



112 EDMUND PLACE
BRUSH PARK CDC

APRIL 18, 2019



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June 29, 2018

City Planning Commission
208 Coleman A. Young Municipal Center
Detroit, Michigan 48226

Re: Brush Park CDC Response Letter – 112 Edmund, 2827 John R. and 105 Alfred Project

Brush Park Community Development Corporation (the “CDC”) forwards this letter to provide our formal response regarding the development project presented with respect to the property located at 112 Edmund, 2827 John R. and 105 Alfred (the “Project”).

The Project has a long history of review before the CDC and the Brush Park community. The attached Exhibit A outlines our understanding of the Brush Park Properties, LLC and 112 Edmund, LLC (collectively, the “Developer”) community engagement on this project. The latest version of the Project was presented before the CDC and the Brush Park community at a public meeting held on Tuesday, June 12, 2018 (the “Meeting”). The majority of the community members present at this meeting expressed concerns and objections to this project. The specific questions and issues raised by the community during this meeting are summarized on the attached Exhibit B.

Much consideration was given to the Project by the CDC Board. By a vote of the Board of 1 in favor, 4 objections and 4 abstentions, the Board has voted to not support this project. The general consensus of the board is that while there are positive aspects of this project, critical issues that we believe may have a lasting negative impact on Brush Park remain unresolved. These issues have been previously communicated to the CPC and the Developer, but are restated here for clarity:

1. **Parking.** Several Board Members believe that the Developer is using conservative and outdated parking standards. The total provided is 140 spaces for 39 units + commercial/retail space. Other neighborhood developments within the Greater Downtown area are using more progressive standards (1 space per unit; often 0 spaces for commercial use), and the DRAFT Form Based Code ("FBC") suggests more reasonable standards (1 space per unit max.; 1 space per 500 SF commercial max.); however, the developer is using the City of Detroit's generic zoning standard (rather than one of the City's more recent standards for transit-oriented neighborhoods) which leads to excessive parking spaces and induces driving as a mode of transportation. While recognizing that both residents and retail visitors still need some parking, a more reasonable amount might be around 94 total spaces provided (39 residential spaces + 55 commercial/retail spaces, using the Draft FBC ratios).

Several Board members feel that the parking deck concern is a derivative or responsible for most other concerns of the community: curb cut concerns, building height concern, and density. By reducing the height of the Edmund Building, utilizing the proposed "Commercial space" as residential to replace the lost floors on Edmund--possibly with highly profitable micro-apartments, many of which would be students that are moving away from vehicles and embracing the walkable neighborhood concept, you would greatly reduce the amount of parking needed for the project, and possibly remove the need for a parking deck. At a minimum, CPC should request a traffic study to demonstrate the potential impact that the parking deck could have on the community and the immediate adjacent neighbors in particular.

The CDC recognizes the need for parking to support developments and that the community is also generally opposed to additional surface parking lots¹. The CDC also acknowledges the Developer's assertions that they have built the smaller parking deck possible on this parcel. However, we are concerned about the precedent that this project may set for parking decks within our neighborhood, particularly as we are conveniently located near sports venues. To start building parking decks--which in a stadium district is highly profitable--on the east/west streets opens up the possibility of parking decks "tied to a business" going into every vacant lot in Brush Park.

2. **Curb cuts on Edmund and Alfred.** Several board members would prefer to adhere to the historic precedence of the neighborhood and avoid curb cuts. We recognize that previous development (e.g. Crosswinds) have incorporated them, however the curb cuts designed for this Project aren't intended for residents to park, but for thousands of retail/commercial patrons to use frequently, diminishing the safety and comfort for pedestrians on the street.

Additionally, some board members are concerned about the use of the alley for parking deck egress. Residents that use that alley as their only means of parking (since they don't have curb cuts) will likely be locked in to their parking spots during high traffic times, and will have to deal with the additional noise and pollution of those 1000s of vehicles standing and idling next to and behind their residences.

4. **Building Height.** We acknowledge that the CDC previously voted to support the 7 story height of the 112 Edmund building, but add that this vote was taken prior to concerns from owners and residents of the Carlton being brought to the CDC's attention. Several of our board members continue to express concerns regarding the height of 112 Edmund, irrespective of its effect on views at the Carlton. Some are concerned that an additional 7 story building may set a new, undesirable precedent for the neighborhood and whether the height is in the spirit of the

HEIGHT:

- REDUCED BUILDING HEIGHT FROM SEVEN TO FIVE STORIES (82' TO 68')

MASSING:

- REDUCED OVERALL BUILDING SQUARE FOOTAGE FROM 82KSF TO 50KSF

CURB CUTS:

- REMOVED STREET CURB CUT FROM EDMUND PLACE - ONLY ACCESSED FROM ALLEY

PARKING:

- REDUCED PARKING COUNT FROM 48 SPACE TO 31 SPACES - NO UNDERGROUND PARKING

PROGRAM:

- REDUCED RETAIL PROGRAM FROM 5KSF TO 1.2KSF (NO PARKING REQ'D FOR RETAIL)
- REMOVED COMMERCIAL OFFICE PROGRAM (REDUCED AMOUNT OF PARKING REQ'D)
- INCREASED UNIT COUNT FROM 32 TO 36

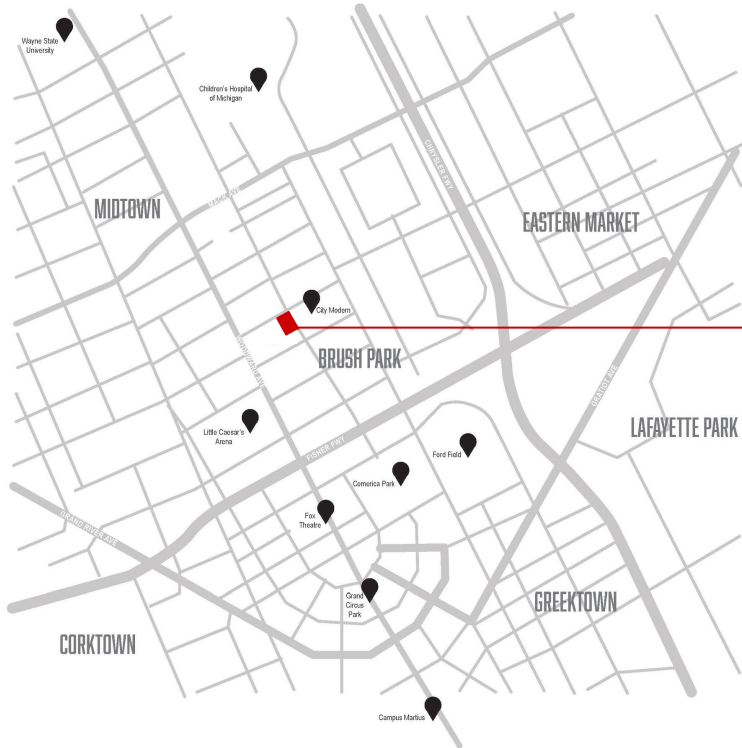
PREVIOUS DESIGN

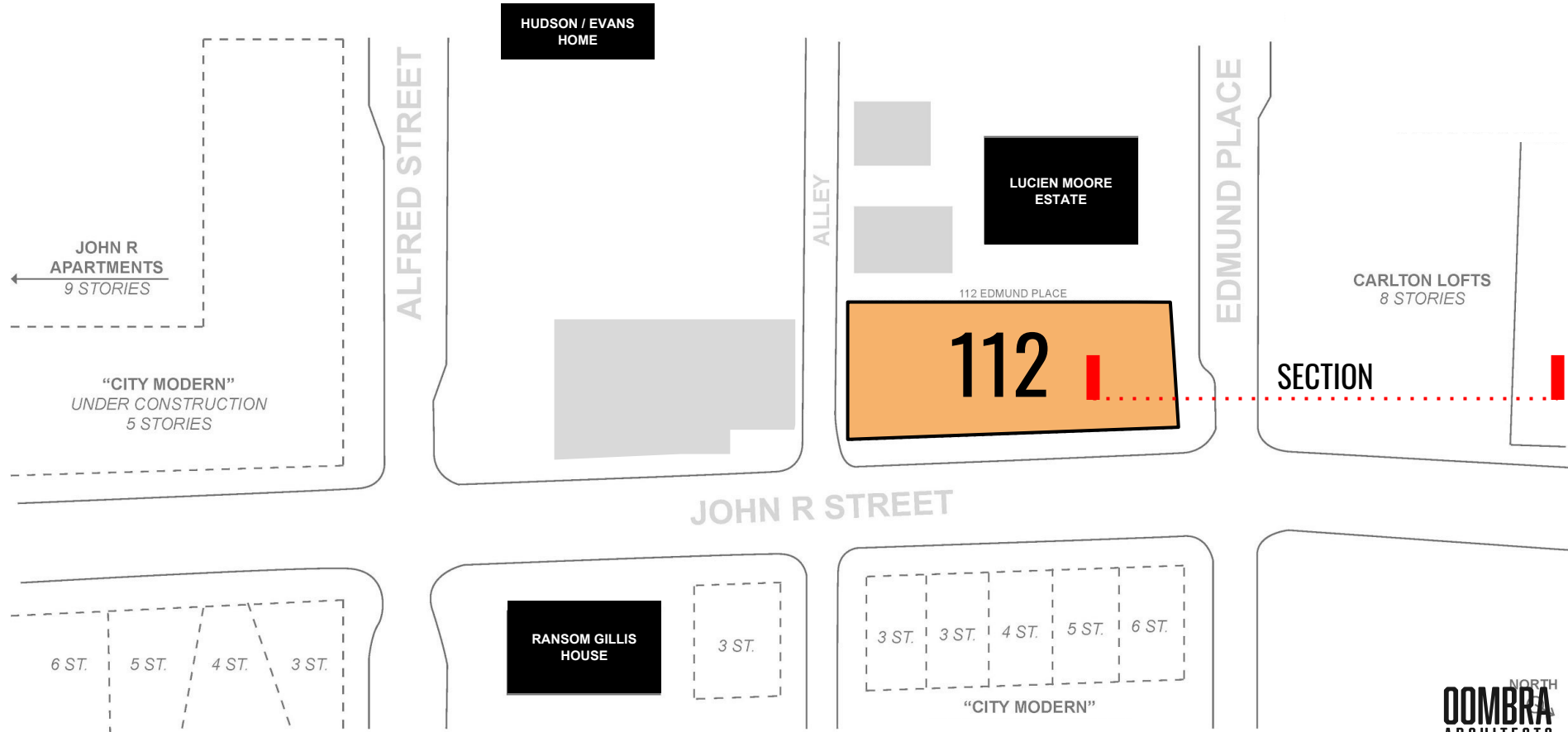


OOMBRA
ARCHITECTS



ON JOHN R ST BETWEEN ALFRED ST AND EDMUND PL





112
EDMUND PLACE

80 FT
(PREVIOUS HEIGHT)
(7 STORIES)

68 FT
(REVISED HEIGHT)
(5 STORIES)

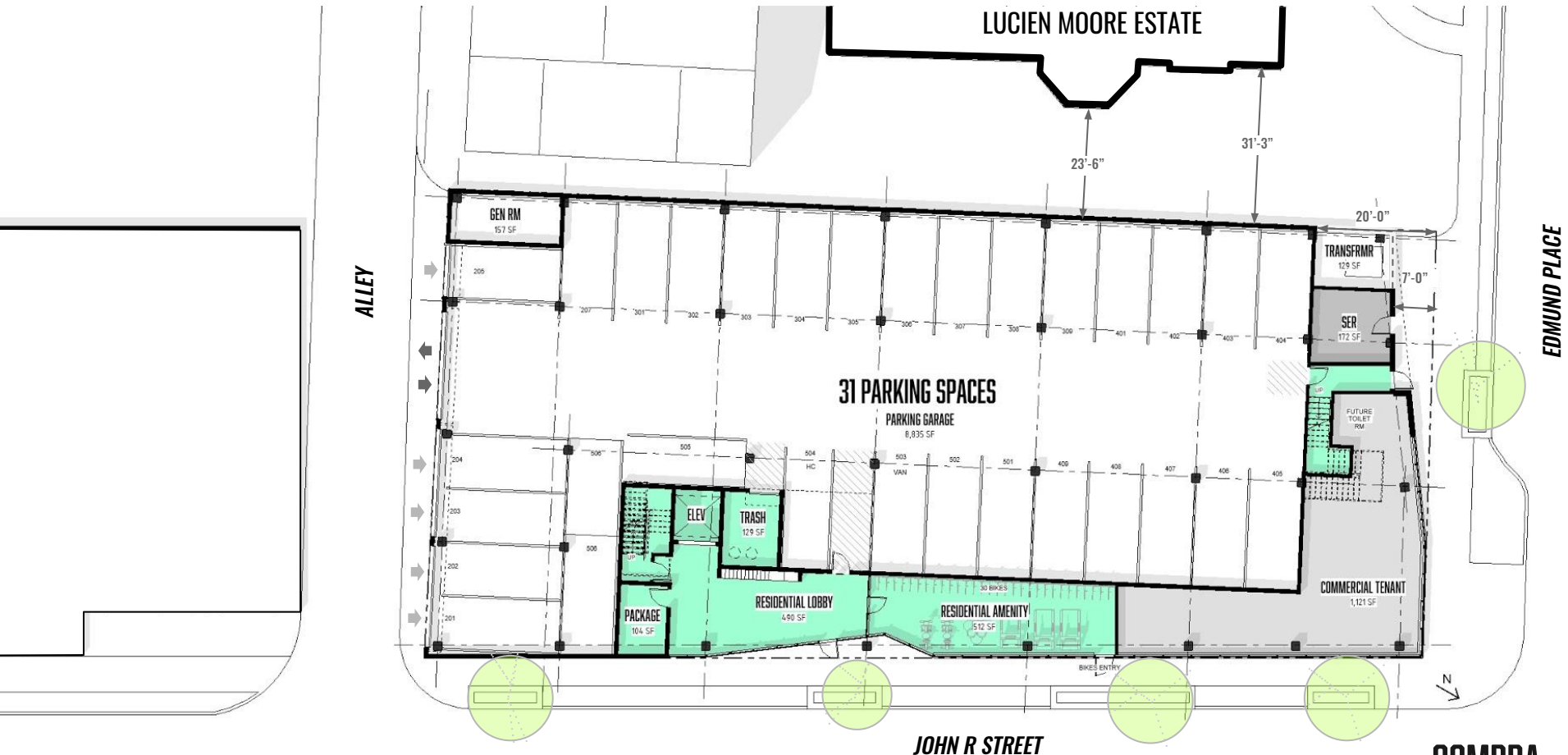
185 FT

92 FT

CARLTON LOFTS

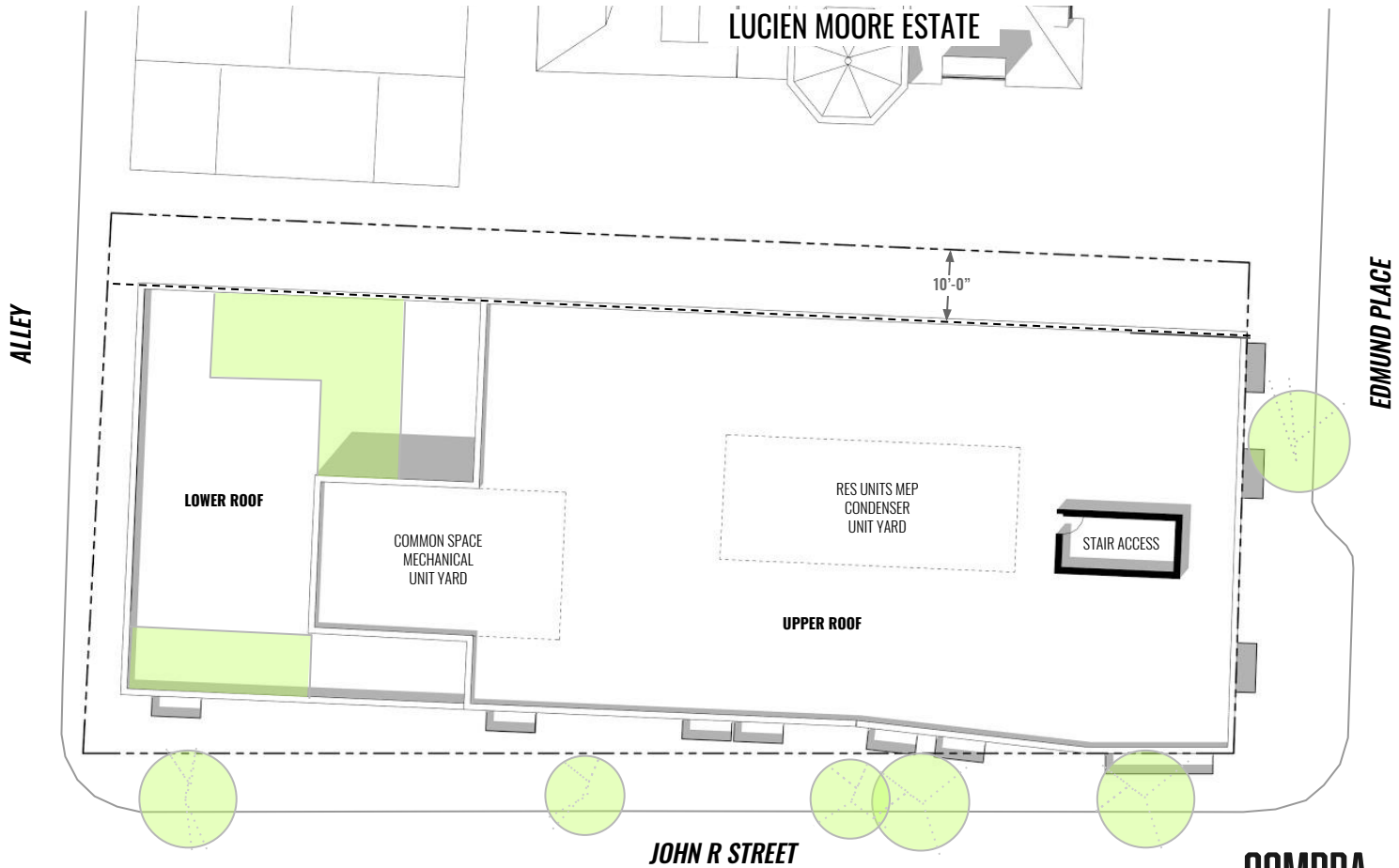
EDMUND
PLACE

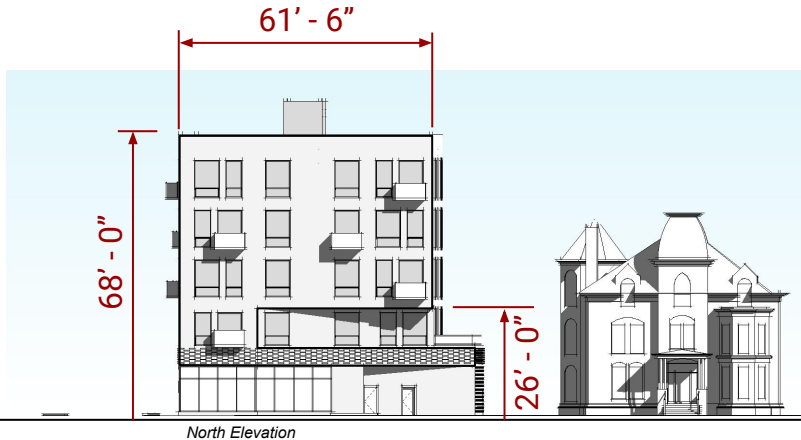
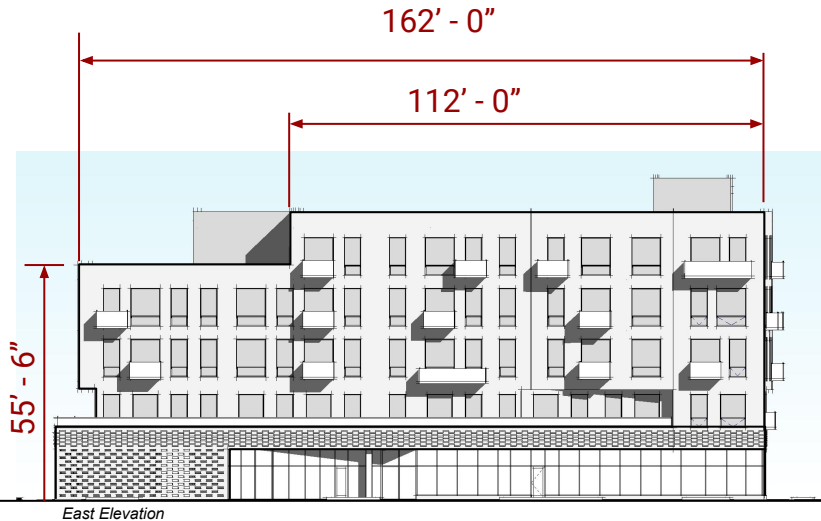
GROUND FLOOR PLAN



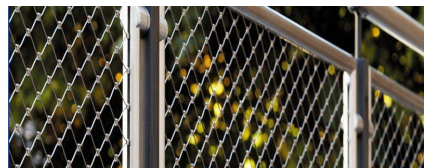
JOHN R STREET

LUCIEN MOORE ESTATE





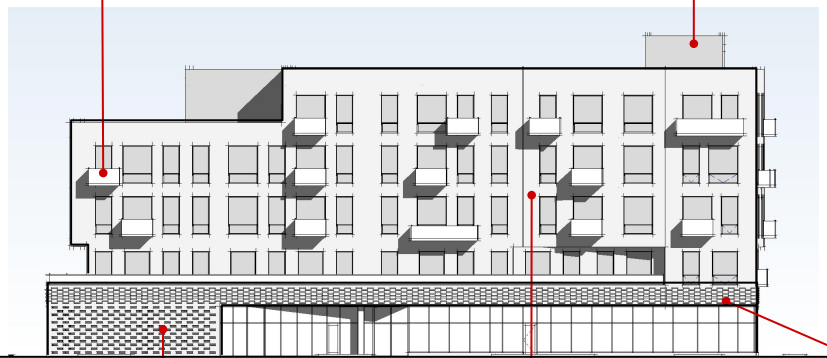
METAL MESH GUARD
Dark Bronze



BRICK
Light Grey at overruns and accents



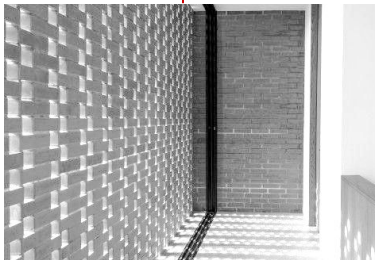
WINDOWS
Dark Bronze fiberglass @ residential units



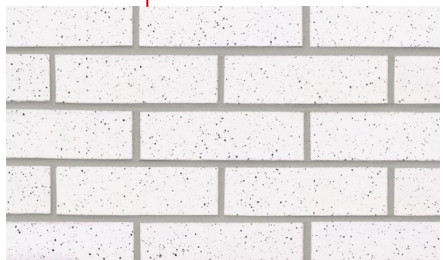
East Elevation



North Elevation



BRICK SCREEN
White running bond with openings (saxon or norman style)



BRICK
White running bond (saxon or norman style) in main field



BRICK
White with relief pattern @ fascia band



STOREFRONT
Dark bronze @ ground floor lobby/retail

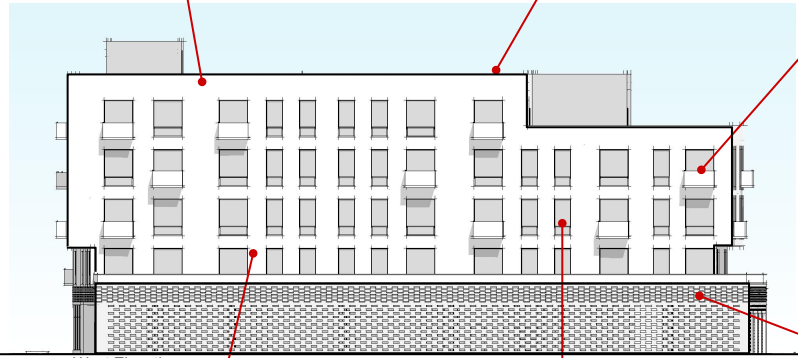
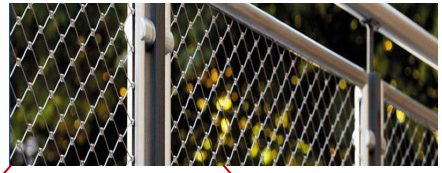
BRICK
White running bond (saxon or norman style) in main field



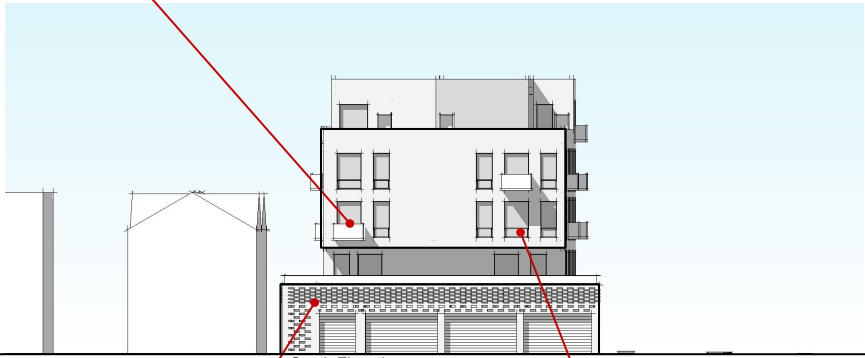
WINDOWS
Dark Bronze fiberglass @ residential units



METAL MESH GUARD
Dark Bronze



West Elevation



South Elevation



LIGHT BRICK (PATTERSON TERRACE)



REGULAR WINDOW PATTERN (CARLTON LOFTS)



PATTERNED BRICK (2827 CARRIAGE HOUSE)



DARK BRONZE WINDOWS (VARIOUS)

EAST ELEVATION ALONG JOHN R



LOOKING NORTH ON JOHN R



INTERSECTION OF EDMUND AND JOHN R



OMBRA ARCHITECTS

