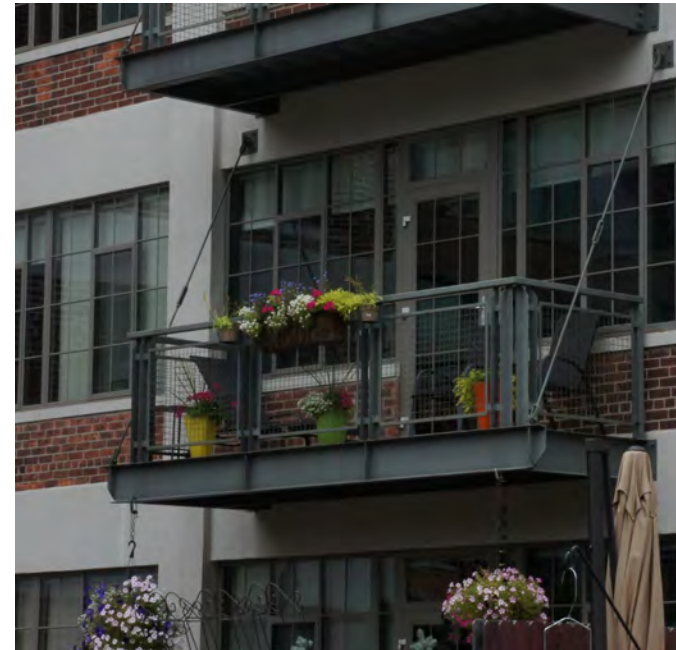


### 3b.Design Theme

The Design is inspired by structures along the industrial strip of land fronting the Ann Arbor Railroad and Allen Creek. While this specific site had no large manufacturing structures, the ribbon of industrial uses in the river plain had many interesting structures. Albert Kahn's University Library and Natural Sciences buildings carried out this theme with large open framed bay spaces filled with industrial sash. The Atrium stair access to the upper level is similar in scale and character to the Kerrytown entrance. The color however takes its cue from some of the office buildings constructed in the Commonwealth Avenue particularly 2301 Commonwealth Boulevard.

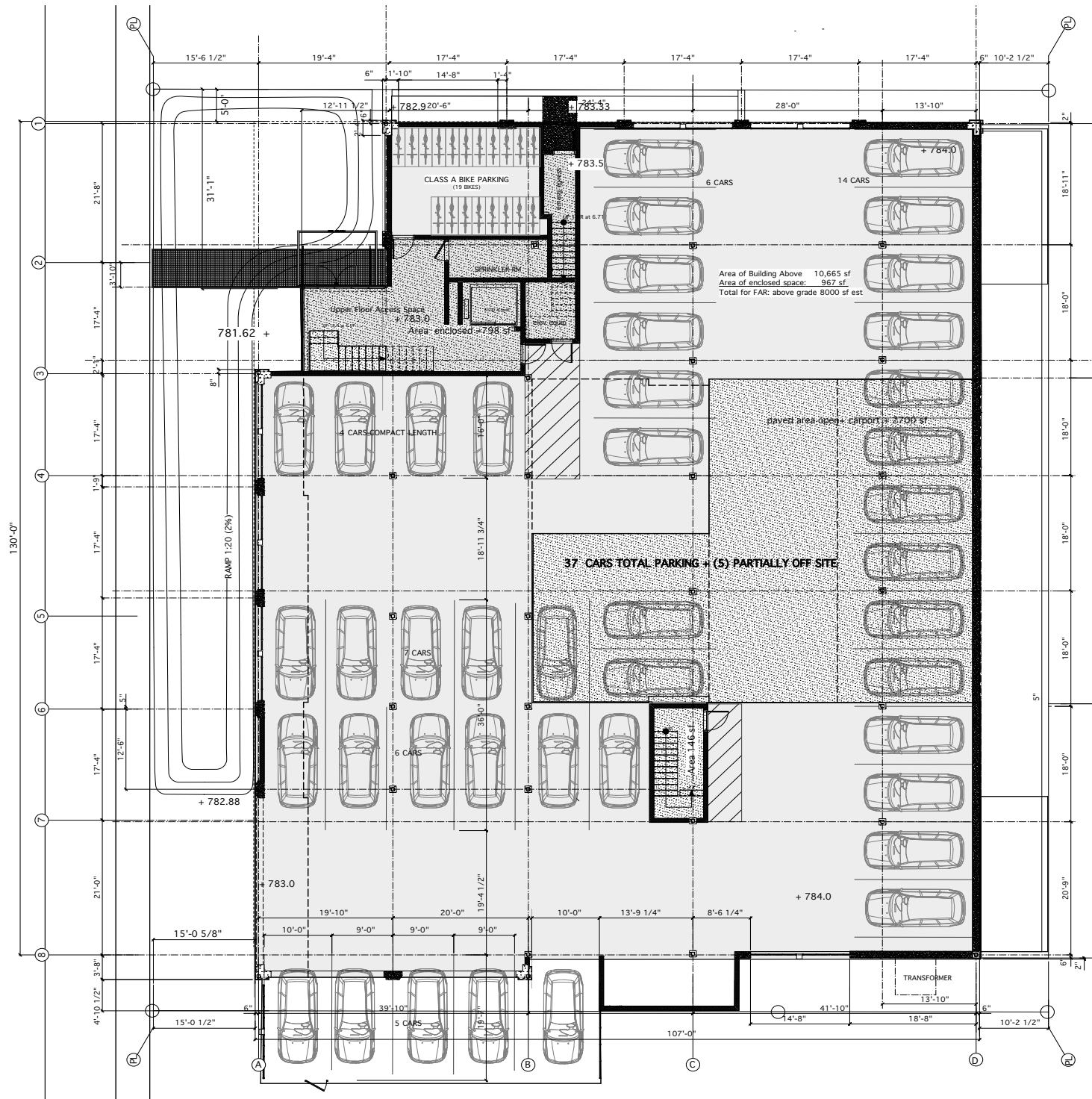
**Photos**  
 Clockwise: Albert Kahn's Natural Sciences building, U of M Central campus 150 Charles Street West Village NY, 2301 Commonwealth Blvd. , Liberty Lofts balcony detail Ann Arbor, Kerrytown entrance atrium Ann Arbor, and Albert Kahn's University Library on the Central U of M campus



408-412 North First Street

408-412 North First Street, Ann Arbor, MI 48104

# 3c. Guidelines for Character Districts and 3d. Context and Site Planning



## The Kerrytown Character District

As the guidelines state, “moving from the core of the Kerrytown, sidewalks transition from continuous hardscape between building facades and the street curb into ribbons of walkway bordered by landscaped setbacks”. The sidewalks at the proposed development are a part of that transition with a fifteen foot landscaped setback along Ashley Street. This green strip leads into the City-owned fish sculptures and rain garden. The building modules on the east are designed to reflect the varying scales of the newer commercial structures in this part of the district.

## A.1 Urban Planning and Form

The urban space to the south as described in the “Context Section” has little positive character. It is characterized by a one story medical center and surface parking lots. The building mass should anchor the Kingsley-First corner much as the JJR Building at 110 West Miller Ave does. As the guidelines suggest, “the building will act as a focal point and dominant architectural feature.” A pedestrian’s or motorist’s rounding the corner of Ashley and First, immediate visible image is of the atrium with its pedestrian canopy and large identifying street number as a backdrop to the sculpture garden.

The adjacent property’s parking lots to the west lack pedestrian amenities. To compensate for this, the sidewalk along the proposed building will have patios and balconies reinforcing the pedestrian experience. Residents will place patio furniture and container plantings on their patios and decks, enlivening the sidewalks. The bioswale and steel bridge will create pedestrian interest.



Photo Above:  
Fish sculpture by Joshua Weiner in City Rain Garden



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**Rendering Above:**  
common areas on deck covering vehicular circulation areas

### **A.2 Site Planning and Natural Systems**

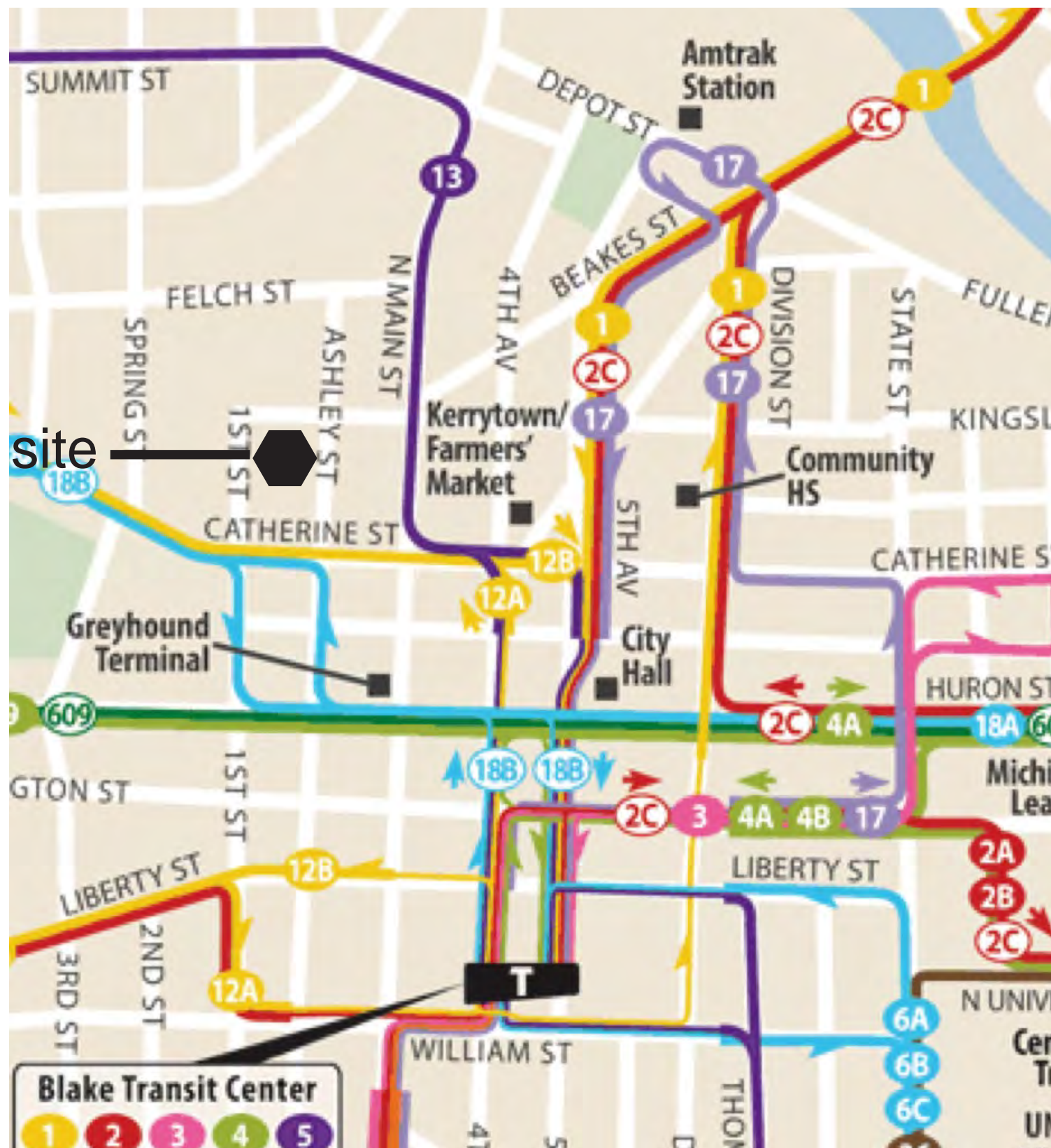
The building is designed so that most of the paved parking areas are enclosed or covered by decks. This will reduce the heat island effect not only on the City but on a micro scale as well, keeping the dwelling units fronting the courtyards cooler. On the common decks, containers requiring low water use and non-invasive plants will be chosen.

The building roofs are so arranged that most stormwater runoff can be directed into a storm retaining and infiltration system located above the flood plain. A stormwater treatment structure running the length of the site on the east side will store water for infiltration. Any excess water not infiltrated will be used to water the City rain garden. Here all rooftop and deck runoff will be collected and first flush storms will be allowed to infiltrate into the soil. Soil borings have indicated that this is a feasible system. The small percentage of water falling on the rest of the site will flow directly into a bioswale located in the front yard of the project. Any water not infiltrated in the storm structure will also flow into the bioswale and eventually into the City rain garden.

### **A.3 Open Space**

The development has significant private and public open space. Private decks and balconies provide open space for the adjacent residences. Terraces are a minimum of seven feet in depth with lengths of at least twenty feet. Balconies are four feet wide by thirteen feet long.

The common area of more than 650 square feet is a raised deck located above the parking area. This area will be a center of activity for residents.



#### A.4 Parking Driveways and Service Areas

As was described earlier, the parking and most of the vehicle circulation area is hidden from view from all public rights of way by being enclosed, covered with pedestrian decks or otherwise screened. The recycling and waste collection storage areas are enclosed within the parking area and will only be visible on the days of solid waste collection.

#### A.5 Pedestrian Connections

According to *walkscore.com*, the walking score for this project is 92. Within a ten minute walk, according to this website, are the Huron Riverfront parks and trail systems, West Park, the Amtrak station, all of downtown's Main Street and City Hall. The development is served by two pedestrian access points: Kingsley Street and First Street.

Kingsley Street is one major link to the Farmer's Market and Kerrytown shopping area. The walking distance from this entrance to the Farmer's Market is 0.23 miles or five minutes of walking time. The distance to Casey's Tavern on Depot Street is .5 miles.

The First Street entrance is .32 miles to the downtown at Huron and Main Streets. Long term parking (1/2 price, maximum 10 hours) is available on this street for guests and service providers. The parking structure at Ashley and Miller is 0.17 miles or 3.5 walking minutes away. This structure is available for overnight guest parking and also for contractual long term parking.

#### A.6 Cycling and Transit

The project is well served by transit and has a bicycling score of 96 according to *walkscore.com*. A bus stop on Miller/Catherine is less than 420 feet to the south. As the map at left shows, four transit routes are within a block and half away.

Within a ten minute bike ride is Nichols Arboretum on the east, the Maple-Stadium shopping districts to the west, Barton Nature Area on the north and the U of M Stadium to the south. The Amtrak Train Station is within a ten minute walk. Parking for residents' bicycles is within enclosed parking garages. Covered bike parking for guests is provided at both the Kingsley and Ashley Street entrances.

AATA bus route map for area around project site. The closest bus stop 0.08 miles (425 feet) from the First Street entrance.



Rendering Above:  
West Elevation

### 3f. Guidelines for Building Elements

#### C.1 Street Edge

First Street at present is characterized by a street edge that is very uninviting with semi-screened surface parking areas and little pedestrian interest. This proposal brings a new building closer to the street than adjacent buildings - creating patios, balconies and the sidewalk interest that comes from long-term residents furnishing these spaces. The raised balconies are capped with railings providing more pedestrian interest.

### 3e. Guidelines for Buildings

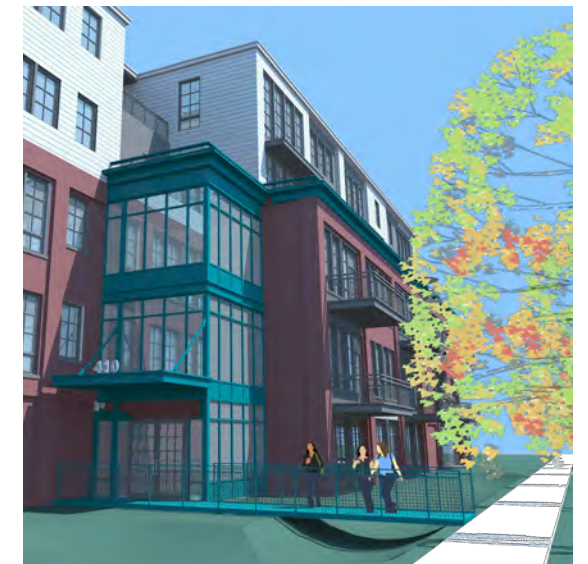
#### B.1 Building Massing

The Zoning requirement: *“average offset at the maximum streetwall height”*, was fulfilled by concentrating the required square feet into one setback on the southernmost building massing. This creates a generous seven foot deep terrace all along this building element.

The building’s facade is divided into even bays except at the southern end of the structure where an existing easement 26 feet wide requires access to parking on the adjacent site. The rhythm of this facade is accented by a relatively solid bay with small windows made necessary by required lateral wind bracing for a wood framed building.

At the northern end of this module is the entry atrium reinforced by the canopy covering the Ashley Street entry and short term guest bicycle parking. The parapet at the street wall height is about 36 feet high. It is topped by a steel horizontal railing which still provides views for seated residents and acts as a delicate horizontal cornice contrasting with the darker brick bays below.

Guidelines call for providing a clear definition between a buildings base and its upper floors. This is accomplished by a strong masonry base with mesh screened openings for floodwater intrusion .



Rendering Above:  
First Street entrance

SHEET TITLE: 00000 14  
 REVIEW SET: 00000 14  
 80 & PERMIT SET: 00000 14  
 408 - 412 North Firstw Street  
 Ann Arbor, Michigan 48104  
 RAA: 14004