

## PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of May 17, 2016

**SUBJECT: 615 South Main Planned Project Site Plan  
(615-637 South Main Street)  
Project No. SP15-054**

### **PROPOSED CITY PLANNING COMMISSION MOTION**

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve 615 South Main Planned Project Site Plan and Development Agreement, subject to Public Services approval of the traffic impact study.

### **STAFF RECOMMENDATION**

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

Staff further recommends **approval** of the planned project modifications because the project is consistent with the standards of approval for planned project in Chapter 55 (Zoning), Section 5:70.

### **STAFF REPORT**

At the April 5, 2016 Planning Commission meeting, this petition was postponed to allow the petitioner an opportunity to address a number of issues. The petitioner has provided a memo with images (attached) that provides a detailed summary of how the issues have been addressed. The following is a staff summary of how some of the major outstanding issues have been addressed:

Traffic – The petitioner met with City Public Services staff to discuss various traffic issues. The primary staff concern was with the number of vehicles driving along the east property line to Madison and then going east over the railroad tracks. The only vehicular trips proposed to leave the site from the east access drive will be those vehicles which park along the east drive. Controlled access will be provided with gates at the north and south ends of the access drive. Eleven parking spaces are now shown along the east drive (a reduction from 13 spaces). Since egress trips from the east access drive will be very few and since some vehicles will turn west on Madison, staff has accepted this proposed egress.

The project proposes to eliminate 3 existing curb cuts on S. Main Street which will minimize potential turning conflicts. With regard to wait times for vehicles exiting onto Main from Mosley, traffic models suggest different scenarios. One of models used by the petitioner's traffic engineer indicates that during the 5-6pm peak period, it would take approximately 90 seconds to clear each of the 3-4 vehicles expected to be waiting to turn onto Main. However, another model that takes into consideration local elements such as signalization timing and gaps that would normally occur, predicts that each vehicle would clear, on average, every 23 seconds. The attached memo from the petitioner summarizes this issue in greater detail.

Parking Spaces – Two parking spaces were removed from the east access drive to facilitate distance requirements for electrical equipment and to provide two new trees. 12 spaces have been removed from the basement which will leave a total of 174 parking spaces, a reduction from 188 spaces that were originally proposed.

Buggy Factory – A note has been added to the site plan that indicates that the buggy factory will be retained.

Student Housing – Questions were raised at the Planning Commission hearing about the number of students who are anticipated to live at 615 S. Main. The petitioner anticipates marketing the project as market rate apartments but recognizes that some students may choose to leave there. The addressed this issue more comprehensively in the attached memo.

Design of Interior Courtyard – The petitioner has proposed a sketch of how the interior courtyard will be designed (see image in attached memo).

Soil Contamination – Per the petitioner's attached memo: "contaminated soil will be removed to approximately the top of the water table to facilitate construction. Areas where higher levels of contamination are observed, such as near former underground storage tanks and the dry cleaner, will be extracted to the extent possible...to remove contaminated source areas and increase environmental protection. The excavated soil will be transported to an appropriately licensed landfill for disposal.

Pedestrian Travel Through Gas Station Property – The petitioners are now proposing a 6 foot wide colored and stamped concrete surface to delineate a pedestrian path through the gas station property.

Car Share Stations – The petitioner intends to provide 2 car share parking spaces in the 23 space parking area in the E. Mosley right-of-way for public use as well as 2 spaces in the basement for exclusive use by tenants.

Prepared by Jeff Kahan  
Reviewed by Alexis DiLeo  
5/13/16

Attachments: Memo from Collegiate Development Group  
Revised Site Plan  
Revised Landscape Plan  
Revised Application for Planned Project  
4/5/16 Staff Report  
5/12/16 Development Agreement

c: Petitioner: Collegiate Development Group  
7711 Bonhomme Avenue, Suite 625  
St. Louis, Missouri 63105

Petitioner's Agents: J. Bradley Moore  
J. Bradley Moore and Associates  
4844 Jackson Road, Suite 150  
Ann Arbor, MI 48103

Scott Betzoldt  
Midwestern Consulting, Inc.  
3815 Plaza Drive  
Ann Arbor, MI 48108

Systems Planning  
Project Management  
Project No. SP15-054



City of Ann Arbor Planning Dept.  
Ann Arbor Planning Commission  
Attn. Jeff Kahan  
301 E Huron  
Ann Arbor, MI 48104

May 13, 2016

Dear Mr. Kahan and Planning Commissioners,

Several questions, or areas of concern, were raised at the April 5th Planning Commission meeting about aspects of the proposed plan for The Residences at 615 S Main St. that we wanted to respond to. Please see said responses below;

**Concerns were noted about traffic exiting the project north through the gas station property, from the surface parking spaces along the east side of the proposed project.**

The proposed project will reduce vehicular trips exiting north from the subject property via the adjacent gas station. Currently the South Main Market tenants and customers have access to Madison through the eastern edge of the adjacent gas station property to the north, Exhibit A attached displays the existing condition of the project site and the gas station property. The South Main Market parking lot currently accommodates approximately 55 cars/vehicles vs. 11 cars/vehicles in the proposed project.

The parking lot along the east side of the project will have controlled entry and exit gates to restrict access only to those residents of the project to whom those parking spots are assigned. As a result it will therefore see infrequent vehicular use and has been designed with a dual use/purpose as a pedestrian walkway and distinguished as such by special treatment in paving. The access gates will permit access to pedestrians and cyclists as the gates will not extend the entire width of the pavement entries.

This woonerf will have trees on the east side and planting beds on the building side and will have security lighting meeting city code (mounted on the building).

Not only does the proposed project have fewer cars that will have access to E Madison St. via the adjacent gas station property (11 vs 55), the parking spots in the parking lot located on the east side of the proposed project serve a residential use rather than office and retail uses served by the current Main Street Market. Therefore, the proposed project will generate less/fewer vehicular trips north across the adjacent gas station property.



**Concerns were raised about the project being constructed strictly as student housing.**

During the CPC meeting a representative of the development team referenced “student housing” while trying to elaborate on the difficulties in trying to nail down precise trip generations for a project with mixed tenant types. From inception of this project it always has been and will continue to be a “market rate” development that caters to a diverse pool of residents. We do believe there will be students from the University of Michigan living here and that is why we have incorporated a small percentage of larger format units into the unit mix (approximately 33% of the units). As the project is not adjacent to campus and outside of the hustle and bustle of downtown those units will be marketed to upperclassmen and graduate students who are looking for a quieter but pedestrian experience at a more affordable price point. For the other 67% of the units, the proximity to the downtown and the success of the project across the street (618 S. Main) causes us to strongly believe there is great demand to cater to a broader mix of the Ann Arbor community who will live there 12 months out of the year. To cater to this broader demographic we have incorporated a diverse mix of unit types; micro studio and studio units, one and two bedroom units and two bedroom townhomes, some of which are not typical to the local market. The micro units are being incorporated into the project to help provide an affordable unit within an urban pedestrian-oriented, development and the townhomes are larger units to accommodate a resident demanding a larger, multi-level space.

**Concerns were noted about landscaping on the eastern private parking lot**

Landscaping east of the building includes landscape beds against the building and interior landscape islands with trees in between some of the parking spots. Two of the parallel parking spaces within the parking lot have been deleted and four small/medium size trees have been added. (Large trees cannot be installed there because the adjacent overhead utilities are to remain.)

**Another modification to the eastern private parking lot was made**

Since the initial CPC meeting on 4/5/16 further investigation has been performed regarding electrical services. We obtained additional correspondence from DTE about the specific service requirements and transformer sizing for the project resulting in the loss of one parking space within the eastern private parking lot.

**Concerns were noted about vehicular access from the project to S. Main St.**

The project proposes to eliminate 3 existing curb cuts along the east side of S. Main St. (between E. Madison & E. Mosley) to consolidate vehicular access to S. Main St. via E. Mosley. Egress and Ingress through E. Mosley, which is a defined intersection with a demarcated pedestrian cross walk and traffic control measures already in place will minimize the potential for negative pedestrian-vehicle interactions as well as negative vehicle-vehicle interactions.

### **Concerns were noted about left turn wait times on to S. Main Street**

During the CPC meeting, wait times exiting onto Main Street from Mosley were not fully communicated by a member of the development team and we wanted to provide clarification. In the meeting a member of the development team stated that each car making a left turn onto S. Main Street during peak traffic would have a wait time of approximately 90 seconds. Traffic at the intersection of Mosley and Main was analyzed using two commonly required traffic modeling software packages. One of the programs predicts that cars will stack three to four deep during the 95th percentile worst case scenario (5pm to 6pm) and will take approximately 90 seconds, on average, for each of those vehicles to totally clear.

However, the other software program that takes other local elements, such as signalization timing and the gaps that occur, into account, predicts that those same three to four cars would clear, on average, every 23 seconds, compared to approximately 90 seconds per the program that does not take into account local elements.

It is important to recognize that this is the 95<sup>th</sup> percentile WORST case scenario. This is, for instance, from 5:15pm to 5:30pm – the rest of the day, the delays are much improved.

Additionally the traffic engineer studied the addition of a turn lane and the minimal benefit did not outweigh safety concerns created by side-by-side vehicles on the approach, restricting sight distances and potentially increasing the chance of accidents. Within Exhibit B we have provided a formal response from our traffic engineer regarding left turn wait times on to S. Main Street. Formal communication from the traffic engineer regarding wait times onto S. Main is attached at Exhibit B

### **Concerns were noted about the traffic patterns of the gas station and how those impact our tenants egressing to the north.**

Attached as **Exhibit A** is a visual depiction of the current gas station property. As you can see there are two gas pumps parallel to S. Main Street and one gas pump parallel to E. Madison. Gas customers coming and going will have an unrestricted view of any and all vehicles exiting north through the gas station. As this is an existing condition servicing approximately 55 retail parking spaces in the Main Street Market with no known issues, we believe limited access to 11 parking spaces will only improve the current vehicular interactions.

### **Concerns were noted about maintaining improved energy efficiency within the building due to individual control of HVAC units within the individual apartments.**

The building will be equipped throughout with high efficiency heat pumps. While each apartment will have its own thermostatic control unit, these thermostats will permit only a narrow temperature range as options (between 68 & 74 degrees F) to select from. It should be noted that this is the same type of set-up as in the Arbor Blu project at 624 Church St. (which is LEED Silver certified), and the recently approved Hyatt Place hotel

on S. State St. (also a Planned Project). It should be noted as well that the apartment building across the street has individual HVAC units with individual thermostatic controls (and is a Planned Project).

**Comparisons were made between the proposed Planned Project designation requested for 615 S. Main and said designation awarded to 618 S. Main.**

While both are apartment projects, their target markets are different. The Residences at 615 S. Main is designed to cater to a more mainstream and diverse clientele base rather than being merely a luxury loft development. As such, 615 S. Main offers a far greater range of apartment sizes (and consequent price ranges) including many targeted to young professionals and members of the community looking for an active urban lifestyle such as studio and/or micro-studio apartment units. Since these units are smaller in size, the monthly rents are also smaller than rents for larger units. No other recent residential project has taken on the effort of including a significant number of smaller, less expensive, dwelling units in its mix of unit types. Over 33% of the proposed dwelling units at 615 S. Main are either studio or micro-studio type apartments. About another 33% of the units are 1, 2 and 3 bedroom units (including townhouses) and the balance are 4 & 5 bedroom units (only 4% being 5 bedroom units).

The Lofts at 618 S Main project was originally approved as a Planned Project for a building 85 feet tall, with a setback of only 5 feet from Main St. In contrast, The Residences at 615 S. Main is proposed to be ten (10) feet (equivalent to one story) shorter at its highest point and fourteen (14) feet shorter at its lowest point than was originally approved on the west side of Main Street at the Lofts at 618 S. Main. Additionally, The Residences at 615 S. Main St. building is set back from the public R.O.W's (both on Main and Mosley streets) twice as far as The Lofts at 618 S Main which allows for larger green space/landscaped areas along the public sidewalks and softening the public streetscape. Furthermore whereas the public streetscape along the west side of S. Main St. (including in front of The Lofts at 618) was completed with financial assistance from the DDA, all the public streetscape enhancements along the east side of South Main Street and the north side of East Mosley, in front of The Residences at 615 S. Main, will be at the expense of The Residences at 615 S. Main without DDA assistance.

The usable open space for The Lofts at 618 was sequestered on the west side of the building mass where it would be protected/shielded from the hustle and bustle of the heavily trafficked Main St. A portion of the usable open space for The Residences at 615 S. Main is sequestered in an internal landscaped courtyard protected not only from the hustle and bustle of the heavily trafficked Main Street but also from the noise and activities of the railroad and industrial uses east of the site.

The Lofts at 618 provided no active uses along Main Street. Compare that to our proposed project, which has a well-defined main entrance on S Main Street; large windows into active internal communal spaces; entrances to individual town homes via individual raised front porches along Main St; first floor commercial and active outdoor

space (for outdoor dining and/or display space) along the front of the commercial located at the NE corner of S Main and E Mosley.

**Questions were raised about design of the interior courtyard and what it could contain.**

Attached as **Exhibit C** is a preliminary concept for the interior courtyard design with associated materials. Components include a lounge pool, hot tub/spa, sun deck area (space for corn hole game and other activities), bocce ball court, pathways and landscape garden areas, outdoor kitchen/grilling with a pergola/trellis, eating area, outdoor fireplace, and pedestrian level lighting.

**We wanted to provide clarification on how contaminated soil on the site would be handled.**

Contaminated soil on the site will be removed to approximately the top of the water table to facilitate construction. Areas where higher levels of contamination are observed, such as near former underground tanks and the dry cleaner, will be excavated to the extent possible (e.g., to the water table and into adjoining rights of way) to remove contaminant source areas and increase environmental protection. The excavated soil will be transported to an appropriately-licensed landfill for disposal.

**Concerns were noted about the saving/preserving of architectural features on the site.**

Retaining two facades of the 2-story portion of the old buggy factory at the SW corner of the site through restoration and/or reconstruction, is being done in a more significant manner than merely a “facadectomy” as has been done elsewhere in town including at the U of M's North Quad (preserved the Carnegie Library facade) or on the New Residence Inn on Huron St. downtown (preserved the facade of the old bus depot). More than merely a one or two dimensional effort, our project is incorporating the significant architectural character of the 2-story portion of the buggy factory into the modern construction above and around it. Although the interior retail space will be fully modern, the portion of the buggy factory exterior incorporated into the development projects between 5 and 10 feet beyond the modern construction of the project in both the western and southern directions giving a significant three-dimensional component to the retained architectural feature. This approach will allow everyone to enjoy this historic structure for another 100+ years. Furthermore the insensitive and unattractive modern addition to the Main Street side of the old buggy factory will be removed. Given that the City Council has felt it important and desirable that one dimensional facades of old buildings (that are part of the city's history) be retained elsewhere, it would be inconsistent to argue that incorporating the western and southern portions of the old, 2 story, buggy factory, in its historic location, standing apart from the rest of the structure, is not significant and desirable.

**Questions were raised about the public benefits provided about the project as they relate to the qualifications for Planned Project status.**

We wanted to elaborate on the numerous public benefits (among others):

- 1) Providing greater greenspace/landscaping along public rights-of-way (both along S Main St. and E. Mosley) than required.
- 2) Removal of three curb cuts along the east side of S. Main St. thus reducing opportunities for both negative pedestrian-vehicle and vehicle-vehicle interactions.
- 3) Removal of over 81,000 tons of contaminated soils from the city.
- 4) Incorporation of neighborhood retail space helping keep the near downtown a vibrant walkable community.
- 5) Inclusion of a shared bike facility location expanding a valuable city amenity further out from the downtown/campus areas.
- 6) Shared vehicles will be provided on-site for resident and public use that, along with inclusion of a shared bike station, will reduce the need for individual motor vehicle ownership and use.
- 7) Providing more open space than required both internally and externally.
- 8) Reduction of impervious area.
- 9) Reduction in uncontrolled storm water runoff.
- 10) Replacement and upgrading of aging public infrastructure including a public water main under S. Main St. as well as repaving of portions of S. Main St. and all of E. Mosley St.
- 11) City streetscapes along S. Main and E. Mosley will be upgraded/improved at private expense.
- 12) The city parks department will receive One Hundred and Forty Thousand Dollars (\$140,000) for improvements to neighborhood parks.
- 13) A pedestrian walkway will be created along the length of the property, on the east side, paralleling the route of the Allen Creek drain.
- 14) Repurposing an old building with local historical significance which otherwise would be demolished.

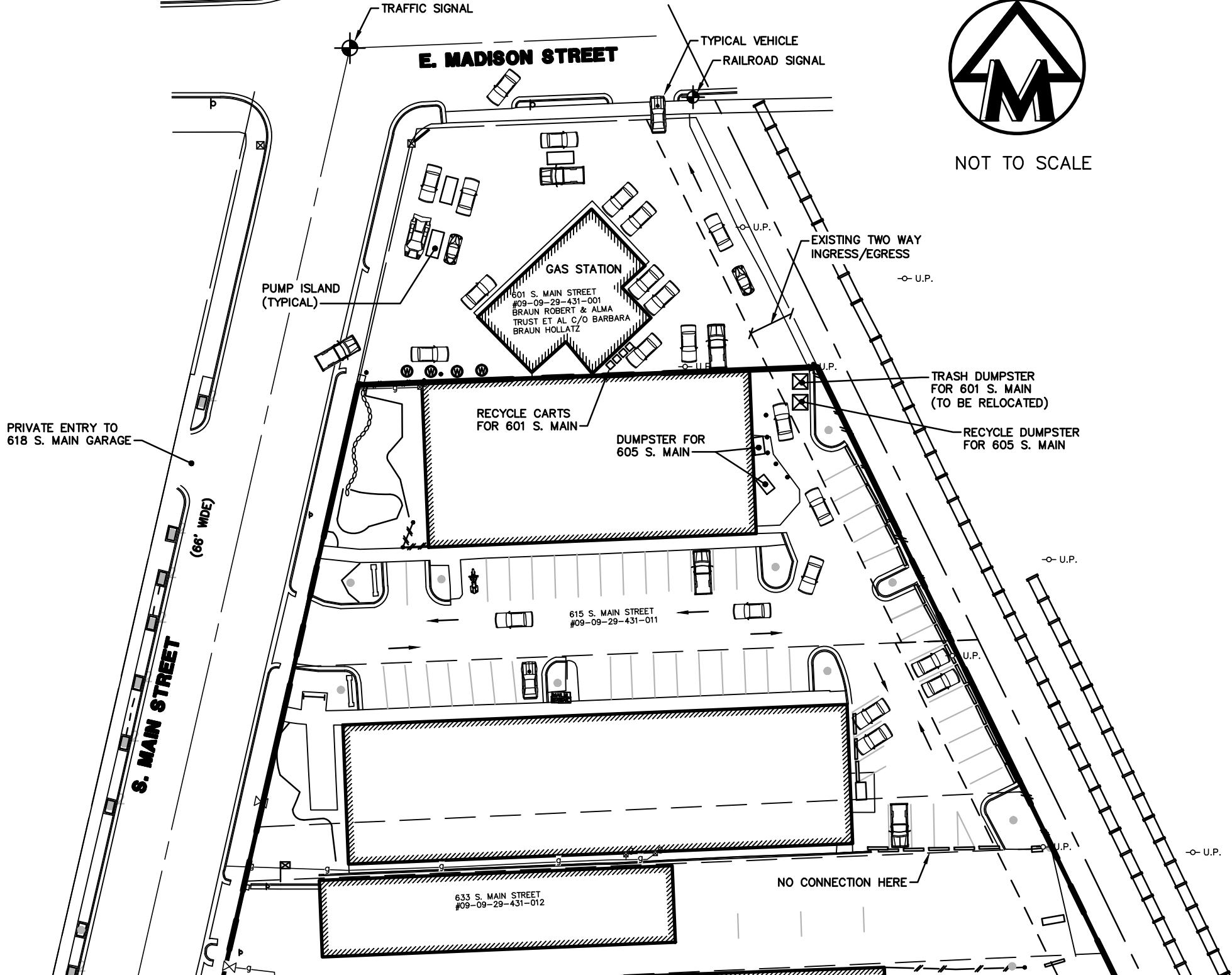
- 15) The target population (of young professionals, empty nesters and graduate students) moving into the 229 rental apartments will continue to add people and life to this part of Main Street.
- 16) Rejuvenating a block which contains several very worn down buildings in the city's downtown.

**EXHIBIT A**

**Gas Station Existing Condition**



NOT TO SCALE





## **EXHIBIT B**

### **Traffic Engineers Clarification to Wait Times**

*We analyzed the intersections in the study with both the Synchro and SimTraffic 9 software. Synchro provides the 2010 HCM results required in traffic studies, while SimTraffic generates a traffic model of the network with vehicles making turns in the available gaps and delays are calculated from their actual waiting times on the model.*

*The HCM 2010 equations for two-way stop controlled intersections often show delays from unsignalized approaches onto busier main streets which are very long and typically LOS F. This is primarily driven by the longer wait times for left-turn turning traffic. The HCM 2010 ~90 second delay is the average delay on the approach for all westbound vehicles during the PM peak hour.*

*The SimTraffic model, which better takes into account the two nearby signals and the gaps they can create, provides results that are typically more realistic. The average delays on the SimTraffic model for the westbound approach during the peak hour are approximately 23.2 seconds which if you relate that to a LOS grade is equivalent to a LOS C.*

*The SimTraffic model is where the 95% queue lengths are calculated, so 95% of the time you will not have a queue longer than 3-4 vehicles on that approach with a single lane.*

*We have also provided in the Appendix an analysis of the intersection if it were widened with a separate left-turn lane. The HCM2010 LOS for the westbound approach remains a LOS F with an average delay for all westbound vehicles of ~73 seconds. The reduction in delay is improved somewhat by allowing all right-turning vehicles to bypass vehicles waiting to turn left. The average delay on the westbound approach in SimTraffic is ~20 seconds.*

*In our traffic engineers opinion the widening of the westbound approach does not provide enough benefit (20 seconds compared to 23 seconds) in terms of level of service or delay, as the widening may cause other problems in terms of side-by-side vehicles on the approach restricting sight distance and potentially increasing the chance of accidents.*

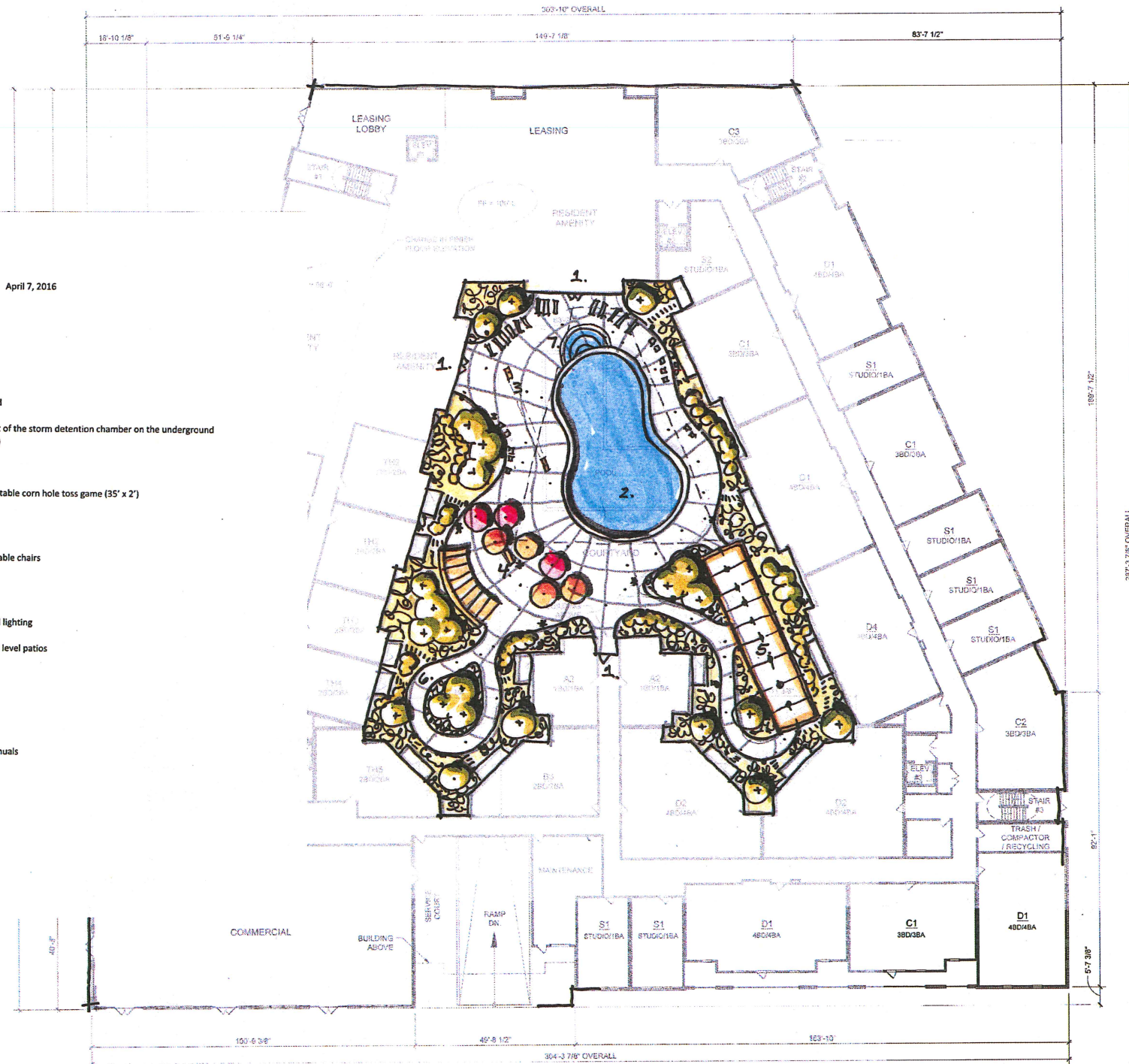
**EXHIBIT B**

**Courtyard Concept**

April 7, 2016  
**THE RESIDENCES AT 615 S. MAIN**  
 Ann Arbor, MI  
 Preliminary Courtyard Sketch  
 Midwestern Consulting  
 Project No. 15200

- KEY**
1. General resident entries to courtyard
  2. Lounge pool
    - Pool is fitted within the footprint of the storm detention chamber on the underground parking level below (dashed line)
    - Seat wall edge
  3. Pool deck
    - Sunning
    - Hard surface active use area/portable corn hole toss game (35' x 2')
    - Potential special paving
    - Moveable furniture
  4. Outdoor kitchen/dining area
    - Pergola
    - Tables with umbrellas and moveable chairs
    - Pedestrian level lighting
    - Outdoor fireplace or fire pit
  5. Bocce ball court
    - 12' x 60' minimum
    - Overhead trellis with ornamental lighting
  6. Garden and pathway areas
    - Stepping stone links to courtyard level patios
    - Bollard lighting
  7. Hot tub/spa
- Large shrub/small tree
  - Medium/small shrubs
  - Ground cover/perennials/annuals
  - Pedestrian lightpole
  - Bollard light
  - Trellis lights

R:\15200\DATA\preliminary courtyard sketch.docx



COURTYARD SKETCH 4-6-16  
 MIDWESTERN CONSULTING

615 S. MAIN STREET  
 ANN ARBOR, MICHIGAN

COLLEGIATE  
 DEVELOPMENT  
 GROUP

© 2016 HENSLEY LAMON RACHEL, INC.

SITE PLAN SUBMITTAL DATE:  
 12/23/15

CITY REVISIONS 01:  
 01/25/16

CITY REVISIONS 02:  
 02/23/16

CITY REVISIONS 03:  
 03/16/16

HLR PROJECT ID:  
 15260

DRAWING NO.

NORTH

01 FIRST FLOOR PLAN  
 SCALE: 1" = 20'-0"

A1.1  
 FIRST FLOOR PLAN

HLR  
 ARCHITECTS

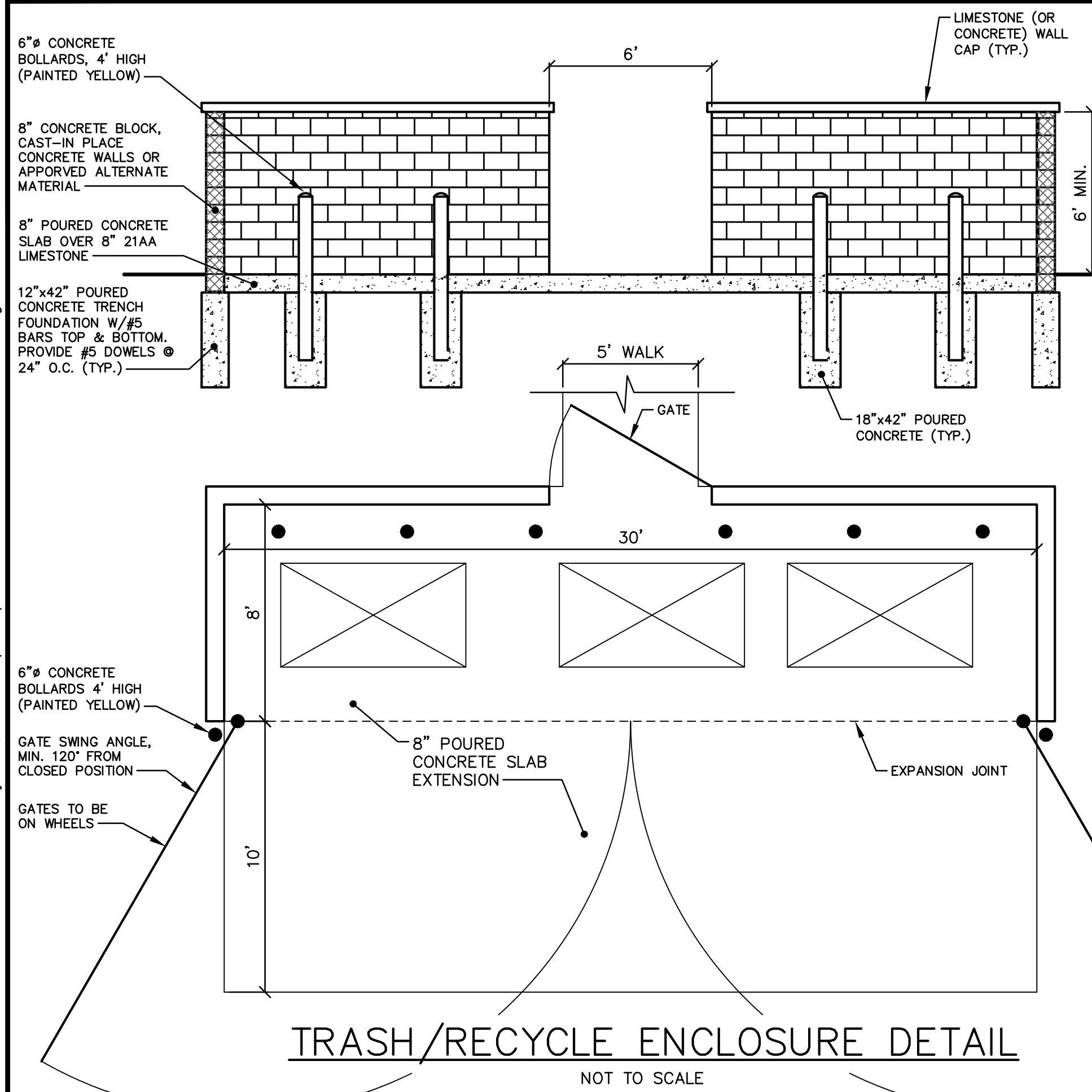
HENSLEY LAMON RACHEL, INC. • 14881 QUORUM DR., SUITE 800  
 DALLAS, TEXAS 75254 • (972) 728-8400

J. BRADLEY MOORE  
 & ASSOCIATES

J. BRADLEY MOORE & ASSOCIATES • 4844 JACKSON RD., SUITE 100  
 ANN ARBOR, MICHIGAN 48103 • (734) 330-1500

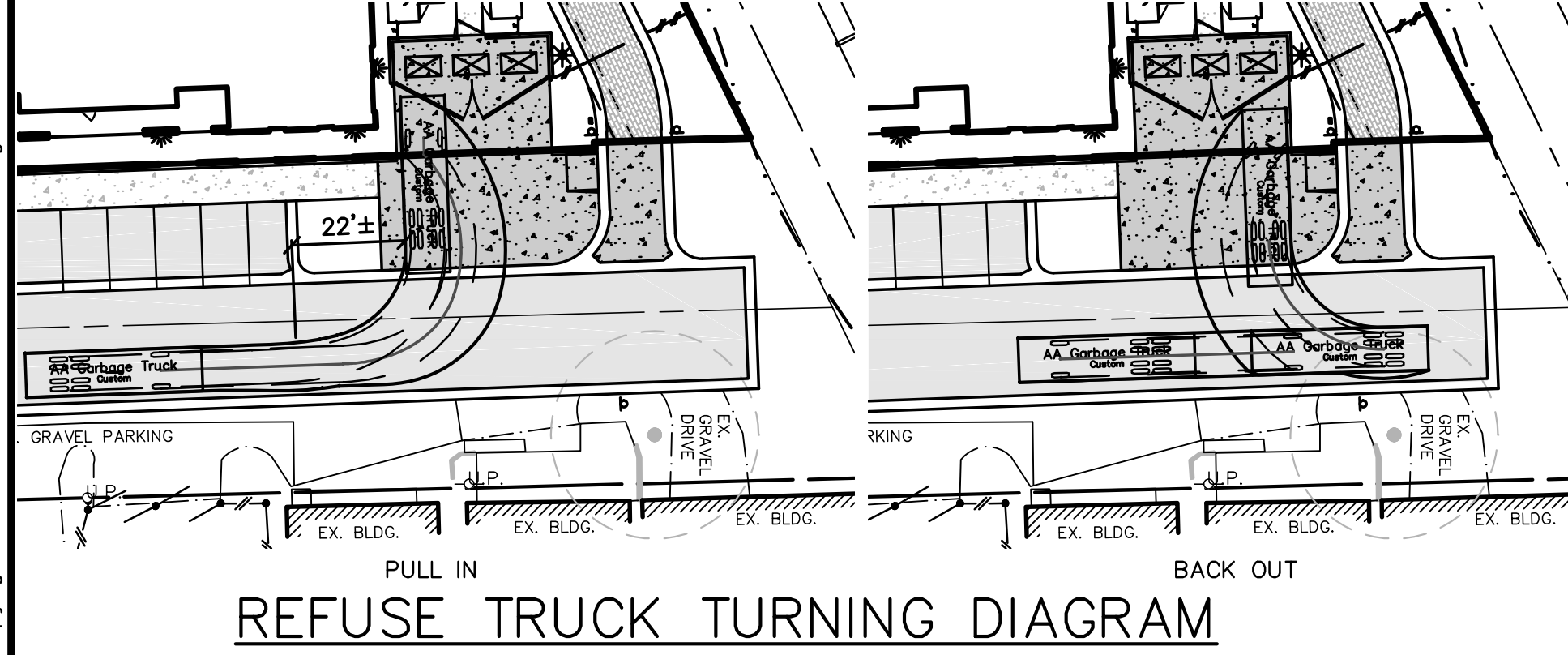


Copyright © 2016 Midwestern Consulting L.L.C. All rights reserved. No part of this drawing may be used or reproduced in any form or by any means, without prior permission of Midwestern Consulting L.L.C.



**SITE PLAN NOTES:**

- Standard Sidewalk Repair and Maintenance Note per Chapter 49, Section 4.58 of City of Ann Arbor Code. All sidewalks are to be kept and maintained in good repair by the owner of the land adjacent to and abutting the same. Prior to the issuance of the final Certificate of Occupancy for this site, all existing sidewalks in need of repair must be repaired in accordance with City standards.
- All sidewalks constructed in the public right-of-way shall meet requirements and guidelines as set forth in the ADA Standards for Accessible Design.
- If footing drains for the existing buildings are connected to the sanitary sewer system, disconnection will be required in accordance with current City specifications. To schedule inspection, call the City of Ann Arbor Project Management Services Unit at (734) 794-6410.
- Proposed S. Main Street streetscape is similar to the streetscape at 618 S. Main Street and includes a concrete sidewalk, brick pavers, bike racks, street trees and new light poles and fixtures. Existing street lights on the S. Main Street frontage are to be removed. Proposed E. Mosley streetscape includes perpendicular on-street parking, street trees, landscape islands with perennial plantings, one double globe streetlight, building mounted lighting, and existing cobra head lights.
- Site improvements are designed to address the on-site contaminated soils.
  - Most of the contaminated soils will be excavated from the site. These soils will be disposed of legally in an off-site location. Materials excavated for installation of the proposed utilities within the public street rights-of-way will also be disposed of legally in an off-site location. Utility trenches will be backfilled with clean imported materials per City specifications.
  - Footing Drains and dewatering operations:
    - Perimeter strip footings will be 4 to 6 inches above ground water. The footing drain will be 5 inches above the bottom of footing, no about 1 foot above the ground water level. The perimeter of the building will be backfilled with clean imported material. The footing drain will not be draining contaminated ground water. A sump pump will discharge this water to the storm sewer.
    - Interior columns (4 or 5 in the preliminary design concept) will intrude into the ground water but will not have footing drains. Dewatering operations during construction, if necessary, are to meet City requirements for sediment control and disposal. Dewatering during construction of these columns will require running the water through a portable carbon bed, testing, and finally discharge to the storm sewer. This discharge will not be permitted during storm events. The developer will have the option to truck the treated ground water to an approved off-site location. An industrial Wastewater Discharge Permit will be required.
    - Sump pumps:
      - The storm water management system will collect runoff from the building roof, the interior courtyard and the east parking area and direct it to 2 detention chambers within the interior parking level of the building. No contaminated ground water will enter this system. A sump pump will discharge the storm water from the detention chambers to the existing catch basin in the east curb line of S. Main Street.
      - The interior parking level will drain to a sump. No contaminated ground water will enter this system. The invert elevation of the sanitary sewer in S. Main Street is above the elevation of the sump. A pump will discharge this water to the sanitary sewer.
      - Storm water management, detention and infiltration:
        - Per Washtenaw County Water Resources, on-site storm water infiltration will not be permitted. 100-year storm water detention is provided in chambers in the interior courtyard and the east parking area and directing it to 2 detention chambers within the interior parking level of the building. No contaminated ground water will enter this system. A sump pump will discharge the storm water from the detention chambers to the existing catch basin in the east curb line of S. Main Street.
        - The interior parking level will drain to a sump. No contaminated ground water will enter this system. The invert elevation of the sanitary sewer in S. Main Street is above the elevation of the sump. A pump will discharge this water to the sanitary sewer.



**Trash and Recycling Pickup Schedule**

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Retail</b>	2 cy trash 4 cy recycle		2 cy trash 4 cy recycle	2 cy trash 4 cy recycle	2 cy trash 4 cy recycle	
<b>Residential</b>	2 cy trash 4 cy recycle	2 cy trash 4 cy recycle	2 cy trash 4 cy recycle	2 cy trash 4 cy recycle	2 cy trash 4 cy recycle	2 cy trash 4 cy recycle

Each trash room has a mini compactor that accommodates a 2 cy dumpster on wheels. Recycling dumpsters in each trash room are 4 cy dumpsters on wheels.

**Trash Area Enclosure Notes:**

- The bin enclosure design is based on City standard details for requirements on single and double wide solid waste bin enclosure layout and design criteria. The City shall have the ability to modify or interpret these details as necessary to accommodate the City or City contractor needs in regards to solid waste pick up.
- The solid waste enclosure shall be located a minimum of ten (10) feet from major electrical equipment, above ground utility services, tree branches or other overhead obstructions.
- Gates on bin enclosures must be designed to open a minimum of 120 degrees from the closed position. The gates should not impede on the required bin enclosure opening width, should not block adjacent parking spots, and not be impeded by adjacent curbs or landscaping.
- Gates shall be designed to be free standing without center pole design. If center pole design is necessary, 12-inches shall be added to the overall width of the enclosure.
- Gate design shall include a reliable means to secure the door in both the open and closed positions.
- The concrete slab in front of the bin enclosure shall have pavement markings to indicate "No Parking", as approved by the City.
- Refuse equipment access roads and service area surfaces shall be designed and maintained to support the imposed loads of collection trucks weighing up to 66,000 lbs gross vehicle weight (GVW) and shall be provided with an approved surface so as to provide all weather driving capabilities. Property owner shall be responsible for all snow and ice removal required for safe access of solid waste vehicles.

**12 CLASS C BIKE PARKING SPACES**

**BIKE SHARE STATION SINGLE SIDED, 11 DOCKS**

**6" CONCRETE SIDEWALK**

**CAST IRON TREE GRATE**

**2.08' WIDE EASEMENT FOR PUBLIC SIDEWALK TO BE PROVIDED**

**BRICK PAVING ON CONCRETE BASE**

**GRATE AROUND TREE (TYP.)**

**LIMITS OF PAVEMENT REPLACEMENT. ALL PAVING IN ROW TO BE PER CITY PUBLIC SERVICES DEPARTMENT STANDARD SPECIFICATIONS.**

**4 CLASS C BIKE PARKING SPACES**

**LIGHT POLE W/SINGLE GLOBE L.E.D. FIXTURE**

**4 CLASS C BIKE PARKING SPACES**

**POTENTIAL OUTDOOR CAFE**

**LIGHT POLE W/DOUBLE GLOBE L.E.D. FIXTURE**

**W. MOSLEY STREET (66' WDE)**

**S. MAIN STREET (66' WDE)**

**E. MADISON STREET**

**E. MOSLEY STREET (66' WIDE)**

**ANN ARBOR RAILROAD**

**PROPOSED 6" WIDE DELINEATION OF PEDESTRIAN ROUTE, COLORED, STAMPED, 8" THICK CONCRETE**

**GATED VEHICLE EXIT W/3' WIDE GAP FOR PEDESTRIAN & BICYCLISTS**

**NORTH SIDE OF POST "DO NOT ENTER" SIGNS, BOTH SIDES OF DRIVE**

**SOUTH SIDE OF POST "WATCH FOR CARS", BOTH SIDES OF DRIVE**

**POTENTIAL FUTURE LINK TO ALLEN CREEK GREENWAY PATH**

**18-FOOT WIDE EASEMENT FOR CONSTRUCTION OF DRAIN LIBER 526, PAGE 88**

**FLOODWAY LIMIT 100 YEAR FLOODPLAIN**

**30-FOOT WIDE EASEMENT FOR CONSTRUCTION OF DRAIN LIBER 526, PAGE 365**

**100 YEAR FLOODPLAIN AREA**

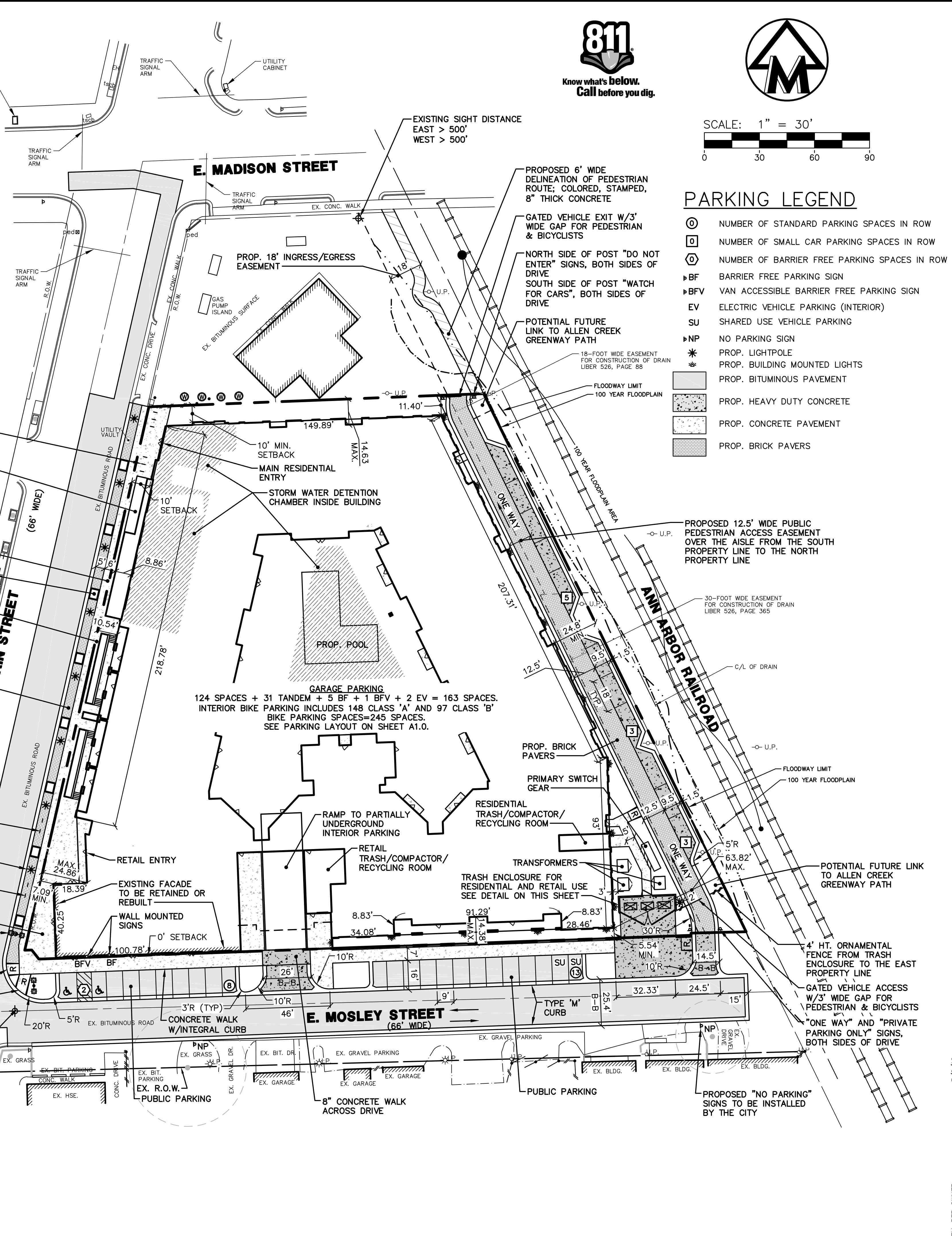
**PROPOSED 12.5' WIDE PUBLIC PEDESTRIAN ACCESS EASEMENT OVER THE AISLE FROM THE SOUTH PROPERTY LINE TO THE NORTH PROPERTY LINE**

**4' HT. ORNAMENTAL FENCE FROM TRASH ENCLOSURE TO THE EAST PROPERTY LINE**

**GATED VEHICLE ACCESS W/3' WIDE GAP FOR PEDESTRIAN & BICYCLISTS**

**"ONE WAY" AND "PRIVATE PARKING ONLY" SIGNS, BOTH SIDES OF DRIVE**

**PROPOSED "NO PARKING" SIGNS TO BE INSTALLED BY THE CITY**



**811**  
Know what's below.  
Call before you dig.

SCALE: 1" = 30'

0 30 60 90

**PARKING LEGEND**

⊙	NUMBER OF STANDARD PARKING SPACES IN ROW
⊠	NUMBER OF SMALL CAR PARKING SPACES IN ROW
⊕	NUMBER OF BARRIER FREE PARKING SPACES IN ROW
BFV	BARRIER FREE PARKING SIGN
BFV	VAN ACCESSIBLE BARRIER FREE PARKING SIGN
EV	ELECTRIC VEHICLE PARKING (INTERIOR)
SU	SHARED USE VEHICLE PARKING
NP	NO PARKING SIGN
*	PROP. LIGHTPOLE
*	PROP. BUILDING MOUNTED LIGHTS
*	PROP. BITUMINOUS PAVEMENT
*	PROP. HEAVY DUTY CONCRETE
*	PROP. CONCRETE PAVEMENT
*	PROP. BRICK PAVERS

**MIDWESTERN CONSULTING**

3845 Plaza Drive Ann Arbor, Michigan 48108  
734.995.0200 • www.midwesternconsulting.com  
Land Development • Land Survey • Institutional • Municipal  
Wireless Communications • Transportation • Landfill Services

**MIDWESTERN CONSULTING**

CLIENT: COLLEGIATE DEVELOPMENT GROUP  
7711 BONHOMME AVE., SUITE 625  
ST. LOUIS, MISSOURI 63105  
BRANDT STILES  
(314) 721-5559

**5**

**615 S. MAIN ST.**  
PLANNED PROJECT SITE PLAN  
DIMENSIONAL SITE PLAN

DATE: 12/23/15  
SHEET 5 OF 24  
JOB No. **15200**  
REV. DATE: 1/27/16  
REV. DATE: 2/23/16  
REV. DATE: 3/10/16  
REV. DATE: 3/17/16  
REV. DATE: 4/17/16



**LANDSCAPE NOTES**

- Water outlets will be provided within 150 feet of all required plantings.
- Plant materials shall be selected and installed in accordance with standards established by the City Parks and Recreation Department.
- All diseased, damaged or dead material shown on the site plan as proposed plantings shall be replaced by the end of the following growing season as a continuing obligation for the duration of the site plan.
- Restore disturbed areas with a minimum of three (3) inches of topsoil and then seed/fertilizer/mulch. Fertilizer for the initial installation of lawns shall provide not less than one (1) pound of actual nitrogen per 1000 sq ft of lawn area and shall contain not less than two percent (2%) potassium and four percent (4%) phosphoric acid. After the first growing season, only fertilizers that contain no phosphorus shall be used on the site.  
Lawn seed mix shall consist as follows:  
15% Rugby Kentucky Bluegrass  
10% Park Kentucky Bluegrass  
40% Ruby Creeping Red Fescue  
15% Pennine Perennial Ryegrass  
20% Scaldis Hard Fescue  
Seed shall be applied at a rate of five pounds (5 lbs) per 1000 sq ft. Mulch within 24 hours with two (2) tons of straw per acre, or 71 bales of excelsior mulch per acre. Anchor straw mulch with spray coating of adhesive material applied at the rate of 150 gals./acre.
- Deciduous plants shall be planted between March 1 and May 15 and from October 1 until the prepared soil becomes frozen. Evergreen plants shall be planted between March 1 and June 1 and from August 15 and September 15.
- All plants except ground cover are to receive four (4) inches of shredded bark mulch. Ground cover to receive two (2) inches of Canadian peat mulch. All mulch beds to have landscape fabric between mulch and planting soil.
- All trees to be located a minimum of 10 feet from public utilities or as approved by the City of Ann Arbor Project Management Services Unit.
- All single trunk, deciduous trees shall have a straight and a symmetrical crown with a central leader. One sided trees or those with thin or open crowns shall not be accepted. All evergreen trees shall be branched fully to the ground, symmetrical in shape and have not been sheared in the last three (3) growing seasons.
- Shade trees are to be a minimum of 15 feet on center. Evergreen trees are to be a minimum of 12 feet on center.
- All compacted subgrade soils in proposed landscape areas shall be tilled to a minimum 12-inch depth prior to placement of topsoil, geotextile fabric, or other planting media as specified.
- Planting Soil: Existing, in-place or stockpiled topsoil. Supplement with imported topsoil as needed. Verify suitability of existing surface soil to produce viable planting soil. Remove stones, roots, plants, sod, clods, clay lumps, pockets of coarse sand, concrete slurry, concrete layers or chunks, cement, plaster, building debris, and other extraneous materials harmful to plant growth. Mix surface soil with the following soil amendments to produce planting soil:
  - Ratio of Loose Compost to Topsoil by Volume: 1:4.
  - Ratio of Loose Compost to Topsoil by Volume: 1:4.
  - Ratio of Loose Compost to Topsoil by Volume: 1:4.
  - Ratio of Loose Compost to Topsoil by Volume: 1:4.
  - Weight of Lime per 1000 Sq. Ft.: Amend with lime only on recommendation of soil test to adjust soil pH.
  - Weight of Sulfur or Aluminum Sulfate per 1000 Sq. Ft.: Amend with sulfur or aluminum sulfate only on recommendation of soil test to adjust soil pH.
  - Volume of Sand: Amend with sand only on recommendation of Landscape Architect to adjust soil texture.
  - Weight of Slow-Release Fertilizer per 1000 Sq. Ft.: Amend with fertilizer only on recommendation of soil test to adjust soil fertility.

**LANDSCAPE REQUIREMENTS**

- STREET TREE CANOPY LOSS: none
- STREET TREE ESCROW:  
S. Main Street frontage = 304 lf  
E. Mosley Street frontage = 370 lf  
674 lf x \$1.30 = \$876.20 or equivalent  
Street tree escrow of \$876.20 will be provided prior to issuing building permits and will be refunded after city staff inspection shows long term survival of the proposed street trees.  
Eleven street trees are proposed.  
13- 2 caliper inches = 26 caliper inches x \$186/caliper inch = \$4,836.
- LANDMARK TREE REPLACEMENT: none required
- 5.602 VEHICULAR USE AREA LANDSCAPING AND SCREENING:  
RIGHT-OF-WAY SCREENING: E. Mosley Street:  
Minimum 10' width required/provided  
1 tree/30 lf; 35 lf/30 = 2 trees required/provided  
30' ht. hedge required/provided  
INTERIOR LANDSCAPE ISLANDS:  
5,119 sq ft Vehicular Use Area (VUA)/20 = 255 sf and 2 trees required;  
413 of and 6 trees provided
- 5.603 CONFLICTING LAND USE BUFFERS: none required

**PLANT MATERIALS LIST**

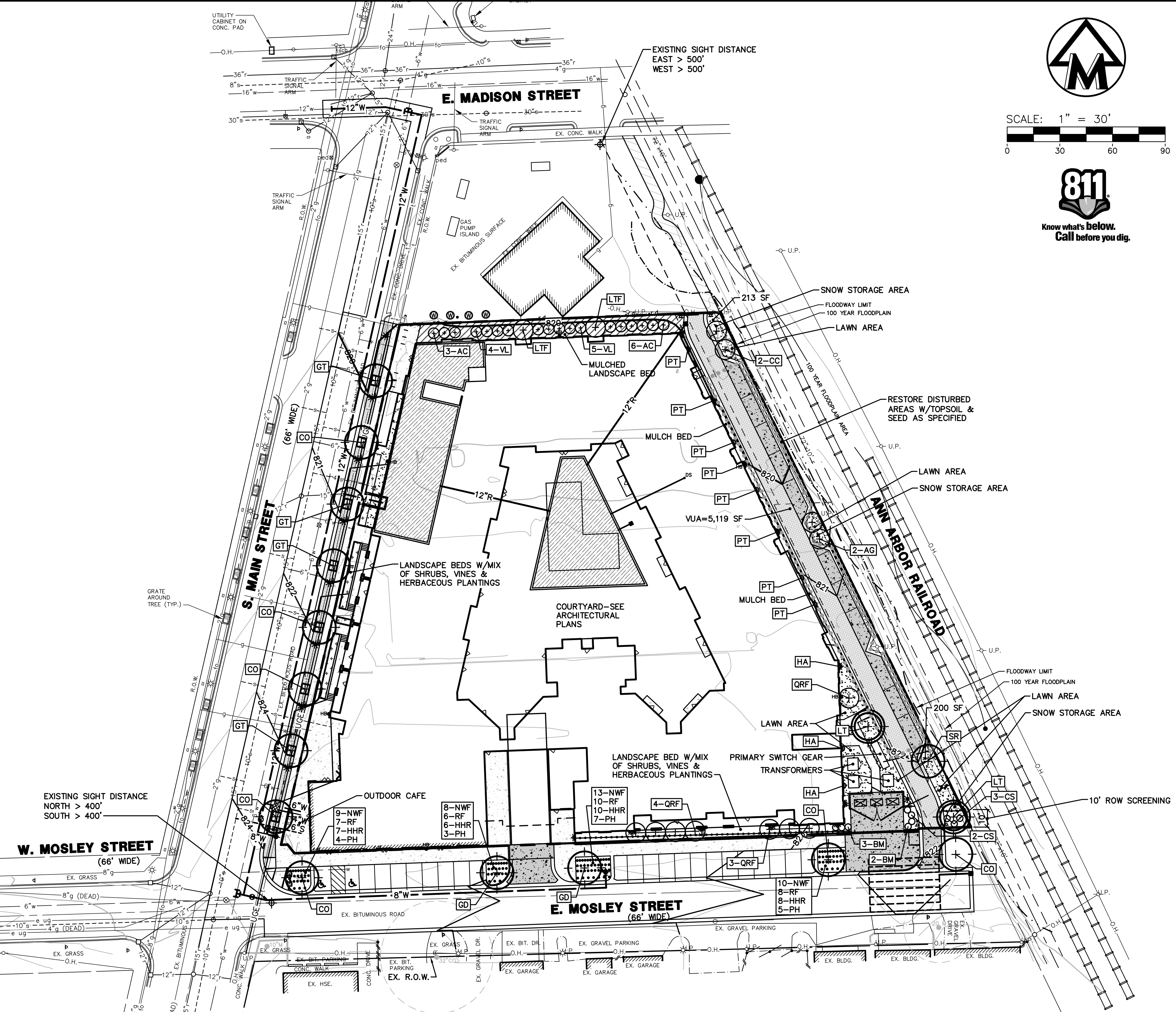
1	2	3	4	5	6	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	REMARKS
<b>TREES</b>											
9					AC	Amelanchier canadensis	Shadblow serviceberry	8' ht.	bb	Clump form	
2					AG	Amelanchier grandiflora	Autumn Brilliance service berry	2 1/2" cal	BB	6' branch ht., tree form	
2					CC	Carpinus caroliniana	American hobebeam	3" cal.	BB	6' branch ht.	
7	7				CO	Celtis occidentalis	Hackberry	2" cal.	bb	6' branch ht.	
4	4				GT	Gleditsia t. "Skyline"	Skyline honeylocust	2" cal.	bb	6' branch ht.	
2	2				GD	Gymnocladus dioica	Kentucky coffee tree	2" cal.	bb	6' branch ht.	
2					LT	Liriodendron tulipifera	Tulip poplar	2" cal.	bb	6' branch ht.	
2					LTF	Liriodendron tulipifera "Arnold"	Arnold's columnar tulip poplar	2" cal.	bb	6' branch ht.	
1					SR	Syringa reticulata "Ivory Silk"	Ivory Silk tree lilac	2" cal.	bb	6' branch ht.	
8					QRF	Quercus robur fastigiata	Columnar English oak	2" cal.	bb	6' branch ht.	
<b>WOODY SHRUBS, VINES*</b>											
5					bm	Buxus microphylla japonica "Winter Gem"	Winter Gem boxwood	3 gal.	cont.	3' o.c.	
5					cs	Cornus sericea "Isanti"	Isanti redtwig dogwood	3 gal.	cont.	4' o.c.	
3					ha	Hydrangea anomala ssp. petiolaris	Climbing hydrangea	#1	pot.	staked 24" o.c.	
8					pt	Parthenocissus tricuspidata	Boston ivy	#1	pot.	staked 24" o.c.	
					tm	Taxus media densiformis	Dense yew	3 gal.	cont.	4' o.c.	
					VL	Viburnum lentago	Nannyberry	5 gal.	cont.	6' o.c.	
<b>HERBACEOUS*</b>											
19					PH	Pennisetum Alopecuroides "Hamel"	Dwarf Fountain Grass	#2	cont.	3' o.c.	
31					HHR	Hemerocallis "Happy Returns"	Happy Returns daylily	#2	cont.	2' o.c.	
40					NWF	Nepeta r. "Walker's Low"	Walker's Low catmint	#1	cont.	18" o.c.	
31					RF	Rudbeckia fulgida "Early Bird Gold"	Early Bird Gold blackeyed susa	#2	cont.	2' o.c.	

**KEY TO AMOUNT COLUMNS:**

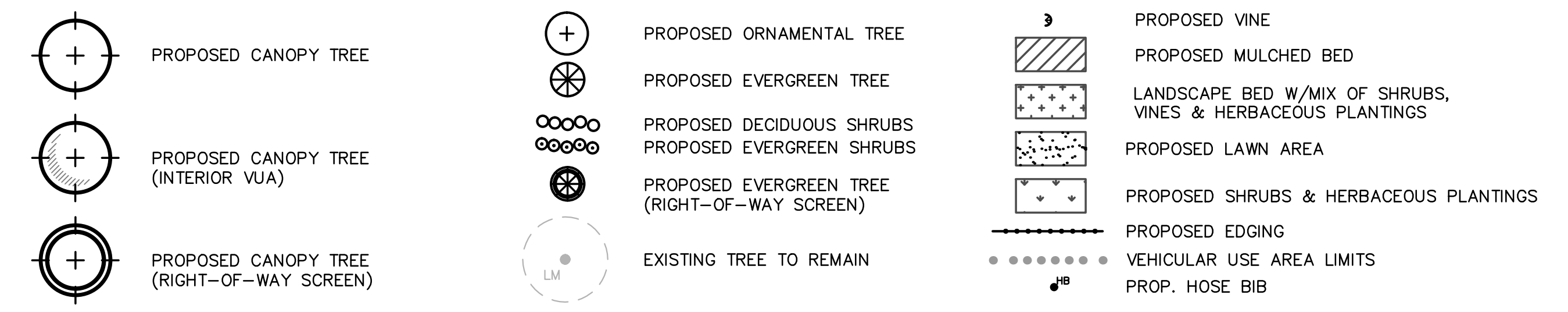
- TOTAL
- STREET TREES
- INTERIOR PARKING AREA TREES
- R.O.W. SCREENING TREES AND SHRUBS
- E. MOSLEY ISLAND PLANTINGS
- GENERAL SITE PLANTINGS

\* Note - final mix and quantities of woody shrubs, vines, and herbaceous plantings in on-site landscape beds to be determined during Detailed Engineering. These plantings are not part of the required Site Plan landscaping.

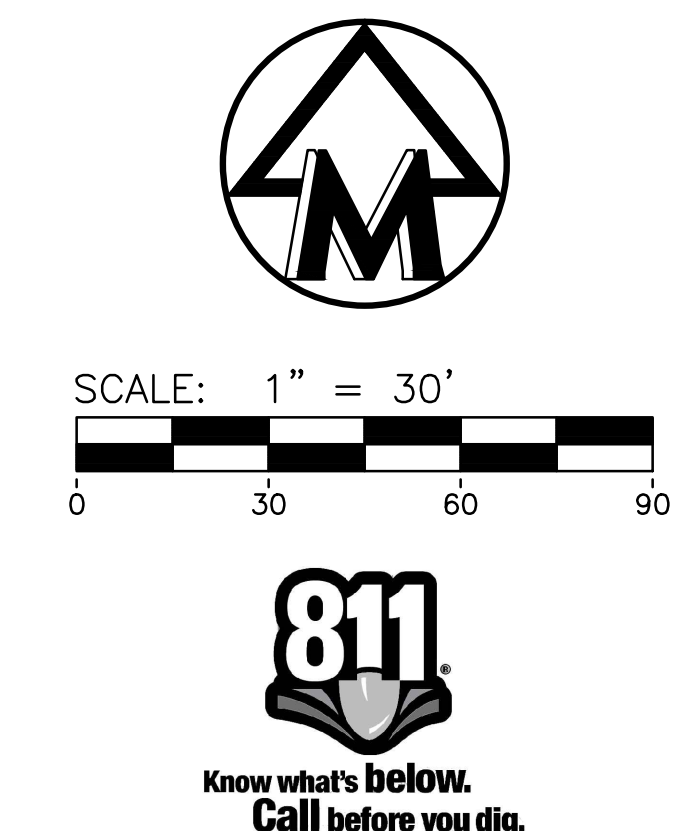
The underground utilities shown have been located from field survey information and existing records. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in-service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated. Although the surveyor does certify that they are located as accurately as possible from the information available.



**LANDSCAPE LEGEND**



Copyright © 2016 Midwestern Consulting L.L.C. All rights reserved. No part of this drawing may be used or reproduced in any form or by any means, without prior permission of Midwestern Consulting L.L.C.



**MIDWESTERN CONSULTING**  
 3845 Plaza Drive Ann Arbor, Michigan 48108  
 (734) 995-0200 • www.midwesternconsulting.com  
 Land Development • Land Survey • Institutional • Municipal  
 Wireless Communications • Transportation • Landfill Services

**CLIENT**  
 COLLEGIATE DEVELOPMENT GROUP  
 7711 BONHOMME AVE., SUITE. 625  
 ST. LOUIS, MISSOURI 63105  
 BRANDT STILES  
 (314) 721-5559

**615 S. MAIN ST.**  
 PLANNED PROJECT SITE PLAN  
 LANDSCAPE PLAN

JOB No.	15200
DATE	12/23/15
SHEET	9 OF 24
REV. DATE	ADD: DAG, WAJ
REV. DATE	1/27/16
REV. DATE	2/10/16
REV. DATE	3/25/16
REV. DATE	5/27/16





## City of Ann Arbor

PLANNING & DEVELOPMENT SERVICES — PLANNING DIVISION

301 East Huron Street | P.O. Box 8647 | Ann Arbor, Michigan 48107-8647  
p. 734.794.6265 | f. 734.994.8312 | [planning@a2gov.org](mailto:planning@a2gov.org)

### APPLICATION FOR PLANNED PROJECTS

See [www.a2gov.org/planning](http://www.a2gov.org/planning) for submittal requirements.

TO: Ann Arbor City Planning Commission

We, the undersigned, respectfully petition the City Planning Commission to approve this planned project request as it relates to the property hereinafter described.

(PLEASE PRINT OR TYPE)

#### A. Legal Description

*(Give or attach legal description and include address of property)*

605-637 S Main St., Ann Arbor, MI 48103

See attached legal description and survey.

#### B. Petitioner Information

The petitioner(s) requesting the planned project are:

CDG (Collegiate Development Group), 7711 Bonhomme, Suite #625, Clayton, MO 63105  
The Petitioners have the parcels under a Sales Agreement/ Option to Purchase

(314) 721-5559

Also interested in the petition are:

*(List others with legal or equitable interest)*

Current Property Owners/sSellers

605-627 S Main - South Main Assoc. LLC, 2111 Golfside Dr Ypsilanti, MI, 48197

.635 S Main St.& 111 E Mosley - 637 South Main, LLC 2111 Golfside Dr Ypsilanti, MI, 48197

633 S Main St. - Malakeh Properties LLC. 23243 Bonair St Dearborn Heights, MI, 48127

### **C. Modification(s) Request**

The applicant requests the following area, height and placement modifications of the following section(s) of the Zoning Ordinance:

Chapter 55 – Zoning, Article II Use Regulations - Sections 5:10.19, 5:10.19B, 5:10.20  
5:10.20A, 5:10.20B, - D2 zoning, First Street Character Area, Secondary Building Frontage  
Article III Area, Height and Placement - Sections 5:44

Front Setback: The proposed building setback along the western property line (Main Street Frontage) varies from a minimum of 7.1 ft to a maximum of 24.86 ft - The required setback is 0 ft Min and 10 ft Max.

The proposed maximum building setback along the Southern property line (E Mosley Street Frontage) is a maximum of 14.38 ft - The required maximum building setback here is 10 ft

The building height varies with a maximum Bldg Height of 75ft above the average grade ***and a minimum of 67.67 feet. The building heights vary around the project with 75 feet being the tallest (usually at the corner elements) but the 75 foot height is by no means the predominant height.*** This planned project designation is sought to permit the increase in Front Setback and Building Ht. as shown on the attendant drawings

Please explain how these modifications will help achieve the objectives of the development program and the standards listed in Section D below (add attachment if necessary):

By hollowing out the center of the building to create a desirable, useable open space, floor area that would otherwise be permitted within the 60 height limit is lost. Allowing this lost floor area to be re-gained, stacked one story higher around the building perimeter, makes the project economically feasible thus permitting an innovative building design/configuration and the beneficial characteristics enumerated herein. The development program and project benefits would be otherwise unobtainable - these include;

Elimination of impervious area and increased on-site stormwater detention in the "flood fringe".  
Improving access to the Allen Creek Drain along the east side of the project for maintenance, repair and/or eventual replacement  
Replacement of obsolete and blighted structures with new construction.  
Increasing the supply of near downtown housing    ***Preservation of neighborhood retail uses***  
Reduction of on-site environmental contamination    ***Inclusion of Shred vehicles on-site***  
Increase the amount of green space, landscaping and pervious surface area on the site.  
Buffer a residential neighborhood *to the west* from industrial uses *and railroad* east of the site  
Incorporation/maintenance of neighborhood retail uses on-site  
Reduced need for individual ownership of motorized vehicles by residents in the heart of the city. *Substantial contribution to the parks department for improvement of neighborhood parks*  
***Installation of a shred Bike station***    ***Retention of the Old Buggy Factory Facade/exterior.***

#### **D. Standards for Approval**

Based upon compliance with the following standards, the Planning Commission may recommend approval, and City Council may approve modifications of the area, height and placement regulations of the Zoning Chapter in the form of a planned project site plan. Please explain how and to what extent these standards are met by the proposal:

1. The lot or lots included in the planned project must meet the minimum gross lot size requirement of the zoning district in which they are located. In residential zoning districts, the minimum gross lot size shall be the combined total of the minimum gross lot sizes for each dwelling on a parcel. However, the following exceptions may apply:
  - a. For purposes of this section, zero lot line duplex or townhouse development shall mean a development containing attached single-family units on individual lots. If a planned project for a zero lot line duplex or townhouse development provides affordable housing for lower income households, the minimum gross lot size and width requirements may be reduced. The number of dwelling units permitted shall not exceed the maximum permitted density in the zoning district in which the proposed development is located.
  - b. In any residential zoning district allowing 3 or fewer dwelling units per acre, when 20 percent or more of the total area of a development is set aside for permanent open space preservation, the gross lot size may be reduced below the minimum lot area per dwelling unit and width requirements for the zoning district in which it is located, as provided in this section.

The lots meet the minimum gross lot size requirement for the D2 zoning district.

2. The proposed modifications of zoning requirements must provide one or more of the following:
  - a. Usable open space in excess of the minimum requirement for the zoning district. Where no minimum usable open space standard is required by the zoning district, a minimum usable open space standard shall be established by the approval of the planned project.
  - b. Building or parking setback(s) in excess of the minimum requirement for the zoning district. Where no minimum building or parking setback is required by the zoning district, a minimum setback standard shall be established by the approval of the planned project.



- c. Preservation of natural features that exceeds ordinance requirements, especially for those existing features prioritized in the land development regulations as being of highest and mid-level concern.
- d. Preservation of historical or architectural features.
- e. Solar orientation or energy conserving design.
- f. An arrangement of buildings which provides a public benefit, such as transit access, pedestrian orientation, or a reduced need for infrastructure or impervious surface.
- g. Affordable housing for lower income households.
- h. A recorded conservation easement or similar binding instrument providing for permanent open space of 20 percent or more of the planned project, in any residential zoning district allowing 3 or fewer dwelling units per acre.

The proposed project provides more than one of the above, including:

**a) Usable Open Space:** The minimum open space requirement is 10%. The proposed project provides 28.6% open space - 186% increase!! **It was decided to provide open space both externally and internally. The internal courtyard has a combination of hardscape area, landscaped area and water recreation opportunities in compliance with the zoning ordinances definition of Open Space. The internal courtyard was included to provide a space for outdoor relaxation and recreation isolated from the busy traffic of Main St. as well as the railroad and industrial uses east of the site. This space further meets the definition of Active Open Space. This does not even include Private Open Space such as porches, balconies, and patios**

**b) Building Setbacks excess:** The required min. front setback along Main St. is 0 ft. & the max. is 10 ft. The project proposes a front setback along Main St. that varies between a min of 7.1 ft and a max of 24.86 ft creating a more varied and interesting streetscape/facade and permitting additional landscaping area and other desirable features such as exterior front porches on townhome units and more area between the curb and building streetwall, enhancing the pedestrian experience along Main St. and allowing for exterior patio/sidewalk dining at the retail portion of the mixed-use project. The North side setback required is 0 ft. The proposed project provides a min setback here of 0 ft and a max of 14.63 ft. The required min.front setback along E Mosley St. is 0 ft. The project proposes a front setback along Mosley St. that varies between a min of 0 ft and a max of 14.38 feet **(with the average setback at the non-commercial portion of the streetscape being 9.54 feet and the commercial frontage having a 0 foot setback as permitted and as historically contextual)** creating a more varied and interesting streetscape/facade and permits additional landscaping area and other desirable features such as exterior porches/patio space and more area between the curb and building wall enhancing the pedestrian experience along Mosley St. The required Eastern set-back is 0 ft and The proposed project provides a min setback here of 24.8 ft and a max of 63 ft. **The third floor step back above the buggy factory is over 7 feet on the Main St Side and over 10 feet along the Mosley frontage.**

**c) Preservation of Natural Resources:** The proposed project removes a significant amount of stormwater run-off from the adjacent floodplain during major rain events which currently exists the property in a swift and uncontrolled manner. The project's on-site stormwater detention and increased pervious area will reduce stormwater run-off and erosion in the floodplain as well as other deleterious effects in/on downstream natural features.

**d) Preservation of Architectural features:** The *western & southern facades of the* existing two story building at 637 S Main - originally a buggy factory - will be restored or rebuilt and maintained in its historical location on the site (and in the neighborhood) and re-purposed/adapted to/for retail uses. A plaque detailing the building's history will be erected on the wall of the building for pedestrian to read **about the buildings history.**

**e) Solar Orientation and/or energy conserving design:** The building as designed will be Solar Ready and be 15% more energy efficient than ASHRAE 90.1 -2007 **The main roof of the building will be designed to be Solar ready and the roof over the commercial portion of the building will have a green/vegetated surface. Furthermore significant portions of the interior courtyard will have landscaped/green areas.**

**f) Public Benefits:** The project/building arrangement provides many public benefits including:

**A) Removing 81,200 tons of contaminated soils from the city (there is one level of basement parking);**  
**B) The project is pedestrian oriented (downtown, markets, restaurants, coffee shops, bus/transit station, parks, employment, educational & entertainment opportunities, and other amenities, are within walking distance);**  
**C) Reduced need for individual motor vehicle ownership due to transit access as the site is on at least 4 AAATA bus routes (8A, \*b, 7, & 16) resulting in reduced carbon emissions (the AAATA Blake transit hub, greyhound bus station, and university bus system are within a walkable distance as well);**  
**Shared motor vehicles and bikes will be located on the site and available to the general public resulting in reduced carbon emissions;**  
**D) Imperious area will be reduced and on-site stormwater detention created resulting in reduced stormwater flow off-site and thus a reduction in off-site flooding and erosion and property damage;**  
**E) local, neighborhood, retail uses are included in the project that are walkable from the surrounding residential neighborhood resulting in reduced carbon emissions;**  
**F) Public infrastructure will be upgraded as a result of the project - including installation of a new 12" city water main under S Main Street improving water pressure and availability in the area and reducing required capital improvement expenses. A portion of South Main Street will be repaved as will all of East Mosley as part of the project reducing required capital improvement expenses;**  
**G) A pedestrian walkway will be opened along the east side of the building for the length of the project paralleling the historic rout of the Allen Creek.**  
**H) The parks department will receive a contribution of \$140,000 to go towards the improvement of local public parks enhance the parks system and reducing required capital improvement expenses;**  
**I) Curbcuts along the east side of Main Street will be eliminated for the length of the property/project enhancing pedestrian safety along the east side of S. Main St.;**  
**J) The streetscape along the east side of S. Main St. will be upgraded/improved without any assistance from the DDA (unlike the opposite side of S Main) reducing required capital improvement expenses;**  
**K) The completion of the proposed building will buffer neighbors on the west side of S Main St. from railroad noise;**  
**L) Increased building setbacks along both S. Main St. and East Mosley provide more green, landscaped, areas along the public right of way than required;**  
**M) the project will remove bighted structures from the city and neighborhood;**  
**N) the project will sponsor/include an Arbor Bike shared bike station expanding the system to more users including neighboring residents.**

3. The planned project shall be designed in such a manner that traffic to and from the site will not be hazardous to adjacent properties.

The proposed project has been designed to minimize traffic impacts to the adjacent properties. Motor vehicle access will be from E Mosley rather than from the busier Main Street side of the project thus reducing vehicle and pedestrian conflicts along a busy street. A traffic study has been completed and submitted.

4. The proposed modifications shall be consistent with the proper development and use of adjacent land and buildings.

The project modifications are consistent with those granted to the 618 S Main Street loft apartment project across Main St. The site contains, in part, blighted buildings which will be removed and/or revitalized as a result. The project and proposed modifications are consistent with the intent of D2 Zoning to provide uses such as medium to high density housing

opportunities between the traditional urban core (D1 zoning) and the surrounding traditionally single family neighborhoods. The project and proposed modifications are consistent with current development patterns and trends bringing more housing closer to the urban core of the city thus reducing the pressure for urban sprawl and reducing the need for increased infrastructure while making more efficient use of existing infrastructure. This project, as proposed, removes existing single story, inefficient land uses on-site in favor more efficient uses which will act, in part, as a buffer between the existing neighborhood residential uses and the remaining industrial uses to the east.

5. Required off-street parking and landscaping must be provided in accordance with the provisions of Chapters 59 (Off-Street Parking) and Chapter 62 (Landscape and Screening).

Off street parking and landscaping have been provided as shown on the submitted plans in accordance with Chapter 59 and Chapter 62. Parking provided exceeds requirements - **143** spaces are required and an additional **31** spaces will be provided on-site - and increase of **22%** - **an additional 23 parking spots are being provided along the north side of E Mosley** in order to be sensitive to neighborhood parking demand concerns. Shared vehicles will also reduced the need for individual cars as will the inclusion of a bike-share station. Also the project proposes to provide many more bike parking spots than is require, for example 112 class A and zero class B bike parking spots are required and the project is providing 148 class A bike parking spots Plus 97 class B bike parking spots for a total of a **153%** increase!! **Required landscaping is provided.**

6. The standards of density, allowable floor area and required usable open space for the zoning district(s) in which the project is located must be met.

The proposed project meets the standards as indicated on the submitted plans. The requested planned project modifications do not result in more Floor Area being constructed than permitted by the zoning ordinance just a more desirable an innovative configuration of the building floor area.

7. There shall be no uses within the proposed project which are not permitted uses in the zoning district(s) in which the proposed project is to be located.

All the proposed uses within the proposed mixed-use project, including residential and retail uses area allowed in the existing D2 zoning.

8. In any residential zoning district allowing 3 or fewer dwelling units per acre and where 20 percent or more of the total area is proposed for permanent open space, projects shall meet the following standards:

- a. The minimum gross lot size of the parcel proposed for the planned project shall be 2 acres. The size and shape of the portions of the planned project designated for open space preservation shall be reviewed and approved in conjunction with a planned project site plan, a planned unit development site plan, or a plat, in relation to natural features or characteristics specific to that site.
- b. The area of each residential building lot or limited common area of a condominium development shall be 10,000 square feet or greater, exclusive of the permanent open space. Minimum lot width and setback requirements shall meet or exceed standards of the R1B residential zoning district.
- c. Permanent open space area shall be in, and shall continue to be in, an undeveloped, natural state preserving and conserving natural resources, natural features, scenic or wooded condition, or naturally occurring water surfaces. It may also provide an undeveloped greenway of contiguous or linear open space that includes habitats or corridors for wildlife, or links parks, nature reserves, cultural features or historic sites with each other for passive recreation or for conservation purposes.



- d. Land in permanent open space may be, but is not required to be, dedicated to the use of the public.
- e. Prior to the issuance of any permit, the permanent open space shall be protected by a recorded conservation easement or similar binding instrument containing provisions for ownership and ongoing maintenance of the permanent open space by a responsible party such as, but not limited to, a homeowner's association, an independent agency or trust established for such purposes, or a municipality for open space preservation. Such permanent open space shall constitute 20 percent or more of the total area of a development.
- f. The option of utilizing a conservation easement or plat dedication for open space preservation for not less than 20 percent of the total area may be exercised only one time on a parcel of land.

The proposed project exceeds the 3 units per acre threshold referenced by item 8.

The Commission or Council may add conditions to the approval of the planned project to achieve conformity to these standards.

E. Supporting Plans

Attach a site plan and building elevations of the property proposed for planned project approval, showing the boundaries of the property, the buildings, vehicular use areas, and all requirements set forth in Chapter 57 (Subdivision and Land Use Controls) and the Land Development Regulations.

The undersigned states he/she is interested in the property as aforesaid and that the foregoing statements are true and correct to the best of his/her knowledge and belief.

Dated: 5/4/16

Signature: *[Handwritten Signature]*  
7711 Bonhomme Suite 625  
Clayton MO 63105

*(Print name and address of petitioner)*

STATE OF MISSOURI

COUNTY OF ST. LOUIS

On this 4 day of May, 2016, before me personally appeared the above named petitioner(s), who being duly sworn, say that they have read the foregoing petition and by them signed, and know the contents thereof, and that the same is true of their knowledge, except as to the matter therein stated to be upon their information and belief, and as to those matters they believe it to be true.

Signature: *[Handwritten Signature]*  
KARRIE S BLAZE

*(Print name of Notary Public)*

My Commission Expires: 12/15/19



## PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of April 5, 2016

**SUBJECT: 615 South Main Planned Project Site Plan  
(615-637 South Main Street)  
Project No. SP15-054**

### **PROPOSED CITY PLANNING COMMISSION MOTION**

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve 615 South Main Planned Project Site Plan and Development Agreement, subject to Public Services approval of the traffic impact study.

### **STAFF RECOMMENDATION**

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

Staff further recommends **approval** of the planned project modifications because the project is consistent with the standards of approval for planned project in Chapter 55 (Zoning), Section 5:70.

### **LOCATION**

This site is located at the northeast corner of South Main Street and East Mosley Street, and is in the Downtown Development Authority district and the Allen Creek watershed.

### **DESCRIPTION OF PETITION**

General Information – The site contains four commercial buildings and is zoned D2 (Downtown Interface District) with the First Street Character Overlay District. The petitioner is seeking approval to demolish three of the buildings and the rear portion of 637 S. Main but preserve the 19<sup>th</sup> century building known as the Ann Arbor Buggy Company which was constructed in 1889. The petitioner proposes to construct a 6-story, 286,079-square foot apartment building containing 229 dwelling units (588 bedrooms) with 188 vehicle parking spaces and 265 bicycle parking spaces.

The unit types will include: 32 micro studios (approximately 370 square feet), 48 studio apartments (485-585 sq/ft), 4 one-bedroom apartments, 9 two-bedroom apartments, 9 two bedroom townhomes, 50 three-bedroom apartments, 67 four-bedroom apartments, and 10 five bedroom apartments. The building will also contain accessory uses such as a community room, pool, gym, and management office.

Residential floor area premiums have been applied to earn an additional 150% of floor area. A total floor area ratio of 338.6% is proposed (350% allowed with residential premiums).

Private open space is proposed in the courtyard of the building and will consist of an outdoor pool, pool deck, and outdoor kitchen. Additional private open space consists of private decks and patios and a landscaped area along the north side of the building.

The west setback (S. Main) varies from 7.1 (Buggy Company building) to 24.9 feet with the most common setback of the proposed building being approximately 10 feet. The south setback (E. Mosley) of the new building is proposed to vary from between 5.5 to 14.4 feet (the Buggy Company building is on the property line). The building also steps back five feet above the second and third floor on S. Main Street (depending upon the location) and 5 feet above the 2<sup>nd</sup> floor on E. Mosley.

Building Height – The petitioner is proposing a 75-foot tall building, which is 15 feet taller than is permitted in the D2 zoning district. The petitioner is proposing a planned project modification of the height requirement and has provided an explanation on how they believe the project is consistent with the planned project standards (see Planned Project Modification section below).

Parking – The project proposes to provide 188 private vehicle parking spaces, 168 are proposed to be located in an underground parking deck (140 spaces are required). Two of the underground spaces are proposed to be shared (managed by a car sharing service). Chapter 59 allows each of the shared spaces to count as 4 parking spaces for the purposes of meeting the parking requirement. Fourteen of the 188 spaces are proposed to be parallel spaces along the east driveway. In addition, 23 public parking spaces are shown within the E. Mosley right-of-way on the south side of the site. Below grade parking does not count as floor area toward the maximum floor area ratio requirement.

Easements and enforcement measures for the shared-use vehicle spaces will be addressed in the development agreement. The developer has been communicating with the Downtown Development Authority (DDA) regarding the feasibility of adding shared car parking spaces in the public right-of-way along E. Mosley. In addition, two electric vehicle charging stations will also be provided in the below grade parking area.

265 bicycle parking spaces are proposed which will include 148 Class A spaces in the basement level in a secured dedicated bike storage room (112 required), 97 Class B spaces that are scattered throughout the basement parking area (none required), and 20 exterior Class C (hoop style) spaces along S. Main Street (one required). In addition, the petitioner is proposing to provide a bike share station along S. Main Street with 11 docks that will be managed by a private bike share company.

Pedestrian Access – Pedestrians will be able to access the building from two entrances on South Main Street, which are located at the northwest corner of the building and near the southwest corner of the building adjacent to the retail component of the project. The townhouses along S. Main Street have direct access to the public sidewalk via raised front porches. Two additional access points are proposed along the east side of the building. Access will also be provided to the building from the parking area in the basement with three stairwells and three elevators. Access to the retail building will be from E. Mosley. The South Main Street pedestrian realm is proposed to be approximately 11 feet in width. Two of the 11 feet will be on private property with a public access easement. The 11 feet in width will include a 6 foot wide sidewalk and five feet of landscaping which will include 8 street trees in tree wells, bicycle racks, and brick pavers. A sidewalk is also proposed in the E. Mosley right-of-way between the proposed building and public parking spaces. A public access easement is proposed along the east side of the building to E. Madison Street

Natural Features – No natural features exist on the site.

Solid Waste – Solid waste is proposed to be handled near the southeast corner of the building. Solid waste trucks are proposed to access the dumpsters from E. Mosley, then drive along the private drive along the east side of the site to E. Madison Street. A trash enclosure will be provided.

Brownfield – The petitioner has applied for a Brownfield to clean up contaminated soils. As a result of past activities on the site (dry cleaner, vehicle repair, gasoline service station, etc.), the soils have been contaminated with components of gasoline, tetrachloroethene, arsenic, mercury, lead, and selenium. Groundwater has been contaminated. A Brownfield meeting has been set up for April 4, 2016.

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

*The Residences at 615 South Main Street development, which contains 229 dwelling units and 6,200 SF of commercial space, will not have a significant impact on either the nearby Hill Street or Madison Street intersections. Since most of the site traffic will enter and exit via the Mosley Street intersection, it is not surprising to see that the site would have its greatest impact on the westbound approach to that intersection.*

*Left-turns from westbound Mosley Street onto South Main Street will be more difficult during the peak hours of the day. The Highway Capacity Manual 2010 analysis in the Synchro 9 software package rates this approach as an F, which is common for left-turns from an unsignalized driveway onto a busy street. The traffic modeling software SimTraffic, which sometimes more realistically takes into account the nearby intersections such as Hill Street and Madison Street, indicates that all of the site traffic could be accommodated on the existing single lane approach with a 95% queue length of approximately 4 vehicles with average delays on the westbound approach comparable to a level of service D.*

*Analysis of the Mosley intersection with a separate left-turn lane does not improve the Highway Capacity Manual 2010 level of service on this approach from an F. The SimTraffic model does indicate that the 95% queue length would be decreased from 4 to 3 vehicles long. However, the minor improvement to delays and queues with a separate left-turn lane on that approach do not outweigh the increase risk posed by the decreased visibility of side-by-side turning vehicles putting the intersection out of alignment with the eastbound approach. We do not recommend a separate left-turn lane be installed on this approach.*

*A 5-year analysis of available crash data indicates that there is a higher occurrence of right-angle crashes at the Hill Street and South Main Street intersection. The City of Ann Arbor should evaluate the crash data at that intersection to determine if eliminating the right-turn on red movement is an appropriate solution to reduce the right-angle crashes.*

Storm Water Detention – Storm water is primarily handled by two understructure storm water detention chambers at the basement level. A vegetated roof is proposed on the roof of the Buggy Company building.

Landscaping – Eight street trees are proposed along S. Main Street and 5 street trees are proposed along E. Mosley. Additional landscaping is provided along a portion of the south side of the site, near the dumpster enclosure, and along the north side of the site.

Park Contribution – The petitioner has agreed to provide a \$140,000 park contribution in-lieu of a park dedication, as outlined in the Parks & Recreation Open Space Plan based on 229 residential units. The contribution will be used for improvements to nearby parks such as Wurster.

Sanitary Sewer – The petitioner has agreed to mitigate sanitary flow which may include disconnecting 37 footing drains from the sanitary system or other approved equivalent measures prior to the issuance of a certificate of occupancy.

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

Citizen Participation – The petitioner held a Citizen’s Participation meetings prior to submitting the site plan. The meeting took place on December 9, 2015 at the Downtown Branch Library. 1,495 post card invitations were mailed. Approximately 55 residents were in attendance.

In general, the discussion included:

- Floodplain location
- Amount of parking
- Height
- Visual impact
- Vehicular access to the site
- Traffic
- Parking in surrounding neighborhoods
- Details on the type of units – size, number of bedrooms

The petitioner was required to meet with the Design Review Board on November 18, 2015 since this project is in the Downtown Development Authority district (see below).

Development Agreement – A development agreement has been drafted to address the parkland contribution, required footing drain disconnections, and other issues. It will be finalized prior to City Council approval.

### **DESIGN REVIEW BOARD**

The petitioner presented the project to the Design Review Board on November 18, 2015. The full report of that meeting is attached.

In summary, the Board observed that the proposed project was “marginally consistent with the applicable design guidelines, falling short in the areas of building modules/massing and building materials”. The petitioner has proposing preserving and repurposing the historic, two-story commercial building at the corner of S. Main and E. Mosley. Recommendations included considering a “C” or “U” shaped building, reducing the number of façade materials, breaking up the massing, and better incorporating the historic façade into the overall project.



The petitioner has responded to these comments and comments from staff and members of the public in the following way:

“The variety and placement of exterior building materials along the public rights of way were reduced and simplified. Vertical and horizontal offsets in the various modules of the building were accentuated in order to increase the differentiation in massing of the building modules even though the number of exterior building materials presented to the public faces of the building were reduced and simplified in location and application. The retained, historically reconfigured, facade of the old buggy factory is pulled 5 feet or more out from the plane of the upper floors of the new building so that it is obvious that the retention a portion of the old buggy factory is more than a mere facadectomy like the old bus depot at 116 W. Huron. Furthermore the portion of the new building above the retained portion of the Old Buggy factory (south-west corner) has been modified to incorporate materials, colors, and forms to better integrate it with the Old Buggy factory. Internal arrangement of walls, structural elements and fenestration along the Main St. facade, north of the Townhome section, were modified in order to facilitate a view through to the internal courtyard for pedestrians walking along the east side of Main St. Fenestration patterns were modified at strategic locations around the building. The amount of retail space has been increased from approximately 4,700 Sf. to approximately 6,200 Sf. Trash pick-up point has been moved and screened.”

**SURROUNDING LAND USES AND ZONING**

	LAND USE	ZONING
NORTH	Commercial	D2 (Downtown Interface), First Street (Character Overlay)
EAST	Commercial	D2
SOUTH	Residential, Office	R4C, C1
WEST	Residential	D2

**COMPARISION CHART**

	<b>EXISTING</b>	<b>PROPOSED</b>	<b>REQUIRED/PERMITTED</b>
<b>Base Zoning</b>	<b>D2 (Downtown Interface)</b>	<b>D2 (Downtown Interface)</b>	<b>D2 (Downtown Interface)</b>
Gross Lot Area	81,162 sq ft	81,162 sq ft	No minimum
Max. Usable Floor Area in % of Lot Area	47.56% (44,982 sq ft)	338.6% (286,079 sq ft)	200% MAX normal (162,324 sq ft MAX) Up to 400% MAX with premiums (up to 324,648 sq ft MAX)
<b>Character Overlay District</b>	<b>First Street</b>	<b>First Street</b>	<b>First Street</b>
Streetwall Height	2 stories	2 and 3 stories on S. Main 2 stories on E. Mosley	2 stories MIN 4 stories MAX
Offset at Top of Streetwall	Not applicable	5 ft (South Main) 5 ft (E. Mosley)	Average 5 ft MIN
Building Height	2 stories (25 ft)	6 stories (75 feet) MAX	24 ft/2 story MIN 60 ft MAX
Side, Rear Setbacks	0 ft (north) side 27 ft (east) rear	10 ft (north) side 24.8 ft (east) rear	None
<b>Building Frontages</b>	<b>Secondary Street</b>	<b>Secondary Street</b>	<b>Secondary Street</b>
South Main Street	0 ft	7.1 ft (24.9 max)	Secondary Street: 0 ft MIN, 10ft MAX at streetwall 20% may exceed for entry plaza
East Mosley Street	0 ft	0 ft (14.4 max)	Secondary Street: 0 ft MIN, 10 ft MAX at streetwall 20% may exceed for entry plaza
<b>Parking</b>	<b>Special Parking District</b>	<b>Special Parking District</b>	<b>Special Parking District</b>
Parking – Automobiles	54 spaces	188 spaces (168 below grade parking spaces; includes 31 tandem; 2 shared spaces; 14 spaces above grade, off street)	120 spaces MIN for premium floor area
Parking – Bicycles	8 Class C	148 Class A 97 Class B 20 Class C	112 Class A spaces MIN 1 Class C space MIN

## HISTORY

The two story, brick commercial building at the corner of S. Main and E. Mosley was likely constructed in the late 19<sup>th</sup> century for the Ann Arbor Buggy Company. The remainder of the site has been used for a variety of commercial uses over the past century. Current uses include, retail, car wash, and office. The site was rezoned as part of the A2D2 Zoning Initiative. The current base and character overlay zoning districts and building frontage standards became effective in December 2009.

## PLANNING BACKGROUND

The Downtown Plan is based upon several guiding values which articulate the most fundamental elements of the downtown. These values include providing a diversity of uses and accommodating a diversity of users, and providing a viable economy, a “green” and energy-efficient built environment and transportation network and social and cultural opportunities. Dense land use and development patterns which draw people downtown and foster an active street life, contribute to its function as an urban neighborhood and support a sustainable transportation system is a goal expressed in the Plan (page 22) as well as encouraging a diversity of new downtown housing opportunities and expansion of the downtown resident population to strengthen downtown’s role as an urban neighborhood, continuing to seek a range of age groups and income levels in the downtown (page 24).

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

The Non-Motorized Transportation Plan recommends bicycle lanes in South Main Street and a sidewalk of less than 8 feet in width.

## PLANNED PROJECT MODIFICATION

The petitioner is requesting planned project approval to increase the height of the building from the 60 foot maximum in the D2 zoning district to 75 feet. (Petitioner statements are in plain type)

### Modification Request

The petitioner is requesting permission to construct a 75 foot tall building which exceeds the height limitation of the D2 zoning district by 25 feet.

**Based upon compliance with the following standards, the Planning Commission may recommend approval, and City Council may approve modifications of the area, height and placement regulations of the Zoning Chapter in the form of a planned project site plan:**

- 1. The lot(s) included in the planned project must meet the minimum gross lot size requirement of the zoning district in which they are located.**

N/A

*The project meets the minimum gross lot size of the D2 zoning district*

**2. The proposed modifications of zoning requirements must provide one or more of the following:**

**a) Usable open space in excess of the minimum requirement for the zoning district.**

The minimum open space requirement is 10%. The proposed project provides 28.6% open space - 186% increase

*At least 10 % of the site must be in the form of "open space" per Chapter 55 (Zoning). Private open space counts toward meeting the open space requirement.*

**b) Building or parking setback(s) in excess of the minimum requirement for the zoning district.**

The required min. front setback along Main St. is 0 ft. & the max. is 10 ft. The project proposes a front setback along Main St. that varies between a min of 7.1 ft and a max of 24.86 ft creating a more varied and interesting streetscape/facade and permitting additional landscaping area and other desirable features such as exterior front porches on townhome units and more area between the curb and building streetwall, enhancing the pedestrian experience along Main St. and allowing for exterior patio/sidewalk dining at the retail portion of the mixed-use project. The North side setback required is 0 ft. The proposed project provides a min setback here of 10 ft and a max of 14.63 ft. The required min. front setback along E Mosley St. is 0 ft. The project proposes a front setback along Mosley St. that varies between a min of 0 ft and a max of 14.38 feet creating a more varied and interesting streetscape/facade and permits additional landscaping area and other desirable features such as exterior porches/patio space and more area between the curb and building wall enhancing the pedestrian experience along Mosley St. The required Eastern set-back is 0 ft and the proposed project provides a min setback here of 24.8 ft and a max of 64ft.

**c) Preservation of natural features that exceeds ordinance requirements, especially for those existing features prioritized in the land development regulations as being of highest and mid-level concern.**

The proposed project removes a significant amount of stormwater run-off from the adjacent floodplain during major rain events which currently exists on the property in a swift and uncontrolled manner. The project's on-site stormwater detention and increased pervious area will reduce stormwater run-off and erosion in the floodplain as well as other deleterious effects in/on downstream natural features.

**d) Preservation of historical or architectural features.**

The south and east sides of the existing two story building at 637 S Main – originally a buggy factory, will be restored/rebuilt and maintained in its

historical location on the site (and in the neighborhood) and re-purposed/adapted to/for retail uses. A plaque detailing the building's history will be erected on the wall of the building for pedestrian to read.

**e) Solar orientation or energy conserving design.**

The building as designed will be Solar Ready and be 15% more energy efficient than ASHRAE 90.1 -2007. The architects have been directed to design the building to LEED Silver specifications.

**f) An arrangement of buildings which provides a public benefit, such as transit access, pedestrian orientation, or a reduced need for infrastructure or impervious surface.**

The projects building arrangement provides many public benefits including: Removing contaminated soils from the city (there is one level of basement parking). The project is pedestrian oriented (downtown markets, restaurants, coffee shops, bus/transit station, parks, employment, educational & entertainment opportunities, and other amenities are within walking distance). Reduced need for individual motor vehicle ownership due to transit access (the AAATA Blake transit hub, greyhound bus station. and university bus system are within walking distance). The site is on at least 4 AAATA bus routes (8A, \*b 7, & 16) resulting in reduced carbon emissions. Shared motor vehicles and bikes will be located on the site and may be available to the general public resulting in reduced carbon emissions. Impervious area will be reduced and on-site stormwater detention created resulting in reduced stormwater flow off-site and thus a reduction in off-site flooding. Local neighborhood retail uses are included in the project that will be walkable from the surrounding residential neighborhood resulting in reduced carbon emissions.

**g) Affordable housing for lower income households.**

N/A

**h) Permanent open spaces of 20 percent or more in any low-density residential district.**

N/A

**3. The planned project shall be designed in such a manner that traffic to and from the site will not be hazardous to adjacent properties.**

Parking access has been divided between two streets to reduce the traffic load to the neighborhood.

*The traffic impact study indicated that traffic to and from the project will not be hazardous to adjacent properties.*

**4. The proposed modifications shall be consistent with the proper development and use of adjacent land and buildings.**

The project modifications are consistent with those granted to the 618 S Main Street loft apartment project across Main St. The site contains, in part, blighted buildings which will be removed and/or revitalized as a result. The project and proposed modifications are consistent with the intent of D2 Zoning to provide uses such as medium to high density housing opportunities between the traditional urban core (D1 zoning) and the surrounding traditionally single family neighborhoods. The project and proposed modifications are consistent with current development patterns and trends bringing more housing closer to the urban core of the city thus reducing the pressure for urban sprawl and reducing the need for increased infrastructure while making more efficient use of existing infrastructure. This project, as proposed, removes existing single story, inefficient land uses on-site in favor more efficient uses which will act, in part, as a buffer between the existing neighborhood residential uses and the remaining industrial uses to the east.

*The residential neighbors most impacted by the proposed project are south of the site in single family homes along Adams Street. The rear property lines of the homes along Adams Street are approximately 60 feet from the face of the proposed building. The rear edge of the homes along Adams Street are approximately 110 feet from the face of the proposed building. Since the proposed development project is north of E. Mosley Street, there will not be a solar impact on the Adams Street properties. The homes at 618 S. Main will be more impacted by shading issues. The east side of 618 S. Main will be approximately 70 feet to the west of the proposed project. With regard to height, the site is topographically in a lower portion of the city corresponding with Allen Creek. Higher areas exist to the north, south, east, and west. Therefore the building will be less pronounced than if it were located on top of a hill.*

**5. Required off-street parking and landscaping must be provided in accordance with the provisions of Chapters 59 and 62.**

Off street parking and landscaping have been provided as shown on the submitted plans in accordance with Chapter 59 and Chapter 62. Parking provided exceeds requirements; 120 spaces are required and an additional 68 spaces will be provided on site - an increase of 57% in order to be sensitive to neighborhood parking demand concerns. Shared vehicles will also reduce the need for individual cars as will the inclusion of a bike-share station. Also the project proposes to provide many more bike parking spots than is require, for example 115 class A and zero class B bike parking spots are required and the project is providing 148 class A bike parking spots plus 97 class B bike parking spots; a 153% increase!!

**6. The standards of density, allowable floor area and required usable open space for the zoning district(s) in which the project is located must be met.**

The proposed project meets the standards as indicated on the submitted plans. The requested planned project modifications do not result in more Floor Area being constructed than permitted by the zoning ordinance just a more desirable and innovative configuration of the building floor area.

**7. There shall be no uses within the proposed project which are not permitted uses in the zoning district(s) in which the proposed project is to be located.**

All the proposed uses within the proposed mixed-use project, including residential and retail uses area allowed in the existing D2 zoning.

The petitioner is proposing to meet the following standards of Planned Project approval:

- Open space in excess of minimum
- Building setbacks in excess of minimum
- Preservation of historical features
- Energy conserving design
- Pedestrian orientation

**SERVICE UNIT COMMENTS**

Planning – A Brownfield Plan has been submitted. The plan must be reviewed before the action on the site plan will be scheduled with City Council. Staff has recommended a number of non-required elements be included in the project such as a sidewalk along the east drive, solar panels on the roof, a vegetated roof, and (in lieu of a sidewalk) brick pavers along the east drive. The petitioner has agreed to provide a vegetated roof over a portion of the Buggy Company building, but declined to provide the sidewalk and solar panels because of cost and loss of usable floor area. The roof has been designed to be solar ready. The east driveway will include brick pavers and a public access easement.

Staff supports the proposed planned project site plan. The project proposes to remediate a Brownfield that is leaking into groundwater, provide stormwater detention for the first time, preserve and reuse an important historic building, provide new housing units near downtown and campus, improve public access along S. Main and E. Mosley Streets, provide most parking spaces underground, provide bike share and possibly car share facilities that would be available to the public, provide some retail uses, and allow pedestrian access along the east side of the site.

Public Services (Sanitary Capacity) – Sufficient capacity exists in the local downstream sewer system, however wet weather capacity constraints have been identified in the downstream trunkline sewers. Flow mitigation must be performed to offset the proposed flow generated by this project. Mitigation must be performed in Zone B in accordance with the program requirements. 37 FDD's must be completed prior to the issuance of certificates of occupancy.

Transportation – The Traffic Impact Study was conducted by Midwestern Consulting. At the time this staff report was printed, no comment has been provided by Public Services staff. Planning staff may be able to provide an update as part of our presentation of the petition to the Planning Commission on April 5, 2016 on the status of staff comments.

Prepared by Jeff Kahan  
Reviewed by Matt Kowalski  
3/31/16

Attachments: Parcel and Zoning Map

Aerial Photo  
Site Plan  
Elevations  
Citizen Participation Report  
Design Review Board Report  
Draft Development Agreement

c: Petitioner: Collegiate Development Group  
7711 Bonhomme Avenue, Suite 625  
St. Louis, Missouri 63105

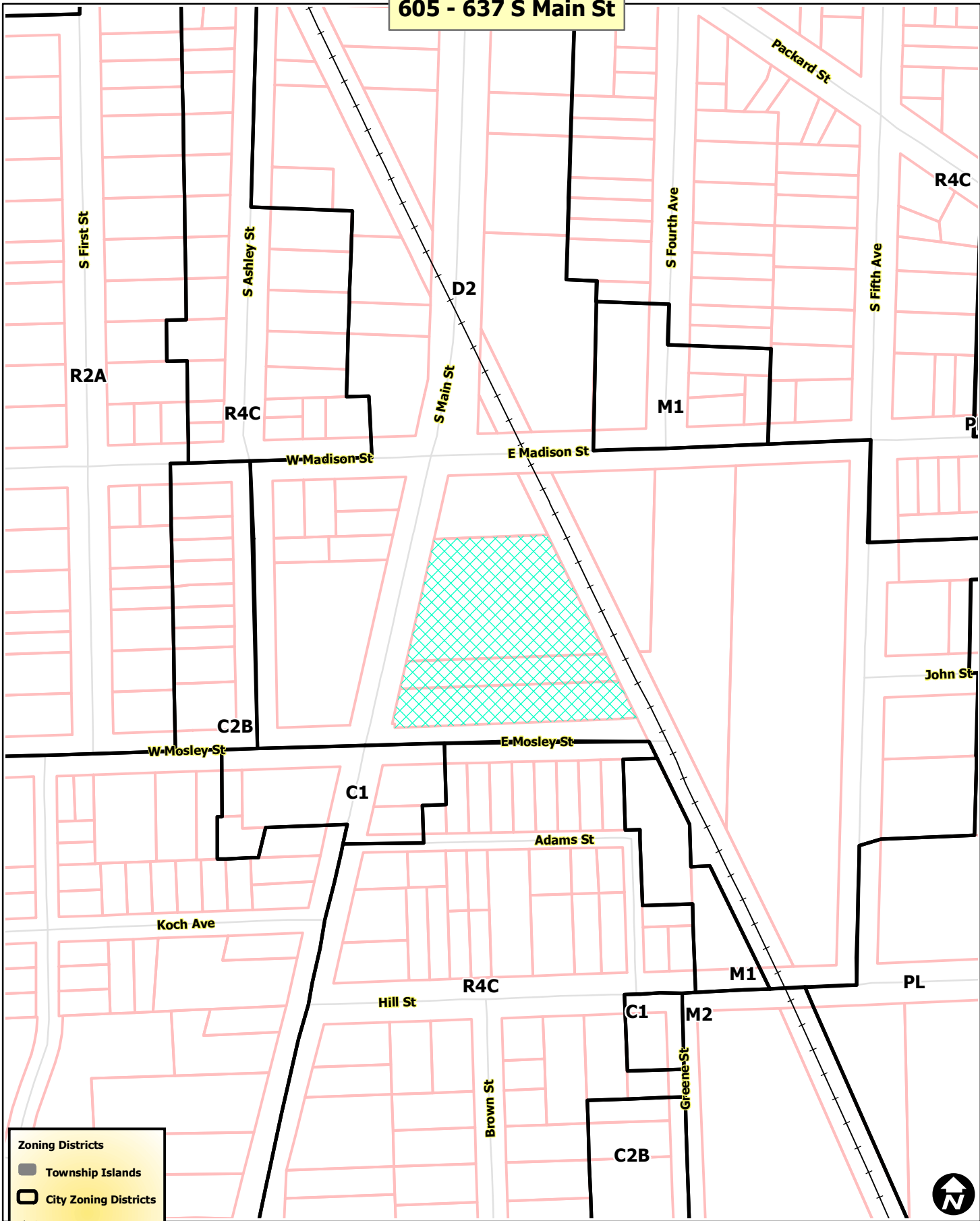
Petitioner's Agents: J. Bradley Moore  
J. Bradley Moore and Associates  
4844 Jackson Road, Suite 150  
Ann Arbor, MI 48103

Scott Betzoldt  
Midwestern Consulting, Inc.  
3815 Plaza Drive  
Ann Arbor, MI 48108

Systems Planning  
Project Management  
Project No. SP15-054



605 - 637 S Main St



**Zoning Districts**

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



Map date 10/21/2015  
Any aerial imagery is circa 2012 unless otherwise noted  
Terms of use: [www.a2gov.org/terms](http://www.a2gov.org/terms)



# 605 - 637 S Main St



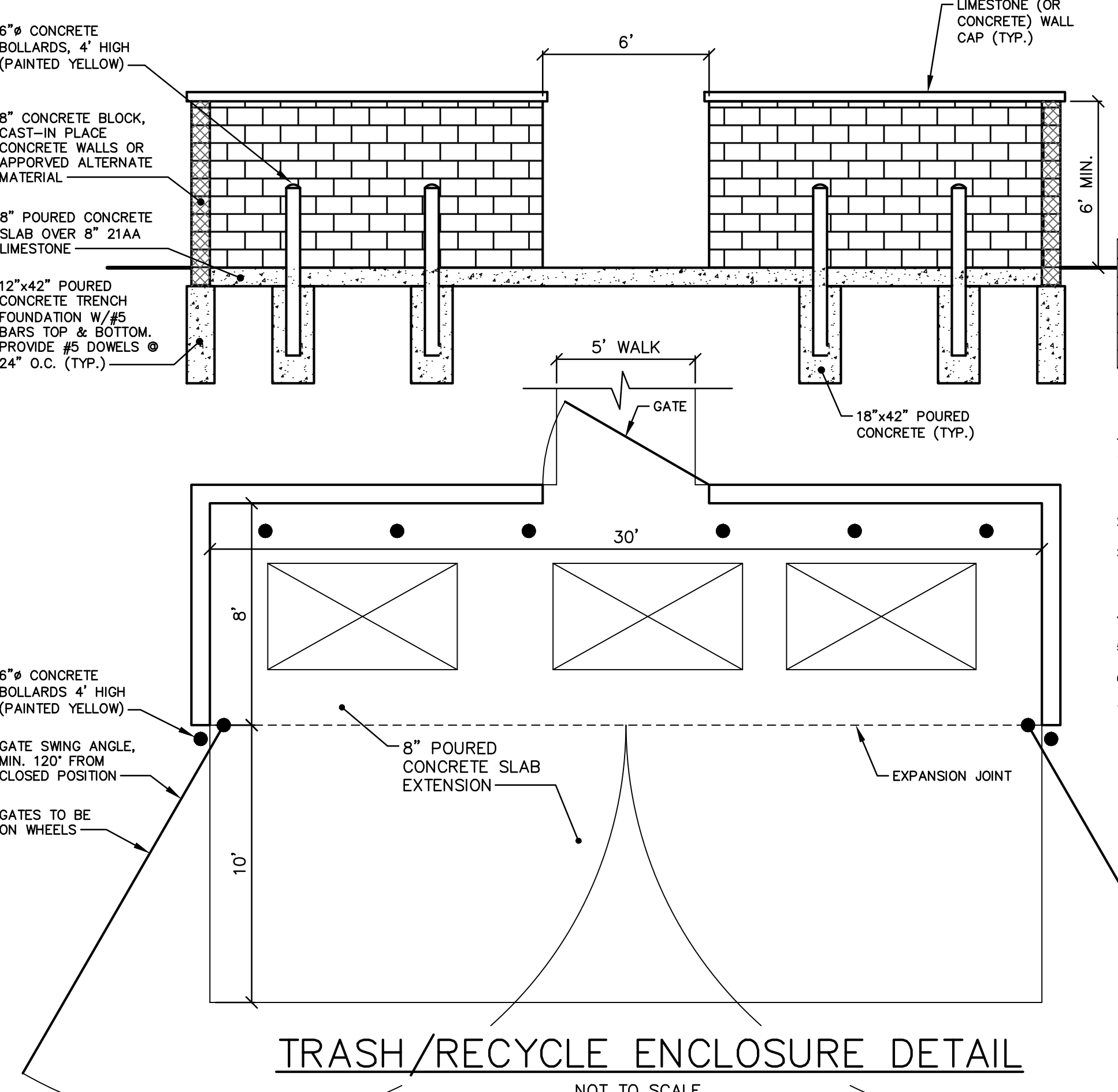
- Railroads
- Parcels
- Huron River



Map date 10/21/2015  
Any aerial imagery is circa 2012  
unless otherwise noted  
Terms of use: [www.a2gov.org/terms](http://www.a2gov.org/terms)



Copyright © 2016 Midwestern Consulting L.L.C. All rights reserved. No part of this drawing may be used or reproduced in any form or by any means, without prior permission of Midwestern Consulting L.L.C.



- SITE PLAN NOTES**
- Standard Sidewalk Repair and Maintenance Note per Chapter 49, Section 4.58 of City of Ann Arbor Code. All sidewalks are to be kept and maintained in good repair by the owner of the land adjacent to and abutting the same. Prior to the issuance of the final Certificate of Occupancy for this site, all existing sidewalks in need of repair must be repaired in accordance with City standards.
  - All sidewalks constructed in the public right-of-way shall meet requirements and guidelines as set forth in the ADA Standards for Accessible Design.
  - If footing drains in the existing buildings are connected to the sanitary sewer system, disconnection will be required in accordance with current City specifications. To schedule inspection, call the City of Ann Arbor Project Management Services Unit at (734) 794-5410.
  - Proposed S. Main Street streetscape is similar to the streetscape at 618 S. Main Street and includes a concrete sidewalk, brick pavers, bike racks, street trees and new light poles and fixtures. Existing street lights on the S. Main Street frontage are to be removed. Proposed E. Mosley streetscape includes perpendicular on-street parking, street trees, landscape islands with perennial plantings, one double globe streetlight, building mounted lighting, and existing cobra head lights.
  - Site improvements are designed to address the on-site contaminated soils.
    - Most of the contaminated soils will be excavated from the site. These soils will be disposed of legally in an off-site location. Materials excavated for installation of the proposed utilities within the public street right-of-way will also be disposed of legally in an off-site location. Utility trenches will be backfilled with clean imported materials per City specifications.
    - Footing Drains and dewatering operations:
      - Perimeter strip footings will be 4 to 6 inches above ground water. The footing drain will be 5 inches above the bottom of footing, no about 1 foot above the ground water level. The perimeter of the building will be backfilled with clean imported material. The footing drain will not be draining contaminated ground water. A sump pump will discharge this water to the storm sewer.
      - Interior columns (4 or 5 in the preliminary design concept) will intrude into the ground water but will not have footing drains. Dewatering operations during construction, if necessary, are to meet City requirements for sediment control and disposal. Dewatering during construction of these columns will require running the water through a portable carbon bed, testing, and finally discharge to the storm sewer. This discharge will not be permitted during storm events. The developer will have the option to truck the treated ground water to an approved off-site location. An Industrial Wastewater Discharge Permit will be required.
      - Sump pumps:
        - The storm water management system will collect runoff from the building roof, the interior courtyard and the east parking area and direct it to 2 detention chambers within the interior parking level of the building. No contaminated ground water will enter this system. A sump pump will discharge this storm water from the detention chambers to the existing catch basin in the east curb line of S. Main Street.
        - The interior parking level will drain to a sump. No contaminated ground water will enter this system. The invert elevation of the sanitary sewer in S. Main Street is above the elevation of the sump. A pump will discharge this water to the sanitary sewer.
        - Storm water management, detention and infiltration:
          - Per Washtenaw County Water Resources, on-site storm water infiltration will not be permitted. 100-year storm water detention is provided in chambers in the interior parking level. Runoff from the building and exterior parking is detained under the interior entry lobby and amenity area at the northwest corner of the building and beneath the central courtyard. All roof drains are to run down through the building and are to connect to this storm detention system. The storm sewer in the exterior parking area will also drain into the

building to the storm detention system. The detention chambers are to outlet to the existing storm sewer in S. Main Street through a force main.

The 2 proposed on-site detention chambers will be watertight. The Green Streets policy requires infiltration where possible when streets are to be reconstructed. This applies to off-site improvements in S. Main Street and E. Mosley Street.

(i) Infiltration is not recommended on S. Main Street because of contaminated soils to the north.

(ii) Infiltration is proposed within the E. Mosley Street right-of-way along the south side of the street. Open bottom catch basins with drain tiles are designed to infiltrate runoff from the E. Mosley Street pavement for a 10-year storm event.

Domestic water and fire suppression water services are to tap into proposed 12" water main. Booster pumps will be provided for domestic and fire water services. The sanitary sewer lead will tap into the existing sanitary main in S. Main Street. Sanitary sewer modeling is to be done to determine any required off-site sanitary sewer improvements.

There are no proposed firewalls in the building.

The foundation design will be finalized during preparation of construction plans. If temporary tie-backs are required in the right-of-way for construction purposes, a temporary licensing agreement will be provided. If the building's footings will be located in the right-of-way, the horizontal and vertical locations shall be clearly identified on the plans and a permanent licensing agreement will be provided. There are two separate interior trash rooms, one for the retail and one for the residential components of the project. All trash and recycling will be in dumpsters on wheels. All dumpsters will be wheeled out by the staff to the enclosure at the southeast end of the site. Pickup for retail is on different days than pickup for the apartments. See the Trash and Recycling Pick Up Schedule on this sheet.

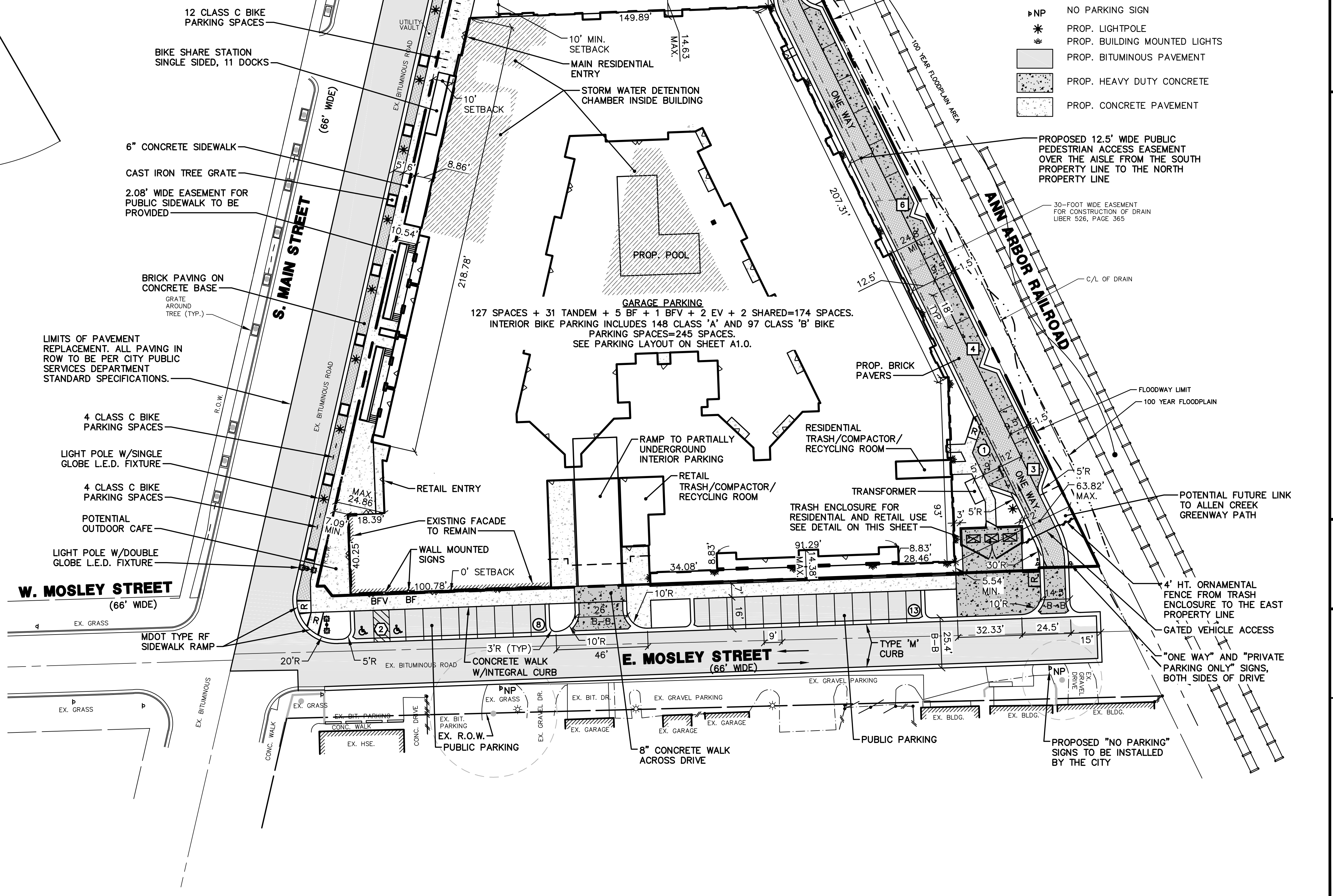
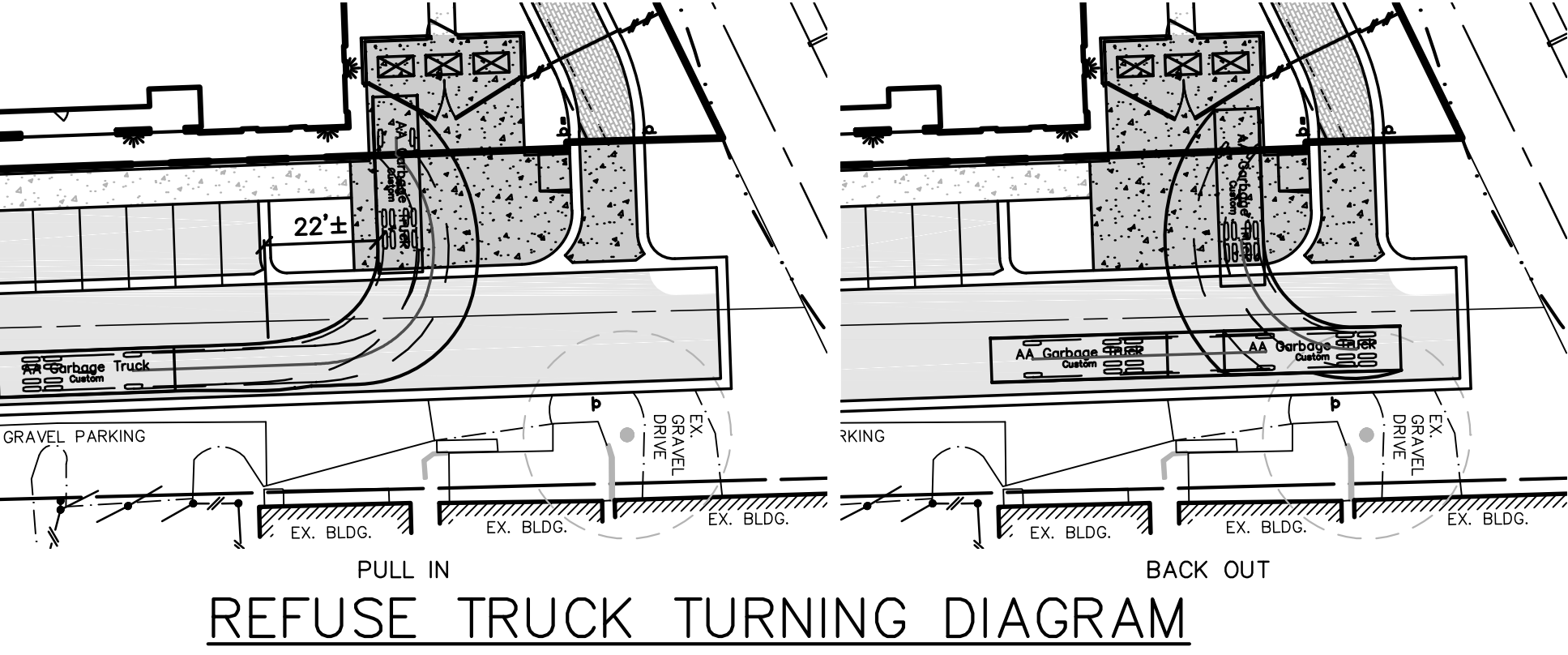
Retail - the retail use will produce far less trash/recycle material than the apartments and will require pickup no more than twice a week. There is a trash room on the first level, just east of the ramp to the interior parking that serves only the retail use. It contains a mini compactor, three 2-cubic yard dumpsters on wheels for trash, and two 4-cubic yard dumpsters on wheels for recycling. One of each will be wheeled to the trash enclosure at the southeast corner of the building for pickup on Monday and Thursday.

Residential - there is a separate trash room on the first level, near the southeast corner of the building. This room has a vertical trash chute and a mini compactor. The finish floor level of this room will be at the level of the east parking area. Two 2-cubic yard dumpsters on wheels are provided for trash, and three 4-cubic yard dumpsters on wheels are provided for recycling. One trash dumpster and two recycle dumpsters will be wheeled out to the east and placed in the gated trash enclosure. Apartment trash and recycle pickup will be on Tuesday, Wednesday, and Friday. One trash dumpster will also be picked up on Saturday. Service trucks will travel east on E. Mosley and turn into the drive at the gated trash enclosure, do a "T" turn, and head back west to S. Main Street. The trash enclosure and service truck route were designed referencing the City of Ann Arbor Solid Waste Standard Details and Clearance Requirements for Front Load Solid Waste Vehicle. The Refuse Truck Turning Diagram shown on this sheet shows the vehicle and tracking verified by using the Autum software program. (WMM) will provide collection and container rental services for all commercial refuse collection services requested by the City.

**Trash and Recycling Pickup Schedule**

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>Retail</b>	2 cy trash 4 cy recycle		2 cy trash 4 cy recycle	2 cy trash 4 cy recycle		2 cy trash 4 cy recycle
<b>Residential</b>	2 cy trash 4 cy recycle	2 cy trash 4 cy recycle	2 cy trash 4 cy recycle	2 cy trash 4 cy recycle	2 cy trash 4 cy recycle	2 cy trash 4 cy recycle

- Each trash room has a mini compactor that accommodates a 2 cy dumpster on wheels. Recycling dumpsters in each trash room are 4 cy dumpsters on wheels.
- Trash Area Enclosure Notes:**
- The bin enclosure design is based on City standard details for requirements on single and double wide solid waste bin enclosure layout and design criteria. The City shall have the ability to modify or interpret these details as necessary to accommodate the City or City contractor needs in regards to solid waste pick up.
  - The solid waste enclosure shall be located a minimum of ten (10) feet from major electrical equipment, above ground utility services, tree branches or other overhead obstructions.
  - Gates on bin enclosures must be designed to open a minimum of 120 degrees from the closed position. The gates should not impede on the required bin enclosure opening width, should not block adjacent parking spots, and not be impeded by adjacent curbs or landscaping.
  - Gates shall be designed to be free standing without center pole design. If center pole design is necessary, 12-inches shall be added to the overall width of the enclosure.
  - Gate design shall include a reliable means to secure the door in both the open and closed positions.
  - The concrete slab in front of the bin enclosure shall have pavement markings to indicate "No Parking", as approved by the City.
  - Refuse equipment access roads and service area surfaces shall be designed and maintained to support the imposed loads of collection trucks weighing up to 66,000 lbs gross vehicle weight (GVW) and shall be provided with an approved surface so as to provide all weather driving capabilities. Property owner shall be responsible for all snow and ice removal required for safe access of solid waste vehicles.



**M**

SCALE: 1" = 30'

**811**

Know what's below.  
Call before you dig.

**PARKING LEGEND**

	NUMBER OF STANDARD PARKING SPACES IN ROW
	NUMBER OF SMALL CAR PARKING SPACES IN ROW
	NUMBER OF BARRIER FREE PARKING SPACES IN ROW
	BARRIER FREE PARKING SIGN
	VAN ACCESSIBLE BARRIER FREE PARKING SIGN
	ELECTRIC VEHICLE PARKING (INTERIOR)
	NO PARKING SIGN
	PROP. LIGHTPOLE
	PROP. BUILDING MOUNTED LIGHTS
	PROP. BITUMINOUS PAVEMENT
	PROP. HEAVY DUTY CONCRETE
	PROP. CONCRETE PAVEMENT

**MIDWESTERN CONSULTING**

3845 Plaza Drive Ann Arbor, Michigan 48108  
 (734) 995-0200 • www.midwesternconsulting.com  
 Land Development • Land Survey • Institutional • Municipal  
 Wireless Communications • Transportation • Landfill Services

**MIDWESTERN CONSULTING**

CLIENT: COLLEGIATE DEVELOPMENT GROUP  
 7711 BONHOMME AVE., SUITE 625  
 ST. LOUIS, MISSOURI 63105  
 BRANDT STILES  
 (314) 721-5559

**615 S. MAIN ST.**

PLANNED PROJECT SITE PLAN  
 DIMENSIONAL SITE PLAN

**5**

JOB No. **15200**

DATE: 12/23/15  
 SHEET 5 OF 24

REV.	DATE	BY	DESCRIPTION
1	1/27/16	DAW, JCA	ADD: DAW, JCA
2	2/23/16	ENG, JCA	ENG. JCA
3	3/10/16	PM, SWB	FOLLOW-UP TO SECOND REVIEWS
4	3/18/16	PM, SWB	REV. PER OWNER
5	2/25/16	15200SP1.dwg	REV. PER CITY



**LANDSCAPE NOTES**

- Water outlets will be provided within 150 feet of all required plantings.
- Plant materials shall be selected and installed in accordance with standards established by the City Parks and Recreation Department.
- All diseased, damaged or dead material shown on the site plan as proposed plantings shall be replaced by the end of the following growing season as a continuing obligation for the duration of the site plan.
- Restore disturbed areas with a minimum of three (3) inches of topsoil and then seed/fertilizer/mulch. Fertilizer for the initial installation of lawns shall provide not less than one (1) pound of actual nitrogen per 1000 sq ft of lawn area and shall contain not less than two percent (2%) potassium and four percent (4%) phosphoric acid. After the first growing season, only fertilizers that contain no phosphorus shall be used on the site.  
Lawn seed mix shall consist as follows:  
15% Rugby Kentucky Bluegrass  
10% Park Kentucky Bluegrass  
40% Ruby Creeping Red Fescue  
15% Pennine Perennial Ryegrass  
20% Scaldis Hard Fescue  
Seed shall be applied at a rate of five pounds (5 lbs) per 1000 sq ft. Mulch within 24 hours with two (2) tons of straw per acre, or 71 bales of excelsior mulch per acre. Anchor straw mulch with spray coating of adhesive material applied at the rate of 150 gals./acre.
- Deciduous plants shall be planted between March 1 and May 15 and from October 1 until the prepared soil becomes frozen. Evergreen plants shall be planted between March 1 and June 1 and from August 15 and September 15.
- All plants except ground cover are to receive four (4) inches of shredded bark mulch. Ground cover to receive two (2) inches of Canadian peat mulch. All mulch beds to have landscape fabric between mulch and planting soil.
- All trees to be located a minimum of 10 feet from public utilities or as approved by the City of Ann Arbor Project Management Services Unit.
- All single trunk, deciduous trees shall have a straight and a symmetrical crown with a central leader. One sided trees or those with thin or open crowns shall not be accepted. All evergreen trees shall be branched fully to the ground, symmetrical in shape and have not been sheared in the last three (3) growing seasons.
- Shade trees are to be a minimum of 15 feet on center. Evergreen trees are to be minimum of 12 feet on center.
- All compacted subgrade soils in proposed landscape areas shall be tilled to a minimum 12-inch depth prior to placement of topsoil, geotextile fabric, or other planting media as specified.
- Planting Soil: Existing, in-place or stockpiled topsoil. Supplement with imported topsoil as needed. Verify suitability of existing surface soil to produce viable planting soil. Remove stones, roots, plants, sod, clods, clay lumps, pockets of coarse sand, concrete slurry, concrete layers or chunks, cement, plaster, building debris, and other extraneous materials harmful to plant growth. Mix surface soil with the following soil amendments to produce planting soil:
  - Ratio of Loose Compost to Topsoil by Volume: 1:4.
  - Ratio of Loose Compost to Topsoil by Volume: 1:4.
  - Ratio of Loose Compost to Topsoil by Volume: 1:4.
  - Ratio of Loose Compost to Topsoil by Volume: 1:4.
  - Weight of Lime per 1000 Sq. Ft.: Amend with lime only on recommendation of soil test to adjust soil pH.
  - Weight of Sulfur or Aluminum Sulfate per 1000 Sq. Ft.: Amend with sulfur or aluminum sulfate only on recommendation of soil test to adjust soil pH.
  - Volume of Sand: Amend with sand only on recommendation of Landscape Architect to adjust soil texture.
  - Weight of Slow-Release Fertilizer per 1000 Sq. Ft.: Amend with fertilizer only on recommendation of soil test to adjust soil fertility.

**LANDSCAPE REQUIREMENTS**

- STREET TREE CANOPY LOSS: none
- STREET TREE ESCROW:
  - S. Main Street frontage = 304 lf
  - E. Mosley Street frontage = 370 lf
  - 674 lf x \$1.30 = \$876.20 or equivalent
  - Street tree escrow of \$876.20 will be provided prior to issuing building permits and will be refunded after city staff inspection shows long term survival of the proposed street trees.
  - Eleven street trees are proposed.
  - 13- 2 caliper inches = 26 caliper inches x \$186/caliper inch = \$4,836.
- LANDMARK TREE REPLACEMENT: none required
- 5.602 VEHICULAR USE AREA LANDSCAPING AND SCREENING:
  - RIGHT-OF-WAY SCREENING: E. Mosley Street: Minimum 10' width required/provided
  - 1 tree/30 lf: 35 lf/30 = 2 trees required/provided
  - 30' ht. hedge required/provided
  - INTERIOR LANDSCAPE ISLANDS: 6,403 sf Vehicular Use Area (VUA)/320 = 20 sf and 2 trees required; 400 sf and 2 trees provided
- 5.603 CONFLICTING LAND USE BUFFERS: none required

**PLANT MATERIALS LIST**

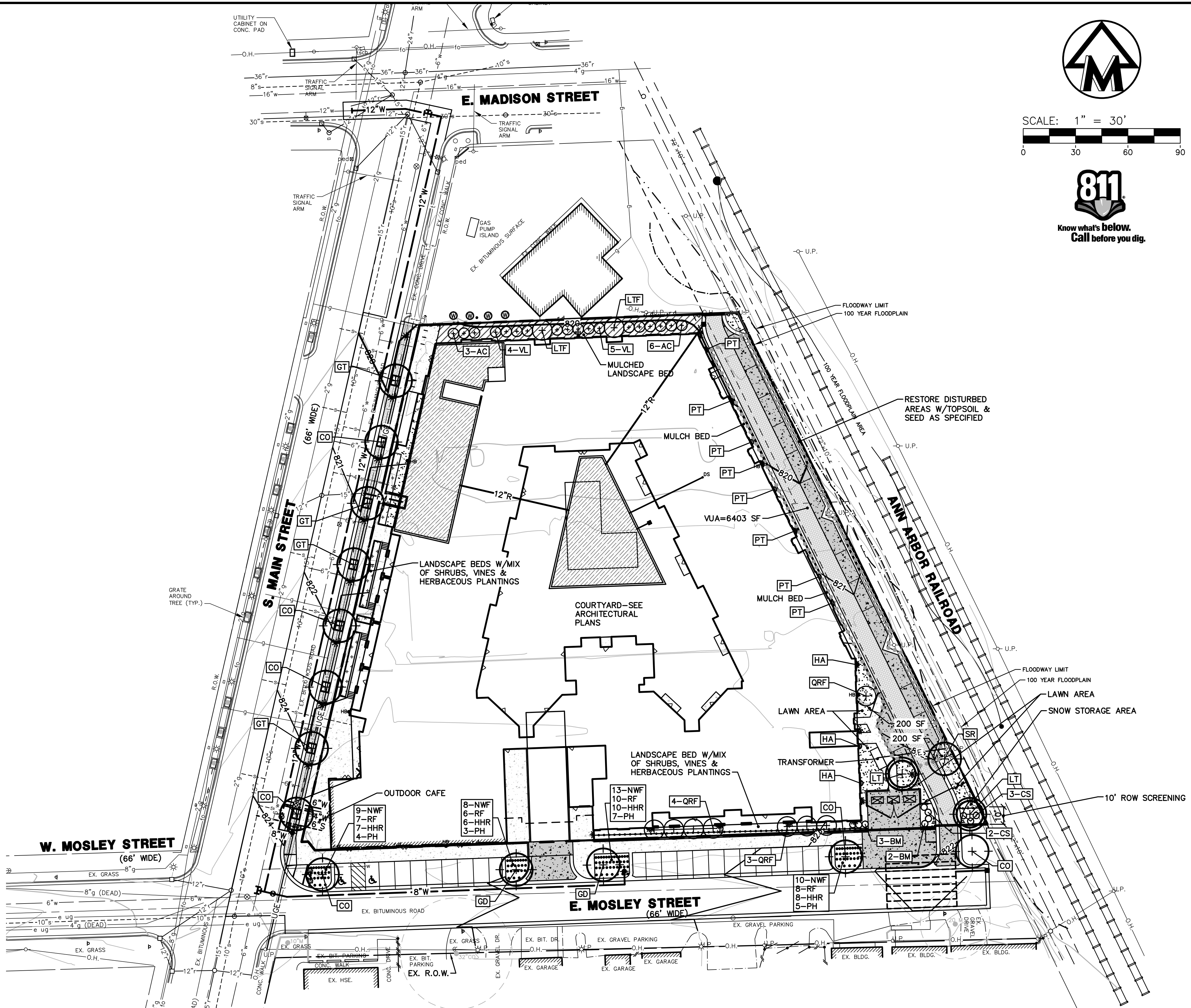
1	2	3	4	5	6	KEY	BOTANICAL NAME	COMMON NAME	SIZE	ROOT	REMARKS
<b>TREES</b>											
9						AC	Amelanchier canadensis	Shadblow serviceberry	8' ht.	bb	Clump form
7	7					CO	Celtis occidentalis	Hackberry	2" cal.	bb	6' branch ht.
4	4					GT	Gleditsia "Skylark"	Skyline honeylocust	2" cal.	bb	6' branch ht.
2	2					GD	Gymnocladus dioica	Kentucky coffee tree	2" cal.	bb	6' branch ht.
2		2				LT	Liriodendron tulipifera	Tulip poplar	2" cal.	bb	6' branch ht.
2			2			LTF	Liriodendron tulipifera "Arnold"	Arnold's columnar tulip poplar	2" cal.	bb	6' branch ht.
1	1					SR	Syringa reticulata "Ivory Silk"	Ivory Silk tree lilac	2" cal.	bb	6' branch ht.
8	1					QRF	Quercus robur fastigiata	Columnar English oak	2" cal.	bb	6' branch ht.
<b>WOODY SHRUBS, VINES*</b>											
5		5				bm	Buxus microphylla japonica "Winter Gem"	Winter Gem boxwood	3 gal.	cont.	3' o.c.
5		5				cs	Comus sericea "Isanti"	Isanti redbwig dogwood	3 gal.	cont.	4' o.c.
3		3*	ha			ha	Hydrangea anomala ssp. petiolaris	Climbing hydrangea	#1	pot.	staked 24" o.c.
8		8*	pt			pt	Parthenocissus tricuspidata	Boston ivy	#1	pot.	staked 24" o.c.
						tm	Taxus media densiformis	Dense yew	3 gal.	cont.	4' o.c.
						VL	Viburnum lentago	Nannyberry	5 gal.	cont.	6' o.c.
<b>HERBACEOUS*</b>											
19		19				PH	Pennisetum Alopecuroides "Hamelin"	Dwarf Fountain Grass	#2	cont.	3' o.c.
31		31				HHR	Hemerocallis "Happy Returns"	Happy Returns daylily	#2	cont.	2' o.c.
40		40				NWF	Nepata r. "Walker's Low"	Walker's Low catmint	#1	cont.	18" o.c.
31		31				RF	Rudbeckia fulgida "Early Bird Gold"	Early Bird Gold blackeyed susa	#2	cont.	2' o.c.

**KEY TO AMOUNT COLUMNS:**

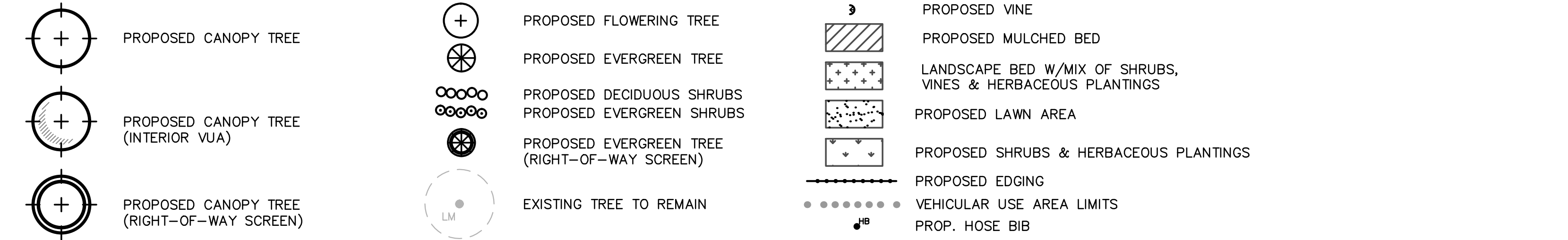
- TOTAL
- STREET TREES
- INTERIOR PARKING AREA TREES
- R.O.W. SCREENING TREES AND SHRUBS
- E. MOSLEY ISLAND PLANTINGS
- GENERAL SITE PLANTINGS

\* Note - final mix and quantities of woody shrubs, vines, and herbaceous plantings in on-site landscape beds to be determined during Detailed Engineering. These plantings are not part of the required Site Plan landscaping.

The underground utilities shown have been located from field survey information and existing records. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in-service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated. Although the surveyor does certify that they are located as accurately as possible from the information available.



**LANDSCAPE LEGEND**



Copyright © 2016 Midwestern Consulting L.L.C. All rights reserved. No part of this drawing may be used or reproduced in any form or by any means, or stored in a database or retrieval system, without prior permission of Midwestern Consulting L.L.C.

**MIDWESTERN CONSULTING**  
 3845 Plaza Drive Ann Arbor, Michigan 48108  
 (734) 995-0200 • www.midwesternconsulting.com  
 Land Development • Land Survey • Institutional • Municipal  
 Wireless Communications • Transportation • Landfill Services

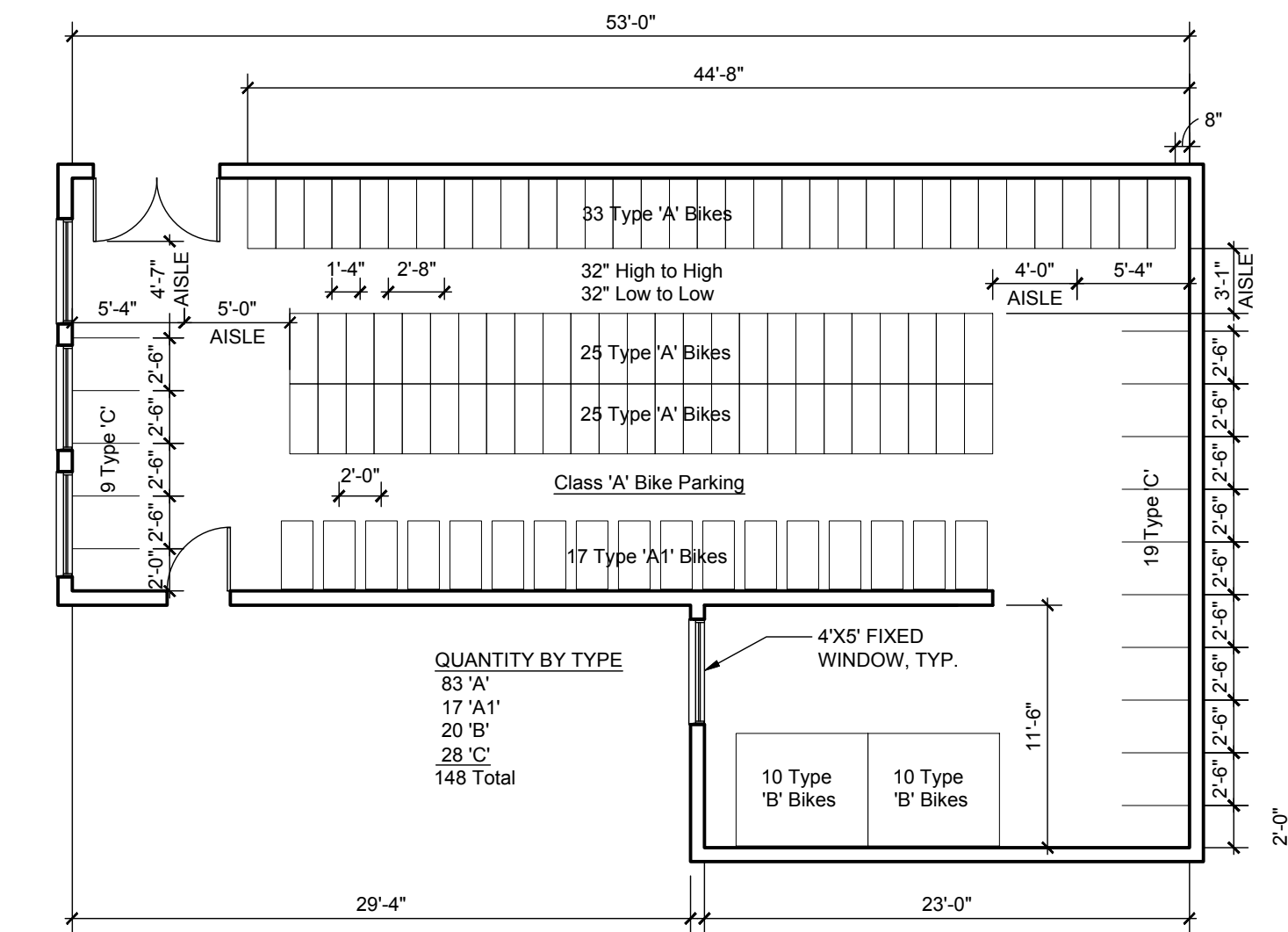
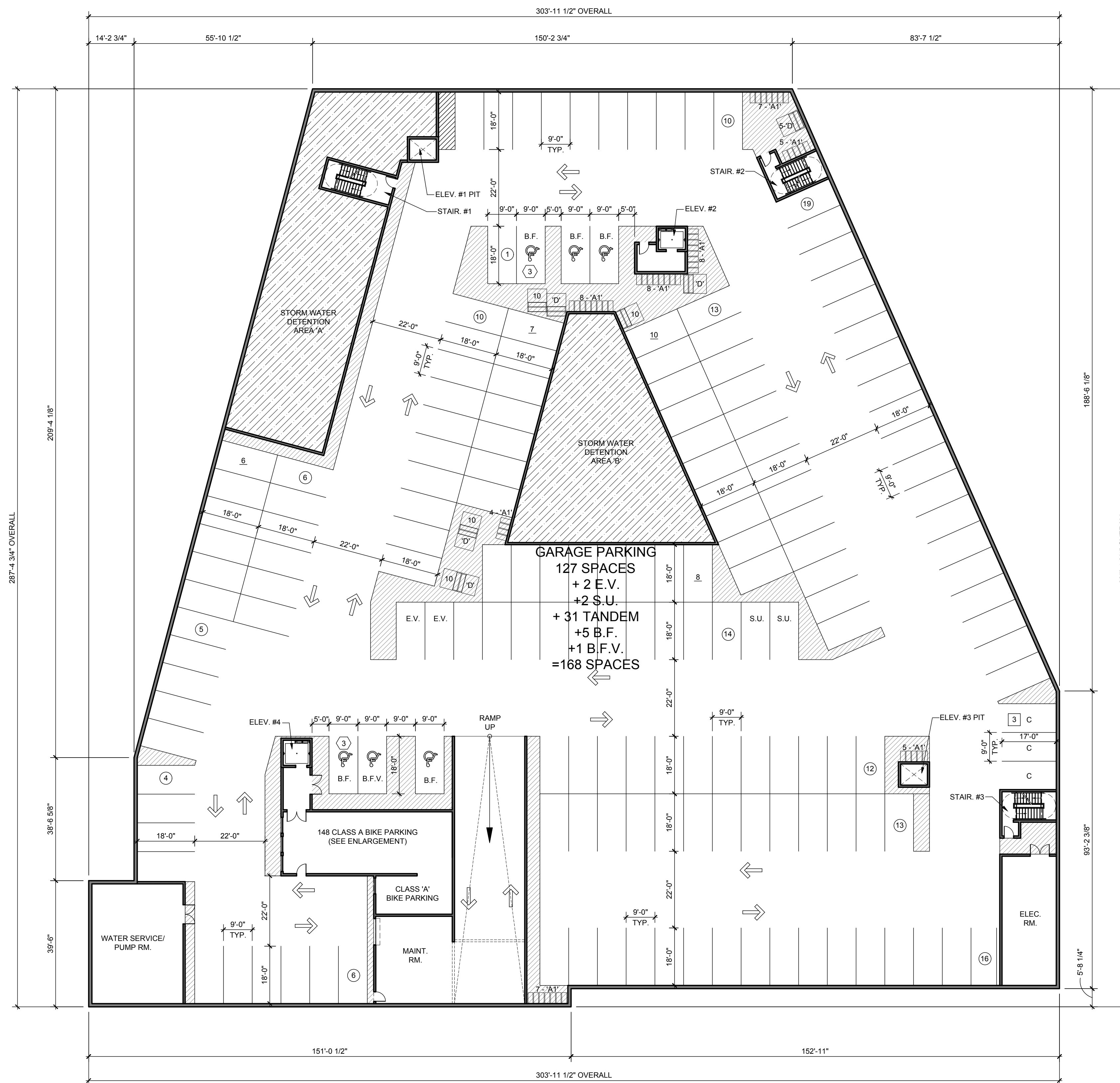
**CLIENT**  
 COLLEGIATE DEVELOPMENT GROUP  
 7711 BONHOMME AVE., SUITE. 625  
 ST. LOUIS, MISSOURI 63105  
 BRANDT STILES  
 (314) 721-5559

**615 S. MAIN ST.**  
 PLANNED PROJECT SITE PLAN  
 LANDSCAPE PLAN

**9**

JOB No.	15200
DATE	12/23/15
SHEET	9 OF 24
REV. DATE	1/27/16
REV. BY	DAW, WAJ
REV. DATE	7/17/16
REV. BY	ENG, JCA
REV. DATE	7/10/16
REV. BY	PM, SWB
REV. DATE	3/28/16
REV. BY	TECH, JCA
REV. DATE	1/26/16
REV. BY	LDW





02 BIKE PARKING ROOM  
SCALE: 1/8" = 1'-0"



Type 'A'



Type 'A1'



Type 'B'



Type 'C'



Type 'D'

**BIKE PARKING IN GARAGE SUMMARY**

CLASS 'A' BIKE PARKING  
(SEE ENLARGEMENT FOR BREAKDOWN BY TYPE)  
TOTAL = 148

CLASS 'B' BIKE PARKING  
TYPE 'A1' BIKES = 52  
TYPE 'D' BIKES = 45  
TOTAL = 97

**LEGEND**

E.V. ELECTRIC VEHICLE SPACE  
S.U. SHARED USE VEHICLE SPACE  
B.F. BARRIER FREE SPACE  
B.F.V. BARRIER FREE VAN SPACE  
C COMPACT CAR SPACE  
# STANDARD SPACES PER ROW  
# COMPACT SPACES PER ROW  
# BARRIER FREE SPACES PER ROW  
# TANDEM SPACES PER ROW

03 BIKE RACK TYPES  
SCALE: N.T.S.

NORTH  
01 BASEMENT FLOOR PLAN  
SCALE: 1" = 20'-0"



ELEVATION LEGEND					
1	NOT USED	4	METAL PANEL	7	DARK BRONZE COLORED WINDOW UNIT
2	CEMENT PANEL	5	BRICK MASONRY	8	STOREFRONT SYSTEM
3	LAP SIDING	6	STEEL MESH RAILING	9	EXISTING BUILDING FACADE



01 WEST ELEVATION  
SCALE: 1" = 20'-0"



02 SOUTH ELEVATION  
SCALE: 1" = 20'-0"



ELEVATION LEGEND					
1	NOT USED	4	METAL PANEL	7	DARK BRONZE COLORED WINDOW UNIT
2	CEMENT PANEL	5	BRICK MASONRY	8	STOREFRONT SYSTEM
3	LAP SIDING	6	STEEL MESH RAILING	9	EXISTING BUILDING FACADE

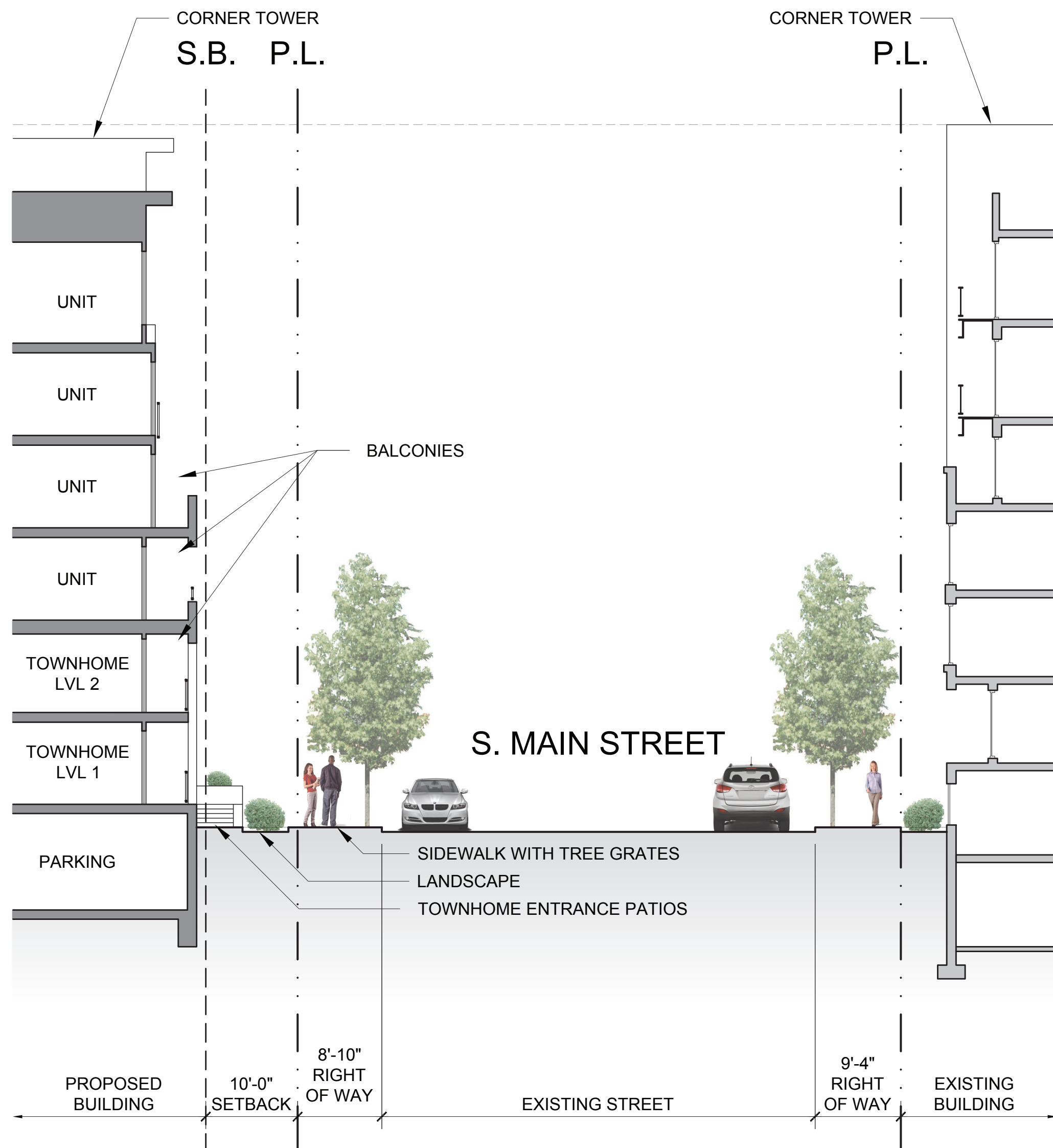


01 EAST ELEVATION  
SCALE: 1" = 20'-0"

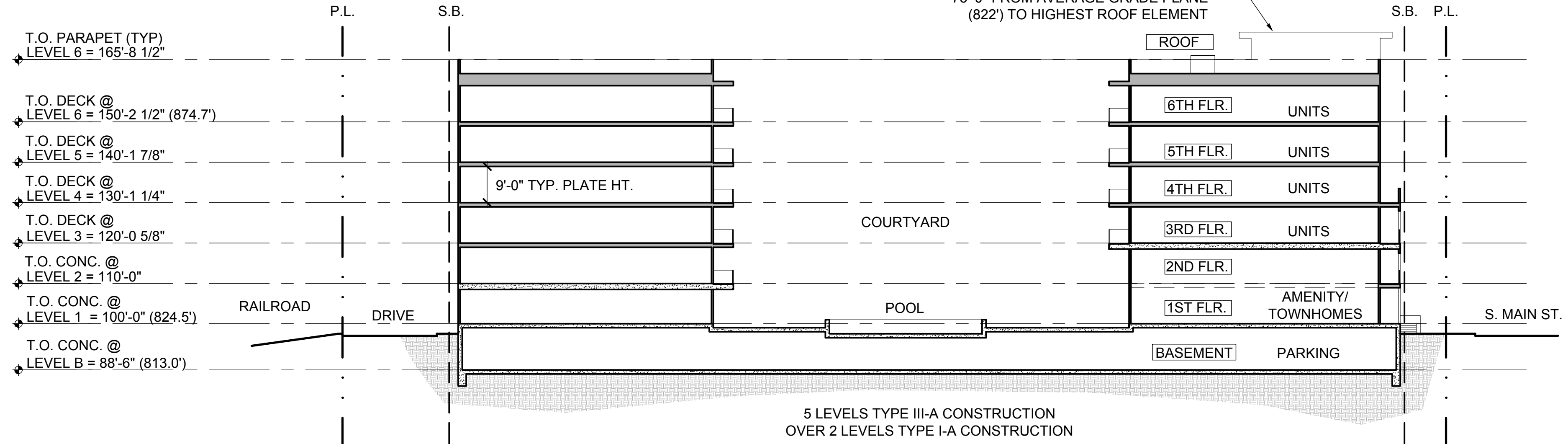


02 NORTH ELEVATION  
SCALE: 1" = 20'-0"

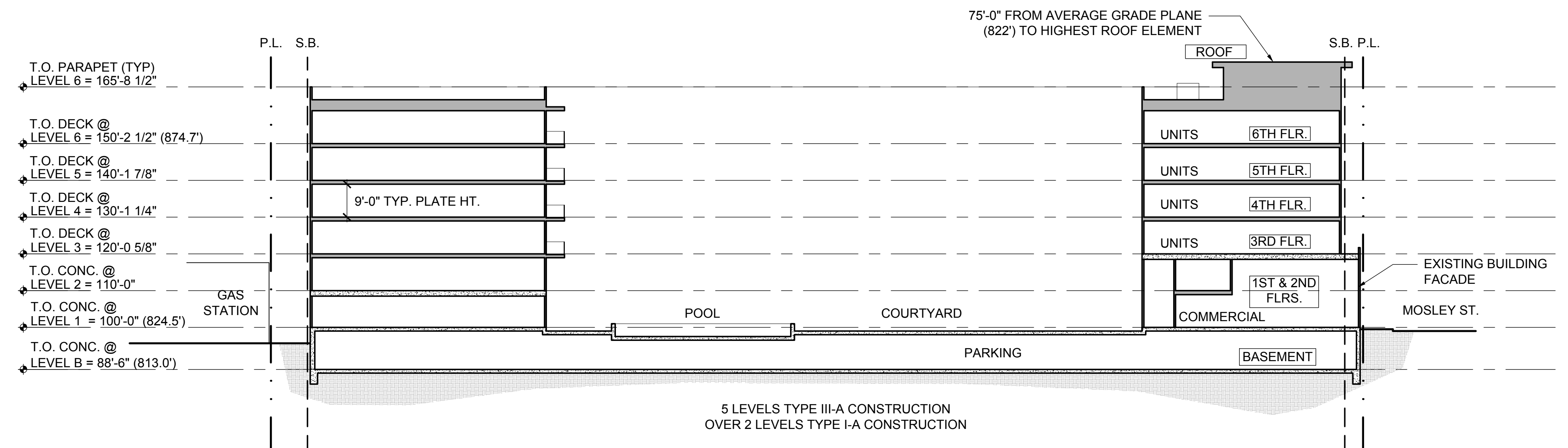




03 S. MAIN ST. SECTION  
SCALE: 3/32" = 1'-0"



02 EAST-WEST BUILDING SECTION  
SCALE: 1" = 20'-0"



01 NORTH-SOUTH BUILDING SECTION  
SCALE: 1" = 20'-0"





01 PERSPECTIVE FROM NORTHWEST  
CORNER LOOKING SOUTH  
SCALE: N.T.S.



02 PERSPECTIVE FROM SOUTHWEST  
CORNER LOOKING NORTH  
SCALE: N.T.S.



03 PERSPECTIVE FROM SOUTHEAST  
CORNER LOOKING WEST  
SCALE: N.T.S.



04 AERIAL PERSPECTIVE FROM SOUTHWEST  
CORNER LOOKING NORTH  
SCALE: N.T.S.



## **Citizens' Participation Meeting Report**

December 18, 2015

Project: The **Residences at 615 South Main - Ann Arbor, MI**

Meeting Date: **December 9, 2015**

Location: **Main Library on 5<sup>th</sup> Ave.**

Time: **6:30pm-8:00pm**

The City Planning & Development Services provided a list of addresses to which to mail notices of the meeting. Approximately 1495 postcards were mailed out to the addresses provided describing the project and indicating the time, date, and location of the **Citizens' Participation Meeting**.

At approximately 6:35pm the meeting was convened by the project architect, J. Bradley Moore, and a sign-in sheet started for meeting participants to record their presence. He indicate that he had other members of the project team with him including the project land planner, landscape architect and civil engineer from Midwestern Consulting, other members of his staff, and a representative of CDG, the developer. At approximately 6:40pm, with about 55 attendees in attendance, Mr. Moore started the evening's meeting by outlining the process and requirements of obtaining site plan approval through the city's designated processes. He then made a presentation of the multi-family residential project proposed for the east side of Main Street from East Mosley north to the existing gas station. He noted that the new proposal is in compliance with the existing D2 zoning of the property, as well as with the other recent developments on the west side of Main St. including planned project designations. After the presentation Mr. Moore opened the meeting up to participants for their questions and comments.

The following is a summary of comments and questions voiced by participants and answers provided (*answers/responses in italics*) by Mr. Moore and/or other project team members:

How far will the building be set back from the rail road property? *The setback along the east property line, common to the railroad, will vary but is about 24 to 26 feet at the minimum.*

Is it likely that the proposed greenway would be impacted by the development? *Mr. Moore stated that all the proposals he had seen so far had the anticipated greenway route on the other side, the east side, of the railroad tracks.*

Will the market tenants be able to stay on the site to stay part of the community? *We are providing about 5,000 sf of retail space at the corner of S. Main and E. Mosley. This space is intended for neighborhood/community retail uses such as markets and cafes – we hope that it will be possible for most of the existing retail tenants on the site to relocate to this space in the salvaged buggy building.*

Is the project in the DDA boundaries? *Yes*

Are the developers buying the lots south of E Mosley that front on Adams to build a parking lot? *Mr. Moore indicated that although one owner of multiple properties on Adams St. who wants to sell 5 or 6 homes there (and who has approached other potential buyers) has approached the developers of the 615*

*S Main St project they are not interested in buying or developing the properties south of E. Mosley. He further stated those properties were in a different zoning district and that no zoning district would permit the demolition of the homes to create just parking as parking alone is not a permitted principle use, except on city or university owned land, anymore.*

*Will the project be asking for any public subsidies? No. The developers are investigating whether or not they will qualify to apply for a Brownfield program that would allow some of the increase in property taxes to be allocated for environmental clean-up costs. The increase in property taxes on the site when the proposed project is completed will be approximately 10 times or more than the tax revenue the city gets now.*

*How energy efficient will the project be? The project will be designed to be LEED certifiable.*

*How many residential units will there be in total? The building floor plans are still being finalized but there will be around 236 units distributed amongst town-homes, studios/efficiencies, micro apartments (with less than 400 sf), and 2,3,4 & 5 bedroom units with the 5 bedroom units representing only about 4% of the mix.*

*How many bedrooms will there be in total? The building floor plans are still being finalized but there will be around 530 bedrooms total on all floors.*

*Who will the units be marketed to? Anyone who wants to live in the downtown area.*

*How big will the units be? The smallest – the Micro apartments will be less than 400 sf and the biggest will be around 1,350 sf.*

*What will the rents be? Rental rates have not been set but will be comparable to rents of other new dwelling units in the downtown and near downtown areas.*

*Will there be any parking provided? The project will have about 155 parking spaces in a single level basement garage which is more than required by ordinance/code. The project team is currently working to create additional parking on or adjacent to the site to, in part, support the proposed retail component of the mixed-use project.*

*A participant asked why the building was pushed up so close to the street. Mr. Moore stated that the zoning ordinance requires pushing buildings up toward the street. He further indicated that the set-back along Main St. will be at least as much as the new 618 S. Main St. and in some areas even greater. The exception will be in the area of the old buggy factory which will be salvaged in its current location with its current setbacks (except that the front glass and aluminum frame showroom addition will be removed).*

*How will the trash pick-up be handled? There will be a common trash room with a compactor and compact trash bins and recycle carts that will be wheeled to the curb for pick-up along Mosley – this is the same system used by 618 S Main and other new developments through-out the city.*

Will the project require approval from the Planning Commission? *Yes, the project will go to the Planning Commission and City Council for approval.*

Are all the parking spaces in the new 618 rented out? *We don't know.*

How long will the construction take and when would the first occupancy commence? *We estimate between 13 and 16 month of construction with a start of construct by mid to late 2016.*

Have you incorporated any of the suggestions of the Design Review Board? *Yes. We have reduced the number of exterior materials and increased the differentiation between building modules and are configuring the building to permit pedestrians on the Main S. sidewalk to have a line of sight through the large windows fronting on Main St. to the interior courtyard.*

Have you done shade studies to determine how much sunlight the pool in the interior courtyard will have? *We are in the process of doing such studies but believe the pool will be in full sun for several hours during the summer when the sun is at a high angle in the sky.*

Is the existing utility infrastructure adequate for the project? *DTE says yes for theirs. With respect to the city utilities we believe they are but the city will do computer modeling to verify this once the project is submitted for staff review. Any deficiencies determined by staff will have to be mitigated by the project.*

What will the ceiling height be in the dwelling units? *The ceiling heights in the apartments will be between eight and nine feet.*

Will all the traffic coming out of E. Mosley cause a problem on Main St. with all the current traffic on it? *The developers have hired a traffic consultant who is in the process of preparing a traffic study which will be submitted to city staff.*

Is there data on how many downtown residents own their own cars? *Mr. Moore stated he was not aware of any such statistics for Ann Arbor specifically but there are figures the traffic engineers use. He said that city staff could be contacted to see if they knew if such data existed.*

What will the rental rates be for the retail space on-site? *That will be determined between the landlord and tenants. The developer stated that they understand the importance of the existing neighborhood retail and are working to find ways to keep existing retail on-site including a favorable rent structure.*

Will the outdoor courtyard in the middle of the building be open to the community? *For security reasons the courtyard with the pool and other amenities will be open the residents of the new project and their guests only.*

Will you need to do footing drain disconnects? *We will have to do Sanitary Flow Off-set mitigation according to the city requirements which can include Footing Drain disconnects.*

When will the Project come before the City Council? *Spring of next year, most likely.*

A participant stated that traffic speed of cars on Main St. is too fast and that can lead to accidents. *Mr. Moore stated that the developer is willing to work with the neighborhood in support of any traffic calming measures the city will agree to.*

What will it cost to move existing tenants out and back in.? *Mr. Moore stated that that would also be a point of negotiation between the landlord and tenant. The developer emphasized that they will be working hard to retain the existing tenants.*

How many stories tall is the project, is it seven stories like 618? *Our project is six stories over a single level of basement parking.*

Several attendees asked questions about the flooding in the area. *Mr. Moore and the project civil engineer, Mr. Betzold, indicated that there is no flood plain on the site as determined by standard surveying techniques and in conjunction with MDEQ & FEMA. Mr. Betzold further stated that the site now has no on-site storm water detention so that all storm water runs immediately off the site (much directly into the floodplain) and that the proposed project will keep about 75% of that storm water on-site (per county & city standards) in detention tanks and slowly, gradually, released over time into the city storm sewer thus improving or reducing off-site flooding.*

An attendee asked where the storm water detention areas would be as we had no room for a typical bowl or basin in the site. *Mr Betzold indicated that the storm water would be in vaults or chambers in the basement of the building. He further stated that the new project would have no more impervious area than currently exists on the site as most of the site is paved over or has buildings on it.*

What are the next steps? *Presentation of the proposal for review by city staff and then the planning commission and lastly City Council.*

A participant asked if storm water from the project would add to the problem of sanitary sewer back-ups into neighborhood homes? *Mr. Betzold indicated that the storm water from the proposed project would not be introduced into the sanitary sewer system which is a separate system from the storm sewer system.*

A participant asked if asked if students will be living in the project? *Mr. Moore stated that the project team fully expected that there would be some students living in the project but that the project is designed with a very diverse mix of unit types in order to appeal to a much wider more diverse market.*

An Attendee stated that this is not the area where undergrads want to live.

A participant asked if there would be many small children living in the project? *Mr. Moore stated that while the owner of the project cannot discriminate against people with children they did not anticipate a large number of young children in the project.*

An attendee asked if the units would be for rent or for sale? *Mr. Moore stated that these would all be rental units as proposed but that the project could be converted to condominium ownership at any point in the future.*

A participant asked if tenants would be subletting their apartments for Air B & B type uses? *The developer stated that the leases would prohibit such subletting and that the security system for the building would make it not only impractical but very difficult for it to happen as tenants are issued a limited number of RF key-fob security devices for entry into the project and management tightly controls this – it is not like the “old days” where tenants could just go down to the hardware store and get extra keys made.*

Will there be on-site staff? *There will onsite staff, both leasing and maintenance during business hours and on-call 24/7 otherwise. Some Staff will likely live on-site.*

A participant asked will the tenants have to pay for on-site parking and what would prevent tenants from taking up street parking spaces. *Mr. Moore stated that the tenants would have to pay for on-site parking and that the developers are negotiating with multiple shared motor vehicle providers to reduce the need for tenants to own individual cars. Furthermore the project will provide more car parking than required by code and more bike parking than required. Mr. Moore indicated it was his understanding that the neighbors in the Old West Side had the ability to get residential parking only designation on their streets. He further indicated that three bus routes serve the location and that the developers hope to be able to get a shared bike location on the site, also to reduce the need for individual cars.*

A participant asked if the project would permit pets? *That is has not been determined.*

Another participant requested that the owner have regular meetings with neighbors during construction.

A participant indicated that they thought the project should have more parking than currently proposed.

A participant suggested a traffic light be installed at the intersection of Mosley and Main to help reduce accidents.

A participant indicated that they didn't think the flood plain maps used by the city were accurate.

A participant indicated that they did not like cement siding.

A participant indicated that they would prefer not to see any 5 bedroom units in the project even though they currently represent only 4% of the units.

An attendee indicated that it was very inconvenient to have so much construction going on in the neighborhood due to disruption in the traffic flow.

A resident said that the project should have more retail space than just 5,000 Sf.

An attendee requested that some of the street trees to be planted be Oak trees.

Several attendees stressed how important it was to the neighborhood residents that the existing merchants on the site be retained in the neighborhood and hopefully on the site.

A participant indicated that they hope the units would not be “luxury” apartments but rather more main stream or “regular”.

A participant stated that in general she like the project but wished the 5 bedroom apartments could be reduced or eliminated.

A participant stated that he like orangier brick over browner or tan brick.

Another attendee stated that he was glad we had incorporated some of the Design Review Board comments into the project already.

A participant stated that our project was “stepping into” a situation in that the Old West Side is getting things like a dance-hall distillery/brewery and the like that OWS residents are not happy about.

The meeting adjourned at approximately 8:25pm as the meeting had progressed well beyond the time the room had been reserved for. Mr. Moore indicated that he would be happy to receive additional questions and comments via the e-mail address listed on the post card mailed out announcing the meeting. His staff reiterated that participants were encouraged to sign the attendance sheet. Mr. Moore and members of the design team stayed after the meeting until the library closed at 9pm to answer additional questions which have been include here.

Public comments made at the Design Review Board, in individual meetings with neighbors, via phone call or by e-mail included:

Keep the retail tenants on-site!

Make sure that garage ventilation system is positioned towards the railroad so that it won't disturb neighbors

Include more retail space than 4,700 to 5,000 sf.

Find a way to get an Arbor Bike bike-share location on-site.

Incorporate patio space on top of the buggy factory building for third story apartment residents.

Find a way to improve E Mosley which is in bad shape and looks “sketchy” like a “back alley”.



Name	Mailing Address	Phone #
	E-mail address	
Kim KACHADOORIAN	KKACHADO@YAHOO.COM	
Julie Weatherbee	Juliew@umich.edu	
Robert Droppelman	rdropp@earthlink.net	
Susan Barcis	121 Adams Ave Ann Arbor 48104	
DENNIS GALA	1719 WINSTED BLVD. A <sup>2</sup> 48103 dgala@aol.com	
Susan Agler	susanagler@gmail.com	
Beverly Strassmann	545 S 5 <sup>TH</sup> Ave #2 bis@umich.edu	
Ethel Potts	1014 Elder Blvd pottsethel@att.net	
Robert Fouser	618 S. Ashley St Ann Arbor 48103 kagoshimabob@gmail.com	
PJ Holt	1907 Arborview Blvd. 48103 PJHOLTULA@GMAIL.COM	
Cindy Bourland	1000 Pine Tree Drive, Ann Arbor, MI cynthb@umich.edu	

PROJECT  
GIS S.MAIN

★ send audio  
AUDIO  
PACK

W



Name	Mailing Address	Phone #
Cecy Ewing	E-mail address ceeewing@comcast.net	734 686 126
Susan Soth	SLSOOTH@yahoo.com	(734) 846-8849
RAY DETTER	RDETTER@UMICH.EDU	734-668-7027
Susan Lawless	slawless@ameritech.net	734-668-7620
Janet Osborn	Janet48103@gmail.com	
Fran Wright	455 Hilldale Dr 48105	
Carol Spencer	carol13.spencer@gmail.com	
Janet Holbrook	jkholbrook@sbcglobal.net	
EDITH BLETCHER	emkb@umich.edu	
Michael Miller	mainstmike@sbcglobal.net	
KEN WADLAND	wadkj@yahoo.com	734 662 6903
Barbara Steer	BarbaraSteer@gmail.com	734 834 4386



Name	Mailing Address	Phone #
	E-mail address	
Laura Strowe	1327 Broadway A <sup>2</sup> 48105 LEKSARTS@yahoo.com	
Pot Mortz	514 S. Ashley A <sup>2</sup> 48105 pmortz@ku.edu	
NANCY VEIT	535 S. ASHLEY NANCY. STOKES, VEIT@gmail.com	
Carole Kirby	Carole777@aol.com	
Thomas S. Bletcher	834 Brown Street; ANN Arbor, MI 48104-3202 HEPbudB@aol.com	(734)663-6772
Marcia Polenberg-Ramsay	524 S. First St. mpolen@umich.edu	734-327-1084
Vince Caruso	VPC@ACWS.ORG	
Rita Stark	rijstark@comcast.net	
Diane Giannola	dgiannola@SBCGLOBAL.net	
AUGUST ERRARD	→ GUS. ERRARD@GMAIL.COM → 503 S 1 <sup>ST</sup>	
JW CALHOUN	Calhounjw2348@gmail.com	

PROJECT



Name	Mailing Address	Phone #
MICHAEL STEER	E-mail address MICHAELRG7@GMAIL.COM	734-730-1998
Pamela Sadler	127 Adams Avenue, AZ 48104 pamelaannsadler22@gmail.com	734-545-0667
Jack Eaton	1606 Dickon Dr 48103 jeaton@azgov.org	734-662-6083
Alan Connor	1019 Pine Tree Dr alconnor1019@provides.net	734-769-1592
ALAN HABER	531 3rd Street 48103 megiddo@umich.edu	734 761 7967
HENRY HERSKOVITZ	404 Mark Hannah Pl. 48103 henryherskovitz@hotmail.com	734-663-3649
MARGO WEST	528 Chandler St. -chelsea 48118 margowest64@yahoo.com	734-272-2901
Rita Mitchell	rita1mitchell@gmail.com	
Frank Okolo OKOLO	only1franklin@hotmail.com	



Name	Mailing Address	Phone #
Kathryn King Conrad	503 S. First St. A2 48103 E-mail address kathking57@gmail.com	
Ann Wagar	1116 Norman Place On2 48103 ann-wagar@hotmail.com	
Josan Livingston	594 S. seventh A2 48103 sjliv@umich.edu	
Richard Weise	217 Bucholz Ct #2 48103 richardweise@comcast.net	
Sarah Moss	502 S. Ashley St 48103 moss.sarah@u@gmail.com	
Christine Crockett	506 E. Kingsley St. 48104 christinecrockett8@gmail.com.	
Lucy Miller	319 W. Mosley 48103 portmiller@sbcglobal.net.	
Johanna Epstein	1306 S. Forest Ave, AA 48104 epstein.johanna@gmail.com	
Glenn Bourland	1006 Pinetree Dr. Ann Arbor, MI 48103 glennbaa@yahoo.com	
Janis Appleton	327 Crest A2 48103 jjjaaa322@aim.com	
Gertrude Warkentin	550 - 5th St. g.warkentin@att.net.	
Dallas Moore	1618 South Blvd 48104 dallasmoon@sbcglobal.net	

## ANN ARBOR DESIGN REVIEW BOARD

### Recommendations and Comments Report

**MEETING DATE:** November 18, 2015

**PROJECT:** The Residences at 615 South Main  
Project No. DR15-007

**ADDRESS:** 615 South Main Street

#### **SUMMARY:**

The Board felt that the development was marginally consistent with the applicable design guidelines, falling short in the areas of building modules/massing and building materials.

#### **REPORT:**

Boardmembers Burns (Chair), Mitchell, Kinley, Perkins, and Gibb-Randall were in attendance. Kinley recused himself from the discussion, citing a conflict of interest. Staff included Alexis DiLeo.

Brad Moore, architect, and Brant Stiles, developer, introduced themselves as the design team and described the proposed development at 615 South Main Street. Moore said an important design goal was to find a way to active the street.

Boardmembers asked about saving and reusing the façade of the original buggy factory. The design team explained it is not required and they simply wanted to do it. The internal structure is wood and is not salvageable, but the façade will be preserved in place. The existing aluminum storefront addition will also be removed.

Mitchell noted the design is inward-focused and with the new building across the street creates an “eye of the needle” viewscape at this gateway location. Moore agreed and felt that was another reason to keep the historic façade and provide a 10-foot front setback.

Mitchell also asked if other geometries were considered, such as a C or U-shaped building. He felt that the courtyard style was a literal and figurative cool design especially well suited to warm climates before air conditioning. The proposed development, however, lacks any views into the courtyard. Burns added that without knowledge of the courtyard, the development seemed too massive and uncomfortable. Other Boardmembers further commented about the massive appearance caused in part by the closed courtyard. Gibb-Randall inquired about a shade study, saying the pool may be in perpetual shade and encouraged opening the south end of the building to allow light into the courtyard.

Moore and Stiles offered to reconsider the design.

Burns appreciated the effort to break up the building's mass but felt the team was relying too much on material changes to do so. She commented one does not know where to look and recommended simplicity. She, and other boardmembers, did not think that every piece needed to be so varied, and would prefer to use massing to break up the lengthy façade rather than a changed in materials.

Gibb-Randall appreciated keeping the historic factory façade but felt it was not incorporated well into the overall design. She mentioned it seemed tacked on, was not cohesive, and the new portion was not informed by nor responded to its design. Perkins felt the current design made the historic factory façade an orphan and compared it to the new downtown hotel at 116 West Huron Street with the old bus depot façade. He was all for keeping the façade but felt it needs to be integrated and connected.

Mitchell returned to the building massing, wanting the massing broken with volume rather than materials. Burns wondered if there were further opportunities to add another story for better design since the proposed development was already anticipating planned project modifications.

Prepared by Alexis DiLeo, City Planner  
January 20, 2015

**615 SOUTH MAIN DEVELOPMENT AGREEMENT**

THIS AGREEMENT, made this \_\_\_\_ day of \_\_\_\_\_, 2016, by and between the City of Ann Arbor, a Michigan municipal corporation, with principal address at 301 East Huron Street, Ann Arbor, Michigan 48107, hereinafter called the CITY and Collegiate Development Group, a \_\_\_\_\_, with principal address at 7711 Bonhomme Avenue, Suite 625, St Louis, Missouri, 63105, hereinafter called the DEVELOPER, witnesses that:

WHEREAS, the DEVELOPER owns or has a right to purchase certain land in the City of Ann Arbor, described below and site planned as Arbor Hills Crossing, and

WHEREAS, the DEVELOPER has caused certain land in the City of Ann Arbor, described below to be surveyed, mapped and site planned as 615 South Main, and desires site plan and development agreement approval thereof, and

WHEREAS, on \_\_\_\_\_, 2016, City Council approved the 615 South Main Planned Project Site Plan ("Site Plan") and the 615 South Main Development Agreement ("Agreement") pursuant to a resolution adopted on that date, and

WHEREAS, the DEVELOPER desires to build or use certain improvements with and without the necessity of special assessments by the CITY, and

WHEREAS, the CITY desires to insure that all of the improvements required by pertinent CITY ordinances and regulations be properly made, and that the DEVELOPERS will install these improvements prior to any permits being issued.

**THE DEVELOPER HEREBY AGREES:**

(P-1) To prepare and submit to the CITY for approval plans and specifications ("the Plans") prepared by a registered professional engineer for construction of public water and sanitary sewer mains, public and private storm water management systems, public streets, sidewalks and streetlights ("the Improvements") provided that no work on said Improvements shall be commenced until the Plans have been approved by the City Administrator or designee, and until such other relevant information to CITY service areas as shall be reasonably required has been provided.

(P-2) To construct all Improvements set forth in Paragraph P-1 of this Agreement in accordance with the approved Plans and to repair all defects in the Improvements that occur within one year from the date of acceptance of the Improvements by the CITY, commencing on

the latest date of the acceptance of any Improvements by the CITY. If the DEVELOPER fails to construct the Improvements, the CITY may send notice via first class mail to the DEVELOPER at the address listed above requiring it to commence and complete the Improvements in the notice within the time set forth in the notice. The CITY may cause the work to be completed at the expense of the DEVELOPER, if the DEVELOPER does not complete the work within the time set forth in the notice.

(P-3) To furnish, within 30 days of completion, an engineer's certificate that the construction of the public Improvements set forth in Paragraph P-1 above have been completed in accordance with the specifications of the CITY in accordance with the approved plans. The engineer's certificate will cover only those items the DEVELOPER'S engineer inspects.

(P-4) To install all public water mains, public storm sewers, and public sanitary sewers pursuant to CITY approved plans and specifications, necessary to connect the site with existing CITY systems adjacent to the site prior to the issuance of any building permits for the vertical improvements shown on the site plan. The final course of asphalt paving shall be completed prior to the issuance of the final certificate of occupancy.

(P-5) To indemnify, defend, and hold the CITY harmless from any claims, losses, liabilities, damages or expenses (including reasonable attorney fees) suffered or incurred by the CITY based upon or resulting from any acts or omissions of the DEVELOPER, its employees, agents, subcontractors, invitees, or licensees in the design, construction, maintenance or repair of any of the Improvements required under this Agreement and the approved Site Plan.

(P-6) To cause to be maintained General Liability Insurance and Property Damage Insurance in the minimum amount of \$1,000,000 per occurrence and naming the CITY as additional insured to protect and indemnify the CITY against any claims for damage due to public use of the public Improvement(s) in the development prior to final written acceptance of the public improvement(s) by the CITY. Evidence of such insurance shall be produced prior to any construction of improvement and a copy filed with the City Clerk's Office and shall remain in full force and effect during construction of the public improvement(s) and until notice of acceptance by the CITY of the Improvements.

(P-7) To deposit, prior to any building permits being issued, a street tree planting escrow account with the Parks and Recreation Services Unit in the form of a check payable to the City of Ann Arbor. The escrow amount shall be based on the CITY policy in effect at that time and is to include all on-site public streets. The City Administrator may authorize the DEVELOPER to install the street trees if planted in accordance with CITY standards and specifications. If the street trees are found to be acceptable by the CITY, the escrow amount will be returned to the DEVELOPER one year after the date of acceptance by the CITY.

(P-8) For the benefit of the residents of the DEVELOPER'S development, to make a park contribution of \$140,000 to the CITY Parks and Recreation Services Unit, prior to the issuance of the certificate of occupancy, for improvements to nearby parks.

(P-9) To construct, repair and/or adequately maintain the private on-site storm water management system. After construction of the private on-site storm water management system, to maintain it in perpetuity. Any proposed changes to the system must be approved by the City of Ann Arbor Systems Planning and Planning and Development Services Units. If the DEVELOPER fails to maintain any portion of the system, the CITY may send notice via first class mail to the DEVELOPER, at the address listed above, requiring it to commence and



complete the maintenance stated in the notice within the time set forth in the notice. The CITY may cause the work to be completed at the expense of the DEVELOPER, within the time set forth in the notice. If the CITY completes the work, and the costs remain unpaid by the DEVELOPER 60 days after notice via first class mail, the CITY may bill the DEVELOPER for the total cost, or assess the property as provided in Chapter 13 of Ann Arbor City Code. Provisions for maintenance and responsibility for the storm water management system, included by the DEVELOPER in the master deed.

(P-10) After construction of the private on-site storm water management system, to commission an annual inspection of the system by a registered professional engineer evaluating its operation and stating required maintenance or repairs, and to provide a written copy of this evaluation to the CITY Public Services Area.

(P-11) To design, construct, repair and maintain this development in accordance with the provisions of Chapter 119 (Noise Control) to ensure that any noise emanating from said development will not impact nearby residents or businesses. In addition, DEVELOPER shall review existing noise sources surrounding said development and incorporate necessary design and construction techniques to ensure that future tenants will not be exposed to noise sources in violation of Chapter 119.

(P-12) To include the elevation drawings, as submitted to City Council, as part of the approved site plan and to construct all buildings consistent with said elevation drawings. If the DEVELOPER proposes any substantive changes to the approved building elevations, setbacks, aesthetics, or materials, as determined by the Planning Manager or designee, that those changes be brought back to the City Council for approval. The DEVELOPER is required to submit signed and sealed drawings to staff reflecting the elevations, setbacks, aesthetics, materials and site plan approved by City Council.

(P-13) To maintain the landscaped areas in the right-of-way abutting the property along South Main Street and Mosley Street consistent with the approved site plan.

(P-14) To remove snow per City clearance standards along E. Mosely Street, including the surface parking area and, as necessary, to coordinate with the car share provider to ensure that snow is removed from the car share spaces.

(P-15) Prior to the issuance of the grading permit to construct the site plan, to enter into and to record a 20-year easement with the property owner of 601 South Main Street, with terms subject to approval of the City Attorney's Office, for vehicular and pedestrian the egress to East Madison Street, as shown on the approved site plan.

(P-16) As part of the application for the first building permit, to provide documentation from an independent, qualified professional that verifies that a minimum of two points has been achieved under the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) Energy & Atmospheric Credit No. 1, the most recent version in effect at the date of this agreement, using an industry standard software energy modeling tool (EQUEST or equivalent). Further documentation or verification from an independent, qualified professional that the building achieves the two points shall be provided by the DEVELOPER prior to any request or issuance of a first certificate of occupancy.

(P-17) To remove all discarded building materials and rubbish from the development at least once each month during construction of the development improvements, and within one month after completion or abandonment of construction.

(P-18) Prior to application for and issuance of certificates of occupancy, to disconnect 37 footing drains, which is based upon the uses currently existing on the Property and those currently contemplated by the Site Plan in accordance with the City of Ann Arbor Developer Offset Mitigation Program, as revised by City Council on June 15, 2015 (the "Guidelines"), or to provide an alternative method of mitigation that results in an equivalent amount of sanitary flow removal, in accordance with the Guidelines, or to provide mitigation to offset the increased sanitary flow as required by any City Council-approved amendments to or replacement of the Guidelines. In the event the actual intensity of uses contemplated by the Site Plan are either increased or decreased, City and DEVELOPER agree to adjust the number of footing drains to be disconnected, or the amount of alternative mitigation to be provided, in accordance with the Guidelines. These disconnections are to be performed within the High Level Trunkline sewershed, upstream of where the development flows connect to this trunkline (intersection of Ashley Street and Madison Street; City MH ID 71-70680). The DEVELOPER, however, may be allowed to obtain partial certificates of occupancy for the development prior to the completion of all of the required footing drain disconnects on a prorated basis, at the discretion of the CITY Public Services Area.

(P-19) DEVELOPER is the sole title holder in fee simple, or has a purchaser's interest of the land described below except for any mortgage, easements and deed restrictions of record and that the person signing below on behalf of DEVELOPER has legal authority and capacity to enter into this agreement for DEVELOPER. DEVELOPER shall acquire sole title in the land described below prior to the issuance of building permits or commencement of construction of the Site Plan. Further, DEVELOPER shall submit a request to the City Assessor to combine the tax parcels into a single tax parcel prior to issuance of building permits.

(P-20) Failure to construct, repair and/or maintain the site pursuant to the approved Site Plan and/or failure to comply with any of this approved Agreement's terms and conditions shall constitute a material breach of the Agreement and the CITY shall have all remedies in law and/or in equity necessary to ensure that the DEVELOPER complies with the approved Site Plan and/or the terms and conditions of the approved Agreement. The DEVELOPER shall be responsible for all costs and expenses including reasonable attorney fees incurred by the CITY in enforcing the terms and conditions of the approved Site Plan and/or Agreement.

(P-21) Prior to the issuance of building permits, to dedicate a public access easement along the east side of the site as shown on the approved site plan.

(P-22) Prior to the issuance of a certificate of occupancy, the DEVELOPER agrees to provide all necessary access easements and enforcement measures necessary to provide access to the two car-share spaces in the below grade parking lot.

(P-23) Prior to the issuance of any permit, to submit a complete survey and legal description for the entire site to the satisfaction of the Public Services Area. The survey shall comply with the recording requirements of the Washtenaw County Register of Deeds and MI Public Act 132 for Certified Surveys.

(P-24) In addition to any other remedy set forth in this Agreement or in law or equity, if DEVELOPER fails to make a timely or full payments to the CITY as set forth elsewhere in the

Agreement to the CITY in the agreed upon manner, any unpaid amount(s) shall become a lien, as provided under Ann Arbor City Code and recorded with the Washtenaw County Register of Deeds, against the land described below and may be placed on the CITY tax roll as a single lot assessment, or if the development is converted to condominium ownership, every owner of a portion of the property shall pay a pro-rata share of the amount of the payments attributable to each condominium unit. If the unpaid amount(s), in whole or in part, has been recorded as a lien on the CITY'S tax roll and with the Washtenaw County Register of Deeds, upon payment of the amount in full along with any penalties and interest, the CITY, upon request, will execute an instrument in recordable form acknowledging full satisfaction of this condition.

(P-25) To pay for the cost of recording this Agreement with the Washtenaw County Register of Deeds, and to pay for the cost of recording all documents granting easements to the CITY.

**THE CITY HEREBY AGREES:**

(C-1) In consideration of the above undertakings, to approve the 618 South Main Planned Project Site Plan.

(C-2) To provide timely and reasonable CITY inspections as may be required during construction.

(C-3) To record this Agreement with the Washtenaw County Register of Deeds.

**GENERAL TERMS**

Both the DEVELOPER and the CITY agree as follows:

(T-1) This Agreement is not intended to create a contractual right for third parties.

(T-2) This Agreement and any of its terms, conditions, or provisions cannot be modified, amended, or waived unless in writing and unless executed by both parties to this Agreement. Any representations or statements, whether oral or in writing, not contained in this Agreement shall not be binding on either party.

(T-3) This Agreement and any of its terms or conditions shall not be assigned or transferred to any other individual or entity unless prior approval of the City Administrator is received. Such approval shall not be withheld unreasonably.

(T-4) The obligations and conditions on the DEVELOPER, as set forth above in this Agreement and in the approved Site Plan, shall be binding on any successors and assigns in ownership of the following described parcel:

**615 SOUTH MAIN – LEGAL DESCRIPTION**

LEGAL DESCRIPTION OF A 1.98 ACRE PARCEL OF LAND  
LOCATED IN LOTS 4, 5 & 6, B6S, R4E,  
CITY OF ANN ARBOR, WASHTENAW COUNTY, MICHIGAN



Beginning at the NW Corner Lot 4 of Assessor's Plat No. 30, as recorded in Liber 9 of Plats, Page 34, Washtenaw County Records, thence S 89°46'50" E 182.47 feet (182.59 feet recorded) along the North line of Lot 4 of said Plat; thence S 23°32'00" E 326.14 feet (S 23°32'40" E 326.17 feet recorded) along the Westerly right-of-way line of the Ann Arbor Railroad; thence N 88°59'30" W 30.00 feet along the south line of Lot 6 of Assessor's Plat No. 30; thence S 01°00'30" W 1.20 feet; thence N 89°36'41" W 355.50 feet (N 89°35'30" W 355.30 feet recorded); thence N 35°51'17" W 6.30 feet (N 42°49'00" W 5.40 feet recorded); thence N 88°59'30" W 3.77 feet (4.00 feet recorded); thence N 15°20'00" E 303.60 feet along the Easterly right-of-way line of South Main Street to the Point of Beginning. Being a part of Lots 4, 5 and 6 of said Assessor's Plat No. 30 and containing 1.98 acres of land, more or less. Being subject to easements and restrictions of record, if any.

Together with and subject to an easement for ingress and egress from South Main Street, described as follows:

Commencing at the Southwest corner of Lot 6 of Assessor's Plat No. 30, as recorded in Liber 9 of Plats, Page 34, Washtenaw County Records, thence N 15°20'00" E 44.79 feet along the Easterly right-of-way line of South Main Street to the Point of Beginning, thence continuing N 15°20'00" E 11.31 feet along said right-of-way line; thence N 89°53'00" E 87.24 feet; thence S 00°07'00" E 11.00 feet; thence S 89°53'00" W 90.28 feet to the Point of Beginning.

Being subject to:

The terms, provisions and easement(s) contained in the document entitled "Joint Underground Right of Way Agreement" recorded September 27, 1990 as Liber 2441, Page 54 of Official Records. (As to parcel no. 09-09-29-431-011)

The terms, provisions and easements contained in the document entitled "Warranty Deed" recorded November 19, 1962 as Liber 1009, Page 252 of Official Records. (As to parcel no. 09-09-29-431-011)

The terms, provisions and conditions contained in that certain Release of Right of Way recorded in November 15, 1949, Liber 526, Page 88. (As to parcel no. 09-09-29-431-011)

Building and use restrictions and other terms, covenants, conditions and easements, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604 (c), disclosed by instrument recorded in Liber 705, Page 613. (As to parcel no. 09-09-29-431-011)

Release of Right of Way granted to County Drain Commissioner of the County of Washtenaw disclosed by instrument recorded in Liber 526, Page 365, Washtenaw County Records. (As to parcel no. 09-09-29-431-011)

Land Contract and the terms, covenants and conditions thereof between Dan's Soft Touch Auto Wash, LLC, a Michigan limited liability company, as Vendor and Malakeh Properties LLC, a Michigan limited liability company, as Vendee, disclosed by

Memorandum of Land Contract recorded in Liber 4913, Page 241. (As to parcel no. 09-09-29-431-012)

The terms and provisions contained in the document entitled "Warranty Deed" recorded September 16, 1977 as Liber 1615, Page 492 of Official Records. (As to parcel no. 09-09-29-431-012)

The terms, provisions and easements contained in the document entitled "Warranty Deed" recorded February 21, 1964 as Liber 1060, Page 256 of Official Records.

Parcel ID #: 09-09-29-431-011

(T-5) In addition to any other remedy in law or in equity failure to comply with all of the above paragraphs on the part of the DEVELOPER, or any part of the approved Site Plan, in part or in whole, shall give the CITY adequate basis and cause to issue a stop work order for any previously-issued building permits and shall be an adequate basis and cause for the CITY to deny the issuance of any building permits, certificates of occupancy, or any other permits unless and until the CITY has notified the DEVELOPER in writing that the DEVELOPER has satisfactorily corrected the item(s) the DEVELOPER has failed to perform.

(T-6) This Agreement shall be interpreted, enforced and governed under the laws of the State of Michigan and Ann Arbor City Code.

CITY OF ANN ARBOR, MICHIGAN  
301 East Huron Street  
Ann Arbor, Michigan 48107

By: \_\_\_\_\_  
Christopher Taylor, Mayor

By: \_\_\_\_\_  
Jacqueline Beaudry, City Clerk

Approved as to Substance:

\_\_\_\_\_  
Tom Crawford, Interim City Administrator

Approved as to Form:

\_\_\_\_\_  
Stephen K. Postema, City Attorney

COLLEGIANT DEVELOPMENT GROUP

By: \_\_\_\_\_  
Brandt Stiles, Co-Founder

STATE OF MICHIGAN    )  
                                  ) ss:  
County of Washtenaw    )

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 201\_\_  
by Christopher Taylor, Mayor, and Jacqueline Beaudry, Clerk of the City of Ann Arbor, a Michigan  
municipal corporation, on behalf of the corporation.

\_\_\_\_\_  
NOTARY PUBLIC  
County of Washtenaw, State of Michigan  
My Commission Expires: \_\_\_\_\_  
Acting in the County of Washtenaw



