



PLANNING COMMISSION AGENDA

June 21, 2022 – **6:30 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/85011092484>, Or Telephone: +1 301 715 8592 or +1 312 626 6799
Webinar ID: 850 1109 2484

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **APPROVE MINUTES** June 7, 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 City Hall
215 W. Main Street, Northville MI
Planning Commission Meeting Minutes
June 7, 2022
6:30 PM

1. CALL TO ORDER:

Chair Tinberg called the meeting to order at 6:35 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
Carol Maise (arrived 6:49pm)
William Salliotte, Jr.
Donna Tinberg
AnnaMaryLee Vollick

Absent: Steve Kirk (excused)

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
Lori Ward, Downtown Development Authority Director
Steve Dearing, Traffic Consultant
George Tsakoff, Engineering Consultant
Nicholas Bayley, Engineering Consultant

Audience: approximately 9 in person, 25 on ZOOM call

3. APPROVE MINUTES: May17, 2022

MOTION by Barry, support by Maise, to amend and approve the May 17, 2022 meeting minutes as follows:

- Page 4, 1st paragraph, delete as follows: ~~Noting that this was a public hearing~~, Chair Tinberg . . .

Motion carried by voice vote 5-0-2 (Maise not yet present, Gaines and Vollick abstained).

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

Nancy Darga, 516 N. Center Street, made the following points:

- Given the redevelopment opportunities in the City, including Foundry Flask, The Delano Project, The Downs, and the new building at Griswold and Cady Street, updating the City’s vision for connecting the City to adjacent communities and Hines Park is more important than ever. This is a once in a lifetime opportunity.
- The City submitted a grant application to SEMCOG (Southeast Michigan Council of Governments) in order to update the non-motorized pathway plan, including trails and pathways through the new projects.
- The Mobility Network Team presented their Mobility Plan to City Council last year and to the Planning Commission in early 2022. The Mobility Plan is a diagnostic tool for promoting safe pedestrian and bike passage as well as vehicle traffic flow.
- After a detailed look at every traffic study filed with the City, the Mobility Team recommended that the City hire a qualified mobility consultant to analyze and make recommendations for solutions to the action plans that were identified in the Plan, and to meet with Wayne County to secure support for proposed improvements.
- The Mobility Network Team asked that the City create a funding strategy and implementation timeline for meeting mobility goals with Wayne County, SEMCOG, the State of Michigan and the private developers along Cady Street.
- The recent meeting organized by city administration with Wayne County, the Mobility Network Team, and the city engineers from OHM only looked at a very targeted amount of roads identified as part of The Downs project. The Mobility Network Team asserts that there are many more roads that need to be considered in the collective development of all the new developments in Northville and their impact on the City.
- It is imperative that the City plan for actions and not find themselves reacting to traffic problems after new project construction starts, with the resultant street closures during construction. Center Street, Cady, Hutton, Mary Alexander, and Church Streets in the business district are all of particular concern.
- The Mobility Network Team requests that the Planning Commission formally urge the City to follow the recommendations of the Mobility Plan, secure professional mobility planning experts to do the final analysis of the action sites that are outlined in the Plan, and to proactively make recommendations for the City to meet with Wayne County again to get their buy-in or alternative plan of action, and proceed before ground is broken, specifically by the Foundry Flask developers. When that project starts, it will be very difficult to implement improvements in a timely manner.
- The Mobility Network Team is asking the Planning Commission to move forward on these recommendations.

5. REPORTS & CORRESPONDENCE

A. CITY ADMINISTRATION:

City Manager Sullivan

- No report

Building Official Strong

- No report.

DDA Director Ward

- No report

Mayor Turnbull

- No report

B. PLANNING COMMISSIONERS:

Commissioner Gaines, Historic District Commission

- Next HDC meeting June 15.

Commissioner Maise, Downtown Development Authority

- No report

Commissioner Hay, Brownfield Redevelopment Authority

- Completed review of Foundry Flask Application; next step is Foundry Flask Application review by City Council
- Next Brownfield meeting is June 22, when the establishment of a Local Brownfield Revolving Fund will be discussed.

Commissioner Barry, Sustainability Committee

- Sub-committee formed to explore public uses of the proposed Downs City Square in cooperative effort with the developer; 1st meeting is tomorrow.

Commissioner Vollick, Combined River and Farmers Market Task Forces

- Team is working with Michigan Farmers Market Association to explore successful operational models for the Market. Team received an updated evaluation on parking needs for the future market, and will meet with the City Manager and Chamber next week to discuss next steps. River Task Force is talking to the City of Novi about extending the Riverwalk from Ford Field to Rotary Park in Novi; the Team and will share a presentation to the Novi Walkability Committee next week.

C. OTHER COMMUNITY/GOVERNMENTAL LIAISONS:

None.

D. CORRESPONDENCE:

Dates listed reflect dates correspondence was received:

- May 17, Michelle Aniol, Beal Town, forwarded a copy of a guide published by The Michigan Economic Developers Association: *Housing is Economic Development - A Guidebook for using Tax Increment Financing for Housing Development*.
- May 19, Commissioner DeBono shared with the other commissioners a YouTube playlist regarding the *Strong Towns* thesis as well as a YouTube video regarding the *Missing Middle*.
- May 20, letter received from John Roby, Dunlap Street, regarding “living with cars” which discusses the Northville street network generally, with specific focus on the intersection of Hines Drive and 7 Mile Road.
- June 1, received an email from Liz Cazat, address unknown, regarding the need for parking near the entrance to Bennet Arboretum.
- June 6, received an architectural matrix from Robert Miller on behalf of the Hunter Pasteur Team.

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 Barry, support by Vollick, to approve the agenda as submitted.

Motion carried unanimously by voice vote.

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:**

None

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.]

Members of the Development Team who participated in tonight’s discussion included:

Seth Herkowitz, Partner, Hunter Pasteur
Randy Wertheimer, CEO, Hunter Pasteur Homes
Andy West, Elkus Manfredi Architects
Randy Metz, Grissim Metz Andriese Associates
Robert Miller, Miller Architects
Greg Presley, Presley Architects
Alex Martin, Toll Brothers

Chair Tinberg explained that tonight’s discussion was the continuation of the Planning Commission’s deliberations relative to The Downs PUD Preliminary Site Plan, specifically the topic of Roads, Pathways, Connections, and Parking.

Which streets are “complete streets”?

Gaines: How will the streets function? Will they all be treated the same or will some streets be more dedicated for vehicular traffic, and other streets be more dedicated for pedestrian, bicycle, and non-motorized use? Or will all streets be intended for a complete mixture? Will some pedestrian-only streets serve for the front street for some of the residential properties?

Barry: Learned from *Strong Towns* YouTube videos that there are 3 types of roads: 1) high speed highways, 2) connector roads, 3) streets that are attuned to the needs of the living community. Can the developer categorize the streets in the development?

Walking path at 7 Mile/River and walking/biking path from the river to Center Street

Tinberg: This was addressed in the revised site plan at the last meeting. Any further comments?

Barry: As noted by Planning Consultant Elmiger, TAP (Transportation Alternatives Program) grant funds might be available to help fund a walkway from River Street across Seven Mile to connect to Edward Hines.

City Manager Sullivan: TAP funding was discussed in the meeting with Wayne County and others, for a pedestrian trail south of 7 Mile between a River Street connection and Center Street. Northville Township is applying for a TAP grant for a pathway that would come down 7 Mile, have a safe crossing at the railroad tracks, go into Hines Park, and wind up coming up the Hines Park Trail to 7 Mile and River Street. However, the crosswalk itself needs to be done sooner than that and needs to be funded as part of The Downs project, if more pedestrian traffic is going to be brought to that intersection.

Tinberg: To summarize, the Commission should consider 7 Mile and River Street crosswalk as part of this project, and the developer should be asked to participate in the funding.

Barry: It would help to put dollar totals on this project, including the cost of traffic lights on 7 Mile.

City Manager Sullivan: Preliminary estimates are available. Discussion regarding funding of various public improvements infrastructure will be held by DPAC (Downs Project Advisory Committee), who will then make recommendations. Estimates can be shared with the Planning Commission.

Gaines: Developers have an opportunity to take advantage of cyclist and pedestrian traffic that use the link between the Arboretum and Hines Drive Parkway, which currently runs up River Street to Randolph to 8 Mile Road. Another route that cyclists and pedestrians will use will be the walkway on Sheldon that comes up South Center. How will the developers respond to this opportunity to have people come through the development, as they are potential patrons for some of the businesses located in that area?

Overall plan for walkability and nonmotorized traffic, including how internal pathways connect with the established pathway system

Salliotte: Would like to see well developed, easily understood narrative that addresses how the project is woven into the fabric of existing infrastructure. How do people walk from Central Park and River Park, given the scale of the development and the importance of the public infrastructure being proposed? It's important to understand the north/south connection – will this be more than just sidewalks? Are there other opportunities to create a more meaningful connection between the existing open spaces and Main Street and Center Street, and the main intersection for Ford Field?

Commission agreed with Salliotte comments, especially regarding the need for a narrative.

Salliotte: A previous image indicated the various non-motorized opportunities for every street in the development, and how each street is connected to exterior pathways. It is important to demonstrate how the diagram will be implemented. Showing an arrow on a diagram is different than describing

how those diagrams are translated to a plan that works; this is part of the overall process, design, and implementation of projects such as this one.

Barry agrees. Tinberg agrees. The City and developer needs a document/artifact to clearly document what was discussed and planned during this review process.

Mr. Horowitz: They will put the diagram and comprehensive narrative together.

Vollick: The Planning Commission will need to revisit this topic.

Gaines: Showing overall connectivity is important. What is the desired path? Are there certain streets that are planned to be heavy pedestrian connectors? Are there other streets that are meant to be more private, more residential? What is the intent for each street as the street relates to the other neighborhoods that are adjacent?

Pedestrian crossings:

Barry: The latest site plan shows some intent from the developer as it relates to crossings. OHM has a separate and different opinion about public crossings as it relates to the development. “Heads need to get together.”

Overall parking study for lots and on-street parking

DeBono: The City should try to provide a more comprehensive plan with help from a proven parking developer and operator, such as Walker Parking Consultants or LAZ parking.

Salliotte: Agrees it would be good to hear from a 3rd party professional, especially because there are two sides to this issue: too much parking vs. not enough parking.

DDA Director Ward: DDA has a Parking Committee and an Economic Development Committee; either or both could be activated to address this issue. Will discuss in Executive Committee tomorrow and report back.

Hay: Tonight’s context is preliminary site plan approval. However, the City as a whole has certain obligations. This discussion regarding an overall traffic study should not detract from the discussion regarding the site plan, but also should not be forgotten.

Gaines: Requests that the development team take a strong position regarding parking. Parking, depending on how it is handled, can have a profound impact on the development, either positive or negative. On street parking is beneficial. Surface lots are not – they create interruptions between meaningful aspects of the development. Why start with those in the first place?

Hay: Would like to understand parking in holistic context of the overall project , especially as parking relates to connectivity. Does not want to discuss parking in a piecemeal way. The City’s issues and responsibilities regarding parking are separate from what is required of the development team, although again, those needs and issues should not be forgotten.

DeBono: Agrees with Hay. DeBono’s desire to see a parking study for all of downtown ties into the idea that the developer has included a significant amount of parking as part of their plan. Right now the Commission doesn’t have data regarding whether there is too much or too little parking downtown.

The goal is to know whether the development is adding too much parking, or whether parking can be strategically placed where it is needed.

Tinberg: Summarized that DDA is encouraged to address the need for a parking study and to consider how that might happen. The larger parking issue will not be solved tonight, but at some point the developer should articulate their philosophy regarding parking and how that interacts with the need for connectivity.

Eliminating surface parking lots

Gaines: Other than what has been discussed, no new comments. Suggests putting this in the “parking lot” for future discussion.

Parking lot on Cady St. north of Central Park

Maise: Needs discussion and resolution as to whether the parking at the north end of Central Park should remain. Opinions go both ways. Could the church be part of cold weather community events? How would that impact parking?

Tinberg: Walkability Expert Burden had suggested the parking lot might be a barrier to walkability. Providing parking for the church preschool program should not necessarily be a primary consideration.

DeBono: A parking study could address this as well as other issues.

Gaines: The Commission needs to be careful about giving preferential treatment to one use over another.

Planning Consultant Elmiger: The small parking lot could be addressed at final site plan, potentially after a parking study is complete.

Barry: Does not support postponing the decision. The parking lot does not comply with 2018 Master Plan, which states parking shall be located in the rear, and screened from view along Cady Street. No one else is getting parking lots along Cady Street frontage.

Vollick: The parking lot could be a barrier to connecting the new neighborhood with the old neighborhood. A study would show whether the parking lot is needed.

Salliotte: Believes that parking makes sense in this location as it provides access to retailers in the area. The lot would serve a function beyond serving the church, and as such is more of an amenity and not an impediment.

Hay: Agrees with Salliotte. Does not view the parking lot as a negative.

Gaines: Disagrees. The parking lot is antithetical to what the Commission is trying to do. Having dedicated surface lots is harmful. Other solutions to the need for convenience parking could be found.

Maise: Agrees with Salliotte.

Barry: Parking lot will not provide relief for the church. Others will park there and take up the spaces.

The Commission discussed how to move forward, given the difference of opinion regarding the issue. Chair Tinberg asked for comments from the Hunter Pasteur Team and Traffic Consultant Dearing.

Mr. Wertheimer said the intent of the 18-space parking lot was not just to serve the church, but to also provide parking for the nearby retail. The development had over 1300 parking spaces for approximately 440 units, and the 18 spaces were not needed to meet parking requirements, nor did the spaces need to be relocated. The development team asked for clarity regarding this issue tonight; they would work with whatever the Commission decided. He pointed out that the development had no surface parking lots visible to the community except for this small lot.

Traffic Consultant Dearing agreed that the development had plenty of parking. The 18-space parking lot was offered as a convenience only, especially if restaurants would be flanking it on either side. One thing on-street parking does is encourage commercial parking to locate in front of residential homes. An 18-space parking lot was not large, and did help concentrate parking in the area. As shown on a provided drawing, one solution might be to utilize grass pavers in the parking lot area to provide structural integrity, while providing space that could be activated for food trucks, a portable bandstand, etc. On street parking in the area could be changed to angled parking – preferably back-in angled parking – which after people were used to it, was a much safer way to park.

Tinberg: Since the development offered more than enough parking, a parking study was not necessary.

DeBono: Eliminate the parking lot and provide back-in parking at nearby on-street parking areas. This will be more appealing from a sight line standpoint.

Salliotte: Still concerned about offering convenient parking, whether via back-in street parking, or using the parking lot as shown. There should be some convenient parking in this area.

Gaines: Supports finding a way to eliminate the surface lot and still handle parking, if the parking is needed at all.

Vollick and Barry: Agree.

Tinberg: Liked the grass paver idea, which would support a variety of purposes.

Maise: There needed to be convenient parking, especially for the older population, in order for them to use restaurants in this area. On-street angled parking would be an acceptable solution.

Hay: Was most interested in good design, whether that design meant a parking lot on the north end of the park, or eliminating the parking lot and extending the park to Cady Street.

Mr. Wertheimer said he was hearing that most Commissioners wanted the parking lot removed.

Parking lot in the proposed “stub” near Johnson Creek

Chair Tinberg commented that there needed to be plenty of access, including accessible access, to River Park, not just the parking proposed for the stub near Johnson Creek.

Hay agreed.

Mr. Wertheimer said there were more than 130 spaces of on-street parking spaces along the river, including Griswold extension (38), Fairbrook (44), Beal Street (56), and the stub street area, all of which allowed people to park and walk less than 100 feet to river park.

The Commission indicated they were satisfied with this response.

Sufficiency and accessibility of overall parking for public spaces

No further discussion necessary.

Parallel vs. angle parking

If more parking is necessary additional angled parking can be added. However, there appeared to be plenty of parking for the development.

Street ecosystems

This topic includes the City’s and the developer’s stormwater management systems, and could be discussed after the developer provided more information on the topic.

Comparison of density overall and how it impacts the street network

Gaines: The development uses the grid approach with access points to the north, east, and west, with another potential access to the south. The challenge is how some of the streets on the south end are terminating. Several alleys were being proposed behind the townhomes, to be used for garage parking. Are those alleys vehicular only? How will the public spaces work as more than private front yards for some of the townhome units, and how will pedestrian traffic pass through the area? Will the community be invited to pass through?

Mr. Herkowitz said he would address these questions during his presentation this evening.

Developer responsibilities relative to intersection improvements

This question was now the purview of DPAC, and the Commission will be kept in the loop.

Hay: DPAC members had much expertise in this area.

Speed limit on Center Street (35mph v. 25mph)

Traffic Consultant Dearing: Center Street between Main Street and 7 Mile is a City street and will not involve MDOT or Wayne County. OHM can undertake a study regarding lowering the speed limit; this would take authorization from the City Manager’s office. State law requires a study before the speed limit can be changed, and Traffic Consultant Dearing explained there were two methods: 1) Study traffic freely flowing on the road, not impeded by congestion, and set a speed limit within 5 miles an hour based on the percentile at which 85% of the drivers are moving, or 2) Count access points (driveways and side streets), and based on a table, set a required speed limit.

City Manager Sullivan: There is a chance the study will cause a required increase in the speed limit.

Barry: If the intent is to lower the effective speed limit, other mitigating methods can be used, such as the use of a roundabout, parking on both sides of the street, curb extensions to bookend parking, and so on.

DeBono: *Not Just Bikes* YouTube series addresses this issue. Signs are not the best way to control speed – best practices include narrowing the street through parking, curvature, or other means.

Barry: Agrees, and is comfortable with those techniques. Will withdraw request for lower speed limit in favor of techniques mentioned.

Traffic Consultant Dearing: Agrees. Advises against a speed study now. First change the character of the road, and if that doesn't work then consider a speed study.

Hay: Agrees. Not sure who should be responsible for what on the street.

City Manager Sullivan: Likes idea of parking on both sides of the street. Currently have a bike path on both sides of street; this will take additional thought.

Barry: Perhaps find alternative routes for the bicycle path.

Tinberg: Consensus that developer show parking on both sides of Center Street and/or other appropriate traffic slowing measures.

Other topics relative to roads, pathways, connections and parking

Alleys:

Barry: Do alleys need to be 22' of impervious pavement?

Hay: Alleys needs to function appropriately, including trash pickup.

Gaines: "Green alleys" are being developed throughout the metropolitan area. Width, pavement/permeability need to be discussed.

Mr. Martin: Originally the alleys were going to be narrower – one-way 16' widths. Public Works Director Domine said the alleys had to be wider for trash pickup. From there the conversation broadened as to how to provide additional walkability and connectivity via the alleyways, providing better aesthetics, more functionality, recreation, etc. More to come on this.

Roundabout at 7 Mile and S. Center:

Gaines: Enlarge the roundabout so it can become monumental with a placemaking monument in its center, to add to the gateway aspect, and make the roundabout more pedestrian-friendly. The roundabout can provide improved traffic as well as providing a great identity/marker.

Hay: Agrees. This is an important topic. The design of the roundabout needs to be "right." Would like to see a complete whole package design including pedestrian crossings.

Salliotte: The roundabout shown was a 2018 placeholder; the final design will be something different.

Public Comment

Seeing that discussion had ended regarding roads, pathways, connections and parking, Chair Tinberg opened the meeting for public comment on this topic.

Jim Long, 400 Fairbrook Court, was opposed to the construction of a roundabout at 7 Mile and Center Street, which he felt would not be safe for pedestrians or bicyclists who were heavy users of that intersection. Also, he felt that Wing Street to 7 Mile Road had been ignored by the traffic study. A roundabout would exacerbate the traffic issues at that corner. There had to be another solution other than a roundabout. Last, parking was a big issue during the day in downtown. Surface parking lots were needed. Parking needed to be provided closer to the Presbyterian Church, as the Church provided a lot of services for city residents, and whose steeple was a marker in the City.

Nancy Chiri, 661 W. Main, made the following points:

- Parking spots on the plans needed to be dimensioned.
- Parking requirements needed to be calculated per City standards and ordinances.
- The ordinance prohibited overnight parking on City streets; on-street parking could not support the residential units.
- 50% of the single family homes in the development do not meet minimum lot sizes. People would not be able to improve their lots or upgrade their exteriors. The small lots will keep the homes looking like a subdivision.
- Griswold is the better north/south connection. Hutton Street is dangerous, with a steep incline, curve near the church, and with no room for a buffer near the sidewalk.
- Agreed with Chair Tinberg's previous recommendation to have a road along the river; this could be effected through roundabout design.
- Parking along both sides of Center would leave no room for emergency vehicle access.
- She would like to see the data to support the conclusions that single family homes result in more traffic than townhomes.
- She agreed that it was difficult to find parking in downtown Northville during the daytime.

Lenore Lewandowski, 119 Randolph Street, said that Wing Street should be the minimum standard width for streets in the development. She agreed parallel parking is traffic calming, however it is important to make sure parallel parking was not too close to intersections. She referenced last night's City Council discussion regarding the street closures. She agreed with Nancy Darga's comments earlier in the meeting, specifically about coordinating mobility plans throughout the City and among all the new developments. Last, she supported parking that is convenient, and also supported designated drop-off areas.

Kevin Clark, 777 Spring, said that a larger roundabout gives drivers a higher level of confidence in their decision as to whether or not to enter the roundabout. He made several suggestions regarding roundabout design, including left-turn movement design. He was also concerned about the intersection of Cady and Center Streets. Tonight's plans showed a 50-foot right of way on Cady, while Beal Street had a 60-foot right of way. If Main Street remains closed, Cady will take the overflow traffic and be an obvious connector street. The apartment buildings should be set back as much as another 10 feet to allow a future straightening of Cady Street. He agreed with Commissioner Gaines that a connector study should show the expectation of how traffic would flow through the City.

Seeing that no other public indicated they wished to speak, Chair Tinberg closed the public comment portion, and at 8:55pm called a short break in the meeting, which she reconvened at 9:02pm.

Chair Tinberg said the Commission would move to the next area of deliberation: Architecture, Landscaping, and Aesthetics, and she invited Planning Consultant Elmiger to address this topic.

Planning Consultant Elmiger explained that The Downs development submitted a revised site plan, dated May 31, 2022, with a cover letter outlining the proposed changes. The changes related to the new road

system serving the development that were discussed at the previous Planning Commission meeting. The remaining information related to the proposed building architecture.

Planning Consultant Elmiger had looked over the plans and compared them to the previous set. There were some adjustments in the numbers, but the key item – the number of dwelling units – has not changed. She had also provided a summary of the meeting with Wayne County and members of the Mobility Network Team, City engineers, project engineer, and others.

Chair Tinberg invited the applicants to make their presentation on architecture, landscaping, and aesthetics, which presentation is available on the City website.

Mr. Herkowitz made the following points regarding roads, pathways and connections:

- A cross section of Hutton Street showed the benefits of a reduced right of way for the roads on the southern part of the development: encouraging walkability, slowing traffic speed, and being consistent with slow-flow streets in downtown Northville.
- All the main roads throughout the development have been revised to public rights of way, and include a new north/south public road – Road A – extending from Beal Street to the southern end of the development, the additional Hutton street extension from Fairbrook to the southern end of the development, the Griswold extension to the 7 Mile Road right of way line providing a stub road for a future crossing of the Johnson drain by the City in coordination with Wayne County, and the Fairbrook extension ending at Griswold. There was also a pedestrian bridge across the future daylighted river. They had inputted the roundabout at Sheldon/Center and 7 Mile intersection, and adjusted the locations of the buildings to accommodate the roundabout placement.

Regarding architecture, landscaping, and aesthetics:

- Diversity of housing types and prices will be offered, from rental rates starting at \$1,600/month to homes selling from the low \$500's to \$1M. The Downs will appeal to all 9 segments of customer groups as identified by industry experts.
- Housing types included apartments, condos, row houses, single family attached, single family detached, carriage homes, townhomes.
- The apartment building along Hutton was capped at 4 stories, consistent with feedback from the community, with a 3 story expression along Beal Street.
- The condo at Cady Street and Promenade had added 3910 square feet of retail fronting Cady Street.
- Seven 3-story row houses front Cady Street along with the eight 2-story row houses fronting Griswold. Additionally there will be 16 1.5-story and 2-story single family attached units at the intersections of Beal and Griswold and Beal and Center, as well as the single family attached units fronting the interior pocket park.
- Several adjustments were made to row house design after HDC conceptual review: 1) Eliminated a curb cut along Griswold and adjusted the placement of the single family attached buildings at Griswold and Beal. 2) Creation of wraparound unit that fronts Beal and Griswold. 3) Adjusted massing materiality of rowhouses fronting Griswold.
- Single family attached housing offers diversity of size, mass, and scale, as well as offers front porches, diversity of materials and paint colors that are more characteristic of a single family detached home, while still providing diversity of price point.
- 43 2.5-story townhomes front Beal, and on Center north of Fairbrook. Three 38'-wide pocket parks were added at the intersection of Beal and Center as well as on each side of the street at Fairbrook and Center.
- 38 single family homes front public roadways, with a 15' front setback, with varied lot widths from 52'-74'.
- Range of price points provided.

- Changed design along Center to avoid canyon effect, with 1.5-story and 2-story single family attached housing provided. Setback is 20' from Center Street.
- South of Fairbrook fronting Road A are the 55 3-story townhomes with a walk-out porch. Social engagement at the street level remained top of mind for all housing projects.
- 28 carriage homes are at the southern end of the development, for which there is a strong demand and lack of product in Northville. Carriage homes have front facing garages, part of only 6% of housing products in the development that have this characteristic. All have first floor primary bedrooms.
- The gateway will serve as a highly visible entryway into Northville.
- The presentation broke down the number of units per type of housing, with a total 446 units.

Providing detailed comments regarding the apartment and condo buildings, Mr. West made the following points:

- Cady Street is an extension of Main Street, and provides a completely commercial frontage.
- Building facades create a sense of enclosure to create a public living room in Central Park.
- Street level entrances of residences along Central Park are critical.
- Existing block frontages in other areas of the City are comparable to what is provided along Cady Street.
- Guiding principles include: individual buildings, façade articulation, diversity of color and materiality, historical façade details, and distinctive and individualized storefronts and residential entrances.
- Photographs of Main Street show characteristics upon which the apartments and condos portion of the development is built, as do photographs of various world-class historical design precedents.
- Renderings of the apartments and condominiums demonstrated how various design elements were incorporated into The Downs project.
- Streets are appealing, comfortable, safe, and activated, with significant pedestrian public space.

Providing detailed comments regarding the row houses and single family attached homes in the Cady and Griswold block, Mr. Miller made the following points:

- Highlighted the wrap around construction/porch at Griswold and Beal.
- Row houses along Cady Street had 200 square feet of flex space at ground level.
- 2 sided design at corner of Cady and Griswold
- Historic District Commission supported diversity of architecture and style. Cady/Griswold block has over a dozen ground floor primary bedrooms.
- Diversity of materials included both brick and sided structures.
- Single family attached homes emphasized front porch design.
- 2.5 story townhome elevations showed some buildings sided and others constructed of brick. Corner units received special treatment. Diversity of material, architecture, color, building typology, and unit typology offered as much diversification into the overall development as possible.

Providing detailed technical comments regarding the streetscape preliminary design for the mixed use neighborhood north of Beal and the residential neighborhood south of Beal, Mr. Metz made the following points:

- The goal is to achieve the highest level of integration of a new neighborhood and open space network within the city of Northville.
- The streetscape components proposed in these new neighborhoods comply with the current main and secondary streetscape design standards established in 2018. The continuity of what is in downtown now will be displayed in the new development.
- Tree species will be diverse and will meet or exceed standard requirements. Groups of trees of different diverse species will be assembled into different segments on a block.

- The streetscapes are designed for sustainability with respect to plant selection, and will be designed for longevity of the streetscape. Space will be comfortable, walkable, human-scaled, and ADA compliant, and will be a classically designed, historically-based landscaping.

Providing detailed comments regarding the design of the single family detached homes, the single family attached homes, carriage homes, and 2.5 story and 3.0 story townhomes, Mr. Presley made the following points:

- The goal is to present authentic diverse neighborhoods with front porches and walkable tree-lined streets.
- The heart of the new community is single family detached housing, located along Fairbrook and Hutton Streets.
- Five typologies were represented on Beal Street and south, informed by the design standards in the Historic District.
- In terms of mass, diversity was provided by varying heights of buildings with varying roof types, with every building having a front porch or stoop. Garages are attached and detached in various forms.
- The City contained precedents for the housing types provided, including carriage houses and attached single family homes. For example, there were five Sears kit houses on Dunlap Street that had the same design, but which had diverse features that helped each house seem unique.
- Design precedents in the City reflected in The Downs designs include farmhouse, four square, arts and crafts, shingle/Queen Anne, and bungalow.
- 31 Detached single family homes
 - All have detached garages.
 - Toll House anti-monotony clause helps guarantee diversity within the development.
 - They are working on 1.0+ story ranch homes, 2.0 story homes on wide lots, and 2.5 story manor estates (located at corners).
 - Homes will range from 2200 – 3200 square feet.
- 31 Single family attached homes share a common wall with their neighbor, and will have similar diversity of size, mass, scale, front porches, materials and paint colors as detached housing.
 - Range from 1800-2500 square feet
 - 18 units will have first floor primary bedroom, and 13 units will have second floor primary bedroom
- 28 Carriage houses
 - Will have sitting porches, 4' forward of the main body of the house
 - Garages will be front facing, with overhangs that place the garage doors in relief
 - Face the park
 - 2000-2200 square feet
 - 16 units have first floor primary bedrooms, 12 units have second floor primary bedrooms
- 55 3-story Townhomes, located in center of southern part of the development
 - Front porches
 - 2300-2400 square feet
 - First floor flex space and front porch
 - Second floor living space, and third floor sleep space, with optional elevator

Providing detailed technical comments regarding the streetscape preliminary design for the neighborhood just described by Mr. Presley, Mr. Metz made the following points:

- Streetscape is fairly typical of residential neighborhoods and runs through the entire southern part of the development.
- Parallel parking on both sides of the street.
- Very classic, traditional residential neighborhood landscaping, inspired by established Northville neighborhoods.

Regarding the southern gateway design which assumed the roundabout, Mr. Metz said the design celebrated the traditional character of Northville’s architecture. The design reflects input of community leaders, and is intended to have a village or small town scale. Gateway location is set back on Center to the north to allow for roundabout navigation before a vehicle passes through the gateway doors, giving the sense of passing through a portal. Renderings showed two variations of the gateway design: 1) classic banner style identity sign, and 2) wall identity version with more emphasis on the sign vs. the banner.

The development team concluded their presentation.

Chair Tinberg noted that at the next meeting the Commission will discuss this topic of architecture, landscaping and aesthetics of the proposed development.

9. Other Planning Commission Business

None.

10. Adjourn

MOTION by Hay, support by Maise, to adjourn the meeting at 10:49 pm.

Motion carried by voice vote.

Respectfully submitted,
Cheryl McGuire
Recording Secretary