THE DOWNS

Project Summary

August 12th, 2022

Hunter Pasteur THE FORBES COMPANY OBORAN Toll Brothers America's Luxury Home Builder®

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PROJECT TEAM

Ownership

Hunter Pasteur

THE FORBES COMPANY

OBORAN

Toll Brothers
America's Luxury Home Builder®

Architects

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ARCHITECTS

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PRESLEY ARCHITECTURE

Landscape

GRISSIM METZ ASSOCIATES ANDRIESE

Civil Engineering

SEIBER KEAST

Brownfield Consultants

HONIGMAN

SME

Traffic Consultant

FLEIS&VANDENBRINK
DESIGN. BUILD. OPERATE.

NOTE KEY

1. Barrier Free Parking (6 Spaces)
2. Existing Pedestrian Connection to Downtown
3. Existing Substation
4. Pedestrian Bridge
5. Pedestrian Promenade
6. Pedestrian Connection to Hines Park Trailhead
7. Seven Mile Gateway
8. Existing Wooded Area and Stream
9. Pocket Parks
10. Conceptual Location of New River Course
11. Tiered Central Park
12. Native Planted Side Slopes
13. Dense Tree Buffer
14. River Park - To be Designed at a Later Date
15. Existing Underground Stream Culvert
16. Meadow Planting and Pond Edge Planting Around Detention Pond
17. Proposed Roundabout
18. Detention Pond
19. Forebay
20. Pedestrian Connection to Neighborhoods

LEGEND

- Street Trees
- Deciduous Trees
- Evergreen Trees
- Flowering Trees
- Landscape Areas
- Limit of River Embankment

I. Introduction

The Downs development is a mixed-use development proposed for the 48.12-acre parcels which are currently the site of the Northville Downs racetrack situated on Seven Mile Road and Center Street extending to Cady Street to the North and River Street on the East. Hunter Pasteur, along with The Forbes Company, Oboran and Toll Brothers, have assembled an experienced team of development professionals to develop the proposed Planned Unit Development (PUD), including locally based consulting firms Grissim Metz Andriese Associates, M Architects, and Presley Architecture, each of which are experienced with the ordinances, master plan, culture, architectural precedent, and history of the City of Northville.

The Downs has been designed to provide a full range of residential housing options, commercial space, flex space and approximately 15 acres of natural and green spaces which will include multiple first-class parks donated to the City for Public use.

A PUD application for The Downs was originally submitted in 2018. That plan proposed 599 residential units. In 2019, the City of Northville Planning Commission approved PUD eligibility for a plan which proposed 536 residential units. The modified Downs plan for which is currently designed today for PUD approval proposes a further reduction to 443 residential units, as well as substantial additions of underground parking and storm water detention, and a 1.25-acre public "Central Park" in the Cady Street area.

The updated plan offers a diverse selection of housing types planned to accommodate every customer segmentation demographic of home buyers and renters; products for empty nesters, young families, millennials, and others.

CUSTOMER SEGMENTATION

PUBLIC & COMMUNITY ENGAGEMENT

Community Engagement Meetings	
Meeting #1	**5/6/2021**
Meeting #2	**5/10/2021**
Meeting #3	**5/25/2021**
Meeting #4	**6/2/2021**
Meeting #5	**6/29/2021**
Meeting #6	**7/12/2022**
DDA	
DDA Meeting #1	**10/14/2021**
DDA Meeting #2	**10/19/2021**
HDC	
HDC Meeting #1	**2/16/2022**
HDC Meeting #2	**5/18/2022**
HDC Meeting #3	**7/20/2022**
DPAC	
DPAC Meeting #1	**7/15/2022**
DPAC Meeting #2	**8/3/2022**

Planning Commission Meetings	
Pre-Application Meeting	**7/21/2021**
Conceptual Review Meeting	**8/30/2021**
PUD Eligibility Meeting	**11/2/2021**
Preliminary Site Plan Meeting #1	**2/1/2022**
Preliminary Site Plan Meeting #2	**2/15/2022**
Preliminary Site Plan Meeting #3	**3/15/2022**
Preliminary Site Plan Meeting #4	**4/5/2022**
Preliminary Site Plan Meeting #5	**4/19/2022**
Preliminary Site Plan Meeting #6	**5/3/2022**
Preliminary Site Plan Meeting #7	**5/17/2022**
Preliminary Site Plan Meeting #8	**6/7/2022**
Preliminary Site Plan Meeting #9	**6/21/2022**
Preliminary Site Plan Meeting #10	**7/5/2022**
Preliminary Site Plan Meeting #11	**7/19/2022**
Preliminary Site Plan Meeting #12	**8/2/2022**

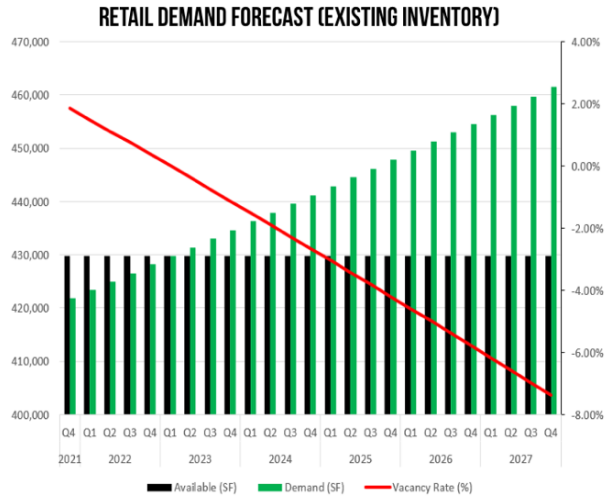
II. Residential & Commercial Land Uses

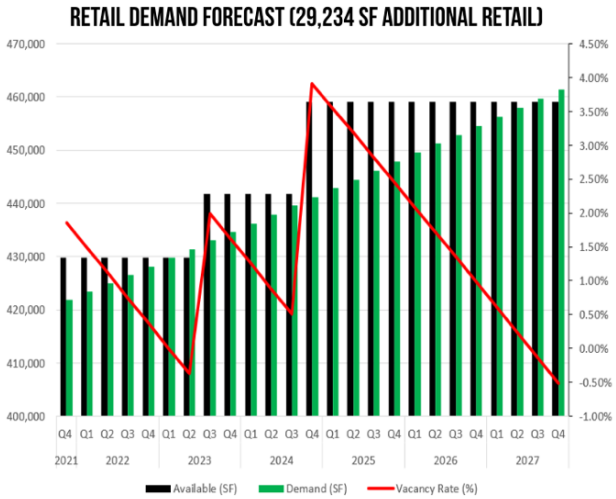
Commercial Use

Over 18,500 SF of retail between the NW Apartments, the NE Condos, & The Cady St Row Houses. 100% of our frontage along Cady Street is dedicated to Retail or lobby space.

Commercial Breakdown	Apartment	Condo	Row Houses	Total
Restaurant/Retail	8,836	7,660	0	16,496
Office/Retail FLEX	0	0	2,084	2,084
Total:	**8,836**	**7,660**	**2,084**	**18,580**

Friedman Real Estate Group Analysis





According to a study done by Friedman Real Estate, one of the nations largest privately owned real estate service firms, downtown commercial space is approximately 98% occupied with an annual retail demand growth rate of ~1.5%. Based on historical analytic, retail demand growth, absorption and estimated population growth rate, it is

Friedman's opinion that 17,000 square feet of commercial retail space that was included in The Downs development at the time of the study (there is now ~18,5000 square feet) would be absorbed within 3 years of completion.

Gibbs Retail Market Analysis

- Based on the January 12, 2022 Cady Street Area Retail Market Analysis from Gibbs Planning Group, Existing Cady Street area can support 50,000 square feet of new retail and restaurant space as is capturing $23.3 million in retail and restaurant spending
- If developed following urban planning and commercial best practices, Cady Street area could support up to 90,000 SF of new retail and restaurant space capturing $42.0 million in retail and restaurant spending

Key Retail Conclusion

1. Compliment, not compete with successful existing main street business
2. Given the macro climate for retail, the retail experts recommended caution in the total footprint of retail.
    a. There are serious and irreversible effects to poor performing and vacant retail space
3. Hyper focus on creating the right tenant mix, including food & beverage and neighborhood retail which has smaller footprints than larger regional and national chains.

Breakdown of Housing Types

Type	Units
Apartment Building	178
Condo Building	42
Cady Row Houses	7
Griswold Row Houses	8
Single Family Attached (N. of Beal)	16
Single Family Attached (S. of Beal)	32
Single Family Detached	38
Carriage Homes	28
2.5 Story Townhomes	43
3 Story Townhomes*	51
TOTAL:	443

Density Matrix from 3/29/22 Carlisle Wortman Report

Residential Type	Proposed Density – Using PUD Density Standard (Excludes ROW)[1]	Permitted Density: Cady St. Overlay	Estimated Permitted Density: R-3[2]	Estimated Permitted Density: R-4[3]	Permitted Density: R-1B[4]	Master Plan Density
Apartments (174 units)	31 DU /AC (174 units / (3.36 ac. + 2.19 ac.))	Minimum of 15 dwelling unit (DU) per net acre of property fronting Cady St.; Minimum of 10 DU/AC for other properties and otherwise governed by dimensional and form-based requirements.	N.A	N.A.	N.A.	Density of new development shall be governed by dimensional and form-based requirements. North side of Beal: 10-15 DU/AC
Condominiums (53 units)	13 DU / AC (53 units / (1.85 ac. + 2.19 ac.))					
Row Houses – N. of Beal St. (31 units)	7 DU / AC (31 units / (2.27 ac. + 2.19 ac.))					
Summary Density on Cady St. (Apts., Condos & Row Houses – N. of Beal St.)	18 DU / AC (258 units / 14.05 ac.)					
2.5 Story Townhomes & Row Houses S. of Beal St. (91 units)	10 DU / AC (8.36 ac. + 1.09 ac.)	N.A.	See Footnote	See Footnote	N.A.	6 - 12 DU / AC
3-Story Townhomes S. of Beal St. (45 units)	6 DU / AC (3.80 ac. + 1.09 ac.)	N.A.				
Carriage Homes (26 units)	5 DU / AC (3.06 ac. + 2.18 ac.)	N.A.				
Single-Family Dwellings (39 units)	4 DU / AC (8.64 ac. + 2.18 ac.)	N.A.			6 DU / AC	6 – 12 DU / AC
Summary Density South of Beal St. (2.5 & 3-story townhomes, carriage homes and single-family homes)	6.6 DU / AC (201 units / 30.40 ac.)					
TOTAL PROJECT	**10.3 DU / AC (459 units / (31.34 + 13.11)**					**7.6 – 14 DU / AC**

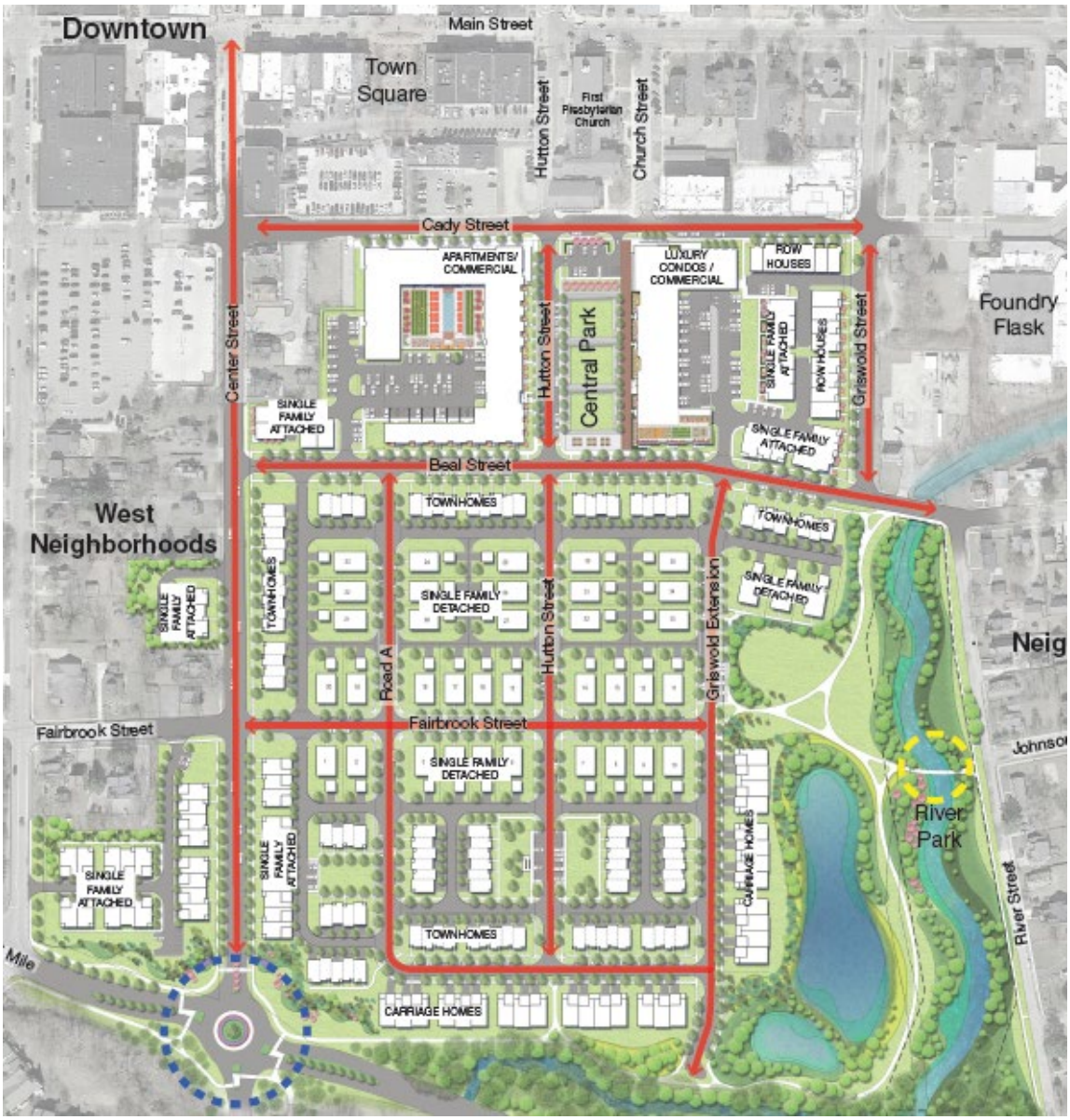
[1]Acreage for the parks and detention basin (13.11 ac.) has been evenly divided between the six residential types.
[2]Density for R-3 (buildings up to 2.5-stories in height) is calculated by the number of bedrooms. A clear number of bedrooms offered by the 2.5-story townhouse and row house designs is not provided. Therefore, calculating the proposed density as laid out by R-3 District can't be calculated at this time. However, we calculated the density using dwelling units/acre to compare to the Master Plan.
[3]Density in the R-4 District (buildings between 3- and 5 stories) is determined by the setbacks, distance between buildings, and other locational requirements. A comparison figure cannot be calculated using the information provided. However, we calculated density using dwelling units/acre to compare to the Master Plan.
[4]Density for single-family residential units is calculated by using a minimum lot size of 7,200 s.f.

Note: The unit count has been reduced since issuance of the above matrix from Carlisle Wortman, the current density of the PUD based on 443 units is 9.96 DU/AC. 9.96 dwelling units per acre is on the lower end of the density range set forth in the Northville Master Plan.

III. Roads, Pathways, Connections, & Parking

Roadways

Public Roadways:

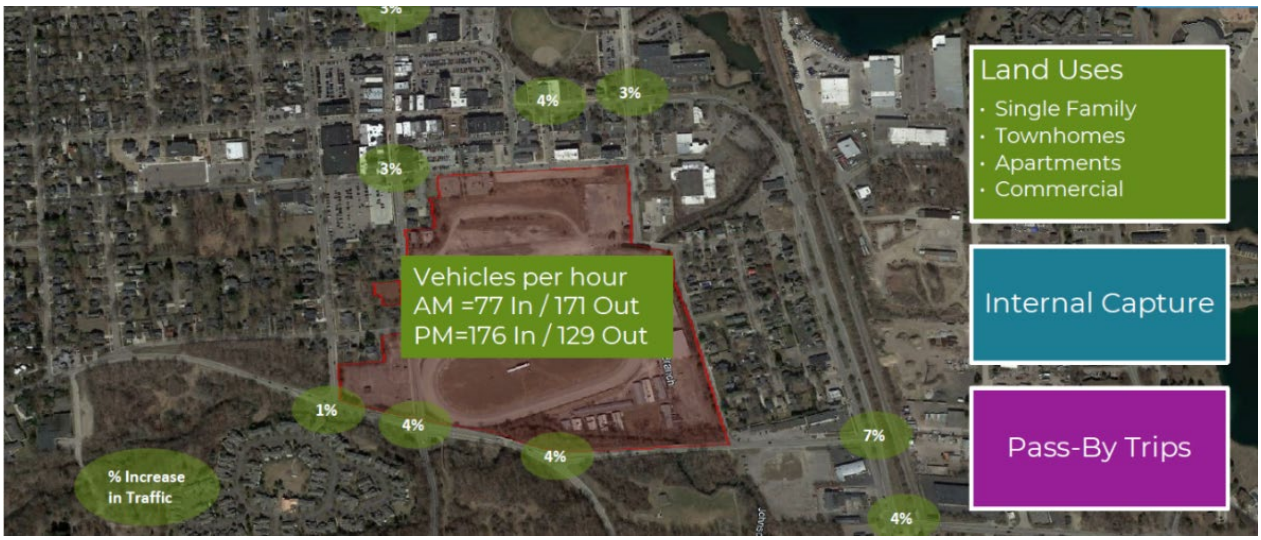


Road Network Extensions

Traffic Dispersion from Fleis & Vandenbrink's Traffic Impact Study

- Low % of change on existing roads from development
    - The low % increase in traffic to the existing traffic volumes is the result of several factors, including: many points of access, trip reductions (pass-by and internal capture), and the proposed land uses. The proposed development includes several access points throughout the site, which results in traffic being distributed through all directions, rather than being condensed onto one road. The trip reductions and the proposed land uses result in less trips generated than would be by a high-density trip generator, such as a gas station or fast-food restaurant.
- The recommended improvements (signal timing, RBA, new signals) will help mitigate the future intersection delays
- The results of the traffic impact analysis concluded that the majority of intersections within the City of Northville will experience a negligible increase in traffic volumes associated with the Northville Downs development.

Site Generated Traffic:



From 5/3/22 TIS Presentation by Fleis & Vandenbrink

This above diagram depicts the site-generated traffic and the expected impact that the proposed development will have on the roadway network. The "vehicles per hour" displays the total number of new trips that will be generated into the existing roadway network by the proposed development. In addition to new trips, a portion of the trips generated are from vehicles that are currently within the existing roadway; these trips will enter and exit the site on the way from an origin to an ultimate destination; these are considered "pass-by" trips. The "pass-by" trips are already present within the existing traffic volumes and are therefore not external trips generated by a study site. Additionally, a portion of the trips generated will travel between the proposed land uses; these are considered "internal capture" and result in no additional vehicular trips to the roadway network.

As a result, the trip generation projections indicate an "X%" increase from the existing traffic volumes, as shown in the figure. In addition, it should be noted that changes in traffic volumes of 5% or less are considered indiscernible from typical daily traffic volume fluctuations.

Mitigation Measures Recommended for Consideration

From 5/3/22 TIS Presentation by Fleis & Vandenbrink

The above diagram depicts the mitigation measures identified within the traffic study that are recommended for consideration by the City. The mitigation measures are summarized below:

- Northville & N. Seven Mile: Install a new traffic signal
- Main & Hutton, Main & Griswold, and Northville & S. Seven Mile: Provide signal timing optimizations (adjusting signal green times)
- Randolph & Center and Cady & Center: Continue monitoring intersection operations with post-COVID traffic volumes and after development of the proposed project to determine if improvements are necessary and warranted (traffic signal, all-way stop, etc.)
- Seven Mile & Center: Two (2) options were identified to improve traffic: construction of a roundabout OR widening the bridge and installing a traffic signal.

Parking

Creation of 338 public parking spaces throughout the entirety of the site

1. 28 parallel spaces on Cady Street
2. 14 parallel spaces on existing Griswold Street
3. 37 parallel spaces on Griswold Street extension
4. 56 parallel spaces on Beal Street
5. 52 parallel spaces on Hutton Street
6. 52 parallel spaces on Road "A"
7. 44 parallel spaces on Fairbrook Street
8. 55 additional parking spaces throughout Toll Neighborhood south of Fairbrook

- Creation of 1,177 parking spaces for residents of the Downs development
    1. 282 parking spaces for resident of the Northwest for-rent apartments
    2. 105 parking spaces for residents of the Northeast condominium
    3. 78 parking spaces for residents of the row houses on Cady & Griswold
    4. 560 parking spaces for residents of the townhomes by Toll Brothers
    5. 152 Parking spaces for residents of the single-family homes by Toll Brothers

Total Parking Provided in the Downs site is 1,515

Parking spaces in the Cady Street neighborhood will be underground or screened by architecture and landscaping from public view. In total, the Development will provide 1,515 parking spaces. The developer has participated in the technical working group related to mobility and traffic.

From Carlisle Wortman Land Use Review 3/29/22 regarding parking:

"We have evaluated the revised 3/22 plans for the number of parking spaces provided per each building type. (See Appendix III for explanatory table.) The end result of this parking analysis is that the project will accommodate the required number of spaces for the proposed uses. The calculation shows the proposed parking has 40 more spaces than required by ordinance."

Pathways and Connectivity

Pedestrian connectivity has been enhanced by providing numerous east/west connections linking existing neighborhoods to the proposed development. North/South connections link the residential neighborhoods south of Fairbrook Street to the downtown core and business district. The 20’ wide proposed promenade which is integrated into the Central Park is a strong physical connection from Beal Street to Cady Street and ultimately into the downtown core, and is incorporated into the fabric of the park area. All proposed streets within the development will have adjacent sidewalks improving pedestrian circulation and safety.

IV. Architecture, Landscaping and Aesthetics

Northwest Apartment Building & Northeast Condo Building

The architectural inspiration for The Downs draws on the existing neighborhoods and town center of Northville itself. Main Street Northville has many of the key urban design and architectural components of great cities including active storefronts, well scaled historical buildings, and a diversity of architectural expressions. These combine to create an active, walkable environment. The Downs seeks to build on these precedents; extending Northville's downtown and establishing new residential neighborhoods with the unique character of Northville. The Downs will create a series of diverse, comfortable, and walkable neighborhoods with a village atmosphere.

Design Goals Include:

- Cady Street facades will extend the feel of the downtown with varied architectural expressions and active commercial ground level storefronts
- Building facades will enclose the new central park at an appropriate scale for this new world class public gathering space.
- Residential Street frontages will be activated by continuous ground level entries with landscaped yards and private terraces.
- Building scale, detailing, and materiality will exhibit a diversity of expression with a strong historical character

Northwest Apartment Building Looking Southwest

The Northwest site includes 178 luxury rental apartments arranged around a central courtyard. Apartments front on Cady, Hutton, and Beal Streets. 187 indoor garage parking spaces are provided in two below grade levels. 95 surface parking spaces are provided within the courtyard enclosure of the building. All 282 parking spaces and the service yard are off the main streets and within the interior of the site. The exterior amenity deck sits on top of the parking garage at the Cady Street elevation. The residential lobby, located off Cady Street, opens out to the south facing amenity deck and pool terrace.

8,836 square feet of commercial space is provided along Cady Street with residential units above. A food and beverage tenant will anchor the corner of Cady and Hutton at the top of the park. The building adapts to the slope along Hutton Street with the 18 foot grade change between Cady and Beal Streets and transitions from four stories at Cady Street to two stories along the Beal Street frontage. All units are accessed from the internal elevators and stairs. Ground level apartments have street entries with landscaped front yards and private terraces. A public pedestrian path along the west side of the site provides a north/ south landscaped connection from Beal street to Cady Street.

Historic Architectural Precedent

6 Guiding Principles – The 2018 City of Northville Master Plan:

1. Design blends seamlessly
2. Walkability/Connections/Traffic/Parking – Circulation/Mobility
3. Public Spaces/Open Space/Daylight River & Johnson Creek/Farmer's Market/Natural Resources
4. Land Uses (Commercial, Residential, Civic)
5. Density/Form/Massing/Concentration/Height/Architecture/Character
6. Historical Reference/Acknowledgment of existing land uses (Racetrack buildings, racetrack track, log cabin, open space)

Key guiding design principles for the Downs include:

<u>Individual Buildings</u>

- Articulation of separate buildings along each street. Breakup of the facades with buildings of different widths, heights, and architectural details.

<u>Facade Articulation</u>

- Variation in the facade plane to create shadow and accent the individualized building expression including: overall building setbacks from the sidewalk, vertical bay windows, and upper level, "attic," setbacks

<u>Color & Materiality</u>

- A diversity of brick colors including range of darker red and lighter gray, white, and tan bricks.
- Window heads and sills of different colors: white, dark gray, and brownstone.
- Contrasting materials at the storefronts, residential entrances, bay windows, and setback "attic" level.

Details

- A finer level of historical façade detailing including expressed window heads and sills, string coursing, cornices, brick patterning, articulated entries and porch enclosures with columns, railings and parapet walls, balcony railings, and entry gates.

Storefronts & Residential Entrances

- Distinctive and individualized framed openings at storefronts contrasting with the building materials above.
- Special residential entry expression with multiple typologies creating inviting and active residential street frontage.

Northwest Apartment Building Looking Southeast

Northwest Apartment Building Looking Northwest

Northeast Condo Building

The Northeast site includes 42 luxury for-sale residential units. The building fronts on Cady Street, the Park Promenade, and Beal Street. The parking garage, located on the interior of the site, houses 42 parking spaces. 63 surface parking spaces are provided within the site and off street as is the service yard. The lobby is located off Cady. The 7,660 sf of commercial frontage Includes a proposed food and beverage tenant at the corner of Cady and the Park Promenade, and commercial on row house site. The building adapts to the slope along the Park promenade with the 18 foot grade change from Cady to Beal Streets and transitions from three stories on Cady street to one story along Beal Street. The amenity program is located one floor above grade at the south ends with views to the park and the river. The interior club room lounge opens out onto a landscaped amenity deck. All units are accessed from internal elevators and stairs. Ground level units have street or park entries with front yards and terraces. A public pedestrian path connects Beal Street to Cady.

Northeast Condo Building Looking Southeast

Northeast Condo Building Looking Northeast

East Cady Rowhouses

The seven rowhouses on East Cady Street at Griswold Street are transitional both in land use and architecture to primarily smaller residential uses south of Cady St. The primary use of brick cladding is reminescent of urban brownstones. They fit in with the prevailing downtown street narrative. At three stories they are about the same height of other buildings on Cady Street. The 2,600-2,800 square foot for-sale 2-bedroom residences have amenities such as street patio, living level balcony, roof terrace and personal elevators. Uniquely they offer flexible street-level space that can be used for personal use, home office or commercial business. In the rear is a 2-car tuck-under attached garage.

Cady & Griswold Row Houses Looking Southwest

Historic District Commission Review

HDC Boundary Left of Red Line.

The Cady row house building, the northern Griswold Building and the attached SFA Building fronting the pocket park received a certificate of appropriateness from the HDC during the 7/20/22 HDC Meeting.

Griswold Rowhouses

The eight rowhouses on Griswold Street are two-story residences that step down the height from 3 stories on Cady Street and change to single-use residences. At a range of 2,000-2,750 square feet they are designed with massing and materials found in traditional neighborhoods. Some have a contemporary aesthetic which meets a diversity of architectural design in accordance with the direction provided by the Historic Design Commission more diverse taste and preference. Residences have either first floor or second floor primary bedroom suites, 2 to 3 bedrooms total, depending on buyer preference. They include front yard sitting porches on the street and rear access 2-car attached tuck-under garages.

West Elevation of the Griswold Row Houses

The Griswold Row Houses Looking Northwest

Griswold Row Houses Looking Southwest

Single Family Attached Homes

Single-Family-Attached (SFA) North of Beal Street

The sixteen SFA units north of Beal Street are designed to appeal to those buyers who want a more traditional residential look and feel than taller transitional rowhouses. At 1,900-2,650 square feet they have both first floor or second floor primary suites, 2 to 3 bedrooms total, with front porches on the street and attached 2-car garages. Wrap porches are incorporated where possible. These residences appeal to many of the consumer segments previously provided included young families and empty nesters. Six homes walk out to a linear play park in the middle of the block, a nice amenity for children of all ages as well as all other consumer segments.

Single Family Attached Homes at Beal & Griswold Looking Northwest

Single-Family Attached (SFA) at South Center Street

There are thirty-two such residences ranging from 2,200-2,600 square feet. They are all located on S Center Street and in the area at the northwest corner of S Center and Seven Mile Road. At 2 stories with attached rear access 2-car tuck-under garage and large storage attic they will appeal to home buyers who like the lesser price tag than detached homes and want more traditional space layout. The living spaces is at the first floor with all bedrooms at the upper level. A roof terrace is optional. There are substantial streetside sitting porches, some wrap-style, some walk-out style from adjacent living room. The look varies intentionally from traditional to transitional, with each home individuated by materials, colors, and details. Single Family Attached (SFA) south of Fairbrook on S Center distinguishes itself from 2.5 story townhomes (2.5TH) north of Fairbrook on S Center in a few ways:

1. First the commonality is that they are both 2.5 stories. The difference is where that half story is. 2.5TH has that half-level storage/flex use in the basement. SFA has this half-level space in the attic.
2. The second commonality is that both SFA and 2.5TH are accessed from the street at the living level. The difference is that SFA is at ground level, whereas 2.5TH living area is one-half level up.
3. SFA architecture is residential in character with pitched roofs and front sitting porches, whereas 2.5TH is more downtown urban in scale and detail with flat roofs and front sitting stoops.

SFA Architecture on East Side of S. Center Street

SFA Architecture on West Side of S. Center Street

Single Family Detached Homes

There are thirty-eight such homes that range from about 2,300-3,200 square feet. They vary from one-story to 2.5 stories on varying lot sizes. All have basements. The varied home styles reflect the precedent of the best vintage homes in the Northville Historic District and other areas of town. Some homes have first floor primary bedroom suites. All homes are traditional in a panoply of building massing, style, materials, colors, and detail.

Single Family Detached Homes Looking South on Fairbrook Street

Bungalow Style Single Family Detached Home Northville Precedent (Left) And The Downs Bungalow Style Home (Right)

Farmhouse Style Single Family Detached Home Northville Precedent (Left) And The Downs Farmhouse Style Home (Right)

Shingle Style Single Family Detached Home Northville Precedent (Left) And The Downs Shingle Style Home (Right)

Arts & Crafts Style Single Family Detached Home Northville Precedent (Left) And The Downs Arts & Crafts Style Home (Right)

Four Square Single Family Detached Home Northville Precedent (Left) And The Downs Four Square Style Home (Right)

Carriage Homes

There are twenty-eight carriage homes. They are located on the south and east edges of the overall site. At about 2,100 to 2,200 square feet, they have front-access 2-car garages and substantial streetside sitting porches. There are both first and second floor primary bedroom suite residences, total of 2 or 3 bedrooms. The look is traditional with varied colors, materials, and details. These units have private walk-out from main level to backyard. The buyer appeal is wide, including all age demographics and family status.

Carriage Homes Looking Southeast on Road "A"

2.5 Story Town Homes

There are forty-three residences ranging from 1,800-1,900 square feet, designed specifically for more urban collector streets like Beal and S Cady Streets. They take advantage of site grade change to drop the attached rear garage down, allowing the first floor over to also drop down and be accessed via front sitting porch from street sidewalk. This porch is more commonly called a stoop. It allows for sitting and street-watching, activating street life. All bedrooms are on an upper level under flat roof, which is different than most other single family residences, both detached and attached, which have pitched roofs. The look of these residences varies, individuated by different details, windows, materials, and paint colors.

2.5 Story Townhomes Looking South on Beal

2.5 Story Townhomes Looking Southeast on Beal

3 Story Town Homes

There are fifty-one such 2,200-2,300 square foot residences that feature a first floor flex space (eg. bedroom, office, storage) front yard sitting porch and 2-car tuck-under garage. The look is traditional/transitional with widely accepted residential materials and colors. The second floor has living functions (living, dining, den, balcony), the third floor all bedrooms (3 possible). The sloped roof can accommodate a roof terrace. The idea here is generational flexibility. A family can live in this home comfortably throughout their family life-cycle. Do not have to move as one ages in place.

Landscaping

Overall Site Plan Showing Revised Conceptual Design of River Park and Updated Central Park

Northville City Streets

Residential Summary

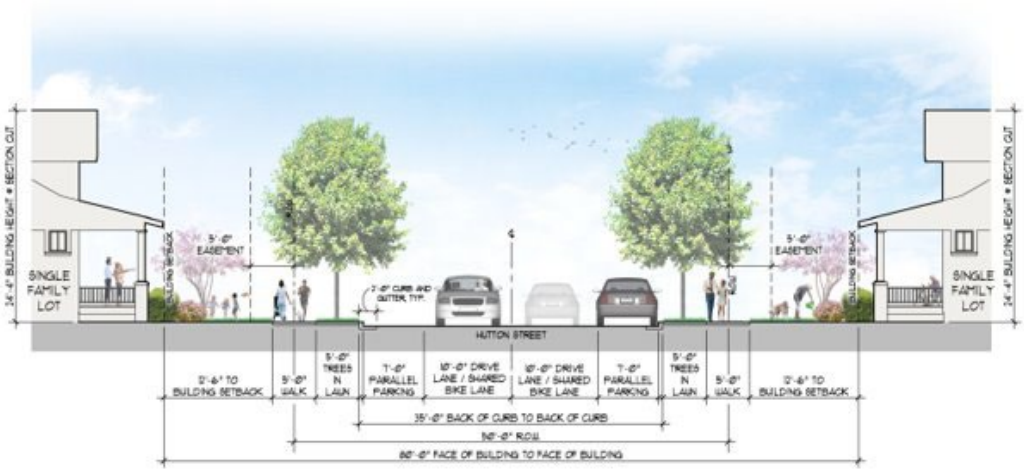
Source: John Roby

	RoW Width	Right of Way Width: walkway feel Walk	Buffer	Roadway Width (Curb Face-to-Face): Curb	Park	Lane	Lane	Park	Curb	walkway feel Buffer	Walk	Travel Lanes	Parking	Face To Face	Roadway Width
Historic District (parked both sides unless noted)															
Cady from Art House to Rogers *marked/posted for* ***parking one side***	~60->50	4.0 S	12>10.5	0.5	7.5	10.1	10.1	0.0	0.5	~4	4.0 w/break	20.3	7.5	27.8	28.8
Cady west at Wing (Post Office) *park both sides, north cut from buffer*	~60	4.0 S	10.5	0.5	7.5	11.0	11.0	7.5	0.5	2.0	5.0 N	22.0	15.0	~37	38.0
Dunlap west of Wing *yield lane threshold, parked both*	~64	4.0	10.5	0.5	7.5	7.8	7.8	7.5	0.5	10.5	4.0	15.6	15.0	30.6	31.6
Wing (Main to Cady) *as is: asymmetric margins/walks*	~65	4.0	9.4	0.5	7.5	10.1	10.1	7.5	0.5	*none*	4.5-7.5	20.2	15.0	35.2	36.2
N.Wing(+5.7), Linden(0), West (-2.6) *yield if parked; buffer ~7-12 ft. Typ*	~60->64	4.0	10.3	0.5	7.5	7.6	7.6	7.5	0.5	7.7	4.0	15.2	15.0	30.2	31.2
Remaining Neighborhood TYPICALS															
Bealtown: Johnson; Yerkes; +more *yield if parked; buffer ~4-7 ft.*	~50	4.0	~6	0.5	7.5	4.5	4.5	7.5	0.5	~6	4.0	9.0	15.0	24.0	25.0
Cabbagetown: Lake; Horton; +more *yield if parked; buffer ~4-7 ft.*	~50	4.0	~6	0.5	7.5	5.3	5.3	7.5	0.5	~6	4.0	10.5	15.0	25.5	26.5
Thayer(+1.9), Eaton(0), Rogers(-1.7) *yield if parked; buffer ~4-8 ft.*	~50	4.0	~6	0.5	7.5	6.7	6.7	7.5	0.5	~6	4.0	13.3	15.0	28.3	29.3
Downs Site and Reference															
Downtown Strategic Plan *Typical: South Griswold, std in ref's*	56.0	5.0	5.0	0.5	7.5	10.0	10.0	7.5	0.5	5.0	5.0	20.0	15.0	35.0	36.0
Center Street at Fairbrook *Present 2 lane + 2 Bike*	~60.5	3.5 to 4	3 to 6	0.5	8.8	11.4	11.4	8.8	0.5	*none*	5 to 11	22.8	17.6	40.5	41.5
New Fairbrook (as was) *WIP typical city street*	60.0	5.0	5.0	0.5	8.0	11.5	11.5	8.0	0.5	5.0	5.0	23.0	16.0	39.0	40.0
New Fairbrook 'Diet' *reduced lane & parking*	56.0	5.0	5.0	0.5	7.5	10.0	10.0	7.5	0.5	5.0	5.0	20.0	15.0	35.0	36.0
1st Team Recommendation (4/10)	50.0	4.0	3.5	0.5	7.0	10.0	10.0	7.0	0.5	3.5	4.0	20.0	14.0	34.0	35.0
Sample 'Northvillization' ***5 foot 'std' walks*** *per NonMotorized Plan* ***4 foot OK*** *for short, isolated, low usage runs*	55.0 *(53.0 min)*	**5.0**	**5.0**	0.5	7.0	10.0	10.0	7.0	0.5	**5.0**	**5.0**	20.0	14.0	34.0	35.0

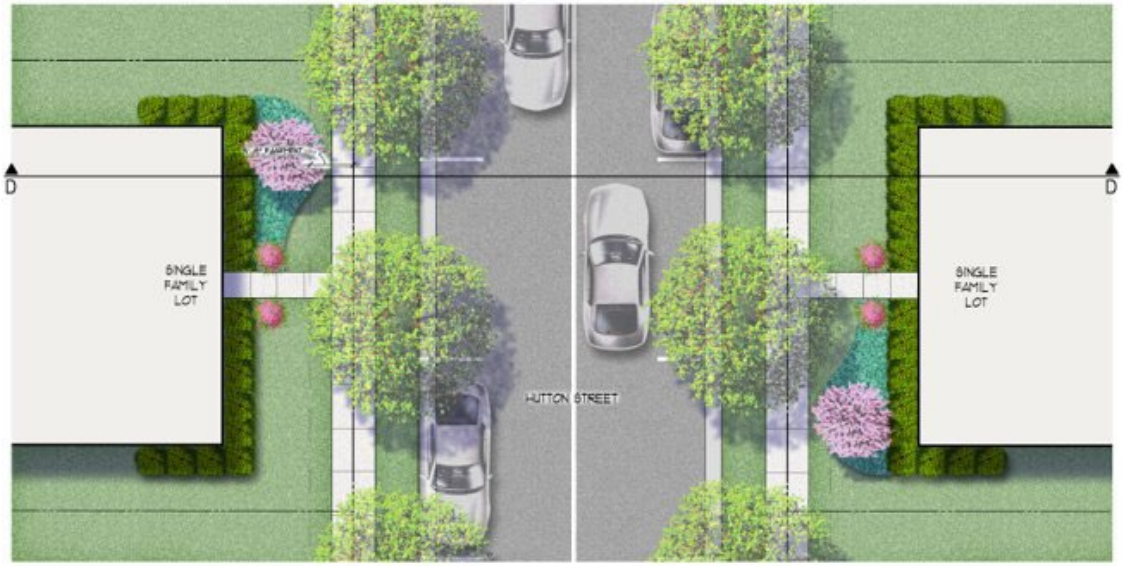
JAR – V2c
May 15, 2022

Right of Way Widths Compared to Surrounding Streets from John Roby

Hutton Street C



D Hutton Street Cross Section (at single family homes, typical for 50' ROW)
SCALE: 1/8" = 1'-0"



D Hutton Street Plan (at single family homes, typical for 50' ROW)
SCALE: 1/8" = 1'-0"

ross

Section (at single family homes, typical 50' ROW)

Benefits from a Reduced Right of Way

- Encourages enjoyable walkability
- Keeps pedestrians and cyclists and safe
- Creates slow-flow vehicular traffic promoting safer neighborhoods and parks where children play

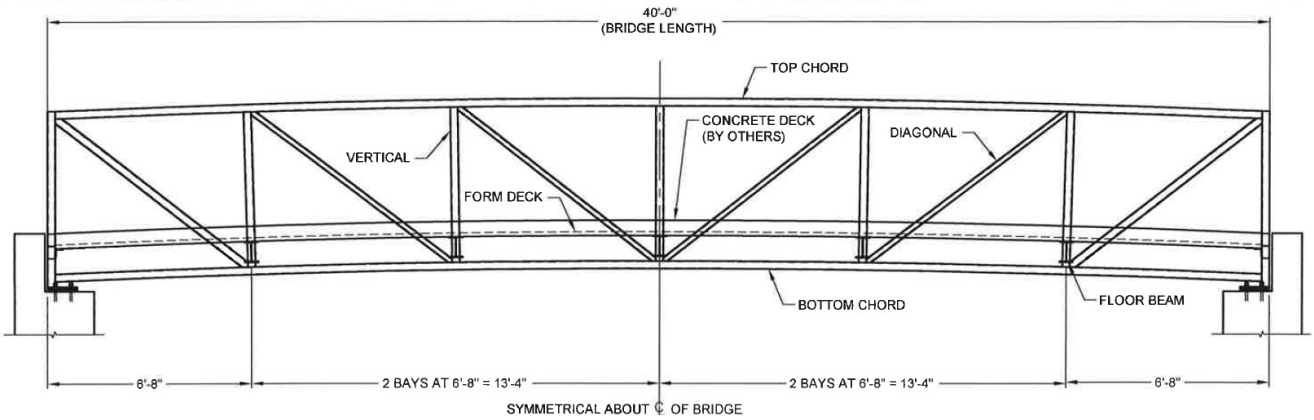
Gateway Design at 7 Mile and Center

The design approach for the gateway at Seven Mile and Center Street is to allow the architecture along South Center Street lead gateway design.

Conceptual Design of the Roundabout at Seven Mile and Center Street

Conceptual Design of the Gateway at the Seven Mile and Center Street Roundabout

Daylighted River Park



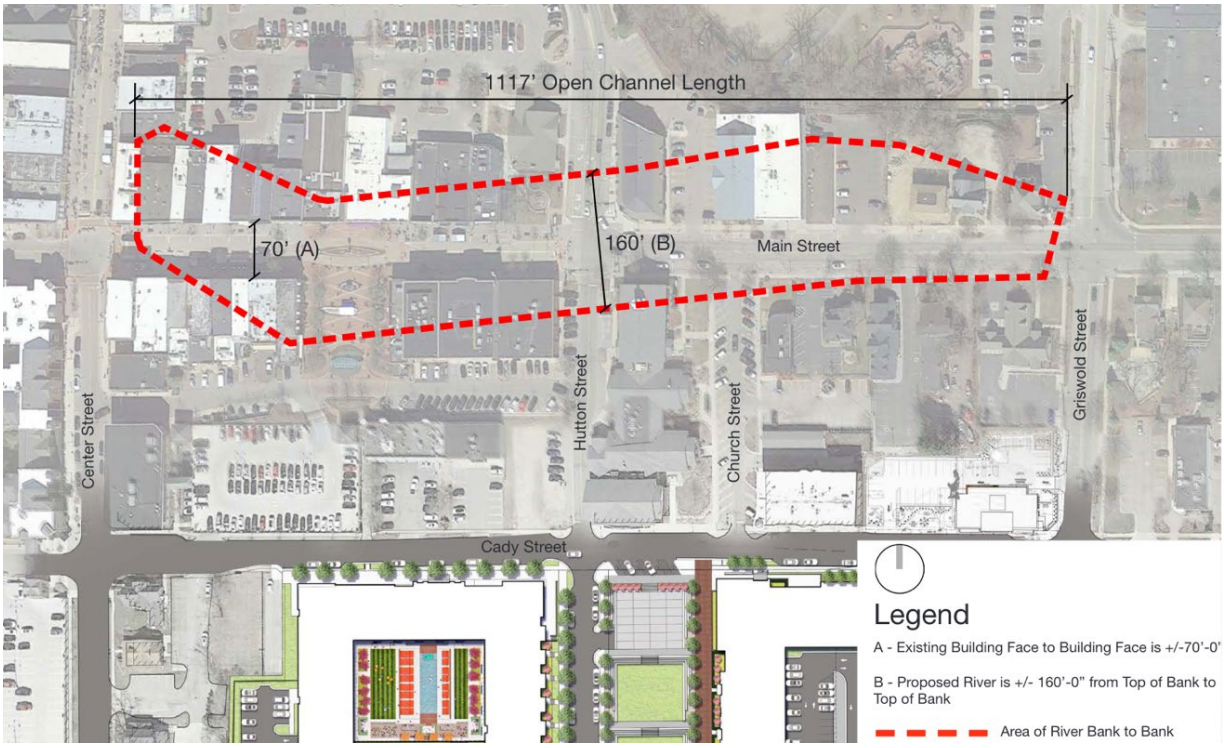
Specifications of 2 pedestrian bridges at the River Park

Length – 40'-0" Long
Width – 8'-0" Width
Style – Connector with underhung floor beam (Open Truss)
Finish – Self Weathering Steel

Conceptual Rendering of Daylighted River Park Showing one of two Pedestrian Bridges

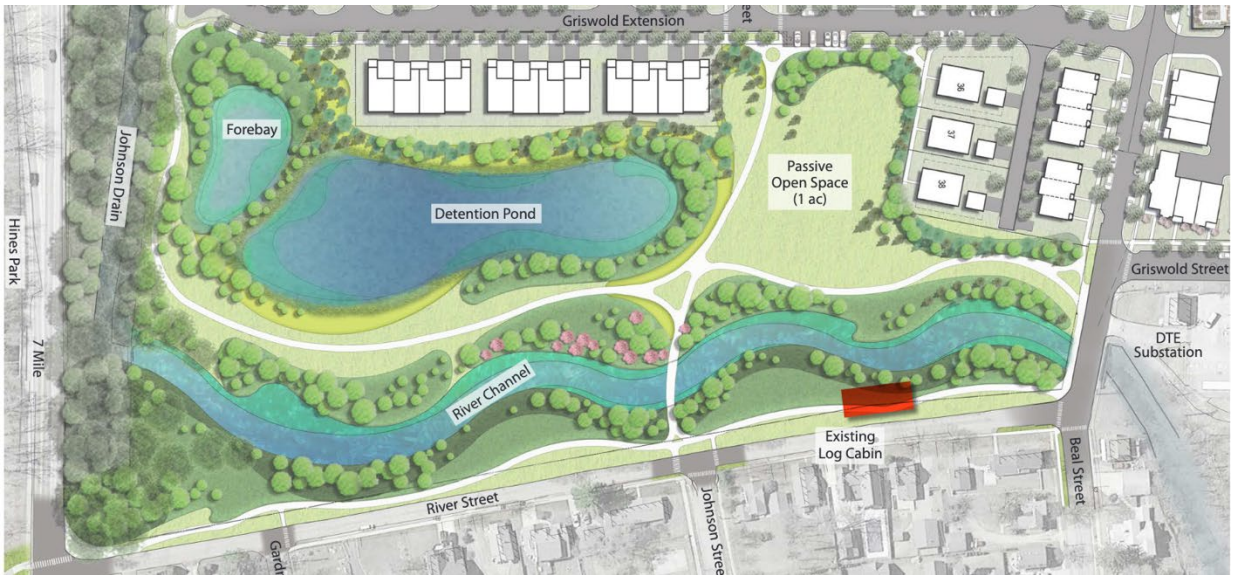
Conceptual Rendering of the Daylighted River

Size of Daylighted River Embankment in Relation to Main Street

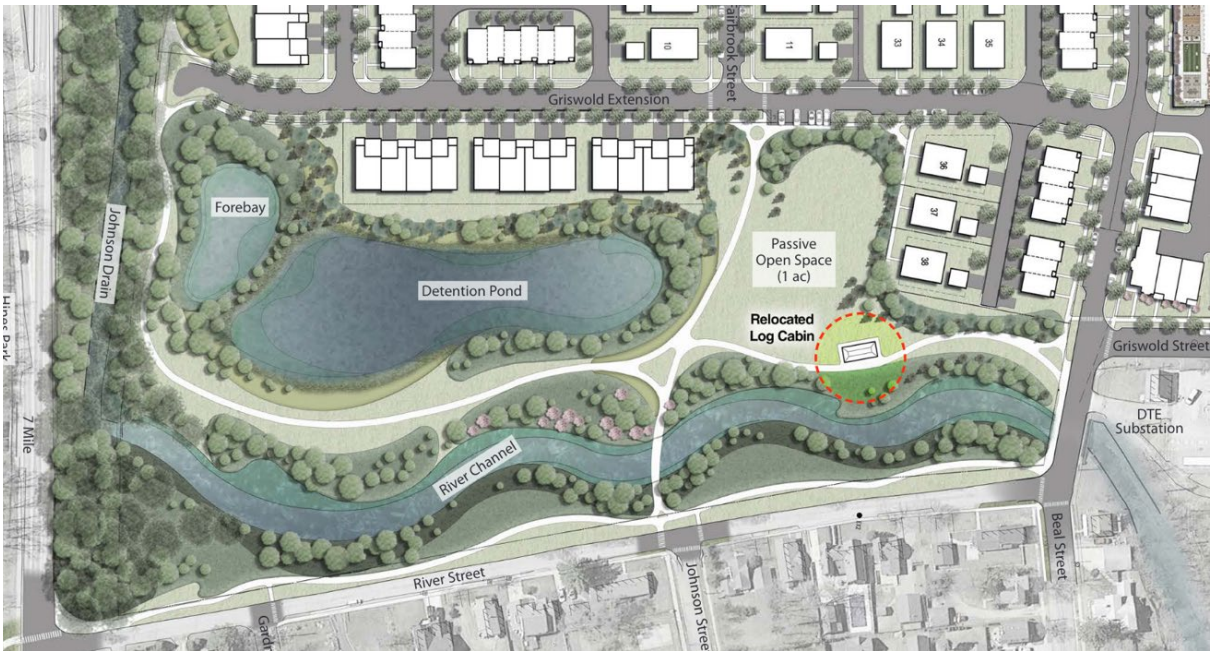


Existing Log Cabin

The development team has preliminarily studied the existing structure, commonly referred to as the Log Cabin, at 318 River St. The evaluation by the development team is based on working knowledge of the structure, leveraging professionals with rehabilitation experience, such as Grizzly Bob (Cabin expert) and knowledge of the future plans for the daylighted river. Understanding from the Planning Commission is that the log cabin should be relocated on the Downs site if a preferred alternative location in the City is not identified. There are a number of considerations and concerns with relocating the structure and repurposing it, however, relocation can be accomplished with proper coordination with the River Task Force and utilization of a professional contractor.



Existing Log Cabin relocation (2nd bridge not included in this diagram but will be included in design of River Park)



Proposed Relocated Log Cabin Location (2nd bridge not included in this diagram but will be included in design of River Park)

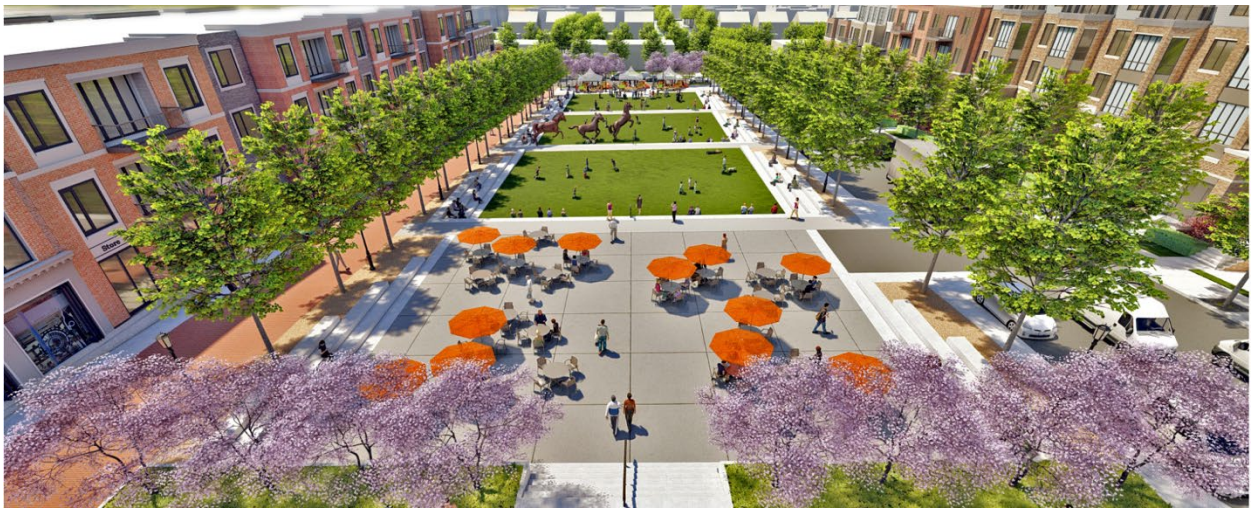
Central Park

Design Objectives

The 1.25-acre Central Park is designed as a simple, flexible/multi-use public space that provides immeasurable long-term value to the community of Northville.

- a place for a diverse mix of community gatherings and events for all occasions and seasons, both day and night
- a place that is walkable, interactive, comfortable, safe, and connected to the downtown and adjacent neighborhoods
- a place that celebrates the importance of public open space, architecture, landscape, and civic art as place makers
- a place that celebrates the arts (i.e., sculpture, music, art display, entertainment)
- a place for a simple stroll, walking a dog, having lunch, socializing, or just sitting and people watching

Planview of The Central Park Design



View of the Central Park Looking South

View of the Central Park from the Promenade

The Farmer's Market

As a condition of PUD eligibility, the Developer was directed to "consider the addition of a Farmer's Market as a public benefit". The Developer collaborated with the City's Farmer's Market Task Force. That Task Force determined that there was not a suitable long-term site for the Farmer's Market in the Downs development and has identified another offsite preferred alternative. The Developer has agreed to provide an interim site for the Farmer's Market and to provide a pavement and utilities comparable to those at the current site, at an estimated cost of $200,00

Farmer's Market Location for 2023

Temporary Farmer's Market Location 2024-2025

Farmers' Market Location - Comparison

Current State: Thursday Farmers Market - 35,000 sq.ft, 85,000 sq ft including parking etc.
Future State: Thursday Farmers Market, solid surface

	Space Requirements (85,000 sq ft vendors and parking 37,5000 sq ft market)	**Location** paved market space for vendors (35,000 sq ft), parking (total 85,000sq ft), visable, vendor semi-truck parking and access, safe access for community shoppers, green space	**Amenities** lighting, electricity, water, restrooms, wifi, storage, office space, green space	**Future Opportunities** kitchen facilities/refrigeration, sound system, stage, pavilion	**Current Ownership/ Viability**	**Qualitative Benefits/Challenges** close to downtown or park, possible increase in shopping or lingering, green space, safe, bordering a high traffic area, noise, distance to parking	**Other** (i.e. Pavilion, etc)	**Total Points**
Current Location	3	3	2	3	Private - owned by Downs	2	Vendors love the location highly visible would like to have it resurfaced	13
Former McDonald Ford site	3	3	1	3	Private ownership	2*	2.5 acres part of west and south in flood plain, could connect to Hines park and gateway to city center	12
Foundry Flask	3	2	1	3	Private ownership	3	Not sure about size but looks possible	12
South side of 7 Mile , W of Wing w Rural Hill Parking Lot	2	2	1	2	Wayne County	2	Needs to be paved, a lot of environmental unknowns	9
Post Office	1	2	1*	2	City/Private owned	3	Privately owned needs to be paved	9
Part of the Downs Development- part of current racetrack building	1*	1*	1	2	Private - owned by Downs	2*	Not sure a developer is going to give 85,000 sq	7
SE Corner of Downs site N of 7 mile W of River	1*	1*	1	2	Private - owned by Downs	2*	Not sure a developer is going to give 85,000 sq	7
Northeast corner of the Down's property near DTE station and West of River St. near where house referred to as "log cabin"	1*	1*	1	2	Private - owned by Downs	2*	Not sure a developer is going to give 85,000 sq	7
Main Street	1	1	2	1	City Owned	2	NCC would not participate in this location	7
Mill Race	1	1	2	1	City Owned/NHS operated	2	NCC would not participate in this location	7
Ford Field with Mill Race- with a wider asphalt path and hard service for trucks with additional changes	1	1	1	1	City Owned	2	Expansion of path doesn't address need for solid surface for vendor semi-trucks access; NCC would not participate in this location without significant changes	6
Ford Field	1	1	1	1	City Owned	2	Unless paved, NCC would not participate in this location	6
Beal/River/Cady Street	1	1	1	1	City Owned	1	This would greatly impact the neighborhoods and see that as feasible	5
City Property North of the former Ford Valve Plant	1	1	1	1	City Owned	1	Additional hard surface is needed NCC would not participate in this location	5
Northville Square Parking Lot	1	1	1	1	City Owned	1	Parking is dedicated to business in the MAGS site NCC would not participate in this location	5

Scale: 3 = has ***all*** descriptors, 2 = has ***some*** descriptors, 1 = has ***few/none*** of the descriptors

* Additional information is needed for a higher score

Environmental

Existing Site Conditions

Existing Site Looking Northeast

Existing Site Looking Southwest

Existing Site Condition

Existing Pathway of the Enclosed Middle Rouge River

Middle Rouge River at Beal Street Bridge – Looking Downstream

LUST

The existing Northville Downs site is largely covered by impervious pavements and gravel parking areas. It is the location of a past leaking underground storage tank ("LUST") release which, despite having been "closed" under operation of law under Part 213 of the Michigan Natural Resources and Environmental Protection Act, has been the subject of re-opened discussions with EGLE. Based on additional investigations of the LUST-impacted area, significant soil and groundwater contamination is still present and other portions of the property may be environmentally impacted and require response activities. Historically, a gasoline UST was located on the northern side of the site near Cady Street, and previous assessments encountered contaminated soils on the site's northeastern corner. The eastern side of the site was gradually filled in from the 1940s through early 1970s, including burial of a portion of the Rouge River in the late 1960s.

LUST Area in Green

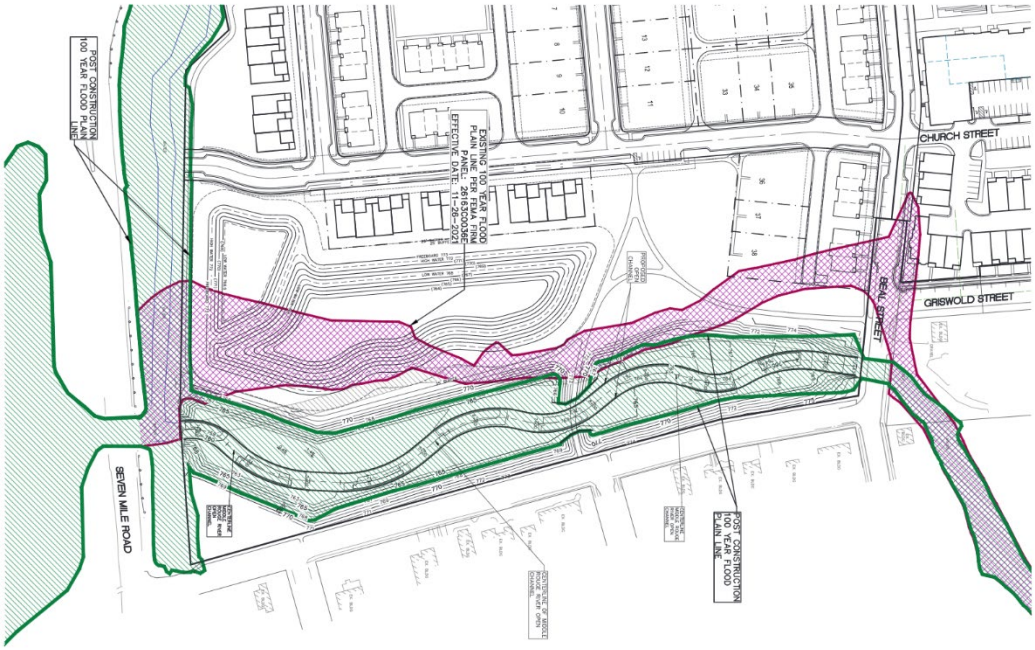
Exposed Sanitary Sewer

There is a sanitary sewer pipe currently located and exposed on the surface of the Johnson Drain bed at the Beal St. bridge which presents a risk of breach and consequent contamination. This pipe will be secured beneath the Johnson Drain bed to prevent such a potential ecological calamity.

Stormwater & Floodplain Management

1. **Storm Water Management**
    a. The existing 48 Ac+/- Northville Downs site consists of a horse racing track, stables and associated parking areas. The site is largely covered by impervious pavements and gravel parking areas. Additionally, the existing site does not currently have any Storm Water Detention facilities or sediment removal capabilities. Rather, storm water is collected in storm sewers that outlet directly to the Johnson Drain and the Middle Rouge River untreated and undetained.
    b. Detention basins are provided within the development to capture storm water runoff, provide treatment of the water for removal of sedimentation and to discharge clean storm water to the Middle Rouge River at an Agricultural rate as required by the City of Northville and Wayne County. Storm water will not be discharged to the Johnson Drain, further protecting this important stream.
    c. Daylighting of approximately 1,100 feet of the Rouge River system as part of the Northville Downs development plan is one key component of a stormwater management plan that will completely eliminate the current 100-year storm floodplain and detain over 30 million gallons of annual storm water that would otherwise continue to discharge contamination and sediment into the Rouge River. The project will feature a new 9-acre River Park. The key word is “detain”, not eliminate. It still provides the benefit of greatly reduced discharge of contaminants and sediment into the Rouge.
    d. Natural restoration will create a naturally free-flowing channel with exposed bottomlands that will improve water quality, increase hydraulic capacity for downstream flood control, improve habitat, slow water velocity to reduce erosion, and promote community and ecological revitalization.
2. **Floodplain Management**
    a. According to current FEMA Floodplain maps, nearly 26 Ac of the Northville Downs site is covered by a 100-year floodplain. This floodplain also covers most of River Street and many of the existing homes along River Street. The Middle Rouge River currently crosses through the Northville Downs site in an 1,100 ft long concrete box culvert that outlets at 7 Mile Road. The Downs development proposes to daylight the Middle Rouge River for the full 1,100 ft within the site, opening the river for use by wildlife and the City of Northville community. Daylighting of the Middle Rouge River also has the benefit of creating a much wider river cross section than is currently available within the existing cross section. This widening of the river will create enough room to convey the full 100-year flood flows within the banks of the open river and removing the 100-yr flood plain from the proposed developed areas within The Downs development and the properties along River Street.

Existing vs. Proposed Floodplain



Purple: Existing Flood Plain Green: New Flood Plain

Site Restrictions: Flood Plain vs. Water Table: What is the difference?

Flood Plain:

The floodplain relates to the geographic area that is at risk of flooding during defined rainfalls. The Federal Emergency Management Agency (FEMA) determines floodplain areas.

Water Table:

A water table is simply the depth at which groundwater is located below the surface of a property. All property has a water table at some depth below the surface.

Environmental Approval Process for Daylighting the River

1. Data Collection & Existing Information Review (8 Weeks)
2. Design & Municipal Approvals (23 Weeks)
3. Construction Documents (8 Weeks)
4. EGLE Water Resource Permitting (20 Weeks)
5. FEMA CLOMR Application (26 Weeks)
6. SESC & Wayne County Approval (6-8 Weeks-concurrent with FEMA CLOMR Application)

Estimated timeframe to complete design and obtain all permits: 85 Weeks
Estimated construction time: 6 Months

V. Financials, Infrastructure & Phasing

Phasing Plan

HUNTER PASTEUR

PHASE 1: APRIL 2023 – OCTOBER 2025 (31 MONTHS)
ABSORPTION: FEBRUARY 2025 – APRIL 2026 (20–24 UNITS/MONTH)

TOLL BROTHERS

PHASE 1: AUGUST 2023 – NOVEMBER 2023 (4 MONTHS)
ABSORPTION: JUNE 2024 – JUNE 2025 (14 MONTHS)

PHASE 2: APRIL 2024 – SEPTEMBER 2024 (6 MONTHS)
ABSORPTION: APRIL 2025 – JULY 2026 (16 MONTHS)

PHASE 3: MAY 2025 – OCTOBER 2025 (6 MONTHS)
ABSORPTION: MAY 2026 – MAY 2027 (12 MONTHS)

RIVER PARK: APRIL 2024 – SEPTEMBER 2024 (6 MONTHS)

BROWNFIELD: AUGUST 2023 – FEBRUARY 2024 (6 MONTHS)

Tax Revenue Generation from The Downs Development	2022	2031
Tax Revenue to City Millages (City Operating, Streets)	$ 99,305	$ 1,301,805
Tax Revenue to DDA	$ 8,854	$ 893,731
Subtotal	**$ 108,159**	**$2,195,536**
Tax Revenue to Library, Street Debt, School Debt	$ 44,634	$ 601,781
Tax Revenue to County-wide Millages, Zoo, DIA	$ 108,494	$ 1,595,237
Tax Revenue to State School Millages	$ 50,289	$ 845,850
Subtotal	**$ 203,417**	**$3,042,868**
Real Property Taxes	**$ 311,576**	**$5,238,404**

February 1st, 2022 Review of Brownfield Redevelopment Project Letter from Sandi Wiktorowski, Finance Director/Treasurer & Mitchell Elrod, City Assessor, City of Northville:

> *" Overall, the developer's revenue projections appear reasonable. However, the calculations are based on assumptions and estimates for two to eight years into the future. From an Assessing perspective, projecting values multiple years into the future can be a risky project. Market conditions are always changing. However, the information the developer provided is a very conservative and reasonable estimate."*

Cost of Financing of Public Benefits

Central Park - $4,793,054

- Land: $625,000
- Construction: $4,168,054

River Park + Daylighting of River - $19,157,719

- Land: $3,400,000
- **Construction: $15,757,719**

Pocket Parks* - $420,000

Road & Utility Improvements - $2,167,000 +**

- Gateway Land: $371,450
- Gateway Construction: $628,550
- Pump Station: $682,000
- Relocation of San Sewer Pipe: 65,000
- Cady/Griswold Sewer Realignment: $420,000

Historic Cabin - $125,000

Total Contributions: $10,905,054+

Total Contributions Including Brownfield TIF: $26,662,773+

**The Pocket Parks will be privately owned, however, public access will be memorialized in the future condominium documents.*

***The developer has also committed to a six-figure contribution towards off-site road and utility improvements to be finalized during future DPAC negotiations.*

VI. Conclusion

Deviations vs. Benefits

Deviations to the Northville Ordinance

1. Apartment Building: Location of 5th Story*
    - Developer Response: In response to Planning Commission guidance and public comment, the 5th story on the apartment building has been removed.
2. Condo Building: Height 2-feet taller than maximum permitted height for 4 stories*
    - Developer Response: Per the C&W 3.29.22 Response letter, this deviation is recognized as a beneficial deviation as is.
3. Townhomes: Front setback along south side of Beal 15'*
    - Developer Response: To activate the homes, the plans incorporate a front stoop that is setback 15', but the main body of the home is setback 20'. Doing so will activate the streetscape by providing the residents a place to congregate and to socialize.
4. Townhomes: Front setback along S. Center 16.3-20'*
    - Developer Response: To activate the homes, the plans incorporate a front stoop that is setback 15', but the main body of the home is setback 20'. Doing so will activate the streetscape by providing the residents a place to congregate and to socialize.
5. Townhomes: Side facades 10-15' from Hutton
    - Developer Response: The setbacks are currently 15'.
6. Townhomes: Floor area ratio**
    - Developer Response: The project will be contributing in excess of 10% of the project costs in the form of public benefit. As a result, they qualify per the ordinance for the FAR deviation.
7. Townhomes: Building height ½ story taller than ordinance/master plan calls for Racetrack**
    - Developer Response: Due to the high water table south of Fairbrook Street the ability to design homes with full basements is not possible. Also, based on Planning Commission feedback we have strived to create a diverse housing typology throughout the community while at the same offering prospective consumers floor plans and home sizes compatible with their needs. All of these items combined required the homes to exceed the building height requirements.
8. Row Houses: Rear setback 8-9'*
    - Developer Response: In response to Planning Commission guidance, these homes will provide diversity of architecture in alignment with Northville's history as well as architecturally contribute to the gateway. To do so the architectural elements of the homes are larger in scale and as a result require setback deviations.
9. Carriage Homes: Front-facing garage located 19-25' from street**
    - Developer Response: To create diversity of housing types and to offer primary bedrooms on the main level. Front entry garages are also the ideal housing type to reduce impervious area by eliminating additional drive lanes and/or alleys for garage access, which will maximize the size of the River Park. Finally, front entry garages will maximize the quality of the architecture that will be viewed from the River Park; versus garage doors, air conditioning units, utility pedestals and meters, and the alleys.

10. Carriage Homes: Rear setback of 25 feet*
    - Developer Response: The reduced setback will allow for a larger River Park area; as well as space for buffer plantings between the homes and the river park in HOA controlled areas.
11. Single Family Lots: Area and lot width smaller on 17 lots than R-1B standard*
    - Developer Response: The smaller single family lots have been designed in response to Planning Commission and public suggestions and will increase the consumer segments that can be served. Single homes with primary bedrooms on the main level that will appeal to existing Northville residents seeking to age in place. The smaller single family lots will also allow for smaller size and more affordable homes that will attract new young families to the city.
12. Front setback smaller than R-1B standard*
    - Developer Response: The smaller setback is a result of the desired street profile. By reducing the setback the desired drive lane, bike lanes, parking, street tree boulevards, and sidewalks can be accommodated. The smaller setback will also further enhance the single family home front porch activation.

** Denotes deviations that are recognized as a beneficial deviation as is*
*** Denotes deviations that are recognized as a beneficial deviation with change*

Benefits

1. Daylighting the river
2. River park
3. Central park
4. Public access to pocket parks
5. Pedestrian connectivity
6. Vehicle connectivity
7. Bicycle connectivity
8. Storm water treatment
9. Brownfield cleanup
10. Demolition of the existing structures
11. Removal of the gambling establishment
12. Log cabin contribution
13. Temporary farmers market location
14. Residential tax base to the city
15. Sales tax base generation (retail)
16. Affordable housing vs. existing Northville
17. Age in place options
18. Diverse housing types that will serve all consumer segments
19. Gateway land (lost units)
20. Gateway (landscape design & installation)
21. Traffic circle contribution
22. Traffic mitigation
23. Beal Street extension
24. Cross walk to Hines Park
25. Flood plain (LOMAR)
26. Plant and animal habitat
27. Public Art contribution
28. Addition of public parking
29. Developer sourced funding of the public benefits
30. South exit to 7 Mile Road
31. Additional Cady Street retail in alignment with consultant recommendation
32. Job creation (temp and permanent)
33. Offsite water main funding

Recap on Benefits vs. Deviations

The City of Northville Zoning Ordinance (Article 20) requires, pursuant to a planned unit development (PUD) application that the applicant demonstrate, "a recognizable and material benefit to the ultimate users of the project and to the community…". **Downs development financial commitment of over $26,242,773 (not including the six figure financial contribution to overall traffic mitigation efforts) for public benefits satisfies this requirement.**