

PRELIMINARY SITE PLAN REQUIREMENTS from the 1/7/22 CWA RESPONSE LETTER

Dear Planning Commission of Northville,

The Northville Downs development team has reviewed CWA's Preliminary Site Plan response letter to the Downs Development, as provided a written response to the items below, along with the supporting documents that have been requested by Sally Elmiger and CWA.

Items to be Addressed:

1. *Information required for Preliminary Site Plan Review, as outlined in Sec. 20.06 (items 1 – 10 listed above).*
 1. See included document "NDPrelimSitePlanNarrative2" document attached.
 2. Civil Engineering Plan Sets (Digital and Hard Copies) have been stamped and signed as required.
 3. The City of Northville Zoning Map has been added to the Cover Sheet as requested and the CSO District has been added to the Site existing zoning list.
 4. The survey sheets have been revised to include the intersection of River Street and 7 Mile Road.
 5. The survey sheet has been revised to include trees 6" DBH and greater.
 6. Rights-of-Way widths have been indicated on sheet 4 Overall Site Plan as requested.
 - Cady Street: 50' Wide / Variable Width
 - Griswold Street: These are city parcels – No ROW Width existing
 - River Street: 50' Wide
 - Beal Street: 60' Wide
 - Center Street: 60' Wide
 7. All roads have been named for reference and indicate that they are "Public" or "Private". The 22' wide roads behind the Townhome units are unnamed "Private Driveways". If the City of Northville requires an "Access Easement" along the Private Driveways, one will be provided. Density calculations are performed as Net Density (Public ROW is not included in density calculations).
 8. As shown on the Preliminary Site Plan, a "Proposed" 60' Wide ROW line is indicated on Griswold Street. These road parcels are currently owned by the City of Northville.
 9. Density calculations are performed as Net Density (Public ROW is not included in density calculations). The Alley Easements are included in the Net Density calculation.
 10. Proposed Identification Signing will be determined during the Final Site Plan Phase as noted in the review letter.
2. *City Traffic Engineer to provide an assessment of the Traffic Impact Study. N/A*
3. *Applicant provide, in writing, what portion of the benefit costs they will pay for, and what proportion will be left to the City.*
 - a. See included document "ND_PrelimsitePlanNarrative2" document provided.
4. *City Assessor/Finance Director to provide assessment of information regarding estimated tax revenue generated by project, and funding requested of City for public benefits. N/A*

5. *City departments to provide estimated costs of services for this project, and capacity to cover these costs. N/A*
6. *Geotechnical report.*
 - a. Please find the included Soils Investigation Report prepared by McDowell & Associates dated March 16, 2018. The report discusses ground water elevations throughout the site. The report includes maps showing the soil boring locations, existing ground surface elevations, ground water elevations and a map showing the allowable basement depths from the existing ground surface. As shown in basement depths map, allowable maximum basement depths in the racetrack area range from 0' to 6' typically. This shows that the high ground water in this area will not support single family home basements that can range from 8' to 10' in depth. Basements should not extend into the existing ground water because these basements are prone to flooding and sump pumps running continuously. Ideally, the basement sump pump should be placed a minimum 1' above known groundwater elevations to avoid pumps running continuously.
 - b. Additionally, SKL has provided an exhibit showing all the soil boring locations, existing ground elevations and depth of the ground water. This map shows that the southern portion of the development would better support Townhome slab construction rather than Single Family home construction that will be constructed with basements.
7. *Estimate for first year maintenance and warranty costs for on-going maintenance of proposed parks.*
 - a. The estimated maintenance costs for the River Park is ~\$97,500 and the work associated with maintaining the River Park are;
 - i. Lawn Cuts
 - ii. Fertilization
 - iii. Fall/Spring Clean-up
 - iv. Tree Trimming
 - v. Irrigation Maintenance
 - vi. Lawn Weeding
 - vii. Riverbank Inspections/Weeding
 - viii. Winter Shoveling/Salting of Walkways
 - b. The estimated maintenance costs for the Central Park is ~ \$52,500 and the work associated with maintaining the Central Park are;
 - i. Lawn Cuts
 - ii. Fertilization
 - iii. Fall/Spring Clean-up
 - iv. Tree Trimming
 - v. Irrigation Maintenance
 - vi. Lawn Weeding
 - vii. Winter Shoveling/Salting of Walkways & Promenade
8. *General steps involved in the river restoration project.*
 - a. Please See the attached memorandum discussing the design and approval process of the River Restoration Project.

9. *Recommend that Planning Commission/developer agree to retain/remove or relocate log cabin, and that appropriate City/community group be named to work with developer on details of decision.*
 - a. Please see attached Log Cabin Memo
10. *Confirm accuracy of Detail 1: SECTION THROUGH NEW BUILDING/CADY STREET/MAIN STREET.*
 - a. The section was corrected in the 12/14/21 submission (sheet A0.2) to address the commissions concerns.

AREA, WIDTH, HEIGHT, SETBACKS

Items to be Addressed:

1. *Deviations presented in summary table.*
 - a. For Apartments/Condos, See included “22_0118 ND Setback Study.pdf” for implications of revising setback.
 - b. Single Family Lots:
 - i. The Townhomes along Beal Street have been adjusted to show a 15’ Front Setback as requested. As a result, Lots 22, 24, 25, 27, 28, 30, 31, 33, 34, 36 have widened to 73’ typical and the depth of Lots 37-39 have increased to 120’.
 - ii. Please refer to the Single Family Unit detail on Sheet 7 – Overall Site Plan. The rear setback is located 19 feet from the edge of pavement for a typical driveway length. The detached garage is located at the rear setback line. The Single Family house is located Garages will be detached, gar is at set back line and house is located 30’ from the rear setback line. This arrangement is typical for all Single Family Units.
 - c. Townhomes:
 - i. The Townhomes along Beal Street have been adjusted to show a 15’ Front Setback as requested.
 - ii. Front setbacks along Center Street are indicated on the Site Plan and range between 15’ – 17.5’. Internal roads are all perpendicular to each other, but slightly askew from the Center Street frontage. This results in the variable setback dimension along Center Street.
 - iii. The High Visibility Townhome units will be provided with a brick to belt treatment on the side facades. Please refer to the Architectural Plans for further details.
 - iv. Toll Brothers considers the 19’ driveways behind all of the Townhome units to be essential to the success of the project as these driveways provide flexibility to the homeowners and their guests. Toll Brothers is proposing to leave these driveways as is.
 - v. Toll Brothers will provide considerable funding toward the proposed public benefits on the project including daylighting of Rouge River, creation of the River Park and central Townhome Park. Toll Brothers contribution toward these amenities will exceed 10% of the project cost and will therefore meet the FAR requirement as noted in the Planning review.

- vi. An illustration of the views looking south from Fairbrook are provided in the Site Plan submittal. Please refer to the Streetscape Sections provided by Grissim Metz Andriese.
- d. Carriage Homes:
 - i. Toll Brothers considers the driveways in front all the Carriage Home units to be essential to the success of the project as these driveways provide flexibility to the homeowners and their guests. Toll Brothers is proposing to leave these driveways as is.
 - ii. The front setbacks are shown as is to provide adequate space for the front facing garages and driveways.
- 2. *Height dimensions shown on the elevations for Cady St. row houses; single-family home designs; townhouse designs; carriage home design.*
 - a. Height dimensions have been shown on the Architectural Plans as requested.
- 3. *Site plan to show townhouse front setback dimension (varies) along S. Center St.*
 - a. The Overall Site Plan has been revised to show the front setbacks on the Townhomes along Center Street as requested.
- 4. *Site plan to label location of two townhouse styles.*
 - a. The Overall Site Plan has been revised to show which Townhome units are Flat Roofed as requested.
- 5. *Site plan to show location of rear property line encompassing carriage houses.*
 - a. The Site Plan has been revised to show the rear property line of the Carriage Homes along the River Park as requested.
- 6. *Applicant to confirm that development of the single-family lots will comply with the R-1B maximum lot coverage, maximum floor area ratio, and minimum landscape area requirements.*
 - a. Toll Brothers will meet all the R-1B requirements as discussed in the Planning Review letter. Additionally, Toll Brothers will be eligible for a 25% area bonus for the FAR calculations because their contribution toward public amenities will exceed 10% of construction cost.

NATURAL RESOURCES

Items to be Addressed:

1. *Include outside agency review in description of daylighting/restoration of Rouge River.*
 - a. Please See the attached memorandum discussing the design and approval process of the River Restoration Project.
2. *Detail protective fencing next to Johnson Drain and trees to remain on Grading Plan.*
 - a. Please refer to Sheet 9 – Grading and Utility Plan. Additional spot elevations have been provided along the southern property line adjacent to the Johnson Drain. Additionally, protective Silt fence and Tree Fencing has been shown to provide protection of the Johnson Drain as requested. Additional grading details will be provided on the Final Site Plan.
3. *Defer evaluation of Grading Plan to City Engineer.*
 - a. Please see the attached response letter to the OHM review of the Site Plan.

BUILDING LOCATION AND SITE ARRANGEMENT

Items to be Addressed:

1. *Specific townhome location along S. Center St. determined after streetscape improvements (green panel/street trees & lights/ sidewalk) are addressed along this corridor.*
 - a. Townhome front setbacks along Center Street are noted on the Preliminary Site Plan. Center Street streetscape cross sections are also provided in the Preliminary Site Plan submittal.
2. *Modify carriage home location so that terminus of Hutton St. vista is Johnson Creek; connect River Park pedestrian pathway so that it is in line with the north/south sidewalk in Greenway Park.*
 - a. The carriage homes have been shifted and 2 were eliminated to create a vista to Johnson Creek and we connected the River Park pedestrian pathway with the Greenway Park.
3. *Eliminate residential uses "in" River Park by reconfiguring road so that Griswold extends south at an angle and meets up with the U-shaped road; locate residents on west side of road and River Park on east side of road.*
 - a. A site plan showing the U-Shape Plan has been attached to this submittal which shows an overlap of the extended 60' ROW Griswold Street with the daylighted river embankment which will have an impact on daylighting the river.
 - b. As it related to this specific issue, OHM's response to Dan Burden's walkability presentation dated January 13th, 2022, OHM notes that "Griswold north of Main St is functioning as a minor arterial and Hines Dr to the south is a principal arterial. Making this connection creates the risk of Griswold operating at a far more intense level that what is desired."
 - c. OHM also states that if "the goal is adequacy of access from The Downs out to the roadway network, then crossing Johnson Creek and accessing 7 Mile is not needed. The other proposed connections to the existing network are fully adequate."
4. *Extend north/south sidewalk (between lots #22-#27) all the way to Fairbrook, eliminating lot #19.*
 - a. The widths of Lots 15-21 have been adjusted to allow the north /south sidewalk between Lots 22-27 to be extended to Fairbrook Street as requested.
5. *Relocate central mailbox out of River Park to be incorporated into single-family lot cluster.*
 - a. The central mailbox has been relocated out of the River Park as requested. The central mailbox has been relocated south of Fairbrook Street in the Townhome area of the development
6. *Has applicant considered locating higher-density four- or six-plex building along Hutton St., given its relative importance?*
 - a. Toll Brothers has relocated Townhome units to the southside of Beal Street to create a better transition of density from north to south. Single Family units are proposed along Hutton Street south of Beal Street.
7. *Building style with front-facing garage inconsistent with Northville character; applicant considered other options?*

- a. Toll Brothers has provided the Carriage House units to provide additional diversity of products as requested by the City of Northville. Additionally, the Carriage House units provide a better aesthetic to the River Park because there are no rear entry garages and drive aisles.

PARKING

Items to be Addressed:

1. *Amend site plan to show a 600-foot distance from the boundaries of the existing City lot to evaluate provided public parking required in purchase agreement.*
 - a. Sheet 7 – Overall Site Plan has been revised to show a 600’ radius from the existing parking lot on Cady Street. A summary calculation is also provided showing there are 102 available parking spaces along Hutton Street, Beal Street and in the parking lot to the north of the park.
2. *The architectural plans for the apartment building and condominium building should be amended to label the barrier-free spaces and provide dimensions of parking spaces and maneuvering lanes.*
 - a. The attached plans have been revised to show barrier free spaces within the garage parking. Barrier free spaces in the surface lots are reflected in the Civil/Landscape drawings.
3. *Planning Commission consider recommendation that the 18-space parking lot on Cady St. be eliminated, and that the Central Park extend all the way to Cady St.*
 - a. We defer to the direction of the planning commission with regards to the 18-space parking lot on Cady Street.
4. *Recommend narrowing maneuvering lanes as much as possible in all surface lots.*
 - a. See response to item #5
5. *Evaluate need for 22-foot wide lanes behind townhomes; recommend that they be substantially reduced in width, consistent with alleys behind single-family homes.*
 - a. Parking Lot have been revised to provide 22’ wide drive aisles. Providing less than 22’ within the parking lots will make turning movements difficult, especially for large vehicles such as pickup trucks. Similarly, all of the private driveways behind the Townhome units have been revised to 22’ widths (back of curb to back of curb dimension). Reducing the drive aisles to 20’ will make these drive lanes very tight for two-way cars passing each other and making turning movements into the driveways. It should also be noted that the curbs behind the Townhome units are intended to be 2’ wide mountable curbs, effectively reducing the drivable width of the road to 20’.

SITE ACCESS AND CIRCULATION

Items to be Addressed:

1. *DPW Director, City Engineer, Police Chief and Fire Chief evaluation of Dan Burden’s recommendations for street/pedestrian facilities. N/A*

2. *Planning Commission and applicant to discuss possible connection to E. Hines Drive. N/A*

LANDSCAPING & STREETScape AMENITIES

Items to be Addressed:

1. *Existing streetlights and proposed trees should be coordinated on along Cady St., and the northern portion of S. Center St.*
 - a. Existing streetlights to remain are shown on the plans. Existing streetlights along Cady are to be removed to provide a consistent streetscape condition for the proposed development. New streetlights matching the requirements of the Secondary Streets Design Standards will be provided.
2. *Streetlight locations along new streets should be shown on the plans.*
 - a. Existing streetlights to remain are shown on the plans. Existing streetlights along Cady are to be removed to provide a consistent streetscape condition for the proposed development. New streetlights matching the requirements of the Secondary Streets Design Standards will be provided.
3. *New decorative streetlights along Griswold and portions of S. Center St. should be shown on the plans.*
 - a. Existing streetlights to remain are shown on the plans. Existing streetlights along Cady are to be removed to provide a consistent streetscape condition for the proposed development. New streetlights matching the requirements of the Secondary Streets Design Standards will be provided.
4. *Applicant to describe reason for no improvements along/within the River St. right-of-way, or street trees along this corridor.*
 - a. A 5' wide sidewalk is proposed running the full length of River Street. The intention is to include a lawn parkway between the proposed sidewalk and the existing road pavement. No traditional street trees have been included along River Street due to the existing utility poles and the overhead utility lines.
5. *Coordinate on-street parking lot depth dimension between street cross sections (Sheets L110-L113) and site plans.*
 - a. The site plans have been updated to match the streetscape sections indicating an 8'-0" wide on-street parallel parking depth.

LIGHTING

Items to be Addressed:

1. *Detailed lighting information upon Final Site Plan Review.*
 - a. Detailed lighting information will be provided upon Final Site Plan Review.

UTILITIES

Items to be Addressed:

1. *Consideration of stormwater catch basin in center of Greenway Park pedestrian circle.*

- a. The stormwater catch basin in the center of the Greenway Park has been relocated as requested. The Stormwater system will be shown with further details in the Final Site Plan submittal.
2. *Defer review of utility connections to DPW Director and City Engineer.*
 - a. Please see the attached response letter to the OHM review of the Site Plan.

FLOOR PLANS / ELEVATIONS

Items to be Addressed:

1. *Site plan to identify row house design located at the Beal/Griswold and Beal/S. Center St. intersections (north side).*
 - a. The Overall Site Plan has been revised to identify row house design located at the Beal/Griswold and Beal/S. Center St. intersections.
2. *Site plan to identify location of different townhouse designs.*
 - a. The Overall Site Plan has been revised to show which Townhome units are Flat Roofed as requested.
3. *Applicant to respond to alternative suggestions for carriage home design, located along Hutton St.*
 - a. Toll Brothers has provided the Carriage House units to provide additional diversity of products as requested by the City of Northville. Additionally, the Carriage House units provide a better aesthetic to the River Park because there are no rear entry garages and drive aisles.
4. *Review by the Historic District Commission concurrent with Preliminary Site Plan review.*
 - a. The development team will begin the HDC approval process prior to February 1st, 2022.

PROJECT PHASING

Items to be Addressed:

1. *Evaluation of the proposed phasing schedule by DPW Director, Building Official and City Engineer. N/A*
2. *Recommending that daylighting the river be included in the first phase of the Toll Brothers project and being concurrently with HPH Phase 1 timing.*
 - a. Please see the ND River Memo attached.
3. *Phasing of all improvements described in PUD Agreement.*
 - a. The phasing of all the improvements will be described in the PUD agreement.