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February 14, 2019

HONORABLE CITY COUNCIL

RE: Request of the Detroit-Wayne Joint Building Authority for PC (Public Center) Special District Review of proposed exterior alterations to 2 Woodward Avenue – Coleman A. Young Municipal Center (**RECOMMEND APPROVAL**)

REQUEST

The City Planning Commission (CPC) has received a request from the Detroit-Wayne Joint Building Authority for PC (Public Center) Special District Review of proposed exterior alterations to 2 Woodward Avenue – Coleman A. Young Municipal Center (CAYMC). This request is being made consistent with the provisions of Section 61-3-182 of the Detroit Zoning Ordinance.

BACKGROUND

The Detroit-Wayne Joint Building Authority (DWJBA) is continually making improvements to the CAYMC. Over the last few years, several waterproofing projects have been completed to correct water infiltration issues in the basement which extends beyond the building to the public sidewalks. The Jefferson (south) and Randolph (east) sides of the building have been completed and the Larned (north) side is planned for this spring and summer. As the waterproofing requires significant excavation, several improvements and minor changes are proposed as part of the construction.

The DWJBA requested review and approval last summer of proposed changes to improve security screening including the construction of a secure entry portal under the existing canopy. That project has been delayed due to construction costs being more than anticipated. However, the waterproofing cannot be delayed as the water infiltration is causing severe operational and safety issues in the basement.

The next planned project to improve security around the parking lot on the east side of CAYMC is currently in the bidding process and will be submitted for review within the next few months.

PROPOSED PROJECT

The proposed changes can be divided into four main categories:

1. *Vehicular Drop-off* – The existing circular drive will be re-opened to vehicular traffic to allow people to be picked up and dropped off at the Larned entrance. The planter adjacent

to Larned under the People Mover track will be removed and replaced with concrete pavement.

2. *Main Entrance Plaza* – The pedestrian ramp will be reconfigured to comply with ADA guidelines and be relocated under the canopy and centered on the entrance. Some of the planters adjacent to the entry will be eliminated and others will be reduced in size (see attached drawings for details). The existing sign located on the planter under the People Mover tracks will be relocated adjacent to the entry door on the face of the modified planter. Additional bicycle racks and benches will be added. The steps near the loading dock will be replaced with an ADA-compliant ramp.
3. *Larned Streetscape* – New pavement will be provided including an ADA-compliant ramp. All brick pavers will be removed and replaced with concrete as the pavers are high maintenance and create a tripping hazard. The existing bus shelters will be reinstalled.
4. *Planting* – The lawn area between the Larned entry and the west corner of the building will be replaced after construction, but the trees will be permanently eliminated. The reduced-size planter east of the entrance will be planted with groundcover, perennials, grasses and shrubs that are appropriate for the location above a structure.

REVIEW & ANALYSIS

Circulation

As a result of changes to the traffic patterns around the building generated by the establishment of Spirit Plaza and the relocation of several bus stops, there is a need for a safe drop-off area for employees and visitors. The reopening of the circular drive along Larned will provide a curbside drop-off separate from traffic to improve the safety for pedestrians and the flow of traffic. The enhanced ramp to the entrance will further improve access for the mobility-impaired.

PC District Review Criteria

There are eighteen PC District Review Criteria listed in Section 61-11-77 of the Zoning Ordinance. A few of the most applicable are:

- (3) 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 adjacent properties.

The proposed changes are minor and will not adversely affect adjacent properties.

- (4) Vehicular and pedestrian circulation facilities should be adequately designed to meet expected demands; disruption of traffic flow in surrounding areas should be minimized; truck traffic should be carefully planned and controlled.

The reopening of the circular drive will provide a safe drop-off area which is currently lacking with the closure of Woodward Avenue. Moving vehicles out of traffic that are dropping-off or picking-up will enhance traffic flow. The expansion of bicycle parking and bench seating will be beneficial to both employees and visitors.

- (13) Barrier-free access and public safety features should be carefully planned.

Improved ADA-compliant ramps will assist the mobility-impaired in accessing the building.

Design

The Planning & Development Department has reviewed the proposed changes and recommends approval. Their report is attached.

RECOMMENDATION

CPC staff recommends approval of the proposed exterior modifications to 2 Woodward Avenue as detailed in the Smith Group renderings dated 2/8/2019 with the following conditions:

1. That the Detroit-Wayne Joint Building Authority continue to work with city agencies as may be appropriate to further refine the design and to ensure minimal disruption to the business conducted at the Municipal Center, and
2. That final site plans, elevations, landscape, lighting, and signage plans be submitted for City Planning Commission staff approval prior to making application for applicable permits.

Respectfully submitted,

ALTON JAMES, CHAIRPERSON



Marcell R. Todd, Jr., Director
Jamie J. Murphy, Staff

Attachment: Design Narrative from Smith Group
Project Narrative from DMJBA
Drawings showing proposed changes
PDD report

cc: Maurice Cox, Director, P&DD
David Bell, Director, BSEED
Lawrence Garcia, Corp. Counsel
Mike Kennedy, Hines

SMITHGROUP

DESIGN NARRATIVE

February 8, 2019

Transmitted – Via eMail

Mr. Gregory McDuffee
Executive Director
Detroit-Wayne Joint Building Authority
Coleman A. Young Municipal Center
2 Woodward Ave, STE 1316
Detroit, MI 48226

Hines
660 East Mason Street, Suite 200
Milwaukee, Wisconsin 53202

Re: **Coleman A. Young Municipal Center, Detroit, Michigan
Approval of Larned Street Redesign Concept Plan**

Dear Mr. McDuffee:

Proposed Plan for the Coleman A. Young Municipal Center (Larned Street)

A new entrance plaza will be developed for Larned Street providing an accessible entrance. Part of the project area is located over structure and requires coordination with structural, architectural, mechanical, engineering, and plumbing to develop a comprehensive design.

Vehicular Entry Drop-Off

- A new vehicular entrance will allow visitors to be dropped-off near the main entrance. The vehicular entrance will be reconfigured maintaining the same geometry as the existing entrance drive.
- Areas will be striped indicating no parking or standing zones.
- The existing curb on Larned Street will remain; however, new concrete curbs will be installed as indicated in the attached site plans meeting the City of Detroit standards. The interior curb of the drop-off lane will transition to a flush curb with illuminated stainless-steel bollards. Bollards will be medium- or heavy-duty; however, are not required to be crash-rated or removable.
- Additional security elements such as high/low railings or additional bollards are not required in the island or angled portion of the entry drop-off.
- The vehicular drop-off lanes will be heavy-duty concrete pavement.
- The island to the north of the drop-off will be rebuilt to match the current configuration.
- Existing planters in the island will be removed and replaced with heavy-duty concrete pavement (with a broom finish).

Main Entrance/Plaza

- Site elements will be reconfigured to provide improved pedestrian access and circulation in front of the building.
- A new accessible ramp will be centered between two sets of stairs. The ramp will be rebuilt to match ADA standards and accommodate two-way travel. The ramp will consist of concrete pavement with stainless steel handrails and low marble site walls on each side.
- The stairs will be concrete with stainless steel handrails.
- The main canopy does not span and cover the entire main entry; therefore, two stainless steel trench drains will be installed adjacent to the east and west walls located perpendicular from the building face to the stairs. The trench drains will collect water that drains from the above building.

Hines	CAYMC – Larned Street Entrance Redesign	SmithGroup
Detroit-Wayne Joint Building Authority	Detroit, Michigan	10680.000

SMITHGROUP

- The planters will not be rebuilt; therefore, new marble cladding will need to be installed at the building face.
- A new marble planter reduced in size and configuration will be located to the east of the main entrance and parallel to the north building face.
- The existing sign and associated marble panels currently located in the island will be reconfigured and integrated into the new marble site wall in front of the building if possible. In the event the existing sign and marble panels cannot be salvaged or are not feasible to relocate, a new sign (similar to the existing) will be provided. The building sign/location is an item to be further reviewed by DWJBA/Hines during the initial documentation phase.
- Skate deterrents are not needed at walls. A new barrier free concrete walk (with broom finish) will provide access to Randolph Street and the adjacent parking lot located to the east.
- Seventeen stainless steel bike racks will be installed to the east of the loading dock wall.
- A parking shelter is not requested.
- All paved areas along Larned Street will be heavy-duty concrete (with broom finish). The landing at the main entrance will be light duty concrete.
- New stone benches with stainless steel loop legs (as previously specified) will be installed in front of the building and to the west of the main entry.

Larned Streetscape

- A new accessible sidewalk ramp and detectable warning mat meeting the City of Detroit standards will be installed on Larned Street.
- The extent of new heavy-duty concrete pavement is shown in the attached site plan. The extent of new pavement will continue down Larned Street to a designated point that is coordinated with the existing brick/concrete pavement and existing grades.
- A new concrete curb will be installed in the same location as the existing concrete curb that was previously situated between brick paving.

Planting

- All planted areas will be located over structure.
- Lawn (sod) will be planted over a minimum of six (6) inches of topsoil over growing medium to the west of the main entrance.
- The raised planter to the east of the main entrance will be planted with a combination of groundcover, perennials, grasses, and shrubs in a plant bed mix designed for areas over structure.
- The minimum plant container size will be #1 containers for groundcover and #2 containers for other perennials and grasses.
- Shrubs will be selected that are a minimum of 18-inch height.
- Overall plans will be provided that indicate planting soil depths and irrigation zones.
- The irrigation system will be design-build by others.

The revised design will require Special District Review by the City of Detroit and City Planning Commission. Meetings and review will be coordinated/attended by Hines. The project schedule may be impacted by the review and approval process.

Larned Canopy

Canopy rainwater discharge, and water intrusion to be the focus at this time. Canopy panel will not be replaced. Possible restoration at both Larned and Jefferson entrances to be revisited at a later day.

Larned Revolving Door and Curtainwall

As previously discussed, the revolving doors and curtainwall system will be replaced as it exists. No design changes were made at the concept review meeting.

Hines Detroit-Wayne Joint Building Authority	CAYMC – Larned Street Entrance Redesign Detroit, Michigan	SmithGroup 10680.000
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SMITHGROUP

This document will serve as an agreement between us, and you may indicate your acceptance by signing in the space provided below and returning one (1) signed copy for our files.

Detroit-Wayne Joint Building Authority (*Signature*)

Gregory McDuffee, Executive Director
(*Printed name and title*)

Date



February 12, 2019

To: Marcell R. Todd, Director
City Planning Commission

Jamie Murphy
City Planner

From: Mike Kennedy

Re: Larned Plaza Redesign – Coleman A. Young Municipal Center

Thanks again for meeting with me to discuss this project. I've listed the items below to help explain the evolution in arriving to this most recent design:

1. Over the past several years, the Detroit-Wayne Joint Building Authority (DWJBA) has systematically performed phased subterranean repairs to the roof membranes and expansion joints which have failed through the years and caused substantial water damage to the lower level. The prior two phases, (southwest and northeast locations) did not result in any changes to the site, as in both cases we restored the site to the original aesthetic once the repairs were made.
2. The north section of repairs includes the Larned entrance. The original thought was that the subterranean work would give us an opportunity to build out the lobby to better accommodate the security screening function. Subsequently, SmithGroupJJR (SGJJR) designed a new plaza and entrance which was presented to and approved by CPC and City Council.
3. The DWJBA awarded Gilbane as the General Contractor, and after months of planning and putting costs to the project, we found that the design was not feasible logistically or financially. Knowing that the primary focus of this project is the urgent repair to the failed waterproofing, we decided to replace the site to the current design, with the enhancements we proposed to you yesterday.
4. The new design enhancements will greatly improve safety and security to employees and visitors who are dropped off. Since the Woodward closure and the Jefferson bus stop addition, we have observed a dramatic increase in the Larned entrance traffic (pedestrian and vehicular). Our plan is to prohibit parking in the

“horseshoe” drive and use it exclusively for a drop off lane. This will eliminate having employees and visitors being dropped off in a very busy street, and provide a curbside drop off with enhanced ADA access. The new design falls within the original budget which has been previously funded by capital dollars from Wayne County and the City of Detroit.

5. The new design will also feature wider pedestrian walkways, canopy lighting upgrades, benches, and an expanded bike plaza.

Hoping this information is helpful. Please let me know if you have any questions.

Thanks



CITY OF DETROIT
PLANNING AND DEVELOPMENT DEPARTMENT

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Detroit City Planning Commission
208 CAYMC
Detroit, MI 482266

February 15, 2019

RE: Public Center (PC) Review of exterior changes at 2 Woodward Ave (**RECOMMEND APPROVAL**)

The following is the Planning and Development Department's (PDD) review of the proposed exterior changes to the Coleman A. Young Municipal Center, located at 2 Woodward Avenue. This review is carried out per Sec. 61-11-76 for the review of developments located in the Public Center (PC) zoning district.

Following is our response to the applicable criteria from Sec. 61-11-77, with our response in italics.

(1) The proposed development should reflect applicable policies stated in the Detroit Master Plan; *The proposal adds bicycle parking, furthering Goal 3 of "Transportation and Mobility"*

(3) 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 adjacent properties; *The changed drop-off lane, bike racks, and benches fit with the Civic Center.*

(5) Adequate vehicular off-street parking and loading should be provided, where appropriate; *The redesigned drop-off lane continues to provide off-street loading for municipal vehicles.*

(7) Adequate rights-of-way, easements and dedications should be provided where appropriate for trafficways, utilities and community facilities; *The provision of additional bike racks functions as a community facility.*

(13) Barrier-free access and public safety features should be carefully planned; *The flush curb at the drop-off improves barrier-free access at the loading /drop-off area.*

(16) 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 such features as enclosed walkways and arcaded pedestrian areas; *Additional bike racks and benches are provided.*

Because of the conformance to the above standards for development in the PC district, the PDD is pleased to support the proposed changes to the Coleman A. Young Municipal Center.

Respectfully Submitted,



Gregory F. Moots, Lead Planner
Office of Zoning Innovation

CC: Karen Gage
Maurice Cox

DETROIT-WAYNE JOINT BUILDING AUTHORITY



**COLEMAN A. YOUNG
MUNICIPAL CENTER
CAPITAL MAINTENANCE
PROJECT PHASE 1**

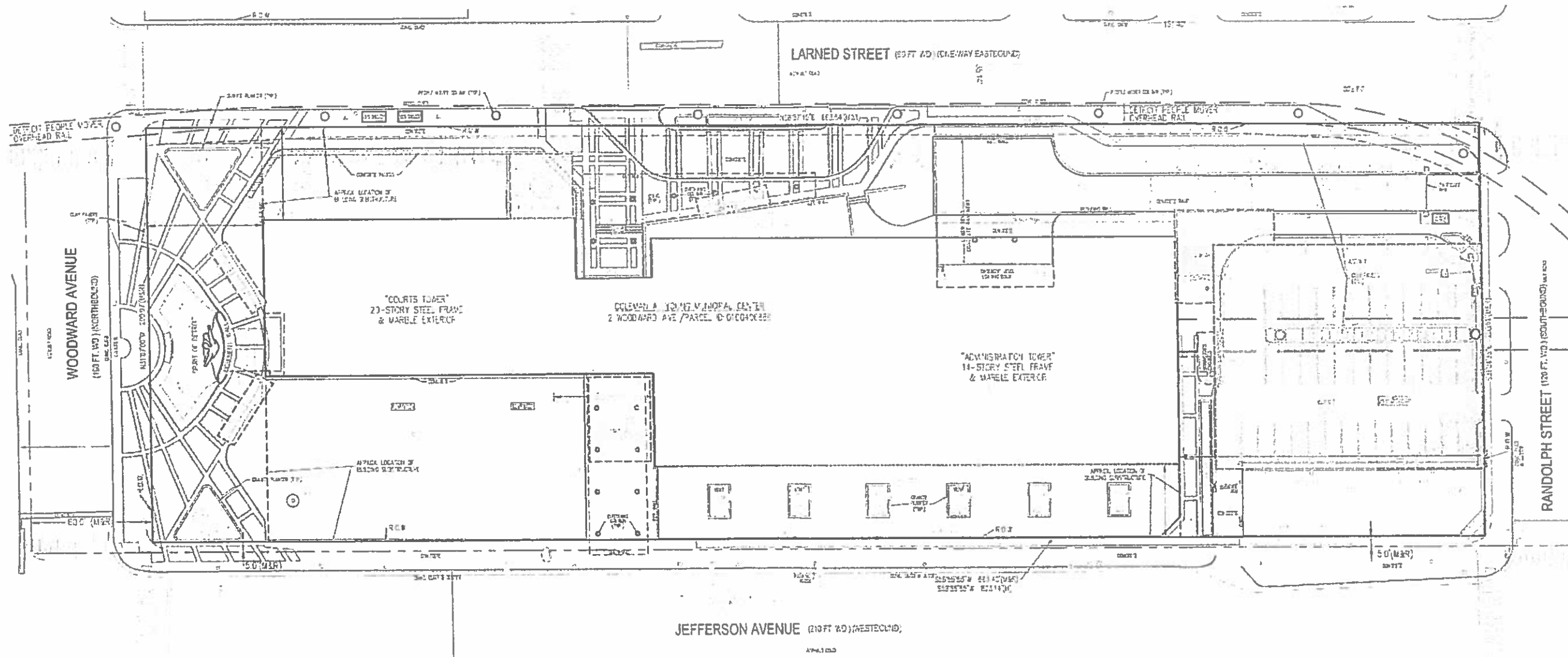
LARNED PLAZA



SMITHGROUP

FEBRUARY 8, 2019

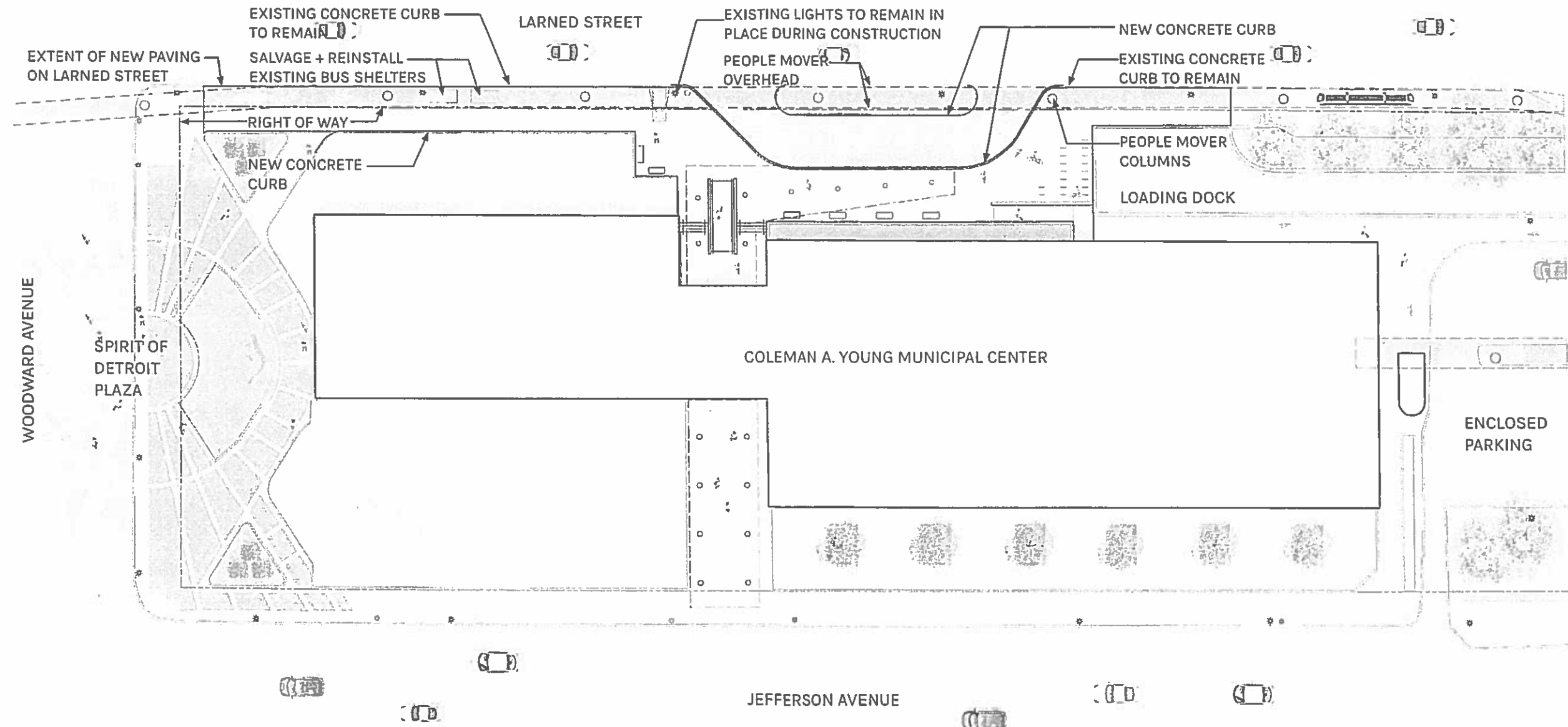
Existing Site



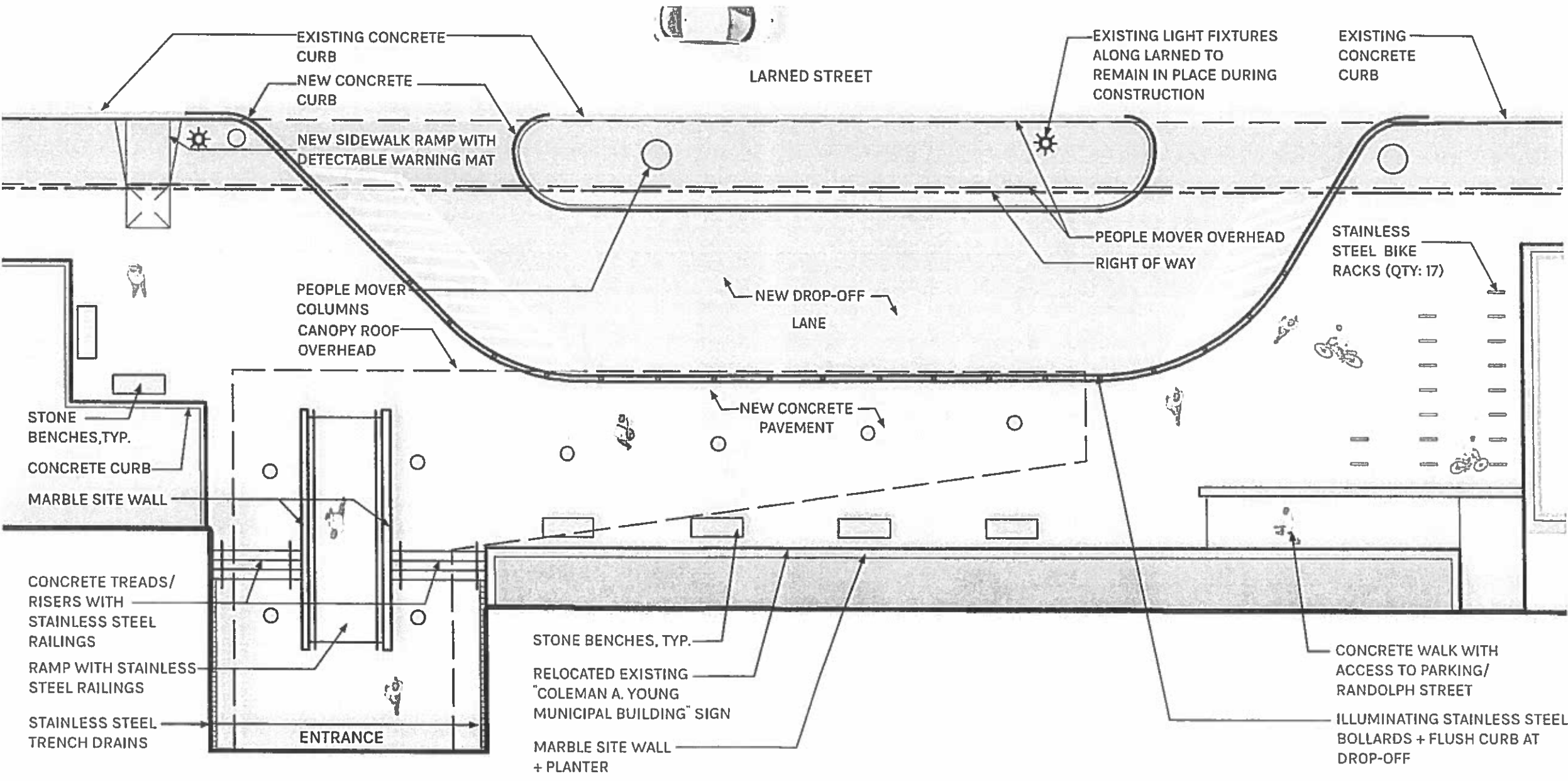
 Bike & Bench Locations

 Security Updates

PROPOSED PLAN - OVERALL VIEW



PROPOSED PLAN - ENLARGEMENT

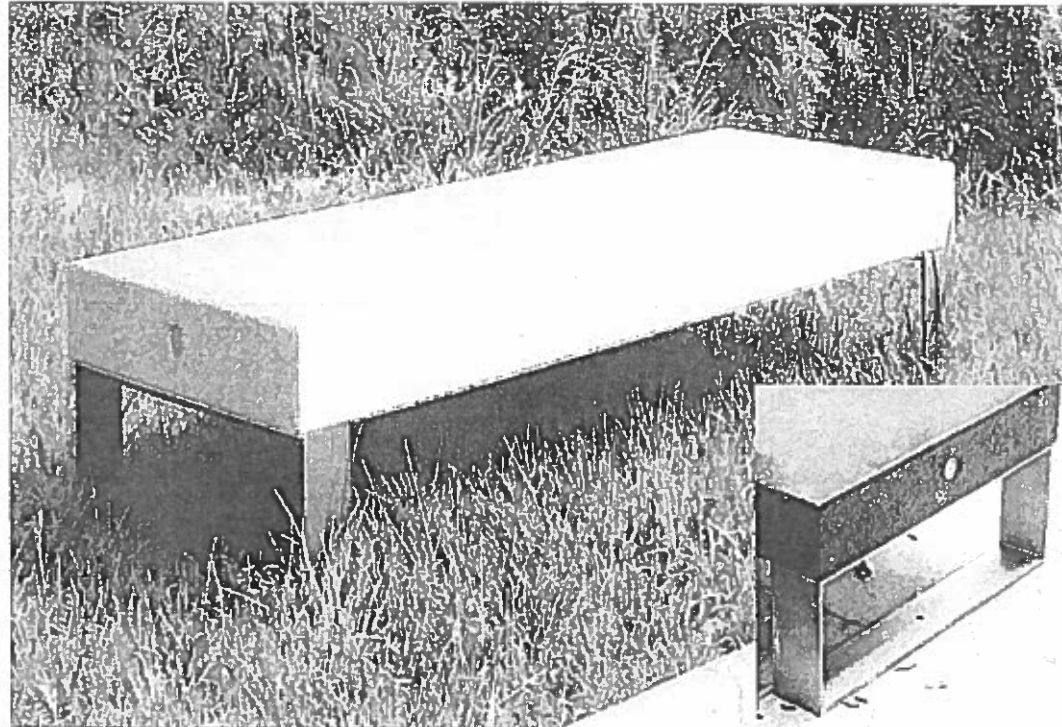


COLEMAN A. YOUNG MUNICIPAL CENTER



SITE FURNISHINGS

DIAMANTE BENCH W/ STAINLESS STEEL LOOP SUPPORT



STAINLESS STEEL BOLLARDS (ILLUMINATING)

