

ENVIRONMENTAL IMPACT STATEMENT

INTRODUCTION

The site consists of one parcel located at the northwest intersection of Dequindre Road and M-59 in the northwest ¼ of the southeast ¼ of Section 36, Town 3 North, Range 4 east, City of Rochester Hills, Oakland County, Michigan. The parcel consists of 5.94 net acres on which exists a private road easement permitting access to an adjacent multi-family development. Current development on-site consists of a 19,030 SF automobile dealership facility offering both sales and service, along with accompanying site improvements including bituminous paving, lighting, landscaping and a storm water detention pond. Proposed development will include an addition and complete renovation of the existing building, increasing the area to 44,478 SF. New site improvements will include vehicular pavement modifications, an underground storm water detention system, LED site lighting and additional landscaping.

PART I ANALYSIS REPORT

PAST AND PRESENT STATUS OF THE LAND

A. What are the characteristics of the land, waters, plant and animal life present?

Topography on the site consists of limited relief with approximately 62% being covered by imperious surfacing.

1. Comment on the suitability of the soils for the intended use.

The soil conditions are ideally suited for the intended building addition, parking expansion, and underground storm water detention. A soil evaluation report is attached.

2. Describe the vegetation giving specific locations of specimens of six-inch (6") diameter or greater, or areas of unusual interest on parcels of five (5) acres or more.

Vegetation includes a mixture of both coniferous and deciduous plantings within a manicured lawn setting. A 5' high earth berm along the west property line shields the auto dealership activities from the adjacent multi-family development. A tree survey has been performed and is attached hereto.

3. Describe the ground water supply and proposed use.

There are no plans for wells or ponds for water use. Landscape irrigation will be supplied by an extension of the existing on-site system.

4. Give the location and extent of wetlands and floodplain.

The U.S.G.S. Topographic Map, United States Department of Agriculture soil survey, and site observations were used to determine that no regulated wetlands exist on or adjacent to the site.

Federal Emergency Management Agency (FEMA) maps for both Oakland and Macomb Counties were reviewed. Neither the property nor surrounding areas were identified. A copy of relevant panels are attached.

5. *Identify watersheds and drainage patterns.*

All adjacent and on-site drainage matters have been considered. The project will comply with requirements of the City of Rochester Hills, Macomb County Road Commission, Oakland County Road Commission, and Oakland County Water Resource Commission, as applicable.

B. *Is there any historical or cultural value to the land?*

The proposed project site is not included in a designated historic district and possesses no historical or cultural value.

C. *Are there any man-made structures on the parcel(s)?*

As previously stated, an automobile dealership constructed in year 2000 will be renovated and added to. The present storm water detention pond located at the southwest corner of the site will be filled in and parking developed above.

D. *Are there important scenic features?*

There are no important scenic features related to the property.

E. *What access to the property is available at this time?*

The property is currently accessed on the north side by two (2) vehicular driveways from Melville Drive.

F. *What utilities are available?*

There is water, sewer, electric, gas, and cable service available along the Dequindre Road frontage. This was confirmed by survey.

PART II
THE PLAN - COMMERCIAL
(5 acres or more only)

A. *Description of Project*

The project includes complete renovation of the existing 19,030 SF automobile dealership and a building addition of 25,448 SF resulting in a 44,478 SF state-of-the-art facility. Additional site lighting, landscaping and paving will accommodate added customers, employees and new car displays. An underground storm water detention system will replace the existing surface pond and allow the expansion of the required parking.

1. *Number of employees by establishment and shift, unless leased.*

SERVICE DEPT.	1 manager, 4 advisors, 1 admin assistant, 1 shop foreman, 9 technicians, 5 porters	Sub-Total:	21
ADMINISTRATION	1 GM, 1 office manager, 2 office staff, 1 receptionist, 1 warranty clerk	Sub-Total:	6
PARTS DEPT.	1 manager and 4 staff	Sub-Total:	5

WRITE-UP	See Service		
SALES	3 managers, 8 sales advisors, 1 internet Coordinator, 1 admin assistant, 3 porters	Sub-Total:	16
PART-TIME HELP	4	Sub-Total:	<u>4</u>
	TOTAL EMPLOYEES		52

2. *Operating hours.*

Monday, Thursday	7:30 a.m. to 9:00 p.m.
Tuesday, Wednesday, Friday	7:30 a.m. to 6:00 p.m.
Saturday	8:00 a.m. to 4:00 p.m.

3. *Type of traffic generated by the project.*

40 Service Customers
25 Parts Customers
15 Sales Customers

B. *Trade Area Definition*

1. *Delineation of the trade area.*

Primarily Oakland County

2. *Competing establishments in the trade area.*

a. *Document sources*

Fred Lavery Audi in Birmingham, Audi Farmington Hills, BMW of Rochester Hills, Mercedes Benz of Bloomfield Hills, Mercedes of Farmington Hills, Lexus of Lakeside, Lexus of Southfield, Infinity of Troy and Infinity of Farmington Hills.

Source: Chris Consiglio, Audi of Rochester Hills

3. *Vacant resources and failures during the past year.*

None.

PART III IMPACT FACTORS

A. *What are the natural and urban characteristics of the plan?*

1) *Total number of acres of undisturbed land.*

The proposed project site is 5.94 acres of which approximately 75% will be disturbed during construction. This results in 1.49 acres of undisturbed land.

2) *Number of acres of wetland or water existing.*

There are no wetlands or water existing on the site.

3) *Number of acres of water to be added.*

No areas of water will be added to the site.

4) *Number of acres of private open space.*

No private open space exists or is planned.

5) *Number of acres of public open space.*

No public open space exists or is planned.

6) *Extent of off-site drainage.*

All surface drainage will be captured in an underground storm sewer system, detained in accordance with City of Rochester Hills standards (25-year storm event, at a minimum), and discharged through the existing storm sewer outlet to the M-59 right-of-way under Michigan Department of Transportation (MDOT) jurisdiction. A discharge permit will be obtained from MDOT prior to construction.

7) *List of any Community facilities included in the plan.*

No Community facilities are included in the plan.

8) *How will utilities be provided?*

Utilities will be provided underground by extension of existing public services located in Dequindre Road right-of-way.

B. *What is the current planning status?*

The project has been submitted to the City of Rochester Hills for preliminary Site Plan Review. Construction documents are approximately 85% complete.

C. *Projected timetable for the proposed project.*

August 2016	-	Construction Documents complete
September 2016	-	Site Plan approval
September 2016	-	Bidding
September 2016	-	Permitting
October 2016	-	Construction Commencement
December 2017	-	Construction Complete

D. *Describe or map the plans special adaptation to the geography.*

See attached Site Plan.

E. *Relation to surrounding development or areas.*

See attached Site Plan.

F. *Does the project have a regional impact?* Yes

1. *Of what extent and nature?*

The project will attract bidders throughout the State of Michigan. The business serves customers throughout the State as well.

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or floodway elevations have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations table in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations table should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was Michigan State Plane South zone 6401 (FIPSZONE 2113). The horizontal datum was NAD83. Differences in datum, spheroid, projection or state plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at <http://www.ngs.noaa.gov/> or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, NNGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for a specific map panel on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242, or visit its website at <http://www.ngs.noaa.gov/>.

Base Map information shown on this FIRM was provided in digital format by Macomb County Planning and GIS Mapping. This information was photogrammetrically compiled at a scale of 1:1200 feet from aerial photography dated 2000.

This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

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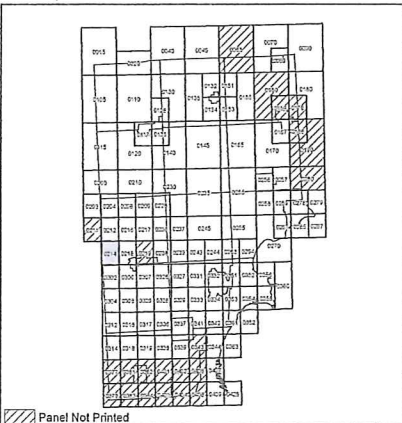
Please refer to the separately printed Map Index for an overview map of the county showing the layout of map panels; community map repository addresses; and a listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the FEMA Map Service Center at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at <http://msc.fema.gov/>.

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PANEL INDEX



SPECIAL FLOOD HAZARD AREAS SUBJECT TO PROTECTION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100 year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard may include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
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- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

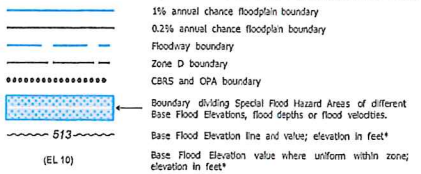
OTHER AREAS

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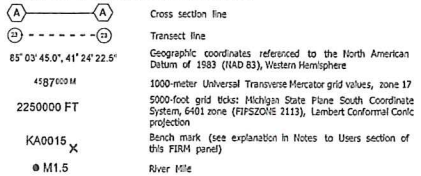
COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.



*Referenced to the North American Vertical Datum of 1988

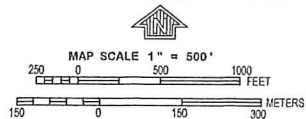


MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
SEPTEMBER 29, 2006

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction. To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6820.



NATIONAL FLOOD INSURANCE PROGRAM

PANEL 0214G

FIRM

FLOOD INSURANCE RATE MAP

**MACOMB COUNTY,
MICHIGAN**

(ALL JURISDICTIONS)

PANEL 214 OF 428
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
SHELBY, TOWNSHIP OF	260129	0214	G

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
26099C0214G

EFFECTIVE DATE
SEPTEMBER 29, 2006

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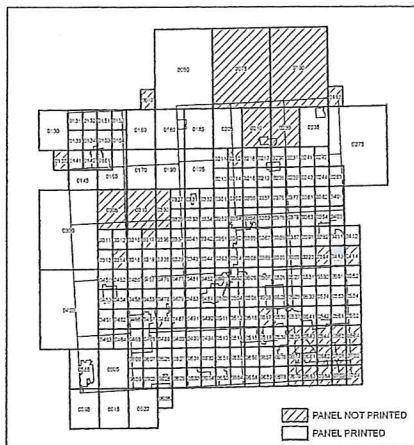
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PANEL INDEX



LEGEND

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- COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**
- OTHERWISE PROTECTED AREAS (OPAs)**
- CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.
- 1% annual chance floodplain boundary
 - 0.2% annual chance floodplain boundary
 - Floodway boundary
 - Zone D boundary
 - CBRS and OPA boundary
 - Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
 - Base Flood Elevation line and velocity elevation in feet*
 - Base Flood Elevation value where uniform within zone; elevation in feet*
- *Referenced to the North American Vertical Datum of 1988
- A ○ A Cross section line
 - 21 ○ 21 Transsect line
 - 97° 07' 30", 32° 22' 30" Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
 - 47,100,000m N 1000-meter Universal Transverse Mercator grid values, zone 17
 - 4700000 FT 5000-foot grid ticks: Michigan State Plane South Coordinate System, 6401 zone (FIPZONE 2113), Lambert Conformal Conic projection
 - HE0181 x Bench mark (see explanation in Notes to Users section of this FIRM panel)
 - M1.5 River Mile

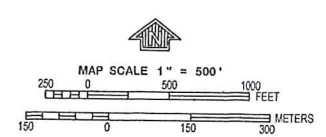
MAP REPOSITORY
Refer to Listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
September 29, 2005

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

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To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.



PANEL 0413F

FIRM
FLOOD INSURANCE RATE MAP

**OAKLAND COUNTY,
MICHIGAN**
(ALL JURISDICTIONS)

PANEL 413 OF 704
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
ROCHESTER HILLS, CITY OF	263471	0413	F

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
26125C0413F

EFFECTIVE DATE
SEPTEMBER 29, 2006

E
PANEL
214

G. Describe anticipated adverse effects during construction and what measures will be taken to minimize the impact.

Construction will be confined to the site boundaries. Earthwork involving the removal of topsoil, installation of an underground storm water detention system and soil compaction present the greatest possibility of adverse effects on water quality. To minimize the impact of exposed soil and the migration of sediment off-site, compliance with requirements of an Oakland County Soil Erosion and Sedimentation Control Permit will be implemented.

H List any possible pollutants.

Care will be taken to mitigate the interruption of any pollutants that may be associated with the partial demolition of existing auto dealership. All refuse will be properly disposed of at licensed landfills. We do not anticipate use of any pollutants during the construction process and specifically do not plan to have any vehicle fuel storage on-site during construction.

I. What adverse or beneficial changes must inevitably result from the proposed development?

We do not believe the proposed project will produce any adverse effects.

1) Physical

a. Air Quality

Air quality should remain unchanged from present status.

b. Water effects (pollution sedimentation absorption, flow, flooding)

The site will be engineered to manage additional storm water flow that is generated from the project.

c. Wildlife habitat, where applicable

We do not anticipate any additional negative impact to wildlife in excess of that which may have occurred in the past from the existing development on the site.

d. Vegetative cover

Existing disturbed cover will be replaced with vegetation meeting the requirements of the City and maintained on a regular schedule.

e. Night light

The general level of illumination at night will be increased but will be compatible with the surrounding environment and comply with requirements of the City.

2) Social

a. Visual

The visual impact of the immediate site will not change from the current commercial character.

b. Traffic

The project will generate more traffic to and from the site than was previously experienced. For that reason, site access has been improved from Melville Drive to minimize congestion at Dequindre Road. This also recognizes the relationship with the Pre-Owned car display north of Melville.

- c. *Modes of transportation (automotive, bicycle, pedestrian, public)*
Primary mode of transportation is automotive to and from the site for employees and customers. There may be a small amount of pedestrian traffic between the main dealership facility and the related pre-owned car display across Melville Drive. A pedestrian pathway has been indicated on the Site Plan to accommodate this possibility.
- d. *Accessibility of residents to:*
 - (1) *Recreation*-Not applicable
 - (2) *Schools, libraries*-Not applicable
 - (3) *Shopping*-Barrier-free accessible requirements will be provided to meet the needs of Parts, Sales & Service customers.
 - (4) *Employment*-Barrier-free accessible requirements will be provided to meet the needs of employees.
 - (5) *Health facilities* -Not applicable

3) *Economic*

- a. *Influence on surrounding land values*
The development of the project should have a positive impact on surrounding land values. The completed project will be a state-of-the-art facility.
- b. *Growth inducement potential*
There is no potential growth inducement.
- c. *Off-site costs of public improvements*
There are no off-site public improvement costs anticipated.
- d. *Proposed tax revenues (assessed valuation)*
It is estimated the assessed valuation of the project will be approximately \$3,500,000.00 (an increase of approximately \$2,500,000).
- e. *Availability or provisions for utilities*
Electrical requirements for display lighting are readily available from DTE at the Dequindre Road right-of-way. Irrigation water for landscaping is also accessible from the public water line in the right-of-way. Natural gas requirements will be supplied by Consumers Energy from the road right-of-way.

J. *Additional factors:*

- 1) *In relation to land immediately surrounding the proposed development, what has been done to avoid disrupting existing uses and intended future uses as shown on the Master Land Use Plan?*

Access to and from the site has been restricted the existing driveway opening at Melville Drive. The Oakland County Road Commission plans to realign Melville with Utica Road in 2016 which will further improve traffic flow in the immediate area.
- 2) *What specific steps are planned to revitalize the disturbed or replace the removed vegetative cover?*

In addition to compliance with the municipal landscape ordinance, regular maintenance and irrigation of new vegetative cover will be employed. Also, landscape planting buffers are included at the project perimeter to minimize the impact of light and noise on adjacent development.

3) *What beautification steps are built into the development?*

The initial beautification components include irrigated landscaping, underground storm water detention, and elimination of one (1) driveway from Melville Drive. In 2016, the Oakland County Road Commission plans to improve the Dequindre right-of-way by eliminating the storm water ditching and continuing the pedestrian walkway across the site frontage.

4) *What alternative plans are offered?*

There are no alternative plans proposed at this time.

PART IV
THE SUMMARY

The project site which fronts on Dequindre Road just north of the M-59 expressway interchange can best be described as semi-commercial and well suited for the continued and expanded use of an "Automobile Dealership". The location is bordered on the south and across Dequindre to the east with retail auto activities. The exposure and secondary road accessibility (Melville Drive) provide ideal conditions for meeting the City's Master Land Use requirements;

Beginning with demolition of approximately 50% of the existing dealership facility located on the site, construction activities will occur over a 12 to 14 month period and create minimal disruption to the neighborhood. Planned improvements include renovations and additions to the dealership building, new vehicular circulation, bituminous surfacing, irrigated landscaping, site lighting, and storm water management. These enhancements will have a lasting economic effect on the community by increasing tax revenues and providing several full-time job opportunities.

In conclusion, the net impact on the City of Rochester Hills will be positive.