



June 11, 2021

City of Ann Arbor Planning and Development Services Unit
100 N. Fifth Avenue
Ann Arbor, Michigan 48107

Attn: Chris Cheng

Re: 2060 W. Stadium Rezoning (Z20-050), SEU (SEU20-001), and Site Plan (SP20-019)
Midwestern File No.: 20034A

Dear Mr. Cheng:

Midwestern Consulting has previously submitted site plans for review for the 2060 W. Stadium development, and has received comments from the City Planning and Development review staff. We have revised the plans to incorporate the requested changes, and offer the following as a response to the comments and description of changes.

Planning Department – Chris Cheng – June 1, 2021

1. The proposed 52 parking spaces meets the 45 minimum spaces required by code with 14 of these spaces being small car. EV parking spaces are met as part of this proposal. Could the Class A bicycle space be relocated to the building?
The proposed bike locker has been relocated closer to the building (see Sheet o6).
2. Approval of this proposal is subject to variances granted from the ZBA for bio-retention and street tree requirements.
Noted.
3. Approval of this site plan is contingent on an administrative amendment to the 2040 W. Stadium (the existing dealership site) that it can be a stand-alone site and meet zoning code. The land division is currently under review. Approval of this site plan is also contingent on this division. Is there an access easement proposed for the dealership site?
It is understood that the land division/lot line relocation is under review and the proposed parcels will need to meet City zoning code criteria. It is also understood that the site plan approval would be contingent on this confirmation. However, per our discussions with planning staff it is our understanding that an administrative amendment will not be necessary so long as there is assurance that the existing vacant building will be demolished prior to the land division being executed. The developer is currently pursuing a demolition permit. Furthermore, there are several easements proposed that will address shared ingress/egress as well as ongoing maintenance along the proposed common property boundary.

4. The proposed front, side and rear setbacks meet city code setback requirements of the C2B (Business District).
Noted.

5. A drive-thru in the C2B district requires Special Exception Use (SEU) approval by the City Planning Commission. Based on previous CPC comments regarding drive-thrus, non-motorized modes of transportation need to accommodate this request. This may include a walk-up ATM, an AAATA bus stop with a shelter, additional covered bicycle spaces, possibly a bicycle drive-thru lane, etc.
The plans have been revised to show additional Class C bike parking beyond the minimum number of spaces required (4 required – 8 provided). Furthermore, a small bicycle repair station is proposed to be installed near these Class C spaces.
In regard to use of the drive-thru, there will be nothing preventing bicyclists from using the same drive-thru lanes as vehicles.
The developer would also like to provide the following statement in regard to the reduction in number of proposed drive-thru lanes (three to two) and the need for drive-thru lanes:
"From our research the vast majority of new bank retail centers are built with 3 drive-thru's today - one being an ATM and 2 others manned drive-thru's. Understanding the desires of Ann Arbor we have reduced ours down to only 2 lanes with the inner lane serving as an option lane of ATM or manned with the outside lane manned only.

There has always been a need in our industry for drive-thru's. This need has been escalated in the last year even more as COVID 19 overtook our communities, state and country. For several months during the past year we were only able to operate via drive-thru while suspending in-office traffic. This allowed us to continue to serve our customers' needs. Northstar Bank was not alone as virtually every bank nationwide employed this tactic at some point. We all hope an event of this magnitude never happens again but unfortunately it has a likelihood at some point. It may not be a pandemic but maybe some other similar event that upends the business economy. So we would like to be prepared.

Additionally, in our current building we do not have a drive-thru. We anticipate strong use of the drive-thru based on polling we have done with our customer base. Finally, as we are all deep in a COVID-19 pandemic, we are seeing a shift in customer trends to more drive-thru utilization, even with our lobbies being open. Will this continue? Only time will tell, but again as this is our first "traditional" retail center in Ann Arbor, we want to make sure we are building it to satisfy our current and future customer needs.

6. This petition application was submitted before the citizen participation meeting. Please upload the meeting minutes and sign-in sheet and responses to how any issues were addressed.
CPM minutes and an attendance summary have been included with this submittal.

Soil Erosion and Sedimentation Control – Peter Stephens – June 1, 2021

1. Please provide a summary of the proposed remediation activities for the site.
Summary of contaminated soil management is included on Sheet 09 of the plan set. Per our discussions with Systems Planning this summary and the additional measures shown on the plans - such as mitigation barriers, use of nitrile gaskets, and providing 6" of clean material with

topsoil and seed for the northern parcel – is sufficient in describing how contamination will be handled.

2. Depending on the proposed remediation activities, the detention system, and associated storm piping, could come in contact with contaminated soil and/or groundwater. How will those systems be sealed to ensure not contamination enters the system and ultimately, the Huron River?

See Notes #7-9 on Sheet o8. Nitrile gaskets are proposed to be used on all proposed on-site storm sewer, water main 4" & larger, and sanitary sewer. These gaskets are water tight and resistant to corrosive effects from contaminants such as petroleum. Additional specifications for the detention system have been added on Sheet 11 detailing the material used on joints of the modular units. Furthermore, a letter has been included in this submittal from the project's consulting environmental engineer stating the concern for groundwater/downstream contamination as a result of the proposed construction is minimal considering the methods to be implemented.

Engineering – Anne Warrow – June 2, 2021

1. Sheet o6 - Dimensional Site Plan:

- a. The Public Services Standard Specifications Division II, Section 8, Location of openings, states the following provision for drive approaches: (c): "No opening shall be closer than 4½ feet to the adjacent property line. No approach shall be so constructed that any part of same extends in front of property belonging to another person unless both property owners sign a joint application for a permit." The northern drive approach does not comply with this provision.

See Sheets o6 & 21. The site plans now show a proposed 10' wide easement on the proposed northern parcel which will allow the owner of the southern parcel to construct/maintain/repair pavement, landscaping, and utilities. Sheet 21 also indicates a joint application signed by both parcel owners will be required to allow the driveway/opening/approach to exist closer than 4.5 feet from the property line. This sheet also indicates written permission will be required from the northern parcel owner allowing the curb cut to exist beyond the extension of the property line into the Stadium Blvd. R.O.W.

- b. The Public Services Standard Specifications Division II, Section 8, General design criteria, states the following provisions for drive approaches:

- i. (c): "Driveways for all other uses (than single- or two-family) shall be constructed as follows:

1. (i) Minimum permitted width of openings: 24 feet.
2. (ii) Maximum permitted width of openings: 30 feet.
3. (iii) Maximum permitted curb cut width: 60 feet.
4. (iv) Minimum permitted width of 1-way drives: 15 feet.
5. (v) Maximum permitted width of 1-way drives: 20 feet.

The northern drive approach exceeds the maximum permitted opening of 30 feet and the southern drive approach does not comply with the minimum permitted width of a 1-way drive of 15 feet.

See Sheet o6. The plans have been revised to increase the minimum width of the southern drive approach to 15 feet, and to decrease the maximum opening of the northern drive approach to less than 30 feet.

2. Sheet 08 - Utility Sheet: The proposed public sanitary sewer shall extend south until the proposed private clean out is located such that the installation of the sanitary lead and clean out do not impact the northern property.

See Sheets 06 & 21. The site plans now show a proposed 10' wide easement on the proposed northern parcel which will allow the owner of the southern parcel to construct/maintain/repair pavement, landscaping, and utilities. This easement will provide sufficient room to access and maintain the private sanitary lead/cleanout.

Fire Department – Michael Reddmann – May 26, 2021

Aerial Fire Apparatus Access Roads:

Aerial access needed. (Building height is over 30').

26' wide fire lane – **Compliant** from W Stadium

15-30' set back – **Compliant** from W Stadium

Overhead obstructions – **Non-compliant**. The trees that are on the landscaping plan when full grown will be an overhead obstruction to aerial access from W Stadium to the building. As of now, this is the only area that is compliant with the 26' wide lane and 15-30' set back.

See Sheet 12. The proposed trees on the west side of the building have been revised to specify a species that reaches only 25' height at maturity. Sheet 18 (Fire Protection Plan) has also been revised to include a cross section approximating the reach of the City's ladder truck to the roof of the building, which shows it should be able to clear trees up to 35' in height without issue.

Should you have any further concerns or have further questions, please feel free to contact me by phone at 734-332-5303 or email at tph@midwesternconsulting.com. We look forward to your feedback.

Sincerely,
MIDWESTERN CONSULTING, LLC



Ted Hirsch, P.E.
Project Manager