

PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of May 20, 2014

**SUBJECT: 116-120 West Huron Street Site Plan for City Council Approval
(116-120 W. Huron Street)
Project No. SP14-019**

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the 116-120 West Huron Street Site Plan and Development Agreement including bicycle parking within the public right-of-way adjacent to the site and the Ann Ashley Parking Structure.

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the 116-120 West Huron Street proposal to install required bicycle parking within the N. Ashley Street and W. Huron rights-of-way and the Ann Ashley Parking Structure.

STAFF RECOMMENDATION

Staff recommends that the site plan and development agreement be **approved**, because the contemplated development would comply with all applicable state, local, and federal law, ordinances, standards and regulations; and the development would not cause a public or private nuisance, limits the disturbance of natural features to the minimum necessary to allow a reasonable use of the land, and would not have a detrimental effect on the public health, safety or welfare.

Staff recommends that the request to locate required bicycle parking in the adjacent rights-of-way and the Ann Ashley parking structure be **approved** because there is sufficient space in the proposed locations, and the locations will be convenient to bicycle users.

LOCATION

This site is located at the northeast corner of West Huron and North Ashley Streets, and is in the Downtown Development Authority district.

DESCRIPTION OF PETITION

The subject site currently contains a one-story building occupied by the Ann Arbor Convention and Visitors Bureau and a Greyhound bus depot. It is zoned D1 (Downtown Core base district) and Main Street character overlay district. The petitioner intends to preserve and protect the façade of the bus depot while demolishing both existing buildings in order to construct a 6-story,

88,570 sf building containing a restaurant on the ground floor and an extended-stay hotel on the upper five floors.

The bus depot façade will be incorporated into the proposed design remaining in place during construction. The petitioners propose to use the historic preservation premium to provide for the proposed 4,352 sf floor area bonus. The main door to the hotel is proposed on the building's west side, on North Ashley, and the restaurant's main entrance is proposed on the south side, on West Huron Street.

The building will have a zero setback along both street frontages, which is permitted by its Secondary building frontage requirement. An average 5-foot offset is proposed above the second story, consistent with the streetwall and average offset requirements of the Main Street character overlay district.

Five off-street parking spaces are required to support the premium floor area. Two parking spaces are proposed at the northeast corner of the site for the exclusive use of a car-sharing service and count as 8 total off-street parking spaces. The petitioner has secured a letter of commitment from ZipCar for those car-sharing service spaces.

Nine bicycle parking spaces are required for the building. Two bicycle hoops are proposed to be installed in the North Ashley right-of-way and two in the West Huron right-of-way, for a total of 8 bicycle parking spaces. Three more hoops will be installed in the Ann Ashley Parking structure. The petitioner is donating the labor and materials for installation of the bicycle hoops and the City and DDA will assume maintenance of them, as is typical in the downtown.

The two existing curb cuts to the site, one on West Huron to the bus depot and one on North Ashley to the visitors bureau, will be closed. Access to the car-sharing service spaces, loading doors and trash/recycling facilities will be from the midblock alley along the site's north side. This one-way westbound alley will be converted to a two-way alley and will be repaved by the petitioner as part of the completed development.

Storm water management for the site will be provided in underground storage tanks at the northeast corner of the site, under the car-sharing service parking spaces. Detention for a 100-year storm volume is proposed and will outlet to a storm sewer in North Ashley Street.

Streetscape improvements are proposed by the petitioner for both the West Huron and North Ashley frontages. The West Huron streetscape will be improved with new sidewalk flags and a planting bed along the existing curbline. The North Ashley streetscape will have curb bump-outs at the north and south ends of the site, creating a 3- or 4-car passenger drop off lane. The existing on-street metered parking on the west side of Ashley will remain unchanged as well as the two existing one-way travel lanes and existing bike lane.

A development agreement has been drafted to address a variety of issues, including: using a car-sharing service to satisfy required off-street parking, required footing drain disconnections, off-site sanitary sewer capacity improvements, street lighting, and documentation of LEED Energy & Atmosphere points.

The estimated construction cost is \$13,000,000.00.

DESIGN REVIEW BOARD REVIEW

The petitioner presented the 116-120 West Huron Street project to the Design Review Board on January 15, 2014. The proposed design is a blend of classic downtown Ann Arbor and the art moderne style of the bus depot. Overall, the Board felt the proposed design achieved the goals of the Downtown Design Guidelines.

In summary, the Board discussion addressed appreciation for the effort to retain and incorporate the bus depot façade but felt the initial plans did not achieve the intended effect. The Board suggested strengthening the horizontal design elements and minimizing the vertical ones to be more in keeping with the style of the bus depot. They also suggested a simpler, more elegant design while still incorporating both the classical and moderne styles.

The submitted site plan applied many of the Board's suggestions by removing spires and making other fine-grained changes which emphasized the horizontal elements.

The full Design Review Board report and the petitioner's response are attached.

CITIZEN PARTICIPATION MEETING

The petitioner held a meeting for interested citizens on February 5, 2014, a month prior to submitting this project for approval. Invitations were sent to all residents and property owners within 1,000 feet of the site as well as all subscribers to the GovDelivery planning update service. The full report provided by the petitioner is attached.

In general, the discussion at the meeting addressed:

- The Design Review Board's comments and the changes made in response
- General facts – number of rooms, total building size, intended uses, etc.
- Future of the bus depot and the visitors bureau
- Materials to be used and how they will impact the views for residents of One North Main
- Streetscape and construction questions

SURROUNDING LAND USES AND ZONING

	LAND USE	ZONING
NORTH	Parking (structure)	D1 base, Main Street overlay
EAST	Mixed-use	PUD (One North Main PUD) base, Main Street overlay
SOUTH	Parking (surface)	D1 base, Main Street overlay
WEST	Mixed-use	D1 base, Main Street overlay

COMPARISION CHART

	EXISTING	PROPOSED	REQUIRED/PERMITTED
Base Zoning	D1 (Downtown Core)	D1 (Downtown Core)	D1 (Downtown Core)
Gross Lot Area	21,054 sq ft	21,054 sq ft	No minimum
Max. Usable Floor Area in % of Lot Area	41% (8,593 sq ft)	421% (88,570 sq ft)	400% MAX normal (84,218 sq ft MAX) Up to 700% MAX with premiums (up to 147,378 sq ft MAX)
Premiums	None used	4,352 sq ft additional floor area from historic preservation	Up to 63,160 sq ft additional floor area 10,527 sq ft additional floor area with historic preservation
Character Overlay District	Main Street	Main Street	Main Street
Streetwall Height	1 story	2 stories	2 stories MIN 4 stories MAX
Offset at Top of Streetwall	Not applicable	5 ft average	5 ft average MIN
Building Height	30 ft approx.	55 ft (roof deck)	180 feet MAX
Massing Articulation	Not applicable	Not applicable	None
Side, Rear Setbacks	21 ft east side 54 ft north side	0 ft	Not applicable (because does not abut R district)
Building Frontages	Secondary Street	Secondary Street	Secondary Street
West Huron Street	0 ft	0 ft	0 ft MIN, 10 ft MAX
North Ashley Street	0 ft	0 ft	0 ft MIN, 10 ft MAX
Parking	Special Parking District	Special Parking District	Special Parking District
Parking – Automobiles	29 spaces	8 spaces (2 spaces exclusively for car-sharing service)	5 spaces MIN
Parking – Bicycles	None	14 spaces (Class C or higher, 8 adjacent to site, 6 in Ann-Ashley Parking Structure)	9 Class C spaces MIN

HISTORY

The site was rezoned as part of the Ann Arbor Discovering Downtown (A2D2) zoning initiative. The current base and character overlay zoning districts and building frontage standards became effective in December 2009.

120 West Huron Street, currently the Ann Arbor Convention and Visitors Bureau, was originally built as a gas station in 1937. The bus depot at 116 West Huron Street was dedicated on September 15, 1940 as the Eastern Michigan Motorbus Terminal and has operated continuously as a bus station since then. The site has functioned as a transportation hub in Ann Arbor since 1898, when a red brick depot and transformer tower were built for the Ann Arbor and Ypsilanti interurban railway system. Interurban rail service stopped on September 4, 1929 and replacement bus service started the next day.

In 1988, the bus depot at 116 West Huron Street was designated as an Individual Historic Property by the Ann Arbor Historic District Commission. In 2001, the Michigan Supreme Court ruled the Individual Historic District invalid. As a result of this ruling, the bus depot and over 100 additional buildings in the former Individual Historic District were no longer considered designated historic buildings.

First Martin Corporation, owner of both 116 and 120 West Huron Street, applied to the Historic District Commission for permission to demolish all but the façade of the bus depot in 1998 in order to construct an office building at the site. The HDC eventually gave permission for the proposal in theory but had not finalized their decision regarding the design of the new building by the time the Individual Historic District was invalidated. Ultimately, First Martin did not pursue demolition of either 116 or 120 West Huron Street. First Martin gave the exterior and interior of the bus depot a major cleaning and repair in 2012.

According to the petitioner, the Downtown Development Authority and the Ann Arbor Area Transportation Authority are working to accommodate Greyhound service in the area of Blake Transit Center and the Convention and Visitors Bureau had secured space at a nearby location.

PLANNING BACKGROUND

The Downtown Plan is based upon several guiding values which articulate the most fundamental elements of the downtown. These values include providing a diversity of uses and accommodating a diversity of users, and providing a viable economy, a “green” and energy-efficient built environment and transportation network and social and cultural opportunities. Dense land use and development patterns which draw people downtown and foster an active street life, contribute to its function as an urban neighborhood and support a sustainable transportation system is a goal expressed in the Plan (page 22) as well as encouraging a diversity of new downtown housing opportunities and expansion of the downtown resident population to strengthen downtown’s role as an urban neighborhood, continuing to seek a range of age groups and income levels in the downtown (page 24).

During the review of this petition, it was discovered that the City parcel base for this block incorrectly identified the midblock alleys as parcels owned by the City rather than public alleys. The petitioner provided assistance in searching the titles of the several parcels using information provided by the City Attorney’s office to confirm the parcels’ dedication as public rights-of-way. The alleys of this block were either platted by the Original Plat of Ann Arbor, recorded in 1824, or have been parcels dedicated to the City by their former private owners for the express purpose of public alley use.

SERVICE UNIT COMMENTS

Planning – Petitioners may request to meet the bicycle parking requirements by installing the spaces in the public right-of-way and or a public parking structure (Chapter 59, Section 5:169(4)). City Council may approve such requests as part of the site plan approval which has been reflected in the proposed motion. City and DDA staff have reviewed the proposed locations and determined them to be acceptable.

Systems Planning (Utilities) – There is limited capacity in the local Huron Street sanitary sewer main, but sufficient capacity in the local Ashley Street main to support the proposed development flows. The sanitary connection is accordingly proposed to the local Ashley main. All footing drains to be disconnected to offset the proposed flow generated by this development (as well as a 20% system recovery factor) must be performed upstream of where this development's flows connect to the High Level trunkline because of capacity constraints identified during wet weather events in this trunkline. The sanitary sewer mitigation calculations must be revised when a tenant and specific use of the retail space is known. This may or may not change the required mitigation currently shown on the plans.

Permissions to temporarily use the public alleys adjacent to the site to construct the building must be secured prior to issuance of any permits. Permissions can include temporary easements, licenses and the like. In exchange for temporarily closing the alley north of the site to facilitate construction, the petitioner has agreed to resurface the alley, which will be documented in the development agreement or license agreement as appropriate.

Traffic/Michigan Department of Transportation – The petitioner must work closely with City and MDOT staff to complete underground utility work in the Huron and Ashley rights-of-way prior to or in conjunction with the already-begun project to reconstruct Business Loop 94. A 10-year street cut moratorium will be in effect for BL 94 upon completion of that project.

Downtown Development Authority – The DDA has reviewed the proposed site plan for consistency with the existing and planned streetscapes. The DDA will work with the petitioner to identify the best location for the three bicycle hoops within the Ann Ashley Parking Structure.

Prepared by Alexis DiLeo
Reviewed by Wendy Rampson
5/16/14, 5/20/14

Attachments: Citizen Participation Report
Design Review Board Report
Petitioner's Response to DRB Report
5/16/14 Draft Development Agreement
Parcel and Zoning Map
Aerial Photo
Site Plan
Elevations

c: Petitioner: First Martin Corporation
Attn: Michael C. Martin
115 Depot Street
Ann Arbor, MI 48104

Petitioner's Agent: Midwestern Consulting, LLC
Attn: Earl Ophoff
3815 Plaza Drive
Ann Arbor, MI 48108

Systems Planning
Project No. SP14-019

116-120 W. Huron

Citizens Participation Meeting

2/5/2014, 6:00-7:00 PM

Ann Arbor Public Library, Downstairs Meeting Room

- Sign in sheet: 16 people present, including 6 members of the development team.
- Architect James Sharba, Hobbs and Black, introduced the team and described the project.
- The concept plans presented were the same plans that were submitted to the Design Review Board.
- What were the DRB comments and your response to them?
One concern was the relationship of the Bus Station façade to the rest of the building, and about the 3' change in grade along W. Huron. We are looking at ways to more fully integrate the façade into the proposed building elevation. Horizontal banding helps to pull it all together.
- A comment was made noting the positive impact of an active use on this street corner. It enlivens the streetscape.
- Improvements to the existing pedestrian walkway under the west edge of 1 N. Main were suggested: lighting, maybe some interpretive historical information regarding the history of the Bus Depot site.
- How many units? About 110.
- How many square feet? About 85,000.
- What is the rationale for a hotel at this location (other than that you have owned the property for a long time)?
The site represents an opportunity for redevelopment. It is right next to a large parking structure and would be an "off hour" use for parking there.
This is the best of the First Martin properties.
This is an extended stay hotel that is just one block off Main Street.
- Do you also own the large parking lot across the street (on the south side of W. Huron)?
Yes.
Why not put the hotel there?
That site, known as the Brown Block, is too big. It is suitable for a project of about 285,000 square feet.
Are you planning to put a Convention Center there?
It is not on the drawing board.
- Does this hotel project make a development on the Brown Block more likely?
We would like to think so.
This hotel will add vibrancy. It also activates the parking structure at night too.
- We note that your security improvements have solved some issues too.
- Who is the extended stay clientele?
The hotel will cater to people who come for both leisure and commerce, who will stay longer, and would like bigger room sizes. Some of the units will have two bedrooms.
- Will this be a franchise hotel? If so, what franchise?
Yes, but we have not identified the franchise yet.

- This site is a dangerous corner. The pedestrian walkway is not used very much.
- The building could have been 180 feet tall under the ordinance.
- The Design Review Board thought the building design was busy, but I think it enlivens the whole space.
- The Bus Depot was once a landmark historical thing, and I like saving it.
- The building that was previously approved for this site was much bigger.
- It would be nice to add something interpretive in the walkway to describe the history of the depot, the interurban, etc.
- The Bus Depot is art modern. That may create a design conflict and presents an architectural challenge. Horizontal bands might reflect that. I like the turret element. That makes the building be not so bland. It has a 1920's look.
- What will happen to the bus station? Will it merge with the train station? Could it be incorporated into the "Wally" station?
That is beyond the scope of this project.
- Will the building design change significantly after site plan approval? Will it be dumbed down later like Ashley Terrace (used cheaper materials)?
No. The approved Site Plan includes architectural plans that identify building materials.
- Why 110 units?
That is typical size for a hotel project that works.
- What is the construction start date?
September, 2014. Construction will take less than 1 year.
- Construction hours have been a concern on previous projects and have not been enforced.
We are aware of the constraints, will be realistic in our work schedules and will follow the law.
- What kind of commercial uses are you considering?
Commercial uses will be on the first floor only and will occupy 5,600-7,000 or so square feet. We are not certain of the types of uses but maybe a restaurant or some other retail.
- Have you thought about air conditioners/mechanicals locations and dealing with noise issues (the Glazier Building units are very noisy)?
We are aware of those considerations. New units (Glazier's are very old) are much quieter. Our intent is to benchmark the existing noise level and work towards not increasing that.
- What kind of roof treatment will you use?
We haven't really gotten into that detail at this point but we understand your concern for the views from 1 North Main.
- Will the Downtown Development Authority participate in pedestrian improvements? How does this project fit into the DDA plans?
The project will be coordinated with DDA streetscape plans. We are applying for a grant from the DDA.

-end-



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 & Transportation Engineers,
 Planners, Surveyors, Landscape Architects
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JOB 116-120 W. HURON

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE 2/5/14

SCALE _____

SIGN IN SHEET

NAME ADDRESS CONTACT METHOD

SCOTT BETZOLDT	8975 AUTUMN TR. DEXTER, MI	734-904-2659
STEPHEN LANGE RANZINI	101 N. MAIN, UNIT 1004	734-741-5858 ext 9226
RYAN STANTON	111 N. ASHLEY	734-255-5066
CATHERINE ALLEN	322 S. DIVISION ANN ARBOR	
RICHARD BROOKER	101 N. MAIN A2	248-647-4100
GOBIND SINGH	200 E HURON A2	734-662-7160
GURV SINGH	300 E HURON A2	734-834-2621
RAY DETTER	120 N. DIVISION A2	734-668-7027
JOE CERNUCEL	2222 FULLER CT #14	815-931-0796
Richard Hurdle	Fawfax, Virginia	703-352-1933
Clark Charnetski	2646 Traver Blvd A2	734-761-3814
STEVE THORP	124 CHAPIN A2	

MIKE MARTIN	1ST MARTIN	734 994 5050
DARRON McKinnon	"	"
JAMES SHARBA	HOBBS & BLACK	734 663 4187
EAL OPHOFF	MIDWESTERN CONSULTING	734 995 0200

116-120 W. Huron Mixed Use Building

Design Review Board Comments

Wednesday, January 15, 2014

14-0009 / DR14-002

The Design Review Board met on January 15, 2014 to review the proposed design for a new development, incorporating the existing façade of the Greyhound Bus Depot, at 116-120 W. Huron Street. The following report contains a summary of priority issues the Board would like the developer to consider in finalizing the design proposal and subsequent site plan submittal.

Description of Project

The design team described the proposed project, demolition of all existing structures on the site except for the façade of the Greyhound Bus Depot and construction of a 6-story extended stay hotel with ground floor retail along the West Huron Street frontage. The design features a palette of materials and colors that echo elements of the classic style of the Glazier Building southeast of the site as well as incorporating the bus depot façade along with further art deco elements on the south/West Huron façade.

Summary of Priority Issues

The Design Review Board concluded that the project generally met the intent of the Downtown Design Guidelines, however, suggested ways to refine the proposed design. Examples of especially applicable guidelines are noted in parenthesis; the full text of each referenced guideline is provided at the end of the summary. Please note that the Main Street Character guidelines also apply.

Site Planning

1. The proposed design does attempt to reinforce the positive characteristics of adjacent and nearby sites, in fact, attempting to take on too many positive characteristics in the one proposed building. A simpler, less ambitious design would result in a more elegant feel. (A.1.1)
2. Sidewalk level features to enrich the pedestrian experience are provided, but care should be taken to ensure the bus entrance of the depot – proposed to be the hotel and retail receiving bay – does not detract from it. Explore the possibility of relocating this function to the north side of the building.(A.1.2) (A.4.1)
3. A kind of turret at the street corner of the building is proposed, offering a dominant architectural feature. Round corner elements are often more successful if they do not extend all the way to the ground level – consideration should be given to inverting the ground level of the turret so it provides an open but covered space at the sidewalk. (A.1.3; A.3.1; A.3.2; A.3.4; A.3.6)

4. Coordinating with, and enhancing, the existing pedestrian walkway along the west side of the adjacent One North Main building should be explored. (A.5.1)
5. Relocating some of the proposed sidewalk bicycle parking from Ashley Street to Huron Street may prove to be more convenient and more useful for bicyclists, since more people can be expected to bike to the retail establishments than to the hotel.. (A.6.2)
6. Consider the use of porous pavements in the patio and other outdoor spaces. (A.2.7)

Buildings

1. The tallest element is located at the street corner and variations in the architectural elements are provided to reflect the underlying, and previous, building and lot width pattern. (B.1.1)
2. A clear definition between the base and upper floors is provided, but the proportions of each are out of scale as the building is relatively short at six stories. A one-story base and five-story upper should be explored. (B.1.3)

Building Elements

1. Expand the proposed use of canopies and awnings. (C.1.1)
2. Make the hotel entrance more prominent. (C.2.1)
3. As currently proposed, the building materials reinforce the massing and architectural concepts of the character of the building and its context too well. Fewer design elements, taking a “less is more” approach, would benefit the overall design of the building. (C.5)
4. Some of the proposed architectural elements, the spires in particular, do not match the existing Art Moderne style of the bus depot. Art Moderne is a subset of Art Deco. Art Moderne emphasizes low, horizontal lines in keeping with its original application for transportation functions. Vertical elements should be de-emphasized and horizontal lines strengthened along the south face for pure Art Moderne design, if that is the desired goal. (C.5)

Additional Discussion Points

The Board stated they appreciated the effort by the design team and owner to retain and incorporate the bus depot façade into the proposed design but, as currently presented, it was somewhat awkwardly tied in and did not achieve the intended effect. The Board further commented that the bus depot façade is specifically the ‘art moderne’ style, a subtype of art deco. They noted the spires proposed on the south face put too much emphasis on the vertical axis rather than the horizontal axis. The Board suggested strengthening the horizontal design elements and minimizing the vertical ones to be more in keeping with the style of the bus depot.

The Board also felt the overall design was “too busy,” meaning that too many different colors, materials and design styles were proposed. A simpler, more elegant design, while still incorporating both the classical and deco styles, was suggested. Given the diversity of architectural styles within the Main Street character area, the Board commented the context of the site could support a variety of designs and was not limited to only the classic, traditional design of the Glazier Building.

Referenced Sections of the City of Ann Arbor Downtown Design Guidelines:

- A.1.1 Identify and reinforce positive characteristics of adjacent sites.
- A.1.2 Design sidewalk level features and facilities to provide enrichment of the pedestrian experience.
- A.1.3 Corner sites are an opportunity to express an architectural gateway or focal point and a dominant architectural feature.
- A.2.7 Use porous materials in drainage and detention areas to promote rainwater percolation into the parent soil.
- A.3.1 Design an urban open space to maximize activity and usability for a diverse population of different abilities.
- A.3.2 Locate an urban open space where there is a high level of existing or potential pedestrian activity.
- A.3.4 Place an urban open space in a location that serves as a focal point on a site.
- A.3.6 Provide dining opportunities, moveable tables and chairs, public art, lighting, ... to frame urban open space.
- A.4.1 Locate and size driveways, access points, service entries, alleys, loading docks, and trash receptacles to minimize impact on pedestrians and maintain pedestrian safety, circulation, and comfort.
- A.5.1 Pedestrian walkways should be well integrated with the existing infrastructure in a way that supports pedestrian connections within and outside the areas of the proposed project.
- A.6.2 Consider use of convenient bicycle racks, including proximity to building entries, weather protection and security when selecting a location for bicycle parking and storage.
- B.1.1 Design a building to minimize its impact on adjacent lower-scale areas.
- B.1.3 Provide a clear definition between the base (the lower floor or floors) and upper floors to maintain a sense of scale at the street level.
- C.1.1 Use building elements to create a street edge that invites pedestrian activity.
- C.2.1 Clearly define a primary entrance and orient it toward the street.
- C.5 Building materials should reinforce the massing and architectural concepts and enhance the character of the building and its context.

Main Street Character District – The Main Street Character District, once the traditional heart of downtown, has evolved into a regional entertainment, business, and retail destination. The center of the district contains the Main Street Historic District. The 1929 First National Building (at Main and Washington) is a prominent landmark and is listed on the National Register of Historic Places.

First and second floor heights are similar among traditional buildings, which helps establish a continuity of scale. Architectural details also provide interest and convey a sense of scale in Main Street. While there is a range of building heights and architectural styles, most are of durable materials and high quality execution. This district has the strongest streetwall definition in the city, which is enhanced by the fine-grained texture of narrow storefronts that reflect traditional lot width.

Being a regional dining attraction, this district is one of the more heavily trafficked visitor areas at night. Curb extensions have encouraged outdoor dining areas, which flourish seasonally. A large number of street trees and pedestrian-scaled lights complement the already pedestrian-oriented nature of the restaurant and retail destinations.

Zivic & Hurdle ARCHITECTS

March 28, 2014

Mr. Darren McKinnon
First Martin Corporation
115 Depot Street
Ann Arbor, Michigan 48104

RE: 116-120 W. Huron Mixed-Use Building
Design Review Board Review Comments

Dear Mr. McKinnon,

We have reviewed the comments published by the DRB and have the following responses which will be incorporated into our final design:

Site Planning:

1. The exterior elevations will be studied further so materials, elements and massing are in greater harmony. The W. Huron Street elevation will benefit from the elimination of the four vertical elements that have been applied above the existing bus station façade.
2. The retail receiving area has been relocated to the alley immediately to the north of the site adjacent to the hotel kitchen area with an auxiliary receiving area accessed from the alley to the east of the property.
3. We believe that the round element on the corner of N. Ashley and W. Huron Streets is a visually stronger element for the building if extended to grade as it acts as an anchor for the two facades. The primary entrance to the retail area will be located here and highlighted by a permanent canopy feature.
4. The existing pedestrian walkway along the west side of the property will be enhanced by the selection of building materials in that area and more importantly, through attractive and secure lighting which will make the use of this area more desirable as a pedestrian walkway.
5. The design team is currently working with MDOT and the DDA on the best location for bicycle rack and other street elements.
6. Porous and pervious pavement materials will be considered in the patio area.

Buildings:

1. Every effort will be made to strengthen the relationship between the new building and the underlying historical building and lot width pattern of previous development.
2. The base of the building, which is the same as the street wall, is two stories as required by the D-1 zoning district massing standards. We have lowered the floor-to-floor height at the base of the building resulting in a lower base. In addition, we will be using more brick and less precast in that area so visually the base will appear to be less tall and massive.

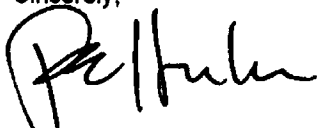
Building Elements:

1. In addition to the permanent canopies at the hotel, retail area and bus station façade, canvas-style awnings will be considered at the windows along both N. Ashley and W. Huron Streets.
2. The hotel entrance canopy will be enlarged and refined and additional materials may be introduced in the sidewalk and on the walls around the entry doors to achieve greater prominence along the street.
3. The façades will be simplified as described in Item 1 of our responses to Site Planning comments. A more judicious approach to the use of architectural elements such as cornices, friezes and rustication will be employed.
4. We will eliminate the vertical elements above the bus façade and redesign the W. Huron Street elevation to be more sympathetic to the horizontal nature of the "Art Moderne" style.

Additional Discussion Points:

The design team will further research the characteristics of the "Art Moderne" style and translate them into the more contemporary context of our building. The goal will be to subtly introduce similar materials and referential horizontal elements above and beside the preserved facade. The drum-like element on the corner will serve as a transition element between this façade and the more classically influenced façade along N. Ashley Street.

Sincerely,



Richard E. Hurdle AIA
Principal

116-120 WEST HURON STREET DEVELOPMENT AGREEMENT

THIS AGREEMENT, made this _____ day of _____, 20____, by and between the City of Ann Arbor, a Michigan Municipal Corporation, with principal address at 301 East Huron Street, Ann Arbor, Michigan 48107, hereinafter called the CITY; and 116 West Huron LLC, a Michigan Limited Liability Corporation, with principal address at 115 Depot Street, Ann Arbor, Michigan 48104, hereinafter called the PROPRIETOR, witnesses that:

WHEREAS, the PROPRIETOR owns certain land in the City of Ann Arbor, described below and site planned as 116-120 West Huron Street Site Plan, and

WHEREAS, the PROPRIETOR has caused certain land in the City of Ann Arbor, described below to be surveyed, mapped and site planned as 116-120 West Huron Street, and desires site plan and development agreement approval thereof, and

WHEREAS, the PROPRIETOR desires to build or use certain improvements with and without the necessity of special assessments by the CITY, and

WHEREAS, the CITY desires to insure that all of the improvements required by pertinent CITY ordinances and regulations be properly made, and that the PROPRIETOR will install these improvements prior to any permits being issued.

THE PROPRIETOR(S) HEREBY AGREE(S):

(P-1) To prepare and submit to the CITY for approval plans and specifications ("the Plans") prepared by a registered professional engineer for construction of public water and sanitary sewer mains, private storm water management systems, public streets and alleys, sidewalks, streetscapes and streetlights ("the Improvements") provided that no work on said Improvements shall be commenced until the Plans have been approved by the City Administrator or designee, and until such other relevant information to CITY service areas as shall be reasonably required has been provided.

(P-2) To construct all improvements set forth in Paragraph P-1 of this Agreement in accordance with the approved Plans and to repair all defects in the improvements that occur within one year from the date of acceptance of the Improvements by the CITY, commencing on

the latest date of the acceptance of any Improvements by the CITY. If the PROPRIETOR fails to construct the improvements, the CITY may send notice via first class mail to the PROPRIETOR at the address listed above requiring it to commence and complete the improvements in the notice within the time set forth in the notice. The CITY may cause the work to be completed at the expense of the PROPRIETOR, if the PROPRIETOR does not complete the work within the time set forth in the notice.

(P-3) To furnish, within 30 days of completion, an engineer's certificate that the construction of the public improvements set forth in Paragraph P-1 above have been completed in accordance with the specifications of the CITY in accordance with the approved plans. The engineer's certificate will cover only those items the PROPRIETOR'S engineer inspects.

(P-4) Prior to the issuance of building permits, to deposit with a mutually acceptable escrow agent fully executed documents in a form acceptable to the CITY, which will convey, upon delivery to the CITY, easements for the construction and maintenance of public utilities and public streets. The escrow agreement shall provide for delivery of the documents to the CITY solely upon the condition that the CITY has accepted the public Improvement to be conveyed by the easement.

(P-5) To obtain all necessary permits and/or a license agreement for the temporary closure and exclusive use of the public alley adjacent to the north of the site to facilitate construction of the development, and subject to the review of the Public Services Area, to pave the alley to Public Services standards prior to returning the alley to public use.

(P-6) To obtain a license agreement for the temporary closure and exclusive use of the alley adjacent to the north of the site to facilitate construction of the development, and to pave the alley prior to ending the license agreement and returning it to open public use.

(P-7) To indemnify and hold the CITY harmless from any claims, losses, liabilities, damages or expenses (including reasonable attorney fees) suffered or incurred by the CITY based upon or resulting from any acts or omissions of the PROPRIETOR, its employees, agents, subcontractors, invitees, or licensees in the design, construction, maintenance or repair of any of the Improvements required under this Agreement and the approved site plan.

(P-8) To cause to be maintained General Liability Insurance and Property Damage Insurance in the minimum amount of \$1,000,000 per occurrence and naming the CITY as named insured to protect and indemnify the CITY against any claims for damage due to public use of the public improvement(s) in the development prior to final written acceptance of the public improvement(s) by the CITY. Evidence of such insurance shall be produced prior to any construction of improvement and a copy filed with the City Clerk's Office and shall remain in full force and effect during construction of the public improvement(s) and until notice of acceptance by the CITY of the Improvements.

(P-9) If the PROPRIETOR seeks to develop the site as a condominium, to prepare and submit to the Planning and Development Services Unit one copy of the Master Deed, along with the required review fee, prior to issuance of building permits.

(P-10) To deposit, prior to any building permits being issued, a street tree planting escrow account with the Parks and Recreation Services Unit in the form of a check payable to the City of Ann Arbor. The escrow amount shall be based on the CITY policy in effect at that time and is to include all on-site public streets. The City Administrator may authorize the

PROPRIETOR to install the street trees if planted in accordance with CITY standards and specifications. If the street trees are found to be acceptable by the CITY, the escrow amount will be returned to the PROPRIETOR one year after the date of acceptance by the CITY.

(P-11) To design, construct, repair and maintain this development in accordance with the provisions of Chapter 119 (Noise Control) to ensure that any noise emanating from said development will not impact nearby residents or businesses. In addition, PROPRIETOR shall review existing noise sources surrounding said development and incorporate necessary design and construction techniques to ensure that future tenants will not be exposed to noise sources in violation of Chapter 119.

(P-12) To include the elevation drawings, as submitted to City Council, as part of the approved site plan and to construct all buildings consistent with said elevation drawings. If the PROPRIETOR proposes any substantive changes to the approved building elevations, setbacks, aesthetics, or materials, that those changes be brought back to the City Council for consideration. The PROPRIETOR is required to submit signed and sealed drawings to staff reflecting the elevations, setbacks, aesthetics, materials and site plan approved by City Council.

(P-13) To remove all discarded building materials and rubbish from the development at least once each month during construction of the development improvements, and within one month after completion or abandonment of construction.

(P-14) Prior to application for and issuance of certificates of occupancy, to disconnect ___ footing drains, which is based upon the uses currently existing on the Property and those currently contemplated by the Site Plan in accordance with the Guidelines for Completion of Footing Drain Disconnections, Table A, and adopted by City Council, August 18, 2003 and revised November 30, 2005 (the "Guidelines"), or to provide an alternative method of mitigation that results in an equivalent amount of sanitary flow removal, in accordance with the Guidelines. In the event the actual intensity of uses contemplated by the Site Plan are either increased or decreased, City and PROPRIETOR agree to adjust the number of footing drains to be disconnected, or the amount of alternative mitigation to be provided, in accordance with the Guidelines. PROPRIETOR may be allowed to obtain partial certificates of occupancy for the development prior to the completion of all of the required footing drain disconnects on a prorated basis at the Discretion of the CITY Public Services Area.

(P-15) As part of the application for the first building permit, to provide documentation from an independent, qualified professional that verifies that the building design achieves a minimum of two points under the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) Energy & Atmosphere Credit No. 1, the most recent version in effect at the date of this agreement, using an industry standard software energy modeling tool (EQUEST or equivalent). Further documentation or verification from an independent, qualified professional that the building achieves the two points shall be provided by the PROPRIETOR prior to any request for or issuance of a first certificate of occupancy.

(P-16) Prior to issuance of building permits, to provide a management plan that indicates how the two car-sharing service parking spaces proposed as part of the development and contributing to the off-street parking requirements will be reserved, signed and enforced. Prior to request for or issuance of any certificate of occupancy, and consistent with Chapter 59, Section 5:167 of Ann Arbor City Code, to provide a recorded, off-site permanent parking easement for the two car-sharing spaces.. Proprietor shall provide the CITY with proof of the availability to residents of the car-sharing service within 15 days of request. Proprietor agrees and

acknowledges that failure to maintain the car-sharing service will be a violation of the zoning ordinance regarding the minimum required number of parking spaces, consistent with Chapter 59, Section 5:167 of Ann Arbor City Code. In the event that PROPRIETOR is unable to contract with a vendor to provide such car sharing services, or the full number of cars required herein, then PROPRIETOR shall provide the minimum number of parking spaces on or off-site as required by City Code.

(P-17) PROPRIETOR is the sole title holder in fee simple of the land described below except for any mortgage, easements and deed restrictions of record and that the person(s) signing below on behalf of PROPRIETOR has (have) legal authority and capacity to enter into this agreement for PROPRIETOR.

(P-18) Failure to construct, repair and/or maintain the site pursuant to the approved site plan and/or failure to comply with any of this approved development agreement's terms and conditions shall constitute a material breach of the Agreement and the CITY shall have all remedies in law and/or in equity necessary to ensure that the PROPRIETOR complies with the approved site plan and/or the terms and conditions of the approved development agreement. The PROPRIETOR shall be responsible for all costs and expenses including reasonable attorney fees incurred by the CITY in enforcing the terms and conditions of the approved site plan and/or development agreement.

(P-19) In addition to any other remedy set forth in this Agreement or in law or equity, if PROPRIETOR fails to make a timely or full payments to the CITY as set forth elsewhere in the Agreement to the CITY in the agreed upon manner, any unpaid amount(s) shall become a lien, as provided under Ann Arbor City Code and recorded with the Washtenaw County Register of Deeds, against the land described below and may be placed on the CITY tax roll as a single lot assessment, or if the development is converted to condominium ownership, every owner of a portion of the property shall pay a pro-rata share of the amount of the payments attributable to each condominium unit. If the unpaid amount(s), in whole or in part, has been recorded as a lien on the CITY'S tax roll and with the Washtenaw County Register of Deeds, upon payment of the amount in full along with any penalties and interest, the CITY, upon request, will execute an instrument in recordable form acknowledging full satisfaction of this condition.

(P-20) To pay for the cost of recording this Agreement with the Washtenaw County Register of Deeds, and to pay for the cost of recording all documents granting easements to the CITY.

THE CITY HEREBY AGREES:

(C-1) In consideration of the above undertakings, to approve the 116-120 West Huron Street Site Plan.

(C-2) To provide timely and reasonable CITY inspections as may be required during construction.

(C-3) To record this agreement with the Washtenaw County Register of Deeds.

GENERAL TERMS

Both the PROPRIETOR and the CITY agree as follows:

(T-1) This agreement is not intended to create a contractual right for third parties.

(T-2) This Agreement and any of its terms, conditions, or provisions cannot be modified, amended, or waived unless in writing and unless executed by both parties to this Agreement. Any representations or statements, whether oral or in writing, not contained in this Agreement shall not be binding on either party.

(T-3) This Agreement and any of its terms or conditions shall not be assigned or transferred to any other individual or entity unless prior approval of the CITY is received. Such approval shall not be withheld unreasonably.

(T-4) The obligations and conditions on the PROPRIETOR, as set forth above in this Agreement and in the approved site plan, shall be binding on any successors and assigns in ownership of the following described parcel:

BEGINNING at the SW corner of Lot 4, of the "Original Plat of the Village (now City) of Ann Arbor", Washtenaw County, Michigan, as recorded in Transcript, Pages 152 and 153, Washtenaw County Records;

thence N 01°48'23" E 182.50 feet along the West line of Lot 4 and Lot 5 of said "Original Plat" and the East right-of-way line of N. Ashley Street (66.00 feet wide);
thence S 88°03'02" E 106.00 feet along the North line of the South 50.00 feet of said Lot 5;
thence S 01°48'23" W 50.00 feet along the East line of the East 42.70 feet of the West 106.00 feet of said Lot 5;
thence S 88°03'02" E 0.47 feet along the South line of said Lot 5;
thence S 18°17'19" E 41.93 feet along the West line of "One North Main" Condominium Subdivision Plan No. 72, as recorded in Liber 2096, Page 816, Washtenaw County Records, and its extension thereof;
thence S 01°33'11" W 93.20 feet along said West line of "One North Main";
thence N 88°01'49" W 121.29 feet along the South line of Lot 3 and Lot 4 of said "Original Plat" of the Village (now City) of Ann Arbor and along the North right-of-way line of W. Huron Street (82.50 feet wide) to the POINT OF BEGINNING.
Being all of Lot 4 and being part of Lots 3 and 5 of said Original Plat and containing 21,054.58 square feet or 0.48 acres of land, more or less. Being subject to easements and restrictions of record, if any.

Being subject to:

Easement for ingress and egress as disclosed by instrument recorded in Liber 343, Page 129, Washtenaw County Records.

Building and use restrictions contained in instrument recorded in Liber 327, Page 357, Washtenaw County Records, but omitting any such covenant or restriction based on race, color, religion, sex, handicap, familial status or national origin.

Affidavit concerning trespass to land, as recorded in Liber 3446, Page 530, Washtenaw County Records.

(T-5) In addition to any other remedy in law or in equity failure to comply with all of the above paragraphs on the part of the PROPRIETOR, or any part of the approved site plan, in part or in whole, shall give the CITY adequate basis and cause to issue a stop work order for any previously-issued building permits and shall be an adequate basis and cause for the CITY to deny the issuance of any building permits, certificates of occupancy, or any other permits unless and until the CITY has notified the PROPRIETOR in writing that the PROPRIETOR has satisfactorily corrected the item(s) the PROPRIETOR has failed to perform.

(T-6) This agreement shall be interpreted, enforced and governed under the laws of the State of Michigan and Ann Arbor City Code.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day first above written.

Witnesses:

CITY OF ANN ARBOR, MICHIGAN
301 East Huron Street
Ann Arbor, Michigan 48107

By: _____
John Hieftje, Mayor

By: _____
Jacqueline Beaudry, City Clerk

Approved as to Substance:

Steven D. Powers, City Administrator

Approved as to Form:

Stephen K. Postema, City Attorney

116-West Huron LLC
A Michigan Limited Liability Company

115 Depot Street, Ann Arbor, MI 48104

Witness:

By: _____

Michael C. Martin, Member

STATE OF MICHIGAN)
) ss:
County of Washtenaw)

On this _____ day of _____, 20____, before me personally appeared John Hieftje, Mayor, and Jacqueline Beaudry, Clerk of the City of Ann Arbor, a Michigan Municipal Corporation, to me known to be the persons who executed this foregoing instrument, and to me known to be such Mayor and Clerk of said Corporation, and acknowledged that they executed the foregoing instrument as such officers as the free act and deed of said Corporation by its authority.

NOTARY PUBLIC
County of Washtenaw, State of Michigan
My Commission Expires: _____
Acting in the County of Washtenaw

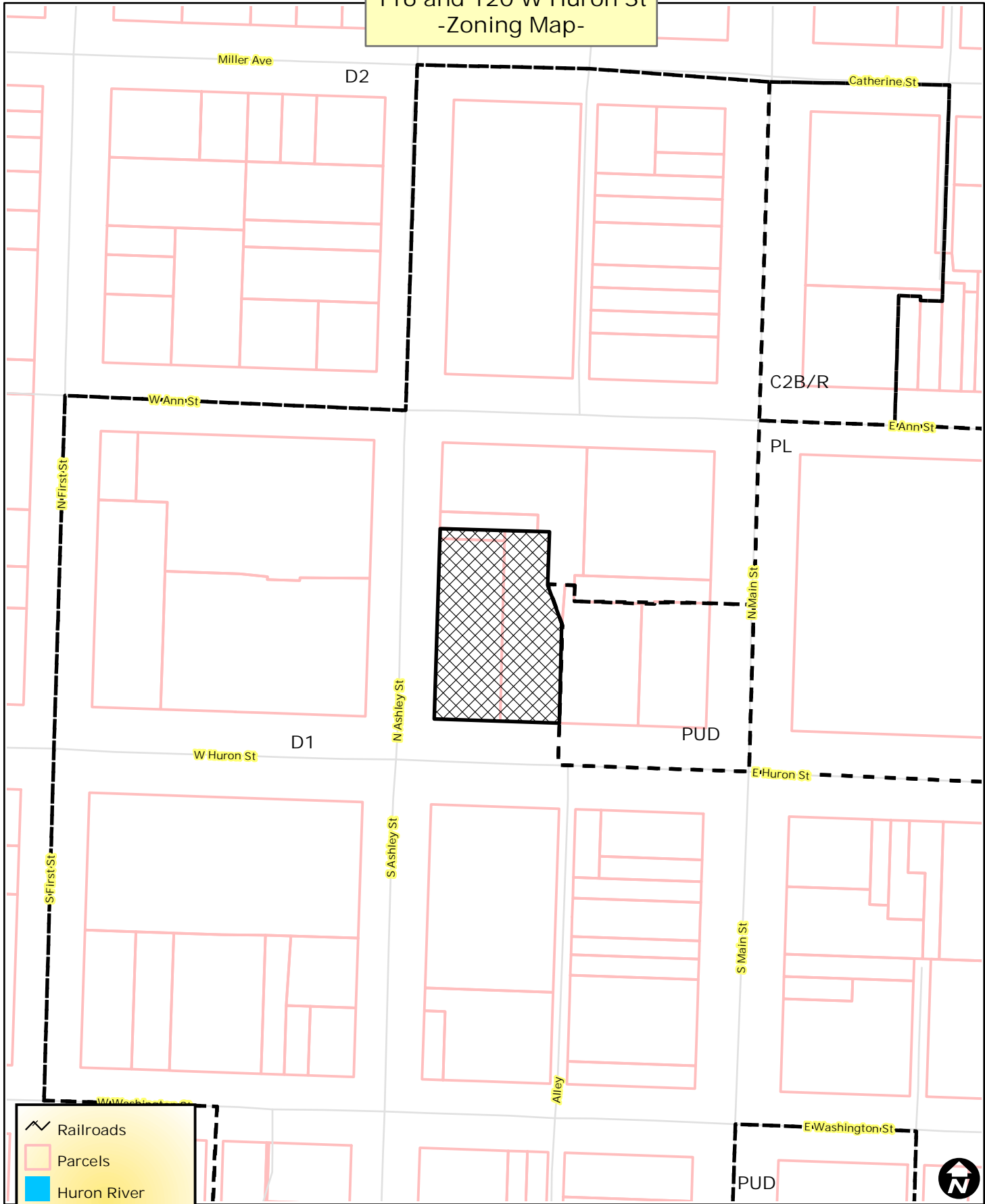
STATE OF MICHIGAN)
) ss:
County of Washtenaw)

On this _____ day of _____, 20____, before me personally appeared Michael C. Martin, to me known to be the person who executed the foregoing instrument, and acknowledged that he executed the foregoing instrument as his free act and deed.

NOTARY PUBLIC
County of Washtenaw, State of Michigan
My Commission Expires: _____
Acting in the County of Washtenaw

DRAFTED BY AND AFTER RECORDING RETURN TO:
Ann Arbor Planning & Development Services
Post Office Box 8647
Ann Arbor, Michigan 48107
(734) 794-6265

116 and 120 W Huron St -Zoning Map-






Railroads
 Parcels
 Huron River
Zoning
 Township Islands
 Zoning Districts



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 Map Created: 5/6/2014

116 and 120 W Huron St -Aerial Map-





-  Railroads
-  Parcels
-  Huron River



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 Map Created: 5/6/2014

116 and 120 W Huron St
-Aerial Map-



-  Railroads
-  Parcels
-  Huron River



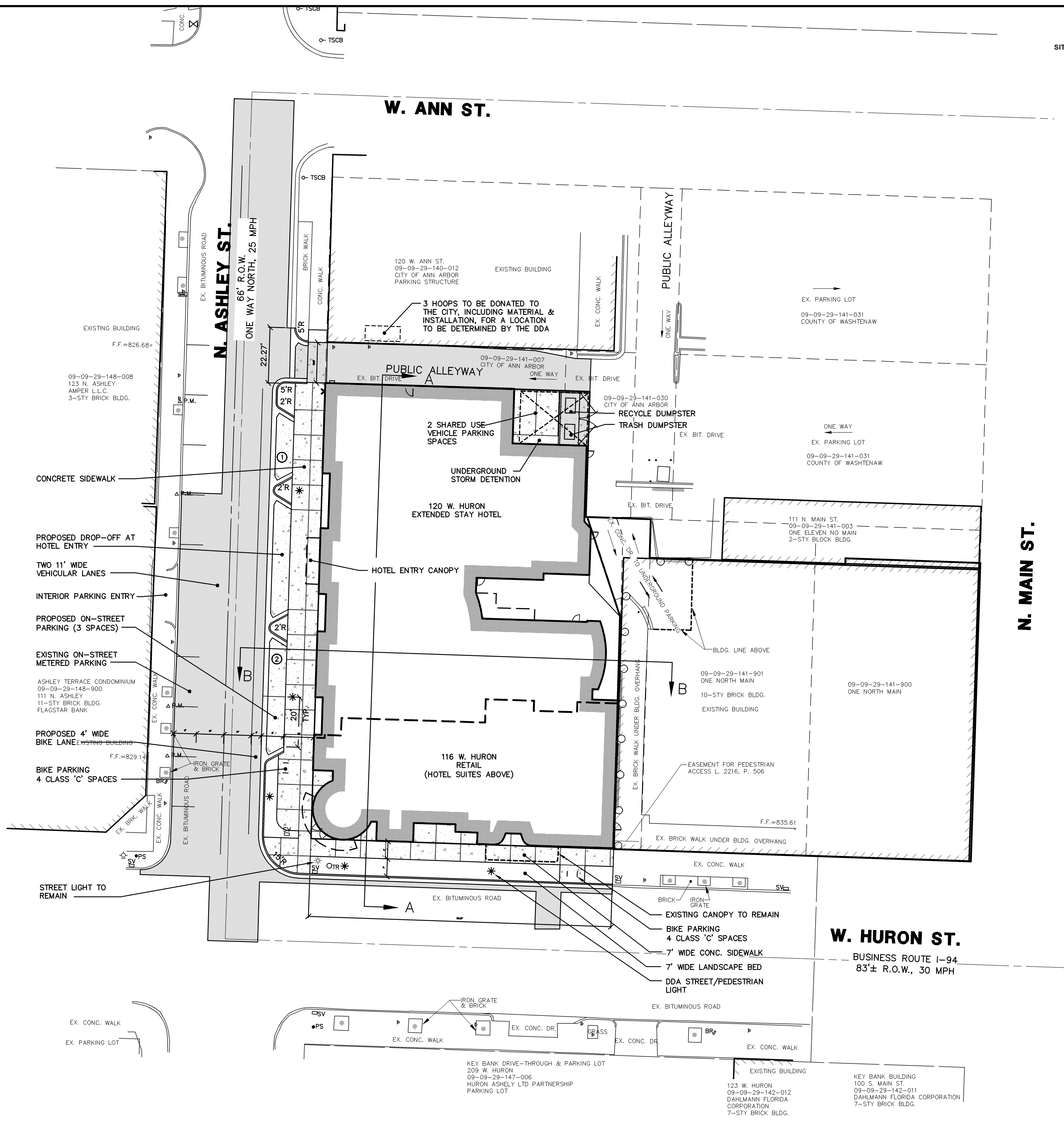
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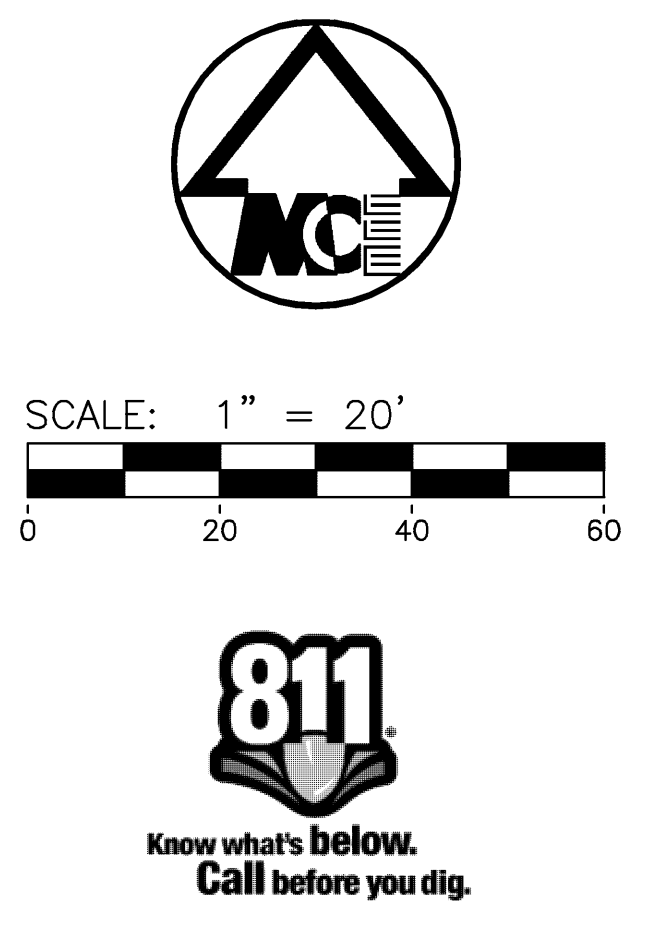
This map complies with National Map Accuracy Standards for mapping at 1 inch = 100 Feet. The City of Ann Arbor and its mapping contractors assume no legal representation for the content and/or inappropriate use of information on this map.

Map Created: 5/6/2014

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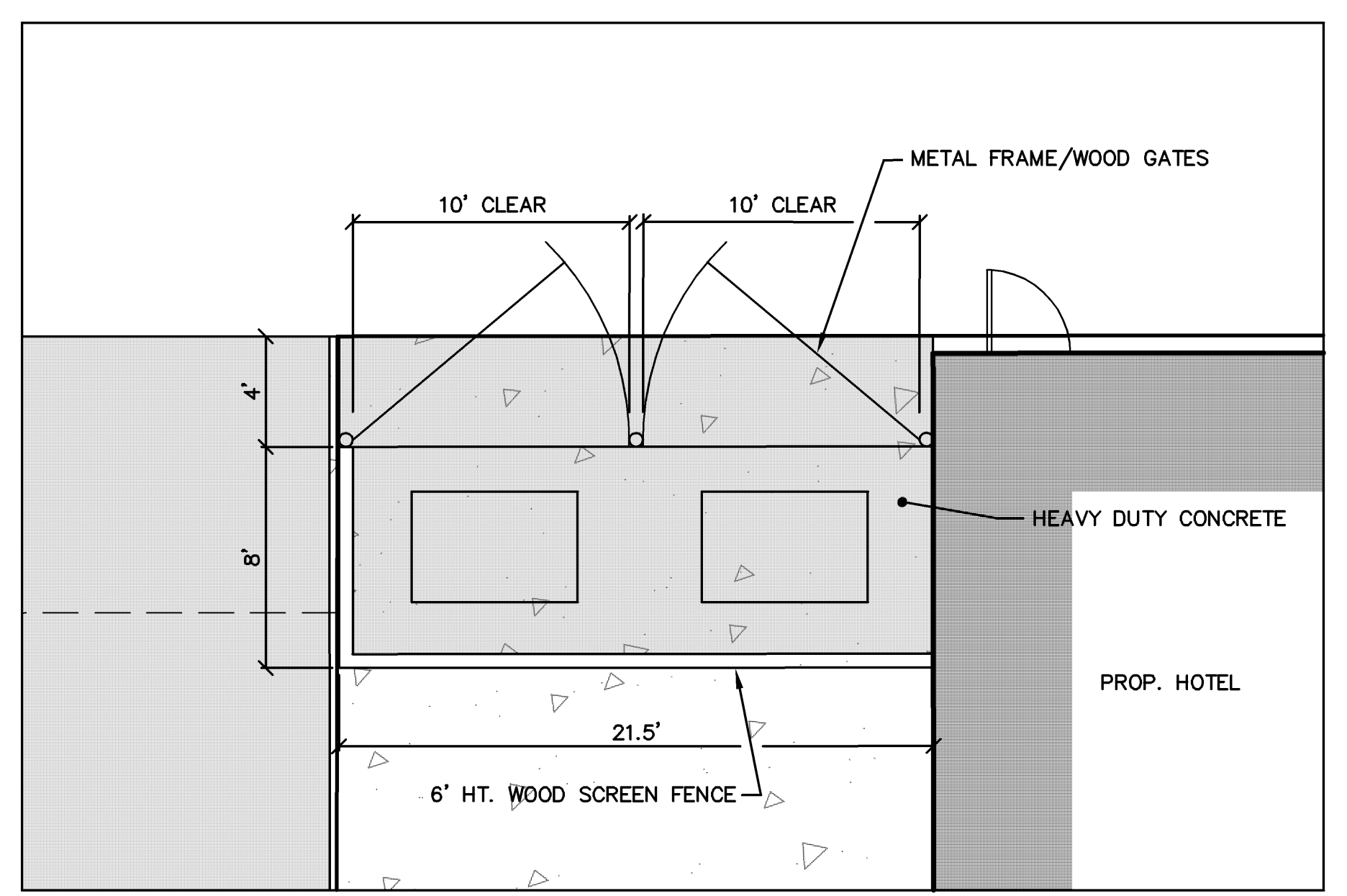


- SITE PLAN NOTES:**
- City of Ann Arbor standard sidewalk repair and maintenance note per Chapter 49, Section 4.58 of the City Code. All sidewalks are to be kept and maintained in good repair by the owner of the land adjacent to and abutting the same. Prior to the issuance of the final Certificate of Occupancy for this site, all existing sidewalks in need of repair must be repaired in accordance with City standards.
 - Proposed W. Huron and N. Ashley Street streetscapes include new sidewalks, street trees and perennial plantings.
 - There are no firewalls in the proposed building.
 - Temporary tie-backs in the right-of-way, if required for construction purposes, will require a temporary licensing agreement with the City for N. Ashley Street and with MDOT for W. Huron Street.
 - Upon completion of construction, the temporary tie-backs will be abandoned in place and will no longer serve as structural supports to the building foundation. The building's footings are not located in the right-of-way and do not require a permanent licensing agreement.
 - There is one streetlight at the NE corner of W. Huron & N. Ashley that is to remain.
 - On-site parking is for shared use vehicles only. 3 new on-street parking spaces are proposed on N. Ashley Street. No on-street spaces are to be removed.
 - Proposed sidewalks in the rights-of-way are to be concrete with a medium-heavy broom finish perpendicular to the right-of-way.
 - All sign relocation and/or replacement will be done by the City and/or MDOT at the developer's expense and shall be coordinated with the City's Field Operations department.
 - W. Huron Street is under the jurisdiction of the Michigan Department of Highways (MDOT). All work within that right-of-way is subject to a permit from MDOT and is to be coordinated with MDOT the I-94 Business Loop/W. Huron Street improvements that are scheduled for May of 2014. See the traffic control and lane closure plans. Because there is a street cut moratorium on this portion of W. Huron that is in effect until 2019, MDOT permission is required to open cut this road.
 - See sections on sheet 19.



LEGEND

▶	SIGN
△ P.M.	PARKING METER
▭	MAILBOX
○	TELEPHONE RISER
○	GAS METER
○	POST
—	FENCE
—	GUARDRAIL
○	SINGLE TREE
○	TRASH RECEPTACLE
○	TRAFFIC SIGNAL VAULT
○	BICYCLE RACK
○	PEDESTRIAN SIGNAL
*	DDA STREET/PEDESTRIAN LIGHT
■	BITUMINOUS PAVEMENT
■	4" CONCRETE
■	HEAVY DUTY CONCRETE



TRASH AREA DETAIL
SCALE: 1" = 5'

MIDWESTERN CONSULTING
 Civil, Environmental and Transportation Engineers
 Planners, Surveyors
 Landscape Architects
 3815 Plaza Drive
 Ann Arbor, Michigan 48108
 Phone: 734.995.0200
 Fax: 734.995.0599

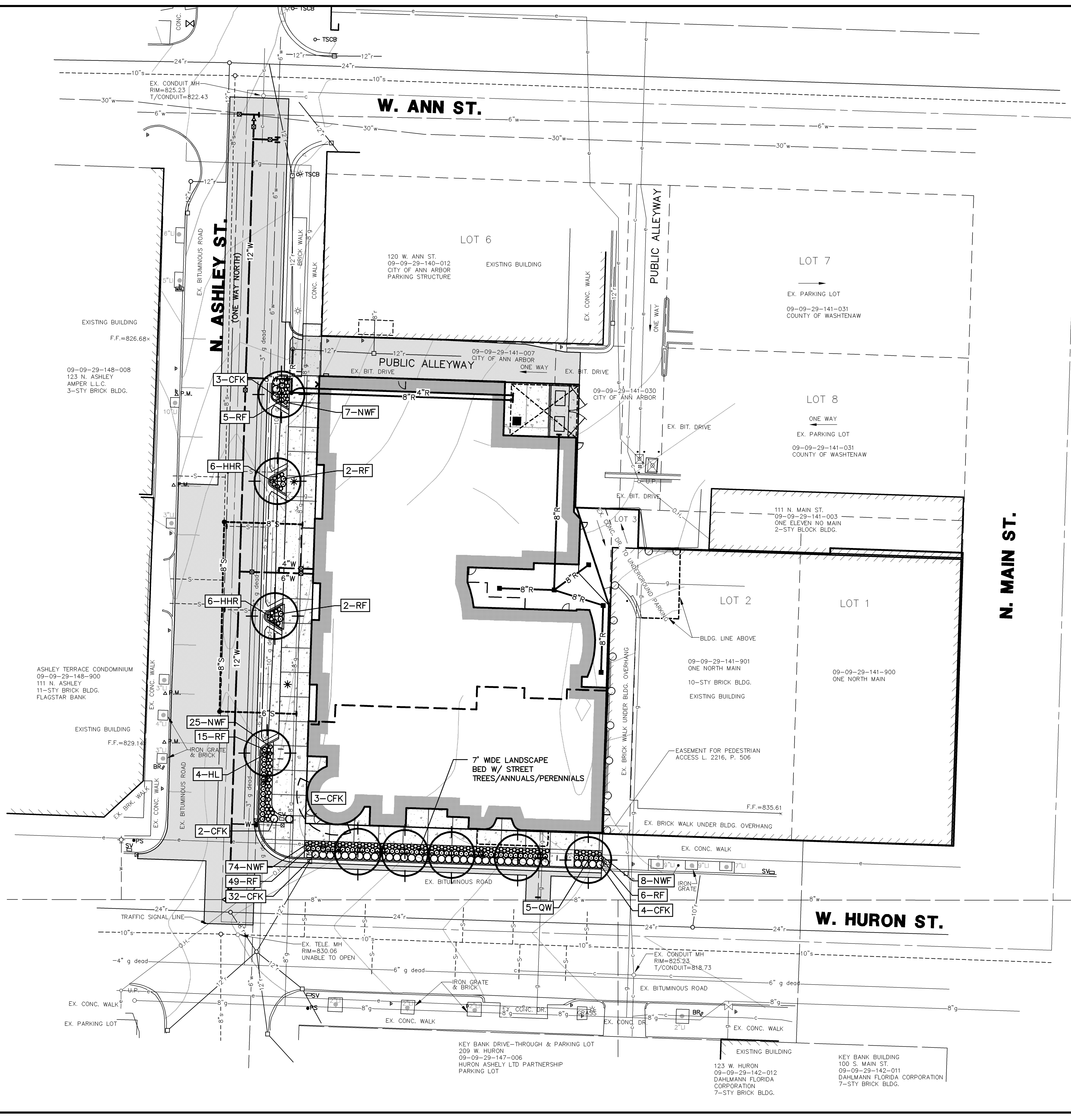
CLIENT
 116-WEST HURON LLC
 115 DEPOT STREET
 ANN ARBOR, MI 48104
 (734) 994-5050

116 - 120 W. HURON
 SITE PLAN
 DIMENSIONAL SITE PLAN

5

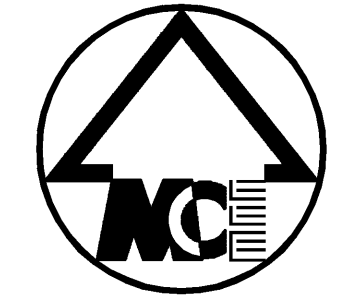
JOB No.	13133
DATE	3/31/14
REVISIONS:	SHEET 5 OF 19
REV. PER	OWNER, CITY & WORKS
DATE	7/16/14
CAVD	DAG
ENG.	JAF
TECH.	EJO
SHEET	13133SP1
FILE	13133SP1.dwg

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LEGEND

- 838 EXIST. CONTOUR
- 838 PROP. CONTOUR
- o- U.P. EXIST. UTILITY POLE
- ⊠ ELEC. TRANSFORMER
- O.H. EXIST. OVERHEAD UTILITY LINE
- o- S.P. EXIST. TRAFFIC SIGNAL POST
- c- EXIST. TELEPHONE CONDUIT
- e- EXIST. ELECTRIC LINE
- g- EXIST. GAS LINE
- w- EXIST. WATER MAIN
- ⊕ EXIST. HYDRANT
- ⊗ EXIST. GATE VALVE IN BOX
- ⊗ EXIST. CURB STOP & BOX
- ⊗ PROP. WATER MAIN
- ⊗ PROP. GATE VALVE IN BOX
- ⊗ EXIST. STORM SEWER
- ⊗ EXIST. CATCH BASIN OR INLET
- ⊗ PROP. STORM SEWER
- ⊗ EXIST. SANITARY SEWER
- ⊗ PROP. SANITARY SEWER
- T/C TOP OF CURB
- T/P TOP OF PAVEMENT
- G GUTTER
- T/W TOP OF WALK
- ⊙ SIGN
- ⊙ P.M. PARKING METER
- ⊙ MAILBOX
- ⊙ TELEPHONE RISER
- ⊙ GAS METER
- ⊙ POST
- ⊙ FENCE
- ⊙ GUARDRAIL
- ⊙ SINGLE TREE
- ⊙ FOUND IRON PIPE
- ⊙ FOUND MONUMENT
- ⊙ FOUND IRON ROD
- ⊙ CONTROL PT.
- ⊙ SECTION CORNER
- ⊙ r.d. ROOF DRAIN
- ⊙ TR TRASH RECEPTACLE
- ⊙ JSV TRAFFIC SIGNAL VAULT
- ⊙ BR BICYCLE RACK
- ⊙ PS PEDESTRIAN SIGNAL
- (N.F.V.) NOT FIELD VERIFIED



SCALE: 1" = 20'



Know what's below.
Call before you dig.

TREE LEGEND

- AA TREE OF HEAVEN
- LI LINDEN

LANDSCAPE LEGEND

- ⊕ PROPOSED CANOPY TREE
- ⊕ PROPOSED ANNUAL/PERENNIAL BED

LANDSCAPE REQUIREMENTS
 5.602 VEHICULAR USE AREA LANDSCAPING AND SCREENING: none required.
 5.603 CONFLICTING LAND USE BUFFERS: none required.
 STREET TREE CANOPY LOSS: none.
 LANDMARK TREE REPLACEMENT: none required.
 STREET TREE ESCROW
 N. Ashley Street frontage = 182.5 lf
 W. Huron Street frontage = 124.44 lf
 307 lf x \$1.30 = \$399.10 or equivalent
 9 trees @ (3-inch cal. x \$186) = \$5,022 provided.
 Street tree escrow of \$485.55 to be provided prior to issuing building permits and will be refunded after city staff inspection shows long term survival of the proposed street trees.

- LANDSCAPE NOTES**
1. Water outlets will be provided within 150 feet of all required plantings.
 2. Plant materials shall be selected and installed in accordance with standards established by the City Parks and Recreation Department.
 3. All diseased, damaged or dead material shown on the site plan as proposed plantings shall be replaced by the end of the following growing season as a continuing obligation for the duration of the site plan.
 4. Deciduous plants shall be planted between March 1 and May 15 and from October 1 until the prepared soil becomes frozen.
 5. All plants except ground cover are to receive four (4) inches of shredded bark mulch. Ground cover to receive two (2) inches of Canadian peat mulch. All mulch beds to have landscape fabric between mulch and planting soil.
 6. All trees to be located a minimum of 10 feet from public utilities.
 7. All single trunk, deciduous trees shall have a straight and a symmetrical crown with a central leader. One sided trees or those with thin or open crowns shall not be accepted.
 8. All compacted subgrade soils in proposed landscape areas shall be tilled to a minimum 12-inch depth prior to placement of planting media and geotextile fabric as specified.
 9. Planting Soil: Existing, in-place or stockpiled topsoil. Supplement with imported topsoil as needed. Verify suitability of existing surface soil as viable planting soil. Remove stones, plants, sod, clods, clay lumps, pockets of coarse sand, concrete slurry, building debris, and other extraneous materials harmful to plant growth. Mix surface soil with the following soil amendments to produce planting soil:
 - a. Ratio of Loose Compost to Topsoil by Volume: 1:4.
 - b. Weight of Lime per 1000 Sq. Ft.: Amend with lime only on recommendation of soil test to adjust soil pH.
 - c. Weight of Sulfur or Aluminum Sulfate per 1000 Sq. Ft.: Amend with sulfur or aluminum sulfate only on recommendation of soil test to adjust soil pH.
 - d. Volume of Sand: Amend with sand only on recommendation of Landscape Architect to adjust soil texture.
 - e. Weight of Slow-Release Fertilizer per 1000 Sq. Ft.: Amend with fertilizer only on recommendation of soil test to adjust soil fertility.
 11. Tree pits and landscape bed along the W. Huron Street r.o.w. shall be continuous.
 12. City of Ann Arbor forestry permit is required prior to the planting of the street trees.

Quantity	Symbol	Botanical Name	Commons Name	Size	Root	Remarks
4	HL	Gleditsia t. 'Skycole'	Skyline honeylocust	3" cal.	BB	6' branch ht.
5	QW	Quercus x warei 'Long'	Regal Prince columnar oak	3" cal.	BB	6' branch ht.
41	CKF	Calamagrostis "Karl Foerster"	Karl Foerster leather reed grass	#2	cont.	3' o.c.
12	HHR	Hemerocallis "Happy Returns"	Happy Returns daylily	#2	cont.	2' o.c.
114	NWF	Nepeta r. "Walker's Low"	Walker's Low catmint	#1	cont.	18" o.c.
79	RF	Rudbeckia fulgida "Early Bird Gold"	Early Bird Gold blackeyed susan	#2	cont.	2' o.c.

MIDWESTERN CONSULTING
 Civil, Environmental and Transportation Engineers
 Planners, Surveyors
 Landscape Architects
 3815 Plaza Drive
 Ann Arbor, Michigan 48108
 Phone: 734.995.0200
 Fax: 734.995.0599

CLIENT
 116-WEST HURON LLC
 115 DEPOT STREET
 ANN ARBOR, MI 48104
 (734) 994-5050

116 - 120 W. HURON
 SITE PLAN
 LANDSCAPE PLAN

10

JOB No. **13133**
 SHEET 10 OF 19
 DATE: 3/31/14
 REV. DATE: 4/16/14
 REV. PER OWNER, CITY & WORKS: CAD: DAG
 REV. PER CITY: ENR: JAF
 TECH: EGO
 SITE: 13133.P1
 PLOT: 13133.P1

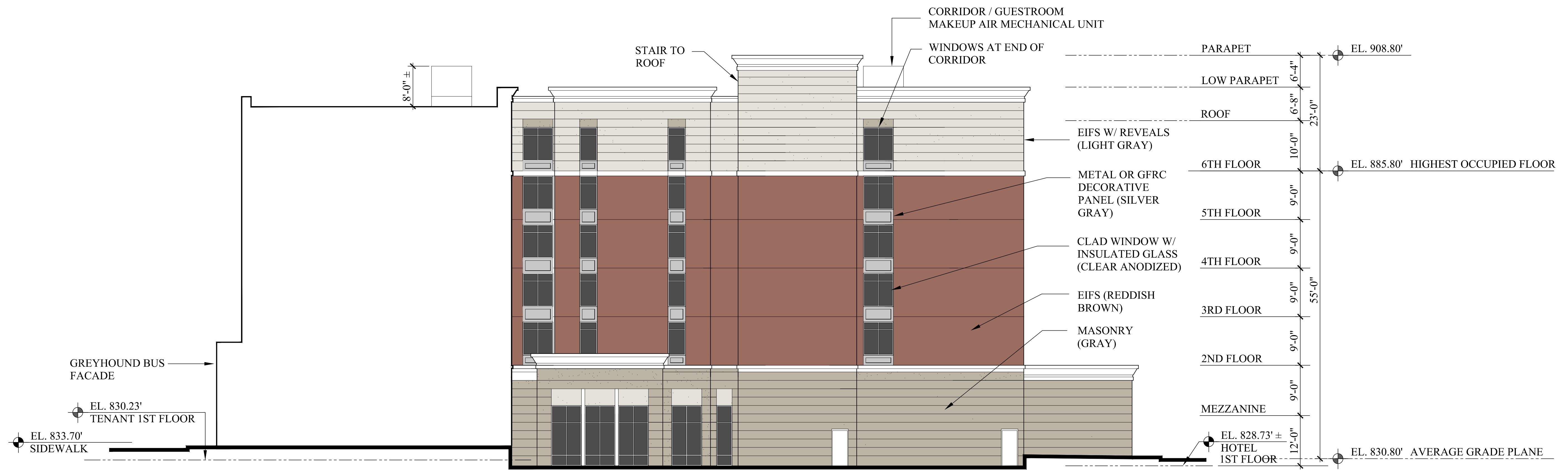


NORTH ASHLEY STREET ELEVATION



WEST HURON STREET ELEVATION

SCALE: 3/32" = 1'-0"

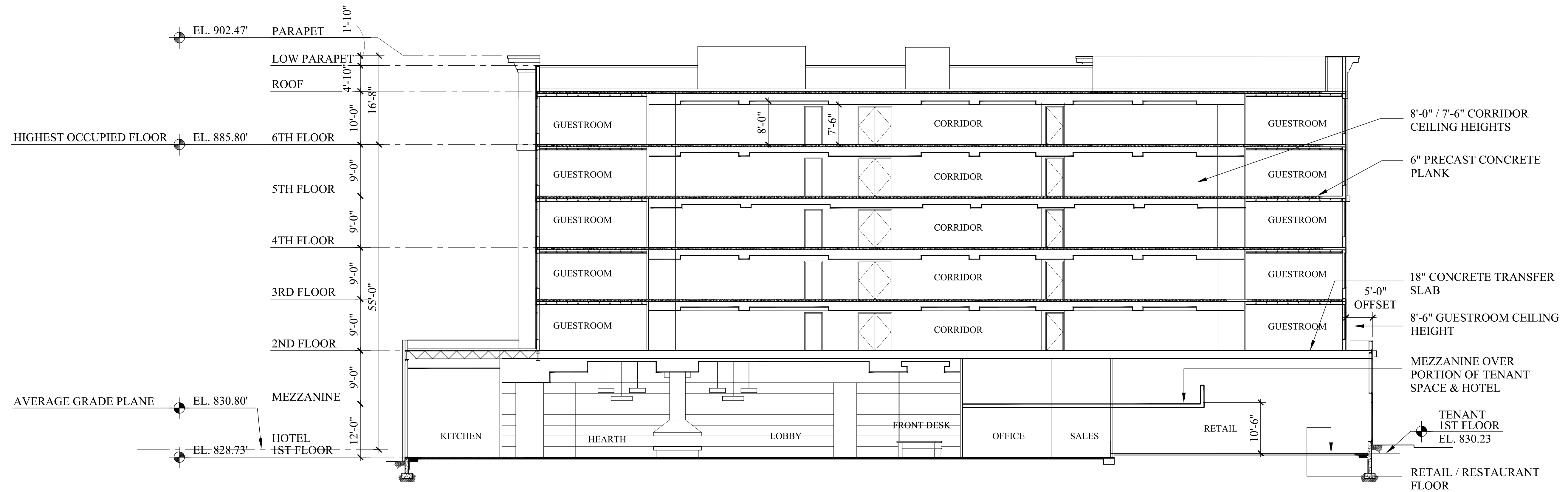


REAR / COURTYARD ELEVATION

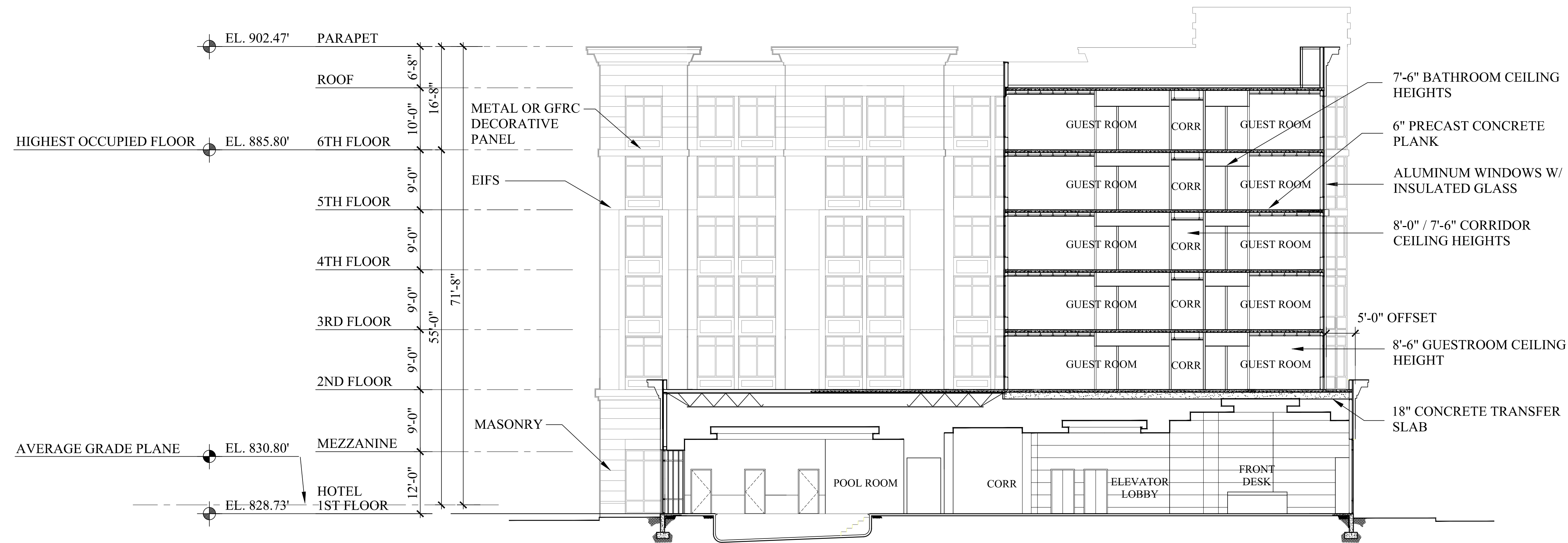


ALLEY ELEVATION

SCALE: 3/32" = 1'-0"



BUILDING SECTION A-A



BUILDING SECTION B-B

SCALE: 3/32" = 1'-0"