



PLANNING COMMISSION AGENDA

May 17, 2022 – **6:30 PM**

LOCATION: City of Northville Municipal Building – Council Chambers, 215 W. Main St., Northville, MI 48167, 248-449-9902 (the public may attend the meeting in-person or use the Zoom option below)

Zoom public participation option: Members of the public may participate electronically as if physically present at the meeting using the following links:

<https://us02web.zoom.us/j/86385355788>, Or Telephone: +1 301 715 8592 or +1 312 626 6799
Webinar ID: 863 8535 5788

1. CALL TO ORDER

2. ROLL CALL

3. APPROVE MINUTES May 3, 2022

4. AUDIENCE COMMENTS (limited to brief presentations on matters not on the agenda)

5. REPORTS & CORRESPONDENCE

- A. City Administration
- B. Planning Commissioners
- C. Other Community/Governmental Liaisons
- D. Correspondence

6. APPROVE AGENDA

Consideration of agenda items generally will follow this order:

- A. Introduction by Chair
- B. Presentation by City Planner
- C. Commission questions of City Planner
- D. Presentation by Applicant (if any)
- E. Commission questions of Applicant (if item has an applicant)
- F. Public comment
- G. Commission discussion & decision

7. PUBLIC HEARINGS

8. SITE PLAN AND ZONING CHANGE APPLICATIONS

- Final Site Plan Review / C & R Garage LLC / 700 Doheny
- Downs Preliminary Site Plan Review
[Vacant parcels on the south side of Cady St. (between S. Center & Griswold), the Northville Downs racetrack property south of Cady St. (between S. Center and River Streets), and two areas on the west side of S. Center St.]

9. OTHER PLANNING COMMISSION BUSINESS

10. ADJOURN

CITY OF NORTHVILLE
Northville City Hall
215 W. Main Street, Northville MI
Planning Commission Meeting Minutes
May 3, 2022
7:00 PM

1. CALL TO ORDER:

Chair Tinberg called the meeting to order at 7:00 pm and explained that per the Open Meetings Act members of the public could either participate in person or participate via ZOOM webinar platform. Members of the Commission must be physically present to participate in the meeting.

2. ROLL CALL:

Present: Thomas Barry
Paul DeBono
Jeff Gaines (arrived 7:03pm)
David Hay
Steve Kirk
Carol Maise
William Salliotte, Jr.
Donna Tinberg
AnnaMaryLee Vollick

Absent: None

Also present: Sally Elmiger, Planning Consultant
Patrick Sullivan, City Manager
Brian Turnbull, Mayor
Barbara Moroski-Browne, Mayor Pro-Tem
Marilyn Price, City Council
John Carter, City Council
Steve Dearing, Traffic Consultant
Mike Domine, Director of Public Works
Nicholas Bayley, Engineering Consultant
George Tsakoff, Engineering Consultant

Audience: approximately 13 in person, 35 on ZOOM call

3. APPROVE MINUTES: April 19, 2022

MOTION by Kirk, support by Hay, to approve the April 19, 2022 meeting minutes as submitted.

Motion carried unanimously by voice vote.

4. AUDIENCE COMMENTS: (limited to brief presentations on matters not on the agenda)

None.

5. REPORTS & CORRESPONDENCE

A. CITY ADMINISTRATION:

City Manager Sullivan

No report.

Downtown Development Authority Director Ward

- Street closure survey closed Monday, May 2. 3,500 responses were received.
- Townhall meeting on May 9, 2022 (in person and Zoom) to review the results of the survey and allow for additional comments and feedback regarding the street closures.

Mayor Turnbull

- Thanked the Commission for all their work.
- The City is involved with \$5M of grant applications.
- Combined Township/City event for everyone on Boards and Commissions, on June 2, 2022, from 6pm-8pm.

B. PLANNING COMMISSIONERS:

Commissioner Gaines, Historic District Commission

No report.

Commissioner Maise, Downtown Development Authority

No report.

Commissioner Hay, Brownfield Redevelopment Authority and Farmers Market Task Force

- The combined Farmer's Market and River Restoration Committee will meet on Thursday, May 12, at 6:30 pm.
- Next meeting of the Brownfield Redevelopment Authority will be Monday, May 23 at 8:00 am. The Authority will continue its review of the application from the Foundry Flask project.

Commissioner Vollick, Sustainability Committee and River Task Force

- Sustainability Committee: The DNR just opened up applications for the DTE tree planting grant. A grant was awarded to the City in 2021, resulting in the planting of 100 new trees. DPW Director Domine is working on the next application, due in June.
- River Task Force: Had an on-site meeting at Randolph Drain in Ford Field and on High Street with Oakland County Commissioner Markham, Fleis & Vandenbrink, and DPW Director Domine, to inspect drain failures at each location. Consequently, a request was made for \$1.9M joint funding between Novi, Northville, and Oakland County, to the Congressional District Spending Program, with support from Senator Stabenow. City Council passed a resolution of support for the submission and also for a submission for \$700K via Congresswoman Stevens. Letters of support came in from Oakland County, Wayne County, SEMCOG, Representative Koleszar, Representative Breen, Oakland County Commissioner Markham, and the City of Novi.

Chair Tinberg, Board of Zoning Appeals

- Next meeting is May 4.

C. OTHER COMMUNITY/GOVERNMENTAL LIAISONS:

None.

D. CORRESPONDENCE:

Dates listed reflect dates correspondence was received:

- April 21, email from Barbara Ulbrich of W. Main Street, providing feedback on deliberations relative to land uses and locations.
- April 25, letter from Barbara Beth, City Planner for Novi, informing the Commission that the City of Novi intends to update its Master Plan. As required by the Michigan Planning Enabling Act, a copy of the draft plan will be made available for review and comment in advance of the City of Novi’s public hearing.

Correspondence relative to the Downs project:

- April 22, email from Chris Stone, address unknown
- April 23, email from Jeff and Janet Ayers, address unknown
- April 25, email from Elizabeth Barnes, address unknown
- April 26, email from Pat Dennis, Northville resident
- April 26, email from Sandy and Dennis Merlo of the Hills of Crestwood in Northville Township
- May 3, email from Kathy Spillane of Cady Street

All correspondence is read by the Commission. However, correspondence should be received by 4:30 pm on the day before a meeting to ensure it gets circulated to all Commissioners prior to that meeting, and a week before a meeting to ensure the correspondence is included in the public packet.

Copies of correspondence are posted on the City website, under Proposed Redevelopment Projects: https://www.ci.northville.mi.us/services/building_and_planning/planning_commission/proposed_redevelopment_projects

6. APPROVE AGENDA

MOTION by DeBono, support by Barry, to approve the agenda as submitted.

Motion carried unanimously by voice vote.

Consideration of agenda items generally will follow this order:

- A. Introduction by Chair
- B. Presentation by City Planner
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- G. Commission discussion & decision

7. PUBLIC HEARINGS:

None

8. SITE PLAN AND ZONING CHANGE APPLICATIONS

Downs Preliminary Site Plan Review

[Vacant parcels on the south side of Cady St. (between S. Center & Griswold), the Northville Downs

racetrack property south of Cady St. (between S. Center and River Streets), and two areas on the west side of S. Center St.]

Public Comment

Chair Tinberg opened the meeting to public comment specifically regarding the topic of Land Uses and Locations, as discussed by the Planning Commission during the last two meetings.

Michelle Aniol, 402 Yerkes St., commented on the importance of year round residents in the proposed development, in order to support the activation of the Central Park area. The proposed cost of the rentals and condos could lead to those units being inhabited by people who had the means to winter in warmer climates, and who would therefore not be supporting year-round businesses. She felt there was room to increase the density in the hopes of reducing some of the price points so that younger working people and families could live in The Downs, who would support year-round businesses. In the interim, short-term rentals could be a possible solution.

Susan Haifleigh, 308 S. Wing St., speaking for herself, Kathy Spillane and David Gutman, observed that at their last two meetings, the Planning Commission discussed land use without discussing architecture, resulting in a very challenging discussion. They recommended that the Planning Commission consider discussing architecture as their next topic.

Ed Brazen, 370 Fairbrook St., stated that the community was opposed to town houses and carriage houses. The community wanted a neighborhood with single family homes. He was also concerned that there did not appear to be plans for the Farmers' Market, and that originally the developers said they would pay for 90% of daylighting the river, but now they were asking for brownfield funds and other funding sources. He felt single family homes could be constructed at the south end of the site. The developers needed to listen to the current residents.

Nancy Chiri, 661 W. Main St., said that the developer should be held to Northville's ordinances. The residents had made their vision of Northville very clear. To lose the character of Northville would be detrimental. Ms. Chiri addressed the following concerns:

- Retail had to be supported by parking, which was not readily available in Northville.
- HDC guidelines cite MainCentre as a mistake in the Historic District. MainCentre has 75 apartments; the applicants are proposing 194 apartments. To compare, the new apartment development by Costco on Haggerty has 200 apartments.
- Clarifying questions asked during the public hearing still needed to be addressed:
 - Will the developers commit to a full environmental impact analysis?
 - Explain in detail the funding for daylighting the river. Will those funds be put in escrow?
 - Commit to limiting the number of townhomes and carriage houses that can be rented, so that Northville does not become an “investor town.”
 - Will the developers commit to a traffic study that encompasses traffic movement throughout the day, but also looks at the neighborhoods outside this development, particularly the Historic District which has carried the burden of traffic with the street closures?
 - Would the developers consider Griswold over Hutton as a north/south street, which would provide options for better traffic management?

Lenore Lewandowski, 119 Randolph Street, commented on the rates of failure and viability of new small businesses. She was concerned that the space dedicated to commercial businesses be flexible and affordable. She was also concerned about the current labor shortage, making it difficult to find people to work entry level positions, and noting that the shortage is linked to a lack of affordable housing. At the last meeting Mr. Martin stated that 50% of the carriage houses, row houses, and townhouses would be for 1st time homeowners, and that the developers wanted to create a place where young families could start

out. Yet at the price points given, most teachers in the Northville School District, for instance, could not afford to live in this development. She challenged the developers to design affordable housing, and also commented on the importance and attraction of older, single family homes in Northville. Development that might be successful elsewhere might not be the best fit for the City. She suggested the potential re-use of the Downs building itself.

Seeing that no other public indicated they wished to speak, Chair Tinberg closed the public hearing, and thanked the public for their feedback. The Commission has made earnest efforts to understand what the public had said over time, and had worked on incorporating ideas and concerns from the public into their thinking.

Tonight, the Commission would begin deliberations relative to what was originally identified as Topic 1: Roads, Pathways, Connections, and Parking. The discussion will include issues such as:

- Designation of public and private roadways
- North/south vehicular connections between Main Street and 7 Mile
- East/west vehicular connections to Beal Town, Fairbrook, and other neighborhoods to the west
- Traffic dispersion strategies and management of critical intersections
- Bicycle lanes/amenities
- Parking lot locations
- On-street parking locations/types
- Other related issues as identified by the Planning Commission

Presentation by Planning Consultant Elmiger

Planning Consultant Elmiger explained that she was asked to help establish a single vision between the Walkability Consultant, the Mobility Task Force, Sustainability Team, River Task Force, the City Engineer and herself (the “Working Group”) regarding the main issues surrounding traffic and mobility. This group met April 7, and the Planning Commission had received a summary of that meeting in her April 26, 2022 memorandum, along with additional comments from task force representatives.

Utilizing a PowerPoint presentation, Planning Consultant Elmiger gave the following information regarding the site plan, focusing on the proposed road and pedestrian design in the plan.

The site plan:

- Extends Hutton and Griswold Streets, N/S
- Extends Beal and Fairbrook Streets E/W
- Constructs new U-shaped road to access southern portion of the site.
- All new streets have sidewalks/bump outs on both sides
- Includes a wide pedestrian promenade on the east side of Central Park
- New streets have shared vehicle and bicycle lanes, and maintain the dedicated bike lanes on Center Street.

1. Designation of public and private roadways

A previous memo from the City Engineer (OHM) recommended that the extension of Griswold currently identified as a private road on the site plan be a public road, to avoid disjointedness to the public road system.

2. North/south vehicular connections between Main Street and 7 Mile

This issue had been originally brought up by Walkability Expert Burden. The Working Group recommended a stub road coming off of the U-shaped road and ending before Johnson Creek. Then in the future, a full road and an improvement at the intersection of Hines and 7 Mile could be constructed, if

needed. The actual connection is not recommended at this time, because the developer has stated they will not build another connection at this point, and the city's traffic engineer said this connection is not necessary to serve the project.

The Working Group recommended the addition of a small parking lot for River Park use.

3. East/west vehicular connections to Beal Town, Fairbrook and other neighborhoods to the west

The Working Group looked at the east/west vehicular connection to Beal Town. The Group discussed whether a vehicular road was desirable or necessary vs. just a pedestrian road over the daylighted river. They determined the vehicular bridge was not necessary, but a pedestrian bridge 10'-14' is desirable; there was no clear support for vehicular connection from the Beal Town residents. Also, the Friends of the Rouge organization considered a vehicular bridge to be environmentally damaging and undesirable.

4. Traffic dispersion strategies and management of critical intersections

The Working Group discussed the possibility of a roundabout at S. Center and 7 Mile. They recommended the roundabout as a solution to the issues at 7 Mile and to provide safer pedestrian movements through that intersection. These comments were supported by the Walkability Expert. The Working Group recommended a one lane roundabout if traffic volumes allow, to include pedestrian refuge islands and accommodations for bicycles.

The Working Group also discussed the recommended amendments to 7 Mile and S. Main, and 7 Mile and Northville Roads. Their recommendation was to leave the design of these intersections up to the developer's traffic engineer, with city traffic engineer input. These are Wayne County roads so Wayne County will have to review and agree to any improvements. The traffic impact study recommends a new light at 7 Mile and S. Center St. and signal timing optimization.

The Working Group recommended that River Street be reconstructed as part of the upgrades to the water main that will serve this project. This work should include curbs on both sides of the street, drainage and a continuous pathway on the west side of the street, and a crosswalk and pedestrian activated signal and safety island for a safe pedestrian crossing at the 7 Mile and River St. intersection. This work will necessitate tree removal along River Street, but the water main project and the grading to daylight the river will likely require removal of these trees anyway, and the trees have been severely pruned by DTE to maintain the overhead power line easements.

5. Parking lot locations

The Working Group discussed the need for the 18 space parking lot along Cady and the new Hutton Street at the top of Center Park, across the street from the Presbyterian Church. The Group was not able to come to a consensus on this item. There was some discussion about replacing the parking lot with back-in angled parking spaces along Cady Street and Hutton. This parking would eat into the park a little bit, but did offer a potential compromise.

6. On-street parking locations/types

The Working Group discussed Walkability Expert Burden's recommendation of adding angled parking all along Cady Street, and it was determined to leave parallel parking on Cady, and not to change to angled parking, as angled parking would require too much additional right-of-way.

In response to questions from the Commission, Planning Consultant Elmiger gave the following information:

- While there was discussion about straightening out Cady Street to S. Main, this was an off-site improvement that was not justified as a developer requirement by the traffic impact study.

- River Street is similar to Cady Street in that both are on the edge of the project. The developers are proposing a number of amendments to Cady Street; River Street will also directly abut the project, and there are safety issues on the west side of River Street. A barrier or curb was a reasonable inclusion to the project.
- Planning Consultant Elmiger would provide a list of attendees of the Working Group meeting.
- Back-in parking, examples of which exist in Ann Arbor, is safer for bicyclists and people sharing the travel lanes, because drivers are not backing out and can see what's happening on the road before they come out of the space. People would need to learn to use the back-in parking, however.
- Regarding the Hutton intersection, back-in parking was one of three options: 1) Eliminate the parking lot and install parallel parking. 2) Eliminate the parking lot and have back-in parking. 3) Leave the parking the way it is. The Working Group did not reach consensus on this issue.
- It was unknown if the recommendations would be different if Hunter Pasteur had been willing to construct the stub street across the Creek to 7 Mile. One thing that had to be considered was that building a road in that location would impact Johnson Creek. However, this was a moot point, because the City could not force Hunter Pasteur to construct the stub.
- Assessing the sufficiency of land available for the roundabout at the time of final site plan rather than during preliminary site plan was recommended because more detailed engineering occurs at final site plan. However, the concept of the roundabout could be added to the preliminary site plan and the buildings adjusted during preliminary review. It was clear that the concept plans show some of the buildings are in the way of the roundabout, and it is reasonable to ask that those few units be moved out of the way.

Chair Tinberg invited other members of the Working Group to comment.

Nancy Darga, 516 N. Center St., Mobility Task Force Co-Chair, pointed out that traffic flow is critical to the health of a community. Previously the Sustainability Team combined with the River Task Force to develop a study of how traffic was going to affect walkability and routing of the future river walk.

The Working Group meeting on April 7 was very productive, but the group did not come to agreement on all issues, such as the parking lot at the top of the Park. She asked the Commission to address the parking lot behind the church at the same time they looked at Central Park and River Park; she felt the parking lot would be beneficial for the planned restaurants in that area, and would meet the need for handicap parking, which could not be parallel or angled parking.

The Mobility Network Team recommended the bike lanes remain on Center Street, and they recommended a 50' instead of a 60' right-of-way, because the 60' was overkill and took away from the Park.

A scupper design was being suggested for drainage along River Street; this was not recommended by the Mobility Network Team, as it will impact storm water management on the street. Power poles will prevent consistent parking alignment on the west side of River Street.

Some things left undiscussed included:

- Cady Street will be a major ingress and egress street for the Downs, Foundry Flask, and for detoured traffic when Main Street is closed. Therefore, both ends of Cady Street need to be analyzed, at Center St. and S. Main.
- The Mobility Team will ask the DDA to look at needed “Old Core” improvements to optimize traffic flow through Mary Alexander, Hutton, and Church Streets, with downtown networking, parking, and walkability.

- They will ask the DDA to consider changing how vehicle flow direction and bypass issues for street closures will be handled. John Roby, for instance, felt strong measures should be considered by the City to prevent Center Street from returning to a thoroughfare; this should be studied when the Old Core network area is studied.
- Regarding the dysfunction along the entire width of 7 Mile, a fully integrated solution along the corridor needs to be engineered to achieve the best long term results.
- Funding was becoming available for Safe School Passage. The City should work with Wayne County to take on the Doheny Safe School Passageway as a high priority project, in order to take advantage of the funding while it is available.

In response to questions from the Commission, Ms. Darga gave the following information:

- The recommended decrease in the right-of-way to 50' came from the walkability study. Most Northville streets already have a 50' right-of-way.
- The streets recommended for the 50' right of way were streets interior to the Downs development, not Cady, Center, or 7 Mile.

Ms. Haifleigh said the letter submitted by Kathy Spillane today addressed the 50' right-of-way question. The Grissim Metz information also relates to the Downs proposal.

Planning Consultant Elmiger suggested the applicants' traffic engineer, Julie Kroll, Fleis & Vandenbrink, and the City's Traffic Engineer, Stephen Dearing, OHM, make comments.

Ms. Kroll walked the Commission through the Northville Downs Traffic Study Summary. The traffic study process includes evaluation and calculation of 1) existing traffic, 2) background traffic, 3) site generated traffic, and 4) future traffic. From that information they try to figure out how to mitigate the traffic impacts of the proposed development.

Baseline, existing traffic: Fleis & Vandenbrink worked with the City Planning and Engineering staff to develop a scope of work for the project, using 2018-2019 traffic counts, COVID adjusted 2021 counts, and pre-COVID intersection operations as a baseline.

Background traffic: Calculations used a buildout year of the entire site of 2028, projected traffic volumes with an implicit background growth rate of 0.2% annually, and added background amounts for four developments, including the Cady project, 355 Cady, the Hangar Building, and Foundry Flask. The trips for those uses were added directly into the traffic study.

Site (Downs) generated traffic: This calculation used the 11th edition ITE (Institute of Transportation Engineers) Trip Generation Manual. Land uses included single family, townhomes, apartments, and commercial development, with internal capture (someone who lives in the development and walks to commercial uses), and pass-by trips (people who are driving from elsewhere, and stop and use the retail uses in the development). The majority of trip generation were new trips generated by the development itself.

The increase in traffic at the majority of the intersections was relatively minor. There were several access points for this development, so one location/intersection did not bear any undue burden. Percentage increase in traffic in various intersections through the city varied from 1% to 4%, to 7%.

The projections did not assume work-from-home reductions in trips, and did not assume a reduction from active adult residents, even though part of the project is targeted toward that demographic. Projections

also did not assume modal trips (walking/biking to downtown). In other words, these were conservative estimates.

Future traffic volumes: Using the Synchro 11 traffic program, background traffic was added to site generated traffic to come up with future traffic, and to identify intersection delays, analyze mitigation alternatives (signal timing, geometry, capacity), and provide recommendations, which were summarized in the provided traffic study as follows:

- Seven Mile & Center: bridge widen with signal upgrade, OR roundabout.
- Northville & N. Seven Mile: new signal
- Randolph & Center, Cady & Center: did not meet signal warrants, but as developments progress, monitor these intersections
- Main & Hutton, Main & Griswold, Northville & S. Seven Mile: Upgrade signal timing optimization. (Again, these intersections were studied as if there were not street closures.)

Commissioner Gaines asked if the development doubled its density, would the traffic generation percentages also double? At what percentage increase would the traffic be noticeably different?

Ms. Kröll said the increase in trip generation from doubling the density would depend on what type of housing was increased. An increase of less than 5% is generally indiscernible from daily fluctuations in traffic. This development would not represent a big increase in traffic.

City Engineering Consultant Dearing agreed. Other than the intersection at 7 Mile and Main Street, there was no one location that received a concentration of traffic, because the traffic disperses. Single family homes generate the most traffic per dwelling unit (10 trips a day, 5 in, 5 out); townhomes and apartments generate less.

In response to questions from the Commission, Traffic Consultant Dearing gave the following information:

- Traffic at Randolph and Center Streets, and Cady and Center, did not meet State warrant criteria to add traffic lights.
- Even when Level of Service (LOS) was rated E or F, if the intersections did not meet warrant criteria, traffic lights would not be recommended. The Michigan Manual of Uniform Traffic Control Devices, which has the effect of law, lists criteria for a traffic signal, and if the criteria are not met, it is basically illegal to put in a traffic signal. The City does not want the liability of putting something in that contravenes state law.
- Traffic Consultant Dearing had recommended eliminating scenarios in the traffic study that involved analysis of traffic resulting from street closures, because those scenarios were not the responsibility of this development. The City still had that information as it wrestled with how to move forward regarding the street closures, but the report related only to the traffic generation by the Downs.
- Regarding roundabouts, and specifically the suggested roundabout at 7 and Sheldon, where there was a steep grade and limited visibility, Traffic Consultant Dearing said grade and visibility concerns were reduced because drivers only had to be aware of what was immediately before them. The benefits of roundabouts were shown in mountainous areas, for instance. Roundabouts resulted in 40%-60% reductions in crashes, with the nature of the crashes being significantly less severe so that 70% fewer people were injured, and 90% fewer crashes ended in deaths.
- Roundabouts were designed to slow traffic, and also to increase pedestrian safety. At normal intersections, pedestrians had to be aware of all traffic coming from all directions. In roundabouts they only had to worry about traffic to the left and right, with the added benefits of safe havens within the roundabouts. Pedestrian crashes decreased at roundabouts by more than 50%.

- Utilizing a graphic (shown below), Traffic Consultant Dearing discussed existing Levels of Service at 9 intersections in the City (the same intersections shown by Fleis & Vandenbrink) for am/pm peak traffic, and how that would change under future traffic/mitigated conditions. For example, currently Randolph and Center had an E/F rating, with that LOS being associated with Randolph only. With the development, the LOS would not change. Cady and Center would change from existing E/F to F/F, and needed mitigation. Main and Hutton, however, would change from B/C to B/B, an improvement. The projected changes to all 9 intersections were described in some detail:
 - Northville & S 7 Mile, projected change from D/E to C/C.
 - Northville & N 7 Mile, projected change from B/F (F is specifically the northbound left turn) to B/B, with signalization, which is warranted at this intersection.
 - 7 Mile & Hines, projected change from C/D to C/E (involves issue of stub street/bridge and potential roundabout, which came up “after the fact” of the Fleis & Vandenbrink report – may result in C/C though analysis is not yet complete).
 - 7 Mile & Center, projected change from C/C to A/C with roundabout, or remain C/C with traffic signal
 - Fairbrook & Center, projected change from C/C to E/F (change is for extension of Fairbrook only)
 - Cady & Center, projected change from E/F to F/F (did not meet all-way stop warrant criteria)
 - Randolph & Center, currently E/F, with no projected change
 - Main & Hutton, projected change from B/C to B/B
 - Main & Griswold, projected change from B/C to B/B



- OHM had not been authorized to study reducing the speed limit from 45mph to 35mph on Center Street from Main to 7 Mile Road.
- The benefit of having public roads is that the City then controls, maintains, and enforces on those roads. The negative is that the City has to pay the costs of maintenance, which can be a drain on public resources or require a millage to maintain the roads.

- With a private road, utilities can sometimes have difficulties working with the road owner (the Association, for instance) when doing maintenance or installation.
- The .2% growth rate was pulled from SEMCOG, and was based on growth in the area, and also the fact that Northville was a built-out community, with not many large developments likely to come to Northville in the future.
- Regarding signal optimization, downtown signals will likely not be coordinated with the signal at 7 Mile and Center. Assuming Wayne County approves a new signal installation at north 7 Mile/Northville Road, it is likely the signal will be coordinated with the nearby signals, such as 6 Mile and Northville, or 7 Mile and Center.
- Wayne County will decide if they will approve retiming their signals. Northville will make a similar decision for their own signals. It is extremely unlikely that City signals will be coordinated with Wayne County signals.

Commissioner Barry said if traffic lights could not be used at some intersections, such as Randolph and Center, some other mitigation needed to be recommended.

Commissioner Hay spoke to the need for public education regarding roundabouts, as called out in Planning Consultant Elmiger's report.

Commissioner Kirk pointed out that the lowest rated intersections were on the west side, where most of the residential use was in the City, and where the goal of being a walkable city needed to be met.

Traffic Consultant Dearing said that the City was proscribed by the State in the tools it could use. However, roundabouts don't have criteria they have to meet, like new signals do. There were increasing numbers of communities in Michigan that were putting roundabouts into subdivisions. Choices in Michigan included a T-intersection, which will be a stop or yield on the basis of the T, but some communities will not allow any cross intersections unless a roundabout is used. On the other hand, if roundabouts were not used in the current situation, traffic calming measures could be used along the length of a street.

Regarding the safety of walkers and cyclists, Randolph and Center should be prioritized. Perhaps the intersection could be channelized, prohibiting left turns, although this would be a challenge for parents driving their children to the middle school.

Commissioner DeBono referenced smart infrastructure, and asked if there were non-traditional technological tools that could be used to help manage traffic.

Traffic Consultant Dearing said the current focus was on the interaction between cars and traffic signals, which will work when both the signals and the cars have the proper wireless connectivity, and which will utilize adaptive cruise control. Cars are being fitted with automated braking features, and provided with the ability to recognize edge lines and center lines (creating lane discipline), and so forth.

In response to questions regarding back-in angled parking, Traffic Consultant Dearing said that generally speaking, traditional angle parking is fraught for pedestrians and bicyclists. A driver backing out of traditional angled parking, with someone parked next to them, has very poor sight lines. Vehicles with backup cameras cannot see around corners, and therefore can't give necessary information to that driver. The idea of back-in angled parking is that the car is already occupying and controlling the lane, utilizing turn signals. Some cities will enlarge the parking space width by some amount for back-in angled parking, to give people space and time to learn how to use these spaces. Backing in is considered a relatively low-

risk maneuver because the car is going into the dead space of a parking stall. When it is time to leave, the driver has the best possible view for simply pulling out.

In response to questions from Commissioner Salliotte, Ms. Kroll gave the following information:

- Trip distribution was based on data collection.
- Ms. Kroll gave clarifying information regarding methodology for determining COVID adjustments in the traffic data. This case had the benefit of having a lot of pre-COVID data. The .2% growth rate was applied to the 2018-2019 pre-COVID data, to arrive at theoretical 2021 data. From that point, the difference between 2021 and 2018-2019 can be calculated.

Commissioner Vollick asked about the 4-way stop at Cady and Center. If that 4-way stop was permanent, would the LOS be better?

Ms. Kroll explained that was a temporary 4-way stop put in place because of the downtown street closures, to act as a temporary traffic control measure. The intersection was evaluated as if the closure never happened. If the 4-way stop was permanent, the LOS would be different. A 4-way stop operates differently than a 2-way stop, and the results of keeping the 4-way stop had not been studied.

Engineering Consultant Bayley, OHM, spoke about the proposed roundabouts and potential CMAQ (Congestion Mitigation and Air Quality Improvement Program) funding. CMAQ was interested in reducing carbon by reducing idling traffic, and covered 100% of construction costs for roundabouts, not including cost of design and contract administration. He recommended that CMAQ funding be sought, with funding for a 2nd roundabout at 7 Mile and Hines sought as a separate application, because that intersection does not have as bad a rating as the intersection at 7 Mile and Center.

In response to a question from Commissioner Kirk, Traffic Consultant Dearing said CMAQ does not generally pay for new signals, such as that proposed at 7 Mile and Northville Road. They would sometimes pay to modify existing signals.

Commissioner Salliotte asked if IIA (Infrastructure Investment and Jobs Act) or ARPA (American Rescue Plan Act) funds might be available for these types of improvements.

Engineering Consultant Bayly said the City Manager had asked them to look at various funding options.

Public Director Domine said he agreed with OHM's recommendation that southbound Griswold should be made a public road. Also, he was concerned regarding how garbage pickup will be handled in the development. Currently garbage pickup occurred on main roads and not in alleyways. If garbage pickup was proposed to take place in the alleyways, the width would need to be wide enough to accommodate the garbage pickup trucks, or residents might need to put their trash out to the front of their property.

Chair Tinberg discussed how the Commission could best move forward in their deliberations on this topic of Roads, Pathways, Connections, and Parking. She asked that the Commission be more focused in its deliberations so that the voices of all Commissioners are heard, and clearer consensus can be achieved regarding recommending actionable recommendations for the developer.

Chair Tinberg led the Commission in an exercise that helped identify specific issues or site plan components that needed deliberation, as divided into sub-topics as follows, in order to develop a master list of everything the Commission wanted to discuss. Commissioners identified the following issues:

- Designation of public and private roadways:
 - Street right of ways and lane widths
 - Designation of Griswold as public or private

- Street cross section
 - Take advice from City engineer and others
 - Costs (funding and maintenance)
- North/south vehicular connections between Main Street and 7 Mile
 - Additional crossing at Johnson Creek – Griswold connection
 - Roundabout
 - Potential connection to Hines Drive
 - River Street
- East/west vehicular connections to Beal Town, Fairbrook, and the west
 - Level of Service at intersections heading into existing residential
 - Street into Beal Town and impact into Fairbrook
 - Traffic mitigating techniques for Beal Street
 - Johnson Street Bridge – vehicular or just pedestrian?
- Traffic dispersion strategies and management of critical intersections
 - Traffic on E. Cady and Main Streets
 - Proposed improvements/mitigation – developer responsibilities?
 - Barely improved LOS, particularly along Center Street.
 - 7 Mile and Center and 7 Mile and Sheldon roundabouts
 - River Street and 7 Mile pedestrian crossing signal
- Bicycle lanes/amenities
 - What is the City’s general plan for bicycle traffic?
 - Refer to existing City studies and documentation
 - Complete streets – which ones?
 - Walking path at 7 Mile and River
 - Walking/bike path from the river to Center Street.
 - Walkability/all nonmotorized/safety
 - Bridge at Johnson Creek – pedestrian or vehicular?
 - Pedestrian crossings
 - How does internal pathway system connect with established pathway system as comprehensive plan for the community?
- Parking lot locations
 - Cady Street parking lot
 - Open space sufficiently parked for community at large?
 - Overall parking study for lots and on-street parking
 - Eliminate surface parking lots
 - Small parking lot off of Road A (Griswold)
 - Parking lot north of Central Park
- On-street parking locations/types
 - Street ecosystems
 - Overall discussion needed
 - Parallel parking vs. angle parking
 - Enough parking in appropriate locations?
 - Parking near the river park adequate, including accessible parking?
- Other related issues
 - If Road A remains private, there may be issues with road maintenance on Fairbrook east of Hutton
 - Planning Consultant Elmiger’s Item #2 regarding the connection across Johnson Creek
 - Comparison of overall density and how that impacts the street network
 - Cady Street between Center and Wing; number of access points to Cady in that area and to the west

- 7 Mile/Main Street and 7 Mile/Northville Road intersections

Chair Tinberg suggested the meeting be adjourned, with discussion of the items on this list and any others that might come to mind at the May 17 meeting.

Chair Tinberg addressed scheduling of Planning Commission meetings while The Downs project was being reviewed. After due consideration of all the various needs and constraints that influence meeting times, it had been determined that Planning Commission meetings that involve The Downs deliberations will begin at 6:30pm, and will generally start wrapping up by about 10:30pm. If meetings need to be scheduled at the Community Center, they will need to end by approximately 9:30pm.

Commissioner Hay asked that a projected end date for The Downs review be provided, perhaps at the next meeting.

Commissioner Gaines agreed with this request, and noted that Commissioners will need to be focused and succinct in their comments. He also wondered when it would be appropriate for the developer to provide additional information, based on Commission review.

Mayor Turnbull addressed whether the Commission was comfortable using Council Chambers rather than the Community Center during the current phase of the pandemic, and asked for ongoing feedback regarding this issue. Zoom participation will continue to be made available.

MOTION by DeBono and support by Barry, to adjourn the meeting at 10:15pm.

Motion carried by voice vote.



215 WEST MAIN STREET
NORTHVILLE, MI 48167
(248) 449-9902

SITE PLAN APPLICATION

Refer to Article 19 of the City of Northville Zoning Ordinance for Site Plan Review Procedures and Standards. The Zoning Ordinance is available on the City's website www.ci.northville.mi.us.

See Page 4 for Application Submission requirements and Procedures for Appearing before the Planning Commission. Refer to the Development Review Fee Schedule at www.ci.northville.mi.us for current fees.

Check appropriate review to be completed:

- SITE PLAN REVIEW:** Is this for Preliminary Review Final Review
- CHANGE OF USE** (for proposed development which requires additional parking)
- MINOR SITE PLAN ADMINISTRATIVE REVIEW**(review by City Manager, PC Chair, and City Planner)

TO BE COMPLETED BY APPLICANT

Name of Sponsor of Development: C and R Garage LLC
 Address 511 W Main Street Northville, MI 48167
 Telephone 773-899-1099 Email daviscm2@gmail.com

Name of Property Owner: C and R Garage LLC
 Address: 511 W Main Street Northville, MI 48167
 Telephone 773-899-1099 Email daviscm2@gmail.com

Name of Site Planner: Squires Architectural Group, PLLC
 Address: 1042 North Milford Road, Suite 202 Milford, MI 48381
 Telephone 248-717-3132 Email luther@squiresarchitectural.com

Name of Contractor: Schonscheck Builders License No: N/A
 Address: 50555 Pontiac Trail Wixom, MI 48393

Name of Engineer: N/A
 Address: _____
 Telephone _____ Email _____

***Point of Contact for this Project/Application to Receive City Department Internal Reviews**

Point of Contact information must be provided in order to receive City Department Internal Reviews prior to the Planning Commission Meeting. Only ONE Point of Contact shall be designated. This person is responsible for forwarding the Internal Reviews to the interested parties. The Internal Reviews are sent via EMAIL.

Name Luther Hamilton Email Address luther@squiresarchitectural.com

LOCATION OF PROJECT

Property Address: 700 Doheny Drive Northville, MI 48167

Cross Streets: Doheny Drive and Main Street

Subdivision: N/A Lot No: 0004 002

Lot Size: 0.50 Acre Zoning District: PR-2

Located in the Historic District: *Yes No *IF YES, APPLICATION MUST ALSO BE MADE TO THE HISTORIC DISTRICT COMMISSION FOR APPROVAL.

APPLICATION IS FOR Preliminary Approval Final Approval

TYPE AND COST OF BUILDING – All applicants must complete parts A – D

A. TYPE OF IMPROVEMENT:

New Building

- 1. Addition (If residential, enter number of new housing units added, if any in part D 13)
- 2. Alteration (see 2 above)
- 3. Repair, replacement
- 4. Demolition (If multi-family residential, enter number of units in building in part D 12)
- 5. Moving (relocation)
- 6. Foundation only

B. OWNERSHIP

- 8a. Private (individual, corporation, non-profit instruction, etc.)
- 8b. Public (Federal, State, or local government)
- 9. Proof of ownership (**required**). Proof shall consist of Title Insurance, Purchase Agreement. **Must** have Names of the principal owners involved in any Corporation, Partnership, etc.

C. COST:

10. Total Cost of Improvement \$ 250,000

To be installed and included in the above cost:

- a. Electrical \$16,000
- b. Plumbing \$15,000
- c. Heating, Air Conditioning \$10,000
- d. Other (elevator, etc.) _____

D. PROPOSED USE – for “demolition” indicate most recent use

- 11. One Family
- 12. Multi-family # of units _____
- 13. Transient hotel, motel, dormitory
Enter # of units _____
- 14. Garage
- 15. Carport
- 16. Other – specify _____

- 17. Amusement, recreational
- 18. Church, other religious
- 19. Industrial
- 20. Parking
- 21. Service station, repair garage
- 22. Hospital, institutional
- 23. Office, bank-professional
- 24. Public utility
- 25. School, library, etc.
- 26. Stores, mercantile
- 27. Tanks, towers
- 28. Other - specify Private Storage

NON RESIDENTIAL – describe in detail the proposed use of building, e.g. food processing plant, machine shop, laundry building or hospital, elementary school, college, parochial school, parking garage for department store, rental office building, office building at an industrial plant. If use of existing building is being changed, enter proposed use.

Private Storage Building

SELECTED CHARACTERISTICS OF BUILDING

For new buildings and additions, applicant shall complete parts E – L. For demolition, applicant shall complete only part J.

E. PRINCIPAL TYPE OF FRAME

- 29. Masonry (wall bearing)
- 30. Wood Frame
- 31. Structural Steel
- 32. Reinforced Concrete
- 33. Other – specify _____

F. PRINCIPAL TYPE OF HEATING FUEL

- 34. Gas
- 35. Oil
- 36. Electricity
- 37. Coal
- 38. Other – specify _____

G. TYPE OF SEWAGE DISPOSAL

- 39. Public or private company
- 40. Private (septic tank, etc.)

H. TYPE OF WATER SUPPLY

- 41. Public or private company
- 42. Private (well, cistern)

I. TYPE OF MECHANICAL

- Central Air 43. Yes 44. No
- Elevator 45. Yes 46. No

J. DIMENSIONS

- 47. Number of stories one (1)
- 48. Total square feet of floor area, all floors based on exterior dimensions 6,157
- 49. Total land area, square feet 21,758

K. NUMBER OF OFF STREET PARKING SPACES

50. Enclosed 0 51. Outdoors deferred

L. BEDROOMS/BATHS

52. Number of bedrooms 0

53. Number of baths 0 Full baths 1 1/2 baths

M. COMPLETE APPENDIX D “SITE PLAN REVIEW CHECK LIST” Pages 5-9 of this application

Procedures to Appear Before the Planning Commission

- Complete the application and sign.
- Make **15** copies of the application and all backup documentation (i.e. site plans, drawings, plot plans, etc.) and assemble them into 15 identical packets. For each packet, the application must be on top and backup documents must be folded to the same size as the application. Submissions in folders, binders, etc are not accepted.
- **One PDF file of site plans or document larger than 11”x17” must also be provided at time of submission and emailed to dmassa@ci.northville.mi.us.**
- Submit to the Building Department no later than 4:00 p.m. the day of the submission deadline as posted on the City's website www.ci.northville.mi.us and at the Building Department, as deadlines may be moved to accommodate holidays and the newspaper submission schedule.
- Planning Commission meetings are held the 1st and 3rd Tuesdays of the month at 7:00 p.m. in the City Council Chambers. If there is a change in date or location, it will be posted on the City’s website and at City Hall.
- The applicant or a representative should be present at the meeting to answer any questions the commissioners may have. Presentation boards or other large items can be brought to the meeting to help the commissioners in the decision making process.

APPLICATION CHECK LIST

- Site Plan Application – completed in its entirety and signed. Unsigned applications are not accepted.
- Site plans, Sketches, etc. – hard copy
- Appendix D – Site Plan Review Checklist
- Proof of ownership (See page 2)
- All of the above assembled into 15 identical packets – no binders, folders, etc.
- PDF file of any sketch, site plan, or document larger than 11”x17” **also emailed to dmassa@ci.northville.mi.us.**
- Fee (see Development Review Fee Schedule on website) – Applications submitted without fees are not considered a timely submission and shall be deferred to a future meeting.

*I hereby certify that the owner of record authorizes the proposed work and that the owner has authorized me to make this application as his/her authorized agent and we agree to conform to all applicable laws of this jurisdiction. The applicant hereby expressly acknowledges and agrees that by signing this document, the applicant is fully responsible for any and all fees, costs, and/or expenses which are associated with this application whether approval of the application is granted or not. In the event that the City of Northville is required to take any type of action, legal or otherwise, to collect any amount due or owing by the applicant, then the applicant expressly agrees to pay for any and all costs and expenses, including attorney fees, incurred by the City of Northville in having to collect any such amount due or owing by the applicant. **This section must be completed and signed or application will not be accepted.***

Luther Hamilton



PRINT name of applicant

Signature

Squires Architectural Group, PLLC

Print the applicant’s full legal name (individual or company)

1042 North Milford Rd, Suite 202 Milford, MI 48381

Provide the applicant’s complete address

Designated Agent

248-717-3132

Relationship to owner

Phone #

APPENDIX D

SITE PLAN REVIEW CHECKLIST

To be Completed by Applicant A - G

General Requirement of Overall Development Plan

Submission shall consist of drawings shown at a scale of not less than 1 inch equals 50 feet on a standard sheet size of 24' x 36'. A scale of 1 inch equals 100 feet when conditions warrant or do not allow the use of the standard sheet size at a scale of 1 inch equals 50 feet may be permitted. Architectural elevations and floor plan details shall be drawn to a minimum scale of 1/8 inch equals 1 foot. The appropriate number of drawing/plans as provided in the adopted administrative rules together with the required application and fees shall be submitted to the Building Department. **One PDF file of drawings larger than 11x17 must also be provided at time of submission, email to dmassa@ci.northville.mi.us**

Included in the development plan shall be the following information. If required items of information are not applicable, the applicant shall indicate reason why the information is not necessary. The Planning Commission shall determine if a waiver for the required items of information is appropriate for preliminary and final site plan submittal.

A. TITLE BLOCK INFORMATION

1. Proprietor's Name and Address
2. Name of community where project is proposed
3. Scale of drawing
4. Revision block (month, day, year)
5. Name of Architect, Engineer, Surveyor, Landscape Architect or Planner and Professional Seal.
6. Legal Description of the Parcel

INFORMATION		
Provided	Not Provided	Reason N/A
X		
X		
X		
X		
X		
X		

B. LEGEND INFORMATION

1. Area of Parcel Proposed for Development
2. Zoning Classification of the Site
3. If Residential, show density calculations (i.e.: dwelling units per acre or bedrooms per acre)
4. If Commercial or Industrial show gross and useable floor area
5. Proposed and Existing Land Uses
6. Number of Parking Spaces Provided and Number Required by the Zoning Ordinance
7. Number of Loading & Unloading Spaces if Required & Number Required by the Zoning Ordinance
8. Percent of Parcel Covered by Main & Accessory Buildings

INFORMATION		
Provided	Not Provided	Reason N/A
X		
X		
	X	N/A
X		
X		
X		
X		
X		

C. AREA PLAN/COMMUNITY LOCATION

1. Relationship of the Proposed Development to a larger portion of the Community, generally with respect to the closest major arterial intersection.
2. Extent of Proprietors land if more than subject property
3. Zoning classification of all contiguous properties
4. Location of all contiguous buildings
5. Location of driveways opposite development and nearest driveways on contiguous street fronting property
6. Location and size of all off site utilities and utility easements
7. North Arrow

INFORMATION		
Provided	Not Provided	Reason N/A
X		
	X	subject only
X		
X		
X		
	X	existing
X		

D. SITE PLAN DEVELOPMENT

1. Location and uses of all proposed and existing buildings
2. Dimensions from all exterior property lines to proposed and existing buildings
3. Existing and proposed grades shall be shown throughout site
4. If development is in phases, total over all conceptual development shall be shown together with details of Phase I
5. On site utilities, their location and connection to off-site utilities
6. Internal circulation pattern and points of ingress and egress to the site and relationship to external points of ingress and egress near or opposite the site
7. Location and design of all parking facilities & loading & unloading areas
8. Construction standards for all drives, walks and parking lots
9. Provisions of acceleration, deceleration and passing lanes
10. Location of trash receptacles, transformer pads or other utility surface structure
11. Applicable barrier free design rules

INFORMATION		
Provided	Not Provided	Reason N/A
X		
X		
	X	existing
	X	N/A
	X	existing
X		existing
	X	existing
	X	existing
	X	existing
	X	existing
	X	existing

E. ARCHITECTURAL PLAN DETAILS

1. Proposed architectural elevations

2. Floor plan layout to show:
 - a. Dwelling unit type (for multiples)
 - b. Useable floor space (for other)
 - c. Proposed use (for other)

3. Structural details for application of performance bonds

INFORMATION

Provided	Not Provided	Reason N/A
X		

INFORMATION

Provided	Not Provided	Reason N/A
	X	N/A
X		
X		
	X	N/A

F. LANDSCAPING, LIGHTING AND SIGN DETAILS

1. Green spaces, screening walls and/or berms and fencing with details and cross-section around parking stations, trash receptacles, utility structures and for screening adjacent properties

2. Landscaping specifications showing planting materials, species and number noted in landscape legend

3. Exterior lighting with locations and methods of shielding

4. Directional signs, location and size and design

5. Advertising signs, location, size and design

INFORMATION

Provided	Not Provided	Reason N/A
	X	existing
	X	existing
X		
	X	N/A
	X	N/A

G. GENERAL REMARKS

NOTE: FAILURE TO SUBMIT PLANS THAT DO NOT ALLOW THE PLANNING COMMISSION TO ADEQUATELY ADDRESS ALL THE CRITERIA PROVIDED FOR THE REVIEW BY THE PLANNING COMMISSION ACCORDING TO ARTICLE 19 OF THE ZONING ORDINANCE AND THE SITE PLAN CHECK LIST SHALL RESULT IN A DELAY TO THE APPLICANT.

CITY USE ONLY

PLAN REVIEW RECORD

<u>Plan Reviews Required</u>	<u>Date Plans Approved</u>	<u>Approved By</u>
Building	_____	_____
Plumbing	_____	_____
Mechanical	_____	_____
Electrical	_____	_____
Police Department	_____	_____
Fire Department	_____	_____
City Engineer	_____	_____
Other	_____	_____

Building Permit # _____

FOR DEPARTMENTAL USE ONLY

Building Permit Issued _____
(date)

Use Group _____

Building Permit Fee \$ _____

Fire Grading _____

Live Loading _____

Certificate of Occupancy \$ _____

Occupancy Load _____

Drain Title \$ _____

Plan Review Fee: \$ _____

Approved By:

(signature)

(title)

WARRANTY DEED
2021-106242

Reputation First Title Agency, LLC

The Grantor, **Robert Ahern**

whose address is **700 Doheny Dr, Northville, MI 48167-1993**

convey and warrant to **C and R Garage, LLC**

whose address is **511 West Main Street, Northville, MI 48167**

the following described premises situated in the **State of Michigan**, to wit:

Situated in the City of Northville, County of Wayne, State of Michigan.

Part of Lot No. 4, Assessor's Northville Plat No. 1 of part of the South 1/2 of Section 3, Town 1 South, Range 8 East, City of Northville, Wayne County, Michigan as recorded in Liber 66 of Plats on Page 45 and described as: Beginning at a point on the East Line of Section 3 that is South 20 degrees 24 minutes 21 seconds East 499.94 feet from the East 1/4 corner of Section 3; thence South 20 degrees 24 minutes 21 seconds East 265.00 feet along said Section Line being also the East Line of Lot 4; thence South 79 degrees 33 minutes 30 seconds West 600.0 feet; thence North 22 degrees 54 minutes 12 seconds West 183.46 feet; thence North 48 degrees 42 minutes 05 seconds East 160.00 feet parallel with and 10.00 feet from the Northerly Line of Lot No. 4 to the point of beginning.

Tax Parcel No: **48-004-02-0004-002**

Common Address: **700 Doheny Dr, Northville, MI 48167-1993**

for the sum of **SIX HUNDRED EIGHTY SIX THOUSAND FIFTY AND 00/100 Dollars (\$686,050.00)**.

Subject to easements, reservations and restrictions of record

Dated: May 12, 2021

WARRANTY DEED
2021-106242

Reputation First Title Agency, LLC

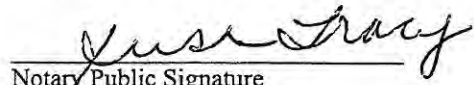
Signed and Sealed:



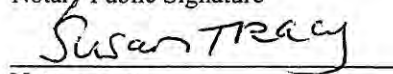
Robert Ahern

STATE OF MICHIGAN
COUNTY OF WAYNE

Acknowledged by Robert Ahern before me on 12th day of May, 2021.



Notary Public Signature



Notary name

SUSAN TRACY
Notary Public, State of Michigan
County of Oakland
My Commission Expires 11-21-2021
Acting in the County of Wayne

Notary public, State of Michigan, COUNTY OF WAYNE

My Commission Expires: 11-21-21

Drafted by:
Robert Ahern
700 Doheny Dr
Northville, MI 48167-1993

When recorded, return to:
C and R Garage, LLC
511 West Main Street
Northville, MI 48167

File No. 2021-106242

Recording Fee: \$23.00
State Transfer Tax: \$5,148.75
County Transfer Tax: \$755.15

C and R Garage, LLC

511 W Main Street
Northville, MI 48167

AUTHORIZATION OF REPRESENTATION

RE: 700 Doheny Drive

To Whom It May Concern,

I authorize representatives of Schonscheck, Inc. and Squires Architectural Group, PLLC to act as the Owners' Designated Agent and to sign on behalf of C and R Garage, LLC regarding all matters, including any and all permitting requirements as it pertains to my property in the City of Northville, Michigan.

Kind Regards,

A handwritten signature in black ink, appearing to be the initials 'CD' with a stylized flourish extending to the right.

Chris Davis
C and R Garage, LLC
511 W Main Street
Northville, Michigan 48167

Project	Catalog #	Type	B
Prepared by	Notes	Date	



Lumark

Axcent

Wall Mount Luminaire

Product Features



Product Certifications



Interactive Menu

- Ordering Information page 2
- Mounting Details page 3
- Product Specifications page 4
- Energy and Performance Data page 4
- Control Options page 6

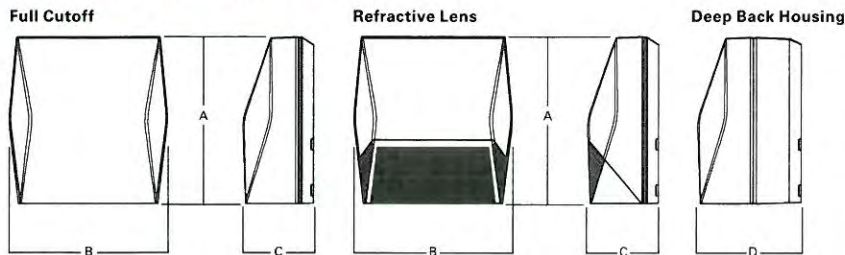
Quick Facts

- Available in 14W - 123W (1,800 - 17,000 lumens) models
- Full cutoff and refractive lens models available
- Energy and maintenance savings up to 95% compared to HID
- Energy efficient illumination results in up to 144 LPW
- Replaces 70W up to 450W HID equivalents

Connected Systems

- WaveLinx Lite
- Enlighted

Dimensional Details



Dimensional Data

	AXCS Small	AXCL Large
A	8" [202mm]	11-1/2" [292mm]
B	7-1/2" [190mm]	10-3/4" [273mm]
C	3-5/8" [94mm]	4-7/8" [124mm]
D	6-1/8" [155mm]	7-1/8" [181mm]

Project		Catalog #		Type	C
Prepared by		Notes		Date	



McGraw-Edison

GWC Galleon Wall

Wall Mount Luminaire

Typical Applications

Exterior Wall • Walkway

Product Certifications



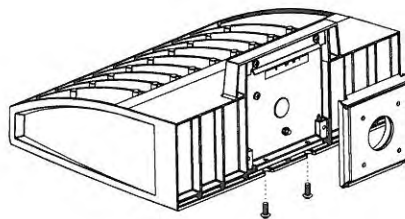
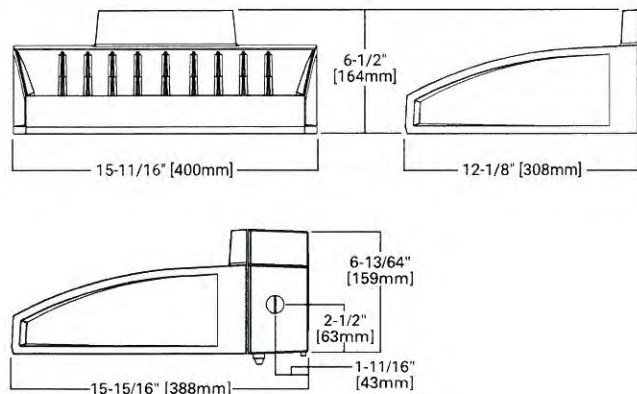
Interactive Menu

- Ordering Information [page 2](#)
- Product Specifications [page 2](#)
- Optical Configurations [page 3](#)
- Energy and Performance Data [page 4](#)
- Control Options [page 6](#)

Quick Facts

- Choice of thirteen high-efficiency, patented AccuLED Optics™
- Downward and inverted wall mounting configurations
- Eight lumen packages from 3,215 up to 17,056
- Efficacies up to 154 lumens per watt

Dimensional Details



Connected Systems

- WaveLinx
- Enlighted

Project	Catalog #	Type	D
Prepared by	Notes	Date	



McGraw-Edison

GWC Galleon Wall

Wall Mount Luminaire

Typical Applications
 Exterior Wall • Walkway

Product Certifications



Interactive Menu

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- Product Specifications [page 2](#)
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- Energy and Performance Data [page 4](#)
- Control Options [page 6](#)

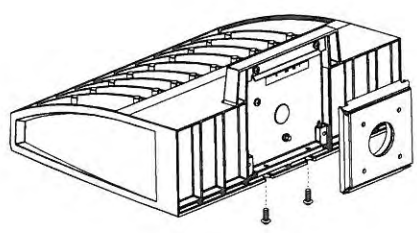
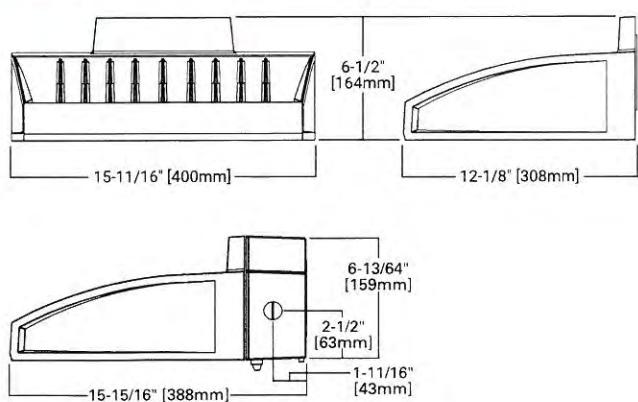
Quick Facts

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Connected Systems

- WaveLinx
- Enlighted

Dimensional Details



700 DOHENY DRIVE REMODEL

700 DOHENY DRIVE
NORTHVILLE, MICHIGAN

SHEET SCHEDULE			
SHEET #	SHEET NAME	CURRENT ISSUE	CURRENT DATE
GENERAL			
G-001	TITLE SHEET	REVISED	2022/03/18
ARCHITECTURAL			
AS101	ARCHITECTURAL SITE PLAN	REVISED	2022/03/18
A-101	PROPOSED DEMOLITION & FLOOR PLAN	REVISED	2022/03/18
A-201	PROPOSED BUILDING ELEVATIONS	PRELIMINARY SPR	2021/09/24

SQUIRES
ARCHITECTURAL GROUP

1042 N MILFORD ROAD, STE 202
MILFORD, MI 48381

(248) 717-3132

squiresarchitectural.com

CONSULTANT

PROFESSIONAL SEAL



CLIENT

C AND R GARAGE

511 W. MAIN STREET
NORTHVILLE, MI 48167

PROJECT

700 DOHENY DRIVE
REMODEL

700 DOHENY DRIVE
NORTHVILLE, MICHIGAN

ISSUE	DATE
PRELIMINARY SPR	2021/09/24
REVISED	2021/12/23
REVISED	2022/03/18

STATUS PRELIMINARY

NOT FOR CONSTRUCTION

PROJECT # 21-559

COPYRIGHT © 2021 SQUIRES
ARCHITECTURAL GROUP, PLLC

SHEET TITLE

TITLE SHEET

G-001



EXISTING BUILDING



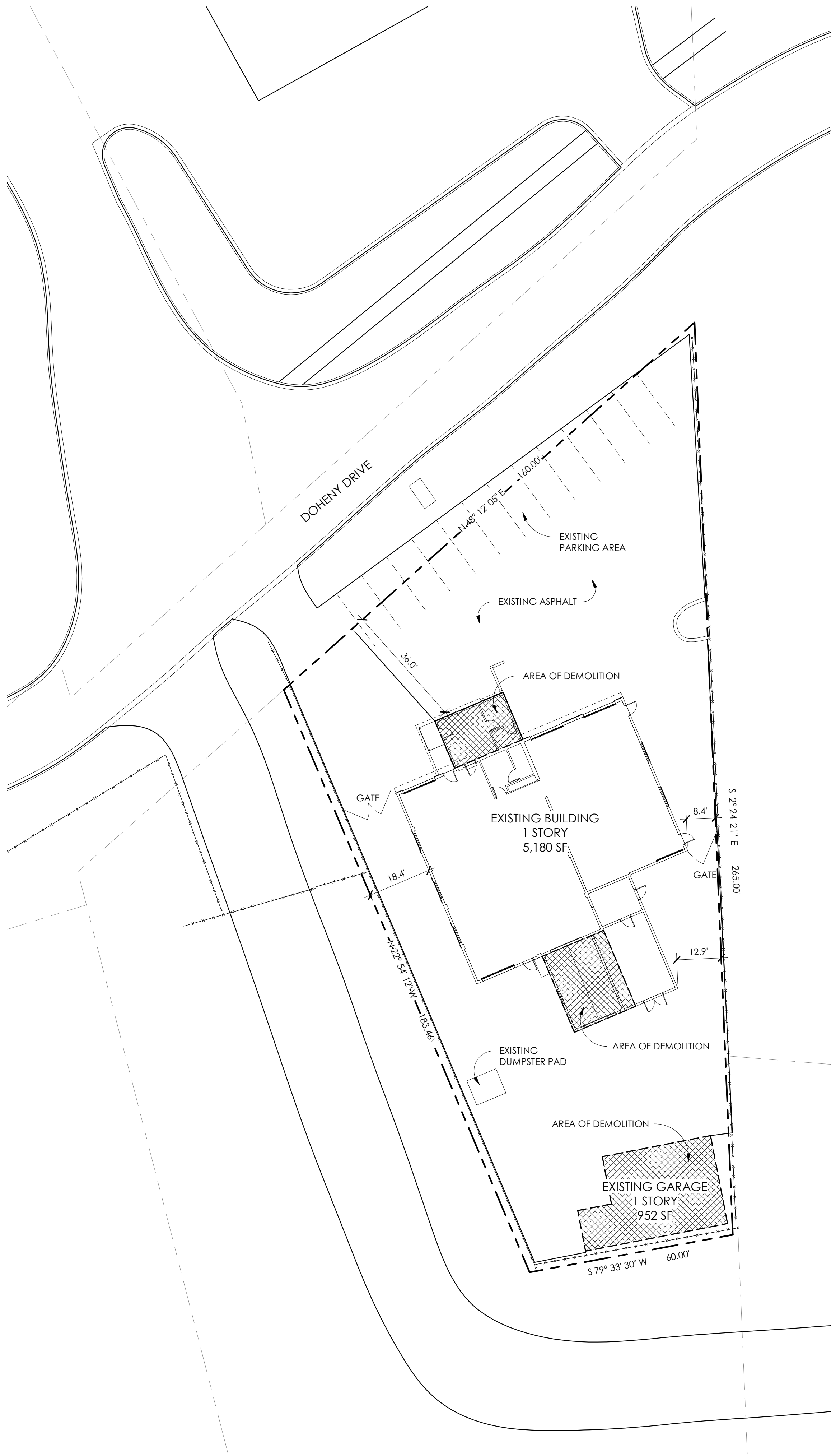
PROPOSED BUILDING



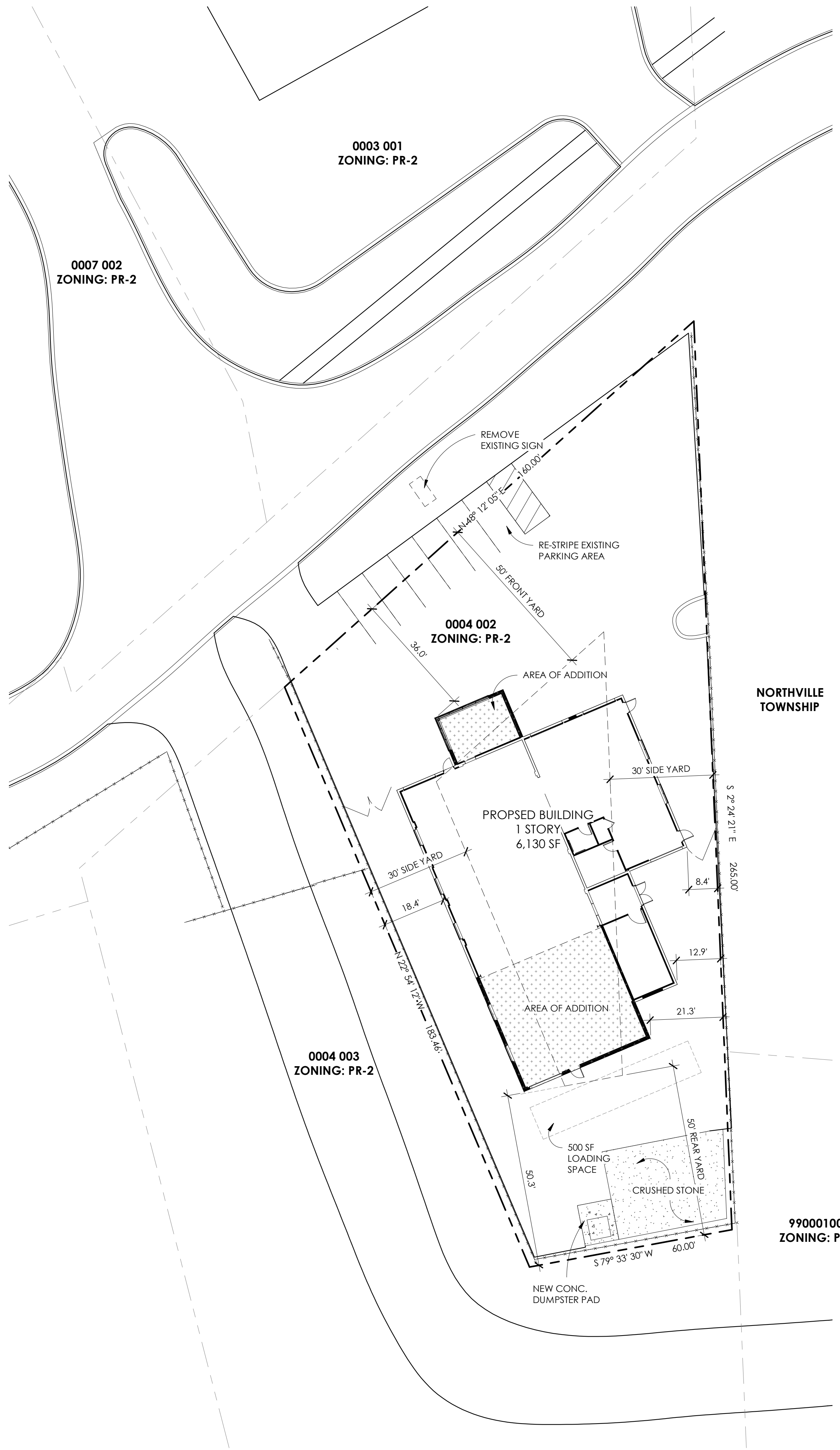
PROPOSED BUILDING - STREET VIEW



LOCATION MAP
NOT TO SCALE



2 SITE PLAN - EXISTING & DEMOLITION
 AS101 1" = 20'-0"



1 SITE PLAN - PROPOSED
 AS101 1" = 20'-0"

GENERAL SHEET NOTES

1. SITE INFORMATION TAKEN FROM A CLIENT PROVIDED SURVEY BY:
 JEKABSON & ASSOCIATES, P.C.
 1320 GOLDSMITH
 PLYMOUTH, MI 48170
 JOB #: 21-10-006
 DATED: 14 DEC 2021
2. THE CITY OF NORTHVILLE BOARD OF ZONING APPEALS IN CASE #22-05 ON MARCH 2, 2022 GRANTED VARIANCES OF: 14 FEET FROM THE FRONT YARD SETBACK REQUIREMENT, 11.6 FEET FROM THE WEST SIDE YARD SETBACK REQUIREMENT, 8.7 FEET FROM THE EAST SIDE YARD SETBACK REQUIREMENT, AND THE REQUIREMENT THAT EXPANSIONS OF A NON-CONFORMING STRUCTURE MUST MEET THE ORDINANCE REQUIREMENTS.
3. THE PROPOSED WORK DOES NOT NEGATIVELY IMPACT STORMWATER RUNOFF. EXISTING STORMWATER MANAGEMENT IS TO REMAIN AS-IS. NO INCREASE IN THE AREA OF IMPERVIOUS SURFACES IS PLANNED AS PART OF THE NEW WORK.
4. REVIEW OF UTILITIES SHALL BE DEFERRED TO THE DPW DIRECTOR.
5. ALL LANDSCAPING IS TO REMAIN AS-IS.

SITE & BUILDING DATA

SITE AREA: ±21,758 SF OR 0.50 ACRE
LEGAL DESCRIPTION:
 03N441 THAT PT OF LOT 4 BEG S2DEG 24M 21S E 499.94FT FROM E 1/4 COR OF SEC 3 TH S2DEG 24M 21S E 265FT TH S79DEG 33M 30S W 60FT TH N22DEG 54M 12S W 183.46FT TH N48 DEG 12M 05S E 160FT TO POB ASSESSORS NORTHVILLE PLAT NO 1 T15R8E L66 P45 WCR

CURRENT ZONING: PR-2, PERFORMANCE REGULATED INDUSTRIAL DISTRICT

BUILDING AREA:
 EXISTING BUILDING: 5,180 SF
 PROPOSED BUILDING: 6,130 SF

PROPOSED LOT COVERAGE: 28%

BUILDING HEIGHT: 14 FEET
BUILDING STORIES: 1 STORY

EXISTING USE: AUTO REPAIR GARAGE
PROPOSED USE: PRIVATE STORAGE (WAREHOUSE)

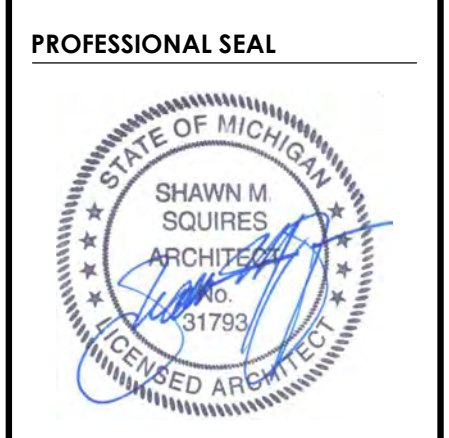
PARKING REQUIRED: 5 SPACES
 5 SPACES PLUS 1 SPACE FOR EVERY 1 EMPLOYEE IN THE LARGEST WORKING SHIFT OR 1 SPACE FOR EVERY 1,700 SF OF USABLE FLOOR AREA, WHICHEVER IS GREATER PLUS SPACES REQUIRED FOR ANY SALES AREA OR OFFICE (PER SECTION 17.04).

PARKING PROVIDED: 6 SPACES

LOADING SPACES REQUIRED: 1 SPACE (1,401 - 20,000 SF GROSS FLOOR AREA PER SECTION 17.05)
LOADING SPACES PROVIDED: 1 SPACE



1042 N MILFORD ROAD, STE 202
 MILFORD, MI 48381
 (248) 717-3132
 squiresarchitectural.com
CONSULTANT



CLIENT
 C AND R GARAGE
 511 W. MAIN STREET
 NORTHVILLE, MI 48167

PROJECT
 700 DOHENY DRIVE
 REMODEL
 700 DOHENY DRIVE
 NORTHVILLE, MICHIGAN

ISSUE	DATE
PRELIMINARY SPR	2021/09/24
REVISED	2021/12/23
REVISED	2022/03/18

STATUS PRELIMINARY
 NOT FOR CONSTRUCTION
PROJECT # 21-559
 COPYRIGHT © 2021 SQUIRES ARCHITECTURAL GROUP, PLLC

SHEET TITLE
 ARCHITECTURAL
 SITE PLAN

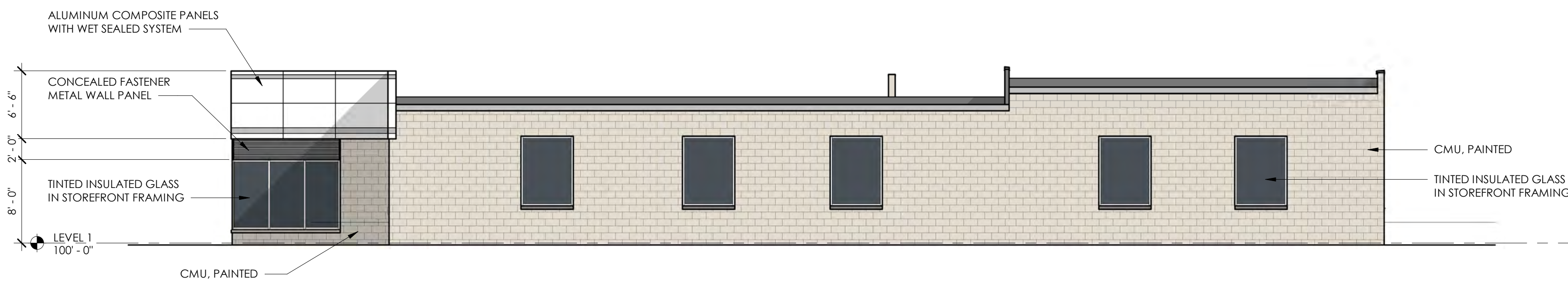
AS101



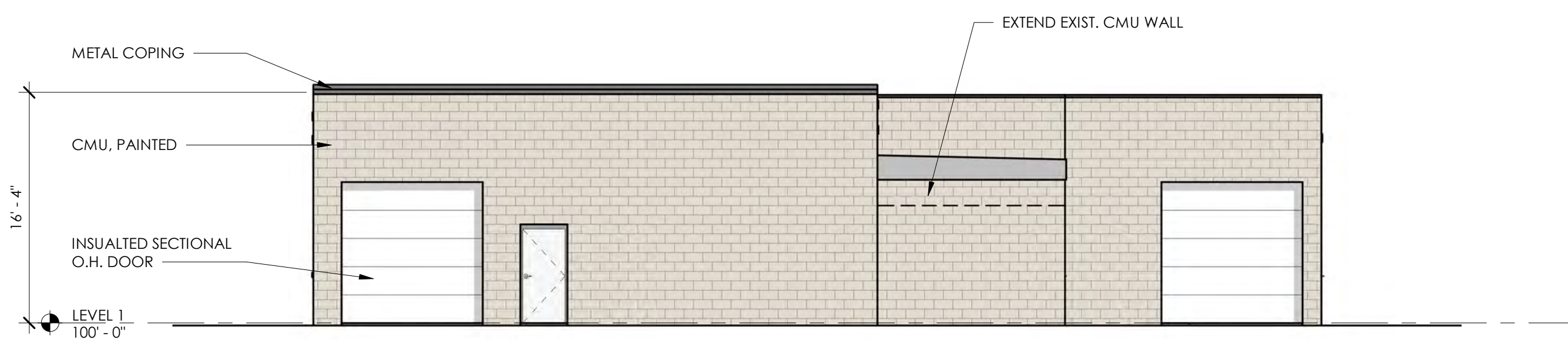
ISSUE	DATE
PRELIMINARY SPR	2021/09/24



1 NORTH ELEVATION
A-201 1/8" = 1'-0"



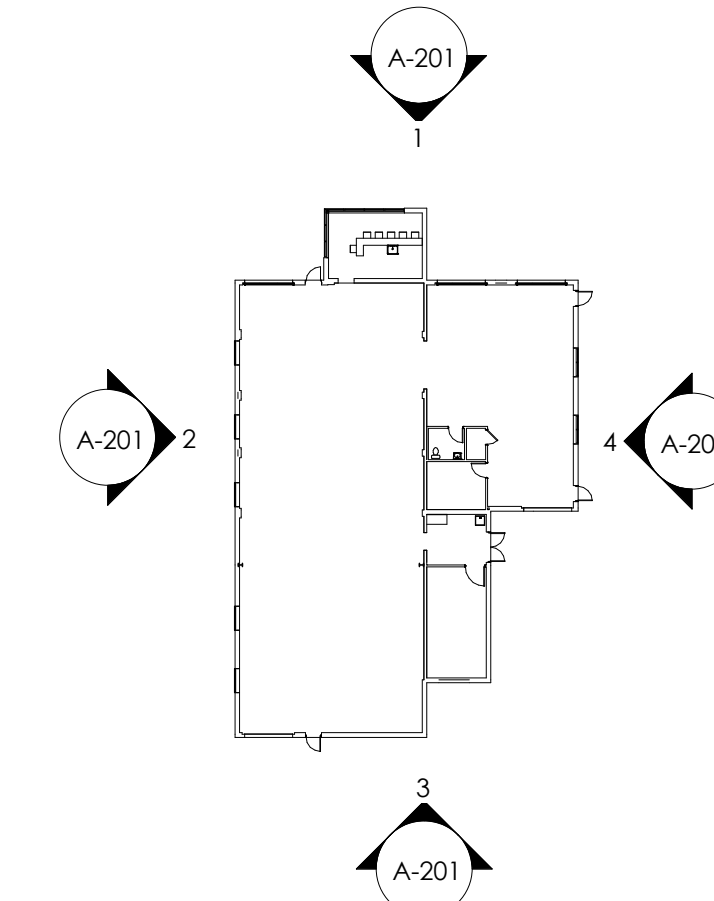
2 WEST ELEVATION
A-201 1/8" = 1'-0"



3 SOUTH ELEVATION
A-201 1/8" = 1'-0"



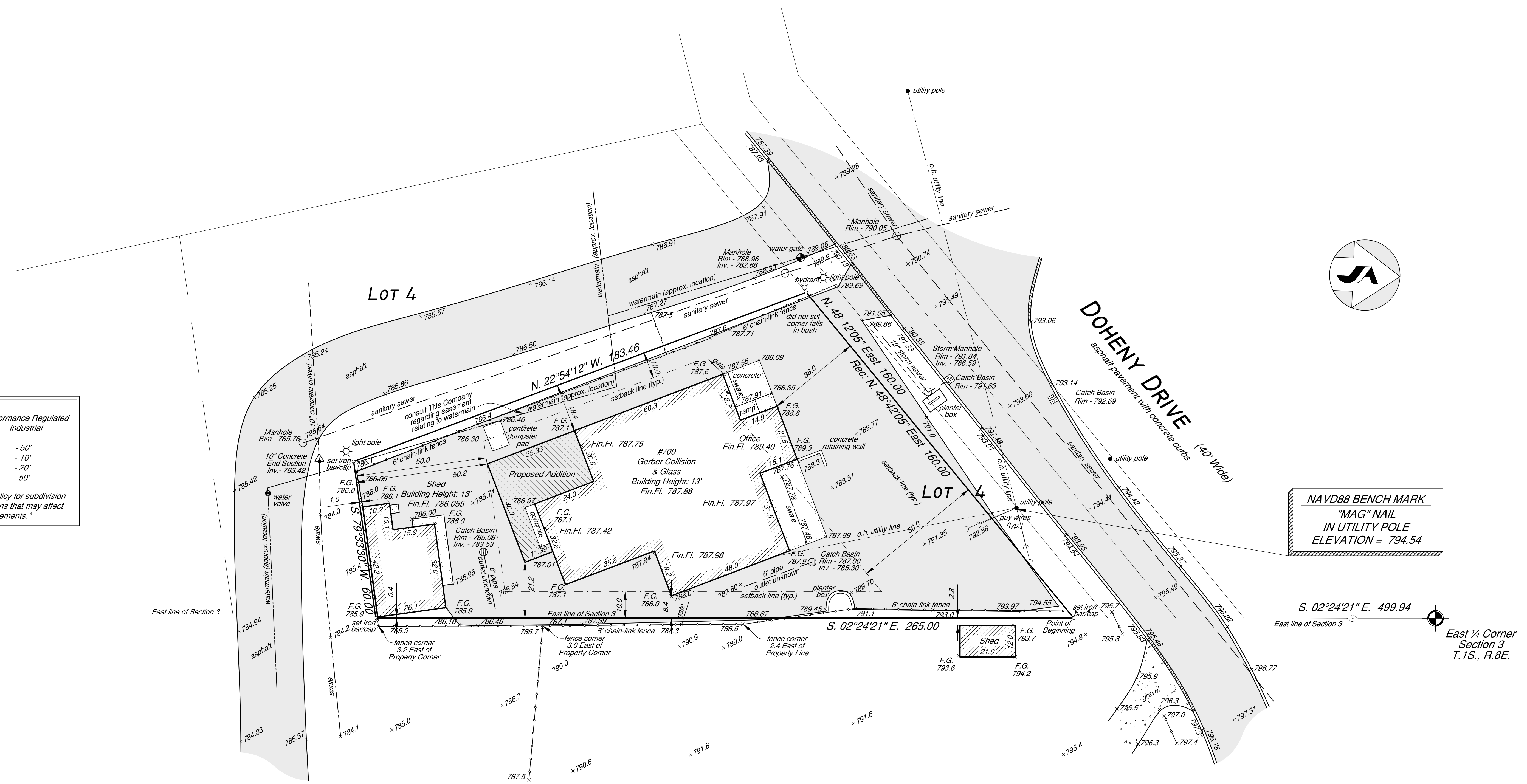
4 EAST ELEVATION
A-201 1/8" = 1'-0"



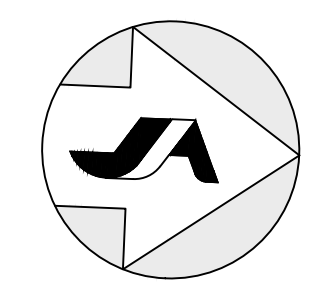
Zoning:
PR-2 Performance Regulated Industrial

Setbacks:
Front - 50'
Side - 10'
Side total - 20'
Rear - 50'

Check title policy for subdivision deed restrictions that may affect setback requirements.



NAVD88 BENCH MARK
"MAG" NAIL
IN UTILITY POLE
ELEVATION = 794.54

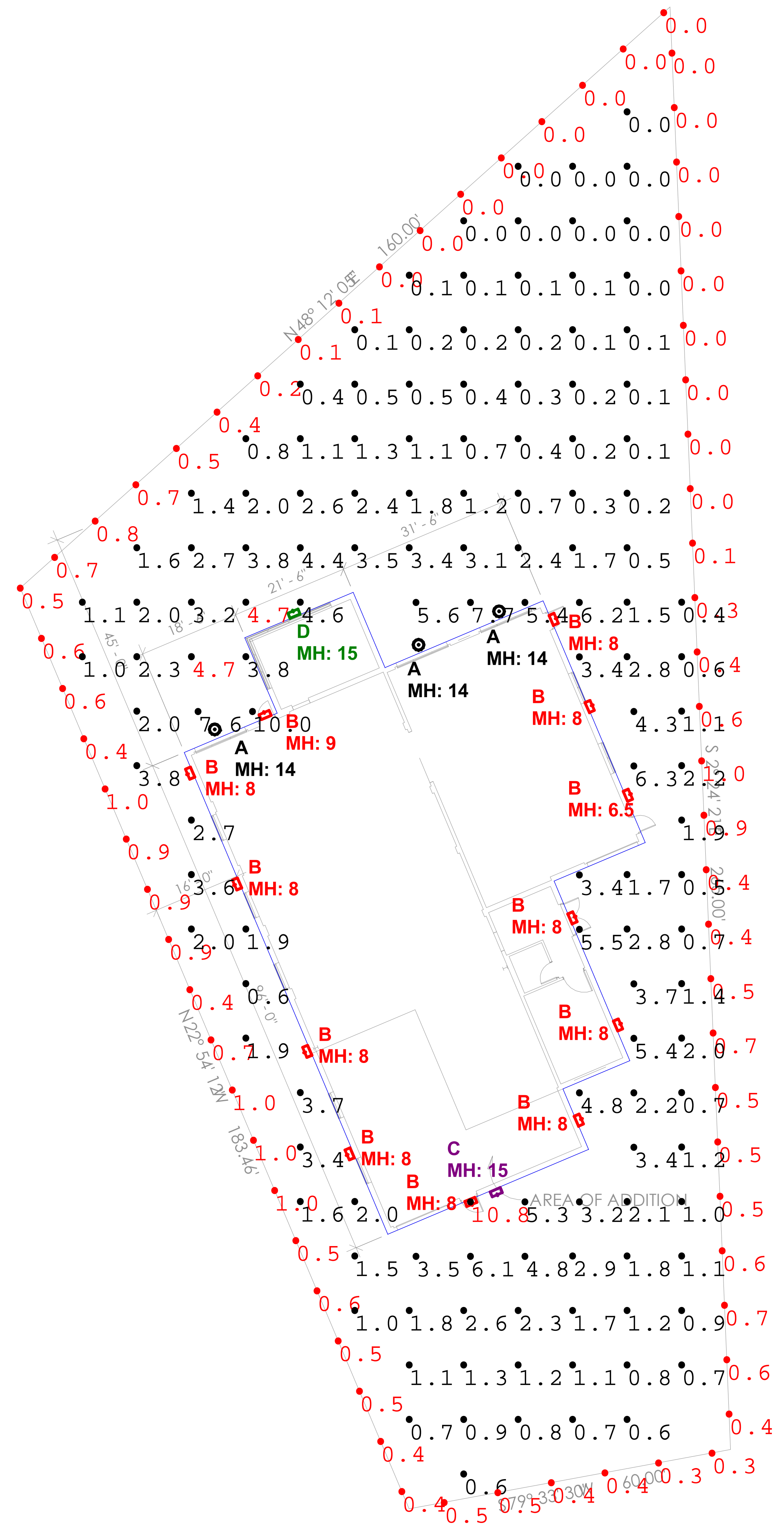


LEGAL DESCRIPTION

PART OF LOT No. 4 OF ASSESSOR'S NORTHVILLE PLAT No. 1 OF PART OF THE SOUTH 1/2 OF SECTION 3, TOWN 1 SOUTH, RANGE 8 EAST, CITY OF NORTHVILLE, WAYNE COUNTY, MICHIGAN, AS RECORDED IN LIBER 66 OF PLATS ON PAGE 45 AND DESCRIBED AS:
BEGINNING AT A POINT ON THE EAST LINE OF SECTION 3 THAT IS SOUTH 20°24'21" EAST, 499.94 FEET PER FURNISHED LEGAL DESCRIPTION, MEASURED AS SOUTH 02°24'21" EAST, 265.00 FEET PER FURNISHED LEGAL DESCRIPTION, MEASURED AS SOUTH 02°24'21" EAST, 265.00 FEET, ALONG SAID SECTION LINE BEING ALSO THE EAST LINE OF LOT 4; THENCE SOUTH 79°33'30" WEST, 600.00 FEET PER FURNISHED LEGAL DESCRIPTION, MEASURED AS SOUTH 79°33'30" WEST, 60.00 FEET; THENCE NORTH 22°54'12" WEST, 183.46 FEET; THENCE NORTH 48°12'05" EAST RECORDED AS NORTH 48°42'05" EAST, 160.00 FEET PER FURNISHED LEGAL DESCRIPTION, MEASURED AS NORTH 48°12'05" EAST, 160.00 FEET PARALLEL WITH AND 10.00 FEET FROM THE NORTHERLY LINE OF LOT No. 4 TO THE POINT OF BEGINNING.

PARCEL CONTAINS 21,758 SQUARE FEET.

TOPOGRAPHIC SURVEY	
Prepared For: Chris Davis C & R Garage, LLC 700 Doheny Northville, MI 48167 (773) 899-1099	Date 14 DEC 2021 Job no. 21-10-006 Scale 1" = 20'
Jekabson & Associates, P.C. Professional Land Surveyors 1320 Goldsmith, Plymouth, MI 48170 (734) 414-7200 (734) 414-7272 fax by: <i>[Signature]</i>	Drawn AAH Checked JGE Sheet 1 OF 1



Luminaire Schedule						
Symbol	Qty	Label	LLF	Description	Lum. Watts	Lum. Lumens
○	3	A	0.900	ANP OSAB24-M024LDD-W-3K	24	3036
□	12	B	0.900	LUMARK AXCS1A-W	13.5	1526
□	1	C	0.900	MCGRAW EDISON GWC-SA2A-730-U-T4FT	66	8910
□	1	D	0.900	MCGRAW EDISON GWC-SA2A-730-U-T3	66	8859

Calculation Summary						
Label	Units	Avg	Max	Min	Max/Min	Avg/Min
Entrances	Fc	5.39	10.8	2.2	4.91	2.45
Parking Lot	Fc	1.40	4.7	0.0	N.A.	N.A.
Property Line	Fc	0.41	1.0	0.0	N.A.	N.A.

ALL CALCULATION POINTS ARE TAKEN AT GRADE LEVEL.
MOUNTING HEIGHTS ARE INDICATED ADJACENT TO LUMINAIRES IN PLAN (MH:XX).

- NOTE**
1. THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF LAYOUT TO EXISTING/FUTURE FIELD CONDITIONS AND ALL MANDATORY BUILDING AND LIFE SAFETY CODES AND COMPLIANCE.
 2. LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS/LEDS, AND OTHER VARIABLE FIELD CONDITIONS.
 3. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP.
 4. CLARUS DOES NOT ACT AS THE ELECTRICAL, CIVIL OR STRUCTURAL ENGINEER AND DOES NOT DETERMINE BASE REQUIREMENTS AND APPLICABLE CODE COMPLIANCE. CLARUS IS NOT LIABLE FOR ANY CODE COMPLIANCE DISCREPANCY.
 5. THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT OF RECORD IS RESPONSIBLE TO REVIEW FOR CODE COMPLIANCE, INCLUDING AND NOT LIMITED TO - NFPA 101 LIFE SAFETY CODE, MICHIGAN ENERGY CODE, MICHIGAN BUILDING CODE AND/OR IECC CODE AND LIGHTING QUALITY COMPLIANCE.

date

REVISION
X

30775 Barrington St.
Madison Heights, MI 48071
P: 248.677.0850
F: 248.677.0512
E: info@clarus-lighting.com



PROJECT TITLE
700 DOHENY DRIVE
NORTHVILLE, MI

SHEET TITLE
PHOTOMETRIC CALCULATION
SITE

DATE
09-24-21
PROJECT No.
CLC21-88664
SHEET No.

L201

INTERNAL SITE PLAN REVIEW

DATE: Apr. 19, 2022

SITE: C and R Garage LLC – 700 Doheny

REVIEWED BY:

DATE:



BUILDING:

[Handwritten Signature]

5/4/22

D.P.W./ENGINEERING:

FIRE:

POLICE:

ASSESSOR:

DDA: (If applicable)

ADDITIONAL COMMENTS:

PLEASE RETURN REVIEW **AND APPLICATION/PLANS** TO THE BUILDING DEPT. BY **8:00 A.M. WEDNESDAY, Apr. 27, 2022.**

[Handwritten mark]

INTERNAL SITE PLAN REVIEW

DATE: Apr. 19, 2022

SITE: C and R Garage LLC – 700 Doheny

REVIEWED BY:

DATE:

BUILDING: _____



D.P.W./ENGINEERING: _____

[Handwritten signature]

4/22/22

FIRE: _____

POLICE: _____

ASSESSOR: _____

DDA: (If applicable) _____

ADDITIONAL COMMENTS: _____

PLEASE RETURN REVIEW AND APPLICATION/PLANS TO THE BUILDING DEPT. BY 8:00 A.M. WEDNESDAY, Apr. 27, 2022.

INTERNAL SITE PLAN REVIEW

DATE: Apr. 19, 2022

SITE: C and R Garage LLC – 700 Doheny

REVIEWED BY:

DATE:

BUILDING: _____

D.P.W./ENGINEERING: _____



FIRE:  _____

4/25/22

POLICE: _____

ASSESSOR: _____

DDA: (If applicable) _____

ADDITIONAL COMMENTS: _____

PLEASE RETURN REVIEW **AND APPLICATION/PLANS** TO THE BUILDING DEPT. BY **8:00 A.M. WEDNESDAY, Apr. 27, 2022.**

INTERNAL SITE PLAN REVIEW

DATE: Apr. 19, 2022

SITE: C and R Garage LLC – 700 Doheny

REVIEWED BY:

DATE:

BUILDING: _____

D.P.W./ENGINEERING: _____

FIRE: _____



POLICE: _____

[Handwritten signature in blue ink]

4/26/2022

ASSESSOR: _____

DDA: (If applicable) _____

ADDITIONAL COMMENTS: _____

PLEASE RETURN REVIEW **AND APPLICATION/PLANS** TO THE BUILDING DEPT. BY 8:00 A.M. WEDNESDAY, Apr. 27, 2022.

INTERNAL SITE PLAN REVIEW

DATE: Apr. 19, 2022

SITE: C and R Garage LLC - 700 Doheny

REVIEWED BY:

DATE:

BUILDING: _____

D.P.W./ENGINEERING: _____

FIRE: _____

POLICE: _____



ASSESSOR: *Michael Ed*

4/22/22

DDA: (If applicable) _____

ADDITIONAL COMMENTS: _____

PLEASE RETURN REVIEW **AND APPLICATION/PLANS** TO THE BUILDING DEPT. BY **8:00 A.M. WEDNESDAY, Apr. 27, 2022.**

INTERNAL SITE PLAN REVIEW

DATE: Apr. 19, 2022

SITE: C and R Garage LLC – 700 Doheny

REVIEWED BY:

DATE:

BUILDING: _____

D.P.W./ENGINEERING: _____

FIRE: _____

POLICE: _____

ASSESSOR: _____



DDA: (if applicable) not in DDA

4/18/22

ADDITIONAL COMMENTS: _____

PLEASE RETURN REVIEW AND APPLICATION/PLANS TO THE BUILDING DEPT. BY 8:00 A.M. WEDNESDAY, Apr. 27, 2022.



Carlisle | Wortman
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

Date: May 6, 2022

**Final Site Plan Review
For
City of Northville, Michigan**

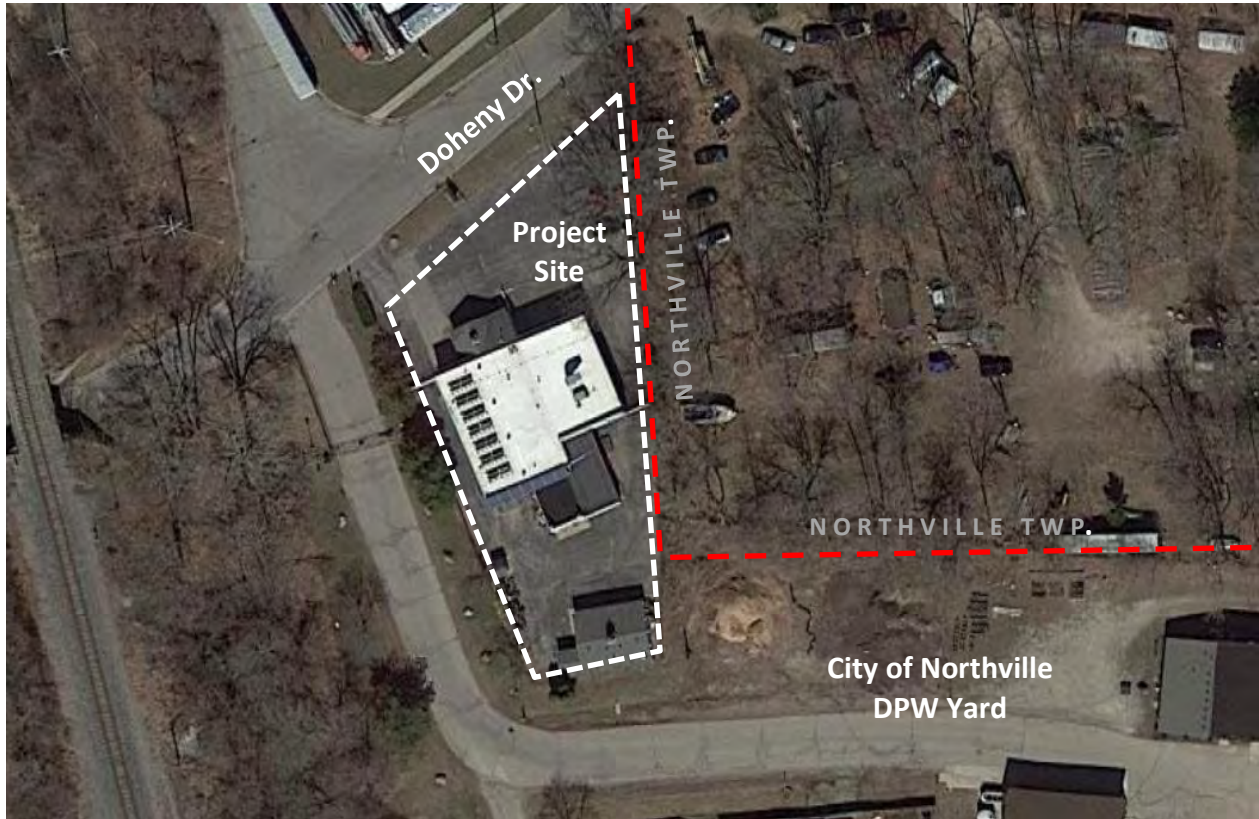
Applicant:	C&R Garage LLC 511 W. Main St. Northville, MI 48167
Project Name:	700 Doheny Private Indoor Storage Building
Plan Date:	September 24, 2021
Latest Revision:	March 18, 2022
Location:	700 Doheny (Southeast corner of Doheny and driveway to DPW yard)
Zoning:	PR-2, Performance Regulated Industrial District No. 2
Action Requested:	Final Site Plan Approval
Required Information:	As noted within this review

PROJECT AND SITE DESCRIPTION

The applicant would like to use this property for personal vehicle indoor storage, and indoor storage of household goods, such as patio furniture. They are not proposing to rent out any space to others, or establish a commercial business on the site. The use will not have any employees. Also, no outdoor storage of vehicles or other items is proposed.

This use is not specifically listed in the PR-2, Performance Regulated Industrial District No. 2. However, the Planning Commission determined that this use was consistent with other uses in the PR-2 District (namely recreational vehicle storage and mini- or self-storage warehouse), and approved the Preliminary Site Plan at their October 19, 2021 meeting.

An aerial of the subject site is shown on the next page.



Google Maps

The motion to approve the Preliminary Site Plan was conditioned upon the following items:

- A. The dumpster be shifted east behind the building, so it is not visible from Doheny Drive.
- B. The minimum illumination levels are acceptable, as shown on the photometric plan, as long as the newly striped parking spaces are located closest to the entry drive where the light levels are higher.
- C. The applicant obtains a variance for the front addition located in the front yard setback, and obtains a variance for the rear addition located in the east and west side yard setbacks.
- D. Amend the site plan for Final Site Plan review, as follows:
 - 1. Stripe parking spaces, as noted above.
 - 2. Provide landscaping information.
 - 3. If signage is proposed, provide signage information.
 - 4. Add note to plans to indicate if Wayne County will require any stormwater management improvements.
 - 5. Defer review of utilities to DPW Director.

We provide comments on how the Final Site Plan addresses these conditions throughout this review.

AREA, WIDTH, HEIGHT, SETBACKS

The applicant is proposing to modify the existing building with additions to the front and rear of the building. The front addition is replacing existing floor area, and the rear addition is replacing floor area and expanding this part of the building. The table below compares the proposal against the requirements of 15.02 for the PR-2 District:

	Required PR-2	Existing
Lot Area	N/A	21,758 s.f. (or 0.5 ac.)
Lot Width	N/A	Approx. 98 feet
Setbacks		
Front	50 feet	34 feet
Side	30 feet	16 feet & 11 feet
Rear	50 feet	50 feet
Max. Floor Area Ratio	N/A	0.28
Max. Lot Coverage	N/A	28%
Max. Building Height	45 feet	14-16.33 feet

The existing building is a non-conforming building, as it is currently located in both the front and side yard setbacks of this site.

Front Setback: The proposed building addition to the front of the structure is replacing existing floor area. Most of the new addition will be located in the front yard setback. The Board of Zoning Appeals approved the needed variance for building in the front yard setback at the March 2, 2022 meeting.

Side Setback: The proposed building addition to the rear of the structure is expanding the non-conforming portion of the building on the west side, and locating one corner of the addition in the east side setback. The Board of Zoning Appeals approved the needed variance for building in the side yard setbacks at the March 2, 2022 meeting.

All other zoning requirements for area and placement are met.

Items to be Addressed: None.

NATURAL RESOURCES

It appears that this site is completely covered with pavement or buildings, and that no natural features (such as trees) will be impacted by the project. The applicant confirmed this observation at the October, 2021 Planning Commission meeting.

Items to be Addressed: None.

BUILDING LOCATION AND SITE ARRANGEMENT

The building on site is an existing building. As mentioned above, the remainder of the site is paved. The building additions are replacing existing floor area, as well as increasing the floor area of the main building on site by approximately 18% (950 s.f.). The project will also remove an existing, detached garage of 952 s.f., making for practically a zero net change of floor area on the property.

The site plan also shows a proposed dumpster pad at the south end of the site. See our comments regarding the dumpster below.

Items to be Addressed: None.

PARKING

Using the similar land uses permitted in the PR-2 district, we have calculated required parking based on Section 17.02 to determine how the existing parking on site compares. As mentioned above, the applicant is not proposing to use this structure for a commercial business.

	Required per 17.02	Provided
Mini-, self-storage warehouse	Minimum of 6 spaces	6 spaces +

As required by the Preliminary Site Plan approval, the Final Site Plan shows that the parking spaces in the front of the site will be striped. The striped spaces are located near the front door, which will receive the highest amount of light from the building-mounted light fixtures. The parking spaces and maneuvering lane meets ordinance requirements for size.

Note that a portion of this parking lot is within the Doheny Dr. right-of-way, and is an existing non-conformity. We asked the DPW Director if the applicant will need to obtain permission from the City to stripe the lot that is within the right-of-way. The Director responded that Doheny Dr. is a County Road, and under the jurisdiction of the Wayne County Road Commission. The applicant will be responsible for contacting the Road Commission to determine if the striping work requires a permit from the Road Commission.

A loading/unloading space is identified on the plans to the south of the building. The space meets ordinance size requirements. The applicant explained at the October, 2021 Planning Commission meeting that they are not expecting regular deliveries to the site.

Items to be Addressed: Applicant responsible for contacting the County Road Commission for determining if a permit is necessary to stripe the parking lot located within the Doheny Dr. right-of-way.

SITE ACCESS AND CIRCULATION

The site is accessed from Doheny Dr. from a single, existing driveway. The driveway width is slightly undersized, as it scales on the plans at approximately 17 feet. The minimum width of a driveway in the ordinance is 20-feet. However, this is an existing non-conformity, and we would consider it acceptable for the proposed, private use of the site. As part of the Preliminary Site Plan discussion, the Planning Commission determined that the width of the driveway was an acceptable non-conformity for the proposed use.

The site contains a significant amount of pavement that provides sufficient space to maneuver passenger vehicles, SUVs, and pick-up trucks. The building has overhead doors on both the north and south ends, allowing vehicles to drive through the building. Also, the site has a 16-foot wide paved driveway on the west side of the building, which is gated at the north end. This driveway has sufficient space to be used by a refuse hauler to empty the dumpster.

Items to be Addressed: *None.*

LANDSCAPING

Landscaping information is required upon Final Site Plan Review. Sec. 19.05(i) lists the landscaping requirements for site plan review; however, given the proposed changes to the site, it is not required to:

- Install any landscaping between the road and parking lot (i.e., greenbelt),
- Install a buffer between land uses, as the adjacent parcels are not zoned for a residential use, and
- Install parking lot landscaping, as the project is not *constructing* a parking lot.

However, the dumpster screen provisions apply, and are discussed below.

Dumpster Screen

The plans show a dumpster pad at the rear of the site. The entire rear of this property is fenced by a chain-link fence that is approximately 3.5-4.0 feet tall. The location abuts the City's DPW yard. As required by the Preliminary Site Plan approval, the dumpster has been moved to the east to be screened from view of Doheny Dr. by the building.

Items to be Addressed: *None.*

LIGHTING

Lighting information is required upon Final Site Plan Review. A photometric plan, and details regarding the proposed light fixtures have been provide. We have evaluated this information against requirements in Section 18.05.

All fixtures are building-mounted. No pole-mounted fixtures are proposed. Light fixtures include a decorative shaded fixture at the front overhead doors, and two types of wall-mounted fixtures around the remainder of the building.

Per the ordinance, all light fixtures shall be shielded or otherwise positioned so that the source of the light does not adversely affect adjacent properties. The adjacent sites are other industrial sites. All proposed fixtures are downward facing. During the Preliminary Site Plan review, the applicant confirmed that the Lumark Axcent fixture is specified with the “full cut-off” option that is fully shielded.

The average footcandle reading at the property line meets the maximum in the ordinance. Also as required by the Preliminary Site Plan approval, the striped parking spaces are located where the parking lot lighting meets the minimum one (1) footcandle reading.

Items to be Addressed: None.

SIGNAGE

The applicant stated at the October, 2021 meeting that no new signage is proposed, and that the existing ground-mounted sign along Doheny Dr. will be removed.

Items to be Addressed: None.

UTILITIES

The site is served by public utilities and services.

During the Preliminary Site Plan review stage, the DPW Director stated that a note should be added to the plans indicating if Wayne County will require any stormwater management improvements. A note on Sheet AS101 states that no increase in impervious surfaces is planned as part of the new work. The DPW Director’s internal review of the Final Site Plan did not contain any additional comments.

We defer to the DPW Director for comments regarding utilities.

Items to be Addressed: *Defer review of utilities to DPW Director.*

FLOOR PLANS/ ELEVATIONS

Floor plans and elevations have been provided. The floor plans show a lounge area and laundry area. During the Preliminary Site Plan discussion, the applicant confirmed that the lounge area is meant as a space to sit and/or receive friends and family who may visit the building. It may include a sink, dishwasher, and refrigerator. It will not be used as a party venue. Site visits by friends/family might occur once a month with approximately 10 people or less. No kitchen function or food preparation is planned. They also stated that the building will not be used as a dwelling. The laundry will be used to clean shop rags, per the applicant.

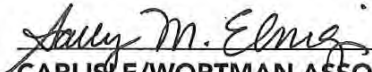
We note that the rear addition on the Final Site Plan is 8-inches shorter than the original plan. This change does not impact the Preliminary Site Plan approval or variances received.

Items to be Addressed: None.

RECOMMENDATIONS

The plans have been revised and meet the conditions set out in the Preliminary Site Plan approval. They also meet all applicable requirements of the Zoning Ordinance. We recommend the Planning Commission grant Final Site Plan approval, with the following conditions:

- A. Applicant responsible for contacting the County Road Commission for determining if a permit is necessary to stripe the parking lot located within the Doheny Dr. right-of-way.
 - B. Defer review of utilities to DPW Director.
-


CARLISLE/WORTMAN ASSOC., INC.
Sally M. Elmiger, AICP, LEED AP
Principal

153-2107

cc: Pat Sullivan
Shari Allen
Brent Strong
Chris Davis (daviscm2@gmail.com)
Luther Hamilton (luther@squiresarchitectural.com)

**700 Doheny Dr.
Draft Motions**

Approval – Final Site Plan

Based on the information received from the applicant, and reflected in the minutes of this meeting, the Planning Commission finds that the proposal at 700 Doheny Dr., dated March 18, 2022, meets the required standards and findings for Final Site Plan approval (Section 19.05) of the Zoning Ordinance and approves the Final Site Plan, with the following conditions:

- A. Applicant responsible for contacting the County Road Commission for determining if a permit is necessary to stripe the parking lot located within the Doheny Dr. right-of-way.
- B. Defer review of utilities to DPW Director.

-OR-

Refer Back to the Applicant – Final Site Plan

Move to refer the request for Final Site Plan approval proposed at 700 Doheny Dr., dated March 18, 2022, back to the applicant, to allow the applicant time to address the following items:

- A. _____
- B. _____
- C. _____

-OR-

Denial – Final Site Plan

Based on the information received from the applicant, and reflected in the minutes of this meeting, the Planning Commission finds that the proposal at 700 Doheny Dr., dated March 18, 2022, does not meet the required standards and findings for Final Site Plan approval (Section 19.05) of the Zoning Ordinance and denies the Final Site Plan.

This action is also based on the fact that the request is not in compliance with...

- A. _____
- B. _____
- C. _____

May 10, 2022

Mrs. Sally Elmiger
Principal
Carlisle/Wortman Associates, Inc.

MEMORANDUM: Preliminary Site Plan Layout Revisions

Mrs. Elmiger,

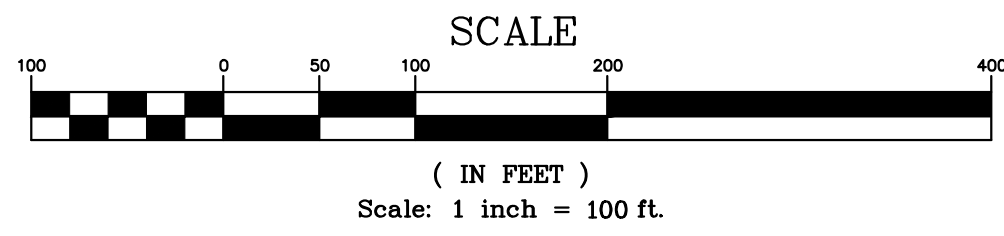
In response to comments during the recent Planning Commission Site Plan Review meetings and in coordination with the City of Northville Mobility Task Force, we have made several revisions to the Site Plan for the Northville Downs Development. Please see the attached revised Overall Site Plan (Sheet 7 of the PUD Site Plan Set) for review and discussion. The following memorandum discusses the revisions made to the Site Plan:

1. At the recommendation of the City of Northville Mobility Task Force, all of the Public Rights-of-way south of Beal Street have been revised to a width of 50'. This ROW cross section will provide 9 ft wide road travel lanes with 7.5' wide parallel parking spaces creating a narrower road and promoting slower traffic speeds. Please note the 21 ft road dimension is to back of curb utilizing 18" straight face curbs.
2. The Site Plan has been revised to extend the Griswold Road Extension to the 7 Mile Road ROW line, providing a stub road for a future crossing of the Johnson Drain by the City of Northville.
3. Hutton Road has been extended all the way to the south end of the development.
4. All the main roads throughout the development have been revised to Public Right-of-Way as requested. Please note there are still several Private Driveways and Alleyways providing garage access to the units south of Beal Street.
5. The front setbacks for all the units along Center Street and Beal Street have been increased to a minimum of 20 ft.
6. 38' wide pocket parks have been added at the corners of Center Street / Fairbrook and Center Street / Beal Street.
7. The Commercial Space provided (in SF) along Cady Street has been increased as discussed in previous Planning Commission Meetings.
8. The pedestrian path along the western side of the Apartment Building (From Cady Street to the Apartment Parking Area) has been removed from the Site Plan.

Seiber Keast Lehner, Inc.

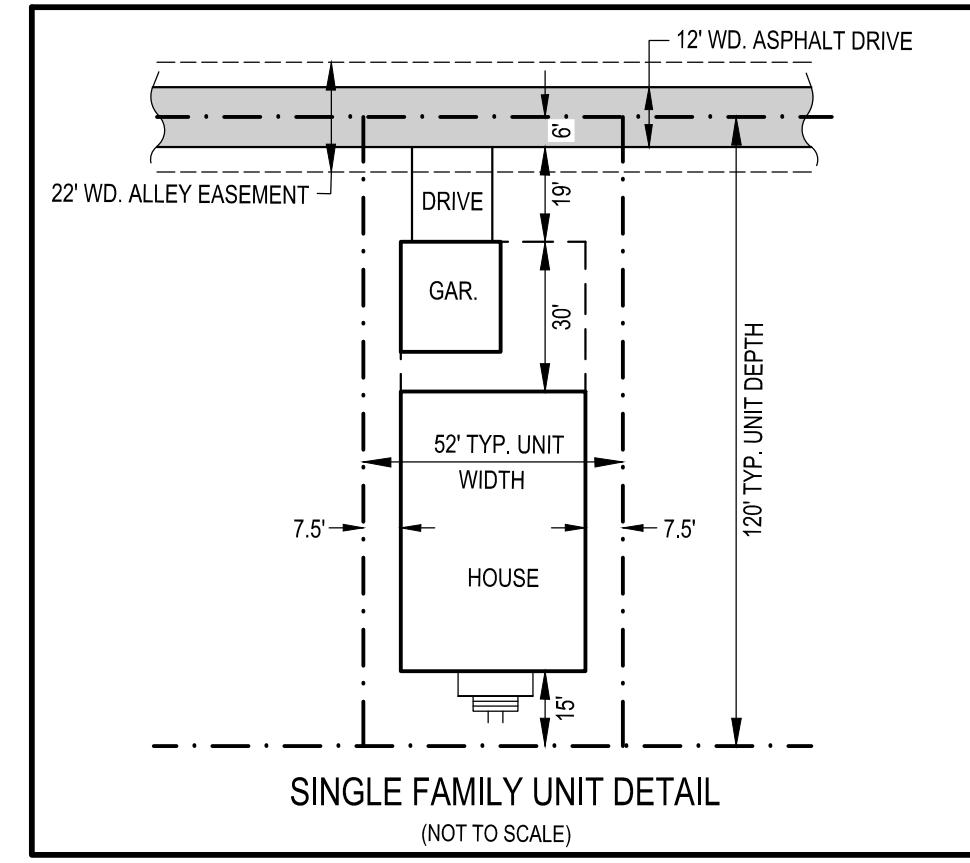


Robert J Emerine, PE

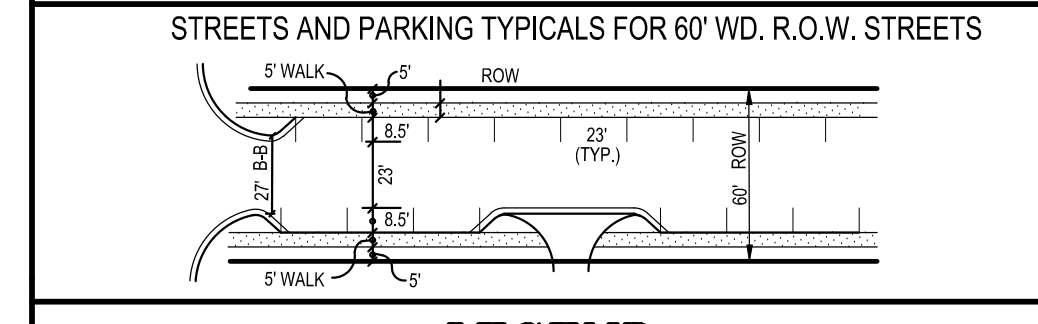
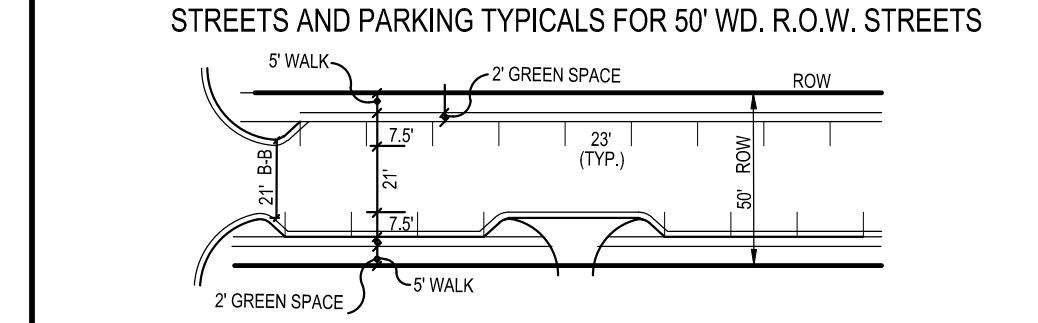
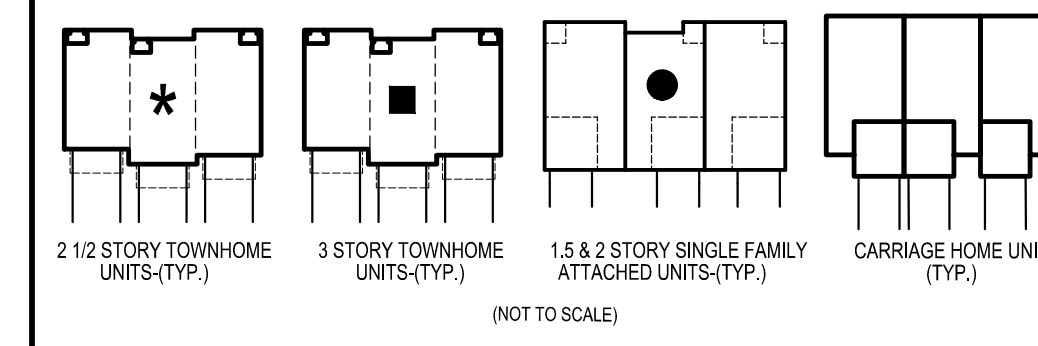


SITE SUMMARY

SITE AREA	= 48.12 AC
LESS PUBLIC R.O.W.	= 6.82 AC
NET SITE AREA	= 41.30 AC
EXISTING ZONING	CBD, RTD, R-2, CSO
PROPOSED ZONING	PUD
DEVELOPMENT BREAKDOWN	
NW APARTMENTS	= 3.36 AC
UNITS SHOWN	= 178 UNITS
DENSITY SHOWN	= 52.98 DU/AC
SETBACKS	
FRONT YARD	= 10' (COMMERCIAL - CSO DISTRICT)
SIDE YARD	= 15' (RESIDENTIAL - CSO DISTRICT)
REAR YARD	N/A
RESIDENTIAL USE	= 210,690 SF
COMMERCIAL / RETAIL USE	= 10,958 SF
GARAGE / SERVICE AREA	= 77,650 SF
TOTAL BUILDING AREA	= 297,610 SF
OUTDOOR AMENITY TERRACE	= 19,700 SF
NE CONDOMINIUM BUILDING	
UNITS SHOWN	= 185 AC
DENSITY SHOWN	= 42 UNITS
SETBACKS	
FRONT YARD	= 10' (COMMERCIAL - CSO DISTRICT)
SIDE YARD	= 15' (RESIDENTIAL - CSO DISTRICT)
REAR YARD	N/A
RESIDENTIAL USE	= 104,830 SF
COMMERCIAL / RETAIL USE	= 9,297 SF
GARAGE / SERVICE AREA	= 26,020 SF
TOTAL BUILDING AREA	= 135,700 SF
OUTDOOR AMENITY TERRACE	= 6,770 SF
ROW HOUSES	
UNITS SHOWN	= 2.27 AC
DENSITY SHOWN	= 31 UNITS
SETBACKS	
FRONT YARD	= 15' (CADY STREET)
BUILDING SEPARATION	= 10' (GRISWOLD ST. PROP. ROW)
REAR YARD	= 12' (N/A)
RESIDENTIAL USE	= 27,313 SF
COMMERCIAL / FLEX USE	= 2,084 GFA
TOWN HOMES / SF ATTACHED	
TOWN HOMES	= 11.09 AC
SF ATTACHED	= 98 UNITS
DENSITY SHOWN	= 31 UNITS
SETBACKS	
FRONT YARD	= 10' MIN.
BUILDING SEPARATION	= 20'
REAR YARD	= N/A
CARRIAGE HOMES	
CARRIAGE HOMES	= 2.27 AC
CARRIAGE HOMES	= 28 UNITS
DENSITY SHOWN	= 12.35 DU/AC
SETBACKS	
FRONT YARD	= 19'
BUILDING SEPARATION	= 20'
REAR YARD	= N/A
SINGLE FAMILY HOMES	
LOTS SHOWN	= 7.47 AC
UNITS SHOWN	= 38 UNITS
DENSITY SHOWN	= 5.09 LOTS/AC
SETBACKS	
FRONT YARD	= 15'
SIDE YARD	= 7.5' (15' TOTAL)
REAR YARD	= 19' (FROM ALLEY)
TOTAL RESIDENTIAL	= 446 UNITS
TOTAL OVERALL NET DENSITY	= 10.80 UNITS/AC
TOTAL OVERALL GROSS DENSITY	= 9.27 UNITS/AC
PARKING PROVIDED SUMMARY	
NW APARTMENTS	
GARAGE	= 187 SPACES
SURFACE LOT	= 108 SPACES
	= 295 SPACES
	= 1.66 SPACES PER UNIT
NE CONDOMINIUM BUILDING	
GARAGE	= 42 SPACES
SURFACE LOT	= 53 SPACES
	= 105 SPACES
	= 2.50 SPACES PER UNIT
ROW HOUSES	
GARAGE	= 31 SPACES (2 GAR)
SURFACE LOT	= 16 SPACES
	= 47 SPACES
PUBLIC STREET PARALLEL	
CADY STREET	= 26 SPACES
CADY SURFACE LOT	= 18 SPACES
EX GRISWOLD STREET	= 14 SPACES
GRISWOLD EXTENSION	= 31 SPACES
BEAL STREET	= 56 SPACES
HUTTON STREET	= 47 SPACES
ROAD A	= 46 SPACES
FAIRBROOK STREET	= 36 SPACES
	= 274 SPACES
TOWNHOMES / SF ATTACHED / CARRIAGE	
GARAGES / DRIVES	= 504 SPACES (2 GAR / 2 DRIVE)
GARAGES ONLY	= 31 SPACES (2 GAR)
PARKING SPACES	= 37 SPACES
	= 572 SPACES
SINGLE FAMILY HOMES	
GARAGES / DRIVES	= 152 SPACES (2 GAR / 2 DRIVE)
PARKING SPACES	= 8 SPACES
	= 160 SPACES
TOTAL PARKING PROVIDED	
	= 1,453 SPACES
TOTAL PUBLIC PARKING PROVIDED	
	= 319 SPACES



★	FLAT ROOF 2 1/2 STORY TOWNHOMES
■	FLAT ROOF 3 STORY TOWNHOMES
●	2 STORY ROW HOMES
—	HIGH VISIBILITY LOT WITH ENHANCED SIDE ELEVATION



LEGEND

EXISTING	PROPOSED	DESCRIPTION
[Symbol]	[Symbol]	PAVEMENT (ASPHALT)
[Symbol]	[Symbol]	SIDE WALK (CONCRETE)
[Symbol]	[Symbol]	CONCRETE CURB AND GUTTER
[Symbol]	[Symbol]	STORM SEWER
[Symbol]	[Symbol]	SANITARY SEWER
[Symbol]	[Symbol]	WATER MAIN
[Symbol]	[Symbol]	MANHOLE
[Symbol]	[Symbol]	CATCH BASIN W/STREAM GUARD
[Symbol]	[Symbol]	CURB INLET W/SILT SAC
[Symbol]	[Symbol]	END SECTION
[Symbol]	[Symbol]	GATE VALVE
[Symbol]	[Symbol]	HYDRANT
[Symbol]	[Symbol]	FLOOD PLAIN
[Symbol]	[Symbol]	CONTOURS
[Symbol]	[Symbol]	SPOT ELEVATION
[Symbol]	[Symbol]	SURFACE DRAINAGE
[Symbol]	[Symbol]	OVERFLOW ROUTE
[Symbol]	[Symbol]	TREE FENCE
[Symbol]	[Symbol]	SILT FENCE
[Symbol]	[Symbol]	PROPOSED DRIVEWAY LOCATION
[Symbol]	[Symbol]	LIMIT OF DISTURBANCE

THE DOWNS
SECTION 3, T1S, R8E, CITY OF NORTHVILLE
WAYNE COUNTY, MICHIGAN

REVISIONS			UTILITY WARNING
NO.	ITEM	DATE	UNDERGROUND UTILITY LOCATIONS AS SHOWN ON THE PLAN, WERE OBTAINED FROM UTILITY OWNER AND NOT FIELD LOCATED.
1.	REVISED PER CITY REVIEW	1-20-22	<p>Know what's Below. Call before you dig.</p> <p>THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF AND/OR RELOCATION OF ALL UTILITIES THAT MAY INTERFERE WITH CONSTRUCTION.</p>
2.	REVISED PER CITY REVIEW	3-22-22	
3.	REVISED PER CITY REVIEW	5-10-22	
DATE: 12-05-21			DESIGNED BY: A.A. JOB NUMBER: 21-001 CHECKED BY: R.B. DRAWING FILE: 7-21001-0A.DWG

OVERALL SITE PLAN

SEIBER KEAST LEHNER
ENGINEERING & SURVEYING
39205 COUNTRY CLUB DRIVE, SUITE C8
FARMINGTON HILLS, MI 48331
PHONE: 248.308.3331

SHEET
7



August 30, 2019

City of Northville

Planning Commission
215 W Main St,
Northville, MI 48167

RE: Benefits of a Roundabout for Center St at 7 Mile Rd

From the first Michigan roundabout in Rochester Hills (built 1994), through the succeeding 160 + installations statewide today, this is one road design element guaranteed to get people keenly interested in debating its merits. This paper provides background on why modern roundabouts became a popular design, and why it makes sense for Northville at the intersection of Center St at 7 Mile Rd. Lessons learned over the last 20+ years are described, and a list of additional information resources are provided.

Fundamentally, roundabouts have major benefits for pedestrians and vehicles, both for safety and mobility. One of the earliest studies involving U.S. intersections converted to roundabouts was sponsored in 2000 by the Insurance Institute for Highway Safety (IIHS). It looked at two dozen sites in eight states. The study found a 39 percent overall decrease in crashes, including those with pedestrians, and a 76 percent decrease in injury-producing crashes. Collisions involving fatal or incapacitating injuries fell as much as 90 percent. Concern had been expressed that installing roundabouts might endanger pedestrians, but these fears were unfounded. Since that groundbreaking U.S. study, there have been many others, including a recent one just on Michigan roundabouts. While the specific statistical numbers vary (slightly), the general findings are remarkably consistent. Roundabouts reduce crashes and injuries for pedestrians and drivers.

There were 30 crashes at Center St at 7 Mile Rd in the three year period of 2016 through 2018. 10 of these involved injuries. Assuming this location will track the experiences of other Michigan and national roundabout locations, this should reduce to only two or three in the three year period after the roundabout is completed.

Sometimes a skeptic will challenge to have someone recite the 'warrants' for determining whether to use a roundabout, and how those criteria stacked up against other regulatory controls like stop signs or traffic signals. The problem is not coming up with a set of limiting factors to determine where they might work. Rather, since roundabouts can successfully be utilized in so many instances, the challenge is in trying to prioritize where best to retrofit them. They have proven valuable everywhere from the intersection of two local streets within residential neighborhoods to the ramp termini at freeway interchanges.

Roundabouts can be used in many instances, but often work best at intersections that have these characteristics:

- Long traffic delays, failing traffic signals;
- Severe crashes with injuries and/or deaths;
- Near bridge structures that are costly to widen or lengthen for additional turn lanes;
- Locations with enough available right-of-way for a roundabout; and
- At a transitional location where a goal is to slow down traffic entering an area (e.g., for a school or walkable district).



Most of these characteristics apply to the intersection of Center St at 7 Mile Rd. For example, it is clear the existing intersection has significant operational problems. The analysis of the existing turning traffic at this location suggested that there was a great need for a northbound left turn storage lane, and possibly left turn signals, if this was to remain a signalized intersection. The left turn lane would need to be at least 300' long to handle future traffic volumes. And a right turn lane of about 150' was also needed for the northbound approach. But the narrow bridge carrying Sheldon Rd over Johnson Creek only allows about 70' between the bridge and the stop bar at the signal. Unless this structure is widened, a traffic signal here will always fail to perform adequately.

But even if the bridge was widened, dedicated left turn lanes and signal phases provided for all approaches, and any / all right turn lanes had signal overlap phases with corresponding left turn phases, the overall level of service (LOS) for the intersection would be equal to 'D', which equates to 'poor'. With a roundabout having geometry as shown in Figure 1 below, the expected LOS is 'B' (good) for the evening peak commuter period, and even better for the rest of the day.

A roundabout at this location will be a suitable gateway feature for traffic entering Northville. The intrinsic traffic calming nature of this design will set off the transition from the open, suburban nature of Sheldon Rd and the built-up, urban character of the town.

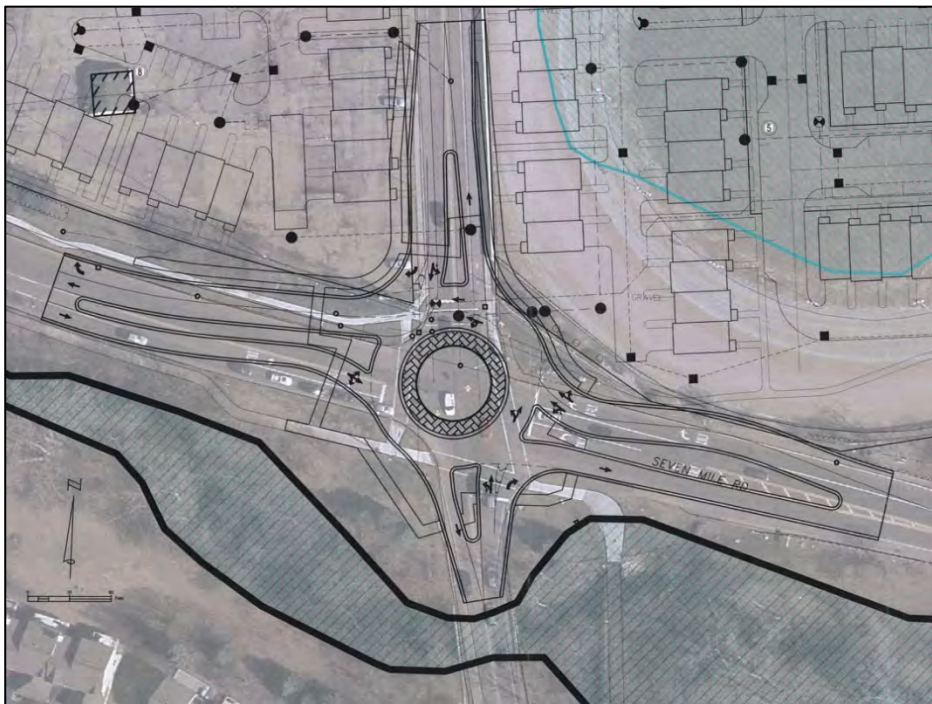


Figure 1: Proposed Roundabout Configuration

Note that the proposed geometry of the proposed roundabout has a 130' inscribed circle (outer diameter), includes large splitter islands to accommodate offset crosswalks ("zee" pedestrian paths) and large pedestrian refuge areas. The design speed for traffic circulating in the roundabout will be in the range of 15 to 20 mph. The "zee" paths allow for storage of vehicles exiting the circle that then need to stop and yield to pedestrians in the crosswalks.



Additionally, if warranted in the future, this configuration could be retrofitted with pedestrian signals such as a HAWK Beacon to provide a protected pedestrian crossing.

The pedestrian safety measures shown in this concept layout are in line with information presented in both the National Cooperative Highway Research Program (NCHRP) Report 672: Roundabouts: An Informational Guide (Second Edition), and the Roundabout Guidance Document from MDOT. Both documents emphasize that properly designed roundabouts must provide safe pedestrian refuge and crossing areas.

INFORMATION AND RESOURCES

Driving in a Roundabout

If you are unfamiliar with driving in a roundabout, or know people who need a better understanding, you may want to visit one of the YouTube sites below for a simulated experience of vehicles traveling in different types of roundabouts.

- <https://www.youtube.com/watch?v=n6wiCgbxWPw>;
- <https://www.youtube.com/watch?v=KnBYedvUXac>;
- <https://www.youtube.com/watch?v=LD5TmVc0o4E>.

A well-illustrated and easy to understand brochure called “Driving Roundabouts: Look Left and Yield” was prepared by the Washtenaw County Road Commission and can be found at: https://www.wcroads.org/wp-content/uploads/Educational_Resources/Driving-Roundabouts-2_August-15.pdf.

Other resources are:

- NCHRP Report 672: Roundabouts: **An Informational Guide**, Second Edition (2010) is the primary roundabout planning and design guide used in the U.S. and is informally a repeat (#672) that is referred to as the “FHWA Roundabout Guide.” <https://nacto.org/docs/usdg/nchrprpt672.pdf>
- Currently, the National Cooperative Highway Research Program (NCHRP) is conducting a research project which will result in the third edition of the FHWA guide: NCHRP 03-130, Guide for Roundabouts, with completion expected in late 2020. The objective of this research project is “to develop a guide that will serve as the primary source for guidance on all aspects of roundabouts. The guide will supersede NCHRP Report 672: Roundabouts: An Informational Guide, and other available guidance on roundabouts.” <https://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4354>
- **MDOT Roundabout Guidance Document**
https://mdotcf.state.mi.us/public/tands/Details_Web/mdot_roundabout_guidance_document.pdf

OHM Advisors

Stephen, Dearing PE, PTOE
Senior Technical Leader- Traffic

**Written
Comments
Received**

May 10, 2022

To: Northville City Planning Commission
Subject: Down's Development Street and Traffic Deliberations

The plan to efficiently manage and disburse the additional traffic is an extremely important one as part of your deliberations leading to approval of the PUD. I have several personal passions regarding this topic which I would like to share with you for consideration as part of your deliberations. Thank you all for your time and efforts as you plot the future of our special community.

Cady Street Shopping District

The plan to make Cady Street a vibrant shopping district seems to be for most, a mainstay of the success of the entire Down's Development. I am disappointed that the Traffic Studies prepared for the project and summarily presented at the May 3rd meeting which have focused on the numbers with little narrative about the contributing root cause of our local traffic condition.

We only have only one North-South pass way through the city, Center Street with Wing Street providing some opportunity to divert through traffic. Similarly for East-West traffic we have Main Street, with Dunlap efficiently rerouting some through traffic and directing traffic to major parking lots. Center, Main Street, and Wing all provide desirable parallel parking which is part of the character of our town. These streets are all relatively narrow for the intended traffic flows and parallel parking significantly contributes to traffic delays as patrons attempt to park. Traffic is even delayed in the opposite direction as drivers swing widely into the oncoming traffic lane while parking, causing those drivers to stop unsure of how wide their arc might be creating additional delays. Obviously, these conditions are an integral part of our city and it's character that few would propose to change. The question at hand is how to utilize the new Down's Development in a way that can best compensate for these shortcomings while improving the ability to efficiently disburse both current traffic while providing for the anticipated increase in traffic from the Downs Development itself.

Cady Street needs to be a significant bypass to Main Street as well as it's own destination.

- ***It needs to be able handle traffic flow similar to Dunlop*** (which primarily only has parking on one side). Therefore it should be wider than the existing surrounding streets to handle the flow, and to allow for less disruptions during parallel parking. Bike lanes in the street could perhaps help in a dual role in this regard, but the total impact of bike lanes is less well understood. IMO the target width should be like the east end of Cady is significantly wider compared to the first than block adjacent to Center.
- ***To be effective as a significant bypass Cady needs a designated efficient entry/exit from the East.*** (Northville Rd.) The proposed extension of widened Cady past Griswold to Main/Northville Rd is seen as highly desirable.
- ***The Intersection of Cady and Center must have some traffic control.*** A 4 way stop sign is a minimum. I see the need for a traffic control here to be equal to those along West at Cady, Main, and Dunlop which already have signs. I was appalled at the May 3rd meeting that explained that traffic volume would not warrant either a light or stop sign here. Pre-Covid without any traffic control, I would have labeled this the most dangerous intersection with the Central Business District. As a resident of the South West corner of the city I previously avoided this intersection whenever possible due to the traffic volume and limited sight lines. With the stop signs in place, I now use it all the time, particularly when travelling to the 8Mile/Haggerty area via Griswold. With effective traffic control Cady Street can provide an efficient alternate bypass to the Main Street/Center Street intersection. In addition, traffic control here would help facilitate an increase in pedestrian traffic across Main as patrons utilize the parking lot on the south-west corner when shopping along Cady
- ***Need to plan ahead for a future elimination of the Offset Intersection at Cady and Center.*** Though a bit beyond the scope of the PUD, this offset contributes to the intersection danger due to driver confusion. Since travelling this intersection more frequently with the stop sign in place, I am much more aware of the hazardous condition and have witnessed two accidents at the intersection. **How can the PUD help with this issue?** *Relocate the curb location in front of the commercial/retail area so that the new curb with parking can allow for a straight through*

street in the future. Therefore it would seem that the building would have to be significantly increase to allow for the desired street alignment at the Cady/Center street intersection.

- **Create an improved North-South passway through the City.** A plan which could divert some traffic around the Main/Center intersection is highly desirable. This is among the biggest challenges. A widened Cady can improve the flow and it could efficiently redirect traffic to Griswold to head north. But there does not seem to be an obvious solution for improving the ability to bypass traffic to head North on Center. A widened Hutton between Mary Alexander and Cady although a need is apparently is not a possibility. Traffic flow as part of the current detour has shown it, IMO, to be unsustainable. The street is too narrow for the expected two way traffic flow. Drivers turning west from Hutton to Cady, frequently swing wide as they turn disturbing the traffic traveling east on Cady. Perhaps the best that could be done/hoped for would be to return Hutton to one Way northbound (with no parking) between Cady and Mary Alexander Court to allow traffic to proceed to Dunlop and avoid the Main/Center intersection.
- **New businesses along Cady need to have a real, accessible parking lot.** The current parking structure accessible from Cady is usually full. It is unreasonable to think these businesses can thrive without access to nearby parking. The hidden parking off of Beal provided in the plan will service the apartments well, but it does not seem very accessible for the retail need.

Disbursement of Traffic from the Residential Area of the Downs Development

Major Areas of Concern

1. The proposed site plans only provide for exits to the North to either Beal primary and secondarily to Cady and West to Center causing big traffic concerns for current residents despite negligible numbers shown in the Traffic Study.
 2. Beal Town residents don't want Beal Street to become a major thoroughfare to Northville Road!
 3. River Street seems destined for a major change in character due to access to the new River Park. Some Beal Town residents will see this increased traffic as a detriment to their neighborhood.
- **The site plan must provide for a major outlet to the south east end.** With the park to the West and River bordering the south, no other outlet is possible The recommendation presented at the May 3rd meeting to provide for a future minor street across the river is a step in the right direction, but I don't believe it goes far enough. While I can understand that the Developer will not commit to the funds to make any roadway across the River part of the Development due to costs, I believe it is imperative that the Developer design the site layout assuming a major ingress/egress outlet at some point in the future to a city owned street. This likely will impact the type and positioning of the residential structures to be built adjacent to such a roadway. It is VERY important to provide the Developer with firm direction of intent on this subject as soon as possible. The ability to connect the extension of Griswold into the 7 Mile/Hines Dr intersection is seen as vital in the efficient disbursement of traffic and highly desirable to direct travelers from the Hines Park or to the Central Business District while diverting some of that flow away from the Center Street corridor. Assuming the Farmer's Market eventually is placed at the old McDonald Ford site, this could also provide an additional approach to that site as well which otherwise might find such traffic using River Street instead.
 - **The Road currently labeled Griswold in the site Plan need to be a true extension of Griswold at the north end, not a "T" intersection at Beal.** Designing a curve into the street to align the existing Griswold in the new development along the west end of the River Park would be a major improvement to the traffic flow. It could then encourage continued north bound travel toward Main (or a Cady Street extension to Northville Rd). Perhaps there are other opportunities to discourage additional traffic along Beal as well. Maybe a T intersection at Griswold, or maybe Beal needs to be blocked off between Yerkes and Northville Rd to discourage through traffic. *I hope you would challenge your traffic experts to make a recommendation to reduce the severity of the impact the Development will have on Beal Street residents.*

Thank you for your work and the opportunity for the citizens to provide input as you tavel along this historic journey.

Kevin Clark
777 Spring Dr. , Northville

From: [Linda Hodor](#)
To: [Dianne Massa](#)
Subject: Northville Downs
Date: Tuesday, May 10, 2022 3:39:37 PM

Dear Clerk Massa:

Please find below a letter we would like included in the materials to be considered at the next Northville Downs Redevelopment Committee meeting.

Thank you,

Linda and Daniel Hodor

Dear Members of the Northville Downs Redevelopment Committee:

In further considering the proposed plans for Northville Downs and following recent town hall meetings and community input, one idea that may offer a solid property tax base future for the city while maintaining the unique features of downtown Northville is a single family home development of historical and rural style architectural, upscale homes that are not in a subdivision but situated along tree-lined, well landscaped streets, somewhat like Gross Pointe or Birmingham or northern Royal Oak, surrounded by community park space and featuring larger lot sizes. A beautiful local example is Grace Street, at 8 Mile and Center Street in Northville where the old and new merge in a unique architectural fusion of historical and rural style home elevations.

Following are a few thoughts regarding other aspects of the current redevelopment proposals:

COMMERCIAL/RETAIL SPACE:

Many retailers throughout metro Detroit continue to struggle in this economy, and many retail and office storefronts remain vacant and non-income producing. Adding more commercial space in downtown Northville does not seem practical in this challenging business environment. Abundant shopping and dining venues already exist throughout Northville and its bordering cities.

MULTI-FAMILY HOUSING:

Regarding townhouse, row house, and apartment development proposals, it appears that multi-family housing is already quite abundant throughout the Northville, Novi, Plymouth and Livonia areas. Adding more cookie-cutter style, population-dense, multi-family housing units and more unsightly parking lots or structures in the downtown Northville area will only add to traffic congestion and put downward pressure on the surrounding single-family home property values and deteriorate the solid tax base they provide.

SUMMARY:

We think the developer could oversee a panel of custom home builders with historical and rural style architectural design proposals to fill the high demand by individual home buyers seeking to invest in a long term future in Northville. There is a continued shortage of single family homes on the market, and we believe a custom home, non-subdivision development as

described in the first paragraph above would sell faster than they can build them.

Thank you for your consideration.

Respectfully submitted,

Linda and Daniel Hodor

47738 Dunhill Court
Northville, MI 48067

Sent from my iPhone



The Downs Development: Citizens' Feedback

Following April 19 & May 3, 2022
Planning Commission Meetings

Updated: May 12, 2022

Dave Gutman
Susan Haifleigh
Kathy Spillane

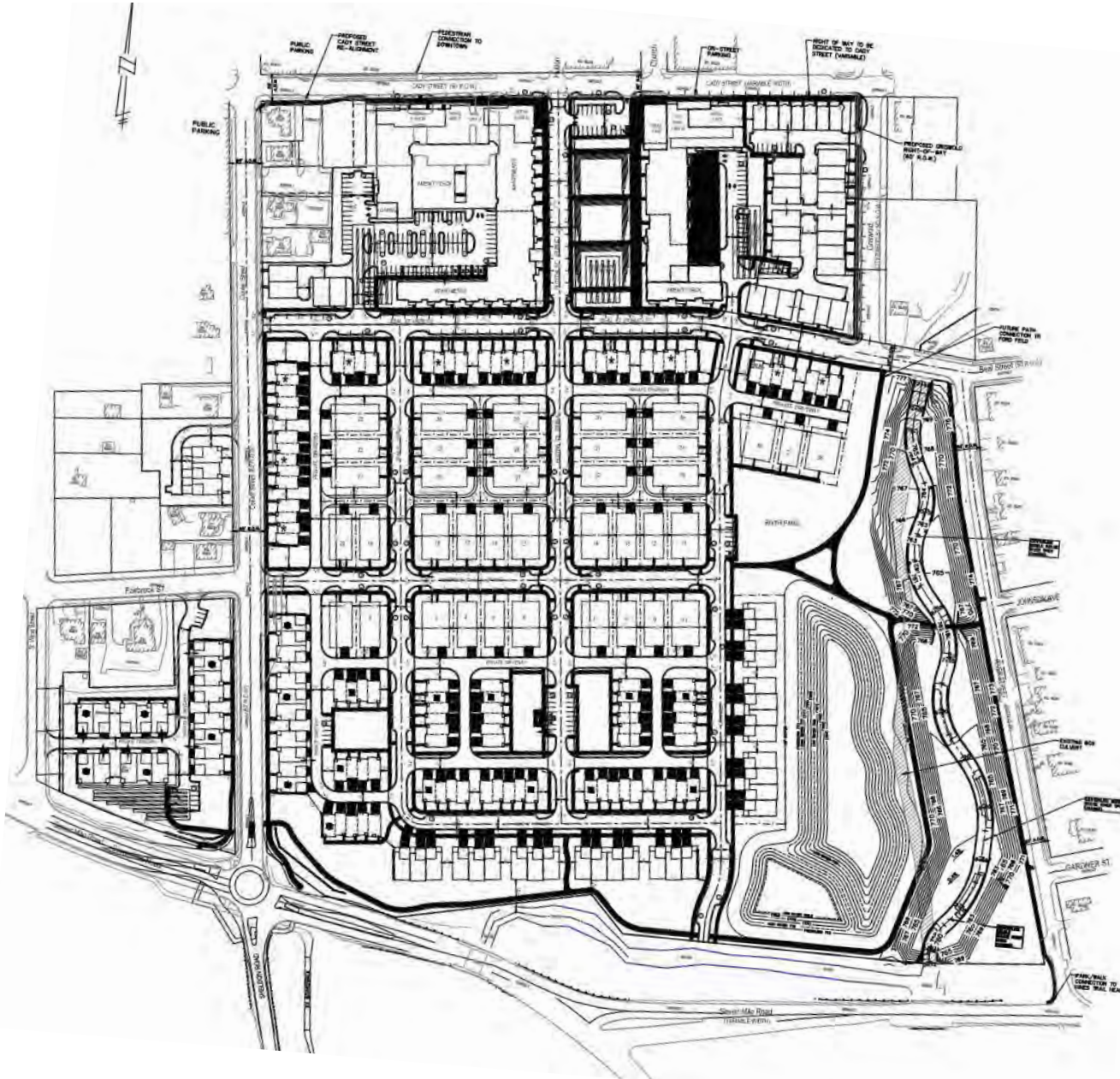
Site Plan Feedback

Previous Site Plan Concerns



- ❑ Connectivity/limited traffic dispersion
- ❑ ROW (Right of Way) size not conducive to walkability below Beal Street
- ❑ Private roadways vs. Public street grid
- ❑ Inadequate guest parking south of Fairbrook
- ❑ Aesthetics of alleys
- ❑ Edges/sides of building/views

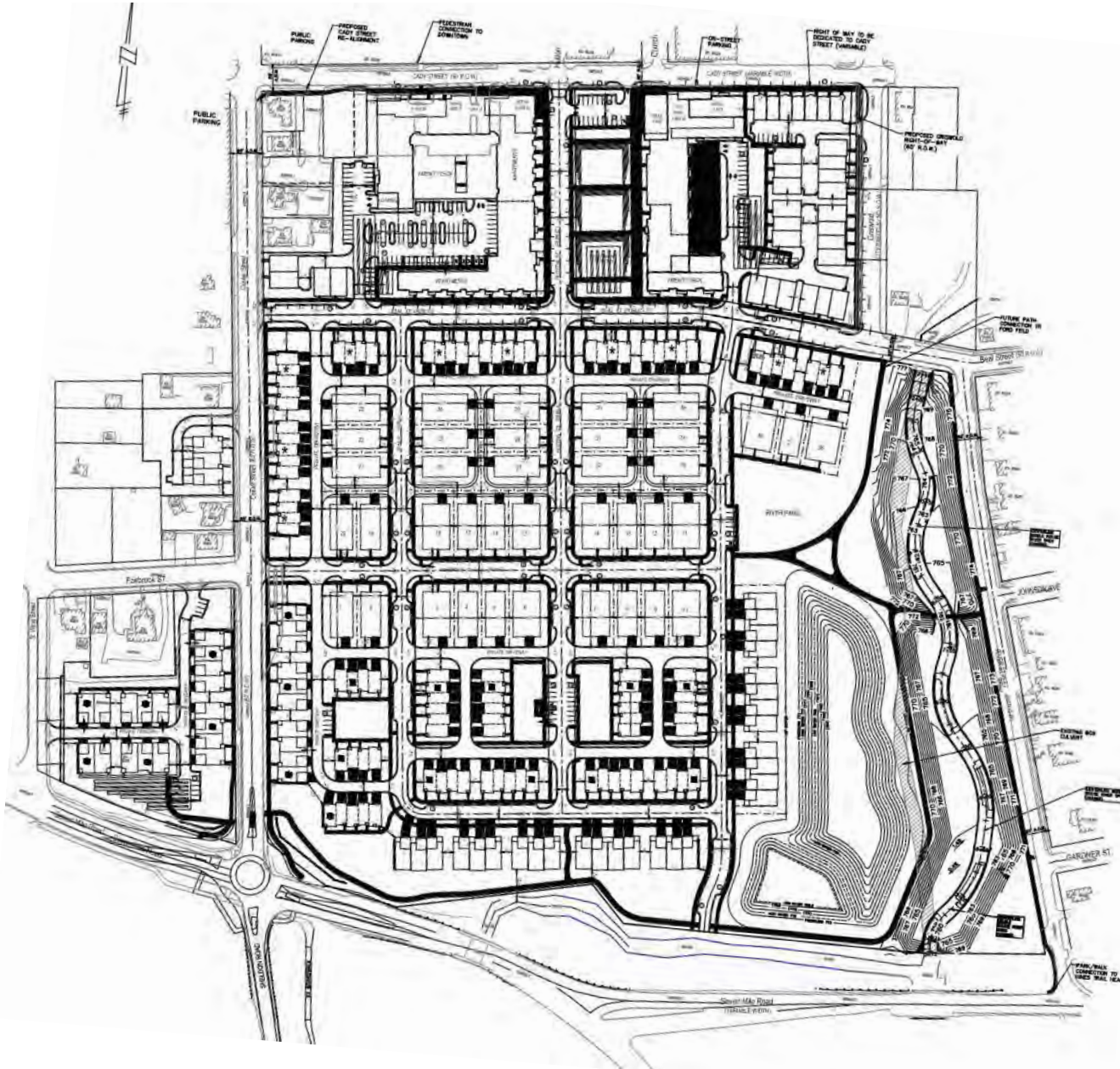
New Site Plan Impacts



Positive Impacts:

- Future access to Hines & 7 Mile per Mobility Team recommendation
- Restores the neighborhood street grid
- Multiple North/South routes
- Public roads per DPW/City request
- Parking increased with fewer private & alley roads
- Increased walkability due to reduction of ROW from 60' in many places
- Bringing Hutton south improves overall walkability
- Positive addition of pocket parks along Center Street
- Adding public roadways between the previous orphan homes increases walkability
- Like the row homes on Center vs. single family homes
- Carriage home rendering shows street trees

New Site Plan Impacts



Negative Impacts:

- Increased impervious surfaces (recommend exploring green infrastructure such as storm trees)
- Increased segregation of building types south of Fairbrock ~ townhomes replaced row homes
- Extensive use of bump-outs to achieve ROW section is incompatible with typical neighborhoods.
- Parking spaces on the three southern parks significantly reduces the enjoyment of the space and the likelihood that they will be welcoming to residents
- Parking on the river park ~ better to be consistent with parallel along the route instead of lot style parking
- Lack of parking along the carriage homes
- What are the number of lanes at the roundabout? We are advocating for a single lane roundabout
- Townhomes at south break visual line of carriage homes across entry gateway

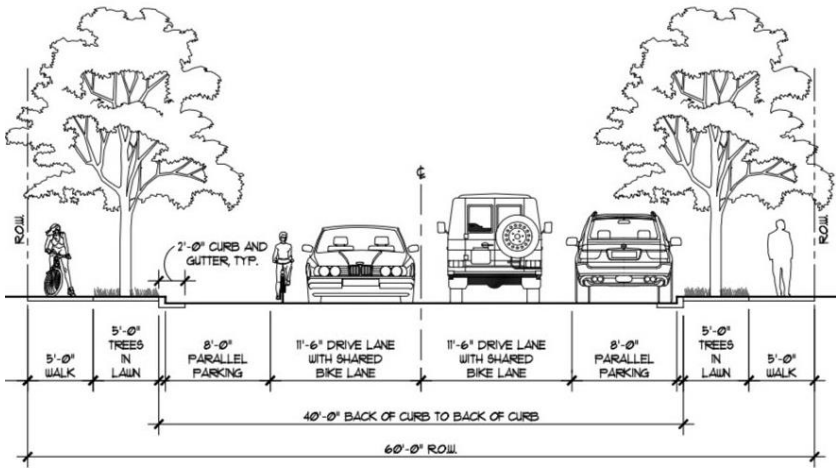
Roads/ROW/Buffers/Curbs/Sustainability/Parking/Alleys/Utilities

ROW at 60' Is Not Typical in the City Of Northville



50' ROW may necessitate using bump-outs for trees but it must be designed based on each road

60' ROW Example



11'-6" lane width encourages higher speeds

Source: John Roby

	Intersect Bump Passage Width	Right of Way Width										Travel Lanes	Parking	Face To Face	Roadway Width	RoW Width
		permeable		Roadway Width						permeable						
		Walk	Buffer	Curb Face-to-Face						Buffer	Walk					
		Walk	Buffer	Curb	Park	Lane	Lane	Park	Curb	Buffer	Walk					
City Sidewalk (no grass buffer) - Both Sides Parallel Park																
REFERENCE-Bartram Street (Dover/Massengale)	20?	10.0		0.0	7.0	10.0	10.0	7.0	0.0		10.0	20.0	14.0	34.0	34.0	54.0
East Main Core (present) (at clock pinch...exag.)	21.5/25	var		var	8.8	10.7	10.7	8.8	var		var	21.5	17.5	39.0	var	~67
North Center Core (present)	25/31	var		var	6.3	12.5	12.5	6.3	var		var	24.9	12.7	37.6	var	~59
Main at Wing (present) east bumped, west not	24.5/36	var		var	6.6	12.3	12.3	6.6	var		var	24.5	13.3	37.8	var	~61.5
East Cady Typical (present)	25.8	var		var	7.5	12.0	12.0	7.5	var		var	24.0	15.0	39.0	var	~50(-)
East Cady (Downs Site)	25.8	var		var	7.5	12.0	12.0	7.5	var		var	24.0	15.0	39.0	exist	~50(-)
Yield Lane or Park One Side																
NACTO Ref Example 30-50	20?	5.0	5.0	0.5	7.5	7.0	7.5	0.5	5.0	5.0	14.0	15.0	29.0	30.0	50.0	
Cady west of Wing parked one side	NA	3.0	10.5	0.5	7.5	10.1	10.1	0.0	0.5	var	var	20.3	7.5	27.8	28.8	~50
Dunlap west of Wing	NA	3.0	10.5	0.5	7.5	7.8	7.5	0.5	10.5	3.0	15.6	15.0	30.6	31.6	~64	
Village Sidewalk (grass buffer) - Both Sides Parallel Park																
Common in References Downtown Plan	20.0	5.0	5.0	0.5	7.5	10.0	10.0	7.5	0.5	5.0	5.0	20.0	15.0	35.0	36.0	56.0
Wing (Main to Cady) standardized both walks	?20?	5.0	5.0	0.5	7.5	10.1	10.1	7.5	0.5	5.0	5.0	20.2	15.0	35.2	36.2	56.2
New Fairbrook (as is)	?23?	5.0	5.0	0.5	8.0	11.5	11.5	8.0	0.5	5.0	5.0	23.0	16.0	39.0	40.0	60.0
New Fairbrook (reduced)	20.0	5.0	5.0	0.5	7.5	10.0	10.0	7.5	0.5	5.0	5.0	20.0	15.0	35.0	36.0	56.0
Current Recommendation	20.0	4.0	3.5	0.5	7.0	10.0	10.0	7.0	0.5	3.5	4.0	20.0	14.0	34.0	35.0	50.0

Typical ROW around Northville/Recommended ROW

Achieving Narrower ROW: Buffers/Sidewalks/Rolled Curbs

Minimum 4'-0" green buffer for street trees

3'-0" minimum
4'-0" walkway better



Rolled Curbs allow vehicles to park on curb vs. 6" raised curb



Green buffer 4'-0" minimum for trees, rolled curb, walkway 3'-0" minimum

Sidewalk/Buffer/Bump-out ~ Not Typical In Our Neighborhoods

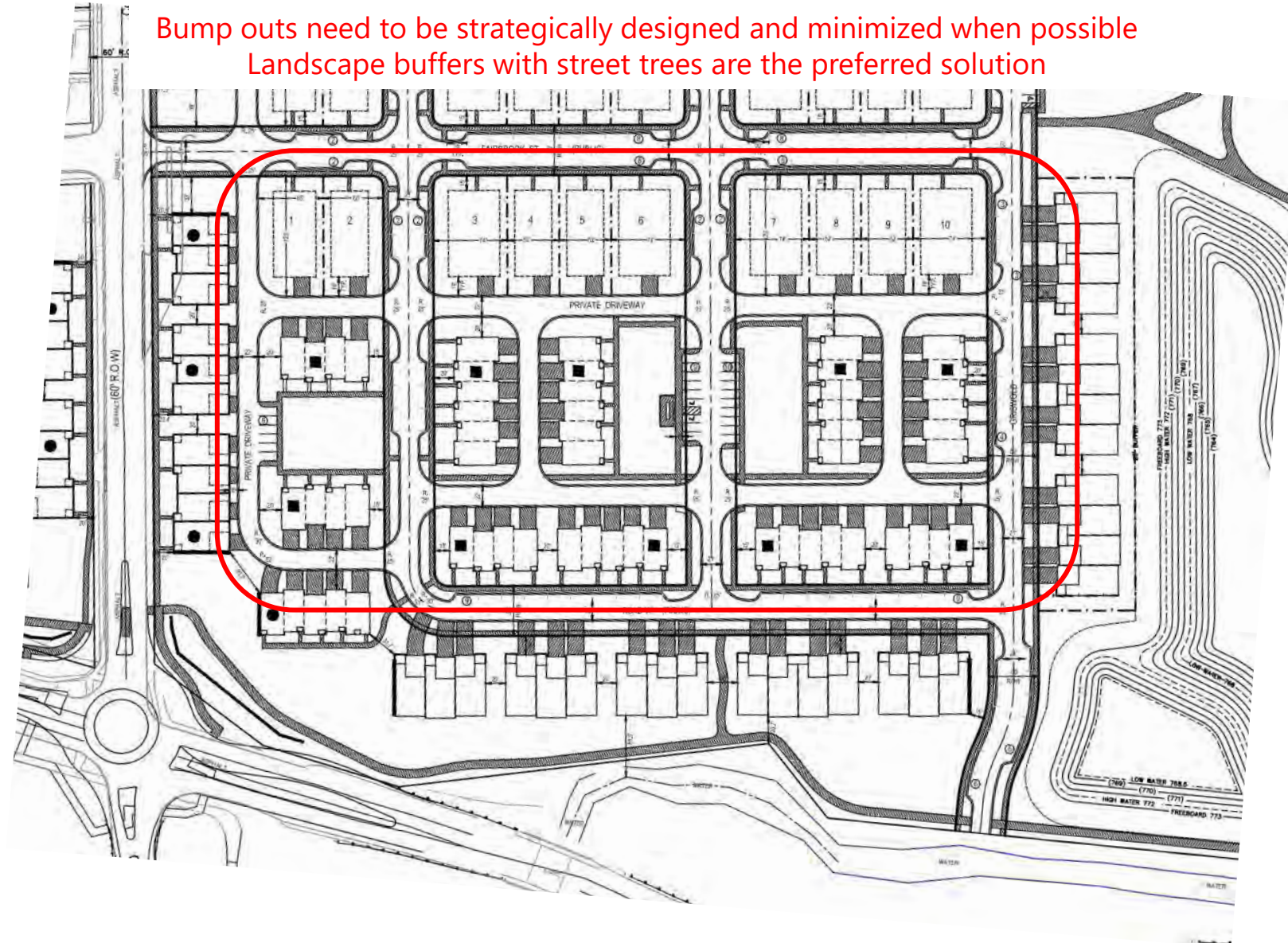


Street trees in curb extensions for downtown but not residential

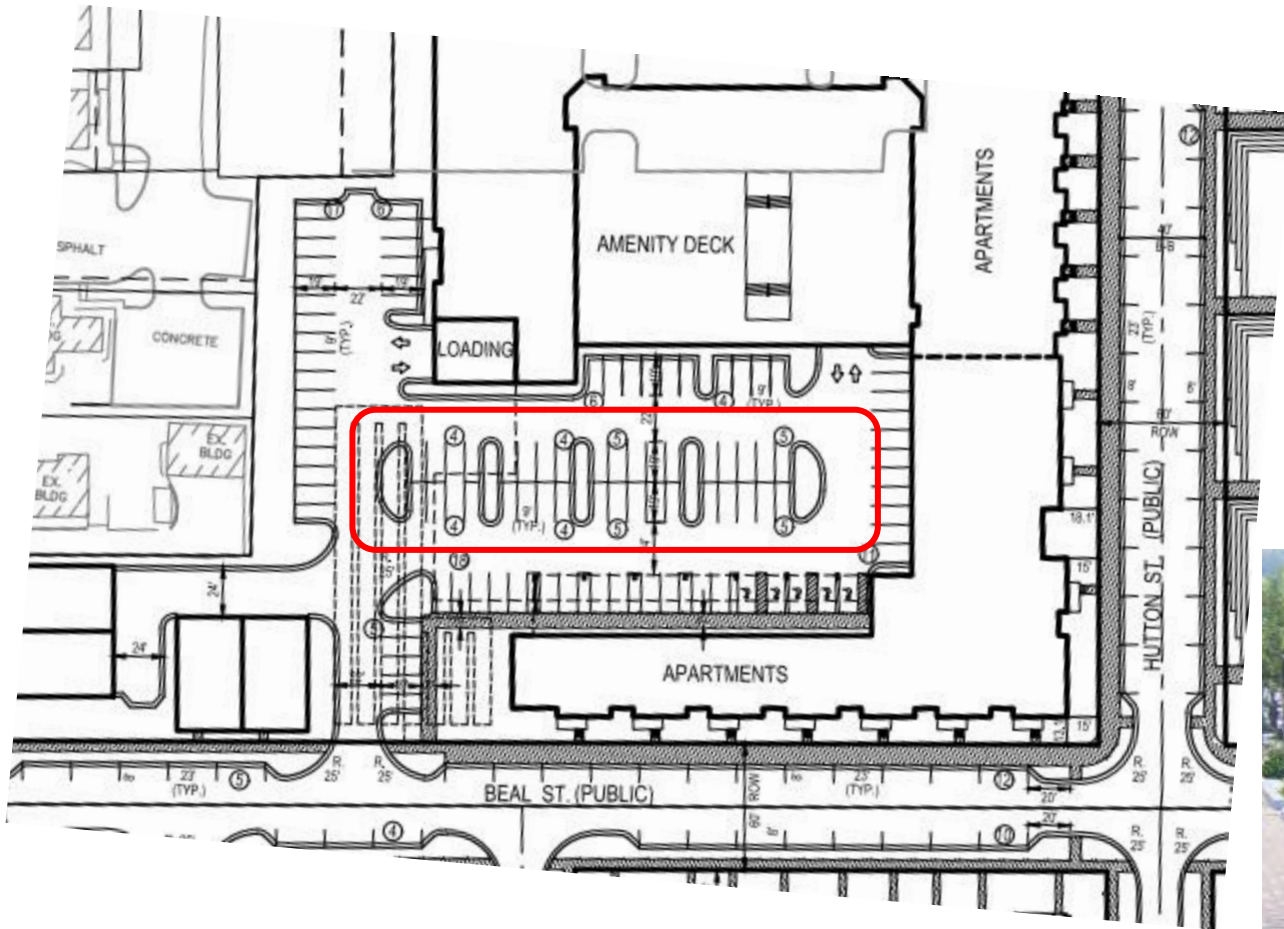


Treatment of sidewalk and buffer is not consistent with site plan

Bump outs need to be strategically designed and minimized when possible
Landscape buffers with street trees are the preferred solution



Sustainability/Curb Cuts/Storm Tree Curbs



Parking lots present opportunities for curb cuts and storm trees



Storm tree curb cut



Curb cuts for plantings

Permeable Paver Roads & Paths



Permeable Pavers, Grand Rapids MI

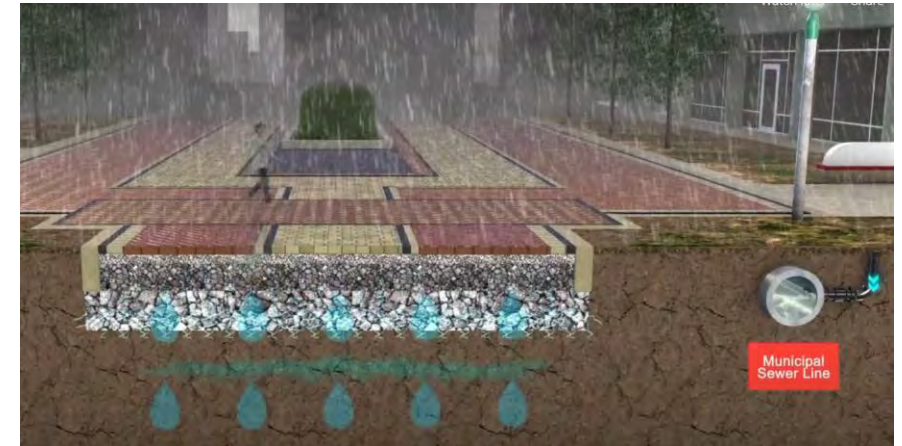


Permeable paver road & pathways

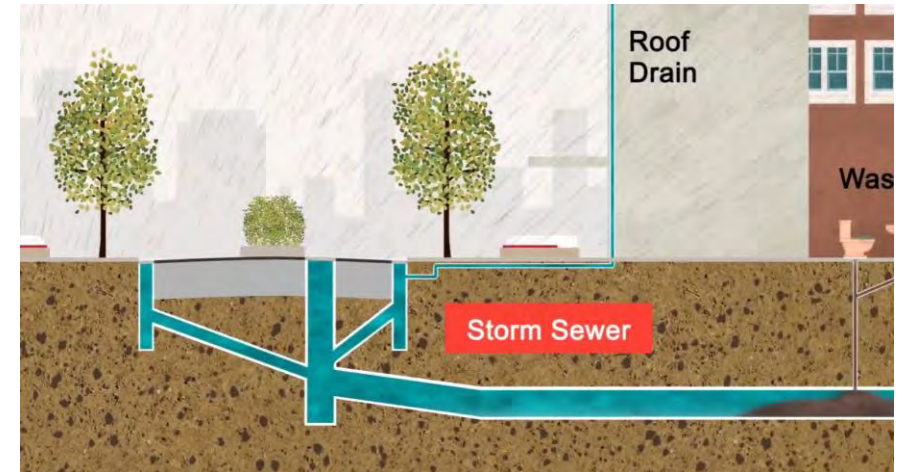


Mechanical rolled and large-scale installation

Permeable section into ground w/ overflow



Typical non-permeable section to storm sewer



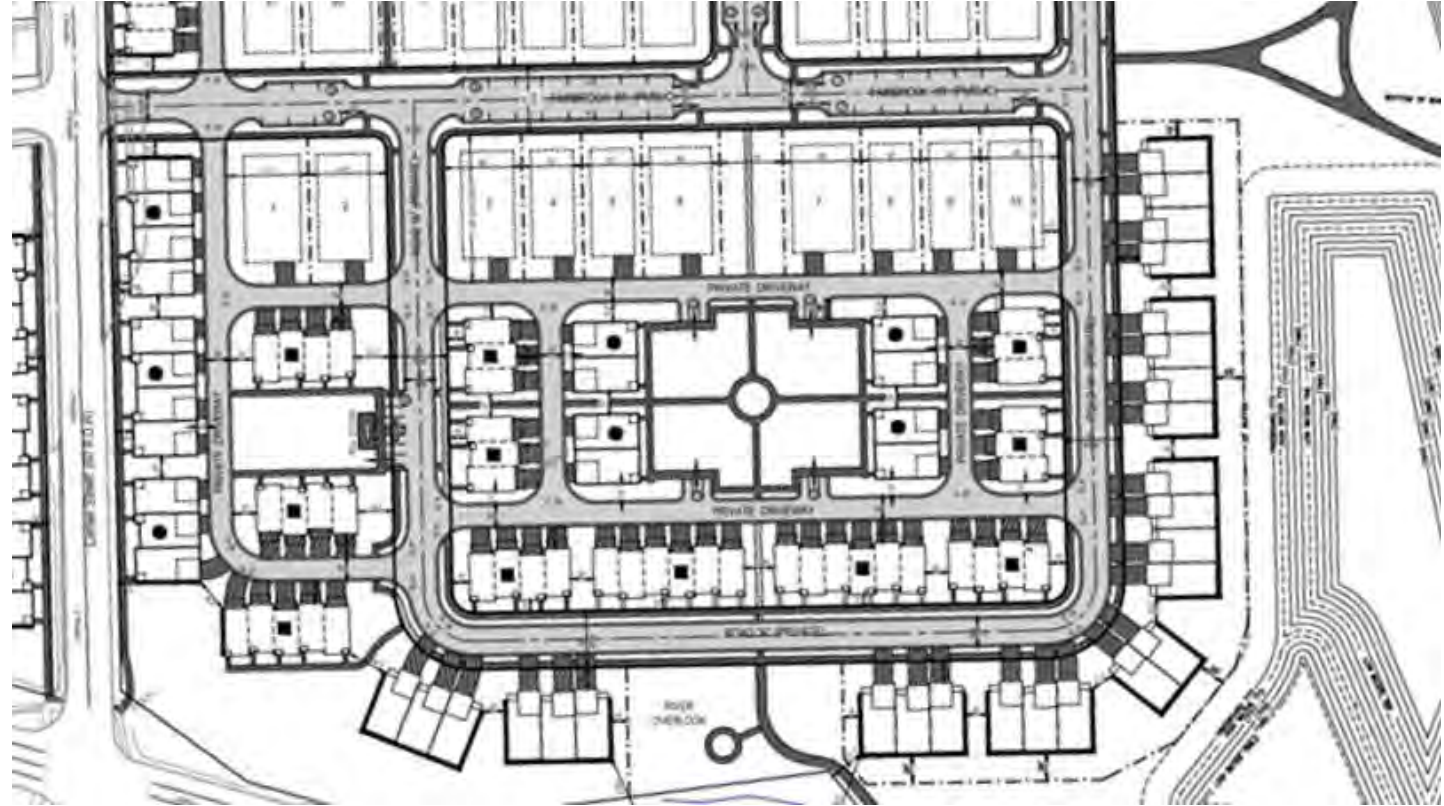
Inadequate Guest Parking



Source: River Park Condos/Northville

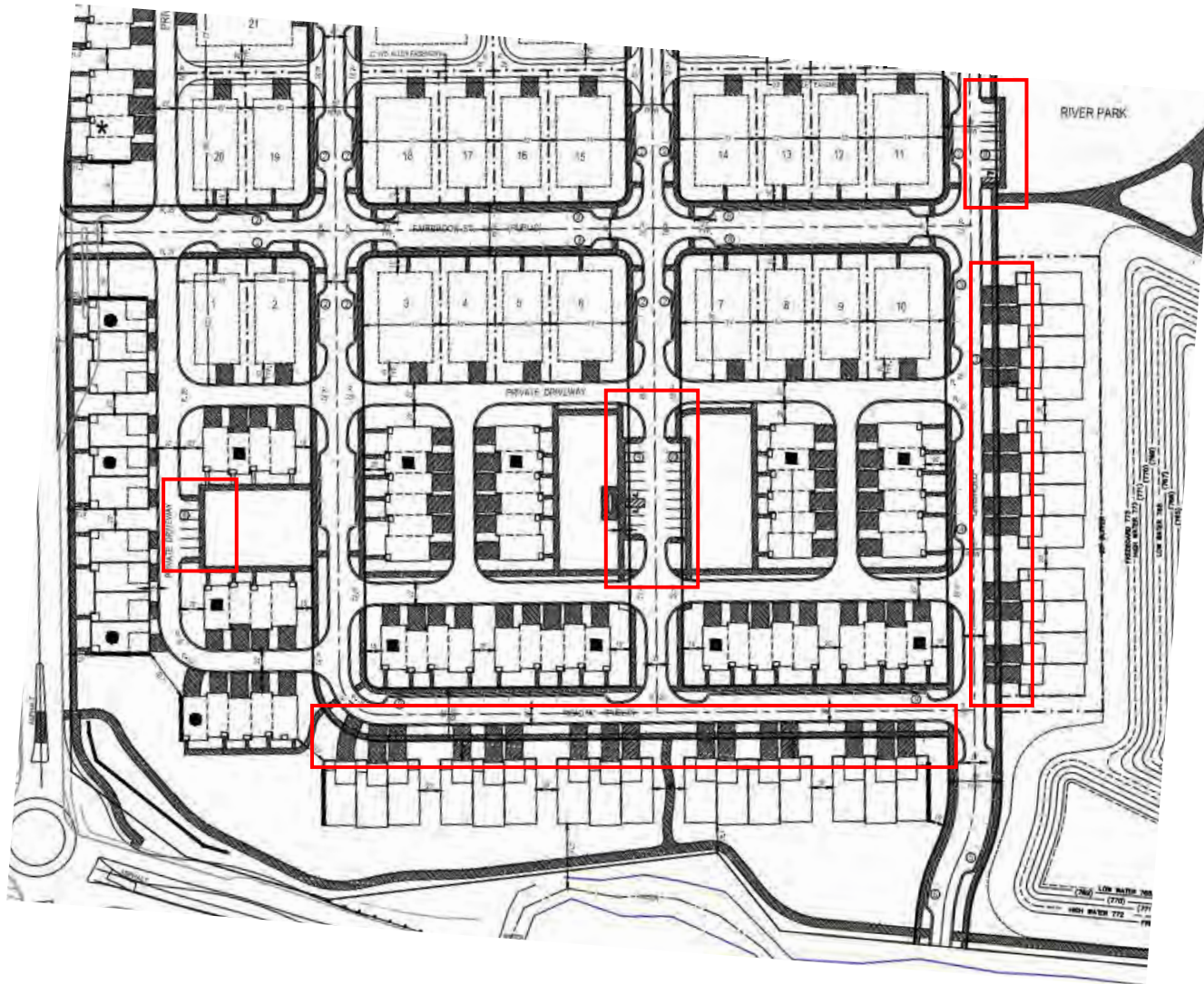
Examples:

- Parking adequate for residents only
- Guests must block the garage door, or they must park across the street at the Cider Mill



May 3 Site Plan Example

Guest Parking Strategies: Evaluated



Positive:

- More guest parking provided on public roadways

Negative:

- 90-degree parking provided on parks
- Parking spaces on the three southern parks significantly reduces the enjoyment of the space and the likelihood that they will be welcoming to residents



Alleys/Access/Visual Interest



Green Alley

Source: NACTO Urban Street Design Manual

The majority of residential alleys have low traffic and infrequent repaving cycles, resulting in back roads with potholes and puddling that are uninviting or unattractive.

Green alleys use sustainable materials, pervious pavements, and effective drainage to create an inviting public space for people to walk, play, and interact.¹

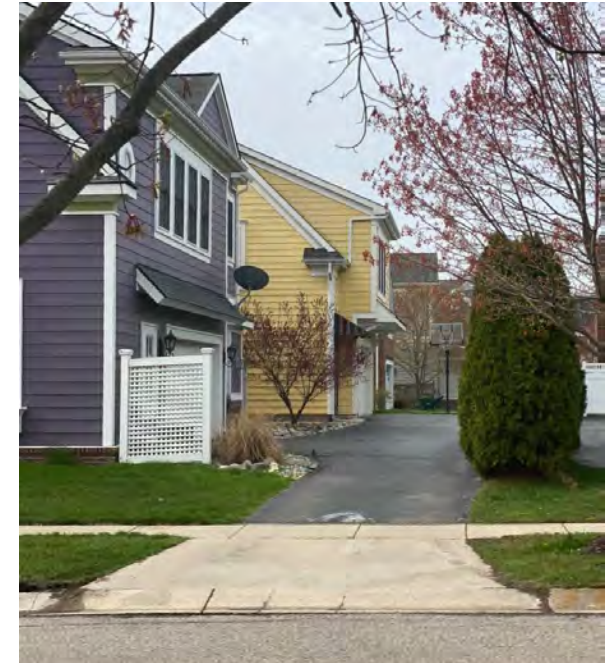
The alley shown below depicts a 14-foot path within a 28-foot right-of-way.



Alleys designed as shared passageways



Hidden/better alleys



Shared hidden driveway

Utilities Along Roads/Pathways



Utilities poorly done

Utilities hidden properly

Edges/Setbacks/Corners

Articulate façades

The overall architecture of a development can be a determining factor in creating a desirable townhouse development. Townhouse buildings are large structures with long façades and significant building massing comprised of 3 to 8 units in a row. These structures can feel imposing if careful consideration is not taken to create a well-articulated façade with visual interest and architectural details. Architectural concepts can be viewed at three levels: the individual dwelling unit, the townhouse building, and the community.

Recommended architectural elements



Corner building articulation affects walkability and interest

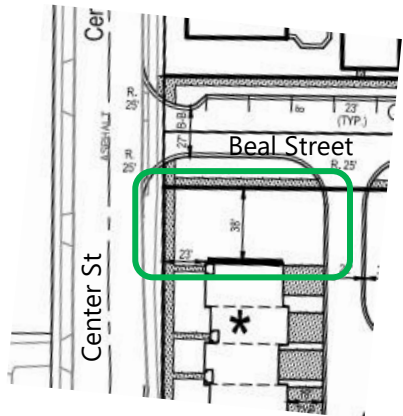


Good corners on multi-unit building



Changing setbacks/relationship to street/walkways

Edges/Corners/Fences



Corner and Side yard Fences ~ good solution (not allowed in our ordinances)



New pocket parks provide opportunity to implement landscape buffer to soften edges



Good corners & edges



Consider allowing fencing along alleyways since low visibility of backyards creates potential safety hazards

Feedback on Building Types ~ April 19 Meeting

Comparison to Pulte Development at 9 Mile and Novi Road



2-Story Condominiums with basements

3 Basement options:

- Fully underground
- Partially underground
- Walkout

Observations:

- Side and rear views of buildings create an unremarkable entrance to development.
- Patios and balconies face the rear.
- Brick and siding veneer colors are repetitive.

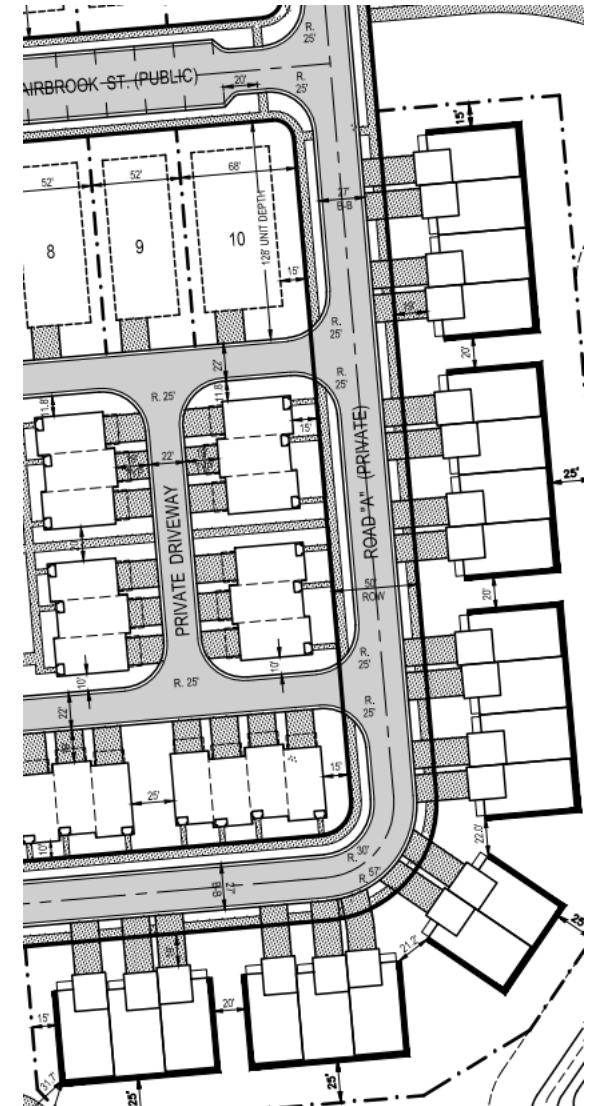


Comparison to Pulte Development at 9 Mile and Novi Road



Observations:

- Little dimensionality in facade
- Majority of frontage dedicated to the vehicle
- Limits "eyes on the street", which lowers perception of safety
- Recessed front stoops are for passage only. Chance of a social encounter while walking is low
- Very narrow porch/entry door



From April 19 Site Plan Example

Comparison to Pulte Development at 9 Mile and Novi Road



Pulte: Woodbridge
Park Townhomes



Toll Brothers:
Downs Carriage Homes

- Wider & visible entrances
- Garage designs change
- More dimensional than typical designs
- Materials more appropriate to Northville

Rendering of Carriage Homes



This housing type provides opportunity to create diversity ~ note: Porch in front of garage is very important