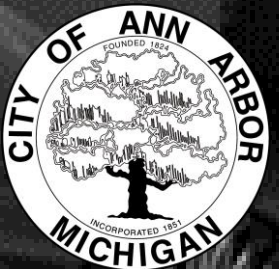


HOUSING + AFFORDABILITY IN ANN ARBOR

350 S 5TH PUD RESIDENT PARTICIPATION

www.community-engagement-annarbor.com



SMITHGROUP

AGENDA

CONTENT

- Previous Engagement and Context
- Benefits of PUD Rezoning
- Initial Concept
- Alignment with other city priorities (transit, people-friendly streets, and sustainability)
- Proposed Concept
- PUD Details
- Questions & Discussion

OBJECTIVES

- Present the development concept
- Answer questions
- Listen to/record public comments, concerns, issues, or problems

NEXT STEPS

- June 14 City Council Work Session
- Meeting Report
- Modifications to the Proposed Concept
- July Pre-Submission Meeting

HOUSING & AFFORDABILITY IN ANN ARBOR



All people who live, work and/or spend significant time in Ann Arbor are invited to attend these online virtual engagement sessions. Participants are invited to virtually attend one or more sessions. Each session will afford the opportunity to provide feedback on all four sites.

The city is currently in the conceptual design phase. The graphics and information provided are intended to spur discussion and feedback from the community.

SCHEDULE



SURVEY OPENS

Monday, September 28, 2020

www.surveygizmo.com/s3/5805923/Housing-Affordability-Community-Survey-Fall-2020



VIRTUAL ENGAGEMENT SESSIONS

Thursday, October 1, 2020
Time: 6:00 - 8:00 PM

Monday, November 9, 2020
Time: 6:00 - 8:00 PM

Thursday, December 10, 2020
Time: 6:00 - 8:00 PM



SURVEY CLOSES

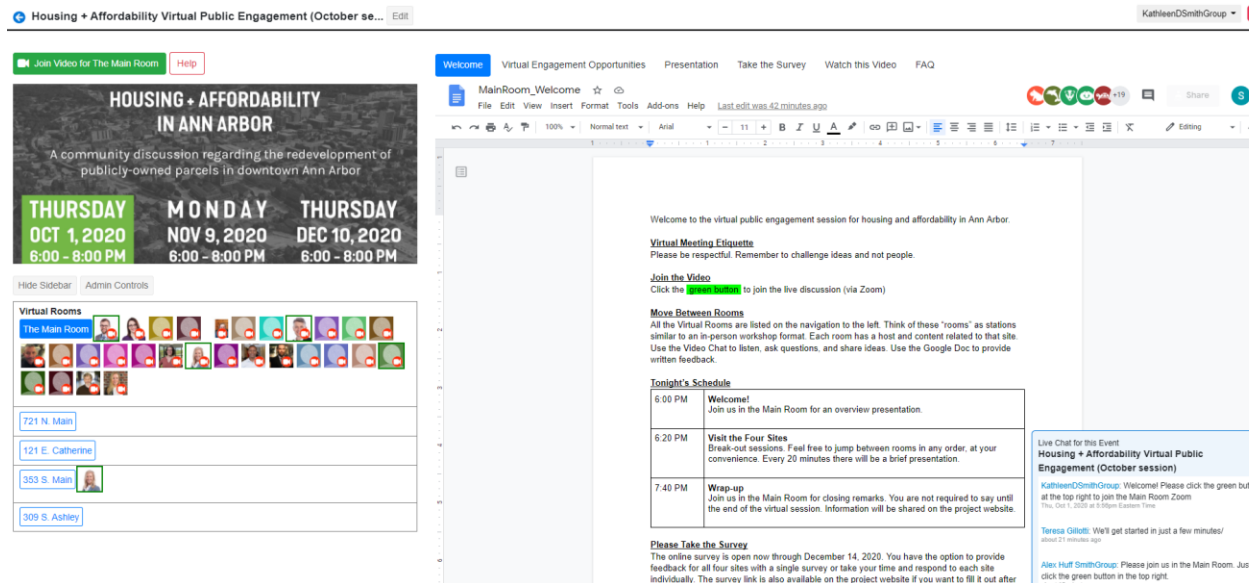
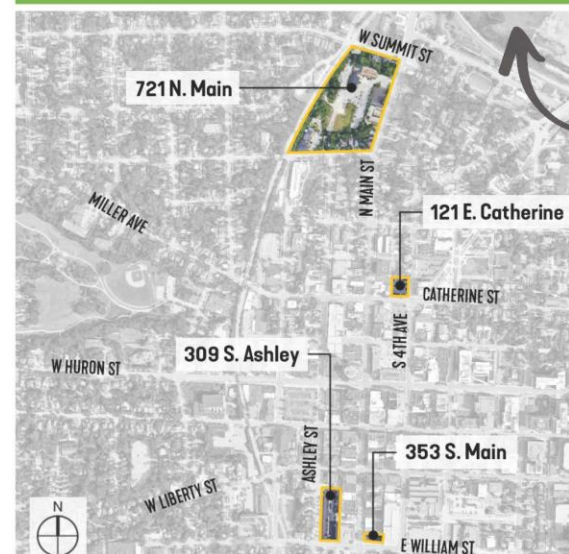
Monday, December 14, 2020



FINAL REPORT OUT

December 2020
Date and time to be determined

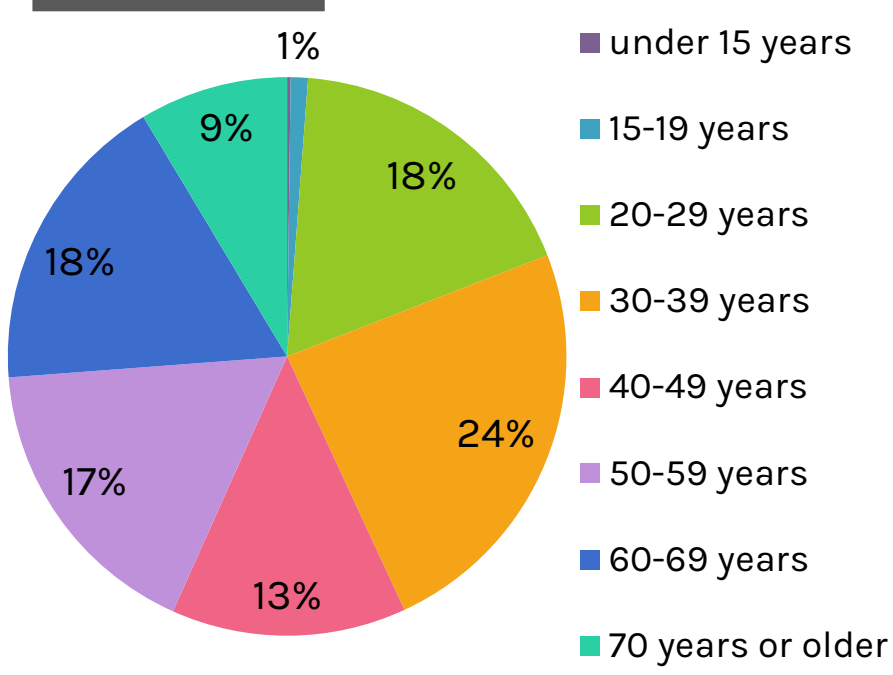
Please visit the website for more information:
www.community-engagement-annarbor.com



- 3 Live Virtual Engagement Sessions
- 4 In Person Engagement Sessions (pre-COVID)
- 6,000 Mailers
- Targeted emails to social services agencies
- Targeted social media campaign to 35 yrs. and under demographic
- Mobile-friendly survey- 900 responses
- 20 Stakeholder conversations with UofM Design Justice, First Baptist, AAHC, HHSAB

HOUSING & AFFORDABILITY IN ANN ARBOR SURVEY DEMOGRAPHICS (650+ RESPONSES)

AGE



RACE AND ETHNICITY

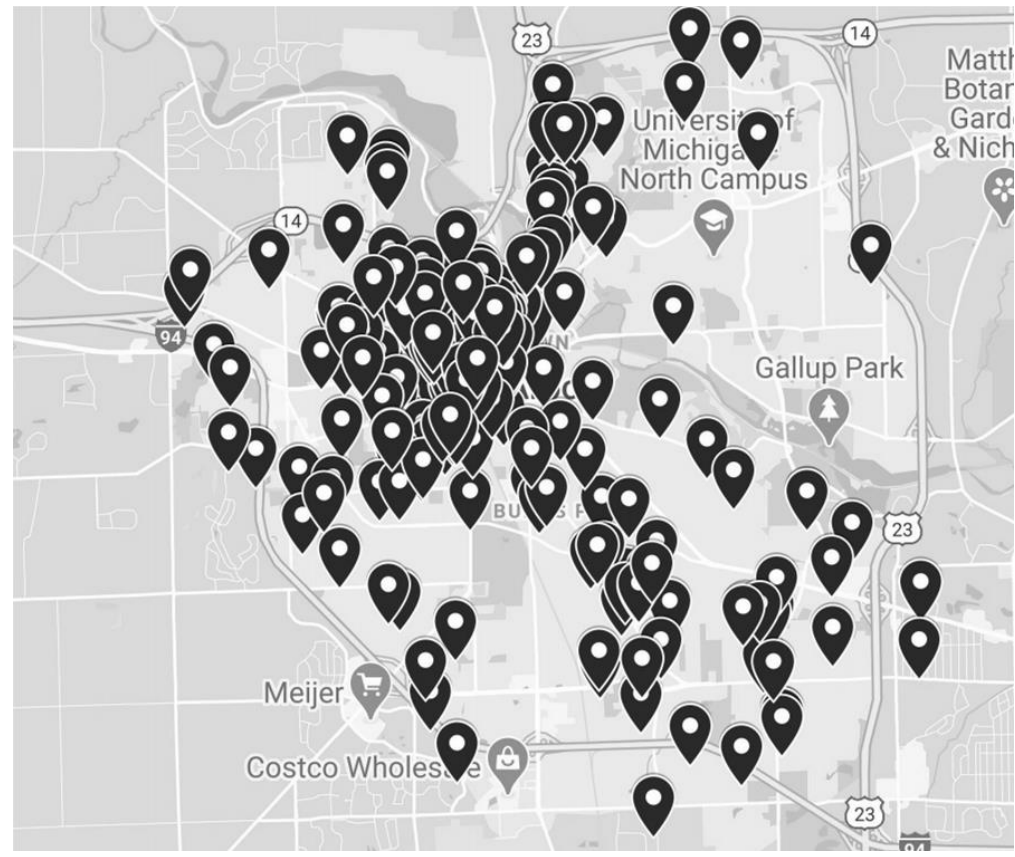
| Value | Survey Response | Ann Arbor ACS 2019 5yr |
|-----------------------------------|-----------------|------------------------|
| American Indian or Alaskan Native | 0.9% | 0% |
| Asian | 3.9% | 17% |
| Black or African-American | 2.3% | 7% |
| White | 88.3% | 68% |
| Middle Eastern or North African | 1.1% | n/a |
| Hispanic or Latinx | 3.4% | 5% |
| Other - Write In | 5.0% | 102 |

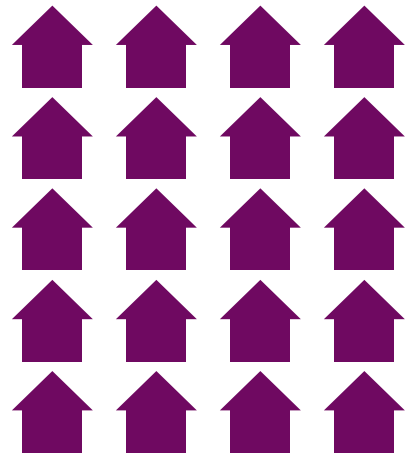
HOME OWNERSHIP

| Value | Survey Response | Ann Arbor ACS 2019 5yr |
|------------------|-----------------|------------------------|
| Rent | 29.0% | 25.3% |
| Own | 67.4% | 69.9% |
| Other - Write In | 3.6% | |

RESPONDENTS WHO LIVE IN ANN ARBOR

85%





**2,800 UNITS
OVER 20 YEARS**

County report specifically recommended 140 units per year for 20 years in the City of Ann Arbor for a total of 2,800 units for 60% AMI households or less.



**FUNDING FOR OVER
1,500 UNITS**

The millage that recently passed is estimated to provide enough funding for 1,500+ new affordable housing units.



350 S FIFTH FORMER Y LOT



SMITHGROUP

WHY PUD REZONING?

Develop the necessary flexibility and supplemental controls needed to achieve multiple site goals while providing for resident and council input prior to issuing a developer RFP with clear community-supported goals and expectations.

- Permit flexibility
- Encourage innovation
- Achieve economy and efficiency
- Expand Affordable Housing
- One or more land uses
- Sites with unique settings within the community
- Difficult or costly

5.13.9 Planned Unit Development (PUD) District

A. Purpose Statement

The purpose of this district is to permit flexibility in the regulation of land Development; to encourage innovation in land use and variety in design, layout, and type of Structures constructed; to achieve economy and efficiency in the use of land, natural resources, energy, and the provision of public services and utilities; to encourage provision of Open Space and protection of Natural Features; to provide adequate housing, employment, and shopping opportunities particularly suited to the needs of the residents of the City; to expand the supply of Affordable Housing Dwelling Units and to encourage the use, reuse, and improvement of existing Sites and Buildings that will be developed in a compatible way with surrounding uses, but where the uniform regulations contained in other zoning districts do not provide adequate protections and safeguards for the Site or surrounding area. The district is intended to accommodate developments with one or more land uses, Sites with unusual topography or unique settings within the community, or Sites that exhibit difficult or costly Development problems or any combination of these factors. This zoning district shall not be allowed where it is sought primarily to avoid the imposition of standards and requirements of other zoning classifications or other City regulations rather than to achieve the stated purposes above.

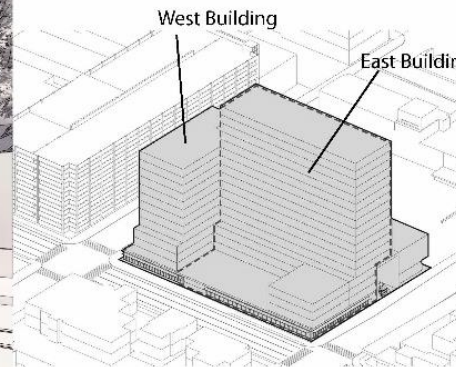
INITIAL PUBLIC ENGAGEMENT: 350 S 5TH PREFERRED OPTION

OPTION 3B

SOUTHEAST CORNER ORIENTATION :: Maximum



FEEDBACK: What do you like about this option? What are your concerns? How would you change it? *Please leave a sticky note in the box at right.*



DESCRIPTION
 D1 zoning, by-right with density bonuses 900% FAR.
 Does not develop over the Transit center but still provides additional transit bay.
 East and west building, with east building stepped back from William Street.

ASSUMPTIONS
 * Parcel split into an "east" and "west" building.
 * Allows room for expanded transit, but doesn't utilize transit center parcel directly.
 * Building height includes rooftop mechanicals (not visible from street level)
 * Build to the by-right density of 900% FAR (given affordable housing density premiums)

| TRADE-OFFS | Min | Max | Total housing units: 418 units |
|-----------------------------------|-----------|-----------|--|
| Provide Affordable Housing Units | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | # affordable units: 130 units (31%) |
| Provide Market Rate Housing Units | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | # market rate units: 288 units |
| | | | Building WEST EAST |
| Density of buildings | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | Floor-Area-Ratio: 744% 865% |
| Height of buildings | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | Height Feet (floors): 150' (13) 200' (18) |
| Scales down to William Street | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | Larger tower but set back from William St |
| Potential active ground floor | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | Ground Floor GSF: 7,350 19,795 |
| Support expansion of transit | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | Transit lane provided along north edge |
| Financial complexity/risk | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | Total Development Cost: ~\$72 Million Potential Tax Revenue: ~\$1.5 - 2 Million Ground Lease Revenue: ~\$0.5 - 1 Million |
| Financial revenue | ■ ■ ■ ■ ■ | ■ ■ ■ ■ ■ | |

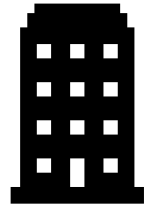
PREFERRED OPTION SUMMARY

- The size of the site is large and can support a significant number of affordable housing units
- The site scores competitively for potential 9% LIHTC financing
- The preferred option utilizes D1 zoning with density bonuses by right
- The preferred option does not develop over Blake Transit Center but does provide an additional transit bay for Blake expansion of off-street services
- The preferred option includes an east and west building with the taller east building stepped back from William Street
- The preferred option provides 418 housing units with a minimum of 130 affordable units (31%)
- The preferred option provides an approximate floor area ratio (FAR) of 800%, below the 900% allowable by right
- The preferred option includes two building towers that are 13 stories (west) and 18 stories (east) tall



DESIGN CONSIDERATIONS

INITIAL ENGAGEMENT



MAXIMIZE AFFORDABLE HOUSING

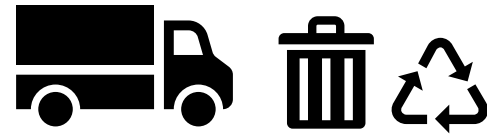


IMPROVED OPERATIONS BLAKE TRANSIT CENTER

PRE-ENTITLEMENT REFINEMENT CONSIDERATIONS



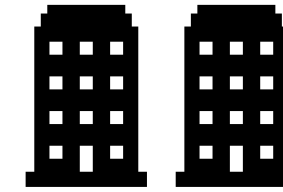
DTE EASEMENT



DEDICATED SERVICE/LOADING LANE



IDLING BUS EMISSION CONSIDERATIONS



PHASED PROJECT



TRANSIT ORIENTED BEST PRACTICES



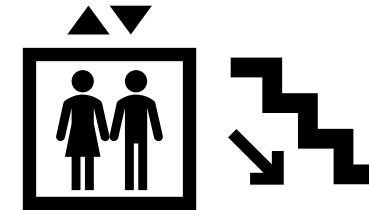
UNDERGROUND PARKING POTENTIAL FEASIBILITY



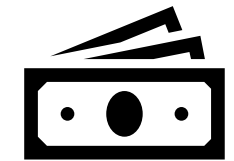
DEDICATED 30 FT BUS LANE (4 BUS BAYS, SAW-TOOTH)



FUTURE ON-STREET TRANSIT EXPANSION

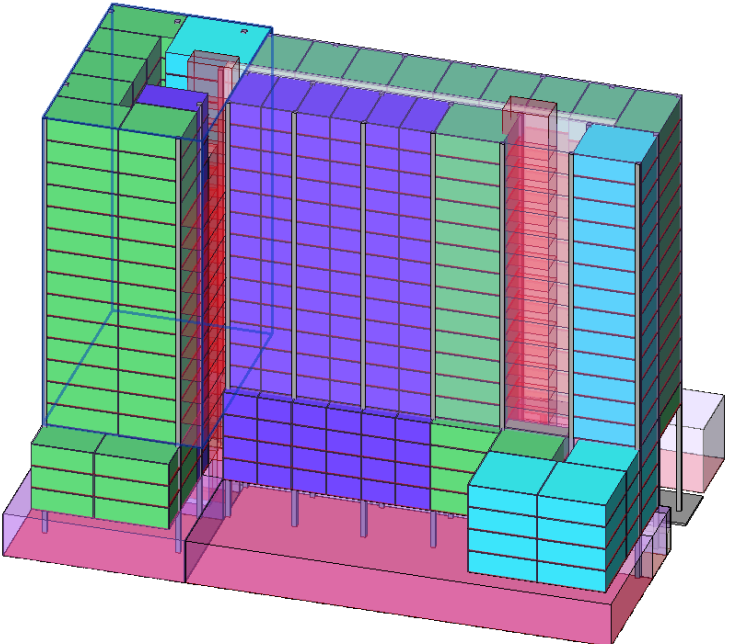


VERTICAL CIRCULATION/EGRESS REQ.

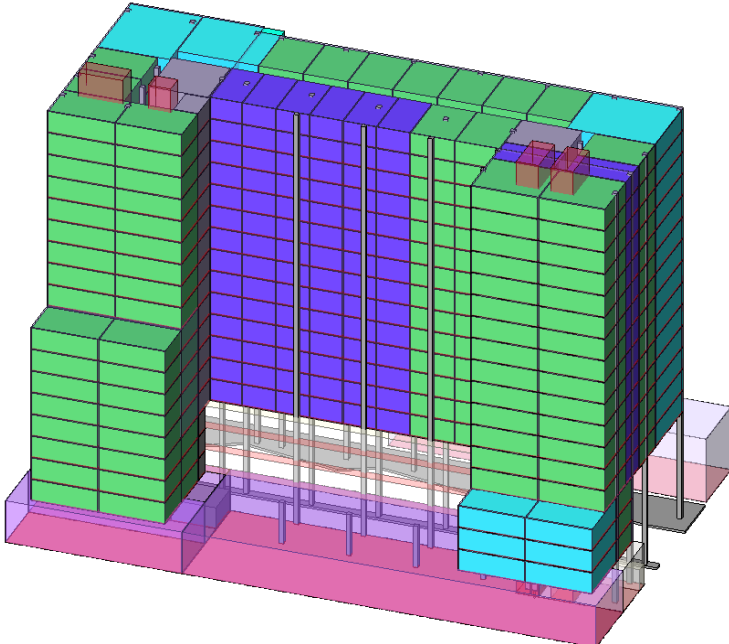


LAND COST

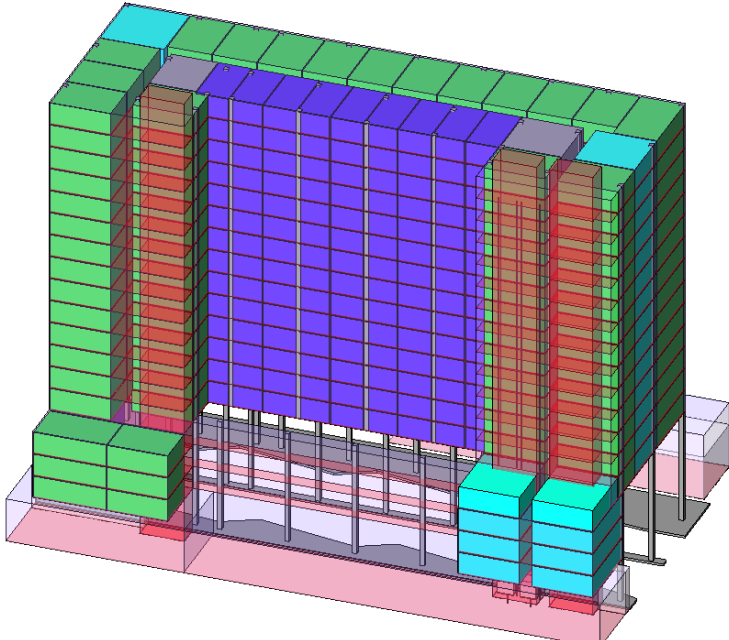
EARLY PRE-ENTITLEMENT “MICRO-OPTIONS”



30 FT LANE



45 FT LANE



TWO 30 FT LANES

VALUE ALIGNMENT

30' LANE

45' LANE

60' LANE

COMMUNITY EXPECTATIONS

| | | | |
|--|--------------------------|--------------------------|--------------------------|
| 130 affordable units | Yes but needs adjustment | Yes but needs adjustment | Yes but needs adjustment |
| Active ground floor use | Yes | Yes | Not likely |
| Tower stepped back from William Street | Yes | Yes, but reduced setback | Not likely |

BUILDING CONSIDERATIONS

| | | | |
|--|----------------------------|----------------------------|----------------------------|
| Towers configuration | Yes | Yes | No |
| Density / FAR + Building Height | TBD | TBD | TBD |
| Tower width/residential unit layouts | 60' wide (typical) | 60' wide (typical) | 75' wide (atypical) |
| Service/loading | Achievable | Achievable | Very challenging |
| Curb management (moving, ride share, deliveries, etc.) | Challenging (2-3 spaces) | Challenging (2-3 spaces) | Very challenging (1 space) |
| Construction type/spanning | \$\$\$ (Concrete v. Steel) | \$\$\$ (Concrete v. Steel) | \$\$\$ (Concrete v. Steel) |

DESIGN OBJECTIVES

| | | | |
|--|------------|-------------|-------------|
| Pedestrian friendly William | Achievable | Achievable | Challenging |
| Active ground floor 5 th Street | Achievable | Challenging | Not likely |

TRANSIT CENTER

| | | | |
|-------------------------|----------|---------------------------------|-----------------------------|
| Expands transit | No | (4 bays) | (8 bays) |
| Increases functionality | No | Yes (central transfer platform) | Yes (more buses off street) |
| Transit user experience | Not Good | Challenging | More challenging |

DDA PEOPLE FRIENDLY STREETS

4TH AVENUE FEEDBACK (MARCH 9-11)

- General support for building a **great transit street** that is linked to **affordable housing**
- People liked wider sidewalks, mid-block speed table/crosswalks, and gateway treatments
- Make street comfortable, safe, and legible for all ages and abilities
- Focus street design on transit use, (but it would be great if bikes were provided for also!)
- Extend the project area to include ideas such as a green wall on the deck, and pedestrian connection across 5th
- Keep pursuing opportunities to expand capacity



[People-Friendly Streets \(peoplefriendlystreets.org\)](http://peoplefriendlystreets.org)

4TH AVE PROJECT

WILLIAM TO LIBERTY

PROJECT EXTENT & SCOPE

1. Utility support for affordable housing project
2. Streetscape and sidewalk widening
3. Slow driving zone, safety improvements, raised crossings
4. Expand transit service along street
5. Create a better transit center



PREPPING FOR THE A2 CLIMATE FUTURE

A2 ZERO – ANN ARBOR’S LIVING CARBON NEUTRALITY PLAN

STRATEGY 3: Significantly Improve the Energy Efficiency in our Homes, Businesses, Schools, Places of Worship, Recreational Sites, and Government Facilities

7. TRANSITION AFFORDABLE HOUSING SITES TO NET ZERO ENERGY

Through a deep and collaborative partnership, the Office of Sustainability and Innovations and the Ann Arbor Housing Commission have been working to transition all existing and new affordable housing sites to net zero energy. These systems are also being designed to handle electric vehicle charging and battery storage.

Vision for Net Zero Energy Affordable Housing

Every affordable housing site in the City is net zero energy by 2030. Savings accrued through the program are directly invested in more programming for Housing Commission tenants and into more affordable housing sites.

Party Responsible for Implementation

- Office of Sustainability and Innovations, in partnership with Ann Arbor Housing Commission

Equity Impacts

Ann Arbor Housing Commission funding that would have assisted in paying energy bills can be redirected to help meet Ann Arbor’s annual affordable housing goals.

Collaborators / Project Co-Designers

- UM Battery Lab
- Energy Contractors
- U.S. Housing and Urban Development
- DTE Energy

Indicators of Success / Goals

By 2030, every affordable housing site in the City is net zero energy.

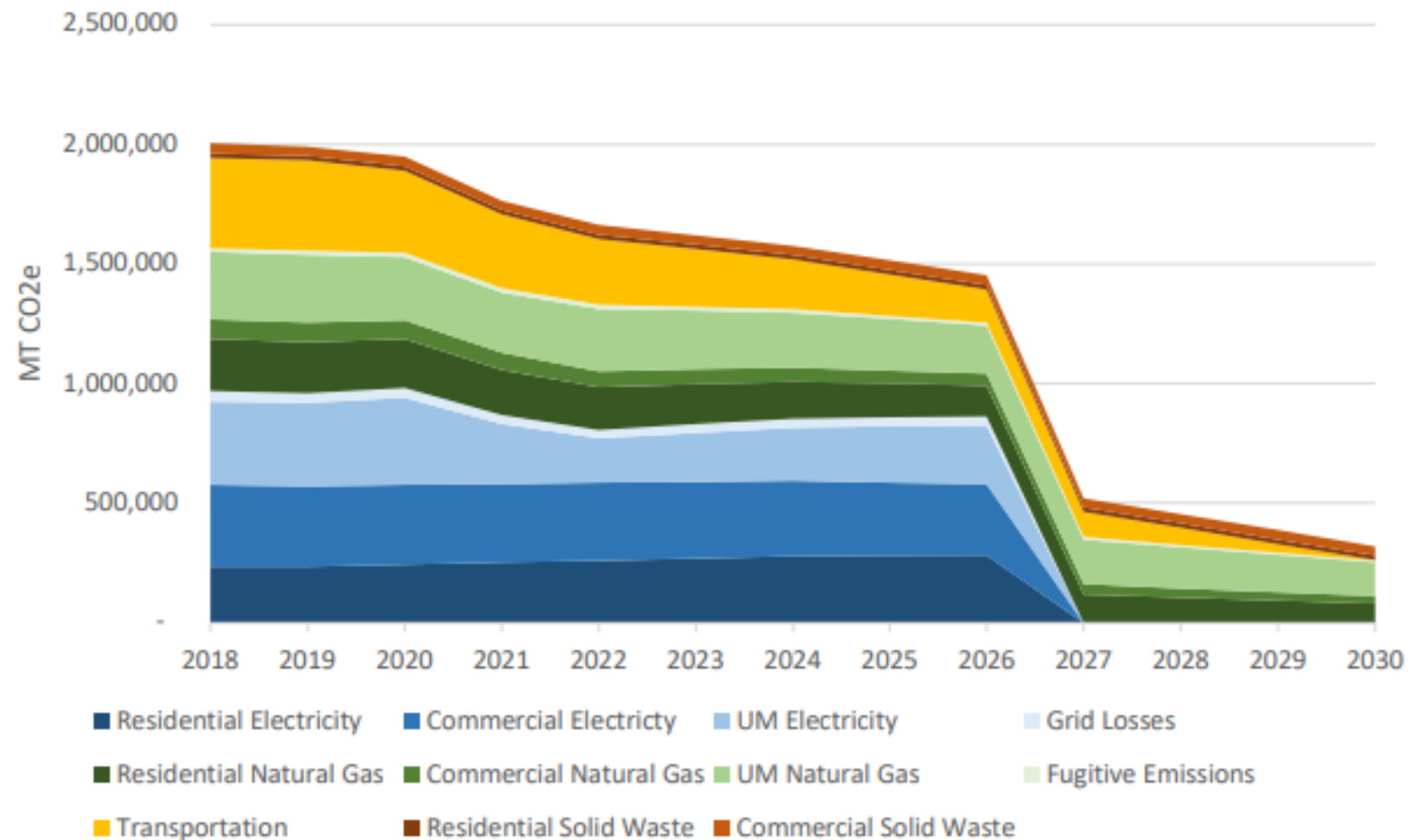
Assumptions

- The Office of Sustainability and Innovations continues to provide \$200,000 to support energy efficiency improvements and renewable energy at Housing Commission sites through 2021
- Starting in 2022 through 2025, the Office of Sustainability and Innovations provides \$100,000 in direct support to the Housing Commission
- Fundraising is conducted to finance the rest of the energy improvements

Target Demographic

Those currently residing in affordable housing and those in need of affordable housing

A2Zero Plan Including UM and Current UM Plan

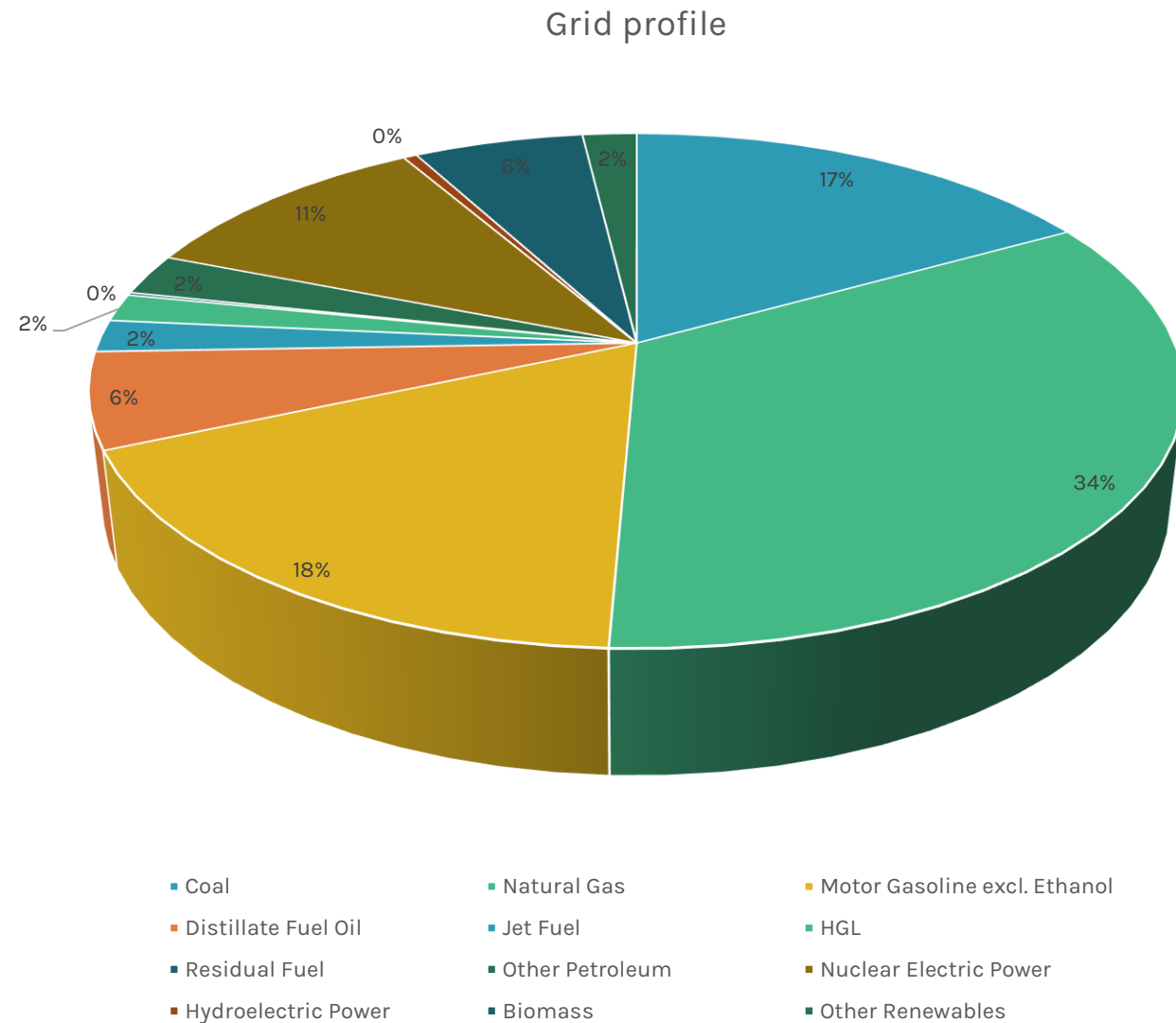



Vision: By 2030, every affordable housing site in the City is net zero energy.



MOVING TOWARDS ELECTRIFICATION

MICHIGAN HAS SET A POLICY SET FOR 2030





STATE OF MICHIGAN
OFFICE OF THE GOVERNOR
LANSING

GRETCHEN WHITMER
GOVERNOR

GARLIN GILCHRIST II
LT. GOVERNOR

EXECUTIVE DIRECTIVE
No. 2020-10

To: State Department Directors and Autonomous Agency Heads
From: Governor Gretchen Whitmer
Date: September 23, 2020
Re: Building a Carbon-Neutral Michigan

The science is clear, and message urgent: the earth's climate is now changing faster than at any point in the history of modern civilization, and human activities are largely responsible for this change. Climate change already degrades Michigan's environment, hurts our economy, and threatens the health and well-being of our residents, with communities of color and low-income Michiganders suffering most. Inaction over the last half-century has already wrought devastating consequences for future generations, and absent immediate action, these harmful effects will only intensify. But we can avoid some of the worst harms by quickly reducing greenhouse gas emissions and adapting nimbly to our changing environment.

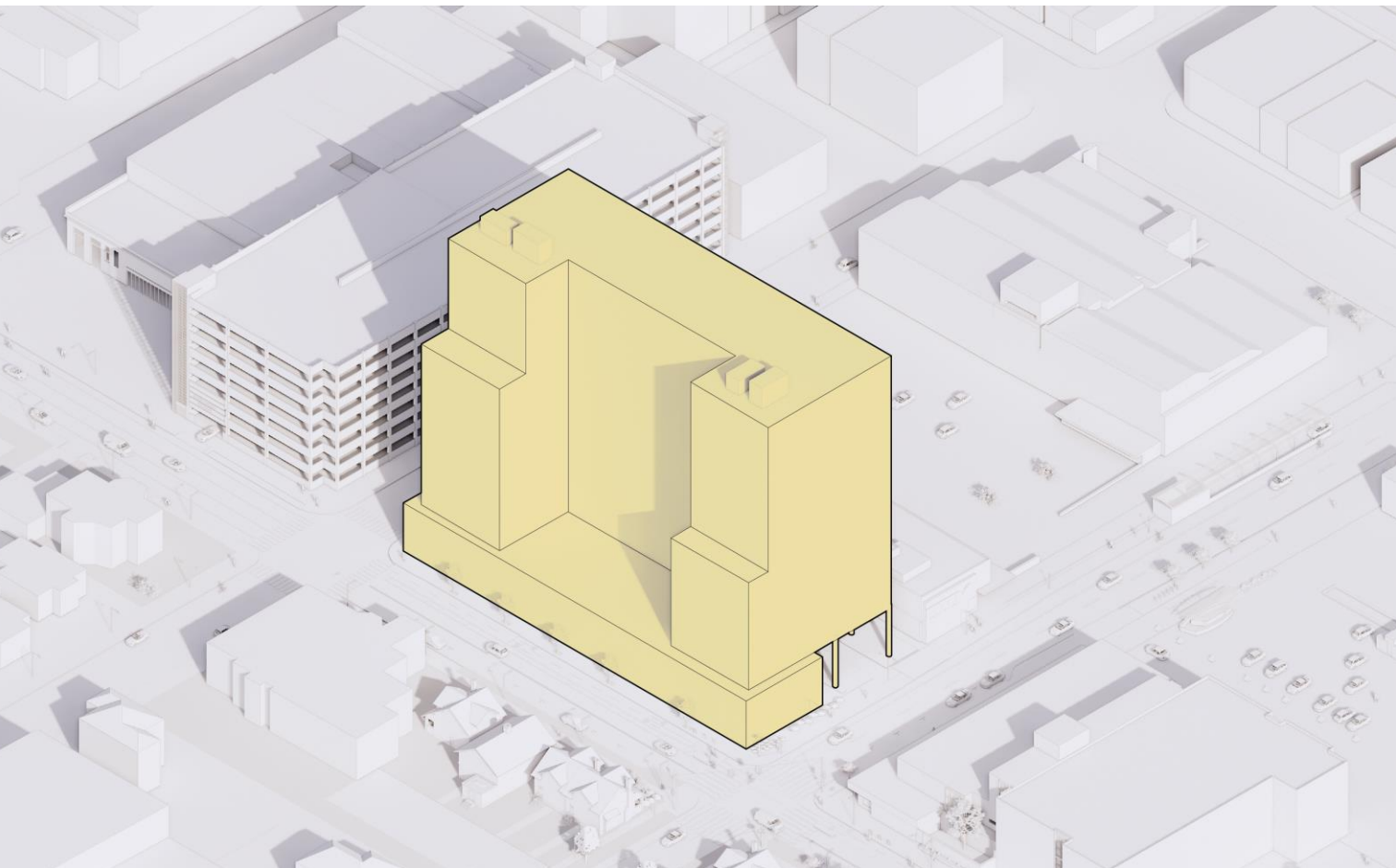
At this very moment, our state is reckoning with the failure of U.S. officials to adequately prepare for the challenges of a global pandemic. We cannot make the same mistake when it comes to impending climate crises of food instability, crop-killing droughts, deadly heatwaves, and intensifying weather events. Even now, fires of historic proportion are raging across the West Coast, offering a tragic reminder that climate change is a present-day threat, and is not waiting for our attention.

Michigan must act now. That is why, with Executive Directive 2019-12, Michigan joined the United States Climate Alliance, a bipartisan coalition of governors from 25 states devoted to pursuing the goals of the internationally accepted Paris Agreement despite our federal government's withdrawal from that agreement. By joining the U.S. Climate Alliance, Michigan committed to pursue at least a 26-28% reduction below 2005 levels in greenhouse gas emissions by 2025 and to accelerate new and existing policies to reduce carbon pollution and promote clean energy deployment at the state and federal level.

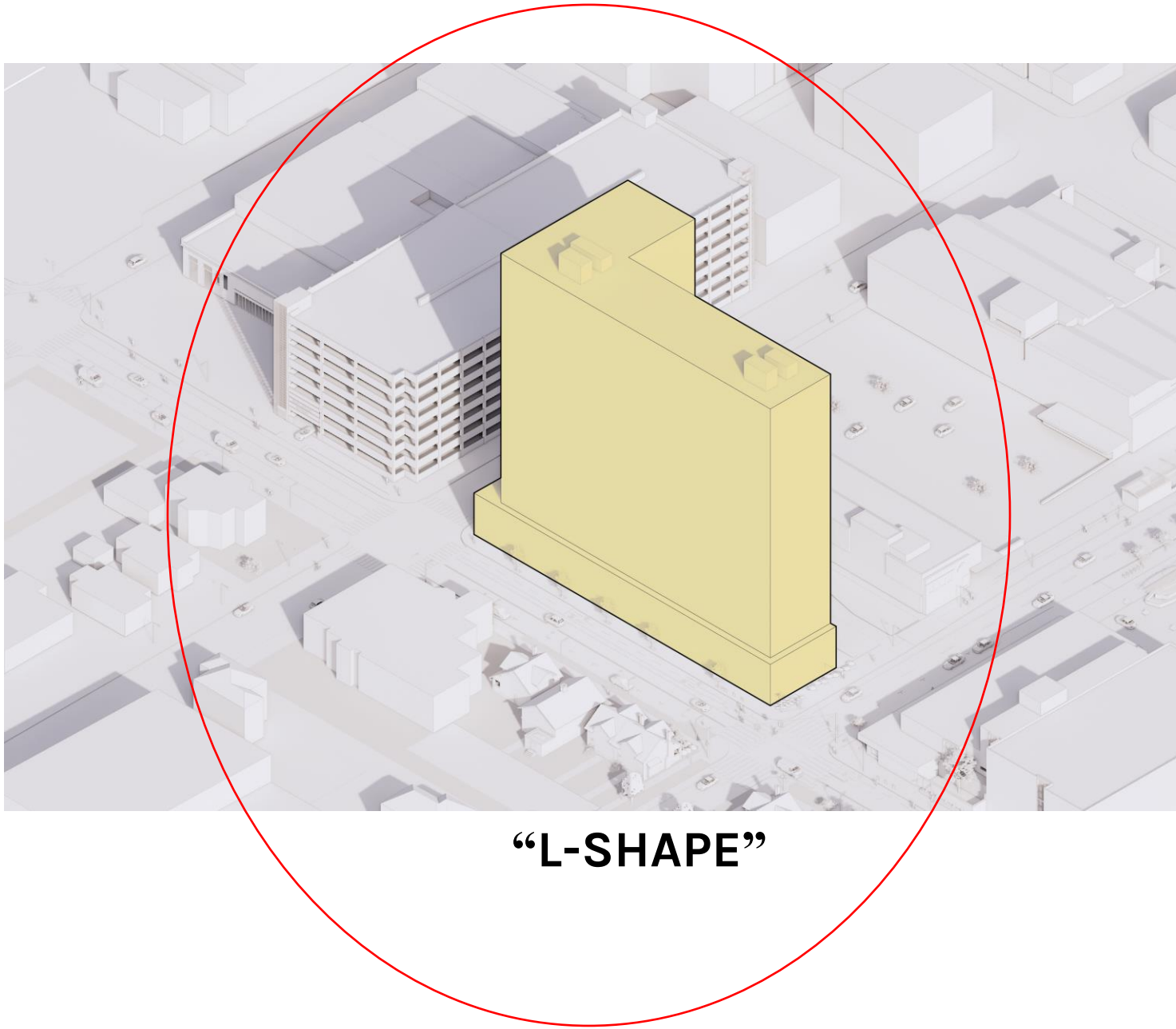
Joining the Alliance, and committing Michigan to its objectives, was an important step in fighting climate change. But it is far from the last step. Michigan needs a comprehensive, coordinated, and aggressive plan to meet and exceed these commitments. Michigan must be a leader in this fight, working across all sectors – including state government – to reduce greenhouse gas emissions as quickly as possible.

GEORGE W. ROMNEY BUILDING • 111 SOUTH CAPITOL AVENUE • LANSING, MICHIGAN 48909
www.michigan.gov
PRINTED IN-HOUSE

MASSING OPTIONS ASSUMING 45' LANE



“U-SHAPE”

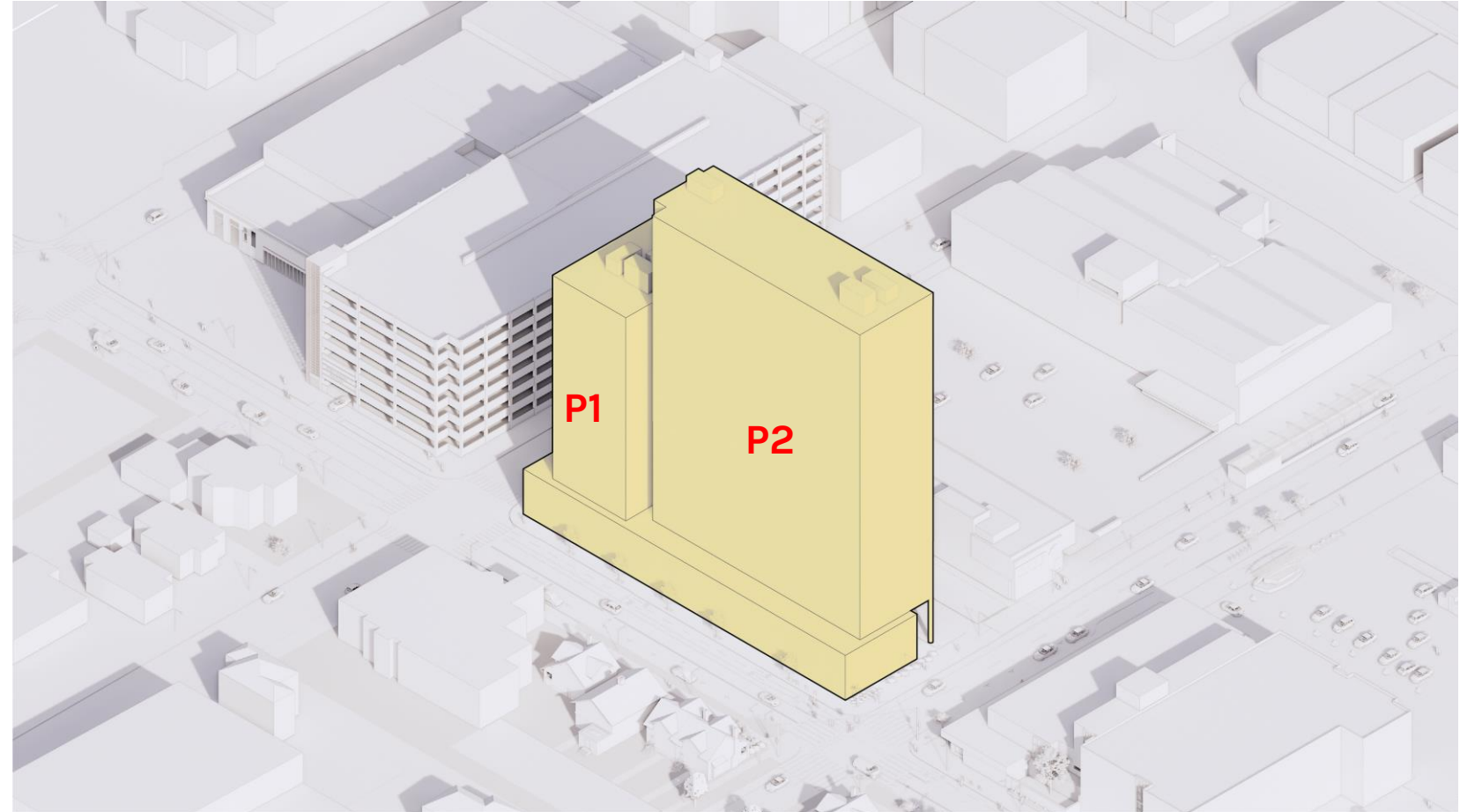


“L-SHAPE”

PHASED APPROACH

ASSUMPTIONS

- Total Development Area: 283,158 GSF
- Height: 250', 20-story
- 2-story streetwall (min.)
- Total Units: 370
- Total Affordable Units: 145
 - P1 (100%): 90
 - P2 (20%): 55
- Commercial/Retail: Yes
- Residential Amenity Space: Yes



UPDATED PREFERRED OPTION

BUILDING MASSING + UNITS

■ P1

- Height: Up to 14 stories
- FAR: Less than 900%
- Units: Approximately 90
- Affordable (100%): Approximately 90

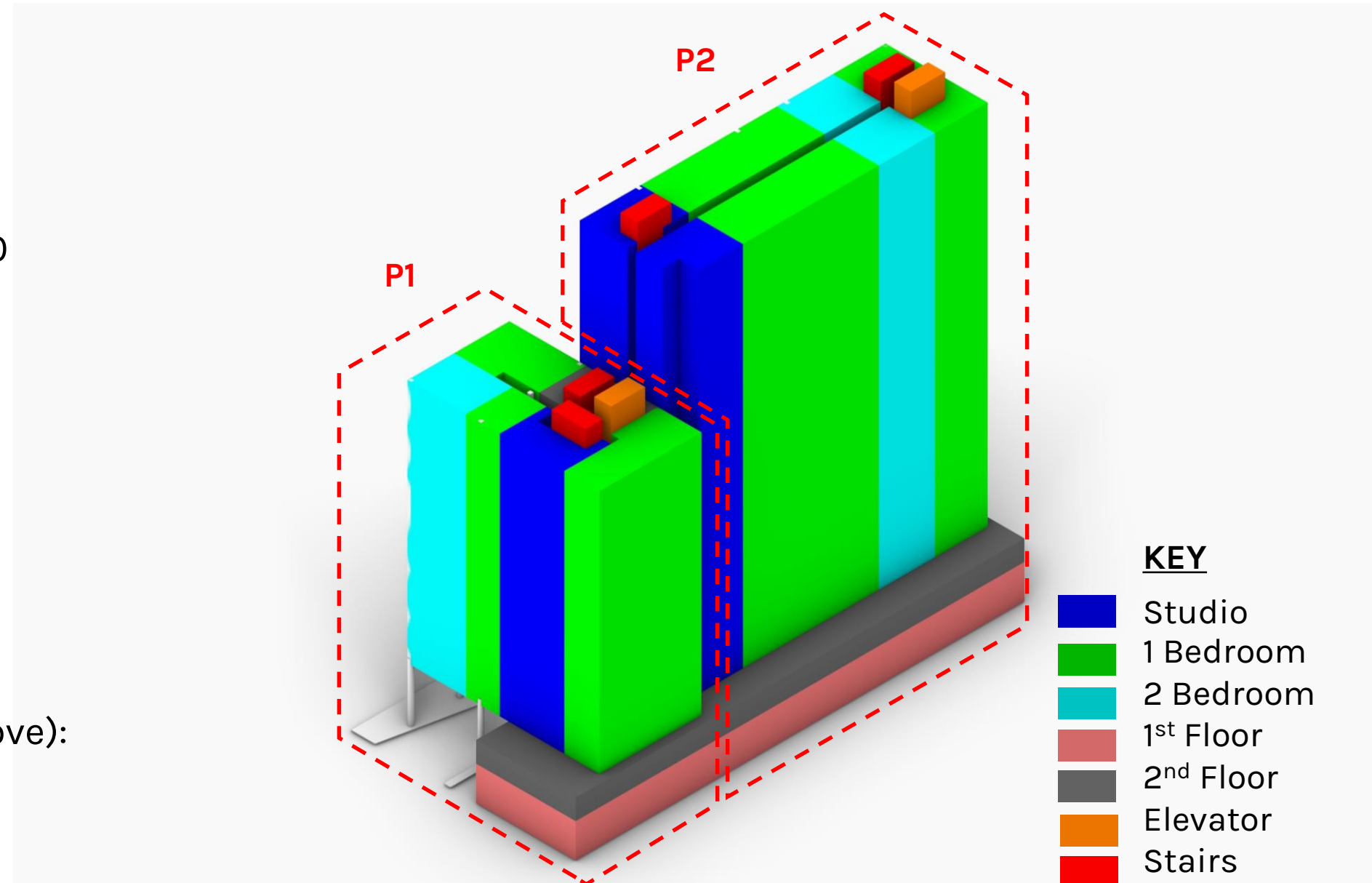
■ P2

- Height: Up to 20 stories
- FAR: Less than 800%
- Units: Approximately 280
- Affordable (20%): Approximately 55

■ Total

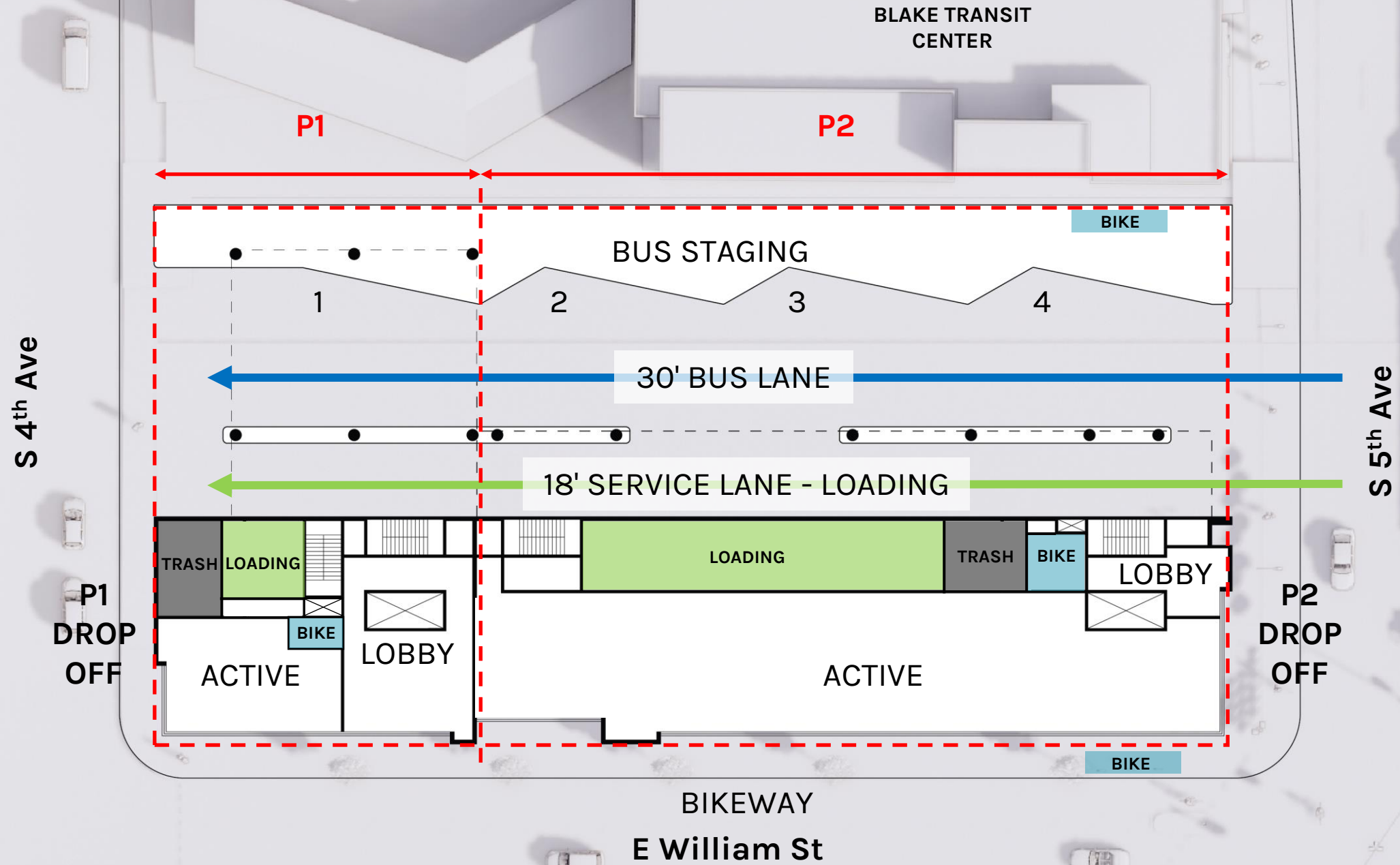
- Total units: approximately 370
- Total affordable units (included above): approximately 145
- Approximately 40% Affordable

DIVIDED INTO TWO PHASES, AN EAST PHASE (EAST) AND WEST PHASE (WEST)



UPDATED PREFERRED OPTION

SITE PLAN



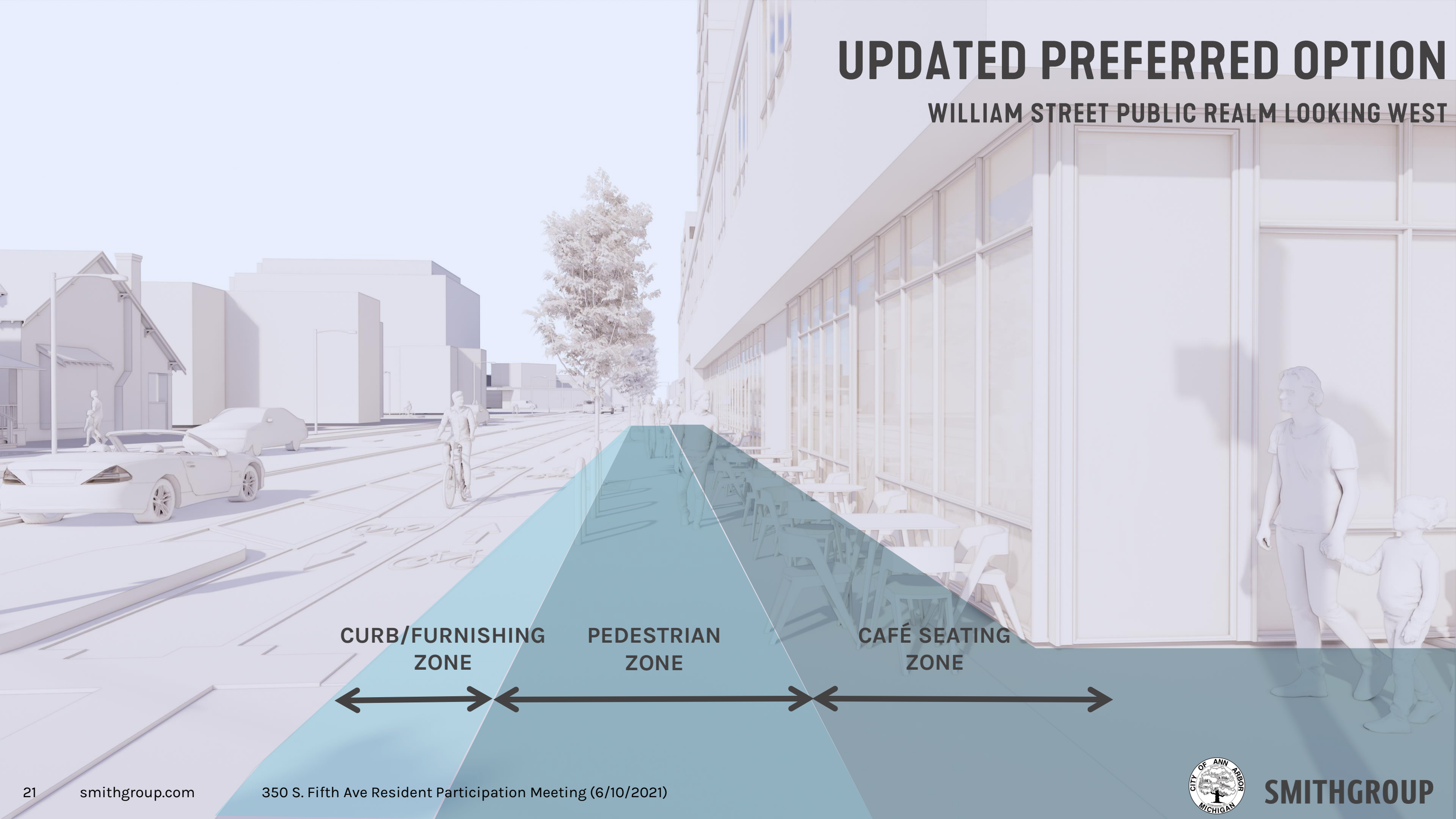
UPDATED PREFERRED OPTION

WILLIAM STREET LOOKING WEST



UPDATED PREFERRED OPTION

WILLIAM STREET PUBLIC REALM LOOKING WEST



**CURB/FURNISHING
ZONE**

**PEDESTRIAN
ZONE**

**CAFÉ SEATING
ZONE**

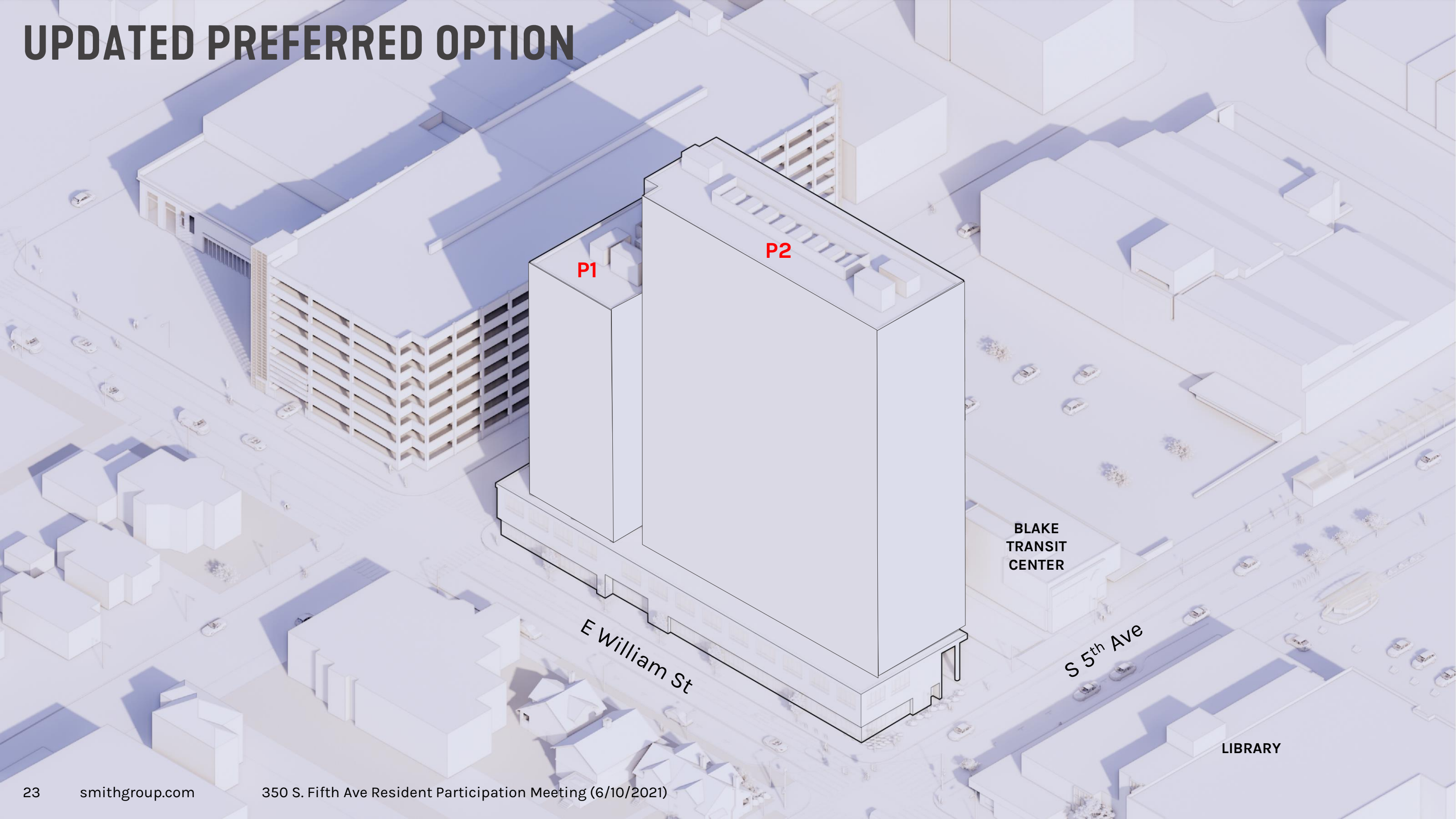


UPDATED PREFERRED OPTION

WILLIAM STREET & MAIN LOOKING EAST



UPDATED PREFERRED OPTION



P1

P2

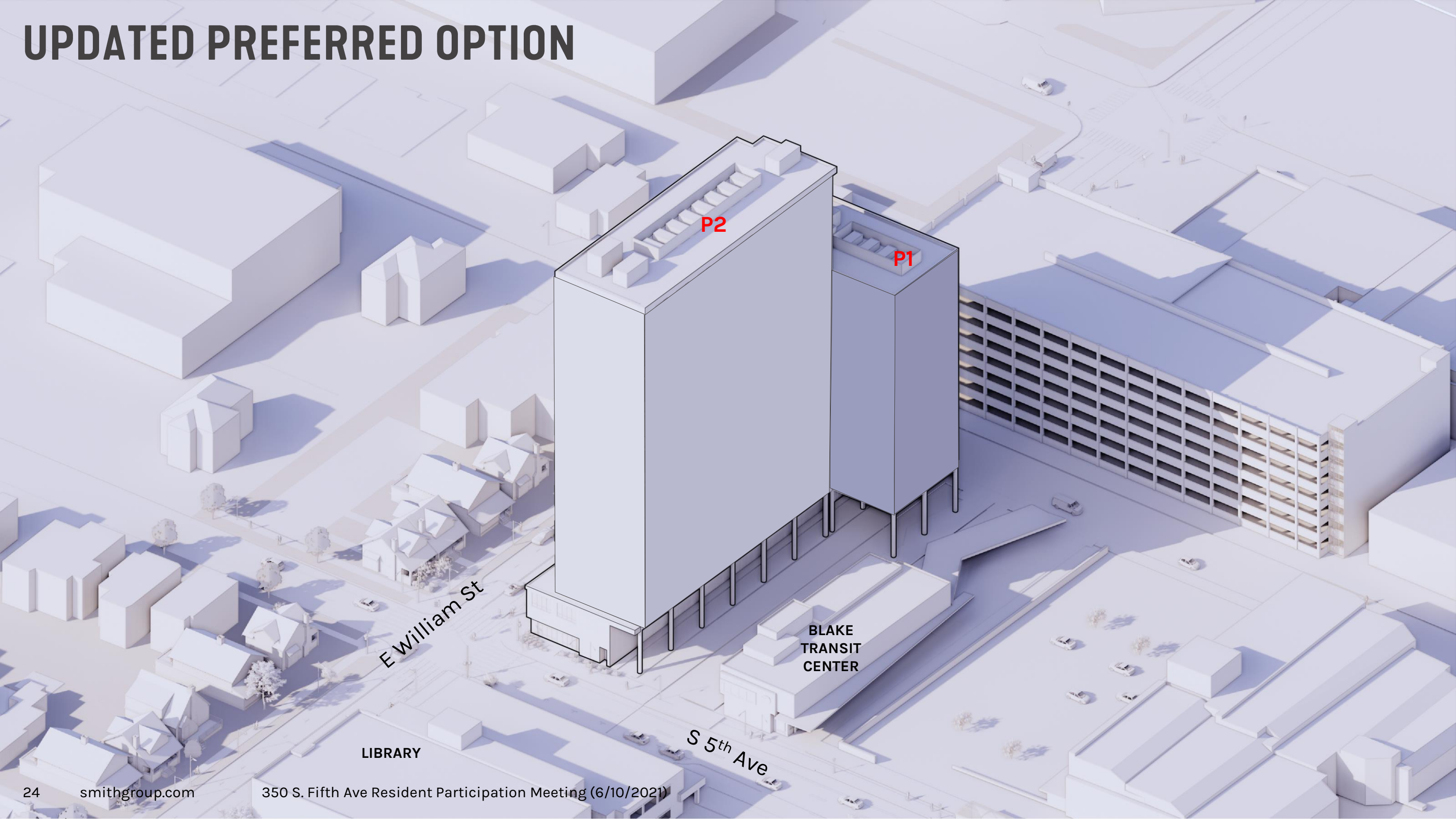
BLAKE
TRANSIT
CENTER

E William St

S 5th Ave

LIBRARY

UPDATED PREFERRED OPTION



P2

P1

E William St

BLAKE
TRANSIT
CENTER

LIBRARY

S 5th Ave

UPDATED PREFERRED OPTION

BUILDING MASSING + UNITS

■ P1

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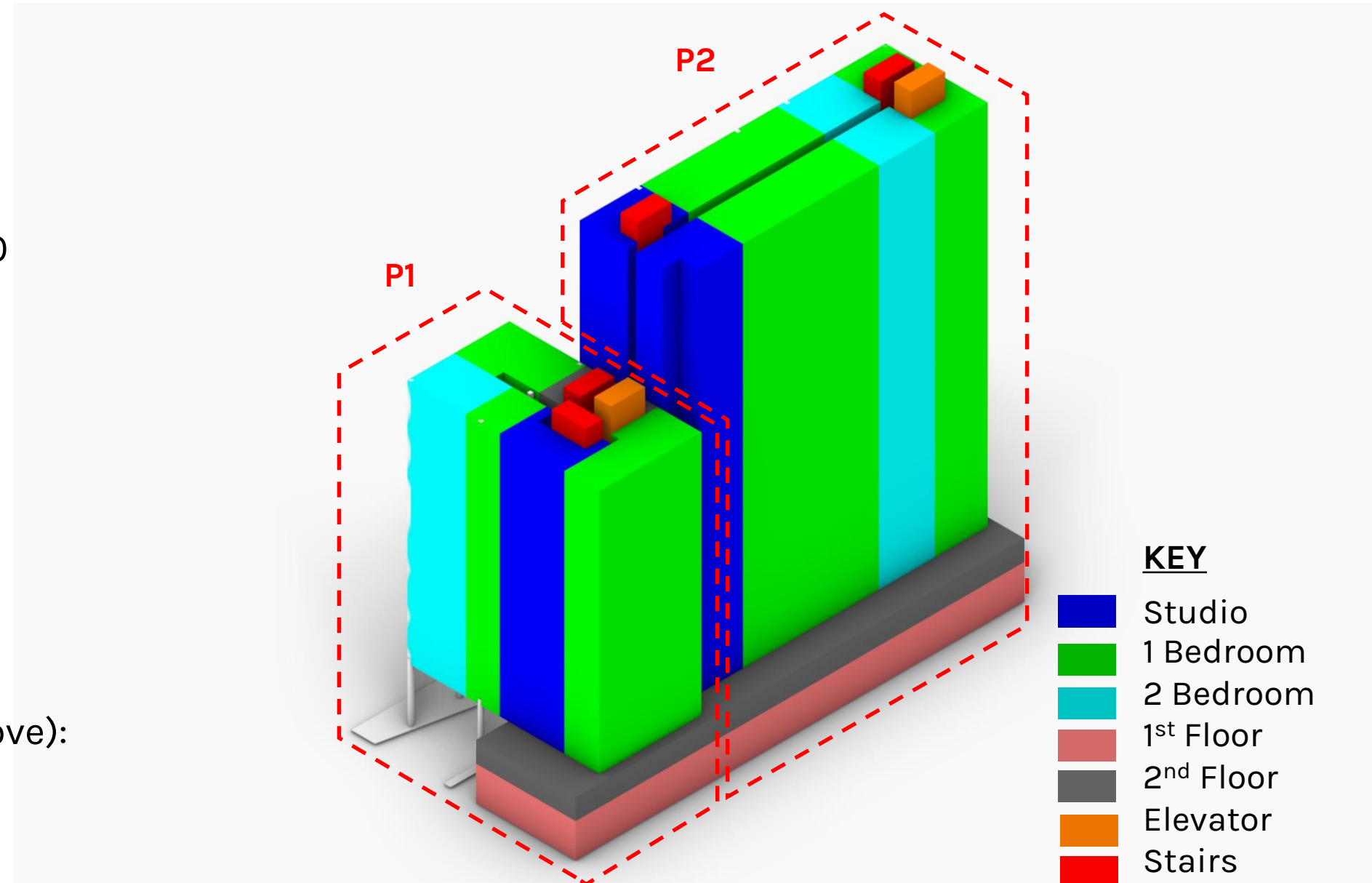
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■ Total

- Total units: approximately 370
- Total affordable units (included above): approximately 145
- Approximately 40% Affordable

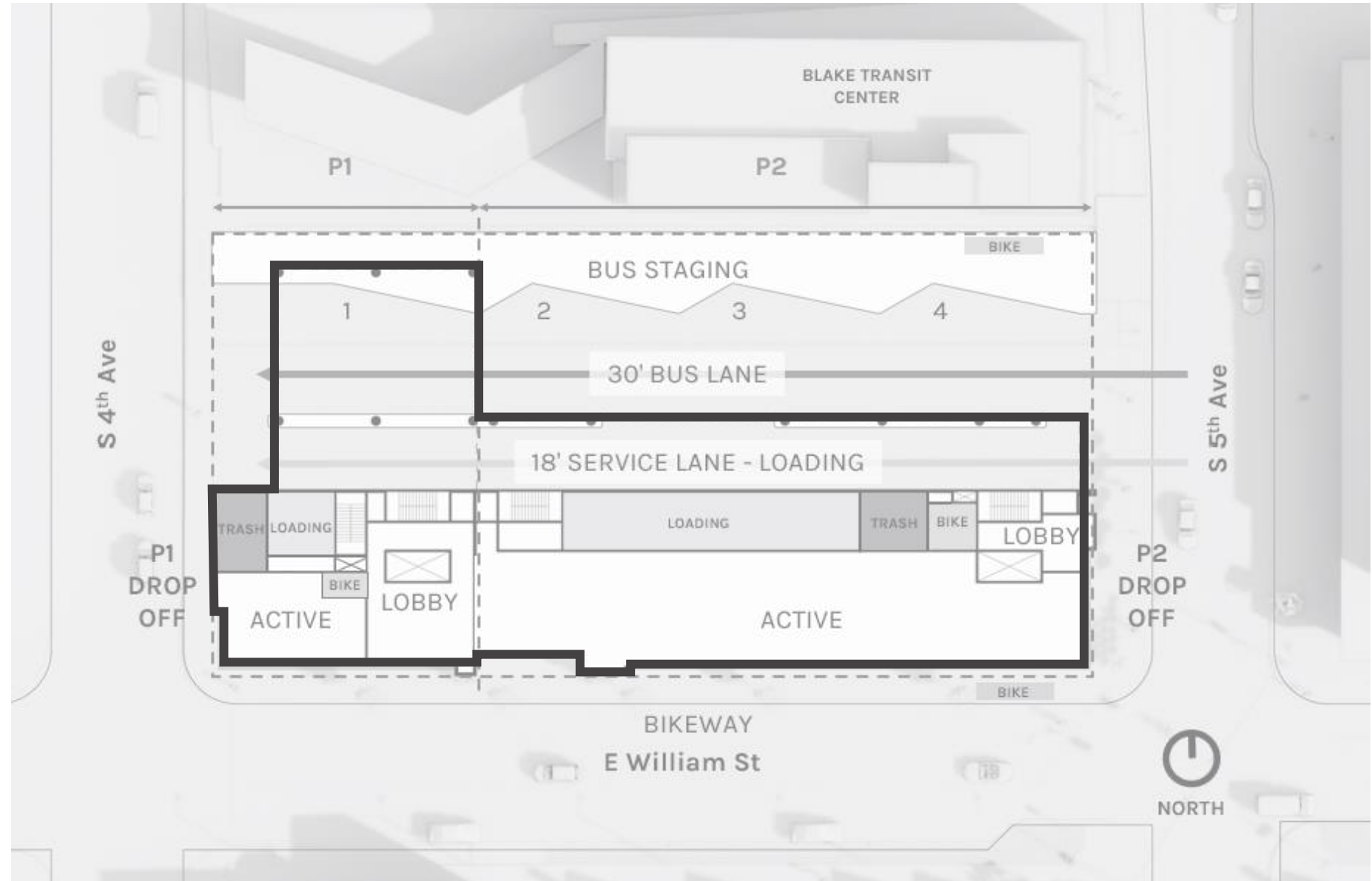
DIVIDED INTO TWO PHASES, AN EAST PHASE (EAST) AND WEST PHASE (WEST)



PUD DETAILS

BENEFITS

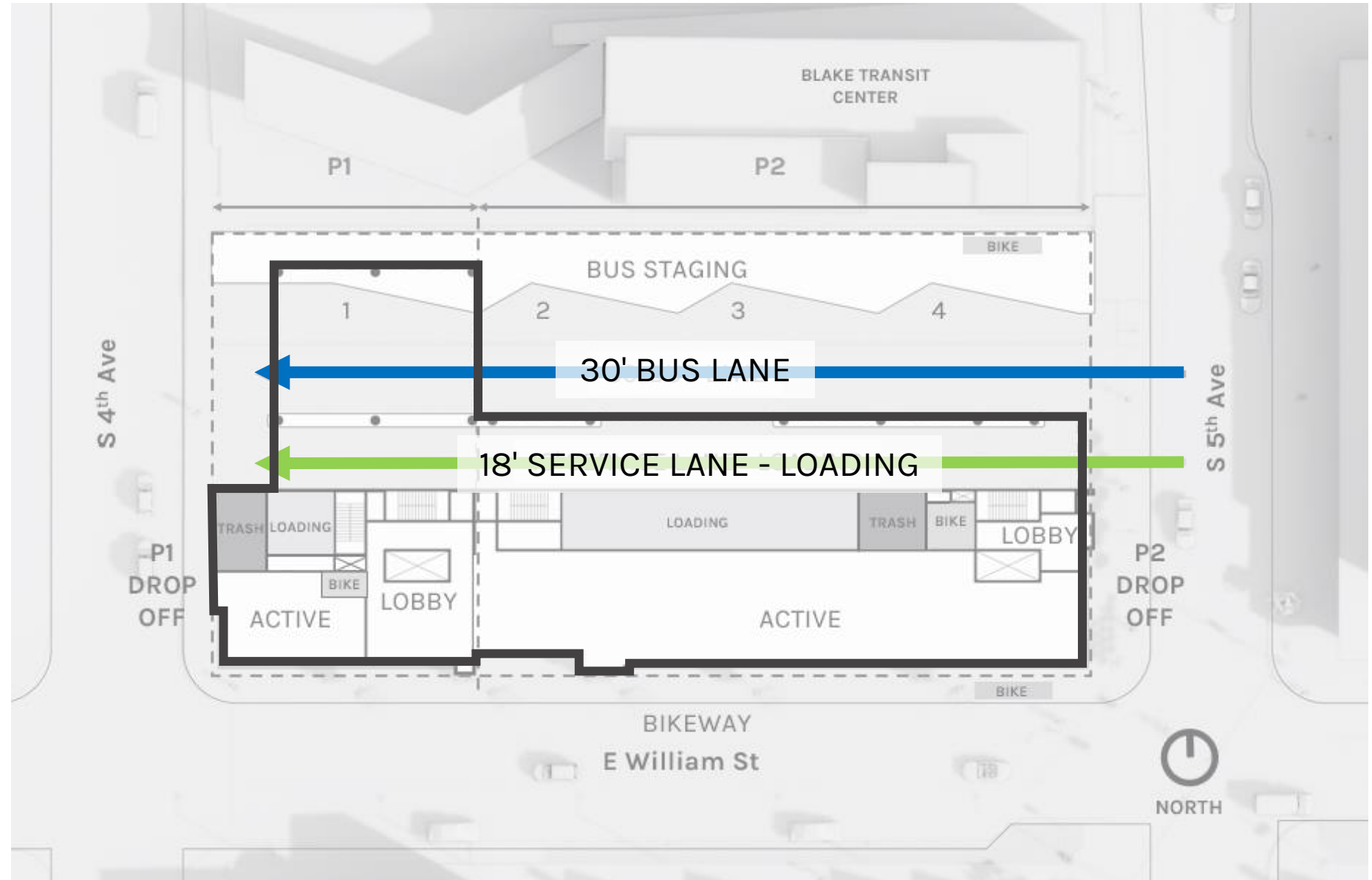
- Exceed affordability targets
- Provide transit expansion
- Provide ground floor active use on William Street
- Target A2 zero goals



PUD DETAILS

PROHIBITED USES

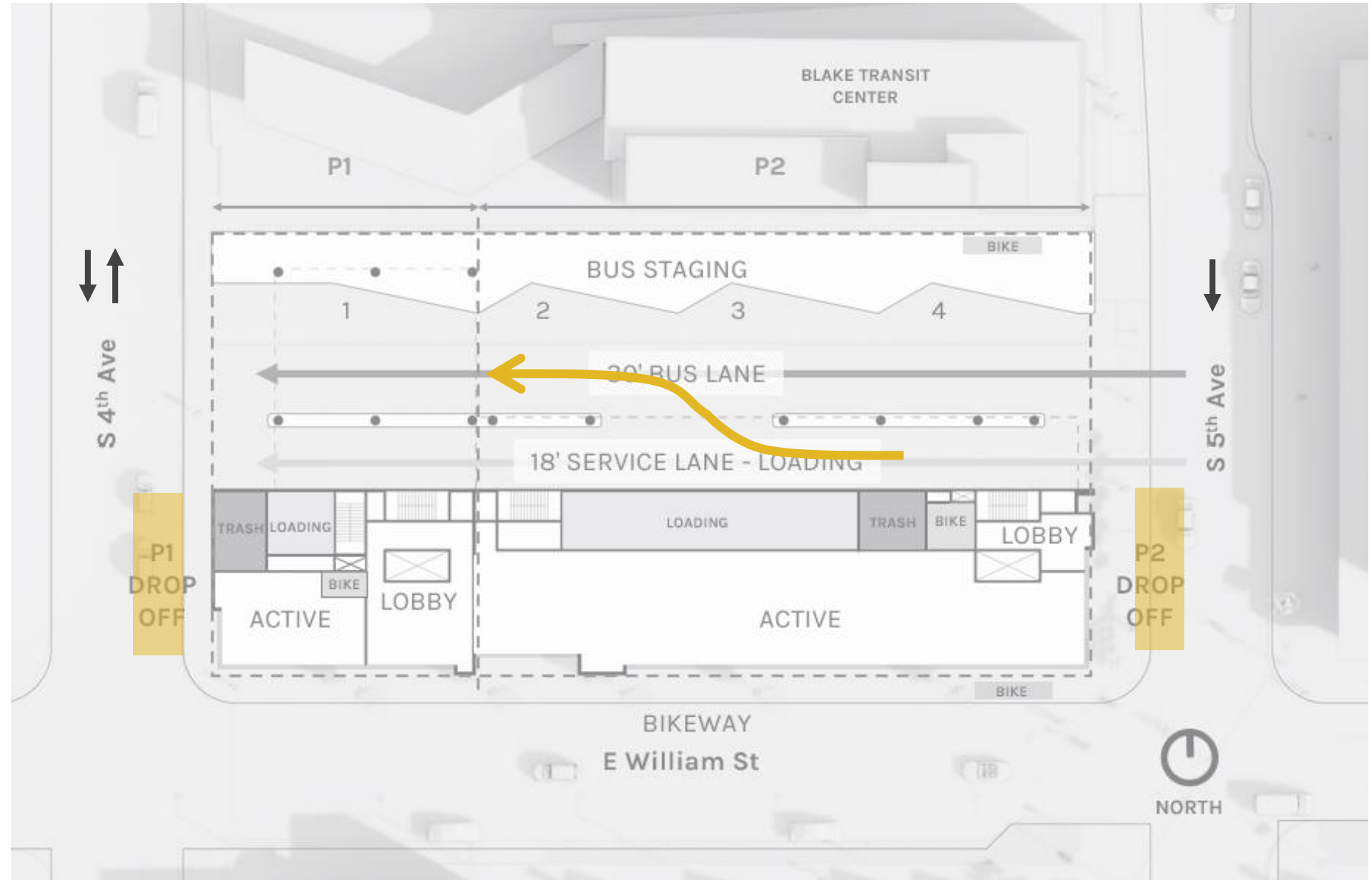
- Prohibit
 - Fueling station
 - Automobile, Truck, Construction Equip. Repair
 - Vehicle Wash
 - Commercial Drive Through Facilities



PUD DETAILS

PARKING AND TRANSPORTATION

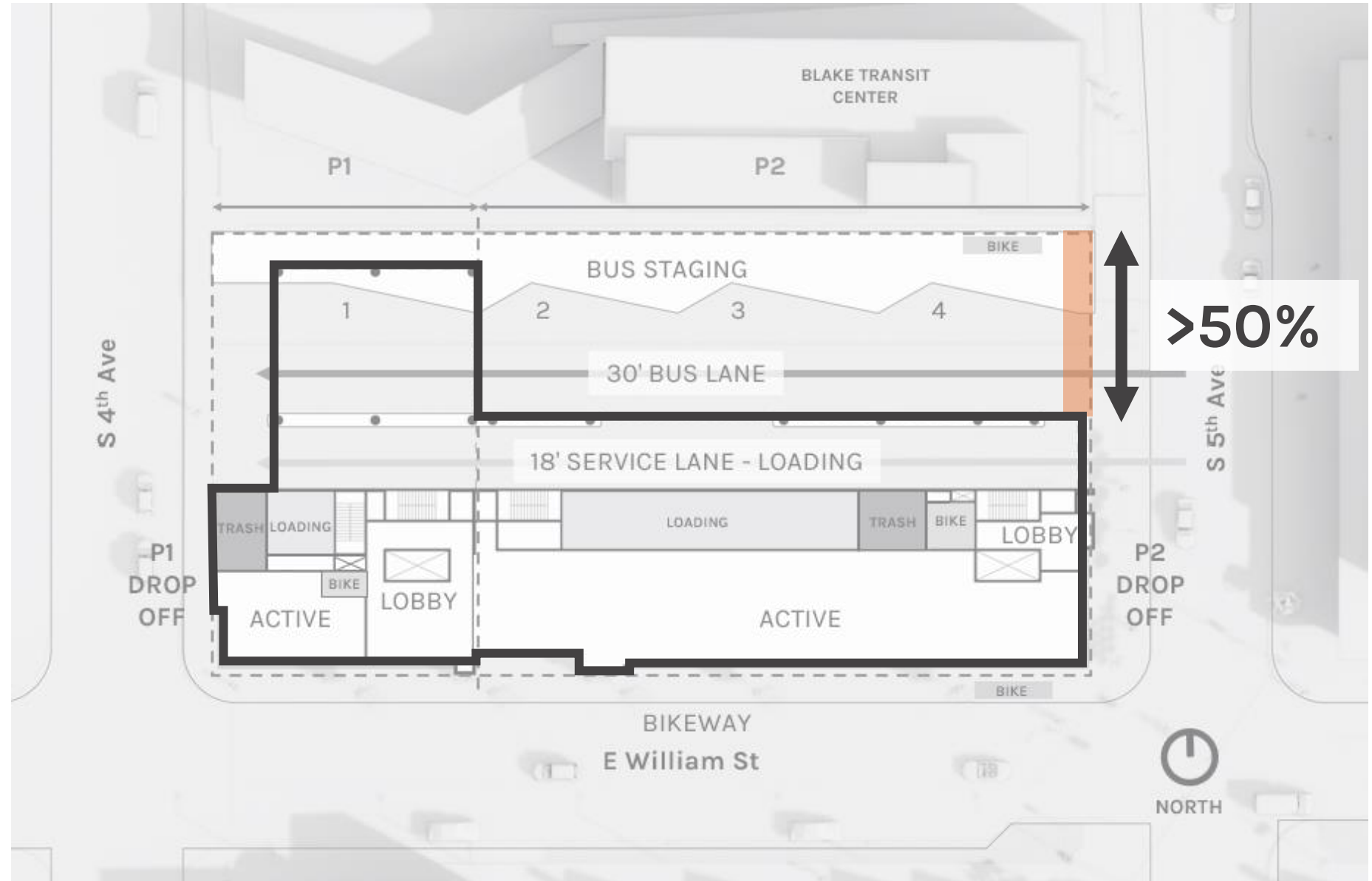
- William Street Bikeway
- 30 FT dedicated transit lane, Blake Transit Center central platform
- Separate driveways from buses and service vehicles
- No vehicle parking required on site
- On-street drop off zones
- Service and loading off-street



PUD DETAILS

STREETWALL

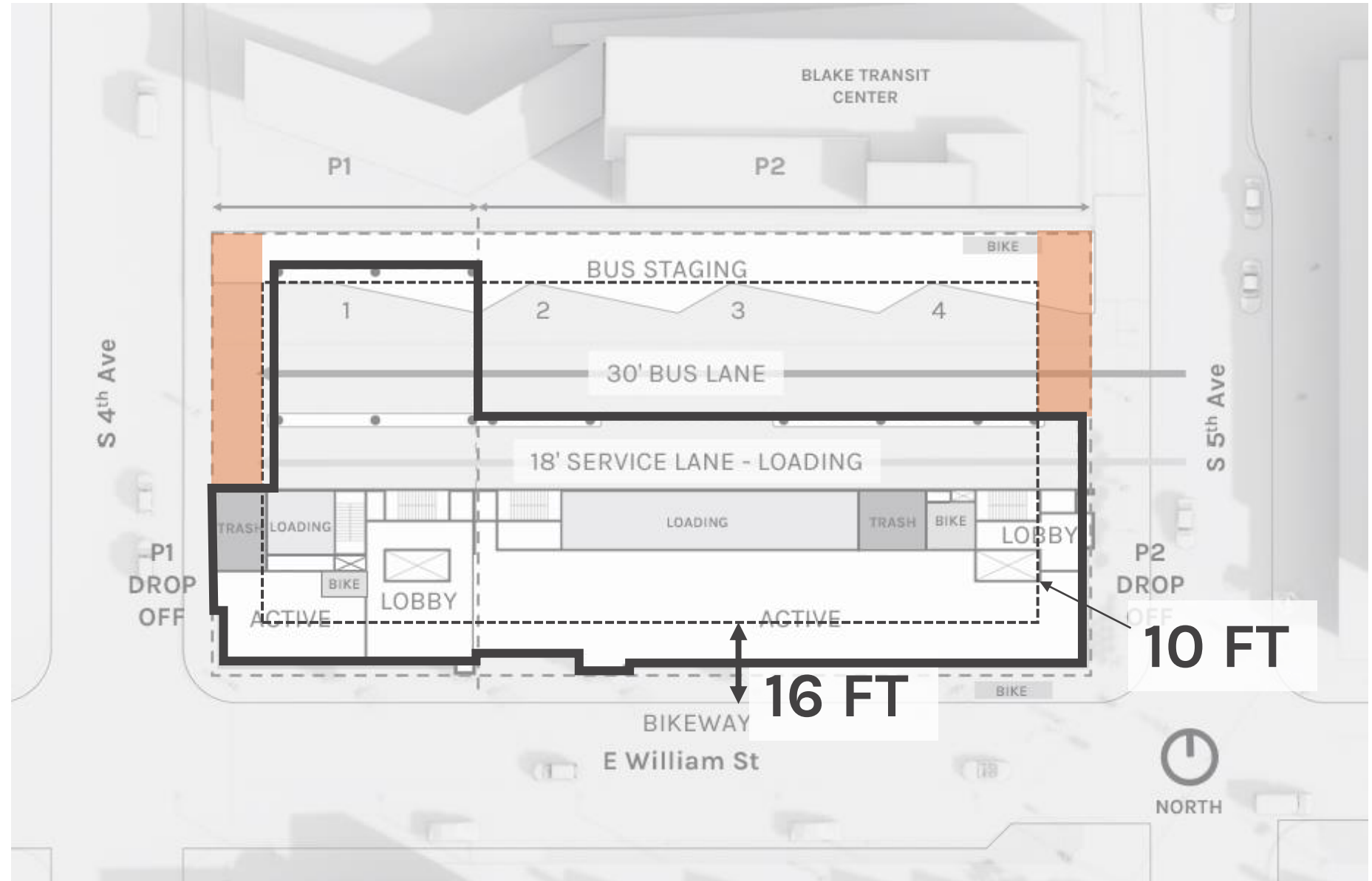
- Up to 50% of the property frontage along the secondary streets of Fourth and Fifth may exceed the required setbacks.



PUD DETAILS

SETBACK

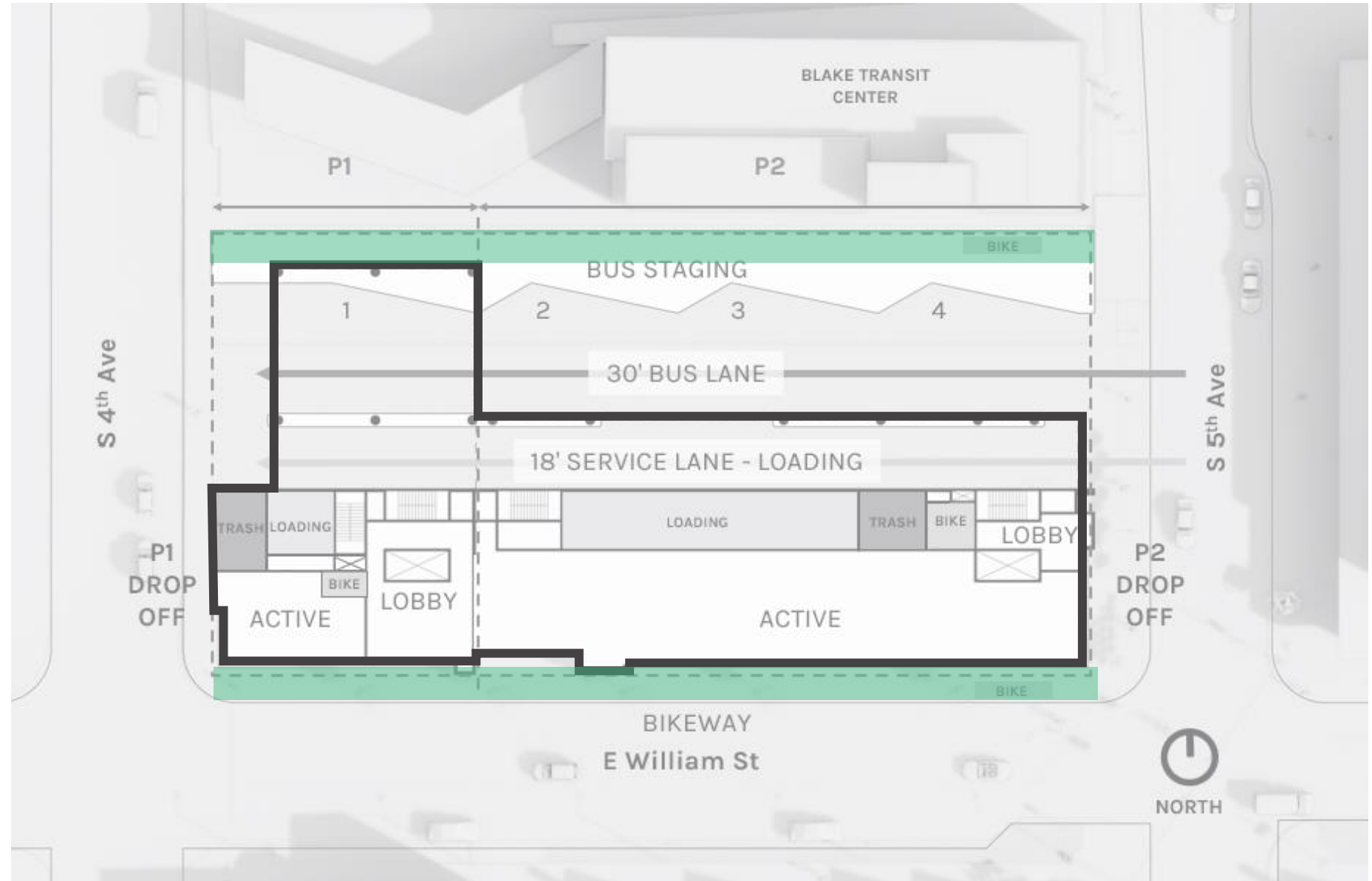
- William St, 4th Ave, and 5th Ave are all Secondary Streets
- Therefore, the front setback shall be between 0-10 feet, maximum 16 feet from the curb to allow for pedestrian circulation
- More than 10 feet along 4th and 5th Ave



PUD DETAILS

LANDSCAPING

- Flexibility of street tree requirement for 4th Ave and 5th Ave



PUD DETAILS

HEIGHT & DENSITY

DOWNTOWN CORE DISTRICT (D-1) MIDTOWN OVERLAY

AFFORDABLE HOUSING DENSITY BONUS

PUD ZONING AND SUPPLEMENTAL REGULATIONS

Height

Up to 180 FT

Up to 207 FT

Up to 275 FT

Floor Area Ratio (FAR)

Up to 400%

Up to 900%

Up to 900%

Affordable Housing (% of total units)

0%

30%

40%

PRE-ENTITLEMENT PROJECT SCHEDULE + NEXT STEPS

| TASKS | DATES |
|---|--------------------------|
| Submit DRB Application | <i>September 9, 2020</i> |
| DRB Meeting | <i>October 14, 2020</i> |
| Citizen Participation Cards Mailed | May |
| Citizen Participation Meeting | June 10 |
| Rezoning and Area Plan Pre-Submission Meeting | July |
| Submit Application | July |
| All comments successfully addressed | August |
| Planning Commission Meeting | September |
| City Council - First Reading | October |
| City Council - Second Reading | November |

QUESTIONS/DISCUSSION?

350 S 5TH PUD RESIDENT PARTICIPATION

www.community-engagement-annarbor.com/engagement-results/



SMITHGROUP

THANK YOU!

350 S 5TH PUD RESIDENT PARTICIPATION

[www.community-engagement-annarbor.com/
engagement-results/](http://www.community-engagement-annarbor.com/engagement-results/)



SMITHGROUP