

Alton James
Chairperson

Vice Chair/Secretary

Marcell R. Todd, Jr.
Director

City of Detroit
CITY PLANNING COMMISSION
208 Coleman A. Young Municipal Center
Detroit, Michigan 48226
Phone: (313) 224-6225 Fax: (313) 224-4336
e-mail: cpc@detroitmi.gov

Brenda Goss Andrews
Lisa Whitmore Davis
David Esparza, AIA, LEED
Damion W. Ellis
Gregory Pawlowski
Frederick E. Russell, Jr.
Angy Webb

June 21, 2019

HONORABLE CITY COUNCIL

RE: Neumann-Smith Architecture to amend Article XVII, District Map 4, of the 1984 Detroit City Code Chapter 61, Zoning, and the provisions of the existing PD-H (Planned Development District-Historic) zoning classification for the property commonly known as 100 Mack Avenue, generally bounded by Eliot Street and the portion of vacated Eliot Street on the north, John R. Street on the east, Erskine Street on the south and Woodward Avenue on the west.

The request will facilitate the construction of a multi-level parking deck with first floor retail/commercial space. Additionally, the request includes plans for an adjacent open space amenity.

RECOMMENDATION

The City Planning Commission (CPC) has completed its review and consideration of the above captioned request. Based upon the findings outlined in this report, the Commission recommends approval of the requested PD modification and the proposed SOMA development with the following conditions:

1. That the developer work with the immediately adjacent community to minimize disruption to the neighborhood during construction and operation of the proposed deck and address impacts that may arise;
2. That the developer work with the City Planning Commission and Planning and Development Department staff to ensure that all safety design concerns have been addressed to the extent practicable; and
3. That final site plans, elevations, lighting, landscape and signage plans be submitted by the developer to the staff of the City Planning Commission for review and approval prior to submitting applications for applicable permits.

NATURE OF REQUEST

Before the Commission is the request of Neumann-Smith Architecture to amend Article XVII, District Map 4, of the 1984 Detroit City Code Chapter 61, Zoning, and the provisions of the existing PD-H (Planned Development District-Historic) zoning classification for the property commonly known as 100 Mack Avenue, generally bounded by Eliot Street and the portion of

vacated Eliot Street on the north, John R. Street on the east, Erskine Street on the south and Woodward Avenue on the west.

The request is planned to facilitate the construction of a multi-level parking deck with first floor retail/commercial space. Additionally, the request includes plans for an adjacent open space amenity.

The property owner and developer, Adam Nyman of Woodward Mack 22, LLC is proposing to erect this multi-level parking deck with first floor retail space along with an adjacent park/open space at the parcel commonly known as 100 Mack Avenue in the Brush Park Historic District.



The project is planned just east of Woodward and between Erskine Street and the partially closed Eliot Street. The structure is proposed to be five (5) stories totaling 94 feet (inclusive of a penthouse roof) with a total gross square footage of 213,099 gsf. The structure would include 591 spaces in total. The development team anticipates that the project would produce 40 temporary jobs and 10 permanent jobs. Their goal would be to break ground on the project on March 1, 2019 and complete construction by March 1, 2020, filling the retail space by June 1, 2020.

SOMA (South of Mack) as it is currently referred to, is according to the development team intended to be used for the surrounding neighborhood users. The parking operator, Premier Parking would be responsible for the operation of the 24 hour parking deck that would offer monthly passes and also accommodate transient users.

A parking attendant would be on-site during the morning and evening rush hours. During other hours, the structure would be monitored by a "roaming manager." Automated gates with access badges would also be incorporated for users. Parking security is planned to be on-site as well.

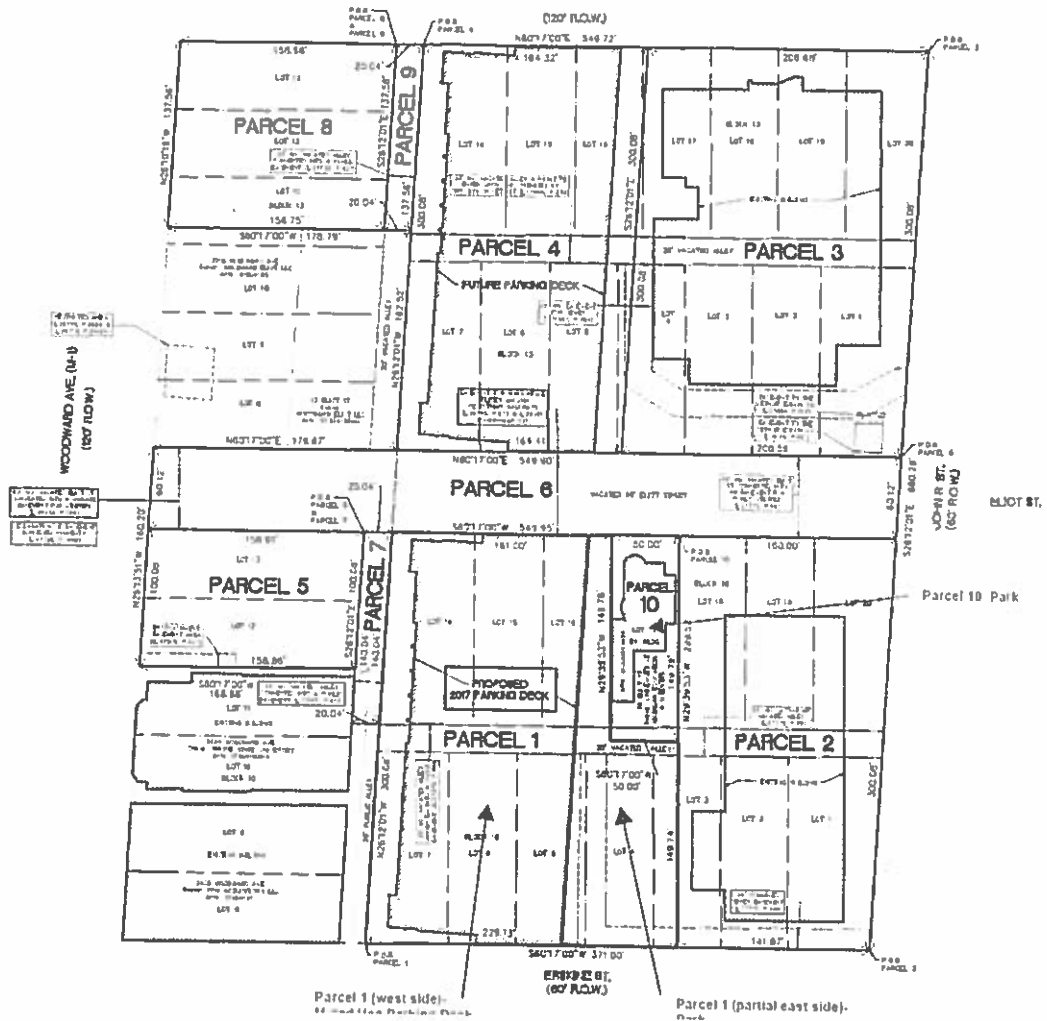
The subject site as it currently exists, hosts 187 parking spaces. The structure that is proposed would replace this ground level off-street parking with the approximately 591 spaces planned for the deck. A portion of this space would also serve as the park/open space that the developer plans.

The users of the deck according to staff's understanding, also include proposed future developments that are scheduled to come before the Commission in the coming months, such as the Elmwood Hotel that is being planned off of Woodward Avenue.

There is also a possible lease agreement that is being negotiated between the developer and the City for space at the Red Cross building(s). If the City strikes an agreement to move certain departments to the Red Cross site, then there is also the likelihood that those users would also utilize the parking deck for day-to-day parking. After work hours, the developer plans to serve more transient users that visit the area.

The site is a part of a larger property controlled largely by the same entity. The property in question, is labeled Parcel 1 in the subsequent parcel map.

¹ Possible departments that might move to the site abutting the parking structure include the General Services Department, Health Department and Department of Transportation. The departments, would occupy 90% of the space with a ten year lease in the two Red Cross buildings that abut the subject property. If executed, approximately 400-500 employees would be relocated to the Red Cross buildings. The goal of this move would be to serve citizens in a more centrally located area of the City and to consolidate departmental staff into one place. This would allow for an easier process for citizens and increased efficiency. This project is not anticipated to come before CPC.



PLANNING CONSIDERATIONS

Surrounding Zoning and Land Use

The zoning classification and land uses surrounding the subject area are as follows:

- North: PD: Red Cross site
- East: PD: Existing two (2) story residential/office building
- South: PD: The Scott apartment building
- West: PD: Michigan State Building

ANALYSIS

This project is generally in conformance with the PD District design criteria of Sec. 61-11-15 of the Zoning Ordinance. Some of the criteria that are considered as a part of the process are as outlined:

Master Plan. The proposed development should reflect applicable policies stated in the Detroit Master Plan. The policies relating to the geographic area in question as well as general policies will be considered. This zoning ordinance requires that the proposed major land use be consistent with the adopted Master Plan in all PD developments.

The Planning and Development Department has submitted a Master Plan Determination, stating

that the proposed development does conform to the MP Future Land Use designation. Regarding the City of Detroit Master Plan of Policies, the subject property is located in the Lower Woodward area of Neighborhood Cluster 4. The future land use designation for the subject parcels indicates (MRC) Mixed Residential-Commercial. "These areas are often characterized by medium-to-high density housing developed compatibly with commercial and/or institutional uses."

Scale, form, massing, and density. Scale, form, massing and density should be appropriate to the nature of the project and relate well to surrounding development. Compatibility. The proposed development should be compatible with surrounding development in terms of land use, general appearance and function, and should not adversely affect the value of properties in the immediate vicinity.

The scale, form, massing and density proposed for this development are appropriate for a site of this nature. The proposed parking structure abuts a Major Street and Mass Transit Route in Neighborhood Cluster 4 according to the Master Plan of Policies. Woodward is the spine of the City and serves as an appropriate thoroughfare for dense development, especially, those within the greater downtown area. The development is proposed to have ground level commercial spaces that will help to activate the pedestrian realm.

As it relates to the massing and form of the structure, city staff did have meetings for approximately a year to understand how the development might be improved by incorporating a liner building to mask the parking element from the street. This would have been desired by CPC and PDD staff in the beginning. However, after a series of meetings and studies that were conducted, the developer concluded that the proposal was not feasible for the constraints of the site.

While the density, in terms of person(s) able to be accommodated by the structure, will be low. The structure will however, serve the purpose of housing the many vehicles for the Red Cross site that would otherwise be located at grade level surface parking. In essence, the structure will allow for much greater density for the overall site, as developments such as the West Elm Hotel are now being considered to locate on the surrounding area and utilize the SOMA structure for parking.

Circulation. Vehicular and pedestrian circulation facilities should be adequately designed to meet expected demands. Disruption of traffic flow in surrounding areas should be minimized, and truck traffic should be carefully planned and controlled, especially to avoid use of residential streets.

Circulation and pedestrian safety have been the central issue of concerns surrounding the SOMA development proposal. For that reason, the City's Mayor's Office has been integral in finding mitigation strategies that will not only help the SOMA project, but the existing traffic issues that exist now. The measures that the Mayor's Office, Detroit Police Department and the Department of Public Works have committed to include the following:

1. The intersection of Edmund and John R will be converted from two-way to all way stop controlled.
2. Pedestrian crossing signs with blinking lights will be installed at the intersection of Watson and John R.

3. Yield to pedestrian signs will be installed in the crosswalks at the intersection of Watson and John R.
4. Yield to pedestrian signs will be installed at the intersection of Eliot and John R.
5. Pedestrian crossing signs with blinking lights will be installed at the intersection of Eliot Street and John R.
6. Spaces on Erskine will be marked as loading areas to alleviate congestion and double parking while trucks unload for the Scott apartments and commercial/retail business.
7. The DPD Commander for the precinct has committed to allocating resources during high traffic event nights by deploying officers to ticket and mitigate traffic.

This is in addition to zebra cross walks that were installed last fall at Watson and John R and Erskine and John R.

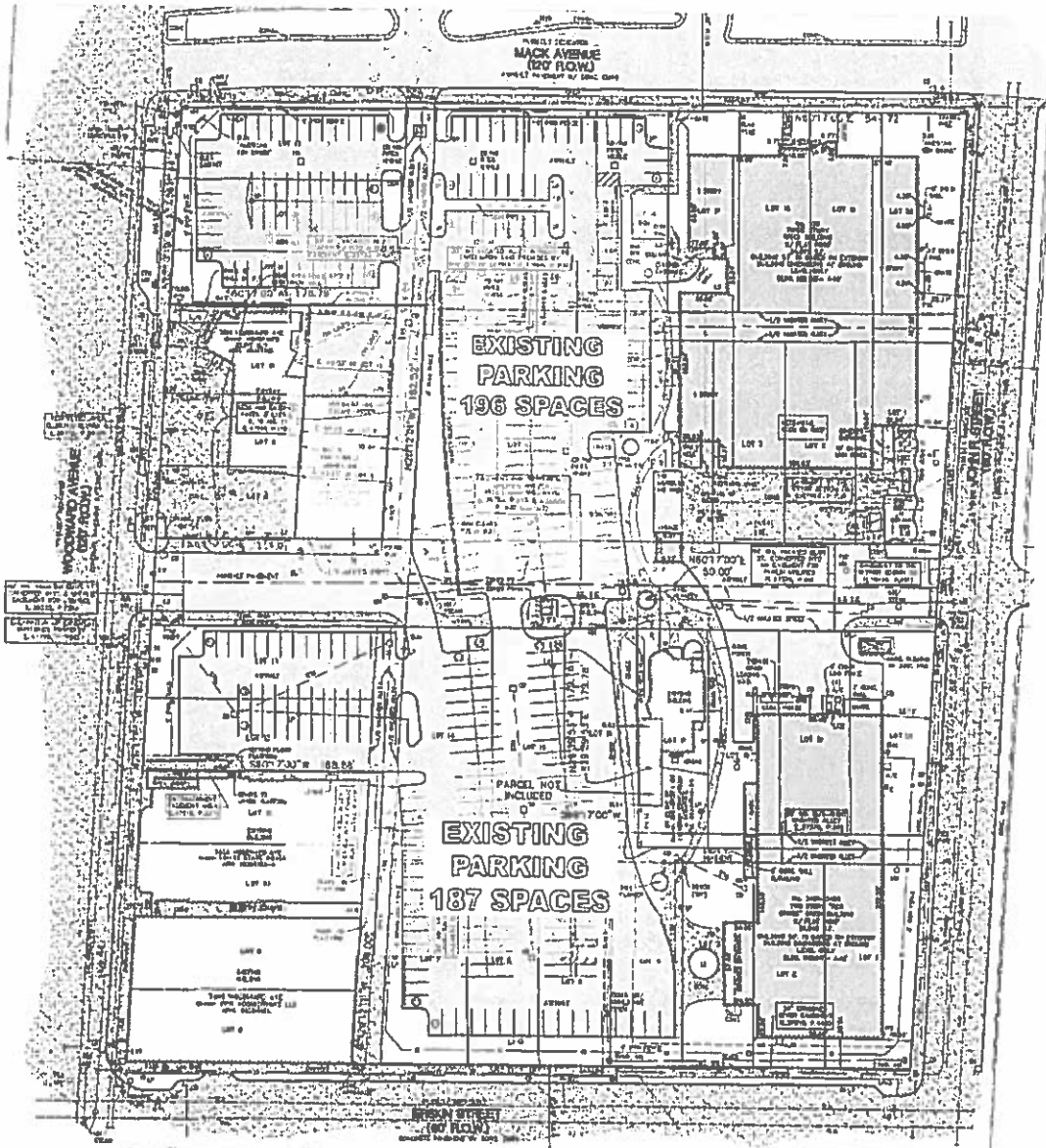
Parking and loading. Where appropriate, adequate vehicular off-street parking and loading should be provided. The City Planning Commission will be guided by standards delineated in this zoning ordinance with adjustments appropriate to each specific situation.

While this proposed parking garage with commercial space is holds many more spaces that what would be required for the ground floor commercial space (approximately 60 spaces) it can be argued that the structure will provide relief to the entirety of the Red Cross site which is expected to experience much change in coming years. Currently there is the proposal from the West Elm Hotel development that would occupy 116 spaces of the proposed SOMA parking deck. This is one of several developments and deals that are expected to come to fruition as this site is expanded and built out.

The subject property being on a prime piece of real estate in the greater downtown area, locating on Woodward Avenue a major street, which is the spine of the city and just off of Mack Avenue which is another major street, it is expected that very dense development will take place on this site as more development interest grows in this area. So while the SOMA development might usually not be the most desired type of development in and of itself, if looking at the site holistically, it can add to the larger picture of how parking will be accommodated for a site that will have dense developments overall.

The current Red Cross uses alone could utilize a sizeable amount of the parking deck if they are filled (which there is a possible deal being negotiated for City Departments to locate in the existing Red Cross buildings) which would take a sizable amount of the parking stalls in the structure in addition to the already anticipated hotel.

There are currently an approximate 383 surface level off-street parking spaces that exist on the Red Cross site. If built the SOMA parking deck would replace the portion of the site that houses 187 spaces and replace that footprint with a structure that holds 591 spaces. There is a case to be made that this would be a more efficient use of the current surface parking lot space and help the site (See site plan below).



Environmental impacts. Environmental impacts that relate to such factors as noise, air, combustibles and explosives, gases, soil, and water pollution, toxic waste, vibration, odor, glare, and radiation, should be controlled to be within acceptable levels at all times.

A case could be made that this parking deck would add to the noise and air pollution of the site and it likely will bring slight increase in undesirable conditions. However, based on the traffic study that was conducted and spoken to at the public hearing by Giffels and Webster, it is not expected that the parking structure will induce more traffic, but instead simply alleviate parking and traffic problems that currently exist, at least regarding the traffic that is a result of uses that are being served on site. Given the amount of on-street parking that takes place currently on any event night, one could also argue that this could alleviate “sharking.”

² The continual revolving search for on-street parking spaces by commuters as they clog streets until a space becomes available.

Orientation. Careful consideration should be given to orientation both for solar access to the proposed project and for shadow impact upon surrounding development.

Again, CPC would have desired that the front facing façade of the building that faces Erskine, not be that of a parking structure. However, based on the studies that the developer has conducted and the limitations that have been found, staff has digressed on the issue of the portion of the development that is oriented towards Erskine Street and what this façade looks like.

Signage. Signage and graphics should be tastefully designed to be visually appealing and in character with surrounding development. They should provide needed information, direction, and orientation in a clear and concise manner.

CPC also strongly encourages that the City be allowed to have full review over any signage that is placed on the subject building, so that the signage is not overwhelming to the street scape. We will work with HDC staff to finalize. Signage that has been shown in renderings is likely not desirable for this building and other tasteful signage will be explored.

Amenities. Special attention should be given to amenity and comfort considerations such as provision for outdoor seating, restrooms for public use, bicycle storage, convenience of access points, and protection from harsh weather through features as enclosed walkways and arcaded pedestrian areas.

One of the best features this site is that it will be creating park/open space amenity adjacent to the structure. The park would complement the commercial and retail space that it rests alongside. This will serve to create even more synergy for the businesses as well as bring alive a site that has been dormant for decades serving only as surface parking. This will be a major amenity for the community as the developer plans for it to remain a public space. This help to fill the void of a lack of open spaces in the Brush Park neighborhood and supplement other City efforts that are also underway.

PUBLIC HEARING RESULTS AND COMMUNITY ENGAGEMENT

The development team has provided letters of support from the Brush Park CDC and Midtown Detroit Inc. as well as one additional supporter (See attached letters).

In addition to this, CPC staff also requested that the developer hold an additional meeting in the immediate area and reach out to the neighbors on the subject street. The developer held this meeting on January 9th. CPC staff attended and about 10 residents and stakeholders were at the meeting. The meeting was held in the communal area so there were also many people that passed by and observed the drawings that were on display. Some concerns regarding traffic impacts were raised. These concerns were taken into consideration by Giffels and Webster during their traffic study and reported on. Overall those in attendance were seemingly acceptant of the proposal. No opposition was stated. Some favorable comments were given.

At the CPC public hearing, three individuals spoke to the project. One was a representative from Midtown Detroit Inc. who spoke in support of the proposed parking deck stating that this will help the parking problems for the area. The representative also spoke to the need for shared parking for multiple projects in the area that will allow parking to concentrate instead of being dispersed neighborhood wide. Additionally, a representative from Giffels and Webster spoke

regarding a traffic study that had been conducted for this site and surrounding area that concludes that the parking deck would not have any overbearing negative impact on the neighborhood, but would only slightly alter traffic conditions (this study was provided in staff's original report for this matter).

Another speaker was a resident who spoke in opposition to the proposal because of the size and scale of the parking structure. The person also spoke to this development having a negative impact on the neighboring community. Specifically the resident spoke to dangerous traffic conditions that exist on John R and the fear that the proposed garage will exacerbate the current issues (to this issue, the Mayor's Office has created a traffic calming mitigation plan to address these issues. Please see staff analysis).

A representative from the Mayor's Office also spoke at the public hearing, stating that the Mayor's Office would be taking this matter up and working with the appropriate departments to create a traffic mitigation plan.

The Brush Park CDC has submitted an updated letter of support attached to this report.

CONCLUSION

This request amounts to the provision of commercial parking, which is not consistent with the spirit and intent of the never adopted Brush Park 4 Modified Development.

However, existing and anticipated development require parking that the proposed structure can supply. The end result, achieved via separate undertakings, we believe, will be a build out that does achieve the vision of the Urban Renewal Plan. The traffic issues present and future are real and will require intervention and coordination with the City to support the desired density with the redevelopment of this area. Staff supports implementation of the traffic mitigation plan developed by the Mayor's Office, the Department of Public Works and the Detroit Police Department. Staff will be working with the administration on the progression of the plan and report back to the Commission as appropriate.

Respectfully submitted,

ALTON JAMES, CHAIRPERSON

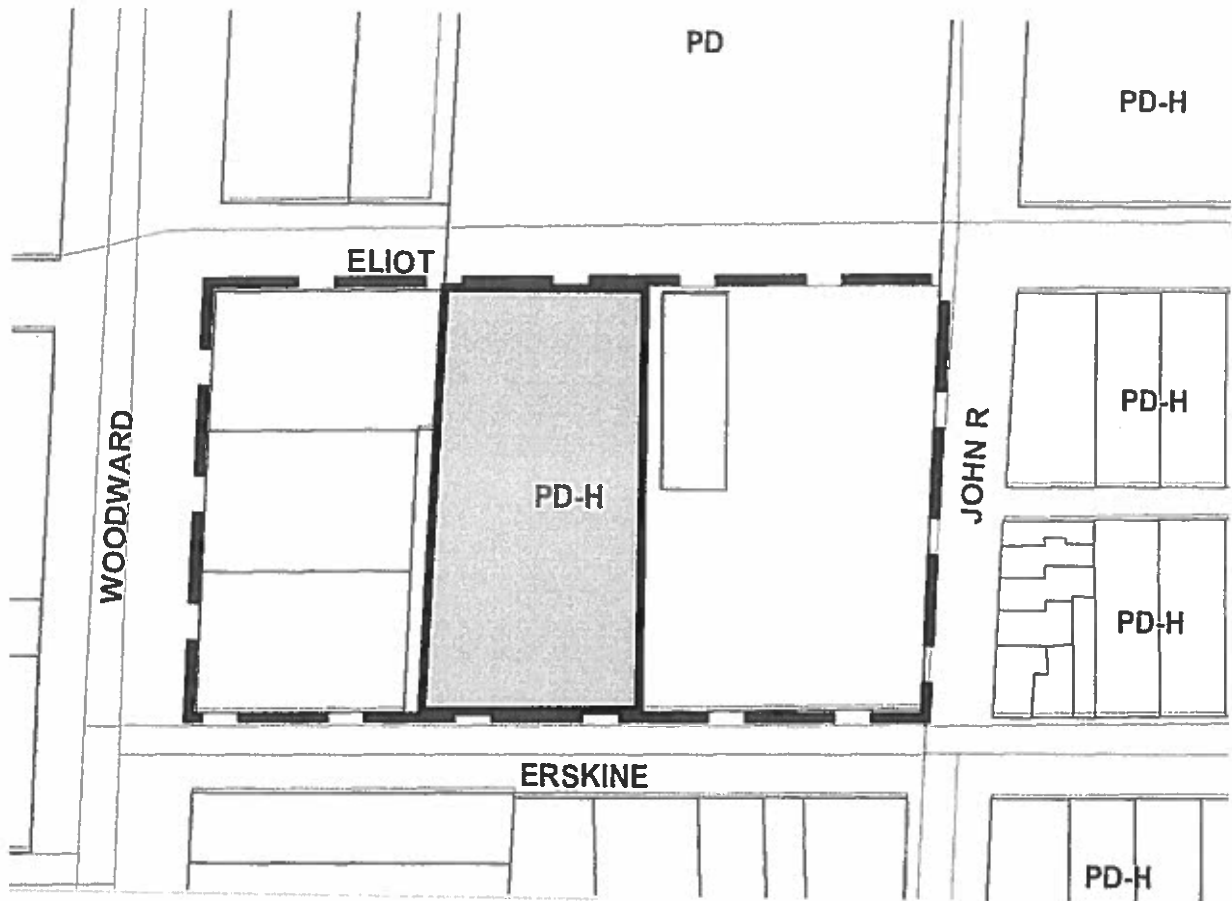


Marcell R. Todd, Jr., Director
Kimani Jeffrey, City Planner

Attachment:

- Ordinance
- Plans
- Map
- Support Letter

Cc: Maurice Cox, Director, PDD
Arthur Jemison, Director, HRD
David Bell, Director, BSEED
Detroit Housing Commission





January 10, 2018

Scott Gustafson
Newmann Smith Architecture
400 Galleria, Suite 555
Southfield, MI 48034

RE: Support of SOMA Development

Dear Mr. Gustafson:

On behalf of Midtown Detroit, Inc. (MDI), I would like to express our support for phase one of the proposed SOMA Development, located at 3150 Woodward Avenue in the Brush Park neighborhood. This development will provide a number of benefits, while enhancing the overall character of the neighborhood.

Phase one of the project will be the development of a mixed-use parking structure located on Erskine. This structure will provide six levels of parking, and ground level retail spaces. Future phases will call for the construction of residential units above this parking structure. The overall plan calls for over 400,000 square feet of mixed-use development that will bring new office/retail space, hundreds of new residential units, and plenty of parking.

This overall development will increase density and significantly add to the number of residential units within the Midtown district. The addition of new commercial spaces will provide more economic opportunity for new and growing businesses. The construction of contiguous urban wall space will increase walkability of the area and add to the urban character of the neighborhood.

The SOMA development aims to transform an important corner along a busy corridor, and MDI offers its full support. If you have any questions, please feel free to contact me at our MDI office.

Best regards,

A handwritten signature in cursive script that reads "Susan T. Mosey".

Susan T. Mosey
Executive Director

MIDTOWN DETROIT, INC. 3939 Woodward, Suite 100 | Midtown Co-Lab
Detroit MI 48201 P: 313.420.6000 F: 313.420.6200

**BRODER
SACHSE**

January 31, 2016

Mr. Adam Nyman
Woodward Mack 22 LLC
Professional Property Management Inc
115 West Brown
Birmingham, MI 48009

Re: Brush Park CDC Letter of Support for SoMA Brush Park Mixed Use Project

Dear Mr. Nyman:

On behalf of Woodward & Erskine LLC, we enthusiastically support the proposed SOMA development that is planned for the southeast corner of Woodward and Mack Avenue, immediately north of our development, the Scott at Brush Park.

We understand that the first phase of the project consists of a 550+ car parking deck and that a future phase will include a vertical expansion for construction of residential units above. The proposed design of the deck presents a thoughtful response to the neighborhood's form-based code, providing an activated alley with retail shops and pedestrian circulation access, restored Eliot Street connecting Woodward with John R, and providing new landscaping and recreation space between existing office, historic home and the proposed parking deck.

We believe that this development will continue to generate further investment in the Midtown area. We look forward to being neighbors across Erskine Street.

Sincerely,

BRODER & SACHSE REAL ESTATE, Inc., Agent for
WOODWARD & ERSKINE, LLC


Richard Broder
CEO

Cc: City of Detroit Planning & Development

260 East Brown Street | Suite 280 | Birmingham, MI 48009
P: 248.647.4100 | Fax: 248.647.4180
BroderSachse.com



234 Winder Street • Detroit, MI 48201 • www.BrushParkCDC.org • BrushParkCDC@Gmail.com

April 18, 2019

Joel Smith
NEUMANN/SMITH ARCHITECTURE
JSmith@neumannsmith.com

Re: SoMA Parking Deck

The Brush Park Community Development Corporation (the “CDC”) forwards this letter in response to the proposed SoMA Parking Deck development for the property located on Erskine (the “Project”).

The updated Project plan for the proposed new construction of a 5 story stand-alone parking deck was presented before the CDC and the Brush Park community at a public meeting held on March 19, 2019. There were limited comments received by the Community, which were generally not supportive of aspects of the project.

After careful consideration, by a vote of 4 in favor and 5 objections, the Board voted to decline to support the Project. We understand that our decision is a departure from our prior support of the project, and Attachment A contains the opinions offered by the Board during the voting process for your consideration and provide explanation on the result of the Board’s vote.

Should you have questions or concerns, please feel to reach out to us at hello@BrushParkCDC.org.

Sincerely,

Karissa Holmes, Secretary

Cc: City of Detroit Planning & Development
Historic District Commission

Attachment A: Poll Comments for "SoMA Parking Deck"

Below are the opinions submitted by CDC Board Members during the voting process for reference and consideration. Please note, the opinions have no bearing on the Board's final vote and are included for reference only.

Comment 1

While I support the development of the parking structure in general because I believe it is necessary to support the development of the West Elm hotel, I am not in support (and do not believe that the community supports) the current traffic plan/ingress/egress, and based upon the developers "traffic study" do not believe that they will seriously consider the valid concerns of our community if we provide support on this project. The traffic study is seriously deficient and they did not even attempt to address the first question: "Erskine traffic levels are already at capacity and increased traffic will cause significant delays and undue hardship for the surrounding area". The developer has provided no justification for why traffic cannot flow from Eliot, other than the fact that it does not seem to want to do so. The developer seems to be completely disregarding the very real concerns of residents and business owners who live with the impact of traffic in Brush Park on a daily basis. We have seen how a 30 car parking lot on Winder has created serious traffic impediments and safety concerns and the developer has not adequately addressed how they plan to mitigate those concerns. I would ask that the developer move ingress/egress to Eliot, which is a non-residential street. Lastly, although the CDC supported this deck in the past, we believed that the developer would develop residential above the deck and that is why we supported it. We do not generally support stand-alone parking decks as we do not want our neighborhood to become a parking lot/deck. It is very disappointing that the developer has decided to no longer move forward with the residential portion of this development and that it has no clear plans to develop the rest of the land it controls.

Comment 2

I wholeheartedly agree with and second each concern articulated by [Comment 1]

Comment 3

I support the overall project, however I object to using Erskine as the main entrance/exit. It makes more sense to use Eliot, especially since there are no residential properties on that block of Eliot. The residents of Brush Park do not want MORE event-related traffic/congestion.

Comment 4

While a very different version of this project was previously approved, my contention at the time was building a parking deck in the neighborhood, however I approved at the time because it was mixed use with residential, and more important to me it was closer to Woodward than the interior of the neighborhood. Subsequently, when another development wanted to build a parking deck within the interior of the neighborhood, our previous approval of SOMA was brought up as precedence by both the city and developer because of this I cannot support a stand-alone parking structure within Brush Park with no ancillary use such as the residential that was previously attached to the project. I support the Bonstelle development and understand a parking deck is needed to support it, but listening to the concerns of the community to this and other developments I cannot support the proposal as is.

Comment 5

I echo the thoughts of other Board members in that I strongly do not support a stand-alone parking structure in the neighborhood, and the intent of the original plan presented years ago has significantly changed. There is no reason why this building cannot be and should not be truly mixed use, where parking is an ancillary use rather than the primary use as it is in this case. Not only would it set a dangerous



precedent in the neighborhood, but specific to this parcel, it would not maximize or even come close to reaching the potential of this site. It would also negatively impact residents in this immediate area and diminish the urban fabric of this block. The structure should not be approved without residential, office, and/or a similarly active use as the primary use, with enough parking only to support those primary uses and the adjacent hotel. There are many other design solutions for this site that do not include 500+ public parking spaces; the CDC would be happy to discuss some of those with the developer if they are having design challenges and/or having trouble understanding the Brush Park community's goals. Furthermore, residents are generally not supportive of this project based on comments at the March CDC meeting. It is also general consensus among the community that standalone parking structures should not be allowed anywhere.

Comment 6

Until they can provide a solid feasible plan for handling traffic at that corner of Brush Park which feeds into a heavily used intersection at Woodward Avenue and Mack Avenue, I cannot support building a 5 story parking lot - and, especially since it's use would be seriously questioned in the absence of proximal commercial and residential activity.

SUMMARY

An ordinance to amend Chapter 61 of the 1984 Detroit City Code, '*Zoning*,' commonly known as the Detroit Zoning Ordinance, by amending Article XVII, District Map No. 4 to modify an existing PD (Planned Development District) zoning classification, established by ordinance 39-07, on land generally bounded by Eliot Street and a portion of vacated Eliot Street to the north, John R. Street to the east, Erskine Street to the south, and Woodward Avenue to the west to allow for the construction of a multi-level parking deck with first floor retail-commercial space and an adjacent open space-park area.

1 BY COUNCIL MEMBER _____:

2 AN ORDINANCE to amend Chapter 61 of the 1984 Detroit City Code, 'Zoning,' commonly
3 known as the Detroit Zoning Ordinance, by amending Article XVII, District Map No. 4 to modify
4 an existing PD (Planned Development District) zoning classification, established by ordinance 39-
5 07, on land generally bounded by Eliot Street and a portion of vacated Eliot Street to the north,
6 John R. Street to the east, Erskine Street to the south, and Woodward Avenue to the west to allow
7 for the construction of a multi-level parking deck with first floor retail-commercial space and an
8 adjacent open space-park area.

9 IT IS HEREBY ORDAINED BY THE PEOPLE OF THE CITY OF DETROIT THAT:

10 Section 1. Article XVII of Chapter 61 of the 1984 Detroit City Code is amended as
11 follows:

12 (A) District Map No. 4 is amended to modify the existing PD (Planned Development
13 District) zoning classification currently shown on:

14 PARCEL 1:

15 Part of lot 3, also all of lots 4, 5, 6, 7, 14, 15 and 16, and part of the east-west vacated
16 alley adjacent to said lots, block 10, Brush's Subdivision of part of park lots 17, 18, 19,
17 20 and 21, and part of Brush Farm adjoining, as recorded in Liber 8, page 12 of Plats,
18 Wayne County Records, also being described as: Beginning at the southwest corner
19 of said lot 7, also being a point on the northerly line of Erskine Street (60' wide) and
20 a point on the easterly line of a north-south vacated alley (20' wide); thence N.
21 26°12'01" W. 300.08 feet to the northwest corner of said lot 14; thence N. 60°17'00" E.
22 161.00 feet to the northeast corner of said lot 16; thence S. 29°39'53" E. 149.78 feet;

1 thence N.60°17'00"E. 50.00 feet; thence S.29°39'53"E. 149.74 feet to a point on said
2 northerly line; thence S.60.17'00"W. 229.13 feet to the point of beginning.

3 Containing: 58,424.67 square feet or 1.341 acres

4 **PARCEL 6:**

5 Vacated Eliot Street (60' wide), lying between Woodward Avenue (120' wide, as
6 widened) and John R. Street (60' wide), adjacent to lots 13 through 20, block 10, also
7 being adjacent to lots 1 through 8, block 13, Brush's Subdivision of part of park lots
8 17, 18, 19, 20 and 21, and part of Brush Farm adjoining, as recorded in liber 8 page 12
9 of plats, Wayne County Records, also being described as: Beginning at the southeast
10 corner of said lot 1; thence S.26°12'01" E. 60.12 feet to the northeast corner of said
11 lot 20; thence S.60°17'00"W. 549.95 feet to a point on the easterly line of said
12 Woodward Avenue; thence N.26°13'51"W. 60.12 feet; thence N.60°17'00"E. 549.90
13 feet to the point of beginning.

14 Containing: 32,996.18 square feet or 0.757 acres

15 **PARCEL 7:**

16 All of vacated alley adjacent to lots 12, 13, 14, and part of lot 11, block 10, Brush's
17 Subdivision of part of park lots 17, 18, 19, 20 and 21, and part of Brush Farm
18 adjoining, as recorded in Liber 8, page 12 of plats, Wayne County Records, also being
19 described as: Beginning at the northeast corner of said lot 13; thence N.60°17'00" E.
20 20.04 feet to the northwest corner of said lot 14; thence S.26°12'01"E. 140.04 feet;
21 thence S.60°17'00"W. 20.04 feet to a point on the easterly line of said lot 11; thence
22 N.26°12'01"W. 140.04 feet to the point of beginning.

23 Containing: 2,800.84 square feet or 0.064 acres

1 to repeal approval of the site plans, elevations, and other components of any development proposal
2 described in Ordinance No. 39-07 for the property described herein and to approve the site plans,
3 elevations, and other components of the development proposal for the SOMA project, as depicted
4 in the drawings prepared by Neumann Smith Architecture, dated November 27, 2018.

5 (B) All site plans, elevations, and other components of the development proposals
6 identified in Subsection (A) of this Section are subject to the following conditions:

7 (1) The developer must work with the immediately adjacent community to minimize
8 disruption to the neighborhood during construction and address impacts that may
9 arise; and

10 (2) The developer must work with the City Planning Commission staff and Planning
11 and Development Department to ensure that all safety design concerns have been
12 addressed to the extent possible, to staff's reasonable satisfaction; and

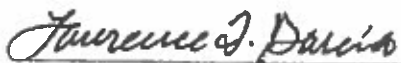
13 (3) All final site plans, elevations, lighting, landscape and signage plans for the
14 development are subject to review and approval by the City Planning Commission
15 staff prior to the developer's application for applicable building or construction
16 permits.

17 **Section 2.** All ordinances or parts of ordinances in conflict with this ordinance are repealed.

18 **Section 3.** This ordinance is declared necessary for the preservation of the public peace,
19 health, safety and welfare of the people of the City of Detroit.

1 **Section 4.** This ordinance shall become effective on the eighth (8th) day after publication
2 in accordance with Section 401(6) of Public Act 110 of 2006, as amended, M.C.L. 125.3401(6),
3 and Section 4-118, paragraph 3 of the 2012 Detroit City Charter.

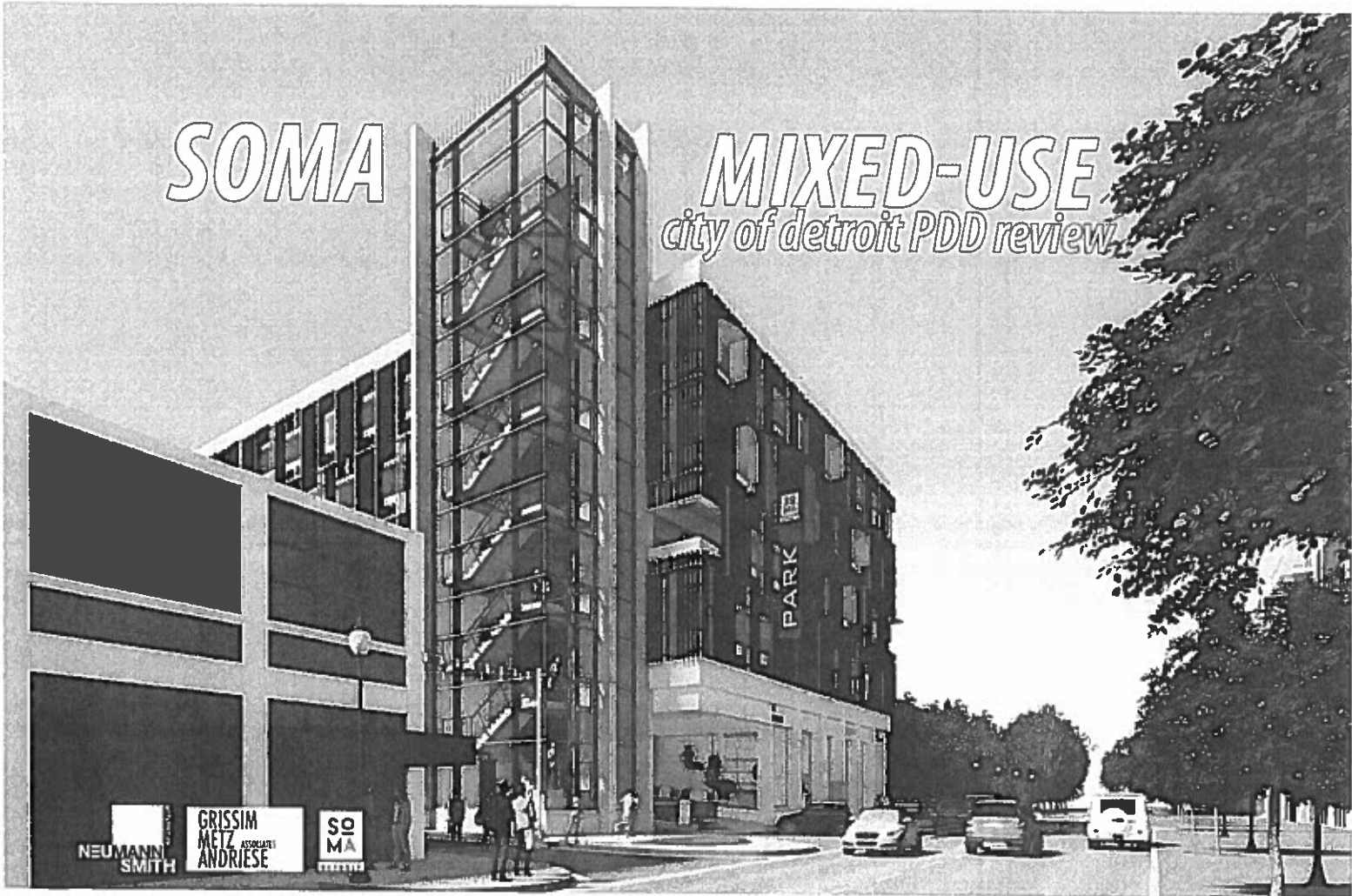
Approved as to Form:

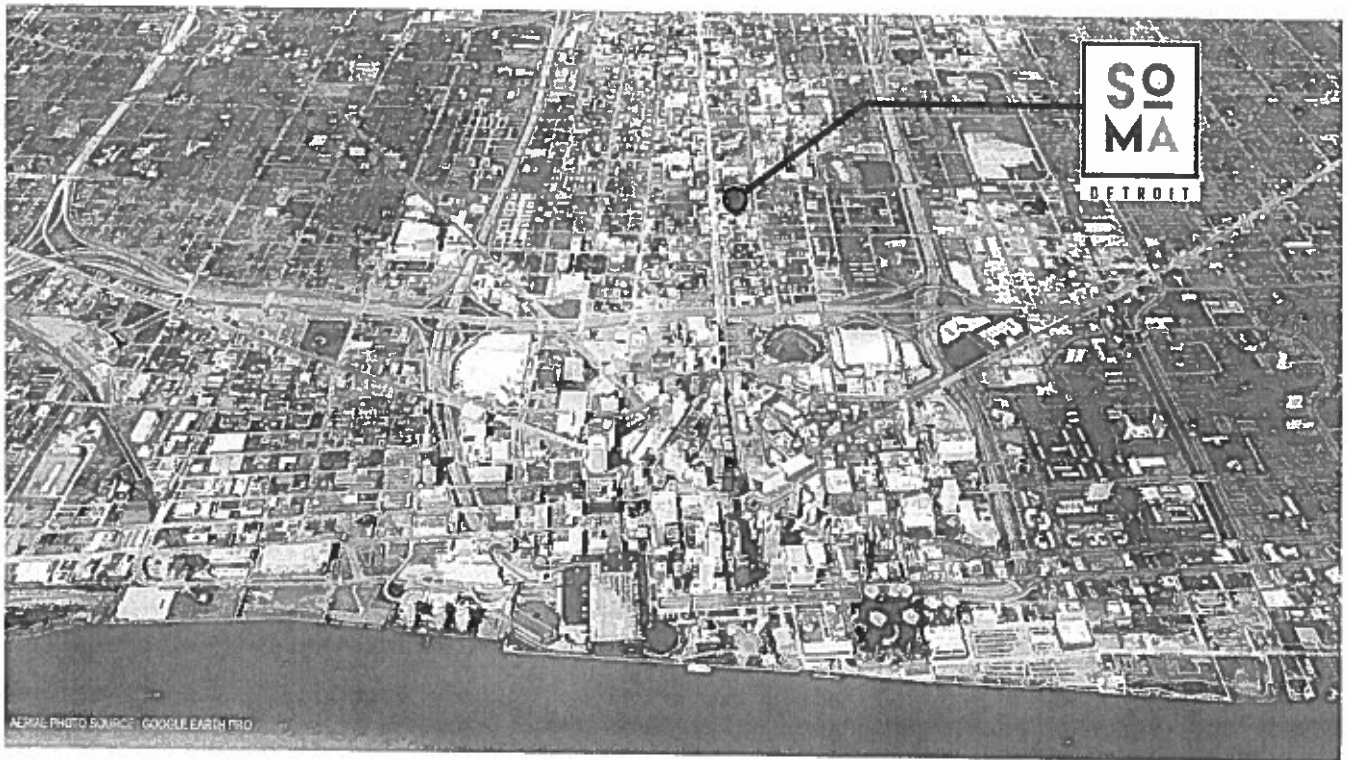


Lawrence T. Garcia,
Corporation Counsel

SOMA

MIXED-USE
city of detroit PDD review





**SO
MA**
DETROIT

AERIAL PHOTO SOURCE: GOOGLE EARTH PRO

NEUMANN
SMITH

GRISSIM
METZ ASSOCIATES
ANDRIESE

**SO
MA**
DETROIT

11.27.2018 *project location in detroit*



PROPOSED BUILDING

- 6 LEVELS ABOVE GRADE - VISUALLY APPEARS LIKE A 5 LEVEL BUILDING
- 580 AUTOMOBILE PARKING STALLS
- ELECTRIC VEHICLE CHARGING / PRIORITY PARKING FOR E.V AND ALTERNATIVE FUELS
- 4 TO 6 COMMERCIAL SPACES (OFFICES, RESTAURANT, CAFE, SPECIALTY SHOPS, ETC.)

KEY PROJECT GOALS

- RESTORE GAPS IN THE URBAN AND CULTURAL FABRIC
- ACTIVATE THE STREET WITH PEDESTRIAN AND COMMERCIAL VIBRANCY
- BALANCE BUILDING MASS AND GARDEN SPACE
- SERVE THE COMMUNITY WITH PRIVATELY OWNED PUBLIC SPACES FOR DAILY ACTIVITIES AND SPECIAL EVENTS

SITE AMENITIES

- ACTIVATED ALLEY WITH RETAIL SHOPS AND PEDESTRIAN CIRCULATION ACCESS (STAIRS AND ELEVATOR)
- RESTORED ELIOT STREET CONNECTING WOODWARD AVENUE TO JOHN R STREET
- NEW LANDSCAPING AND RECREATION SPACE BETWEEN EXISTING OFFICE, HISTORIC HOME AND PROPOSED PARKING DECK

PRIMARY EXTERIOR MATERIALS

- WHITE PRECAST CONCRETE COLUMNS AND SPANDRELS
- SANDBLASTED PRECAST CONCRETE STAIR AND ELEVATOR TOWERS
- RECYCLED PLASTIC LUMBER SCREENS
- CLEAR GLASS
- ALUMINUM CURTAIN WALLS
- L.E.D. LIGHTING

ZONING

- PD and PD-H ZONES

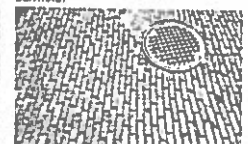
STRUCTURE



TEXTURE

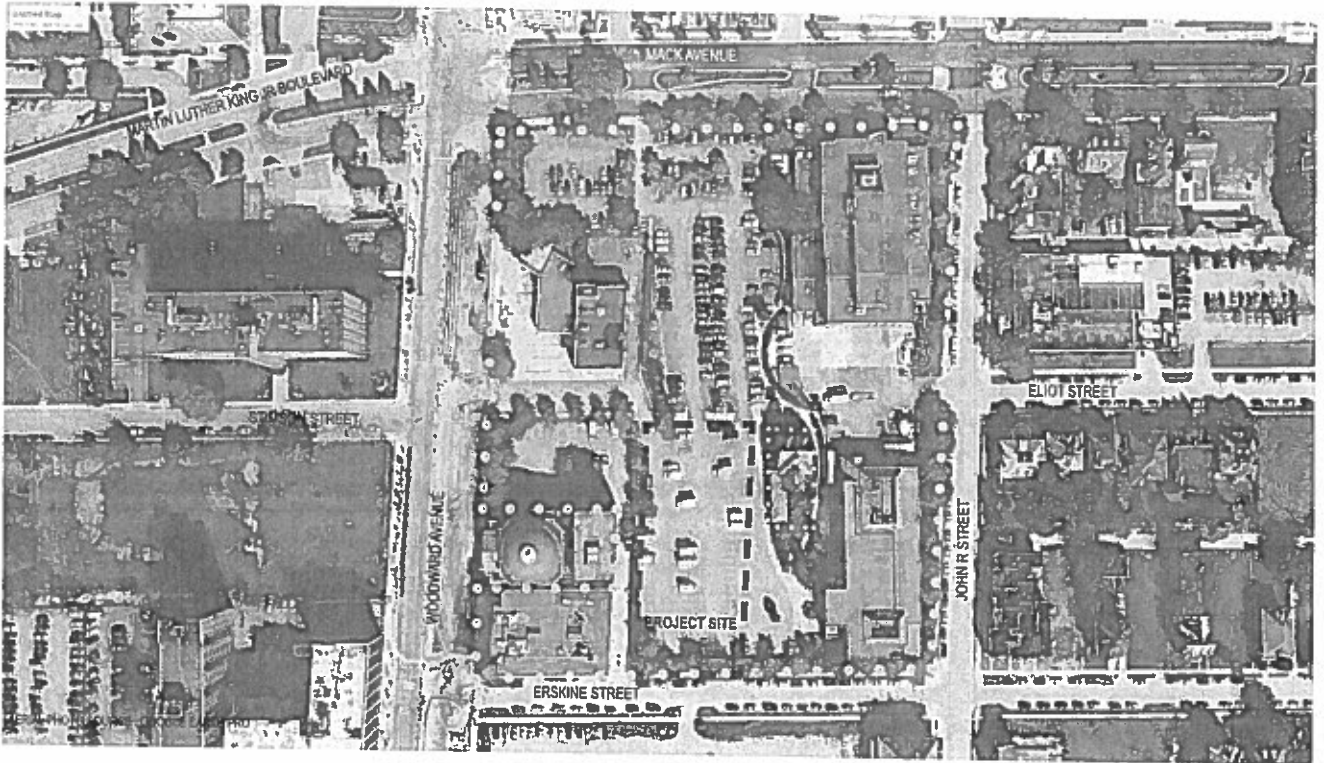


CONTRAST



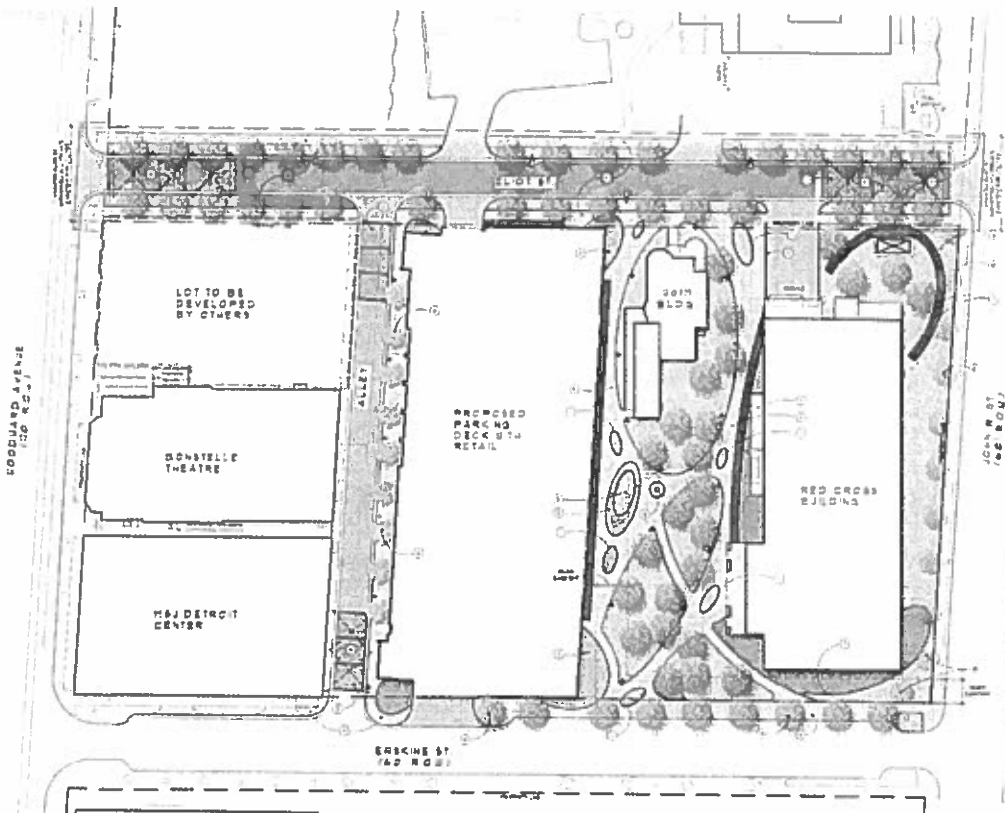
11.27.2018

summary



11.27.2018

project site



- Legend**
- ⊕ 100' TREE (10' CANOPY)
 - ⊕ 20' TREE (10' CANOPY)
 - ⊕ 10' TREE (5' CANOPY)
 - ⊕ 5' TREE (2' CANOPY)
- Note Key**
- ① 100' TREE (10' CANOPY)
 - ② 20' TREE (10' CANOPY)
 - ③ 10' TREE (5' CANOPY)
 - ④ 5' TREE (2' CANOPY)
 - ⑤ 10' TREE (5' CANOPY)
 - ⑥ 20' TREE (10' CANOPY)
 - ⑦ 10' TREE (5' CANOPY)
 - ⑧ 5' TREE (2' CANOPY)
 - ⑨ 10' TREE (5' CANOPY)
 - ⑩ 20' TREE (10' CANOPY)
 - ⑪ 10' TREE (5' CANOPY)
 - ⑫ 5' TREE (2' CANOPY)
 - ⑬ 10' TREE (5' CANOPY)
 - ⑭ 20' TREE (10' CANOPY)
 - ⑮ 10' TREE (5' CANOPY)
 - ⑯ 5' TREE (2' CANOPY)
 - ⑰ 10' TREE (5' CANOPY)
 - ⑱ 20' TREE (10' CANOPY)
 - ⑲ 10' TREE (5' CANOPY)
 - ⑳ 5' TREE (2' CANOPY)
- General Notes**
- 1. All trees to be planted in the ground and not in planters.
 - 2. All trees to be planted in the ground and not in planters.
 - 3. All trees to be planted in the ground and not in planters.
 - 4. All trees to be planted in the ground and not in planters.
 - 5. All trees to be planted in the ground and not in planters.
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 - 10. All trees to be planted in the ground and not in planters.
 - 11. All trees to be planted in the ground and not in planters.
 - 12. All trees to be planted in the ground and not in planters.
 - 13. All trees to be planted in the ground and not in planters.
 - 14. All trees to be planted in the ground and not in planters.
 - 15. All trees to be planted in the ground and not in planters.
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 - 17. All trees to be planted in the ground and not in planters.
 - 18. All trees to be planted in the ground and not in planters.
 - 19. All trees to be planted in the ground and not in planters.
 - 20. All trees to be planted in the ground and not in planters.

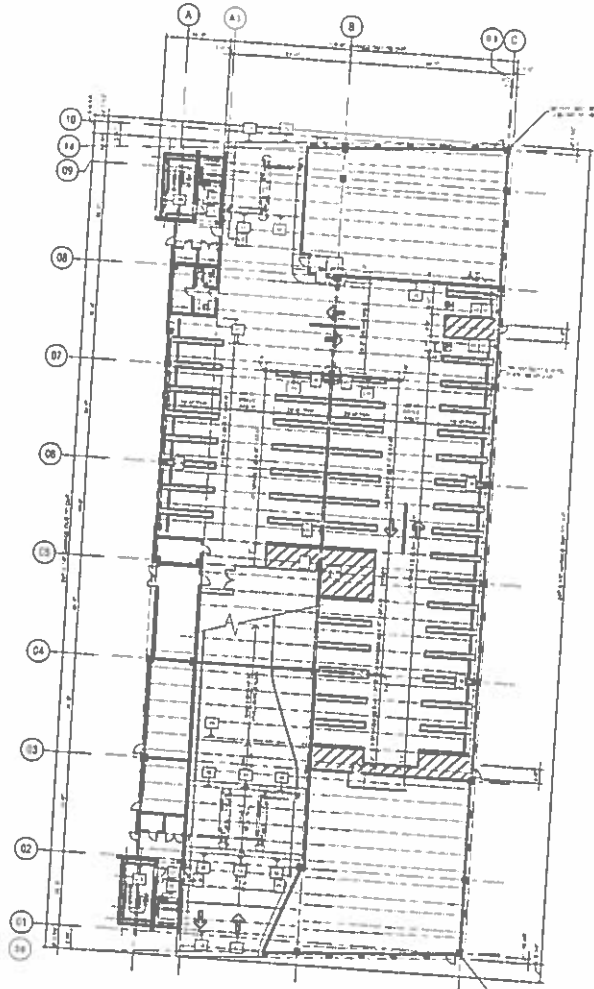
The Brush Park Elements of Design guidelines identify vacancy as the primary landscape characteristic. The proposed project replaces two minimally landscaped surface parking lots with an urban building and a verdant park. This area contains a fountain, a sculpture and lawns that contribute to the network of green spaces in Brush Park. Additionally, it highlights and makes publicly accessible the Victorian home on Elot Street owned by the University of Michigan. The existing fence that fortified the institutional campus from the neighborhood will be removed. The garden provides a shortcut through the block towards the public transit stops at Woodward Avenue and Mack Avenue.

SOMA Brush Park

Landscape Schematic Design

11.27.2018

public realm



LEVEL G1 STRIPING PLAN

CAR COUNT SUMMARY				
LEVEL	STANDARD	BARGE & FREE	COMPACT	TOTAL
01	01	0	0	01
02	07	0	0	07
03	01	0	0	01
04	01	0	0	01
05	01	0	0	01
06	01	0	0	01
TOTALS	01	0	0	01

LEVEL COLOR CHART	
01	01
02	02
03	03
04	04
05	05
06	06
07	07
08	08
09	09
10	10

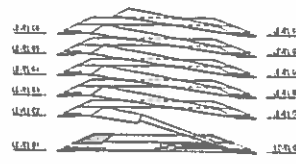
NOTES

- See drawing for details of parking spaces and vehicle stalls.
- See drawing for details of vehicle stalls.
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GENERAL NOTES

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ISOMETRIC

NEUMANN SMITH
 4000 Woodward Drive
 Southfield, MI 48034
 phone 248.352.8310
 fax 248.352.1621
 ns@neumannsmith.com

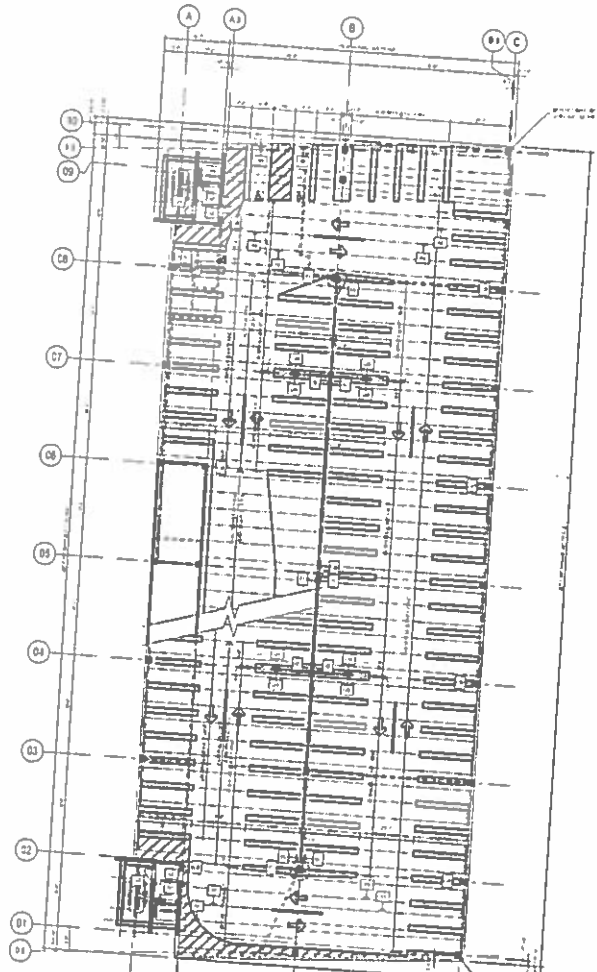


MIXED-USE BUILDING
 SOUTH OF MACK AVENUE
 DETROIT MICHIGAN USA 48201



100% BIDDING AND PERMIT

Date: 01.04.19
 JJO
 JJJ
 JJJ
 2019992
LEVEL G1 STRIPING PLAN
 Scale: 1/16" = 1'-0"
 PE201



CAR COUNT SUMMARY

LEVEL	STANDARD	SMALLER SIZE	COMPACT	TOTAL
21	63	2	1	66
22	89	2	3	94
23	101	2	1	104
24	103	2	1	106
25	101	2	1	104
26	122	1	1	124
TOTALS	580	12	8	600

LEVEL COLOR CHART

Color	Level
Blue	Level 1
Green	Level 2
Yellow	Level 3
Red	Level 4
Purple	Level 5
Orange	Level 6
Brown	Level 7
Pink	Level 8
Grey	Level 9
Black	Level 10

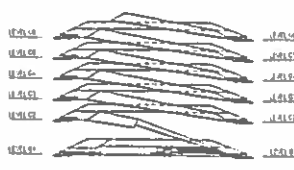
NOTES

1. All dimensions are in feet and inches.
2. All dimensions are to the center of the striping unless otherwise noted.
3. All dimensions are to the center of the striping unless otherwise noted.
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9. All dimensions are to the center of the striping unless otherwise noted.
10. All dimensions are to the center of the striping unless otherwise noted.



LEVEL G2 STRIPING PLAN

ISOMETRIC

NEUMANN SMITH
 400 Griswold Street
 Suite 555
 Southfield, MI 48034
 Phone 248.352.8210
 Fax 248.352.1821
 ne@neumannsmith.com

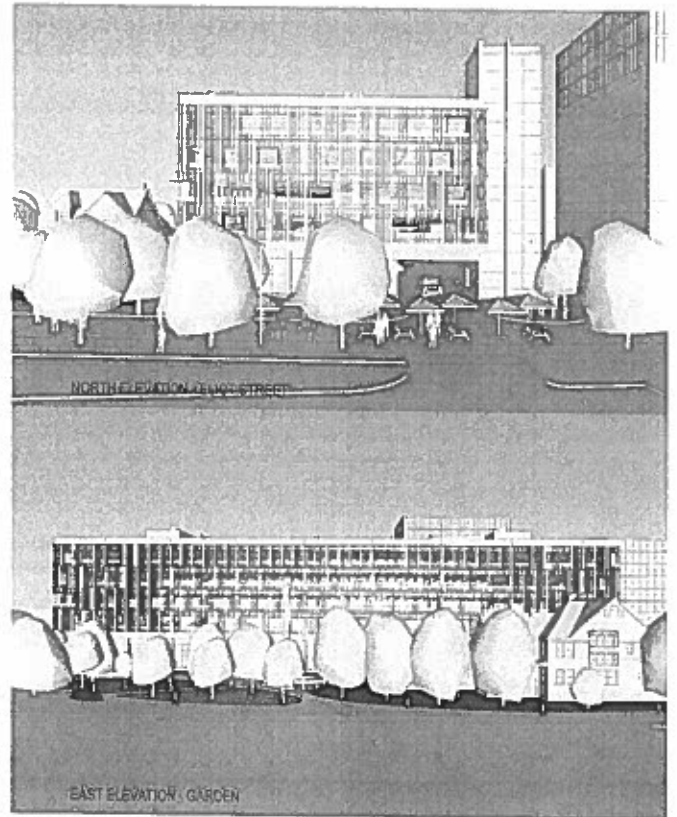
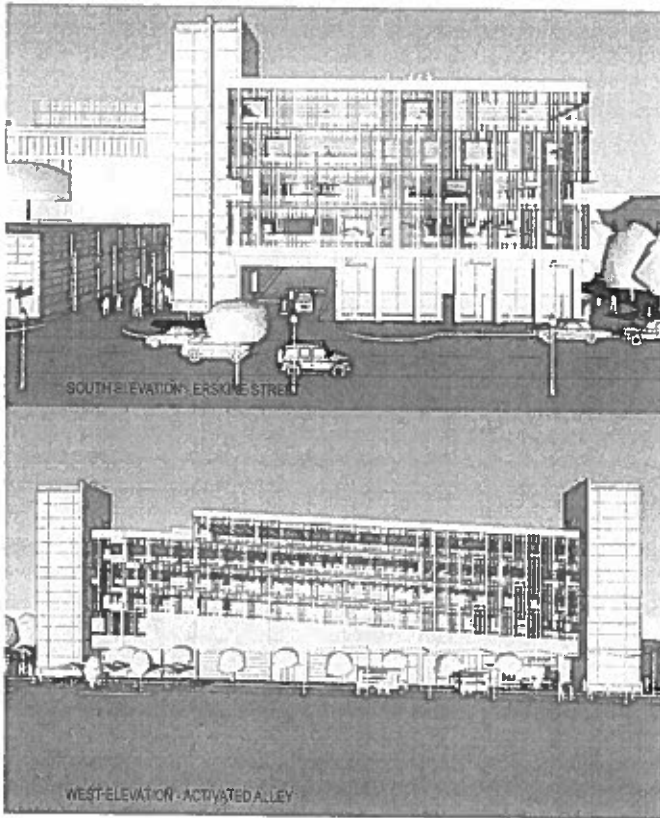


MIXED-USE BUILDING
SOUTH OF MACK AVENUE
DETROIT MICHIGAN USA 48201



100% BIDDING AND PERMIT

010419
 JJD
 JJJ
 201808
LEVEL G2 STRIPING PLAN
 Scale: 1/16" = 1'-0"
 PS202



exterior elevations

NEUMANN SMITH
 GRISSIM METZ ASSOCIATES ANDRIESE
 SO MA
 BOSTON

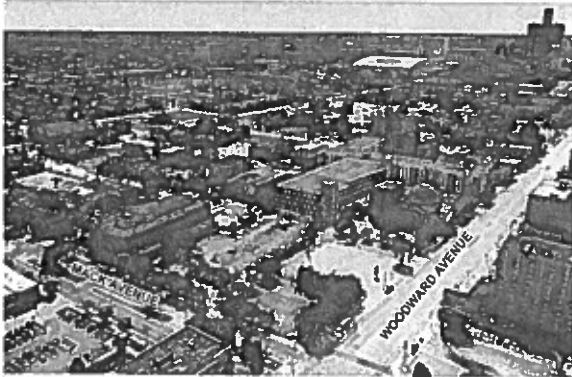
11.27.2018



VIEW LOOKING NORTH EAST



VIEW LOOKING NORTH WEST



VIEW LOOKING SOUTH EAST

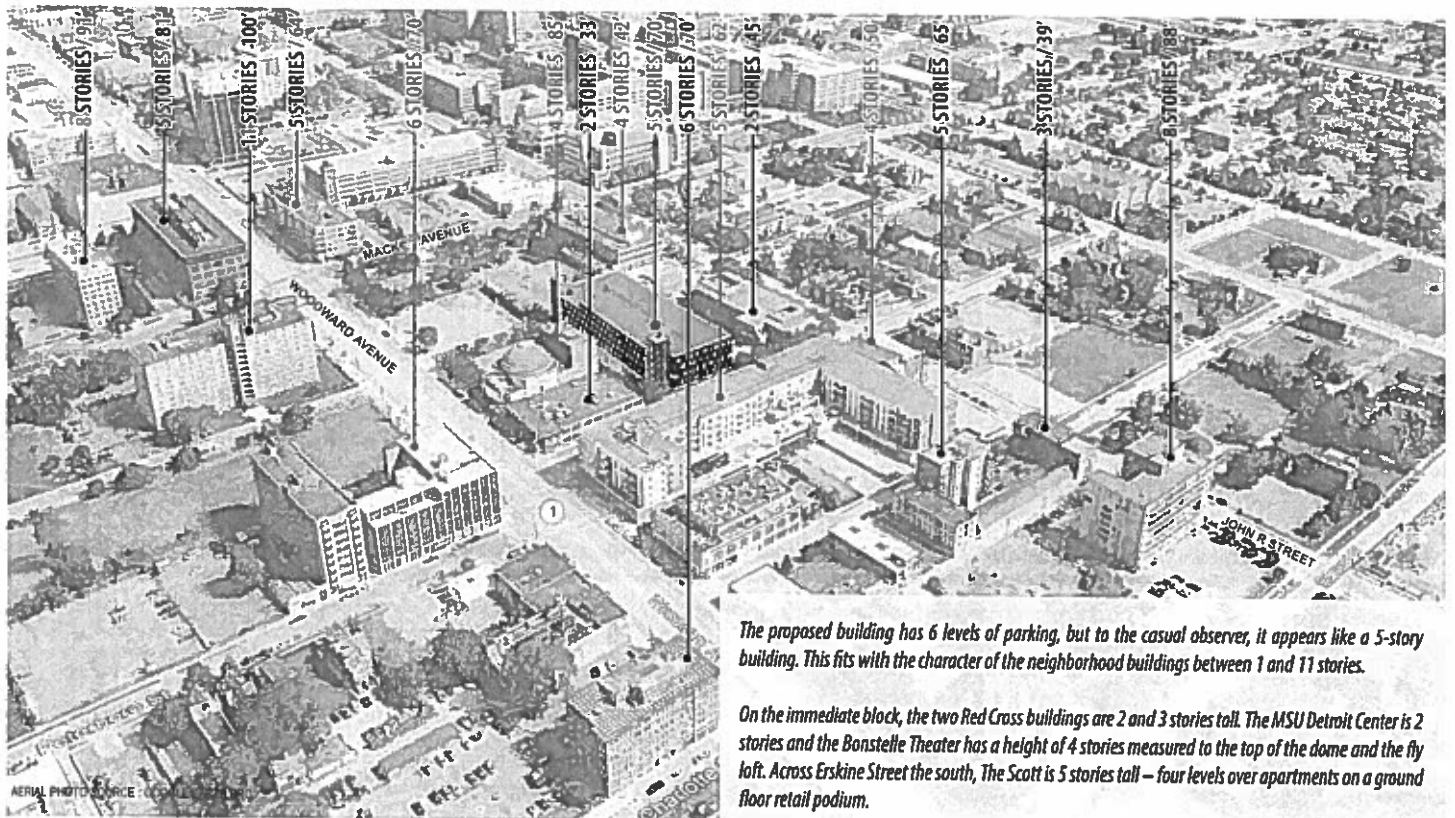


VIEW LOOKING SOUTH WEST



11.27.2018

neighborhood context



The proposed building has 6 levels of parking, but to the casual observer, it appears like a 5-story building. This fits with the character of the neighborhood buildings between 1 and 11 stories.

On the immediate block, the two Red Cross buildings are 2 and 3 stories tall. The MSU Detroit Center is 2 stories and the Bonstelle Theater has a height of 4 stories measured to the top of the dome and the fly loft. Across Erskine Street the south, The Scott is 5 stories tall – four levels over apartments on a ground floor retail podium.

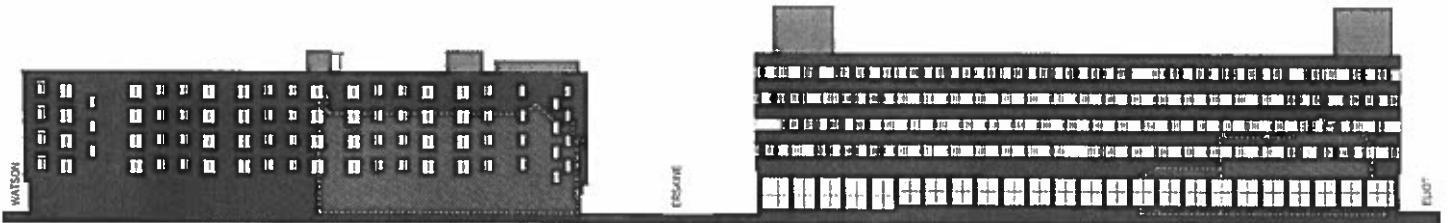


SOUTH FAÇADE FIGURE GROUND STUDY - ERSKINE STREET LOOKING NORTH

The proposed building has open areas in the façade averaging 30% on all four elevations. This fits with the dominant character of the district with openings between 15% and 35% of the façade area.



NORTH FAÇADE FIGURE GROUND STUDY - ADJACENT BUILDINGS ERSKINE STREET LOOKING SOUTH

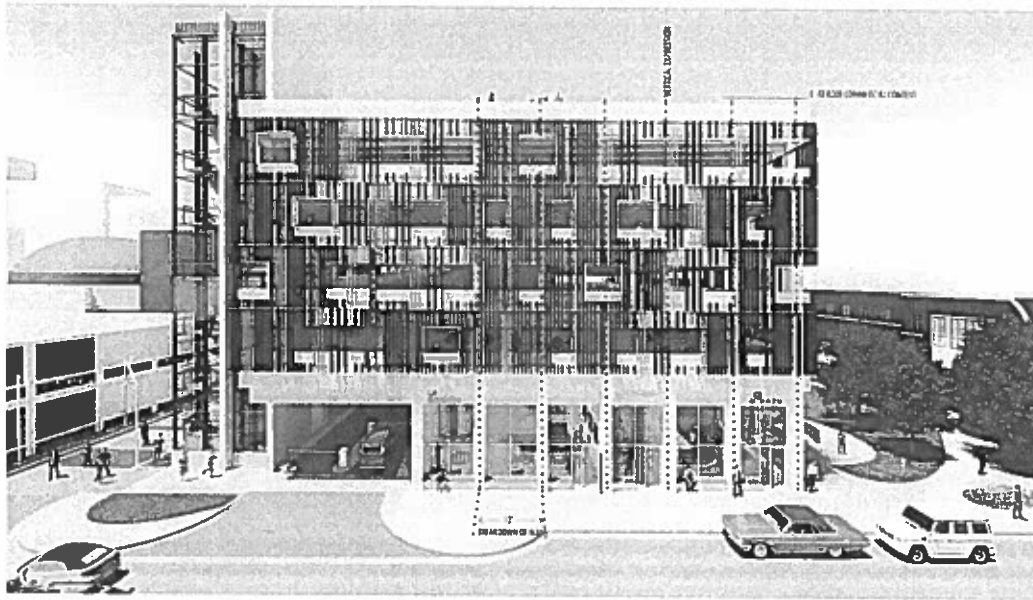


EAST FAÇADE FIGURE GROUND STUDY

massing and scale



11.27.2018



The proposed building is wider than it is tall on all four sides. The structural expression and architectural screen is designed to emphasize the vertical dimension of the building.

The building has openings in the screen which appear like windows in varying widths. All the openings at the parking areas are 5 feet tall. The screen itself has two different densities. The design of the façades does not have the grid-based modularity typical of modern architecture, or most parking structures. The playfulness of the design masks the sobriety of the underlying function.



NEIGHBORHOOD CONTEXT | TRADITIONAL AND MODERN ARCHITECTURAL STYLES, VERTICAL STRUCTURAL EXPRESSION, BUILDING'S WIDER THAN TALL, PUNCHED WINDOWS

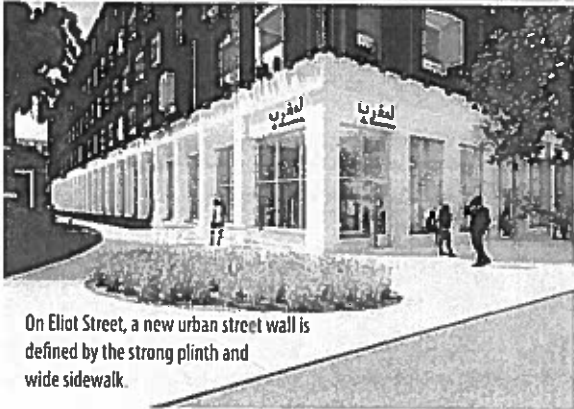
massing and scale



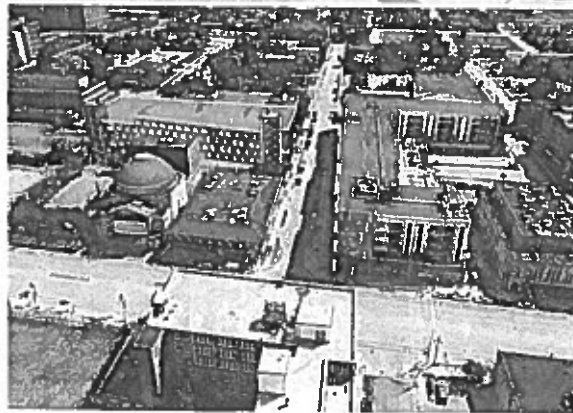
11.27.2018



On Erskine Street, the plinth respects the height of the MSU Detroit Center and continues the urban street wall.



On Eliot Street, a new urban street wall is defined by the strong plinth and wide sidewalk.



The proposed building maintains the zero-setback line of the adjacent MSU Detroit Center reinforcing the urban street wall. The height of the ground floor plinth respects the roof line. Retail storefronts on the Erskine Street and Eliot Street elevations promote vibrancy in the public realm.



11.27.2018

urban response

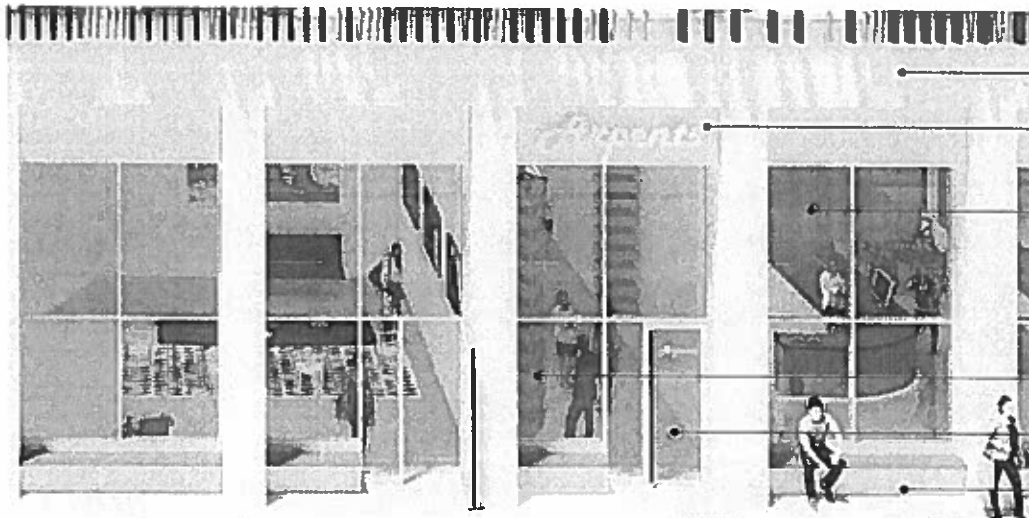
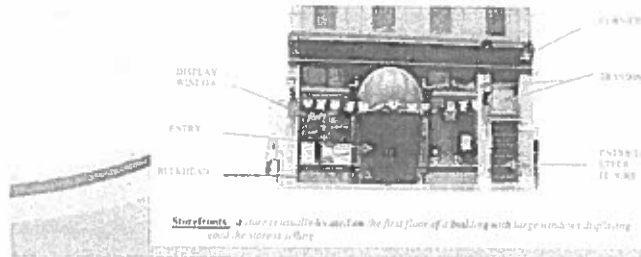


DIAGRAM SOURCE: CITY OF DETROIT PDD "DESIGN GUIDELINES FOR COMMERCIAL BUILDINGS"
 Elements of a Storefront



- CORNICE
- ORGANIZED AND CONSISTENT BAND FOR TENANT SIGNAGE
- TRANSOM
- DISPLAY WINDOW
- ENTRY
- BULKHEAD

The proposed building incorporates the traditional elements of a storefront with a contemporary design style. Columns are spaced 12 feet on center to break down the scale of the building to legible human proportions.

The National Bank of Detroit Building (Qube) designed by Albert Kahn Associates served as a design reference for the clarity of the street level plinth separated from the repetitive office floors above.



The primary material of the proposed building is acid-washed precast concrete. The columns and spandrels at each floor level are creamy limestone color, the stair and elevator towers are sandblasted grey concrete and clear glass. The color of the white concrete is intended to be compatible with the adjacent Bonstelle Theater and the MSU Detroit Center both designed by Albert Kahn Associates. The screen surrounding the building is made from extruded, post-consumer recycled plastic lumber in dark blue and grey colors. The bold colors and patterns recalls the traditional architecture of terracotta and glazed brick found in Detroit.

The stepped bond pattern of National Bank of Detroit Building (also Albert Kahn) and the prominent texture of the Henry Ford Hospital Parking Structure influenced the design of the proposed building.



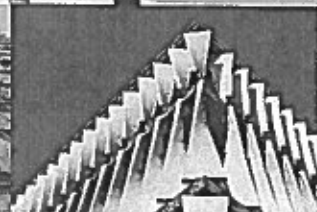
MSU DETROIT CENTER
EXPOSED CONCRETE FRAME AND GLASS



TEMPLE BETH-EL / BONSTELLE THEATER
CREAM COLORED LIMESTONE



NATIONAL BANK OF DETROIT BUILDING
RUNNING BOND MODULE OF WINDOWS AND MARBLE PANELS



HENRY FORD HOSPITAL PARKING STRUCTURE
EXPRESSIVE SCREEN TO CONCEAL AUTOMOBILES



11.27.2018

materials



THE ARCHITECT
**NEUMANN
SMITH**

**GRISSIM
METZ ASSOCIATES
ANDRIESE**

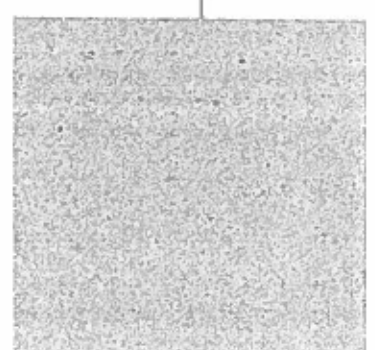
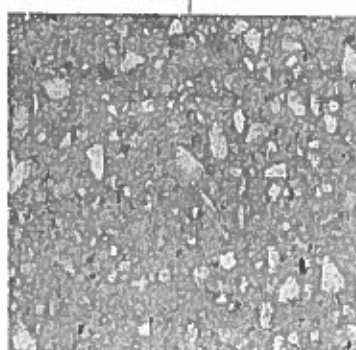
**SO
MA**
STUDIO

11.27.2018

public realm



DETROIT



CEMENT BOARD

PAINT FOR STEEL COLUMNS/
GIRDERS AND BALUSTERS

ALUMINIUM MULLIONS

ROUND SCRIM STICKS
OPTIOYA

RECTANGULAR SCRIM STICKS

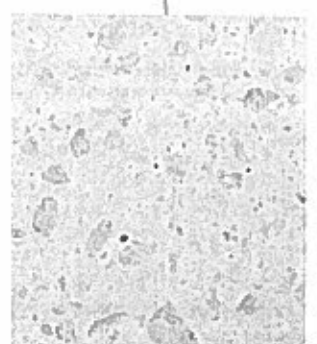
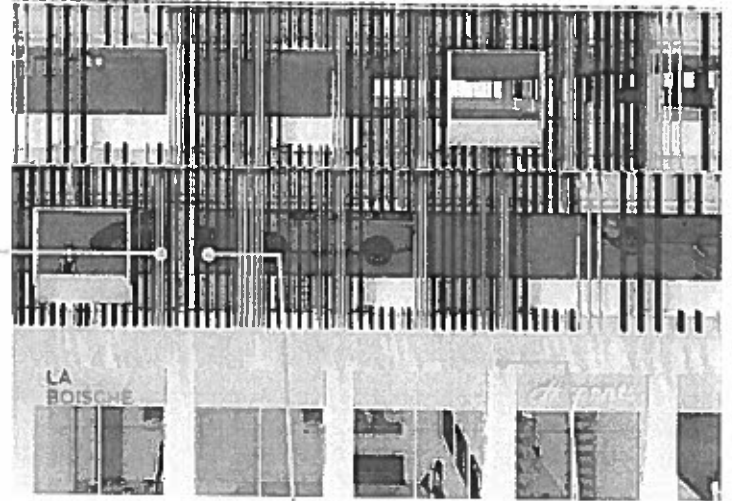
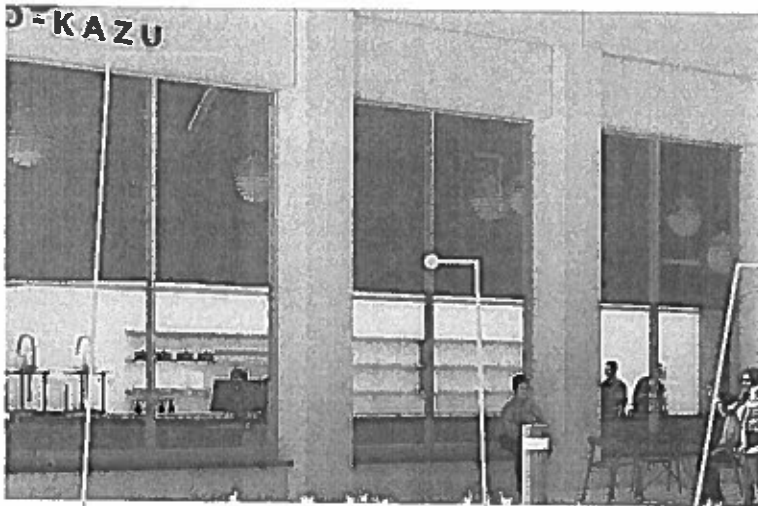
INTERIOR STAIRWELL

CMU INFILL



11.27.2018

finish board



CEMENT BOARD

PAINT

ALUMINUM MULLIONS

ROUND SCRIM STICKS
OPTION A

RECTANGULAR SCRIM STICKS

COLUMNS AND SPANDRELS



11.27.2018

finish board