

CITY of NOVI CITY COUNCIL

Agenda Item 3

May 20, 2019

SUBJECT: Consideration of a deviation from Subdivision Ordinance, Appendix C, Section 4.04 for the lack of a secondary connection at an interval exceeding one thousand three hundred feet for the site plan associated with Woodbridge Park (parcel 50-22-26-300-015) located at the northeast corner of Nine Mile and Novi Road.

SUBMITTING DEPARTMENT: Department of Community Development, Planning Division

CITY MANAGER APPROVAL: PA

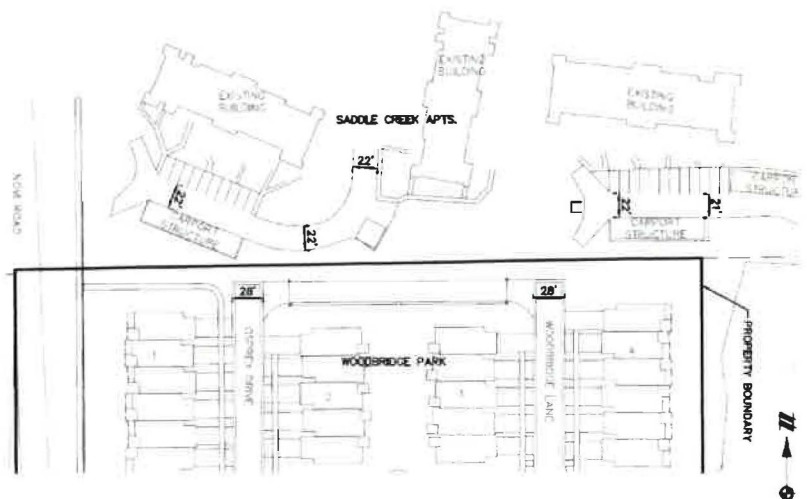
BACKGROUND INFORMATION:

The applicant, Pulte Homes of Michigan, LLC, is proposing a 40-unit multi-family residential development with frontage and access to Nine Mile Road. The subject property is approximately 9 acres and is located at the northeast corner of Nine Mile and Novi Road. Private roads are proposed to serve the development. The development also proposes a connection to the Shiro restaurant parking lot located to the east for secondary emergency access only.

The Planning Commission approved a development plan on May 23, 2018, subject to City Council approval for the lack of a stub street or connection to adjacent existing residential development to the north. The site grading and layout plans from the Final Site Plan are attached. The request was presented to the City Council at their May 6, 2019 meeting. The City Council postponed their decision and requested additional clarification.

The applicant has provided a detailed response along with corresponding exhibits. The applicant states that the connection is impractical because of topography and it will result in creation of undesirable traffic patterns in the area. Staff reviewed the exhibits and is in general agreement with the reasons stated. The following paragraph summarizes the applicant's response.

There are two possible locations to provide a stub street to the existing apartment community (Saddle Creek) to the north as shown in the image to the right. The applicant notes that Woodbridge Park requires a retaining wall along much of the north property line, amounting to 315 feet. The applicant states that it is impractical to extend Osprey Drive (on the west) due to potential conflict with the proposed 3 foot retaining wall along northern property line. The applicant's



response letters include a cross-section that demonstrates the conflict. It appears that the extension of Woodbridge Lane (on the east) to connect to the existing drive in Saddle Creek apartments would require fill to be placed at the end of the street to match the existing grade. The applicant states that any proposed fill would block the existing yard basin in Saddle Creek, would require reconfiguration of the storm sewer and would modify the existing drainage patterns on the Saddle Creek property. Further, if Saddle Creek were to consider making a street connection, it would most likely result in removal and relocation of existing carports, reconfiguration of storm sewer and drainage patterns in the area, removal of tee-turnaround, and relocation of the existing dumpster and dumpster enclosure, according to the applicant's analysis of the situation.

Section 4.04.A.1. (b) of the Appendix C to the City Code, the Subdivision Ordinance provides the ordinance standard, and reasons for granting a variance from this standard:

- (b) Streets shall extend to the boundary of the subdivision to provide access to adjoining property at intervals along the property boundary not to exceed one thousand three hundred (1,300) feet, unless one of the following conditions is found to exist:
 - (1) **The extension is impractical because of topography**, the dimensions of the property subdivided, or other natural features, including but not limited to, regulated woodlands and wetlands;
 - (2) The extension will result in the creation of undesirable traffic patterns not customarily found in residential areas.

With the additional information provided, staff supports a variance from this standard since the extension of the proposed road systems in Woodbridge Park would be impractical because of topography.

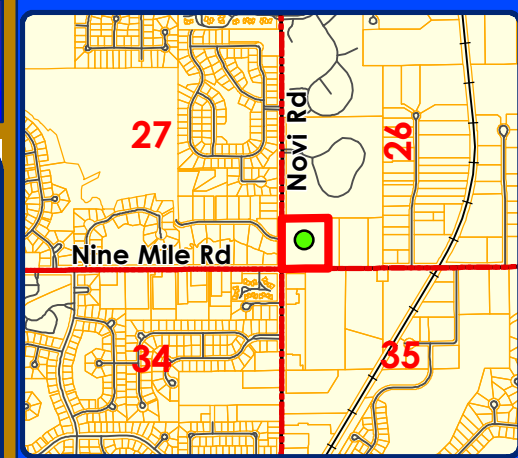
It should also be noted that the Ordinance only requires a connection to be provided to the subject property's line. Any off-site connections would be at the adjoining property owner's discretion. Further extension of a connecting road system off-site seems unlikely due to the reasons stated above. Staff supports approval of the requested deviation from Subdivision Ordinance, Appendix C, Section 4.04.A.1, since the connection is impractical because of topography. Please refer to attached Planning memo for additional information.

RECOMMENDED ACTION: Approval of a deviation from Subdivision Ordinance, Appendix C, Section 4.04 for the lack of a secondary connection at an interval exceeding one thousand three hundred feet for the site plan associated with Woodbridge Park (parcel 50-22-26-300-015) located at the northeast corner of Nine Mile and Novi Road, since the extension of the road system would be impractical due to topography and result in a practical difficulty for the applicant, as demonstrated by the materials submitted, and because the extension is unlikely to be taken advantage of by the adjacent property owner and therefore the deviation would not impede an expected connection as contemplated by the ordinance.

MAPS
Location
Natural Features
Context Map

JSP 17-67: WOODBRIDGE PARK

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: 05/18/18
Project: JSP 17-67: WOODBRIDGE PARK
Version #: 1



1 inch = 122 feet

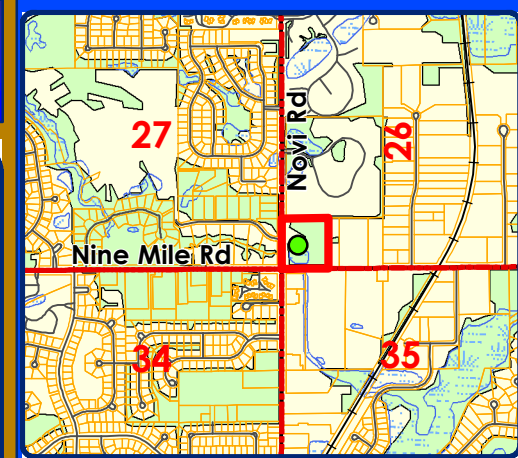


MAP INTERPRETATION NOTICE

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

JSP 17-67: WOODBRIDGE PARK

Future Land Use



- LEGEND**
- Sections
 - WETLANDS
 - WOODLANDS



City of Novi
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1 inch = 122 feet

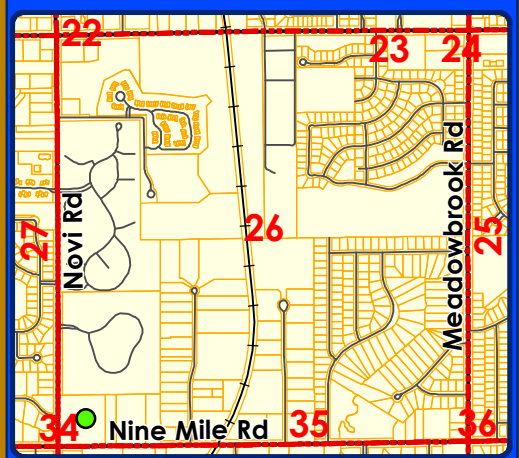


MAP INTERPRETATION NOTICE

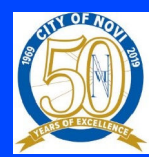
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JSP 17-67 WOODBRIDGE PARK

Context Map



LEGEND
 Sections



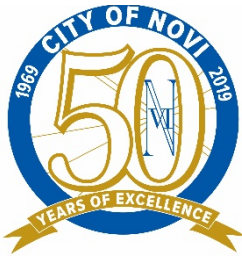
City of Novi
Dept. of Community Development
City Hall / Civic Center
45175 W Ten Mile Rd
Novi, MI 48375
cityofnovi.org

Map Author: Sri Komaragiri
Date: 05/03/19
JSP 18-62 TEXAS ROADHOUSE
Version #: 1



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MEMORANDUM



TO: PETE AUGER, CITY MANAGER
THRU: BARBARA MCBETH, AICP, CITY PLANNER
FROM: SRI RAVALI KOMARAGIRI, PLANNER
SUBJECT: JSP 17-67 WOODBRIDGE PARK
DATE: MAY 15, 2019

The purpose of this memo is to provide a staff update about a variance request for JSP 17-67 Woodbridge Park, which was discussed and postponed at the May 6, 2019 City Council meeting.

The applicant, Pulte Homes of Michigan, LLC, is proposing a 40-unit multi-family residential development with frontage and access to Nine Mile Road. The subject property is approximately 9 acres and is located at the northeast corner of Nine Mile and Novi Road. Private roads are proposed to serve the development. The development also proposes a connection to the Shiro restaurant's parking lot located to the east for secondary emergency access only. The Planning Commission approved a development plan on May 23, 2018, subject to City Council approval for the lack of a stub street or connection to adjacent existing residential development to the north.

Variance Request

The proposed layout did not propose a stub connection to one of the adjacent properties as noted in sec 4.04 of our Subdivision Ordinance, which states the following: Section 4.04.A.1. (b) of the Appendix C to the City Code, the Subdivision Ordinance provides the ordinance standard, and reasons for granting a variance from this standard:

- (b) *Streets shall extend to the boundary of the subdivision to provide access to adjoining property at intervals along the property boundary not to exceed one thousand three hundred (1,300) feet, unless one of the following conditions is found to exist:*
 - (1) *The extension is impractical because of topography, the dimensions of the property subdivided, or other natural features, including but not limited to, regulated woodlands and wetlands;*
 - (2) *The extension will result in the creation of undesirable traffic patterns not customarily found in residential areas.*

Additional clarification provided based on previous Council discussion

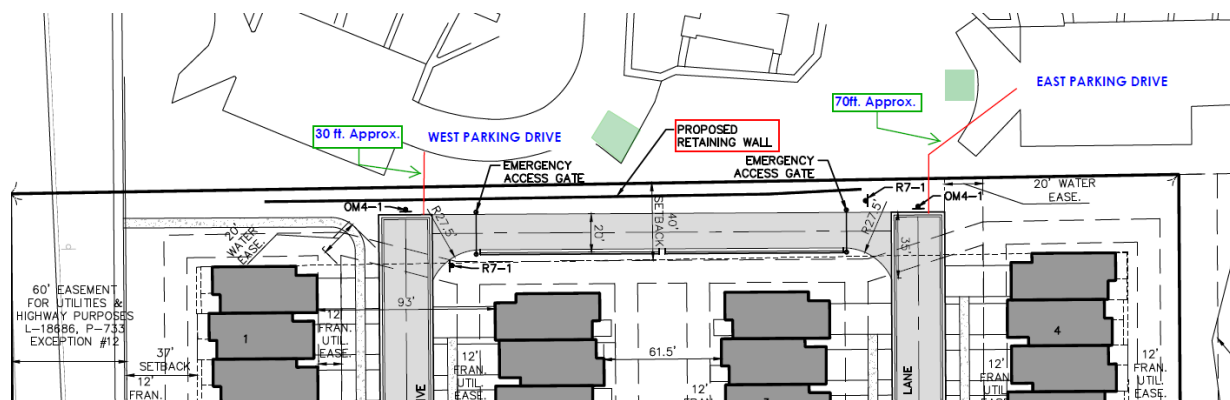
The request was presented to the City Council at their May 6, 2019 meeting. The City Council postponed their decision and requested additional clarification. As part of the discussion, the City Council requested additional information from staff and the applicant to demonstrate that a second access to the development cannot be provided by using pictures or other exhibits. The applicant states that the connection is impractical because of topography and it will result in creation of undesirable traffic

patterns in the area. Exhibits include plan and cross-sections at the end of the Osprey Drive and Woodbridge Lane, site photographs and few other references. Below is an aerial image that shows the existing conditions at the property boundary in discussion.



The City Council also inquired whether a second access to Novi Road was considered in the preliminary design. The initial concept plans did consider a second access to Novi Road. However, after further engineering design it was determined that it is not practical to make that connection as the proposed layout would exceed the maximum allowed road slope. A second access to Shiro restaurant is currently proposed, but is restricted to Fire and emergency access only.

There are two possible locations to provide a stub street to the existing apartment community (Saddle Creek) to the north as shown in the image below. There is approximately 30 feet from edge of pavement from Osprey Drive to potential connection point to the western parking drive in Saddle Creek and about 70 feet from Woodbridge lane to potential connection to the eastern parking drive.

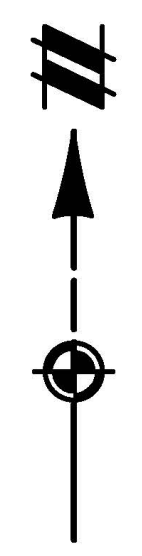
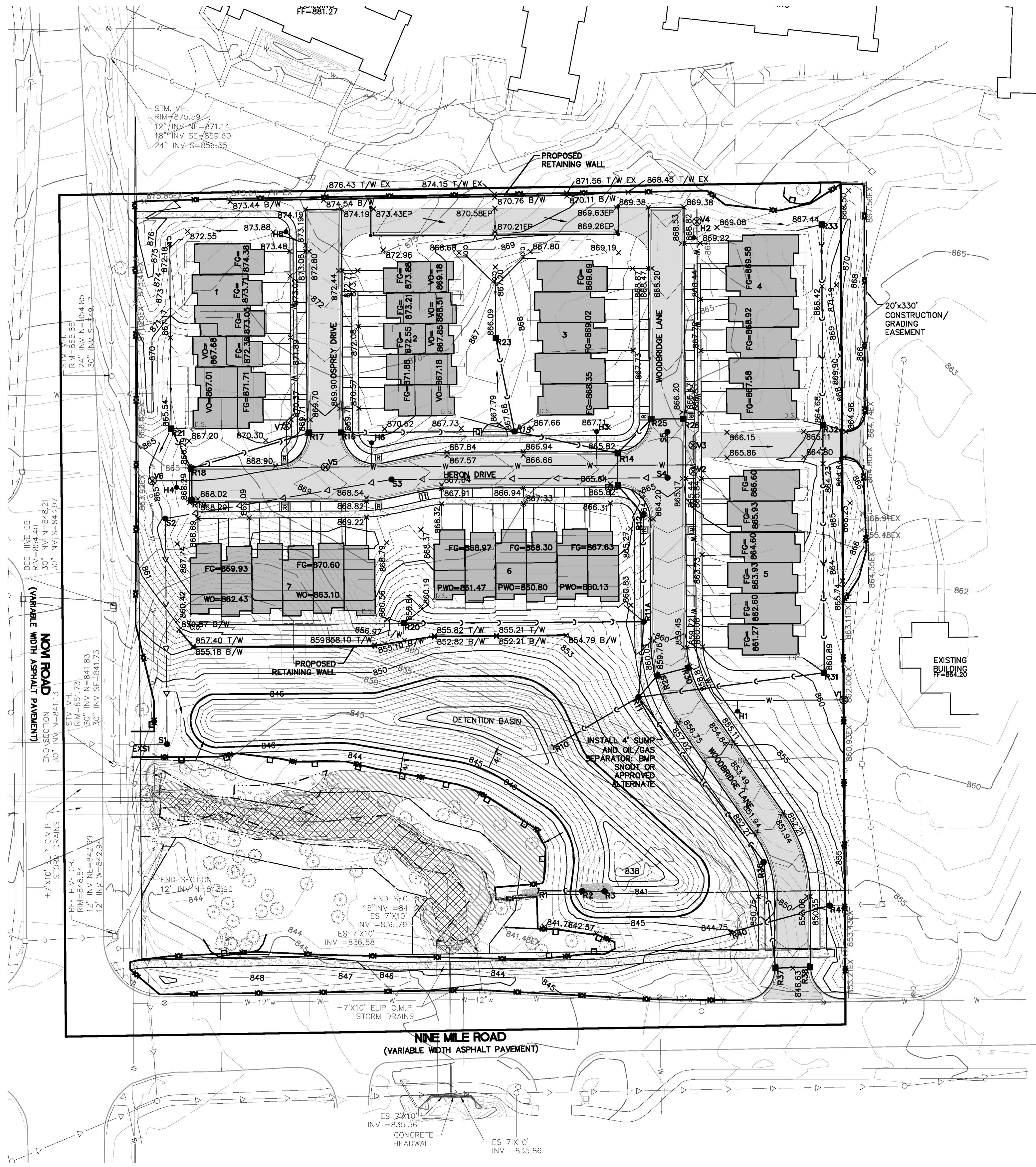


The applicant notes that Woodbridge Park requires a retaining wall along much of the north property line, amounting to 315 feet (indicated as red line in the image below). The applicant states that it is impractical to extend Osprey Drive (on the west) due to potential conflict with the proposed 3 foot retaining wall along northern property line. The applicant's response letters include a cross-section that demonstrates the conflict. It appears that the extension of Woodbridge Lane (on the east) to connect to the

SITE PLAN

(Full plan set available for viewing at the Community Development Department.)

K:\V7001466\DWG\PLAN SET\SITE-FINAL\70014665F-02-C.DWG 3/7/2019 11:18 AM BRETT DADABAUDH



GRADING NOTES

1. THE RIGHT-OF-WAY PATHWAY WILL MATCH EXISTING GRADE AT BOTH ENDS.
2. WETLAND BUFFERS IMPACTED BY CONSTRUCTION SHALL BE RESTORED WITH THE WETLAND EDGE SEED MIX SPECIFIED ON SHEET 23 OR APPROVED ALTERNATE.
3. TEMPORARY STOCKPILING OF MATERIAL IS NOT ANTICIPATED. IF NEEDED, STOCKPILES WILL BE PLACED IN THE LOCATION OF THE PERMANENT BERMS AND TEMPORARY SILT FENCE SHALL BE INSTALLED SURROUNDING ANY STOCKPILE MATERIAL.
4. SLOPES STEEPER THAN 1V:6H SHALL BE STABILIZED WITH EROSION CONTROL BLANKET.
5. ALL CULVERT END SECTIONS MUST BE PROVIDED WITH GROUTED RIPRAP IN ACCORDANCE WITH CITY ORDINANCE SPECIFICATIONS.
6. INSTALLATION OF SILT FENCING AND TREE FENCING SHALL NOT OCCUR PRIOR TO THE INITIAL CITY PRECONSTRUCTION MEETING.
7. RETAINING WALLS SHALL BE BOULDER TYPE OR APPROVED OTHER. DESIGN TO BE PROVIDED BY OTHERS. ALL RETAINING WALLS TO BE LESS THAN 48-INCHES IN HEIGHT.
8. IT IS THE DEVELOPER'S RESPONSIBILITY TO GRADE AND STABILIZE DISTURBANCES DUE TO THE INSTALLATION OF PUBLIC UTILITIES.
9. 8" SDR 26 PVC STORM BUILDING LEADS ARE TO BE LAID AT 0.5% MINIMUM AND ARE INTENDED TO COLLECT DOWNSPOUTS AND SUMP DISCHARGES WHERE APPLICABLE.

LEGEND

| | | | |
|--|------------------------------|--|-----------------------------|
| | BOUNDARY LINE | | EXIST. CULVERT |
| | EXIST. EASEMENT | | EXIST. CATCH BASIN/INLET |
| | SECTION LINE | | EXIST. HYDRANT |
| | BOUNDARY/PROPERTY LINE | | EXIST. VALVE |
| | EXIST. SETBACK | | EXIST. SANITARY SEWER |
| | EXIST. CONTOUR | | PROP. SETBACK |
| | EXIST. TREE LINE | | PROP. BUILDING INTERIOR |
| | EXIST. CURB AND GUTTER | | PROP. WALL |
| | EXIST. FENCE | | PROP. PARKING STRIPE |
| | EXIST. GRAVEL | | PROP. BACK OF CURB |
| | EXIST. BUILDING | | PROP. ASPHALT |
| | EXIST. WETLAND | | PROP. LOT LINE |
| | EXIST. FLOODPLAIN | | PROP. PARKING STRIPE |
| | EXIST. WETLAND BUFFER | | PROP. CONTOUR |
| | EXIST. OVERHEAD ELEC. LINE | | PROP. SILT FENCE |
| | EXIST. OVERHEAD TELE. LINE | | PROP. TREE PROTECTION FENCE |
| | EXIST. CABLE LINE | | PROP. STORM SEWER |
| | EXIST. UNSPECIFIED UTILITIES | | PROP. SANITARY |
| | EXIST. GAS | | PROP. WATER MAIN |
| | EXIST. STORM | | PROP. END SECTION |
| | EXIST. WATER MAIN | | PROP. CATCH BASIN/INLET |
| | EXIST. SANITARY | | PROP. WATER VALVE |
| | | | PROP. FIRE HYDRANT |
| | | | PROP. MANHOLE |

811
Know what's below.
Call before you dig.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. 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.

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.

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ANN ARBOR, MI 48104
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SECTION 26
TOWN 1 NORTH, RANGE 8 EAST
CITY OF NOVI
OAKLAND COUNTY, MICHIGAN

PULTE HOMES OF MICHIGAN, LLC
WOODBRIDGE PARK
FINAL SITE PLAN
GRADING PLAN

DATE: NOVEMBER 9, 2018
2018-11-27 PER CITY
2019-01-04 UTIL. FERM.
2019-01-18 PER CITY
2019-03-01 PER CITY

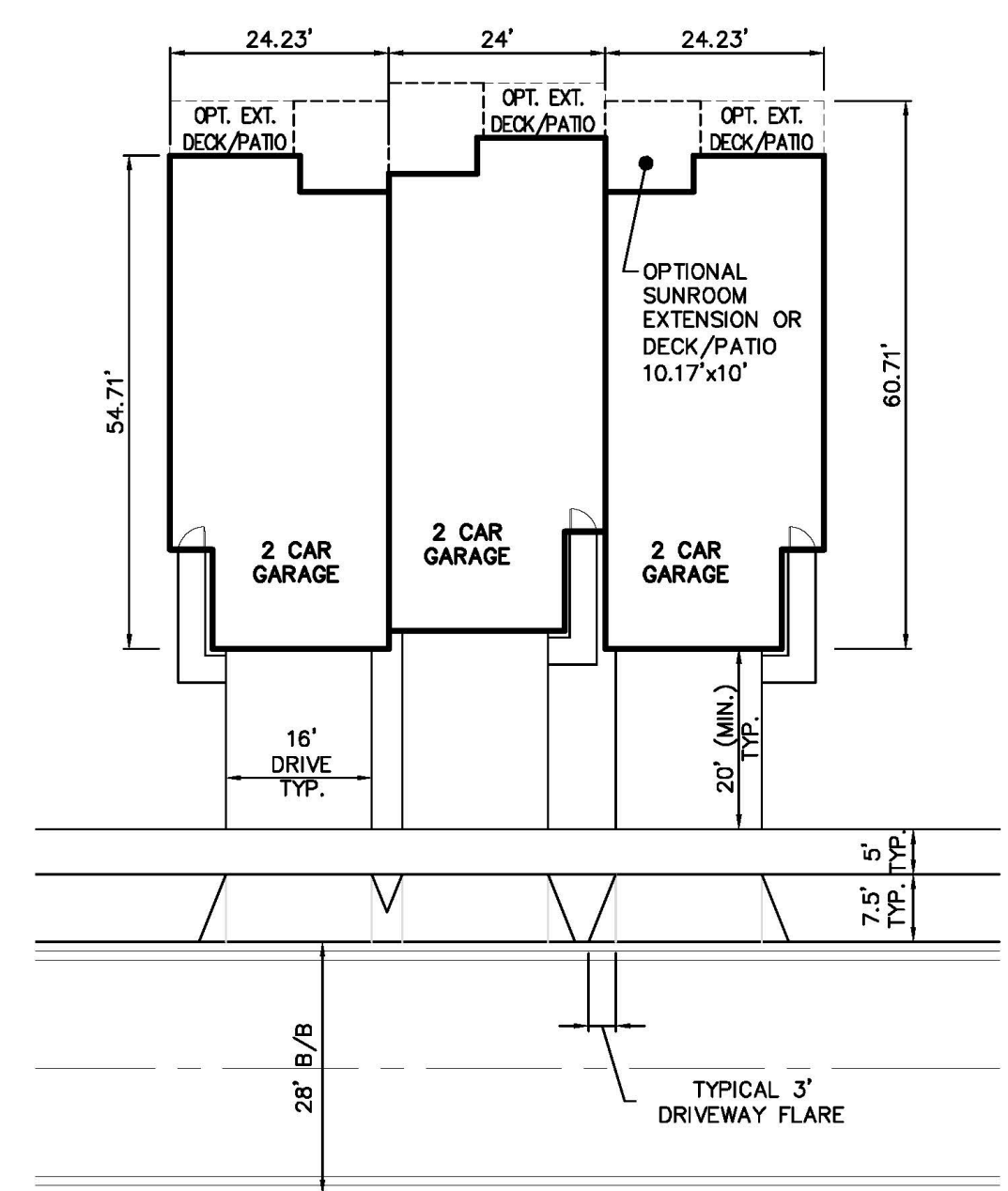
REVISIONS

0 25 50
SCALE: 1" = 50 FEET
DRAWN BY: KS
CHECKED BY: SS
P.M.: MB
JOB #: 17001466
SHEET NO. 02



LAYOUT NOTES

1. THE PROPOSED DEVELOPMENT IS PLANNED TO BE DEVELOPED USING THE CITY'S PLANNED REZONING OVERLY DEVELOPMENT OPTION TO ALLOW FOR THE MULTI-FAMILY USE.
2. LANDSCAPE BUFFERS WILL BE PROVIDED ON THE SIDES OF THE DEVELOPMENT AS SHOWN BUFFERING THE PROPERTY FROM THE ADJACENT USES.
3. THE DEVELOPMENT WILL CONTAIN PRIVATE ROADS. THE CITY OF NOVI HAS NO RESPONSIBILITY TO IMPROVE OR MAINTAIN THE PRIVATE STREETS CONTAINED WITHIN OR PRIVATE STREETS PROVIDING ACCESS TO THE PROPERTY DESCRIBED IN THIS PLAN.
4. ALL SIDEWALKS AND SIDEWALK RAMPS SHALL BE ADA COMPLIANT.
5. SIGHT DISTANCE TRIANGLES SHOWN FOR 3.5' EYE HEIGHT IN ACCORDANCE WITH MDOT TRAFFIC AND SAFETY STANDARDS FEBRUARY 6, 2008 (2004 AASHTO, EXHIBITS 9-55, 861). SIGHT DISTANCE FOR SPEED LIMIT FOR 45 MPH AND 4 LANES OF TRAFFIC IS 530'.
6. FIVE (5) ON-STREET PARALLEL PARKING SPACES IS PROPOSED NEAR THE MAILBOXES. THESE SPACES SHALL BE DELINEATED WITH SIGNAGE AND THE ROAD IS NOT TO BE STRIPED. UNIT GARAGE AND DRIVE WAY PARKING EXCEEDS CITY PARKING REQUIREMENTS.
7. PROPOSED BUILDING FACADES WILL HAVE A MINIMUM OF 30% BRICK OR STONE.
8. THE TOTAL PROPOSED FLOOR SQUARE FOOTAGE OF EACH DWELLING UNIT IS 1,860 SQUARE FEET.



CITY BUILDING SEPARATION TABLE

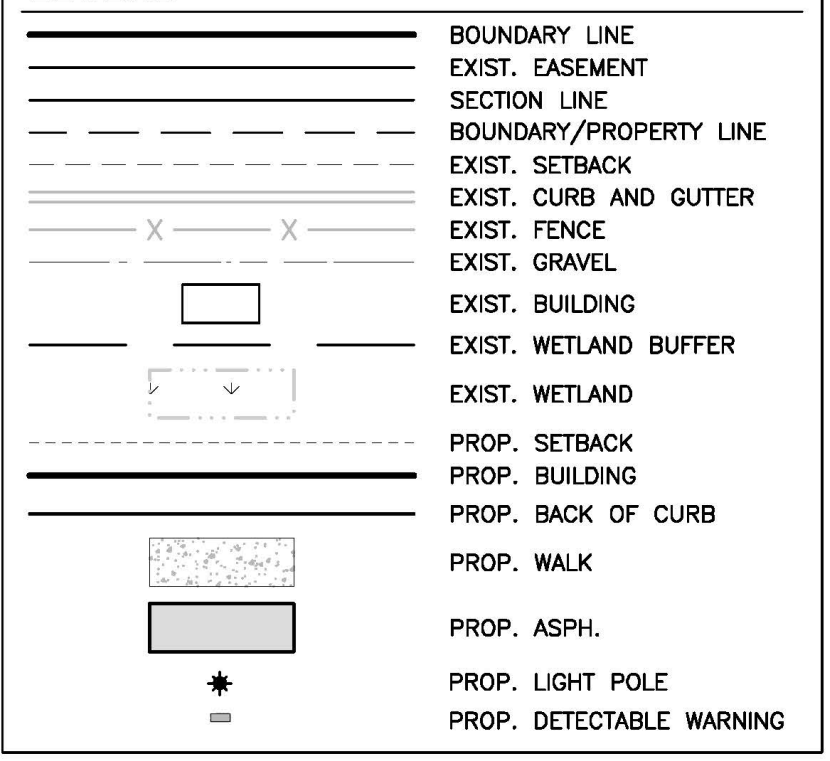
| SPACE BETWEEN BUILDINGS | H _a (feet) | H _b (feet) | L _a (feet) | L _b (feet) | Required spacing (feet) | Proposed spacing (feet) |
|-------------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|-------------------------|
| 2 & 3 | 32 | 32 | 120.0 | 120.0 | 61.3 | 61.5 |
| 4 & 5 | 32 | 32 | 54.0 | 54.0 | 39.3 | 39.5 |
| 6 & 7 | 32 | 32 | 44.0 | 44.0 | 36.0 | 45.3 |
| 1&2 | 32 | 32 | 120.0 | 120.0 | 61.3 | 93.0 |
| 1&7 | 32 | 32 | 55.0 | 55.0 | 39.7 | 90.1 |
| 2&6 | 32 | 32 | 17.0 | 17.0 | 27.0 | 89.4 |
| 3&6 | 32 | 32 | 55.0 | 55.0 | 39.7 | 89.4 |
| 3&4 | 32 | 32 | 120.0 | 120.0 | 61.3 | 93.0 |
| 5&6 | 32 | 32 | 55.0 | 55.0 | 39.7 | 85.3 |

BUILDING ROOM COUNT TABLE

| BUILDING NUMBER | LENGTH | HEIGHT | NUMBER OF THREE BEDROOM UNITS | ROOM COUNT (FOUR ROOMS PER UNIT)* |
|-------------------------|--------|--------|-------------------------------|-----------------------------------|
| 1 | 144 | 32 | 6 | 24 |
| 2 | 120 | 32 | 5 | 20 |
| 3 | 120 | 32 | 5 | 20 |
| 4 | 144 | 32 | 6 | 24 |
| 5 | 144 | 32 | 6 | 24 |
| 6 | 144 | 32 | 6 | 24 |
| 7 | 144 | 32 | 6 | 24 |
| TOTALS | | | 40 | 160 |
| ALLOWED PER RM-1 ZONING | | | | 163 |

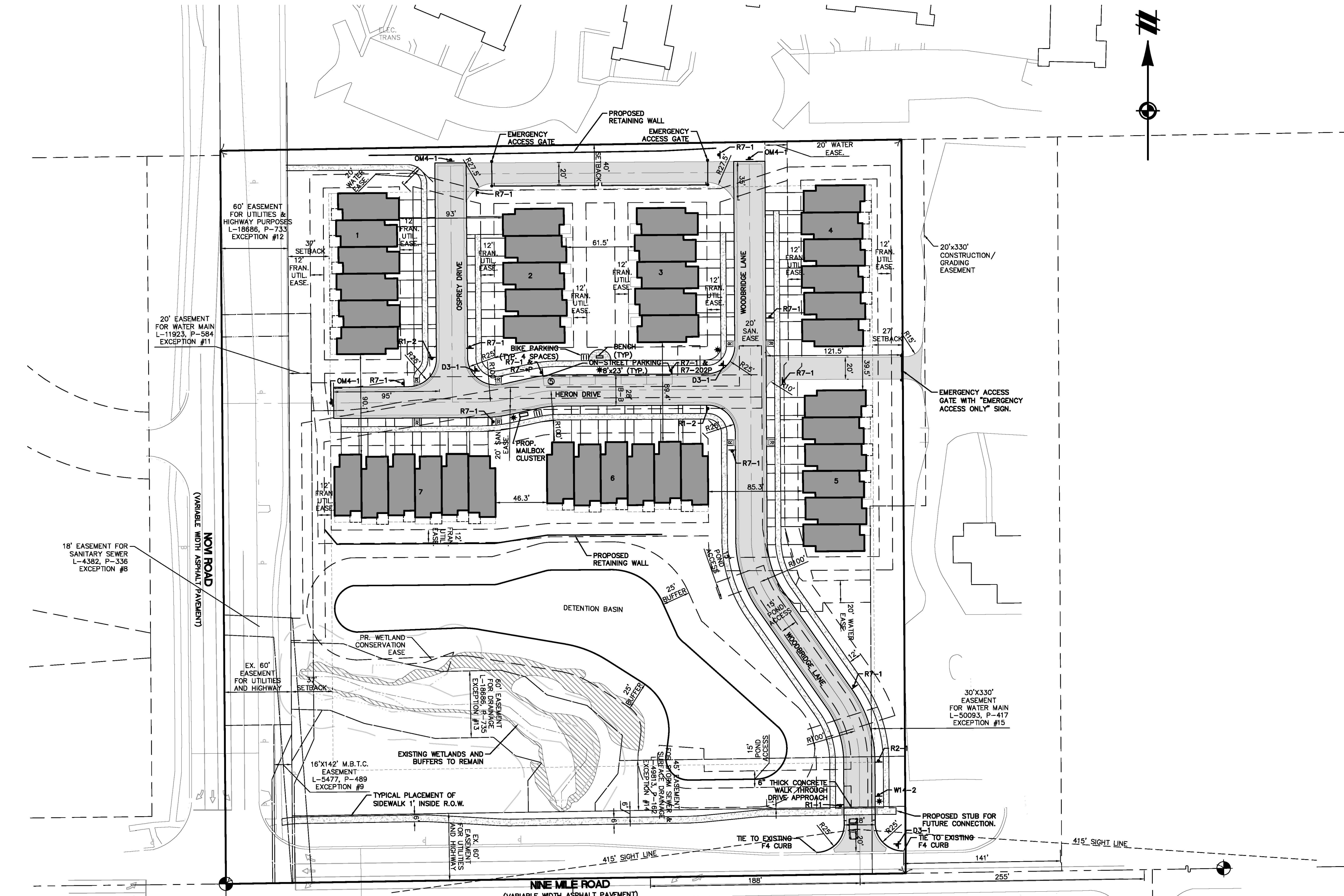
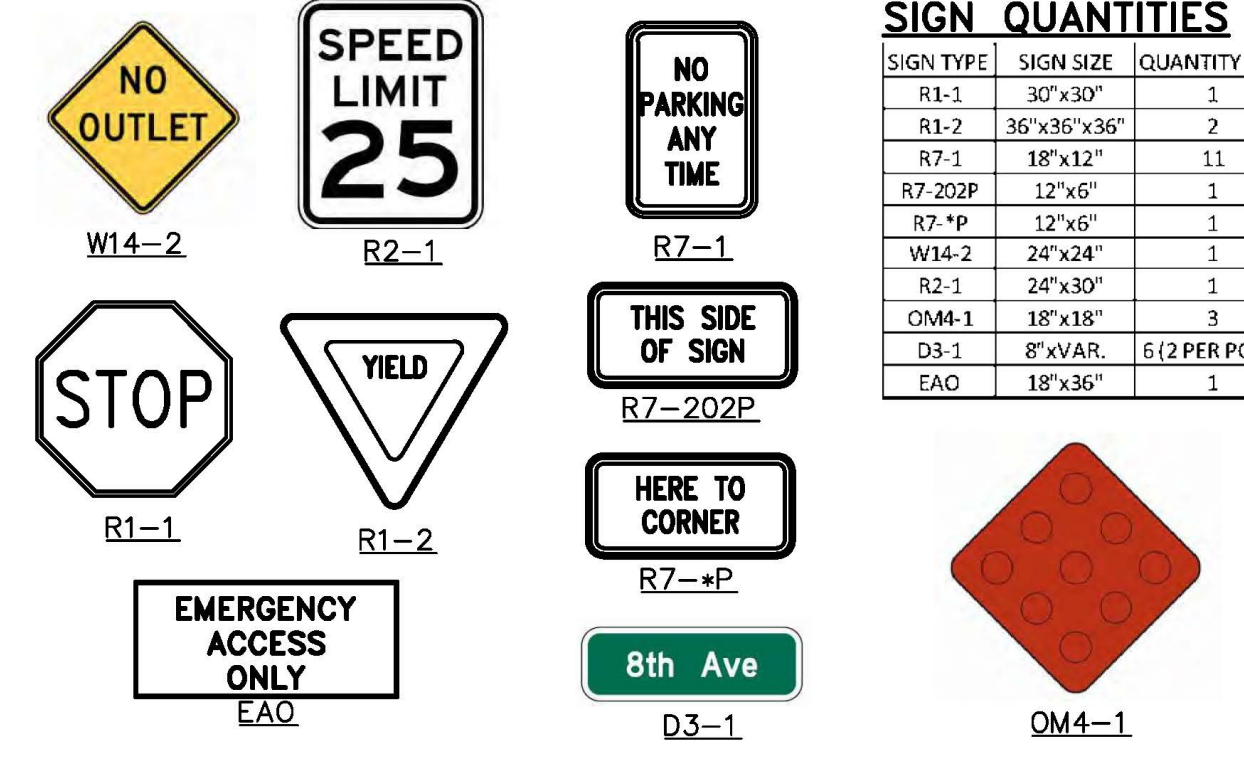
* ROOM COUNTS SHOWN PER CITY OF NOVI ZONING ORDINANCE 3.8.1.c

LEGEND



SIGN QUANTITIES

| SIGN TYPE | SIGN SIZE | QUANTITY |
|-----------|-------------|----------------|
| R1-1 | 30"x30" | 1 |
| R1-2 | 36"x36"x36" | 2 |
| R7-1 | 18"x12" | 11 |
| R7-202P | 12"x6" | 1 |
| R7-#P | 12"x6" | 1 |
| W14-2 | 24"x24" | 1 |
| R2-1 | 24"x30" | 1 |
| OM4-1 | 18"x18" | 3 |
| D3-1 | 8"x4R | 6 (2 PER POST) |
| EAO | 18"x36" | 1 |



SIGNAGE NOTES

1. ALL ON-SITE SIGNAGE AND PAVEMENT MARKINGS SHALL BE IN COMPLIANCE WITH THE MUTCD.
2. ALL ROADSIDE SIGNS SHOULD BE INSTALLED TWO FEET FROM THE FACE OF THE CURB TO THE NEAR EDGE OF THE SIGN.
3. ALL SIGNS SHALL BE A HEIGHT OF 7 FEET FROM GRADE TO THE BOTTOM OF THE SIGN WHEN PLACED IN THE VICINITY OF A CURBED AREA.
4. TRAFFIC CONTROL SIGNS SHALL USE THE FHWA STANDARD ALPHABET SERIES.
5. TRAFFIC CONTROL SIGNS SHALL HAVE HIGH INTENSITY PRISMATIC (HIP) SHEETING TO MEET FHWA RETROREFLECTIVITY REQUIREMENTS.
6. STREET NAME SIGNS SHALL BE DESIGNED PER THE CITY OF NOVI TRAFFIC CONTROL SIGN STANDARDS.
- 6.1. STREET NAME SIGNS ARE REQUIRED TO HAVE A GREEN FIELD, WHITE LETTERS, AND A WHITE BORDER. TEXT SHALL CONSIST OF A CAPITALIZED FIRST LETTER WITH THE REMAINING LETTERS IN LOWERCASE FONT.
- 6.2. STREET NAME SIGNS SHALL HAVE A MINIMUM HEIGHT OF 12 INCHES AND MINIMUM LETTERING HEIGHT OF EIGHT INCHES FOR THE CAPITAL LETTERS AND SIX INCHES FOR THE LOWERCASE LETTERS, IF LOCATED ADJACENT TO A ROAD WITH A SPEED LIMIT OF 30 MPH OR GREATER, OR HAVE A MINIMUM HEIGHT OF EIGHT INCHES AND MINIMUM LETTERING HEIGHT OF 4.5 INCHES, IF LOCATED AT RESIDENTIAL STREET INTERSECTIONS.
- 6.3. STREET NAME SIGNS SHALL HAVE A LETTERING HEIGHT OF THREE INCHES FOR SUPPLEMENTARY LETTERING TO INDICATE THE STREET TYPE (I.E. DRIVE, AVENUE, ETC.).
- 6.4. ALL STREET NAME SIGNS WITHIN THE CITY'S RIGHT OF WAY OR LOCATED ON PUBLIC STREETS AT THE INTERSECTION OF A PUBLIC STREET AND A PRIVATE STREET SHALL BE MOUNTED ON A 3 LB. OR GREATER U-CHANNEL POST AS DICTATED BY THE HEIGHT OF THE PROPOSED SIGNS. STREET NAME SIGNS WITH A NOMINAL HEIGHT OF 12 INCHES SHALL BE SINGLE SIDED AND SANDWICHED ON A 1 1/4" X 1 1/4" 12-GAUGE PERFORATED GALVANIZED STEEL INSERT WITH THE ENDS OF THE SIGNS BOLTED TOGETHER. THE STEEL INSERT SHALL HAVE A MINIMUM LENGTH OF 36 INCHES AND MUST EXTEND A MINIMUM OF 12 INCHES INTO THE 3 LB. OR HEAVIER U-CHANNEL POST. IN PREVIOUS EXPERIENCES, THE CITY HAS DISCOVERED THAT THE CONNECTION BETWEEN THE SIGNS AND THE U-CHANNEL POSTS MUST BE REPLACED WHEN RIVETS ARE USED TO JOIN THE ENDS OF THE SIGNS. THE BOLTS TO ADJOIN THE SIGNS ARE NOT REQUIRED ON STREET SIGNS PLACED ON PRIVATE ROADWAYS SINCE PRIVATE ROADWAY SIGNS ARE NOT MAINTAINED BY THE CITY.
7. SINGLE SIGNS WITH NOMINAL DIMENSIONS OF 12" X 18" OR SMALLER IN SIZE SHALL BE MOUNTED ON A GALVANIZED 2 LB. U-CHANNEL POST. MULTIPLE SIGNS AND/OR SIGNS WITH NOMINAL DIMENSION GREATER THAN 12" X 18" SHALL BE MOUNTED ON A GALVANIZED 3 LB. OR GREATER U-CHANNEL POST AS DICTATED BY THE WEIGHT OF THE PROPOSED SIGNS.

APPLICANTS RESPONSE LETTER



May 13, 2019

Ms. Sri Komaragiri
Planning Department
City of Novi
45175 West Ten Mile Road
Novi, MI 48375

RE: *Woodbridge Park (JSP 17-67)*
City Council Meeting on May 6, 2019
Variance Request from Subdivision Ordinance, Appendix C, Section 4.04

Dear Ms. Komaragiri,

As you are aware and with regard to the proposed Woodbridge Park development, the following request for a variance from ordinance was brought in front of City Council for their consideration of approval during the regular scheduled May 6, 2019 meeting:

“City Council variance from Subdivision Ordinance, Appendix C, Section 4.04 for lack of secondary connection at interval exceeding one thousand three hundred (1,300) feet”.

This variance was recommended for approval by City staff after working through the site plan process since October 2017, followed by a recommendation for approval by the Planning Commission during their regular scheduled meeting on May 23, 2018. The project also obtained City Council approval on November 13, 2018 for the landscape easement located on the east side of the Woodbridge Park development. All outside agencies have issued their approvals and final stamping set issuance was requested. Pulte Homes has since closed on and now owns the Woodbridge Park property. During the May 6, 2019 City Council meeting, the variance request was postponed for a decision to be made at the next scheduled City Council meeting on May 20, 2019.

In response to this City Council action to postpone a decision on the variance request and on behalf of our Client, we offer the following reasons why we believe that City Council should grant approval of the variance based on the following existing conditions associated with the Woodbridge Park development and as referenced in Section 4.04.A.1.(b):

(1) ***The extension is impractical because of topography***, the dimensions of the property subdivided, or other natural features, including but not limited to, regulated woodlands and wetlands.

Woodbridge Park requires a retaining wall along much of the property boundary to the north (315 linear feet of wall) to make up the topography differences between the proposed Woodbridge Park development and the existing grade along this north property boundary. Extension of the end of Osprey Drive street toward the adjoining property would conflict with the proposed retaining wall required in this area. The end of Woodbridge Lane is approximately 3 feet above the existing grade elevation at the adjoining property boundary to the north. Extension of the end of Woodbridge Park would require fill to be placed at the end to the street to match existing grade. This fill would block the existing yard basin in the area and would require reconfiguration of storm sewer and drainage patterns on the Saddle Creek property.

Refer to the following attachments for additional references and information regarding the above statements:

- Attachment 1: Exhibit showing the plan and cross-sections at the end of the Osprey Drive
- Attachment 2: Exhibit showing the plan and cross-sections at the end of Woodbridge Lane
- Attachment 3: Site photograph of the referenced yard basin and treed area on the Saddle Creek property

(2) ***The extension will result in the creation of undesirable traffic patterns not customarily found in residential areas.***

Stub streets for cross-access were not provided with the development of Saddle Creek. The parking access drives and alleyways associated with the Saddle Creek development were also not planned or designed to function as local street cross-connections between adjoining properties. Whether or not the physical site modifications required to make a future connection the Saddle Creek development are constructible (i.e. removal and relocation of existing carports, reconfiguration of storm sewer and drainage patterns in the area, removal of tee-turnaround, and relocation of the existing dumpster and dumpster enclosure location), the existing vehicular pavement areas are not in compliance with the City standard widths required for local streets as defined by “Figure IX.1 – Design Standard for Two-Way Driveway and Local Streets” (Ord. No. 99-124.11, Pt. XXXIII, 7-26-99). In accordance with Figure IX.1, local streets are required to be have a 28 feet width, as measured from back-to-back of curb. Many areas along the existing vehicular thoroughfares in the parking areas are less than 24 feet back-to-back, with some areas only 21 or 22 feet wide. This geometry is not in compliance with City ordinance to qualify as a local street.

Refer to the following attachments for additional references and information regarding the above statements:

- Attachment 4: City Figure IX.1: Design Standard for Two-Way Driveway and Local Streets
- Attachment 5: Exhibit showing the measured curb widths for the parking areas access at Saddle Creek
- Attachment 6: Site photograph of a representative parking area access for Saddle Creek

Based on the reasonings presented above, we would trust that the City Council would determine that Woodbridge Park meets the conditions for the granting the requested variance and will approve the issuance of the variance accordingly.

Lastly, and of importance to note for our Client, we would like to respectfully pose the argument that the requested variance is not necessary for Woodbridge Park to be in compliance with Subdivision Ordinance, Appendix C, Section 4.04. This is based on the property boundary length for Woodbridge Park, as measured along the adjoining properties. Subdivision Ordinance, Appendix C, Section 4.04 states as follows:

*“streets shall extend to the boundary of the subdivision to provide access to **adjoining property** at intervals **along the property boundary** not to exceed one thousand three hundred (1,300) feet.”*

The Woodbridge Park development only has a total of 1,150 linear feet of perimeter boundary shared with adjoining properties where a future cross-connection could occur. As this total adjoining perimeter is less than the 1,300 feet interval specified in the ordinance, we do not believe that Woodbridge Park requires approval of the variance being requested by City staff. Perimeter boundaries along the adjacent public road right-of-way do not qualify as “adjoining properties” where future cross-connection access between developments can occur.

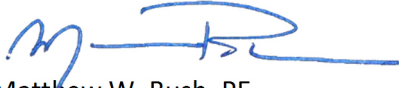
Refer to Attachment 7 for an exhibit showing the as surveyed adjoining property boundary lengths along the perimeter of the Woodbridge Park property.

We would greatly appreciate your review and inclusion of this letter in the staff report for the next City Council meeting scheduled for May 20, 2019. Should you have any additional questions or need any additional information in the meantime, please do not hesitate to reach out to me directly at 810.923.6878.

Thank you for all of your continued assistance with this project.

Sincerely

ATWELL, LLC

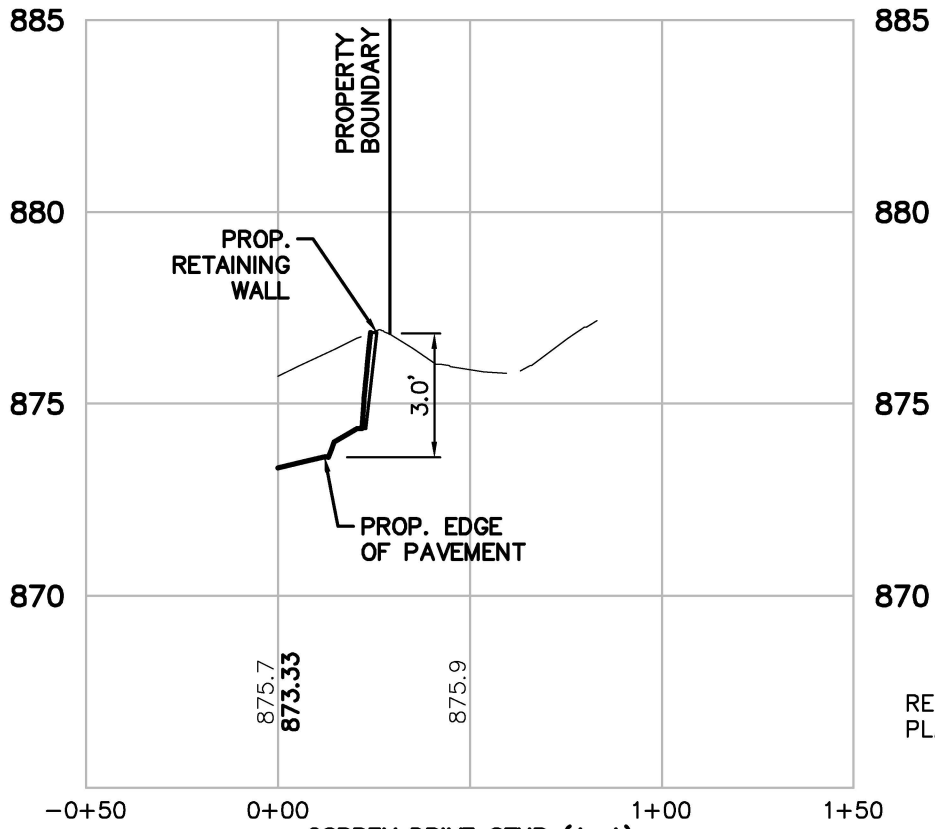
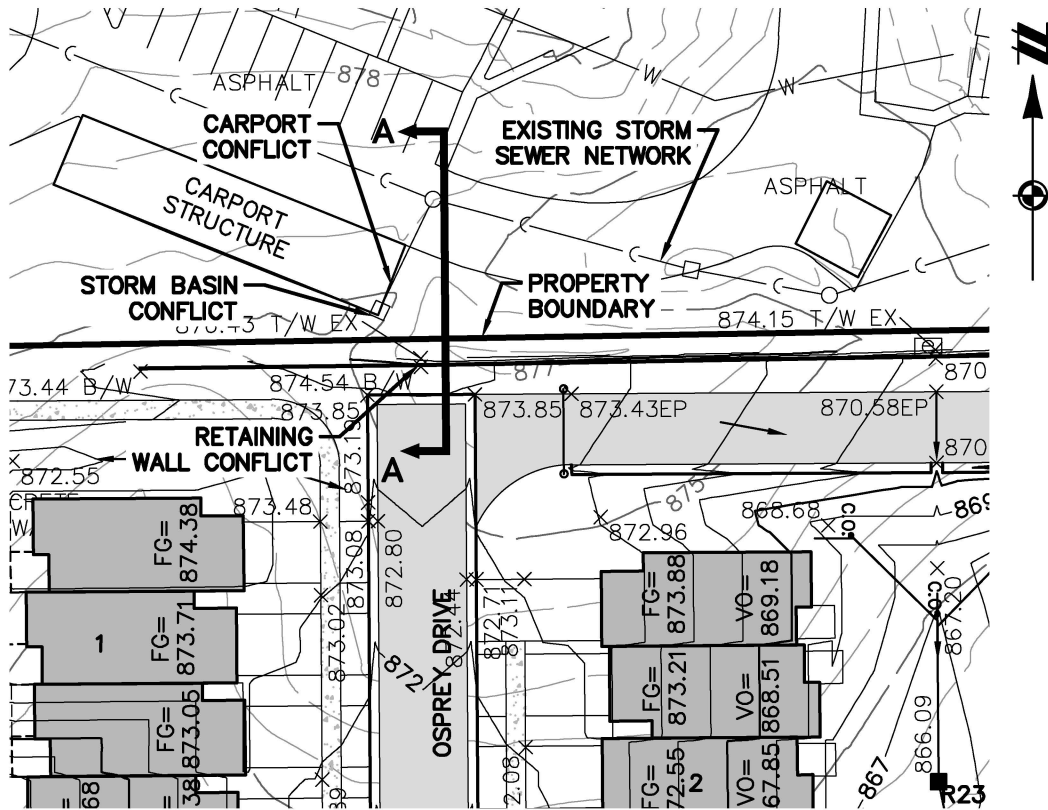
A handwritten signature in blue ink, appearing to read 'M. Bush', with a long horizontal flourish extending to the right.

Matthew W. Bush, PE

Team Leader – Land Development

cc: Joe Skore, Pulte Homes of Michigan, LLC

Attachments

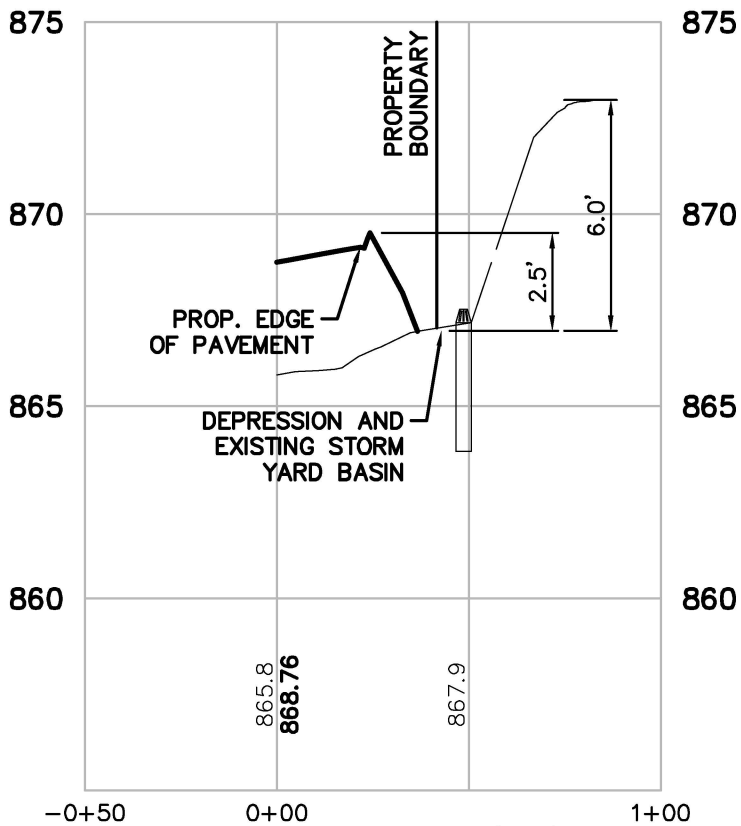
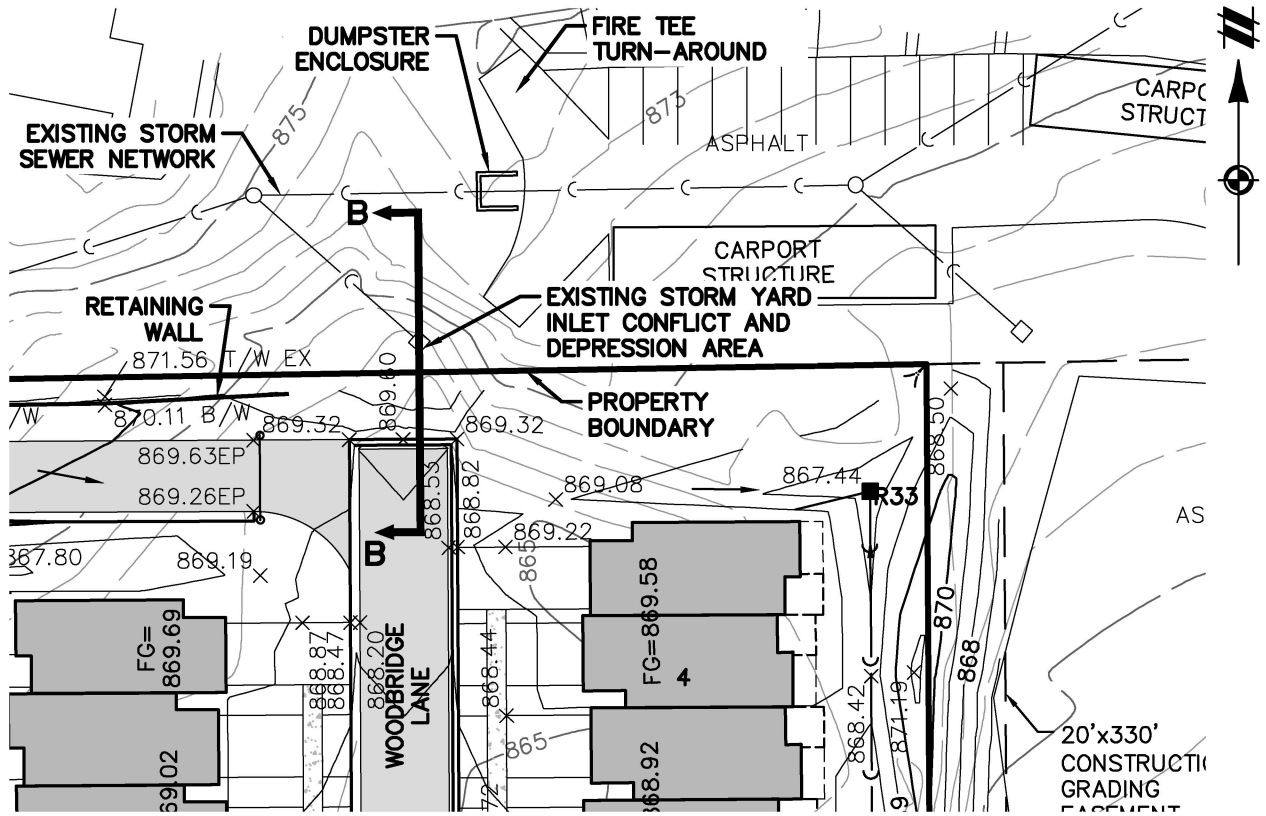


REFER TO FINAL SITE PLANS FOR DETAILS

OSPREY DRIVE STUB (A-A)

VERT: 1"=5'

HORZ: 1"=50'



WOODBIDGE LANE STUB (B-B)

VERT: 1"=5'
HORIZ: 1"=50'

REFER TO FINAL SITE PLANS FOR DETAILS

Attachment 3



Site Photograph: Low depression area and yard basin on Saddle Creek property, north of Woodbridge Lane

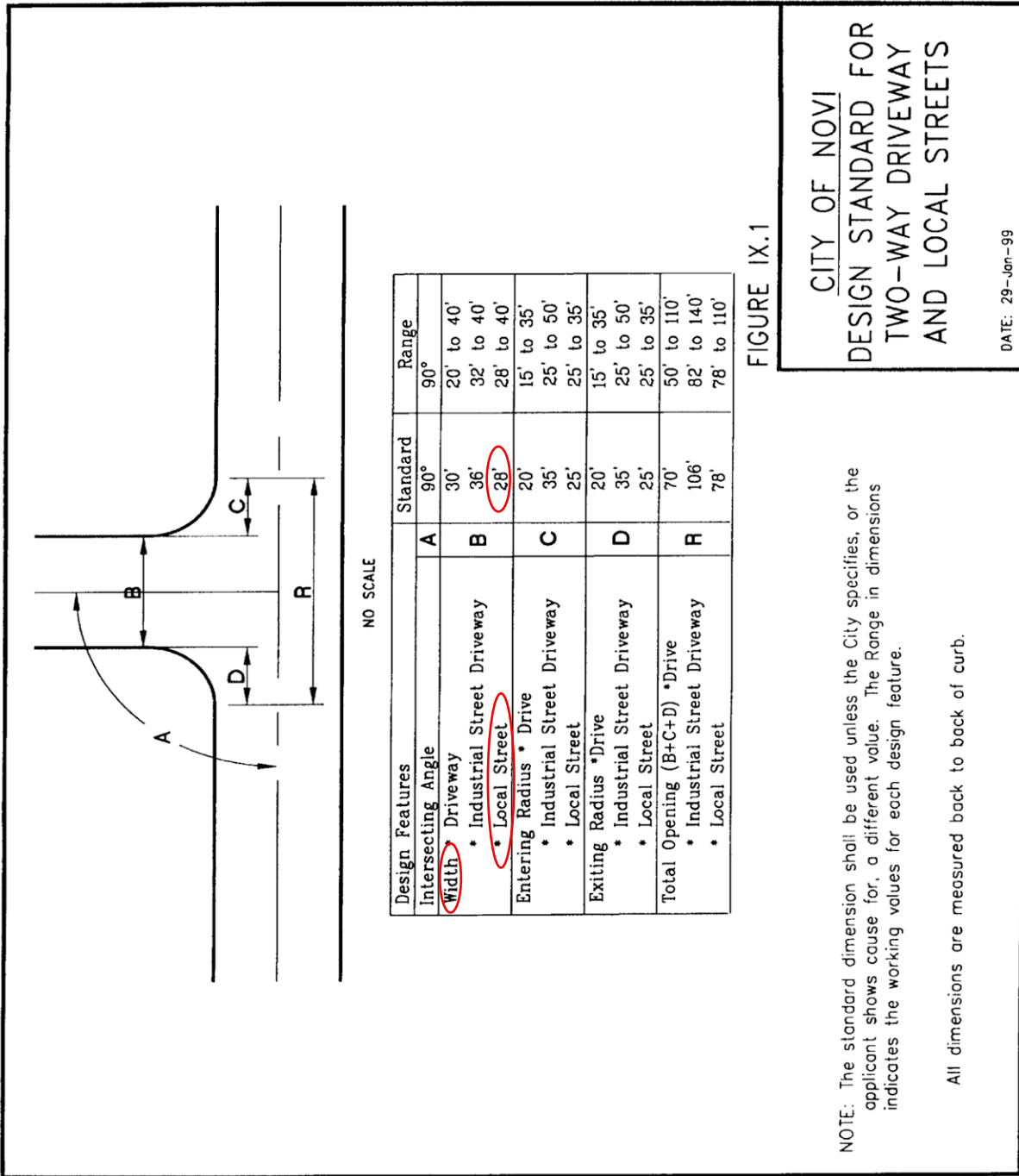
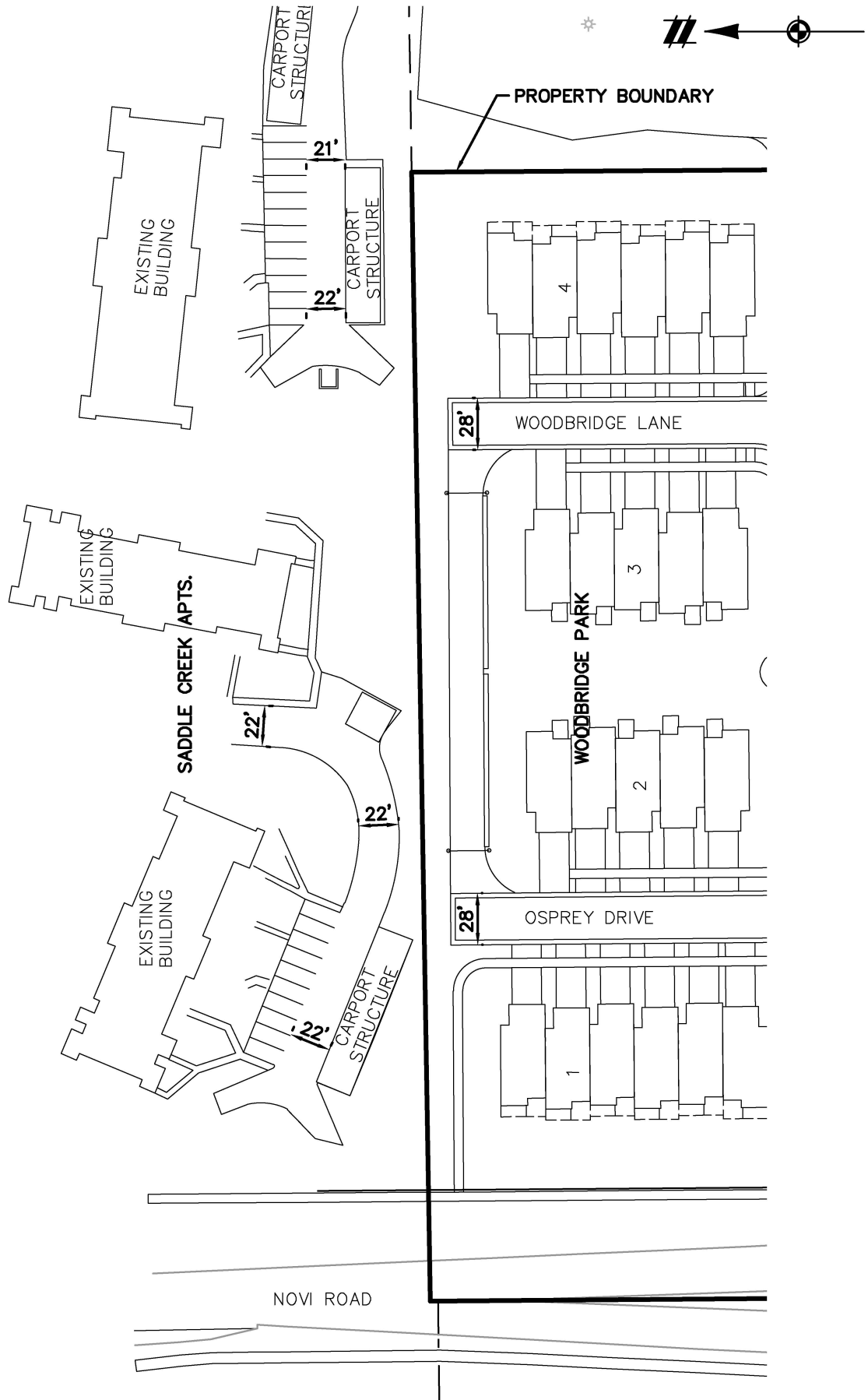


Figure IX.1

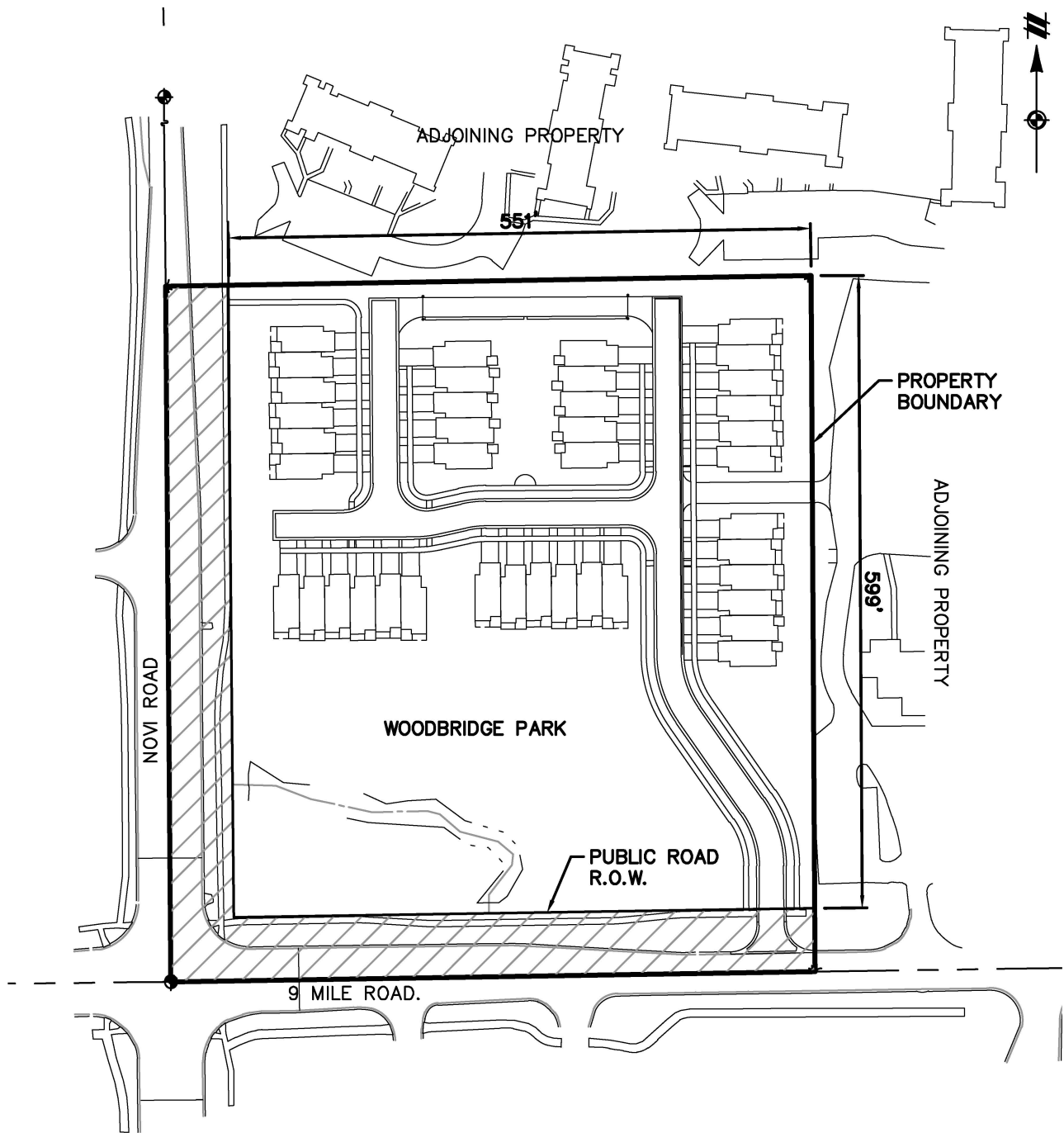
(Ord. No. 99-124.11, Pt. XXXIII, 7-26-99)



SCALE 1"=80'



Site Photograph: Parking and Carport Access Area on Saddle Creek Property, North of Woodbridge Lane



"TOTAL ADJOINING PROPERTY ALONG THE PROPERTY BOUNDARY" = 551' + 599' = 1,150' < 1,300'

SCALE: 1" = 150'