



## Northville DDA Economic Development Committee

Thursday, March 24, 2022 – 8:00 am

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The Northville DDA is inviting you to a scheduled Zoom meeting of the Economic Development Committee scheduled for Thursday, January 27, 2022, 8:30 am. Join Zoom Meeting:

Via Computer at <https://us02web.zoom.us/j/86822407018>

Meeting ID: **868 2240 7018**

Via Phone: **1-312-626-6799**

### Meeting Agenda:

1. Social District Legislation
  - a. Update (Attachment 1.a)
  - b. Sub Committee to review Social District Plan (Attachment 1.b)
    - i. Boundaries
    - ii. Hours of Operation
    - iii. Garbage Pickup and Maintenance
2. Northville Downs Project (Attachment 2)
  - a. Process to Review – Planning Commission (Attachment 2.a)
  - b. EDC Items to Review (Attachment 2.b)
  - c. Carlisle Wortman Staff Review (Attachment 2.c)
3. Next meeting – TBD

Act No. 27  
Public Acts of 2022  
Approved by the Governor  
March 10, 2022  
Filed with the Secretary of State  
March 10, 2022  
EFFECTIVE DATE: March 10, 2022

**STATE OF MICHIGAN  
101ST LEGISLATURE  
REGULAR SESSION OF 2022**

Introduced by Reps. Clements, Outman, Damoose, Hall, Filler, Bolden, Maddock, Tate, Hertel,  
Witwer and Yancey

## **ENROLLED HOUSE BILL No. 5090**

AN ACT to amend 1998 PA 58, entitled "An act to create a commission for the control of the alcoholic beverage traffic within this state, and to prescribe its powers, duties, and limitations; to provide for powers and duties for certain state departments and agencies; to impose certain taxes for certain purposes; to provide for the control of the alcoholic liquor traffic within this state and to provide for the power to establish state liquor stores; to prohibit the use of certain devices for the dispensing of alcoholic vapor; to provide for the care and treatment of alcoholics; to provide for the incorporation of farmer cooperative wineries and the granting of certain rights and privileges to those cooperatives; to provide for the licensing and taxation of activities regulated under this act and the disposition of the money received under this act; to prescribe liability for retail licensees under certain circumstances and to require security for that liability; to provide procedures, defenses, and remedies regarding violations of this act; to provide for the enforcement and to prescribe penalties for violations of this act; to provide for allocation of certain funds for certain purposes; to provide for the confiscation and disposition of property seized under this act; to provide referenda under certain circumstances; and to repeal acts and parts of acts," by amending section 551 (MCL 436.1551), as amended by 2021 PA 64.

*The People of the State of Michigan enact:*

Sec. 551. (1) The governing body of a local governmental unit may designate a social district that contains a commons area that may be used by qualified licensees that obtain a social district permit. A governing body of a local governmental unit shall not designate a social district that would close a road unless the governing body receives prior approval from the road authority with jurisdiction over the road. If the governing body of a local governmental unit designates a social district that contains a commons area under this section, the governing body must define and clearly mark the commons area with signs. The governing body shall establish local management and maintenance plans, including, but not limited to, hours of operation, for a commons area and submit those plans to the commission. The governing body shall maintain the commons area in a manner that protects the health and safety of the community. Subject to this subsection, the governing body may revoke the designation if it determines that the commons area threatens the health, safety, or welfare of the public or has become a public nuisance. Before revoking the designation, the governing body must hold at least 1 public hearing

on the proposed revocation. The governing body shall give notice as required under the open meetings act, 1976 PA 267, MCL 15.261 to 15.275, of the time and place of the public hearing before the public hearing. The governing body shall file the designation or the revocation of the designation with the commission. As used in this subsection:

(a) "Local road agency" means a county road commission or designated county road agency or city or village that is responsible for the construction or maintenance of public roads within this state.

(b) "Road authority" means a local road agency or the state transportation department.

(2) The holder of a social district permit may sell alcoholic liquor for consumption within the confines of a commons area if both of the following requirements are met:

(a) The holder of the social district permit sells and serves alcoholic liquor only on the holder's licensed premises.

(b) The holder of the social district permit serves alcoholic liquor to be consumed in the commons area only in a container to which all of the following apply:

(i) The container prominently displays the social district permittee's trade name or logo or some other mark that is unique to the social district permittee under the social district permittee's on-premises license.

(ii) The container prominently displays a logo or some other mark that is unique to the commons area.

(iii) The container is not glass.

(iv) The container has a liquid capacity that does not exceed 16 ounces.

(3) If the commission issues a special license to a special licensee whose event is to be held within a commons area located within a social district, for the effective period of the special license, and subject to the commission's approval, the governing body of the local unit of government shall delineate the portion of the commons area to be utilized exclusively by the special licensee and the portion of the commons area to be used exclusively by social district permittees.

(4) A purchaser may remove a container of alcoholic liquor sold by a holder of a social district permit under subsection (2) from the social district permittee's licensed premises if both of the following conditions are met:

(a) Except as otherwise provided in subdivision (b), the purchaser does not remove the container from the commons area.

(b) While possessing the container, the purchaser does not enter the licensed premises of a social district permittee other than any of the following:

(i) The social district permittee from which the purchaser purchased the container.

(ii) A social district permittee whose licensed premises is a class B hotel.

(5) The consumption of alcoholic liquor from a container described in subsection (2)(b) in the commons area as allowed under this section may occur only during the hours of operation under the local management and maintenance plans established by the governing body of the local unit of government under subsection (1).

(6) A qualified licensee whose licensed premises is shared by and contiguous to a commons area in a social district designated by the governing body of a local governmental unit under this section may obtain from the commission an annual social district permit as provided in this section. The social district permit must be issued for the same period and may be renewed in the same manner as the license held by the applicant. The commission shall develop an application for a social district permit and shall charge a fee of \$250.00 for a social district permit. An application for a social district permit must be approved by the governing body of the local governmental unit in which the applicant's place of business is located before the application is submitted to the commission and before the permit is granted by the commission. The \$250.00 permit fee under this subsection must be deposited into the liquor control enforcement and license investigation revolving fund under section 543(9).

(7) As used in this section:

(a) "Commons area" means an area within a social district clearly designated and clearly marked by the governing body of the local governmental unit that is shared by and contiguous to the premises of at least 2 other qualified licensees. Commons area does not include the licensed premises of any qualified licensee.

(b) "Local governmental unit" means a city, township, village, or charter authority.

(c) "Qualified licensee" means any of the following:

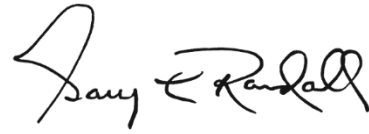
(i) A retailer that holds a license, other than a special license, to sell alcoholic liquor for consumption on the licensed premises.

(ii) A manufacturer with an on-premises tasting room permit issued under section 536.

(iii) A manufacturer that holds an off-premises tasting room license issued under section 536.

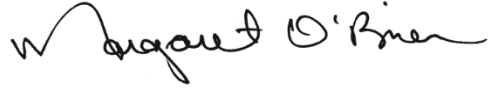
(iv) A manufacturer that holds a joint off-premises tasting room license issued under section 536.

This act is ordered to take immediate effect.



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Clerk of the House of Representatives



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Secretary of the Senate

Approved \_\_\_\_\_

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Governor



# Northville Social District Application

August 2020

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# Narrative

On July 1, 2020 Governor Whitmer signed into law Public Act 124 of 2020 – the Social District legislation. The new law is designed to provide some relief to Michigan’s food service industry, which like so many sectors of the economy has been devastated by the pandemic and continues to face challenges with managing safety and financial stability while opening for service. The new law would allow a municipality to establish a “Social District” that would provide licensed permit holders the ability to obtain a permit to sell alcohol to customers for consumption in the Commons Area of a Social District.

The DDA, working with the business owners and City administration, developed a Reopening Plan for Downtown that has provided an opportunity for all of the downtown businesses to reopen safely and with the maximum capacity allowed under the Governor’s Executive Orders. The plan recommends the use of several tools including Northville’s special event application, the Limited Permanent Outdoor Service Area Permits (MLCC Form 204a), and the establishment of a Social District per Public Act 124 of 2020. On June 5, 2020, the Northville City Council took the first step in implementing the Reopening Plan when they approved a special event application to close E. Main Street between Center and Hutton Streets and N. Center between Main and Dunlap Streets to vehicular traffic.

The streets were closed on June 16th and restaurants expanded into the street and retail expanded onto the sidewalks. The closing of streets to vehicular traffic and expanded outdoor dining have allowed the restaurants to make up some of the seats that were lost due to the Governor’s requirements for reduced capacity and social distancing. The street closures have been a tremendous success and provided a wide and safe path for pedestrians to utilize.

In addition to the implementation of the special event application, thirteen restaurants have applied for and received a Limited Permanent Outdoor Service Area Permits (MLCC Form 204a). The permit allows the license holder to serve alcohol in an expanded service area with the permission of the local municipality until October 31, 2020. The MLCC has worked hard to process the applications quickly so that license holders can maximize their outdoor seating.

The third tool that the City of Northville would like to implement is the establishment of a Social District as permitted under Public Act 124 of 2020. Downtown restaurants already participating in the Reopening Plan with expanded outdoor seating have expressed interest in the establishment of a Social District. If established, a Social Districts would include a Commons Area where two or more contiguous licensed establishments (bars, distilleries, breweries, restaurants and tasting rooms) could sell alcoholic beverages in

special cups to be taken into the Commons Area for consumption. The Commons Area would need to be clearly identified through signage and at least two qualified licenses must be contiguous to the Commons Area. The alcohol must be served in a container that has the logo of the Commons Area and the logo of the permit holder clearly marked on the container. The container cannot be made of glass. The person purchasing the alcohol can only consume the alcohol in the Commons Area. The Commons Area cannot include the licensed premises of any qualified licensee.

Several of the restaurants have applied for additional outdoor bar licenses; others have expressed an interest in selling street food or providing live music to add to the vitality of the area. The establishment of the Social District will provide the restaurant owners the ability to serve a drink that could be consumed in the Commons Area while waiting for a table or taking a drink to go after the meal to help turn tables over more quickly. Additional tables and chairs could be added to the Commons Areas currently closed to traffic to provide additional seating that is spread out and socially distanced.

A 5-foot-wide area adjacent to the businesses will remain open for pedestrian circulation and to comply with ADA requirements. An eighteen-foot-wide area along the road will be open for pedestrian access as well as serve as the public safety route. DDA staff has spoken with the Fire Chief and Fire Marshall in order to provide sufficient width for public safety vehicles.

Town Square and Old Church Square will be used for carry out dining. Individual restaurants will not serve in the two areas, but they will serve as part of the designated Commons Areas within the Social District. The DDA is working with seasonal DDA employees and adjacent business owners to help keep the area picked up and wiped down. Maps are included on page 3 showing the boundaries of the Social District and on page 4 showing the boundaries of the Commons Area.

# City Council Resolution

## Resolution # 20 -21

### Resolution #20-21

WHEREAS, Michigan Public Act 124 of 2020 was signed into law on July 1, 2020; and

WHEREAS, the law allows Michigan municipalities to establish Social Districts that allow for Common Areas where two or more contiguous licensed establishments could sell alcoholic beverages in special cups to be taken into the Commons Area for consumption; and

WHEREAS, the Northville Social District would be created and managed by the city through its Downtown Development Authority; and

WHEREAS, the Northville Social District boundaries are N. Center Street from Main to Dunlap and E. Main from Center to Hutton; and

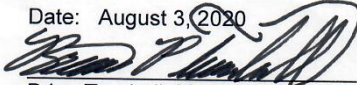
WHEREAS, the Commons Area boundaries are identical to the Social District boundaries. The Commons Area includes the sidewalks and streets within the boundaries that are not included in the qualified licensee's premises along with two public plazas Old Church Square and Northville Square; and

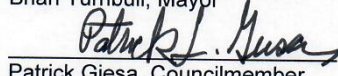
WHEREAS, the City of Northville will follow all stipulations of Michigan Public Act 124 of 2020 and follow established best practices in the creation and maintenance of the Social District; and

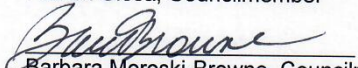
WHEREAS, the creation of the Northville Social District would be an immediate draw to Downtown Northville and be a viable solution; and

NOW, THEREFORE, BE IT RESOLVED that the Northville City Council does hereby approve the creation of the Northville Social District for consideration by the Michigan Liquor Control Commission.

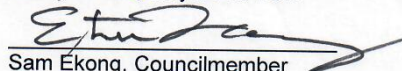
Date: August 3, 2020

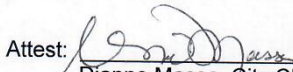
  
Brian Turnbull, Mayor

  
Patrick Giesa, Councilmember

  
Barbara Moroski-Browne, Councilmember

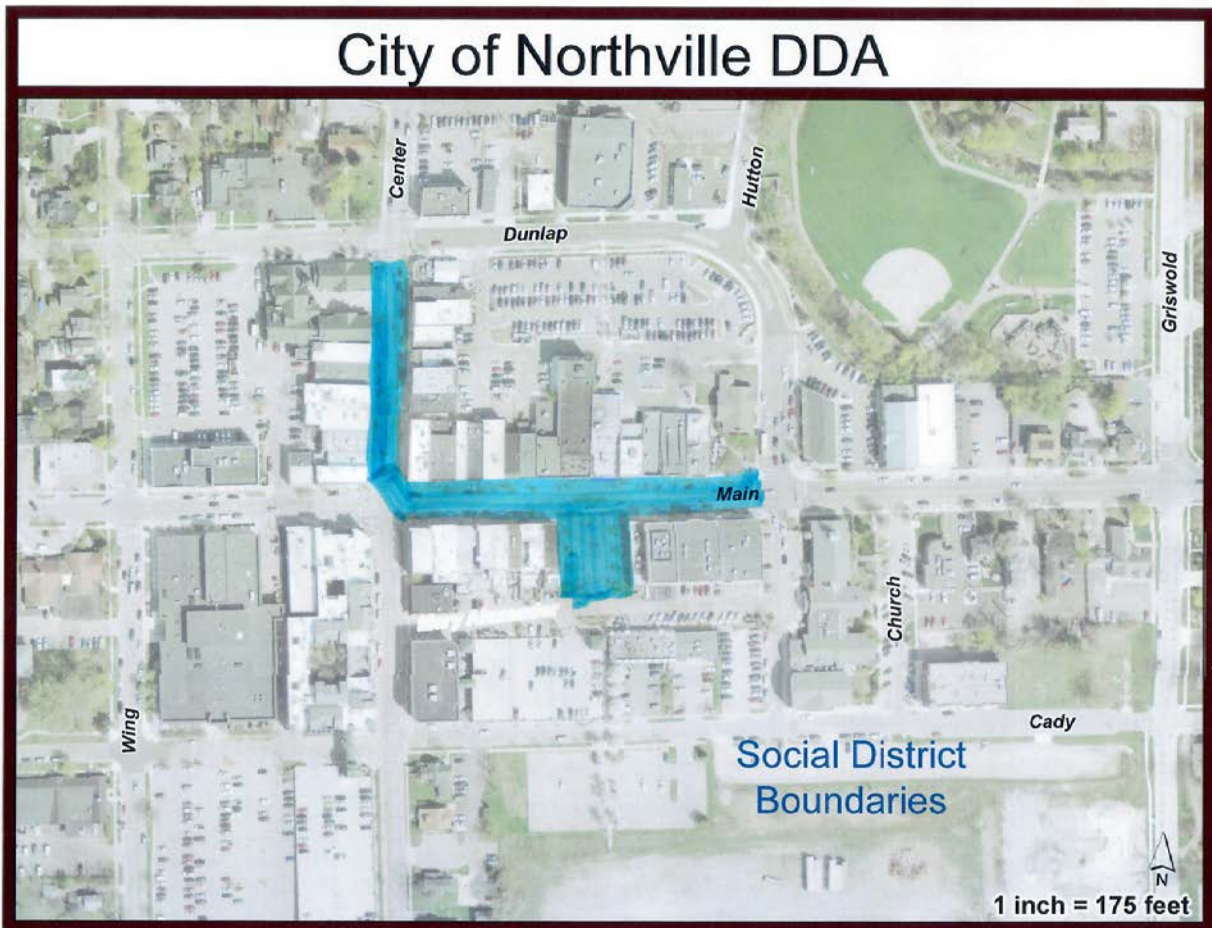
  
Marilyn Price, Mayor Pro Tem

  
Sam Ekong, Councilmember

Attest:   
Dianne Massa, City Clerk, CMC

# Social District Map

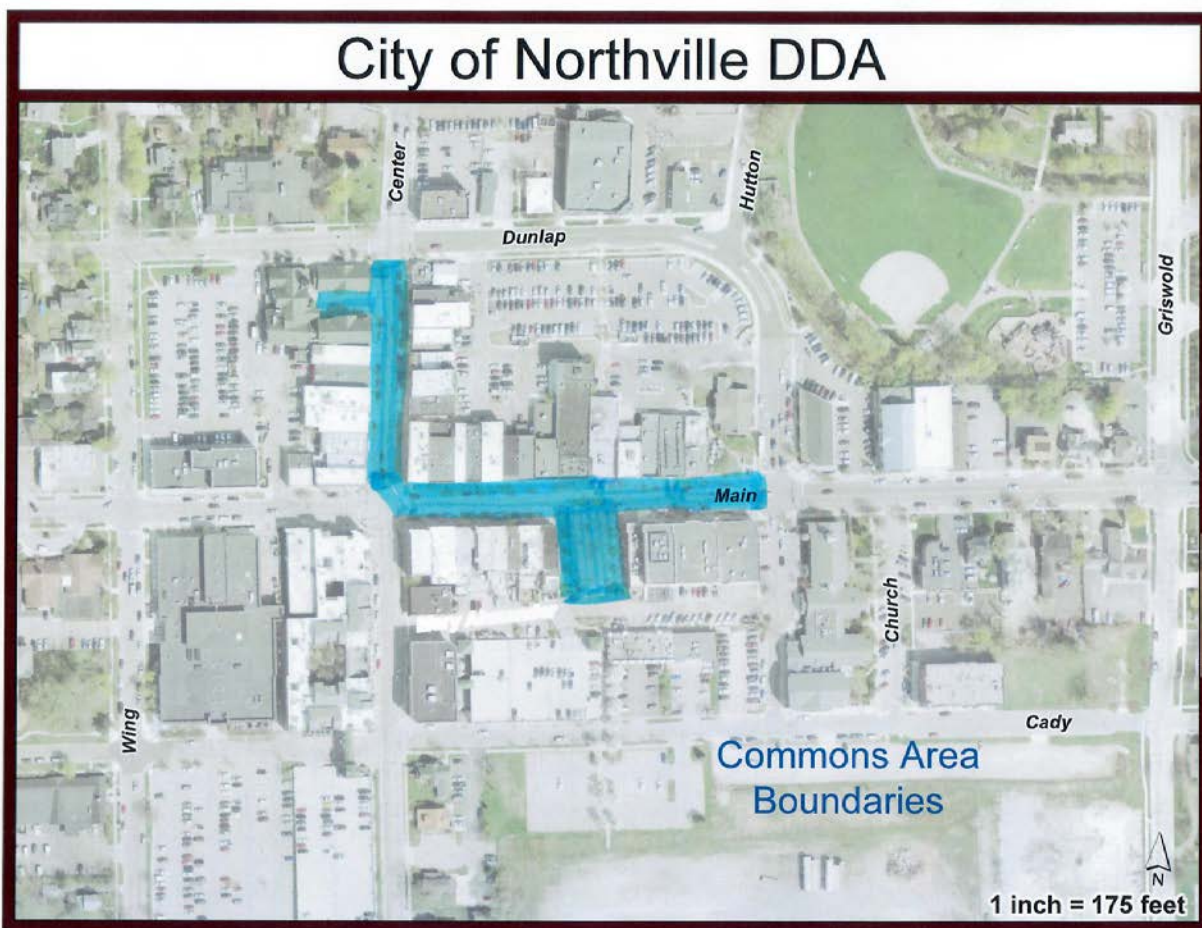
The boundaries of the Northville Social District will encompass the 4 main blocks of Downtown Northville and will be bounded to the south by Cady Street, to the west by Wing Street, to the north by Dunlap Street and to the east by Hutton Street.





# Commons Area Map

Commons Area means an area (one or more) within a Social District that is clearly designated and clearly marked by the municipality and that is shared by and contiguous to the premises of at least two qualified licensees. A Commons Area does not include the license premises of any qualified licensee. The boundaries of the Commons Area would be the same as the current Reopening Downtown plan boundaries. The boundaries would be N. Center Street from Main to Dunlap and E. Main from Center to Hutton. The streets, which are under the jurisdiction of the City of Northville, will be closed to vehicular traffic until October 31, 2020. The Commons Area would include the sidewalks and streets that are not included in the qualified licensee's premises along with two public plazas Old Church Square and Northville Square.



# Management Plan

The Downtown Development Authority will serve as the manager for the Northville Social District. DDA staff will oversee the development of the plan, the submission of documents to the MLCC, coordinate with qualified licensees, and will monitor all aspects of the Social District. The management of the Social District will be assisted by other City departments including Police, Fire, Public Works, Clerk and Finance.

## **Boundaries:**

The boundaries of the Northville Social District will encompass the 4 main blocks of Downtown Northville and will be bounded by the south by Cady Street, west by Wing Street, north by Dunlap Street and east by Hutton Street. See page 3 for the Social District Map. Commons Area means an area (one or more) within a Social District that is clearly designated and clearly marked by the municipality and that is shared by and contiguous to the premises of at least two qualified licensees. A Commons Area does not include the license premises of any qualified licensee. The boundaries of the Commons Area would be the same as the current Reopening Downtown plan boundaries. The boundaries would be N. Center Street from Main to Dunlap and E. Main from Center to Hutton. The streets, which are under the jurisdiction of the City of Northville, will be closed to vehicular traffic until October 31, 2020. The Commons Area would include the sidewalks and streets that are not included in the qualified licensee's premises along with two public plazas Old Church Square and Northville Square. See page 4 for the Commons Area map.

## **Potential participating license holders:**

In order to qualify to obtain a Social District permit, at least two licensees must be contiguous to the Commons Area. There is an annual fee of \$250 that is paid to the State of Michigan. There are currently eight downtown restaurants that would meet the MCC's qualification to apply for a Social District permit. They include: Lucy & the Wolf, Browndog Creamery, LeGeorge, Genittis, Table 5, 160 Main, Poole's Tavern, Center Street Grill. Simply Wine is in the process of applying for their local outdoor dining permit and MLCC Limited Permanent Outdoor Service Area permit. If they receive these two permits, they would also be eligible to obtain a Social District permit. The Social District permit would allow the qualified licensee to sell alcohol for consumption within the confines of the Commons Area as long as the qualified licensee only sold and served alcohol on its licensed premises and only served alcohol to be consumed in the Commons Area.

## **Insurance and Liability:**

Working with the City Clerk, the DDA obtained special event insurance which allows the restaurants and bars to expand service into the streets and allows retailers to expand onto the sidewalks. The City's municipal risk managers (MMRMA) confirmed that no additional premiums were required for the Social District designation. The City already has coverage for alcohol related claims. The new law requires the commons area to be clearly identified through signage. Participating license holders would be required to secure their own liability insurance as required by the City.



**Operations:**

It is the intent of the City of Northville to establish the Social District and Commons Area and allow use of the Commons Area until the Limited Permanent Outdoor Service Area permits expire on October 31, 2020. In future years the Northville Social District would operate from Memorial Day to Labor Day each year. Operations would be four days a week – Thursday, Friday, Saturday, and Sunday. The Commons Area would be open from 4:00 pm to 10:00pm. After 10:00 pm, Social District beverages cannot be sold in participating establishments nor possessed and consumed in the Commons Areas. After 10:00 pm, consumption of alcoholic beverages must be contained within the license holders' service area.

**Marketing:**

The Northville Social District will have a branded name and logo for marketing purposes. The DDA is working with designer, Buzz Bizzel to develop the brand for the project. Marketing will be achieved through traditional free media, paid advertising, and extensive social media. The DDA would provide participating restaurants and bars with the graphic packets to utilize in their own media campaigns.

**Entertainment:**

The DDA has scheduled music every Friday and Saturday evenings from 5:00 – 7:00 pm on Center Street and 7:00 pm – 9:00 pm on Main Street. During the summer of 2020, the musicians are either single acts or duos, and are not big concert names as Northville has booked in previous summers. The music on Main Street is tucked underneath the Marquis, behind the clock. The music is meant to be background music and not a concert. The DDA has had signs made that encourage visitors to social distance, wear a mask and not bring lawn chairs.

Both E. Main Street and N. Center Streets have areas with corn hole and other games and well as tables, chairs, and umbrellas to utilize while listening to the music. Several restaurants have begun providing live music within their expanded outdoor dining area. The DDA also provides recorded music through a sound system located in Town Square on nights that live music is not being provided by the DDA or private entities.

In future years of the program, the DDA will provide music on Friday and Saturday nights. Music on Main concerts will be scheduled from Memorial Day weekend to Labor Day weekend in the Town Square Pavilion at 7:00 pm. The Wednesday night acoustic series, Northville Unplugged will be moved from Wednesday nights to Saturday nights in the Town Square Pavilion also at 7:00 pm.

**Social District financing:**

The DDA, in conjunction with the City of Northville, will provide funding for the expenses associated with the designation and operation of the Northville Social District. The majority of the expenses will be associated with keeping the area clean and safe. In addition, the DDA will spend funds to promote the social district through traditional advertising, public relations, and social medial.

**Social District logo and beverage containers:**

The DDA will develop a logo for the Northville Social District that can be utilized on print material, signage, cups, and banners. The Northville Social District logo is required to be printed on one side of the plastic or paper cups and the logo of the Social District permit holder on the other side. Requiring the permit holder to place their logo on the cup, will allow monitors to quickly identify the establishment that sold the beverage. The cups cannot hold more than 16 ounces of liquid. Northville District cups may not be reused, must remain in the establishment where they were purchased or in the Commons Area and may not be taken into another licensed establishment or other private business.

**Enforcement/Monitoring:**

The Northville Social District will utilize signage and already scheduled police patrol to monitor the Commons Area. The signs will be accompanied by a trash receptacle for customers to dispose of used Social District cups as they exit the district. In addition, there will be print information made available to each participating bar that clearly shows the boundaries, hours of operation and FAQs. The DDA and City will review the monitoring plan for compliance and will determine if additional security is needed in the future.

**Security:**

Two main streets in downtown are currently closed to vehicular traffic to allow expanded outdoor dining. The roads are secured at each end with traditional barricades and a row of water barricades, and one police car on each end to harden the entrance. The water barricades are used to stop a driver from either intentionally or accidentally entering the dining areas that have been extended into the road. There is frequent police patrol that monitors the area as part of the City's road patrol.

# Maintenance Plan

The DDA will monitor and oversee the general maintenance of the Northville Social District. In conjunction with the Department of Public Works, the DDA will be responsible for removal of daily trash from the Northville Social District.

## **Cleaning:**

The DDA has hired additional seasonal groundskeepers to assist in keeping the area clean and free of debris and wiping down tables and removal of trash. The permit holders of the Social District will also assist in the cleanup of the Common Areas as well and will locate a trash receptacle outside of its entrance for the disposal of Social District cups. Seasonal groundskeepers will power wash the Commons areas on a regular schedule and keep the area swept up and clean at all times.

## **Set-up:**

DDA staff will assist in marking the boundaries of the Social District and Commons Area signage. A trash receptacle will be placed next to each sign that marks the edge of the Commons Area so that patrons can dispose of their cups prior to leaving the authorized area. Each morning the DDA seasonal staff will wipe down all tables and chairs in the commons area and put up all umbrellas.

## **Seating:**

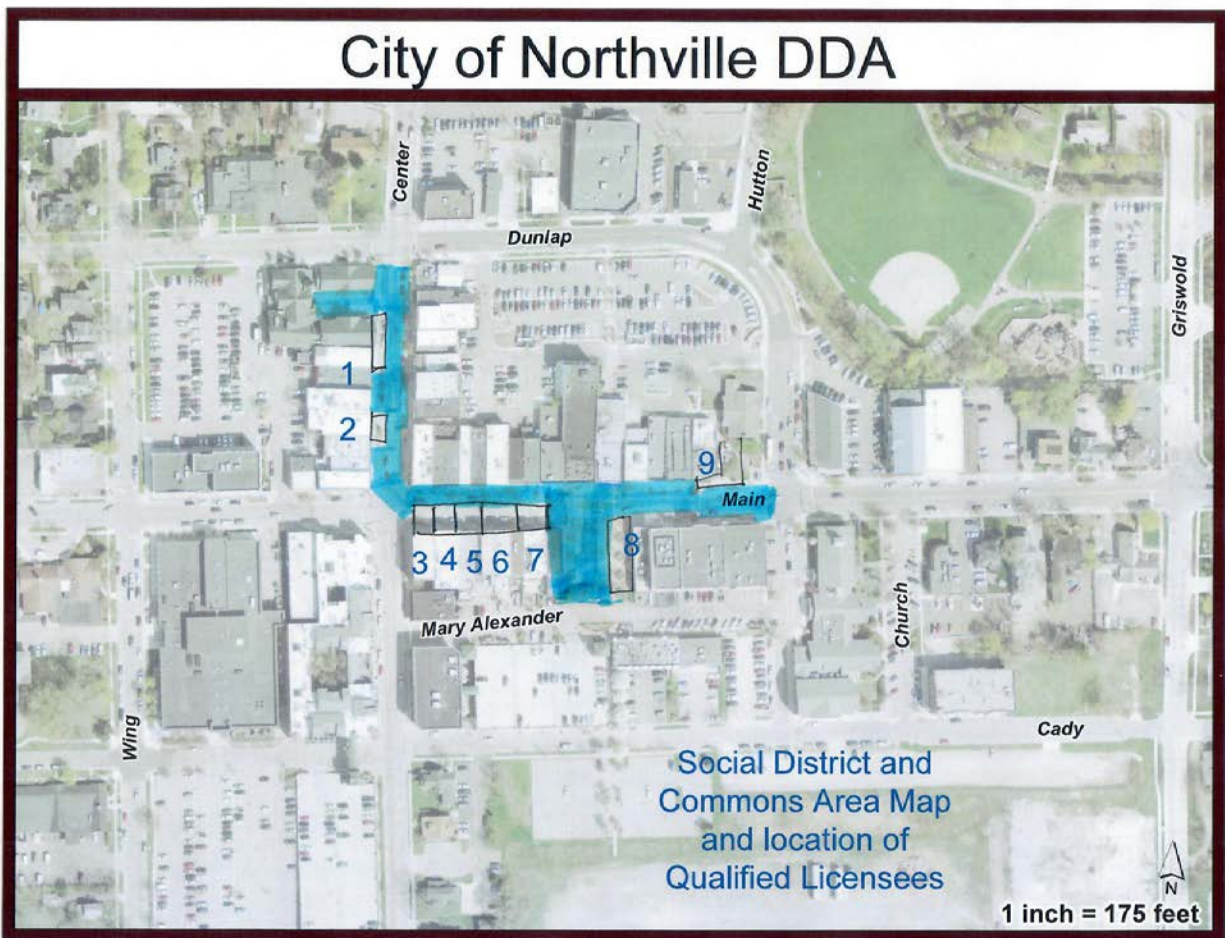
The DDA has purchased additional tables, chairs and umbrellas for use within the Commons Area. Seating is now provided in Town Square, Old Church Square, and along N. Center Street that is closed to vehicular traffic. More seating could be added at a later date if needed. In addition to the tables and chairs, visitors to the Social District can sit on the street benches and along the raised planters throughout the Social District.

## **Restrooms:**

Four porta potties with hand sanitizers will be located behind Town Square and one of the porta potties will be handicapped accessible. The DDA will maintain a contract with John's Sanitation to service the porta potties and keep them clean and well stocked. Porta potty locations will be noted on all print material regarding the Social District.

# Map of Qualified Licensees

There are currently nine downtown restaurants that meet the MCC's qualification to apply for a Social District permit. They include: Lucy & the Wolf, Browndog Creamery, LeGeorge, Genittis, Table 5, 160 Main, Poole's Tavern, Center Street Grill and Simply Wine. Each of the establishments currently holds a license to sell alcohol liquor for consumption on the licensed premises and is contiguous to the Commons Area.



# List of Qualified Licensees Contiguous to the Commons Area

Qualified Licensees Contiguous to the Commons Area			
#	Legal Name	Business Name	Address
1	135 N. Center, LLC	Center Street Grill	135 N. Center Street
2	Center Wine, LLC	Simply Wine	109 N. Center Street
3	Bside Ventures	Lucy & the Wolf	102 E. Main Street
4	Genitti's, Inc.	Genitti's Hole-in-the-Wall	110 E. Main Street
5	Browndog North, LLC	Browndog Creamery	120 E. Main Street
6	G3SR L.L.C	LeGeorge	124 E. Main Street
7	Lussier Investments, LLC	Table 5	130 E. Main Street
8	Main Street Hospitality, LLC	160 Main	160 E. Main Street
9	RMJ2 of Northville, Inc.	Poole's Tavern & Bak Bar	157 E. Main Street

# Social District Cups and Signage







JANUARY 28, 2022

# The Downs

HDC CONCEPTUAL REVIEW

  
Hunter Pasteur  
HOMES

THE FORBES COMPANY

*Toll Brothers*  
AMERICA'S LUXURY HOME BUILDER®

OBORAN  






Existing Site





EXISTING SITE LOOKING NORTHEAST



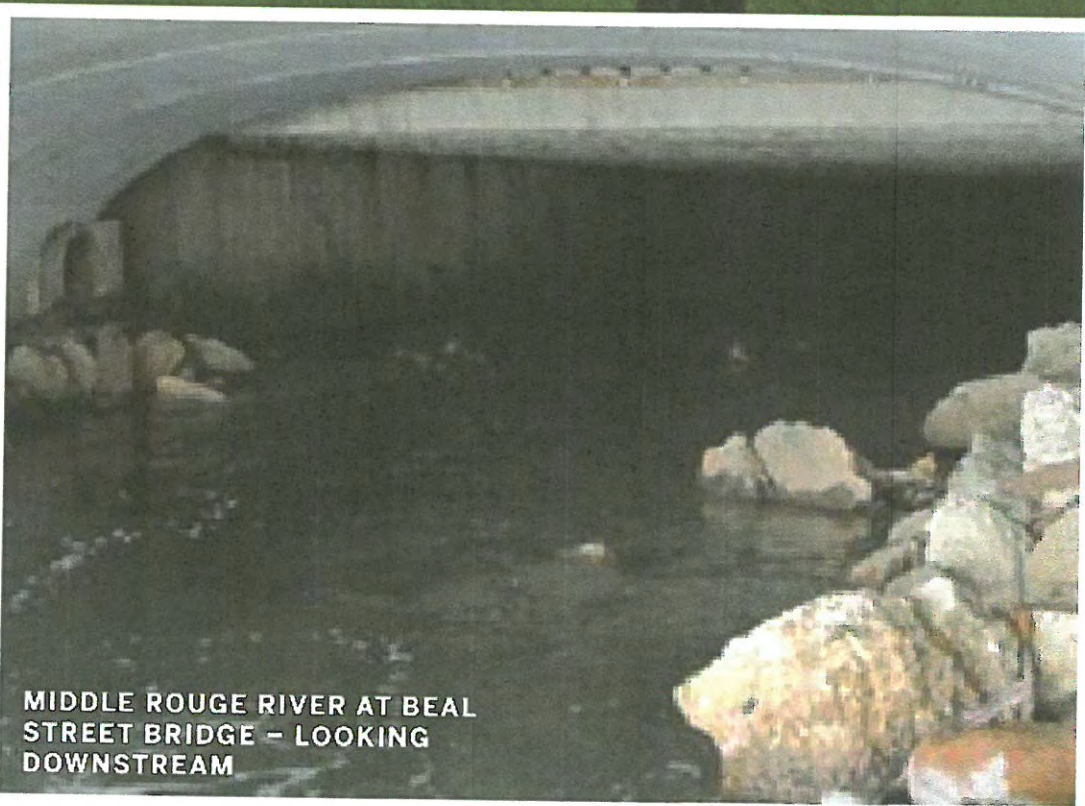
EXISTING SITE LOOKING SOUTHWEST



EXISTING SITE CONDITION



EXISTING PATHWAY OF THE  
ENCLOSED MIDDLE ROUGE RIVER



MIDDLE ROUGE RIVER AT BEAL  
STREET BRIDGE - LOOKING  
DOWNSTREAM

Existing Site Photos



# The Downs Development

## Benefits & Information

### 1. HOUSING TYPES

- a. Diverse selection of housing types from \$400K-\$1.3M with every price point in between. Products for empty nesters, young families, millennials who choose to rent and millennials who choose to be homeowners.

### 2. COMMERCIAL ACTIVATION

- a. Just over 16k square feet of new commercial space on Cady Street enhancing commercial activity.

### 3. OPEN SPACE

- a. 15.94 acres of open park space (33.1% of the entire site).
- b. A new park along Hutton between Cady and Beal streets will provide a new programmable venue and recreational space for the community along with an adjacent 20' wide pedestrian promenade.
- c. A 9.22-acre river park on the Northville Downs site will include daylighting over 1,100' of the Rouge River which has been artificially covered for decades.
- d. An Internal residential park south of Fairbrook street will be able to host community gatherings and neighborhood functions.

### 4. CONNECTIVITY

- a. Increased pedestrian and vehicular connectivity between neighborhoods west of Center Street and east of River/Griswold Streets, as well as downtown Northville. Proposed streets will have adjacent sidewalks, street trees, and parallel parking.
- b. The City of Northville is currently preparing a plan to provide a River Walk from Ford Field to the pedestrian path connection to the Hines

Park Trailhead at the corner of 7 Mile Road and River Street. The Downs development will help facilitate the River Walk by providing the 9.22-acre park along River Street and the daylighted Middle Rouge River. Pedestrian path connections will be provided at Beal Street to connect to the River Walk on the north end of the park and a new sidewalk along River Street will provide the connection to the south at the Hines Park Trailhead. Additionally, pedestrian sidewalks will be provided throughout the 9.22-acre park for public use.

### 5. ECONOMIC BENEFIT

- a. Job Creation: temp construction jobs + future FTE retail employment
- b. Local Business support from the 478 rooftops that we are creating and the benefit to the local supply chain ecosystem from the additional revenue generation.
- c. Tax Revenue from current development will increase from ~\$420k to an estimated ~\$4.5 million.
  - i. City of Northville will receive approximately \$1.5m
  - ii. Northville DDA will receive approximately \$300k.
  - iii. Northville Schools will receive approximately \$1.1m in addition to ~\$8.5k per student (assume 100 new students= ~\$850k)

## Storm Water Management

The existing Northville Downs site does not have Storm Water Detention facilities or sediment removal capabilities, storm water is collected in storm sewers that outlet directly to the Johnson Drain and the Middle Rouge River untreated and undetained. The current absence of any storm water management results in significant runoff of surface contamination into the Rouge watershed.

Detention basins are provided within the development to capture storm water runoff, provide treatment of the water for removal of sedimentation and to discharge clean storm water to the Middle Rouge River at an Agricultural rate as required by the City of Northville and Wayne County. Storm water will not be discharged to the Johnson Drain, further protecting this important stream.

## Floodplain Management

According to current FEMA Floodplain maps, nearly 26 Ac of the Northville Downs site is covered by a 100-year floodplain. This floodplain also covers most of River Street and many of the existing homes along River Street. The Middle Rouge River currently crosses through the Northville Downs site in an 1,100 ft long concrete box culvert that outlets at 7 Mile Road. The Downs development proposes to daylight the Middle Rouge River for the full 1,100 ft within the site, opening the river for use by wildlife and the City of Northville community.

Daylighting of the Middle Rouge River also has the benefit of creating a much wider river cross section than is currently available within the existing cross section. This widening of the river will create enough room to convey the full 100-year flood flows within the banks of the open river and removing the 100-yr flood plain from the proposed developed areas within The Downs development and the properties along River Street.

## Habitat & Plant Life Restoration

The currently covered river condition prevents the growth of any river vegetation and fish habitat. Daylighting of the river will restore natural vegetation and fish habitat. The current absence of any storm water management creates contamination and flooding which negatively affects water quality, vegetation and fish habitat both on the Downs property and in connected waterways.

Because The Downs property is at the headwaters of the Rouge watershed, the current conditions related to flooding, storm water, contamination, natural vegetation and fish habitat affect the watershed beyond the property and, therefore, the benefits of our proposed development and restoration will also extend throughout the Rouge watershed.





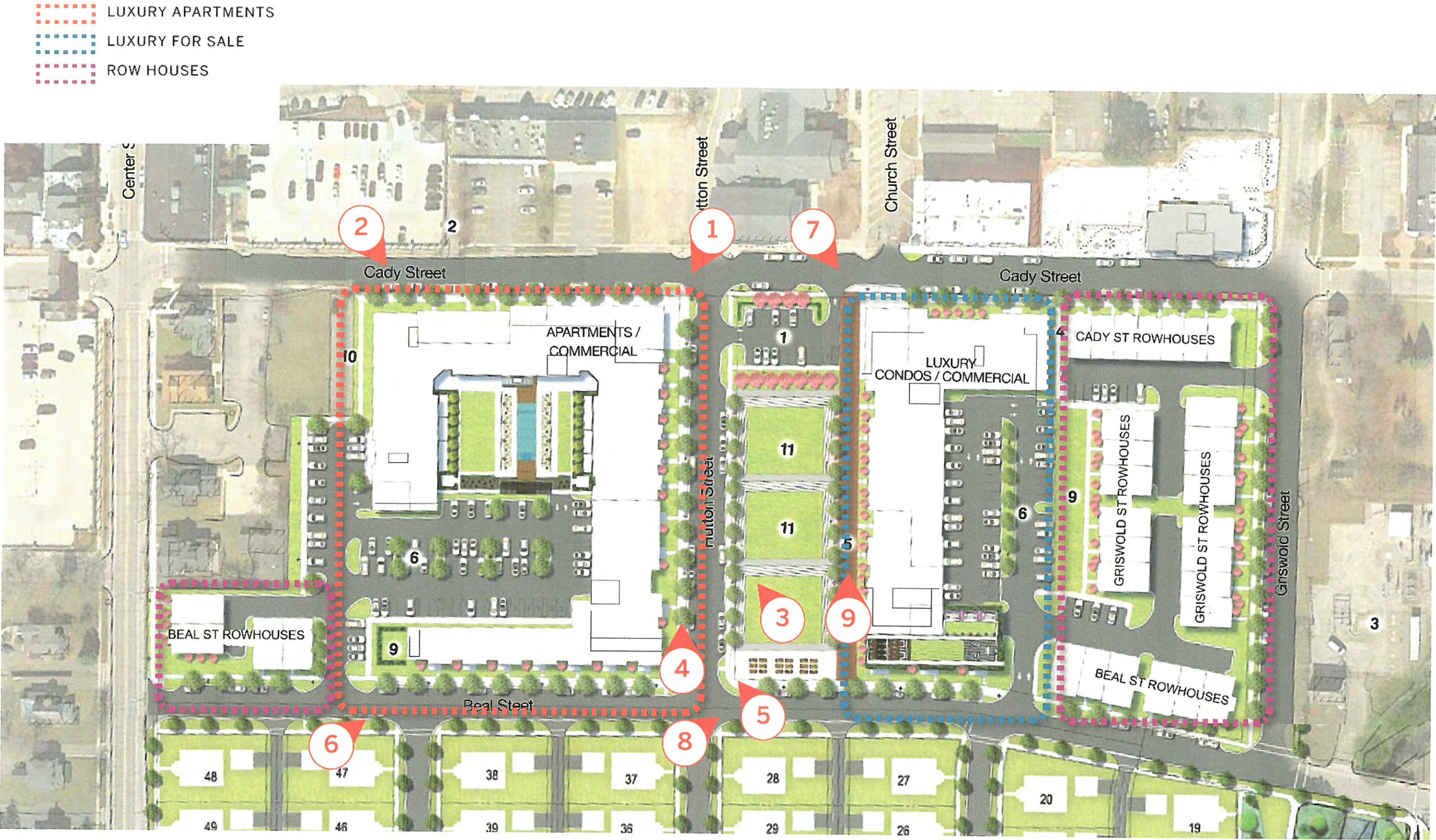
- Note Key**
- 1. Parking / Plaza at Central Park
  - 2. Existing Pedestrian Connection to Downtown
  - 3. Existing Substation
  - 4. Mid-Block Pedestrian Connectors
  - 5. Pedestrian Promenade
  - 6. Landscape Enhancement at Parking Lots
  - 7. Seven Mile Gateway - to be Designed at a Later Date
  - 8. Existing Wooded Area and Stream
  - 9. Pocket Parks
  - 10. North / South Pedestrian Link to Existing Downtown Connection
  - 11. Tiered Central Park
  - 12. Native Planted Side Slopes and Limit of River Embankment
  - 13. Greenway Park / Open Space
  - 14. River Park - To be Designed at a Later Date
  - 15. Existing Underground Stream Culvert
  - 16. Meadow Planting
  - 17. Pond Edge Planting Around Detention Pond
  - 18. Detention Pond
  - 19. Forebay
  - 20. Pedestrian Connection to Neighborhoods
  - 21. Pedestrian Bridge
  - 22. Pedestrian Connection to Hines Park Trailhead
  - 23. Conceptual Location of New River Course
  - 24. Dense Tree Buffer

**Legend**

- Street Trees
- Deciduous Trees
- Evergreen Trees
- Flowering Trees
- Landscape Areas

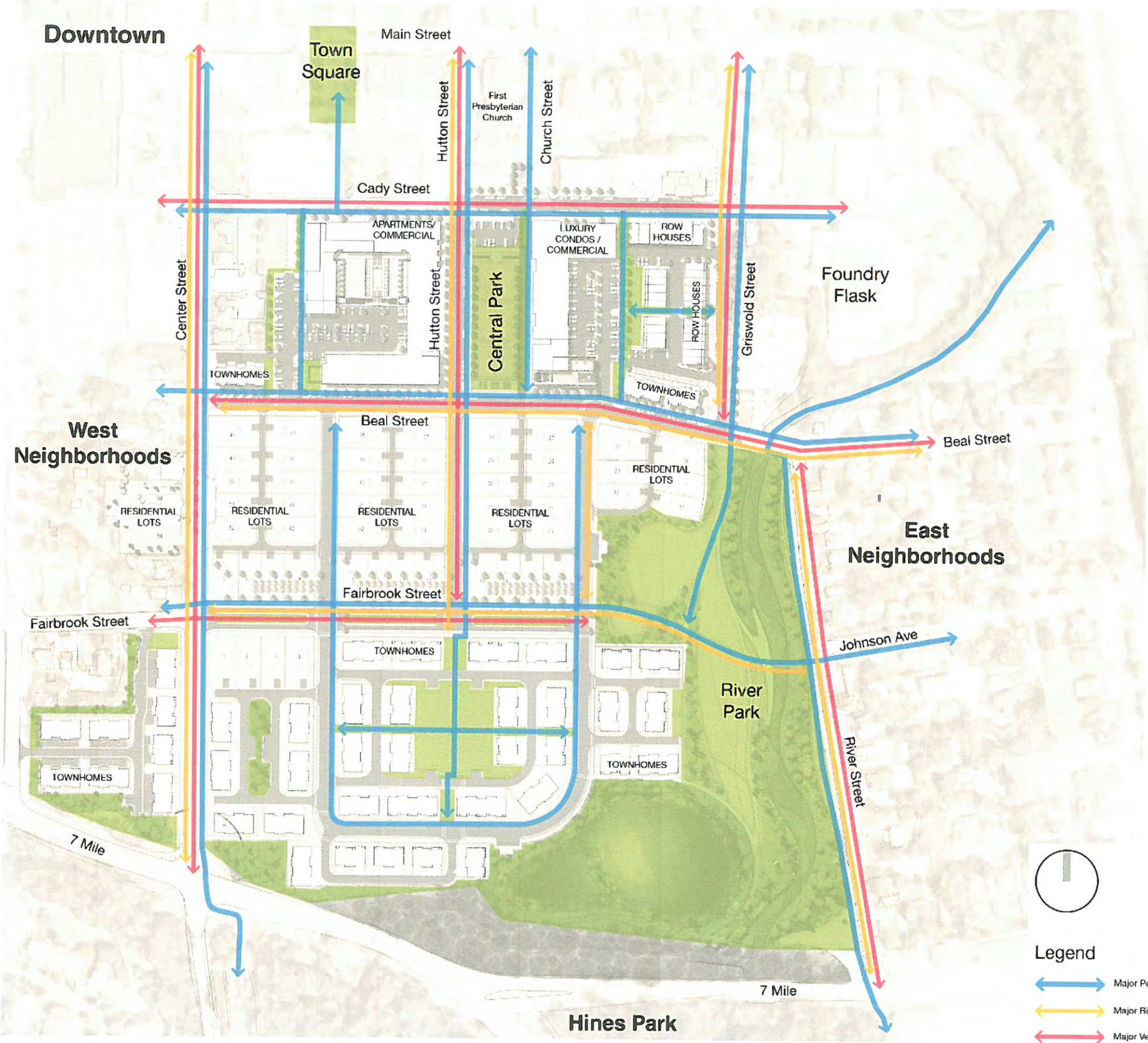






Enlarged Site Plan - North Parcels





Pedestrian & Vehicular Connectivity Diagram





# Context

# Open Space

The revised master plan incorporates open space in the form of three large parks. River park provides flexible passive and active recreational opportunities and access to the river. Central park along Hutton Street between Cady Street and Beal Street provides opportunities for various sizes of prograded events and daily activities. The internal park south of Fairbrook Street is a terminal focal point of Hutton Street and provides opportunities for community gatherings and neighborhood functions. Pocket parks are found throughout the master plan providing open green space for daily use.

## OPEN SPACE SUMMARY

SITE AREA	48.12 ACRES
OPEN SPACE SHOWN	16.21 ACRES
OPEN SPACE PERCENTAGE	33.7%
OPEN SPACE EXCLUDING DETENTION	13.5 ACRES
OPEN SPACE PERCENTAGE	28.1%
OPEN SPACE AS SHOWN ON MASTER PLAN	9.31 AC. (19.3%)

# Pedestrian Connectivity

Pedestrian connectivity has been enhanced by providing numerous east/west connections linking existing neighborhoods to the proposed development. North/South connections link the residential neighborhoods south of Fairbrook Street to the downtown core and business district. The 20' wide proposed promenade adjacent to central park is a strong physical connection from Beal Street to Cady Street and ultimately into the downtown core

All proposed streets within the development will have adjacent sidewalks improving pedestrian circulation and safety.



# Design Goals

The architectural inspiration for The Downs draws on the existing neighborhoods and town center of Northville itself. Main Street Northville has many of the key urban design and architectural components of great cities including active storefronts, well scaled historical buildings, and a diversity of architectural expressions. These combine to create an active, walkable environment. The Downs seeks to build on these precedents; extending Northville’s downtown and establishing new residential neighborhoods with the unique character of Northville. The Downs will create a series of diverse, comfortable, and walkable neighborhoods with a village atmosphere.

**DESIGN GOALS INCLUDE:**

- Cady Street facades will extend the feel of the downtown with varied architectural expressions and active commercial ground level storefronts
- Building façades will enclose the new central park at an appropriate scale for this new world class public gathering space.
- Residential Street frontages will be activated by continuous ground level entries with landscaped yards and private terraces.
- Building scale, detailing, and materiality will exhibit a diversity of expression with a strong historical character

# Buildings & Circulation

The Northwest site includes 174 luxury rental apartments arranged around a central courtyard. Apartments front on Cady, Hutton, and Beal Streets.

187 indoor garage parking spaces are provided in two below grade levels. 108 surface parking spaces are provided within the courtyard enclosure of the building.

All 295 parking spaces and the service yard are off the main streets and within the interior of the site.

The exterior amenity deck sits on top of the parking garage at the Cady Street elevation.

The residential lobby, located off Cady Street, opens out to the south facing amenity deck and pool terrace.

The internal amenity program including fitness, club room, and communal work space front onto the landscaped amenity deck.

9,270 square feet of commercial space is provided along Cady Street with residential units above. A food and beverage tenant will anchor the corner of Cady and Hutton at the top of the park.

The building adapts to the slope along Hutton Street with the 18 foot grade change between Cady and Beal Streets and transitions from four stories at Cady Street to two stories along the Beal Street frontage. All units are accessed from the internal elevators and stairs. Ground level apartments have street entries with landscaped front yards and private terraces. A public pedestrian path along the west side of the site provides a north/south landscaped connection from Beal street to Cady Street.

The Northeast site includes 53 luxury for-sale residential units. The building fronts on Cady Street, the Park Promenade, and Beal Street.

The parking garage, located on the interior of the site, houses 42 parking spaces. 66 surface parking spaces are provided within the site and off street as is the service yard.

The lobby is located off Cady. The 6,934 sf of commercial frontage Includes a proposed food and beverage tenant at the corner of Cady and the Park Promenade, and commercial on row house site.

The building adapts to the slope along the Park promenade with the 18 foot grade change from Cady to Beal Streets and transitions from three stories on Cady street to one story along Beal Street.

The amenity program is located one floor above grade at the south ends with views to the park and the river. The interior club room lounge opens out onto a landscaped amenity deck.

All units are accessed from internal elevators and stairs. Ground level units have street or park entries with front yards and terraces.

A public pedestrian path connects Beal Street to Cady Street on the east along the adjacent row house site.

# Architectural Vision

The architectural design and materiality is inspired by the historical architecture of Northville as well as urban examples around the world with the goal of creating a varied and a diverse architectural expression.

## Key guiding design principles include:

### INDIVIDUAL BUILDINGS

- Articulation of separate buildings along each street. Breakup of the facades with buildings of different widths, heights, and architectural details.

### FACADE ARTICULATION

- Variation in the facade plane to create shadow and accent the individualized building expression including: overall building setbacks from the sidewalk, vertical bay windows, and upper level, “attic,” setbacks

### COLOR AND MATERIALITY

- A diversity of brick colors including range of darker red and lighter gray, white, and tan bricks.
- Window heads and sills of different colors: white, dark gray, and brownstone.
- Contrasting materials at the storefronts, residential entrances, bay windows, and setback “attic” level.

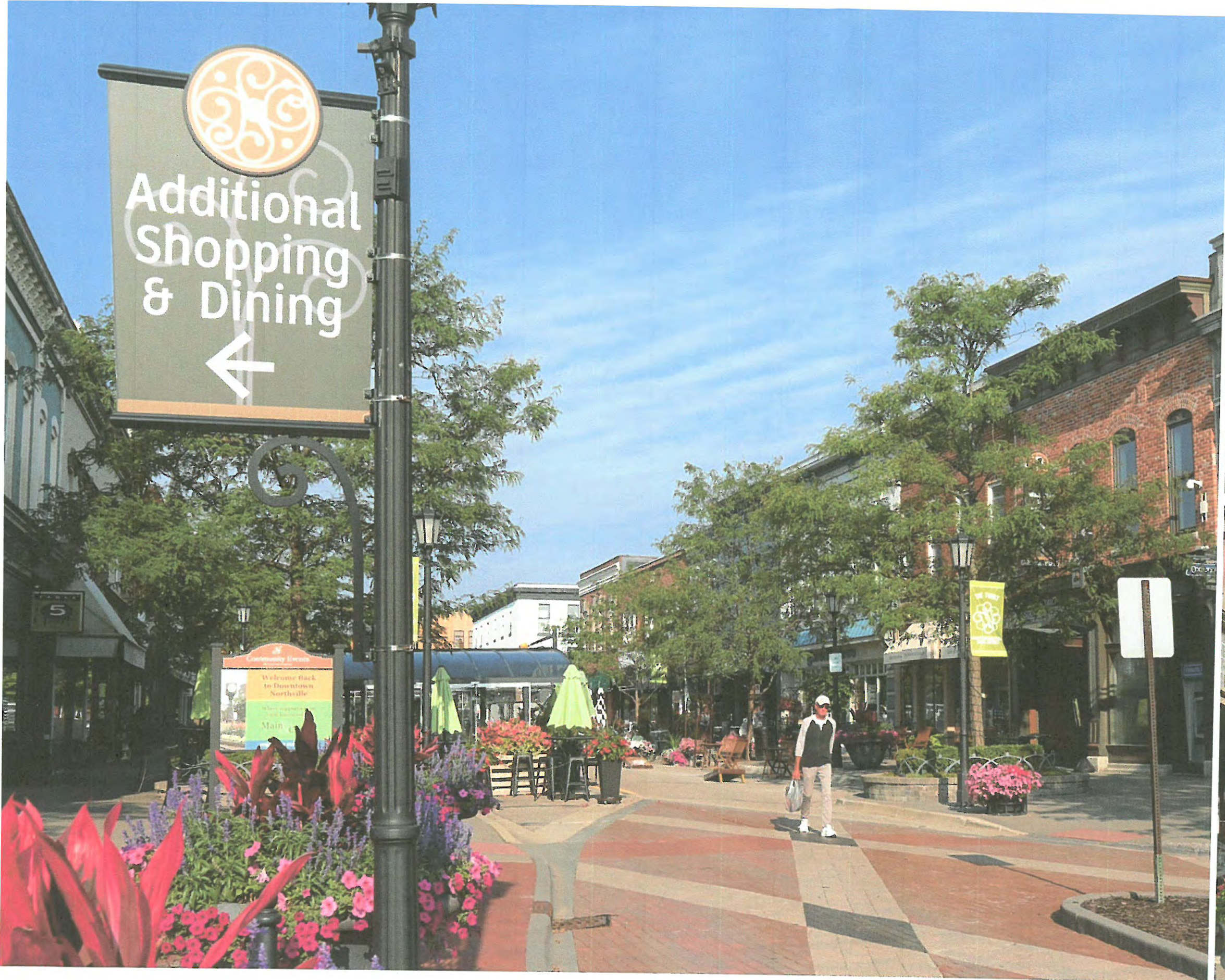
### DETAILS

- A finer level of historical façade detailing including: expressed window heads and sills, string coursing, cornices, brick patterning, articulated entries and porch enclosures with columns, railings and parapet walls, balcony railings, and entry gates.

### STOREFRONTS AND RESIDENTIAL ENTRANCES

- Distinctive and individualized framed openings at storefronts contrasting with the building materials above.
- Special residential entry expression with multiple typologies creating inviting and active residential street frontages.





Northville Historic Architecture: Main Street





Northville Historic Architecture: Main Street









Block Size Diagram





**View 1 - Corner of Cady & Hutton looking Southwest**





View 2 - Cady Street Looking East to the Park





**View 3 - Hutton Street Looking North along the Park**





**View 4 - Hutton Street Mid-Block Looking North**





**View 5 - Beal Street Looking West from Hutton Street**





View 6 - Beal Street Looking East





View 7 - Cady Street at the Promenade Looking East





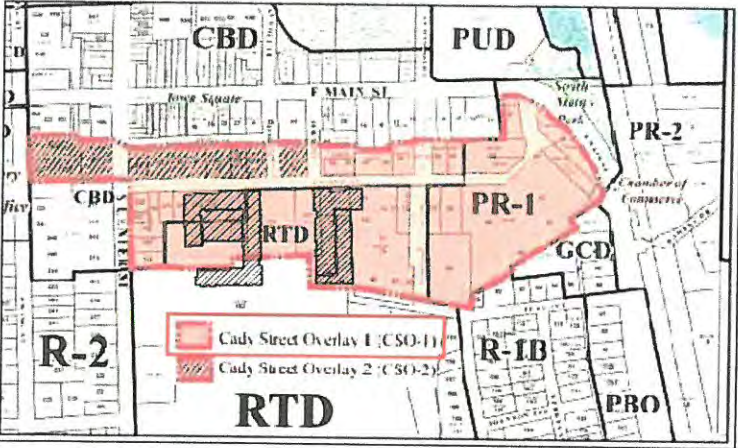
**View 8 - The Park looking Northeast**



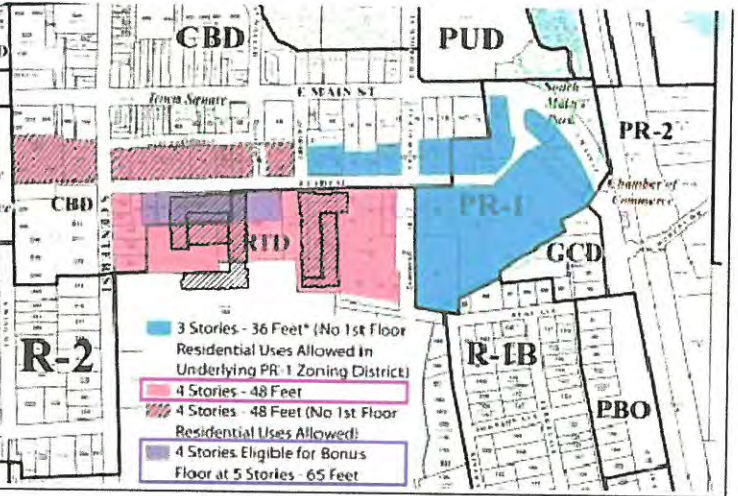


**View 9 - The Promenade Looking North**





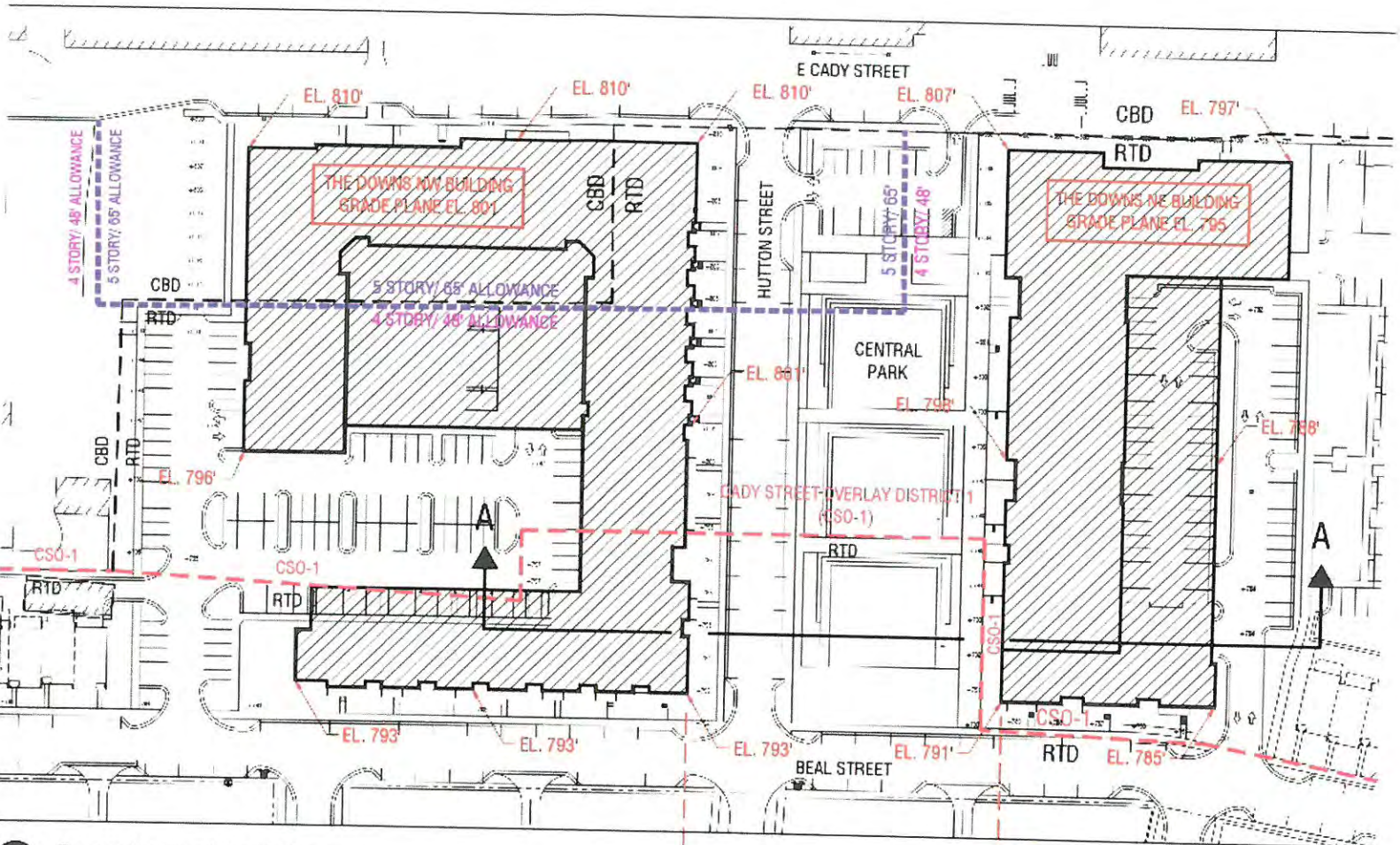
1 Cady Street Overlay District Boundary - Northville Zoning Article 10 Figure 5



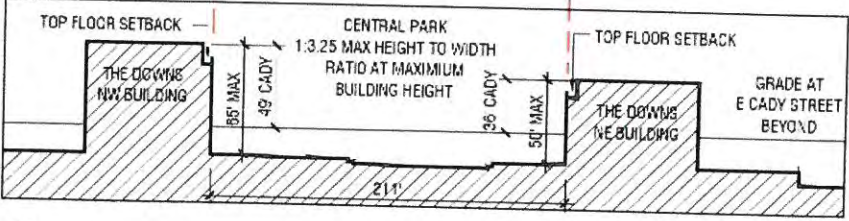
2 Building Height Allowance - Northville Zoning Article 10 Figure 7

Bonus Height Eligibility (minimum of three required)

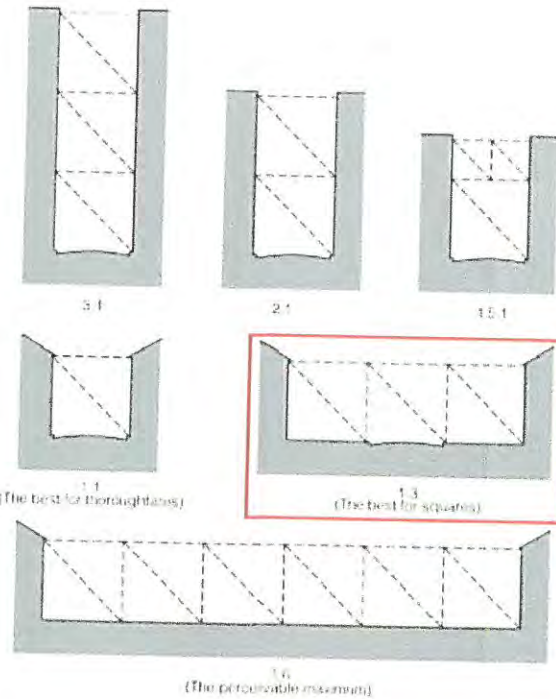
- Improved public plaza
- Minimum 50% residential use over first floor commercial
- Public art
- Through-block pedestrian connections
- Alley enhancements
- Other public amenities deemed appropriate by Planning commission



3 Zoning Overlay & Grade Plane Calculation - Plan Diagram



4 Section AA - Central Park Height to Width Ratio

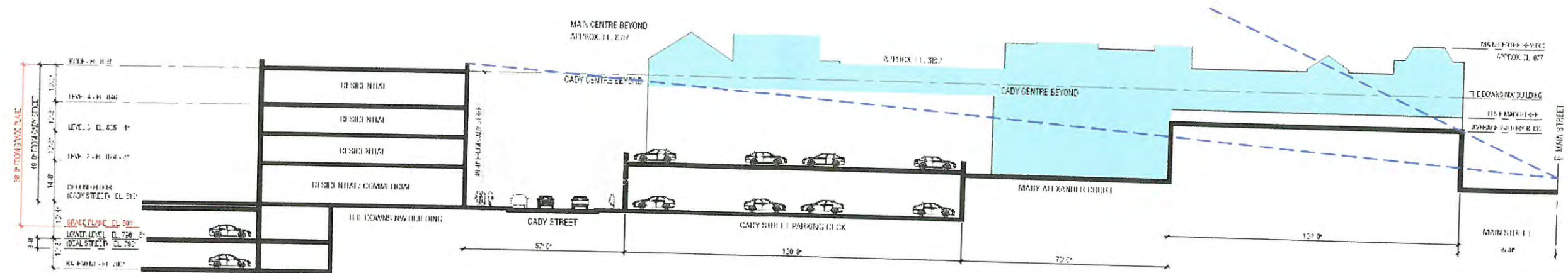


5 Ideal City Square Height to Width Ratio - Diagram

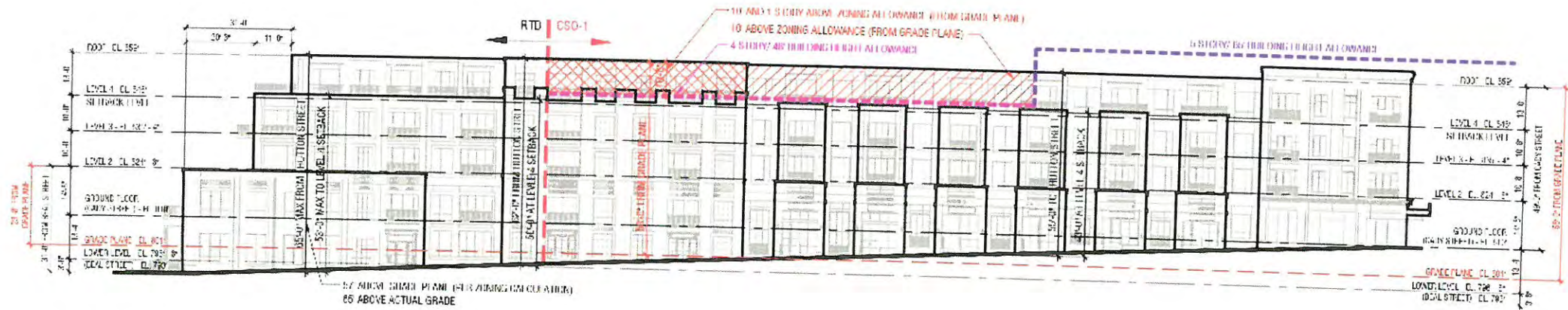


6 Central Park Height to Width Ratio - Perspective View





1 Section Through NW Building/  
Cady Street/Main Street



2 NW Building East Elevation  
(Facing Hutton Street)



3 NW Building East Elevation  
(Facing Hutton Street)



- LUXURY APARTMENTS
- LUXURY FOR SALE
- ROW HOUSES



Enlarged Site Plan - North Parcels





**View 10 - Corner of Cady and Griswold Streets Looking Southwest**





**View 11 - Griswold Street Looking Northwest**





**View 12 - Beal Street Looking Northwest**



**Northville Planning Commission  
Downs Site Plan Review Process  
Finalized March 1, 2022**

The following process will be used to guide the Planning Commission review of The Downs Preliminary Site Plan. This is the largest project this Commission has ever reviewed, with the most significant impact on the future of the Northville community. As such, it naturally will require more time and a differentiated approach to deliberations as compared to other, smaller-scale and more routine site plan reviews. Establishing a transparent process for site plan deliberations will provide clarity for the Applicant and for members of the community regarding how the Planning Commission will proceed with its systematic review.

To provide a clear focus for both the Applicant and Commissioners, deliberations will be organized around specific topics, ensuring that details are not lost in a more general and wide-ranging discussion. The deliberations will focus on understanding and refining the preliminary site plan. After one topic has been adequately explored, the Planning Commission will move on to the next topic, with an intent to use time as efficiently as possible so that the Applicant receives a timely and thoughtful recommendation from the Planning Commission.

The topics to be deliberated are as follows. While the intent is to follow this general order to understand and examine various aspects of the site plan, it is possible that the topics may be reordered due to unforeseen circumstances. At times, a later topic may be related to an earlier topic, so the potential for revisiting earlier topics with the wisdom of hindsight is to be expected.

The following key questions will be considered when deliberating on each topic:

- What is proposed per the site plan?
- To what extent is the proposal compliant with the Master Plan and Zoning Ordinance?
- What flexibilities are being requested by the Applicant?
- What flexibilities will be acceptable to the Planning Commission?
- What modifications to the site plan does the Planning Commission recommend, perhaps in exchange for those flexibilities?
- What common ground can we reach?

**Topic I: Roads, Pathways, Connections, and Parking**, including issues such as:

- Designation of public and private roadways
- North/south vehicular connections between Main Street and 7 Mile
- East/west vehicular connections to Bealtown, Fairbrook, and other neighborhoods to the west
- Traffic dispersion strategies and management of critical intersections
- Bicycle lanes/amenities
- Parking lot locations
- On-street parking locations/types
- Other related issues as identified by the Planning Commission



**Topic II: Residential/Commercial Land Uses and Locations**, including issues such as:

- Amount and location of commercial/retail space
- Mix of housing types and their locations
- Density, including building height
- Water table on the south end as related to residential use
- Other related issues as identified by the Planning Commission

**Topic III: Parks, Public Spaces, and the Farmers Market**, including issues such as:

- Characteristics of the daylighted river
- Amenities in the river park and other public areas
- Repurposing/relocation of the log cabin
- Potential location and characteristics of the Farmers Market in the event it must be relocated on this site
- Other related issues as identified by the Planning Commission

**Topic IV: Architecture, Landscaping, and Aesthetics**, including issues such as:

- Compatibility of proposed plans with the traditional, historic character of downtown Northville and nearby neighborhoods
- Design that promotes walkability and a sustainable community
- Street trees, sidewalks, and right of way plantings
- Gateway features at South Center Street and/or River Street
- Other related issues as identified by the Planning Commission

**Topic V: Infrastructure, Financials, and Phasing**, including issues such as:

- Tax revenue estimates
- Cost and financing of public benefits
- Anticipated and potentially unanticipated impact on city services
- Stormwater management solutions
- Ensuring appropriate phasing and accountability
- Other related issues as identified by the Planning Commission

**Topic VI: Summative Review and Recommendation to Council**

Due to the sheer size and scope of this project, it is likely to take multiple meetings to review the site plan thoughtfully. Ultimately, the Planning Commission will make a recommendation to City Council regarding whether the proposed site plan (potentially as modified during deliberation of the topics above) meets the design standards identified in Article 20 of the Zoning Ordinance.

Per Article 20 of the Zoning Ordinance, the public already will have had an opportunity to comment on the site plan during the public hearing on March 15, 2022. The Planning Commission's deliberations, as outlined above, are informed by that public hearing.

The Open Meetings Act requires that members of the public be allowed to address a meeting of the public body under rules established by the public body. In accordance



with established Planning Commission bylaws, an opportunity for public comment will continue to be provided early in every meeting relative to items not on the night's agenda. An additional public comment opportunity will be provided immediately following Planning Commission deliberations on each of the topics listed above. Written comment by the public is always an option and can be particularly helpful in informing the thinking of Commissioners in advance of a meeting.





**To: Economic Development Committee**

**From: Lori M. Ward, Northville DDA Director**

**Subject: Process to Review Northville Downs Project**

**Date: March 24, 2022**

The Economic Development Committee will be reviewing the Northville Downs Project at their March 24th meeting in order to provide the DDA with comments and feedback on the project and its potential negative and positive impacts on the community. The DDA will receive the EDC's comments at a Special meeting scheduled for Tuesday, March 29<sup>th</sup>. The DDA will take action on the recommendations and forward comments on behalf of the EDC and DDA to Planning Commission on April 5<sup>th</sup>. The EDC's review of the project will focus on the area that is located within the DDA boundaries. This is approximately the northern quarter of the project that is located to the north of the proposed Beale Street extension. This portion of the project is comprised of apartments, condominiums, rowhouses, commercial space, a central park, and parking both below grade and on surface lots. The EDC will review the project through the lens of economic development.

In an effort to provide comments to the Planning Commission, we will be utilizing the same topic groups as suggested by Chair Donna Tinsberg and included in this packet as Attachment 2.b. The EDC will group our comments in the following way:

- Roads, Pathways, Connections and Parking
- Residential / Commercial Land Uses and Location
- Parks and Public Spaces
- Architecture, Landscaping, and Aesthetics
- Infrastructure, Financials, Phasing

Please take a few minutes to read Chair Tinsberg's Review Process, it will give you ideas on how to organize your comments. My recommendation for the meeting on March 24<sup>th</sup> is to have EDC Chair Cozart announce each topic group and call for comments and discussion from the members. An example would be Roads, Pathways, Connections and Parking. A comment *might* be to eliminate the pedestrian only road east of Central Park and introduce a 2-way street that has parallel parking on each side, similar to the road to the west of the Central Park. We would record each comment and once we have received them, we will see where we have consensus. At the end of the meeting, we will combine all of the comments into one document to present to the DDA Board.



The latest Hunter Pasteur submission has been included in your packet under Attachment 2. This is the packet that was submitted to the Historic District Commission. Please take some time prior to the meeting to review the packet and formulate your comments around the separate topic groups. I know that this is a big task, and we will try our best to get through the information, if everyone arrives prepared, it will really make the meeting go much faster.





**Carlisle | Wortman**  
ASSOCIATES, INC.

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

Date: January 7, 2022

Rev.: January 26, 2022

## Preliminary Site Plan/PUD 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>	December 15, 2021
<b>Latest Revision:</b>	January 20, 2022
<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>	Preliminary Site Plan/PUD Review
<b>Required Information:</b>	As noted within this review

### PROJECT UPDATE

The applicant originally submitted a Preliminary Site Plan/PUD Plan to the City on December 14, 2021. Our office and the City's Engineer (OHM) reviewed this set of plans and provided comments to the developer. Comments were based on the requirements of the Zoning Ordinance, conditions contained in the Planning Commission's motion for PUD Eligibility, and recommendations made in Dan Burden's Walkability presentation (given to the Planning Commission on December 21, 2021). The applicant revised the plans and re-submitted them on January 20, 2022. Both sets of plans are available for



viewing on the City's website: <https://www.ci.northville.mi.us/cms/one.aspx?pageId=14141984> . This review is based on the resubmitted plans.

Also, over the past six or so weeks, the City's Finance Director and Assessor evaluated the project's revenue projections provided by the developer, which they have now completed. This evaluation is provided in the Planning Commission packet.

#### PROJECT AND SITE DESCRIPTION

The applicant is requesting review of the Preliminary Site Plan and Planned Unit Development (PUD) for a residential and commercial project on 48.12 acres of land that is currently vacant or occupied by the Northville Downs Racetrack. The Planning Commission determined that the project was PUD Eligible at the November 2, 2021, meeting.

As shown on the 12/14 and 1/20 plans, this mixed-use project proposes 16,204 square feet of "commercial" space, including:

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

The project also proposes a variety of residential living styles:

- Apartments: 174 units along Cady St.
- Condominiums: 53 units along Cady St.
- Row houses: 31 units along Cady, Griswold, Beal & Center St. (*3 more units than PUD Eligibility Plan*)
- Townhomes: 151 units along Beal, S. Center, and on the south end of the project site (*19 fewer units than PUD Eligibility Plan*)
- Carriage Homes: 26 units (*Not provided in PUD Eligibility Plan – new housing option; 2 fewer than previous Preliminary Site Plan*)
- Single-Family Dwellings: 39 units (*17 fewer units than PUD Eligibility plan*)  
**Total: 474 units (*7 fewer units than PUD Eligibility Plan, or 2% reduction*)**

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





#### PUD PROCESS

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

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

Step 1: Pre-Application Conference (*completed on July 21, 2021*)

Step 2: PUD Eligibility determination by the Planning Commission (*completed on November 2, 2021*)

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



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

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

Step 6: Final Site Plan review by Planning Commission

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

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

#### PRELIMINARY SITE PLAN REQUIREMENTS

In our previous Preliminary Plan review, we identified information that is either required by Section 20.06 of the zoning ordinance, or had been requested by the Planning Commission during the PUD Eligibility stage.

Per Section 20.06, the following information was requested in the previous review. We've indicated (*in italics*) after each item if it has been supplied in the recent submission:

1. A narrative report providing a description of the project, discussion of the market concept of the project, and explanation of the manner in which the criteria set forth in the preceding design standards has been met. (Note: "Design Standards" are listed in Section 20.04.) *Provided.*
2. Plan set needs to be sealed by the professional who prepared the plans. Note: The paper copies may have been sealed; the digital copy doesn't appear to include a professional seal. *The digital copy has been sealed, as required.*
3. Zoning and current land use of all abutting properties and of properties located across any abutting public or private street from the PUD site need to be provided. Also, the list of existing zoning of the subject site (Sheet 4) needs to be updated to include the Cady Street Overlay (CSO) District. *This information is shown via a portion of the zoning map on the Cover Sheet, and Sheet 7 (old Sheet 4) has been updated.*
4. The property survey on Sheet 3 has been cut off by the title block, and does not show the intersection of River St. and 7-Mile. The survey should include a small inset illustration (at the same scale as the rest of the survey) of this intersection. *Sheet 4 (old Sheet 3) has been updated and now shows this intersection.*
5. A tree survey indicating location and diameter (in Diameter at Breast Height) of trees greater than 6" in diameter needs to be provided. *This information has been provided on Sheet 6.*



6. Sheet 4, Overall Site Plan, should show dimensions of the following rights-of-way:
  - a. Cady St. (between S. Center & Griswold)
  - b. Griswold St. (between E. Cady & Beal)
  - c. River St. (between Beal & 7-Mile)
  - d. S. Center St. (between 7-Mile and Cady)

*This information is shown on Sheet 7 (old Sheet 4).*
7. Sheet 4, Overall Site Plan, should indicate the names of all streets (or a “placeholder” name if currently not decided); and should label all streets as “public” or “private.” Also, the 22-foot wide “lanes” behind the townhomes and single-family homes are not labeled in any fashion. The plans should indicate if these are intended to be “public” or “private,” if they are intended to be “streets” or simply wide “driveways” and if they will have a name. *Sheet 7 (old Sheet 4) has been revised with the requested information.* Will the lanes be located in an “easement,” and is the area occupied by these lanes included in the density calculations? *The applicant states that the “lanes” are “driveways,” and they are not in an “easement.” Therefore, they are not required to be deducted to calculate density.*
8. The plans need to indicate if the applicant is proposing to purchase a portion of the existing Griswold St. right-of-way, as the plans show a “new” right-of-way along this road segment. *In reviewing this further, all of the proposed construction is outside of the “existing” right-of-way, and located the required setback from the “proposed” right-of-way. We would suggest the DPW Director/City Engineer make a recommendation on if the land between the buildings and the proposed right-of-way should be purchased by/transferred to the developer. Note that Sheet 7 shows a 260-foot segment of road along the south side of Cady St. (at Griswold intersection) to be dedicated to the City.*
9. The rear of each single-family lot is occupied by the “alley easement.” This is illustrated on the Single-Family Unit Detail (Sheet 4). The plans should indicate that the “density” calculated for the single-family land use excludes the alley easement (or uses “net” lot area). *The response states that the alley areas are included in the density calculations.*
10. The ordinance requires information about the proposed identification signs. We would recommend delaying consideration of this information to the Final Site Plan stage. *No response necessary.*
11. Sec. 20.06 also lists “Any additional graphics or written materials requested by the Planning Commission or City Council to assist the City in determining the appropriateness of the PUD...” During the PUD Eligibility discussion, and in previous discussions with the applicant, the Planning Commission has requested additional information. We have listed the conditions included in the PUD Eligibility approval motion below (**in bold**), as well as a few other items that had been requested by the Planning Commission.

The applicant was asked to provide the following information. We have indicated (*in italics*) their response after each:

- a. **Submittal of a current Traffic Study and City Traffic Engineers’ review and recommendations based on this plan.** *A revised study has been provided (dated 1-20-22). The project Traffic Engineer has also responded to comments from the City’s Engineer.*



- b. **Applicant provides (in general) values of benefits, funding they are committing to cover, and funding being requested of the City for public benefits.** *In our previous review, we described that the applicant stated that the “public benefits” (identified as the land, demolition/environmental remediation, and open space improvements – Central & River parks) are estimated to cost \$15.5M, and that the developer would contribute \$3M, and provide up-front funding up to \$15.5M. As requested, the most recent submittal explains how the benefits will be paid for. The developer will contribute \$3M, and be reimbursed for the remainder via \$2M from grants & foundations, and \$10.5M from the Brownfield Tax Increment Financing (TIF) payback. (Note: A report by the City Finance Director/Assessor is included in the Planning Commission packet regarding tax revenue estimates.)*
- c. **Address segregation of residential uses.** *In the previous submission, the applicant’s narrative describes a change that reduces the number of single-family homes and townhouses, and adds another residential type: two-story “carriage home.” The carriage home is an attached, single-family residential product. They have also revised the site plan to locate townhomes on the south side of Beal and both sides of S. Center St., and replace the townhomes in the River Park with the carriage homes. We provide additional comments to these changes later in this review.*
- d. **Work with City staff to estimate the cost of City Services for this project & capacity to cover the increased cost.** *The applicant’s narrative states that they have been working with city staff to estimate the cost of services for this project, and the capacity to cover increased costs. The applicant is awaiting estimated costs from each of the City’s public service departments. The City’s Finance Director and Assessor have prepared an analysis of the estimated tax revenue generated by this project into the future. This information is provided in the meeting packet.*
- e. **Justification for requested deviations identified in the CWA review memo.** *The applicant’s memo in their previous submission (dated December 14, 2021) describes the reasoning behind the proposed deviations. We comment on each in the relevant portion of this review.*
- f. **Work with City Assessor regarding tax revenue estimates.** *As mentioned above, the City’s Finance Director and Assessor have prepared an analysis of the estimated tax revenue generated by this project into the future. This information is provided in the meeting packet.*
- g. **Applicant considers the addition of a Farmers Market as a public benefit.** *This condition was clarified at the November 2, 2021 Planning Commission meeting to confirm that the Planning Commission was simply asking for a response to this issue, and not requiring that a new location for the Farmer’s Market be shown on the Preliminary Site Plan.*

In the applicant’s December 14, 2021 narrative, they explain that they have met with the owners of the McDonald Ford site (the preferred location for a new Farmer’s Market), to discuss environmental aspects of the Downs development that can facilitate relocation of the Farmer’s Market. Further, the developer states that they will work with the City to accommodate the Farmer’s Market on the Down’s property through 2024. The phasing plan (Sheet 11) shows the current Farmer’s Market property to be re-developed starting in March, 2023. Therefore, the Farmer’s Market will have temporary accommodations in another location on the Downs site from March 2023 through 2024.



- h. In our previous review, we also listed other information that has been requested by the Planning Commission. The applicant's response is included in "italics:"
  - i. Geotechnical report, describing the site soils, elevation and location of the high water table, and other information about existing ground conditions. This information needs to be provided. *The most recent submission includes a "Soils Investigation" report (dated March 16, 2018), and a memo from the same firm (dated January 17, 2022) which provides a summary of environmental conditions at the Northville Downs property. We defer evaluation of this information to the City Engineer.*
  - ii. Retail Demand Report, to justify the amount of commercial space proposed in this development. This report has been provided to the City, and is posted on the City's website in association with PUD Eligibility under "Proposed Redevelopment Project.
  - iii. Information about how "trip generation" data was derived. This information has been provided to City via memo from Fleis & Vandenbrink, dated 10-25-21; it is also posted on City's website.
  - iv. Estimate for first year maintenance and warranty costs for on-going maintenance of proposed parks needs to be provided. *The applicant's response memo (dated January 20, 2022) provides estimated maintenance costs for both the River Park and Central Park, as requested.*
  - v. General steps involved in the river restoration project. This information needs to be provided. The Planning Commission also requested the general timing of the river restoration and River Park development. The Phasing Plan (Sheet 11) shows this work being conducted over a 5-month period, July 2024 – November 2024. *The project engineer (SKL) provided a memo (dated January 20, 2022) that lists the general steps involved in designing and permitting the daylighted river, as requested. We defer evaluation of this information to the City Engineer.*
  - vi. Fate of the existing log cabin. During the PUD Eligibility presentation, the applicant's representative stated that the developer will work with the community to see what items may appropriately be preserved and displayed in the future. In our previous review, we recommended that the Planning Commission/developer agree to the fate of the log cabin on site (remove or retain/relocate), and that the appropriate City/community group be named to work with the developer on the details of this decision. *The resubmission includes a memo (dated September 19, 2022) describing investigations by the project team on the steps involved in moving the log cabin to another location in the River Park, and re-purposing the building as a restroom for the park.*
  - vii. Applicant to confirm that cross section shown (PUD Eligibility Pre-App Site Plan Full Set, Sheet 8: Building Height Diagrams - 2 of 2; *Detail 1: SECTION THROUGH NW BUILDING/ CADY STREET/ MAIN STREET*) is accurate. The Commission questions that Main St. is one full story below Mary Alexander Court. This information needs to be provided. *This detail was revised in the most recent submission, and is shown on Sheet A0.2.*



*The most recent submission has addressed all of the information requirements/requests listed in our previous review. Evaluation of some of this information, including additional questions, is provided in later sections of the review.*

**Items to be Addressed:** 1) *Defer recommendation on ownership of land between proposed buildings and Griswold St. “proposed” right-of-way to DPW Director/City Engineer.* 2) *Defer evaluation of the Geotechnical Report and environmental conditions information to the City Engineer.* 3) *Defer evaluation of the river restoration design/permitting description to the City Engineer.* 4) *Recommend that Planning Commission/Developer agree to fate of log cabin (remove or retain/relocate), and name appropriate City/community group to work with developer on details of this decision.*

#### AREA, WIDTH, HEIGHT, SETBACKS

The table on the next page looks at the lot area, lot width, setbacks, maximum lot coverage, landscape area, and building height of the proposal.

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



**Table 1: Area, Width, Height, Setbacks**

	Apartments/Condos/ Row Houses		Single-Family Homes		Townhomes		Carriage Homes	
	Required (CSO)	Provided	Required (R-1B)	Provided	Required (R-3)	Provided	Required (R-3)	Provided
Lot Area	N/A	--	7,200 s.f.	22 lots 7,200 s.f. or greater 17 lots less than 7,200 s.f. (See SF Lot Summary in Appendix)	10,000 s.f.	Along Beal St. – approx. 2.69 ac. Along S. Center – approx. 2.65 ac. Farmers Mkt. – approx. 3.63 ac. Racetrack – approx. 5.32 ac. (Inc. Greenway Pk.)	10,000 s.f.	Along River Park – 3.09 ac.
Lot Width	N/A	--	60 feet	22 lots 60 feet or wider 17 lots less than 60 feet (See SF Lot Summary in Appendix)	75 feet	N.A. Clusters of attached units are between 65 feet (3 units) – 110 feet (5 units) wide	75 feet	N.A. Clusters of attached units are between 90 feet (3 units) – 120 feet (5 units) wide
Setbacks								
Front	<u>Cady St. -</u> Min. 10' <u>Hutton, Griswold &amp; Beal St.-</u> N.A.	<u>Cady St.-</u> Apts.: 11-19.5'; Condos.: 11 – 18.8' <u>Hutton -</u> Apts.: 15-18.1' <u>Griswold -</u> Row Houses: 16.9 – 21' <u>N. Beal –</u> All: 6-7'	25 feet	15 feet	25 feet	<u>S. side of Beal –</u> 15' <u>Hutton St. –</u> 20' (along side of building) <u>S. Center –</u> 15-17.5' <u>Fairbrook –</u> 15' (along side of building) <u>Farmers Mkt. –</u> 15' <u>Racetrack –</u> 10-15'	25 feet	19-25', with most being 19-20'
Side	N/A	--	7 feet min./ 15 feet total <sup>1</sup>	7.5 feet/ 15 feet total	15 feet min./ 30 feet total	In general, 20' between buildings	15 feet min. / 30 feet total	Approx. 20' between buildings
Rear	20 feet	No Rear Yards	25 feet	44' from edge of alley easement	35 feet	N.A.; 19' to edge of "driveway"	35 feet	25 feet



	Apartments/Condos/ Row Houses		Single-Family Homes		Townhomes		Carriage Homes	
	Required (CSO)	Provided	Required (R-1B)	Provided	Required (R-3)	Provided	Required (R-3)	Provided
Max. Lot Coverage	N/A	--	30 - 35% <sup>2</sup>	Per lot	35%	Approx. 25%	35%	Approx. 24.2%
Max. Floor Area Ratio	N/A	--	0.36 or max. 2,500 s.f.	Per lot	0.50 <sup>3</sup> (If 25% bonus applied, max. FAR is 0.625)	0.59 (Calculated if all units are 2,167 s.f. Note that an attached "basement" garage is counted toward FAR)	0.50 <sup>3</sup> (If 25% bonus applied, max. FAR is 0.625)	0.50
Min. Landscape Area % of Lot	N/A	--	30% <sup>2</sup>	Per lot	40% <sup>4</sup>	N.A.	40% <sup>4</sup>	N.A.
Max. Building Height	<b>Cady St. Overlay:</b> 4 stories, 48 feet, or 5 stories, 65 feet (Bonus floor) <sup>5</sup>  <b>Griswold &amp; Beal St.-</b> N.A.	<b>Cady St.:</b> <b>Apts.:</b> 4-5 stories/ 49-65 ft.; <b>Condos.:</b> 3-4 stories/ 36 - 50 ft.; <b>Row Houses:</b> 3 stories/ approx. 41.3 ft.	2.5 stories  Lots less than 6,000 s.f.: 26 ft.  Lots between 6,001 & 8,000 s.f.: 28 ft.  Lots greater than 8,000 s.f.; 30 ft.	Per lot 2 stories / 21.7' – 28.6'	2.5 stories / 30 feet <sup>6</sup>	3 stories/36 feet (flat roof); 38.75 feet (pitched roof)	2.5 stories / 30 feet <sup>6</sup>	2 stories / 27.25 feet



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

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

<sup>3</sup>Maximum Floor Area Ratio may be increased by a factor of 25% if the development provides for features such as sculptures, fountains, plazas, and other types of streetscape improvements if the improvements are equal to a minimum value of 10% of the estimated project cost.

<sup>4</sup>Lots that don't meet the minimum lot width requirement, and don't have access to an alley, may use the required front open space for a driveway of up to 16 feet in width.

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

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

We have the following comments regarding the site design:

**Apartment, Condo, Row House Buildings:**

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

However, the ordinance only permits the "bonus floor/65-feet height" along the Cady St. frontage. In contrast, the apartment building keeps the height to 4-stories along Cady St., which in our opinion is a more consistent scale with other buildings along this street (and the Maincentre Building). The apartment building then takes advantage of the sloping topography, and adds the fifth story/taller height half way between Cady St. and Beal St., and then as a stepped-back story along Beal St. The condominium building also takes advantage of the grade change, but is 4-stories/50 feet tall, which is just two feet taller than the maximum. In general, we consider these buildings to fit into the character of Cady St., as well as the slope, and do not have concerns about the proposed heights. In addition, the Beal St. façades doesn't present a "rear building" character that could be unattractive from S. Center St. However, we acknowledge that the height is a slight deviation from the ordinance.

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



### **Single-Family Lots:**

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

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

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

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

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

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

### **Townhomes:**

#### ***Front Setbacks:***

- A. **S. side of Beal St.:** As suggested under the discussion of the Single-Family lots, the townhomes on the south side of Beal St. have been shifted 10-feet closer to the Beal sidewalk for a front setback of 15-feet. We acknowledge that the required R-3 front setback is 25-feet; however, this street has a more urban character, and locating the townhomes closer to the sidewalk is consistent with this character.
- B. **S. Center St.:** The Preliminary Site Plan has shifted townhomes from other areas of the project to the S. Center St. corridor. We consider this a positive change, as a higher density is appropriate along this major street and gateway into the City, and is consistent with the Planning Commission’s discussion of this roadway. The proposed front setbacks of the townhomes have been provided, as requested, and are proposed at 15-17.5 feet. The range is due to the fact that S. Center St. intersections with the internal roads at a slight angle. Given



that S. Center is a primary street, and that the CBD-O Overlay District on N. Center calls for a maximum front setback of 15-feet, we consider this deviation appropriate.

- C. Hutton, Beal & Fairbrook streets: The sides of the townhomes face these streets. The townhomes at the intersection of Hutton and Beal St. are 20-feet from the Hutton St. right-of-way. In our view, this is a relatively “urban” corner, and the buildings should be closer to the sidewalk, and certainly closer than the single-family lot further south. This will create a “stepped down” configuration from the “downtown” character to “residential” character along Hutton. The setbacks of townhome sides along Beal and Fairbrook have been moved closer to the sidewalk, which we consider positive.

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

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

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

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

**Building Height:** The townhomes are proposed at three (3) stories. The R-3 district calls for a maximum height of two and one-half (2.5) stories, as does the S. Center St. Sub-Area Plan and the Racetrack Sub-Area Plan. As requested, the height dimension of the townhomes has been provided on the elevation drawings, and shows that the deviation is ½ story and 6-8.75 feet in excess of the maximum permitted height. The applicant’s narrative response (dated December 14, 2021) states that the half-story deviation along S. Center St. outweighs the impact that the 3-story townhomes would have if the townhomes were retained along the southern portion of the River Park (as in the previous plan).

In our opinion, three-story townhomes along the south side of Beal St., and S. Center St. are logical, as these two streets are more “urban” in character, and not like a typical Northville neighborhood. The 3-story buildings will also screen the residential uses to the south from activity along Beal St. and uses to the east from activity on S. Center St. The townhomes that surround Greenway Park will be a full story taller than the single-family homes along Fairbrook, and the Carriage Homes along the



River Park. This area is fairly flat. Given the location of the Carriage Homes, most of the townhomes won't be visible from the Park; however, from Fairbrook, the top story, as well as the rear and sides of the townhome buildings will be visible between the houses on Fairbrook. This condition will exist until trees can become established that help to diminish the scale of the townhomes. In our previous review, we suggested that the applicant could provide an illustration of the view from the Fairbrook sidewalk to confirm or negate this perception. The response memo states that an illustration was provided; however, it wasn't evident to us in the package.

The townhome elevation drawings show two proposed styles: one with a flat roof, and one with a pitched roof. The footprint of the two styles appears to be the same. In our previous review, we asked that the site plan indicate the location of the two styles. The most recent plan shows a "flat roof townhome interspersed with the pitched-roof design. Another alternative we would suggest is to locate the flat-roof design on the more "urban" corridors, such as along S. Center St. and the south side of Beal St. The more "residential areas," such as the interior of the Racetrack, and the interior of the Farmer's Market site, could receive the pitched-roof design. This is a refinement that can be decided upon Final Site Plan review.

### **Carriage Homes:**

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

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

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

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

All other zoning requirements for area and placement are met.



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

**Table 2: Summary of Area, Width, Height, Setbacks Deviations**

	Deviation	Potential Change/Comment	Per CWA		
			Beneficial deviation as is	Unresolved	Suggested new Beneficial deviation
Apartment Building	Location of 5 <sup>th</sup> story half way between Cady St. and Beal St.		X		
Single-Family Lots	Area and lot width smaller on 17 lots than R-1B standard		X		
	Front setback smaller than R-1B standard		X		
Townhomes	Front setback 15-feet along south side of Beal		X		
	Front setback along S. Center St. 15-17.5'		X		
	Side facades	Locate townhome "High Visibility Side" facades 10-15 feet from Hutton			X
	Floor area ratio (FAR)	Townhouse applicant to show cost estimates for their contribution to public benefits in relation to the estimated project cost to meet FAR "bonus" provisions.		X	
	Building height ½ story taller than ordinance/Master Plan calls for along S. Center & in Racetrack	Provide illustration of views looking south from Fairbrook sidewalk to evaluate impact of 3-story townhomes behind single-family homes.		X	
Carriage Homes	Front-facing garage	A rear-accessed garage building design will require a driveway behind the carriage homes, directly adjacent to River Park and open space.		X	

*Items to be Addressed: 1) Address "unresolved" deviations in the summary table above. 2) Townhouse applicant to show cost estimates for their contribution to public benefits in relation to the estimated project cost to meet "FAR bonus" provisions of ordinance. 3) Provide illustration from Fairbrook showing how taller townhomes behind single-family homes will be visible or not visible to a pedestrian.*



## NATURAL RESOURCES

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

#2401 – 31" Maple

#2403 – 48" Walnut

#2415 – 32" Maple

#2433 – 41" Maple (Note that two trees have this same tag number)

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

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

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

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

## BUILDING LOCATION AND SITE ARRANGEMENT

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

### **Apartment/Condominium/Mixed Use Buildings:**

As provided for in the Master Plan, the apartment/condominium buildings (or highest-density residential uses) and the commercial space are located along the Cady St. frontage. The buildings are close to the Cady St. right-of-way, with parking in the rear of the buildings, or in parking lots/structures



which are screened from view by a building. In our opinion, these building locations/configurations are consistent with the Master Plan vision and are appropriately arranged on the site.

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

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

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

When describing “commercial” in the Master Plan, it lists “retail, restaurant, office” as examples. We would consider lobbies and leasing offices to be compatible, but they are only serving the residents of the building and not the general public. Removing the residential service areas, the proposed retail/flex spaces (including the Row Houses) make up a total of 12,154 square feet. Three other approved projects on Cady street have/will also add commercial space to the area: 106 E. Cady St. (the Delano) will add 1,634 s.f. first-floor office/retail space, 345 E. Cady St. will add 3,128 s.f. first floor retail/restaurant, and 456 E. Cady St. will add 12,000 s.f. first-floor commercial. All combined, there is the potential for 28,916 s.f. of commercial space along Cady St.

The applicant sponsored a “Retail Demand Report” for this project in September, 2021. It concludes that: “...the 17,000 s.f. of commercial retail space being delivered in the “Northville Downs” development will be absorbed within three (3) years of delivery.” This report also considers the 12,000 s.f. of new commercial space at 456 E. Cady St.

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

#### **Row Houses:**

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

#### **Townhomes:**

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



1. South side of Beal St.: The Preliminary Site Plan has been revised to locate townhomes on the south side of Beal St. We consider this a very positive change, as the townhomes provide “one step down” in intensity from the apartment/condominiums/row houses on the north side of Beal. As mentioned above, the applicant has shifted these units closer to the Beal St. right-of-way. They have also offered a variation of the side facades that face a street.

The Walkability Consultant identified an opportunity for more “eyes on the park” as the most easterly building on the south side of Beal St. (See CWA Cover memo to D. Burden’s Technical Review). This may also be an opportunity for a secondary “front” façade (facing the park). The applicant should respond to this suggestion.

2. S. Center & Farmer’s Market Property: This plan has also been amended to locate townhomes along S. Center (vs. single-family homes). This change is consistent with the Master Plan and Planning Commission comments; we consider it a positive change. As mentioned above, the front setbacks of the townhomes range between 15-feet and 17.5-feet, which is consistent with N. Center St. This setback allows enough space for a grass panel with street trees in the road right-of-way, and public sidewalks on the subject site, as shown on Sheet L105. The public sidewalk locations on the subject site (vs. in the right-of-way) will require an easement. At Final Site Plan, the landscape plans will be detailed to clearly add lawn panels, street trees, and street lights within the S. Center St. right-of-way where these features currently do not exist.
3. Racetrack Property: The townhome units in this area are arranged around a central park (called Greenway Park), and “U-shaped” road system (Private Road A). The central park, and secondary green space to the east, are desirable features of this arrangement. The park creates an endpoint for Hutton St., and a gathering space for all City residents. The final Hutton St. “vista” terminates in a river overlook, with some type of amenity, such as a gazebo or sculpture. This may provide an opportunity to acknowledge the equestrian history of the site as the final terminus. The pedestrian pathway from the River Park has been re-located to be directly in line with the north/south pathway traversing Greenway Park and Hutton St.

The technical review provided by the Walkability Consultant suggested that a secondary “front” façade be added to the townhome units that face the pedestrian connector between Hutton St. and Greenway Park. The applicant should address this suggestion.

In a previous review, we also described our concern of having private residences “in” the River Park. The Walkability Consultant also recommended that these residential units be moved to the west side of Private Road A, and only parkland occupy the east side of this road. The applicant has responded to this suggestion with an exhibit titled “Site Plan vs Griswold Extension.” The exhibit shows a much smaller River Park, and additional space for residential units. The project engineer states the following in their response memo (dated January 20, 2022):

1. Extending Griswold in this fashion will negatively impact daylighting the River.
2. The City’s Engineer observed that making this connection from E. Hines Drive (principal arterial) to Griswold north of Main street (minor arterial) would risk Griswold operating at a far more intense level than desired.
3. The City’s Engineer considers this connection unnecessary, as the proposed connections to the existing network are fully adequate.



### **Single-Family Homes:**

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

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

Six lots (#22 - #27) are arranged around a narrow “courtyard” with a central sidewalk. These lots don’t face a street. Vehicular access is provided via a 22-foot wide “driveway,” or a 12-foot wide “alley.” We consider this a unique configuration that is desirable. As suggested, the sidewalk that traverses the front of these homes has been continued past the alley to the south, and now connects to Fairbrook.

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

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

### **Carriage Homes:**

As suggested, the applicant moved the townhomes on the east side of the U-shaped road (shown on the PUD Eligibility plan) to S. Center St. Carriage homes were then located along the east side of the U-shaped road, abutting the River Park. The applicant states that Carriage homes provide additional diversity to the residential opportunities in the project, and this style of building eliminates vehicular uses on the River Park side of the buildings (no rear entry garages and drive aisles).

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

1. **Different Front-Facing Garage Design with Less Prominent Garage.** We acknowledge that rear-loaded buildings would require drive lanes next to the park, and eliminate the possibility for a “back yard” for these homes. Floor plans of these units have been provided. The homes have a relatively



small front porches, and the outside front edge of the porch is only slightly in front of the garage. Given the extensive portfolio of the developer, is there a product that is similar in size/height to the proposed Carriage Homes, where the garage recedes from the front façade, rather than be so far in front of the front door? Northville has an ordinance that requires front-facing garages to be a minimum of 4-feet behind the front façade of the house. While these attached units may not be able to meet that standard, having the garage door flush with the front façade, or further back so that the front door, vs. the garage door, is the prominent feature of the front façade may help to address this concern.

2. **Orient Principal “Front” Façade of Carriage Homes Toward Park vs. Street.** The Walkability Consultant saw the location of the Carriage Homes as an opportunity to put more “eyes on the park.” His suggestion was to include a house design that has a “front” facing the park, and a secondary “front” facing the street (with the garage access).

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

**Items to be Addressed:** 1) The public sidewalk locations on the subject site along S. Center St. will require an easement. 2) Defer evaluation of the Soils Investigation report, and location of structures without basements, to the City Engineer. 3) Applicant to consider secondary front facades on townhome sides that face River Park or pedestrian connection from Hutton to Greenway Park. 4) Similar Carriage Home design (in size/height) where the front-facing garage either flush with front façade, or recedes from the front façade so front door is the prominent feature vs. the garage door; OR orient prominent “front” façade toward the park vs. street. 5) Extend east/west pedestrian path to River Park by shifting intervening Carriage homes.

## PARKING

### Number of Parking Spaces

We have evaluated the plans for the number of parking spaces provided per each building type. (See Appendix for explanatory table.) The end result of this parking analysis is that the project will generally accommodate the required number of spaces for the proposed uses. The calculation shows the proposed parking is deficient by four (4) spaces. Sheet 7 shows parking calculations, and it includes on-street parking spaces for both the townhomes and single-family homes that we couldn’t locate on the plans. The applicant should indicate where these spaces are located. If these spaces exist, then the project exceeds the ordinance parking requirements.

Another possibility is adding parking spaces along Private Road A. The City Engineer recommends that this road be a “public” road, which we assume will have a 60-foot wide right-of-way. If this change occurs, additional public parking spaces can be located along this roadway.



**Public Spaces per Purchase Agreement:**

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

**Apartment/Condominium/Mixed-Use Buildings:**

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

The condominium building offers 2 parking spaces per unit. This is less than the ordinance requirement; however, the provided on-street parking could handle visitor parking (which is part of the ordinance requirement). The surface lot serving this building (63 spaces) will require 3 barrier-free spaces, which are shown on Sheet 7. The garage serving this building (42 spaces) requires 2 barrier-free spaces. The architectural plans have been amended to show the required number of barrier-free spaces.

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

**Other Residential Unit Types:**

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

**Arrangement of Parking Spaces**

**Apartment/Condominium/Mixed Use Buildings:**

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

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

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



making a difficult choice, we would recommend that the Planning Commission consider eliminating this lot, and extending the Central Park all the way to Cady St. This change was also supported by the Walkability Consultant.

**Other Residential Unit Types:**

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

**Size of Parking Spaces & Maneuvering Lanes**

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

**Apartment/Condominium/Mixed Use Buildings/Row Houses:**

The proposed size of parking spaces in the surface lots serving these buildings meets ordinance requirements. In our previous review, we noted that the maneuvering lanes were wider than required (22 to 24-feet wide), when required to be 20-feet wide. We recommended that the lanes be narrowed as much as possible. This will help to minimize impervious surface, and in some instances, increase the amount of surrounding green space. The response memo states that maneuvering lanes were minimized to 22-feet wide, but any narrower would negatively affect vehicle movements. We consider the changes positive.

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

**Other Residential Unit Types:**

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

***Items to be Addressed:*** 1) Parking calculations on Sheet 7 list 24 parking spaces, and 44 public on-street spaces for townhomes/carriage homes, and 8 public on-street spaces for single-family homes. The location of these spaces needs to be shown on the plans. 2) City Engineer recommendation to change Private Road A to a public road with on-street parking. 3) Planning Commission consider number of parking spaces for apartments/condominiums compared to parking requirements. 4) Planning Commission consider recommendation that the 18-space parking lot on Cady St. be eliminated, and that the Central Park extend all the way to Cady St. 5) Parking spaces in garage structures on architectural plans should be dimensioned.

**SITE ACCESS AND CIRCULATION**

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



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

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

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

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

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

## LANDSCAPING & STREETScape AMENITIES

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

### **Cady St.**

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

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

### **Hutton, Griswold, Beal, and Fairbrook St.**

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



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

### **S. Center St. and River St.**

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

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

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

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

In our previous review, we observed that the project will not conduct any work within the River St. right-of-way. We asked for clarification. The response memo states that a lawn parkway is to be installed between the road pavement and a 5-foot wide sidewalk on the west side of the street. No trees are proposed given the overhead powerlines. In our opinion, a curb along this street edge should be added to provide some type of barrier between cars on River St. and pedestrians on the sidewalk, particularly since there will be no street trees performing this function.

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

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

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



## LIGHTING

Detailed lighting information is required upon Final Site Plan Review.

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

## UTILITIES

Proposed utilities are shown on Sheets 8 and 9.

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

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

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

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

## FLOOR PLANS/ ELEVATIONS

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

### Apartment/Condominium/Mixed-Use Buildings

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

Since the apartment/condominium/mixed-use buildings are in the Historic District, these buildings will need to be reviewed and approved by the Historic District Commission (HDC) as well. We would recommend that this approval process begin during the Preliminary stage in case the HDC has comments/changes regarding elements of the building that impact the site design.

### Row Houses

Elevations and floor plans of the proposed row houses have also been provided. We agree with the different architecture between the buildings that face Cady St. (more urban character), and the buildings that face the more residential Griswold St. The plans have been amended to replace townhomes with row houses at the north sides of Beal, and at the intersections of Griswold and S. Center St. with the "residential style" row house. We consider this appropriate at Griswold/Beal, as



these buildings help to make the transition to the residential neighborhood to the east. Regarding the S Center St./Beal location, they could coordinate well with the existing historic homes in this block. These buildings are also located in the Historic District (along Cady & Griswold), and will require HDC approval.

### Townhomes

The submission also includes elevations and floor plans of the proposed townhomes. The elevations show two townhome styles: one with a flat roof, and one with a pitched roof. The other differences between these two styles seem very subtle. See our comments above regarding location of the two styles.

### Carriage Homes

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

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

## PROJECT PHASING

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

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

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



We have the following observations:

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

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

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

## RECOMMENDATIONS

On the whole, the Preliminary Site Plan is consistent with the plans submitted for PUD Eligibility, with some improvements. The applicant has revised the plans substantially to address informational items, as well as changes to make the project more compliant with the Zoning Ordinance.

The next step in the PUD process is for the Planning Commission to review the submission, and determine if it is "generally complete." If it is determined to be generally complete, then a public hearing is scheduled.

"Big picture" issues that Planning Commission should discuss include:

1. Coordination between the applicant and City about funding for the public benefits.
2. Applicant's response and City Engineer recommendation regarding vehicular connection to 7-Mile at E. Hines Drive.
3. Resolution of intersection improvements at 7-Mile and Sheldon/S. Center St.
4. Making "Private Road A" a public road, with on-street parking.
5. Status of 18-space parking lot abutting the Central Park along Cady St.
6. Proposed phases of project construction that don't include any "public benefits."

Additional information that is pending or requested also includes:

1. Retail study conducted for DDA.
2. City Engineer review of Soils report and conclusions dictating location of buildings with basements.



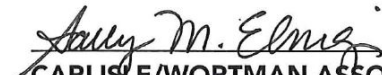
3. City Engineer review of river restoration design/permitting description.
4. DPW Director review of right-of-way changes at E. Cady St., and Griswold St.; and need for sidewalk easement along S. Center St.
5. Evaluation of phasing schedule by City Engineer, DPW Director, and Building Official.

There are also a number of comments that the applicant will need to address, such as the “unresolved” deviations, and “phases” of the construction schedule that do not include any public benefits. A summary of our comments includes the following:

- A. **Information required for Preliminary Site Plan Review.** 1) *Defer recommendation on ownership of land between proposed buildings and Griswold St. “proposed” right-of-way to DPW Director/City Engineer.* 2) *Defer evaluation of the Soils Report and environmental conditions information to the City Engineer.* 3) *Defer evaluation of the river restoration design/permitting description to the City Engineer.* 4) *Recommend that Planning Commission/Developer agree to fate of log cabin (remove or retain/relocate), and name appropriate City/community group to work with developer on details of this decision.*
- B. **Area, Width, Height & Setbacks:** 1) *Address “unresolved” deviations in the summary table above.* 2) *Townhouse applicant to show cost estimates for their contribution to public benefits in relation to the estimated project cost to meet “FAR bonus” provisions of ordinance.* 3) *Provide illustration from Fairbrook showing how taller townhomes behind single-family homes will be visible or not visible to a pedestrian.*
- C. **Natural Resources:** 1) *Indicate trees to be removed on the tree survey.* 2) *Consider retaining trees #2401, #2403, #2415 and #2433; revise numbering to eliminate duplicate tag numbers for 2433.* 3) *Defer evaluation of Grading Plan to City Engineer.*
- D. **Building Location and Site Arrangement.** 1) *The public sidewalk locations on the subject site along S. Center St. will require an easement.* 2) *Defer evaluation of the Soils Investigation report, and location of structures without basements, to the City Engineer.* 3) *Applicant to consider secondary front facades on townhome sides that face River Park or pedestrian connection from Hutton to Greenway Park.* 4) *Similar Carriage Home design (in size/height) where the front-facing garage either flush with front façade, or recedes from the front façade so front door is the prominent feature vs. the garage door; OR orient prominent “front” façade toward the park vs. street.* 5) *Extent east/west pedestrian path to River Park by shifting intervening Carriage homes.*
- E. **Parking:** 1) *Parking calculations on Sheet 7 list 24 parking spaces, and 44 public on-street spaces for townhomes/carriage homes, and 8 public on-street spaces for single-family homes. The location of these spaces needs to be shown on the plans.* 2) *City Engineer recommendation to change Private Road A to a public road with on-street parking.* 3) *Planning Commission consider number of parking spaces for apartments/condominiums compared to parking requirements.* 4) *Planning Commission consider recommendation that the 18-space parking lot on Cady St. be eliminated, and that the Central Park extend all the way to Cady St.* 5) *Parking spaces in garage structures on architectural plans should be dimensioned.*
- F. **Site Access and Circulation:** 1) *Planning Commission consideration of spreadsheet comparison of D. Burden’s recommendations, OHM’s recommendations, and the proposal.*



- G. **Landscaping and Streetscape Amenities.** 1) Applicant to confirm that streetlights will be installed on new streets, and along S. Center St. 2) Need for curb along west side of River St. as barrier between vehicles and pedestrians. 3) Coordinate on-street parking lot depth dimension between street cross sections (Sheets L110-L113) and site plans.
- H. **Lighting.** Detailed lighting information upon Final Site Plan Review.
- I. **Utilities.** 1) Defer review of utility connections to DPW Director and City Engineer.
- J. **Floor Plans and Elevations:** 1) Review by the Historic District Commission concurrent with Preliminary Site Plan review.
- K. **Project Phasing:** 1) Evaluation of the proposed phasing schedule by DPW Director, Building Official and City Engineer. 2) Toll Brothers Phase I does not include any public benefits. 3) Phasing of all improvements described in PUD Agreement.

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

# 153-1801

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



### Appendix: Single-Family Lot Summary

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



## Appendix: Parking Calculation Comparison

	Cady St. Overlay – CBD Underlying Zoning	Cady St. Overlay – RTD Underlying Zoning	Cady St. Area Proposed Parking	Diff.
<b>Replacement spaces for City Parking Lot w/in 600 feet</b> (Per HPH/City Purchase Agreement to buy City parking lot)	92 spaces		<ul style="list-style-type: none"> <li>• 5 sp. Cady St. *</li> <li>• 37 sp. Hutton St.</li> <li>• 47 sp. Beal St.</li> <li>• 3 sp. Cady St. surface lot</li> </ul>	-0-
<b>Commercial Uses</b>				
General Retail	3,220 s.f. x 1 sp./250 s.f. or 13 sp.		<ul style="list-style-type: none"> <li>• 15 sp. Cady St. surface lot</li> <li>• 3 sp. Cady St. *</li> </ul>	-0-
Restaurant	3,600 s.f. x 1 sp./150 s.f. or 24 sp.	3,250 s.f. x 1 sp./100 s.f. or 33 sp.	<ul style="list-style-type: none"> <li>• 16 sp. row house surface lot</li> <li>• 14 sp. Griswold St. **</li> <li>• 12 sp. Beal St.</li> <li>• 4 sp. Hutton St.</li> <li>• 6 sp. Fairbrook St.</li> </ul>	
Commercial Subtotal	37 sp.	33 sp.	70 sp.	
Average	1 sp./143 s.f.			
<b>Multi-Family – Apts.</b>				
Studio	6 units x 1 sp./unit or 6 sp.	2 units x 1 sp./unit or 2 sp.	<ul style="list-style-type: none"> <li>• 187 sp. parking garage</li> <li>• 108 sp. surface lot</li> </ul>	
1 Bedroom	45 units x 1 sp./unit or 45 sp.	40 units x 2 sp./unit or 80 sp.		
2 Bedrooms	38 units x 2 sp./unit or 76 sp.	34 units x 2.5 sp./unit or 85 sp.		
3 Bedrooms	3 units x 3 sp./unit or 9 sp.	6 units x 3 sp./unit or 18 sp.		
Apartment Subtotal	136 sp.	185 sp.	295 sp.	-26 sp. 8% fewer than req.
Average	1.8 sp./unit		1.7 sp./unit	
<b>Multi-Family – Condos.</b>				
Studio & 1 Bed.		15 units x 2 sp./unit or 30 sp.	<ul style="list-style-type: none"> <li>• 42 sp. parking garage</li> <li>• 63 sp. surface lot</li> </ul>	
2 Bed.		20 units x 2.5 sp./unit or 50 sp.		
3 Bed.		18 units x 3 sp./unit or 54 sp.		
Office/Clubhouse		5 sp.		
Condo Subtotal		139 sp.	105 sp.	-34 sp. 24% fewer than req.
Average	2.6 sp./unit		2.0 sp./unit	
<b>Row Houses</b>		31 units x 2 sp./unit or 62 sp.	• 62 sp. Individual garage	-0-
<b>Townhomes</b>		151 units x 2 sp./unit or 302 sp.	<ul style="list-style-type: none"> <li>• 302 sp. Individual garage</li> <li>• 6 sp. visitor Farmers Mkt.</li> <li>• 19 sp. visitor Racetrack</li> <li>• 1 sp. visitor S. Center N</li> </ul>	+26
<b>Carriage Homes</b>		26 units x 2 sp./unit or 52 sp.	• 52 sp. individual garage	-0-
<b>Single-Family Dwellings</b>		39 units x 2 sp./unit or 78 sp.	<ul style="list-style-type: none"> <li>• 78 sp. individual garage</li> <li>• 30 sp. Fairbrook</li> </ul>	+30 sp.
<b>Project Total</b>		<b>1,116 sp.</b>	<b>1,112 sp.</b>	<b>-4 sp.</b>



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

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



Street Design Comparison – D. Burden’s Recommendations (or other sources as noted) to The Downs Site Plan (dated 1-20-22)  
Ex. = Existing; Rec. = Recommended; Prop. = Proposed; **Highlighted** = Inconsistency between D. Burden’s (or other sources) recommendation and site plan. **Highlighted** = OHM Recommendation in 1/13/21 memo.

	Speed Limit	ROW Width	Curb	Sidewalk width	Bike Lane width (See GMA Street Cross Sections)	Travel lane width	On-street parking Config.	Bump outs at crossings?	Building setbacks?	Street trees/veg./ped-scaled lights?	Mid-block crossings?	Block length?
Recommendations:	20-25 mph – See OHM 1/13/21 Memo	60’ (City’s Stds. For Public Road & OHM Recommendation)		Commercial: 8’ Residential: 5’ OHM: Sidewalk at back of curb: 7’		10’ ea./20’ total OHM: 11’ ea. with parallel parking	Maximize on-street parking w/angled pkg.	At intersections and mid-block crossings	Narrow – “eyes” on the street.	Commercial: 4-8’ furniture & veg.; Residential: 5’ veg.	Every 150’ OHM: Specific recommendations per block – See 1/13/21 memo.	800-1600 ft. min.
Internal City Street:												
Ex. Cady St.	Ex. 25 Cady St. Rec. 20 mph	Ex. 50’	Ex. Yes	Prop. 5-16’	Ex. None *Rec. Shared Lane Prop. Shared lane	Rec. 10’ Existing variable width	Rec. angled; OHM rec. 70’ ROW Prop. parallel	Prop. Yes; undersized to support tree**	Prop. S: 11-19.5’	Prop: Trees in grate (Add trees to bump outs**)/ Foundation Veg./ No street lights**	Prop: 400’ Griswold-Church	Prop. Max. 600’
New Beal St. Ext.	Ex. Beal 25 mph Rec. 20 mph	Prop. 60’	Rec. Valley Gutter/ Prop. Curb	Prop. N. side: 5-10’ S. side – 5’	Prop. Shared Lane	Rec. 10’ Prop. 11.5’ea./ 23’ total	Rec. angled; OHM rec. 70’ ROW Prop. parallel	Prop. Yes	Prop. N: 6-8’ (MF) Prop. S: 15’ (TH)	Prop. N: Trees in grate/ Foundation Veg./ No street lights Prop. S: Trees in lawn/ No street lights	Prop: 580’ Hutton-S. Center	
New Fairbrook Ext.	Ex. Fairbrook 25 Rec. 20 mph	Prop. 60’	Prop. Curb	Prop. 5’	Prop. Shared Lane	Rec. 10’ Prop. 11.5’ ea./ 23’ total	Prop. Parallel	Prop. Yes	Prop. N: 15’ (SF) Prop. S: 15’ (SF)	Prop. Trees in lawn (Add trees to bump outs)/ No street lights	None needed	
New Hutton St. Ext.	Ex. Hutton 25 mph Rec. 20 mph	Prop. 60’	Rec. Valley Gutter/ Prop. Curb	Prop. N. of Beal: -W. 10-25’ -E. 5’  S. of Beal: 5’	Prop. Shared Lane	Rec. 10’ Prop. 11.5’ ea./ 23’ total	Rec. angled; OHM rec. 70’ ROW Prop. parallel	Prop. Yes	Prop. W: 15-18 (MF) W: 20’ (TH) W: 15’ (SF) Prop. E: 20’ (TH) E. 15’ (SF)			
New Griswold St. Ext. – Private Road A (OHM Recommends Public)	Ex. Griswold 25 mph Rec. 20 mph	Prop. 50’	Prop. Curb	Prop. 5’	Prop. ??	Rec. 10’ Prop. 14’ ea./ 28’ total	Rec. angled or parallel Prop. None	Prop. No	Prop. W: 20’ (TH) W: 15’ (SF) Prop. E: 20’ (TH) E. 15’ (SF)	Prop. Trees in lawn No street lights	Add speed tables to assist ped. crossing to River Park	
External City Streets:												
Ex. S. Center St.	Ex. 35 mph Rec. 25 mph	Ex. 60’	Ex. Curb	Ex. W. 5’ Prop. E. 5’ outside ROW	*Ex. 5’ OSBL *Rec. 5’ OSBL Prop.5’ OSBL	**Rec. 11’ & 5’ bike lane Ex. 12’ ea. & 8.5’ bike lanes/ 36-42’ total	Rec. parallel Ex. None Prop. None	Ex. No Prop. No	Prop. E: 15-17.5 (TH) E. 11’ (CH) Prop. W: 8-20’ (TH)	Prop. E: 3’ lawn panel; No street trees or street lights Prop. W: ??	Prop: 500’ Beal-Fairbrook and Fairbrook-7 Mile	Prop. Max. 600’
Ex. Griswold St. (Cady to Beal) (App. purchase ROW?)	Ex. 25 mph Rec. 20 mph	Ex. 60-70’	Ex. Curb	W. Prop. 5’	Ex. None *Rec. 5’ OSBL Prop. Shared lane OHM: 4.5-6’ OSBL	Ex. 12-16’ ea. & 8.5’ parking lanes/ 35’ total	Ex. Parallel Prop. Parallel	Ex. No Prop. Yes	Prop. W: 10’ (RH)	Prop. 5’ lawn panel with street trees (Add trees to bump outs)/ No street lights	None needed given W. side land use	Prop. Max. 500’
Ex. Beal St. (Griswold to River)	SEE “NEW BEAL ST. EXT.” ABOVE				Ex. None *Rec. Shared Lane Prop. ?? OHM: 4.5-6’ OSBL	SEE “NEW BEAL ST. EXT.” ABOVE						
Ex. River St. (Beal to 7-Mile)	Ex. 25 mph Rec. 20 mph	Ex. 50’	Ex. No Curb/ Prop. No Curb	Ex. W. None Prop. W. 5’	Ex. None *Rec. 5’ OSBL Prop.?? OHM: 4.5-6’ OSBL	Rec. 10’ Ex. 11’ ea./22’ total	Ex. None Prop. none	Ex. No Prop. No	N.A.	Prop: ??	Prop: 650’ Johnson-7 Mile	River Park frontage
Alleys/Lanes:												
Single-Family Alley	Rec. 10-15 mph (per Police Chief)	Prop. 22’ easement	Prop. No Curb	None	N.A. (Informal bike use)	Prop. 12’ total (one-way?)	Prop. None	Prop. No	Prop. 19’ to pavement edge	Prop. 1 tree per lot	N.A.	N.A.
Townhouse Driveway	Rec. 10-15 mph (per Police Chief)	No ROW	Prop. Mountable Curb	None	N.A. (Informal bike use)	Prop. 10’ ea./ 20’ total	Prop. 18 visitor sp. at pods (90 deg.)	Prop. No	Prop. 19’ to pavement edge	Prop. 1 tree per unit	N.A.	N.A.

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

\*\*DDA Secondary Street Guideline Recommendation