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## CITY of NOVI CITY COUNCIL

Agenda Item 1  
June 1, 2009

**SUBJECT:** Consideration of the request of Hotel Baronette for SP09-08, Preliminary Site Plan and Shared Parking Study approval. The subject property is approximately 6.29 acres of land located in Section 14, on the east side of Novi Road, between I-96 and Twelve Mile Road in the RC, Regional Center District. The applicant is proposing to add a three-story 5,688 square foot addition to the existing Hotel Baronette, extend the patio area of the existing restaurant, and eliminate 26 parking spaces from the existing parking lot.

**SUBMITTING DEPARTMENT:** <sup>Baird</sup> Community Development Department - Planning

**CITY MANAGER APPROVAL:** 

### BACKGROUND INFORMATION:

The applicant is proposing to add a three-story, 5,688 square foot addition to the southwest corner of the existing Hotel Baronette. The addition will include a new banquet facility on the ground floor, a fitness center for hotel guests on the second floor, and a private lounge for hotel guests on the third floor. The applicant is also proposing to extend the patio area of the existing restaurant and eliminate 26 parking spaces from the existing parking lot. Interior renovations to the existing hotel rooms are also proposed. A Shared Parking Study was provided for consideration of the shared uses on the site: both the guests and patrons of the hotel, and the restaurant and banquet facility. The 12 Oaks Mall entry drive from Novi Road is proposed to be modified to include an opening in the boulevard island and allow more direct access to the site from Novi Road.

Per the requirements of Section 2505 of the Zoning Ordinance, 438 parking spaces are required for the proposed use. The applicant has indicated that 356 spaces are provided and has submitted a Shared Parking Study to demonstrate only 357 spaces are required for peak usage. Per Section 2505.8 of the Zoning Ordinance, the City Council (after a recommendation from the Planning Commission) may reduce the parking requirements with the acceptance of the Shared Parking Study. Section 1703.4 of the Zoning Ordinance requires all proposals within the RC, Regional Center District to be approved by the City Council, following a recommendation from the Planning Commission.

The Planning Commission recommended that the submitted Shared Parking Study is acceptable and demonstrates that adequate parking will be provided on site for the expected mix of uses. The Traffic Consultant's review of May 19<sup>th</sup> indicates that the supplemental Traffic Impact Study is satisfactory, with its chief recommendation that the proposed new left-turn pocket in the mall entrance drive provides 100 feet of storage, rather than the 75 feet shown on the Preliminary Site Plan.

At the time of Final Site Plan, the applicant must provide documentation from Twelve Oaks Mall approving the proposed changes to the mall entrance drive. The applicant has verbally indicated to staff that conversations with mall management have already taken place regarding the proposed changes. Finally, it is recommended that the applicant consider routine maintenance on the existing stone copies and window sills as a part of the hotel renovations.

This matter appeared before the Planning Commission on May 20, 2009 where the Planning Commission made a positive recommendation for the approval of the Preliminary Site Plan and Shared Parking Study. Relevant meeting minutes are attached.

**RECOMMENDED ACTION:** Approval of the request of Hotel Baronette for SP09-08, Preliminary Site Plan and Shared Parking Study approval, subject to the following:

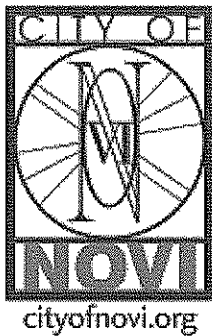
- a. The proposed new left-turn pocket in the mall entrance drive shall provide a minimum of 100 feet of storage, rather than 75 feet of storage as shown on the submitted site plan;
- b. The applicant shall provide documentation from Twelve Oaks Mall approving the proposed changes to the mall entrance drive;
- c. The applicant shall consider routine maintenance on the existing stone copings and window sills as a part of the hotel renovations;
- d. The comments in the staff and consultant review letters being addressed on the Final Site Plan.

*for the reasons that the proposed site plan is otherwise in compliance with Article 25 and Article 17 of the Zoning Ordinance and all other applicable provisions of the Ordinance, and the proposed Shared Parking Study illustrates that adequate parking will be on site to support both the principal hotel use and all accessory uses.*

	1	2	Y	N
<b>Mayor Landry</b>				
<b>Mayor Pro-Tem Gatt</b>				
<b>Council Member Burke</b>				
<b>Council Member Crawford</b>				

	1	2	Y	N
<b>Council Member Margolis</b>				
<b>Council Member Mutch</b>				
<b>Council Member Staudt</b>				

**PLANNING REVIEW**



## PLAN REVIEW CENTER REPORT

May 11, 2009

### Planning Review

The Baronette a Renaissance Hotel by Marriott  
FKA Hotel Baronette  
SP #09-08

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#### Petitioner

Hotel Baronette

#### Review Type

Preliminary Site Plan and Shared Parking Study

#### Property Characteristics

- Site Location: 27790 Novi Road (East side of Novi Road and south of Twelve Mile Road)
- Site School District: Novi Community Schools
- Site Zoning: RC, Regional Center
- Adjoining Zoning: North, South, East and West: RC
- Site Use(s): Existing hotel
- Adjoining Uses: North: Gorman's Furniture; East: Retail (Twelve Oaks Mall); West: Retail (West Oaks); South: Office
- Site Size: 6.29 acres (entire site)
- Proposed Addition Size: 5,688 square feet
- Plan Date: 04/22/09

#### Project Summary

The applicant is proposing to add a three story 5,688 sq. ft. addition to the southwest corner of the existing Hotel Baronette. The addition will include a new banquet facility on the ground floor, a fitness center for hotel guests on the second floor and a private lounge for hotel guests on the third floor. The applicant is also proposing to extend the patio area of the existing restaurant and eliminate 26 parking spaces from the existing parking lot. Interior renovations to the existing hotel rooms are also proposed. A Shared Parking Study was provided for consideration of the shared uses on the site: both the guests and patrons of the hotel, and the restaurant and banquet facility. The 12 Oaks Mall entry drive from Novi Road is proposed to be modified to include an opening in the boulevard island and allow more direct access to the site from Novi Road. Please see the traffic review for more information.

#### Recommendation

Approval of the ***Preliminary Site Plan is recommended.*** The plan is generally in compliance with the Zoning Ordinance and there are only minor Planning related items to be addressed at the time of Final Site Plan submittal.

### **Ordinance Requirements**

This project was reviewed for conformance with the Zoning Ordinance with respect to Article 17 (RC, Regional Center District), Article 24 (Schedule of Regulations), Article 25 (General Provisions), and any other applicable provisions of the Zoning Ordinance. Please see the attached charts for information pertaining to ordinance requirements. Items in **bold** below must be addressed by the applicant or City Council before Site Plan Approval may be granted. Please note, site plans within the RC District require approval from the City Council after a recommendation from the Planning Commission.

1. Existing Parking: The applicant is proposing to restripe a portion of the parking lot including barrier free spaces. In order to verify the number parking spaces as well as the existence of the appropriate signage and the required dimensions, all existing parking should be shown on the plan. **The applicant should clearly show all existing parking and barrier free signage on Sheet L001.**
2. Barrier Free Signage: One sign is required for each barrier free space. A sign is not currently indicated on the plan for the relocated barrier free space. **The applicant should provide barrier free signage for all existing and proposed barrier free spaces and clearly indicate the location of said signs on the plan.**
3. Shared Parking Study: Per the requirements of Section 2505 of the Zoning Ordinance, 438 parking spaces are required for the proposed use. The applicant has indicated that 356 spaces are provided and has submitted a Shared Parking Study to demonstrate only 357 spaces are required for peak usage. Per Section 2505.8 of the Zoning Ordinance, the City Council (after a recommendation from the Planning Commission) may reduce the parking requirements with the acceptance of the Shared Parking Study. Please see the traffic review letter for additional information.
4. Restaurant Patio Extension: The applicant has proposed an extension of the existing restaurant patio. Outdoor seating must be approved by the Planning Division. The applicant should provide an outdoor seating plan showing all proposed and existing seating and patio furniture. Please refer to Section 2524 of the Zoning Ordinance for outdoor seating requirements.
5. Exterior Lighting: It is unclear if the applicant is proposing changes to the exterior lighting currently on site or providing exterior lighting on the proposed addition. **If changes or additional lighting are proposed, the applicant should submit a photometric plan with the Final Site Plan submittal.** Please refer to Section 2511 for exterior lighting requirements.
6. Proposed changes to 12 Oaks Mall Entry Drive: **The applicant should provide a letter from 12 Oaks Mall approving the proposed changes to the entry drive.**

### **Response Letter**

A letter from either the applicant or the applicant's representative addressing comments in this, and in the other review letters, is requested **prior to the matter being reviewed by the Planning Commission.** Additionally, a letter from the applicant is requested to be submitted with the next set of plans submitted highlighting the changes made to the plans addressing each of the comments listed above.

**Pre-Construction Meeting**

Prior to the start of any work on the site, Pre-Construction (Pre-Con) meetings must be held with the applicant's contractor and the City's consulting engineer. Pre-Con meetings are generally held after Stamping Sets have been issued and prior to the start of any work on the site. There are a variety of requirements, fees and permits that must be issued before a Pre-Con can be scheduled. To give you an advance notice of the requirements and what must be in place prior to the Pre-Con, a sample Pre-Con checklist is attached. If you have questions regarding the checklist or the Pre-Con itself, please contact Sarah Marchioni [248-347-0430 or [smarchioni@cityofnovi.org](mailto:smarchioni@cityofnovi.org)] in the Community Development Department.

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248-347-0586 or [kkapelanski@cityofnovi.org](mailto:kkapelanski@cityofnovi.org).



Kristen Kapelanski, Planner

Attachments: Planning Review Chart

**PLANNING REVIEW SUMMARY CHART**

Preliminary Site Plan Review  
 Plan Date: 04/22/09

Items in **Bold** need to be addressed by the applicant.

Item	Required	Proposed	Meets Requirements?	Comments
Master Plan	PD-2	No change Proposed	Yes	
Zoning	RC	Expansion of existing hotel.	Yes	
Use (Article 17)	Uses permitted in the RC District include regional shopping centers, stand-alone retail establishments, restaurants and uses permitted in the OSC District.	Expansion of existing hotel.	Yes	
Building Height (Section 2400)	45 ft.	42 feet	Yes	
<b>Building Setback</b>				
Front – west (Section 2400)	100 feet	Proposed addition – 100 feet	Yes	
Exterior Side - north (Section 2400)	100 feet	Proposed addition – 250 feet +	Yes	
Exterior Side - south (Section 2400)	100 feet	Proposed addition - 110 feet	Yes	
Rear - east (Section 2400)	100 feet	N/ A (Addition is structurally attached to existing building.)	Yes	
<b>Parking Setback</b>				
Front - west (Section 2400)	20 feet	Parking is proposed within the existing confines of the current parking lot and therefore setback appropriately.	Yes	Applicant should clearly show all existing parking on Sheet L001.
Exterior Side – north (Section 2400)	20 feet			
Exterior Side - south (Section 2400)	20 feet			
Rear - east (Section 2400)	10 feet			
Number of Parking Spaces (Section 2505.14e)	<b>Existing Hotel</b> – 1 space for each 1 occupant unit plus 1 space for each employee plus spaces	Per the provided Shared Parking Study, the addition will result in the loss of 26 parking spaces,	<b>No</b>	<b>Parking requirements can be reduced by the Planning Commission/City Council if the Shared Parking Study supports this reduction. The</b>

Item	Required	Proposed	Meets Requirements?	Comments
	<p>for accessory uses</p> <p>153 rooms + 45 employees = <b>198 spaces required</b></p> <p><b>Banquet Room 1</b> (existing) – 1 space for each 3 persons permitted under maximum occupancy</p> <p>300 max. occupancy / 3 = <b>100 spaces required</b></p> <p><b>Restaurant</b> (existing) – 1 space for each 2 employees plus one for each two customers allowed under maximum capacity</p> <p>176 capacity / 2 = 88 spaces</p> <p>30 employees / 2 = 15 spaces</p> <p><b>88+15 = 103 spaces required</b></p> <p><b>Banquet Room 2</b> (proposed) – 1 space for each 3 persons permitted under maximum occupancy</p> <p>111 max. occupancy / 3 = <b>37 spaces required</b></p> <p><b>Fitness Center</b> – 1 space for each 5.5 memberships</p> <p><b>No additional spaces needed as only hotel guests will have access.</b></p> <p><b>Private Club</b> – 1</p>	<p>reducing the available parking from 382 spaces to 356 spaces.</p>		<p>applicant has provided a shared parking study indicating during peak usage, only 357 parking spaces would be required. See the applicant's shared parking study submittal and Section 2505.8 of the Zoning Ordinance for additional information.</p> <p>Applicant should clearly show all existing parking on Sheet L001.</p>

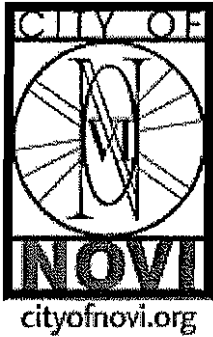


Item	Required	Proposed	Meets Requirements?	Comments
	<p>space for each 3 persons allowed under maximum occupancy</p> <p><b>No additional spaces needed as only hotel guests will have access.</b></p> <p><b>438 spaces required</b></p>			
<p>Parking Space Dimensions and Maneuvering Lanes (Section 2506)</p>	<p>9' x 19' parking spaces with 24' wide drives; 9' x 17' parking spaces permit adjacent to 7'-wide interior sidewalks and landscaping, if 4" curb is provided</p>	<p>9' X 19' spaces provided</p>	<p>Yes</p>	<p><b>Applicant should clearly show all existing parking on Sheet L001.</b></p>
<p>Barrier Free Spaces (Barrier Free Code)</p>	<p>Barrier free requirements are based on the total number of spaces provided.</p> <p>Per the provided Shared Parking Study, the addition will result in the loss of 26 parking spaces, reducing the available parking from 382 spaces to 356 spaces, which would require 8 barrier free spaces with one van accessible space.</p>	<p>Notes indicate that 8 barrier free spaces are to remain on the site</p>	<p>Yes?</p>	<p><b>Applicant should clearly show all existing and proposed parking and all existing and proposed barrier free spaces so that the barrier free requirements can be accurately calculated.</b></p>
<p>Barrier Free Space Dimensions (Barrier Free Code)</p>	<p>8' wide with a 5' wide access aisle for standard barrier-free spaces; 8' wide with an 8' wide access aisle for van-accessible spaces</p>	<p>8' wide with an 8' wide access aisle for van-accessible spaces</p>	<p>Yes?</p>	<p><b>Applicant should clearly show all existing and proposed barrier free spaces so that the barrier free requirements can be verified.</b></p>
<p>Barrier Free Signs (Barrier Free Design Graphics Manual)</p>	<p>One sign for each accessible parking space</p>	<p>Signs not indicated</p>	<p>No</p>	<p><b>Applicant should clearly show all existing and proposed barrier free spaces and signage so that the barrier free requirements can be verified.</b></p>

Item	Required	Proposed	Meets Requirements?	Comments
<p>Loading Spaces (Section 2507) and Dumpster Enclosure (Section 2503.2 and 2520.1)</p> <p>Dumpster Enclosure (Sections 2503.2.F and 2520.1)</p>	<p>Must be in rear yard, with 10 sq. ft. per front foot of building.</p> <p>Dumpster enclosure to be located in rear yard, no closer than 10' to building unless structurally attached; set back from property line a distance equivalent to the parking lot setback; located as far from barrier free spaces as possible; Enclosure to match building materials</p>	Existing dumpster and loading zone to remain.	Yes	
Exterior lighting (Section 2511)	If additional lighting is proposed, photometric plan required at time of Final Site Plan submittal.			
Sidewalks (City Code Section 11-276(b))	5'-8' wide sidewalk along all major thoroughfares and collectors as required by the Pedestrian and Bicycle Master Plan	5 ft. sidewalk provided	Yes	
Pedestrian Connectivity	The Planning Commission shall consider... Whether the traffic circulation features within the site and location of automobile parking areas are designed to assure safety and convenience of both vehicular and pedestrian traffic both within the site and in relation to access streets (Section 2516.2.b (3)).	Sidewalk connected?	Yes	<b>Applicant should consider installing sidewalks along the ring road and mall entrance drive if they are not already present.</b>
Development/ Business Sign	If proposed, signage requires a permit.			Contact Maureen Underhill at 248-735-5602

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

## LANDSCAPE REVIEW



# PLAN REVIEW CENTER REPORT

May 1, 2009

## Preliminary Landscape Review

Hotel Baronette / Marriott Renaissance

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### Review Type

Preliminary Landscape Review

### Property Characteristics

- Site Location: Novi Road
- Site Zoning: RC – Regional Center
- Plan Date: 4/22/09

### Recommendation

**Approval of the Preliminary Site Plan for 09-08 Hotel Baronette / Marriott Renaissance Renovation is recommended.** Please address minor comments on the Stamping Set Submittal.

### Ordinance Considerations

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

1. No major alterations are proposed within the right-of-ways.
2. Right-of-way greenbelt planting calculations have been provided and requirements have been met.

#### Street Tree Requirements (Sec. 2509.3.b.)

1. Existing street trees will be preserved. The applicant has also proposed 8 additional perimeter parking lot trees along the service drive. Street tree requirements have been met.

#### Parking Landscape (Sec. 2509.3.c.)

1. Adequate interior parking landscape area has been provided.
2. Two additional Parking Lot Canopy Trees have been provided.

#### Parking Lot Perimeter Canopy Trees (Sec. 2509.3.c.(3))

1. Perimeter Parking Lot Canopy Trees are required per 35 LF surrounding parking and access areas. The Applicant has adequately provided for the requirement.

#### Building Foundation Landscape (Sec. 2509.3.d.)

1. A minimum 4' wide landscape bed is required around the entire building foundation. The applicant has met this requirement.
2. Adequate interior parking landscape area is has been provided.

### Plant List (LDM)

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

**Planting Notations and Details (LDM)**

1. The planting details and notations meet the requirements of the Ordinance and the Landscape Design Manual.

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

1. An Irrigation Plan and Cost Estimate must be provided.

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

**Financial Requirements Review**

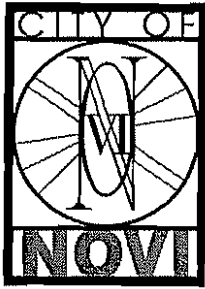
To be completed at time of Final Site Plan Review.

Item	Amount	Verified	Adjustment	Comments
Full Landscape Cost Estimate	\$ 42,980			Includes street trees. Does not include irrigation costs.
Final Landscape Review Fee	\$ 6,447			1.5% of full cost estimate Any adjustments to the fee must be paid in full prior to stamping set submittal.

**Financial Requirements (Bonds & Inspections)**

Item	Required	Amount	Verified	Comments
Landscape Cost Estimate	YES	\$ 47,980		Does not include street trees. Includes irrigation.
Landscape Financial Guaranty	YES	\$ 71,970		This financial guarantee is based upon 150% of the verified cost estimate. For Commercial, this letter of credit is due prior to the issuance of a Temporary Certificate of Occupancy. For Residential this is letter of credit is due prior to pre-construction meeting.
Landscape Inspection Fee (Development Review Fee Schedule 3/15/99)	YES	\$ 2,878.80		For projects up to \$250,000, this fee is \$500 or 6 % of the amount of the Landscape cost estimate, whichever is greater.  This cash or check is due prior to the Pre-Construction meeting.
Landscape Administration Fee (Development Review Fee Schedule 3/15/99)	YES	\$ 431.82		This fee is 15% of the Landscape Inspection Fee. This cash or check is due prior to the Pre-Construction meeting.
Transformer Financial Guarantee	YES	\$ 0		\$500 per transformer if not included above. For Commercial this letter of credit is due prior to the issuance of a Temporary Certificate of Occupancy. For Residential this is letter of credit is due prior to pre-construction meeting.
Street Tree Financial Guaranty	YES	\$ 0		\$400 per tree.
Street Tree Inspection Fee	YES	\$ 0		6% of the Street Tree Bond as listed above.
Street tree Maintenance Fee	YES	\$ 0		\$25 per tree.
Landscape Maintenance Bond	YES	\$ 4,798		10% of verified cost estimate due prior to release of Financial Guaranty.

## **ENGINEERING REVIEW**



cityofnovi.org

## **PLAN REVIEW CENTER REPORT**

May 11, 2009

### **Engineering Review**

Hotel Baronette/Marriott Renaissance Renovation  
SP09-08

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#### **Petitioner**

Hotel Baronette

#### **Review Type**

Preliminary Site Plan

#### **Property Characteristics**

- Site Location: Twelve Oaks Ring Road
- Site Size: 6.29 acres
- Plan Date: April 22, 2009

#### **Project Summary**

- Construction of a building addition, patio/terrace, alterations to the parking lot and storm structure adjustments. The plan also proposes a median removal and left-turn lane addition to the Twelve Oaks Ring Road.

#### **Recommendation**

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

#### **Comments:**

The 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):



General

1. Provide a note on the plans that all work shall conform to the current City of Novi standards and specifications.
2. The City standard detail sheets are not required for the Final Site Plan submittal. They will be required with the Stamping Set submittal.
3. Show and label the master planned right-of-way width for Novi Road.
4. If traffic control signs are being proposed, provide a traffic control sign table listing the quantities of each sign type proposed for the development. Provide a note along with the table stating all traffic signage will comply with the current MMUTCD standards.
5. Provide a note that compacted sand backfill shall be provided for all utilities within the influence of paved areas, and illustrate on the profiles.

Storm Sewer

6. The proposed bridge drain detail shown for the inlet structure southwest of the building addition does not meet City of Novi design standards. Please provide the City of Novi standard detail for curb inlets for all proposed storm structures.
7. Provide a schedule listing the casting type and other relevant information for each proposed storm structure on the utility plan. Round castings shall be provided on all catch basins except curb inlet structures.

Water Main

8. Be sure to adjust fire hydrants accordingly to meet proposed grades.

Paving & Grading

9. Provide more detail for the existing parking lot. This includes showing all existing adjacent parking spaces.
10. If the proposed pavement shown for the parking spaces south of the addition is proposed to asphalt pavement, please label on the plan.
11. Please show all ramp details on the plan. Be sure all ramps meet ADA requirements.
12. Show the pavement cross section for the proposed left-turn lane along the Ring Road. Be sure to match the existing cross section of the Ring Road.
13. Sheet L401 shows the sidewalk section labeled as "Typical Concrete Pavement". Please re-label to "Typical Concrete Sidewalk Cross Section".
14. Specify the product proposed and provide a detail for the detectable warning surface for barrier free ramps. The product shall be the concrete-embedded detectable warning plates, or equal, and shall be approved by the Engineering Department. Stamped concrete will not be acceptable.
15. The end islands shall conform to the City standard island design, or variations of the standard design, while still conforming to the standards given in Section 2506 of Appendix A of the Zoning ordinance (i.e. 2' minor radius, 15' major radius, minimum 8' wide, 3' shorter than adjacent 19' stall). The proposed island shown west of the building addition shall be modified to meet City requirements.

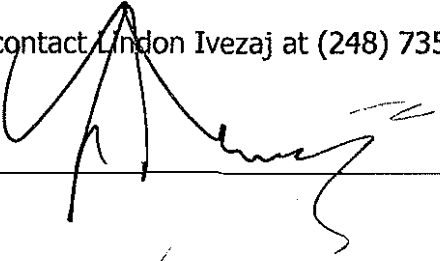
**The following must be submitted at the time of Final Site Plan submittal:**

16. 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.
17. 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 addressed prior to construction:**

18. 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.
19. 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.
20. A permit for work within the right-of-way of Novi Road 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.
21. A permit for work within the right-of-way of Novi Road must be obtained from the Road Commission for Oakland County. Please contact the RCOC (248-858-4835) directly with any questions. The applicant must forward a copy of this permit to the City. Provide a note on the plans indicating all work within the right-of-way will be constructed in accordance with the Road Commission for Oakland County standards.
22. Construction Inspection Fees to be determined once the construction cost estimate is submitted must be paid prior to the pre-construction meeting.
23. 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.
24. If street signs are proposed, 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 Lindon Ivezaj at (248) 735-5694 with any questions.



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

**TRAFFIC REVIEW**

May 19, 2009

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



**SUBJECT: Hotel Baronette / Marriott Renaissance Renovation, SP#09-08A,  
Traffic Review of Supplemental Traffic Impact Study of May 18, 2009**

Dear Ms. McBeth:

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

**Recommendation**

We recommend acceptance of the supplemental study and its chief recommendation that the proposed new left-turn pocket in the mall entrance drive provide 100 ft of storage rather than the 75 ft shown on the preliminary site plan we reviewed in our letter of May 8, 2009.

**Discussion**

How were traffic issues analyzed differently in the new study, and what recommendations were made?

1. Our May 8 review comments were discussed with the Applicant and the Applicant's traffic consultant in a telephone conference of May 14, and the revised study of May 18 resulted.
2. Site traffic counted in the PM peak periods of a typical weekday and a typical Saturday in February 2009 was now considered to represent only typical hotel and restaurant activity (no special events were apparently occurring in the existing 300-seat banquet facility).
3. As in the original study, the February counts were factored up to the more critical (mall-related) month of December, using historical counts from the signal controller at the adjacent mall driveway and Novi Road.
4. Additional site traffic during a critical late afternoon peak hour was then forecasted by assuming the following:
  - a. Full occupancy of the proposed new banquet seating capacity of 411.
  - b. Ten percent of weekday banquet guests and 40% of weekend banquet guests will already be on-site at the start of the peak hour, since they will be staying at the hotel.
  - c. All other banquet guests will arrive at the site within the peak traffic hour, at an average of 2 per vehicle.

- d. Banquet traffic will be distributed through the site drives and off-site intersections in the manner we approved relative to the original study.
  - e. The forecasted future December traffic conditions will be most critical, and therefore need be the only ones evaluated in the revised study.
4. Per our review comments of May 8, the new peak-hour analyses used the MDOT-endorsed capacity of 2,000 vehicles per hour per lane.
5. The new analyses showed that:
- a. The longest entering left-turn queue using the proposed new left-turn pocket in the mall entrance drive would occur in a late Saturday afternoon peak hour in December. At that time, the 95<sup>th</sup>-percentile queue would be 81 ft and the maximum queue would be 90 ft. Hence, we agree that the left-turn pocket should be 100 ft long, rather than 75 ft as shown on the preliminary site plan we reviewed earlier.
  - b. All other intersections and intersection approaches would operate at satisfactory levels of service, and no mitigation needs to be identified or recommended.
6. We are satisfied with the May 18 supplemental traffic impact study. For a complete historical record, both studies and both of our review letters should be kept on file.

Sincerely,  
BIRCHLER ARROYO ASSOCIATES, INC.



Rodney L. Arroyo, AICP  
Vice President



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



David R. Campbell  
Senior Associate

May 8, 2009

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



**SUBJECT: Hotel Baronette / Marriott Renaissance Renovation, SP#09-08,  
Traffic Review of Preliminary Site Plan, Shared Parking Study,  
and Traffic Impact Study**

Dear Ms. McBeth:

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

### Recommendation

We can not recommend approval until the items in **bold** below have been satisfactorily addressed.

### Project Description

What is the Applicant proposing?

1. A 5,688-s.f. multi-story addition is proposed at the southwest corner of the existing hotel (see attached birdseye aerial photo). According to the Applicant's shared parking study, the addition will include a 1,600-s.f. banquet hall with 111 seats on the first floor, and a club lounge and exercise room (for hotel guests) on upper floors. Also according to the shared parking study, the new facility will be served by *the same number of employees – 75 –* now serving the existing 153-room hotel, 176-seat restaurant, and 300-seat banquet hall.

### Shared Parking Study

Will the revised parking lot accommodate future peak parking demand?

2. The proposed building expansion will reduce the site's existing parking capacity by 26 spaces, while at the same time increasing the peak parking demand. A shared parking study (SPS) dated 4-13-09 by the Applicant's parking and traffic consultant, Tetra Tech, was prepared to evaluate the adequacy of the reduced parking supply. The SPS accounted for (a) City of Novi parking requirements for the individual uses (hotel rooms, restaurant, and banquet hall) as if each stood alone; (b) timesharing of parking spaces by the three uses; and (c) other factors reducing parking requirements, such as captive parking (e.g., hotel guests walking to a banquet function) and mode split (e.g., hotel guests arriving by taxi or limousine).
3. Strict application of City parking ratios, without any shared parking considerations, would require a total of 438 spaces. The preliminary site plan proposes a total of 356 spaces.

4. With timesharing alone, the peak parking requirement was predicted to occur at 9:00 PM on a weekend in July, when a total of 357 spaces would be required. Hence, a negligible deficit of one parking space would occur.
5. With both timesharing and the assumption of reasonable experience-based "other factors" (per comment 2), the peak parking requirement was predicted to occur at 9:00 PM on a weekday in July, when a total of 247 spaces would be required. Hence, a significant surplus of 109 parking spaces would occur.
6. We find the shared parking study acceptable in terms of methodology, findings, and conclusions. It is reasonable to conclude that the site parking supply will be adequate for the proposed building expansion.

### Traffic Impact Study

Will the proposed access improvements safely and efficiently accommodate future site traffic? Will any off-site roadway or traffic control improvements be needed?

7. A traffic impact study dated April 2009 was prepared for the Applicant by another individual at Tetra Tech. That individual exchanged several emails with us before and after beginning the traffic study. Reference will be made in the following comments to some of those communications.
8. Our pre-application comments to the City, dated 2-26-09, outlined several key concerns that should be evaluated in the required traffic impact study. By far the most critical concern was the importance of demonstrating that the proposed left-turn pocket in the adjacent mall entrance drive will be long enough to avoid spill-backs into the driveway's through lanes. Possible spill-backs resulting from delays completing left turns into the hotel site will be a function of the volume and arrival pattern of entering left turns, volume of westbound traffic exiting the mall, and the degree to which backups from the signal at Novi Road impedes drivers wanting to turn left into the site.
9. Our comments regarding certain key steps in the traffic study are as follows:
  - a. Existing Traffic Volumes – In our emailed guidance of 2-11-09, we asked the Applicant's traffic consultant to evaluate four specific peak hours: Saturday PM in mid-December, weekday PM in mid-December, Saturday PM in February or March, and weekday PM in February or March. We also stated that "the specific peak-hour times should be based on expected critical combinations of overall mall traffic and *hotel event traffic*" (emphasis added here for the first time). The study report does not describe any hotel events occurring at the times traffic was actually counted (Tuesday, 2/24/09 and Saturday, 2/28/09). We have compared the counted site traffic to the trip generation forecasted in the report for the existing hotel, and **it appears that no significant banquet events were likely occurring at the time of the study's traffic counts. If true, the study does not capture existing traffic conditions critical to the proper evaluation of the spill-back issue cited above.**
  - b. Trip Generation – We concurred with the consultant's emailed proposal to forecast additional site trips using employee counts for a hotel; however, at the time, we expected



there to be some increase in employees, and that the study would develop a ratio of future-to-existing employees, and then multiply that ratio by site traffic counts made at the time of a critical banquet event. Rather, the study assumes a current headcount of 50 and a future headcount of 75 (contrary to the assumptions of the shared parking study), and then forecasts new site traffic by subtracting predicted trips for a 50-employee hotel from predicted trips for a 75-employee hotel. **This resulted in a forecast of only 10 new entering trips in the weekday PM peak hour and 15 new entering trips in the Saturday PM peak hour, volumes which appear unreasonably low given the 111-seat capacity of the proposed banquet center expansion.**

- c. Trip Distribution – The study documents the existing distribution of site traffic, and then makes reasonable assumptions regarding how that traffic will be distributed differently between site drives once entering left turns are allowed from the mall driveway (per the site plan proposal).
- d. Traffic Simulation – Under the future traffic forecasts of the study, a detailed *SimTraffic* simulation predicts a maximum entering left-turn queue length of 69 ft during the non-December, Saturday PM peak hour found most critical. Hence, **the study concludes that the proposed 75-ft long left-turn bay in the mall driveway will avoid spill-back into the driveway's through lanes. We believe that this conclusion is inadequately supported, however, given the degree to which future site traffic during critical banquet events was probably underestimated (per 9a and 9b, above).**
- e. Levels of Service – All peak-hour levels of service were found to be satisfactory, with the exception of the Twelve Oaks Mall driveway approach to Novi Road, which was operating at LOS E in the counted Saturday PM peak hour and both estimated peak hours in December (note: all LOS tables in the report have transposed the names for the EB and WB approaches). The study indicates, however, that “signal re-timing” would restore the preferred minimum LOS D on that approach. **This recommendation should be further explained, given that the existing SCATS signal operation is supposedly self-optimizing. We also note that both the queuing results and level of service findings are somewhat less favorable than they might have been, by virtue of the fact that the analyses used the software's default ideal flow rate of 1,900 vehicles per hour per lane rather than the value of 2,000 vphpl recommended by MDOT for the Detroit Metro Region.**

### Preliminary Site Plan

Are all elements of the site plan in conformance with City standards? Are refinements in order to better facilitate safe and efficient access and circulation by both vehicles and pedestrians?

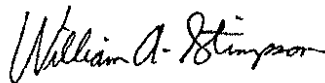
10. **The feasibility of allowing entering left turns from the mall entrance drive to the hotel site, along with the length of the required left-turn bay should such turns be allowed, awaits determination once a revised traffic study has been submitted, reviewed, and found acceptable. The Applicant should also document approval of proposed access changes by the owner of Twelve Oaks Mall.**

11. The plan proposes to reduce the size of the existing island in the hotel's south driveway and allow entering left turns from the mall entrance drive. **To enhance that island's visibility and provide a somewhat better physical deterrent to exiting left turns (at a location where such turns would be disruptive to mall traffic), the island should be enlarged and the exiting drive narrowed; see the first attached plan mark-up. Also, to further discourage exiting left turns, the median nose east of the hotel drive should be extended further west (also shown in the mark-up).**
12. No later than the final site plan, appropriate traffic control devices (signs and pavement arrows) should be proposed at both the modified site driveway and the existing driveway across the entrance road from the site driveway. Our recommendations in this regard are shown on the attached plan mark-up.
13. We were unable to find any dimensions in the plan set for the proposed new curb radii near the proposed building addition. It appears, however, that the *inside corner radius* between the west and south parking aisles is only 15 ft. Our review with turning templates confirms that a larger radius would be required to facilitate fire truck circulation in the event cars are parked along the south side of the lot. Also, the new end island nominally north of the addition has semicircular ends and parallel sides, contrary to the City's Zoning Ordinance (Sec 2506.13).
14. **To address the two deficiencies described in comment 13, we recommend that (a) a 25-ft inside corner radius be used, as shown in the second attached plan mark-up, and (b) the new parking lot end island be designed per the attached standard detail sheet.**
15. **The revised plan should detail all new curb and island radii; the colors of all new pavement markings; and the number and mounting heights of all new traffic control and parking signs (by sign code and size).**
16. The proposed features for pedestrian access and circulation are satisfactory.

Sincerely,  
BIRCHLER ARROYO ASSOCIATES, INC.



Rodney L. Arroyo, AICP  
Vice President



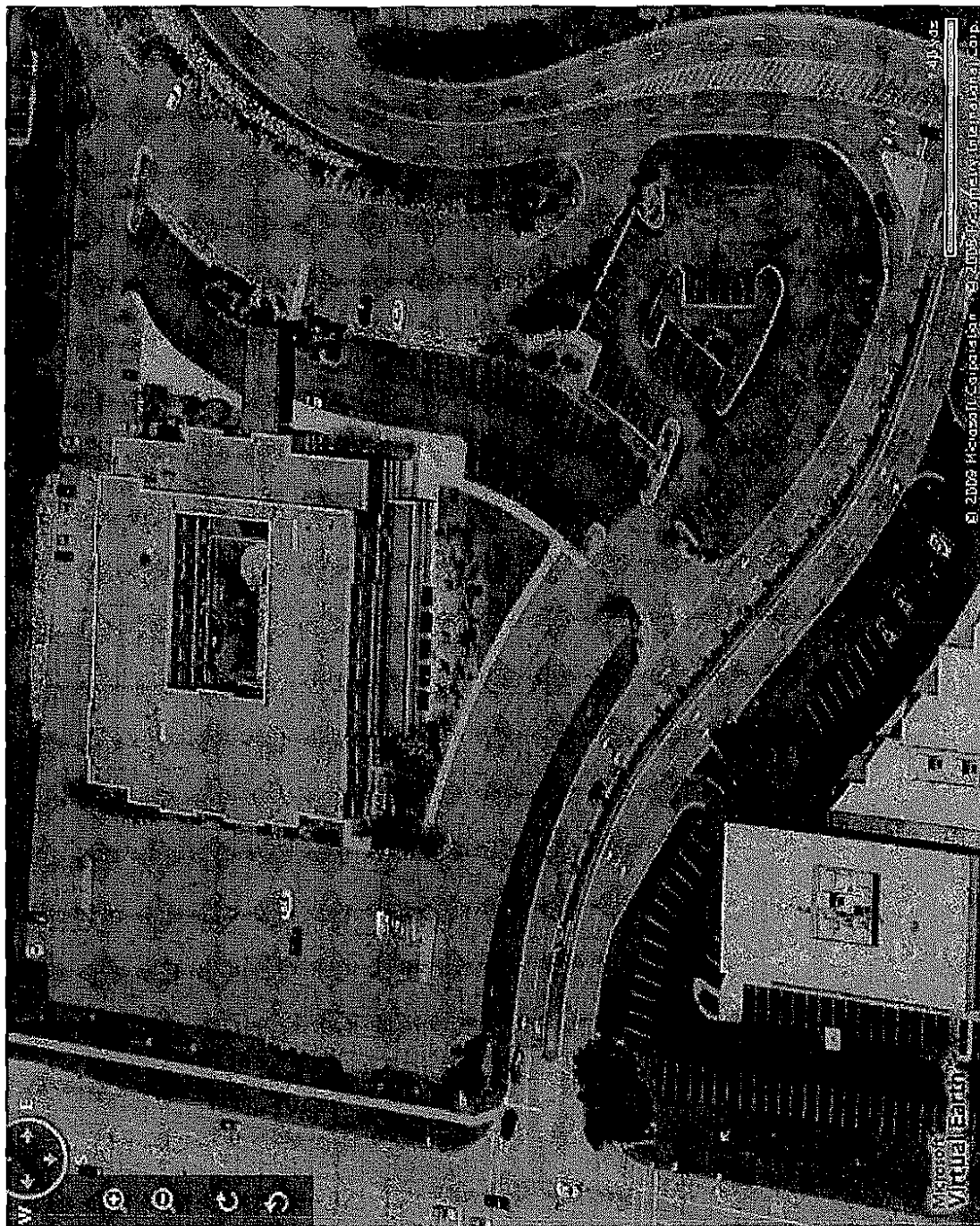
William A. Stimpson, P.E.  
Director of Traffic Engineering



David R. Campbell  
Senior Associate

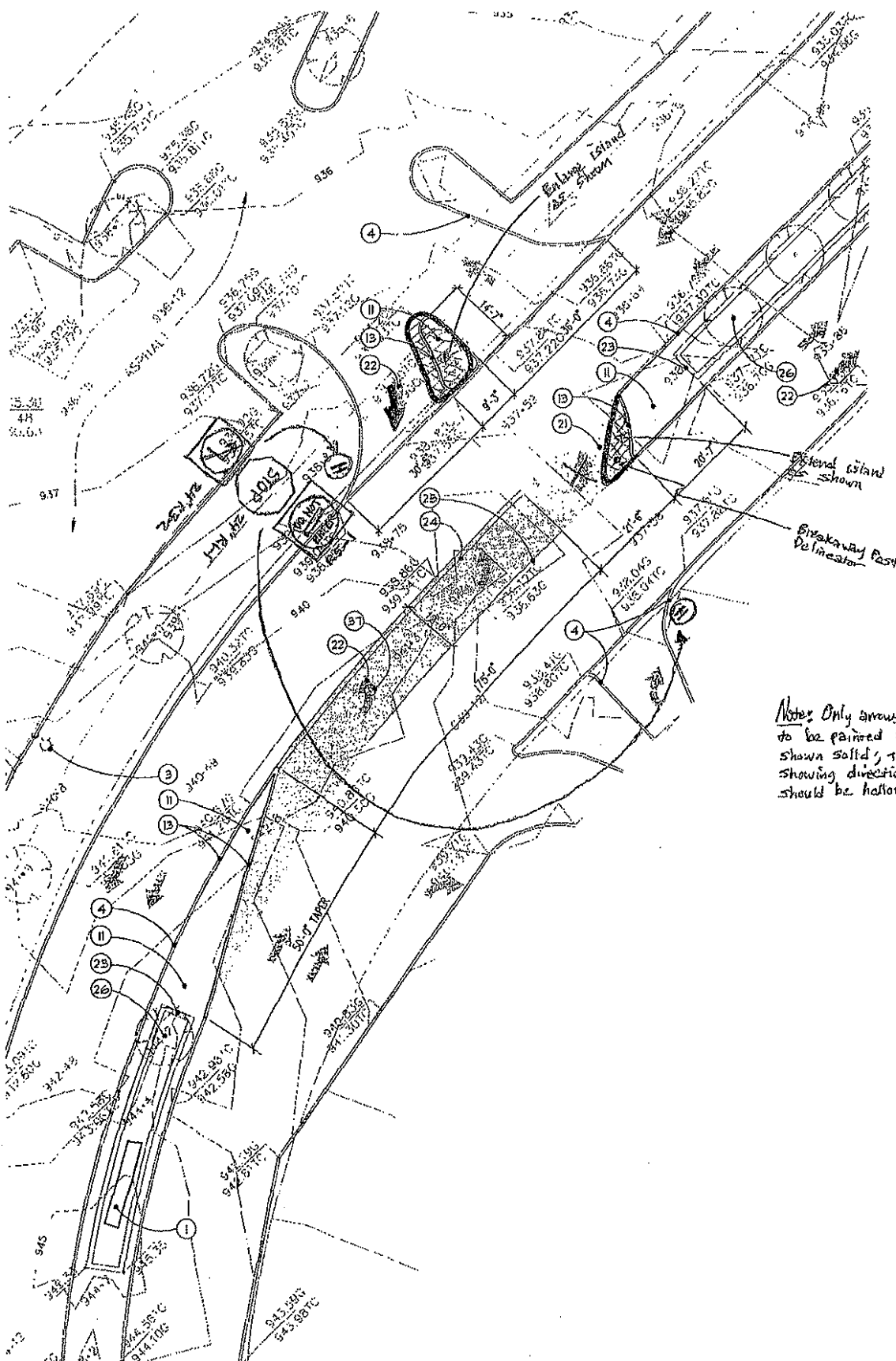
Attachments

- Birdseye aerial
- Two marked-up plan excerpts
- City of Novi standard end island details

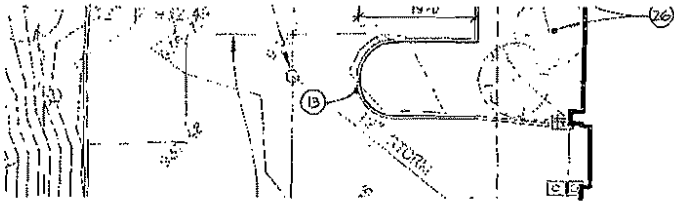


Hotel Baronette at Twelve Oaks Mall, Novi

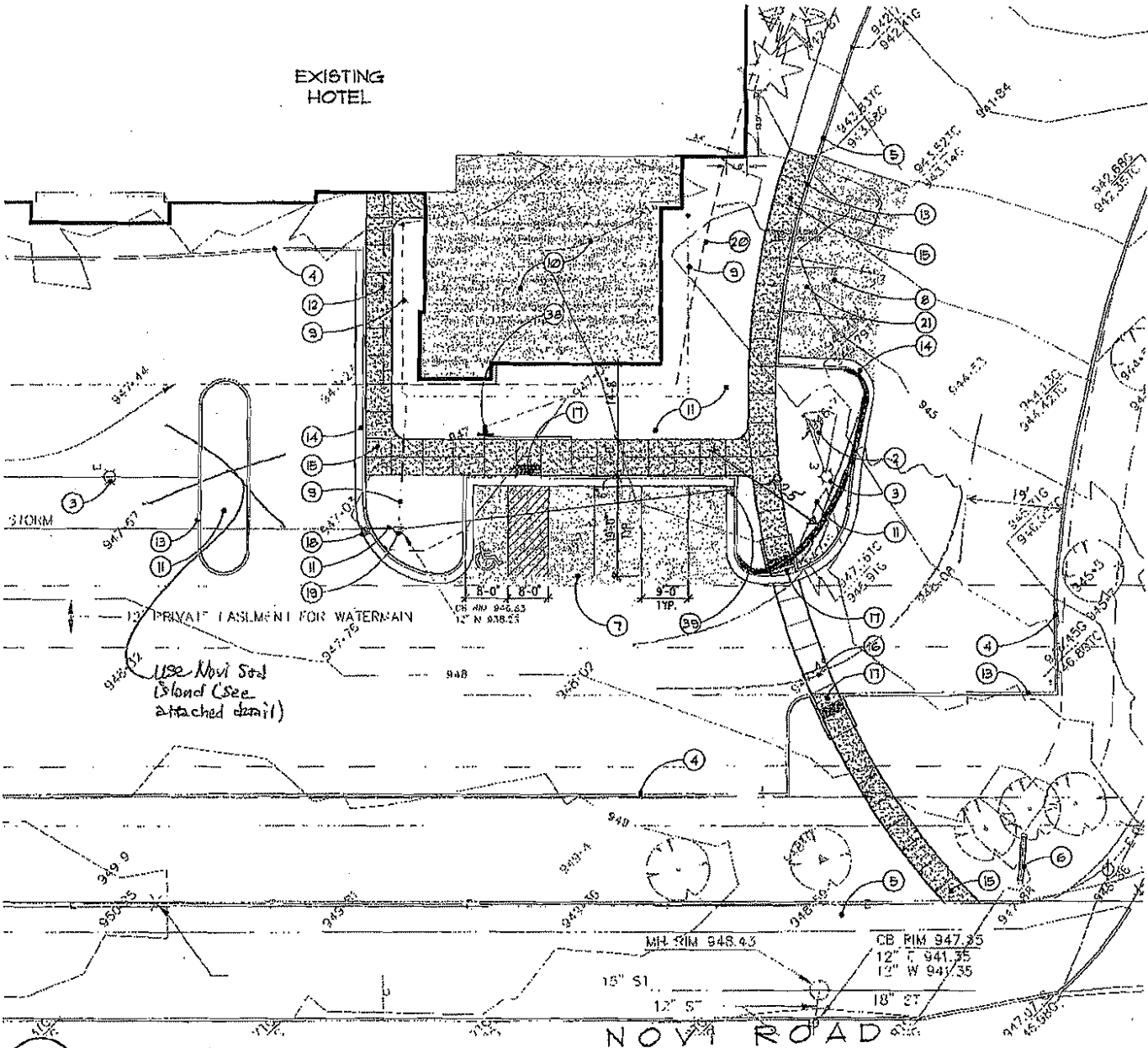
- 11 LANDSCAPE AREA
- 12 NEW ADDITION OVER
- 13 NEW 6" HT. CONCRE
- 14 NEW 6" HT. CONCRE
- 15 NEW CONCRETE WA
- 16 NEW CROSSWALK
- 17 BARRIER FREE RA
- 18 BRIDGE DRAIN IN BASIN, REFER TO
- 19 EXISTING CATCH E NEW GRADE AND
- 20 BUILDING SETBACK
- 21 NEW ASPHALT PA
- 22 NEW TURN LANE A
- 23 LIMITS OF EXISTIN
- 24 DOUBLE YELLOW ENGINEER'S TRAF
- 25 SOLID WHITE PAINT TRAFFIC IMPACT I
- 26 EXISTING TREE TO
- 27 4" NON PERF. DR.
- 28 6" SOLID PVC DI
- 29 RESTAURANT TER
- 30 4' HT. DECORATH TYP.
- 31 INTEGRAL CURB .
- 32 PROPOSED VEST ARCHITECTURAL .
- 33 VESTIBULE ROOF ARCHITECTURAL .
- 34 MATCH EXISTING
- 35 8" SOLID PVC DI
- 36 8' X 8' TERRACE
- 37 EXISTING LIGHT F FOR PROPOSED
- 38 PROPOSED BAR
- 39 PROPOSED CATI NOVI STANDARD



*Note: Only arrows meant to be painted should be shown solid, those only showing directionality should be hollow.*



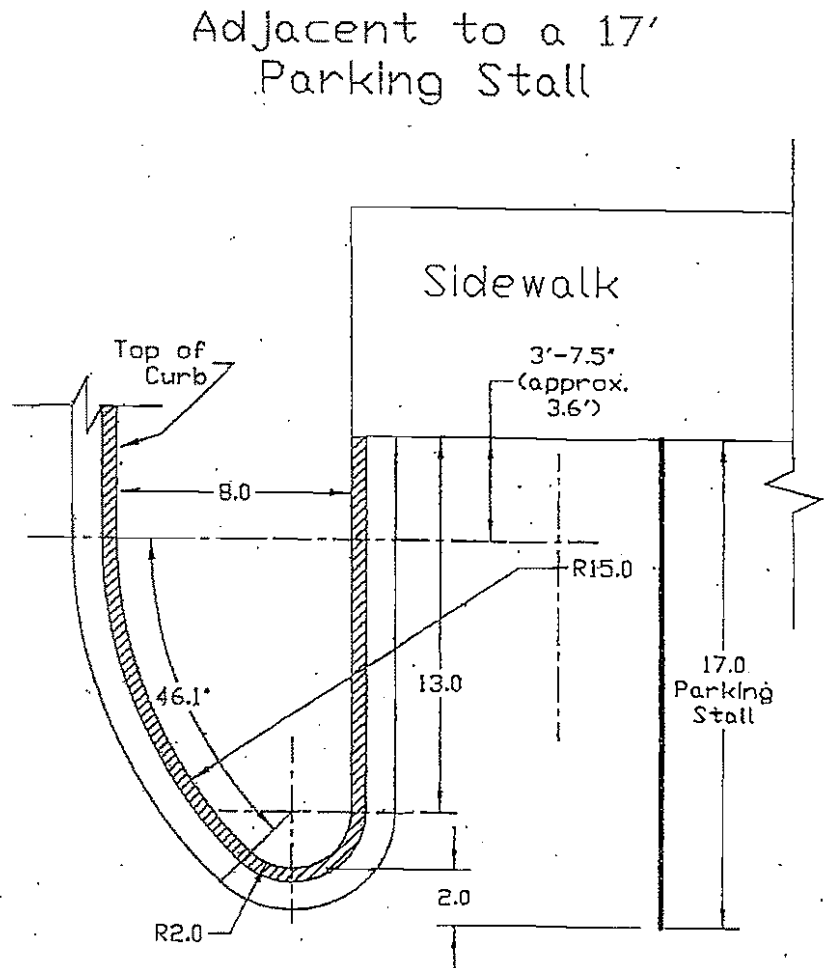
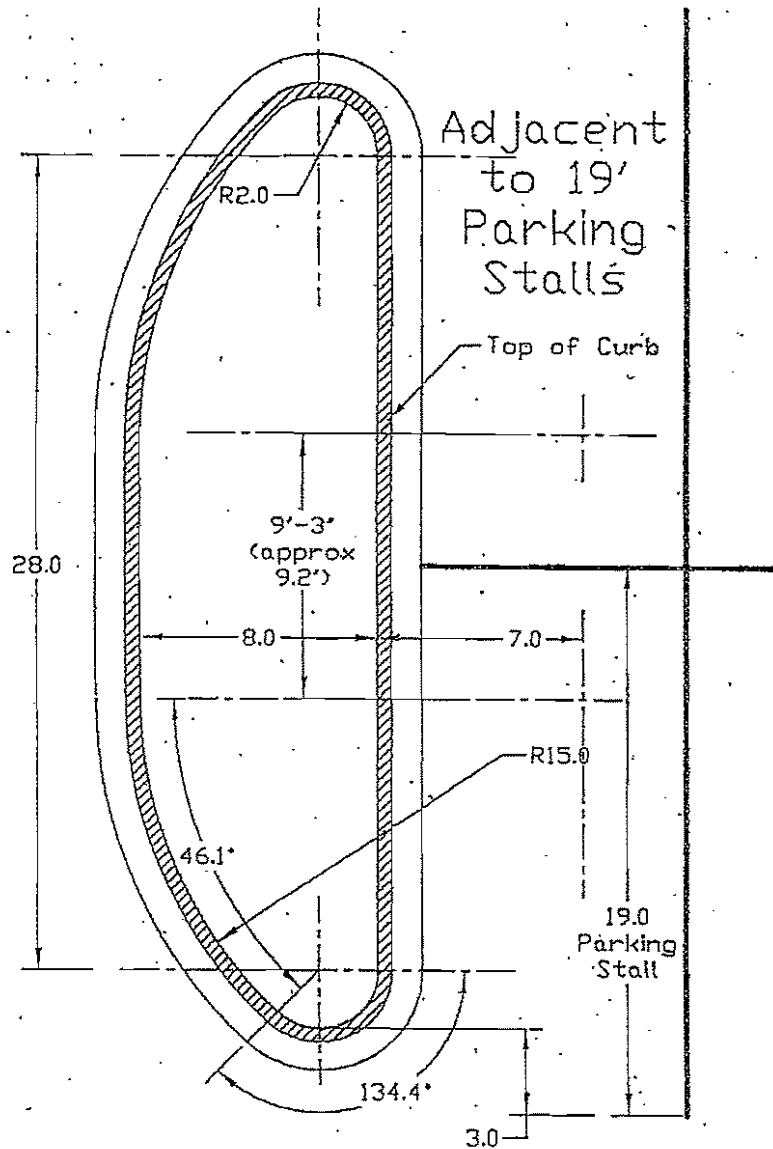
**3 Restaurant Area Layout Enlargement Plan**  
 L001 SCALE: 1" = 20'-0"



**2 New Addition Layout Enlargement Plan**  
 L001 SCALE: 1" = 20'-0"

# Standard Parking Island Design

with minimum 8' width



**FAÇADE REVIEW**



May 11, 2009

City of Novi Planning Department  
 45175 W. 10 Mile Rd.  
 Novi, MI 48375-3024

Attn: Ms. Barb McBeth – Director of Community Development

Re: **FACADE ORDINANCE**  
**Hotel Baronette, SP09-08**  
 Façade Region: 1, Zoning District: RC

Dear Ms. McBeth:

The following is the Façade Review for the proposed addition to above referenced project based on the drawings prepared by Kraemer Design Group, dated 4/21/09. The percentages of materials proposed for each façade are as shown on the table below. The maximum (and minimum) percentages allowed by the Schedule Regulating Façade Materials of Ordinance Section 2520 are shown in the right hand column. Materials that are in non-compliance with the Façade Schedule, if any, are highlighted in bold.

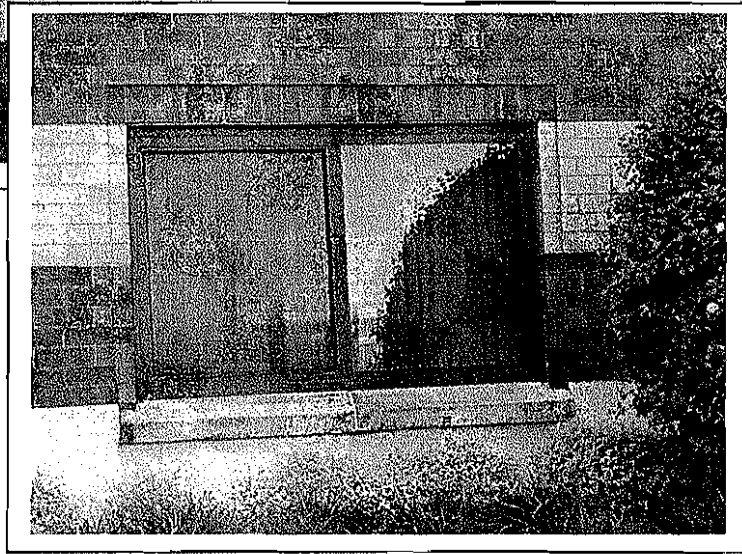
	South Façade	East Façade	West Façade	North Façade	Ordinance Maximum (Minimum)
<b>BRICK</b>	75%	NA	75%	72%	<b>100% (30%)</b>
<b>STONE</b>	15%		10%	10%	50%
<b>FLAT METAL PANELS</b>	9%	NA	12%	17%	50%
<b>SPANDRAL GLASS</b>	1%	NA	3%	1%	50%

**Comments:**

As shown above the percentage of proposed and existing materials combined are in full compliance with the Façade Chart. A Section 9 Waiver is not required.

It should be noted that the stone copings and window sills on the existing building are deteriorated and unsightly and significantly detract from the buildings overall appearance. See attached photos. It is recommended that the applicant clarify weather and if so how this will be remedied as part of the proposed improvements.





**Notes to the Applicant:**

1. **Inspections** - The City of Novi requires Façade Inspection(s) for all projects. Materials displayed on the approved sample board will be compared to materials delivered to the site. It is the applicant's responsibility to request the inspection of each façade material at the appropriate time. This should occur immediately after the materials are delivered. Materials must be approved before installation on the building. Please contact the Novi Building Department's Automated Inspection Hotline at (248) 347-0480 to request the Façade inspection.

2. **Revisions after Approval** – The Novi Planning Commission's approval under the Façade Ordinance is based upon the façade design, materials and colors indicated on the sample board, and drawing referenced herein. Revisions and modifications to any of these items after approval will require reapplication.

Sincerely,  
DRN & Associates, Architects PC

Douglas R. Necci, AIA

**FIRE REVIEW**



**CITY COUNCIL**

**Mayor**  
David B. Landry

**Mayor Pro Tem**  
Bob Gatt

Terry K. Margolis

Andrew Mutch

Kathy Crawford

Dave Staudt

Brian Burke

**City Manager**  
Clay J. Pearson

**Assistant City Manager**  
Pam Antti

**Fire Chief**  
Frank Smith

**Deputy Fire Chief**  
Jeffrey Johnson

May 8, 2008

**TO:** Barbara McBeth, Deputy Director  
Community Development, City of Novi

**RE:** Hotel Baronette / Marriott Renaissance Renovation, Sp09-08  
27790 Novi Rd.  
Addition and renovation, Preliminary Site Plan

Dear Ms. McBeth,

The above plan has been reviewed and it is **Recommended for Approval.**

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Evans'.

Michael W. Evans  
Fire Marshal

cc: file

**APPLICANT RESPONSE LETTER**

**MEMO**

DATE: May 14, 2009  
TO: City of Novi Community Development Department  
FROM: Scott R. Black, ASLA  
RE: Hotel Baronette / Marriott Renaissance Renovation  
Preliminary Site Plan Submittal response letter

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**Planning Review Comments to be addressed at Final Site Plan Submittal:**

- 1.) Existing parking as well as existing barrier free parking spaces shall be delineated on the existing topographic survey.
- 2.) Existing barrier free signage shall be delineated on the existing topographic survey.
- 3.) An outdoor seating plan showing existing and proposed seating / patio furniture shall submitted.
- 4.) The final site plan submittal shall clarify the intent of lighting for the new addition.
- 5.) A letter from The Taubman Company approving the entry drive revisions is anticipated for the final site plan submittal.
- 6.) Due to existing grades and conditions sidewalks along the ring road and entrance drive it is not anticipated at this time.

**Engineering Review Comments to be addressed at Final Site Plan Submittal:**

- 1.) A note shall be added to the drawings indicating that all work shall conform to the current City of Novi standards and specifications.
- 2.) The drawings shall show and label the master planned right-of-way width for Novi Road.
- 3.) A traffic control sign table shall be provided as well as a note all traffic signage will comply with the current MMUTCD standards.
- 4.) A note indicating that compacted sand backfill shall be provided for all utilities shall be provided.
- 5.) City of Novi standard curb inlet details shall be provided and referenced.
- 6.) A schedule listing the casting type shall be provided.
- 7.) Existing fire hydrants shall be adjusted if required.
- 8.) All proposed asphalt paving shall be shown and labeled.
- 9.) All required cross sections shall be provided.
- 10.) The detail located on sheet L401 shall be re-labeled as required.
- 11.) All detectable warning surface products shall be specified as required.
- 12.) The proposed end islands shall conform to The City of Novi standards.
- 13.) An itemized cost estimate shall be provided.
- 14.) All additional pre construction comments shall be provided as required prior to construction.

*Tetra Tech*  
**Engineering Review Comments to be addressed at Final Site Plan Submittal:**

Review comments 1 – 9:

Grissim Metz Andriese along with our traffic consultant, (Tetra Tech) have contacted Birchler Arroyo Associates, Inc. regarding their review letter of the Shared Parking Analysis and the Traffic Impact Study for the proposed expansion.

During our discussions, the traffic consultant informed them of the correction that needs to be made to the Shared Parking Analysis letter regarding the current number of employees at the Hotel Baronette. The existing number of employees should have been 50 and the anticipated number of employees is 75, as indicated in the attached email from the hotel manager. This correction does not change any of the results, since the analysis was based on the proposed site

with 75 employees, and existing conditions were provided for information purposes only. This correction now provides consistency between the Shared Parking Analysis and the Traffic Impact Study, without changing the results of either document.

We also discussed with Birchler Arroyo Associates, Inc. their concerns with the Traffic Impact Study. The primary concern is regarding the operation and queuing of left-turning vehicles into the site at the proposed median opening. Discussing this concern with Birchler Arroyo Associates, Inc., an agreement was reached on a revised analysis (to be performed by the traffic consultant) based on the capacity of the banquet facility and factors utilized in the Shared Parking Analysis. When this revised operational and queuing analysis is complete, it will be provided for review.

Review comments 10 – 15:

Grissim Metz Andriese shall revise the drawings base on all comments.

**Landscape Review Comments to be addressed at Final Site Plan Submittal:**

- 1.) A detailed irrigation plan and cost estimate shall be provided.

**PLANNING COMMISSION  
DRAFT MEETING MINUTES  
MAY 20, 2009 - EXCERPT**

**Excerpt from  
DRAFT  
PLANNING COMMISSION MINUTES**

CITY OF NOVI  
Regular Meeting  
**Wednesday, May 20, 2009 | 7 PM**  
Council Chambers | Novi Civic Center | 45175 W. Ten Mile  
(248) 347-0475

**CALL TO ORDER**

The meeting was called to order at or about 7:00pm.

**ROLL CALL**

**Present:** Members David Baratta, Victor Cassis, David Greco, Andy Gutman, Brian Larson, Michael Lynch, Michael Meyer, Leland Prince

**Absent:** Member Mark Pehrson (excused)

**Also Present:** Barbara McBeth, Deputy Director of Community Development; Kristen Kapelanski, Planner; Lindon Ivezaj, City Engineer; Rod Arroyo, Traffic Consultant; Tom Schultz, City Attorney.

**MATTERS FOR CONSIDERATION**

**1. THE BARONETTE, A RENAISSANCE HOTEL BY MARRIOTT RENOVATION, SP09-08**

Consideration of the request of Hotel Baronette for a recommendation to City Council for Preliminary Site Plan and Storm Water Management Plan approval. The subject property is located in Section 14, south of Twelve Mile, east of Novi Road in the RC, Regional Center District. The subject property is approximately 6.29 acres and the applicant is proposing to add a three-story 5,688 square foot addition to the existing Hotel Baronette. And, is also proposing to extend the patio area of the existing restaurant and eliminate 26 parking spaces from the existing parking lot.

Planner Kristen Kapelanski described that the applicant is proposing to add a three-story addition to the southwest corner of the existing Hotel Baronette. The addition will include a new banquet facility on the first floor, a fitness for hotel guests on the second floor and a guest lounge on the third floor. The applicant is also proposing to extend the patio area of the on-site restaurant and to eliminate 26 parking spaces to accommodate the addition. The subject property is bordered by Gorman's Furniture to the north, Twelve Oaks Mall to the east, West Oaks to the west and office uses here to the south. Subject property is currently zoned RC (Regional Center) and surrounded by RC in all directions. The Future Land Use Map indicates the property can utilize the PD-2 (Planned Development Option) along to the properties to the north and west. The properties to the southeast are Master Planned for community commercial uses.

Planner Kapelanski noted further requirements of Section 2505 of the Zoning Ordinance, that 438 parking spaces would be required to accommodate all the existing and proposed uses on the site. However, Section 2505.8 allows the City Council, after a recommendation from the Planning Commission to reduce the parking requirements with the acceptance of a Shared Parking Study demonstrating how the parking can effectively function on-site. Ms. Kapelanski noted that the applicant has submitted the Shared Parking Study which indicates only 357 parking spaces are required for peak usage; 356 parking spaces have been provided.

Ms. Kapelanski displayed the location of the new addition on the southwest corner of the existing



building, and the location of the extension of the patio. The Planning, Engineering, Fire and Landscape reviews recommend approval and note a number of minor items to be addressed at the Final Site Plan submittal. The applicant has agreed to correct those items. The Façade Review notes that the proposed addition's, façade is in compliance with the façade chart and a waiver is not required. However, the Façade Consultant also notes that the façade of the existing hotel is in need of maintenance, and the applicant should consider completing this regular maintenance as part of the proposed hotel renovation. There are some photo's included in the Façade Consultants review letter.

The Traffic Review letter included in the Planning Commission's packet, did not recommend approval of the proposal because of issues regarding the Traffic Impact Study. However, the applicant has worked with the city's Traffic Consultant, and part of the updated review letter that was provided to the Commission this evening, shows that the city's Traffic Consultant now has no remaining issues with the Traffic Impact Study, Shared Parking Study and Preliminary Site Plan, and believes that all the issues noted the review letter can be resolved at the time of Final Site Plan submittal. The city's Traffic Consultant is here to address any questions that you may have this evening. The applicant is here and is available for questions.

Chair Gutman asked the applicant to come forward and state his name.

Scott Black, representing Grissim Metz Andriese Associates, as the landscape architect for the project, indicated he will be speaking for the client/owner this evening.

Chair Gutman asked Mr. Black if there was anything he wanted to add.

Mr. Black said he is available for any questions, as well as the applicant's Traffic Consultant from Tetra Tech if there are any questions regarding that aspect of the plan.

The Chair thanked Mr. Black, and turned the matter over to the Commission.

Member Cassis stated that it is great to see an existing hotel getting enlarged and investing money and expecting more business. It's good and healthy, and, we welcome it in Novi. Mr. Cassis indicated he is not concerned about the Traffic Study because Rod Arroyo, Birchler-Arroyo Associates has recommended approval. Mr. Cassis asked the applicant how many customers would be expected in the dining room, banquet facility and porch, if all of the facilities are full.

Mr. Black said he did not know the maximum occupancy of the hotel, restaurants and banquet facilities.

Member Cassis said he is more concerned about parking than the Traffic Study. Member Cassis said the Baronette is a beautiful place, but he stated that when attending events, the parking has not been convenient, especially in the winter. Member Cassis said he knows there is shared parking, and Twelve Oaks is rather a big place. Mr. Cassis questioned if we are really pressing the situation, and making the hotel just a little bit bigger than it should be, for the sake of the customer.

Rod Arroyo, Traffic Consultant stated that he had worked with the applicant's Traffic Engineer from Tetra Tech, who prepared a Shared Parking Study. The Shared Parking Study provided an analysis of parking spaces available when activities would be taking place at the Hotel Baronette in the hotel, restaurant and banquet areas.

Member Cassis asked how many people would you have at the same time, if all of the campus is full of customers.

Mr. Ray of Tetra Tech indicated that the Shared Parking Study doesn't really address the total

number of people; it only addresses the number of vehicles. The Study is based on occupancy factors for vehicles and shows that the maximum demand of 357 parking spaces. This does not necessarily translate to the number of people at the facility.

Member Cassis asked how the calculations were done, whether it be by how many people per car, how many people are coming in, and what is the capacity of the entire campus.

Mr. Ray of Tetra Tech stated that the Shared Parking analysis was performed by another individual from his office. The Study starts with the gross floor area based on the City of Novi standards. Then, based upon occupancy factors of typical facilities provided by the Urban Land Institute, the ULI, the study further estimates occupancy during various periods of the day, and during various months of the year. It takes into account when different facilities on the site would be peaking. The restaurant and the banquet facilities would not be necessarily be peaking at the same time.

Member Cassis asked Mr. Arroyo if he had input.

Mr. Arroyo, Birchler-Arroyo stated that he reviewed the Shared Parking Analysis that was provided and reviewed a couple of different things. The analysis considered what would be required under the existing Ordinance. The analysis went on to consider shared parking among the different uses at the hotel. The Shared Parking Analysis looked at the site in terms of the time-sharing of the different uses having different peak times: the banquet facility, the restaurant and the hotel. A separate analysis was prepared for different activities on the property. For example, a certain percentage, approximately 25 percent, of the hotel patrons are dropped off in a cab instead of taking a vehicle, so that was factored in. Some people going to the banquet facility happen to be staying at the hotel. Particularly on the weekends, that is considered to be a fairly substantial number. The study looked at those different factors. Following the ULI methodology, the conclusion is that there is ample parking on the site, even with the reduction of the 26 spaces that will be caused by changes to the Site Plan.

Member Cassis asked Mr. Arroyo if he was satisfied with that the available parking.

Mr. Arroyo stated that he was satisfied.

Member Meyer addressed Mr. Black and said he was curious in light of what Member Cassis said, and agreed it is wonderful that the hotel is expanding. It's just that we've had a new hotel built next to Providence Hospital. We have an economic situation going on right at the moment that would make at least someone wonder, if indeed, this is the best time to be doing this. Member Meyer asked the applicant to share the reasoning, the "raison d'être", whatever that has led the applicant to believe that this is the appropriate time, over and beyond the fact that Rock Financial may have the auto show in 2011.

Scott Black, Tetra Tech stated that he knows the owner is confident that by constructing this addition, they are going to be drawing more functions and be able to satisfy more of the cliental they have. Mr. Black stated that the Marriott Renaissance brand has high standards. They will be redoing the carpet inside and other upgrades. His client has done a lot of research and feels very comfortable with this move.

Member Meyer wanted to as affirm what Member Cassis said, that we welcome the applicant's improvements, especially in light of the current economic challenges.

Chair Gutman thanked Mr. Arroyo for clarifying the parking situation, and found the explanation was very helpful to understand what the parking needs are. Mr. Gutman is pleased that the study shows that the parking supply is in line with those needs. Mr. Gutman thanked the applicant for investing and growing in a down economic climate. There was comment in the Planning Commission's packet about the façade and how nice it would be if we could see that maintained

routinely and hope the applicant will take that to heart because it is a beautiful hotel and could be even better with some routine maintenance. Those are my comments. I will open it up to see if there is a motion.

Moved by Member Greco, seconded by Member Baratta:

**ROLL CALL VOTE ON THE BARONETTE, A RENAISSANCE HOTEL BY MARRIOTT RENOVATION, SP09-08, RECOMMENDATION TO CITY COUNCIL FOR A PRELIMINARY SITE PLAN APPROVAL MADE BY MEMBER GRECO AND SECONDED BY MEMBER BARATTA.**

**In the matter of the Baronette, a Renaissance Hotel by Marriott, SP09-08. a motion to recommend approval to City Council for the Preliminary Site Plan, subject to the following:**

- 1. The submitted Shared Parking Study is acceptable and demonstrates that adequate parking will be provided on-site for the expected mix of uses.**
- 2. The Applicant shall demonstrate that the collected traffic counts accurately capture existing conditions, including use of the hotel banquet facilities to assure that the proposed left-turn entry drive from the Mall entry road will not experience a spill-backs into the Mall entrance, drives, driveways, thru-lanes.**
- 3. The applicant shall provide documentation from Twelve Oaks Mall approving the proposed changes to the Mall entrance drive.**
- 4. The applicant shall consider routine maintenance on the existing stone-copings and window sills as part of the hotel renovations.**
- 5. The comments in the staff and consultants review letters being addressed on Final Site Plan;**

**for the reasons that the proposed site plan is otherwise in compliance with Article 25 and Article 17 of the Zoning Ordinance and all other applicable provisions of the Ordinance and the proposed Shared Parking Study illustrates that adequate parking will be onsite to support both the principle hotel use and all accessory uses. *Motion passes 8-0.***

Moved by Member Greco, seconded by Member Baratta:

**ROLL CALL VOTE ON THE BARONETTE, A RENAISSANCE HOTEL BY MARRIOTT RENOVATION, SP09-08, RECOMMENDATION TO CITY COUNCIL FOR STORM WATER MANAGEMENT PLAN APPROVAL MADE BY MEMBER GRECO AND SECONDED BY MEMBER BARATTA:**

**In the matter of the Baronette, a Renaissance Hotel by Marriott, SP09-08. a motion to approve the Storm Water Management Plan subject to the conditions in items listed in the staff and consultant's review letters being addressed on the Final Site Plan and because it is otherwise in compliance with Chapter 11 of the Code of Ordinances and all other applicable provisions of the Ordinance. *Motion passes 8-0.***

**SHARED PARKING STUDY**



**TETRA TECH**

April 13, 2009

Mr. Scott R. Black, ASLA  
Grissim Metz Andriese Associates  
300 East Cady Street  
Northville, Michigan 48167

**Re: Proposed Hotel Baronette Expansion  
Shared Parking Analysis  
City of Novi, Michigan  
200-37657-09001**

Dear Mr. Black:

Tetra Tech (Tt) has completed our shared parking analysis for the proposed Hotel Baronette expansion located on the northeast quadrant of Novi Road and West Oaks Drive. As we understand it, the current proposed site plan includes an expansion of 6,400 SF to be utilized as additional banquet hall space and the restaurant's outdoor patio area is to be expanded as well. Furthermore, the proposed banquet hall and patio expansion will extend into the existing parking lot reducing the number of spaces available for future use.

**Existing Site Conditions**

As stated above, the site is located on the east side of Novi Road, north of West Oaks Drive and contains a total of three land uses; hotel, restaurant and banquet hall. The hotel is a business oriented facility, which has a total of 153 rooms available and utilizes 45 employees. The restaurant is a sit down type facility and has a maximum seating capacity of 176 patrons, and utilizes 30 employees. Finally, the banquet hall has a maximum seating capacity of 300 patrons. However, the banquet hall does not require its own staff and utilizes employees from the 75 available between the hotel and restaurant.

The existing parking facilities available for the hotel site include a total of 382 spaces.

Employee information was acquired from Ms. Stephanie Mack, Hotel Baronette Manager.



**TETRA TECH**

### **Future Site Conditions**

The site as proposed would include the existing site conditions mentioned above along with the addition of up to 6,400 SF. The additional square footage will be divided amongst at least three and possibly four floors. The banquet hall portion will only be located on the first floor and is approximately 1,600 SF. The other two floors consist of a club lounge and exercise room, both of which are only used by the hotel guests and, therefore, will not generate any additional parking demand. The proposed 1,600 SF banquet hall has a maximum seating capacity of 111 patrons and, like the existing banquet hall, will utilize employees from the 75 available between the hotel and restaurant.

The banquet hall is proposed to be located in the southwest corner of the existing building and its construction extends into the existing parking lot, requiring alterations to the existing parking layout.

The proposed parking facilities available for the hotel site would have a total of 356 spaces, or a 26 space reduction in available parking based on the Grissim Metz Andriese Associates site plan dated November 6, 2008.

### **Parking Generation**

Off-street parking requirements according to Section 2505 of the City of Novi Ordinance are as follows:

#### **Restaurant:**

One (1) for each seventy (70) square feet gross floor area (14.3 spaces per one thousand [1,000] square feet), or one (1) for each two (2) employees, plus one (1) for each two (2) customers allowed under maximum capacity (including waiting areas), whichever is greater.

#### **Hotel:**

One (1) for each one (1) occupancy unit plus one (1) for each one (1) employee, plus parking for accessory uses.

#### **Banquet Hall:**

One (1) for each three (3) persons permitted under maximum capacity.

The parking requirements listed above result in the unadjusted parking demand found below in Table 1.



**Table 1  
Parking Generation – City of Novi Parking Standards**

Land Use Type	Quantity per Land Use	Base Ratio	Weekdays		Weekends		
			Units	Unadjusted Parking Spaces	Units	Unadjusted Parking Spaces	
Hotel	153 rooms	1.00	/room	153	1.00	/room	153
Employee	45 employees	1.00	/employee	45	1.00	/employee	45
Restaurant	176 seat capacity	0.50	/seat	88	0.50	/seat	88
Employee	30 employees	0.50	/employee	15	0.50	/employee	15
Banquet Hall #1	300 seat capacity	0.33	/seat	100	0.33	/seat	100
Employee							
Banquet Hall #2	111 seat capacity	0.33	/seat	37	0.33	/seat	37
Employee							
Subtotal: Customer Spaces				378			378
Subtotal: Employee Spaces				60			60
Total Unadjusted Parking Demand				438			438

**Shared Parking Analysis**

Urban Land Institute (ULI) shared parking methodologies were implemented to determine an accurate parking demand for the proposed site. It is common for hotel, restaurant and banquet halls to have varying peak hourly and monthly parking demands, as well as shared destinations (i.e. a customer who stays at the hotel may also attend an event at the banquet hall). Therefore, a shared parking analysis is necessary to accurately determine the amount in which the number of required parking spaces could be reduced by.

Tetra Tech gathered project data and calculated parking ratios based on information from Grissim Metz Andriese Associates and Ms. Stephanie Mack, whom is the acting Manager for the Hotel Baronette. That information is summarized above in Table 1 and is the basis for the shared parking analysis.

Secondly, Tetra Tech analyzed the differences in activity patterns, which include monthly and time of day variances, for each land use. This is because the three land uses of the hotel site do not have peak utilization during the same time periods. Time-of-Day factors for weekdays and weekends and monthly adjustment factors for the three land uses can be found in Appendix A.



The next step of the analysis was to determine the critical parking periods for the site. All hours of operation from 6:00 a.m. to midnight were analyzed for each month of the year (including an additional late December analysis). The result showed that the months of June and July have the same highest peak demands of the year. For the purpose of this report, the month of July was chosen, and the month of December was included for comparison. Furthermore, the overall peak time of the day for the entire site was determined to be 9:00 p.m. and is the same during weekdays and weekends. A mid-day peak period was also chosen and included for comparison (1:00 p.m.). The summary of results can be seen below in Tables 2 through 4.

**Table 2  
Weekday Peak-Hour Parking Requirements in July and December**

Land Use	July 1 p.m.	July 9 p.m.	December 1 p.m.	December 9 p.m.
Restaurant	0*	58	0*	59
Employee	15	3	15	3
Hotel	83	128	57	88
Employee	45	9	45	9
Banquet #1	65	100	65	100
Employee	-	-	-	-
Banquet #2	25	37	25	37
Employee	-	-	-	-
Subtotal: Customer Spaces	173	323	147	284
Subtotal: Employee Spaces	60	12	60	12
Total Parking Spaces	233	335	207	296

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.

**Table 3  
Weekend Peak-Hour Parking Requirements in July and December**

Land Use	July 1 p.m.	July 9 p.m.	December 1 p.m.	December 9 p.m.
Restaurant	0*	58	0*	59
Employee	15	9	15	9
Hotel	83	128	57	88
Employee	45	25	45	25
Banquet #1	65	100	65	100
Employee	-	-	-	-
Banquet #2	25	37	25	37
Employee	-	-	-	-
Subtotal: Customer Spaces	173	323	147	284
Subtotal: Employee Spaces	60	34	60	34
Total Parking Spaces	233	357	207	318

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.





**Table 4  
Peak Month Parking Requirements for Weekdays and Weekends**

Land Use	Weekdays		Weekends	
	July 1 p.m.	July 9 p.m.	July 1 p.m.	July 9 p.m.
Restaurant	0*	58	0*	58
Employee	15	3	15	9
Hotel	83	128	83	128
Employee	45	9	45	25
Banquet #1	65	100	65	100
Employee	-	-	-	-
Banquet #2	25	37	25	37
Employee	-	-	-	-
Subtotal: Customer Spaces	173	323	173	323
Subtotal: Employee Spaces	60	12	60	34
Total Parking Spaces	233	335	233	357

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.

As can be seen in the three tables above, the overall peak period of the proposed site would be a weekend evening in July, resulting in a maximum of 357 required parking spaces. Detailed tables can be seen in Appendix B.

Further investigation and discussions with Ms. Stephanie Mack resulted in the following information unique to this particular land use.

1. The restaurant only operates from 6:00-10:00 a.m. and 5:00-10:00 p.m. on weekdays and weekends.
2. On both weekdays and weekends, all restaurant customers from 6:00-10:00 a.m. are from within the hotel.
3. On weekdays, approximately 50% of the afternoon/evening restaurant customers are visitors not staying at the hotel.
4. On weekdays, approximately 10% of hotel customers are also part of an event held in the banquet hall.
5. On weekends, approximately 40% of hotel customers are also part of an event held in the banquet hall.
6. On weekends, approximately 80% of the afternoon/evening restaurant customers are visitors not staying at the hotel.
7. Restaurant customers, not staying in the hotel, typically arrive in groups of two or four.
8. On both weekdays and weekends, approximately 25% of hotel customers arrive via cab or shuttle from the airport.



According to ULI, aside from item #1, the reductions in parking listed above are classified as either, noncaptive, modal split (alternate transportation) or persons per car adjustments and further reduce the parking requirements needed for the site as a whole. Items 2 through 6 are noncaptive adjustments, item 7 is a persons per car adjustment and item 8 is a modal split adjustment. Taking these further reductions into account, yields the following results summarized below in Tables 5 through 7.

**Table 5**

**Adjusted Weekday Peak-Hour Parking Requirements in July and December**

Land Use	July 1 p.m.	July 9 p.m.	December 1 p.m.	December 9 p.m.
Restaurant	0*	15	0*	15
Employee	15	3	15	3
Hotel	62	96	43	66
Employee	45	0	45	0
Banquet #1	59	90	59	90
Employee	-	-	-	-
Banquet #2	22	34	22	34
Employee	-	-	-	-
Subtotal: Customer Spaces	143	235	124	205
Subtotal: Employee Spaces	60	12	60	12
Total Parking Spaces	203	247	184	217

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.

**Table 6**

**Adjusted Weekend Peak-Hour Parking Requirements in July and December**

Land Use	July 1 p.m.	July 9 p.m.	December 1 p.m.	December 9 p.m.
Restaurant	0*	24	0*	24
Employee	15	9	15	9
Hotel	62	96	43	66
Employee	45	25	45	25
Banquet #1	39	60	39	60
Employee	-	-	-	-
Banquet #2	15	23	15	23
Employee	-	-	-	-
Subtotal: Customer Spaces	116	203	97	173
Subtotal: Employee Spaces	60	34	60	34
Total Parking Spaces	176	237	157	207

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.



**Table 7  
Adjusted Peak Month Parking Requirements for Weekdays and Weekends**

Land Use	Weekdays		Weekends	
	July 1 p.m.	July 9 p.m.	July 1 p.m.	July 9 p.m.
Restaurant	0*	15	0*	24
Employee	15	3	15	9
Hotel	62	96	62	96
Employee	45	9	45	25
Banquet #1	59	90	39	60
Employee	-	-	-	-
Banquet #2	22	34	15	23
Employee	-	-	-	-
Subtotal: Customer Spaces	143	235	116	203
Subtotal: Employee Spaces	60	12	60	34
Total Parking Spaces	203	247	176	237

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.

As can be seen in the three tables above, the overall peak period of the proposed site would be a weekday evening in July, resulting in a maximum of 247 required parking spaces based on the proposed site plan. Detailed tables can be seen in Appendix C.

**Conclusions and Recommendations**

The Hotel Baronette expansion is to include an additional 6,400 SF banquet hall and restaurant outdoor patio expansion. Its construction will extend into the existing parking lot reducing the number of available parking spaces by 26, from 382 to 356. The City of Novi parking standards show that the unadjusted parking demand for the proposed site is 438 spaces (401 if you were to not include the proposed expansion). This results in a deficiency in the number of parking spaces available either with or without the proposed expansion.

Tetra Tech utilized ULI shared parking reductions for monthly and hourly variances between land uses which results in the peak time period to be a weekend evening in the month of July, requiring a maximum of 357 parking spaces. Also for comparison, the December peak time period is a weekend evening, requiring a maximum of 318 parking spaces.



**TETRA TECH**

Further ULI analysis of this unique site resulted in Tetra Tech including noncaptive, modal split and person per car adjustments based on discussions with Hotel Baronette Manager, Ms. Stephanie Mack. The additional adjustments results in the peak time period to be a weekday evening in the month of July, requiring a maximum of 247 parking spaces. Again for comparison, the December peak time period is a weekday evening, requiring a maximum of 217 parking spaces.

Please see Grissim Metz Andriese Associates plans for the recommended parking layout plan.

We trust that this letter fulfills your current transportation needs regarding your site. If you have any questions, please feel free to call our office at (810)-220-2112.

Sincerely,

Joseph A. Sopoliga, P.E.  
Transportation Engineer

:be  
200-37657-09001

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**TETRA TECH**

**APPENDIX A**

**Parking Demand Adjustment Factors**

### ULI Recommended Monthly Adjustment Factors

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Restaurant	Customer	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
	Employee	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Hotel	Customer	71%	85%	91%	90%	92%	100%	98%	92%	93%	93%	81%	67%	50%
	Employee	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Banquet #1	Customer	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Employee	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Banquet #2	Customer	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Employee	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

### ULI Recommended Time-of-Day Adjustment Factors for Weekdays

Land Use	User	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight
Restaurant	Customer	-	10%	30%	10%	10%	-	-	-	-	-	-	30%	55%	60%	70%	67%	60%	-	-
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	20%	10%
Hotel	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	20%	10%
Banquet #1	Customer	-	-	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	-	-
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	20%	10%
Banquet #2	Customer	-	-	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	-	-
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	70%	40%	20%	20%	20%	20%	20%	10%

### ULI Recommended Time-of-Day Adjustment Factors for Weekends

Land Use	User	6 a.m.	7 a.m.	8 a.m.	9 a.m.	10 a.m.	11 a.m.	Noon	1 p.m.	2 p.m.	3 p.m.	4 p.m.	5 p.m.	6 p.m.	7 p.m.	8 p.m.	9 p.m.	10 p.m.	11 p.m.	Midnight
Restaurant	Customer	-	10%	30%	10%	10%	-	-	-	-	-	-	30%	55%	60%	70%	67%	60%	-	-
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%
Hotel	Guest	95%	90%	80%	70%	60%	60%	55%	55%	60%	60%	65%	70%	75%	75%	80%	85%	95%	100%	100%
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%
Banquet #1	Customer	-	-	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	-	-
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%
Banquet #2	Customer	-	-	30%	60%	60%	60%	65%	65%	65%	65%	65%	100%	100%	100%	100%	100%	50%	-	-
	Employee	5%	30%	90%	90%	100%	100%	100%	100%	100%	100%	90%	75%	60%	55%	55%	55%	45%	45%	30%



**TETRA TECH**

**APPENDIX B**

**Parking Demand Tables for Monthly and Peak Hour Adjustments**



**July Weekday Daytime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment July	Peak Hour Adjustment 1 p.m.	July 1 p.m.
Restaurant	0*	98%	100%	0
Employee	15	100%	100%	15
Hotel	153	98%	55%	83
Employee	45	100%	100%	45
Banquet #1	100	100%	65%	65
Employee	-	-	-	-
Banquet #2	37	100%	65%	25
Employee	-	-	-	-
Subtotal: Customer Spaces	290			173
Subtotal: Employee Spaces	60			60
Total Parking Spaces	350			233
Shared Parking Reduction	33%			

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.

**July Weekend Daytime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment July	Peak Hour Adjustment 1 p.m.	July 1 p.m.
Restaurant	0*	98%	100%	0
Employee	15	100%	100%	15
Hotel	153	98%	55%	83
Employee	45	100%	100%	45
Banquet #1	100	100%	65%	65
Employee	-	-	-	-
Banquet #2	37	100%	65%	25
Employee	-	-	-	-
Subtotal: Customer Spaces	290			173
Subtotal: Employee Spaces	60			60
Total Parking Spaces	350			233
Shared Parking Reduction	33%			

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.





**December Weekday Daytime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment December	Peak Hour Adjustment 1 p.m.	December 1 p.m.
Restaurant	0*	100%	100%	0
Employee	15	100%	100%	15
Hotel	153	67%	55%	57
Employee	45	100%	100%	45
Banquet #1	100	100%	65%	65
Employee	-	100%	-	-
Banquet #2	37	100%	65%	25
Employee	-	100%	-	-
Subtotal: Customer Spaces	290			147
Subtotal: Employee Spaces	60			60
Total Parking Spaces	350			207
Shared Parking Reduction	41%			

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.

**December Weekend Daytime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment December	Peak Hour Adjustment 1 p.m.	December 1 p.m.
Restaurant	0*	100%	100%	0
Employee	15	100%	100%	15
Hotel	153	67%	55%	57
Employee	45	100%	100%	45
Banquet #1	100	100%	65%	65
Employee	-	100%	-	-
Banquet #2	37	100%	65%	25
Employee	-	100%	-	-
Subtotal: Customer Spaces	290			147
Subtotal: Employee Spaces	60			60
Total Parking Spaces	350			207
Shared Parking Reduction	41%			

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.



July Weekday Nighttime Peak Hour Parking Requirements

Land Use	Unadjusted Demand	Month Adjustment July	Peak Hour Adjustment 9 p.m.	July 9 p.m.
Restaurant	88	98%	67%	58
Employee	15	100%	20%	3
Hotel	153	98%	85%	128
Employee	45	100%	20%	9
Banquet #1	100	100%	100%	100
Employee				
Banquet #2	37	100%	100%	37
Employee				
Subtotal: Customer Spaces	378			323
Subtotal: Employee Spaces	60			12
Total Parking Spaces	438			335
Shared Parking Reduction	24%			

July Weekend Nighttime Peak Hour Parking Requirements

Land Use	Unadjusted Demand	Month Adjustment July	Peak Hour Adjustment 9 p.m.	July 9 p.m.
Restaurant	88	98%	67%	58
Employee	15	100%	55%	9
Hotel	153	98%	85%	128
Employee	45	100%	55%	25
Banquet #1	100	100%	100%	100
Employee				
Banquet #2	37	100%	100%	37
Employee				
Subtotal: Customer Spaces	378			323
Subtotal: Employee Spaces	60			34
Total Parking Spaces	438			357
Shared Parking Reduction	18%			



December Weekday Nighttime Peak Hour Parking Requirements

Land Use	Unadjusted Demand	Month Adjustment December	Peak Hour Adjustment 9 p.m.	December 9 p.m.
Restaurant	88	100%	67%	59
Employee	15	100%	20%	3
Hotel	153	67%	85%	88
Employee	45	100%	20%	9
Banquet #1	100	100%	100%	100
Employee	-	100%	-	-
Banquet #2	37	100%	100%	37
Employee	-	100%	-	-
Subtotal: Customer Spaces	378			284
Subtotal: Employee Spaces	60			12
Total Parking Spaces	438			296
Shared Parking Reduction	32%			

December Weekend Nighttime Peak Hour Parking Requirements

Land Use	Unadjusted Demand	Month Adjustment December	Peak Hour Adjustment 9 p.m.	December 9 p.m.
Restaurant	88	100%	67%	59
Employee	15	100%	55%	9
Hotel	153	67%	85%	88
Employee	45	100%	55%	25
Banquet #1	100	100%	100%	100
Employee	-	100%	-	-
Banquet #2	37	100%	100%	37
Employee	-	100%	-	-
Subtotal: Customer Spaces	378			284
Subtotal: Employee Spaces	60			34
Total Parking Spaces	438			318
Shared Parking Reduction	27%			



TETRA TECH

**APPENDIX C**

**Parking Demand Tables for Noncaptive, Modal Split and Persons per Car Adjustments**



**July Weekday Daytime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment July	Peak Hour Adjustment 1 p.m.	Noncaptive Adjustment	Mode Adjustment	Persons per Car Adjustment	July 1 p.m.
Restaurant	0*	98%	100%	50%	100%	50%	0
Employee	15	100%	100%	100%	100%	100%	15
Hotel	153	98%	55%	100%	75%	100%	62
Employee	45	100%	100%	100%	100%	100%	45
Banquet #1	100	100%	65%	90%	100%	100%	59
Employee	-	-	-	-	-	-	-
Banquet #2	37	100%	65%	90%	100%	100%	22
Employee	-	-	-	-	-	-	-
Subtotal: Customer Spaces	290						143
Subtotal: Employee Spaces	60						60
Total Parking Spaces	350						203
Shared Parking Reduction	42%						

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.

**July Weekend Daytime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment July	Peak Hour Adjustment 1 p.m.	Noncaptive Adjustment	Mode Adjustment	Persons per Car Adjustment	July 1 p.m.
Restaurant	0*	98%	100%	80%	100%	50%	0
Employee	15	100%	100%	100%	100%	100%	15
Hotel	153	98%	55%	100%	75%	100%	62
Employee	45	100%	100%	100%	100%	100%	45
Banquet #1	100	100%	65%	60%	100%	100%	39
Employee	-	-	-	-	-	-	-
Banquet #2	37	100%	65%	60%	100%	100%	15
Employee	-	-	-	-	-	-	-
Subtotal: Customer Spaces	290						116
Subtotal: Employee Spaces	60						60
Total Parking Spaces	350						176
Shared Parking Reduction	50%						

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.



**December Weekday Daytime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment December	Peak Hour Adjustment 1 p.m.	Noncaptive Adjustment	Mode Adjustment	Persons per Car Adjustment	December 1 p.m.
Restaurant	0*	100%	100%	50%	100%	50%	0
Employee	15	100%	100%	100%	100%	100%	15
Hotel	153	67%	55%	100%	75%	100%	43
Employee	45	100%	100%	100%	100%	100%	45
Banquet #1	100	100%	65%	90%	100%	100%	59
Employee		100%					
Banquet #2	37	100%	65%	90%	100%	100%	22
Employee		100%					
Subtotal: Customer Spaces	290						124
Subtotal: Employee Spaces	60						60
Total Parking Spaces	350						184
Shared Parking Reduction	47%						

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.

**December Weekend Daytime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment December	Peak Hour Adjustment 1 p.m.	Noncaptive Adjustment	Mode Adjustment	Persons per Car Adjustment	December 1 p.m.
Restaurant	0*	100%	100%	80%	100%	50%	0
Employee	15	100%	100%	100%	100%	100%	15
Hotel	153	67%	55%	100%	75%	100%	43
Employee	45	100%	100%	100%	100%	100%	45
Banquet #1	100	100%	65%	60%	100%	100%	39
Employee		100%					
Banquet #2	37	100%	65%	60%	100%	100%	15
Employee		100%					
Subtotal: Customer Spaces	290						97
Subtotal: Employee Spaces	60						60
Total Parking Spaces	350						157
Shared Parking Reduction	55%						

\* Restaurant hours are from 6:00-10:00 a.m. and 5:00-10:00 p.m.



**TETRA TECH**

**July Weekday Nighttime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment July	Peak Hour Adjustment 9 p.m.	Noncaptive Adjustment	Mode Adjustment	Persons per Car Adjustment	July 9 p.m.
Restaurant	88	98%	67%	50%	100%	50%	15
Employee	15	100%	20%	100%	100%	100%	3
Hotel	153	98%	85%	100%	75%	100%	96
Employee	45	100%	20%	100%	100%	100%	9
Banquet #1	100	100%	100%	90%	100%	100%	90
Employee	-	-	-	-	-	-	-
Banquet #2	37	100%	100%	90%	100%	100%	34
Employee	-	-	-	-	-	-	-
Subtotal: Customer Spaces	378						235
Subtotal: Employee Spaces	60						12
Total Parking Spaces	438						247
Shared Parking Reduction	44%						

**July Weekend Nighttime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment July	Peak Hour Adjustment 9 p.m.	Noncaptive Adjustment	Mode Adjustment	Persons per Car Adjustment	July 9 p.m.
Restaurant	88	98%	67%	80%	100%	50%	24
Employee	15	100%	55%	100%	100%	100%	9
Hotel	153	98%	85%	100%	75%	100%	96
Employee	45	100%	55%	100%	100%	100%	25
Banquet #1	100	100%	100%	60%	100%	100%	60
Employee	-	-	-	-	-	-	-
Banquet #2	37	100%	100%	60%	100%	100%	23
Employee	-	-	-	-	-	-	-
Subtotal: Customer Spaces	378						203
Subtotal: Employee Spaces	60						34
Total Parking Spaces	438						237
Shared Parking Reduction	46%						



**December Weekday Nighttime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment December	Peak Hour Adjustment 9 p.m.	Noncaptive Adjustment	Mode Adjustment	Persons per Car Adjustment	December 9 p.m.
Restaurant	88	100%	67%	50%	100%	50%	15
Employee	15	100%	20%	100%	100%	100%	3
Hotel	153	67%	85%	100%	75%	100%	66
Employee	45	100%	20%	100%	100%	100%	9
Banquet #1	100	100%	100%	90%	100%	100%	90
Employee	-	100%	-	-	-	-	-
Banquet #2	37	100%	100%	90%	100%	100%	34
Employees	-	100%	-	-	-	-	-
Subtotal: Customer Spaces	378						205
Subtotal: Employee Spaces	60						12
Total Parking Spaces	438						217
Shared Parking Reduction	50%						

**December Weekend Nighttime Peak Hour Parking Requirements**

Land Use	Unadjusted Demand	Month Adjustment December	Peak Hour Adjustment 9 p.m.	Noncaptive Adjustment	Mode Adjustment	Persons per Car Adjustment	December 9 p.m.
Restaurant	88	100%	67%	80%	100%	50%	24
Employee	15	100%	55%	100%	100%	100%	9
Hotel	153	67%	85%	100%	75%	100%	66
Employee	45	100%	55%	100%	100%	100%	25
Banquet #1	100	100%	100%	60%	100%	100%	60
Employee	-	100%	-	-	-	-	-
Banquet #2	37	100%	100%	60%	100%	100%	23
Employee	-	100%	-	-	-	-	-
Subtotal: Customer Spaces	378						173
Subtotal: Employee Spaces	60						34
Total Parking Spaces	438						207
Shared Parking Reduction	53%						



**PROPOSED SITE PLAN**

TRULVE CURVE HALL

KEY MAP

HALL KING ROAD



SCALE

1001-R

**GRISSIM  
METZ  
ANDRIESE**  
ASSOCIATES  
ARCHITECTS

Architecture - Interiors  
Civil Engineering  
300 East Oak Street  
Bloomington, IL 61701  
Tel: 309.312.7800  
Fax: 309.312.7805  
Email: info@grissimmetzandriese.com

Project: [illegible]  
Client: [illegible]  
Date: [illegible]

Scale: 1/8" = 1'-0"

NO.	DATE	DESCRIPTION
1	10/15/10	ISSUED FOR PERMIT
2	11/15/10	ISSUED FOR CONSTRUCTION
3	01/15/11	ISSUED FOR AS-BUILT

Prepared by: [illegible]  
Checked by: [illegible]  
Reviewed by: [illegible]

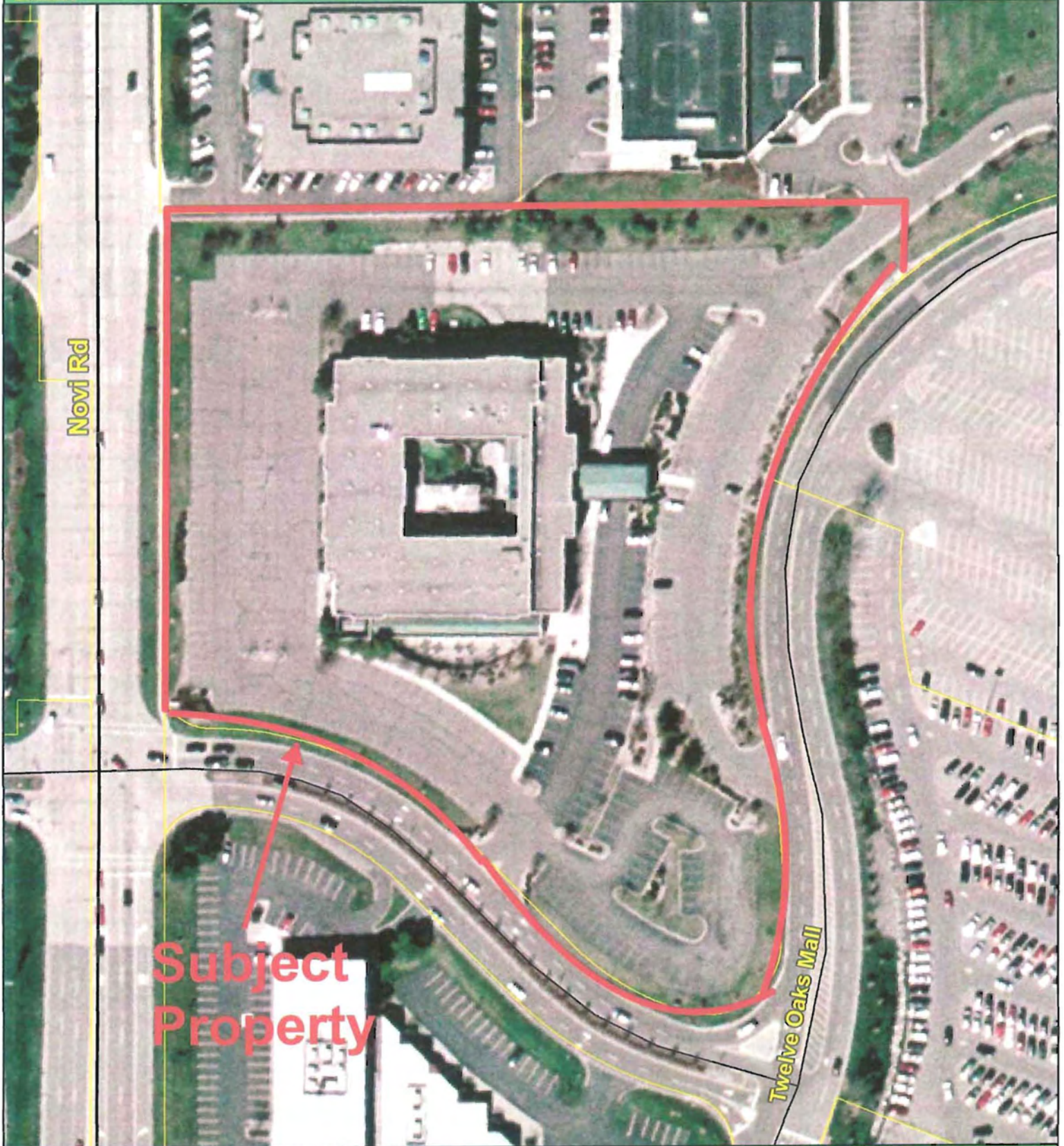
**MAPS**

**Location/Air Photo**  
**Zoning**  
**Future Land Use**  
**Natural Features**



# The Baronette a Renaissance Hotel by Marriott SP09-08

Location



**Subject  
Property**

## CITY OF NOVI

DEPARTMENT OF COMMUNITY DEVELOPMENT

45175 W. TEN MILE ROAD  
NOVI, MI 48375-3024  
(248) 347-0415

MAP AUTHOR: Kristen Kapelanski, Planner



1 INCH = 108 FEET

MAP PRINT DATE: 05/11/09

### MAP INTERPRETATION NOTICE

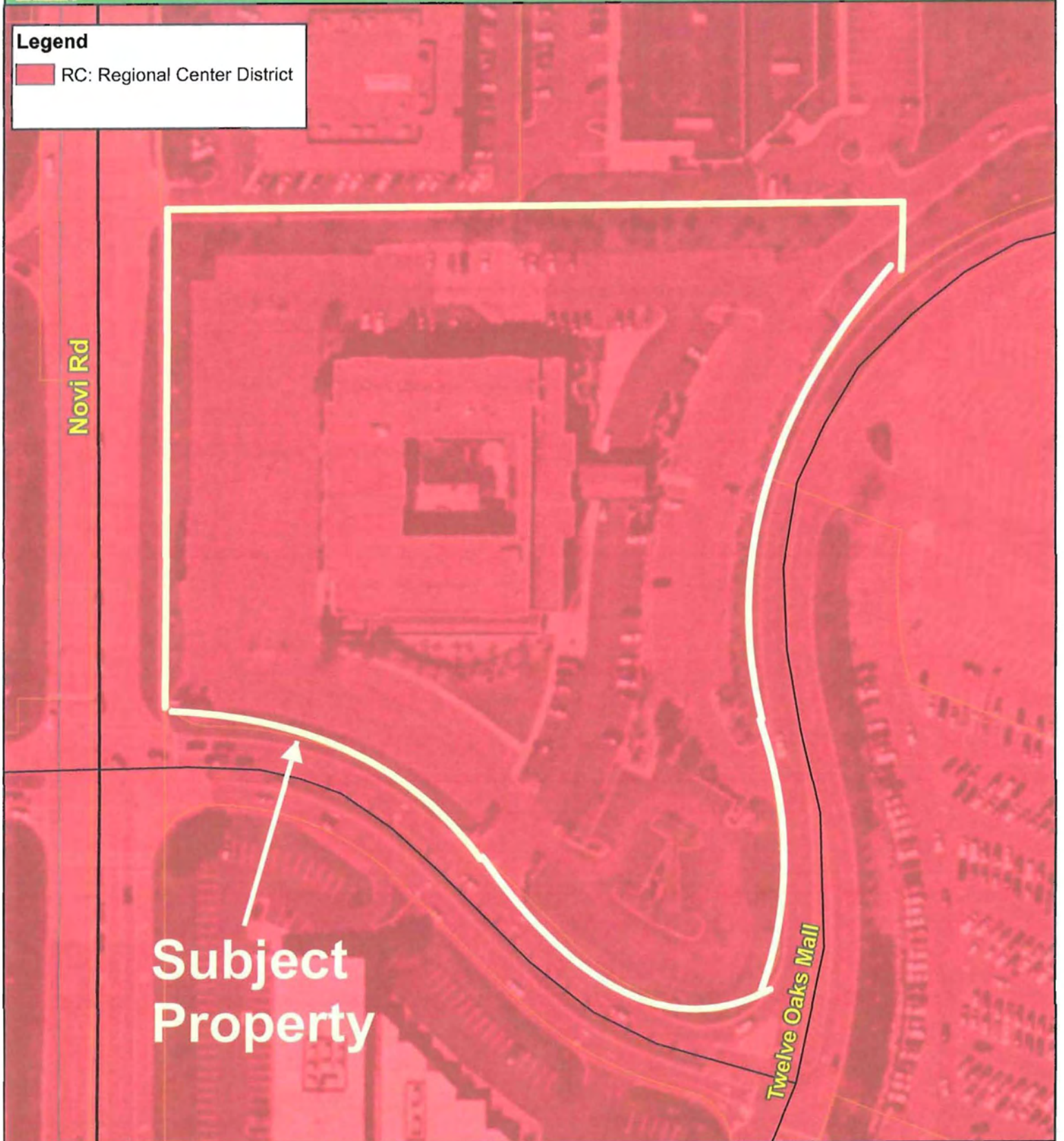
Map information depicted is not intended to replace or substitute for any official or primary source. This map was intended to meet National Map Accuracy Standards and use the most recent, accurate sources available to the people of the City of Novi. Boundary measurements and area calculations are approximate and should not be construed as survey measurements performed by a licensed Michigan Surveyor as defined in Michigan Public Act 132 of 1970 as amended. Please contact the City GIS Manager to confirm source and accuracy information related to this map.



# The Baronette a Renaissance Hotel by Marriott SP09-08 Zoning

## Legend

RC: Regional Center District



# Subject Property

Twelve Oaks Mall

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# The Baronette a Renaissance Hotel by Marriott SP09-08 Future Land Use

## Legend

### Future Land Use

-  REGIONAL COMMERCIAL
-  PD2

Novi Rd

Subject Property

Twelve Oaks Mall

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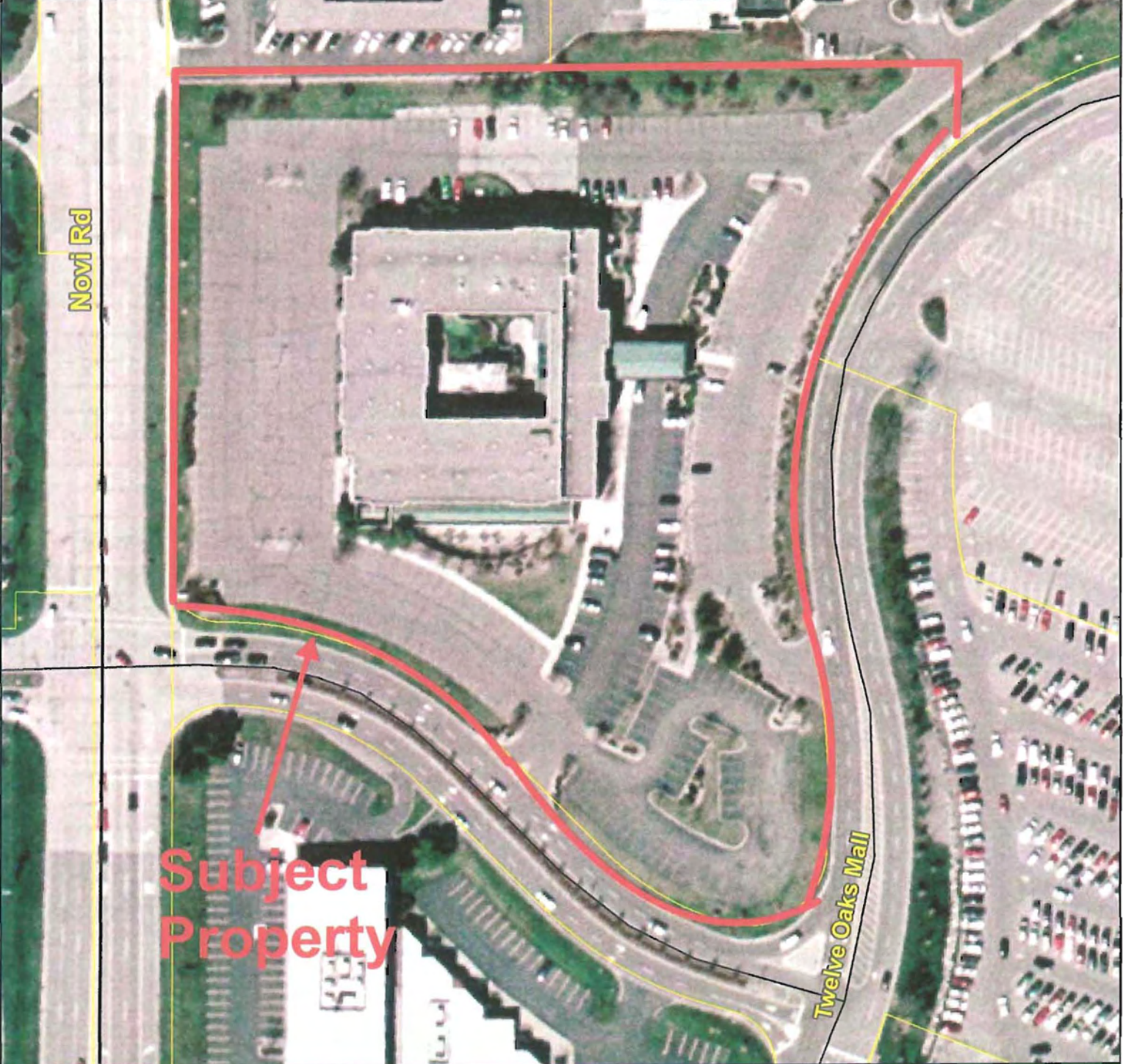


# The Baronette a Renaissance Hotel by Marriott SP09-08

## Natural Features

### Legend

- Woodlands
- Wetlands



**Subject Property**

Twelve Oaks Mall

Novi Rd

### CITY OF NOVI

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