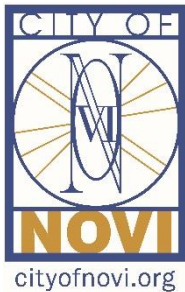


MEMORANDUM



TO: VICTOR CARDENAS, CITY MANAGER
THRU: BARBARA MCBETH, AICP, CITY PLANNER
FROM: LINDSAY BELL, AICP, SENIOR PLANNER
SUBJECT: NOVI TEN PRO UPDATE
DATE: OCTOBER 13, 2025

KEY HIGHLIGHTS:

- The City Council considered the initial submittal of the Novi Ten PRO at the April 8, 2024 meeting, and the Formal PRO Plan at the December 16, 2024 meeting.
- At the December 16th meeting, the City Council asked the applicant to explore alternative options for the route of the proposed nature trail, 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 recently resubmitted a revised narrative which explores alternative routes for the nature trail, and addresses other comments that were made.
- The applicant concludes that the original connection that was proposed to connect to the existing public pathway through the Ridgeview Villas development is the preferred option, with Option 3 to the west side a feasible alternative.

BACKGROUND INFORMATION:

The petitioner has requested 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 proposal involves rezoning 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 in the RM-1 portion, and 35,900 square feet of retail spaces in the B-2 portion.

During Council's consideration of tentative approval on December 16, 2024, the applicant was asked to address several topics that were issues of concern. On September 22, 2025, staff received the applicant's response package, which is attached to this memo. This memo will summarize the information and provide staff comments as needed.

OPTIONS FOR PATHWAY CONNECTIONS

The applicant describes the goal of the project is to create a walkable community, with linkages to amenities to the south, including the City's Dog Park and Ice Arena, and the Novi Athletic Club, via a paved public access trail. The trail 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 a 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.

Due to significant objections to the pathway connection by Ridgeview residents, the City Council asked the applicant to consider alternative routes to provide a connection to Nick Lidstrom Drive that would not connect to Ridgeview's public pathway. The applicant's revised submittal explores 4 options (see also the full map with legend attached to this memo):



	Segment Length Needed ¹	Route Length ² (A to B)	Wetland Impact	Woodland Impact	Ridgeview PRO Amendment?
Option 1	87 ft	3,560 ft (0.67 mi)		0.02 ac	No
Option 2	0 ft	4,820 ft (0.91 mi)	0	0	Yes
Option 3	1,071 ft	4,250 ft (0.81 mi)	~ 400 sf (0.01 ac)	0.37 ac	Yes
Option 4	1,275 ft	3,750 ft (0.71 mi)	~ 15,250 sf (0.35 ac)	0.53 ac	Yes
¹ <u>Segment Needed</u> : This measurement assumes all pathways in blue are to be provided regardless of the options explored above. The length of the remaining segment needed to get between 10 Mile and the existing sidewalk on Nick Lidstrom Drive is noted.					
² <u>Route Length</u> : This measurement assumes a pedestrian starts at Point A and travels the most direct route on each path Option to Point B (Dog Park).					

- Option 1 is the original proposed pathway that connects to the existing Ridgeview pathway immediately to the south. Starting at the proposed nature trail on the subject property, only a short segment would be needed. This Option provides the shortest route (2/3 mile) from 10 Mile to the Dog Park. This would result in no wetland impacts and a small area of woodland impact. The Ridgeview PRO Agreement would not need to be amended as the public benefit of the pathway connection would remain available as intended.
- Option 2 utilizes the existing public sidewalks on Ten Mile Road and Novi Road to the sidewalk on Nick Lidstrom Drive. Because it utilizes only existing and required sidewalks on the major roads, it does not require any additional pathways to be built. It also has no impacts on wetlands and woodlands. It has the longest distance between Point A and Point B at nearly a mile. This distance may discourage users from walking, and people may choose to drive between the points instead, adding traffic to the road network. This option would provide no public benefit. The Ridgeview PRO Agreement would be required to be amended to provide an alternative public benefit.
- 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. The segment is the second longest needed, and also the second-longest route between the two Points for pedestrians. A 40-foot portion would need to be boardwalk to cross Chapman Creek, which will cause a small amount of wetland impact. Some woodland tree impacts are also likely. This pathway would represent a benefit if public access is granted. The Ridgeview PRO Agreement would be required to be amended to provide an alternative public benefit.

- 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. The wetland and woodland impacts, as well as the cost of the boardwalk construction and maintenance, are likely to make this option cost prohibitive. The Ridgeview PRO Agreement would be required to be amended to provide an alternative public benefit.

The applicant's analysis concludes that Option 1 remains the most desirable choice given the variables considered. Option 3 is the second choice if Option 1 cannot be supported.

Staff agrees with the applicant's assessment. The crossing of Chapman Creek has already been completed in the Ridgeview public pathway segment, so connecting to the stubbed pathway (Option 1) would cause the least amount of impact to existing woodland and wetland areas. The more direct route also provides the shortest distance between the points of interest, which may encourage use of the pathway rather than vehicle trips.

As an alternative, if Option 3 is determined to be the preferred route, there may be an opportunity for Ridgeview's HOA to work with the applicant to help fund the more expensive connection. As the HOA would need to amend their PRO Agreement to identify an appropriate public benefit to replace the public pathway, perhaps both projects could work together to provide the public pathway in a new location.

ROAD COMMISSION FOR OAKLAND COUNTY

The applicant has provided correspondence from the Road Commission for Oakland County (RCOC) to show that they have been coordinating with them on the Ten Mile Road plans. RCOC has reviewed their traffic study and provided comments, and states they will continue to work with the applicant if the project moves forward.

STORMWATER DRAINAGE

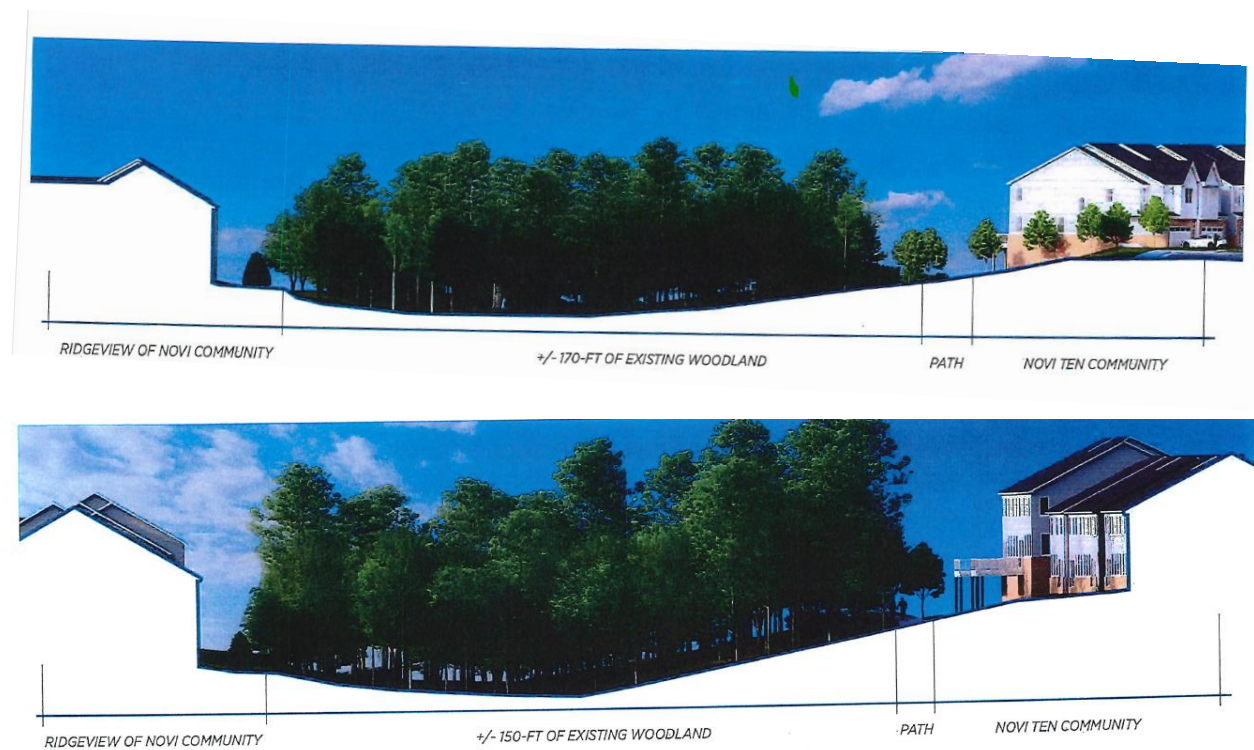
The applicant provides illustrations to show the existing site drainage has 13.1 acres draining south towards Chapman Creek, and 8 acres that drain southeast toward the Rouge River branch near the railroad tracks. The proposed Stormwater Management Plan would route 17.7 acres of the developed portion to the stormwater pond on the east side of the proposed townhomes, which would then be released at a controlled rate to the Rouge River branch. Only 3.4 acres of undeveloped slope would continue to drain south into Chapman Creek, which reduces the chance of flooding on the Ridgeview Villas property.

REDUCING RESIDENTIAL UNITS

The applicant has considered the possibility of reducing the number of townhome units proposed. The applicant states the density proposed (4.5 du/ac) mirrors the density that was approved for Ridgeview, which was 4.6 dwellings per acre. Although clustering the units may make it appear to have greater density, doing so allows the project to preserve the significant amount of wetland and woodland areas proposed.

PERSPECTIVE DRAWINGS OF BUFFER

The proposed homes will be a minimum of 150-170 feet from the Ridgeview homes. The applicant has provided perspective drawings that show the existing trees between the homes to be preserved as well as new plantings closer to the Novi Ten homes.



RESTATED BENEFITS AND DEVIATIONS

In the last section of their response, the applicant restates the justification for the rezoning, explaining the conditions and benefits, as well as the deviations requested. These have previously been reviewed and commented on by staff.

2025 MASTER PLAN

Staff also notes that since this project last came before the City Council, the Planning Commission has adopted the 2025 Master Plan for Land Use. In this updated Master Plan, the Future Land Use for the subject area has been designated for Multiple Family to be consistent with the existing Multiple Family land uses present to the south. Therefore, the

requested rezoning is no longer inconsistent with the Future Land Use designation (which previously indicated Industrial).



Please feel free to contact staff if you have any questions on this matter.