

City of Northville
CITY COUNCIL REGULAR MEETING MINUTES
February 3, 2014

Mayor Johnson called the meeting to order with the Pledge of Allegiance at 7:30 p.m. in the City of Northville Municipal Building, City Council Chambers, 215 W. Main Street, Northville, Michigan, 48167.

ROLL CALL

Present: Mayor Christopher Johnson, Mayor Pro Tem James Allen, Councilmembers Nancy Darga, Sam Ekong, and Ryan McKindles

Absent: None

Also Present: City Manager Patrick Sullivan, City Clerk Dianne Massa, Parks and Recreation Director Jason Spiller, Planning Consultant Don Wortman, DDA member Greg Presley, and reporter from Northville Record. No citizens were present.

PRESENTATIONS

A. Citizens Comments None

B. Presentation of the Joint Master Plan Update Report / Carlisle Wortman

Don Wortman, of Carlisle/Wortman, gave a brief presentation of the Joint Master Plan Update Report. The Joint Master Plan Update Report is a compilation of the efforts of the Joint Committee appointed by City Council to provide guidance on the City's Master Plan Update for the southeast portion of the City, including the Northville Downs property and adjoining areas.

The report summarized the results of the two land use Charrette meetings conducted by the Joint Committee and makes recommendations for future land use for this area. The Joint Committee recommendations were forwarded to the City of Northville Planning Commission for their review and input as part of the city-wide master planning process on January 21, 2014. The recommendations were as follows.

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. The City could decide to re-purpose the Old Village School for its administrative offices, or the School District could decide to relocate its offices. If not used for school or municipal purposes, 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

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. 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. 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

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.

4 . Current Farmers 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. The group did agree that a convenience store, gas station, or drive-through restaurant were not desirable uses in this location.

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.

5 . East Side of S. 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 Northville 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.

6 . Cady Street

This area is 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, such as live/work units, hospitality (bed and 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 Street, this provides an opportunity for parking underneath the buildings. There was discussion about the pros and cons of requiring private parking versus public parking for the commercial/office uses planned for this area. Some participants viewed public parking

lots as more flexible and better maintained, while others felt that no more pressure should be placed on the public lots, and private parking would better serve the area. This issue will need further discussion by the Planning Commission, DDA, and City Council to determine the desired policy direction.

The building form on the south side of Cady Street should create a level view with the north side of Cady Street, 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. Developers who want to develop on the south side of Cady Street should be required to provide additional right-of-way for the ten feet of space needed to add parallel parking.

On the southwest corner of Cady Street and Griswold Street, some members of the Joint Committee proposed allowing some type of commercial use that is an extension of the mixed-use concepts along Cady Street. Preferably, the use would support the Tipping Point Theater such as restaurant or coffee shop, and not compete with the downtown.

7. Race Track (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 pedestrian-friendly, “walkable” residential neighborhood with sidewalks connecting to the downtown and Seven Mile Road and home designs which are oriented toward the street and community interaction. Streets would be organized as a grid system, with alleys for vehicular access at the rear of the lots. This “New Town” approach mimics the traditional residential layout in the rest of the City.

The general configuration of the possible blocks in this area should be arranged so that the new streets meet existing streets. The number and size of blocks could be adjusted to ensure that they are consistent with block size on the east side of River Street. Beal Street may or may not be extended through to Center Street dependent upon future development plans.

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, if extended to the west, 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 40-50 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, empty-nesters, and seniors.

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. 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 solution should not put pressure on existing City lots in the shopping district. The following was shared:

- Will additional surface parking be needed to accommodate new development? It was 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.
- Future residential development should provide on-site parking. Commercial or office development may be considered for utilization of DDA controlled municipal lots dependent upon City initiatives to construct additional off street parking south of Cady Street.
- Consider site design guidelines to encourage walkability so 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 DDA.

Pedestrian Amenities/Gateways

The idea of creating walkable, pedestrian-friendly environments is another overriding topic that applies to each planning area. Connections are proposed between existing and future residential areas and the downtown, and beyond. A central north/south greenway is proposed which would link the Town Square on Main Street to Seven Mile Road. Design of these facilities should function well for people of all abilities, but also be aesthetically pleasing, incorporating street trees, landscaping, pedestrian-scaled street lighting, varied pavements, and public art into the streetscapes. These features also apply to creating inviting and unique gateways into the City at the intersections of S. Center Street/Seven Mile Road and River Street/Seven Mile Road.

City Council Comments and Discussion: Discussion and comments pertained to:

- Support of recommendations to “daylight” the Rouge River.
- Discussion ensued pertaining to the flood plain area and the culvert near Seven Mile Road. While daylighting the River might dramatically reduce the floodplain, the City might consider conducting engineering studies to see what could be done by the City and/or county to reduce the floodplain.
- Recognizing development trends and needs assessments, using the description of “single-family residential” in a flood plain area might not look at the reality of the area and could be viewed as restrictive to a potential developer. In this area, “single-family residential” should be revised to a

more general description such as “residential” which would provide developers more flexibility and development opportunities in a flood plain area.

- Higher density residential would be appropriate closer to Cady Street. Higher density should be consistent so that the area does not look choppy with a mix of higher and lower density.
- Planning Commission should take up issue of public parking versus private parking. Current ordinance might not translate to the parking that might be needed if the racetrack property were rezone/redeveloped. Also, should the suburban parking rate or downtown parking rate be applied.
- A future development will need a rezoning as the area is current zoned Race Track. The Planning Commission may want to consider rezoning of the race track parcels recognizing that while the race track is there, the race track remains as an allowable use. An overlay district could also be considered for certain areas of the racetrack property. There is a need to be thinking about future uses and future zoning and the belief that Northville Downs would be open to this due to the reality of lower attendance at the race track and possible change.
- The Master Plan needs to have flexibility and needs to be able to adapt to new uses and concepts.

It was the consensus of the City Council that its comments on the Joint Master Plan Committee’s recommendations should be forwarded to the Planning Commission.

Motion Darga, seconded by Allen to accept the Joint Master Plan Report as presented. Motion carried unanimously.

APPROVAL OF AGENDA AND CONSENT AGENDA

Motion Allen, seconded by Darga to adopt the agenda and consent agenda as presented.

Approve City Council Minutes of:

- Special Meeting of January 13, 2014

Receive Bills List: Checks #86659 to #86786, EFT #500159

Receive Board and Commission Minutes:

- Housing Commission: 12/4/13

Receive Departmental Reports: None

Board and Commission Appointments:

- Arts Commission: Appoint Joanne Bandoni-Menhart to fill a vacancy with a term expiration of 6/30/15

Finalization of 2014-15 Goals, Objectives, and Priorities

Amendment to the Fees, Fines, and Penalties Schedule / Review Fee for Pre-application Meeting

Amendment to the Fees, Fines, and Penalties Schedule / Historic District Project Inspections

Purchase of Power Unit for Jaws of Life / Fire Department

Motion carried unanimously.

NEW BUSINESS

A. Agreement for SMART Specialized Services for 2014

The Senior Adult Services program received funding from the Suburban Mobility Authority for Regional Transportation (SMART) program for transportation services for individuals with disabilities and residents over the age of 65. The funding available this year from SMART for Specialized Services is \$2,488. In order to receive the funds, a contractual agreement between the City of Northville and SMART must be approved.

The proposed agreement was provided to City Council for its review. The agreement was reviewed by the City Attorney and MMRMA, the City's Liability Provider. The City of Northville will receive \$2,488 to use for the operation of the senior transportation program.

City Council Comments and Discussion: Discussion ensued pertaining to the agreement, which does not appear to disallow people that are not seniors or handicapped to ride the bus (i.e. temporary handicapped or incapacitated due to recent surgery or illness, people that do not drive, etc.) and whether these people could pay to participate and use the senior transportation services. The Parks and Recreation Director will look into this and report back.

Motion McKindles, seconded by Allen to approve the contract with Suburban Mobility Authority for Regional Transportation for Specialized Services FY2014 and to authorize the City Manager to sign the agreement on behalf of the City of Northville. **Motion carried unanimously.**

B. Contract Award for the Household Hazardous Waste Program

Each year in September, the City of Northville hosts a Household Hazardous Waste Day. Residents from the City of Northville, the City of Livonia and Northville Township are invited to take part in this event. In exchange, Northville's residents are allowed to attend Livonia's Household Hazardous Waste Day in April. This partnership between Livonia, Northville Township, and the City of Northville has gone on for over 13 years with great success in removing hazardous waste from our communities.

In November, 2013 the City of Livonia went out for bids to select a hazardous waste provider for their City over the next three years. The two companies interested in their program along with the per vehicle unit price bids are listed as follows:

COMPANY	2014	2015	2016
EQ Industrial Services	\$26.50	\$26.90	\$27.30
Environmental Recycling Group	\$27.25	\$27.75	\$28.25

The City of Livonia awarded this program to Environmental Recycling Group of Livonia. They awarded this work to the higher of the two bids, because they have used both companies in the past and believe that Environmental Recycling Group provided a much better service to the residents attending the Household Hazardous Waste Day events.

The bid documents for the Livonia program specifically stated that the Contractor must be agreeable to extending its contract and unit prices to the City of Northville for these same services. Upon contacting Environmental Recycling Group, City Staff confirmed that this company is agreeable to extending its bid prices to the City of Northville for Northville's Hazardous Waste Program. The unit price for Northville's 2013 program was \$28.95 per vehicle making the new 2014 price of \$27.25 approximately 6% less than last year. The unit prices for 2015 and 2016 are also lower than Northville's 2013 rate.

The City of Northville has used Environmental Recycling Group as its Household Hazardous Waste Collection Contractor for the last three years and found them to be very professional and easy to work

with during Northville's collection events. September 20, 2014 has been tentatively scheduled for Northville's event in 2014. City Staff recommends that the City of Northville continue to partner with the City of Livonia by awarding a contract to Environmental Recycling Group to provide household hazardous waste services to Northville for the next three years. An agreement has been prepared, modifying the Livonia contract for the City of Northville. The City Attorney reviewed this contract and approved it for use for this program.

Motion Allen, seconded by Darga to award a contract to Environmental Recycling Group of Livonia, Michigan to perform the City's Household Hazardous Waste Day event in 2014 at a rate of \$27.25 per vehicle in 2015 for a rate of \$27.75 per vehicle and in 2016 for a rate of \$28.25 per vehicle. **Motion carried unanimously.**

C. East Main Street Utility Cut Street Repairs Change Order

In November 2013, the City experienced a water main break on E. Main Street in front of the R & D Enterprises Building (Old Ford Valve Plant). The water system in this area of the City is under very high pressure which resulted in significant damage to the roadway. The road cut was cold patched and traffic was returned to the roadway.

Normally the City repairs the road cut the following summer with hot mix asphalt, but this water main break caused damage to a much larger area creating a very rough condition on the roadway. Repairs for this area may include some base repair, milling of approximate 2,500 square feet of pavement with an asphalt overlay. The estimated cost for this repair is \$12,190.

In addition, there is another area needing repair on E. Main Street, directly west of Griswold Street. At this location the road base is collapsing, causing the pavement to drop around a sanitary manhole. To correct this area, it will be necessary to mill approximately 1,300 square feet, remove and replace approximately 500 square feet of base, adjust two manhole structures and place a 2 inch asphalt overlay. The estimated cost for this repair is \$14,900.

These estimates came from Nagle Paving Company, which has successfully performed a number of projects in the City. In discussing this work with Nagle's estimator, they are willing to do both of these projects for a lower price if they can do them together at the same time. As Nagle is currently under contract with the City for Northville's local street program and has the proper insurance in place, it is recommended that a change order to this project be approved to make these two pavement repairs. The lower price agreed on for both repairs is \$20,890. For FY2014, the Water and Sewer Fund has a \$20,000 budget for utility cut road repairs. The proposed price for this work is over this amount by \$890 and a budget amendment would be needed.

Motion Darga, seconded by Allen to approve a change order to the S. Ely Drive Ely Court Improvement Project in the amount of \$20,890 for two road repairs on E. Main Street, and further move that the Public works Director be authorized to sign the change order on behalf of the City. **Motion carried unanimously.**

MAYOR AND COUNCIL COMMUNICATIONS

A. Mayor and Council Communications None

B. Staff Communications None

Being no further business, the meeting was adjourned.

Adjournment: 8:18 p.m.

Respectfully submitted,

Dianne Massa, CMC
City Clerk

Christopher J. Johnson
Mayor

Approved as submitted: 02/18/2014