

October 12, 2021

VIA EMAIL [kevin@schonsheck.com](mailto:kevin@schonsheck.com)

Mr. Kevin Schonsheck  
456 Cady, LLC  
50555 Pontiac Trail  
Wixom, MI 48393

**RE: Response to Foundry Flask Comments – TIS**

Fleis & VandenBrink (F&V) staff has completed this letter in response to comments provided by the City of Northville consulting traffic engineer for this project, OHM who provided a review of F&V Traffic Impact Study dated August 31, 2021. The comments from OHM are provided in a letter dated October 4, 2021. The comments provided by OHM and the F&V response are summarized herein.

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**OHM Comment a) Site Access i:** *OHM notes that Main Street, Griswold Street, Cady Street and Beal Street are under the jurisdiction of City of Northville. As such, the proposed site access and associated changes must be approved by the City of Northville. OHM defers to City of Northville on site access but wishes to express a few concerns.*

**F&V Response:** Noted.

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**OHM Comment a) Site Access ii:** *The study indicates that the proposed mixed-use retail and multi-family residential development preferred access plan includes two entrances on Cady Street. However, the synchro traffic simulation model for the build year shows three site entrances on Cady Street. While one of the nodes on Cady is labeled as a dummy intersection, it is being shown as handling a substantial amount of turning traffic.*

**F&V Response:** We have revised the study accordingly to remove the dummy node.

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**OHM Comment a) Site Access iii:** *The above comment leads us to note that the modeling includes a not inconsequential number of dummy nodes, nominally for volume balancing between the intersections. For a dense network like the one being modeled, overuse of dummy nodes is not desirable. There are standard MDOT techniques for balancing up the volumes to avoid the use of so many dummy nodes; we recommend F&V consider employing them.*

**F&V Response:** We have revised the study accordingly. Note, some of the dummy nodes were utilized as a sink/source location for the trips associated background developments (455 E. Cady St. and 355 E. Cady St.). These driveways are noted in the Synchro models.

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**OHM Comment b) Cumulative Impacts i:** *This TIS references the Northville Downs redevelopment. But it then evaluates this development in isolation, as if the other property's plans will have no influence on their own plans. There needs to be look at the cumulative impacts from both the Northville Downs redevelopment and this property's development.*

**F&V Response:** At this time, the Northville Downs project has not started the process for review and approval. Therefore, for purposes of this analysis, it was not considered as background traffic. However, since the time

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this study was completed, the Northville Downs site has started in the process of preparing a comprehensive traffic impact study that will include this Foundry Flask development as part of the background conditions evaluation. Therefore, the cumulative impacts of all of the known future development in Northville will be considered upon completion of the updated Downs report.

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**OHM Comment c) Mitigation i:** *The proposed traffic impact and mitigation is reasonable under the assumptions used in the study. However, with the requested changes to the study area, and modeling the cumulative impacts that would more accurately represents the possible future outcomes, it will be possible to identify adjustments may be necessary to the proposed mitigation.*

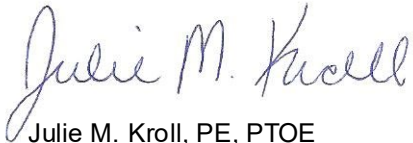
**F&V Response:** See response above.

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Please let me know if there are any further questions or comments related to the letter.

Sincerely,

FLEIS & VANDENBRINK



Julie M. Kroll, PE, PTOE  
Traffic Engineering Services Manager