



CITY OF NOVI CITY COUNCIL JANUARY 26, 2026

SUBJECT: Consideration of tentative approval to rezone approximately 34 acres of land east of Novi Road, south of Ten Mile Road from Light Industrial and Office Service to Community Business and Low-Density Multiple Family with a Planned Rezoning Overlay.

SUBMITTING DEPARTMENT: Community Development Department - Planning

KEY HIGHLIGHTS:

- The City Council considered the initial submittal at the April 8, 2024 meeting, and the Formal PRO submittal on December 16, 2024.
- At the December 16th meeting, the City Council asked the applicant to explore alternative routes for the proposed pathway, provide renderings of the buffering from the Ridgeview development, and provide further information regarding coordination with Road Commission for Oakland County (RCOC). The decision on the matter was postponed.
- The applicant has resubmitted a revised narrative which explores alternative routes for the pathway, and addresses the other issues raised.
- Subsequently, the applicant has also provided a letter summarizing their recent meeting with the Ridgeview Villas HOA, in which they state they have come to an agreement on several points, including not connecting to the pathway Ridgeview stub intended for that purpose and providing enhanced screening. The Ridgeview HOA confirms this agreement.
- PRO Plan would allow development of 71-unit multiple-family townhomes in the RM-1 portion, and approximately 35,900 square feet of commercial space in the B-2 portion.
- Pickleball courts have been removed, and B-3 zoning request has been changed to B-2, which would not permit drive-throughs.
- Proposed PRO Conditions include preservation of 15.87 acres of wetland/woodland, public-access trail connection and marshland overlook, and donation of trailhead area to the City, which the petitioner suggests are in the public interest.
- Improvements to off-set traffic impacts on 10 Mile Road proposed.
- Planning Commission recommended approval of the PRO Plan on October 30, 2024.

BACKGROUND INFORMATION:

The petitioner is requesting a Zoning Map Amendment for approximately 34 acres of property on the south side of Ten Mile Road, to the east of Novi Road, utilizing the Planned Rezoning Overlay option. The site is currently vacant. The Ridgeview of Novi development is to the south, along with the Novi Athletic Club and Novi Ice Arena & Dog Park further south. The railroad tracks border the eastern property line. North of Ten Mile Road are industrial uses, and commercial uses are to the west.

The current zoning of the property is I-1 Light Industrial on the eastern side, and OS-1 Office Service on the western side. The adjacent parcels on the west are also OS-1. The Ridgeview development to the south is zoned RM-1 with a PRO, while the Athletic Club and Ice arena area is I-1, as is the area east of the railroad tracks. North of 10 Mile is zoned I-2 and I-1.

The Future Land Use Map identifies this property as Community Office on the west and Industrial Research Development Technology on the east. To the south and east is planned for Industrial, north of the site is planned for Industrial and Heavy Industrial, and on the western side is Community Office.

There is floodplain area associated with Chapman Creek along the southern property boundary and the Walled Lake Branch of the Middle Rouge along the eastern side of the site extending down toward the dog park. The natural features map also indicates extensive wetland area within the floodplain, and regulated woodlands are present in most areas of the site.

The applicant is proposing to utilize the Planned Rezoning Overlay option to rezone about 7 acres of the property to B-2 Community Business, and about 27 acres to RM-1 Low Density Multiple Family. The PRO plan shows a total of 71 attached 2-story townhome units on the site. The RM-1 residential portion is accessed by one entrance off Ten Mile Road, with a secondary emergency access drive to the commercial portion of the project. Parking is provided in garages, on the garage aprons, and a few small bays of surface parking.

For the B-2 commercial portion, the PRO plan shows a total of 35,900 square feet in 4 separate buildings. Access to the B-2 site would be from 3 curb cuts on 10 Mile Road – one is the existing shared driveway with Maly Dental office, and the other two are new. There are plaza seating areas with landscaping in front of the buildings. The plan notes retail and restaurant uses within the commercial buildings – but generally other uses permitted in the B-2 district could be tenants in those spaces. However, the applicant offers to prohibit certain uses as a condition of the PRO Agreement, including hotels/motels, fueling stations, marijuana sales, check cashing and pawn shops. Automobile repair/service/maintenance uses and car washes would not be permitted in the B-2 District.

The applicant had originally described the project as creating a walkable community, with linkages to the Ridgeview Villas paved public access trail. The pathway connection is consistent with the Ridgeview PRO Agreement, which offered as a public benefit the construction of a pathway for public use from Nick Lidstrom

Drive to the north property line to provide for this connection to future development. This is also shown in the Ridgeview Master Deed, and a Pathway Easement was granted to the City for this segment in 2016. See the relevant documents in the Packet section Ridgeview Villas Documents. Residents of Ridgeview Villas have expressed opposition to the proposed connection to the pathway that runs through their community.

During the City Council meeting on December 16, 2024, the applicant was asked to consider alternative routes for the public pathway. On September 22, 2025, staff received the applicant's response package, which evaluates four routes for the trail and provides other information requested by Council. Please see the summary of Pathway Options below, and the memo in this packet for additional discussion of the trail alternatives.

On December 5, 2025, the applicant provided a letter summarizing the meeting and subsequent agreement with the Ridgeview Villas HOA on the three items of major concern:

1. Pathway Route: The applicant has agreed to not pursue the pathway connection (Option 1) to the existing stub on the Ridgeview Villas property. See further discussion below in the Pathway Options section.
2. Screening: The applicant has agreed to plant evergreen trees to provide a solid screen to ground level south of proposed buildings 7 to 11.
3. Berm Cut Through at River Oaks West: As previously stated, this proposed cut through that was shown on some of the plans is intended to be eliminated.

A park area with seating and play structure is proposed between the commercial and residential area, and in place of the pickleball/tennis courts that were previously proposed in the northeast corner of the site, there is now a "trailhead" area which is proposed to be donated to the City for public use. The applicant states the area to be dedicated is approximately 3 acres, and will include three benches overlooking the river and four picnic tables. Alternatively, the area could remain privately owned with a public easement to allow members of the public to use it. This would require the developer to continue to maintain the property, or make arrangements for maintenance within the Master Deed for the development.

Staff and consultants have identified some issues with the proposed rezoning and PRO Plan. Staff has concerns with the proposed residential use's compatibility with the adjacent I-2 Heavy Industrial to the north. However, the RM-1 category does match the adjacent Ridgeview development to the south, which was also previously zoned Light Industrial and Office Service, as well as the 2025 Master Plan for Land Use designation of Multiple Family. The development plan provides a landscaped berm to help screen the homes from the industrial uses to the north. There are commercial uses in this area to the west that would be contiguous with the B-2 area.

The revised Traffic study notes that the change of uses will result in a modest increase in traffic on the local road network compared to likely development under the

current zoning. The revisions to the study took into account the commercial area decreasing in size from 60,000 square feet to about 36,000 square feet. The anticipated daily trips are just under 3,000 for the proposed uses, whereas the potential uses under the existing zoning is approximately 2,500 trips (16% increase). However, the proposed mix of uses is estimated to generate approximately 35% fewer morning peak hour trips compared to potential development under the existing zoning, and about 1% fewer afternoon peak hour trips. The applicant indicates that they intend to complete the following improvements identified in the study to mitigate the traffic impacts on 10 Mile Road when the commercial portion of the project is developed:

- *Widen eastbound side to two through lanes, ending with a right-turn deceleration lane at the site's easternmost residential driveway.*
- *Widen westbound side to two through lanes west from the 3rd site driveway to help provide additional capacity for outbound site traffic.*
- *Extend the center left-turn lane from where it currently ends at Catherine Industrial Road to service all commercial driveways.*

Driveway spacing and major drive deviations are required, but the applicant states the Road Commission for Oakland County has given preliminary approval of the driveway locations. The applicant has provided correspondence to this affect and states they will continue to work with RCOC during the site plan approval process.

Engineering notes there is capacity for the water and sewer demands for the proposed use in the public utilities, and stormwater detention is to be provided in a single storm sewer detention system on the east side of the site, with controlled outlet into the floodplain to the east. The City engineers review all proposed developments to ensure that the stormwater systems are properly designed to meet all standards to account for 100-year flood conditions, and that maintenance agreements are established for the stormwater system to ensure proper function in the future.

The proposed landscaping is generally in conformance with the ordinance. The applicant has added screening between the residential and commercial portions of the property, and the deficiencies in foundation landscaping and greenbelt berm in the commercial portion will be corrected in the site plan submittal. Landscaping waivers for street trees and greenbelt canopy trees along 10 Mile Road are supported by staff due to conflicts with existing underground utilities.

Façade review notes that the commercial buildings are in full compliance with the ordinance, and actually exceed the requirement for brick material, which can be considered an enhancement to the area. For the residential buildings, Section 9 façade waivers would be required for an underage of brick on the rear and some front facades, and an overage of asphalt shingles on some front facades. These waivers are supported as they are minor in nature and do not adversely affect the aesthetic quality of the design.

Wetland impacts have been minimized, with only 0.1 acre, less than 1% of the total wetland area present, of impact to a few small pockets of wetlands in the upland area. A large portion of the site, 15.87 acres of wetland, woodlands, and floodplain

area, is proposed to be protected in a conservation easement to ensure permanent preservation. This could be considered a benefit to the public.

The PRO request includes PRO Conditions that are more limiting than the City could otherwise require of a developer, including:

- A 15.87-acre area of woodland and wetland to be protected in a Conservation Easement,
- The publicly accessible pathway (Option 3) and trailhead area previously mentioned,
- Exceeding the open space requirements,
- The residential units will be set back a minimum of 100 feet from the south property line, which is greater than the required 75 feet.
- Limitations on building height,
- Limitations on residential density,
- Greater than required building setbacks for the commercial buildings,
- Use restrictions for the commercial buildings,
- See the suggested motion for a full list of proposed conditions and deviations requested.

PATHWAY OPTIONS

The applicant's revised narrative is included in this packet, which presents four possible routes for the proposed pathway, as well as other issues. Staff has also prepared a memo analyzing the narrative, which is summarized here.



Option 1 is the original proposed pathway that connects to the existing Ridgeview pathway immediately to the south. Option 2 utilizes the existing public sidewalks on Ten Mile Road and Novi Road to the sidewalk on Nick Lidstrom Drive. Option 3 routes the trail south from the proposed retail area through land adjacent to the west side of the Ridgeview Villas property, which is also owned by the applicant, Dan Weiss, but is not included in the current rezoning request. Option 4 is a trail through the floodplain/wetland area on the east side of the project near the railroad tracks, requiring an elevated 1,275-foot-long boardwalk.

Option 1 utilizes the existing culvert to cross Chapman Creek and therefore has the least wetland and woodland impacts. It also provides the shortest route between Ten Mile Road and the Novi Dog Park. Option 2 would not result in any benefit to the public as it utilizes only existing and required sidewalks, and therefore is not an enhancement beyond what the ordinance requires. Option 3 would not go through the Ridgeview community, but would have greater woodland and wetland impacts and is one of the longer routes. Option 4 could be prohibitively expensive as it would need to be a raised boardwalk, and would have the greatest wetland and woodland impacts. See the staff memo dated October 13, 2025 for more details and analysis.

The applicant's agreement with Ridgeview Villas HOA eliminates Option 1 from consideration. The applicant has proposed to utilize Option 2, which is not an enhancement of the area, or Option 3. Option 3 will necessitate 2 stream crossings, as well as additional wetland and woodland impacts, but could provide an attractive pathway that would enhance connectivity in the area. **Staff's suggestion, if Option 1 is not chosen by the City Council, is Option 3.**

PLANNING COMMISSION

The Planning Commission held a Public Hearing on the formal PRO Plan on October 30, 2024 and recommended approval to the City Council. Comments made at that time are reflected in the meeting minutes included in the packet. One recommendation made by the Planning Commission was to eliminate the proposed pathway connection to the Ridgeview Villas subdivision due to concerns noted by the residents of that development.

CITY COUNCIL

If the City Council is inclined to approve the rezoning request with PRO at this time, the City Council's motion would be to direct the City Attorney to prepare a PRO Agreement to be brought back before the City Council for approval with specified PRO Conditions.

RECOMMENDED ACTION:

Note 3-part motion A-C.

Tentative indication that Council **may approve** the request of Novi Ten Associates, JZ23-09 with Zoning Map Amendment 18.740 to rezone from I-1 and OS-1 to RM-1 and B-2, subject to a Planned Rezoning Overlay (PRO) Agreement, and corresponding PRO Concept Plan, and direction to the City Attorney to prepare the PRO Agreement, including:

A. All deviations from the ordinance requirements shall be identified and included in PRO Agreement, including:

1. Building Orientation (Sec. 3.8.2.D): Deviation for proposed residential buildings to not be configured 45 degrees to the property lines since most of the buildings are not on any main road and they front to a substantial irregular shaped 20-acre wetland nature area of a minimum 200 feet wide separation across from Toll's existing multifamily Ridgeview project.
2. Side and Rear Setbacks (Sec 3.1.7.D and Sec 3.6.2.B): Deviation to reduce the side setback from 75 feet to 25 feet along the north property line for two residential buildings abutting the proposed commercial area (B-2), since screening is proposed between the residential and commercial uses.
3. Distance between Buildings (Sec 3.8.2.H): Deviation to reduce the building separation distance from the calculated formula (resulting in 31-32.72 feet required) to a distance of 30 feet between all buildings. This deviation of less than 3 feet is considered minor and enables the layout of this project to fit within the available space while minimizing wetland and woodland impacts.
4. Parking along Major Drives (Sec. 5.10): Deviation to allow for 8 perpendicular parking spaces on a major drive, since the spaces provide for visitor parking.
5. Major Drive Radius (Sec. 5.10): Deviation from the ordinance requirement for a minimum centerline radius of 100 feet, to allow the 85-foot radius shown at the western curve. The reduced radius does not impede the fire truck access route, and may serve to slow traffic speeds, creating a safer roadway.
6. Landscape Berms (Section 5.5.3.A.ii): A Zoning Ordinance deviation is requested to not provide a 10 to 15-foot-high landscape berm on a proposed RM-1 district adjacent to an I-1 district. The berm would be unnecessary in this case as the adjacent I-1 area is east of the existing natural features and the railroad tracks and would likely result in greater wetland and woodland impacts, as well as fill in the floodplain.
7. Right-of-Way Landscaping (Section 5.5.3.B.ii): A deviation for the lack the required street trees and berm along 10 Mile Road due to underground utilities. The required trees are to be provided elsewhere. This deviation is supported due to the utility conflicts.

8. Adjacent to Public Rights-of-Way – Berm/Wall (Zoning Sec. 5.5.3.B.ii, iii): The required 3-foot-tall berm is not proposed, however an alternative brick screening wall 3-feet in height is proposed.
9. Building Foundation Landscaping (Zoning Sec 5.5.3.D): None of the commercial buildings meet the requirements for building foundation landscaping along the front side and allow the planter landscaping to count toward foundation requirements. However, Buildings A, C and D are only slightly deficient, so the waiver is supported. The applicant states Building B landscaping will be increased to lessen the deviation or eliminate it.
10. Section 9 Waiver (Section 5.15): Proposed elevations for residential buildings have an underage of minimum required brick on all rear and some front facades (26-27% proposed, 30% minimum required) and an overage of Asphalt shingles (56% front side, 50% maximum allowed). As the deviations are minor and do not adversely affect the aesthetic quality of the facades, the waiver is supported.
11. Opposite-Side Driveway Spacing Waiver (Code of Ordinances, 11.216.d.1.d & e.): The Design and Construction Standards indicate a minimum of 150 feet is required between a new driveway and an existing “downstream” driveway. The proposed driveways are 105 feet and 118 feet. *The applicant indicates they have RCOC approval of the proposed driveway locations, however the City would also need to approve a waiver from its standards.*
12. Color Spectrum Management (Sec. 5.7.3.F): A recent amendment to the Zoning Ordinance has a requirement that light fixtures shall not have a Correlated Color Temperature (CCT) greater than 3000 Kelvin (K). The photometric sheets show light fixtures measuring 4000K, *since the level still represents a warm tone that is pleasing to the eye rather than a cool or unnaturally bright light.*

B. The following conditions shall be requirements of the PRO Agreement:

1. *As shown in the PRO Plan, the eastern portion of the parcel adjacent to the railroad tracks and the south 50-foot-wide strip along the wetland of the proposed PRO (~15.87 acres of the 27.07 RM-1 rezoning) being protected with a conservation easement to preserve existing marshland and wildlife. This natural area wraps around the PRO and includes on the west end a proposed new 0.4-acre park/playground located between the proposed residential and retail sites. The proposed trail system, with its overlooks near the Novi Athletic Club is to be a usable and accessible community resource. This is a benefit to both residents and the environment to have additional natural resources preserved in perpetuity.*
2. *To help achieve walkability and connectivity of the entire area, a trail system is being added which consists of new crushed limestone paths, overlooks, and*

existing sidewalks. This walkway system provides connectivity between the proposed residential area with the marshland nature areas, the proposed pocket park, the Novi Athletic Club, Ice Arena, and Dog Park, and with the new proposed local retail along Ten Mile Road. The commercial area consists of the new retail and restaurant areas, and the existing Walgreen's and dental office. New walkways and bike paths wind through the natural area, overlook the preserved 15.87 acre wildlife area and connect this PRO development to other amenities. This is a benefit as future residents as well as the general public will have access to the area for walking that connects various community amenities. This is subject to City Council's agreement to modify the proposed pathway connection **to the Option 3 route discussed above.**

3. *Two pocket parks are proposed: One added at the trail head on 10 Mile Road at the north end of the new conservation area. The second is on the west end of the townhouses to include playground equipment.* This is a benefit as future residents as well as the general public will have access to the pocket parks and trails. The applicant states the approximately 3-acre trailhead area will be dedicated to the City, along with 3 benches, four picnic tables, and a small parking area.
4. *A landscaped plaza along the storefronts, 20 feet in depth, with benches, and planters with a variety of trees and flowers.* This goes beyond what the ordinance requires and is considered an enhancement of the project area that could be used by any customers of the retail area and provides an attractive streetscape.
5. *Proposed use restrictions to exclude certain automotive and other business uses in the proposed B-2 commercial zoning (Sec. 3.1.12.B & C) are to be part of the PRO. Not permitted uses are:*
 - a. *Vehicle Oriented Uses: gas/fueling station,*
 - b. *Other excluded uses: Check cashing, Pawn shop, Hotel/motel (Marijuana sales already not permitted in the City of Novi will also be excluded by the PRO documents in case the city's law is changed to allow it in the future.)*

This is an enhancement of the property as the City can be assured that the future tenants of the commercial buildings will not include certain uses that would be less compatible with the residential uses, and is more restrictive than the ordinance requires.
6. *EV Charging Stations will be located at each of the commercial buildings (8 indicated in total). Outlets for 240-volt EV chargers will be provided in each townhouse garage.*

This is an amenity that goes beyond what the ordinance requires.
7. *The amount of open space provided for the RM-1 townhouses exceeds ordinance requirements.* This is a benefit as future residents as well as the general public will have access to the pathways and trailhead area.

8. *Commercial Building Setbacks exceed ordinance requirements:*
 - a. *Front: 40 feet required....101 feet provided*
 - b. *Rear: 30 feet required....74 feet provided*
 - c. *Side: 30 feet required.....88 feet provided*
9. *Residential Building Heights will be limited to 29 feet, which is more restrictive than the 35 feet permitted. This is a benefit as the buildings will be less obtrusive than the 35-feet otherwise permitted.*
10. *Commercial Building height will be limited to 23 feet, which is more restrictive than the 30 feet permitted. This is a benefit as the buildings will be lower profile than the 30-feet otherwise permitted.*
11. *Maximum Residential Lot Coverage of 25% is permitted, 14% is proposed. This is a benefit as more permeable surface will be preserved, which allows stormwater to permeate, and more green space is available.*
12. *The development standards of the RM-1 District require a minimum rear yard setback of 75 feet. The applicant proposes a greater setback of 100 feet minimum along the south side. This benefits the neighborhood to the south as buildings are further away than the ordinance requires, with less of the existing trees to be cleared.*
13. *In the RM-1 District, a development of 3-bedroom units can have up to 5.4 dwelling units per acre. This development proposes 4.5 dwelling units per acre. This is 17% more limiting than otherwise permitted in the district.*
14. *As noted in the façade review, the commercial buildings significantly exceed the 30% minimum requirement for brick on nearly all elevations. This represents an enhancement of the project area beyond what the ordinance requires.*
15. *The applicant will plant landscaping to the south of Buildings 7-11 to achieve 80-90% opacity along the southern property boundary, which is more than what is typically required between multiple family uses. The species will include a mixture of Green Giant Arborvitae and other native spruces to achieve aesthetic, screening and biodiversity goals, which will be reviewed by the City's Landscape Architect at the time of site plan submittal.*
16. *The applicant states they will off-set their impacts on 10 Mile Road by constructing the following improvements:*
 - a. *Widen eastbound 10 Mile Road to two through lanes, ending with a right-turn deceleration lane at the site's easternmost residential driveway.*

- b. *Widen westbound 10 Mile Road to two through lanes west from the 3rd site driveway to help provide additional capacity for outbound site traffic.*
- c. *Extend the center left-turn lane along 10 Mile Road from where it currently ends at Catherine Industrial Road to service all commercial driveways.*

As noted in the Engineering Review letter, these improvements may require the acquisition of Right of Way on the north side of 10 Mile Road, and the approval of those property owners, as well as the approval of the design by the RCOC.

17. The applicant shall make necessary adjustments to the PRO Plan consistent with this tentative approval prior to final approval of the PRO Agreement, including removal of the direct pathway connection to Ridgeview Villas, delineation of the trailhead park to be dedicated to the City, and removal of the berm cut-through to River Oaks.

C. This motion is made because the proposed B-2 and RM-1 zoning districts are a reasonable alternative to the OS-1 and I-1 Districts, and fulfills the intent of the Master Plan for Land Use for multiple-family use, and because of the resulting benefits include:

1. The preservation of a large area of woodland, wetland, and floodplain, which benefits the overall environment and community members,
2. The development supports various goals of the 2025 Master Plan for Land Use, including:
 - a. Ensure the availability of a wide range of attractive housing choices protected from noise, traffic, and other impacts of non-residential development. Encourage the development of neighborhood open space and neighborhood commercial goods and services to minimize motorized travel.
 - b. Explore opportunities to increase housing density in mixed use development areas to create “walkable density” developments.
 - c. New development of land should continue to be of high-quality design and materials.
 - d. Encourage the use of high-quality right-of-way plantings, site landscaping, and building materials to enhance the appearance of the community.
 - e. Maintain public and private stewardship of the natural environment using low-impact development techniques.
 - f. Utilize planned developments to encourage the preservation of natural features, such as woodland, wetlands, and wildlife habitats.
 - g. Implement the Active Mobility Plan’s recommendations to create continuous walking and biking networks to reach key destinations.
 - h. Apply the Active Mobility Plan’s recommendations to public and private development projects to continue to enhance safety and connectivity of the non-motorized network.
 - i. The City should strive to maintain the balance between the economy, the environment, and the community to ensure sustainable development that meets the needs of today while ensuring that the needs of future generations can be met.

3. The possible detriments to the City from the commercial and multiple family development as proposed are mitigated through the preservation of woodland and wetland areas, pedestrian pathways, enhanced landscape screening, and the proposed improvements to Ten Mile Road. The conditions proposed would result in an overall enhancement of the area that may not be achieved in the absence of the PRO Agreement.