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Date: September 15, 2021

**Special Land Use and
Preliminary Site Plan Review
For
City of Northville, Michigan**

Applicant:	456 Cady LLC Represented by Jim Long 190 E. Main St. Northville, MI 48167
Project Name:	456 E. Cady St. – Foundry Flask
Plan Date:	August 31, 2021
Location:	South side of E. Cady St., between Griswold and S. Main St.
Zoning:	PR-1, Performance Regulated Industrial District No. 1 CSO, Cady Street Overlay District
Action Requested:	Special Land Use and Preliminary Site Plan Approval
Required Information:	As noted within this review

PROJECT AND SITE DESCRIPTION

The applicant is proposing to demolish the existing one-story building on the site, and construct a 3-story, mixed-use building. The new building will contain commercial uses on 11,826 s.f. of first floor space (grocery/market), and 79 one-, two-, and three-bedroom residential units. Seven (7) residential units will be located on the first floor at the rear of the building, and the remaining units will be located on the upper two floors. The grocery/market will be located on the northeast front corner of the building (oriented toward Cady St. and S. Main St.).

The grocery/market and residential uses on the first floor are considered permitted uses in the CSO/CBD District. The residential uses on the upper floors are considered Special Land Uses in the CSO/CBD District.

An aerial of the subject site is shown below.



Google Maps

The applicant attended an electronic pre-application meeting on July 28, 2021 where a concept of the project was discussed.

SPECIAL LAND USE

The Cady Street Overlay District (CSO) allows uses that are permitted in the Central Business District (CBD) on properties zoned PR-1. The CSO/CBD lists residential apartments or condominiums in upper floors as a Special Land Use. It conditions upper-level residential units to the minimum sizes required in Section 15.02, Footnote 15(4) for multi-family structures.

Article 16, Special Land Uses, describes the procedure for review of a Special Land Use. To evaluate this proposal, the Planning Commission considers the “Basis of Determination” (or Special Land Use Standards) in Sections 16.01(d), as well as the Preliminary Site Plan requirements. After holding a public

hearing, the Planning Commission decides on whether the Special Land Use and Site Plan meet the standards in the ordinance. If they do, then the applicant may submit a Final Site Plan.

We have evaluated the proposal against the Special Land Use standards (Section 16.01(d)) below

1. *Compatibility with the Master Plan. The proposed special land use shall be compatible with and in accordance with the general principles and objectives of the City of Northville’s Master Plan.*

CWA Comment: The Master Plan identifies this property as part of the Cady Town/Cady Street Sub-Area. The goals applicable to the proposed Special Land Use (upper floor residential) include the following:

- The Creative Mixed Use area calls for a mixture of residential and retail. It also states that first floor and upper level residential area acceptable in this area as part of a mixed-use project.
- On properties abutting Cady Street, density of new development shall be governed by dimensional and form-based requirements to ensure new construction is compatible visually and functionally with surrounding land uses.
- Buildings along Cady Street should maintain a “build to” line within 10 feet of the right-of-way.
- Building heights shall be governed by the designated height overlay in the zoning ordinance.
- Parking shall be located in the rear and screened from views along Cady St.

Residential Use

The proposed “mixed-use” building is consistent with the vision for this part of E. Cady St.

Evaluating density of the project, we have looked at the dimensional requirements for setback, height, parking, and minimum unit size:

Setbacks: The west end of the proposed building is set back 10-feet from the Cady St. right-of-way. The east end of the proposed building is set back further; however, the project is locating seven (7) on-street parking spaces within this setback, as well as an 18-foot wide sidewalk in front of the commercial units. We consider the greater setback to be providing significant benefits to users of this site, and providing sufficient room for “sidewalk” type uses for future retail tenants.

Building Height: The CSO District requires that buildings not exceed three stories or 36 feet in height. This building meets this requirement.

Parking: For the residential uses, parking is proposed on the first floor of the eastern wing, and behind this part of the building to the south. The location of parking is screened from views along Cady St.

Minimum Unit Size: Footnote 15(4) in Sec. 15.02 provides minimum unit sizes for multi-family residential units. The proposed units meet the minimum size requirements.

Pedestrian Use

We also note the following ways that this proposal meets other aspects of the Master Plan. These elements are not directly related to “upper floor residential,” but they do contribute to the character of the project and its influence on Cady St.:

- The Cady Town/Cady St. Sub-Area plan calls for the height, scale, and massing of new buildings to be similar to or compatible with surrounding existing buildings. This part of Cady St. is not well developed, and only contains one significant building in the near vicinity. The Hanger (Belanger) building is a three-story, historic building. Other properties to the east and west of the Hanger Building are occupied by surface parking. The architectural rendering (Sheet A-6) clearly shows the compatible relationship between the new building and the Hanger Building.
- The sub-area plan also calls for high quality architecture, with generous window areas, recesses, projections, and architectural details. Also, the sub-area plan identifies sheltering elements at primary building entrances. The proposed architecture includes all of these elements. The building also has features that are reminiscent of the manufacturing history of the property.
- The plan also calls for first floor architecture to be compatible with sidewalk areas and provide an attractive interface between buildings and pedestrian areas. The commercial portion of the building contains large store-front window configurations. Along the enclosed parking area, large windows (covered with opaque film) are also provided that harken back to the historic industrial building that was once on the site.
- Regarding pedestrian amenities, the Master Plan calls for (and the project offers) generous sidewalks, extension of the City streetscape elements including street trees/grates and pedestrian lighting, and a public plaza.

One question we had was whether the applicant will be adding any type of river walkway along the Rouge River, or dedicating an easement, or other method? The Master Plan identifies this as a goal for this site.

- 2. Compliance with Zoning Ordinance standards. The proposed special land use shall be designed, constructed, operated, and maintained to meet the stated intent of the zoning district as well as compliance with standards for preliminary site plan review.***

CWA Comment: See our comments on the Site Plan further in this review.

- 3. Compatibility with adjacent uses. The proposed special land use shall be designed, constructed, operated, and maintained to be compatible with existing or planned uses on surrounding land. In determining whether a special land use will be compatible and not create a significant detrimental impact, as compared to the impacts of permitted uses, consideration shall be given to the degree of impact the special land use may have on adjacent property, as compared with the expected value to the community. The following types of impact shall be considered:***

- a. Use activities, processes, materials, equipment, or conditions of operation relative to public views and adjacent land uses.**
- b. Location of vehicular circulation and parking areas.**
- c. Location of outdoor activity, storage, and work areas.**
- d. The location and height of proposed buildings and structures.**
- e. Hours of operation.**
- f. Production of traffic, noise, vibration, smoke, fumes, odors, dust, glare, and light.**
- g. Impacts on adjacent property values.**
- h. Relative ease by which the impacts above will be mitigated.**

CWA Comment:

Adjacent Land Uses

Adjacent land uses are regulated by the Cady Street Overlay District (west), First Density Residential District (south), and General Commercial District (southeast).

The proposed commercial (grocery/market) use is located on the north and east side of the building, which places it across Cady Street from the Hanger Building (used for office), and across the Rouge River from a multi-unit commercial building, and the Wagon Wheel's parking lot. The loading/unloading space in the east lot is also across the river from a commercial use. We consider the proposed grocery/market use to be consistent with these uses regarding activity level and noise. It also places these activities away from the single-family homes on Beal St., and at the corner of Griswold and Cady.

The proposed residential uses will also be located above the commercial uses, facing both north and south. However, the rear of the building (which is in proximity to the single-family uses across the Rouge River) is only occupied by residential uses. Also, there are no amenities (such as a pool or outdoor patio) at the rear of the building that could potentially generate noise.

In addition, the proposed building height (3 stories/36 feet) complements the single-family residential zoning, as that district would allow a new house at 2.5-stories and between 26-30 feet tall. Maximum height for buildings with sloped roofs (as many homes have) is measured at the midpoint between the peak and eave. Therefore, the peak of a sloped roof could be several feet taller than the maximum dimension allowed.

Lastly, the residential density of this project is relatively small. At 79 units, this project's density is approximately 16 dwelling units/to the acre. This is just over the minimum called for in the CSO District of 15 dwelling units to the acre. Therefore, the number of people occupying this property will create a desirable transition from single-family uses to the downtown. With this design, we consider the residential portion of the project to be compatible with the existing residential uses.

Parking

The project proposes to build all the parking required for both grocery/market and residential uses.

We have calculated required parking as follows:

	Required Parking	Proposed Parking	Difference
Grocery/Market Use	12,330 s.f. / 250 s.f. = 49 spaces	Parking garage: 42 spaces	
Residential Use	54, 1-bed unit = 2 spaces/unit or 108 spaces	Large lot: 141 spaces	+1 space
	16, 2-bed unit = 2.5 spaces/unit or 40 spaces	On-street (dedicated to City)* spaces: 5 spaces	
	9, 3-bed units = 3 spaces/unit or 27 spaces	Small lot: 37 spaces	
	Total = 224 spaces	Total = 225 spaces	+1 space

*These spaces are being counted toward the parking requirement since the applicant is building them, and dedicating this land to the City.

The large surface parking lot is located to the south of the building, approximately 140 feet to the closest house to the south. A Landscape Plan (Sheet L-1) has been provided, and shows that the project will maintain the existing vegetation along the river to screen the parking lot from these homes. Existing vegetation along the western property line will also be maintained to screen the lot from the house to the west. We consider the distance and screening sufficient to mitigate any activity in the parking lot. Also, per ordinance standards, the lighting in the lot will need to be shielded so that it doesn't spill into adjacent properties.

Impact on Adjacent Property Values

Currently, the site is occupied by buildings in disrepair, and environmental contaminants. While only our opinion, we think redeveloping this property will improve property values in the vicinity, as it will help to clean the site of unused buildings that are aesthetically unappealing, and of environmental contaminants.

4. Impact of traffic

a. The location and design of the proposed special land use shall minimize the negative impacts on the street system in consideration of items such as vehicle trip generation (i.e. volumes), types of traffic, access location and design, location of off-street parking, street capacity, traffic operations at proposed access points and traffic operations at nearby intersections.

b. The City may require mitigation to maintain the pre-existing traffic operations.

- c. ***Route and operational restrictions (such as hours, cleaning of dust or debris) may be established for construction traffic to minimize negative impacts.***
- d. ***A traffic impact study, prepared by a qualified traffic professional, may be required in accordance with Section 19.05j.***

CWA Comment: Sec. 19.05, Site Plan Standards, requires a Traffic Impact Study (TIS) if the proposed development generates 100 or more directional vehicle trips during a peak hour. It is estimate that this project will generate 134 trips in the afternoon (pm) peak hour; therefore, a TIS is required.

The applicant has submitted a TIS with this proposal. The TIS studied the nearby intersections to determine how well these intersections function under:

- The existing conditions;
- Conditions with the addition of new projects that have been approved, but either haven't been built, or are not fully functional yet; and
- Conditions with the addition of this project.

The traffic engineer used data gathered in 2018 on all but one intersection, and then re-studied these intersections in 2021 along with the additional intersection (S. Main & Cady St.). They then compared the data from the two studies, and calculated a COVID adjustment to account for the reduced traffic due to the pandemic. They also included an annual growth rate to come up with realistic estimates of traffic at these intersections. Finally, they used this information in traffic modeling software to calculate "Level of Service" (LOS) at the nearby intersections.

The report concludes that all intersections, *with existing traffic*, operate adequately. However, there is a longer than ideal queue in the southbound lane on Griswold during the afternoon peak hour. The report recommends signal timing optimization to improve this movement.

With *future conditions* (including approved projects but haven't been built/become operational, and this project), all intersections will operate adequately. This conclusion assumes that the signal timing optimization work is performed.

Regarding traffic on City streets, the mixed-use aspect of this project will generate both in-bound and out-bound trips throughout the day. In general, residents will leave the site in the morning, shoppers will access the site during the day, and residents will return in the evening. The TIS estimates that approximately 1,600 trips (coming and going) per day, which is approximately 89 trips per hour over an 18-hour day. We don't consider this volume to be unacceptable on E. Cady St., as it is a commercial street. The configuration of Cady St. will also assist in regulating traffic speeds, as will on-street parking. Both of these features will assist in creating a desirable environment for pedestrians.

- 5. ***Impact of the environment. The proposed special land use shall not have an adverse effect on the quality of the natural environment in comparison to the impacts associated with typical permitted uses. The Planning Commission may require a quantitative comparison of the impacts of typical permitted uses and the special land use to assist in making this determination (such as an overlay of development plans, on a natural features map, illustrating other site development options to demonstrate the impacts have been minimized to the extent practical). If the cumulative impact creates or contributes to a significant environmental problem, mitigation shall be provided to***

alleviate the impacts associated with the requested use (i.e. ensure the end result is at least similar to the pre-existing conditions.).

CWA Comment: The site is currently zoned Performance Regulated Industrial District No. 1, which allows, “...any manufacturing use involving assembly, treatment, compounding, processing, and/or manufacturing pursuant to the Performance Standards in Sec. 18.13 [noise, dust, smoke, vibration, etc.]” These performance standards limit the level of impacts, but don’t eliminate them completely. In contrast, upper level residential uses will most likely not generate these impacts to the same degree, or at all.

It is our understanding that due to the historic industrial use of this site, some environmental clean-up will be necessary to redevelop it. This is a very positive aspect of redeveloping this property. The Michigan Department of Environmental Quality has jurisdiction over environmental clean-up, which will have to be done to their required standard for the contaminants found, and based on the proposed land use/location of the proposed land use. Once cleaned-up, stormwater runoff from this site into the Rouge River will also be improved.

- 6. Public Services. The proposed special land use shall be located where it can be adequately served by essential public facilities and services, such as streets, pedestrian or bicycle facilities, police and fire protection, drainage systems, water and sewage facilities and schools. (Rev. 8/06)***

CWA Comment: The site is currently served by public utilities and services. A full engineering review will be required, and will occur after the Planning Commission has made a decision about the project.

Items to be Addressed: *Will the applicant be adding any type of river-front walkway/easement/ etc.?*

AREA, WIDTH, HEIGHT, SETBACKS

The proposed development must conform to the schedule of regulations as provided in Section 15.01, Cady Street Overlay. We have included regulations for this zoning district in the table below:

	Required CSO	Provided
Lot Area	N/A	4.71 acres
Lot Width	N/A	Approx. 500 feet
Setbacks		
Front	10 feet min.	10 – approx. 19 feet
Side	N/A	67 feet west side 110 feet east side
Rear	20 feet	69 feet
Max. Floor Area Ratio	N/A	Approx. 161,226 s.f./ 205,168 s.f. = 0.78
Max. Building Height	3 stories, 36 feet	3 stories, 36 feet to flat roof

All zoning requirements for area and placement are met.

Items to be Addressed: None.

NATURAL RESOURCES

As mentioned above, redevelopment of this site will most likely require some type of environmental clean-up. This work will improve the quality of this site, and vicinity, as well as the quality of stormwater runoff from this property.

In addition to a number of mature trees, this site contains a segment of the Rouge River. This water feature is very significant to Northville, as well as the region. The site plan indicates that no impacts to the River itself are proposed.

The existing conditions sheet (Sheet 1) shows the location of Floodplain (AE and X) on the site. The proposal will not impact any of the area identified as AE (or where there is a 1% chance of flooding). To determine any potential impacts to the area identified as X (or areas outside of Special Flood Hazard Area with minimal chance of flooding), we traced the limits of this area from Sheet 1 onto the Site Plan (Sheet 3). While imprecise, it doesn't appear that any of the building is located in area X, and a very small amount of sidewalk (approximately 8 lineal feet), and parking lot (approximately 125 s.f.) is in area X. We consider this inconsequential.

The site plan shows that the existing tree lines on the boundaries of the property are to be retained. The Tree Preservation Ordinance (Chapter 90, Article II of City Code) requires Planning Commission approval for tree removal in association with a site plan. The Landscape Plan (Sheet L-1) notes that a tree survey will be provided upon Final Site Plan review.

Items to be Addressed: Applicant to provide a tree survey (per requirements in Tree Preservation Ordinance) upon Final Site Plan review.

BUILDING LOCATION AND SITE ARRANGEMENT

The new building is located close to Cady St., providing the consistent building edge envisioned in the CSO District. The building façade follows the shape of Cady Street, with the residential entry at the “bend” in the building, and the commercial area occupying the most prominent corner facing S. Main St. The proposed building location also maximizes the amount of space between this building and the single-family residences to the south.

Parking for the residential use is located on the west side of the site, behind the building and on the first level of the west wing. This keeps all parking out of view of the Cady St. right-of-way. The east parking lot is also screened from view of Cady by the east corner of the building, and the fact that E. Cady Street turns to the north here. The commercial lot is located at the farthest point on site from the single-family residential uses to the south. This lot does front onto S. Main St.; however, there is no proposed access to S. Main St. from this lot, and currently the existing tree line is proposed to be maintained, fully screening the lot from view of S. Main. If this vegetation is removed in the future, the trees will need to be replaced.

The shape of the building creates a fairly significant green space at the rear of the building.

The building arrangement allows for wide sidewalks between the face of the building and the curb. This walkway is embellished with street trees in grates, and a pedestrian plaza (with circular seat wall) at the northeast corner. The sidewalks are not positioned five-feet back from the curb; however, the curb is

lined with parking spaces, formed by curbed bump-outs that prevent moving vehicles to get too close to the sidewalk. We consider the bump-outs and parking spaces to provide the function of a five-foot grass strip between curb and sidewalk.

Items to be Addressed: None.

PARKING

We have calculated required parking based on Section 17.02 as described above.

	Required Parking	Proposed Parking	Difference
Grocery/Market Use	12,330 s.f. / 250 s.f. = 49 spaces	Parking garage: 41 spaces*	
Residential Use	54, 1-bed unit = 2 spaces/unit or 108 spaces	Large lot: 141 spaces	0 space
	16, 2-bed unit = 2.5 spaces/unit or 40 spaces	On-street (dedicated to City)** spaces: 5 spaces	
	9, 3-bed units = 3 spaces/unit or 27 spaces	Small lot: 37 spaces	
	Total = 224 spaces	Total = 224 spaces	0 space

*Note that the engineered site plan (Sheet 3) shows 41 spaces in the parking garage, while the architectural drawings show 42 spaces.

**These spaces are being counted toward the parking requirement since the applicant is building them, and dedicating this land to the City.

Parking Lot Dimensions

The proposed parking space width, length, and maneuvering lane width shown on the plans all meet ordinance requirements. The dimensions and number of barrier-free spaces also meet ordinance requirements for all the lots except the large lot to the west. One more barrier-free space needs to be added to this lot.

Driveway widths to both parking areas meet the minimum width requirement of 20-feet.

Parking Lot Setback & Screening

Per the CSO District, parking lots must be a minimum of six-feet from a street right-of-way. Both lots meet this standard.

A parking lot adjacent to a street right-of-way must be screened from view with landscaping, metal fencing, masonry screen wall, or other method deemed appropriate by the Planning Commission. The Landscape Plan (Sheet L-1) shows preservation of the existing vegetation along the S. Main St. boundary, and the addition of an evergreen hedge planting. The plans state that they are requesting to use the existing trees along S. Main St. to meet the tree requirement (rather than cut them down and plant new

trees). We consider this approach logical, as the existing trees look to be in good shape, and much larger than a newly planted tree. The proposed hedge planting will provide the required number of shrubs along this boundary, and the boundary to the property to the north (car wash parking lot & vacuum station).

Loading and Unloading

One loading space is required for the grocery/market. An opening in the east building façade shows an area that could be used for loading/unloading. The height of the opening meets ordinance requirements. The dimensions of the loading space (min. 10' x 50') should be shown on the plans.

Items to be Addressed: 1. Add one barrier-free parking space to the large parking lot to the west. 2. Show dimensions of loading space on plans.

SITE ACCESS AND CIRCULATION

The site has two access points. One driveway serves the residences at the west end of the site, and the second driveway serves the grocery/market at the east end of the site. Per the CSO requirements, this configuration limits the number of driveways to one per parking lot.

The westerly driveway doesn't line up with either driveway on the north side of Cady St. However, given the location of the western property line, it is not possible to line up with the public lot driveway next to Tipping Point Theater. While it is preferable to locate driveways directly across from each other, we defer evaluation of this condition to the City Engineer. Circulation in the western parking lot is logical.

The easterly driveway accesses Cady St. in a large triangular paved area at the curve of the road. While this condition is unusual, all of the pavement is part of the right-of-way, and allows for the public to use it. Also, this additional pavement provides significant sight distance in each direction as a motorist is exiting this lot. Circulation of this lot is also logical.

We also defer evaluation of vehicular access and circulation of emergency vehicles to this site to the City Fire Chief.

Neither lot shows a dumpster location. How trash will be handled needs to be addressed.

Pedestrian circulation is proposed via sidewalks along Cady St., the façade that faces S. Main St., and the entire southern façade of the building. The Cady St. side has street trees in tree grates, and a pedestrian plaza with decorative paving and a circular seat wall. As called for in the CSO District, this plaza feature is located at a corner of the building, and the building is set back away from the street to allow for more pedestrian space and views through to S. Main St.

Items to be Addressed: 1. City Engineer to evaluate location of westerly driveway in relation to the driveways on the north side of Cady St. 2. Defer evaluation of vehicular access and circulation of emergency vehicles to the City Fire Chief. 3. Applicant to address how trash will be handled.

LANDSCAPING

Landscaping information is required upon Final Site Plan Review. However, a Landscape Plan (Sheet L-1) has been provided. At this time, we have the following comment, as it relates to “street scape” plantings:

1. Regarding the street trees, the ordinance requires 11 trees along the Cady St. frontage. However, in order to accommodate the on-street parking, the plans are proposing eight (8) trees along this frontage. The CSO District allows the Planning Commission to modify this requirement. In our opinion, we consider the on-street parking, and the protection it provides pedestrians from vehicle traffic, a significant benefit of this project, and the small reduction in the number of street trees a reasonable compromise.
2. See our comments on street tree plantings along S. Main St. under the “Parking” section of this review.

Items to be Addressed: *1. Landscaping information upon Final Site Plan Review. 2. Planning Commission to consider three (3) fewer street trees along E. Cady St. frontage to accommodate on-street parking spaces. 3. Planning Commission to consider retention of existing trees along S. Center St. to meet the street tree planting requirement along this frontage.*

LIGHTING

Lighting information is required upon Final Site Plan Review.

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

UTILITIES

As mentioned above, a full engineering review will be required for this project once the Planning Commission has made its decision.

Note that the CSO District calls for using low impact development techniques to manage stormwater. The project includes an underground detention basin under the westerly parking lot. We assume this feature will infiltrate stormwater, and if necessary, discharge to the Rouge River. The applicant should discuss how this system will function.

We defer to the DPW Director for comments regarding connection to utilities.

Items to be Addressed: *1. Applicant to discuss how the underground detention basin will function. 2. Defer review of utility connections to DPW Director.*

FLOOR PLANS/ ELEVATIONS

Floor plans and elevations have been provided.

This project is within the Historic District. The applicant presented the plans at the April, 2021 HDC meeting, where they discussed the new development, and demolition of the existing buildings on site. The HDC held a public hearing regarding the demolition at the May, 2021 meeting, where they approved the demolition, conditioned upon approval of the new project by the Planning Commission, HDC, and other required approvals. The applicant will need to return to the HDC for approval of the proposed building.

The elevations show a three-story brick building that emulates a historic industrial building on the western wing with large arched windows and a peak at the very west end that is similar to the design of a previous building located on this site over 100 years ago. The eastern end of the building provides a contemporary interpretation of industrial architecture. Because the building follows Cady St., it bends in the middle, providing a logical entry point into the residential portion of the building that is accentuated with an awning and upper level balconies. The commercial (east) portion of the building also has an accent feature at the northeast corner, providing an entryway into the commercial (grocery/market) space. The upper floors of the building are setback to avoid the “canyon” effect. The upper floors also provide balconies to the residential units. All of these features are consistent with the CSO District standards.

The building has 2.5-foot parapet. The applicant should clarify if this will be sufficient to screen the mechanical equipment from view. Also, the appearance of the elevator shaft on the roof should be illustrated to determine its impact on the street façade.

Perspectives and renderings of the proposed elevations from angles experienced by a pedestrian have been provided. In our opinion, the scale and height of the building sits well on this site, and relates well to the Hanger Building. Also, the building has been set back further from the street than the existing building, providing more space for pedestrian amenities.

Floor plans of a one- and two-bedroom units have been provided. The ground floor residential units at the rear of the building are entered from the outside through individual doors, rather than a hallway. This offers users of these units a different experience than upper floor residents. Also, this gives the first floor one-bedroom units a small front porch. The upper level units are accessed via the main front entrance, or a rear door off of the parking lot, into a common entryway. The floor plans also show approximately 1,650 s.f. of a “residential amenity.” This amenity is accessible from the street, and from inside the building. Has this amenity been decided?

Items to be Addressed: 1. Approval by the Historic District Commission. 2. Provide elevation drawings that illustrate impact of screened mechanical equipment and elevator shaft on the street façade. 3. Description of residential amenity, if known.

RECOMMENDATIONS

We consider the proposal to be consistent with the vision for this area of the City as a mixed-use building with commercial uses on the first floor, and residential uses above. The form, height, and massing of the new building complements Cady St., and Main St. as well. We support the upper level residential use as

a Special Land Use, and recommend that the Planning Commission set a Public Hearing at the next available meeting.

Regarding the site plan, its approval is tied to the Special Land Use, and a decision on the Preliminary Site Plan may be made at the same time as the Special Land Use (after the Public Hearing).

Below is a summary of comments made in this review:


Special Land Use

- A. Will the applicant be adding any type of river-front walkway/easement/ etc.?

Site Plan:

- A. Applicant to address the following:
 - 1. Add one barrier-free parking space to the large parking lot to the west.
 - 2. Show dimensions of loading space on plans.
 - 3. Applicant to address how trash will be handled.
 - 4. Discuss how the underground detention basin will function
 - 5. Provide elevation drawings that illustrate impact of screened mechanical equipment and elevator shaft on the street façade.
 - 6. Provide description of residential amenity, if known
- B. Planning Commission to consider:
 - 1. Three (3) fewer street trees along E. Cady St. frontage to accommodate on-street parking spaces.
 - 2. Retention of existing trees along S. Center St. to meet the street tree planting requirement along this frontage.
- C. Defer evaluation of the following to:
 - 1. Location of the westerly drive, and proposed utilities, to the DPW Director and City Engineer.
 - 2. Vehicular access and circulation of emergency vehicles to the City Fire Chief.
- D. Upon Final Site Plan, applicant to provide:
 - 1. Lighting information,
 - 2. Landscaping information
 - 3. Tree survey addressing removal of protected trees (if any) per Tree Preservation Ordinance.
 - 4. Receive HDC approval for the project.

456 E. Cady St. – Foundry Flask
September 15, 2020



CARLISLE/WORTMAN ASSOC., INC.
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