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May 13, 2021

HONORABLE CITY COUNCIL

RE: Request of CCA Midtown Detroit, LLC to amend Chapter 50 of the 2019 Detroit City Code, Zoning, by amending Article XVII, Zoning District Maps, Section 50-17-5. District Map No. 4, of the Detroit Zoning Ordinance to modify the development regulations of the existing PD (Planned Development District) zoning classification for the properties commonly identified as 33 Elliot, 80 Mack Avenue, 90 Mack Avenue, 3510 Woodward and 3540 Woodward Avenue to allow for a three-building mixed-use development to host residential units, retail space and on-site parking (**RECOMMEND APPROVAL**)

RECOMMENDATION

On March 4, 2021 the City Planning Commission voted to recommend approval of the request of City Club Apartments (CCA) Midtown Detroit with the following conditions:

1. The developer will submit a community impact plan to the City Planning Commission staff and adjacent neighborhoods prior to construction permits being issued which will address negative impacts that may arise. The community impact plan shall include:
 - a. A construction schedule to describe anticipated start and end dates and other milestones of the development.
 - b. A plan to mitigate fugitive dust, noise pollution, and pest infestation that may arise from ground disturbance and other construction activities.
 - c. A plan for temporary construction site screening, staging and construction related vehicle parking.
2. The developer will adhere to the Department of Public Works Traffic and Engineering Division requirements as outlined below:
 - a. That loading zone deliveries will not be allowed during the rush hour periods of 7:00 am to 9:00 am or 3:00pm to 6:00 pm.
 - b. The second truck bay can only be used for trash pickup services, which can only occur overnight and prior to 6:00 am. At no time shall truck deliveries occur while the 2nd bay is occupied.
 - c. The delivery operation will be within the dock area without encroaching into the right-of-way. The developer will strongly encourage the use of small trucks as shown in their schematics. No trucks can be longer than the loading dock length.
 - d. Parking in front of the business will be eliminated and will be converted to a short term loading zone.
 - e. Curbside delivery is limited to short periods of time using the loading zone.
 - f. The developer will seek both an encroachment permit and indemnification through the Department of Public Work's right-of-way permitting process for the proposed configuration.

- g. Agreement needs to specify that the developer will have procedures in place that will be followed by all of their company truck drivers. The procedures will require the major retail tenant delivery vehicles to pull into the unoccupied curb lane, and wait for traffic to clear, before beginning the process of backing up into the loading dock. Deliveries from non-company entities shall utilize the assigned loading zone (curb lane) in front of the development for all delivery services. The delivery services shall be prohibited during rush hour periods of 7:00am to 9:00 am or 3:00 pm to 6:00pm.
 - h. The developer will submit written procedures to the City Planning Commission staff which delivery trucks will be subject to when utilizing the Mack Avenue loading dock.
 3. The developer will adhere to the Post Construction Stormwater Ordinance requirements for the development.
 4. The developer will work with City staff and community members through a process to determine and finalize all signage and murals for the site to the satisfaction of City Planning Commission staff.
 5. The developer must submit final site plans and elevations; landscaping, lighting, and signage plans; and, the parking lease agreement to the City Planning Commission staff for review and approval prior to making application for required permits.

BACKGROUND

City Club Apartments is a property owner and operator in the city of Detroit, founded by Jonathan Holtzman in 2016. The developer currently has numerous mixed-use developments in Detroit and surrounding communities. CCA's predecessor companies, Joseph Holtzman Homes, Holtzman and Silverman, and Village Green established the family of companies now in operation for 100 years. Other Detroit developments under the parent companies include City Club Apartments CBD Detroit (313 Park Avenue), City Club Apartments Lafayette Park (750 Chene Drive), Renaissance City Club Apartments (former Millinder Center), and Detroit City Club Apartments (1431 Washington Blvd). The firm also owns and operates other residential projects throughout Michigan and manages more than 10,000 housing units across multiple states.

PROPOSAL

The project that is currently before this Honorable Body is the proposal of CCA to develop City Club Apartments-Midtown on the approximately 2.4 acre site on the southeast corner of Mack and Woodward avenues. The development is part of the Red Cross site master plan, bounded by Mack Avenue, the former Red Cross building, Woodward Avenue, and the reinstated, privately- owned extension of Eliot Street. A portion of the site is currently utilized for parking with the remainder of the site being vacant.

The project under consideration is a mixed-use development that will include three separate buildings designed to exist cohesively with each other and are comprised of the following:

- A 32,000 square foot (SF) single story retail building
- A 64,000 SF six-story mixed-use building with 12,500 SF of ground floor retail and 77 apartments

- A 203,000 SF 16-story apartment building with 273 apartments

Within the three buildings, there is a proposed mix of one-bedroom, two-bedroom, three-bedroom, studio, convertible, townhouse and penthouse units. Of the total amount of units, 20% will be set aside as affordable.

The retail space that is planned for the site will host a national retail anchor to occupy approximately 31,000 SF. Another 4,000 SF is planned for a national bank on the site. The remaining retail space is planned to host a local Detroit-based restaurant, coffee-shop and bakery. There are currently on-going negotiations to solidify the users for all of the aforementioned retail spaces.

Amenities for the development include a lounge, library, dog park, sky club with rooftop pool and outdoor grilling stations, 24/7 Whole Body Fitness, wellness room, movie theatre, business center, conference room, and zen garden. The proposed development will also offer three outdoor spaces to residents, patrons, commercial tenants and the surrounding community.

Two hundred and sixty-one (261) parking spaces are proposed, of which 186 spaces will be located below-grade on the site. An additional 75 spaces are planned to be located at the adjacent SOMA parking garage via lease agreement.

The total cost for the development stands at \$95 million. CCA anticipates financing the project with senior and mezzanine construction loans, as well as other possible economic incentives such as Brownfield TIF. It is estimated that the project will generate 133 full-time labor and skilled trade jobs during construction. Once completed, a total of 62 full-time, 55 part-time retail, and several management jobs are anticipated.



Image from City Club Apartments package

PLANNING CONSIDERATIONS

Surrounding Zoning and Land Use

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

North: PD; Whole Foods Market and Starbucks

South: PD; The Bonstelle Theatre and Michigan State University Detroit Center

East: PD; Detroit Health Department

West: PD; Orchestra Tower

Master Plan Consistency

The subject property is located in the Lower Woodward area of Neighborhood Cluster 4 of the Detroit Master Plan of Policies (MP). The future land use designation for the subject parcels indicates (MRC) Mixed Residential-Commercial characterized by “medium-to-high density housing developed compatibly with commercial and/or institutional uses.”

The Planning and Development Department (PDD) has submitted a letter stating the project’s consistency with the (MP).

COMMUNITY OUTREACH AND PUBLIC HEARING RESULTS

The developer has held two meetings with the Brush Park CDC. The first meeting was held during the summer of 2020 and the second meeting in January of 2021. Since then, the Brush Park CDC has issued a letter of support for the project (with a unanimous vote.) The developer has also met with a number of additional stakeholders, with the meeting schedule listed below:

- Brush Park CDC Public and Board Meeting 7/2020 and 1/21/2021
- 3670 Woodward Ave (Ellington Residents) 2/25/2021
- 100 Mack Ave (Owners of Office Building) 2/3/2021
- 115 Erskine St (Owners of Office building) 2/3/2021
- 80 Eliot Street (Members of Club/Ownership) 2/4/2021
- 3424 Woodward (Owner) 2/3/2021
- SWC Stimson/Woodward (Developer/Owner) 2/3/2021
- 3152 Woodward Ave (Owner) 2/2/2021
- 3663 Woodward Ave (Broder and Sachse Building) 2/2/2021
- 81 Erskine St (Owner) 2/3/2021
- 3448 Woodward Ave (Owner) 2/3/2021
- 40 Davenport (Owner) 2/2/2021

At the February 4th CPC public hearing on this matter, there were several people that spoke in support or with general remarks and questions.

One speaker during public comment, representing the Prismatic Club located just south of the proposed development in the University of Michigan Building at 80 Eliot, spoke in opposition to the project due to a separate dispute with the owner of the site.

The representative of the Prismatic Club stated during the public hearing and in additional conversations with CPC staff that they have two concerns:

- that the vacated Eliot Street was recently reconfigured, without the Prismatic Club's consent, during the construction of a neighboring project called SOMA by the owner of the former Red Cross site (which includes the subject CCA site); and,
- that the Prismatic Club has an agreement with the former Red Cross site owner to park on the existing parking lot, therefore if the CCA-Midtown development is built, the Prismatic Club will no longer have access to parking.

This matter appears to be under review in Wayne County Circuit Court, based on documents that have been provided by the Prismatic Club representative.

CPC staff has also consulted the City's Law Department (Law) on this issue, resulting in them opining on the matter. The synopsis of Law's response is that "both of the disputes between Prismatic Foundation and Nyman (the owner of the former Red Cross site) are private in nature."

There is a resolution from 1994 that vacated and converted the portion of Eliot Street in question between Woodward Ave. and John R to an easement. Law's final advice is that recourse should not be handled through the legislative bodies, but through the courts. The Prismatic Club may also consult the Department of Public Works (DPW) regarding the Eliot Street issue.

Law also responds similarly to the alleged contractual obligation to provide parking spaces for the Prismatic Foundation and states that the alleged contract has no bearing on anything that the City may do in this matter. Essentially, the legislative body should not substitute its judgement in a dispute that should be handled by the courts, but can make a decision within the statutorily permitted criteria within state and local statutes. Again, this is considered a private matter according to Law.

Finally, a letter was also submitted by the owner of the former Red Cross site, Adam Nyman, that speaks to the litigation concerning the alleged interest in the portion of Eliot Street. The letter indicates that "in the event that the litigation is not resolved, we are prepared to construct the road over a portion of the vacated Eliot Street and part of our property in a size and manner that will not obstruct or delay the City Club Apartments proposed development and will sufficiently service the properties adjoining the vacated Eliot Street."

ANALYSIS

This project is generally in conformance with the PD District design criteria of Sec. 50-11-15 of the Zoning Ordinance. Staff's review is as follows:

(a) Master Plan The proposed development should reflect applicable policies stated in the Detroit Master Plan.

The subject property is located in the Lower Woodward area of Neighborhood Cluster 4 of the Detroit Master Plan of Policies. The future land use designation for the subject parcels indicates

(MRC) Mixed Residential-Commercial characterized by “medium-to-high density housing developed compatibly with commercial and/or institutional uses.”

The Planning and Development Department has submitted a determination stating that the proposed development is in conformance with the Master Plan.

(b) Scale, form, massing and density, and (c) compatibility: the proposed development is 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.

As it relates to scale, form, massing and density, CPC staff believes that the building heights and scale are appropriate for the current site. The scale and massing fit the existing context of the Woodward and Mack avenue intersection. The buildings that will be located at the intersection of two major thoroughfares are appropriate for this type of development. The tallest building, the residential tower, proposed to front Eliot Street, has been thoughtfully placed on Eliot Street instead of Woodward Avenue, to not overpower and cast shadows on neighboring structures.

The entire former Red Cross site has a master plan devised by the owner of the property. The City has been involved in this process for some years now, and believes that this proposed plan will contribute to the entire area, filling a space that lies at the very important Mack and Woodward avenue intersection.

(d) 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.

Concerns related to traffic, loading, circulation and pedestrian safety were central topics surrounding another development on the larger site in 2019. The traffic mitigation measures were put in place to reduce the traffic speeds in the residential neighborhood stemming from new development. At that time, the Mayor’s Office, Detroit Police Department (DPD) and the Department of Public Works came before this Honorable Body and committed to a mitigation strategy. Since then, the Mayor’s Office has confirmed that most of these items have been completed. These items are found below:

1. The intersection of Edmund and John R will be converted from two-way to four-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 business.

7. The DPD precinct commander has committed to allocating resources during high traffic event nights by deploying officers to ticket and to mitigate traffic impacts.

Additionally, kiosks have been implemented on Erskine, which has also relieved some congestion in the area and spurred vehicle turnover. Traffic studies have been done by the CCA developer and reviewed by City staff, with concessions made to better manage traffic for this site. Measures dealing with trucks are included in the conditions, with a commitment to be enforced by the Building Safety Engineering Environmental Department.

*(e) **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.*

Due to several interdepartmental meetings and many conversations regarding the loading for this site, the Department of Public Works Traffic and Engineering Division has reviewed the current site plan and put forward the following conditions for the developer, which have subsequently been agreed to and will be incorporated as conditions of the PD ordinance. Those conditions related to loading are also included.

*(f) **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.*

There are no major negative environmental impacts expected. The developer will adhere to the Post Construction Stormwater Management Ordinance.

*(g) **Open space.** Adequate public and private open space should be provided for light and air, landscaping and, where appropriate, for passive and active recreation.*

There are three open spaces and amenities planned for the site which include:

- A pocket park at the southeast corner of Mack and Woodward Avenues featuring a splash fountain with landscaping.
- A pocket park at the northeast corner of Woodward Avenue and Eliot Street featuring outdoor seating a sculpture to be designed by a local Detroit artist.
- An Art Park planned in the courtyard between all of the CCA buildings. The Art Park will be reserved for apartment residents during the week but will be open to the local community for public events on the weekend. City Club Apartments will work in collaboration with local non-profit arts and cultural organizations to design and operate the Art Park.

The developer has stated that they will exceed the minimum tree size of a 2" caliper tree, 12-14 feet tall and instead propose the larger 3.5"-4" caliper tree, 18-20 feet tall for right-of-way (ROW) plantings.

The developer has committed to working with the City on the (ROW) to “propose tree and shrub species that make sense in the larger scheme of Midtown/Detroit to ensure diversity of species to increase disease resistance and visual interest.”

(h) **Rights-of-way, easements, and dedications.** *Where appropriate, adequate rights-of-way, easements and dedications should be provided for traffic ways, utilities and community facilities.*

Rights-of-way, easements and dedications are addressed appropriately. While there is a legal matter regarding the easement of the vacated Eliot Street, there is a second option to redesign the street depending on the conclusion of litigation.

(i) **River access.** *Where appropriate, public access should be provided, including provision of adequate right-of-way for the continuous pedestrian and bicycle pathway being developed along the Detroit River.*

Not applicable.

(j) **Screening.** *Appropriate buffering and screening of service, loading, refuse collection, mechanical and electrical equipment and of parking areas should be provided.*

City staff has worked with the developer on locations of loading and siting of equipment.

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

As mentioned above, the tallest building, the residential tower proposed to front Eliot Street, has been thoughtfully placed on Eliot Street instead of Woodward Avenue, in order not to overpower and cast shadows on neighboring structures. The design team has been intentional about placement and orientation of buildings.

(l) **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.*

Signage and proposed murals will be addressed through a process to be determined that will include community and City involvement. This process will be included as a condition of the PD ordinance.

(m) **Security considerations.** *Security considerations, especially avoidance of visually isolated public spaces, should be a major element of the design program.*

The site does not have any outstanding security concerns.

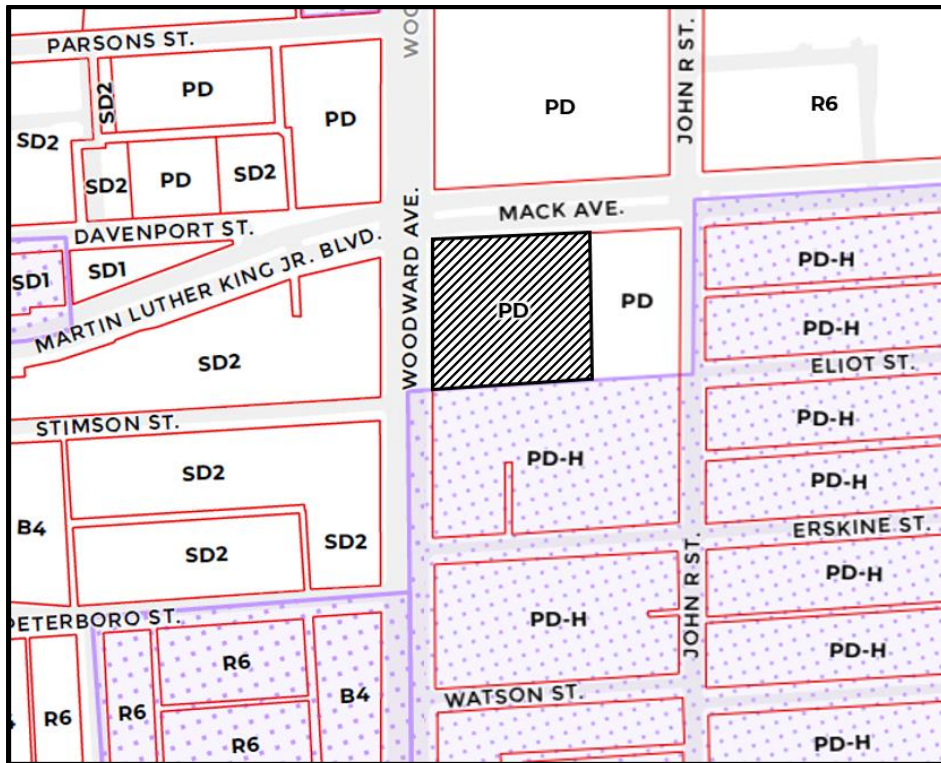
CONCLUSION AND RECOMMENDATION

The development team has worked to resolve many of the staff and community concerns during the consideration of this request. There were numerous engagement efforts that took place with

the community. The design and programming of the subject buildings has changed as a result of the community and City feedback. Therefore, the City Planning Commission has recommended **APPROVAL** of this project.

Attachment:
Plans

Cc: Katie Trudeau, Deputy Director
P&DD Karen Gage, P&DD
Greg Moots, P&DD
Lawrence Garcia, Corp. Counsel
Donald Rencher, Chief of Services and Infrastructure



Proposed PD Modification Site



234 Winder Street • Detroit, MI 48201 • www.BrushParkCDC.org • hello@brushparkcdc.org

February 3, 2021

Steve Kehm
Assistant VP of Development, City Club Apartments
328 S. Jefferson Street, Suite 570
Chicago, IL 60661
skehm@cityclubapts.com

Re: City Club Apartments Midtown

Dear Mr. Kehm,

The Brush Park Community Development Corporation (the “CDC”) forwards this letter to indicate our support for the proposed “City Club Apartments Midtown” development project for the property located at Woodward Avenue and Mack Avenue (the “Project”).

The plan for the Project was originally presented virtually before the CDC and the Brush Park community at a public meeting in late 2020. An updated version of the plan was presented virtually before the CDC Board on January 21, 2021. We understand the Project proposes the new construction of three buildings (1, 6, and 16 stories in height), comprising 184 apartments, 261 parking spaces (186 of which are to be located underground), 44,500 SF of ground-floor retail, and a series of pocket parks along Woodward Avenue. The CDC Board and community members attending the virtual meetings were generally receptive of the Project.

By a vote of 8 in favor, 0 objections, and 0 abstentions, the Board voted to support the Project. Attachment A contains the opinions offered by the Board during the voting process for your consideration; please note, these opinions have no bearing on the Board’s vote and are included for reference only.

Thank you for your commitment to Brush Park and for striving to make a positive impact in our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Alexandra Niehaus". The signature is fluid and cursive, written over a light blue horizontal line.

Alexandra Niehaus, Secretary

Cc: Kimani Jeffrey, City of Detroit Planning Commission Department

Attachment A: Poll Comments for “City Club Apartments Midtown”

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 project, I would like to offer some suggestions to the development team for consideration. Please reconsider the materials of building 2: I am highly skeptical of the blue siding material and the swiss cheese pattern, though the developer described them as timeless, I disagree; I think they will be outdated, and I would encourage a color and pattern that better reflects the Brush Park neighborhood, resulting in more cohesion with the surrounding neighborhood and a more timeless result.

Please reconsider the location of the art mural: Mack & Woodward is a gateway to Brush Park and our neighborhood is well known for its quality, crafty, and elegant architecture, therefore I think letting quality architecture be the first impression would be better than a mural which may or may not be liked. Part of what makes urban art murals interesting is they are "discoverable", located on sides and backs of buildings; the proposed location on the primary facade seems foreign to that pattern of urban art.

Finally, while this site is located just outside the historic district boundary, it is still very much part of the Brush Park neighborhood. Please consider that in all of your design decisions.

While I disagree with some of the material choices proposed, I support the overall form, massing, placement, and circulation of the project - thank you for your thoughtful design efforts. I also like the pocket parks and think they could be a great addition to the streetscape if done well, though I know landscape budgets often get cut when project costs start to stack up. As an important design feature, please ensure these areas get the same care that buildings do in development.

Comment 2

This project as an important gateway project to Midtown and although it technically is outside of Brush Park and the historic district, I appreciate the developer taking the time to present to the community over the summer. I also appreciate requesting the follow up meeting with the CDC board.

I agree with the comments [another Board Member] has made regarding the blue panels (I do not think this will age well). However, I recognize this is a matter of preference and I appreciate the developer's reaction to the community's reaction to the original multicolor design. This is much improved.

Overall, I support this project and am very excited for this to get started.

Comment 3

I have voted to support this project. However, I seriously question the logistics proposed for managing the heavy truck traffic entering and leaving the site, especially during the early stage of excavation. Woodward Avenue can't be used because of the Q-line and Eliot Street from Brush to Woodward is too narrow to handle access. Also, Mack Avenue, between Woodward and John R, cannot manage heavy trucks waiting, in tandem, to serve the site.

SUMMARY

This ordinance amends Chapter 50 of the 2019 Detroit City Code, *Zoning*, by amending Article XVII, *Zoning District Maps*, Section 50-17-5, *District Map No. 4*, to modify the development regulations of the existing PD-H (Planned Development District-Historic) zoning classification for the properties commonly identified as 90 Mack Avenue, 3540 Woodward Avenue, 80 Mack Avenue, 3510 Woodward, and 33 Eliot to allow for a three-building mixed-use development to host residential units, retail space, and on-site parking.

1 **BY COUNCIL MEMBER _____** :

2 **AN ORDINANCE** to amend Chapter 50 of the 2019 Detroit City Code, *Zoning*, by
3 amending Article XVII, *Zoning District Maps*, Section 50-17-5, *District Map No. 4*, to modify the
4 development regulations of the existing PD-H (Planned Development District-Historic) zoning
5 classification for the properties commonly identified as 90 Mack Avenue, 3540 Woodward
6 Avenue, 80 Mack Avenue, 3510 Woodward, and 33 Eliot to allow for a three-building mixed-use
7 development to host residential units, retail space, and on-site parking.

8 **ITS IS HEREBY ORDAINED BY THE PEOPLE OF THE CITY OF DETROIT THAT:**

9 **Section 1.** Article XVII of Chapter 50 of the 2019 Detroit City Code, *Zoning*, Article
10 XVII, Section 50-17-5, *District Map No. 4*, is amended as follows:

11 **CHAPTER 50. ZONING**

12 **ARTICLE XVII. ZONING DISTRICT MAPS**

13 **Sec. 50-17-5, *District Map No. 4.***

14 For the properties commonly identified as 90 Mack Avenue, 3540 Woodward Avenue, 80
15 Mack Avenue, 3510 Woodward, and 33 Eliot, Detroit, Michigan 48226, and more specifically
16 described as:

17 Land situated in the City of Detroit, County of Wayne, State of Michigan described as
18 follows:

19 PARCEL 4: Part of Lots 4, 16 and 17, also all of Lots 5, 6, 7, 14, and 15, and all of the
20 vacated alley, Block 13, Brush's Subdivision of part of Park Lots 17, 18, 19, 20 and 21,
21 and part of Brush Farm adjoining, as recorded in Liber 8, Page 12 of Plats, Wayne County
22 Records, also being described as: Beginning at the Northwest corner of said Lot 14; thence
23 N.60°17'00"E. 164.32 feet; thence S.26°12'01"E. 300.08 feet to a point on the Southerly

1 line of said Lot 4; thence S.60°17'00"W. 164.41 feet to the Southwest corner of said Lot
2 7; thence N.26°12'01"W. 300.08 feet to the point of beginning.

3
4 PARCEL 8: Part of Lot 11, also all of Lots 12 and 13, Block 13, Brush's Subdivision of part
5 of Park Lots 17, 18, 19, 20 and 21, and part of Brush Farm adjoining, as recorded in Liber
6 1, Page 286 of Plats, Wayne County Records, also being described as: Beginning at the
7 Northeast corner of said Lot 13; thence S.26°12'01"E. 137.56 feet; thence S.60°17'00"W.
8 158.75 feet to a point on the Easterly line of Woodward Avenue (120' wide, as widened);
9 thence N.26°10'19"W. 137.56 feet to the intersection of the Southerly line of Mack
10 Avenue (120' wide) and said Easterly line of Woodward Avenue; thence N.60°17'00"E.
11 158.68 feet to the point of beginning.

12
13 PARCEL 9: All of vacated alley adjacent to part of Lot 11, also all of Lots 12 and 13, and
14 part of Lot 14, Block 13, Brush's Subdivision of part of Park Lots 17, 18, 19, 20 and 21,
15 and part of Brush Farm adjoining, as recorded in Liber 1, Page 286 of Plats, Wayne
16 County Records, also being described as: Beginning at the Northeast corner of said Lot
17 13; thence N.60°17'00"E. 20.04 feet to the Northwest corner of Lot 14, of said block;
18 thence S.26°12'01"E. 137.56 feet; thence S.60°17'00"W. 20.04 feet; thence
19 N.26°12'01"W. 137.56 feet to the point of beginning.

20
21 PARCEL 11: The Westerly part of Lots 8, 9, 10 and the Westerly part of the Southerly 12.50
22 feet of Lot 11, Block 13, Brush Subdivision of part of Park Lots 17, 18, 19, 20, 21 and
23 part of Brush Farm adjoining, according to the plat thereof as recorded in Liber 1 of Plats,

1 Page 286, Wayne County Records, described as: Beginning at the intersection of the
2 Easterly line of Woodward Avenue, 120 feet wide, with the Northerly line of Eliot Street,
3 60 feet wide (interior angle 86 degrees 37 minutes 00 seconds); thence along the Easterly
4 line of Woodward Avenue, North 26 degrees 24 minutes 30 seconds West, 162.50 feet;
5 thence along the Northerly line of the Southerly 12.50 feet of Lot 11 (interior angle 93
6 degrees 22 minutes 30 seconds) North 60 degrees 13 minutes 00 seconds East, 98.76 feet;
7 thence South 26 degrees 16 minutes 00 seconds East (interior angle 86 degrees 29 minutes
8 00 seconds) 62.50 feet; thence along the Southerly line of said Lot 10 (interior angle 93
9 degrees 31 minutes 00 seconds) South 60 degrees 13 minutes 00 seconds West, 0.25 feet;
10 thence South 26 degrees 16 minutes 00 seconds East (interior angle 266 degrees 29
11 minutes 00 seconds) 100.00 feet; thence along the Northerly line of Eliot Street (interior
12 angle 93 degrees 31 minutes 30 seconds) South 60 degrees 12 minutes 30 seconds West,
13 98.11 feet to the point of beginning.

14
15 PARCEL 12: The Easterly 60.25 feet of Lot 8 and 9, the Easterly 60 feet of Lot 10 and the
16 Easterly 60 feet of the South 12.50 feet of Lot 11, Block 13, including all of the adjacent
17 vacated alley (20 feet wide), Brush Subdivision of part of Park Lots 17, 18, 19, 20, 21 and
18 part of Bruch Farm adjoining, according to the plat thereof as recorded in Liber 1 of Plats,
19 Page 286, Wayne County Records. And being the same property conveyed to American
20 National Red Cross from Jefferson Land, Inc., a Michigan corporation by Warranty Deed
21 Corporation dated February 10, 1998 and recorded April 18, 1998 in Deed Book 29834,
22 Page 3613.

1 the development regulations of the existing PD-H (Planned Development District-Historic) zoning
2 classification are modified as follows:

3 (1) All development shall be in accordance with the site plans, elevations, and other
4 components of the development proposal for CCA Midtown Detroit LLC in the
5 drawings prepared by BKV Group, dated March 4, 2021, subject to the following
6 conditions:

7 1. The developer will submit a community impact plan to the City Planning
8 Commission staff and adjacent neighborhoods prior to construction permits
9 being issued which will address negative impacts that may arise. The
10 community impact plan shall include:

11 a. A construction schedule to describe anticipated start and end dates
12 and other milestones of the development.

13 b. A plan to mitigate fugitive dust, noise pollution, and pest infestation
14 that may arise from ground disturbance and other construction
15 activities.

16 c. A plan for temporary construction site screening, staging and
17 construction related vehicle parking.

18 2. The developer will adhere to the Department of Public Works Traffic and
19 Engineering Division requirements as outlined below:

20 a. That loading zone deliveries will not be allowed during the rush hour
21 periods of 7:00 am to 9:00 am or 3:00pm to 6:00 pm.

- 1 b. The second truck bay can only be used for trash pickup services,
2 which can only occur overnight and prior to 6:00 am. At no time
3 shall truck deliveries occur while the 2nd bay is occupied.
- 4 c. The delivery operation will be within the dock area without
5 encroaching into the city’s right-of-way. The developer will
6 strongly encourage the use of small trucks as shown in their
7 schematics. No trucks can be longer than the loading dock length.
- 8 d. Parking in front of the business will be eliminated and will be
9 converted to a short term loading zone.
- 10 e. Curbside delivery is limited to short periods of time using the
11 loading zone.
- 12 f. The developer will seek separately, an encroachment permit and
13 indemnification through the Department of Public Work’s right-of-
14 way permitting process for the proposed configuration.
- 15 g. Agreement needs to specific that the developer will have procedures
16 in place that will be followed by all of their company truck drivers.
17 The procedures will require the major retail tenant delivery vehicles
18 to pull into the unoccupied curb lane, and wait for traffic to clear,
19 before beginning the process of backing up into the loading dock.
20 Deliveries from non-company entities shall utilize the assigned
21 loading zone (curb lane) in front of the development, for all delivery
22 services. The delivery services shall be prohibited

1 during rush hour periods of 7:00am to 9:00 am or 3:00 pm to
2 6:00pm.

3 h. The developer will submit written procedures to the City Planning
4 Commission staff which delivery trucks will be subject to when
5 utilizing the Mack Avenue loading dock.

6 3. The developer will adhere to the Post Construction Stormwater Ordinance
7 requirements for the development

8 4. The developer will work with City staff and community members through
9 a process to determine and finalize all signage and murals for the site to the
10 satisfaction of City Planning Commission staff.

11 5. The developer must submit final site plans and elevations, landscaping,
12 lighting, signage plans, and parking lease agreement to the City Planning
13 Commission staff for review and approval prior to making application for
14 required permits.

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

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

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

21 Approved as to form:

22 

23 Lawrence T. García,
24 Corporation Counsel

CITY CLUB

APARTMENTS

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CCA Midtown City Club Apartments



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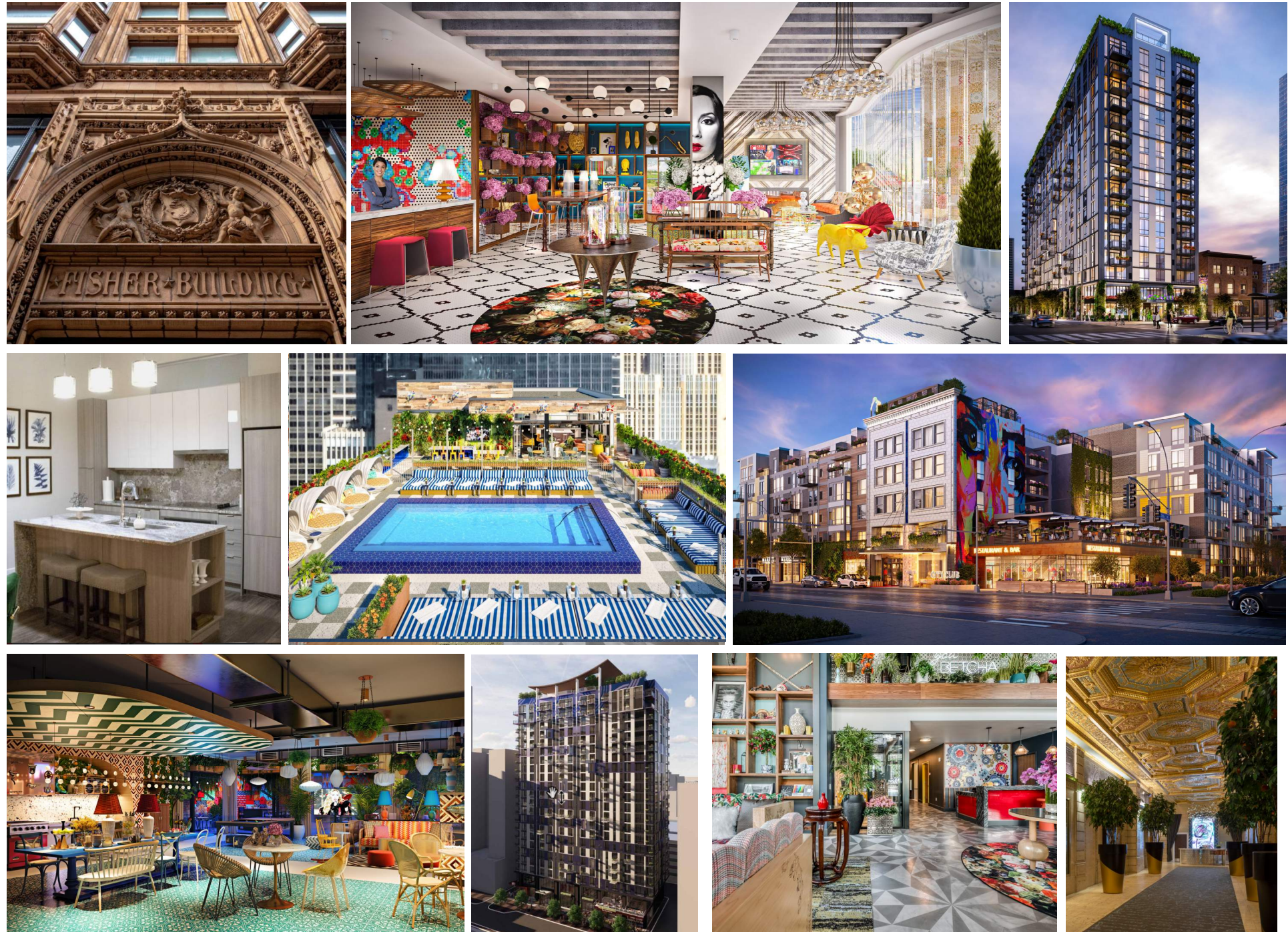
Economic and Community Benefits

About City Club Apartments

City Club Apartments LLC is the evolution of a company that started over 100 years ago in Detroit. Over the course of 3 generations, we have continued to innovate and deliver the very best in housing.

We lead the industry in developing and managing innovative, urban mixed-use apartment communities. A customer centric, lifestyle brand, City Club Apartments delivers resort class amenities, social programming and time saving services to residents. Design driven and technologically advanced, we are committed to social responsibility, with industry leading wellness and green certification. Our product targets the attitudinal shift in consumers towards lifestyle choices, targeting young urban professionals through to empty nesters, with a unique mix of apartments and penthouses.

As the Developer, Owner and Manager of long-term urban real estate City Club Apartments has a portfolio of approximately 10,000 mixed-use apartments.





Our Team

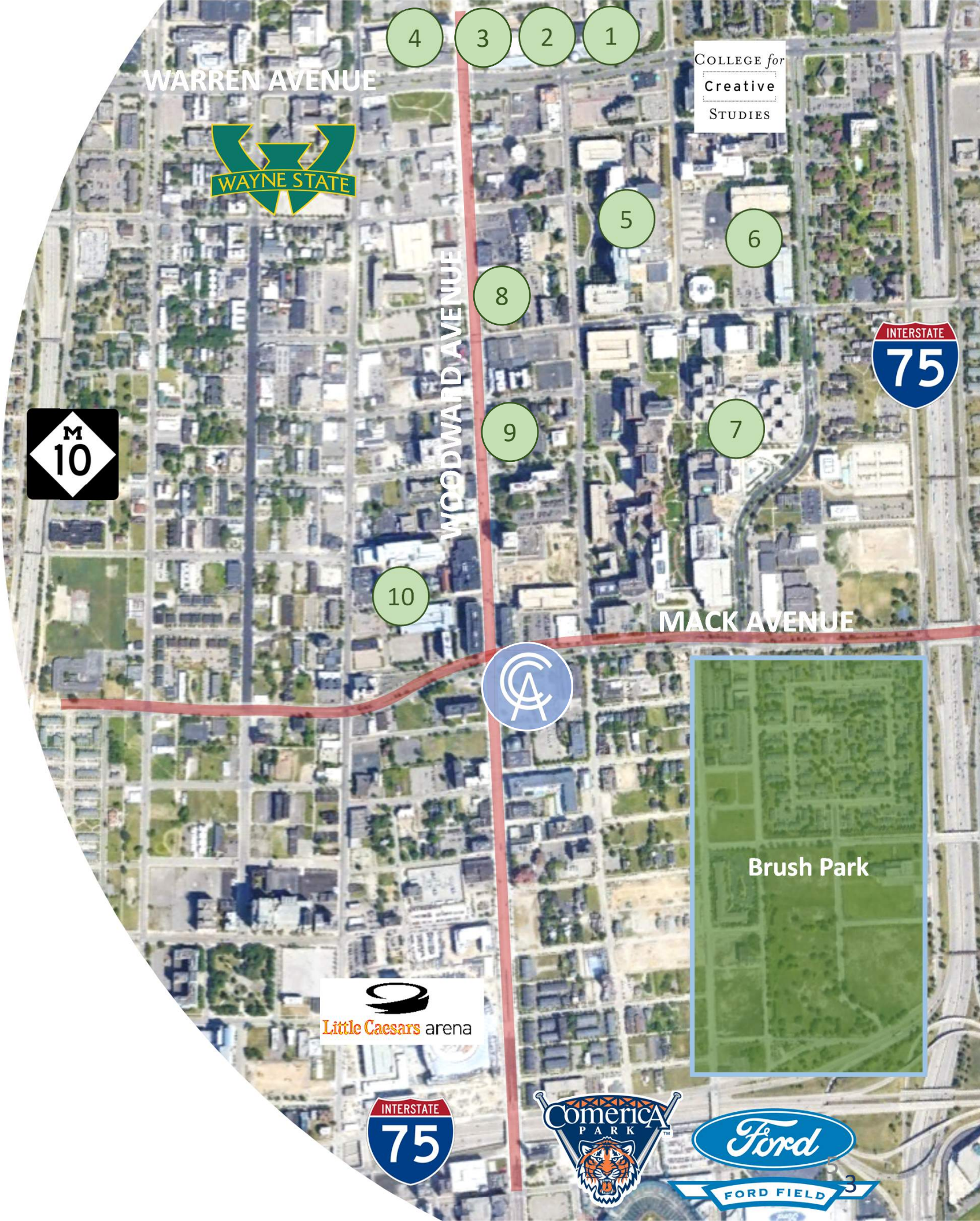
Our Detroit-Based team is comprised of award winning, best-in-class designers, engineers, consultants, contractors, and construction lenders.



Surrounding Neighborhood

 City Club Apartments Midtown

- 1 Charles Wright Museum
- 2 Michigan Science Center
- 3 Detroit Institute of the Arts
- 4 Detroit Public Library Main Branch
- 5 John D. Dingell VA Medical Center
- 6 MSU Detroit Medical Center (DMC)
- 7 Children's Hospital of Michigan
- 8 Museum of Contemporary Art
- 9 The Majestic Theatre
- 10 Orchestra Hall



Immediate Neighborhood

- Located between the CBD and Uptown, part of the 13th largest metropolitan area in the U.S. with 4.3 million people.
- Home to 11 Fortune 500 Companies and 4 of Forbes' Largest Private Companies.
- The site is located directly on Woodward Avenue, the main artery between Downtown Detroit and Pontiac.
- Running the length of Woodward avenue is Detroit's public transit system (The QLINE) connecting the site to all of Detroit with 12 stations from the Waterfront to Uptown.
- Education, Employment & Arts within walking distance
- 3 professional sports stadiums, the central business district, theater district & the waterfront a quick ride away on the QLINE.



Existing Site

This site is an opportunity to create a destination in Midtown

With the best mixed-use developments in the world as precedents, Downtown Midtown can create an environment that currently does not exist in Midtown.



Proposed Development Program



3

Individually Designed Buildings



350

Apartments & Penthouses



44,500 SF

Restaurant, Café, Bank & Retail



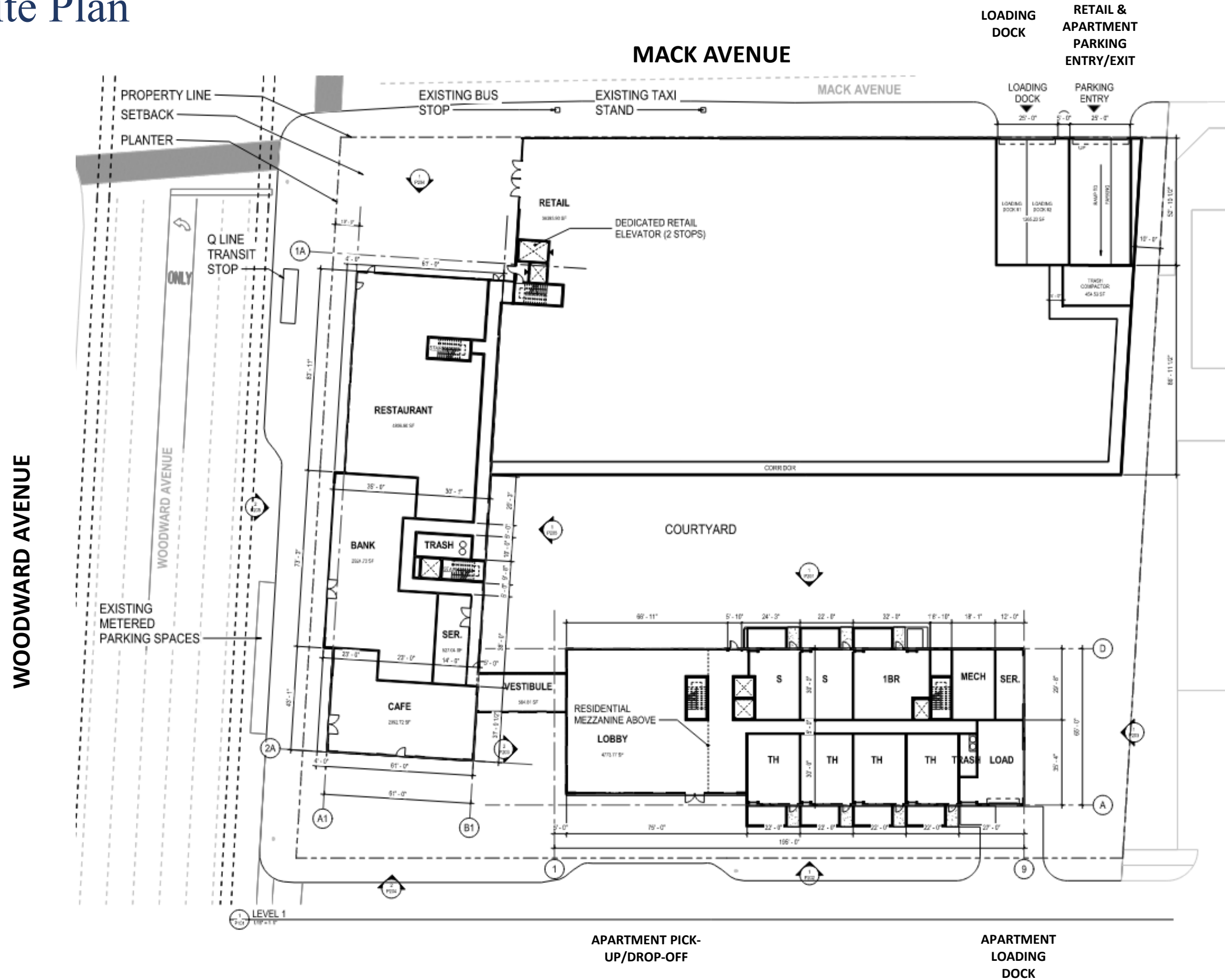
186

Underground Parking Spaces

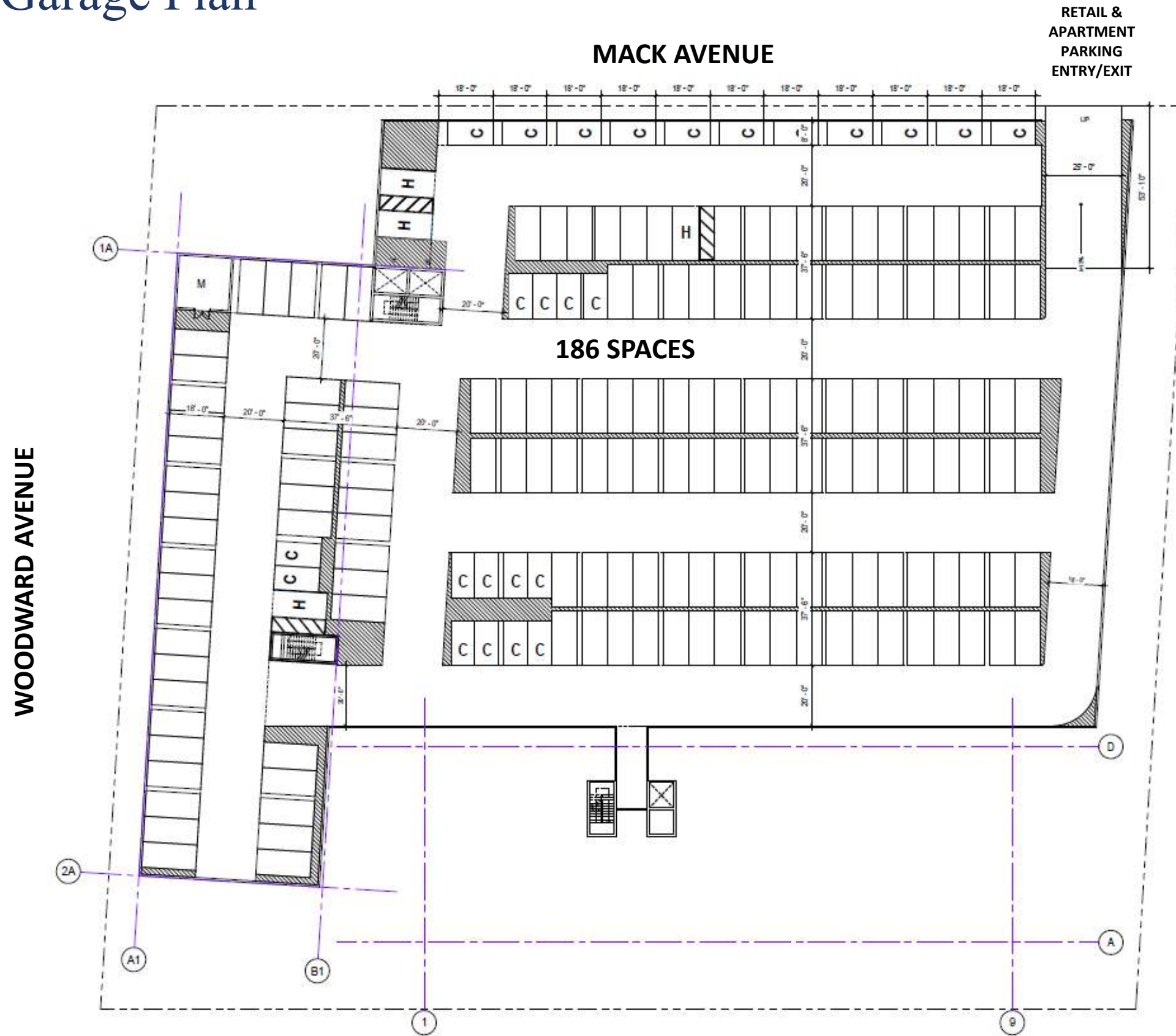
- **3 distinctly designed** but cohesively connected buildings.
- Unit mix to range from **studio to 3 bed apartment, townhouse, terrace, and penthouse** floor plans combined with **resort class amenities** in the community.
- **261 parking spaces:** 186 space underground parking garage with access to 75 additional parking spaces in adjacent parking garage.
- Negotiation LOIs with **retail anchor and national bank.**
- Retail to also features a **café** and a **restaurant**, each with **dedicated outdoor seating** areas anchored **by pocket parks**. CCA's primary intention is to identify established, **Detroit based operators** for both spaces.
- **Outdoor Art Park** will be reserved for apartment residents during the week **and open to the community for public events** on the weekend. CCA will work to design the Art Park in collaboration with **local non-profit arts organizations.**

	Building 1	Building 2	Building 3	Total
# of Stories	16	6	1	n/a
Apartments	270	80	n/a	350
Retail SF	n/a	10,316	31,196	44,512
Building GSF	208,490	78,610	31,196	318,296

Proposed Site Plan



Proposed Parking Garage Plan



Traffic

Proposed Changes

- 261 additional parking spaces.
- The parking garage will provide a total of 186 parking spaces for future residents as well as patrons and employees of the restaurant, Café, Bank and Retail.
- In addition to the 186 parking spaces in the proposed garage, a minimum of 75 additional spaces will be available in the parking garage south of the project on Eliot Street.
- The main entrance to the apartment buildings will be provided off the privately owned Eliot Street.

Traffic Study

- Indicates that the proposed development would not have a significant impact on traffic operations of the adjacent roadway network
- The existing street system can sufficiently accommodate the traffic generated by the proposed development as well as additional traffic from other developments with negligible increases in delay experienced
- Delivery vehicle access would be served by a loading dock entrance along Mack Avenue. Delivery trucks would typically utilize the loading entrance during non-peak periods. The signal timing progression of the adjacent intersections provides gaps in traffic for truck movements. As such, the proposed loading operations would not have a significant impact on Mack Avenue traffic operations.

TABLE 4 – PROPOSED TRIP GENERATION (ADJUSTED)

Land Use Code	Land Use	Amount	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Saturday Midday Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
221	Multifamily Housing (Mid-Rise)	350 Unit	33	93	126	94	60	154	75	79	154
813	Free Standing Discount Supermarket	31,196 SF	32	26	58	66	69	135	87	87	174
911	Walk-In Bank	2,924 SF	--	--	--	15	20	35	39	38	77
932	High Turnover (Sit-Down) Restaurant	4,500 SF	25	20	45	27	17	44	26	24	50
936	Coffee/Donut Shop	1,500 SF	78	74	152	27	27	54	44	45	89
ITE Trip Generation Total			168	213	381	229	193	422	271	273	544
Internal Capture Trip Reduction			-29	-29	-58	-81	-81	-162	-121	-121	-242
Urban Infill Trip Reduction			-40	-54	-95	-57	-43	-88	-65	-59	-124
Residential Transit Trip Reduction – 15%			-3	-8	-11	-6	-5	-11	-3	-6	-9
Total New Vehicular Trips			96	122	217	85	64	161	82	87	169

CCA Midtown

Corner of Woodward & Eliot



CCA Midtown

Eliot Street



CCA Midtown

Corner of Mack & Woodward

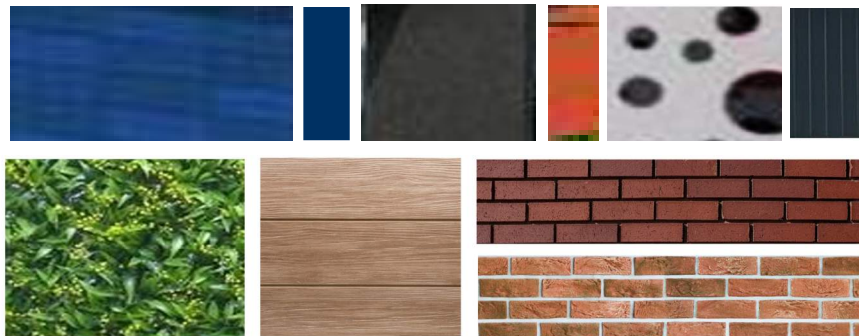


CCA Midtown Architectural Materials

Building 1



Building 2



Proposed Landscape Plan

Pocket Park 1
Mack &
Woodward

Pocket Park 2
Woodward &
Elliot



Pocket Park

Mack & Woodward



Pocket Park

Mack & Woodward



Pocket Park

Woodward & Elliot



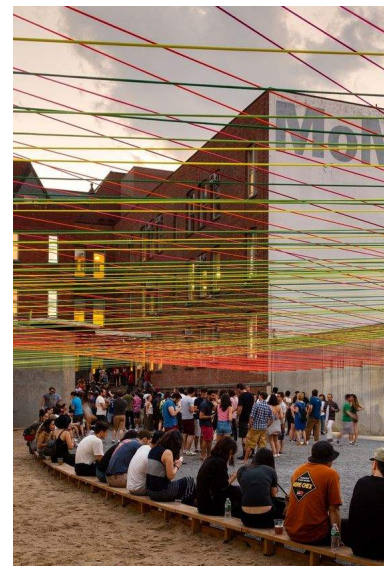
Pocket Park

Woodward & Elliot



Art Park

Public & Private Events



Economic and Community Benefits

- Community outreach and involvement to mitigate potential negative impacts that the project could have on the community and residents
- Approximately 130 new construction jobs created
- Approximately 60 new permanent jobs created
- 20% Affordable Housing units at 80% AMI
- 3 unique outdoor spaces that will not only serve the residents, commercial tenant and patrons of the property, but the surrounding community as well
- An Art Park will bring to life the courtyard and will be open to the local community for public events on the weekends. City Club Apartments will work in collaboration with local non-profit arts and cultural organizations to design and operate the Art Park
- The development will be built to green building and Fitwel standards
- Compliance with the Stormwater retention requirements

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