

TRAFFIC REVIEW

August 9, 2007

Ms. Barbara E. McBeth
Deputy Director Community Development
45175 West Ten Mile Road
Novi, MI 48375-3024



Re: Rezoning 18.672 – 1st Review
SP No. 07-XX
OHM Job No. 163-07-0351

As requested, we have reviewed the rezoning application, dated February 14, 2007, and submitted by Ten & Beck, LLC. We offer the following comments:

OHM RECOMMENDATION

At this time, we do not support the approval of the zoning change for this development. The rezoning request does not conform to the Zoning Master Plan. The proposed site may yield a negative impact on the adjacent roadways. Also, the Traffic Impact Study (TIS) submitted for this development has few analytical errors and hence, the results from the TIS cannot be validated. The developer will be responsible for re-conducting the TIS and for the possible impact mitigation measures.

DEVELOPMENT BACKGROUND

The site to be rezoned is located on the north side of 10 Mile Road, west of Beck Road. This location is surrounded by the residential land uses. The site is 24.24 acres in size, currently zoned R-1 (Single Family Residential). The applicant is requesting that this site be rezoned to B-2 (Community Business), for a neighborhood shopping center development. The current Master Plan for Land Use calls for this area to be used as Single Family Residential Area. Therefore, if granted, the rezoning would not be in compliance with the current City of Novi Master Plan.

DISCUSSION

Due to erroneous utilization of a traffic factor called the "Peak Hour Factor (PHF)", the traffic analyses were conducted for the lower traffic volumes. The traffic analyses with correct PHF will likely to yield higher adjusted traffic and elevated impact on adjacent roadways. Therefore, if the rezoning is successful, the development will likely to lower the level of service and increase the delay at the study intersection. Hence, we do not support this rezoning request.

If you have any concerns or questions, please feel free to contact us at 734-522-6711.

Sincerely,
Orchard, Hiltz & McCliment, Inc.

A handwritten signature in black ink, appearing to read "Stephen B. Dearing".

Stephen B. Dearing, P.E., PTOE.
Manager of Traffic Engineering

A handwritten signature in black ink, appearing to read "Anita S. Katkar".

Anita S. Katkar, P.E.
Traffic Project Engineer

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TRAFFIC IMPACT STUDY REVIEWS

August 7, 2007

Ms. Barbara E. McBeth
Deputy Director Community Development
45175 West Ten Mile Road
Novi, MI 48375-3024



Re: 10 Mile & Beck – Shopping Center – Traffic Impact Study
OHM Job No. 163-07-356

As requested, we have reviewed the Traffic Impact Study (TIS) submitted for 10 Mile & Beck, Neighborhood Shopping Center. The TIS was prepared by Goodell-Grivas, Inc. and is dated June 2007.

OHM RECOMMENDATION

At this time, we do not recommend approval of the TIS. There are several items of concern, listed below, which should be addressed prior to being resubmitted.

TIS CORRECTIONS

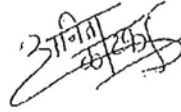
1. The traffic analyses should use the actual Peak Hour Factor (PHF) value per approach of the intersection derived from the peak hour traffic counts. Our computations show that the actual values of the PHF are lower than that used in the analyses. This results in lowering the adjusted flow rate and erroneously lowering the impact on the study area. Hence, the results from the traffic analyses cannot be validated.
2. The guidelines provided in the document *Evaluating Traffic Impact Studies: A Recommended Practice For Michigan Communities* recommends that the site access and circulation review should be conducted as part of the TIS. Such analyses should be included in the TIS.
3. The guidelines provided in the document *Evaluating Traffic Impact Studies: A Recommended Practice For Michigan Communities* recommends that the analyses of "Future Traffic" inclusive of background traffic and site generated traffic should be conducted without the proposed improvements. Such analyses should be included in the TIS.
4. Our discussion with the City of Novi's engineering staff indicated that although the short-term improvements recommended in the Beck Road Scoping study have committed funding and schedule, no such commitment is provided to the long-term improvements. Hence, we recommend that the discussion regarding the capacity analyses with long-term improvements should be eliminated from this TIS.
5. We found few computational mistakes throughout the study report. The calculations should be re-checked and such anomalies should be corrected.

If you have any concerns or questions, please feel free to contact us at 734-522-6711.

Sincerely,
Orchard, Hiltz & McCliment, Inc.



Stephen B. Dearing, P.E., PTOE.
Manager of Traffic Engineering



Anita S. Katkar, P.E.
Traffic Project Engineer

January 22, 2008

Ms. Barbara E. McBeth
Deputy Director Community Development
45175 West Ten Mile Road
Novi, MI 48375-3024



Re: 10 Mile & Beck – Shopping Center – Traffic Impact Study – 2nd Review
OHM Job No. 163-07-356

As requested, we have reviewed the Traffic Impact Study (TIS) submitted for 10 Mile & Beck, Neighborhood Shopping Center. The TIS was prepared by Goodell-Grivas, Inc. and is dated November 2007.

OHM RECOMMENDATION

At this time, we do not recommend approval of the TIS. There are several items of concern, listed below, which should be addressed prior to being resubmitted.

TIS CORRECTIONS

We noticed that the analyses of "Future Traffic" inclusive of background traffic and site generated traffic was conducted with combined short term improvements (addition of right turn lanes on NB, SB, and EB approaches) and long term improvements (addition of 1 through lane each on NB and SB approaches and modified signal timing). Our discussion with the City of Novi's engineering staff indicated that although the short-term improvements recommended in the Beck Road Scoping study have committed funding and schedule, no such commitment is provided to the long-term improvements.

Hence, we recommend that the analyses of "Future Traffic" inclusive of background traffic and site generated traffic should be conducted ONLY with committed short term improvements and recommendations for additional improvements to alleviate the traffic impacts caused by the proposed developments be provided. Although the developer is not expected to improve the level of service to a desired "D", it is expected that the developer would alleviate the traffic impacts caused by the proposed developments at this intersection. The study should provide the recommendations for improvements to reduce the average delay no less than the existing average delay at the study intersection.

If you have any concerns or questions, please feel free to contact us at 734-522-6711.

Sincerely,
Orchard, Hiltz & McCliment, Inc.

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Manager of Traffic Engineering

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Anita S. Katkar, P.E.
Traffic Project Engineer

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January 30, 2008

Ms. Barbara E. McBeth
Deputy Director Community Development
45175 West Ten Mile Road
Novi, MI 48375-3024



Re: 10 Mile & Beck – Shopping Center – Traffic Impact Study – 3rd Review
OHM Job No. 163-07-356

As requested, we have reviewed the addendum to the Traffic Impact Study (TIS) submitted for 10 Mile & Beck, Neighborhood Shopping Center. The addendum to the TIS was prepared by Goodell-Grivas, Inc. and is dated January 28, 2008.

OHM RECOMMENDATION

At this time, we recommend the approval of the TIS.

After reviewing the TIS, we believe that the traffic analysis software “Synchro” would have been a better choice over “HCS” that is used to perform traffic analysis for this TIS. Synchro would have provided better modeling of the “Right Turn On Red” and “Right Turn Overlap” scenarios, which form the elements of the improvement recommendations for the proposed development.

We agree with the improvement recommendations provided in the TIS of modifications to the signalization at this location by providing a right-turn green arrow and the modification of signal timing. We recommend that the developer submit a plan to the City of Novi for implementing the above recommendations to mitigate the impacts caused by its developments.

If you have any concerns or questions, please feel free to contact us at 734-522-6711.

Sincerely,
Orchard, Hiltz & McCliment, Inc.

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TRAFFIC IMPACT STUDY

January 28, 2008

RECEIVED

JAN 30 2008



Mr. Stephen B. Dearing, P.E., PTOE
 Manager of Traffic Engineering
 OHM Engineering Advisors
 34000 Plymouth Road
 Livonia, MI 48150

ORCHARD, HILTZ & McCLIMENT, INC.

Goodell-Grivas, Inc.
 1830 Lone Pine Road
 Bloomfield Hills, MI 48302
 Telephone 248-310-9651

Transportation Engineers

RE: Traffic Impact Study for the Proposed Neighborhood Shopping Center on the Northwest Corner of 10 Mile Road and Beck Road, Novi, MI and Traffic Impact Study for the Proposed Drive-In Bank and Either a Day Car Center or a Medical Office Building at the Southwest Corner of 10 Mile Road and Beck Road, Novi, MI

Dear Mr. Dearing,

This letter report is in response to the corrections recommended for the traffic impact studies indicated in your letters dated January 22, 2008. An analysis of the background and future traffic considering only the short-term improvements of exclusive right-turn lanes for the eastbound, northbound and southbound approaches was performed as shown in Table 1. Since the future traffic is the same for the development on the southwest corner and the northwest corner of 10 Mile Road and Beck Road intersection, the capacity analysis is also the same for the future traffic scenarios as shown in Table 1. However, the background scenarios are different for the two proposed developments and are shown in separate columns in Table 1. The proposed development "A" of a drive-in bank with a day care facility at the southwest corner is the option provided in the table since it is the worst case scenario. It was assumed that 20 percent of the right turning vehicles will turn on red (and "green arrow" phase) in this level of service analysis, since there is an exclusive right-turn lane. However, the analysis for the future traffic scenario with short-term improvements, modified signal timings, and shared through/right-turn lanes used 10 percent right-turn-on-red only. The Highway Capacity Software outputs for each scenario are also attached here.

Table 1. Capacity Analysis for Developments near the Intersection of 10 Mile Road and Beck Road

PEAK	APPROACH	SOUTHWEST CORNER DEVELOPMENT A BACKGROUND TRAFFIC INCLUDING 4% GROWTH WITH SHORT-TERM IMPROVEMENTS*		NORTHWEST CORNER DEVELOPMENT BACKGROUND TRAFFIC INCLUDING 4% GROWTH WITH SHORT-TERM IMPROVEMENTS*		FUTURE TRAFFIC WITH ONLY SHORT-TERM IMPROVEMENTS*		FUTURE TRAFFIC WITH SHORT-TERM IMPROVEMENTS AND MODIFIED SIGNAL TIMING		FUTURE TRAFFIC WITH SHORT-TERM IMPROVEMENTS*, MODIFIED SIGNAL TIMING AND SHARED THROUGH / RIGHT-TURN LANES	
		LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)
AM	EB	C	26.6	C	25.2	C	25.4	D	49.4	C	32.8
	WB	C	26.5	C	25.5	C	25.6	D	41.6	C	32.8
	NB	F	121.3	F	122.7	F	133.1	D	47.4	C	33.5
	SB	F	143.5	F	155.0	F	162.2	D	43.9	C	30.9
	Intersection	F	87.8	F	91.4	F	96.5	D	46.0	C	32.5
PM	EB	D	43.9	D	43.4	D	46.0	D	45.8	D	40.2
	WB	F	102.2	E	79.5	F	102.0	F	112.1	D	43.1
	NB	F	87.3	F	104.6	F	126.6	F	112.7	D	45.3
	SB	D	38.8	D	39.5	D	43.0	D	39.3	C	27.7
	Intersection	E	70.8	E	71.5	F	85.0	F	81.7	D	39.4

*Assuming Short-Term Background Improvements of Additional Right-Turn Lanes for EB, NB and SB Approaches

Mr. Stephen B. Dearing, P.E., PTOE, Manager of Traffic Engineering, OHM
January 28, 2008

As shown in Table 1, the overall intersection delay will increase during the AM and PM peak periods due to the traffic from the proposed developments in the future scenario. In order to try to mitigate this problem the signal timings for both the AM and PM peak periods were modified. This modification includes providing a right-turn green arrow during the protected left-turn phases and allowing right-turn-on-red. With the modification of the signal timing plan and the signal, the intersection will operate at LOS 'D' during the AM peak period and at LOS 'F' during the PM peak period in the future scenario. The AM peak period delay will decrease as compared to the background traffic scenario due to the modified signal timing; however the PM peak period delay will still increase. In order to decrease the delay caused by the future traffic during the PM peak period, it is recommended to provide shared through and right-turn lanes for all approaches instead of exclusive right-turn lanes. With this recommendation, the overall intersection LOS will improve to 'C' during the AM peak period and improve to LOS 'D' during the PM peak period for the future conditions. This option will require providing a short length of receiving lane in the far sides. Thus, some additional widening at the intersection may be necessary. Please note that such a solution will greatly improve the traffic operation of the intersection and part of such improvement can be made a condition of the re-zoning approval. This however, requires an agreement between the city and the developer. I am sending a copy of this letter to Mr. David Goldberg for his consideration.

If you should have any questions or comments relevant to the foregoing, please feel free to contact me at (248) 310-9651 or (313) 577-9154.

Yours very truly,

GOODELL-GRIVAS, INC



Tapan K. Datta, Ph.D., P.E.
President

TKD/lg

cc: Mr. David Goldberg, Aspen Group/Beck, LLC
Ms. Barbara McBeth, City of Novi

**MASTER PLAN AND ZONING COMMITTEE
MEETING MINUTES EXCERPT
SEPTEMBER 13, 2007**



MASTER PLAN AND ZONING COMMITTEE

City of Novi Planning Commission
 September 13, 2007 at 7:30 PM
 Novi Civic Center – Conference Room A
 45175 W. Ten Mile, Novi, MI 48375
 (248) 347-0475

ROLL CALL

Present: Members John Avdoulos (Late), Victor Cassis, Michael Lynch, Wayne Wrobel

Staff Support: Barbara McBeth, Deputy Director of Community Development; Mark Spencer, Planner; Beth Kudla, City Attorney

Audience: Tony Scagnetti; Gina VanHorn; David Goldberg; Ned Nagar, Blooming Day; Brad Strader; Larry Michaels; Kelly Doyle, Landon Companies; Tom Van Horn; John Holmstrom, Greg Obloy

MATTERS FOR DISCUSSION

1. Southwest corner of Ten Mile and Beck Roads

Request for discussion to provide comments, suggestions and questions regarding the rezoning of one parcel totaling 4.0 acres located on the southwest corner of Ten Mile and Beck Roads in Section 29 from R-1, One-Family Residential to OS-1, Office Service.

2. Northwest corner of Ten Mile and Beck Roads

Request for discussion to provide comments, suggestions and questions regarding the rezoning of one parcel totaling 24.3 acres located on the northwest corner of Ten Mile and Beck Roads in Section 20 from R-1, One-Family Residential to B-2, Community Business.

Mr. Spencer described the requests together because of their proximity to each other. The area is generally residential. The commercial on the east side of the intersection was developed subject to a consent judgment. Utilities are adequate in the area.

Greg Obloy was present at the meeting representing the two Applicants. Previously Mr. Obloy asked for a rezoning and PRO on this parcel which included a residential component to the south as well. Now he is just asking for a rezoning on the four acre corner. They submitted a traffic study. They would consider a medical office, daycare or bank suitable for this corner. Land will now be taken from their corner for the intersection road improvement. There is a mega church just down the street. He said that this is no longer a rural corner.

Brad Strader stated that the northwest corner is not conducive for Single Family Residential. Beck Road is considered a major corridor. The SPU at I-96 was designed to accommodate the Beck Road traffic. This is not a spot zoning because there is already nonresidential on the corner. He has not seen empirical evidence that nonresidential would reduce property values in the area. Local commercial helps manage traffic. He said they would listen to the comments from the neighbors on what they viewed as good design options for the site.

The Committee and Staff discussed the requests to rezone the sites to something other than residential. Concerns were expressed over increased traffic, curb cuts, and the domino theory of all southwest quadrant corner lot owners then coming forward for non-residential rezoning. Consideration was given to the concept of the City moving away from the traditional residential master planning of this quadrant, the designation of which is strongly supported by the vocal nearby residents. The need for road improvements at the Ten Mile and Beck Road intersection was acknowledged. There are development options that would complement the rural intent of the area. The Applicants could also consider submitting a request in conjunction with a planned rezoning overlay. The Committee considered whether a higher density, Multiple Family Residential development, would be appropriate for either of these corners. Development options could be considered that allow flexibility in the design without increasing the overall density of the site. The southwest corner has an ell-shaped parcel adjacent to it that could be included in a development proposal. The properties could be heavily bermed to minimize the impact of being on a busy intersection. Any proposal needs to be a win for everyone - the City, the neighbors and the developer. Right now the Michigan market is bad for all types of development, not just residential.

The Applicants responded that extending water and sewer is a great benefit to the City, and especially to those homeowners in the area who would not realistically be able to afford to provide this on their own. In conjunction with these requests these Applicants have offered to give about a total of two acres from these corner lots to the City for the necessary right-of-way associated with the Beck Road/Ten Mile road improvements. Without an agreement in place, they are working with the City to determine the value of the land so the City can buy it. The Applicants felt that fixing the traffic problem is what is necessary; holding the corner lots responsible for the traffic problems at the intersection did not make sense to them: Fix the roads, don't curb development. The Applicants noted all the changes that have been made to the residential density of the southwest quadrant over the years, such as Island Lake's density formula making use of the lake, Singh's density increase for the Links of Novi and the outright change to commercial zoning at the northerly end. The Applicants argued that reference to a glut of vacant commercial should also include reference to a glut of houses on the market and the slowdown of residential growth in general. They maintained that if the southwest corner of Ten Mile and Beck were developed with Single Family Residential, two of the three homes would back up to the intersection, and that is not a desirable design. They argued that changing either corner to something other than residential would not meet the definition of spot zoning because the northeast corner is already developed in a non-residential manner.

The conclusion of the southwest rezoning request review recommended that the Applicants consider submitting their request with a Planned Rezoning Overlay.

The northwest corner is 24 acres, and the Committee felt it was a harder sell to change this large of a piece of land away from residential. The Applicant will have to demonstrate the feasibility of something other than residential on this corner, which was seen as an uphill battle based on the history of this property. The added traffic from retail on this corner was seen by some as a disaster in light of the existence of three-lane roads, and even when considering the area with five-lane roads. The Applicant's traffic study will be provided to the Planning Commission to review; the Traffic Consultant is not happy with some technical aspects of the report. The northeast corner was developed as commercial as a result of a consent judgment that expanded the node of commercial designated in the Master Plan. The City turned down money in the past to widen Ten Mile near Beck Road.

The Applicant stated that this parcel is large enough to design with a buffering berm between uses or with a transitional use design. The Applicant stated that no developer would ever consider high-end homes for the northwest site, and that the City should not envision the corner as such. There is not an existing natural buffer. It would more likely develop with manufactured homes with a lower price point. The Applicant said there is no study that empirically supports the notion that commercial would lower neighboring property values, yet the comment is in the Staff and Consultant reviews. The Applicant understood that traffic was an issue for the Committee, and that considering all 24 acres for commercial was not an idea that they endorsed.

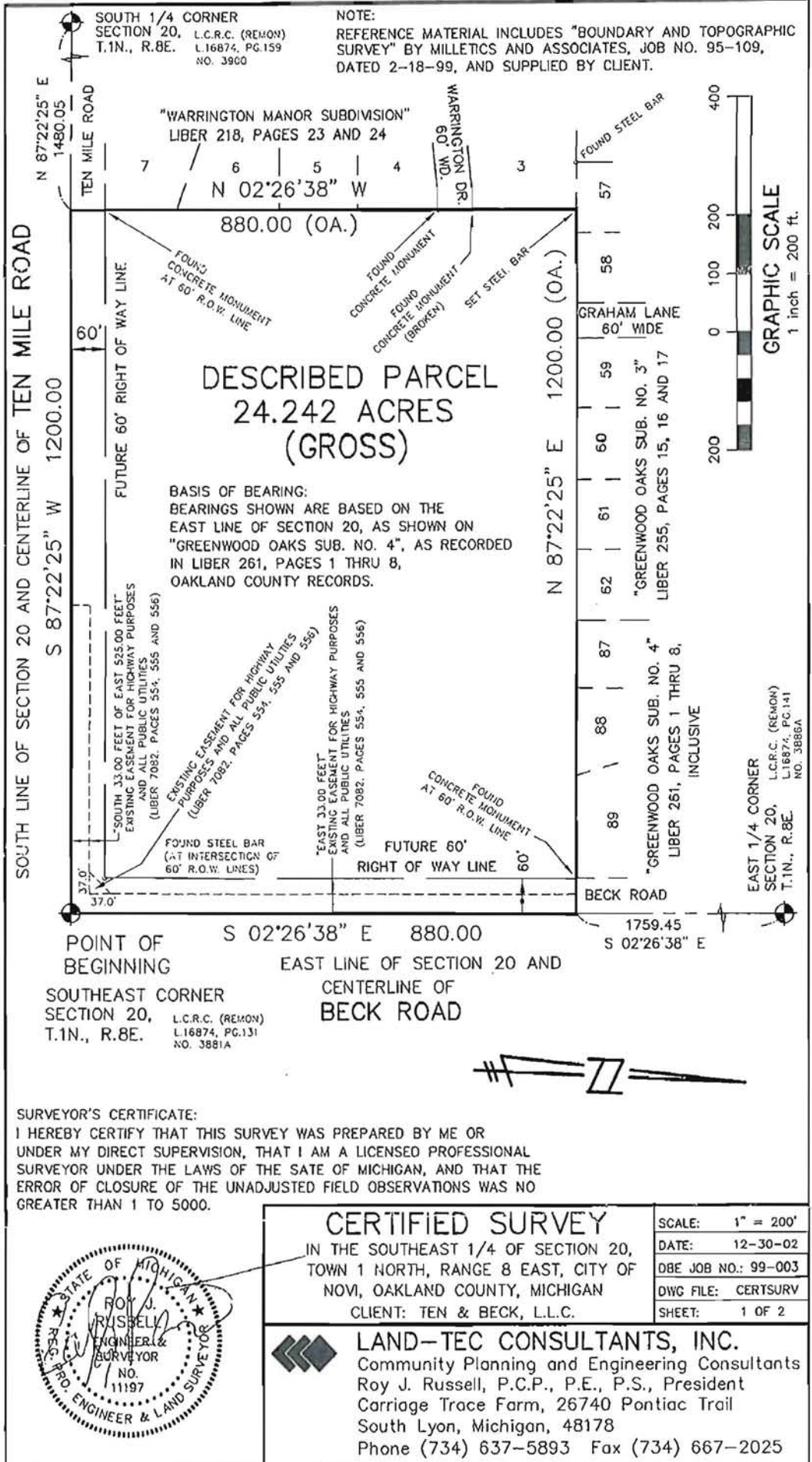
Mr. Spencer responded to the domino effect of rezoning to commercial. In the 1980 Master Plan, commercial was designated for the northeast corner of Beck Road and Ten Mile, Novi Road and Ten Mile, and Meadowbrook Road and Ten Mile. The plan has been relatively stable since the 1980s.

The Applicant was encouraged to rethink their options for the northwest corner and come back to the Committee to discuss them before going to the Planning Commission.

SURVEY

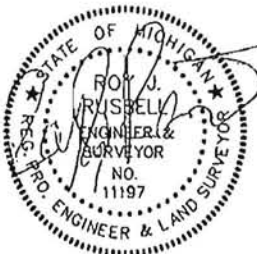
SOUTH 1/4 CORNER
SECTION 20, L.C.R.C. (REMON)
T.1N., R.8E. L.16874, PG.159
NO. 3900

NOTE:
REFERENCE MATERIAL INCLUDES "BOUNDARY AND TOPOGRAPHIC
SURVEY" BY MILLETICS AND ASSOCIATES, JOB NO. 95-109,
DATED 2-18-99, AND SUPPLIED BY CLIENT.



SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THIS SURVEY WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, THAT I AM A LICENSED PROFESSIONAL SURVEYOR UNDER THE LAWS OF THE STATE OF MICHIGAN, AND THAT THE ERROR OF CLOSURE OF THE UNADJUSTED FIELD OBSERVATIONS WAS NO GREATER THAN 1 TO 5000.



CERTIFIED SURVEY

IN THE SOUTHEAST 1/4 OF SECTION 20,
TOWN 1 NORTH, RANGE 8 EAST, CITY OF
NOVI, OAKLAND COUNTY, MICHIGAN

CLIENT: TEN & BECK, L.L.C.

SCALE:	1" = 200'
DATE:	12-30-02
DBE JOB NO.:	99-003
DWG FILE:	CERTSURV
SHEET:	1 OF 2



LAND-TEC CONSULTANTS, INC.

Community Planning and Engineering Consultants
Roy J. Russell, P.C.P., P.E., P.S., President
Carriage Trace Farm, 26740 Pontiac Trail
South Lyon, Michigan, 48178
Phone (734) 637-5893 Fax (734) 667-2025

MAPS
Location
Zoning
Future Land Use
Natural Features

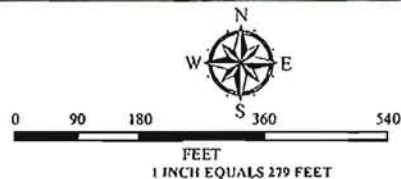
Rezoning 18.672

Location

MAP CREATED: FEBRUARY 27, 2008



CITY OF NOVI
COMMUNITY DEVELOPMENT DEPARTMENT
PLAN REVIEW CENTER
NOVI CITY HALL/CIVIC CENTER
45175 W. TEN MILE ROAD
NOVI, MI 48375-3024
(248) 347-3279
WWW.CINNOVIM.I.US
MAP AUTHOR: KRISTEN KAPELANSKI



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.

Rezoning 18.672

Zoning

MAP CREATED: FEBRUARY 27, 2008

Legend

-  R-1: One-Family Residential District
-  R-4: One-Family Residential District
-  B-1: Local Business District



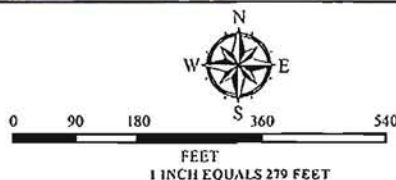
Subject Property

Ten Mile Road

Beck Road



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COMMUNITY DEVELOPMENT DEPARTMENT
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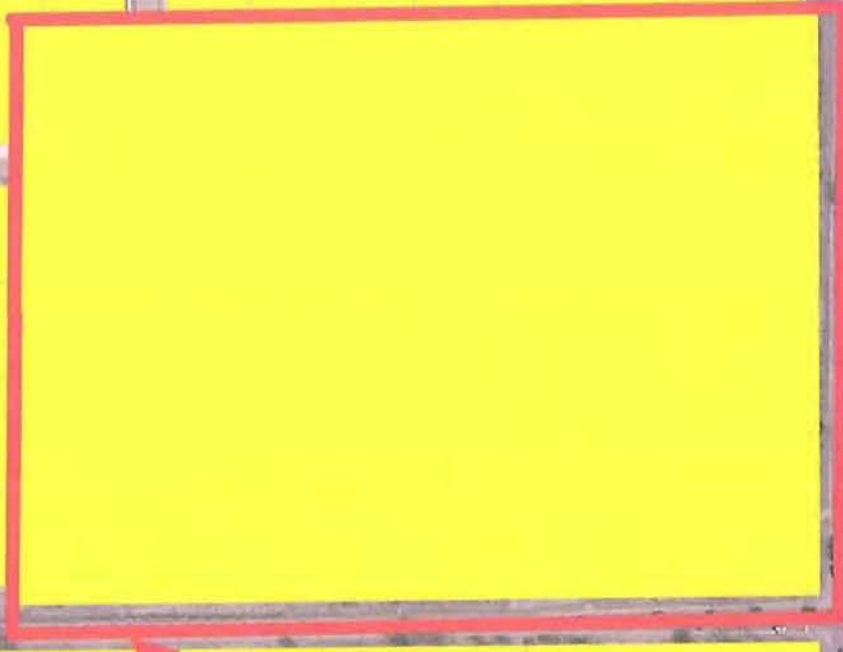
Rezoning 18.672

Future Land Use

MAP CREATED: FEBRUARY 27, 2008

Legend

-  SINGLE FAMILY
-  LOCAL COMMERCIAL
-  PRIVATE PARK



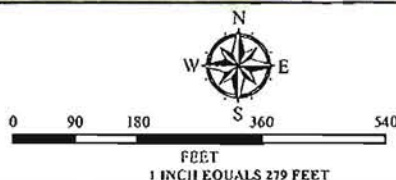
Ten Mile Road

Beck Road

Subject Property



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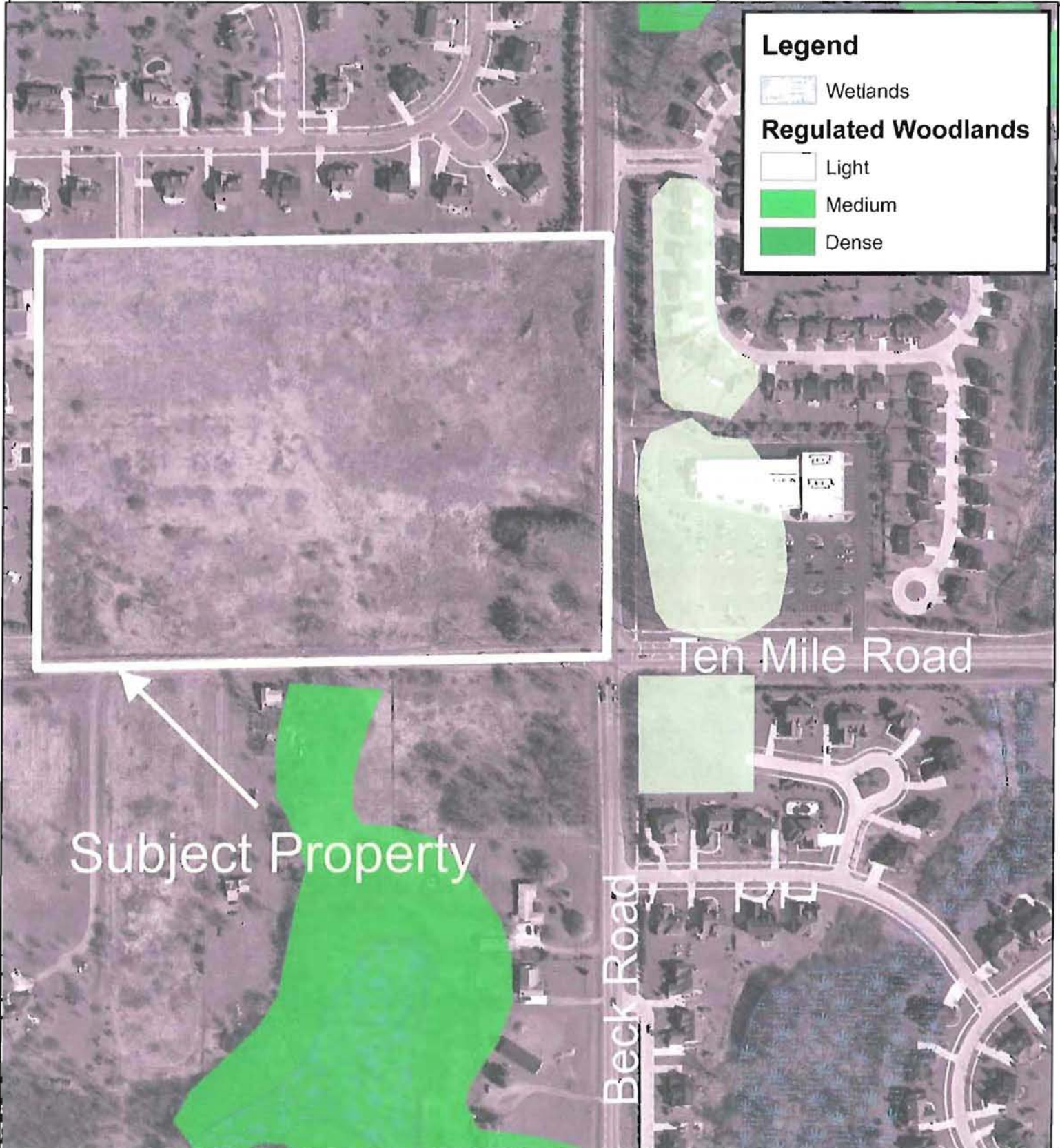


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Rezoning 18.672

Natural Features

MAP CREATED: FEBRUARY 27, 2008



Legend

Wetlands

Regulated Woodlands

Light

Medium

Dense

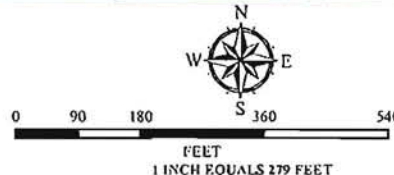
Subject Property

Ten Mile Road

Beck Road



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