ANN ARBOR PLANNING DEPARTMENT STAFF REPORT

For Planning Commission Meeting of October 21, 2014

SUBJECT: Nixon Farm North – Annexation, Zoning, Site Plan for City Council Approval and Wetland Use Permit
(3381 Nixon Road)
Project Nos. A14-006, Z14-023, SP14-042, WUP14-002

PROPOSED CITY PLANNING COMMISSION MOTION
The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Nixon Farm North annexation of 67.8 acres from Ann Arbor Township.

PROPOSED CITY PLANNING COMMISSION MOTION
The Ann Arbor City Planning Commission hereby recommend that the Mayor and City Council approve the request for R4A (Multiple-Family Dwelling District) zoning designation for the Nixon Farm North site.

PROPOSED CITY PLANNING COMMISSION MOTION
The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Nixon Farm North Site Plan and Development Agreement, including flexibility in the application of the Landscaping and Screening Ordinance for conflicting land use buffers.

PROPOSED CITY PLANNING COMMISSION MOTION
The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Wetland Use Permit for the Nixon Farm North development.

PROPOSED CITY PLANNING COMMISSION MOTION
The Ann Arbor City Planning Commission hereby authorizes activity in the natural features open space for the Nixon Farm North development.

LOCATION

The site is located at the northwest corner of Nixon and Dhu Varren Roads, in the Northeast planning area and the Traver Creek watershed (Ward 1).

STAFF RECOMMENDATION

Staff recommends that the **annexation** petition be **approved** because the property is within the City's water and sewer service area.

Staff recommends that the **zoning** petition be **postponed** so that it may be acted upon simultaneously with the site plan petition.

Staff recommends that the **site plan** petition be **postponed** until all outstanding issues have been satisfactorily addressed and a development agreement addressing off-site improvements to the Dhu Varren/Nixon/Green intersection is drafted.

Staff recommends that the **wetland use permit** be **postponed** so that it may be acted upon simultaneously with the site plan petition.

Staff recommends **authorization for activity** in the natural features open space be **postponed** so that it may be acted upon simultaneously with the site plan petition.

DESCRIPTION OF PETITIONS

The petitioners are seeking approval to annex a 69-acre parcel, zone it R4A (Multiple-Family Dwelling District) and construct 209 single-family attached residential units. The development is proposed to be constructed in three phases and has an estimated development cost of $5,500,000. Concurrent with this proposal, the petitioners are seeking approval of the Nixon Farm South development on the 41-acre parcel to the south.

Annexation

The petitioners have requested annexation from Ann Arbor Township to the City of Ann Arbor in order to connect to and extend public utilities, such as water, sanitary sewer and storm sewers. The site has 69 gross acres and 64.5 net acres when existing and proposed rights-of-way are subtracted.

Zoning

The petitioners have requested the site be zoned R4A Multiple-Family Dwelling District, consistent with the future land use recommendation for the site. The R4A district is intended for attached or stacked dwelling units in a low-density, multiple-family fashion in perimeter areas of the city. Single, two-family, multiple-family and assisted living uses, up to ten dwelling units per acre, are permitted in the R4A district.

Site Plan

A site plan for 209 attached dwelling units, each with a two-car garage incorporated into the front of the unit, is proposed on a private drive network. The units are grouped into 51 buildings, most having four or five units each. A clubhouse with outdoor pool and 29-vehicle parking lot is also proposed for use by this proposed community, as well as its proposed sister development at the southwest corner of Nixon and Dhu Varren Roads, Nixon Farm South. The density of the proposed development is approximately 3 dwelling units per acre.

Existing Site Conditions (Figure 1) – The subject site is vacant and currently planted with soybeans. A tributary of Traver Creek bisects the site, flowing from the northeast corner to the southwest corner, with woodlands immediately surrounding the creek. The soybeans are found on the southeast side of the creek. Woodlands, with a large wetland in the middle, and a fallow farm field are found on the northwest side of the creek. A second large wetland is located on the south side of the site, surrounded by soybeans, and several other small wetlands are scattered throughout the site, some also surrounded by soybeans and some on the edges of the woodland.

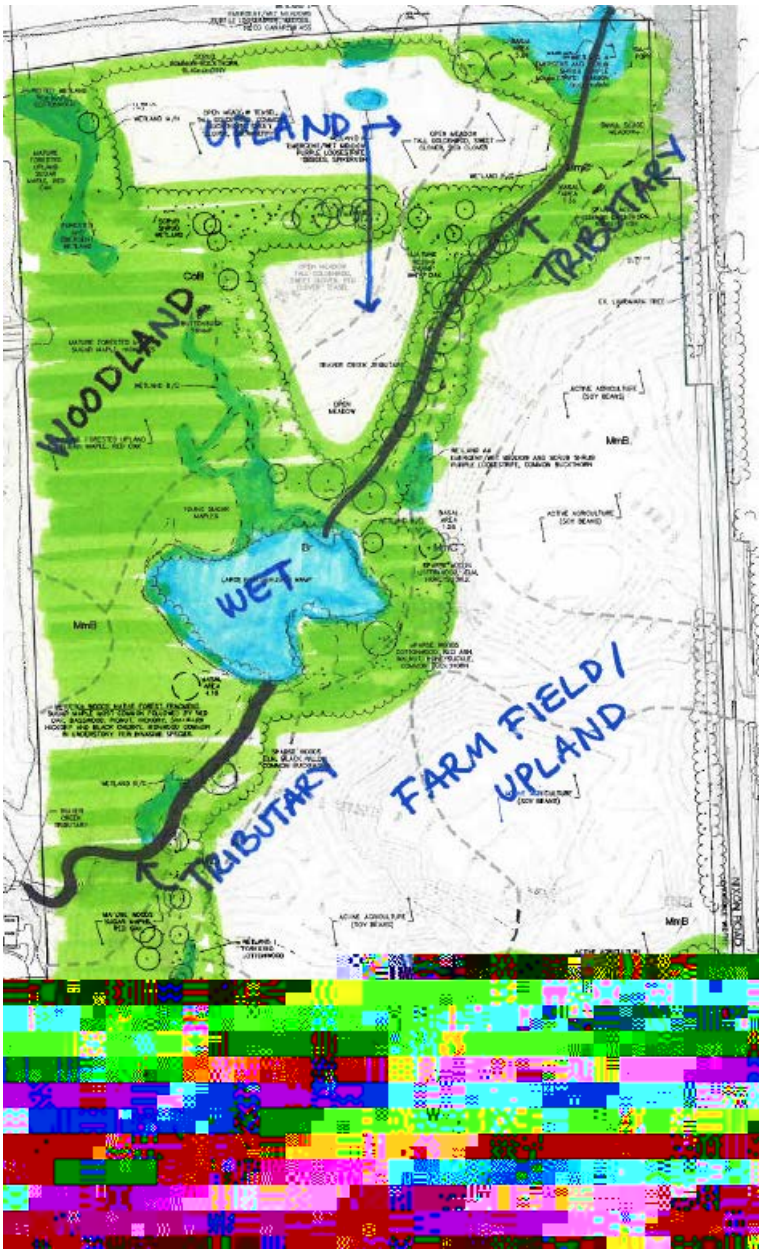

Figure 1- Existing Site Conditions

Natural Features – The proposed site layout concentrates the majority of development on the areas of the site currently farmed. Seventy-five percent of the site, 48 of the 64.5 total acres, is proposed as open space. Natural feature impacts due to the proposed dwelling units and the private drive include crossing the tributary of Traver Creek (a watercourse), removing 23 landmark trees and woodland areas, and filling five wetlands with a combined total of 15,984 square feet.

A total of 355 caliper inches of replacement trees are proposed, located thorough the site, for mitigation of landmark tree and woodland area removal. A 12,500-square foot new wetland area, located

immediately adjacent to the existing wetland on the south side of the site, is proposed for mitigation of the wetland impacts.

Natural Feature Open Space – Natural features identification, protection and mitigation are addressed in Chapter 57 Subdivision and Land Use Control and the Land Development Regulations, which are an attachment to Chapter 57. In addition to those regulations, the Zoning Ordinance requires a 25-foot natural feature open space extending from the edge of a wetland or watercourse. The natural feature open space (NFOS) is intended to prevent any harm to wetlands or watercourses and any encroachment into the NFOS, called "activity" by the Ordinance, requires authorization by the Planning Commission.

The proposed development includes nine instances of activity in the NFOS to varying degrees ranging from 17 square feet to 7,193 square feet. The smaller instances of NFOS activity are due to grading work for the dwelling units, retaining walls or detention ponds encroaching into the NFOS but not any permanent structures. The larger instances of NFOS activity are because of the proposed crossing of the Traver Creek tributary. The largest instance is from a proposed wetland mitigation area immediately adjacent to the existing wetland in the south of the site.

By code, there are nine criteria which the Planning Commission must consider when authorizing activity within a NFOS. Further discussion of the natural feature open space activity is provided later in this staff report and an analysis will be provided with future staff reports.

Access – Access to the site is planned by connections to Nixon Road and Dhu Varren Road. Over 6,700 linear feet of private drive is proposed to serve as the internal road network for the development. Sidewalks are planned along both sides of the private drive and public sidewalk will be added along Nixon and Dhu Varren roads. Pathways through the open space leading to the public sidewalk in Hickory Point Drive and Foxfire East Park are proposed. Bridges are planned over wetlands in order to reduce disruption to wildlife habitat.

Utilities – Water service will be connected to existing mains in Nixon and Dhu Varren Roads as well as a stub left in Hickory Point Drive in the adjacent Foxfire development off Nixon Road. Sanitary sewer service will connect to the main in Nixon Road. Sixty-one footing drain disconnections, or their equivalent, will be required to mitigate for the increased flows to the sanitary sewer system from the proposed development.

Stormwater Management – Stormwater management is proposed in accordance with the newly adopted rules of the Washtenaw County Water Resources Commissioner for infiltration of the first inch of rain from a 100-year storm event and detention for the remaining volume. Six detention basins and two bio-infiltration swales are provided on the site. All stormwater run-off from the dwelling unit roofs, patios, walkways and private drive and sidewalk network will be directed to the on-site system.

Landscape Plan and Modifications – Two forms of landscaping are required for the proposed development, (1) interior landscape islands for vehicular use area, and (2) a conflicting land use buffer adjacent to residential zoning districts. A Chapter 62 Landscaping Modification petition has been submitted requesting flexibility for the conflicting land use buffer requirements.

Since the private drive serving as the road network for the development is neither a public road nor a private street as defined by City Code, by default it is defined as a vehicular use area.

Therefore, instead of one street tree for every 30 feet of street frontage, which would be required for public or private roads, a total of 31,611 square feet of interior landscape islands with 126 trees are required and 32,645 square feet with 126 trees are proposed. Staff has noted that some of the interior landscape areas are located between the individual driveways for each dwelling unit and have only six or seven feet in width, which does not provide the minimum required width of eight feet in all directions. The modification petition does not currently include a request for flexibility to the vehicular use area requirements in order to allow a lesser dimension. Staff also notes that the petitioner could seek a modification petition to apply the private street tree requirements to the site instead of the vehicular use area requirements. Either way, the current modification petition must be amended to include flexibility for the vehicular use area requirements or significant revisions to the proposed site plan would be needed.

A conflicting land use buffer is required along the entire length of the west property line to buffer the proposed R4A zoning district from the existing R1C (Single-Family Dwelling) zoning district. A modified buffer has been proposed to allow the existing woodland area along the west side of the site to serve as the conflicting land use buffer. An analysis of this Chapter 62 Landscape Modification request is provided later in this staff report.

Traffic Impacts – The Nixon/Dhu Varren/Green intersection currently operates at an unacceptable level of service. The Nixon Farm North development cannot be built until necessary improvements are scheduled for construction, per Attachment D of the Land Development Regulations. A study is already underway by a consultant managed by the Public Services Area to recommend an improvement for the intersection and including its estimated cost, which is targeted for completion in December 2014.

The petitioner has volunteered to construct the intersection improvements recommended by the study and contribute to the cost based on their proportion of trips, so that the intersection can be improved at the same time as Nixon Farm North and its sister development Nixon Farm South is constructed. Also contributing to the Nixon/Dhu Varren/Green roads intersection improvement will be the petitioners of Nixon Farm South, Woodbury Club Apartments on Nixon Road and Northsky on Pontiac Trail.

In the event that the proposed development does not move forward, the intersection improvements will be added to the Capital Improvements Plan so that funding for future construction can be identified.

Wetland Use Permit – A combined wetland use permit for Nixon Farm North and Nixon Farm South has been submitted to place 1,945 cubic yards of fill in 0.31 acres of wetland; excavate 14 cubic yards from 0.142 acres of wetland; enclose 100 linear feet of an unnamed Traver Creek tributary within a 42-inch diameter concrete pipe; construct of 10 storm water detention basins; and install 10 storm water outfall structures with riprap in wetlands. The permit has been submitted to both the City of Ann Arbor and the Michigan Department of Environmental Quality for approval.

Development Agreement – Development agreements are used for projects that include offsite improvements, such as extension of a public utility main, a contribution of land or money, or other capital improvements. A key provision of the Nixon Farm North development agreement is addressing the need for and construction of improvements to the Nixon/Dhu Varren/Green intersection. However, because the recommended improvement is not yet known, the

development agreement has not yet been drafted. A draft development agreement will be provided to Planning Commission for review once the details for these and any other provisions have been sufficiently developed.

Citizen Participation Meeting – The petitioner invited all residents within 1000 feet of the site to a meeting on July 10, 2014 to discuss both the then-conceptual Nixon Farm North and Nixon Farm South proposals. Over 150 people signed the attendance sheets. Traffic concerns, including the Nixon-Dhu Varren-Green intersection and sidewalks (and the lack thereof) were foremost on the minds of the attendees, followed closely by concerns about the natural features and storm water management on the site. A copy of the petitioner's meeting report is attached.

COMPARISON CHART

	EXISTING	PROPOSED	REQUIRED
Zoning	TWP Township	R4A Multiple-Family Dwelling	R4A Multiple-Family Dwelling
Gross Lot Area	66.8 acres (2,909,808 sq ft)	66.8 acres (2,909,808 sq ft)	21,780 sq ft MIN
Net Lot Area	64.9 acres (2,827,044 sq ft)	64.9 acres (2,827,044 sq ft)	21,780 sq ft MIN
Dwelling Units	Vacant	209	No requirement
Min. Lot Area Per Dwelling Unit	Vacant	13,526.5 sq ft/unit	4,300 sq ft/unit MIN (10 units/acre)
Min. Usable Open Space in % Lot Area	Vacant	75%	65% MIN
Min. Active Open Space	Vacant	300 sq ft per dwelling unit 62,700 sq ft total	300 sq ft per dwelling unit MIN (62,700 sq ft total MIN)
Setback: Front (N)	Vacant	30 ft	15 ft MIN, 40 ft MAX
Setback: Front (E)	Vacant	30 ft	15 ft MIN, 40 ft MAX
Setback: Front (S)	Vacant	30 ft	15 ft MIN, 40 ft MAX
Setback: Rear (W)	Vacant	198 ft	30 ft MIN
Height	Vacant	30 ft	35 ft MAX
Parking – Automobiles	Vacant	418 spaces for units (209 two-car garages) 29 spaces for clubhouse Up to 108 on-street spaces	418 spaces MIN for units 27 spaces MIN for clubhouse
Parking – Bicycles		209 Class A 6 Class C	21 Class A MIN + 21 Class C MIN for units 6 Class C MIN for clubhouse

SURROUNDING LAND USES AND ZONING

	LAND USE	ZONING
NORTH	State Highway M-14	TWP (Township)
EAST	Vacant Single-Family Attached Apartments	TWP (Township – Proposed R4A) R4A (Multiple-Family Dwelling) R4A (Multiple-Family Dwelling)
SOUTH	Vacant/Agricultural	TWP (Township – Proposed R4A)
WEST	Single-family Residential Single-family Residential Parkland	R1C (Single Family Dwelling) R3 (Townhouse Dwelling) PL (Public Land)

HISTORY

Farming began on the site in the 1860's by Nathan Nixon, around the same time he married Ellen McIntyre. Nathan and Ellen had ten children, one of them being Lewis Nixon, father of the current owner, Betty Nixon Spurway. Mrs. Spurway's recently deceased brother Don Nixon was an active participant in Northeast Area planning efforts.

PLANNING BACKGROUND

This site is located in the Northeast planning area. It has a site specific recommendation provided in the 2009 Master Plan: Land Use Element:

> **Site 2** [Northeast Area] – This 67-acre site is bounded by M-14 to the north, Nixon Road to the east, Dhu Varren Road to the south, the Foxfire subdivision to the west. Various types of wetlands exist on the site. An extensive wooded area exists on the west side of the site. A tributary of Traver Creek flows through the site. Portions of the site have been recently farmed.
>
> Residential uses are recommended for the site at a gross density (minus right-of-way) of 7 to 10 dwelling units per acre. A mixture of housing types is encouraged, including single-family detached homes, attached townhouses, multiple-family (stacked units) and assisted living facilities. Future development should incorporate community design techniques (described in Chapter 5 [of the Land Use Element]) that support the goals and objectives of this Plan. The density calculation should be based on the future realignment of Dhu Varren Road to the south.
>
> Although the previous Northeast Area Plan recommended office and research uses for this site with commercial uses on the corner of Nixon and Dhu Varren Roads, residential uses are now considered appropriate. Without direct freeway access at Nixon Road, office and research uses would result in greater peak period traffic impacts when compared to residential uses. Furthermore, residential uses on this site will improve the jobs/housing balance in the Northeast Area, as a significant amount of office and research uses continue to

develop and expand along Plymouth and Green Roads. The community commercial center previously recommended for this site is now being recommended on Site 3, since that site is more central to the surrounding neighborhoods and fewer natural features likely would be impacted.

Development should be sited away from significant natural features on the site, including the high quality woodland on the west side of the site, the creek corridor and all high quality wetlands. The planned roadway connection to the west (Hickory Point Drive) no longer appears feasible due to natural feature constraints. A pathway should be provided instead to allow a pedestrian connection to the Foxfire neighborhood to the west. A pedestrian path also should be provided along the creek corridor to provide a link between Foxfire East Park to the west and Nixon Road to the east, as described in the 2006-2011 Parks & Recreation Open Space Plan.

Consideration should be made to minimize visual impacts of proposed development. A landscape buffer should be provided along the M-14 freeway to screen future residents from the freeway and to maintain a greenbelt image from the freeway. Landscaping also should be provided along Nixon and Dhu Varren Roads to preserve the green edge along the roadway. Public pedestrian paths must be provided along both Nixon and Dhu Varren Roads as part of any development proposal. Additional public right-of-way may be requested along both Nixon and Dhu Varren Roads to accommodate these public sidewalk improvements. Access to the site should be provided from a single curb cut along Nixon and at least one but no more than two curb cuts along Dhu Varren Road. The relocation of the Dhu Varren/Nixon intersection should be considered as part of the design and density of this site (see Site 3).

Sites 2, 3 and 4 have interconnected natural systems, are adjacent to one another and have land use recommendations that will likely result in neighborhoods being created. These sites should therefore be planned in a manner that considers the interrelationship of natural systems, transportation systems and land use patterns.

As fully described in the 2011-2015 Parks & Recreation Open Space Plan, the City of Ann Arbor provides parks and recreation resources to enhance the quality of life and its environment for its residents. A rationale for dedication of land in new residential developments was first identified in 1981 based on the ratio of households in the City to acres of neighborhood-scale parkland. Today, the current formula to maintain the existing ratio of neighborhood parkland per resident is 0.0124 acres per dwelling unit. The average cost for parkland purchase, for the current PROS Plan timeframe, to calculate contributions in lieu of land is $50,000 per acre.

The PROS Plan also articulates the criteria used for parkland acquisition. Potential parkland acquisitions are identified in various way according through a process developed through staff and public input. If acquisition applications are seen as meeting the criteria developed to evaluate land for public benefit, the Parks Advisory Commission may recommend the purchase to City Council. Potential parkland can also be identified through the Planning site plan review process and land may then be acquired through developer contribution, purchase, or a combination.

Criteria for acquisition of parkland property within the City limits includes: city-wide system balance/geographic distribution as well as open space convenient to each neighborhood; natural resource protection; open space and green space imagery/aesthetics; enhance access and linkage; protection of the Huron River, water sheds and water quality; recreation value and suitability for intended use; method of acquisition/direct costs; provides for future need/anticipates growth; and long-term development and maintenance costs.

The Non-motorized Transportation Plan (Update 2013) recommends sidewalks be added along Nixon and Dhu Varren roads as a near-term goal and in-road bike lanes be added to both Nixon Road and Dhu Varren road as a long-term goal.

CRITERIA FOR AUTHORIZATION OF NATURAL FEATURE OPEN SPACE ACTIVITY

The Planning Commission, upon review and public hearing, may grant authorization for an activity within the natural feature open space upon the determination that the proposed activity is in the public interest, and that the benefit which would reasonably be expected to accrue from the proposal shall be greater than the reasonably foreseeable detriments of the activity, per Section 5:51(6) of the Zoning Ordinance.

The general criteria applied by the Planning Commission in making this determination is provided in Section 5:51(6)(a) – (i). On the whole, the criteria seek to balance the detrimental effects from the disturbance activity and the beneficial effects from the entire development. Statements from the petitioner responding to each criteria have been requested and will be provided, along with staff commentary if appropriate, in a future staff report.

MODIFICATIONS TO CHAPTER 62 LANDSCAPING AND SCREENING ANALYSIS

Flexibility in the application of the landscaping or screening requirements may be allowed if certain conditions are met, per Section 5:608(2) of Chapter 62, which include approval by Planning Commission or City Council and being associated with at least one of seven specific situations (Section 5:608(2)(c)(i) – (vii)). Petitioners must provide a statement of justification identifying which site conditions warrant the requested modification and how the modification meets the intent of the ordinance.

The petitioners have requested flexibility in applying the conflicting land use buffers (CLUB) (Section 5:603) requirements as charted:

	CLUB Requirement	Proposed Flexibility
Landscaped buffer strip	15 ft in width	198 ft min width
Trees	One for each 15 ft	All existing trees to remain
Hedge, berm, wall, fence	Continuous screen, 4ft min height	None, existing topography to remain unaltered

Statement of Justification: The petitioner states the combination of mature woods and large development setback fulfills the intent of the buffering.

UNIT COMMENTS

Engineering – Comments have been provided to the petitioner noting where the proposed utility plans do not meet the City's standard specifications. In general, these comments are technical and should not require wholesale revisions to the proposed development. It is also noted that the footing drains of 61 homes, or the flow equivalent to 243.8GPM, will need to be removed from the sanitary sewer system in order to mitigate new flow from this proposed development.

Improvement charges of $419,094.07 are due upon annexation for past road and storm sewer improvements.

Natural Resources – Comments have been provided to the petitioner regarding natural features and landscaping and screening. Notable comments include:

- A natural features protection plan must be included in addition to the proposed natural features impact plan.
- Several landmark trees were not tagged or identified on the plan, in two areas in particular.
- The basal area of the woodland must be recalculated.
- An overlay of the existing natural features and the proposed development must be provided.
- Some interior landscape islands in the vehicular use area do not have a minimum dimension of 8 feet and some trees are not proposed within the identified islands. Revisions to the plan are required, or the modification request must be revised.

Traffic – The petitioner's traffic impact study indicates that the Nixon/Dhu Varren/Green roads intersection will operate at a Level of Service worse than D for both the AM and PM traffic peaks if not improved. The study also recommends adding left turn lanes to Nixon Road but does not specify if left turn short pockets are needed or a continuous left turn lane along the length of Nixon Road is necessary, clarification is necessary.

The Nixon/Dhu Varren/Green Road Intersection Improvement Study, begun in September 2014, is expected to provide a recommendation, including a cost estimate, by December 2014. The Improvement Study will take into account existing traffic (background) and anticipated future traffic.

Planning – In 1984, the City of Ann Arbor and the Charter Township of Ann Arbor agreed the border between the two jurisdictions would generally be U.S. 23 and M-14. All Township land lying west U.S. 23 and south of M-14, as well as a specific area north of M-14 between Maple and Newport Roads, would be annexed to the City as property owners requested connection to City utilities. The subject site is within the agreement area.

While the R4A zoning designation is consistent with the future land use recommendation for the site, the site specific recommendation also encourages a mixture of housing types. A greater variety of housing types should be proposed, such as townhouses and stacked units. The exclusive use of single-family attached units combined with significant preservation of natural features and open space has resulted in a density around 3 dwelling units per acre and does not achieve the future land use density recommendation of 7-10 dwelling units per acre.

The site specific recommendation also speaks to incorporating community design techniques such as usable front porches and, for single-family homes, garage doors located behind or no closer to the street than the front of the house to encourage pedestrian and bicycle safety and a pedestrian oriented neighborhood and reduce the impact of a garage-dominated streetscape. The proposed unit design has prominent garages and recessed entries; consideration should be given to meeting the master plan design recommendations.

Park Planning – To help achieve the Park and Open Space Plan goals, a contribution of at least 2.6 acres of parkland acreage is requested based on the proposed 209 dwelling units. The Natural Areas Preservation unit has expressed interest in accepting a contribution of land including the natural features, and particularly the tributary corridor, on this site.

Prepared by Alexis DiLeo
Reviewed by Wendy Rampson
10/17/14

Attachments: Citizen Participation Report
Zoning Map
Aerial Photo
Site Plans

c: Petitioner: Toll Brothers, Inc.
Attn: Jeff Brainard
29665 William K. Smith Drive, Suite B
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Petitioner's Engineer: Attwell, LLC
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Ann Arbor, MI 48104

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Parks & Recreation
Systems Planning
Project Nos. A 14-006, Z14-023, SP12-042, WUP14-002

CITIZEN PARTICIPATION MEETING SUMMARY NOTES
NIXON PARCEL, Ann Arbor Twp., Washtenaw County, MI

ATWELL

Project Location:	**110 acres at the NW and SW Corner of Nixon Road & Dhu Varren Road Residential mixed-use plan, with total unit count of 491**
Meeting Date:	July 10, 2014
Time:	7:00 PM EST
Location:	3600 Plymouth Road, Ann Arbor, MI (Holiday Inn)
Attendance:	158 citizens, 6 development team members

Notice Provided: 1328 postcards were sent to property owners within 1,000 ft. of the project site to give notice that a development petition will be submitted to the City of Ann Arbor on July 28, 2014.

Meeting Summary: The meeting was held at the Holiday Inn located at 3600 Plymouth Road, Ann Arbor, Michigan 48105. The meeting started at approximately 7:00pm and adjourned at approximately 9:30pm. Six development team members along with 158 citizen participants were in attendance. The meeting was held to provide surrounding residences the opportunity to review plans, ask questions and provide comments that will be considered by the developer to finalize and then incorporate into the report for the City Planning Commission.

A presentation regarding the proposal was provided to the attendees describing the existing conditions of the property and the intended use. A citizen question and answer session followed the presentation by the development team.

Project Team Members:

Mr. Jeff Brainard (Toll Bros)
Mr. Jason Minock (Toll Bros)
Mr. William Anderson (Atwell, LLC)
Mr. Todd Pascoe (Atwell, LLC)
Mr. Jim Allen (Allen Design)
Mr. Robb Burroughs, (O/X Studio)

Project Summary: The project includes approximately 500 residences (carriage hou[illegible]

Presentation Boards (attached):

Concept Plan
Building Unit Plan
Density and Diversity Analysis

Attendee Comments / Questions:

The following is a summary of comments and questions made by the citizens and responses provided by the project team. Due to the large number of citizens present and the need to pass a microphone, some questions were not immediately responded to. The microphone was often handed from citizen to citizen without response by the project team. In addition, some questions were responded to by current City Council members in attendance.

TRAFFIC

Q: Will a traffic study be completed?
A: Yes. A traffic study is currently underway.

Q: Will a traffic circle be considered?
A: A traffic study is currently underway, several options will be considered.

Q: Who is paying to re-direct the roadway?
A: Toll Brothers will be involved in the solution as well as the City of Ann Arbor and other benefiting properties.

Q: Will there be an exit on M-14?
A: No. MDOT will not allow an exit at Nixon Road.

Q: What control measures will be implemented given the increase in traffic?
A: We have multiple exit points to combat the additional traffic from the site. Additionally, the Nixon/Dhu Varren intersection improvements are being addressed, along with this project.

Q: How will the congestion be addressed at Nixon Road and Plymouth Road?
A:

Q: How will the traffic be addressed at Bluett Street?
A:

Q: How will the traffic flow going west to Traver Road be resolved?
A:

Q: How will the design address cut-through traffic?
A:

Q: Has the possibility of not providing direct access to Nixon Road been considered?

A: The plan shows access points to Nixon and Dhu Varren

ROADS & SIDEWALKS

Q: Will the road be paved from Traver Road to Leslie Golf Course
A: No response

Q: Will proposed streets connect to existing subdivisions?
A: No new connections are proposed to connect to adjacent subdivisions. The city Master Plan does not show connections as well.

Q: Where will proposed pedestrian sidewalks and paths connect to existing walks?
A: Pedestrian connection points to the adjacent developments will be made, as well as, frontage sidewalks along Nixon and Dhu-Varren are proposed

Q: Will sidewalks meet Americans with Disability Act (ADA) standards?
A: Yes.

Q: Will the project use permeable pavement?
A: Detailed design is not complete at this time.

DENSITY

Q: Why is the density south of Dhu Varren Road higher than the adjacent homes to the east?
A: The proposed density is less than the city Master Plan density recommendation for the site. The proposed housing style and usage area produced the density.

Q: Why is the density of units different on the north side of Nixon Road compared to the south side of Nixon Road?
A: The overall unit count is similar on the north and south side of Dhu Varren Road. A variety of housing product and usable areas produced some density variables.

Q: Do any other proposals provide for fewer units?
A: The city Master Plan is looking for 7-10 dwelling units/gross acre for this site. Most plans show equal or more units.

Q: What drove the density of the project?
A: The Master Plan drove the high density of units. The Master Plan is a citizen driven process.

Q: How was the northeast area planned?
A: The area was designed to avoid urban sprawl and maintain density in the city.

ENVIRONMENTAL

Q: Will natural features be preserved?
A: Natural features are important to residents and the community. As many natural features as feasible will be preserved.

Q: Will a full study of natural features be requested due to frogs and other living animals in the wetlands?
A: A full study of the wetlands and trees will be studied as part of the planning process.

Q: How much of the wetlands will be preserved?
A: Most of the wetland area will remain undisturbed by the project. Impacts will be minimized.

Q: Where will the wetlands be located in the project?
A: A wetland study will be provided for the project. A reference to preliminary data as shown on the concept plan was made.

Q: How will an increase in chemicals (i.e. fertilizer) impact the wetlands?
A: The design will be consistent with the Washtenaw County Water Resources Commissioners (WCWRC) office requirements for water quality treatment.

Q: Will any green space be preserved along Nixon Road?
A:

Q: Is the Greenbelt Millage applicable to the purchase of farmland off of Nixon Road?
A: There are no known plans for a Greenbelt purchase off of Nixon Road at this time.

Q: How will the tree canopy be impacted?
A: Tree impacts will be minimized, with final impacts determined after site plan design (grading).

Q: How will existing tree lines be impacted?
A: Tree impacts will be minimized, and minimal border tree line area (southwest border) may be supplemented in design.

DRAINAGE & WATER

Q: Where will storm water run-off flow?
A: Flow will generally follow existing drainage patterns on the property. Two primary drainage ways flow across the site, draining to the west through existing drainage courses.

Q: Where will storm water flow next to Logan Elementary School?
A: Proposed storm water flows will be minimized to the south (Logan School property), while still maintaining a water source to the existing wetlands.

Q: How will drainage concerns be addressed as Logan Elementary School was previously a pond?
A: Proposed storm water flows will be minimized to the south.

Q: What is the mitigation strategy for silt and run off from Traver Creek?

A: Construction design standards will focus on minimizing soil erosion downstream. Design will be consistent with the WCWRC requirements.

Q: How will water pressure be addressed given the increase in homes?
A: The site design will be reviewed by city engineering staff, to confirm adequate capacities and flows are provided.

Q: How will continued water quality issues be avoided?
A: The site design will be reviewed by city engineering staff, to confirm water quality designs are utilized.

Q: What sewer system will be used?
A: The project will connect to the Ann Arbor public sewer system which will be modeled for capacity.

GENERAL CONSTRUCTION & AESTHETICS

Q: What is the estimated time frame for project construction?
A: A schedule will soon be submitted.

Q: Will a tree line be established at 2950 Lakehurst Ct. to screen buildings.
A: No response

Q: Will there be three story buildings on Lakehurst Road?
A: The townhome units as shown on the presentation boards are proposed.

Q: Are architectural drawings and/or concepts available for review?
A: Yes. Preliminary design elevations were provided to the city.

Q: Will the project have similar aesthetics to Barclay Park?
A: Similar materials and quality will be provided.

Q: Who will be responsible for maintaining the detention basins?
A: The condominium residents will maintain the storm water basin at the development.

Q: What is the total project budget?
A: The total project budget has not been established at this time.

Q: Has any commercial development been proposed in the project?
A: No, the project is for residential development only.

ZONING

Q: Is the project in the city?
A: The project is not currently in the city, but will be annexed into the city as part of the entitlement process.

Q: What is the proposed zoning for the south side of Nixon Road?

A: R-3

Q: Has R-1 or R-2 zoning been considered?
A: No.

GENERAL COMMUNITY IMPACT

Q: How will buffers be addressed as the west side buffer is not as nice on the south as it is on the north?
A: The western trees lines on the south parcel are proposed to be preserved as they are on the north parcel. The north happens to have more trees/woodlands.

Q: What will be done to reduce the concern regarding power outages?
A: The power grid will be evaluated by the utility providers as design continues.

Q: What impact will the project have to the schools?
A: The City of Ann Arbor and Ann Arbor Public Schools are separate entities. It is anticipated that the schools will welcome and accommodate any new students as they move into the neighborhood.

Q: How will the project benefit the residences of the City of Ann Arbor?
A:

Q: Given the project's target market for young adults how does the project benefit the aging population of Ann Arbor?
A: several of the housing units on the north side of the project provide for first floor master bedrooms and provide for older adult housing preferences.

Q: How will property values be impacted?
A:

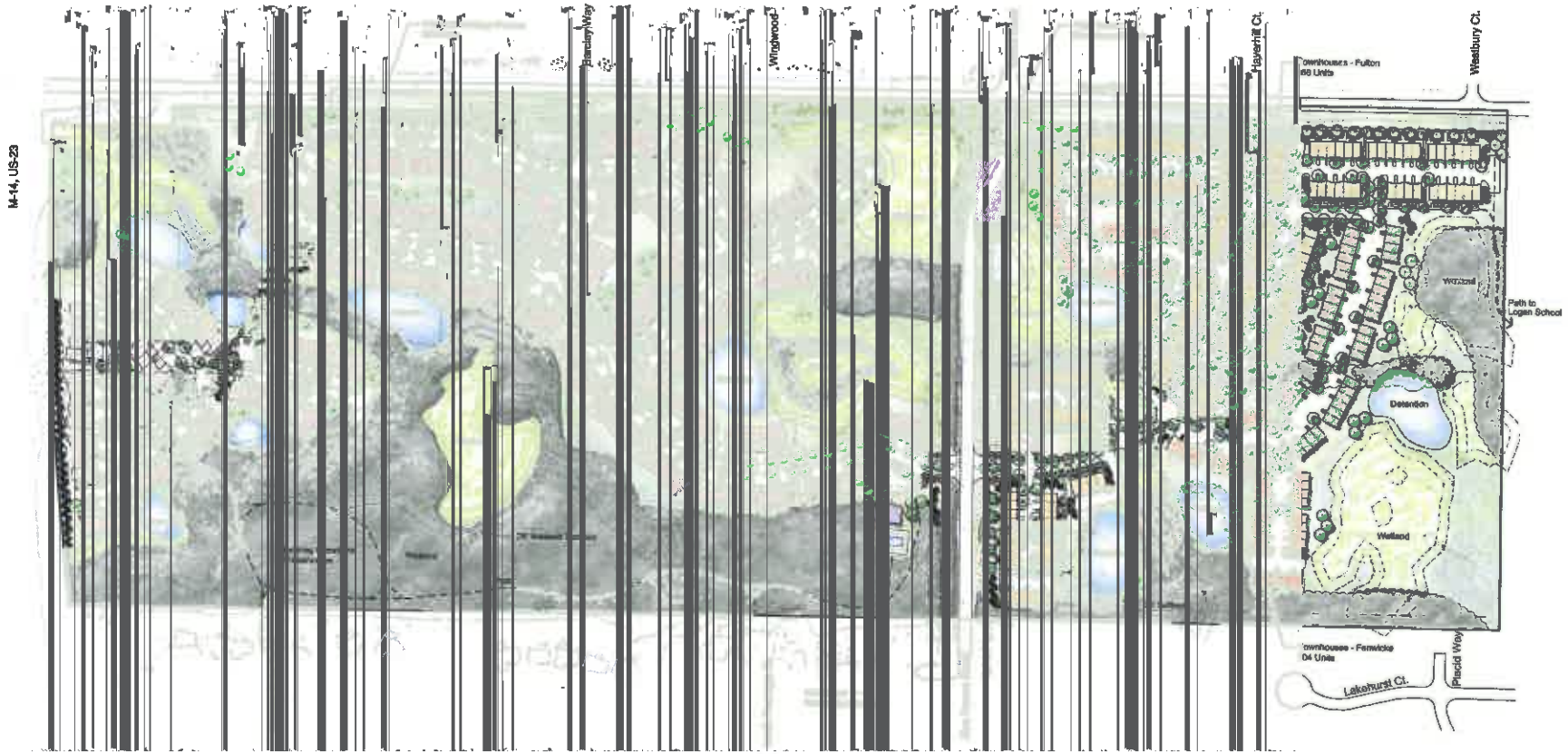
MISCELLANEOUS

Q: Was a city official in attendance at the meeting?
A: City official were in attendance, but not in any official capacity.

Q: Has the sale of land been completed?
A: Toll Brothers does not currently own the property.

Q: Is Toll Brothers LEED Certified?
A:

Q: Has Toll Brothers completed similar projects?
A: Yes. Similar projects in several states across the U.S. have been successfully completed by Toll Brothers.



Site Summary

Proposed Zoning		R3
Gross Site Area		108.87 Acres
Less R.O.W.	6.03 Ac	
Net Site Area		103.84 Acres
Natural Features Area	37.72 Ac	
Net Site Area Less Natural Features		66.12 Acres
Unit Breakdown		
Attached Cottage Homes		219 Units
Townhouses - Fenwicke		104 Units
Townhouse - Fulton		163 Units
Total Units		491 Total
Net Density Shown		4.7 Units / Acre (491 / 103.84)
Usable Land Density		7.4 Units / Acre (491 / 66.12)

Concept Plan

Nixon Property

City of Ann Arbor, Michigan

Owner: Toll Brothers

Planner: Allen Design
248.457.4888

Engineer: Atwell LLC
734.994.4000

North
1"=100'

June 23, 2014

Carriage Homes

house

Townhomes

The Nixon Property - Project Description

The Nixon property is a significant residential development opportunity in the north central area of Ann Arbor. The 108-acre rectangular parcel is bi-bisected by Dhu Varren Road, and has significant frontage along Nixon Road, with M-14 right-of-way as its northern border, and the Logan Elementary School property on its southern border.

The proposed project will be a residential mixed-use condominium development with a diversity of housing styles, and supporting non-residential components. Both the layout of the proposed development as well as the storm water management system will be designed in harmony with the numerous wetlands and high quality woodlands located throughout the property. In particular, significant tree stands being preserved along the western property line provide both a buffer to adjacent uses, as well as natural passive recreation open space area. The developer will also participate in providing critical intersection improvements at the Dhu Varren and Nixon Road intersection.

The project intends to maintain a pedestrian scale community, which will be accomplished through the inclusion of inter-connected pathways, and have a common community center for the proposed residents. The proposed roadways will be private with pavement widths sensitive to providing additional parking needs and pedestrian traffic, while balancing impervious surface area on the property. Neither of the existing roadway stubs (2) to the westerly developments are proposed to be connected, but trail connections will be provided between the neighborhoods, in order to preserve high quality woodlands.

The proposed net density is 4.7 units per acre and the proposed useable land density is 7.4 units per acre. The proposed housing and land uses included in the project are briefly described as follows;

- Attached Carriage Homes - 4-5 unit carriage homes are proposed on the northern and southern portion of the property (219 units proposed). The condominium units will provide a more traditional townhouse unit with two-car garages and square footages in the range of 2,100 square feet.
- Townhouse Condominium – The "brownstone" style attached residential unit with prominent raised porches will front key locations of the perimeter roads and the interior loop road to provide an urban character along the project (272 units proposed). A variation may will include a smaller scale ground level patio entry, in a primarily courtyard setting.
- Residential Community Center / Club house – The residential development will be served with a properly scaled residential community center, with multiple indoor and outdoor amenities, including a pool. The center will be centrally located to the housing units, and will be nestled into the wooded open space area to the west.

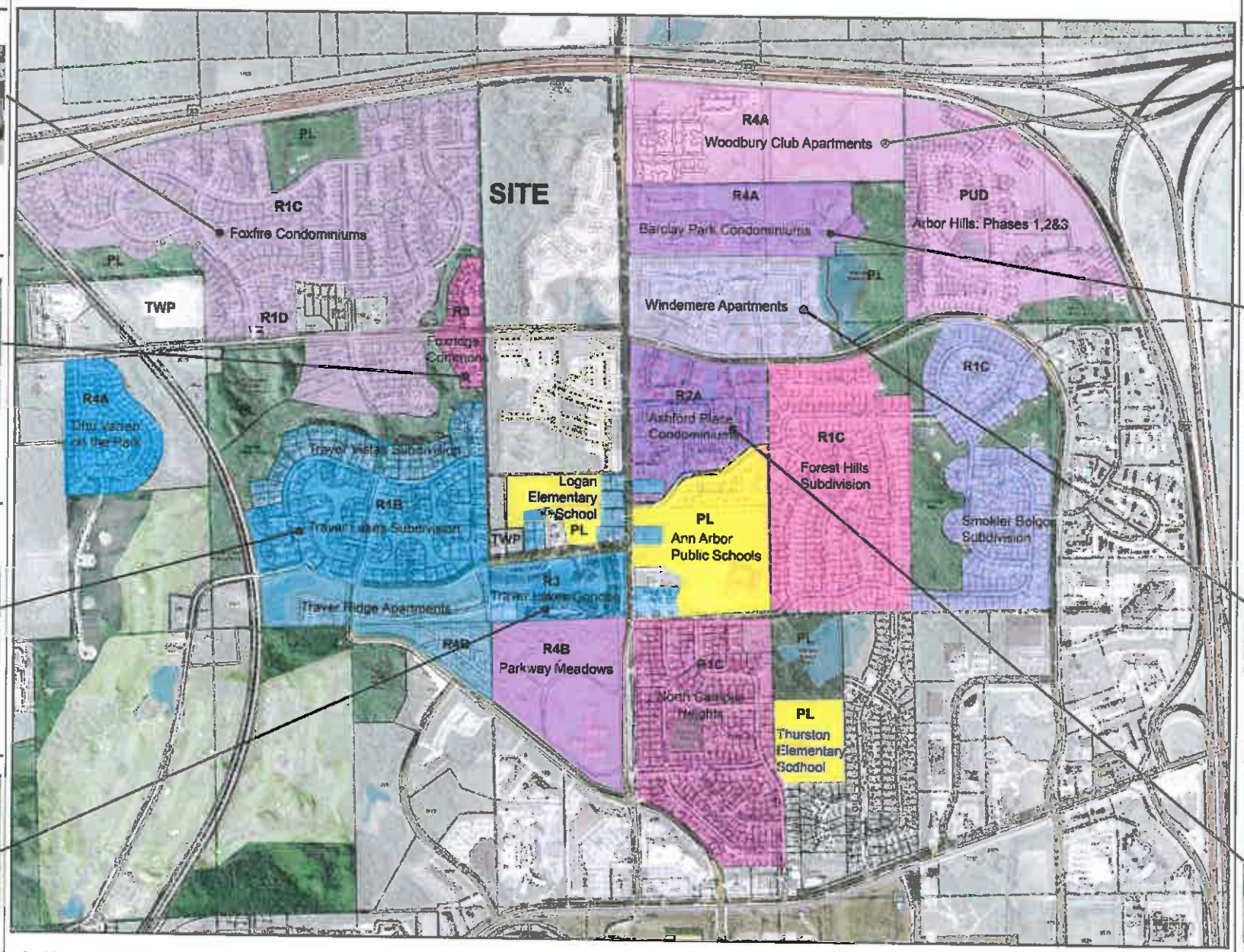
Building Unit Plan

Nixon Property

City of Ann Arbor, Michigan

Owner:	Toll Brothers
Planner:	Allen Design 248.457.4055
Engineer:	Atwell LLC 248.447.2000

June 22, 2014



Nixon Road Density & Housing Diversity Analysis

Woodbury Club Apartment

"New Urban Style" Residential Comi
Apartments
Stacked flat apartments, 750-1400 S
Detached ganged access, surface p
27.94 Acres
234 Units
8.37 Dwelling Units/Acre

Barclay Park Condominiun

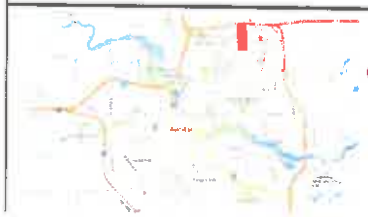
New England Style Residential Con
Condominiums
Multi-level town homes, 1000-2250 S
1-2 car attached garages, rear acces
32 Acres
291 Units
9.09 Dwelling Units/Acre

Windemere Park Apartmer

"Habitat at Home"
Apartments
Stacked Flat, 692-1023 SF/Unit
Detached carports, surface parking
50 Acres
490 Units
9.8 Dwelling Units/Acre

Ashford Place Condos

"Luxurious Townhouse Community"
Condominiums
Multi-story Town homes 1981-2235
2 Car attached garages front entry
31 Acres
66 Units
2.12 Dwelling Units/Acre



Toll Brothers
America's Luxury Home Builder®

ALLEN DESIGN

ATWELL

OX STUDIO INC

PLEASE SIGN IN

MEETING ATTENDANCE RECORD

Project Name: Toll Brothers Nixon Road Development
Project Number: TBN14
Meeting Date: 10 July 2014
Location: 3600 Plymouth Road (Holiday Inn)

Name	Contact Info		
	Phone Number	Email	Address
RAMESH GANATRA	(734) 320-7001	rganatra@mtc-test.com	4721 RUNWAY BLVD. ANN ARBOR, MI 48104
	( )		
Frank Commiskey	(734) 369-0982	fcommiskey@comcast.net	
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Miriam Shaw	( )	mbs1115@yahoo.com	3447 Burbank Dr
BETH KENNEY	(734) 741-9209	bcolaner@comcast.NET	3305 BULBANK 48105
CATHY ROGLITZ	(734) 665-7355	CROGLITZ@UMICH.EDU	3301 Burbank 48105
	( )		
Karen Hollaugh	(734) 994-3[illegible]	Akavalhaugh@aol.com	3305 Shrubridge Ct A2 48105
Kathie Stradl	(734) 995-2532	cookie4880@aol.com	2271 Placid Way A2 MI 48105
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Julie Koehn	(608) [illegible]-9340	jtkoehn@gmail.com	1 Haverhill Ct Ann Arbor MI 48105
Marsha Mclaughlin	(248) 231-6411	jmclaughlin2@mi.rr.com	34956 Drake Hts. Farmington, Mi. 48335
MARY VINOVSKIS	(734) 663-7744	vinovskis@umich.edu	13 WESTGATE CT A2 48105
MARIS VINOVSKIS	(") "	"	"
Arlene Caddell	(734) 915-4994	arlenecaddell@sbcglobal.net	2911 Lakehurst Ct Ann Arbor 48105
David Caddell	(734) 355-3687	"	"
Eileen Knerger	(734) 662-[illegible]	emknerger@gmail.com	2410 Placid Way 48105
Elizabeth Colvin	( )	edanaghude@hotmail.com	
	( )		

OX
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O.X studio
302 S. State St., Suite B | Ann Arbor, MI 48108 | o: 734.929.9000 | f: 734.929.9001

CPO MEETING ATTENDANCE RECORD

Project Name: Toll Brothers Nixon Road Development
Project Number: TBN14
Meeting Date: 10 July 2014
Location: 3600 Plymouth Road (Holiday Inn)

Name	Contact Info		
	Phone Number	Email	Address
Jeffrey Tapley	(734) 663-6136	PRESIDENT@TRAVERLAKES.COM	2255 PLAZA DR Ste 48105
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Carlos Valdivia	(989 554 9423)		
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Christine Kim	(734) 427-8824	ckim2@att.net	1391 Creekbend Ct. AA, 48104
Sandy Anderson	(734) 663-3956	sanders@umich.edu	2955 Lakehurst Ct. 48105
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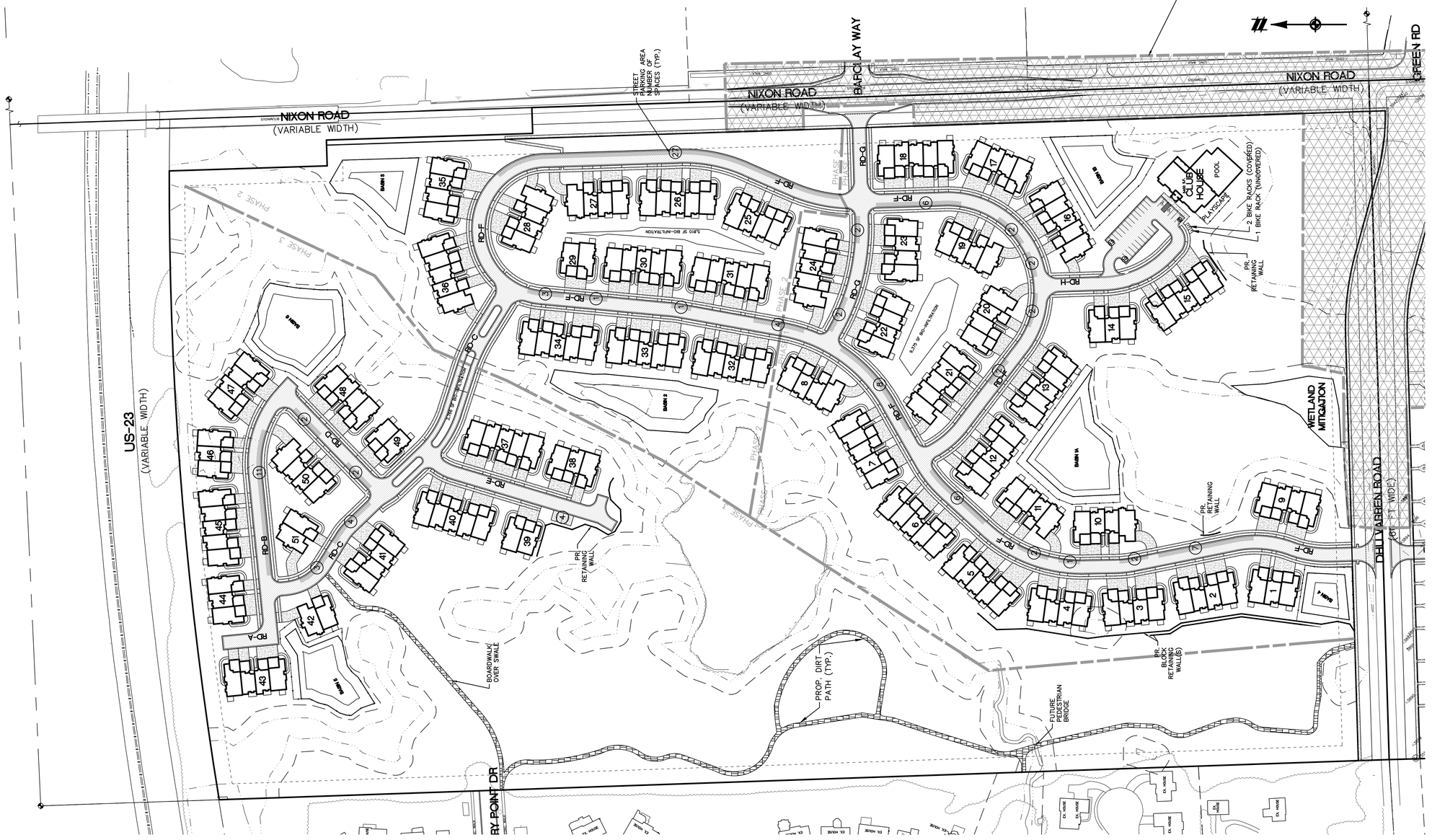
Laura Klem	(734) 662-9238	lklem@umich.edu	2475 Ohio Warren Rd Ann Arbor 48105
Charles Ross	(734) 662-6523		2722 Winter Garden Ct. 48105
LINDA RILEY	(734) 663-7856	rileyjandL@aol.com	2512 Traver Blvd Ann Arbor MI 48105
NOEL THOMPSON	(734) 476-0058	noelthompson@comcast.net	5542 SUNRISE DR YP. MI 48197
Deanna + Allen Singer	(734) 747-7441	elsinger@umich.edu	44 Haverhill Ct A2 48105
Diane G. Holland	(734) 3306519	digs56@comcast.net	31 Southwick Ct., Ann Arbor, MI 48105
Clara Charnetski	(734) 761-3814	comchernetwavice	2646 Tra...



NOTE

PRIVATE DRIVEWAY AISLE WILL BE OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION.

LEGEND

- EXIST. WOODS LINE
- EXIST. WETLAND LIMITS
- EXIST. CURB AND GUTTER
- EXIST. EASEMENT
- BOUNDARY/PROPERTY LINE
- SECTION LINE
- PROP. ASPHALT
- PROP. ROAD PARKING
- PROP. R.O.W. LINE
- PROP. ROAD CENTERLINE
- PROP. PHASE LINES
- PROP. BACK/EDGE CURB
- PROP. LOT LINE
- PROP. EASEMENT
- PROP. SETBACK LINE
- EXIST. UTILITY POLE
- SECTION CORNER
- (#) PARKING

Know what's **below.** **Call** before you dig.

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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SECTION 10 TOWN 2 SOUTH, RANGE 6 EAST
ANN ARBOR TOWNSHIP
WASHTENAW COUNTY, MICHIGAN

CLIENT: TOLL BROS., INC.

NIXON FARM NORTH

LAYOUT PLAN – OVERALL

DATE: JULY 28, 2014

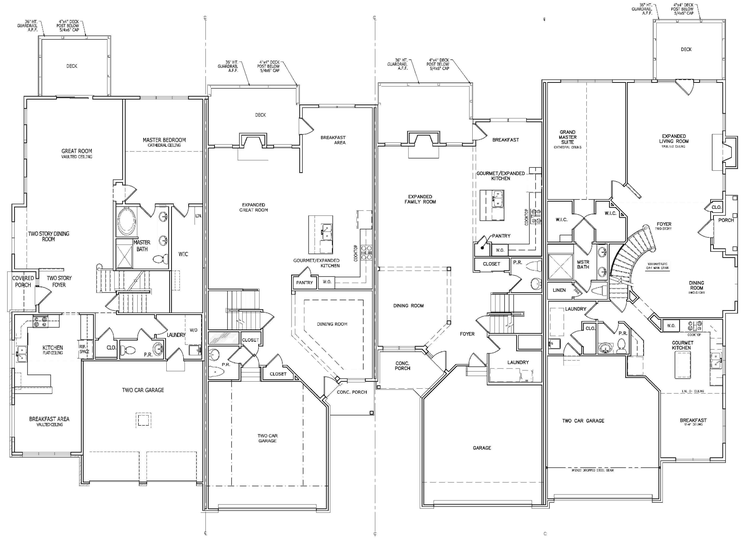
2014-09-10 PER CITY

REVISIONS

ATWELL

SCALE 0 50 100
1" = 100 FEET

DR. MB | CH. TP
P.M. JA
BOOK --
CAD FILE: 13001862SP-06-OL
JOB 13001862
FILE CODE: SP
SHEET NO. 11



LARCHMONT - FEDERAL - RH
F.F.E. = 438.33
OPT. #1176, 141

EASTPORT - HERITAGE - LH
F.F.E. = 438.33
OPT. #1021, 334, 365, 370, 141, 161, 359, 543, 657, 750, 800

PENTWATER - HERITAGE - RH
F.F.E. = 439.00
OPT. #1021, 370, 141, 359, 543, 657, 750, 800

BRISTOL - COLONIAL - LH
F.F.E. = 439.00
OPT. #1023, 044, 065, 070, 141, 195, 217, 359, 543, 657, 750, 90021001

FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"

Toll Architecture
A Toll Brothers, Inc. Company
EASTERN DIVISION

DRAWN BY: N.COSTANZA
CHECKED BY: S.SENZOW
SCALE: AS NOTED
SHEET DATE: 12/05/2014
SHEET REVISION (MO): 01/01/2015 REVISION; 02/04/12 REVISION; 04/26/12 REVISION; 07/30/13 REVISION; 08/25/13 REVISION
SET REVISION (NO):
SHEET DESCRIPTION: FIRST FLOOR PLAN
PRODUCT LINE:
PKG/DIV./PROJECT NAME:
ELEVATION NAME:
SHEET NUMBER: A-1

NIXON NORTH - CARRIAGES

Exterior Building Materials:
Brick Veneer
Cultured Stone
Vinyl Soffit/Siding
Fiber Cement Siding (Hardie)
Aluminum Facia/Gutters

Roofing Material: Asphalt–High Definition Dimensional Shingles

LARCHMONT - FEDERAL - RH
F.F.E. = 438.33
OPT. #1176, 141

EASTPORT - HERITAGE - LH
F.F.E. = 438.33
OPT. #1021, 334, 365, 370, 141, 161, 359, 543, 657, 750, 800

PENTWATER - HERITAGE - RH
F.F.E. = 439.00
OPT. #1021, 370, 141, 359, 543, 657, 750, 800

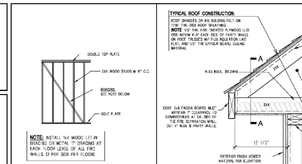
BRISTOL - COLONIAL - LH
F.F.E. = 439.00
OPT. #1023, 044, 065, 070, 141, 195, 217, 359, 543, 657, 750, 90021001

FRONT ELEVATION
SCALE: 1/4" = 1'-0"

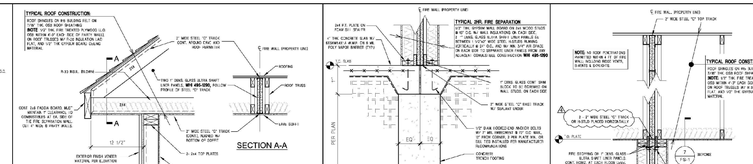
Toll Architecture
A Toll Brothers, Inc. Company
EASTERN DIVISION

DRAWN BY: N.COSTANZA
CHECKED BY: S.SENZOW
SCALE: AS NOTED
SHEET DATE: 12/05/2014
SHEET REVISION (MO): 01/01/2015 REVISION; 02/04/12 REVISION; 04/26/12 REVISION; 07/30/13 REVISION; 08/25/13 REVISION
SET REVISION (NO):
SHEET DESCRIPTION: FRONT ELEVATION
PRODUCT LINE:
PKG/DIV./PROJECT NAME:
ELEVATION NAME:
SHEET NUMBER: A-5

NIXON NORTH - CARRIAGES



TYPICAL WALL BRACING DET.

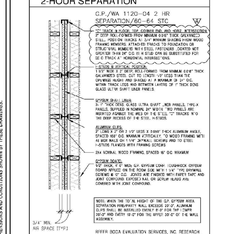


SECTION - ROOF EAVE (PERPENDICULAR) @ FIRE SEPARATION WALL

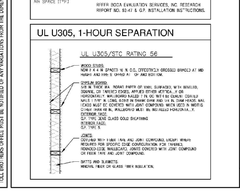
SECTION - SLAB CONDITION

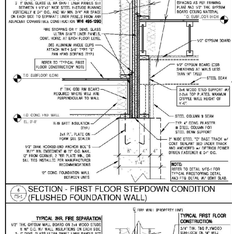
SECTION - TYPICAL 2 HR. FIRE SEPARATION WALL AND FLOOR ASSEMBLY

WHI 495-1290 (11/15/94); UL-U373
2-HOUR SEPARATION

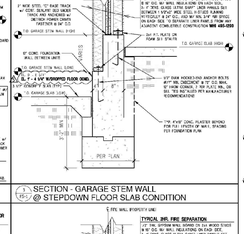


UL U305, 1-HOUR SEPARATION

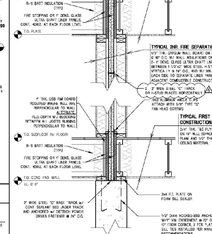




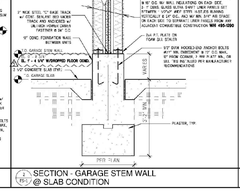
SECTION - FIRST FLOOR STEPDOWN CONDITION (FLUSHED FOUNDATION WALL)



SECTION - GARAGE STEM WALL @ STEPDOWN FLOOR SLAB CONDITION



SECTION - FIRST FLOOR STEPDOWN CONDITION (FOUNDATION STEM WALL)

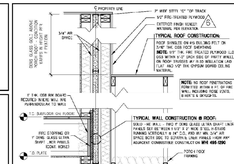


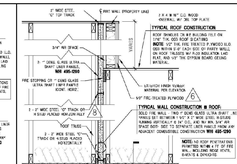
SECTION - GARAGE STEM WALL @ SLAB CONDITION

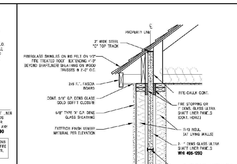
STANDARD FIRE SEPARATION DETAILS

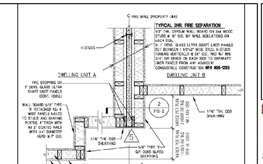
Toll Architecture
A Toll Brothers, Inc. Company
EASTERN DIVISION

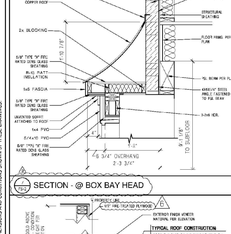
DRAWN BY: E. HUNB
CHECKED BY: P. D'ONOFRIO
SCALE: AS NOTED
SHEET DATE: 12-08-09
SHEET REVISION (MO): 12/09/09 CRIPPLE WALL; 04/26/12 ADDED UL NOTE; 07/30/13 H STUD NOTE; 09/01/ 360FBS ft. DT., U305
SET REVISION (NO):
SHEET DESCRIPTION: STANDARD FIRE SEPARATION DETAILS
PRODUCT LINE:
MODEL/PROJECT NAME:
ELEVATION NAME:
SHEET NUMBER: FS-1

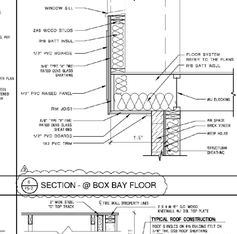


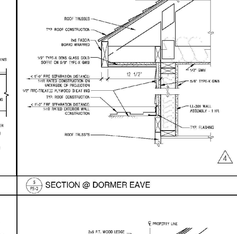


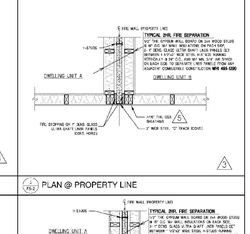


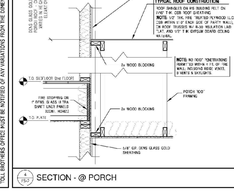


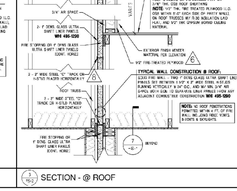


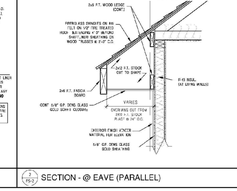


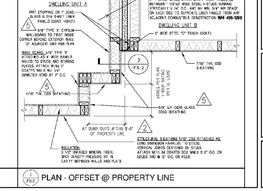












Toll Architecture
A Toll Brothers, Inc. Company
EASTERN DIVISION

DRAWN BY: E. HUNB
CHECKED BY: P. D'ONOFRIO
SCALE: AS NOTED
SHEET DATE: 12-08-09
SHEET REVISION (MO): 01/01/2015 REVISION; 02/04/12 REVISION; 04/26/12 REVISION; 07/30/13 REVISION; 08/25/13 REVISION
SET REVISION (NO):
SHEET DESCRIPTION: FIRE SEPARATION DETAILS
PRODUCT LINE:
MODEL/PROJECT NAME:
ELEVATION NAME:
SHEET NUMBER: FS-2

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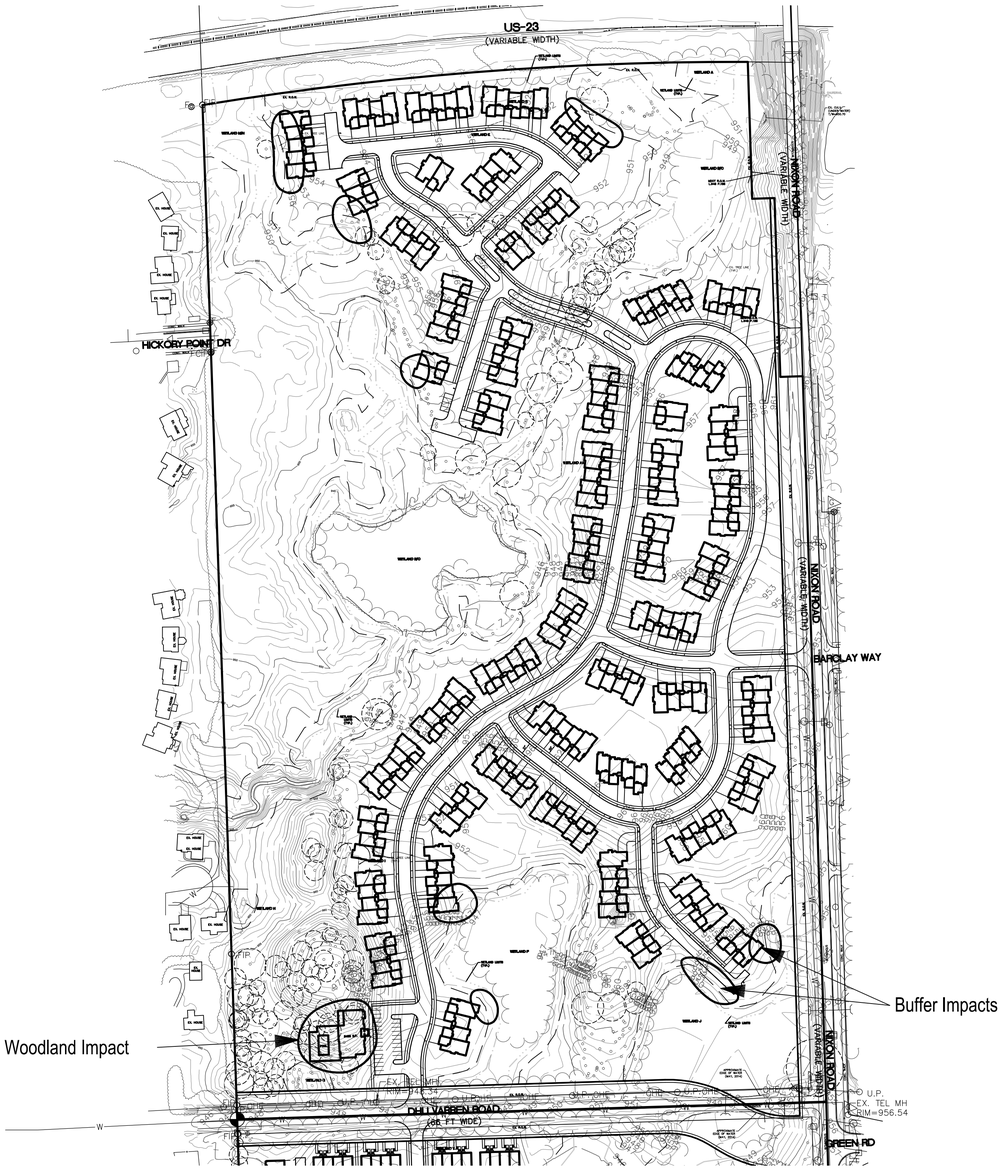


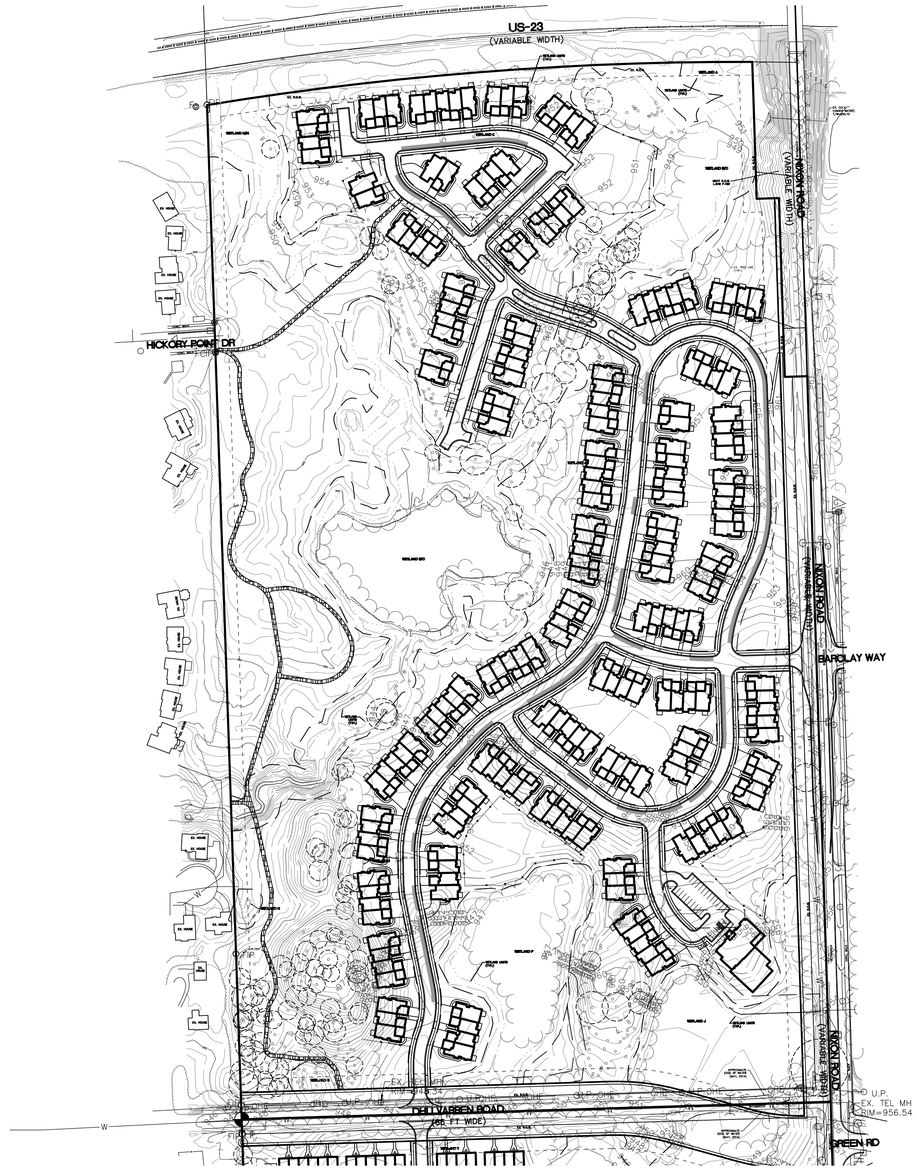
PLAN OPTION 1

The preferred plan was developed using Carriage homes yielding 219 units. The plan provides density consistent with the North East Area Plan.

This plan greatly reduces woodland impact in the southwest corner of the site and preserves the woodland located along Dhu Varren. Wetland impact has been reduced in the northern portion of the site by providing a boulevard. The boulevard will provide two means of ingress/egress.

The plan provides a 170' buffer from the clubhouse and 300' buffer from the Carriage house to the residents living on Foxridge Ct. By providing a single loaded road, the majority of units front Nixon Road as opposed to backing up to it.

The Drawback to this Plan is the Amount of Woodland and Wetland Buffer Impacts.



PREFERRED PLAN

The preferred plan was developed using Carriage Homes. The plan yields 209 units. This is 10 Less Units than the Previous Submission. Units were Removed to Provide for Groundwater Infiltration Requirements and to Reduce Natural Features Impacts. The plan provides density consistent with the North East Area Plan.

The wetland impact is limited to a small Unregulated wetland, Seven Storm Water Outlets and a Street Crossing at the most Narrow Portion of the Traver Creek. Wetland Buffer Impacts are also Limited to the Related Wetland Impacts Stated Above.

Regulated Tree Removal has been Reduced Resulting in 65 Less Mitigation Trees.

This Plan was Revised to Avoid Wetland Buffer Impacts. Buildings Shifted, the Clubhouse Relocated, Retaining Walls were Added and Drives Eliminated. This Plan Provides a Development Footprint That Only Impacts Natural Features and Buffers for Required Storm Water Management and Site Access.

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CLIENT
TOLL BROS., INC.
NIXON FARM NORTH
ALTERNATIVE ANALYSIS

DATE
JULY 28, 2014
2014-09-10 PER CITY

REVISIONS

ATWELL

SCALE 0

DR. MB	CH. TP
P.M. JA	
BOOK --	
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FILE CODE: SP	
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