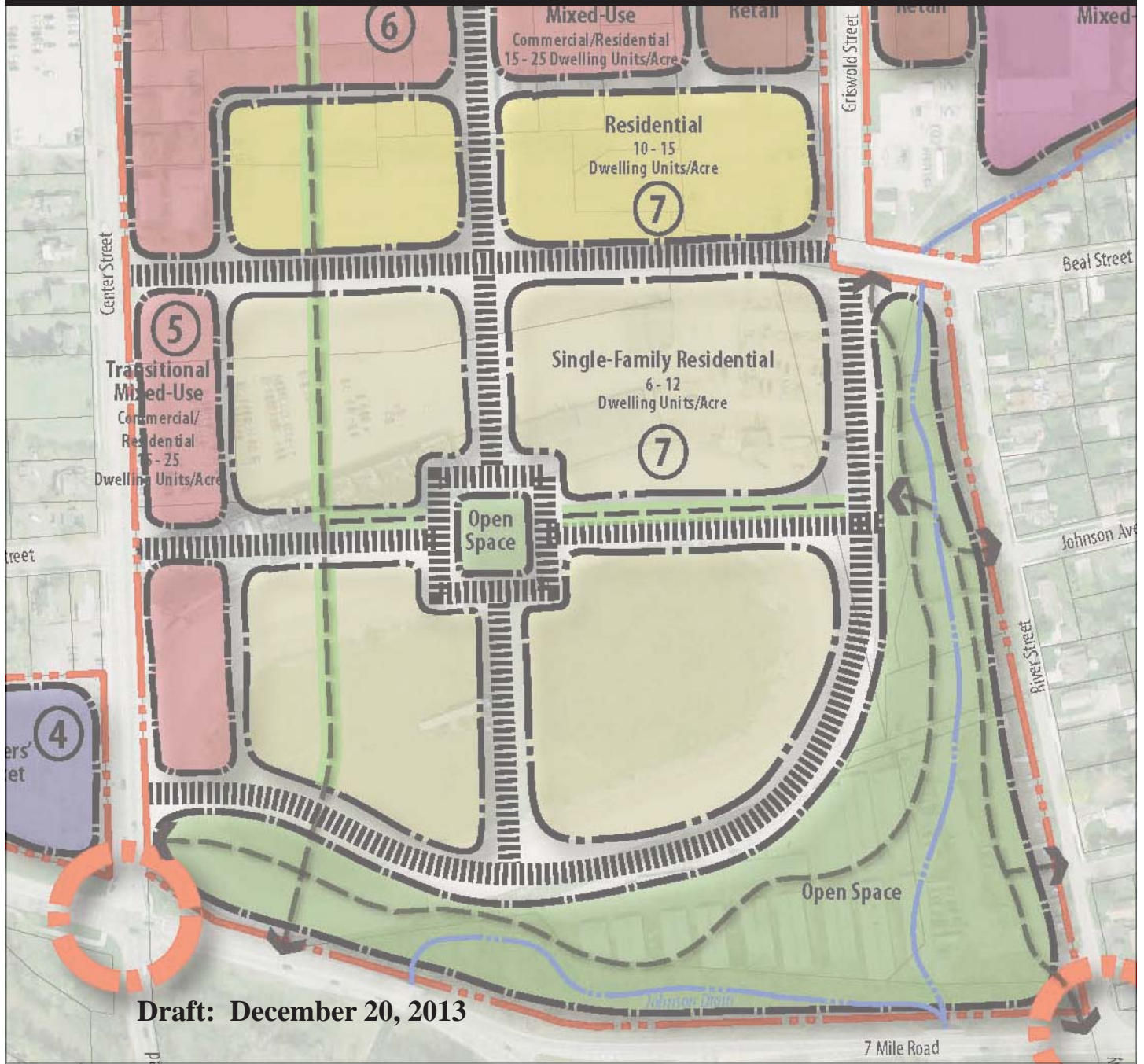


# City of Northville 2014 Master Plan Update

## Joint Committee Master Plan Recommendations



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# INTRODUCTION

The City of Northville Master Plan provides long-term guidance for land use decisions throughout the City, and articulates a vision and charts a blueprint for the City's future development.

The Michigan Planning Enabling Act (P.A. 33 of 2008) requires local units of government who have adopted a Master Plan to review that plan every five years. The City of Northville's most recent Master Plan update was completed in 2008, and adopted as an amendment to the 2000 Master Plan. Therefore, Northville has initiated a process to update the Master Plan to meet the five-year requirement.

## STUDY AREA

While much of the previous Master Plan documents are still relevant, it was determined that several areas near the downtown should be analyzed and considered for land use updates as part of the 2013 review process.

The update concentrates on areas of special focus, described below, that make up the project area. The project area is shown on an aerial photograph on the next page.

- **West Main St./School Property:** A study of the Old Village School on West Main St. is underway to determine the benefits of re-purposing the building into office space for the City's administrative services. If the study results are positive, then it's possible that the City could decide to move into this building. The building would be renovated, the property maintained as office use, and City Hall would be sold for redevelopment. Another possibility is that that the Board of Education would move out of the Main Street School (just west of Old Village School) to other quarters, and sell this property for redevelopment. If either scenario were to occur, the City needs to agree on the future use of these parcels.
- **Post Office Area:** About 10 years ago, it was thought that the City's Post Office may need to expand. To accommodate this growth, the City purchased the land just to the south of the existing Post Office. Today, expectations have changed, and an expansion of the Post Office is no longer thought necessary. Therefore, the vacant land to the south of the Post Office is an opportunity for possible redevelopment.
- **Cady Street:** The recent economic downturn reduced the amount of new developments occurring in the City. However, now that the economy is recovering, the south side of Cady Street is considered a prime location for new development.

- **Cady Town:** Several properties in Cady Town (east of Griswold Street) are currently available for either re-purposing or re-development.
- **Racetrack Area:** The Northville Downs racetrack could also deem the positive economic news as an opportunity to sell or redevelop to a different type of land use. If this were to occur, the City needs to be prepared to communicate its vision for this large, consolidated property to potential developers. Note that the farmer's market property is tied to the Northville Downs property through a parking agreement.

Figure 1. Project Area



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## **WHAT THIS REPORT CONTAINS**

Before the Planning Commission began the process to update the Master Plan, the City formed a Joint Committee compiled of members of various City boards and residents. This Joint Committee was charged with studying the project area, and making recommendations to the Planning Commission. This initial study provides an important springboard for input into revising the Master Plan.

This report summarizes the background information considered by the Joint Committee, the process used to study and plan for the project area, and the results of the Joint Committee's efforts.

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## BACKGROUND INFORMATION

This chapter outlines the background information considered by the Joint Committee, including the 2000 Master Plan, the 2008 Master Plan Update, information about the floodplain within the Northville Down's property, a market study for additional commercial development, and the guiding principles used by the committee in formulating its recommendations.

### CURRENT MASTER PLAN

Parcels in the planning area are covered in the 2000 City of Northville Master Plan and the 2008 Master Plan Addendum.

#### 2000 City of Northville Master Plan

While the 2000 Master Plan was updated in 2008, not all the properties within the 2014 study area were changed in the 2008 update. These properties include the West Main St./School Properties, and the Post Office area.

The 2000 Master Plan designates these parcels as "Community / Education / Recreation" which reflects their current uses as the Board of Education offices, the historic Old Village School, the Northville Community Center, the Northville Library, the Northville City Hall, and the Northville Post Office (including the vacant parcel to the south). Also in this vicinity is an area just south of the City Hall, which is designated as a "Open Space." The intent of this district is to provide land for public and civic uses.

#### 2008 Master Plan Addendum

The 2008 City of Northville Master Plan Update revised the plans for Cady Street, Cady Town, and the Racetrack Area, providing specific land use recommendations, form based policies, and site design/pedestrian considerations for each. The following summarizes the Master Plan concepts outlined in 2008:

**Cady Town.** The identified land uses in the Cady Town area were single-use developments or a mixture of residential, retail, restaurant, office or other compatible uses. Public or quasi-public uses, such as a farmer's market, theater, or other civic uses were also envisioned here. The Master Plan update envisioned razing the existing buildings, and constructing new buildings with a scale and mass similar to the existing Belanger Building, no greater than three (3) stories in height, of high-quality architecture. Some site design/pedestrian considerations included sidewalks on both sides of Cady Street, a riverfront walkway, pedestrian linkages between this area and the former Ford Plant and Hines Park, and a civic plaza at the corner of Cady and Main streets.



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**Cady Street, Racetrack Area, South Center Street.** The 2008 update consolidated these three areas into one planning group with a similar land use mix, form based policies and site design/pedestrian considerations.

The intent of the redevelopment of this area is to compliment the central business district. It encourages the racetrack to continue until the property owners wish to consider redevelopment alternatives. If this were to happen, the preferred land uses were primarily mixed use/ planned development areas, including residential, office, commercial, parks and open space. This is also the preferred land use for the south side of Cady Street and South Center Street.

Form-based priorities along the south side of Cady Street include buildings close to the street and building heights up to four stories. Form-based priorities on South Center also include buildings close to the street, but building heights up to two and one-half stories.

Site design and pedestrian considerations include sidewalks and extension of streetscape improvements along both road frontages. A pedestrian corridor and plaza should connect this area with the City's Town Square. Entrance/gateway plazas or other amenities should be provided at South Center and Seven Mile Road. Lastly, the Middle Rouge River should be "daylighted" and a greenway or riverwalk developed, connecting with existing pathways.

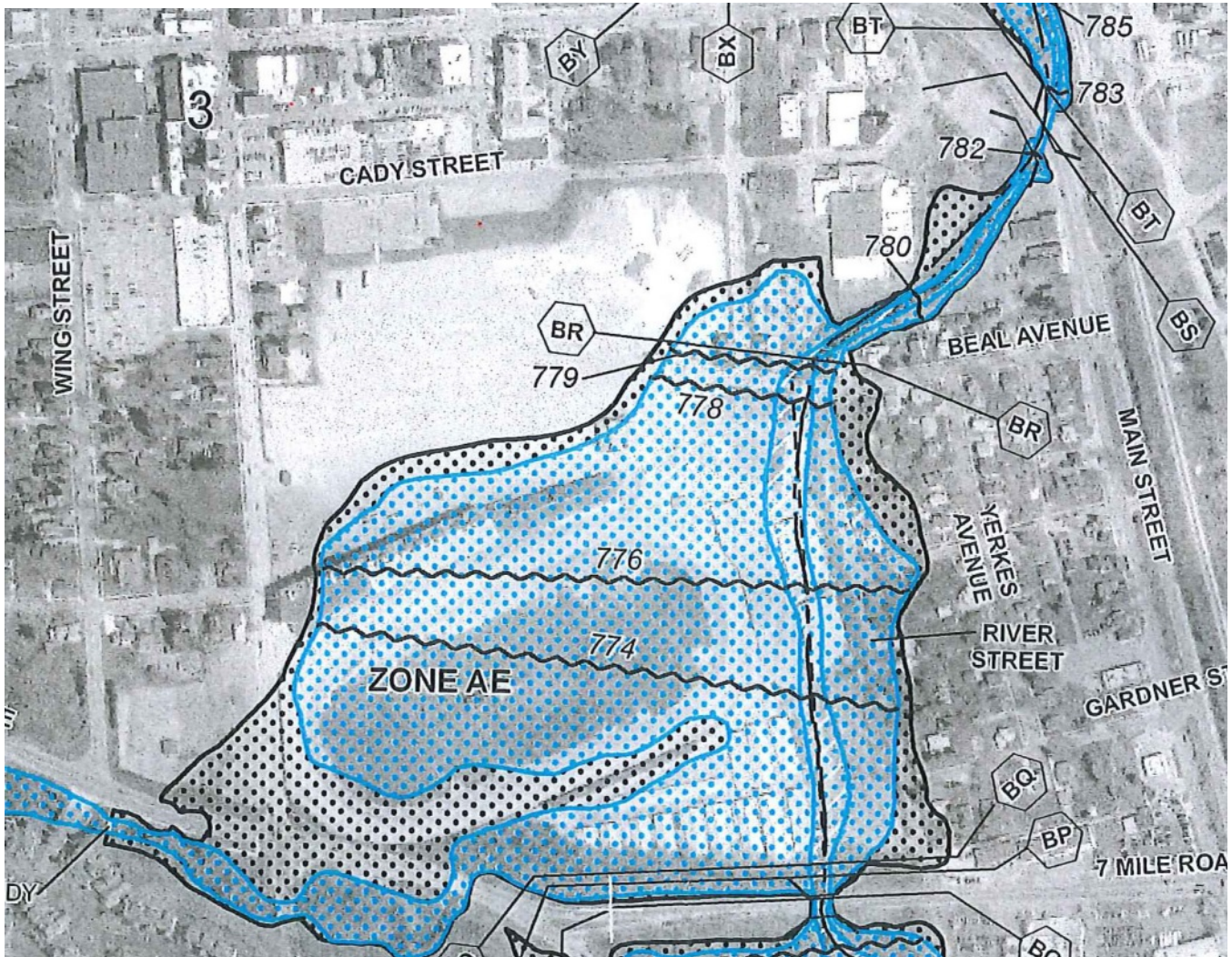
### **MIDDLE ROUGE RIVER FLOODPLAIN**

In 2012, the Federal Emergency Management Agency (FEMA) remapped the floodplain for the Middle Rouge River in the City of Northville through the National Flood Insurance Program. The new floodplain boundary appears as both a 100-year and 500-year floodplain in both the Racetrack Area and the Cady Town area.

An aerial photo of the floodplain within the project area is shown on the next page.

Properties within the 100-year floodplain area (Zone AE; blue dots) are considered to be at high risk of flooding and are required to get flood insurance. Also, any new construction in these areas must meet local floodplain zoning ordinance requirements, and be above the base flood elevation. Properties within the 500-year floodplain area (Zone X; black dots) are considered to be at moderate risk of flooding. Construction in these areas do not require flood insurance or application of floodplain zoning requirements.

Figure 2. 2012 Floodplain Boundaries



## 2006 NORTHVILLE MARKET ANALYSIS

A market study that evaluated the opportunities for Northville’s downtown within the surrounding trade area was conducted in 2006. While this study was completed just before the downturn in the economy, its conclusions and recommendations were considered by the Joint Committee, and re-evaluated in light of events since the study was done.

The trade area is defined by I-96 to the north, I-275 to the east, M-14 to the south, and South Lyon to the west. The study evaluated the trade area by conducting a field visit, during both daytime and evening, to inventory the retail uses, space, and traffic patterns. It then collected and reviewed population and demographic characteristics, and spending patterns of the trade area residents. Using this information, they determined the most feasible and beneficial retail plan for the City of Northville.

The study results identified several threats and opportunities for the City's central business district:

1. Residents' interest in ensuring the success of the downtown, favorable incomes and population base, and the beautiful architecture, walkability of the City, historic buildings, and special events all encourage a vibrant retail environment.
2. The study recommended that Northville maintain the ambiance of the downtown's historic flavor and family atmosphere, along with a strong branding/marketing campaign and solid relationships among merchant associations.
3. The primary threats to the downtown identified in the study included further development along the Haggerty Road corridor and, specifically, development of the 400-acre parcel at 7 Mile and Haggerty roads. The City should more clearly define and distinguish itself from the surrounding area.

The report outlines approximately 75,000 square feet of new retail uses and suggests that these uses will strengthen the retail synergy in Northville. The study considered redevelopment of the 65,000 square foot Michigan Gift Mart (now Northville Square), along with 10,000 additional square feet of retail space in other areas of the downtown.

The proposed mix of the re-developed/new retail space was divided in the market study as follows:

**Table 1: Proposed Mix for Additional Retail Space**

15,000 s.f.	Apparel
15,000 s.f.	Home Décor & Furniture
8,000 s.f.	Family Restaurant With/Without Liquor
7,000 s.f.	Specialty Fresh Food
5,000 s.f.	Restaurant – i.e. National Chain Sandwich Shop
5,000 s.f.	Restaurant/Entertainment
3,000 s.f.	Books
3,000 s.f.	Jewelry
2,500 s.f.	Shoes
2,500 s.f.	Health & Beauty
2,000 s.f.	Personal Service – i.e. specialty gym for women or aging population
2,000 s.f.	Electronics Supplier
1,500 s.f.	Wine – Specialty types
1,000 s.f.	Pet Supplies and Services

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As mentioned above, the Market Analysis was developed just prior to the economic downturn. In addition, some changes have been made throughout the downtown that impacts the conclusions of the study. For example, the Michigan Gift Mart has been transformed into Northville Square, a retail and office center that now contains some of the uses outlined in the table above.

## **GUIDING PRINCIPLES**

The city-wide vision and guiding principles that are identified in the 2000 Master Plan also apply to this study area. The Joint Committee used these principles to direct their recommendations:

- New/re-development for the downtown area must be pedestrian friendly
- Development must complement and support the downtown, not compete with it
- Architecture and design must be of high-quality
- All land uses should be economically feasible and market-based

## **APPLYING THE BACKGROUND INFORMATION**

The Joint Committee used all of the previously described background materials in their deliberations and designs for their recommendations to the Master Plan update.

The next chapter describes the process undertaken to gather input from the Joint Committee members, and create recommendations for a future vision of the project area.

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# PLANNING PROCESS

The Joint Committee met three times to develop the Master Plan recommendations: the first meeting served as a kick off meeting (called the “Plan for Planning” meeting); the second meeting hosted a design charrette; and the third meeting resolved inconsistencies between designs created during the charrette. The following describes each of these meetings, and the results achieved.

## PLAN FOR PLANNING MEETING

Participants attending this meeting, conducted on September 23, 2013, represented the City Council, Planning Commission, Downtown Development Authority, Historic District Commission and the members of the Joint Committee. The purpose of the meeting was to kick-off the 2014 Master Plan update process, and to seek input regarding priority issues and special areas of concern. The main ideas brought up at this meeting are provided below. A full summary of the comments made at the meeting are provided in the Appendix.

- The City-wide vision for the 2014 Master Plan update needs to be based on market forces, and work toward improving historic preservation, enhanced diversity, high-level of living for seniors, and a system of non-motorized paths.

- Land uses should work to accomplish the following:

**Residential.** Provide smaller-scale housing options (apartments, high-rise, range of styles/sizes) to accommodate seniors and young adults. Include enough density to benefit existing and new retail.

**Commercial.** Any new commercial development needs to compliment the downtown, add to the downtown’s positive image, and support the DDA.

**Civic/Open Space.** Maintain the open space south of City Hall. Keep the post office in the downtown.

**Non-Motorized Facilities.** Tie future land use plans to non-motorized planning to expand non-motorized facilities and appeal to younger generations.

**Industrial.** Address whether or not light industrial uses will be recruited for vacant parcels within the study area.

**Utilities.** Tie new development and redevelopment to capacity of utilities (water, sewer, electricity, gas). Ensure roads can handle increased traffic generated by new development.

### **Boards Represented by the Joint Committee:**

- Planning Commission
- Downtown Development Authority
- Historic District Commission
- Board of Education

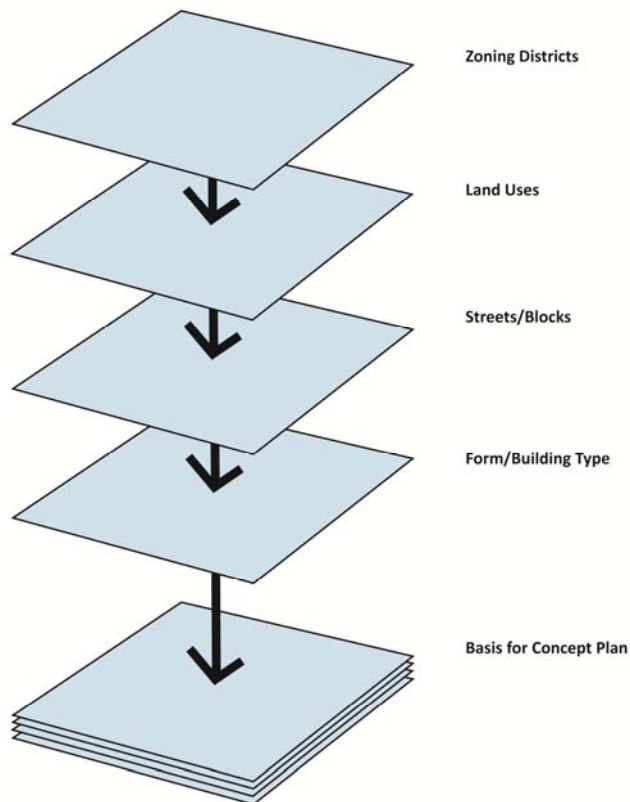
- Public input should engage business owners/commercial tenants and the Township. Methods for public input can include social media, paper and on-line surveys, and information in the Northville Record.

### DESIGN CHARRETTE MEETING

The first design charrette was held on October 14, 2013. Participants included members of the Joint Committee and, as it was a public meeting, a few residents. The meeting began with a presentation outlining the purpose of the meeting, background information and the vision/guiding principles (as described in the previous chapter) for the study area.

The next task was to start the charrette exercise. Joint Committee members were divided into two groups. Each had a large aerial photograph at their table delineating the project boundaries. They were also supplied with markers and transparent paper on which to draw their ideas. They were asked to discuss four topics, and illustrate their ideas on the transparent paper placed over the aerial. The topics were organized to begin with the “big” picture (zoning districts), and then narrowed to more details for each area (form/building type), as illustrated in the graphic below:

**Figure 3: Topic Organization**



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The four topics included in the discussion are described as follows:

- **Districts.** Districts represent the broadest description, and could include a number of parcels within one district. It identifies the overall land uses that dominate an area. For example, the Racetrack area may be identified as a “residential” district, be predominately residential, but could include varying residential scales (from live/work units that include a commercial component to single-family residential).
- **Land Use.** Land use represents the next level of detail. Each parcel within a district was identified as a specific land use (residential, commercial, office, industrial, mixed-use, etc.)
- **Streets/Blocks.** The teams were then asked to identify any new roads or streets to access the various proposed land uses.
- **Form/Building Type.** Building form was the most detailed topic, and included information such as setbacks, height, and residential density.

Both groups discussed the various topics and drew on the aerial photograph to illustrate their responses to each. Then the large group reconvened to present their ideas to the whole Joint Committee. The final drawings from each group are provided on the following page.



Figure 4. Group #1 Recommended Design Plan



Figure 5. Group #2 Recommended Design Plan





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## Common Themes and Differences

Some common themes emerged between the two groups during the charrette process:

1. Both groups identified some type of higher-density residential use (multi-family or senior independent living) at the Main Street School and Old Village School area. In this same area, both groups designated the current Senior Center, part of City Hall and the Library as civic uses.
2. Moving over to Cady Street, both groups identified the south side of Cady as high-density residential. One group noted the buildings should be 3-4 stories tall. The other group expanded on the high-density residential idea to allow live/work units, where an owner could have a business front at the street level, and live upstairs. This was identified as “transitional commercial/residential,” and 15-25 dwelling units per acre was suggested as the target residential density.
3. The Racetrack area was designed as a residential area by both groups. In general, the residential density decreased as the distance from Cady Street increased. Both recommended extending Beal Street through the Racetrack area to connect to S. Center Street. Both also proposed to daylight the Rouge River, and remove it from the current underground pipe. While one group maintained a “river” form, the other group created a “Lake Northville.” Both have a vegetative buffer on each side of the water feature.

While there were a number of consistencies between the two drawings, some differences emerged. These were as follows:

1. One group identified the southwest corner of Main Street and Wing St. (Part of the current City Hall) as private office use rather than a civic use.
2. Another difference includes the vacant, City-owned parcel just south of the Post Office. One group identified the future use of this parcel as civic (its current designation), and the other identified the future use of both this parcel and the Post Office property as multi-family residential.
3. The proposed plans for Cady Street also contained several significant differences. One group included a pedestrian connection between the Racetrack area and Main Street through the town square. This same group identified retail uses at the southwest and southeast corners of the Cady Street and Griswold intersection. The other group identified a small entertainment venue on the southwest corner, and a park on the southeast corner.

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4. While both groups agreed that the Racetrack area should be residential in nature, one group located single-family residential along the southwest side of River Street, and medium-density residential land uses along Seven Mile Road. The other group located a lake in this area to accommodate the floodplain.
  5. The land uses along S. Center Street, starting at Cady and heading south, were also identified differently by each group. One group noted office uses on the east side of the street. The other group identified the “transitional commercial/retail” use noted along Cady Street. This same group used this land use type on both the east and west sides of S. Center Street, with some type of gateway element at S. Center and Seven Mile Road.
  6. The emphasis of the Cady Town area was different between the groups. One group designated this area as mixed-use that could be consistent with the residential district to the south. The other group designated this area as a “Creative District,” that included incubator spaces for light manufacturing, art studios, music venues, and possibly a farmer’s market.

## DESIGN RESOLUTION MEETING

The next step in the design process was to re-convene the Joint Committee to discuss and resolve the differences between the two design plans. During this second charrette meeting held on October 30, 2013, the Joint Committee identified several additional “guiding principles” that should be reflected in the land use concepts for the study area.

1. Land use recommendations are intended to support the retail uses and pedestrian vitality of the downtown, and not to draw visitors away from the City’s center. Therefore, most of the study area has been designated for residential and office uses, which will offer the downtown a larger population base in close proximity to patronize the downtown businesses.
2. Any proposed commercial uses are intended to be one of a “mix” of uses and not construction of new, concentrated retail areas outside of the downtown. A tool that should be employed in determining the right mix of new development is that whatever is proposed, that it be “market-based” and respond to the current needs of the City.

The Joint Committee then began an open discussion to resolve the differences on specific properties between the two design plans. These results are provided in the following section.

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# MASTER PLAN

## RECOMMENDATIONS

The map on the following page shows the recommended land uses for specific areas within the project boundaries. Each area is named and numbered, and corresponds with the text below.

### 1. SCHOOL PROPERTY

Either one or both of the properties along the south side of W. Main Street currently owned by the School District could become available. As previously described, the City could decide to re-purpose the Old Village School as its administrative offices, or the School District could decide to relocate its offices. If either happens, the desired use for these properties is multi-family or senior residential use. The existing historic Old Village School could be retained and renovated (adaptive re-use) as a way to limit density in the predominately single-family residential area. Any renovation or redevelopment of these buildings will need to be sensitive to the Historic District, and specifically to the historic single-family residential uses on the north side of W. Main Street.

### 2. CITY HALL PROPERTY

As described at the previous Joint Committee meeting, the City is considering the possibility of moving City Hall functions from the existing City Hall property to one of the School District's office buildings (described above). If this were to happen, the Joint Committee considers this a prime location and envisions the City Hall property being used as some sort of commercial use or mix of uses (commercial/office). If retail were proposed, the type of retail needs to be strongly supported by the market, and of a type that does not dilute the downtown. The future use of this property should be self-parked (particularly office uses), and should not buy into the City's parking fund. (See the notes at the end of this discussion for issues regarding private parking in the downtown.)

The large undeveloped area of open space south of the City Hall and east of the Library is intended to remain as open space.

### 3. POST OFFICE AREA

Currently, the Post Office is not expected to expand into the vacant parcel to the south. The Joint Committee envisions this property to redevelop into a multi-family residential use. Multi-family would provide a transition from single-family residential to the south, and the commercial center to the north.

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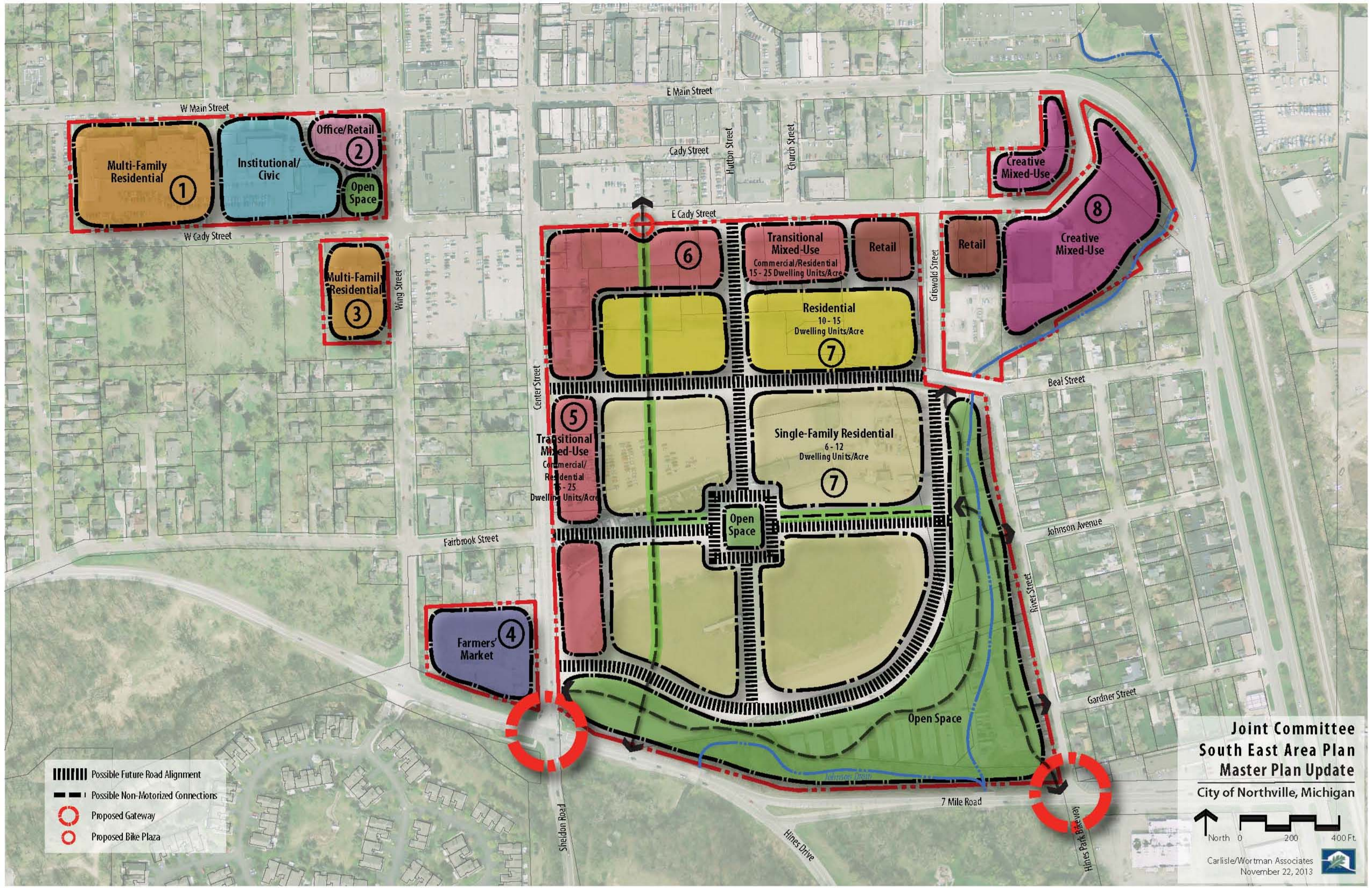
#### **4. CURRENT FARMER'S MARKET LOCATION**





This property on the southwest corner of S. Center St. and Seven-Mile Road is approximately two acres in size, and could accommodate several uses. However, the Joint Committee did not come to a consensus of how this property should be used in the future. One vision is that the low-density feel of the residential properties on the south side of Seven-Mile Road be continued on this corner, and development intensifies as one moves north along Center Street. Another vision identifies this intersection as a gateway into the City, and as such, should include elements that announce the gateway. One thing the group did agree on is that a convenience store, gas station, or drive-through restaurant were not desirable uses in this important location. (See the discussion about the "Creative District" for more ideas about the farmer's market.)

Regarding form, the group determined that this part of the City is currently more like the General Commercial District on N. Center Street, with building setbacks, a band of landscaping in front of the building, and parking in the rear. New development on this parcel should mirror the building setbacks currently shown on this side of S. Cady Street, but should include the landscaping treatment and parking configuration of the General Commercial District on N. Center Street. Note that the Joint Committee sees access management to this parcel a challenge.

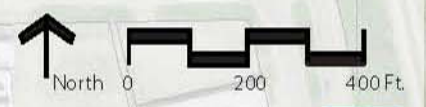
#### **5. EAST SIDE OF SOUTH CENTER STREET**

This area is envisioned as a "transitional" area, and the land uses should include a mixture of commercial, residential and possibly office uses. It is envisioned that the buildings would contain mixed uses; for example, a property owner could have their professional office on the first floor, and have living quarters on the upper floors. This area includes opportunities for brownstones or townhouse form, but should be scaled to match the adjoining neighborhood. The residential uses recommended behind these uses on the Down's property increase in density and height as one moves from south to north. Therefore, the buildings along S. Center would also increase in density and height from south to north. Setbacks for buildings along the east side of S. Center should match the existing setbacks along the west side of S. Center.



-  Possible Future Road Alignment
-  Possible Non-Motorized Connections
-  Proposed Gateway
-  Proposed Bike Plaza

**Joint Committee  
South East Area Plan  
Master Plan Update**  
City of Northville, Michigan



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## 6. CADY STREET

This area is also considered a “transitional” area, and should be developed in a way that responds to the market. The key element of developing Cady Street is to allow flexibility in uses. The Joint Committee sees allowing live/work units, hospitality (bed & breakfast or boutique hotel) and other mixed uses, including retail on the ground floor, offices above and residential on top floors. Because of the slope away from Cady St., this provides an opportunity for parking underneath the buildings.

The building form on the south side of Cady Street should create a level view with the north side of Cady St., and could potentially accommodate buildings from four to five stories tall. The character of the street is envisioned as a pedestrian-scaled atmosphere, with a more residential feeling than hard urban core feeling. The street would provide parallel parking, streetlights similar to the downtown, and street trees. The corridor should have a strong, visible pedestrian connection to Main Street. Lastly, developers who want to develop on the south side of Cady Street should be required to provide the ten feet of space needed to add parallel parking.

Lastly, on the southwest corner of Cady Street and Griswold Street, the Joint Committee proposes to allow some type of retail use. Preferably, the retail use would support the Tipping Point Theater such as restaurant or coffee shop. This retail use would not compete with the downtown, but provide additional convenience services to the new residents in the area, and theater-goers.

## 7. RACETRACK (NORTHVILLE DOWNS) AREA

The Northville Downs racetrack continues to operate, and is a destination in the City of Northville. However, if this business were ever to move or cease to exist, this is a significant development opportunity for the City. The Joint Committee sees this area as a residential neighborhood, organized as a grid system of streets and alleys that mimic the traditional residential layout in the rest of the City.

The density and form of the residential units would decrease from the most intense along the north side to less intense as one moves south toward Seven-Mile Road. The residential units to the north could be two to three-story, attached multi-family or two-family units. Beal Street would be extended to the west, and this would act as the dividing line between the more “urban” form of residential homes, and the single-family homes to the south. While single-family in form, this area could still provide a mix of lot sizes (from 40-foot wide lots, to larger lots that could accommodate two-family dwellings). This would encourage diversity in lots, and as a result, diversity in population from young singles, families with children, and empty-nesters and seniors.

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The residential Downs area would also include important community features, including a central square, a large park/open space to the southeast, pedestrian trails and sidewalks, and a dedicated pedestrian connection between Seven Mile Road and the downtown. The large park/open space to the southeast would include parkland and walking/biking trails that connect to the Hines Park bikeway on the south side of Seven-Mile Road. Another important feature is the idea to “daylight” this branch of the Rouge River. Currently, the river is directed underground as it flows south of Beal Street and is located under the Northville Downs horse stalls and other support buildings. Locating parkland in this area would provide some space for floodwaters in the event of a flood. Another important community feature is a pedestrian connection between Bealtown to the east, and the new Downs residential development.

## **8. CREATIVE MIXED-USE DISTRICT**

This area is currently the location of historic, but mostly unused, industrial buildings. The Joint Committee envisions this area as a “creative district” where the industrial buildings are renovated to accommodate “creative” uses such as the manufacturing incubator, artist’s studios and galleries, night-time entertainment venues, and possibly live/work residential units. The renovated industrial buildings could offer residential lofts and support businesses, such as coffee shops, restaurants and the like. Retail uses, if any, would complement the downtown with possibly a “gallery row” or other creative retail options. Retail uses would not compete with the downtown. Any site renovations would use the Rouge River as an asset and focal point, orienting restaurant, entertainment or recreational uses toward the river. Lastly, this district may be a second home for the farmer’s market. Open space next to the Rouge River could act as a setting for the market and other outdoor events that would provide easy access to downtown as well as possible future connections to Ford Field.

### **PARKING**

Parking was a major issue during the Joint Committee’s discussion. The need for parking and the best way to provide parking were discussed with nearly every future land use decision. The following questions and opinions were shared:

- The question was posed: will additional surface parking be needed to accommodate new development? Several meeting participants felt that it is unclear at this stage of the planning process to determine if more DDA controlled parking is needed, and if so, how much. Also, some voiced the opinion that the existing lots are underutilized.
- The City may want to consider site design guidelines to encourage walkability so that new uses can access the downtown and other destinations on foot.

- 
- Private parking (vs. publicly-managed parking areas) is often not as well maintained as public parking areas overseen by the Downtown Development Authority.
  - Private parking does not allow for sharing spaces as a public lot would.

Whatever solution is decided upon, it should not put pressure on existing City lots in the shopping districts.

## **CONCLUSIONS**

The recommendations of the Joint Committee represent the coming together of input and ideas from many different perspectives. This information will be considered, discussed, and used by the Planning Commission to update the City's Master Plan, and provide a vision for these important areas of Northville for the next ten to twenty years.



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# APPENDIX



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## PLAN FOR PLANNING MEETING NOTES

Meeting date: September 23, 2013

- Collective Vision – City-wide
  - Historic preservation
  - Enhanced diversity
  - High-level living for seniors – walk to downtown
  - Interconnected with non-motorized paths
- Data needs to answer questions
  - How much commercial is “supportable” by the community?
  - Green report results
  - Strategic plan information
- When was floodplain established?
  - Could City request a map amendment?
  - Compare floodplain boundaries with latest FEMA report (Jim G.) to determine development potential
  - Answer questions ahead of time
- Need to look at infrastructure that has to be developed in coordination with land use choices (water, sewer, roadways, parking, right-of-way, etc.)
- Infrastructure:
  - Center Street - traffic capabilities
  - Want 1995 Northville Downs study before next meeting
- Public input – ask schools to provide flyer to send home w/ students to advertise public meetings and/or on-line surveys
  - Engage the public outside of the City – business patrons
  - Use social media
  - Paper survey/Northville record
- Involve business owners/commercial tenants in planning process
- Township ‘Greenplay’ survey
  - Recruited people to visit survey online
  - Contact Township to review their public input strategy
- Residential
  - Options for smaller housing within walking distance of commercial/grocery areas of City (1,800-2,200 sq. ft.)
  - Apartments, high rise, range of styles/sizes
  - Could accommodate seniors and young people starting out

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- Downtown
    - If expand commercial, how does that impact Northville’s current image?
  - City should maintain local control of as many roads as possible to control how development happens/character
    - Tie future plans into non-motorized planning – emphasize non-motorized facilities
    - Include overview of complete streets
  - Does commercial include light industrial? Need to define “Commercial.”
  - Total acreage of study area? Approximately 50 acres
  - May need more than 2 mtgs. For Joint Committee
    - Possibly meet a few times in October
  - For charrette: Need current Future Land Use map; 1995 Downs Future Land Use Plan Map; DDA boundary; HDC boundary
  - What would potential commercial development do to the DDA?
  - S.W. corner of Griswold/Cady for post office operations?
    - Keep post office in downtown area – remove from residential area.
  - Open property south of City Hall...no other use being considered now
  - Studies with recent data of how new land uses would impact existing land uses. Are they available?
  - How about industrial uses...recruiting certain types of businesses or building types for the vacant parcels within the study area. Will this be done?
  - Whatever happens, it needs to compliment the downtown.
  - As part of Joint Committee...will a representative from the Township be involved? They may have information about things going on that we’re not aware of. Good communication w/ Northville Township important.
  - Younger generations want walkable cities
    - Need to include trends for residential density to benefit retail

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- Visit communities that work and don't work
    - What are cities with great downtowns doing now?
  - Like subarea plans done in 2008
    - Could what was done in 2008 jump over into these new areas?
  - PC will look city-wide
  - Draft guiding principles for study areas. Work from this vision and market forces to determine best uses for study area.
  - Engage Detroit Edison and Consumers to ensure there's enough capacity for re-development. Particularly at the Downs.