

From: [Chuck Schmidt](#)  
To: [Dianne Massa](#)  
Subject: Northville Downs Residential Design - a missed opportunity?  
Date: Tuesday, May 24, 2022 8:34:55 PM

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Dear Ms. Massa,

I have been reviewing the submittals to the planning commission for the subject project for the past week. The City of Northville is fortunate to have Hunter Pasteur Homes and The Forbes Company as primary developers along with Grissom, Metz, Andriese as Landscape Architects for the project.

For what it's worth, I also believe the previously submitted "written concerns" regarding design elements, linked below, are extremely valid and warrant further attention.

[https://cdn5.hosted.civiclive.com/UserFiles/Servers/Server\\_11895878/File/Services/Building&Planning/Planning/Proposed%20Redevelopment%20Projects/The%20Downs%20\(2021\)/May%202022%20meetings/All%20Written%20Comments%20Combined%205-17.pdf](https://cdn5.hosted.civiclive.com/UserFiles/Servers/Server_11895878/File/Services/Building&Planning/Planning/Proposed%20Redevelopment%20Projects/The%20Downs%20(2021)/May%202022%20meetings/All%20Written%20Comments%20Combined%205-17.pdf)

In an effort to provide additional clarity and a possible solution, I'd like to suggest all parties and citizens review Hedgewood Homes in Atlanta, GA portfolio as a potential model for the residential portion of this development. <https://hedgewoodhomes.com/> I've had an opportunity to travel the country and in my opinion, their homes and residential developments are some of the best! If you like what you see, call them!

The City of Northville and Northville Downs deserve to have the best single and multi-family residential design available. After all.....you live here.

Kind regards,  
Chuck Schmidt

**From:** [Michelle Aniol](#)  
**To:** [Dianne Massa](#); [Donna Tinberg](#)  
**Subject:** Re: Housing is Economic Development  
**Date:** Tuesday, May 17, 2022 7:59:42 PM

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Yes, please consider it correspondence for the PCs next meeting.

Thank you,

Michelle

On Tue, May 17, 2022 at 2:16 PM Donna Tinberg <

> wrote:

Looks interesting! Once again...may I consider this correspondence and ask Dianne to send it to all commissioners?

Donna

On May 17, 2022, at 1:51 PM, Michelle Aniol <

>

wrote:

The Michigan Economic Developers Association (MEDA) has just published a guide called: [Housing is Economic Development - A Guidebook for using Tax Increment Financing for Housing Development](#), and I thought you would be interested.

The need for diverse options of affordable housing has become increasingly relevant for the economic development community, especially in Michigan. Private companies seek communities that have a healthy inventory of homes when making location decisions, but today's market has not been able to keep up because housing costs have increased faster than incomes.

The guidebook not only serves as a guide to the development process, but helps when making the case to investors and local leaders for housing needs in a community. Terms, examples, checklists, and estimating tools will guide users through the process.

## OVERVIEW

### The Need for Housing

This section outlines the affordable housing issue in Michigan and how the Tax Increment Financing Act (PA 381 of 1996) can be a part of the solution.

### The Development Process

This section covers who you need on your development team for a successful project, the predevelopment stage, measuring feasibility (includes a case study), and why some deals "don't pencil."

### The Tax Increment Financing Process

This section provides a practical explanation of how the incentive works, how to use it, finding redevelopment sites, recognizing eligible costs, how brownfield TIF works, how to get a brownfield plan approved, and evaluating the project.

[Download CommunityHome Solutions Using Tax Increment Financing Guidebook](#)

## **Attachments**

- I. [Due-Diligence-Checklist](#)
- II. [Proforma](#)
- III. [Tax Increment Revenues Estimating Tool](#)
- IV. [Pros and cons of combined and separate BRA/LBA](#)

## **Upcoming Training on Using TIF for Housing Development**

Watch [www.medaweb.org/housingtif](http://www.medaweb.org/housingtif) for training sessions on using the guidebook.

*This guidebook was funded by a grant from the Michigan Land Bank Authority and was developed by a workgroup made up of individuals from Acosta Real Estate & Development, Envirologic, Fishbeck, Habitat for Humanity Northeast Michigan, Habitat for Humanity of Michigan, Housing Next, Housing North, InnovaLab Development, Lake Superior Community Partnership, Michigan Community Capital, Michigan Economic Developers Association, Michigan Land Bank Authority, Michigan State Housing Development Authority, Michigan State University (MSU) Extension of Washtenaw County, National Development Council, Northern Homes Community Development Corporation, Renovare Development, and Shiawassee Economic Development Partnership.*

## **Disclaimer**

The content of this guidebook is not a substitute for your own due diligence, analysis, calculations, and judgement. Where calculations and valuation tools are provided, they are intended for general illustration and education only. Any pre-defined values offered are generic and must be amended according to your own market research. We do not endorse any outputs calculated. As such, we will not be liable in respect of any damage, expense or any other loss you may suffer arising out of such information or any reliance you may place upon such information.

Sincerely,  
Michelle

May 20, 2022

Northville Planning Commission

City Council as Mobility Network Sponsors

Subject: **Living with Cars in Northville– Downs Site and Beyond**

Dear Commissioners and Councilmembers:

I'm well aware of the pressure to complete deliberation of The Downs site plan and PUD content. **I have no wish to cloud that priority, nor divert Planning Commission attention from it.**

And, though, some paramount realizations about 'living with cars' in Northville, both prior to and then including The Downs, Foundry Flask, and other developments, were lost to the dialog between the first and second PC meetings of May. Combined with any dilution of livability objectives of Walkability and Mobility Network strategies, the city stands to lose both understanding and impetus toward the best achievable safe, comfortable, and engaging Street Network for Northville through both change and time.

What follows is a **Northville City values concern**...I do not wish to backtrack over any PC conclusions in play about developer responsibilities within PUD negotiations. I'm exceedingly pleased with the 'provisional stub' pointing to a new connection from The Downs to Hines Parkway at Seven Mile.

**My first ask of the city** is to direct that intersection be roughed out and shown in concept as 'by others' on the site plan...just like the Sheldon/Center-Seven intersection, which is shown as pass-thru design work by OHM 'city engineers'. This would allow careful integration with other initiatives along Seven Mile Corridor including *Connecting the Rouge* and Regional Pathway completion. It would also guide cooperative Wayne County work toward ensuring full non-motorized provisions throughout the Corridor...not historically a priority for the County. This would be a great first step toward...

**My second ask of the city**: Please LAUNCH and DIRECT a comprehensive, coherent, integrated, and on-going Roadway Plan. Under city leadership, **engineering assessment, configuration, and analysis should LEAD, not follow, the turmoil of development rollout, new needs, and remediation of stuff that falls short or wasn't anticipated.** The PC took a 'wait and see' reactive stance...more not likely their job. I ask you surpass that stance with a forward-looking, whole-city pre-emptive approach.

In support, please return to the study-defined state of the Northville Street Grid existing before applying the single-digit percentage burdens to traffic service level computed by normal single-project traffic engineering process. **The State of Our Network is NOT Strong.**

Please refocus on a slide that Stephen Dearing of OHM, our lead 'city engineer' on the topic, discussed to obviously intense interest, comprehension, and concern at the first May PC session:



E and F are standard traffic engineering service level **FAILS**.

The lighter gold boxes show what levels we lived with in 2018, pre-Covid. Please remember what a knot Center Street became, both to the south and the north in their respective high-pressure times of day. Not just on it, but entering it, or waiting to do so. Moreover, Hines/Seven was (and is) a disturbing confusion of fast-moving, accident-prone cars, downright scary to bikes and on foot. None of these are acceptable, I submit, as target experience for our town and its prominent neighboring park.

As Stephen explained, the recommended new Sheldon/Center-Seven roundabout and turn lane plus signal work at Seven and Northville Road improve life greatly *there*.

But the daunting shortfall of street grid capability remains and worsens the few more percent along Center; plus though not shown (but reported as FAILS in 2018) at Hutton and Griswold at Main; and perhaps at Beal/River, not shown either. These are impossible to intuit or analyze into desired state to live with in a Northville future I'd welcome. And Hines/Seven drops a notch to simplistic FAIL.

Stephen predicted the Hines-Downs/Seven connection as favorable to these conditions, but the effect has not been modelled. My asks acknowledge the significance of the new roundabout and point toward computing the effect and sufficiency on the broader shortfall. **Let's not wait for the if-come and just hem-and-haw these FAILS still festering 'only a little worse'. Let's measure and plan for them NOW.**

Sincerely,



PS1: I won't tax the discourse with ideas beyond conventional traffic studies today. These as advanced in the Mobility Network Study were previously discussed with comprehension and concern. They're still there and they still matter. They can inform the plan and engineering I seek, our stated purpose.

[https://www.dropbox.com/s/bmtfdd7q6mz8ddt/Mobility%20Team%20Presentation%2011\\_20\\_21%20V22.pdf?dl=0](https://www.dropbox.com/s/bmtfdd7q6mz8ddt/Mobility%20Team%20Presentation%2011_20_21%20V22.pdf?dl=0)

PS2: The Questions of Connectivity map may yet be useful to you as you consider these ideas...

<https://arcg.is/0auKSm>



A recent static plot image is here...

[https://www.dropbox.com/s/eufzshn8jflkpsn/Connectivity\\_May15-22\\_11x17Lpng.png?dl=0](https://www.dropbox.com/s/eufzshn8jflkpsn/Connectivity_May15-22_11x17Lpng.png?dl=0)

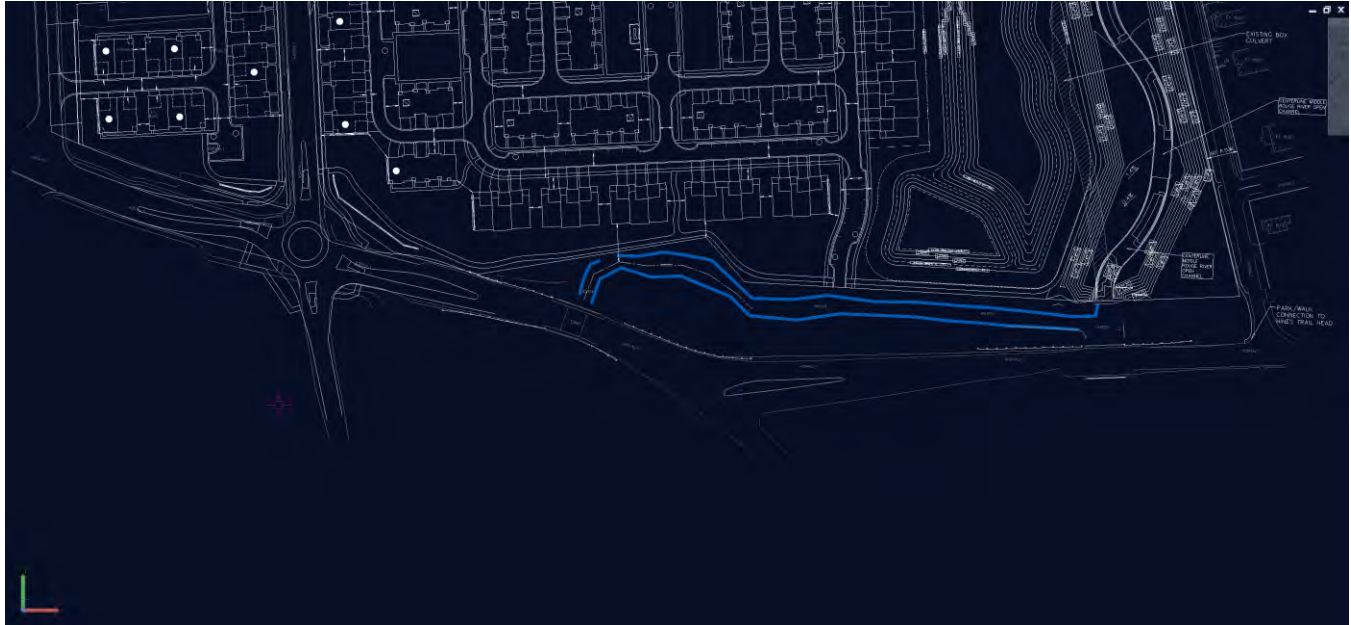


Please download to a viewer for a good look...you can zoom in quite tight.

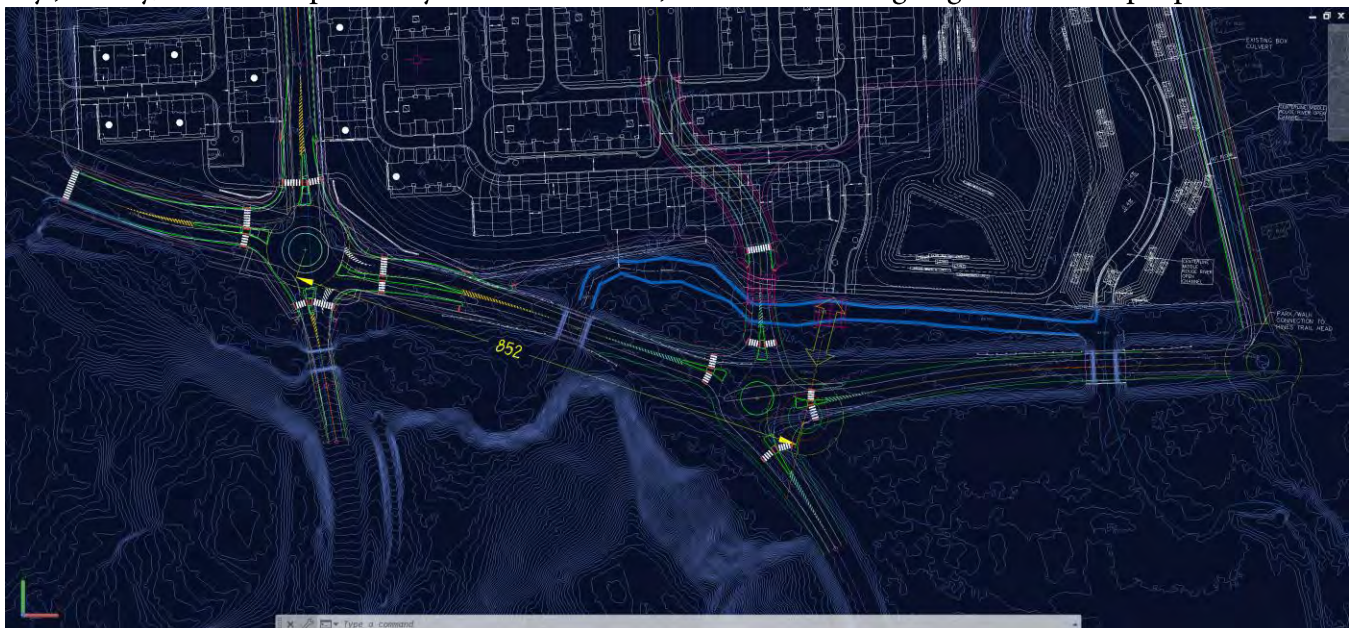


PS3: Mr. Salliotte asked a great question at PC about the connection at Hines-Downs/Seven, considering Hutton versus New Griswold pathing. I called it a 'natural' small adjustment. The following may be clearer than my words were then, and perhaps interesting as roundabout context.

Here's the recent Downs Site with OHM Sheldon-Center/Seven roundabout (WIP, I'm sure)...



My January, 2020 concept overlaid. Notice Seven/Johnson Crk. bridglet gets room for people & bikes.



I was having fun with roundabout geometry, playing with bicycle bypass best practices at Center and going for KISS at Hines. On a page width view you can see the existing roadways, the Ski Jump Hill terrain, and the Johnson Creek Bridglets as they define the geometry. A strong S-Curve was needed to line up with Hutton. The double-arrow shows a small shift to New Griswold that works better for all.

**From:** [Dianne Massa](#)  
**To:** [Dianne Massa](#)  
**Bcc:** [AnnaMaryLee Vollick](#); [Bill Salliotte Jr](#); [Brent Strong](#); [Carol Maise](#); [Carol Maise \(alt email\)](#); [Cheryl McGuire](#); [David Hay](#); [Donna Tinberg](#); [Jeff Gaines](#); [Paul DeBono](#); [Sally Elmiger](#); [Steve Kirk](#); [Thomas Barry](#); [Jeff Gaines](#); [Patrick Sullivan](#)  
**Subject:** FW: Bennett Arboretum pathway (Cezat)  
**Date:** Wednesday, June 1, 2022 4:16:00 PM

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Greeting:

Please see the email below, thanks.

Sincerely,

*Dianne Massa*

Dianne Massa, CMC, MiPMC  
City Clerk

City of Northville  
215 W. Main Street  
Northville, MI 48167  
Phone: 248-349-1300  
Fax: 248-305-2891



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**From:** Donna Tinberg <>  
**Sent:** Wednesday, June 1, 2022 1:01 PM  
**To:** Dianne Massa <dmassa@ci.northville.mi.us>  
**Subject:** Fwd: Bennett Arboretum pathway

Hi Dianne—

Could you please share this piece of correspondence with planning commissioners? Thanks!

Donna

Begin forwarded message:

**From:** Liz Cezat <[lcezat@ci.northville.mi.us](mailto:lcezat@ci.northville.mi.us)>  
**Date:** June 1, 2022 at 12:22:33 PM EDT  
**To:** Donna Tinberg >  
**Subject:** Bennett Arboretum pathway



Hi Donna,

I wanted you to be informed of this and if you think it should be a part of the commissioners' correspondence, it's fine to share this email with them.

I noticed there are no parking spaces designated for those who walk (or bike) the Bennett Arboretum pathway that's across from the Downs. When I walk there, I park at the Farmers' Market lot. If the new development comes, the nearest public parking spaces will be on neighborhood streets. The pathway is one of the jewels of Northville, although it's in the township but often accessed from the city boundary. Plus, it's maintained by Parks & Rec (from Verona Lane to 7 Mile). I think some parking spaces (@8-12) need to be located near this pathway.

Liz Cezat

**From:** [Dianne Massa](#)  
**To:** [Dianne Massa](#)  
**Subject:** FW: YouTube Series for Planning Commissions (DeBono)  
**Date:** Thursday, May 19, 2022 10:13:28 AM

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Greetings:

Please see the email below from Commissioner DeBono, thanks.

Sincerely,

*Dianne Massa*

Dianne Massa, CMC, MiPMC  
City Clerk

City of Northville  
215 W. Main Street  
Northville, MI 48167  
Phone: 248-349-1300  
Fax: 248-305-2891



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**From:** debonosan@gmail.com <debonosan@gmail.com>  
**Sent:** Thursday, May 19, 2022 9:06 AM  
**To:** Dianne Massa <dmassa@ci.northville.mi.us>  
**Subject:** YouTube Series for Planning Commissions

Dianne,

Can you please share the below YouTube playlist link with the other Planning Commissioners? I think this is a great series of short videos that details a lot of what we've been discussing in an easy to grasp way. While I don't agree with everything this YouTuber puts forth, I do think there is a lot of good information on what not to do along with the explanation of why. I found this while researching street and road designs and understand we've discussed some of the Strong Towns principals. Most of this is a critique, but his comparisons to walkable communities gives us insight on what we should look to for examples of what we should be doing with the Downs project as it relates to street design, speed control and many other concepts.

**Not Just Bikes – YouTube Channel**  
**Playlist Covering the Strong Towns Thesis:**

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[https://youtube.com/playlist?list=PLUp5q-R0lZ0\\_FCUBEVWK6OGLN69ehUTVa](https://youtube.com/playlist?list=PLUp5q-R0lZ0_FCUBEVWK6OGLN69ehUTVa)

1. The Truth about American Cities – Part 1
2. How Suburban Development Makes American Cities Poorer
3. Why American Cities Are Broke – The Growth Ponzi Scheme
4. How Bankrupt American Cities Stay Alive – Debt
5. The Ugly, Dangerous, and Inefficient Stroads found all over the US & Canada
6. The Wrong Way to Set Speed Limits
7. Suburbia is Subsidized: Here's the Math

**Additional link - The Houses that Can't be Built in America - The Missing Middle:**

<https://www.youtube.com/watch?v=CCOdQsZa15o>

I hope everyone finds this helpful and something easy to watch in 10-15 minute bursts.

Thank you!

**Paul DeBono**  
[debonosan@gmail.com](mailto:debonosan@gmail.com)  
**248-470-3015 direct**

**200 Hill Street**  
**Northville, MI 48167**