

Master Plan Update 2022

Cady St. , Racetrack & S. Center St. Subarea



City of Northville, Michigan

Memorandum of a Resolution adopted at a regular meeting of the Planning Commission of the City of Northville, Michigan held via video conference as allowed by City Council's Local State of Emergency Declaration due to the COVID-19 pandemic and in compliance with the Open Meetings Act, on November 16, 2021.

PRESENT: Donna Tinberg, Thom Barry, Jeff Gaines, David Hay, Andrew Krenz, Carol Maise, Marc Russell, and Bill Salliotte

ABSENT: Steve Kirk

The following resolution was offered by Commissioner Russell, and supported by Commissioner Hay.

WHEREAS, the City of Northville Planning Commission recognizes the need to formulate and adopt a City Master Plan including establishment and support of a Land Use Plan as described in this document and in accordance with the Michigan Planning Enabling Act, PA 33 of 2008, as amended.

WHEREAS, the Planning Commission identified the need to amend the City Master Plan to refine the principles, policies, and vision for the Cady Town/Cady Street Subarea Plan, the Racetrack Subarea Plan, and the S. Center St. Subarea plan.

WHEREAS, the Planning Commission requested input from the City of Northville residents, City businesses, property owners, and visitors via two on-line/paper surveys and three on-line workshop sessions, to help guide development of the Master Plan update.

WHEREAS, the Planning Commission used the input obtained from survey and workshop participants, and from those providing comments at Planning Commission meetings, to revise the subarea plans (referred to as the Study Area) into a refined, more detailed vision as an addendum to the Master Plan, reflecting the following:

- 1) Provide six Guiding Principles that are to be used as a basis for redevelopment of the Study Area;
- 2) Provide common themes that apply to redevelopment of the Study Area in general, detailing the vision for redevelopment regarding land use; building height, massing, and characteristics; building location, residential density, street configuration and characteristics, walkability and bicycle access; public open space and parks; and parking.
- 3) Provide additional criteria that apply to redevelopment of each unique area - Cady St., the Racetrack, and S. Center St.
- 4) Provide guidance on providing pedestrian and bicycle facilities to implement "complete streets" within the Study Area;
- 5) Provide guidance to assist in implementing design solutions that are considered "sustainable," which help to protect the local environment and water quality.

WHEREAS, the staff at the Oakland County Economic Development and Community Affairs Department reviewed the amendment and found that the amendment was not inconsistent with the plan of any surrounding communities that received notice of the draft plan.

WHEREAS, a copy of this Master Plan amendment has been forwarded to the City Council for acceptance.

NOW, THEREFORE, BE IT RESOLVED that:

- 1) The City of Northville Planning Commission hereby adopts by resolution the Master Plan Update, dated November 16, 2021, that will be an addendum to the current Master Plan, including the Future Land Use map.
- 2) A certified copy of the Future Land Use Plan portion of the Plan will be forwarded to Oakland County and Wayne County for filing.
- 3) All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution be and the same hereby are rescinded.

AYES: Tinberg, Barry, Gaines, Hay, Krenz, Maise, Russell, Salliotte

NAYS: None

ABSENT: Kirk

RESOLUTION DECLARED ADOPTED



Donna Tinberg, Chair
Planning Commission



Steve Kirk, Vice Chair
Planning Commission

Acknowledgments

City Council

- Brian Turnbull, Mayor
- Barbara Moroski-Browne, Mayor Pro Tem
- John Carter
- Andrew Krenz
- Marilyn Price
- Patrick Giesa (Past)

Planning Commission

- Donna Tinberg, Chair and BZA Liaison
- Steve Kirk, Vice Chair
- Thom Barry
- Jeff Gaines, HDC Liaison
- David Hay
- Andrew Krenz, Council Liaison
- Carol Maise
- Marc Russell
- Bill Salliotte

Assisted by:



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Image Source: CWA

Introduction

Northville residents were surveyed about the Master Plan update. In addition to answering questions (see “Public Participation” for results), they also provided many unique statements, including...

“The City of Northville’s **small town charm** should be preserved above all.”

“Northville has a **distinctive village vibe**, open & welcoming to walkers, town explorers & cultural & commercial visitors. This should not be lost...”

*“I am hopeful the master plan will reflect a commitment to the **historical integrity** of the downtown, vibrant retail and restaurants on the north end and community (commons) space to walk and gather.”*

“**High quality architecture**, reasonable density, more dining and retail, and accessible open spaces are high priorities.”

“**Aesthetic diversity**, within historically sensitive style and **neighborly scale and massing**, is expected and encouraged.”

“The plan should... include home design that **“fits”** Northville. By that I don’t mean homes built to look like 100+ year old Victorians but ones that complement the town architecture and that **don’t look like a “cookie cutter” of each other.**”

“Northville attracted with its charm and small town atmosphere blended with **progressive and inviting retail shops and restaurants**”

*“One of the things I love about Northville is the **walkability**, and connecting to Hines Park would be really a great benefit.”*

“#1 DAYLIGHT THE RIVER!!!!”

“New development should include **green space**. Daylighting the river and incorporating a river walk on the Downs’ property would provide a needed **public park-like space.**”

“Impact on **traffic** in town and the surrounding areas MUST be considered in any plan.”

“Density of development is a key issue.... **Limit density.**”

These statements are a sampling of the more than 200 pages of unique comments gathered from Northville residents, business owners, workers, and visitors when asked about how they envision the future of Cady Street, the Racetrack, and S. Center Street (as depicted in Figure 2 on page 7). These sentiments describe some of the things they most value about Northville, and what they want to see remain or improved upon if this part of town were redeveloped. Words like “distinctive,” “charm,” “historical,” and “high-quality” were used time and again to illustrate the special place this community has in the hearts of its citizenry. They also express concerns about issues that could come along with development, such as traffic congestion, and the worry that new development will be too dense, and will not reflect the variety of architecture and styles that have developed in this community over Northville’s almost 200-year history.

The Planning Commission sponsored a robust public engagement process as part of updating a portion of its Master Plan. This update was contemplated because there is reasonable potential that these areas of town will be redeveloped in the next decade, and the needs of the community have changed since the last time this area of Northville was studied and planned. Therefore, the community is looking at the Study Area with fresh eyes, and has proactively created a new vision. This Update describes and illustrates a refined concept for these sub-areas, based on the current values and priorities of the community.

Sharing & Listening

In starting the Master Plan Update, the Commissioners wanted to hear what residents had to say, identify priorities, and develop themes and guiding principles

What is a Master Plan?

A Master Plan is an official statement of policy, written and adopted by the planning commission, describing the desired physical development of the community. It does not lay out rules that must be followed – it paints a picture of desired land uses and development priorities. A Master Plan also:

- Aids in daily decision-making by the Planning Commission, City Council and City Staff through the Master Plan goals and strategies.
- Coordinates public improvements with private development.
- Educates citizens, property owners, developers, and adjacent communities with a clear indication of the City’s future direction.
- Provides the statutory foundation for zoning regulations. The Michigan Zoning Enabling Act requires that a Zoning Ordinance be based on a Master Plan.

that could be used as a basis for Planning Commission decisions on policy in the Master Plan.

The board created a sub-committee of four Commissioners, charging them with developing a multi-layered approach to public engagement. Working with City Staff and consultants, the sub-committee developed a four-part process, as described on the next page. (See “Input Data” in this Update for input results.)

Figure 1. Master Plan Process Schedule

	2019		2020												2021												
	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	
Background Presentations																											
Public Survey #1																											
Open House																											
Public Survey #2																											
Guiding Principles																											
Document Drafting																											
Adoption Process																											

Greatly influencing this process was the COVID-19 pandemic, prohibiting in-person gatherings and workshops. The Planning Commission discussed delaying public engagement efforts, but given the uncertainty of how long the pandemic would last, decided to move ahead, extensively using technology and on-line engagement techniques in new, creative ways.

Figure 2. Master Plan Update Study Area



Part 1. Information Sharing.

Before soliciting opinions, the Commission thought it important that everyone involved in the Master Plan Update – from public officials to residents to business owners – have the same level of understanding about how land development works. Four thematic seminars were provided. Each seminar included up-to-date information by experts on a core topic of redevelopment. The sessions helped provide a common base of facts that underlie development. Informational topics included:

- Planning & Zoning Basics and Financial Topics
- Demographics & Schools
- Traffic, Walkability/Mobility & Parking
- Future Land Use

Part 2. Survey #1. Identifying Themes and Priorities

The first survey was conducted on-line, with paper copies available to those who wanted them. The survey questions were designed to be fairly broad and non-specific, encouraging people to “think big” and offer their ideas and opinions without judgment. The overarching goals of this survey were to:

- Discern what is most valued about the character and vibrancy of Northville;
- Confirm key priorities for the Cady Street/Racetrack/South Center Street areas; and
- Identify potential opportunities, needs and concerns regarding the future of the Cady Street/Racetrack/South Center Street areas.

Part 3. Virtual Open House Sessions. Using a Design Activity to Illustrate Priorities

The next effort involved three Open House Sessions conducted virtually. Participants were broken into small groups, and asked to use an electronic “game board” to design their vision for redevelopment of the sub-areas. This activity gave participants an opportunity to express their ideas visually. Small groups organized game pieces around an aerial photograph (game board) of the redevelopment area, “drawing” the location of new streets, preferred land uses and public open spaces on the game board. The game boards also provided room to add notes and explanations of the design intent.

Part 4. Survey #2. Exploring Top Priorities and Ideas

The second survey also was conducted on-line, with paper copies available. The priorities and themes identified in the results of Survey #1 were used as a basis for Survey #2. Questions in the second survey “drilled down” into the priorities and themes gleaned from Survey #1, testing various versions of these priorities and themes. Respondents also were asked to make challenging choices between necessary features of a development and public benefits a developer may be able/willing to incorporate into a design.

Guiding Principles

Once the ideas and opinions were gathered from Northville residents, business owners, and people who work in the City, the Planning Commission took that information, assessed it, and then created Guiding Principles for development within the Study Area. The Planning Commissioners participated in an exercise to create “guiding principles” for the Master Plan Update. To prepare for the exercise, Commissioners were provided with a list of topic categories that were identified via an analysis of survey comments from Northville residents. The topics represented common themes and preferences of survey respondents. Commissioners were asked to identify which topics they thought were the most important upon which to base guiding principles.

At the beginning of the exercise, Commissioners discussed the list of topics, and consolidated them into the following categories:

1. Design blends seamlessly
2. Walkability/Connections/Traffic/Parking – Circulation/Mobility
3. Public Spaces/Open Space/Daylight River & Johnson Creek/Farmer’s Market/Natural Resources
4. Land Uses (Commercial, Residential, Civic)
5. Density/Form/Massing/Concentration/Height/Architecture/Character
6. Historical Reference/Acknowledgment of existing land uses (Racetrack buildings, racetrack track, log cabin, open space)

Commissioners then broke up into three small groups and each group crafted “guiding principle” descriptions for two of the six topics. The small groups then reconvened into the large group, and presented their guiding principles to the large group. While this was a Planning Commission exercise, meeting audience members were invited to observe the small group discussions, and were given the opportunity to comment on the guiding principles after they had been presented. The results of this work are presented on page 19. The principles were used to guide decision-making while drafting the Master Plan Update.

Document Drafting

The next step in the process was to draft the Master Plan Update, using public input and the guiding principles. Planning Commissioners prepared the draft over thirteen meetings and workshops.

Adoption Process

Once the draft document was acceptable to the Commissioners, the Commission followed the review and adoption process as laid out in the Michigan Planning Enabling Act. The draft was sent to City Council, who approved the draft for distribution to neighboring communities, and other agencies or companies (such as utility companies or railroads) who requested a copy. They were given 42 days to review the Update and provide comments.

After completion of the review period, the Planning Commission considered the comments, and made changes they deemed appropriate. Then the Planning Commission held a public hearing, where anyone with an interest could comment on the draft. (Note that during the entire Master Planning process, the public had the ability at every meeting -- and was encouraged -- to provide comments on all aspects of the Master Plan Update document.) The Commissioners considered the public input, and revised the draft as deemed appropriate.

The Planning Commission then adopted the Master Plan at their November 16, 2021 meeting, and City Council accepted the document at their December 6, 2021 meeting.



 <p>Donna Tinberg</p>	 <p>Sally Elmiger - Planner (Host)</p>	 <p>Carol Maise</p>
 <p>David Hay</p>	 <p>Steve Kirk</p>	 <p>Marc Russell</p>
 <p>Thomas Barry</p>	 <p>Bill Sallotte</p>	<p>Cheryl McGuire</p> <p>Cheryl McGuire</p>



Public Participation

This chapter provides a summary of the results of the Master Plan public engagement efforts. (Full results are provided in the “Input Data” section of this Update.)

Information Sharing

Four thematic seminars were provided as a common base of facts that underlie redevelopment. Each seminar included up-to-date information by experts on core topics of redevelopment:

- Planning & Zoning Basics and Financial Topics
- Demographics & Schools
- Traffic, Walkability/Mobility & Parking
- Future Land Use

These sessions are available for viewing on the City’s [website](#), under “Master Plan Informative Sessions” on this page.

Planning and Zoning Basics and Financial Topics

The following are key take aways from this session:

- The Michigan Planning Enabling Act (PEA) and the Michigan Zoning Enabling Act (ZEA) allow governments to oversee land development within their jurisdictions. Other state laws apply and case law also impacts development.
- Communities can regulate development, but property owners have the right to a reasonable use of their land.
- The PEA defines a Master Plan, which is the community’s vision for its physical development.
- The ZEA regulates zoning. The Zoning Ordinance is the tool used to achieve the Master Plan vision. Ordinances are the rules. Ordinances are written to protect the health, safety and welfare of the community.
- The presentation outlined the process to review and, if appropriate, approve a development.
- The presentation also summarized what the current (as of 2020) Master Plan and Zoning Ordinance said about the Cady St./Racetrack/S. Center St. Study Area.
- Assessing data was presented, estimating the value of the “land alone” (\$7.5M, not including building demolition), and “land plus building” value (\$25M) of the 48-acre site.”

- Who pays for infrastructure serving new development was addressed. A developer pays for new streets and upgrades to the utility systems (and leads to that system) that serve the development. Public facilities are maintained by the City; private facilities are maintained by the owner.

Demographics and Schools

The following are key take aways about **demographics** from this session:

- Northville’s population is decreasing, but is forecasted to increase slightly (6.6%) over the next 25 years.
- Northville’s population is aging, with a forecasted increase of 40% of people age 65-84 by 2045. Compared to five other like communities, Northville’s median age (47.7) is only younger than Chelsea (48.4).
- The older population may also be a function of median housing value (\$325,900), making other communities with less expensive housing more attractive to young families.
- Northville has more single-family residences (65%) than multi-family residences (34%). Plymouth, a similar city, has more housing diversity with 53% single-family/ 46% multi-family. Housing diversity serves younger families, single adults, and those who wish to downsize.

Key take aways about **schools** include:

- State funding for school district operations is determined primarily by dollars per pupil and student enrollment.
- Northville Public Schools (NPS) enrollment has remained steady, except elementary enrollment, which has declined steadily due to lower birth rates following the 2008 recession.
- In 2019, NPS engaged an independent contractor to conduct a Residential Development Research Report to estimate new student generation from development of the Downs. From this development, the Report assumed 183 new single-family attached units, 53 single-family detached units, and 300 multi-family units. This report estimated an increase of 174 students.
- The report also estimated new student generation *excluding the Downs development*. Between 2019 and 2024, the report estimated a loss of 255 new students.

- Open capacity at Silver Springs (and possibly Winchester), and Meads Mill would be utilized to accommodate new student generation.
- School boundary adjustments of the Downs development would occur prior to construction.
- Student transportation would be provided in accordance with the District's transportation program.

Traffic, Walkability/Mobility & Parking

The following are key take aways about **traffic** from this session:

- The pandemic has changed traffic patterns; predicting traffic trends has entered uncharted territory. Permanent behavioral changes may occur. In addition, downtown portions of E. Main St. and N. Center St. were closed to traffic to accommodate an outdoor Social District.
- The nearby transportation network is stressed during peak hours (pre-pandemic); road improvements are planned for Beck Road and 10-Mile that will assist in traffic flow in Northville to a small degree.
- Level of Service (LOS) is a qualitative measure of the quality of service provided to a vehicle at an intersection. LOS accounts for a wide variety of variables. LOS "D" is considered the minimum acceptable (with "A" being best and "F" worst).
- Trade-offs for higher LOS include more traffic lanes, less space for multi-modal facilities (sidewalks, bike lanes, etc.), greater speeds (with resulting greater risk for accidents), more "industrial" character losing "small town" feel, and potential higher costs.
- If the Downs is developed as planned in 2019, the following intersections would need the improvements described to bring up the LOS:
 1. Main & Hutton: Signal timing optimization
 2. Cady & Center: Line up existing E/W legs
 3. Center & Fairbrook (if extended): New leg lined up with existing street, or off-set enough to avoid turning conflicts.
 4. 7-Mile & River: Acceptable as is; needs reevaluation if new development directly accesses River St.

5. 7-Mile & Northville Rd. (North): Dedicated left-turn lane on 7-Mile and traffic signal with left-turn phase.
6. 7-Mile & Northville Rd. (South): Re-stripe approaches in all 3 directions.
7. 7-Mile & Hines Dr.: Dedicated right-turn lane.
8. 7-Mile/Hines & Center/Sheldon: Three options:

Option 1: No improvements; will continue LOS "D."

Option 2: North-bound left-turn lane. Will improve north-bound queuing, but reduce overall LOS of intersection. Also requires widening bridge over Johnson Creek (with associated environmental impacts).

Option 3: Round-about. No impact to bridge or Johnson Creek; increases LOS for all movements; reduces speeds; reduces fatal & severe crashes but could increase fender-benders; requires development of understanding between drivers and pedestrians, which can be accomplished with design techniques such as lowering speeds, providing good visibility, reducing crossing distances, and providing pedestrian crossing signals; requires more land on NE corner (private property); learning curve for drivers, pedestrians and cyclists. The presentation also addresses the concerns about having fewer gaps in traffic impacting the ability to enter from side streets, and if reducing backups at 7-Mile will just shift them to the Main St. & Center intersection. (Both are addressed at time signature 32:50 in presentation).

This session also provided the following key take aways about **walkability/mobility**:

- Design choices were presented that improve walkability - or ways to create an enjoyable, comfortable walking experience that maximizes visual interest:
 1. Buildings should interact with the sidewalk (retail at sidewalk level).
 2. Implement mixed-use developments so that services and open space are within walking distance of residences.
 3. Consolidate and share parking.
 4. Keep streets narrow to slow vehicles.

- 5. Design for people - prioritize pedestrians, use street trees, screen parking, etc.
- 6. Include a variety of architectural styles.
- 7. Use “grid” pattern for streets with short blocks to increase connectivity.
- The presenter also offered observations on the existing pedestrian conditions in Northville, including:
 - 1. Focus pedestrian facilities on main N/S spine of Hutton St., and connections to Town Square.
 - 2. New ground floor commercial on Cady St. will tie into the existing downtown.
 - 3. Green space should be prominent to support nearby commercial and residential uses.
 - 4. Tie new streets into the existing grid street system.
- Suggestions for pedestrian design elements to incorporate into a new development include:
 - 1. Use bump-outs at intersections.
 - 2. Orient buildings to face streets; establish continuous row of buildings along the sidewalk.
 - 3. Locate commercial uses along Cady St. to activate the street.
 - 4. Minimize views of parking.
 - 5. Foster connections with adjacent neighborhoods with trails through green space and over water features.
 - 6. Create well-defined pedestrian connections through the new development.
 - 7. Create trail heads, with signage and wayfinding information, for easier access to pedestrian network.

Lastly, this session also provided the following key take aways about **parking**:

- The current (in 2020) Master Plan stated the following about parking:
 - 1. Provide adequate parking for businesses to avoid overflow into neighborhoods.
 - 2. Use the sloping topography on the Downs site for underground parking.

- 3. Screen parking from street views.
- The current (in 2020) Zoning Ordinance stated the following about parking:
 - 1. Parking requirements are based on land use.
 - 2. Northville’s parking requirements are fairly consistent with other like communities, except they are higher for the Central Business District; comparison communities don’t require any parking for new downtown uses.

Future Land Use

The following are key take aways about information provided on the future land use topic:

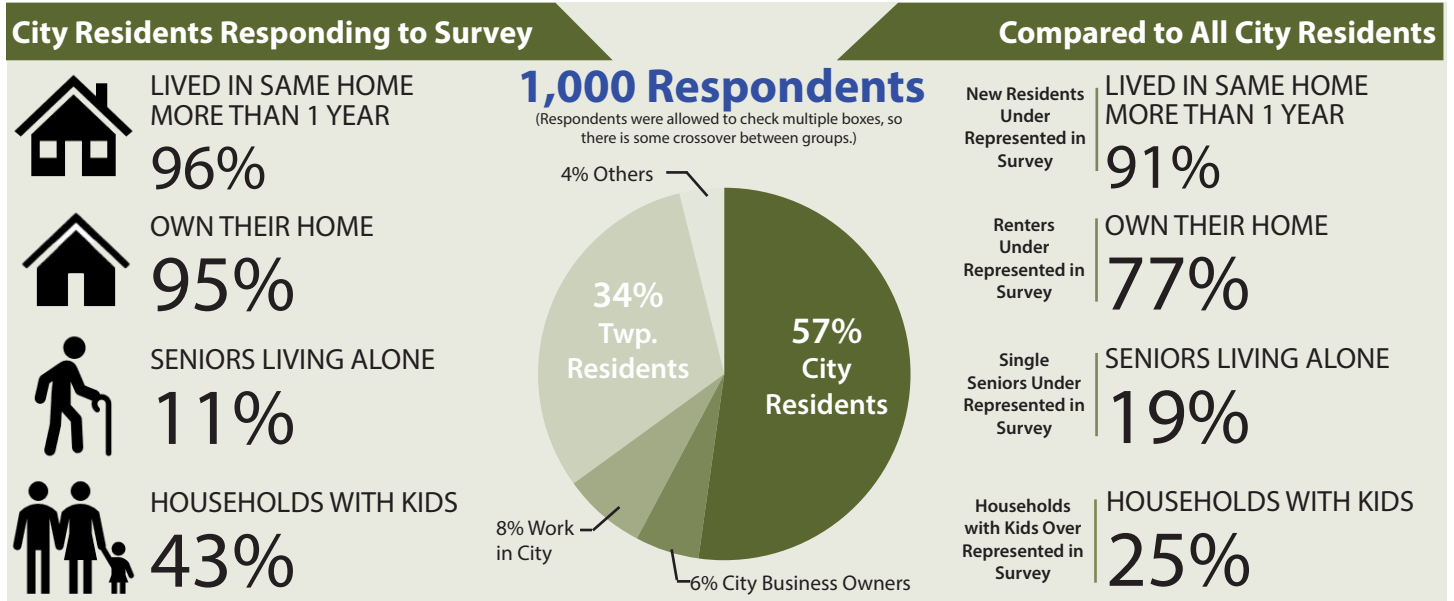
- The Master Plan includes a “Future Land Use” map that identifies the desired future uses of all properties. Most future uses are consistent with the existing uses; however, new uses may be identified for vacant properties, or properties in transition (current use is not viable anymore or inconsistent with surrounding land uses).
- Changes on the Future Land Use map are based on physical characteristics of the property, surrounding uses, Master Plan goals and policies, community demographics, future needs, and citizen input.
- Future land use designations must be:
 - 1. Reasonable - allow the property owner to a reasonable return on their investment,
 - 2. Realistic- acknowledging the physical opportunities and constraints on site, and relationship to other existing uses, and
 - 3. Factual - designated use is based on facts and information known at the time.
- This presentation reviewed what the current Master Plan (in 2020) said about the Cady St./Racetrack/ S. Center St. areas.
- This presentation also provided an example of a successful development in Canton, and lessons learned in guiding the design of this project.

On-Line Survey #1 - Open for 9 Weeks

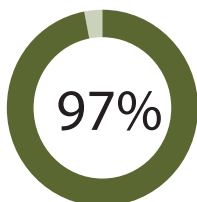
(Full details of Survey #1 Results are available in "Input Data")

Survey Goals: The goals of this survey were to:

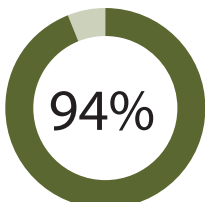
- Confirm key priorities for the Cady Street/Racetrack/South Center Street sub-areas;
- Discern what is most valued about the character and vibrancy of Northville; and
- Identify potential opportunities, needs and concerns with the future of the Cady Street/Racetrack/South Center Street sub-areas.



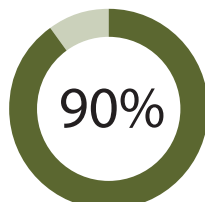
Community Priorities



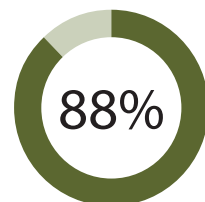
It's important to maintain/enhance walkability



Streets and sidewalks should facilitate connections



New development should include welcoming public spaces that can be used by all Northville residents



The design of new development should blend seamlessly with the surroundings

Characteristics that make Northville unique	Character or vibrancy?	#1 Opportunities	Appropriate Land Use
"Small town" feel	CHARACTER: 30%	LAND USE: DAYLIGHT RIVER	Cady St.: • Commercial • Mixed-Use
Downtown atmosphere	BALANCE VIBRANCY/CHARACTER: 57%	COMMERCIAL: RESTAURANTS RETAIL	Racetrack: • Parks • Single-Family Residential
Walkability	VIBRANCY: 7%	INFRASTRUCTURE: ENVIRONMENTAL IMPROVEMENTS	S. Center St.: • Multi-Family Residential. • Entertainment
Great Schools			
Shopping/dining			
Safety			
Historic homes			
Parks and green space			

Concerns

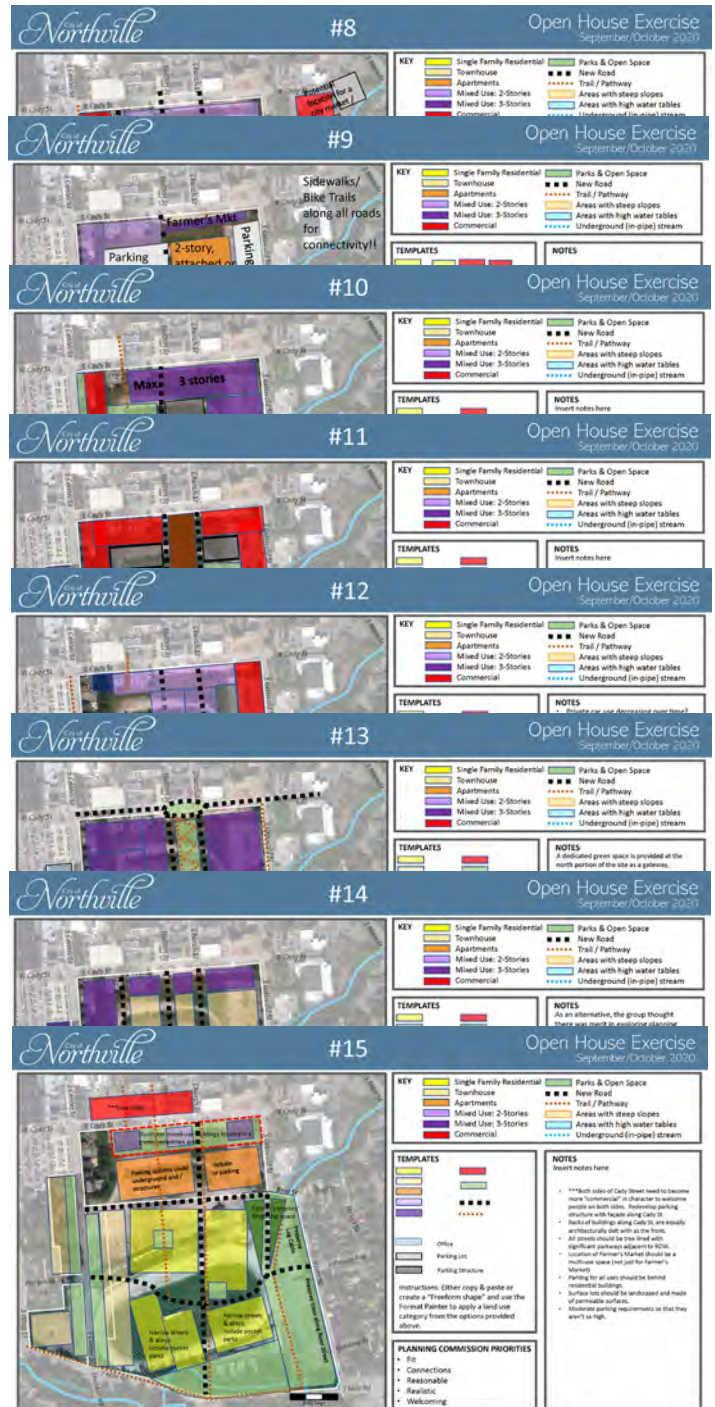
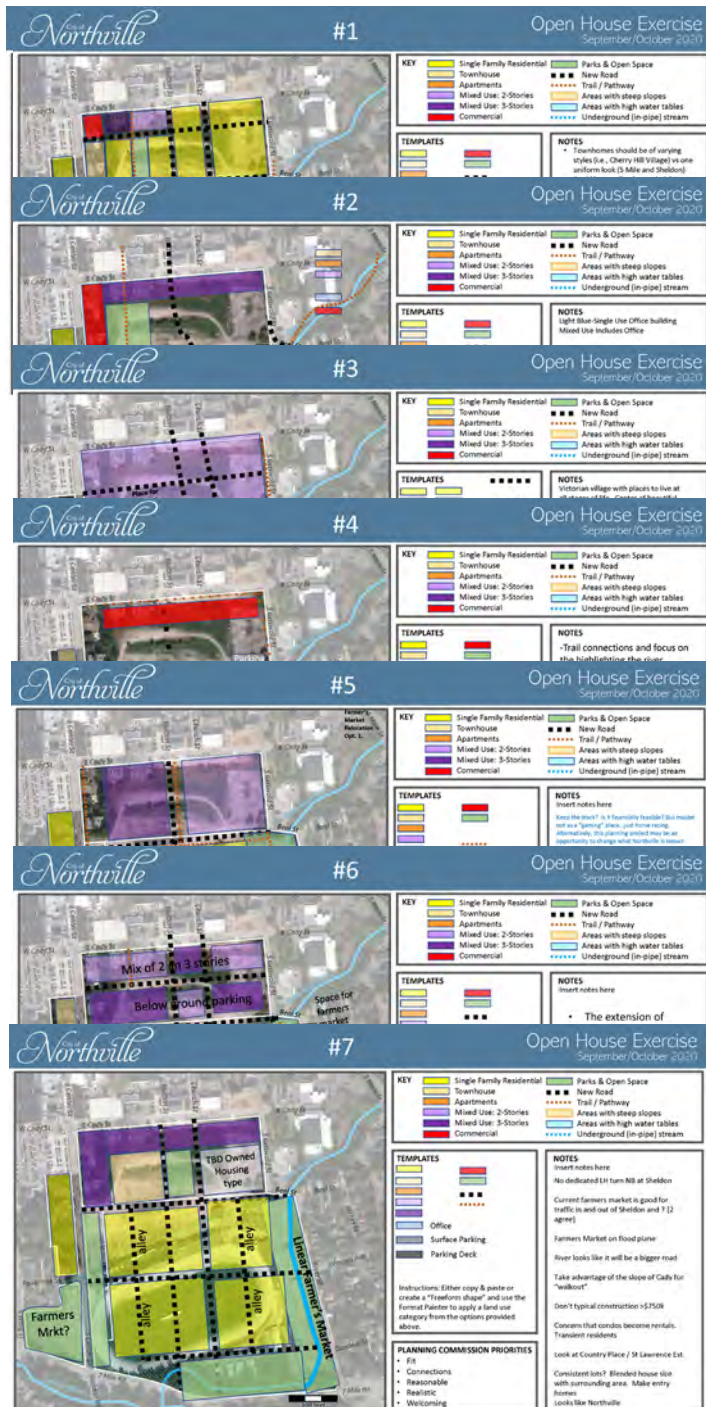


Virtual Open House

(Full details of Open House Results are available in "Input Data".)

Exercise Goals:

Northville residents were invited to a virtual open house, and asked to participate in a design exercise. During the exercise, participants placed "game pieces" — representing various land uses, streets, and pathways — on a "gameboard" showing an aerial photo of the study. This gave participants an opportunity to express their ideas about development of the Study Area in a "visual" way. (Fifteen different gameboards were developed by open house participants, which can be viewed in the "Input Data" section of this document.) The ideas illustrated on the gameboards were used to develop the Guiding Principles and the concepts described in the Subarea Plan. (Note: Individual gameboard designs were not used to determine a specific arrangement of the Study Area; they are simply illustrations of ideas conveyed by Northville residents for the Master Plan.)

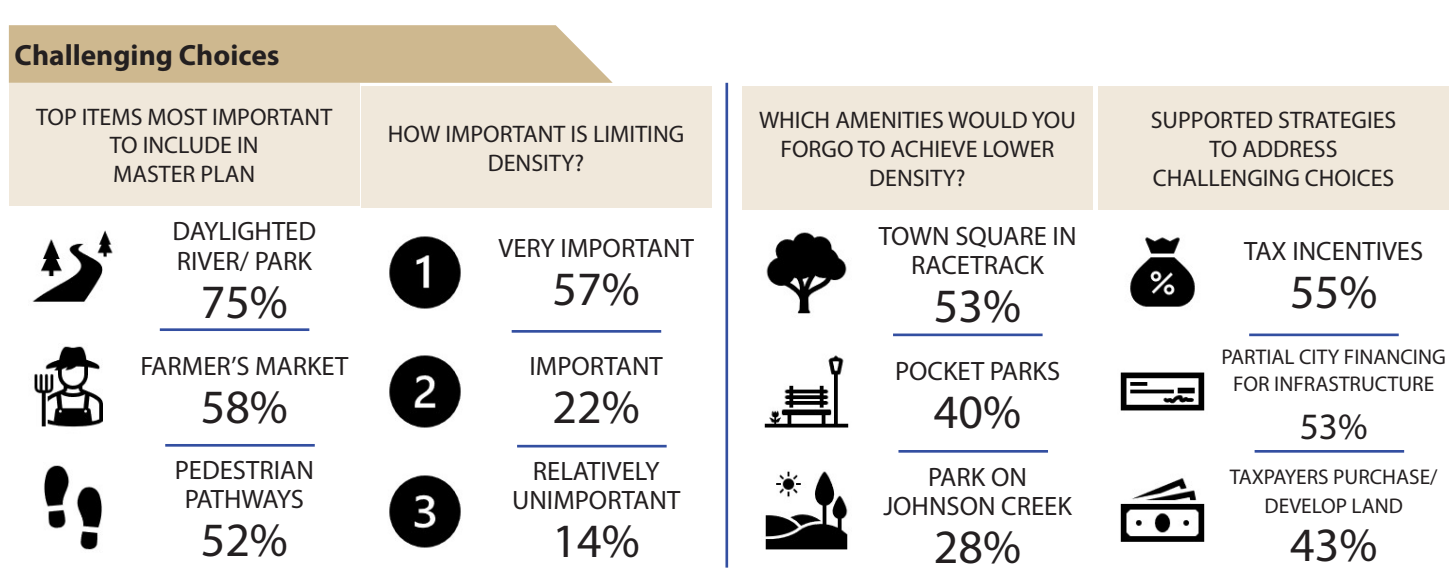
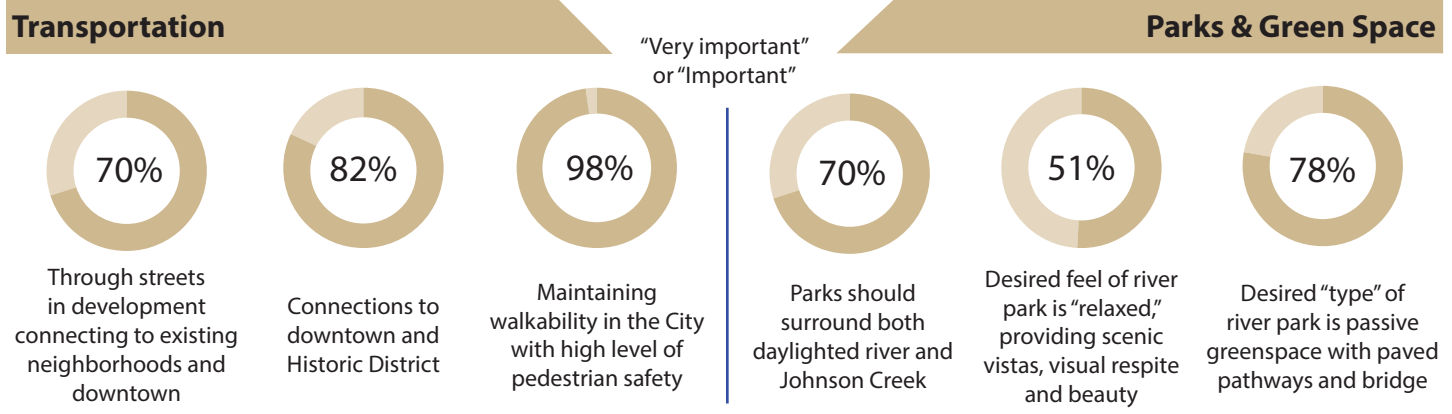
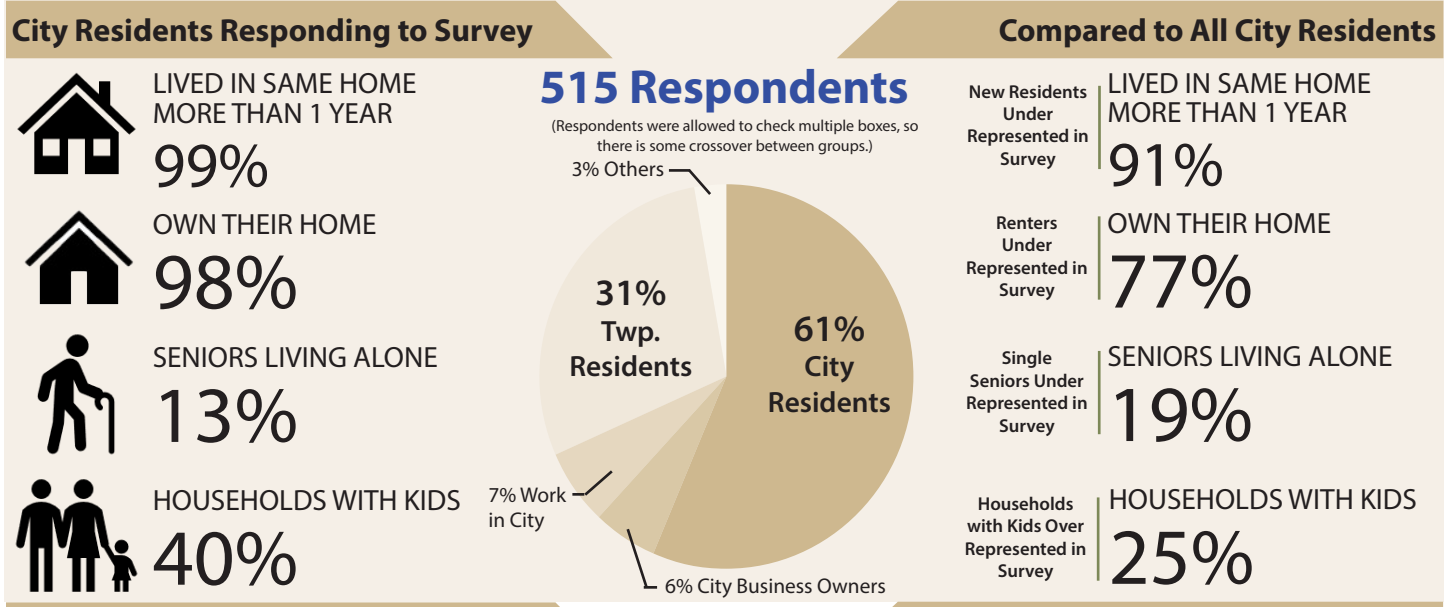


On-Line Survey #2 - Open for 6 Weeks

(Full details of Survey #1 Results are available in "Input Data")

Survey Goals: The goals of this survey were to:

- Test themes for the Master Plan; and
- Ask the public to identify priorities for making challenging choices.



Game board Selection

Respondents to Survey #2 were asked to look at the fifteen game boards created at the virtual Open Houses. The game boards showed potential land uses, streets, and pathway systems on an aerial photo of the Study Area. Survey participants were asked to select two game boards that best fit their vision for the Study Area. (All game boards created by Open House participants are provided under "input Data.") The most selected game boards by survey participants are shown below. Common ideas shared between these two boards includes:

- Daylighted river and Johnson Creek surrounded by parks
- Parks interior to the development
- Mixed-use or commercial uses along Cady St. and S. Center St.
- North/south extensions of Hutton and Church streets into the new development
- Extension of Beal Street to S. Center St.

City of Northville

#11

Open House Exercise
 September/October 2020

KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES

NOTES
Insert notes here

 Offices
 Surface parking
 Parking garage
 Senior Housing

INSTRUCTIONS: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming

City of Northville

#13

Open House Exercise
 September/October 2020

KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES

	
	
	
	
	
	
	
 Office	 Parking Lot
 Parking Structure	

NOTES

A dedicated green space is provided at the north portion of the site as a gateway, pedestrian calming device, and stormwater management. Pedestrian pathways would switchback to accommodate grade change. Spectacular architecture will be required at the southern terminus of this open space. The Middle Rouge River is to be day-lit and adjacent trees preserved. Gardner Street is connected via a vehicular bridge while Johnson Street is connected by a pedestrian-only bridge. A one-lane roundabout is suggested for the Sheldon-Seven Mile roads inter-section to create a gateway. Adjacent buildings should align/conform to the curvilinear roundabout. Dedicated bicycle lanes along Seven Mile and connecting into downtown is important. Diverse multi-family with green or decoratively paved courtyards/pocket parks featured in the southern area of the district. The Church Street extension is purposely curvilinear (other streets could do the same) to avoid the monotony of a gridded street network. Hutton connects to Hines. Office space is suggested on west side of Center Street with similar architecture on both sides of the street.

INSTRUCTIONS: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming



Guiding Principles

The Planning Commission drafted guiding principles to be used as a basis for redevelopment of the study area (as depicted in Figure 2, page 9 of this Master Plan Update). The principles fall into the following categories:

1. Design blends seamlessly
2. Walkability/Connections/Traffic/Parking – Circulation/Mobility
3. Public Spaces/Open Space/Daylight River & Johnson Creek/Farmer’s Market/Natural Resources
4. Land Uses (Commercial, Residential, Civic)
5. Density/Form/Massing/Concentration/Height/Architecture/Character
6. Historical Reference/Acknowledgment of existing land uses (Racetrack buildings, racetrack track, log cabin, open space)on.

Design Blends Seamlessly:

Ensure that new development is harmonious with existing/historic parts of Town

Guiding Principle Description: Development will blend seamlessly and be harmonious with the existing character of our small urban village, with existing and new development sharing the same underlying principles of space, structure, elements, composition, proportion, ornament, charm, and character, regardless of style, that strengthens or improves the preexisting character, allowing the community to grow and change in accordance with historic patterns and styles, thereby assuring a continuity of character over time, invoking a sense of beauty and harmony while making the city more sustainable and just.

Walkability/Connections/Traffic/Parking - Circulation/Mobility

Guiding Principle Description: Development will provide safe, vehicular-calming design; integrated, but deemphasized parking solutions; and accessible non-vehicular connectivity that encourages walkable and bikeable circulation into and throughout the existing urban fabric of the city, future development, and adjacent land uses.

Public Spaces/Open Space/Daylight River & Johnson Creek/ Farmer’s Market/Natural Resources

Guiding Principle Description: Development will create public and open space designs that are rooted in the history of Northville, that are purposeful, accessible, welcoming destinations that restore and protect natural systems with green sensitive solutions, concepts of placemaking that encourage gathering, and spaces that allow for multi-purpose events.

Land Uses:

Encourage/Ensure Diverse Land Uses

Guiding Principle Description: Development will include a variety of land uses compatible with a small urban village, integrating multiple land uses within a single block or area (versus segregating uses in separate areas), including zoning that permits a range of housing sizes/types within a single zoning district, that creates an active/vibrant interface with the public/sidewalk, preserving a walkable, welcoming, neighborly environment which is affordable for and accessible to a variety of potential residents.

Density/Form/Massing/Concentration/Height/ Architecture/Character:

Sense of Community and Character

Guiding Principle Description: Development will promote a Sense of Community that is engaging, neighborly, and promotes social connections - all of which has Character, featuring identity and personality, which is appealing and authentic.

Historical Reference/Acknowledgment of existing land uses (Racetrack buildings, racetrack track, log cabin, open space):

Guiding Principle Description: Development will recognize Northville's Interesting past, its culture (past, present, and future) and the Significance that the City has had on the area and the surrounding population. Our history is our way to build connections between residents.

Some specific examples to be considered are:

- Equestrian activity
- Race track
- Log Cabin
- Village Workshop and Foundry Flask sites
- Fish Hatchery Park and Johnson Creek
- Ford Waterwheel building - connecting neighborhoods by historical sites
- Stitching Post and Wagon Wheel
- Ford Field and the Middle Rouge River

Figure 3. Master Plan Update Study Area



Figure 4. Master Plan Update - Unique Areas

Subarea Plan

This Master Plan Update replaces three unique subarea plans in the previous 2018 City of Northville Master Plan:

- Cady Town/Cady St. Subarea,
- Racetrack subarea, and
- S. Center St. subarea.

The three subareas were merged into one (hereafter referred to as the “Study Area”) because they closely interact with each other and influence how each other functions. However, there are also unique aspects of each that should be acknowledged and integrated into the Study Area’s future vision. Therefore, this chapter begins by describing common themes that apply to the Study Area in general, and then provides additional criteria to each unique area - Cady St., the Racetrack, and S. Center St. Both the common themes and additional criteria should be considered in redevelopment projects.

Common Themes

Guidance for redevelopment of the Study Area is divided into eight topics:

- Land Use
- Building Height, Massing and Characteristics
- Building Location
- Residential Density
- Street Configuration and Characteristics (New and Existing Streets)
- Walkability and Bicycle Access
- Parking
- Public Open Space/Parks

Land Use

Decisions on appropriate land uses are based on location, the character of adjacent streets, and the surrounding land uses, among other considerations. **Therefore, desirable land uses are described under each unique area.** However, public open space is desirable across the entire Study Area and encouraged, as described under the topic entitled “Public Open Space/Parks.”

Existing Conditions

The study area contains significant existing features that should be respected and incorporated into any redevelopment project. These features include:

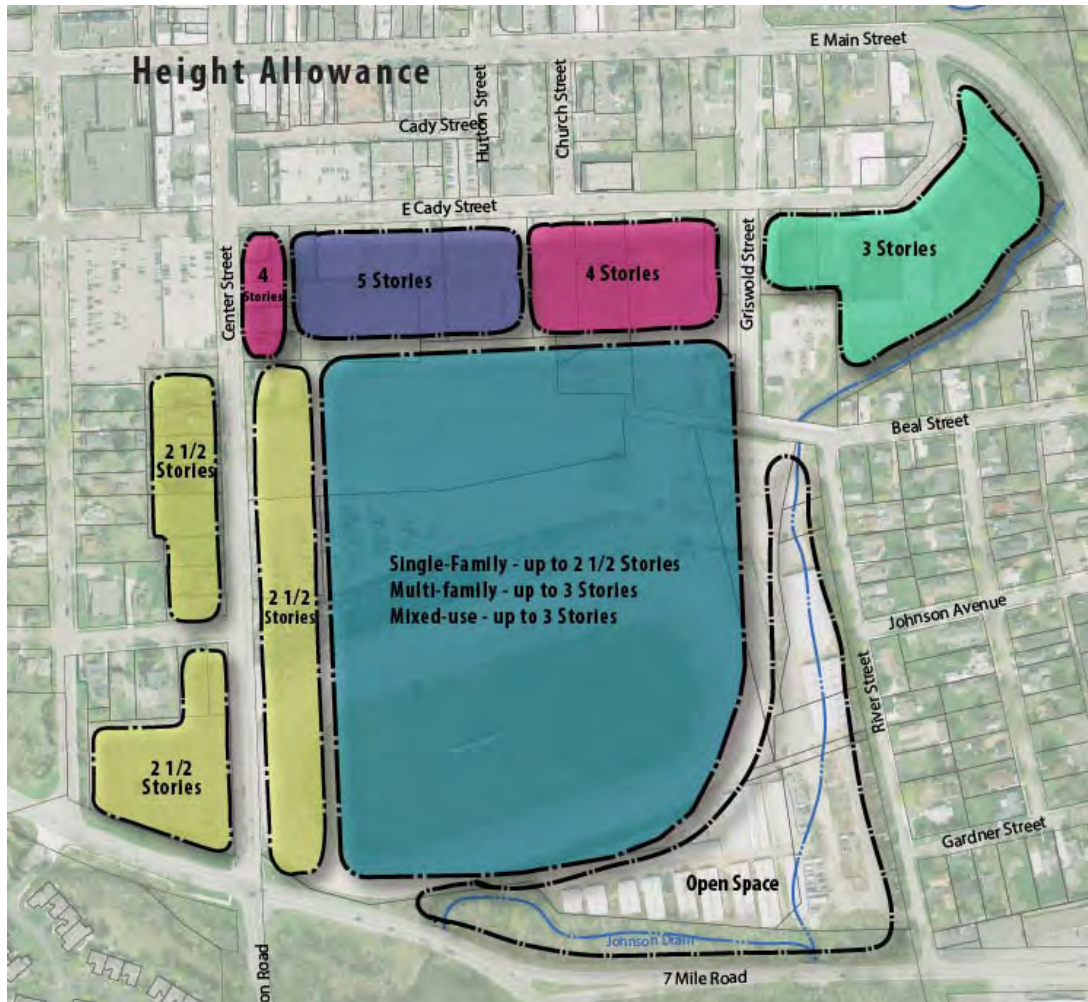
- Middle Rouge River (above ground east of Griswold St., and then underground south of Beal St.)
- Sloping topography parallel to and in close proximity to Cady St.
- Potentially high groundwater on the southern half of the study area.
- Johnson Creek, at the south end of the site, is a high-quality tributary.
- The Wayne County Road Commission has jurisdiction over 7-Mile Road. Any connections to this road need their approval.

Building Height, Massing, and Characteristics

(Refer to discussions of each unique area (starting on page 29) for information regarding building height dimension/number of stories.)

- *Building heights shall be governed by the designated height overlay in the Zoning Ordinance, and as illustrated in the “Height Allowance” graphic on page 26.*
- *Height, scale, and mass of buildings shall be similar to or compatible with the historic downtown, historic residential areas, and other buildings in the area.*
- *To ensure new buildings are compatible with the surroundings (which may contain buildings from different eras and styles), they must share the same underlying principles of space, structure, elements, composition, proportion, ornament, and character. If these principles are consistent, but not necessarily repetitive, among the buildings along a street or around a square, they will be compatible, regardless of style.*

Figure 5. Study Area Height Allowance



- New buildings in historic, downtown Northville setting should improve or strengthen the pre-existing character, regardless of their style; changes that weaken or diminish the historic character will not be permitted, again regardless of style. Additions or new construction may be in the same style as the historic buildings, provided that the new construction is consistent with the typology, composition, scale, proportion, fenestration (i.e., window shape and location), ornament, materials, and craftsmanship typical of the setting. Refer to the [Historic District Design Standards](#), City of Northville, for information about Northville's commercial and residential architecture.
- Building heights, massing, and characteristics along streets should be varied and appear as if the street developed organically over time. Repetitive "cookie cutter," mass produced buildings are prohibited. Building design should reflect the unique character of Northville.
- Observing the Floor Area Ratio (FAR) requirements helps to ensure new buildings are harmonious in scale/massing.
- Building design should take advantage of the topography and site characteristics to create unique architecture.
- High quality architecture shall be emphasized. Commercial buildings shall have generous window areas, recesses, projections, and architectural details. Residential buildings shall have architectural details that are complementary to the variety found in adjacent neighborhoods.
- Primary building entrances shall be clearly defined with sheltering elements such as an awning, arcade, or portico on the street facade.
- First floor architecture should be compatible with sidewalk areas, providing an inviting interface between buildings and pedestrian areas, and creating a welcoming, accessible environment.

- All building facades, including side and rear street-facing facades that are visible from the street, should have inviting architectural features, artwork, pedestrian access, landscaping, and be designed to interact with pedestrians.
- Commercial uses shall also provide secondary entrances (at building rear or side street) that are welcoming and designed as a primary entrance (and not just a service entrance).

Building Location

(Refer to discussions of each unique area (starting on page 29) for information regarding building location.)

Residential Density

(Refer to discussions of each unique area (starting on page 29) for guidance on specific density ranges.)

Northville’s primary goal relative to density is to create a design that meets the Guiding Principles established for the Study Area; that is, a design that blends seamlessly with other areas of town and which appears to have evolved organically over time. This includes:

- Ensuring sufficient residential density to support a vibrant and thriving town center;
- Balancing more dense portions of the Study Area with public open spaces and places that invite gathering/lingering;
- Ensuring that the mix of housing types within the Study Area broadly parallels the mix of housing types found across the City;
- At the same time, encouraging new types of residential options to address unmet needs for a variety of residents at a variety of life stages and a variety of price points;
- Laying out buildings/lots within a walkable environment with narrow roadways, wide sidewalks, prominent crosswalks, and bike lanes/amenities.
- Mixing a variety of building types, within walking distance, in the same block or series of blocks rather than placing large numbers of a single building type together in a single area;
- For principally residential portions of the Study Area, mixing single-family, townhomes, two-family, four-plexes, and other small, multi-family buildings in the same street/block;

- Ensuring that single-family residential lots conform to the minimum lot size requirements within the R-1B Zoning District;
- For mixed-use portions of the Study Area, providing variety in height, stories, mass, form, architecture, and other details; and
- Ensuring that the density in the Study Area is informed by the density described in the existing residential districts in the Zoning Ordinance, while recognizing that existing density standards cannot be strictly applied when mixing building types within a block/street.

The above design characteristics are more important to development of this Study Area than a numerical density range or cap; however, the Guiding Principles for this Study Area and the desired land uses do not easily lend themselves to a strict, numeric standard. Rather, the intensity of development in the Study Area will be influenced primarily by achieving the goals listed above through high-quality and creative design. Density in the Study Area also is informed by the density described in the existing Zoning Ordinance, even though existing density standards cannot be strictly applied when the goal of mixing building types within a block/street is achieved. Higher density may be considered by the Planning Commission when there is persuasive evidence that the community at large would benefit.

While specific density numbers are not assigned, the location of relatively higher and lower density in the Study Area should follow the general pattern described below:

- Highest density in the Cady Street subarea.
- Moderately high density in the northern portion of the Racetrack subarea along a potential Beal Street extension.
- Moderately high density along South Center Street and where the Racetrack subarea abuts Center Street.
- Decreasing density in the internal Racetrack subarea as it extends south from Beal and east from Center.

Figure 6 on the next page illustrates the general density pattern.

Figure 6. Study Area Density Pattern



Street Configuration and Characteristics (New and Existing Streets)

- Existing and new streets created in this Study Area shall establish an atmosphere and character that melds with the city. The streetscape and pedestrian experience should be inviting, comfortable, safe, multi-purpose, and accessible. Opportunities created by existing topography, natural features, and buildings/uses should be incorporated into a streetscape design that is unique to Northville. Streetscape elements that soften building massing and height, and create a more pedestrian-scale environment should be incorporated into the design.
 - New street layout, and their connections with existing streets, should be developed using the traditional neighborhood characteristics currently present in Northville using a street system which aligns with existing City streets, and incorporates alleys for vehicular access at the rear of lots or garages in the back of lots.
- Streets should be configured to:
 - a. Establish a street pattern that is consistent with a traditional town (vs. a suburban model).
 - b. Evaluate traffic impacts in the earliest phases of the project; mitigate traffic issues that are exacerbated by new development.
 - c. Create connections between new and existing streets that enable traffic to spread out in all directions, minimizing traffic congestion. Street connections should enable new north/south street(s) to support connections between downtown, regional roads and amenities to the south; and east/west connections to existing neighborhoods.
 - d. Establish a street pattern that respects and works with existing topography and natural features, particularly the daylighted Rouge River and Johnson Drain. Take advantage of topography to provide pleasing vistas from streets and sidewalks.

- e. Establish a street pattern that creates city blocks that are compatible with established blocks; avoid creating “super blocks” to ensure a circulation system that is convenient for pedestrians.
 - f. Establish a street pattern that incorporates “complete streets” concepts, ensuring convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation (See concepts under “Walkability and Bicycle Access”).
 - g. Using traffic calming techniques, configure streets to prioritize pedestrian health and safety, particularly at all pedestrian and vehicle interface points.
- Pedestrian and non-motorized travel shall be prioritized over vehicle travel.
 - Both existing and proposed streets should have enough right-of-way width to accommodate bicycle and pedestrian travel ways, as well as features of a streetscape that create an inviting, comfortable, safe, multi-purpose, and accessible nonmotorized environment.
 - Gated or restrictive access, in both actual and visual configurations, are prohibited in any part of this Study Area.
- Pedestrian connections should include walks along both sides of all new and existing streets, street trees/landscaping, buffers between walks and vehicle traffic (i.e., vegetated parkways between walk and curb), pedestrian-scaled lighting, and other design elements.
 - Provide multiple pedestrian connections between downtown and the Study Area, taking advantage of the change in topography to provide vistas, focal points, promontories, terraces, and interesting means to traverse the slope (such as ramps, steps, elevators, etc.).
 - Provide multiple pedestrian connections between the Study Area and existing neighborhoods, trails/pathway systems, parks outside the city, and other Northville destinations.
 - Consider bike lanes on major through streets, and supply other bicycle facilities (bike racks, etc.) to accommodate bicycle travel to residences and businesses located within the Study Area.
 - The non-motorized pathway system should also accommodate emergency vehicles.

Public Open Space and Parks

Walkability and Bicycle Access

- Development should promote “complete streets” concepts that make pedestrian travel inviting, comfortable, safe, multi-purpose, and accessible. The walking/biking environment should be inviting, with open views, engaging building facades, and opportunities for street activities, gatherings, and resting. Barriers to pedestrian travel should be minimized, and traffic calming measures used. Design guidelines for pedestrian and bicycle facilities described in the [City of Northville Non-Motorized Plan](#) (March 3, 2014, as amended), should be adhered to.
 - Pedestrian and non-motorized travel shall be prioritized over vehicle travel.
 - Pedestrian health and safety shall be of primary concern and be incorporated at all pedestrian and vehicle interface points. Pedestrian connections should be safe, accessible, comfortable, and enjoyable.
 - “Complete Streets” concepts shall be incorporated into a development, ensuring convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. (Refer to page X for more discussion of “complete streets.”)
- Public space placemaking tools and techniques, such as the Power of Ten, should be utilized to provide opportunities for residents “to go to” rather than just “go through.” (See Project for Public Spaces website (www.pps.org).
 - Public plaza areas, parks, multi-use open spaces, and outdoor gathering spaces that encourage lingering and community interaction, and provide space for civic uses are desirable and encouraged.
 - The scale and type of public open space should relate to the character and type of surrounding land uses, as well as the character adjoining streets. Where appropriate, trees and other landscaping that enhances the environment should be planted.
 - Public open spaces should connect with pedestrian and bicycle pathways from all directions. Design guidelines for pedestrian and bicycle facilities described in the [City of Northville Non-Motorized Plan](#) (March 3, 2014, as amended), should be adhered to.

- *Open spaces should be designed to demonstrate the latest in sustainable practices and watershed health, including low impact stormwater management techniques (green infrastructure) that slow and filter stormwater runoff before it reaches the natural river systems. Information on these techniques is detailed in the [Low Impact Development Manual for Michigan](#).*
- *In addition, stormwater management techniques in plaza areas or more “built” environments should be appropriate for a downtown (vs. suburban) setting, such as underground detention, stormwater plazas, and similar techniques, that don’t emulate suburban basins.*
- *Tree species should represent a wide range of species and genus diversity to bolster resilience to invasive pests and disease. As of 2021, refrain from planting Maples, as this genus is currently overrepresented in Northville’s tree inventory.*

Parking

- *Parking facilities should use parking techniques that minimize the impact to pedestrian activity and support the vibrancy of the area.*
- *Parking for new development:*
 - Underground parking and parking structures are preferred over surface lots.*
 - Parking structure architecture should be consistent with the architecture of adjacent buildings. Exposed facades should be treated similarly to occupied building facades. Structures should add to the character of adjacent streets.*
 - Surface lots shall be located in the rear or side of buildings and screened from views from streets.*
 - Surface lots should be broken up into smaller units, and incorporate landscape islands and other features to avoid a large area of uninterrupted pavement.*
- *On-street parking should be incorporated along new and existing streets in the Study Area; on-street parking should be coordinated with bicycle lanes.*

Environmental Considerations

Potential developers should design projects that improve the environmental conditions on site, including, but not limited to:

- *Working with the Brownfield Redevelopment Authority to address possible environmental contamination within the Study Area.*
- *Implementing state-of-the-art stormwater management solutions that are appropriate within an urban setting, and that reduce sedimentation, pollutants, volume, peak flow, and runoff from entering the Rouge River, Johnson Creek, and the City’s stormwater system.*
- *Implementing best practices in sedimentation control measures and other construction-related techniques.*

Additional Criteria for Cady St.

Land Use

Transitional Mixed Use shall:

- Create a “transitional” environment between the downtown core and residential uses to the south by mixing vibrant downtown uses with alternatives to single-family housing types.
- Include a mixture of residential, retail, restaurant, office, creative arts workspace, or other compatible uses that create a vibrant extension of uses in the downtown. Other viable uses, based on market analysis, may be acceptable if they meet the goals of creating an interaction between the use and street, and create a vibrant street life, as determined by the Planning Commission.
- Upper level residential uses are acceptable in this area.
- Ground level street frontages should be dedicated to a mix of active uses such as commercial, retail, restaurant, office, or other compatible active uses.
- Ground level residential uses are not desirable; however, unique residential formats (such as live-work or artist studios) with direct access from the unit to the street and that engage with and activate the street may be acceptable as well.
- Lobbies, work-out rooms, coffee-bars, and other active spaces associated with the upper level living units may also be acceptable on the ground level.

Building Height, Massing and Characteristics

- Maximum building heights shall be compatible with the downtown. To accomplish this goal, the Master Plan Update identifies appropriate heights which are reflected in the “Height Allowance” graphic (Figure 5, page 24). These building heights will create new buildings that, taking the lower elevation of Cady Street into account, will be a similar finished height as the existing buildings on E. Main St. Also, the Height Allowance locates taller buildings on the west end of Cady St., which is consistent with the existing buildings at the corner of S. Center St. and E. Cady St. Similarly, the Height Allowance locates shorter buildings on the east end of Cady Street, which is consistent with the lower buildings in this vicinity, as well as the single-family residential lots to the south. Variability from these standards that are compatible with the area may be considered through the Planned Unit Development (PUD) process.

- Building heights should vary along Cady Street to avoid monolithic building facades, and emulate the charm and human-scale of the downtown area.
- Building heights should transition from a relatively taller commercial scale along Cady Street to a relatively shorter residential scale to the south.
- Upper and/or top floors of buildings should be set back from the street to avoid a “canyon” effect.

Building Location

- Ten feet of additional right-of-way should be provided to allow parallel parking on both sides of the street and to have adequate pedestrian areas on both sides of the street.
- Buildings along Cady Street should maintain a “build to” line within ten (10) feet of the right-of-way. Occasional recesses for plazas, outdoor dining areas, or other public spaces are acceptable, and all buildings should provide enough space to accommodate streetscape features along the Cady Street frontage, as illustrated in the City of Northville’s Secondary Street Design Standards.

Residential Density

- Dense upper floor residential land uses contribute to a vibrant atmosphere along Cady Street. However, the extent of density must be balanced with the capabilities of the existing infrastructure to accommodate the proposed number of people, such as the street system and public utilities, and the probable impact such density could have on existing surrounding land uses. Density will be evaluated in light of this balance, as determined by the Planning Commission.
- On properties abutting Cady Street, density of new development shall be governed by dimensional and form-based requirements in the Cady Street Overlay (CSO) District to ensure new construction is compatible visually and functionally with the downtown and surrounding buildings, if any. Dimensional and form-based requirements include:
 - Maximum building height
 - Minimum building setbacks
 - Parking requirements, including required landscaping, and screening.

Additional Criteria for Cady St. - Cont.

- *Additional density (in the form of building height) may be considered in exchange for substantial public realm improvements that are in addition to minimum standards.*

Street Configuration and Characteristics (New and Existing Streets)

- *The current alignment of Cady Street at S. Center St. and S. Main St. intersections should be evaluated for enhanced traffic and pedestrian safety. This may include:*
 - a. Adding 10-feet of right-of-way to E. Cady St. near S. Center St. to provide enough space for on-street parking and sufficient space for sidewalk uses, such as outdoor dining, street furnishings, street trees, etc.*
 - b. Straightening the bend at the east end of Cady St. This may require slight straightening of the bend vs. fully straightening the bend so that the intersection with S. Main St. has sufficient site distance for a safe pedestrian crossing.*

Walkability and Bicycle Access

- *Consider bike lanes on Cady Street, and supply other bicycle facilities (bike racks, etc.) to accommodate bicycle travel to Cady Street businesses.*
- *Incorporate a safe pedestrian crossing of S. Main St. to allow for travel between this Study Area and destinations on the north side of Main St. (such as Ford Field).*

Parking

- *Site design should utilize the areas sloping topography for underground parking or “walk out” parking facilities at the backs of buildings.*
- *The “Complete Streets” concepts as described in the Walkability and Bicycle Access section should also be applied to the north side of Cady St. when existing lots are improved/modified, or the parcels are redeveloped.*

Public Open Space and Parks

- *Specific public amenities envisioned for this area include, but are not limited to, a riverfront walk along the Middle Rouge River (on Foundry Flask site).*

Additional Criteria for Racetrack

Land Use

- *Specific land uses in this area include a mix of single-family/multi-family residential densities that offer a range of housing opportunities for varied lifestyles, life stages, and price points.*
- *Commercial uses are encouraged to be intermixed within the area, for example near neighborhood gathering areas (parks), but shall be of a neighborhood scale and shall not include intensive uses which are incompatible with surrounding neighborhoods.*
- *The Farmer’s Market could be relocated to this area.*

Building Height, Massing and Characteristics

- *Building heights along streets shall be diverse to offer a range of housing opportunities for varied lifestyles, life stages, and price points.*
- *For single-family homes in the high water table area (where basements can’t be constructed due to evidence of a high water table), maximum height of these homes may be slightly taller, as determined by the Planning Commission, to accommodate the lack of basements. The additional height must be directly tied to the specific high water table level on the lot.*
- *Portions of this sub-area could require Historic District Commission approval.*

Building Location

- *The front building setback should support an ordered streetscape but not necessarily a rigid “build-to” setback.*
- *Residences that abut a public park or amenity should face the park/amenity rather than put their backs to them, as this arrangement clearly indicates that the park or amenity is “public.” Single-loaded streets facing public parks and amenities, with on-street parking to facilitate public access, are desirable. Public pathways or greenways in parks can also play this same role, with front yards abutting the pathway, and vehicle access to the residence in a rear alley.*

Street Configuration and Characteristics (New and Existing Streets)

- *The extension of Hines Drive directly north into the Racetrack area and connecting with downtown is encouraged.*
- *The west side of River Street should be improved with curb, sidewalk, on-street parking, street trees, and/or other features that make it a safe, pedestrian-friendly travel way.*

Walkability and Bicycle Access

- *A pedestrian connection between Town Square and the Racetrack area should have the character of a “major” pedestrian promenade; space for such a feature (in the form of a right-of-way or easement) should be considered.*
- *Consider a dedicated nonmotorized/bicycle pathway through sub-area parks and other open spaces that connect destinations within the sub-area, and to destinations outside the sub-area; pathway could also support an eventual link between Hines Park and Maybury State Park.*

Parking

- *For single-family dwellings, vehicular access from alleys to rear garages is encouraged/preferred..*

Public Open Space and Parks

- *The Middle Rouge River shall be exposed, and a large park/ open space in conjunction with the river be provided. This park should:*
 - *Provide walking/biking connections from Hines Drive to the downtown.*
 - *Connect with the Beal Town neighborhood via pedestrian bridge(s) to unify the sub-area with Beal Town.*
 - *Link with other pedestrian pathways, such as along Johnson Creek west to S. Center St., and other adjacent non-motorized transportation systems.*
- *Any remaining floodplains/flood way areas should be retained as open space and available to the public with connecting pathways.*
- *Future development should include a central square or public park with pedestrian connections to Cady Street, downtown, Beal Town, and Center Street to serve as a main attraction, and contribute to the distinct identity of the sub-area..*
- *Providing architectural and landscape references that celebrate the legacy of horse racing is desirable.*
- *Create a gateway feature, such as a plaza, at the northwest corner of the River St. and 7-Mile intersection welcoming walkers, cyclists, and vehicles into the City.*

Additional Criteria for S. Center St.

Land Use

- *S. Center St. should be thought of as an extension of the downtown, with mixed-use buildings (commercial with multi-family above), and other types of multi-family residential building types (townhomes, brownstones, single-use apartment buildings at higher density, etc.). New single-family residential is not consistent with this vision.*
- *Commercial uses shall be of a neighborhood scale and shall not include intensive commercial uses which are incompatible with surrounding neighborhoods or the downtown area.*
- *Redevelopment must be compatible with surrounding residential areas west of Center Street.*
- *South Center Street serves as one of the City's main entry ways. Uses along the street, should establish a "sense of Northville": a vibrant, engaged community with the street activated from first floor commercial, retail, and restaurant uses. See other gateway concepts under the "Open Space/Parks" heading below.*
- *The Farmers' Market should continue at this location until an alternative site becomes available. If the Farmers' Market is discontinued at this location, preferred land use shall be mixed-use/multi-family building types (see above).*

Building Height, Massing and Characteristics

- *Building height on South Center shall range from four (4) stories at the corner of Cady Street and South Center Street, to a mix of 2- to 3-story buildings south of this intersection. In addition to varied heights, it is encouraged to break up roof lines via gables, fenestration, or other methods.*
- *The character along S. Center St. should appear as if it developed organically over time, and provide a mix along the street of various size building and dwelling types. Dwelling types could include two-family, townhomes, four-plexes and other small multi-family buildings, and mixed-use buildings with residential on upper floors that offer a range of housing opportunities for varied lifestyle, life stages, and price points.*

Building Location

- *Buildings along South Center Street shall provide adequate space, as determined by the Planning Commission, to accommodate streetscape features, pedestrian amenities, outdoor activities such as dining, etc. along the S. Center St. frontage. The front building setback should support an ordered streetscape but not necessarily a rigid "build-to" setback.*
- *Building arrangement, scale, and location in the vicinity of the gateway should reinforce the importance and experience of entering into Northville via on foot, bicycle, or vehicle.*

Street Configuration and Characteristics (New and Existing Streets)

- *Future development shall extend the City streetscape improvements along South Center Street..*
- *Whatever solution Wayne County provides for the S. Center St./7-Mile intersection, the solution should support the gateway vision into Northville, including facilitating safe and efficient pedestrian, bicycle, and vehicular entry into the city as a priority.*
- *Appropriately-sized bicycle lanes on both sides of S. Center St. should be implemented.*

Walkability and Bicycle Access

- *Incorporate bike lanes on S. Center Street, and supply other bicycle facilities (bike racks, etc.) to accommodate bicycle travel to S. Center Street businesses.*

Public Open Space and Parks

- *Future development should provide a gateway or entrance plazas at the intersection of South Center Street and 7 Mile Road. This significant gateway is an important feature and should be configured in a manner that:*
 - Welcomes all travelers, both pedestrian and vehicular, into the City of Northville.*
 - Embraces both sides of S. Center Street.*
 - Establishes a “sense of Northville”: a vibrant, engaged community that is evidenced via an active street.*
 - Provides pedestrian and bicycle connections from all directions.*
 - Provides architectural and landscape references that celebrate the legacy of horse racing.*

Farmer’s Market

Survey Results:

The Farmer’s Market was identified as a top priority in Survey #2. The survey doesn’t provide a consensus on the location of the market, but does provide a vision of an indoor/outdoor space that is used for community events when the market is not in session.



Image Source: Northville.org

Farmer’s Market Task Force

The Farmers’ Market Task Force (FMTF) is a group of residents charged with investigating options for future Farmers’ Market operations. Roles of the FMTF will include establishing a vision for the market, assessing the needs of all stakeholders, identifying and evaluating potential locations, and identifying funding opportunities such as grants and partnerships.

The Master Plan Update has only identified possible future locations within the study area for the market if and when it moves from its current site. The FMTF will continue to develop a detailed vision for the market and prepare stand-alone documents to illustrate the results of these efforts.



Image Source: Downtownnorthville.com

Complete Streets

A common theme in this Master Plan Update is that new development be designed to prioritize pedestrian and bicycle travel over vehicular travel. That said, it is also important that the street network accommodate safe and efficient travel for motorists as well. This chapter illustrates some of the basic premises of how to achieve a “walkable” system of pedestrian and bicycle routes that comfortably integrate with the vehicular network. Many of these concepts came from *Walkable City Rules: 101 Steps to Making Better Places*, by Jeff Speck.

Create Continuous Pedestrian Circulation Systems with Many Decision Points

To encourage walking, it must be interesting and designed at a “pedestrian” scale. To this end, blocks should be relatively small, with opportunities to change direction or access public spaces every 200-300 feet.¹ Routes should be clear and continuous, with frequent and safe crossings.

Orient Buildings Toward - and Close to - the Street

Place buildings at the street, or a short distance from the sidewalk. Buildings should have prominent pedestrian entrances on the street facade that allow easy access. Building facades help define the character of a street or neighborhood, and distinctive architecture along a route also creates landmarks that make the pedestrian system easier to navigate.

Locate Public Spaces in Front, Private and Service Spaces in Side or Rear

Uses that engage the public, such as stores, restaurants, and public parks, should be located along pedestrian travel ways, inviting interaction with the building’s use. More private or service uses, including parking and garages, should be located away from the public eye, offering the occupant more privacy or screening utilitarian spaces from the street view. Residential uses should provide inviting outdoor spaces, such as front porches or stoops, but with cues that the space is private.

¹ designforwalkability.com

What is a Complete Street?

From The City of San Jose’s Envision 2040 General Plan:²

“A complete street provides safe, comfortable, attractive and convenient access and travel for pedestrians, bicyclists, motorists and transit users of all ages, abilities and preferences. The design of a complete street considers both the public right-of-way and the land uses and design of adjoining properties, including appropriate building heights and the planning of adjoining land uses that actively engage the public street realm.”

² designforwalkability.com

Incorporate “Pedestrian Scale” Elements

Walking routes should be interesting. This can be accomplished through the features that the pedestrian is walking by. Building architectural details that can be appreciated close up, including awnings, facade details, and lighting, all engage the pedestrian. Additional street details, such as varied pavements, street trees, street furnishings, and landscaping also add to the interest.

Other architectural techniques that soften pedestrian areas include deep facades with projections and recessions, limiting repetition and maximizing variety in facade design, incorporating vertical elements in long facades, and breaking up large buildings into smaller units.

Design Streets to Encourage Safe Driving

Wider vehicular travel lanes encourage faster speeds. To encourage slower speeds, travel lanes should not be wider than 10-feet. Existing streets that have wider travel lanes can be re-stripped and possibly accommodate bicycle lanes on the excess pavement.

Design Streets with On-Street Parking

On-street parking should be available in as many locations as possible. This also means that driveways and curb-cuts need to be kept to a minimum to maximize on-street parking. If street width is an issue, bike lanes may take precedence over on-street parking if deemed more important.

Incorporate a Bike Network that Connects

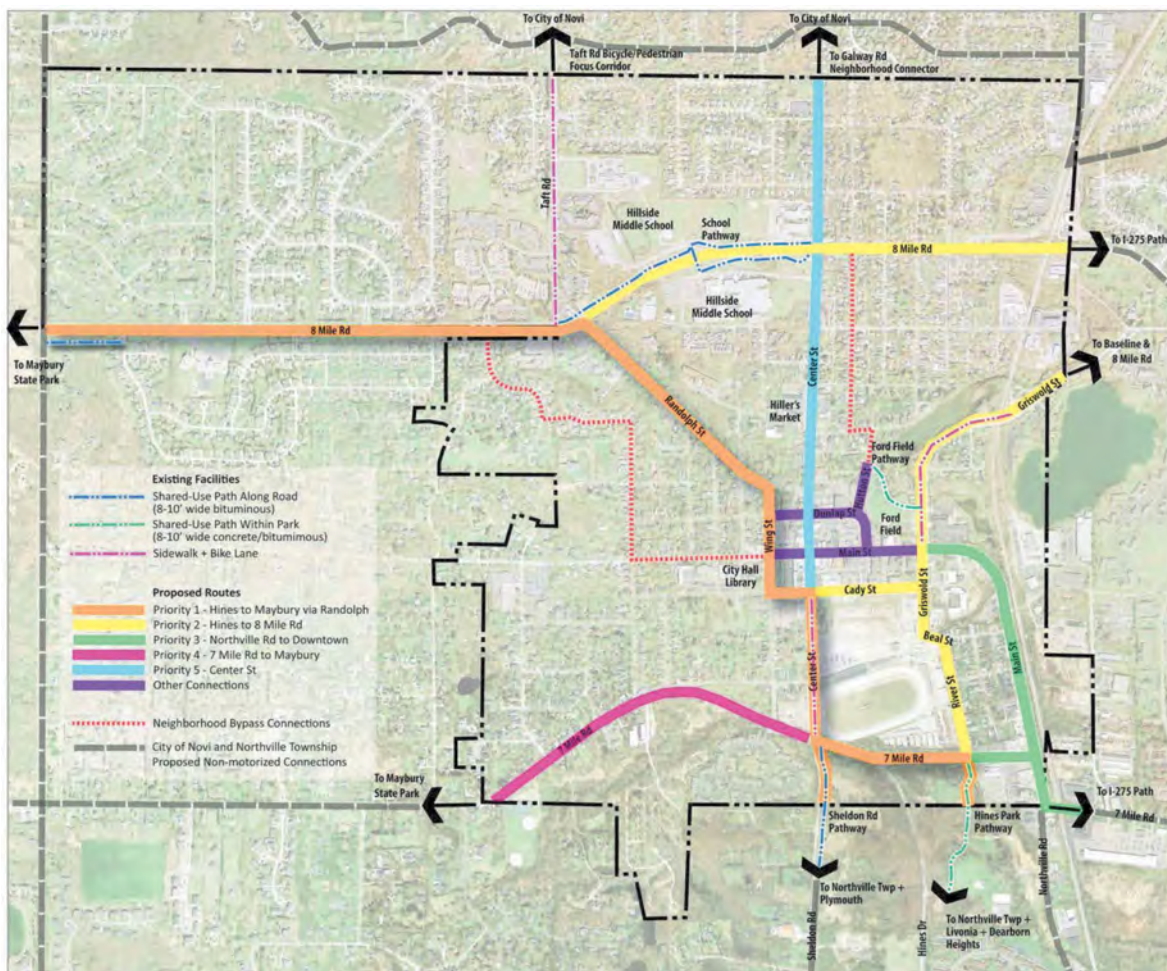
Northville has a Non-Motorized Plan, identifying the location of bicycle facilities within the study area. The Plan also describes specific features of these facilities, and design standards that should be followed. Development of the study area, as described in the Subarea Plan, should consider these facilities on River, N. Center, and Cady St.

Northville's Non-Motorized Plan

Priority 1, colored in orange, includes the route connecting Hines Park pathway to Maybury State Park and Taft Road through 7 Mile Road, Center Street, Cady/Wing Streets, Randolph Street, and 8 Mile Road. This is the priority route for short-term implementation.

Priority 2, colored in yellow, is a route selected for mid-term implementation. It connects Hines Park pathway to 8 Mile Road through the east part of the City along River Street, Griswold Street, and 8 Mile Road, to connect back to the existing shared-use path by the school at Center Street and 8 Mile Road. It will facilitate better connections to Northville Township via 8 Mile Road and provide connection to the I-275 Metro Trail.

Figure 7. Northville Non-Motorized Plan (2014)



In addition to design standards in the Plan, more recent best-practices for bike facilities include:

- Buffers between vehicular travel lanes and bike lanes. This can be as simple as a diagonally striped pavement marking. If there is enough space, buffers between the bike lane and doors of parked cars should also be installed.
- Bright green paint on the pavement has become the universal icon for alerting vehicles of bicycles. Painting bike lanes, as well as intersection markings, clearly identifies the space allocated to bicycles.

Maximize use of Street Trees

Street trees, between the sidewalk and curb, protect the sidewalk, reduce the number of crashes by slowing speeds, provide environmental benefits (including absorbing stormwater runoff and reducing the “heat island” effect), improve public health and increase property values. They should be used on both sides of all streets as liberally as possible.

The tree species should be adapted to the unique growing conditions for its site, and spaced closely enough to achieve an arbor effect along the street. If street trees are located within the sidewalk pavement, appropriately designed tree pits (with engineered soil and load-bearing substrates in a trench under entire sidewalk) should be used. If medians are used, the median should be planted with street trees. Tree species should represent a wide diversity of species and genus to bolster resilience to invasive pests and diseases. In Northville, Maples should be avoided in the near future, as this genus is currently over planted in the city’s tree inventory.





Image Source: Thewatershed.org

Sustainability

While most people primarily associate sustainability with environmental conservation, it is also about people and the health of our communities. Sustainable communities are places where people want to live and work, both now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment and contribute to a high quality of life.

The vision in this Master Plan Update is based on the desire that the study area be developed in a sustainable way by using state-of-the-art techniques, materials, and processes that enhance the environment, improve the economy, and provide social benefits to the residents of Northville. To that end, principles of sustainability that should be implemented in redevelopment of the study area include:

Sustainable Design and Build

- Utilize project design and construction means and methods that minimize environment impact.
- Key performance indicators will be identified that ensure a safe build environment: they include use of energy, water, and other natural resources efficiently and with care.
- Minimize waste through recycling, composting or energy recovery; pursue sustainable dispose of what is left.
- Value and protect the Johnson Creek and Rouge River tributaries with aggressive retention measures during construction. (i.e. More than just 'silt fences.')

Sustainable Stormwater Management (excerpt from Low Impact Development Manual for Michigan)

- Preserve existing natural features that perform stormwater management functions to the greatest extent possible. Development should adhere to the Wayne County Department of Environment Green Infrastructure Policies.
- Minimize the use of enclosed storm sewer systems and eliminate impervious surfaces that are directly connected to Johnson Creek and Rouge River tributaries where possible.

Sustainable Energy Management and Reduced Carbon Footprint

- It is suggested that the developments pursue innovative build designs that meet or exceed current Michigan Energy Codes and adopt the standards set by the US Green Building Council by seeking building certifications from Leadership in Energy and Environmental Design (LEED), or implementing techniques that would qualify the project for certification.
- Incorporate systems that measure, monitor, and verify system performance after initial commissioning.
- Consider utilizing sustainable electric fuel sources for mechanical heating, cooling, ventilation, and appliances that can be powered by sustainable resources.

In addition to these principles, designing a project that incorporates an extensive network of sidewalks, non-motorized trails, and bicycle lanes and facilities also contributes to the sustainability of this area, and the city overall.

Public Input Data

More detailed reports of Survey #1 and Survey#2 are provided on the following pages. In addition, large-scale images of the virtual Open House exercise are also provided.



City of Northville: Master Plan Survey #1 Survey Results and Analysis Final Report

August 26, 2020

Survey Period: June 4 - August 10, 2020
Data download on August 10, 2020

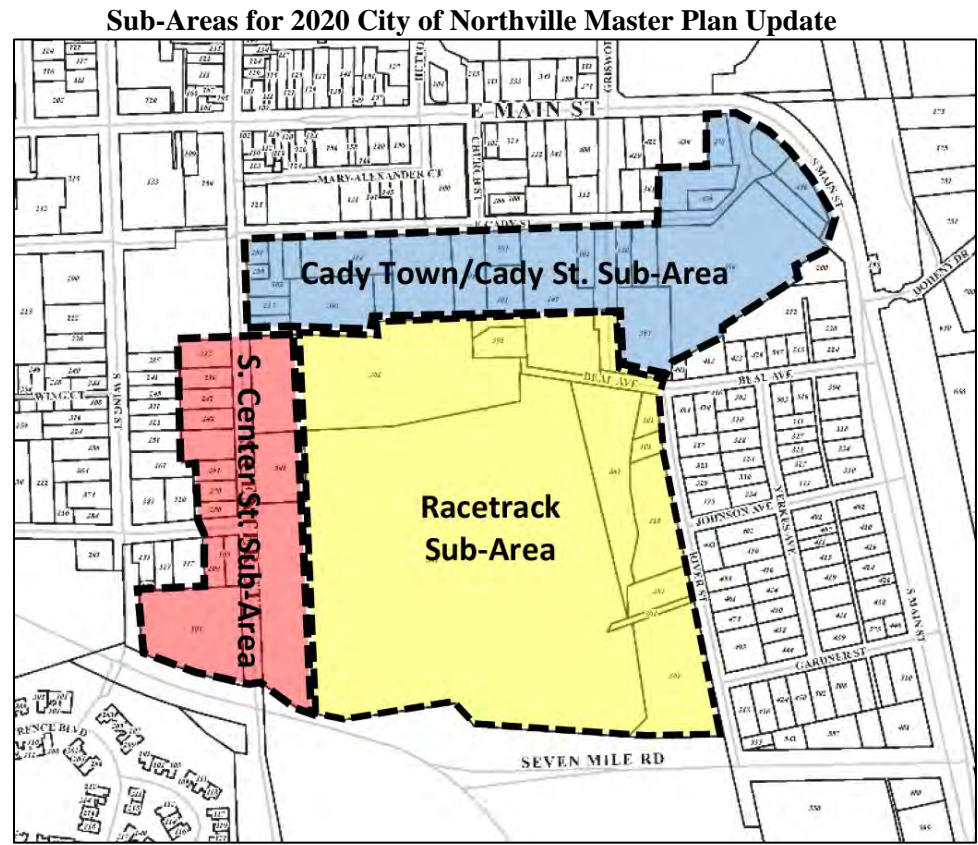
Assistance provided by Carlisle Wortman Associates

As part of the update to the City of Northville’s Master plan, the Planning Commission is implementing a four-part community engagement process:

1. Informational seminars
2. The survey covered in this report
3. A virtual open-house to be held in September 2020
4. A follow-up survey to be released to the community in October 2020

A Master Plan sets out a community’s vision for future development and addresses specific subareas of the City. The specific areas being considered in the current Master Plan review/revision process are shown in the map below:

- Cady Street (the south side only, from Center Street to S. Main St.), and
- the current Racetrack property, and
- the property on South Center Street between Cady and 7-Mile.



Survey Overall

The goals of this survey were to:

- Confirm key priorities for the Cady Street/Racetrack/South Center Street sub-areas;
- Discern what is most valued about the character and vibrancy of Northville; and
- Identify potential opportunities, needs and concerns with the future of the Cady Street/Racetrack/South Center Street sub-areas.

Statistics on the survey are:

- The survey was open via a weblink from June 4 to August 10, 2020.
- 1,000 individuals participated, including 20 respondents who partially completed the survey.
- 565 or 57% of the respondents were City of Northville residents. The second largest group of respondents were Northville Township residents, which made up 340 respondents accounting for 34% of the participants. City of Northville business owners (57) and those who work in the City Northville (82) were nearly 6% and just over 8% of the respondents, respectively. Those owning businesses (15) or working in Northville Township (22) were less than 4% of the respondents. Respondents were allowed to check multiple boxes, so there is some crossover between groups, accounting for over 1,000 respondents when the groups are totaled.
- Of the City residents participating, 96% had lived in their residence for over a year. The U.S. Census Bureau 2014-2018 American Community Survey 5-Year Estimates approximates that 91% of the City's population lived in the same house the previous year. While the questions are not identical, the number of newer residents taking the survey could be a lower percentage of the sample than of the City's population overall.
- Over 95% of the City-resident respondents indicated ownership of their home. However, the U.S. Census Bureau 2014-2018 American Community Survey 5-Year Estimates that only 77% of city residents own their home. The percentage of renters is less in the City-resident respondents (5%) than the U.S. Census estimates (21%). Renters in the City may have been underrepresented in the survey responses.
- U.S. Census Bureau 2014-2018 American Community Survey 5-Year Estimates approximates that 19% of the City's population lives alone and is over 65 years old. The survey had 11.4% respondents indicating they were seniors living alone. This group may also be underrepresented in the survey responses.
- In terms of households with children, the Census estimates 25% of the City households have children, while this type of household represents 42.6% of the survey respondents. This distinction may be a result of both spouses from a household with children taking the survey. The increase may also be a result of targeted marketing to encourage this usually underrepresented group in the City of Northville to participate. In any case, this group is overrepresented in the survey results, compared to the total number of households with children in the City.
- A ballot box stuffing report showed that the same IP address was used by 4 or less respondents in seven instances, accounting for 22 responses overall. Since multiple family members or a multiple-family building, like Allen Terrace, may use the same IP address, those surveys were included in the analysis in this report, accounting for just over 2% of the total respondents.

The report includes a written analysis for each section of the survey with statistics from the multiple-choice questions and highlights from the open-ended questions. The raw data has been provided to the City of Northville and is available upon request or on the Master Plan page on the City's website. Each section includes charts or tables with data from the multiple-choice questions. The analysis is presented using the following guidelines:

- The data presented is from all respondents. A separate analysis was run for responses from City residents and business owners. However, the responses were not significantly different from the overall responses for almost all of the questions. When City resident and business owner responses differed by more than 5% from all respondents, it is noted in the narrative.
- Percentages are based on the responses to that individual question, not the overall sample unless noted otherwise. So, for example, if 88% report they agree, that means that 88% of the respondents answering that question agree. Note that all respondents did not answer all of the questions.
- Open ended responses are grouped by similarities, differences, and unique ideas. A verbatim report of the open-ended responses has been provided to the City and is available upon request, or on the Master Plan page on the City's website.

Survey Results

Perceived Community Priorities Analysis

To gauge whether the perceived community priorities for the Cady Street/Racetrack/South Center Street sub-areas resonated with the community, respondents were asked if they agreed, disagreed or were neutral on the following statements in the table below. Of respondents answering this question, there was agreement for all the statements, indicating support for these priorities.

Survey Question #1: Impression of Priority Statements	Agree	Neutral	Disagree
The design of any new development should blend seamlessly with the surrounding areas.	88%	9%	3%
It's important to maintain/enhance walkability in these sub-areas.	97%	3%	0%
Streets and sidewalks should facilitate connections (such as between downtown, Hines Park and existing and future neighborhoods to one another).	94%	4%	1%
New development should include welcoming public spaces that can be used by all Northville residents.	90%	8%	1%

All respondents for question: N=992 for statements on design and walkability, N=991 for statement on connections, and N=987 for statement on welcoming places.

In the open ended responses, where respondents were asked to share additional comments about the items listed above or other priorities that may be missing from this list, the following themes, conflicts, and unique ideas emerged:

- **Density** was mentioned as a **concern** by many respondents, with suggestions for lower-density as a priority. Many felt that the sub-areas should be the same density as the existing City neighborhoods and not look like a subdivision.
- **Traffic** – volume, flow, and impact of any development on an already congested area - was also shared as a **concern** by many of the respondents, especially at the intersection of Seven Mile and Sheldon/S. Center. Some suggested additional traffic and parking studies were needed. Others questioned the need for a roundabout, and had concerns for pedestrian safety.
- **Blending seamlessly** was discussed further as a **priority** by several respondents, saying that recent developments had failed in this respect. However, some respondents questioned what this phrase really meant, whether it is a valuable metric, and if the new development could be an improvement upon the existing surroundings.
- **Walkability** was cited as an important **priority** by multiple respondents. Ideas shared on walkability included a pedestrian greenway connecting Downtown and Hines Drive, bike lanes and paths, enhanced bicycle lanes, and safe crossings for pedestrians and cyclist at Seven Mile and Sheldon/S. Center St.
- **Daylighting the river** was seen as a **priority** by many respondents. Suggestions included a greenway with a walking trail, boardwalk and/or foot bridges.
- Many respondents suggested **open space** is a **priority** for these sub-areas. Ideas for open space or parks included: a central gathering space for the City, a replica of Ford Field, a fountain art/splash area for children, a skate park, event space, animal-friendly park, a community center, keeping the farmers market, an amphitheater, and outdoor skating rink.

- Some respondents *suggested* that redevelopment of this area could help Northville become a *destination*, many citing Plymouth as an example of a downtown park surrounded by restaurants, shopping, and condominiums. Some respondents suggested that dining and shopping were priorities, with requests for a gourmet grocery store and boutique retail.
- *Differing opinions* were shared in terms of *housing* on the site. Some felt that housing was not appropriate in any form while others did not want apartments or multiple-family units, particularly high-rise buildings. A few expressed concern that the schools were already overextended as part of their comments related to housing. A number of other respondents expressed support for a range of housing including starter homes, affordable housing, single-family and multiple-family housing, townhouses and condominiums, ranches, or other types of senior-friendly housing. Many also shared that any new housing should be affordable to Northville residents, not “million-dollar” houses.
- Respondents had *different feelings* about *character and architectural style*. Some respondents wanted to maintain the character of the community, especially the Victorian theme. Many asked that modern-looking buildings be excluded. Suggestions were continuing the existing block pattern from Downtown, extending the historic district to this area, using the topography as an asset to create visual interest, and mandating architectural designs in the master plan like in Santa Barbara, California. However, a number of respondents expressed that a variety of building styles should be allowed and disagreed with a need for all buildings to be in a Victorian style.
- A few respondents asked that the *racetrack be preserved*.
- Suggestions for priorities other than those listed included yard size and lot size, friendly to nature, cohesiveness, passive energy, promoting neighborly interactions, outdoor lighting that reduces light pollution and light trespass into homes, and storm water management.
- Unique ideas shared included integration of remnants of the racetrack into the design, Church/Hutton should not be an access point to the new development, use parking structures, add significant number of trees with welcoming landscaping, provide a location for a new post office, plan for pedestrian connections to adjacent neighborhoods but not necessarily vehicular connections, use the high quality building standards for the Downtown, require yards that are in scale with homes, add a food truck area, avoid grid-like street pattern, and move the City’s athletic fields to Northville Downs.

City of Northville Character and Vibrancy

A series of five questions were asked to discern what was most valued about the character and vibrancy of the City of Northville.

The first question asked respondents to choose characteristics of Northville that make it unique and special to them. The table on the next page shows the percentage breakdown for the 998 respondents. Some things to note are:

- For City residents and business owners, the percentage of respondents selecting “The ability to easily walk from place to place” was slightly higher (49%) than the overall group (43%).
- Safety was chosen by only 33% of the City residents and business owners responding, slightly less than the overall respondents (37%).
- When “other” was chosen, many respondents said the Northville Downs Racetrack should be preserved, while others mentioned Northville’s unique dining and shopping opportunities, the sense of community, the farmers market, and the diversity of housing in terms of appearance and differing neighborhood characteristics.

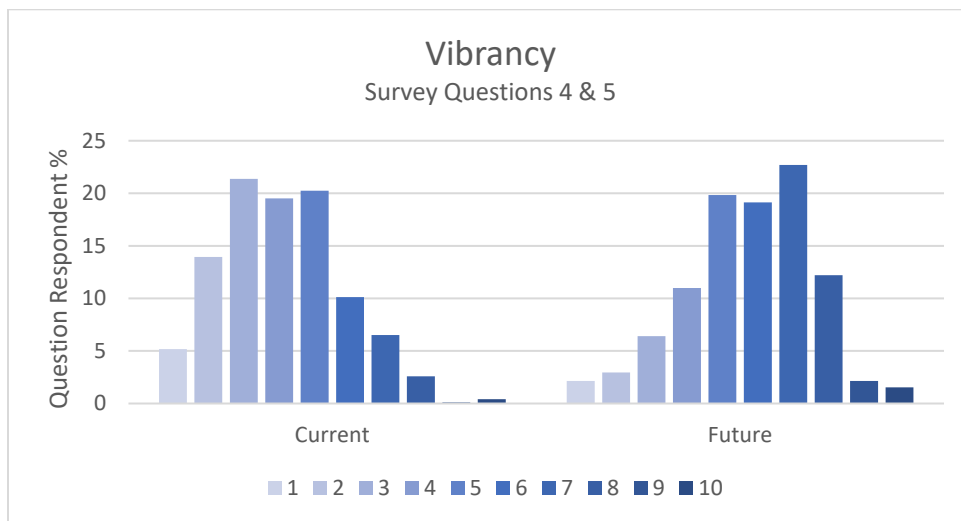
Survey Question #3: Unique and Special Characteristics of Northville	%
The “small town” feel	61%
Downtown’s atmosphere	54%
The ability to easily walk from place to place	43%
Great schools	41%
In-town shopping/dining opportunities	37%
Safety	37%
Historic, single-family homes	36%
Parks and green space	35%
Variety of family-friendly events and festivals (concerts, parades, art shows, etc.)	34%
Quiet residential streets	29%
Well-maintained streets and public spaces	23%
Sense of community among residents	20%
Strong/stable real estate market	14%
Prosperous community	8%
Diversity of housing types (single-family, townhouses, multi-family) within one town	6%
Access to expressways to connect to the larger metro Detroit area	5%
Other	3%

All respondents for question: N=998. Data shown as percentages of question respondents.

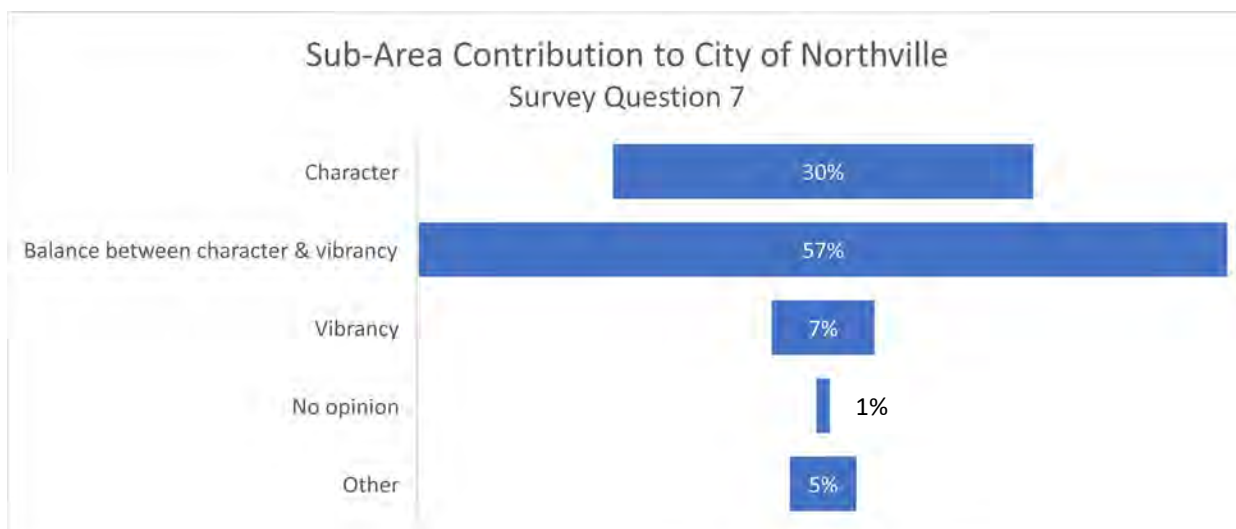
The next two questions asked about the respondents’ perception of the current vibrancy of Northville and their desire for the future vibrancy of the City. Both questions asked the respondents to rank the vibrancy on a 1-10 scale, with 1 suggesting that Northville is currently a cozy little community where the sidewalks roll up early every night and 10 suggesting Northville is currently a bustling municipality that’s jumping with energy and things to do 24/7. The next question (fourth out of five) was open-ended, asking for additional comments on vibrancy. The last question in the section asked, “When looking at Cady St./Racetrack/South Center Sub-Areas, what should new development contribute to the City?”, with choices of character, vibrancy, balance between the character and vibrancy, no opinion and other. Key points from analysis of the responses to these questions as a group are:

- The majority of respondents, including City residents and business owners, saw the **current vibrancy** of the City between **three to five** on the 1-10 scale.
- When asked about **future vibrancy**, the majority selected between **five to seven** on the same scale. While roughly the same percentage of **City residents and business owners** selected five to seven for future vibrancy, slightly **fewer selected “7”** (20.48%) as compared to overall respondents (22.69%).
- When asked to select an option or balance between character and vibrancy, the **majority** (56.78% of all respondents and 54.68% for City residents and business owners) selected **balance between the character and vibrancy** with **character as the second most selected** choice (~30% for all respondents and City residents and business owners).
- In the open-ended comments (question 6 and “other” responses in question 7), the following themes, differences, and unique ideas were shared:
 - Respondents **disagreed** about the level of **vibrancy**. Many felt that the vibrancy of the **City should not change** and were concerned about the **traffic, parking and other impacts** on the City and surrounding neighborhoods. Others felt that the **vibrancy needed to increase**, but usually only **slightly** while maintaining a **family-friendly atmosphere** with more **diversity of shopping and dining** with later hours.
 - Several respondents asked to **preserve the racetrack** or its **history** in the redevelopment.

- Many of the respondents requested *more green space* and/or *public spaces* as a way to *increase vibrancy*.
- Several respondents felt the *open streets in Downtown* had *increased the city's vibrancy* this summer.
- Unique ideas shared to contribute to vibrancy included live music, shopping, high density housing, more use of the small theater and open air performance spaces, the addition of a small 2-screen movie theater, bike lanes connecting city and parks, a sculpture garden, a small museum, an old fashioned candy or toy store, and controlling traffic to encourage a small downtown feel.



All respondents for question: N=968 for Current. N=983 for Future. Data shown as percentages of question respondents.



All respondents for question: N=995. Data shown as percentages of question respondents.

Opportunities and Concerns: Future of the Cady St./Racetrack/South Center Street Sub-Areas

Questions 8 through 12 of the survey were intended to identify potential opportunities, needs, and concerns regarding the future of the Cady Street/Racetrack/South Center Street Sub-areas.

In terms of opportunities (questions 8-10), the following themes emerged:

- City residents and business owners had the same rankings as the respondent pool as a whole, with the exception of infrastructure opportunities.
- Daylighting the river, more public parks, and expanding the footprint of downtown were ranked the most appropriate land use opportunities. Choices dealing with housing were seen as the least appropriate.
- The most appropriate commercial/retail opportunities were more space for restaurants, retail/stores, and bars/brew pubs/entertainment venues. More space for offices, both small and large scale, were ranked as the least appropriate.
- For strengthening infrastructure, the most appropriate opportunities were environmental improvements. These ranged from daylighting the river, improving streetscapes with trees, street lighting and landscaping, and improved traffic control/flow. Increased enrollment for schools, expanded public parking, and a city gateway at the intersection of 7 Mile and South Center were seen as the least appropriate. City residents and business owners ranked the expanded parking options (8 vs. 9) lower than the overall respondents, and ranked the city gateway higher (7 vs. 10).

Survey Question #8: Most Appropriate Land Use Opportunities in Sub-Areas	Ranking
“Daylighting” of the river (i.e., opening up the underground segment of the Rouge River that currently runs under the Racetrack)	1
More public parks or open space	2
Expanding the footprint of the downtown (i.e., creating more commercial/retail/office space)	3
Enhance the features/location of the Farmers Market	4
More public event space	5
More housing options for seniors who would like to downsize but still “age in town”	6
More entry-level housing for singles and young families	7
More space for large, single-family homes/neighborhoods	8
More multi-family housing options (apartments, townhouses, etc.)	9

All respondents for question: N=983. Data shown as ranked responses.

Survey Question #9: Most Appropriate Commercial/Retail Opportunities in Sub-Areas	Ranking
More space for restaurants	1
More space for retail/stores	2
More space for bars/brew pubs/entertainment venues	3
Addition of a boutique hotel/inn in the downtown area	4
More space for small offices (single ownership like lawyers or accountants)	5
More space for larger-scale offices (that require multiple office suites for a larger staff)	6

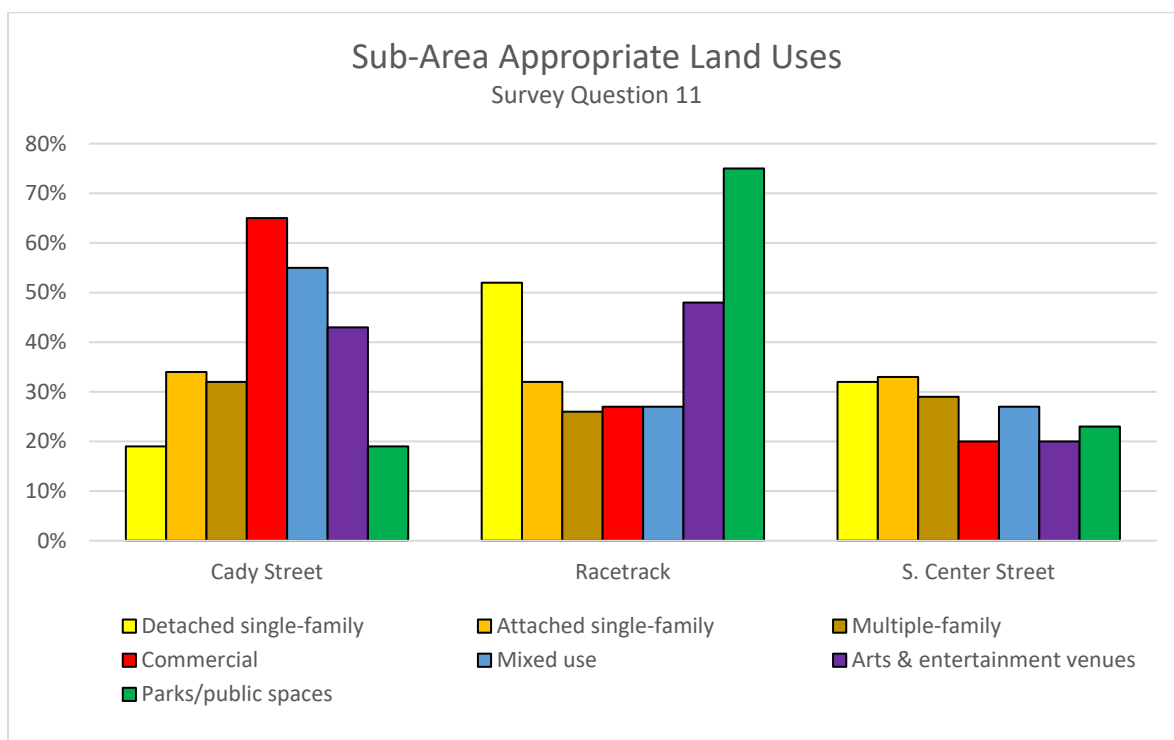
All respondents for question: N=969. Data shown as ranked responses.

Survey Question #10: Most Appropriate Infrastructure Opportunities in Sub-Areas	Ranking
Environmental improvements from daylighting of the river	1
Improved streetscape with trees, street lighting and landscaping	2
Improved traffic control/flow	3
Non-motorized transportation connections for bikes, scooters, and pedestrians	4
More residents to support the downtown businesses	5
Increased tax base to support improvements throughout the City (roads, public facilities, etc.)	6
Expanded public parking options	7
City gateway at the intersection of 7 Mile and S. Center	8
Increased enrollment for schools	9

All respondents for question: N=961. Data shown as ranked responses.

Survey question 11 asked, assuming the land use listed was a priority, where would each use be appropriate by sub-area. The following locations were identified for the land uses listed:

- Cady Street was seen as the most appropriate sub-area for commercial (retail/office/restaurants), mixed use buildings with commercial/retail/office on ground floor and residential or office on upper floors, and arts and entertainment venues. Attached single-family houses were seen as appropriate in this area by 19% of the overall respondents.
- The Racetrack sub-area was seen as most appropriate for parks/public spaces, detached single-family homes, and arts and entertainment venues. Attached single-family, multiple-family, commercial, and mixed use each were chosen as appropriate for this area by less than one-third of the respondents.
- No clear appropriate land use was chosen by the respondents for the South Center Street area, with percentages ranging from 20% for arts and entertainment venues to 33% for attached single-family residences.



All respondents for survey: N=1,000. Data shown as percentages of all respondents.

When asked to choose and rank the greatest concerns for the redevelopment or revitalization of the sub-areas from a list (questions 12-13), the themes below were of note:

- **Traffic** was the *greatest concern* with almost three-quarters of the respondents citing it as a concern and ranking it as the top concern.
- **Loss of small-town atmosphere, new development inconsistent with their desired character for Northville, and poor quality architecture** were the *next highest concerns* both in terms of percentage and rank. A *greater percentage of City residents and business owners* (41%) chose *poor quality architecture as a concern* compared to overall respondents (35%).
- Concerns expressed by the 5% of respondents choosing “other” included a roundabout at Center and Seven Mile, infrastructure impacts, loss of tax revenue from the racetrack, inappropriate density, flow between the different areas, and lack of affordable housing, particularly for seniors.

Survey Questions #12 & 13: Greatest Concerns for Sub-Areas	%	Ranking
Increased traffic (both city-wide and traffic impact on neighborhoods)	72%	1
Loss of small-town atmosphere	50%	2
Character of new development might be inconsistent with what I want for Northville	48%	3
Poor quality architecture	35%	4
Inadequate parking	28%	5
Diminished walkability/pedestrian safety	27%	6
Amenities like parks or the daylighted river may not be readily accessible to all Northville residents.	27%	7
Activity level/vibrancy of the new development might be inconsistent with what I want for Northville	23%	8
Loss of current farmers market location	22%	9
Negative impact on property values	19%	10
Negative impact on schools	17%	11
Increased pressure on water and sewer systems	13%	12
Increased housing prices/lack of affordability	11%	13
Increase in need for public safety services	10%	14
Increased stormwater runoff	8%	15
I don't have any concerns about the potential impact of redevelopment.	4%	16
Other	5%	

All respondents for question: N=980 for %. N=966 for ranking. For %, respondents could select multiple choices.

In survey question 14, respondents were asked to share any other thoughts about opportunities and concerns for the redevelopment/revitalization of the Cady Street/Racetrack/South Center Street sub-areas.

Common themes or ideas, disagreements and unique ideas were:

- Many respondents shared that the redevelopment/revitalization of the future of the Cady Street/Racetrack/South Center Street sub-areas was a *decision with long-ranging impacts* on the City with a *single opportunity* to get it right. With such high-stakes, respondents expressed concerns about who is making the decisions (preference for residents, not staff/consultants/architects/developers) and what rules and structures were needed, especially with the recent development project proposed in 2018/2019. Numerous participants felt that developers would not have the City’s best interest at heart since they have an economic motivation to maximize profit.

- A few respondents asked the *motivation behind planning for the redevelopment* of the sub-areas, asking if the Downs was selling the property or if the City was taking the initiative.
- Many respondents shared a *desire for redevelopment* to be *tastefully done* in a manner that fits with the *City's character*. Many mentioned oversized houses in the historic district and the recent development near Kroger as a lower standard of development that they hoped would not be repeated in the sub-areas. Models from other communities suggested were *Cherry Hill Village* in Canton, the park and surrounding area in *Plymouth* and *Dublin, Ohio*. Others suggested a land use pattern similar to those areas with a mix of park space, single-family homes, or townhouses with retail.
- Some expressed *concern* about *density*, many specifically requesting that multiple-family, townhouses, and/or rental housing not be allowed. Still other participants saw an *opportunity* for *affordable* and *senior housing* in the sub-areas.
- Other respondents asked that *nothing be built* on the sub-areas or the *entire area* be converted into a *park*. Others asked that the *racetrack be preserved*.
- Many respondents mentioned *traffic and parking as concerns*, with a few participants specifically asking for a *roundabout to not be allowed* at Seven Mile and Sheldon/S. Center St. A participant shared that decreasing speeding in neighborhoods is the primary concern for residents over optimizing the level of service for intersections
- Numerous respondents expressed *concern* that the *schools were overcrowded* and residential development in the sub-areas would further exacerbate the problem.
- A few respondents expressed *concern* about the *length of the process* for redeveloping the site and felt the area was *blighted*. Some from adjacent neighborhoods expressed frustration with the *unknown fate* of the sub-areas.
- Many participants saw *walkability, daylighting the river* and the *farmers market as opportunities*.
- A number of respondents saw *recreation* as an *opportunity* and suggested a *fitness center*, citing Livonia as an example.
- Some of the *organizing principles* suggested by respondents were: full discipline of 'Placemaking' with rich input and interactive synthesis; healthy balance of green space, retail and entertainment; sustainable approach which balances economics, the environment and equity; an atmosphere that will light up a young child's face, revitalize parents, and comfort our seniors; and environmentally-sound construction, infrastructure and utilities.
- Unique suggestions from respondents included: art opportunities for adults, new school, bike accessible bridges, a high-end grocery store and a senior living complex including a combination of multi-occupancy structures and stand-alone cottages. One respondent suggested that residents in adjacent neighborhoods be individually surveyed, and those responses given more weight in the analysis.

Conclusions

The redevelopment of the Cady Street/Racetrack/South Center St. sub-areas will impact the character of the City of Northville for generations, but it will also be a difficult decision. Whatever happens, not everyone in the community will be supportive of all aspects of a new plan. However, the themes in the survey responses provide some insights and next steps to garner consensus:

Need for Reflection of Current Community in Redevelopment

The requests to preserve Northville Downs, the differing opinions of housing types (no rental units to no “million dollar” homes), the suggestions on architectural styles and urban design point to a need for the redevelopment of the sub-areas to integrate and reflect the City of Northville’s identity and existing conditions. The challenge in the Master Plan will be to express those attributes, such as high-quality architecture, in a manner that can translate into an achievable and enforceable redevelopment project(s) that is truly “Northville”.


Concern about Strained Existing Systems

The road network and the schools were identified by respondents as systems operating at or over capacity, with concerns that redevelopment of the sub-areas could make bad situations worse. While strains on these systems will not halt redevelopment, mitigation can be required. However, some of the possible solutions, such as a roundabout at Seven Mile and Center/S. Center St., were seen unfavorably by some survey participants. As the Master Plan community engagement process continues, discussions about these systems, jurisdiction by other agencies, and available trade-offs and/or design options will need to be explored.

Recognition of Opportunities


The redevelopment of the sub-areas was also recognized by respondents as an opportunity for uses and places to enhance the City of Northville such as entertainment, dining, shopping, limited housing (single-family or housing for seniors), public spaces, cultural amenities, parks and natural areas. In the upcoming open house sessions and second survey, the conversation will continue on how opportunities can be included in redevelopment of the sub-areas, while enhancing the character of the City and lessening impacts to the extent possible.

A special thanks is extended to the 1,000 survey participants. Your time and voices were invaluable.



#1

Open House Exercise
September/October 2020



KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES


Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming


NOTES

- Townhomes should be of varying styles (i.e., Cherry Hill Village) vs one uniform look (5 Mile and Sheldon)
- Avoid long walls of same height on any one street—break up different uses/different heights
- Grey Area= Farmer's Market with Pavilion which could be rented for other uses
- Mixed use along park areas to include outdoor dining facing the parks
- Parks should not be owned/maintained by Association—should be under BZA, City, etc.
- Water feature (for kids?) in park S of Beal
- New street one block south of and parallel to Cady



#2

Open House Exercise
September/October 2020



KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES


Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming

NOTES


- Light Blue=Single Use Office building
- Mixed Use Includes Office



#3

Open House Exercise

September/October 2020



KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming

NOTES

Victorian village with places to live at all stages of life. Center of beautiful little town.

Single family & townhouses & ranches with siding and Victorian design (not brick). Different types of floorplans. Need for ranch condos.


Need trails and sidewalks.

Daylight the river.

Can look down into this area.

Gateway to the City at Center/Sheldon & 7 Mile


Need places for teenagers



#4

Open House Exercise

September/October 2020



KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming

NOTES

-Trail connections and focus on the highlighting the river.

-Open up the river as a focal point!


-Ensure connection of all existing roads, no cul-de-sacs. New roads not to be used as quick, unsafe cut-through options.

-Prevent commercial development along the park and river

-Keep space for Farmer's Mkt (in park space?)


-Potential additional roads for lower density homes in central location.

CONSIDER!!! Not one builder can dominate residential development



#5

Open House Exercise
September/October 2020



KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES	
	
	
	
	
	
	
	

NOTES
Insert notes here

Keep the track? Is it financially feasible? But maybe not as a "gaming" place...just horse racing. Alternatively, this planning project may be an opportunity to change what Northville is known for...not gambling.

Will a daylighted river park be flooded most of the time?

Land swap with Schools to accommodate athletic fields.

Don't block views of downtown with development along south side of Cady St.

Views of backs of buildings along E. Cady St. should look as nice as the fronts. Aesthetics are more important than height.

Pathways could be determined by pedestrian movement (and especially between parking and destinations).


Concern about density.

We can do whatever we want as long as our eyes are open to the up sides and down sides.

INSTRUCTIONS: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.


PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming



#6

Open House Exercise
September/October 2020



KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES	
	
	
	
	
	
	
	

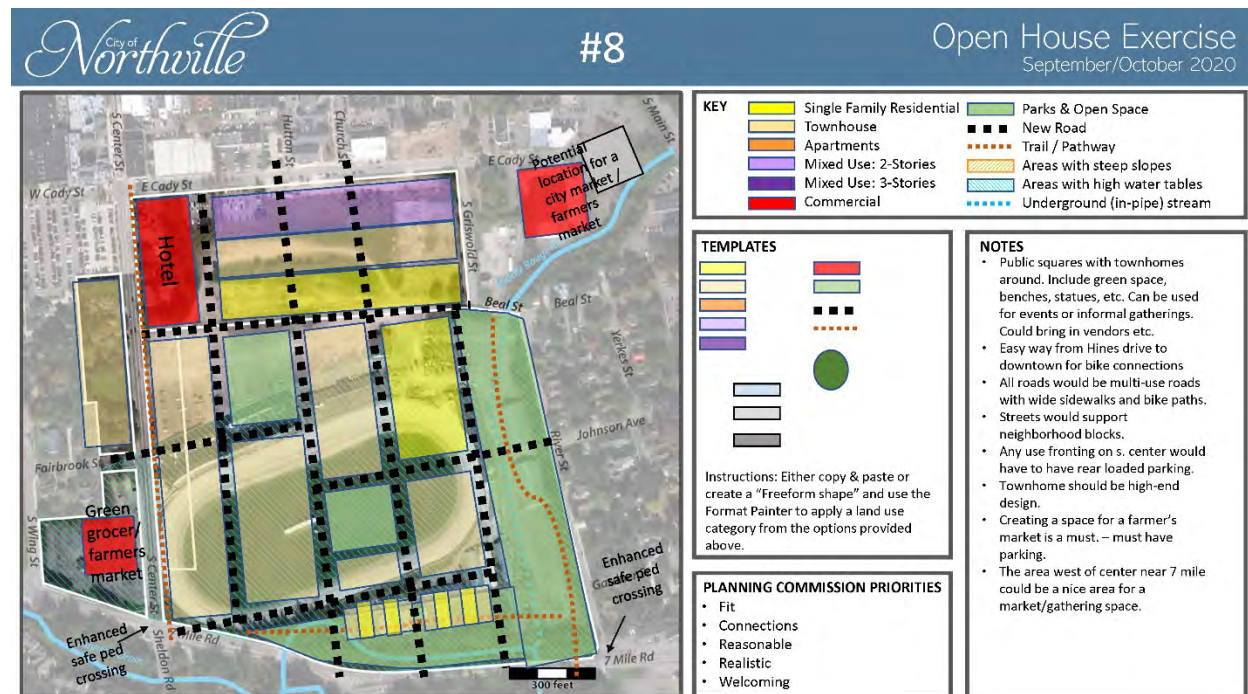
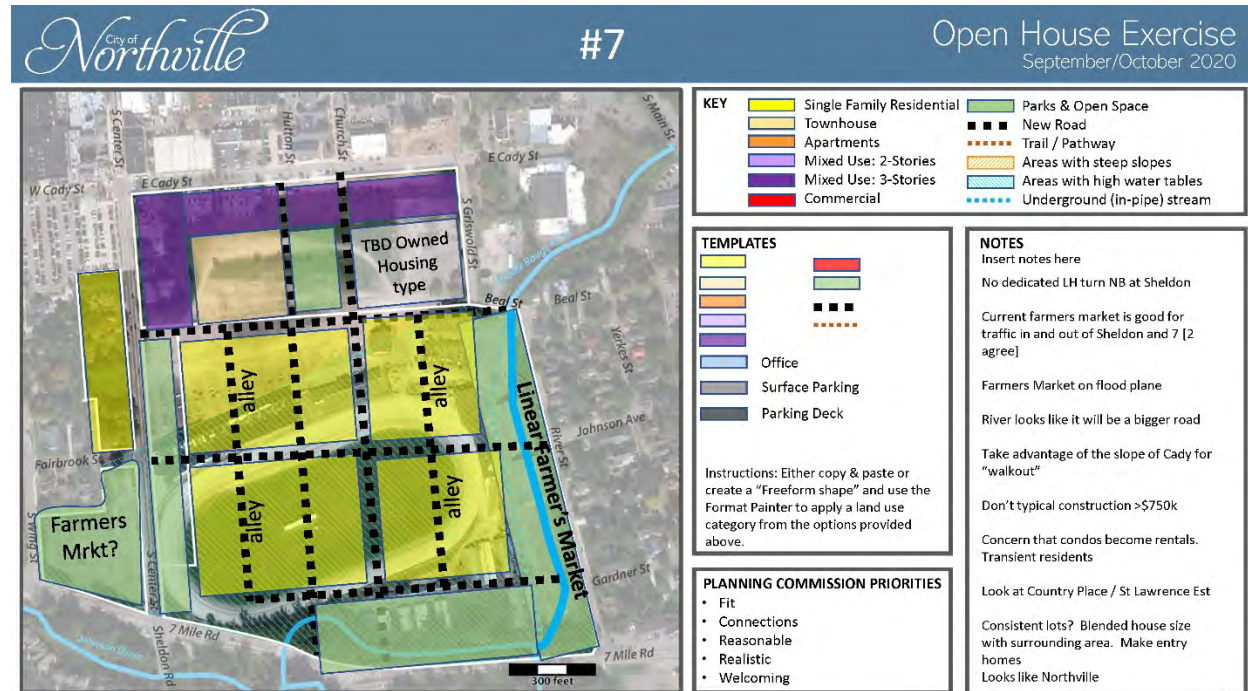
NOTES
Insert notes here


- The extension of Griswold to 7 mile should be curved blvd. that follows the river to highlight the park.
- All streets have ample inviting sidewalks.
- Condos on center should face the street with large inviting sidewalk, street trees, and decorative street lights etc.

INSTRUCTIONS: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES


- Fit
- Connections
- Reasonable
- Realistic
- Welcoming





#9

Open House Exercise
September/October 2020



KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES

		
		
 Office	 Parking Lot	 Parking Structure


Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming


NOTES

- *Daylighting of the river
- *Potential event street on the extension to S. Griswold along the river?
- *Make sure sidewalk connections are present!
- *Bike lanes along the river?
- *Make sure streets are present to accommodate all **traffic** that will result from new development. Where will traffic go? What **traffic impacts** may occur?



#10

Open House Exercise
September/October 2020



KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES

		
		
 Office	 Parking Lot	 Parking Structure

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.


PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming

NOTES


Insert notes here

- Development should provide more opportunities for diverting traffic off of existing main roads.
- In favor of more natural/parkland than development. Link with other green spaces in town.
- Daylight the river with park on each side.
- Want to keep the quaint character. Architecture shouldn't be too modern. Blend in with historical feel of Northville.
- Northville isn't affordable. Apartments are still going to be expensive.



#11

Open House Exercise
September/October 2020




KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES	
	
	
	
	
	
	
	

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.


NOTES	
Insert notes here	
	Offices
	Surface parking
	Parking garage
	Senior Housing

PLANNING COMMISSION PRIORITIES
• Fit
• Connections
• Reasonable
• Realistic
• Welcoming



#12

Open House Exercise
September/October 2020




KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES	
	
	
	
	
	
	
	

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.


NOTES	
Insert notes here	
	Offices
	Surface parking
	Parking garage
	Senior Housing

PLANNING COMMISSION PRIORITIES
• Fit
• Connections
• Reasonable
• Realistic
• Welcoming



#13

Open House Exercise
September/October 2020



KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream


TEMPLATES	
	
	
	
	
	
	
 Office	 Parking Lot
 Office	 Parking Structure

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES
• Fit
• Connections
• Reasonable
• Realistic
• Welcoming


NOTES

A dedicated green space is provided at the north portion of the site as a gateway, pedestrian calming device, and stormwater management. Pedestrian pathways would switchback to accommodate grade change. Spectacular architecture will be required at the southern terminus of this open space. The Middle Rouge River is to be day-lit and adjacent trees preserved. Gardner Street is connected via a vehicular bridge while Johnson Street is connected by a pedestrian-only bridge. A one-lane roundabout is suggested for the Sheldon-Seven Mile roads intersection to create a gateway. Adjacent buildings should align/conform to the curvilinear roundabout. Dedicated bicycle lanes along Seven Mile and connecting into downtown is important. Diverse multi-family with green or decoratively paved courtyards/pocket parks featured in the southern area of the district. The Church Street extension is purposefully curvilinear (other streets could do the same) to avoid the monotony of a gridded street network. Hutton connects to Hines. Office space is suggested on west side of Center Street with similar architecture on both sides of the street.



#14

Open House Exercise
September/October 2020



KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

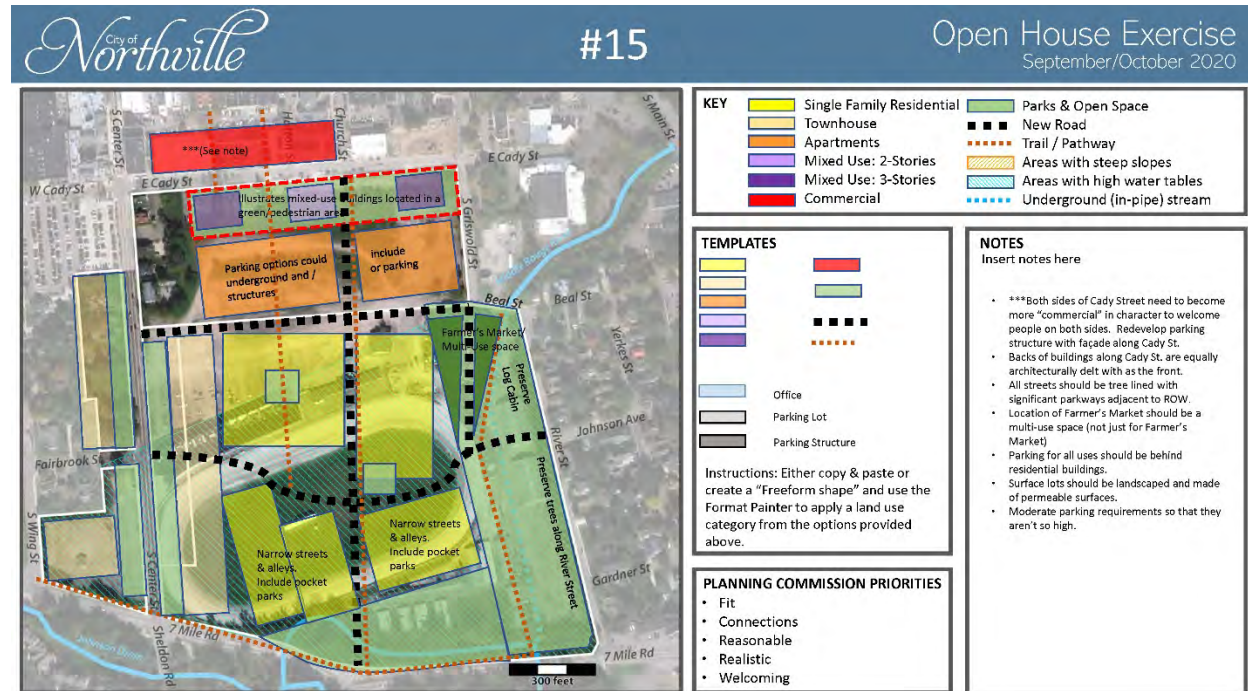
TEMPLATES	
	
	
	
	
	
	
 Office	 Parking Lot
 Office	 Parking Structure

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES
• Fit
• Connections
• Reasonable
• Realistic
• Welcoming

NOTES

As an alternative, the group thought there was merit in exploring planning features and geometries to capture an essence of the Northville Downs racetrack and/or affiliated structures after the complex is removed. A concern was raised that too much developable space may be needed for such a solution – causing it to be infeasible.





City of Northville: Master Plan Survey #2 Survey Results and Analysis FINAL Report

February 24, 2021

Survey Period: December 21, 2020 – January 31, 2021
Data download on February 3, 2021

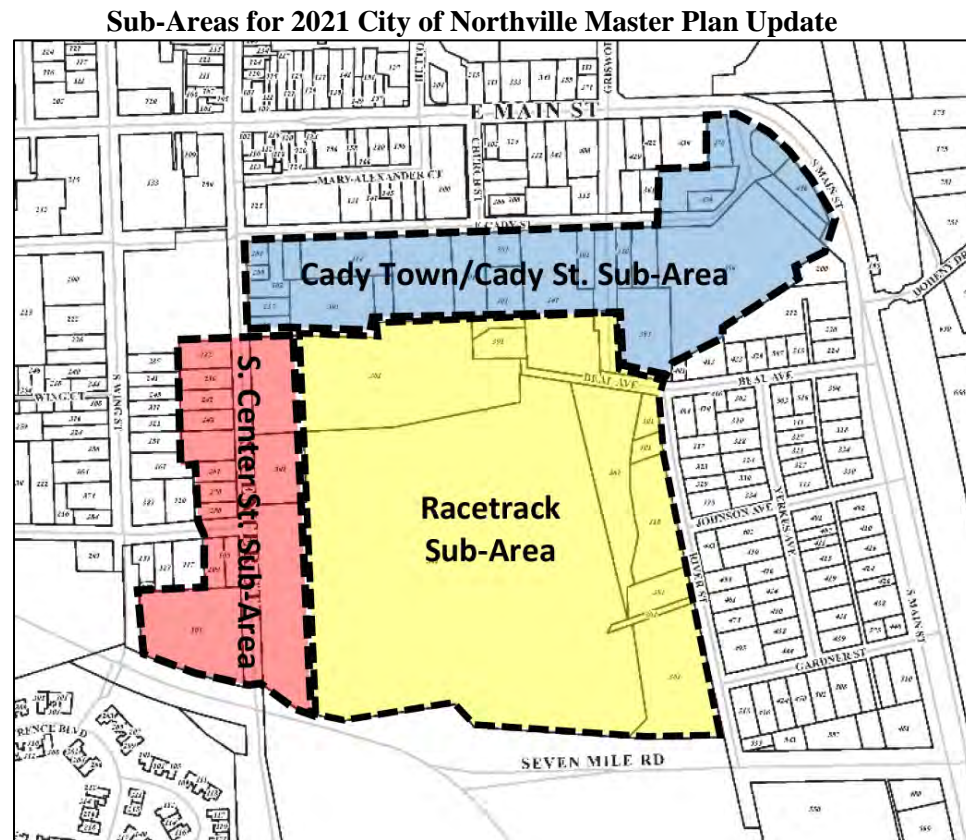
Assistance provided by Carlisle Wortman Associates

As part of the update to the City of Northville’s Master plan, the Planning Commission has implemented a four-part community engagement process:

1. Informational videos on Planning and Zoning Basics, and Financial Information; Demographics and Schools; Traffic, Walkability/Mobility, and Parking; and Future Land Use posted on the City website in 2020.
2. A survey to confirm key priorities for the sub-areas, discern what is most valued about the character and vibrancy of Northville, and identify potential opportunities, needs and concerns with the future of the sub-areas.
3. Three virtual open houses held at the end of September 2020 where participants had the opportunity to design a land use approach for the sub-areas.
4. The survey covered in this report.

A Master Plan sets out a community’s vision for future development and addresses specific subareas of the City. The specific areas being considered in the current Master Plan review/revision process are shown in the map below:

- Cady Street (the south side only, from Center Street to S. Main St.), and
- the current Racetrack property, and
- the property on South Center Street between Cady and 7-Mile.



Survey Overall

The goals of this survey were to:

- Test themes for the Master Plan
- Ask the public to identify priorities for making challenging choices.

Statistics on the survey are:

- The survey was open via a weblink from December 21, 2020 to January 31, 2021.
- 515 individuals participated, including 33 respondents who partially completed the survey.
- 308 or 61% of the respondents were City of Northville residents. The second largest group of respondents were Northville Township residents, which made up 158 respondents accounting for 31% of the participants. Twenty-nine City of Northville business owners participated and those who work in the City Northville (35) were nearly 6% and almost 7% of the respondents, respectively. Those owning businesses (7) or working in Northville Township (8) were less than 3% of the respondents. Twenty-six respondents did not answer this question.
- Of the City residents participating, 99% had lived in their residence for over a year. The U.S. Census Bureau 2014-2018 American Community Survey 5-Year Estimates approximates that 91% of the City's population lived in the same house the previous year. While the questions are not identical, the number of newer residents taking the survey could be a lower percentage of the sample than of the City's population overall.
- Over 98% of the City-resident respondents indicated ownership of their home. However, the U.S. Census Bureau 2014-2018 American Community Survey 5-Year Estimates that only 77% of city residents own their home. The percentage of renters is less in the City-resident respondents (1%) than the U.S. Census estimates (21%). Renters in the City are likely underrepresented in the survey responses.
- U.S. Census Bureau 2014-2018 American Community Survey 5-Year Estimates approximates that 19% of the City's population lives alone and is over 65 years old. The survey had 13% respondents indicating they were seniors living alone. This group may also be underrepresented in the survey responses.
- In terms of households with children, the Census estimates 25% of the City households have children, while this type of household represents 40% of the survey respondents. This distinction may be a result of multiple individuals from a single household with children taking the survey. In any case, this group is overrepresented in the survey results, compared to the total number of households with children in the City.
- A ballot box stuffing report was run and showed that the same IP address was not used by 3 or more respondents in any instance.

The report includes a written analysis for each section of the survey with statistics from the multiple-choice questions and highlights from the open-ended questions. The raw data has been provided to the City of Northville and is available upon request or on the Master Plan page on the City's website. Each section includes charts or tables with data from the multiple-choice questions.

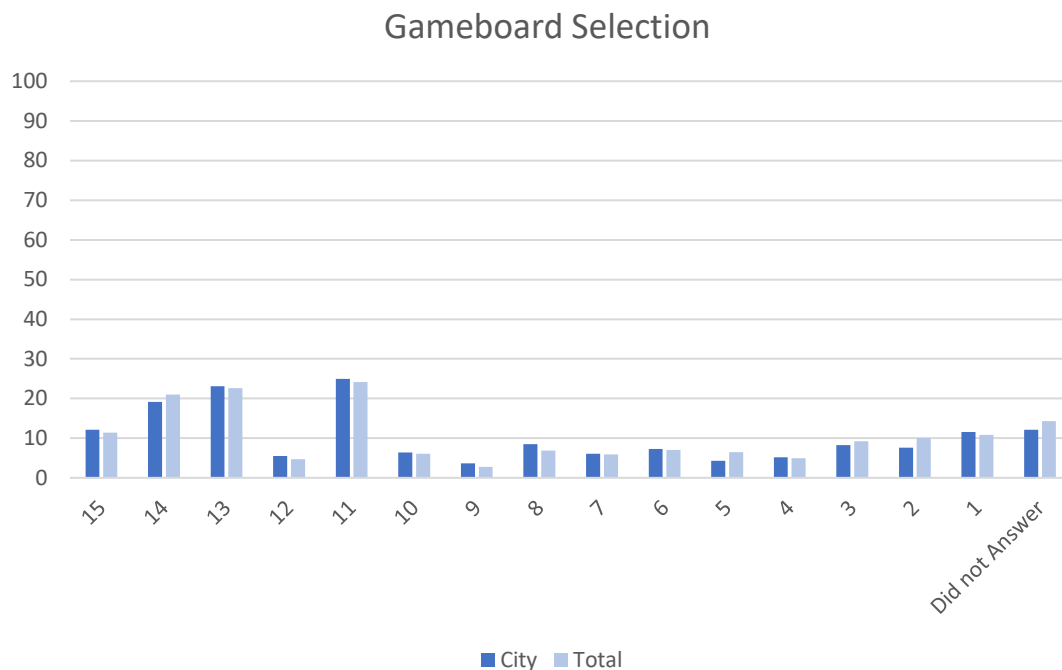
The analysis is presented using the following guidelines:

- The data presented is from all respondents and those who were City residents, business owners or employees, labelled as “City” in data tables and referred to also in the text as those with a direct relationship or affiliation with the City.
- Percentages are based on the responses as compared to the overall sample unless noted otherwise. Data tables include the number of participants who did not respond to a question.
- Open ended responses are grouped by similarities, differences, and unique ideas. A verbatim report of the open-ended responses has been provided to the City and is available upon request, or on the Master Plan page on the City’s website.
- In the description of open ended responses, “many” is used when an idea was the most frequent response to the question. “Several” and “often” means that a good number of respondents offered this idea, but it was not the most frequent response. “Some” relates to an idea shared by 3-10 respondents, that did not rise to the same level of frequency as the other descriptors defined here.

Survey Results

Open House Game Boards

Participants were asked to look at the fifteen gameboards created by small groups during the virtual Open Houses. The gameboards showed potential land use, street, and pathways systems on a map of the sub-areas. Participants were asked to select two gameboards that best fit their vision for the sub-areas. The graph below shows the responses by percentage for City residents, business owners and employees (City) and for all respondents (Total). Over fourteen percent of the respondents chose to not answer this question. The gameboards, with the percentage of selection from this survey in the header, are attached in the appendix.



For the City residents, business owners and employees, gameboards 11 (25%) and 13 (23%) were the most popular, selected by 20% of that group. For the overall respondents, gameboards 11 (24%) and 13 (23%), as well as gameboard 14 (21%) were selected by more than 20% of the respondent pool. They share the following characteristics:

- Daylighted river and Johnson Creek surrounded by parks.
- Parks interior to the sub-area's development
- Mixed use or commercial uses along Cady and South Center Streets.
- North/south extensions of Hutton and Church Streets into the sub-areas.
- Extension of Beal Street to South Center Street.

In the open ended responses, where respondents were asked to share what they like about the gameboards they selected and what they did not like about gameboards. The following themes, conflicts, and unique ideas emerged:

- **Open Space** was a *priority* noted by many respondents as to why they selected gameboards, particularly gameboards 11 and 14. Many felt that the gameboards did not have enough green space and were overbuilt.
- **Daylighting the River and Johnson Creek** was often cited a *priority* by respondents for choosing gameboards, often with gameboards 13 and 14. When other gameboards were selected, respondents often stressed the importance of daylighting the river. However, some respondents expressed that they did not want the taxpayers to bear the burden of the expense of daylighting the river.
- **The Farmers Market**, its location or amenities were often noted as a *priority* for gameboard selection. Many respondents cited the "Market Pavilion" shown in gameboard 1 as a factor in choosing that board or an attribute they liked outside of their choices. A shelter or building for the Farmers Market were suggested by multiple respondents. Others cited the market location as the reason for the gameboard selection with spots varying from the market's current location, to along Center Street to outside of the sub-areas.
- **Three-story buildings on Cady and Center Street** were often mentioned as a *concern* by respondents. They did not want a canyon-like effect created by tall buildings on both sides of the street.
- **Single-family residential** with as *little density as possible* was cited as an important *priority* by many respondents. They often asked that apartments and building more than two stories in height not be allowed. When responding to what they did not like, many of the responses listed gameboards with what they felt was too much density and it was overcrowded. However, other respondents, much less in number, suggested that only single-family residential was unrealistic and were in *favor of increased density*.
- **Incorporation of the Racetrack** into the design was mentioned by several respondents, especially in reference to gameboard 13.
- **Preservation of the log cabin home** was seen as a *priority* by some respondents.
- Several respondents stated that they were *unable to choose gameboards* due to the number of options, the size of the images and/or the numbering (15-1).
- Some respondents like the idea noted on gameboard 4 that *one builder should not dominate* the development.
- **Parking** was often listed as a concern and an oversight in many of the gameboards.

- *Potential negative affects* to the *character and charm* of Northville were often expressed as *concerns* regarding the sub-areas. In the same response, most respondents with this concern cited single-family houses, a family-orientation and/or Victorian architecture as part of those attributes for Northville.
- *Differing opinions* were shared in terms of *a roundabout at 7 Mile and Center*, shown in gameboards 13 and 14. Several respondents listed the roundabout as a reason why they chose a gameboards, while others mentioned a roundabout as a feature they did not like.
- Respondents had *different feelings* about *grid versus a curvilinear street layout*. Some respondents like the proposed grid structure in some of the gameboards, while others did not. Often, those in favor of curvilinear cited safety and cut-through traffic concerns.
- Unique ideas shared included a skate park, water feature or splash pad, moving the athletic fields to this site.

Transportation in the Sub-Areas

Three questions were asked to discern priorities about the street layout for the sub-areas.

The first question asked respondents how important it was to them for new development to connect to existing neighborhoods and downtown. The second question asked about the importance of connections to the adjacent areas. The final question asked about goal of the street system. Survey results are shown in the tables below. The following items are of note:

- Over 70% of the total respondents and City residents, business owners and employees selected “very important” or “important” in terms of connections between new development and existing neighborhoods and the downtown.
- Connections to the Downtown, Historic District, 7 Mile and Hines Park were “very important” or “important” to over 75% of all respondents and to City residents, business owners and employees.
- Connections to neighborhoods had less consensus, among City residents, business owners and employees as well as all of the respondents. The largest categories selected by either group was “important” or “relatively unimportant” with usually around one-third selecting either option. When this data was disaggregated by neighborhood, the following items were of note (see spreadsheets in appendix for more details):
 - The majority of respondents, City residents and neighborhoods, except Beal Town, support connecting new development in the sub-areas to existing neighborhoods and downtown overall.
 - Connections to Beal Town may not be wanted by that neighborhood. When asked the importance of connections between Beal Town and new development in the sub-areas, 40.19% of the Beal Town residents who took the survey chose “not important” and 18.18% chose “relatively unimportant”.
 - Opinions on connections to Ford Field and Cabbage Town vacillated between “important”, “relatively unimportant” and “not important” for the neighborhoods, city residents and overall respondents, except for Beal Town where the highest percentage (27.27%) chose “very important”. The highest percentage in Cabbage Town itself selected “relatively unimportant” (32.14%). The lack of consensus indicates these connections are not a high priority.
 - Connections to Downtown, the Historic District, 7 Mile and Hines Park were chosen as either “very important” or “important” by over 50% of all groups. These connections have community support seemingly across the pool of respondents, no matter geography. In fact, the closer the neighborhood was physically to either of these two areas, the

greater the selection of “very important” within the group (i.e., 62.57 of Historic District residents for Downtown and the Historic District and 63.64% of Beal Town for 7 Mile & Hines Park).

- Maintaining walkability in the City with a high level of pedestrian safety was “very important” to both the total respondents and City residents, business owners and employees, with 88% and 90% choosing that option, respectively.
- Moving traffic as efficiently as possible and mitigating additional traffic from redevelopment of the sub-areas were seen as “very important” or “important” by the majority of the overall respondents and the those with a direct connection to the City.
- There was not consensus in either group about the importance of creating new north/south commuter options.
- The overall respondents pool answered the questions on connections and approach less often than City residents, business owners and employees.

Question #4: How important is it to you that through streets in the Cady Street/Racetrack subareas connect new development to existing neighborhoods and downtown?		
	City	Total
<i>Very important</i>	35.0%	32.2%
<i>Important</i>	35.3%	34.8%
Relatively unimportant	17.0%	17.7%
Not important	8.5%	7.3%
Did not answer	4.2%	7.0%

Question #5: How important is each of these connections to you?										
Connection	Very important		Important		Relatively unimportant		Not important		Did not answer	
	City	Total	City	Total	City	Total	City	Total	City	Total
Downtown and the Historic District	48%	48%	34%	32%	11%	12%	6%	4%	1%	4%
7 Mile and Hines Park	40%	37%	36%	34%	15%	17%	9%	7%	1%	4%
Ford Field and Cabbagetown	19%	17%	30%	29%	33%	35%	16%	14%	4%	6%
Beal Town	15%	13%	34%	33%	32%	35%	17%	14%	3%	6%
Neighborhoods west of Center	13%	12%	29%	30%	36%	36%	20%	17%	2%	5%

Question #6: In planning for these subareas and traffic, how important are the following to you?										
Approach	Very important		Important		Relatively unimportant		Not important		Did not answer	
	City	Total	City	Total	City	Total	City	Total	City	Total
Calming traffic	62%	63%	27%	24%	8%	7%	2%	2%	1%	4%
Moving traffic as efficiently as possible	57%	59%	22%	21%	12%	10%	7%	6%	2%	4%
Creating new north/south commuter options	30%	29%	29%	30%	21%	21%	19%	15%	2%	5%
Mitigating additional traffic from redevelopment of the sub-areas	44%	44%	37%	36%	10%	9%	7%	6%	2%	5%
Maintaining walkability in the City with a high level of pedestrian safety	90%	88%	8%	8%	0%	0%	0%	0%	1%	4%

Parks and Green Spaces in the Sub-Areas

Three questions were asked about the parks and green spaces in the sub-area. The first asked about priorities for daylighting the river. The next question asked about the nature of a park surrounding the rivers and creeks within the sub-areas, allowing respondents to select up to three options. The final question asked about the importance of other types of parks or green space that could be part of the redevelopment of the sub-areas. Key points from analysis of the responses to these questions as a group are:

- There is strong support from the overall respondents and those associated with the City to daylight the river and create a park surrounding both it and Johnson Creek, around 70% for both groups.
- When asked about what the nature of a park surrounding a daylight river should be, over 40% of respondents, no matter their association with Northville, choose options that require more intensive infrastructure, such as paved pathways, bridges, and boardwalks.
- City residents, business owners and employees selected a continuation of the Hines Park pathways over 45% of the time, with the overall respondents choosing that option slightly less (41.3%).
- In terms of types of parks and green spaces in the redevelopment of the sub-areas, there was very little difference between the overall respondents and those associated directly with the City. Smaller “pocket parks”, linear parkways spanning the sub-areas, passive green space, informal meeting areas, play areas for children and areas for community events and activities were selected as “very important” or “important” by most respondents.
- In “other” responses, permeable pavers and surfaces were mentioned by several respondents.

Question #7: When you think about the prospect of daylighting the Rouge River and potentially creating parks around the daylighted river and/or Johnson Creek, which statement below best reflects your priorities?		
	City	Total
Daylight the river and create a park surrounding it.	20.7%	19.5%
Daylight the river and create a park surrounding both it and Johnson Creek.	70.5%	69.9%
Only create a park around Johnson Creek.	3.7%	3.1%
No parks should be part of the master plan for this subarea.	2.1%	1.6%
No opinion	2.7%	3.0%
Did not answer	0.3%	2.9%

Question #8: When you imagine the park along the daylighted river, what does it look like/feel like (3 options)?		
	City	Total
A paved surface alongside the river primarily for walking and bicycling	45.3%	44.8%
A woodchip pathway primarily along the river	4.9%	5.7%
A paved pathway that includes bridges and scenic vistas designed for relaxation	50.7%	50.9%
A nature trail that meanders through the area of the river but doesn't necessarily follow it the whole way	11.3%	13.2%
A boardwalk-like area adjoining mixed use buildings so that restaurants, food trucks, and other commercial/entertainment uses can take advantage of park frontage for outdoor seating, strolling, and shopping	45.3%	45.4%
A continuation of the Hines Park pathways mainly for the purpose of exercising and connecting to the park	45.3%	41.3%
Other	2.1%	1.8%
Did not answer	0.9%	3.7%

Question #9: How important is it to you that the following types of parks or public spaces be included in these subareas?										
Type	Very important		Important		Relatively unimportant		Not important		Did not answer	
	City	Total	City	Total	City	Total	City	Total	City	Total
Large "Town Square" type park somewhere in the Racetrack subarea	26%	27%	24%	25%	29%	26%	18%	16%	4%	6%
Smaller "pocket parks" to provide recreation a short walk from nearby housing	12%	12%	42%	41%	27%	28%	16%	14%	2%	6%
Linear parkways that serve as a buffer or as a connecting pathway to support movement through the new development	22%	20%	46%	45%	20%	20%	7%	7%	5%	8%

Question #9: How important is it to you that the following types of parks or public spaces be included in these subareas?										
Type	Very important		Important		Relatively unimportant		Not important		Did not answer	
	City	Total	City	Total	City	Total	City	Total	City	Total
Common areas/courts with small groups of houses facing a shared green space	6%	5%	23%	22%	38%	38%	28%	27%	5%	8%
Passive green spaces that provide visual respite and beauty	34%	36%	44%	41%	14%	11%	5%	4%	3%	7%
Spots for informal meeting, lingering, and relaxing	27%	28%	46%	43%	15%	15%	9%	8%	3%	7%
Play areas or activities for children	29%	28%	46%	42%	14%	16%	8%	7%	3%	6%
Areas that provide activities for adult recreation/fitness	19%	18%	36%	35%	29%	29%	13%	11%	4%	7%
Areas that provide space for community activities, events, and entertainment	34%	34%	31%	32%	21%	19%	11%	9%	3%	6%

Cady Street Sub-Area

Questions 10 through 17 of the survey were intended to identify priorities for the Cady Street Sub-area, such the appropriateness of mixed use buildings, land uses, height of buildings, residential options, character, and parking. The following items are of note:

- In terms of the character of Cady Street, 79.6% of City residents, business owners and employees felt that Cady Street should be an extension of the downtown and consistent with Main Street, with 75% of the overall respondents selecting the same choice.
- There is a consensus that mixed use in some form is appropriate on Cady Street with over 86% of the survey respondents choosing “agree” or “somewhat agree” when asked.
- When asked types of uses and on what floors, most respondents felt that commercial/retail and restaurant/entertainment as ground floor uses were “very important” or “important” (78% and 86%, respectively). For residential, the survey shows support for upper story residential as part of mixed use buildings and/or developments. Senior independent housing was seen as “very appropriate” or “appropriate” on Cady Street by over half of the respondents and those directly affiliated with the City. Assisted living, townhomes, and single-use residential (apartments or condominiums) were chosen as “inappropriate” or “very inappropriate” by over 50% of the respondents directly associated with the City and the overall group.
- Office uses were not seen as important on the ground floor and there was no consensus on importance of restricting office use to upper stories.
- In terms of building height, 43.5% of the respondents said they would not support a 4 or 5 story, mixed use building on Cady Street in order to make ground floor retail/commercial viable, with City affiliated respondents slightly higher (46.5%). When asked about height in general along

Cady Street, the two categories receiving the most support from both the overall respondents and those with City affiliation were that Cady Street should include buildings of various heights and a height maximum of three stories. However, over a quarter of respondents also selected the option that the height should not exceed that of tallest structures currently on the north side of Cady.

- When asked about parking, a parking structure (almost 68% for those with direct City affiliation) and surface parking lots hidden from the street (48.3% for City residents, business owners and employees) were the top priorities for Cady Street. Over 50% of the respondents indicated they would be willing to walk two to three blocks from parking to activities on Cady Street. In the “other” responses, multiple participants indicated that they would walk up to 5 blocks or more while others asked that design for the disabled be a priority for Cady Street.

Question #10: Do you agree or disagree that mixed use in some form is appropriate on Cady Street?		
	City	Total
Agree	71.1%	66.8%
Somewhat agree	19.2%	19.9%
Somewhat disagree	3.0%	3.9%
Disagree	5.5%	5.1%
No opinion	0.9%	0.8%
Did not answer	0.3%	3.5%

Question #11: How important is it to you that “mixed use” on Cady Street includes the following options?										
Option	Very important		Important		Relatively unimportant		Not important		Did not answer	
	City	Total	City	Total	City	Total	City	Total	City	Total
Commercial/retail on the ground floor	41%	39%	37%	39%	10%	10%	7%	6%	4%	7%
Restaurant/entertainment on the ground floor	58%	55%	30%	31%	6%	6%	3%	3%	3%	6%
Office/services on the ground floor	4%	4%	21%	21%	37%	37%	33%	30%	5%	8%
Office/services on upper floors only	19%	18%	26%	28%	29%	27%	22%	21%	4%	7%
Some type of residential	20%	18%	28%	25%	24%	26%	24%	25%	4%	7%

Question #12: The current ordinance allows up to 5 stories in some areas of Cady Street. Would you support a 4 or 5 story, mixed use building on Cady Street in order to make ground floor retail/commercial viable for a developer or future building owner?		
	City	Total
Yes	20.0%	18.7%
Yes, but not for the entire street	15.5%	17.1%
Maybe	17.0%	16.5%
No	46.5%	43.8%
Did not answer	1.0%	3.9%

Question #13:												
When you envision future residential options on Cady Street, what type of residential use do you see as appropriate?												
Residential Option	Very appropriate		Appropriate		Inappropriate		Very inappropriate		No opinion		Did not answer	
	City	Total	City	Total	City	Total	City	Total	City	Total	City	Total
Ground floor facing street	8%	6%	26%	24%	29%	29%	27%	26%	5%	6%	4%	8%
Upper story in mixed use building	41%	39%	45%	45%	4%	4%	4%	3%	2%	3%	3%	6%
Townhomes	9%	11%	36%	34%	26%	24%	20%	20%	5%	6%	3%	6%
Single-use residential	7%	6%	26%	26%	26%	24%	33%	31%	5%	6%	3%	7%
Part of mixed use project	13%	12%	48%	45%	12%	13%	11%	10%	13%	13%	4%	7%
Part of mixed use building	16%	15%	47%	48%	10%	10%	9%	8%	12%	11%	5%	8%
Senior independent housing	16%	16%	37%	36%	16%	15%	19%	17%	9%	9%	3%	6%
Assisted living	6%	6%	20%	18%	26%	26%	34%	33%	10%	11%	4%	6%

Question #14:		
When you think about how you would like to use or interact with Cady Street in the future, which statement(s) best describe your vision? (select not more than two)		
	City	Total
Cady should be an efficient through street; allowing vehicles to quickly go from one destination to another	15.2%	17.5%
Cady Street should be a place built for pedestrians before vehicles, where one can take a leisurely stroll	36.1%	33.0%
Cady Street should be an extension of the downtown and consistent with Main Street	79.6%	75.0%
No opinion	2.1%	1.8%
Did not answer	0.3%	3.5%
<i>Since multiple answers per participant are possible, the total percentage may exceed 100%</i>		

Question #15: What is your priority for the height of buildings on Cady Street? (select not more than two)		
	City	Total
Maximum 2 stories	20.0%	19.8%
Maximum 3 stories	34.0%	33.6%
Maximum 4 stories	12.5%	12.0%
Maximum 5 stories	9.12%	9.2%
Cady Street should include buildings of various heights	45.0%	40.3%
Height should not exceed that of tallest structures currently on the north side of Cady	31.6%	28.5%
No opinion	3.0%	3.3%
Did not answer	0.3%	3.5%

Since multiple answers per participant are possible, the total percentage may exceed 100%

Question #16: When you think about parking to support uses in the Cady Street sub-area, which statement(s) best reflect your priorities? (select not more than two)		
	City	Total
On street parallel or angle parking	29.8%	27.5%
Large surface parking lots	10.9%	12.6%
Surface parking lots hidden from street view	48.3%	46.6%
Parking structure integrated with surrounding buildings	67.8%	63.5%
Did not answer	0.6%	3.7%

Since multiple answers per participant are possible, the total percentage may exceed 100%

Question #17: How far would you be willing to walk from parking to activities on Cady Street?		
	City	Total
1 block	9.7%	10.6%
2 blocks	28.3%	28.7%
3 blocks	33.4%	36.4%
I do not need vehicle parking	23.1%	15.9%
I need parking immediately adjacent to my destination	0.9%	1.2%
Other	4.3%	3.5%
Did not answer	0.3%	3.7%

Racetrack Sub-Area

Questions 18 through 25 of the survey were designed to identify priorities for the Racetrack Sub-area, specifically residential uses, diversity of potential residents, land uses other than residential, uses other than single-family could be in high water table area, and incorporation of the history of the Racetrack. The following items emerged from the responses:

- Most respondents had preferences about the type of residential uses appropriate for the Racetrack Sub-Area. In order of preference, single-family homes, townhouses, and senior independent living were seen as “very appropriate” or “appropriate” by a majority of the respondents and of those with a direct connection to the City. Apartments/condominiums and assisted living facilities were chosen as “inappropriate” or “very inappropriate” by over 50% of those taking the survey. Single-family was the housing type seen as “very appropriate” by the largest percentages

(49% of those with a direct connection to the City) and assisted living as selected to be “very inappropriate” by 35% of City residents, business owners and employees.

- A majority of the respondents and a greater percentage with a direct connection to the City felt that it was “very important” or “important” that residential options in the Racetrack subarea be within a short (10-15 minute) walk of parks/green spaces, shopping and services for daily needs, and dining/entertainment. Parks and green space was the choice most selected as “very important”, chosen by 51% of the respondents overall and 52% of City residents, business owners and employees.
- When asked their vision for diverse uses within the Racetrack sub-area, over two-thirds of the respondents chose “some commercial uses such as corner stores, small shops, and local cafes/coffee shops could co-exist in primarily residential areas.” In the “other” responses, many respondents asked for single-family uses only, to maximize green space and also for the farmers market to be located in the Racetrack area. A few specified that townhouses and other multiple-family be included. Others forcefully expressed that a development similar to Cherry Hill would not be appropriate.
- For the portion of this sub-area with a high water table, 72% of City residents, business owners and employees felt that the area should be planned for open space if single-family could not be built there. Restaurants and entertainment were selected by 49.1% of the respondents and mixed use with residential by 31.8%. For those who selected “other”, most suggested green space or community event spaces or municipal buildings (City Hall, Community Center, etc.). Others felt that single-family houses without basements could be an asset, especially in creating more affordable housing options.
- The majority of respondents felt that it was “very important” or “important” that the housing options in the Racetrack sub-area appeal to diverse group of potential residents – age, income, family size, ability/disability, etc.
- When asked about the importance of incorporating the attributes or history of the Downs Racetrack into the redevelopment of this sub-area, a clear consensus did not emerge, with a slight skew for the “relatively unimportant” and “not important” options. Over 150 respondents provided suggestions as to how to incorporate the Downs into the redevelopment of the sub-area. Suggestions included historical markers, street names, using the shape of the track in the street or open space design, incorporating the site’s history as the Wayne County Fairgrounds, public art, a pavilion, museum, preservation and re-use of the log cabin, horse rides and horse-themed playgrounds or parks.

Question #18: Do you have preferences about the type of residential uses appropriate for the Racetrack Sub-Area?		
	City	Total
Yes	88.5%	82.5%
No	4.7%	6.3%
No opinion	6.0%	6.3%
Did not answer	0.6%	4.9%

Question #19:
What types of residential uses are appropriate in the Racetrack subarea?

Option	Very appropriate		Appropriate		Inappropriate		Very inappropriate		Did not answer	
	City	Total	City	Total	City	Total	City	Total	City	Total
Single family homes	49%	43%	24%	22%	8%	9%	7%	8%	12%	18%
Townhouses	23%	21%	40%	37%	14%	13%	10%	10%	13%	19%
Apartments/condos	9%	8%	23%	23%	22%	22%	31%	28%	14%	20%
Senior independent housing	16%	14%	42%	38%	13%	13%	15%	16%	13%	19%
Assisted living facility	4%	3%	23%	21%	24%	22%	35%	34%	14%	20%

Those who answered “no” or “no opinion” on question 18 were not shown this question, so the did not answer percentages are higher for question 19 data shown above.

Question #20:
As we think about planning for residential options in the Racetrack subarea, how important is it that the housing options appeal to diverse group of potential residents – age, income, family size, ability/disability, etc.?

	City	Total
Very important	35.6%	30.5%
Important	31.0%	29.3%
Relatively unimportant	15.5%	16.1%
Not important	15.8%	16.5%
Did not answer	1.8%	4.72%

Question #21:
As we think about planning for residential options in the Racetrack subarea, how important is it that each residence be within a short (10-15 minute) walk of the following amenities?

Option	Very important		Important		Relatively unimportant		Not important		Did not answer	
	City	Total	City	Total	City	Total	City	Total	City	Total
Parks/green spaces	52%	51%	35%	32%	7%	7%	5%	4%	1%	6%
Shopping and services for daily needs	40%	36%	39%	38%	14%	15%	6%	6%	2%	6%
Dining/entertainment	46%	41%	38%	38%	11%	11%	3%	4%	2%	6%

Question #22:
As we think about planning for the Racetrack subarea, which of the following statements describe your vision for diverse uses within neighborhoods? (select not more than two)

	City	Total
Development should focus on separate areas for each type of residential use (i.e., apartments or townhouses separated from single family homes.)	30.1%	27.9%
Development should include a mixture of single-family homes, townhouses, and perhaps apartments/condos within a neighborhood (similar to what is seen at Cherry Hill Village in Canton.)	32.2%	30.5%
Some commercial uses such as corner stores, small shops, and local cafes/coffee shops could co-exist in primarily residential areas	67.8%	67.8%
No opinion	2.4%	2.2%

Question #22:
As we think about planning for the Racetrack subarea, which of the following statements describe your vision for diverse uses within neighborhoods? (select not more than two)

	City	Total
Other (Please specify)	11.6%	10.8%
Did not answer	0.3%	4.3%

Since multiple answers per participant are possible, the total percentage may exceed 100%

Question #23:
The southeast portion of the racetrack site may have a high water table, which might make it unsuitable for buildings with basements. Developers have indicated that single-family homes without basements would not be marketable at the price points typically found in Northville. If it becomes clear that single-family uses must be located outside of the high water table area, what other uses could be planned here instead? (select all that apply)

	City	Total
Townhouses	28.9%	26.7%
Apartments/condos	18.8%	17.7%
Retail only	19.8%	19.8%
Office only	10.3%	11.0%
Restaurant/entertainment	49.2%	49.1%
Mixed use with residential	35.9%	31.8%
Mixed use without residential	14.9%	16.1%
Open space	72.0%	68.4%
The market should decide	11.9%	10.6%
No opinion	1.5%	2.0%
Other	7.0%	6.1%
Did not answer	0.6%	4.2%

Question #24:
Public input from Survey #1 and the Open Houses suggests that attributes or the history of the Downs Racetrack could be incorporated into the future development of the subareas. How important is it to you to acknowledge the history of the Downs Racetrack in future development?

	City	Total
Very important	22.8%	22.6%
Important	21.0%	18.9%
Relatively unimportant	26.4%	23.5%
Not important	26.8%	27.5%
No opinion	2.7%	3.0%
Did not answer	0.3%	4.5%

S. Center Street Sub-Area

Questions 26 through 29 of the survey were designed to identify priorities for land uses, height of buildings and a gateway feature in the S. Center Street Sub-area. The following items are of note:

- In terms of land uses on S. Center, the only clear consensus is that apartments and condominiums are not appropriate (50% of the total respondents). 42% of the respondents overall selected retail/commercial with restaurants as appropriate along both sides of S. Center. Office was most

seen as not appropriate (40% of respondents). Single-family homes, townhomes, and mixed use with or without residential were chosen as appropriate and not appropriate by the nearly the same percentage of respondents, indicating potential controversy over these land uses. Also, over 11% of the respondents did not respond to these questions, which could indicate confusion or a lack of caring about the question.

- When asked about height, one-third of the total respondents chose a maximum height of 2 stories and nearly one-third chose a maximum height of 3 stories. 31.4% of respondents felt that S. Center Street should have buildings of various heights. In the “other” responses, many participants asked that for the buildings to not create a “wall” or “tunnel” as an entry to the City.
- The majority of respondents felt that it was “very important” or “important” to create a gateway feature at the intersection of 7 Mile and S. Center Street. When asked about what type of feature would be most effective, landscaping and signs were selected most often, 55.8% and 41.9% respectively by all respondents. Taller buildings were not seen as effective, with only 2.8% of total participants choosing that option. In the “other” responses, a few respondents suggested a boulevard and others a statue with landscaping. Some suggested a roundabout at this intersection while others stated their opposition to a roundabout at the location.

Question #26: Please indicate where you think the following land uses would be appropriate along S. Center Street.										
Option	Both sides		West side		East side		Not appropriate		Did not answer	
	City	Total	City	Total	City	Total	City	Total	City	Total
Single family homes	24%	21%	31%	29%	5%	4%	34%	34%	6%	12%
Townhouses	25%	23%	17%	17%	19%	16%	32%	32%	7%	13%
Apartments/condos	15%	13%	11%	10%	14%	13%	51%	50%	9%	14%
Office only	19%	18%	9%	8%	23%	19%	40%	40%	10%	15%
Retail/commercial (w/ restaurants)	45%	42%	5%	6%	29%	27%	13%	14%	6%	11%
Mixed use, no residential	27%	27%	6%	6%	22%	18%	34%	32%	11%	16%
Mixed use, with residential	39%	36%	8%	9%	21%	17%	25%	26%	8%	13%

Question #27: What is your priority for the height of buildings on S. Center Street? (select not more than two)		
	City	Total
Maximum 2 stories	35.3%	33.6%
Maximum 3 stories	36.2%	32.4%
Maximum 4 stories	6.7%	6.7%
Maximum 5 stories	4.3%	4.9%
S. Center Street should include buildings of various heights	34.7%	31.4%
Height should not exceed that of tallest structures currently on S. Center Street, south of Main Street	25.0%	23.8%
No opinion	2.7%	2.6%
Other	2.1%	1.8%
Did not answer	0.6%	5.1%

Since multiple answers per participant are possible, the total percentage may exceed 100%

Question #28:
Public input from Survey #1 and the Open Houses suggested that a “gateway feature” (signaling a welcome to Northville) might be a positive addition at the intersection of S. Center Street and 7 Mile. However, input did not provide clear direction on what such a gateway feature might include. How important is the creation of a City gateway at the intersection of 7 Mile and S. Center Street?

	City	Total
Very important	29.8%	26.3%
Important	33.4%	34.0%
Relatively unimportant	23.4%	23.6%
Not important	12.5%	10.4%
Did not answer	0.9%	5.7%

Question #29:
What type of gateway feature(s) would be most effective? (select all that apply)

	City	Total
Landscaping	58.7%	55.8%
Monuments	28.6%	25.7%
Signs	45.0%	41.9%
Taller buildings	2.7%	2.8%
Road layout	26.1%	22.8%
No opinion	0.3%	0.4%
Other	6.1%	4.9%
Did not answer	36.8%	39.7%

Since multiple answers per participant are possible, the total percentage may exceed 100%. Those who answered “not important” on question 28 were not shown this question, so the “did not answer” percentages are higher for question 29 data shown above.

Farmers Market

Questions 30 through 33 of the survey asked about the importance, location, and visions of the Farmers Market. The following themes emerged:

- In terms of whether the Farmers Market should remain in one of the sub-areas, over 80% of both the overall respondents and those with a direct affiliation with the City felt its inclusion was “very important” or “important”. When asked to choose a sub-area, no clear consensus emerged but the Racetrack sub-area was selected by the highest percentage of all respondents (37.7%).
- Of those who answered “relatively unimportant” or “not important for the Farmers Market to be in the sub-areas, most felt that it should be located elsewhere in the City. In the “other” responses, Foundry Flask, a surface parking lot outside the sub-areas, the car wash area and Ford Field were suggested locations.
- When asked their vision for the Farmers Market, 59.3% of those with a direct City relationship and 56.2% of the overall respondents selected “indoor/outdoor public space that also could be used for other events”. Indoor and outdoor spaces solely for the Farmers Market received little support, selected less than 5% of the total respondents. In the “other” responses, the farmers markets in Muskegon and Grand Rapids were mentioned as examples to emulate.

Question #30: How important is it to you that the Farmers Market remain in one of these 3 sub-areas as they are redeveloped?		
	City	Total
Very important	62.6%	60.5%
Important	21.6%	20.4%
Relatively unimportant	8.5%	8.3%
Not important	6.1%	5.5%
Did not answer	1.2%	5.3%

Question #31: In which sub-area do you think the Farmers Market should be located?		
	City	Total
Cady Street	19.5%	17.1%
S. Center Street	24.3%	22.6%
Racetrack	37.7%	37.7%
Did not answer	18.5%	22.6%

Those who answered “relatively unimportant” or “not important” on question 30 were not shown this question, so the “did not answer” percentages are higher for question 31 data shown above.

Question #32: Which statement best reflects your priorities regarding the Farmers Market?		
	City	Total
The Farmers Market should be located elsewhere in the City	7.9%	7.9%
The City does not need a Farmers Market.	0.3%	0.4%
No opinion	3.3%	3.1%
Other	3.0%	2.4%
Did not answer	85.4%	86.3%

Those who answered “very important” or “important” on question 30 were not shown this question, so the “did not answer” percentages are higher for question 32 data shown above.

Question #33: Assuming that we continue to have a Farmers Market in Northville, which of the following statements best describes your vision for the Market in the future?		
	City	Total
Outdoor space for the Farmers Market only	3.3%	3.1%
Indoor/outdoor spaced for the Farmers Market only	4.3%	4.7%
Outdoor public space that also could be used for other events	27.7%	27.1%
Indoor/outdoor public space that also could be used for other events	59.3%	56.2%
No opinion	1.5%	1.2%
Other	3.7%	3.0%
Did not answer	0.3%	4.7%

Architecture

Although the Planning Commission has limited authority to dictate specific architectural choices on private property; the Master Plan could communicate an overall sense of the community’s priorities for

architecture in the redevelopment of the sub-areas. Question 34 asked respondents to choose from a list of potential priorities. The following items are of note:

- “A combination of modern construction methods and materials with architectural features and massing that honor the existing downtown character” was selected by over 60% of City residents, business owners and employees. Victorian architecture, similar to the historic district, was selected by 46% of the overall respondents. Modern architecture was selected by less than 8% of the overall respondents and those with a direct relationship with the City.
- In the “other” responses, participants asked for the development to be unique to Northville and leaned toward older architecture using modern building techniques.

Question #34: When you envision the completed development in these three subareas, what type(s) of architecture do you see? (select all that apply)		
	City	Total
Replication of the 19th century architecture and construction methods that are seen in the historic district and older areas of town	48.3%	46.0%
A combination of modern construction methods and materials with architectural features and massing that honor the existing downtown character	60.8%	59.3%
High quality examples of the contemporary architectural styles that are in favor at the time the area is developed	7.3%	6.9%
Other	4.9%	4.1%
Did not answer	0.3%	5.5%
<i>Since multiple answers per participant are possible, the total percentage may exceed 100%.</i>		

Challenging Choices

Questions 35 to 39 were intended to ask respondents to reach to challenging choices faced by the community by the potential redevelopment of the sub-areas. The following themes emerged:

- When asked the importance of limit density as much as possible in the subareas, over 77% of the overall respondents and almost 80% of City residents, employees and business owners said it was “very important” or “important”.
- When asked what public amenities they would be willing to forgo to achieve lower density, a town square in the Racetrack area was selected by 52% of those with a direct relationship to the City. Pocket parks or green areas throughout the area was chosen by 36.5% of all respondents and a parking structure in the Cady Street sub-area by 33.6% of all respondents. Over twenty percent of both the overall respondents and those with a direct relationship with the City did not answer this question, perhaps indicating that a portion of the participants did not understand the question or did not want to answer the question.
- When asked what five items should be included in the Master Plan for the sub-area, daylighting of the river with a park was chosen by 75% of those with a direct relationship with the City and 72% of the overall respondents. The Farmers Market was chosen by nearly 60% of both the overall group and those directly associated with the City. Safe pedestrian pathways and connections to Downtown, the historic district, 7 Mile and Hines Park were chosen by over 20% of the overall respondents.
- In terms of strategies, there was support for offering tax incentives or other forms of public/private agreements for incorporating public projects into the sub-areas as well as City purchase and development of land at taxpayer expense and infrastructure being partially paid for

or completed by the City in exchange for improvements by the developer. However, there was more opposition than support for allowing increased density or taller buildings in exchange for public amenities. When asked to share ideas for strategies, respondents encouraged looking for private grants, for the City to purchase the property, to explore partnerships to modernize and continue the racetrack in some fashion.

Question #39:

Following is a list of elements that could be included in the Master Plan. Please choose the top five items that are most important to you to be included in the Master Plan. [Please select at most 5 options.]

	City	Total
Daylighted river/park	75%	72%
Incorporating Johnson Creek into a park.	28%	31%
Plaza or large Central Park	22%	26%
Pocket parks and green area throughout the area	19%	18%
Farmer's Market located on the site	58%	57%
Connection to Beal Town	6%	4%
Connection to Downtown and historic district	41%	39%
Connection to 7 Mile and Hines Park	22%	19%
Connection to Ford Field and Cabbagetown	5%	5%
Connection to neighborhoods west of Center St.	4%	3%
Roundabout at 7 Mile and Center	14%	15%
New north/south road designed to carry commuter traffic primarily	20%	20%
Parking structure	13%	15%
Bicycle lanes	17%	16%
Safe pedestrian pathways	52%	47%
Single-family housing	30%	25%
Townhouses	6%	5%
Apartments/condos	4%	3%
Mixed use development	22%	20%
No opinion	0%	0%
There are no specific items which MUST be included in order for me to support an otherwise acceptable Master Plan.	1%	2%
Other	4%	4%
Did not answer	1%	6%

Since multiple answers per participant are possible, the total percentage may exceed 100%

Question #35:

How important is it to you that the Master Plan limit density as much as possible in these 3 subareas?

	City	Total
Very important	57.1%	54.8%
Important	22.5%	22.6%
Relatively unimportant	13.7%	12.0%
Not important	5.8%	5.1%
Did not answer	0.9%	5.5%

Question #36: Which of the following public amenities might you be willing to forego in order to achieve lower density? (select all that apply)		
	City	Total
Daylighted river with park	12.2%	12.2%
Park on Johnson Creek	28.0%	27.5%
Town Square in the racetrack area	52.9%	47.0%
Pocket parks and/or other green area throughout the area	39.5%	36.5%
Farmer’s Market located on the site	18.5%	17.3%
Parking structure in Cady St. subarea	36.2%	33.6%
The Master Plan should not address density and instead allow the market to drive what is constructed	2.7%	3.0%
No opinion	1.2%	2.2%
Other	4.8%	4.3%
Did not answer	21.0%	23.2%
<i>Since multiple answers per participant are possible, the total percentage may exceed 100%</i>		

Question #37:														
Please indicate whether you would support or oppose the following strategies for addressing challenging choices														
Strategy	Strongly support		Support		Oppose		Strongly oppose		Need more information		No opinion		Did not answer	
	City	Total	City	Total	City	Total	City	Total	City	Total	City	Total	City	Total
Offer development flexibility for donation of land or amenities	11%	9%	28%	28%	20%	19%	16%	15%	19%	18%	2%	3%	3%	9%
Offer tax incentives, or other forms of public/private agreements	17%	16%	38%	36%	13%	12%	11%	9%	16%	15%	2%	2%	4%	9%
Allow increased density in exchange for public amenities	13%	12%	24%	23%	24%	21%	24%	22%	11%	9%	1%	1%	4%	10%
Allow taller mixed use or commercial buildings in exchange for public amenities	11%	10%	28%	27%	24%	22%	27%	24%	6%	7%	1%	1%	3%	10%
City purchase and development of land at taxpayer expense	13%	13%	30%	28%	17%	17%	18%	17%	17%	14%	2%	3%	4%	9%
Infrastructure partially paid for or completed by the City in exchange for improvements by the developer	11%	11%	42%	41%	13%	10%	8%	8%	20%	17%	2%	3%	4%	10%

Thought & Comments

Over 230 respondents shared thoughts and comments for the Planning Commission. Overall, these comments were similar to other open ended responses earlier in the survey. The following themes emerged:

- Many respondents cited *limiting density and development* as their primary concern.
- Several of the respondents *expressed thanks to the Planning Commission* for the opportunity to participate.
- *Concerns* about traffic were shared often.
- *Daylighting the river* and the *farmers market* were often mentioned as opportunities with the development of the subareas.
- Several respondents were *concerned about the transparency and level of public participation* in the process. They often expressed a fear that developers would have undue influence on the Master Plan and the redevelopment of the subareas.
- Also, respondents often expressed *excitement* about what Northville is and could become with the redevelopment of the subareas.

Summary

The redevelopment of the Cady Street/Racetrack/South Center St. sub-areas will impact the character of the City of Northville for generations, but it will also be a difficult decision. Whatever happens, not everyone in the community will be supportive of all aspects of a new plan. However, the themes in the survey responses provide some insights:

- *Daylighting the River and Johnson Creek* with a liner park that has areas for activities seems to be well supported. This public amenity continually ranks as a top “must” for the sub-areas.
- *Connections* between new development and *downtown, the Historic District, 7 Mile and Hines Park* are viewed as important.
- *Walkability* with a high level of pedestrian safety is a clear priority, while *moving traffic as efficiently as possible* and *mitigating additional traffic from redevelopment of the sub-areas* are also seen as important.
- *The Farmers Market* is also a top priority. The survey does not provide consensus on the location of the market but does provide a vision of an indoor/outdoor space that is used for community events when the market is not in session.
- *Cady Street* was seen as best developed as *an extension of Downtown*. However, the community desire for a maximum height of 3 stories may limit mixed use development if 5-story buildings are needed to make a mixed use building economically viable.
- For the Racetrack Sub-Area, the responses seem to point to a *residential area, with parks, corner stores, small shops, and cafes* nearby and/or within the new neighborhood. The responses show a tension in terms of housing types, with most indicating a preference for *single-family residential* but also a majority seeing the *importance of the housing in this area appealing to a diverse group* (age, income, family size, ability/disability, etc.), which may need different housing from the traditional single family home. For the portion of this *sub-area with a high water table*, most respondents felt that the area should be *planned for open space if single-family*


could not be built there. However, this area was also seen as *appropriate for restaurants and entertainment.*

- For the *S. Center Street Subarea*, the survey *did not provide consensus in term of land use* but did for building form, with a desire for this area to be no more than 2-3 stories in height. Also, a *gateway feature at 7 Mile and Center Street* was strongly *supported.*
- In terms of how to bring the desired public amenities for the subareas to reality, the survey respondents were *more supportive of the City purchasing land, receiving undeveloped land, partially or fully completing infrastructure and public/private partnerships* than *trading density or building heights.* The Planning Commission and City may want to evaluate the viability of these approaches as part of the Master Plan process.

This survey is one of many data points the Planning Commission will use to develop the Master Plan and should not be relied upon as referendum by the Northville community as to what should happen with the subareas. As seen by the disagreements within the survey responses on roundabouts, street design and other issues, the Planning Commission will have hard choices in the near future.


A special thanks is extended to the over 500 survey participants. Your time and voices were invaluable.

Appendix



#1

Open House Exercise
September/October 2020



KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES


Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming


NOTES

- Townhomes should be of varying styles (i.e., Cherry Hill Village) vs one uniform look (5 Mile and Sheldon)
- Avoid long walls of same height on any one street—break up different uses/different heights
- Grey Area= Farmer's Market with Pavilion which could be rented for other uses
- Mixed use along park areas to include outdoor dining facing the parks
- Parks should not be owned/maintained by Association—should be under BZA, City, etc.
- Water feature (for kids?) in park S of Beal
- New street one block south of and parallel to Cady



#2

Open House Exercise
September/October 2020



KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES


Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming

NOTES


- Light Blue=Single Use Office building
- Mixed Use Includes Office



#3

Open House Exercise

September/October 2020



KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES	
	
	
	
	
	
	
	

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES
<ul style="list-style-type: none"> • Fit • Connections • Reasonable • Realistic • Welcoming

NOTES

Victorian village with places to live at all stages of life. Center of beautiful little town.

Single family & townhouses & ranches with siding and Victorian design (not brick). Different types of floorplans. Need for ranch condos.


Need trails and sidewalks.

Daylight the river.

Can look down into this area.

Gateway to the City at Center/Sheldon & 7 Mile


Need places for teenagers



#4

Open House Exercise

September/October 2020



KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES	
	
	
	
	
	
	
	


Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES
<ul style="list-style-type: none"> • Fit • Connections • Reasonable • Realistic • Welcoming

NOTES


- Trail connections and focus on the highlighting the river.
- Open up the river as a focal point!
- Ensure connection of all existing roads, no cul-de-sacs. New roads not to be used as quick, unsafe cut-through options.
- Prevent commercial development along the park and river
- Keep space for Farmer's Mkt (in park space?)
- Potential additional roads for lower density homes in central location.

CONSIDER!!! Not one builder can dominate residential development



#5

Open House Exercise
September/October 2020



KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES	
	
	
	
	
	
	

NOTES
Insert notes here

Keep the track? Is it financially feasible? But maybe not as a "gaming" place...just horse racing. Alternatively, this planning project may be an opportunity to change what Northville is known for...not gambling.

Will a daylighted river park be flooded most of the time?

Land swap with Schools to accommodate athletic fields.

Don't block views of downtown with development along south side of Cady St.

Views of backs of buildings along E. Cady St. should look as nice as the fronts. Aesthetics are more important than height.

Pathways could be determined by pedestrian movement (and especially between parking and destinations).


Concern about density.

We can do whatever we want as long as our eyes are open to the up sides and down sides.

INSTRUCTIONS: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.


PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming



#6

Open House Exercise
September/October 2020



KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES	
	
	
	
	
	
	

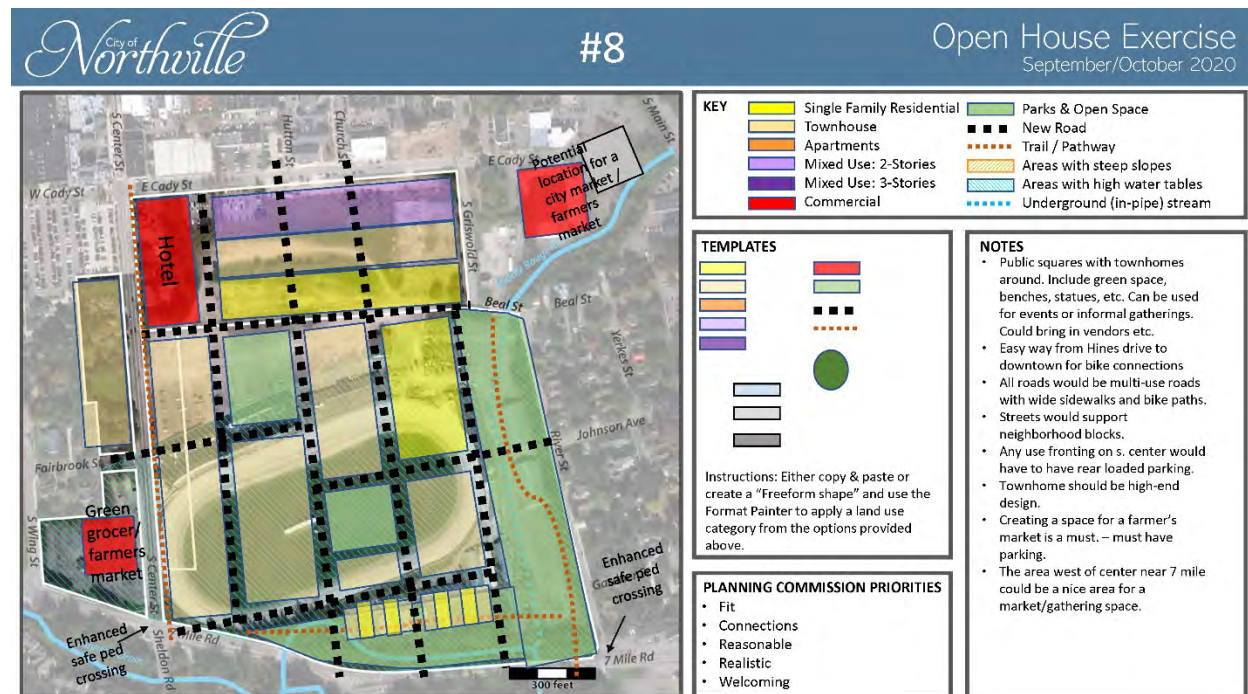
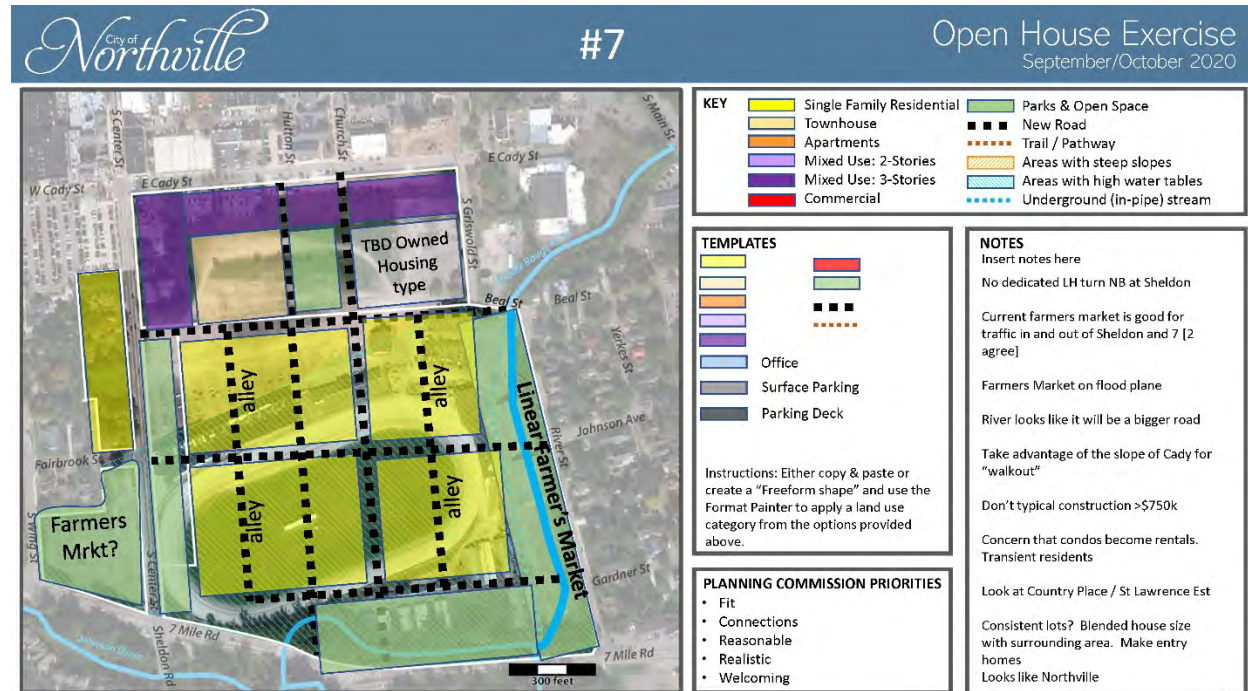
NOTES
Insert notes here


- The extension of Griswold to 7 mile should be curved blvd. that follows the river to highlight the park.
- All streets have ample inviting sidewalks.
- Condos on center should face the street with large inviting sidewalk, street trees, and decorative street lights etc.

INSTRUCTIONS: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES


- Fit
- Connections
- Reasonable
- Realistic
- Welcoming





#9

Open House Exercise
September/October 2020



KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES

Office
Parking Lot
Parking Structure


Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming


NOTES

- *Daylighting of the river
- *Potential event street on the extension to S. Griswold along the river?
- *Make sure sidewalk connections are present!
- *Bike lanes along the river?
- *Make sure streets are present to accommodate all **traffic** that will result from new development. Where will traffic go? What **traffic impacts** may occur?



#10

Open House Exercise
September/October 2020



KEY

 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES

Office
Parking Lot
Parking Structure

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.


PLANNING COMMISSION PRIORITIES

- Fit
- Connections
- Reasonable
- Realistic
- Welcoming

NOTES

Insert notes here

- Development should provide more opportunities for diverting traffic off of existing main roads.
- In favor of more natural/parkland than development. Link with other green spaces in town.
- Daylight the river with park on each side.
- Want to keep the quaint character. Architecture shouldn't be too modern. Blend in with historical feel of Northville.
- Northville isn't affordable. Apartments are still going to be expensive.



#11

Open House Exercise
September/October 2020


KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

TEMPLATES	
	
	
	
	
	
	
	

NOTES
Insert notes here
 Offices
 Surface parking
 Parking garage
 Senior Housing

PLANNING COMMISSION PRIORITIES
<ul style="list-style-type: none"> • Fit • Connections • Reasonable • Realistic • Welcoming

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.



#12

Open House Exercise
September/October 2020

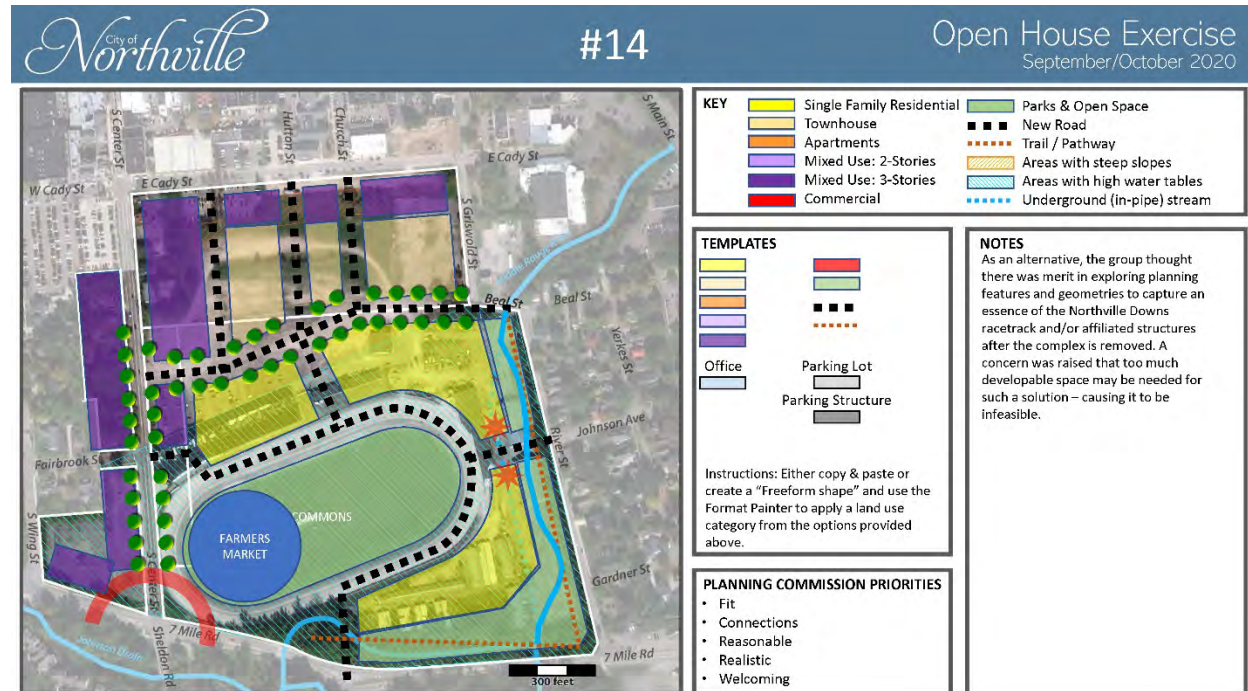
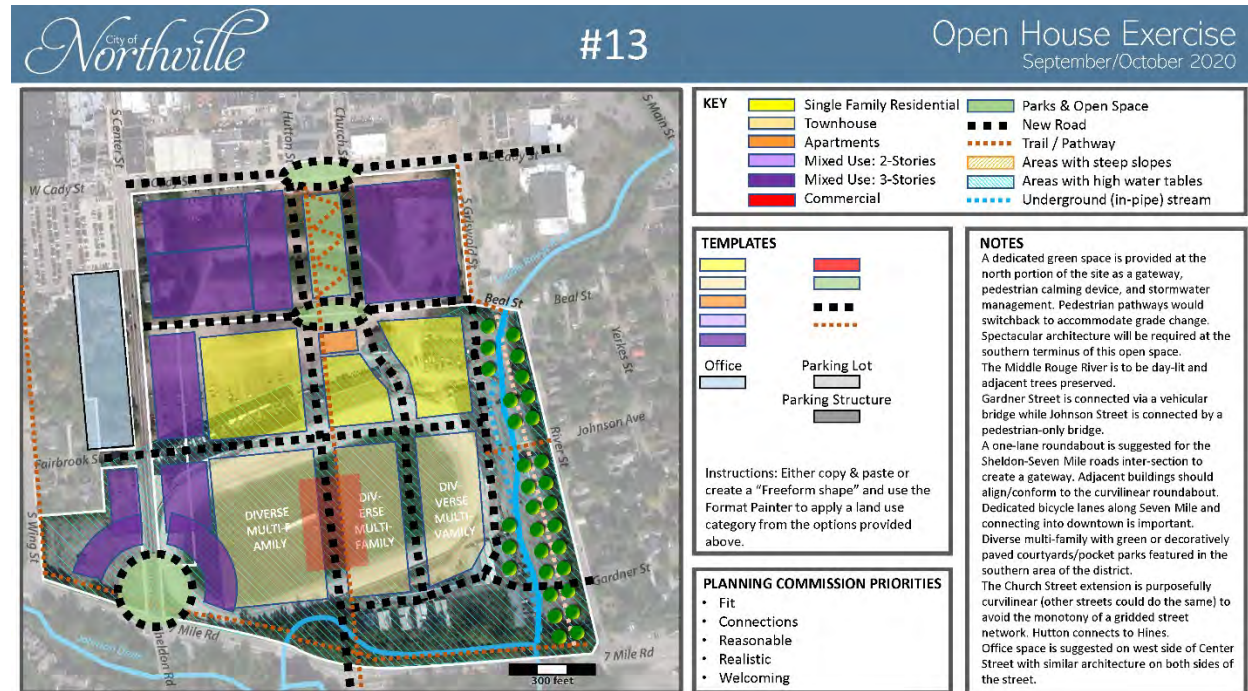
KEY	
 Single Family Residential	 Parks & Open Space
 Townhouse	 New Road
 Apartments	 Trail / Pathway
 Mixed Use: 2-Stories	 Areas with steep slopes
 Mixed Use: 3-Stories	 Areas with high water tables
 Commercial	 Underground (in-pipe) stream

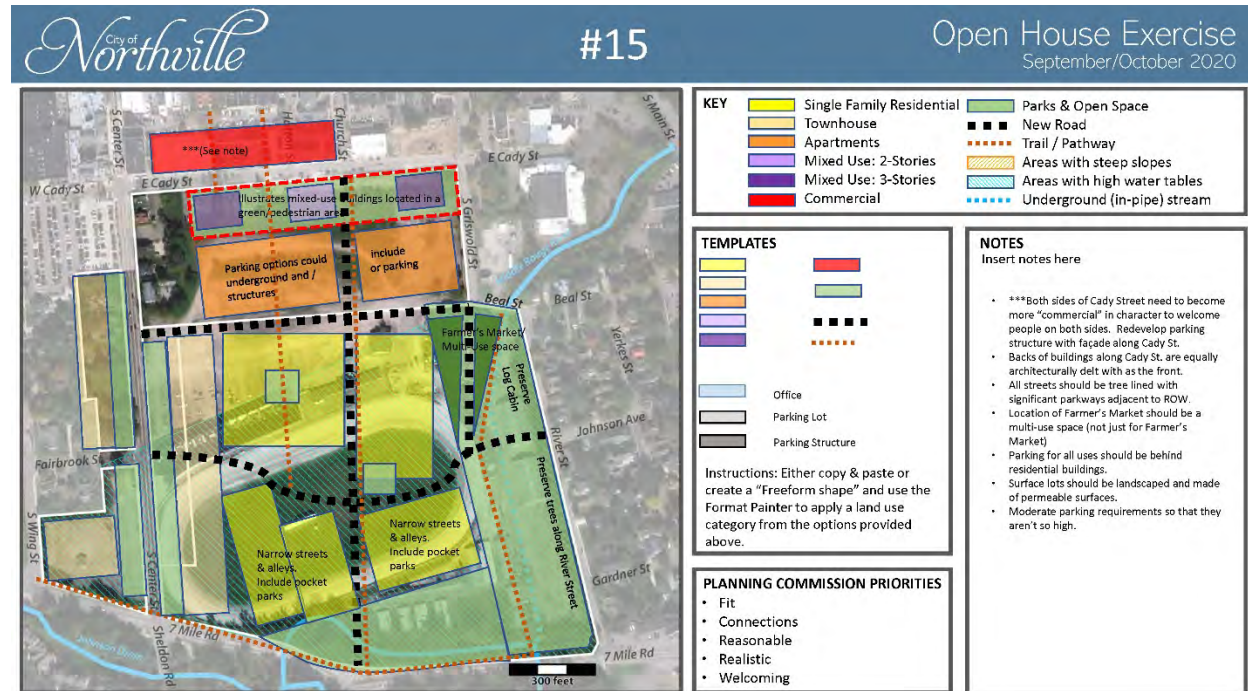
TEMPLATES	
	
	
	
	
	
	
	

NOTES
Insert notes here
<ul style="list-style-type: none"> • Private car use decreasing over time? Or electric? Charging ports needed • Connections to urban and nature trails • Farmers market at Cady and Griswold—covered, multi use • Market parking under retail on Cady? • Vary architecture/height on Cady to avoid "wall" effect • Definitely daylight river! • Sidewalks on both sides of River St? • River St homes on stilts? • Work/live walkable community with dense housing near commercial • Parking to west of Market • Mixed use could be a mix of 2/3 stories/vary height • Townhouses with parking behind • Offices on site of current market?

PLANNING COMMISSION PRIORITIES
<ul style="list-style-type: none"> • Fit • Connections • Reasonable • Realistic • Welcoming

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.





KEY	
	Single Family Residential
	Townhouse
	Apartments
	Mixed Use: 2-Stories
	Mixed Use: 3-Stories
	Commercial
	Parks & Open Space
	New Road
	Trail / Pathway
	Areas with steep slopes
	Areas with high water tables
	Underground (in-pipe) stream

TEMPLATES	
	Office
	Parking Lot
	Parking Structure

Instructions: Either copy & paste or create a "Freeform shape" and use the Format Painter to apply a land use category from the options provided above.

NOTES
Insert notes here

- ***Both sides of Cady Street need to become more "commercial" in character to welcome people on both sides. Redevelop parking structure with façade along Cady St.
- Backs of buildings along Cady St. are equally architecturally delt with as the front.
- All streets should be tree lined with significant parkways adjacent to ROW.
- Location of Farmer's Market should be a multi-use space (not just for Farmer's Market)
- Parking for all uses should be behind residential buildings.
- Surface lots should be landscaped and made of permeable surfaces.
- Moderate parking requirements so that they aren't so high.

- PLANNING COMMISSION PRIORITIES**
- Fit
 - Connections
 - Reasonable
 - Realistic
 - Welcoming

Northville Survey #2 - Questions 4 and 5 by Neighborhood

QUESTION 4

CONNECT NEW DEVELOPMENT TO EXISTING NEIGHBORHOODS & DOWNTOWN

All respondents				
Very important	Important	unimportant	Not important	(Did not answer)
33.20%	34.77%	17.68%	7.27%	7.07%
City Resident				
Very important	Important	unimportant	Not important	(Did not answer)
34.09%	35.39%	17.53%	8.77%	4.22%
N of 8 Mile West				
Very important	Important	unimportant	Not important	(Did not answer)
28.99%	33.33%	24.64%	10.14%	2.90%
N of 8 Mile East				
Very important	Important	unimportant	Not important	(Did not answer)
26.67%	40.00%	26.67%	0.00%	6.67%
Cabbage Town				
Very important	Important	unimportant	Not important	(Did not answer)
30.36%	37.50%	17.86%	8.93%	5.36%
Historic District				
Very important	Important	unimportant	Not important	(Did not answer)
47.06%	37.25%	9.80%	3.92%	1.96%
Orchard Heights				
Very important	Important	unimportant	Not important	(Did not answer)
39.24%	31.65%	15.19%	8.86%	5.06%
Beal Town				
Very important	Important	unimportant	Not important	(Did not answer)
22.73%	36.36%	9.09%	27.27%	4.55%

Northville Survey #2 - Questions 4 and 5 by Neighborhood

QUESTION 5

DOWNTOWN & HISTORIC DISTRICT

All respondents				
Very important	Important	unimportant	Not important	(Did not answer)
47.74%	32.42%	11.98%	4.32%	3.54%
City Resident				
Very important	Important	unimportant	Not important	(Did not answer)
46.75%	34.09%	12.01%	6.49%	0.65%
N of 8 Mile West				
Very important	Important	unimportant	Not important	(Did not answer)
44.93%	33.33%	15.94%	5.80%	0.00%
N of 8 Mile East				
Very important	Important	unimportant	Not important	(Did not answer)
36.67%	40.00%	16.67%	3.33%	3.33%
Cabbage Town				
Very important	Important	unimportant	Not important	(Did not answer)
39.29%	42.86%	7.14%	10.71%	0.00%
Historic District				
Very important	Important	unimportant	Not important	(Did not answer)
62.75%	21.57%	7.84%	7.84%	0.00%
Orchard Heights				
Very important	Important	unimportant	Not important	(Did not answer)
44.30%	37.97%	15.19%	2.53%	0.00%
Beal Town				
Very important	Important	unimportant	Not important	(Did not answer)
54.55%	22.73%	4.55%	13.64%	4.55%

7 MILE & HINES PARK

All respondents				
Very important	Important	unimportant	Not important	(Did not answer)
37.13%	34.38%	16.90%	7.47%	4.13%
City Resident				
Very important	Important	unimportant	Not important	(Did not answer)
39.61%	36.04%	14.94%	8.44%	0.97%
N of 8 Mile West				
Very important	Important	unimportant	Not important	(Did not answer)
36.23%	36.23%	21.74%	5.80%	0.00%
N of 8 Mile East				
Very important	Important	unimportant	Not important	(Did not answer)
23.33%	36.67%	30.00%	10.00%	0.00%
Cabbage Town				
Very important	Important	unimportant	Not important	(Did not answer)
32.14%	39.29%	8.93%	19.64%	0.00%
Historic District				
Very important	Important	unimportant	Not important	(Did not answer)
41.18%	43.14%	11.76%	3.92%	0.00%
Orchard Heights				
Very important	Important	unimportant	Not important	(Did not answer)
45.57%	31.65%	13.92%	6.33%	2.53%
Beal Town				
Very important	Important	unimportant	Not important	(Did not answer)
63.64%	27.27%	0.00%	4.55%	4.55%

Northville Survey #2 - Questions 4 and 5 by Neighborhood

FORD FIELD & CABBAGE TOWN

All respondents				
Very important	Important	unimportant	Not important	(Did not answer)
16.50%	28.88%	34.58%	13.95%	6.09%
City Resident				
Very important	Important	unimportant	Not important	(Did not answer)
18.83%	30.84%	31.17%	15.91%	3.25%
N of 8 Mile West				
Very important	Important	unimportant	Not important	(Did not answer)
13.04%	31.88%	37.68%	14.49%	2.90%
N of 8 Mile East				
Very important	Important	unimportant	Not important	(Did not answer)
23.33%	30.00%	36.67%	3.33%	6.67%
Cabbage Town				
Very important	Important	unimportant	Not important	(Did not answer)
19.64%	23.21%	32.14%	21.43%	3.57%
Historic District				
Very important	Important	unimportant	Not important	(Did not answer)
19.61%	41.18%	29.41%	9.80%	0.00%
Orchard Heights				
Very important	Important	unimportant	Not important	(Did not answer)
18.99%	30.38%	27.85%	20.25%	2.53%
Beal Town				
Very important	Important	unimportant	Not important	(Did not answer)
27.27%	22.73%	18.18%	22.73%	9.09%

BEAL TOWN

All respondents				
Very important	Important	unimportant	Not important	(Did not answer)
12.57%	32.61%	34.58%	13.95%	6.29%
City Resident				
Very important	Important	unimportant	Not important	(Did not answer)
14.29%	33.77%	32.14%	17.21%	2.60%
N of 8 Mile West				
Very important	Important	unimportant	Not important	(Did not answer)
8.70%	27.54%	39.13%	20.29%	4.35%
N of 8 Mile East				
Very important	Important	unimportant	Not important	(Did not answer)
3.33%	33.33%	50.00%	10.00%	3.33%
Cabbage Town				
Very important	Important	unimportant	Not important	(Did not answer)
16.07%	35.71%	30.36%	17.86%	0.00%
Historic District				
Very important	Important	unimportant	Not important	(Did not answer)
19.61%	47.06%	23.53%	9.80%	0.00%
Orchard Heights				
Very important	Important	unimportant	Not important	(Did not answer)
17.72%	34.18%	30.38%	15.19%	2.53%
Beal Town				
Very important	Important	unimportant	Not important	(Did not answer)
18.18%	18.18%	18.18%	40.91%	4.55%