

**PLANNING AND DEVELOPMENT SERVICES STAFF REPORT**

**For Planning Commission Meeting of January 7, 2020**

**SUBJECT: The Standard at Ann Arbor Site Plan for City Council  
(405 South Main Street)  
Project No. SP19-004**

**PROPOSED CITY PLANNING COMMISSION MOTION**

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve The Standard at Ann Arbor Site Plan and Development Agreement.

**STAFF RECOMMENDATION**

Staff recommends **approval** of the site plan because it complies with all applicable, local, state, and federal ordinances, standards and regulations; it will not cause a public or private nuisance; and it will not have a detrimental effect on public health, safety or welfare.

**LOCATION**

This site is located on the east side of South Main Street, south of East William Street and north of Packard Street, and is in the Downtown Development Authority district and the Allen Creek watershed.

**DESCRIPTION OF PETITION**

General Information – The site contains a two story brick office building and a surface parking lot, is zoned D2 (Downtown Interface), and is within the Main Street Character Overlay District. South Main and East William Streets are Primary streets and Packard Street is a Secondary street. The petitioner is seeking approval to demolish the existing building and construct a single building that is 10-stories on the northern third of the site and 5-stories on the remainder of the site. The building is proposed to be a 202,262 square foot apartment building containing 218 dwelling units (421 bedrooms) with 102 vehicle parking spaces including 2 shared spaces and 4 spaces for electric vehicles. Ninety parking spaces will be provided in two levels under the structure; one level will be at grade; the other level will be below grade. A total of 84 bicycle parking spaces are proposed (64 Class A and 20 Class C). A 6,524 square foot ground floor retail area at the north end of the building is proposed to be provided to accommodate two retail spaces along E William Street.

The unit types will include: 89 studios, 22 one-bedroom apartments (including 2 affordable units), 60 two-bedroom apartments, 12 three-bedroom apartments, and 35 four-bedroom apartments. On-site amenities include a health and fitness center, outdoor deck on the east side of the 2<sup>nd</sup> floor and an outdoor pool and deck on the west side of the 2<sup>nd</sup> floor.

The base allowable floor area is 101,146 square feet (200% FAR). Residential floor area premiums have been applied to earn an additional 75,859 square feet of floor area. A Green Building premium (LEED Silver) is also proposed to gain an additional 25,286 square feet (50% toward the FAR) of floor area. An affordable housing premium for 2 dwelling has also be proposed to provide an additional 6,000 square feet of floor area. A total floor area ratio of

399.9% is proposed (400% maximum allowed with residential, green building, and affordable housing premiums). The petitioner is proposing that 2 dwelling units be permanently available for individuals making 80% or less of the area median income. This project was submitted in early 2019 and is being reviewed under the premium standards established at that time. See History for more information about the Council initiated rezoning and text amendment to accommodate a 10-story tower on the northern third of the site.

Building Height – The petitioner is proposing a 10-story tower on the northern third of the site, which will be 120-foot tall. The remainder of the building will be 5-stories (60 feet) in height, which is consistent with the maximum building height in the D2 zoning district. The petitioner is proposing a project that meets LEED Silver standards and is proposing solar panels on a portion of roof area on the tower.

Parking – The project proposes to provide 102 private vehicle parking spaces. Ninety of the spaces are proposed to be provided in one of two parking levels under the building. One of those levels will be at grade, the other will be below grade. Both parking levels will be accessed from the alley on the east side of the site. Twelve open-air spaces are proposed to be located on the east side of the site. Two spaces are proposed to be car-share spaces which code allows to be counted as a total of 8 spaces. Four spaces are proposed to be electric vehicle charging spaces. Four spaces are proposed to be barrier free, and 24 spaces are proposed to be compact. The shared-use vehicle spaces will be addressed in the development agreement.

Bicycle Parking – 84 bicycle parking spaces are proposed which will include 64 Class A spaces in secured, dedicated bike storage rooms on the first floor and on the basement level and 20 exterior Class C (hoop style) spaces scattered along E. William and S. Main Streets in areas between the sidewalk and the street.

Pedestrian Access – Pedestrians will be able to access the building from primary entrances on S. Main and Packard Streets. Separate entrances will be provided for the retail spaces on E. William Street. Approximately 16 feet of pedestrian space is proposed to exist between the face of the building and the back of the curb along E. William Street. This includes a 7.5-foot wide permanent public access easement as shown on the site plan. Approximately 14.26 feet of pedestrian space will exist along S. Main Street.

Natural Features – No regulated natural features exist on the site. A Brownfield application will not be part of this petition.

Solid Waste – Solid waste is proposed to be stored within the building on the north side of the first floor. Solid waste will be placed into screened dumpsters along the north end of the alley on the east side of the site. Access to the solid waste area will be from the alley.

Traffic Impact Study – A traffic study was conducted by Midwestern Consulting, Inc. No mitigation measures are required. The summary of the study is as follows:

“Residents are expected to be comprised mostly of students, grad students, and young professionals who either go to the University of Michigan, work in the area, or wish to take advantage of the building’s proximity to the Main Street commercial district. The development is not anticipated to generate a significant amount of vehicular traffic given that there are only 102 vehicular on-site parking spaces, the close proximity to typical destinations for residents, and the proposed 84 bicycle spaces on site.”

“Vehicular access to the site is planned to occur in the alley to the east of the site. The existing driveway to South Main Street would be removed. The existing alley has an existing 16’ ROW and pavement width and currently operates with two-way traffic. There is an existing garage on the southern end of the alley that further constrains the width to 14 feet. The developer plans to widen the alley on the southern end of the site to 18’ (constrained width at the garage would then be 16’) to better facilitate two-way travel.”

“We do not anticipate any traffic capacity issues for this development as this site will not generate a significant amount of vehicle traffic, and additional pedestrian traffic did not significantly impact the vehicular delays at each intersection.”

Storm Water Detention – Storm water is proposed to be primarily handled by two storm water detention vaults in the basement level; one at the north end of the site and one at the south end. The detention system is proposed to be in vaults that are sized in accordance with Washtenaw County Water Resources Commission standards to accommodate the 100-year storm event. Each chamber will have a stone bottom to accommodate infiltration. Outlet flow restriction will be provided via outlet control structures.

Landscaping – Eleven new street trees are proposed to be installed along E. William and S. Main Streets. Three existing street trees are proposed to remain along Packard Street.

Open Space – A total of 6,020 square feet of open space is proposed on the ground level, primarily on the east side of the site. Additional private open spaces are provided on the 2<sup>nd</sup> floor of the building which includes an outdoor deck and the pool area.

Park Contribution – The petitioner has agreed to provide a \$148,750 park contribution in-lieu of a park dedication, as outlined in the Parks & Recreation Open Space Plan based on 218 residential units. The contribution will be used for improvements to nearby parks.

Sanitary Sewer – The City’s hydraulic model was used to analyze the impacts to the downstream sanitary sewer system from the proposed development. Results from the hydraulic modeling indicate sufficient capacity exists in the downstream local sanitary sewer system to support the proposed development. Capacity constraints during wet weather events have been identified in the trunkline sewers downstream from this development. As a result, the proposed development will need to comply with the City’s Developer Offset-Mitigation Program. The developer will be required to mitigate 168.8 gallons per minute for sanitary sewer offset mitigation.

Rooftop Solar Panels – The petitioner is proposing to provide approximately 1,250 square feet of rooftop solar panels on the tower portion of the building, which will meet approximately 1% of the building’s annual energy needs.

Building Materials – The petitioner proposes a combination of brick, steel panels, and glass as primary exterior building materials. The petitioner provided color renderings of the building elevations (attached).

Citizen Participation – The petitioner held a Citizen’s Participation meeting prior to submitting the site plan. The meeting took place on January 9, 2019 at the Michigan League on UM’s Central Campus. 1,788 postcard invitations were mailed. 16 individuals were in attendance.

In general, the discussion included the following items:

- Building materials
- Size of project
- Visual impact/appearance
- Vehicular access to the site
- Retail uses
- Details on the type of units – size, number of bedrooms

Development Agreement – A development agreement has been drafted to address the park contribution, LEED Silver attainment, shared car spaces, easements, and other issues. The draft document will be finalized prior to City Council approval.

### DESIGN REVIEW BOARD

The petitioner presented the project to the Design Review Board on December 19, 2018. [Link to Design Review Board Staff Report](#), [Link to Design Review Board Recommendations](#)

In summary, the Board expressed an interest in breaking down the building's massing into smaller scale components. The Board recommended changing the South Main Street streetwall, which created cave like structures. The Board recommended that the Packard Street streetwall be redesigned as well, to create a stronger focal point. The Board also suggested that the main building entrance along South Main Street be more clearly defined.

Since the original DRB meeting, the developer hired a new architecture firm, Myefski Architects. Myefski Architects has addressed the main concerns that were raised at the DRB meeting by breaking up the façade into smaller components, completely revising the façade along S. Main Street to remove the cave like structures, and completely revised the façade along Packard Street so that it is now parallel with the sidewalk. Additionally the revised plan used building materials that are consistent with City code (brick, metal, and glass).

The petitioner presented revised plans to the DRB on November 13, 2019. The DRB provided comments on windows, materials, colors, access, and opportunity for public art. The petitioner addressed many of those comments by enlarging window openings, creating greater window contrast, creating more symmetrical window patterning, and agreeing to provide opportunities for public art.

### SURROUNDING LAND USES AND ZONING

	LAND USE	ZONING
NORTH	Office and Parking Lot	D1 (Downtown Core), Main Street Character Overlay
EAST	Residential and Substation	D1 (Downtown Core) Liberty/Division Character Overlay, R4C (Multiple Family Dwelling)
SOUTH	Residential	D2 (Downtown Interface), First Street Character Overlay
WEST	Gas Station, Ashley Terrace	PUD (Planned Unit Development), D1 (Downtown Core), Main Street Character Overlay

### COMPARISON CHART

	EXISTING	PROPOSED	REQUIRED/PERMITTED
<b>Base Zoning</b>	<b>D2 (Downtown Interface)</b>	<b>D2 (Downtown Interface)</b>	<b>D2 (Downtown Interface)</b>
Gross Lot Area	50,573 sq ft	50,573 sq ft	No minimum
Max. Usable Floor Area in % of Lot Area	Approximately 125% (63,150 sq ft)	399.9% (253,915 sq ft)	200% MAX normal (101,146 sq ft MAX) Up to 400% MAX with residential, green building, and affordable housing premiums (202,271 sq ft MAX)
<b>Character Overlay District</b>	<b>Main Street</b>	<b>Main Street</b>	<b>Main Street</b>
Streetwall Height	2 stories	2 stories	2 stories MIN 4 stories MAX
Offset at Top of Streetwall	Not applicable	5 ft	5 ft MIN
Building Height	2 stories (24 ft)	10 stories (120 feet) MAX	2 stories MIN 120 ft MAX
Rear Setbacks	16.53 ft (east)	1.4 ft to 34 ft (east)	None
<b>Building Frontages</b>	<b>Primary Streets: E. William and S. Main; Secondary Street: Packard</b>	<b>Primary Streets: E. William and S. Main; Secondary Street: Packard</b>	<b>Primary Streets: E. William and S. Main; Secondary Street: Packard</b>
East William Street South Main Street Packard Street	162 ft (north) 10 ft (west) 25 ft (south)	0 ft to edge of access easement (north) 0 ft (west) 10 ft (south)	Primary Street 0-1 ft MIN Secondary Street: 0 ft MIN, 10ft MAX at streetwall
<b>Parking</b>	<b>Special Parking District</b>	<b>Special Parking District</b>	<b>Special Parking District</b>
Parking – Automobiles	40 spaces	102 spaces	101 spaces MIN for premium floor area
Parking – Bicycles	2	64 Class A 20 Class C	64 Class A spaces MIN 1 Class C space MIN

### HISTORY

The site was originally rezoned as part of the A2D2 Zoning Initiative. However, on January 5, 2015, City Council rezoned the site from D1 to D2 and included a text amendment to allow a portion of the site (up to 150 feet from E. William Street) to accommodate a new building that

could be up to 120 feet in height. Significant portions of the existing building have been rented by DTE for decades.

## **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).

Ann Arbor Discovering Downtown (A2D2) – The site has been in the DDA since the DDA was established in 1983. In 2009, as part of the A2D2 planning effort, City Council approved the rezoning of land in the DDA from a variety of zoning districts to two primary districts: D1 and D2. At that time, this site was rezoned from C2B (Business Service) to D2 (Downtown Interface).

The Non-Motorized Transportation Plan recommends sidewalks and shared transportation facilities (sharrow) within E. Washington Street. East Washington Street now has a two-way bike lane on the north side of the street.

## **SERVICE UNIT COMMENTS**

Planning – Staff supports the proposed site plan. The project is consistent with D2 zoning standards, responded to the recommendations from the DRB, and will be constructed to meet LEED Silver energy efficiency standards including solar panels on the roof. The project also proposes to provide new housing units downtown and near campus, improve pedestrian access along the streets fronting the site, provide under-structure parking spaces, provide a 2-space car share facility, provide 4 EV charging station spaces, and provide some new retail along E. Washington Street. The petitioner was particularly responsive to staff’s request to widen the sidewalk along E. William Street by providing an additional 7.5 foot wide access easement. This easement when combined with the existing 8.5 foot sidewalk will create a 16 foot wide sidewalk space that can accommodate a variety of pedestrian amenities, including the possibility for outdoor café seating.

Staff recommends that the petitioner either provide a few more EV charging stations or provide the conduit to conveniently accommodate future EV charging stations. Staff also recommends that the petitioner consider providing additional solar panels on the roof.

Public Services (Sanitary Capacity) – Booster pumps will be used for the building water service leads.

Attachments: Parcel and Zoning Map  
Aerial Photo  
[Site Plan](#)  
[Elevation Plans](#)  
[Citizen Participation Summary](#)  
[Draft Development Agreement](#)

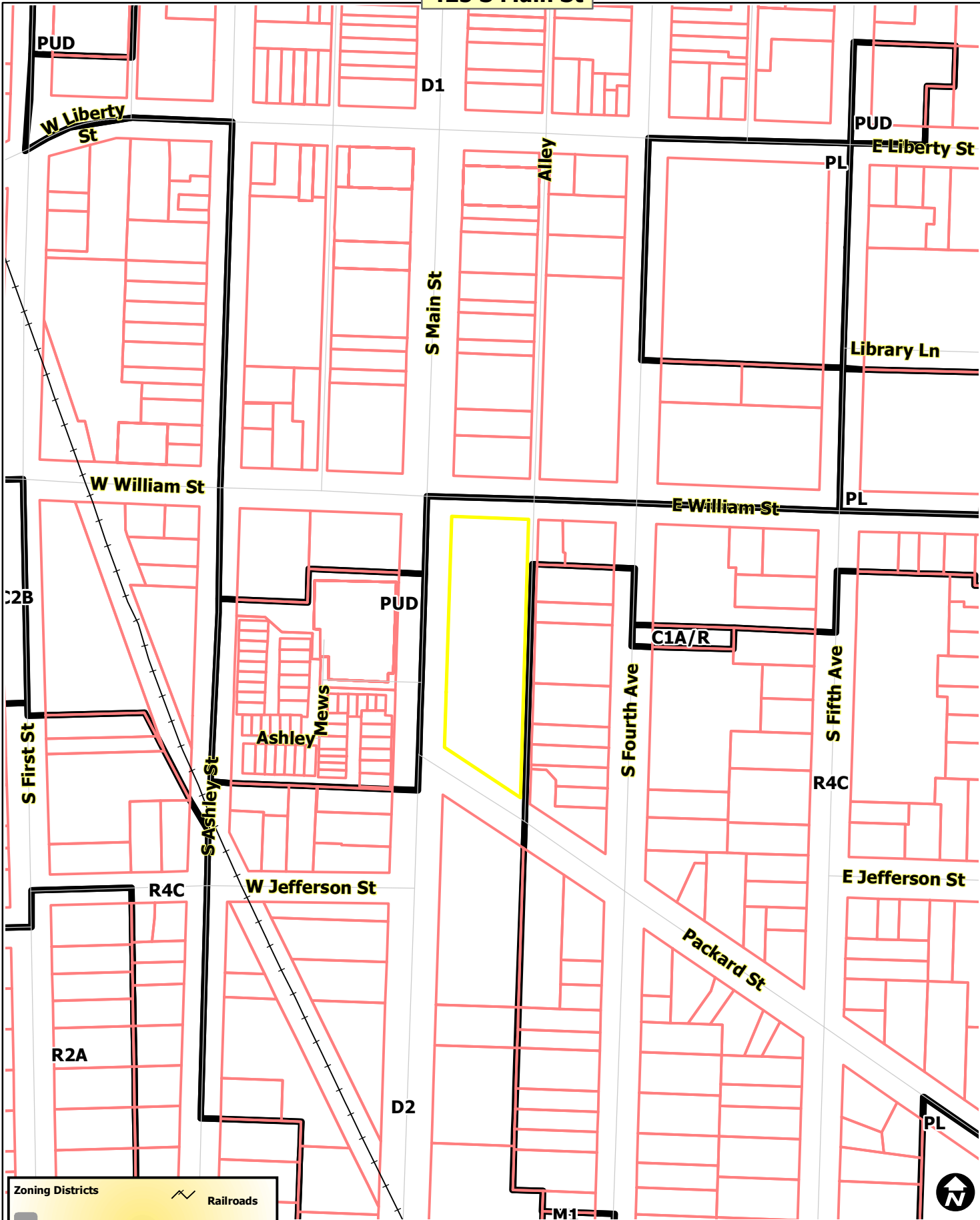
c: Petitioner: The Standard at Ann Arbor, LLC  
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Systems Planning  
Project Management  
Project Nos. SP19-004, DR18-004

425 S Main St



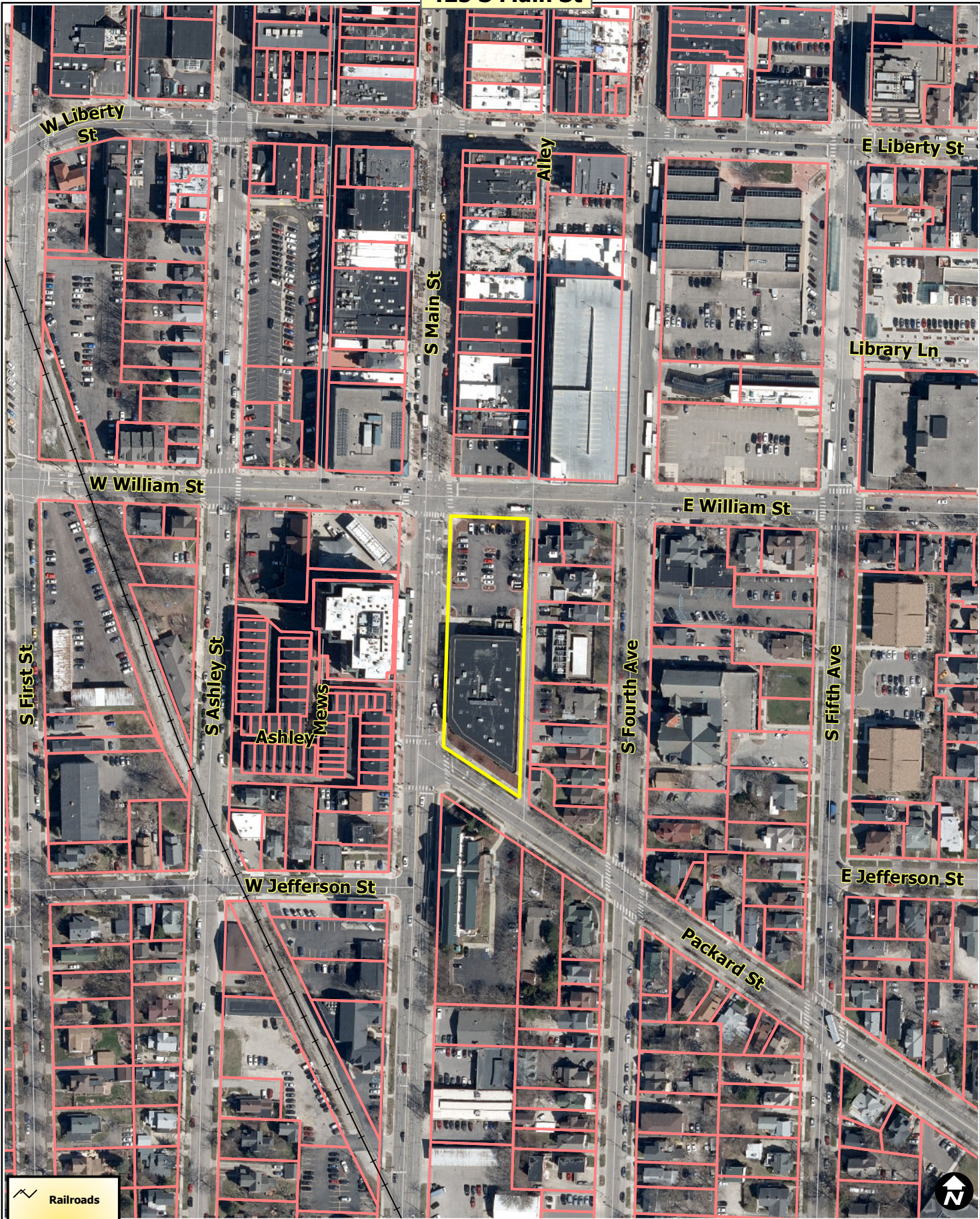
<b>Zoning Districts</b>	Railroads
Township Islands	Huron River
City Zoning Districts	Tax Parcels



Map date: 9/11/2018  
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425 S Main St



- Railroads
- Huron River
- Tax Parcels



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425 S Main St

W William St

E William St




S Main St

Ashley Mews

Alley

S Fourth Ave

Packard St

 Railroads  
 Huron River  
 Tax Parcels



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