



Hunter Pasteur HOMES

September 7, 2018

Ms. Sally Elmiger
Carlisle Wortman Associates, Inc.
117 North First St., Ste. 70
Ann Arbor, MI 48104

Dear Ms. Elmiger,

In preparation for our PUD eligibility meeting on September 18th and in response to the Draft PUD Eligibility Review letter dated August 27th, 2018, I would like to submit additional materials to our previous submittal. The additional five (5) components to the Planning Commission's submittal are:

- An updated Summary of PUD Eligibility and Public Benefits for the Downs;
- A summary response letter from the Developer to the Draft PUD Eligibility Review letter dated August 27th, 2018;
- Exhibit A – The Feasibility Study / Estimated Costs to “Daylight” the River on the Site;
- Exhibit B – an updated site plan showing the location underground river;
- Exhibit C – an updated project plan showing the location of the underground river.

In order to properly update each of the Planning Commission members' packages with the most current information, please take the following steps:

1. Please remove pages 2-4, the Summary of PUD Eligibility and Public Benefits from the original packages and replace it with the Updated Summary of PUD Eligibility and Public Benefits which is also three (3) pages;
2. Exhibit A - The Feasibility Study / Estimated Costs to “Daylight” the River on the Site should be added to the package;
3. Pages 2, 3 and 9 of the full-size plans should be replaced with the updated pages;
4. The Traffic Impact Study should be added to each package.

Taking these four steps will ensure that each member's package is properly updated.

The Development Team is confident that our updated submission addresses all of the issues raised in the Draft PUD Eligibility Review. We look forward to presenting The Downs project to the City Council on the 18th. In the meantime, if you have any questions regarding our updated submittal, please don't hesitate to contact me.

Regards,

Hunter Pasteur Homes, LLC

Randy Wertheimer

THE DOWNS

DOWNTOWN  NORTHVILLE

Revised for September 18, 2018
Planning Commission Meeting

Summary of PUD Eligibility and Public Benefits

The Downs is a planned, high quality, mixed-use development proposed for the 48.12 acre parcel which is currently the site of the Northville Downs race track situated on Seven Mile and Center Street extending to Cady Street to the North. Hunter Pasteur Homes, the Developer, has assembled an experienced team of development professionals to develop The Downs, including many Northville based consulting firms experienced with the ordinances, master plan, culture and history of the City of Northville.

The Downs has been designed to meet the requirements of the City's master plan and will feature mixed-use product types including quality apartments, townhomes, single family residences, commercial uses as well as a host of amenities to meet the needs of both The Downs community as well as City residents at large.

The Downs has been designed as a PUD development to cluster the housing units to create useable common area spaces which will be built as first-class parks donated to the City for public use.

1. Public benefits of The Downs include the following:

- a) The creation of a 6.3 acre, first class public park. The park will feature a paved walking/biking trail, pond with a fountain, benches and an extensive landscape area. The park will be built at the cost of the Developer and upon completion, the park will be deeded to the City of Northville at no cost for the use and enjoyment of all City residents and guests. The annual maintenance costs of the park area will continue to be borne by the master homeowners' association with no expense to be incurred by the City.
- b) The proposed design provides an area of land located at the northern portion of the park for the relocation of the Farmers' Market in a prime area. This will incorporate the Farmers' Market in closer proximity to the downtown area and will feature a paved area for the vendors as well as adjacent parking for customers. All of the costs for improvements will be borne by the Developer.
- c) The proposed design will feature improvements to the river area including the creation of berms, relocation of an exposed sanitary sewer pipe perpendicularly crossing the river and impeding its flow and other storm water improvements. Such improvements allow for the reclassification of the floodplain area which should aid in lowering home insurance costs for homeowners to the east of the site, currently located in a classified flood plain zone. This should increase the marketability and value of those homes.

- d) Elimination of all outdated building structures, outdoor storage uses and general unsightly conditions of the current Northville Downs track operation. Such removal may not be otherwise accomplished by other plans as this plan will remove all the structures at one time during the demolition and environmental remediation of the Property. Other piecemeal plans for the Property may take years or decades to remove the buildings if built in smaller phases.
- e) Improvements to the traffic signalization controls, installation of new signalization, and other traffic improvements including restriping to help reduce current traffic congestion issues will be implemented. Such costs will be borne by the Developer.
- f) Creation of “Gateway” signage and an entrance feature at the northeast corner of Seven Mile Road and Center Street, welcoming residents and visitors to the City of Northville.

2. The Long Term Protection and preservation of natural resources include the following:

- a) Protection of the Johnson Drain. The proposed development will feature storm water detention ponds and bio-swale improvements which will filter storm water runoff into the Rouge River. Current conditions allow the runoff to enter these important water areas unfiltered across the 48.12 acre site from the current race track operations, parking lot, maintenance facilities, etc. Such improvements will meet or exceed the standards required by Wayne County and will include environmentally friendly improvements designed in conjunction with the City’s planning consultants and engineers.

3. The proposed type and density of use does not result in an unreasonable increase in the need for or burden upon public services, facilities, roads and utilities. In fact, the development has been designed to reduce many of the City’s needs in several ways, including but not limited to:

- a) replacement of potentially hazardous sanitary sewer pipe currently located in the river;
- b) creation of 92 parking spaces available to the public in close proximity to the downtown shopping area;
- c) improvements to the traffic signalization and traffic control devices;
- d) elimination of current race track use which imposes a lot of needs of City services;
- e) creation and dedication of public park spaces which will be maintained by non-public funds;
- f) Creation of over \$5,440,000 in annual taxes for taxing jurisdictions, as compared to only \$423,000 in current tax generation of which only \$106,000 is generated to the City of Northville. Of the \$5,440,000 projected generation of taxes, the majority of these taxes go directly to the City of Northville, DDA and Northville School District:

City Operating - \$798,961
 DDA Tax Levy - \$85,336
 DDA Tax Capture - \$1,228,430
 Northville Schools - \$1,334,424

4. The proposed planned unit development (“PUD”) will be harmonious with public health, safety and the welfare of the City based on the criteria outlined above. The Developer and its team have worked diligently to create a plan designed to meet the City’s Master Plan, incorporating all of the

elements important to City residents including public spaces, increased commercial development and the continuation of the City's street grid pattern.

5. The proposed PUD shall not result in an unreasonable negative environmental impact or loss of a historical structure on the subject site or surrounding land. In fact, the proposed development will eliminate the unsightly buildings, outdoor storage, overhead power lines and neglected parking lots associated with the current use of the property. Through the use of bio-swales and a storm water detention system, the environmental condition of the Property and natural features will be enhanced by this development.

6. The proposed PUD will result in a significant positive economic impact in several areas:

- a) It will add high-quality housing units, increasing the value of the surrounding property values;
- b) It will add a stronger residential base in short walking distance to the downtown commercial area, significantly increasing the use and support of the downtown merchants, restaurants and other commercial establishments;
- c) It will reduce the flood plain classification area benefiting other residential homeowners;
- d) It will significantly increase tax revenue to the City of Northville, public school district, Wayne County and DDA;
- e) It will provide a wide mix of housing types to service the needs of existing and future Northville residents in an urban city environment.

7. The PUD is being proposed by a single ownership entity and the ultimate development will be governed by a development agreement between the City and the ownership, incorporating strict design and construction criteria pursuant to approved plans. Furthermore, the ongoing use and maintenance of the development will be governed by master deeds and bylaws borne by the residents of the development. All approvals, plans, legal terms and conditions will ultimately need approval by City officials, its various consultants, engineers and attorneys.

8. The proposed PUD is consistent with the goals and policies of the City of Northville Master Plan.

9. The proposed uses are consistent and complimentary to the adjoining zoning districts and great care has gone into the design which benefits the adjacent uses and natural features of the surrounding properties.

10. The proposed PUD is not proposing to circumvent the zoning standards and has been designed with those standards in mind, consistent with the Master Plan.

11. In addition to multiple meetings with the City's planning staff and consultants, the Developer will meet with neighborhood groups throughout the Site Plan Approval process for additional input.

-- Proof of ownership has previously been provided to the City with the pre-application package submission.



September 7th, 2018

Via email: selmiger@cwaplan.com

Ms. Sally Elmiger
Carlisle Wortman Associates
117 N. First Street
Ann Arbor, MI 48104

Re: PUD Eligibility Submittal for The Downs (“Project”)
Hunter Pasteur Homes (“Developer”)

Dear Ms. Elmiger:

Thank you for your draft review letter dated August 27, 2018 and your email memorandum dated August 28, 2018. We are pleased to summarize this response to the questions raised in your correspondence.

General PUD Eligibility – Feasibility Study:

As summarized in your draft review letter and outlined in the City’s Master Plan, “If feasible, the Middle Rouge River should be exposed and a greenway or riverfront pathway should be developed as a linear park.” The Developer has retained numerous experts to study the potential to “expose or daylight” the river including civil engineering firms, wetland and environmental consultants, and earthwork contractors. A feasibility study was conducted and it was determined that the cost to “daylight” the river would be in excess of \$3,000,000. (Cost study has been attached as Exhibit A) Based on this cost, it is determined that it is not feasible to daylight the river without a public grant.

The Developer has shared this information with various City officials prior to and at the pre-application meeting on July 23rd, 2018. It was discussed that there may be public grant money to undertake the daylighting of the river, and the City and/or the County would have the most likely chance of success in being awarded grant money for this.

The Developer has also designed a world class linear park in this area for use by the general public as well as residents of the Downs community and has provided sufficient space in the open space park area should the City elect to pursue grant money in the future for daylighting the river.

Page 4, i. PUD Narrative: CWA Comment #5:

An updated Site Plan and Project Plan showing the location of the underground river have been included in this letter as Exhibits B and C.

As noted, the underground river does not flow beneath the building envelopes of any of the homes on lot numbers 1 through 4. The underground river flows beneath a small section of lot 1, but not underneath the building envelope, and then slightly touches the property lines of lots 2, 3 and 4. The Developer has already taken this into account and both the Master Deed and By-Laws will include language which will advise the homeowners of these lots. Therefore, we see no concern that there can be objections to the future day lighting of the river if the City should elect to proceed with such a project.

Page 4, i. PUD Narrative: Comment and Question about Stormwater Basin:

The storm water basin is a detention pond that will have a 4' deep permanent pool at all times. The detention pond is designed according to the Wayne County Storm Water Management Standards and will have an outlet to the Middle Rouge River at the south property line of the project. A "retention" pond is **NOT** proposed. The detention pond is sized for the 100-year storm, per Wayne County requirements, and will have a storage capacity of approximately 305,000 cubic feet.

The detention pond will be an attractively landscaped water feature as a part of the overall park design and will have two decorative fountains to enhance its appearance. The detention pond will not require fencing around it since the basin has a 1V:6H slope per Wayne County requirements.

Page 4, ii. PUD Narrative: CWA Comments 1 through 5:

The Developer views the Farmers' Market as having a significant value to the City and a benefit to the community, and for these reasons, has done everything possible to find a suitable new location for it. Members of the development team also met with members of the City's Chamber of Commerce ("COC") to discuss relocation options.

The Developer has generously dedicated a significant space within the Project for a new Farmers' Market, including a paved surface and additional parking areas for customers.

During the meeting with the COC, members of the COC recognized that relocating the Farmers' Market would result in a smaller site and as a result, they proposed possibly eliminating some vendors that may not necessarily fit with the long-term plans of the market. The exact number of vendors at the new Farmers' Market location will be determined by the COC not the Developer.

The Developer disagrees with the comment in the draft review letter that states the Farmers' Market is being reduced in size from 83,000 square feet to 17,000 square feet. Upon further analysis, the current Farmer's Market vendor area is approximately 35,000 square feet, excluding parking. The proposed 17,000 square foot Farmers' Market is a 51% reduction in size and not the 80% reduction in size that the draft review letter alludes to.

Parking for the Farmers' Market will be provided in the surface parking lot proposed for the corner of Cady Street and Beal Street, in addition to street parking on both Cady and Beal Streets.

Lastly, the Developer would like to point out that the opportunity cost of relocating the Farmers' Market to the northern portion of the park is significant and is being done solely for the public benefit of the City and its residents.

Page 5, iv. PUD Narrative: CWA Comment:

The PUD Narrative indicated that the Project will eliminate outdated buildings, structures, outdoor storage uses, and other existing features on site.

The CWA draft review letter indicated that "any redevelopment of this site will eliminate the existing structures".

We do not agree with this opinion. The proposed Downs development will cause ~~for~~ the demolition, on site environmental remediation, and site earthwork of the southern 40 acres of the Project to be done in a comprehensive single phase. Other proposed developments may not be as well planned or capitalized and may call for the development to be completed in multiple phases and leaving the majority of storage buildings on site for an extended period of time while other improvements are made to the property. Thus, having a well- planned project such as the one being proposed with the elimination of all unsightly buildings and structures at the onset is a significant public benefit.

Page 5, v. PUD Narrative: CWA Comments:

The Traffic Impact Study has been finalized and signed by the Traffic Consultant.

The Traffic Consultant is able to provide recommended signal timing permits at the intersections of Main Street and Griswold Street, Center Street and 7 Mile Road and Main Street at Hutton Street; however, since these signals are maintained by Wayne County Department of Public Services (WCDPS), any changes to the signal timing would be subject to the review and approval of WCDPS. WCDPS has been provided with a copy of the TIS. Assuming WCDPS approves the recommendations provided by the TIS, all signalization improvements will be implemented at the Developer's expense as part of the Project. For the Center Street and 7 Mile Road Intersection:

- The Developer is proposing and plans to re-stripe the northbound and southbound approaches at the intersection to provide a through /right turn lane and an exclusive left turn lane. The plan calls for a widening of Center Street to the north of the intersection to provide these lanes and to maintain the existing bike lanes;
- The Developer is planning to upgrade to a fully actuated signal and provide protected/permissive left-turn phasing for all approaches;
- The Developer is **NOT** planning to widen Sheldon to provide room for left-turn storage. This is not possible due to the existing bridge;
- The analysis completed for this study indicates that the traffic generated by the Project can be mitigated through signal timing and geometry improvements at the intersections. To

dismiss these improvements as not effective without evidence as such is speculative and contrary to the analysis performed.

Page 6, vi. PUD Narrative: CWA Comments:

The Project has been designed to not only meet the Wayne County standards for storm water management, but has been designed to exceed them from an environmental standpoint. The Project's engineer has spoken with and met on several occasions with Mr. Ali Aljawad of Wayne County to review preliminary storm water management plans; Mr. Aljawad has agreed in concept with the preliminary design.

As you have noted, the project has been designed with an environmentally friendly bio-swale system which is a public benefit. As you have suggested, our engineers, landscape designers and environmental consultants will work with the City's planners and engineers to increase the use of additional filtration systems during the engineering design phase of this Project.

Page 7, b. PUD Narrative: CWA Comments:

Developer will be providing 98 spaces to replace the 92 spaces lost from the sale of the city owned parking lot.

The Developer does not agree with the draft review letter's assessment that the multi-family component of the project is not adequately parked, for the following reasons:

- The draft review letter assumed that 30% of the units will be one-bedroom units, 30% of the units will be two-bedroom units and 30% of the units will be three-bedroom units. This allocation is inaccurate and the accurate breakdown is the following:
 - 160 units will be studios and one-bedroom, comprising 52% of the overall unit mix;
 - 123 units will be two-bedrooms, comprising 40% of the overall unit mix;
 - 23 units will be three bedrooms, comprising 8% of the overall unit mix.
- The Developer disagrees with the assumptions that studios and one-bedroom units require two (2) parking spaces per unit, two-bedroom units require two and a half (2.5) spaces per unit and that three-bedroom units require three (3) parking spaces per unit. This is not in alignment with Article 10 Section 10.06 0 Cady Street Overlay (CSO), i, Shared Driveways/Collective Parking (Page 10-17), which states:
 - "In order to minimize the number of curb cuts and maximize off-street parking, shared driveways and parking areas are encouraged. Collective parking and shared parking in accordance with Section 17.01.03 may be considered for the CSO district. Shared parking may allow a reduction of up to thirty percent (30%) from the parking requirements of Section 17.01.13.a, subject to City Council approval."
- Per Section 17.01.13 Parking within the CBD of the Master Plan, one-bedroom residential dwellings require one (1) parking space per unit, two-bedroom residential dwellings require two (2) parking spaces per unit and retail and office uses require one (1) parking space per 250 gross square feet;
- Based on Section 17.01.13 Parking within the CBD of the Master Plan and assuming three-bedroom residential units will require three (3) parking spaces, the multi-family and

commercial portion of the Project should require a total of 550 parking spaces – 475 for the residential component and 75 for the commercial component;

- The current Project proposes providing 611 spaces in both the surface lot and parking garage which is more than sufficient for the 550-parking space requirement.

Additionally, the Developer would like to point out that the Mr. Andrew Daley's proposed project to the west of The Downs falls within CBD zoning while also being part of the Cady Street Overlay and was approved with a one (1) parking space requirement per bedroom.

The Developer is confident that sufficient parking will be provided for the multi-family and commercial components of the Project.

Page 9, f. PUD Narrative: CWA Comments:

The traffic data collection was performed in accordance with ITE and MDOT standards for data collection. A typical day is defined as a non-holiday week on a Tuesday, Wednesday or Thursday, during average weather conditions (not during a period of inclement weather). The data collection for this study adhered to the requirements of a typical day; multiple days of data collection are not required.

The intersection of Cady Street and Church Street was not included because Church Street is a one-way, southbound road that operates essentially as a parking lot. The trips generated by the development on Church Street will be insignificant and the impact to this intersection will also be minor; therefore, it was not included in the analysis.

Improvements to the intersection at Center Street and 7 Mile Road can be made without widening the bridge. The improvements that can be made without widening the bridge include restriping the south leg, restriping or widening the north leg and upgrading the signal.

Page 9, PUD Narrative: CWA Comments:

The draft review letter indicated that the concrete floor of a horse barn recently collapsed. Our engineer visited the site to investigate the issue. The section of concrete that collapsed was not the floor of a horse barn, but rather a section of open concrete that collapsed as a direct result of a 20,000 lb. backhoe driving over it.

The Developer will retain a structural engineer to assess the integrity and load capacity of the existing underground river culvert; however, the development team is confident that the integrity of the pipe is still sound given that cars with an average weight of 4,000 lbs. to 5,000 lbs. drive over it daily. Furthermore, the area of the existing underground culvert will be part of the linear park area provided by the Developer and designed exclusively for pedestrian uses.

Lastly, the Developer and its contractors will restrict heavy construction equipment from driving over the culvert or use best management practices utilizing steel plating to prevent any safety issues.

Page 10, PUD Narrative: CWA Comment:

Regarding the daylighting of the river, please refer to Developer's answer to Page 4, i. PUD Narrative: CWA Comment #4. Additionally, the Developer would like to highlight that the current plan proposes re-creating a natural environment, as the site currently does not have any natural landscaping or environmental features.

Page 11, PUD Narrative: CWA Comment 2:

Regarding single-family lots 1 through 4 and the statement that the underground river flows below them and causes a safety issue, please refer to the Developer's response to Page 4, i. PUD Narrative: CWA Comment #5.

The current 13 single-family homes along the park and the underground river will not prevent the river from being daylighted in the future. The project has allowed for sufficient space for the river to be daylighted in the future, should the City or County decide to pursue it.

The inclusion of the 13 single-family homes along the park and river are a critical financial component to the success of the project and cannot be eliminated. The Developer views the 6.3-acre park and the 17,000 square foot area designated for the Farmers' Market as significant community amenities and more than sufficient in size. Once the park is developed, it will be the largest park in the City of Northville. The inclusion of the 6.3-acre park in the project plan is consistent with the City's Master Plan and a significant public benefit.

Page 11, PUD Narrative: CWA Comment:

The draft review letter states that "...any development of this property would have the same result". This is not an accurate statement. The Developer has spent tens of thousands of dollars and in excess of two years of review time to create a solution to this issue. Moreover, the Developer has created a solution which will incorporate a public park and other necessary earthwork improvements to reduce the size and effect of the floodplain.

Nearly every regional land developer and builder in this market has studied this situation and has elected not to proceed with development of this property, in part, due to the complications with this issue. Therefore, it is not fair to assume that any redevelopment of this property would have the same result.

Page 12, Criterion 6, PUD Narrative: CWA Comment:

The Project is submitted as a unified plan with several different housing and commercial components per the Master Plan. A comprehensive development agreement will be drafted in conjunction with the City's legal counsel, reviewed and approved by City officials during the process, after the various criteria are reviewed and approved by the Planning Commission and City Council.

Page 13-14, Criterion 7, PUD Narrative: CWA Comment A:

The Developer has retained three (3) different, highly experienced retail experts – Broder Sachse, Lormax Stern and Mid-America. Each of the three groups has evaluated the commercial feasibility of the site and determined that the ideal amount of commercial space for the property is 20,000 square feet or less. The current development proposes 18,700 square feet of commercial space.

The 20,000 square feet or less number is an amount of commercial space that the consultants think will complement and not compete with the current downtown retailers and restaurants. There is strong concern that too much commercial space would create competition for the existing downtown merchants and hurt the overall viability of the downtown shopping area.

The current plan for the apartment buildings along Cady Street incorporates the difficult topography of the site. Parking for the apartments cannot be modified as it is cost prohibitive. Parking spaces in structures cost an average of \$30,000 per space while underground parking spaces are approximately \$60,000 per space.

The surface parking lot at Cady and Griswold is needed for the apartments and also for the Farmers' Market. This surface parking lot is also being kept open for additional development. It is not being considered for development at this time, as development of it would only increase the density of the project and create a larger parking deficit.

The apartment buildings will be four (4) and five (5) stories tall with the building west of Hutton Street being five (5) stories (4 stories of apartments over 1 floor of commercial). It is the Developer's understanding that a fifth-floor bonus is permitted as part of the Cady Street Overlay. Lastly, the buildings have been designed by a best in class architect and in such a way to conform with the latest architectural trends of urban apartment buildings in major cities throughout the US. The design of the apartment buildings conforms with the other buildings along Cady Street.

Page 15, Criterion 7, PUD Narrative: CWA Comment B:

The proposed density is consistent with the Master Plan and permitted under the City ordinance 20.03 Paragraph 2 based on design excellence and conformance to the standards for PUD eligibility. Focus should not be placed on the total number of units, but rather the number of units in conjunction with the unit mix. Over half of the proposed units in the development, 160 out of 306, are studios and one (1) bedroom units. As a result of more than half of the building's units being studios and one-bedroom units, the average apartment size for the building is less than 1,000 square feet. Therefore, the number of residents and traffic is not being maximized and offers a consistent blend and density of unit type. By way of example, 500 townhomes at the site would create much greater density, greater building to land coverage and greater traffic than the proposed unit mix of apartments, townhomes and single-family homes.

Page 16, Criterion 7, PUD Narrative: CWA Comment B, 5:

The draft review letter expressed concerns regarding a five (5) bedroom townhome building being proposed in Plymouth, Michigan and the potential for a similar product being built in this development.

The height of the townhomes will be three (3) stories and **NONE** of the townhomes will contain five (5) bedrooms. The townhomes will be between 1,580 and 2,335 square feet, and it will be impossible to have five (5) bedrooms within that square footage range. The current plan is for 80% of the townhomes to contain three (3) bedrooms and the remaining 20% of the townhomes to have four (4) bedrooms.

The Developer is proposing attached garages due to the popularity of design and marketability of this product.

Also included with this letter are Exhibits A, B and C referenced herein and a revised narrative summary outlining the PUD eligibility requirements and public benefits. The previously submitted PUD application and drawings remain the same and should be included in the packages delivered to the planning commission members.

We look forward to discussing the project further and addressing any additional comments or questions at the PUD Eligibility meeting on September 18th.

Regards,

Hunter Pasteur Homes, LLC



Randy Wertheimer

CC: Pat Sullivan, City Manager
Shari Allen, Building Department
Brent Strong, Building Official
Lloyd Cureton, DPW Director

Northville Downs Property Feasibility Study/Estimated Costs to "Daylight" River

August 29, 2018

Costs	Item	Estimated Cost	Notes
	De-Watering	\$ 250,000	
	Legal	\$ 50,000	
	Environmental Clean-Up	\$ 100,000	Estimate by Stante of 5,000 tons of silt to Class II landfill times \$20.00 per ton - existing river bottom
	Mobilization	\$ 10,000	
	Demolition Existing Concrete Structures	\$ 500,000	Estimate provided by Stante
	Build New River (Earthwork)	\$ 400,000	Estimate provided by Stante
	Silt Fence	\$ 17,500	3,000 Linear Feet times \$1.25, times 2 installations - plus \$10,000 for hay bales
	Temporary Fence	\$ 7,500	3,000 Linear Feet times \$2.50
	Permits & Agency Review Fees (Application)	\$ 100,000	
	Bank Stabilization	\$ 480,000	Estimate provided by King & McGregor of \$400 per Linear Foot, 1,200 Linear Feet for vegetation banking
	Testing - Soil Testing	\$ 40,000	Estimate
	Staking	\$ 30,000	Estimate
	Engineering & Engineering Review	\$ 150,000	Estimate
	Relocate Sanitary Pipe in River	\$ 60,000	Estimate by Stante
	Construction Management & Permitting	\$ 150,000	Estimate
	Landscape Design	\$ 100,000	Estimate
	Landscaping in Addition to Armoring	\$ 200,000	Estimate
	Wetland / River Consulting (King & McGregor)		
	Wetland Flagging	\$ 1,030	
	Geo Survey	\$ 24,870	
	Stream Relocation	\$ 25,350	
	MDEQ Permit	\$ 21,300	
	ESA Compliance	\$ 6,250	
	Contingency	\$ 350,000	
	Total Hard Cost	\$ 3,073,800	
	TOTAL COSTS:	\$ 3,073,800	

Notes:

1) Based on preliminary estimates and conditions known to date. Final costs may vary significantly based on final designs and approvals.