



PLANNING COMMISSION AGENDA

May 3, 2022 – 7:00 PM

LOCATION: City of Northville Municipal Building – Council Chambers, 215 W. Main St., Northville, MI 48167, 248-449-9902 (the public may attend the meeting in-person or use the Zoom option below)

Zoom public participation option: Members of the public may participate electronically as if physically present at the meeting using the following links:

<https://us02web.zoom.us/j/88511929783>, US: +1 646 558 8656 or +1 301 715 8592

1. CALL TO ORDER

2. ROLL CALL

3. APPROVE MINUTES April 19, 2022

4. AUDIENCE COMMENTS (limited to brief presentations on matters not on the agenda)

5. REPORTS & CORRESPONDENCE

- A. City Administration
- B. Planning Commissioners
- C. Other Community/Governmental Liaisons
- D. Correspondence

6. APPROVE AGENDA

Consideration of agenda items generally will follow this order:

- A. Introduction by Chair**
- B. Presentation by City Planner**
- C. Commission questions of City Planner**
- D. Presentation by Applicant (if any)**
- E. Commission questions of Applicant (if item has an applicant)**
- F. Public comment**
- G. Commission discussion & decision**

7. PUBLIC HEARINGS

8. SITE PLAN AND ZONING CHANGE APPLICATIONS

- Downs Preliminary Site Plan Review

[Vacant parcels on the south side of Cady St. (between S. Center & Griswold), the Northville Downs racetrack property south of Cady St. (between S. Center and River Streets), and two areas on the west side of S. Center St.]

9. OTHER PLANNING COMMISSION BUSINESS

10. ADJOURN

CITY OF NORTHVILLE
Northville Community Center
303 W. Main Street, Northville MI
Planning Commission Meeting Minutes
April 19, 2022
7:00 PM

1. CALL TO ORDER:

Chair Tinberg called the meeting to order at 7:01 pm and explained that per the Open Meetings Act members of the public could either participate in person or participate via ZOOM webinar platform. Members of the Commission must be physically present to participate in the meeting.

2. ROLL CALL:

Present: Thomas Barry
Paul DeBono
Jeff Gaines
David Hay
Steve Kirk
Carol Maise
William Salliotte, Jr.
Donna Tinberg
AnnaMaryLee Vollick

Absent: None

Also present: Sally Elmiger, Planning Consultant
Patrick Sullivan, City Manager
Brian Turnbull, Mayor
Barbara Moroski-Browne, Mayor Pro-Tem
Marilyn Price, City Council
Andrew Krenz, City Council
John Carter, City Council
Andrew Krenz, City Council
Brent Strong, Building Official
Lori Ward, Director, Downtown Development Authority
Nickolas Bayley, OHM Engineering Consultant

Audience: approximately 14 in person, 35 on ZOOM call

3. APPROVE MINUTES: April 5, 2022

MOTION by Barry, support by Salliotte, to approve the April 5, 2022 meeting minutes as submitted.

Motion carried unanimously by voice vote.

4. AUDIENCE COMMENTS: (limited to brief presentations on matters not on the agenda)

Lenore Lewandowski, 119 Randolph Street, asked a clarifying question regarding process for public comment at this stage of The Downs plan review. Chair Tinberg explained that 5-6 topics have been

identified for deliberation regarding the Preliminary Site Plan Review, and public comment will come at the end of each topic discussed.

5. REPORTS & CORRESPONDENCE

A. CITY ADMINISTRATION:

City Manager Sullivan

No report.

Building Official Strong

No report

Downtown Development Authority Director Ward

- Street closure survey began Monday, April 11; 1,700 responses were received within the first week. The survey will be open for three weeks, until May 2, 2022, and is on the DDA and City website.
- DDA and City Council have set a tentative date of May 9, 2022 for a townhall meeting (in person and Zoom) to allow for additional comments and feedback regarding the street closures. Watch for notice of that meeting.

Mayor Turnbull

- Thanked the Commission for all their work, and thanked those that attended the State of the Community Event on April 13.
- Met with Gov. Whitmer and discussed developments in the City, including The Downs and the Riverwalk.

B. PLANNING COMMISSIONERS:

Commissioner Gaines, Historic District Commission

- Next meeting is on April 20th, with five cases.

Commissioner Maise, Downtown Development Authority

No report.

Commissioner Hay, Brownfield Redevelopment Authority and Farmers Market Task Force

- Next meeting is Wednesday, April 27. The Authority will continue its review of the application from the Foundry Flask project.

Commissioner Vollick, Sustainability Committee, and River Task Force

- Sustainability Committee: City of Northville is now Silver Certified under the Michigan Green Communities challenge.
- River Task Force: The River Task force, Farmers Market Task Force and Ford Field Task Force have all joined together in order to work in unison as funding is identified and grants are applied for. The River Task Force has applied for the following grants:
 - \$910,000 through the Congressional Direct Request Program for 2023, via Senator Peters, for the Ford Field Barrier Free Gateway and stabilization project.
 - \$700,000 via Congresswoman Haley Stevens, to stabilize Randolph Drain within Ford Field and build a “Serenity Point”, as identified in the Master Plan. The Task Force has

been working with Oakland County Engineers and the Water Commission on this endeavor.

- Taskforce is also working with State Senator Dayna Polehanki regarding pending Bill 85 which has identified \$45M million for supporting/building local farmers’ markets.
- The Taskforce has established a Building Ordinance team, to review current ordinance language against best practices from other cities, to incorporate best language into the ordinance for waterway protection.

Regarding the collaboration with Oakland County mentioned in the discussion regarding Randolph Drain above, City Manager Sullivan further explained that the creek that crosses Hutton Street and enters into the Rouge River at Ford Field – Randolph Drain – is an Oakland County drain. Oakland County owns that structure and the drain, and is technically responsible for the repairs. If Northville obtained grant funding to stabilize Randolph Drain, not only Oakland County, but also Northville, and the City of Novi would benefit, because the cities jointly share the district and split the costs. The request is for an 80% grant, with a 20% match provided by Northville and Novi.

C. OTHER COMMUNITY/GOVERNMENTAL LIAISONS:

None.

D. CORRESPONDENCE:

Dates listed reflect dates correspondence was received:

- April 5, letter from Jim Long that was received too late to include in the April 5 meeting, and which reported on a presentation Mr. Long gave to City Council on 4/4/22 relative to Hunter Pasteur’s 2018 option to purchase a City-owned parking lot on Cady Street.
- April 6, letter from Daniel and Linda Hodor of Dunhill Court regarding the Downs development.
- April 8, letter from Greg Swanson regarding bonding and phasing of the Downs development.
- April 11, copy of a letter from Hunter Pasteur to Mr. Long, in which Mr. Wertheimer responded to Mr. Long’s concerns about the purchase option.
- April 13, letter from Chin-May and Julia of Charleston Court regarding the Downs development.
- April 19, proposal from Chris Kazor of St. Lawrence Blvd. suggesting that a splash pad be included in Central Park in the Downs development.
- April 19, updated PowerPoint from Toll Brothers with an additional slide relative to a project in Ann Arbor.

All correspondence is read by the Commission. However, correspondence should be received by 4:30 pm on the day before a meeting to ensure it gets circulated to all Commissioners prior to that meeting, and a week before a meeting to ensure the correspondence is included in the public packet.

Copies of correspondence are posted on the City website, under Proposed Redevelopment Projects: https://www.ci.northville.mi.us/services/building_and_planning/planning_commission/proposed_redevelopment_projects

6. APPROVE AGENDA

MOTION by Kirk, support by DeBono, to approve the agenda as submitted.

Motion carried unanimously by voice vote.

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7. PUBLIC HEARINGS:

None

8. SITE PLAN AND ZONING CHANGE APPLICATIONS

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Introduction by Chair

Chair Tinberg explained that at its April 5 meeting the Planning Commission discussed Site Plan Review Topic 2: Land Uses and Locations. This topic includes issues such as:

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

The Commission had dealt with the first bullet point in depth. Tonight the focus will be on residential housing mix and locations. Public comment will be taken when the Commission finishes its deliberation on the topic.

Presentation by City Planner

Planning Consultant Elmiger said her April 13, 2022 memorandum *Downs PUD/Preliminary Site Plan – Commercial Space Change* evaluated additional information that the developers provided regarding proposed changes to the amount of commercial space being offered.

Applicant comments

Development team members present this evening in person or via ZOOM included:

Seth Herkowitz, Vice President, Hunter Pasteur
 Randy Wertheimer, CEO, Hunter Pasteur
 Alex Martin, Division President, Toll Brothers
 Bob Emerine, Partner, Seiber Keast Lehnre
 Andrew Ledger, Freidman Real Estate Group
 Greg Presley, Principal, Presley Architecture

Utilizing a PowerPoint presentation, Mr. Herkowitz provided the following information:

- Key take-aways from the last meeting:
 - Vacant retail is worse than no retail.

- Surrounding the Central Park with retail is not the only solution to drawing engagement and activity to the park.
- Hunter Pasteur has been focused on keeping the tenant mix consistent with the mix currently in downtown Northville.
- The size of the commercial spaces are designed to attract local retail and restaurant tenants.
- Evaluate whether more retail and commercial space could be added to the Cady Street frontage.
- Changes to the plan since the last meeting:
 - Added 6,650 sq. ft. of commercial space along Cady St. for a total of 22,724 sq. ft. This change makes 100% of the frontage on Cady Street commercial.
 - Regarding the apartments and condos that flank Central Park:
 - Removed two apartment units and replaced them with commercial, resulting in an additional 2350 sq. ft. of retail.
 - Regarding the condo building, removed a model unit and a three bedroom unit, both fronting Cady Street, resulting in an additional 4300 sq. ft. of retail.
 - The location of the model unit within the building will be moved so that the new retail in the condo building will now be part of the retail along Cady Street from the beginning.
- Other accountabilities reported on:
 - Regarding the evaluation of the viability of retail along Center Street, Hutton surrounding Central Park, and Beal Street, a memo from Friedman outlined the challenges and reasons why they do not believe those specific locations are best suited for retail. The memo outlines the following concerns:
 1. Foot traffic, particularly in the colder months.
 2. Parking constraints, particularly along Center Street.
 3. Ability to find credit worthy tenants given today's construction costs and corresponding rents.
 4. Changes to the grade and corresponding slopes specific to Hutton, which is approximately 18 feet/5% from Cady to Beal.
 5. Lack of exposure/visibility to primary commercial streets.
 - Irreversible effects that poorly performing and vacant retail would have on surrounding housing and commercial values, as well as the potential negative impact on Central Park.
- In summary:
 - The focus of the commercial activities should be Cady St., making it the primary retail and social street.
 - If best practices are implemented such as mentioned by Bob Gibbs at the last meeting, someday the entire Cady Street corridor could potentially absorb 50,000 square feet or more of retail space.
 - The three-story townhomes along Beal and Center north of Fairbrook have been replaced with two and a half story townhomes, so that 52 out of 97 townhomes will be two and half story.
 - The three-story townhomes along Center, south of Fairbrook, have been replaced with two story row houses. This change was also made west of Center and along the units fronting Greenway Park.
 - The result of these changes is a reduction in the number of townhomes south of Beal Street by 54, replacing them with 39 row houses. There were 151 townhomes previously; now there are 97.

- With the apartment units converted from residential to retail, there are now 172 apartments, rather than 174.
 - The size of several condo units had been increased, resulting in the same amount of square footage but fewer units – a reduction from 53 units to 42 units.
 - The project now proposes 445 residential units split over six different and unique building types.
- Three take-aways from the developer’s market analysis
 - There's an under supply of townhomes, carriage homes, row homes and single family homes in Northville.
 - There's an under supply of new housing inventory, as the average age of housing stock is between 19 and 24 years old. As a result, there's demand for new housing stock that meets today's consumer demands.
 - Given this constrained condition, there is a clear need to provide lower priced attached housing options. One way to achieve diversity of price point is to have attached housing product, which continues to have strong demand throughout Southeast Michigan.

Commission discussion

- The last meeting was productive, and the changes made had resulted in an improved product. The increased retail/commercial on Cady Street was a positive change.
- Gaines: The striation in activity and use that occurs as the development moves north to south was not optimum – one activity occurs on Cady Street, another on Beal, etc. An intermixing of uses, rather than Euclidian zoning, would be preferred.
- Vollick: There needs to be a reason for people to get to the bottom of the park, such as retail. As mentioned at the last meeting, she was concerned that the result will end up being an insular residential enclave. A splash park and/or a coffee shop might bring people to the park.
- Planning Consultant Elmiger: Retail spaces are dynamic and feed off each other when they create a retail district. The space on the south end of Central Park could be used for food trucks or non-permanent types of retail activities.
- Gaines: Tenant amenities could be used to activate the public spaces by encouraging tenants to be out and about, or visible through windows.
- Hay: Regarding programming the park/open space/pathways, look to proven winners offered by the DDA, Parks and Rec, and Chamber of Commerce.
- Barry: The two communities must be connected. Private assembly areas, including the traditional model of providing amenities specific to the new residents, doesn't fit with the sense of community Northville wants.
- Kirk: Amount of retail square footage on Cady Street is adequate.
- Tinberg: There is opportunity to mix retail/restaurant type of uses with residential. There doesn't have to be a critical mass of them all in one spot to work. Models exist elsewhere that single restaurants in residential areas can be successful as destination points, and such uses would give people reasons to visit the new development.
- Salliotte: Such businesses need good parking access; this would be challenging to execute in a new development.
- Hay: The advantage of a PUD is that a mix of uses can be encouraged. The zoning ordinance itself does not encourage isolated retail, though there is a nostalgic desire for things that are difficult to justify in today's market. Were there contemporary examples of new developments with successful interior retail?
- Tinberg: Could the development manufacture nostalgia in a positive way, in terms of providing things like corner grocery stores? That appeared to be what the community wanted.

- DeBono: Work/live units are fully residential units, with approximately 200 square feet of work space. The units could be mortgaged as 100% residential. These units would not activate retail along Cady, for instance, although they had other positive aspects.
- Maisie: Would the demographic living in the development be able to support new retail, or will they be wintering elsewhere? Can the commercial be supported? More affordable housing would pull in younger people who would support businesses year round.

Chair Tinberg closed the discussion regarding commercial land uses, and moved the discussion to the mix of housing types. Does the proposed mix of single family homes versus multifamily units align with the Master Plan and zoning ordinance? Does the mix meet the current and anticipated needs of the community? Density conversations will likely flow from the mix of housing types. If the mix is right, it seems logical that the density should be right as well. Are there any other land use or location issues that are of concern?

- Planning Consultant Elmiger: The densities in this proposed development fit within 2018 Master Plan density subsets, depending on the individual areas within the development. Overall, the proposal is 10/3 du/acre; the Master Plan calls for a density between 7.6 du/acre and 14 du/acre. The proposed density is within the Master Plan, as well as the Cady Street overlay.
- Tinberg: Density is more than meeting a number in the Master Plan. The more important question involves finding the appropriate mix of housing types, such as the balance of single family versus multifamily or multifamily variants. A development that looks like a complex is inconsistent with the masterplan goal of preserving neighborhood character.
- Barry: Single family is less than 9% of the total dwelling units in this development.
- Upon request, local realtor Anne Smith spoke to the following points:
 - Condos were typically not a good investment for young buyers, especially in Northville, which has a high millage rate. In terms of the proposed development, young buyers will be paying association fees, as well as special assessments. Condos do not appreciate as fast as single family homes.
 - In general, people look for single family homes in Northville. Per the developer, the housing stock is extremely aged, but people come to Northville to live in older single family homes, and older homes have been improved and renovated.
 - Area market trends do not always represent a city like Northville, which is an anomaly in terms of its unique character. Who has determined that there is a clear need for lower priced housing here? Looking across all metrics, the City needed more single family homes.
 - The applicant proposed that Northville needs 474 apartments, row houses, townhouses and carriage houses one block off Main Street. However, this housing mix benefits the developer, who needs a viable project. Northville as a City does not need that mix of housing. People come for and want to live in the established neighborhoods.
- DeBono: 9 single family homes seem like orphan homes that front each other, and not a street.
- In response to questions, Ms. Smith said that turnover is higher in multifamily homes. Homes in Northville that are on crawls or Michigan basements sell. Putting up with these features is the price of living in the community that Northville offers.
- Mr. Wertheimer pointed out that when apartments and single family homes were backed out of the totals, The Downs had 235 condos for sale. Of those, about 50% were targeted to empty nesters, similar to those people who live in St. Lawrence Estates. The other 50% are targeted to first time homebuyers. The reason there is no existing market for that housing in Northville is because it does not exist; there is a market for people who would love to live in Northville as first time homebuyers.

The Commission asked that Toll Brothers respond to Ms. Smith's comments.

Referencing *The Downs Market Study*, 4/19/2022, Alex Martin, Toll Brothers, presented the following:

- Toll Brothers is a publicly traded Fortune 500 company, and as a result they execute a robust market study process as part of their fiduciary obligation.
- Toll Brothers is America's largest builder of luxury homes.
- Mr. Martin overviewed Toll Brothers' data-driven market study process.
- The single family market in Northville is booming, in part because that is the only thing available.
- Areas are viewed as highly desirable due to:
 - Location relative to employment centers
 - Area amenities
 - Highly ranked school systems
- Regarding Northville, Novi and Plymouth:
 - All product segments were under supplied prior to COVID-19 and continue to be under supplied.
 - Northville, Novi, and Plymouth housing stock is extremely aged, 17-24 years old.
 - Proposed Northville Downs product mix and consumer segments are in alignment with historic market trends.
 - Due to the constrained conditions, there is a clear need to provide the consumer with lower priced attached housing options.
 - Due to the aged inventory, there is a clear need and desire for new housing stock that meets consumer demand and preferences.
 - Northville Downs sales prices are currently projected to be below "new" price values.
- This is a unique opportunity to create a place where young families can buy a home in Northville. Regarding price points, The Downs:
 - Offers the first time buyer an opportunity to enter Northville, and later to be able to stay in Northville when they purchase a larger home.
 - Offers the older resident in a large home an opportunity to downsize and stay in Northville.
- To compare, Toll Brothers' project North Oaks of Ann Arbor is a successful community that offers attached homes.
- The City of Northville is a single family residential detached market that is very successful, but is not realizing its full potential because it doesn't offer diversity of product.

Mr. Martin responded as follows to questions from the Commission:

- Regarding constructing single story homes on slabs on the southern portion of the site, slab-on-grade homes provided several challenges:
 - 1) No space for children and grandchildren to visit.
 - 2) Basement space is needed for storage of items that have been brought from larger homes.
 - 3) In Michigan, even slab-on-grade homes have to have footings at least 42" deep, because of frost.
 - 4) Toll Brothers have built thousands of homes of different types in Michigan, and have never built without basements.
- New homes could be built with taller basements that were not completely submerged into the ground; this creates complexity when constructing the garage. Also, Michigan had a statutory requirement for a 10-year warranty, and no builder will take the risk of building a home that has a footing that is not clearing groundwater by at least two feet. In the southern portion of The

Downs, this means constructing a basement that is 6'-7' out of the ground, a very atypical construction, with accompanying construction issues and with uncertain market acceptance.

- In response to questions from Commissioner Gaines regarding repetition and lack of liveliness of design, Mr. Martin said that Toll Brothers' focus on data driven decisions did not result in conservative development. The current plan was preliminary, they were just beginning to receive feedback from the Planning Commission itself, and architectural design for this project was evolving.
- In response to further questions from Commissioner Gaines regarding mixing uses, instead of having one area for single family, one area for apartments, one area for townhomes, etc., Mr. Martin said they were open to discussing this issue. However, in old neighborhoods such as Old Town Alexandria, there was not commingling of uses, but rather logical transition of use, with old and new architecture mixed together. The key was to complement the old homes and neighborhoods, without matching them.
- Historically, two buildings of townhomes were not split by a single family use, and single family was not placed next door to apartments.
- Commissioner Gaines said the more the project could get away from striated zoning, the more integrated and interesting the project would be, especially for people who live there.
- Mr. Martin said the development team had achieved much of what the Commission had asked, and there was more to be done.
- Commissioner Maise asked if the discussion was really about something similar to Chicago neighborhoods, where there were similar buildings next to each other, with individual buildings holding different uses – a single family home, multifamily use, condo, apartment, and even a use with retail on the bottom and commercial above.
- Commissioner Gaines was concerned that the project could be too formulaic and suburban in nature. At the same time, he was hoping for a finished product that was better than expected, uniquely situated in Northville, and that will support a younger demographic as well as the seniors already mentioned.
- Mr. Martin said the key was to keep the process moving forward with open dialogue and with some trust on both sides in the iterative process. Toll Brothers was willing to and could adapt to specific, actionable feedback. This development would not be like some being constructed in nearby towns, but would provide diversity of housing stock, which diversity was lacking in Northville.
- Commissioner DeBono asked if Toll Brothers had built urban developments, and if so, could examples be brought to the Commission. He thought what Hunter Pasteur and the Forbes Company were proposing with the multi-unit buildings expanded the fabric of downtown. But no one had asked for townhomes, and implying that the residents wanted townhomes was incorrect. The Commission had asked for diverse product types, but that diversity could be represented by more urban housing types, such as bungalows, for instance. Right now the development seemed to be offering cookie-cutter, very pedestrian designs with little diversity. Northville represented an urban center, with a walkable downtown, yet Toll Brothers seemed to be proposing suburbia, similar to a new development being constructed at 9 Mile and Novi Road.
- Chair Tinberg agreed.
- Mr. Martin said that suburbia offered .5-acre lots, with big yards and front-loaded garages. The Downs is not a suburban environment, but offered high density that conformed to the Master Plan. Toll Brothers was an infill builder with projects such as Edge-on-Hudson outside of New York City. Toll Brothers had multiple projects in Old Town Alexandria, and had divisions located in Atlanta and Nashville that only did infill projects. They had constructed about two dozen high rise buildings between Manhattan and Brooklyn. They would put together a presentation that reflected this type of urban construction.

- A lively discussion regarding what was urban vs. what was suburban followed. Mr. Martin said that to him “urban” meant density, walkability, and activation, with porches and front stoops, sidewalks and units closer to the sidewalk. The “backyard” for The Downs residents will be downtown Northville. Urbanization would not result from building more single family homes.
- Mr. Wertheimer asked if other Commissioners felt this development was no different than that being constructed at 9 Mile and Novi Roads, as Hunter Pasteur did not feel the two developments were anything close to being similar. Mr. Martin said it was like comparing apples to bowling balls.
- Chair Tinberg said that nothing drew someone to walk by a row of townhouses, and this type of development did not seem like urban activation to her.
- Acknowledging the density goals in the Master Plan, Commissioner DeBono suggested a third condominium-type building that could serve as an entryway on the south end of the site, with more single family homes elsewhere, as a potential compromise that would also result in the desired/needed density.
- Commissioner DeBono asked for the profiles of people who would purchase the different types of homes offered in The Downs. It was important to know who was being attracted to the development – someone who would evolve into a multi-generational resident over time, or someone who was more transient, who would live here for 3-5 years while on work assignment, and then move on.
- Every house in downtown Northville is different; there are very few similar homes. The Downs, however, was offering rows of similar homes.
- Commissioner Salliotte said he thought this development in total was vastly different than those developments being built close by, such as at 9 Mile and Novi Road. There were other things to consider, such as the natural constraints of the site, lack of connectivity to downtown and between neighborhoods, street grids that did not flow through, lack of reason to walk from one place to another, and so on. However, there were already suburban-type neighborhoods in the City of Northville, with a limited number of housing types, and he lived in such a neighborhood. He had no problem walking from his neighborhood to downtown, enjoying the various streets in the City. While comments regarding corners and other elements were important, he did not feel that the character of the overall project was close to some of the comparisons being made.
- Further discussion focused on:
 - Corner units needed to be treated as something unique, like mini-gateways.
 - Pocket parks needed to have more of an “announcement.”
 - The solutions to concerns could be what made this project uniquely Northville.
 - An aerial rendering would help explain how the different units and typologies were laid out.
 - Existing character of downtown Northville does not include repetitive housing.
 - However, while the houses may look different, Northville had basically one consumer segment: people who could afford \$800K single-family homes or higher.
 - How was “Northville reaching its full potential” defined?
 - A successful community attracts and retains a diverse demographic.
 - An entry level home in Northville was a \$500K house, and there were not many of these available.
 - Achieving balance (a successful community with a development that fit within the environs) was achieved by the City and developer working together.
- Mr. Martin reviewed the different housing typologies, and overviewed the data as to who they would attract. The community and the Planning Commission had given feedback that they wanted a more diverse population. Again, the architectural styling was still evolving.
- Toll Brothers defined success as finishing a community on time, on budget, and in alignment with what was agreed upon with the municipality.

- Commissioner Barry reviewed the discussion thus far. He was still concerned about the low number of single family homes, but he did think Mr. Martin was addressing issues and concerns.
- Mr. Martin emphasized that they would like actionable feedback.
- Commissioner DeBono commented that concurrent discussion of architecture and site plan was appropriate; the two were symbiotic. He was concerned about the 9 orphan single family homes that did not front a street. There were many site plan issues that needed to be resolved. Seeing examples of Hunter Pasteur, Toll Brothers, and Forbes Company urban construction throughout the country would help. He felt what had been presented so far was very pedestrian.
- Mr. Martin said that Toll Brothers had removed single family homes facing Center and Beal due to Commission feedback. But now the Commission wanted more single family homes, and Center Street had been mentioned. Actionable feedback would include where single family homes should be placed.
- Chair Tinberg said the 2021 Master Plan clearly does not envision single family on Center Street.
- Commissioner DeBono reiterated the need to see examples of urban solutions to the comments made this evening, specifically regarding housing type and repetitive architecture.
- Commissioner Gaines said that programmatically, the mix of typologies was appealing, although there was concern with how the development would be laid out. He supported additional density, as density provided support for retailers and public amenities.

Chair Tinberg asked how the Commission felt about the current mix of single family vs. multifamily.

Commissioners Gaines and Vollick were fine with the current mix.

Commissioner DeBono would like to see more detached single family. He was open to more narrow lots. He would like to eliminate the orphaned single family properties.

Commissioner Maise would support stacked flats.

Commissioner Kirk thought the mix was fine, and he supported the types of dwellings offered. While rowhouses were not often seen in the Detroit area, they were very successful elsewhere. They sold well and were very appealing.

Commissioner Gaines said the renderings of the proposed Downs suburban-type homes were not as appealing as images of two and three story limestone homes provided this evening; Mr. Martin said the limestone structures were their inspiration for the proposed townhomes.

Mr. Martin said that some people moved to Northville to live in suburban homes in an urban environment, with the ability to walk one half mile to downtown. He asked for direction regarding whether attached units on Center and Beal Street should be sacrificed in order to provide more single family homes.

Commissioner Hay said that whatever was built needed to immediately work, but it also had to respond to a future market that hasn't yet been seen. It was true that single family homes sold quickly in Northville, and the City was largely a single-family home community. The other side of that coin was what other choices did people have? What did people in the next generations want? It was easy to favor what was known and familiar, but that might not be what the future brings. Was Northville underserved with products that didn't exist in the City? He would not trade having more single family homes and having less of the other housing types at this point. However, he didn't want a suburban subdivision that got dropped in the middle of The Downs project. Commissioner Hay concluded that he was comfortable with the location and square footage of the commercial, and was okay with the mix of housing types.

Chair Tinberg asked each Commissioner to list one actionable thing they would prioritize regarding this proposed development.

Commissioner Barry asked for smaller single family homes that would attract young families.

Commissioner Salliotte did not have concerns with the mix of housing units. For him, the important thing was addressing the critical points within the project that would set The Downs apart from other developments, including having blended products, and focusing on corners as transitions. Perhaps an alternate product type could be beneficial for the overall site.

Commissioner Maise agreed that smaller single family homes would encourage young people to move to Northville. The street layout seemed suburban.

Commissioner Kirk said he was fine with the different housing styles and types. Exceptionally attractive multifamily developments can thrive. He would prioritize row houses and carriage house homes.

Commissioner Gaines supported the housing mix, and would support higher density. He thought the orphan single family homes off of Fairbrook could be celebrated as a unique situation that only happens in this plan; people would pay extra for those homes. Open spaces such as the daylit river and pocket parks need to be as special as Central Park.

Commissioner Hay thought discussion regarding Topic 2 was substantially complete

Commissioner DeBono was not happy with the site plan due to its repetitive nature. The carriage houses, townhomes and row houses were too similar. It was important to get this development right and have it present as uniquely Northville.

Commissioner Vollick supported the mix of housing types. She asked if the packets could be distributed earlier. She asked for abundant examples when architecture was discussed.

Chair Tinberg was concerned about the ratio of single family to multifamily, which did not honor what Northville is. The entire development needs to be compatible with downtown in terms of massing, scale, details, and setbacks. Multifamily should be duplexes or triplexes that scale like a single family home – not large, massive fortress-like buildings. The Guttman, Spillane, and Haifleigh materials gave valuable suggestions. She was concerned about such things as features that were being offered in return for floor area ratio deviation, and the carriage houses with front garages south of Beal. She was also concerned about private roads that lead to backyards that face and block a public park, essentially rendering the park no longer public. She was concerned about lots less than 7200 square feet, and about neighborhoods that gave the impression of separate enclaves.

Chair Tinberg emphasized that the Master Plan provided guiding principles for this development.

The Commission discussed how best to move forward. The majority of Commissioners felt it was time to move to the next topic, knowing that issues regarding land uses and locations (Topic 2) would still be discussed in the overall conversation, and the topic itself could be revisited.

Chair Tinberg said the May 3 meeting would start discussion on roads, pathways, connections, and parking.

Chair Tinberg said a community member had offered to make Jeff Speck, a nationally known planner and walkability expert, available to the Commission while discussing the next topic. Mr. Speck would likely be available for a limited time during one meeting. She asked for the Commission to weigh in on whether this would be helpful.

While the Commission knew and respected Mr. Speck's work, after discussion there was not clear consensus regarding this offer. Chair Tinberg indicated she would let the Commission know if this was going to be pursued.

9. OTHER PLANNING COMMISSION BUSINESS

Commissioner Barry advocated for starting meetings that included reviewing The Downs at 6:00pm.

10. ADJOURN

MOTION by DeBono, support by Maise, to adjourn the meeting at 10:39 pm.

Motion carried unanimously by voice vote.

Respectfully submitted,
Cheryl McGuire
Recording Secretary



Carlisle | Wortman
ASSOCIATES, INC.

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

MEMORANDUM

TO: City of Northville Planning Commission

FROM: Sally M. Elmiger, AICP

DATE: April 26, 2022

RE: Discussion on Mobility Questions with Representatives of Mobility Network, River Task Force, Sustainability Task Force, Dan Burden (Walkability Consultant), City Manager, City Engineer, and City Planner

As requested, a group discussion was convened with representatives of the Mobility Network, River Task Force, Sustainability Task Force, the walkability expert Dan Burden, the City's traffic and civil engineers, the City Manager and me to discuss the big-picture pedestrian and traffic mobility questions regarding the Downs development proposal. The purpose of this meeting was to establish consensus, if possible, in the resolution of these topics. This memo lists the major issues that were discussed, and the recommendations made by the group. It also attempts to list the main reasons for the recommendation under "clarification."

We shared this memo with the attendees for comment. We made changes provided that were consistent with our and OHM's recollection of the meeting. However, not all of the attendees agreed with everything in this communication, as put forth in the attached memo (dated April 18, 2020). We expect this information will be reviewed and discussed by the Planning Commission at some time in the future, where all the participants of the mobility/traffic meeting may provide comments and clarifications regarding these topics.

1. Desirability of a roundabout at the intersection of 7-Mile and S. Center/Sheldon Road:

Recommendation: The group recommends a roundabout at this intersection, as it has the greatest ability to increase the level of vehicular service and improve pedestrian safety. However, it is recommended that the roundabout design be a "one-lane" roundabout, if traffic volumes will allow, and that it includes pedestrian refuge islands and accommodations for bicycles.

Clarification: Per the City and project traffic engineers, there are two solutions that have an impact on vehicle "level of service" at this intersection:

- 1) Modernize the traffic signal, and widen the bridge over Johnson Creek (on south side of 7-Mile) to accommodate a left-turn lane and signal phase for north-bound traffic with sufficient vehicle storage for turning cars; and

2) A roundabout.

The first option will achieve a level of service of “C” during peak hours, with some driver movements experiencing a “D” level of service. It would also negatively impact Johnson Creek and floodplains/wetlands along Sheldon Road. A roundabout would achieve a level of service of “A,” and have no significant environmental impacts. Also, roundabouts designed with pedestrian facilities have proven to be much safer for the pedestrian than a four-way traffic signal.

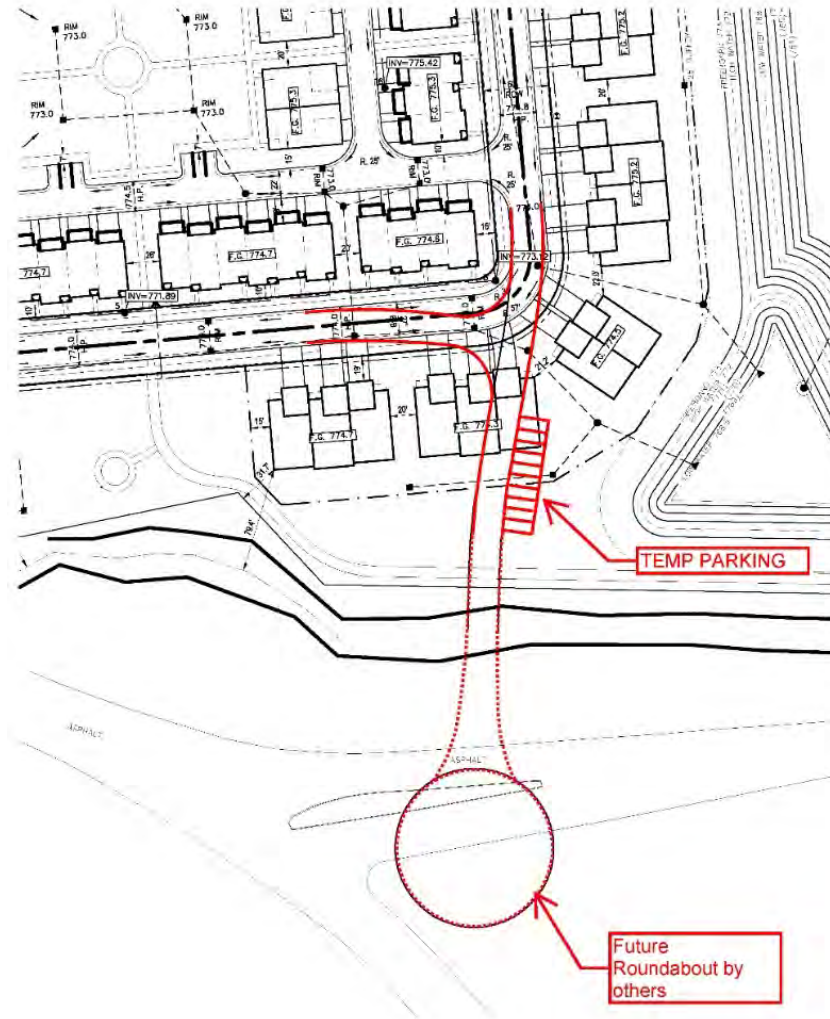
It was indicated that Wayne County would support a roundabout at this intersection as long as it receives sufficient technical backing from the design engineers. The City’s engineers would work with the project engineer on the proposed design during the Final Site Plan stage to ensure that there is sufficient undeveloped land from the proposed development and within Wayne County property to locate the roundabout on.

It was also indicated by the City Engineer that, after a general discussion with Wayne County, Wayne County would support a roundabout as the subject of a Congestion Mitigation and Air Quality (CMAQ) program grant, and if awarded, CMAQ funding would substantially assist in the cost of constructing a roundabout. (Note: CMAQ grants are only available to State and local government applicants. CMAQ funding does not cover design engineering, construction engineering, and contract administration costs.)

The group also discussed the need for public education regarding the pros and cons of a roundabout vs. a traffic light.

2. North/South connection of the development across Johnson Creek to 7-Mile and Hines Drive intersection.

Recommendation: Adjust the location of carriage homes on the south side of the easterly curve in proposed U-shaped road and add a “stub” that clearly indicates the intention of a future road connection south. The stub could be used in the mean time as a small parking lot for the River Park. The City Engineer and Mobility Network members have created a conceptual design (shown below) illustrating this recommendation on the next page.



It is expected that the future road would be designed as a “low speed” roadway into the project. This design choice would help to minimize concerns over inviting large volumes of cut-through traffic. Also, the location of this road should be designed to minimize negative impacts on Johnson Creek by centering it as much as possible on the straight-away section of the creek.

Clarification: In the past, the developer has stated that they will not build a connection with 7-Mile over Johnson Creek at the Hines Drive intersection. Also, it was communicated that, per the City Engineer, a second roundabout at 7-Mile Road and Hines may dilute the City’s ability to secure a CMAQ grant for the roundabout at the 7-Mile and S. Center St. intersection, based on scoring criteria.

3. East/West vehicular and/or pedestrian bridge over daylighted river, connecting Fairbrook and Johnson St.

Recommendation: A vehicular bridge over the daylighted river is not necessary, nor is there clear support by the Beal Town neighborhood that this is desirable. However, a wide (10-14 feet) pedestrian-only (non-motorized) bridge is recommended. Another suggestion is that the pedestrian bridge have enough structural integrity to support emergency services such as a fire truck; however, this is just a suggestion to investigate, but isn't necessary if it doesn't provide clear benefits.

Clarification: It was indicated that the Friends of the Rouge consider a vehicular bridge to be environmentally damaging and undesirable.

4. Project changes at 7-Mile and S. Main St. intersection and 7-Mile and Northville Road intersection.

Recommendation: Leave this design up to the applicant's traffic engineer's recommendations.

Clarification: Per the City Planner and City Traffic Engineer, the Traffic Impact Study (TIS), prepared by the developer's Traffic Engineer and reviewed by the City's Traffic Engineer, identified the intersections of 7-Mile and S. Main St., and 7-Mile and Northville Road as being significantly impacted by The Downs development; and as a result, this study recommended improvements to mitigate these impacts. Alternatively, the TIS studied the S. Main and Cady St. intersection, and did not identify any impacts from The Downs project to this intersection; therefore, no mitigation measures were offered for this intersection. The Planning Commission will discuss the proposed improvements with the development team and City's Traffic Engineer; any required improvements must be based on professional studies and recommendations of both Traffic Engineers.

5. Angled parking on Cady St.

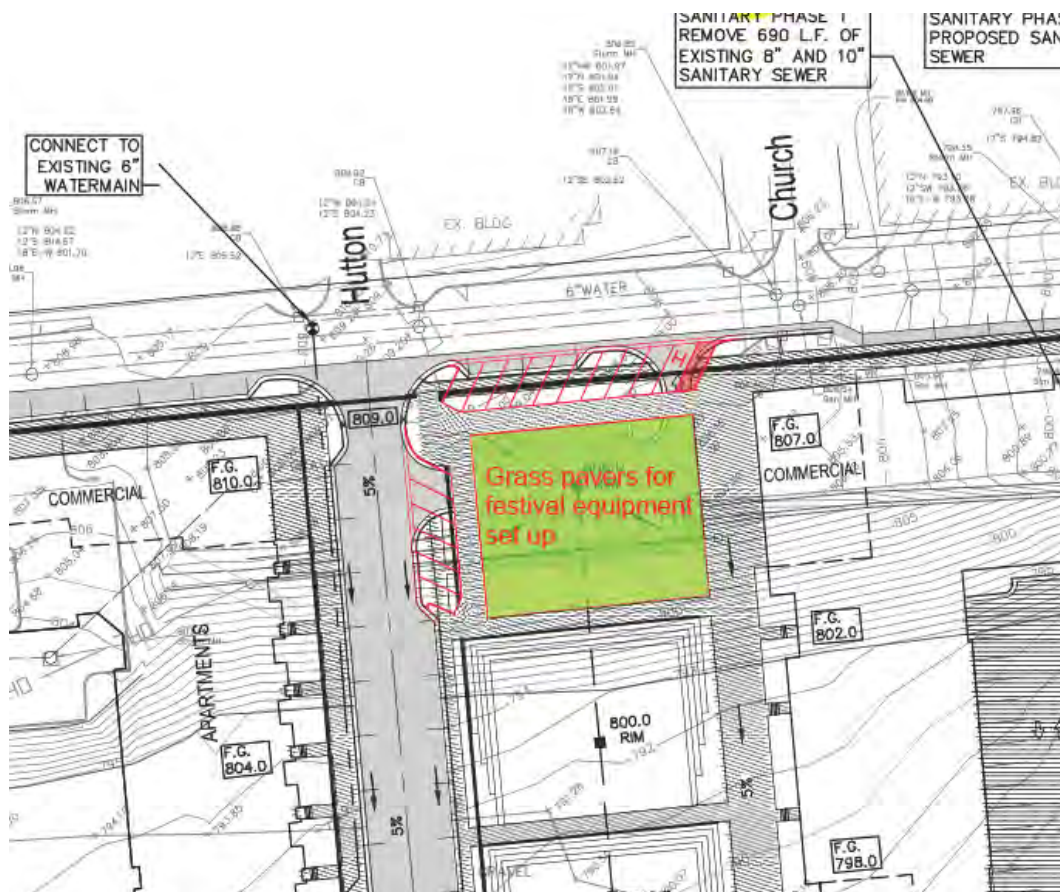
Recommendation: Leave parking along Cady St. as parallel parking. Another possibility discussed was whether angled parking could be configured along Cady St. to see if there are any benefits to this change (i.e., does this configuration generate significantly more parking spaces than parallel spaces?). The discussion determined that integrating angled parking along *one side* of Cady St. would probably require a 60-65-foot wide right-of-way; moving the buildings back so there is enough room for wide sidewalks; and the use of 60-degree "back-in" angled spaces to accommodate safe bicycle use of the travel lanes. Having angled parking along both sides of Cady would require a right-of-way width of at least 70 feet.

Clarification: The group thought angled parking did not fit into the present plan without moving the buildings and increasing the right-of-way width. It was stated that the current proposal supplies approximately 40 more parking spaces than required over the entire project. The apartments/condominiums are slightly under parked compared to requirements, but residents of these buildings couldn't use on-street parking overnight so

extra spaces along Cady St. would only serve day-time users. The degree of change to the site design required to include angled parking was not justified by parking space count.

6. Desirability of 18-space parking lot adjacent to Cady St. and the Central Park.

Recommendation: The group had different opinions about this feature of the site design, and a clear consensus was not reached. However, a compromise could include replacing the parking lot as designed with “back-in” angled parking spaces directly adjacent to Cady St. These angled spaces could be used by parents of the church pre-school as well as the restaurants. The City Engineer prepared the conceptual design below, showing back-in angled parking spaces (in red) along Cady St. and on the north part of the new Hutton St. to offer approximately the same number of spaces as shown in the parking lot. However, as can be seen from the attached memo, not all participants agreed with placing angled parking along Hutton St. These angled parking spaces would require additional right-of-way that would come out of the Central Park area. (Note: This design could be further studied to see if there is enough space for a future drop-off lane along the Church curb on the north side of Cady St.)



Clarification: The attached memo expresses different solutions in an effort to create a more aesthetically pleasing and pedestrian friendly result is desired.

7. Improvements to River St. and pedestrian crossing/signal at 7-Mile and River St. intersection.

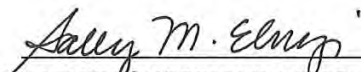
Recommendation: River Street should be reconstructed, including curbs on both sides of the street, some type of drainage (swales?) on the west side of the street, and a continuous pedestrian pathway along the west side of the street. A crossing of 7-Mile Road at River Street should include a cross-walk, a pedestrian-activated signal, and safety island (if possible). This design work could be included as part of the Final Site Plan.

A spillway design that is used on Taft Road was discussed as an option to address stormwater. Parking on both sides of the street was also discussed, but no consensus reached. This would require additional right-of-way and preliminary engineering to see what cross section might work. There is a conflict with existing DTE Overhead lines so any west side parking would require bump outs at poles.

Clarification: As part of the upgrades needed to the City's watermain to serve this project, the watermain within the River St. right-of-way will need to be reconstructed. Therefore, the roadway will be significantly disturbed to rebuild the watermain, necessitating reconstruction of the roadway itself. The curb along the west side of River street will help to protect pedestrians on the park pathway from vehicles.

The group conceded that improvements to this roadway will remove the existing trees on the west side of River Street. However, these trees have been severely pruned by DTE in maintaining the overhead powerlines along this street. Lastly, the grading to install the daylighted river may also impact these trees.

We look forward to discussing this information with you.



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

Cc: Patrick Sullivan
Dianne Massa
Hunter Pasteur Homes, LLC

MEMORANDUM

TO: Sally Elmiger, Carlisle Wortman, Patrick Sullivan, City of Northville

FROM: Nancy Darga, Chair River Restoration Task Force, Co-Chair Mobility Network Team

Susan Haifleigh, Sustainability Team, Mobility Network Team

DATE: April 18, 2020

Thank you for the chance to review the report on the meeting we had on traffic issues related to the Down's project. The way you organized the summary is very impressive. There are some items that we feel need to be addressed.

Memorandum Titles:

In the title of the meeting under "RE:" you mentioned the Mobility Network, River Task Force, Dan Burden, the City Manager, City Planner and City Engineer but the Sustainability Team was not included in which Susan Haifleigh represented. I believe the Planning Commission would want to know someone from Sustainability participated.

1. Roundabout at intersection of Seven Mile and S. Center St.

In the summary of the recommendation of a roundabout at the intersection of 7 mile and S. Center St. there is mention that the City's engineer would work with the project engineer to insure there is sufficient land to locate the roundabout. It should also state that the City will also work with Wayne County on the southern half of the proposed roundabout to ensure there is enough road right away for the approach design. The Planning Commission needs to understand that the land required for the roundabout cannot be situated entirely on the Down's land.

2. North/South connection of the development across Johnson Creek to 7-Mile and Hines Drive

Under "Recommendations," it would be helpful to the Planning Commission to mention this recommendation was made to deter any negative impacts on a future crossing of Johnson Creek by centering it on the straight-away section of the creek.

Under "clarifications," there was never any mention that a second connection to 7-Mile may dilute County support for support at the 7-Mile and S. Center St. intersection. We have not met with Wayne County yet to discuss this option. Nor has Wayne County offered any County funding for any of the proposed road improvements, only federal funding through CMAQ for the roundabout at 7-Mile and Center. This statement can be contested and should be taken out.

3. Project Changes at 7-Mile Main Street Intersection and 7-Mile and Northville Road

Under "recommendations," it states that the design should be determined by the applicants traffic engineer's recommendations. The Mobility Network study highlighted the intersection of 7-Mile and S Main Street as an area of concern because both sides of 7-Mile is off set and is hampered by the railroad crossing. Since the main entrance and exit to the Downs Project is off Center and Cady Street the

Mobility Study did not associate the intersection of 7-Mile, low service rate to anything associated with the Downs project. This intersection is a current problem with or without the Down's project and the City should develop recommendation in partnership with Wayne County and Northville Township who is trying to develop a pedestrian crossing by the rail road tracks.

The Mobility Network Team did identify that the intersection of Cady St. and S. Main would be greatly impacted by both the Foundry Flask and the Downs project. This issue was brought up towards the end of the meeting and was dismissed. The report should indicate that there is a disagreement as to the impact of both the Down's and Foundry Flask projects on Cady and S. Main in this report. If there is a reluctance to do so, the Mobility Network Team can address this issue separately to the Planning Commission in writing. Please advise us on how you want to handle this.

5, Angle Parking on Cady Street.

We did all agree that parallel parking along Cady was acceptable. Under "clarification," it states the group thought either option would work. The only person who thought angle parking along Cady Street would work was Dan Burden. Please do not say the group in whole thought it was okay.

6. Parking Lot adjacent to Central Park

As you know the proposed parking area behind the church was a very contentious discussion that became lengthy. Dan Burden wanted to insert a budling in the areas because he was afraid it would look like a missing tooth. I wanted the parking lot as proposed to service the church, restaurants, and park users. John Roby suggested we incorporate a decorative half wall with lavish landscaping to cut down on the missing tooth look and lessen the visual impact of the parking lot. I threw out the idea of angle parking where the parking lot was to offer a compromise but now, I see there is a proposed additional angle parking along the park. I objected to this concept earlier in the meeting, so I am surprised to see it crop up again. I would rather see John Roby's idea of a half wall in front of the original proposed parking lot than angle parking along the side street and along Cady Street behind the church. The original parking lot allows for needed parking for the church, restaurants, and the park. The proposed angle parking along the side street abruptly introduces a change in parking layout along the street, messes up the pedestrian walkway and the geometrics of the park. This issue is still not resolved as shown.

7. Improvement to River Street

We all agreed that River Street needs to be upgraded to include two-way traffic, on street parking, curbs, a drainage plan and new landscaping. It was however not clear who is responsible for what. The City Manager made it sound like he wants the developer to pay for everything even the redesign of the street, the relocation of the water line that is in the street ROW. It was mentioned by one of the City engineers that the water main project was already planned for hydrants along River Street for Beal Town residents not the Downs. The Planning Commission will need clarification on what the developer is required to do and what is a public benefit.

- A. It was agreed upon to provide parking on both sides of the street. On the west side adjacent to the park, parking would have to be designed in a series of bump out areas to avoid the power lines that are within the "Right of Way, "(ROW).
- B. In response to questions about how to handle storm water the City Manager recommended that the curbs along the west side integrate a spill way design used on Taft Road. An

example picture of such a spill way was shown to the group. In that a spillway design introduces sheet flow that will have to cross the proposed shared use path a storm water design will be needed. The River Task Force can work with the engineering firm contracted for the road design to introduce a drainage system that ensure the safety of pedestrians and protect the river riparian corridor.

- C. As stated in your summary, all agreed that a cross walk at River Street and 7-Mile should include a pedestrian activated signal and safety island as you have outlined in your summary.

Once again thank you for letting us review the summary write up. Both John Roby and Susan Haifleigh reviewed this memorandum, and their input was included. Please feel free to call me if you have any questions.

Nancy Darga
ndarga@fortuanteland.com
313-682-7577

Susan Haifleigh
susan@diamontedesignllc.com
617-480-9588

**Written
Comments
Received**

From: [Barbara Ulbrich](#)
To: [Dianne Massa](#)
Subject: Meeting, April 19, 2022
Date: Thursday, April 21, 2022 9:16:44 AM

Please forward to all Planning Commissioners

Wow! That sums up last meeting on 4.19.22.

On the City of Northville website pursuant to Public Act 33 of 2008, as amended, it states: It (Planning Commission) promotes land uses compatible with the City's character, conserving property values and long term stability of residential neighborhoods and commercial districts.

I do not understand how you can justify this design of the Downs Development to comply with this statement.

Yes. The developer has designed similar commercial along Cady Street. Also has incorporated a couple of parks.

Where does the remainder of this design fit into the city's character?

Northville has condominiums, apartments and duplexes which are disbursed discretely throughout the city. No giant complexes/cookie cutter subdivisions. A couple of the commissioners noted this DOES NOT fit our City's design.

Which was then immediately dismissed, apparently due to "the studies show . . ."

Have you not listened to the current residents concerns? This development will have ramifications on all property values. Interesting was the fact of condominiums. You had a well respected realtor speak, indicating, individuals seeking residences in Northville are NOT looking for multiple dwelling properties. This was not "just an opinion" but documented sales data on condominiums. If the current sales times are not comparable to single family home sales, how can you justify adding all the new multi dwellings? This will result to increase the market times even further. Plus why flood the market with properties not being desired by incoming residents? Just because: "the studies show . . ."

The representatives are looking to make the most profit. That's their job, yours is to represent the City under it's Public Act 33.

Why do ideas keep being abandoned?

Having a commercial property at the south end to "lure" residents further into this development seemed to be a popular item. The representatives opinion was negative due to weather and no parking. Several commissioners felt this could still be advantageous. No more discussion, why? Elizabeth's was mentioned, or how about Karl's Cabin (middle of nowhere and always busy) If your product is quality, it will survive. The design would have to be changed to add the commercial, so add parking too. If this is deemed important where is the follow through.

Other good observations/ suggestions were brought up, again to be just dropped. But the final statement by the Chairman that she hadn't had a voice yet, noted several concerns of hers, was immediately followed by "there is nothing more to discuss and we need to move on quickly" (why?) This was so dismissive and no one said a word in her defense. I sincerely hope the next meeting is opened with discussing these concerns. Everyone should have their turn. Then to add a comment about not wanting, I believe it was termed, a suburban subdivision?

Rushing to close this section, without changes, is exactly what HAS been designed. Apparently, being regarded as cookie cutter unpleasant! To be compatible to the City character: various designs and sizes need to be incorporated. Not the inside footprint, which no one sees, rather varying the lots and house sizes. Again, "with compatible City character," The final design should be a majority of various styles of individual single family dwellings not large multi dwellings that few are seeking to purchase.

This development isn't a surprise. Everyone should have realized what a huge undertaking it is and was aware of a major time commitment. Getting this designed correctly is imperative to all residents, current or future. It's been stated over and over - this needs to be developed correctly. There is only one chance. This is OUR city, there should be no reluctance to continue to request redesigns or to rush. This needs to get into compliance.

The representatives from the companies will eventually leave, we aren't.

Barbara Ulbrich
306 W Main Street

Sent from my iPhone

From: [Chris Stone](#)
To: [Dianne Massa](#)
Subject: The downs
Date: Friday, April 22, 2022 5:18:12 PM

Can we please stop all the Whining from the flat earthers, luddites etc and let Downs project move forward. THIS is Northville - NOT NIMBYville.

Thanks

From: [Elizabeth Barnes](#)
To: [Dianne Massa](#)
Subject: Northville Downs Project
Date: Monday, April 25, 2022 8:30:42 PM

To whom it may concern,

I am a current local resident of Northville and I would like to add to the votes and I would say keep Northville as is... It is a great town as it is.. keep the downs as they are.... I vote against the new development.

Thank You,
Liz

Sent from iPhone

From: [Janet Ayers](#)
To: [Dianne Massa](#)
Cc: [Kevin Florey](#)
Subject: Race track development
Date: Saturday, April 23, 2022 5:28:03 PM

My husband and I have lived here for many years and have seen the good and the bad developments. We are unhappy that the small Victorian town that we and visitors came to love is fast disappearing with \$\$\$ being the objective and not tasteful design that keeps that spirit alive. If the track is developed as discussed we will not support the downtown because of increased traffic and loss of open spaces. The track land should be 3/4 park etc and the remainder buildings that support the town, taxpayers and visitors. Please consider these options as we do not want another over developed Birmingham. Think of the wonderful New England small towns and why people visit and live there.

Janet and Jeff Ayers
Sent from my iPhone

From: [Phil Dennis](#)
To: [Dianne Massa](#)
Subject: Northville development
Date: Tuesday, April 26, 2022 8:40:17 AM

Good Morning Diane,

I have read the article in "The Ville" and I have to voice my concerns.

This plan is just heartbreaking. We moved to Northville because of the quaint downtown and the charm that it brings. So different than other cities in the area that have been overrun by expansion and what that expansion brings – traffic, malls, trash, more buildings, no greenspace, and the end result, more money. Because isn't this what all this is about, more money.

How sad that this is what will become of our beautiful downtown Northville if we don't, as a community, stop this train wreck from happening. I look at the drawing in the article and it's absolutely painful to think that the planning commission has allowed this to get this far. I feel that we as residents of Northville have no say in what is going to happen in our own community. This is just shameful and I will continue to fight this even though I know in my heart I have no voice in this matter. It is a done deal and all of the city council, the planning commission and Hunter Pasteur Homes should be ashamed of what they have done, all for the love of money.

Pat Dennis
Northville Resident

Sent from [Mail](#) for Windows

From: [Michelle Massel](#)
To: [Dianne Massa](#)
Subject: FW: Northville Downs Proposed Development
Date: Tuesday, April 26, 2022 9:28:32 AM

Please send to Planning, I spoke to this person last night and they wanted their letter sent to Planning and Council. Thanks!

From: Sandy Merlo <sandrajmerlo@gmail.com>
Sent: Monday, April 25, 2022 4:44 PM
To: Michelle Massel <mmassel@ci.northville.mi.us>
Subject: Northville Downs Proposed Development

We are not totally opposed to some sort of development of Northville Downs, however, what is now proposed is 100% unacceptable for many reasons.

The look and feel of Downtown Northville will be forever gone. Under this proposal, Northville will no longer be "Northville."

This project will assuredly result in greater traffic, congestion, noise-level and inconvenience. Jim Long nailed it when he said "if someone thinks we have to put roundabouts in, that ought to tell you we will have serious traffic issues."

The traffic at Seven Mile and Center Street is already busy enough at rush hour. Can you imagine what it will be like with 450 new residences, with two cars per household, coming and going from that small area all day?

We live in Hills of Crestwood, just west of the high school. Our subdivision has 160 homes and double as much property as the "Downs." Hunter Pasteur is proposing 459 residences, nearly three times as many as Crestwood. It's laughable to think that 459 units is 23% down from their original 599 units. They are getting everything they could have dreamed of with this development. It will look overbuilt and crammed on this piece of property, for sure. This doesn't depict the beauty of most residential developments in our community.

Northville is unique; it's one of the reasons it is so desirable. Even the squared-off drawing that Hunter Pasteur provided us, is boring and uninspiring. Given this proposal option and the track remaining in place - we think it's better to keep things as is until something more appropriate is designed that better reflects our beautiful city.

Respectfully,
Sandy and Dennis Merlo
Hills of Crestwood
Northville Township