



PLANNING COMMISSION AGENDA

June 7, 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/88986022060>, Or Telephone: US: +1 646 558 8656 or +1 301 715 8592, Webinar ID: 889 8602 2060

1. CALL TO ORDER

2. ROLL CALL

3. APPROVE MINUTES May 17, 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

- 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 17, 2022
6:30 PM

1. CALL TO ORDER:

Chair Tinberg called the meeting to order at 6:31 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
David Hay
Steve Kirk
Carol Maise
William Salliotte, Jr.
Donna Tinberg

Absent: Jeff Gaines (excused)
AnnaMaryLee Vollick (excused)

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

Audience: approximately 15 in person, 30 on ZOOM call

3. APPROVE MINUTES: May 3, 2022

MOTION by Barry, support by Maise, to approve the May 3, 2022 meeting minutes as submitted.

Motion carried unanimously by voice vote.

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

Bill Elsesser, 20440 Lexington Boulevard, expressed observations and concerns regarding traffic, especially east/west traffic through the City via Cady Street.

5. REPORTS & CORRESPONDENCE

A. CITY ADMINISTRATION:

City Manager Sullivan

- At last night’s City Council meeting, Carol Rosati, Rosati, Schultz, Joppich, & Amtsbuechler, Special Counsel for the Downs Project Advisory Committee (DPAC) was introduced. Beth Saarela, of the same law firm and experienced with Brownfield Development Agreements, was also introduced.

Building Official Strong

- 320 N. Center has moved the sidewalk and will begin landscaping next week.

B. PLANNING COMMISSIONERS:

Commissioner Maise, DDA

- No report

Commissioner Hay, Brownfield Redevelopment Authority

- Next meeting Monday May 23, 8am. Continuation of Foundry Flask Review.

Commissioner Barry, Sustainability Committee

- Establishing a sub-group to explore public uses of proposed Downs City Square.

Chair Tinberg – Board of Zoning Appeals

- Next BZA meeting June 1.

C. OTHER COMMUNITY/GOVERNMENTAL LIAISONS:

None.

D. CORRESPONDENCE:

Dates listed reflect dates correspondence was received:

- May 10, letter from Mr. Kevin Clark of Spring Drive responding to Planning Commission deliberations on the Downs project.
May 10, email from Linda and Daniel Hodor of Dunhill Court regarding development at the Downs.
- May 12, received a set of PowerPoint slides from David Gutman, Susan Haifleigh and Kathy Spillane relative to the Downs Project.
- May 16, received information from the city’s Sustainability Team indicating their intent to form a Special Sub-Committee to study the proposed new City Square being proposed by Hunter Pasteur for the Downs development, and make recommendations to the Planning Commission.
- May 16, email from Mr. John Roby of Dunlap Street relative to the Downs project.
- May 17, Commissioner Barry shared some data with the other Commissioners regarding the width of existing roads in Northville.
- May 17, Commissioner Salliotte shared with the other Commissioners an article titled “In Praise of the Humble Sidewalk.”
- May 17, email from Michelle Aniol of Beal Town regarding a new publication from the Michigan Economic Developers Association titled “Housing is Economic Development—A Guidebook for using Tax Increment Financing for Housing Development.”

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 Hay, support by DeBono, 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
- C. Commission questions of City Planner
- D. Presentation by Applicant (if any)
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- F. Public comment
- G. Commission discussion & decision

7. PUBLIC HEARINGS:

None

8. SITE PLAN AND ZONING CHANGE APPLICATIONS

Final Site Plan Review / C & R Garage LLC / 700 Doheny

Chair Tinberg introduced this item. The applicant proposed to renovate this property for personal vehicle indoor storage and indoor storage of household goods such as patio furniture. While this use is not specifically listed in the PR-2 District (Performance Regulated District), at their October 19, 2021 meeting the Commission determined that this use was consistent with other uses in the PR-2 District and approved the preliminary site plan.

Planning Consultant Elmiger said the applicant is responsible for determining whether or not the County Road Commission cares whether he stripes his parking lot that is located in the County right-of-way, and obtaining a permit from the County if necessary. Review of any utility changes will go through the DPW Director.

Applicant Chris Davis, 511 West Main Street, said that nothing had changed since they last appeared before the Commission. They intended to renovate the structure – which will serve as personal storage for the family – similar to a 1950’s style Mobile gas station.

As the Commission had no questions, Chair Tinberg indicated she would entertain a motion.

MOTION by Hay, support by DeBono, that 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

Drive, 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:

1. The applicant is responsible for contacting Wayne County Road Commission for determining if a permit is necessary to stripe the parking lot located within the Doheny Drive right-of-way.
2. Review of utilities by the DPW Director.

Noting that this was a public hearing, Chair Tinberg opened the floor for public comment.

Lenore Lewandowski, 119 Randolph, pointed out that the agenda listed the owner as C&R Garage LLC. As this building was to be used for personal use only, did it make a difference that the owner was an LLC?

Planning Consultant Elmiger said this made no difference.

Seeing that no other public indicated they wished to speak, Chair Tinberg closed the public comment, and returned to the motion on the floor.

Roll call vote:

Barry	yes
DeBono	yes
Hay	yes
Kirk	yes
Maise	yes
Salliotte	yes
Tinberg	yes

Motion carried 7-0.

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.]

Members of the Development Team who participated in tonight’s discussion included:

- Seth Herkowitz, Partner, Hunter Pasteur
- Randy Wertheimer, CEO, Hunter Pasteur Homes
- Bob Emerine, Seiber Kiest Lehner Engineering
- Julie Kroll, Fleis & VandenBrink

Chair Tinberg explained that tonight’s discussion was the continuation of a long process for site plan review for this proposal, and would focus on the topic of roads, pathways, connections and parking. Hunter Pasteur had provided an updated site plan that incorporated some of the suggestions they had heard to date.

Referencing a PowerPoint presentation, Planning Consultant Elmiger reviewed the list of changes provided to the Planning Commission in a 5-10-2022 memo from the applicant’s engineer.

Modifications to right-of-way widths and travel lane/parallel parking widths. ROW widths were now proposed at 50’, travel lane widths proposed at 9’, and parking lane widths were proposed to be 7.5’.

- Walkability Expert Burden thought the minimum travel lane width should be 10’.

- OHM recommended a 60' wide ROW, with 10' wide travel lanes when there was parking on both sides, and 11' wide travel lanes when there was no street parking. They also recommended parking lane width at 8.5'.
- The DPW director recommended 60' ROW widths.

A 60' wide ROW allowed room for utilities, both overhead and underground, including electric, gas, water, sanitary sewer, storm sewer, telecommunications, cables, TV, fiber optics, and other things. There also needed to be space for above ground manifestations of the utilities, and for clear pedestrian paths meeting ADA requirements, as well as enough space for street trees that will live.

The 50' ROW proposed for Hutton Street left approximately 2.5' for street trees, which was not enough space to support a shade tree. Roots would also heave the sidewalk.

The 60' ROW proposed for Beal Street allowed approximately 5' for street trees, which is enough room to support shade trees and the roots were less likely to heave the sidewalk.

A 60' ROW does not mean the street has to be a wide street. The streets could still be narrow and a walkable environment could be provided. However, the City's experts believed that 60' was the minimum ROW that could be used.

North/south vehicular connections between Main Street and 7 Mile Road. Griswold Road extension had been revised to extend to the 7 Mile Road ROW line, providing a stub road for a future crossing of the Johnson Drain. OHM should be asked their opinion on the alignment with Hines Drive; the stub location could be refined at Final Site Plan stage.

Extended Hutton to the south. Hutton would bisect Central Park at the south end. The park was approximately 0.5 acres; now it will be a total of approximately .4 acres. The ripple effect is that there is no longer a central park in that vicinity, but the land that is preserved is approximately the same as what had been in the previous version.

All new main roads will be public roads. Alleys and driveways will be private roads. This created a well-organized travel pattern.

Increased front setback along S. Center Street to 20 feet. responding to the idea that there could be a canyon effect close to the road. The plans had also been changed previously, so that the buildings along Center Street are shorter than they had been before, with 1.5 – 2-story single family homes toward the south and 2.5-story townhomes closer to Beal Street.

Added 3 pocket parks along S. Center Street. The applicant should provide the calculation for the amount of open space.

Increase in commercial space illustrated on current plans. Retail space had increased slightly, and resident service space had decreased slightly.

Removed pedestrian path on west side of apartment building near Cady Street, and also added a pedestrian connection along 7 Mile Road.

Ripple effect: change in number of residential units, decreasing the number of units by 13, primarily in condominium buildings. Plans are now showing 446 units.

Ripple effect: change in density: Overall net density went up .5 units/acre; overall gross density decreased by .27 units/acre.

Ripple effect: Slightly more “smaller” single family lots – increasing affordability. There were 3 fewer lots that met the minimum R-1B requirements; and 2 additional lots that did not meet the minimum R-1B requirements.

Commission discussion:

- Commissioner Barry noted that the detention area continued to increase with every change.
- “Single family detached” was a new term used this evening, to separate the units from the single family attached homes added by the developer.

Chair Tinberg invited the applicants to make their presentation.

Utilizing a PowerPoint presentation, Mr. Herkowitz offered the following information:

Regarding traffic

- Based on the previous discussion regarding traffic, The Downs development will have no discernible traffic impact on 27 of the 28 intersections that were evaluated in the traffic impact study.
- The only intersection that exceeded the 5% impact threshold was Northville Road/N. 7 Mile, which was projected to have a traffic increase of 7%. The recommended mitigation solution for this intersection is a traffic signal, and that traffic signal solution was supported by both the City and applicant’s traffic engineers.

Regarding changes to the plan as submitted this evening, based on feedback received from the public and working groups in the City:

- Site plan changes help restore the neighborhood street grid.
- Change to road network south of Beal created a new north/south public road, denoted as road A, extending from Beal Street to the southern end of the development. The result of this new north/south connection is that all the single family homes now front a public roadway.
- The condition of the orphan lots as previously described no longer exists.
- Hutton Street has been extended from Fairbrook to the southern end of the development. By extending Hutton, the superblock has been broken up, with improved overall walkability.
- By extending Hutton Street, Greenway Park was split into two smaller pocket green spaces. Both the new road A and the extension of Hutton create additional north/south routes.
- Extending Griswold to the 7 Mile Road right-of-way line will provide a stub road for a future crossing to the Johnson Drain by the City in coordination with Wayne County. To accommodate this change, the position of the carriage homes had been adjusted, and the intersection of Road A and Griswold had been modified.
- Incorporated the recommended roundabout at the intersection of Center, 7 Mile, and Sheldon Road. The site plan and the location of the housing units was adjusted based on the 2018 OHM roundabout plan.
- Incorporation of new 38-foot wide pocket parks, at Center and Fairbrook, and at Center and Beal. Over 30% of the site plan is dedicated open space.
- Extended the setbacks along Center and Beal from 15’ to 20’. The increased setback helps address concerns regarding the canyon effect along Center. An ancillary benefit of the extended setback is an increase in the greenbelt along both Beal and Center streets.
- The site plan design encourages pedestrian activity,
- Consistent with the master plan, Mr. Burden’s walkability study, the goals of the Mobility Task Force, and the site plan, the overall design encourages pedestrian activity, expands transportation

options both motorized and non-motorized, and has included safe and inviting pedestrian infrastructure for people of all ages and abilities.

- On Cady Street, the west side of Hutton Street, and north of Beal, the sidewalk width will be 10' with 30' on center tree walls. On the east side of Hutton, there will be a 5' sidewalk, although this could potentially be wider.
- All the main roads throughout the development have been revised to public rights-of-way consistent with the recommendations of the DPW and the City.
- For the residential neighborhood south of Beal, the applicants believe that a 50 foot ROW is appropriate and provides a combined drive lane of 20' or less, improving and encouraging walkability by slowing the speed of traffic.
- The 50 foot ROW is more representative of slow-flow streets that are found throughout Northville, and that still allow for parking on both sides of the street. The applicants were looking for ways to reduce the number of bump-outs currently shown on the plans.
- The precedent roadways throughout many parts of Beal Town, Cabbagetown and West Orchard Heights further demonstrate that a ROW less than 60' is an existing and successful condition throughout the City.
- Appropriately sized travel lanes no greater than 10', with parking on both sides of the street to calm traffic, a green buffer for street trees, and sufficiently sized sidewalks for pedestrian travel can be provided with a 50-foot ROW, as shown in a cross section of Hutton south of Beal, and as proposed on the submitted plans.
- In a different cross section, a 4' walk instead of a 5' walk was provided, along with a 4' greenbelt instead of a 2' greenbelt, creating sufficient space for shade trees. 7' parallel parking (instead of 7-1/2') was shown on both sides of the street. The curb design had been changed from straight face to mountable curbs. The lane width increased from 9' to 10'. The applicants thought this design was the appropriate approach for a 50 foot ROW cross section.
- The applicants were asking the Planning Commission to weigh in on this issue, as well as the new road pattern.

Motorized pathways:

- The revised site plan helps to restore the city street grid.
- Constraints to connectivity include the Johnson drain along the southern end of the site, and the Rouge river on the eastern edge of the site.
- Direct feedback from Friends of the Rouge addressed environmental concerns of a vehicular bridge across the future river. Beal Town residents were also concerned that a vehicular bridge would bring in unwanted vehicular traffic into the neighborhood. Therefore, in lieu of a vehicular bridge, a pedestrian bridge had been created over the river that will connect east to Beal Town.

Nonmotorized pathways:

- The site significantly improved the condition that currently provides little to zero connectivity.
- In the most recent site plans, a new pathway was added that connects at Center and 7 Mile to the existing Sheldon connection. It then extends the southern boundary of the site and loops north towards the River Park and the future daylighted river, providing both internal and external connectivity.
- A 5' pathway along River Street has been added, adjacent to the daylighted river, and this pathway will provide an important connection point to the Hines Park Trailhead.
- The site plan provides for pedestrian connections north via Center Street and via Hutton, through the 20' pedestrian promenade adjacent to the Central Park, and along Griswold.
- The most recent submittal eliminated the pedestrian path from Cady to Beal adjacent to the future apartment building, which would require pedestrians to walk past mechanical systems, a

generator, and other back of house services. The experience along Hutton/Center will be more inviting and conducive for the pedestrian.

Public Parking

- They were asking the Planning Commission to provide clear direction regarding their preferred approach to the 18-space parking lot along Cady Street at the north end of Central Park.
- 1,503 parking spaces were being provided in total, for a ratio of 3.4 parking spaces per unit.
- 312 spaces were public parking spaces.
- Ordinance parking requirements were met.
- 8 parking spaces had been added adjacent to the River Park. Additionally there were 30 parallel spaces along the Griswold connection and 36 parallel spaces along Fairbrook, in close proximity to River Park.

The Downs now had a total of 441 dwelling units, a decrease of 6 units from their last submittal. As this related specifically to the southern portion of the site, they were down from 201 units to 195 units.

The Development team was asking for direction related to their road network and the proposed 50-foot ROW design south of Beal Street.

Commission questions

In response to questions from Commissioner Barry, Mr. Herkowitz said the cross section showing the 50-foot ROW was for residential portions of the development as outlined in yellow on tonight's presentation. The 50-foot ROW helped create the character of Northville neighborhoods. They would work with the their own and City engineers regarding Cady Street's drive lane widths, which were likely to stay at 12 feet, the normal ordinance width.

Commissioner Kirk asked why Beal Street had a 50' ROW east of Griswold, and 60' west of Griswold.

Mr. Wertheimer explained that west of Griswold there was Central Park, retail, and River Park, creating considerable pedestrian, vehicular and bike traffic, with a wider sidewalk on the north side of Beal Street, west of Griswold. On the east side of Griswold there was a more residential environment, which was significantly different, and utilized the 50' ROW as shown. The actual street widths would not change.

Commissioner Maise asked if the City's consultants had reviewed the 50' ROW proposal.

Mr. Herkowitz said they had come up with the 50' ROW themselves to present to the Planning Commission, but they also had ongoing dialogue with OHM as to what that the structure of the road will look like.

Commissioner DeBono pointed out that Cady Street had an existing 50' ROW; no adjustments were being made to this existing situation. Mr. Herkowitz said that was correct.

Commission deliberation

Chair Tinberg presented a potential timetable for completing The Downs site plan review. At the current pace, the Planning Commission will complete deliberations and make recommendations to City Council in September. She asked that Commissioners monitor their individual input for both relevance and length. Regarding the items listed to be discussed for tonight's meeting (as organized at the last meeting) Chair Tinberg was going to institute a process that will allow up to 5 minutes to deliberate on each item to be discussed, with extensions of 5 minutes until deliberations were complete, with a maximum of 30 minutes per item. Reaching consensus on an item would not necessarily mean 100% agreement.

Width of ROW within the development

Fire Chief Samhat said that Fire Code dictated that access roads cannot be less than 20’ in width, or 10’ per lane. For taller buildings, aerial access is needed and this requires 26’ width.

Barry: Downtown Northville roads are 25’-35’ wide, meeting Fire Code requirements. Agrees with 10’ width in residential areas. Parking space width could be even a little smaller – 7’x 5’. Does not care about curb type. Green buffer zone should be 5’. Sidewalks should be 5’ per City requirement. You can have smaller lanes while granting a larger ROW for utilities, etc.

Kirk: Agree.

DeBono: Barry’s calculations represent a 55’ ROW. 3’ could be gained if there were 4’ sidewalks and a 7’ parallel park lane, bringing the street width to 52’ ROW vs. 55’.

Consultant Dearing:

- Regarding sidewalks, American Disabilities Act wants 5’ wide or greater sidewalks, but says 4’ sidewalks are allowed as an absolute minimum, but only when there is a specific problem that needs to be addressed such as a utility pole, and not for long stretches of sidewalk.
- There is a psychological benefit to having a wider greenbelt, whether it includes trees or not.
- A car is legally parallel parked when it is within 1’ of the face of the curb. Full size pickup trucks are wider than cars. 8-1/2’ from curb for parallel parking is the resulting need.
- A mountable curb presumes someone will park on the curb, and perhaps pull up on the turf.
- The cross section ignored everything underground presently and surface manifestations such as fire hydrants, which is why he recommended 60’ ROW.
- One solution is to have a 50’ ROW, with a 5’ public utility corridor easement on either side of that which would not count toward setbacks.

Barry: Still prefers 50’ setbacks in residential; has not heard complaints where those exist in the City. This type of configuration forces drivers to slow down.

DeBono agrees. Hay agrees. Supports parallel parking also.

Salliotte: Is there a minimum permissible dimension for parallel parking? What is reasonably comfortable and acceptable for the City’s public ROW to make sure roads are going to be safe and effective?

Consultant Dearing: Not counting side mirrors, an F-150 has to curb the tires to get it into a 7.5’ foot parallel space. Legally no dedicated parking is required, because the presumption is vehicles will go left of the center line to get around any obstruction. The roads in question will not have a center line marking.

Sullivan: Regarding a mountable curb, there have been issues in hilly parts of the City where because of leaves water sits on top of a flat catch basin and does not get into the storm sewer. A curb contains stormwater in the street.

Commissioners DeBono, Hay, Kirk supported vertical curbs, although curb design did not have to be decided tonight. Consultant Dearing said hydraulically vertical curbs worked better.

Chair Tinberg summarized that the Commission supported the smallest drive lanes possible, tentatively 10/10, with parallel parking at 7.5' and 5/5 greenspace/sidewalk for a total of approximately 55' ROW.

The Commission agreed with Consultant Dearing's suggestion that the ROW be narrower with utility easements on both sides.

Designation of Griswold as a Private Road:

Griswold was now designated a public road.

Implications of private road designations in the south end of the development

The number of private roads decreased since last meeting.

Maise: Maintenance of private roads – who pays?

How private road designations might impact maintenance on Fairbrook east of Hutton

No longer an issue.

Potential extension of Griswold or Hutton to 7 Mile, crossing Johnson Creek, and including a potential bridge across the creek.

Griswold is proposed as the street that might eventually extend to 7 Mile.

Tinberg:

- Critical to extend a road all the way to 7 Mile and include a bridge over Johnson Creek. Griswold probably makes the most sense.
- The connection to 7 Mile is necessary to provide more ingress and egress opportunities resulting in more efficient dispersion of traffic.
- A connection to 7 Mile better achieves intent of the Master Plan relative to integrating new developments with the surrounding neighborhoods. Without the north/south connection, the south end of the development becomes more of a private enclave unto itself, an area that the rest of the community would have little reason to frequent except maybe to visit a friend.
- Creating a connection now to Johnson Creek supports the goal of the Master Plan to provide a safe and smooth transportation system.
- Preference is for Griswold to extend south as a single loaded street, creating a scenic drive as folks travel Griswold in and out of town, relieving the load on Center Street, and making the River Park a truly public benefit easily available to the public.

DeBono agrees, would like to see Griswold be a direct path, not offset at Beal Street.

Hay does not agree. He is satisfied with latest iteration of the site plan. The traffic engineers felt there was not a need for a southern connection to 7 Mile, because there was adequate dispersion shown with the newest iteration. Providing a stub street was sufficient.

Consultant Dearing: If you're only looking at the adequacy of access for the proposed development, this additional access is not particularly needed. If on the other hand, there are network concerns that are broader than just this development, then 7 Mile access would have merit.

Barry: Agrees with Hay. Prudent to provide the stub street.

Nancy Darga, representing Mobility Team: Mobility network proposed a southern access in the study, but also identified the fact that there's more than just the City involved – environmental, FEMA, Wayne County, etc. It is not up to this developer to provide a bridge. Bringing Griswold straight south would require more than a 300' long retaining wall, something the EPA would not view favorably. Keeping the Griswold jog was much preferred.

Salliotte: Would Hutton make a better north/south connection?

Ms. Darga explained that Hutton Street would not allow the distance Wayne County wants from the intersection at 7 Mile/Center.

Mr. Emerine, applicant engineer, said Wayne County felt if Hutton Street was extended south with a traffic circle there, two traffic circles will be too close to each other. Also Hutton didn't line up with the existing bridge where Johnson Drain turned south.

John Roby, Dunlap Street, gave his thoughts on the north/south connection, including flipping the curve and making it tight: "If you keep the intersection, right about where the current intersection is, you can curve one way to Hutton, curve the other way to new Griswold. If you go to Hutton, you tear up a lot of the southern street development, you cross at a bad place for Johnson Creek, and you're really compressed. If you swing it the other way and move the intersection a little bit, kind of a long diagonal to the east and the south, you've got more room to cross the creek. You've got a straighter line into the street that's available, and you've got more space to the next intersection. So it all plays out, but that's the natural way to do it."

Chair Tinberg polled the Commission, which indicated consensus to keep the stub street (placeholder) in the plan, without requiring the actual connection to Johnson Creek at this point.

River Street Improvements

Tinberg: River Street needs improvements. The developer will be installing utilities which will involve tearing up the street and adding pathways/sidewalk on the west side. River Street will be substantially involved in and impacted by construction for this development, permanently altering its existing character. It seemed appropriate for the developer to bear the responsibility for funding and installing River Street improvements, including repaving the street, curbs on both sides of the street and installing sidewalks and street trees on at least the west side of River Street which adjoins the River Park, as a reasonable public benefit in return for the wear and tear construction will have on this immediately adjacent residential street.

Mr. Wertheimer said they would be tearing up 20'-30' of an 1100' road; they were not tearing up River Street and should have no responsibility toward repairing the street. Mr. Emerine added they would potentially make a single connection to a single manhole for sanitary sewer connection. The watermain needs to be upgraded but can be replaced outside the current road width; there would be no direct tap connections to that watermain. The recommendation to upgrade the watermain was made regarding the overall city network in 2015, prior to any development work on the current project.

Engineering Consultant Tsakoff: If the watermain on River Street was 4", it would need to be upgraded regardless of whether the development was being built.

DPW Director Domine: Agreed the watermain on River Street was 4” and undersized, and needs to be increased to 8” as recommended in the water reliability study. There needed to be more conversation regarding water main improvements surrounding the development, not just on River Street.

Barry: There is merit in the developer’s comments about not dealing with old infrastructure that was on the City’s remove/repair/replace plan. However, River Street is only 24’6” wide, the narrowest street in the City, and will get a tremendous amount of additional traffic because of this development, and improvements to River Street need to be made. This was a problem that needed to be addressed. River Street was not available for that kind of traffic in its current condition.

Kirk: Agreed that people on River Street will be impacted. How will high volumes of traffic be mitigated?

DeBono: Once the river is daylighted, the folks on River Street will want a better view.

Mr. Emerine: the daylighted river will remain on the project site. Any trees in that area of their site will likely be removed.

Barry: The City and the developer should get together and try to reach a common solution regarding River Street.

The Commission agreed.

Chair Tinberg called a 5 minute break at 8:55pm and recalled the meeting at 9:00pm.

Traffic Mitigation at Beal Street and into Beal Town.

Kirk: Lives in this neighborhood. What does the developer have in mind regarding traffic mitigation on Beal Street east of Griswold and Fairbrook west of Center?

Wertheimer: No suggestions for these streets away from the site.

Barry: Developer was going to talk to Walkability Expert Burden regarding traffic mitigation on Beal and Fairbrook.

Hay: Supports this conversation with Mr. Burden, which should also include traffic engineers, etc.

Planning Consultant Elmiger: Traffic Impact Study did not show impact on Beal or Fairbrook. What was the concern?

Kirk: Disappointed that there were no readings on Beal or Fairbrook, and no mitigation offered; these will be main east/west roads that go through neighborhoods, unlike other roads in the network. This will impact character and safety in the neighborhood.

Barry: how will the neighborhood be affected by moving that many vehicles through?

Kroll: The PowerPoint slide *Site Generated Traffic* showed the intersections that were identified where mitigation was recommended. They evaluated 28 intersections, and Beal and Fairbrook were included in the evaluation, but mitigation measures were not recommended at those locations, because the volume of traffic there did not warrant any mitigation measures. The intersections did not meet any of the warrant or criteria for either stop signs or signals.

There are two things that Fleis & VandenBrink look at: wait time, which is in the delay calculations (how long a vehicle has to wait at an intersection to exit), and queue traffic, or the number of vehicles that are sitting on that approach trying to get out. If there are issues with one or the other, mitigating measures are offered.

The network was modeled on The Downs development specifically. Street design should provide safety for all road users: pedestrians, cyclists, school busses, cars, etc.

Tinberg: What will it be like to live on the roads with the increased traffic on Fairbrook west of Center and Beal east of Griswold?

Kroll: It will be different, but a well-designed road can benefit all road users.

No consensus was reached regarding this issue.

Johnson Street Bridge: vehicular or pedestrian connection?

Kirk: Supports pedestrian bridge, but not vehicular.

Barry: Agree.

Hay: Agree.

7 Mile and South Center Intersection

Tinberg: Should the Commissioner recommend signalization or a roundabout?

Hay: Thanked Consultant Dearing for information in the packet regarding roundabouts. He came from a point of skepticism, but has changed his mind based on what he has learned about roundabout design as it relates to pedestrian and vehicular safety. The right roundabout at this intersection could be an excellent solution to traffic issues and pedestrian safety, and he tentatively supported a single lane roundabout here.

Tinberg, Barry, DeBono, Salliotte, Maise support a roundabout. Kirk also supports, but with 2 lanes on the north and 1 lane on the south.

Planning Consultant Elmiger: Next step is to talk with OHM and Wayne County. Discover if engineering can support a 1-lane roundabout.

Tinberg: In favor of a well-designed roundabout that ensures safety and welfare of every type of traveler, on the smallest scale possible.

Consultant Dearing agrees with “the smallest scale possible.”

Tinberg: The recommendation will be to City Manager Sullivan that the Commission supports, after long study, the concept of a roundabout, and the City team should move forward with exploring that option.

Pedestrian crossing at 7 Mile and River Street

Hay: Interested in safe pedestrian connectivity between the development and all the interesting things to the south, including Hines Park and a potential new location for the Farmers’ Market.

Commission: General agreement.

Intersections at 7 Mile/South Main and 7 Mile/Northville Road

Planning Consultant Elmiger: Final traffic report recommends a signal at intersection at 7 Mile/South Main, and signal optimization at Northville Road/S. Main. The 7 Mile/South Main intersection had the most impacts from the project and is an appropriate mitigation requirement. A preliminary meeting with Wayne County is scheduled at the end of the month.

Ms. Kroll: 7 Mile/Northville intersection met warrant criteria for installing a signal. Due to the proximity to the existing signalized intersection, the two can be coordinated together, after some geometric improvements were made. Next steps included putting together some preliminary designs, and then talking to Wayne County to get their feedback.

Mr. Wertheimer: As part of the development agreement, developer will make a financial contribution to the City for traffic improvements, and the City will determine the best way to spend those dollars. The contribution would be 6 figures (over \$100K and less than \$1M). Other funding sources will also be utilized as much as possible.

Commission: Agrees with this direction, expects a substantial contribution from the developer.

Intersection of E. Cady and S. Main

Planning Consultant Elmiger: The traffic impact Study showed no impact from the project to this intersection. While the City may want to improve the intersection, there was no demonstrated need to connect this intersection to the project.

Barry: This is an unsafe corridor connection, however the City deals with it. Commissioners need to address this; it is unsafe. This is an important city issue that needs to be dealt with, in one way or another. Not dealing with does a disservice to the community and the City.

Kirk: Agree. Cady Street must connect with Northville Road.

Tinberg: Put on a to-do list, but not necessarily in connection with this development.

Hay: Agree. Supports not addressing relative to this development. The intersection is dangerous, but not because of the development.

Salliotte: Agree. Should be a high priority.

Tinberg: Planning Commission can make a recommendation to Council as to what the Commission would like to see happen, probably outside The Downs site plan review process.

Randolph/Center and Cady/Center Intersections

Salliotte: Poor level of service to poor level of service; no meaningful solutions provided. What could be done to improve the intersections? Not operating at an appropriate level given the context of where they sit adjacent to the project and the amount of traffic they are going to receive.

Barry: Traffic consultant had said these intersections were impossible to improve, because they don't

meet warrant criteria. However, the situation still exists and there needs to be a way to deal with it. It was an F before and will still be an F after getting more traffic from the development.

Hay: Agree.

Salliotte: Agree. A solution needs to be figured out. The project bears some responsibility. The roundabout at Center and 7 Mile could push the waiting traffic north to S. Center intersections, making a bad situation worse.

Ms. Kroll: Roundabouts give more gaps for the side street traffic, vs. platoons of traffic traveling via signalized intersections. The stacking will not increase. However, with more traffic there will be fewer gaps.

Barry: It is difficult for pedestrians to cross the street at certain times of the day; the roundabout would make it more difficult at times.

Ms. Kroll: The recommendation of the traffic study was – because it didn't meet the warrant criteria – to monitor these intersection operations. If the intersections meet the warrant criteria because of the increased traffic, the funds given by the developer to the City for traffic mitigation could be used to install a signal. The advantage of a PUD is the City has that flexibility.

Salliotte: It is important to know what to plan for, assuming certain situations or conditions are met, and to know what tools are in the toolbox. What potential solutions would the traffic engineers recommend when certain conditions are met?

Barry: If we can't do it today, what is the path forward for doing it tomorrow?

Consultant Dearing: After the traffic study, and development construction, reality occurs and drivers find their own way to go. Drivers will make independent decisions that might only bear a resemblance to the assumptions made at this point in time. If for whatever reason, more than anticipated drivers want to use Cady Street, the use will push the intersections to warrant level. Ms. Kroll is suggesting that this is not “do it and forget it”, but rather continue to monitor the situation to see what reality transpires.

Tinberg: Is a monetary contribution typically the way this is handled?

Consultant Dearing: It can be, given that this is a PUD. Suggested mitigations can include cost estimates. With that as a starting point, negotiations begin.

Barry: Important that someone in the City/development team monitor the situation.

Kirk: Agree.

Salliotte: Agree. Further future discussion is needed based on an updated post-construction traffic study.

Tinberg: Include a requirement for monitoring during and post construction.

Maise: This can be part of recommendations to City Council as a condition.

Barry: Need to discuss street ecosystems and width of private alleyways.

Chair Tinberg suggested that the Commission complete their discussion of roads, pathways, connections and parking at the June 7 meeting, and spend the rest of tonight’s meeting brainstorming regarding the next topic: architecture, landscaping and aesthetics. Commissioners identified the following topics:

- Compatibility of proposed plans with the traditional historic character of downtown Northville and nearby neighborhoods:
 - While the developer is on the right path by expanding his team with local architects, are there other tools that should be used?
 - Materiality, variation of style, scale
 - Residential product mix. Front porches. Appropriate ornamentation and detail.
 - Alley function and materials
 - Lot size and floor area ratio

- Design that promotes walkability and a sustainable community
 - Permeable pavement solutions
 - Effectively dealing with grade changes in the greater downtown area and moving into the site. Creative and workable solutions to promote and allow pedestrian linkages. Connect where people are and where they want to get to.
 - Seasonality issues – things should work on some level year round.
 - Consider solutions from Gutman/Haifleigh/Spillman reports
 - Use available resources
 - Complement historical Northville
 - Front porches/connecting with people
 - Sustainability: Housing types – who are they for – who will be the future of this community?
 - Under sustainability, energy efficient commercial buildings. What is the developer planning? Minimum code or more?

- Street trees, sidewalks, and right of way plantings
 - Yards wide enough for shade trees
 - Low impact design opportunities throughout the ROW/parking areas
 - Diversification and placement of tree species
 - Native trees vs Asian species
 - Caliper of trees planted on day 1
 - Elmiger contributions as a landscape architect
 - No invasive species/ best practices
 - Sustainability committee – tree subcommittee
 - Davy tree survey
 - Screening between uses and features, overall landscape design (should not all look the same)

- Gateway features at South Center Street and/or River Street
 - What is being proposed? Sides and backs of homes not be the best choice.
 - Signage/wayfinding
 - Nothing to obscure sight lines for pedestrians or drivers in favor of something cute. How will plantings be maintained over time as they grow? The historic downtown is Northville’s grand statement.

As discussion concluded, the following motion was offered:

MOTION by DeBono and support by Maise, to adjourn the meeting at 10:30 pm.

Motion carried by voice vote.

Respectfully submitted,
Cheryl McGuire
Recording Secretary



May 31, 2022

Planning Commission
City of Northville, Michigan
Commission Members

Re: The Downs
Preliminary Landscape and Architecture Submission

Dear Commission Members:

We are very excited to be returning to you at your next Planning Commission meeting to discuss the landscape and architecture for the proposed Downs Development. The package of drawings that follows has been minimized for your handling convenience and is a small sampling of the extensive presentation that will be made at the June 7th meeting. That presentation will be made available to all commission members for their dissemination and review. The design team will eagerly await feedback on the proposed landscape and architecture, and will provide updates and revisions as needed for the final submission.

The information that follows includes:

- Over Project Site Plan including project data
- Letter describing the revisions to the site plan
- Landscape Plans specific to key building areas
- Proposed buildings matrix
- 2-Dimensional Elevations of each building type

We hope this brief description of the information submitted you understand the preliminary direction for the landscape and architecture. We will prepare a full, extensive presentation for the meeting and truly look forward to our discussion and to the potential this project has for the City of Northville!

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. E. Miller', written over a horizontal line.

Robert E Miller, aia
Principal

M Architects on behalf of:

Hunter Pasteur | The Forbes Company | Toll Brothers | Oboran |
Elkus Manfredi Architects | Presley Architecture | Grissim Metz Andriese | Seiber Keast Lehner

May 31, 2022

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

MEMORANDUM: Preliminary Site Plan Layout Revisions

Mrs. Elmiger,

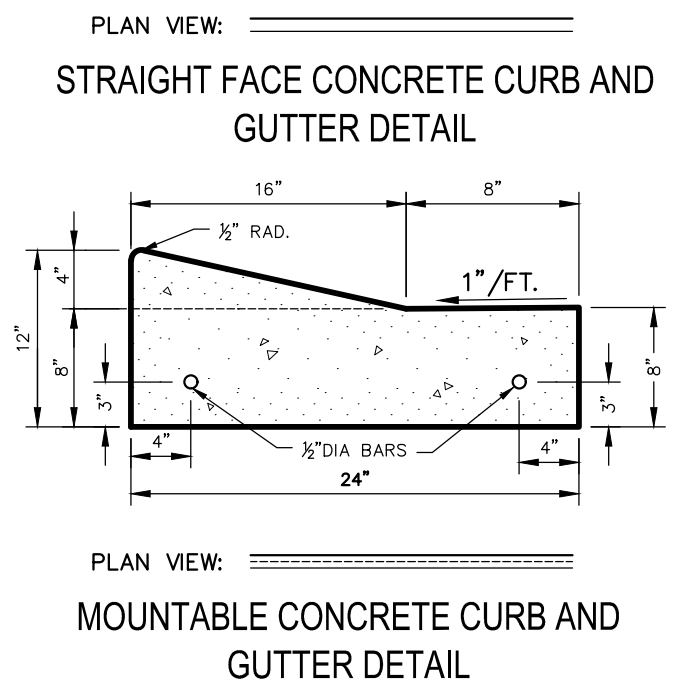
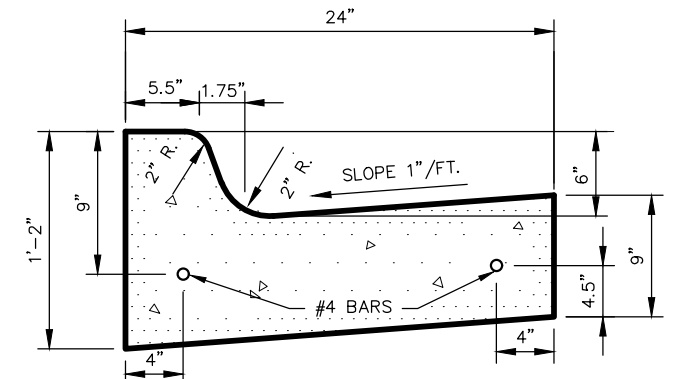
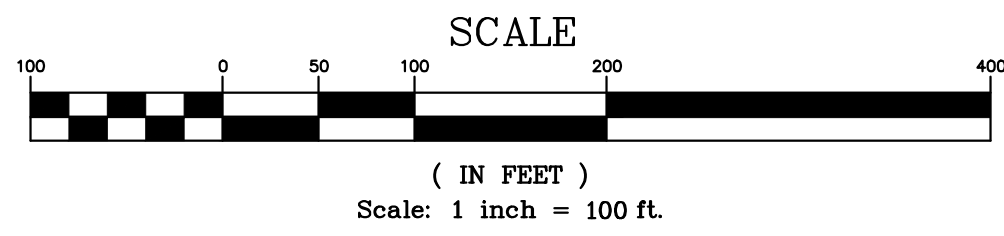
In response to comments during the recent Planning Commission Site Plan Review meetings, we have made several revisions to the Site Plan for the Northville Downs Development. Please see the attached revised Overall Site Plan (Sheet 7 of the PUD Site Plan Set) for review and discussion. The following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

1. As discussed in the May 17 Planning Commission Meeting, all the Public ROW south of Beal Street is 50 ft wide. The road cross sections have been revised to provide 10' wide drive lanes with shared bike lanes, 7' wide on street parking spaces, a 5' wide greenspace behind the curbs and a 5' wide sidewalk. Adjacent to each ROW line, there is a 5' wide "Easement for Sidewalks and Utilities" provided to allow adequate room in and adjacent to the ROW for public sidewalks and utility installations. 24" Straight Face curbs are provided in all public ROW's as requested.
2. Please note there are still several Private Driveways and Alleyways providing garage access to the units south of Beal Street. These driveways will use 24" Mountable curbs due to the number of drives to units.
3. Additional hardscape has been provided at the Apartment and Condominium buildings along Cady Street. Please see the Landscape Plans for additional details.
4. The Site Summary calculations have been updated accordingly, including revisions to the Parking Calculations.

Seiber Keast Lehner, Inc.

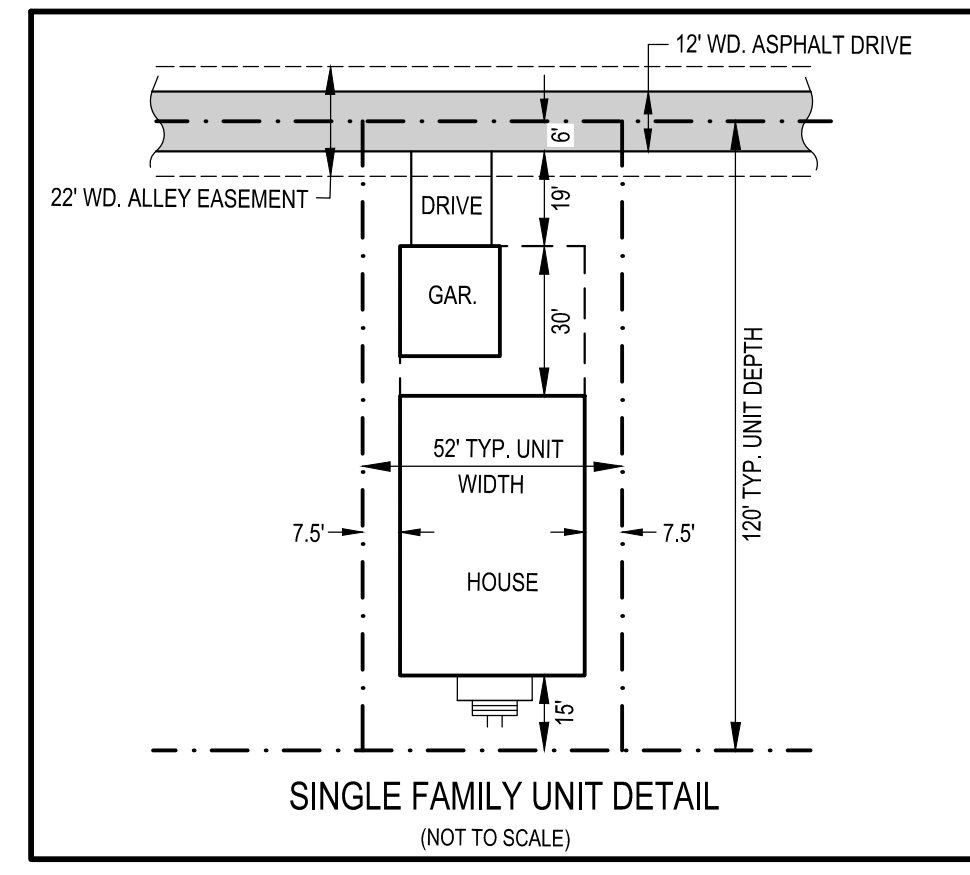
Robert J Emerine, PE



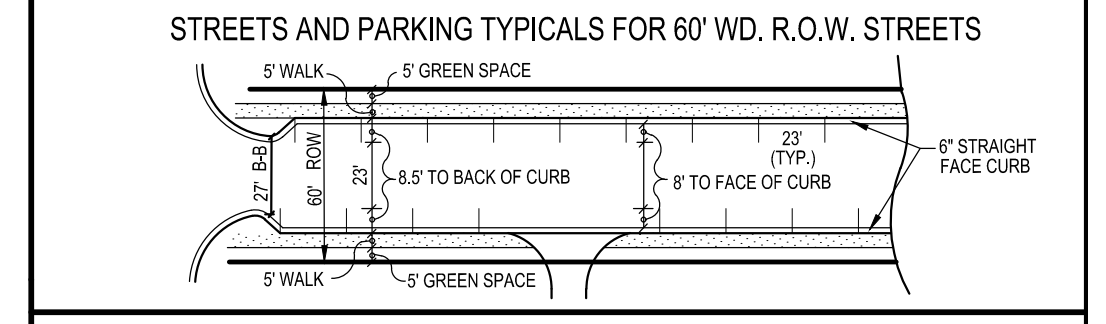
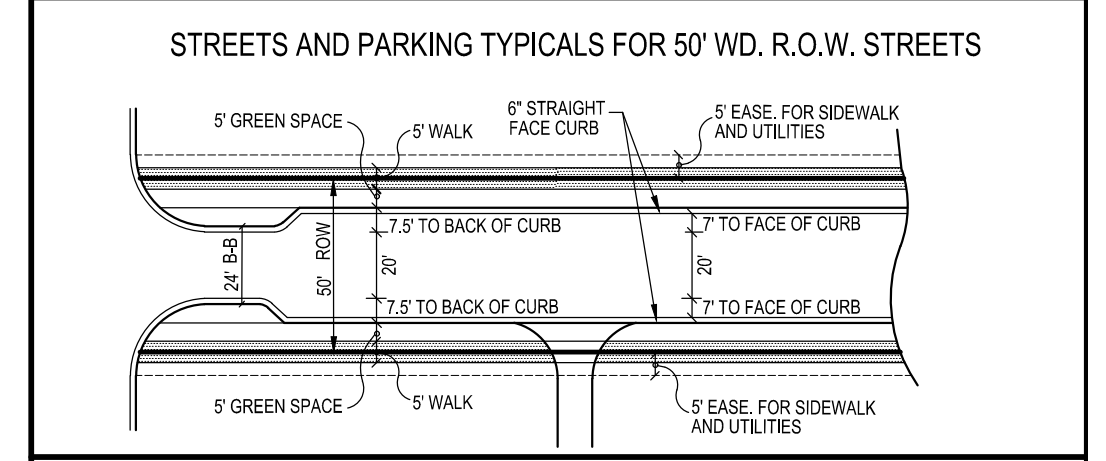
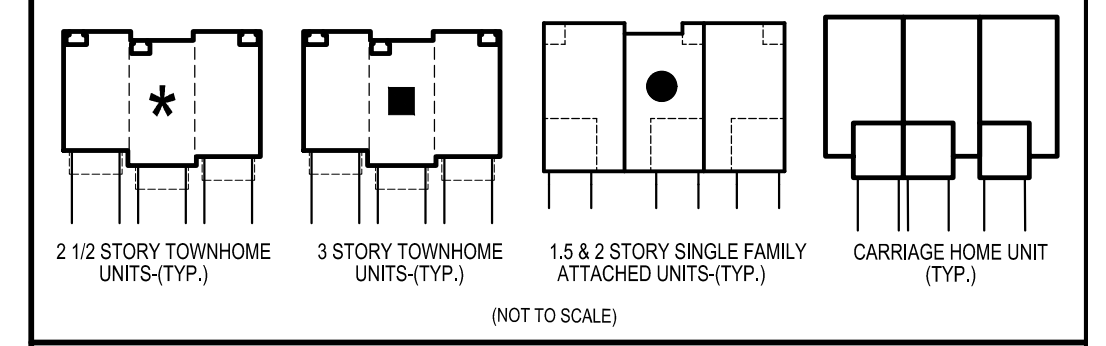


SITE SUMMARY

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	
COMMERCIAL / RETAIL USE	= 205,490 SF
GARAGE AREA	= 11,336 SF
TOTAL BUILDING AREA	= 67,762 SF
OUTDOOR AMENITY TERRACE	= 17,990 SF
NE CONDOMINIUM BUILDING	
UNITS SHOWN	= 42 UNITS
DENSITY SHOWN	= 22.70 DU/AC
SETBACKS	
FRONT YARD	= 10' (COMMERCIAL - CSO DISTRICT)
SIDE YARD	= 15' (RESIDENTIAL - CSO DISTRICT)
REAR YARD	N/A
RESIDENTIAL USE	
COMMERCIAL / RETAIL USE	= 100,512 SF
GARAGE AREA	= 10,280 SF
TOTAL BUILDING AREA	= 7,711 SF
OUTDOOR AMENITY TERRACE	= 6,100 SF
ROW HOUSES	
UNITS SHOWN	= 2.27 AC
DENSITY SHOWN	= 31 UNITS
DENSITY SHOWN	= 13.66 DU/AC
SETBACKS	
FRONT YARD	= 15' (CADY STREET)
BUILDING SEPARATION	= 12'
REAR YARD	N/A
RESIDENTIAL USE	
COMMERCIAL / FLEX USE	= 27,313 SF
GARAGE AREA	= 2,084 GFA
TOWN HOMES / SF ATTACHED	
TOWN HOMES	= 12.12 AC
SF ATTACHED	= 98 UNITS
DENSITY SHOWN	= 31 UNITS
DENSITY SHOWN	= 10.64 DU/AC
SETBACKS	
FRONT YARD	= 10' MIN.
BUILDING SEPARATION	= 20'
REAR YARD	N/A
CARRIAGE HOMES	
CARRIAGE HOMES	= 3.08 AC
DENSITY SHOWN	= 28 UNITS
DENSITY SHOWN	= 9.09 DU/AC
SETBACKS	
FRONT YARD	= 19'
BUILDING SEPARATION	= 20'
REAR YARD	N/A
SINGLE FAMILY HOMES	
LOTS SHOWN	= 6.97 AC
DENSITY SHOWN	= 38 UNITS
DENSITY SHOWN	= 5.45 LOTS/AC
SETBACKS	
FRONT YARD	= 15'
SIDE YARD	= 7.5' (15' TOTAL)
REAR YARD	= 19' (FROM ALLEY)
TOTAL RESIDENTIAL	
TOTAL OVERALL NET DENSITY	= 446 UNITS
TOTAL OVERALL GROSS DENSITY	= 10.80 UNITS/AC
TOTAL OVERALL GROSS DENSITY	= 9.27 UNITS/AC
PARKING PROVIDED SUMMARY	
NW APARTMENTS	
GARAGE	= 179 SPACES
SURFACE LOT	= 107 SPACES
NE CONDOMINIUM BUILDING	
GARAGE	= 286 SPACES
SURFACE LOT	= 1.61 SPACES PER UNIT
ROW HOUSES	
GARAGE	= 62 SPACES (2 GAR)
SURFACE LOT	= 16 SPACES
PUBLIC STREET PARALLEL	
CADY STREET	= 25 SPACES
CADY SURFACE LOT	= 18 SPACES
EX GRISWOLD STREET	= 14 SPACES
GRISWOLD EXTENSION	= 38 SPACES
BEAL STREET	= 56 SPACES
HUTTON STREET	= 47 SPACES
ROAD A	= 54 SPACES
FAIRBROOK STREET	= 44 SPACES
TOWNHOMES / SF ATTACHED / CARRIAGE	
GARAGES / DRIVES	= 510 SPACES (2 GAR / 2 DRIVE)
GARAGES ONLY	= 62 SPACES (2 GAR)
PARKING SPACES	= 37 SPACES
SINGLE FAMILY HOMES	
GARAGES / DRIVES	= 152 SPACES (2 GAR / 2 DRIVE)
PARKING SPACES	= 8 SPACES
TOTAL PARKING PROVIDED	
= 1,534 SPACES	
TOTAL PUBLIC PARKING PROVIDED	
= 341 SPACES	



★	FLAT ROOF 2 1/2 STORY TOWNHOMES
■	FLAT ROOF 3 STORY TOWNHOMES
●	2 STORY SINGLE FAMILY ATTACHED
—	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>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	
4.	REVISED PER CITY REVIEW	5-31-22	

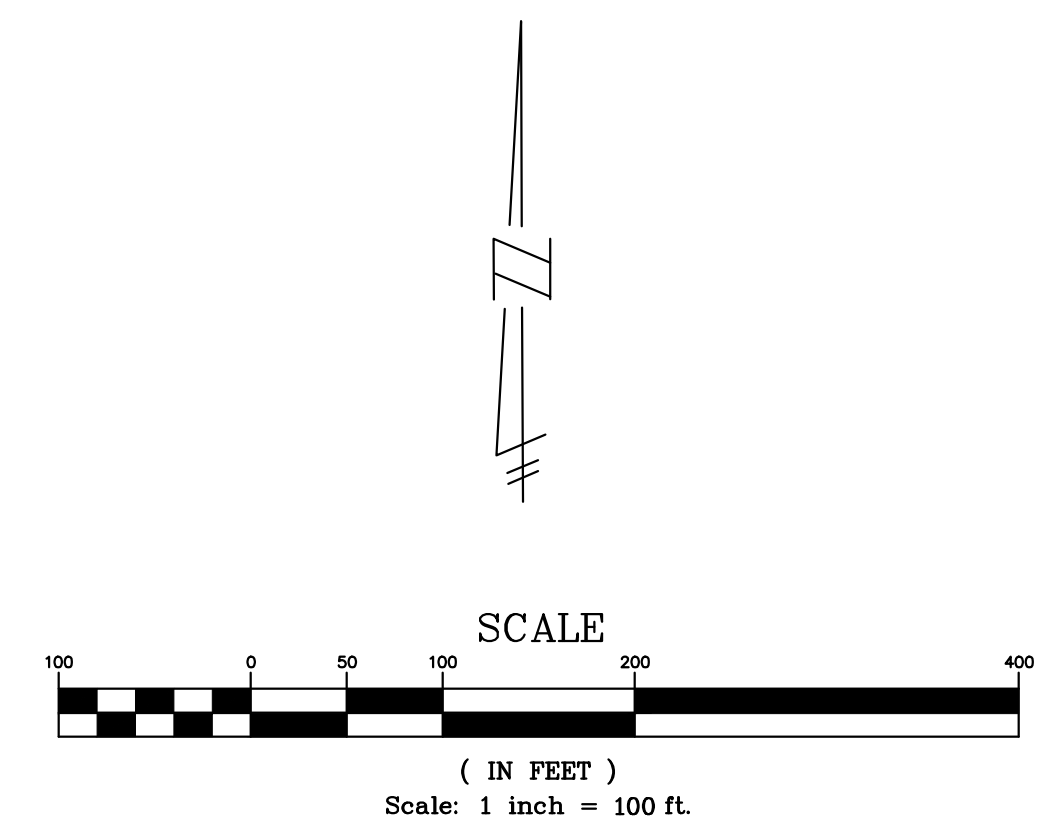
DATE: 12-05-21 DESIGNED BY: A.A. JOB NUMBER: 21-001
CHECKED BY: R.B. DRAWING FILE: 7-21001-0A.DWG

OVERALL SITE PLAN

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

SHEET
7





OPEN SPACE SUMMARY	
SITE AREA	48.12 ACRES
OPEN SPACE SHOWN	14.94 ACRES
OPEN SPACE PERCENTAGE	31.05%
OPEN SPACE EXCLUDING DETENTION	12.18 ACRES
OPEN SPACE PERCENTAGE	25.31%
OPEN SPACE AS SHOWN ON MASTER PLAN	9.31 ACRES (19.3%)

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

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

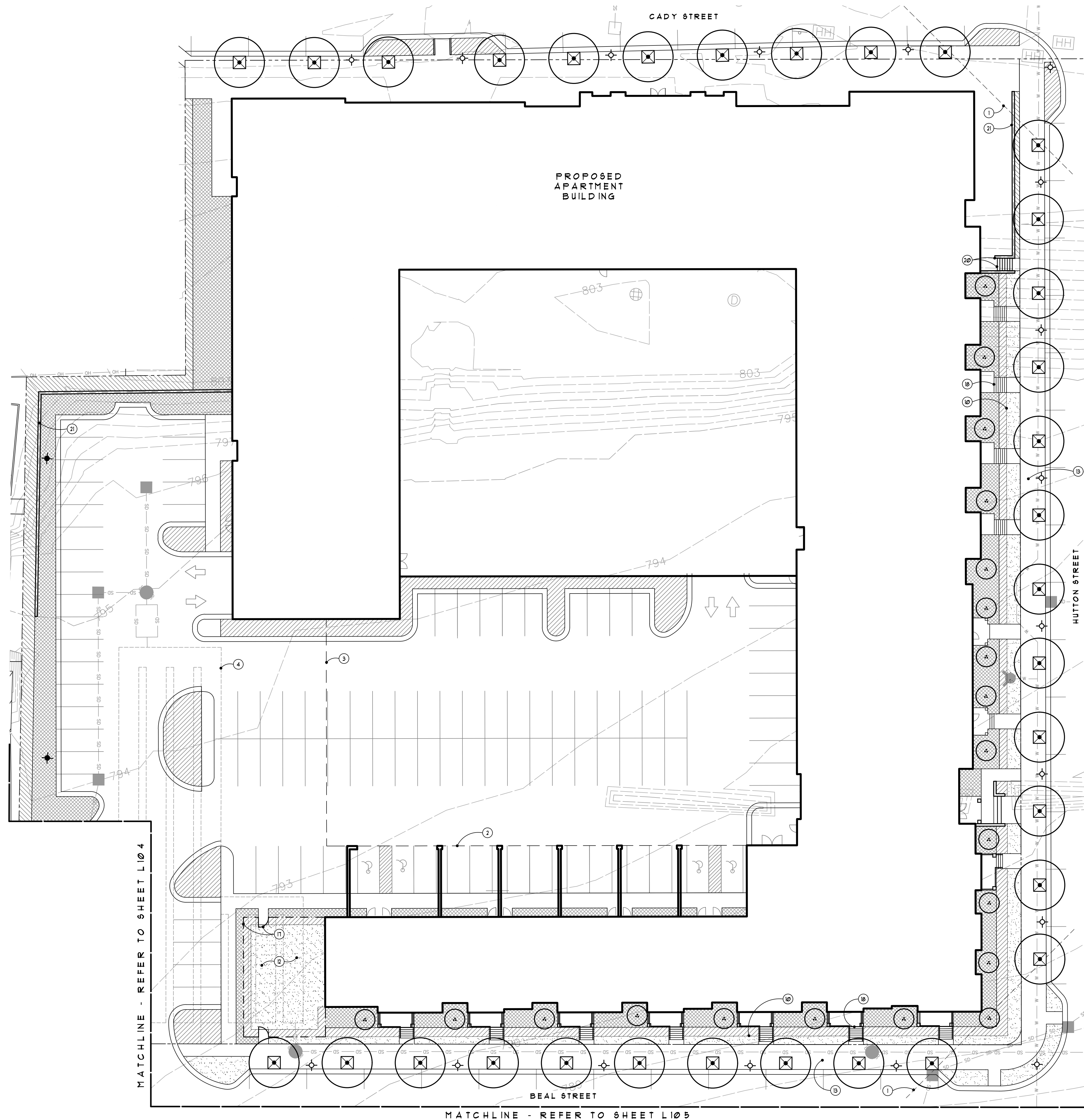
REVISIONS			UTILITY WARNING
NO.	ITEM	DATE	UNDERGROUND UTILITY LOCATIONS AS SHOWN ON THE PLAN, WERE OBTAINED FROM UTILITY OWNER AND NOT FIELD LOCATED. Know what's below. Call before you dig. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF AND/OR RELOCATION OF ALL UTILITIES THAT MAY INTERFERE WITH CONSTRUCTION.
1.	REVISED PER CITY REVIEW	1-20-22	
1.	REVISED PER CITY REVIEW	5-31-22	

DATE: 12-05-21 DESIGNED BY: A.A. JOB NUMBER: 21-001
CHECKED BY: R.E. DRAWING FILE: 10-21001-08.DWG

OPEN SPACE PLAN

SEIBER KEAST LEHNER ENGINEERING SURVEYING 39205 COUNTRY CLUB DRIVE, SUITE C8 FARMINGTON HILLS, MI 48331 PHONE: 248.308.3331	SHEET 10
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12/15/2021 THE DOWNS - NORTHVILLE PLANNING DEPARTMENT SITE PLAN LAYOUT (SCALE: 1/8"=1'-0") 12/15/2021 2:13 PM

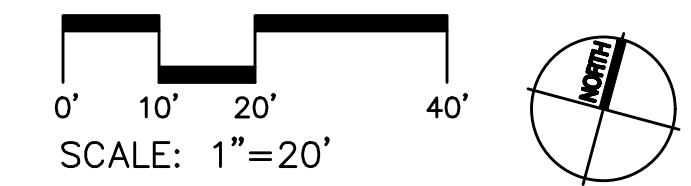


Legend: (APPLIES TO L101-L106, NOT ALL GRAPHICS APPLY TO EACH SHEET)

- PROPERTY LINE, TYP.
- - - EXISTING CONTOUR LINES, TYP.
- - - PROPOSED CONTOUR LINES, TYP.
- SS SS SS EXISTING UTILITY LINES, TYP.
- W W W W PROPOSED UTILITY LINES, TYP.
- ☼ EXISTING LIGHT POLE LOCATION TO REMAIN
- ⊙ EXISTING SIGN - REFER TO CIVIL PLANS
- PROPOSED DECIDUOUS STREET TREES AND OR PARKING LOT TREES IN LAWN. POSSIBLE PLANT PALETTE TO INCLUDE BUT NOT BE LIMITED TO - LOCUST, TULIP, LINDEN, ZELKOVA, MAPLE, ELM
- ⊙ PROPOSED COLUMNAR DECIDUOUS STREET TREES. POSSIBLE PLANT PALETTE TO INCLUDE BUT NOT BE LIMITED TO - ENGLISH OAK, BOWHALL, MAPLE, EUROPEAN HORNBEEAM, CHANTICLEER PEAR, ELM
- ⊙ PROPOSED DECIDUOUS STREET TREES IN TREE GRATES. POSSIBLE PLANT PALETTE TO INCLUDE BUT NOT BE LIMITED TO - LOCUST, TULIP, LINDEN, ZELKOVA, MAPLE, ELM
- ⊙ PROPOSED DECIDUOUS TREE ALONG ALLEY - REFER TO PROTOTYPICAL SINGLE FAMILY LANDSCAPE PLAN
- ⊕ PROPOSED DECIDUOUS SHADE TREES. POSSIBLE PLANT PALETTE TO INCLUDE BUT NOT BE LIMITED TO - OAK, MAPLE, LOCUST, BIRCH, TULIP, ELM
- ⊕ PROPOSED ORNAMENTAL TREES. POSSIBLE PLANT PALETTE TO INCLUDE BUT NOT BE LIMITED TO - CRABAPPLE, MAGNOLIA, SERVICEBERRY, JAPANESE TREE LILAC, DOGWOOD
- ⊕ PROPOSED POND TREES. POSSIBLE PLANT PALETTE TO INCLUDE BUT NOT BE LIMITED TO - BIRCH, DAUN REDWOOD, OAK, MAPLE, ALDER, POPLAR
- ⊕ PROPOSED EVERGREEN TREES. POSSIBLE PLANT PALETTE TO INCLUDE BUT NOT BE LIMITED TO - FIR, SPRUCE, PINE, HEMLOCK
- ▨ PROPOSED DECIDUOUS AND OR EVERGREEN SHRUBS. POSSIBLE PLANT PALETTE TO INCLUDE BUT NOT BE LIMITED TO - ARBORVITAE, HYDRANGEA, BOXWOOD, YUCCA, VIBURNUM LILAC, SPIREA, SHRUB ROSES, JAPANESE
- ▨ PROPOSED PERENNIALS AND OR GROUNDCOVER. POSSIBLE PLANT PALETTE TO INCLUDE BUT NOT BE LIMITED TO - CATMINT, ROSES, GERANIUMS, DAYLILIES, ASTILES, RUSSIAN SAGE, SEDUM, HYDRILLA, PACHYSANDRA, RIBBON GRASS, LIRIOPE
- ▨ LAWN, TYP.
- ▨ EMERGENT WETLAND / MESIC SEED MIX, TYP. - TO BE FURTHER DESIGNED FOR FINAL SPA
- ▨ UPLAND / LOW PROFILE PRAIRIE SEED MIX, TYP. - TO BE FURTHER DESIGNED FOR FINAL SPA
- ⊕ NEW STREET LIGHTS TO MATCH THE CITY OF NORTHVILLE SECONDARY STREET DESIGN STANDARDS
- ⊕ NEW ROADWAY / PARKING LOT LIGHTS TO MATCH ZONING ORDINANCE REQUIREMENTS

Note Key: (APPLIES TO L101-L106, NOT ALL NOTES APPLY TO EACH SHEET)

- ① 25' SIGHT VISION TRIANGLES, TYP.
- ② OUTLINE OF BUILDING ABOVE, TYP.
- ③ OUTLINE OF BUILDING BELOW, TYP.
- ④ UNDERGROUND DETENTION - REFER TO CIVIL
- ⑤ AMPHITHEATER SEATING / STEPS, TYP.
- ⑥ 20' WIDE PEDESTRIAN PROMENADE
- ⑦ JOHNSON DRAIN AND EXISTING WOODED AREA TO REMAIN UNDISTURBED, TYP.
- ⑧ 1 MILE ROAD GATEWAY TO BE DESIGNED AT A LATER DATE
- ⑨ RIVER PARK / RIVER OPENING TO BE DESIGNED AT A LATER DATE
- ⑩ BEDLINE, TYP.
- ⑪ LIMIT OF SEED MIX, TYP.
- ⑫ DOG PARK
- ⑬ SIDEWALK, TYP.
- ⑭ AERATOR FOUNTAIN
- ⑮ LIMIT OF UNIT LANDSCAPE
- ⑯ POCKET PARK TO BE DESIGNED AT A LATER DATE
- ⑰ DOG PARK FENCE AND GATES
- ⑱ STAIRS AND PORCHES - REFER TO ARCHITECTURAL
- ⑲ OPEN AIR AREA FOR PARKING DECK VENTILATION
- ⑳ STAIRS AND CHEEK WALLS
- ㉑ RETAINING WALL WITH GUARDRAIL
- ㉒ 50' RIGHT-OF-WAY EASEMENT LINES



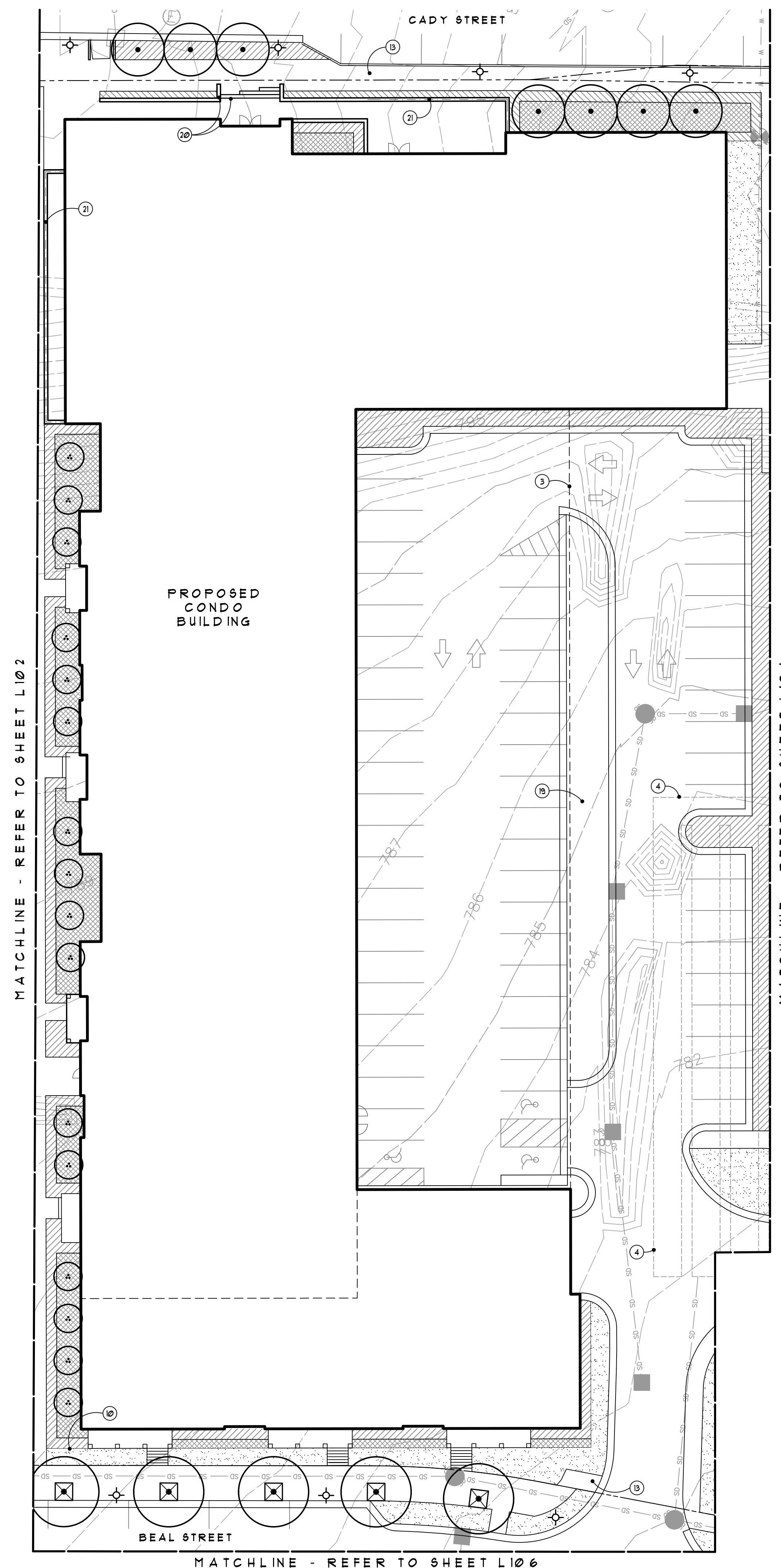
**GRISSIM
METZ ASSOCIATES
ANDRIESE**

Landscape Architecture
15000 Edwards N. Hines Dr., Suite A
Plymouth, MI 48170
Ph: 248-347-7010

Project: _____
The Downs
 Northville, MI _____
 Sheet: _____
Landscape Plan

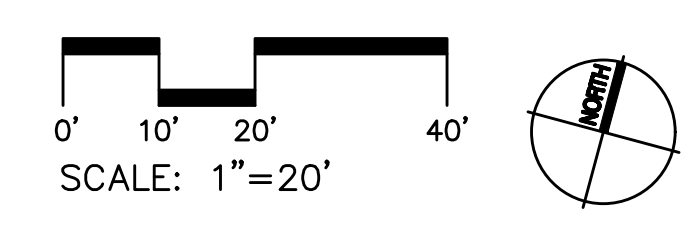
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**GRISSIM
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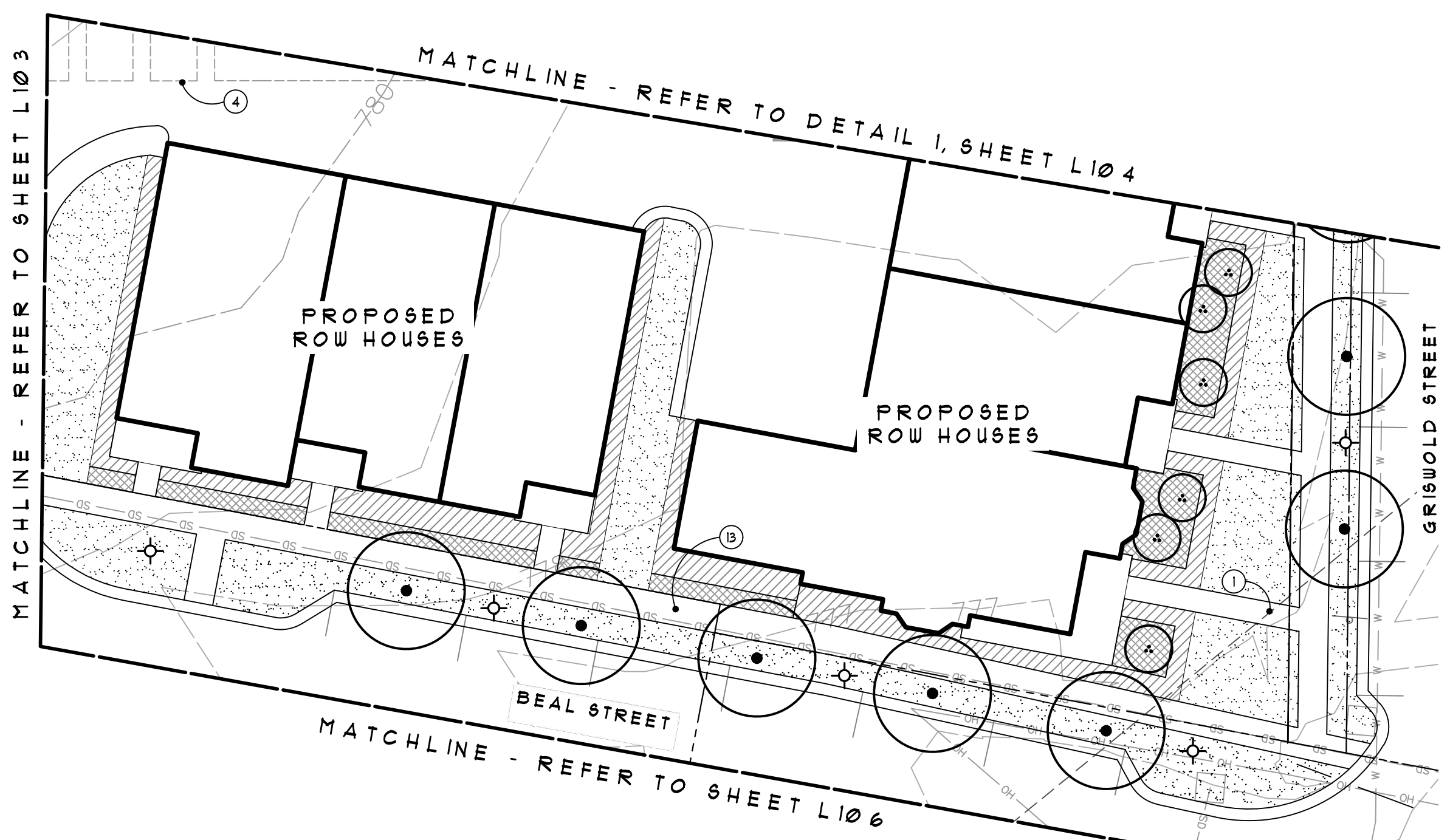
Project:
The Downs
Northville, MI

Sheet:
Landscape Plan

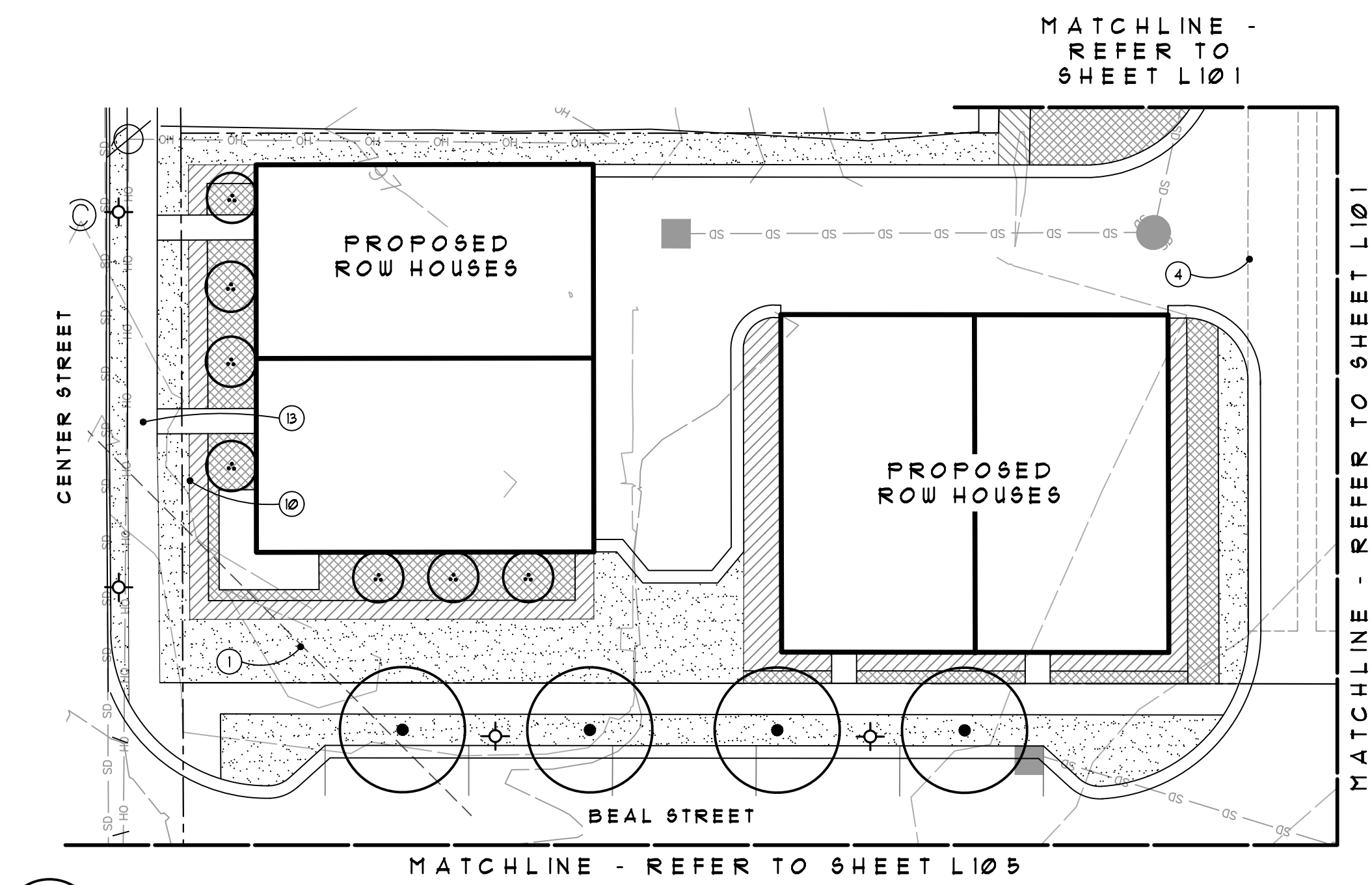
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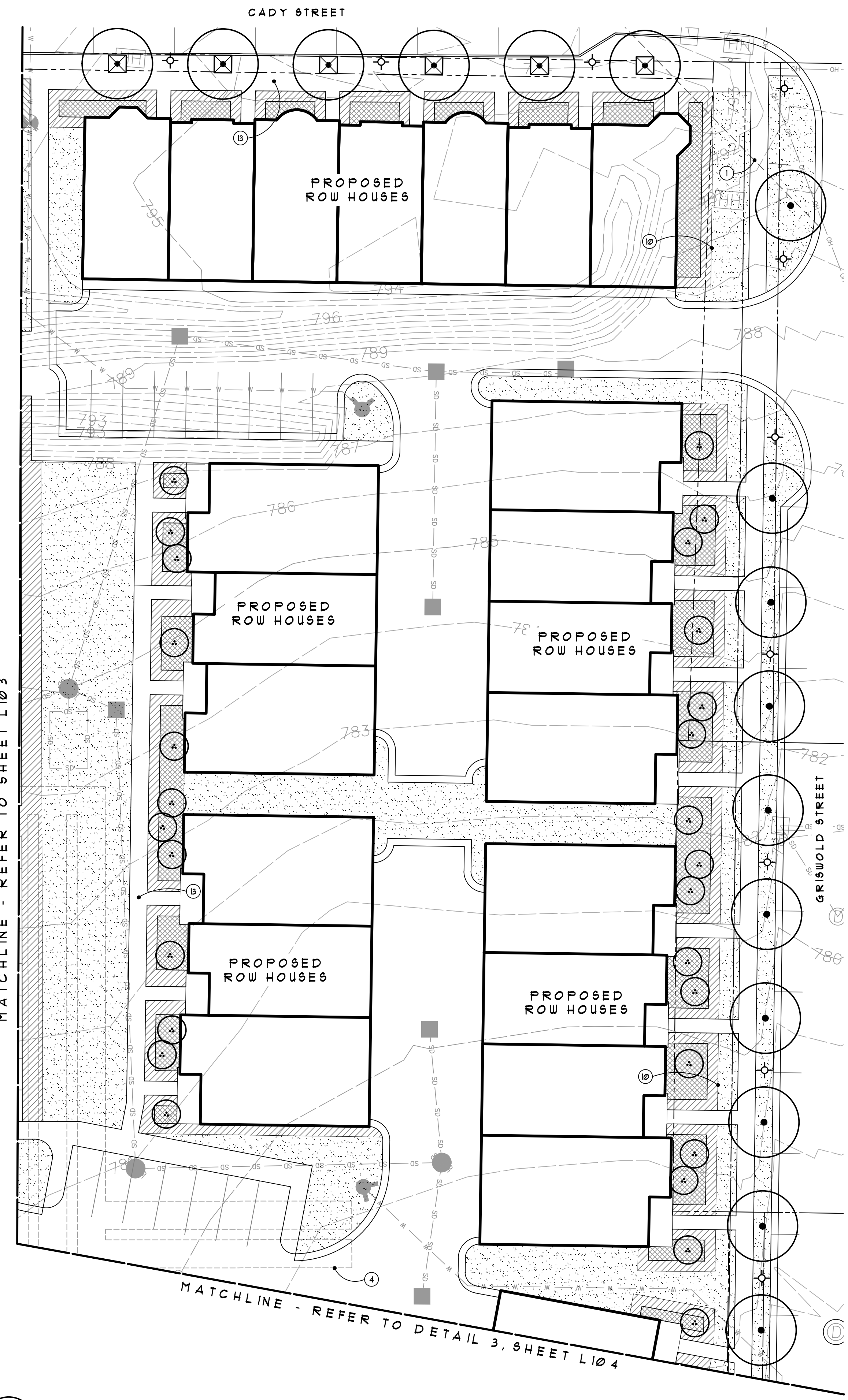
Sheet Number:
L103
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3 Landscape Plan
L104 SCALE: 1" = 20'-0"



2 Landscape Plan
L100 SCALE: 1" = 20'-0"



1 Landscape Plan
L100 SCALE: 1" = 20'-0"

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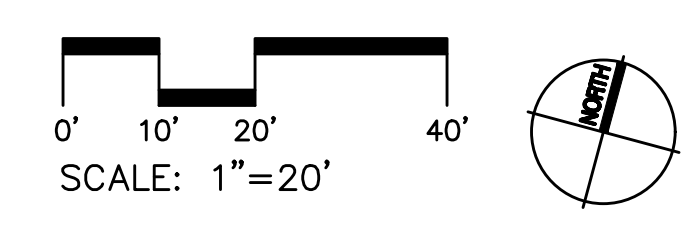
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Ph: 248-347-7010

Project: The Downs
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MATCHLINE - REFER TO SHEET L101 AND L104



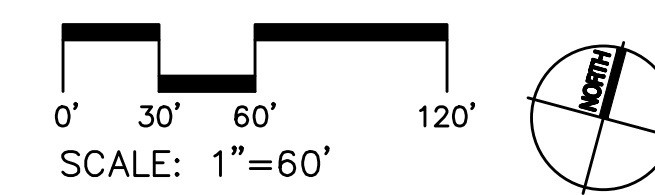
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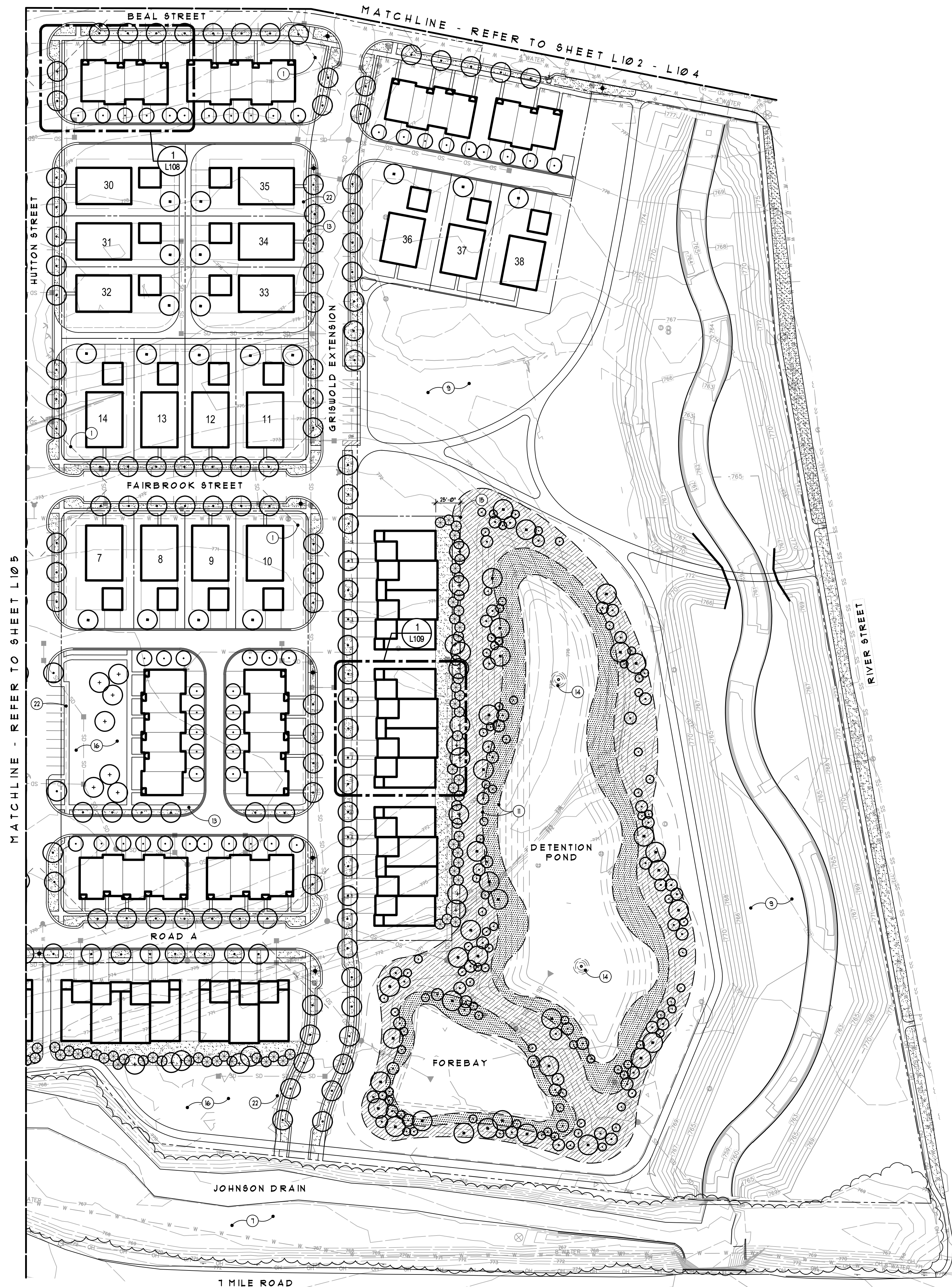
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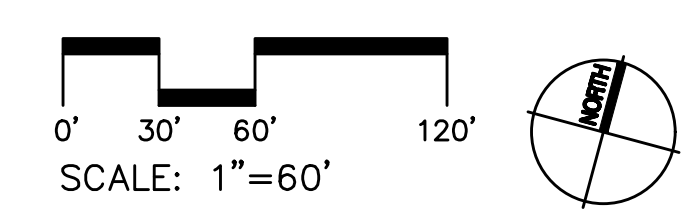
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THE DOWNS ARCHITECTURE

May 31, 2022

The Downs



THE FORBES COMPANY



Ownership



THE FORBES COMPANY



Architecture & Engineering



Landscape



Civil Engineering



ARCHITECTURE MATRIX

- **Northwest Site Apartments**

Page(s) : 4 - 7
Street(s) : Cady, Hutton, Beal
Number Of Units : 178

- **Northeast Site Condominiums**

Page(s) : 8 - 11
Street(s) : Cady, Beal, Hutton (Park)
Number of Units : 42

- **Cady: Rowhouses**

Page(s) : 12
Street(s) : Cady, Griswold (Corner)
Number of Buildings : 1
Number of Units : 7
Unit Sizes : 2,280 SQ. FT + 280 SQ. FT Flex Space

- **Griswold: Townhomes**

Page(s) : 13 - 14
Street(s) : Griswold
Number of Buildings : 2
Number of Units : 8
Unit Sizes : 2,023 - 2,800 SQ. FT
Number of Ground Floor Primary Bedrooms : 4

- **Griswold: Single Family Attached**

Page(s) : 15 - 16
Street(s) : Griswold, Beal (Corner)
Number of Buildings : 1
Number of Units : 3
Unit Sizes : 1,939 - 2,755 SQ. FT
Number of Ground Floor Primary Bedrooms : 1

- **Beal: Single Family Attached 1**

Page(s) : 17
Street(s) : Beal (Near Griswold)
Number of Buildings : 3
Number of Units : 9
Unit Sizes : 1,939 - 2,647 SQ. FT
Number of Groud Floor Primary Bedrooms : 6

- **Beal: Single Family Attached 2**

Page(s) : 18
Street(s) : Beal (Near Griswold)
Number of Buildings : 1
Number of Units : 2
Unit Sizes : 1,939 - 2,647 SQ. FT
Number of Ground Floor Primary Bedrooms : 1

- **Center: Single Family Attached 3**

Page(s) : 19
Street(s) : Center (Near Beal)
Number of Buildings : 1
Number of Units : 2
Unit Sizes : 1,939 - 2,647 SQ. FT
Number of Ground Floor Primary Bedrooms : 1

- **2.5 Story Townhouse**

Page(s) : 20
Street(s) : Beal, Center
Number of Buildings : 10
Number of Units : 43
Unit Sizes : 1,900 - 2,000 SQ. FT

- **Carriage House**

Page(s) : 21
Street(s) : Griswold (South), Road 'A'
Number of Buildings : 8
Number of Units : 28
Unit Sizes : 2,000 - 2,200 SQ. FT
Number of Ground Floor Primary Bedrooms : 28

- **Single Family Detached**

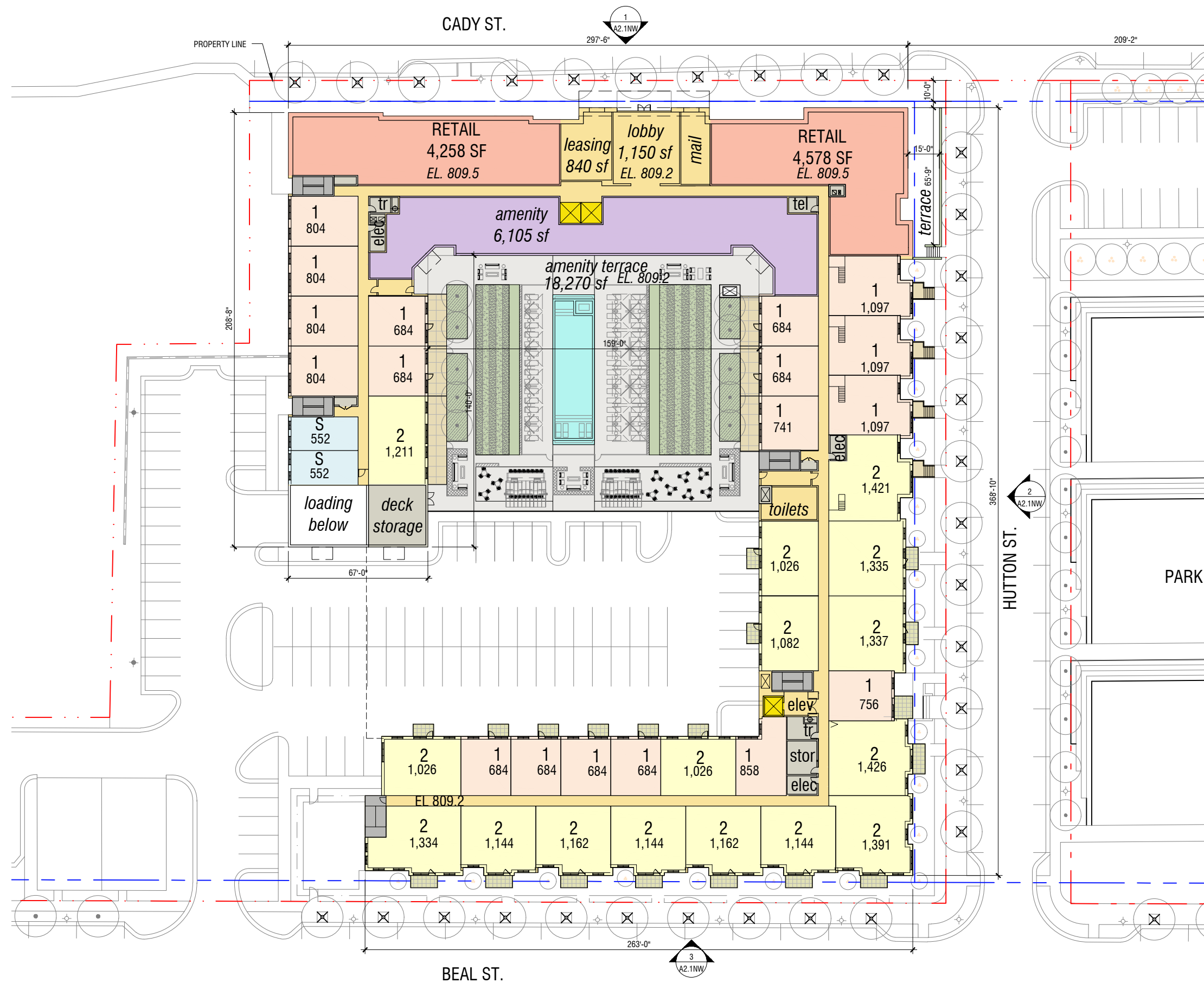
Page(s) : 22 - 26
Street(s) : Griswold, Hutton, Road 'A'. Pairbrook
Number of Houses : 38
House Sizes : 2,200 - 3,200 SQ. FT

- **3 Story Townhouse**

Page(s) : 27
Street(s) : Griswold, Hutton, Road 'A'
Number of Buildings : 10
Number of Units : 42
Unit Sizes : 2,300 - 2,400 SQ. FT

- **Single Family Attached 4**

Page(s) : 28
Street(s) : Center, Private Drives
Number of Buildings : 10
Number of Units : 28
Unit Sizes : 1,800 - 2,655 SQ. FT
Number of Ground Floor Primary Bedrooms : 16





ENLARGED DETAIL NW-E3



ENLARGED DETAIL NW-E2



ENLARGED DETAIL NW-E1



OVERALL HUTTON STREET ELEVATION



ENLARGED DETAIL NW-N3



ENLARGED DETAIL NW-N2



ENLARGED DETAIL NW-N1



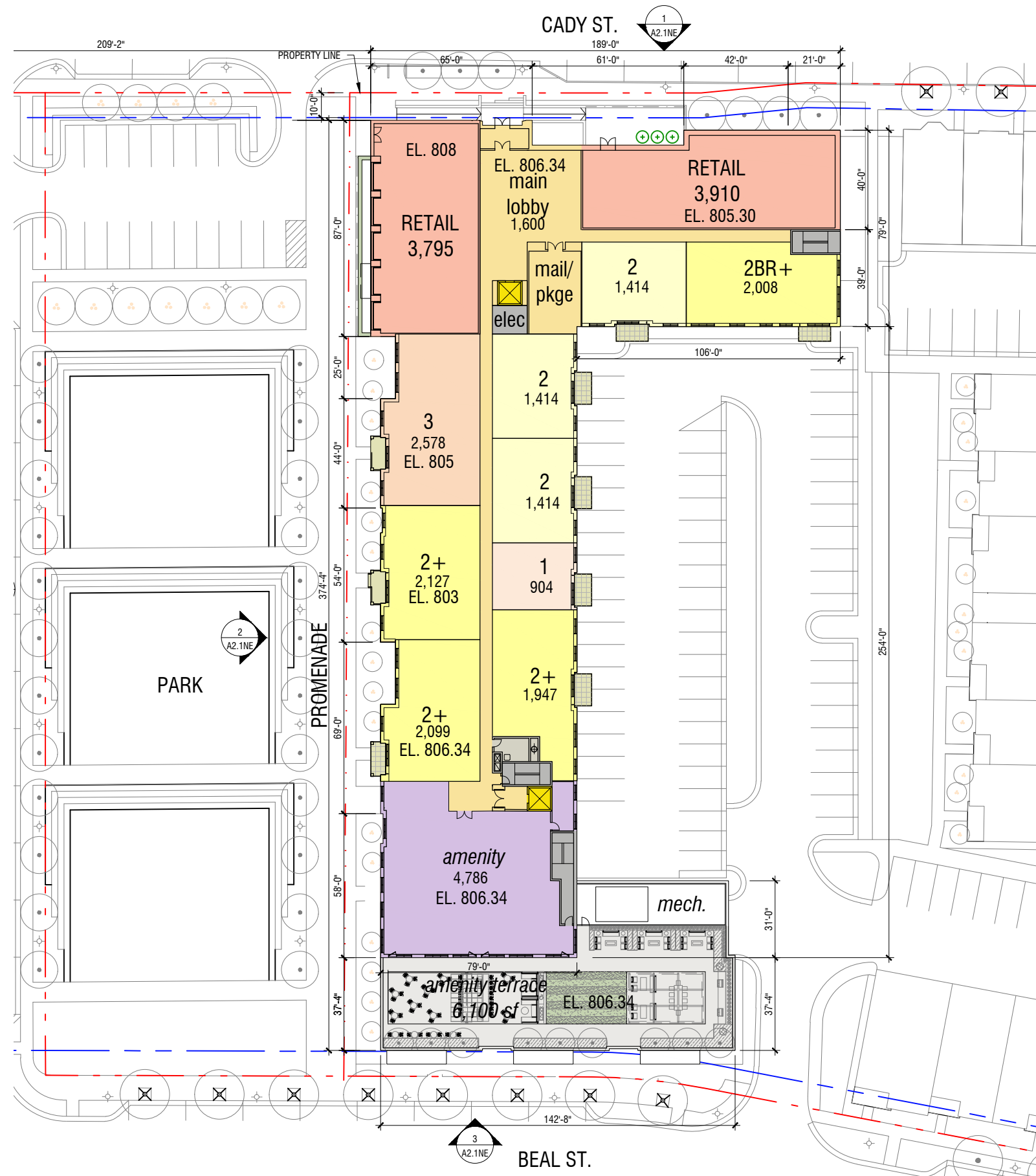
OVERALL CADY STREET ELEVATION



ENLARGED DETAIL NW-S1



OVERALL BEAL STREET ELEVATION





ENLARGED DETAIL NE-W3



ENLARGED DETAIL NE-W2



ENLARGED DETAIL NE-W1



OVERALL PROMENADE ELEVATION



ENLARGED DETAIL NE-N2



ENLARGED DETAIL NE-N1

NE-N2

NE-N1



OVERALL CADY STREET ELEVATION



ENLARGED DETAIL NE-S1



OVERALL BEAL STREET ELEVATION



Cady Street : Rowhouses

NUMBER OF BUILDINGS : 1

NUMBER OF UNITS : 7

SQUARE FOOTAGE : 2,023 - 2,800

SQUARE FOOTAGE : 2,280
+ 280 FLEX SPACE



Griswold Street : Townhouse 1

NUMBER OF BUILDINGS : 2

NUMBER OF UNITS : 8

SQUARE FOOTAGE : 2,023 - 2,800

NUMBER OF GROUND FLOOR

PRIMARY BEDROOMS : 4



Griswold Street: Townhouse 2

NUMBER OF BUILDINGS : 2

NUMBER OF UNITS : 8

SQUARE FOOTAGE : 2,023 - 2,800

NUMBER OF GROUND FLOOR
PRIMARY BEDROOMS : 4



Griswold / Beal Street : Single Family Attached

NUMBER OF BUILDINGS : 1

NUMBER OF UNITS : 3

SQUARE FOOTAGE : 1,939 - 2,755

NUMBER OF GROUND FLOOR
PRIMARY BEDROOMS : 1



Griswold / Beal Street : Single Family Attached

NUMBER OF BUILDINGS : 1

NUMBER OF UNITS : 3

SQUARE FOOTAGE : 1,939 - 2,755

NUMBER OF GROUND FLOOR

PRIMARY BEDROOMS : 1

Beal Street : Single Family Attached 1

NUMBER OF BUILDINGS : 3

NUMBER OF UNITS : 9

SQUARE FOOTAGE : 1,939 - 2,647

NUMBER OF GROUND FLOOR

PRIMARY BEDROOMS : 6





Beal Street : Single Family Attached 2

NUMBER OF BUILDINGS : 1

NUMBER OF UNITS : 2

SQUARE FOOTAGE : 1,939 - 2,647

NUMBER OF GROUND FLOOR

PRIMARY BEDROOMS : 1

Center Street : Single Family Attached 3

NUMBER OF BUILDINGS : 1

NUMBER OF UNITS : 2

SQUARE FOOTAGE : 1,939 - 2,647

NUMBER OF GROUND FLOOR

PRIMARY BEDROOMS : 1





2.5 Story Townhouse

NUMBER OF BUILDINGS : 10

NUMBER OF UNITS : 43

SQUARE FOOTAGE : 1,900 - 2,000



Carriage House

NUMBER OF BUILDINGS : 8

NUMBER OF UNITS : 28

SQUARE FOOTAGE : 2,000 - 2,200

NUMBER OF GROUND FLOOR
PRIMARY BEDROOMS : 28



Single Family Detached Design 1

SQUARE FOOTAGE : 2,200- 3,200

Single Family Detached Design 2

SQUARE FOOTAGE : 2,200- 3,200



Single Family Detached Design 3

SQUARE FOOTAGE : 2,200- 3,200



Single Family Detached Design 4

SQUARE FOOTAGE : 2,200- 3,200





Single Family Detached Design 5

SQUARE FOOTAGE : 2,200- 3,200



3 Story Townhouse

NUMBER OF BUILDINGS : 10

NUMBER OF UNITS : 42

SQUARE FOOTAGE : 2,300 - 2,400

Single Family Attached

NUMBER OF BUILDINGS : 10

NUMBER OF UNITS : 28

SQUARE FOOTAGE : 1,800 - 2,655

NUMBER OF GROUND FLOOR
PRIMARY BEDROOMS : 16





Carlisle | Wortman
ASSOCIATES, INC.

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

MEMORANDUM

TO: City of Northville Planning Commission

FROM: Sally M. Elmiger, AICP

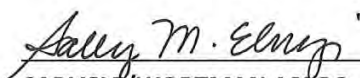
DATE: June 1, 2022

RE: Downs PUD/Preliminary Site Plan – Submission for June 7 Meeting

The applicant for The Downs development has submitted a revised site plan (dated May 31, 2022), with a cover letter outlining the proposed changes. The changes relate to the new road system serving the development that were discussed at the previous Planning Commission meeting. The remaining information relates to the proposed building architecture, which will be the next topic for discussion.

Given the short time frame between meetings and the Memorial Day holiday, we were not able to do a full analysis of the submitted plans. Similarly, the City Engineer and City Staff, were not able to review the submitted plan. However, we will prepare a short presentation that provides our thoughts regarding the most recent submittal.

We look forward to discussing the revisions with you at the upcoming Planning Commission meeting.



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

Cc: Patrick Sullivan
Dianne Massa



Carlisle | Wortman
ASSOCIATES, INC.

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

MEMORANDUM

TO: City of Northville Planning Commission

FROM: Sally M. Elmiger, AICP

DATE: June 2, 2022

RE: Follow-Up Meeting with Wayne County on Mobility Working Group Meeting

As a follow-up to the April 7, 2022 discussion on mobility for The Downs project, a meeting with Wayne County DPS was held to present the Downs Project as a whole. The meeting was attended with representatives of the Mobility Network, River Task Force, Sustainability Task Force, representatives of the Wayne County Department of Public Services, the project development team, the City's traffic and civil consulting engineers, the City Manager, DDA Director, DPW Director and me to discuss conceptual changes to 7-Mile at the intersections of S. Center St., Hines Dr., River St., and S. Main/Northville Road. The purpose of this meeting was to present these concepts to Wayne County and obtain their feedback or input and understand concerns they may have. This memo summarizes this meeting discussion. A list of participants who attended this meeting, as well as the initial mobility/traffic working group meeting on April 7, 2022, is attached.

After introductions, the meeting began with a presentation by Bob Emerine (Seiber Keast Lehner), Project Engineer, who provided an overview of the site plan (dated May 10, 2022) proposed on the Northville Downs site. In his overview of the design, he stated that the project team is in discussions with Wayne County Department of Environment regarding capacity for the Wayne County sanitary interceptor and the optimal connection location along the County interceptor. He also stated that they have submitted the proposed stormwater system design for an initial review by the County, and that the final design will comply with Wayne County's stormwater management standards under which the plan sets were initially submitted. He also mentioned that the project engineers have met with the Michigan Department of Environment, Great Lakes, and Energy (EGLE) to go over the concept for daylighting the river and received preliminary comments on the design. Mr. Emerine answered Wayne County's questions about the proposed river opening concept.

7-Mile and S. Center St./Sheldon Roundabout Concept

John Katers and Steve Dearing (OHM Advisors), City Traffic Engineers, then presented a conceptual level roundabout design for the 7-Mile and S. Center St./Sheldon Rd. intersection. The roundabout design (see attached) that was illustrated to the group was the design first developed for this intersection in 2018, when the idea for a roundabout was first presented. Now that the Planning Commission supports a roundabout (with certain parameters), Mr. Katers stated that the next step is to update and refine this design, using more extensive design parameters including current traffic volumes/counts, current project density projections provided by the Applicant for The Downs, survey of existing conditions (right-of-way, location of wetland/stream boundaries, Wayne Co. Parks boundary, etc.), bridge constraints, pedestrian/bicycle amenities, view angles, speeds, and the like. OHM would consult with Wayne County to discuss these parameters, how they influence the refined design, as well as the next generation design.

Richard K. Carlisle, *President* Douglas J. Lewan, *Executive Vice President* John L. Enos, *Principal*
David Scurto, *Principal* Benjamin R. Carlisle, *Principal* Sally M. Elmiger, *Principal* Craig Strong, *Principal* R. Donald Wortman, *Principal*
Laura K. Kreps, *Associate* Paul Montagno, *Associate*

Wayne County staff asked about pedestrian crossing treatments. Various types of crossing treatments for pedestrians (such as High Intensity Activated Crosswalk Beacon (HAWK Beacon) and Rectangular Rapid Flashing Beacon (RRFB)), and other pedestrian safety features (such as speed tables and rumble strips) were discussed. Google Maps was used to look at two roundabout examples with context-appropriate pedestrian facilities: 1) Dexter, at Baker Road and the public schools; and 2) City of Ann Arbor, at Nixon Road and Huron Parkway. Mr. Katers reiterated that they would work through all relevant components with Wayne County during design development.

Wayne County also mentioned that the center island and splitter islands in the roundabout would require maintenance, and that some type of maintenance agreement with the City would be needed to ensure that the plant material or other elements (such as pavers, sculptures, etc.) receive the necessary maintenance. The County doesn't have the resources to maintain more than just the bare minimum in landscaping.

7-Mile and Hines Dr. Roundabout Concept

Mr. Katers and Mr. Dearing also introduced a concept for a roundabout at the intersection of 7-Mile and Hines Dr. (see attached). It was presented for future consideration and not as part of The Downs project (as the Traffic Impact Study did not identify impacts requiring mitigation here).

7-Mile and S. Main St./Northville Road Concept

Julie Kroll (Fleis & Vandenbrink), Project Traffic Engineer for The Downs site, described the project impacts to these intersections, and the proposed mitigation measures, including a new traffic signal at the intersection of 7-Mile and S. Main St., as well as traffic signal optimization of the existing traffic lights at 7-Mile and Northville Rd. Wayne County had no comments to this proposal.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program Grant (Potential funding source)

Steve Dearing (OHM Advisors), City Traffic Engineer, explained that the roundabout at 7-Mile and S. Center St./Sheldon Rd. would likely be eligible for funding under the CMAQ grant program. The grant would not pay for design, engineering, or new right-of-way acquisition costs (if needed), but it would pay 80% for construction engineering efforts, and 100% for the construction cost. Both the City and Wayne County would need to support the application. The next "call year" is 2025, and the funding would be available in Fiscal Year 2027 – 2029. This type of funding could be eligible for advanced construction; however, the local unit of government would have to front the money, and then be reimbursed during a later fiscal year. The City's Engineer could develop an application early and ask the Southeast Michigan Council of Governments (SEMCOG) to review the application so that the application is ready for submission in 2025 with higher likelihood of success. The refined preliminary engineering discussed above would provide the needed information to develop an updated and more accurate cost estimate for the grant application.

7-Mile and River Street Pedestrian Crossing

Kyle Selter (OHM Advisors), City Engineer, presented a concept design for a mid-block pedestrian crossing of 7-Mile Road between the Hines Park Trail within the Wayne County Park on the south side of 7-Mile Road to a potential future pathway along the west side of River Street (see attached). The concept design includes a crosswalk with pavement markings, pedestrian paths leading to the crosswalk, RRFBs and pushbuttons, ADA compliant landings, and signage. The width of the pathway and crosswalk would be a minimum 10-foot wide to accommodate pedestrians and bicycles at the same time.

At the end of the meeting, Wayne County had not expressed any opposition to the ideas described and stated that their team will consider all items covered as they continue their internal discussions of the proposed projects, and consideration of future permit applications.

It appears the next logical step in the round-a-bout design development process at 7 Mile Rd. & S. Center St. would be for OHM Advisors to provide a certain level of preliminary engineering effort needed to provide an initial plan set to Wayne County for initial review comments. Additionally, a CMAQ Grant Applicant could be drafted within the next 8 to 10 months and provided to SEMCOG for review and comment, thus having the completed application ready for the next "call for projects" by SEMCOG. In regard to the mid-block crossing of 7 Mile Rd. at River St, this could potentially be included in a future TAP Grant application for extension of a shared use pathway along 7 Mile Rd. westward to Sheldon Rd/Center St. How these steps are implemented will need to be confirmed by City Administration and/or Council.


CARLISLE/WORTMAN ASSOC., INC.

Sally M. Elmiger, AICP, LEED AP

Principal

Cc: Patrick Sullivan
Dianne Massa
Hunter Pasteur Homes, LLC

Mobility Working Group Meeting Participants

The Downs Development

Name	Organization	Title/Project Role	Participated in:	
			April 7, 2022 Meeting	May 25, 2022 Meeting
City of Northville				
Pat Sullivan	City of Northville Admin.	City Manager	X	X
Lori Ward	City of Northville Admin.	City DDA Director		X
	Sustainability Team (& Mobility Network)	Member		
Mike Domine	City of Northville Admin.	City DPW Director		X
Nancy Darga	River Restoration & Riverwalk T.F. (& Mobility Network ¹)	Chair of River Restoration & Riverwalk T.F.	X	X
Dave Gutman	Sustainability Team (& Mobility Network ¹)	Chair of Sustainability Team		X
	River Restoration & Riverwalk T.F.	Member		
Susan Haifleigh	Farmers Market Task Force	Member		
	Sustainability Team (& Mobility Network ¹)	Member	X	X
John Roby	River Restoration & Riverwalk T.F. (& Mobility Network ¹)	Member	X	X
Dan Burden	Blue Zones LLC	Walkability Consultant	X	
George Tsakoff	OHM Advisors	City Engineer	X	X
Nicholas Bayley	OHM Advisors	City Engineer	X	X
Steve Dearing	OHM Advisors	City Traffic Engineer	X	X
John Katers	OHM Advisors	City Traffic Engineer - Roundabouts		X
Kyle Selter	OHM Advisors	City Engineer – Pedestrians		X
Sally Elmiger	Carlisle/Wortman Associates	City Planner	X	X
Project Development Team				
Randy Wertheimer	Hunter Pasteur Homes	Chief Executive Officer (CEO)		X
Seth Herkowitz	Hunter Pasteur Homes	Chief Operating Officer (COO)		X
Omar Eid	Hunter Pasteur Homes	Development Manager		X
Tim O'Brien	Oboran, LLC	Partner		
	TOB Consulting, LLC	Principal		X
	River Restoration & Riverwalk T.F. ²	Member		
Bob Emerine	Seiber Keast Lehner	Project Engineer		X
Julie Kroll	Fleis & Vandenbrink	Project Traffic Engineer		X
Wayne County Department of Public Services				
Andy Kandravas	Wayne Co.	Interim DPS Director		X
Sami Khaldi	Wayne Co.	Dir. Engineering Div.		X
Alan Ko	Wayne Co.	Asst. Dir. Engineering Div.		X
Peter Milenkovich	Wayne Co.	Traffic Engineer		X
Hikmat Kassem	Wayne Co.	Division Permit Engineer		X
Bashar Hanna	Wayne Co.	Design Office		X
David Schreiber	Wayne Co.	Sr. Business Dev. Mgr. (Eco. Dev. Dept.)		X

¹Mobility Network is a sub-team of the River Restoration & Riverwalk Task Force and the Sustainability Team.

²Mr. O'Brien is a non-voting member of the River Restoration & Riverwalk Task Force on any item related to The Downs development.

Seven Mile Rd & Edward N. Hines Dr ROUNDBABOUT CONCEPT

North Arrow
1" = 40'



PROPOSED
BRIDGE/CULVERT
OVER STREAM

JOHNSON DRAIN

SEVEN MILE RD

SEVEN MILE RD

EDWARD N. HINES DR

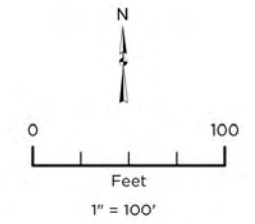
- EXISTING ROW
- PROPERTY LINE
- PROPOSED HIGHWAY EASEMENT
- █ PROPOSED ROADWAY
- █ PROPOSED WALK



Seven Mile Road Midblock Crossing - Concept Plan



- Proposed Path By Others
- Proposed Midblock Crossing
- Proposed RRFB and Pushbutton



Source: Data provided by OHM Advisors, City of Northville, and Wayne County. OHM Advisors does not warrant the accuracy of the data and/or the map. This document is intended to depict the approximate spatial location of the mapped features within the Community and all use is strictly at the user's own risk.

Coordinate System: NAD 1983 StatePlane Michigan South FIPS 2113 Feet Intl

Map Published: May 23, 2022



**Written
Comments
Received**

From: [Chuck Schmidt](#)
To: [Diane Massa](#)
Subject: Northville Downs Residential Design - a missed opportunity?
Date: Tuesday, May 24, 2022 6:24:55 PM

Dear Ms. Massa,

I have been reviewing the submittals to the planning commission for the subject project for the past week. The City of Northville is fortunate to have Hunter Pasteur Homes and The Forbes Company as primary developers along with Grissom, Metz, Andriese as Landscape Architects for the project.

For what it's worth, I also believe the previously submitted "written concerns" regarding design elements, linked below, are extremely valid and warrant further attention.

[https://cdn5.hosted.civicive.com/UserFiles/Servers/Server_11895878/File/Services/Building&Planning/Planning/Proposes%20Redevelopment%20Projects/The%20Downs%20\(2021\)/May%202022%20meetings/All%20Written%20Comments%20Combined%205-17.pdf](https://cdn5.hosted.civicive.com/UserFiles/Servers/Server_11895878/File/Services/Building&Planning/Planning/Proposes%20Redevelopment%20Projects/The%20Downs%20(2021)/May%202022%20meetings/All%20Written%20Comments%20Combined%205-17.pdf)

In an effort to provide additional clarity and a possible solution, I'd like to suggest all parties and citizens review Hedgewood Homes in Atlanta, GA portfolio as a potential model for the residential portion of this development. <https://hedgewoodhomes.com/> I've had an opportunity to travel the country and in my opinion, their homes and residential developments are some of the best! If you like what you see, call them!

The City of Northville and Northville Downs deserve to have the best single and multi-family residential design available. After all.....you live here.

Kind regards,
Chuck Schmidt

From: [Michelle Aniol](#)
To: [Dianne Massa](#); [Donna Tinberg](#)
Subject: Re: Housing is Economic Development
Date: Tuesday, May 17, 2022 7:59:42 PM

Yes, please consider it correspondence for the PCs next meeting.

Thank you,

Michelle

On Tue, May 17, 2022 at 2:16 PM Donna Tinberg < > wrote:

Looks interesting! Once again...may I consider this correspondence and ask Dianne to send it to all commissioners?

Donna

On May 17, 2022, at 1:51 PM, Michelle Aniol < > wrote:

The Michigan Economic Developers Association (MEDA) has just published a guide called: [Housing is Economic Development - A Guidebook for using Tax Increment Financing for Housing Development](#), and I thought you would be interested.

The need for diverse options of affordable housing has become increasingly relevant for the economic development community, especially in Michigan. Private companies seek communities that have a healthy inventory of homes when making location decisions, but today's market has not been able to keep up because housing costs have increased faster than incomes.

The guidebook not only serves as a guide to the development process, but helps when making the case to investors and local leaders for housing needs in a community. Terms, examples, checklists, and estimating tools will guide users through the process.

OVERVIEW

The Need for Housing

This section outlines the affordable housing issue in Michigan and how the Tax Increment Financing Act (PA 381 of 1996) can be a part of the solution.

The Development Process

This section covers who you need on your development team for a successful project, the predevelopment stage, measuring feasibility (includes a case study), and why some deals "don't pencil."

The Tax Increment Financing Process

This section provides a practical explanation of how the incentive works, how to use it, finding redevelopment sites, recognizing eligible costs, how brownfield TIF works, how to get a brownfield plan approved, and evaluating the project.

[Download CommunityHome Solutions Using Tax Increment Financing Guidebook](#)

Attachments

- I. [Due-Diligence-Checklist](#)
- II. [Proforma](#)
- III. [Tax Increment Revenues Estimating Tool](#)
- IV. [Pros and cons of combined and separate BRA/LBA](#)

Upcoming Training on Using TIF for Housing Development

Watch www.medaweb.org/housingtif for training sessions on using the guidebook.

This guidebook was funded by a grant from the Michigan Land Bank Authority and was developed by a workgroup made up of individuals from Acosta Real Estate & Development, Envirollogic, Fishbeck, Habitat for Humanity Northeast Michigan, Habitat for Humanity of Michigan, Housing Next, Housing North, Innovalab Development, Lake Superior Community Partnership, Michigan Community Capital, Michigan Economic Developers Association, Michigan Land Bank Authority, Michigan State Housing Development Authority, Michigan State University (MSU) Extension of Washtenaw County, National Development Council, Northern Homes Community Development Corporation, Renovare Development, and Shiawassee Economic Development Partnership.

Disclaimer

The content of this guidebook is not a substitute for your own due diligence, analysis, calculations, and judgement. Where calculations and valuation tools are provided, they are intended for general illustration and education only. Any pre-defined values offered are generic and must be amended according to your own market research. We do not endorse any outputs calculated. As such, we will not be liable in respect of any damage, expense or any other loss you may suffer arising out of such information or any reliance you may place upon such information.

Sincerely,
Michelle

May 20, 2022

Northville Planning Commission
City Council as Mobility Network Sponsors
Subject: **Living with Cars in Northville– Downs Site and Beyond**

Dear Commissioners and Councilmembers:

I'm well aware of the pressure to complete deliberation of The Downs site plan and PUD content. **I have no wish to cloud that priority, nor divert Planning Commission attention from it.**

And, though, some paramount realizations about 'living with cars' in Northville, both *prior to* and *then including* The Downs, Foundry Flask, and other developments, were lost to the dialog between the first and second PC meetings of May. Combined with any dilution of livability objectives of Walkability and Mobility Network strategies, the city stands to lose both understanding and impetus toward the best achievable safe, comfortable, and engaging Street Network for Northville through both change and time.

What follows is a **Northville City values concern**...I do not wish to backtrack over any PC conclusions in play about developer responsibilities within PUD negotiations. I'm exceedingly pleased with the 'provisional stub' pointing to a new connection from The Downs to Hines Parkway at Seven Mile.

My first ask *of the city* is to direct *that intersection* be roughed out and shown in concept as 'by others' on the site plan...just like the Sheldon/Center-Seven intersection, which is shown as pass-thru design work by OHM 'city engineers'. This would allow careful integration with other initiatives along Seven Mile Corridor including *Connecting the Rouge* and Regional Pathway completion. It would also guide cooperative Wayne County work toward ensuring full non-motorized provisions throughout the Corridor...not historically a priority for the County. This would be a great first step toward...

My second ask *of the city*: Please LAUNCH and DIRECT a comprehensive, coherent, integrated, and on-going **Roadway Plan**. Under city leadership, **engineering assessment, configuration, and analysis should LEAD, not follow, the turmoil of development rollout, new needs, and remediation of stuff that falls short or wasn't anticipated**. The PC took a 'wait and see' reactive stance...more not likely their job. I ask you surpass that stance with a forward-looking, whole-city pre-emptive approach.

In support, please return to the study-defined state of the Northville Street Grid existing *before* applying the single-digit percentage burdens to traffic service level computed by normal single-project traffic engineering process. **The State of Our Network is NOT Strong**.

Please refocus on a slide that Stephen Dearing of OHM, our lead 'city engineer' on the topic, discussed to obviously intense interest, comprehension, and concern at the first May PC session:



E and F are standard traffic engineering service level **FAILS**.

The lighter gold boxes show what levels we lived with in 2018, pre-Covid. Please remember what a knot Center Street became, both to the south and the north in their respective high-pressure times of day. Not just on it, but entering it, or waiting to do so. Moreover, Hines/Seven was (and is) a disturbing confusion of fast-moving, accident-prone cars, downright scary to bikes and on foot. None of these are acceptable, I submit, as target experience for our town and its prominent neighboring park.

As Stephen explained, the recommended new Sheldon/Center-Seven roundabout and turn lane plus signal work at Seven and Northville Road improve life greatly *there*.

But the daunting shortfall of street grid capability remains and *worsens* the few more percent along Center; plus though not shown (but reported as FAILS in 2018) at Hutton and Griswold at Main; and perhaps at Beal/River, not shown either. These are impossible to intuit or analyze into desired state to live with in a Northville future I'd welcome. And Hines/Seven drops a notch to simplistic FAIL.

Stephen predicted the Hines-Downs/Seven connection as favorable to these conditions, but the effect has not been modelled. My asks acknowledge the significance of the new roundabout and point toward computing the effect and sufficiency on the broader shortfall. **Let's not wait for the if-come and just hem-and-haw these FAILS still festering 'only a little worse'. Let's measure and plan for them NOW.**

Sincerely,

PS1: I won't tax the discourse with ideas beyond conventional traffic studies today. These as advanced in the Mobility Network Study were previously discussed with comprehension and concern. They're still there and they still matter. They can inform the plan and engineering I seek, our stated purpose.

https://www.dropbox.com/s/bmtfdd7q6mz8ddt/Mobility%20Team%20Presentation%2011_20_21%20V22.pdf?dl=0

PS2: The Questions of Connectivity map may yet be useful to you as you consider these ideas...

<https://arcg.is/0auKSm>



A recent static plot image is here...

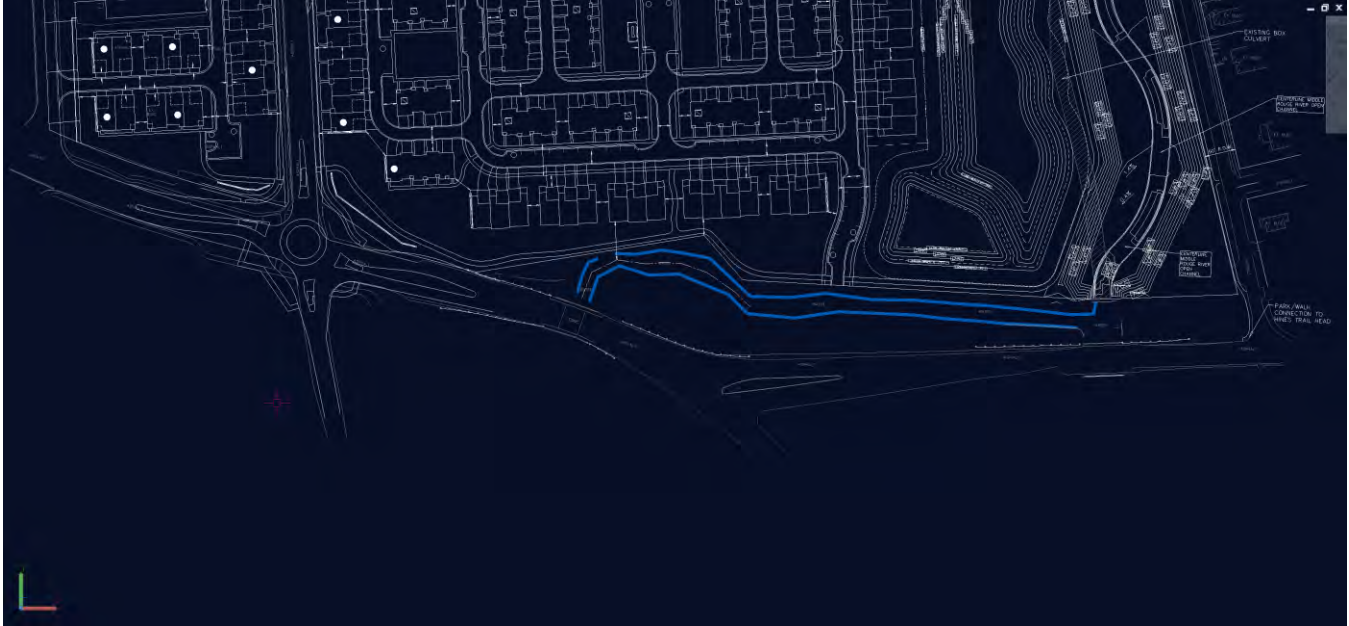
https://www.dropbox.com/s/eufzshn8jfkpsn/Connectivity_May15-22_11x17Lpng.png?dl=0



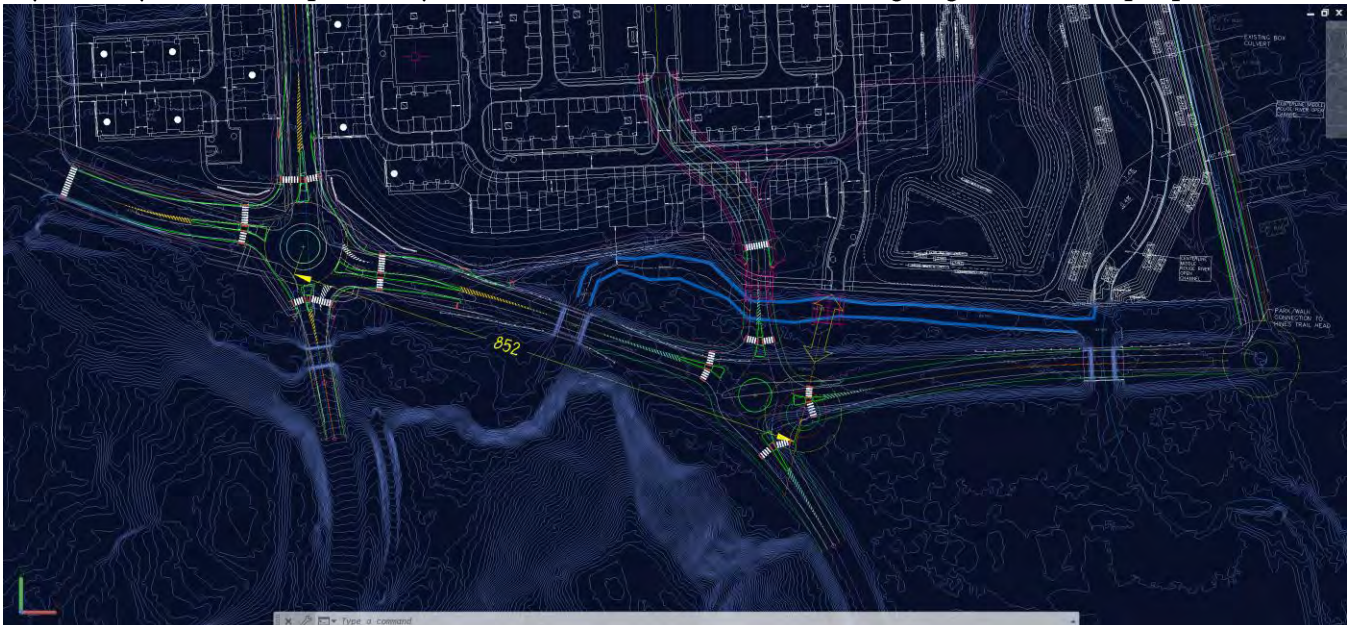
Please download to a viewer for a good look...you can zoom in quite tight.

PS3: Mr. Salliotte asked a great question at PC about the connection at Hines-Downs/Seven, considering Hutton versus New Griswold pathing. I called it a ‘natural’ small adjustment. The following may be clearer than my words were then, and perhaps interesting as roundabout context.

Here’s the recent Downs Site with OHM Sheldon-Center/Seven roundabout (WIP, I’m sure)...



My January, 2020 concept overlaid. Notice Seven/Johnson Crk. bridglet gets room for people & bikes.



I was having fun with roundabout geometry, playing with bicycle bypass best practices at Center and going for KISS at Hines. On a page width view you can see the existing roadways, the Ski Jump Hill terrain, and the Johnson Creek Bridglets as they define the geometry. A strong S-Curve was needed to line up with Hutton. The double-arrow shows a small shift to New Griswold that works better for all.

From: [Dianne Massa](#)
To: [Dianne Massa](#)
Bcc: [AnnaMaryLee Vollick](#); [Bill Salliotte Jr](#); [Brent Strong](#); [Carol Maise](#); [Carol Maise \(alt_email\)](#); [Cheryl McGuire](#); [David Hay](#); [Donna Tinberg](#); [Jeff Gaines](#); [Jeff Gaines](#); [Patrick Sullivan](#); [Paul DeBono](#); [Sally Elmiger](#); [Steve Kirk](#); [Thomas Barry](#)
Subject: FW: Bennett Arboretum pathway (Cezat)
Date: Wednesday, June 1, 2022 4:16:00 PM

Greeting:

Please see the email below, thanks.

Sincerely,

Dianne Massa

Dianne Massa, CMC, MiPMC
City Clerk

City of Northville
215 W. Main Street
Northville, MI 48167
Phone: 248-349-1300
Fax: 248-305-2891



From: Donna Tinberg <>
Sent: Wednesday, June 1, 2022 1:01 PM
To: Dianne Massa <dmassa@ci.northville.mi.us>
Subject: Fwd: Bennett Arboretum pathway

Hi Dianne—

Could you please share this piece of correspondence with planning commissioners? Thanks!

Donna

Begin forwarded message:

From: Liz Cezat <lcezat@ci.northville.mi.us>
Date: June 1, 2022 at 12:22:33 PM EDT
To: Donna Tinberg >
Subject: Bennett Arboretum pathway

Hi Donna,

I wanted you to be informed of this and if you think it should be a part of the commissioners' correspondence, it's fine to share this email with them.

I noticed there are no parking spaces designated for those who walk (or bike) the Bennett Arboretum pathway that's across from the Downs. When I walk there, I park at the Farmers' Market lot. If the new development comes, the nearest public parking spaces will be on neighborhood streets. The pathway is one of the jewels of Northville, although it's in the township but often accessed from the city boundary. Plus, it's maintained by Parks & Rec (from Verona Lane to 7 Mile). I think some parking spaces (@8-12) need to be located near this pathway.

Liz Cezat

From: [Dianne Massa](#)
To: [Dianne Massa](#)
Subject: FW: YouTube Series for Planning Commissions (DeBono)
Date: Thursday, May 19, 2022 10:13:28 AM

Greetings:

Please see the email below from Commissioner DeBono, thanks.

Sincerely,

Dianne Massa

Dianne Massa, CMC, MiPMC
City Clerk

City of Northville
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From: debonosan@gmail.com <debonosan@gmail.com>
Sent: Thursday, May 19, 2022 9:06 AM
To: Dianne Massa <dmassa@ci.northville.mi.us>
Subject: YouTube Series for Planning Commissions

Dianne,

Can you please share the below YouTube playlist link with the other Planning Commissioners? I think this is a great series of short videos that details a lot of what we've been discussing in an easy to grasp way. While I don't agree with everything this YouTuber puts forth, I do think there is a lot of good information on what not to do along with the explanation of why. I found this while researching street and road designs and understand we've discussed some of the Strong Towns principals. Most of this is a critique, but his comparisons to walkable communities gives us insight on what we should look to for examples of what we should be doing with the Downs project as it relates to street design, speed control and many other concepts.

Not Just Bikes – YouTube Channel
[Playlist Covering the Strong Towns Thesis:](#)

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https://youtube.com/playlist?list=PLUp5q-R0lZO_FCUBEVWK6OGLN69ehUTVa

1. The Truth about American Cities – Part 1
2. How Suburban Development Makes American Cities Poorer
3. Why American Cities Are Broke – The Growth Ponzi Scheme
4. How Bankrupt American Cities Stay Alive – Debt
5. The Ugly, Dangerous, and Inefficient Stroads found all over the US & Canada
6. The Wrong Way to Set Speed Limits
7. Suburbia is Subsidized: Here's the Math

[Additional link - The Houses that Can't be Built in America - The Missing Middle:](#)

<https://www.youtube.com/watch?v=CCOdQsZa15o>

I hope everyone finds this helpful and something easy to watch in 10-15 minute bursts.

Thank you!

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