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Date: January 7, 2022
Rev.: January 26, 2022
Rev.: March 29, 2022

**Preliminary Site Plan/PUD Review
For
City of Northville, Michigan**

Applicant:	Hunter Pasteur Northville LLC 32300 Northwestern Highway, Suite 230 Farmington Hills, MI 48334
Project Name:	The Downs Planned Unit Development (PUD)
Plan Date:	December 15, 2021
Latest Revision:	March 22, 2022 (Sheets 7-9, and alternate row house layout) January 20, 2022 (All other information)
Location:	Vacant parcels on the south side of Cady St. (between S. Center and Griswold), the Northville Downs racetrack property south of Cady St. (between S. Center St. and River St.), and two areas on the west side of S. Center St.
Zoning:	CBD – Central Business District CSO – Cady Street Overlay District RTD – Racetrack District R-2 – Second Density Residential District
Action Requested:	Preliminary Site Plan/PUD Review – Residential/Commercial Land Use and Locations
Required Information:	As noted within this review

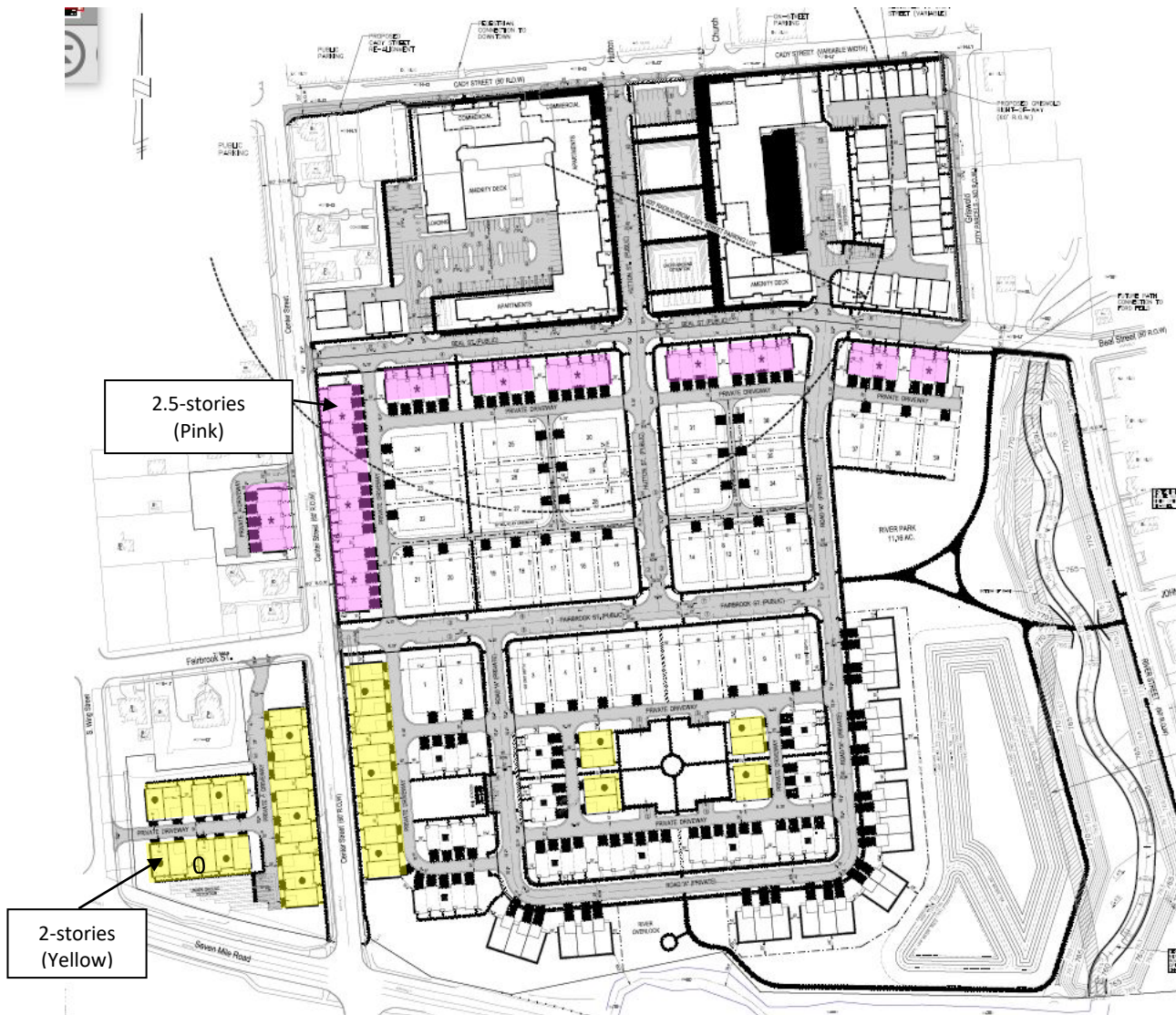
PROJECT UPDATE

Given the size of this project, the Planning Commission has organized its deliberations of this Preliminary Site Plan into five different topics. The focus of this review is “Residential/Commercial Land Uses and Locations,” which will be the first topic of discussion at the April 5, 2022 Planning Commission meeting. This review limits comments on land use and location issues. However, our previous review (dated January 26, 2022) contains

review comments for all aspects of the site plan, which could also be relevant to this discussion, or if the Planning Commission wishes to move on to a second topic. This information is included in the appendices of this review memo.

For the April 5 meeting, the applicant has submitted a slightly revised site plan (dated March 22, 2022), which reduces the number of Townhomes south of Beal St. by 54 units, and replaces them with 39 row house units. This reduces the total number of units by 15, from 474 to 459. Per the applicant, the change was made in response to resident concerns that the taller townhouse units would create a “canyon” effect along S. Center St.

The new row houses along S. Center St. are two-stories tall (yellow shade), vs. the previous 3-story townhomes. Two-story row houses have also replaced 3-story townhomes flanking the Greenway Park. Also, the townhomes along S. Center and the south side of Beal have been changed to 2.5-stories tall (pink shade), vs. the previous 3-story townhomes.



Lastly, an alternative layout of the rowhouses at the corner of Griswold and Beal streets has been provided, which angles the building slightly, and creates more space between the front porch of the corner unit and the sidewalk. This sheet is provided by Presley Architecture (dated January 18, 2022).

PROJECT AND SITE DESCRIPTION

The applicant is requesting review of the Preliminary Site Plan and Planned Unit Development (PUD) for a residential and commercial project on 48.12 acres of land that is currently vacant or occupied by the Northville Downs Racetrack. The Planning Commission determined that the project was PUD Eligible at the November 2, 2021, meeting. The plans were determined as “generally complete” at the February 15, 2022 meeting. A public hearing was conducted on March 15, 2022 meeting, where the Planning Commission gathered oral comments from 54 people (both in-person and on-line). Seventy-one people (some who also spoke at the public hearing) submitted written comments before the public hearing.

As shown on the 1/20 and 3/22 plans, this mixed-use project proposes 16,204 square feet of “commercial” space, including:

- Apartment Lobby: 1,500 s.f. (Residential service area)
- Apartment Leasing: 950 s.f. (Residential service area)
- Apartment Flex Space: 3,220 s.f.
- Apartment Retail: 3,600 s.f.
- Condominium Lobby: 1,600 s.f. (Residential service area)
- Condominium Retail: 3,250 s.f.
- Rowhouse Flex Space: 2,084 s.f.

The project also proposes a variety of residential living styles:

- Apartments: 174 units along Cady St.
 - Condominiums: 53 units along Cady St.
 - Row houses – N. of Beal St.: 31 units along Cady, Griswold, Beal & Center St. (*3 more units than PUD Eligibility Plan*)
 - Row houses – S. of Beal St.: 39 units along S. Center St., Farmer’s Market site, and flanking Greenview Park (*39 more units than PUD Eligibility Plan*)
 - Townhomes: 97 units along Beal, S. Center, and on the south end of the project site (*73 fewer units than PUD Eligibility Plan*)
 - Carriage Homes: 26 units (*Not provided in PUD Eligibility Plan – new housing option; 2 fewer than previous Preliminary Site Plan*)
 - Single-Family Dwellings: 39 units (*17 fewer units than PUD Eligibility plan*)
- Total: 459 units (*22 fewer units than PUD Eligibility Plan, or 4.5% reduction; 15 fewer units than previous Preliminary Site Plan, or 3.1% reduction*)**

An aerial of the subject site is provided on the following page.



PUD PROCESS

The PUD review process is described in Article 20 of the Zoning Ordinance. In general, a “PUD” is a planning tool that rezones a property to a specific site plan. This planning tool allows for flexibility in application of the zoning requirements to create a better project.

As a rezoning (to PUD), it must follow the required steps outlined in the state Zoning Enabling Act, and in the City’s Zoning Ordinance. The PUD review process has several steps. These steps are generally described below. We have highlighted the step the project is currently in.

- Step 1: Pre-Application Conference (*completed on July 21, 2021*)
- Step 2: PUD Eligibility determination by the Planning Commission (*completed on November 2, 2021*)
- Step 3A: Preliminary Site Plan/PUD Plan review by Planning Commission – Plan generally complete (*completed on February 15, 2022*)

Step 3B: Preliminary Site Plan/PUD Plan Review by Planning Commission - Public Hearing at Planning Commission (*completed on March 15, 2022*)

Step 3C: Preliminary Site Plan/PUD Plan Review by Planning Commission & recommendation to City Council of Preliminary Site Plan/PUD Plan

Step 4: Preliminary Site Plan/PUD Plan review & action by City Council

Step 5: Final Site Plan review by Planning Commission

Note that the steps may or may not occur at a single meeting.

Currently, the Planning Commission is evaluating the Residential/Commercial Land Uses and Locations, as proposed on the Preliminary Site Plan, in Step 3C of the PUD review process. They are using the PUD General Design Standards (Sec. 20.04), the Master Plan, the applicable ordinance requirements, and comments that were offered at the public hearing. Note that this section of the ordinance allows deviations from ordinance requirements, provided that the project achieves the objectives of the General Design Standards.

PRELIMINARY SITE PLAN REQUIREMENTS

We have evaluated the submission in regard to the information required by Section 20.06 of the zoning ordinance necessary to evaluate the topic for deliberation at the April 5 meeting (land uses and locations). The items listed below represent either new information requests by the Planning Commission, or outstanding items identified in a previous review.

Italics after an item indicate if the information has been supplied:

1. Sec. 20.06 lists “Any additional graphics or written materials requested by the Planning Commission or City Council to assist the City in determining the appropriateness of the PUD...” During previous discussions with the applicant, the Planning Commission has requested the following additional information:
 - a. Market analysis data from the developer to show all of the following:
 - The proposed ratio of single-family versus multi-family units meets identified, documented demand in Northville, especially as related to young families and empty-nesters.
 - The proposed units will be filled in a timely manner and remain filled over time based on current/future demand and price points.
 - The proposed units will hold their value over time (unlike other tract home projects that tend to lose favor and stagnate or decline in price once they're no longer the newest/trendiest product available.)
 - b. Data from the developer to show why apartments must be located in one large building, rather than breaking the same number of apartments (and/or condos) into smaller, separate buildings that are of mass/scale/proportion more similar to large, single family homes.

2. The rear of each single-family lot is occupied by the “alley easement.” This is illustrated on the Single-Family Unit Detail (Sheet 7). We previously asked if the “density” calculated for the single-family land use includes or excludes the land occupied by the alley easement. *The response states that the alley areas are included in the density calculations.*

Sec. 20.03 states that: “Land area under water, public road rights-of-way and private road easements shall not be included in the gross density calculation.” The Zoning Ordinance defines “alley” as: “Any dedicated public way affording a secondary means of access to abutting property, and not intended for general traffic circulation.” In this project, the travel lanes identified as “alleys” are not public, nor do they meet the definition of a private “road.” They are designed and function like private driveways, which are not excluded from the density calculation in the ordinance. Therefore, we consider including the land occupied by the alley in the density calculation, as provided for on the site plan, to be consistent with the ordinance.

3. The applicant was asked to address segregation of residential uses. On this set of plans, large concentrations of the same type of building have been broken up, particularly in the southern section of the project. As described above, the use of 3-story townhomes has been diminished along S. Central St. and the south side of Beal St.

Items to be Addressed: 1) Residential market analysis data that supports decisions about the scope of each residential type proposed in the site plan. 2) Data that supports the decision to locate apartments in one large building vs. smaller buildings that are more similar in scale to large single-family homes.

AREA, WIDTH, HEIGHT, SETBACKS

The tables on the next pages look at the lot area, lot width, setbacks, maximum lot coverage, landscape area, and building height of the proposal.

For the project area within the Cady St. Overlay District, we have compared the proposal to the requirements outlined in Section 10.06, Cady Street Overlay (CSO) District. For the remaining project areas, we have compared the proposal to the requirements in Section 15.01, Schedule of Regulations, which apply to that land use type. The single-family home area is compared to the requirements of the R-1B District, and the townhome/carriage home areas are compared to the requirements of the R-3 District. Deviations from the ordinance are identified in the table on the next several pages, and we have provided comments on these deviations at the end of this section. The tables/information is organized as follows:

1. Apartments/Condominiums/Row Houses N. of Beal St.
2. Townhomes S. of Beal St.
3. Row Houses S. of Beal St.
4. Carriage Homes S. of Beal St.
5. Single-Family Homes S. of Beal St.

Table 1. Width, Height, Setbacks: Apartments/Condos/Row Houses N. Side Beal

	Apartments/Condos/ Row Houses	
	Required (Cady Street Overlay (CSO))	Provided
Lot Area	N/A	--
Lot Width	N/A	--
Setbacks		
Front	<p><u>Cady St.</u> - Min. 10'</p> <p><u>Hutton, Griswold & Beal St.</u>- N.A.</p>	<p><u>Cady St.</u>- Apts.: 11-19.5'; Condos.: 11 – 18.8'</p> <p><u>Hutton</u> - Apts.: 15-18.1'</p> <p><u>Griswold</u> - Row Houses: 16.9 – 21'</p> <p><u>N. Beal</u> – All: 6-7'</p>
Side	N/A	--
Rear	20 feet	No Rear Yards
Max. Lot Coverage	N/A	--
Max. Floor Area Ratio	N/A	--
Min. Landscape Area % of Lot	N/A	--
Max. Building Height	<p><u>Cady St. Overlay:</u> 4 stories, 48 feet, or 5 stories, 65 feet (Bonus floor)¹</p> <p><u>Griswold & Beal St.</u>- N.A.</p>	<p><u>Cady St.:</u> Apts.: 4-5 stories/ 49-65 ft.; Condos.: 3-4 stories/ 36 - 50 ft.; Row Houses: 3 stories/ approx. 41.3 ft.</p> <p><u>Beal St.:</u> Apts.: 2 stories/ 23 feet at street; stepped back to 5 stories/ 65 ft. Condos: 4 stories/ 50 ft.</p> <p><u>Griswold & Beal St.:</u> Row Houses: 2 stories/ 21.7 – 28.3 feet</p>

¹Eligibility for “bonus floor/height” must provide three or more public amenities, as listed in the CSO District (Sec. 10.06(f)).

We have the following comments regarding the **Apartment, Condominium, and Row House** buildings on the north side of Beal St.:

Building Stories/Height:

1. **Apartment Building:** The CSO District permits the “bonus floor/65-foot height” along the Cady St. frontage. However, the apartment building locates the fifth story toward the middle/rear of the building to take advantage of the sloping topography, instead of placing the bonus floor at the Cady St. frontage; however, the bonus floor meets the east/west ordinance requirement on the site. The

upper floors are then stepped-back along Beal St. The maximum height of the building meets the maximum height for a bonus floor. The height along Cady St. is the maximum 4-stories allowed.

This design does slightly modify the north/south location of the bonus floor (vs. CSO District Figure 7). However, it's a logical application of working with the topography of the site, it steps the building back toward Beal St., it is consistent with the maximum height permitted for a bonus floor, and the four-stories along Cady St. are complimentary the scale of the other buildings along this street (and the Maincentre Building). Our opinion is based on the following statement in the Master Plan:

Building heights shall be governed by the designated height overlay in the zoning ordinance. Variability from these standards that are compatible with the area may be considered through the Planned Unit Development (PUD) process.

In our previous review, we observed that the apartment building façade along Beal St. steps the top three stories back by about 32-feet from the ground-level two-stories. The condominium building steps back its top 3-stories along the Beal St. façade by 57-feet from the ground-level one story. We asked if the top stories of the apartment building could be stepped back more (like the condo building) along this façade so that it has less dominance on the Hutton/Beal intersection. The applicant provided a comparison showing the effect of this change with the 1/20 submission (Illustrations labeled "Beal Street Setback Plan" and "Beal Street Setback Section"). The illustrations state that if the top stories were setback more, then a third story would need to be added to the facades along Beal St. In our opinion, the effects of our suggestion would make the situation worse at this intersection.

2. Condominium Building: The condominium building also takes advantage of the grade change, but is 4-stories/50 feet tall, which is just two feet taller than the maximum permitted. We consider the scale of this building to fit into the character of Cady St., as well as the slope, and do not have concerns about the proposed 2-foot height deviation.

In addition, the Beal St. façades of both the condominium and apartment buildings present a "front building" character which is attractive from Beal and S. Center streets.

3. Row Houses: The Row House buildings north of Beal St. meet the Cady Street Overlay District standards in all bulk and location requirements.

Table 2. Area, Width, Height, Setbacks: Townhomes South of Beal St.

	Townhomes	
	Required (R-3)	Provided
Lot Area	10,000 s.f.	<u>Along S. side of Beal St.</u> – approx. 1.86 ac. <u>Along S. Center</u> – approx. 1.39 ac. <u>Racetrack</u> – approx. 3.8 ac.
Lot Width	75 feet	N.A. (Note that clusters of attached units are between 65 feet (3 units) – 110 feet (5 units) wide.)
Setbacks		
Front	25 feet	<u>S. side of Beal</u> – 15'; 18.5' (along side of bldg.) <u>Hutton St.</u> – 20'+ (along side of building) <u>S. Center</u> – 16.3-20' <u>Racetrack</u> – 10-15'
Side	15 feet min./ 30 feet total	In general, 20' between buildings
Rear	35 feet	N.A.; 19' to edge of "driveway" pavement
Max. Lot Coverage	35%	Approx. 25%
Max. Floor Area Ratio	0.50 ¹ (If 25% bonus applied, max. FAR is 0.625)	0.59 (Calculated if 2.5-story units have ½ story in basement; floor area = 1,600 s.f. 3-story units are 2,167 s.f. Note that an attached "basement" garage is counted toward FAR)
Min. Landscape Area % of Lot	40% ²	N.A.
Max. Building Height	2.5 stories / 30 feet ³	S. side Beal & N. portion of S. Center St. – 2.5 stories / ?? feet (flat roof) (52 units total) Southern Loop Road - 3 stories/36 feet (flat roof) (45 units total)

¹Maximum Floor Area Ratio may be increased by a factor of 25% if the development provides for features such as sculptures, fountains, plazas, and other types of streetscape improvements if the improvements are equal to a minimum value of 10% of the estimated project cost.

²Lots that don't meet the minimum lot width requirement, and don't have access to an alley, may use the required front open space for a driveway of up to 16 feet in width.

³One additional foot of setback shall be provided for every 5 feet increase of height. The applicant needs to provide the proposed building height for the 2.5-story townhome design.

We have the following comments regarding the **Townhouses** on the south side of Beal St.:

Front Setbacks:

- A. S. side of Beal St.: The townhomes on the south side of Beal St. have been shifted 10-feet closer to the Beal sidewalk for a front setback of 15-feet. We acknowledge that the required R-3 front setback is 25-feet; however, this street has a more urban character, and locating the townhomes closer to the sidewalk is consistent with this character.
- B. S. Center St.: Townhomes located along S. Center St. corridor creates a higher density along this major street and gateway into the City, and is consistent with the Planning Commission's discussion of this roadway. The proposed front setbacks of the townhomes have been provided, as requested, and are proposed at 16.3 - 20 feet. The buildings have been shifted slightly back to increase space between the building and roadway, helping to minimize the impact of the building on the street.
- C. Hutton, Beal & Fairbrook streets: The sides of the townhomes face these streets. The townhomes at the intersection of Hutton and Beal St. are 20-feet from the Hutton St. right-of-way. In our view, this is a relatively "urban" corner, and the buildings should be closer to the sidewalk, and certainly closer than the single-family lot further south. This will create a "stepped down" configuration from the "downtown" character to "residential" character along Hutton. The setbacks of townhome sides along Beal and Fairbrook have been moved closer to the sidewalk, which we consider positive.

In addition, based on Planning Commission comments, the townhouse side façades facing Hutton, Beal & Fairbrook should have a "front" character, and secondary access from the street. The applicant has presented a "High Visibility Townhouse Unit" façade, which adds brick to the lower third of this facade. The Planning Commission will need to discuss this change; however, we would suggest that it be addressed at the Final Site Plan stage.

Rear Setbacks: The townhomes are setback back from the internal "lanes" 19-feet, which is the dimension of a parking space. In our previous reviews, we had suggested that these parking spaces are not necessary. However, the applicant considers them necessary. They explained that many people commonly fill up their garage with other possessions, and need another place to park their vehicles. The driveway parking behind the townhouse units will accomplish this, out of the public's view.

Floor Area Ratio: As shown in the table, Floor Area Ratio for the townhomes exceeds the base maximum for the R-3 zoning district. However, the ordinance does permit "bonus" floor area ratio if the project is providing public amenities that represent 10% of the estimated project cost. The response memo (dated January 20, 2022) state that Toll Brothers will provide considerable funding toward the proposed benefits on the project, including day lighting of the Rouge River and creation of the River Park and Greenway Park (townhome central park). The applicant should show cost estimates for their contribution to these benefits in relation to the estimated project cost.

Building Height: The most recent set of plans has modified the height of 52 (out of 97) townhome units to 2.5-stories. These shorter buildings are proposed along the north portion of S. Center St., and on the south side of Beal St. The R-3 district calls for a maximum height of two and one-half (2.5) stories, as does the S. Center St. Sub-Area Plan and the Racetrack Sub-Area Plan. This change makes these buildings consistent in height to ordinance and Master Plan requirements. The applicant states that it has been made to also help minimize the concern that taller buildings will create a "canyon" effect along S. Center St. The shorter buildings will also create a "step down" from the 3-story front façade of the apartment building on the north side of Beal St. We consider this a positive change. The height dimension of the 2.5 story townhome needs to be provided.

The remaining 45 townhomes are proposed at three (3) stories, and have an "interior" location on the site, behind the 2-story row houses along S. Center St., and the single-family homes along Fairbrook. The elevation drawings previously provided shows that the deviation is ½ story and 6-8.75 feet in excess of the maximum permitted height.

The buildings surrounding Greenway Park have been modified to the 2-story row house, which means they will be in scale with the single-family homes on Fairbrook St.

Per the most recent site plan, townhomes will only have a flat roof, and the pitched roof design has been eliminated.

Table 3. Area, Width, Height, Setbacks: Row Houses South of Beal St.

	Row Houses	
	Required (R-3)	Provided
Lot Area	10,000 s.f.	<u>Along S. Center</u> – approx. 1.45 ac. <u>Farmers Mkt.</u> – approx. 3.63 ac. <u>Racetrack</u> – approx. 0.69 ac.
Lot Width	75 feet	N.A. (Note that clusters of attached units are between 62 feet (2 units) – 120 feet (4 units) wide.)
Setbacks		
Front	25 feet	<u>S. Center</u> – 15-15.7’ <u>Fairbrook</u> – 15’ (along side of building) <u>Farmers Mkt.</u> – 15’ <u>Racetrack</u> – N.A.
Side	15 feet min./ 30 feet total	20’ between buildings
Rear	35 feet	N.A.; 8-9’ to edge of “driveway” pavement
Max. Lot Coverage	35%	Approx. 30%
Max. Floor Area Ratio	0.50 ¹ (If 25% bonus applied, max. FAR is 0.625)	0.59 (Calculated if all units are 3,360 s.f. Note that an attached garage is counted toward FAR)
Min. Landscape Area % of Lot	40% ²	N.A.
Max. Building Height	2.5 stories / 30 feet	S. portion of S. Center St., Farmer’s Mkt. & Racetrack – 2.0 stories / 28.3 feet (39 units total)

¹Maximum Floor Area Ratio may be increased by a factor of 25% if the development provides for features such as sculptures, fountains, plazas, and other types of streetscape improvements if the improvements are equal to a minimum value of 10% of the estimated project cost.

²Lots that don’t meet the minimum lot width requirement, and don’t have access to an alley, may use the required front open space for a driveway of up to 16 feet in width.

We have the following comments regarding the **Row Houses** on the south side of Beal St.:

Front Setbacks:

- A. S. Center St.: Like the Townhomes, Row Houses located along S. Center St. corridor creates a higher density along this major street and gateway into the City, however, the design and height of these buildings creates more of a residential character than the townhomes. The proposed front setbacks of the row houses are proposed at 15 feet.

- B. Fairbrook Street: The side of the one Row House building faces Fairbrook St., and is located 20-feet from Fairbrook. We assume that a “corner” building design will be proposed in this location (as was proposed for the intersections of Beal & S. Center and Beal & Griswold). The applicant should address this question.

Rear Setback: These buildings have a rear setback of 8-9 feet. The result of this configuration will not allow vehicles to park in the driveway; however, it will reduce the amount of impervious surface in the development. The Row House building design provides for the two-space required parking inside the building, which we consider positive.

Floor Area Ratio: As for the townhomes, the ordinance permits “bonus” floor area ratio if the project is providing public amenities that represent 10% of the estimated project cost. The applicant’s response memo (dated January 20, 2022) states that Toll Brothers will provide considerable funding toward the proposed benefits in the project, including day lighting of the Rouge River and creation of the River Park and Greenway Park (central park in south part of the project). The applicant should show cost estimates for their contribution to these benefits in relation to the estimated project cost.

Table 4. Area, Width, Height, Setbacks: Carriage Homes South of Beal St.

	Carriage Homes	
	Required (R-3)	Provided
Lot Area	10,000 s.f.	Along River Park – 3.06 ac.
Lot Width	75 feet	N.A. Clusters of attached units are between 90 feet (3 units) – 120 feet (5 units) wide
Setbacks		
Front	25 feet	19-25', with most being 19-20'
Side	15 feet min. / 30 feet total	Approx. 20' between buildings
Rear	35 feet	25 feet
Max. Lot Coverage	35%	Approx. 24.2%
Max. Floor Area Ratio	0.50	0.50
Min. Landscape Area % of Lot	40%	N.A.
Max. Building Height	2.5 stories / 30 feet	2 stories / 27.25 feet

We have the following comments regarding the **Carriage Homes** on the south side of Beal St.:

The site plan shows the addition of an additional attached single-family residential unit (Carriage Homes). The project narrative states that this house style was introduced to respond to the Planning Commission’s desire for additional residential variation. The Commissioners had suggested four-plex or six-plex multi-family buildings. The Carriage Homes are organized in clusters two to four units.

Building Style: The proposed carriage homes are two-story attached units, in clusters of two, three and four, that have approximately 1,984 square feet of finished space, and a 420 square foot, front-facing attached garage. These units are located on the east/south side of the extension of Griswold (Private Road A). We have used the R-3 zoning district to evaluate the bulk of these proposed buildings. In our opinion, we consider the proposed size and height of the units desirable; however, the front-facing garage is undesirable for this development. We acknowledge that a building design that has rear-access garages will require a driveway behind the buildings and along the River Park/open space. Please see our comments under “Building Location and Site Arrangements.”

Front Setbacks: These units are set back from the street 19-25 feet. As with the townhomes, the applicant considers driveways to be essential to the success of the project to provide flexibility to the homeowner and their guests.

Rear Setbacks: The site plan has been amended, showing a 25-foot rear setback between the Carriage Homes and the River Park. We consider this dimension acceptable as it is consistent with a single-family home setback, and because it is slightly smaller than the required 35-foot setback, reserves more space for the River Park and open space.

All other zoning requirements for area and placement are met.

Table 5: Area, Width, Height, Setbacks: Single-Family Homes South of Beal St.

	Single-Family Homes	
	Required (R-1B)	Provided
Lot Area	7,200 s.f.	22 lots 7,200 s.f. or greater 17 lots less than 7,200 s.f. (See SF Lot Summary in Appendix II)
Lot Width	60 feet	22 lots 60 feet or wider 17 lots less than 60 feet (See SF Lot Summary in Appendix II)
Setbacks		
Front	25 feet	15 feet
Side	7 feet min./ 15 feet total ¹	7.5 feet/ 15 feet total
Rear	25 feet	44' from edge of alley easement
Max. Lot Coverage	30 - 35% ²	Per lot
Max. Floor Area Ratio	0.36 or max. 2,500 s.f.	Per lot
Min. Landscape Area % of Lot	30% ²	Per lot
Max. Building Height	2.5 stories Lots less than 6,000 s.f.: 26 ft. Lots between 6,001 & 8,000 s.f.: 28 ft. Lots greater than 8,000 s.f.; 30 ft.	Per lot 2 stories / 21.7' – 28.6'

¹Single-family homes having a finished attic or other habitable space above a second floor shall be required to have a minimum side yard setback of fourteen (14) feet in the R-1B zoning districts.

²For lots considered non-conforming because of insufficient lot area, the maximum allowable lot area coverage percent could be increased to 35%.

We have the following comments regarding the **Single-Family Homes** on the south side of Beal St. See the Single-Family Lot Summary in the Appendix to this review.

Lot Size and Width: Slightly less than half of the single-family lots (or 17 lots) are smaller in area and narrower than a standard R-1B lot. The applicant modified this plan to reduce the front setback of the townhomes along Beal St. (to create a more “urban” character), which allowed for shifting property lines, and creating three more lots that are compliant in lot area, and one fewer lot compliant in lot width. This change reduced the lot size non-conformity shown in the previous plan.

Regarding lots that are smaller/narrower than the required R-1B standard, we consider this variation to be desirable, as it makes the lots less expensive than the larger lots. However, we acknowledge that this is a deviation from the ordinance.

Front Setbacks: The front setbacks proposed for the single-family lots is 15-feet, which is 10-feet less than the standard R-1B front setback. In our opinion, this closer setback creates a more “walkable” neighborhood, placing front porches closer to people using the sidewalks. But we acknowledge that this is a deviation from the ordinance.

Rear Setbacks: In our previous review, we mentioned that the garages were 14-feet from the alley easement line. We asked about the purpose of this setback since the ordinance allows a garage to be 1-foot from an alley right-of-way. The applicant states that this design offers driveway parking. The typical house is shown as setback 44-feet from the alley easement, which is consistent with the R-1B required rear setback.

Lot Coverage/FAR/Min. Landscape Area: Because the new homeowner will choose the house style for their lot, it is not possible to confirm that these requirements will be met, given the number of possible combinations. As requested, the response memo (dated January 20, 2022) states that the developer of the single-family homes will meet all of the R-1B zoning standards.

The revised plans eliminated several deviations that had been identified in our previous review. The table below summarizes the remaining deviations, our opinion of whether the deviation benefits the project, and the issues that are unresolved at this time:

Table 6: Summary of Area, Width, Height, Setbacks Deviations

	Deviation	Potential Change/Comment	Per CWA		
			Beneficial deviation as is	Unresolved	Suggested new Beneficial deviation
Apartment Building	Location of 5 th story half way between Cady St. and Beal St.		X		
Condo Building	Height 2-feet taller than maximum permitted height for 4-stories.		X		
Townhomes	Front setback along south side of Beal 15'		X		
	Front setback along S. Center St. 16.3 – 20'		X		
	Side facades	Locate townhome "High Visibility Side" facades 10-15 feet from Hutton			X
	Floor area ratio (FAR)	Townhouse applicant to show cost estimates for their contribution to public benefits in relation to the estimated project cost to meet FAR "bonus" provisions.		X	
	Building height ½ story taller than ordinance/Master Plan calls for in Racetrack			X	
Row Houses	Rear setback 8-9'		X		
Carriage Homes	Front-facing garage located 19-25' from street	A rear-accessed garage building design will require a driveway behind the carriage homes, directly adjacent to River Park and open space.		X	
	Rear setback of 25'		X		
Single-Family Lots	Area and lot width smaller on 17 lots than R-1B standard		X		
	Front setback smaller than R-1B standard		X		

Items to be Addressed: 1) Applicant and Planning Commission to address deviations in the summary table above. 2) Applicant to show cost estimates for their contribution to public benefits in relation to the estimated project cost to meet "FAR bonus" provisions of ordinance for townhomes and row houses south of Beal St. 3)

Provide height dimension of proposed 2.5-story townhome design. 4) Will “corner” Row House building design be offered at intersection of S. Center St. and Fairbrook?

DENSITY

Section 20.02 of the PUD Ordinance states that density is calculated exclusive of road rights-of-way. The table below compares the proposed density and the density permitted in zoning districts of similar residential land uses. This comparison also shows the densities identified in the Master Plan.

Residential Type	Proposed Density – Using PUD Density Standard (Excludes ROW)¹	Permitted Density: Cady St. Overlay	Estimated Permitted Density: R-3²	Estimated Permitted Density: R-4³	Permitted Density: R-1B⁴	Master Plan Density
Apartments (174 units)	31 DU / AC (174 units / (3.36 ac. + 2.19 ac.))	Minimum of 15 dwelling unit (DU) per net acre of property fronting Cady St.; Minimum of 10 DU/AC for other properties and otherwise governed by dimensional and form-based requirements.	N.A.	N.A.	N.A.	Density of new development shall be governed by dimensional and form-based requirements. North side of Beal: 10-15 DU/AC
Condominiums (53 units)	13 DU / AC (53 units / (1.85 ac. + 2.19 ac.))					
Row Houses – N. of Beal St. (31 units)	7 DU / AC (31 units / (2.27 ac. + 2.19 ac.))					
Summary Density on Cady St. (Apts., Condos & Row Houses – N. of Beal St.)	18 DU / AC (258 units / 14.05 ac.)					
2.5 Story Townhomes & Row Houses S. of Beal St. (91 units)	10 DU / AC (8.36 ac. + 1.09 ac.)	N.A.	See Footnote	See Footnote	N.A.	6 - 12 DU / AC
3-Story Townhomes S. of Beal St. (45 units)	6 DU / AC (3.80 ac. + 1.09 ac.)	N.A.				
Carriage Homes (26 units)	5 DU / AC (3.06 ac. + 2.18 ac.)	N.A.				
Single-Family Dwellings (39 units)	4 DU / AC (8.64 ac. + 2.18 ac.)	N.A.			6 DU / AC	6 – 12 DU / AC
Summary Density South of Beal St. (2.5 & 3-story townhomes, carriage homes and single-family homes)	6.6 DU / AC (201 units / 30.40 ac.)					
TOTAL PROJECT	10.3 DU / AC (459 units / (31.34 + 13.11))					7.6 – 14 DU / AC

¹Acres for the parks and detention basin (13.11 ac.) has been evenly divided between the six residential types.

²Density for R-3 (buildings up to 2.5-stories in height) is calculated by the number of bedrooms. A clear number of bedrooms offered by the 2.5-story townhouse and row house designs is not provided. Therefore, calculating the proposed density as laid out by R-3 District can't be calculated at this time. However, we calculated the density using dwelling units/acre to compare to the Master Plan.

³Density in the R-4 District (buildings between 3- and 5 stories) is determined by the setbacks, distance between buildings, and other locational requirements. A comparison figure cannot be calculated using the information provided. However, we calculated density using dwelling units/acre to compare to the Master Plan.

⁴Density for single-family residential units is calculated by using a minimum lot size of 7,200 s.f.

- *As indicated, the overall density of the project at 10.3 DU/AC is in line with the Master Plan’s range of 7.6 – 14 DU/AC. This density has been reduced from the previous set of plans by 15 units, which helps to address concerns about the amount of traffic generated by the project.*
- *The Master Plan uses “dimensional requirements” and “form-based” requirements such as height and parking to guide development on properties that have frontage on Cady St. The Master Plan identifies a density of 10-15 DU/AC on the land that abuts the new extension of Beal. Lastly, the Master Plan identifies a density of 6-12 DU/AC on the most southern area of the project site. The overall density between Cady and Beal streets is 18 DU/AC, which is slightly above what the Master Plan calls for between Cady & Beal streets. The proposed density on the southern portion of the site is at the low end of the Master Plan density for this area. The overall density is in the middle of the range called for in the Master Plan.*
- *The Cady Street Overlay District calls for a minimum of 15 “dwelling units to the acre” (DU/AC) for properties fronting Cady St., and a minimum of 10 DU/AC for other properties within the Overlay District. The overall density between Cady and Beal streets is 18 DU/AC. This density meets the Cady St. Overlay District standards.*
- *The Master Plan calls for reduction in density as you move from Cady Street south. In the previous review process, the applicant’s engineer provided the following information to support the proposed configuration:*
 - If townhomes were located between Beal and Fairbrook, they would require 4-6 feet of fill to accomplish the necessary grading.*
 - If single-family homes were located south of Fairbrook, the grades around the homes would need to be elevated between 6-8 feet above the existing groundwater elevation.*

Switching the location of single-family homes and townhomes/row houses, in our opinion, makes sense from an engineering standpoint. The Planning Commission has identified the topic of high water tables on the south end of the site as an item for the land use/location discussion. We defer this topic to the City Engineer.

In a previous review, we asked if another small multi-family building type could be interwoven into the southern area south of Beal St. to help create a more logical progression of residential density. The applicant has responded to this previous comment by locating two-story Row Houses on the Farmer’s Market Site, and on the southern portion of S. Center St. They have also replaced townhomes flanking Greenview Park with the smaller Row Houses. We consider these changes positive. We would also suggest the Planning Commission discuss replacing the five (5) townhomes on the west side of S. Center St. with Row Houses, as the scale of the Row House would be more in line with the scale of the single-family homes to the north and south.

- *A prominent land use that is integrated into the density calculations is open space/park land. We acknowledge that this project proposes a considerable amount of open space and park land to*

complement the residential land uses proposed. The project proposes 15.10 acres of open space and developed park land (31% of the site). In our opinion, this is a significant benefit of the project.

Items to be Addressed: 1) Defer Planning Commission discussion on high water table to City Engineer. 2) Planning Commission discuss replacing the townhomes on the west side of S. Center St. with 2-story Row Houses to better integrate with existing single-family homes in this area.

BUILDING LOCATION AND SITE ARRANGEMENT

We have organized our comments in this section around the various building types: Apartment/Condominium/ Mixed Use, Row Houses, Townhomes, Carriage Homes, and Single-Family Homes.

Apartment/Condominium/Mixed Use Buildings:

As provided for in the Master Plan, the apartment/condominium buildings (or highest-density residential uses) and the commercial space are located along the Cady St. frontage. The buildings are close to the Cady St. right-of-way, with parking in the rear of the buildings, or in parking lots/structures which are screened from view by a building. In our opinion, these building locations/configurations are consistent with the Master Plan vision and are appropriately arranged on the site.

Both the apartment building and condominium building have commercial space occupying some portion of the ground floor. The building corners that face Hutton and the proposed Central Park are occupied by retail/restaurant spaces, which we consider positive.

The amount of proposed commercial space (16,204 square feet) is broken down as follows:

- Apartment Lobby: 1,500 s.f. (Residential service area)
- Apartment Leasing: 950 s.f. (Residential service area)
- Apartment Flex Space: 3,220 s.f.
- Apartment Retail: 3,600 s.f.
- Condominium Lobby: 1,600 s.f. (Residential service area)
- Condominium Retail: 3,250 s.f.
- Rowhouse Flex Space: 2,084 s.f.

When describing “commercial” in the Master Plan, it lists “retail, restaurant, office” as examples. We would consider lobbies and leasing offices to be compatible, but they are only serving the residents of the building and not the general public. Removing the residential service areas, the proposed retail/flex spaces (including the Row Houses) make up a total of 12,154 square feet. Three other approved projects on Cady street have/will also add commercial space to the area:

1. 106 E. Cady St. (the Delano) will add 1,634 s.f. first-floor office/retail space,
2. 345 E. Cady St. will add 3,128 s.f. first floor retail/restaurant, and
3. 456 E. Cady St. will add 12,000 s.f. first-floor commercial.

Adding this project to what has already been approved, there is the potential for 28,916 s.f. of new commercial space along Cady St. If the residential service areas (lobbies/leasing) space were included, the total would be 32,966 s.f.

The applicant sponsored a “Retail Demand Report” for this project in September, 2021. It concludes that: “...the 17,000 s.f. of commercial retail space being delivered in the “Northville Downs” development will be absorbed within three (3) years of delivery.” This report also considers the 12,000 s.f. of new commercial space at 456 E. Cady St., but not the other approved plans (representing 4,762 s.f. of new retail space).

Northville’s Downtown Development Authority sponsored a Retail Market Study by Gibbs Planning to estimate the potential of the Cady St. corridor for future retail/commercial uses. This report concludes that the corridor could absorb 48,800 s.f. of retail space using the “status quo” development techniques for new commercial units; or it could absorb 88,100 s.f. of retail space using “best practices” for new retail development.

The two studies are using the information to answer two different questions. The developer’s study is determining if the corridor can support the amount of commercial space the project is proposing. The DDA’s study is making a determination on the total amount of commercial space the corridor could support.

The Master Plan describes the desirable uses along Cady St. as follows. Note that it doesn’t provide guidance about the amount of commercial space desired.

Transitional Mixed Use shall include single use development or mixture of residential, retail, restaurant, office, or other compatible uses. First floor and upper level residential are acceptable in this area.

In our opinion, the amount of commercial space should result in the desired future “character” of Cady St. Should the street be a bustling commercial corridor like Main St., or should it be a quieter street that provides a more “residential” character? Note that there are already activities occurring on Cady St., including the daycare, office uses in the New Victorian, retail uses at 345 E. Cady (at the Griswold intersection), and the lower-level retail units in the building at the Hutton St. intersection. This project will no doubt play a large role in creating the character of the Cady St. corridor, but there are other opportunities for commercial development/redevelopment along the street that the Downs project may inspire.

Row Houses N. of Beal St.:

The row houses, located at the Cady/Griswold intersection, provide for a reduction in “activity level” at this end of the corridor. However, they are located relatively close to the street along both frontages, providing opportunities for porch and sidewalk users to interact. These units will also provide for another type of housing.

Townhomes:

Townhomes are located in three areas: on the south side of Beal St., along S. Center St., and in the southern part of the Racetrack property.

1. South side of Beal St.: The Preliminary Site Plan locates 2.5-story townhomes on the south side of Beal St. We consider this a positive change, as the townhomes provide “one step down” in intensity from the apartment/condominiums/row houses on the north side of Beal. These townhomes are located closer to the Beal St. right-of-way, which is more consistent with the buildings on the north side of Beal St. They have also offered a variation to the side facades that face a street.

2. S. Center St.: This plan has also been amended to locate 2.5-story townhomes along S. Center (vs. 3-story townhomes). This change is consistent with the Master Plan and addresses the concern over a “canyon” effect on the street; we consider it a positive change. As mentioned above, the front setbacks of the townhomes have also been shifted back, and range between 15-feet and 20-feet. This setback allows enough space for a grass panel with street trees in the road right-of-way, and public sidewalks on the subject site, as shown on Sheet L105 in the 1/20 submission. The public sidewalk locations on the subject site (vs. in the right-of-way) will require an easement. At Final Site Plan, the landscape plans will be detailed to clearly add lawn panels, street trees, and street lights within the S. Center St. right-of-way where these features currently do not exist.
3. Racetrack Property: The townhome units in this area are arranged around row houses that flank a central park (called Greenway Park), and “U-shaped” road system (Private Road A). The central park, and secondary green space to the east, are desirable features of this arrangement. The park creates an endpoint for Hutton St., and a gathering space for all City residents. The final Hutton St. “vista” terminates in a river overlook, with some type of amenity, such as a gazebo or sculpture. This may provide an opportunity to acknowledge the equestrian history of the site as the final terminus. The pedestrian pathway from the River Park has been re-located to be directly in line with the north/south pathway traversing Greenway Park and Hutton St.

A 5-unit townhome building is located at the northeast corner of the 7-Mile/S. Center St. intersection. In our opinion, we think this 3-story building will create an incongruous arrangement at the intersection, and be out of place with the adjacent 2-story row houses abutting the street. We recommend this building be replaced with a row house building. The Planning Commission and applicant should address this recommendation.

Lastly, the sidewalk along the U-shaped road and in front of the 5-unit townhome building at 7-Mile/S. Center St. should be extended to meet up with the sidewalk fronting S. Center St.

Row Houses S. of Beal St.:

The most recent set of plans has replaced townhomes on the south portion of S. Center St., and in the Farmer’s Market site, with row houses. Row houses are 2-stories in height (vs. the 3-story townhome), addressing the concern over a “canyon” effect created by the taller buildings along this street.

The technical review provided by the Walkability Consultant suggested that a secondary “front” façade be added to the units that face public travel ways. The applicant should address how the “corner” units at the following locations will be designed:

1. Side of row houses that face 7-Mile (at intersection with S. Center St.),
2. Side of row house that faces Fairbrook (at intersection with S. Center St.)

Carriage Homes:

Carriage homes are located along the east side of the U-shaped road, abutting the River Park. The applicant states that Carriage homes provide additional diversity to the residential opportunities in the project, and this style of building eliminates vehicular uses on the River Park side of the buildings (no rear entry garages and drive aisles).

Our previous review stated that front-facing-garage building designs were not consistent with the public comments received to date for redevelopment of this area. We have two suggestions that could address this issue:

1. **Different Front-Facing Garage Design with Less Prominent Garage.** We acknowledge that rear-loaded buildings would require drive lanes next to the park, and eliminate the possibility for a “back yard” for these homes. Floor plans of these units have been provided. The homes have a relatively small front porches, and the outside front edge of the porch is only slightly in front of the garage. Given the extensive portfolio of the developer, is there a product that is similar in size/height to the proposed Carriage Homes, where the garage recedes from the front façade, rather than be so far in front of the front door? Northville has an ordinance that requires front-facing garages to be a minimum of 4-feet behind the front façade of the house. While these attached units may not be able to meet that standard, having the garage door flush with the front façade, or further back so that the front door, vs. the garage door, is the prominent feature of the front façade may help to address this concern.
2. **Orient Principal “Front” Façade of Carriage Homes Toward Park vs. Street.** The Walkability Consultant saw the location of the Carriage Homes as an opportunity to put more “eyes on the park.” His suggestion was to include a house design that has a “front” facing the park, and a secondary “front” facing the street (with the garage access).

Another suggestion made by the Walkability Consultant involves the east/west pedestrian pathway through the Greenway Park. He suggested that this pathway cross Private Road A to the east, and connect with a pathway into the River Park (See D. Burden’s Technical Memo). To accomplish this change, the Carriage Homes that currently block this connection would need to be shifted.

Single-Family Homes:

As mentioned before, the single-family homes are proposed closer to downtown than illustrated in the Master Plan. A Soils Investigation report (dated March 16, 2018) has been provided. This study evaluated the findings of 23 soil test borings conducted on the site, and made recommendations regarding the capacity of these soils to accommodate structures. Page 3 of this report indicates that it would be “extremely difficult,” “very difficult,” and “difficult” to locate buildings with basements in the vicinity of 14 of the test boring locations. Page 7 states that “Excavating and maintaining dry basements below the long-term water table in the vicinity of these borings may be difficult.” The report goes on to describe the steps needed to construct basements in these areas. A map at the end of the report highlights the soil test boring locations that show wet sand areas, which correspond to the locations where basements are deemed to be extremely difficult/very difficult/difficult to build. Comparing this information with the site design, it appears that the single-family homes are not located in the vicinity of the wet sands. We defer evaluation of this information to the City Engineer.

The arrangement of single-family home lots is in a traditional block pattern, with most homes facing a public street and vehicular access provided via a rear alley. We consider this arrangement positive. A cluster of three single-family lots face a portion of the River Park, providing “eyes on the park,” as recommended by the Walkability Consultant.

Six lots (#22 - #27) are arranged around a narrow “courtyard” with a central sidewalk. These lots don’t face a street. Vehicular access is provided via a 22-foot wide “driveway,” or a 12-foot wide “alley.” We

consider this a unique configuration that is desirable. As suggested, the sidewalk that traverses the front of these homes has been continued past the alley to the south, and now connects to Fairbrook.

The single-family homes (and apparently the townhomes/row houses) will get their mail via a central mailbox. The central mailbox has been removed from the River Park, and re-located to an open space in the Racetrack townhome cluster.

We had suggested that higher-density (such as four- or six-plex buildings) be located along the Hutton St. frontage, given the relative importance of this street. The response memo states that the developer is proposing single-family units along Hutton.

The technical review provided by the Walkability Consultant suggested that a secondary “front” façade be added to the units that face public travel ways. The applicant should address how the “corner” units along the pedestrian connector between Hutton St. and Greenway Park will be treated.

Items to be Addressed: 1) Planning Commission to discuss the desirable “character” of Cady St. to help guide the appropriate amount of commercial development along this street that is part of this project, in addition to existing commercial space, and future commercial space already approved. 2) The public sidewalk locations on the subject site along S. Center St. will require an easement. 3) Planning Commission and applicant to discuss replacing 5-unit townhome at 7-Mile/S. Center St. intersection with row house building. 4) Applicant address how the “corner” units of row houses of the 7-Mile/S. Center St., and Fairbrook/S. Center St. will be designed. 5) Similar Carriage Home design (in size/height) where the front-facing garage either flush with front façade, or recedes from the front façade so front door is the prominent feature vs. the garage door; OR orient prominent “front” façade toward the park vs. street. 6) Extend east/west pedestrian path in Greenview Park to River Park by shifting intervening Carriage homes. 7) Extend the sidewalk along the U-shaped road and in front of the 5-unit townhome building at 7-Mile/S. Center St. to meet up with the sidewalk fronting S. Center St. 8) Defer evaluation of the Soils Investigation report, and location of structures without basements, to the City Engineer. 9) Applicant to consider secondary front facades on sides of single-family homes that face the pedestrian connection from Hutton to Greenway Park.

FLOOR PLANS/ ELEVATIONS

Detailed floor plans and elevations of almost all of the proposed buildings have been submitted.

Apartment/Condominium/Mixed-Use Buildings

The proposed elevations of these buildings are, in our opinion, well suited for Cady St., and as an extension of Northville’s downtown architectural character. The scale of the buildings along Cady coordinates well with the existing buildings on the north side of the street. The illustrations provided in the 1/20 package assist in making this assessment. We also consider the scale of the buildings along the new segment of Hutton St., and the new Central Park, to positively take advantage of the change in elevation, and locate a significant amount of parking underneath the buildings. Floor plans of these buildings have been provided. This information assists in explaining how the buildings will function.

Since the apartment/condominium/mixed-use buildings are in the Historic District, these buildings require review and approval by the Historic District Commission (HDC) as well. The HDC conducted a “Conceptual” review of the project on February 15, 2022. This type of review does not provide any

formal decision by the HDC, but gives the HDC and applicant an opportunity to discuss the project and consider alternative design options. Note that the HDC only has jurisdiction of the buildings that are located within the Historic District boundaries. Properties within the Historic District are shown on the Zoning Map.

Row Houses

Elevations and floor plans of the proposed row houses have also been provided. We agree with the different architecture between the buildings that face Cady St. (more urban character), and the buildings that face the more residential Griswold St. The more residential character row houses are also proposed at the south end of S. Center St. and on the Farmer's Market site. The also show "residential style" row houses on the north side of Beal, and at the intersections of Griswold and S. Center St. We consider this appropriate at Griswold/Beal, as these buildings help to make the transition to the residential neighborhood to the east. Regarding the S Center St./Beal location, they could coordinate well with the existing historic homes in this block. These buildings are also located in the Historic District (along Cady & Griswold), and will require HDC approval.

Townhomes

The submission also includes elevations and floor plans of the proposed 3-story townhomes, but not the 2.5-story townhomes. The 3-story elevations show two townhome styles: one with a flat roof, and one with a pitched roof; however, the revised Sheet 7 only shows flat-roof townhomes going forward.

Carriage Homes

We commented earlier in this review that a building design with a prominent front-facing garage is not desirable for this new development. We asked if the applicant could offer a building style of a similar scale (size/height), but with a garage that is flush with/recessed behind the front façade so that it is secondary in prominence to the front door and front porch.

Items to be Addressed: 1) Comments above are repeated in other portions of this review. 2) Review by the Historic District Commission concurrent with Preliminary Site Plan review.

RECOMMENDATIONS

Regarding Residential/Commercial Land Use and Location, the revised plans show some positive changes that specifically respond to comments made at previous meetings. In our opinion, the main topics for discussion should be:

- 1) Data and summary of residential market analysis provided by the developer to confirm the proposed mix of residential types.
- 2) Financial information confirming that contributions to parks meet the 10% of project threshold to justify higher Floor Area Ratio proposed by townhomes and rowhouses on south end of project.
- 3) Discussion of high water table on south end of site to resolve question of buildings with basements in this area.
- 4) Desired character of Cady St. to help determine appropriate amount of commercial space that is a part of this project.

A complete summary of our comments includes the following. Other than the four discussion items above, the remaining comments could be addressed as refinements to the Preliminary Site Plan:


- A. **Information required for Preliminary Site Plan Review.** 1) Residential market analysis data that supports decisions about the scope of each residential type proposed in the site plan. 2) Data that supports the decision to locate apartments in one large building vs. smaller buildings that are more similar in scale to large single-family homes.

- B. **Area, Width, Height & Setbacks:** 1) Applicant and Planning Commission to address deviations in the summary table above. 2) Applicant to show cost estimates for their contribution to public benefits in relation to the estimated project cost to meet "FAR bonus" provisions of ordinance for townhomes and row houses south of Beal St. 3) Provide height dimension of proposed 2.5-story townhome design. 4) Will "corner" Row House building design be offered at intersection of S. Center St. and Fairbrook?

- C. **Density:** 1) Defer Planning Commission discussion on high water table to City Engineer. 2) Planning Commission discuss replacing the townhomes on the west side of S. Center St. with 2-story Row Houses to better integrate with existing single-family homes in this area.

- D. **Building Location and Site Arrangement.** 1) Planning Commission to discuss the desirable "character" of Cady St. to help guide the appropriate amount of commercial development along this street that is part of this project, in addition to existing commercial space, and future commercial space already approved. 2) The public sidewalk locations on the subject site along S. Center St. will require an easement. 3) Planning Commission and applicant to discuss replacing 5-unit townhome at 7-Mile/S. Center St. intersection with row house building. 4) Applicant address how the "corner" units of row houses of the 7-Mile/S. Center St., and Fairbrook/S. Center St. will be designed. 5) Similar Carriage Home design (in size/height) where the front-facing garage either flush with front façade, or recedes from the front façade so front door is the prominent feature vs. the garage door; OR orient prominent "front" façade toward the park vs. street. 6) Extend east/west pedestrian path in Greenview Park to River Park by shifting intervening Carriage homes. 7) Extend the sidewalk along the U-shaped road and in front of the 5-unit townhome building at 7-Mile/S. Center St. to meet up with the sidewalk fronting S. Center St. 8) Defer evaluation of the Soils Investigation report, and location of structures without basements, to the City Engineer. 9) Applicant to consider secondary front facades on sides of single-family homes that face the pedestrian connection from Hutton to Greenway Park

- E. **Floor Plans and Elevations:** 1) Comments above are repeated in other portions of this review. 2) Review by the Historic District Commission concurrent with Preliminary Site Plan review.


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

153-1801

cc: Pat Sullivan, City Manager
Dianne Massa, Clerk
Brent Strong, Building Official
Mike Domine, DPW Director

APPENDICES

This material is provided in case the Planning Commission has time to progress past the land use topic and onto a second topic at the April 5 meeting.

It is also provided as support for the attached Site Plan Review regarding Residential/Commercial Land Uses and Locations

APPENDIX I: CONTAINS INFORMATION ON TOPICS IN ADDITION TO “RESIDENTIAL/COMMERCIAL LAND USE/LOCATIONS.”

NATURAL RESOURCES

As mentioned above, a tree survey showing all of the existing trees greater than 6” in diameter has been provided. The trees should be identified if they are proposed to be removed. If possible, we recommend that the following trees be retained, as they are unusually large, and the survey indicates that they are in good condition:

- #2401 – 31” Maple
- #2403 – 48” Walnut
- #2415 – 32” Maple
- #2433 – 41” Maple (Note that two trees have this same tag number)

The Rouge River is a very significant natural feature on this site. The plans show that the river will be daylighted (removed from the existing culvert), and a natural channel will be created to accommodate the flow of the river. In addition, the plans indicate that the river channel, and abutting river banks, will be “restored” to a natural condition. All of this work is highly technical, and will require specific expertise to accomplish successfully. As requested, a description of the design and permitting by outside agencies for the daylighting project have been provided, with an estimated timeline. The City Engineer’s review discusses this description.

The Johnson Drain, a high-quality stream, is another important natural feature. While the stream is not located on this site, the top of the stream bank is on the site’s south property line. In this vicinity, the site itself has been cleared of all vegetation. However, construction of the proposed stormwater detention basin will re-vegetate the site to the top of the stream bank, which will have positive effects on the water quality in the stream itself. However, this feature will need to be protected from construction impacts. As requested, the Grading Plan shows protective fencing (in addition to soil erosion measures) at the edge of disturbance along the top of the stream bank (or property line, if further away from the top of bank).

Sheets 8 and 9 of the plan set show the site’s existing topography, and provide spot elevations generally indicating how the site will be graded to accommodate the development. We defer evaluation of the proposed Grading Plan to the City Engineer.

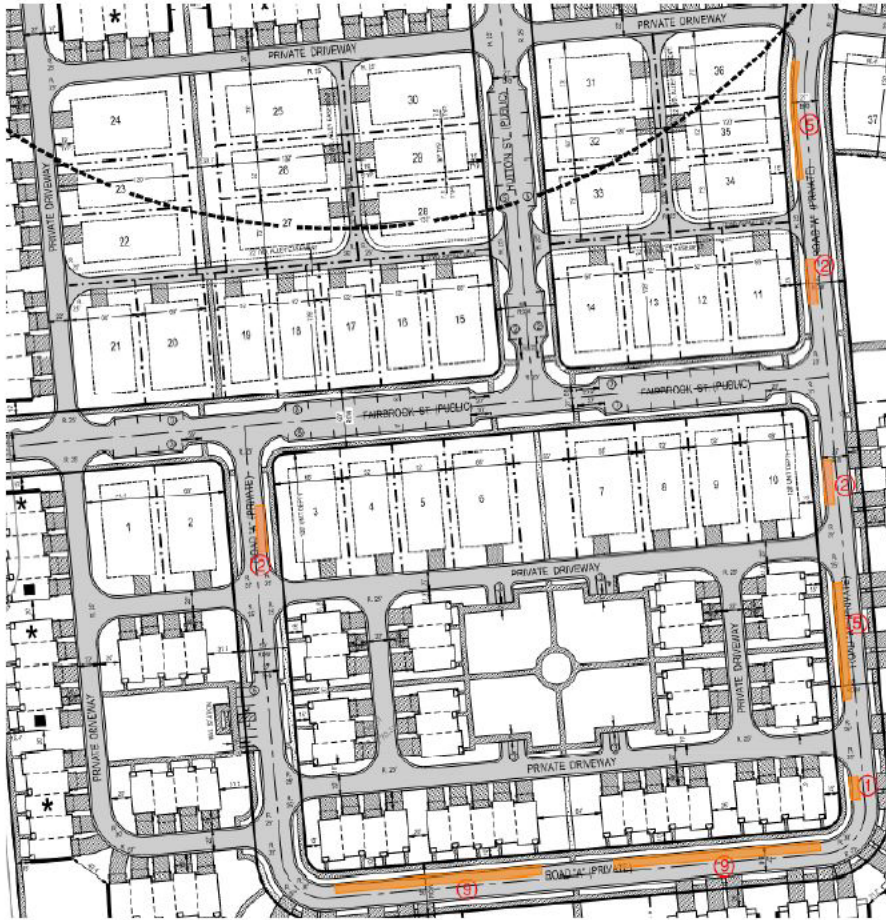
Items to be Addressed: 1) Indicate on the tree survey trees to be removed. 2) Consider retaining trees #2401, #2403, #2415 and #2433; revise numbering to eliminate duplicate tag numbers for 2433. 3) Defer evaluation of Grading Plan to City Engineer.

PARKING

Number of Parking Spaces

We have evaluated the revised 3/22 plans for the number of parking spaces provided per each building type. (See Appendix III for explanatory table.) The end result of this parking analysis is that the project will accommodate the required number of spaces for the proposed uses. The calculation shows the proposed parking has 40 more spaces than required by ordinance. Note also that this 40-space surplus does not count

the driveway spaces offered by the townhouse or single-family units. Note also that the applicant provided a graphic in a previous submission showing the 28 on-site spaces proposed for the U-Shaped road in the southern portion of the site.



Public Spaces per Purchase Agreement:

The purchase agreement with the City requires that 92 public parking spaces are constructed within 600 feet of the existing City lot. As requested, the plans were amended to show a 600-foot distance from the boundaries of the existing City lot. Ninety-two public spaces exist within this distance.

Apartment/Condominium/Mixed-Use Buildings:

The ordinance requires 1.8 spaces per unit for the apartment building, while the proposal offers 1.7 space per unit in dedicated parking spaces. We consider this an acceptable deviation because more than half of the apartment units are either studio units, or one-bedroom units. If about half of the studio/one-bed units have tenants with two cars, the proposed parking could still accommodate this need. The surface lot (108 spaces) requires 5 barrier-free spaces. As requested, these spaces are shown on the Sheet 7 of the plans. The parking under the building (187 spaces) requires 6 barrier-free spaces. The floor plans for this building have been amended, and clearly show the required number of barrier-free spaces.

The condominium building offers 2 parking spaces per unit. This is less than the ordinance requirement; however, the provided on-street parking could handle visitor parking (which is part of the ordinance requirement). The surface lot serving this building (63 spaces) will require 3 barrier-free spaces, which are

shown on Sheet 7. The garage serving this building (42 spaces) requires 2 barrier-free spaces. The architectural plans have been amended to show the required number of barrier-free spaces.

The proposed public parking meets the commercial space parking requirements. These spaces are in addition to the purchase agreement requirement. The 18-space surface lot shows the required number of barrier-free spaces.

Other Residential Unit Types:

All other residential unit types provide for required parking in a private garage. The project has additional street parking that can be used by visitors (in addition to the public parking required above). As proposed by the applicant, driveways can also be used to accommodate visitor vehicles.

Arrangement of Parking Spaces

Apartment/Condominium/Mixed Use Buildings:

The parking associated with the apartment building for residential use is located either underneath the building or in a surface lot. The surface lot is located behind the building and not visible from Cady St., Hutton St., or Beal St. We consider this positive.

The parking associated with the condominium building for residential use is also underneath the building, or in a screened surface lot.

The parking associated with the commercial uses in both buildings is proposed to be located in an 18-space parking lot at the north end of the Central Park, and on the surrounding public streets. The on-street parking is positive. However, the 18-space parking lot negatively impacts the function and aesthetics of the Central Park. We understand it was offered so that parents picking kids up at the Church day care would have somewhere to wait in their car. While we sympathize with these users, its unknown if the Church will always have this daycare program, while this Park will be a feature of Cady Street for decades to come. If the lot were eliminated, the project would only be 22-spaces deficient. In making a difficult choice, we would recommend that the Planning Commission consider eliminating this lot, and extending the Central Park all the way to Cady St. This change was also supported by the Walkability Consultant.

Other Residential Unit Types:

Our comments regarding the arrangement of parking for the single-family homes, townhomes, and carriage homes is described above.

Size of Parking Spaces & Maneuvering Lanes

Minimum parking space “size” requirements include 9-foot width, 19-foot length, and 20-foot maneuvering lane. The proposed dimensions are shown on Sheet 7. We have evaluated the proposed parking for each building type:

Apartment/Condominium/Mixed Use Buildings/Row Houses:

The proposed size of parking spaces in the surface lots serving these buildings meets ordinance requirements. In our previous review, we noted that the maneuvering lanes were wider than required (22 to 24-feet wide), when required to be 20-feet wide. We recommended that the lanes be narrowed as much as possible. This will help to minimize impervious surface, and in some instances, increase the amount of surrounding green

space. The response memo states that maneuvering lanes were minimized to 22-feet wide, but any narrower would negatively affect vehicle movements. We consider the changes positive.

The parking spaces in the garage structures on the architectural plans have not been dimensioned, and should be.

Other Residential Unit Types:

The driveways behind the townhomes (and some single-family homes) are proposed at 22-feet wide, which is 2-feet wider than required for two-way movements in a parking lot. We also recommended minimizing these driveway widths as much as possible. The response memo states that these driveways are designed with “mountable curbs,” which actually makes the driving surface 20-feet wide.

Items to be Addressed: 1) City Engineer recommendation to change Private Road A to a public road with on-street parking. 2) Planning Commission consider number of parking spaces for apartments/condominiums compared to parking requirements. 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. 4) Parking spaces in garage structures on architectural plans should be dimensioned.

SITE ACCESS AND CIRCULATION

In general, the City Engineer has evaluated the proposed road network, and considers the proposed connections to be fully adequate.

We compared the proposal against the recommendations made by Dan Burden, Walkability Consultant, and prepared the attached spreadsheet. The spreadsheet identifies his recommendations, or recommendations made by the City Engineer, the City’s Non-Motorized Plan, or other sources (as identified), and the proposal. Areas where the proposal is contrary to Mr. Burden’s recommendations are highlighted in yellow; OHM’s recommendations are highlighted in blue. Note that all of these issues cannot be resolved by the Planning Commission. For example, the Police Chief and Fire Chief will need to be consulted on the recommendations.

An important recommendation made by Mr. Burden was to connect the project to 7-Mile at E. Hines Drive. The City Engineer has provided an opinion on this concept, and does not support it as it has the potential to become a major connector between N. Griswold (minor arterial) and E. Hines Dr. (principal arterial). (See OHM’s 1-13-22 memo “Commentary on Dan Burden’s and City Mobility Suggestions.”) As mentioned above, the City Engineer considers the proposed road network fully adequate.

The City Engineer also provides comments on the 7-Mile and Sheldon Rd./S. Center St. intersection.

Note that review of the Traffic Impact Study is provided by the City Engineer. This study includes recommendations for intersection improvements, which will also be evaluated by the City Engineer.

Items to be Addressed: 1) Planning Commission consideration of spreadsheet comparison of D. Burden’s recommendations, OHM’s recommendations, and the proposal.

LANDSCAPING & STREETScape AMENITIES

Landscaping and streetscape details are required upon Final Site Plan Review. However, given the importance of streetscape improvements that accommodate walkability, the applicant was requested to provide landscape plans showing the streetscape details.

Cady St.

The number of street trees in the Cady St. Overlay District requires 1 tree per 40 lineal feet of frontage. The plans show trees provided at 1 per 30 lineal feet of frontage, exceeding this requirement. These trees will create a comfortable pedestrian environment through their shade and protection from vehicles on the street. Per the DDA Secondary Street Standards, the trees are shown in tree grates.

No other streetscape amenities are shown on the Landscape Plans. The Cady St. Overlay District, as well as the DDA Secondary Street Guidelines that apply to Cady St., call for seating, special concrete finishes, pavers, bollards in some locations, and decorative pedestrian-scaled lighting. The response narrative states that new streetlights matching the requirements of the Secondary Streets Design Standards will be provided.

Hutton, Griswold, Beal, and Fairbrook St.

The same tree spacing (1 tree per 30 lineal feet) is proposed along Hutton, Griswold, Beal, and Fairbrook. The trees along the north side of Beal and the segment of Hutton north of Beal, are located in tree grates. The trees along Griswold, the segment of Hutton south of Beal, and Fairbrook, are located in grass panels. We consider these designs appropriate for the adjoining land uses.

Griswold currently does not have decorative street lights. The new streets will need street lights. The plans should locate street lights along these corridors.

S. Center St. and River St.

The S. Center St. sub-area plan in the Master Plan states that future development shall extend the City streetscape improvements along S. Center St. Note that the east side of S. Center St. is occupied by an overhead powerline.

Sheet L105 proposes the following for S. Center St.:

- On the east side of S. Center St., between Beal and Fairbrook, a 7-8 foot wide grass panel between the street and sidewalk, and street trees planted in the front yards of the townhomes.
- Between Fairbrook and 7-Mile:
 - East side of S. Center, a 7-8 foot wide grass panel between the street and sidewalk, planted with street trees.
 - West side of S. Center, a 12 foot wide grass panel between the street and sidewalk, planted with street trees.
- At the intersection of S. Center and 7-Mile, the plans show a “gateway to be designed at a later date.”

This corridor has some decorative street lights, but not consistently along both sides of the road, particularly south of Beal St. to 7-Mile. The plans should identify locations for new streetlights along this corridor. This most likely will also require removal of the overhead lights on the power poles.

In our previous review, we observed that the project will not conduct any work within the River St. right-of-way. We asked for clarification. The response memo states that a lawn parkway is to be installed between the

road pavement and a 5-foot wide sidewalk on the west side of the street. No trees are proposed given the overhead powerlines. In our opinion, a curb along this street edge should be added to provide some type of barrier between cars on River St. and pedestrians on the sidewalk, particularly since there will be no street trees performing this function.

Sheets 105 and 106 show street trees along the U-shaped road, and the internal “lanes” at the “1 tree per 30 lineal feet” spacing.

Note that the street cross sections (Sheets L110 – L113) show the parallel on-street parking spaces at 8-foot depth; the site plan shows them at 8.5-foot depth. While the response memo states this was changed, Sheet 7 shows 8.5-foot deep parking spaces. The sheets should be coordinated.

Items to be Addressed: 1) Applicant to confirm that streetlights will be installed on new streets, and along S. Center St. 2) Need for curb along west side of River St. as barrier between vehicles and pedestrians. 3) Coordinate on-street parking lot depth dimension between street cross sections (Sheets L110-L113) and site plans.

LIGHTING

Detailed lighting information is required upon Final Site Plan Review.

Items to be Addressed: Detailed lighting information upon Final Site Plan Review.

UTILITIES

Proposed utilities are shown on Sheets 8 and 9.

The proposed stormwater system will need to be compliant with Wayne County’s updated stormwater management requirements. The plans show use of a number of underground detention facilities on the north end of the site, and a pre-treatment/detention basin at the south end of the site. The high water table inhibits the ability to infiltrate stormwater runoff.

In our previous review, we had concerns regarding a proposed stormwater catch basin in the middle of Greenway Park’s central feature. The revised plans have relocated this catch basin.

We defer comments on these systems to the DPW Director and City Engineer.

Items to be Addressed: 1) Defer review of utility connections to DPW Director and City Engineer.

PROJECT PHASING

The submission includes a “Phasing Plan,” showing the projected timeline of each phase of the project. We have organized this information in the following table:

	2022		2023				2024				2025				2026				2027				
Phase:	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	1Q	2Q	3Q	4Q	
HPH Phase 1 – Cady to Beal/Center to Griswold: Apartments/Condos/Row houses																							
Toll Bros. Phase 1 – West side of S. Center																							
River Park																							
Toll Bros. Phase 2 – East side S. Center (59 TH) Racetrack: (29 SF lots; 26 CH)																							
Toll Bros. Phase 3 – Beal St.: (16 TH; 13 SF) Racetrack: (42 TH)																							

TH = Townhomes; SF = Single-Family; Gray = Construction; Blue = Absorption

We have the following observations:

1. The phasing schedule is aggressive in my opinion. There will be four separate projects occurring in 2024 (HPH Phase I, TB Phases 1 & 2, and the River Park), which will cause impacts to neighbors, and possibly the road system.
2. This schedule will need to be evaluated by the Building Department and the DPW Director for construction and impacts to the City’s water and sewerage systems in the area. (Note that the developer of the Foundry Flask project anticipated that construction of their project will be complete by the end of 2023.)
3. Construction and phasing of the new road system will need to be evaluated by the City Engineer and DPW Director.
4. Toll Brothers is developing the racetrack, and will be responsible for daylighting the river. Phase 1 of the Toll Brothers project (Farmer’s Market property and west single-family parcels) will almost be complete by mid-2024. This phase does not include any “public benefits,” as identified by the project materials.

The phasing of all of the improvements will be described in the PUD Agreement.

Items to be Addressed: 1. Evaluation of the proposed phasing schedule by DPW Director, Building Official and City Engineer. 2. Toll Brothers Phase I does not include any public benefits. 3. Phasing of all improvements described in PUD Agreement.

Appendix II: Single-Family Lot Summary

Proposed Lot No.	Gross Area	Alley Area	Net Area	Meets R-1B 7,200 s.f. Minimum?
1	71 x 128 = 9,088 s.f.	No alley easement	9,088 s.f.	Yes
2, 3, 6, 7, 10	68 x 128 = 8,740 s.f.	No alley easement	8,704 s.f.	Yes
4-5, 8-9	52 x 128 = 6,656 s.f.	No alley easement	6,656 s.f.	No
11, 14, 15, 20 & 21	68 x 126 = 8,568 s.f.	11 x 68 = 748 s.f.	7,820 s.f.	Yes
12-13, 16-19	52 x 126 = 6,552 s.f.	11 x 52 = 572 s.f.	5,980 s.f.	No
22	73 x 130 = 9,490 s.f.	11 x 130 = 1,430 s.f.	8,060 s.f.	Yes
23	52 x 130 = 6,760 s.f.	No alley easement	6,760 s.f.	No
24	73 x 130 = 9,490 s.f.	No alley easement	9,490 s.f.	Yes
25	73 x 132 = 9,636 s.f.	11 x 73 = 803 s.f.	8,833 s.f.	Yes
26	52 x 132 = 6,864 s.f.	11 x 52 = 572 s.f.	6,292 s.f.	No
27	73 x 132 = 9,636 s.f.	(11 x 73) + (11 x 132) = 2,255 s.f.	7,381 s.f.	Yes
28	73 x 131 = 9,563 s.f.	(11 x 73) + (11 x 131) = 2,244 s.f.	7,319 s.f.	Yes
29	52 x 131 = 6,812 s.f.	11 x 52 = 572 s.f.	6,240 s.f.	No
30	73 x 131 = 9,563 s.f.	11 x 73 = 803 s.f.	8,760 s.f.	Yes
31 & 36	73 x 120 = 8,760 s.f.	11 x 73 = 803 s.f.	7,957 s.f.	Yes
32 & 35	52 x 120 = 6,240 s.f.	11 x 52 = 572 s.f.	5,668 s.f.	No
33 & 34	73 x 120 = 8,760 s.f.	(11 x 73) + (11 x 120) = 2,123 s.f.	6,637 s.f.	No
37	86.4 x 120 = 10,368 s.f.	No alley easement	10,368 s.f.	Yes
38	68 x 120 = 8,160 s.f.	No alley easement	8,160 s.f.	Yes
39	68 x 120 = 8,160 s.f.	No alley easement	8,160 s.f.	Yes

Appendix III: Parking Calculation Comparison

	Cady St. Overlay – CBD Underlying Zoning	Cady St. Overlay – RTD Underlying Zoning	Cady St. Area Proposed Parking	Diff.
Replacement spaces for City Parking Lot w/in 600 feet (Per HPH/City Purchase Agreement to buy City parking lot)	92 spaces		<ul style="list-style-type: none"> • 5 sp. Cady St.* • 37 sp. Hutton St. • 47 sp. Beal St. • 3 sp. Cady St. surface lot 	-0-
Commercial Uses				
General Retail	3,220 s.f. x 1 sp./250 s.f. or 13 sp.		<ul style="list-style-type: none"> • 15 sp. Cady St. surface lot • 3 sp. Cady St.* • 16 sp. row house surface lot 	
Restaurant	3,600 s.f. x 1 sp./150 s.f. or 24 sp.	3,250 s.f. x 1 sp./100 s.f. or 33 sp.	<ul style="list-style-type: none"> • 14 sp. Griswold St.** • 12 sp. Beal St. • 4 sp. Hutton St. • 6 sp. Fairbrook St. 	
Commercial Subtotal	37 sp.	33 sp.	70 sp.	
Average	1 sp./143 s.f.			-0-
Multi-Family – Apts.				
Studio	6 units x 1 sp./unit or 6 sp.	2 units x 1 sp./unit or 2 sp.	<ul style="list-style-type: none"> • 187 sp. parking garage • 108 sp. surface lot 	
1 Bedroom	45 units x 1 sp./unit or 45 sp.	40 units x 2 sp./unit or 80 sp.		
2 Bedrooms	38 units x 2 sp./unit or 76 sp.	34 units x 2.5 sp./unit or 85 sp.		
3 Bedrooms	3 units x 3 sp./unit or 9 sp.	6 units x 3 sp./unit or 18 sp.		
Apartment Subtotal	136 sp.	185 sp.	295 sp.	-26 sp. 8% fewer than req.
Average	1.8 sp./unit		1.7 sp./unit	
Multi-Family – Condos.				
Studio & 1 Bed.		15 units x 2 sp./unit or 30 sp.	<ul style="list-style-type: none"> • 42 sp. parking garage • 63 sp. surface lot 	
2 Bed.		20 units x 2.5 sp./unit or 50 sp.		
3 Bed.		18 units x 3 sp./unit or 54 sp.		
Office/Clubhouse		5 sp.		
Condo Subtotal		139 sp.	105 sp.	-34 sp. 24% fewer than req.
Average	2.6 sp./unit		2.0 sp./unit	
Row Houses		70 units x 2 sp./unit or 140 sp.	<ul style="list-style-type: none"> • 140 sp. Individual garage • 16 sp. surface lot • 8 sp. Farmers Mkt. 	+24
Townhomes		97 units x 2 sp./unit or 194 sp.	<ul style="list-style-type: none"> • 194 sp. Individual garage • 18 sp. visitor Racetrack • 28 sp. visitor U-Shape Rd. 	+46
Carriage Homes		26 units x 2 sp./unit or 52 sp.	<ul style="list-style-type: none"> • 52 sp. individual garage 	-0-
Single-Family Dwellings		39 units x 2 sp./unit or 78 sp.	<ul style="list-style-type: none"> • 78 sp. individual garage • 30 sp. Fairbrook 	+30 sp.
Project Total		1,086 sp.	1,126 sp.	+40 sp.

*If a developer builds a street, the parking spaces on that street are counted toward parking requirements. If parking spaces are located on an existing street, then the parking spaces are not counted toward parking requirements. The project is dedicating right-of-way along Cady St. in the vicinity of 5 parking spaces that are 600-feet from the public lot. We consider these spaces provided by the project.

**The engineering plan shows that the developer is proposing to relocate approximately 4,500 s.f. of the Griswold St. right-of-way and construct new curb and parking spaces. We assume that the developer will purchase this land from the City and reconstruct at least the west side of this road with new curb/gutter and parking spaces. This should be confirmed. If so, we think these spaces would count toward the parking requirements.