

MEMORANDUM

DATE: March 29, 2017

TO: Alexis DiLeo
Planning and Development Services

FROM: Nichole Woodward, Project Manager *NW*
Public Services Area – Engineering Review
nxwoodward@a2gov.org, 734 794-6410 ext. 43909

RE: 1140 Broadway
File No. SP17-009 and Z17-003
Review # 2 of plans dated March 22, 2017

Based on our review, this petition **should not** be scheduled for Planning Commission action until the items noted have been addressed:

1. Sheet 03 – Boundary Survey:
 - a. The following comments pertain to the overall legal description and sketch:
 - i. Along Broadway Street, the two labels for bearing N57°48'00"E are stated as one length in the description, however, the bearing measures approximately 15'. It is not clear what the leader for the 10.02' bearing is pointing at.
 - ii. The length of bearing N58°18'42"E measures approximately 44' on the sketch.
 - iii. The three labels for bearing S31°16'00"E are stated as one length in the description, however, the three lengths add up to 410.58' rather than 410.57'.
 - iv. The following bearing is stated as N58°44'00"**E** in the description, however, it is labeled as N58°44'00"**W** on the sketch.
 - v. The next bearing is labeled as **N31°16'00"E** on the sketch, however, it is stated as **S31°16'00"W** in the description.
 - vi. The last bearing is labeled as **S58°44'00"E** on the sketch, however, it is stated as **N58°44'00"W** in the description.
2. Sheet 04 – Easement Plan: Storm and sanitary sewer easement Liber 624, Page 650 is missing from this sheet and from Sheet 05.
3. Sheet 05 – Topographic Survey:
 - a. According to City records, existing sanitary sewer manhole labeled s-17 on this sheet connects to existing sanitary sewer manhole labeled s-12.

- b. The size of the water main on Nielsen Court shall be labeled on this and subsequent sheets.
 - c. Show the connection to Traver Creek for the pair of double catch basin connections on Broadway Street at the northwest corner of the site.
4. Sheet 07 - Site Layout Plan:
- a. A "Project Staging Plan" is shown. Clarify if this project will be phased. If the utility phase will differ from the building phase, provide a plan for each.
 - b. Remove the proposed bike hoops from the public right-of-way. Four hoops are shown proposed at the southwest end of Broadway Street, and shall be relocated to be within private property.
 - c. Additional right-of-way along Maiden Lane at Broadway Street is requested to accommodate sidewalks, signage, etc. The extent of the required right-of-way shall be clearly shown and labeled on this sheet and on Sheets 04 and 05.
 - d. The proposed easement line work is obscured by other line work on this sheet and shall be shown as a darker line than the existing easements.
 - e. The driveway opening width at the Nielsen Court drive approach shall be dimensioned.
 - f. The drive approaches for 1115 and 1123 Broadway Street shall be fully dimensioned, including driveway opening width (as measured at the right-of-way and from face-of-curb), curb cut width and return curb radii. It is noted that drive approaches as for these properties as shown on this sheet do not meet the requirements of Chapter 47.
 - g. The proposed drive approaches for the retail buildings on the northwest side of Broadway Street (1133 – 1151 Broadway Street) do not meet the requirements of Chapter 47. In addition, the second drive approach for 1149 – 1151 Broadway Street is not permitted by Chapter 47.
 - h. The proposed bump-out along the frontage of 1149 – 1151 Broadway Street is located too close to the pedestrian refuge island for the Plymouth Park entrance.
 - i. As the project proposes the reconstruction of an existing street, it is noted that public street shall be designed in accordance with the City's Green Streets Policy. The City's Green Streets Policy is not waived for a net reduction in impervious area of the roadway; the Policy applies any time public streets are reconstructed. As a section of Broadway Street is proposed to be reconstructed, this area of reconstruction shall comply with the Green Streets Policy. It is further noted that the proposed changes to the geometry of the roadway cannot be affected through milling alone as the petition proposes to move the centerline of Broadway Street.
 - j. Proposed changes within Broadway Street are under review by the Traffic Engineer. Once an agreed upon layout is confirmed, along with any necessary

traffic mitigation measures along this and/or other streets, further comments will be provided.

- k. Remove the proposed walls at the south end of Broadway Street. It is not permissible to construct private signage on permanent structures within the public right-of-way. In addition, the petitioner's response letter indicates that benches are proposed in this area of Broadway Street. While no benches are currently shown or labeled on the site plan, it is not permissible to construct benches within the public right-of-way.
 - l. The petitioner indicated in their response letter that one purpose of the proposed "cul-de-sac" at the southwest end of Broadway Street is to serve as a "landscape architectural component." In addition, it is noted that the hatching applied to the "cul-de-sac" is not included within the legend on this sheet. The City does not consider pavement to be a landscape architectural feature. Provide more detailed information, including labeling all proposed landscape architectural components for review and consideration.
5. Sheet 10 – Site Utility Plan:
- a. Clearly show, label and dimension existing and proposed easements. Note that water main easements are forty feet in width, including twenty feet around all sides of a fire hydrant. This does not appear to be met for the on-site hydrant lead off of Maiden Lane. Sanitary and storm easement widths are twice the depth plus ten feet, with the utility main offset five feet from the center. Modified sewer easements shall be shown as proposed easements.
 - b. The existing and proposed structure label bubbles shall be removed as this style of label is obscuring the line work under the bubbles.
 - c. A proposed 8" sanitary sewer line appears to be shown along the south side of Maiden Lane near Plymouth Road. Clarify whether or not a sanitary sewer is proposed in this location or if this proposed line work is shown in error.
 - d. Sanitary Leads:
 - i. The proposed 8" and 10" sanitary leads to the 30" sanitary sewer for Building A propose drop connections. Note that these proposed sanitary connections may only be made at the existing manholes with the approval of Public Works, and if the existing sanitary manholes are in good condition. Additionally, all drop connection must be exterior.
 - ii. City records indicate that there is an existing 4" sanitary sewer lead located on Maiden Lane in front of Building B. This lead shall be permanently disconnected at the existing sanitary sewer manhole labeled s-25.
 - e. Impacts to the sanitary sewer system are being modeled. Further information will be forthcoming.
 - f. It is noted that the mitigation required for the proposed retail space will be re-evaluated as each space requests a Certificate of Occupancy.

- g. It appears that the 4" (dead) gas line lies directly over the 12" water main along Broadway Street. Confirm the location of the dead gas line with DTE.
 - h. Note that the Capital Recover Cost is the same if the connections to the proposed water main are made via a figure-4 or as separate connections. The City prefers that the connections be separate. If a figure 4 configuration is used, the maximum distance between the two leads is 4-feet.
 - i. It is noted that a valve is now shown on the long hydrant lead off Maiden Lane, however, the valve is shown approximately 3' off the water main in Maiden Lane. Gate valves shall be located 5' off tees, and tapping sleeves and valves shall be located at the tap on the main. Please clarify which method of connection to the existing water main in Maiden Lane is proposed by moving the valve to either of these locations and by labeling the proposed valve.
 - j. The proposed water main easement for the water main located near the northwest corner of the site is difficult to see. The line work for the proposed easement shall be darker to improve visibility.
 - k. The Fire Department Connection location labels on buildings A and B are obscured by other text.
6. Sheet 16: Photometric Plan:
- a. Proposed streetlight spacing along Broadway Street shall be placed a minimum of 90' apart. It is noted that streetlights are currently shown too close together.
 - b. The City of Ann Arbor approved fixture for public right-of-way lighting in this area is the Lumecon "Ring of Fire."
7. Sheet LA-01 – Landscape Plan:
- a. There appears to no longer be a scale on this sheet. The drawing shall be produced at an approved scale (ie - 1" = 40'). A scale is required so that distances between fire hydrants and plantings may be verified.
 - b. A north arrow is required to be shown on each plan view sheet.

The following items have been acknowledged by the petitioner and/or require no further action at this time:

1. We have no comment on the Zoning petition.
2. A City of Ann Arbor Geodetic Reference System (AAGRS) Coordinate Transformation Worksheet has been submitted for review and is approved. Once the site plan is approved, the applicable CAD layer information must be submitted in compliance with notes 1 – 4 on the CAD Layer Legend for Digital Data Submission sheet.
3. Title IV, Chapter 47, Section 4:13 of the City Code prohibits excavations "in or under a paved street...within a period of 3 years after the completion of any paving or

resurfacing thereof.” In addition, Division I, Section 1H. *Work in the Right-of-Way* of the Public Services Department Standard Specifications extends the moratorium for arterial streets, such as Maiden Lane, to 10 years. As this portion of Maiden Lane was recently resurfaced, the street cut moratorium is still in effect until 2020. In addition, Broadway Street was recently resurfaced, and the street cut moratorium is still in effect until 2021. Proposed street cuts into a moratorium street may involve special restoration methods.

4. The City undertook a Water and Wastewater Capital Cost Recovery Study, which examined the charges associated with connecting to public water and sanitary sewer mains. The study has been completed, and a new fee schedule has been implemented.
5. Water service metering shall occur at the point the service leads enter the building.
6. As the project proposes a new domestic or fire service connection, the applicant must submit a backflow prevention and metering arrangement drawing for the City to review and approve prior to the start of construction. Approval of site or construction plans by the City does not relieve the applicant of complying with City standards on backflow prevention and metering. It is the responsibility of the applicant to submit appropriate plans to the City for review when available, and no later than the start of construction.
7. Petitioner has confirmed as noted on the plans that no firewalls will be constructed.
8. Petitioner has confirmed as noted on the plans that booster pumps will be used for the buildings water service leads.
9. Legal descriptions of public utility easements to be vacated and/or modified shall be submitted for review and approved prior to approval of construction plans.
10. Construction level details shall be reviewed at the construction plan stage, such as:
 - a. Valving
 - b. Stationing.
 - c. Specific horizontal and vertical location of proposed utilities.
 - d. Final utility main sizing.
 - e. Sidewalk elevations and grades.
 - f. Drive approach elevations and grades.
 - g. Public street elevations and grades.
 - h. Streetlighting.
11. The mitigation calculations for the increase in sanitary sewer flow have been reviewed and are approved. Flow equivalent to 429 GPM, will need to be removed from the sanitary sewer system in order to mitigate new flow from this proposed development. Alternately, a payment may be made in lieu of performing actual flow removal.

AH:nw (S:\Project Management\Private Development\Comments\1140 Broadway\1140 Broadway SP 2.docx)

C: Cresson S. Sloten, P.E., Systems Planning Manager (via Email)
Private Development Team (via Email)
Traffic Team (via Email)
Ellen Taylor, Assistant Fire Chief (via Email)
Warreka Farrackand, Fire Marshal (via Email)