



Location Map

121 Kingsley West

121 West Kingsley Street, Ann Arbor, MI 48104

Design Review Board Application

March 19, 2014

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Developers interest in property - partner
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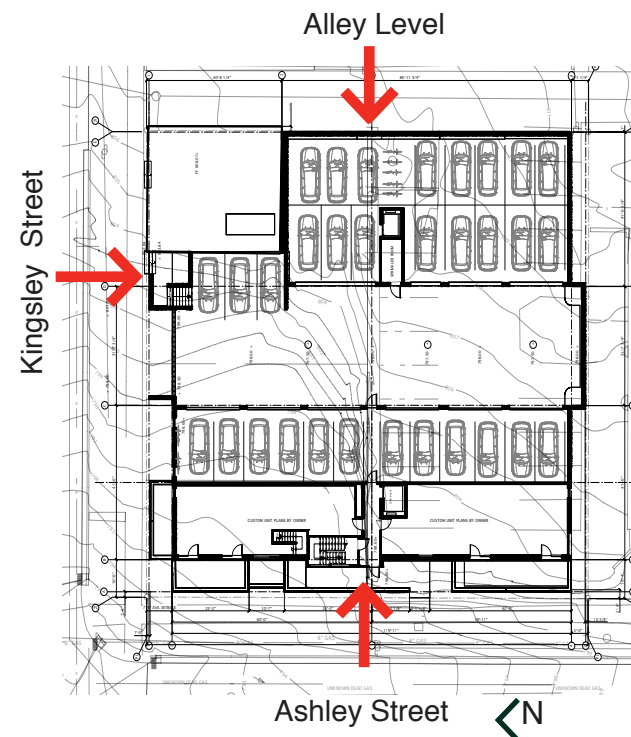
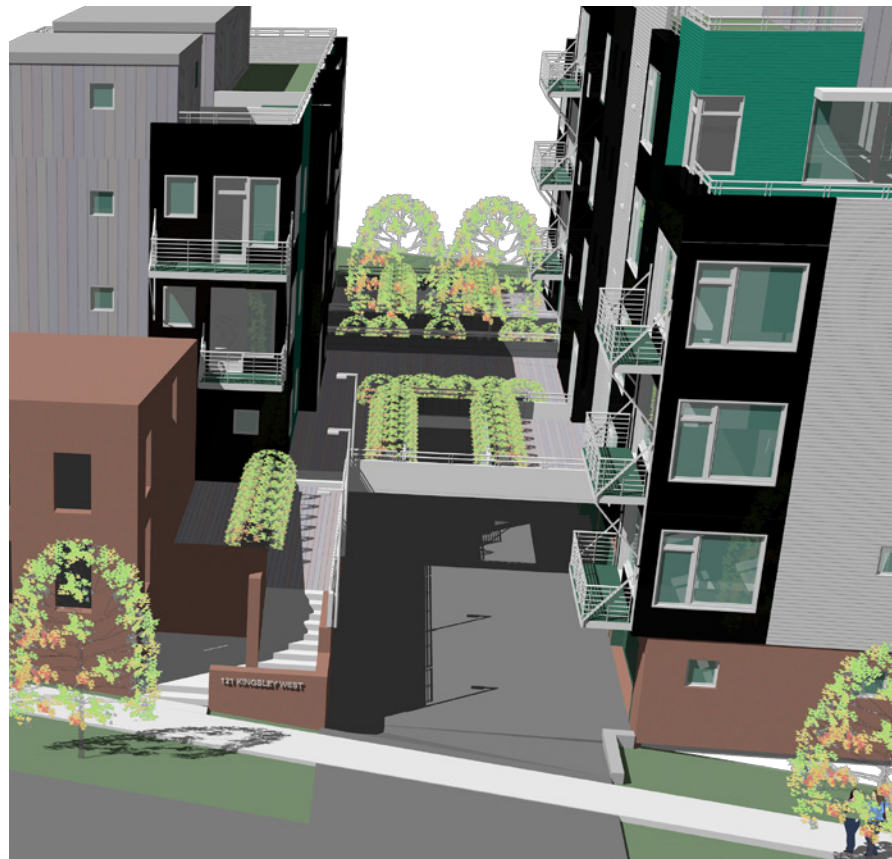
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Top right
Key map showing pedestrian entrances in red.

Top left
View from Kingsley Street of pedestrian and vehicle entrances. Public and Individual decks cover vehicle use areas.

Bottom left
View from Ashley Street of main pedestrian entrance.

Bottom right
View from alley of secondary pedestrian entrance. Canopy marks the entrance below.



2a. Design Concept

Pedestrian and Vehicle Access

Since the site is bounded by two public streets and an alley, there is an opportunity to take advantage of all of these access points. Kingsley and Ashley Streets will be the primary pedestrian access with a secondary entrance off the alley to the east. The three pedestrian access walkways converge on a large common outside open space for sitting and relaxing. This deck is separated from the private areas by open space and container plantings. The deck also covers and hides the driveways below.

Vehicle access off Kingsley is separated from pedestrian access by a brick wall and steps to an upper level common area shared by both buildings. The common area walkway also serves the existing 111 Kingsley building. Access off Kingsley Street allows for parking to be located below the east building and behind the residential units in the west building. Parking is then hidden from view from both public streets by this arrangement.

Building Massing and Shape

The size, height and massing of the building are strongly influenced by the building code, zoning code and design guidelines. The smaller east loft building is held to three stories so that only one means of egress is required. An additional story would require two means of egress. This would greatly reduce the efficiency of such a small building and result in only a small additional amount of net residential space.

The much longer west building can easily accommodate two exits. This allows for the addition of another floor. (Mezzanines do not count as floors.) Rather than aligning the corridor with the long axis of the building, the corridor is kept short by aligning it with the short axis. The stairs are placed partially outside the building facade and project slightly from the building to achieve the minimum exit separation required by the building code. This has the added advantage of allowing natural light into the corridors and stairs at both ends of the corridor. The projection also helps to modulate the facade and to mark the location of the Ashley Street pedestrian entrance.

An additional advantage of the short corridor is that the two adjacent living units can be combined into a larger unit if desired. The living and dining areas are located at the ends of the buildings. All living areas facing the courtyard can also have views not only into the courtyard but out onto the street or adjacent properties.

The Building Massing Guidelines in the Zoning Ordinance also influence the overall massing. The guidelines call for an average setback along the street facade of five feet. The average setback requirement was fulfilled by concentrating the required square feet into two setbacks at each end of approximately seven feet each. This enables the building to be stepped down to three stories at each end and has the added benefit of providing usable balconies for the upper units.

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2b. Development Program

Previously Approved Development

The proposed project below is a redesign of a previously approved but unbuilt Planned Unit Development with a nine story tower adjacent to the alley and a line of four story townhouses stretching along Ashley Street. The tower was separated from the townhouses with a linear courtyard open on both ends. Vehicular traffic to an underground garage was off Kingsley Street. A covered but open parking lot was accessed off the alley to the east.

The site has a challenging thirteen foot drop from the southeast corner to the northwest corner. There were 28 parking spaces, the floor area ratio was 365%, the height of the tower was 105 feet, there were 28 parking spaces and the combined buildings contained 59 condominium units.

Proposed Development Program

“121 Kingsley West” is designed as a condominium for residents desiring close proximity to the Kerrytown Neighborhood and pedestrian access to the Huron River parks and trail systems. The project is also close to transit and downtown. It has a walk score of 89, a transit score of 65 and a bike score of 96. (see www.walkscore.com) The three following buildings are combined into one development.

111 Kingsley Street: This historic brick two-story old butcher shop at 111 Kingsley Street will be retained and renovated as a two story residence. It will have enclosed parking in the new east building with access to a twenty foot by seven foot deck.

East Building: The 8,529 net square foot east building has two floors of condominiums above an enclosed parking garage. Here there are four residential units averaging about 1100 square feet in size with two bedrooms and two baths. The three top-floor units have a second story mezzanine loft with access to a large deck. These units average about 1400 square feet. Ten parking spaces will be assigned to these seven dwellings.

West Building: The 29,577 net square foot west building is a four-story wood structure constructed on a concrete and masonry base. The base floor has two units on the Ashley Street side with enclosed parking behind the units. The north unit on this floor has a partially above grade basement of 883 square feet that can be converted to living space for a total unit size of 1809 square feet. Above the base floor, the first floor has two large units of about 2200 square feet each. The second and third floors each have four units averaging about 1100 square feet. The fourth floor has two units, each with a two-story mezzanine. These units are approximately 2300 square feet in size. For the combined total of 14 units, 19 parking spaces are provided.



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3a. Site Context

The block on which the project is located is zoned D2. It was previously zoned C2BR a business, commercial and residential zoning. The 1925 Sanborn map shows only one commercial building located on the southeast corner of the site. The other commercial building is within the proposed project. All the remaining structures are single family residential. A 1940 aerial photo shows this pattern relatively unchanged. The oldest commercial structure was Dr. Chase's 1870 Steam Printing Company (now the Ann Arbor Foundation) at 301 N Main Street. The only other commercial structure was the brick building located at 112 Kingsley, now a part of the proposed development.

In the last 40 years, there has been a dramatic change in character on the west side of this block between the alley and Ashley Street. All the residential structures have been demolished and new higher density commercial structures have been built along with their associated surface parking lots. The tall brick JJR Building (110 Miller Avenue), marks the corner of this half block while to the north, surface parking is the dominant use. It would be reasonable to assume that this block could see higher density development in the parking areas and perhaps the City owned medical center.

Across Ashley Street early residential structures built since 1892 occupy land outside the flood plain. Most of these structures remain and are in multifamily use with the exception of a Montessori School and the hair salon located in an old service station building. Although for many years zoned C2B and now D2, the structures have not been demolished and rebuilt as commercial uses in the way that the land to the west of Ashley Street has.

East of the alley, most of the residential structures still remain but are occupied by business uses. The backyards of most of these original dwellings are completely covered by surface parking along the alley.



Converted residences - west side of Ashley Street



Residences to the north of Kingsley Street



Medical clinic on Ashley Street



110 Miller Avenue at Ashley and Miller Streets



The alley looking south from 111 Kingsley Street

121 Kingsley West



3b.Design Theme

The Design is inspired by residential structures from the Pacific Northwest. Michigan shares some climate characteristics similar to this region of the country. Cloudy winter days reduce the shadow contrasts between building elements. The buildings shown opposite have deep recesses and cantilevered structural elements create more readable facades. Another factor is the use of color and dark values. Light colored buildings tend to disappear in cloudy winter days. Our proposed building has cantilevered living and stairway elements of varying color and contrast to help define the building module variation required by the Design Guidelines.

Another characteristic of these buildings is the extensive use of glass to provide as much natural light as feasible and from as many directions as possible. Exterior living space is important in this region and is provided with exterior balconies or recessed open living spaces.

The buildings shown opposite have strong bases with multiple stories above. Many new residential structures in this region are wood framed and are built over noncombustible lower stories. Here five and sometimes six stories framed in wood are permitted. In most other regions of North America such as Michigan only four stories are permitted by code.

3c. Guidelines for Character Districts and 3d. Context and Site Planning

The Kerrytown Character District

As the guidelines state, “moving from the core of the Kerrytown, sidewalks transition from continuous hardscape between building facades and the street curb into ribbons of walkway bordered by landscaped setbacks”. The sidewalks at the proposed development are a part of that transition with a ten foot landscaped setback along Ashley Street. The building modules on the west, north and south facades are designed to reflect the varying scales of commercial and residential structures in this part of the district.

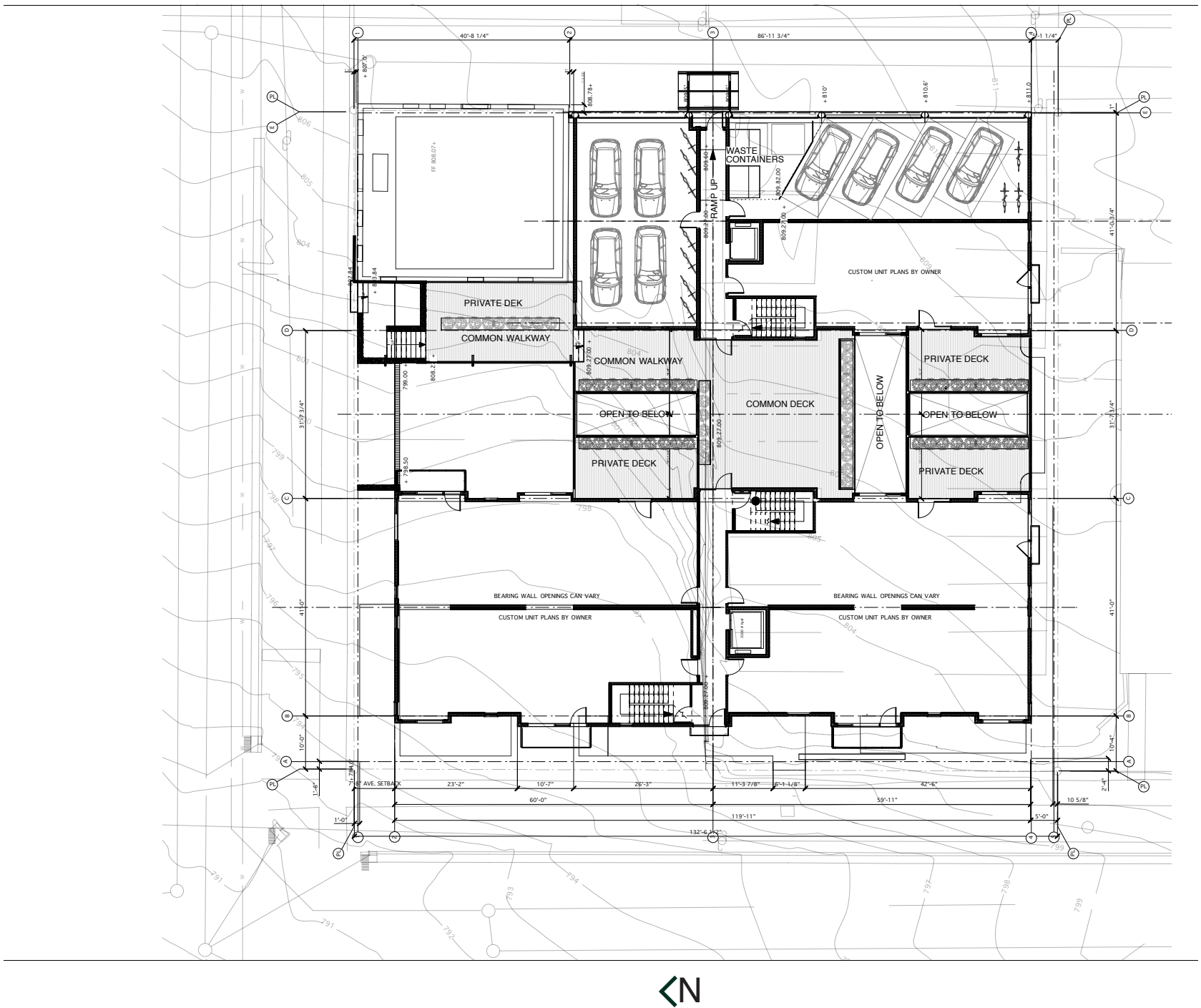
A1 Urban Planning and Form

The urban space to the south as described in the “Context Section” has little positive character. It is characterized by a one story medical center and surface parking lots. The building mass should anchor the Kingsley-Ashley corner much as the JJR Building at 110 West Miller Ave does. As the guidelines suggest, “the building will act as a focal point and dominant architectural feature”.

As the adjacent properties to the south lack pedestrian amenities, the sidewalk along the proposed building will have patios and balconies reinforcing the pedestrian experience. Residents will place patio furniture and container plantings on their patios and decks enlivening the sidewalks.



Photo Above:
An example of container planting that could be used for screening private areas on the common decks.





Rendering Above:
 Kingsley Street entrance to common areas on deck
 covering vehicular circulation areas

A2 Site Planning and Natural Systems

The building is designed so that most of the paved parking areas are enclosed or covered by ventilated decks. This will reduce the heat island effect not only on the City but on a micro scale as well, keeping the dwelling units in the east and west buildings cooler. On the common and private decks, containers requiring low water use and non-invasive plants will be chosen.

The buildings are so arranged that all stormwater runoff can be directed into a central first flush storm-water treatment structure running the length of the vehicular circulation area. Here all rooftop and parking lot runoff will be collected and first flush storms will be allowed to infiltrate into the soils.

A3 Open Space

The development has significant private and public open space. Private decks and balconies provide open space for the adjacent residences. Decks are a minimum of seven feet in depth with lengths of at least twenty feet. Balconies are 4 feet wide by thirteen feet long.

The common area (1230 square feet) is a raised deck located above the parking area. It consists of two different decks. One is the entrance deck (480 sf) leading off Kingsley Street and connecting to the common 750 square foot deck. This area will be a center of activity for residents.

A4 Parking Driveways and Service Areas

As was described earlier, the parking and most of the vehicle circulation area is hidden from view from all public rights of way by being enclosed or covered with pedestrian decks. The recycling and waste collection storage areas are enclosed within a garage abutting the alley and will only be visible on the days of solid waste collection.

A5 Pedestrian Connections

According to *walkscore.com*, the walking score for 111 Kingsley is 88. Within a ten minute walk, according to this website, are the Huron Riverfront parks and trail systems, West Park, the Amtrak station, all of downtown’s Main Street and City Hall. The development is served by three pedestrian access points: Kingsley Street, Ashley Street and the Alley just east of Ashley Street.



AATA bus route map for area around project site. The closest bus stop 0.03 miles (158 feet) from the Kingsley entrance.

Kingsley Street is one major link to the Farmer's Market and Kerrytown shopping area. The walking distance from this entrance to the Farmer's Market is 0.14 miles or 3 minutes of walking time. The distance to Casey's Tavern on Depot Street is .36 miles

The Ashley Street entrance is .28 miles to the downtown at Huron and Main Streets. Long term parking (1/2 price, maximum 10 hours) is available on this street for guests and service providers. The parking structure at Ashley and Miller is 0.11 miles or 2.5 walking minutes away. This structure is available for overnight guest parking and also for contractual long term parking.

The alley provides immediate access from the east entry for food and parcel delivery services. It also serves as a short-cut link through to the Farmers Market and downtown.

A6 Cycling and Transit

The project is well served by transit and has a bicycling score of 96 according to *walkscore.com*. A bus stop on Main Street is less than 160 feet to the east. As the map at left shows four transit routes are within a block and half away.



Photo Above:

A "butterfly" bike shelter designed by RAA and produced by DuoGard Industries. A half butterfly version could be used at the Kingsley entrance.

Within a ten minute bike ride is Nichols Arboretum on the east, the Maple-Stadium shopping districts to the west, Barton Nature Area on the north and the U of M Stadium to the south. The Amtrak Train Station is within a ten minute walk. Parking for residents' bicycles is within enclosed parking garages. Covered bike parking for guests is provided at both the Kingsley and Ashley Street entrances.

3e. Guidelines for Buildings

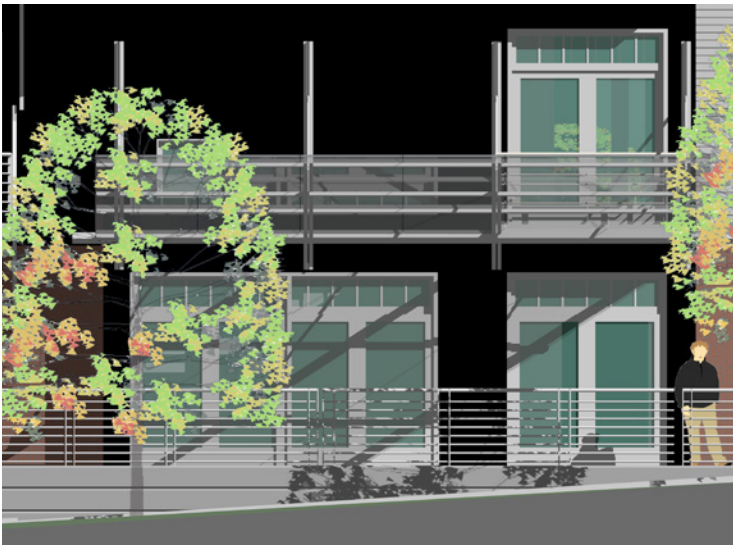
B.1 Building Massing

The Zoning requirement: *“average offset at the maximum streetwall height”*, was fulfilled by concentrating the required square feet into two setbacks at each end of the buildings. This enables the buildings to be stepped down to three stories at each end reducing the impact of height and any shading that may affect buildings on the north side of Kingsley Street.

The building’s facade was broken into projecting modules. The strongest module is the exterior stair tower which projects two feet out from the main building facade. This module is reinforced by the canopy covering the Ashley Street entry and short term guest bicycle parking. The smaller projecting modules represent significant interior spaces such as living-dining areas or master bedrooms. The top parapet is about 30” high. It is topped by a steel horizontal railing which still provides views for seated residents and acts as a delicate horizontal cornice contrasted with the darker clad recessed mezzanine structures.



Rendering Above:
West Elevation



Rendering Above:
Ashley Street entrance

Guidelines call for providing a clear definition between a buildings base and its upper floors. This is accomplished by a strong masonry base with deeply recessed openings for doors and windows. Additionally, the lower terraces are constructed with deep reveals in the concrete faces simulating a “rusticated base” common in classical buildings.

3f. Guidelines for Building Elements

C.1 Street Edge

Ashley Street at present is characterized by a street edge that is very uninviting with semi screened surface parking areas and little pedestrian interest. This proposal brings the east building closer to the street than adjacent buildings creating patios, balconies and the sidewalk interest that comes from long term residents furnishing these spaces. The raised patios are capped with railings providing more pedestrian interest.



Rendering Above:
North Elevation



Rendering Above:
South Elevation

C.2 Street Entries

At the Ashley Street entrance is a large suspended canopy marking the bottom of the projecting stair tower. Materials at the entry change from solid masonry to a glass wall system. This showcases the stairway encouraging guests and residents to take the stairs instead of the elevator. There is generous room beneath the canopy for guest and resident bicycle parking

The Kingsley Street entrance is marked by a masonry wall with building entry signage and a lighted public access-way lined by container plantings. Bikes can be parked at this entrance under a canopy.

C.3 Windows

Windows have been designed to express the nature of the interior spaces on the exterior. That is, the large glazed areas with doors are clearly living spaces, the smaller boxed out windows mark master bedrooms and the much smaller single windows mark secondary rooms or utility spaces. The small square windows and their unusual locations are typical of window locations and sizes in historic stairs. The vertically aligned doors with small projecting French balconies stacked above the entrance mark corridors and access to dwelling units. The whole composition of sizes and projections, while organized, provides a complex visually interesting facade.

C.5 Materials

The dark colored projecting building elements are clad with smooth composite rain-screen building panels establishing their identity as unique structural building elements. Between the projecting dark elements are light colored narrow horizontally ribbed steel cladding systems. Strong colors may be introduced in panels near the ends of the buildings. These colored panels are also metal cladding but with stronger horizontal ribbing.

The canopy systems are coated steel with a cellular polycarbonate semi transparent roof. The balcony systems are shop fabricated coated steel bolted to the facade after cladding materials are applied.

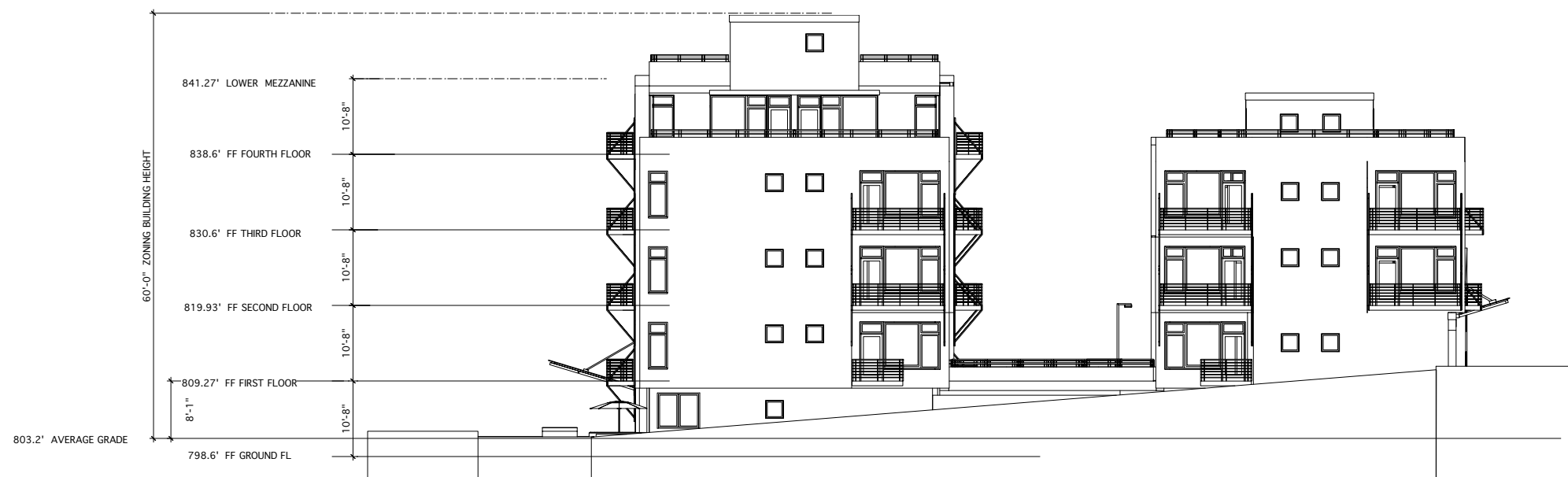
The mezzanine penthouses are clad in vertical metal panels in a neutral color similar in value to a photographers "grey card". This neutral value reduces the contrast between the penthouses and a bright sunny or overcast sky.

C.6 Building Operational Systems

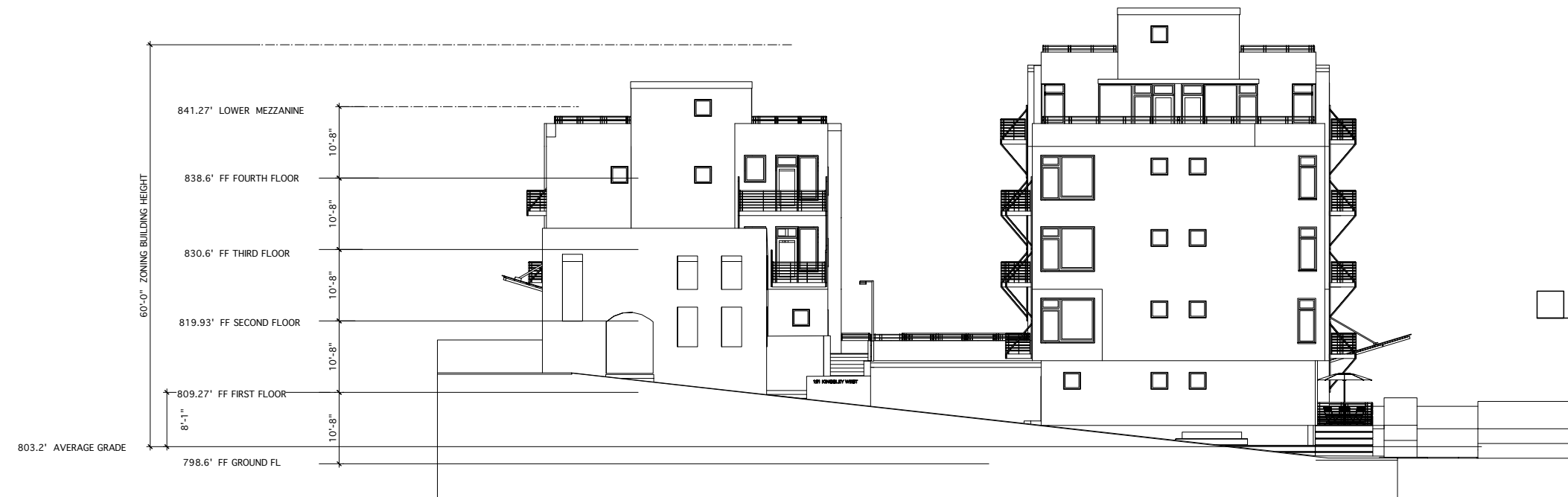
Solid waste is located in a garage off the alley. The only time that the waste containers will be visible is on the day of pickup. The mechanical equipment HVAC compressors are located on the roof between the penthouse units. This not only screens the equipment from top floor residents and street level views, but reduces the noise levels for upper level residences and neighboring buildings.

C.7 Sustainability in Building Elements

Because this is a wood building, wall and roof insulation R values can be higher than in multifamily units of other construction types resulting in lower heat gain and losses. West facing glazing will be glass with a high coefficient of shading reducing air conditioning loads. All units will have operable windows and balcony doors for natural ventilation.

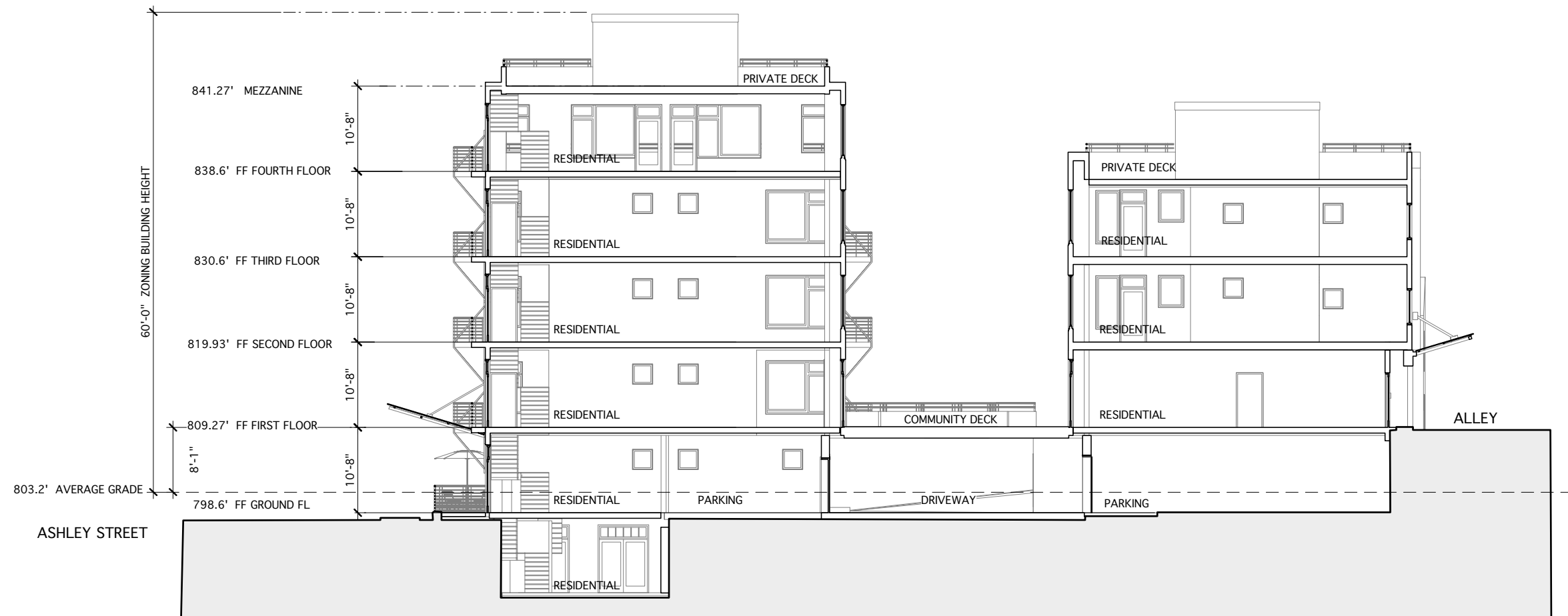


SOUTH ELEVATION
Scale: 3/32" = 1'-0" on 24" x 36"

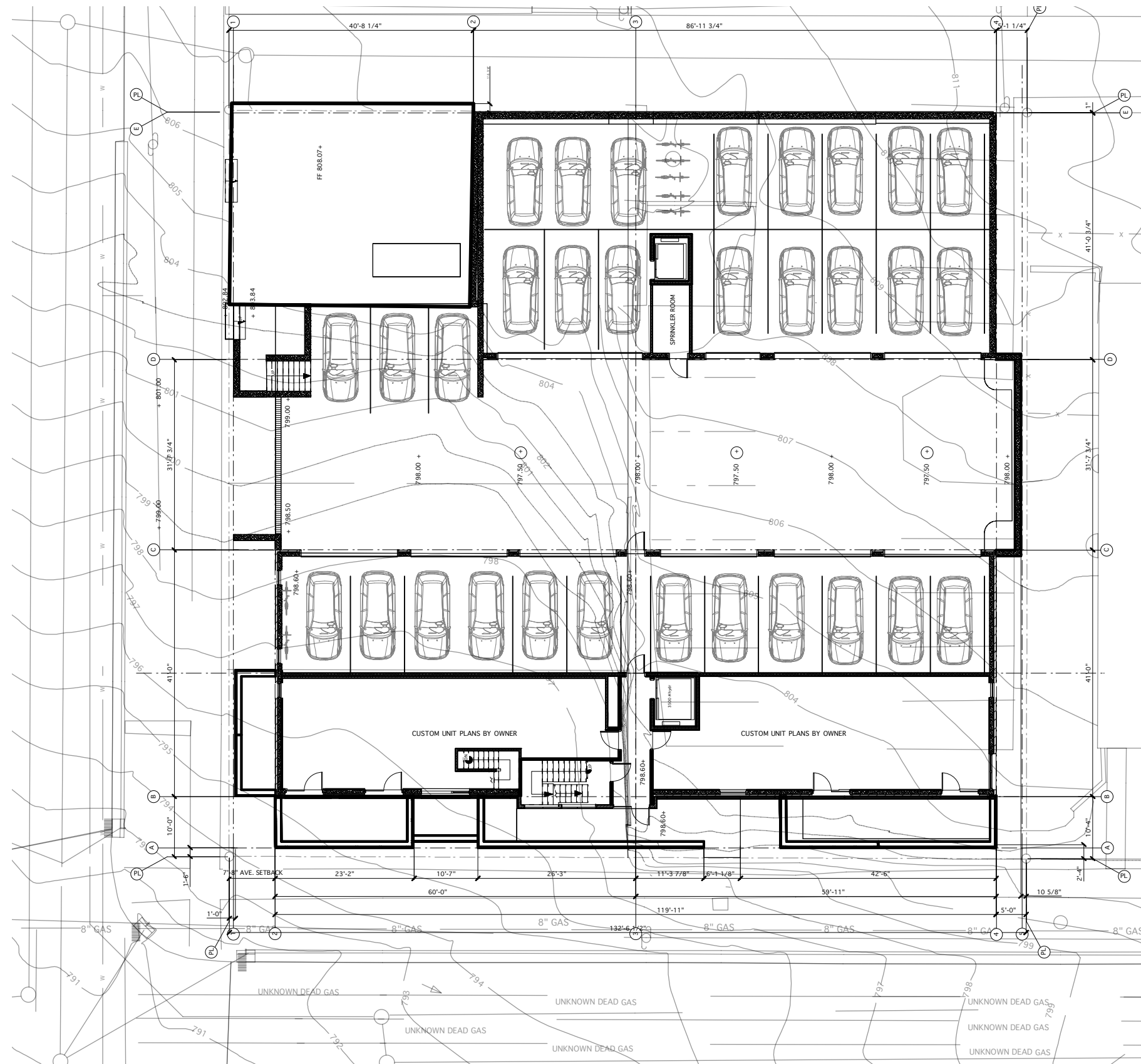


NORTH ELEVATION
Scale: 3/32" = 1'-0" on 24" x 36"



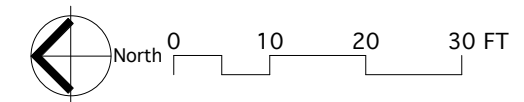


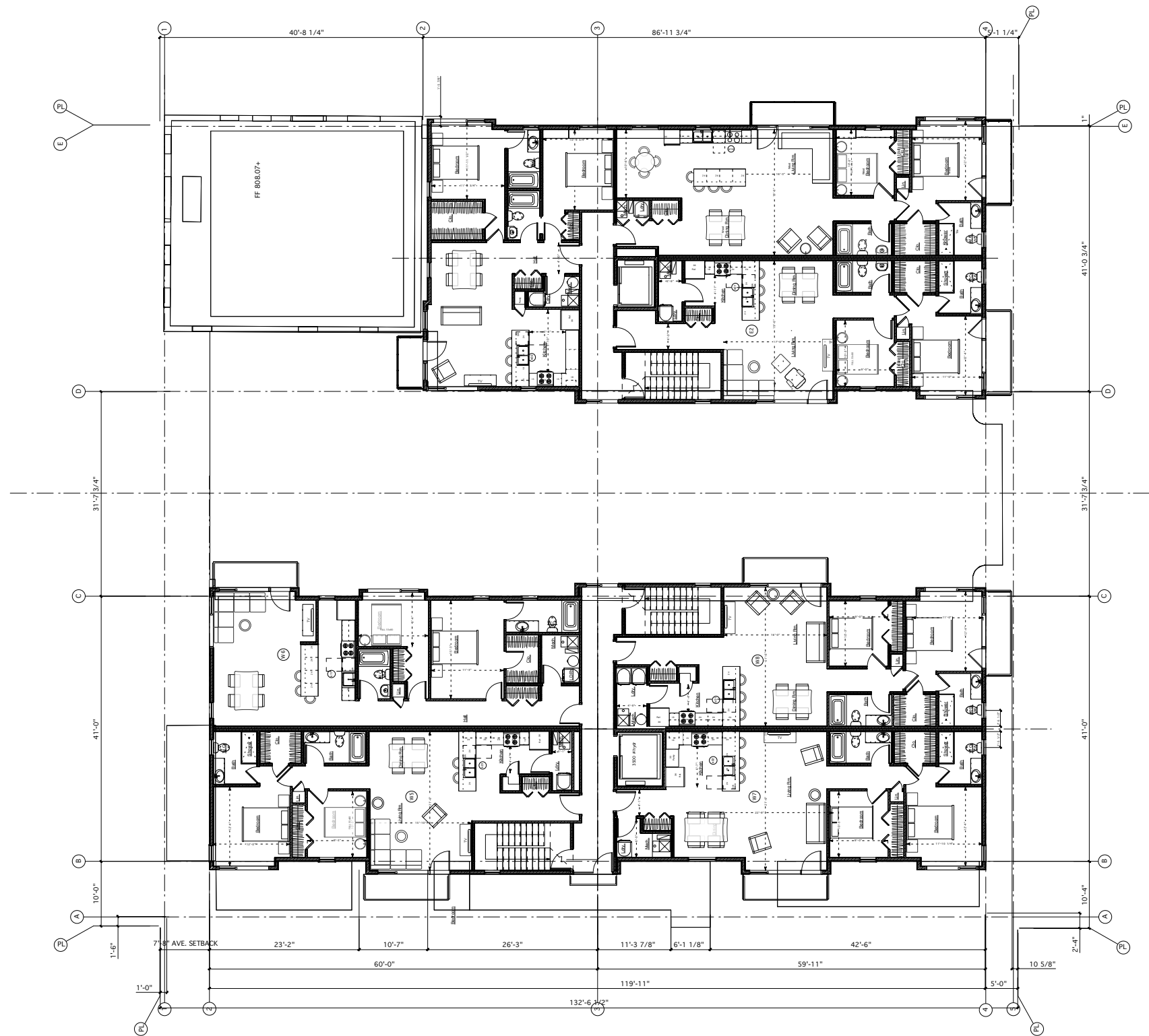
1 EAST-WEST CROSS SECTEION
Scale: 1/16" = 1'-0"



Site Plan / Lower Unit Plan

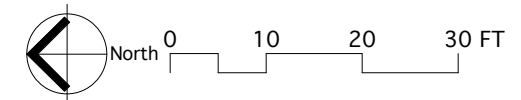
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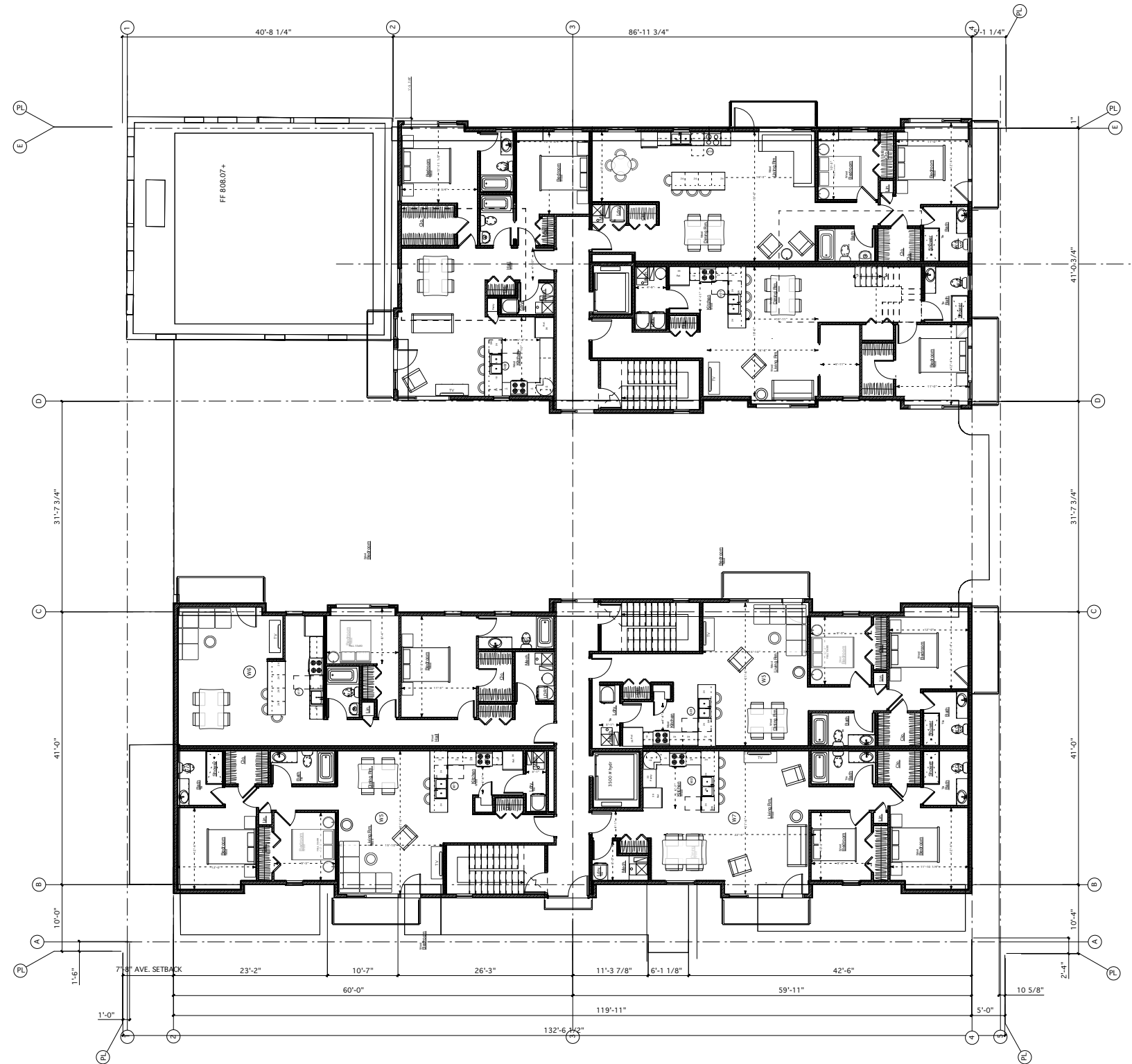




Second Floor Plan

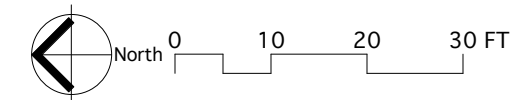
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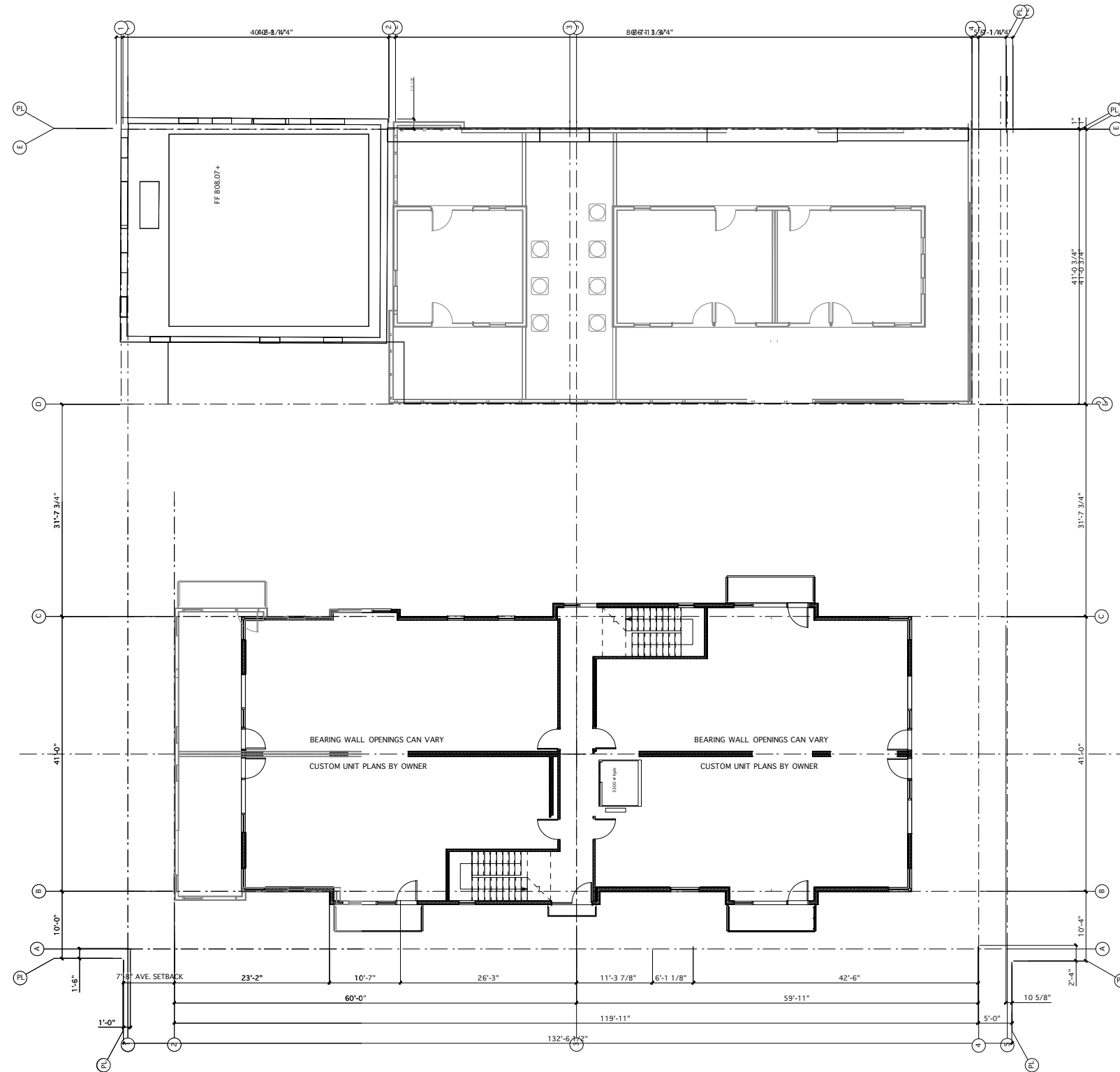




Third Floor Plan

Scale: 1" = 20'





East Building Roof Plan
Scale: 1" = 20'

Fourth Floor Plan - West Only
Scale: 1" = 20'

