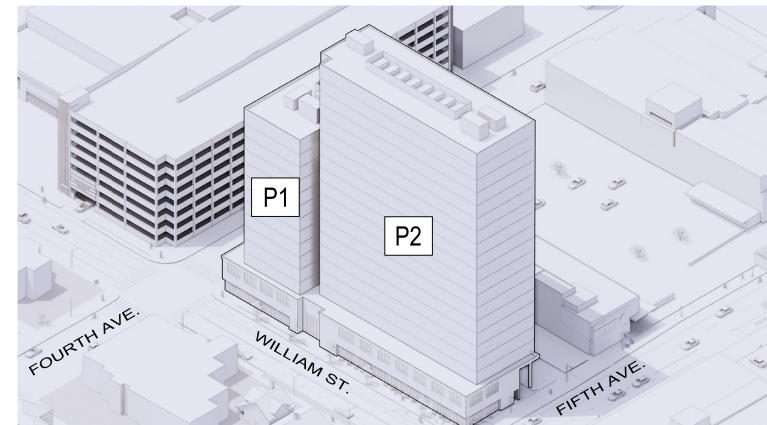
350 S. FIFTH AVE. DEVELOPMENT PUD

APPLICANT ANN ARBOR HOUSING COMMISSION



OWNER CITY OF ANN ARBOR

PACKARD

PUD AREA PLAN SUBMITTAL

350 S. FIFTH AVENUE AREA PLAN

FILE NO. AP21-001

STEIN WARREN STEIN BROWN STEI

ELLSWORTH RD

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THE FOLLOWING UTILITIES ARE LOCATED IN OR NEAR THE RIGHT-OF-WAY FOR THIS PROJECT.

CITY OF ANN ARBOR

<u> CONSULTANTS:</u>

NN ARBOR, MI 48104

DETROIT, MI 48201

TRAFFIC ENGINEER:

500 GRISWOLD STREET

DETROIT, MI 48226

248)922-1000

WADETRIM

SUITE 2500

(313) 961-3650

CITY OF ANN ARBOR FIELD OPERATIONS SERVICES UNIT

WATER, SEWER AND STORM

W.R. WHEELER SVC. CTR

4251 STONE SCHOOL RD.

ANN ARBOR, MI 48108

SIGNS/SIGNALS/STREETLIGHTS

W.R. WHEELER SVC. CTR

4251 STONE SCHOOL RD.

734-794-6361

PRIVATE UTILITIES

ANN ARBOR, MI 48108

AT&T-PHONE

550 S. MAPLE
ANN ARBOR, MI 48103

DTE ENERGY-ELECTRIC

WESTERN WAYNE SERVICE CTR
8001 HAGGERTY RD.

8001 HAGGERTY RD.
BELVILLE, MI 48111

COMCAST-CABLE 27800 FRANKLIN RD.
SOUTHFIELD, MI 48034

DTE ENERGY-GAS 17150 ALLEN RD.
MELVINDALE, MI 48122

MCI-PHONE 2400 NORTH GLENFILLE

MELVINDALE, MI 48122 2400 NORTH GLENFILLE RICHARDSON, TX 75082

PERMITS REQUIRED TO BE OBTAINED BY THE CITY OF ANN ARBOR OR CONTRACTOR PRIOR TO THE BEGINNING OF CONSTRUCTION.

PERMIT	ISSUING AUTHORITY
EQ WATER MAIN CONSTRUCTION PERMIT EQ SANITARY SEWER CONSTRUCTION PERMIT	Department of Environment, Great Lakes and Energy
EQ FLOODPLAIN/ WATER RESOURCES OTECTION PERMIT EQ INLAND LAKES & STREAMS PERMIT	*Note: Responsibility for some of these permits may fall with the developer.
TLAND & WATER COURSE USE PERMIT	dovolopol.

PERMITS REQUIRED TO BE OBTAINED BY THE CONTRACTOR PRIOR TO THE BEGINNING OF CONSTRUCTION.

PRIOR TO THE BEGINNING OF CONSTRUCTION.				
PERMIT	ISSUING AUTHORITY			
ANE CLOSURE PERMIT NO PARKING" SIGNS PERMIT	City of Ann Arbor Engineering REPUBLIC PARKING			
RADING/ SOIL EROSION & SEDIMENTATION ONTROL PERMIT	CITY OF ANN ARBOR PLANNING AND DEVELOPMENT SERVICES UNIT			
OW PERMIT	CITY OF ANN ARBOR PLANNING AND DEVELOPMENT SERVICES UNIT			
VASHTENAW COUNTY ROAD COMMISSION ONSTRUCTION PERMIT	WASHTENAW COUNTY ROAD COMMISSION			
VASHTENAW COUNTY DRAIN COMMISSION ONSTRUCTION PERMIT	WASHTENAW COUNTY DRAIN COMMISSION			

SHEET LIST SHEET # | SHEET TITLE COVER SHEET GENERAL NOTES TRAFFIC MEMO G102 TRAFFIC MEMO AL 1 ALTA SURVEY **EXISTING CONDITIONS** CONCEPTUAL LAND USE & DIMENSION PLAN CS101 BUILDING OUTLINES CS102 CONCEPTUAL OVERALL CIRCULATION PLAN CS103 CONCEPTUAL SITE CIRCULATION 1 CONCEPTUAL SITE CIRCULATION 2 CS105 CONCEPTUAL SITE CIRCULATION 3 CU100 CONCEPTUAL UTILITY PLAN CU101 FIRE ACCESS PLAN CG100 GRADING AND DRAINGE PLAN ARCHITECTURAL PERSPECTIVES

ARCHITECTURAL ELEVATIONS

ARCHITECTURAL ELEVATIONS

4TH AVE PROJECT (NOT PART OF PROJECT)

PROJECT DESCRIPTION:

THE PUD ZONING DISTRICT WILL PROVIDE FOR THE DEVELOPMENT OF AFFORDABLE HOUSING ON 350 S 5TH AVE, THE FORMER YMCA SITE, WHILE IMPROVING THE OPERATIONS OF THE EXISTING BLAKE TRANSIT CENTER. DUE TO THE SITE'S WALKABLE DOWNTOWN LOCATION AND PROXIMITY TO TRANSIT AND COMMUNITY SERVICES, AND THE HIGH DEMAND FOR HOUSING TO ACCOMMODATE THOSE INDIVIDUALS AND HOUSEHOLDS AT OR BELOW 60% ANNUAL MEDIAN INCOME (AMI), A RESIDENTIAL USE WAS DETERMINED THE HIGHEST AND BEST USE OF THE SITE. COMMERCIAL/RETAIL SPACE IS INCLUDED.

THE PROJECT INCLUDES 370 PROPOSED DWELLING UNITS. THE PROJECT INCLUDES TWO DISTINCT TOWERS WITH SEPARATE OWNERSHIP STRUCTURES. THE PHASE 1 (P1) TOWER IS PROPOSED AS ALL AFFORDABLE HOUSING WITH 90 DWELLING UNITS. PHASE 2 (P2) IS PROPOSED AS A DEVELOPER DRIVEN PROJECT WITH THE POTENTIAL FOR 280 DWELLING UNITS. THERE IS NO OFF-STREET PARKING PROPOSED TO BE CONSTRUCTED ON THIS SITE. P1 WILL NOT HAVE ANY PARKING. P2 MAY HAVE OFF-SITE PARKING PROVIDED THROUGH AN AGREEMENT WITH THE DDA. THE SITE INCLUDES PARKING/LOADING FOR FOUR AAATA BUSES. THE FINAL DESIGN OF THE BUS LANE AND THE TERMS OF THE LEASE OR EASEMENT AGREEMENT WILL BE DETERMINED AT SITE PLAN APPROVAL. THE HOUSING COMMISSION IS HOPING TO GET CITY COUNCIL APPROVAL ON THE PUD ZONING PRIOR TO SECURING A DEVELOPER FOR THE PROJECT.

STATEMENT OF INTEREST IN THE LAND:
GRANT OF EASEMENT (DTE ELECTRIC CO.) - L. 5000, P. 549 AND L. 4763, P.963
BOTH LOCATED NORTH OF PROPERTY

LEGAL DESCRIPTION

PARCEL 1:
LOTS 3 AND 4 IN BLOCK 3 SOUTH OF HURON STREET, RANGE 5 EAST,
ORIGINAL PLAT OF THE VILLAGE (NOW CITY) OF ANN ARBOR, AS RECORDED IN
TRANSCRIPTS, PAGES 152 AND 153, WASHTENAW COUNTY RECORDS.

PARCEL 2:

LOT 5 AND 4 IN BLOCK 3 SOUTH OF HURON STREET, RANGE 5 EAST, ORIGINAL PLAT OF THE VILLAGE (NOW CITY) OF ANN ARBOR, AS RECORDED IN TRANSCRIPTS, PAGES 152 AND 153, WASHTENAW COUNTY RECORDS.

DARCEL 3.

THE SOUTH 30 FEET OF LOT 6, AND THE NORTH 36 FEET OF LOT 6 [ALL OF LOT 6] IN BLOCK 3 SOUTH OF HURON STREET, RANGE 5 EAST, ORIGINAL PLAT OF THE VILLAGE (NOW CITY) OF ANN ARBOR, AS RECORDED IN TRANSCRIPTS, PAGES 152 AND 153, WASHTENAW COUNTY RECORDS.

ASSOCIATED APPLICATIONS

APPLICATIONS ASSOCIATED WITH THIS ZONING/AREA PLAN INCLUDE A PUD ZONING DISTRICT PETITION, Z21-007. THERE ARE NO PRIOR SITE PLAN APPROVALS.

3 WORKING DAYS I
BEFORE YOU DIG
CALL MISS DIG
800-482-7171
(TOLL FREE)

A101

FOR PROTECTION OF UNDERGROUND UTILITIES AND IN CONFORMANCE WITH PUBLIC ACT 53, THE CONTRACTOR SHALL DIAL 1-800-482-7171 A MINIMUM OF THREE FULL WORKING DAYS, EXCLUDING SATURDAYS, SUNDAYS, AND HOLIDAYS PRIOR TO BEGINNING EACH EXCAVATION IN AREAS WHERE PUBLIC UTILITIES HAVE NOT BEEN PREVIOUSLY LOCATED. MEMBERS WILL THUS BE ROUTINELY NOTIFIED. THIS DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF NOTIFYING UTILITY OWNERS WHO MAY NOT BE A PART OF THE "MISS DIG" ALERT SYSTEM.

PROPOSED DEVELOPMENT PROGRAM

1. <u>PROPOSED LAND USE</u>
MIXED USE DEVELOPMENT

2. <u>SITE IMPROVEMENTS</u>

THE PROPOSED DEVELOPMENT IMPROVES THE PEDESTRIAN EXPERIENCE BY

REINFORCING THE STREET WALL AND CREATING A SENSE OF PLACE.

	TOTAL UNITS: 370 UNITS
NUMBER OF DWELLINGS UNITS	P1: 90 UNITS, 100% AFFORDABLE
	P2:270 UNITS, MIXED INCOME
ACCESS AND CIRCULATION	
PEDESTRIAN	WILLIAM ST., FOURTH AVE. AND FIFTH AVE.
VEHICULAR	ONE-WAY SERVICE/LOADING DRIVE
	ALONG THE NORTHERN PROPERTY LINE.
	ENTRANCE FROM 5TH AVE, EXITING
	ONTO 4TH AVE.
OFF-STREET PARKING	90 PARKING SPACES. PARKING
	PROVIDED THROUGH THE EXECUTION
	OF A CONTRACT FOR PARKING PERMITS
	WITHIN THE CITY'S PUBLIC PARKING
	SYSTEM.

PRELIMINARY CONSTRUCTION PHASING AND PROBABLE PROJECT CONSTRUCTION COST

CONSTRUCTION IN 2023. THE BUILDING IS DESIGNED TO BE CONSTRUCTED IN TWO PHASES. DUE TO THE PROJECT LOCATION, THE REQUIRED STREET CLOSURES AND THE IMPACTS ON THE SURROUNDING LAND USES, INCLUDING THE BLAKE TRANSIT CENTER, THE LIBRARY, AND THE TWO PARKING STRUCTURES. DEVELOPMENT COST: \$72 MILLION.

COMMUNITY ANALYSIS

- a. IMPACT OF PROPOSED DEVELOPMENT ON PUBLIC SCHOOLS:
- APPROXIMATELY 370 TOTAL RESIDENTIAL UNITS, 13%, 2-BEDROOMS FOR FAMILIES

 b. RELATIONSHIP OF INTENDED USE TO NEIGHBORING USES:
- PROPOSED RESIDENTIAL UNITS BENEFIT FROM A WALKABLE DOWNTOWN LOCATION WITH ACCESS TO TRANSIT AND OTHER DOWNTOWN AMENITIES. SURROUNDING USES BENEFIT FOR INCREASED DENSITY AND PUBLIC BENEFITS OF AFFORDABLE HOUSING AND EXPANDED TRANSIT.
- c. IMPACT OF ADJACENT USES ON PROPOSED DEVELOPMENT OR SPECIAL EXCEPTION USE:
 PRO: RESIDENTIAL UNITS BENEFIT FROM WALKABLE DOWNTOWN LOCATION WITH ACCESS TO TRANSIT. CON: BUILDING WILL NEED TO BE DESIGNED TO MITIGATE THE IMPACTS OF BUS LOADING AND SERVICING THE BUILDING.
- d. IMPACT OF PROPOSED DEVELOPMENT ON THE AIR AND WATER QUALITY, AND ON EXISTING NATURAL FEATURES OF THE SITE AND NEIGHBORING

THE EXISTING SITE IS AN ASPHALT PARKING LOT WITH NO NATURAL FEATURES. THE PROPOSE DEVELOPMENT MEETS PLANTING AND STORMWATER MANAGEMENT REQUIREMENTS. THE SITE IS LOCATED A WALKABLE DOWNTOWN LOCATION AND CLOSE TO TRANSIT AND COMMUNITY SERVICES. FUTURE RESIDENTS WILL LIKELY USE ALTERNATIVE MODES OF TRANSPORTATION WHICH WILL HAVE A POSITIVE IMPACT ON AIR QUALITY.

REFER TO CS100 FOR ADDITIONAL AIR QUALITY IMPACT NOTES.

- e. IMPACT OF PROPOSED USE ON HISTORIC SITES OR STRUCTURES WHICH ARE LOCATED WITHIN A HISTORIC DISTRICT OR LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES:
 THERE ARE NO HISTORIC SITES OR STRUCTURES ON THE PROJECT SITE.
- f. TRAFFIC STATEMENT THE NUMBER OF VEHICLE TRIPS PER UNIT PER PEAK HOUR AND SUPPORTING DOCUMENTATION FROM THE ITE MANUAL:

 BASED ON THIS HIGH LEVEL ASSESSMENT, THERE IS LESS THAN 5% INCREASE IN ANY DIRECTION OF TRAFFIC FOR EITHER PEAK PERIOD,
 ENGINEERING JUDGEMENT WAS USED TO DETERMINE THAT MULTIMODAL TRIPS ARE EXPECTED TO HAVE MODERATE IMPACTS TO THE
 ADJACENT TRANSPORTATION NETWORKS; HOWEVER, DETAILS TRAFFIC MODELING AND CORRESPONDING INTERSECTION LEVELS OF
 SERVICE WERE NOT REQUIRED TO BE EVALUATED AT THIS PHASE IN DEVELOPMENT. USING THE ITE TRIP GENERATION MANUAL AND
 DISTRIBUTING THE TRIPS THROUGHOUT THE NETWORK USING EXISTING TRAFFIC PATTERNS, THE FOLLOWING IS THE NEW ESTIMATED

AM PEAK PERIOD

- 36 VEHICLE ENTERING TRIPS, WITH 1.3% INCREASE IN VEHICLE TRIPS ENTERING THE IMMEDIATE ADJACENT ROADWAY NETWORK
- OF S. MAIN ST, S. FOURTH AVE, S. FIFTH AVE, S. DIVISION ST AND E. WILLIAM S.
- 112 VEHICLE EXITING TRIPS, WITH 4.4% INCREASE IN VEHICLE TRIPS EXITING THE NETWORK
- 76 (19 ENTERING, 57 EXITING) PEDESTRIAN TRIPS
 7 (2 ENTERING/5 EXITING) BICYCLE TRIPS
- 52 TRANSIT TRIPS (12 ENTERING/40 EXITING)

PM PEAK PERIOD

- 49 VEHICLE ENTERING TRIPS, WITH 1.5% INCREASE IN VEHICLES TRIPS ENTERING THE IMMEDIATE ADJACENT ROADWAY NETWORK
- OF S. MAIN ST, S. FOURTH AVE, S. FIFTH AVE, S. DIVISION ST AND E. WILLIAM S.

 44 VEHICLE EXITING TRIPS, WITH 1.3% INCREASE IN VEHICLE TRIPS EXITING THE NETWORK
- 47 (26 ENTERING, 21 EXITING) PEDESTRIAN TRIPS
- 4 (2 ENTERING/2 EXITING) BICYCLE TRIPS
- 26 TRANSIT TRIPS (14 ENTERING/12 EXITING)

REFER TO G101 FOR TRAFFIC MEMO.

i. PUBLIC SIDEWALK MAINTENANCE STATEMENT:

FOURTH AVE, FIFTH AVE, AND STREET SIDEWALKS ARE IN THE PUBLIC RIGHT-OF-WAY. THE ANN ARBOR HOUSING COMMISSION (AAHC) WILL COORDINATE WITH THE ANN ARBOR AREA TRANSIT AUTHORITY (AAATA) REGARDING THE SIDEWALK AREA BETWEEN THE BUS LANE AND THE BLAKE TRANSIT CENTER.

ALL SIDEWALKS SHALL 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.

SITE DATA COMPARISON CHART

	REQUIRED	PROPOSED	AREA PLAN CONCEPT
Base Zoning	D1 with Affordable Premium	PUD	PUD
			34,848 SQ FT, 0.8 ACRES
			0.8 Acres
Lot Area			P1: 132' x 80'; 10,560 SQ FT
D :1 !: A			P2: 132' x 184'; 24,288 SQ FT
Building Area	D4 4000/		283,158 SQ FT
El A D.:	D1: 400%	0000/	867%
Floor Area Ratio	With premium: 900%	900%	P1: 870% P2: 789%
Affordable Units	30%	Total: 40%	Total: 40% P1: 90 units, 100%;
			P2: 55 units, 20%
Character Overlay District	Midtown	Midtown	Midtown
Streetwall Height	4 Max. / 2 Min.	4 Max. / 2 Min.	2 Stories
Offset at Top of	5 Feet	5 Feet	5 Feet
Streetwall	31661	31661	31661
Building Height	180 Feet	*275 Feet	*248 Feet
		0-10 Feet,	William St: 0-10 Feet
Front Setback	0-10 Feet (Secondary Street)	*Up to 60% of the Building Front may exceed the maximum front setback on 4th and 5th Avenue.	exceeds the 10-foot setbeck due to the bus and service lane and th setback of the P1 tower *5th Ave: 55% of the building frontage exceeds the 10-foot setback due to the bus and servic lane
Parking			latte
Parking	No parking required for D1 at 400% FAR or less FAR in excess of the normal maximum permitted (400%) requires 1 space for each 1,000 SQ FT of Floor Area	*No parking required	*No parking provided on-site. Additional parking may be provided off-site through a long term parking contract with the DDA.
	87 spaces		
Class A – Enclosed bicycle storage	1 space per 2,500 SQ FT of residential	1 space per 2,500 SQ FT of residential	113 spaces; 1,440 SQ FT
Didyere Storage	residential	residential	P1: 36 spaces
			P2: 77 spaces
Class C – Fixed bicycle racks	1 space per 10,000 SQ FT of non- residential uses	1 space per 10,000 SQ FT of non- residential uses	2 spaces
Driveway Width	One-way Driveway: Maximum 15 feet Driveway permitted width: Maximum 30 feet	*There shall be no limitation on the number or width of driveways on the site	*5th Ave: 50 feet (Bus Lane + Service Lane) 4th Ave: 57 feet (Bus Lane + Service Lane)

^{*} Denotes proposed modifications of the City Code. To achieve the goals of the project, the applicant is requesting modifications to building height, front setback, parking and driveway requiremetns as part of the PUD supplemental regulation.

350 S. FIFTH AVE. DEVELOPMENT PUD

350 S. Fifth Avenue Ann Arbor, MI 48104

Owne

CITY OF ANN ARBOR
301 E. Huron St.
Ann Arbor, MI 48104

SMITHGROUP

201 DEPOT STREET SECOND FLOOR ANN ARBOR, MI 48104 734.662.4457 www.smithgroup.com

> Consultant Two DISCIPLINE TWO Address Two City, State, Zip Phone

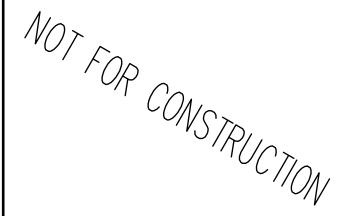
Consultant One DISCIPLINE ONE Address One City, State, Zip

PUD AREA PLAN	4	09NOV21
PUD AREA PLAN	3	070CT21
PUD AREA PLAN	2	08SEP21
PUD AREA PLAN SUBMISSION	1	25AUG21

REV DATE

SEALS AND SIGNATURES

ISSUED FOR



KEY PLAN

GENERAL NOTES

SCALE 12451.000
PROJECT NUMBER

DRAWING NUMBER

HEL. C. (USELS (JYOUNG (SITIMISHOUP)

TO: Michael Johnson, PLA, ASLA/SmithGroup

FROM: Bridget Bienkowski, PE, PTOE/Wade Trim

DATE: 11-02-2021

RE: Y-Lot Development – Area Plan Traffic and Multimodal Evaluation

INTRODUCTION

A new residential/commercial development is proposed for the existing Y-lot, on the north side of E. William Street between S. Fourth Avenue and E. Fifth Avenue in the City of Ann Arbor. The new site location is shown in the red box below, taken from the SmithGroup Public Presentation.

Figure 1. Proposed Site Location.



November 2, 2021

November 2, 2021

The purpose of this analysis is to provide a high level traffic and multimodal trip analysis, with the intent of the study to provide an abstract level of evaluation to meet the City of Ann Arbor preliminary Area Plan requirements. This includes developing a basic traffic evaluation for the additional trips generated by the development for multimodal travel and estimation of the trip distribution most likely to occur based on existing traffic and multimodal patterns in the transportation network surrounding the site. This analysis does not include detailed level of effort required for the Site Plan review phase, which may require a full traffic impact study as the project plans progress into final stages of design.

EXISTING CONDITIONS

The existing site is a permit-only parking lot. E. William Street is a two-way street that run east/west consisting of one lane in each direction and a two-way cycle track on the north side. S. Fourth Avenue is a two-way street that runs north/south to the west of the site. The site is bounded on the east by S. Fifth Avenue, a one-way southbound only street with parking spaces on the east side and a bus pull off to the west side. Ann Arbor Area Transportation Authority (AAATA) The Ride's large transit center bus hub is located the north of the site.

Due to a large-scale decrease in motorized vehicle traffic volumes imposed by the current pandemic, pre-COVID traffic counts were used in this analysis to provide an estimate for typical traffic patterns surrounding the site. Traffic counts were provided by the City of Ann Arbor that were taken in November 2019. Additional traffic counts taken by Quality Counts for the William Street Study and First/Ashley Two-Way conversion study were also used to fill in gaps in the 2019 data.

PROPOSED DEVELOPMENT

The new development conceptually consists of the following:

- 370 total housing units (inclusive of 145 affordable units)
- 5,685 sq ft of retail space
- 7,348 sq ft of office space

These numbers are based on the conceptual plans at this moment in time; however, modifications to the concepts may require changes in the unit count which will be finalized in the next phase of design — the Site Plan. There is no off street parking and no planned vehicular access to the site, with the exception of loading/unloading zones. It is anticipated that pedestrians will enter the building off of E. William Street, and there will also be bicycle parking off of E. William Street. The concept plan recommends a mix of standard horizontal bike parking with hoops and some vertical wall mounted parking. With no access for vehicles, it was discussed with the DDA that one-half of the vehicles would use the Fourth and William Parking Deck (on the northwest quadrant of S. Fourth Ave and E. William St) and one-half of the vehicles would use the Library Lane Deck (on S. Fifth Ave south of E. Liberty St). Per the DDA staff, parking permits are currently available at the two Parking Decks and the DDA has a long term parking permit policy that addresses requests for long term parking contracts, specifically for development that provides substantial community benefit projects, such as affordable housing units.

As part of the PUD Area Plan Development, SmithGroup has coordinated some of the assumptions necessary for the project. For the purposes of this submittal, it was assumed that parking needs will be evenly distributed between the two nearby parking facilities. The justification for this is provided in the SmithGroup October 7, 2021 memo. No on-site parking is required for the first 400% FAR per zoning. Per zoning, parking is only required for any non-affordable square footage between the 400% and 900% delta. For this project, the total required parking by zoning is approximately 90 spaces. Current PUD assumes working with the DDA to secure parking permits in nearby parking structures to accommodate parking needs. The project location directly adjacent to the City's transit hub and two existing parking structures provides a unique opportunity to promote sustainable growth while increasing affordable housing units in the community.

November 2, 2021

The October 7, 2021 memo also provides evaluation/justification that the identified nearby parking facilities have or will have capacity to meet the parking needs of proposed project: "Per DDA staff, parking permits are currently available at two of the nearby parking facilities, the Fourth & William structure, and the Library Lane garage. Availability fluctuates based on demand; current COVID recovery conditions may not reflect future demand. It is important to note, however, the DDA is a committed partner with the AAHC in accomplishing the City's goal of increasing the number of affordable housing units in the community. The DDA has a long-term parking permit policy that addresses requests for long-term parking contracts. Criteria for considering such requests include encouraging development that provides substantial community benefit specifically projects that create affordable housing units."

MULTIMODAL GENERATED TRIPS

New multimodal trips for walking, biking, transit and motor vehicle generated by the proposed residential development were estimated based on information and procedures contained in the Institute of Transportation Engineer's (ITE) report *Trip Generation, Tenth Edition*. With unknown businesses going into the development, conservative land uses were used to generate the trips which yield greater numbers of trips per use:

- Land Use Code 222 Multifamily Housing (High-Rise) was used to estimate the trips for the proposed housing units.
- Land Use Code 710

 General Office Building was used to estimate the trips for the proposed
 office space.
- Land Use Code 820 Shopping Center was used to estimate the trips for the proposed retail space

Using the ITE Trip Generation Manual for a dense multi-use urban setting, the number of person trips per peak period of the adjacent roadway were generated for the three land uses. Next, the internal trips were calculated based on the standard practice of using the NCHRP 8-51 Internal Trip Capture Estimation Tool spreadsheet, shown in Appendix B. This spreadsheet provides the percentage of internal trips from one land use to a different land use type. The internal trips include the portion of trips that start and end within the development (i.e., a resident in one of the housing units going to work in the

November 2, 2021

office on the ground floor space) and therefore, never use the external roadway system. These trips were removed from the generated trips. Finally, the trips generated for each land use were then sorted into mode choice-walking, transit, bicycle, or a vehicle.

The mode choice percentages were provided in the ITE Trip Generation Manual. Currently, ITE does not provide any data for affordable housing units. However, understanding that income may play a role in mode choice, trip generation values were estimated based on data developed in the *Affordable Housing Trip Generation Strategies and Rates* (2018) by CalTrans study on affordable housing. With little data available on affordable housing trip generation in ITE or other reports, the CalTrans study was used as income does play a role in mode choice, it's a better prediction of trips generated from affordable housing units than the standard ITE Trip Generation Manual. The data was used to predict the modal choices for the trips generated by the estimated 145 affordable housing units. Using the above method, Table 1 shows the estimated generated multimodal new trips for the Y-Lot:

Table 1. Multimodal Trip Generation								
TOTAL TRIPS		EN	TER			E	KIT	
GENERATED TRIPS	Walk	Transit	Bicycle	Vehicle	Walk	Transit	Bicycle	Vehicle
AM Peak Hour	23	13	2	39	62	42	5	117
PM Peak Hour	50	26	4	82	37	21	3	71
INTERNAL CAPTURE TRIPS		EN	TER			E	KIT	
AM Peak Hour	4	1	0	3	5	2	0	5
PM Peak Hour	24	12	2	34	16	9	1	27
NET TRIPS		ENTER				E	KIT	
AM Peak Hour	19	12	2	36	57	40	5	112
PM Peak Hour	26	14	2	48	21	12	2	44

As stated above, internal trips were captured based on the NHCRP report and removed from the generated trips. The internal trip capture from the NCHRP 8-51 report is provided in Table 1. These trips were removed from the generated trips based on the internal capture estimations and represent the maximum number of trips if no internal trips are made.

For a future Site Plan evaluation, the number of internal trips will be discussed with the City of Ann Arbor Traffic Department to determine a realistic amount based on the NCHRIP report, land use of the proposed development, and engineering judgement. For the purposes of this analysis, the internal capture trips have been removed based on the standard practice guidelines as described above.

The calculations for generating trips are included in Appendix A.

SURROUNDING TRANSPORTATION NETWORK

Based on a review of the road network adjacent to the proposed site and conversations with the City of Ann Arbor traffic engineering department, the impact area for this study was identified. Being a high level traffic evaluation, no additional data collection was included as part of this analysis. Traffic counts taken in 2019 provided by the City of Ann Arbor, 2017 counts from the William Street project, and various counts from the MDOT's Transportation Data Management System were all used to populate the study area with volumes. As recent counts are not available on Liberty Street, the Liberty Street area was not included as part of the scope this study but may be included in a future Site Plan evaluation. Due to the parking being off site, two midblock crossings were included in the estimations: one crossing somewhere on Fifth Avenue and one crossing on Fourth Avenue. These crossing currently do not exist, but it is likely that the future needs will include potential crossings somewhere on these two streets based on the proposed development. Exact locations and treatments for these crosswalks may be included in a future Site Plan evaluation.

Other elements impacting the transportation network were addressed in the October 7, 2021 Smithgroup memo including the following:

- Evaluation and justification for design exceptions: "The Area Plan includes an 18-foot service lane and 35-foot dedicated bus lane with four (4) off-street bus bays. A shared bus and service lane was not acceptable to AAATA's operations. The increased driveway width is needed to accommodate large vehicle turning movements, including buses, solid waste trucks, a typical 2-bedroom capacity rental moving vehicle, and WB-40 semi-truck for a possible commercial use, as shown on CS103 and CS104. The service lane also includes a 3 FT egress path to allow for egress from the P1 and P2 stair towers. The AAATA also had specific requirements for the bus lane dimensions to accommodate multiple configurations for the bus bays to be determined at Site Plan. Modification to the maximum driveway width requirements is one of the primary drivers for the rezoning from D-1 to PUD."
- Propose pedestrian crossing treatments at site access intersections: "Shown on CU102, pedestrian sidewalks will carry through the drive aprons associated with the site access intersections thus providing a visual cue for vehicles that the drive aprons are not solely for vehicular access. Additionally, pavement markings could be added to the drives alerting motorists exiting the site that a pedestrian crossing exists. When more detailed design begins, AAATA will be engaged to discuss their requirements for drive aprons accessing their facilities and these will be coordinated with pedestrian movements across the site access intersections."
- Coordination with other significant projects: "The DDA's Fourth Avenue project is currently in conceptual design phase and has not be revised since the Spring 2021 Public Engagement. While the proposed concept increases the adjacent sidewalk and provides for more on-street bus loading, the design doesn't change the overall number of lanes and it doesn't change configuration at intersections. It does propose new speed tables which slowing but do not inhibit the flow of vehicular traffic while also allowing for pedestrian crossing. The Fourth Avenue project will impact the site by improving the pedestrian and transit rider experience.

November 2, 2021

The Fourth Avenue project has not involved any additional traffic counts or modeling to be included in the study. In the long term, Fourth and Fifth may provide for transit leading signals between Liberty and Huron to help the flow of buses to and from the Blake Transit Center."

METHODOLOGY

These intersection volumes were used to find the volumes at the entrance and exit points into the study area network. The total number of vehicles entering the network was calculated. The percentage of vehicles at each entrance point of the network were calculated to find the distribution of where vehicles are currently entering the study area. The same process was applied to vehicles exiting the network for the AM and PM peak hours, and the process was repeated for bicycle and pedestrian trips. This provided an outline for where the existing vehicle, bicycle, and pedestrian traffic is currently entering and exiting the network.

TRIP DISTRIBUTION

Trip distribution for the generated trips for the site was determined based on existing peak hour traffic volumes on the study area roadways. Using the same enter/exit percentages calculated using the existing volumes, the generated trips were distributed to the network. The resultant trip distribution for the proposed development is shown in Figures 2 through 5. It is important to note that the pedestrian trips will show a larger volume than what was generated using ITE. This is due to the additional pedestrian trips required from a person parking a vehicle and then walking from the garage to the proposed development.

As discussed in the SmithGroup memo, at this time, the on-site transit layout and operations have not been finalized. Therefore, it was assumed that existing transit stops/routes will be used, and trips were not distributed. Once the transit operations are finalized with AATA, the bus trips can be analyzed. This may also include additional pedestrian/bicycle trips from the bus stop to the proposed development depending on the final location of transit stops.

350 S. FIFTH AVE. DEVELOPMENT PUD

350 S. Fifth Avenue Ann Arbor, MI 48104

Owner

CITY OF ANN ARBOR

301 E. Huron St. Ann Arbor, MI 48104

SMITHGROUP

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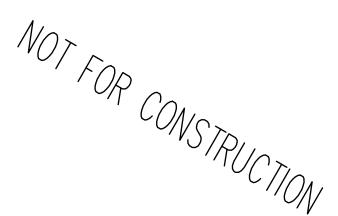
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AREA PLAN	
AREA PLAN	 08SEP21

PUD AREA PLAN SUBMISSION 1 25AUG21

REV DATE

SEALS AND SIGNATURES

ISSUED FOR



KEY PLAN

AWING TITLE

TRAFFIC MEMO

SCALE

PROJECT NUMBER

12451.000

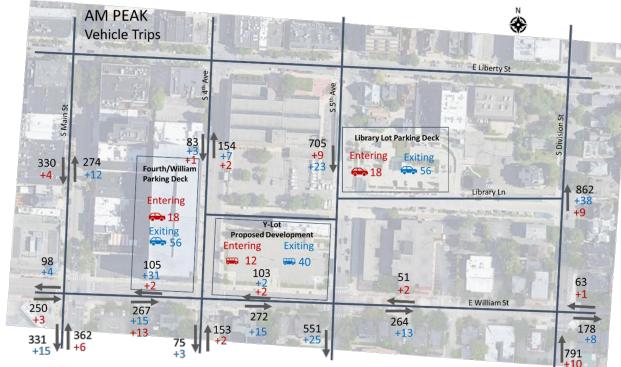
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November 2, 2021

Figure 2. AM Peak vehicle distribution.



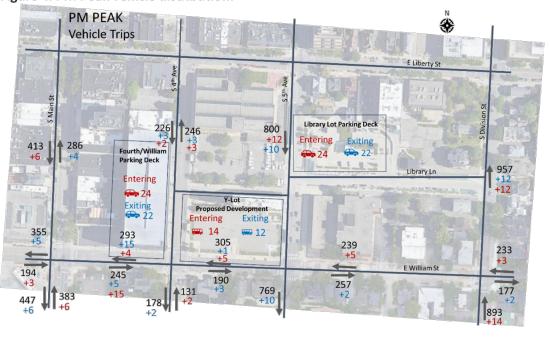
Note: The transit trips are not distributed in the network since it is assumed the trips will occur on already existing routes/stops.

Figure 3. AM Peak pedestrian/bicycle distribution.



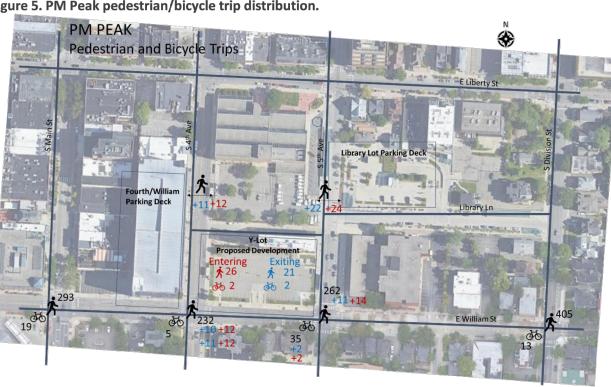
November 2, 2021

Figure 4. PM Peak vehicle distribution.



Note: The transit trips are not distributed in the network since it is assumed the trips will occur on already existing routes/stops.

Figure 5. PM Peak pedestrian/bicycle trip distribution.



November 2, 2021

Without intersection pedestrian/bicycle volumes at each study location, the nonmotorized trips were not further distributed throughout the network at a microscopic level, but were evaluated in high level terms of percentages. As shown in Figure 2, the AM Peak period experiences about a 1.3% increase in vehicle trips entering the network and an increase 4.4% increase in vehicle trips exiting the network. As shown in Figure 4, the PM Peak period experiences about a 1.5% increase in vehicle trips entering the network and a 1.3% increase in vehicle trips exiting the network.

CONCLUSION

With the development of the proposed Y-lot building, there will be additional transit, vehicle, bicycle, and pedestrian trips on the network surrounding the development. The purpose of this analysis was to provide a high level assessment estimating additional trips expected on the surrounding roadway network for each mode.

Based on this high level assessment, there less than 5% increase in any direction of traffic for either peak period, engineering judgment was used to determine that multimodal trips are expected to have moderate impacts to the adjacent transportation network; however, detailed traffic modeling and corresponding intersection Levels of Service were not required to be evaluated at this phase in development. Using the ITE Trip Generation Manual and distributing the trips throughout the network using existing traffic patterns, the following is the new estimated volume information:

AM Peak Period

- o 36 vehicle entering trips, with 1.3% increase in vehicle trips entering the immediate adjacent roadway network of S. Main St, S. Fourth Ave, S. Fifth Ave, S. Division St and E. William S.
- o 112 vehicle exiting trips, with 4.4% increase in vehicle trips exiting the network
- o 76 (19 entering, 57 exiting) pedestrian trips plus the additional trips from transit and parking vehicles offsite
- 7 (2 entering/5 exiting) bicycle trips
- 52 transit trips (12 entering/40 exiting)

PM Peak Period

- o 48 vehicle entering trips, with 1.5% increase in vehicles trips entering the immediate adjacent roadway network of S. Main St, S. Fourth Ave, S. Fifth Ave, S. Division St and E. William S.
- 44 vehicle exiting trips, with 1.3% increase in vehicle trips exiting the network
- o 47 (26 entering, 21 exiting) pedestrian trips plus the additional trips from transit and parking vehicles offsite
- 4 (2 entering/2 exiting) bicycle trips
- 26 transit trips (14 entering/12 exiting)

Once the final design is set, the traffic evaluation will proceed to include Site Plan level details.

350 S. FIFTH AVE. DEVELOPMENT PUD

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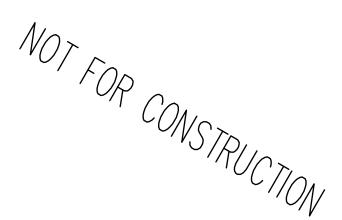
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SEALS AND SIGNATURES



KEY PLAN

TRAFFIC MEMO

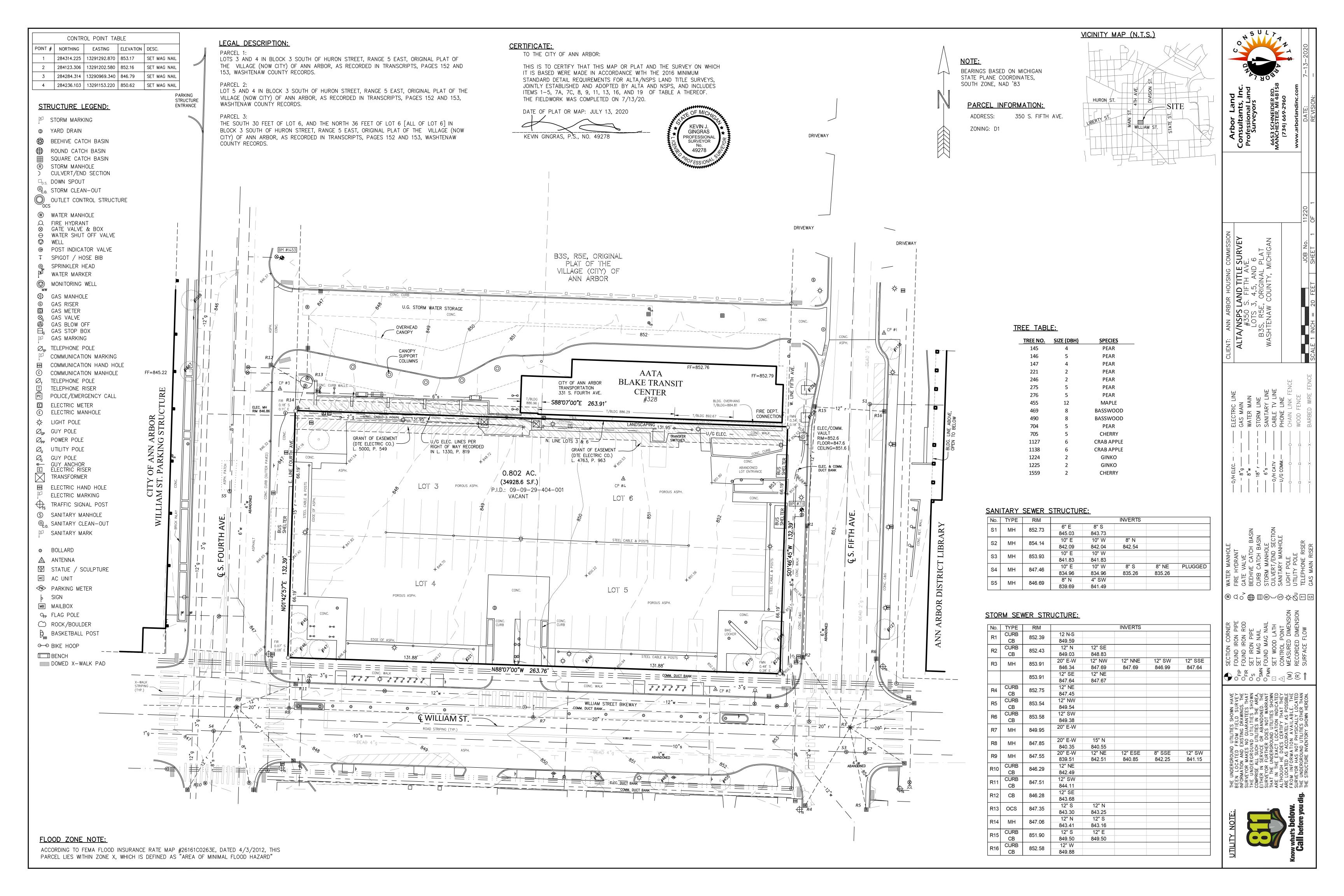
SCALE

PROJECT NUMBER

DRAWING NUMBER

G102

12451.000



TREE TABLE:

OFF SITE

OFF SITE

OFF SITE

OFF SITE

1138

1224

1225

1559

	TREE NO.	SIZE (DBH)	SPECIES
ON SITE	145	4	PEAR
ON SITE	146	5	PEAR
ON SITE	147	4	PEAR
ON SITE	221	2	PEAR
ON SITE	246	2	PEAR
ON SITE	275	5	PEAR
ON SITE	276	5	PEAR
OFF SITE	455	12	MAPLE
OFF SITE	469	8	BASSWOOD
OFF SITE	490	8	BASSWOOD
ON SITE	704	5	PEAR
OFF SITE	705	5	CHERRY
OFF SITE	1127	6	CRAB APPLE

CRAB APPLE

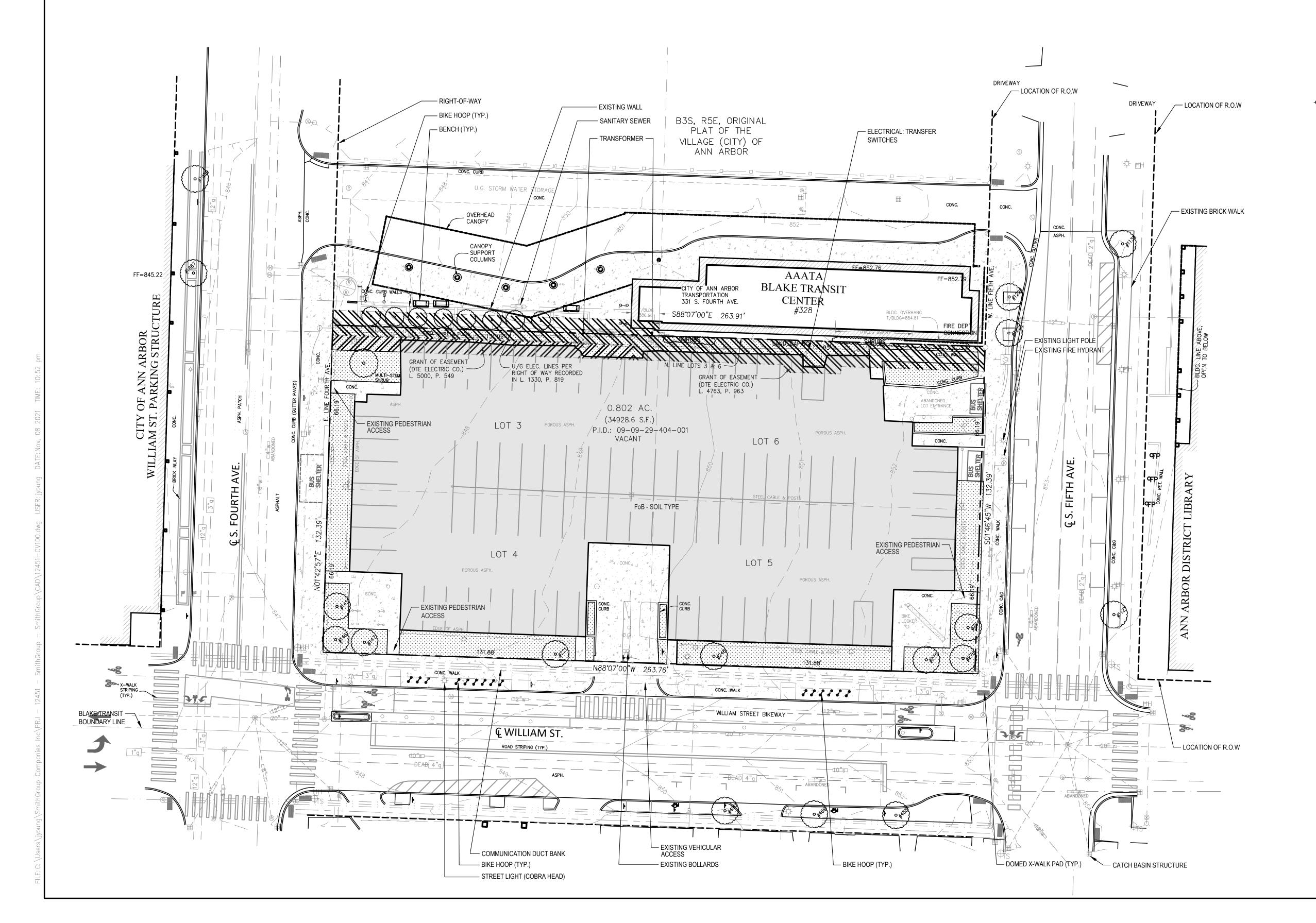
GINKO

GINKO

CHERRY

IMPERVIOUS CALCULATION:

	AREA (SF)	PERCENTAGE
PERVIOUS VEGETATED AREA	6,238.00	18%
PERVIOUS ASPHALT	24,700.00	71%
IMPERVIOUS CONCRETE	3,990.60	11%
TOTAL SITE	34,928.60	100%



SHEET NOTES

- THE EXISTING LAND USE AND ACTIVITY ON THE SITE IS CLASSIFIED
 AS A SURFACE PARKING LOT.

 ORDER

 OF OFFICE AND ACTIVITY OFFICE AND
- 2. SUBCONSULTANT SME WILL PROVIDE GEOTECH AND ENVIRONMENTAL DATA BASED ON EXISTING CONDITIONS.

SITE ANALYSIS

THE ALTA SURVEY DATED 7/13/20 WAS PREPARED BY ARBOR LAND CONSULTANTS, INC.

SOIL DESCRIPTION

FoB - FOX SANDY LOAM, TILL PLAIN, 2 TO 6% SLOPES, 0.802 ACRES IN AOI

PRIOR USE OF THE SITE INDICATE POTENTIAL UNDOCUMENTED FILL RANGING FROM ABOUT 5 TO 20 FEET OVERLYING NATURAL SANDS EXTENDING ABOUT 50 TO 75 FEET.

NATURAL FEATURES SUMMARY

- . **ENDANGERED SPECIES HABITAT -** THERE IS NO ENDANGERED SPECIES HABITAT ON THE SITE (PER SMITHGROUP 2020 FIELD OBSERVATION).
- 100 YEAR FLOODPLAIN / FLOODWAY- THE Y-LOT SITE IS LOCATED IN AN AREA OUTSIDE OF THE 0.2% ANNUAL CHANCE FLOODPLAIN (DESIGNATED AS "ZONE X, OTHER AREAS" ON THE FEMA MAP). THIS IS BASED ON THE FEMA FLOOD INSURANCE RATE MAP FOR WASHTENAW COUNTY, PANEL 263 OF 585, MAP NUMBER 26161C0263E, EFFECTIVE DATE APRIL 3, 2012.
- LANDMARK TREES THERE ARE NO LANDMARK TREES ON THE SITE
 AS DEFINED BY CITY OF ANN ARBOR ORDINANCE LANDMARK TREE
 LIST
- STEEP SLOPES NO STEEP SLOPES EXIST ON THE SITE. THE SLOPE RANGE ON THE SITE ARE BETWEEN 0% 3% MAX SLOPE.

 WATERCOURSES THERE ARE NO WATERCOURSES ON THE SITE AS
- IDENTIFIED ON ALTA LAND SURVEY.

 6. WETLANDS THERE ARE NO WETLANDS ON THE SITE AS IDENTIFIED ON ALTA LAND SURVEY.
- 7. **WOODLANDS** THERE ARE NO WOODLANDS ON THE SITE AS IDENTIFIED ON ALTA LAND SURVEY.

LEGEND

PROPERTY LINE

RIGHT-OF-WAY

DTE EASEMENT

CONCRETE PAVEMENT

ASPHALT PAVEMENT

VEGETATED AREAS

DOMED X-WALK PAD

EXISTING TREES/ SHRUBS

BIKE HOOP

BOLLARD

350 S. FIFTH AVE. DEVELOPMENT PUD

350 S. Fifth Avenue Ann Arbor, MI 48104

Owner:

CITY OF ANN ARBOR

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SMITHGROUP

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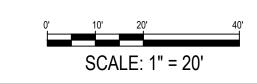
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S AND SIGNATURES

Or FOR CONSTRUCTION

KEY PLAN

WING TITLE
EXISTING CONDITIONS



SCALE
PROJECT NUMBER

DRAWING NUMBER

CV100

12451.000

AIR QUALITY NOTE

WE RECOGNIZE URBAN ENVIRONMENTS INCLUDE A RANGE OF CONDITIONS, INCLUDING VEHICULAR TRAFFIC, TRANSIT, AND COMMERCIAL SERVICES. PROXIMITY TO SUCH CONDITIONS REQUIRES THOUGHTFUL STRATEGIES AND ACTIONS TO ADDRESS ANY POTENTIALLY RELATED IMPACTS. IN THIS CASE, THE DEVELOPMENT SITE'S ADJACENCY TO THE BLAKE TRANSIT CENTER HAS PROMPTED RESPONSIVE MEASURES IN THE CURRENT PLANNING CONCEPT TO GUIDE THE DEVELOPMENT. WHILE THE AAATA FLEET IS SHIFTING AWAY FROM DIESEL FUELED BUSSES IN ITS FLEET, WHICH WILL SIGNIFICANTLY REDUCE POTENTIAL AIR QUALITY AND ACOUSTICAL CONSIDERATIONS, THE PLANNING CONCEPT HAS INCORPORATED THE FOLLOWING RECOMMENDATIONS TO FURTHER MITIGATE THESE ISSUES, INCLUDING:

MECHANICAL SYSTEMS PLANNING CONCEPT RECOMMENDATIONS

- AIR INTAKE FOR MECHANICAL SYSTEMS ALONG SOUTH (WILLIAM STREET) FAÇADE, OPPOSITE THE BLAKE TRANSIT CENTER
 POSITIVE PRESSURE INSIDE THE BUILDING, INCLUDING A TWO-FAN SYSTEM THAT INCORPORATES GREATER MAKE-UP AIR THAN A
- CONVENTIONAL SYSTEM, REQUIRING REDUCED WINDOW OPENINGS
- ESTABLISH A BALANCED SYSTEM WITH ELEVATED FILTERING CAPACITY AT INTAKES
 ACHIEVE ASHRAE MECHANICAL STANDARDS, AND UTILIZE FILTERS THAT REDUCE PM 2.5 INTAKE

PHYSICAL DESIGN RECOMMENDATIONS

- ENSURE EXTERIOR FORM AND MATERIALITY CONDUCIVE TO GREATER, LESS-IMPEDED AIRFLOW
 - INCORPORATE ADDITIONAL SOUND ATTENUATION WITHIN EXTERIOR WALLS, AS WELL AS GREATER ACOUSTICAL PERFORMANCE IN INSULATED WINDOW SYSTEMS
 - DEMONSTRATE MICRO-CLIMATE AIRFLOW TESTING RELATIVE DESIGN PROPOSALS
 - INCORPORATE MONITORING SYSTEMS WHICH INCLUDE ACTIVE BLACK CARBON MONITORING
 - INCLUDE A CANOPY, EXTENDING FROM THE PROPOSED BUILDING ABOVE THE BUS LANE TO CAP THE BUS LANE AND INDUCE OUTWARD AIRFLOW

STREET TREE CHART

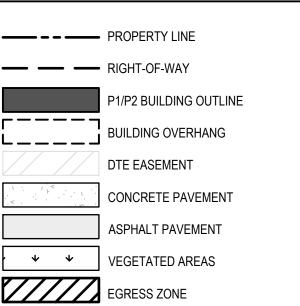
TREET	FRONTAGE	REQUIREMENTS	PROPOSED
VILLIAM ST	264 FT	6 TREES	6 TREES TOTAL. PROJECT IS UTILIZING 4 EXISTING TREES
			AND ADDING 2 PROPOSED TREES AT THE EXISTING CURB
			сит.
TH AVE	132 FT	3 TREES	0 TREES TOTAL. PROJECT WILL COORDINATE WITH DDA
			STREETSCAPE IMPROVEMENTS.
TH AVE	132 FT	3 TREES	O TREES TOTAL. DUE TO 5TH AVE BEING ONE-WAY SOUTH,
			THIS SIDEWALK IS A CRITICAL TRANSFER POINT FOR
			CYCLISTS USING THE WILLIAM ST. BIKEWAY. THE
			SIDWEALK IS ONLY 11 FEET WIDE. AN EXISTING FIRE
			HYDRANT NEAR THE BLAKE TRANSIT CENTER WILL NEED
			TO BE RELOCATED.

SHEET NOTES

SUBCONSULTANT WADE TRIM WILL BE PERFORMING ALL TRANSPORTATION ANALYSES RELATED TO THE PROPOSED PROJECT

Owner:

LEGEND



CITY OF ANN ARBOR

350 S. Fifth Avenue

Ann Arbor, MI 48104

301 E. Huron St. Ann Arbor, MI 48104

350 S. FIFTH AVE.

DEVELOPMENT PUD

SMITHGROUP

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Consultant Two
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City, State, Zip

Consultant One DISCIPLINE ONE Address One City, State, Zip

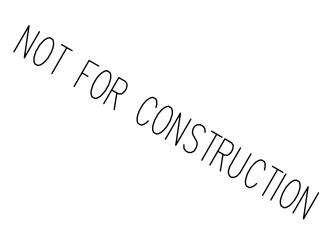
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SEALS AND SIGNATURES

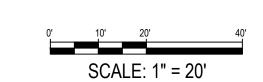
PUD AREA PLAN SUBMISSION

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KEY PLAN

CONCEPTUAL LAND USE & DIMENSION PLAN

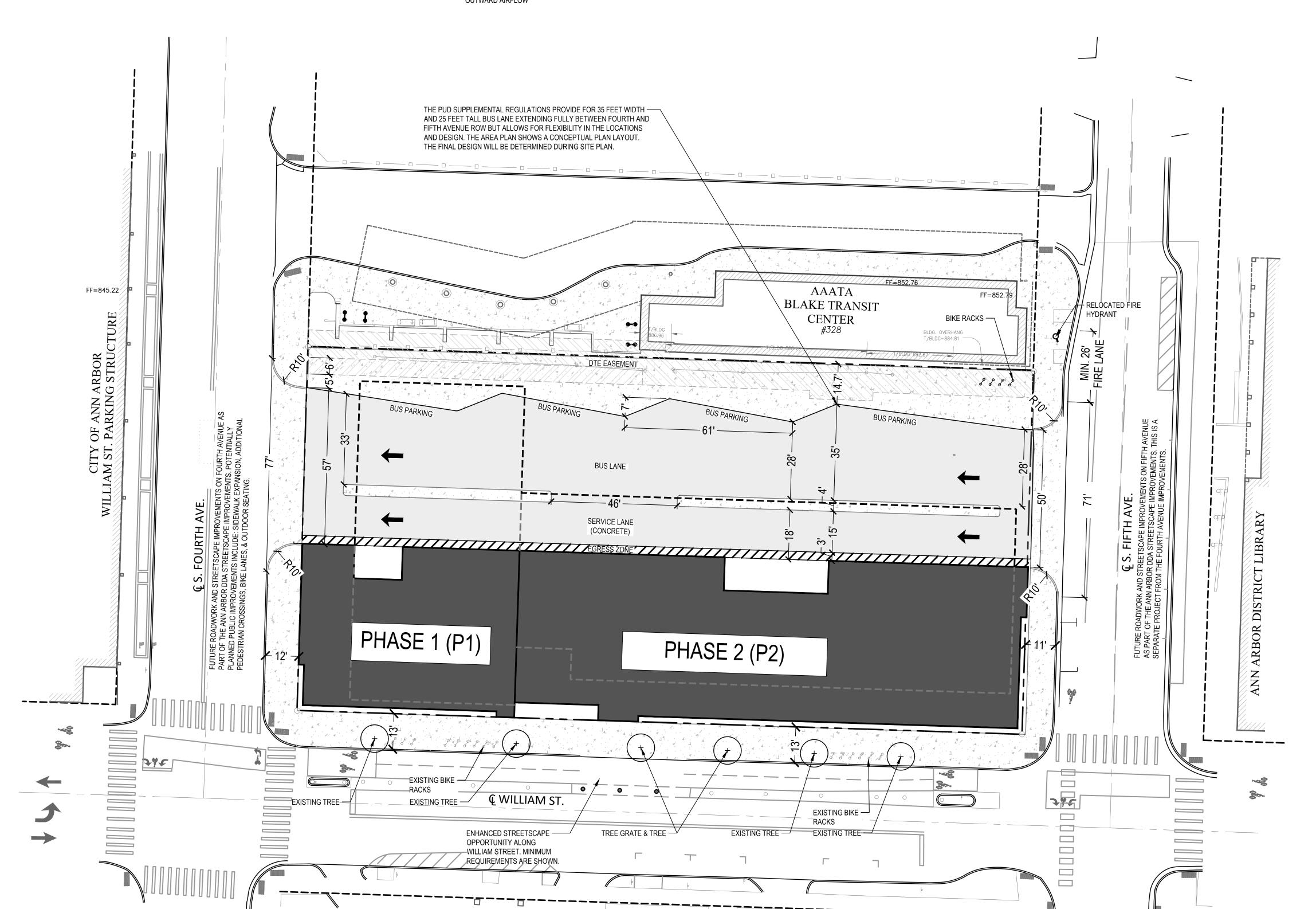


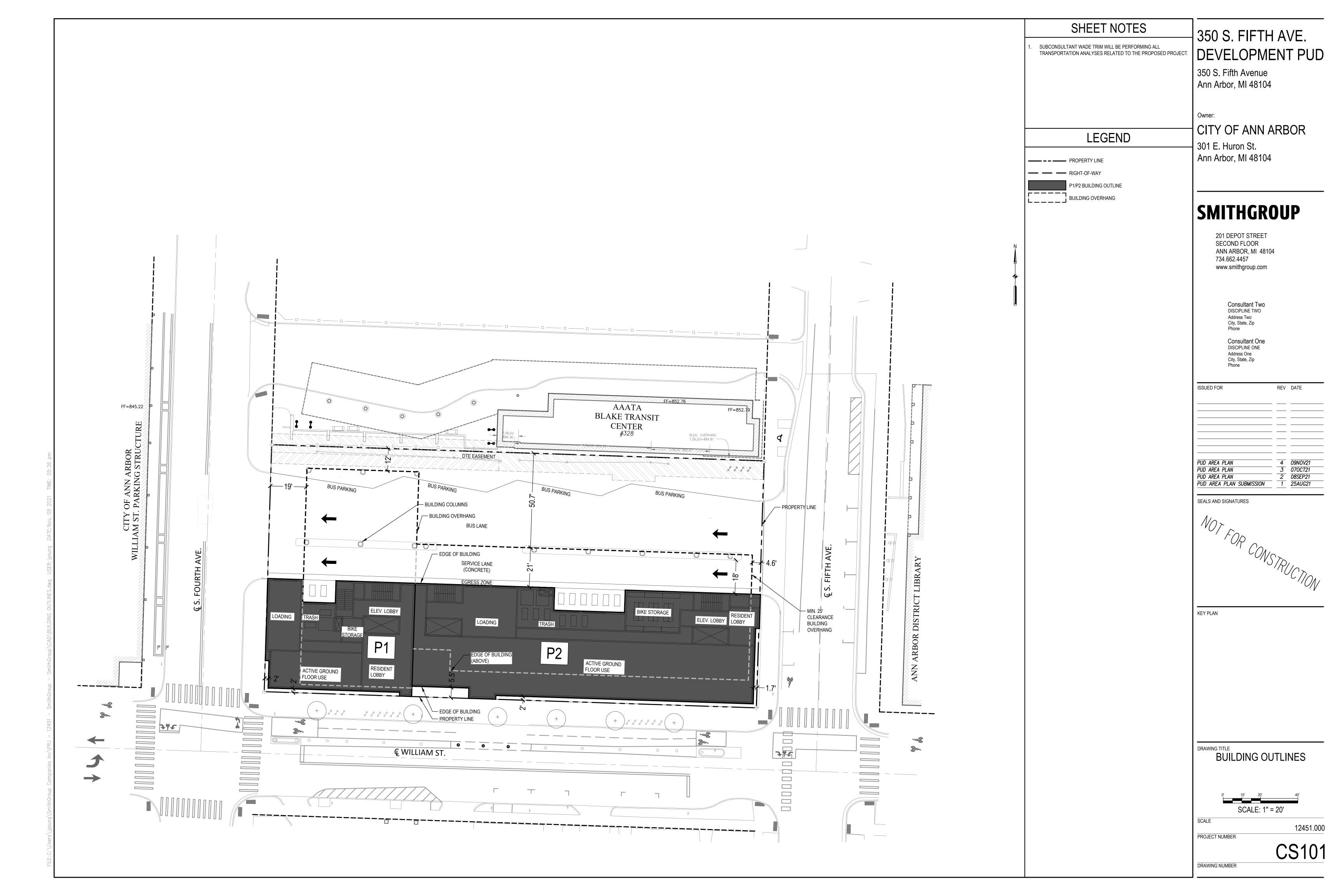
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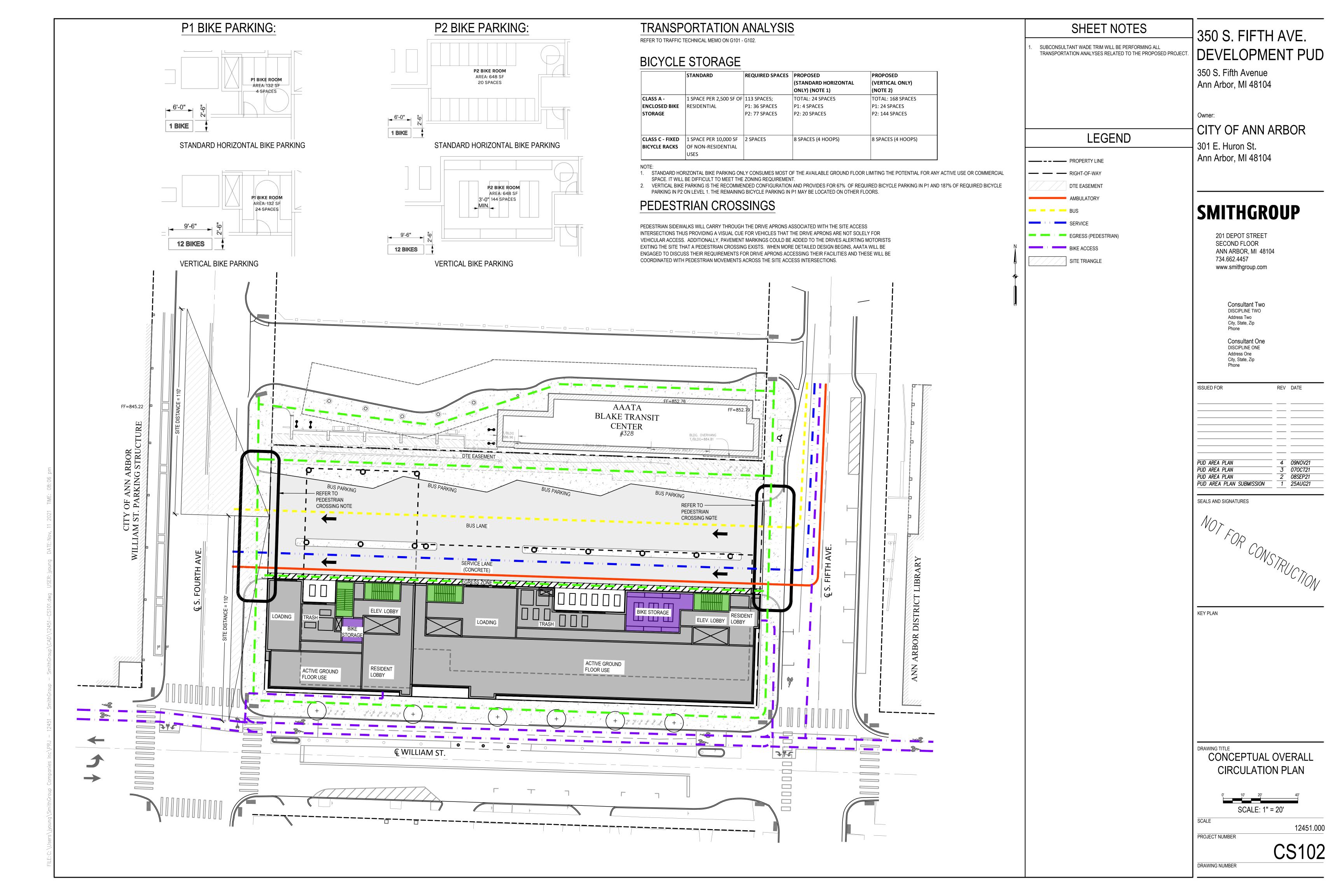
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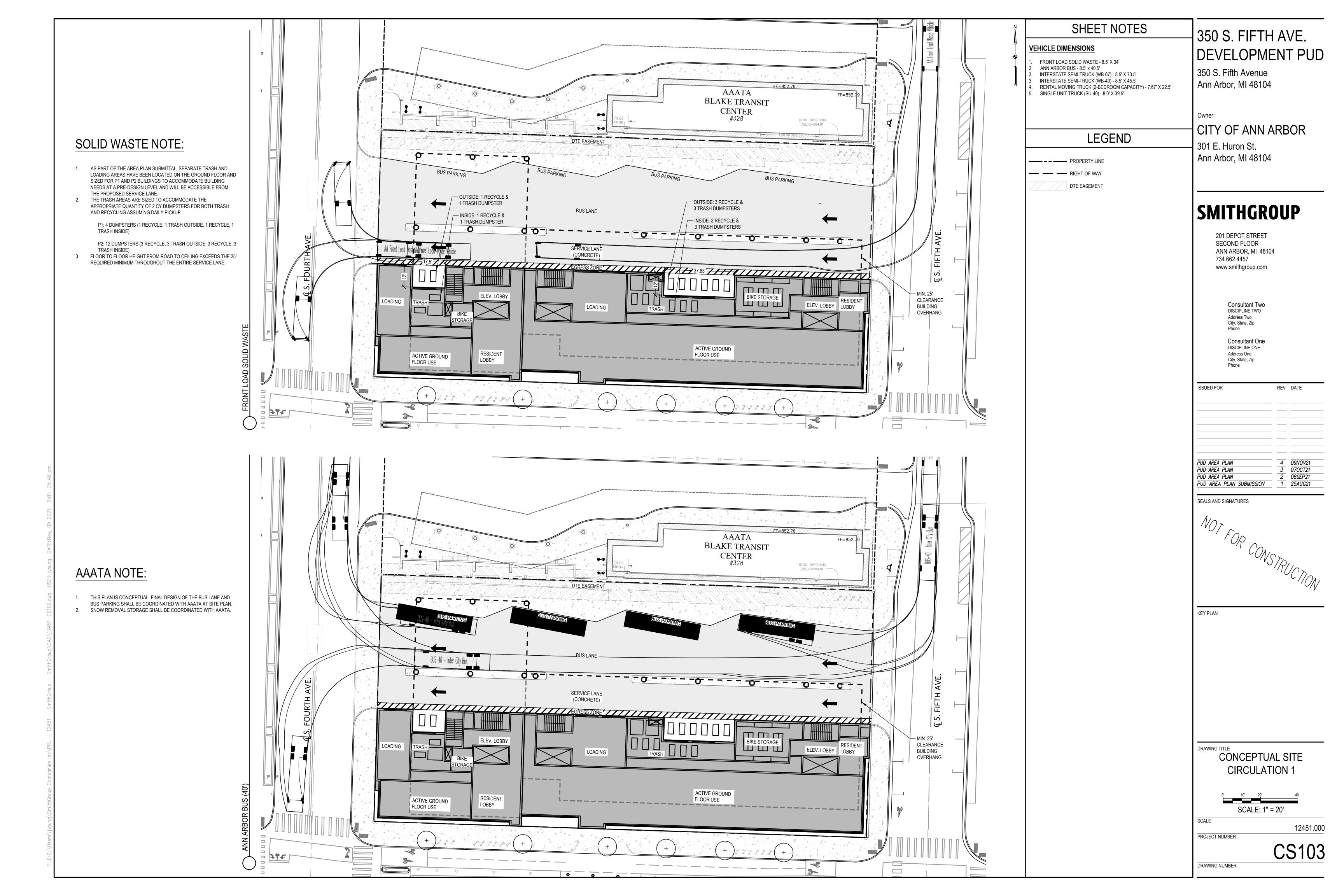
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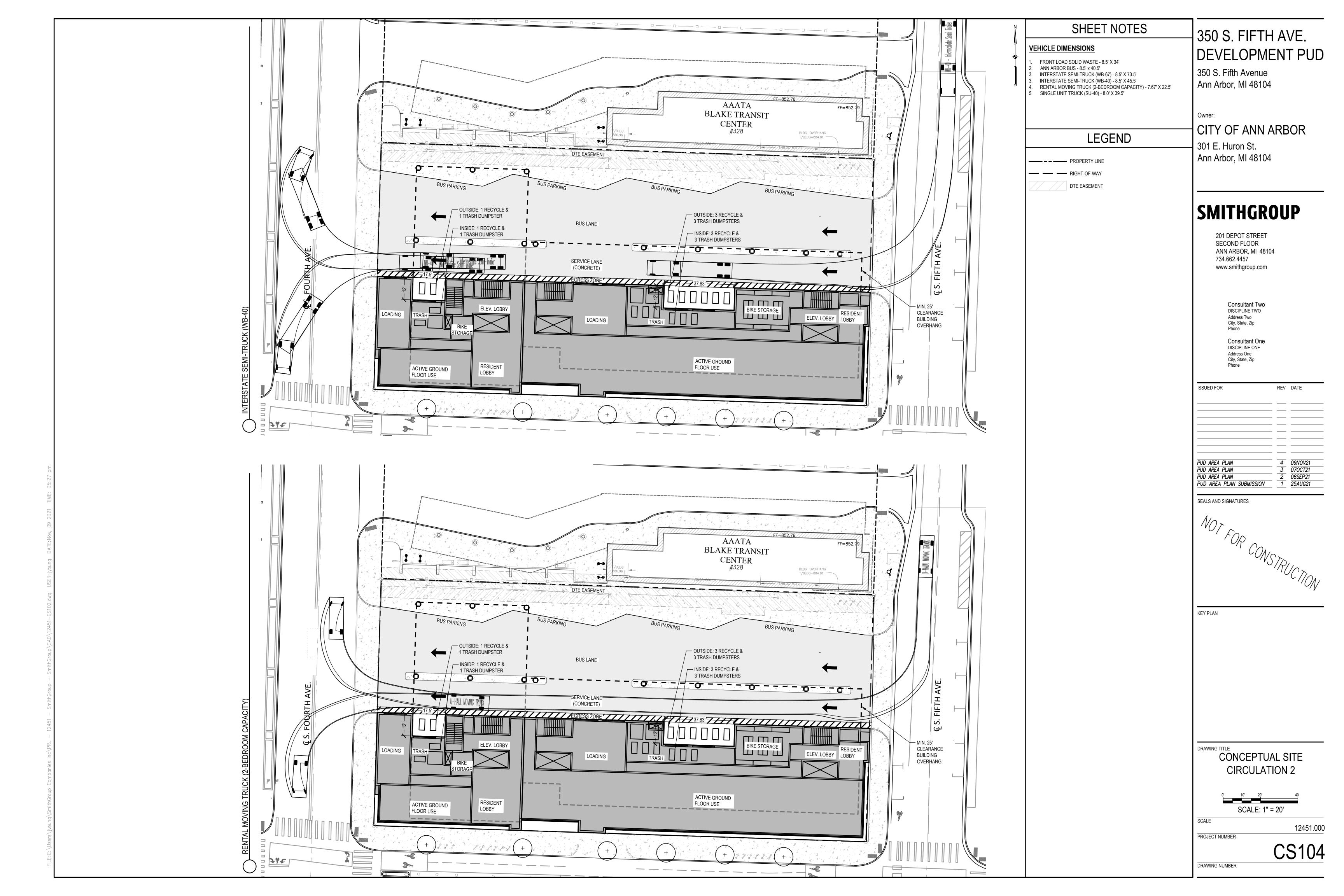
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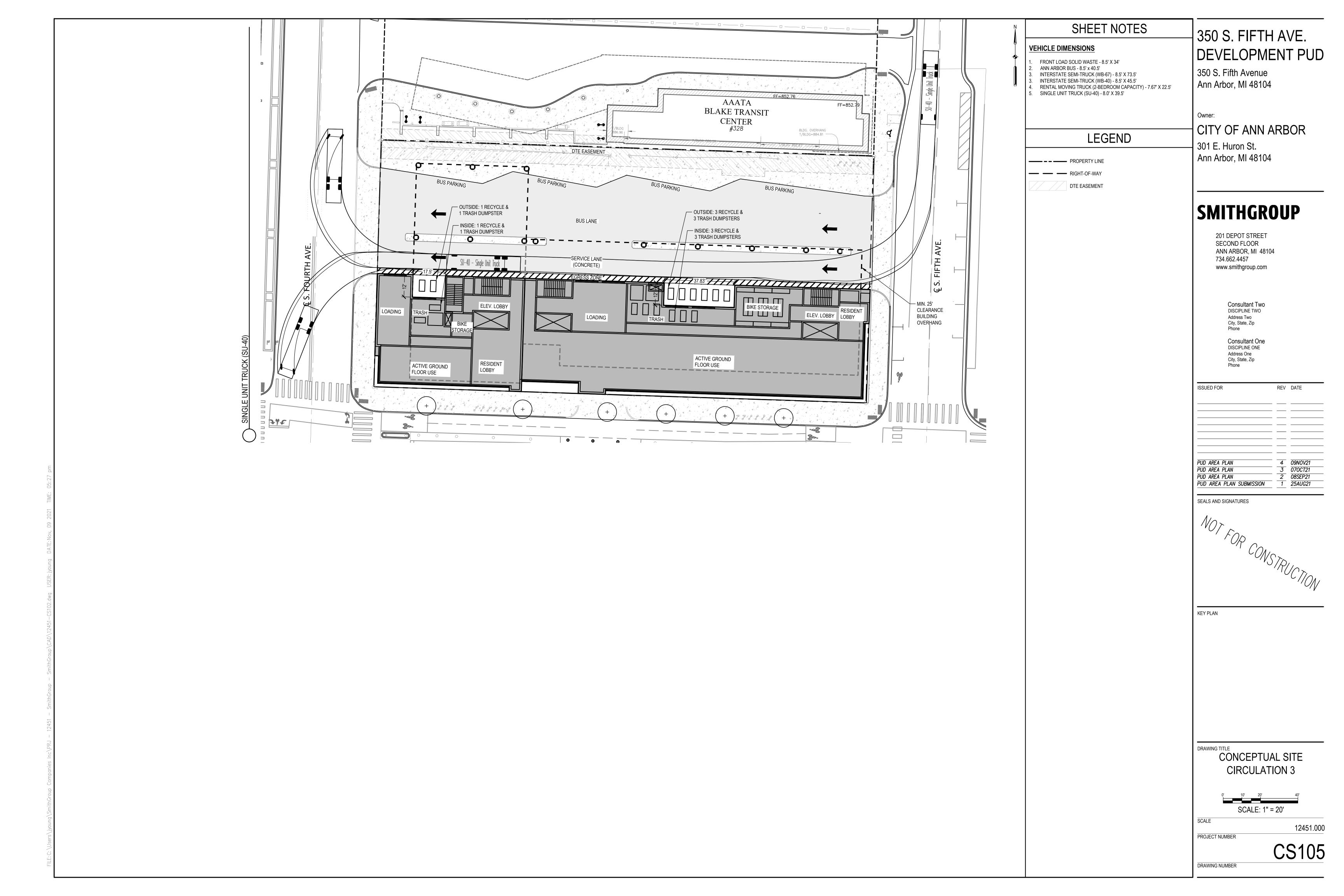


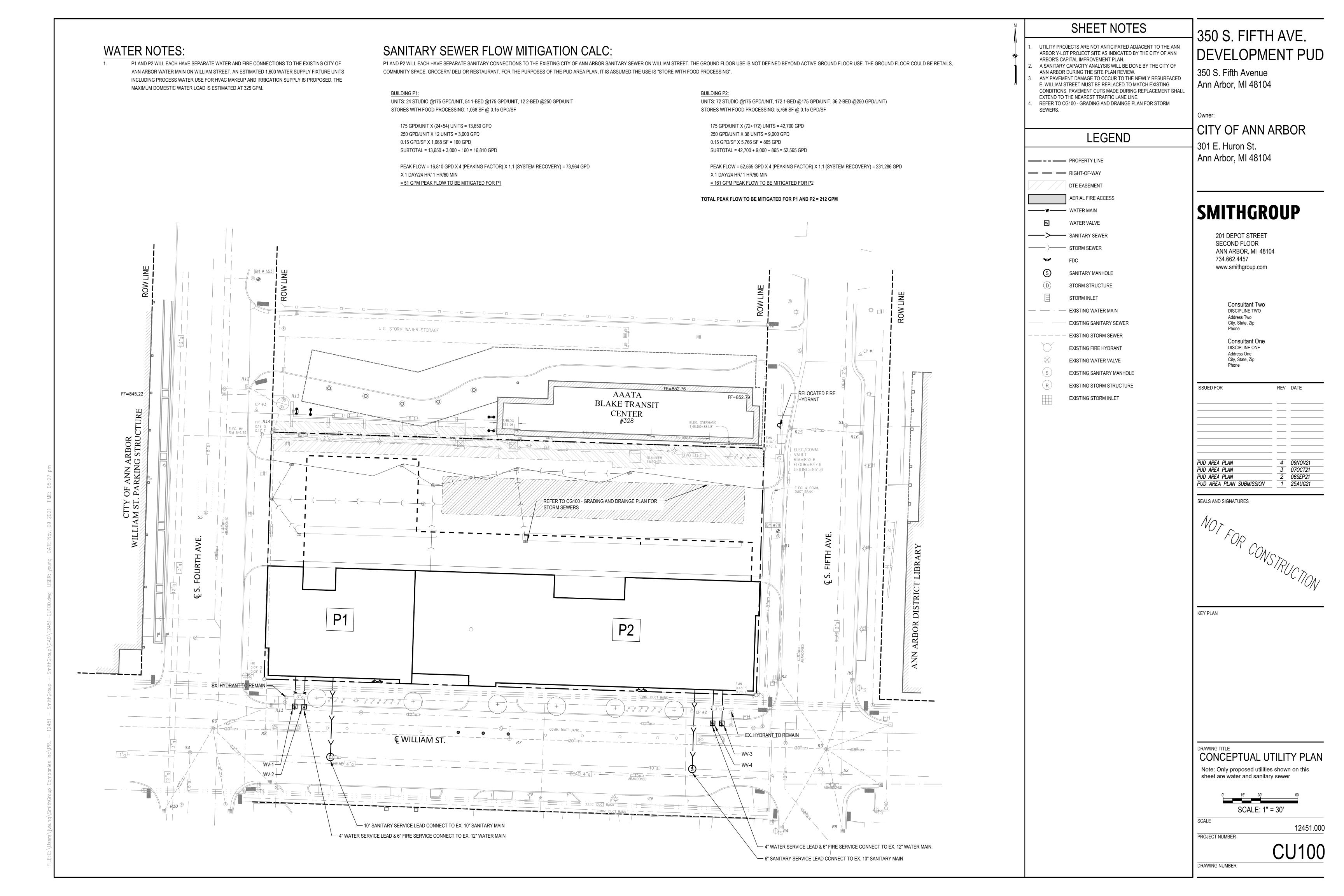


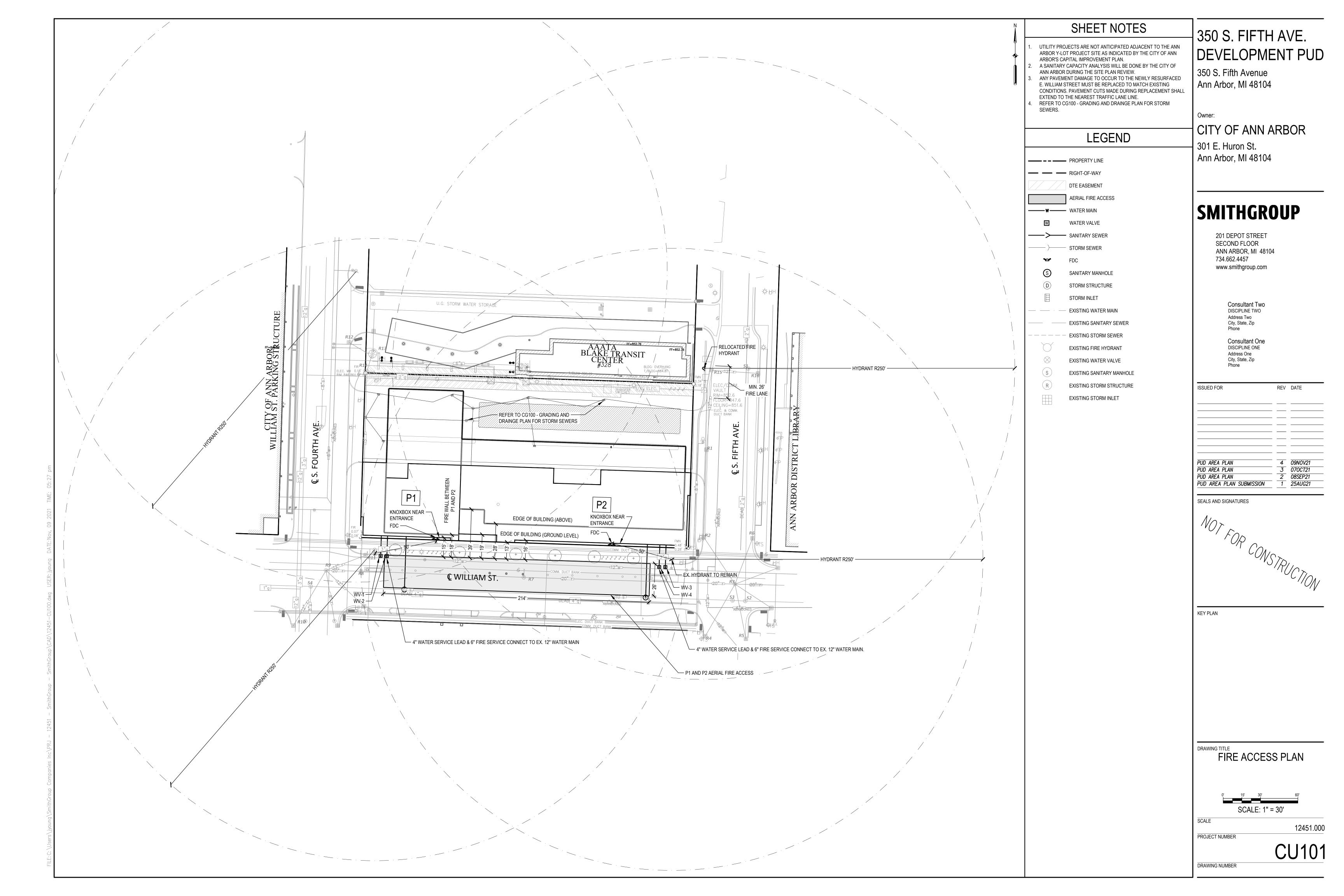


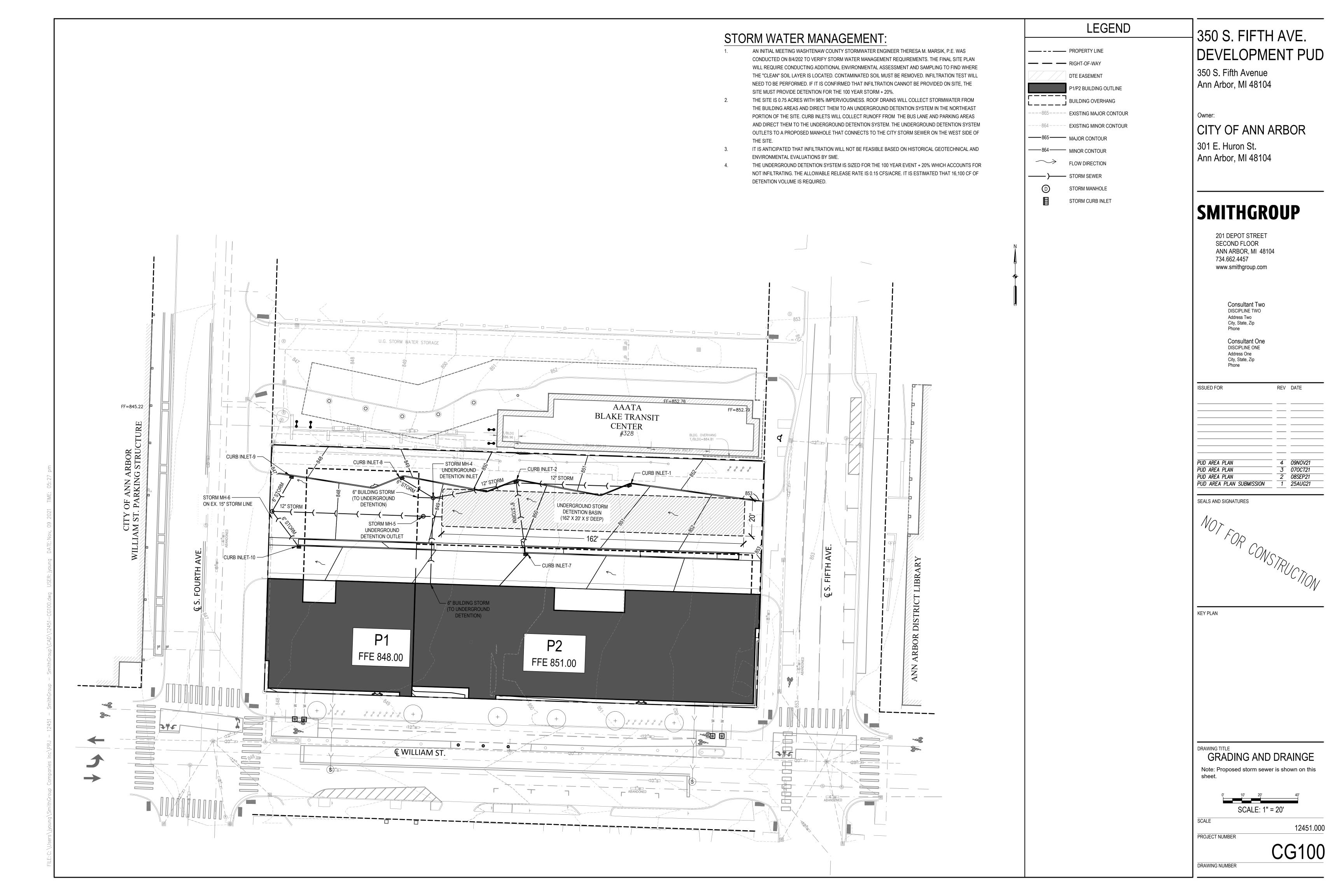




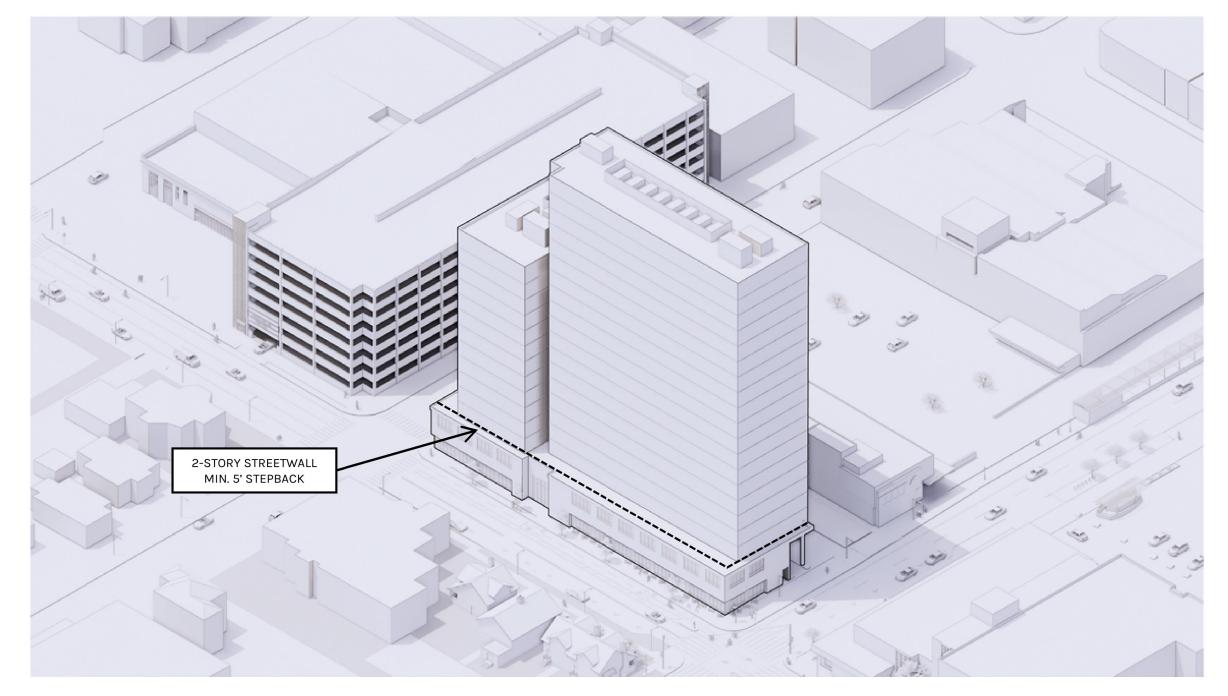




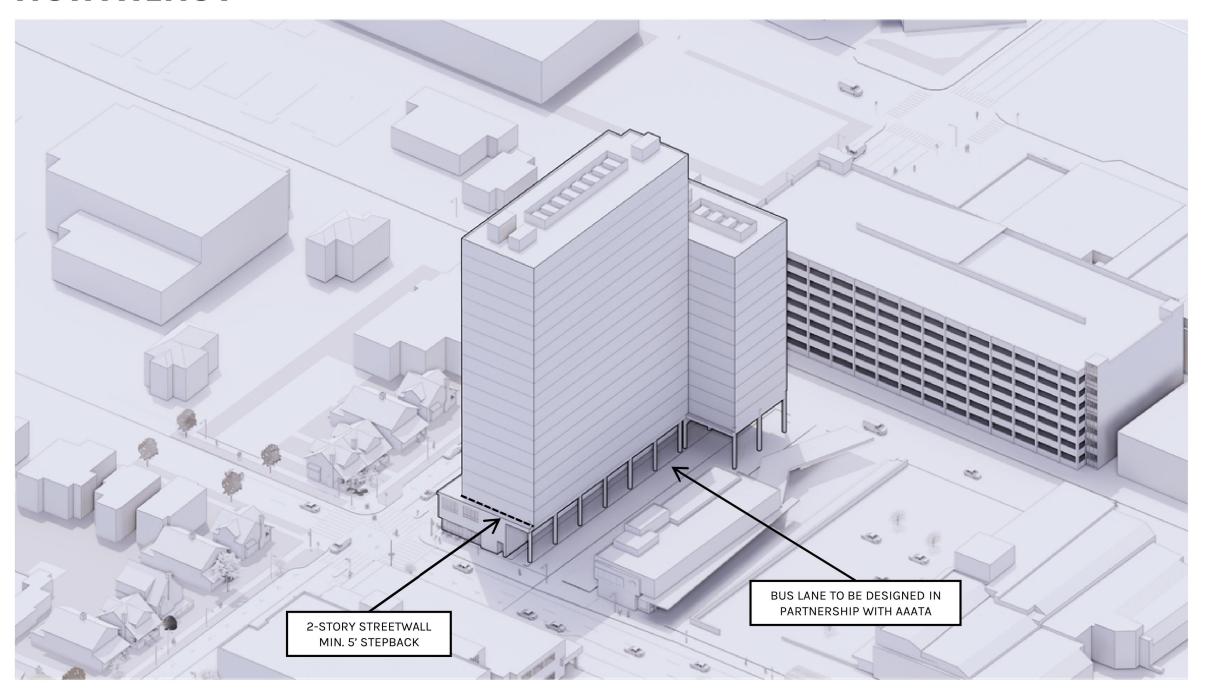




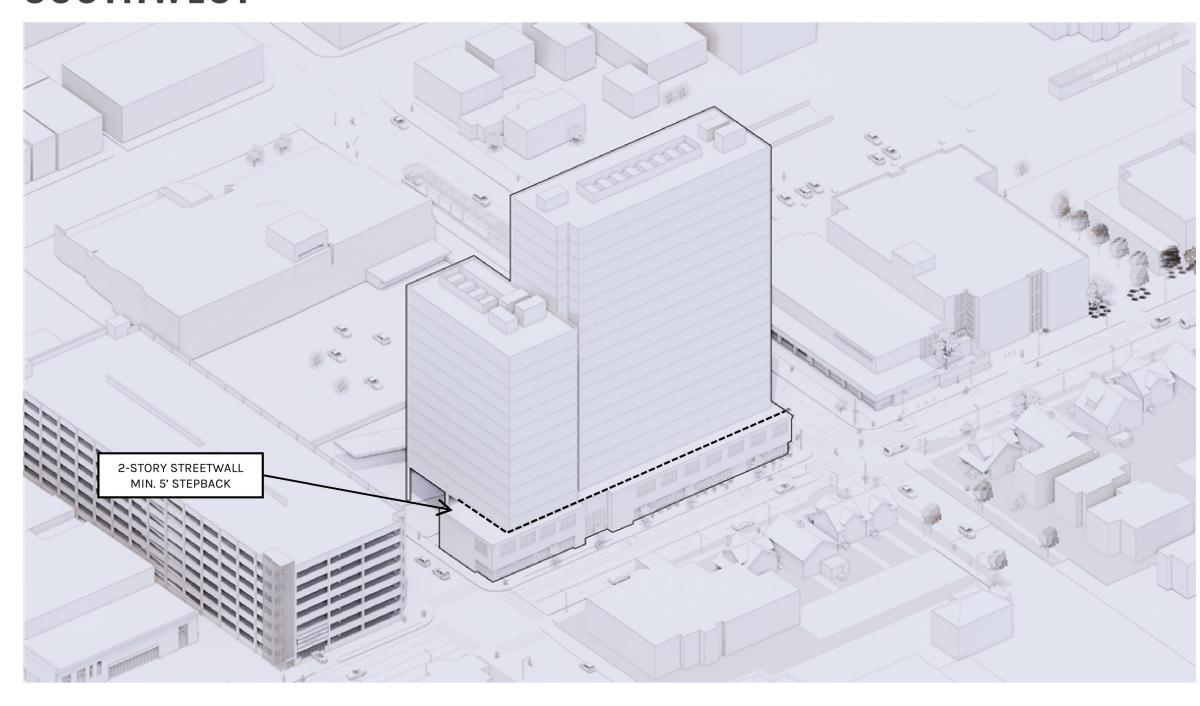
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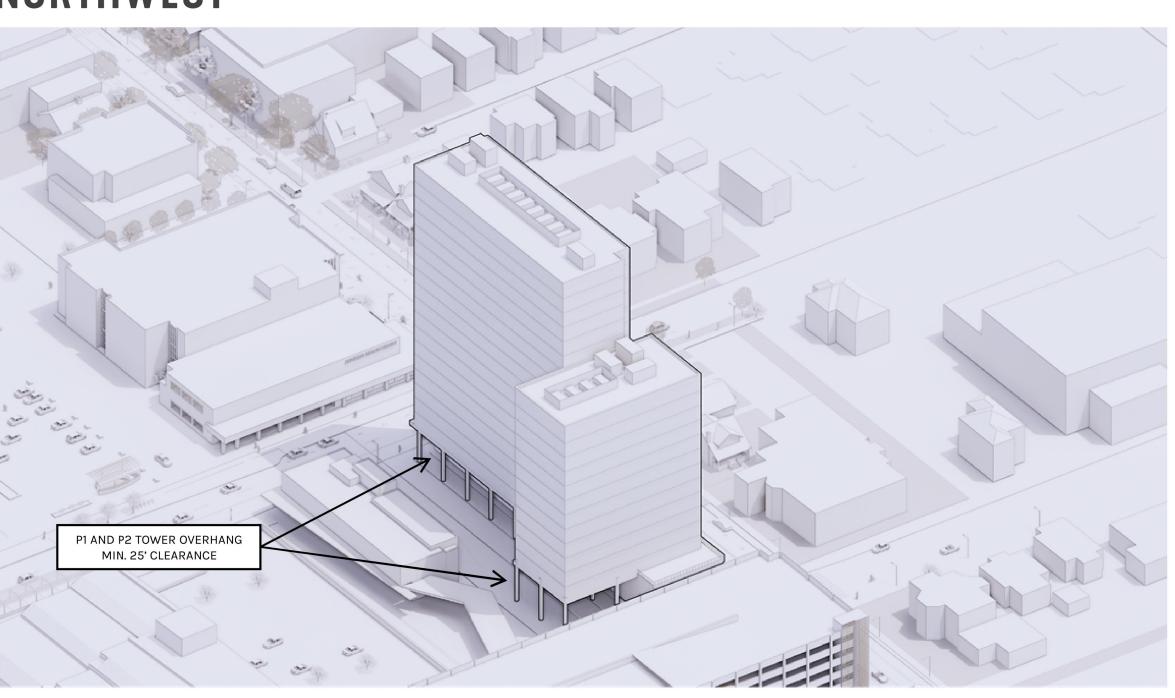
NORTHEAST



SOUTHWEST



NORTHWEST



350 S. FIFTH AVE. DEVELOPMENT PUD

350 S. Fifth Avenue Ann Arbor, MI 48104

CITY OF ANN ARBOR

301 E. Huron St. Ann Arbor, MI 48104

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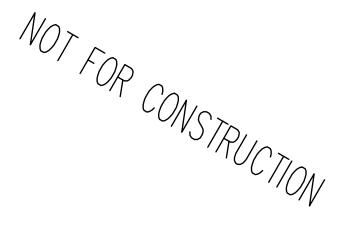
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PUD AREA PLAN SUBMISSION

SEALS AND SIGNATURES



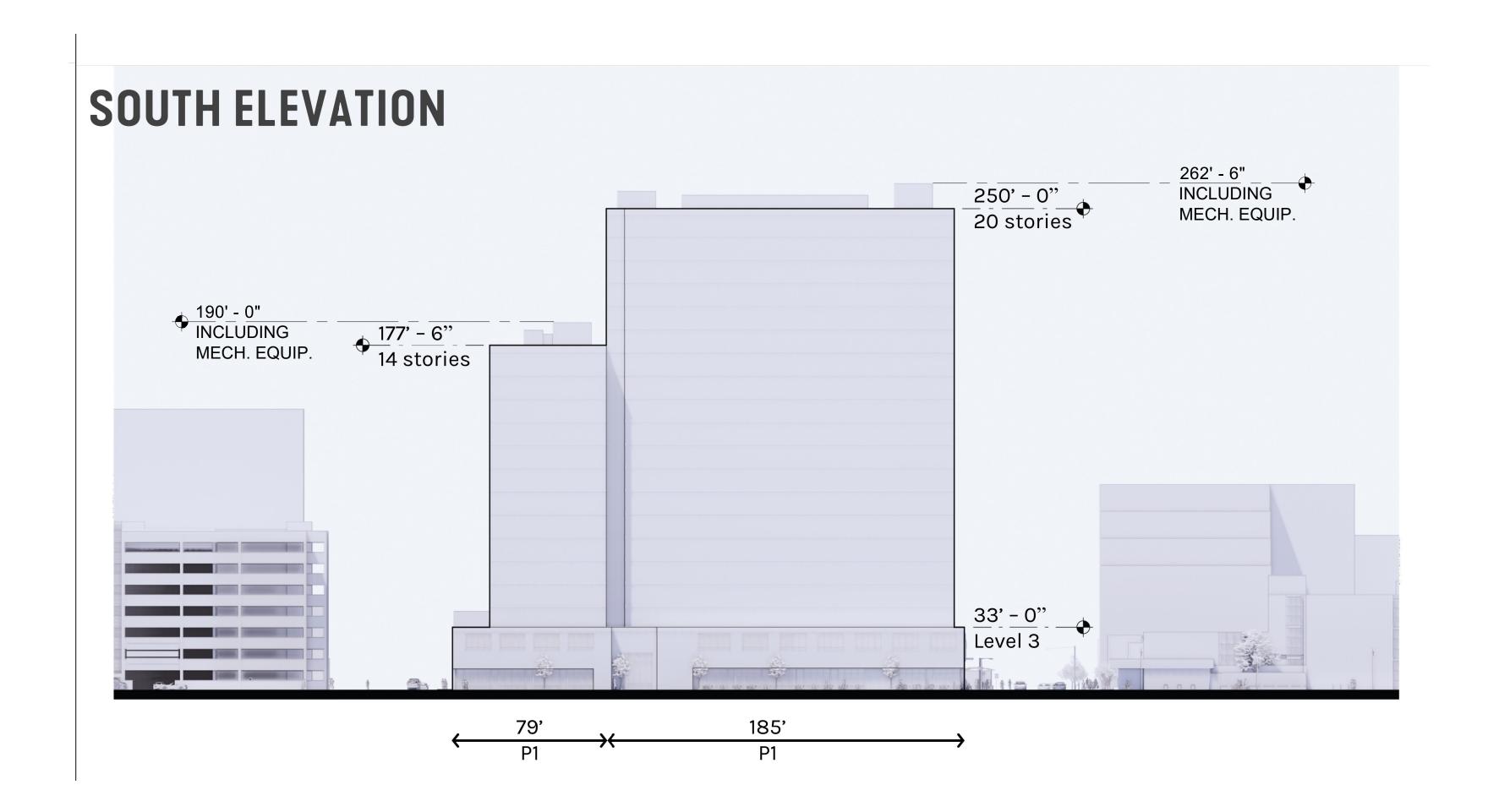
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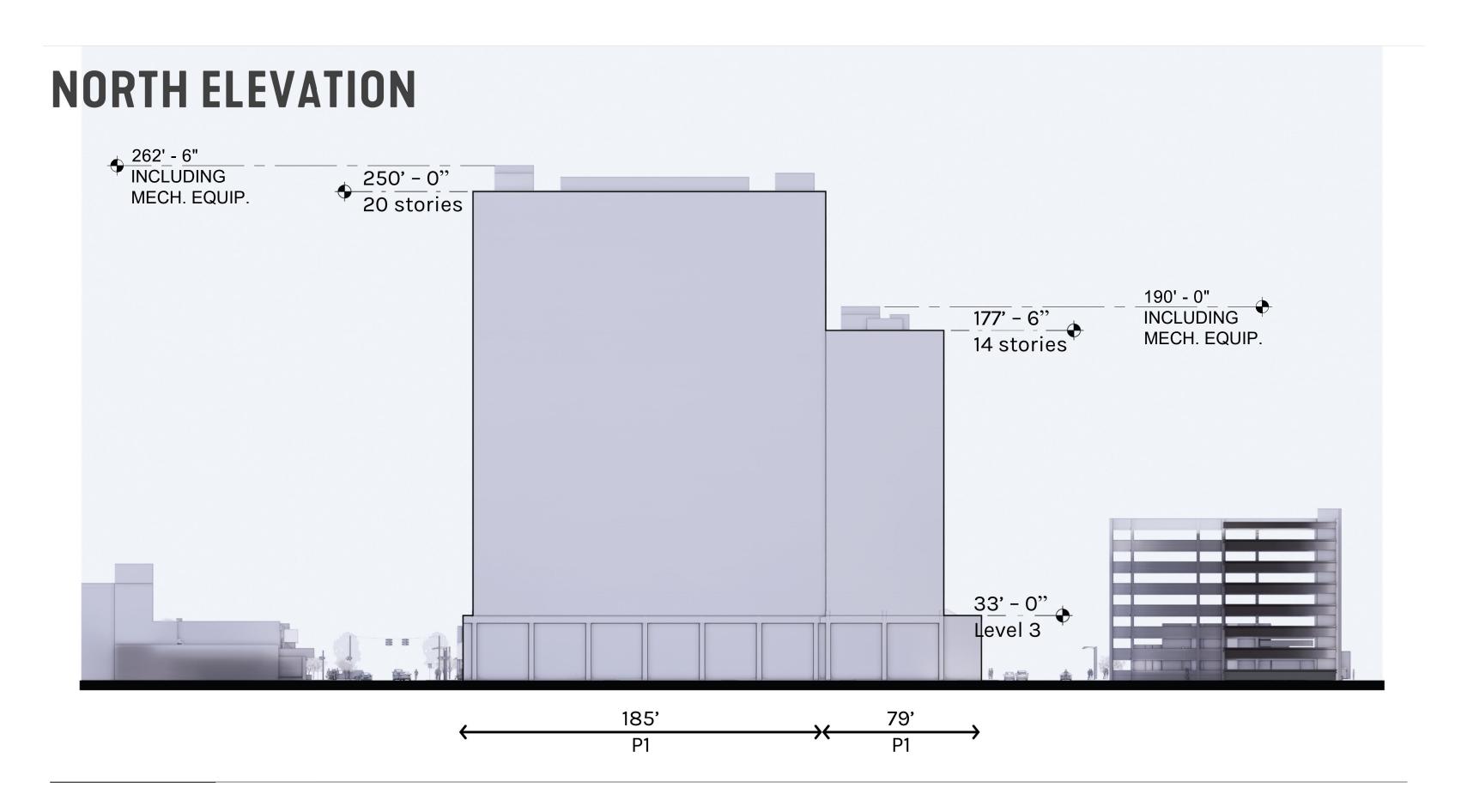
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DRAWING NUMBER





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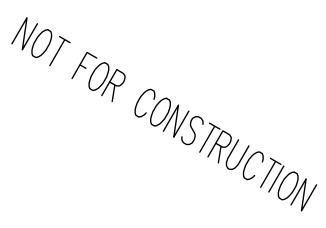
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SEALS AND SIGNATURES



KEY PLAN

ARCHITECTURAL ELEVATIONS

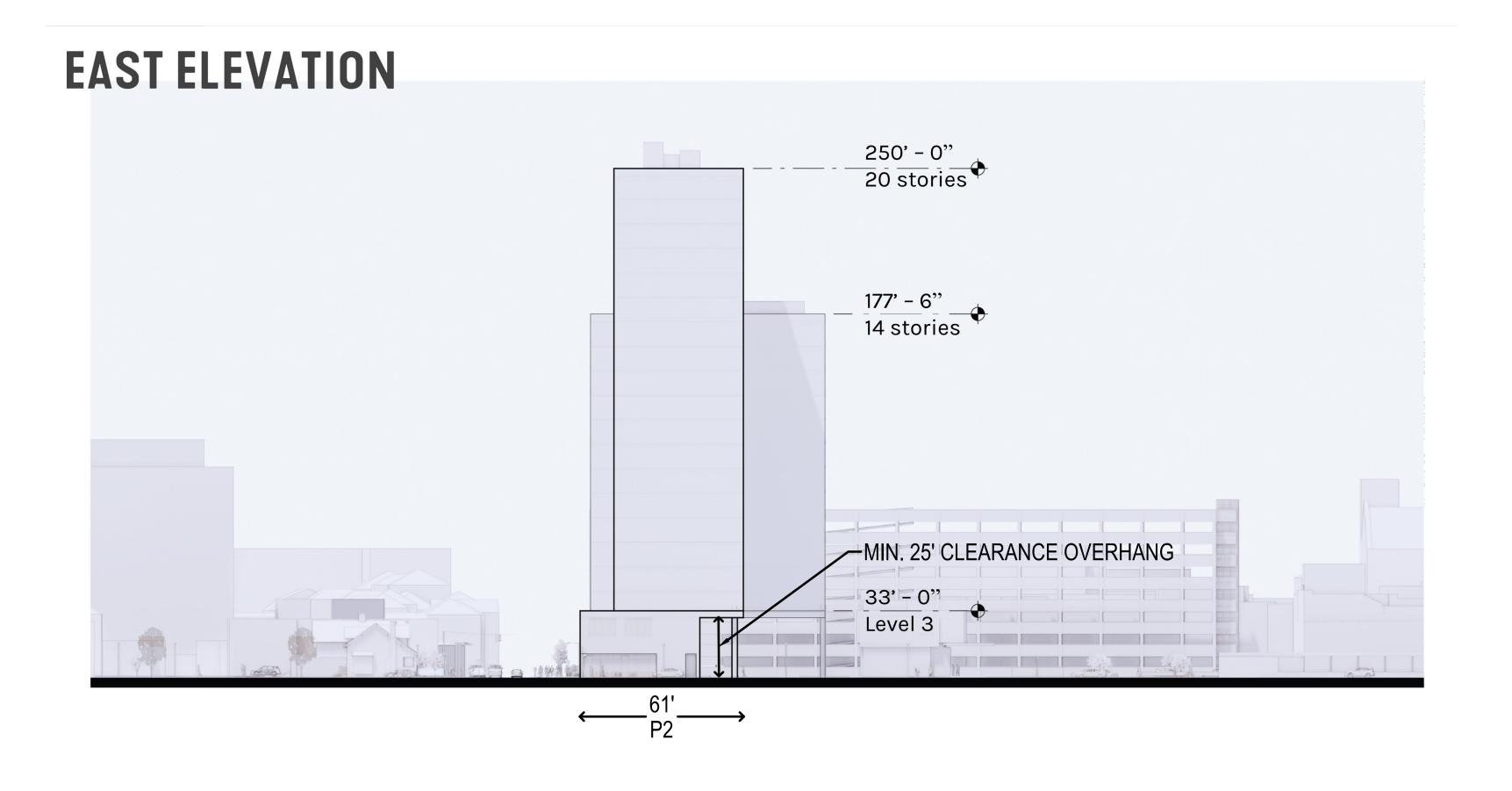
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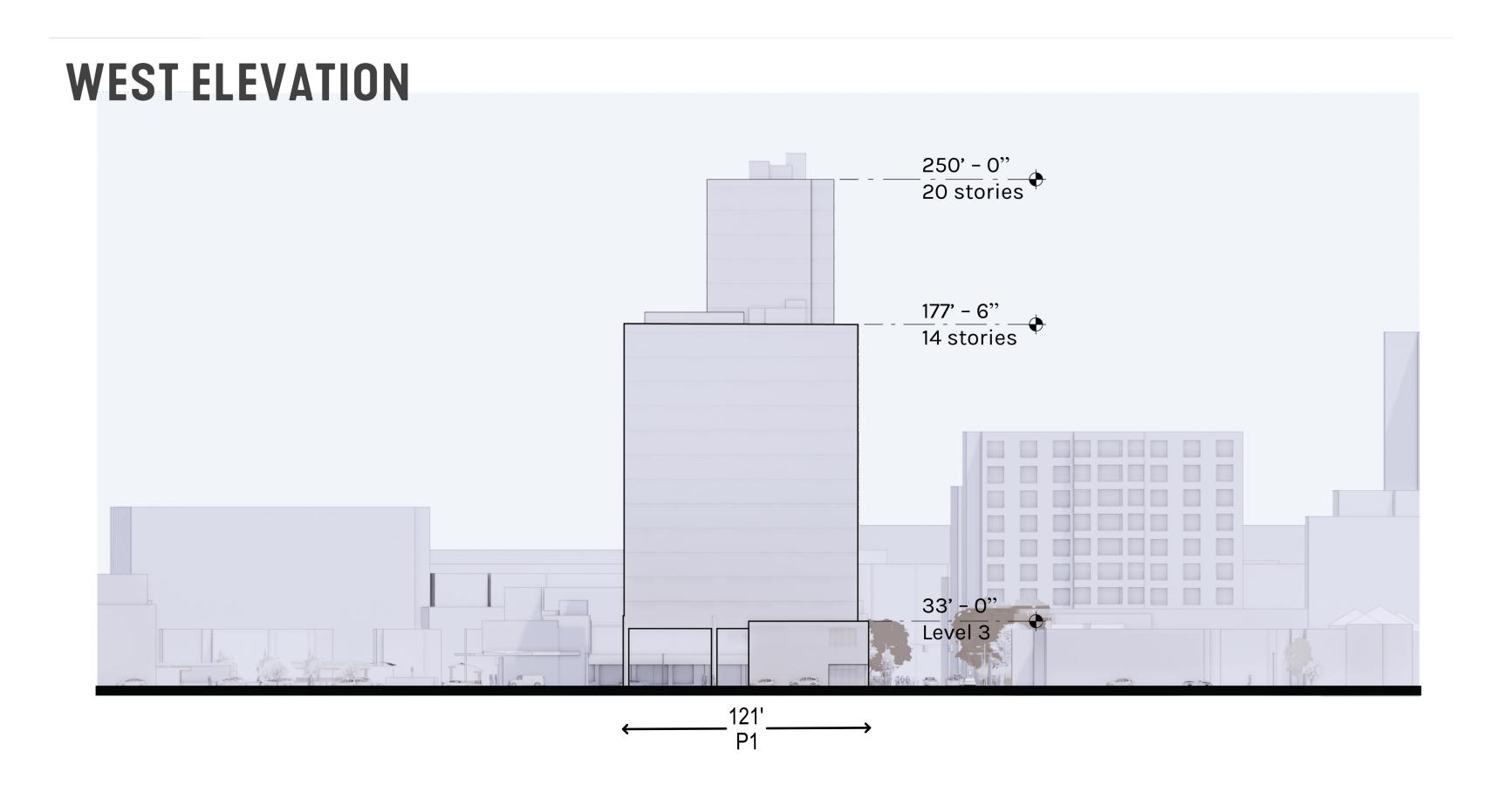
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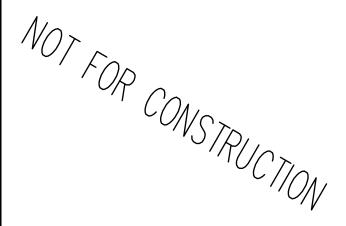
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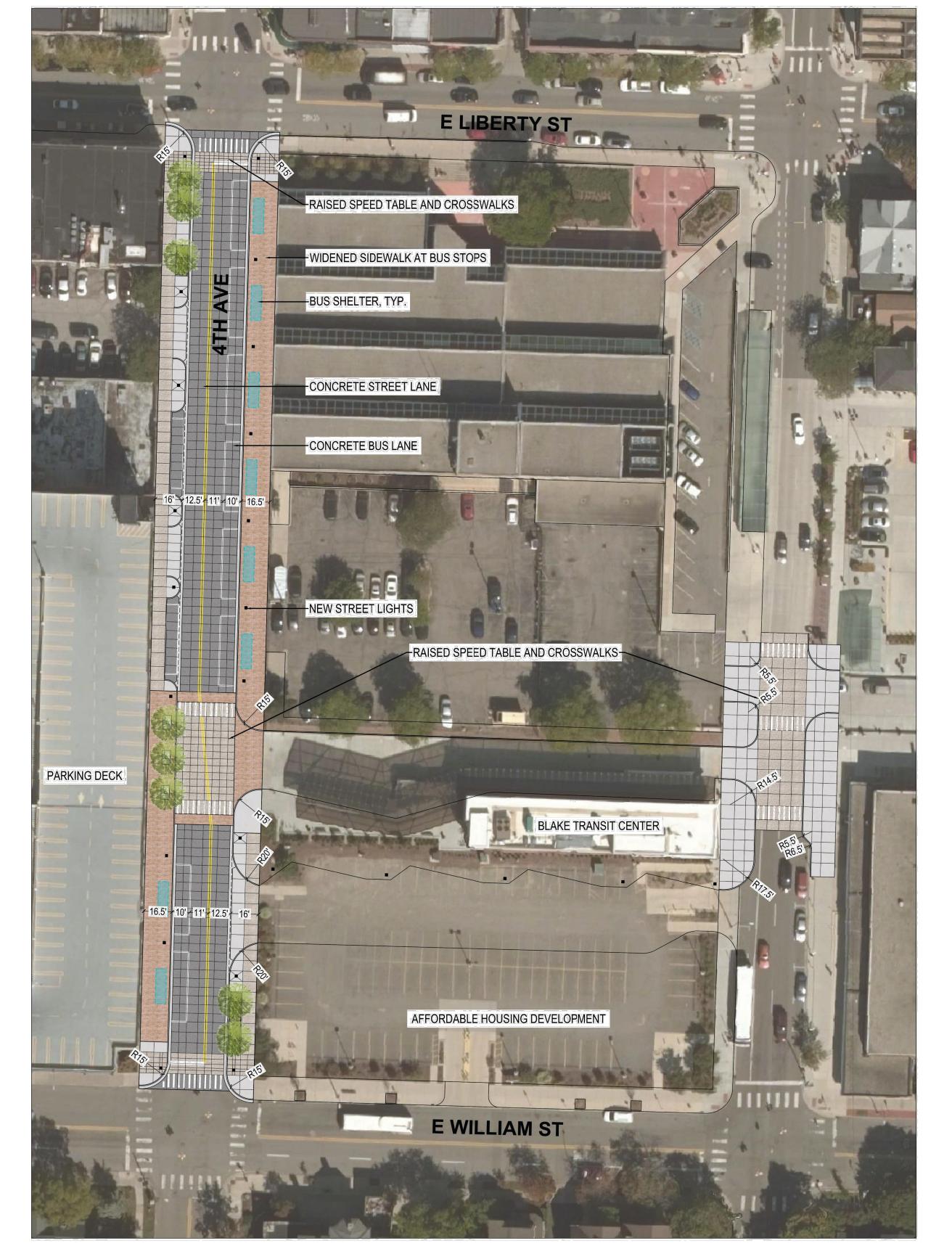
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DRAWING NUMBER

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FOURTH AVE STUDY B-2



4TH AVENUE PROJECT:

- THE 4TH AVENUE PROJECT IS NOT PART OF THE 350 S. FIFTH AVENUE DEVELOPMENT PROJECT AND CONCEPT PLANS ARE INCLUDED FOR REFERENCE ONLY.
- THE 4TH AVENUE STREET PROJECT IS CURRENTLY IN CONCEPTUAL DESIGN PHASE. THE PROJECT:
 - DOES NOT CHANGE THE OVERALL LANES. DOES NOT CHANGE CONFIGURATIONS AT INTERSECTIONS. PROPOSES NEW SPEED TABLES (SLOWING, PEDESTRIAN).
- IN THE LONG-TERM, THERE IS AN OPPORTUNITY FOR TRANSIT LEADING SIGNALS ALONG 4TH AND 5TH AVENUE BETWEEN LIBERTY AND HURON STREET.



4TH AVENUE PROJECT (4TH AVE AND WILLIAM STREET)

350 S. FIFTH AVE. DEVELOPMENT PUD

350 S. Fifth Avenue Ann Arbor, MI 48104

CITY OF ANN ARBOR

301 E. Huron St. Ann Arbor, MI 48104

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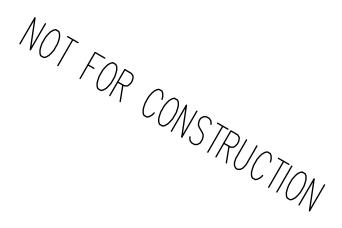
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PUD AREA PLAN	2	08SEP21
PUD AREA PLAN SUBMISSION		25AUG21

SEALS AND SIGNATURES



KEY PLAN

4TH AVE PROJECT (NOT PART OF PROJECT)

SCALE PROJECT NUMBER A103

12451.000

DRAWING NUMBER