

PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of August 5, 2015

**SUBJECT: The Madison on Main Planned Project Site Plan for City Council Approval
(600 South Main Street)
File Nos. SP15-022**

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Madison on Main Planned Project Site Plan and Development Agreement, subject to combining the lots prior to issuance of building permits.

STAFF RECOMMENDATION

Staff recommends that the planned project site plan be **approved**, because the proposed building streetwall modification will result in better integration with the building to the south and, with the requested planned project modification, the contemplated development complies with applicable local, state and federal laws, ordinances, standards and regulations; limits the disturbance of natural features to the minimum necessary to allow a reasonable use of the land; and does not cause a public or private nuisance and does not have a detrimental effect on the public health, safety or welfare.

LOCATION

The site is located on the southwest corner of South Main and West Madison Streets. It is in the Downtown Development Authority district and the Allen Creek sub-watershed.

DESCRIPTION OF PROJECT

The site is currently two vacant lots zoned D2 (Downtown Interface) in the First Street Character Area. The petitioner is proposing to construct a 5-story, 32,626 square foot building on the site, with 26 apartments and a partial basement. The estimated construction cost is \$6,000,000.

Residential use premiums are being utilized to attain the 375% floor area ratio. The project will achieve the required minimum of two LEED points, which will be verified prior to the issuance of building permits. A partial green roof is proposed (though its size is not indicated), with a reflective white roof on the remainder.



One curb cut is proposed off South Main Street, and structured parking will be provided at grade, with thirteen regular and two tandem spaces behind a garage door. Fourteen vehicular parking spaces are required for the residential premium, and since the parking is solely for residents of the building, they are not subject to the stall and aisle requirements of Chapter 59. The tandem spaces are therefore allowed to count toward the required premium parking. One barrier free space is included.

The main lobby is accessible from the parking area. There is an additional stair on the south side of the parking area. Required Class A bicycle parking will be provided in a dedicated bike room at the southeast corner of the parking area. Class C hoops will be provided at the northwest corner of the site near the main lobby entrance.

A new 40-foot loading zone is proposed on West Madison Street. This area will be used for morning trash and recycling pickup, and during the rest of the day for short-term parking for passenger pickup, deliveries, etc. Trash and recycling containers will be stored inside the building nearby. A partial rolled curb will help move people, containers, and deliveries in and out of the loading zone. The petitioner will be responsible for snow removal in the loading zone. Staff is working with the DDA on appropriate signage for this area.

The petitioner is requesting planned project modification for two items: to exceed the maximum 80% building coverage by 2.5%, due to the small size of the site, and to place the streetwall offset at the fourth floor instead of the third, to align the Madison on Main project with the 618 S. Main project to the south.

The streetwall offset at the top of the fourth floor is six feet for the length of South Main Street. Along West Madison the offset is averaged and has a 6-foot section, a 7-foot section, and a small 28-foot section. Averaging allows a portion of the north elevation to have no offset, and other areas to have larger ones that are more useful as balconies.

The petitioner indicates that the planned project criteria are met by providing: 1) open space in excess of the 10% minimum required (to be 16.3%), 2) building setbacks in excess of the minimum zero foot required setback (to be five feet along Main Street, which has a narrow nine-foot right of way to the curb), and 3) energy-conserving design (partial green roof, energy-efficient building materials, HVAC, and appliances).

There are currently no trees or natural features on the site. Three street trees will be planted in the West Madison right-of-way. The required first flush stormwater from the site will infiltrate through a 250-square foot infiltration area that wraps around the southeast corner of the building and across the driveway.

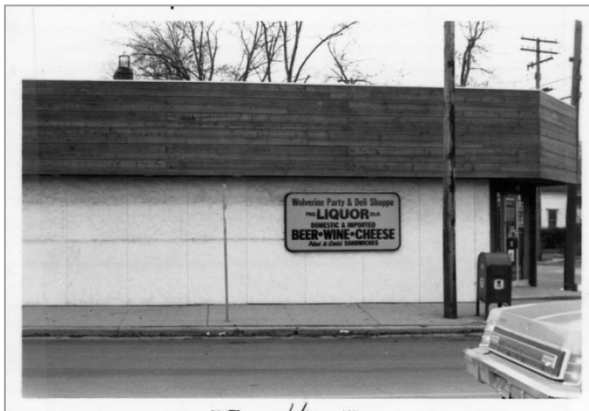
A development agreement has been created for the project primarily to address onsite stormwater management, verification of LEED points, six required footing drain disconnects, future façade alterations, snow removal from the loading zone, and the contribution to Parks and Recreation Services.

A preliminary meeting with two members of the Old West Side Association Board was held on February 10, 2015. The petitioners held their required citizen participation meeting on May 13, 2015 at Conor O'Neill's meeting room on South Main Street, and mailed out 314 post cards to residents and owners within 1000 feet of the project. Thirty

people attended, plus the design team. On May 18 another meeting was held, this one advertised by the Old West Side Association, at Bill's Beer Garden. Five residents attended. Questions from these two meetings were answered, and comments noted, regarding the height of the building, parking on site and in the neighborhood, shadowing of neighboring buildings in the historic district, visibility for autos at the corner of S. Main and West Liberty, and more. A citizen participation report is attached.

SITE HISTORY

The 1908 Sanborn Fire Insurance Map shows a two-story dwelling on these corner lots. By 1925 an attached one-story shop had been added to the house. By 1931, the house and shop were gone and a two-bay concrete block building is shown at 600-602, and it was likely the same building occupied by Wolverine Party & Deli Shoppe from the 1970s to the 1990s, and most recently Happy's Pizza. Aerial photos show, in 1947, a small house behind the concrete block building and also a house next door at 604 South Main (the south half of the Madison on Main site). Both houses were removed sometime between 1960 and 1966 and became parking. The Happy's Pizza building burned down in January 2014 and was later demolished.



Wolverine Deli, 1977



1947 Aerial Photo

SURROUNDING LAND USES AND ZONING

	LAND USE	ZONING
NORTH	Single-family Residential	D2(Downtown Interface); First Street Character Area; Secondary Street Frontage
EAST	Commercial/Gas Station	D2(Downtown Interface); First Street Character Area; Secondary Street Frontage
SOUTH	Residential/Apartment	D2(Downtown Interface); First Street Character Area; Secondary Street Frontage
WEST	Single-family Residential	D2(Downtown Interface); First Street Character Area; Secondary Street Frontage

ZONING COMPARISON CHART

	EXISTING	PROPOSED	REQUIRED
Zoning	D2(Downtown Interface); First Street Character Area; Secondary Street Frontage	D2(Downtown Interface); First Street Character Area; Secondary Street Frontage	D2(Downtown Interface); First Street Character Area; Secondary Street Frontage
Gross Lot Area	9,441 sq ft	9,441 sq ft	No MIN
Floor Area	N/A	32,626 sq ft	n/a
Floor Area Ratio	N/A	375%	200% MAX/400% MAX with Premiums
Building Coverage	N/A	82.5% (requires planned project modification)	80% MAX of lot area
Required Open Space	N/A	16.3%	10% MIN
Building Height	N/A	60 ft	24 ft/2 stories MIN 60 ft MAX
Streetwall Height	N/A	4 stories (requires planned project modification)	2 stories MIN 3 stories MAX
Setback – South Main Front	N/A	5 ft	0 ft MIN/10 ft MAX
Setback – West Madison Front	N/A	0 ft	0 ft MIN/10 ft MAX
Setback – West	N/A	3.67 ft	0 ft
Setback – South	N/A	6 ft	0 ft
Parking – Automobiles	N/A	15	14 (Residential Premium Requirement in Special Parking District)
Parking – Bicycles	N/A	14 Class A 4 Class C	13 Class A 1 Class C

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).

Some of the applicable land use goals and objectives for this site from the *Downtown Plan* include:

- Goal: Encourage dense land use and development patterns which draw people downtown and foster an active street life, contribute to its function as an urban residential neighborhood and support a sustainable transportation system.
- Goal: Promote downtown as the center of commerce in the community. Strengthen and expand a balanced mix of downtown's active uses, such as shops and services, restaurants, and entertainment attractions, by providing convenient transit and parking, a quality pedestrian environment, strategically located vehicular and bicycle parking, and a diverse land use context needed to support a successful retail environment.
- Goal: Encourage a diversity of new downtown housing opportunities and the expansion of the downtown resident population to strengthen downtown's role as an urban neighborhood. Continue to seek a range of age groups and income levels in the downtown.
- Goal: Preserve and enhance incremental transitions in land use, density, building scale and height in the Interface areas located between downtown's neighborhood edges and Core Areas.
- Goal: Encourage new development to reinforce historic buildings' contribution to downtown's identity and pedestrian orientation.
- Goal: Encourage articulation in the massing of larger new buildings to fit sensitively into the existing development context. Encourage design approaches which minimize the extent to which high-rise buildings create negative impacts in terms of scale, shading, and blocking views.

STAFF COMMENTS

Systems Planning, Engineering – Six footing drain disconnections are required.

Parks – The petitioner has agreed to pay a park contribution of \$16,100, to be used for improvements to Wurster Park or Allmendinger Park.

Planning – Planning staff's largest concern is the looming affect the building will have over the adjacent Old West Side Historic District and especially the two small houses immediately to the west. Zoning allows a 60' building with zero-foot setbacks. Concerning massing, staff's opinion is that the 14' inset of a section of the north-facing

wall that is closest to the house next door on West Madison, and setting back the west wall an additional 3.5' to 5' from the side lot line, is about as much as can be hoped for under the current ordinance. The use of brick cladding on the lower four floors is appropriate.

DDA – The original plans showed brick on the Madison Street right of way extension (the amenity zone), but this was removed in a later iteration of the plan. DDA staff feels brick is still an appropriate material, but if concrete is to be used as shown, a scoring plan will need to be provided in order to ensure delineation of the sidewalk (the walking zone) from other areas of the right of way (like the amenity zone). These comments are per the *Downtown Street Design Manual*.

Design Review Board – The Design Review Board reviewed the proposed design at two meetings, one on March 18, 2015 and the second, after revisions were made, on May 20, 2015 (minutes attached). The Board concluded the project generally met the intent of the Downtown Design Guidelines, though suggesting the following ways in which to refine the proposal: 1) the northwest corner should be stepped down to reduce the massing adjacent to small homes to the west, 2) there is significant shading of the houses to the west, which does not meet the design guidelines, and 3) the proposed design's massing at the northwest corner is too abrupt with the single family homes on Madison. *(It should be noted that the plans were significantly revised after the May 20 Design Review.)*

Prepared by Jill Thacher
Reviewed by Wendy Rampson
07/30/15

Attachments: Citizen Participation Report
March 18, 2015 and May 20, 2015 Design Review Board Minutes
Location Map
Zoning and Parcel Map
Aerial Photo
Sheet C1: Boundary and Topographic Survey
Sheet C3: Site Plan
Illustrative Site Plan (Landscape)
A200 North Elevation
A201 East Elevation
A202 South Elevation
A203 West Elevation
A204 Context Elevations
A900 Perspective Views

c: Owner: 600 S Main, LLC
2825 Oakbrook Lane
West Bloomfield, MI 48323

Petitioner: Urban 600 Development LLC
225 S Ashley Street

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August 5, 2015
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Ann Arbor, MI 48103

City Attorney
Systems Planning
File Nos. SP15-022

Meeting #2

Area residents, business owners, and other interested individuals

May 13, 2015, 7:30pm, at Conor O'Neill's meeting room on Main Street. Post cards were mailed on May 1, 2015 to all addresses within 1,000 feet of the project site—approximately 314 post cards. The list was supplied by the staff of the city of Ann Arbor. The post card notifying people of the meeting, the sign-in sheet, and a list of interested parties who were also invited to attend is included in this report. This meeting was required by the city.

Project Team Attendees: Daniel Ketelaar – Urban Group
Nu Ehgotsz – Urban Group
Mark Ehgotsz – Saroki Architecture
John Galwaa – Saroki Architecture
Shannan Gibb-Randall – InSite Design Studio
Erik Majcher – Robert Darvas and Associates

Number of Citizen Attendees: 35 on attached sign-in sheet; other attendees did not sign in

Meeting summary:

Guests began to arrive at 6pm and time was allotted for project team members to introduce themselves to individuals as they arrived. Guests were encouraged to peruse design boards and written materials that were displayed. Project team members were available to answer questions. The discussion started at 6:45pm with opening remarks and a summary of the project by Daniel Ketelaar of Urban Group. Mr. Ketelaar noted that The Madison on Main project has a D2 zoning and as such is a transition area into the neighborhoods. He stressed the project is not intended for student rental, and that two units are set aside as affordable housing. Along with the range in size of the proposed residential apartments, these two units will encourage a diverse mix of residents. Mr. Ketelaar pointed out that the project provides community benefits such as the corner Madison Cafe and the pedestrian-friendly streetscape. He also commented that some people are adverse to development in our community in general, but that The Madison on Main is the right type of development given the city's goals. With its location on the Main Street corridor, at the eastern edge of the residential community, in D-2 zoning, the project is in line with what the city, and the city zoning, is encouraging—residential use and population growth in or near our urban core.

At this point, Mark Ehgotsz of Saroki Architecture continued the discussion of the benefits and amenities of this project. As a D2 project, Madison on Main will be an edge or fringe area along Main Street. There is a proposed 14' "green alley" between 618 and 600 S. Main that will include a bike repair stand. The streetscape will be pedestrian friendly, as the building will be set back an additional 5' from the allowed build line. The Madison on Main will have five additional parking spaces than the minimum required. The project design is sensitive and responsive to the surrounding area. It incorporates real brick, a warehouse design style, and aluminum clad windows in charcoal or a dark color. This is in keeping with the city's design review guidelines for the 1st St. character district. The building is terraced to increase the visual setback and will include a community roof garden. The building will be aesthetically pleasing and reflect an elegant European flair.

The floor was then opened up for attendee questions and comments. At 7:45pm, following the formal question and answer period, attendees were encouraged to once again mingle with the project design team. Urban Group provided a light repast for participants to enjoy.

Meeting #3

Old West Side residents

May 18, 2015, 7:30pm at Bill's Beer Garden on Ashley Street.

Project Team Attendees: Daniel Ketelaar – Urban Group
Nu Ehgotsz – Urban Group
Mark Ehgotsz – Saroki Architecture
Shannan Gibb-Randall – InSite Design Studio

Number of Citizen Attendees: Approximately five (see attached sign-in sheet)

Meeting summary:

This meeting was requested by the Old West Side Association since some residents and members stated they were unable to attend the Community Meeting on May 13, 2015. The OWS Board informed us that they would notify the Association members of the meeting.

Project team members welcomed guests starting at 7:30pm. Guests perused the project sketches and drawings and were invited to take copies of the Community Information Report. After a short presentation of the project details by Daniel Ketelaar and Mark Ehgotsz, the meeting was open to citizen questions and comments. They were recorded and are included in the summary provided in this report.

This is a compilation of questions and comments gathered at Meetings #2 and #3:

Q: Wendy Valtadoros: Why is the project requesting a variance of 18' over the allowed height of 60'? What is the benefit to the community? And who approves the variance?

A: The height variance is due to the elevator overrun. The actual building cornice is 64'. The Planning Department must approve the variance. The project is being submitted and developed as a "Planned Project" which allows leniency in building height requirements. The benefits to the community are varied and substantial. *(A list of Community Benefits was handed out and discussed.)*

Q: What design changes were incorporated as a result of input from the Design Review Board?

A: Changes included the configuration of internal parking, Old West Side Façade treatments, and the mix/proportion of exterior materials.

Q: Why was parking reconfigured after the Design Review Board meeting?

A: To make it easier to get into and out of a few parking spaces that weren't easily accessible.

Q: Parking in the OWS community is already sparse, and adding 32 spaces is not enough for the planned added use. How is the developer addressing this?

A: The development team will research rental options in area out lots. We are providing 24 interior parking spaces and only 19 are required per the city ordinance. *(Please see our response in Note 1 below.)*

Q: With both 618 and 600 S. Main projects, there are 196 units planned, but only 154 spaces. Where can people park? The buildings are increasing congestion in the area.

A: Information related to the targeted demographics suggests the trend for many younger and older renters living in urban areas is to do away with their automobiles or have just one. A Zip Car will be situated right next to The Madison on Main as a way to encourage limited personal auto use. *(Please see our response in Note 1 below.)*

Q: Where is the parking entrance and how will this work with 618 parking? Is this an accident waiting to happen?

A: There are two planned entrances to parking: one off Main St. (partially below grade), the other off Madison St. (to mezzanine level). These two separate entrances will each handle traffic from only 12 vehicles. These same two entrances and curb cuts allowed automobile access to this site for decades—most recently a Happy’s Pizza and, long before that, the Wolverine Deli.

Mr. Ketelaar suggested that the road from Main Street to Mosley should be changed to three lanes with one lane as a turning lane, parking allowed on one side of the street, and the addition of a designated bike lane. This would slow down traffic and make the area safer and more pleasant for pedestrians.

Q: How is the project sensitive to the two-to three-story buildings in the Old West Side? The project is creating shadows and blocking views of the sky.

A: This is a D2 zoned project and as such is a transition to the Old West Side. The Madison on Main is in Main Street’s commercial area and is on the western fringe of the Old West Side. *(Please see our response in Note 2 below.)*

Comment from citizen: I think the scale is too large.

Comment from Stephan Trendov: The project is a brilliant way to re-enforce the corner. It improves pedestrian access. Parking is a city-wide problem and I am a fan of the project.

Q: Eric Boyd: I’m concerned with the 1st floor level impeding eastbound traffic on Madison. It is hard to see to the right. Can the building be pulled in further from the corner?

A: A traffic study will be done to confirm that there is sufficient visibility.

Q: What green technology will be used?

A: Individual user-controlled HVAC systems, exceeding the energy code for R values, a rooftop garden, and an underground filtration tank system to address storm water. First flush storm water will not flow into the city sewers, but will be filtered, then passively released into the groundwater and eventually into the Huron River.

Q: Will the project be getting Brownfield credits?

A: No, it is not a Brownfield site.

Q: What is the water table and how is the project addressing it?

A: Water table is 12’. Project is designed to be above the water table.

Q: Will it have zero runoff?

A: The Madison on Main will collect most of its storm water in the green roof and the underground filtration system.

Q: Why not solar technology?

A: We have limited roof space due to mechanical equipment and elevator/stair over-runs. The architect and developer feel the green roof is a better investment and benefit to the environment.

Q: Will the new residents be able to buy parking permits in the Old West Side zone?

A: Presently no, but new residents can petition the city.

Comment from citizen: Old West Side residents should fight any encroachment from new residents on parking.

Comment from citizen: People who can afford rent in this project will have two cars.

Response: The trend is that urban professionals opt to not own a car. In addition, there will be a zip car adjacent to 618 South Main. *(See reply to similar comment above.)*

Comment from citizen: Due to changes in downtown businesses, people now need a car to go grocery shopping.

Comment from citizen: Neighborhoods need to fight for changes in permit enforcement and to strengthen the residential parking permit system.

Comment from citizen: Not enough people buy permits to pay for enforcement. Permit allows people to park on one side of the street that is restricted to general parking.

Comment from citizen: A permit is not required after 6pm, so residents coming home after 6pm must park 10 blocks away. *(See the reply below in Note 1.)*

Comment from citizen: Several people observed that parking is not a problem on residential streets.

Comment from Barbara Hall: In 2009, there was a vote to increase downtown residential development to develop the downtown business district. The idea was to have a transitional zone (D2) which this project is. I am in favor of the project as it saves the outlying open green areas from sprawl. Parking issues need to be directed to the city, not the developer.

Comment from councilmember: Zoning is law right now, and this project is what it is.

Comment from citizen: Glad that you widened the sidewalk area along Main St. *(Passed around pictures of higher buildings that were set back from the road and had terraces.)*

Q: What are the setbacks on the north?

A: The building goes to the property line. The original building on the site was not set back.

Q: What about the houses that are right across Madison from the building.

A: The two to three houses directly across are rentals.

Q: How will the garage work?

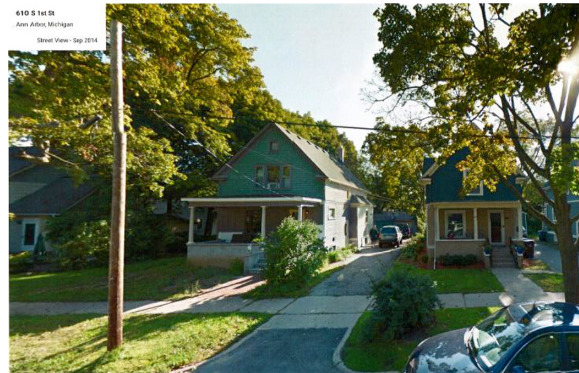
A: It will have a card reader.

Q: Will there be any signal that a car is coming out? If not, this could be dangerous for pedestrians.

A: We will look at some type of warning system—a sound or flashing light.

Urban Group’s response to the two main concerns brought up at Citizen Participation Meetings:

Note 1: To try to understand the parking concerns in the neighborhood surrounding the project site (the Old West Side), Urban Group conducted an informal survey of the blocks of homes at Ashley from Madison to Mosley and South First from Madison to Mosley. Our findings suggest 99% of the single family homes have driveways to accommodate at least one car, 75% have driveways to accommodate two plus cars and 50% of these homes also have a 1 or 2 car garage (see Image 1, right). In addition, the Madison on Main project is proposing five additional spaces over the required city ordinances of 19 for a total of 24 spaces. A Zip car will be located at the adjacent 618 South Main for community use and Urban Group will investigate other parking options. Urban Group feels there is an underlying issue to the residential street parking problem that should be addressed by the city—in particular, the current residential parking permit rules. It is significant to note that only 120 parking permits have been pulled by OWS residents from 2014 to 2015 despite the fact that there are approximately 2,000 households in that section of town.



Note 2: To address concerns that the building is too large and does not fit into the context of a residential neighborhood, Urban Group would like to point out two current buildings nestled in the Old West Side that are larger in scale than The Madison on Main project.



The first is the Argus building at W. William St. and 4th. In the 1930’s, this was where Argus cameras were manufactured. As with the former factory to its east, many of the homes in this area were built around the time this complex was developed and constructed. (See Images 2 and 3, right): This large multi-story commercial office complex is surrounded by single-family homes. There are two disconnected buildings that encompass a city block.



The second building is the Liberty Lofts at 1st and William St. This large 68-unit condominium complex is a conversion from a factory owned many, many years ago by Chrysler and later by GT Products. It sits on half a city block with a large sprawling outdoor parking lot for its residents (*see Images 4 and 5, right*). In contrast, The Madison on Main will feel compact due to the terraced stepback massing with the main mass cornice at 64'. The penthouse level will not be visually noticeable at street level due to the terracing of the building. The 24 parking spaces are contained within the structure (underground and at mezzanine level).



These two buildings integrate nicely into the neighborhood, adding character and interest to the OWS. They are part of the diverse architectural fabric of an area that neighbors the downtown. The Madison on Main will extend and compliment the existing context of the neighborhood.

This post card was sent to approximately 315 property owners within 1,000 ft of the proposed The Madison on Main.

Notice of Citizen's Participation Meeting: The Madison on Main

Citizen Participation Meeting

Postcards are sent to all property owners within 500 feet of a project site to give notice that a project petition will be submitted to the City of Ann Arbor on May 26, 2015. This postcard is intended to invite you to contact project developers so that you can learn, ask questions, and express concerns regarding the proposed project. Your comments will be considered by the developer when finalizing plans and then incorporated into a report for the City Planning Commission.



Project Description

Located on the southwest corner of Madison and Main. Building includes 32 residential apartments on five floors and includes two affordable housing units. A 1,300+ sf deli/café with outdoor seating is planned for the ground floor. 24 parking places. A small park-like green space would be created to the south.

Meeting Logistics

Date: Wednesday, May 13, 2015 **Place:** Conor O'Neill's Meeting Room
Time: 6:00–9:00 pm 318 S. Main St., Ann Arbor 48104 (734-665-2968)
Appetizers and non-alcoholic beverages will be provided.

Questions or Comments

Questions or comments may be directed to Mark Ehgotz at mehgotz@sarokiarchitecture.com or during business hours at 248-258-5707.

Persons with disabilities are encouraged to participate. Accommodations may be arranged by contacting the petitioner. Requests need to be received at least 24 hours in advance of the meeting.

THE MADISON ON MAIN

Daniel Ketelaar, Urban Group Development
225 South Ashley Street
Ann Arbor, MI 48104

Proposed Site Plan Review

In accordance with the City of Ann Arbor's Citizen Participation Ordinance, you are being notified that a proposal for The Madison on Main will be submitted to the City of Ann Arbor's Planning Department. Details about how you can learn more and comment upon this project are described on the opposite side of this card.



List of invitees that were in addition to the required mailing list received from the city of Ann Arbor (residents within 1,000 ft)

1. Michael J Acho
2. Renee Lossia Acho
3. Cecy & Karen Baker
4. Steven Bennett
5. James Beuche
6. Sabra Briere
7. Christine Brummer
8. Chris Cataldo
9. Tom Coughlin
10. Ray Detter
11. Dick & Judy Fry
12. Julie Grand
13. Walter & Sally Greve
14. Jeffrey Kleinschmidt
15. Mike & Bill Kotowicz
16. Gradon Krapohl
17. Doug Light
18. Adam Lowenstein
19. Margie McKinley
20. Barbara Murphy
21. Kirsten & Steve Neelands
22. Hack & Jan Neuman
23. Susan Pollay
24. Ethel Potts
25. Tom & Ann Schriber
26. Marilee & Chuck Sturtevant
27. Christopher Taylor
28. Chuck Warpehoski
29. Kirk Westphal
30. Bob White

THE MADISON ON MAIN

Citizen Participation Meeting Sign In

Name	Street Address	City, State, Zip	Phone	Email
Chuck Wephorst	2000 Wilmsted	Ann Arbor, MI	734-972-5301	chuckwephorst@gmail.com ⁷³⁴⁻⁹⁷²⁻⁵³⁰¹
Sonia Schmed	539 S. 1st	" 48103	734-668-1402	luisvilla@umich.edu
Luis Villacorta	563 S Ashley St	" "		luisvilla@umich.edu
ANTHONY VEIT	535 S. ASPLEY CT	" "	734-662-3066	aveit@yahoo.com
NANCY VEIT	" "	" "		
Julien Placem	" "	" "		
Ryan Strain	111 W Ashley	" "		
Chris Crockett	506 E Higgins	A2 48104		christinecrockett@gmail.com
Pat Moxley	514 S Ashley	A2 03		mertzes@worklink.com
Sabra Buere	1418 Broadway	A2		stuerer@azgov.org
CARIS WERTHERFORD	505 S. ASPLEY	A2 48103		CARISW@COMCAST.NET
Stephan Trencby	1232 Fuller Court	A2 48105	734-350-7960	satrendov@gmail.com
DORIAN STEWELL	WISHTFENAW AVE	A2 "		dorian.stewell.care
Don + Paula Thomas	623 2ND ST	A2 "		
Wendy Valtadoros	614 S. 1st St	Ann Arbor 48103	734-846-1327	WENDYLV17@gmail.com
Maria Pelmberg-Ramsey	524 S 1st St	" "	734-337-1084	mpelen@umich.edu
Betsy Lewis	1606 Dicken Dr	A2 48103	734-662-6063	betsy@umich.edu
Gully Greve	3326 Timberland	A2 48103		jeaton@azgov.org
Jack Eaton	1606 Dicken	A2 48103		
Drew Mykoland	603 2nd St	A2 48103		
Ann Schuber	2116 Dorset	A2 48104	734-663-1612	AnnSchuber@gmail.com

This sheet was available to the participants at Meetings #2 and #3

THE MADISON ON MAIN

PUBLIC BENEFITS | MAY 1, 2015

The plan for THE MADISON ON MAIN provides various specific benefits to the community as partially detailed below:

Two residential apartments are being designated as affordable to lower-income households.

The 1,312 SF Madison Café is planned for the corner of Main and Madison. Located on this busy corner, it will become a gathering place for the Old West Side community and surrounding neighborhoods and will add vibrancy to this area of downtown.

Generous building setbacks of 5' and 10' along Main Street will significantly improve the pedestrian experience in an area that has only a 9' public right of way from the property line to the street edge. The sidewalk along Main and Madison will be bordered by planters, as well as the café's outdoor tables, during the warmer months of the year.

The Madison streetscape, from the corner of Main and Madison to the apartment building's west property line, will be improved and developed with plantings, brick pavers, and pedestal street lighting. This will create an attractive, welcoming introduction to the Old West Side from Madison Street. Two additional trees have been added to the west of the property line in the right-of-way to continue the street tree rhythm on Madison.

A small "alley" with special paving and plantings is planned for the 14' created between The Madison on Main and the 618 South Main developments. This is possible due to The Madison on Main's siting: 8' back from its south property line. It will be an inviting space along the busy Main Street.

Because private covered parking will address the parking needs for this small residential community, it will not add a parking load to the area's streets.

The Madison on Main is being designed as high quality rental apartments for mature adults — a housing option that is sorely needed in our community. At present there are almost no apartments that provide long-term, upscale rentals for adults.

Twenty-four automobile parking spaces will be located in lower levels of the building. Only 19 are required by the city.

The Madison on Main will embrace sustainable design, systems, and materials:

- Incorporates best practices for storm water management with a below-grade infiltration system that will bypass the city's storm water piping system, allowing water to filter into the soils naturally
- "Green" rooftop
- Energy-efficient building materials and appliances
- Energy-efficient operation through the use of high-efficiency windows and HVAC systems
- Built-in recycling containers in the apartments
- Charging station in parking area for electric cars
- Zipcar station adjacent to the building for convenient car rental / sharing
- Bicycle storage, parking, and bike repair bollard to encourage cycling
- Proximity to public transportation to minimize traffic and use of automobiles
- 28 bicycle spaces provided, exceeding the 16 required by city ordinances

The "European boutique" style and massing of this small building will allow a visual transition from the larger 618 South Main development. As such, it will create a more residential feel to the corner of Madison and Main as it leads into the Old West Side.

The First Street Character Area is a mix of offices, commercial buildings, a gas station, car wash, car repair, multi-family housing, and mixed-use, factory-style buildings that are buffered to the west by the large Old West Side residential area. The Madison on Main will add elegance and architectural interest to this eclectic blend.

The property at 600–604 South Main had been owned by the same family for over 40 years. The development of this property by another entity will uncap the site assessment and increase the tax base, resulting in a multifold increase in tax income to the city.



City of Ann Arbor

Formal Minutes

Design Review Board

301 E. Huron St.
Ann Arbor, MI 48104
[http://a2gov.legistar.com/
Calendar.aspx](http://a2gov.legistar.com/Calendar.aspx)

Wednesday, March 18, 2015

3:00 PM Larcom City Hall, 301 E Huron St, Basement, conference
room

A **CALL TO ORDER**

Chairperson Tamara Burns called the meeting to order at 3:10 p.m.

B **ROLL CALL**

Staff Present: Alexis DiLeo

Present 7 - Chet Hill, Richard (Dick) Mitchell, Tamara Burns, Paul Fontaine, William Kinley, Geoffrey M. Perkins, and Shannan Gibb-Randall

C **APPROVAL OF AGENDA**

The agenda was unanimously approved as presented.

D **INTRODUCTIONS**

E **APPROVAL OF MINUTES**

15-0317 December 17, 2014 Design Review Board Meeting Minutes

The minutes were unanimously approved by the Board. On a voice vote, the motion was carried.

F **UNFINISHED BUSINESS**

G **NEW BUSINESS**

15-0318 600 South Main Street; The Madison on Main - Design Review - The proposed design for a new 7-story residential building with retail use at the ground floor, including a parking garage to be located at 600 South Main Street. The exterior design features a street level stone clad "base", a brick clad main "body" and metal rain-screen clad "top." The

design is rooted in traditional architectural values, pedestrian scale in order to compliment the charming Midwest neighborhood to the west. The development has a Floor Area Ratio [FAR] of approximately 400% and a maximum height of 76 feet (planned project modifications will be requested). (Ward 5)

Note, Shannan Gibb-Randall recused herself from all discussion of the project.

Project Number DR15-001, (Legistar #15-0318)

The Design Review Board met on March 18, 2015 to review the proposed design for a new development at 600 South Main Street, presently named "The Madison on Main." 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

Daniel Ketelaar, 225 South Ashley Street, Ann Arbor, President of Urban Group Development Company, and Victor Saroki and Mark Ehgotz, Saroki Architecture, represented the design team.

The design team described the proposed project to construct 7-story residential building with retail use at the street level, including a parking garage on a 9,441-square foot site in the downtown interface and the First Street character area. The exterior design features a street level stone clad "base," a brick clad main "body" and metal rain-screen clad "top." The design is rooted in traditional architectural values, pedestrian scale in order to compliment the charming Midwest neighborhood to the west. The proposed development has a floor area ratio (FAR) of approximately 400% and a maximum height of 76 feet [60 feet is the maximum height limit, planned project modifications will be requested as part of the site plan to allow the increased height].

A revised design was offered by the team, the result of continued refinements made to the project since the application was submitted on February 18, 2015. The proposed massing generally remains as originally designed but the exterior materials have been revised. The Design Review Board's commentary focused on the revised plans, the updated design is attached to the project file.

Summary of Priority Issues

The Design Review Board concluded that the project met the intent of the Downtown Design Guidelines. Specific suggestions were offered to

enhance the design and respond to requests for advice from the design team. At the conclusion of the meeting, the Board noted the discussion focused on the north and east facades of the building and encouraged the design team to apply the concepts and principles discussed for those to the west façade. Public comments were positive regarding the redevelopment plan but critical of the design of the west façade and the proposed height.

Examples of especially applicable guidelines are noted below in parenthesis; the full text of each referenced guideline is provided at the end of the summary. Please note that the First Street character area guidelines also apply.

Site Planning (and Urban Pattern and Form)

The revised design well identifies and reinforces the positive characteristics of its neighbor at 618 South Main Street (A.1.1) and mostly provides sidewalk level features and facilities to provide enrichment of the pedestrian experience (A.1.2). One particularly good example of this was the recessed vehicle garage door entry on Main. However, the Board noted that the proposed design does not address its neighbors to the west on Madison and the standing seam metal proposed for the full height of the south portion of the Main façade was inappropriate at the street level.

The Board complimented the design's corner canopy (A.1.3) and the well defined entries (C.2.1) but felt two garage doors and driveways was not ideal (A.4).

Regarding the courtyard on the south side of the building, the Board felt this area was too small and narrow to be used for public open space or an amenity (A.3, A.3.2, A.3.3, A.3.4).

Buildings

The proposed design was praised for its excellent massing (B.1, B.1.2) to illustrate a sense of scale. Further attention should be given to minimizing the proposed development's impact to the adjacent lower-scale buildings immediately west on Madison.

With the revised design, the building's clear definition between the base and upper floors has been strengthened (B.1.3) and its top is well differentiated (B.1.4). Some Board members commented about the building's height relative to the low scale residential structures immediately adjacent to the west.

Building Elements

The Board agreed that the revised design was simpler and less sophisticated “in a good way” that better blends into the existing context of First Street warehouses and utilitarian buildings than the original submittal. It has building elements that create an inviting street edge and welcome pedestrians (C.1). As mentioned above, the building’s primary entries are clearly defined and oriented toward the street (C.2.1). Board members praised the proposed window placement, style and details (C.3). The windows align with the pattern of the adjacent building at 618 South Main (C.3.2).

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

A.1. When considering urban pattern and form, the petitioner should assess the character of the adjacent streetscape, open spaces, and buildings to determine how they function as places and facilities supporting human use.

A.1.1 Identify and then reinforce the 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.3.2 Locate an urban open space where there is a high level of existing or potential pedestrian activity.

A.3.3 Locate urban open space that serves the general public at sidewalk level. Semi-private or private open space and activity areas may be appropriate if placed above or below the public sidewalk level.

A.3.4 Place an urban open space in a location that serves as a focal point on a site.

B.1.1 Design a building to minimize its impact on adjacent lower-scale areas.

B.1.2 When a new building will be larger than surrounding structures, visually divide it into smaller building modules that provide a sense of scale.

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.

B.1.4 If appropriate to the context, establish a design treatment that includes a differentiated building top.

C.1 Building elements and architectural details used at the street front have a direct impact on the quality of the pedestrian experience and should be combined to create an active and interesting street front. Creative use of materials, textures and architectural details is especially important where there are few windows at the street front of a building.

C.2. The location, spacing and general pattern of building entries impact the quality of the pedestrian experience downtown. Building entries should be located to enhance the street level experience and help give a sense of scale. Entries should be clearly defined, accessible, and located to express rhythm and visual interest along a street front. Although traditional building entry designs may be appropriate, creative and contemporary interpretations are also encouraged.

C.2.1 Clearly define a primary entrance and orient it toward the street.

C.3.2 If contextually appropriate, upper floor windows should reference established patterns of adjacent and nearby buildings in size, shape, and spacing by aligning sills and headers and using similar window proportions.

C.5 Building materials should reinforce the massing and architectural concepts and enhance the character of the building and its context.

First Street Character District

The First Street Character area lies to the west of the Main Street and Kerrytown districts, and forms the eastern edge of the Old West Side Historic District. The topography forming the Allen Creek Valley with its flood plain, the buried/piped Allen Creek, the Ann Arbor Rail Road track with its historic, turn-of-the-century industrial architecture, and the proposed future Allen Creek Greenway, are distinct aspects of this district needing recognition during any First Street District proposed project design. The mixture of historic and non-historic residential and industrial architecture, and the valley land form, gives this area a distinct difference from other downtown character districts.

The area is a mixed use linear district (north to south) that follows the

railroad tracks' older industrial railroad buildings, some of which have been converted into occupied industrial, construction, and other office uses, occasional art and dance studio activities, bars and nightclubs. The district also includes residential frame two and three story structures. The relatively quiet mixed-use neighborhood streets are highlighted by elevated train tracks with trestle bridges above east-west crossing streets from Washington Street north to Miller, and with wooden warehouse-like structures along the tracks, some of which are currently empty. The presence of the Allen Creek Floop Plain and the railroad track and its trestles are unique attributes worthy of design consideration.

The district's urban landscape largely consists of tree lined streets with relatively consistent lot spacing, and an occasionally vacant parcel. At times, a triangular shaped parcel caused by the orientation/alignment of the tracks is in contrast with the local streets. The future Allen Creek Greenway should be given design consideration as a potential element of all First Street Character District proposals.

Reviewed and Filed

H PLANNING COMMISSION COMMUNICATIONS - STAFF REPORTS

I COMMUNICATIONS

15-0319 Communications to the Design Review Board

Unfinished Business – Staff reminded the Board of a proposed amendment to Chapter 57 (Subdivision and Land Use Control), Section 5:136 (Design Review Board for certain downtown properties, Paragraph (4) Required Notice, first discussed with the Board almost exactly one year ago. Currently, notice of a Design Review Board meeting must be mailed to all property owners and residents within the same radius as required by the citizen participation procedures, 500 or 1000 feet depending on the scale of a project. Staff has found that both radii generate about a 1% response rate, meaning about 1% of the notice recipients respond in any way to the notification, including attending the meeting, emailing or providing a letter, or calling staff. Given the insignificant difference in responses between the 500 and 1000-foot mailing radii but the significant resource difference in preparing and postage, staff propose an amendment to Section 5:136(4) to require notice be sent to anyone within 500 feet.

Staff asked confirmation of the Board's support because of the delay in action on the proposed amendment.

The Board unanimously approved of the proposed amendment.

J PUBLIC COMMENTARY (3 MINUTE MAXIMUM SPEAKING TIME)

Rita Mitchell – Ms. Mitchell stated she was a neighbor of the site and said she was disappointed that so much of the discussion focused on the east side, she did not hear how the development or design relates to the neighborhood to the west. She felt more respect should be given to the Old West Side neighborhood, and felt that matching the [increased] height of 618 South Main Street may not be right for the proposed building.

K ADJOURNMENT

The meeting was unanimously adjourned at 4:20 p.m.



City of Ann Arbor

Formal Minutes

Design Review Board

301 E. Huron St.
Ann Arbor, MI 48104
[http://a2gov.legistar.com/
Calendar.aspx](http://a2gov.legistar.com/Calendar.aspx)

Wednesday, May 20, 2015

3:00 PM

Larcom City Hall, 301 E Huron St,
Basement, conference room

A **CALL TO ORDER**

Chairperson Tamara Burns called the meeting to order at 3:05 p.m.

B **ROLL CALL**

Staff Present: Jill Thacher

Present 7 - Richard (Dick) Mitchell, Tamara Burns, Paul Fontaine,
William Kinley, Geoffrey M. Perkins, Shannan
Gibb-Randall, and Gary Cooper

C **APPROVAL OF AGENDA**

The Agenda was unanimously approved with the addition of " Process Discussion" at the end of the agenda. On a voice vote, the Chair declared the motion carried.

D **INTRODUCTIONS**

E **APPROVAL OF MINUTES**

15-0638 April 15, 2015 Design Review Board Meeting Minutes

A motion was made by Mitchell, seconded by Fontaine, that the Minutes be Approved by the Board and forwarded to the City Council. On a voice vote, the Chair declared the motion carried.

F **UNFINISHED BUSINESS**

None

G **NEW BUSINESS**

G-1 **15-0639**

The Madison on Main Design Review II - A revised design for a new 7-story residential building with retail use at the ground floor, including a parking garage, to be located at 600 S. Main St. Exterior materials continue to include a street-level stone "base", a brick "main body" and metal panel "top". Revisions have been made to further compliment the neighborhood to the west and the surrounding developments, still providing traditional architectural values and pedestrian scaling. The original design was reviewed by the Board on March 18, 2015. (Ward 5)

(Project Numbers DR15-001, SP15-022)

The Design Review Board met on May 20, 2015 to re-review the proposed design for a new development, "Madison on Main" at 213 West Kingsley Street. The following report contains a summary of the discussion and the priority issues the Board would like the developer to consider in finalizing the design proposal and subsequent site plan submittal.

Description of Project

Dan Kettlaar and Mark Ehgotz represented the design team.

Ehgotz presented changes made to the design of the building since March 18 when the DRB originally viewed the plans. The west and south elevations have the most substantial changes. The drive entrance onto South Main was recessed an additional six feet to help keep cars out of the traffic lane and sidewalk. There is an additional interior stair.

The north elevation has brick, manufactured stone, and clad wood windows. A second floor terrace and pergola were added on the west elevation.

On the east elevation (Main Street), the area above the garage entrance is still standing seam, but the stone base on ground level floor continues to the corner. The bumpout on the corner is now all brick and stone, not stainless steel.

The west elevation, he feels, is now consistent with the rest of the building. It features planes of burnished block with gaps to daylight the parking behind them.

At the front corner, many architectural details were added. The base is higher, and there are stone lintels. Parking features 12 spaces off Main Street (drive down) and 12 more spaces off Madison (drive up). The two

parking levels are not connected. The retail on first floor is 1,312 SF. A bike storage room was added.

The Board asked several clarifying questions about trash pickup, the parking structure, mechanical equipment, shading on neighboring properties, the neighborhood meting,

Summary of Priority Issues

The Design Review Board concluded that the project meets the intent of the Downtown Design Guidelines, particularly those for buildings and building elements. Specific suggestions were offered to enhance the application and improve the design to better meet the intent of the Guidelines.

Examples of especially applicable guidelines are noted below in parenthesis; the full text of each referenced guideline is provided at the end of the summary. Please note that the First Street character area guidelines also apply.

Context and Site Planning

The proposed design should be stepped down at the northwest corner to reduce the massing adjacent to small homes to the west (A.1.1). Also, the canopy at 15'8" is out of scale with the pedestrian experience and should possibly be lowered to the level of the transom (A.1.3). Concerning natural systems, there is significant shading of the houses to the west, which does not meet the design guidelines (A.2.2). On parking, the board felt that a truncated dome surface at curb cuts is desirable to give pedestrians a natural change when crossing the driveway (A.4.1&2).

Buildings

The proposed design's massing at the northwest corner is too abrupt with the single family homes on Madison (B.1.1).

Building Elements

Building operational systems should be incorporated into the design of the building and shown on the plans, including the roof, south alley, hydrants, transformers, condensers, and parking exhaust (C.6.2).

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

A.1. When considering urban pattern and form, the petitioner should assess the character of the adjacent streetscape, open spaces, and buildings to determine how they function as places and facilities supporting human use.

A.1.1 Identify and then reinforce the positive characteristics of adjacent sites.

A.1.3 Corner sites are an opportunity to express an architectural gateway or focal point and a dominant architectural feature.

A.2.2 Site designs should accommodate solar access and minimize shading of adjacent properties and neighborhoods.

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.4.2 Provide a pedestrian-friendly street edge at street level adjacent to surface parking areas and enclosed parking structures. Provide a landscape buffer appropriate for urban conditions at the edges of surface parking areas.

B.1.1 Design a building to minimize its impact on adjacent lower-scale areas.

Suggested strategies include:

- a) Step taller building elements away from adjacent lower-scale buildings and/or neighborhoods*
- b) Locate taller building elements at the intersection of streets*
- c) Provide variation in building massing to reflect the underlying pattern of established lot widths*

C.6.2 Locate and sufficiently screen mechanical systems to minimize or eliminate noise impacts on adjacent sites and buildings.

First Street Character District

The First Street character area lies to the west of the Main Street and Kerrytown districts, and forms the eastern edge of the Old West Side Historic District. The topography forming the Allen Creek Valley with its flood plain, the buried/piped Allen Creek, the Ann Arbor Rail Road track with its historic, turn of the century industrial architecture, and the proposed future Allen Creek Greenway, are distinct aspects of this district needing recognition during any First Street District proposed project design. The mixture of historic and non-historic residential and industrial architecture, and the valley land form, gives this area a distinct difference from other downtown character districts.

The area is a mixed use linear district (north to south) that follows the railroad tracks' older industrial railroad buildings, some of which have been converted into occupied industrial, construction, and other office uses, occasional art and dance studio activities, bars and nightclubs. The district also includes residential frame two and three story structures. The relatively quiet mixed-use neighborhood streets are highlighted by elevated train tracks with trestle bridges above east-west crossing streets from Washington Street north to Miller, and with wooden warehouse-like structures along the tracks, some of which are currently empty. The presence of the Allen Creek Flood Plain and the railroad track and its trestles are unique attributes worthy of design consideration.

The district's urban landscape largely consists of tree lined streets with relatively consistent lot spacing, and an occasionally vacant parcel. At times, a triangular shaped parcel caused by the orientation/alignment of the tracks is in contrast with the local streets. The future Allen Creek Greenway should be given design consideration as a potential element of all First Street Character District proposals.

H **PLANNING COMMISSION COMMUNICATIONS - STAFF REPORTS**

I **COMMUNICATIONS**

15-0640 Various Communications to the Design Review Board

A resolution for Chet Hill was signed by the DRB members.

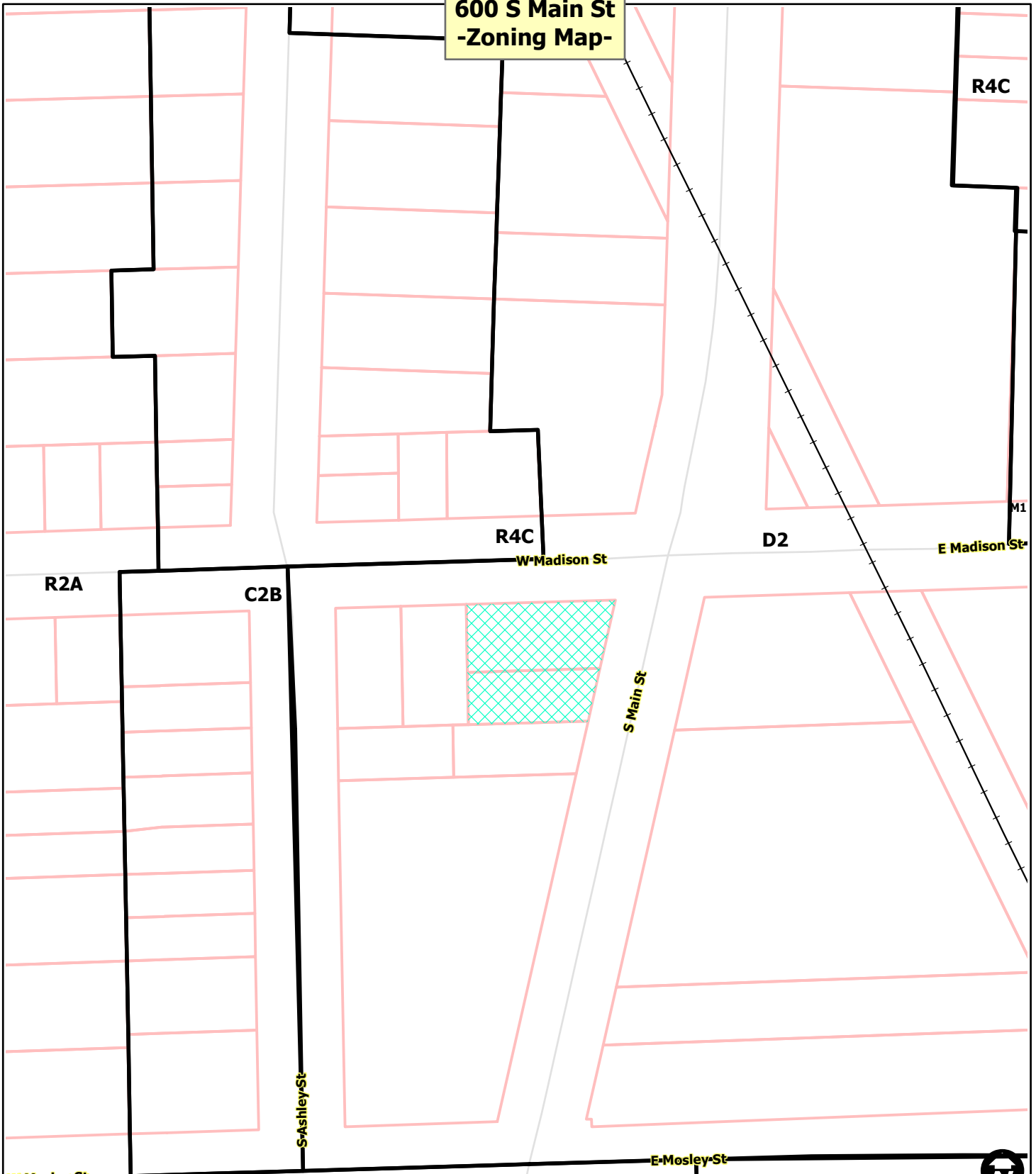
J **PUBLIC COMMENTARY (3 MINUTE MAXIMUM SPEAKING TIME)**

None

K **ADJOURNMENT**

The meeting was unanimously adjourned at 4:30 p.m.

**600 S Main St
-Zoning Map-**



Zoning Districts

- Township Islands
- City Zoning Districts
- Railroads
- Parcels
- Huron River



City of Ann Arbor Map Disclaimer: Map Date 2/20/2015

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600 S Main St -Aerial Map-



-  Railroads
-  Parcels
-  Huron River



City of Ann Arbor Map Disclaimer: Map Date 2/20/2015

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**600 S Main St
-Aerial Map-**



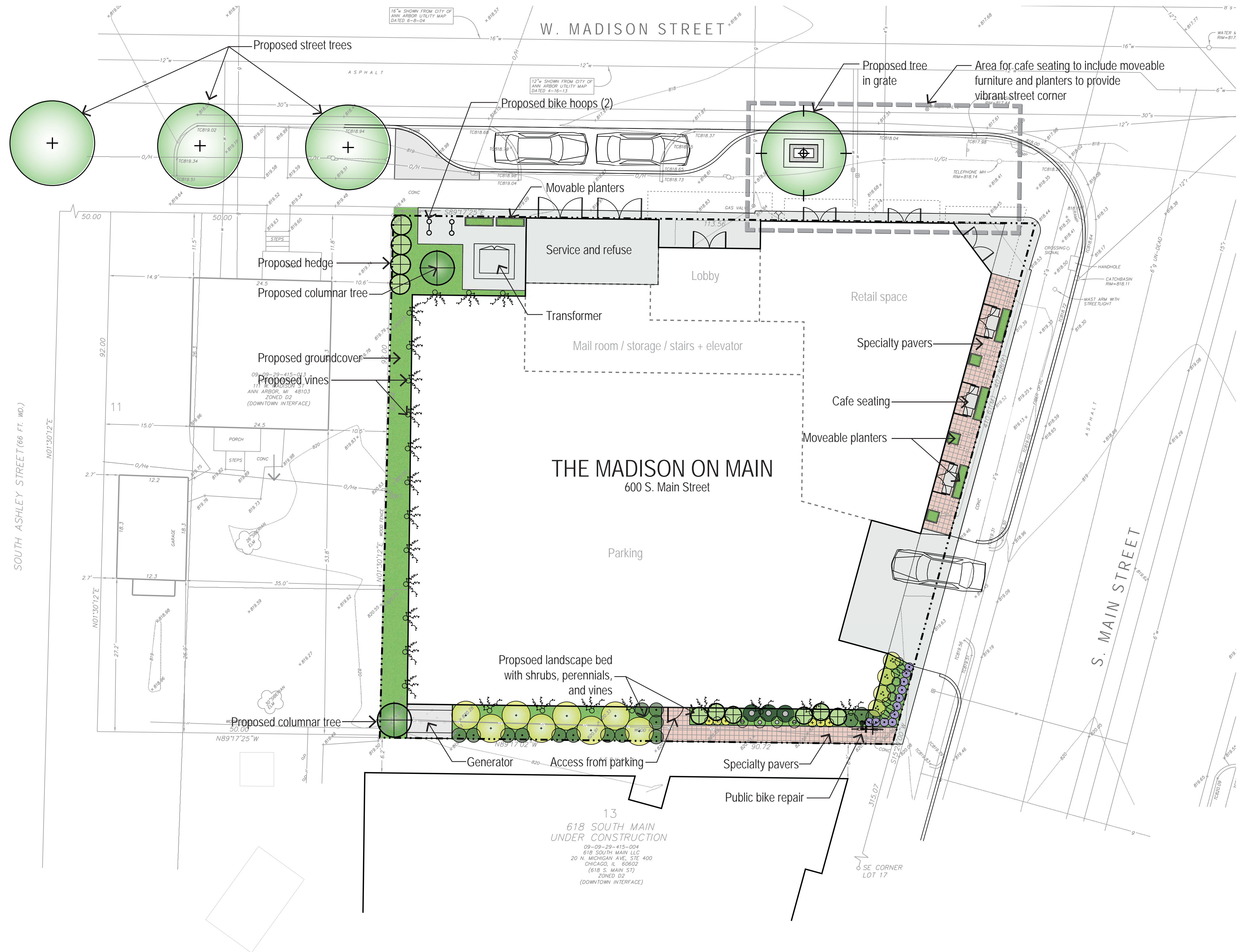
-  Railroads
-  Parcels
-  Huron River



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THE MADISON ON MAIN
600 S. Main Street

SITE PLAN

July 22, 2015

A
B
C
D
E
F
G
H



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Project:
THE MADISON ON MAIN
600 S. Main Street
Ann Arbor, Michigan

Date: 07-01-2015
Issued For: SITE PLAN APPROVAL
07-22-2015 ADC REVIEW COMMENTS

Sheet No.:
A200
North Elevation

H9
A200
North Elevation
SCALE: 3/16" = 1'-0"

1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10

A
B
C
D
E
F
G
H



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600 S. Main Street
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Date: 07-01-2015
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07-22-2015 ADC REVIEW COMMENTS

Sheet No.:
A201
East Elevation

H9
A201
East Elevation
SCALE: 3/16" = 1'-0"

1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10

A
B
C
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E
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THE MADISON ON MAIN
 600 S. Main Street
 Ann Arbor, Michigan

Date: 07-01-2015
Issued For: SITE PLAN APPROVAL

07-22-2015 ADC REVIEW COMMENTS

Sheet No.:
A202
 South Elevation

H9
A202
South Elevation
SCALE: 3/16" = 1'-0"

1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10

A
B
C
D
E
F
G
H



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Project:
THE MADISON ON MAIN
600 S. Main Street
Ann Arbor, Michigan

Date: 07-01-2015
Issued For: SITE PLAN APPROVAL
07-22-2015 ADC REVIEW COMMENTS

Sheet No.:
A203
West Elevation

H9
A203
West Elevation
SCALE: 3/16" = 1'-0"

1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10

A
B
C
D
E
F
G
H



D4 View Looking Southeast
A900 SCALE: Not To Scale



D9 View Looking Southwest
A900 SCALE: Not To Scale



H4 View Looking Northeast
A900 SCALE: Not To Scale



H9 View Looking Northwest
A900 SCALE: Not To Scale

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Project:
THE MADISON ON MAIN
600 S. Main Street
Ann Arbor, Michigan
Date: Issued For:
07-01-2015 SITE PLAN APPROVAL
07-22-2015 ADC REVIEW COMMENTS

Sheet No.:
A900
Perspective Views

1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10