



January 26, 2022

**City of Northville**

Department of Public Works  
215 W Main St,  
Northville, MI 48167

Attn: Mr. Michael Domine, DPS Director

Re: The Downs - Preliminary Site Plan Review for Engineering  
OHM Job No. 0152-21-1020

Dear Mr. Domine,

On behalf of the City of Northville, we have reviewed the Preliminary Site Plan as submitted by Seiber Keast Lehner, and dated December 5, 2021, and revised plans dated January 20, 2022, for the above referenced project. The revised plans have addressed many of our comments from our letter dated January 14. We have also attached review comments on the revised Traffic Impact Study (as prepared by Applicant's consultant) and provided professional opinions related to Dan Burden recent walkability analysis and The City Mobility Task Force. Based on the information presented, we offer the following comments for your consideration at this preliminary site plan stage:

Preliminary Engineering Level Comments

1. The necessity for utility easements will be reviewed in the future at the final site plan and engineering review stages. Easements for public utilities will be necessary when located outside of a future City-owned Road Right-of-Way. Easement widths to be shown on Final Site Plan submittal.
2. At the Cady St and Griswold St intersection, a small area of Right of Way should be dedicated, where the property line deviates across approximate 260 ft frontage. The portion of the parcel abutting Beal Street should have sufficient ROW to provide a 60 ft width or 30 ft half width as applicable. To be addressed a Final Site Plan submittal.
3. Sufficient grading detail has not been provided on the plans at this time to allow for review and comment. Since mass grading on this site will be changing over existing conditions, the grading will require detailed review at a later stage. We request that prior to final site plan submittal, plans with sufficient proposed grading are provided for cursory grading review. To be addressed on Final Site Plan submittal.
4. We recommend to place water main, sanitary sewer, and storm utilities outside the road pavement whenever possible. To be addressed in Final Site Plan submittal.
5. Hydraulic network analysis of the proposed water system will be necessary during final site plan and engineering review stages to confirm that water main sizing is adequate throughout the development and at connection points. To be addressed in Final Site Plan submittal.



6. The City discourages the use of sanitary pump stations and as such we encourage the Applicant's continued search for a gravity option thru connection(s) to a Oakland/ Wayne County Interceptor.
7. Sanitary sewers shall be extended such that a sanitary lateral servicing each building can connect downstream of the dead-end MH, perpendicular to the building face. Several locations have been addressed but the sanitary sewer needs to be extended to lot 39 and most westerly Townhome on the west end of Beal Street extension.
8. Sufficient sanitary sewer conveyance capacity would need to be verified for Phase 1, Downs North and (utility phase 1) and the Downs South Phase 1 Townhomes west of Center Street. To be addressed in the Final Site Plan submittal.
9. Pedestrian crossings should be located at the narrowest part of the road formed by the curb extensions. Extensively addressed, however the sidewalk from Lots 22-27 shall have a receiving ramp on the north side of the Beal Street as a mid-block crossing.
10. Cost sharing of improvements to Cady St water main upsizing per CIP recommendations have yet to be determined by the City DPS. Once determined, Applicant will be notified of City requirements.
11. Plans shall include the new 8- inch water main extending along Griswold from Beal to Cady per City Water Master Plan and September 2018 Utility Tech memo.
12. Existing 4-inch water main within the vacated Church St ROW, and loops thru to Beal Street shall be shown and called out to be removed.

#### Walkability Mobility

We have reviewed the recently prepared slide presentation prepared by the City Walkability Consultant and The City Mobility Task Force and have provided our opinion in the attached memorandum. We plan to further engage technical staff from the City and Applicant regarding how these recommendations mesh with current City planning and road design standards, as well as impact to pedestrian circulation goals for this site plan.

#### Rouge River Daylighting

The Applicant has not begun detailed design for the removal of the box culvert enclosure (which the Rouge River runs through) on the site along the west side of River Street. Separately, the Applicant's Engineer has applied for and received approval from FEMA for a reduction of the floodplain through the site and an EGLE permit for work within the water course. This work specifically consists of removal of the existing Northville owned Sanitary Sewer which crosses the river at the Beal Street Bridge. From the content of the Applicants CLOMR application, (removal of the inlet obstruction to the box culvert), it can be inferred that a future daylighting of the river including removing the top and opening the side slopes will allow for a larger volume of water to be efficiently conveyed through this area. The future design of the river daylighting will determine the proposed river bottom width, channel material and alignment. The revised PSP includes a memo detailing the anticipated tasks and expected time frame for each task. In summary 85 weeks for permitting and 6 month for construction.

It is also worth noting that the preliminary site plan shows a proposed sanitary sewer re-alignment south of the Beal Street Bridge connecting to the Oakland County arm of the Huron-Rouge Interceptor on River Street. This sanitary sewer work at the river crossing is proposed to be phased.



The Downs North sanitary sewer is proposed to connect to the existing 10-inch diameter sewer on the west side of the Beal Street bridge as part of the first utility phase. It is proposed during a second utility phase that this sanitary sewer be constructed to cross under the river and connect to the interceptor. The new connection to the interceptor would provide a lower elevation for the sanitary sewer allowing it to be separated from the river flow. The Applicant's Engineer, City DPS and City Engineer are in active talks with the applicable regulatory agencies for approval of this proposed connection. This revised connection would be beneficial for the City by providing an improved sanitary sewer crossing of the river, where the sewer pipe would be protected from river flow and freezing temperatures.

### Phasing

The future phasing of the site utilities will be an important aspect for future final site plan stage, engineering review, and construction of The Downs site improvements. It is our understanding that the final site plans will be submitted under two phases a north phase of The Downs (area north of Beal extension, and west of Center Street) and a south phase of The Downs (area south of Beal extension thru to Center Street). It is our understanding that the engineering plans and utility construction will be similarly phased. The revised plans dated January 20 reflect 3 phases within the South Downs: Phase 1 west of Center, Phase 2 the perimeter of the Private Road "A" end and up along the east side of Center Street, Phase 3 area within Private Road "A" and area south of Beal extension. The North and South phasing reflect independent sanitary sewer service systems. North Downs is proposed to be connected to via a new connection the 30-inch Oakland Interceptor via Beal. South Downs Phase 1 will be connected to the existing sanitary sewer on Center Street. South Downs Phase 2&3 is proposed to be connected to a new sanitary pump station which will discharge via a new connection to the Wayne County 18-inch Interceptor.

The River Park is proposed to be constructed mid-way thru South Downs Phase 2 and completed before South Downs Phase 3 begins.

### Traffic Impact Study

OHM has reviewed the F&V traffic impact study dated December 14, 2021, and the synchro database from which the study was prepared. Additionally, we met with F&V via a zoom meeting on January 4<sup>th</sup> to outline our preliminary comments. Revised comments were provided in a memo dated January 11, 2022. We have subsequently meet with the applicant's team via zoom on January 12, 2022 and from that meeting sent revised review comments dated Jan 14, 2022. The Applicant's Traffic Engineer revised the study based on all the feedback received and resubmitted their TIS dated January 20, 2022. Our current comments dated January 26, reflect the review on this latest TIS submittal.

### Summary of Necessary Future Permits and/or Approvals

1. Future approval and permit from the Wayne County Department of Public Services will be required for stormwater management, including any proposed underground detention system, infiltration swales, and detention basins. An initial review on The Downs North site (R21-315) was already performed by OHM Advisors, and on The Downs South site (R21-316) by Spicer Group, on behalf of



Wayne County DPS on November 1<sup>st</sup> and September 1<sup>st</sup>, 2021, respectively. Detailed comments could not be provided at that time due to the level of engineering detail provided on the plans. We anticipate that another stormwater review could be completed during final site plan stage if further engineering detail is provided.

2. Future approval and permit from Wayne County Department of Environment for Soil Erosion and Sedimentation Control will be required.
3. Future review and approval from Wayne County Department of Environment will be required for connections of the public sanitary sewer to the existing Wayne County Sewer Interceptor.
4. City of Northville Fire Department review and approval will be required for proposed fire hydrant locations. This review will typically take place at final site plan stage or early in the engineering review stage.
5. Concurrence with the approved CLOMR by FEMA for the removal of the sanitary sewer at Beal Street bridge is required by the Applicant prior to submittal of the LOMR to FEMA for final approval. The Applicant is required to construct the improvement shown on the already approved CLOMR unless otherwise amended by Applicant.
6. Future review and permits for Michigan EGLE Public Act 399 and Part 41 for water main and sanitary sewer construction will be required during the engineering review stage.
7. We recommend to the City that most outside agency permits be **reasonably assured** by the Applicant prior to Final Site Plan approval (except for the EGLE PA 399 and Part 41 permits which can take place during engineering review stage). Therefore, Wayne County DPS review and EGLE Joint Permit reviews (if required) are recommended to **make significant progress** during the final site plan stage.

Should you have any questions regarding our review comments outlined above, please do not hesitate to contact Nicholas at (734) 466-4538 or via email at [nicholas.bayley@ohm-advisors.com](mailto:nicholas.bayley@ohm-advisors.com).

Sincerely,  
**OHM Advisors**

Nicholas Bayley, PE  
Client Representative

George Tsakoff, PE  
Principal

Attachment: OHM TIS review Memo, January 26, 2022  
OHM response to D. Burden Suggestions, January 13, 2022

cc: Patrick Sullivan, City Manager, via email  
Sally Elmiger, CWA, City of Northville Planner, via email  
Dianne Massa, City Clerk, via email  
Brent Strong, City Chief Building Official, via email  
Matthew Samhat, City Fire Marshall, via email  
Randy Wertheimer, Hunter Pasteur, via email  
Omar Eid, Hunter Pasteur, via email  
Seth Herkowitz, Hunter Pasteur, via email  
Tim O'Brian, Applicant's consultant, via email  
Bob Emerson, SKL Applicant Engineer, via email  
Julie Kroll, F&V Traffic Engineer, via email  
Stephen Dearing, OHM, via email

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