



CITY of NOVI CITY COUNCIL

Agenda Item 6

June 3, 2019

SUBJECT: Final approval of the request of Keford Collision and Towing, JSP 18-31, with Zoning Map Amendment 18.725, to rezone property in Section 15, located on the south side of Grand River Avenue, east of Taft Road, from I-1 (Light Industrial) to I-2 (General Industrial) with a Planned Rezoning Overlay (PRO) Agreement and corresponding Revised PRO Concept Plan. The property totals 7.61 acres and contains two existing buildings. The applicant proposes to reuse the larger building for an auto body collision repair shop with accessory car rental services, and use the rear portion of the property as a vehicle tow yard. The applicant is proposing an additional amendment to the Concept Plan which is to allow the rear tow yard for up to 160 vehicles to be constructed with a gravel surface instead of the required hard pavement surface as previously shown.

SUBMITTING DEPARTMENT: Community Development, Planning Division *Bau5*

CITY MANAGER APPROVAL: *OK*

BACKGROUND INFORMATION:

The applicant is requesting to rezone a 7.61-acre property on the south side of Grand River Avenue east of Taft Road in Section 15, from I-1 (Light Industrial) to I-2 (General Industrial) with a Planned Rezoning Overlay (PRO). The applicant seeks the rezoning to allow the use of the property primarily for an outdoor storage yard for a towing business and auto body collision repair shop.

The subject property contains two existing buildings that are currently unused. The applicant proposes to use the larger building (23,493 square feet) for the auto body collision repair shop and related offices, along with an accessory use of car rental services. The car rental service proposes to use up to a maximum of 10 parking spaces. The applicant states that the potential use for the smaller outbuilding (5,703 square feet) would be a small tool and die shop. No subtenants have been identified yet. In addition to the indoor uses, the applicant proposes to use up to 160 spaces in an enclosed yard in the rear yard for storage of towed vehicles. The applicant has an ongoing contract with City of Novi to tow vehicles for the Police Department and the contract requires that an operations facility shall be located in Novi.

Development under the current I-1, Light Industrial zoning could result in the construction of a light industrial facility or office up to 67,000 square feet. It is anticipated that type and size of facility would result in higher trip generation rates to and from the site than the proposed use for Keford Towing and Collision.

PRO Plan

The PRO option creates a "floating district" with a conceptual plan attached to the rezoning of a parcel. As part of the PRO, the underlying zoning is proposed to be

changed (in this case from I-1 to I-2) and the applicant enters into a PRO Agreement with the City, whereby the applicant submits a conceptual plan for development of the site. The City Council reviews the Concept Plan, and if the plan might be acceptable, the City Attorney is directed to prepare an agreement between the City and the applicant, for City Council's approval. Following final approval of the PRO Concept Plan and PRO Agreement, the applicant will submit for Preliminary and Final Site Plan approval under standard site plan review procedures. The PRO runs with the land, so future owners, successors, or assignees are bound by the terms of the agreement, absent modification by the City of Novi and property owner. If the development has not begun within two (2) years, the rezoning and PRO Concept Plan expire and the Agreement becomes void.

Previous Action Summary

On August 22, 2018, the plan was presented to Master Planning and Zoning Committee for its input. The Committee provided favorable input.

On September 26, 2018, the Planning Commission held a public hearing and recommended approval to the City Council of the proposed Planned Rezoning Overlay request. The Planning Commission recommended approval of the suggested motion with one addition: Any proposed use of the existing building on the south side of the property would return to the Planning Commission for review.

On November 13, 2018, the City Council tentatively approved the Planned Rezoning Overlay Concept plan and directed the City's Attorney's office to prepare the draft PRO agreement for Council consideration based on the following motion subject to additional deviations and conditions. In the interim, the applicant has been finalizing the real estate transaction for acquisition of the property.

Ordinance Deviations Requested

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

The City Council included various deviations as part of the motion granting tentative approval on November 13, 2018.

The applicant has now proposed a change to the PRO Concept Plan to allow the 160-space rear yard vehicle storage area to have a gravel surface instead of the required asphalt. This plan change would require the following additional deviations:

1. Design and Construction waiver of Section 11-239 to allow gravel parking for storage yard in the rear.
2. Design and Construction waiver of Section 11-239 for lack of curb and gutter within the rear yard storage area.
3. Design and Construction waiver of Section 11-239 for lack of parking lot striping.

These deviations are currently not supported by staff as detailed in the review letters and Engineering Memo.

Note that the entire employee parking in the front yard is proposed be asphalt paving.

The City requires parking lots to be paved and curbed as outlined in Section 11-239 of the Design and Construction Standards. The revised Concept plan proposes gravel parking for storage yard in the rear. The applicant has provided a detailed narrative listing the reasons for the request. As noted in the narrative, based on the construction costs and geo-technical studies that the request is made primarily because it is 'not only extremely expensive to build initially but also is virtually impossible to maintain in a paved state given the intended use.' **Planning, Engineering, and Traffic have provided the following reasons to recommend denial.**

Planning Concerns

The applicant has provided a geo-technical evaluation (Exhibit B) of the property and noted that maintenance of an aggregate service lot is expected to be easier and less costly than an asphalt surface lot. The report provides a recommendation for different thicknesses of aggregates to be used based on the intensity of the use and provides a statement about related costs about the maintenance.

The applicant provided limited information regarding the maintenance costs associated with asphalt pavement at the time of original request. The applicant has provided a response letter dated May 28, 2019, which includes additional clarification about cost of installation and maintenance. Please see below for applicant's cost break down for gravel, asphalt and concrete pavements. (The applicant has not indicated how often maintenance or replacement is required for gravel paving and associated costs.)

	Installation	Maintenance
Asphalt (no curb and gutter)	\$334,764 @ \$4 per sq. ft.	\$66,952
Asphalt (curb and gutter)	\$348,089 @ \$4 per sq. ft.	
Gravel (no curb and gutter)	\$125,536 @ \$1.5 per sq. ft.	Not provided
Concrete (no curb and gutter)	\$585,837 @ \$7 per sq. ft.	Not provided

Our Engineers note that the Asphalt and Concrete pricing is very comparable these days at approx. \$5.50 to \$6.50 (depending on the type of concrete and asphalt) per square foot. Gravel is essentially half that at \$2.75 to \$3.50 per square foot (depending on the type of gravel). Based on our estimates the price difference noted by the applicant (approximately \$222,553) seems correct. However, the price difference between Concrete and Asphalt seems slightly overstated. The applicant noted that Concrete has equal chance to get damaged as Asphalt and the maintaining costs would most likely be more expensive. The applicant has agreed to pave the handicap space and the aisle. The City's Plan Review Engineer noted that the Asphalt pavement can easily be designed for the weight of tow trucks, just as the roads they would be driving on are. Concrete would be better suited for vehicles sitting for a length of time.

The applicant has provided photographs of 11 sites (Exhibit C) currently existing in City of Novi which include a portion of the premises used for outdoor storage with gravel parking surface. We have notified our Ordinance department to look into more detail.

Similar to the applicant in this case, Keford, the City Council has approved a Planned Rezoning Overlay Concept Plan for Hadley's Towing further west along Grand River

Avenue for a similar use (parking lot to store towed vehicles). Hadley's Towing has proposed to develop the property as an enclosed outdoor storage yard for a total of 271 spaces to be built in two phases. The City Council granted deviations to allow painted islands in lieu of raised end islands and to exceed the maximum 15-space requirement for parking lots. Hadley's Towing also tows damaged vehicles and has proposed asphalt paving for the parking lot. The applicant for Keford Towing has offered a similar public benefit as Hadley's as the use is similar to that of Hadley's Towing. Hadley's was proposing just an outside storage yard, while this project (Keford) proposes an auto body collision, car rental and undetermined tenant space.

Engineering Review

1. Installation and maintenance expenses are not generally recognized as a hardship to justify a variance from the Design and Construction Standards.
2. An unpaved surface is a substantial deviation from Section 11-239, which requires paved and curbed parking lots and drive aisles for the entire parking area.
3. Environmental, health and safety concerns are as follows:
 - a. Loose gravel and finer soil particles will enter the storm structures and storm sewers creating maintenance concerns.
 - b. Loose gravel and finer soil particles will contribute to the degradation of surrounding wetland habitats and the nearby regional detention basin water quality. **If gravel were used, a buffer would be valuable, and necessary. A buffer between edge of gravel and high-water mark in the detention basin would need to be 50 to 100 feet or more, which is not provided at the northeast corner.**
 - c. Vehicles requiring maintenance may leak oil/gas, which can seep into the ground and potentially contaminate ground water and surrounding surface water bodies. **A gravel lot poses great environmental, health and safety concerns to the land/wildlife, property owner and the public. Hazardous and toxic chemicals have the potential to enter the watershed when damaged vehicles sit on a parking lot that has no means to filter out pollutants.**
 - d. The applicant has stated in the response letter that the Asphalt leaches petroleum into the ground. **Engineering notes that Asphalt is used every day around the world and has not been considered an environmental hazard. Additionally, any petroleum emitted (not leached) from asphalt is only a minor amount which takes place during the curing process.**

Traffic Concerns

The applicant has requested a variance from striping requirements for the rear fenced in lot. Our Traffic Consultant stated that lack of striping will lead to undesirable traffic patterns and disorganized stacking. It may also be difficult to maintain a clear access for fire and emergency vehicles. The applicant should consider alternate means, acceptable to our Traffic Consultants and City Engineer to regulate parking and maintain clear access.

Earlier, the plan did not indicate where the tow trucks will be parked on site. **The applicant has indicated the area where tow trucks will be parked as requested in the revised plan submitted along with the response letter. The applicant could consider hard surface pavement for areas used to park tow trucks, trailers and other heavy duty vehicles, which is approvable by our Engineering Department.**

City Council Action

The City Council is now being asked to consider the actual text of the Planned Rezoning Overlay Agreement and give final approval of the agreement, the PRO Plan and the

rezoning. If Council gives final approval of the PRO Concept Plan and PRO Agreement, the applicant will proceed to finalize its submission of the Preliminary and Final Site Plan approval for the roads and utilities.

If the City Council approves the additional deviations required to the proposed gravel surface, staff may suggest some additional conditions for approval to be included in the agreement prior to execution.

RECOMMENDED ACTION:

Final Approval at the request of Keford Collision and Towing for Zoning Map Amendment 18.725 for a Planned Rezoning Overlay (PRO) Concept Plan and the PRO Agreement associated with a rezoning from I-1 (Light Industrial) to I-2 (General Industrial). The deviations required by the change to the Concept Plan for a gravel parking area in the rear storage yard are [granted/not granted]. The final form of the PRO Agreement shall be reviewed and approved by the City Manager and City Attorney's office [*add this only if the deviations are granted*]: including any additional conditions required with respect to the maintenance of the gravel parking surface.

This motion is made because:

- a. The rezoning request fulfills one objective of the Master Plan for Land Use by supporting the growth of existing businesses.
- b. The rezoning is a reasonable alternative as the proposed use is less intense than many of the uses that would be typically allowed under I-2, General Industrial zoning.
- c. The rezoning will have no negative impact on public utilities.
- d. According to City's Traffic Consultant's report, the proposed Keford Towing and Collision land use would be expected to generate fewer trips than what could be built under the existing I-1 zoning, as well as fewer trips than could be expected for other uses permitted under the proposed I-2 zoning.

ENGINEERING MEMO

MEMORANDUM



TO: JEFF HERCZEG, DIRECTOR OF PUBLIC WORKS
FROM: KATE RICHARDSON, EIT; PLAN REVIEW ENGINEER
SUBJECT: VARIANCE REQUEST FOR KEFORD TOWING
DATE: MAY 23, 2019

Keford Towing located on Grand River Avenue east of Taft Road has submitted a site plan through the Community Development Department to make modifications to a 7.61 acre area. The northern portion of the parcel would be a collision shop and customer parking. The southern portion of the parcel would be used as a tow-yard. The most recent submittal of plans from the applicant is the Planned Rezoning Overlay (PRO) Revised Concept Plan. The PRO Revised Concept Plan approval is subject to approval of a Design and Construction Standards Variance Request for the use of gravel as a paving surface for a parking lot and maneuvering lane, and for a lack of curb and gutter.

The Design and Construction Standards (DCS) Section 11-239(b) requires that "the entire parking area including parking spaces and maneuvering lands are required to be hard-surfaced and curbed." This section only allows for an exception to the standard for private utility driveways for facilities providing an accessory use. Keford Towing does not qualify for an exception to this requirement. The cost of paving is also not taken into consideration when determining if a variance should be granted. The minimum paving standards under the current Design and Construction Standards would be four inches of asphalt on eight inches of aggregate base or six inches of concrete on eight inches of aggregate base. A concrete tow-yard should be considered as a viable alternative to asphalt or gravel since it can withstand greater loads. According to the applicant, heavier vehicles/trucks would regularly be stored in the tow-yard and concrete would be the best paved surface to handle this wear.

Section 11-10 of the Ordinance permits the City Council to grant a variance from the Design and Construction Standards when a property owner shows all of the following:

- b) A variance may be granted when all of the following conditions are satisfied:
 - (1) A literal application of the substantive requirement would result in exceptional, practical difficulty to the applicant;
 - (2) The alternative proposed by the applicant shall be adequate for the intended use and shall not substantially deviate from the performance that would be obtained by strict enforcement of the standards; and
 - (3) The granting of the variance will not be detrimental to the public health, safety or welfare, nor injurious to adjoining or neighboring property.

Staff has reviewed the application against the Ordinance standards that are outlined above. We disagree with the applicant's engineer that the proposed gravel surface is adequate for the intended use and does not substantially deviate from the performance of the ordinance standard cross-section. A hard-surfaced pavement is required to provide a stable surface that is resistant to rutting and wear and is strong enough to support the proposed use by heavy vehicles. The applicant has not provided

data to support the assertion that the proposed gravel is comparable in strength to the ordinance requirements and capable of supporting 35 tons for emergency vehicles (as required in section 11-239(b)(5)). We also noted that the plan shows delineated parking stalls, however it would not be possible to apply pavement markings without a paved surface.

Based on the Wetland Review letter by the City's Wetland Consultant, the applicant's plan shows that the property contains three City regulated wetlands. Curb, gutter and storm catch basins are not proposed on the plan to guide and direct the flow of storm water within the gravel parking area. Instead, the applicant is proposing to sheet flow the parking lot drainage into the detention basin. Based on past experience, staff has concerns with the sheet flow of large areas of parking lot because of the erosion that will likely occur at the edge of the parking area. The lack of pavement to stabilize the surface of the proposed parking area increases the concern for erosion of material from the parking lot and sedimentation of not only the detention basin, but transport and deposition of suspended solids into the adjacent wetlands that receive the flow from the detention basin. We have some concerns with the use of gravel as a surface material because of the oil and/or gas that could leak from vehicles requiring maintenance. These pollutants could potentially leach into the adjacent wetland areas and groundwater. For these reasons, we believe that granting the variance would be detrimental to public health and could negatively impact wetlands on adjacent properties.

For all of the reasons stated above, we do not believe that the application meets the conditions of Section 11-10 and therefore recommend denial of the applicant's request for a variance from Section 11-239(b) of the Design and Construction Standards. The applicant has been notified of staff's recommendation for denial and intends to seek a variance from City Council.

Cc: Barb McBeth, City Planner
Sri Komaragiri, Planner
George Melistas, Engineering Senior Manager
Darcy Rechtien, PE; Construction Engineer

MAPS

Location

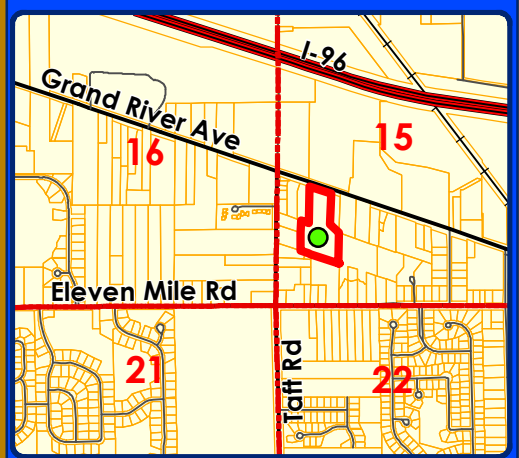
Zoning

Landuse

Natural Features

JZ 18-32: KEFORD COLLISION AND TOWING WITH PRO 18.725

Location



LEGEND

 Sections



City of Novi

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

Map Author: Sri Komaragiri
Date: 08/20/18
Project: JZ 18-32: KEFORD COLLISION AND TOWING IMPROVEMENTS
Version #: 1



1 inch = 183 feet

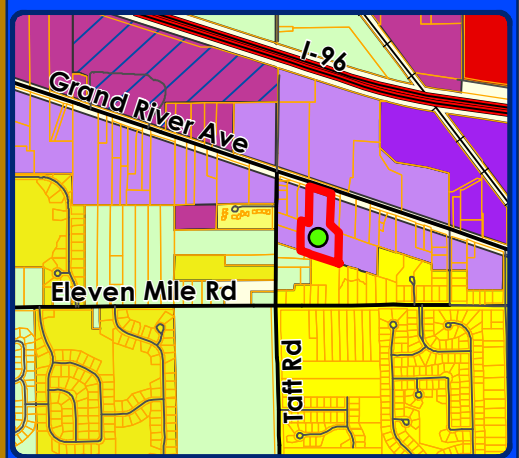
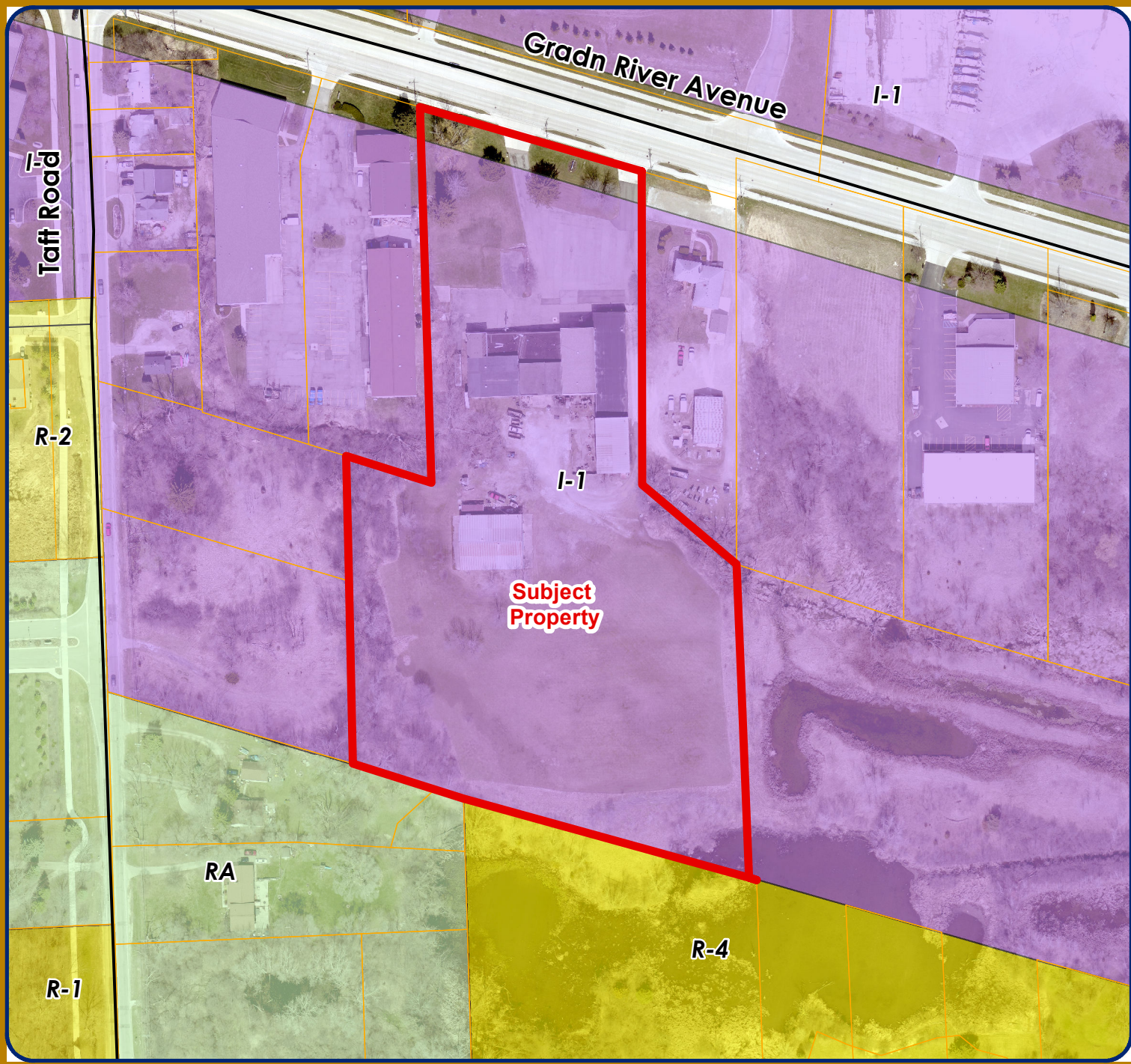


MAP INTERPRETATION NOTICE

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JZ 18-32: KEFORD COLLISION AND TOWING WITH PRO 18.725

Zoning



LEGEND


- R-A: Residential Acreage
- R-1: One-Family Residential District
- R-2: One-Family Residential
- R-4: One-Family Residential District
- EXO: OST District with EXO Overlay
- I-1: Light Industrial District
- I-2: General Industrial District
- OST: Office Service Technology
- RC: Regional Center District




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Feet
240



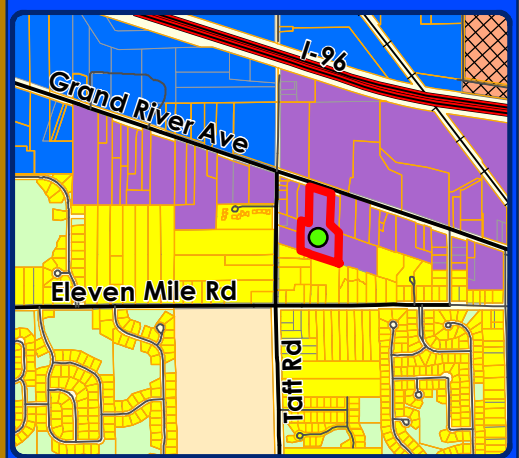
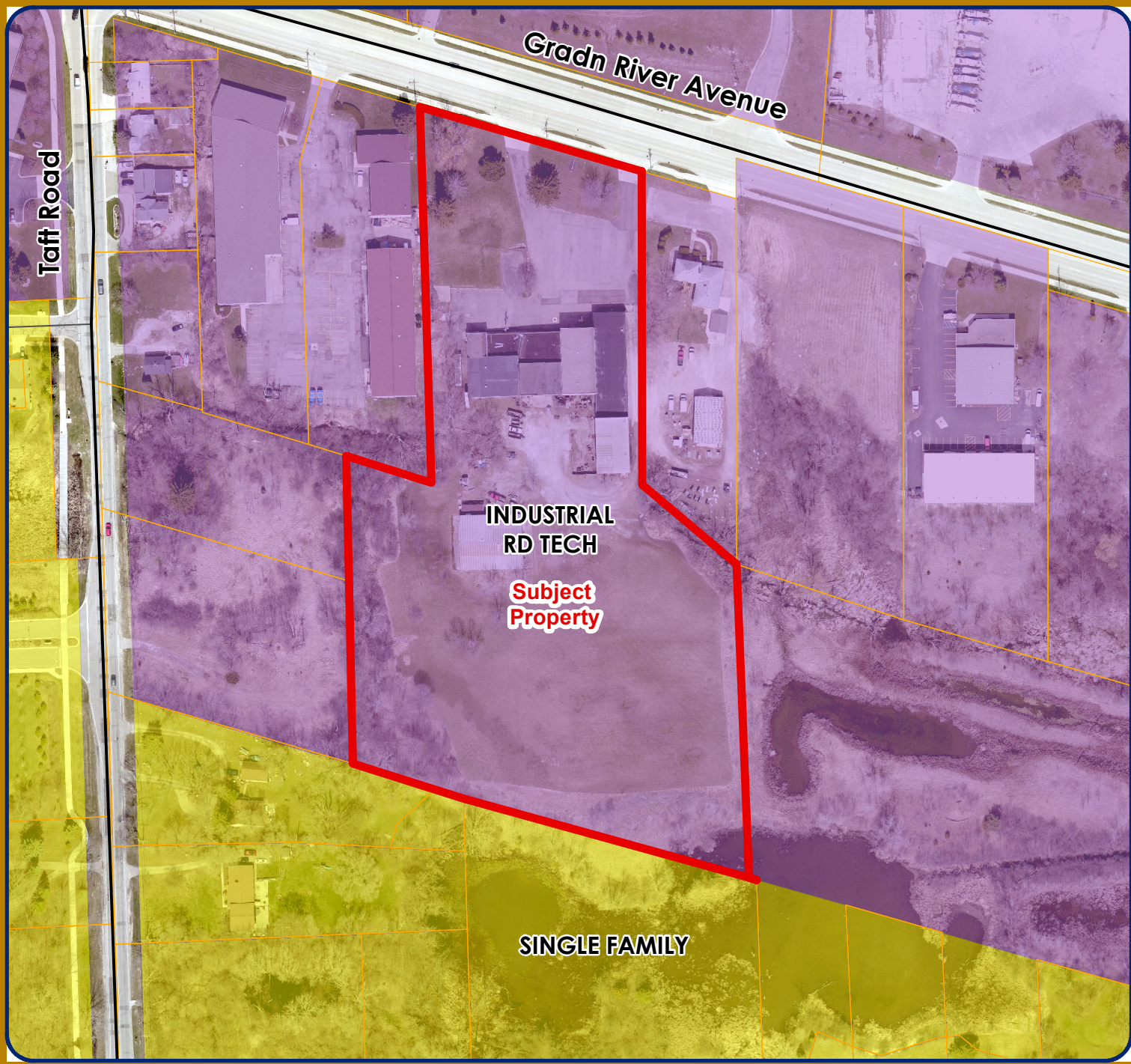
1 inch = 183 feet

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JZ 18-32: KEFORD COLLISION AND TOWING WITH PRO 18.725

Future Land Use

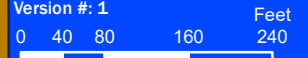


- LEGEND**
- FUTURE LAND USE
- Single Family
 - Office RD Tech
 - Industrial RD Tech
 - Regional Commercial
 - Educational Facility
 - Private Park



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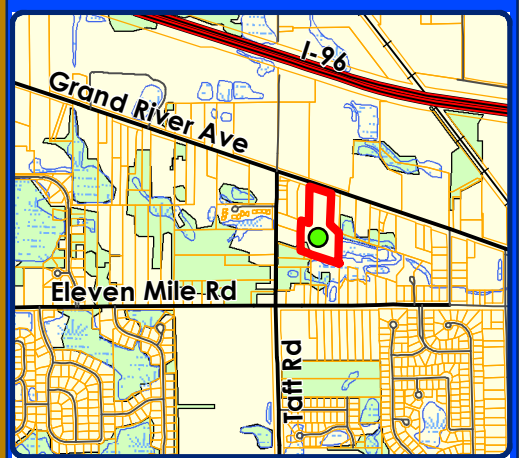


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JZ 18-32: KEFORD COLLISION AND TOWING WITH PRO 18.725

Natural Features



LEGEND

-  WETLANDS
-  WOODLANDS



City of Novi

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**PLANNED REZONING OVERLAY AGREEMENT
DRAFT**

**CONSENT TO KEFORD COLLISION AND TOWING
PLANNED REZONING OVERLAY AGREEMENT**

This Consent to Keford Collision and Towing Rezoning Overlay Agreement (“Consent”) is made this _____ day of _____, 2019, by L.V.Pheil, whose address is 26990 Hampstead, Farmington Hills, MI 48331 (“Owner”) pertaining to the Keford Collision and Towing Planned Rezoning Agreement (“Development Agreement”) between Keford Properties, LLC, a Michigan limited liability company, whose address is 45327 Grand River Avenue, Novi MI 48375 as developer (“Developer”) and the City of Novi, a Michigan municipal corporation whose address is 45175 Ten Mile Road, Novi, MI 48375 (“City”) pertaining to property described on attached Exhibit A (“Property”).

RECITALS

A. Owner is the fee simple owner of the Property described on attached Exhibit A. Owner has approved development of the Property by Developer as an outdoor storage facility pursuant to City approvals, including the Development Agreement.

B. By this Consent, Owner wishes to acknowledge and agree that the Property is and shall be subject to the terms of the Development Agreement.

CONSENT AND AGREEMENT

Owner hereby consents and agrees that the Property is and shall be subject to the terms and conditions of the Development Agreement, and Owner hereby subjects Owner’s interest in the Property to the terms of the Development Agreement.

Dated : _____

ACKNOWLEDGMENT

STATE OF MICHIGAN)
) ss
COUNTY OF OAKLAND)

 The foregoing instrument was acknowledged before me this _____ day of _____, 2019 by L.V. Pheil.

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

Prepared by and when recorded return to:
Thomas R. Schultz, Esq.
Rosati Schultz Joppich & Amstbuechler, PLC
27555 Executive Drive, Suite 250
Farmington Hills, MI 48331-3550

EXHIBIT A
PROPERTY

Draft 5.24.19

PLANNED REZONING OVERLAY (PRO) AGREEMENT
KEFORD COLLISION AND TOWING

AGREEMENT, by and between Keford Properties, LLC, a Michigan limited liability company, whose address is 45327 Grand River Avenue, Novi, MI 48375 (“**Developer**”) and the City of Novi, 45175 Ten Mile Road, Novi, MI 48375-3024 (“**City**”).

RECITATIONS:

- I. Developer is the Purchaser and developer of an approximately 7.61-acre parcel of property located on the south side of Grand River Avenue between Taft Road and Novi Road, herein known as the “**Land**” or the “**Development**” and described on **Exhibit A**, attached and incorporated herein.
- II. For purposes of improving and using the Land for its collision and towing business and accessory or compatible uses, the Developer has petitioned the City for an amendment of the Zoning Ordinance, as amended, so as to reclassify the Land from I-1 (Light Industrial) to I-2 (General Industrial). The I-1 classification shall be referred to as the “**Existing Classification**” and I-2 shall be referred to as the “**Proposed Classification**.”
- III. The Proposed Classification would provide the Developer with certain material development options not available under the Existing Classification and would be a distinct and material benefit and advantage to the Developer.
- IV. The City has reviewed and approved the Developer’s proposed petition to amend the zoning district classification of the Land from the Existing Classification to the Proposed Classification under the terms of the Planned Rezoning Overlay (PRO) provisions of the City’s Zoning Ordinance, and has reviewed the Developer’s proposed PRO Plan, attached hereto and incorporated herein as **Exhibit B** (the “**PRO Plan**”). The PRO Plan is a conceptual or illustrative plan for the potential development of the Land under the Proposed Classification, and not an approval to construct the proposed improvements as shown. The City has further reviewed the proposed PRO conditions offered or accepted by the Developer.
- V. In proposing the Proposed Classification to the City, Developer has expressed as a firm and unalterable intent that Developer will develop and use the Land in

conformance with the following undertakings by Developer, as well as the following forbearances by the Developer (each and every one of such undertakings and forbearances shall together be referred to as the “Undertakings”):

A. **Uses Permitted.** The Land as reclassified shall be used only as follows:

- (i) The larger existing building (23,493 square feet) shall be used for an auto body collision repair shop and related offices, along with an accessory use of car rental services, which shall have use of no more than 10 parking spaces in the rear yard of the building.
- (ii) The smaller existing out-building (5,703 square feet) shall be used only for a use specifically approved by the Planning Commission, in its reasonable discretion.
- (iii) An enclosed yard in the rear yard for storage of towed vehicles of no more than 160 spaces.

Such use shall be subject to the PRO Conditions set forth in this Agreement.

B. **Compliance with Applicable Regulations.** Developer shall develop and improve the Land in accordance with all applicable laws and regulations, and with all applicable ordinances, including all applicable setback requirements of the Zoning Ordinance with respect to the Proposed Classification, except as expressly authorized in this Agreement or as shown on the PRO Plan. The PRO Plan is acknowledged by both the City and Developer to be a conceptual plan for the purpose of depicting the general area contemplated for development. Some deviations from the provisions of the City’s ordinances, rules, or regulations that are depicted in the PRO Plan are approved by virtue of this Agreement; however, except as to such specific deviations enumerated herein, the Developer’s right to develop the outdoor vehicle storage yard under the requirements of the Proposed Classification shall be subject to and in accordance with all applications, reviews, approvals, permits, and authorizations required under applicable laws, ordinances, and regulations, including, but not limited to, site plan approval, storm water management plan approval, woodlands and wetlands permits, façade approval, landscape approval, and engineering plan approval, except as expressly provided in this Agreement.

In addition to any other ordinance requirements, Developer shall comply with all applicable ordinances for storm water and soil erosion requirements and measures throughout the site during the design and construction phases, and subsequent use, of the development contemplated in the Proposed Classification.

C. **PRO Conditions.** In consideration of the rezoning and approval of the Concept Plan, the following PRO Conditions shall apply to the Land and/or be undertaken by Developer:

1. The applicant shall provide \$10,000 for use by the City of Novi Grand River Corridor Improvement Authority in a manner consistent with the Grand River Corridor Improvement Plan, as determined by the Authority in its discretion (by way of example only, funding the installation of sidewalks in certain “gap” areas along Grand River to improve mobility). Such amount shall be paid to the City immediately upon recording of this Agreement.
2. Outside storage of vehicles in the enclosed rear yad shall be limited to 160 parking spaces only.
3. The smaller existing out-building shall be used only for a use permitted in the I-2 District and specifically approved by the Planning Commission, in its sole discretion. Developer acknowledges that the PRO process is a voluntary undertaking on its part, and a discretionary determination by the City. Because Developer cannot identify any particular use of the building, the City cannot determine is the use of that building will be an appropriate use or an overall benefit to the public or will instead detract from the PRO Plan and primary use of the Land as described in this Agreement. Given the lack of a specified use, the Planning Commission shall have the authority to (a) approve or deny any proposed future use, and (b) review and approve or deny any improvements to the Land in connection with such use, in accordance with the terms and conditions of this Agreement.
4. If the Developer, or a successor or company that acquires the Developer, ceases operation of the proposed outdoor vehicle storage operation at the site, then the City shall have the ability, without objection or challenge in any way by Developer, to rezone the land to its prior classification of I -1, Light Industrial.
5. All conditions listed in staff and consultant review letters attached as **Exhibit C**, provided that minor modifications to the PRO Plan may be approved by the City as part of the site plan approval process.
6. Minor modifications to the approved PRO Plan can be approved administratively if the Zoning Ordinance would otherwise allow an administrative site plan review and approval, so long as the City Planner determines that the modifications (i) are minor, (ii) do not deviate from the general intent of the PRO Plan, and (iii) result in reduced impacts on the surrounding development and existing

infrastructure. The Planning Commission shall also be permitted to authorize amendments to the PRO Plan during site plan review.

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

- a. Any material changes to building and parking layout from the approved PRO Plan.
- b. Any deviations from ordinance requirements that are not requested/approved at this time.

NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

1. **Developer Obligations.** Upon the Proposed Classification becoming final following entry into this Agreement:
 - a. The Property shall be developed only in accordance with the Undertakings, the PRO Plan, the PRO Conditions, the City of Novi Zoning Ordinance (as amended), the City of Novi Code of ordinances (as amended), and this Agreement (which together may be referred to as the PRO Documents);
 - b. The Developer shall act in conformance with the Undertakings;
 - c. The Developer shall forbear from acting in a manner inconsistent with the Undertakings; and
 - d. The Developer shall commence and complete all actions necessary to carry out all of the Undertakings and the PRO Conditions and shall at all times comply with this Agreement.
 - e. The following deviations from the standards of the zoning ordinance are hereby authorized pursuant to §7.13.D.i.c (2) of the City's Zoning Ordinance:
 - 1) Planning deviation from Section 3.1.19.D for not meeting the minimum requirements for side yard setback for Parking (20 feet minimum required, 10.7 proposed in the northwest parking lot);
 - 2) Landscape deviation from Section 5.5.3.A for not meeting the minimum requirements for a 10-15 foot tall landscaped berm or not providing the minimum required screening trees between residentially zoned property and industrial. A berm approximately 7 feet in height is proposed south of the southeast corner of the storage lot, but not along the entire southern frontage, nor at the southwestern corner of the property (not including the preserved woodland);
 - 3) Landscape deviation from Section 5.5.3.C.ii and iii. for lack of interior canopy trees, in the southern portion of the vehicular storage area due to conflict with truck turning patterns.

- 4) Landscape deviation from Section 5.5.3.C.iv for lack of parking lot perimeter trees along 400 feet of eastern edge of property due to lack of room between drive and adjacent property;
- 5) Landscape deviation from Section 5.5.3.C.iv to allow planting of parking lot perimeter trees, more than 15 feet away from the edge of the vehicular storage area;
- 6) Landscape deviation from Section 5.5.3.D for the shortage of a total of 2980 square feet (37%) of required building foundation landscaping for the two buildings;
- 7) Landscape deviation from Section 5.5.3.D for allowing less than 75 percent of each building perimeter to be landscaped;
- 8) Landscape deviation from Section 5.5.3.D for the shortage of green scape along the building frontage facing Grand River (60% required, 54% proposed);
- 9) Landscape deviation from Section 5.5.3.C.ii.i. for the lack of landscape islands every 15 spaces within the enclosed outside storage yard due to the nature of the proposed use;
- 10) Traffic deviation from Section for proposing painted end islands in lieu of the required raised end islands.

THE FOLLOWING DEVIATIONS ARE NOT RECOMMENDED BY STAFF. IF IT TURNS OUT THAT THE CITY COUCIL AUTHORIZES THESE DEVIATIONS, STAFF MAY SUGGEST DOME ADDITIONAL CONDITIONS TO GO ALONG WITH ANY SUCH DEVIATIONS

- (11) Design and Construction waiver of Section 11-239 to allow gravel parking for storage yard in the rear.
- (12) Design and Construction waiver of Section 11-239 for lack of curb and gutter within the rear yard storage area.
- (13) Design and Construction waiver of Section 11-239 for lack of parking lot striping.

2. General Provisions:

- a. Except with respect to appeals from the applicable standards of the City's Sign Ordinance, the Zoning Board of Appeals (ZBA) shall have no jurisdiction over the Property or the application of this Agreement until after site plan approval and construction of the development as approved therein with regard to the roads and utilities. In no event shall the ZBA be permitted to vary any terms or conditions of this Agreement.
- b. Except as may be specifically modified by this Agreement, the City Code and all applicable regulations of the City shall apply to the Property. Any substantial violation of the City Code by Developer and/or any successor owners or

occupants with respect to the Property shall be deemed a breach of this Agreement, as well as a violation of the City Code.

- c. A breach of this Agreement shall constitute a nuisance *per se*, which shall be abated. The Developer and the City therefore agree that, in the event of a breach of this Agreement by the Developer, the City, in addition to any other relief to which it may be entitled at law or in equity, or any other provisions of this Agreement, shall be entitled under this Agreement to relief in the form of specific performance and an order of the court requiring abatement of the nuisance *per se*. In the event of a breach of this Agreement, the City may notify the Developer of the occurrence of the breach and issue a written notice requiring the breach be cured within thirty (30) days; provided, however, that if the breach, by its nature, cannot be cured within thirty (30) days, the Developer shall not be in the breach hereunder if the Developer commences the cure within the thirty (30) day period and diligently pursues the cure to completion. Failure to comply with such notice shall, in addition to any other relief to which the City may be entitled in equity or at law, render the Developer liable to the City in any suit for enforcement for actual costs incurred by the City including, but not limited to, attorneys' fees, expert witness fees and the like.
- d. This Agreement may not be amended except in writing signed by the parties and recorded in the same manner as this Agreement. In the event Developer desires to propose an amendment, an application shall be made to the City's Department of Community Development, which shall process the application in accordance with the procedures set forth in the Zoning Ordinance.
- e. Both parties understand and agree that if any part, term, or provision of this Agreement is held by a court of competent jurisdiction, and as a final enforceable judgment, to be illegal or in conflict with any law of the State of Michigan or the United States, the validity of the remaining portions or provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provisions held to be invalid.
- f. The Agreement shall be governed by the laws of the State of Michigan, both as to interpretation and performance. Any and all suits for any and every breach of this Agreement may be instituted and maintained in any court of competent jurisdiction in the County of Oakland, State of Michigan.
- g. No waiver of any breach of this Agreement shall be held to be a waiver of any other or subsequent breach. A delay in enforcement of any provision of this Agreement shall not be construed as a waiver or estoppel of the City's right to eventually enforce, or take action to enforce, the terms of this Agreement. All remedies afforded in this Agreement shall be taken and construed as cumulative; that is, all remedies afforded in this Agreement are in addition to every other remedy provided by law.

- h. The signers of this Agreement warrant and represent that they have the authority to sign this Agreement on behalf of their respective principals and the authority to bind each party to this Agreement according to its terms. Further, each of the parties represents that the execution of this Agreement has been duly authorized and is binding on such parties.
- i. This Agreement shall run with the land described herein as the Property and bind the parties, their heirs, successors, and assigns. This Agreement shall be recorded in the Oakland County Register of Deeds by the City. The parties acknowledge that the Property is subject to changes in ownership and/or control at any time, but that heirs, successors, and assigns shall take their interest subject to the terms of this Agreement, and all references to "Developer " in this Agreement shall also include all heirs, successors, and assigns of the Developer, and all future owners of any parcels created by the proposed land division.
- j. The Developer has negotiated with the City the terms of the PRO Plan, PRO Conditions, and this Agreement, and such documentation represents the product of the joint efforts and mutual agreements of the Developer and the City. The Developer fully accepts and agrees to the final terms, conditions, requirements and obligations of the PRO Documents, and the Developer shall not be permitted in the future to claim that the effect of the PRO Concept Plan and PRO Agreement results in an unreasonable limitation upon uses of all or a portion of the Property, or claim that enforcement of the PRO Plan and Agreement causes an inverse condemnation, other condemnation or taking of all or any portion of the Property. The Developer and the City agree that this Agreement and its terms, conditions, and requirements are lawful and consistent with the intent and provisions of local ordinances, state and federal law, and the Constitutions of the State of Michigan and the United States of America. The Developer has offered and agreed to proceed with the Undertakings and obligations as set forth in this Agreement in order to protect the public health, safety, and welfare and provide material advantages and development options for the Developer, all of which Undertakings and obligations the Developer and the City agree are necessary in order to ensure public health, safety, and welfare, to ensure compatibility with adjacent uses of land, to promote use of the Property in a socially, environmentally, and economically desirable manner, and to achieve other reasonable and legitimate objective of the City and the Developer, as authorized under applicable City ordinances and the Michigan Zoning Enabling Act, MCL 125.3101, *et seq.*, as amended.

The Developer fully accepts and agrees to the final terms, conditions, requirements, and obligations of this Agreement, and Developer shall not be permitted in the future to claim that the effect of this Agreement results in an unreasonable limitation upon use of all or any portion of the Property, or to claim that enforcement of this Agreement causes an inverse condemnation or taking of all or any portion of such property. It is further agreed and acknowledged that the

terms, conditions, obligations, and requirements of this Agreement are clearly and substantially related to the burdens to be created by the development and use of the Property under the approved PRO Plan, and are, without exception, clearly and substantially related to the City's legitimate interests in protecting the public health, safety and general welfare.

- k. The Developer acknowledges that, at the time of the execution of this Agreement, the Developer has not yet obtained final site plan or engineering approvals for the Project, nor has the Developer received a land division to create any separate parcel from the Property as described herein. The Developer acknowledges that the Planning Commission and Engineering staff/consultants may impose additional conditions other than those contained in this Agreement during site plan and engineering reviews and approvals as authorized by law; provided, however, that such conditions shall not be inconsistent with the PRO Plan and shall not change or eliminate any development right authorized thereby. Such conditions shall be incorporated into and made a part of this Agreement and shall be enforceable against the Developer.
- l. None of the terms or provisions of this Agreement shall be deemed to create a partnership or joint venture between the Developer and the City.
- m. The Recitations contained in this Agreement and all exhibits attached to this Agreement and referred to herein shall for all purposes be deemed to be incorporated in this Agreement by this reference and made a part of this Agreement. Headings are descriptive only.
- n. This Agreement is intended as the complete integration of all understandings between the parties related to the subject matter herein. No prior contemporaneous addition, deletion, or other amendment shall have any force or effect whatsoever, unless embodied herein in writing. No subsequent notation, renewal, addition, deletion or other amendment shall have any force or effect unless embodied in a written amendatory or other agreement executed by the parties required herein, other than additional conditions which may be attached to site plan approvals as stated above.
- o. The parties intend that this Agreement shall create no third-party beneficiary interest except for an assignment pursuant to this Agreement. The parties are not presently aware of any actions by them or any of their authorized representatives which would form the basis for interpretation construing a different intent and expressly disclaim any such acts or actions, particularly in view of the integration of this Agreement.
- p. Where there is a question with regard to applicable regulations for a particular aspect of the Development, or with regard to clarification, interpretation, or definition of terms or regulations, and there are no apparent express provisions of the PRO Plan and this Agreement which apply, the City, in the reasonable

exercise of its discretion, shall determine the regulations of the City's Zoning Ordinance, as that Ordinance may have been amended, or other City Ordinances that shall be applicable, provided that such determination is not inconsistent with the nature and intent of the PRO Plan and does not change or eliminate any development right authorized by the PRO Plan. In the event of a conflict or inconsistency between two or more provisions of the PRO Plan (including notes thereto) and/or this Agreement, or between such documents and applicable City ordinances, the more restrictive provision, as determined in the reasonable discretion of the City, shall apply.

- q. Both parties acknowledge and agree that they have had the opportunity to have the PRO Plan, PRO Conditions, and this Agreement, reviewed by legal counsel.
- r. This Agreement may be signed in counterparts.

{Signatures begin on following page }

DEVELOPER

**KEFORD PROPERTIES, LLC a
Michigan limited liability company,**

By: _____

Its: Managing Member

EXHIBIT A

EXHIBIT B

PRO PLAN

PRO CONCEPT PLAN

(Full size plans are available for viewing at Community Development
Department)

APPLICANT:
KEFORD COLLISION & TOWING
3556 GRAND RIVER AVE.
NOVI, MI 48375
CONTACT: TOM HERRINGTON
PHONE: 248-478-7815
FAX: 248-478-0520

ARCHITECT:
CITYSCAPE ARCHITECTS, INC.
40502 GRAND RIVER AVE., SUITE 200
NOVI, MI 48375
PHONE: 248-471-1877
FAX: 248-471-7868

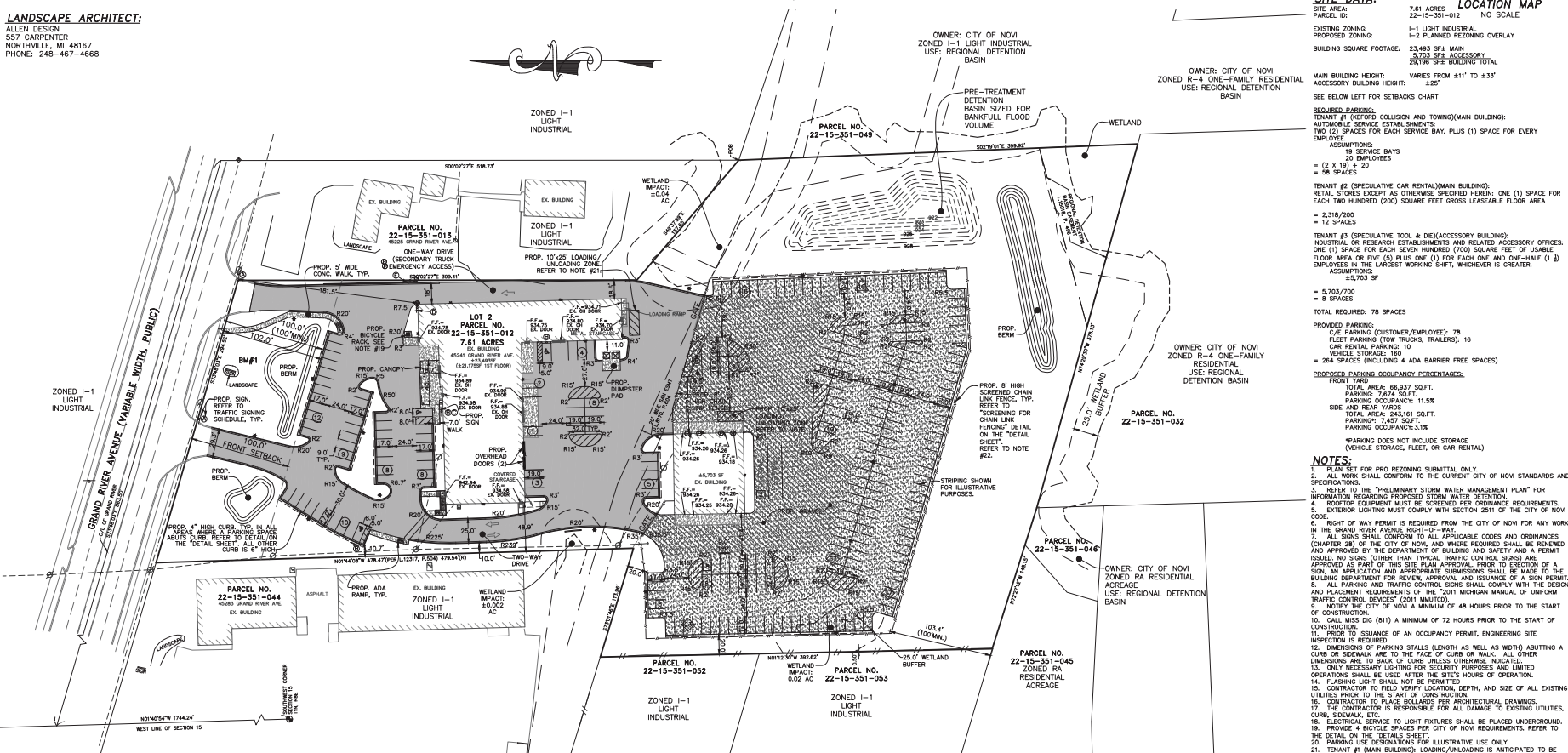
OWNER:
L.V. PHEL
26000 HAMPSDEA BLVD
FARMINGTON HILLS, MI 48331

SURVEYOR/ENGINEER:
ALPINE ENGINEERING, INC.
46802 WEST ROAD, SUITE 109
NOVI, MI 48377
PHONE: 248-926-3701
FAX: 248-926-3765

LANDSCAPE ARCHITECT:
ALLEN DESIGN
557 CARPENTER
NORTHVILLE, MI 48167
PHONE: 248-467-4668

PROPOSED KEFORD COLLISION & TOWING

PRO CONCEPT PLAN CITY OF NOVI, OAKLAND COUNTY



SITE DATA:
SITE AREA: 7.81 ACRES
PARCEL ID: 22-15-351-012
EXISTING ZONING: I-1 LIGHT INDUSTRIAL
PROPOSED ZONING: I-1 PLANNED REZONING OVERLAY
BUILDING SQUARE FOOTAGE: 23,493 SFE MAIN BUILDING, 29,103 SFE ACCESSORY BUILDING
TOTAL SQUARE FOOTAGE: 52,596 SFE
MAJOR BUILDING HEIGHT: VARIES FROM 8'11" TO 43'3"
ACCESSORY BUILDING HEIGHT: 43'2"



REQUIREMENTS:
TENANT #1 (KEFORD COLLISION AND TOWING/MAIN BUILDING):
AUTOMOBILE SERVICE ESTABLISHMENTS
700 (2) SPACES FOR EACH SERVICE BAY, PLUS (1) SPACE FOR EVERY EMPLOYEE.
ASSUMPTIONS:
18 SERVICE BAYS
= (2 X 19) X 20
= 28 SPACES
TENANT #2 (SPECULATIVE CAR RENTAL/MAIN BUILDING):
RETAIL STORES EXCEPT AS OTHERWISE SPECIFIED HEREIN: ONE (1) SPACE FOR EACH TWO HUNDRED (200) SQUARE FEET GROSS LEASABLE FLOOR AREA.
= 2,318/200
= 12 SPACES
TENANT #3 (SPECULATIVE TOOL & DIE/ACCESSORY BUILDING):
INDUSTRIAL OR RESEARCH ESTABLISHMENTS AND RELATED ACCESSORY OFFICES:
ONE (1) SPACE FOR EACH SEVEN HUNDRED (700) SQUARE FEET OF USABLE FLOOR AREA OR FIVE (5) PLUS ONE (1) FOR EACH ONE AND ONE-HALF (1 1/2) EMPLOYEES IN THE LARGEST WORKING SHIFT, WHICHEVER IS GREATER.
ASSUMPTIONS:
= 5,703/700
= 8 SPACES
TOTAL REQUIRED: 78 SPACES
PROPOSED PARKING: C/V/E PARKING (CUSTOMER/EMPLOYEE): 78
TRUCK TRAILERS: 16
CAR RENTAL PARKING: 10
= 264 SPACES (INCLUDING 4 ADA BARRIER FREE SPACES)
PROPOSED PARKING OCCUPANCY PERCENTAGES:
TOTAL AREA: 66,937 SQ.FT.
PARKING OCCUPANCY: 11.5%
TOTAL AREA: 243,161 SQ.FT.
PARKING OCCUPANCY: 3.1%

NOTES:
1. PLAN SET FOR PRO REZONING SUBMITTAL ONLY.
2. ALL WORK SHALL CONFORM TO THE CURRENT CITY OF NOVI STANDARDS AND SPECIFICATIONS.
3. REFER TO THE "THREE-DIMENSIONAL STORM WATER MANAGEMENT PLAN" FOR INFORMATION REGARDING PROPOSED STORM WATER DETENTION.
4. ALL STORM WATER DETENTION MUST BE SCREENED FOR CHROMIUM VI.
5. EXTERIOR LIGHTING MUST COMPLY WITH SECTION 22011 OF THE CITY OF NOVI CODE.
6. RIGHT OF WAY PERMIT IS REQUIRED FROM THE CITY OF NOVI FOR ANY WORK IN THE GRASSY AREA ADJACENT TO THE ROAD.
7. ALL SIGNS SHALL CONFORM TO ALL APPLICABLE CODES AND ORDINANCES CHARGED TO THE CITY OF NOVI, AND WHERE REQUIRED SHALL BE REVIEWED AND APPROVED BY THE DEPARTMENT OF BUILDINGS AND SAFETY AND A PERMIT SHALL BE OBTAINED FROM THE CITY OF NOVI.
8. ALL PARKING AND TRAFFIC CONTROL SIGNS SHALL BE MADE TO THE BUILDING DEPARTMENT FOR REVIEW, APPROVAL AND ISSUANCE OF A SIGN PERMIT.
9. ALL PARKING AND TRAFFIC CONTROL SIGNS SHALL COMPLY WITH THE DESIGN AND PLACEMENT REQUIREMENTS OF THE 2011 MICHIGAN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (2011 MUTCD).
10. CALL MASS DIG (811) A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
11. PRIOR TO ISSUANCE OF AN OCCUPANCY PERMIT, ENGINEERING SITE INSPECTION IS REQUIRED.
12. DIMENSIONS OF PARKING STALLS (LENGTH AS WELL AS WIDTH) ABUTTING A CURB OR SIDEWALK ARE TO THE FACE OF CURB OR WALK. ALL OTHER DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE INDICATED.
13. ONLY NECESSARY LIGHTING FOR SECURITY PURPOSES AND LIMITED OPERATIONS SHALL BE USED AFTER THE SITE'S HOURS OF OPERATION.
14. FLASHING LIGHT SHALL NOT BE PERMITTED.
15. CONTRACTOR TO FIELD VERIFY LOCATION, DEPTH, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION.
16. CONTRACTOR TO PLACE ISOLATORS FOR ARCHITECTURAL DRAWINGS, CURB, SIDEWALK, ETC.
17. CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE TO EXISTING UTILITIES, CURB, SIDEWALK, ETC.
18. CONTRACTOR TO FIELD VERIFY ALL LIGHT FIXTURES SHALL BE PLACED UNDERGROUND.
19. PROVIDE 4 BICYCLE SPACES PER CITY OF NOVI REQUIREMENTS. REFER TO THE DETAIL ON THE "DETAILS SHEET".
20. PARKING USE DESIGNATIONS FOR ILLUSTRATIVE USE ONLY.
21. TENANT #1 (MAIN BUILDING): LOADING/UNLOADING IS ANTICIPATED TO BE DONE WITH BOX TRUCKS, EXTENDED WANS, SIMILAR VEHICLES AT THE ACCESSORY BUILDING.
22. ALL GATES ARE REQUIRED TO HAVE A KNOX BOX APPROVED BY THE CITY OF NOVI MARSHAL.

TRAFFIC SIGNING AND STRIPING REQUIREMENTS

1. ALL PERMANENT AND TEMPORARY TRAFFIC SIGNING & STRIPING SHALL COMPLY WITH THE 2011 MUTCD.
2. SINGLE SIGNS WITH NOMINAL DIMENSIONS OF 12"X18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 3 LB. OR GREATER U-CHANNEL POST AS DICTATED BY THE WEIGHT OF THE PROPOSED SIGN. MOUNT SIGNS ON WALL AS APPLICABLE IN ACCORDANCE WITH ALL APPLICABLE STANDARDS AND REGULATIONS.
3. STRIPING FOR HANDICAPPED PARKING SPACES SHALL BE BLUE AND MARKINGS FOR NON-HANDICAPPED PARKING SPACES SHALL BE WHITE. WHERE A HANDICAPPED PARKING SPACE ADJUTS A NON-HANDICAPPED SPACE, THE TWO SPACES SHALL BE SEPARATED BY ADJUTING BLUE AND WHITE STRIPES.
4. AN END PARKING SPACE ADJUTING A CURB OR WALK SHOULD BE A FEET WIDE IF DESIGNATED A HANDICAPPED SPACE OR 9 FEET WIDE IF NOT. THESE WIDTHS ARE REFERENCED TO THE FACE OF CURB OR WALK.
5. EACH INTERNATIONAL SYMBOL OF ACCESSIBILITY (WHEELCHAIR) TO BE PAINTED PER THE DETAIL ON THE "DETAILS SHEET".
6. SOLID ARROWS INDICATE WHERE ARROWS ARE PROPOSED AS PART OF THE STRIPING PLAN. HOLLOW ARROWS ARE PROVIDED TO DENOTE TRAFFIC FLOW DIRECTION.
7. PROPOSED SIGNS TO BE MOUNTED SUCH THAT THE BOTTOM EDGE OF THE SIGN IS SEVEN (7)-FEET ABOVE THE FINISH GRADE.
8. SIGNS SHALL BE PLACED TWO (2)-FEET FROM THE FACE OF THE CURB OR EDGE OF THE NEAREST SIDEWALK TO THE NEAR EDGE OF THE SIGN.
9. TRAFFIC CONTROL SIGNS SHALL HAVE HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETROREFLECTIVITY REQUIREMENTS.

TRAFFIC SIGNING SCHEDULE

ITEM	MUTCD CODE	QUANTITY	SIGN DESCRIPTION
(A)	R1-1	2	30"x30" STOP
(B)	R7-8	3	12"x18" RESERVED PARKING ONLY
(C)	R7-8P	1	12"x6" VAN ACCESSIBLE
(D)	RS-1	1	30"x30" DO NOT ENTER
(E)	RS-1	1	36"x12" ONE WAY

LEGEND

- (S) EX. TRANSFORMER
- (L) EX. LIGHT POLE
- (P) EX. UTILITY POLE
- (A) EX. GUY ANCHOR
- (S) EX. SIGN
- (P) EX. POST/BOLLARD
- (F) EX. FENCE
- (F.F.) EX. FINISH FLOOR ELEVATION
- (L) EX. LIGHT POLE
- (C) EX. CURB & GUTTER
- (A) PROP. ASPHALT
- (C) PROP. CONCRETE
- (G) PROP. GRAVEL (STANDARD DUTY)
- (H) PROP. GRAVEL (HEAVY DUTY)
- (C) PROP. C/V/E PARKING
- (P) PROP. FLEET PARKING
- (C) PROP. CAR RENTAL PARKING
- (S) PROP. VEHICLE STORAGE

REQUESTED DEVIATIONS

- LESS THAN 20' PARKING SIDE YARD SETBACK IN FRONT YARD
- LACK OF END GAP AND INTERIOR LANDSCAPE ISLANDS EVERY 15 CONSECUTIVE PARKING SPACES
- FRONT YARD DRAINAGE PATTERNS TO THE GRAND RIVER AVENUE RIGHT-OF-WAY TO REMAIN

NOTICE:

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

NOTE:

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

BUILDING SETBACKS

MAIN BUILDING (EXISTING)	REQUIRED	EXISTING
FRONT	100'	181.5'
REAR	100'	444.9'
SIDE (WEST)	50'	48.8'
SIDE (EAST)	50'	18.8'
ACCESSORY BUILDING (EXISTING)	REQUIRED	EXISTING
FRONT	100'	46.1'
REAR	125'	277.0'
SIDE (WEST)	50'	146.8'
SIDE (EAST)	50'	128.4'

NOTE:

WHERE A USE ABUTS ANY RESIDENTIAL DISTRICT AND IS NOT SEPARATED THEREFROM BY A THROUGHWAY AS DESIGNATED IN THE CITY'S MASTER PLAN FOR LAND USE, OR A RAILROAD RIGHT-OF-WAY, THE MINIMUM DISTANCE A BUILDING SHALL SET BACK FROM THE RESIDENTIAL DISTRICT SHALL BE AS FOLLOWS: L-2 DISTRICT, FIVE (5) FEET OF HORIZONTAL SETBACK FOR EACH FOOT OF BUILDING HEIGHT; OR ONE-HUNDRED (100) FEET, WHICHEVER IS GREATER.

COMMERCIAL SURVEYING SITE ENGINEERING INDUSTRIAL ENGINEERING LAND SURVEYING CONSTRUCTION LAYOUT
RESIDENTIAL SURVEYING SITE ENGINEERING INDUSTRIAL ENGINEERING LAND SURVEYING CONSTRUCTION LAYOUT
ALPINE ENGINEERING, INC.
46802 WEST ROAD, SUITE 109
NOVI, MICHIGAN 48377
(248) 926-3701 (BUS)
(248) 926-3766 (FAX)
WWW.ALPCINC-INC.NET

ALPINE ENGINEERING, INC.
46802 WEST ROAD, SUITE 109
NOVI, MICHIGAN 48377
CIVIL ENGINEERS & LAND SURVEYORS

811
Know what's below
Call before you dig.

KEFORD COLLISION & TOWING
PRO CONCEPT PLAN
45241 GRAND RIVER AVENUE
TOWNSHIP OF NOVI
OAKLAND COUNTY
MICHIGAN
SECTION: 15
PAGE: 6 E
REVISED

2019-03-04 PRO SUBMITTAL
2018-06-29 PRO SUBMITTAL
2018-07-12 PRO CONCEPT FLOW SUBMITTAL
2018-07-02 REVISE LAYOUT
2018-06-22 REVISE PER CITY
2018-05-16 PER APPLICATOR SUBMITTAL
2018-07-02 SUBMITTAL TO CITY
2018-03-05 SUBMITTAL TO CITY

DATE: 2018-02-02
DRAWN BY: SD
CHECKED BY: TO
SCALE: HOR 1"=50' FT. VER 1"=10' FT.

1
SCALE: HOR 1"=50' FT. VER 1"=10' FT.



NOT FOR CONSTRUCTION

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

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

DESCRIPTION:
PER FIRST AMERICAN TITLE INSURANCE COMPANY FILE NO. 798037, DATED NOVEMBER 14, 2017

THAT PART OF THE SOUTHWEST 1/4 SECTION 15, TOWNSHIP OF NOVA, OAKLAND COUNTY, MICHIGAN, BEGINNING AT POINT DISTANT NORTH 1605.79 FEET AND SOUTH 72 DEGREES 06 MINUTES EAST 444.34 FEET FROM THE SOUTHWEST CORNER OF SECTION 15, THENCE SOUTH 72 DEGREES 06 MINUTES EAST 292.61 FEET ALONG THE SOUTH LINE OF GRAND RIVER ROAD, THENCE SOUTH 0 DEGREES 32 MINUTES 30 SECONDS WEST 399.89 FEET, THENCE SOUTH 48 DEGREES 18 MINUTES EAST 108.95 FEET; THENCE SOUTH 0 DEGREES 32 MINUTES 30 SECONDS WEST 410.79 FEET; THENCE NORTH 71 DEGREES 33 MINUTES 00 SECONDS WEST 226.30 FEET; THENCE NORTH 396.00 FEET; THENCE SOUTH 71 DEGREES 28 MINUTES EAST 115.93 FEET; THENCE NORTH 479.83 FEET TO THE POINT OF BEGINNING.

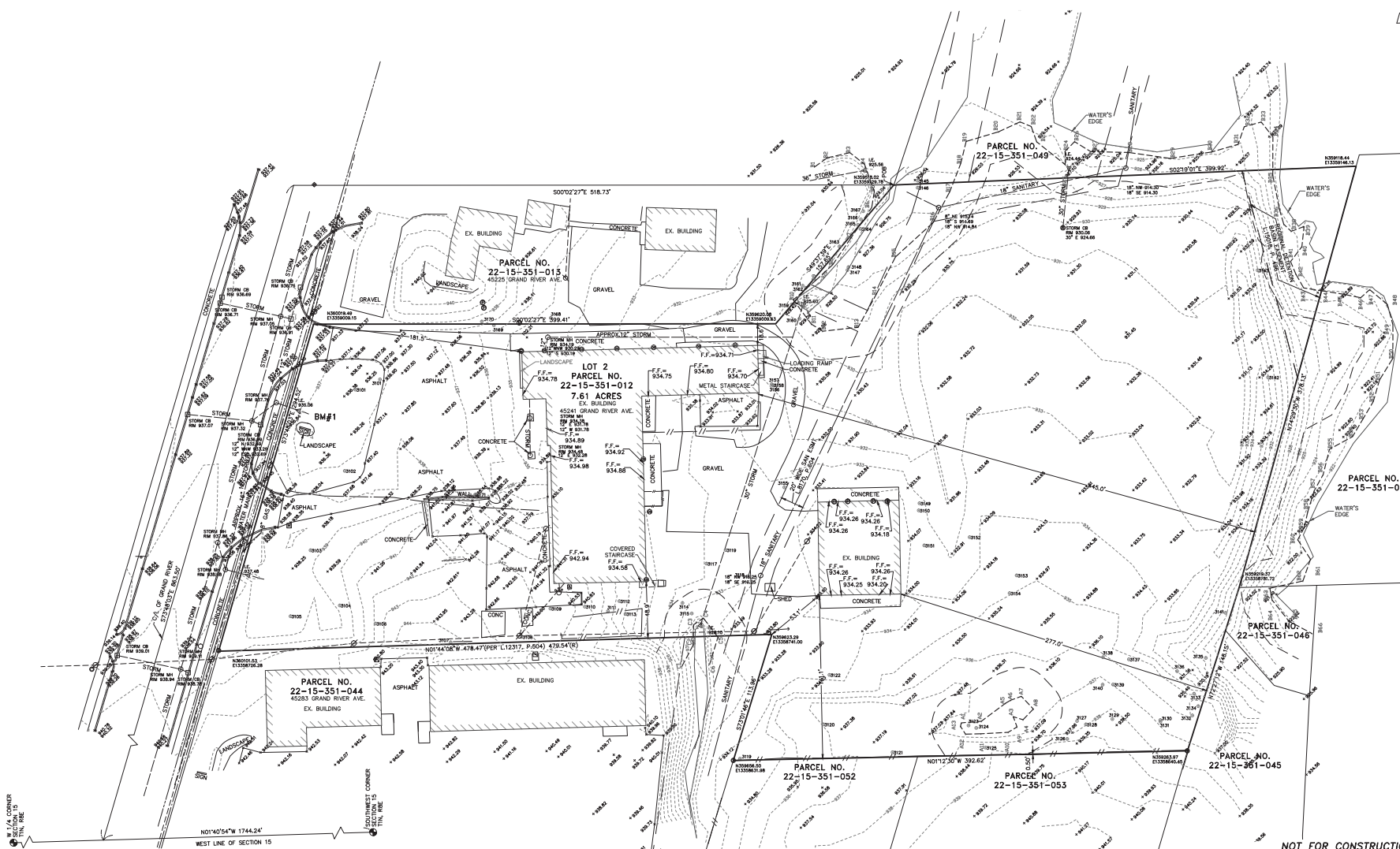
NOW KNOWN AS: LOT 2 OF ASSESSOR'S PLAT NO. 1, ACCORDING TO THE PLAT THEREOF RECORDED IN LIBER 018 (281) OF PLATS, PAGES 34, 35 AND 36 OF OAKLAND COUNTY RECORDS.

BENCHMARK:
BM#1 - TOP OF CONCRETE CULVERT ALONG GRAND RIVER AVENUE R.O.W. ON SUBJECT PARCEL AND -15 FEET SOUTH OF BUSINESS SIGN.

ELEVATION = 937.21 NAVD88

BM#2 - (NOVA 021534) 3 ON NORTH RIM OF GATEWELL LOCATED 3 FEET SOUTH OF BACK OF CURVE OF GRAND RIVER AND AT EAST PROPERTY LINE #45033 GRAND RIVER.
ELEVATION = 941.28 NAVD88

NOTES:
1. CONTRACTOR TO FIELD VERIFY LOCATION, DEPTH, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION.
2. DEMOLITION PLAN TO BE PROVIDED IN THE FINAL SITE PLAN DRAWING SUBMITTAL STAGE.



NOT FOR CONSTRUCTION

COMMERCIAL SURVEYING
SITE ENGINEERING
BOUNDARY SURVEYS
TOPOGRAPHIC SURVEYS
LAND SURVEYING UNIT
CONSTRUCTION LAYOUT

4686 WEST BOLD SUITE 109
NOVA, MICHIGAN 48077
(248) 304-3701 (BUS)
(248) 304-3755 (FAX)
WWW.AEINC-INC.NET

RESIDENTIAL SURVEYING
SITE ENGINEERING
BOUNDARY SURVEYS
TOPOGRAPHIC SURVEYS
LAND SURVEYING UNIT
CONSTRUCTION LAYOUT

ALPINE
ENGINEERING INC.
CIVIL ENGINEERS & LAND SURVEYORS

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Know what's below
Call before you dig.

CLIENT: KEFORD COLLISION & TOWING

TOPOGRAPHIC SURVEY

45241 GRAND RIVER AVENUE
SECTION: 15
TOWNSHIP: N
COUNTY: OAKLAND COUNTY
MICHIGAN

PAGE: 6 E

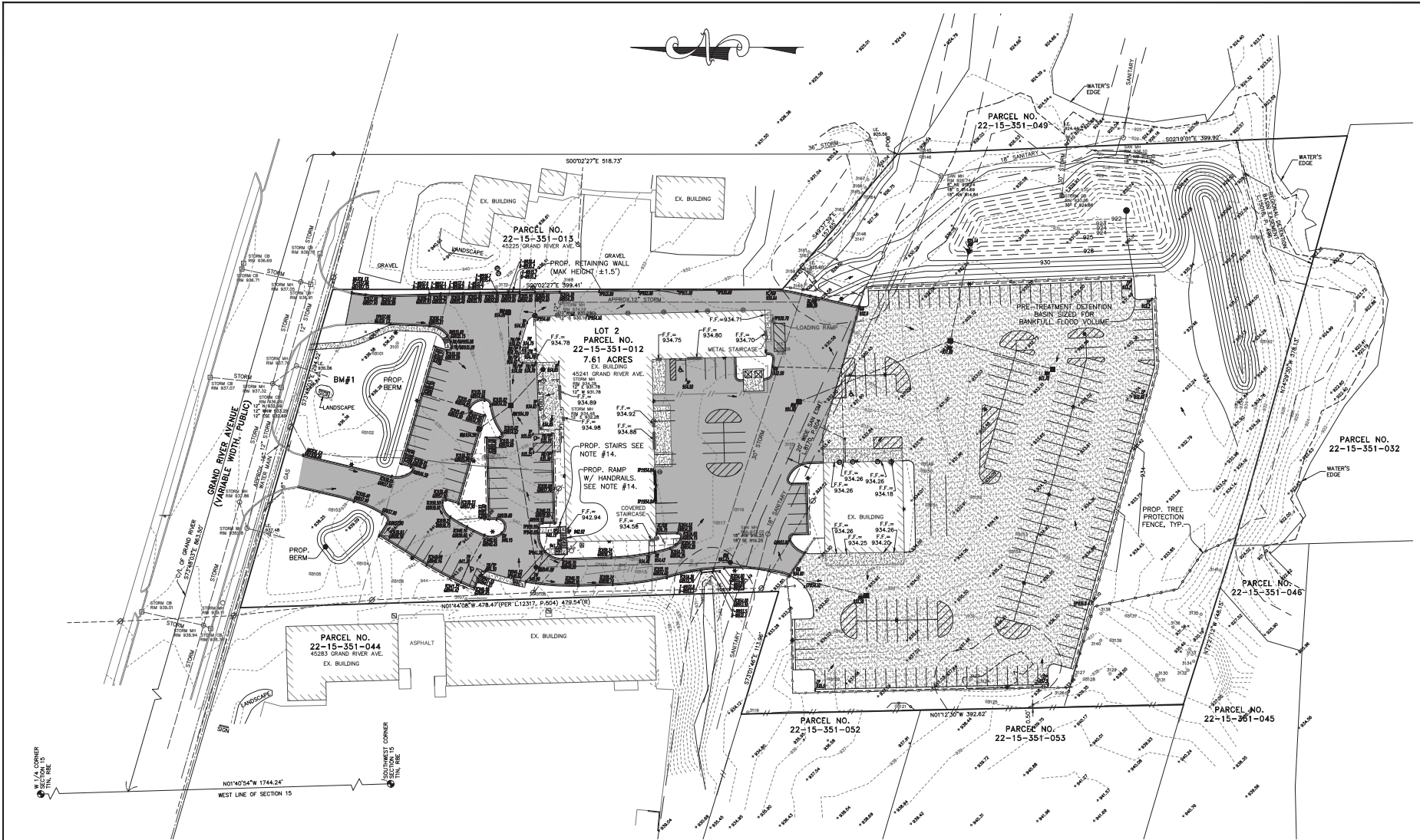
REVISED

2018-05-16 PRE-APPLICATION SUBMITTAL
DATE: 2018-05-02
DRAWN BY: SD
CHECKED BY: TG/SD

FBK:
CHP:
SCALE: HOR 1" = 40 FT
VER 1" = 10 FT

2

17-504



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

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

LEGEND:

□	EX. CATCH BASIN	○	EX. SIGN	▲	PROP. TOP OF CURB ELEV.
○	EX. STORM MANHOLE	○	EX. POST/BOLLARD	▽	PROP. TOP OF WALK ELEV.
○	EX. SANITARY MANHOLE	○	EX. TRAFFIC SIGNAL	▽	PROP. TOP OF PAVEMENT ELEV.
○	EX. CLEANOUT	○	EX. FENCE	▽	PROP. SPOT ELEV.
○	EX. WATER GATE VALVE	○	EX. SOIL BORING	→	PROP. DRAINAGE ARROW
○	EX. COMMUNICATIONS MANHOLE	○	PROP. FENCE	→	PROP. SILT FENCE
○	EX. HYDRANT	○	PROP. FINISH FLOOR ELEVATION	→	PROP. TREE PROTECTION FENCE
○	EX. WATER VALVE	○	PROP. LIGHT POLE	○	PROP. INLET FILTER
○	EX. WATER SHUTOFF	○	PROP. STRUCTURE	○	PROP. ASPHALT
○	EX. GAS SHUTOFF	○	PROP. STORM SEWER	○	PROP. SILT FENCE
○	EX. COMMUNICATIONS	○	PROP. CURB & GUTTER	○	PROP. CONCRETE
○	EX. GAS VENT	○	PROP. SANITARY SEWER	○	PROP. GRAVEL
○	EX. ELECTRIC MANHOLE	○	PROP. WATER MAIN		
○	EX. HANDHOLE	○	PROP. END SECTION		
○	EX. FEDESTAL	○	PROP. CLEAN-OUT		
○	EX. TRANSFORMER	○	PROP. HYDRANT		
○	EX. LIGHTPOLE	○	PROP. GATE VALVE		
○	EX. UTILITY POLE	○	PROP. CURB BOX		
○	EX. GUY ANCHOR	○	PROP. GUTTER ELEV.		
○	EX. COMMUNICATION MANHOLE				

NOTES:

1. PLAN SET FOR PRE-APPLICATION/PRELIMINARY SITE PLAN SUBMITTAL ONLY.
2. ALL WORK SHALL CONFORM TO THE CURRENT CITY OF NOW STANDARDS AND SPECIFICATIONS.
3. REFER TO THE "PRELIMINARY STORM WATER MAINTENANCE PLAN" FOR INFORMATION REGARDING PROPOSED STORM WATER PRE-TREATMENT AND DETENTION.
4. RIGHT OF WAY PERMIT IS REQUIRED FROM THE CITY OF NOW FOR ANY WORK IN THE GRAND RIVER AVENUE RIGHT-OF-WAY.
5. NOTIFY THE CITY OF NOW A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
6. CALL MISS DIG (811) A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
7. CONTRACTOR TO FIELD VERIFY LOCATION, DEPTH, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION.
8. THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE TO EXISTING UTILITIES, CURB, SIDEWALK, ETC.
9. ALL SOIL EROSION AND SILT MUST BE CONTROLLED AND CONTAINED ON-SITE.
10. ALL EXCAVATION UNDER OR WITHIN A 10' INFLUENCE OF PUBLIC PAVEMENT, EXISTING OR PROPOSED, SHALL BE BACKFILLED AND COMPACTED WITH SAND (CLASS II MDD).
11. IF DEMOLITION IS ANTICIPATED OR ENCOUNTERED DURING CONSTRUCTION THE CONTRACTOR IS REQUIRED TO SUBMIT A DEMOLITION PLAN TO THE CITY ENGINEERING DIVISION FOR REVIEW.
12. ALL RIP-RAP IS REQUIRED TO BE GRATED.
13. ALL RIP-RAP IS REQUIRED TO BE GRATED.
14. SIDEWALK RAMPS TO COMPLY WITH ADA REQUIREMENTS: PROVIDE HANDRAILS MEETING CITY/FIRE BUILDING CODES AS NECESSARY AT RAMPS AND STAIRS.

COMMERCIAL SURVEYING
SITE ENGINEERING
BOUNDARY SURVEYS
TOPOGRAHY
LAND SURVEYING UNIT
CONSTRUCTION LAYOUT

RESIDENTIAL SURVEYING
SITE ENGINEERING
BOUNDARY SURVEYS
TOPOGRAHY
LAND SURVEYING UNIT
CONSTRUCTION LAYOUT

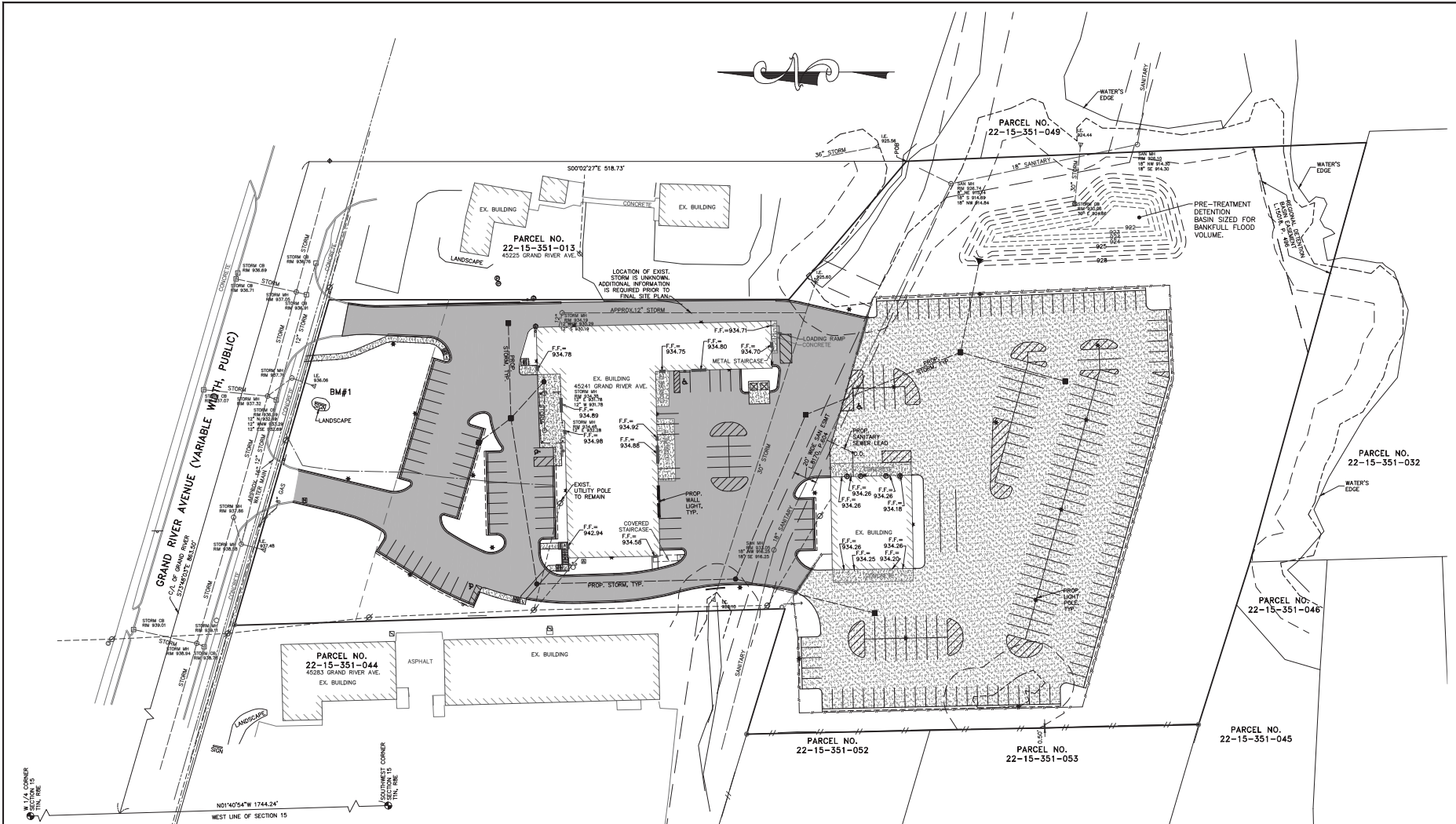


4885 WEST BOLD
SUITE 109
HOWLAND, MICHIGAN 49377

CLIENT: KEFORD COLLISION & TOWING
SECTION: 15
45241 GRAND RIVER AVENUE
PARCEL E
TOWNSHIP: N
COUNTY: OAKLAND COUNTY
MICHIGAN

REVISIONS
DATE: 2018-02-02
DRAWN BY: SD
CHECKED BY: TO/SD
SCALE: 1" = 40' FT.
17-504

NOT FOR CONSTRUCTION



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LEGEND:

□	EX. CATCH BASIN	—	EX. SIGN	■	PROP. ASPHALT
○	EX. STORM MANHOLE	⊙	EX. POST/BOLLARD	■	PROP. CONCRETE
○	EX. SANITARY MANHOLE	⊙	EX. TRAFFIC SIGNAL	■	PROP. GRAVEL
○	EX. CLEANOUT	—	EX. FENCE		
○	EX. WATER GATE VALVE	—	EX. SOIL BORING		
○	EX. COMMUNICATIONS MANHOLE	—	PROP. FENCE		
○	EX. HYDRANT	—	PROP. FINISH FLOOR ELEVATION		
○	EX. WATER VALVE	—	PROP. LIGHT POLE		
○	EX. WATER SHUTOFF	—	PROP. SANITARY SEWER		
○	EX. GAS SHUTOFF	—	PROP. CURB & GUTTER		
○	EX. GAS VENT	—	PROP. SANITARY SEWER		
○	EX. ELECTRIC MANHOLE	—	PROP. WATER MAIN		
○	EX. HANDHOLE	—	PROP. STRUCTURE		
○	EX. PEDESTAL	—	PROP. END SECTION		
○	EX. TRANSFORMER	—	PROP. CLEAN-OUT		
○	EX. LIGHTPOLE	—	PROP. HYDRANT		
○	EX. UTILITY POLE	—	PROP. GATE VALVE		
○	EX. GUY ANCHOR	—	PROP. CURB BOX		
○	EX. COMMUNICATION MANHOLE				

- NOTES:**
1. PLAN SET FOR PRE-APPLICATION/PRELIMINARY SITE PLAN SUBMITTAL ONLY.
 2. ALL WORK SHALL CONFORM TO THE CURRENT CITY OF NOW STANDARDS AND SPECIFICATIONS.
 3. REFER TO THE PRELIMINARY STORM WATER MAINTENANCE PLAN FOR INFORMATION REGARDING PROPOSED STORM WATER PRE-TREATMENT AND DETENTION.
 4. ROOFTOP EQUIPMENT MUST BE SCREENED PER ORDINANCE REQUIREMENTS.
 5. EXTERIOR LIGHTING MUST COMPLY WITH SECTION 2511 OF THE CITY OF NOW CODE.
 6. RIGHT OF WAY PERMIT IS REQUIRED FROM THE CITY OF NOW FOR ANY WORK IN THE GRAND RIVER AVENUE RIGHT-OF-WAY.
 7. NOTIFY THE CITY OF NOW A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
 8. CALL MISS DIG (811) A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
 9. PRIOR TO ISSUANCE OF AN OCCUPANCY PERMIT, ENGINEERING SITE INSPECTION IS REQUIRED.
 10. ONLY NECESSARY LIGHTING FOR SECURITY PURPOSES AND LIMITED OPERATIONS SHALL BE USED AFTER THE SITE'S HOURS OF OPERATION.
 11. FLASHING LIGHT SHALL NOT BE PERMITTED.
 12. CONTRACTOR TO FIELD VERIFY LOCATION, DEPTH, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION.
 13. THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE TO EXISTING UTILITIES, CURB, SIDEWALK, ETC.
 14. ELECTRICAL SERVICE TO LIGHT FIXTURES SHALL BE PLACED UNDERGROUND.
 15. ALL EXCAVATION UNDER OR WITHIN A 10' x 10' INFLUENCE OF PUBLIC PAYMENT, EXISTING OR PROPOSED, SHALL BE BACKFILLED AND COMPACTED WITH SAND (CLASS II MDD).
 16. IF DEWATERING IS ANTICIPATED OR ENCOUNTERED DURING CONSTRUCTION THE CONTRACTOR IS REQUIRED TO SUBMIT A DEWATERING PLAN TO THE CITY ENGINEERING DIVISION FOR REVIEW.
 17. MAIN BUILDING TO UTILIZE EXISTING WATER MAIN AND SANITARY SEWER LEADS. THEIR LOCATIONS ARE UNKNOWN. CONTRACTOR TO FIELD VERIFY FOR PREPARATION OF THE FINAL SITE PLAN DRAWINGS.

NOT FOR CONSTRUCTION

COMMERCIAL SURVEYING
SITE ENGINEERING
BOUNDARY SURVEYS
INDUSTRIAL SURVEYS
LAND SURVEYING UNIT
CONSTRUCTION LAYOUT

RESIDENTIAL SURVEYING
SITE ENGINEERING
BOUNDARY SURVEYS
INDUSTRIAL SURVEYS
LAND SURVEYING UNIT
CONSTRUCTION LAYOUT

ALPINE ENGINEERING INC.
CIVIL ENGINEERS & LAND SURVEYORS

4885 WEST ROAD
SUITE 109
HOWLAND, MICHIGAN 48837

(248) 304-3701 (BUS)
(248) 304-3756 (FAX)
WWW.AEPNE-INC.NET

811
Know what's below
Call before you dig.

CLIENT: KEFORD COLLISION & TOWING

PRELIMINARY UTILITY PLAN

SECTION: 15 45241 GRAND RIVER AVENUE PARCELS E

TOWNSHIP: N
COUNTY: OAKLAND COUNTY
MICHIGAN

REVISED

DATE: 2018-02-02

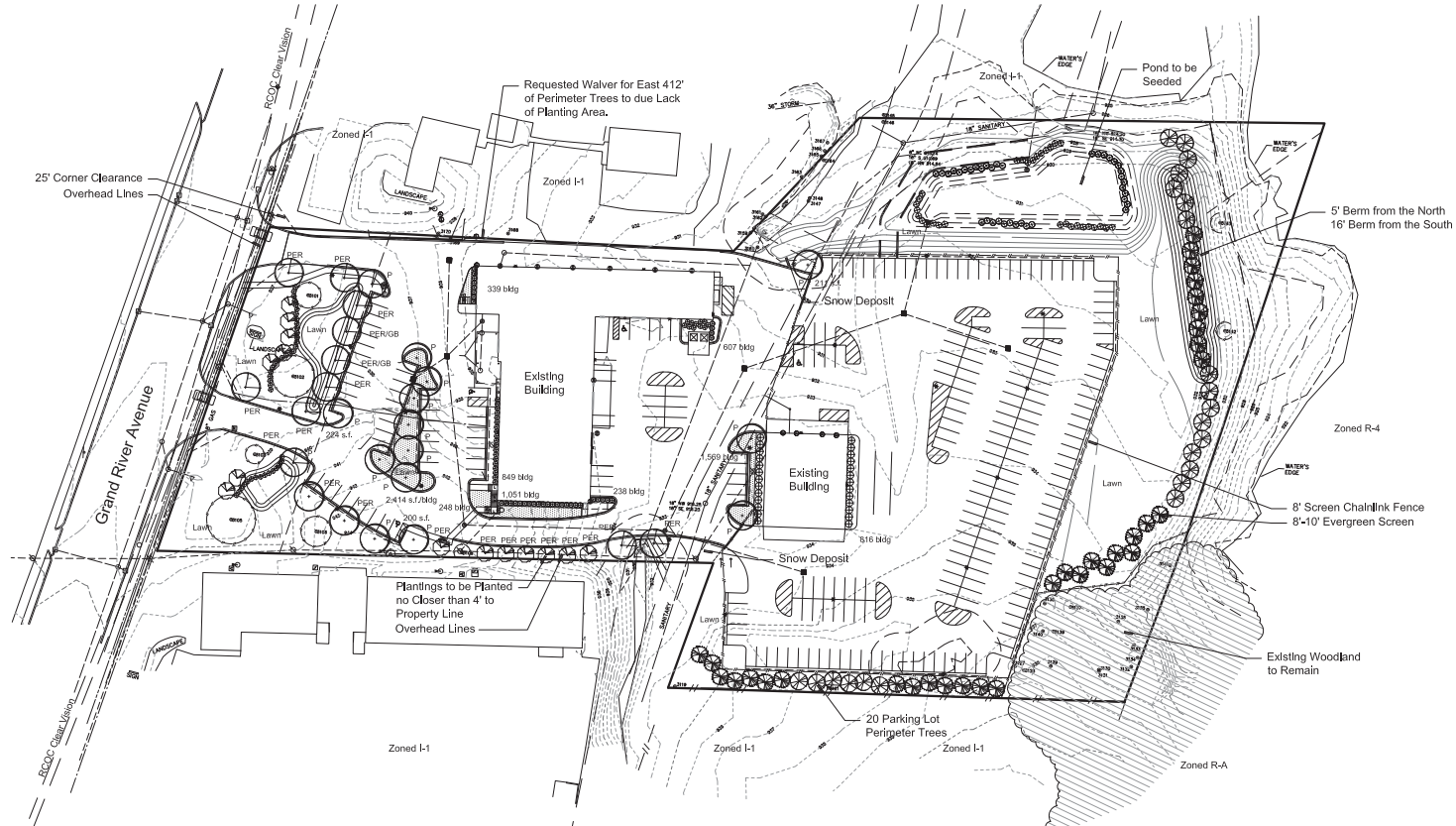
DRAWN BY: SD

CHECKED BY: TD/SD

SCALE: HOR 1" = 40 FT. VER 1" = 10 FT.

4

17-504



Seal: _____



Title:
Landscape Plan

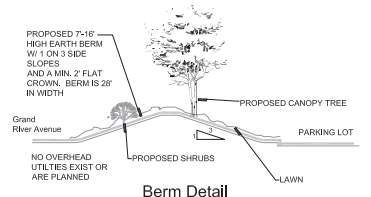
Project:
**Keford Collision & Towing
 Novi, Michigan**

Prepared for:
 Alpine Engineering
 46892 West Road
 Novi, Michigan 48377
 248.926.3701

Revision:	Issued:
Review	March 9, 2018
Revised	March 14, 2018
Revised	May 16, 2018
Revised	May 18, 2018
Revised	May 23, 2018
Revised	July 11, 2018
Revised	July 12, 2018
Revised	August 30, 2018
Revised	March 4, 2019

Landscape Summary

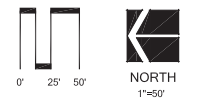
Existing Zoning	I-1	Street Lawn	
Parking Lot Landscaping		Street Frontage	871 f. (294' - 107' drive openings)
Vehicular Use Area	153,824 s.f.	Trees Required	2 Trees (87 f. / 45')
Landscape Area Required	3,019 s.f.	Trees Shown	0 Trees
50,000 s.f. x 5% = 2,500 s.f.		Detention Pond	
103,824 s.f. x 0.5% = 519 s.f.		High Water Length	474 f.
Landscape Area Shown	3,049 s.f.	Landscape Required	332 f. (474' x 70%)
Canopy Trees Required	15 Trees (3,019 / 200)	Landscape Provided	337 f. (71%)
Canopy Trees Shown	15 Trees	Requested Waivers:	
Parking Lot Perimeter		1. Sec. 4.5.5 - Storage Requires Screening to Adjacent Parcels. A Waiver is Requested for the East Side of the Storage Area as the Adjacent Parcel is a Regional Detention Pond.	
Perimeter	2,203 f.	2. Sec. 5.5.3.II - Land Use Berm. A berm and proposed plantings are located only in the areas to screen affected adjacent properties.	
Trees Required	63 Trees (2,203 f. / 35')	3. Sec. 5.5.3.IV - Reduction of Perimeter Trees Due to 8' Screened Chain Link Fence and 412' of Insufficient Planting Area.	
Trees Shown	26.5 Trees	4. Sec. 5.5.3.B.II - Street Lawn Trees. Trees cannot be Planted Due to Existing Utilities and 4' of Lawn Area Between the Curb and Walk.	
Building Foundation Landscaping		5. Sec. 5.5.3.C.I - End Cap Islands.	
Perimeter of Building	758 f. (830' less 72' of Doors)	6. Sec 5.5.3.D - Shortage of Building Frontage Landscaping Due to Existing Conditions.	
Perimeter of Out Building	252 f. (302' less 50' of Doors)		
Landscape Area Required	8,080 s.f. (1,010 f. x 8')	Notes:	
Landscape Area Shown	8,369 s.f.	1. Soils Information is Found on the Preliminary Storm Water Management Plan.	
Greenbelt Plantings		2. Trees Shall be Planted no Closer than 10' Utility Structure Including Hydrants.	
Street Frontage	241 f. (294' - 53' drive openings)	3. Trees Shall not be Planted within 4' of Property Lines.	
Trees Required	2 Trees (241 f. / 40')	4. Utility Boxes Shall be Screen per Detail on Sheet L-2.	
Trees Shown	6 Trees (4 Existing)		
Sub-Canopy Trees Required	7 Trees (241 f. / 35')		
Sub-Canopy Trees Shown	7 Trees		



Berm Detail
 HORIZONTAL SCALE: 1"=10'

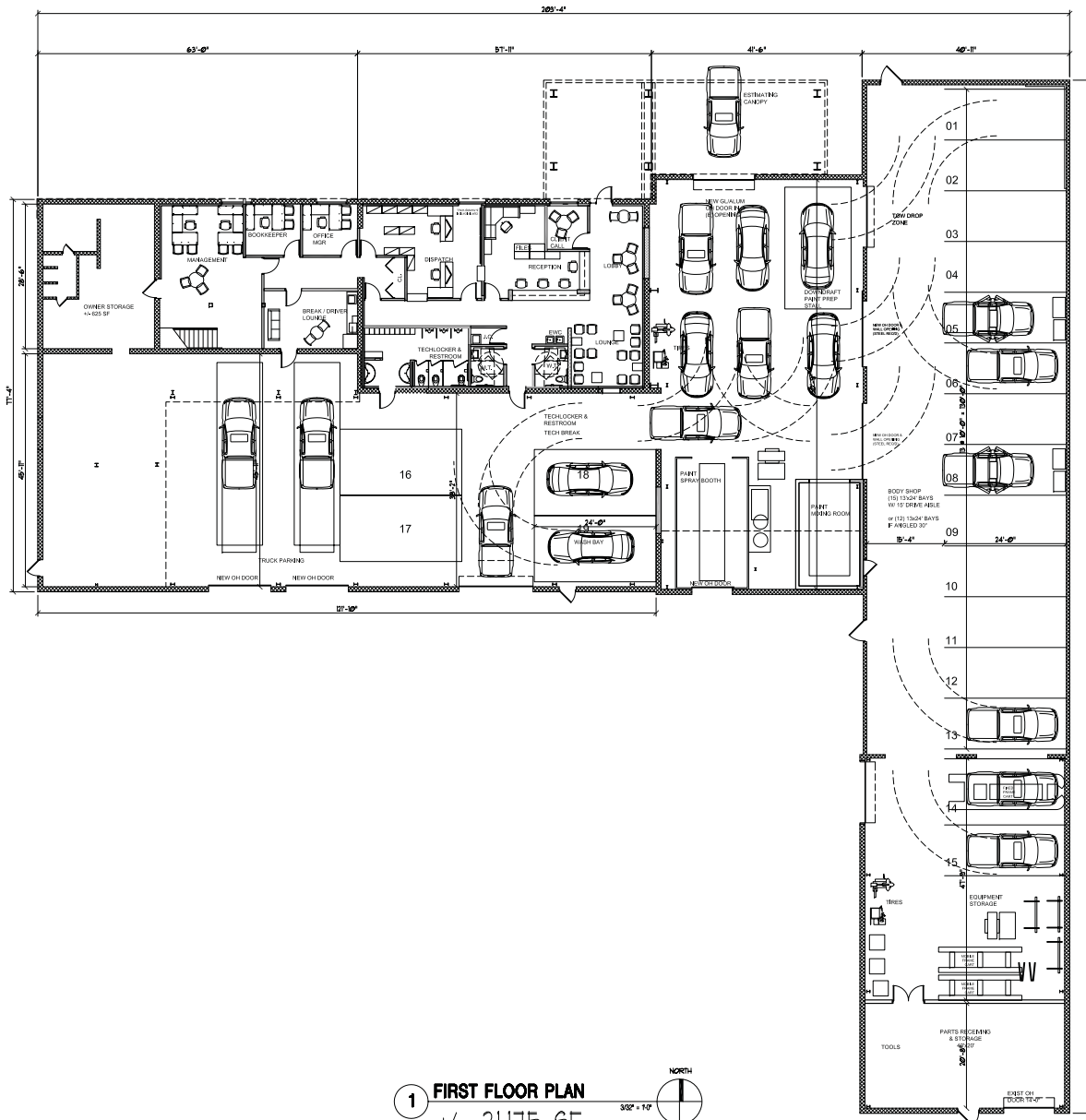
Job Number:
 18-016

Drawn By: jca
 Checked By: jca

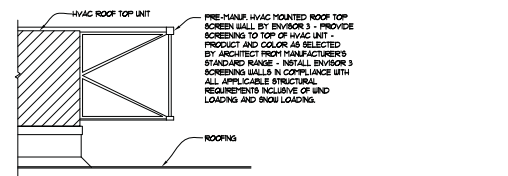


Sheet No. _____

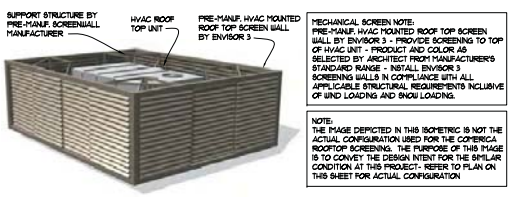




1 FIRST FLOOR PLAN
+/- 21,175 SF
3/8" = 1'0"



4 RTU SCREEN SECTION
1/2" = 1'0"

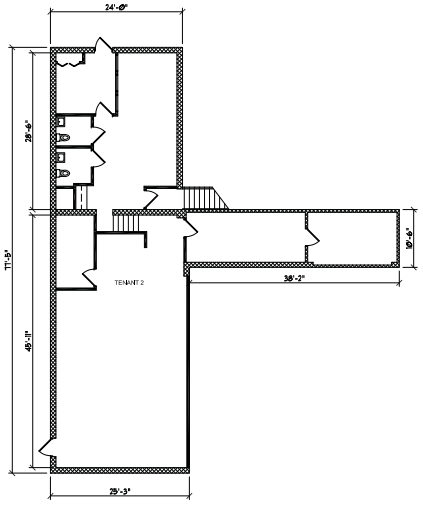


3 RTU SCREEN ISOMETRIC
1/2" = 1'0"

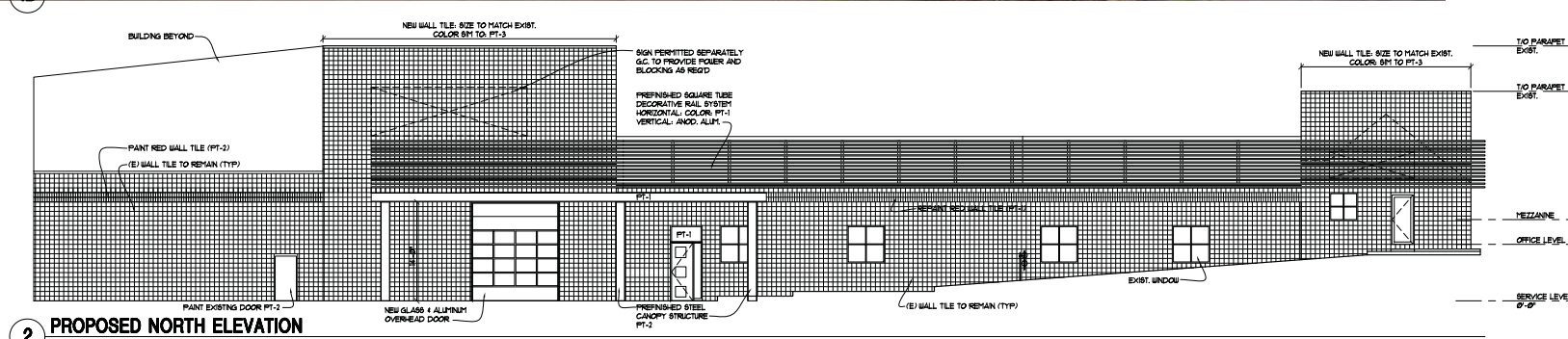
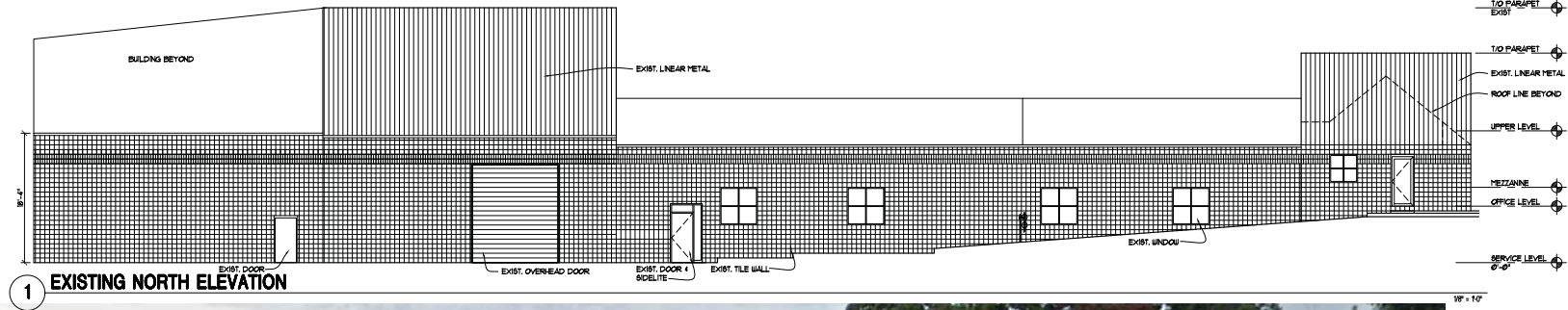
MECHANICAL SCREEN NOTE:
PRE-MANUF. HVAC MOUNTED ROOF TOP SCREEN WALL BY ENVIOR 3 - PROVIDE SCREENING TO TOP OF HVAC UNIT - PRODUCT AND COLOR AS SELECTED BY ARCHITECT FROM MANUFACTURER'S STANDARD RANGE - INSTALL ENVIOR 3 SCREENING WALLS IN COMPLIANCE WITH ALL APPLICABLE STRUCTURAL REQUIREMENTS INCLUSIVE OF WIND LOADING AND SNOW LOADING.

NOTE:
THE IMAGE DEPICTED IN THIS ISOMETRIC IS NOT THE ACTUAL CONFIGURATION USED FOR THE CONCRETE ROOFTOP SCREENING. THE PURPOSE OF THIS IMAGE IS TO CONVEY THE DESIGN INTENT FOR THE SIMILAR CONDITION AT THIS PROJECT. REFER TO PLAN ON THIS SHEET FOR ACTUAL CONFIGURATION.

NEW ROOFTOP EQUIPMENT IS NOT PROPOSED AT THIS TIME. IF NEW ROOFTOP EQUIPMENT IS REQUIRED, THE SCREENING SYSTEM DETAILED ABOVE WILL BE IMPLEMENTED ON THE NEW PIECES OF EQUIPMENT.



2 SECOND FLOOR PLAN
+/- 2318 SF
3/32" = 1'0"



2B PROPOSED NORTH FACADE
 CONCEPTUAL IMAGE PROVIDED FOR DESIGN INTENT ONLY, ACTUAL COLORS, MATERIALS AND ARRANGEMENT MAY VARY AFTER BUILDING PROCEEDS THROUGH DESIGN DEVELOPMENT



40850 Grand River Ave Suite 200
 Novi, MI 48375
 248 471 7877 ph
 248 471 7868 fax

client

notice
 THE ARCHITECTURAL DRAWINGS HEREIN STREET CORNER, NO USE IN WHOLE OR PART, MAY BE MADE WITHOUT THE WRITTEN CONSENT OF CITYSCAPE ARCHITECTS INC.
 ALL RIGHTS ARE HEREBY RESERVED.
 CITYSCAPE ARCHITECTS INC.
 COPYRIGHT YEAR 2018

project title

BUILDING REZONING

45241 GRAND RIVER AVE
 NOVI, MI 48375

sheet title

EXTERIOR NORTH ELEVATIONS

DO NOT SCALE DRAWINGS
 USE FIGURES OVERLINES ONLY



project number

17062

drawn JWF
 approved CAJ

issued date

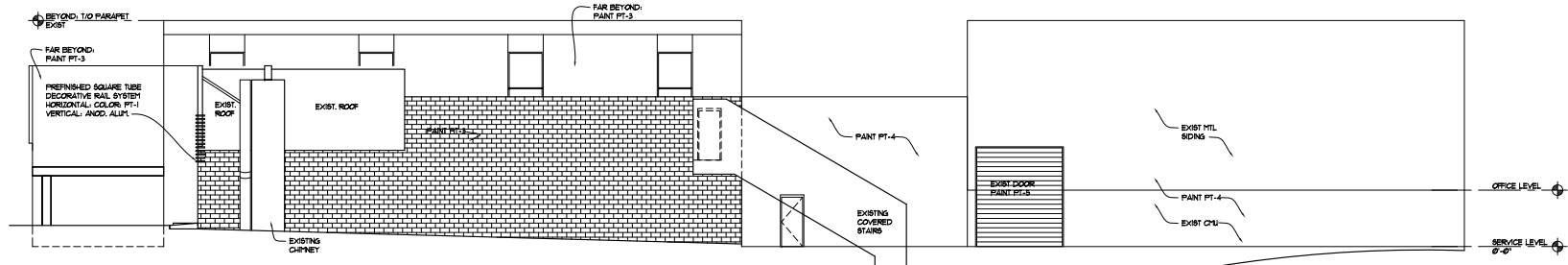
PRE-APPLICATION 05/17/18
 RESUBMITTAL 07/13/18
 RESUBMITTAL 08/29/18

PANT LEGEND

PT-1 (YELLOW)	BENJAMIN MOORE 300 BAN VALLEY
PT-2 (GREY)	BENJAMIN MOORE 213-40 DIOR GREY
PT-3 (BLUE)	BENJAMIN MOORE 3004-40 BOLD BLUE
PT-4 (LIGHT GREY)	BUTTERFA LATTICE
PT-5 (MID-GREY)	BUTTERFA STAPPED CONCRETE

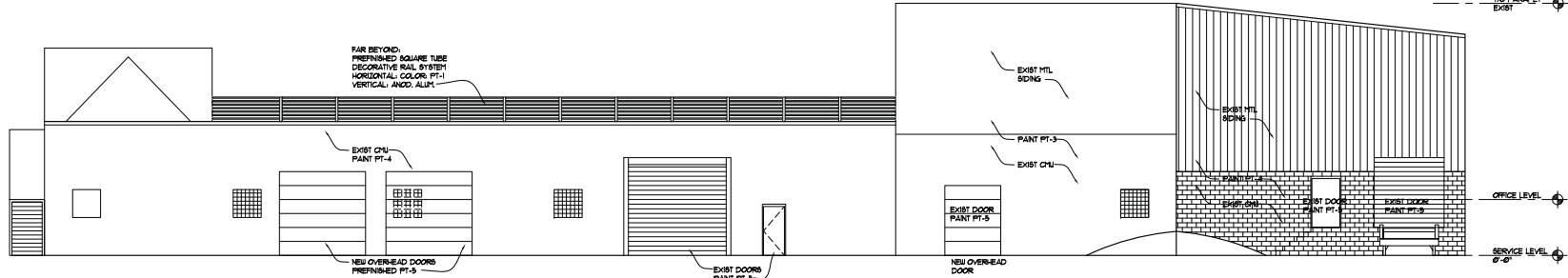
sheet number

A-211



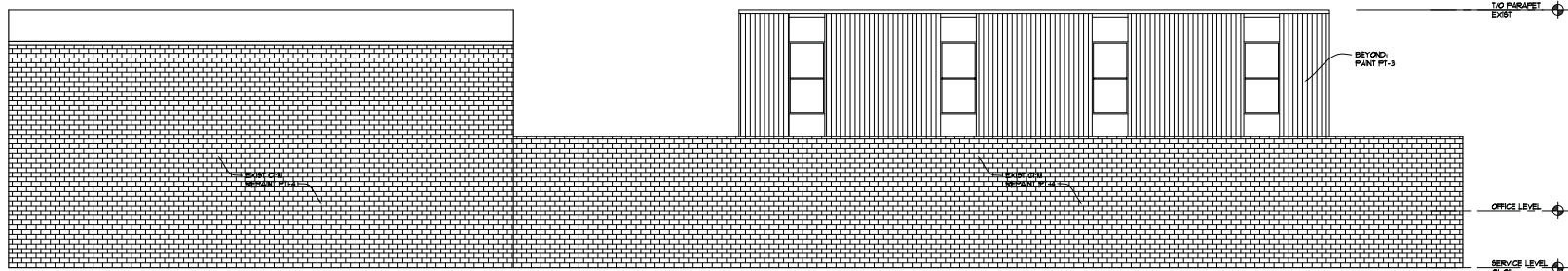
1 WEST ELEVATION

1/8" = 1'-0"



2 SOUTH ELEVATION

1/8" = 1'-0"

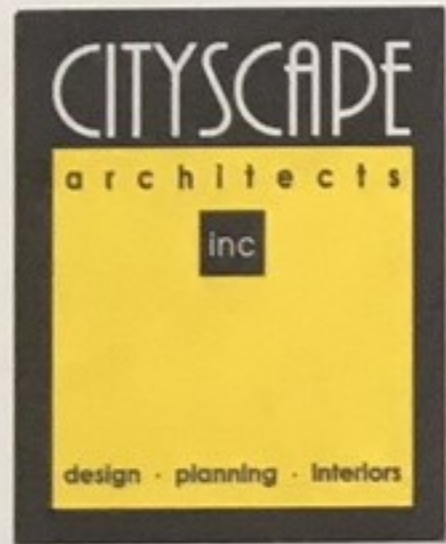


3 EAST ELEVATION

1/8" = 1'-0"

ALL ROOF TOP EQUIPMENT WILL BE SCREENED FROM VIEW USING MATERIALS COMPLIANT WITH THE FACADE ORDINANCE.

FAÇADE BOARD



2B

PROPOSED NORTH FACADE

CONCEPTUAL IMAGE PROVIDED FOR DESIGN INTENT ONLY, ACTUAL COLORS, MATERIALS AND ARRANGEMENT MAY VARY AFTER BUILDING PROCEEDS THROUGH DESIGN DEVELOPMENT



REQUEST FOR DEVIATION

L A W O F F I C E S
LANDRY, MAZZEO & DEMBINSKI, P.C.

D.B. LANDRY
dlandry@lmdlaw.com

37000 GRAND RIVER AVENUE, SUITE 200
FARMINGTON HILLS, MICHIGAN 48335
www.lmdlaw.com

TELEPHONE
(248) 476-6900

FACSIMILE
(248) 476-6564

March 29, 2019

VIA HAND DELIVERY

City of Novi Planning Department
45175 West Ten Mile Road
Novi, MI 48375

ATTN: Barbara McBeth

RE: JSP 18-31 Keford Towing
Application for Rezoning with PRO - Request for Additional Variance for a
Portion of Parking Lot to Gravel Surface

Dear Ms. McBeth:

Keford Towing has submitted an Application for Rezoning with PRO Agreement, JSP 18-31. The City Administration has reviewed that PRO Application, the Planning Commission conducted a public hearing on September 26, 2018 and recommended approval to the City Council. On November 13, 2018 the Novi City Council considered the application and granted tentative approval for the Rezoning with PRO. Currently, there only remains to finalize the PRO Agreement to be drafted by the City Attorney and to return the City Council for final approval of that PRO Agreement.

In moving forward with this project, it has become apparent that one requirement of the City of Novi Design and Construction Standards (DCS) would create an exceptional, practicable difficulty for the applicant and that an alternative would be adequate for the intended use. That is - the requirement set forth in Article X, Section 11 - 239 of the DCS that all portions of a "parking area" be a paved surface. Please accept this Amended PRO Concept Plan along with this narrative as a request for one additional variance to allow the project to be approved with substituting a gravel parking surface *for only that portion of the rear parking area where damaged vehicles would be stored awaiting repair*. Attached hereto is an amended PRO Concept Plan dated March 4, 2019 with this change. (Attached are three 24" X 36" paper copies and a flash drive containing an electronic copy)

Keford has executed a Purchase Agreement to purchase property at 45237 Grand River Avenue which is a 7-acre parcel on which currently sits a long idled industrial machine assembly/manufacturing facility. Amercorp was the former business operating at this location. The building dates back to the 1940's and has been added onto, serially, over the years. Keford plans to keep the shell of the building but significantly rebuild the

LANDRY, MAZZEO & DEMBINSKI, P.C.

March 29, 2019

Page 2

interior as a collision shop for the repair of motor vehicles. The front portion of the property, from the building north to Grand River Avenue, will be parking for customers. The rear portion of the property, from the building south to the property line, will be used to tow vehicles to the premises for repair and a portion of the rear of the premises will be used to store vehicles which are towed to the premises awaiting repair.

The current zoning of the property is I-1 and Keford seeks a rezoning with PRO to allow the I-2 use of outdoor storage for only that portion of the rear of the property on which vehicles will be stored awaiting repair. The Application for PRO, which received a recommendation for approval from the Planning Commission and tentative approval from City Council, includes screening of the rear storage lot by fencing with opaque "fence block material" as well as significant tree plantings and berming. A key aspect of this redevelopment and intended use is the fact that the configuration of the existing building on the property serves to in fact screen the entire rear portion of the property from view from Grand River Avenue.

As set forth above, the proposed PRO Concept Plan, with landscaping, facade and engineering, has been tentatively approved by the City Council. As we await the preparation of the actual PRO Agreement by the City Attorney, Keford has continued to move ahead with its preparation of construction plans/site plans for ultimate submission to the City Administration for review and approval. In doing so it has become apparent that the requirement of the City's DCS which call for paving all "parking area (s)" presents a practical difficulty for that portion of the rear of the premises on which damaged vehicles will be stored awaiting collision repair. In our initial discussions with the City we had preliminary discussions about this issue and Keford attempted to comply with the literal requirement of the DCS Article X, Section 11 - 239 paving requirement but as we obtained construction costs and obtained geotechnical studies and maintenance costs for the future it has become clear that the paving of that portion of the rear of the property used to store vehicles is not only extremely expensive to build initially but also is virtually impossible to maintain in a paved state given the intended use.

As an outdoor storage lot for damaged vehicles awaiting repair all vehicles brought to that lot will be towed in by large tow trucks. Tow trucks, unloaded, can weigh 48,000 pounds. Obviously, loaded with a towed vehicle the combined weight is tremendous. In fact, Keford is called upon at times by police departments to tow not only passenger vehicles but also commercial semi-tractors, school buses, etc. A semi-tractor alone weighs approximately 18,000 pounds. Therefore, a large tow truck and semi-tractor combined can weight up to 66,000 pounds. When such a vehicle enters the rear storage lot it is necessary to maneuver the vehicle to deposit the damaged vehicle in a "parking spot". During hot summer months the maneuvering of the heavy tow trucks deforms an

LANDRY, MAZZEO & DEMBINSKI, P.C.

March 29, 2019

Page 3

asphalt parking surface daily. In addition, tow trucks depositing damaged vehicles involve vehicles with metal parts protruding down which scrape any paved surface, literally tearing it up. The result of this use is that an asphalt paved surface is quickly deformed, scraped, broken up and in short order becomes - literally - a gravel lot. During that process an initially smooth paved service becomes anything but smooth and that condition causes additional problems for both the tow trucks and the passenger vehicles being pulled around the storage lot. Such practical difficulty renders as asphalt paved surface of such a vehicle storage lot impractical and inappropriate for that intended use.

Attached hereto as Exhibit B is a letter from Testing Engineers & Consultants, Inc. This geotechnical engineering company has conducted a geotechnical evaluation of the property for its intended use and that concluded as follows:

The articulating movements of the towing vehicles are expected to result in on-going deterioration of the parking lot surface, regardless of whether it is asphalt or aggregate surface. Maintenance of an aggregate surface lot is expected to be easier and less costly than an asphalt surface lot. All pavements require maintenance in order to achieve an acceptable service life. Maintenance of an aggregate service lot in the rear area of this development where the towed vehicles will be stored is able to be completed using more efficient and cost-effective methods than a comparable 'asphalt-surface parking area'.

Keford requests a variance from DCS Section 11-239 for only a portion of the rear of the property, not the entire rear of the property. Attached as Exhibit A is an amended PRO Concept Plan. (See also the attached 24" X 36" copies and flash drive.) The portion of the property for which this variance is required is set forth in this concept plan and it is also outlined in red on the attached letter from the geotechnical engineers, see Exhibit B.

As you can see, the remainder of the property would remain as tentatively approved by the City Council with asphalt paving. This includes the front of the property from the building to Grand River, the side drives on both sides of the building and the area to the immediate rear of the building. It is only that portion of the rear used for the storage of damaged vehicles, which area is fenced in and landscaped with perimeter trees, which is requested for this variance.

DCS Article I, Section 11-10 provides for the issuance of variances from the DCS. This provision states as follows:

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(b) A variance may be granted when all of the following conditions are satisfied:

(1) A literal application of the substantive requirement would result in exceptional, practical difficulty to the applicant;

(2) The alternative proposed by the applicant shall be adequate for the intended use and shall not substantially deviate from the performance that would be obtained by strict enforcement of the standard; and

(3) The granting of the variance will be not be detrimental to the public health, safety or welfare, nor injurious to adjoining or neighboring property.

In this instance, a literal application of the DSC, requiring a paved surface for that portion of the rear of the property used to store vehicles awaiting repair, would result in exceptional, practical difficulty to the applicant. It is not only expensive to initially install and continually replace but given the intended use would result in dangerous deforming of the pavement and render it inappropriate for its intended use. A gravel lot is much easier and faster to maintain in a smooth surface on an on-going basis which renders the premises safer and more appropriate for its intended use.

The alternative proposed by Keford is to maintain only that portion of the premises used for outdoor storage of vehicles awaiting repair with a gravel surface. This is not a substantial deviation from the DCS because the remainder of the property would be maintained with a paved asphalt surface.

Attached hereto as Exhibit C are photographs of 11 sites currently existing in City of Novi which include a portion of each site currently being used for outdoor storage with gravel parking surfaces. As you can see, for each of these sites the main drive areas and customer parking areas are asphalt paved but a portion of the premises used for outdoor storage is gravel. The existence of this many sites currently in use establishes that "the granting of the variance will not be detrimental to the public health, safety of welfare, nor injurious to a joining or neighboring property." Keford seeks only similar approval.

Keford respectfully requests a variance to allow that portion of the rear of the property used for outdoor storage of vehicles awaiting repair to be developed with a gravel surface. DCS Section 11-10 provides that in this instance "the variance application shall

LANDRY, MAZZEO & DEMBINSKI, P.C.

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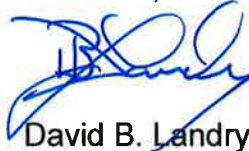
Page 5

be to the City Council". Given that the Planning Commission has already conducted a public hearing on the PRO, given that this final variance request involves only a small portion of the overall plan and does not materially change the intended use, the vehicle flow, the landscaping or the facade, and given that the PRO Agreement must go before a City Council for final approval, Keford is requesting that after review and comment by the City Administration that the PRO be presented directly to City Council without requiring an additional hearing before the Planning Commission. The PRO Agreement, which is being drafted by the City Attorney, could be drafted with alternative clauses for consideration by the City Council regarding the surface of the rear parking lot. Time is truly of the essence for this project and given the prior approval by the Planning Commission, the prior conducting of a public hearing and the minor scope of this variance request, it is suggested that this matter should proceed directly to City Council after review and comment by the Administration.

We welcome your comments and look forward to bringing this project to completion for the redevelopment of this old industrial parcel to a state-of-the-art facility for Keford, a longstanding business resident of the City of Novi. Thank you.

Very truly yours,

LANDRY, MAZZEO & DEMBINSKI, P.C.



David B. Landry

DBL/klm
Enclosures

APPLICANT:
KEFORD COLLISION & TOWING
3856 GRAND RIVER AVE.
NOVI, MI 48275
CONTACT: TOM HERRINGTON
PHONE: 248-478-7815
FAX: 248-478-0520

ARCHITECT:
CITYSCAPE ARCHITECTS, INC.
40850 GRAND RIVER AVE., SUITE 200
NOVI, MI 48275
PHONE: 248-471-7877
FAX: 248-471-7888

OWNER:
L V FRIEL
26990 HAMPSTEAD BLVD
FARMINGTON HILLS, MI 48331

SURVEYOR/ENGINEER:
ALPINE ENGINEERING, INC.
45892 WEST ROAD, SUITE 109
NOVI, MI 48277
PHONE: 248-826-3701
FAX: 248-926-3765

LANDSCAPE ARCHITECT:
ALLEN DESIGN
557 CARPENTER
NORTHVILLE, MI 48167
PHONE: 248-467-4668

PROPOSED KEFORD COLLISION & TOWING

PRO CONCEPT PLAN CITY OF NOVI, OAKLAND COUNTY



SITE DATA:
SITE AREA: 3.81 ACRES
PARCEL NO: 22-15-351-012
EXISTING ZONING: I-1 LIGHT INDUSTRIAL
PROPOSED ZONING: I-2 PLANNED REGIONAL OVERLAY
BUILDING SQUARE FOOTAGE: 23,483 SF MAIN BUILDING, 58,180 SF 2ND-BUILDING TOTAL
MAIN BUILDING HEIGHT: VARIES FROM 8'11" TO 8'3"
ACCESSORY BUILDING HEIGHT: 8'25"

REQUIREMENTS:
SEE BELOW LEFT FOR SETBACK CHART
SETBACKS:
MINIMUM SETBACKS (EXISTING/PROPOSED):
FRONT: 10' / 15'
SIDE: 5' / 5'
REAR: 5' / 5'
CORNER: 5' / 5'
TOTAL: 10' / 15'

NOTES:
1. ALL PERMANENT AND TEMPORARY TRAFFIC SIGNAGE AND STRIPING SHALL COMPLY WITH THE 2011 MUTCD.
2. SINGLE SIDES WITH NORMAL DIMENSIONS OF 12" X 18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB U-CORNER POST. MULTIPLE SIDES AND/OR SIDES WITH NORMAL DIMENSIONS GREATER THAN 12" X 18" SHALL BE MOUNTED ON A GALVANIZED 3 LB OR GREATER U-CORNER POST AS INDICATED BY THE WEIGHT OF THE PROPOSED SIGN. MOUNTING SIDES ON WALLS AS APPLICABLE IN ACCORDANCE WITH ALL APPLICABLE STANDARDS AND REGULATIONS.
3. STRIPING FOR HANDICAPPED PARKING SPACES SHALL BE BLUE AND MARKINGS FOR NON-HANDICAPPED PARKING SPACES SHALL BE WHITE. MARKING A HANDICAPPED PARKING SPACE AS A NON-HANDICAPPED SPACE, THE TWO SPACES SHALL BE SEPARATED BY MULTIPLE BULLS AND WHITE STRIPES.
4. IN 200' PARKING SPACE ADJACENT TO A CURB OR WALL SHOULD BE A FEET WIDE IF DESIGNATED A HANDICAPPED SPACE OR 8 FEET WIDE IF NOT. THEIR WIDTHS ARE INDICATED TO THE FACE OF CURB OR WALL.
5. EACH INTERNATIONAL SYMBOL OF ACCESSIBILITY (ISCA) SHALL BE PAINTED PER THE DETAIL ON THE "DETAIL SHEET".
6. PROPOSED SIGNS TO BE MOUNTED SUCH THAT THE BOTTOM EDGE OF THE SIGN IS SEVEN (7)-FT ABOVE THE PAVEMENT GRADE. SIGNS SHALL BE PLACED TWO (2)-FT FROM THE FACE OF THE CURB OR SIDE OF THE NEAREST SIDEWALK TO THE NEAR SIDE OF THE SIGN.
7. TRAFFIC CONTROL SIGNS SHALL HAVE HIGH INTENSITY FLUORESCENT (HIF) SHEETS TO MEET FWA RETROREFLECTIVITY REQUIREMENTS.

TRAFFIC SIGNING SCHEDULE

LEGAL LIMITED CODE	QUANTITY	SIZE	DESCRIPTION
10-1	2	30" X 42"	STOP
17-8	5	12" X 18"	RESERVED PARKING ONLY
17-9P	1	12" X 18"	WAY ACCESSIBLE
18-1	1	30" X 30"	DO NOT ENTER
18-1	1	36" X 12"	ONE WAY

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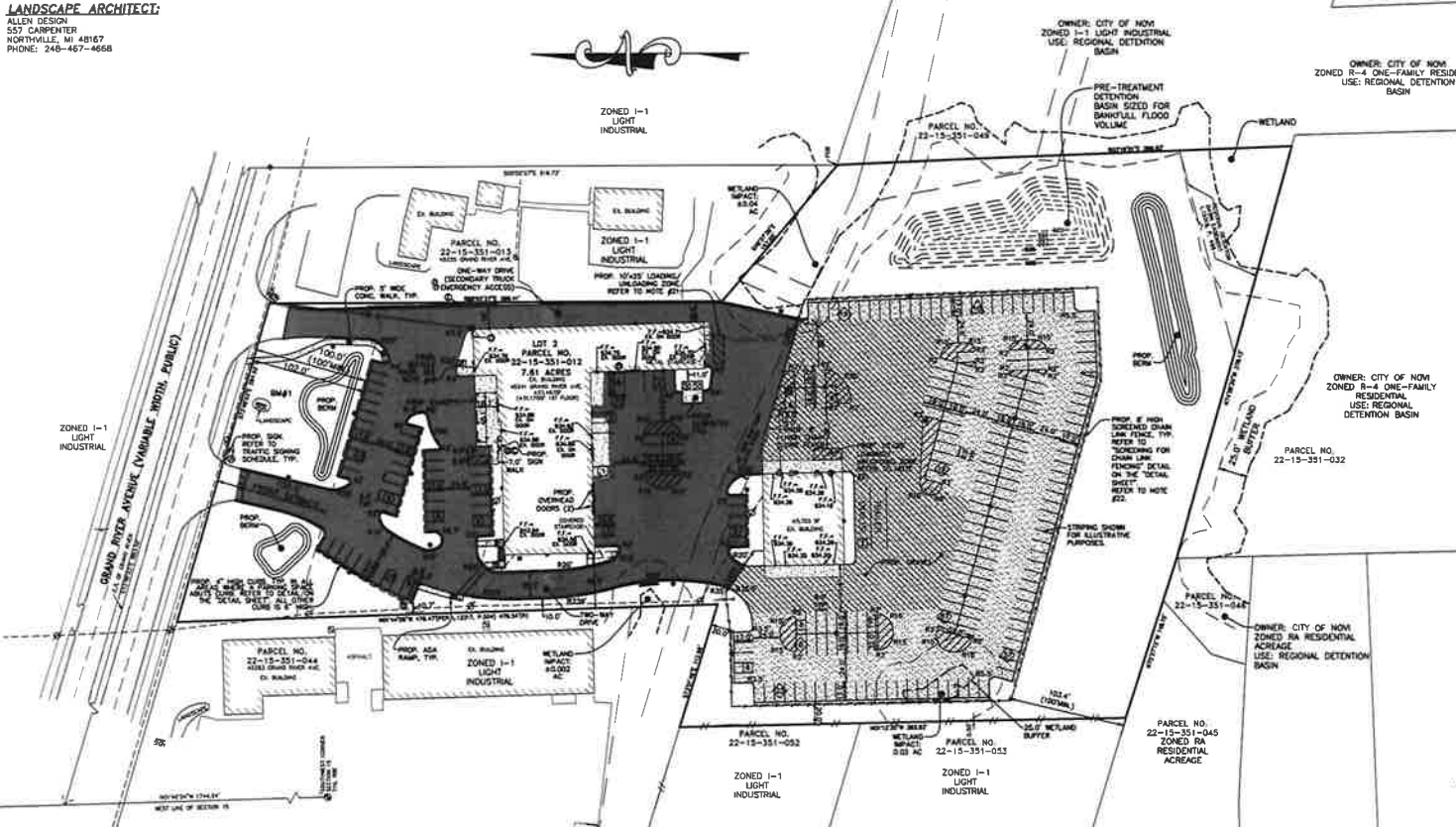
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16. CONTRACTOR TO PLACE BOLLARDS PER ARCHITECTURAL DRAWINGS.
17. THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE TO EXISTING UTILITIES, CURB, SIDEWALK, ETC.
18. ELECTRICAL SERVICE TO LIGHT FIXTURES SHALL BE PLACED UNDERGROUND.
19. REFER TO THE "DETAIL SHEET".
20. PARKING USE DESIGNATIONS FOR ILLUSTRATING USE ONLY.
21. TRAFFIC CONTROL SIGNS (HANDICAPPED PARKING) IS ANTICIPATED TO BE DONE WITH BLUE TRUCKS EXTENDED VEHICLE SIMILAR VEHICLES AT THE EXISTING LOCATIONS.
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25. ALL SIGNS ARE REQUIRED TO HAVE A SIGN SHEET APPROVED BY THE CITY OF NOVI FOR APPROVAL.

NOTES:
1. ALL PERMANENT AND TEMPORARY TRAFFIC SIGNAGE AND STRIPING SHALL COMPLY WITH THE 2011 MUTCD.
2. ALL SIGNS SHALL CONFORM TO THE CURRENT CITY OF NOVI STANDARDS AND REGULATIONS.
3. REFER TO THE "PRELIMINARY STORM WATER MANAGEMENT PLAN" FOR INFORMATION REGARDING PROPOSED STORM WATER DETENTION.
4. ROOFTOP EQUIPMENT MUST BE SCREENED PER DISCRETE REQUIREMENTS.
5. EXTERIOR LIGHTING MUST COMPLY WITH SECTION 2011 OF THE CITY OF NOVI CODE.
6. RIGHT OF WAY PERMIT IS REQUIRED FROM THE CITY OF NOVI FOR ANY WORK IN THE STREET OR PUBLIC RIGHT-OF-WAY.
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8. ALL SIGNING AND TRAFFIC CONTROL SIGNS SHALL COMPLY WITH THE DESIGN AND PLACEMENT REQUIREMENTS OF THE 2011 NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
9. NOTIFY THE CITY OF NOVI A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
10. CALL MISS DIG (811) A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
11. PRIOR TO ISSUANCE OF AN OCCUPANCY PERMIT, ENGINEERING SITE INSPECTION IS REQUIRED.
12. DIMENSIONS OF PARKING SPACES (LENGTH AS WELL AS WIDTH) AND WIDTH AS WELL AS BACK OF CURB UNLESS OTHERWISE INDICATED.
13. ALL NECESSARY LIGHTING FOR SECURITY PURPOSES AND LIMITED OPERATIONS SHALL BE USED AFTER THE SITE'S HOURS OF OPERATION.
14. PLAYING BALLS SHALL NOT BE PERMITTED.
15. CONTRACTOR TO FILL MOUNTAIN LOCATION, DEPTH, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION.
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BUILDING SETBACKS

SETBACK	EXISTING	PROPOSED
FRONT	10'	15'
REAR	5'	5'
SIDE (WEST)	5'	5'
SIDE (EAST)	5'	5'

ACCESSORY BUILDING SETBACKS

SETBACK	EXISTING	PROPOSED
FRONT	5'	5'
REAR	5'	5'
SIDE (WEST)	5'	5'
SIDE (EAST)	5'	5'

LEGEND

EX. TRANSFORMER	PROF. CONCRETE
EX. UTILITY POLE	PROF. GRAVEL (STANDARD DUTY)
EX. UTILITY POLE	PROF. GRAVEL (HEAVY DUTY)
EX. GUY ANCHOR	PROF. FLOOR ELEVATION
EX. SIGN	PROF. LIGHT POLE
EX. POST/ROLLBAR	PROF. CURB & GUTTER
EX. FENCE	PROF. ASPHALT
PROF. FENCE	
PROF. FINISH FLOOR ELEVATION	
PROF. LIGHT POLE	
PROF. CURB & GUTTER	
PROF. ASPHALT	

REQUESTED DEVIATIONS
-LESS THAN 20' PARKING SIDE YARD SETBACK IN FRONT YARD
-LACK OF END CAP AND INTERIOR LANDSCAPE ISLAND EVERY 10 CONSECUTIVE PARKING SPACES
-FRONT YARD LANDSCAPE PATTERNS TO THE GRAND RIVER AVENUE NORTH-OF-WAY TO REMAIN



NOT FOR CONSTRUCTION

COMMERCIAL
SURVEYING
SITE ENGINEERING
BOUNDARY SURVEYS
MOBILE SURVEYING
PARCEL SPLIT
CONSTRUCTION LAYOUT

RESIDENTIAL
SITE ENGINEERING
BOUNDARY SURVEYS
MOBILE SURVEYING
PARCEL SPLIT
CONSTRUCTION LAYOUT



811
Know where you're going.
Call before you dig.

KEFORD COLLISION & TOWING
PRO CONCEPT PLAN
45241 GRAND RIVER AVENUE
NOVI, MI 48275
SECTION: 15
RANGE: B E
OAKLAND COUNTY
MICHIGAN

DATE: 2018-02-02
DRAWN BY: SD
CHECKED BY: TD/ND

DATE: 2018-02-02
DRAWN BY: SD
CHECKED BY: TD/ND

DATE: 2018-02-02
DRAWN BY: SD
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DESCRIPTION:

PER FIRST AMERICAN TITLE INSURANCE COMPANY FILE NO. 78637, DATED NOVEMBER 14, 2017
THAT PART OF THE SOUTHWEST 1/4 SECTION 15, TOWNSHIP 15N, OAKLAND COUNTY, MICHIGAN, BEGINNING AT POINT DISTANT NORTH 1862.96 FEET AND SOUTH 72 DEGREES 00 MINUTES EAST 448.34 FEET FROM THE SOUTHWEST CORNER OF SECTION 15, THENCE SOUTH 72 DEGREES 00 MINUTES EAST 268.61 FEET ALONG THE SOUTH LINE OF GRAND RIVER ROAD, THENCE SOUTH 0 DEGREES 00 MINUTES WEST 318.89 FEET, THENCE SOUTH 0 DEGREES 18 MINUTES EAST 104.00 FEET; THENCE SOUTH 0 DEGREES 32 MINUTES 28 SECONDS WEST 124.30 FEET; THENCE NORTH 81 DEGREES 32 MINUTES 00 SECONDS WEST 124.30 FEET; THENCE NORTH 388.00 FEET; THENCE SOUTH 71 DEGREES 30 MINUTES EAST 115.83 FEET; THENCE NORTH 476.83 FEET TO THE POINT OF BEGINNING.

NOW KNOWN AS LOT 2 OF ASSESSOR'S PLAT NO. 1, ACCORDING TO THE PLAT THEREOF RECORDED IN BOOK 216 (2ND) OF PLATS, PAGES 34, 35 AND 36 OF OAKLAND COUNTY RECORDS.

BENCHMARK:

BM#1 - TOP OF CONCRETE CEMENT ALONG GRAND RIVER AVENUE R.O.W. ON SUBJECT PARCEL, AND +15 FEET SOUTH OF BUSINESS SIDE.

ELEVATION - 837.21 NAVD83

BM#2 - (NOW 6/2530) X ON NORTH RM OF GATEWELL LOCATED 3 FEET SOUTH OF BACK OF CURB OF GRAND RIVER AND AT EAST PROPERTY LINE PROXIM GRAND RIVER.

ELEVATION - 841.28 NAVD83

NOTES:

1. CONTRACTOR TO FIELD VERIFY LOCATION, DEPTH AND SIZE OF ALL EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION.
2. DETAILED PLAN TO BE PROVIDED IN THE FINAL SITE PLAN DRAWING SUBMITTAL STAGE.



COMMERCIAL
SITE ENGINEERING
MODERATE TO MULTI-BIT
BOUNDARY SURVEYS
CONSTRUCTION LAYOUT
PARCELS, 2024
HANS MEYER ROAD
MOUNTAIN VIEW, MI 48377
(248) 882-3700 (BUS)
(248) 882-3705 (FAX)
WWW.ALPINE-INC.NET

SURVEYING
SITE ENGINEERING
BOUNDARY SURVEYS
TOPOGRAPHIC SURVEYS
CONSTRUCTION LAYOUT
HANS MEYER ROAD
MOUNTAIN VIEW, MI 48377
(248) 882-3700 (BUS)
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WWW.ALPINE-INC.NET

RESIDENTIAL
SITE ENGINEERING
MULTI-FAMILY
CONSTRUCTION LAYOUT
ALPINE
ENGINEERING, INC.
ONE LAWRENCE & LANE BLDG
MOUNTAIN VIEW, MI 48377

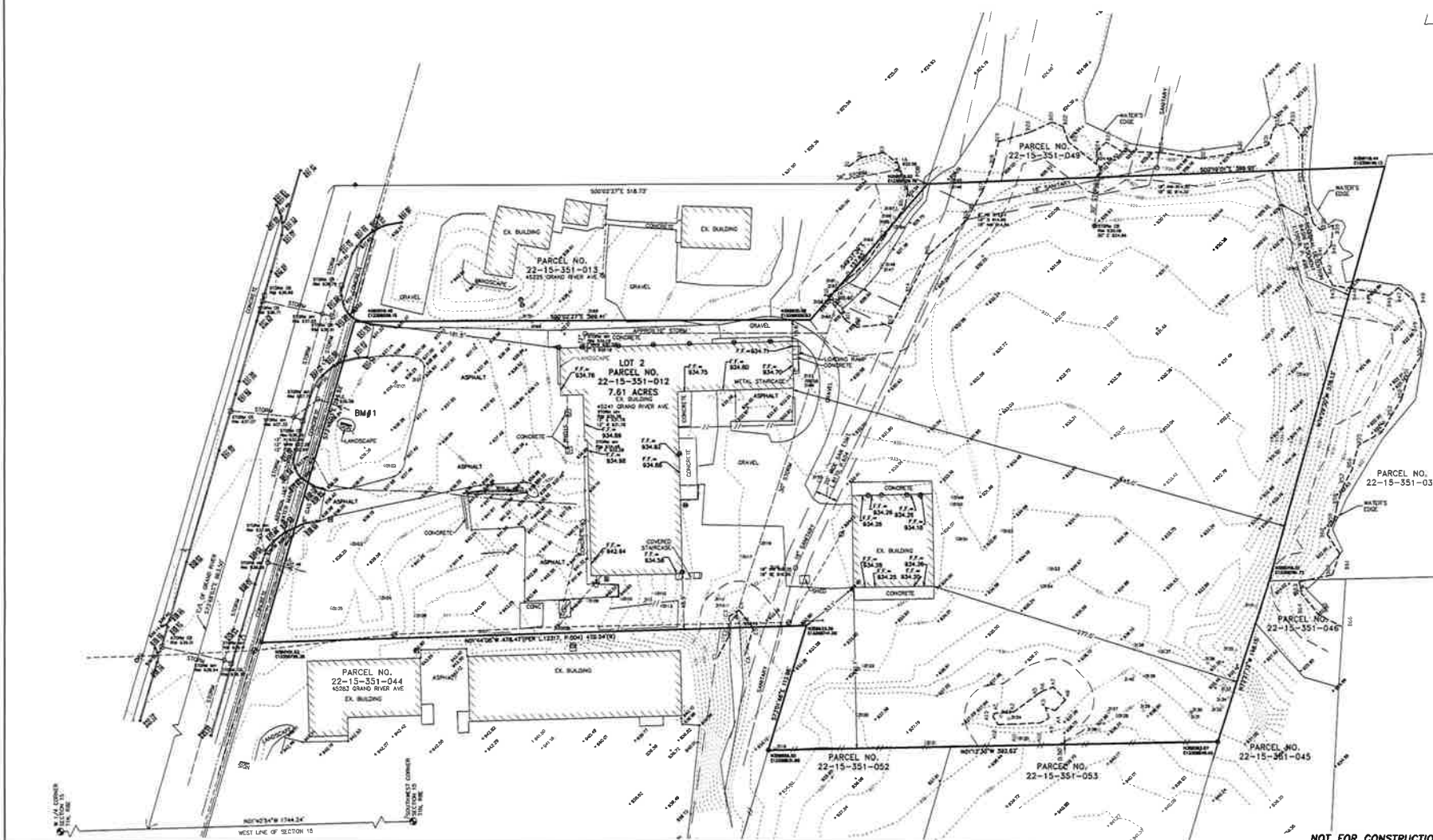


CLIENT: REFORD COLLISION & TOWING
TOPOGRAPHIC SURVEY
45241 GRAND RIVER AVENUE RANGE B E
TOWNSHIP 15N OAKLAND COUNTY MICHIGAN
SECTION: 15

DATE:	2018-05-02
DRAWN BY:	SD
CHECKED BY:	TG/AD
FBC:	
CHP:	
SCALE:	AS SHOWN

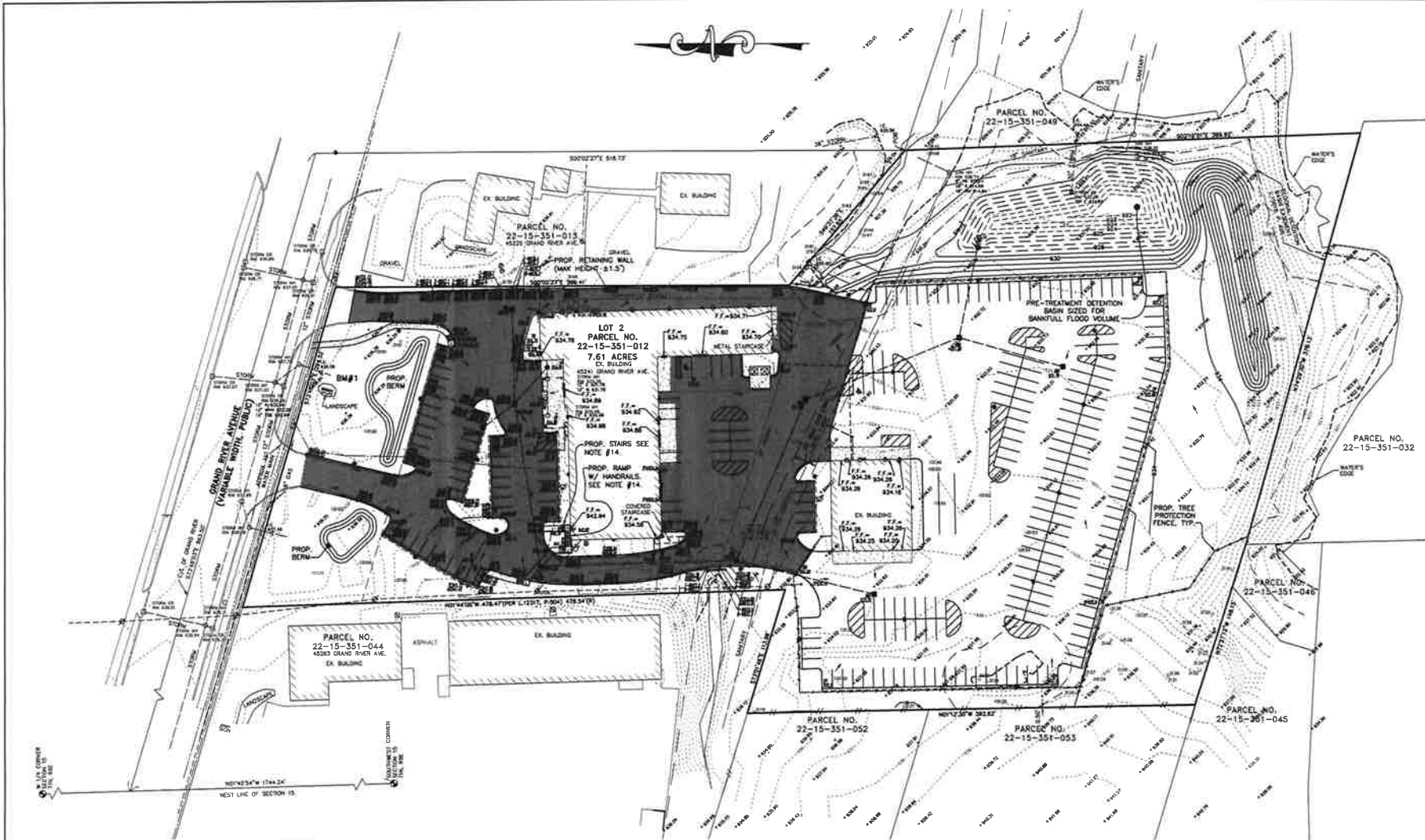
17-304

NOT FOR CONSTRUCTION



SCALE: 1" = 40'

WEST LINE OF SECTION 15



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LEGEND:

○	EX. CATCH BASIN	—	EX. SIGN	77' 642.00	PROP. TOP OF CURB ELEV.
○	EX. STORM MANHOLE	○	EX. POST/POLLARD	77' 642.00	PROP. TOP OF WALK ELEV.
○	EX. SANITARY MANHOLE	⊗	EX. TRAFFIC SIGNAL	77' 642.00	PROP. TOP OF PAVEMENT ELEV.
○	EX. CLEANOUT	—	EX. FENCE	646.15	PROP. SPOT ELEV.
○	EX. WATER GATE VALVE	—	EX. SOIL BORING	—	PROP. DRAINAGE ARCH
○	EX. COMMUNICATIONS MANHOLE	—	PROP. FENCE	—	PROP. SALT FENCE
—	EX. HYDRANT	—	PROP. FLOOR FINISH ELEVATION	—	PROP. TREE PROTECTION FENCE
—	EX. WATER VALVE	—	PROP. LIGHT POLE	—	PROP. MULEY FILTER
—	EX. WATER SHUTOFF	—	PROP. STORM SEWER	—	—
—	EX. GAS SHUTOFF	—	PROP. CURB & GUTTER	—	—
—	EX. GAS VALVE	—	PROP. SANITARY SENDER	—	—
—	EX. ELECTRICAL MANHOLE	—	PROP. WATER MAIN	—	—
—	EX. HANDHOLE	—	PROP. STRUCTURE	—	—
—	EX. PRECAST	—	PROP. END SECTION	—	—
—	EX. TRANSFORMER	—	PROP. CLEAN-OUT	—	—
—	EX. LIGHTPOLE	—	PROP. HYDRANT	—	—
—	EX. UTILITY POLE	—	PROP. GATE VALVE	—	—
—	EX. CUMULUS BOX	—	PROP. CURB BOX	—	—
—	EX. CUT ANCHOR	—	PROP. GUTTER ELEV.	—	—
—	EX. COMMUNICATION MANHOLE	—	—	—	—

NOTES:

- PLAN SET FOR PRE-APPLICATION/PROBATIONARY SITE PLAN SUBMITTAL ONLY.
- ALL WORK SHALL COMPLY TO THE CURRENT CITY OF HOUSTON STANDARDS AND SPECIFICATIONS.
- REFER TO THE "PRELIMINARY STORM WATER MAINTENANCE PLAN" FOR INFORMATION ON PROPOSED STORM WATER PRE-TREATMENT AND DETENTION.
- NEEDY OF ANY PERMIT IS REQUIRED FROM THE CITY OF HOUSTON FOR ANY WORK IN THE GRAND RIVER AVENUE RIGHT-OF-WAY.
- NOTIFY THE CITY OF HOUSTON A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
- THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE TO EXISTING UTILITIES, CURB, SIDEWALK, ETC.
- ALL SOIL EXPOSURE AND SLOTT MUST BE CONTROLLED AND CONTAINED ON-SITE.
- ALL EXCAVATION UNDER OR WITHIN A 10' INFLUENCE OF PUBLIC PAVEMENT, EXISTING OR PROPOSED, SHALL BE BACKFILLED AND COMPACTED WITH SAND (CLASS # 3) MOIST.
- IF SEWERAGE IS ANTICIPATED OR ENCOUNTERED DURING CONSTRUCTION THE CONTRACTOR IS REQUIRED TO SUBMIT A DETAILED PLAN TO THE CITY ENGINEERING DEPARTMENT FOR REVIEW.
- ALL SLOTTING IS REQUIRED TO BE GROUNDED.
- ROADWAY RAMP TO COMPLY WITH ADA REQUIREMENTS. PROVIDE HANDRAILS MEETING CITY/STATE BUILDING CODES AS NECESSARY AT RAMPS AND STAIRS.

NOT FOR CONSTRUCTION

ALPINE ENGINEERING, INC.
ONE DOMINION PLAZA SUITE 1000
HOUSTON, TEXAS 77056-4877

COMMERCIAL
SITE PLAN
SITE FOUNDATION
INDUSTRIAL & MULTI-FAMILY
CONSTRUCTION LAYOUT

SURVEYING
FIELD SURVEYS
BOUNDARY SURVEYS
TOPOGRAPHIC SURVEYS
PARCEL SURVEYS
CONSTRUCTION LAYOUT

RESIDENTIAL
EXISTING FOUNDATION
MULTI-FAMILY
CONSTRUCTION LAYOUT

811
Dig what's below
Call before you dig.

REFORD COLLISION & TOWING

PRELIMINARY GRADING PLAN

45241 GRAND RIVER AVENUE RANGE 8 E
SECTION 15 TOWNSHIP 1 N
COUNTY CLAY COUNTY
MICHIGAN

CLIENT: _____

REVISED: _____

DATE: 2018-02-02

DRAWN BY: SD

CHECKED BY: TSD

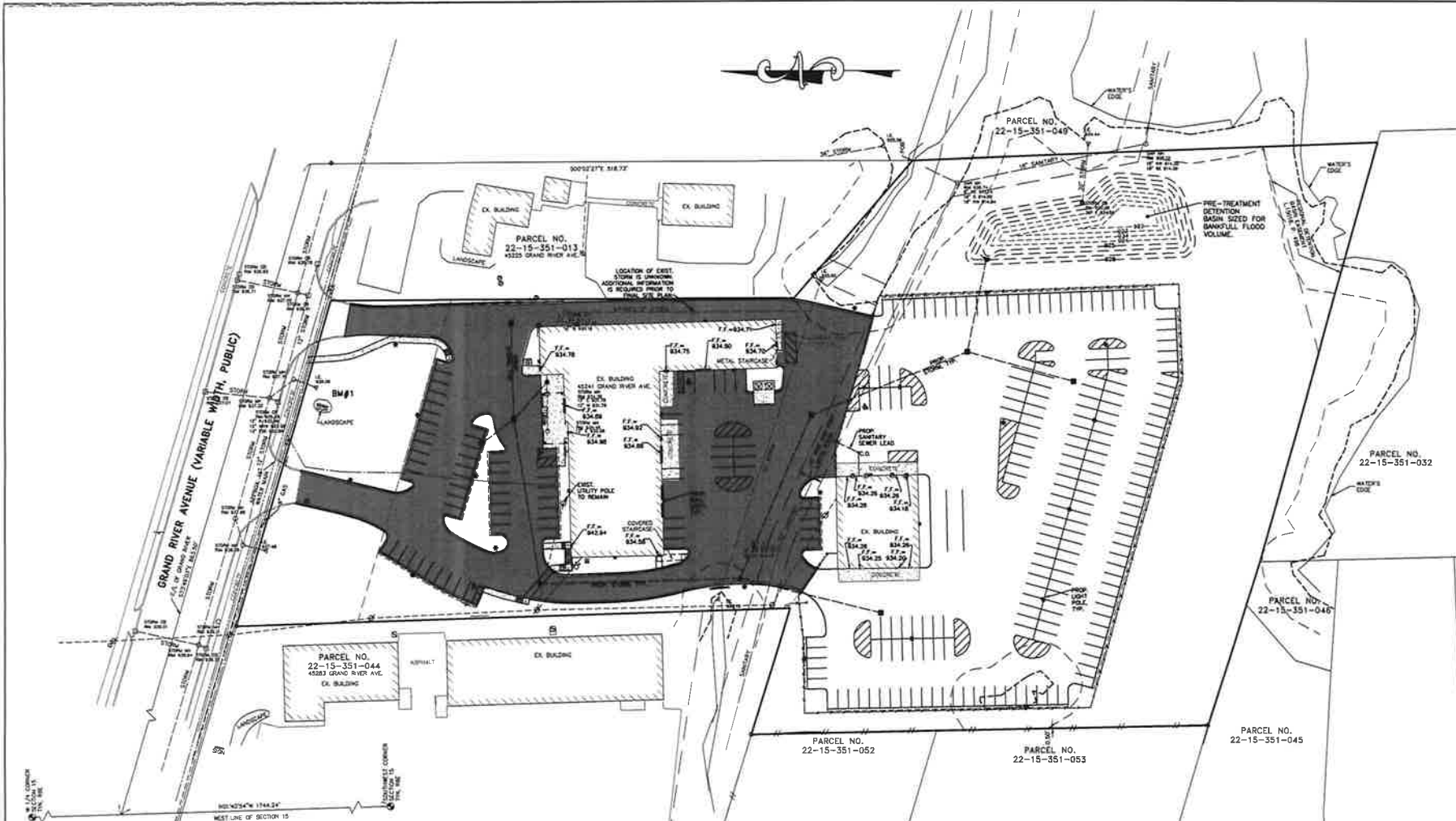
SCALE: 1" = 20'-0"

FIG: _____

DWG: _____

DATE: 2/2/18

3



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LEGEND:

□	EX. CATCH BASIN	—	EX. SIGN	■	PROP. ASPHALT
○	EX. STORM MANHOLE	○	EX. POST/BOLLARD	■	PROP. CONCRETE
○	EX. SANITARY MANHOLE	○	EX. TRAFFIC SIGNAL	■	PROP. GRAVEL
○	EX. CLEANOUT	—	EX. FENCE		
○	EX. WATER GATE VALVE	○	EX. SOI BORING		
○	EX. COMMUNICATIONS MANHOLE	FF	PROP. FINISH FLOOR ELEVATION		
○	EX. HYDRANT	—	PROP. FENCE		
○	EX. WATER VALVE	—	PROP. LIGHT POLE		
○	EX. WATER SHUTOFF	—	PROP. STORM SEWER		
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○	EX. ELECTRIC MANHOLE	—	PROP. WATER MAIN		
○	EX. MANHOLE	—	PROP. STRUCTURE		
○	EX. RECREATIONAL	—	PROP. END SECTION		
○	EX. TRANSFORMER	—	PROP. CLEAN-OUT		
○	EX. LIGHTPOLE	—	PROP. HYDRANT		
○	EX. UTILITY POLE	—	PROP. GATE VALVE		
○	EX. GUY ANCHOR	—	PROP. CURB BOX		
○	EX. COMMUNICATION MANHOLE				

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1. PLAN SET FOR PRE-APPLICATION/PRELIMINARY SITE PLAN SUBMITTAL ONLY.
 2. ALL WORK SHALL COMPLY WITH THE CURRENT CITY OF HOUSTON STANDARDS AND SPECIFICATIONS.
 3. REFER TO THE PRELIMINARY STORM WATER MAINTENANCE PLAN FOR INFORMATION REGARDING PROPOSED STORM WATER PRE-TREATMENT AND DETENTION.
 4. ROOF TOP EQUIPMENT MUST BE LOCATED PER ORDINANCE REQUIREMENTS.
 5. EXTERIOR LIGHTING MUST COMPLY WITH SECTION 201.1 OF THE CITY OF HOUSTON CODE.
 6. RIGHT OF WAY PERMIT IS REQUIRED FROM THE CITY OF HOUSTON FOR ANY WORK IN THE GRAND RIVER RIGHT-OF-WAY.
 7. NOTIFY THE CITY OF HOUSTON A MINIMUM OF 48 HOURS PRIOR TO THE START OF CONSTRUCTION.
 8. CALL 811 (811) A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
 9. PRIOR TO ISSUANCE OF AN OCCUPANCY PERMIT, ENGINEERING SITE INSPECTION IS REQUIRED.
 10. ONLY NECESSARY LIGHTING FOR SECURITY PURPOSES AND LIMITED OPERATIONS SHALL BE USED AFTER THE SITE'S HOURS OF OPERATION.
 11. FLASHING LIGHT SHALL NOT BE PERMITTED.
 12. CONTRACTOR TO FIELD VERIFY LOCATION, DEPTH, AND SIZE OF ALL EXISTING UTILITIES PRIOR TO THE START OF CONSTRUCTION.
 13. THE CONTRACTOR IS RESPONSIBLE FOR ALL DAMAGE TO EXISTING UTILITIES, CURB, SIDEWALK, ETC.
 14. ELECTRICAL SERVICE TO LIGHT FIXTURES SHALL BE PLACED UNDERGROUND.
 15. ALL EXCAVATION UNDER OR WITHIN A 10' INFLUENCE OF PUBLIC PAVEMENT, EXISTING OR PROPOSED, SHALL BE BACKFILLED AND COMPACTED WITH SAND GRADE & MOIST.
 16. IF DRAINAGING IS ANTICIPATED OR ENCOUNTERED DURING CONSTRUCTION THE CONTRACTOR IS REQUIRED TO SUBMIT A DRAINAGE PLAN TO THE CITY ENGINEERING DIVISION FOR REVIEW.
 17. MAIN BUILDING TO UTILIZE EXISTING WATER MAIN AND SANITARY SEWER LEADS. THEIR LOCATIONS ARE UNUSUAL. CONTRACTOR TO FIELD VERIFY FOR PREPARATION OF THE FINAL SITE PLAN DRAWINGS.

COMMERCIAL
SURVEYING
BOUNDARY SURVEYS
ROADWAY SURVEYS
PARCEL SURVEYS
CONSTRUCTION LAYOUT

RESIDENTIAL
SURVEYING
MULTI-FAMILY
CONSTRUCTION LAYOUT

ALPINE ENGINEERING, INC.
ONE LINDSEY & LAW BUILDING
HOUSTON, TEXAS 77057

(713) 462-7351 (FAX)
(713) 462-7353 (FAX)
(713) 462-7353 (FAX)
WWW.ALPINE-ENG.COM



CLIENT: KEFORD COLLISION & TOWING

PRELIMINARY UTILITY PLAN

45241 GRAND RIVER AVENUE
TOWNSHIP 15
SECTION 15
RANGE 8 E
OAKLAND COUNTY
MICHIGAN

DATE: 2018-02-02

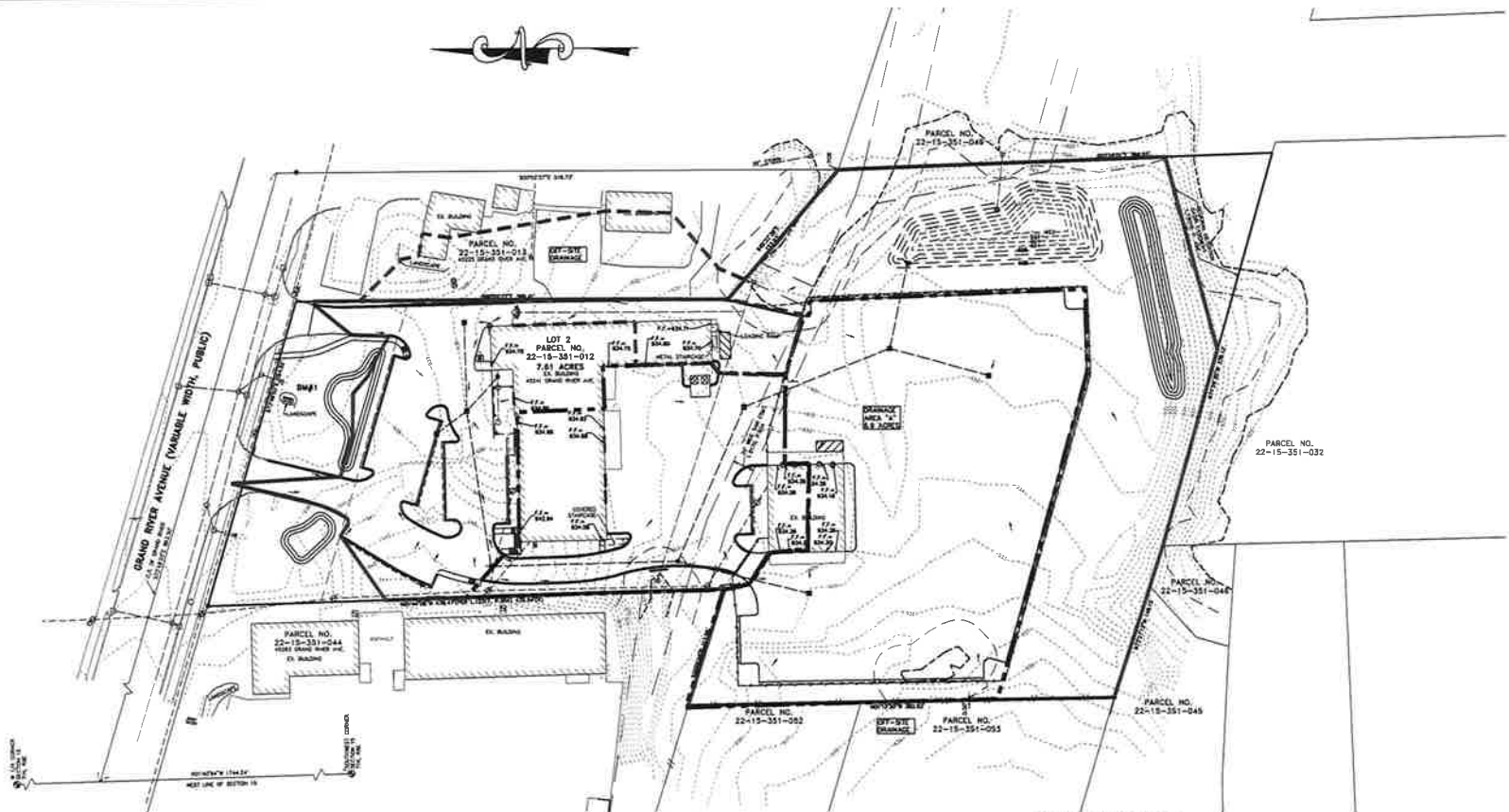
DRAWN BY: SD

CHECKED BY: TAD

FILE: 4

DATE: 17-2014

NOT FOR CONSTRUCTION



- LEGEND:**
- EX. CATCH BASIN
 - EX. STORM MANHOLE
 - F.F. PROP. FINISH FLOOR ELEVATION
 - ★ PROP. LIGHT POLE
 - ▬ PROP. STORM SEWER
 - ▬ PROP. STRUCTURE
 - ▬ PROP. END SECTION
 - ▬ PROP. DRAINAGE SWATH

STORM WATER MANAGEMENT PLAN NARRATIVE:
 THE CLIENT UNDERSTANDING THAT THE SITE WILL BE USED TO UTILIZE THE REGIONAL DETENTION BASIN LOCATED EAST OF THE PROJECT, PRIOR TO RELEASE TO THE REGIONAL DETENTION BASIN, THE REAR PORTION OF THE SITE WILL BE DETAINED IN A DETENTION BASIN SIZED FOR THE BANKFULL STORM FOR PRE-TREATMENT.
 NOTE THAT DUE TO GRADING CONSTRAINTS, A PORTION OF THE SITE WILL FLOW ACROSS LAND TO THE DETENTION BASIN.
 NOTE THAT THERE ARE AREAS IN THE FRONT YARD OPEN SPACE THAT CURRENTLY DRAIN TO THE GRAND RIVER AVENUE RIGHT OF WAY. A PORTION OF THESE AREAS IS PROPOSED TO CONTINUE THIS DRAINAGE PATTERN.

DRAINAGE AREA "A"
PROPOSED RUNOFF COEFFICIENT
 ESTIMATED VALUE IS 0.72
STORM DETENTION REQUIRED
 BANKFULL FLOOD VOLUME REQUIRED
 TRIBUTARY AREA (A) = 6.8 ACRES
 ESTIMATED RUNOFF COEFFICIENT (C) = 0.72
 $V_{100} = 2,100 \text{ CU FT}$
 $V_{50} = 28,518 \text{ CU FT}$

STORM DETENTION PROVIDED

BASIN VOLUME PROVIDED
FIRST FLOOD (PERMANENT WATER)

ELEVATION	AREA (S.F.)	AVG. AREA (S.F.)	HEIGHT (FT.)	CUMULATIVE VOLUME (C.F.)
826.00	5,910	5,049	1.00	6,183
804.00	4,287	2,961	1.00	4,145
823.00	1,834	1,184	1.00	1,184
822.00	734			

STORAGE ELEVATIONS

$V_{100} =$	6,978	if provided at	$Z_{bottom} =$	822.0
			$Z_{top} =$	825.0

BANKFULL DETENTION BASIN

ELEVATION	AREA (S.F.)	AVG. AREA (S.F.)	HEIGHT (FT.)	CUMULATIVE VOLUME (C.F.)
828.40	FREEDBOARD			
828.00	13,229	12,147	1.00	37,248
828.00	11,085	10,138	1.00	25,102
927.00	9,276	8,332	1.00	14,984
926.00	7,454	6,532	1.00	6,532
925.00	5,810			

STORAGE ELEVATIONS

$V_{100} =$	8,878	if provided at	$Z_{bottom} =$	925.0
$V_{50} =$	25,518	if provided at	$Z_{top} =$	928.0
			$Z_{top} =$	928.0

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

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

SOIL TYPES
 PER THE DRILLER'S SURVEY SUPPLIED BY THE NATURAL RESOURCES CONSERVATION DEPARTMENT, THE PREDOMINANT SOILS FOUND AT THE SUBJECT SITE CONSISTS OF MARLETTE SANDY LOAM, 1% - 8% SLOPES.

COMMERCIAL
 SURVEYING
 BOUNDARY SURVEYS
 TOPOGRAHY SURVEYS
 MOBILE LANDING SURVEYS
 CONSTRUCTION LAYOUT

RESIDENTIAL
 SITE CONSTRUCTION
 MOBILE LANDING SURVEYS
 CONSTRUCTION LAYOUT

ALPINE ENGINEERING, INC.
 ONE DECADES & LONG SERVICE

4145 825-7322 (BUS)
 4145 825-3855 (FAX)
 4145 825-3855 (CELL)
 WWW.ALPINE-INC.NET

811
 Know what's below
 Call before you dig.

CLIENT: **REFORD COLLISION & TOWING**

PRELIMINARY STORM WATER MANAGEMENT PLAN

45241 GRAND RIVER AVENUE
 RANCHO E
 CITY OF PLYMOUTH
 OAKLAND COUNTY
 MICHIGAN

SECTION: 15

DATE: 2018-02-02

DRAWN BY: SD

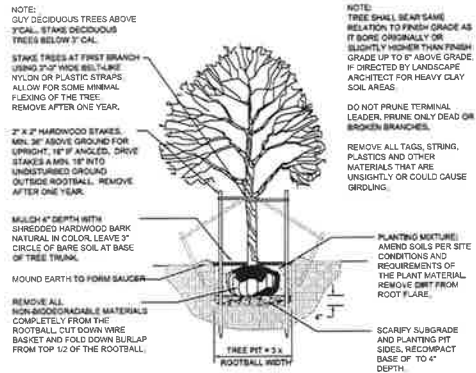
CHECKED BY: TLR/SD

SCALE: 1" = 20'

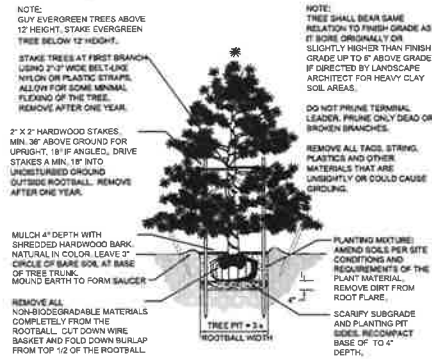
DATE: 2018-02-02

17-504

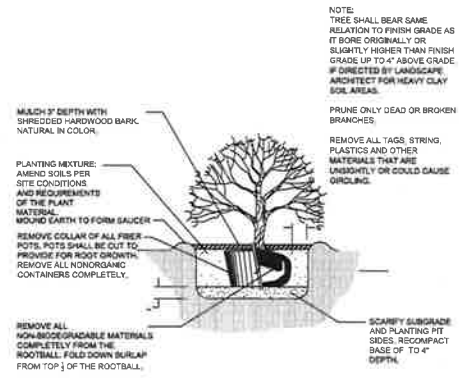
NOT FOR CONSTRUCTION



DECIDUOUS TREE PLANTING DETAIL



EVERGREEN TREE PLANTING DETAIL



SHRUB PLANTING DETAIL

NOT TO SCALE

LANDSCAPE NOTES

- All plants shall be north Midwest American region grown, No. 1 grade plant material, and shall be true to name, free from physical damage and wind burn.
- Plants shall be full, well-developed, and in healthy vigorous growing condition.
- Plants shall be mature before and after planting in container.
- All trees must be staked, banded and mulched and shall be guaranteed to exhibit a normal growth cycle for at least two (2) full years following City approval.
- All material shall conform to the guidelines established in the most recent edition of the American Standard for Nursery Stock.
- Provide clear barrier rail, using material installed on site. Soil shall be compacted and free of any debris, foreign material, and stone.
- Agreement shall be signed between contractor and City. Contractor shall be advised to the planting site before being installed.
- Approved planting site shall consist of 1/8" screened topsoil, 1/2" sand and 1/2" soil, mixed well and spread to the depth as indicated in planting details.
- All plantings shall be mulched per planting details located on this sheet.
- The Landscape Contractor shall be responsible for all work shown on the landscape drawings and specifications.
- No substitutions or changes of location, or plant types shall be made without the approval of the Landscape Architect.
- The City of Novi's Landscape Architect shall be notified in writing of any discrepancies between the plans and field conditions prior to installation.
- The Landscape Contractor shall be responsible for maintaining all plant material in a vertical condition throughout the guaranteed period.
- The Landscape Architect shall have the right, at any stage of the installation, to inspect any work or material that does not meet the requirements of the plans and specifications, if requested by owner.
- Contractor shall be responsible for checking plant quantities to ensure quantities on drawings and plant list are the same. In the event of a discrepancy, the quantities on the plans shall prevail.
- The Landscape Contractor shall select and install all pipe (as indicated on plans) all areas disturbed during construction, throughout the contract term.
- All pre-emergent weed control agent, "Premer" or equal, shall be applied uniformly on top of all mulching in all planting beds.
- All landscape areas shall be protected with an underground automatic sprinkler system.
- Soil shall be two year old "Baron/Chirafide/Ph" Kentucky Blue Grass grown in a sod nursery on loam soil.

CITY OF NOVI NOTES

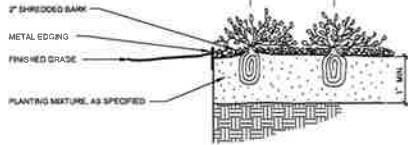
- All landscape islands shall be bedded with a sand mixture to facilitate drainage.
- All proposed landscape islands shall be cutched.
- All landscape areas shall be irrigated.
- Overhead utility lines and poles to be relocated as directed by utility company of record.
- Evergreen and canopy trees shall be planted a minimum of 10' from a fire hydrant, and manhole, 15' from overhead wires.
- All plant material shall be guaranteed for two (2) years after City Approval and shall be installed and maintained according to City of Novi standards. Replace Falling Material Within Three Months of Being Disrupted of Needing Replacement.
- All proposed street trees shall be planted a minimum of 4' from both the back of curb and proposed walks.
- All tree and shrub planting beds shall be mulched with shredded hardwood bark, screened to minimum depth of 4". All lawn area trees shall have a 4" diameter disc of shredded hardwood mulch 3" away from trunk. All perennial annual and ground cover beds shall receive 2" of dark colored bark mulch as indicated on the plant list. Mulch is to be free from debris and foreign material, and shall contain no pieces of incombustible also.
- All Substitutions or Deviations from the Landscape Plan Must be Approved in Writing by the City of Novi Prior to their Installation.

NOVI OR THE APPROXIMATE DATE OF INSTALLATION FOR THE PROPOSED LANDSCAPE WILL BE APRIL TO OCTOBER OF 2019.

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

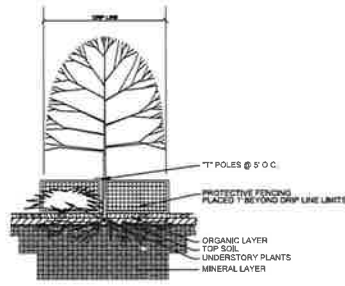
DEVELOPER SHALL BE RESPONSIBLE FOR REPLACING ANY TREES WITHIN UTILITY CASHEMETS THAT ARE DAMAGED THROUGH NORMAL MAINTENANCE OR REPAIRS.

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



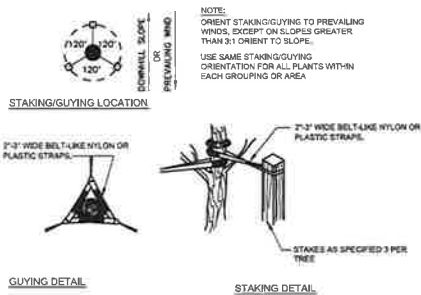
PERENNIAL PLANTING DETAIL

NOT TO SCALE



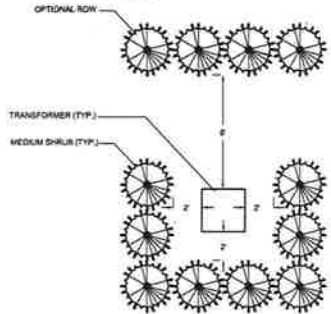
TREE PROTECTION DETAIL

NOT TO SCALE



TREE STAKING DETAIL

NOT TO SCALE



TRANSFORMER SCREENING DETAIL

NOT TO SCALE

Seal:



Title:
Landscape Details

Project:
**Keford Collision & Towing
Novi, Michigan**

Prepared for:

Albree Engineering
46892 West Road
Novi, Michigan 48377
248.926.3701

Revision: Issued:

Revised	March 9, 2018
Revised	March 14, 2018
Revised	May 18, 2018
Revised	May 23, 2018
Revised	July 11, 2018
Revised	July 12, 2018
Revised	August 30, 2018
Revised	March 4, 2019

Job Number:

18-016

Drawn By: Checked By:

ja

ja

Sheet No.



Seal: _____



Title:
Site Sections

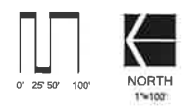
Project:
**Keford Collision & Towing
 Novi, Michigan**

Prepared for:
 Alpine Engineering
 46892 West Road
 Novi, Michigan 48377
 248.325.3701

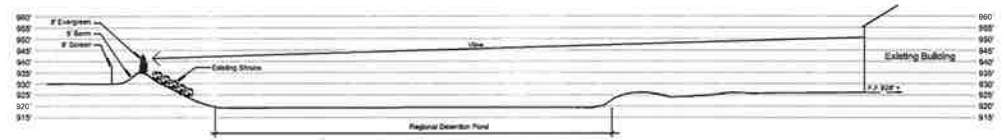
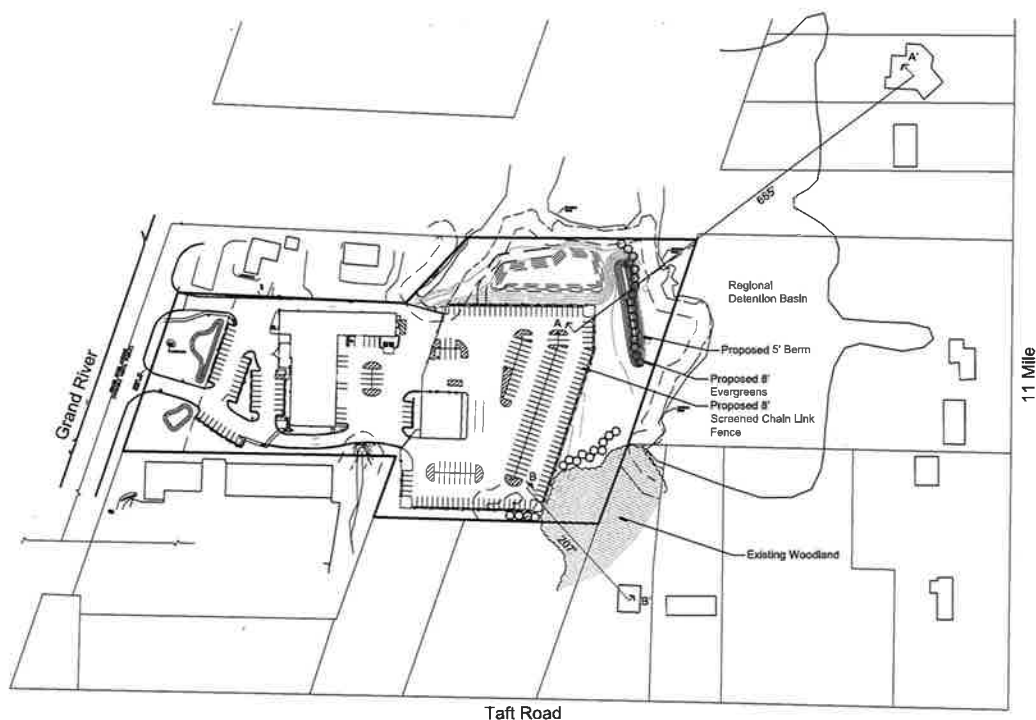
Revision:	Issued:
Review	March 9, 2018
Revised	March 14, 2018
Revised	May 15, 2018
Revised	May 15, 2018
Revised	May 23, 2018
Revised	July 11, 2018
Revised	July 12, 2018
Revised	August 30, 2018
Revised	March 4, 2019

Job Number:
 18-018

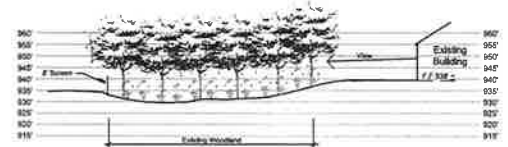
Drawn By: ice Checked By: ice



Sheet No. _____

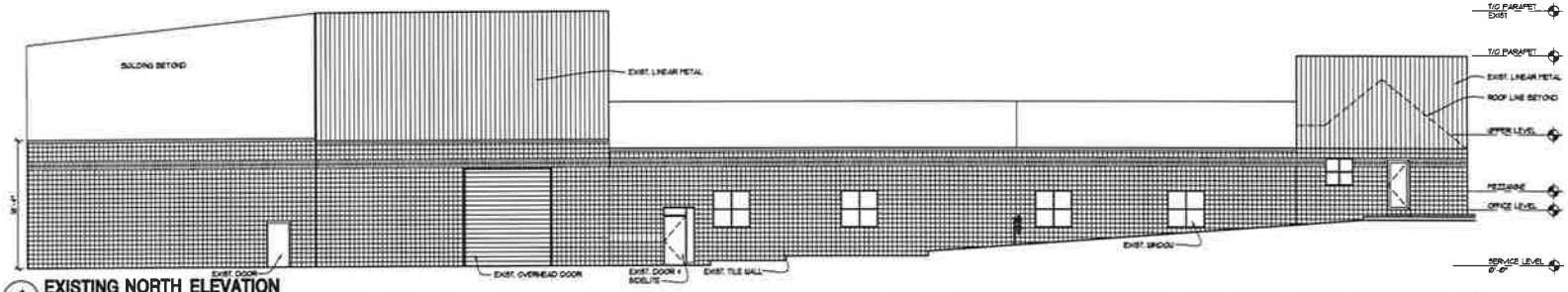


Section A-A'
 Cross Sections From Google Earth
 Horiz. 1"=50'



Section B-B'
 Cross Sections From Google Earth
 Horiz. 1"=50'

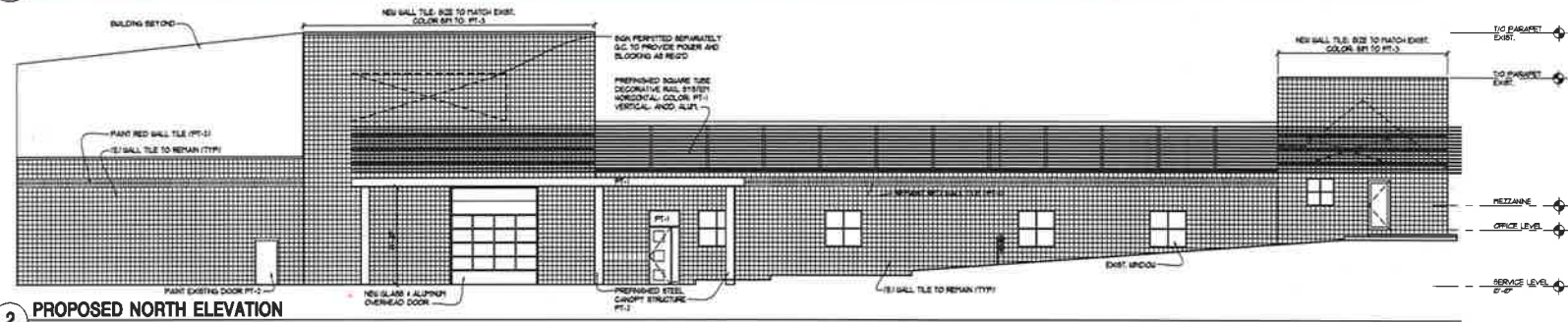




1 EXISTING NORTH ELEVATION



1B EXISTING NORTH FACADE



2 PROPOSED NORTH ELEVATION



2B PROPOSED NORTH FACADE

CONCEPTUAL IMAGE PROVIDED FOR DESIGN INTENT ONLY, ACTUAL COLORS, MATERIALS AND ARRANGEMENT MAY VARY AFTER BUILDING PROCEEDS THROUGH DESIGN DEVELOPMENT

CITYSCAPE
architects
INC.

design · planning · interiors

40850 Grand River Ave Suite 200
Novi, MI 48375
248 471 7877 ph
248 471 7868 fax

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CITYSCAPE ARCHITECTS, INC.
CONCEPT ARCHITECTS

PROJECT TITLE
BUILDING REZONING
45241 GRAND RIVER AVE
NOVI, MI 48375

PROJECT TITLE
EXTERIOR NORTH ELEVATIONS
SHEET SCALE DRAWINGS
(SEE NOTED DIMENSIONS ONLY)



PROJECT NUMBER

17062

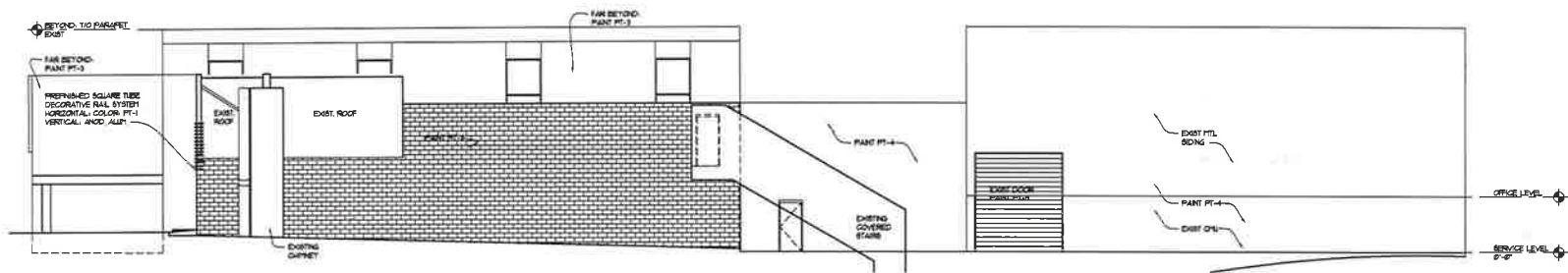
REVISED	DATE
PRE-APPLICATION	05/17/18
PERMITTING	07/13/18
RESUBMITTAL	08/29/18

PLAN LEGEND

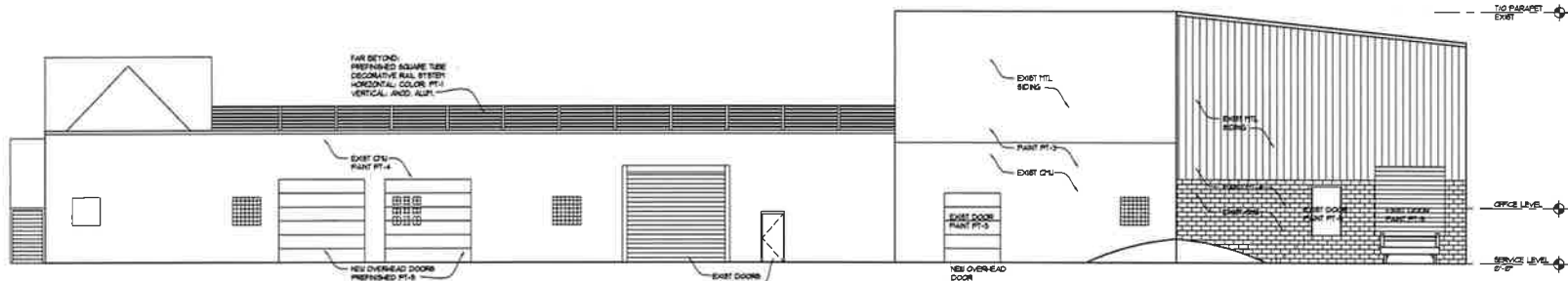
PT-1 (YELLOW)	BENJAMIN MOORE
350 9IN VALLET	
PT-2 (GREY)	BENJAMIN MOORE
213-48 DIOR GRAY	
PT-3 (BLUE)	BENJAMIN MOORE
2864-10 BOLD BLUE	
PT-4 (LIGHT GREY)	SUNBOLD LATTICE
PT-5 (RED-GREY)	BENJAMIN MOORE
2864-10 BOLD BLUE	

SHEET NUMBER

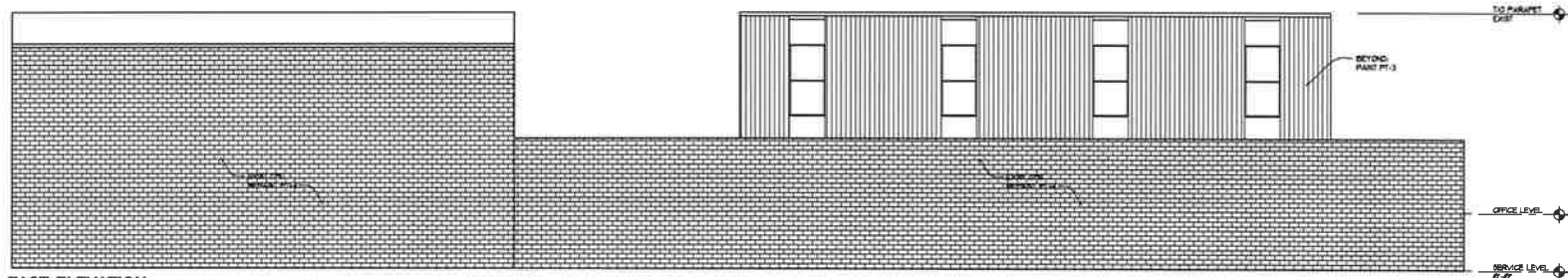
A-211



1 WEST ELEVATION

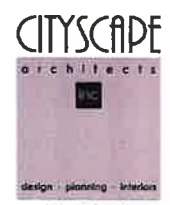


2 SOUTH ELEVATION



3 EAST ELEVATION

ALL ROOF TOP EQUIPMENT SHALL BE SCREENED FROM VIEW USING MATERIALS COMPLIANT WITH THE FACADE GUIDANCE.



design - planning - interior
40850 Grand River Ave Suite 200
Novi MI 48225
248 471 7877 ph
248 471 7868 fax

NOTICE
THE ARCHITECTURAL BOARD'S CONSENT IS NOT A GUARANTEE OF THE QUALITY OF THE WORK. THE ARCHITECT ASSUMES RESPONSIBILITY FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. ALL RIGHTS ARE HEREBY RESERVED.
CITYSCAPE ARCHITECTS
CORPORATION 19842018

project title

**BUILDING
REZONING**

45241 GRAND RIVER AVE
NOVI, MI 48375

**EXTERIOR
ELEVATIONS**

DO NOT SCALE DRAWINGS
SEE RELATED DIMENSIONS ONLY



project number

17062

drawn JWF
approved CAI

Issued	date
PRE-APPLICATION	05/17/18
RESUBMITTAL	07/13/18
RESUBMITTAL	08/24/18

sheet number

A-212



Testing Engineers & Consultants, Inc.

1343 Rochester Road • PO Box 249 • Troy, Michigan 48099-0249
(248) 588-6200 or (313) T-E-S-T-I-N-G • Fax (248) 588-6232
www.testingengineers.com

Engineering Client Success

TEC Report: 59544-1
Date Issued: March 27, 2019

Mr. Tom Herrington
Keford Collision & Towing
39586 Grand River Avenue
Novi, Michigan 48375

Re: Gravel Parking Area
Keford Collision & Towing
45241 Grand River Avenue
Novi, Michigan

Dear Mr. Herrington:

This letter is in accordance with your request regarding paving for the area located to the south of the Keford Collision & Towing property at 45241 Grand River Avenue in Novi, Michigan (see attached drawing). Based on our test borings drilled in the area a layer of topsoil is present at the surface (about 1 foot thick) overlying a layer of uncontrolled fill some 3 to 5 ½ feet.

We suggest that after removing the topsoil layer the fill be compacted to 95% density of an ASTM D-1557 proctor value. For areas where light vehicles are to be parked a one foot layer of 23A natural aggregate should be placed and compacted. For areas to be used by heavy trucks, the thickness of the 23A aggregate should be 18 inches. This should be compacted in two lifts. Please understand that this layer will require routine maintenance.

The articulating movements of the towing vehicles are expected to result in on-going deterioration of the parking lot surface, regardless of whether it is asphalt or aggregate

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CONSULTING ENGINEERS & FULL-SERVICE PROFESSIONAL TESTING AND INSPECTION
OFFICES IN ANN ARBOR, DETROIT, AND TROY
FOUNDED IN 1966



Testing Engineers & Consultants, Inc.

Mr. Tom Herrington
Keford Collision & Towing
March 27, 2019

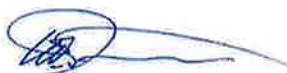
TEC Report: 59544-1

surfaced. Maintenance of an aggregate surfaced lot is expected to be easier and less costly than an asphalt surfaced lot. All pavements require maintenance in order to achieve an acceptable service life. Maintenance of an aggregate surfaced lot in the rear area of this development, where the towed vehicles will be stored, is able to be completed using more efficient and cost-effective methods than a comparable asphalt-surfaced parking area.

Should you have any questions regarding this short report, please let us know. It has been a pleasure to be of service to you.

Respectfully submitted,

TESTING ENGINEERS & CONSULTANTS, INC.



Harry I. Papadopoulos, PhD
Senior Project Engineer

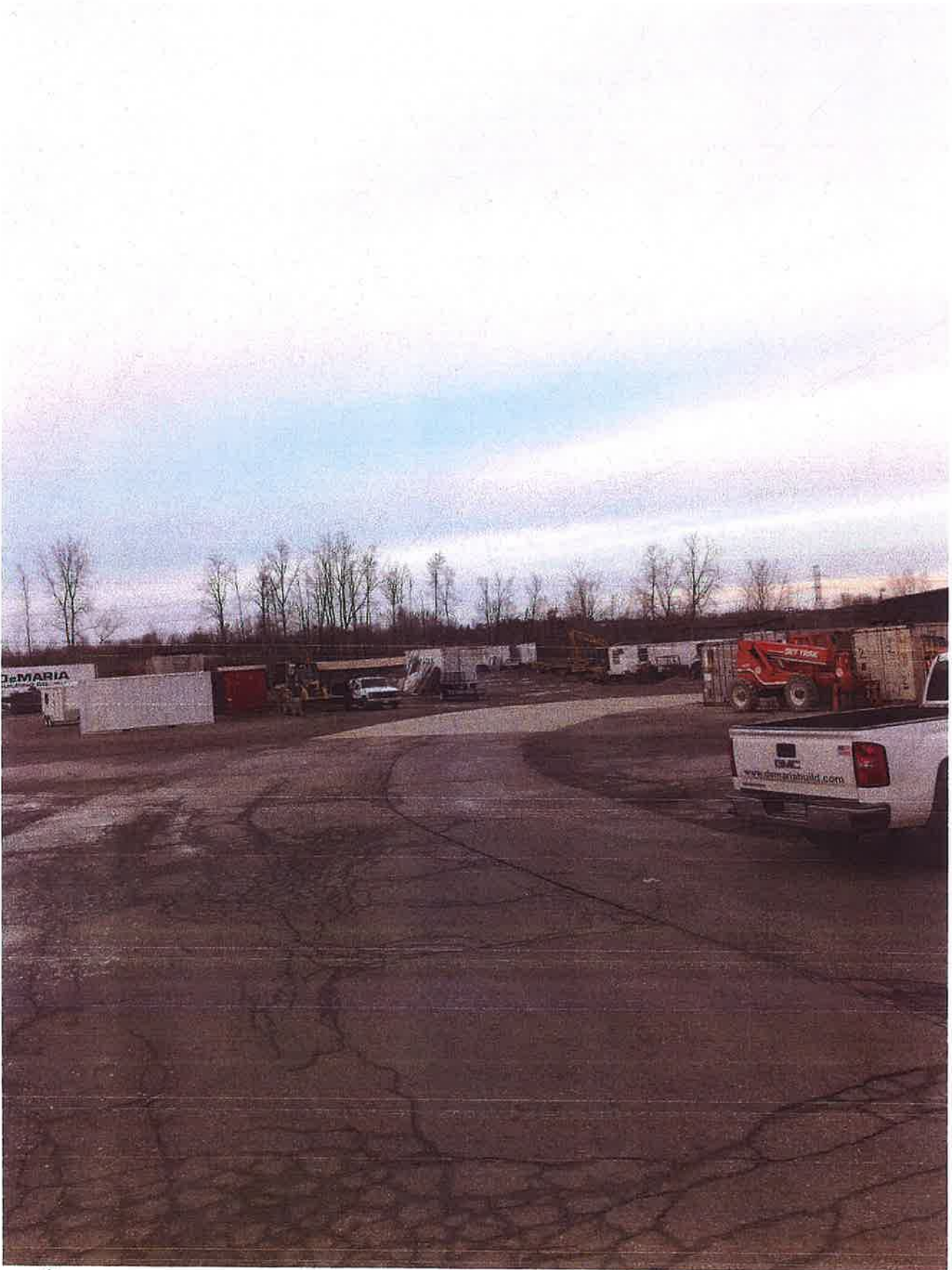


Carey J. Suhan, PE
Vice President, Geotechnical
& Environmental Services

HIP/CJS/In
Enclosure
cc: Rand Construction, Attn: Mr. Andrew Klein



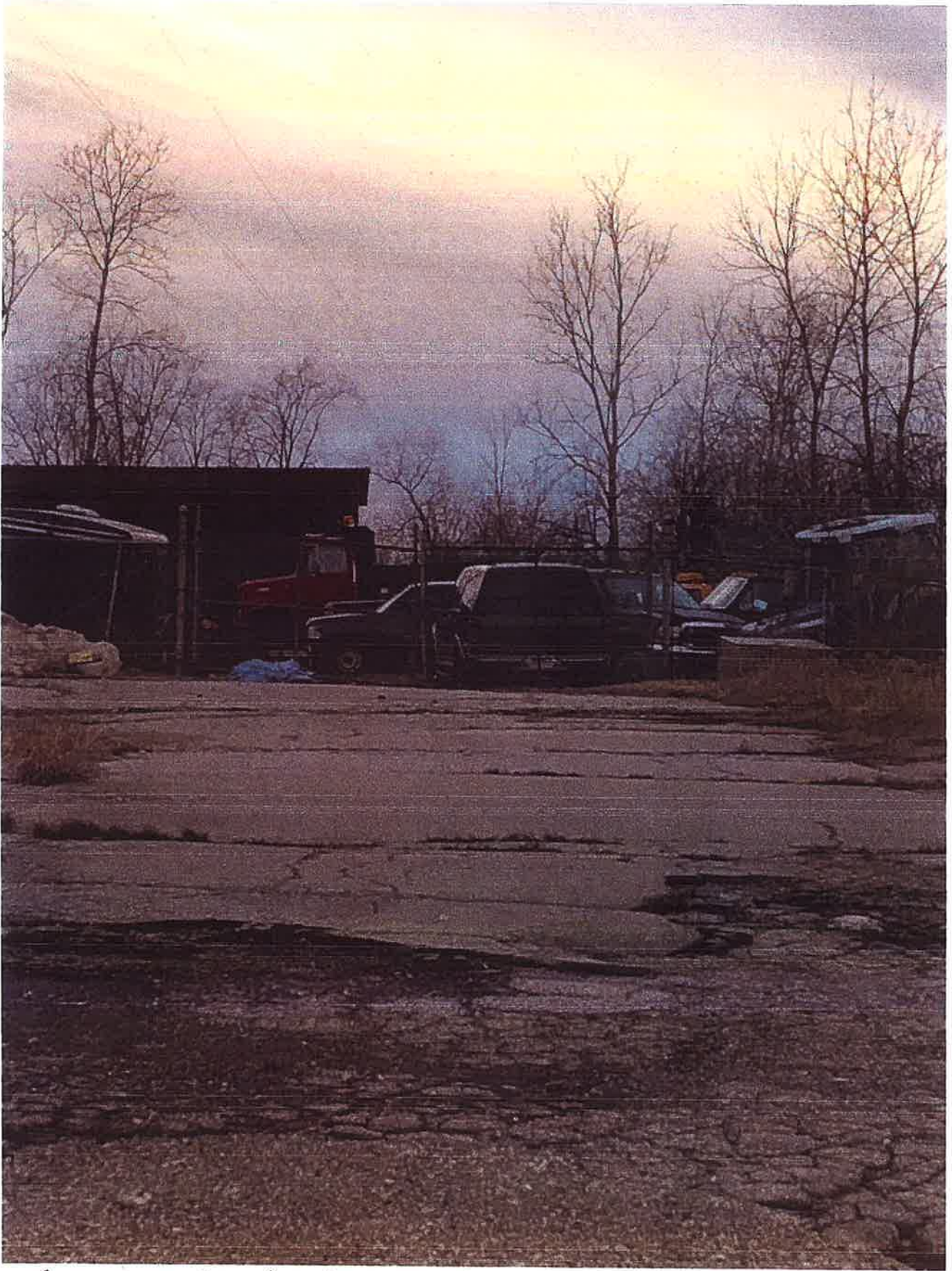
*SOUTHEASTERN EQUIPMENT CO.
48545 GRAND RIVER AVE.*



DEMARIA BUILDING COMPANY
45560 GRAND RIVER AVE

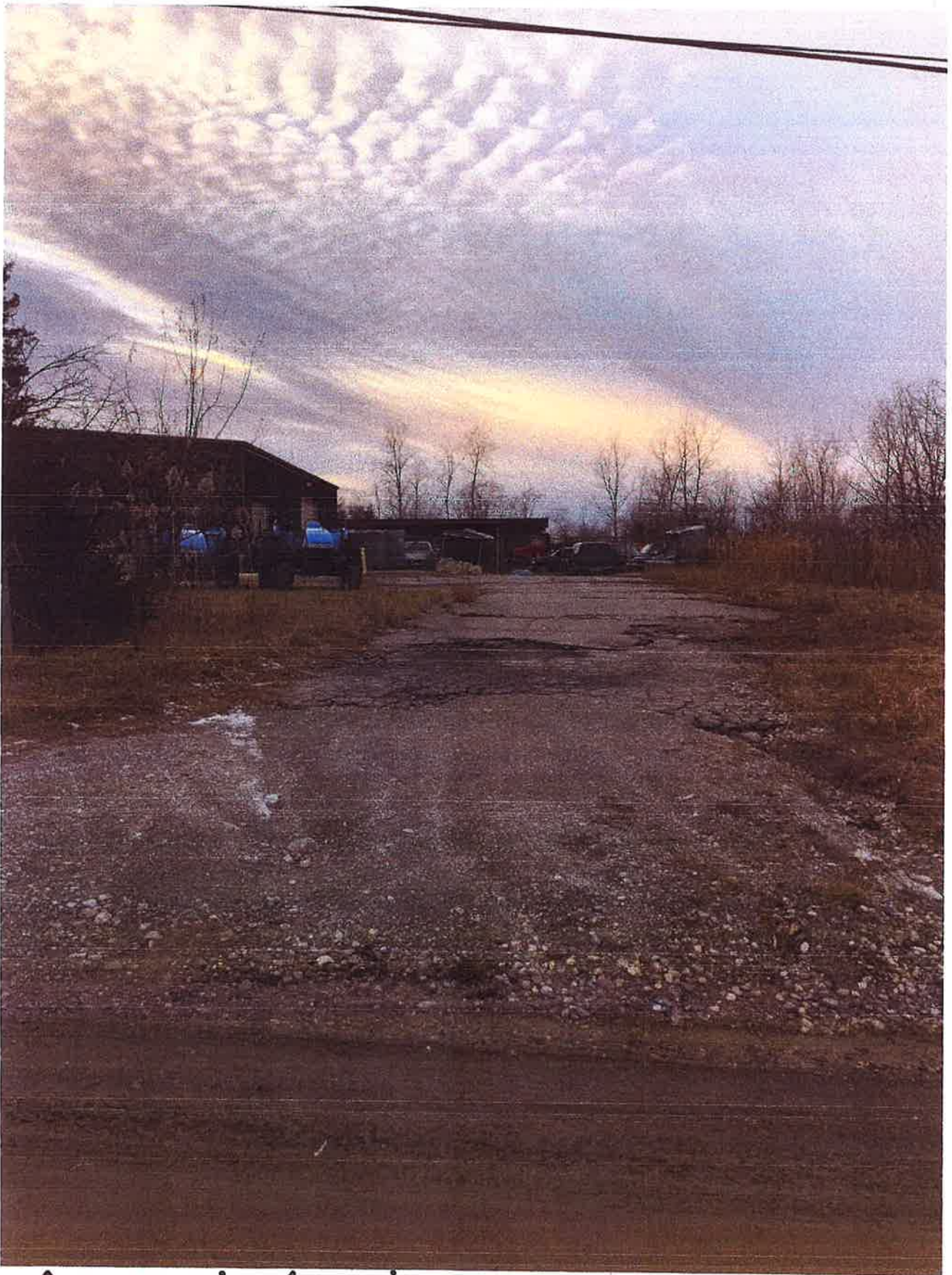


**DEMARI Building Company
45500 GRAND RIVER AVE.**



DEMARIA BUILDING COMPANY

Sent from my iPhone **45500 GRAND RIVER AVENUE**



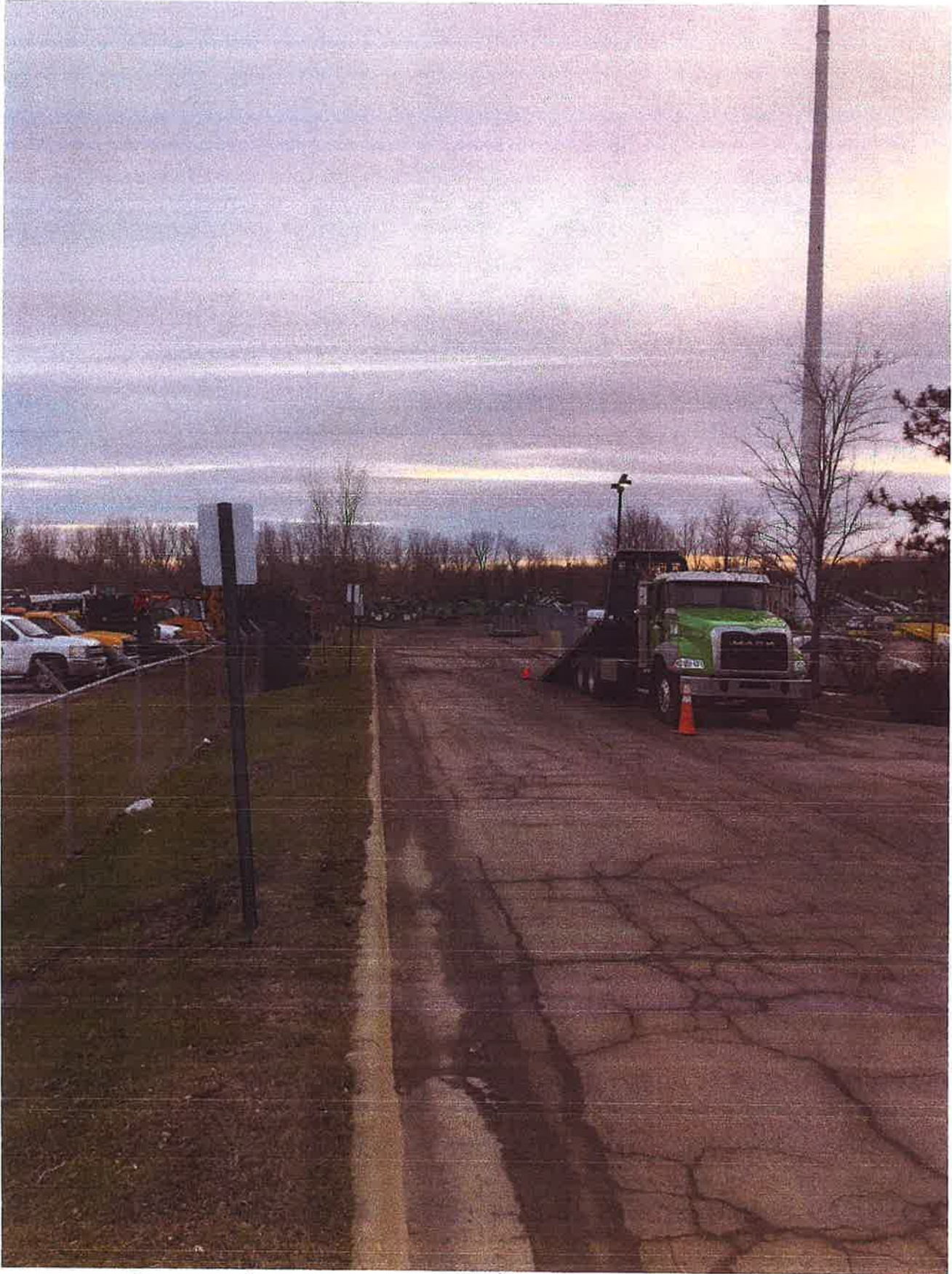
DEMARIA BUILDING COMPANY
45500 GRAND RIVER AVENUE



CHEYENNE EXPRESS, INC.
46850 GRAND RIVER AVENUE



CHEYENNE EXPRESS, INC.
46850 GRAND RIVER AVE.



SUNBEIT RENTALS
48595 GRAND RIVER AVENUE



*POWERVAC / SERVICE PRO
44300 GRAND RIVER AVENUE*



*POWER VAC / SERVICE PRO
44300 GRAND RIVER AVENUE*



POWER VAC / SERVICE PRO
44300 GRAND RIVER AVENUE



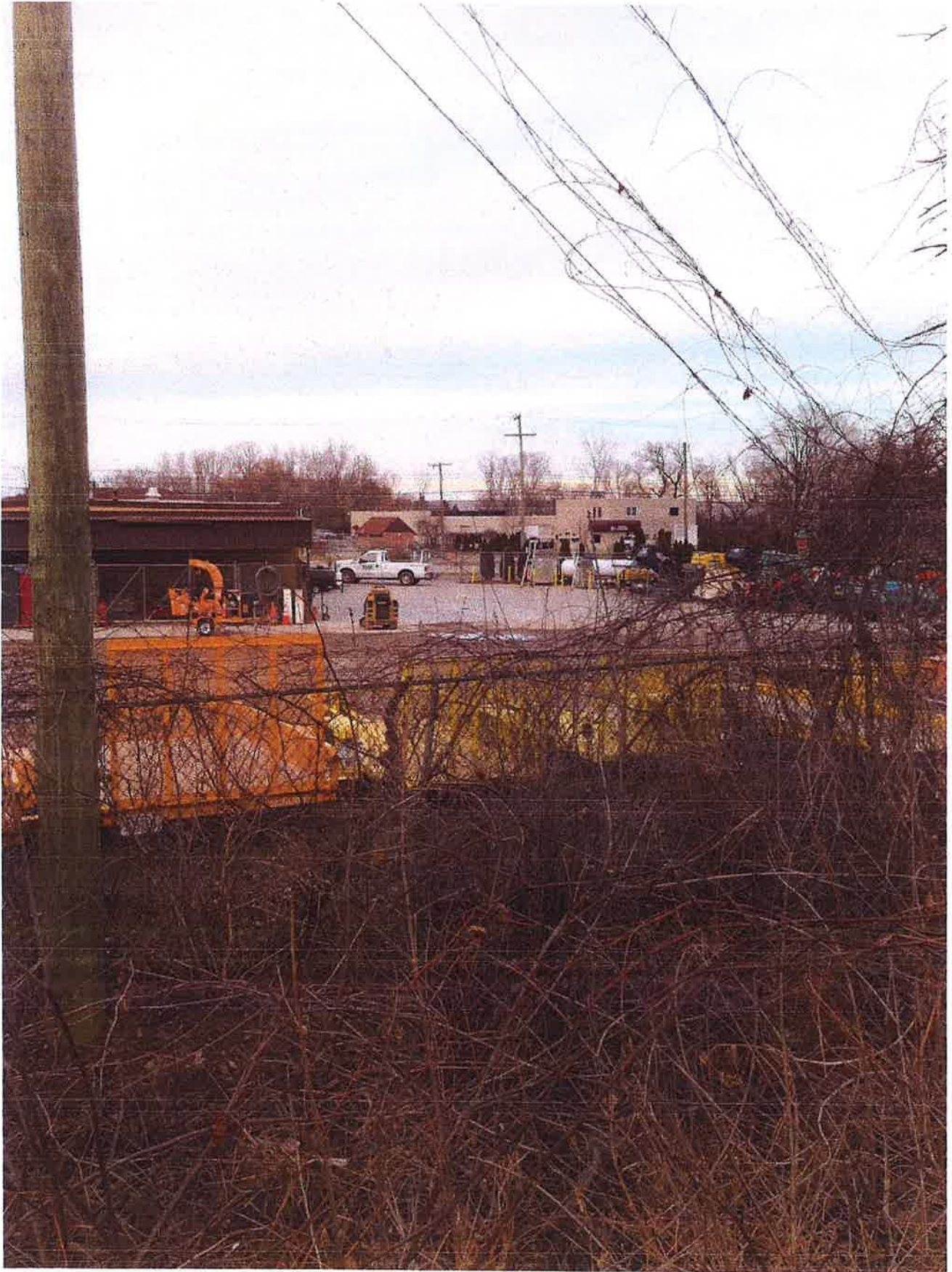
**POWERVAC / SERVICE PRO
44300 GRAND RIVER AVENUE.**



CHETS RENT ALL
44475 GRAND RIVER AVENUE



CHETS RENT-All
44475 GRAND RIVER AVENUE



CHETS RENT-ALL
44475 GRAND RIVER AVENUE



IOWA STEAK CO.
44485 GRAND RIVER AVENUE



IOWA STEAK CO
44485 GRAND RIVER AVENUE



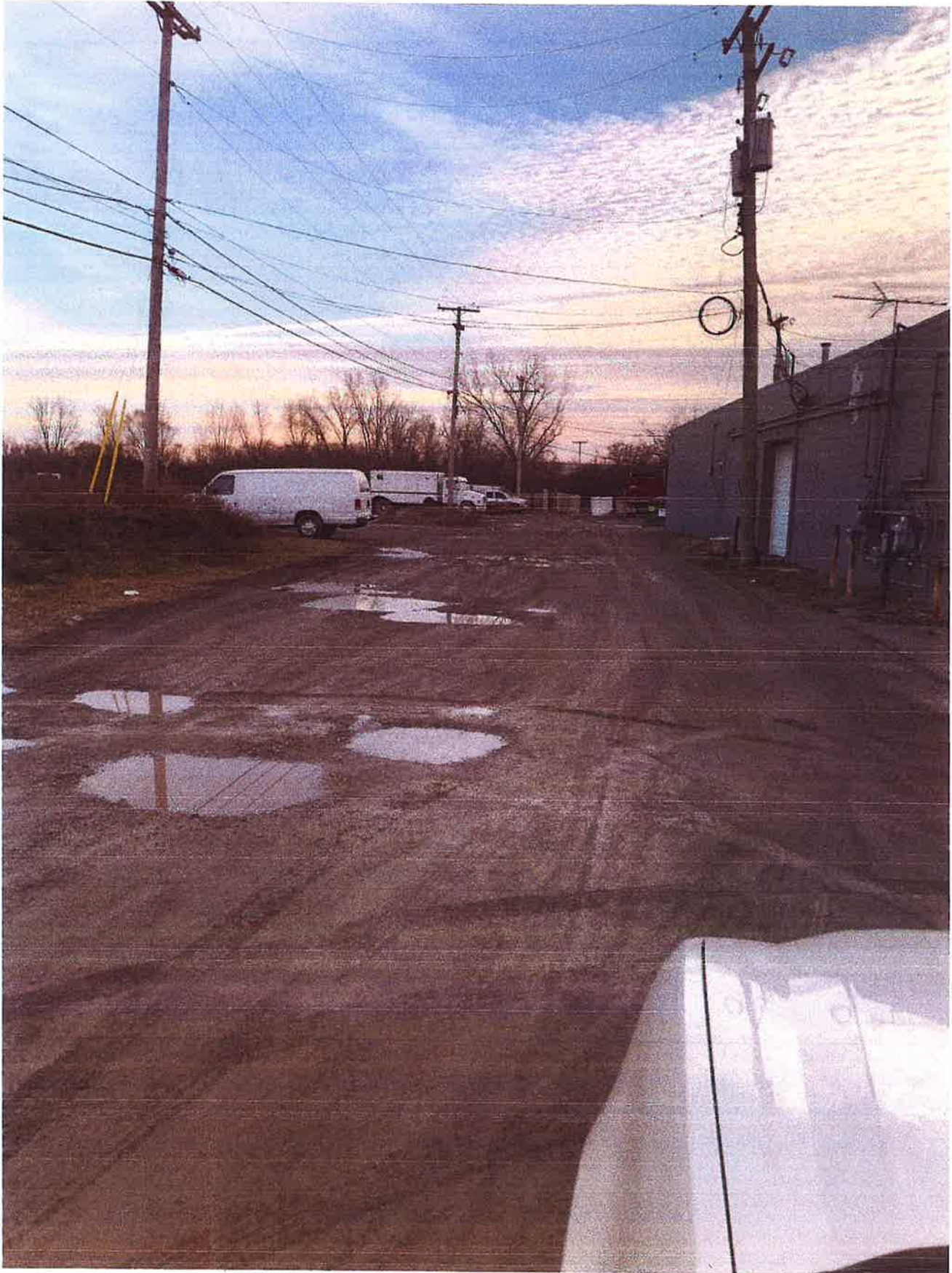
NEON SIGNS PLANET NEON
46593 GRAND RIVER AVENUE



NEON SIGNS PLANET NEON
46593 GRAND RIVER AVENUE



*NEON SIGNS PLANET NEON
46593 GRAND RIVER AVENUE*



CAROL'S UPHOLSTERY
46589 GRAND RIVER AVENUE



**AMERICAN TEMP
46101 GRAND RIVER AVENUE**



TIM'S GLASS
44465 GRAND RIVER AVENUE

PLANNING REVIEW



PLAN REVIEW CENTER REPORT

May 20, 2019

Planning Review

Keford Collision & Towing
JZ 18-32 with Rezoning 18.725

PETITIONER

Keford Collision & Towing

REVIEW TYPE

PRO Concept Plan (2nd Revision)
Rezoning Request from I-1 (Light Industrial) to I-2 (General Industrial)

PROPERTY CHARACTERISTICS

Section	15	
Site Location	South of Grand River Avenue and east of Taft Road	
Site School District	Novi School District	
Current Site Zoning	I-1 Light Industrial	
Proposed Site Zoning	I-2 General Industrial	
Adjoining Zoning	North	I-1 Light Industrial
	East	I-1 Light Industrial
	West	I-1 Light Industrial
	South	R-4 and RA: One Family Residential
Current Site Use	Vacant manufacturing facility	
Adjoining Uses	North	Corrigan Worldwide, Inc
	East	Construction Company
	West	Warehouse Supply Office and Vacant Lots
	South	City Regional Detention Pond and Single Family Homes
Site Size	7.61 Acres	
Plan Date	March 09, 2019	

PROJECT SUMMARY

The petitioner is requesting a Zoning Map amendment for 7.61acre property on the south side of Grand River Ave. between Taft Road and Novi Road (Section 15) from I-1 (Light Industrial) to I-2 (General Industrial). The subject property contains two existing buildings which are currently unoccupied. The applicant proposes to use the larger building (23,493 square feet) for an auto body collision repair shop and related offices, along with an accessory use of car rental services. The car rental service proposes to use up to a maximum of 10 parking spaces in the rear. The applicant states that the potential use for the out building (5,703 square feet) would be a small tool and die shop. No particular subtenants have been identified yet. **In addition to the indoor uses, the applicant proposes to use up to 160 spaces in an enclosed yard in the rear yard for storage of towed vehicles. The 160 spaces in an enclosed yard are now proposed to be gravel surface. Previously, the tow yard was proposed to be asphalt which meets the City standards.**

PRO OPTION

The PRO option creates a “floating district” with a conceptual plan attached to the rezoning of a parcel. As part of the PRO, the underlying zoning is proposed to be changed (in this case from I-1 to I-2) and the applicant enters into a PRO agreement with the City, whereby the applicant submits a conceptual plan for development of the site. The City Council reviews the Concept Plan, and if the plan may be acceptable, it directs for preparation of an agreement between the City and the

applicant, which also requires City Council approval. Following final approval of the PRO concept plan and PRO agreement, the applicant will submit for Preliminary and Final Site Plan approval under standard site plan review procedures. The PRO runs with the land, so future owners, successors, or assignees are bound by the terms of the agreement, absent modification by the City of Novi. If the development has not begun within two (2) years, the rezoning and PRO concept plan expires and the agreement becomes void.

PROJECT REVIEW HISTORY

The applicant submitted for a Pre-Application Meeting, which was held on June 11, 2018.

On August 22, 2018, the plan was presented to Master Planning and Zoning Committee for its input. The Committee provided favorable input.

On September 26, 2018, the Planning Commission held a public hearing and recommended approval to the City Council of the proposed Planned Rezoning Overlay request. The Planning Commission recommended approval of the suggested motion with one addition: Any proposed use of the existing building on the south side of the property would return to the Planning Commission for review.

On November 13, 2018, the City Council tentatively approved the Planned Rezoning Overlay Concept plan and directed the City's Attorney's office to prepare the draft PRO agreement for Council consideration based on the following motion subject to additional deviations and conditions. A copy of the approved motion is attached to the letter.

1. The rezoning request fulfills one objective of the Master Plan for Land Use by supporting the growth of existing businesses.
2. The rezoning is a reasonable alternative as the proposed use is less intense than many of the uses that would be typically allowed under I-2, General Industrial zoning.
3. The rezoning will have no negative impact on public utilities.
4. According to City's Traffic Consultant's report, the proposed Keford Towing and Collision land use would be expected to generate fewer trips than what could be built under the existing I-1 zoning, as well as fewer trips than could be expected for other uses permitted under the proposed I-2 zoning.

RECOMMENDATION

The current revised submittal is provided because the applicant has proposed a change to surface material from Asphalt to gravel for the outside storage yard proposed. No other changes to the use or other improvements are proposed from the previous Concept plan, which was tentatively approved by the City Council.

Approval of the additional deviations requested with this submittal are currently **not recommended** due to proposed gravel surface for the tow yard based on concerns regarding ADA compatibility, striping and other traffic concerns as noted below, and in the Engineering Review letter.

ORDINANCE DEVIATIONS

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

Following are the additional deviations underlined that are being requested and or identified with this submittal. Staff comments follow the request. **The applicant should address the following items in the response letter.**

1. Use of gravel surface in lieu of Asphalt: The City requires parking lots to be paved and curbed as outlined in Section 11-239 of the Design and Construction Standards. The revised Concept plan proposes gravel parking for storage yard in the rear. The applicant has provided a detailed narrative listing the reasons for the request. As noted in the narrative, based on the construction costs and geo-technical studies that the request is made primarily because it is 'not only extremely expensive to build initially but also is virtually impossible to maintain in a paved state given the intended use.'

The applicant has provided a geo-technical evaluation (Exhibit B) of the property and noted that maintenance of an aggregate service lot is expected to be easier and less costly than an asphalt surface lot. The report provides recommendation for different thickness of aggregates to be used based on the intensity of the use and provides a statement about related costs about the maintenance.

The applicant provides limited information regarding the maintenance costs associated with asphalt pavement. The applicant did not provide any comparative construction and/or construction cost information to demonstrate that the ordinance requirement is cost prohibitive.

The applicant has provided photographs of 11 sites (Exhibit C) currently existing in City of Novi which include a portion of the premises used for outdoor storage with gravel parking surface. We have notified our Ordinance department to look into more detail.

Similar to the applicant in this case, Keford, the City Council has approved a Planned Rezoning Overlay Concept Plan for Hadley's Towing further west along Grand River Avenue for a similar use (parking lot to store towed vehicles). Hadley's Towing has proposed to develop the property as an enclosed outdoor storage yard for a total of 271 spaces to be built in two phases. The City Council granted deviations to allow painted islands in lieu of raised end islands and to exceed the maximum 15-space requirement for parking lots. Hadley's Towing also tows damaged vehicles and has proposed asphalt paving for the parking lot. The applicant for Keford Towing has offered a similar public benefit as Hadley's as the use is similar to that of Hadley's Towing. Hadley's was proposing just an outside storage yard, while this project (Keford) proposes an auto body collision, car rental and undetermined tenant space.

Engineering review is not in support of the deviation for the reasons stated in the Engineering review letter. The cost is not a recognized hardship and there are environmental, health and safety concerns with gravel surface. **The applicant should address why an alternate hard surface such as Concrete is not considered. Concrete surface would be able to withstand heavier trucks and related impacts.**

Please confirm that the both types of gravel pavements will be able to hold 35 ton fire trucks. Please also confirm that the proposed loading areas will provide unrestricted fire truck access. Especially, the loading area proposed in the south east corner of the building.

2. Lack of curb and gutter within the outside storage area: It is unclear if a curb and gutter is proposed for the parking lot used to store towed vehicles. Engineering review letter has provided additional comments in their review letter and does not support this deviation. **The applicant shall provide clarification if this deviation is requested and the reasons why.**
3. Lack of parking lot striping. The plan indicates striping on a gravel surface. **It is unclear whether striping is shown to indicate the number of spaces proposes or if it is proposed to be striped. Our Traffic consultants have raised the following concerns with striping the gravel surface.**
 - a. Striping on gravel surface will most likely not be able to meet the MMTCUD Standards. The applicant should demonstrate how proposed striping will meet the Standards.

- b. Striping will chip away due to constant movement and likelihood of gravel displacement. It would require frequent upkeep to ensure that the spaces are maintained and that all striping maintains the 4 inch width.
- c. Striping will be almost impossible to maintain during winter months as the clearing of snow would likely displace gravel.
- d. As gravel becomes displaced, developing new striping will still not cover the previous gravel that has been moved. This will lead to a lot with colored gravel all over the surface and become confusing for users.
- e. Unclear striping will lead to undesirable traffic patterns and disorganized stacking. It may also be difficult to maintain a clear access for fire and emergency vehicles.
- f. Having a gravel surface will not satisfy the requirements of ADA standards (201.3). In all parking facilities, including gravel or grass lots, parking spaces and access aisles must be marked and have firm, stable, and slip resistant surfaces as specified for accessible ground and floor surfaces. The plan proposes a handicap space near the eastern entrance to the storage lot.
- g. The plan does not indicate where the tow trucks will be parked on site. Please indicate how many tow trucks will be parked on site and where. Please indicate whether gravel surface can withstand the weight of the tow trucks.

All deviations from the ordinance requirements are preferred to be identified and included in PRO Agreement. Any deviations identified during later reviews after Concept Plan approval will restart the PRO concept process.

Fire did not note any concerns with the gravel pavement as long as the alternate pavement proposed can hold 35 ton Fire vehicles.

SUMMARY OF OTHER REVIEWS

Engineering Review): The proposed modified PRO Concept Plan does not meet the general requirements on Chapter 11, Storm water management ordinance or Engineering design manual. Engineering is currently not recommending approval.

The plan was not distributed for other reviews for comments as the revisions to the parking lot surface materials did not affect those reviews. All comments from previous review letters still stand. Fire and Traffic comments about the proposed gravel pavement are included in this letter.

A copy of relevant sections of the Planning review of the PRO Concept plan, which is tentatively approved, is attached to the letter for reference.

NEXT STEP: CITY COUNCIL MEETING

The applicant has requested to be placed on June 03, 2019 City Council agenda. There are no additional comments to be addressed at this time. The only item for discussion is the request for variance to allow gravel surface in lieu of required asphalt paving. The applicant has provided a narrative listing the reasons behind the request. The applicant can provide additional response to the updated Engineering review letter. Our City's attorney's office is currently working on the draft. A draft will be provided for your review when it is ready.

Please provide a response letter to additional comments raised in these reviews by May 28, 2019.

If the applicant has any questions concerning the above review or the process in general, do not hesitate to contact me at 248.735.5607 or skomaragiri@cityofnovi.org



Planning Review of PRO Concept Plan for Reference from Previous Review

LAND USE AND ZONING: FOR SUBJECT PROPERTY AND ADJACENT PROPERTIES

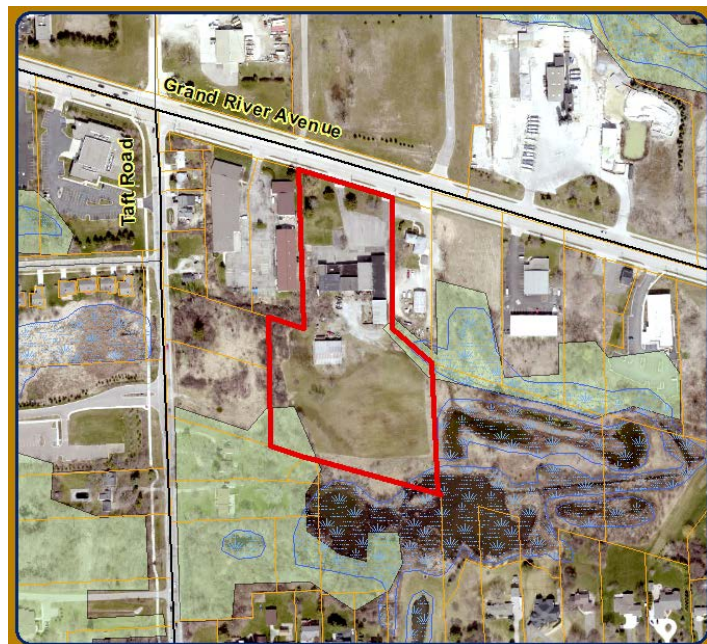
The following table summarizes the zoning and land use status for the subject property and surrounding properties.

	Existing Zoning	Existing Land Use	Master Plan Land Use Designation
Subject Property	I-1 Light Industrial	Vacant manufacturing facility	Industrial Research Development and Technology (uses consistent with I-1 Zoning District)
Northern Parcels (across Grand River Ave.)	I-1 Light Industrial	Corrigan Worldwide, Inc.	Industrial Research Development and Technology (uses consistent with I-1 Zoning District)
Eastern Parcels	I-1 Light Industrial	Construction Company	Industrial Research Development and Technology (uses consistent with I-1 Zoning District)
Western Parcels	I-1 Light Industrial	Warehouse Supply Office and Vacant Lots	Industrial Research Development and Technology (uses consistent with I-1 Zoning District)
Southern Parcels	R-4 and RA: One Family Residential	City Regional Detention Pond and Single Family Homes	Single Family Residential with a density of 1.6 Dwelling Units per Acre

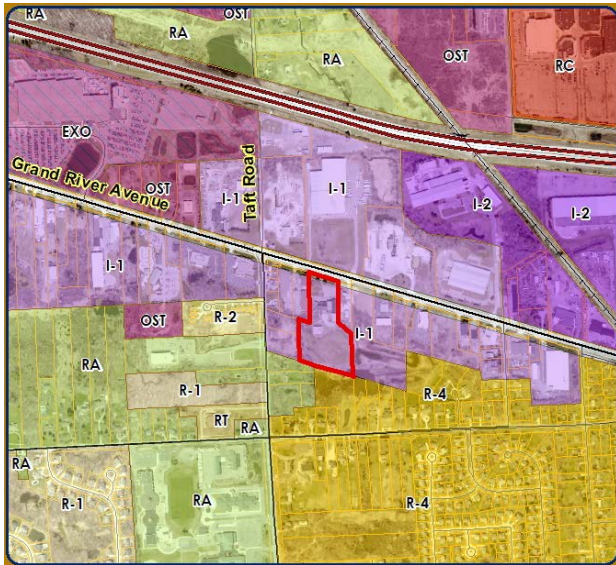
Compatibility with Surrounding Land Use

The surrounding land uses are shown in the above chart. The compatibility of the proposed rezoning with the zoning and uses on the adjacent properties should be considered by the Planning Commission in making the recommendation to City Council on the rezoning request.

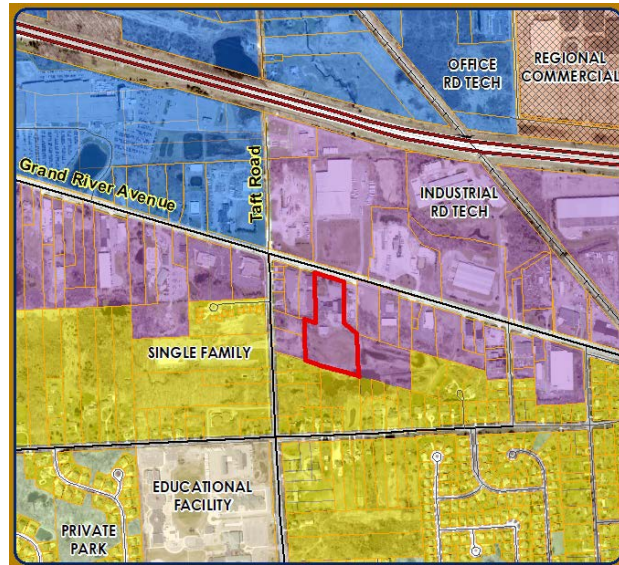
Staff agrees with notes provide by the applicant on Page 4 of their narrative. On page 5 of the applicant’s narrative, the applicant noted that the only I-2 uses which would be conducted on site would be automobile engine and body shop. The applicant stated that a Tool, die, gauge and machine shops, which is listed as another possible use for this site is allowed as a special land use under I-1. **This is incorrect as they are allowed as a Special Land Use in I-1, only when the site does not abut residential district.** The outside use proposed by the applicant appears to be completely hidden from Grand River frontage due to the long span of the existing building.



The subject property is surrounded by similar intensity uses to the north, east and northwest as noted in the table above. The southern property line is approximately 525 feet long. Of which, about 377 feet property abuts residential zoned area, but is being used for citywide regional detention. The rest of the property, about 148 feet, abuts single family lots. **The applicant indicates that existing woodlands that are proposed to be remain in the southwestern area provides adequate screening. Additional screening is not proposed. The applicant has provided supporting visuals to demonstrate that adequate screening in existing/proposed.**



Existing Zoning



Future Land Use

Comparison of Zoning Districts

The following table provides a comparison of the current (I-1) and proposed (I-2) zoning classifications.

	I-1 Zoning (EXISTING)	I-2 Zoning (PROPOSED)
Principal Permitted Uses	See attached copy of Section 3.1.18.B	See attached copy of Section 3.1.19.B Outdoor Storage yards*
Special Land Uses	See attached copy of Section 3.1.18.C Outside storage as an accessory use subject to additional conditions is a Special Land Use	See attached copy of Section 3.1.18.C
Lot Size	Except where otherwise provided in this Ordinance, the minimum lot area and width, and the maximum percent of lot coverage shall be determined on the basis of off-street parking, loading, greenbelt screening, yard setback or usable open space requirements as set forth in this Ordinance.	
Lot Coverage		
Building Height	40 feet	60 feet
Building Setbacks	Front: 40 feet Side: 20 feet Rear: 20 feet	Front: 100 feet Side: 50 feet Rear: 50 feet
Parking Setbacks	Front: Sec. 3.6.2.E Additional regulations if parking is proposed in front yard. Side: 20 feet Rear: 20 feet	Front: Sec. 3.6.2.E Additional regulations if parking is proposed in front yard Side: 10 feet Rear: 20 feet Additional regulations if adjacent to residential district

DEVELOPMENT POTENTIAL

Development under the current I-1 zoning could result in the construction of a light industrial facility or office up to 67,000 square feet that would result in higher trip generation rates to and from the site onto Grand River Avenue than the proposed use. The possible square footage is derived from similar projects in I-1 zoning of a site size approximately the same as the current site area that is proposed to be rezoned (~7 acres). The site abuts a residential district which would result in additional setbacks and limits the area for development. A development in the Beck North Industrial park proposed 67,000 square feet for office/research space which resulted in about 180 parking spaces on a 5.06 acre size.

The development required a Traffic Impact Study as it exceeded the maximum City thresholds. In comparison, the current proposal appears to be considerably less intense.

However, the applicant should address the comments regarding potential uses and the additional information requested in the Traffic study review.

REVIEW CONCERNS

Engineering: The Staff Engineer has reviewed the rezoning request. The review noted that the PRO Concept plan meets the general requirements of Chapter 11 of the Code of Ordinances except for the alternate pavement proposed for the town yard, the Storm Water Management Ordinance and/or the Engineering Design Manual.

Landscape: Landscape review identifies multiple deviations from Ordinance standards especially in the southern portion due to the proposed use of outside storage yard. However, all the requested deviations are tentatively approved by the City Council.

Traffic: Traffic study review notes that the proposed Keford Towing and Collision land use would be expected to generate fewer trips than what could be built under the existing I-1 zoning as well as fewer trips than could be expected under I-2 zoning. Final analysis is pending additional clarification on how the land use sizes were determined, and therefore the comparisons and results may change as a result of the revised RTIS, as requested. Additionally, the trip generation for the 5,703 SF auxiliary building should be included in the RTIS as part of the proposed development.

Wetlands: Wetlands review notes that the total amount of direct (i.e., fill or excavation) impact to on-site wetlands currently indicated is approximately 0.11 acre. The current impact to Wetland A in the southwest portion of the site is for the purpose of parking lot construction. The impact to Wetland B on the east side of the site is for the purpose of constructing parking area/loading ramp. There appears to be impacts to the buffers, but the values are not indicated.

Woodlands: The existing areas of regulated woodlands are located along the eastern edge of the project site and in the southwest corner of the site. One (1) regulated tree is proposed for removal (in the southwest portion of the site), however this tree is in very poor condition and will not require Woodland Replacement credits. Woodlands Review letter noted that no further woodland review of the proposed project is necessary.

Façade: The proposed alteration is in full compliance with the Façade Ordinance. Façade review notes that approval is contingent upon the applicant clarifying that the side and rear elevations will be painted or otherwise treated in a manner that is consistent with the front façade and that the existing natural fired clay tile will not be painted.

Fire: The Fire Department requires emergency access to the proposed gated outside storage yard. Fire noted that gravel pavement should be designed to support a minimum of thirty five (35) ton vehicle.

2016 MASTER PLAN FOR LAND USE: GOALS AND OBJECTIVES

The proposed development could be said to follow some of the objectives listed in the 2016 Master Plan for Land Use update (adopted by Planning Commission on July 26, 2017) as listed below. Staff comments are in **bold**.

1. **General Goal: Economic Development**

Objective: Retain and support the growth of existing businesses and attract new businesses to the City of Novi. **Keford is currently located in Novi on Grand River Avenue just west of Haggerty. The current request would retain the existing business in Novi.**

APPLICANT'S BURDEN UNDER PRO ORDINANCE

The Planned Rezoning Overlay ordinance (PRO) requires the applicant to demonstrate that certain requirements and standards are met. The applicant should be prepared to discuss these items, especially in number 1 below, where the ordinance suggests that the enhancement under the PRO request would be unlikely to be achieved or would not be assured without utilizing the Planned Rezoning Overlay. Section 7.13.2.D.ii states the following:

1. (Sec. 7.13.2.D.ii.a) *Approval of the application shall accomplish, among other things, and as determined in the discretion of the City Council, the integration of the proposed land development project with the characteristics of the project area, and result in an enhancement of the project area as compared to the existing zoning, and such enhancement would be unlikely to be achieved or would not be assured in the absence of the use of a Planned Rezoning Overlay.*
2. (Sec. 7.13.2.D.ii.b) *Sufficient conditions shall be included on and in the PRO Plan and PRO Agreement on the basis of which the City Council concludes, in its discretion, that, as compared to the existing zoning and considering the site specific land use proposed by the applicant, it would be in the public interest to grant the Rezoning with Planned Rezoning Overlay; provided, in determining whether approval of a proposed application would be in the public interest, the benefits which would reasonably be expected to accrue from the proposal shall be balanced against, and be found to clearly outweigh the reasonably foreseeable detriments thereof, taking into consideration reasonably accepted planning, engineering, environmental and other principles, as presented to the City Council, following recommendation by the Planning Commission, and also taking into consideration the special knowledge and understanding of the City by the City Council and Planning Commission.*

PUBLIC INTEREST/ BENEFITS TO PUBLIC UNDER PRO ORDINANCE

Section 7.13.2.D.ii states that the City Council must determine that the proposed PRO rezoning would be in the public interest and the benefits to public of the proposed PRO rezoning would clearly outweigh the detriments. The following are being suggested by the applicant (as listed in their narrative dated July 17, 2018 on Page 5 and 6 as benefits resulting from the project. Excerpts in *Italics* and staff comments in **bold** are provided below

1. *The approval of this PRO application would be in furtherance of Master Plan Objective # 18 to retain and support the growth of existing businesses in Novi.* Staff agrees with the statement, but notes that this is not considered a benefit to the public.
2. *This redevelopment would eliminate a vacant rotting manufacturing facility.* **Any redevelopment to the site would improve the existing conditions. However, the current application provides an immediate opportunity. This is also considered an incidental benefit.**
3. *There would be significantly less traffic under the proposed PRO rezoning than under potential use for this property. The submitted Rezoning Traffic Study corroborates the statement.* **However, this is an incidental benefit. Staff does not consider this as a tangible benefit to public.**
4. *The applicant is voluntarily offering \$10,000 to the City of Novi Grand River Improvement Authority to fund the installation of sidewalks in certain "gap" areas along Grand River Avenue to improve mobility and support the Corridor Improvement Plan.* **The applicant drew a comparison to Hadley's Towing project with regards to donation offered. This could be considered a benefit; however, the applicant should note that the intensity of land uses for this project is different from that of Hadley's Towing. Hadley's was proposing just an outside storage yard. While this project proposes an auto body collision, car rental and undetermined tenant space. Also, there are no sidewalk gaps along Grand River Avenue within the project's vicinity.**

Under the description of the existing site, the applicant also noted that the redevelopment of this site would consist of "clean-up" of the site which has been used as a heavy industrial site for over 50 years. He noted that this could be certainly an aspect of public benefit. More detail is provided under

'Review Concerns' on page 1. Refer to Page 2 and 3 of the applicant's narrative. The applicant proposes to prepare a baseline environmental assessment along with a compliance report.

MAJOR CONDITIONS OF PLANNED REZONING OVERLAY AGREEMENT

The Planned Rezoning Overlay process involves a PRO concept plan and specific PRO conditions in conjunction with a rezoning request. The submittal requirements and the process are codified under the PRO ordinance (Section 7.13.2). Within the process, which is initiated by the applicant, the applicant and City Council can agree on a series of conditions to be included as part of the approval which must be reflected in the Concept Plan and or the PRO agreement.

The PRO conditions must be in material respects, more strict or limiting than the regulations that would apply to the land under the proposed new zoning district. *Development and use of the property shall be subject to the more restrictive requirements shown or specified on the PRO Plan, and/or in the PRO Conditions imposed, and/or in other conditions and provisions set forth in the PRO Agreement.*

On page 5 of his narrative, the applicant noted that the only I-2 uses which would be conducted on site would be automobile engine and body shop. However, the applicant also indicates a potential car rental, which can be considered as accessory use for the auto body shop and a tool and die use for the out building. No particular subtenant has been identified yet. Proposed parking on site also affects the type of uses within the subject property.

The following conditions are tentatively approved by City Council to be included in the draft PRO agreement at their November 13, 2018 meeting.

1. The applicant shall provide \$10,000 for use by the City of Novi Grand River Corridor Improvement Authority in a manner consistent with the Grand River Corridor Improvement Plan, as determined by the Authority in its discretion (by way of example only, funding the installation of sidewalks in certain "gap" areas along Grand River to improve mobility).
2. Outside storage of vehicles shall be limited to 160 parking spaces only.
3. Any proposed use of the existing building on the south side of the property shall return to the Planning Commission for review.
4. If the Applicant, or a successor or company that acquires the Applicant, ceases operation of the proposed outdoor vehicle storage operation at the site, then the City shall have the ability, without objection or challenge in any way by Applicant, to rezone the land to its prior classification of I-1, Light Industrial.

ORDINANCE DEVIATIONS

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

The Concept Plan submitted with an application for a rezoning with a PRO is not required to contain the same level of detail as a preliminary site plan. Staff has reviewed the applicant's Concept Plan in as much detail as possible to determine what deviations from the Zoning Ordinance are currently shown. The applicant may choose to revise the concept plan to better comply with the standards of the Zoning Ordinance, or may proceed with the plan as submitted with the understanding that those deviations would have to be approved by City Council in a proposed PRO agreement. **The following are deviations from the Zoning Ordinance and other applicable ordinances are tentatively approved by City Council at their November 13, 2018 meeting.**

1. Planning deviation from Section 3.1.19.D for not meeting the minimum requirements for side yard setback for Parking (20 feet minimum required, 10.7 proposed in the northwest parking lot);
2. Landscape deviation from Section 5.5.3.A for not meeting the minimum requirements for a 10-15 foot tall landscaped berm or not providing the minimum required screening trees between residentially zoned property and industrial. A berm approximately 7 feet in height is proposed south of the southeast corner of the storage lot, but not along the entire southern frontage, nor at the southwestern corner of the property (not including the preserved woodland);
3. Landscape deviation from Section 5.5.3.C.ii and iii. for lack of interior canopy trees, in the southern portion of the vehicular storage area due to conflict with truck turning patterns.
4. Landscape deviation from Section 5.5.3.C.iv for lack of parking lot perimeter trees along 400 feet of eastern edge of property due to lack of room between drive and adjacent property;
5. Landscape deviation from Section 5.5.3.C.iv to allow planting of parking lot perimeter trees, more than 15 feet away from the edge of the vehicular storage area;
6. Landscape deviation from Section 5.5.3.D for the shortage of a total of 2980 square feet (37%) of required building foundation landscaping for the two buildings;
7. Landscape deviation from Section 5.5.3.D for allowing less than 75 percent of each building perimeter to be landscaped;
8. Landscape deviation from Section 5.5.3.D for the shortage of green scape along the building frontage facing Grand River (60% required, 54% proposed);
9. Landscape deviation from Section 5.5.3.C.ii.i. for the lack of landscape islands every 15 spaces within the enclosed outside storage yard due to the nature of the proposed use;
10. Traffic deviation from Section for proposing painted end islands in lieu of the required raised end islands.

ENGINEERING REVIEW



PLAN REVIEW CENTER REPORT

May 6, 2019

Engineering Review

Keford Collision and Towing
JZ18-0032

Applicant

Pheil, L V

Review Type

PRO Revised Concept plan

Property Characteristics

- Site Location: South of Grand River, east of Taft Road
- Site Size: 7.61 acres
- Plan Date: 03/04/2019
- Design Engineer: Alpine Engineering, Inc.

Project Summary

- Modifications to existing parking lot at existing building and addition of a gravel tow-yard vehicle storage/parking area south of the existing building.
- No changes to water service are proposed.
- No changes to sanitary sewer service, except a possible additional service lead from existing 5,700 square foot storage building.
- Storm water would be collected on site, with bank full detention storage provided with restricted discharge to an off-site regional detention basin.

Recommendation

A deviation from the Design and Construction Standards to allow gravel in the southern portion of the parking lot is **not supported** by engineering staff. All other elements of the PRO Revised Concept plan and Storm Water Management Plan are recommended.

Comments (regarding Deviation Request letter):

The applicant has provided a Deviation Request letter, which asks for the approval of gravel in the southern portion of the parking lot. The City requires parking lots to be paved and curbed as outlined in Section 11-239 of the Design and Construction Standards. The gravel surface as shown would require a Request for Variance from the Design and Construction Standards, subject to the approval of City Council. Engineering staff has the following response to the Deviation Request letter:

1. Installation and maintenance expenses are not generally recognized as a hardship to justify a variance from the Design and Construction Standards.
2. An unpaved surface is a substantial deviation from Section 11-239, which requires paved and curbed parking lots and drive aisles for the entire parking area.
3. Environmental, health and safety concerns are as follows:
 - a. Loose gravel and finer soil particles will enter the storm structures and storm sewers creating maintenance concerns
 - b. Loose gravel and finer soil particles will contribute to the degradation of surrounding wetland habitats and the nearby regional detention basin water quality.
 - c. Vehicles requiring maintenance may leak oil/gas, which can seep into the ground and potentially contaminate ground water and surrounding surface water bodies.

Additional Comments (to be addressed at time of Preliminary Site Plan submittal):

General

4. A right-of-way permit will be required from the City of Novi for work in the Grand River Avenue right-of-way.
5. A right-of-way permit will also be required from the Road Commission for Oakland County (RCOC) for work in the Grand River Avenue right-of-way.
6. Any traffic signs to be placed in the RCOC right-of-way will be installed by RCOC.
7. Provide a note that compacted sand backfill shall be provided for all utilities within the influence of paved areas, and illustrate on the profiles.
8. Provide a construction materials table on the Utility Plan listing the quantity and material type for each utility (sanitary and storm) being proposed.
9. Provide a construction materials table on the Paving Plan listing the quantity and material type for each pavement cross-section being proposed.

10. The Non-domestic User Survey form shall be submitted to the City so it can be forwarded to Oakland County.
11. A letter from either the applicant or the applicant's engineer must be submitted with the Preliminary Site Plan submittal highlighting the changes made to the plans addressing each of the comments in this review.

Utilities

12. Indicate the size and slope of proposed sanitary sewer lead at the existing building on the south portion of the site.
13. A sanitary sewer monitoring manhole within a dedicated 20-foot access easement may be required on the sewer lead.
14. A license agreement will be required for fencing proposed within existing sanitary sewer easement.

Paving & Grading

15. Parking lots shall be paved and curbed as required in Section 11-239 of the Design and Construction Standards. The gravel surface as shown would require a request for Variance from the Design and Construction Standards, subject to the approval of City Council.
16. Refer to City standard paving details and remove any conflicting or redundant details from the plan set.
17. Verify the slopes along the ingress/egress routing to the building from the barrier-free stalls comply with Michigan Barrier-Free regulations.
18. Accessible parking spaces should be located at the building if grading allows. Provide additional top of curb and top of pavement grades.
19. Provide grades along proposed sidewalk from Grand River. An accessible route from the street to the building must be provided.

Storm Sewer

20. A minimum cover depth of 3 feet shall be maintained over all storm sewers.
21. Provide a four-foot deep sump and an oil/gas separator in the last storm structure prior to discharge to the storm water basin.
22. 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.
23. Provide a drainage area map.
 - a. Quantify the area draining to Grand River right-of-way.
 - b. Delineate the area proposed to sheet flow to the detention basin.

Storm Water Management Plan

24. The Storm Water Management Plan (SWMP) shall comply with the Storm Water Ordinance and Chapter 5 of the Engineering Design Manual (refer to the runoff coefficients, 1V:4H allowable basin slopes, etc.).

- a. Refer to Section 5.3 for storm water quality standards. A wet basin or mechanical treatment unit must be used to meet storm water quality standards.
 - b. Provide release rate calculations for first flush and bank full events.
25. Provide supporting calculations for the runoff coefficient determination.
 26. The storm water management plan proposes to maintain an existing condition of site drainage going into the Grand River right-of-way. Review and approval by the Road Commission for Oakland County will be required, and a variance from the Design and Construction Standards is required in any case where all drainage is not captured on-site.
 27. A 25-foot vegetated buffer shall be provided around the storm water basin where any pavement runoff is directed toward the basin.
 28. An adequate maintenance access route to the basin outlet structure and any other pretreatment structures shall be provided (15 feet wide, maximum slope of 1V:5H, and able to withstand the passage of heavy equipment). Verify the access route does not conflict with proposed landscaping.
 29. Restricted discharge to an off-site regional detention basin is proposed. Bankfull storage will be provided on-site. Any applicable storm water detention tap fees will be pro-rated for bankfull detention storage provided on the site.

Off-Site Easements

30. Any required off-site easements must be executed prior to final approval of the plans. Drafts shall be submitted at the time of the Preliminary Site Plan submittal.

The following must be provided at the time of Preliminary Site Plan submittal:

31. A letter from either the applicant or the applicant's engineer must be submitted with the Preliminary Site Plan highlighting the changes made to the plans addressing each of the comments listed above and indicating the revised sheets involved.

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

32. 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).
33. Draft copies of any off-site utility easements, a recent title search, and legal escrow funds must be submitted to the Community Development Department for review and approved by the Engineering Division and the City Attorney prior to being executed.

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

34. A draft copy of the maintenance agreement for the storm water facilities, as outlined in the Storm Water Management Ordinance, must be submitted to the Community Development Department. Once the form of the agreement is approved, this agreement must be approved by City Council and shall be recorded in the office of the Oakland County Register of Deeds.
35. Draft copy of the access easement to sanitary sewer monitoring manhole, if applicable.
36. Executed copies of reviewed and approved off-site easements, if applicable.

To the extent this review letter addresses items and requirements that require the approval of or a permit from an agency or entity other than the City, this review shall not be considered an indication or statement that such approvals or permits will be issued.

Please contact Kate Richardson at (248) 347-0586 with any questions.



Kate Richardson, EIT

cc: Sri Komaragiri, Community Development
George Melistas, Engineering
Darcy Rechten, Engineering

APPLICANTS RESPONSE LETTER

L A W O F F I C E S
LANDRY, MAZZEO & DEMBINSKI, P.C.

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dlandry@lmdlaw.com

37000 GRAND RIVER AVENUE, SUITE 200
FARMINGTON HILLS, MICHIGAN 48335
www.lmdlaw.com

TELEPHONE
(248) 476-6900

FACSIMILE
(248) 476-6564

May 28, 2019

VIA E-Mail Only: skomaragiri@cityofnovi.org

City of Novi Planning Department
45175 West Ten Mile Road
Novi, MI 48375

ATTN: Sri Komaragiri

RE: JSP 18-31 Keford Towing
Application for Rezoning with PRO - Request for Additional Variance for a
Portion of Parking Lot to Gravel Surface

Dear Ms. Komaragiri:

Please accept this as a response to the Planning Review Report dated May 20, 2019, which I received at 4:55 p.m. on May 24, 2019. I appreciate your sending that Review Report directly to me. As was pointed in the Planning Report, the Novi City Counsel tentatively approved the PRO on November 15, 2018. Since that time, the applicant has requested an additional waiver, that is a request that the rear fenced in parking lot where towed vehicles will be stored awaiting repair be constructed with a gravel surface rather than an asphalt surface. I will respond to the concerns expressed on pages 3 & 4 of the Planning Review Report and those concerns expressed on page 2 of the Engineering Department's review letter dated May 6, 2019 which was attached to the Planning Review Report.

1. COST

As addressed in my March 29, 2019 letter, asphalt is not an appropriate surface for this unique use. Large towing trucks loaded with towed vehicles can exceed 66,000 pounds. When such vehicles enter the fenced in rear lot and maneuver to drop off a damaged vehicle into a parking spot such maneuvering of the heavy tow trucks deform the asphalt surface of the lot during the hot summer months. In addition, many damaged vehicles have parts protruding downward and often have no rubber tires on the wheels. The maneuvering of such damaged vehicles actually scrapes the asphalt surface destroying it. In short order, an asphalt surface will in fact become a gravel lot. As such, to not only install but to maintain an asphalt surface becomes very expensive. An asphalt surface is certainly impractical for this unique use. A gravel surface will serve the intended use and can easily and cost effectively be maintained.

An asphalt surface of sufficient thickness to handle tow trucks and towed vehicles would cost approximately \$4 per square foot to install. The rear fenced parking

LANDRY, MAZZEO & DEMBINSKI, P.C.

May 28, 2019

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lot is 83,691 square feet. Thus, the cost of asphalt paving would be \$334,764. A gravel lot would also not require curb and gutter. There is 1,025 linear feet around the lot and at a cost of \$13 per linear foot that curb and gutter would cost \$13,325. Therefore, the total cost to install an asphalt lot with curb and gutter would be \$348,089. A gravel lot would cost approximately \$1.50 per square foot and would total \$125,536. Thus, it would be \$222,553 dollars less to install gravel than asphalt.

However, it is not only the initial construction costs that are of concern, but rather, the maintenance costs. An Asphalt surface would be destroyed by the intended use within five years. Therefore, to maintain an asphalt surface would cost an additional \$334,764 every five years. If this were spread out into repair costs yearly, that yearly cost would be \$66,952 or a complete resurfacing every five years at a cost of \$334,764. That is a major expense which appears impractical in that this unique use would destroy the asphalt surface.

Your recent Planning Review letter inquired about a concrete surface. Concrete is twice as costly as asphalt. Therefore at \$7 a square foot, a concrete lot would cost \$585,837. Such a concrete lot would be destroyed like an asphalt lot and the maintenance cost would be proportionally more expensive.

Regarding the ability of a gravel lot to handle a 35-ton fire truck, attached as Exhibit B to my March 29, 2019 letter is a letter from Testing Engineers & Consultants Inc. In that letter Geotechnical Engineer Harry Papadopoulos confirms that a gravel lot consisting of 18 inches of 23A gravel would accommodate heavy vehicles. I have attached hereto an e-mail from Mr. Papadopoulos confirming the appropriateness of a gravel surface to accommodate fire trucks.

The Concept Plan, sheet number 1, initially showed heavy duty gravel only in the central portion of the rear fenced in lot, where the majority of the heavy truck travel would occur. I have attached hereto an updated sheet number 1 of the Concept Plan which shows heavy duty gravel over the entire rear fenced in lot. Therefore, the entire lot will accommodate fire trucks.

With respect to the loading area, the loading area is located in the southeast corner of the main building. As stated in note number 21 of sheet 1 of the Concept Plan loading will be done with box trucks and extended vans and not semi-tractor trailers. Therefore, this area will be unrestricted for fire truck access.

A concern was also stated regarding the handicap parking spot which is located to the east of the small building within the fenced-in lot. The attached revised sheet 1 of the Concept Plan shows that this handicap spot will be asphalt and striped with the necessary adjacent access area. This space will not be used to park damaged vehicles awaiting repair and that space will be asphalt.

The attached revised sheet number 1 of the Concept Plan also addresses where the towing vehicles will be parked. Keford Collision has 15 tow-trucks and two large towing trailers. The trailers will be parked, while not in use, on the south side of the small building inside of the rear fenced-in parking lot. Those two spaces are clearly marked on sheet 1 of the concept plan as "trailer". The attached revised sheet number 1 of the Concept Plan also depicts parking spaces within the rear fenced-in lot. There are numbers within each row of parking spaces which totals the number of parking spaces within that row. Some of those numbers are surrounded by squares and some of the numbers are surrounded by diamonds. Those parking rows with the number surrounded by squares are the parking spaces for the tow-truck vehicles. Thus, this depicts where those vehicles will be parked. Indeed, under the "site data" on sheet number 1, particularly under "provided parking" you will see that there are 17 spaces for "fleet parking" Please note also, in any given day there are an average of 5 tow-trucks and one trailer out on the road and not in the lot. During the night time hours there are an average of two trucks out on the road.

4. ENGINEERING CONCERNS

The engineering review letter of May 6, 2019 states that "Installation and maintenance expenses are not generally recognized as a hardship to justify a variance..." This statement may well be true in the sense that installation and maintenance are not "generally" recognized. However, the use involved in this project is unique. "Generally," zoning ordinances do not require something that will be destroyed with the expected use and require reinstallation every five years at a cost exceeding \$300,000. Given the impracticability of such an asphalt surface for this unique use, this situation would call for a deviation from what may "generally" be otherwise true.

Regarding the "environmental, health and safety" concern regarding gravel surfaces, as set forth in my March 29, 2019 letter, gravel surfaces abound in the City of Novi. They exist and do not appear to be creating any environmental concerns. Regarding loose gravel potentially entering into storm structures and other areas, it should be noted that the entire rear parking lot is to be completely surrounded by a fence which includes a solid material as depicted on sheet 6 of the Concept Plan. This solid material will be within 2 inches of the bottom of the fence which will be located at ground level. Thus, the fence surrounding the parameter of the lot will prevent migration of any loose gravel outside of the lot. With respect to inside of the lot, the storm structures which are shown on the Concept Plan will be surrounded with a concrete apron as depicted on sheet 6 of the Concept Plan. However, if gravel is approved for this surface there may be no need for these three structures within the rear fenced in lot. This can be addressed at final site plan.

Regarding vehicles which may leak oil/gas, it is indeed a fact that asphalt is comprised of a solid material which is bound together with a petroleum-based substance. Over time that petroleum substance leaches into the ground. Therefore, even an asphalt surface would result in petroleum products leaching into the ground.

LANDRY, MAZZEO & DEMBINSKI, P.C.

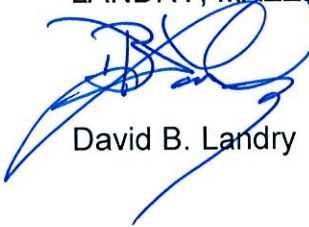
May 28, 2019

Page 4

We thank you for your consideration of this final deviation request and we look forward to addressing the City Council on Monday June 3, 2019. If you have any additional questions, please feel free to contact me at any time.

Very truly yours,

LANDRY, MAZZEO & DEMBINSKI, P.C.

A handwritten signature in blue ink, appearing to read 'DBL', is written over the printed name 'David B. Landry'.

David B. Landry

DBL/ek
Enclosures

David Landry

From: Harry Papadopoulos <harryp@tectest.com>
Sent: Tuesday, May 28, 2019 12:16 PM
To: David Landry
Cc: 'Tom Herrington'; timjherrington@yahoo.com
Subject: RE: Keford Site

Yes David, the use of 18 inches of 23A COMPACTED will support Fire Tracks.

Harry Papadopoulos, PhD

Senior Project Engineer
Geotechnical Services
Testing Engineers & Consultants, Inc.
1343 Rochester Road
PO Box 249
Troy, MI 48099-0249
248.588.6200 ext.110 (office) 248.588.6232 (fax) 313-617-3488 (cell)
www.testingengineers.com

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From: David Landry [mailto:dlandry@lmdlaw.com]
Sent: Tuesday, May 28, 2019 12:00 PM
To: Harry Papadopoulos
Cc: Tom Herrington; timjherrington@yahoo.com
Subject: RE: Keford

Harry:

The City of Novi has posed the following question: Will a gravel surface hold a 35 ton fire truck? Please note that we plan to construct the parking lot as set forth in your letter of March 27, 2019 with the required compaction of fill and 18 inches of 23A gravel.

Please let me know if this will hold a 35 ton fire truck. Thank you.

David B. Landry
Landry, Mazzeo & Dembinski PC
37000 Grand River Ave.
Suite 200
Farmington Hills, MI 48335
dlandry@lmdlaw.com
Phone: 248.476.6900 #13
Fax: 248.476.6564

CITY COUNCIL MEETING MINUTES EXCERPT
November 13, 2018

**REGULAR MEETING OF THE COUNCIL OF THE CITY OF NOVI
MONDAY, NOVEMBER 13, 2018 AT 7:00 P.M.
COUNCIL CHAMBERS – NOVI CIVIC CENTER – 45175 TEN MILE ROAD**

Mayor Gatt called the meeting to order at 7:00 P.M.

PLEDGE OF ALLEGIANCE

ROLL CALL: Mayor Gatt, Mayor Pro Tem Staudt, Council Members Breen, Casey, Markham, Mutch (absent, excused)

ALSO PRESENT: Pete Auger, City Manager
Victor Cardenas, Assistant City Manager
Thomas Schultz, City Attorney
Barb McBeth, City Planner

APPROVAL OF AGENDA:

Mayor Gatt added Committee Assignments to Mayor and Council Issues.

CM 18-11-173 Moved by Casey, seconded by Breen; MOTION CARRIED: 5-0

Roll call vote on CM 18-11-173 **Yeas: Staudt, Breen, Casey, Markham, Gatt**
Nays: None
Absent: Mutch

PUBLIC HEARING:

1. Erhard Motor Sales, Inc., Special Development Option Concept Plan: The subject property is 9.48 acres in Section 23 of the City of Novi and located at the southwest corner of Grand River Avenue and Meadowbrook Road in the GE, Gateway East District. The applicant is proposing a 58,663 square foot car sales facility for Jaguar Land Rover.

Public hearing opened at 7:01PM

Becky Staab, 41887 Cherry Hill, Novi said she has lived on Cherry Hill more than 30 years. She said that she had been notified when this property was going to be a bowling alley. They were also notified when it was going to be a medical center. They were not notified about this until the public hearing was published on the back page of the Novi News. She believed there would be residents from Meadowbrook Glens if they knew this was happening. She was shocked to find that this was approved as a BMW dealership a year ago, they never heard about that either. They had several concerns. They are concerned about traffic. Because of 10 Mile congestion, Cherry Hill has become the primary entrance and exit for Meadowbrook Glens. She said if you want to go east you cannot get out on the other two streets. When they looked at plans, they saw something about a pedestrian connectivity. When they looked at the plans it had something about a pathway from the service department to Cherry Hill. She was concerned about that. Unless they live in Meadowbrook Glens or live in the Senior Citizen Center, there is no reason to have a pathway into the Meadowbrook Glens

Ordinance, and (2) is in harmony with the purposes and conforms to the applicable site design regulations of the zoning district in which it is located.

Roll call vote on CM 18-11-176

Yeas: Markham, Gatt, Staudt

Nays: Breen

Absent: Mutch

Abstain: Casey

Member Casey returned to the Council Chambers at 8:11 PM.

2. Consideration for tentative approval of the request of Keford Collision and Towing, JSP 18-31, with Zoning Map Amendment 18.725, to rezone property in Section 15, located on the south side of Grand River Avenue, east of Taft Road, from I-1 (Light Industrial) to I-2 (General Industrial) with a Planned Rezoning Overlay (PRO) and corresponding Concept Plan. The property totals 7.61 acres and contains two existing buildings. The applicant is proposing to reuse the existing larger building (23,493 square feet) for an auto body collision repair shop and related offices, with accessory car rental services, and use the rear portion of the property as a vehicle tow yard.

David Landry addressed City Council on behalf of Keford Collision and Towing. Mr. Landry said they were there on behalf of an application for rezoning with PRO overlay. He said it was 7.6 acres which is currently Zoned I-1, Light Industrial and they want to rezone it to Zoned I-2 simply and to limit the I-2 uses to the auto engine and body repair and outdoor storage. He said the reason is that they are losing their lease. Keford Collision and Towing has been in Novi over 30 years. The property is owned by Mercedes Benz. They received notice a year ago that Mercedes Benz received notice from Germany that they want to move into our building. They have been wonderful landlords, and they have had a great relationship them. They said unfortunately Germany wants them to expand. They don't want to leave Novi. Keford is a reputable company. The City has done business with them for years. They simply need a place to stay in Novi. This site is perfect. This particular site is moving to a less congested place. He said it is surrounded on three sides by industrial property. The south is residential, but no residents will ever live there because it's a regional stormwater detention area. All property is owned by City of Novi. It never will be populated as residence. The rear is completely screened by existing building which covers north end of this. You won't see cars being stored from Grand River because of screening. He said that the existing use is Industrial which it has been since the 1940's. It has been operated by a company called Amcorp since 1987. They manufacture and assemble large machinery. They did a Phase 1 Report and it was reported that the interior was loaded with solvents, oils, petroleum projects, with concerns about leaking onto ground. He said then they did a Phase 2 Report and luckily it came up that there were no volatiles on this property and no reason why it has to be remediated. They did find some soil there is arsenic and chromium. When the City built the stormwater detention, they added dirt which now contains arsenic and chromium. That will not require anything more than baseline

environmental assessment and compliance report which they will gladly do. The MDEQ has no problems with this. The Master Plan is Zoned Industrial which they want to keep. One of the objectives of Master Plan update is to retain and support growth of existing business in Novi. That's us. The proposed use is the main building as collision shop. In rear there is an existing building that is unique. They were told that it has enough electricity to power a small city. They don't need it for their operations, but they would like the opportunity to lease it out to small tool and die shop. They do not have anybody in particular yet. They will deal with the limitations of the PRO. He said the other tenant in the NW end there is small office. It would be perfect for small car rental. He said the changes would include a clean-up of the existing building. The façade has been approved. They will bring front parking up to code. They will include berms, islands for customers and employees. No towed vehicles in front. The public benefit is that the traffic generated by this use is less than many of Zoned I-1 uses that could go in there. This will clean up the site and retain business. They proposed donating \$10K to Grand River Improvement Authority. He mentioned that Council approved something virtually identical to Hadley. They are following suit. Since the Planning Commission, they had additional discussion and agreed that if the applicant ceased outdoor vehicle storage, the City can revert back to Zoning I-1. They have been working with staff and have a great relationship. They are asking for a couple of landscape waivers. He said the Planning Commission suggested approval. One of them is the waiver of requirement for raised parking lot end islands. The waiver is not in the front, but in rear. He explained that with large vehicles towing, this creates a huge problem. He said the same with trees in back. It conflicts with the nature of the business. The other waiver is landscape screening. With respect to rear storage area, they are proposing a fence block fabric. It goes on the fence that you can't see through. It is a 98% visual blockage. We would put that surrounding this entire rear parking area so you would not see parking area. He stated that along the western edge, they are proposing a solid line of trees. They would add evergreens to increase blockage. There is a natural berm at south end. They are proposing on southeast a 5 foot berm with 8 foot evergreens on top. He said with the closest two residences they did a sight line, they can't see over fence. The other home is over 650 feet and not adjacent their property; you wouldn't see any cars from there as well. He stated they asked landscape waivers for interiors trees, perimeter trees, and hoped City Council would go by the recommended approval. This is consistent with the Master Plan; he reiterated that it maintains business, less traffic, consistent with city and public benefit with donation. The applicant is not some developer; it's a Novi family business. They have been here 30 years and they want to be here 30 years from now. This does not require a leap of faith you can see how they retain and maintain our current business.

Member Markham said she loved this. It is a Novi business that is here. They want to improve the facility. They are taking a blighted sight and making it better. She agreed that it sounds like a really nice fit. She was happy to see Grand River getting better looking over the years. She said she would be supporting the approval of the project.

Mayor Pro Tem Staudt thanked Mercedes Benz for their investment in our community and forcing their tenants to become property owners. This is win-win. They get a great

company like Mercedes Benz expanding and we get a completely new redeveloped area. The Harrington brothers have been a good business partners for the City of Novi over the years. He was pleased to see that they are expanding.

CM 18-11-177 Moved by Staudt, seconded by Casey; MOTION CARRIED: 5-0

Tentative approval of the request of Keford Collision and Towing, JSP 18-31, with Zoning Map Amendment 18.725, to rezone property in Section 15, located on the south side of Grand River Avenue, east of Taft Road, from I-1 (Light Industrial) to I-2 (General Industrial) with a Planned Rezoning Overlay (PRO) and corresponding Concept Plan, based on the following findings, City Council deviations, and conditions, with the direction that the City Attorney's Office shall prepare the required Planned Rezoning Overlay Agreement and work with the applicant to return to the City Council for Final Consideration pursuant to the PRO Ordinance:

- 1. The recommendation shall include the following ordinance deviations for consideration by the City Council:**
 - a. Planning deviation from Section 3.1.19.D for not meeting the minimum requirements for side yard setback for Parking (20 feet minimum required, 10.7 proposed in the northwest parking lot);**
 - b. Landscape deviation from Section 5.5.3.A for not meeting the minimum requirements for a 10-15 foot tall landscaped berm or not providing the minimum required screening trees between residentially zoned property and industrial. A berm approximately 7 feet in height is proposed south of the southeast corner of the storage lot, but not along the entire southern frontage, nor at the southwestern corner of the property (not including the preserved woodland);**
 - c. Landscape deviation from Section 5.5.3.C.ii and iii. for lack of interior canopy trees, in the southern portion of the vehicular storage area due to conflict with truck turning patterns.**
 - d. Landscape deviation from Section 5.5.3.C.iv for lack of parking lot perimeter trees along 400 feet of eastern edge of property due to lack of room between drive and adjacent property;**
 - e. Landscape deviation from Section 5.5.3.C.iv to allow planting of parking lot perimeter trees, more than 15 feet away from the edge of the vehicular storage area;**
 - f. Landscape deviation from Section 5.5.3.D for the shortage of a total of 2980 square feet (37%) of required building foundation landscaping for the two buildings;**

generate fewer trips than what could be built under the existing I-1 zoning, as well as fewer trips than could be expected for other uses permitted under the proposed I-2 zoning.

Member Casey said on the face of it, some of the landscape deviations in black and white were concerning, however the description provided and images has alleviated her concerns. She appreciated the extra due diligence to make sure their screening ever for the people that are about a half mile behind them. She said she would support the proposal.

Member Breen echoed her colleagues. She was glad to see Keford would be staying in Novi. He stated her biggest concern was the open water to south. She would like to see additional care that there is adequate screening. She would like to see if there was anything we can do to make sure residents are adequately protected from any additional noise. She asked staff about how many feet of sidewalk does \$10,000 get us? Director of Public Works Herczeg responded to the question and said that a sidewalk cost approximately \$6.00 per square foot.

Mayor Gatt stated that he was police officer before Keford came to town and we had several different towing companies always causing stress. Then Keford showed up and nothing has been better since. They are good people, and it is a good business.

Roll call vote on CM 18-11-177

Yeas: Gatt, Staudt, Breen, Casey, Markham

Nays: None

Absent: Mutch

3. Approval of the request of Superior Air-Ground Ambulance of Michigan for an Unlisted Use Determination under Section 4.87 of the Zoning Ordinance. The applicant is requesting a determination on the appropriateness of a 24-hour private Emergency Medical Service business as a Special Land Use in the I-1, Light Industrial Zoning District.

Andy Brown, representative for Superior Ambulance thanked Council for considering this motion. Superior was selected in January to provide the emergency medical services for the City of Novi. He stated that currently they deploy three dedicated ambulances; one is located in Station 2, and another located in old Station 5 along Beck Road and another at Station 3 along 9 Mile Road. As they anticipated as part of the volume, there is contractual obligation, if those three units are exhausted they have the responsibility to still maintain a level of ambulance service to respond to all the calls. They have been able to do it. They have to move units from other farther locations out into the City. This creates delays and service concerns. They've been looking for locations within City to move part of their operation that is currently in Southfield that has two ambulances in it, to a building within Novi. This will help supplement the overflow response criteria, but also continue to service hospitals in areas. Primarily Henry Ford West Bloomfield and Providence Park Novi for their inter facility services and

Consultant Review Committee and he will be on the Ordinance Review Committee and the Rules Committee. He said he had a big role to fill and a big task ahead.

CONSENT AGENDA REMOVALS FOR COUNCIL ACTION:

- C. Approval to award professional services contract to McKenna, for preparation of an update to the Non-Motorized Master Plan in the amount not to exceed \$38,640.

Mayor Pro Tem Staudt requested that they postpone Item C until the review it with the Walkable Novi Committee. He thought they could provide some input.

CM 18-11-183 Moved by Staudt, seconded by Gatt; MOTION CARRIED: 5-0

To postpone Item C until further discussion with the Walkable Novi Committee.

Roll call vote on CM 18-11-183

**Yeas: Breen, Casey, Markham, Gatt, Staudt
Nays: None
Absent: Mutch**

ADJOURNMENT – There being no further business to come before Council, the meeting was adjourned at 8:59 P.M.

Cortney Hanson, City Clerk

Robert J. Gatt, Mayor

Transcribed by Deborah S. Aubry

Date approved: November 26, 2018