

September 8<sup>th</sup>, 2023

Dear Northville Planning Commission,

The Hunter Pasteur team is pleased to provide our Final Site Plan submittal package containing advanced details for the Downs Development. This submittal package has been produced based on the culmination of several years of public engagement, collaboration with City task forces and committees, and feedback by the Planning Commission and other community stakeholders.

As part of Development's Preliminary Site Plan Approval at Planning Commission on September 6<sup>th</sup> of 2022, as well as approval at City Council on November 21<sup>st</sup> of 2022, conditions have been set forth to be addressed by the Development team at time of Final Site Plan Approval which we have summarized within this memorandum. Furthermore, Hunter Pasteur has detailed several changes that have been made to the Site Plan since the Preliminary Site Plan stage at the conclusion of this memorandum to provide additional background of the enhancements that the development team has incorporated into its plans for The Downs Development.

**Conditions Established at time of Planning Commission Recommendation to City Council**

1. Developer shall comply with the time periods contained in the Wayne County Daylighting of the Rouge River Subrecipient Agreement entered into between the City and Wayne County for the receipt of ARPA funds for this portion of the Project. In the event that Developer does not receive approval from the City Brownfield Authority for brownfield funds for the daylighting project, this recommendation of approval for the Project shall be null and void.

**\*This item has been addressed through receipt of Brownfield Authority Recommendation on 12/21/22.**

2. Road configuration as shown in the Project Preliminary Plans as revised indicating that the following roadways, constructed as part of the project, will be public roads dedicated to the City of Northville: Beal St., Hutton St., Fairbrook St., Road A, and Griswold St. (including road stub at southern end of project). All other connecting driveways and alleys within the Project will be privately-owned and maintained through a Homeowner's Association (HOA). The following pavement widths/parking space widths of new streets will apply:

- a. Hutton St. north of Beal St., and Beal St.: 38 ft. pavement width with 11 ft. of pavement for each travel lane and 8 ft. wide parking spaces.
- b. Griswold St.: 36 ft. pavement width with 10 ft. of pavement for each travel lane and 8 ft. wide parking spaces.
- c. Fairbrook St., Hutton St. south of Beal St., and Road A: 34 ft. pavement width with 10 ft. of pavement for each travel lane and 7 ft. wide parking spaces.

**\*This condition has been incorporated in the revised site plan and Draft Development Agreement. "...The following pavement widths/parking space widths of the following streets will apply:**

- (1) Hutton Street 60-foot public right-of-way ("ROW") north of Beal Street, and Beal Street: 38-foot pavement width with 11 feet of pavement for each travel lane and 8-foot-wide parking spaces.**

- (2) **Griswold Street (50-foot Public ROW with 5-foot utility easements on both sides beyond the ROW): 36-foot pavement width with 10 feet of pavement for each travel lane and 8-foot-wide parking spaces.**
  - (3) **Fairbrook Street, Hutton Street south of Beal Street, and Road A (50-foot Public ROW with 5-foot utility easements on both sides beyond ROW): 34-foot pavement width with 10 feet of pavement for each travel lane and 7-foot-wide parking spaces..."**
3. Project will meet the DDA's Secondary Street Design Standards within the DDA boundaries and along the north side of the new Beal St. extension.  
**\*This condition has been incorporated in the revised site plan. All streetscapes north of the new Beal Street extension meet the DDA's Secondary Street Design Standards. Street trees in grates and the Northville Victorian style pedestrian light have been provided throughout. Other elements such as benches, trash and bike racks have been located where appropriate.**
4. Project will provide pedestrian-scaled streetlights and street trees along all public roads within the project, and along Cady St. and S. Center St.  
**\*This condition has been incorporated in the revised site plan. The Northville Victorian style light has been incorporated throughout the project. North of the new Beal Street extension they are spaced approximately every 60' on center working with the tree spacing for a consistent rhythm of elements along the streetscape. South of the new Beal Street extension the lights are located at the major intersections to provide sufficient light at critical points for safety. Lighting the intersections versus all streetscapes helps to create a more traditional neighborhood feel as is found in the existing neighborhoods surrounding The Downs Development. The same pedestrian light can also be found throughout River Park and flanking Central Park.**
5. River Street improvements will, at a minimum, include a roadside barrier consistent with AASHTO Roadside Design Guidelines to protect vehicular traffic and pedestrians from the slope to the daylighted river. The type and extent of the roadside barrier will be determined during final site plan approval as recommended by the City's Engineer.  
**\*This condition has been incorporated in the new River Park design and is incorporated into the Draft Development Agreement: "... River Street improvements will include some form of a natural or earthen roadside barrier along the river opening consistent with AASHTO Roadside Design Guidelines and City Zoning Ordinance requirements, to the extent determined to be appropriate by the City Engineer and Planning Consultant during the Final PUD Site Plan approval process and as approved by Wayne County (where within the Wayne County ROW along the west side of River Street)..."**
6. No parking shall be permitted across public sidewalks. All sidewalks in the Project will allow public pedestrian travel.  
**\*The development shall not permit parking across public sidewalks.**
7. Developer is responsible for implementing the following traffic improvements to serve the project, as identified in the Traffic Impact Study (TIS) dated February 20, 2022:
  - a. 1) 7 Mile/S. Main/Northville Rd. improvements described in the TIS;
  - b. 2) signal optimizations at other intersections identified by the TIS;
  - c. 3) pedestrian midblock crossing of Center St. at Fairbrook St. with center refuge island, Rectangular Rapid Flashing Beacons (RRFB), pavement markings/signage and walk/ramp upgrades;
  - d. 4) pedestrian mid-block crossing of Cady St. at parking structure location with pavement markings/signage and walk/ramp upgrades;

- e. 5) pedestrian mid-block crossing on 7 Mile Road at River St. with pavement markings, HAWK, and path/ramp upgrades (TAP grant contribution anticipated); and
- f. 6) pavement rehabilitation of Griswold St. from Cady to Beal after road widening to add on street parking is completed. In addition, Developer is responsible for making a contribution as determined by City Council for the roundabout at 7 Mile/S. Center St.

**\*These items have been incorporated into the Draft Development agreement with the City.**

8. Elevations were presented to the Planning Commission at the 8/16/22 and 9/6/22 meetings. The elevations shall be revised at the time of final site plan submittal to show a combination/mixture of Hardi-plank, brick and stone on the Townhomes and single-family homes, as shown on the material sample boards presented to the Planning Commission at their 9/6/22 meeting. In addition, the developer will implement a monotony code, and the single-family homes will include five (5) floor plans, with four (4) different and distinct elevations and color pallets for each floor plan. No vinyl components or EIFS (Exterior Insulation and Finish System) shall be allowed in the Project. Detached garages for single-family homes shall be consistent in style and materiality to the style and materiality of the home. Architectural details/features/interest shall be provided on garage facades visible from a public road.

**\*These items have been incorporated into the Draft Development agreement with the City.**

**"...Elevations were presented to the Planning Commission. The elevations shall be revised at the time of Final PUD Site Plan submittal to show a combination/mixture of Hardie-board, brick and stone on the Townhomes and single-family homes, using materials consistent with the material sample boards presented to the Planning Commission at its September 6, 2022, meeting. In addition, Developer will implement an anti-monotony code for Phases II, III and IV, pursuant to which the single-family detached residences will include five (5) floor plans, with four (4) different and distinct elevations and color pallets for each floor plan, and no substantially similar front elevation (in both style and color) of any single-family detached residence shall be duplicated next to one another or directly across the street. Different colors, building materials, offsets, roof lines, porches, windows, doors, ornamental trim shall be used for single-family detached residences on adjacent units or across the street to avoid the appearance of repetition. No vinyl components or EIFS (Exterior Insulation and Finish System) shall be allowed in the Project..."**

9. Apartment and condominium buildings shall be built to Leadership in Energy and Environmental Design (LEED) standard for certification (in effect at the time of submittal), including sustainable sites, water efficiency, indoor environmental quality, material and resources, energy and atmosphere, location and transportation, innovation, regional priority, and education and awareness. Toll Brothers residential units shall be built to Home Energy Rating System program standards, including heating, cooling, hot water, lighting (interior/exterior) electric/gas appliances, and other electric/natural gas uses. Documentation shall be provided to the City to verify compliance with this requirement at the time of Final Site Plan approval for the particular phase.

**\*This item has been incorporated into the Draft Development agreement with the City. "...A base case scorecard and point tally will be provided by Developer at the time of Final PUD Site Plan approval for that particular phase. However, no certification is required...". Additionally, a copy of the base case scorecard can be found within Exhibit A of this document.**

10. Detached single-family residential building design shall include the architectural detailing on all dwelling units as depicted in the elevations presented at the Planning Commission meetings on 8/16/22 with revisions presented to the Planning Commission at their 8/29/22, and 9/6/22 meetings, further revised as stated above.

**\*The 38 single-family-detached residences are diversified in lot size, plan, elevations, and detailing. Specifically, there are 3 lot sizes (21 smaller, 9 medium and 8 larger), 6 plan types and sizes (from 2000**

SF to 3100 SF). Each plan has 3 or 4 options for building style and detailing. Specific plan types are allowed on specific lot sizes, based on lot size and location. There are 23 elevation typologies with distinct detailing; the prevailing styles are Bungalow, Cottage, Farmhouse, Queen Anne, Arts & Crafts, Italianate and Transitional, with 20 paint color pallets to choose from.

All garages are detached in the rear yard, accessed from a rear alley lane. The garages have the same materials and color pallet as the main house. The corner lots have homes and garages with elevations that address both streets.

Diversity that reflects Northville neighborhoods is accomplished by:

1. Adherence to Historic District Design Guidelines (for building mass, height, scale, setback, spacing, window rhythm/pattern/proportion, materials, colors and detailing)
2. Toll Bros anti-monotony code that disallows the same building elevation and/or color pallet next door on either side and directly across the street.
3. Working with Toll Bros design professionals on buyer preference for lot, plan, elevation style and color pallet.

11. Housing products located at street intersections should act as transitions between products, and both street frontages of buildings, including garages, shall include the elevations of a “front.” At the Final Site Plan stage, the developer of each phase shall provide the following for the buildings included in that phase, as applicable:

- a. Revised elevations for the townhomes and single-family homes as noted above.  
**\*This condition has been incorporated in the revised site plan**
- b. Detailed architectural design consistent with this Preliminary Plan approval of all buildings on all facades, as modified by this Motion. Rear of buildings shall be designed to be as attractive as the front.  
**\*This condition has been incorporated in the revised site plan**
- c. All facades shall be revised with additional details, such as modified fenestration and details consistent with the Historic District Commission guidelines, on corner buildings (but not exclusively).  
**\*This condition has been incorporated in the revised site plan**
- d. Rendering of alleys/rear driveways behind townhomes.  
**\*This condition has been incorporated in the revised site plan**
- e. List of LEED, WELL, or HERS sustainability standards (or other rating systems) being met with new buildings as a checklist.  
**\*Toll Brothers is using Ekotrope which is the leader in energy calculation modeling across the country to verify that all homes are meeting code requirements. By doing this it requires Toll Brothers to submit blueprints for the home prior to construction along with the specs that are going into the house to verify that the home will meet code standards before being built. In order to 3verify that the home that was presented to be built is meeting code requirements a pre dry wall inspection is completed on each home. This verifies that the insulation values, mechanicals, windows, doors, etc. that were modeled prior to the home being built were actually installed in the home. Once the home is completed a blower door and duct leakage test are done to the home to verify the thermal envelope and duct work in the home are tight enough to be deemed livable (essentially making sure the home is not leaking to much air from the thermal envelope or duct system to cause it to not be energy efficient). After this three**

**step process is completed, the home is submitted to Ekotrope for final approval that the home meets code standards. This process provides a HERS rating to ensure that the home is compliant with all energy codes.**

12. The amount of land allocated to the Central Park and River Park on the Project Preliminary Plans shall not be diminished or reduced in overall size by other project facilities, such as the daylighting of the river, stormwater basins, or other non-park facilities unless deemed acceptable by the Planning Commission during Final Site Plan review.

**\*The amount of land allocated to the Central Park and River Park has not diminished or reduced in overall size; the acreage of the River Park at Preliminary Site Plan was 7.68 acres, the acreage of the River Park at Final Site Plan is now 7.85 acres due to a reduced pond size. Additionally, this item has been incorporated into the Draft Development agreement with the City. "...The amount of land allocated to the Central Park and River Park on the Preliminary PUD Site Plan shall not be diminished or reduced in overall size by other project facilities, such as the daylighting of the river, storm water basins, or other non-park facilities unless deemed acceptable by the Planning Commission during Final PUD Site Plan review..."**

13. The design of the Central Park and River Park shall be consistent with the Project Preliminary Plans, and in addition to these designs, shall contain, at a minimum, paved pedestrian walkways, access point(s) to the daylighted river, pathway lighting, site furnishings (seating & trash receptacles), landscaping, bike racks, and signage.

**\*This condition has been incorporated in the revised site plan to include paved pedestrian walkways, access points to the daylighted river, pathway lighting, site furnishings including seating & trash receptacles, landscaping, bike racks, and signage.**

14. Developer to contribute \$50,000.00 for public art in Central Park or River Park, with payment made to the City at the time of the issuance of the first building permit.

**\*These items have been incorporated into the Draft Development agreement with the City. "...Perennial shall select after consultation with the City, purchase and install public art in Central Park at a cost of at least Fifty Thousand Dollars (\$50,000.00) by no later than six (6) months after substantial completion of the construction of Central Park, subject to any delay caused by weather conditions or other factors outside the control of the Perennial..."**

15. River Park:

- a. Shall contain two (2) bridges, as illustrated on the Project Preliminary Plans that are a minimum of 10 to 14-feet wide.

**\*This condition has been incorporated in the plans for the River Park design. Additionally, the commitment to provide 2 pedestrian bridges has been incorporated into the Draft Development agreement with the City. "...HP shall construct as part of the Project, two (2) bridges over the daylighted river, one at Johnson Street as illustrated on the Preliminary PUD Site Plan and the second at the southeastern corner of the River Park, that are a minimum of 10-feet wide..."**

- b. Developer shall relocate the log cabin either in the River Park or somewhere in the community, if determined viable and economically feasible by City Council, and shall contribute up to \$125,000 toward this relocation. The Planning Commission encourages its use to be a passive, visual use that reminds visitors of Northville's history. Retrofitting the log cabin as a restroom is not recommended.

**\*The development team is actively working with and will continue to support the River Task Force and community members as they determine an appropriate new location for the Log Cabin. Commitment to the funding contribution for relocating the log cabin is also incorporated into the Draft Development agreement with the City. "...Developer shall match those funds up to \$125,000.00 toward the relocation..".**

- c. Incorporate pathways along the west side of the stormwater basins behind the carriage homes, which paths will connect to the River Park pathway system.

**\*This condition has been determined as unfeasible based on site conditions within the River Park: Wayne County requires a 25-foot wide vegetated buffer around the top of the stormwater pond. In order to facilitate a pathway between the carriage homes and the pond, while also providing the vegetated buffer and adequate screening for safety and privacy of the future carriage home residents, the pond would need to be relocated a minimum of 50' to the east (25' buffer, 5' path, 20' screening area for safety and privacy). Relocating the pond 50' to the east is not possible based on the location of the river and the existing bridge at 7 Mile Road. In the interest of providing direct access to the river park from the rear of the carriage homes along the west side of the pond, the area between the carriage homes and the pond will be designed and graded to allow for pedestrian access. A copy of a memo along with a supporting diagram can be found in Exhibit A within this document.**

- d. Revise the plans to show that the stormwater basin is part of the Project development and not part of the River Park. Show distinct property lines.

**\*Plans have been revised to delineate the stormwater basin as part of the project development and not part of the River Park.**

16. Central Park:

Shall have adequate water and electricity in all four quadrants of the park, and an irrigation system.

**\*This condition has been incorporated into the revised Central Park design. The development team worked in collaboration with the Central Park Study Group to ensure irrigation, adequate water and electricity serviced the Central Park.**

- a. Developer to provide public restroom facilities in a building within the Project adjacent to the Central Park.

**\*This condition has been incorporated in the revised architectural plans for the Apartment building, a public restroom has been included along the east side of the building facing Hutton Street.**

- 17. Farmers Market: Planning Commission supports the Farmers Market Task Force recommendation that the Market be located off of the project site. The temporary Farmer's Market location within the Project shall, at a minimum, include a paved market surface and parking spaces, as shown on the site plan dated 8/9/22, as well as water and electrical hookups.

**\*These items have been incorporated into the Draft Development agreement with the City. "...the temporary Farmers Market location within the Project shall, at a minimum, include a paved market surface and parking spaces, as shown on the site plan dated August 9, 2022, as well as water and electrical hookups and port-a-johns, which shall be completed by Developer by no later than May 31, 2024..."**

- 18. Pocket Parks: These parks will be open to the public as proscribed in the Master Deed and Bylaws of the Site Condominium and the PUD Agreement, and include benches, trash receptacles, and landscaping.

Pocket parks will be maintained by the developer until such time as the homeowner's association is created, and then by the HOA in accordance with the terms of the PUD Agreement.

**\*Developer will provide the City with a draft of the master deed and bylaws confirming the incorporation of the park areas as described and required in the Draft Development Agreement, prior to Final Engineering approval. "...The pocket parks will be open to the public as proscribed in the Master Deed and Bylaws or Declarations of Restrictions and this Agreement, and shall include, at a minimum, benches, trash receptacles, and landscaping. Pocket parks will be maintained by Developer until such time as the HOA is created, and then by the HOA in accordance with the terms of this Agreement, and the Master Deed/Bylaws or Declarations of Restrictions, as applicable..."**

19. At the Final Site plan stage for each phase, the developer shall provide the following for the parks included in that phase, as applicable:
  - a. Developer will work with the DDA, City's experts, Northville Parks and Recreation, an Environmental Engineering firm with experience in appropriately scaled ecological restoration (at developer's cost), and related City task force groups to:
    - i. Refine the design for the River Park, incorporating at a minimum the features listed above. Planning Commission recommends a "natural" landscape aesthetic to the River Park.  
**\*The development team has met with the DDA, the River Task Force as well as the Friends of the Rouge to refine the design of the River Park. The Development team has retained Barr Engineering to facilitate the ecological restoration required in daylighting the Rouge River within the development site. Barr Engineering is a nationally recognized engineering and environmental consultant that has been in the natural restoration industry for over 50 years. Barr has worked on several river daylighting projects across the country, most recently working on the Highland Bridge project in St. Paul, MN, Nine Mile Creek in Bloomington, MN and Kid's Creek in Traverse City, MI. To date, meetings with members of the River Task Force have taken place on 2/9/23, 2/15/23, & 3/30/23.**
    - ii. Refine the design and character of the individual quadrants of the Central Park incorporating at a minimum the features listed above.  
**\*The development team has met with the Central Park Study Group to refine the design and character of the individual quadrants of the Central Park. To date, meetings with members of the Central Park Study Group have taken place on 12/21/22 & 1/25/23 to develop an enhanced design for the Central Park.**
  - b. Signage for parks as approved by the City.  
**\*Signage for the parks have been developed in accordance with the DDA to ensure the design is consistent with existing signage within the Northville community that has been approved by the City. Proposed signage has been included within this Final Site Plan Submittal Package.**
20. Developer shall obtain all required permits from the City and outside regulatory agencies for design and implementation of the plans during construction.  
**\*This developer will commit to this condition to obtain all required permits from the City and outside regulatory agencies.**
21. Developer shall use stormwater management techniques that infiltrate stormwater into the ground, where possible, using Low Impact Development (LID) Techniques such as deep-rooted plants, bioswales,

permeable pavements, and other techniques, based on site conditions. The developer shall work with City Engineers and Wayne County to identify more opportunities to increase infiltration and LID applications on the site.

**\*These items have been incorporated into the Draft Development Agreement with the City.**

**"...Developer shall use storm water management techniques that infiltrate storm water into the ground, where reasonably practical, using Low Impact Development (LID) Techniques such as deep-rooted plants, bioswales, permeable pavements, and other techniques, based on site conditions...". With over 30% of the overall site being dedicated to open space, the site will feature substantial plant and habitat restoration as well as the capturing of the current 100-year flood plain. The significant storm water benefits created by the daylighting of over 1,100' of the Rouge River, which will detain an estimated 30,000,000 gallons of stormwater annually (Northville River Restoration & Riverwalk Framework Plan). Without the environmental improvements designed as part of The Downs, the aforementioned annual stormwater runoff would continue to discharge contamination and sediment into the Rouge River, creating the potential for environmental consequences not only to the City of Northville, but to surrounding communities as well. In addition to stormwater management, the underground detention basin located below the southern-most tier of the Central Park will feature perforated 96" stormwater detention pipes that will provide additional infiltration to the site.**

22. Defer a recommendation to City Council on the following from DPAC (Downs Project Advisory Committee):

- a. Cost sharing proposal to implement the development, as proposed by the developer, including payment for or contributions toward the daylighting of the river, the relocated Farmers Market, traffic improvements including the proposed roundabout, and improvements to the public utility infrastructure. However, the Planning Commission has made specific recommendations on some of these components, and the specific recommendations of the Planning Commission prevail over this general referral of cost sharing.

**\*The development received DPAC recommendation on November 14<sup>th</sup>, 2022. Additionally, an agreement related to cost sharing of the aforementioned items has been captured within the Draft Development Agreement.**

- b. Ownership, maintenance, and programming of the River Park and/or Central Park.

**\*The City is to own, maintain and program the River Park and Central Park. An annual payment will be paid toward maintenance of the Central Park by the Condominium HOA and Apartment Building Ownership which is also incorporated into the Draft Development agreement with the City. "...The condominium HOA for the Phase I property and the owner of the apartment building in Phase I shall each contribute Twenty-Five Thousand Dollars (\$25,000.00), for a total of Fifty Thousand Dollars (\$50,000.00) annually, to the City towards the maintenance of Central Park, beginning on the date Central Park is conveyed to the City Such payments shall increase by three percent (3%) each year cumulatively..."**

- c. Ownership and maintenance of gateway design, and landscaping within the roundabout.

**\*This item has been incorporated into the Draft Development agreement with the City. "...Developer shall post a two-year maintenance and establishment warranty for all plantings and signage in the Gateway following installation and acceptance of dedication of the Gateway by the City..."**

- d. Per Section 24.08 of the Zoning Ordinance, the City will require a performance guarantee(s) in the form of cash or automatically renewable, irrevocable letter of credit to ensure faithful



completion of the site improvements in conformance with the approved Final Site Plan and approved PUD Agreement.

**\*This item has been incorporated into the Draft Development agreement with the City.**

**"...Developer shall deposit or cause to be deposited with the City Clerk cash, certified check, or one or more automatically renewable irrevocable letters of credit substantially in the form attached hereto as Exhibit L or such other form approved by the City and Developer, whichever Developer elects, running to the City, to provide a performance guarantee (the "Performance Guarantee") for the construction of all Improvements..."**

23. Incorporate the roundabout preliminary design provided from the City Engineer based on the preliminary engineering stage which is anticipated to begin at the conclusion of the approval of the Preliminary Site Plan. This preliminary engineering effort by the City Engineer would include survey, ROW verification, Wayne County Review and input, 40% level design, customized design considerations to meet City needs, center island Gateway Design options, and shall meet AASHTO Design Standards (as well as applicable roundabout and transportation/design guidelines). The roundabout will be designed as efficiently as possible utilizing available traffic data, City objectives, safety considerations, and Developer input, as well as Wayne County DPS review. ROW needs shall anticipate future considerations for growth and possible expansion, but current design will provide for efficient, safe, and effective layout for roundabout vehicular traffic and pedestrian flow. Roundabout design will include accommodations for pedestrian and bicycle facilities for safe non-motorized use of this intersection to accommodate circulation/connectivity in all directions. The duration of the preliminary engineering phase by the City Engineer is anticipated to be completed in approximately four (4) months from the authorization by City (including Wayne County DPS reviews). Developer shall contribute the ROW needed based on the roundabout design, at no cost to the City.

**\*This item has been incorporated into the Draft Development Agreement with the City. "...HP shall incorporate the Seven Mile and Center Street Roundabout (the "Roundabout") preliminary design provided from the City Engineer based on the preliminary engineering stage which is anticipated to begin upon execution of this Agreement and authorization by the City to proceed..."**

24. Developer shall prepare and present an entryway design at the north intersection of 7-Mile/S. Center St. that indicates and creates a significant identity to celebrate that the driver/pedestrian/cyclist is entering into the City of Northville, not a subdivision. The architecture of the buildings should lead the gateway design, and landscaping should support the gateway. The gateway will contain some type of historical reference and may possibly be located in the center island of roundabout, subject to road design guidelines and safety aspects.

**\*This condition has been incorporated in the revised site plan.**

25. Investigate and present traffic mitigation techniques for Beal St. east of development, River St., and Fairbrook St. west of the Project.

**\*The development team has developed possible traffic mitigation techniques for Beal St. East of the development, River St. and Fairbrook St. West of the project with Fleis & Vandenbrink's assistance and has presented these techniques to the City Staff on 3/20/23 as well as the Mobility Network Team on 4/10/23. A copy of our mitigation techniques can be found in Exhibit D within this document.**

26. Further refine site and park designs to improve pedestrian accessibility, creating a comfortable experience for people in wheelchairs or those with mobility issues. Developer to meet with mobility-challenged residents and/or the Living and Learning Center in Northville for input and recommendations for refinements presented at the Final Site Plan stage.

**\*This condition has addressed. The development held a presentation on March 13<sup>th</sup>, 2023, to members of the Living and Learning Center in Northville as well as residents of Allen Terrace, a link to the presentation was later distributed to both groups for members who were not able to attend the presentation. A copy of the ADA presentation can be found in Exhibit C of this document.**

27. Provide signage and wayfinding locations and details.

**\*This condition has been incorporated in the revised site plan.**

28. Developer shall submit a logistical plan to show how the development will proceed with minimal impact on the City and surrounding properties as development progresses through the various phases.

**\*The Developer is committed to adhering to the City's Construction Site Operation Standards. Additionally, "Developer will comply with the current City of Northville Construction Site Operation Standards during all phases of the development. At the time of building permit submission, an accompanied project specific logistics plan will be submitted, reviewed, and approved under the purview of the City of Northville's building department and will be contingent upon building permit being issued. Developer will make best efforts to mitigate impact on city and surrounding areas as the development progresses through the various phases." Additionally, supporting information on the development's construction mitigation plans are included in Exhibit E within this document.**

#### **Conditions established at time of City Council Approval**

1. The developer providing all the financial benefits contained in the November 13, 2022, spreadsheet provided to DPAC, attached hereto, in addition to providing a \$50,000 contribution for art in Central Park.

**\*This is incorporated into the Draft Development Agreement**

2. The developer committing to the terms contained in the email dated November 17, 2020, attached hereto.

**\*This is incorporated into the Draft Development Agreement**

3. The Downtown Development Authority (DDA) approving all of the following: (a) Transfer of one hundred percent (100%) of its tax increment revenues for the Property, with the exception of \$50,000 per year, to be transferred to the Brownfield Redevelopment Authority (BRA) to reimburse the developer on the Brownfield Plan pursuant to the Brownfield Plan; (b) Expansion of the DDA boundaries to include the River Park; and (c) Completing the mandatory procedures for amending the District Boundary Map, the DDA Development Plan, and the Brownfield TIF Plan accordingly.

**\*This is incorporated into the Draft Development Agreement.**

4. The BRA approving a Brownfield Plan acceptable to the City in terms of the years and amount of capture for the daylighting of the River.

**\*BRA recommendation received 12/21/22**

5. City Council approving a tax abatement for the apartment building pursuant to the Commercial Rehabilitation Act, PA 210 of 2005, as amended, regarding the term of years and amount of taxes to be abated.

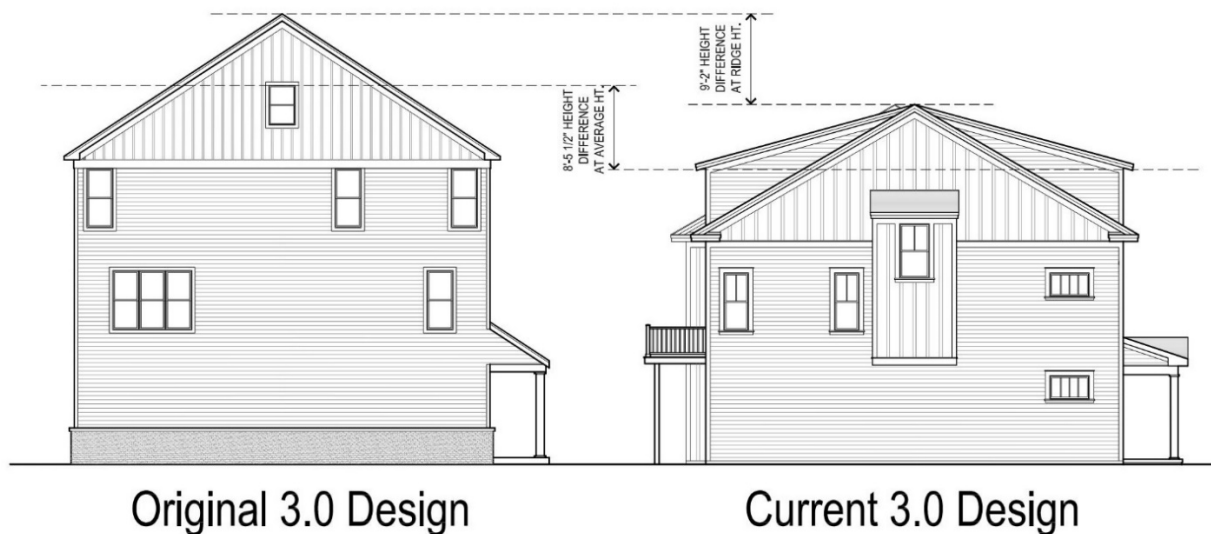
**\*Subject to City Council Approval**

6. The conditions recommended by the Planning Commission on September 6, 2022, not inconsistent with this motion.  
**\*Subject to City Council Approval**
7. The preparation and approval of a PUD Agreement incorporating all the terms of this motion and the agreement of the parties acceptable to special counsel and the City Council.  
**\*Subject to City Council Approval**
8. In the event that the above conditions are not satisfied, and the developer has not applied for Final PUD Site Plan approval in accordance with the timeframe set forth in the Zoning Ordinance, the City may proceed to rezone the property from PUD in its sole discretion.  
**\*The development received City Council Approval on 11/21/23, this submittal on 4/14/23 is within the 6-month timeframe set forth in the City of Northville Zoning Ordinance.**

**Changes to the Site Plan**

**Modification to 3-Story THs on Toll Brother’s Site**

During the Preliminary Site Plan Approval at City Council on November 21, 2022, members of the City Council objected to the height variance request for Toll Brothers 3.0 story townhomes. The concern focused on the scale of the townhomes when compared with adjacent 2 and 2.5 story residences. The revised sloped roof lines are now 9’2” lower than the previous 3.0 story townhomes that had been presented during the Preliminary Site Plan phase.



Greg Presley and Robert Miller redesigned the third floor to be mostly under roof except at wall dormers. In doing so, they were able to make the average roof height 30 ft and comply with the City Council request. The development team believes that the modifications made to the 3.0 townhomes have provided a benefit to the overall site design and massing within The Downs.

**Engineering/Site Plan Modifications**

The Final Site Plan Engineering Plans for The Downs Development have been split into two separate sets. The “North Site” is the Hunter Pasteur portion of the development and includes the development from Beal Street north. The “South Site” is the Toll Brothers portion of the

development and includes the development south of the Beal Street ROW and the two parcels west of Center Street. These two plan sets will be permitted separately, and the Final Site Plan submittals will ultimately become the Engineering Construction Plans submitted for Engineering approval and permitting.

#### Site Plan Revisions:

1. Setbacks for the Townhouse units along Center Street have been increased to 25.3' – 27'.
2. Setbacks for the Townhouse units on the south side of Beal Street have been increased to 24' to allow adequate room of the overhead electric lines on the south side of Beal Street.
3. The Private Drives behind the Townhome units along Center and Beal Street have been reduced in width from 22' to 18' (to back of curb). Beal Street, Hutton Street , Fairbrook Street, Griswold Extension and Road A road widths have all been revised to meet the travel lane and parallel parking width requirements approved by the Planning Commission during the Preliminary Site Plan process.
4. The Central Park underground detention basin has been revised to allow infiltration of the First Flush storage volume.
5. The above ground detention basin has been revised in width to keep the 25' detention basin buffer outside of the existing box culvert. The basin has also been revised to include two separate forebays for the treatment of stormwater sedimentation.
6. A potential bioretention area has been identified on the plans on the south side of the Toll Brothers portion of the development between the Carriage Homes and the southern property line. Additional soils investigations may be required prior to completion of the design of the potential bioretention area.
7. The parking lot for the Apartment building has been reduced by two parking spaces to allow for ground level electrical equipment pads.
8. An ADA Route Plan has been provided in the plans to show all ADA sidewalk locations.
9. Additional engineering changes have been included in the SKL response to OHM's engineering review.

**Exhibits**

**Exhibit A – Toll Memo on Park Pathway**

**Exhibit B – LEED Scorecard Sample**

**Exhibit C – ADA Accessibility Presentation**

**Exhibit D – Neighborhood Traffic Mitigation Techniques**

**Exhibit E – Construction Mitigation**