

228 PACKARD PUD

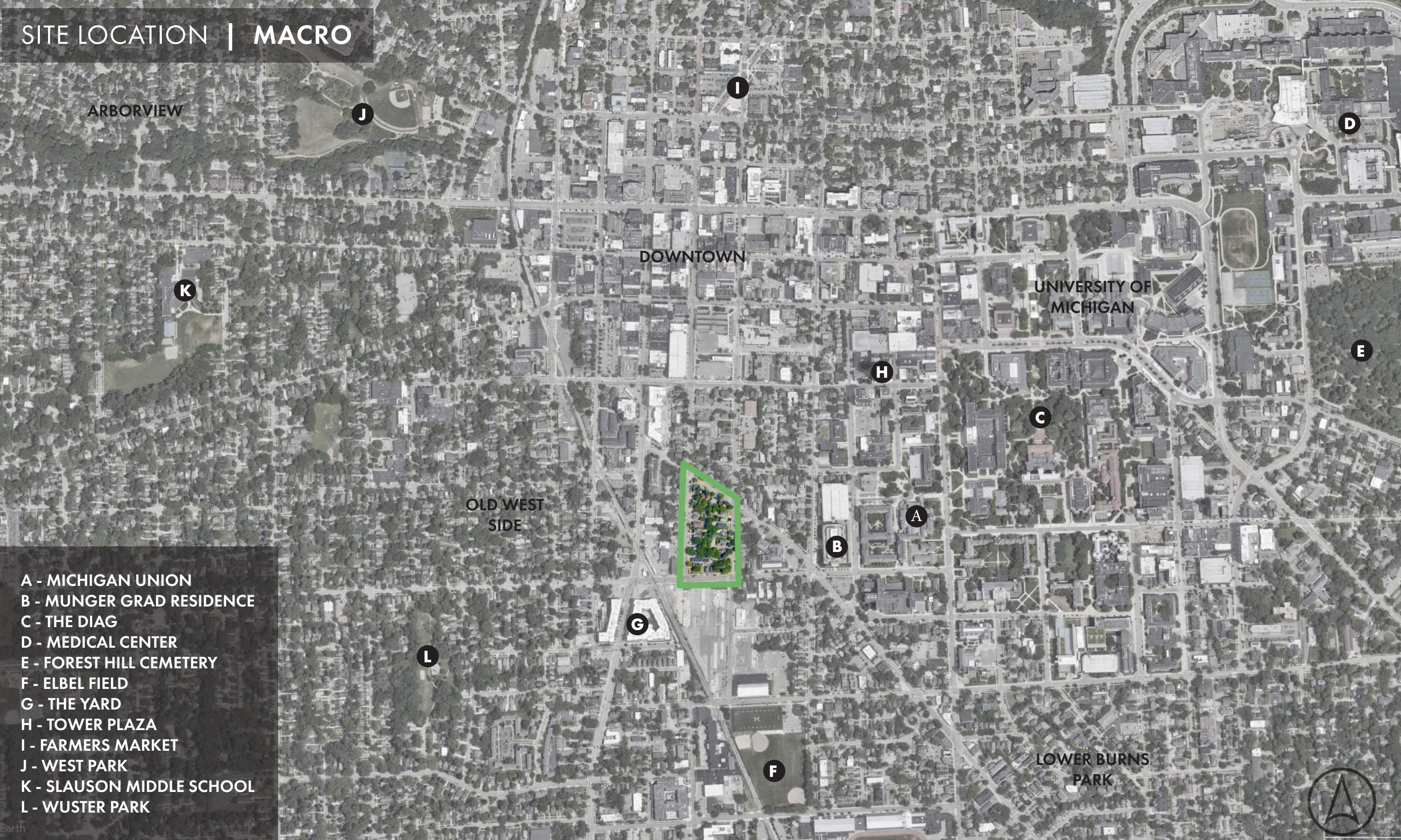
PRE-SUBMITTAL CONFERENCE

ANN ARBOR MICHIGAN, SEPTEMBER 2023



subtext

SITE LOCATION | MACRO



SITE LOCATION | MICRO



SITE LOCATION | CONNECTIVITY

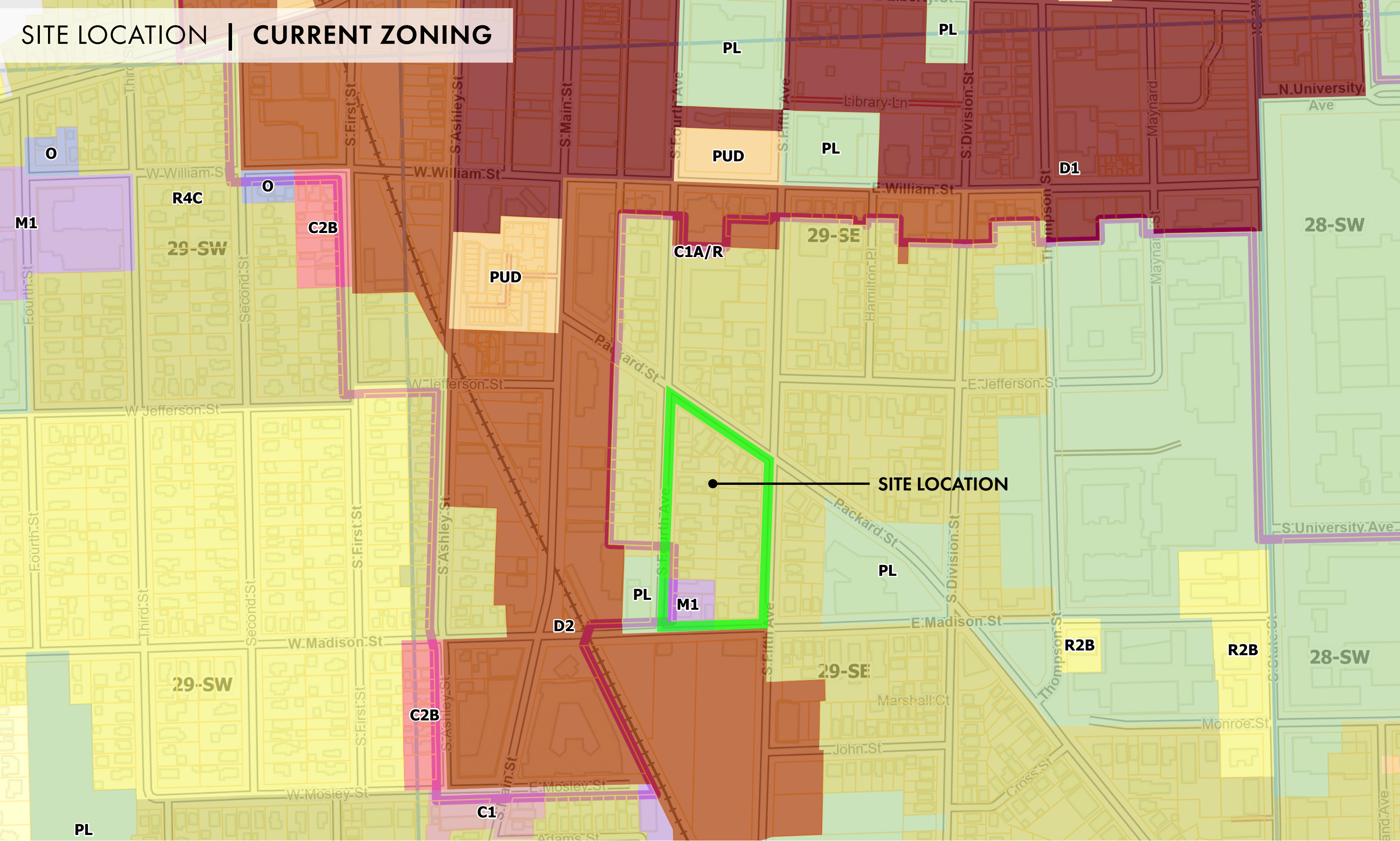


Blake Transit Center

3	4	5	6	22	23
24	25	26	27	28	29
30	31	32	33	34	

SITE LOCATION

SITE LOCATION | CURRENT ZONING



COMMUNITY BENEFITS

228 Packard: Community Benefits

The proposed 228 Packard PUD project offers numerous community benefits, as outlined below. Most importantly, it strives to help solve a housing shortage through a more economical and efficient use of city land (a limited resource), as called for in the city’s Planned Unit Development ordinance – making better use of a limited resource.

Sustainability

- Geothermal Heat Exchange System
- Building Integrated Solar Power
- Greater Than Code Required Electric Vehicle Charging Infrastructure
- Designing to LEED Silver Standards
- Compost Waste Bin Designations
- Construction Waste Reduction

Housing

- Meeting Housing Needs Through Increased Density to Reduce Sprawl
- Reduced Miles Traveled in Vehicles and Providing a Variety of Transportation Options
- Increased Diversity of Housing

Natural Features

- Stormwater Management
- Native Plants and Pollinators
- Enhanced Landscaping

Economy

- Significantly Increased Tax Base

Additional Baseline Requirements Met

- Affordable Housing Contribution Per Code
- Accessible Units
- Energy Efficient Design
- Water Efficiency



CONTEXT PHOTOS



MAIN AND PACKARD



MAIN AND PACKARD



MAIN AND MADISON



MAIN AND MADISON

SITE PHOTOS



MADISON AND PACKARD



MAIN AND PACKARD



MAIN AND PACKARD



4TH AND PACKARD

SITE PHOTOS



5TH AND HILL

(NEW QUAD @ ELBEL FIELD)



MADISON BETWEEN DIVISION & 5TH

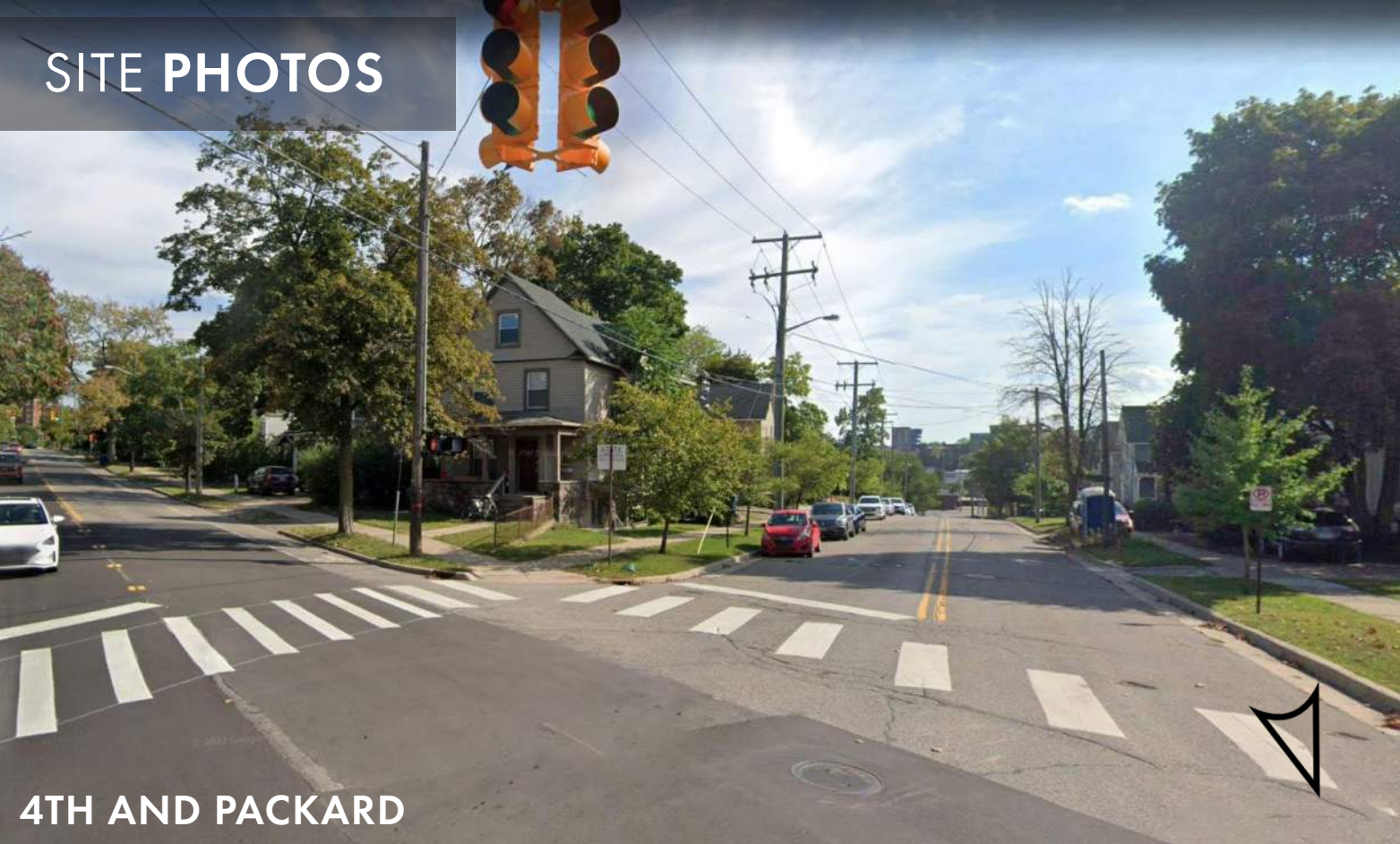


5TH AND MADISON



4TH AND MADISON

SITE PHOTOS



4TH AND PACKARD



5TH AND PACKARD



4TH AND MADISON



5TH AND MADISON

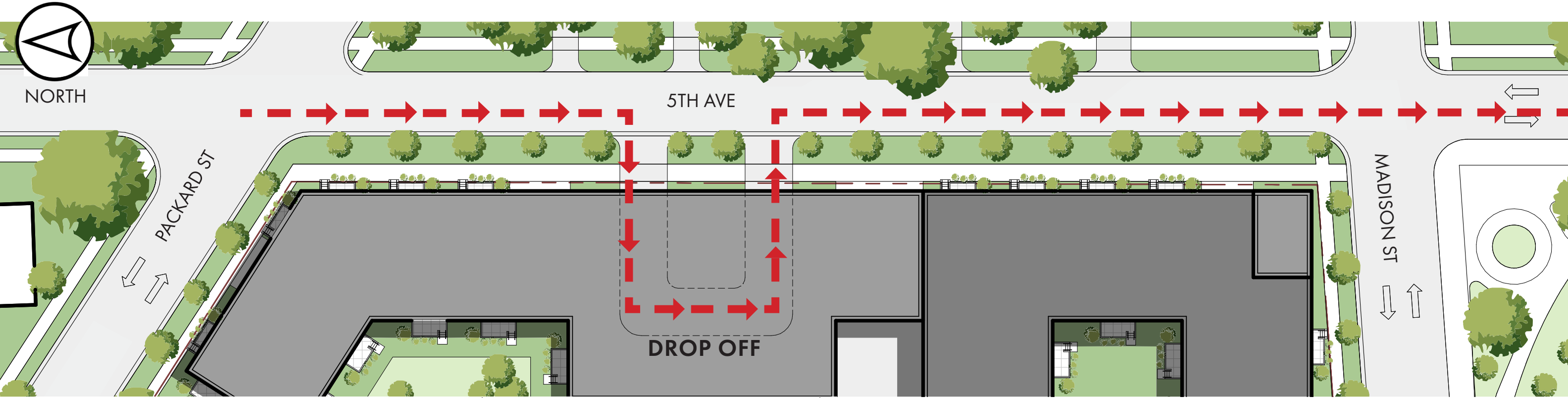
SITE AERIALS



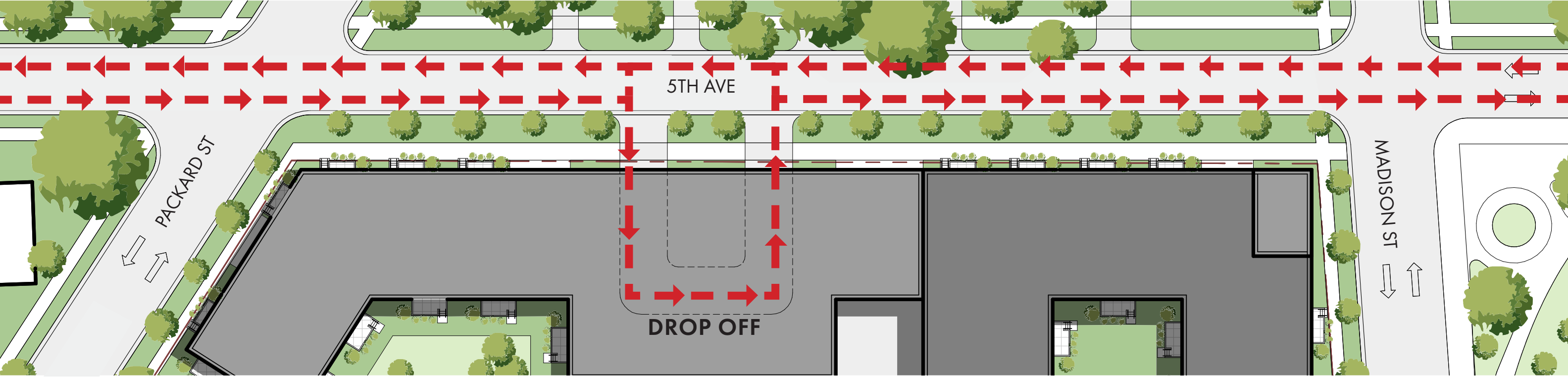
DETAILED SITE PLAN



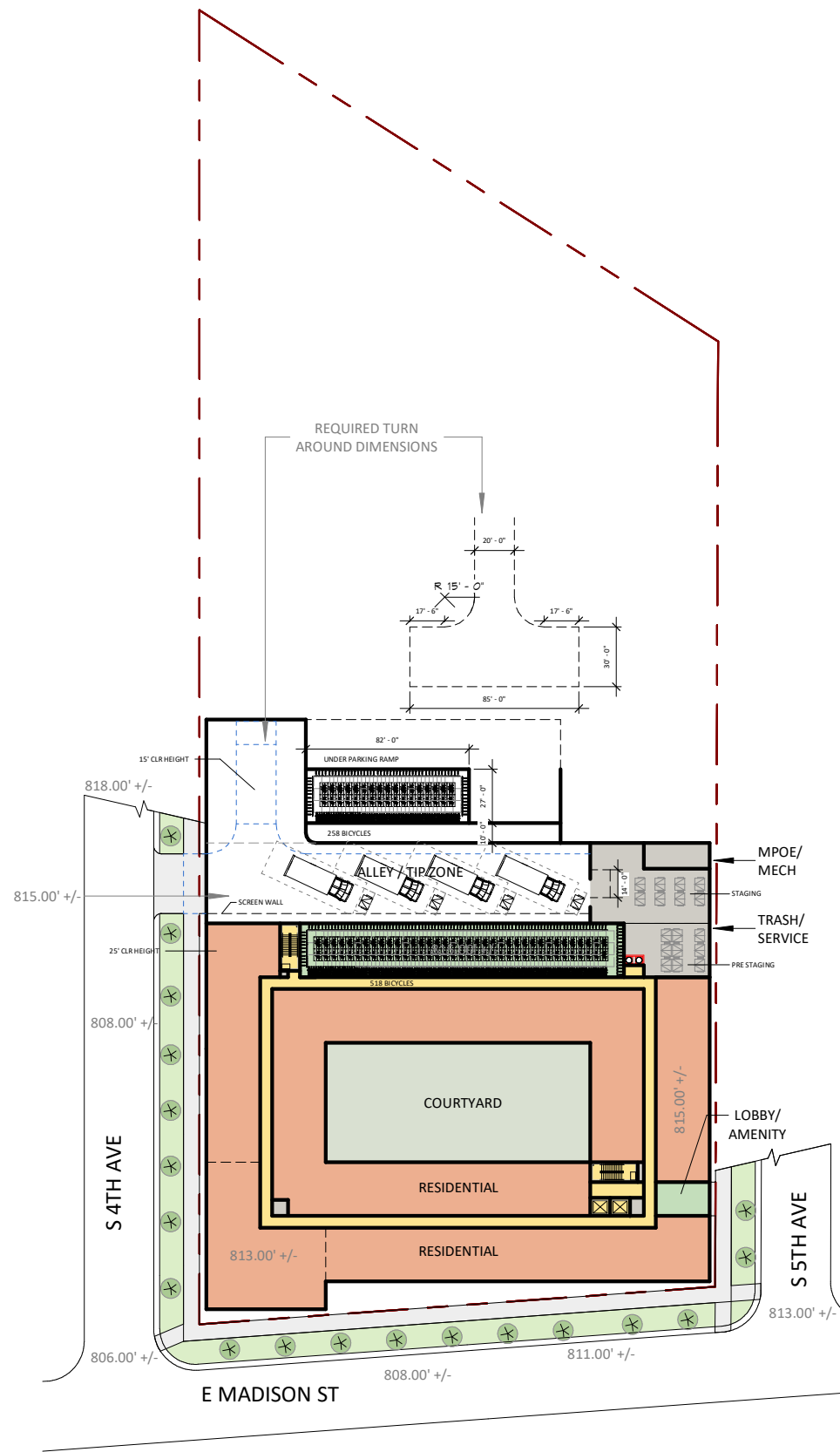
SITE PLAN 5TH AVENUE TRAFFIC FLOW



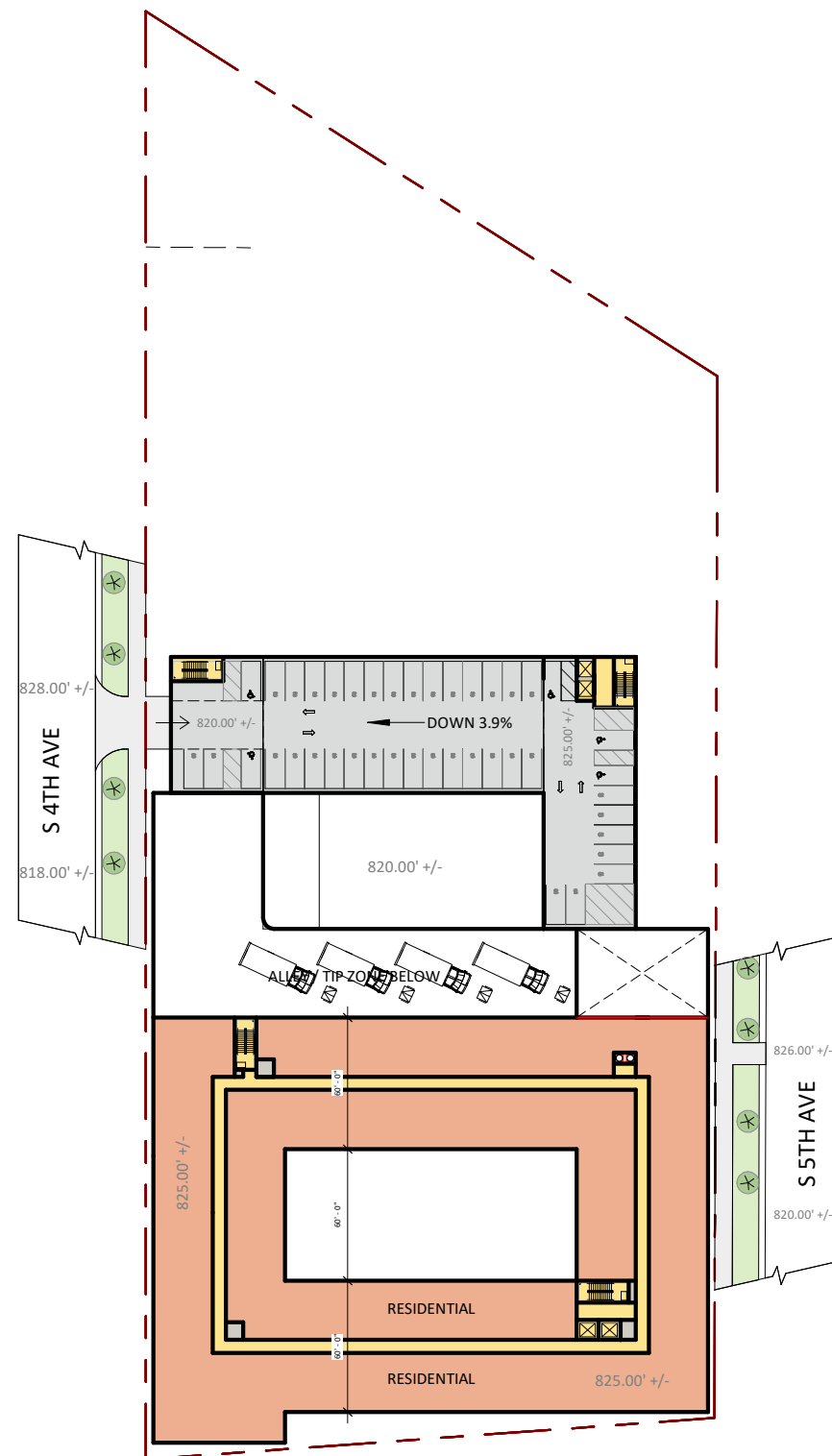
5TH AVE - ONE-WAY TRAFFIC (CURRENT CONDITION)



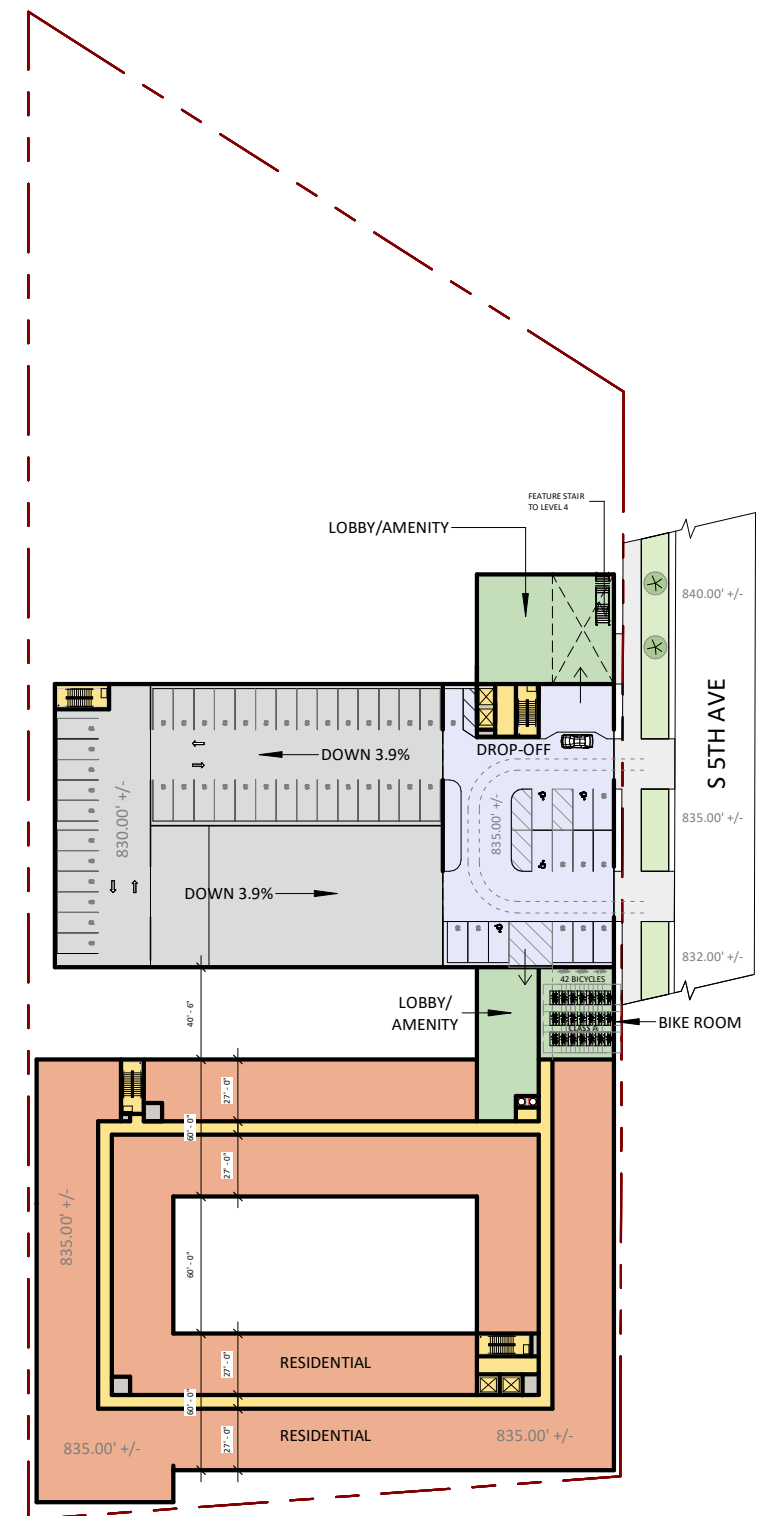
5TH AVE - TWO-WAY TRAFFIC (POSSIBLE FUTURE CONDITION)



MP-01

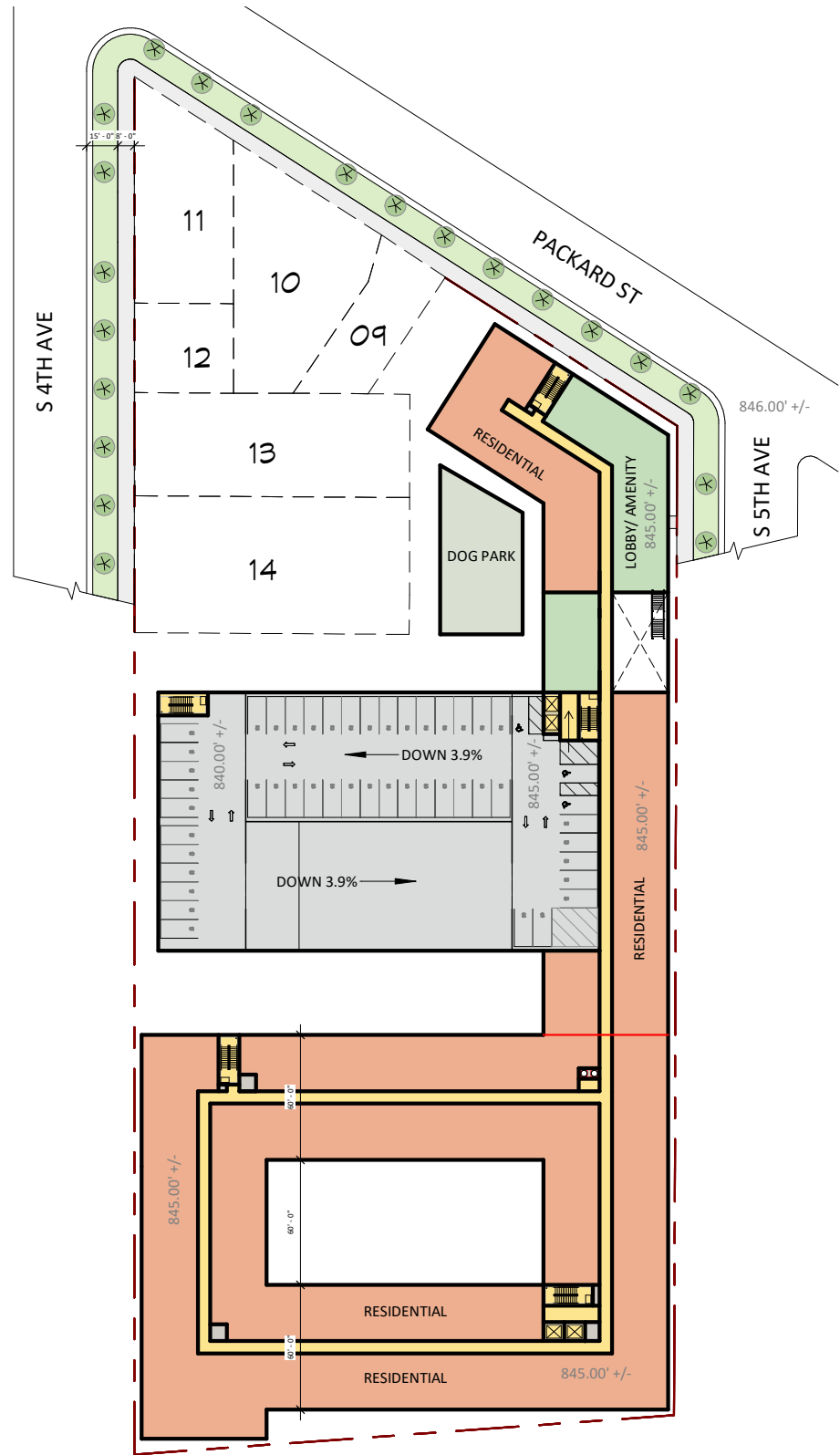


MP-02

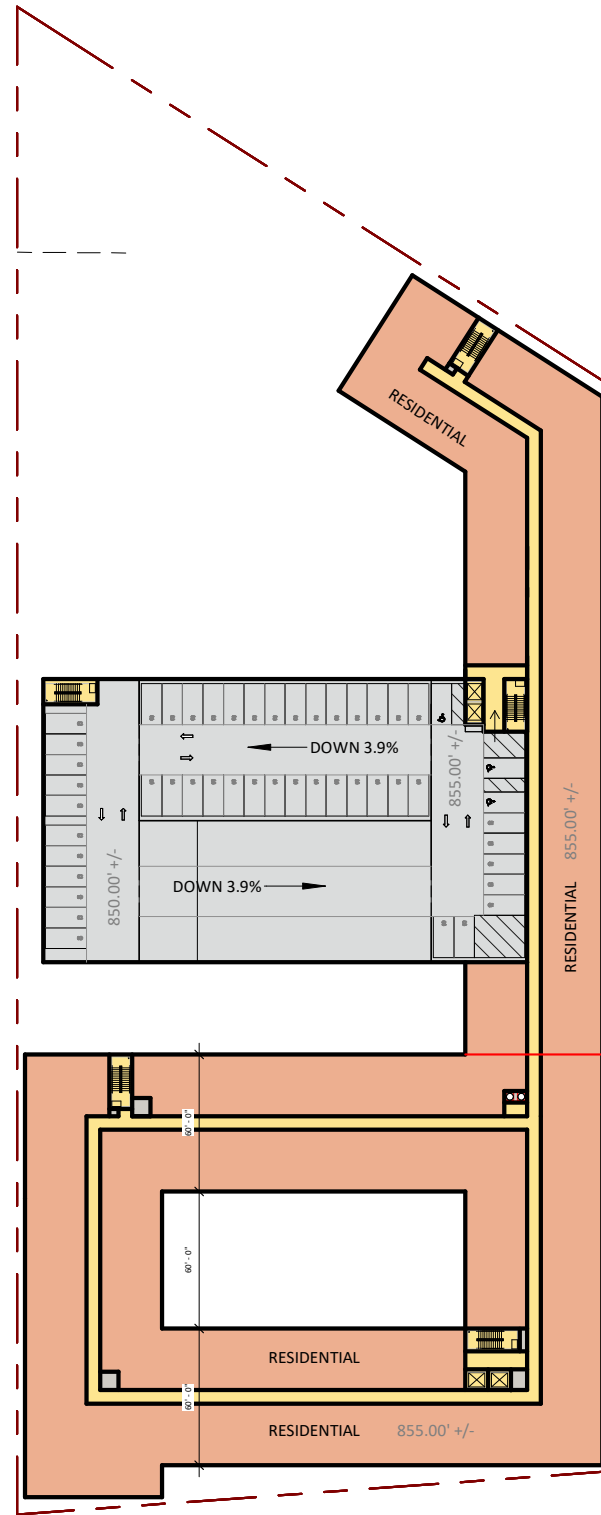


MP-03

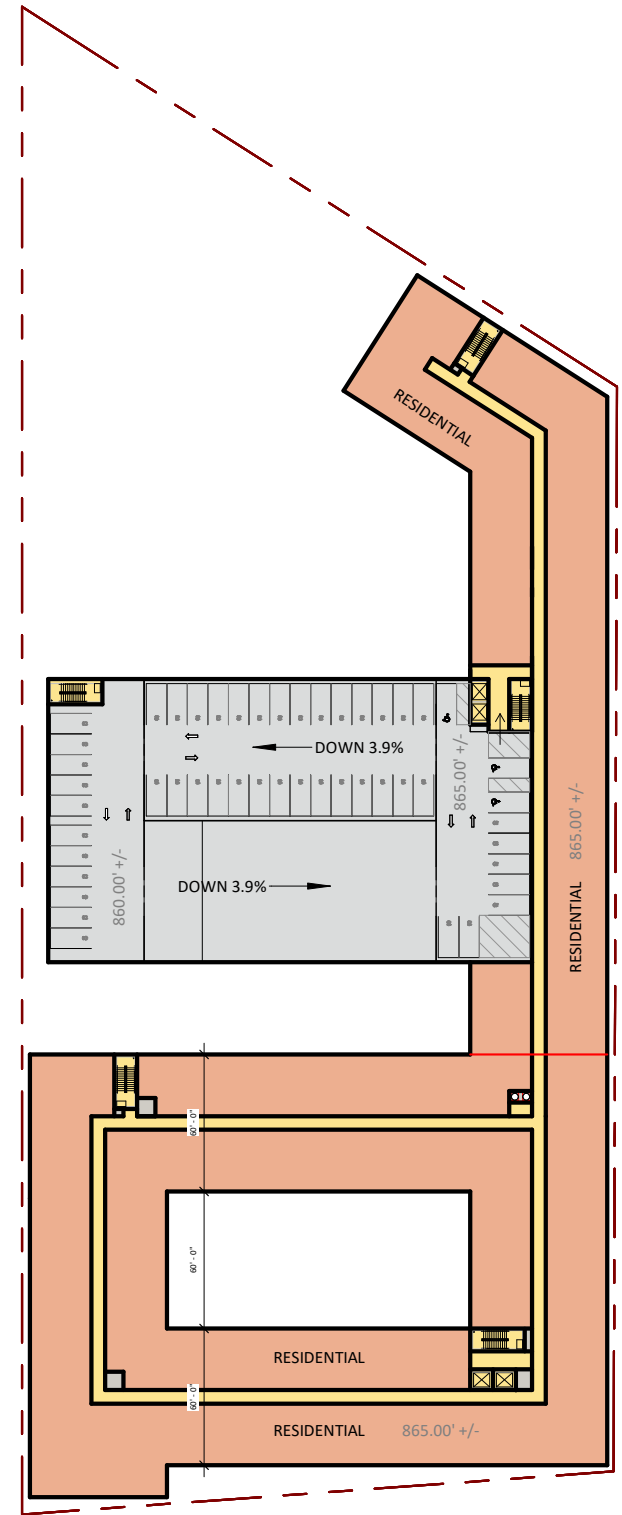
LEVEL 04-06 | FLOOR PLANS



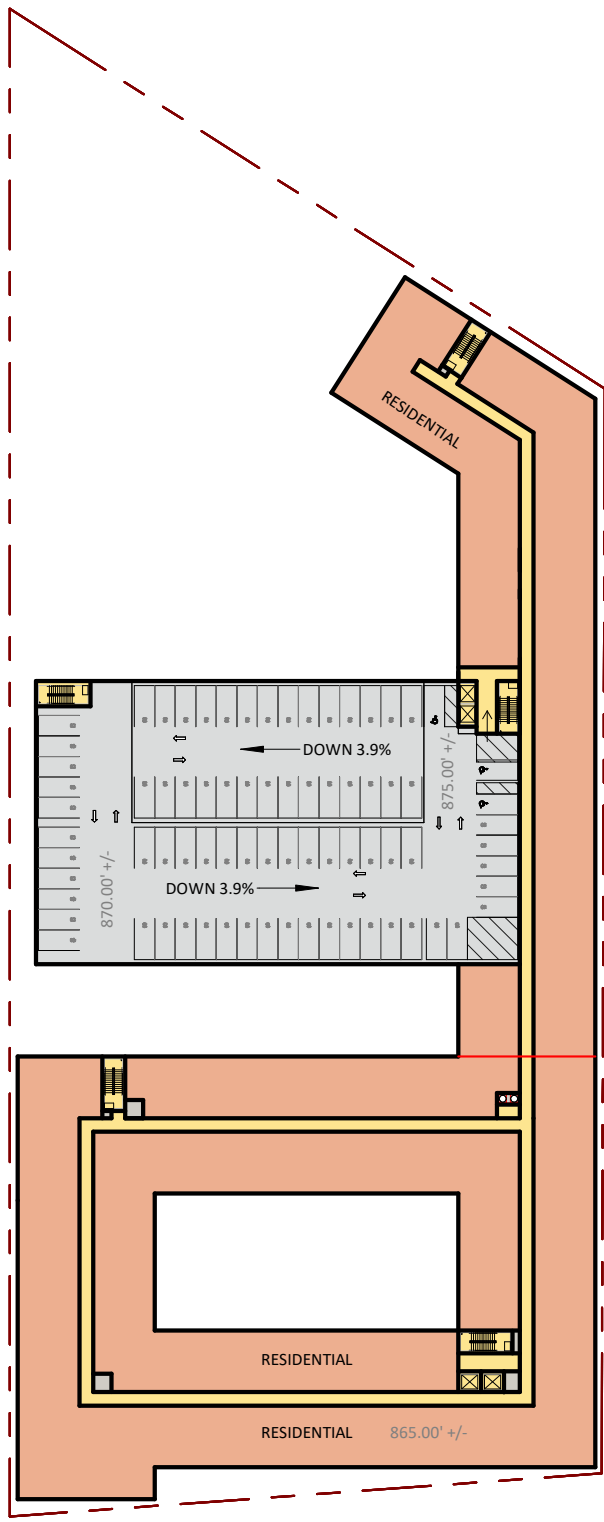
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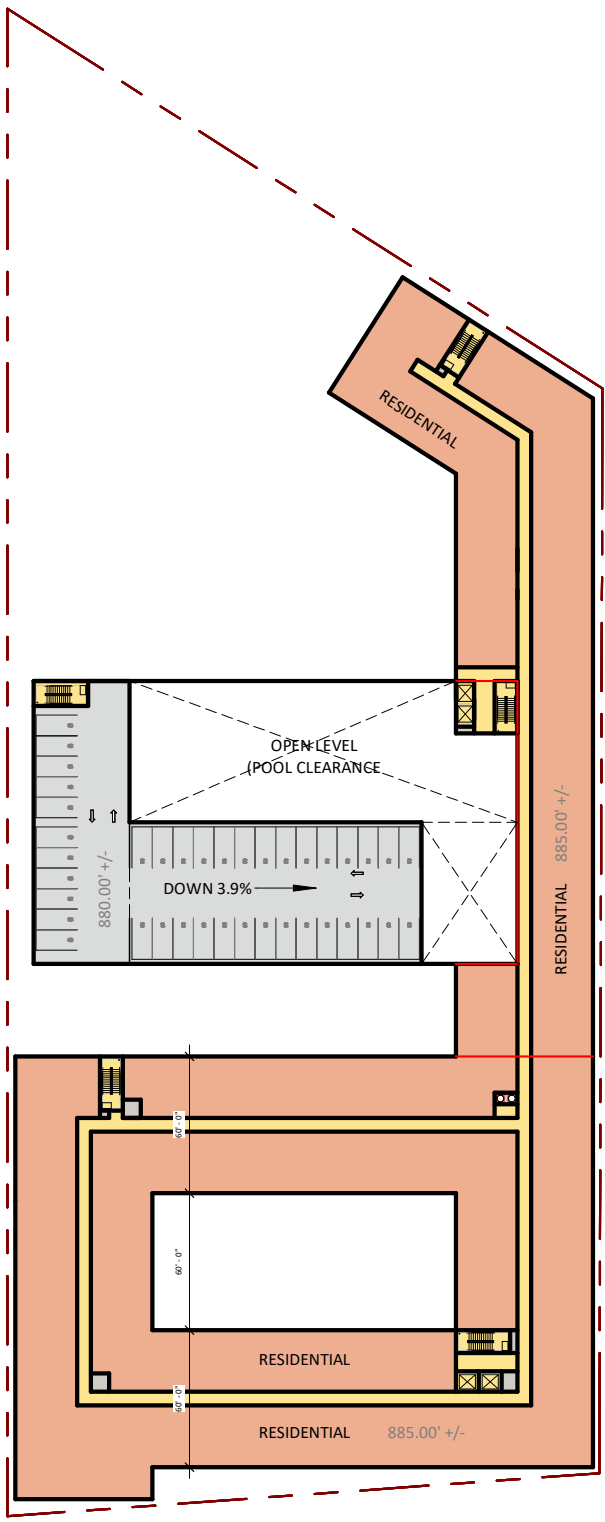
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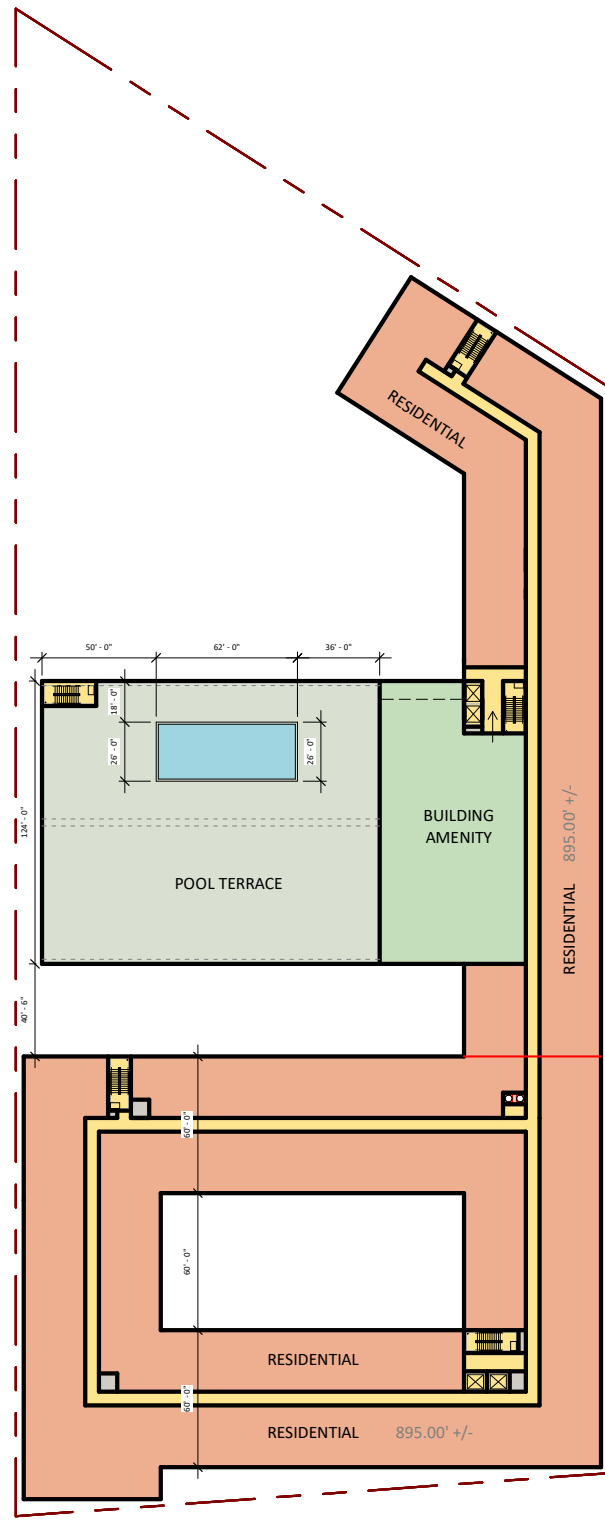
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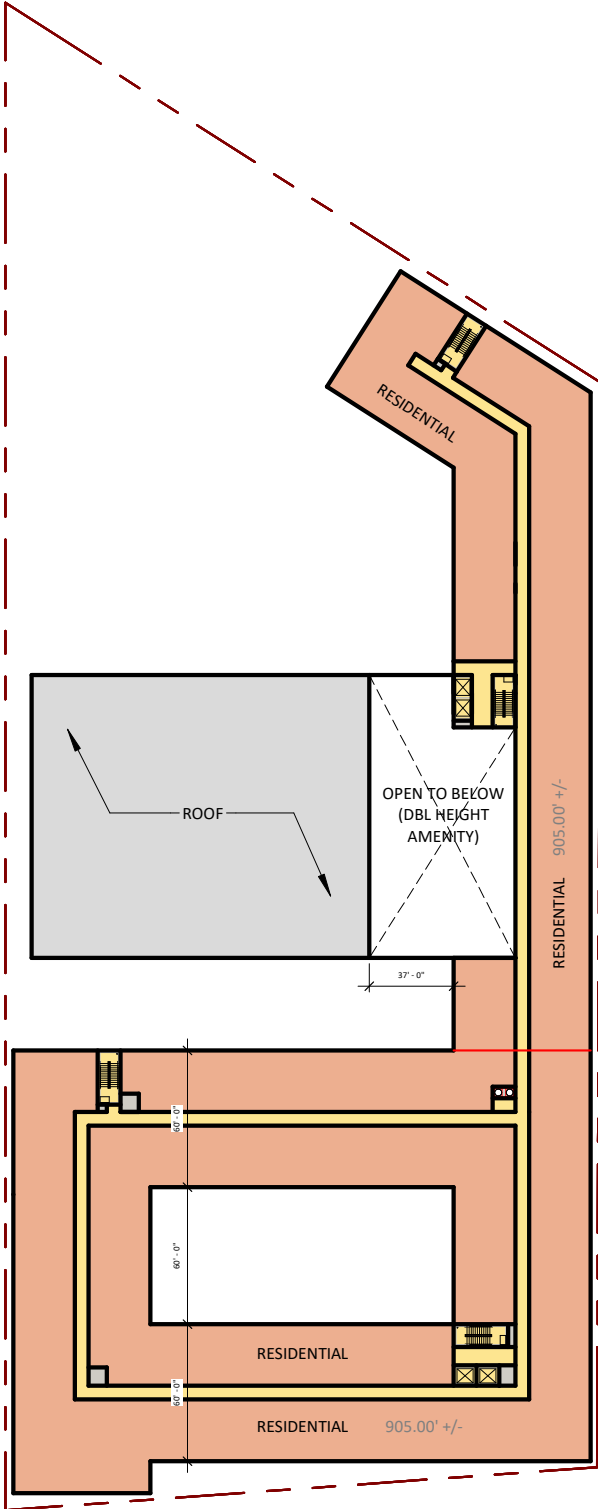
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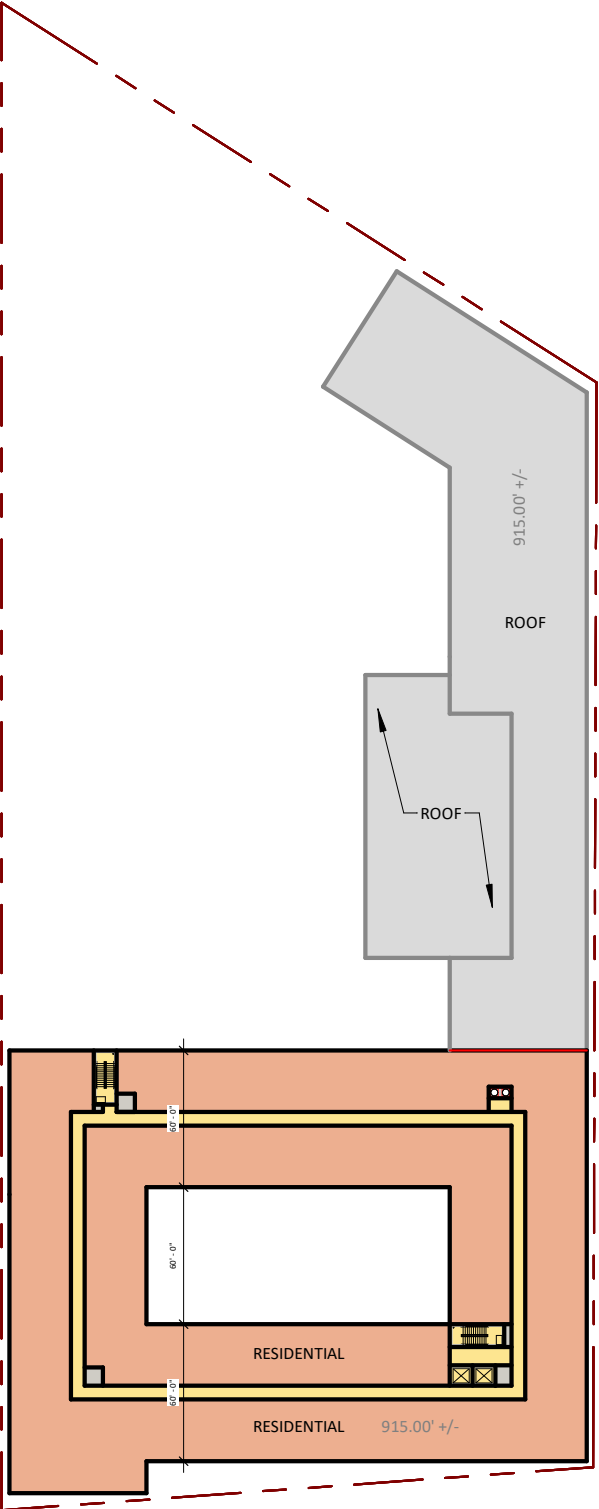
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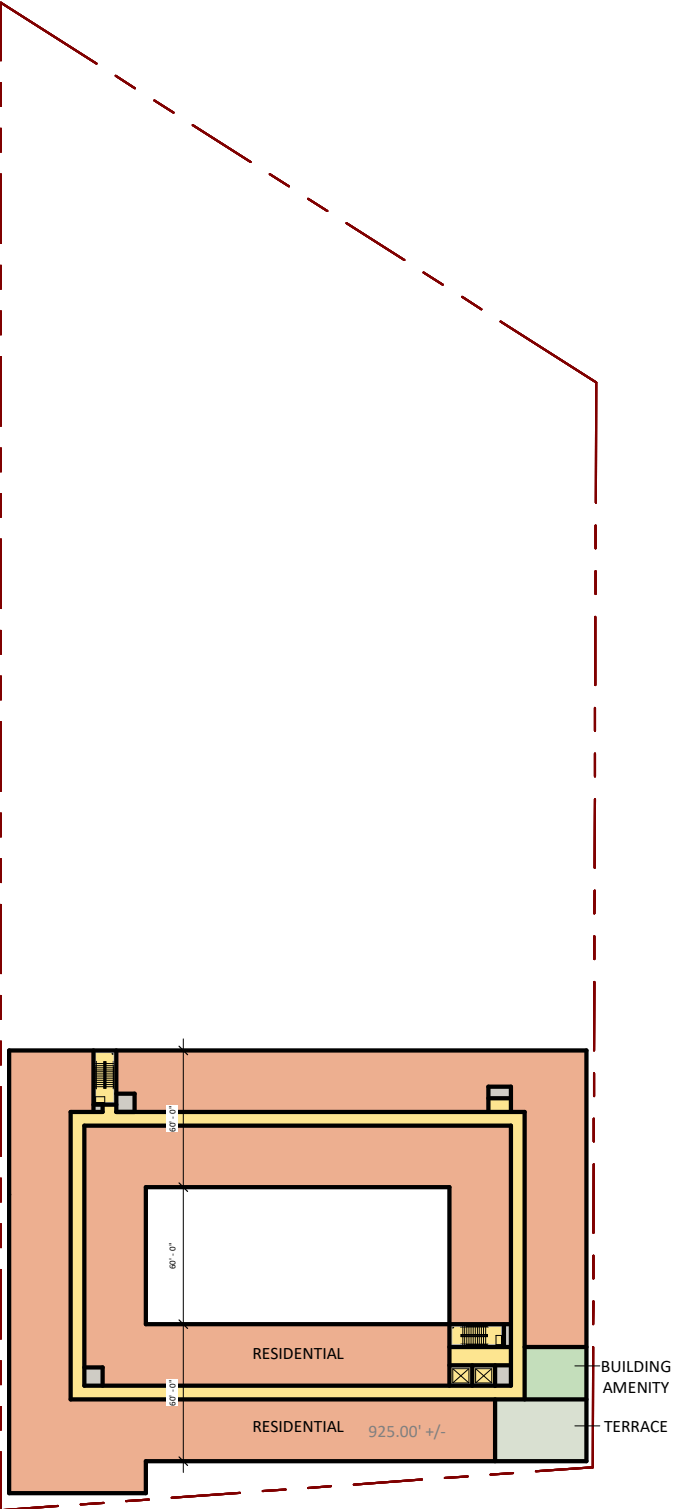
MP-09



MP-10

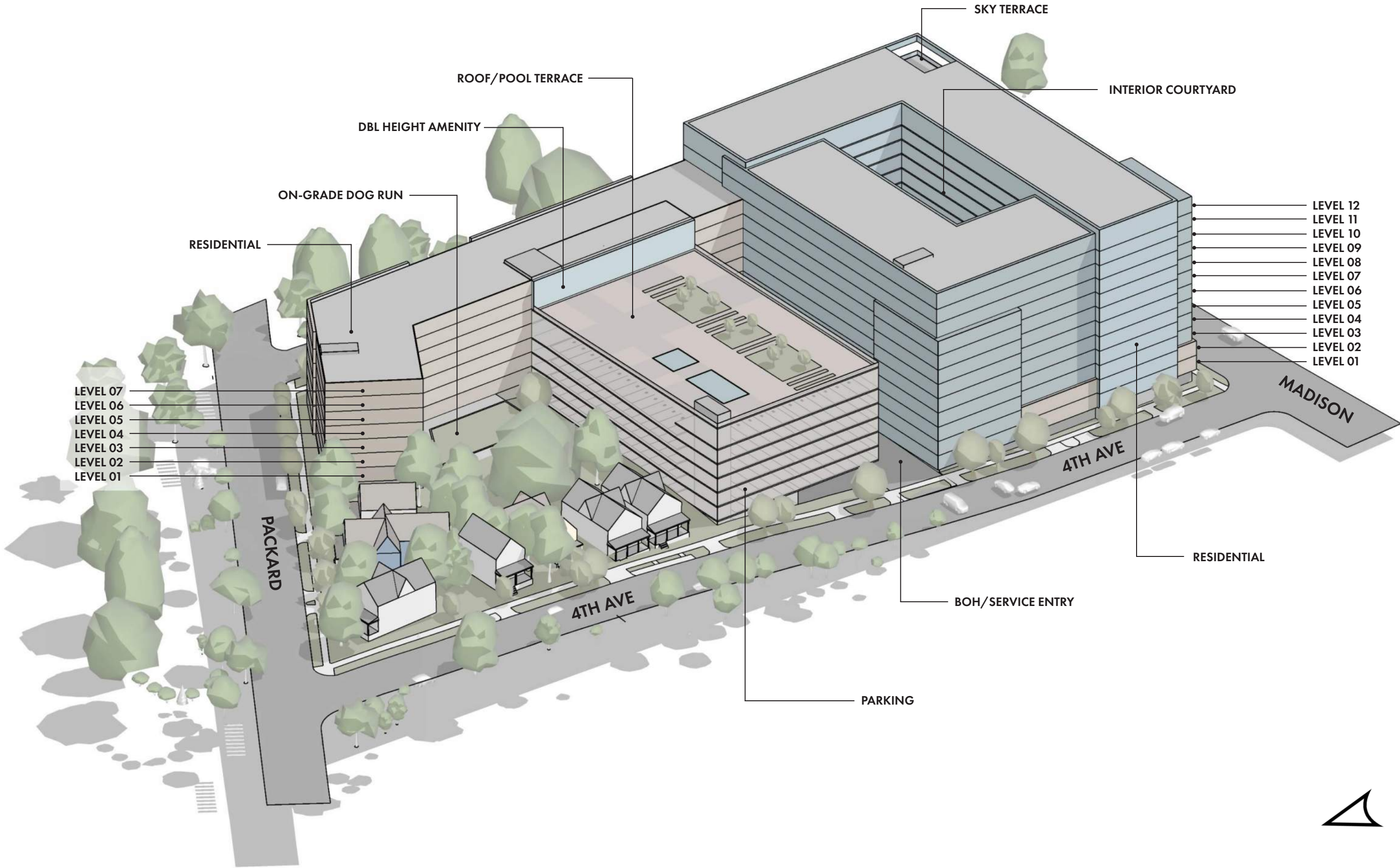


MP-11



MP-12

MASSING SUMMARY



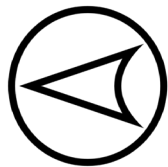
MASSING CONTEXT



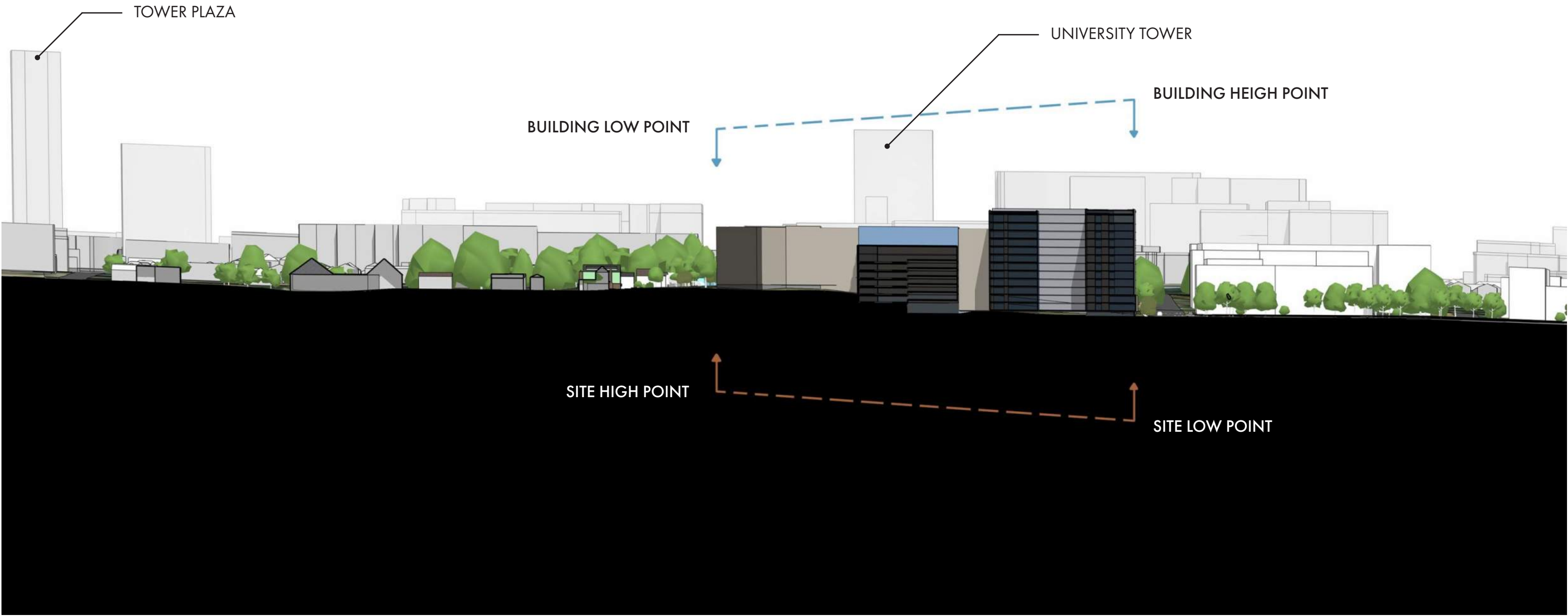
MASSING CONTEXT



SITE SECTION



CONCENTRATION OF HEIGHT SITUATED AT LOW POINT OF SITE ALONG MADISON. THE REDUCTION IN GRADE CREATES A PERCEPTUALLY SMALLER MASSING AT IT'S AUTHENTIC HIGHPOINT.



STREET SECTION - AMENITY

3'-0" FRONTAGE ZONE

8'-0" SIDEWALK ZONE

8'-0" AMENITY ZONE

STREET TREES, BENCHES, BIKE RACKS,
OTHER SITE FURNITURE

**STREET PARKING
OR BICYCLE LANE**

DRIVE LANES



STREET SECTION - OUTBOARD BALCONIES

3'-0" FRONTAGE ZONE

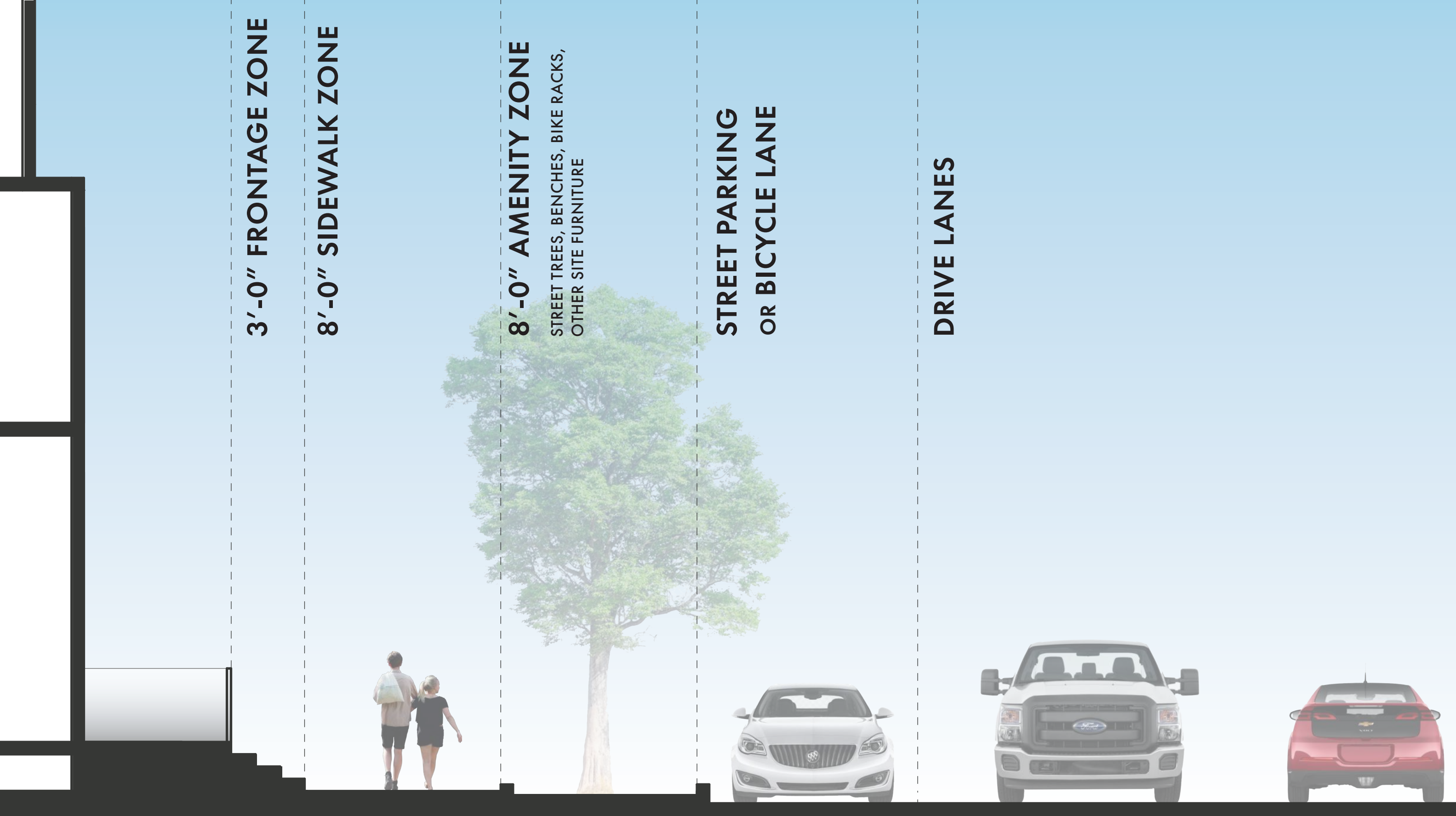
8'-0" SIDEWALK ZONE

8'-0" AMENITY ZONE

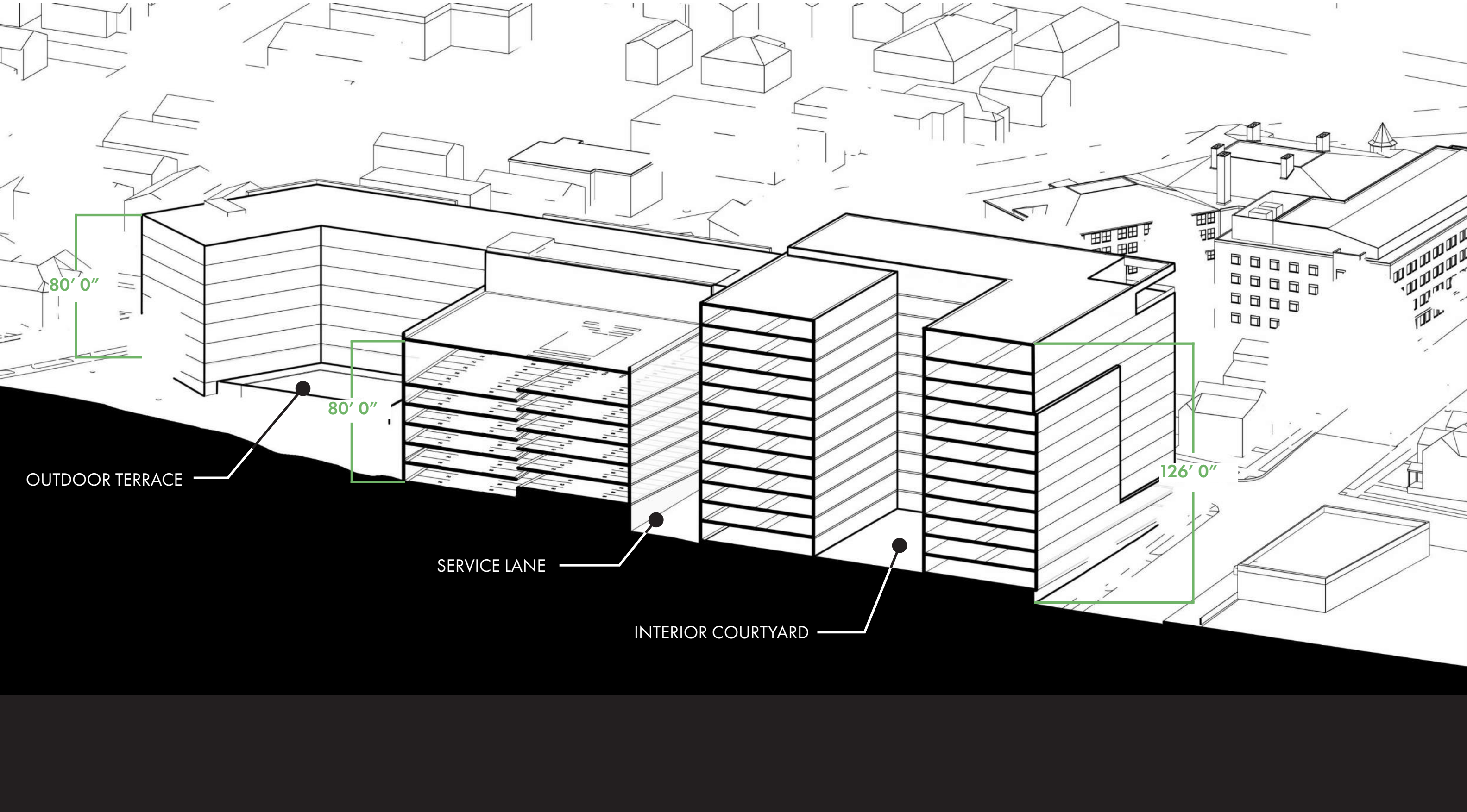
STREET TREES, BENCHES, BIKE RACKS,
OTHER SITE FURNITURE

**STREET PARKING
OR BICYCLE LANE**

DRIVE LANES



SITE SECTION



ZONING ANALYSIS

	<u>PROPOSED / PROVIDED</u>	<u>REQUIRED / ALLOWED</u>	<u>REQUIRED / ALLOWED</u>	<u>REQUIRED / ALLOWED</u>	<u>NOTES</u>
STANDARD		R4C	PUD	D1	
DENSITY	454 DUs, 1540 beds	1 DU/ 2175 sf of lot area OR 400 sf lot area / occupant	Unlimited	Unlimited	
COVERAGE	Building: 56% with full site 70% with non-purchased parcels excluded	Open Space: 40% of lot area 300 sf / DU	No restrictions	No restrictions	
FLOOR AREA RATIO	508% with full site 636% with non-purchased parcels excluded	n/a	No limit	400% with Premiums to 900%	
PREMIUMS				Additional Floor Area*	
15% Floor Area dedicated to Affordable Housing Dwelling Units	-	n/a	n/a	150%	*Premium options may be applied only to Lots that are located entirely outside of an historic district and that contain no part of a Floodplain. Our site contains a Floodplain, will need to be re-platted so that portion outside Floodplain can be unconstrained by the premium restrictions.
20% Floor Area dedicated to Affordable Housing Dwelling Units	-	n/a	n/a	300%	
30% Floor Area dedicated to Affordable Housing Dwelling Units	-	n/a	n/a	500%	
LEED Silver	-	n/a	n/a	50%	
LEED Gold	-	n/a	n/a	150%	
LEED Platinum	-	n/a	n/a	250%	
Pedestrian Amenity (Inner Arcade, Plaza)	-	n/a	n/a	10 sf / 1 sf of pedestrian amenity improvements, up to 8000 sf	Any space in which a pedestrian amenity is used to acquire a premium shall not be used for the off-street parking of any vehicle, including but not limited to automobile and bicycles
Public Parking	-	n/a	n/a	Floor area of above-grade parking structures reserved for parking spaces in excess of minimum requirement shall not count toward FAR up to 200%	
FLOODWAY					
*Premium options may be applied only to Lots that are located entirely outside of an historic district and that contain no part of a Floodplain.	To be determined	Residential Structures and all related heating, cooling, or other mechanical equipment shall be elevated so that the Lowest Floor is at or above the Flood Protection Elevation.	Residential Structures and all related heating, cooling, or other mechanical equipment shall be elevated so that the Lowest Floor is at or above the Flood Protection Elevation.	Residential Structures and all related heating, cooling, or other mechanical equipment shall be elevated so that the Lowest Floor is at or above the Flood Protection Elevation.	
	To be determined	Use shall not obstruct flood flows or increase flood elevations	Use shall not obstruct flood flows or increase flood elevations	Use shall not obstruct flood flows or increase flood elevations	
BUILDING SETBACKS					
Front Setbacks					
Packard ('Secondary Street')	6'	25' Min - No Max (Front)	0' min / no max, pending approval	0' Min - 10' Max	Front Yard Streets: The average of the Established Front Building Line within 100 feet may be used as provided in Section 5.18.5, if less than 15 feet. Unenclosed porches may encroach 8 feet into the Front Setback Area.
4th ('Secondary Street')	Varies, 4' and 12'	25' Min - No Max (Front)	0' min / no max, pending approval	0' Min - 10' Max	
5th ('Secondary Street')	5'	25' Min - No Max (Front)	0' min / no max, pending approval	0' Min - 10' Max	
Madison ('Secondary Street')	Varies, 3' and 8' and 17'	25' Min - No Max (Front)	0' min / no max, pending approval	0' Min - 10' Max	Up to 20% of the Building Frontage may exceed the maximum required front setback at the Streetwall for entry court or plaza area.
Side Setbacks	Varies, 10' (at parcel 13) and 28' (at parcel 14)	12' Min + 1.5" / 1' of building length over 50' (Side)	0' min / no max, pending approval	0' - 30' Min from a Lot Line abutting any R zoning district	South University: 30ft setback, Main St: none, First St: 15 ft setback, 10ft offset
Rear Setbacks	Varies, 10' (at parcel 13) and 28' (at parcel 14)	30' Min + 1.5" / 1' of building length over 50' (Rear)	0' min / no max, pending approval	0' - 30' Min from a Lot Line abutting any R zoning district	South University: 30ft setback, Main St: none, First St: 20 ft
Max Building Module Length (Horizontal in Feet)	To be designed	n/a	45-66'	45-66'	South University: 45ft, Main St: n/a, First St: 66 ft
MASSING					
Building Height	125'	30'	No max, pending approval	150-180'	South University: 150 ft, Main St, First St: 180 ft
Streetwall Height (stories min/max)	To be designed	n/a	2-4 stories	2-4 stories	South University, First St: 2-3, Main St: 2-4
Offset at Top of Streetwall	To be designed	n/a	5'	5'	Measured from exterior face of building to closest exterior face of Tower

ZONING ANALYSIS | CONTINUED

GROUND STORY					
Story Height	15'	n/a	No min, pending approval	15' min	
Finished Floor Elevation	To be determined	Lowest floor shall be at or above Flood Protection Elevation	Lowest floor shall be at or above Flood Protection Elevation	Lowest floor shall be at or above Flood Protection Elevation	Residential Structures and all related heating, cooling, or other mechanical equipment shall be elevated so that the Lowest Floor is at or above the Flood Protection Elevation.
Transparency	To be designed	n/a	No restrictions, pending approval	60%	The bottom of all windows on the street-level Story shall not be more than 2.5 feet above the level of the Sidewalk adjacent to a primary or secondary street.
STREETSCAPE					
Madison: Mixed Packard, 4th, and 5th: Near Neighborhood	To be designed	Mixed: 6' walking zone, 8' amenity zone Near Neighborhood: 5' walking zone, 7' amenity zone	Mixed: 6' walking zone, 8' amenity zone Near Neighborhood: 5' walking zone, 7' amenity zone	Mixed: 6' walking zone, 8' amenity zone Near Neighborhood: 5' walking zone, 7' amenity zone	
PARKING LOCATION					
	Above ground, accessed from side streets	Front Yard: Permitted, but not in Front Setback Area.	In the D1 district, an off-street Parking Structure is not permitted at the level of the adjacent street unless separated from the street by a portion of the Building that is occupied by a permitted use. Permitted uses shall be located within the Building and have a minimum depth of 25 feet from the exterior of the front wall.	In the D1 district, an off-street Parking Structure is not permitted at the level of the adjacent street unless separated from the street by a portion of the Building that is occupied by a permitted use. Permitted uses shall be located within the Building and have a minimum depth of 25 feet from the exterior of the front wall.	In the D1 district, an off-street Parking Structure is not permitted at the level of the adjacent street unless separated from the street by a portion of the Building that is occupied by a permitted use or uses, with the exception of the portion of a Parking Structure that provides vehicular or pedestrian access to the street. Permitted uses shall be located within the Building and have a minimum depth of 25 feet from the exterior of the front wall. On Corner Lots, this requirement shall apply to Lot frontages on primary streets. In all districts, any wall of an off-street Parking Structure that abuts a residential zoning district shall not contain openings, or if it contains openings shall be separated from the Lot Line by a Building other than a Parking Structure occupied by a permitted primary use or uses. Multiple-Family uses having more than 100 ft of Street Frontage, more than 20,000 square feet of land area, and more than 20 Dwelling Units may have Parking Lots and Parking Spaces in the Front Yard but not in the Front Setback Area.
PARKING					
Vehicles	470 stalls	No min - No max	No min - No max	No min - No max	Off-street parking not required
EV	420 EV-C, 50 EV-1 stalls	90% EV-C 10% EV-1	90% EV-C 10% EV-1	90% EV-C 10% EV-1	
Bicycles	740,000 sf/2500 sf = 296 bicycles, Class A OR 1550 beds /2 = 775 bicycles, 390 Class A, 390 Class C OR 456 DU / 5 = 92 bicycles, Class A	1/2 beds (Student Cooperatives) 50% Class A (Enclosed) 50% Class C (Fixed) OR 1/5 Dwelling Units (Multi-Family Dwelling, 5 units or more) 100% Class A (Enclosed)	1/2 beds (Student Cooperatives) 50% Class A (Enclosed) 50% Class C (Fixed) OR 1/5 Dwelling Units (Multi-Family Dwelling, 5 units or more) 100% Class A (Enclosed)	1/2500 sf (D1 - Residential) 100% Class A (Enclosed)	Class A (Enclosed Bicycle Storage) Class A facilities shall store a bicycle and necessary accessories for longer periods, well protected from weather and theft. Class A is typically intended for use occupants at their residence. Class C (Fixed Bicycle Racks) Class C facilities shall store a bicycle for shorter periods, allowing both the wheels and frame of a bicycle to be securely locked. Class C is typically intended for use by customers and visitors of a residence, business, or office.
Motor Vehicle Access	Vehicle access provided from side streets	Vehicle access must be from alley if accessible	Vehicle access must be from alley if accessible	Vehicle access must be from alley if accessible	
Driveway Width (One-Way) Min/Max	n/a	10-15'	10-15'	10-15'	
Driveway Width (Two-Way) Min/Max	22'	18-24'	18-24'	18-24'	
Parking Design	Standard Space: 9' x 18' Compact Space: 8' x 18' Drive Aisle: 22'	Standard Space: 9' x 18' Compact Space: 8' x 16' Drive Aisle: 22'	Standard Space: 9' x 18' Compact Space: 8' x 16' Drive Aisle: 22'	Standard Space: 9' x 18' Compact Space: 8' x 16' Drive Aisle: 22'	Up to 30% of spaces allowed to be compact and clearly signed for small cars