



Hunter Pasteur

H O M E S

November 27th, 2018

Via email: selmiger@cwaplan.com

Ms. Sally Elmiger
Carlisle Wortman Associates
117 N. First Street
Ann Arbor, MI 48104

Re: PUD Eligibility Submittal for The Downs (“Project”)
Hunter Pasteur Homes (“Developer”)

Dear Ms. Elmiger:

We are pleased to present this summary letter together with revised plans and we request to be on the agenda for the December 18th, 2018 Planning Commission meeting for PUD eligibility.

Subsequent to the Planning Commission meeting on October 2nd in which The Downs PUD eligibility application was tabled, Hunter Pasteur Homes (“HPH”) and its development team have spent considerable time and effort to address the issues raised by the community and the planning commissioners. The primary issues that were identified at the October 2nd meeting are:

- Daylighting the Rouge River;
- The Farmer’s Market;
- Project Density;
- Product Diversity and Quality;
- Product Location;
- Traffic;
- Parking;
- Connectivity to Downtown Northville
- Project Phasing.

Daylighting the River:

Based on input from the community and the Planning Commission Members, HPH has modified the project’s site plan and development goals to include daylighting the river.

As part of The Downs' submittal package for the Planning Commission meeting on December 18th, included is an updated site plan that shows the proposed path of the future daylighted river. The thirteen (13) single-family lots proposed on River Street have been eliminated.

With daylighting the river, the development team has expanded to include some of the state's leading consultants for daylight rivers, including King & MacGregor Environmental and Ecological Consulting Services, Friends of the Rouge ("FOTR"), Grissim Metz Andriess Associates and Seiber Keast Engineering. Each of the previously listed consultants has spent considerable time providing their input regarding the new river, and the development team is working on a plan for the river that will comply and be permittable within all regulatory standards, including MDEQ, while also being aesthetically pleasing and a benefit for the entire community.

HPH and the development team are currently working with FOTR to source capital to fund the daylighting project. HPH is committing private capital towards daylighting the river while FOTR will raise the remaining funds for the project through grants from family offices, endowments and county, state or federal agencies.

The development team is committed to daylighting the river through a private-public partnership. The newly daylighted river will enhance both the development and the community of Northville indefinitely.

The Farmer's Market;

An issue raised during the October 2nd Planning Commission meeting was the size of the relocated Farmer's Market which is smaller than the current farmer's market.

In the plan submitted and presented on October 2nd, the Farmer's Market was going to be approximately 17,000 square feet, which would have been 18,000 square feet less than the current 35,000 square feet used for vendors.

On the latest plan, the development team is proposing two different locations for the Farmer's Market from which the Northville Chamber of Commerce and the City Officials can choose the more desirable location. The two potential locations are the following:

The first option is to keep the Farmer's Market at the northern portion of the linear park, just south of Beal Street and along the daylighted river. In this option, the Farmer's Market would be approximately 25,000 square feet, which is 8,000 square feet larger than what was proposed in the previous plan.

The second option is to locate the Farmer's Market in the 257-space surface parking lot located behind the multi-family rental building on Cady Street. This surface parking lot is currently 80,000 square feet and the development team is proposing that the Farmer's Market use half of the available 80,000 square feet. A 40,000 square foot Farmer's Market would be approximately 5,000 square feet larger than the current Farmer's Market vending area, and the remaining 40,000 square feet can be used for customer and vendor parking

The development team is confident that both of the proposed locations for the Farmer's Market will be a public benefit the project, the Northville community and Downtown Northville.

Project Density:

Based on feedback from the meeting, the developer has reduced the overall density from 577 units to 546 units. The reduction of thirty-one (31) units breaks down as follows:

Townhomes – The townhomes have been reduced from 222 units to 187 units. This reduction of 35 townhomes was achieved by eliminating several clusters of townhomes and replacing the cluster of townhomes along Center Street into single-family homes.

Single-Family – The number of single-family lots increased from 49 to 53. This increase includes the elimination of the 13 lots that were previously proposed along River Street and backed-up to the proposed park.

Multi-Family Rental – The number of rental apartment units remains unchanged between the two plans; there are 306 proposed apartments along Cady Street. The buildings have been reconfigured to accommodate the request to remove the parking lot at the corner of Cady Street and Griswold Street. 160 new parking spaces were added to the apartment garage. These 160 additional spaces have a cost of \$30,000 per space, which comes to cost of \$4.8M.

The development team would like to point out that of the 48.12-acre site, 21.16 acres (43.97%) is a pervious surface or lawn and 2.92 acres (6.07%) is the detention ponds and daylighted river. The remaining 22.79 acres (47.37%), which is less than half of the site, is an impervious service. More than half of the development site is either a pervious surface, lawn or open water.

Lastly, including the detention ponds and the daylighted river, 29.78% of the site is open space. These figures are important to highlight because the development team has carefully planned the site so that it has significant open space and green areas for the proposed density.

Product Diversity and Quality:

Another change of note is the addition of an alleyway behind single-family lots #4 through #17. By adding this alleyway, lots #4 through #10 will not have garages and driveways facing Center Street, which will be aesthetically beneficial as well as reduce the traffic impact to Center Street. Additionally, the alleyway also will create additional diversity among the single-family homes as the single-family homes will have a combination of rear, side and front entry garages. This design diversification will bring product diversity to the homes that the residents requested.

HPH is committed to delivering the highest quality homes to The Downs development, and for this reason, as a result of the negative public feedback the Pulte product received at the October 2nd meeting, HPH has decided to not proceed with Pulte as part of the project.

Product Location:

The development team has received feedback that the proposed location of the townhomes and the single-family homes doesn't exactly align with the proposed densities and product types of the Master Plan. The reason for placing single-family homes between Beal Street and Fairbrook Street and the townhomes south of Fairbrook Street is entirely due to the topography of the site. Typically, townhome units are constructed on almost flat or low sloping areas due to the closely spaced driveways and limited space for grading along the front of and between buildings. The existing slope near the middle of the site is approximately 6% to 8% and if the proposed grading would match existing, it would require stepping the units within a building (which is not feasible with adjacent driveways), unnecessary use of retaining walls throughout the townhome portion of the development and a considerable amount of fill for the site to be graded properly. The proposed single-family home sites between Beal Street and Fairbrook Street offer more grading flexibility as the units are spaced much further apart and changes in grade can be made up more easily on the lots.

Traffic:

The development team continues to work with the city's traffic consultant, OHM. The development team's traffic consultants, Fleis & VandenBrink, have met with OHM and both firms have mutually agreed to expand and update the Traffic Impact Study ("TIS"). Fleiss & VandenBrink has added three (3) additional intersections to the study and an updated Traffic Impact Study is part of the submittal package for the December 18th meeting.

Additionally, Fleis & VandenBrink and OHM, along with Wayne County, continue to discuss other potential traffic improvements and solutions.

Parking:

The revised plan has been modified to include additional public parking in addition to resident parking. The following table summarizes the increase in parking from the October 2nd plan to the December 18th plan:

Parking Space Location:	October 2nd Plan:	December 18th Plan:
Parking Structure to Service Apartment Residents	313	473
Commercial Surface Lot (Behind Apartments)	52	59
Surface Lot	246	257
Street Parking on Beal and Hutton Streets	66	75
Street Parking in Front of Single-Family Homes	0	42
Street Parking in Front of Townhomes	0	115
Total Spaces	677	1,021

Notes to Table:

1. The above table does not include 960 parking spaces that are specifically designated for owners of the single-family homes and townhomes, broken down as follows:
 - a. 106 Single-Family Garage Spaces;

- b. 106 Single-Family Driveway Spaces;
 - c. 374 Townhome Garage Spaces;
 - d. 374 Townhome Driveway Spaces.
2. Total number of spaces within the development is 1,981;

The new plan includes 344 net additional parking spaces. Under the previous plan, when factoring in the city's parking requirements, the 92 spaces removed in the city owned surface lot and the number of parking spaces within 600' of Cady Street, the surplus was only six (6) spaces.

Additionally, 42 street parking spaces will be created in front of the single-family homes between Beal Street and Fairbrook Street. There are three north-south streets that will be part of the project, and each street will hold 14 cars, 7 cars per side. Within the townhome portion of the development, there will be 115 on-street parking spaces.

Under the new plan, considering the same factors, the net increase in parking spaces is 344 spaces. This should be more than sufficient parking for not only the residents of The Downs but for guests of residents and people visiting downtown Northville as well.

Connectivity to Downtown Northville:

One of the comments heard by the development team at the PUD eligibility meeting on October 2nd was the project's lack of connectivity to downtown Northville, which the Northville Master Plan calls for. To address this comment, the development team has adjusted the location of the multi-family apartment buildings along Cady Street to create a pedestrian connection to downtown Northville's Town Square Plaza. This is not only a part of the master plan but a public benefit for the community as The Downs project will have direct pedestrian access to the shops and restaurants of downtown Northville. This will increase foot-traffic and business for all merchants of downtown Northville.

Project Phasing:

The Downs will be developed as a two-phase project. The first phase will consist of approximately 10 acres between Beal Street, Cady Street, Center Street and South Griswold Street. Construction of phase one is expected to begin in the summer of 2019 and construction should last between 24 and 27 months to final completion. The first phase of the project will include the multi-family rental buildings with commercial on the ground floor and the parking garage.

The second phase will consist of the approximately 35-acre site where the Northville Downs Racetrack is currently operating and bounded by Beal Street, Center Street, South Griswold Street and West Seven Mile Road. Also included in the second phase will be the non-contiguous parcels at the corner of West Seven Mile Road and South Center Street and the small parcel between Fairbrook Street and Wing Street on South Center Street. The second phase will include the construction of the townhomes, single-family homes and the linear park with the daylighted river. Construction of the second phase is expected in 2020 and is expected to last between 48 and 60 months.

The expectation is that the 48.12-acre development will be 100% complete and fully built-out by 2025. The linear park with the daylighted river will commence construction by the summer of 2021, as it is the developer's intention to complete this part of the project as soon as possible so that it can be enjoyed by all of Northville's residents.

Hunter Pasteur Homes and its entire development team are confident that the revised plan that will be presented at the December 18th Planning Commission Meeting addresses the concerns and issues identified by the public and the Planning Commission. We look forward to presenting on the 18th.

Conclusion:

The development team has gone to considerable lengths to create a project that maximizes the public benefits for the city of Northville and is confident that this plan achieves that objective. This revised plan includes a daylighted river within an 8.4 acre park, two potential sites to relocate the Farmer's Market, one of which is larger than the current location. We have increased connectivity between the project, downtown Northville and the surrounding parks. We have also added a tremendous amount of free public parking spaces to be used by residents and visitors to downtown Northville. These items are all public benefits to the City of Northville and the development team is confident Northville's residents will enjoy these public benefits for many decades. For the public benefits that The Downs project is creating, we believe that the project qualifies for PUD eligibility.

Hunter Pasteur Homes, LLC



Randy Wertheimer
Chief Executive Officer

CC: Pat Sullivan, City Manager
Shari Allen, Building Department
Brent Strong, Building Official
Lloyd Cureton, DPW Director