

**From:** [Nicholas Bayley](#)  
**To:** [Mike Domine](#); [Sally Elmiger](#)  
**Cc:** [George Tsakoff](#)  
**Subject:** Northville, Foundry Flask Development, Driveway Alignment, Cady ROW Dedication  
**Date:** Tuesday, September 21, 2021 4:26:08 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Hello Mike and Sally

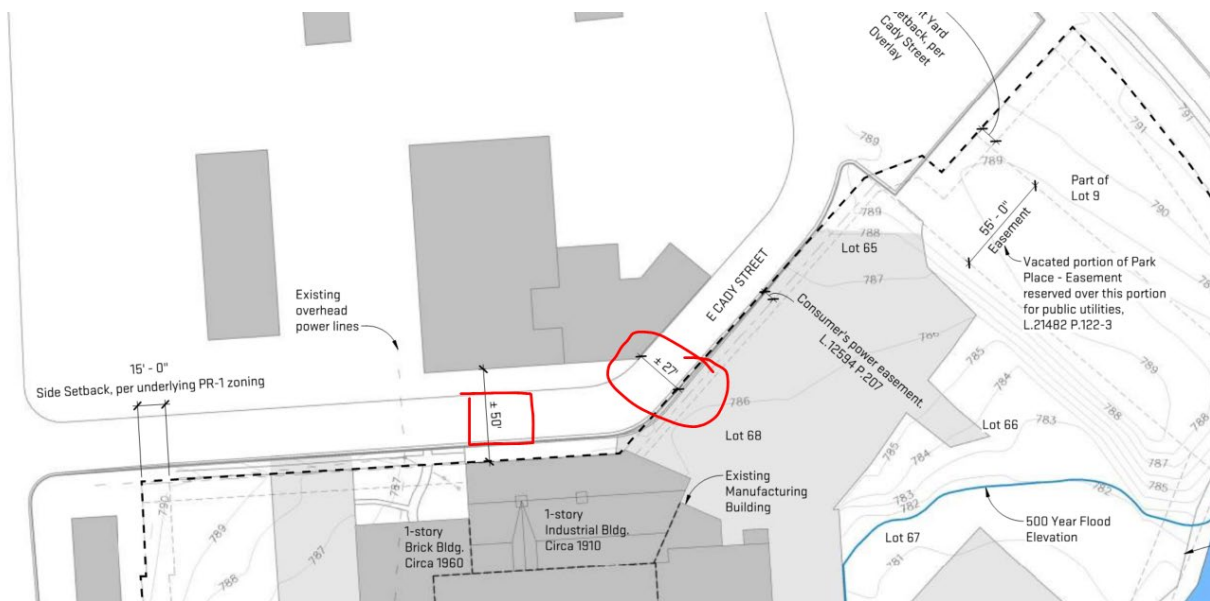
We have done a quick review of the proposed driveway as provided in the cover sheet of the preliminary site plan sheets dated 7-8-21.

The alignment of the proposed driveway as compared to the existing driveway approach a 361 Cady is in a preferred offset so that apposing left hand turning movements do not conflict. We know thru a recent utility plan meeting with Mike and SKE that the Foundry Flask proposed building foot print has shifted to the west to provide separation from the existing WM and Sanitary Sewers which are at the edge of the property line. We have not received plans that reflect that change so the driveway alignment reviews might not be the latest version. Our traffic department will do a more thorough review and provide comments at the end of the week. The offset could be a contingency item for PSP approval " Driveway location may need to be optimized based on future traffic engineering review".

Also we would ask that a full 50 ft right of way past the bend, or (25 ft from Center Line, 50%) be obtained from the applicant to be dedicated as Cady ROW. Per our Utility meeting and subsequent utility needs review Northville would benefit from replacing the sanitary sewer along Cady along with the already planned WM replacement and these efforts will be less costly to construct if the contractor has as much space to work in as possible and a reasonable distance from the existing building foundation. There is also an ELGE requirement of new utilities to maintain a minimum of 10 ft horizontal separation, which would also be easier to do with more total ROW. I don't know if this has previously been requested of the applicant or how this has been handled thru the Cady Street Overlay (CSO) District, planning documents, but I wanted to bring this up now so that hopefully it can be incorporated into the plan. I know at the Pre-application meeting there was some discussion with SKE and the applicant about providing an easement (sidewalk) up to the face of the building from the ex ROW but that can't be used for Utilities and is less desirable than a full dedicated Cady ROW.

Sincerely;





**NICHOLAS BAYLEY** | OHM Advisors®

PROJECT MANAGER

D (734) 466-4538 C (734) 709-9392 O (734) 522-6711

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**From:** Mike Domine <mdomine@ci.northville.mi.us>

**Sent:** Tuesday, September 21, 2021 12:25 PM

**To:** George Tsakoff <George.Tsakoff@ohm-advisors.com>

**Cc:** Nicholas Bayley <Nicholas.Bayley@ohm-advisors.com>

**Subject:** Re: Question on Foundry Flask Development

**This Message originated outside your organization.**

Any update on this? Tonight is the planning commission meeting.

Thanks,

Mike Domine

On Sep 17, 2021, at 10:58 AM, George Tsakoff <[George.Tsakoff@ohm-advisors.com](mailto:George.Tsakoff@ohm-advisors.com)> wrote:

Hi Mike – Sure we can have our traffic group take a look at this and provide any comment/recommendation back to Sally and City. For the bigger picture though in future, I think it makes sense to have a quick review done by OHM concurrently with the planning review at the PSP and FSP stages, which is commonly how we approach site developments with various communities. It would only be a cursory review at PSP and FSP stages, but it would help catch any issues on the engineering side for utilities and traffic impact before getting to the engineering review stage where the site layout is typically already set.

Thanks

**GEORGE TSAKOFF, PE** | OHM Advisors®

PRINCIPAL

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**From:** Mike Domine <[mdomine@ci.northville.mi.us](mailto:mdomine@ci.northville.mi.us)>  
**Sent:** Thursday, September 16, 2021 7:04 PM  
**To:** Nicholas Bayley <[Nicholas.Bayley@ohm-advisors.com](mailto:Nicholas.Bayley@ohm-advisors.com)>; George Tsakoff <[George.Tsakoff@ohm-advisors.com](mailto:George.Tsakoff@ohm-advisors.com)>  
**Subject:** Fwd: Question on Foundry Flask Development

**This Message originated outside your organization.**

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Good evening OHM!  
Please see email from Sally below, could you take a look at the site access.

Thanks,  
Mike Domine

Begin forwarded message:

**From:** Sally Elmiger <[selmiger@cwaplan.com](mailto:selmiger@cwaplan.com)>  
**Date:** September 16, 2021 at 4:03:51 PM EDT  
**To:** Mike Domine <[mdomine@ci.northville.mi.us](mailto:mdomine@ci.northville.mi.us)>  
**Subject:** Question on Foundry Flask Development

Mike:

Hope you're doing well.

In my review for the new development at 456 E. Cady St. (Foundry Flask), I brought up a question about the proposed location for the western driveway. It is not directly across Cady St. to either driveway on the north side of Cady. I don't think its possible to line this new driveway up with either of the driveways on the north side, but I mentioned that it might be helpful is the City's Engineer looked at this proposal to confirm that the location is okay. We can't really do this during engineering (after the Planning Commission has made their decision), so I bought it up in my review (attached).

Would it be possible to ask the City Engineer this question? The project engineer is Sieber Kiest; however F&V did a Traffic Study for this project...so I don't know if you should ask OHM for their two cents, or if FV could answer this question.

See page 12 of my review (under "Site Access and Circulation") for the full description of my question.

Thanks,

Sally

*SALLY M. ELMIGER, AICP, LEED AP*  
PRINCIPAL  
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October 11, 2021

**City of Northville**

Department of Public Works  
215 W Main St,  
Northville, MI 48167

Attn: Mr. Michael Domine, DPS Director

Re: 456 Cady Street – Preliminary Site Plan Review  
OHM Job No. 0152-21-1030

Dear Mr. Domine,

On behalf of the City of Northville, we have reviewed the Preliminary Site Plan as submitted by Seiber, Keast Engineering, LLC and dated August 31, 2021 for the above referenced project. The site plan materials are for the development of a three level Commercial and Residential Building with associated parking lots and site improvements. Based on the information presented, we offer the following comments for your consideration at the preliminary site plan stage:

General Comments

1. The Cady Street additional 25 ft Right-of-way (ROW) from the centerline of road should be shown on the plans (in the location past the bend in the road). Providing this additional ROW has already been discussed with the Applicant's Engineer.
2. A new 20 ft wide public utility easement centered over the existing 18-inch public storm sewer (along west side of property) should be shown on the plans across the entire parcel. An easement sketch and description should be provided in the future for review (prior to engineering plan approval).
3. A new 20 ft wide public utility easement centered over the existing 8-inch water and 8-inch sanitary sewer (along east side of proposed building) should be shown on the plans across the entire parcel. An easement sketch and description should be provided in the future for review (prior to engineering plan approval).
4. A new 20 ft wide public utility easement centered over the existing 12-inch public storm sewer (along east side of property) should be shown on the plans across the entire parcel. An easement sketch and description should be provided in the future for review (prior to engineering plan approval).
5. A revised Oakland County Huron-Rouge Interceptor easement centered over the existing 30-inch sanitary sewer (along the SE corner of the property) may be necessary in the future. The process to modify the easement and proposed easement width are to be determined in future stages of the project.
6. Plans should include full Cady ROW topo along the frontage of the property as well as 150 ft up along Cady to S Main street, detailing existing, curb line, driveway approaches, limits of existing sidewalk, street lights, hydrant, gas main, etc.



### Grading/Paving

7. The proposed driveway approaches should be concrete up to the back of sidewalk, sidewalk shall be extended thru the east parking lot driveway approach.
8. Commercial space shall have a designated loading area for delivery truck shown on the parking lot layout plan.
9. Proposed waste receptacle and enclosure shall be located such that they are accessible to garbage trucks.
10. Confirm the location of the waste bins for the proposed commercial space.
11. Identify the use of the first floor NE corner of the building with the 19 ft wide pavement extension.

### Utilities

12. The proposed alignment of relocated overhead wires and DTE poles shall be shown on the plans. The Applicant should provide correspondence with DTE that they agree with the proposed realignment.
13. Applicant should submit plans to Wayne County DPS for Stormwater Management review during the final site plan stage. If plans have already been submitted to Wayne County DPS, provide Wayne County review number.

### Traffic Impact Study

OHM has reviewed the F&V traffic impact study dated August 31, 2021, and the synchro database from which the study was prepared. Our comments are outlined in the attached OHM Memo dated October 4, 2021. The Applicant's Traffic Engineer should review the technical comments outlined in our memo and provide a revised copy of the TIS to our office in the future for further review.

### Summary of Necessary Future Permits and/or Approvals

1. Approval and permit from Wayne County Department of Environment for Soil Erosion and Sedimentation Control is required.
2. Approval and permit from the Wayne County Department of Public Services is required for stormwater management, including proposed underground detention system.
3. City of Northville Fire Department approval is required for existing and proposed fire hydrant locations.
4. MI EGLE Part 399 water main construction permit for anticipated water main and hydrant extensions.
5. We recommend to the Applicant that outside agency permits be reasonably assured prior to Final Site Plan approval. Therefore, initial submittals to those agencies are recommended to take place soon.
6. Include an "Agency Permits Required" table on the cover sheet and update as necessary to reflect the current permit status as necessary on the next submittal.



Should you have any questions regarding our review comments outlined above, please do not hesitate to contact me at (734) 466-4538 or via email at [nicholas.bayley@ohm-advisors.com](mailto:nicholas.bayley@ohm-advisors.com).

Sincerely,  
**OHM Advisors**

A handwritten signature in blue ink that reads "Nicholas Bayley". The signature is written in a cursive style and is positioned above a horizontal line.

Nicholas Bayley, PE  
Project Engineer

Attachment: OHM TIS review Memo Oct 4, 2021

cc: Patrick Sullivan, City of Northville, City Manager, via email  
Sally Elmiger, CWA, City of Northville Planner, via email  
Lori Ward, City of Northville DDA Director, via email  
Brent Strong, City of Northville, Chief Building Official, via email  
Matthew Samhat, City of Northville Fire Marshall, via email  
Bob Emerson, SKE applicant engineer, via email  
Julie Kroll, F&V Traffic Engineer, via email  
George Tsakoff, PIC OHM, via email  
Stephen Dearing, PTOE OHM, via email

P:\0126\_0165\SITE\_NorthvilleCity\2021\0152-21-1030 Northville Foundry Flask  
Redevelopment\Muni\Review\2021.10.11Northville 456 Cady Foundry PSP OHM Review.docx

## memorandum

**Date:** October 4, 2021

**To:** Nicholas Bayley, PE

**CC:** Stephen Dearing, PE, PTOE

**From:** Stephen Dearing, PE, PTOE  
Richard Boateng

**Re:** Northville 456 Cady Foundry Flask  
Traffic Impact Study Review

We have reviewed the traffic impact study for the proposed mixed-use retail and multi-family residential development study in City of Northville, Michigan. The project site is located at 456 E. Cady Street, generally in the southeast quadrant of the Cady Street and Griswold Street intersection, on the property that was previously occupied by Foundry Flask site. The proposed development includes the construction of a mixed-use retail and multi-family residential development. Site access is proposed via two (2) driveways on Cady Street, which is under the jurisdiction of the City of Northville.

The traffic impact study was prepared by Fleis & VandenBrink Engineering, Inc., and is dated August 31, 2021. Synchro traffic modeling files were also provided for review and were dated September 2021.

**OHM does not recommend approval of the traffic impact study and its recommendations, due to the selected study area not providing a full evaluation of the development's impacts.**

OHM's comments are as follows:

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.
- 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.





- 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.

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.

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.