

**Written
Comments
Received**

To: The Northville Planning Commission

8-31-22

From: Jim Long

Re: The Downs Proposal

DETRIMENTAL AFFECTS TO THE NORTHVILLE COMMUNITY:

- Applicants plan is a radical community altering development
- Repetitive nature of cookie cutter homes
- Our wonderful town will change forever, the damage will be irreparable
- People want to move to Northville for what it has been and what it is, sense of community, charm, legacy
- Northville is a community of beautiful neighborhoods, some up to 150 years old
- This proposal will result in a 17-20% increase in households
- Density and character will be detrimental to adjoining zoning districts
- No "healthful and balanced distribution of housing and population" Zoning 1.02
- Does not "minimize adverse traffic impacts" Zoning 20.01
- Mater Plan "Objective 1" states "discourage development which significantly increases neighborhood traffic"
- Gateway from north Sheldon does not "Complement the downtown and provide an attractive entrance into the City of Northville" per Master Plan "Goals"
- North Sheldon entrance, backside of row houses and the Center Street canyon. Regardless of minor setback adjustment
- John Roby: "Safety, traffic, congestion and neighborhood serenity concerns"
- City of Northville study: Traffic on Wing St. has increased 40% since 2020
- City consultant to the PC: "unwarranted traffic effects throughout the city" "development will overload the streets"
- PC member comment: "Traveling Center Street will give the impression of a gated community"
- PC member comment: "Single family homes are less than 9% of the total dwelling units in this development"
- PC member comment: "A development that looks like a complex is inconsistent with the Master Plan of preserving neighborhood character"
- Parking on the south side of town is in short supply. Clearly evident during a typical busy weekend evening
- If HP plan is approved, the paved parking lot south of the Cady St. parking deck will be gone.
- The HP plan of removing parking will be very detrimental to the adjoining zoning district known as Downtown Northville
- Traffic studies did not include any intersection-roads west of Center St.
- There are currently pre-existing traffic conditions that the citizens are dealing with
- 91 residents in St. Lawrence Estates will be severely impacted with the continual flow of a roundabout
- Access to Seven Mile from south Wing is many times now only possible due to a red light at Seven and Sheldon
- Access to Center Street from east Fairbrook is many times now only possible due to a red light at Seven and Sheldon
- The large neighborhood northwest of Sheldon and Seven Mile will be severely impacted by the continuous flow from a roundabout

- One traffic study rated the Fairbrook Center St. intersection from a C/C to a E/F
- Beal, Yerkes and River St. traffic will be impacted
- Why will these citizens have to suffer from this unwanted development??
- Applicant has stated that “27 of 28 intersections that were evaluated, no discernable traffic impacts” Absolutely not true.
- Traffic study states that the traffic at Main and Hutton will improve from B/C to B/B, really?
- HP proposed 50’ wide northbound Hutton will merge into the Hutton section from Cady to Main St. and that traffic at Main and Hutton will improve?
- The proposed River Walk sloped bank runs right up to River Street for the full length. Will a guard rail be required?
- The only public parking for the HP proposed River Walk Park is parallel parking in the narrow streets of the proposed row houses
- Where are the front yards, side yards for the kids to play. Is this development family friendly?
- The 2018 Master Plan states “The south fringe of the downtown should continue to retain a location for the Farmers Market”
- The important walkable public benefit of the Farmers Market will be gone
- What if the City cannot come to terms with the seller of the Seven Mile property? The market could be gone forever
- HP 2-14-22 letter signed by Mr. Wertheimer “.we will work with the parties to ensure our site provides everything needed for a long term successful farmers market”
- If this proposal is supposed to be good for our community, why will it require two roundabouts?
- Why should the citizens of Northville be unnecessarily impacted by the numerous detrimental effects of this unwanted development?

BOTTOM LINE: THERE ARE WAY TOO MANY DOWNSIDES TO THIS PROPOSAL THAT WILL FOREVER AFFECT THE CITIZENS OF NORTHVILLE

One additional comment:

1. Parking and the HP proposal for 18,000 sq. ft. of commercial along Cady St:

HP presentation at the 8-23-22 DDA meeting presented a slide indicating 8 areas of available parking for this commercial area consisting of 338 spaces.

The problem was their misrepresentation of the parking locations. Some were as far south as “Road A” and Fairbrook. All spaces were parallel parking along streets.

Only 150 spaces were provided north of Beal St. The distance from Cady St. to Beal St. is 250’. How many of the 150 spaces will be needed for employees?

Respectfully,

Jim Long

Joseph M. Laura
47706 Dunhill Court Northville, Michigan 48167
C248-470-4139 jlaura7373@gmail.com
29 August 2022

Northville Planning Commission
Northville City Hall, 215 W. Main St
Northville, MI 48167

Subject: Northville Downs Project – Sept. 6, 2022 meeting

Dear Commissioners:

I am sending this letter to you to express my **STONG OBECTION to THE NORTHVILLE DOWNS PROJECT**. I am and have been very concerned about the perceived impact on the City of Northville by the ‘Northville Downs’ Project as it is currently presented to the Northville Planning Commission.

The residential density with the additional vehicles & traffic congestion will destroy the ‘small town’ atmosphere of Northville. Almost 500 new residences are way too much for the city to withstand, along with the current construction of new residences in and bordering Northville. Residential density is not in harmony with the surrounding neighborhoods. The increase in vehicles (1000 or more) will ‘cripple’ traffic patterns, parking and traffic/pedestrian flow in and around Northville. Coupling this with the sketchiness of the ‘Farmer’s’ Market loss (lack of funding and space in current plan) among other concerns such as adequate parking and appropriate commercial space, make this an undesirable project for the Northville Community.

Hunter Pasteur needs to be held to very strict standards and compliance with the best interests of Northville. I can say that from my experience as I am resident of Dunhill Park, a community that Hunter Pasteur was the developer of, is that they cannot be trusted. When I first approached them about buying a lot in Dunhill Park, I asked who had owned the property before them. They told me that this was Church Property that was considered for a school of some sort. I asked them if there were any prior problems with the land and they said no. After the fact, I was made aware that the property was owned by a trucking company that had a large maintenance garage and that there were possible underground tanks, etc., that were buried there. After the fact,

I know that they had some problems/concerns selling remaining lots which border 8 mile due to contamination concerns. Even though these concerns have been apparently rectified they were never told to me up front. For the record, I bought my lot from Hunter Pasteur, but had another company build our house. At the time, I was very concerned about the quality of Hunter Pasteur homes and would not let them construct ours.

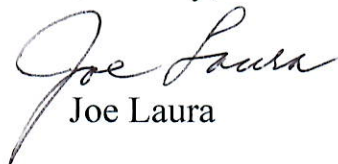
Other concerns that I had were numerous. Before purchasing the lot, I was told by Hunter Pasteur that Dunhill Park would be a gated community and that was a lie. I made the mistake to take that comment on face value as the 4 bordering subdivisions (Tuscany, Maybury, Casa Loma & Bellagio) all were gated & it only made sense to me that this community would be also.

After moving in I had many disruptive conversations with Seth Herkowitz about different aspects of the subdivision. Seth always had a reason for everything. At one point, when I was critical of our subdivision's front entrance, he told me that I was way off base, as our entrance was an award-winning entrance. After repeated requests to document that claim, I never was given any proof.

The point that I am trying to make to you is that Hunter Pasteur should not be trusted. Everything that they say must be confirmed and legally committed to if you allow any derivation of this proposal to go forward. Additionally, their reputation for building and developing properties is substandard and not worthy of leading a project like the 'Downs'. This is a monumental decision that will affect the Northville Community for your lifetime and the lifetimes of those residents that you represent. Please take this seriously when you make your recommendation to the city council.

Thank you for your consideration!

Sincerely,



Joe Laura

Dianne Massa

From: Michelle Massel
Sent: Wednesday, August 31, 2022 8:44 AM
To: Dianne Massa
Subject: FW: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

From: Joe Sefcik <wpoulos@comcast.net>
Sent: Tuesday, August 30, 2022 2:19 PM
To: wpoulos@comcast.net
Cc: agrinblat@dealersresources.com; Patrick Sullivan <psullivan@ci.northville.mi.us>; Michelle Massel <mmassel@ci.northville.mi.us>
Subject: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

Hi Dianne- and Michelle,

Please forward to the Planning Commission.

Thank you,

Joe Sefcik

To: Planning Commission Members

Joe Sefcik
313 St. Lawrence Blvd.

Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

We feel that the developer's plan is very well done. But is the plan right for Northville? The Citizens For Northville believe that the plan, in its current form, is not right for Northville. While the developer has made improvements to the original plan, the plan density was reduced only somewhat and together with Housing Types, foreign to Downtown Northville, remains the central issue in our view.

The Plan, in its present form, appears to be a high-risk plan with unknown consequences for Northville. Once implemented, becomes irreversible. Hopefully, working with the developer in good faith, the plan can be enhanced to mitigate this risk.

The key question that must be answered is "Is the HP Plan in keeping with Northville's present Character and small-town Charm? We believe it must be answered based on a specific set of questions that we are requesting the Planning Commission (and later the City Council) adopt and respond to, item by item, as outlined below. Otherwise, all we have are opinions.

There is a secondary question. Is a high-density plan the only way to pay for the public benefits such as daylighting the river? Lower risk scenarios should be explored with the developer that would include daylighting the river.

These questions must be answered and made public so that the citizens are fully informed as the process unfolds.

Following are excerpts from the PUD (Planned Unit Development) Article 20 of the Zoning Ordinance with related Question numbers that tie into each of these sections:

20.01: Purpose and Intent: “.....to preserve significant natural, historical, and architectural features and open space.....” 2 3 6 7 10 13-17

20.05: “.....The proposed use or uses shall be of such location, size, density and character as to be in harmony with the zoning district in which it is situated, and shall not be detrimental to the adjoining zoning districts....” 1 2 3 4 5 8 9 12 13-17

“.... The proposed type and density of use shall not result in an unreasonable increase in the need for or burden upon public services, facilities, roads, and utilities....” 1 4 5 8 9 11 12 13-17

20.8 1. PUD: “Reasonable conditions may be required by the Planning Commission before the approval of a planned unit development, to the extent authorized by law, for the purpose of ensuring that existing public services and facilities affected by a proposed land use or activity will be capable of accommodating increased service and facility loads caused by the land use or activity, protecting the natural environment and conserving natural resources and energy, ensuring compatibility with adjacent uses of land, and promoting the use of land in a socially and economically desirable manner.” 1 3 4 5 7 8 9 11 12 13-17

We request that the Planning Commission (and later the City Council) adopt and respond to the following questions to assess as objectively as possible the answer to the key question: “Is the Plan in keeping with Northville’s character and small-town charm?”

Questions:

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13. Has the City conducted a Pro Forma Cost/Benefit Analysis?
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15. Has the developer claimed net tax increase revenue for Northville been substantiated and will it offset incremental costs to the city?
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17. Will the Plan attract visitors to Northville: ?

We believe that whatever the Planning Commission ultimately recommends to the City Council, it must include a very specific, sober analysis of the enhanced plan and its impact on Northville's small-town Charm and Character. And this analysis must be widely communicated to the public, demonstrating how the plan is in the best interests of Northville, in order for the plan to have broad based support by the public. Such an analysis is critical to clear-eyed decision making and even more so, given the highly volatile geopolitical and financial world that may be in the process of rapidly unravelling in ways that none of us have seen in our lifetimes.



Dianne Massa

From: Michelle Massel
Sent: Wednesday, August 31, 2022 8:45 AM
To: Dianne Massa
Subject: FW: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

From: Mccloskey Maggie <wpoulos@comcast.net>
Sent: Tuesday, August 30, 2022 7:00 PM
To: wpoulos@comcast.net
Cc: agrinblat@dealersresources.com; Patrick Sullivan <psullivan@ci.northville.mi.us>; Michelle Massel <mmassel@ci.northville.mi.us>
Subject: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

Hi Dianne- and Michelle,

Please forward to the Planning Commission.

Thank you,

Mccloskey Maggie

To: Planning Commission Members

Mccloskey Maggie
44623 North Hills Drive, apt. 22, Northville, MI

Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

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From: [Manfred Schon](#)
To: [Dianne Massa](#)
Subject: To the Northville Planning Commission (PC)
Date: Wednesday, August 31, 2022 4:02:22 PM

Dear members of the Planning Commission,

For the upcoming PC meeting on September 6 I propose that the public receives a significant (e.g. 60 minute) slot **at the beginning of the meeting**. The citizens' concerns or support for the "Downs project" need to be heard.

Given the significance of this project for all citizens of Northville, I believe that feedback from Northville's citizens should not be cut short or even become unpredictable by meeting logistics.

Regards,
Manfred Schon
306 S. Rogers Street

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[Linkedin](#)
+1.734.778.8182

Dianne Massa

From: Michelle Massel
Sent: Wednesday, August 31, 2022 8:45 AM
To: Dianne Massa
Subject: FW: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

From: Marna Cornille <wpoulos@comcast.net>
Sent: Tuesday, August 30, 2022 11:40 PM
To: wpoulos@comcast.net
Cc: agrinblat@dealersresources.com; Patrick Sullivan <psullivan@ci.northville.mi.us>; Michelle Massel <mmassel@ci.northville.mi.us>
Subject: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

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Thank you,

Marna Cornille

To: Planning Commission Members

Marna Cornille
19051 Denali Circle

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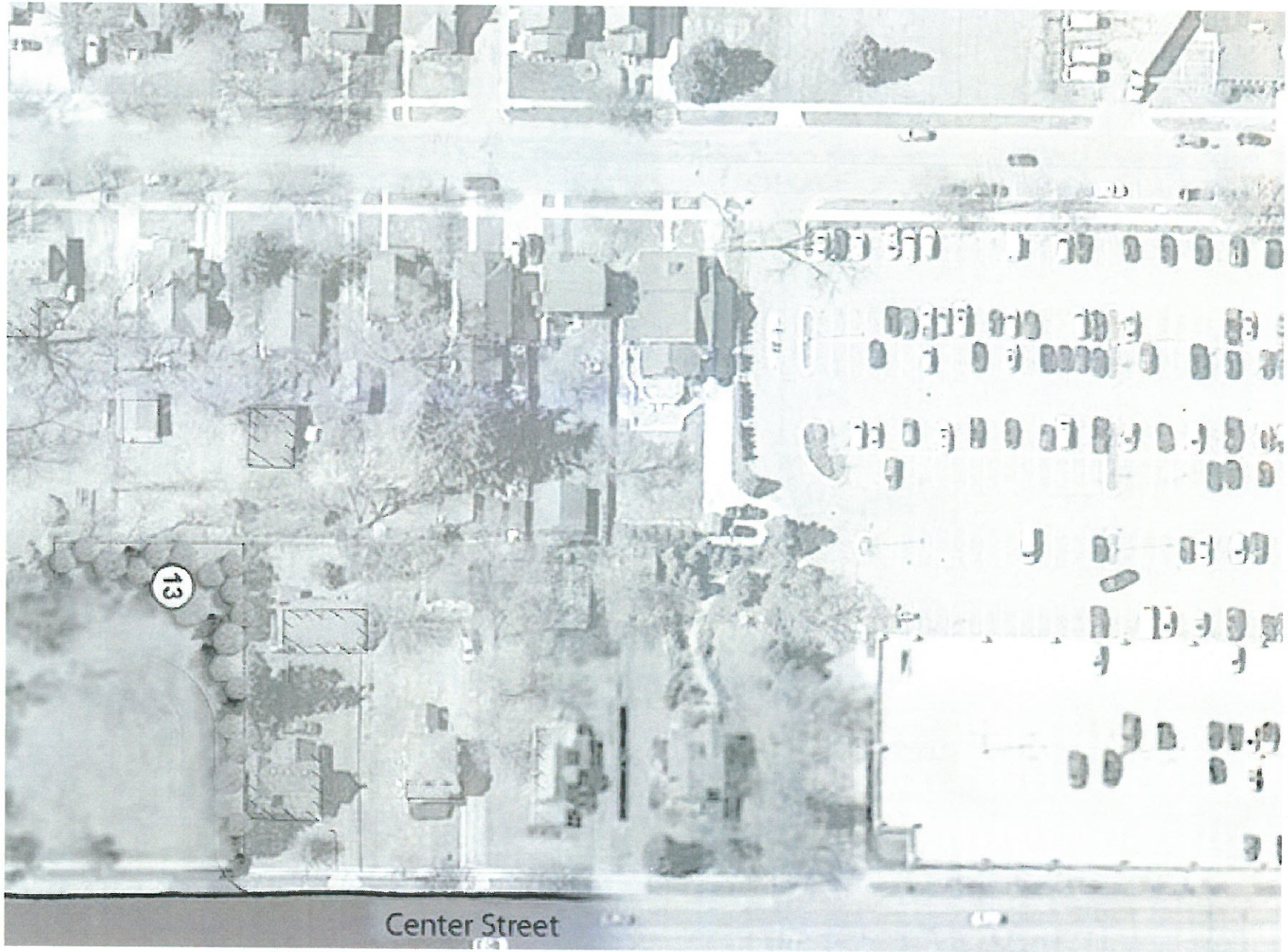
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Dianne Massa

From: Michelle Massel
Sent: Wednesday, August 31, 2022 8:45 AM
To: Dianne Massa
Subject: FW: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

From: Nancy Candela <wpoulos@comcast.net>
Sent: Wednesday, August 31, 2022 8:25 AM
To: wpoulos@comcast.net
Cc: agrinblat@dealersresources.com; Patrick Sullivan <psullivan@ci.northville.mi.us>; Michelle Massel <mmassel@ci.northville.mi.us>
Subject: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

Hi Dianne- and Michelle,

Please forward to the Planning Commission.

Thank you,

Nancy Candela

To: Planning Commission Members

Nancy Candela
21885 Bedford Dr. Northville much 48167

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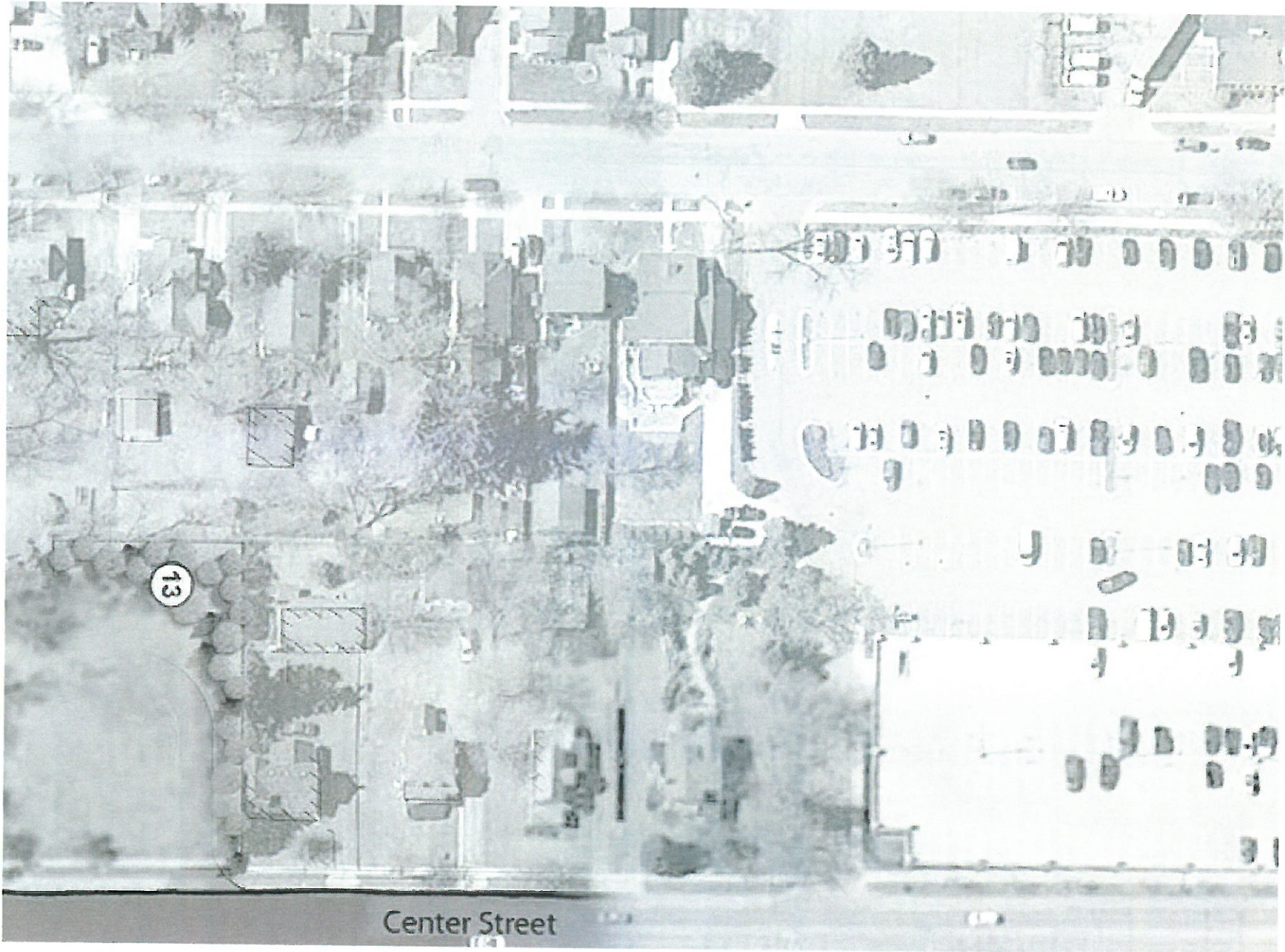
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August 29, 2022

Northville Planning Commission

VIA: E-Mail

dmassa@ci.northville.mi.us

Hardcopy: Northville City Hall
215 W. Main St.
Northville, MI 48167

To: The Planning Commissioners
RE: **RUINING NORTHVILLE**

We are writing to express our concerns that the current plan applied for regarding the development of the "Down's Property" will, if approved "**RUIN Northville**" as a preferred, historic residential community. After reviewing and comparing the plan to both Zoning, and the Master plan as well as alternative considerations, we want to express adamant opposition to it's approval.

It is painfully obvious that the proposed "Downs" development in the application process, doesn't meet the City's own Zoning and Master Plan objectives. It's also painful that we have to go through this process again, even after the developers essentially identical plan was previously rejected.

Specifically, the proposed plan does not conform to the objectives of the Master Plan of preserving and protecting existing housing, residential areas and neighborhood character. In fact, it has a high risk of negatively impacting property values due to reduced quality of life for current residents that will arise from unreasonable density, adverse traffic impacts and additional infrastructure costs.

Overall, the plan applied for does not meet the stated objectives of preserving the character or harmony of the Northville Neighborhoods. As such, it should be easy for the planning commission to deny the applicants plan on at least a half a dozen non-conforming issues with the Zoning and Master Plan. To ignore the many inconsistencies with Master Plan, Section 1.02, 20.01 through 20.05, just to name a few, would be more than questionable. This plan will "**Ruin Northville**".

Growth in our community is inevitable, however "incremental growth" should be preferred instead of one-time approval of "Over Growth" as it's more manageable. The proposed plan represents "Over Growth" of a significant amount of open space and is therefore irresponsible and Risky.

As a Registered Investment Advisor, I apply a Fiduciary Standard to put the best interest of clients first and in doing so, adhere to the concept of diversification in investments. This means avoiding over-allocation to any one investment or strategy as that is speculative and Risky.

It should be noted that the individual members of the planning commission have a similar obligation as Fiduciaries to the current citizens of Northville. That obligation helps to protect our property values and quality of life as Northville residents.

That Fiduciary obligation stands head and shoulders above any preference to "Grow the Tax Base" by approving plans by out-of-town developers who only want to maximize sellable units and move on. They will not be around to deal with the inevitable fallout from their high-density projects.

Had the developer proposed a project of 50-75 single family homes, it might be easier to align that plan with the city Master Plan and objectives. It would certainly match with the current character of the community and minimize the negative impact to Quality of life issues in the Current plan.

As an alternative, after viewing plans for the "City Park" proposal, we conclude that to be a far better plan for our fair city and one that would benefit all local residents.

We have to ask...which would promote a higher quality of life for Northville residents? An overly dense, problem infused plan to maximize profits to the developers or a well thought out, peaceful public area for local residents?

It should be an easy decision to deny the current Down's development plan. At the very least, table and delay approval until the alternative "City Park" plan can flesh out details. If nothing more, please consider it as a "Land Bank" option and a more responsible step towards Incremental Growth vs. sudden "Over Growth".

Please don't choose to ***"RUIN Northville"***.

Respectfully Submitted,

Richard and Tracy Probst

Michelle Massel

From: Beti Kempa <betikempa@sbcglobal.net>
Sent: Friday, August 26, 2022 12:17 PM
To: Michelle Massel
Subject: The Downs - please share with the Planning Commission- Public Comments

Planning Commission:

We strongly oppose The Downs project in Northville as presently proposed. This proposed project is not consistent with the Master Plan in a number of important areas, especially the goal to "Preserve, protect, and enhance existing housing, residential areas and neighborhood character." It is not consistent with the character of the community and the population density is way too high, especially in comparison to the surrounding neighborhoods. Moreover, the present project has only a few detached single family homes, compared to the rest of the city. Furthermore, it strains credibility to believe that the project's population density won't have a significant adverse impact on traffic in the area.

Mr. and Mrs. Roger Kempa
422 Covington Ct.
Northville, MI 48168
Sent from my iPhone

Michelle Massel

From: Roger Kempa <aa1636@wayne.edu>
Sent: Thursday, August 25, 2022 4:37 PM
To: Michelle Massel
Subject: Planning Committee meeting of August 29th-public comments

Hello Ms. Massel

Could you please share the below comments with the Planning Commission for the August 29th meeting? Thank you.

Dear Planning Commissioners

At the 2019 Planning Committee meetings, and at a number of meetings since, numerous residents have expressed major concerns regarding pedestrian safety if a roundabout is installed at the Seven Mile/Sheldon Road intersection. Today, I strongly urge the Planning Commission to maintain the present intersection design with a traffic light at this location, in the interest of pedestrian safety at this intersection and the nearby streets.

Roger Kempa
422 Covington Court

August 31, 2022

VIA EMAIL

Northville Planning Commission
Northville City Council
Northville Mayor Brian Turnbull
Northville City Attorney
215 West Main Street
Northville, MI 48167
c/o dmass@ci.northville.mi.us

RE: Objection To Northville Downs Development

I have lived in the Northville community for over 18 years. This letter is my continued objection to the Northville Downs development plan proposed by the developer. The Planning Commission (PC) needs to deny this application. If the owner of Northville Downs, the state's last remaining horse racing track, is unwilling or unable to continue business, and desires to sell, then the city must deny this PUD application and purchase the land. Below are some observations and concerns.

1. August 29, 2022 Special Meeting

I was present at the August 29 in-person meeting and it was unsettling. It was evident that the PC already made its decision to approve. The PC spent the majority of the meeting discussing street lane sizes, 10 ft vs. 11.5 ft. If the PC is so focused on the minutia of lane sizes it is clear it has already made its decision to approve the project.

Discussing the lane size for the majority of the meeting also made it impossible to get through the agenda prior to the 9:30 pm public comment cut-off. One cannot help but think the belabored deliberation over lane size was an intentional tactic to prevent public comment (and it worked). The hearing room was standing room only, and it played right into the developer's hand not to allow public comment.

Regarding the 11.5 ft lane size it was also astonishing that a PC member was arguing for a smaller lane in opposition to Northville's own hired engineer who recommended 11.5 ft for safety of car door openings, bikes, and passing vehicles.

The PC also admitted in statements that it had already "bought" these plans, and the houses would be "prefab" construction. The PC member attempted to recant his "prefab" statement after making it, not wanting to disclose the truth of what is already recognized – that the proposed construction will be of low-quality production housing. The PC was also at many times very deferential to the developer stating the developer had been reasonable with its revisions, not wanting to offend the developer with further substantive changes. Again, these comments showed the PC has seemingly already made its decision to recommend approval of the project to City Council.

My observation of seeing the PC in action is it is being outfoxed by the developer, and does not have the best interests of Northville at heart if it is ready to allow a project of this magnitude to move forward.

2. Missing Necessary Elements (Deleted Farmer's Market)

If the development simply: (1) daylighted the river, (2) included a farmer's market, (3) included a large park(s) and ball fields; and (4) was comprised of first-class single-family owner-occupied housing on a continuation of the traditional Northville street grid consistent with existing zoning laws, there would not be the high level of public outrage. However, that is not what is being proposed. Instead, there is high density housing, no farmer's market, private back alleys, and cookie cutter design. This leads to loss of a community amenity (the farmer's market), private streets and alleys, increased traffic and congestion, and density not on par with the rest of the city. There can be no serious debate that the project as proposed does not meet any of the public benefits needed to approve a PUD. To the contrary, this development would be a detriment as proposed.

3. The City Should Purchase The Land

As I recommended in 2018, and in subsequent conversations with the administration, the city should purchase the property. There are ways the city can accomplish this purchase. With the property under the city's control, it can control the development, come up with its own plans, and hire a developer to carry out the intent.

4. Title Search (City Attorney)

As also recommended in 2018 and at other times, the city attorney needs to conduct a title search of the property. While perhaps a slim chance, existing deeds could contain a right of reversion or restrictive covenants which would prevent a project of this size. The land containing the racetrack has, as I understand it, always been farming, recreation, fairground, or racetrack land. It has never been residential. There may be reversion rights in old deeds stating that if the project is no longer used as a fairground or racetrack that it reverts to prior owners. Or there may be restrictions that state this land must always be used for parkland. While none of this is certain the city must conduct this level of diligence prior to authorizing any development.

5. Objection To Proposed Roundabout at 7 Mile & Sheldon

The proposed roundabout at 7 Mile & Sheldon is a bad idea. First, the project should never have been allowed to be proposed as so large that a roundabout would even be considered. Second, a roundabout would be dangerous. The idea of any development would be to connect to the Sheldon walking path and Hines Park. The continuous nature of traffic, without any traffic breaks would be dangerous when trying to cross into downtown. Currently there are crosswalks and stop lights, to allow people to safely cross. Imagine having to cross a multi-lane roundabout with a small child on a bicycle. In addition, township residents living off of Sheldon south of 7 Mile would never get a break in traffic to pull out of their streets. While there is some traffic back-up at this intersection currently, it only happens during rush hour and amounts to a minimum delay. Such congestion would be easily remedied with a left-hand turn signal light, and painting turn lanes on Sheldon. Doing so, would ease traffic and not require the millions of dollars to construct a roundabout.

6. It Is Not The City's Job To Make The Project Profitable To The Developer At The Expense Of The Community

Any development should be what the community wants, not what the developer needs. The developer argues that the project must be of such massive density otherwise it won't be profitable. That position cannot be the standard on which to assess this project. It is not the job of the city to compromise its legacy at this once in a lifetime development moment to ensure the developer makes a profit. If a smaller development doesn't make financial sense for the developer – find a different developer or lower the purchase price to conform with what is allowed. The purchase price of this property is directly correlated to what is allowed by the city. The proverbial developer tail is wagging the city dog – such should not be the case.

7. Know The Game That Is Being Played

It is common practice by large developers to seek a project with much more density than needed, purposefully create public outrage, the city then can take cover in feeling like it is winning by compromising to allow less density, when all along the developer would have accepted even less units. The city needs to recognize the developer's strategy and not play into its hand. This is not the time to "split the difference." The city needs to get what it wants, and not settle on something simply to reach a false compromise. In doing so the developer still wins – not the community.

8. Developer Due Diligence

As part of qualifying any developer, the city needs to ask for a list of every lawsuit the developer (including it affiliates and related entities) has ever been involved in and how they were resolved. The city also needs to know how experienced the developer is in projects of this size. The city also needs to require a performance bond that ensures funds are available to finish the project if it is started. The city also needs to make sure the developer cannot simply receive its PUD approval and then assign those rights to a different developer – thus the current applicant acting as a mere wholesaler or "flipper" of the project.

Any development must be done in a first-class and complimentary manner. The city has a real opportunity to develop the property in a way that is an asset to the community. If done properly, the development could win urban planning and architectural awards. If done improperly, it will forever change Northville for the worse. Ideally, the city could purchase the property so that it could control any development.

* * *

In closing, the city has an important decision to make. The Northville Downs property represents nearly 25% of the downtown land mass. The development of this property is a once in a lifetime opportunity. What the city decides now will forever impact the city and community for future generations. Any development must be of first-class quality and complimentary to the existing character of downtown Northville. Please deny the current PUD application. If the PC has already decided to recommend approval of the PUD to City Council, then the City Council needs to deny the PUD.

Sincerely,

/s/ Ryan Bewersdorf

From: [Scott Baldwin](#)
To: [Dianne Massa](#)
Subject: Downs Development - Attn Planning Commission
Date: Wednesday, August 31, 2022 2:39:28 PM
Attachments: [image001.png](#)

Dear Planning Commission,

Please add my name to the list of serious dissenters regarding the current downs development proposal. I attended the Monday meeting this week in hopes of voicing my opinion, but did not get the opportunity.

In case the same scenario occurs next week, I wanted to let you know how, and how strongly I feel.

Although many of our friends are abandoning Northville at this stage of their lives, Susan and I elected to stay. We believe in Northville, love our little community, and voted with our actions: we recently purchased the old Allen residence on Fairbrook.

We are very worried that this new development will change the very nature of our entire community. Specific concerns revolve around population density, traffic, and community character. It appears to us that the variances that are being considered go directly against the Northville Master Plan that we all had a hand in constructing. This proposal will change our community character.....a very bad trade for whatever possible economics it brings.

Much time and effort was expended Monday evening considering the minutia of the proposal: street width, diversity of buildings, and whether any of the developer benefit claims were actually benefits. The time would be far better spent discussing 'character of the decision' issues like who might purchase these homes, how they might afford them, what the influx of population will do to the character of our community.

It is clear that you do care, that you have invested much hard work and due diligence in this project.....but it is not good for our community. This is why the guidelines were placed in the Master Plan.....to save us from poor or impulsive decisions.

NO MATTER HOW FAR YOU HAVE GONE DOWN THE WRONG ROAD, ONCE YOU KNOW IT,
TURN BACK

Thanks for listening,

Scott Baldwin

Scott C. Baldwin
Baldwin Capital Management, Inc.
120 West Main Street, Suite 203
P.O. Box 276
Northville, Michigan 48167

248.348.6677 phone

248.869.6088 fax



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August 31, 2022

To Members of the Planning Commission:

As a business and property owner on Main Street in Downtown Northville, I witness daily the parking and traffic issues we are currently facing. With the street closures (that are now long term) the corner of Main and Hutton has become a major intersection. Hutton was not designed to be a major thoroughfare road. Drivers come flying up the hill on Hutton (alongside the Presbyterian Church). This creates dangerous conditions for pedestrians, families picking up and dropping off from preschool at the Church, and those trying to pull in and out of parking spots along Hutton. I listen to horn-blowing throughout the day, have witnessed numerous “fender benders” and multiple near accidents.

As a resident of Northville, on Fairbrook Ct., we are very worried about what this proposed development will do to our neighborhood. Fairbrook will no doubt become a major road. At the August 29th Special Meeting, it was very frustrating to hear Commissioner’s disregard for those of us on these nearby streets. Part of the Planning Commission’s job here is to make sure this development does not adversely affect the surrounding neighborhoods.

The 2018 Master Plan states: **“Discourage development which significantly increases neighborhood traffic”**

Common sense would tell anyone who has experienced the Downtown Northville area that traffic is already a big issue. Side streets are being used as main roads, creating dangerous conditions. Adding 1000+ daily drivers from new residences, hundreds of new daily drivers going to new commercial sites (customers, employees) and a roundabout to this area will make these issues worse; I don’t care what a traffic study says.

Please refer to the Zoning Ordinance Section 1.02 Intent and Purpose: **“It is designed to lessen congestion on public streets...”** and, Section 20.01, Purpose and Intent of the PUD: **“to minimize adverse traffic impacts...”** and Section 20.05 for PUD Eligibility Criteria: **“The Proposed use or uses shall be of such location, size, density and character as to be in harmony with the zoning district in which it is situated and shall not be detrimental to the adjoining zoning districts”**

The density of TWO TIMES the surrounding area is most definitely “detrimental to the adjoining zoning districts”!

This plan, as it currently stands, is a direct contradiction of what our City’s governing documents have laid out.

Thank you for your time,

Allison Long
392 Fairbrook Ct.

Long Plumbing Company
190 E Main St.

From: [Michelle Massel](#)
To: [Dianne Massa](#)
Subject: FW: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs
Date: Wednesday, August 31, 2022 8:43:22 AM

From: Anthony Grinblat <wpoulos@comcast.net>
Sent: Tuesday, August 30, 2022 8:33 AM
To: wpoulos@comcast.net
Cc: agrinblat@dealersresources.com; Patrick Sullivan <psullivan@ci.northville.mi.us>; Michelle Massel <mmassel@ci.northville.mi.us>
Subject: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

Hi Dianne- and Michelle,

Please forward to the Planning Commission.

Thank you,

Anthony Grinblat

To: Planning Commission Members

Anthony Grinblat
21908 Albion Ave

Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

We feel that the developer's plan is very well done. But is the plan right for Northville? The Citizens For Northville believe that the plan, in its current form, is not right for Northville. While the developer has made improvements to the original plan, the plan density was reduced only somewhat and together with Housing Types, foreign to Downtown Northville, remains the central issue in our view.

The Plan, in its present form, appears to be a high-risk plan with unknown consequences for Northville. Once implemented, becomes irreversible. Hopefully, working with the developer in good faith, the plan can be enhanced to mitigate this risk.

The key question that must be answered is "Is the HP Plan in keeping with Northville's present Character and small-town Charm? We believe it must be answered based on a specific set of questions that we are requesting the Planning Commission (and later the City Council) adopt and respond to, item by item, as outlined below. Otherwise, all we have are opinions.

There is a secondary question. Is a high-density plan the only way to pay for the public

benefits such as daylighting the river? Lower risk scenarios should be explored with the developer that would include daylighting the river.

These questions must be answered and made public so that the citizens are fully informed as the process unfolds.

Following are excerpts from the PUD (Planned Unit Development) Article 20 of the Zoning Ordinance with related Question numbers that tie into each of these sections:

20.01: Purpose and Intent: “.....to preserve significant natural, historical, and architectural features and open space.....” 2 3 6 7 10 13-17

20.05: “.....The proposed use or uses shall be of such location, size, density and character as to be in harmony with the zoning district in which it is situated, and shall not be detrimental to the adjoining zoning districts....” 1 2 3 4 5 8 9 12 13- 17

“.... The proposed type and density of use shall not result in an unreasonable increase in the need for or burden upon public services, facilities, roads, and utilities....” 1 4 5 8 9 11 12 13-17

20.8 1. PUD: “Reasonable conditions may be required by the Planning Commission before the approval of a planned unit development, to the extent authorized by law, for the purpose of ensuring that existing public services and facilities affected by a proposed land use or activity will be capable of accommodating increased service and facility loads caused by the land use or activity, protecting the natural environment and conserving natural resources and energy, ensuring compatibility with adjacent uses of land, and promoting the use of land in a socially and economically desirable manner.” 1 3 4 5 7 8 9 11 12 13-17

We request that the Planning Commission (and later the City Council) adopt and respond to the following questions to assess as objectively as possible the answer to the key question: “Is the Plan in keeping with Northville’s character and small-town charm?”

Questions:

1. Is Residential Density in harmony with surrounding neighborhoods?:
5.8 homes per acre current surrounding neighborhoods – the current plan calls for approximately twice the density of surrounding neighborhoods which are predominantly single-family homes.
2. Are Residential Architecture and Housing Types in harmony with surrounding neighborhoods?:
Single Family Homes: yes, on front façades. Are large apartment and condo buildings, row, town and carriage houses appealing structures adjacent to Single Family Homes. Are these types of structures sustainable?
3. Have Walkability requirements been met? :
4. Will impact on traffic improve? :
5. Is Commercial Density in harmony with downtown?:
6. Is Commercial Architecture in harmony with downtown?:
7. Have Landscaping requirements been met?:
8. Will FAR restrictions be met?:
9. Is Parking adequate (where do non-Downs residents park that want to use the green space?)?:

10. Has a permanent location for the Farmers Market area been specified?:
11. Has impact study been done for City Services/Aging Infrastructure/Utilities? Will a bond issue be required?:
12. Has assessment been done concerning impact on surrounding neighborhood Property Values: ?
13. Has the City conducted a Pro Forma Cost/Benefit Analysis?
14. Have required developer escrow accounts been determined: ?
15. Has the developer claimed net tax increase revenue for Northville been substantiated and will it offset incremental costs to the city?
16. Has the developer's ability to complete the Plan been assessed?:
17. Will the Plan attract visitors to Northville: ?

We believe that whatever the Planning Commission ultimately recommends to the City Council, it must include a very specific, sober analysis of the enhanced plan and its impact on Northville's small-town Charm and Character. And this analysis must be widely communicated to the public, demonstrating how the plan is in the best interests of Northville, in order for the plan to have broad based support by the public. Such an analysis is critical to clear-eyed decision making and even more so, given the highly volatile geopolitical and financial world that may be in the process of rapidly unravelling in ways that none of us have seen in our lifetimes.



August 31, 2022

To Members of the Planning Commission:

The Downs proposal remains both inconsistent with the 2018 Master Plan and non-compliant with our Zoning Ordinance, and unless major changes are made – specifically related to density – I don't see how the proposal can be approved.

However, it has become abundantly clear through your deliberations and statements that you will approve the Preliminary Site Plan – even with significant unresolved or unvisited items. I would be remiss if I didn't point out some serious issues I have with the manner in which the process has unfolded. To do so, I'll highlight just a few instances from the August 29th meeting that serve as a microcosm of this entire process.

You wonder why citizens don't show up every week? When we have to sit through hours of deliberations before we have the opportunity to voice our own concerns? And then to have those concerns largely ignored – especially the vast majority of concerns raised during the Public Hearing related to:

- Density: Including detrimental effects to adjoining zoning districts
- Farmers' Market:
 - Required in the 2018 Master Plan to be retained in "south fringe of the downtown" (Cady Street, South Center Street and Northville Downs area)
 - Promised by Hunter Pasteur: "We will work with the parties to ensure our site provides everything needed for a long-term successful Farmers' Market" (2/14/22 letter signed by Randy Wertheimer)

These are the reasons we don't show up every week. And I'm not trying to minimize the importance of your deliberations, because they are truly important, but there are much bigger issues that should be confronted first regarding this Preliminary Site Plan before moving to things like roof pitch and shortening road lanes by one foot.

EXAMPLE 1: DISCUSSION OF NEED TO SEE COMPLETE 3D, FLY-THROUGH MODEL OF ENTIRE DEVELOPMENT

- PC Member: “I’m still struggling to try to piece elevations together”
- PC Member: “We’re kind of at the end of our work here”
- PC Member: “We’ll let City Council deal with that”
- Ultimate Consensus: Only need to see Center Street

Requiring a 3D, aerial model of this development is not a burdensome ask. It is absolutely *essential* to help understand how everything will look upon completion for a proposed development of this magnitude. And, according to Hunter Pasteur’s website, they routinely provide this view. Why you are willing to kick the can down the road on this is baffling. How can you approve this plan without having that important piece of information?

Similarly, pushing a number of unresolved items out until Final Site Plan approval (ex. roundabout, 7-mile/Center entryway, traffic mitigation, building materials) appears to be a crutch for this group. I understand that financial items are not your responsibility, but everything else regarding this proposal is totally under your authority. If you have issues with ANYTHING, this is the time to speak up and let the applicant know and have them modify their Plan accordingly. Now. Not later.

As the City Consultant correctly pointed out:

- “What you want to do you want to be as clear as you possibly can in your development agreement so that you don’t get into dispute later and the plans that you’re approving, preliminarily approving, are typically attached to that agreement. So, my recommendation is, get those plans as close to what you want them because they’re going to be attached. Yes, you could write some language, but then you’re kind of running into problems because the question will become why did you grant preliminary approval if you weren’t happy with it?”
- “There’s some things such as that – the architecture – I would not want to defer to Final Site Plan because I wouldn’t want to argue later on, on what you want.”

This! This is so important. Don’t rush this approval because you feel pressure related to a \$2.5M grant for daylighting the river. This has to be done thoughtfully and done right, because we only get one chance.

EXAMPLE 2: THERE WERE AT LEAST TWO OCCASIONS WHEN A PC MEMBER QUESTIONED OR WAS CONFUSED WHY AREAS OUTSIDE OF THE SITE PLAN WERE BEING INCLUDED IN YOUR DISCUSSION (EXAMPLE BELOW IS REGARDING TRAFFIC MITIGATION STUDY/FUNDS FOR BEAL, RIVER, AND FAIRBROOK)

- PC Member: “Is this something we would want for them to contribute to? I guess because this is outside of the development, that that falls under the monetary contribution, right?”
- PC Member explaining why this is in-scope: “But, you know, there’s other things that are outside the development that we’re negotiating with the developer. Um, those roads are directly affected – and once again, if you go back to the language that says ‘and if they do, that there is a, there is a desire of the community from them to um, for the community to respond to that’. And um, I think, at this stage, what we’re asking – what would those be, what would those be...because it is going to directly affect residential communities on both sides, and that is part of our charge, to figure that out, and we should not ignore it and then wait to see what happens”

That there is ANY confusion on the PC that areas outside the development are indeed part of this approval process is deeply disturbing. As section 20.05 PUD Procedure for Review states, “proposed use or uses shall be of such location, size density and character as to be in harmony with the zoning district in which it is situated, and shall not be detrimental to the adjoining zoning districts”.

You also say you’re going to “figure that out”, but when? You’re about to approve this Plan without having answers and resolutions to proposed uses that are *clearly* detrimental to adjoining zoning districts.

EXAMPLE 3: WHEN DISCUSSING PUBLIC BENEFITS, A DESIRE FOR LESS MULTI-FAMILY UNITS WAS RAISED

- PC Member: “I like their efforts. I wish there was less multi-family dwellings, but that ship has also sailed.” *This was followed by chuckling and agreement by PC*

How can that be your position?! This is the time to work with the developer and require changes to the plan. Why are you so willing to simply appease and concede?

The density of this development is ~2x that of the adjoining zoning districts. This is inconsistent with requirements in 1.02 and 20.05 of the Zoning Ordinance.

EXAMPLE 4: WHEN DISCUSSING THE IMPACT OF CHANGING BEAL, RIVER, AND FAIRBROOK STREETS FROM RESIDENTIAL TO COMMUTING ROADS AND WHETHER THE BEAL STREET EXTENSION SHOULD BE CONSIDERED A PUBLIC BENEFIT

- PC Member: “But to overall connectivity that’s a benefit, right?”
- PC Member: “But I don’t know that the, um, developer has addressed the requests that we’ve had multiple, about how we mitigate the, uh, traffic congestion on Beale and how we maintain, slow that traffic down and there was a couple requests for them to look into that and I have not heard anything from them at this time. So I am concerned. So I agree with you about connectivity, but I think that it is directly affecting those spaces, and that is, that is part and parcel of the Master Plan that they don’t negatively affect community spaces outside their project, and I think that is happening with that connection”

The developer has not responded to numerous requests regarding negative effects to adjoining zoning areas, and you’re fine with that? Why is their response not required before approval? And how can you approve when there are clear negative effects to adjoining zoning areas?

EXAMPLE 5: TRAFFIC/PARKING STUDY DISCUSSION

- PC Member: “We will need to do another traffic impact study after this development is complete. Who pays for that? I do not know. But I know it needs to be done. Because I think you’re going to have people coming to the City Hall, into the Planning Commission, going ‘it never used to be like this and it’s your fault’. And we’re going to have to respond to that and we will have unforeseen issues. We cannot foresee all the issues. They will be unforeseen.”

What is being acknowledged here is what every rational Northville citizen already knows – this development will lead to SIGNIFICANT traffic issues. But, rather than confront that now, you kick the can down the road again because you have an “official” traffic study that you hang your hat on. What happens to that study when you factor in permanent closures on Center and Main and the 4-way stop at Center and Cady? No one has even addressed the fact that Hutton between Cady and Main was never designed to be a major thoroughfare, and it is now serving in that capacity.

The Master Plan “discourages development which significantly increases neighborhood traffic”, and Section 20.01 of the Zoning Ordinance (PUD Purpose and Intent) mentions the requirement to “minimize adverse traffic impacts”. The traffic studies clearly show a number of road ratings deteriorating as a result of this development.

Commissioning a comprehensive traffic study *AFTER* the development is complete is almost humorous to me. “Gee, traffic’s really bad as a result of The Downs development. Let’s confirm with a study.” Unfortunately, for those of us who remain in Northville, this will be too little, too late.

You are not demanding answers to your (and our) concerns, you are not holding the developer responsible for complying with the 2018 Master Plan and our Zoning Ordinance, and you are passing the buck to City Council and / or Final Site Plan approval.

This city doesn't need its future dictated by an outside developer whose only goal is to maximize profit . Follow the Master Plan, follow our Zoning Ordinances, and listen to the citizens who have made Northville the city that it is today. A diverse, charming, small town that prioritizes green space, unique architecture, and single-family homes.

Thank You.

Billy Burns

392 Fairbrook Court

From: [Donna Tinberg](#)
To: [Dianne Massa](#)
Subject: Fwd: What If? REVISION
Date: Tuesday, August 30, 2022 11:00:04 AM

Hi Dianne—

Mr. Giroux has asked that this be shared with the Planning Commission. Thanks—

Donna

Begin forwarded message:

From: "C. GIROUX" <girouxreal@wowway.com>
Date: August 30, 2022 at 8:45:06 AM EDT
To: Kurt Kuban <kurtkuban@gmail.com>
Cc: brianpturnbull <brianpturnbull@gmail.com>, Donna Tinberg <thayernorth@gmail.com>, Douglas Wallace <douglaswallace@northville.org>, Denise Jenkins <denisemjenkins@aol.com>, Jim Long <jrlong@longmechanical.com>
Subject: Fwd: What If? REVISION

(Mr. Kuban: Note that based on attending last night's Planning Commission meeting and obtaining additional roadway info., please accept the following more accurate paragraph concerning a S. Center Street boulevard, replacing the original version submitted yesterday. I apologize for any confusion this may cause.)**

From: "girouxreal" <girouxreal@wowway.com>
To: "Kurt Kuban" <kurtkuban@thevillemagazine.com>
Cc: "brianpturnbull" <brianpturnbull@gmail.com>, "Donna Tinberg" <thayernorth@gmail.com>, "Douglas Wallace" <douglaswallace@northville.org>, "Denise Jenkins" <denisemjenkins@aol.com>, "Jim Long" <jrlong@longmechanical.com>
Sent: Monday, August 29, 2022 5:47:43 PM
Subject: What If?

The long and difficult task of considering how to best protect the small-town heritage of the City of Northville while balancing developer goals for "The Downs" property continues for our Planning Commission.

Throughout this process the overwhelming concern expressed by many city residents has been the density proposed for the project. It's adverse impact on traffic congestion/safety and the very small-town charm that attracts and makes Northville so financially appealing for development is being threatened to forever disappear.

The main party to this drastic change, Hunter Pasteur Northville (HPN), has cooperated in making many positive revisions to its original plans, but much more can and should be done to ensure an outcome agreeable to all. Their proposals from the beginning have consistently called for a total of 450+ housing units on the Downs site of approximately 48 acres. The most recent plan revision contains 459 units or almost 10 dwellings per acre, which is close to double the density of residences found in surrounding neighborhoods.

We can do better! What if... to address both concerns for more affordable housing in the city and previously claimed water table building constraints, that more modest single family homes were constructed on the same foundation types as used on the massive number of townhomes proposed for the south end of the development?

**** What if... a boulevard with plantings and trees was to be constructed on S. Center Street (similar to those found at other city entrances on N. Center, Randolph, Northville Rd & Griswold Street)? The developer's most recent plan revision depicts an island going north from the roundabout at 7 Mile Rd that could be extended the length of S. Center Street. Such a boulevard would provide a more unique, impressive roadway to compliment the current revised south gateway into town. Most importantly, it would contribute to having a desired calming impact, reducing traffic speeds and offsetting the "canyon effect" on the area as well.**

Finally, what if... portions of the "City Park" concept proposed by the Citizens of Northville group were reasonably adopted to reduce the overall density of the project?

We need to make this development into a desirable addition to the city not only for the present, but so that future generations can appreciate and cherish the foresight of those who preserved the unique place our town is...

Save Northville!

Carl Giroux

Dianne Massa

From: Michelle Massel
Sent: Wednesday, August 31, 2022 8:44 AM
To: Dianne Massa
Subject: FW: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

From: Cheryl Meharg <wpoulos@comcast.net>
Sent: Tuesday, August 30, 2022 3:53 PM
To: wpoulos@comcast.net
Cc: agrinblat@dealersresources.com; Patrick Sullivan <psullivan@ci.northville.mi.us>; Michelle Massel <mmassel@ci.northville.mi.us>
Subject: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

Hi Dianne- and Michelle,

Please forward to the Planning Commission.

Thank you,

Cheryl Meharg

To: Planning Commission Members

Cheryl Meharg
17060 Lochmoor Ct 48168

Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

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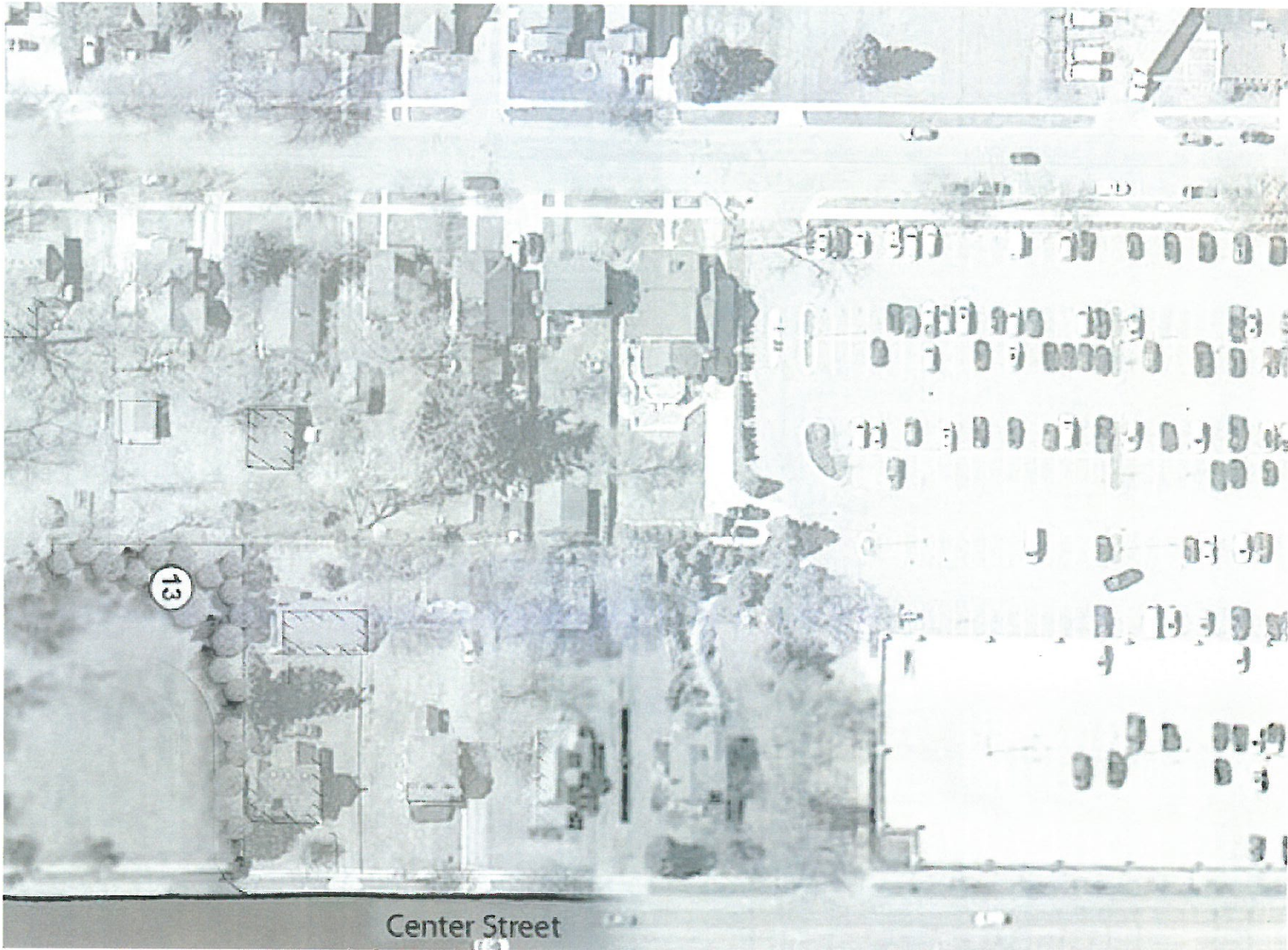
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Dianne Massa

From: Michelle Massel
Sent: Wednesday, August 31, 2022 8:44 AM
To: Dianne Massa
Subject: FW: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

From: Dan Timmons <wpoulos@comcast.net>
Sent: Tuesday, August 30, 2022 9:45 AM
To: wpoulos@comcast.net
Cc: agrinblat@dealersresources.com; Patrick Sullivan <psullivan@ci.northville.mi.us>; Michelle Massel <mmassel@ci.northville.mi.us>
Subject: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

Hi Dianne- and Michelle,

Please forward to the Planning Commission.

Thank you,

Dan Timmons

To: Planning Commission Members

Dan Timmons
18810 Jamestown Circle
Northville MI 48168

Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

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From: [Linda Hodor](#)
To: [Dianne Massa](#)
Subject: Northville Downs Redevelopment
Date: Wednesday, August 31, 2022 3:56:33 PM

Northville Downs

DEAR CLERK MASSA:

PLEASE FIND FOLLOWING A LETTER WE ARE SUBMITTING FOR REVIEW BY THE NORTHVILLE DOWNS REDEVELOPMENT COMMITTEE FOR THE NEXT SCHEDULED MEETING AND FOR INCLUSION IN THE MEETING PACKET.

THANK YOU,
DANIEL & LINDA HODOR

Dear Committee Members:

As we continue to review input from other concerned residents regarding the Hunter Pasteur proposal for the Northville Downs property, we are increasingly concerned that this proposal will result in some level of future abandonment by the developer and a permanent alteration of the small town character of downtown Northville. The negative impact on the surrounding communities will be irreversible and potentiate the already high level of traffic noise and density with which Northville residents are already contending with on a daily basis.

Many single family homeowners have invested heavily in their properties and paid tens of thousands of tax dollars toward city infrastructure and schools. Expectations of extraordinary careful stewardship of the scarce land remaining for development are not unreasonable.

For these reasons and others articulated in our previous letters to the commission, we believe a pause is in order for the Hunter Pasteur proposal until the company's prior projects are fully vetted and until the proposal under consideration is thoroughly reviewed for compliance with all zoning guidelines, regulations and restrictions governing the use of this land.

We believe alternative proposals should be sought for the property because doing the wrong thing is far more damaging to the future of Northville than doing nothing at all with this rare land opportunity for redevelopment.

Thank you for your consideration.

Respectfully submitted,

Daniel & Linda Hodor
47738 Dunhill Ct
Northville, MI 48167

Sent from my iPhone

From: [David Stirman](#)
To: [Dianne Massa](#)
Cc: [Dan Herriman](#); [David Stirman 101](#); [Donald & Diane Rivard 420](#); [Fran & Pat Collins 127](#); [Kirk and Nanette Yuhasz 326](#); [Roger & Beti Kempa 422](#)
Subject: Northville Downs Development
Date: Wednesday, August 31, 2022 5:28:40 PM

From Resident of St Lawrence Estates (SLE) expressing common concerns from our 96 home community.

1. In prior PC meeting minutes, a consultant recommended, and the PC agreed to pursue a roundabout at Seven Mile and Center. The roundabout may keep traffic moving but a continuous flow through the traffic circle will inhibit the opportunity for St Lawrence Estates residents to enter and exit our community during rush hour morning and evening. Exiting our community onto 7 mile is already tenuous but the traffic lights help to create an opening for us to turn right or left from our only entrance on Seven Mile. Look forward to written solution to this concern.
2. Walkers from this community currently travel daily to downtown or to Hines Park. Crossing Seven Mile to Wing St is the most convenient path to the post office or downtown restaurants. Crossing Sheldon at the corner of Seven Mile is the best route to Hines Park. Placing a traffic circle at 7 and Sheldon will make it both dangerous and difficult to cross. Having a cross walk and island median built at our exit to safely navigate 7 mile Having a button to push to stop traffic and an island between the East/West traffic would go a long way for resident safety and would not be used that often to significantly impede traffic. A similar solution at Sheldon would be helpful. Open to hearing how this concern is resolved.
- 3.) A written control plan for noise and dust during demolition and construction phases was discussed at the August 30 PC meeting and is supported by SLE. This plan should include reasonable hours of moving heavy equipment, hammering etc. While we don't know the specifics of what can be done but expect with all this demolition and construction there will be silt, dust, dirt flying constantly. Looking forward to the contractor's written plans to address these concerns.

David Stirman 101 Hampton Ct Northville 48168

Dianne Massa

From: Michelle Massel
Sent: Wednesday, August 31, 2022 8:44 AM
To: Dianne Massa
Subject: FW: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

From: Debra McCann <wpoulos@comcast.net>
Sent: Tuesday, August 30, 2022 4:26 PM
To: wpoulos@comcast.net
Cc: agrinblat@dealersresources.com; Patrick Sullivan <psullivan@ci.northville.mi.us>; Michelle Massel <mmassel@ci.northville.mi.us>
Subject: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

Hi Dianne- and Michelle,

Please forward to the Planning Commission.

Thank you,

Debra McCann

To: Planning Commission Members

Debra McCann
45049 Huntingcross Dr

Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

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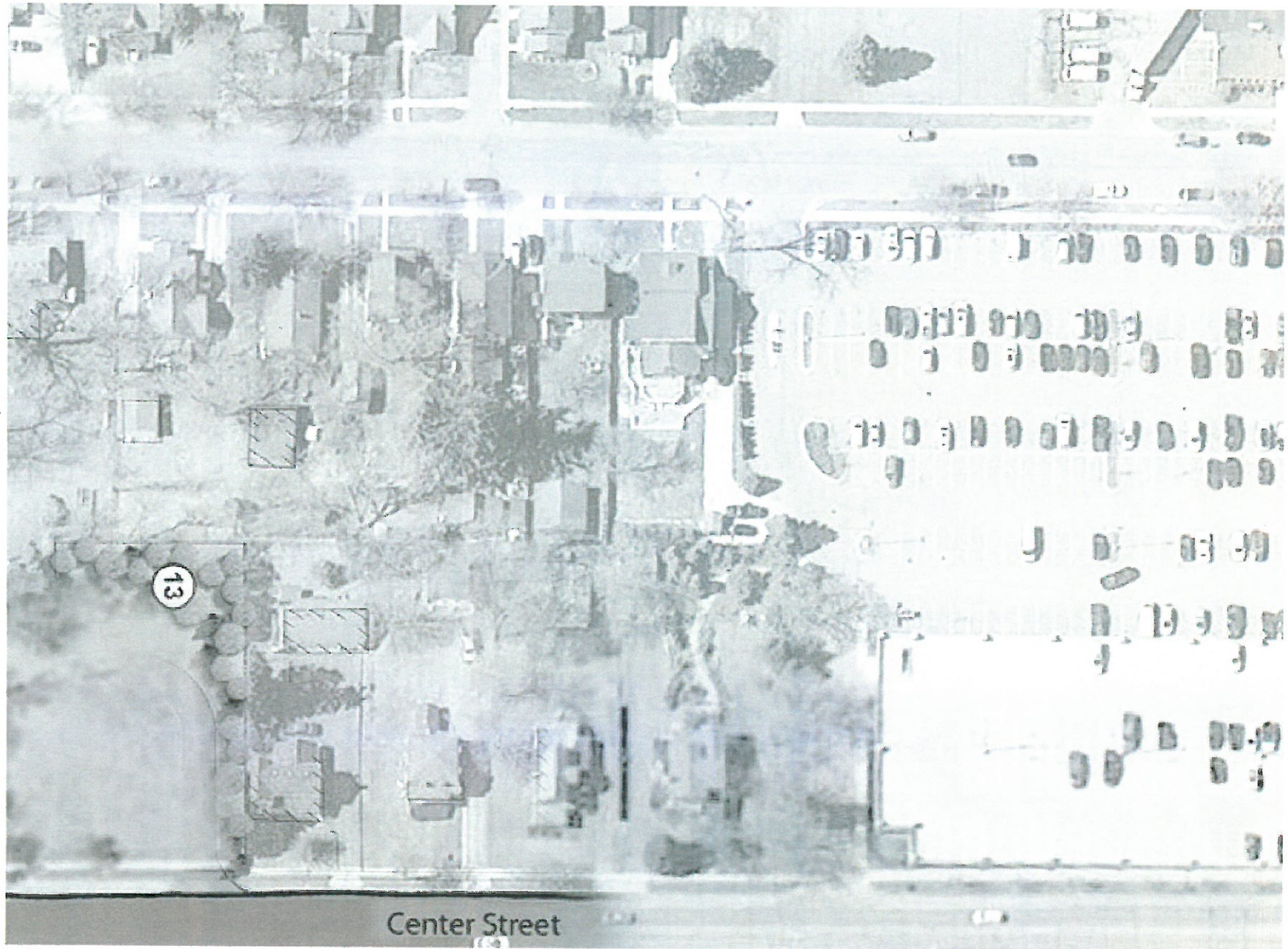
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Dianne Massa

From: Michelle Massel
Sent: Wednesday, August 31, 2022 1:28 PM
To: Dianne Massa
Subject: FW: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

From: Isabel bender <wpoulos@comcast.net>
Sent: Wednesday, August 31, 2022 12:45 PM
To: wpoulos@comcast.net
Cc: agrinblat@dealersresources.com; Patrick Sullivan <psullivan@ci.northville.mi.us>; Michelle Massel <mmassel@ci.northville.mi.us>
Subject: Urgent Questions Yet To Be Answered by the Planning Commission for The Downs

Hi Dianne- and Michelle,

Please forward to the Planning Commission.

Thank you,

Isabel bender

To: Planning Commission Members

Isabel bender
17811 Cranbrook dr
Northville MI 48168

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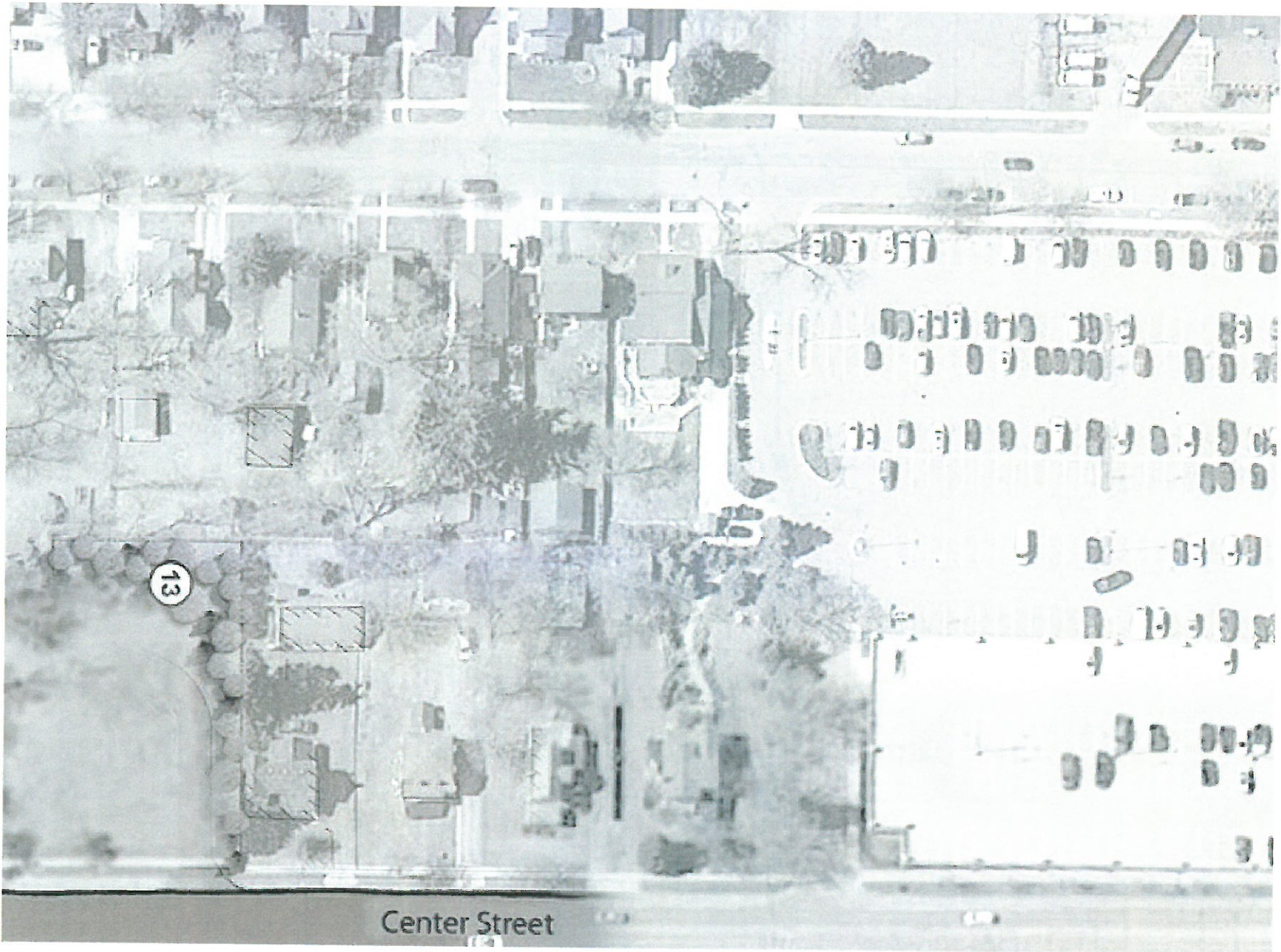
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Michelle Massel

August 29, 2022

To the Planning Commission

We have enjoyed being proud residents of Northville for over 50 years with our children attending school here from K 12 and both are married to Northville graduates. We do not approve or support in any way the RADICAL design of the Downs proposal. There is no rush to approve this. Only the developer wants to ram it through. It will totally spoil our beautiful Victorian Village FOREVER.

Respectfully,

Martha Nield Citizen of the year 2001

Jim Nield Citizen of the year 2004

120 West Street Northville, Michigan 48167

August 31, 2022

Ashley Peper
Grandview Acres
Northville (Twp), 48167

Dear City of Northville Planning Commission,

I would like to apologize in advance for the length of this letter; however, there is a lot going on with this development, some of which has been said, some of which hasn't. Hopefully, this letter will remind you about the value of Northville's land.

I recently revisited the City's website, the first thing I saw was "Savor small town charm", which I found ironic considering the Downs Development. According to the Michigan Association of Planning, the goal of a Master Plan is to "guide communities in their decisions on land use development and preservation." I reviewed the 2020 and 2021 survey updates for the Master Plan. Resident callouts included open space as a high priority, daylighting the river/creek, the farmer's market, density/traffic concerns, and potential negative effects to the character and charm of Northville. As many of you know, it can be difficult to find parking currently in the city, which is crucial if we want to encourage not just city residents to visit Downtown but others as well, such as Township residents. This will ultimately discourage people from outside of downtown from visiting if there's no place to park.

The developer has talked a lot about numbers: number of residents, tax revenue, % traffic increase. So, let's talk numbers ...

As part of Northville's Master Plan update, the survey conducted found that more than 70% of respondents called for passive green spaces, spots for informal gatherings, and play areas as 3 separate callouts. Part of the purpose of the Master Plan is to preserve open space. Looking at their plan, they have 12.18 acres or 25.31% listed as open space. However, the actual public space is less than 20%, and that's assuming you include the entire riverbank, a good portion of which will be the actual river. Regarding the pocket parks as a public benefit, while I don't know about you, I have never gone to someone else's neighborhood to use a park. As mentioned previously on Aug. 29, these parks will likely not be used by the public much but simply by people walking by, which from my perspective, will be the people living in this subdivision.

As part of the Master Plan update, >77% said limiting density was important with >80% saying it is important for keeping the Farmer's Market in the considered area, 2 things that aren't being considered by the developer. When thinking about it, most people don't want to go where they're not wanted, which is how the developer is treating the Farmer's Market, as unwanted.

Also, looking at the new gateway depiction at 7 Mile and Center, you still get the canyon effect, and it looks like you're entering directly into someone's cookie cutter subdivision, not a thriving downtown community where people actually know their neighbors. With this, almost no one, or 2.8%, of respondents said taller buildings were effective for the gateway features (multi-select). Even the rainy-day picture of the current gateway, which truthfully looks blah, looked more welcoming to me than the sunny day picture of their proposed entrance.

Also, using the 2020 census data, the average income in the City of Northville is \$129,426. With this income, the average current Northville family can afford and get approved for a \$486,000 house (averaged from Zillow at \$495k, Wells Fargo at \$483k, and Intuit at \$479k) with 20% down and assuming only \$750 in additional monthly expenses, which I consider extremely conservative considering my car, phone, and groceries often reach or exceed this monthly. At this rate, current citizens couldn't even afford to live at this development. Is that really providing diverse housing? As an individual in their mid-20s who doesn't live with a significant other, but makes good money, I would not be able to afford to live in this development.

While there has been mention of the additional tax revenue created by this development, would it be worth it if it stripped Northville of what it values most? Does it consider that this development will likely add 1,100 people (see Appendix; an 18% population increase to Northville's current 6,119) will be using the roads and sidewalks, meaning they will need to be replaced significantly sooner than if this development didn't exist (or was significantly smaller). This is also significantly higher than the most recent, conservative population estimate I could find from HP's presentation (March 2022), which estimates the population increase to be at 845. However, this same population coordinates with 474 units, more than the currently proposed 443/459 units (see Appendix).

There will also be an increase in costs to public works and parks. An 18% increase in population could mean an 18% increase in Parks & Recreation usage; however, costs such as this were not mentioned by the developer. The developer also mentioned the money Northville schools would get; however, I have numerous teacher friends, including a few at Northville High School, and not one has ever told me that schools are actually given enough money to take care of the students they have. Is it worth it to put this pressure on our already overworked, underpaid teachers? When you add all of these costs together, the additional tax revenue isn't as beneficial as the developer originally proposed it.

I've also done some research on Hunter Pasteur and some neighborhoods of theirs in the area. They have a history of incomplete projects in which they sell the project or have to bring on another builder because they can't finish it. Dunhill Park (Novi, MI) with 31 homes was originally approved solely for Hunter Pasteur in March 2016. In August 2019, the project had yet to be completed and HP requested a reduction in the "required financial guarantees". Compo Builders Inc ended up completing the project for HP and it appears the last home was sold in 2021, 5 years after the initial approval. At that rate, it would take HP XX years just to complete the single-family homes portion of the Downs Development. According to Franklin Property Co.'s website, this property was also developed with help from the Brownfield Authority. Similar situations occurred with Rathmor Park (South Lyon, MI), a good portion of which was completed by Pulte Homes, as well as Knightsbridge Gate (Novi, MI) which was completed by Winnick Homes.

Northville's Master Plan focuses on maintaining the integrity of its neighborhoods and encouraging development that is consistent with the character of the community. It's important to keep this going for Northville, which this plan does not do. While I've missed a chunk of the Downs Development meetings, I've attended at least 5, and in each meeting, I haven't heard a single citizen (who doesn't have a stake in the property), truly support it. I've heard multiple citizens (and a few commissioners) say "it's better than it was", but I have never known Northville to settle. It shouldn't matter how long the developer has been trying to get this approved or how much money they have lost in the process. When it comes down to it, the only thing that should be considered is, Is this best for Northville and its future?

This current plan would be settling. The only thing Northville should “settle” for is what’s truly best for Northville and its citizens.

As a member of the Northville Township Legacy Park Committee, I encourage the City to consider other ways of viewing this property, such as working with the developer to create a large park out of a portion of the site, such as 1/3 or about 15 acres. The Township has used bonds to purchase the Legacy Park property, something I encourage the city to do. This would offer the opportunity to significantly decrease the density while adding true public amenities, get rid of the current canyon effect proposed by the developer (if along 7 Mile and Center), and allow the developer to finish this project sooner. In doing this, it would ultimately significantly improve walkability, sustainability, and safety, while maintaining Northville’s small-town charm, integrity, and sense of community, much of which is lost or limited by the currently proposed development. Please, I implore you to strongly consider

Thank you,

Ashley Peper

Appendix

Apartments	174 units	1.5 persons/unit	261 people
Condos	53 units	1.75 persons/unit	92.75 people
Townhomes, Row Houses, Carriage Homes	193 units	3 persons/unit	579 people
Single-Family Dwellings	39 units	3.5 persons/unit	136.5 people
TOTAL	459 units		1,069.25 people

Now, the above rudimentary math balances the apartments and condos by assuming half will be occupied by 1 person, half by 2 people. The Townhomes, Row Houses, and Carriage Homes, assume 2-4 people, which averages to 3 people. The Single-Family Dwellings assume half will have 3 people, half will have 4 people. Overall, even at 1,069 (rounded), this is a conservative estimate, particularly as it assumes there are 100 single individuals who can afford to live in this development on their own, which is unlikely. It also assumes none of the single-family dwellings will have more than 2 children.

Also, I'm not sure which is the correct number of houses; I thought it was currently down to 443, but this document from the 8/16 presentation has both 459 and 443 units.

Residential Type	Proposed Density – Using PUD Density Standard (Excludes ROW) ²	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

443 units/44.45 Acres
= 9.96 DU/AC.

My name is David Zima. I am a 60 year Northville City resident. I am married to a retired Northville teacher who taught in this district for 36 years. We have a daughter who graduated Northville High School, same as her father. I bring this up because of the unique perspective of living in the city over those 60 years and seeing first hand the changes that have evolved. This is our perspective on the downs project.

I saw the traffic study that was done on the roads in the city. With all do respect, I don't know what city is being described here. I know its not the city I know and love. My experience and life's activities of driving, walking and biking doesn't add up, to this report.

Traffic has increased beyond belief. From seeing hour after hour of traffic coming down the Sheldon Rd. Hill, to the backup at 7 mile and Rogers at 3:00 p.m, which by the way I see every day from my Kitchen Window. With heavier traffic comes heavier safety concerns.

Parking has disappeared.

Has anyone ever tried to get a parking spot in town at noon on any day of the week. I hope we never have to use a parking app. to find one.

Folks the "downs project" will ^{bring} 474 homes and upwards of a 1000+ cars. The police department, fire department, and the DPW will be placed in a non winnable situation. The infrastructure will cost taxpayers an arm and leg, all the while losing our small town charm. After all, why did you move here? I'm sure it wasn't to make Northville the new Royal Oak West. It's O.K to say no to the largest single development in the state of Michigan for a city our size. Thank You David & Gail Zima
375 First Northville 48167

From: [joette george](#)
To: [Dianne Massa](#)
Subject: Saint Lawrence Estates
Date: Thursday, September 1, 2022 12:20:53 PM

Good Afternoon Dianne,

You recently received a letter from our Association President, David Stirrsman. I Just want to reiterate how important the situation he mentioned is....I think by now we all realize The Downs will be developed, But the traffic situation has to be FULLY addressed. What they want to do now with the round-about @ 7 & Sheldon will destroy the ability of residences at Saint Lawrence Estates to cross 7 mile. By car. & most certainly by foot. There already is enough traffic that makes it difficult during certain hours to cross & with the "Continuous" flow that a round-about will create... Well, it will be near impossible!...NOT to mention the people trying to turn from the North side of 7 mile....PLEASE don't forget these Northville Residences as we try to appease the Developer!

Joette George
215 Saint Lawrence
Northville. MI.

Dianne would appreciate it
If you could forward my comment to the board, thank you.

From: [Kirk Yuhasz](#)
To: [Dianne Massa](#)
Cc: [David Stirsman](#)
Subject: NORTHVILLE Downs Project.
Date: Wednesday, August 31, 2022 9:34:00 PM

A 12 year Resident of NORTHVILLE and resident in St Lawrence estates it is astounding how the development planners and consultants cannot without certainty solve vehicular and pedestrian traffic to the proposed development. The ability to safely enter and exit our condominium complex from our only entrance that is west of Sheldon Road is most difficult during an extended rush hour window right now and it is inconceivable that without a traffic signal at the expense of the first roundabout in Wayne County is a dangerous forced planning tool at the expense of our 96 co owners. To make my point our land area and boundaries are not even graphically depicted on planning documents to show the geographic relationship to all aspects of the proposed plan as if it was deliberate to qualify the roundabout proposal. We are strongly opposed to the roundabout and exclusion from consideration to how our residents will safely be able to enter or exit our complex by vehicle or foot. Please inform us how our concerns will be addressed in the overall plan. The mixed use PUD is contingent on providing a Public Benefit. Please inform us how this benefits the residents of ST Lawrence Estates.

Kirk and Nanette Yuhasz
326 St Lawrence Blvd, NORTHVILLE
Sent from my iPh

From: [Dennis Merlo](#)
To: [Dianne Massa](#); [Brian Turnbull](#); [Johncarter3@gmail.com](#); [Barbara Moroski-Browne](#); [dtprice07@aol.com](#)
Subject: Downs Project
Date: Thursday, September 1, 2022 3:34:30 PM

To the planning commission:

My wife and I were driving last Monday night north on Sheldon, heading into downtown Northville for the council meeting. We came upon Seven Mile, stopped at the light and visualized the proposed development project.

It left us very sad, and asking why the city of Northville would even consider it.

Our family has lived here nearly 26 years. We've seen tremendous development, and support the great majority of it. The Northville community is celebrated and desired for reasons that are diametrically opposed to what this mammoth project represents.

Northville is a small community, a peaceful town with a certain serenity. It possesses great charm and it's known for mature tree-lined streets and a friendly atmosphere.

This project is totally overbuilt - it's not needed. Contrary to what the developer says, any common-sense person realizes that greater traffic will ensue, causing tremendous congestion, not even mentioning the increased carbon footprint.

It will feature cookie-cutter homes, which goes against the grain of Northville today.

My guess, and it's simply that, is that the residents moving in will have a larger turnover than the current residences, due to the nature of the homes, apartments going up. These transients won't become as embedded and active in the overall community.

Needless to say, we strongly oppose this development.

Additionally, can the council take public comments at the beginning of the meeting? Having them at the end simply results in people getting tired and frustrated and going home. Does the council really have any sincere interest in hearing from their community members?

Finally, Northville is one of Metro Detroit's most beautiful cities. Everything you read and learn about Hunter Pasteur speaks to this company being one of the lesser developers in town.

Thank you
Dennis Merlo
248-420-0839

MEMORANDUM

TO: PLANNING COMMISSION
FROM: NANCY DARGA
SUBJECT: CONGRATULATIONS GREAT JOB
DATE: SEPTEMBER 1, 2022

Your performance at the "Special Meeting on August 30, 2022," regarding the Down's Project was impressive. As the council chambers filled up with angry people, I became anxious the meeting would be bogged down by an on slot of negative comments that have been voice previously. However, the night turned into a very productive session thanks to the guidance of the Chair, Donna Tinberg and the dogged determination of the commission members to stay until you got through the list of conditions for the preliminary site plan review.

The public needs to understand how hard you all have worked reviewing every detail of the site plan over many months and meetings. The comments that I could hear sitting in the audience was about issues already discussed in detail and addressed through the review process and they obviously have not been following the progress on the project. They also did not seem aware of the changes and improvements made over these months to the preliminary site plan and the ability to address additional details before the final site plan review.

In the introductory start of the meeting Donna summarize the review process and what actions were needed in the meeting. I thought it was very helpful and I encourage that an explanation of the review process that was followed, the topics addressed and what the next steps will be explained again at the upcoming meeting.

Once again thank you for your dedication to the City of Northville in making this a great place to live.

From: [Don Rivard](#)
To: [David Stirsman](#)
Cc: [Dianne Massa](#); [Dan Herriman](#); [Fran & Pat Collins 127](#); [Kirk and Nanette Yuhasz 326](#); [Roger & Beti Kempa 422](#)
Subject: Re: Northville Downs Development
Date: Friday, September 2, 2022 12:33:50 PM

I agree with the concerns in your e-mail. I would also like to know approval of this plan is contingent upon the roundabout being built, has it been submitted to the county for approval and where will it physically be, and will it block our entrance. The Wayne County road commission doesn't usually rubber stamp a developer's plan on a through street. It's hard enough to get a traffic light installed.

Sent from my iPad

On Aug 31, 2022, at 5:28 PM, David Stirsman <dstirsman@aol.com> wrote:

From Resident of St Lawrence Estates (SLE) expressing common concerns from our 96 home community.

1. In prior PC meeting minutes, a consultant recommended, and the PC agreed to pursue a roundabout at Seven Mile and Center. The roundabout may keep traffic moving but a continuous flow through the traffic circle will inhibit the opportunity for St Lawrence Estates residents to enter and exit our community during rush hour morning and evening. Exiting our community onto 7 mile is already tenuous but the traffic lights help to create an opening for us to turn right or left from our only entrance on Seven Mile. Look forward to written solution to this concern.
2. Walkers from this community currently travel daily to downtown or to Hines Park. Crossing Seven Mile to Wing St is the most convenient path to the post office or downtown restaurants. Crossing Sheldon at the corner of Seven Mile is the best route to Hines Park. Placing a traffic circle at 7 and Sheldon will make it both dangerous and difficult to cross. Having a cross walk and island median built at our exit to safely navigate 7 mile Having a button to push to stop traffic and an island between the East/West traffic would go a long way for resident safety and would not be used that often to significantly impede traffic. A similar solution at Sheldon would be helpful. Open to hearing how this concern is resolved.
- 3.) A written control plan for noise and dust during demolition and construction phases was discussed at the August 30 PC meeting and is supported by SLE.

This plan should include reasonable hours of moving heavy equipment, hammering etc. While we don't know the specifics of what can be done but expect with all this demolition and construction there will be silt, dust, dirt flying constantly. Looking forward to the contractor's written plans to address these concerns.

David Stirman 101 Hampton Ct Northville 48168

From: [Jackie Dobson](#)
To: [Dianne Massa](#)
Subject: Final Approval Downs Development
Date: Tuesday, September 6, 2022 8:51:52 AM

Diane Massa,

Would you please forward this email to Donna Tinberg with my comments for the planning commission? Thanks in advance.

Donna,

I would like to share a concern for the final plan. Please work to ensure that the development has the maximum road width on the public roads portions of the development. I currently live on Rayson Street at the corner of Grace, and the current traffic situation is worrisome. I have seen time and time again where UPS, FEDEX, cars and garbage trucks and other vehicles cannot progress either street if there is a parked vehicle. I would not want to see this situation repeated.

Again I would like to thank each member of the Planning Commission for what must be an exhausting task. This once in a lifetime opportunity is an extraordinary responsibility to take on, and I appreciate each of your dedication to get this right. Keep doing the hard work.

Jackie Dobson
235 Rayson
Northville, MI

Sent from my iPad

Planning Commissioners,

September 1, 2022

Re: Downs PUD Application – River Daylighting

At a recent Planning Commission (PC) meeting Hunter Pasteur's (HP) civil engineer presented a cross section cut of the proposed daylighted river centered in what he described as a 150 lineal foot (lf) wide riparian/flood plain. Another HP representative soon thereafter mentioned it was 160 lf. I assume 150-160 lf referred to the minimum width for the entire length of the daylight river. The cross section also depicted a relatively gentle slope toward the river along the east and west sides. The scale of the current proposed site plan doesn't seem to reflect HP's presentation with respect to width or slope.

The proposed site plan repositions much of the daylit river to the east of its historic/current location to run very close to River Street. The historic/current location is evidenced by (2) existing bridges spaced between precast concrete cap sections that extend the length of the covered river. The bridges can be viewed with a keen eye from River Street.

- Can the PC request update to the site plan that will better reflect their resent presentation as a condition for final site plan approval?
- Will PC require enough room to widen River Street with space for appropriate slope toward the river and accommodate other improvements? This could include *two-way traffic, curbing, residents (east) side parallel parking, park visitor parking, bicycle lanes and a wide park walkway with landscaping* on the west side between River Street curbing and the start of the river slope. Same for a similar river slope grade and walkway on the west side of the river adjacent to proposed stormwater retention ponds? Can this be a condition(s) for final site plan approval?
- The pedestrian bridge appears narrow at its base. The span may not be long enough to accommodate regionally increased flooding and higher velocity of flow during storm events. Can consideration for this be a condition for final site plan approval?
- Has the City or HP consulted or contracted with a qualified environmental engineering firm (with experience in appropriately scaled habitat restoration in the Rouge) to comment on the environmental viability of the proposed river daylighting plan? Such a study may suggest a wider riparian/flood plain. If so, are the findings reflected in HP's proposal? If not, shouldn't a qualified study be a condition for final site plan approval?
- Will the north side of the east-west section of Johnson Drain to be subject to similar environmental scrutiny as a condition for final site plant approval?

Thank you for your consideration,
Jeff & Terry Snyder
508 Gardner St.

From: [judy](#)
To: [Dianne Massa](#)
Subject: Northville Downs
Date: Friday, September 2, 2022 4:55:30 PM

We are writing to discuss the roundabout planned for the 7 Mile/Sheldon Road intersection. We are residents of St. Lawrence Estate Condominiums and are very concerned about the impact the roundabout and additional traffic from the more than 400+/- homes to be built. We would encourage all of the Planning Commission members visit our street during rush hours, both morning and evening to see how difficult it is to get in or out of St. Lawrence during these times.

During the day and on weekends there is no problem now, however rush hour is a totally different story and that is with a traffic light to help stop the flow of traffic. First of all, Wing Street was never meant to be the major thoroughfare to and from downtown and beyond, and yet with the permanent closing of Main and Center that is exactly what has happened. When we try cross 7 Mile on to Wing it becomes almost impossible because people are turning left from Wing on to 7 Mile while we are attempting to go straight through to Wing. Once traffic clears for a moment, cars will turn left from Wing on to 7 Mile, which leaves us either almost crashing in to them, or waiting while they turn and then we are stuck waiting for another opportunity to cross. However, by that time, more cars are turning left and we continue to wait. When and if a roundabout is in place there will be no break in the flow of cars.

Please reconsider and I do hope the members will in fact come to see for themselves what a mess it already is and how it will be impossible once the new development is built and the roundabout is in place. There has to be a better solution, surely the powers that be can find it.

We will be attending the meeting on Tuesday.

Jim and Judy Tanderys

To: Northville Planning Commission

9-2-22

From: Jim Long

Re: The Downs Proposal

The comments below are from the 5-3-22 Planning Commission meeting minutes:

Please note the first bullet, the last sentence in Chairperson Donna Tinberg's comment.

Please note the comments PC members Barry and DeBono make.

Please note the multiple comments made by Anne Smith, former PC member and well-respected local realtor, who was invited to the PC meeting to speak to the HP proposal.

- Tinberg: Density is more than meeting a number in the Master Plan. The more important question involves finding the appropriate mix of housing types, such as the balance of single family versus multifamily or multifamily variants. A development that looks like a complex is inconsistent with the masterplan goal of preserving neighborhood character.
- Barry: Single family is less than 9% of the total dwelling units in this development.
- Upon request, local realtor Anne Smith spoke to the following points:
 - Condos were typically not a good investment for young buyers, especially in Northville, which has a high millage rate. In terms of the proposed development, young buyers will be paying association fees, as well as special assessments. Condos do not appreciate as fast as single family homes.
 - In general, people look for single family homes in Northville. Per the developer, the housing stock is extremely aged, but people come to Northville to live in older single family homes, and older homes have been improved and renovated.
 - Area market trends do not always represent a city like Northville, which is an anomaly in terms of its unique character. Who has determined that there is a clear need for lower priced housing here? Looking across all metrics, the City needed more single family homes.
 - The applicant proposed that Northville needs 474 apartments, row houses, townhouses and carriage houses one block off Main Street. However, this housing mix benefits the developer, who needs a viable project. Northville as a City does not need that mix of housing. People come for and want to live in the established neighborhoods.
- DeBono: 9 single family homes seem like orphan homes that front each other, and not a street.
- In response to questions, Ms. Smith said that turnover is higher in multifamily homes. Homes in Northville that are on crawls or Michigan basements sell. Putting up with these features is the price of living in the community that Northville offers.

Regardless of any minor modifications the developer has made since this meeting, the PC member comments noted above still need to be taken into consideration as they are still very important observations, and reasons that this development is not good for our community.

Respectfully,

Jim Long

From: [Jim Petres](#)
To: [Dianne Massa](#)
Subject: Comments for Planning Commission Regarding Downs Development
Date: Friday, September 2, 2022 4:09:08 PM

Ms. Massa:

Please forward these comments to the members of the Planning Commission.

Jim Petres
343 Fairbrook Ct.

Members of the Planning Commission:

I have been either attending or viewing Commission meetings over the course of the discussions regarding the Down development. I attended the August 29th meeting and noted several items about which I want to comment. Unfortunately, I will be out of town for the September 6th meeting and it is possible that I will not have an adequate Wifi or cellular signal to participate. While I have comments about some other items, I will limit this to items related to the discussions on August 29th.

Street Width:

At the meeting on August 29, Commissioner Barry suggested reducing some streets for a "slow flow" or "low flow" configuration so that when opposing cars approach each other, one would pull off to the side to let the other continue. Commissioner Salliotte expressed concerns about narrowing the streets. I agree with Commissioner Salliotte.

According to the discussion, most of the public streets in the development will be 35 feet wide. This includes parking lanes of 7.5 feet on both sides and traffic lanes of 10 feet. An exception is Beal street which is shown as 39 feet wide.

Commissioner Barry said that he did some research of City streets and he found the average residential street width to be 29 feet. There was comment that the current City standard is 27 feet. One of the consultants, Mr. Burton, suggests maximum lane widths of 10 feet. The National Association of City Transportation Officials (NACTO) recommends a default of 10-foot lanes. The City traffic consultant prefers wider lanes.

While many of the residential streets in the City may be 29 feet wide, which would not accommodate two cars passing where cars are parked on both sides of the street, it is rare that those streets have enough cars parked on both sides that approaching cars would not be able to pull to the curb to allow the other to pass. In the proposed Downs development, the on-street parking spaces are being included to meet parking requirements. If the parks and commercial uses attract visitors as hoped, these parking spaces will frequently be used and there will be no place for a car to pull to the side. Imagine East Main Street before the closure with less than two 10-foot traffic lanes when all parking spaces were in use. Cars would potentially need to wait at the clock island for the next segment to clear or worse, back up to the clock island or the last intersection to allow the opposing vehicle to pass. In some of the residential areas where traffic volumes are higher, such as Randolph, South Rogers,

Fairbrook west of Wing and part of Orchard, parking is prohibited on one side of the street so that this situation does not occur.

Public vs Private Streets and Parking – Sheldon Road Trailhead:

There was discussion regarding which streets and alleys would be private and which would be public. Some of the private roadways have small parking lots primarily for overflow parking for residents and guests. Some of these spaces are near pocket parks. Conflict could arise if visitors to the area use these spaces when not guests of area residents. In many cases, this may not be a problem due to the locations and it was mentioned that the pocket parks are situated to attract anyone other than residents living adjacent to them.

This may be true for most, but the parking lot at the south end of the development at the northwest corner of Center and 7 Mile is likely to attract traffic not related to the homes there. Currently, the parking lot on that corner is the closest available parking for the trailhead of the trail that goes south along Sheldon Road. As such, many cars park there while the occupants use the trail. During the winter, those wanting to go sledding in the park use that lot. The small lot proposed in the development is still likely to attract those who are not residents or guests. On the drawings in the packet from the August 16th meeting, this lot is shown to have only four (4) parking spaces, including a handicap space. (This is a reduction from the six (6) spaces depicted on the drawings in the packet from the June 7th meeting. The use of those spaces and parking in other areas of that part of the development which could lead to conflicts with residents. That could result in calls for service for the Police Department. This might be particularly true if the HOA decides to post the area as “Private Parking – No Trespassing” or something similar.

Deviations for Carriage Homes:

Among the deviations requests were two involving the carriage homes. One deviation would allow a driveway length of 19 feet and the other is the elimination of the 4-foot setback for garages from the front façade line of the main building. Assuming that the driveway length is from the sidewalk to the garage door, these deviations could create a potential for vehicles to block or partially block the sidewalks. A 2022 Chevrolet Tahoe is 210.7 inches or 17.5 feet long. The length of the 2023 Ford F-150, depending on the model, is 209 to 250 inches long. That is 17.4 to 20.83 feet. If such a vehicle is parked with walking space between the vehicle and the garage, it could extend over the sidewalk. Add to that a trailer hitch extending from the rear would likely extend over the sidewalk. Reducing the deviation of the garage setback would help reduce the potential of a sidewalk obstruction.

Road Extension for Possible Future Connection to Hines and 7 Mile:

I appreciate the planning for the future, with the road extension for a possible future connection to 7 Mile at Hines Drive. However, this connection would require a vehicle bridge over the river. Since the road into the development would be a City street, it is likely that the cost of the bridge and future maintenance would be an expense for City residents.

This extension is shown with spaces for parking which would be convenient for those going to the river park. As depicted, there is no easy way for a vehicle to turn around,

particularly if cars are parked on both sides. If this remains, consideration should be given to having a circle or a T at the end for easier and safer turning around.

Traffic Improvement Requirements Along 7 Mile:

There has been considerable discussion about traffic improvements at various locations along 7 Mile. During the meeting on August 29th, during the discussion about the PUD requirements, quite a bit of time was spent talking about the roundabout at 7 Mile and Center and the expectations of the developer. As the consultant pointed out in the “reality check”, Wayne County will have the final say about whether there is a roundabout and if so, the design.

The same is true about any improvements to the pedestrian crossing at River Street and the signalization of the intersection of 7 Mile and South Main. In my opinion, many of the improvements discussed would be helpful to have regardless of any development of the Downs property and should be pursued by the City with the County and not tied to the PUD.

The roundabout is more controversial and may never happen as the County has control of the intersection. There are a number of roundabouts in Oakland and Washtenaw counties as they have embraced them, but I’m not aware of one constructed by Wayne County. It may be a very long wait for those desiring a roundabout, unless the City offers to fund it, but Wayne County will still control the design and construction.

I believe that the discussion regarding the requirements related to the roundabout should have focused on the donation of the land that the City’s traffic consultant determines would be needed for any roundabout that might be constructed either in connection with the development or later. Considering the issues with Wayne County, any donation might need to be sufficient to cover the total cost, which could reduce funds available for other desired benefits.

The discussion about the size of the roundabout, the number of lanes, etc. really accomplished nothing other than to lengthen the meeting.

From: [Martha Bolio](#)
To: [Dianne Massa](#); [Barbara Moroski-Browne](#); [Patrick Sullivan](#); [Brian Turnbull](#); [John Carter](#); [krenzfornorthville@gmail.com](#); [Donna Tinberg](#); [Liz Cezat](#)
Subject: The Downs - September 6 Meeting - Martha Bolio
Date: Tuesday, September 6, 2022 9:11:33 AM

Hello,

My name is Martha Bolio and I'm a resident of Northville, writing in opposition to the Downs proposal. It's the wrong type of development for our unique town. It's far too dense and out of scale, worsens traffic, adds burdens on the school district and threatens the historic character of Northville. The developer also has a long track record of broken promises, poorly constructed developments, lawsuits and angry homeowners. I ask that you either reject or demand major revisions on this project. I'm confident that the majority of Northville residents oppose the project as proposed. Please consider the residents in your deliberations.

Thank you,

--

Martha Bolio
mebolioh@gmail.com
1-248-568-3653

From: [Patricia Dunne](#)
To: [Dianne Massa](#)
Subject: Downs development
Date: Friday, September 2, 2022 6:58:25 PM

In prior meeting minutes, a consultant recommended, a roundabout at Seven Mile and Center. The function of a roundabout is to continuously keep traffic flowing. Unfortunately, currently the residents at St. Lawrence have to wait for the light to create a break in traffic to enter or exit the community. The roundabout may keep traffic moving but a continuous flow through the traffic circle will prevent the residents at St Lawrence Estates to enter and exit our community during busy morning and evening hours. Exiting our community onto 7 mile is already difficult but the traffic lights help to create an opening to turn right or left from our only entrance. We need an alternate solution rather than a roundabout.

This intersection is also the main traffic route for Northville high school students. Creating a roundabout for thousands of students to maneuver each morning would be very dangerous. Walkers from the SLE community walk daily to downtown or to Hines Park. Crossing Seven Mile is the most convenient path. Crossing Sheldon at the corner of Seven Mile is the best route for walkers. Placing a traffic circle at 7 and Sheldon will make it very dangerous and almost impossible to cross on foot. Would like to learn how this concern is resolved.

A written control plan for noise and dust during demolition and construction phases would be needed. This plan should include reasonable hours of construction. The contractor's written plans to address the hours and workdays for construction in this area would be beneficial. A clause provided in the contract for Construction not adhering to the designated work time frames need to be implemented.

Regards,
Patricia Dunne

From: [William Miller](#)
To: [Tom Watkins](#); [Dianne Massa](#); [David Stirsman](#)
Cc: [Christine Miller](#)
Subject: Re: Northville Downs Development
Date: Friday, September 2, 2022 12:35:10 PM

Thanks Dave! Chris and I frequently cross 7 Mile when enjoying downtown Northville; and Center street when walking south along Sheldon.

Sent from Bing Miller

On Sep 1, 2022, at 10:17 AM, Tom Watkins <tdwatkins88@gmail.com> wrote:

Thank you for the continued follow up on these important issues— appreciate greatly.
Tom

On Thu, Sep 1, 2022 at 10:12 AM David Stirsman <dstirsman@aol.com> wrote:

For your information.

The email below has been received by the Northville City Clerk, Dianne Masa, to be sent to Planning Commissioners on Saturday in preparation for the Tuesday September 6 Planning Commission Meeting. I plan to attend the meeting to present these 3 concerns. Dave Stirsman

From: David Stirsman <dstirsman@aol.com>
Sent: Wednesday, August 31, 2022 5:28 PM
To: dmassa@ci.northville.mi.us
Cc: Dan Herriman <dherriman@herriman.net>; David Stirsman 101 <dstirsman@aol.com>; Donald & Diane Rivard 420 <don@donrivardlaw.com>; Fran & Pat Collins 127 <farangiss@sbcglobal.net>; Kirk and Nanette Yuhasz 326 <kyarch@yahoo.com>; Roger & Beti Kempa 422 <aa1636@wayne.edu>
Subject: Northville Downs Development

From Resident of St Lawrence Estates (SLE) expressing common concerns from our 96 home community.

1. In prior PC meeting minutes, a consultant recommended, and the PC agreed to pursue a roundabout at Seven Mile and Center. The roundabout may keep traffic moving but a continuous flow through the traffic circle will inhibit the opportunity for St Lawrence Estates residents to enter and exit our community during rush hour morning and evening. Exiting our community onto 7 mile is already tenuous but the traffic lights help to create an opening for us to turn right or left from our only entrance on Seven Mile. Look forward to written solution to this concern.

2. Walkers from this community currently travel daily to downtown or to Hines Park. Crossing Seven Mile to Wing St is the most convenient path to the post office or downtown restaurants. Crossing Sheldon at the corner of Seven Mile is the best route to Hines Park. Placing a traffic circle at 7 and Sheldon will make it both dangerous and difficult to cross. Having a cross walk and island median built at our exit to safely navigate 7 mile and having a button to push to stop traffic and the island between the East/West traffic would go a long way for resident safety and would not be used that often to significantly impede traffic. A similar solution at Sheldon would be helpful. Open to hearing how this concern is resolved.

- 3.) A written control plan for noise and dust during demolition and construction phases was discussed at the August 30 PC meeting and is supported by SLE. This plan should include reasonable hours of moving heavy equipment, hammering etc. While we don't know the specifics of what can be done but expect with all this demolition and construction there will be silt, dust, dirt flying constantly. Looking forward to the contractor's written plans to address these concerns.

David Stirsmann [101 Hampton Ct Northville 48168](#)



Virus-free. www.avg.com

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Kind Regards,

Tom Watkins

Northville Downs 2

1 message

Greg Swanson <gregswanson66@gmail.com>
To: Greg Swanson <Gregswanson66@gmail.com>

Tue, Sep 6, 2022 at 2:53 PM

Northville Downs

Too Many things being put off to final site approval.

It was clearly stated and repeated several times at the August 29th meeting by one of the city's board members. She said you want all things to be as clearly defined and written down PRIOR to the final site review. And she stated several reasons why it is best and wise to do it that way !
(not sure of her name)

Commissioner Barry Too concerned with making the streets as narrow as possible. Error on the side of safety.

All the types of people movement - cars, people, babies in strollers. elderly with walkers or wheelchairs, handicapped people, bikes, vehicles are bigger now (Expedition, Navigator, Escalade, ect)
Many streets like Grace Street with parking both on sides, 2 cars can't pass, they have to stagger and allow one to pass at a time and this is WITHOUT consideration of any other types of pedestrian traffic at the same time. Just not that safe. Plan for SAFETY

The development's alleys and private streets need to be wide enough to accommodate large fire trucks to travel and manipulate unencumbered!

Commissioner Barry referenced measurements of street widths he took around the city. Many of the city streets (widths) were determined and created a long time ago. A Long time before all the various modes of traffic and size of cars these days.

Traffic studies and working with Wayne County about the 7 Mile traffic and potential roundabout still not defined. How can we proceed before that is Completed ? This keeps getting pushed off !

This is absolutely CRITICAL! Not all roundabouts have been designed very well and do not function well in high traffic volumes. **This has to be extra functional ! ! !**

The Roundabout needs to be a substantial Gateway - not Minimal or Modest Make it a unique customized gateway into the city, something noticeable to be PROUD OF !

Work with Wayne County to achieve this goal. If additional funding is needed, then Hunter Pasture should help pay for it since it is needed because of his proposed development. Make this very clear BEFORE we proceed.

The stub for potential connection to Seven Mile. It was suggested that this area could be used for parking while using the river parkway. Will using it to park your car be legally acceptable

Commissioner Barry referenced trying to reduce the size of the drainage pond. Why the concern to reduce the size of the drainage pond ?

**Still need breakdown of housing types by quantity and price point - gentrification !
This is very important. Not just the housing types but the price points for ownership.
Northville is NOT a city just for the rich and entitled !**

Townhouses, Condos are NOT CONSISTENT with the look and feel of the majority of our existing neighborhoods !
Especially the neighborhoods nearest downtown. There are already too many allowed. The ones near Rayson and Center St. have been a disaster and out of control for years now !

Take the time to look at the newest Commercial construction in downtown Wixom (off of Pontiac Trail) as an example of what could be done along Center St and Cady Street. They TRUELY made it a point to keep the look and feel of **old time/historic** development. It can be done and look good.

Density still an issue !

The tax income benefit to the city was laid out by the developer but needs to be reviewed and substantiated by an independent city review ! ! ! ! And account for those numbers to be offset by ongoing maintenance of the development.

Defined clear examples of the trees, plantings, vegetation, street lights, signage, trash receptacles, ECT ! **SPELL IT ALL OUT !** Accountability needs to be focused on all areas of this entire project ! !

IS THE ENTIRE PROJECT BONDED ? Is this addressed in the PUD.

It needs to be clearly written and spelled out that Hunter Pasture is held responsible and the center/main point of contact for all issues. ALL OTHER contractors builders are 2nd to Hunter Pasture

Definitely WRITTEN logistics plan for executing each phase in DETAIL.

No public benefit to offer a temporary place for the Farmers Market. It wouldn't be needed if this project wasn't happening.

Job creation is a supposition. What jobs, what salary levels ? ?

Can the purported employees afford to live here and work here ?

Can the jobs be filled ? There are many Businesses closing because they CAN'T fill the jobs.

Just look at the Northville Square ! ! Either vacant or highly inactive non-vibrant space and has been that way for decades ! What reason is there to believe more commercial/retail space would be different ? ? ?

D PAC decides actual costs. The costs matter and can significantly impact the feasibility of many of the issues involved. Seems like there should be more consideration and synergy between the deciding bodies of City Government as this moves forward.

City Park HAS TO HAVE RESTROOMS ! ! ! ! I am flabbergasted at the Planning Commision's lack of attention and concern for this issue. The developer and the city keep touting how great it will be to Daylight The River and this great city park right downtown that will attract all these people to enjoy the park and town. Really - and yet there are no plans to have a nice clean functioning public bathroom ! How shortsighted is this ? I have been in small towns out west that at least have this. Downtown Plymouth has this. Northville will NEED this TOO !

Public electric car charging stations - if we want to accommodate more people and be a modern vibrant city then there should be some of these incorporated into our planning design all around this development. Work with DTE for ideas and incentives !

Introduction:

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

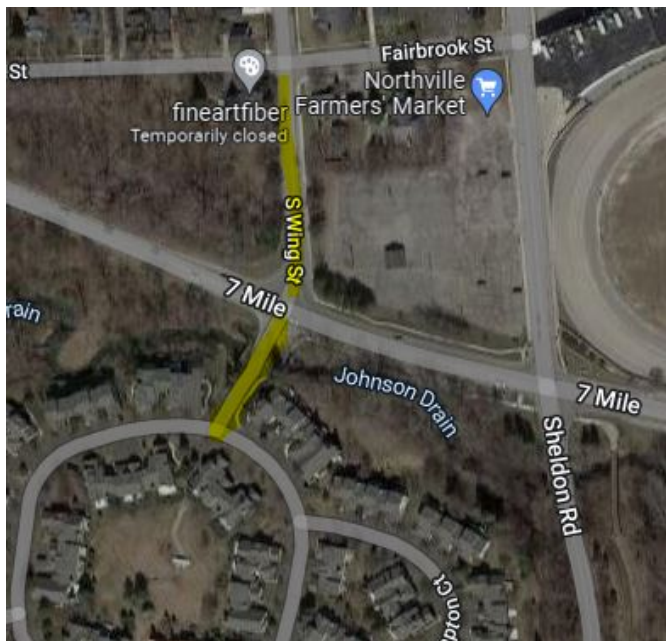
Planning Commissioners - Thank you for the extensive amount of time, organization, and professionalism you provide to the Downs Development Project.

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

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

Now the details:

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



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

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

Summary

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

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

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

Attachments:

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

Residents supporting the 3 topics presented

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

Traffic engineers report on impact of Downs project

Posted on 05/12/2022

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

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

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

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

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

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

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

City is working to refine new phase of Downtown Northville

Posted on 08/18/2022

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

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

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

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



Figure 1: Proposed Roundabout Configuration

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

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

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

PEDESTRIAN FRIENDLY ROUNDABOUTS



Bill Burnett P.E.

Vice President

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

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



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

1. Speed Reduction

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

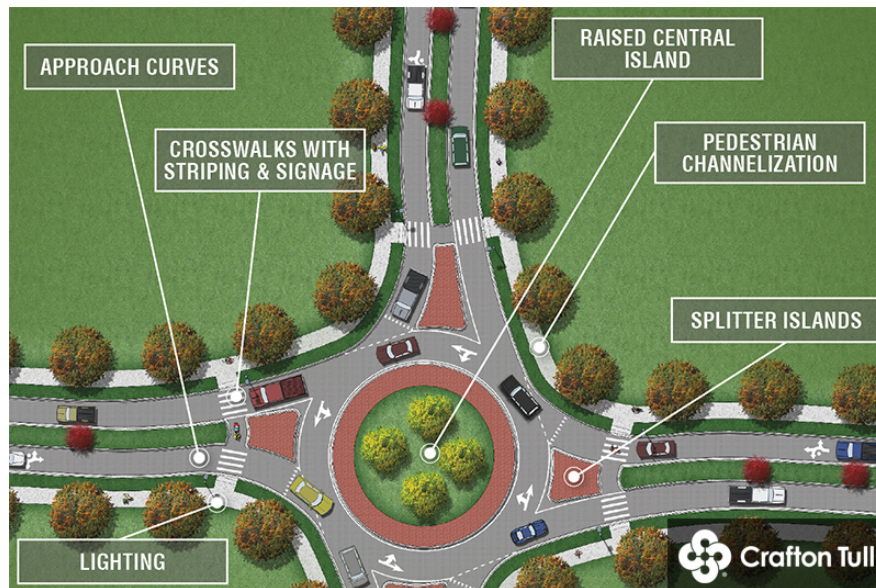
pedestrians to find gaps in traffic to safely cross and encourage vehicles to yield to them as they step up to the crosswalk.

2. Central Island

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

3. Splitter Islands

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



4. Lighting

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

5. Crosswalks

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

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

6. Pedestrian Channelization

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

7. Striping & Signage

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

8. Additional Pedestrian Warning Treatments

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

9. Public involvement and awareness

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

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