

**From:** [Mike Lapinski](#)  
**To:** [Dianne Massa](#)  
**Cc:** [Bill Poulos: jrlong@longmechanical.com](mailto:jrlong@longmechanical.com)  
**Subject:** Sept. 6 PC Meeting Comments/Ideas  
**Date:** Wednesday, September 7, 2022 7:44:25 AM

---

Dianne,

Last night, my comments were truncated. Following are the the two ideas I did not fully express due to being cut short:

One, request Terry Marecki to assess the roads in her jurisdiction and offer guidance regarding adequate traffic provisions for the Downs Proposal.

Two, immediately appoint and install Blue Ribbon Business Committee consisting of 3-5 Northville residents to work hand in glove with DPAC, PC and HP to achieve Right Plan for Northville including number of units (estimated cars) for the Downs.

Thank you,

Mike Lapinski

Sent from my iPhone

**From:** [Mike Lapinski](#)  
**To:** [Dianne Massa](#); [Michelle Massel](#)  
**Cc:** [Bill Poulos](#); [jrlong@longmechanical.com](mailto:jrlong@longmechanical.com)  
**Subject:** Sept 6 Downs PC Meeting Comments/Ideas  
**Date:** Wednesday, September 7, 2022 11:56:05 AM

---

Dianne and Michelle,

Following are my comments and ideas from last night's Downs PC meeting. Please forward to PC and City Council members.

Good Evening.

My name is Mike Lapinski.

I reside at 347 Rayson St.

I think Northville is going about this project in the wrong way. Northville has leverage as a top Michigan community and is not putting this power to use. Northville has limited property available and must ensure each site is developed Right for Northville.

In March, I wrote to the Planning Committee that the density of the Downs must be reduced. I questioned the city's capability to manage this project from an education, public safety and traffic perspective. Since your Open Letter noted having 17 unanswered questions, your concerns are broader and deeper.

When attending the first community meeting on this subject, my take was the community at large shared the view that the plan is too dense. For me, the reduction in units from the original plan is marginal and insufficient.

Examining the Downs proposal, I see units too close to one another and on top of one another. This footprint is far different from other Northville districts.

What I see is a Proposal that does not adhere to the City's Master Plan as follows:

- 1) Does not preserve neighborhood character
- 2) Inadequately provides for traffic
- 3) Inadequately integrates with character of community and Downtown
- 4) Size and density is not in harmony with adjoining neighborhoods
- 5) Does not capture small town charm

On top of these observations, I'm concerned to hear the following from other residents:

- Big \$ numbers for infrastructure

- Too dense and congested. (I have yet to talk to resident in support of proposal.)

- What will be the impact of slowing economy and higher interest rates? Will the rates jump fast enough to impede finding buyers for the units?

I'm not here to object, rather to find solution. I offer two ideas. At root of the ideas is that rigorous analysis is required. The residents can live with whatever the data dictates, whether it is 0 or 500 units.

Here are my two ideas:

Firstly, use Northville's power to go back to Terry Marecki, Road Commissioner, and request a full blown analysis of roads in her jurisdiction and have her offer detailed direction for the Downs.

- Developments are regularly added throughout her jurisdiction without changes to the road grid. The Downs requires upfront planning for Northville.

- Let's examine roadwork within a mile of this meeting which demonstrates the importance of getting the roads right upfront.

1) Sheldon and 6 Mile

Large "Crash Zone Enforcement" signs posted. Reality is there should be traffic signals but Township has not identified funds.

2) Eight Mile bridge near Novi Rd. reduced from 4 to 2 lanes over concerns that bridge can not bear traffic. Structural changes will be made but it has been 2 lanes for months.

3) Beck is slated to be widened. However, groups object. Will it happen? When?

Face it, Road Commission input has been lacking. It is intuitively obvious to the casual observer that the proposed roundabout is not the solution, and at best, only increases flow at the 7 and Center intersection.

Ask Marecki to offer analysis of the traffic roads adequately support in terms of Downs density, units and cars.

Secondly, ask DPAC to appoint a Blue Ribbon Business Committee comprised of 3-5 Northville residents. Northville has plenty of people who have been CEOs, business owners, top executives and these individuals have managed projects larger in magnitude and scope than the Downs. The idea is for this Committee to work hand in glove with DPAC, PC and HP to pull together a thorough and rigorous analysis that achieved a plan that is Right for Northville including the number of units for the Downs.

There you have my thoughts:

One, request, Terry Marecki to assess the roads in her jurisdiction and offer guidance regarding adequate traffic provisions for the Downs Proposal.

Two, immediately appoint and install Blue Ribbon Business Committee consisting of 3-5 Northville residents to work hand in glove with DPAC, PC and HP to achieve Right Plan for Northville including number of units (estimated cars) for the Downs.

Thank you,

Mike Lapinski

Sent from my iPhone

September 6, 2022 Comments to The Planning Commission

Bill Poulos 968 Coldspring Dr..

My comments are intended to convey The Citizens For Northville view of the current situation including actions required to gain Public support for whatever decision is forthcoming. My comments follow the Zoning Ordinance chronology to help folks follow along.

There is little question that the enhanced plan is well done. There is also little question that this is a high risk plan. The question that does remain, is this the right plan for Northville? That question has yet to be answered. If the answer is yes, it must be substantiated.

\*To set the stage for our concerns and requests, By way of background, **PUD eligibility was granted almost a year ago. The eligibility requirements** included:

1. -Section 20.02: “.....to ensure the **compatibility** of varied land uses both within and **outside** the development.
2. -Section 20.03: “Additional density greater than specified above may be allowed ... based upon ... **conformance to the standards for PUD Eligibility listed in Section 20.05.**”
3. -which include
  - The proposed plan:
    - shall not result in **an unreasonable increase** in the need for or burden upon public services, facilities, roads, and utilities.
    - **shall be harmonious** with public health, safety and **welfare** of the City.
    - shall **be in harmony** with the zoning district in which it is situated, **and shall not be detrimental to the adjoining zoning districts.**

{So the Plan was deemed to meet these PUD eligibility requirements. **It is interesting that Section 20.05 requirements were deemed to have been met without any rigorous analysis at that point.**}

\*Once the Plan was deemed PUD eligible, the **PC Preliminary Plan Review** commenced adhering to certain **recommendation requirements:**

-Most notably, based on Section 20.04 General Design Standards and identifying deviations and benefits:

{it appears that this has been the primary task of the PC and in our opinion the PC has done a great job here with possibly 2 exceptions:

2. (Design Standard 2) The uses proposed will have a beneficial effect, in terms of public health, safety, **welfare**, or convenience, on the **present and future potential surrounding land uses**.
3. (Design Standard 3) The uses proposed **will not adversely affect** the existing public utilities and circulation system, **surrounding properties**, or the environment. }

Evaluation of the Plan beyond design standards is apparently outside of the scope of the PC, so by inference that falls to the CC. **If however, other standards or requirements were also considered by the PC, they should be specified.**

\*Concerning the PC Recommendations:

-Section 20.06 states:

“Following the Public Hearing, the Planning Commission shall report its conclusions, **determine a basis for its recommendation**, and transmit its recommendation and summary comments received at the Public Hearing to the City Council. “

\*Our concerns:

-Design standard conformance does not by itself answer the questions: “Is this plan right for Northville?” “Does this plan maintain the small town character and charm of Northville?” It does not reaffirm that the requirements of Section 20.05 have been met (which were assumed to be achievable at the PUD Eligibility approval stage).

-Design standard conformance does not include a 20 year Financial pro-forma analysis, nor financial guarantees that the Developer will perform. Without a comprehensive Financial analysis there can be no responsible final decision making by the City.

-Apparently, only the City Council, by process, can conduct a comprehensive Plan review including meeting Section 20.05 requirements, directly answering our 17 questions along with a comprehensive Financial analysis we feel is necessary in order to answer the over-arching question: Is the Plan right for Northville?

\*Our Request of the Planning Commission:

- Be very specific regarding the **basis** for your recommendation to CC as called for by Section 20.06. Is it only based on Design Standards, benefits and deviations or does it also include other factors that can be substantiated?

\*Whatever the ultimate decision is, in this process, it must be substantiated and clearly communicated to the Public in order to garner public support, which at the moment is lacking.

Introduction:

David Stirman 101 Hampton Ct Northville 48168. Resident of St Lawrence Estates (SLE) expressing concerns from 46 homes in the community at 7 Mile and Center.

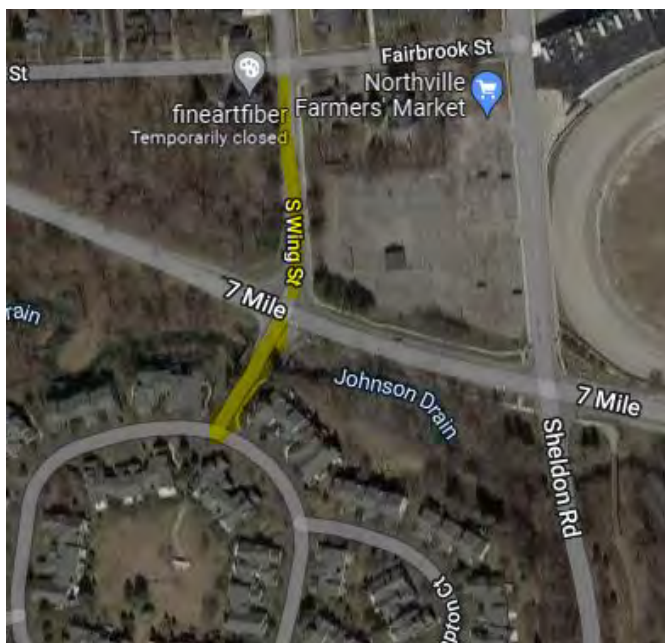
Planning Commissioners - Thank you for the extensive amount of time, organization, and professionalism you provide to the Downs Development Project.

I will present 3 concerns and support from these residents to conserve our property values and long-term stability of our residential neighborhood and promote safe conditions for motorists, pedestrians, and bicyclists. The 3 concerns are:

- 1.) Roundabout at Seven Mile impact to exit and enter our community.
- 2.) Walkers' ability to cross Seven Mile to Downtown at Wing Street and avoid roundabout.
- 3.) Environmental Control Plan during demolition and construction

Now the details:

- 1.) In the May 17, 2022, PC meeting minutes, a consultant recommended, and the PC agreed to pursue a roundabout at Seven Mile and Center. A simulation model was created using 2018 pre-COVID data. The roundabout may keep traffic moving but a continuous flow through the traffic circle will inhibit the opportunity for St Lawrence Estates (SLE) residents to enter and exit our community during rush hours morning and evening. Exiting our community onto 7 mile is already tenuous but the traffic lights help to encourage kind drivers to leave an opening for us to turn right or left from our only entrance on Seven Mile. Turning onto 7 Mile is exacerbated by the 40% increase in traffic from Wing St. due to the closing of Center St. Most of that traffic turns left to continue onto Sheldon south. With the August 1<sup>st</sup> City Council (3 to 2) decision to keep Center St closed, the increased traffic on Wing St. will continue. Wing St and our entrance are aligned to create a four-way intersection as shown in the picture at left.



The City Council and the Planning Commission have asked for a new Traffic Impact Study. In the new study, please include the intersection at our entrance for impact. There is also a left turn lane into SLE which permits through west bound traffic to continue while we turn. Retaining this lane is requested. In my reading, the volume of pedestrians is not usually known without actual manual surveys of intersection. Simulations are more accurate for traffic flow because data collection can be automated. With the absence of accurate data, erring on the side of pedestrian safety is the obvious decision criterion. Look forward to a solution for relieving this ingress and egress concern.

- 2.) Walkers from SLE travel daily downtown or to Hines Park. Crossing Seven Mile to Wing St is the shortest path to the post office or to downtown restaurants. Crossing Sheldon at the corner of Seven Mile is the best route to Hines Park. The traffic circle at 7 and Sheldon will be intimidating to cross with a continuous vehicle flow. An alternate route is to continue crossing Seven Mile at the SLE entrance which would reduce the number of people at the circle and increase resident peace of mind crossing Seven Mile. A Seven Mile pedestrian cross walk, on the west side of our entrance, to avoid left turning Wing St traffic, inbound left turns into SLE, and an island median would provide a sense of safety, continuity, and convenience to SLE residents. A push button to stop or to alert traffic of pedestrians' crossing would not be used enough to significantly impede traffic. Do not have a solution beyond the "zee" crossing pattern and an alert system (Hawk) solution at Sheldon to Hines Park. Await your decisions for the safety improvements for SLE Residents.
  
- 3.) A written environment control plan for noise and dust during demolition and construction phases were discussed at the August 30 PC meeting and is supported by SLE. This plan should include reasonable hours of moving heavy equipment, hammering etc. While we do not know the specifics of what can be done but expect with all this demolition and construction there will be silt, dust, dirt flying constantly. A further addition to your planning should be control of rodents being displaced from the buildings to be demolished. Looking forward to the contractor's written plans to address these concerns.

## Summary

The increased traffic flow and the roundabout will affect SLE residents' ability to walk across 7 Mile at our entrance to walk to downtown Northville, and to walk across Sheldon for access the nature walk south along Sheldon as well as Hines Park. Both are extremely important aspects of living in SLE and attractive to home buyers which contributes to our home values. The new development should be designed so that it has no effect on both.

While the safety concerns for SLE residents is greatest because it affects our ability to access both downtown and the Hines Park/Nature Trail area, nevertheless quite often I have seen older people, joggers, and younger people with children...sometimes in strollers....crossing 7 Mile road at the Sheldon/Center St intersection from the north side. I assume they are trying to access either Hines Park or the Nature trail. The activity of these people will be affected by the increase in traffic and the "continuous flow" of a roundabout.

Bottom line, not only will SLE residents but ALL Northville residents north of 7 Mile, including all of the new development residents, will be affected by the decisions made regarding pedestrian safety and convenient access to our local amenities.

## Attachments:

- 1.) Residents who supported the 3 topics presented
- 2.) Traffic engineers report on impact of Downs project
- 3.) City is working to refine new phase of Downtown Northville
- 4.) From Stephen Dearing Northville Roundabout Memo dated August 19, 2019
- 5.) Pedestrian Friendly Roundabouts

## Residents supporting the 3 topics presented

1. Linda Wilke 312 St Lawrence Blvd
2. Jim & Judy Tanderys 231 St Lawrence Lane
3. Louis Camino 439 Covington Ct
4. William & Chris Miller 325 St Lawrence Blvd
5. Don Rivard 420 Covington Ct
6. Joe & Joyce Fennell 131 Hampton Ct
7. Roger & Beti Kempa 422 Covington Ct
8. Curt Perry 243 St Lawrence Blvd
9. Tom & Amy Good 328 St Lawrence Blvd
10. Brenda Burnstrum 327 St Lawrence Blvd
11. Rick Wood 437 Covington Ct
12. Jill King 344 St Lawrence Blvd
13. Cindy Tschirhart 109 Hampton Ct
14. Mark & Kelly Romano 123 Hampton Ct
15. Rod Sieb 427 Covington Ct
16. Carol Hojnacki 119 Hampton Ct
17. Rill Currie 205 St Lawrence Blvd
18. Joette George 215 St Lawrence Blvd
19. Kathy Horgan 112 Hampton Ct
20. Joyce Jenereaux 212 St Lawrence Blvd
21. Pat & Fran Collins 127 Hampton Ct
22. Dan & Judy Rathwell 230 St Lawrence Blvd
23. Sybil Jacques 209 St Lawrence Blvd
24. Jon & Sarah Douyard 140 Hampton Ct
25. Rob & Pam Peters 311 St Lawrence Blvd
26. Tom Watkins 214 St Lawrence Blvd
27. Mike & Kathy Konkell 206 St Lawrence Blvd
28. Mike & Genny Young 137 Hampton Ct
29. Nancy Trainor 425 Covington Ct
30. Kristen Vennix 237 St Lawrence Lane
31. Eileen Wickett 203 St Lawrence Blvd
32. Joe & Ann Sefcik 313 St Lawrence Blvd
33. Kirk Yuhasz 326 St Lawrence Blvd
34. Paul & Maureen Travalini 233 St Lawrence Lane
35. David Salah 113 Hampton Ct
36. Patricia Dunne 330 St Lawrence Blvd
37. Eric & Lori Strom 308 St Lawrence Blvd
38. Jan Wilhelm 331 St Lawrence Blvd
39. David Stirsman 101 Hampton Ct
40. Mary King 207 St Lawrence Blvd
41. Glenn & JoanMary Nenninger 229 St Lawrence Blvd
42. Howard & Marilyn Payne 211 St Lawrence Blvd
43. Kerm & Jayne Stahr 226 St Lawrence Blvd
44. Marisa Main 435 Covington Ct
45. Robert Murphy & Ruth Olsen 309 St Lawrence Blvd
46. Tim O'Callaghan 305 St Lawrence Blvd



# Traffic engineers report on impact of Downs project

Posted on 05/12/2022

## Review of developer's plan for roads, pathways, connections, and parking

City Planner Sally Elmiger, of Carlisle Wortman Associates (CWA), presented a review of the road and pedestrian systems proposed by the site plan. She also conveyed the results of a meeting with the city engineer, walkability expert, and members of the Sustainability Team, Mobility Network, and the Rouge River Task Force. The goal of the meeting was to gain consensus on solutions to main transportation issues identified on the site plan. Her points included the following:

- Widen the pedestrian bridge over the daylighted river but don't open it to vehicles.
- Any roundabout at S. Center and 7 Mile should be kept to one-lane with safe crossings for pedestrians and bicyclists.
- The extension of Griswold into the development should be a public street not private.
- Improvements to River St. should be part of the project since it will entail a new water main and the developer should build a continuous path on the west side of the street.
- No consensus was reached on the 18-space parking lot on Cady St. opposite the church. The option of angled, back-in parking was presented as a way to provide additional parking along the street. Such parking enables drivers to see bicyclists and other drivers more easily as they exit the space.

Fleis and Vandenbrink Traffic Engineer Julie Kroll, a consultant to HPN, detailed the traffic patterns that would occur with the development. She said the roundabout on 7 Mile and Center provides a means to space vehicles farther apart while traveling, making it safer for pedestrians and drivers. She noted that traffic lights create a platoon of vehicles traveling from light to light, which makes it harder to cross a street at busy times. City Traffic Engineer Steve Dearing, of OHM, was present at the meeting and answered commissioners' questions.

Commissioners recommended that city staff initiate exploratory discussions with Wayne County regarding the feasibility of a roundabout at 7 Mile and S. Center St.

Chair Donna Tinberg noted in an email after the meeting, "While this is far from a final decision, commissioners generally agreed that a modest, well-designed roundabout might be the most effective strategy for both calming traffic speeds and improving traffic flow at that intersection. Pedestrian/bicyclist safety, including appropriate islands, signage, and signaling, were of critical importance to commissioners."

The developer proposed providing a certain amount of funding to address traffic impacts from the project, and let the city decide how to apply that funding to traffic improvements. Several commissioners were asking for this type of plan to validate traffic changes during and after construction and make changes that would help traffic flow with the developer's dollars. No funding agreement has yet been developed and the commissioners agreed to bring this up at a later date.

# City is working to refine new phase of Downtown Northville

Posted on 08/18/2022

With the City Council's 3-2 decision on Aug. 1 to keep Center St. closed (from Main to Dunlap) and 4-1 to keep Main St. closed (from Center to Hutton), the design and functional work of how to make the streets attractive and accessible year-round has landed primarily with the Downtown Development Authority (DDA).

DDA Director Lori Ward said, "They've handed us this decision. We're going to make it work." She recently posted an RFP (request for proposal) on the MITN website for design services to redo the entrances of the social district, which comprises the closed sections of Center and Main streets. Submittals are due Aug. 31. [A separate traffic engineering study will also be conducted by the city to determine how best to reroute traffic on the city's narrow streets.](#)

Yet, traffic at other key intersections in the city still need to be addressed to improve safety for drivers, pedestrians and cyclists. In 2020, with the street closures, traffic on Wing increased by approximately 40 percent.

The post-closure traffic count data indicates that most of the northbound Center Street traffic is turning left at Cady, heading north on Wing and either turning right on Dunlap and returning to Center or continuing along Wing and turning left at Randolph. Approximately 2,075 vehicles per day are seeking an alternative to traveling north on Center. There's a smaller volume traveling east/west on Main, and those drivers are using Hutton as a by-pass. The larger traffic issue is caused by the Center Street closure rather than the Main Street closure. There, drivers use either Hutton or Cady as an alternate route and both are primarily non-residential.

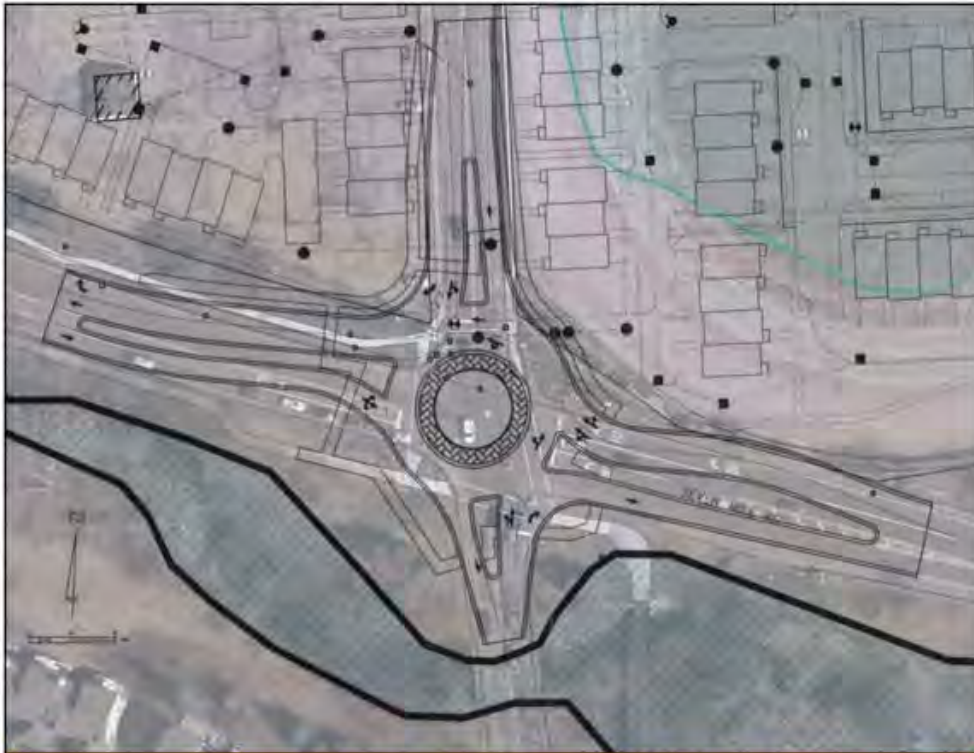


Figure 1: Proposed Roundabout Configuration

Note that the proposed geometry of the proposed roundabout has a 130' inscribed circle (outer diameter), includes large splitter islands to accommodate offset crosswalks ("zee" pedestrian paths) and large pedestrian refuge areas. The design speed for traffic circulating in the roundabout will be in the range of 15 to 20 mph. The "zee" paths allow for storage of vehicles exiting the circle that then need to stop and yield to pedestrians in the crosswalks.

Additionally, if warranted in the future, this configuration could be retrofitted with pedestrian signals such a HAWK Beacon to provide a protected pedestrian crossing.

The pedestrian safety measures shown in this concept layout are in line with information presented in both the National Cooperative Highway Research Program (NCHRP) Report 672: Roundabouts: An Informational Guide (Second Edition), and the Roundabout Guidance Document from MDOT. Both documents emphasize that properly designed roundabouts must provide safe pedestrian refuge and crossing areas.

# PEDESTRIAN FRIENDLY ROUNDABOUTS



**Bill Burnett P.E.**

Vice President

Roundabouts have steadily emerged across our nation in recent years and have even become the new norm for many of our communities. The numerous benefits of roundabouts, including continuous traffic flow and decreased severity in crashes, are undeniable. However, there are also some poorly designed examples that showcase why it is crucial to design and construct roundabouts in an exceedingly prudent manner. This holds true, not only for vehicular considerations, but also for pedestrian safety.

There are some misconceptions that roundabouts pose a greater danger to pedestrians than traditional intersections with traffic signal or stop sign control. Roundabouts are a proven way to increase safety and efficiency for all those sharing the road – including pedestrians. Federal Highway Administration and Insurance Institute for Highway Safety studies have shown that properly designed roundabouts result in as much as a 40 percent reduction in pedestrian collisions along with other significant improvements in safety over more traditional intersections.



A proper roundabout design is critical and must consider vehicles and pedestrians equally for a well-balanced solution that provides ample capacity, reduced delay, and increased safety for everyone. Unfortunately, pedestrian considerations are sometimes given a lower priority and are often treated as more of an afterthought rather than an integral component of the design. Below are some guidelines for designing and building a pedestrian friendly roundabout:

## **1. Speed Reduction**

Design the roundabout approach curves to progressively reduce vehicular speeds prior to entry. Slower speeds at or below 20 mph are much safer and enable

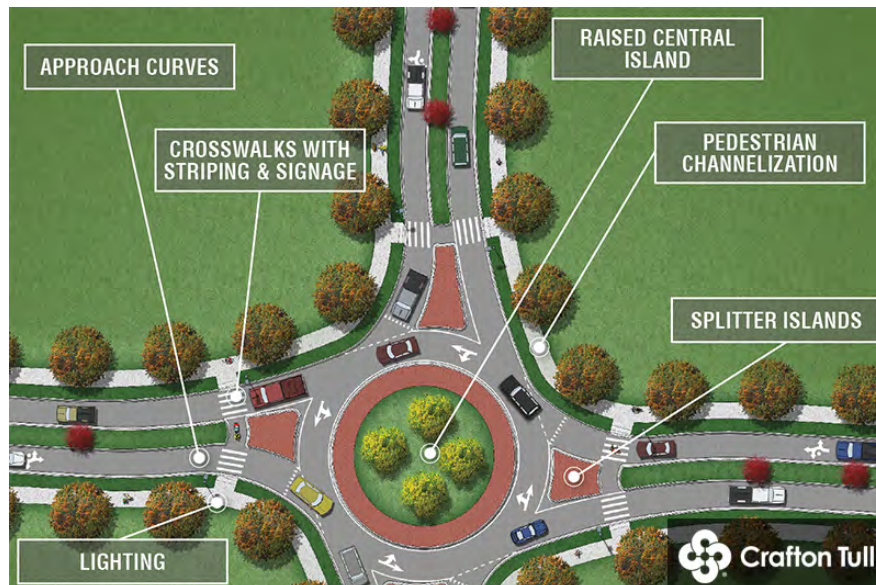
pedestrians to find gaps in traffic to safely cross and encourage vehicles to yield to them as they step up to the crosswalk.

## 2. Central Island

Place earth fill and architectural features in the central island to make it visible to approaching drivers. A raised central island prevents drivers from seeing all the way through to the other side of the roundabout and encourages them to slow down to negotiate the turns. This places the driver's focus and attention back to the near side crosswalk rather than looking further ahead through the roundabout.

## 3. Splitter Islands

Provide refuge for pedestrians within the splitter islands of sufficient width to accommodate the length of bicycles. The refuge island allows pedestrian and bicycle users to look left first at oncoming traffic, then look right after reaching the island. Negotiating traffic one direction at a time reduces the user stress levels, which can lead to a safer outcome. Raised splitter islands with low landscaping or architectural features can encourage reduced vehicle speeds and make pedestrians feel safer while in the island as long as the low elements don't block visibility.



## 4. Lighting

Install roadway luminaires in the appropriate locations on the approach side of each crosswalk. This ensures that pedestrians are illuminated from the approaching driver's point of view. Lights installed on the opposite side of the crosswalk will illuminate the wrong side of pedestrians, causing them to appear as shadows from the approaching driver's view.

## 5. Crosswalks

Follow FHWA guidelines on placement of crosswalks to allow for one car length or approximately 25 feet from the edge of the circulatory roadway. Vehicle speeds are relatively slow in these locations. Consider raised "speed table" type crosswalks that offer more visibility along with slower speeds that can encourage vehicles to yield to

the pedestrians. Speed tables also reduce the need for ADA curb cuts allowing wheelchairs and bicycles to continue through the crossing at sidewalk level.

## **6. Pedestrian Channelization**

Consider adding pedestrian channelization features such as railings, bollard-and-chain barriers, landscaping, planters, or other architectural elements. Such features will guide pedestrians to the appropriate crosswalk locations where scattered or random crossing movements become problematic.

## **7. Striping & Signage**

Place crosswalk striping and accompanying signs in such a manner as to maximize their visibility to drivers. Consider high contrast colored and patterned pavement treatments to provide additional visibility for the crosswalks. Advanced warning signs should also be placed to alert drivers they are approaching a roundabout and encourage speed reduction. Striping and signage are absolutely critical to the function of roundabouts and should be refreshed on a regular basis.

## **8. Additional Pedestrian Warning Treatments**

Consider additional signage and signals in areas of heavier pedestrian movements. Such treatments could range from simple flashing beacons to pedestrian activated devices such as LED edge lit signs, Rectangular Rapid Flash Beacons, or embedded pavement lights, to full-fledged pedestrian hybrid beacons or “HAWK” signals. If possible, extremely heavy pedestrian volumes should be re-routed away from a roundabout via a tunnel or bridge.

## **9. Public involvement and awareness**

It is no secret to those in the industry that roundabouts can be a hot-button issue. One way to allay community concerns is to keep residents in the loop through public outreach via the city’s website, social media, and press releases. The FHWA compiled a [Roundabouts Outreach & Education Toolbox](#) to help cities and towns gain support for roundabouts, including animated videos.

Cities across the U.S. are seeing the benefits of implementing roundabouts into their transportation networks. As municipal engineers manage the design and construction of these types of transportation nodes, ample consideration should also be given to pedestrian safety using the guidelines above.

**From:** [John Roby](#)  
**To:** [Dianne Massa](#)  
**Cc:** [Michelle Masse!](#)  
**Subject:** FW: Confirmation of my support and hopes for The Downs...  
**Date:** Friday, September 16, 2022 2:25:16 PM

---

Dianne:

Please forward the following to full Council and PC.

Thanks ever and always...plus Happy Victorian Days.

Best of...

**John R.**  
(248)348-7047

---

**From:** John Roby <johnroby@luxsci.net>  
**Sent:** Friday, September 16, 2022 2:22 PM  
**To:** 'John Roby' <johnroby@luxsci.net>  
**Subject:** Confirmation of my support and hopes for The Downs...

Dear Northville Council and City Manager:  
...with cc to Planning Commission.

Please know I remain in **full support of The Downs PUD** moving forward.

I see this thing...as it was, as it is, and how it may yet evolve. It is not my vision, but one I've assembled from the contribution of others...creators, deciders, and advocates...applied to a framework of the best methods and values I could find: Placemaking, Traditional Aesthetic Harmony, Olmsted and his Parks.

As I explore this mental prototype, three challenges stand out:

- First comes **Choice**, your present task. Do we proceed with this thing or not? I say 'Yes' and offer this bit of why...

I'm eager for engaging activity over isolated cloister. Fully aware others disagree, what looks workable to me is a broadening of our welcome and appeal...more folks, simplifying folks, younger folks, little folks, folks with shallower pockets. Though I'd go further if I could, The Downs has housing types and rentals that accomplish this. Such addition to our community points to a robust and vibrant future; shares the load of public amenities; and, I selfishly admit, seeks the kinds of places, paths, and parks I yearn for. With Central, River, and Neighborhood Parks designed, built, and connected well, The Downs turns my wish into WHAT CAN BE.

Aesthetics, not Roadways is my true longer-term passion. I'll spare you the Victorian Novel of that with this summary: An authentic experience 'just like' the old town is not viable even

if it were achievable. I understand, but have no love for the far bigger, some-ways-better semblance of old that has become dominant over 20 or 30 years. I fear more of the worst of the same with open-field individual architecture let loose on 48 acres. But with clear HPH mandate to create informed aesthetic excellence in harmony with the town, I see Greg Presley and M-Architects doing great good and Toll Brothers learning full well to execute pleasing arrangement and detail on the not-so-Northvillian forms they judge viable.

Andrew West and Elkus-Manfredi were primed for a traditionally rooted excellence in their Cady Zone from the start. I loved it when I saw it and trust they'll finesse it further if charged to proceed. They have shown they recognize special places and have ears for us.

A request: Given the importance of great 'Sense of Place' among key voices in Planning, and the absolute fact that great work takes time and understanding, I implore you to make 'early and often' dialog possible between willing PC and HPH participants. I believe this would substantially improve the eventual product and make the final site plan far less an adventure than the preliminary site work has been.

- **Integration** is the second challenge, but far from secondary. It is the process of most comfortably and productively swallowing this huge pill into our present fabric and neighborhoods. It's a task, not a desire. It includes traffic and roadways...with some very big issues I consider incomplete. But these are Northville Issues, not Downs Issues. I will return to them after the crush of your present go/no-go decision.
- **Quality** is the essential third challenge, a soul-deep approach of high expectation and thoroughness. This unremitting drive toward excellence remains grounded in good business, not starry perfectionism. Building cars since the dismal 70's, I'm overjoyed that we came to quality as 'a given' with excellence the 'price of entry' to market success. Northville deserves the same to my eyes. This drives my focus on the preceding where 'quality' becomes 'experience'.

Whatever specifics you choose, disappointment will come. People may forgive some 'losses' if the whole feels well-crafted and aggravations are damped. So the better we do with **Integration** and **Quality**, the bigger the bandwidth of acceptance for any configuration...maybe even some changing of minds.

I wish you clear choices...and someday some rest.

Best of...

**John R.**

(248)348-7047



**From:** [Anthony Sciara](#)  
**To:** [Dianne Massa](#)  
**Cc:** [Ken Bumgardner](#)  
**Subject:** FW: Royal Truck & Trailer - Comments and Concerns Regarding Proposed Downs Development  
**Date:** Friday, September 16, 2022 4:15:23 PM  
**Attachments:** [ATT00001.png](#)  
[ATT00002.png](#)  
[ATT00003.png](#)  
[ATT00004.png](#)  
[ATT00005.png](#)  
[ATT00006.png](#)  
[ATT00007.png](#)

---

Ms. Massa:

I hope this message finds you well.

Andrew Daily suggested we forward you this message as well.

If you have any questions, please let me know.

Thanks,  
Anthony



**Anthony Sciara**  
*Chief Legal Officer*  
311 E. Cady St. Northville, MI 48167  
P: 248-773-3775  
E: [asciara@royaltrailersales.com](mailto:asciara@royaltrailersales.com)  
L: My LinkedIn  
[www.royaltrailersales.com](http://www.royaltrailersales.com)



---

**From:** Anthony Sciara  
**Sent:** Friday, September 16, 2022 11:25 AM  
**To:** [bturnbull@ci.northville.mi.us](mailto:bturnbull@ci.northville.mi.us)  
**Cc:** Ken Bumgardner <[kbumgardner@royaltrailersales.com](mailto:kbumgardner@royaltrailersales.com)>  
**Subject:** Royal Truck & Trailer - Comments and Concerns Regarding Proposed Downs Development

Mayor Turnbull:

I hope this message finds you well.

Our CEO, Ken Bumgardner, asked that I send you a brief message regarding the pending Northville Downs Development.

We have reviewed the proposed plans. We are concerned about parking.

We have heard there is some discussion of eliminating or limiting parking on Cady Street in front of, and/or near, our offices at 311 East Cady. This is troubling.

We currently have approximately 25 employees at our office. This number may double within the next few years.

Given this, it is critical to Royal that, *at a minimum*, all street parking remain available – at all times – along Cady Street in front of, and near, our office.

We are also generally concerned the proposed plans do not include enough parking spaces overall. We ask that you/the developers explore ways to increase parking including (among others) possibly some underground parking below the park.

We appreciate your interest in receiving, and assistance with sharing, our comments and concerns.

If you have any questions, or require anything further, please let me know.

Thanks,  
Anthony

9/19/2020

Planning Commission and City Council:

We are residents of River Street in Bealtown and have a few observations regarding the current Downs development. In general, we are in favor of the proposed development and would like to offer a few comments/alternatives to some issues we believe should be addressed.

**Issue #1:**

In the conceptual rendering of the daylighted river park, it appears the daylighted river would be surrounded by trees, plants, grass, etc., in a manner that would appear to be natural and aesthetically pleasing. However, when reading through the planning commission conditions on recommendation of approval, the following language is contained:

River Street improvements will, at a minimum, include a roadside barrier consistent with AASHTO Roadside Design Guidelines to protect vehicular traffic and pedestrians from the slope to the daylighted river. The type and extent of the roadside barrier will be determined during final site plan approval as recommended by the City's Engineer.

As residents of River Street, I do not believe any type of non-natural roadside barrier is the aesthetic we would prefer. If a roadside barrier is what is required due to the proposed daylighted river location, we would encourage the developer (and city) to adjust the current plan (i.e. position the river further west, utilize natural barriers or a larger right of way, so that a concrete or metal roadside barrier would not be necessary.

**Issue #2:**

Currently, the east side of River Street has a very narrow right of way (~3 feet). Additionally, most of the sidewalk along the east side of River Street is even with the road, with no curb. In other words, vehicles could easily veer off this road and onto the sidewalk, and pedestrians walking/playing along the sidewalk could easily veer into the road. Per section 80-58 of the Northville code of ordinances, a right of way should "have a separation distance of at least 5 feet from sidewalk to curb". Additionally, the code states that "the right of way shall not cause a safety hazard to pedestrian or vehicular traffic". Considering the traffic on River Street would undoubtedly increase with the development of the Downs, we would highly encourage the city to consider widening the right of way on the east side of River Street.

**Issue #3:**

Certainly, one of the biggest concerns of this development will be the increased traffic throughout the city. Arguably, the neighborhood that will be the most negatively impacted will be Bealtown (both River Street and Beal Street). As a solution, we would encourage the city to consider having at least 1 north/south connection from this development to 7 mile. Currently, the proposed Griswold extension does not connect to 7 mile, but we would encourage the city to explore all options to do so.

Mike and Katie Gatt

475 River St.