



PLANNING COMMISSION  
AGENDA

TUESDAY, APRIL 16, 2019 – 7:00 P.M.

**LOCATION: HILLSIDE MIDDLE SCHOOL-775 N. CENTER**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. APPROVAL OF THE AGENDA**
- 4. MINUTES OF PREVIOUS MEETING** Mar. 19, 2019
- 5. CITIZEN COMMENTS** (Limited to brief presentations on matters not on the agenda)
- 6. REPORTS & CORRESPONDENCE**
  - A. CITY ADMINISTRATION**
  - B. PLANNING COMMISSIONER**
  - C. OTHER COMMUNITY/GOVERNMENTAL LIAISONS**
  - D. CORRESPONDENCE**
- 7. P.U.D. ELIGIBILITY**

**THE DOWNS PROJECT – 301 S. CENTER**

- 8. DISCUSSION**
- 9. ADJOURN**

CITY OF NORTHVILLE  
Planning Commission Meeting Minutes  
March 19, 2019  
Northville City Hall  
215 W Main Street, Northville MI 48167  
Council Chambers

**1. CALL TO ORDER:**

Chair Kirk called the meeting to order at 7:00 p.m.

**2. ROLL CALL:**

Present: Jeff Gaines  
Steve Kirk  
Andrew Krenz  
Carol Maise  
Mark Russell  
Ann Smith  
Jeff Snyder  
Donna Tinberg

Absent: Thomas Barry (excused)

Also present: Ken Roth, Mayor  
Pat Sullivan, City Manager  
Sally Elmiger, Planning Consultant  
2 residents

**3. APPROVAL OF AGENDA:**

**MOTION by Maise, support by Tinberg, to approve the agenda as published.**

**Motion carried unanimously.**

**4. MINUTES OF PREVIOUS MEETING: February 19, 2019**

**MOTION by Tinberg, support by Smith, to approve the February 19, 2019 minutes as submitted.**

**Motion carried unanimously.**

**5. CITIZEN COMMENTS:**

Lenore Lewandowski, 119 Randolph, Northville, thanked the Commission for their work. She referenced a recent article in Crain's Detroit Magazine regarding the proposed development at Northville Downs. She asked the Commission to keep density and traffic issues in the forefront as the proposal was discussed.

**6. REPORTS & CORRESPONDENCE:**

**A. CITY ADMINISTRATION:**

City Manager Sullivan reported that at the March 18, 2019 City Council meeting, first readings were heard of:

- Proposed Zoning Ordinance Amendment/Article 11/GCD 7 Mile & S. Main Overlay
- Proposed Zoning Ordinance Amendment/Articles 18 & 26/Outdoor Storage Apparatus

The second reading and adoption would be at the April 15 Council meeting.

**B. PLANNING COMMISSION:** None.**C. OTHER COMMUNITY/GOVERNMENTAL LIAISONS:** None.**D. CORRESPONDENCE:**

- **Floor Area Ratio Report – City of Plymouth**

Planning Consultant Elmiger introduced John Buzuvis, Community Development Director, City of Plymouth. Plymouth had implemented a Floor Area Ratio (FAR) for single family homes in January 2017. Mr. Buzuvis was here tonight to review Plymouth's experience, and to answer any questions the Commission might have.

Mr. Buzuvis explained that in the last decade there had been a trend to demolish small homes in Plymouth and replace them with new larger homes, with some of the new homes appearing out of character with the existing neighborhoods. Originally, height and lot coverage restrictions were the only controls Plymouth had regarding the mass of new homes. Beginning in 2016 the City of Plymouth began discussing how to best address home size and massing issues. As a result of that lengthy study and discussion, Plymouth amended and updated its accessory structure ordinance to better regulate garage size and placement, adopted front porch incentives, and also adopted a Floor Area Ratio to help govern the mass of new homes.

Mr. Buzuvis referred to a report he had completed in February 2019, evaluating the impact of the Floor Area Ratio ordinance. Findings presented in the report represented a one-year time period before and after FAR was implemented. The data suggested that Plymouth's FAR reduced the overall square footage of new homes as well as pushed them to some of the larger parcels in the community.

Plymouth's Floor Area Ratio was .4. Detached garages and unenclosed porches did not count toward the FAR.

The goal was to be as reasonable as possible while still achieving a reduction in mass.

After FAR was adopted, there was a 30-day window between approval and implementation, in order to allow builders and developers to finish architectural plans that were in process.

Mr. Buzuvis said it took time for everyone to understand what FAR actually meant, and how to read the ordinance. One result of the ordinance was that people were enlarging their basements, rather than building up. Other changes included reduced numbers of new home permits issued, reduced average square footage of new homes, new homes being built on larger lots, and the average FAR being reduced.

Round table discussion included the following:

- To some degree, FAR encouraged creative, adaptive, architecture.
- The number of detached garages and unenclosed front porches increased in Plymouth as a result of FAR, thereby encouraging personal interaction in front yards.
- Front facing attached garages were either prohibited or discouraged, depending on the situation.
- Anything covered was included in lot coverage. At-grade patios were not included.
- Basements were not included in FAR.
- If Northville implemented a FAR, graphics could help explain how it worked.
- One of the biggest hurdles in Plymouth was helping people understand how FAR worked, and how it interacted with lot coverage. As time went by, confusion decreased and ease of implementation increased.
- Variance requests did not increase in Plymouth as a result of FAR.
- Plymouth's FAR was for single-family and two-family zoning districts.
- Did giving 30 days between adoption and enactment encourage builders to construct foundations before plans were finalized? This did happen to a limited degree in Plymouth, but the builders' plans were in process before the FAR was adopted.
- Plymouth communicated with its builders, so that they knew what was happening and were not blind-sided by the ordinance.
- Regarding sequencing, it was important from the beginning to require front facing garages to be moved back from the front line of the house.
- Plymouth made several ordinance changes all at once, and although the sequencing – in hindsight – could have been tweaked, the actual implementation went fairly smoothly, with positive results.
- Was it possible that small homes and small lots might fall into disrepair if they were not commercially viable? In Plymouth, this had not happened. Small homes met the needs of empty nesters and first time home buyers.
- The front porch incentive that required front porches be at least 6 feet deep was adequate. It was important to balance allowing a porch into a front yard setback against a more useable 7-8 foot depth. A house could go further back from the setback line and have a deeper porch, but the 4 foot into-the-setback limit for the front porch incentive should not be increased.
- Addressing the current trend toward high ceilings in floors and basements, Plymouth included a requirement regarding the height of the floor from the average grade, and also the height of the finished first floors relative to neighboring houses.
- In Plymouth, 3<sup>rd</sup> floors were included in FAR. 3<sup>rd</sup> floors could only be 1/3 of the second story square footage. Heights were limited to 2-1/2 stories.
- Would detached garage sizes increase, since the detached garage was not included in FAR? Plymouth addressed this issue by reducing the ratio of the garage wall to the width of the parcel, and also by reducing the allowed height.
- One intent of a potential FAR in Northville would be to reduce big-foot massing, yet in Plymouth the average size of new houses did not reduce by much – about 200 square feet. Instead, the bigger houses were being located on bigger lots. Was the massing on small lots really being addressed by Plymouth's FAR?
- In Plymouth, over a number of years the smaller parcels were developed first. Again, there was a perception that the new homes being built on small lots were out of proportion with neighboring homes.



- The changes Plymouth made helped the massing and perceived massing, by increasing the number of front porches and pushing the houses back slightly, and changing the interaction of the floor area ratio with the overall structure.
- A bigger house with a smaller detached garage effectively reduced the scale of the house.
- A detached garage required at a minimum a 9-foot driveway. Plymouth required a 1-foot buffer between the edge of the driveway and the property line, creating a defacto 10 foot setback on at least one side.
- Before instituting a FAR, Plymouth analyzed parcel sizes by quadrant throughout the City. Northville would need to do the same thing.
- After calculating the average size of homes on various size lots, Plymouth intentionally developed a FAR that allowed a home size slightly larger than the average home size.
- Plymouth allowed attached and detached garages on the same property. The goal was to have front porches, and if a property could bear both attached and detached garages while meeting ordinance standards, and if allowing that encouraged constructing a front porch, they felt their primary goal was met.
- Plymouth felt the Far Area Ratio had accomplished what it set out to do: reduce mass, increase the construction of pedestrian and neighborhood-friendly front porches, and move the construction of larger homes to larger lots.

Seeing that discussion had ended, Chair Kirk thanked Mr. Buzuvis for the information provided.

## **7. LOT SPLIT APPLICATION: 390 MAPLEWOOD**

Commissioner Smith disclosed that she had a conflict of interest regarding this application.

**MOTION by Maise, support by Russell, to recuse Commissioner Smith from discussion and action on Item 7, Lot Split Application, 390 Maplewood Street.**

**Motion carried unanimously.**

Commissioner Smith left the dais.

Planning Consultant Elmiger gave the background for this lot split application for the existing property located at 390 Maplewood Street. The applicant was proposing to split the parcel into two parcels (east and west), and build two new houses on the newly created parcels. The current parcel contained an existing residential structure and associated driveway, both of which would be demolished.

Utilizing overhead slides, Planning Consultant Elmiger explained the borders and history of the subject site and surrounding area.

City Council had acted on a petition by both neighboring property owners to vacate the portion of the Horton Street right-of-way that abutted this property, and had approved the resolution vacating the right-of-way at their February 19, 2019 meeting. The vacation preserved a 25-foot wide utility and pedestrian easement, 15 feet of which would be on the subject parcel.

The southern portion of Horton Street north of Hill Street had been vacated in 2018, also at the request of the residents in the area.

The east parcel that would result from the lot split was slightly larger than the parcel on the west, in order to accommodate the easement just mentioned.

Maplewood Park, which abutted the subject site to the south and west, was a heavily used passive recreational area.

Planning Consultant Elmiger noted that a map with an updated legal description was included in the Commissioners' packets, along with a copy of the most recent tax bill. The proposed lot dimensions met ordinance requirements.

Planning Consultant Elmiger said that the developer should explain how the east lot would be accessed from Maplewood, as there were steep slopes from the street to the lot. Additionally, there was a drainage channel in the vicinity of those slopes and the street. Once that issue was resolved, she would recommend approval, with conditions.

Ed Funke, Guidobono Building Company, 114 Rayson Street, Northville, was present on behalf of this application for a lot split. He explained that the western parcel would be 75 feet wide, while the eastern parcel would be 82 feet wide, in order to provide equal building widths for both homes, while accommodating the easement on the east. Each lot would accommodate a 60-foot wide building envelope.

Mr. Funke said that the existing drive location would be maintained on the west side of the western lot. They anticipated that the driveway on the eastern lot would also be on the west side of that lot. Depending on the desires of the eventual purchasers, Guidobono Building hoped to utilize retaining walls to keep many of the trees in the front of both parcels.

Commissioner Snyder asked whether construction could occur on the easement on the east parcel. Planning Consultant Elmiger explained that an existing storm sewer line ran through the easement. The 15-foot easement could not be built upon, but the building envelope could go right up to the easement, as the setback would be measured from the property line. Mr. Funke said that was his understanding also. The easement could be landscaped. The walking path would be maintained.

Mr. Funke said the eastern lot was a challenging one, and Guidobono Company would recommend to any purchaser a narrower footprint due to the topography there. However, the eventual building design would be up to the purchaser.

Commissioner Gaines asked if there were any standards for the walking path maintenance. Mr. Funke said that they had requested that the walking path be moved to the center line of the easement so it would be shared equally with the neighbor to the east, in order to give appropriate space between the walking path and the homeowner's home or yard. Currently the path was unimproved dirt, about 4-5 feet wide.

In response to a question from Commissioner Snyder, City Manager Sullivan said the City would be responsible for maintaining the path, which was located on the City easement, and which had been created by people walking there.

Mr. Funke said their expectation was that whoever was drawn to the lots would want to retain the natural beauty of the sites.

Commissioner Snyder cautioned about building a home right up to the easement line, as the City would have the right to excavate up to the easement line also, when doing utility work.

Commissioner Russell suggested having a soil boring in order to calculate the angle of repose along the easement line. Any potential property owner should understand his development rights regarding landscaping on the easement, and also the rights of the City to excavate there.

Commissioner Tinberg said that landscaping and/or any potential fencing on the easement would diminish the perception that Maplewood Park was a public park. Planning Consultant Elmiger said that park access would be clearly called out in the easement agreement, and the easement would be part of the deed.

From the audience, Ms. Lewandowski asked about water runoff to the walking path area as a result of the new construction. Planning Consultant Elmiger said that the Building Official would review storm water runoff management on the site.

**MOTION by Tinberg, support by Maise, that based on the information received from the applicant, and reflected in the minutes of this meeting, the Planning Commission finds that the Lot Split proposed for 390 Maplewood Street, dated February 11, 2019, meets the required standards and findings for Lot Split approval pursuant to Chapter 78 – Subdivisions and Land Division, and approves the Lot Split with the following conditions:**

- A. A new legal description is created for the vacated Horton Street right-of-way.**
- B. Utility connections be coordinated with the DPW Director.**
- C. Information be provided about how driveway access to the east parcel will be accommodated, given the location of the existing drainage channel.**
- D. An application for tree removal be submitted at the time of application for building permit(s).**

Chair Kirk asked for a roll call vote.

<b>Gaines</b>	<b>yes</b>
<b>Kirk</b>	<b>yes</b>
<b>Krenz</b>	<b>yes</b>
<b>Maise</b>	<b>yes</b>
<b>Russell</b>	<b>yes</b>
<b>Snyder</b>	<b>yes</b>
<b>Tinberg</b>	<b>yes</b>

**Motion carried 7-0-1 (Smith recused)**

Commissioner Russell spoke to the importance of the tree ordinance, and the necessity for the applicants to have the trees on the site evaluated.

Commissioner Smith rejoined the Commission at 8:39 p.m.

## **8. DISCUSSION**

### **RESIDENTIAL BUILDING STANDARDS/FRONT PORCH INCENTIVE**

Referencing the document *Front Porch & Rear Garage Incentive, Porte-Cochere, Residential Dwelling Standards*, revised February 22, 2019, Planning Consultant Elmiger explained changes that had been made in the draft language since the February meeting:

- For both new and existing homes, language was added that disqualified houses from the front porch incentive if the home had more than one garage when any attached garage was in the front of the house or any detached garage was in front of the rear building line.
- For both new and existing houses, graphics were added to illustrate where the porch, and how much porch, could be located in a front yard setback – whether standard or averaged.
- Regarding single-family dwelling unit standards:
  - The word *similar* was replaced with *compatible* in paragraphs describing exterior finish materials, roof designs, and house configurations.
  - Language was added to provide a distance in which to compare the new construction rather than using the term *in the neighborhood*. The same language was used elsewhere in the ordinance.

After brief discussion, suggested changes included:

- Section 18.26.(7): delete *compatible* from 3<sup>rd</sup> to last line ...dwelling unit to ~~compatible~~ types . . .
- The architecture in neighborhoods should be encouraged to be diverse and dynamic. The word *consider* and the phrase *consideration shall be given . . .* was important to allow diversity.
- Corrections on the graphics were noted: (1) removing confusing tick marks on the maximum distance of the porch, and (2) correct placement of gray dotted line showing the side entry into an attached garage.

Chair Kirk asked for a motion to set this item for public hearing.

**MOTION by Russell, support by Krenz, to set zoning ordinance amendment *Front Porch and Rear Garage Incentive, Porte-Cochere, and Residential Dwelling Standards, Sections 18.11, 15.01, 15.02, 26.01 and 18.26*, as presented and amended this evening, for public hearing at the next available meeting.**

Chair Kirk asked for a roll call vote.

<b>Gaines</b>	<b>yes</b>
<b>Kirk</b>	<b>yes</b>
<b>Krenz</b>	<b>yes</b>
<b>Maise</b>	<b>yes</b>
<b>Russell</b>	<b>yes</b>
<b>Smith</b>	<b>yes</b>
<b>Snyder</b>	<b>yes</b>
<b>Tinberg</b>	<b>yes</b>

**Motion carried unanimously.**

#### OTHER DISCUSSION

The Commission discussed how to move forward regarding possibly implementing a Floor Area Ratio in Northville. Planning Consultant Elmiger said she would talk with City Manager Sullivan

as to how to move forward in terms of gathering information such as Northville's average lot sizes, lot coverage, and home sizes in the various areas and zoning districts of the City. The Commission noted that if the City moved forward with a FAR, it might be necessary to look at the Master Plan and see if any corresponding changes were appropriate there.

**9. ADJOURN**

Seeing that there was no further discussion, Chair Kirk asked for a motion to adjourn.

**MOTION by Snyder, support by Russell, to adjourn the meeting at 8:56 p.m.**

**Motion carried unanimously.**

Respectfully submitted,  
Cheryl McGuire  
Recording Secretary



## Hunter Pasteur H O M E S

March 26<sup>th</sup>, 2019

Via email: [selmiger@cwaplan.com](mailto:selmiger@cwaplan.com)  
[psullivan@ci.northville.mi.us](mailto:psullivan@ci.northville.mi.us)

Via Hard Copy: Ms. Sally Elmiger  
Carlisle Wortman Associates  
117 N. First Street  
Ann Arbor, MI 48104

Mr. Patrick Sullivan  
215 W Main St  
Northville, MI 48167

RE: PUD Eligibility for The Downs ("Project")

To the City of Northville Planning Commission,

We are pleased to submit this letter and revised plans as a request to be on the agenda for the April 16<sup>th</sup>, 2019 City of Northville Planning Commission meeting to request approval of Planned Unit Development ("PUD") eligibility for The Downs ("Project").

As you know, PUD eligibility for the Project has been previously reviewed by the Planning Commission at its October 2<sup>nd</sup>, 2018 and December 18<sup>th</sup>, 2018 meetings. Since that time, we have had several meetings with City Manager Pat Sullivan and Planning Consultant Sally Elmiger to assure that we fully address the requirements for PUD eligibility. We believe that our prior submissions, this letter and revised plans are consistent with the intention and character illustrated in the City of Northville's Master Plan for this area and demonstrate compliance with the requirements for PUD eligibility.

It has always been the position of the Developer that a PUD for this full site is the best approach to assure that the objectives of the Master Plan and the community are realized. The alternative of piecemeal development of this site makes it less likely that the Master Plan vision will be achieved and that significant public benefits proposed by the Developer, including day lighting of the river, substantial public park and green space and maintenance and relocating the Farmer's Market will be realized. As reflected in our prior and current submissions, the Developer remains fully committed to the financial responsibilities associated with these and other aspects of the proposed Project pursuant to its PUD application.

**Received**

MAR 28 2019

**City of Northville**



To clarify, this development will be implemented in at least two phases. A multi-phase development schedule would be common in any development of this size. In this case, there is the additional fact that there are actually two purchase agreements for this site, one of which is for approximately 12 acres adjacent to Cady Street (the "North Property") and a second covering the remaining approximately 38 acres south of Beal Street (the "South Property"). The anticipated timing for closing on the North Property is mid-2019 and the South Property closing is not expected to be earlier than December 31<sup>st</sup>, 2020, due to the racetrack's ongoing business.

The Developer assures you that it fully understands the importance of the development of this property to the City of Northville. We have exactly the same interests, as the value of this development can only be realized if we guarantee that it maintains and enhances the characteristics that make the City of Northville a special place.

In our meetings following the December 18<sup>th</sup> Planning Commission meeting, we began with a review of the summary of issues from the Carlisle Wortman Associates (CWA) letter of December 13<sup>th</sup>, 2018. The following is the Developer's response to each of 11 issues set forth in that letter:

***CWA Issue #1:***

Comprehensive funding plan to daylight the river. At a minimum, the plan should describe the expected cost, who will pay these costs and where the funds will come from. We support a public/private partnership, and consider grants a reasonable approach to making this happen. However, a clear picture of how the project will be funded and by whom needs to be provided.

***Developer Response:***

Based on preliminary estimates, the cost to daylight the river will be approximately \$4 million. The \$4 million does not include the underlying \$2.5 million value of the land that, which brings the total cost of daylighting the river to approximately \$6.5 million. The \$4 million cost includes removing the existing culvert which the river flows through underground, excavation of a new river-bed, landscaping the river, stabilizing the river bank and construction of one bridge crossing the river. Attached are supporting documents from engineering firms.

Projects of this nature are almost always funded and implemented by governmental or philanthropic organizations. In this case, Hunter Pasteur Homes ("HPH") and the development team are proposing to work with Friends of the Rouge ("FOTR"), in collaboration with the City of Northville, to source capital to fund the daylighting project. HPH is committing private capital towards daylighting the river while working with FOTR and the City of Northville to raise the remaining funds for the project through grants from philanthropic sources and county, state or federal agencies. Ideally, HPH would like to fund 50% of the daylighting the river costs, \$2 million, and receive the remaining \$2 million from other sources. If FOTR is unsuccessful in securing all of the funds to pay for daylighting the river, HPH is willing to fund the shortfall of what FOTR is unable to raise. In this proposal, there is **NO** cost to the city and the developer is **NOT** seeking an abatement for any costs related to daylighting the river.



***CWA Issue #2:***

The project offers an 8.3-acre linear park. It is not clear if the applicant is offering to also construct the elements in the park (walkways, river overlook, lighting, landscaping, Farmer's Market area (if located here), etc.). This needs to be clarified.

***Developer Response:***

The developer is proposing to pay 100% of the cost for the linear park, including all of its amenities, such as walkways, river outlook, lighting and landscaping. The park, outside of the daylighted river area, will be funded entirely by the developer. We estimate the property cost of the public park and daylighted river space to be more than \$2.5 million and the cost of improvements for the park to be approximately \$1 million. We have also committed that all ongoing maintenance and operating costs for these spaces will be covered by the development Homeowners Association. The developer is **NOT** seeking any financial commitment from the city of Northville or alternative sources and there will be **NO** cost to the city or an abatement requested for the cost to construct the park or the ongoing maintenance of the park.

***CWA Issue #3:***

City Engineer's opinion about needed traffic improvements, and whether or not the applicant agrees to making them.

***Developer Response:***

Over the past several months, the city's traffic consultant (OHM), the Developer's traffic consultant (Fleis & VandenBrink) and officials from Wayne County have met to discuss the various open traffic related items, the main one being the proposed round-a-bout at the intersection of Seven Mile Road and Center Street.

As of the date of this MOU, Wayne County has not given an official response as to whether they support the round-a-bout at the intersection of Seven Mile Road and Center Street.

The Developer is proposing, at its sole cost and responsibility, to fund the implementation of all traffic improvements proposed in the Traffic Impact Study performed by Fleis & VandenBrink and submitted to the City of Northville as part of its PUD submittal. Additionally, if Wayne County determines that a round-a-bout is the preferred solution at the intersection of Seven Mile Road and Center Street, the Developer is willing to fund the city's 20% allocation towards the construction of the round-a-bout. This contribution will cover any financial responsibility the City of Northville might incur from a round-a-bout.

The Developer is prepared to accept and provide financial support to whatever traffic mitigation measures are required and approved. The Developer is aware that two other intersections (Cady Street/Center Street and 7 Mile Road/Northville Road) are also being evaluated for potential traffic mitigation. If the process to make these determinations is ongoing, we respectfully recommend that a PUD grant be made conditional upon that resolution so as not to unfairly delay the balance of the development planning process based upon an issue that is not within the Developer's authority to resolve.



***CWA Issue #4:***

Refinements to Density

***Developer Response:***

The development team fully understands that the density of the Project is an issue and as a result previously reduced the overall density from 577 units in its October 2, 2018 proposal to 546 units in its December 18, 2018 proposal.

As illustrated in the attached site plan drawing, the current proposal assumes that a round-a-bout will be implemented for traffic mitigation purposes. This further reduces the number of previously planned units a further 4 units.

Lastly, the development team would like to point out that in a likely scenario that the first phase of the Project, located on the North Property along Cady Street, is developed first, and the South Property is developed as a second phase, the density of the project will be at the low end of the range set forth in the Master Plan.

The portion of the Project south of Beal Street is approximately 36 acres and is being proposed for 236 single family homes and townhomes. Subtracting approximately five acres for right of ways, the net result of buildable acreage is approximately 31 acres. The proposed density of 236 units on approximately 31 acres results in approximately 7.6 units per acre, which falls at the lower end of Northville's Master Plan, which calls for density of between 6 and 12 dwellings per acre.

***CWA Issue #5:***

Pocket park status (public or private) and size.

***Developer Response:***

The developer is proposing that the pocket parks located within the project are public and can be used by all residents of Northville. The size of the pocket parks has not yet been finalized but are expected to be between one and two acres and will be considered as part of site plan approval. As with the proposed public park space associated with the river day lighting, all costs related to maintenance of the pocket parks will be covered by the Home Owners Association.

***CWA Issue #6:***

Input from the Chamber of Commerce regarding the re-located Farmer's Market.

***Developer Response:***

The Development team met with Ms. Jody Humphries from the Northville Chamber of Commerce on December 7<sup>th</sup>, 2018. At that meeting, the development team proposed two potential locations for the relocated Farmer's Market; the first location would be at the northern part of the 8.3-acre linear park and the second location would be in the surface parking lot behind the proposed apartment complex, north of Beal Street.

At the Planning Commission meeting on December 18, 2018, Mr. Aaron Cozart from the Chamber of Commerce spoke publicly about the Chamber's desire to relocate the Farmer's Market to the second proposed location, in the surface parking north of Beal Street.

The development team views the relocation of the Farmer's Market to the surface parking lot behind the proposed multi-family project and north of Beal Street as a resolved matter and one that the Chamber of Commerce has voiced their full support.

The estimated cost of the land for the proposed Farmer's Market site is approximately \$300,000. The Developer is not including this \$300,000 cost as a public benefit at this time.

***CWA Issue #7:***

Use of parking spaces by the public on private streets in townhouse development.

***Developer Response:***

The development team is open to making the streets within the Project public, allowing residents of Northville to park on them. If the streets are private, the developer is also willing to allow public parking on them during certain times.

***CWA Issue #8:***

Five-story height of the proposed apartment building and three-story height of the townhomes.

***Developer Response:***

The proposed multi-family apartment building along Cady Street will be **four** stories tall, not five. The height of the townhomes will be between two and a half and three stories tall.

***CWA Issue #9:***

Lack of greenspace in townhome cluster on northwest corner of S. Center Street /7-Mile Intersection.

***Developer Response:***

The developer is open to additional green space in this cluster of townhomes located at the northwest corner of Seven Mile Road and South Center Street. As previously noted, the attached proposed site plan assumes that Wayne County supports a round-about at this intersection. This reduces the number of proposed units in this cluster and increases green space to accommodate a buffer from the round-a-about.

***CWA Issue #10:***

Gateway features that emphasize the entrance to the City of Northville (vs. The Downs development).

***Developer Response:***

The attached site plan includes an illustrative example of a potential gateway feature, developed by Grissim Metz Andriese Associates. The Developer will work with the City and its design team during the site plan approval process to refine this design to achieve the desired City gateway feature.

***CWA Issue #11:***

Non-motorized bicycle and pedestrian amenities along S. Center and to Hines Park pathway.

***Developer Response:***

The proposed traffic improvements outlined in the Fleis & VandenBrink traffic impact study, which the Developer is committed to implementing at its sole cost, does not eliminate the bicycle and pedestrian amenities along South Center Street. Given their importance to the community, the Developer is committed to keeping the existing bicycle and pedestrian amenities in place.

In addition to the 11 issues detailed in the CWA Review Letter, the Developer has discussed other issues with Mr. Sullivan and Ms. Elmiger, including input received by Mr. Sullivan and Ms. Elmiger from Planning Commission members following the December 18, 2018 Planning Commission meeting, as follows:

**1. Townhome and Single-Family Location:**

Included with this letter is Exhibit A, which is a letter from Seiber Keast Engineering, the development team's civil engineer, thoroughly detailing the issues with ground water, soil conditions and site grading that led to single family homes being located in the middle of the site and the townhomes being located at the southern portion of the site. In summary, property grade and groundwater levels that were not considered in the Master Plan process account for the currently proposed locations of townhomes and single-family homes.

**2. Apartment Parking Requirements**

An important benchmark worth highlighting for urban apartment complex parking in Northville is the Main Centre apartment complex, which has 74 units with 108 bedrooms and has 92 parking spots.

Additionally, the Developer wants to emphasize that the financial and business interests of the developer and apartment owner are fully aligned with the City's interest to assure that there is fully adequate resident parking. In this instance, the apartment developer, Watermark Residential, will also manage the apartment building and as such will have an interest independent of but consistent with the City of Northville's interests, to assure that its tenants have fully satisfactory and adequate parking facilities.

**3. Economic Development Program**

The development team fully understands that there are a number of details that will need to be worked out for any sort of incentive programs that are part of the Project; however, it is important that it is understood that **NO** funds or incentives are being sought for the costs of daylighting the river or the linear park.

The Developer would like to fully engage with the City of Northville staff to discuss potential economic development programs to address public infrastructure improvements and environmental remediation at the appropriate time.

#### 4. **Architecture**

Some questions have been raised about the architecture, and in particular, the extent to which the architecture will conform to the character of the City of Northville and how it will influence appearances on the Center Street Gateway. As previously indicated, the developer believes that its interests and those of the City of Northville are aligned in this regard and the Developer will be working with Presely Architecture and the city during the site plan approval process to address this issue.

Other important issues have been raised by members of the Planning Commission and by the public in the course of our PUD application process, and the Developer is committed to appropriately addressing these issues in the subsequent course of site plan review and approval.

The Developer respectfully submits that its prior applications, this application and draft site plan positively and compellingly address all of the criteria applicable to the grant of the requested PUD eligibility.

Regards,



**Randy Wertheimer**  
**CEO of Hunter Pasteur Homes**



## Exhibit A

### SEIBER KEAST ENGINEERING, LLC ENGINEERING CONSULTANTS

Clif Seiber, P.E.  
Patrick G. Keast, P.E.  
Azad W. Awad  
Robert J. Emerine, P.E.  
Jason M. Emerine, P.E.

100 Main Centre, Suite 10  
Northville, MI 48167  
Phone No. 248.308.3331  
E-mail: [be@seiberkeast.com](mailto:be@seiberkeast.com)

February 8, 2019

Mr. Randy Wertheimer  
Hunter Pasteur Northville, LLC  
32300 Northwestern Highway, Suite 230  
Farmington Hills, MI 48334

**Re: The Downs - Site Grading and Product Location**

Dear Mr. Wertheimer:

As a part of the City of Northville's review of The Downs PUD Eligibility Site Plan, it was noted the proposed location of the townhomes and single-family homes did not align with the proposed densities and product types shown in the Master Plan.

As noted in Hunter Pasteur's letter dated November 27<sup>th</sup>, 2018 to the City of Northville, the reason for placing the single-family homes between Beal Street and Fairbrook Street and the townhomes south of Fairbrook Street is due to the topography of the site. The townhome units are typically constructed on low sloping areas due to the closely spaced driveways and limited space in front of and between the buildings. The existing ground slope in the areas between Beal Street and Fairbrook Street is approximately 6%-8%. The proposed townhome units will have the same Garage Floor Elevation within a particular building. In order to keep the driveway slopes reasonable (9% maximum) the access road between the buildings cannot be sloped greater than 2-3%. (Please see the attached preliminary grading sketch for the units along Center Street.) Additional engineered fill (4'-6' of fill) will need to be provided on site to accommodate the site grading around the townhome units if they are located between Beal Street and Fairbrook Street.

Additionally, the groundwater elevations south of Fairbrook Street create problems for single-family homes in this area. All of the single-family homes will have basements and the basement footings will need to be placed a minimum 1' above the groundwater elevations to prevent water from infiltrating the basements and to keep sump pumps from continuously running. In general, the groundwater in the area south of Fairbrook Street is 3'-4' below existing grade. Therefore, an additional 6'-8' of fill would be required to keep the single-family basement elevations above the ground water across the entire area south of Fairbrook Street.

The proposed Site Plan layout addresses both of these concerns. Placing the single-family homes between Beal Street and Fairbrook Street offers greater flexibility for grading as the units are spaced much further apart and the changes in grade can be made up more easily on the lots. Additionally,

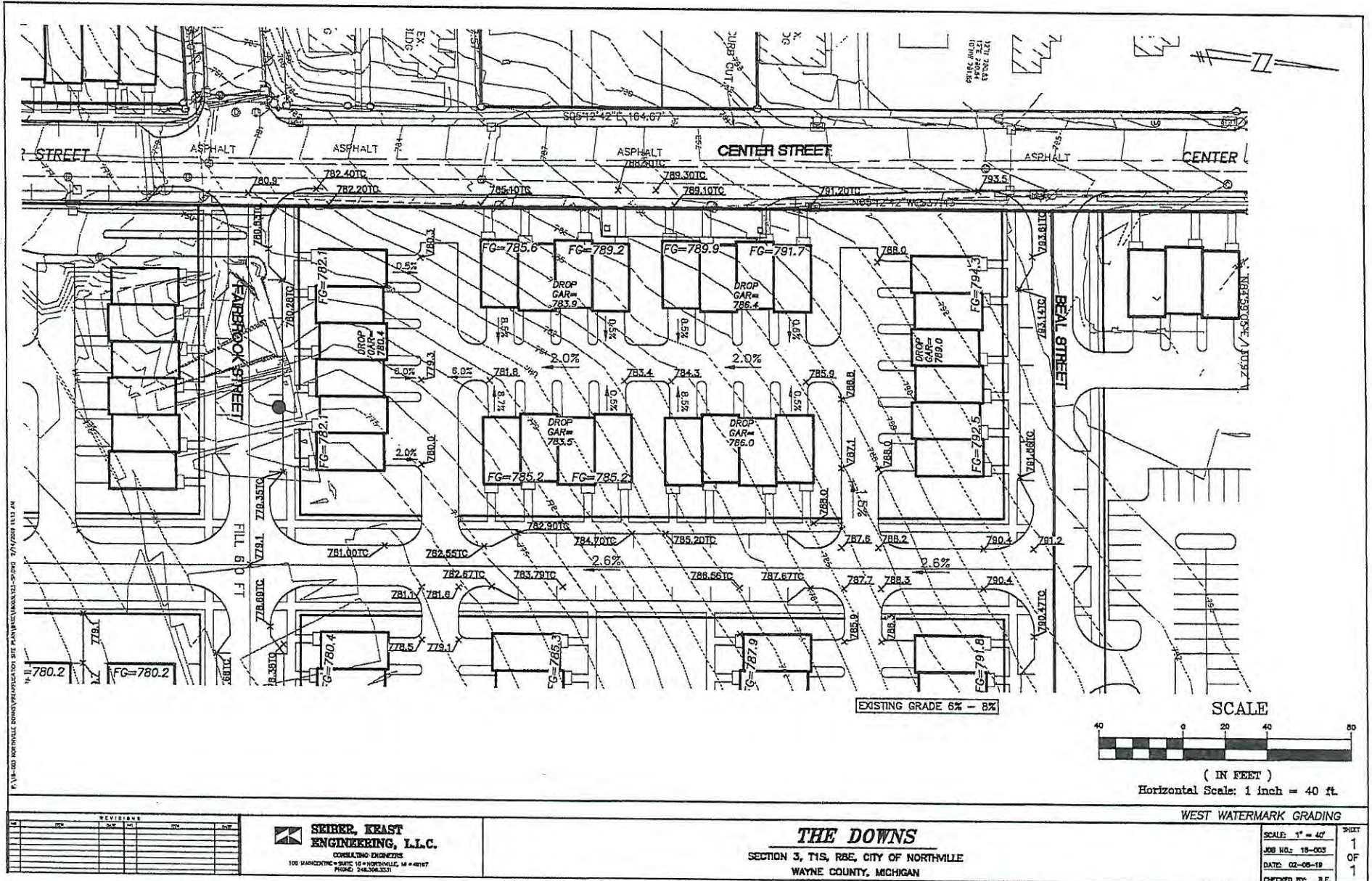
Mr. Randy Wertheimer  
February 8, 2019  
Page 2

the groundwater depths in this area are 7' to 14' below grade which are acceptable depths to accommodate basements.

Very Truly Yours,

**SEIBER KEAST ENGINEERING, LLC**

Robert J. Emerine, P.E.





**Exhibit B**

<b>Northville Downs Property Estimated Costs to "Daylight" River &amp; Park</b>	
<b>Item</b>	<b>Dec. 12, 2018 Estimated Cost</b>
<b>Costs</b>	
Design and Planning	\$ 300,000
De-Watering	\$ 250,000
Legal	\$ 50,000
Environmental Clean-Up	\$ 100,000
Mobilization	\$ 10,000
Demolition Existing Concrete Structures	\$ 215,000
Build New River (Earthwork)	\$ 400,000
Silt Fence	\$ 17,500
Temporary Fence	\$ 7,500
Permits & Agency Review Fees (Application)	\$ 100,000
Bank Stabilization (Channel Restoration)	\$ 725,000
Testing - Soil Testing	\$ 40,000
Staking	\$ 30,000
Engineering & Engineering Review	\$ 175,000
Relocate Sanitary Pipe in River	\$ 60,000
Construction Management & Permitting	\$ 150,000
Landscape Design & Cleanup	\$ 100,000
Landscaping in River Area	\$ 180,000
Bridge & Headwall	\$ 150,000
<b>Wetland / River Consulting (King &amp; McGregor)</b>	
Wetland Flagging	\$ 1,030
Geo Survey	\$ 24,870
Stream Relocation	\$ 25,350
MDEQ Permit	\$ 21,300
ESA Compliance	\$ 6,250
Contingency	\$ 500,000
<b>Cost for Daylighting the River</b>	<b>\$ 3,638,800</b>
<b>10% Cost Increase Due to Work Being Done in 2021</b>	<b>\$ 363,880</b>
<b>TOTAL COSTS:</b>	<b>\$ 4,002,680</b>



PUD ELIGIBILITY SITE PLAN

THE DOWNS

DOWNTOWN NORTHVILLE

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

PREPARED FOR:

HUNTER PASTEUR, NORTHVILLE, LLC

32300 NORTHWESTERN HWY, SUITE 230  
FARMINGTON HILLS, MI 48334

LEGAL DESCRIPTION

OVERALL PARCEL:  
PART OF LOT 72, ALL OF LOTS 73-78, PART OF LOT 79, ALL OF LOTS 80-81, AND PART OF LOT 82 OF "ASSESSOR'S NORTHVILLE PLAT NO. 1", AS RECORDED IN LIBER 66 OF PLATS, PAGE 45, WAYNE COUNTY RECORDS; ALSO ALL OF LOTS 171-196 AND PART OF LOT 197 OF "ASSESSOR'S NORTHVILLE PLAT NO. 2", AS RECORDED IN LIBER 66 OF PLATS, PAGE 44, WAYNE COUNTY RECORDS; ALSO ALL OF THAT PART VACATED CHURCH STREET AND VACATED BEAL AVENUE AS VACATED PER RESOLUTION RECORDED IN LIBER 20023, PAGE 101, WAYNE COUNTY RECORDS;

ALL OF THE AFOREMENTIONED BEING MORE PARTICULARLY DESCRIBED AS:  
COMMENCING AT THE NORTHWEST CORNER OF LOT 168 OF SAID "ASSESSOR'S NORTHVILLE PLAT NO. 2"; THENCE N84°53'43"E 174.61 FEET ALONG THE SOUTH LINE OF CADY STREET (50 FEET WIDE) TO THE NORTHWEST CORNER OF LOT 171 OF SAID "ASSESSOR'S NORTHVILLE PLAT NO. 2" FOR A POINT OF BEGINNING; THENCE ALONG THE SOUTH LINE OF SAID CADY STREET THE FOLLOWING THREE (3) COURSES: 1) N84°53'43"E 682.35 FEET, 2) N79°20'27"E 42.12 FEET, AND 3) N85°47'04"E 218.30 FEET; THENCE ALONG THE WESTERLY LINE OF GRISWOLD STREET (VARIABLE WIDTH) THE FOLLOWING FIVE (5) COURSES: 1) S02°52'19"E 193.33 FEET, 2) S86°05'20"W 3.01 FEET, 3) S04°23'26"E 133.89 FEET, 4) N85°43'59"E 15.98 FEET, AND 5) S04°24'37"E 129.36 FEET; THENCE THENCE N84°12'51"W 100.00 FEET ALONG THE NORTH LINE OF SAID BEAL AVENUE (50 FEET WIDE); THENCE S05°47'09"W 50.00 FEET ALONG THE EASTERLY LINE OF THAT PORTION OF VACATED BEAL AVENUE PER RESOLUTION RECORDED IN LIBER 20023, PAGE 101, WAYNE COUNTY RECORDS; THENCE S84°12'51"E 289.65 FEET ALONG THE SOUTH LINE OF SAID BEAL AVENUE; THENCE ALONG THE WEST LINE OF RIVER STREET THE FOLLOWING THREE (3) COURSES: 1) S09°44'28"E 227.57 FEET, 2) S15°01'28"E 427.16 FEET, AND 3) S15°34'36"E 462.92 FEET; THENCE S85°45'58"W 238.48 FEET; THENCE N89°00'21"W 563.09 FEET; THENCE N43°05'04"W 95.18 FEET; THENCE ALONG THE SOUTH LINE OF SAID LOT 183 THE FOLLOWING FOUR (4) COURSES: 1) S78°36'11"W 254.94 FEET, 2) S78°39'12"W 117.60 FEET, 3) N77°44'48"W 142.02 FEET, AND 4) N57°47'56"W 135.76 FEET; THENCE N05°05'49"W 578.08 FEET ALONG THE EAST LINE OF CENTER STREET (60 FEET WIDE); THENCE N05°12'42"W 537.43 FEET CONTINUING ALONG THE EAST LINE OF SAID CENTER STREET; THENCE N84°59'05"E 130.92 FEET ALONG THE SOUTH LINE OF LOT 164 OF SAID "ASSESSOR'S NORTHVILLE PLAT NO. 2"; THENCE N04°02'34"W 179.19 FEET ALONG THE WEST LINE OF SAID LOT 174; THENCE N84°20'38"E 39.77 FEET ALONG THE SOUTH LINE OF LOT 170 OF SAID "ASSESSOR'S NORTHVILLE PLAT NO. 2"; THENCE N05°05'12"W 126.38 FEET ALONG THE WEST LINE OF SAID LOT 171 TO THE POINT OF BEGINNING.

NORTH PARCEL:  
PART OF LOT 72, ALL OF LOTS 73-78, PART OF LOT 79, ALL OF LOTS 80-81, AND PART OF LOT 82 OF "ASSESSOR'S NORTHVILLE PLAT NO. 1", AS RECORDED IN LIBER 66 OF PLATS, PAGE 45, WAYNE COUNTY RECORDS; ALSO ALL OF LOTS 171-181 AND PART OF LOT 182 OF "ASSESSOR'S NORTHVILLE PLAT NO. 2", AS RECORDED IN LIBER 66 OF PLATS, PAGE 44, WAYNE COUNTY RECORDS; ALSO PART OF THAT PART OF VACATED CHURCH STREET AND VACATED BEAL AVENUE AS VACATED PER RESOLUTION RECORDED IN LIBER 20023, PAGE 101, WAYNE COUNTY RECORDS;

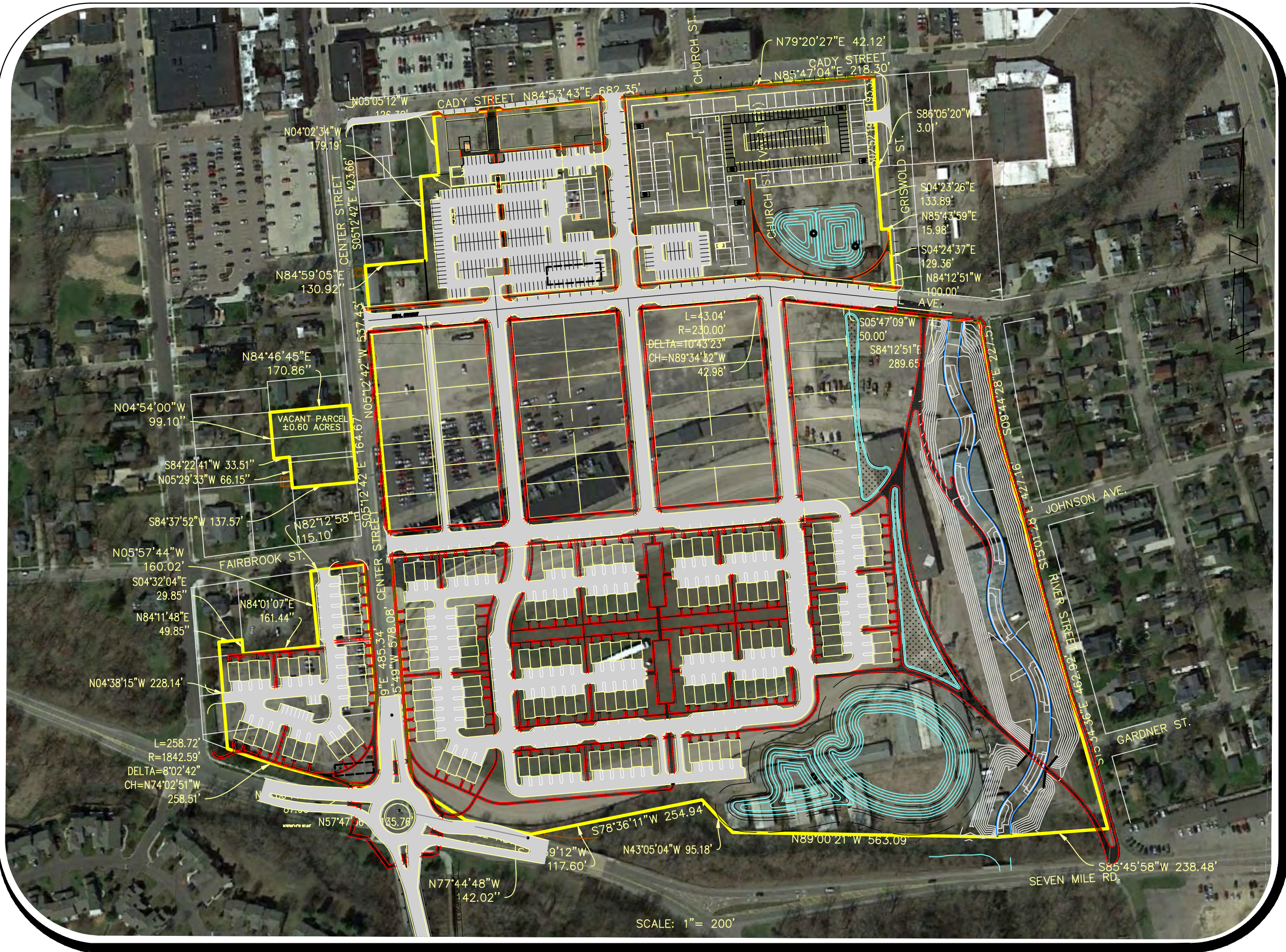
ALL OF THE AFOREMENTIONED BEING MORE PARTICULARLY DESCRIBED AS:  
COMMENCING AT THE NORTHWEST CORNER OF LOT 168 OF SAID "ASSESSOR'S NORTHVILLE PLAT NO. 2"; THENCE N84°53'43"E 174.61 FEET ALONG THE SOUTH LINE OF CADY STREET (50 FEET WIDE) TO THE NORTHWEST CORNER OF LOT 171 OF SAID "ASSESSOR'S NORTHVILLE PLAT NO. 2" FOR A POINT OF BEGINNING; THENCE ALONG THE SOUTH LINE OF SAID CADY STREET THE FOLLOWING THREE (3) COURSES: 1) N84°53'43"E 682.35 FEET, 2) N79°20'27"E 42.12 FEET, AND 3) N85°47'04"E 218.30 FEET; THENCE ALONG THE WESTERLY LINE OF GRISWOLD STREET (VARIABLE WIDTH) THE FOLLOWING FIVE (5) COURSES: 1) S02°52'19"E 193.33 FEET, 2) S86°05'20"W 3.01 FEET, 3) S04°23'26"E 133.89 FEET, 4) N85°43'59"E 15.98 FEET, AND 5) S04°24'37"E 129.36 FEET; THENCE THENCE N84°12'51"W 100.00 FEET ALONG THE NORTH LINE OF SAID BEAL AVENUE (50 FEET WIDE); THENCE S05°47'09"W 25.00 FEET ALONG THE EASTERLY LINE OF THAT PORTION OF VACATED BEAL AVENUE PER RESOLUTION RECORDED IN LIBER 20023, PAGE 101, WAYNE COUNTY RECORDS; THENCE N84°12'51"W 166.13 FEET; THENCE 43.04 FEET ALONG A 230.00 FEET RADIUS CURVE TO THE LEFT, SAID CURVE HAVING A CENTRAL ANGLE OF 10°43'23" AND A CHORD WHICH BEARS N89°34'32"W 42.98 FEET; THENCE S85°03'47"W 809.73 FEET; THENCE N05°12'42"W 117.93 FEET ALONG THE EAST LINE OF CENTER STREET (50 FEET WIDE); THENCE N84°59'05"E 130.92 FEET ALONG THE SOUTH LINE OF LOT 164 OF SAID "ASSESSOR'S NORTHVILLE PLAT NO. 2"; THENCE N04°02'34"W 179.19 FEET ALONG THE WEST LINE OF SAID LOT 174; THENCE N84°20'38"E 39.77 FEET ALONG THE SOUTH LINE OF LOT 170 OF SAID "ASSESSOR'S NORTHVILLE PLAT NO. 2"; THENCE N05°05'12"W 126.38 FEET ALONG THE WEST LINE OF SAID LOT 171 TO THE POINT OF BEGINNING.

SOUTH PARCEL:  
PART OF LOT 182, ALL OF LOTS 183-196, AND PART OF LOT 197 OF "ASSESSOR'S NORTHVILLE PLAT NO. 2", AS RECORDED IN LIBER 66 OF PLATS, PAGE 44, WAYNE COUNTY RECORDS; ALSO PART OF THAT PART OF VACATED CHURCH STREET AND VACATED BEAL AVENUE AS VACATED PER RESOLUTION RECORDED IN LIBER 20023, PAGE 101, WAYNE COUNTY RECORDS;

ALL OF THE AFOREMENTIONED BEING MORE PARTICULARLY DESCRIBED AS:  
COMMENCING AT THE NORTHWEST CORNER OF LOT 168 OF SAID "ASSESSOR'S NORTHVILLE PLAT NO. 2"; THENCE S05°12'42"E 423.66 FEET ALONG THE EAST LINE OF CENTER STREET (50 FEET WIDE) TO THE POINT OF BEGINNING; THENCE N85°03'47"E 809.73 FEET; THENCE 43.04 FEET ALONG A 230.00 FEET RADIUS CURVE TO THE RIGHT, SAID CURVE HAVING A CENTRAL ANGLE OF 10°43'23" AND A CHORD WHICH BEARS S89°34'23"E 42.98 FEET; THENCE S84°12'51"E 166.13 FEET; THENCE S05°47'09"W 25.00 FEET ALONG THE EASTERLY LINE OF THAT PORTION OF VACATED BEAL AVENUE PER RESOLUTION RECORDED IN LIBER 20023, PAGE 101, WAYNE COUNTY RECORDS; THENCE S84°12'51"E 289.65 FEET ALONG THE SOUTH LINE OF BEAL AVENUE (50 FEET WIDE); THENCE ALONG THE WEST LINE OF RIVER STREET THE FOLLOWING THREE (3) COURSES: 1) S09°44'28"E 227.57 FEET, 2) S15°01'28"E 427.16 FEET, AND 3) S15°34'36"E 462.92 FEET; THENCE S85°45'58"W 238.48 FEET; THENCE N89°00'21"W 563.09 FEET; THENCE N43°05'04"W 95.18 FEET; THENCE ALONG THE SOUTH LINE OF SAID LOT 183 THE FOLLOWING FOUR (4) COURSES: 1) S78°36'11"W 254.94 FEET, 2) S78°39'12"W 117.60 FEET, 3) N77°44'48"W 142.02 FEET, AND 4) N57°47'56"W 135.76 FEET; THENCE N05°05'49"W 578.08 FEET ALONG THE EAST LINE OF CENTER STREET (60 FEET WIDE); THENCE N05°12'42"W 419.50 FEET CONTINUING ALONG THE EAST LINE OF SAID CENTER STREET TO THE POINT OF BEGINNING.

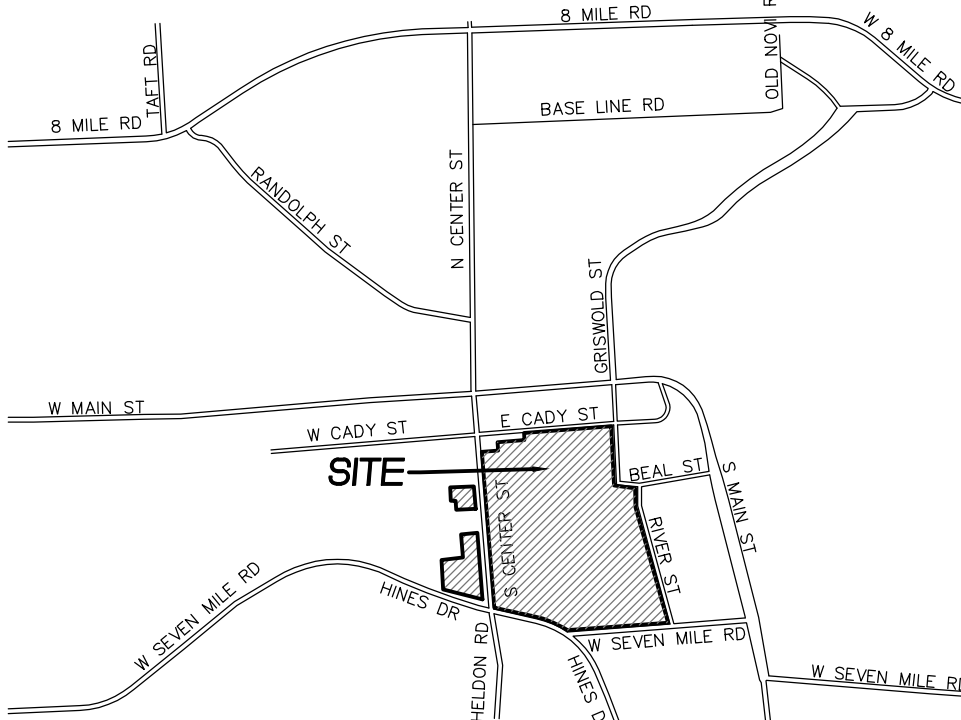
PARKING PARCEL:  
LOT 223, LOT 224, LOT 226, LOT 227, LOT 228, AND PART OF LOT 225 OF "ASSESSOR'S NORTHVILLE PLAT NO. 3", AS RECORDED IN LIBER 66 OF PLATS, PAGE 43, WAYNE COUNTY RECORDS, MORE PARTICULARLY DESCRIBED AS: BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 223; THENCE S05°05'49"E 485.34 FEET ALONG THE WEST LINE OF CENTER STREET; THENCE N78°06'14"W 87.83 FEET ALONG THE NORTH LINE OF EDWARD HINES DRIVE; THENCE CONTINUING ALONG THE NORTH LINE OF SAID EDWARD HINES DRIVE, 258.72 FEET ALONG A 1842.59 FOOT CURVE TO THE RIGHT, SAID CURVE HAVING A CENTRAL ANGLE OF 08°02'42", AND A CHORD WHICH BEARS N74°02'51"W 258.51 FEET; THENCE N04°38'15"W 228.14 FEET ALONG THE EAST LINE OF SOUTH WING STREET; THENCE N84°11'48"E 49.85 FEET; THENCE S04°32'04"E 29.85 FEET; THENCE N84°01'07"E 161.44 FEET ALONG THE NORTH LINE OF SAID LOT 226; THENCE N05°57'44"W 160.02 FEET ALONG THE WEST LINE OF SAID LOT 224; THENCE N82°12'58"E 115.10 FEET ALONG THE SOUTH LINE OF FAIRBROOK STREET TO THE POINT OF BEGINNING.

VACANT PARCEL:  
LOT 219 AND LOT 220 OF "ASSESSOR'S NORTHVILLE PLAT NO. 3", AS RECORDED IN LIBER 66 OF PLATS, PAGE 43, WAYNE COUNTY RECORDS, CITY OF NORTHVILLE, WAYNE COUNTY, MICHIGAN.



SHEET INDEX

1. COVER SHEET
2. PRELIMINARY PLAN
3. CADY LOT PARKING REPLACEMENT PLAN
4. OPEN SPACE PLAN
- 5-8. PRELIMINARY UTILITY PLAN
9. FLOOD PLAIN PLAN
- L1. CONCEPTUAL LANDSCAPE PLAN



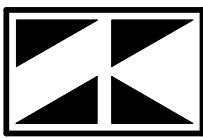
LOCATION MAP

NOT TO SCALE

BENCHMARKS

1. RIM OF SANITARY MANHOLE AT THE INTERSECTION OF CENTER STREET AND FAIRBROOK STREET. MANHOLE IS 3.5' EAST OF THE CENTERLINE OF CENTER STREET AND 17.5' SOUTH OF THE CENTERLINE OF FAIRBROOK STREET. ELEVATION 780.07' (NAVD88)
2. RIM OF SANITARY MANHOLE AT THE INTERSECTION OF RIVER STREET AND BEAL STREET. MANHOLE IS 10' NORTH OF THE CENTERLINE OF BEAL STREET AND 1' WEST OF THE CENTERLINE OF RIVER STREET. ELEVATION 777.58' (NAVD88)

NOTE: ALL ELEVATIONS SHOWN THROUGHOUT THE PLAN SET ARE ON NAVD88 DATUM.



SEIBER, KEAST ENGINEERING, L.L.C.

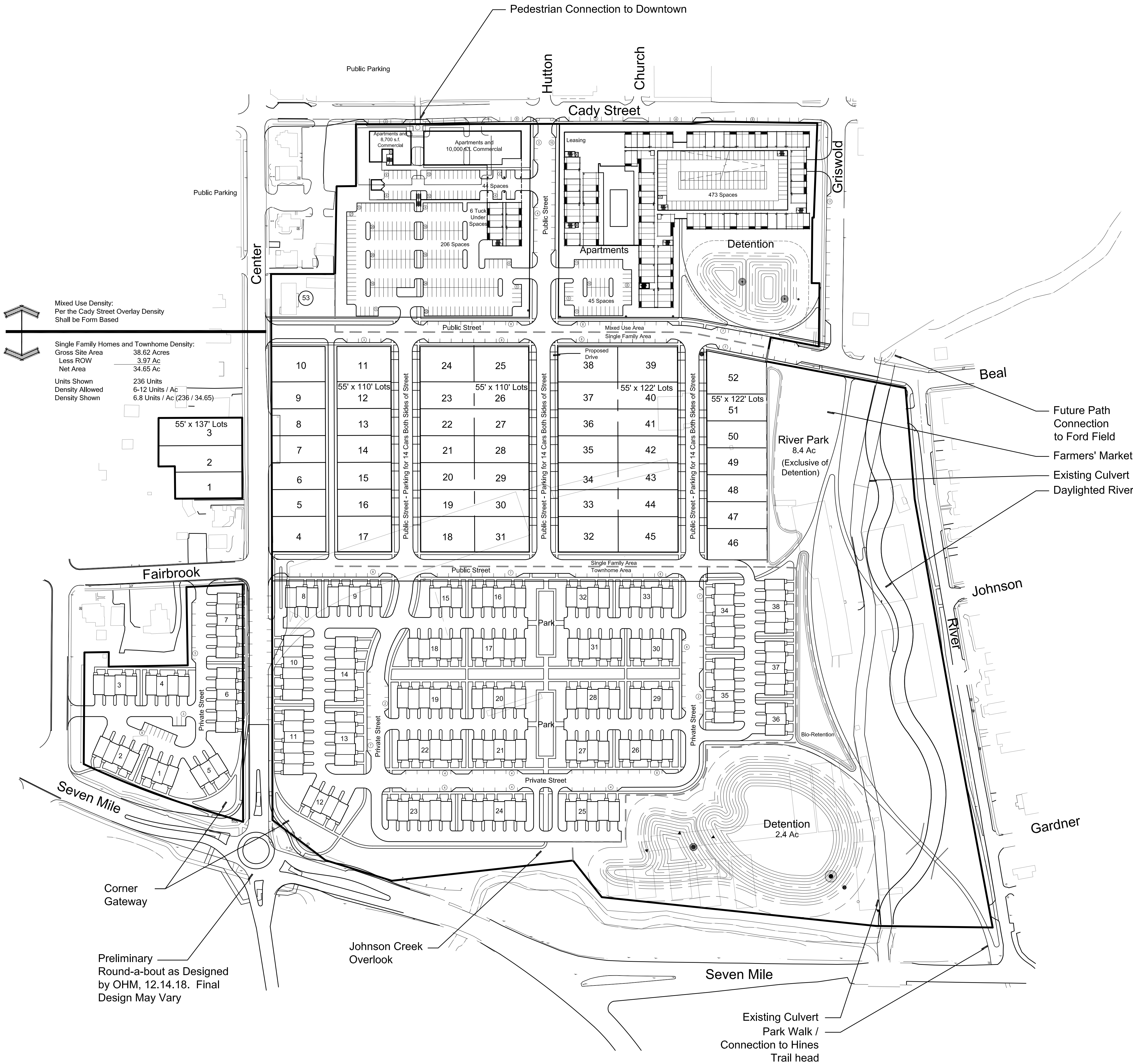
CONSULTING ENGINEERS

100 MAINCENTRE • SUITE 10 • NORTHVILLE, MI • 48167  
PHONE: 248.308.3331

SURVEY PROVIDED BY:  
ALPINE ENGINEERING, INC.  
46892 WEST ROAD, SUITE 109  
NOVI, MICHIGAN  
PHONE: 248.926.3765

REVISIONS			ENGINEER'S SEAL
NO.	ITEM	DATE	
1.	PER PUD ELIGIBILITY REVIEW	11-27-18	
2.	PER PUD ELIGIBILITY REVIEW	03-26-19	
DATE: 07-16-18			DESIGNED BY: J.E. JOB NUMBER: 18-003
			CHECKED BY: R.E. DRAWING FILE: 18003CY.DWG

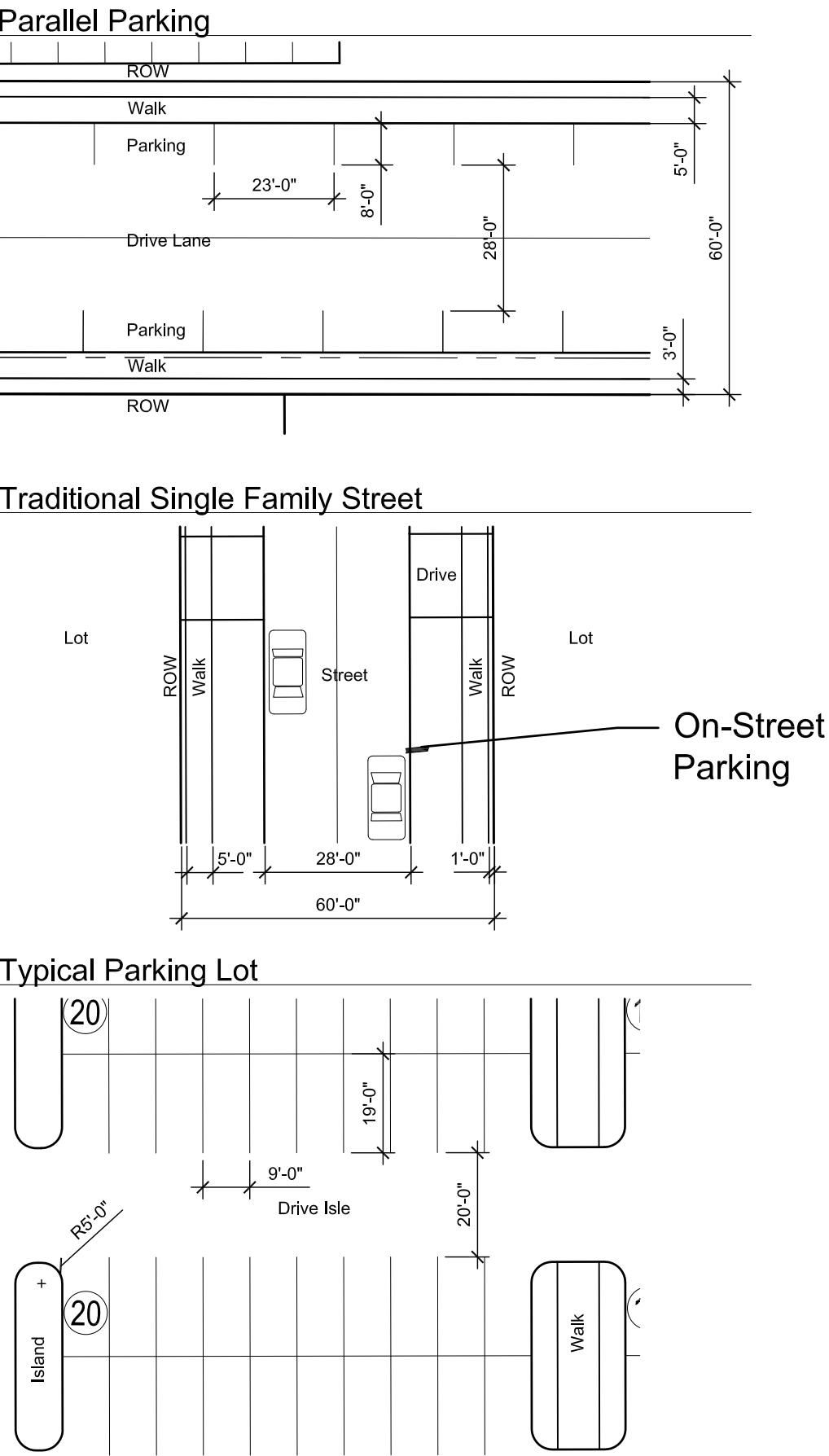




Site Summary

Site Area	48.12 Acres	Parking Requirements	
Less Internal ROW	5.12 Ac	Single Family	
Net Site Area	43.0 Acres	Parking Required	106 Spaces (2 per Home)
Existing Zoning		Garages	106 Spaces
Proposed Zoning	CBD, RTD, R-2	Drives	106 Spaces
	PUD	On-Street	42 Spaces
		Parking Provided	254 Spaces
Development Breakdown		Apartments and Commercial	
Residential	9.5 Acres	Residential Parking	477 Spaces (477 Beds at 1 per Bedroom)
Less ROW	1.15 Ac	Commercial Parking	94 Spaces (18,700 s.f. at 1 per 200 s.f.)
Net Area	8.35 Ac	Total Spaces Required	571 Spaces
Units Shown	300 Units	Spaces Provided	
Density Shown	36.6 du/ac (300 / 8.35)	Surface Lot and Deck	774 Spaces
Setbacks		Beal and Hutton	71 Spaces
Front Yard	14' Cady St., 0' Beal St., 8' & 11' Hutton	Total Parking Provided	845 Spaces
Side Yard	NA	Townhomes	
Rear Yard	NA	Parking Required	366 Spaces (2 per Unit x 183 Units)
Commercial Use	10,000 s.f. - 18,700 s.f.	Garage and Drives	732 Spaces
Setbacks		On-Street Parking	91 Spaces
Front Yard	12' Cady St. and Hutton St.	Parking Provided	823 Spaces
Side Yard	NA	Overall Parking Required	1,043 Spaces
Rear Yard	NA	Overall Parking Provided	1,961 Spaces
Townhomes	15.7 Ac	Note: Cady Street is not Included in Parking Calculations	
Less ROW	0.61 Ac		
Net Area	15.09 Ac		
Units Shown	183 Units		
Density Shown	12.39 du/ac (187 / 15.09)		
Setbacks			
Front Yard	12'		
Side to Side	16' - 20'		
Rear to Rear	60'		
Single Family Homes	12.0 Ac		
Less ROW	3.36 Ac		
Net Area	8.64 Ac		
Lots Shown	53 Lots (55' x 110', 55' x 122', 55' x 137', 88' x 135')		
Density Shown	6.13 Lots/Ac (53 / 8.64)		
Front Yard	25'		
Side Yard	7', 15' Total		
Rear Yard	25'		
Total Residential	536 Units		
Overall Density	12.40 Units/Ac (536 / 43.0)		

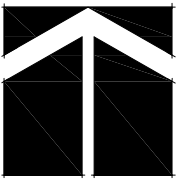
Street and Parking Typicals



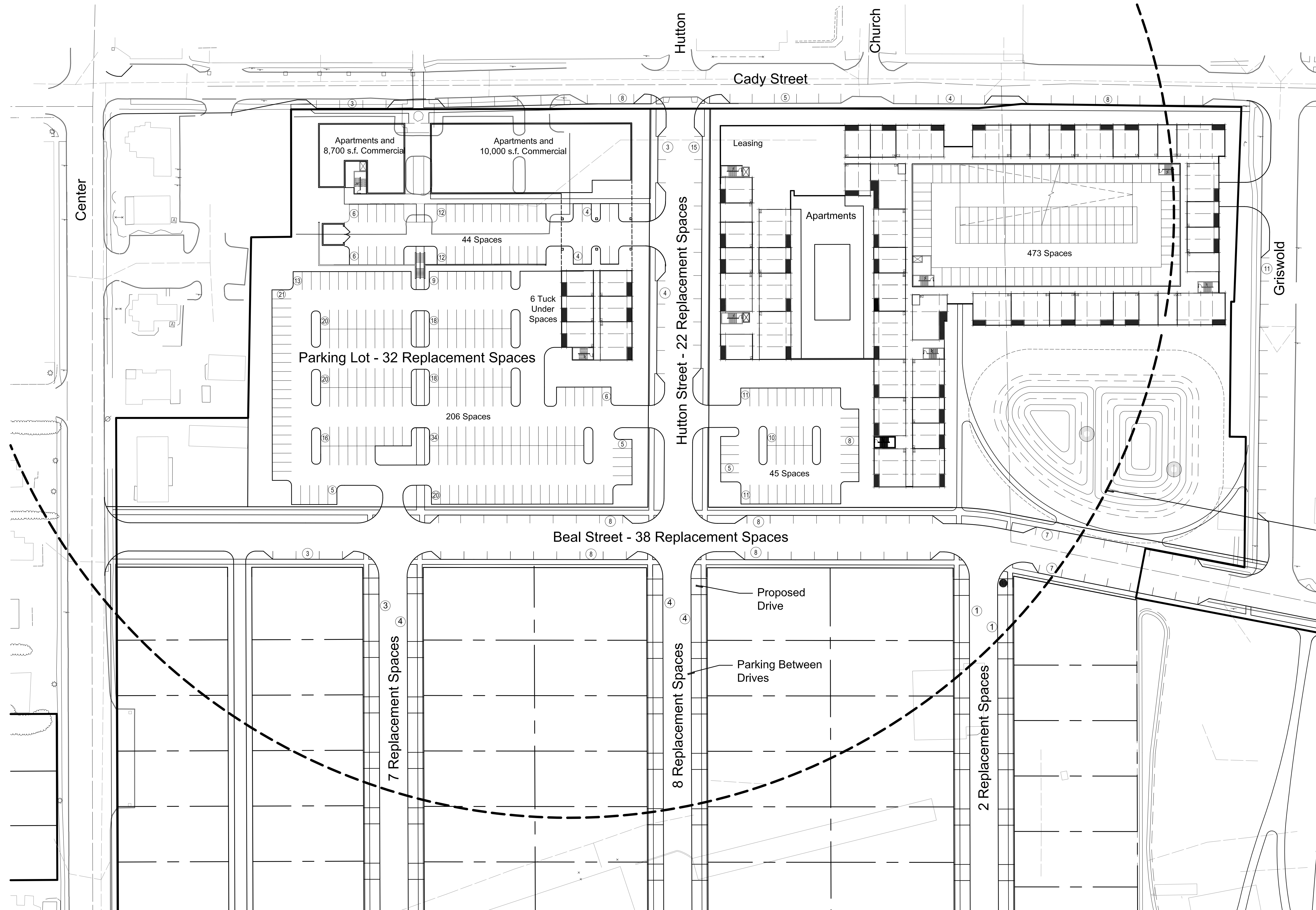
Preliminary Plan  
THE DOWNS

Developer: Hunter Pasteur Homes  
Farmington Hills, Michigan  
Planner: Allen Design  
Northville, Michigan

March 26, 2019



North  
1"=100'  
Sheet 2



### Parking Replacement Breakdown

Existing Spaces within Cady Surface Lot	92 Spaces
Spaces Required within 600' of Lots	92 Spaces
<b>New Public Spaces Provided</b>	
Hutton South of Cady	22 Spaces
Beal Between Center and Griswold	38 Spaces
Single Family Streets	17 Spaces
Parking Garage	473 Spaces
Surface Lot at Beal and Hutton	301 Spaces
<b>Spaces Provided</b>	<b>851 Spaces</b>
Spaces Required by Development	571 Spaces
Spaces Committed to Public Parking	280 Spaces

600' Radius From  
Cady Street Parking Lot

## Cady Lot Parking Replacement Plan

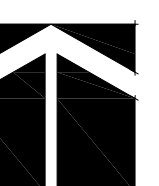
**THE DOWNS**

DOWNTOWN NORTHVILLE

March 26, 2019

Developer: Hunter Pasteur Homes  
Farmington Hills, Michigan

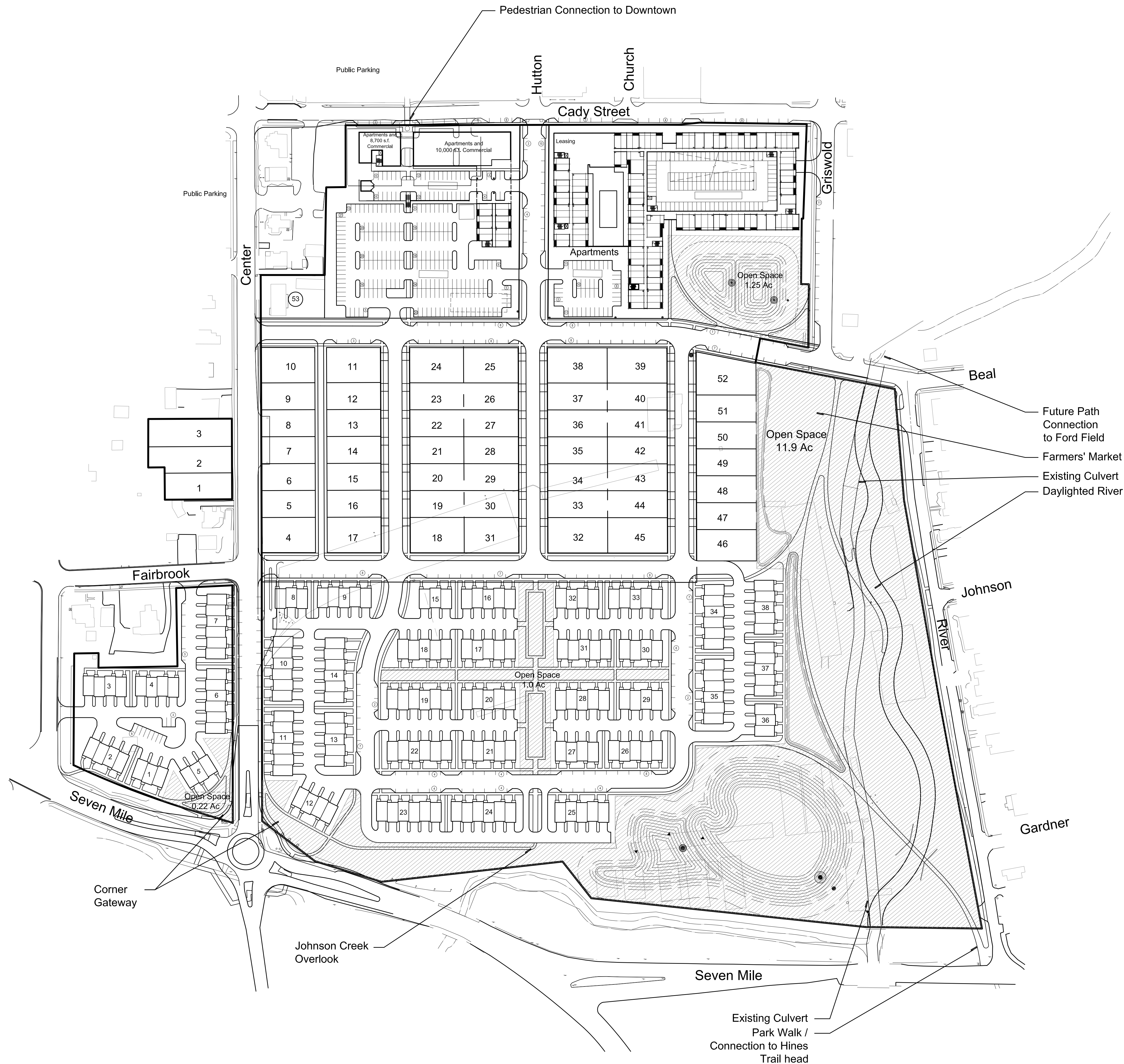
Planner: Allen Design  
Northville, Michigan



North  
1"=50'

Sheet 3





Open Space Summary	
Site Area	48.12 Acres
Open Space Shown	14.37 Acres
Open Space Percentage	29.8%
Open Space Excluding Detention	11.34 Acres
Open Space Percentage	23.5%
Open Space as Shown on Master Plan	9.31 Ac (19.3%)

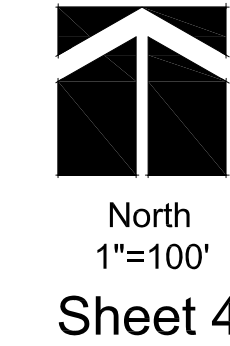
# Open Space Plan

## THE DOWNS

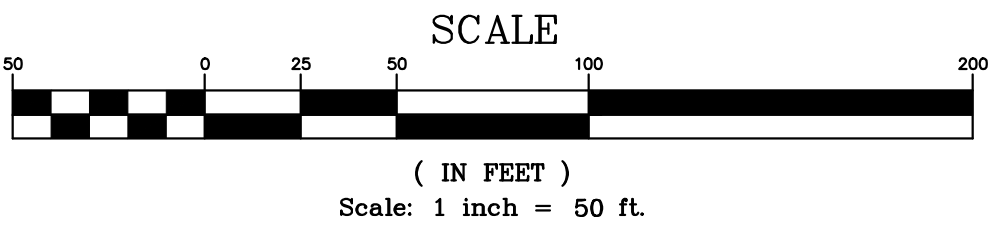
Developer: Hunter Pasteur Homes  
Farmington Hills, Michigan








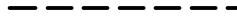


















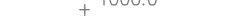
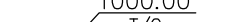







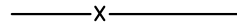






Planner: Allen Design  
Northville, Michigan

March 26, 2019







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

**THE DOWNS P.U.D. ELIGIBILITY PLAN**  
**SECTION 3, T1S, R8E, CITY OF NORTHVILLE**  
**WAYNE COUNTY, MICHIGAN**

REVISIONS		UTILITY WARNING
NO.	ITEM	DATE
1.	PER PUD ELIGIBILITY REVIEW	11-27-18
2.	PER PUD ELIGIBILITY REVIEW	03-26-19

UNDERGROUND UTILITY LOCATIONS AS SHOWN ON THE PLAN, WERE OBTAINED FROM UTILITY OWNER AND NOT FIELD LOCATED.

**811** Know what's below. Call before you dig.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF AND/OR RELOCATION OF ALL UTILITIES THAT MAY INTERFERE WITH CONSTRUCTION.

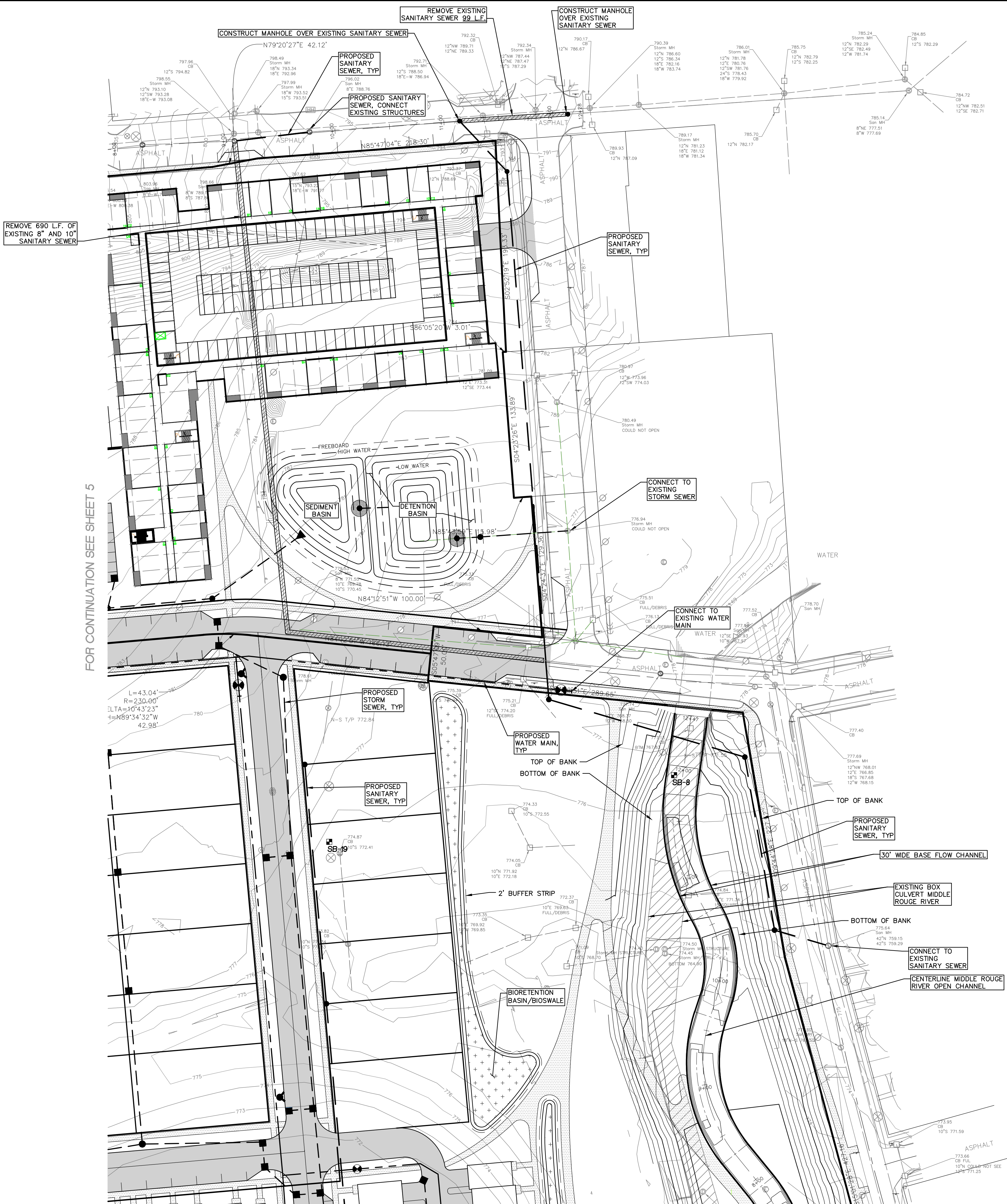
DATE: 07-16-18 DESIGNED BY: J.E. JOB NUMBER: 18-003  
CHECKED BY: E.E. DRAWING FILE: 18003UT.DWG

**PRELIMINARY UTILITY PLAN**

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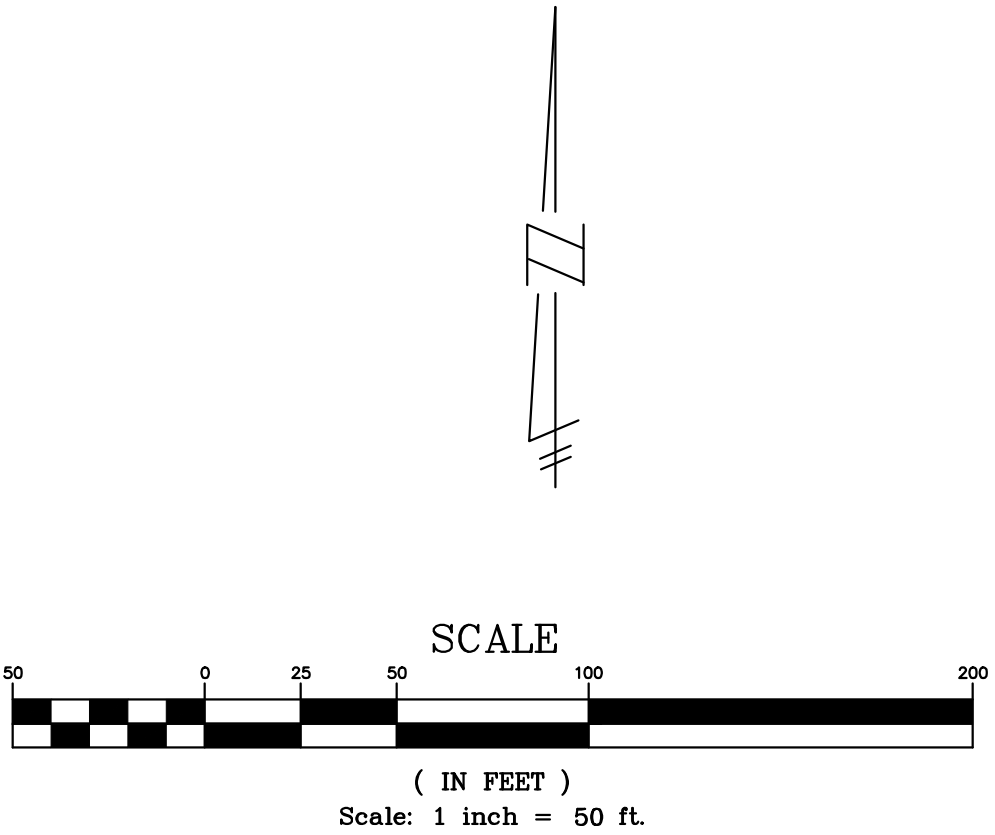
**SHEET 5**





FOR CONTINUATION SEE SHEET 5

FOR CONTINUATION SEE SHEET 8



**LEGEND**

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

**THE DOWNS P.U.D. ELIGIBILITY PLAN**

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

REVISIONS		UTILITY WARNING
NO.	ITEM	DATE
1.	PER PUD ELIGIBILITY REVIEW	11-27-18
2.	PER PUD ELIGIBILITY REVIEW	03-26-19

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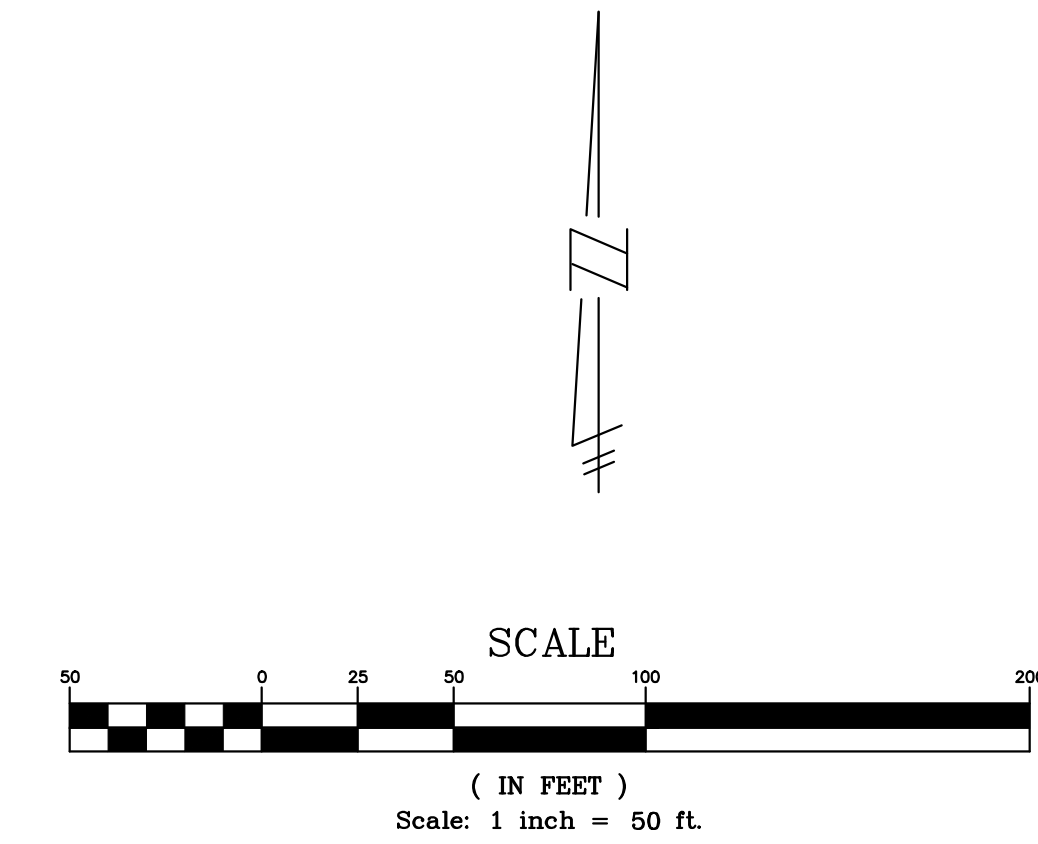
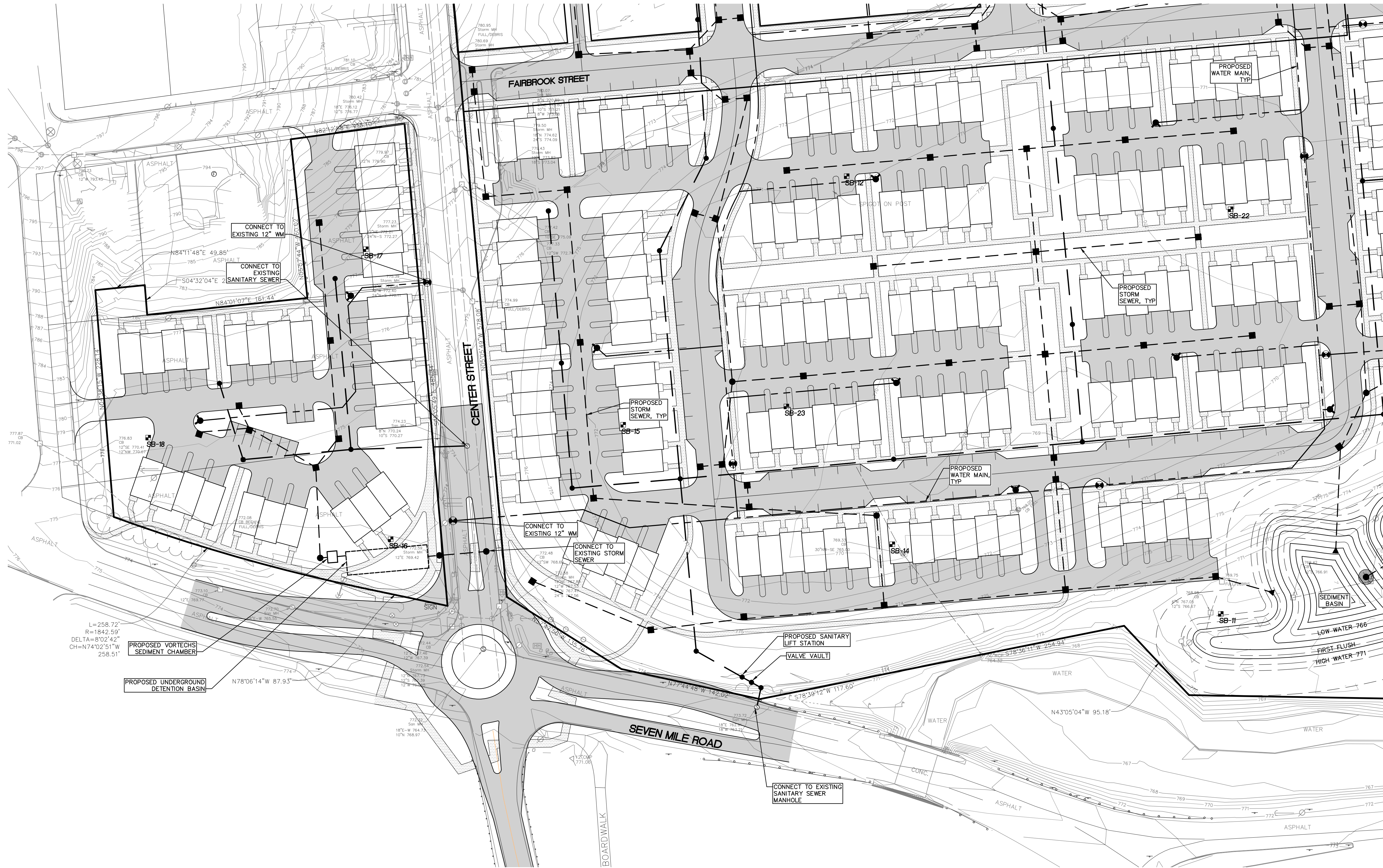
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SHEET  
**6**



FOR CONTINUATION SEE SHEET 5



FOR CONTINUATION SEE SHEET 8

LEGEND

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

THE DOWNS P.U.D. ELIGIBILITY PLAN  
SECTION 3, T1S, R8E, CITY OF NORTHVILLE  
WAYNE COUNTY, MICHIGAN

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NO.	ITEM	DATE
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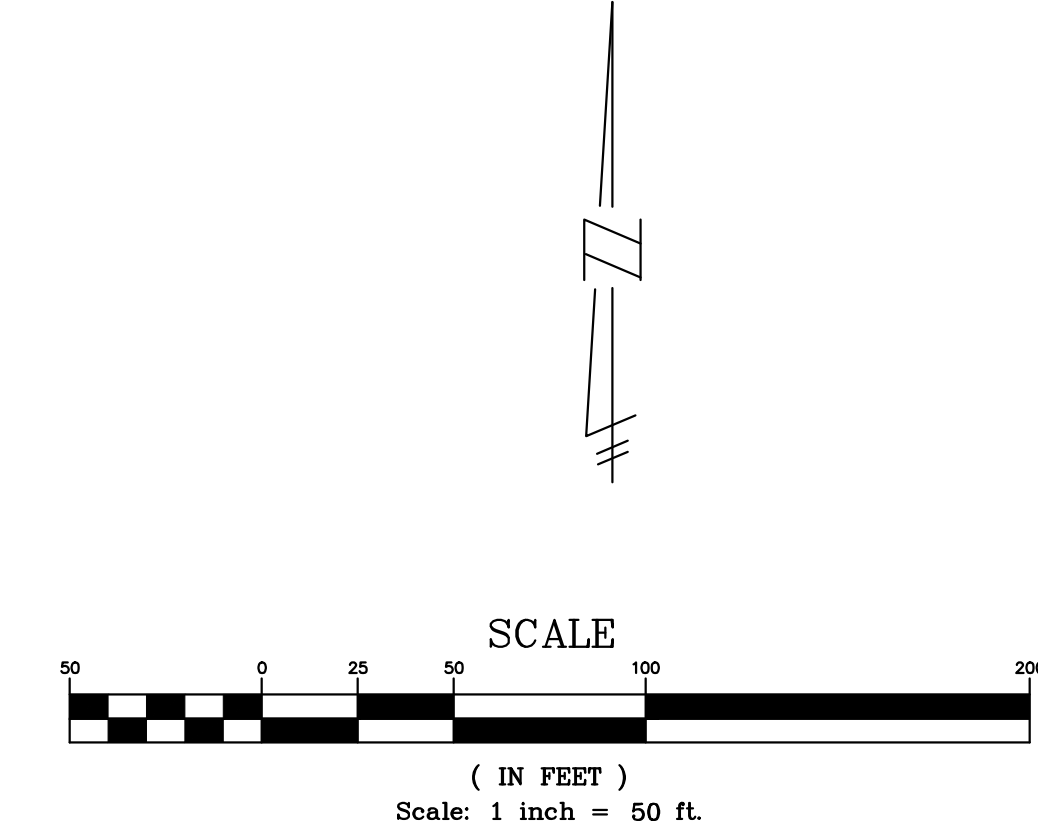
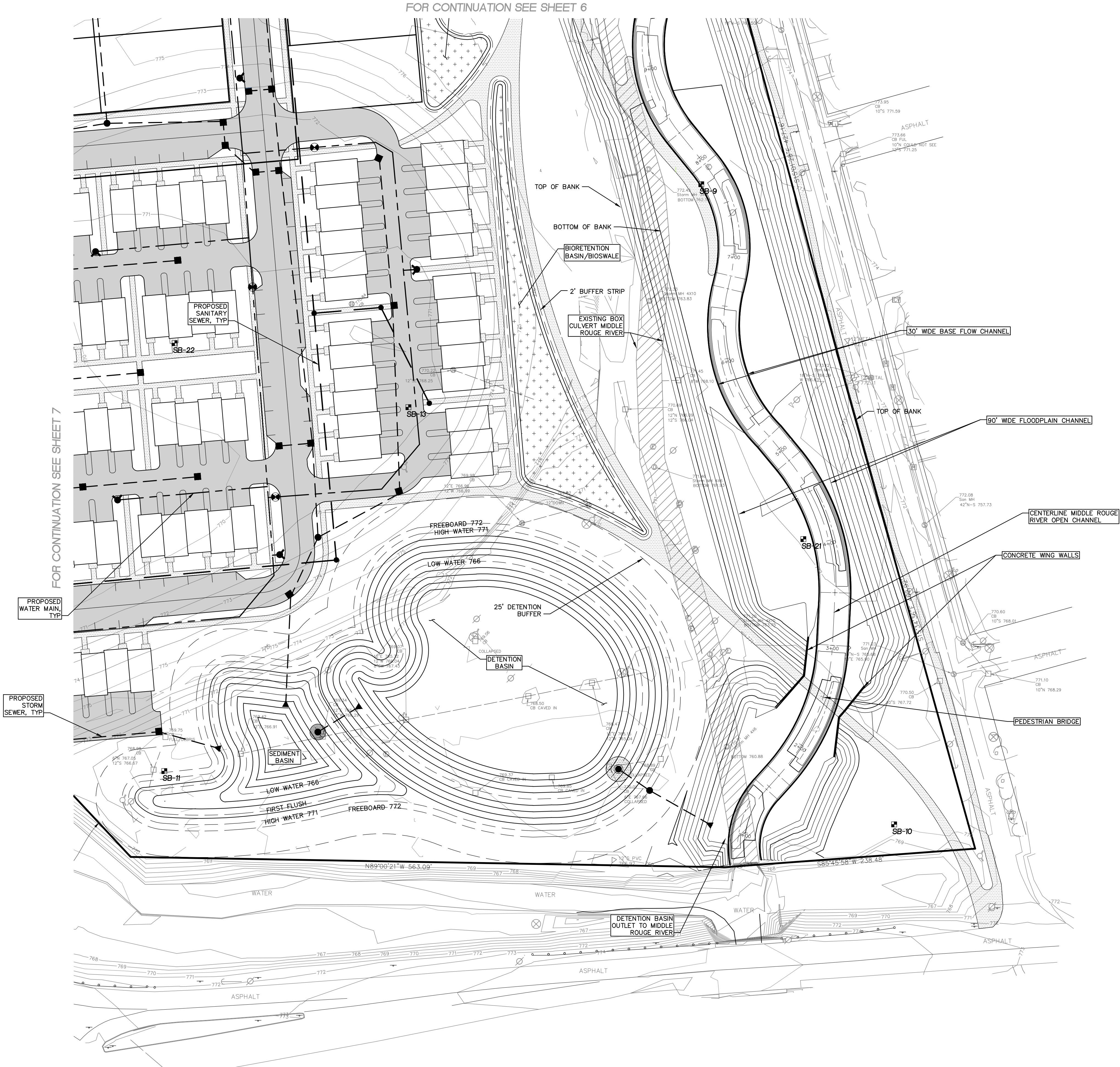
PRELIMINARY UTILITY PLAN

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SHEET  
**7**



FOR CONTINUATION SEE SHEET 6



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

**THE DOWNS P.U.D. ELIGIBILITY PLAN**  
**SECTION 3, T1S, R8E, CITY OF NORTHVILLE**  
**WAYNE COUNTY, MICHIGAN**

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**SHEET 8**



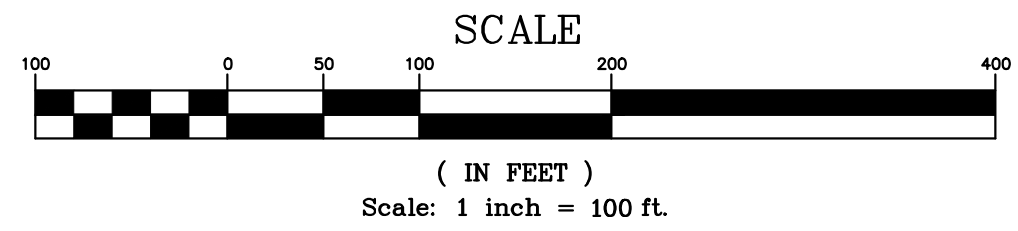
EXISTING 100 YEAR FLOOD  
PLAIN LINE PER FEMA FIRM  
PANEL: 26163C0036E  
EFFECTIVE DATE: 02-02-2012

VACANT PARCEL  
40.00 ACRES

POST CONSTRUCTION  
FLOODWAY LINE

CENTERLINE OF MIDDLE  
ROUGE RIVER OPEN  
CHANNEL

POST CONSTRUCTION  
100 YEAR FLOOD PLAIN  
LINE



**THE DOWNS P.U.D. ELIGIBILITY PLAN**  
**SECTION 3, T1S, R8E, CITY OF NORTHVILLE**  
**WAYNE COUNTY, MICHIGAN**

**REVISIONS**

NO.	ITEM	DATE
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2.	PER PUD ELIGIBILITY REVIEW	03-26-19

**UTILITY WARNING**



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FOR THE PROTECTION OF AND/OR  
RELOCATION OF ALL UTILITIES THAT  
MAY INTERFERE WITH CONSTRUCTION.

DATE: 07-16-18

DESIGNED BY: J.E.  
CHECKED BY: E.E.

JOB NUMBER: 18-003  
DRAWING FILE: 18003FP.DWG

**FLOOD PLAIN PLAN**



**SEIBER, KEAST  
ENGINEERING, L.L.C.**  
CONSULTING ENGINEERS

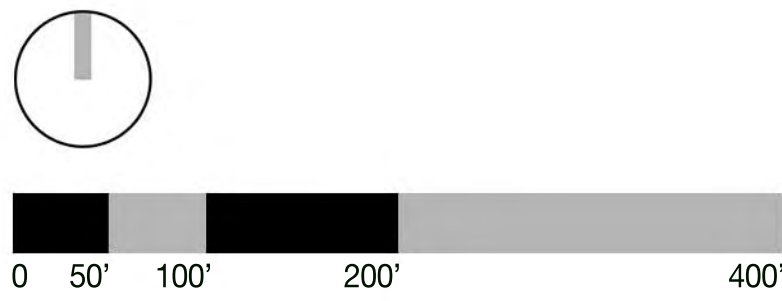
100 MAINCENTRE • SUITE 10 • NORTHVILLE, MI • 48167  
PHONE: 248.308.3331 EMAIL: info@seiberkeast.com

SHEET  
**9**





- ### Note Key
1. Pedestrian River Access
  2. Existing Pedestrian Connection to Downtown
  3. Substation
  4. Mid-Block Pedestrian Connectors
  5. Townhome Unit Landscape
  6. Landscape Enhancement at Parking Lots
  7. Seven Mile / Center Street Gateway
  8. Existing Wooded Area and Stream
  9. Pocket Parks
  10. North South Pedestrian Link
  11. Seven Mile / River Street Gateway (River Park Entrance)
  12. Native Planted Side Slopes
  13. Bio Swales
  14. River Park Pedestrian Spine with Lighting and Benches
  15. Existing Underground Stream Culvert
  16. Meadow Planting
  17. Pond Edge Planting
  18. Detention Pond
  19. Forebay
  20. Pedestrian Connection to Neighborhood
  21. River Park Gateway Icon
  22. Pedestrian Connection to Hines Trailhead
  23. New River Course, Min. 30' Wide Bankfull Channel and 90' Wide Floodplain
  24. New Pedestrian Connection to Town Square Plaza
  25. Pedestrian Bridge





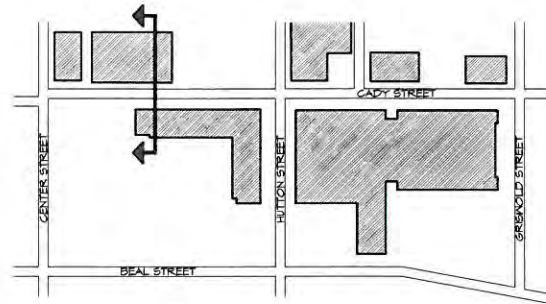


PROPOSED 4-STORY BUILDING

PROPOSED DALEY BUILDING

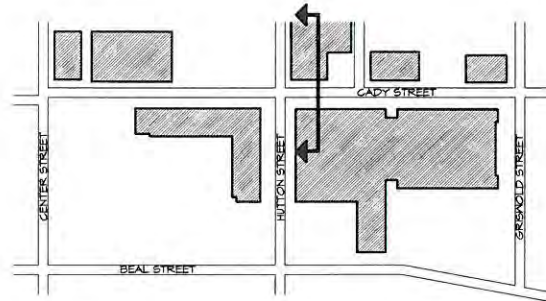
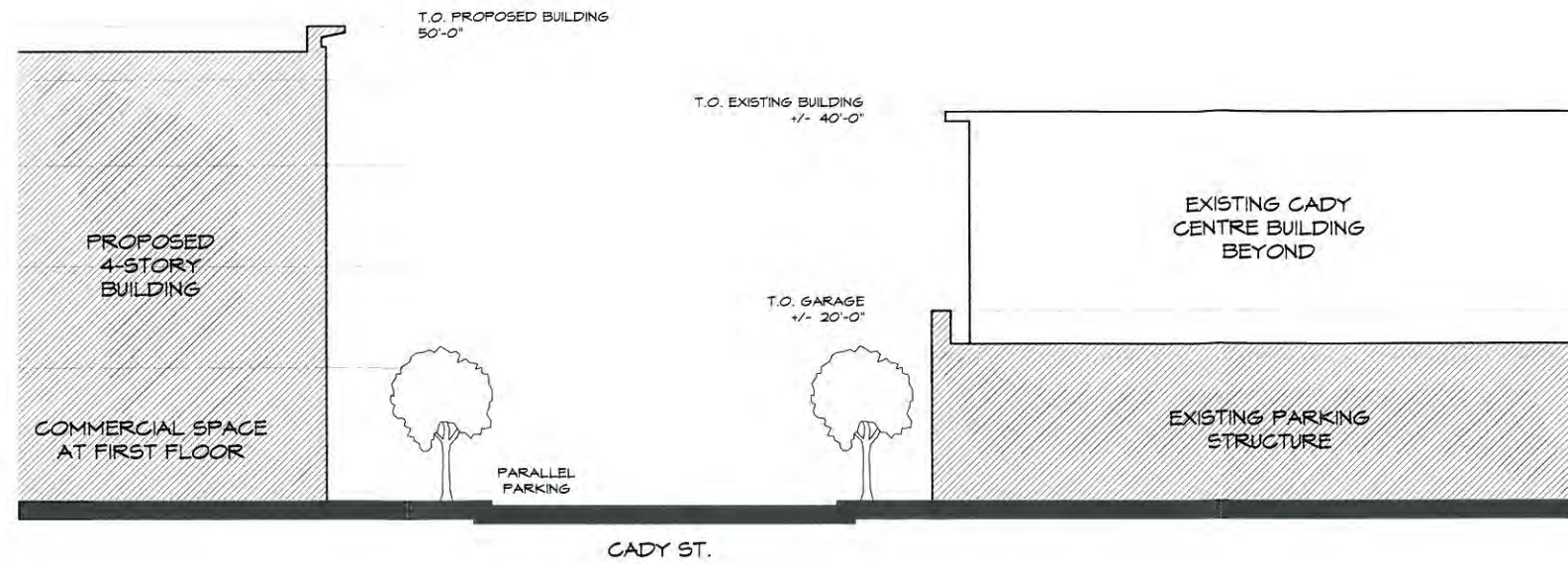
01 | CADY STREET /  
NORTH ELEVATION  
SCALE: 1" = 30'





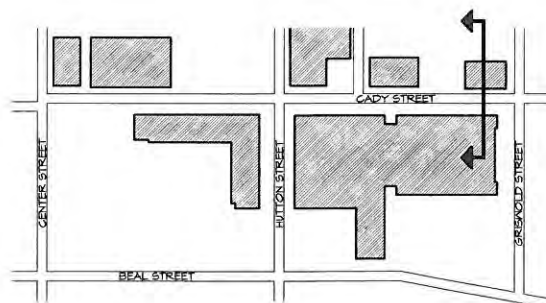
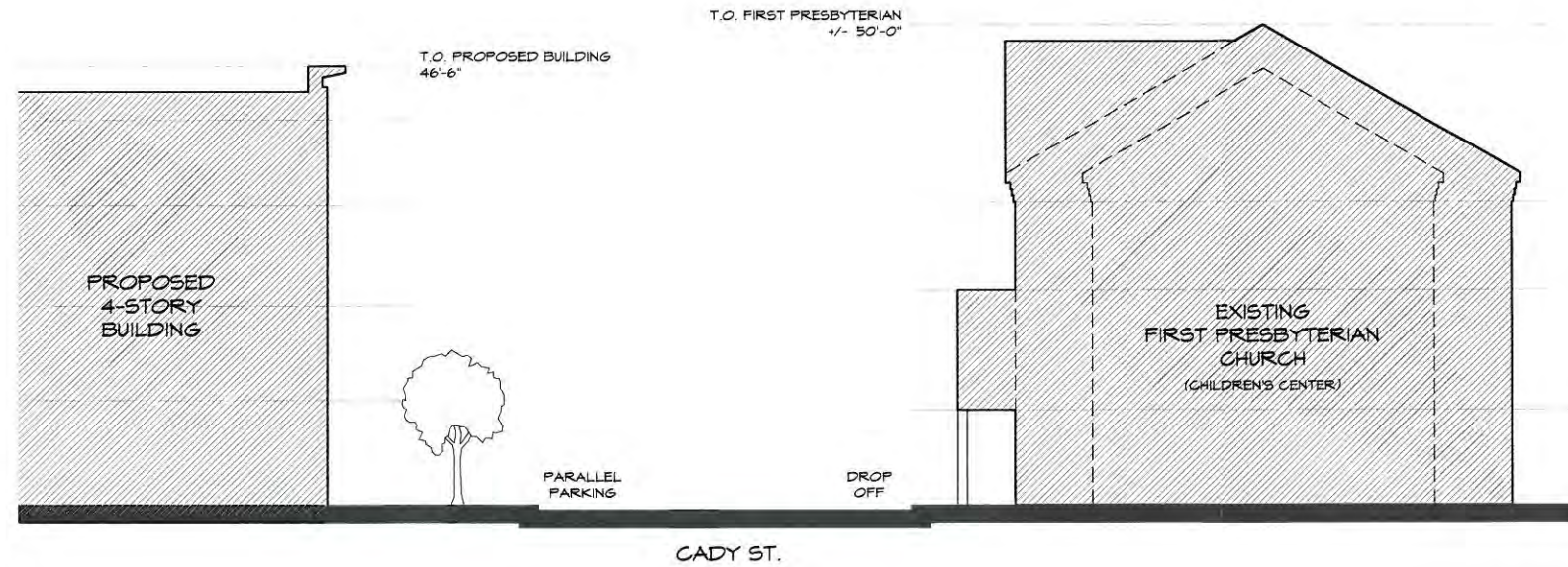
# 01 | CADY STREET CROSS SECTION

SCALE: 1" = 20'-0"



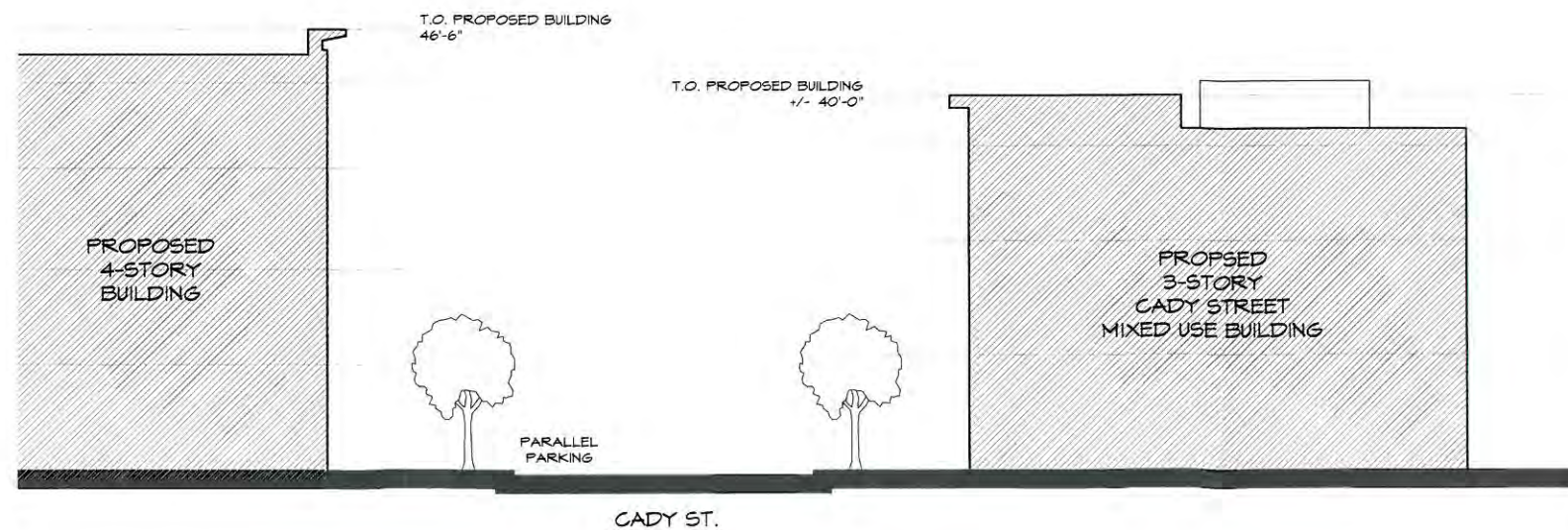
# 02 | CADY STREET CROSS SECTION

SCALE: 1" = 20'-0"



# 03 | CADY STREET CROSS SECTION

SCALE: 1" = 20'-0"





# MEMO

VIA EMAIL

**To:** Mr. Chris Alexander  
Watermark Apartments

**From:** Julie M. Kroll, PE, PTOE  
Fleis & VandenBrink

**Date:** April 9, 2019

**Re:** Northville Downs-Watermark Apartment Development  
City of Northville, Michigan  
Parking Study

## INTRODUCTION

This memorandum presents the results of a parking evaluation for the proposed mixed-use development, located adjacent to the south side of Cady Street, between Center Street and Griswold Street, on the property that was previously occupied by Northville Downs. The proposed development includes the construction of the following land uses:

<b>Multi-Family Residential</b>	300	Dwelling Units
	477	Beds
<b>Commercial</b>	18,700	SF

The property is currently occupied by Northville Downs parking areas and City of Northville parking areas; including City Lot No.5 which provides 92 spaces of free all-day parking and an unpaved auxiliary parking lot. The existing parking facilities will be razed as part of this project.

The purpose of this study is to determine the recommended parking supply necessary to accommodate the proposed land uses and the existing parking demand.

## PARKING ANALYSIS

The parking analysis is a two-step process. The first step in determining the parking needs for a development is to calculate the projected parking *demand*. Parking demand calculations determine how much parking will be generated by the development. Step two in the parking analysis process is to determine if the proposed parking supply is adequate to accommodate the projected parking demand; and if the parking supply is not adequate, provide recommendations to accommodate the projected parking demand.

A parking lot is typically designed to accommodate 85-95% occupancy, depending on the proposed land use(s), layout, and parking management (self-parking, valet, etc.). By providing a buffer between supply and demand, it allows for easier turnover in the parking lot and less congestion, as vehicles traversing through the lot search for the open spaces or wait for vehicles to exit. The City of Northville has indicated that they prefer their parking facilities to be designed to an 80% occupancy.

### Existing Parking Demand

The proposed development is located on property that currently includes the existing City Lot No. 5. The proposed surface lot includes replacement of the 92 parking spaces that are currently provided in City Lot No. 5. The City of Northville DDA provided parking occupancy data for Lot No. 5 that was used in the analysis to calculate the existing parking demands; the parking occupancy data for Lot No. 5 is attached.

27725 Stansbury Boulevard, Suite 195  
Farmington Hills, MI 48334  
P: 248.536.0080  
F: 248.536.0079  
www.fveng.com



### Proposed Parking Demand

The Institute of Transportation Engineers (ITE) *Parking Generation, 5<sup>th</sup> Edition* was used to determine the parking generation for the proposed development. The ITE Parking Generation is an informational guide used by engineers and planners for the purposes of determining the parking demand associated with various land uses. For this study, the best fit land uses are Multi-Family Housing: Mid-Rise (Land Use Code 221) and Shopping Center (Land Use Code 820).

#### Multi-Family Housing: Mid-Rise (Land Use Code 221)

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence.

#### Shopping Center (Land Use Code 820)

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. The parking demand database includes data from strip, neighborhood, community, town center, and regional shopping centers.

The ITE *Parking Generation, 5<sup>th</sup> Edition* has data associated with this land use for urban/suburban, dense urban and center city core. In regard to parking generation, an urban/suburban area is defined by ITE as, “an area of vehicle-centered access where nearly all person trips that enter or exit a development site are by personal passenger or commercial vehicle.” Therefore, it was determined that the City of Northville is a typical urban/suburban environment and for this study, the parking demand calculations were based on this assumption.<sup>1</sup>

ITE presents two methodologies for determining parking demand; total number of units and the number of beds per unit. The projected parking demand for the site with an analysis of both methodologies variables is summarized in **Table 1**. The highest projected parking demand associated with each methodology was used to calculate the projected peak parking demand for use in this study.

**Table 1: ITE Parking Generation Peak Parking Demand**

Methodology	Location	Land Use	ITE Land Use Code	Size	Independent Variable	ITE Parking Generation 5 <sup>th</sup> Edition			
						Peak Period		Peak Parking Demand (veh)	
						Parking Demand Rates		Weekday	Weekend
Spaces per DU	East Side	Apartments	221	213	D. U.	1.31 space/DU	1.22 space/DU	279	260
Spaces per Bed per DU	East Side	Apartments	221	114	D. U.	0.75 space/1 bed	0.77 space/1 bed	86	88
			221	76	D. U.	1.5 space/2 bed	1.54 space/2 bed	114	117
			221	23	D. U.	2.25 space/3 bed	2.31 space/3 bed	52	53
			Total	213	D. U.	Per Bed/Dwelling Unit		252	258
East Side		Apartments	Peak Parking Demand					279	260
Spaces per DU	West Side	Apartments	221	87	D. U.	1.31 space/DU	1.22 space/DU	114	106
Spaces per Bed per DU	West Side	Apartments	221	38	D. U.	0.75 space/1 bed	0.77 space/1 bed	29	29
			221	43	D. U.	1.5 space/2 bed	1.54 space/2 bed	65	66
			221	6	D. U.	2.25 space/3 bed	2.31 space/3 bed	14	14
			Total	87	D. U.	Per Bed/Dwelling Unit		108	109
West Side		Apartments	Peak Parking Demand					114	109
West Side		Commercial	820	18,700	GLA	1.95 space/kGFA	2.91 space/kGFA	36	54
Total Site Peak Parking Demand								429	423

<sup>1</sup> The primary difference between urban/suburban, dense urban and city core is the presence of transit. **General Urban/Suburban**—an area associated with almost homogeneous vehicle-centered access. **Dense Multi-Use Urban**— a fully developed area (or nearly so), with diverse and interacting complementary land uses, good pedestrian connectivity, and convenient and frequent transit. **Center City Core**— the downtown area for a major metropolitan region at the focal point of a regional light- or heavy-rail transit system.



## PROPOSED PARKING SUPPLY

The proposed development includes the addition of 842 parking spaces as summarized in **Table 2**. The proposed parking garage will provide parking for the proposed multi-family residential units on the east side of the development. The off-street parking and the on-street parking will accommodate the proposed multi-family residential units on the west side of the development, the proposed commercial land uses, the existing parking demand for Lot No. 5, and the new location of the Farmer's Market (seasonal, Thursdays only).

**Table 2: Proposed Parking Supply**

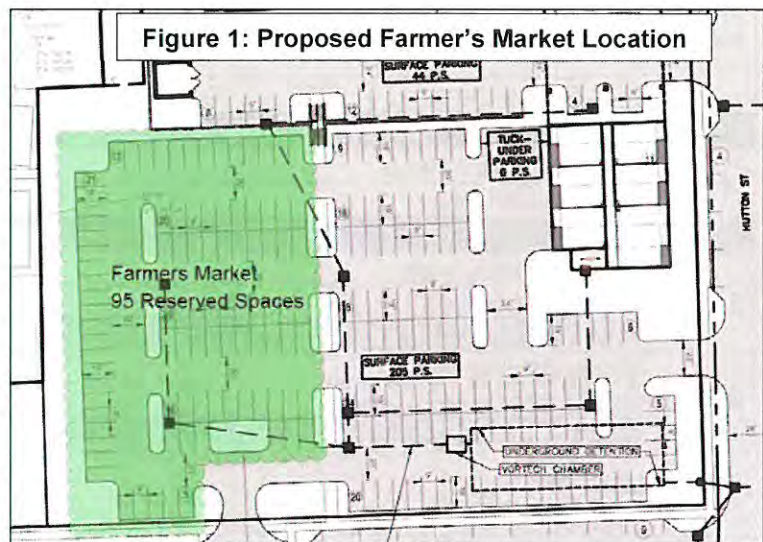
<b>Proposed Parking Supply (spaces)</b>	
473	Parking Garage
300	Off-Street Parking
69	On-Street Parking
<b>842</b>	<b>Total Parking Spaces</b>

## SHARED PARKING ANALYSIS

The east side of the development includes 213 apartment units and the parking demand for these units will be accommodated in the adjacent parking garage. The west side of the development will utilize surface parking; which will be shared by the apartments, the proposed commercial, the existing parking demand for Lot No. 5, and the Farmer's Market.

A shared parking analysis was performed for the west side of the development to determine if the proposed parking supply of 369 spaces (300 off-street and 69 on-street) is adequate to accommodate the projected parking demand. The shared parking methodology as outlined in ULI in *Shared Parking, 2<sup>nd</sup> Edition* assumes that a single parking space may be utilized by two or more individual land uses without conflict, based on the hourly, daily, and seasonal variations in parking demand. The parking demand for the west side of the development as summarized in **Table 1**, was distributed according to the ULI distributions by month, day, and hour to determine the hourly peak parking demand for the site.

In addition, the City of Northville DDA provided parking occupancy data for Lot No. 5 that was used in the analysis to consider the existing parking demand for the proposed parking lot. Additional analysis was also performed to consider the impact of the Farmer's Market occupying a portion of the west parking lot. Through discussions with the City and the DDA, the Farmer's Market identified the west side of the proposed surface parking lot as their preferred location. This location would occupy 95 spaces of the proposed parking lot and would need to be reserved starting on Wednesday night; in order to accommodate a Thursday morning opening at 7:00 AM, based on the current operations. The proposed Farmer's Market location is shown in **Figure 1**.





## SUMMARY

The parking calculations for both the east and west sides of the development are summarized in **Table 3** and the east side shared parking analysis is shown on the attached charts. Additional ULI Shared Parking analysis tables are attached.

The results of the analysis show that the proposed parking garage (473 spaces) and the surface parking (369 spaces) provides adequate parking to accommodate the projected parking demand. The projected peak parking demand generated by the proposed development occurs at 7:00 PM on both the weekday and weekends.

The peak occupancy of the parking garage is expected to be 59% and the surface parking is expected to have a peak occupancy of 65% with the Farmer's Market, providing a surplus of 129 spaces to accommodate the parking generated by the Farmer's Market. Both of the proposed parking facilities will have an adequate surplus of parking to accommodate all of the existing and proposed land uses. Therefore, there will be adequate parking to accommodate the projected demand.

**Table 3: Shared Parking Summary**

Land Use	Land Use	ITE Land Use Code	Size	Independent Variable	City of Northville Ordinance Rates	ITE Parking Generation/ ULI Shared Parking		
					Number of Spaces/Ordinance	Peak Parking Demand		
						Weekday (7:00 PM)	Weekend (7:00 PM)	Weekday Farmers Mkt
Proposed East Side	Multi-Family Housing: Mid-Rise	221	114	D. U.	228	279	260	279
			76	D. U.	190			
			23	D. U.	69			
	<b>Total</b>		<b>213</b>	<b>D. U.</b>	<b>487</b>			
Proposed West Side	Multi-Family Housing: Mid-Rise	221	38	D. U.	76	111	106	111
			43	D. U.	108			
			6	D. U.	18			
	<b>Total</b>		<b>87</b>	<b>D. U.</b>	<b>202</b>			
	Shopping Center	820	18,700	GLA	94	29	41	29
<b>Proposed Total</b>					<b>783</b>	<b>419</b>	<b>407</b>	<b>419</b>
Existing	Existing Parking Lot No. 5				92	5	5	5
	Farmer's Market				95	0	0	95
<b>Existing Total</b>					<b>187</b>	<b>5</b>	<b>5</b>	<b>100</b>
East Side	Proposed Parking Supply					473	473	473
	Peak Parking Demand					279	260	279
	Peak Parking Occupancy					59%	55%	59%
West Side	Proposed Parking Supply					369	369	369
	Peak Parking Demand					145	152	240
	Peak Parking Occupancy					39%	41%	65%

## CONCLUSIONS

The conclusions of this parking evaluation are as follows:

1. The total surface parking will be shared by the west side residential units, proposed commercial uses, the existing City Lot No. 5 parking demands, and the Farmer's Market. The results of analysis show the surface parking will be adequate to accommodate the projected parking demand for all land uses; with a peak parking occupancy of 65%, providing a surplus of 129 spaces to accommodate the parking generated by the Farmer's Market.
2. The proposed parking garage (473 spaces) is expected to have a peak parking utilization of 59% and parking surplus of 194 spaces.



3. These projected occupancy rates for both the surface parking lot and the parking garage are below the City of Northville desirable 80% occupancy; therefore, there will be adequate parking to accommodate the projected demand.

Any questions related to this memorandum, study, analyses, and results should be addressed to Fleis & VandenBrink.

**Attached:** Site Plan  
Shared Parking Summary Tables & Charts  
ULI Shared Parking Analysis

JMK:jmk



From Shared Parking

Peak Hour	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Apartment	104	94	88	83	78	73	68	73	73	73	78	88	94	101	102	103	104	104	104
Apartment (Guest Parking)	0	1	2	2	2	2	2	2	2	2	2	4	6	10	10	10	10	8	5
Commercial	0	1	4	9	16	22	26	29	29	29	28	25	23	22	19	15	9	3	0
Commercial (Employees)	1	1	3	5	5	7	7	7	7	7	7	7	7	7	6	5	3	1	0
Existing Parking Lot No. 5	2	2	2	5	5	5	5	5	5	5	5	5	5	5	5	5	2	2	2
Total Parking Demand	107	99	99	104	107	109	108	116	116	116	120	129	135	145	142	138	128	118	117
Proposed Off-Street Parking Supply	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Proposed On-Street Parking Supply	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
Total Parking Supply	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369
Difference	262	270	270	265	262	260	261	253	253	253	249	240	234	224	227	231	241	251	258
Percent Occupancy	29%	27%	27%	26%	26%	30%	29%	31%	31%	31%	33%	35%	37%	39%	38%	37%	35%	32%	30%

## Weekday Parking Demand

Total Parking Supply 369 Spaces

400

350

300

250

200

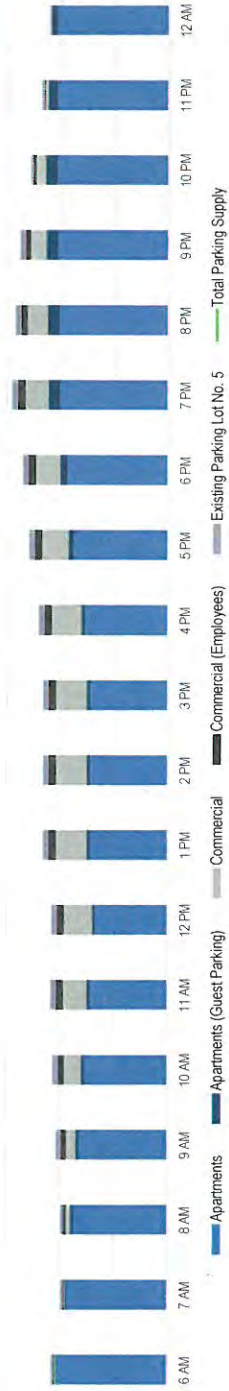
150

Parking Spaces

100

50

0



Total Parking Supply

Existing Parking Lot No. 5

Commercial (Employees)

Commercial

Apartment (Guest Parking)

Apartment



From Shared Parking

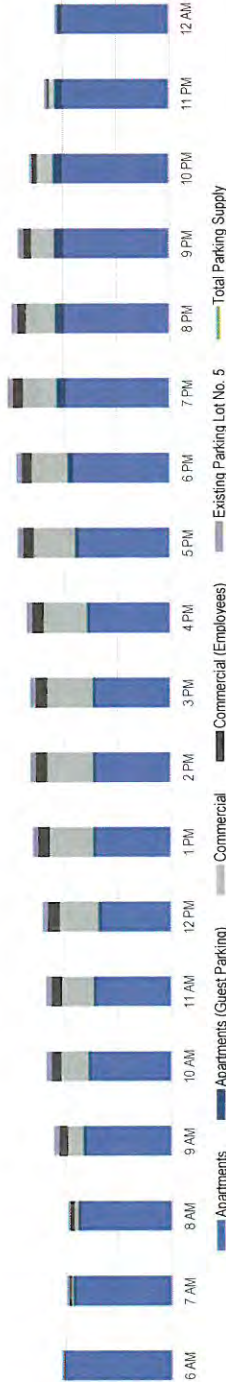
Peak Hour	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Apartments	101	91	85	81	76	71	65	71	71	71	76	86	91	95	99	100	101	101	101
Apartments (Guest Parking)	0	2	2	2	2	2	2	2	2	2	2	3	5	8	8	8	8	6	4
Commercial	0	2	4	15	26	41	37	41	43	43	41	39	34	32	28	22	15	6	0
Commercial (Employees)	1	2	4	8	9	10	11	11	11	11	11	10	9	9	8	7	5	2	0
Existing Parking Lot No. 5	2	2	2	5	5	5	5	5	5	5	5	5	5	5	5	5	2	2	2
Total Parking Demand	104	99	96	111	118	121	121	130	132	132	135	143	144	152	148	142	131	117	107
Proposed Off-Street Parking Supply	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Proposed On-Street Parking Supply	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
Total Parking Supply	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369
Difference	265	270	271	268	251	251	248	239	237	237	234	226	225	217	221	227	238	252	262
Percent Occupancy	28%	27%	27%	30%	32%	32%	33%	35%	36%	36%	37%	39%	39%	41%	40%	38%	36%	32%	29%

## Weekend Parking Demand

Total Parking Supply 369 Spaces

400  
350  
300  
250  
200  
150  
100  
50  
0

Parking Spaces



From Shared Parking

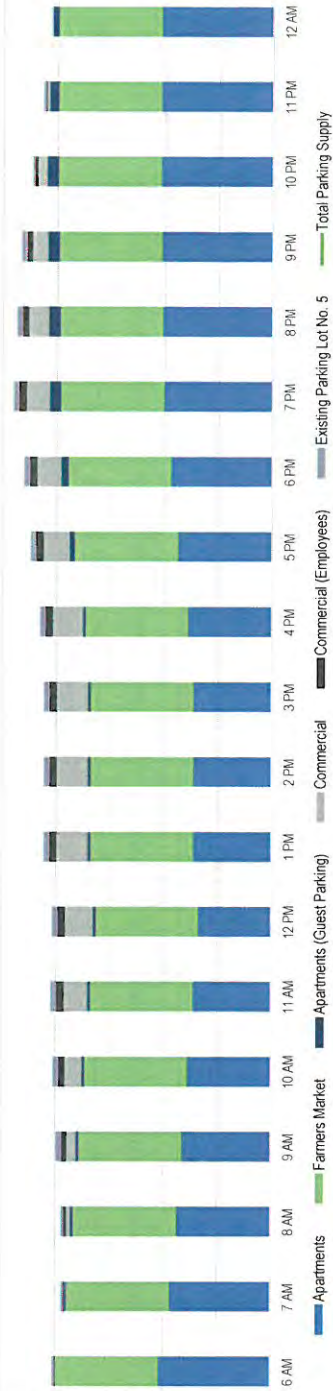
Peak Hour	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Apartments	104	94	88	83	78	73	68	73	73	73	78	88	94	101	102	103	104	104	104
Apartments (Guest Parking)	0	1	2	2	2	2	2	2	2	2	2	4	6	10	10	10	10	8	5
Commercial	0	1	4	9	16	22	26	29	29	29	28	25	23	22	19	15	9	3	0
Commercial (Employees)	1	1	3	5	6	7	7	7	7	7	7	7	7	7	6	5	3	1	0
Existing Parking Lot No. 5	2	2	2	5	5	5	5	5	5	5	5	5	5	5	5	5	2	2	2
Farmers Market	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95
Total Parking Demand	202	194	194	199	202	204	203	211	211	211	215	224	230	240	237	233	223	213	206
Proposed Off-Street Parking Supply	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300
Proposed On-Street Parking Supply	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
Total Parking Supply	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369	369
Difference	167	175	175	170	167	165	166	158	158	158	154	145	139	129	132	136	146	156	163
Percent Occupancy	55%	53%	53%	54%	55%	55%	55%	57%	57%	57%	58%	61%	62%	65%	64%	63%	60%	58%	56%

Weekday Parking Demand-Farmers Market

Total Parking Supply 369 Spaces

400  
350  
300  
250  
200  
150  
100  
50  
0

Parking Spaces





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Project:  
Description:

ksf = thousand square feet

Projected Parking Supply: 369				Mode Adjustment				Noncaptive Ratio			
Land Use	Quantity	Max Parking Spaces		Weekday		Weekend		Weekday		Weekend	
		Weekday	Weekend	Daytime	Evening	Daytime	Evening	Daytime	Evening	Daytime	Evening
Community Shopping Center (<400 ksf)	18,700 sf GLA	29	43	100%	100%	100%	100%	100%	100%	100%	100%
Employee		7	11	100%	100%	100%	100%	100%	100%	100%	100%
Regional Shopping Center (400 to 600 ksf)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Super Regional Shopping Center (>600 ksf)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Fine/Casual Dining Restaurant	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Family Restaurant	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Fast Food Restaurant	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Nightclub	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Cineplex	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Performing Arts Theater	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Arena	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Pro Football Stadium	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Pro Baseball Stadium	seats	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Health Club	sf GFA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Convention Center	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Hotel-Business	rooms	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Hotel-Leisure	rooms	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Restaurant/Lounge	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Conference Ctr/Banquet (20 to 50 sq ft/guest room)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Convention Space (>50 sq ft/guest room)	sf GLA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Residential, Rental, Shared Spaces	87 units	104	101	100%	100%	100%	100%	100%	100%	100%	100%
Reserved	sp	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Guest	87 units	10	8	100%	100%	100%	100%	100%	100%	100%	100%
Residential, Owned, Shared Spaces	units	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Reserved	1 sp/unit	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Guest	units	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Office <25 ksf	sf GFA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Office 25 to 100 ksf	sf GFA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Office 100 to 500 ksf	sf GFA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Office >500 ksf	sf GFA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Data Processing Office	sf GFA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Medical/Dental Office	sf GFA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Bank (Branch) with Drive-In	sf GFA	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Employee		0	0	100%	100%	100%	100%	100%	100%	100%	100%
Subtotal Customer/Guest Spaces		39	51								
Subtotal Employee/Resident Spaces		111	112								
Subtotal Reserved Spaces		0	0								
Total Parking Spaces		150	163								

[illegible]

Footnote(s):

		December																			Overall Pk 7 PM				AM Peak Hr 10 AM				PM Peak Hr 5 PM				Eve Peak Hr 7 PM		Footnote
		Weekend Estimated Peak-Hour Parking Demand																																	
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM															
100%	Community Shopping Center (<400 ksf)	1	2	4	15	26	30	37	41	43	43	41	39	34	32	28	22	15	6	-	32	26	39	32	1										
100%	Employee	1	2	4	8	9	10	11	11	11	11	10	9	9	8	7	5	2	-	-	9	9	10	9	2										
100%	Residential, Rental, Shared Spaces	101	91	86	81	76	71	66	71	71	71	76	86	91	98	99	100	101	101	101	98	76	86	98	3										
100%	Guest	-	2	2	2	2	2	2	2	2	2	2	3	5	8	6	8	6	4	-	8	2	3	8	4										
-	Customer	4	6	17	28	32	39	43	45	45	43	42	39	40	40	38	30	23	12	4	40	28	42	40											
Employee		102	93	90	89	85	81	77	82	82	82	87	96	100	107	107	106	103	101	107	85	96	107	107											
Reserved		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-											
TOTAL DEMAND		102	97	96	106	113	113	116	125	127	127	130	138	139	147	143	137	129	115	105	147	113	138	147											

Table

Project:

Description:

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: DECEMBER -- PEAK PERIOD: 7 PM WEEKEND

PEAK MONTH: DECEMBER — PEAK PERIOD: 7 PM WEEKEND																								
Land Use	Project Data Quantity	Unit	Weekday						Weekend						Weekday					Weekend				
			Base Rate	Mode Adj	Non- Captive		Project Rate	Unit	Base Rate	Mode Adj	Non- Captive		Project Rate	Unit	Peak Hr Adj	7 PM	Peak Mo Adj	Estimated Parking Demand	Peak Hr 7 PM	Peak Mo Adj	Estimated Parking Demand			
					Ratio	Ratio					Ratio	Ratio										Ratio	Ratio	
Community Shopping Center (<400 ksf)	18,700	sf GLA	1.55	1.00	1.00	1.55	/ksf GLA	2.30	1.00	1.00	2.30	/ksf GLA	0.75	1.00	1.00	22	0.75	1.00	32					
Employee			0.37	1.00	1.00	0.37	/ksf GLA	0.58	1.00	1.00	0.58	/ksf GLA	0.95	1.00	1.00	7	0.80	1.00	9					
Residential, Rental, Shared Spaces	87	units	1.20	1.00	1.00	1.20	/unit	1.16	1.00	1.00	1.16	/unit	0.97	1.00	1.00	101	0.97	1.00	98					
Reserved	1	sp	1	1.00	1.00	1	/unit	1	1.00	1.00	1	/unit	1.00	1.00	1.00	0	1.00	1.00	0					
Guest	87	units	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	1.00	10	1.00	1.00	8					
ULI base data have been modified from default values.																								
											Customer	Employee				32	Customer				40			
											Employee	Employee				108	Employee				107			
											Reserved	Reserved				0	Reserved				0			
											Total	Total				141	Total				147			



Month	% Occupied
Dec-16	65
Jan-17	80
Feb-17	75
Mar-17	70
Apr-17	75
May-17	85
Jun-17	80
Jul-17	75
Aug-17	70
Sep-17	75
Oct-17	80
Nov-17	75
Dec-17	70
Jan-18	75
Feb-18	80
Mar-18	85
Apr-18	80
May-18	90
Jun-18	85
Jul-18	80
Aug-18	75
Sep-18	70
Oct-18	65
Nov-18	60
Dec-18	60

## INTERNAL SITE PLAN REVIEW

DATE: March 26, 2019

SITE: P.U.D. ELIGIBILITY – 301 S. CENTER – THE DOWNS PROJECT

**REVIEWED BY:**

**DATE:**

 **BUILDING:**

BSA

4/1/19

**D.P.W./ENGINEERING:** \_\_\_\_\_

\_\_\_\_\_

**FIRE:** \_\_\_\_\_

\_\_\_\_\_

**POLICE:** \_\_\_\_\_

\_\_\_\_\_

**DDA: (If applicable)** \_\_\_\_\_

\_\_\_\_\_

**ADDITIONAL COMMENTS:** \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

PLEASE RETURN REVIEW **AND APPLICATION/PLANS** TO THE BUILDING  
DEPT. BY **12:00 P.M. MONDAY, APRIL 8, 2019.**

## INTERNAL SITE PLAN REVIEW

DATE: March 26, 2019

SITE: P.U.D. ELIGIBILITY – 301 S. CENTER – THE DOWNS PROJECT

REVIEWED BY:

DATE:

BUILDING: \_\_\_\_\_

D.P.W./ENGINEERING: \_\_\_\_\_

3-29-2019

FIRE: \_\_\_\_\_

POLICE: \_\_\_\_\_

DDA: (If applicable) \_\_\_\_\_

ADDITIONAL COMMENTS: *public works has no objection to the PUD process,*  
*\* Provided <sup>PUD</sup> approval contingent upon full engineering review and approval by the city and its consultants.*

PLEASE RETURN REVIEW AND APPLICATION/PLANS TO THE BUILDING DEPT. BY 12:00 P.M. MONDAY, APRIL 8, 2019.

## INTERNAL SITE PLAN REVIEW

DATE: March 26, 2019

SITE: P.U.D. ELIGIBILITY – 301 S. CENTER – THE DOWNS PROJECT

REVIEWED BY:

DATE:

BUILDING: \_\_\_\_\_

\_\_\_\_\_

D.P.W./ENGINEERING: \_\_\_\_\_

\_\_\_\_\_

 FIRE: Raymond Fire Marshal

4/1/19

POLICE: \_\_\_\_\_

\_\_\_\_\_

DDA: (If applicable) \_\_\_\_\_

\_\_\_\_\_

ADDITIONAL COMMENTS: \_\_\_\_\_

Currently, NO ISSUES, AT TIME of THIS SUBMITTAL

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

PLEASE RETURN REVIEW AND APPLICATION/PLANS TO THE BUILDING  
DEPT. BY 12:00 P.M. MONDAY, APRIL 8, 2019.



## INTERNAL SITE PLAN REVIEW

DATE: March 26, 2019

SITE: P.U.D. ELIGIBILITY – 301 S. CENTER – THE DOWNS PROJECT

REVIEWED BY:

DATE:

BUILDING: \_\_\_\_\_

\_\_\_\_\_

D.P.W./ENGINEERING: \_\_\_\_\_

\_\_\_\_\_

FIRE: \_\_\_\_\_

\_\_\_\_\_

POLICE: Chief Maciag

04/02/2019

DDA: (If applicable) \_\_\_\_\_

\_\_\_\_\_

ADDITIONAL COMMENTS: Concerns Regarding traffic at 7 mile  
+ Center. How tall is the proposed parking Deck?  
Population Density will increase demands on public Services - Police  
Fire DPW.

PLEASE RETURN REVIEW **AND APPLICATION/PLANS** TO THE BUILDING  
DEPT. BY **12:00 P.M. MONDAY, APRIL 8, 2019.**

## INTERNAL SITE PLAN REVIEW

DATE: March 26, 2019

SITE: P.U.D. ELIGIBILITY – 301 S. CENTER – THE DOWNS PROJECT

REVIEWED BY:

DATE:

BUILDING: \_\_\_\_\_

\_\_\_\_\_

D.P.W./ENGINEERING: \_\_\_\_\_

\_\_\_\_\_


FIRE: \_\_\_\_\_

\_\_\_\_\_

POLICE: \_\_\_\_\_

\_\_\_\_\_

DDA: (If applicable)

 WIS

4/5/19

ADDITIONAL COMMENTS:

*Project meets/will meet PUD eligibility.*  
• detention pond not fitting for an urban setting; DDA would suggest more commercial space included in project; how will Farmers' Market work?; Master Plan calls for mixed use, project not there;  
Full comments presented at meeting.

PLEASE RETURN REVIEW AND APPLICATION/PLANS TO THE BUILDING DEPT. BY **12:00 P.M. MONDAY, APRIL 8, 2019.**



**From:** [Sally Elmiger](#)  
**To:** [Tim O'Brien](#)  
**Cc:** [Patrick Sullivan](#)  
**Subject:** The Downs - Eligibility and Initial Site Plan Issues  
**Date:** Monday, April 01, 2019 4:22:00 PM

---

Hi Tim:

Since you are not meeting with the City this Thursday, Pat asked me to do a cursory review of The Downs most recent submission, and provide my initial thoughts about outstanding questions/issues with the "Eligibility" criteria. I used both the plans and your letter to determine if I have any remaining "eligibility" issues. Also, I provided a list of items that have been mentioned either by me or the Planning Commissioners (to date) of issues that can be addressed during the Site Plan Review phase.

**I will be doing a formal "Eligibility" review, but wanted to get you these thoughts ASAP in case you need to put together any additional information for the PC meeting. My review should be done by April 9, and I'll forward a copy to your team.**

Regarding **eligibility**, I had the following comments/questions:

1. Page 3, CWA Issue #3 (Traffic Improvements). The way this response is worded, I get the sense that HPH will pay for any improvements outlined in the F&V Traffic Impact Study. What happens if the City's traffic engineer doesn't agree with the solutions in the Study...who pays then? I'm not sure if OHM agrees with all of the solutions in the Study...if they do, then this isn't an issue. If they don't, then I'm not sure OHM's solutions will be paid for by HPH.
2. Page 4, CWA Issue #5 (Pocket Park Size). I'm not sure if each pocket park is 1-2 acres in size, or if all pocket parks added together are 1-2 acres?
3. The amount of commercial space is not addressed in the letter. However, I think if HPH provides the Retail Consultant's report (and bring him to the meeting), this issue could be addressed.
4. Regarding parking for the apartments, if Watermark provides modifications to the Parking Study we discussed at our meeting last week, this should address overall concerns about the amount of proposed parking. Parking can also be refined at Site Plan Review.

Issues for **Site Plan Review** (at least from my initial review & PC comments) include:

1. Refinements to parking provided for apartment use and replacement of public parking spaces.
2. Design of single-family home lots and possibility for more "alleys" to encourage detached garages.
3. Make single-family lots conforming in area & width.
4. Provide market analysis that supports size of proposed single-family homes.
5. Coordination of new single-family home sizes in relation to existing home sizes in surrounding neighborhoods.
6. Architecture of single-family homes and townhomes to be more consistent with Northville's eclectic mix of housing styles (vs. subdivision "cookie-cutter" designs).
7. Accurate illustrations of how new apartment buildings will coordinate with existing

developments along Cady St.

8. Agreement on traffic solutions between F&V, OHM and PC.
9. Safe pedestrian connection (HAWK signal?) between linear park & Hines Park on south side of 7 Mile.
10. Show that bicycle lanes can be accommodated on S. Center with on-street parking and intersection changes at 7 Mile.
11. Improve pedestrian connections between downtown and Cady St. Improve east/west greenbelt along 7 Mile, connecting pedestrians more directly with park and river. Improve pedestrian connections between Beal Town and linear park.
12. Reduce number of townhome units at 7 Mile/S. Center to provide for a more prominent/appropriate gateway (possibly commercial-styled buildings vs. clearly "residential only" buildings).
13. Use lot #53 for mixed-use building (vs. single-family home).
14. Stormwater management for apartment buildings (detention basin is not an amenity). Input from Wayne County about application of Low Impact Development stormwater management techniques. Inconsistencies between Grissim-Metz drawings and engineered drawings (showing a spillway).
15. Increase size of pocket parks.
16. Provide written information regarding the existing log cabin along River St., and its historic status. Is it worth re-purposing into a public facility (restrooms, meeting rooms, etc.)?
17. Project phasing and how public benefits will be incorporated into various phases.

Please let me know if you have any questions or would like to discuss.

Thanks,

Sally

**Sally M. Elmiger, AICP, LEED AP**  
**PRINCIPAL**

*Carlisle/Wortman Associates, Inc.*

PH: 734.662.2200

Fax: 734.662.1935

[SElmiger@CWAPlan.com](mailto:SElmiger@CWAPlan.com)

<http://cwaplan.com>



Please consider the environment before printing this email



## Hunter Pasteur HOMES

April 3<sup>rd</sup>, 2019

Via email: [selmiger@cwaplan.com](mailto:selmiger@cwaplan.com)  
[psullivan@ci.northville.mi.us](mailto:psullivan@ci.northville.mi.us)

Via Hard Copy: Ms. Sally Elmiger  
Carlisle Wortman Associates  
117 N. First Street  
Ann Arbor, MI 48104

Mr. Patrick Sullivan  
215 W Main St  
Northville, MI 48167

RE: Response to E-Mail Dated April 1<sup>st</sup>, 2019

Dear Pat and Sally,

Thank you for your e-mail dated April 1<sup>st</sup>, 2019 regarding our application for Planned Unit Development ("PUD") eligibility for The Downs. In response to your e-mail and the topics it raised, I would like to offer the following comments:

**Traffic Improvements:** The resolution of necessary traffic mitigation measures is still being evaluated and will ultimately be decided by Wayne County officials. At this time, neither the city nor us know what measures will be necessary and what the associated costs will be. We appreciate your ongoing involvement and support in resolving these questions as expeditiously as possible.

Fleis & VandenBrink ("F&V") has concluded its Traffic Impact Study ("TIS") which has been included with our PUD submissions. The city has engaged OHM Advisors ("OHM") to review the TIS and prepare its own recommendations. After several meetings between our development team, F&V and OHM, our understanding is that OHM's review is nearly complete, there have been conceptually agreed upon solutions for all intersections except Seven Mile Road and Center Street, where the round-a-bout remains the primary undecided factor.

We have committed and reiterate our commitment to cover the costs associated with the traffic mitigation measures identified in F&V's TIS and to pay for the City of Northville's 20% contribution to the potential round-a-bout at the Seven Mile Road and Center Street intersection.

When the final decisions are made on the necessary traffic mitigation measures and costs, we are committed to finalizing our financial commitment in accordance with what has been stated to date.

**Pocket Park Size:** The total area of proposed pocket parks is approximately one (1) acre. As indicated in your email, we believe the final size of the pocket parks is a matter to be resolved in the site plan approval process.

**Commercial Space:** The current proposal provides for 18,700 square feet of commercial space. This is based upon a study by Lormax Stern Development Company. Daniel Stern will be present at the April 16<sup>th</sup> Planning Commission meeting and will speak to his retail analysis. We are aware that prior retail studies commissioned by the City of Northville have identified greater commercial space potential; however, we would also like to point out that there are several other approved and planned developments in the Cady St. area that will include additional commercial space, including 335 E. Cady St. and The Cady Project. We will continue to evaluate the potential for commercial development.

**Apartment Parking:** We believe that Watermark has submitted the necessary modifications to the parking study and agree with the comment in your email that any further refinements can be addressed during site plan review.

Lastly, I would like to acknowledge the other topics raised in your email and fully concur with your assessment that these important topics are for site plan review.

We would like to thank both of you and the members of the Planning Commission for your thorough and thoughtful review of our PUD eligibility application. We fully understand the importance of The Downs to the City of Northville, and we remain committed to assuring that it enhances the charm and character of the city. Please let me know if you have any further questions.

Regards,



**Randy Wertheimer**  
**CEO of Hunter Pasteur Homes**






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Phone: (248) 349-1300 • FAX: (248) 349-9244

## MEMORANDUM

To: Northville Planning Commission

From: Patrick Sullivan, City Manager 

Date: April 10, 2019

Subject: The Downs Project – Funding Plan

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At the December 18th Planning Commission Meeting, I was asked whether the City had received a sufficient funding plan for the proposed community benefits associated with the project. At that time, I did not feel that we had a comprehensive, written plan from the applicant which addressed daylighting the river, the linear park, traffic improvements, and relocation of the Farmer's Market. We also had unanswered questions regarding a proposed tax abatement, how much the request would be, and what it would be used for.

Based upon Hunter Pasteur Homes' (HPH) March 26<sup>th</sup> letter, we now have the following, written commitments regarding community benefits and tax abatements:

1. Hunter Pasteur will fund the estimated \$4 million cost (written estimate provided) of daylighting the river. They will attempt, either through Friends of the Rouge or the City, to obtain grant funding for 50% of the cost, but they are committing to fund the entire cost if they are unsuccessful in obtaining grants. The \$4 million project does not include the value of the donated land for the linear park. In addition to the cost of daylighting the river, HPH has committed to pay 100% of the costs to construct the 8.4 acre linear park.
2. We have had several meetings with the City's engineers, the applicant's engineers and Wayne County regarding the traffic improvements required to accommodate the traffic generated by the proposed development. I am encouraged that all seem in agreement that we can implement improvements, at the key intersections, that accommodate the new traffic, and, in some cases, improve existing conditions.

As these improvements require approval from the City's Engineers and Wayne County prior to final design, we do not yet have good estimates for the total scope of traffic work required. However, HPH has committed to pay the City's 20% local share of these projects. We will need extensive engineering work to determine final cost. While it is anticipated that some of this work will qualify for an 80% federal match, we will have to negotiate further if the match is not awarded. We won't know for sure until we complete final design and apply for the funding.

I would feel comfortable with completing the engineering work in the site plan phase, with the understanding that any approval would be contingent upon a final funding plan. Such an agreement would need to be memorialized in the PUD Agreement.

3. HPH has offered two locations to the Chamber of Commerce to relocate the Farmer's Market. The Chamber has indicated that the surface parking lot, north of Beal Street is the preferred location.
4. HPH has clarified that any proposed tax abatements would be limited to public infrastructure improvements and environmental remediation. There will be no abatements sought for daylighting the river or developing the linear park. The City is under no obligation to grant these abatements. Once the costs for the public infrastructure and environmental remediation are developed in the site plan phase, HPH and the City can discuss potential abatements prior to developing the PUD agreement.

At the December 18<sup>th</sup> Planning Commission meeting, I expressed the opinion that we could not determine whether the applicant had met the eligibility requirement of providing community benefits if we could not determine that HPH was actually providing funding for the proposed benefits, or whether the community, through tax abatements would be paying for the benefits. With HPH's March 26<sup>th</sup> letter, I feel they have sufficiently clarified their financial commitment to provide community benefits.

HPH has provided a cost estimate and a commitment to fund the \$4 million daylighting of the river. They have committed an estimated \$1 million, plus land value, for the 8.4 acre linear park. They have committed to a location for the Farmer's Market. They have committed the 20% local share of the traffic improvements. We will still need to discuss any non-grant funded traffic improvement costs and potential tax abatements for infrastructure improvements and environmental remediation once costs are determined in the site plan phase. However, while the City has no obligation to participate in these costs, the applicant is obligated, by their commitment to fund the items discussed above.

With these written commitments, I am satisfied that HPH has provided a sufficient commitment to fund the proposed community benefits.



**Carlisle | Wortman**  
ASSOCIATES, INC.

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

Date: September 12, 2018  
Rev.: December 13, 2018  
Rev.: April 11, 2019

**Planned Unit Development (PUD)  
Eligibility Review  
For  
City of Northville, Michigan**

<b>Applicant:</b>	Hunter Pasteur Northville LLC 32300 Northwestern Highway, Suite 230 Farmington Hills, MI 48334
<b>Project Name:</b>	The Downs Planned Unit Development (PUD)
<b>Plan Date:</b>	August 13, 2018
<b>Latest Revision:</b>	March 26, 2019
<b>Location:</b>	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.
<b>Zoning:</b>	CBD – Central Business District CSO – Cady Street Overlay District RTD – Racetrack District R-2 – Second Density Residential District
<b>Action Requested:</b>	PUD Eligibility
<b>Required Information:</b>	As noted within this review

**PROJECT AND SITE DESCRIPTION**

The applicant is requesting review of Planned Unit Development (PUD) Eligibility for a residential and commercial project on 48.12 acres of land that is currently vacant or occupied by the Northville Downs Racetrack. The project is proposing 18,700 square feet of commercial space and apartment buildings along Cady Street. South of these buildings are single-family homes, and townhomes. Townhomes are also proposed on two smaller parcels on the west side of S. Center St.



The three types of residential units that are proposed include:

- Apartments: 300 Units; average 947 s.f.; 4 stories (6 fewer units than previous plan)
  - Townhomes: 183 units (4 fewer units than previous plan); 1,580 – 2,335 s.f.; 3 stories
  - Single-Family Dwellings: 53 units (No change); 2,300 – 3,100 s.f.; 2 stories
- Total: 536 Residential Units (Total 10 fewer units from previous plan)

*Figure 1 – Subject Sites*



## PUD PROCESS

Section 20.05 of the Zoning Ordinance outlines the procedure to review a Planned Unit Development (PUD). Currently, the Planning Commission is evaluating the proposal against the PUD Eligibility Criteria in the ordinance. The eligibility criteria are broad-based criteria. They are to be used to determine if the benefits of the project justify the requested deviations from the zoning requirements, and that the project couldn't be built without these deviations.



Note that the “eligibility” determination does not set the proposed plan in stone. Changes to the design, density, buildings, pedestrian amenities, and all other items can still be made during the Preliminary and Final Site Plan review stage. The eligibility stage simply determines a general concept. Adding details to the concept is done during the next stage of the process. **(See the end of this review for a list of items identified by the Planning Commission that can be addressed during the Site Plan Review stage.)**

In this submission, the applicant has included two memos (dated March 26, 2019, and April 3, 2019) responding to the main issues in our last review as well as preliminary comments to this submission. This updated review considers each response under the relevant PUD Criteria. We have also made an effort to be more succinct in our comments, and summarize analysis provided in previous reviews.

#### PUD ELIGIBILITY CRITERIA

Section 20.05(2)(a) of the City of Northville Zoning Ordinance establishes PUD criteria which determine the overall eligibility for a Planned Unit Development. The applicant for a PUD must demonstrate all of the following criteria as a condition to being entitled to PUD treatment. These criteria are provided below.

**Criterion No. 1: Grant of the planned unit development will result in one of the following:**

- a. A recognizable and material benefit to the ultimate users of the project and to the community, where such benefit would otherwise be unfeasible or unlikely to be achieved without application of the planned unit development regulations; or
- b. Long-term protection and preservation of natural resources and natural features of a significant quantity and/or quality, where such benefit would otherwise be unfeasible or unlikely to be achieved without application of the planned unit development regulations; or
- c. Long-term protection of historic structures or significant architecture worthy of historic preservation; or
- d. A non-conforming use shall, to a material extent, be rendered more conforming, or less offensive, to the zoning district in which it is situated.

The PUD submittal identifies the following features as public benefits of the project:

1. Linear park
2. Daylighting the river
3. Pocket parks
4. Farmer’s market relocation
5. Traffic improvements
6. Eliminating outdated buildings currently on site
7. Re-locating sanitary sewer pipe currently spanning the river (north of Beal St.)
8. Stormwater management improvements

We have provided comments (in italics) after each:

i. **Linear Park, Daylight River, Pocket Parks:**

***Linear Park:***

The recent submittal shows a public, linear park of 8.4 acres (exclusive of detention basins). The park shows improvements such as walkways, river overlook, a bridge over the river, lighting, benches, and landscaping. The applicant states that the cost of this park and all of its improvements will be borne solely by the developer. The developer has offered that maintenance costs of the park will be borne by the Homeowner's Association.

CWA Comment: As in our previous review, we consider the 8.4-acre park with improvements to be a public benefit, specifically now that the developer has confirmed, in writing, that the costs associated with its development will be exclusively paid for by the developer.

Additional items that can be addressed during the site plan review stage are:

- Timing of construction of the park in association with development phasing.
- Pedestrian connection around the detention basins to S. Center St. as a public walkway.
- City Council deciding to accept the park, and the proposed maintenance financing scheme as part of the PUD Agreement.

***Daylighting the River:***

This plan proposes to daylight the river, and incorporate the river as an amenity in the linear park.

CWA Comment: We also consider this to be a public benefit, and consistent with the vision for this area in the Master Plan. As requested, the applicant has explained in the accompanying memo that the developer will fund daylighting of the river whether the Friends of the Rouge are successful in obtaining a grant or not. A cost estimate to daylight the river has also been provided.

Additional items that can be addressed during the site plan review stage are:

- Timing of daylighting the river in association with development phasing.
- Design details regarding associated improvements

***Pocket Parks:***

CWA Comment: In their memo, the applicant explains that the two pocket parks in the Townhome area will be public parks, and the area of both parks together will be at least one-acre in size. The applicant is also suggesting that these parks be maintained with funds from the Homeowner's Association. We consider these small parks to be public benefits, and an interpretation of the vision shown in the Master Plan.

Additional items that can be addressed during the site plan review stage are:

- Timing of construction of the park in association with development phasing.
- Refinements to pocket park design.
- City Council deciding to accept the pocket parks, and the proposed maintenance financing scheme as part of the PUD Agreement.

ii. **Farmer's Market:**

The applicant has confirmed that the Chamber of Commerce would like to re-locate the Farmer's Market into the proposed surface parking lot on the north side of Beal St. To ensure this will work with the other uses using this parking lot, the applicant's traffic engineer has prepared a Parking Study that considers all of the necessary parking for the apartments, commercial units, and the 92 replacement public parking spaces.

*CWA Comment: In our opinion, locating the farmers market in the surface parking lot has the advantage of using the pavement for multiple purposes. Locating it here would also eliminate paving in the linear park.*

*We have reviewed the "shared parking" assessment provided in the Parking Study, and consider the conclusions logical.*

*Additional items that can be addressed during the site plan review stage are:*

- *Other amenities that could benefit the Farmer's Market, such as a storage building, restrooms, or a pavilion.*
- *City's Traffic Engineer review of Parking Study.*

iii. **Traffic.**

The project proposes traffic signalization improvements, adding a turn-around lane at 7-Mile & S. Main St., and a "possible" round-about at 7-Mile & S. Center St. At a meeting held on Monday, April 8, Wayne County, the City, the City's traffic engineer (OHM) and the developer's representatives discussed the intersections of 7-Mile & S. Center, and 7-Mile & Northville/Main. It was agreed that a composite round-about at the 7-Mile & S. Center St. intersection, and single direction left turnarounds at 7-Mile & Main St. were the best options for increasing the level of service at these intersections. Detailed design for improvements at both intersections are still required.

*CWA Comments: In our previous review, we explained that the City has the ability to approve improvements proposed for city-owned streets; however, Wayne County has jurisdiction over 7-Mile. As described above, the City and applicant have been working with Wayne County to determine the best solutions for these intersections.*

*Given the oversight and approval role of Wayne County, the improvements for these roadways is out of the City's and the applicant's hands. We would recommend that the City's traffic engineer continue to work with the project team to refine the traffic improvements. Any eligibility approval could be conditioned upon the following:*

1. *Traffic improvements being agreed to by the City's traffic engineer and Wayne County, and*
2. *Negotiations with City Council on financing, if needed, through the PUD Agreement in Site Plan Review phase.*

*Additional items that can be addressed during the site plan review stage are:*

- *Continued study and refinements to traffic improvements at all affected intersections identified by the traffic engineers.*

- Negotiations with City Council on financing, if needed, through the PUD Agreement in Site Plan Review phase.
- Amenities that assist pedestrians and bicycles cross 7-Mile at S. Center and River streets.
- Re-alignment of Cady St. at the intersection with S. Center.

iv. **Stormwater Management Improvements:**

CWA Comments: As mentioned before, we don't consider this a "public benefit," as any redevelopment of the area would need to comply with Wayne County's stormwater management requirements.

In summary, we consider Criteria #1 met by the proposal, as it provides public benefits that, in our opinion, are not feasible without application of the PUD provisions. Daylighting the Rouge River will also provide long-term preservation of significant natural features.

**Criterion No. 2: The proposed type and density of use shall not result in an unreasonable increase in the need for or burden upon public services, facilities, roads, and utilities.**

The applicant states that the following project features (items "a" through "f") will not be a burden upon public services, and that the project will actually improve public services. We provide comments where new information has been provided or where necessary.

- a) Replacement of potentially hazardous sanitary sewer pipe currently located in the river.

CWA Comments: We would agree that replacing the sanitary sewer pipe located in the river will be beneficial to the City while, at the same time, serve the project.

- b) Creation of 92 public parking spaces, in close proximity to the downtown shopping area.

CWA Comments: We explained in our previous review that City Council approved an option agreement with Hunter Pasteur Homes (HPH) to purchase the City-owned parking lot on the south side of Cady Street, conditioned upon HPH providing at least 92 public parking spaces located within 600 feet of the existing lot.

The parking plan for the apartments, retail, and replacement spaces has been revised in this submission. The plans show the following mix of uses:

- 92 public parking spaces
- 18,700 s.f. retail uses
- 152 studios and one-bedroom units
- 119 two-bedroom units
- 29 three-bedroom units

The table on the following page calculates required parking under the current zoning requirements for the Cady Street development area only. Uses that have CBD underlying zoning use the CBD parking requirements, whereas uses that have Racetrack (RTD) underlying zoning use the table of parking requirements in Section 17.02.



	Cady Street St. Overlay – CBD Underlying Zoning	Cady St. Overlay – RTD Underlying Zoning	Cady Street Area Proposed Parking	Diff.
Replacement Spaces for City Parking Lot	92 spaces		92 spaces • 16 Hutton • 38 Beal • 15 SF Streets • 23 lg. surface lot	- 0 -
General Retail	1 space/250 s.f. or 15,690/250 = 63	1 space/200 s.f. or 3,010/200 = 15 spaces	78 spaces • 44 surface lot • 34 lg. surface lot	- 0 -
Multi-Family:				
Studio & One Bedroom	1 space/one-bed unit or 6 x 1 = 6 spaces	2 spaces/dwelling unit or 146 x 2 = 292 spaces	672 spaces • 473 in parking structure • 6 "tuck under" • 45 surface lot • 148 lg. surface lot	
Two Bedroom	2 space/two-bed unit or 36 x 2 = 72 spaces	2.5 spaces/dwelling unit or 83 x 2.5 = 208 spaces		
Three+ Bedroom	3 spaces/three-bed unit or 3 x 3 = 9 spaces	3 spaces/dwelling unit or 26 x 3 = 78 spaces		
Subtotal	87 spaces	578 spaces	672 spaces	+7
<b>TOTAL</b>	835 spaces		842 spaces	+7

Note that there are also 28 on-street spaces on Cady Street that were not counted toward the "replacement spaces" (as shown on the Cady Lot Parking Replacement Plan). However, we have counted the on-street parking spaces on the streets that the applicant is constructing.

The proposal meets the straight parking requirements in the Zoning Ordinance. At this stage in the review process, the plans show that the proposed apartment density can be adequately served by the required number of parking spaces, including the 92 public spaces.

Additional items that can be addressed during the site plan review stage are:

- Additional analysis of whether the number of parking spaces can be slightly reduced (to accommodate more green space in the lots, Farmer's Market amenities, etc.) based on the "Mixed-Use" provisions in the zoning ordinance, possible application of CBD parking requirements to all uses along Cady St., or comparison of Northville's parking requirements with other similar community's requirements.
- Refinements to the parking lot designs to include more screening/buffering from the street, additional green spaces/trees, and other improvements.
- Management coordination of available parking spaces with the Farmer's Market.

- c) Improvements to the traffic signalization and traffic control devices.
- d) Elimination of current racetrack use which imposes a lot of needs of City services.
- e) Creation and dedication of public park spaces which will be maintained by non-public funds.
- f) Creation of over \$5,440,000 in annual taxes for *all* taxing jurisdictions, as compared to only \$423,000 in current tax generation of which only \$106,000 is generated to the City of Northville.

**CWA Comments:** *The economic benefits to the City have not been fully evaluated. The new development will certainly bring tax revenue to the City. However, these revenues should be net of the costs the City will incur, including the loss of breakage fees from Northville Downs, and the increased infrastructure and service costs (i.e. police, fire, etc.) of the City. The City Assessor should evaluate the real property tax revenue against the City's anticipated costs for the new development.*

*The City Engineer (OHM) has developed a Utilities Master Plan for this part of the City. In discussions with the City Engineer and applicant, the utility improvements will be included in the Site Plan Review process, and the City's Engineer will be providing reviews of the plans to the Planning Commission.*

*In summary, the City's Engineer will ensure that refinements to traffic solutions, as well as implementation of the City's Utilities Master Plan, will be included in the Site Plan review stage. We would consider this criteria met, but suggest that the Planning Commission condition any eligibility approval on the traffic and utility improvements being agreed to by the City's Engineer and Wayne County, and negotiations on financing with City Council, if needed, through the PUD Agreement during the Site Plan Review phase.*

**Criterion No. 3: The proposed planned unit development shall be harmonious with public health, safety and welfare of the City.**

**CWA Comments:** *Constructing a residential project in this part of Northville does not in itself raise any concerns regarding health, safety and welfare. However, the proposal could have significant impacts on traffic and traffic safety of surrounding residential neighborhoods. As mentioned above, the traffic question is still being studied. We defer evaluation of traffic issues and solutions to the City Engineer.*

*Again, we consider this criteria met as long as any traffic improvements are agreed to by the City's Engineer and Wayne County and negotiations on financing with City Council, if needed, through the PUD Agreement during the Site Plan Review phase.*

**Criterion No. 4: The proposed planned unit development shall not result in an unreasonable negative environmental impact or loss of a historic structure on the subject site or surrounding land.**

***CWA Comments:** The project sites have been cleared of most of their environmental features. However, the Middle Rouge River flows underneath the Downs property. The Master Plan describes daylighting the Rouge River as a goal of redeveloping the property. This submission includes daylighting the river, and offers a cost estimate and approach to obtaining the funding for this project. The project design provides, in our opinion, enough space that realistically incorporates the river with sufficient distance between the river and residential homes. This is a very positive aspect of the plan.*

*Additional items that can be addressed during the site plan review stage are:*

- *Consideration of evaluating the existing log cabin along River Street and whether it is suitable/desirable to retain as a community amenity.*

*With the daylighting of the river, we would consider this criteria met.*

**Criterion No. 5: The proposed planned unit development shall not result in an unreasonable negative economic impact upon surrounding properties.**

The applicant lists the following aspects of the project (items "a" through "e") as positive economic impacts to Northville. We have provided comments where necessary.

- a) It will add high-quality housing units, increasing the value of the surrounding property values.

***CWA Comments:** No new information has been provided for this item. However, note the following items that can be addressed during the site plan review stage:*

- *Proposed architecture of single-family and townhouse units to reflect the small-town, unique historic character of Northville.*
- *Scale of the proposed residential units to ensure they "fit" into the existing fabric of surrounding neighborhoods.*

- b) It will add a stronger residential base in a short walking distance to the downtown commercial area, significantly increasing the use and support of the downtown merchants, restaurants and other commercial establishments.

- c) It will reduce the floodplain classification area benefiting other residential homeowners.

- d) It will significantly increase tax revenue to the City of Northville, public school district, Wayne County and DDA.

***CWA Comments:** As mentioned above, the economic benefits to the City have not been fully evaluated. See our comments under Criterion No. 2.*

- e) It will provide a wide mix of housing types to service the needs of existing and future Northville residents in an urban city environment.

**CWA Comments:** *The mix of housing types (apartments, townhomes and single-family homes) is a positive aspect of this plan, and in line with the City's Master Plan.*

*Overall, redevelopment in this part of Northville could have a positive economic impact on the surrounding properties as long as the development is in harmony with the surrounding area, and does not negatively impact the functioning of the area. The amount of new traffic generated by the proposal, and its effect on surrounding neighborhood streets, is being assessed by the City Engineer, who will identify the needed improvements to accommodate the additional traffic. Our comments regarding density and conformance with the Master Plan are provided under Criterion No. 6.*

*Again, we consider this criteria met as long as any traffic improvements are agreed to by the City's Engineer and Wayne County, and successful negotiations on financing with City Council, if needed, through the PUD Agreement during the Site Plan Review phase.*

**Criterion No. 6:** The proposed planned unit development shall be under single ownership and/or control such that there is a single person, corporation, or partnership having responsibility for completing the project in conformity with this Ordinance.

**CWA Comments:** *At the December 18, 2019 Planning Commission meeting, the minutes describe the applicant's response to this question:*

*"The City's Attorney had worked with the developer's attorney, Robert Carson, Carson Fisher, Bloomfield Hills, to resolve this issue.*

*Gregory Obloy, Carson Fisher, said the proposed approach was to create a new affiliated entity that would control the site. Deed restrictions would be clear that the new entity could enforce ordinance and PUD requirements, so that everything that was promised would be fulfilled. Any subsequent purchase would be subject to the new affiliated entity. Once there was a certificate of occupancy, the power of the affiliated entity would be extinguished for that specific parcel, since the development was fulfilled.*

*Any changes that might be made after the development was fulfilled would be subject to the approval of the Planning Commission."*

*We consider this criteria met.*



Criterion No. 7. The proposed planned unit development shall be consistent with the Goals and Policies of the City of Northville Master Plan.

**CWA Comments:** For clarity, we have divided the project into three areas according to the Sub Areas found in the Master Plan: Cady Street (in blue), the Racetrack property (in yellow), and the S. Center Street area (in red). An illustration of the three areas is shown below:

*Figure 3 – Subject Sites Showing Master Plan Sub Areas*



A. Cady Street Area: In our previous review, we had the following comments. Each has been updated with the revised information provided:

- The Master Plan shows “transitional/mixed-use commercial/residential” along Cady St. The project proposal indicates two buildings with commercial on the first floor (to the west of Hutton St.) and one large apartment building with no commercial uses. The configuration of the buildings along Hutton St. have been changed to provide building frontage on both sides of the street. We consider this a positive change, as it makes for a more active street at the Hutton/Cady St. intersection.
- Our previous review stated that uses are heavily skewed toward residential development with only 18,700 square feet (or 6% of the total floor space) to commercial uses. In the applicant’s April response memo, they mention two other new developments that have been approved along Cady St. The project close to Center Street contains 1,634 square feet of office and retail space, and the project at Cady & Griswold contains 17,062 square feet of office and retail space. The applicant states that their retail consultant will be presenting their analysis of the Northville market at the upcoming meeting.
- The Master Plan calls for reduction in density as you move from Cady Street south. As requested, the applicant’s engineer has provided further justification for the proposed configuration (vs. what is found in the Master Plan). In their explanation, townhomes located between Beal and Fairbrook would require 4-6 feet of fill to accomplish the necessary grading. Also, to locate the single-family homes south of Fairbrook, the grades around the homes would need to be elevated between 6-8 feet above the existing groundwater elevation. Switching the location, in our opinion, makes sense from an engineering standpoint. In addition, locating townhomes along 7-Mile (vs. single-family homes) makes for a smoother transition from S. Main Street’s commercial corridor, and the single-family homes to the west.
- The memo clarifies that the apartment buildings will be a maximum of four (4) stories tall. This is consistent with the Cady St. Overlay District.
- The Master Plan states that the height, scale and mass of the buildings along Cady St. are similar or compatible with surrounding existing buildings. The applicant has provided illustrations showing how the new buildings coordinate with the existing Cady Street streetscape, as well as the two new buildings that have recently been approved.
- The Master Plan calls for extending City streets. This proposal extends Hutton St. south, and Beal Street west to complete the existing street grid, which is positive.
- The Master Plan also calls for a pedestrian connection with the downtown. This connection has been improved, and is now directly in line with the existing pedestrian connection on the north side of Cady St.

Additional items that can be addressed during the site plan review stage are:

- Architectural design of apartment buildings to ensure they meet the standards outlined in the Master Plan and the Cady St. Overlay District.
- Refinements to the pedestrian connection between Cady St. and the downtown.

B Racetrack Area:

- This review has thoroughly discussed the Master Plan goal for daylighting the Rouge River, and the applicant’s approach to meeting this goal.
- Regarding the uses, the Master Plan calls for a mix of single-family and multi-family residential densities decreasing in intensity from the north and west portions of the

property. The number of dwelling units has decreased by 10 additional units to 536 units in this submittal.

Section 20.02 of the PUD Ordinance states that density is calculated exclusive of road rights-of-way. The table below compares the proposed density and the density permitted in zoning districts of similar residential land uses. These comparisons will provide a basis against which to evaluate the proposed density.

Residential Type	Proposed Density - Using PUD Density Standard (Excludes ROW) <sup>1</sup>	Estimated Permitted Density: R-4 <sup>2</sup>	Estimated Permitted Density: R-3 <sup>3</sup>	Permitted Density: R-1B <sup>4</sup>	Master Plan Density
Apartments (300 units)	25 units / acre (8.35 + 3.56 ac.)				No Specific Density along Cady St.
Townhomes (183 units)	10 units / acre (15.09 + 3.56 ac.)		5 units/ acre (27 "rooms"/ acre)		10-15 units / acre
Single-Family Dwellings (53 units)	4 units / acre (8.64 + 3.56 ac.)			6 units/ Acre	6-12 units / acre
Total (536 units)	536 units = 12.5 units / acre (32.08 + 10.7 ac.)				7.6-14 units / acre

<sup>1</sup>Acreage for the park (8.4) and detention basin (2.3) has been evenly divided between the three residential types.

<sup>2</sup>Density in the R-4 District is determined through setback, height, and parking limitations. A comparison figure cannot be calculated using the information provided.

<sup>3</sup>The applicant's response states that 80% of the townhomes will be limited to 3 bedrooms and the remaining townhomes limited to 4 bedrooms.

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

The comparison in the table above against the ordinance requirements for R-3, R-4 and R-1B are informative, but the vision for this part of the City is better illustrated, in our opinion, in the Master Plan. The Master Plan calls for higher density along Cady St. and S. Center St., and decreased density as you move south to 7-Mile Road, but higher densities overall.

The amended plans provide the acreage in each "Master Plan Sub-Area" that is shown in the illustration on page 11 of this review. Using this acreage, we were able to calculate the minimum and maximum densities of each Sub-Area in the last column of the above

table to come up with an “overall” minimum and maximum density for the project area. As indicated, the proposal’s density is toward the top end of the range, but is within the maximum density for the project area, as called for in the Master Plan.

That said, the densities in the Master Plan are guidelines, and not ordinance requirements. For development right along Cady St., the amended Cady St. Overlay District language (currently being considered by City Council) reflects this by stating: “Residential units shall be permitted within the Cady Street Overlay district at a density governed by dimensional and form-based requirements to ensure new construction is compatible visually and functionally with surrounding land uses, and generally follows the residential density pattern designated within the City of Northville Master Plan.”

In our opinion, the concept plan “generally” follows the residential density pattern in the Master Plan. However, that does not mean that they layout is optimal. We would expect that the layout and density will be further refined during the Site Plan Review process.

- Heights for townhome units in the Master Plan are listed as at up to three-stories on the north side of Beal Street, but 2.5 stories south of Beal St. The proposal is inconsistent with the Master Plan on the south side of Beal. The Planning Commission will need to determine if the three-story townhomes are a desired deviation. If the Planning Commission is not in favor of this deviation, it can be identified in a motion for “eligibility” as a needed change during the Site Plan Review process.
- The proposed grid road layout is consistent with the Master Plan.
- Adding smaller apartment options is consistent with the Master Plan.
- We consider the pocket park terminus of Hutton Street a positive aspect of the plan, and addressing the “central square” idea in the Master Plan.
- The Racetrack Sub Area Plan also calls for a walking/biking connections from Hines Drive to the downtown. This is consistent with the City’s 2014 Non-Motorized Plan, which shows a pedestrian crossing at 7-Mile/River Street, as well as a sidewalk along the north side of 7-Mile Road.

Additional items that can be addressed during the site plan review stage are:

- Project layout and density will be further refined to improve functioning of the project.
- Expansion of the pocket parks to make them the proposed one-acre size.
- Refinements to the pedestrian connections along 7-Mile Road.
- HAWK pedestrian crossing signal at 7-Mile/River St. intersection to assist pedestrian and bicycles crossing to Hines Park

#### C. S. Center Street Area:

- The Master Plan calls for 10-15 residential dwelling units on the east side of S. Center Street. We consider an attached product appropriate here. The proposal also locates the townhomes facing S. Center Street, and within the desired 10-20 foot setback.
- The Master Plan calls for heights of 2.5 stories; the townhomes are proposed at 3 stories. This deviation will need to be considered by the Planning Commission.
- The proposal includes an alternative location for the Farmer’s Market.
- As stated in the Master Plan, parking for the townhomes is located in the rear of the buildings, and screened from view of the street.



- An entryway plaza or feature is called for at the corner of S. Center Street and 7 Mile. The applicant's memo states that this entryway feature will highlight an entrance into the City of Northville (vs. the development as in the previous proposal).
- Our previous review asked if the improvements to the S. Center/7-Mile intersection or the added parking along S. Center St. eliminate the existing bike lanes. The applicant's memo states that the bike lanes will not be eliminated in this location.
- A concept round-about is shown at the 7-Mile & S. Center St. intersection. This feature has eliminated four (4) townhomes. As mentioned above, the round-about and surrounding development will be further refined during Site Plan Review.

*Additional items that can be addressed during the site plan review stage are:*

- *Additional design of round-about and surrounding development at 7-Mile/S. Center St.*
- *Design details of proposed entryway feature into the City at 7-Mile/S. Center St. intersection.*
- *Re-design of S. Center St. to ensure bicycle lanes are maintained in this area.*

In our opinion, the proposal meets this criterion. However, the Planning Commission will need to determine if the 3-story townhomes are acceptable. If not, we recommend any motion for "eligibility" be conditioned upon the townhome height being modified during Site Plan Review.

**Criterion No. 8. The proposed use or uses shall be of such location, size, density and character as to be in harmony with the zoning district in which it is situated, and shall not be detrimental to the adjoining zoning districts.**

***CWA Comments:*** *A Planned Unit Development rezones property to "PUD" in an effort to accomplish a better development than either the underlying zoning would allow, or that straight zoning of another district would allow without deviations.*

*In the Cady Street area, the underlying zoning is mixed (Central Business District (CBD), Cady Street Overlay District (CSO), and Racetrack District (RTD)). The Cady Street Overlay District does allow mixed-use (commercial/office/residential) buildings to create a more urban character that has a dynamic pedestrian environment. We consider the proposed use to generally be in harmony with the CSO.*

*In the Racetrack area, the underlying zoning is Racetrack District. This district does not permit residential development. However, the Master Plan calls for this type of development, and provides guidance as to the configuration and density of such development. As mentioned above, we have discussed a number of issues that should be addressed during Site Plan Review to ensure that the development is the right scale and intensity to be in harmony with adjoining land uses.*

*In the S. Center Street area, the underlying zoning is Racetrack District on the east side of Center St. and on the Farmer's Market property. The underlying zoning of the mid-block parcels further north is R-2, Second Density Residential District. As stated above, we believe that the concept plan "generally" follows the residential density pattern in the Master Plan. However, that does*

not mean that the layout is optimal. We would expect that the layout and density will be further refined during the Site Plan Review process.

In general, we consider this criteria met by the concept plan, but expect that layout, density, site features, and other plan details will be further refined during the Site Plan Review process.

**Criterion No. 9. The planned unit development is not proposed in an attempt by the applicant to circumvent the strict application of zoning standards.**

**CWA Comment:** While we haven't reviewed the plans as if this were a site plan review, the project is proposing deviations from the zoning ordinance in exchange for various public benefits. The PUD process is used to determine if the deviations are justified by the development and public benefits offered.

Proposed public benefits are:

- 8.4-acre linear park with amenities
- Daylighting the river
- Public pocket parks
- Alternative Farmer's Market location
- Traffic management improvements

Requested ordinance deviations are:

- Consistency with Master Plan – Project heavily skewed toward residential, but characterized as "mixed use."
- Consistency with Master Plan – Location of single-family homes and townhomes.
- Proposed height of townhome buildings – 3 stories vs. 2.5 stories.
- Proposed size of single-family lots – slightly smaller than required.

Given that the deviations are fairly limited, we don't think the PUD is being proposed as a way to avoid meeting ordinance requirements.

## PROJECT PHASING

As part of our previous review, a development schedule or project phasing schedule was provided that identifies the implementation timeframe of all the project components.

We have converted the applicant's response into a table for easier comparison:

Phase	Timeframe	Project Components
Phase I	Summer 2019 – Fall 2021	<ul style="list-style-type: none"><li>• Multi-family commercial/buildings</li><li>• Parking garage (10 acres between Beal, Cady, Center and Griswold)</li></ul>
Phase II	2020 – 2025	<ul style="list-style-type: none"><li>• Single-family homes</li><li>• Townhomes</li><li>• Linear park</li><li>• Daylighted river (2021) (35 acres between Beal, Cady, 7-Mile &amp; River St. &amp; parcels on west side of S. Center)</li></ul>

We see the elements of the project that could constitute a “public benefit” as the linear park, daylighting the river, the pocket parks, the Farmer's Market location, and traffic improvements. Given this phasing schedule, only the traffic improvements and the relocated Farmer's Market into the surface parking lot could be included in Phase I of the project. The remaining public benefits will be included in Phase II. While this is helpful to see the applicant's thoughts, the phasing schedule will be a topic of discussion during Site Plan Review. It will also be a component of the PUD Agreement, which will be reviewed and approved by City Council.

## ISSUES FOR SITE PLAN REVIEW

After the December, 2018 Planning Commission meeting, the City Manager and Planner individually canvassed each member of the Planning Commission to identify their top issues with this development proposal. A summary of the responses was provided to the applicant in an effort to clarify the Planning Commission's comments. Some of these comments have been listed earlier in this review, and a summary of the comments is provided below:

### Project Layout/Scope

- Further refinements to project layout and density to improve functioning of the project.
- Add commercial or mixed-use building on northeast corner of Beal/S. Center St. rather than single-family home.
- Coordination of available parking spaces with the Farmer's Market.
- Additional analysis of whether the number of parking spaces can be slightly reduced (to accommodate more green space in the lots, Farmer's Market amenities, etc.) based on the “Mixed-Use” provisions in the zoning ordinance, possible application of CBD parking requirements to all uses along Cady St., or comparison of Northville's parking requirements with other similar community's requirements.
- Refinements to the parking lot designs to include more screening/buffering from the street, additional green spaces/trees in lots, and other improvements.

- Proposed detention basin at Griswold/Beal is not an amenity. Need more urban approach to stormwater management here. Make stormwater engineering drawings consistent with "renderings."

### **Parks/Open Space/Farmer's Market**

- Timing of daylighting the river and construction of the linear park and pocket parks in association with development phasing.
- Design details regarding associated improvements to river and linear/pocket park amenities
- City Council decision on accepting the linear park and pocket parks as "public" parks, and the proposed maintenance financing scheme as part of the PUD Agreement.
- Amenities that could benefit the Farmer's Market, such as a storage building, restrooms, or a pavilion.
- Expansion of the pocket parks to make them the proposed one-acre size.

### **Traffic/Roads:**

- Continued study and refinements to traffic improvements at all affected intersections identified by the traffic engineers.
- Negotiations with City Council on financing, if needed, through the PUD Agreement.
- Re-alignment of Cady St. at the intersection with S. Center.
- Design details of proposed entryway feature into the City at 7-Mile/Center St. intersection.

### **Pedestrian Amenities**

- Amenities (i.e. HAWK signal, etc.) that assist pedestrians and bicycles cross 7-Mile at S. Center and River streets.
- Refinements to the pedestrian connection between Cady St. and the downtown.
- Refinements to the pedestrian walkways along 7-Mile Road.
- Re-design of S. Center St. to ensure bicycle lanes are maintained in this area.

### **Buildings**

- Evaluating the existing log cabin along River Street and whether it is suitable/desirable to retain as a community amenity.
- Proposed architecture of single-family and townhouse units to reflect the small-town, unique historic character of Northville.
- Scale of the proposed single-family and townhouse units to ensure they "fit" into the existing fabric of surrounding neighborhoods.
- Architectural designs of apartment buildings to ensure they meet the standards outlined in the Master Plan and Cady St. Overlay District.
- Include Unique building design at 7-Mile/Center St. to maintain the "identifier" status of racetrack, increase the "public" vibe in this area, and make less "suburban" in character.
- Provide market analysis supporting proposed size of single-family homes.

### **Other:**

- City Assessor evaluates the real property tax revenue against the City's anticipated costs for the new development.

Of course, the above list will be modified and added to during Site Plan Review.

## RECOMMENDATIONS

The PUD Eligibility phase is an opportunity to create a “concept” plan that can be further refined and improved through the Site Plan Review process. As mentioned above, this plan is not set in stone at this time, but is a general illustration of the project. This step simply acknowledges that the proposed public benefits, as currently described, justify the requested deviations in the ordinance to qualify it as a Planned Unit Development.


The revised submittal provides additional information about several main issues brought up at the last discussion with the Planning Commission.

- The applicant has clarified how the linear park, daylighting of the river, and the traffic improvements will be paid for, confirming that the developer (and not the City) will be financing these items.
- The number of parking spaces has been increased to ensure the parking requirements for the various uses along Cady Street can be met. Information about how the Farmer’s Market will be accommodated and the surface lot shared with other uses has also been provided.
- The density of the project has been reduced further. In addition, information regarding the acreage in the various Master Plan Sub-Areas was provided so that an “overall” density for the entire project could be more accurately calculated and compared with an overall Master Plan density.

In our opinion, the project meets the PUD “eligibility” criteria. If the Planning Commission agrees, we would recommend that the following conditions be considered as part of a motion that affirms PUD eligibility:

1. Condition: Approval of traffic and utility improvements by the City Engineer and Wayne County, and successful negotiations on financing with City Council, if needed, through the PUD Agreement during the Site Plan Review phase.
2. Condition: The proposed 3-story townhome height is (is not) acceptable. If not acceptable, the appropriate height will be determined during the Site Plan Review process.

---

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

# 153-1801

cc: Pat Sullivan, City Manager  
Shari Allen, Building Department  
Brent Strong, Building Official  
Lloyd Cureton, DPW Director



## Northville Downs - Eligibility Draft Motions

### Determination of PUD Eligibility

Based upon the information received from the applicant, and reflected in the minutes of this meeting, the Planning Commission finds that the Planned Unit Development (PUD), proposed for the area generally described as the south side of Cady Street, on the Racetrack property, and on the Farmer's Market property, and illustrated on the plans dated March 26, 2019 meets the criteria for PUD Eligibility, pursuant to Section 20.05(2) – PUD Eligibility of the Zoning Ordinance. Determination of PUD Eligibility is granted with the following conditions:

- A. Traffic and utility improvements are approved by the City Engineer and Wayne County, and negotiations on financing with City Council are successful, if needed, through the PUD Agreement, during the Site Plan Review phase.
- B. The proposed 3-story townhome height is (is not) acceptable. If not acceptable, the appropriate height will be determined during the Site Plan Review process.

C. \_\_\_\_\_

D. \_\_\_\_\_

This action is based on the fact that the request meets the following PUD Eligibility criteria for the reasons indicated: **(NOTE TO PC: IF YOU AGREE WITH THE CWA ANALYSIS FOR EACH CRITERION, INSTEAD OF PROVIDING A REASON FOR EACH CRITERION BELOW, YOU MAY SIMPLY REFER TO THE CWA REVIEW.)**

- A. **Criterion: The PUD results in one of the following: A material benefit to users of the project and to the community, long-term preservation of natural features, long-term protection of historic structures, or reducing a non-conforming use.**

The proposal meets this criterion because:

i. \_\_\_\_\_

ii. \_\_\_\_\_

- B. **Criterion: The proposed type and density of use shall not result in an unreasonable increase in need for or burden upon public services, facilities, roads and utilities.**

The proposal meets this criterion because:

i. \_\_\_\_\_

ii. \_\_\_\_\_

**C. Criterion: The PUD is harmonious with public health, safety and welfare of the City.**

The proposal meets this criterion because:

i. \_\_\_\_\_

ii. \_\_\_\_\_

**D. Criterion: The PUD shall not result in an unreasonable negative environmental impact or loss of a historic structure on the subject site or surrounding land.**

The proposal meets this criterion because:

i. \_\_\_\_\_

ii. \_\_\_\_\_

**E. Criterion: The PUD shall not result in an unreasonable negative economic impact upon surrounding properties.**

The proposal meets this criterion because:

i. \_\_\_\_\_

ii. \_\_\_\_\_

**F. Criterion: The PUD shall be under single ownership and/or control such that there is a single person, corporation, or partnership having responsibility for completing the project in conformity with this Ordinance.**

The proposal meets this criterion because:

i. \_\_\_\_\_

ii. \_\_\_\_\_

**G. Criterion: The PUD shall be consistent with the Goals and Policies of the City of Northville Master Plan.**

The proposal meets this criterion because:

i. \_\_\_\_\_

ii. \_\_\_\_\_

- H. Criterion: The proposed uses shall be of such location, size, density and character as to be in harmony with the zoning district in which it is situated, and shall not be detrimental to the adjoining zoning districts.**

The proposal meets this criterion because:

- i. \_\_\_\_\_
- ii. \_\_\_\_\_

- I. Criterion: The PUD is not proposed in an attempt by the applicant to circumvent the strict application of zoning standards.**

The proposal meets this criterion because:

- i. \_\_\_\_\_
- ii. \_\_\_\_\_

**-OR-**

**Refer Back to the Applicant – PUD Eligibility**

Move to refer the Planned Unit Development (PUD) proposed for the area generally described as the south side of Cady Street, on the Racetrack property, and on the Farmer's Market property, and illustrated on the plans dated March 26, 2019, back to the applicant, to allow the applicant time to address the following items:

- A.** \_\_\_\_\_
- B.** \_\_\_\_\_
- C.** \_\_\_\_\_

**-OR-**

### **Determination of PUD Ineligibility**

Based upon the information received from the applicant, and reflected in the minutes of this meeting, the Planning Commission finds that the Planned Unit Development (PUD), proposed for the area generally described as the south side of Cady Street, on the Racetrack property, and on the Farmer's Market property, and illustrated on the plans dated March 26, 2019 does not meet the criteria for PUD Eligibility, pursuant to Section 20.05(2) – PUD Eligibility of the Zoning Ordinance.

This action is based on the fact that the request does not meet the following PUD Eligibility criteria for the reasons indicated:

- A. Criterion: The PUD results in one of the following: A material benefit to users of the project and to the community, long-term preservation of natural features, long-term protection of historic structures, or reducing a non-conforming use.**

The proposal does not meet this criterion because:

- i. \_\_\_\_\_
- ii. \_\_\_\_\_

- B. Criterion: The proposed type and density of use shall not result in an unreasonable increase in need for or burden upon public services, facilities, roads and utilities.**

The proposal does not meet this criterion because:

- i. \_\_\_\_\_
- ii. \_\_\_\_\_

- C. Criterion: The PUD is harmonious with public health, safety and welfare of the City.**

The proposal does not meet this criterion because:

- i. \_\_\_\_\_
- ii. \_\_\_\_\_

- D. Criterion: The PUD shall not result in an unreasonable negative environmental impact or loss of a historic structure on the subject site or surrounding land.**

The proposal does not meet this criterion because:

- i. \_\_\_\_\_
- ii. \_\_\_\_\_

- E. Criterion: The PUD shall not result in an unreasonable negative economic impact upon surrounding properties.**

The proposal does not meet this criterion because:

- i. \_\_\_\_\_
- ii. \_\_\_\_\_

- F. Criterion: The PUD shall be under single ownership and/or control such that there is a single person, corporation, or partnership having responsibility for completing the project in conformity with this Ordinance.**

The proposal does not meet this criterion because:

- i. \_\_\_\_\_
- ii. \_\_\_\_\_

- G. Criterion: The PUD shall be consistent with the Goals and Policies of the City of Northville Master Plan.**

The proposal does not meet this criterion because:

- i. \_\_\_\_\_
- ii. \_\_\_\_\_

- H. Criterion: The proposed uses shall be of such location, size, density and character as to be in harmony with the zoning district in which it is situated, and shall not be detrimental to the adjoining zoning districts.**

The proposal does not meet this criterion because:

- i. \_\_\_\_\_
- ii. \_\_\_\_\_

- I. Criterion: The PUD is not proposed in an attempt by the applicant to circumvent the strict application of zoning standards.**

The proposal does not meet this criterion because:

- i. \_\_\_\_\_
- ii. \_\_\_\_\_



December 21, 2018

Marianne Barry  
239 High St.

Dear Member (s) of the Northville Planning Commission,

I am writing this letter in response to the Planning Meeting I attended on December 18, 2018 pertaining to "The Downs" development request for PUD.

I respect the fact that Hunter Pasteur Developers made some adjustments to their previous proposal. The day lighted river, eliminating the homes on River St. and the addition of Farmer's Market options were appreciated and a good start. However, there continue to be items I am still concerned with.

The items that are of greatest concern to me include:

- Density of the proposed townhomes and their height
- Traffic and road access issues in general but very concerned with pedestrian safety
- Lack of direct road connection to Beal Town
- Concerns with integrating "The Downs" into the fabric of current Northville (both visually and assess to the town).
- 10.4 million request by Hunter Pasteur Developers for remediation of site

As a 45 year resident of the City of Northville I have the right to be selective and to analyze this huge development with a critical eye. Once the planning commission approves the requested PUD I fear that the development will move forward without our input whether it be advantageous or detrimental to our town. I was pleased to hear that the PUD request was postponed. We simply do not have enough specific information from the developer at this point to move forward nor do we have assurances that what is in the Master Plan will be followed. We shouldn't be bullied or threatened into something all parties do not agree on.

This development as currently proposed by Hunter Pasteur Developers is not what the residents of Northville want for that site. I believe with time and mutual planning and discussion between all parties we can develop a site plan that we all can agree on and support. I am encouraging all of my neighbors to attend the next meeting.

Thank you for your commitment and dedication to Northville!

Sincerely,

Marianne Barry

**From:** [Liz Cezat](#)  
**To:** [Dianne Massa](#)  
**Cc:** [Patrick Sullivan](#)  
**Subject:** comment to forward to the Planning Commission  
**Date:** Friday, December 28, 2018 9:44:56 AM

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This is from a reader of City News:

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**From:** Phyllia Mitcham <oscarandbaby@sbcglobal.net>  
**Sent:** Thursday, December 27, 2018 7:26 PM  
**To:** City of Northville <northvilleupdate@muniweb.com>  
**Subject:** Re: Northville City News: Update on Northville Downs redevelopment plans.  
December 27, 2018

Please don't allow a lot of building. We know you want tax money. We don't need a round a bout. I haven't spoken to anyone that likes them. Most of our friends believe they are dangerous. Some of our friends avoid streets with them. Simply an extra lane on 7 Mile would help. The round a bout would interfere with 7 Mile and Hines. It would be a mess with traffic coming from Hines Dr. and 7 Mile. Do you really need a few extra homes? Why not a nice park for families? A park for families after shopping at the Farmers Market. Some extra parking spaces would help. Keep Northville quaint. Don't spoil it.

Liz Cezat  
Communications Manager  
City of Northville  
248-305-2703

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<http://tinyurl.com/gpwl5lf>

**From:** [Michelle Massel](#)  
**To:** [City Council](#)  
**Cc:** [Dianne Massa](#)  
**Subject:** FW: Northville Downs development  
**Date:** Friday, March 29, 2019 3:31:11 PM

---

Council – FYI

Dianne, Would you forward to the Planning Commission please?

~Michelle

---

**From:** brian mccafferty [<mailto:brianmccafferty@hotmail.com>]  
**Sent:** Wednesday, March 27, 2019 1:06 AM  
**To:** Michelle Massel <[mmassel@ci.northville.mi.us](mailto:mmassel@ci.northville.mi.us)>  
**Subject:** Re: Northville Downs development

To whom it may concern,

The Northville Downs property proposed development plan is nothing more than building a subdivision right inside of a small City. It's one of the most ridiculous plans possible. I've been a developer my entire adult life, 30 or so years, and this proposal is just irresponsible. It provides no parking garage/decks for public use which our City is in serious need of. It provides no true traffic assessment as happening currently and what a large new development would create for future traffic management concerns. I mean Sheldon already backs up to 6 Mile road. The new Developer will likely have to avail to the County/City a fair amount of property to help solve the impending traffic disaster, made even worse than it already is, by said development. The new plan represents a mere 17 to 18,000 sq ft of commercial space which is drastically short of what should be created. On that thought line this development would be a perfect project to bring in an anchor store like Whole Foods or perhaps say a Plum Market. It truly needs to be a mixed use development not just a bunch of apartments and houses. Lastly, what ever happened to earlier thoughts or ideas of unearthing the river and creating a beautiful boardwalk along it. I'm all for growth/development or cities just die over time. However, this plan is far from a winner. Nice dated renderings btw, did Mike Brady actually author those back while his TV show was running?!

Sincerely,

Brian McCafferty  
(248)840-9069

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**From:** Michelle Massel <[mmassel@ci.northville.mi.us](mailto:mmassel@ci.northville.mi.us)>  
**Sent:** Friday, March 22, 2019 8:32:49 AM  
**To:** 'brian mccafferty'  
**Subject:** Northville Downs development

Hi Brian,

Nice to talk with you yesterday, I am sending you the email reminder I promised for you to email me your thoughts on the Downs development. You can address it to the Planning Commission and Mayor and City Council. Let me know if you have any questions.

Sincerely,

Michelle Massel  
Executive Assistant  
City Manager's Office  
City of Northville  
248-449-9905

**From:** [Michelle Massel](#)  
**To:** [Dianne Massa](#)  
**Subject:** FW: Downs Development  
**Date:** Tuesday, April 02, 2019 2:11:54 PM

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Will you please forward to the Planning Commission? Thank you!

-----Original Message-----

From: Patrick Sullivan  
Sent: Tuesday, April 02, 2019 10:23 AM  
To: Barbara Eckhout <[eckhouts@yahoo.com](mailto:eckhouts@yahoo.com)>  
Subject: RE: Downs Development

Good Morning Barbara,

Thank you for your comments regarding the Downs project. I will pass this along to the Planning Commission and City Council. If you would like to discuss your concerns further, please give me a call.

Patrick Sullivan, City Manager  
City of Northville  
215 W. Main Street  
Northville, MI 48167  
(248) 449-9905

-----Original Message-----

From: Barbara Eckhout [<mailto:eckhouts@yahoo.com>]  
Sent: Tuesday, April 02, 2019 10:17 AM  
To: Patrick Sullivan <[psullivan@ci.northville.mi.us](mailto:psullivan@ci.northville.mi.us)>  
Subject: Downs Development

Worried about the following

1. Daylighting cost to taxpayers
2. Traffic and roads
3. Density

4. Decline in my property value

If this is not done correctly it will ruin our town forever !

Thank you for your time.

Barbara Eckhout

Sent from my iPhone



**From:** [Michelle Massel](#)  
**To:** [Dianne Massa](#)  
**Subject:** FW: Northville Downs Project  
**Date:** Thursday, April 11, 2019 12:27:51 PM

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**From:** Ken Roth  
**Sent:** Wednesday, April 10, 2019 5:03 PM  
**To:** Michelle Massel <[mmassel@ci.northville.mi.us](mailto:mmassel@ci.northville.mi.us)>  
**Subject:** FW: Northville Downs Project

Michelle,  
Please forward this correspondence to the recipients requested at the bottom.  
Thanks,  
Ken

---

**From:** Jacqueline Dobson <[jdobson@ameritech.net](mailto:jdobson@ameritech.net)>  
**Sent:** Tuesday, April 9, 2019 3:38 PM  
**To:** Patrick Sullivan <[psullivan@ci.northville.mi.us](mailto:psullivan@ci.northville.mi.us)>; Ken Roth <[kroth@ci.northville.mi.us](mailto:kroth@ci.northville.mi.us)>  
**Subject:** Northville Downs Project

Dear Mr. Kroth,

I am a city resident and would like to share my comments and concerns regarding the Hunter Pasteur PUD request for the Northville Downs Property. I have been attending all of the public meetings and feel the need to share my thoughts. I understand this property will ultimately be developed, whether by Hunter Pasteur or a future developer. I also understand the city has a responsibility to its citizens to hear their comments, abide by the current zoning, and most importantly, ensure this once-in-a-lifetime project focuses on its residents and creates a new neighborhood that is fully and seamlessly integrated into our city. Here are my concerns, in no particular order:

- \*The use of an outdated traffic study that does not reflect the traffic we see in 2019.
- \*The allowance of on-street parking for the residents of the multi-tenant buildings instead of requiring two parking spots per unit. I know of no two bedroom apartments where there are fewer than two adults both owning cars. Also, the city currently prohibits parking overnight in the city. Why would we make this rule different for the new neighborhood? The builder should be creating additional parking spots.
- \* The planning commission needs to be cognizant of all of the other current building projects that have already received approval and those already under consideration along with this project. When addressed collectively, instead of separately, the commission will have a more accurate picture of exactly how much impact these developments will have on our community.
- \* The density needs to be addressed. I understand the need for condos and apartments, but the city's infrastructure from grocery stores, to restaurants, to schools, to traffic cannot support the estimated density increases.
- \* The need for a legal and binding requirement to have the promised road and utility infrastructure in place before any building starts.
- \* The developer cannot push off to the county road commission the need/approval and hold themselves harmless. It needs to be a partnership, planned and executed in advance.
- \* There has been much discussion about the traffic increase at 7 mile and Center and zero discussion regarding the traffic increase at 8 Mile and Center. While the planned development is definitely closer to 7 Mile, the traffic at 8 Mile (which is already backed up) will increase as well.
- \* More focus and importance should be placed on what the residents say, instead of focusing on what the developer wants. At the end of the day, the developer will be gone, and the residents will be left to deal with the results.

- \* Consider a bond/taxes/fundraisers to purchase a portion of this property where the city could build a truly unique area for our city. The possibilities are endless and could truly become a destination.
- \*Farmers Market logistics for setting up the market and keeping others from parking where it will be held.
- \* Just follow the rules. I just I feel like the planners/city officials are siding with the developers on key items instead of taking more time to actually understand and manage the developers wants, and their expectations.
- \* I do not think our city should be in a hurry to approve this planned development to appease the developer. Take as much time as needed to actually understand the ramifications. Sitting in the meetings, I saw a lot of hesitation, and heard no one step up and say "we need more time to study this"

In closing, I appreciated how much work, time and attention and project of this magnitude entails. I appreciate each and every one of you for the hard work you are doing. I do however, implore you to think about how we want to see our town 10 years from now. You have the power and responsibility to determine the future of our city. Thank you for your time, attention and consideration.

Respectfully,  
Jacqueline Dobson  
235 Rayson  
Northville, MI 481678

Please make sure to copy:

Thomas Barry  
Marc Russell,  
Jeffrey Snyder  
Donna Tinberg  
James C. Allen\*  
Nancy Darga Etim  
Sam Ekonpig  
Marilyn Price  
Sally Elmiger, \*  
Pat Sullivan,

**From:** [Patrick Sullivan](#)  
**To:** [Dianne Massa](#); [Michelle Massel](#)  
**Cc:** [Sally Elmiger](#)  
**Subject:** FW: Comments from City Resident: Downs Development  
**Date:** Thursday, April 11, 2019 4:10:01 PM

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Please forward to Planning Commission and City Council.

**From:** Matt Landry [mailto:matt.b.landry@gmail.com]  
**Sent:** Thursday, April 11, 2019 2:42 PM  
**To:** Patrick Sullivan <psullivan@ci.northville.mi.us>  
**Subject:** Comments from City Resident: Downs Development

Dear Patrick,

My name is Matt Landry and my wife, Kari, and I are homeowners at 416 Beal St. downtown. We moved to Northville 5 years ago, got married, then bought our first home down the street from the one we rented. We are excited for the prospect of staying for a long time, especially as the Downs is nearing a major development which will occur a literal stone's throw from our home. We walk (usually with our dogs) and/or use the amenities of our downtown on a daily basis.

We are not able to make the planning commission meeting on April 16th. This email is therefore to voice my support for the newest PUD submitted by Randy Wertheimer. I am hoping someone will make my support known at the meeting. I attended a Bealtown meeting with Randy last fall. We voiced our concerns and he took them seriously. The commission asked for additional changes, and he has appeared to take each of them seriously. I believe this is our best chance to tastefully and tactfully making these major and long-awaited improvements to our city. I will admit to being skeptical that Randy would be any different than other developers, that showing up to meetings and "listening" was just for show. In the end, what's on paper doesn't lie. He is committed to developing the Downs to his own benefit, yes, as he must do, but with all our concerns and dreams for this property taken into account.

As a young person who wants to see Northville continue to maintain its heritage while evolving to support all types of residents, I think this PUD (yes I read the entire 3/26 PUD eligibility letter and site plan) is frankly a steal.

I share concerns about density, traffic, etc., but firmly believe that these are positive, not negative changes, and that they are well worth the trade-off of having an even more vibrant place to call home.

My wife and I are musicians and don't make a lot of money compared to the people who live around us. We consider the *quality* of life the most important thing...*how* we make a living, and the village that makes it possible. That's why we live in Northville. I would be extremely disappointed if HPH was unable to complete this development. But, we would stay and await the next developer who came along. How long we'd wait, who knows.

Thanks for reading. If you want to reach out, my contact info is below.

Thank you for your service to Northville.

-Matt

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Matthew Landry

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Personal Account

(734) 788-4934

416 Beal St.

Northville, MI 48167