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Date: January 7, 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
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
Required Information:	As noted within this review

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.

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: 31 units along Cady, Griswold, Beal & Center St. (3 more units than PUD Eligibility Plan)
 - Townhomes: 147 units along Beal, S. Center, and on the south end of the project site (23 fewer units than PUD Eligibility Plan)
 - Carriage Homes: 28 units (Not provided in PUD Eligibility Plan – new housing option)
 - Single-Family Dwellings: 39 units (17 fewer units than PUD Eligibility plan)
- Total: 472 units (9 fewer units than PUD Eligibility Plan, or 2% reduction)**

An aerial of the subject site is provided below.



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 3: Preliminary Site Plan/PUD Plan review by Planning Commission

Step 4: Public Hearing at Planning Commission & recommendation to City Council of Preliminary Site Plan/PUD Plan

Step 5: Preliminary Site Plan/PUD Plan review & action by City Council

Step 6: 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 Preliminary Site Plan against the PUD General Design Standards (Sec. 20.04) and the applicable ordinance requirements (Step 3 of the PUD review process). Note that this section of the ordinance allows deviations from ordinance requirements, provided that the project achieves the objectives of the General Design Standards. If the Planning Commission deems the information provided generally complete, the Planning Commission shall schedule a public hearing as the next step.

PRELIMINARY SITE PLAN REQUIREMENTS

Per Section 20.06, the following information needs to be provided:

1. A narrative report providing a description of the project, discussion of the market concept of the project, and explanation of the manner in which the criteria set forth in the preceding design standards has been met. (Note: “Design Standards” are listed in Section 20.04.)
2. Plan set needs to be sealed by the professional who prepared the plans. Note: The paper copies may have been sealed; the digital copy doesn’t appear to include a professional seal.
3. Zoning and current land use of all abutting properties and of properties located across any abutting public or private street from the PUD site need to be provided. Also, the list of existing zoning of the subject site (Sheet 4) needs to be updated to include the Cady Street Overlay (CSO) District.

4. The property survey on Sheet 3 has been cut off by the title block, and does not show the intersection of River St. and 7-Mile. The survey should include a small inset illustration (at the same scale as the rest of the survey) of this intersection.
5. A tree survey indicating location and diameter (in Diameter at Breast Height) of trees greater than 6" in diameter needs to be provided.
6. Sheet 4, Overall Site Plan, should show dimensions of the following rights-of-way:
 - a. Cady St. (between S. Center & Griswold)
 - b. Griswold St. (between E. Cady & Beal)
 - c. River St. (between Beal & 7-Mile)
 - d. S. Center St. (between 7-Mile and Cady)
7. Sheet 4, Overall Site Plan, should indicate the names of all streets (or a "placeholder" name if currently not decided); and should label all streets as "public" or "private." Also, the 22-foot wide "lanes" behind the townhomes and single-family homes are not labeled in any fashion. The plans should indicate if these are intended to be "public" or "private," if they are intended to be "streets" or simply wide "driveways" and if they will have a name. Will the lanes be located in an "easement," and is the area occupied by these lanes included in the density calculations?
8. The plans need to indicate if the applicant is proposing to purchase a portion of the existing Griswold St. right-of-way, as the plans show a "new" right-of-way along this road segment.
9. The rear of each single-family lot is occupied by the "alley easement." This is illustrated on the Single-Family Unit Detail (Sheet 4). The plans should indicate that the "density" calculated for the single-family land use excludes the alley easement (or uses "net" lot area).
10. The ordinance requires information about the proposed identification signs. We would recommend delaying consideration of this information to the Final Site Plan stage.
11. Sec. 20.06 also 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 the PUD Eligibility discussion, and In previous discussions with the applicant, the Planning Commission has requested additional information. We have listed the conditions included in the PUD Eligibility approval motion below (**in bold**), as well as a few other items that had been requested by the Planning Commission.

The applicant was asked to provide the following information:

- a. **Submittal of a current Traffic Study and City Traffic Engineers' review and recommendations based on this plan.** A current traffic study has been submitted. The applicant's Traffic Engineer stated at the 11-2-21 Planning Commission meeting that this study is not an update of the 2018 study, but a stand-alone, new study. Note that the City Traffic Engineer is currently working on their evaluation of the study.

- b. **Applicant provides (in general) values of benefits, funding they are committing to cover, and funding being requested of the City for public benefits.** In their PUD Eligibility presentation, and the narrative memo with this submission, the applicant states that the public benefits are estimated to cost \$15M, including the cost of the land, demolition, daylighting the river and construction of the River Park, construction of the Central Park, and environmental remediation (including asbestos remediation and clean-up of environmental contamination). The same slide described funding sources as: the developer, grants, foundations, and the Brownfield Tax Increment Financing (TIF).

The narrative memo goes on to state that the developer will provide \$13M in up-front costs as a catalyst to create the community benefits, with the River Task Force contributing \$2M in the form of a grant to pay for building out the riverwalk, pedestrian bridges, recreational features, and interpretive signage. (Specific items covered by the grant were detailed by N. Darga from the River Task Force.)

This response provides a total cost of the public benefits, but does not clarify how much of these costs will be paid by the developer, and what expectations the developer has for the City to reimburse some or all of the catalyst funding. As requested, the applicant should clearly state, in writing, what portion of the benefit costs they are willing to pay for, and what proportion will be left to the City. Once this information is known, then the project can move forward.

In the Appendix of this report, we have provided a table listing our understanding of the current funding status that has been provided in writing, and comments/questions about the proposed funding.

- c. **Address segregation of residential uses.** The applicant's narrative describes a change that reduces the number of single-family homes and townhouses, and adds another residential type: two-story "carriage home." The carriage home is an attached, single-family residential product. They have also revised the site plan to locate townhomes on the south side of Beal and both sides of S. Center St., and replace the townhomes in the River Park with the carriage homes. We provide additional comments to these changes later in this review.
- d. **Work with City staff to estimate the cost of City Services for this project & capacity to cover the increased cost.** The applicant's narrative states that they have been working with city staff to estimate the cost of services for this project, and the capacity to cover increased costs. The applicant is awaiting estimated costs from each of the City's public service departments.
- e. **Justification for requested deviations identified in the CWA review memo.** The applicant's memo describes the reasoning behind the proposed deviations. We comment on each in the relevant portion of this review.
- f. **Work with City Assessor regarding tax revenue estimates.** As mentioned above, the applicant has been working with the City Assessor and Finance Director on the revenue projections. The Assessor and Finance Director are currently working on this information and will provide their evaluation to the Planning Commission once complete.

- g. **Applicant considers the addition of a Farmers Market as a public benefit.** This condition was clarified at the November 2, 2021 Planning Commission meeting to confirm that the Planning Commission was simply asking for a response to this issue, and not requiring that a new location for the Farmer's Market be shown on the Preliminary Site Plan.

In the applicant's narrative, they explain that they have met with the owners of the McDonald Ford site (the preferred location for a new Farmer's Market), to discuss environmental aspects of the Downs development that can facilitate relocation of the Farmer's Market. Further, the developer states that they will work with the City to accommodate the Farmer's Market on the Down's property through 2024. The phasing plan (Sheet 11) shows the current Farmer's Market property to be re-developed starting in March, 2023. Therefore, the Farmer's Market will have temporary accommodations in another location on the Downs site from March 2023 through 2024.

- h. Other information that has been requested by the Planning Commission includes:
- i. Geotechnical report, describing the site soils, elevation and location of the high water table, and other information about existing ground conditions. This information needs to be provided.
 - ii. Retail Demand Report, to justify the amount of commercial space proposed in this development. This report has been provided to the City, and is posted on the City's website in association with PUD Eligibility under "Proposed Redevelopment Project.
 - iii. Information about how "trip generation" data was derived. This information has been provided to City via memo from Fleis & Vandenbrink, dated 10-25-21; it is also posted on City's website.
 - iv. Estimate for first year maintenance and warranty costs for on-going maintenance of proposed parks needs to be provided.
 - v. General steps involved in the river restoration project. This information needs to be provided. The Planning Commission also requested the general timing of the river restoration and River Park development. The Phasing Plan (Sheet 11) shows this work being conducted over a 5-month period, July 2024 – November 2024.
 - vi. Fate of the existing log cabin. During the PUD Eligibility presentation, the applicant's representative stated that the developer will work with the community to see what items may appropriately be preserved and displayed in the future. We would recommend that the Planning Commission/developer agree to the fate of the log cabin on site (retain or remove/relocate), and that the appropriate City/community group be named to work with the developer on the details of this decision.
 - vii. Applicant to confirm that cross section shown (PUD Eligibility Pre-App Site Plan Full Set, Sheet 8: Building Height Diagrams - 2 of 2; *Detail 1: SECTION THROUGH NW BUILDING/ CADY STREET/ MAIN STREET*) is accurate. The Commission questions that Main St. is one full story below Mary Alexander Court. This information needs to be provided.

Items to be Addressed: 1) Information required for Preliminary Site Plan Review, as outlined in Sec. 20.06 (items 1 – 10 listed above). 2) City Traffic Engineer to provide an assessment of the Traffic Impact Study. 3) Applicant provide, in writing, what portion of the benefit costs they will pay for, and what proportion will be left to the City. 4) City Assessor/Finance Director to provide assessment of information regarding estimated tax revenue generated by project, and funding requested of City for public benefits. 5) City departments to provide estimated costs of services for this project, and capacity to cover these costs. 6) Geotechnical report. 7) Estimate for first year maintenance and warranty costs for on-going maintenance of proposed parks. 8) General steps involved in the river restoration project. 9) Recommend that Planning Commission/developer agree to retain/remove or relocate log cabin, and that appropriate City/community group be named to work with developer on details of decision. 10) Confirm accuracy of Detail 1: SECTION THROUGH NEW BUILDING/CADY STREET/MAIN STREET.

AREA, WIDTH, HEIGHT, SETBACKS

The table below looks 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 the table, and we have provided comments on these deviations following the table.

Table 1: Area, Width, Height, Setbacks

	Apartments		Single-Family Homes		Townhomes		Carriage Homes	
	Required (CSO)	Provided	Required (R-1B)	Provided	Required (R-3)	Provided	Required (R-3)	Provided
Lot Area	N/A	--	7,200 s.f.	19 lots 7,200 s.f. or greater 20 lots less than 7,200 s.f. (See SF Lot Summary in Appendix)	10,000 s.f.	<p>Along Beal St. – approx. 2.69 ac.</p> <p>Along S. Center – approx. 2.65 ac.</p> <p>Farmers Mkt. – approx. 3.63 ac.</p> <p>Racetrack – approx. 5.32 ac. (Inc. Greenway Pk.)</p>	10,000 s.f.	Along River Park – 3.09 ac.

	Apartments/Condos/ Row Houses		Single-Family Homes		Townhomes		Carriage Homes	
	Required (CSO)	Provided	Required (R-1B)	Provided	Required (R-3)	Provided	Required (R-3)	Provided
Lot Width	N/A	--	60 feet	23 lots 60 feet or wider 16 lots less than 60 feet (See SF Lot Summary in Appendix)	75 feet	N.A. Clusters of attached units are between 65 feet (3 units) – 110 feet (5 units) wide	75 feet	N.A. Clusters of attached units are between 90 feet (3 units) – 120 feet (5 units) wide
Setbacks								
Front	<u>Cady St. -</u> Min. 10' <u>Hutton, Griswold & Beal St.-</u> N.A.	<u>Cady St.-</u> Apts.: 11-19.5'; Condos.: 11 – 18.8' <u>Hutton -</u> Apts.: 15-18.1' <u>Griswold -</u> Row Houses: 16.9 – 21' <u>N. Beal –</u> All: 6-7'	25 feet	15 feet	25 feet	<u>S. side of Beal –</u> 25' <u>Hutton St. –</u> 20' (along side of building) <u>S. Center – ??</u> <u>Fairbrook – 30'</u> (along side of building) <u>Farmers Mkt. – ??</u> <u>Racetrack –</u> 10-15'	25 feet	19-25', with most being 19-20'
Side	N/A	--	7 feet min./ 15 feet total ¹	7 feet/ 15 feet total	15 feet min./ 30 feet total	In general, 20' between buildings	15 feet min. / 30 feet total	Approx. 20-30' between buildings
Rear	20 feet	No Rear Yards	25 feet	14' from edge of alley easement	35 feet	19' to edge of "lane" pavement	35 feet	No rear property line shown
Max. Lot Coverage	N/A	--	30 - 35% ²	Per lot	35%	Approx. 25%	35%	Approx. 24.2%
Max. Floor Area Ratio	N/A	--	0.36 or max. 2,500 s.f.	Per lot	0.50 ³ (If 25% bonus applied, max. FAR is 0.625)	0.59 (Calculated if all units are 2,167 s.f. Note that an attached "basement" garage is counted toward FAR)	0.50 ³ (If 25% bonus applied, max. FAR is 0.625)	0.50

	Apartments/Condos/ Row Houses		Single-Family Homes		Townhomes		Carriage Homes	
	Required (CSO)	Provided	Required (R-1B)	Provided	Required (R-3)	Provided	Required (R-3)	Provided
Min. Landscape Area % of Lot	N/A	--	30% ²	Per lot	40% ⁴	N.A.	40% ⁴	N.A.
Max. Building Height	Cady St. Overlay: 4 stories, 48 feet, or 5 stories, 65 feet (Bonus floor) ⁵	Cady St.: Apts.: 4-5 stories/ 49-65 ft.; Condos.: 3-4 stories/ 36 - 50 ft.; Row Houses: 3 stories/ approx. 43 ft. Beal St.: Apts.: 2 stories/ 23.7 ft. Condos: 1 story/12 ft. Griswold St.: Row Houses: 2 stories/ 21.7 – 28.3 feet	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 No dimensions on single-family elevations provided.	2.5 stories / 30 feet ⁶	3 stories/?? feet	2.5 stories / 30 feet ⁶	2 stories / ?? feet

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%.

³Maximum 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.

⁴Lots 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.

⁵Eligibility for "bonus floor/height" must provide three or more public amenities, as listed in the CSO District (Sec. 10.06(f)).

⁶One additional foot of setback shall be provided for every 5 feet increase of height.

We have the following comments regarding the site design:

Apartment, Condo, Row House Buildings:

Building Stories/Height: The Row House buildings meet the Cady Street Overlay District standards in all bulk and location requirements.

However, the proposed apartment building and proposed condominium building are taller than called for in the ordinance because they take advantage of the sloping topography (from Cady St. façade to Beal St. facade). In general, we consider these buildings to fit into the slope, and do not have concerns about the proposed heights. The height is stepped down to Beal St., and the Beal St. façade doesn't present a "rear building" character that could be unattractive from S. Center St. However, we acknowledge that proposed height is a slight deviation from the ordinance.

The apartment building is 4-stories along Cady St., and rises to 5-stories toward Beal. On the Beal St. façade, the top three stories are stepped back by about 32-feet from the ground-level two-stories. The total height dimension is within the 65-foot maximum. The condominium building is 3-stories along Cady St., and rises to 4-stories toward Beal. On the Beal St. façade, the top three stories are stepped back by 57-feet from the ground-level one story. The total height dimension is also within the 65-foot maximum.

In previous reviews, we had commented that the apartment building at five stories seems to overwhelm the Beal/Hutton intersection, and asked if the top stories could be set back further. We continue to have this concern. In our opinion, the apartment building should be stepped back at least the same distance (approximately 57 feet) as the condominium building from Beal St.

A height dimension for the row houses along Cady St. needs to be added to the plans.

Single-Family Lots:

See the Single-Family Lot Summary in the Appendix to this review.

Lot Size and Width: Approximately half of the single-family lots (or 20 lots) are smaller in area than a standard R-1B lot. Sixteen of 39 single-family lots are narrower than the standard R-1B lot. We consider the 25-foot front setback of the townhomes along Beal St. to be excessive (although they meet the R-3 ordinance standard). Beal St. is a more "urban" street, and the townhomes should be placed much closer to the sidewalk, in our opinion, to be more consistent with the north side of Beal. If the townhomes were shifted 10-feet (or more) closer to Beal, this dimension could be added to the width of the single-family lots 23, 26, 29, 32 and 35. This shift would make these five lots conforming in size and width to the R-1B standards, reducing this non-conformity in the project.

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: Twenty-four (24) of the single-family lots contain an easement for an alley. We consider alley access to a detached garage consistent with the desirable character for this housing type. However, the rear setback is shown as 19-feet from the edge of the alley pavement; and 14-feet from the easement line. What is the purpose of such a small rear setback when the ordinance allows a detached garage to be placed as close as 1-foot from an alley right-of-way? Will any of these homes have “attached” garages? The applicant should discuss this. The proposed rear setback is smaller than ordinance requirements, creating a deviation.

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. However, the applicant could confirm that the development of all the single-family lots will comply with these standards in the R-1B zoning district.

Building Height: The supplied architectural elevations do not contain any height dimensions. This information should be provided on the drawings.

Townhomes:

Front Setbacks:

- A. **S. side of Beal St.:** As mentioned under the discussion of the Single-Family lots, the townhomes on the south side of Beal St. should be closer to the sidewalk. Currently, the plans show a 25-foot front setback. While this setback is consistent with the requirements of the R-3 zoning district, we don’t think this distance is consistent with the new character of Beal St. In our opinion, the townhomes should be 10-15-foot setback from the Beal St. right-of-way.
- B. **S. Center St.:** This set of plans has shifted townhomes from other areas of the project to the S. Center St. corridor. We consider this a positive change, as a higher density is appropriate along this major street and gateway into the City. The proposed front setbacks of the townhomes need to be dimensioned on the plan. Given that S. Center is a primary street, the buildings should be fairly close to the sidewalk (10-15 feet). (Note that the CBD-O Overlay District on N. Center calls for a maximum front setback of 15-feet.)
- 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. In addition, the façades facing Hutton should have a “front” character, and secondary access from the street. These comments also apply to the townhome at the Beal and S. Center intersection, and the Fairbrook and S. Center intersection.

Side Setbacks: In general, the proposal shows 20-feet between townhouse buildings.

Rear Setbacks: The townhomes are setback back from the internal “lanes” 19-feet, which is the dimension of a parking space. As mentioned in previous reviews, we don’t consider it necessary to provide 2 additional parking spaces in a driveway at the rear of each townhome unit. It also significantly increases the amount of impervious surface. The applicant should explain the need for these spaces. In our opinion, the townhome units could be shifted much closer to the internal lanes to minimize impervious surface.

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 townhouses in the Racetrack area does incorporate the Greenway Park (open to the public). The applicant should confirm that this, or other eligible amenities, meet the 10% minimum.

Building Height: The townhomes are proposed at three (3) stories. 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. The height dimension of the townhomes should be provided on the elevation drawings. The applicant’s narrative response (dated December 14, 2021) states that the half-story deviation along S. Center St. outweighs the impact that the 3-story townhomes would have if the townhomes were retained along the southern portion of the River Park (as in the previous plan).

In our opinion, three-story townhomes along the south side of Beal St., and S. Center St. are logical, as these two streets are more “urban” in character, and not like a typical Northville neighborhood. The 3-story buildings will also screen the residential uses to the south from activity along Beal St. and uses to the east from activity on S. Center St. The townhomes that surround Greenway Park will be a full story taller than the single-family homes along Fairbrook, and the Carriage Homes along the River Park. This area is fairly flat. Given the location of the Carriage Homes, most of the townhomes won’t be visible from the Park; however, from Fairbrook, the top story, as well as the rear and sides of the townhome buildings will be visible between the houses on Fairbrook. This condition will exist until trees can become established that help to diminish the scale of the townhomes. The applicant may be able to provide an illustration of the view from the Fairbrook sidewalk to confirm or negate this perception.

The townhome elevation drawings show two proposed styles: one with a flat roof, and one with a pitched roof. The footprint of the two styles appears to be the same. The site plan should indicate the location of the two styles.

Carriage Homes:

The most recent site plan shows the addition of another 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.

Building Style: The proposed carriage homes are two-story attached units, in clusters of 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 (currently unnamed). 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. 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, this will allow parking in the driveway, which creates additional impervious surface. Also, with driveways relatively close to one another, will create an uncomfortable pedestrian environment.

Rear Setbacks: The site plan does not show the location of a rear property line between the carriage homes and the River Park. The extent of property used for the carriage homes needs to be indicated on the site plan.

Building Height: The height dimension for the carriage homes needs to be provided on the plans.

All other zoning requirements for area and placement are met.

The table below summarizes these comments:

Table 1: Summary of Area, Width, Height, Setbacks Deviations

	Deviation	Potential Change/Comment	Per CWA			
			Beneficial deviation as is	Beneficial deviation with change	Unresolved	Suggested new Beneficial deviation
Apartment Building	Location of 5 th story	At Beal, step upper floors back further (suggest 57 feet – same as condo building)		X		
Single-Family Lots	Area smaller on 20 lots & width smaller on 16 lots than R-1B standard	Shift townhomes closer to Beal & add width to lots #23, 26, 29, 32 & 35.		X		
	Front setback smaller than R-1B standard		X			
	Rear setback smaller than R-1B standard	Applicant to provide reasoning for close rear setback; will any homes have attached garages?			X	
Townhomes	Front setback 25-feet along south side of Beal	Reduce front setback to 10-15-feet				X
	Front setback along S. Center St.	Reduce front setback to 10-15 feet				X
	Side facades	Have architectural treatment of a “front” facade with secondary access; locate 10-15 feet from Beal, Hutton, S. Center & Fairbrook				X
	Rear setbacks	Reduce rear setback to eliminate excess pavement at rear of townhouse units; applicant explain reason for additional parking spaces in this location.		X		

Table 1: Summary of Area, Width, Height, Setbacks Deviations (Continued)

	Deviation	Potential Change/Comment	Per CWA			
			Beneficial deviation as is	Beneficial deviation with change	Unresolved	Suggested new Beneficial deviation
Townhomes	Floor area ratio (FAR)	FAR proposed is permitted if public amenities around townhomes meet 10% estimated project cost			X	
	Building height ½ story taller than ordinance/Master Plan calls for along S. Center & in Racetrack	Applicant provide illustration of views looking south from Fairbrook sidewalk to 3-story townhomes			X	
Carriage Homes	Front-facing garage				X	
	Front setbacks	Reduce front setback to make more “walkable” neighborhood; applicant explain reason for additional parking spaces in this location.			X	

Items to be Addressed: 1. Deviations presented in summary table above. 2. Height dimensions shown on the elevations for Cady St. row houses; single-family home designs; townhouse designs; carriage home design. 3. Site plan to show townhouse front setback dimension (varies) along S. Center St. 4. Site plan to label location of two townhouse styles. 5. Site plan to show location of rear property line encompassing carriage houses. 6. Applicant to confirm that development of the single-family lots will comply with the R-1B maximum lot coverage, maximum floor area ratio, and minimum landscape area requirements.

NATURAL RESOURCES

As mentioned above, a tree survey showing all of the existing trees greater than 6” in diameter needs to be provided.

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 mentioned above, the Planning Commission has asked for a general description of the steps involved in this work. In addition to the project engineer, and the City’s engineer, the description should also include any outside agencies that are required to review/approve the daylighting/restoration work.

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. The Grading Plan needs to be detailed to show 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 5 and 6 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. Include outside agency review in description of daylighting/restoration of Rouge River. 2. Detail protective fencing next to Johnson Drain and trees to remain on Grading Plan. 3. Defer evaluation of Grading Plan to City Engineer.

BUILDING LOCATION AND SITE ARRANGEMENT

We have organized our comments in this section around the various building types: Apartment/Condominium/Mixed Use, Row Houses, Single-Family Homes, Townhomes, and Carriage 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 a 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 arrange 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. Two other approved projects on Cady street have/will also add commercial space to the area: 345 E. Cady St. will add 3,128 s.f. first floor retail/restaurant, and 456 E. Cady St. will add 12,000 s.f. first-floor commercial. All combined, there is the potential for 27,282 s.f. of commercial space along Cady St.

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.

Another information point is a retail study conducted for the DDA’s Strategic Plan. This plan forecasted that the Northville market area could absorb approximately 50,000 s.f. of new retail space. To help resolve the difference between these two reports, the DDA has retained a retail consultant who will provide an opinion about the potential retail market on Cady St., taking into consideration the current make-up of downtown businesses. This report will be provided to the Planning Commission when it is completed.

Row Houses:

The row houses, located at the Cady/Griswold intersection, provide for a slight 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 on the Farmer’s Market property, and in the southern part of the Racetrack property.

1. South side of Beal St.: The Preliminary Site Plan has been revised to locate townhomes on the south side of Beal St. We consider this a very positive change, as the townhomes provide “one step down” in intensity from the apartment/condominiums/row houses on the north side of Beal. As mentioned above, we recommend that these units be located much closer to the Beal St. right-of-way, and that the “sides” of these units be re-designed as a secondary front, and these secondary facades be shifted closer to the adjacent street rights-of-way.
2. S. Center & Farmer’s Market Property: This plan has also been amended to locate townhomes along S. Center (vs. single-family homes). This change is consistent with the Master Plan and Planning Commission comments; we consider it a positive change. As mentioned above, the front setbacks of the townhomes along this corridor are unknown; and it appears that the existing travel lanes/curb/sidewalk take up all of the right-of-way, without space for the desired grass panel, street trees/street lights, and then sidewalk. Before the front setbacks of the townhomes are determined along S. Center St., the streetscape improvements proposed by the applicant need to be determined. Then the specific location of the townhomes can be determined.

Again, all the townhomes provide for 4-parking spaces for each unit. We would suggest removing the 2 spaces behind the garages which can create room for more green space, and less impervious surface.

3. Racetrack Property: The townhome units in this area are arranged around a central park (called Greenway Park), and “U-shaped” road system. 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. Currently, the Hutton St. “vista” terminates in a four-unit carriage house building/garage door. In our opinion, this view should terminate in the natural area of Johnson Creek; therefore, we suggest that the four-unit carriage house building be split/relocated

so that the ultimate terminus of Hutton St. is a desirable view. Another possibility is locating a small sculpture that acknowledges the equestrian history of the site as the final terminus. The pedestrian pathway from the River Park could also be re-located to be directly in line with the north/south pathway traversing the central park and Hutton St.

In a previous review, we also described our concern of having private residences “in” the River Park. We think a better road configuration would be to extend Griswold at an angle south until it meets up with the U-shaped road. This would increase space to re-locate townhomes and single-family lots onto the west side of this street, and reserve the east side of the street for the River Park only. Our concern is when “private” space directly abuts a “public” space, this makes using the public space uncomfortable. The “walkability” consultant also suggested this configuration. This change would eliminate the jog from Griswold to the west and locate the road closer to the River; but this change would better maintain the “public” character of River Park.

Single-Family Homes:

As mentioned before, the single-family homes are closer to downtown than desired. Once the geotechnical report has been circulated, this will clarify the location of the high water table and reason for this design.

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.

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 “lane,” or a 12-foot wide “alley.” We consider this a unique configuration that could be desirable; however, the central sidewalk needs to continue past the alley to the south all the way to Fairbrook. This would require removal of lot #19. The applicant should consider this.

The single-family homes will get their mail via a central mailbox. In our opinion, this mailbox should not be located in the River Park, but integrated into the cluster of single-family lots.

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. Has the applicant considered this?

Our comments above regarding residential uses “in” River Park also apply to the single-family lots on the east side of the U-shaped road.

Carriage Homes:

As suggested, the applicant moved the townhomes on the east side of the U-shaped road (shown on the PUD Eligibility plan) to S. Center St. to eliminate private uses in the public River Park. However, the plans now show “carriage homes” in the River Park. While this building type does provide a different housing opportunity for residents, we don’t think any private residences should “in” the Park, as discussed above.

The carriage home design has a 2-car attached garage in the front façade of the building. We don’t consider this building style appropriate for Northville, based on the public comments received to date. As mentioned above, has the applicant considered four- or six-plex buildings that have rear-facing

garages? Additional space may be available if the vehicular travel ways in this part of the development were narrowed, as recommended by the “walkability” consultant. See our comments under “Site Access and Circulation.”

Items to be Addressed: 1. Specific townhome location along S. Center St. determined after streetscape improvements (green panel/street trees & lights/ sidewalk) are addressed along this corridor. 2. Modify carriage home location so that terminus of Hutton St. vista is Johnson Creek; connect River Park pedestrian pathway so that it is in line with the north/south sidewalk in Greenway Park. 3. Eliminate residential uses “in” River Park by reconfiguring road so that Griswold extends south at an angle and meets up with the U-shaped road; locate residents on west side of road and River Park on east side of road. 4. Extend north/south sidewalk (between lots #22-#27) all the way to Fairbrook, eliminating lot #19. 5. Relocate central mailbox out of River Park to be incorporated into single-family lot cluster. 6. Has applicant considered locating higher-density four- or six-plex building along Hutton St., given its relative importance? 7. Building style with front-facing garage inconsistent with Northville character; applicant considered other options?

PARKING

Number of Parking Spaces

We have evaluated the plans for the number of parking spaces provided per each building type. (See Appendix 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. In our analysis, we did not count driveway parking spaces for single-family/townhouse/carriage house uses, as these spaces could only serve the resident. We also didn’t count the public spaces on Cady St., as it is the City’s policy to only count parking spaces that are constructed by new development, not spaces on pavement that currently exists. We have also not counted the spaces next to the central mailbox, as we are recommending moving it out of the River Park.

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. We estimate that the project will construct enough public parking spaces to meet this requirement. To confirm this estimate, the site plan should show a 600-foot distance from the boundaries of the existing City lot.

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 on 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. These spaces are shown on the Sheet 4 of the plans. The parking under the building (187 spaces) requires 6 barrier-free spaces. The floor plans for this building show barrier-free aisles, but the spaces themselves are not identified. **The** architectural plans should be amended to label the 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. These spaces need to be added to the site plan. The garage serving this building (42 spaces) requires 2 barrier-free spaces. The architectural plans should label the barrier-free spaces for this building as well.

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 discussed before in this review, we consider two additional driveway parking spaces to be excessive and recommend that at least some of the excess parking be eliminated.

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 are 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 9-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.

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 4. 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. However, the maneuvering lanes are wider than required (22 to 24-foot wide). We recommend 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 parking spaces in the garage structures on the architectural plans have not been dimensioned, and should be.

Other Residential Unit Types:

The maneuvering lanes behind the townhomes (and some single-family homes) are proposed at 22-foot wide, which is 2-foot wider than required for two-way movements in a parking lot. These lanes are not “streets,” but essentially driveways. Also, if a 12-foot wide alley works behind single-family homes, why wouldn’t a 12-foot wide lane work behind townhomes? To improve walkability and minimize impervious surface, the applicant should evaluate the potential use of these lanes and propose a width that prioritizes pedestrians over vehicles. This change is also discussed in the next section of our review.

Items to be Addressed: 1) Amend site plan to show a 600-foot distance from the boundaries of the existing City lot to evaluate provided public parking required in purchase agreement. 2) The architectural plans for the apartment building and condominium building should be amended to label the barrier-free spaces, and provide dimensions of parking spaces and maneuvering lanes. 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) Recommend narrowing maneuvering lanes as much as possible in all surface lots. 5) Evaluate need for 22-foot wide lanes behind townhomes; recommend that they be substantially reduced in width, consistent with alleys behind single-family homes.

SITE ACCESS AND CIRCULATION

In general, we consider the proposed street layout work. However, we have evaluated the proposal against the recommendations made by Dan Burden, walkability consultant. The attached spreadsheet identifies his recommendations, or recommendations made by 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. 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; also, the City Engineer has been asked to opine on the recommendations.

An important recommendation made by Mr. Burden was to connect the project to 7-Mile at E. Hines Drive, as illustrated below:



The Planning Commission and applicant should discuss this recommendation. The project and City engineers should also provide an opinion about the feasibility of this connection, particularly given the potential impact to the Johnson Drain, and that 7-Mile is under the authority of the Wayne County Road Commission.

Note that this configuration places all the built portion of the development on the west side of the extended Griswold St. This change could be implemented on the plans even without the connection to 7-Mile.

The street configuration will be reviewed by the DPW Director, City Engineer, Police Chief and Fire Chief. They will be evaluating the proposal and providing comments.

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) DPW Director, City Engineer, Police Chief and Fire Chief evaluation of Dan Burden's recommendations for street/pedestrian facilities. 2) Planning Commission and applicant to discuss possible connection to E. Hines Drive.

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 location, and decorative pedestrian-scaled lighting. While the street furnishings and paving details can be provided later in the review process, the existing street lighting should be shown on the plans to coordinate with the street tree planting.

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.

The plans propose 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.

It does not appear that the project will conduct any work within the River St. right-of-way. The Landscape Plan (L106) does not show any street trees along River St., or streetscape improvements (as described on the attached Walkability Spreadsheet). The reason this area was omitted should be described.

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. We prefer the narrower depth to be consistent with walkability recommendations; but in any case, the sheets should be coordinated.

Items to be Addressed: 1) Existing street lights and proposed trees should be coordinated on along Cady St., and the northern portion of S. Center St. 2) Street light locations along new streets should be shown on the plans. 3) New decorative street lights along Griswold and portions of S. Center St. should be shown on the plans. 4) Applicant to describe reason for no improvements along/within the River St. right-of-way, or street trees along this corridor. 5) 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 5 and 6.

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; the geotechnical report will help identify these areas.

We have one comment regarding the proposed stormwater system in the southern portion of the site. The Greenway Park shows a catch basin in the middle of the center pedestrian circle of this park. We assume this central feature will offer some type of sculpture, fountain, or at the least, plantings. Any mulch or other organic materials will regularly wash into this basin, making maintenance difficult. The specifics of this area should be carefully considered so that it is an attractive amenity, not simply a catch basin.

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

Items to be Addressed: 1) Consideration of stormwater catch basin in center of Greenway Park pedestrian circle. 2) Defer review of utility connections to DPW Director and City Engineer.

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. 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 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. As mentioned above, the setback of the upper floors of the apartment building should be increased to diminish the impact on the corner of Hutton & Beal. 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 will need to be reviewed and approved by the Historic District Commission (HDC) as well. We would recommend that this approval process begin during the Preliminary stage in case the HDC has comments/changes regarding elements of the building that impact the site design.

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 plans have been amended to replace townhomes with row houses at the north sides of Beal, at the intersections of Griswold and S. Center St. Which building style will be placed in these locations? These buildings are also located in the Historic District (along Cady & Griswold), and will require HDC approval.

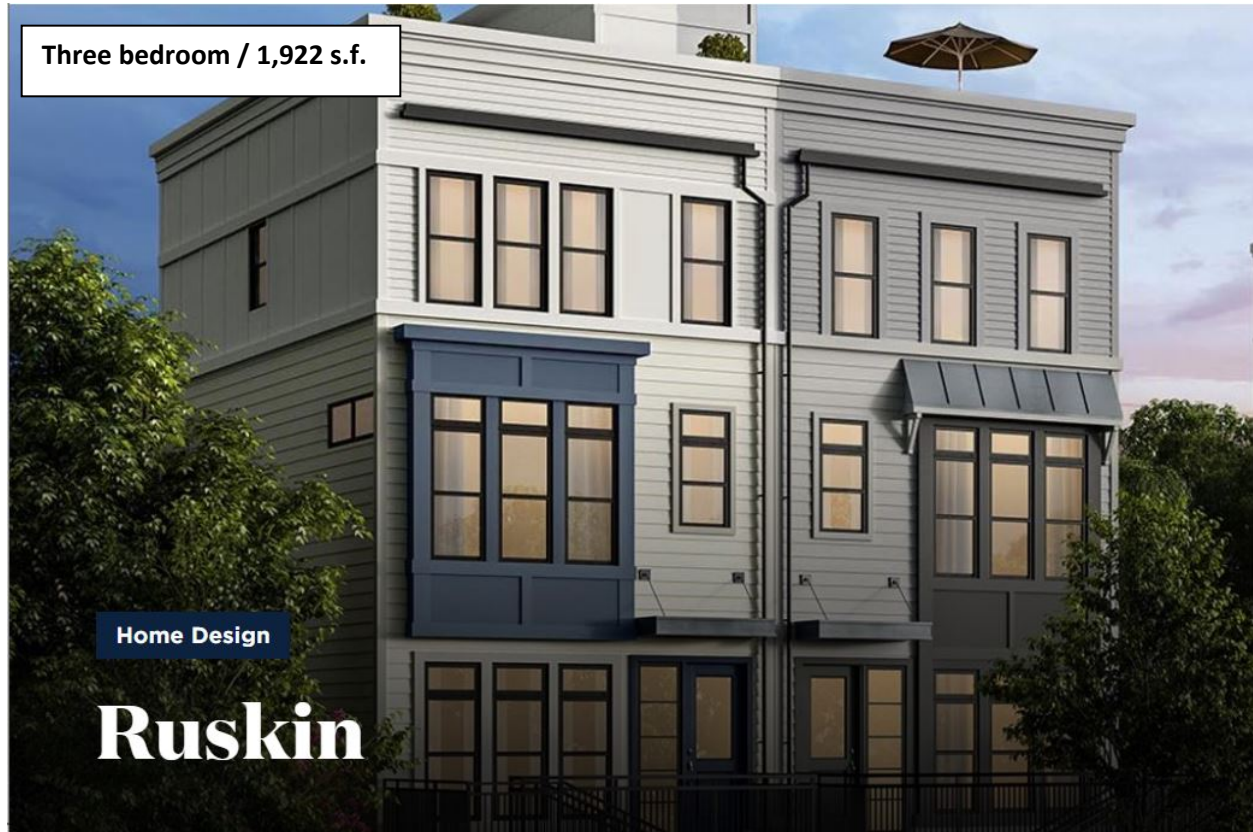
Townhomes

The submission also includes elevations and floor plans of the proposed townhomes. The elevations show two townhome styles: one with a flat roof, and one with a pitched roof. The other differences between these two styles seem very subtle. The site plan should identify the location of these different styles.

Carriage Homes

We commented earlier in this review that a building design with a front-facing garage is not desirable for this new development. We have also asked the applicant if they could offer a four-plex or six-plex style multi-family building, possibly along Hutton St. In looking at the Toll Brothers [website](#), we note the following designs that don't have front facing garages, and might work as a four- or six-plex along Hutton:





Items to be Addressed: 1. Site plan to identify row house design located at the Beal/Griswold and Beal/S. Center St. intersections (north side). 2. Site plan to identify location of different townhouse designs. 3. Applicant to respond to alternative suggestions for carriage home design, located along Hutton St. 4) Review by the Historic District Commission concurrent with Preliminary Site Plan review.

PROJECT PHASING

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

Phase:	2022		2023				2024				2025				2026				2027				
	1Q	2Q	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 (57 TH) Racetrack: (26 SF lots) Racetrack: (28 CH)																							
Toll Bros. Phase 3 – Beal St.: (16 TH) Racetrack: (13 SF lots)																							

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. Daylighting of the River will not start until mid-2024. In our opinion, daylighting

the river should be part of the first phase of any construction, and should about the same time as construction of the HPH Phase 1.

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. Recommending that daylighting the river be included in the first phase of the Toll Brothers project, and being concurrently with HPH Phase 1 timing. 3. Phasing of all improvements described in PUD Agreement.

RECOMMENDATIONS

On the whole, the Preliminary Site Plan is consistent with the plans submitted for PUD Eligibility, with some improvements. The main changes made by the applicant are locating higher-density residential products along the south side of Beal St., and along S. Center St., which is consistent with the vision in the Master Plan.

There are still a number of “big picture” issues that need to be resolved for the plan to move forward:

1. Coordination between the applicant and City about funding for the public benefits.
2. Process and timing of daylighting the river.
3. Vehicular connection to 7-Mile at E. Hines Drive.
4. Placement of U-shaped road to eliminate private uses “in” the River Park.
5. Proposed phases of project construction that don’t include any “public benefits.”
6. Applicant and City Engineer/staff response to Dan Burden’s recommendations for the project.

These issues are listed in the summary of comments below. Resolution of these larger issues will, in our estimation, take consultation with the City Manager, City Engineer, staff (DPW Director, Police Chief, Fire Chief), and possibly outside agencies, such as the Wayne County Road Commission. We would recommend that the applicant work with the City staff/consultants to determine solid responses to these “big picture” items, including feasibility of a road connection to 7-Mile.

A summary of our comments and additional information needed include the following:


- A. Information required for Preliminary Site Plan Review.** 1) Information required for Preliminary Site Plan Review, as outlined in Sec. 20.06 (items 1 – 10 listed above). 2) City Traffic Engineer to provide an assessment of the Traffic Impact Study. 3) Applicant provide, in writing, what portion of the benefit costs they will pay for, and what proportion will be left to the City. 4) City Assessor/Finance Director to provide assessment of information regarding estimated tax revenue generated by project, and funding requested of City for public benefits. 5) City departments to provide estimated costs of services for this project, and capacity to cover these costs. 6) Geotechnical report. 7) Estimate for first year maintenance and warranty costs for on-going maintenance of proposed parks. 8) General steps involved in the river restoration project. 9) Recommend that Planning Commission/developer agree to retain/remove or relocate log cabin, and that appropriate City/community group be named to work with developer on details of decision. 10) Confirm accuracy of Detail 1: SECTION THROUGH NEW BUILDING/CADY STREET/MAIN STREET.

- B. Area, Width, Height & Setbacks:** 1. Deviations presented in summary table above (Pg. 13-14 of review). 2. Height dimensions shown on the elevations for Cady St. row houses; single-family home designs; townhouse designs; carriage home design. 3. Site plan to show townhouse front setback dimension (varies) along S. Center St. 4. Site plan to label location of two townhouse styles. 5. Site plan to show location of rear property line encompassing carriage houses. 6. Applicant to confirm that development of the single-family lots will comply with the R-1B maximum lot coverage, maximum floor area ratio, and minimum landscape area requirements.
- C. Natural Resources:** 1. Include outside agency review in description of daylighting/restoration of Rouge River. 2. Detail protective fencing next to Johnson Drain and trees to remain on Grading Plan. 3. Defer evaluation of Grading Plan to City Engineer.
- D. Building Location and Site Arrangement.** 1. Specific townhome location along S. Center St. determined after streetscape improvements (green panel/street trees & lights/ sidewalk) are addressed along this corridor. 2. Modify carriage home location so that terminus of Hutton St. vista is Johnson Creek; connect River Park pedestrian pathway so that it is in line with the north/south sidewalk in Greenway Park. 3. Eliminate residential uses "in" River Park by reconfiguring road so that Griswold extends south at an angle and meets up with the U-shaped road; locate residents on west side of road and River Park on east side of road. 4. Extend north/south sidewalk (between lots #22-#27) all the way to Fairbrook, eliminating lot #19. 5. Relocate central mailbox out of River Park to be incorporated into single-family lot cluster. 6. Has applicant considered locating higher-density four- or six-plex building along Hutton St., given its relative importance? 7. Building style with front-facing garage inconsistent with Northville character; applicant considered other options?
- E. Parking:** 1) Amend site plan to show a 600-foot distance from the boundaries of the existing City lot to evaluate provided public parking required in purchase agreement. 2) The architectural plans for the apartment building and condominium building should be amended to label the barrier-free spaces, and provide dimensions of parking spaces and maneuvering lanes. 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) Recommend narrowing maneuvering lanes as much as possible in all surface lots. 5) Evaluate need for 22-foot wide lanes behind townhomes; recommend that they be substantially reduced in width, consistent with alleys behind single-family homes.
- F. Site Access and Circulation:** 1) DPW Director, City Engineer, Police Chief and Fire Chief evaluation of Dan Burden's recommendations for street/pedestrian facilities. 2) Planning Commission and applicant to discuss possible connection to E. Hines Drive.
- G. Landscaping and Streetscape Amenities.** 1) Existing street lights and proposed trees should be coordinated on along Cady St., and the northern portion of S. Center St. 2) Street light locations along new streets should be shown on the plans. 3) New decorative street lights along Griswold and portions of S. Center St. should be shown on the plans. 4) Applicant to describe reason for no improvements along/within the River St. right-of-way, or street trees along this corridor. 5) Coordinate on-street parking lot depth dimension between street cross sections (Sheets L110-L113) and site plans.
- H. Lighting.** Detailed lighting information upon Final Site Plan Review.

- I. **Utilities.** 1) Consideration of stormwater catch basin in center of Greenway Park pedestrian circle. 2) Defer review of utility connections to DPW Director and City Engineer.

- J. **Floor Plans and Elevations:** 1. Site plan to identify row house design located at the Beal/Griswold and Beal/S. Center St. intersections (north side). 2. Site plan to identify location of different townhouse designs. 3. Applicant to respond to alternative suggestions for carriage home design, located along Hutton St. 4) Review by the Historic District Commission concurrent with Preliminary Site Plan review.

- K. **Project Phasing:** 1. Evaluation of the proposed phasing schedule by DPW Director, Building Official and City Engineer. 2. Recommending that daylighting the river be included in the first phase of the Toll Brothers project, and being concurrently with HPH Phase 1 timing. 3. Phasing of all improvements described in PUD Agreement.



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

Appendix: Proposed Public Benefits and Proposed Funding (Known to date)

Proposed Public Benefits	Funding Identified to Date	Questions/Comments
<ul style="list-style-type: none"> • River Park: 		
a. Donation of Land		We believe the applicant stated that they will donate this property to the City. The applicant should confirm this in writing.
b. Build-out River Park	Applicant to provide \$63,000 in-kind services for State permit and final engineering to daylight river. (Part of Watershed Council grant application.)	We believe the applicant stated that they will pay for construction to daylight the river; this should be confirmed.
	City obtain \$2M Rescue America Fund grant	Unknown if grant will be obtained
	City obtain MNRTF grant	Unknown if grant will be obtained; grant application due April 1; decision made within 12-18 months after deadline; \$15-\$300K available per grant.
<ul style="list-style-type: none"> • Central Park: 		
a. Donation of Land		Applicant should confirm if they are proposing to donate the land to the City.
b. Build-out of Central Park		Funding for build-out unknown
<ul style="list-style-type: none"> • Greenway Park: 		
a. Build-out of Greenway Park		Funding for build-out unknown
<ul style="list-style-type: none"> • Building Demolition 		
<ul style="list-style-type: none"> • Clean-up of Contaminants on-site 	Brownfield Authority approve TIF for costs	Eligible activities and cost of clean-up unknown. Also, amount requested and timing of Brownfield Authority decisions unknown.
	Grants & donations	The amount, timing, and applicability of these funds is unspecified.

Appendix: Single-Family Lot Summary

Proposed Lot No.	Gross Area	Alley Area	Net Area	Meets R-1B 7,200 s.f. Minimum?
1-3, 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	68 x 126 = 8,568 s.f.	11 x 68 = 748 s.f.	7,820 s.f.	Yes
12-13, 16-17, 19-20	52 x 126 = 6,552 s.f.	11 x 52 = 572 s.f.	5,980 s.f.	No
15, 18 & 21	71 x 126 = 8,946 s.f.	11 x 71 = 781 s.f.	8,165 s.f.	Yes
22	68 x 130 = 8,840 s.f.	11 x 130 = 1,430 s.f.	7,410 s.f.	Yes
23	52 x 130 = 6,760 s.f.	No alley easement	6,760 s.f.	No
24	68 x 130 = 8,840 s.f.	No alley easement	8,840 s.f.	Yes
25	68 x 130 = 8,840 s.f.	11 x 68 = 748 s.f.	8,092 s.f.	Yes
26	52 x 130 = 6,760 s.f.	11 x 52 = 572 s.f.	6,188 s.f.	No
27	68 x 130 = 8,840 s.f.	(11 x 68) + (11 x 130) = 2,178 s.f.	6,662 s.f.	No
28, 33 & 34	68 x 120 = 8,160 s.f.	(11 x 68) + (11 x 120) = 2,060 s.f.	6,100 s.f.	No
29, 32 & 35	52 x 120 = 6,240 s.f.	11 x 52 = 572 s.f.	5,668 s.f.	No
30, 31 & 36	68 x 120 = 8,160 s.f.	11 x 68 = 748 s.f.	7,412 s.f.	Yes
37	86.4 x 110 = 9,504 s.f.	No alley easement	9,504 s.f.	Yes
38	57 x 110 = 6,270 s.f.	No alley easement	6,270 s.f.	No
39	75 x 110 = 8,250 s.f.	No alley easement	8,250 s.f.	Yes

Appendix: 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"> • 0 sp. Cady St.* • 39 sp. Hutton St. • 53 sp. Beal St. 	-0-
Commercial Uses				
General Retail	3,220 s.f. x 1 sp./250 s.f. or 13 sp.		<ul style="list-style-type: none"> • 18 sp. Cady St. surface lot • 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.** • 13 sp. Beal St. • 8 sp. Hutton St. • 1 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.***
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		31 units x 2 sp./unit or 62 sp.	• 62 sp. Individual garage	-0-
Townhomes		147 units x 2 sp./unit or 294 sp.	<ul style="list-style-type: none"> • 294 sp. Individual garage • 6 sp. visitor Farmers Mkt. • 18 sp. visitor Racetrack 	+24
Carriage Homes		28 units x 2 sp./unit or 56 sp.	• 56 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 • 45 sp. Fairbrook 	+45 sp.
Project Total		1,112 sp.	1,121 sp.	+9 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 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.

***There are discrepancies between the architectural and engineering plans for number of apartment parking spaces, and a driveway along the west side of the apartment building. We discussed this with the Project Engineer, and he stated that the engineering plans are correct.

Street Design Comparison – D. Burden’s Recommendations (or other sources as noted) to The Downs Site Plan (dated 12-15-21)

Ex. = Existing; Rec. = Recommended; Prop. = Proposed; **Highlighted** = Inconsistency between recommendation and site plan

	Speed Limit	ROW Width	Curb	Sidewalk width	Bike Lane width (See GMA Street Cross Sections)	Travel lane width	On-street parking Config.	Bump outs at crossings?	Building setbacks?	Street trees/veg./ ped-scaled lights?	Mid-block crossings?	Block length?
Recommendations:	20-25 mph	60' (City's Stds. For Public Road)		Commercial: 8' Residential: 5'		10' ea./20' total	Maximize on-street parking w/angled pkg.	At intersections and mid-block crossings	Narrow – “eyes” on the street.	Commercial: 4-8' furniture & veg.; Residential: 5' veg.	Every 150'	800-1600 ft. min.
Internal City Street:												
Ex. Cady St.	Ex. 25 Cady St. Rec. 20 mph	Ex. 50'	Ex. Yes	Prop. 5-16'	Ex. None *Rec. Shared Lane Prop. Shared lane	Rec. 10' Prop. 12' ea./ 24' total	Rec. angled Prop. parallel	Prop. Yes; undersized to support tree**	Prop. S: 11-19.5'	Prop: Trees in grate (Add trees to bump outs**)/ Foundation Veg./ No street lights**	Prop: 400' Griswold-Church	Prop. Max. 600'
New Beal St. Ext.	Ex. Beal 25 mph Rec. 20 mph	Prop. 60'	Rec. Valley Gutter/ Prop. Curb	Prop. N. side: 5-10' S. side – 5'	Prop. Shared Lane	Rec. 10' Prop. 11.5' ea./ 23' total	Rec. angled Prop. parallel	Prop. Yes	Prop. N: 6-8' (MF) Prop. S: 25' (TH)	Prop. N: Trees in grate/ Foundation Veg./ No street lights Prop. S: Trees in lawn/ No street lights	Prop: 580' Hutton-S. Center	
New Fairbrook Ext.	Ex. Fairbrook 25 Rec. 20 mph	Prop. 60'	Prop. Curb	Prop. 5'	Prop. Shared Lane	Rec. 10' Prop. 11.5' ea./ 23' total	Prop. Parallel	Prop. Yes	Prop. N: 15' (SF) Prop. S: 15' (SF)	Prop. Trees in lawn (Add trees to bump outs)/ No street lights		
New Hutton St. Ext.	Ex. Hutton 25 mph Rec. 20 mph	Prop. 60'	Rec. Valley Gutter/ Prop. Curb	Prop. N. of Beal: -W. 10-25' -E. 5' S. of Beal: 5'	Prop. ??	Rec. 10' Prop. 11.5' ea./ 23' total	Rec. angled Prop. parallel	Prop. Yes	Prop. W: 15-18 (MF) W: 20' (TH) W: 15' (SF) Prop. E: 20' (TH) E. 15' (SF)		None needed	
New Griswold St. Ext. (Public or private?)	Ex. Griswold 25 mph Rec. 20 mph	Prop. 50'	Prop. Curb	Prop. 5'	Prop. ??	Rec. 10' Prop. 14' ea./ 28' total	Rec. angled or parallel Prop. None	Prop. No	Prop. W: 20' (TH) W: 15' (SF) Prop. E: 20' (TH) E. 15' (SF)	Prop. Trees in lawn No street lights	Add speed tables to assist ped. crossing to River Park	
External City Streets:												
Ex. S. Center St.	Ex. 35 mph Rec. 25 mph	Ex. 60'	Ex. Curb	Ex. W. 5' Prop. E. 5' outside ROW	*Ex. 5' OSBL *Rec. 5' OSBL Prop. 5' OSBL	**Rec. 11' & 5' bike lane Ex. 12' ea. & 8.5' bike lanes/ 36-42' total	Rec. parallel Ex. None Prop. None	Ex. No Prop. No	Prop. E: 17-20' (TH) E. 11' (CH) Prop. W: 8-20' (TH)	Prop. E: 3' lawn panel; No street trees or street lights Prop. W: ??	Prop: 500' Beal-Fairbrook and Fairbrook-7 Mile	Prop. Max. 600'
Ex. Griswold St. (Cady to Beal) (App. purchase ROW?)	Ex. 25 mph Rec. 20 mph	Ex. 60-70'	Ex. Curb	W. Prop. 5'	Ex. None *Rec. 5' OSBL Prop. Shared lane	Ex. 12-16' ea. & 8.5' parking lanes/ 35' total	Ex. Parallel Prop. Parallel	Ex. No Prop. Yes	Prop. W: 10' (RH)	Prop. 5' lawn panel with street trees (Add trees to bump outs)/ No street lights	None needed given W. side land use	Prop. Max. 500'
Ex. Beal St. (Griswold to River)	SEE “NEW BEAL ST. EXT.” ABOVE				Ex. None *Rec. Shared Lane Prop. ??	SEE “NEW BEAL ST. EXT.” ABOVE						
Ex. River St. (Beal to 7-Mile)	Ex. 25 mph Rec. 20 mph	Ex. 50'	Ex. No Curb/ Prop. No Curb	Ex. W. None Prop. W. 5'	Ex. None *Rec. Shared Lane Prop.??	Rec. 10' Ex. 11' ea./22' total	Ex. None Prop. none	Ex. No Prop. No	N.A.	Prop: ??	Prop: 650' Johnson-7 Mile	River Park frontage
Alleys/Lanes:												
Single-Family Alley	Rec. 10-15 mph (per Police Chief)	Prop. 23'	Prop. No Curb	None	N.A. (Informal bike use)	Prop. 12' total (one-way?)	Prop. None	Prop. No	Prop. 19' to pavement edge	Prop. 1 tree per lot	N.A.	N.A.
Town/Coach House Lane	Rec. 10-15 mph (per Police Chief)	No ROW	Prop. Curb	None	N.A. (Informal bike use)	Prop. 11' ea./ 22' total	Prop. 18 visitor sp. at pods (90 deg.)	Prop. No	Prop. 19' to pavement edge	Prop. 1 tree per unit	N.A.	N.A.

*OSBL – “On-Street Bike Lane.” Recommended in 2013 City of Northville Non-Motorized Plan; all recommendations for both directions of street.

**DDA Secondary Street Guideline Recommendation