

September 8, 2023

City of Northville  
Department of Public Works  
215 W. Main Street  
Northville, MI, 48167

Attn: Mr. Michael Domine

Mr. Domine,

In accordance with your City Engineer (OHM) Review dated **August 14, 2023**, for the Final Site Plan submittal, we offer the following comments in response. The comment numbers shown below correspond to the Civil related comments contained in the consultant or staff review letters where applicable.

#### **General**

1. The Cady St ROW has been revised to provide 50' width at all locations. The full length of proposed Beal St through the development is 60' wide. Existing Beal Street is 50' wide east of the development including the small stub of existing ROW to the west of the existing Griswold/Beal intersection.
2. Lot and Building numbers have been added to the Final Site Plan.
3. Benchmarks are shown and labeled on the topographic survey sheets.
4. The Cover Sheet provides the legal descriptions of the overall parcels. Due to the length of the legal descriptions of the north/south/west of Center/Central Park/River Park legal descriptions, a separate Boundary Sheet and Legal Descriptions sheet has been added to the sets.
5. Overall Utility Plans have been added to the Final Site Plan as requested.
6. A Legend has been provided on all plan sheets.
7. All parking spaces on Beal Street and Hutton Street north of Beal will use paint lines to designate parking spaces. As discussed in previous Planning Commission meetings, parallel parking spaces in the roads south of Beal Street will not use paint lines as these are intended to be neighborhood roads. Parking space locations are shown in the Final Site Plan to verify parking space counts. However, paint lines will not be installed in these areas.
8. The historic gateway concept and element is to occur in the central island of the round-a-bout. This is not part of the development team's scope of work.

#### **Grading and Paving**

1. Trash chutes are included in each building accessed by the residents on each floor. The chutes discharge compactors at the bottom within dedicated trash rooms at the garage level. The trash receptacles are then wheeled through the garage to the waste handling trucks within the parking lot of the apartment building and entry drive of the condo building. Trash receptacles exterior to the apartment and condo buildings are not required.

2. Please see Sheet 46 of the North plan set and Sheets 69-72 in the South plan set for Detail Grading Plans.
3. Drainage arrows have been added to the plan sets as requested.
4. The Emergency Vehicle Access Plans have been reviewed and revised for more clarity. The location of the Vehicle tire paths have been darkened to show the tires remain within the roadway. The vehicle overhangs are also shown on the truck paths in a lighter color.
5. This location is not intended to be a parking space since there is an entryway into the Apartment Building at this location. Additional paint lines have been provided to show that parking is not allowed at this location.
6. The pavement cross sections within the public ROW have been revised as requested. All internal parking lots and private driveways will remain at 4" HMA on an 8" 21AA base.

### **Utilities**

1. Comment noted.
2. Comment noted.
3. The existing DTE powerline through the Northville Downs site are overhead lines and run from the substation at Griswold/Beal westerly across the site to Center Street. These existing overhead lines provide power to portions of downtown. The Down project is proposing to relocate these existing overhead lines to the south side of Beal Street. All electrical power lines servicing the site will be located underground as required. Please see the attached letter from DTE approving the overhead line relocation.
4. Public Utilities easements are provided throughout the site. For clarity, the Public Utilities easements have been hatched on the Composite Utilities Plan sheets in both the North and South Final Site Plan sets. Design of the gas lines and telecommunications will be performed by the utilities.
5. The easements have been revised as requested.
6. Storm sewer profiles are provided throughout the project. Since these sewers do not generally follow the roads, the profiles are not shown in the road profiles. All relevant design information is provided in the storm sewer profiles.
7. All water mains are shown as 6' below the back of curb elevation in the Road & Water Main Plan and Profile Sheets. If OHM would like a separate profile sheet showing the proposed ground elevations directly above the water main, it will be provided as an addendum to the Engineering Construction Plans.
8. Water services are shown in plan and profile and revised where required as requested.
9. All hydrant and GV&W elevations are shown correctly in plan and profile. As discussed in item 7 above, separate plans showing the ground elevation will be provided if requested.
10. a. Call out has been revised; watermain lengths have been revised; back of curb labels have been revised.  
b. Labels have been revised as requested; missing callouts have been added as required.  
c. Station labels have been revised.  
d. Structures are shown in plan and profile.  
e. G-06 rim elevation has been revised.

- f. Sanitary profile views have not been provided yet, since the connection to the OCWRC Interceptor is still in review. Once the connection is approved, the profiles will be finalized and provided in the Engineering Construction Plans for the south portion of the development.
  - g. Pipe lengths have been revised.
  - h. The note has been revised. 4" HMA on 8" 21AA will be used for the drive paving section.
11. As discussed with the City Engineer and OHM, an 8" water main was installed below the Beal Street bridge when it was built. On each side of the bridge, there is an existing 8" valve-in-box before the main size switches to 4" water main. In coordination with OHM, the Engineering Plans have been revised to remove the existing 8" valve-in-box on the west side of the Beal Street bridge, and the connection to the proposed 8" water main for the site will be made at this location. This arrangement will provide 8" watermain along Beal Street from the project to the east side of the Beal Street bridge as intended in the PUD agreement.
  12. Utility crossings are shown in plan and profile and a crossing table is provided for the north development. Please note, the crossings on the south portion of the development cannot be completed until the connection to the OCWRC interceptor is approved and the sanitary sewer design is completed. The south Engineering Construction Plans will be submitted to the City after approval of the OCWRC connection to the interceptor and all pipe crossings will be shown as required.
  13. The noted crossings have been revised to provide 1.5' min clearance between pipes.
  14. All hydrants have been revised to be a min 5' behind all curbs.
  15. The water main has been revised at the parking parcel to connect to the existing watermain with a TSV&W within the 7 Mile Road ROW.
  16. SKL has reviewed the plans and added 5 gate valves so that all isolation requirements are met.
  17. 4 ft diameter manholes have been added to the Apartment Building and Condo Building sanitary leads. Rather than providing a cleanout to these 8' diameter building leads, manholes have been added outside the building footprint for access and maintenance of the building leads.
  18. All sanitary leads connect to the sewer mains downstream of any dead-end manholes. Please note all sanitary leads to the Townhome, SF Attached and Carriage House units enter the units into the side of the buildings. One sanitary lead is provided per building.
  19. All sanitary sewers have been revised to SDR-26 PVC pipe.
  20. A 1500-gal grease trap has been provided for the restaurant of the apartment building as requested. The grease trap is located on the north side of the apartment building and connects to the existing sanitary sewer within the Cady Street ROW. Please see sheet 19 of the North plan set to see location of the grease trap and sheet ND2 for grease trap details.
  21. Comment noted. To be reviewed further during engineering review. A few locations match inverts to reduce the amount of fill required on the site and to maintain minimum cover requirements.
  22. All drainage areas shown in the drainage distribution plan are tributary to one catch basin each. The storm sewer calculations have been revised to provide separate C-Factor's for each catchment as requested.
  23. A 4 ft diameter storm manhole is provided at the connection to the Apartment Building and Condo Building roof drain systems. These manholes are shown in plan and profile.

24. All unit sump leads connect to a proposed storm structure. All storm lead connections to the storm sewer system are shown in plan and profile.
25. Comment noted.
26. Comment noted. The Wayne County DPS has already reviewed and approved the storm water permit submittals for the north and south portions of the project. Please see attached approval letters from Wayne County.

### **Traffic**

1. Comment noted.
2. We defer to OHM's recommendation of changing the stop sign to a yield sign at Center Street and Fairbrook.
3. We will utilize Red-E Charging stations (City's preferred vendor) to install 40 stations in the Apartment building, and 10 stations in the Condo building. We will have the ability to expand the EV parking systems based on future market demand.
4. Standard pavement markings are proposed for all parallel parking spaces within Beal and Hutton Street.
5. All parking spaces throughout the development are located 20' from all crosswalks.
6. The door noted in the comment will need to be ADA accessible. The sidewalk layout and grading plan have been revised accordingly.
7. As discussed, this OHM, an existing DTE power pole is located at this corner and will not allow a 25' radius as requested. DTE has noted this pole will not be relocated as a part of the overhead line relocation. As requested by OHM via email, a 25' wide easement has been provided at this corner so this curb can be relocated in the future.
8. Additional notes have been added to the Engineering Plans noting the location of the existing trail head and future 7 Mile Road crossing.
9. The curve in Road "A" has been revised as requested.
10. An additional drive has been added on the west side of the Griswold Street stub to assist a vehicle turn around. Turning radii for a pickup truck (plow truck) have been added the Emergency Vehicle access plan as requested. If the City utilizes larger plow trucks, please provide vehicle sizes. Larger trucks can easily back up in the stub road since this roadway will not have much traffic.
11. In the south portion of the development, the Final Site Plan proposes all pedestrian crossings and ramps to be in line with the sidewalks. This layout is typical for residential subdivisions and is typical throughout the City and in the surrounding neighborhoods. Relocating the pedestrian crossings to the starting points of the curb returns also will require the elimination of multiple parallel parking spaces throughout the development, since all parking spaces are required to be 20' from all pedestrian crossings.
  - a. A crossing is provided in the N-S direction on the west side of the intersection.
  - b. The pedestrian crossing has been widened as requested.
  - c. A N-S pedestrian crossing has been added the west side of the intersection as requested.
  - d. The ramp at Center and Fairbrook has been removed as requested.
  - e. A ramp at River and Johnson has been provided as requested.
  - f. A ramp at River and Gardner has been provided as requested.
  - g. The 3 Beal Street stalls at the end of Road "A" have been removed since they are at the butt end of the road. An additional N-S crossing at this location has not been added to

avoid removal of additional parking stalls. N-S crossings are provided at Hutton Street and Center Street and will provide adequate pedestrian circulation to downtown and Central Park.

h. The pedestrian crossing at Griswold and Road A has been relocated to the south side of the intersection as requested.

i. Noted. The additional ramp on the other side of Road A has been added.

j. The crossing on the north side of the Griswold/Fairbrook intersection has been removed as requested.

### **River Daylighting**

1. We have updated the profile depicted on Barr sheet C-01.
2. We have added an applicable table to Barr sheet C-03 and have updated the notes on Barr sheet C-04.
3. We have added supplementary topographic information to Barr sheet C-01 and extended the profile on that same sheet to provide additional detail on the connection.
4. The alignment, diameter, and depth of the sanitary main is now included on Barr sheet C-01. Please be aware that this design (by Seiber Keast Lehner) is currently under review by the Oakland County Water Resource Commissioner and subject to change based on agency review.
5. This comment is noted.

### **Landscape**

1. Landscape Comments:
  - a. Catmint was replaced as recommended.
  - b. Sumac was replaced on L101. It was left as is on L103 and will be reevaluated during construction drawings for additional modifications.
  - c. Tulip trees were replaced as recommended.
2. A difference hatch pattern was used for the lawn on sheet L102.
3. Street light graphics were added to all applicable streetscape sections. Most are directly in line with the trees making them difficult to read. GMA did their best to graphically represent this. Street lights are shown on all plans.
4. L102 indicates with a note that Q1, the northern most paved quadrant in Central Park is the proposed location for the temporary ice rink.
5. L102 already indicates the proposed location for all electrical panels via. note #29. Note #39 was added indicating the location of proposed valve boxes with hose bibs. These will be part of the irrigation system and documented fully during construction documents when the irrigation plan is completed.

### **Photometric Plan**

1. Comment noted.
2. Comment noted.

### **Other Changes:**

1. At the time of Final Site Plan submittal, SKL and OHM are coordinating with Oakland County for the sanitary sewer connection to the 48" interceptor in River Street. The sanitary sewer profiles

are not shown in the South Final Site Plan as a result, since the design cannot be completed until the connection location is known. In discussions with OHM, while preparing this response, it was determined that both the Pump Station / Force Main connection to the City sewer and the gravity sewer connection to the Oakland County interceptor would be shown in plan view in the Final Site Plan set. SKL continues to work with OHM and Oakland County to finalize the sanitary sewer connection to the existing sewers. Once the final connection location is known, the sanitary sewer design will be completed and included in the Engineering Construction Plan submittal for the South portion of the development.

2. The sanitary sewer connection servicing the existing Farmers Market parcel was revised to connect to the existing sanitary sewer in 7 Mile Road rather than the existing sewer in Center Street. The sewer in 7 Mile road has a greater depth and eliminated several crossing issues with storm sewer.
3. The storm sewer and detention basins in the North portion of the development were revised slightly from the original FSP submittal. Changes were due to assumed construction sequencing of the north portion of the development and due to comments from OHM. Basin and storm sewer calculations have been revised accordingly.

### **Required Permits**

An Agency Permits List has been added to the Cover Sheets for both the north and south plan sets. The following required permits are noted: WCDE for Soil Erosion Control; WCDPW for Storm Water Management (**Approved**); OCWRC connection to River Street interceptor; WCDE sewer connection at 7 Mile Road; EGLE Act 399 (Water) and Part 41 (Sanitary); City of Northville Fire (Access reviewed and **Approved** during Preliminary Site Plan).

In accordance with your City Engineer (OHM) Review dated **August 29, 2023** for the Final Site Plan submittal, we offer the following comments in response. The comment numbers shown below correspond to the Civil related comments contained in the consultant or staff review letters where applicable.

### **General**

1. All drainage areas shown in the drainage distribution plan are tributary to one catch basin each. The storm sewer calculations have been revised to provide separate C-Factor's for each catchment as requested.
2. The correct Land Use Summary Tables are provided based on Wayne County Criteria. Wayne County has already reviewed and approved the North and South Storm Water Management Plans, please see attached approvals.

### **Stormwater Management Plan – Area 1**

1. The areas for “North” and “South” are the areas tributary to the north and south forebays. The detention basin itself is not tributary to either of the forebays since the detention storage is downstream of the forebays. This accounts for a portion of the calculated difference. We have revised the Storm Water Management Plan – Area 1 sheet to clarify.

**Detention Basin Profile and Calculations**

1. Comments noted. Revisions to the calculations have been provided for clarity.
2. Qave-ff is the calculated First Flush flow rate. This is less than the pipe capacity. Therefore, the pipe is adequately sized.
3. The Land Use summary table has been revised.

**Stormwater Management Plan – Area 2**

1. a. The Contech detail has been revised.  
b. The note that there is 0" above and below the pipe has been removed. It should be noted the stone above and below the pipes is not used in the storage calculations.
2. The BF and 100-yr elevations are determined by interpolation in the provided Contech incremental storage tables. The boxed in values show the volumes/elevations used in the interpolation. Actual interpolated volumes and storage elevations are provided in the calculations.
3. The Contech volume calculations assume a 25% void ratio in the installed backfill stone. Contech specifies the backfill stone as MDOT 6AA, 6A, MDOT 5G or approved equal. Backfill stone can be tested to meet these standards prior to installation.

If you have any questions regarding this response letter or the Final Site Plan submittal package, please contact me at 248.308.3331.

Very truly yours,

Seiber Keast Lehner, Inc. (SKL)



Robert J Emerine, PE

8001 Haggerty Rd  
Belleville, MI 48111



Monday, April 24, 2023

Perennial Northville, LLC  
Brett Yuhasz & Andy Milia  
32300 Northwestern Hwy., Suite 230  
Farmington Hills, MI 48334

**Regarding: 301 S Center St Northville Mi, Northville Township**

Enclosed are two (2) copies of the Accounts Receivable Agreement for your signature. The payment for this work is [REDACTED] based on:

DTE to relocate overhead lines to align with the new extension of Beal St in the City of Northville. Northville Downs racetrack is being demolished and the new construction residential and commercial development project is extending Beal St. to S Center St. The customer has requested the relocation of the overhead construction in the area. The relocation will include the relocation of the recloser on the property.

Please return the signed agreement to me with a check made payable to DTE Energy. Keep the "Customer Copy" document for your records. To ensure proper credit, the Agreement number should be indicated on your remitted check. When we receive the signed agreement and your check, we will proceed to schedule the work.

If you have any questions regarding this job, please feel free to contact me at the phone number or e-mail address indicated below.

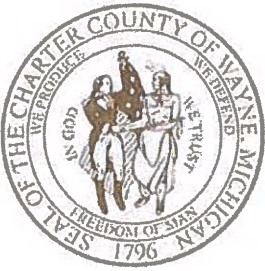
Sincerely,

Alec Mayernick  
Associate Planner

[alec.mayernick@dteenergy.com](mailto:alec.mayernick@dteenergy.com)

enclosures:  
Two copies of the Accounts Receivable Agreement





Warren C. Evans  
Wayne County Executive

July 24, 2023

Randy Werthheimer  
Perennial, Northville LLC  
32300 Northwestern Hwy, Ste 230  
Farmington Hills, MI 48334

**RE:** The Downs-north  
7 Mile Road  
From Cady Street to 7mile Rd on S Center Street, in Northville  
**Wayne County DPS Plan Review: R 21-315**

Dear Randy Werthheimer,


The Wayne County Department of Public Services has reviewed and approved the plans submitted on May 22, 2023 for the above referenced project.


This approval expires one (1) year from the date of this letter. If a permit has not been issued within the year, or plans and scope of work have been revised, new plans and additional plan review costs will be required to reestablish an active review prior to permit issuance.

For information on permit issuance and to schedule an appointment with the permit coordinator, please direct the anticipated permit holder or project contractor to contact Indira Boda at [IBoda@waynecounty.com](mailto:IBoda@waynecounty.com) and specify **Review No. R 21- 0315**. Contact Mr. Anthony Amaro at (734) 858-2768 or [aamaro@waynecounty.com](mailto:aamaro@waynecounty.com) if you have any questions.

**NOTE: THIS LETTER IS NEITHER A PERMIT NOR AN AUTHORIZATION TO PERFORM ANY WORK WITHIN ANY WAYNE COUNTY ROAD RIGHT-OF-WAY, PARK OR DRAIN EASEMENT.**

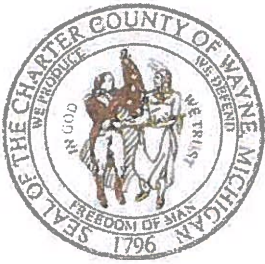
Sincerely,  
WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES

  
\_\_\_\_\_  
Anthony Amaro  
Plan Review Engineer

  
\_\_\_\_\_  
Hikmat Kassem, PE  
Assistant Division Permit Engineer

DEPARTMENT OF PUBLIC SERVICES / ENGINEERING DIVISION / TESTING & INSPECTION OFFICE  
33809 MICHIGAN AVENUE, WAYNE, MICHIGAN 48184 • (734) 595-6504 • FAX (734) 595-6556





Warren C. Evans  
Wayne County Executive

June 9, 2023

Scott Hansen  
Toll Brothers, Inc.  
26200 Town Center Drive, Ste 200  
Novi,

RE: The Down - South  
7 Mile Road/center Street/middle Rouge River  
From Cady Street To 7 Mile, in Northville  
**Wayne County DPS Plan Review: R 21-316**

Dear Scott Hansen,

The Wayne County Department of Public Services has reviewed and given preliminary approval for the plans submitted on May 20, 2022 for the above referenced project.


**NOTE : CONSTRUCTION WITHIN FLOOD PLAIN REQUIRES AN EGLE PERMIT. FINAL APPROVAL CONDITIONAL UPON RECEIPT OF EGLE PERMIT.**


This approval expires one (1) year from the date of this letter. If a permit has not been issued within the year, or plans and scope of work have been revised, new plans and additional plan review costs will be required to reestablish an active review prior to permit issuance.

For information on permit issuance and to schedule an appointment with the permit coordinator, please direct the anticipated permit holder or project contractor to contact Indira Boda at [IBoda@waynecounty.com](mailto:IBoda@waynecounty.com) and specify **Review No. R 21- 316**. Contact Mr. Anthony Amaro at (734) 858-2768 or [aamaro@waynecounty.com](mailto:aamaro@waynecounty.com) if you have any questions.

**NOTE: THIS LETTER IS NEITHER A PERMIT NOR AN AUTHORIZATION TO PERFORM ANY WORK WITHIN ANY WAYNE COUNTY ROAD RIGHT-OF-WAY, PARK OR DRAIN EASEMENT.**

Sincerely,  
WAYNE COUNTY DEPARTMENT OF PUBLIC SERVICES

  
\_\_\_\_\_  
Anthony Amaro  
Plan Review Engineer

  
\_\_\_\_\_  
Hikmat Kassem, PE  
Assistant Division Permit Engineer

DEPARTMENT OF PUBLIC SERVICES / ENGINEERING DIVISION/ PERMIT OFFICE  
33809 MICHIGAN AVENUE, WAYNE, MI 49184 ■ PHONE (734) 858-2774 ■ FAX (734) 595-6356

