

PROJECT 350 S. Fifth Ave. Development PUD Area Plan DATE 8/13/2021

PROJECT NO. 12451

PROJECT LOCATION Ann Arbor, Michigan

SUBJECT Resident Participation Meeting

PREPARED BY Alex Huff, Associate,
SmithGroup

The following Meeting Report was prepared for **350 S. Fifth Ave. Development PUD project** (Former YMCA site) in accordance with the City's Citizen Participation Requirements for Type 1 Development Projects.

The Citizen Participation Meeting was held virtually **via Zoom on Thursday, June 10, 2021, from 5:30 – 7:30 PM**. Notices were mailed to all addresses and tenant within 1,000 Feet of the site. The **1,922 mailers** were sent on or before May 18, 2021. There were **three (3) public attendees**.

The following questions, comments, concerns, issues, or problems were expressed during the meeting. Each question or comment is followed by a statement of how we have addressed or intend to address those concerns, issues, or problems.

- **Will the presentation slides be available for viewing after this meeting?**
Yes, we've uploaded all the resources to the website including the powerpoint presentation and a recording of the virtual meeting. <https://www.community-engagement-annarbor.com/engagement-results>
- **It appears that the Phase 1 building overhangs the transit lane. Am I seeing this correctly?**
Yes, as answered in the presentation, the Phase 1 portion of the site does overhang the transit lane. Phase 2 only overhangs the service lane, the adjacent portion of the transit lane to Phase 2 is open to the air.
- **I am concerned about air intake for the Phase 1 building. How is this being addressed?**
The current concept design shows an evolution of the building form in response to the expanded size and configuration of the proposed bus lane and additional service lane based on the needs of the Ann Arbor Area Transportation Authority (AAATA) and Ann Arbor Housing Commission (AAHC). For the most part, the position of the development is not unlike many downtown buildings but the issue of air intake and exhaust will be addressed with the building massing and the planning of mechanical systems.

The building was designed to create separation between the buses and the residential units. The concept includes a 2-story street wall with a height of 33 feet. The ground floor and second floor include space for commercial use, tenant lobby and amenity, support services, and mechanical rooms; residential units are located on the third floor and above.

In terms of mechanical systems, air intakes will be located to capture fresh air for the building and are currently assumed along William Street. In addition, future design of the building may consider mechanical exhaust for the bus lane, pulling air up and out of the space and exhaust from the roof of the building. This system has not been designed but space for additional mechanical is provided in the current floorplan configuration. The prevailing southwesterly winds will help to draw exhaust away from the building, allowing for operable windows and balconies on both P1 and P2. The A2Zero Climate Action Plan also identified a target of transitioning AAATA to electric propulsion by 2030, thereby reducing the emissions and improving the air quality for residents, riders, and all downtown visitors.

Attached you will find a copy of the notification and the PDF presentation. These materials are also available on the project website. Additional background information is as available, as well as a recording of the June 10 Citizen Participation Meeting.

- <https://www.community-engagement-annarbor.com/lots/350-s-fifth-avenue>
- <https://www.community-engagement-annarbor.com/engagement-results>

ATTACHMENTS

- Public Notice
- Presentation Slides

Attendee Report

Report Generated:

6/11/2021 7:36

Topic	Webinar ID	Actual Start Time	Actual Duration (minutes)	# Registered
350 S. Main - Resident Pa	969 9665 7994	6/10/2021 17:10	63	8

Host Details

Attended	User Name (Original Name)	Email
Yes	Brett Lenart	blenart@a2gov.org

Panelist Details

Attended	User Name (Original Name)	Email
Yes	Dan Kinkead	dan.kinkead@smithgroup.com
Yes	Alex Huff, SmithGroup (she/her)	alex.huff@smithgroup.com
Yes	Michael Johnson-SmithGroup	michael.johnson@smithgroup.com
Yes	Jennifer Hall	jhall@a2gov.org

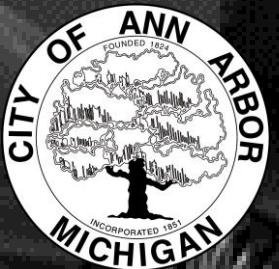
Attendee Details

Attended	User Name (Original Name)
Yes	RN
Yes	Arin Yu
Yes	Kathleen Mozak she/her
Yes	Joseph Arcure

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

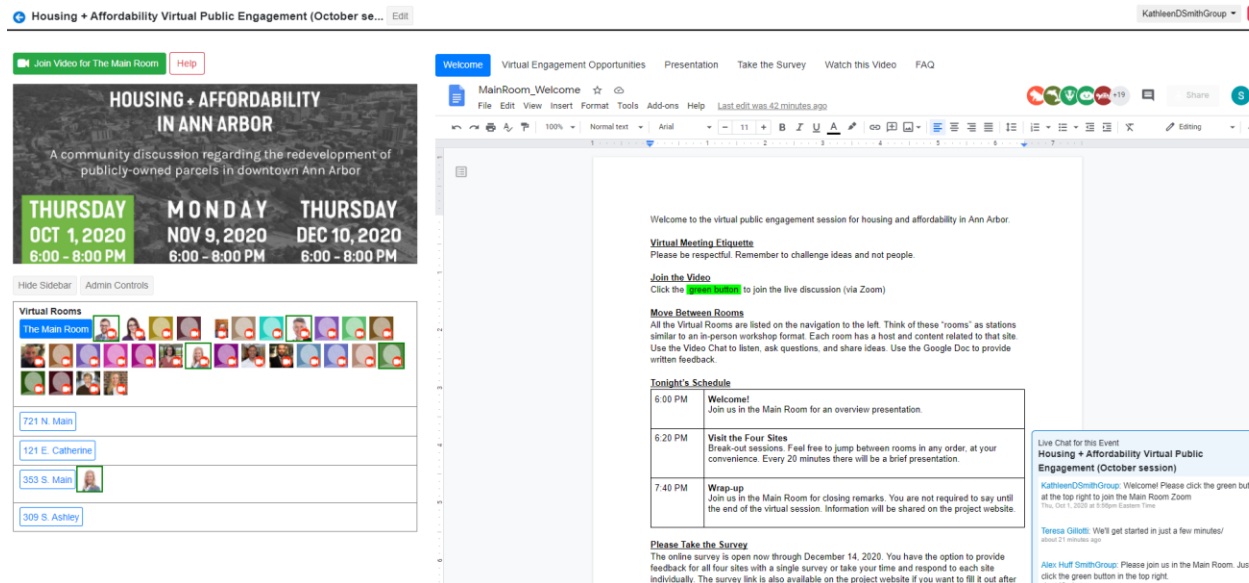
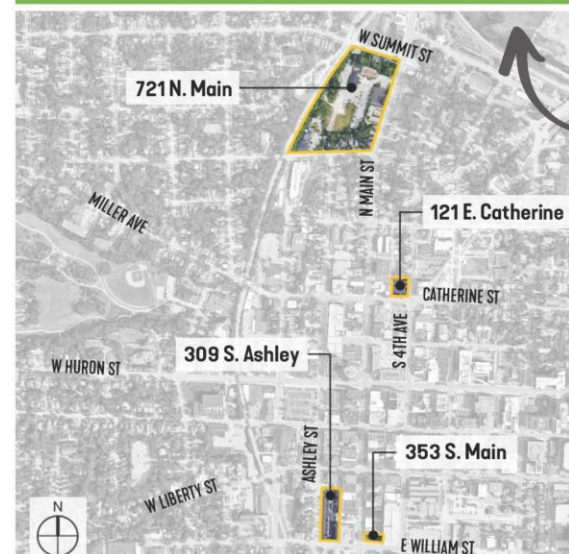


FINAL REPORT OUT

December 2020

Date and time to be determined

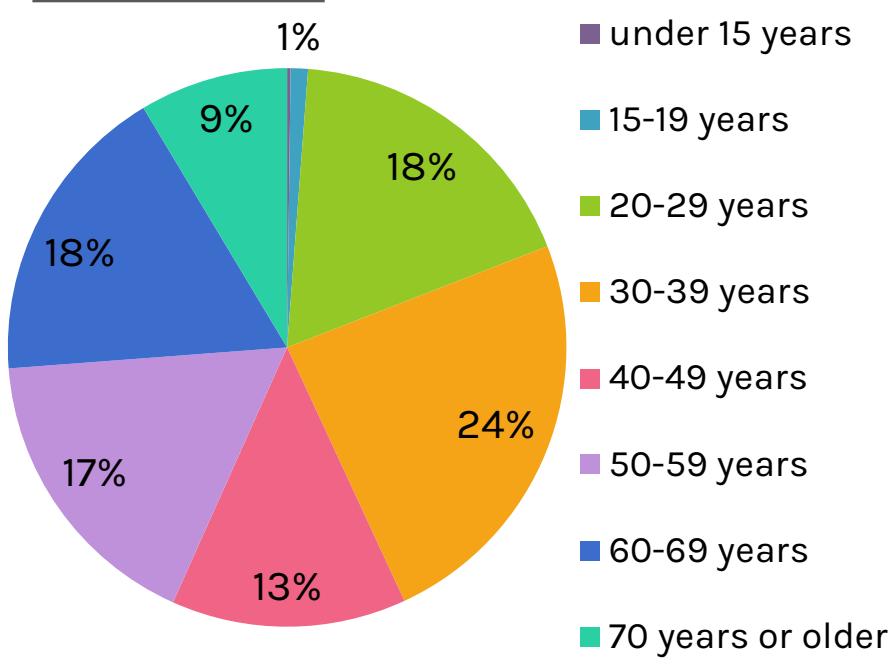
Please visit the website for more information:
www.community-engagement-annarbor.com



- 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

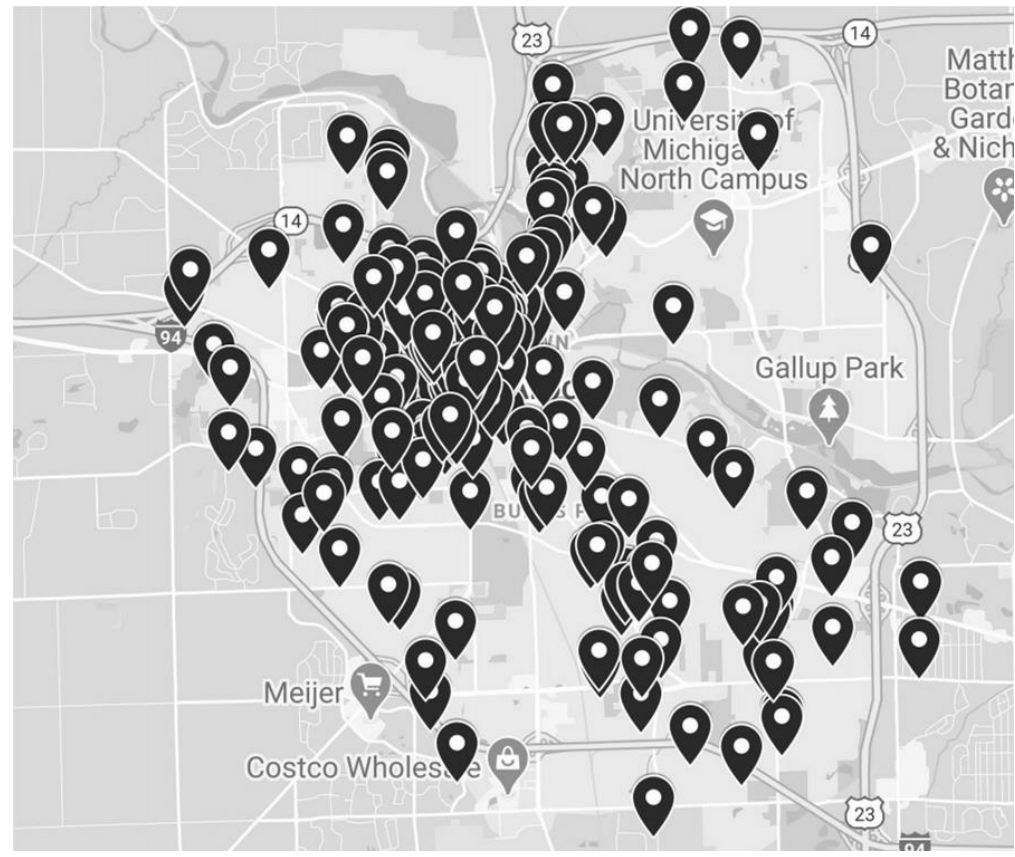
Value	Survey Response	Ann Arbor ACS 2019 5yr
American Indian or Alaskan Native	0.9%	0%
Asian	3.9%	17%
Black or African-American	2.3%	7%
White	88.3%	68%
Middle Eastern or North African	1.1%	n/a
Hispanic or Latinx	3.4%	5%
Other - Write In	5.0%	102

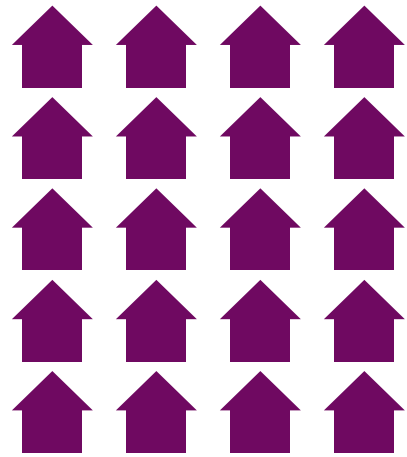
HOME OWNERSHIP

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

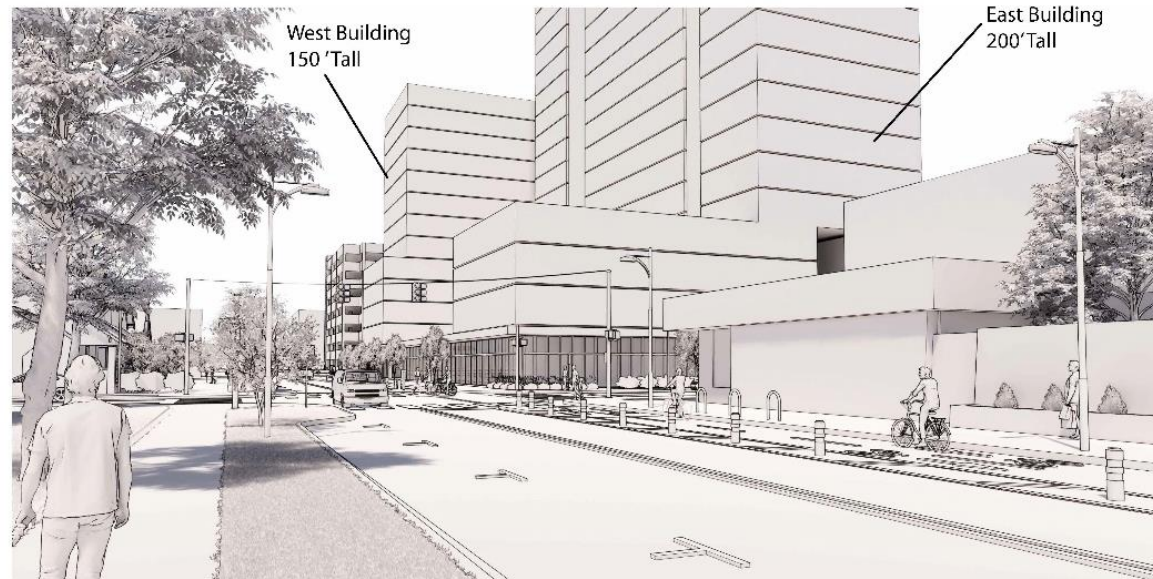
A. Purpose Statement

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.

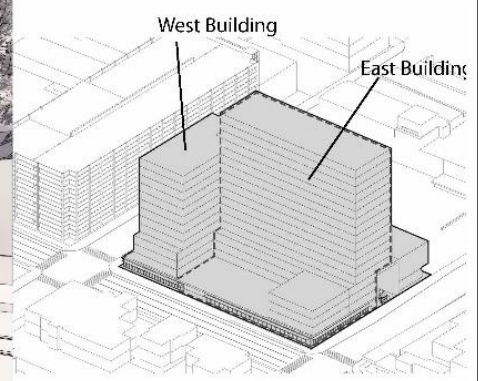
INITIAL PUBLIC ENGAGEMENT: 350 S 5TH PREFERRED OPTION

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	■ ■ ■ ■ ■	■ ■ ■ ■ ■	

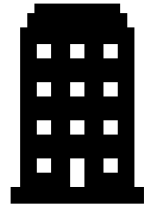
PREFERRED OPTION SUMMARY

- 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

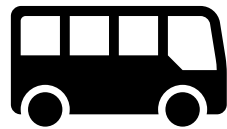


DESIGN CONSIDERATIONS

INITIAL ENGAGEMENT



MAXIMIZE AFFORDABLE HOUSING

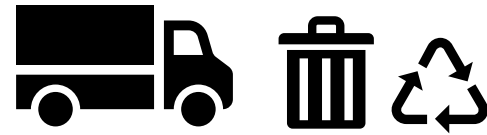


IMPROVED OPERATIONS BLAKE TRANSIT CENTER

PRE-ENTITLEMENT REFINEMENT CONSIDERATIONS



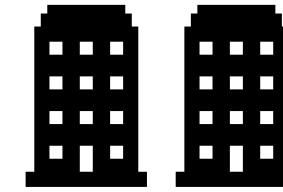
DTE EASEMENT



DEDICATED SERVICE/LOADING LANE



IDLING BUS EMISSION CONSIDERATIONS



PHASED PROJECT



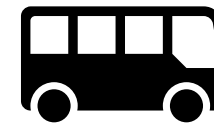
TRANSIT ORIENTED BEST PRACTICES



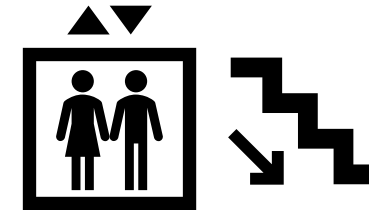
UNDERGROUND PARKING POTENTIAL FEASIBILITY



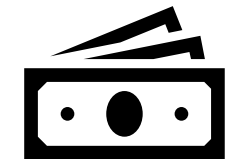
DEDICATED 30 FT BUS LANE (4 BUS BAYS, SAW-TOOTH)



FUTURE ON-STREET TRANSIT EXPANSION

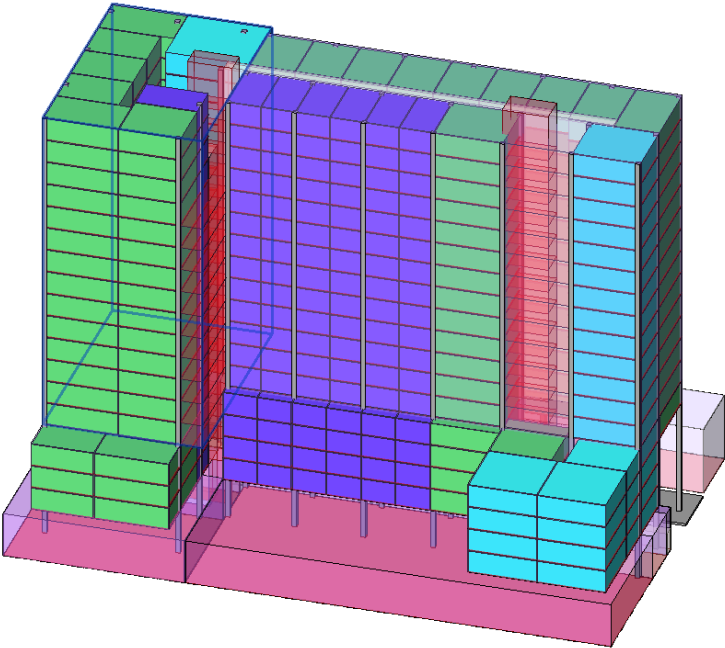


VERTICAL CIRCULATION/EGRESS REQ.

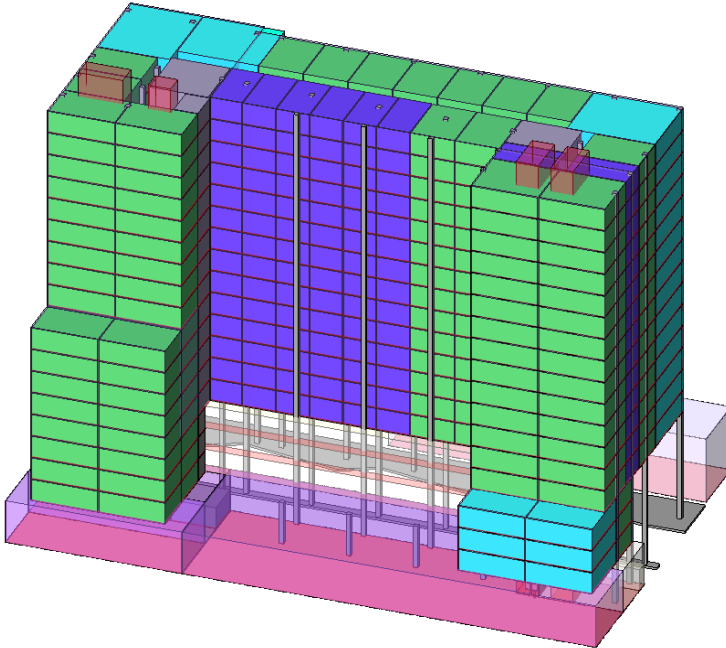


LAND COST

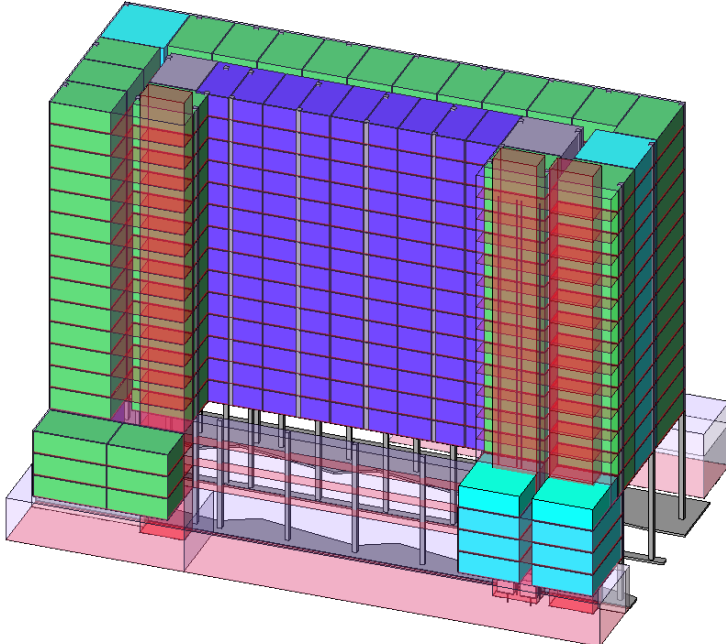
EARLY PRE-ENTITLEMENT “MICRO-OPTIONS”



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.

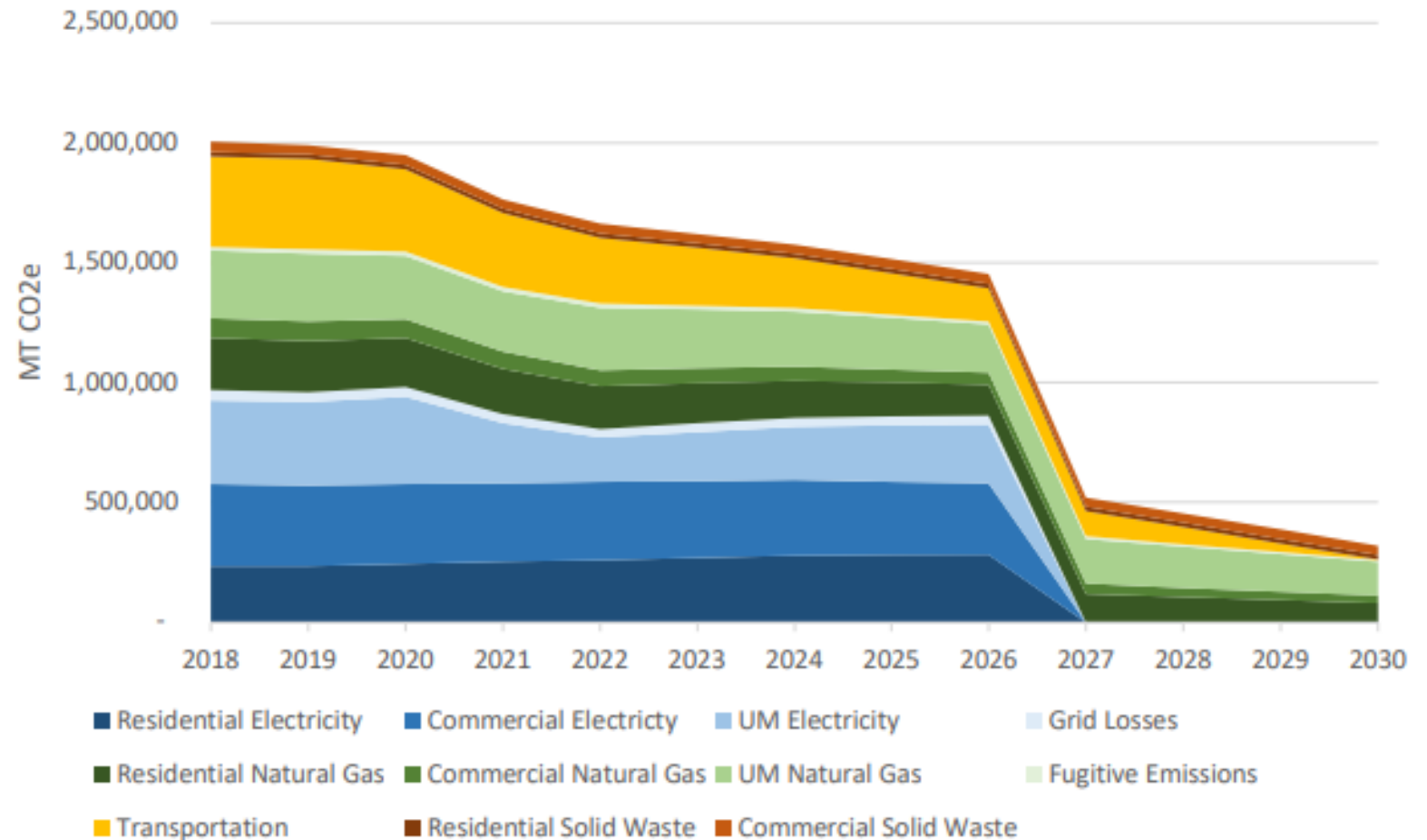
Assumptions

- 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

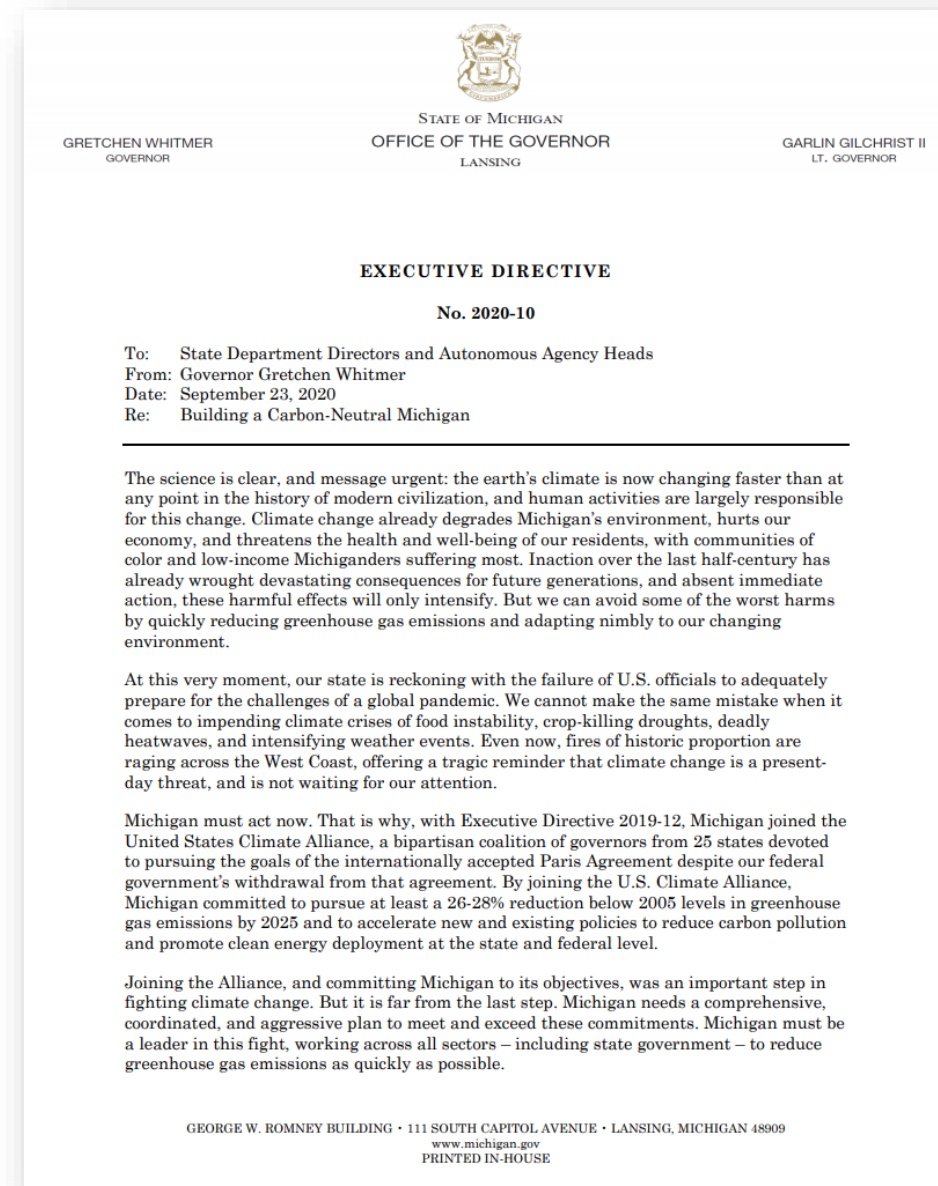
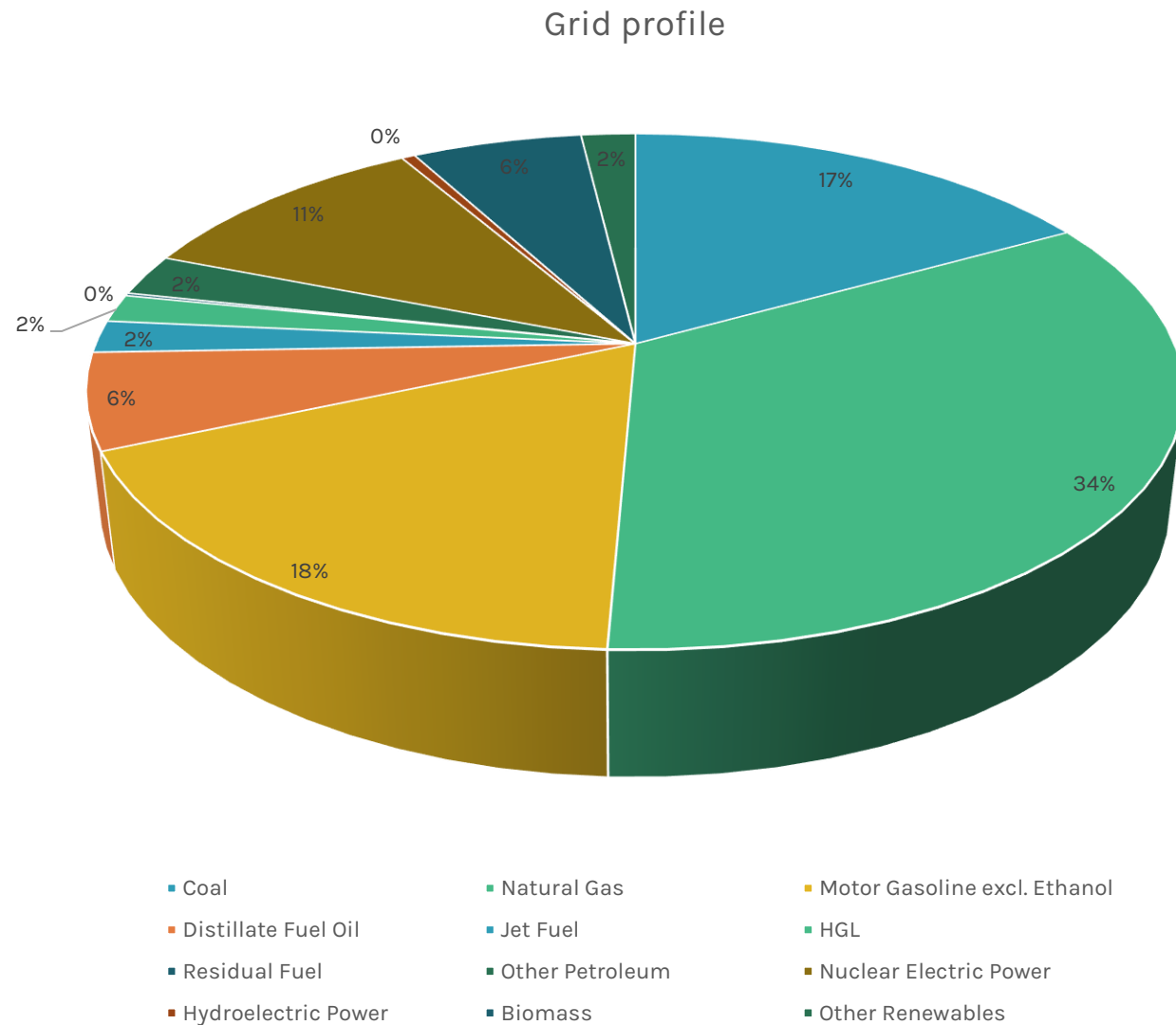


Vision: By 2030, every affordable housing site in the City is net zero energy.

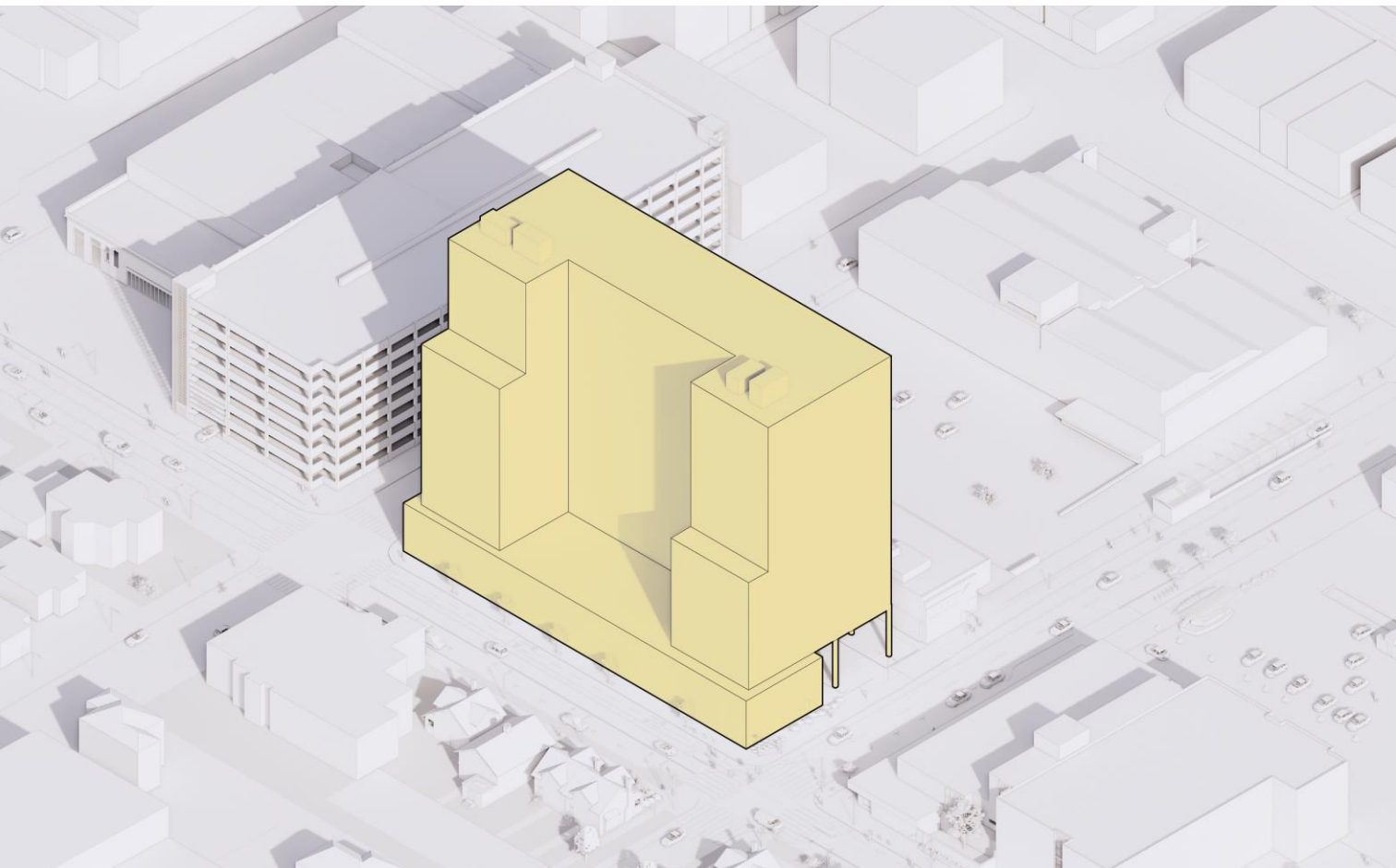


MOVING TOWARDS ELECTRIFICATION

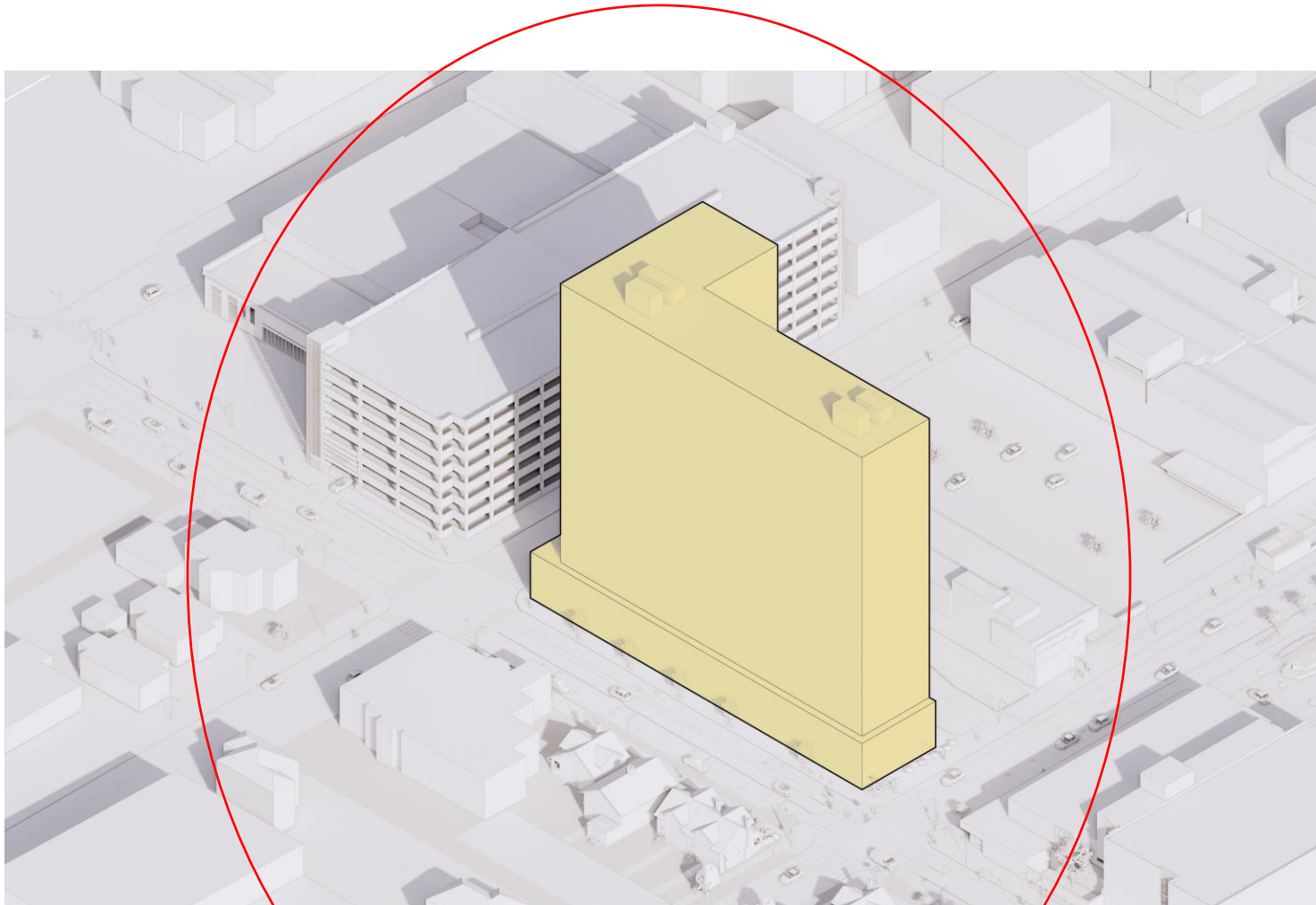
MICHIGAN HAS SET A POLICY SET FOR 2030



MASSING OPTIONS ASSUMING 45' LANE



“U-SHAPE”

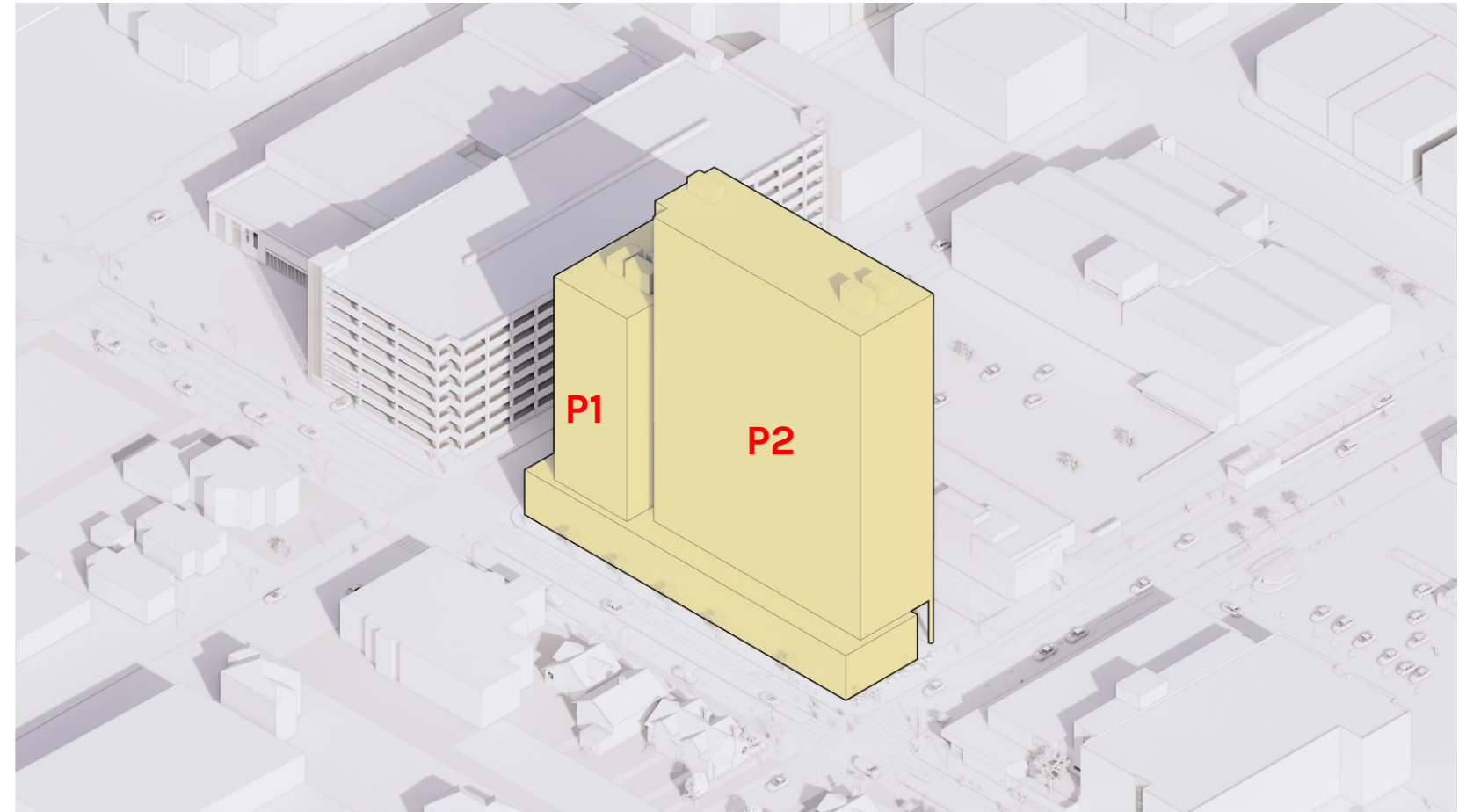


“L-SHAPE”

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

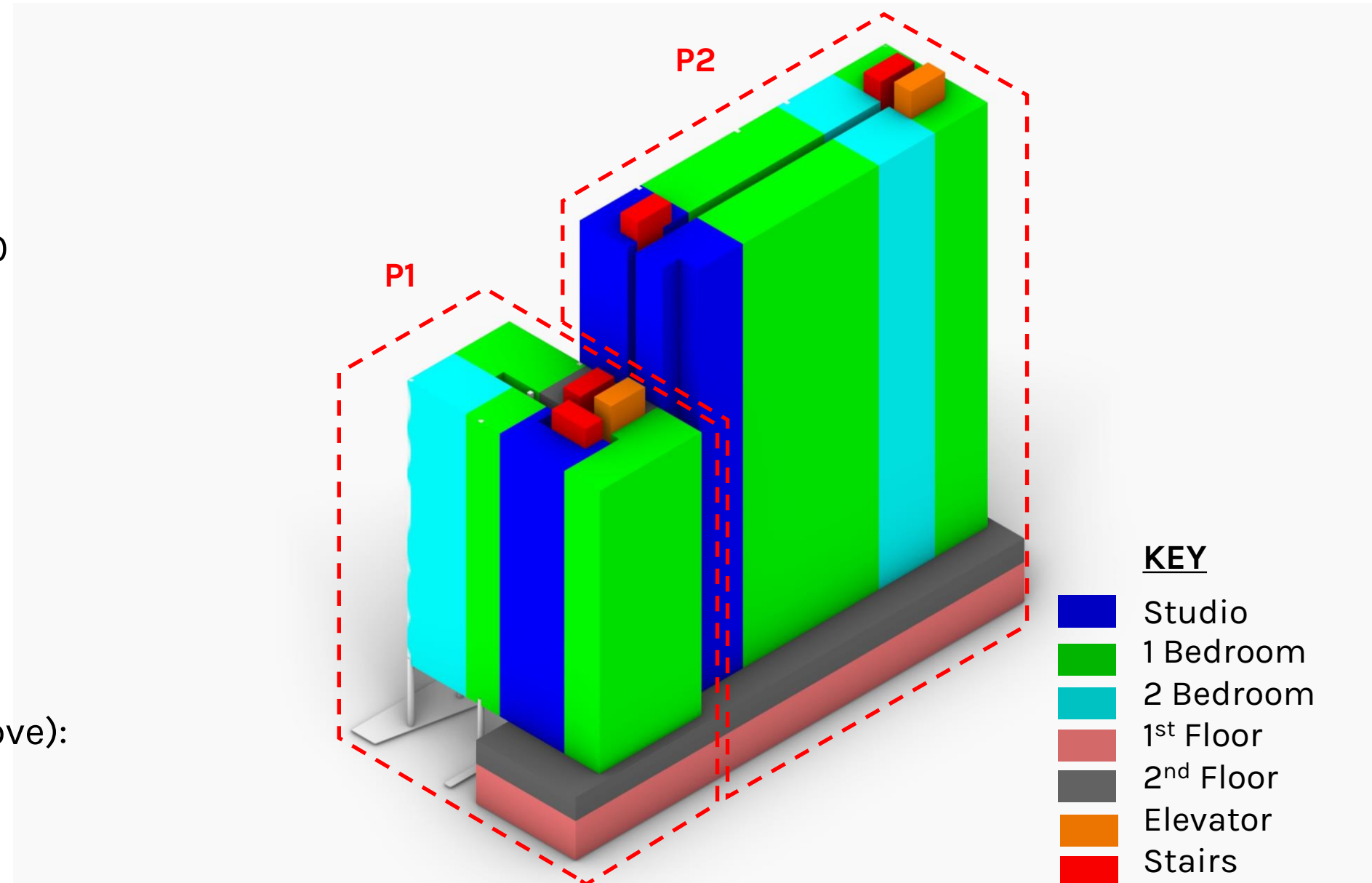
■ P2

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

■ Total

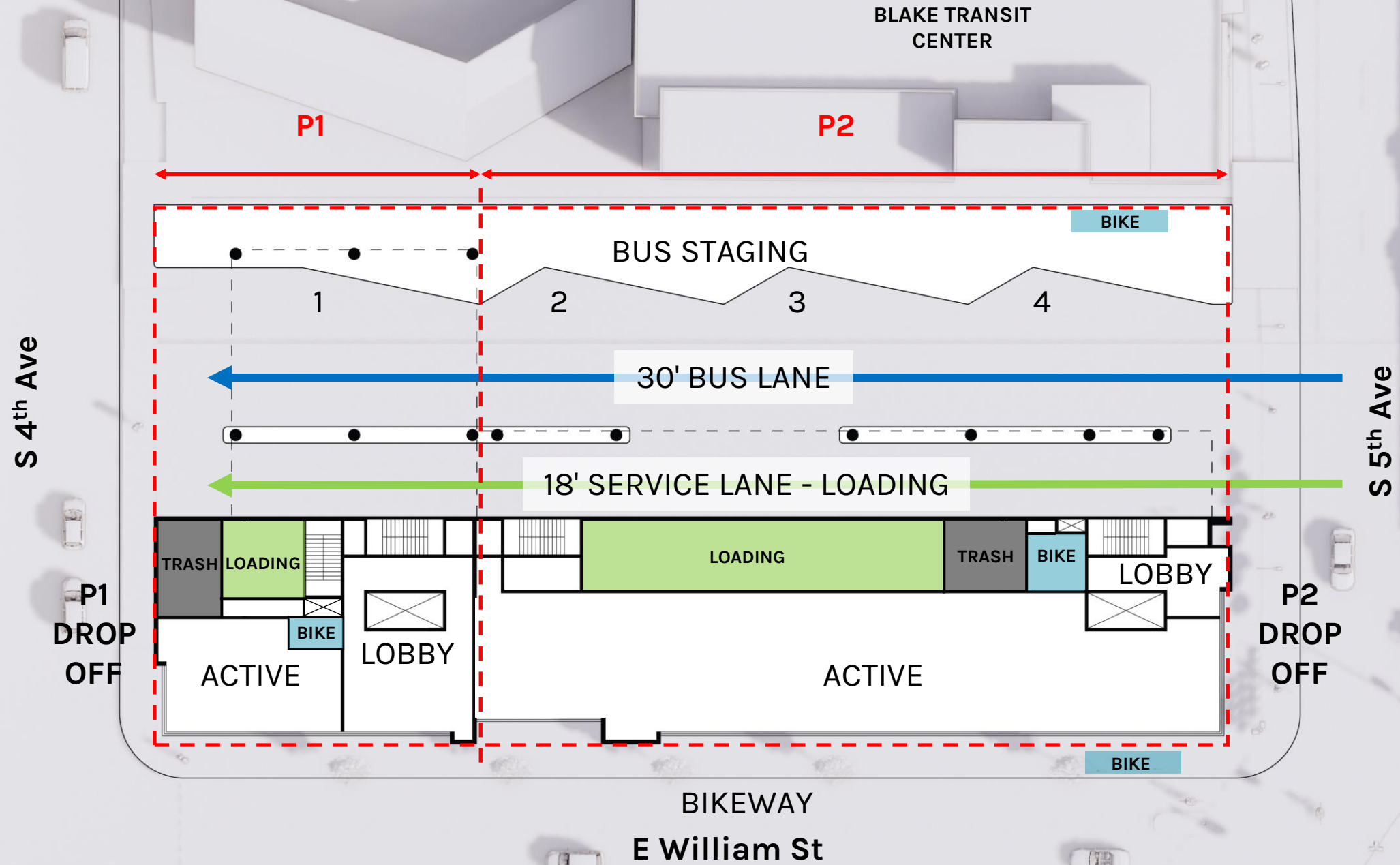
- Total units: approximately 370
- Total affordable units (included above): approximately 145
- Approximately 40% Affordable

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



UPDATED PREFERRED OPTION

SITE PLAN



NORTH



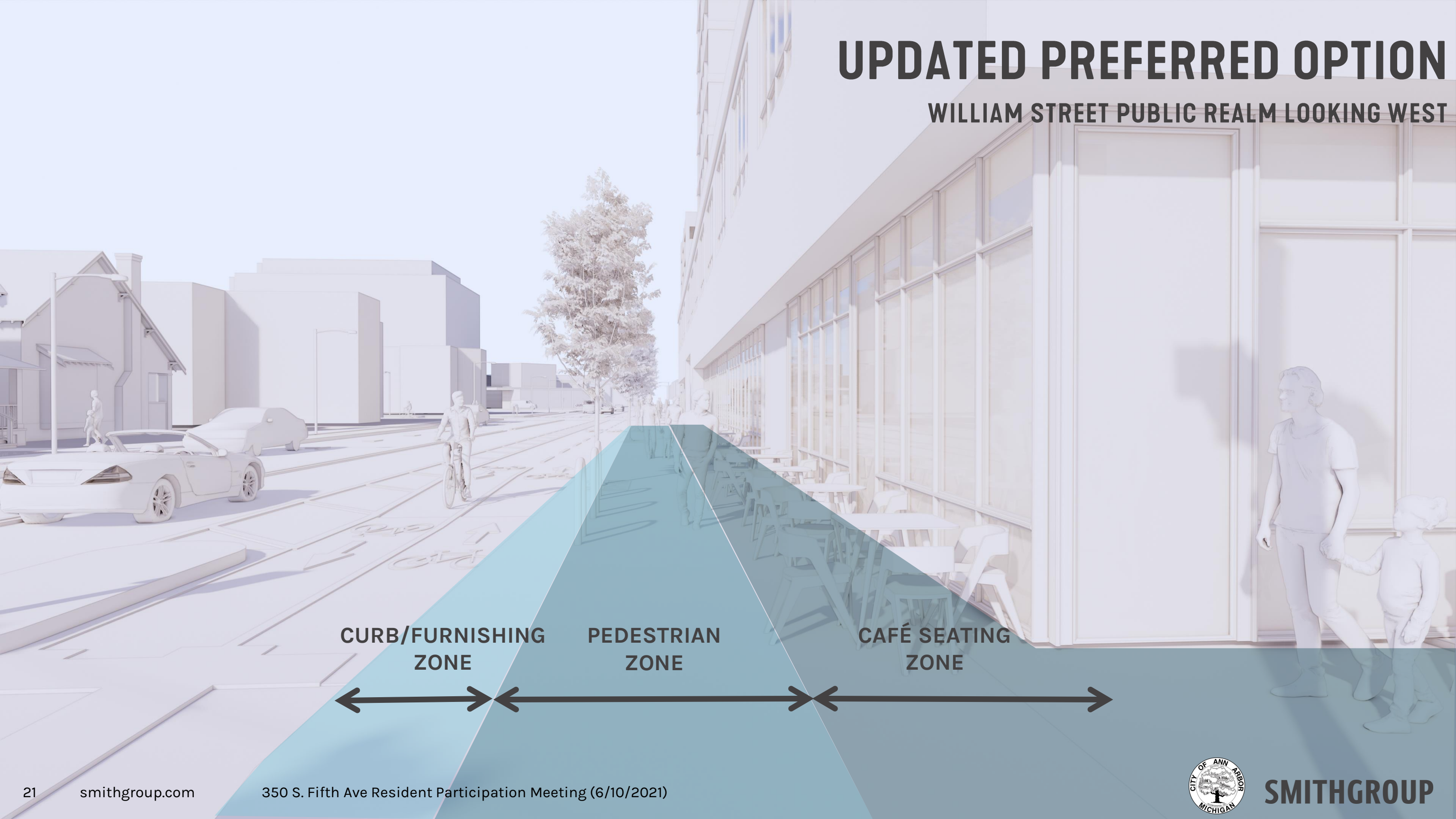
UPDATED PREFERRED OPTION

WILLIAM STREET LOOKING WEST



UPDATED PREFERRED OPTION

WILLIAM STREET PUBLIC REALM LOOKING WEST



**CURB/FURNISHING
ZONE**

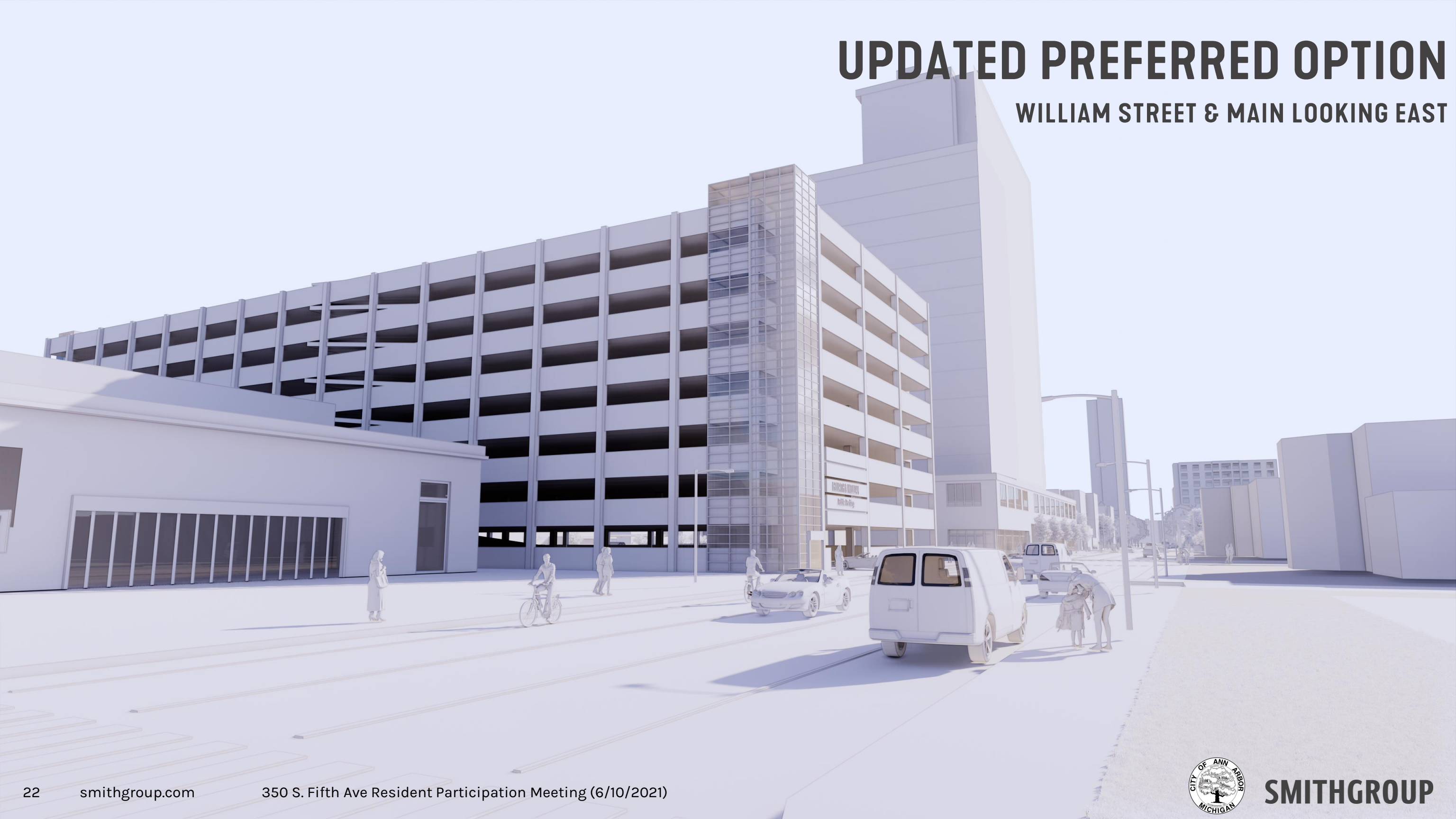
**PEDESTRIAN
ZONE**

**CAFÉ SEATING
ZONE**

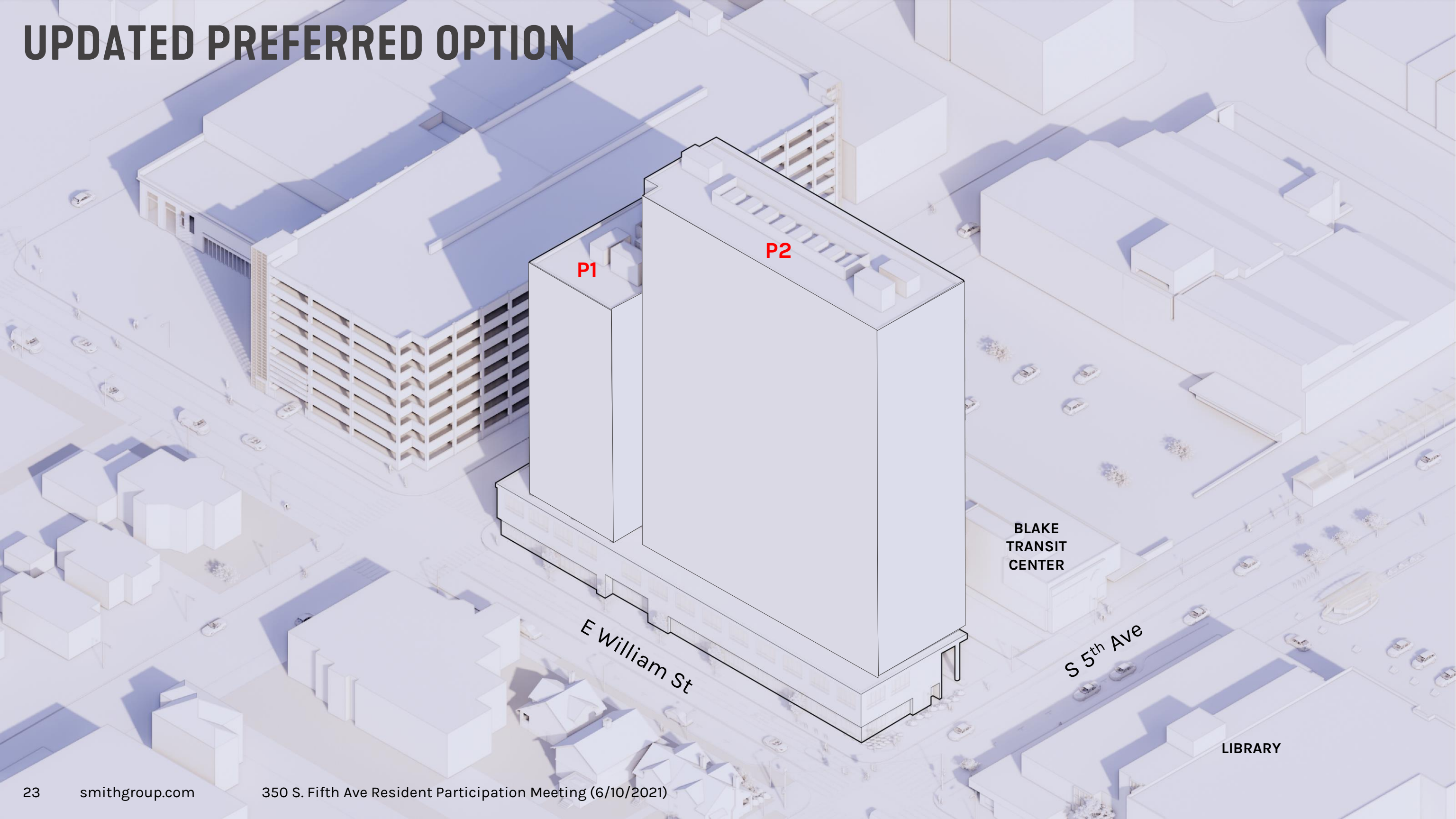


UPDATED PREFERRED OPTION

WILLIAM STREET & MAIN LOOKING EAST



UPDATED PREFERRED OPTION



P1

P2

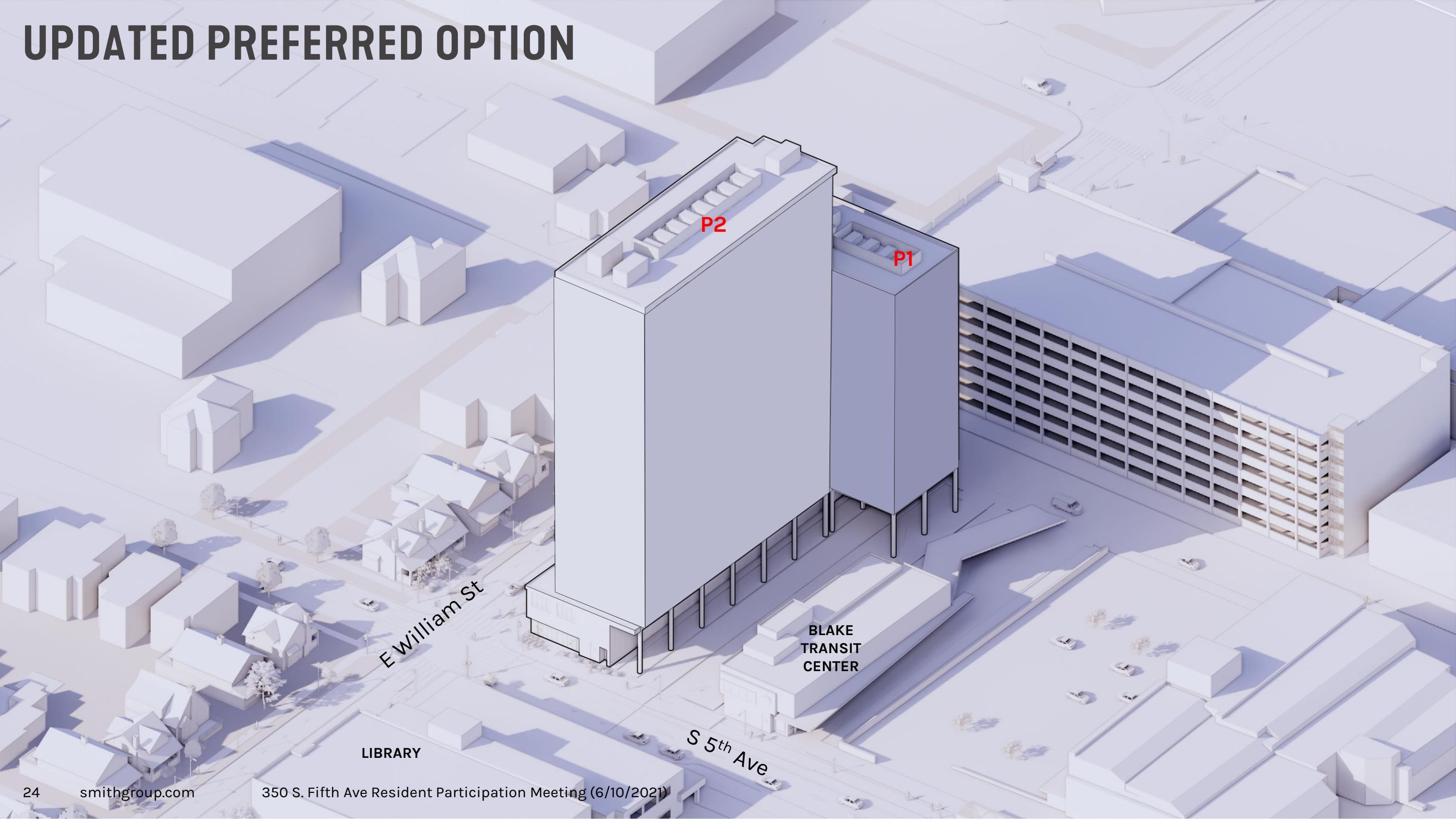
BLAKE
TRANSIT
CENTER

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

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

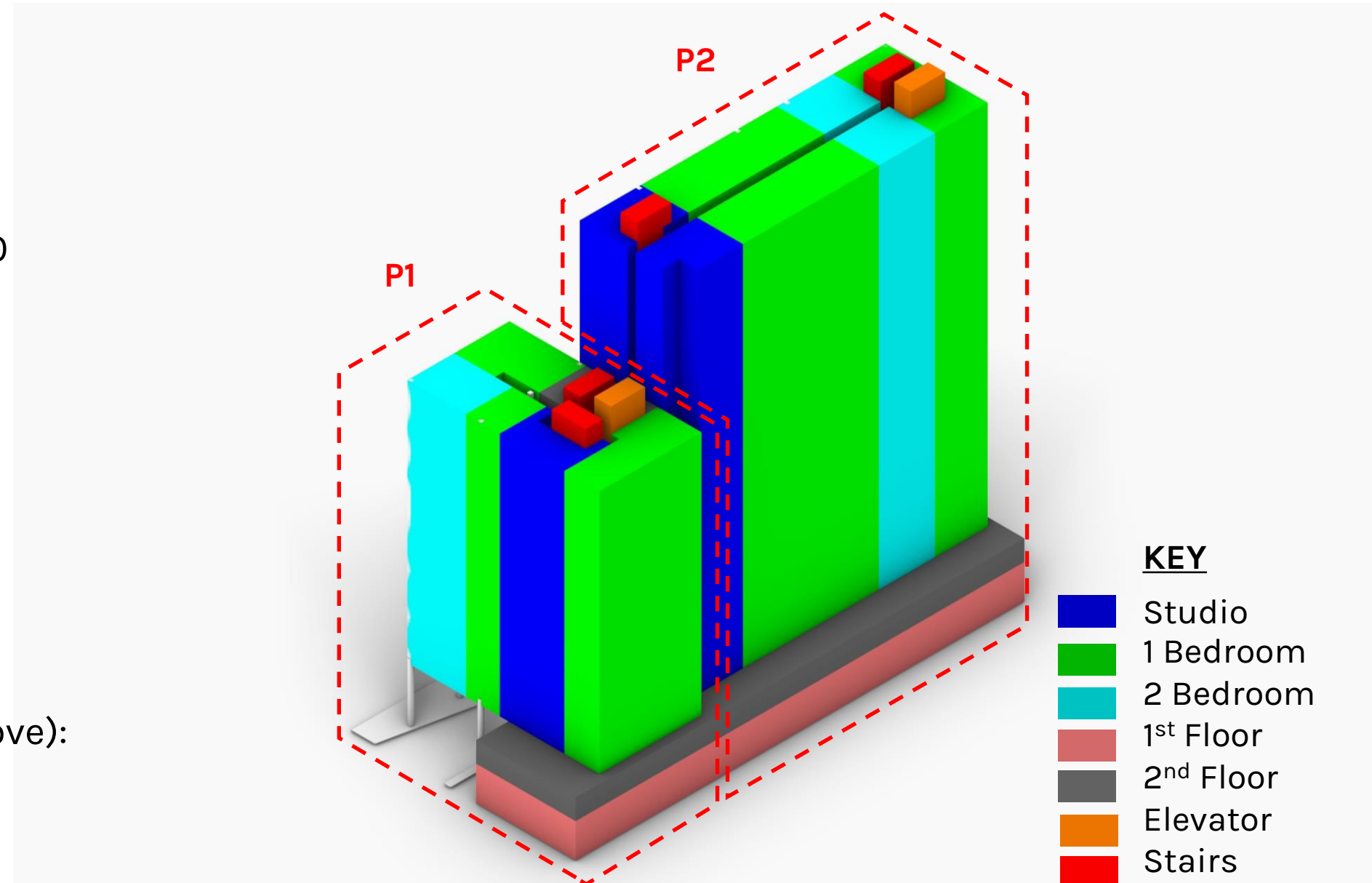
■ P2

- 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

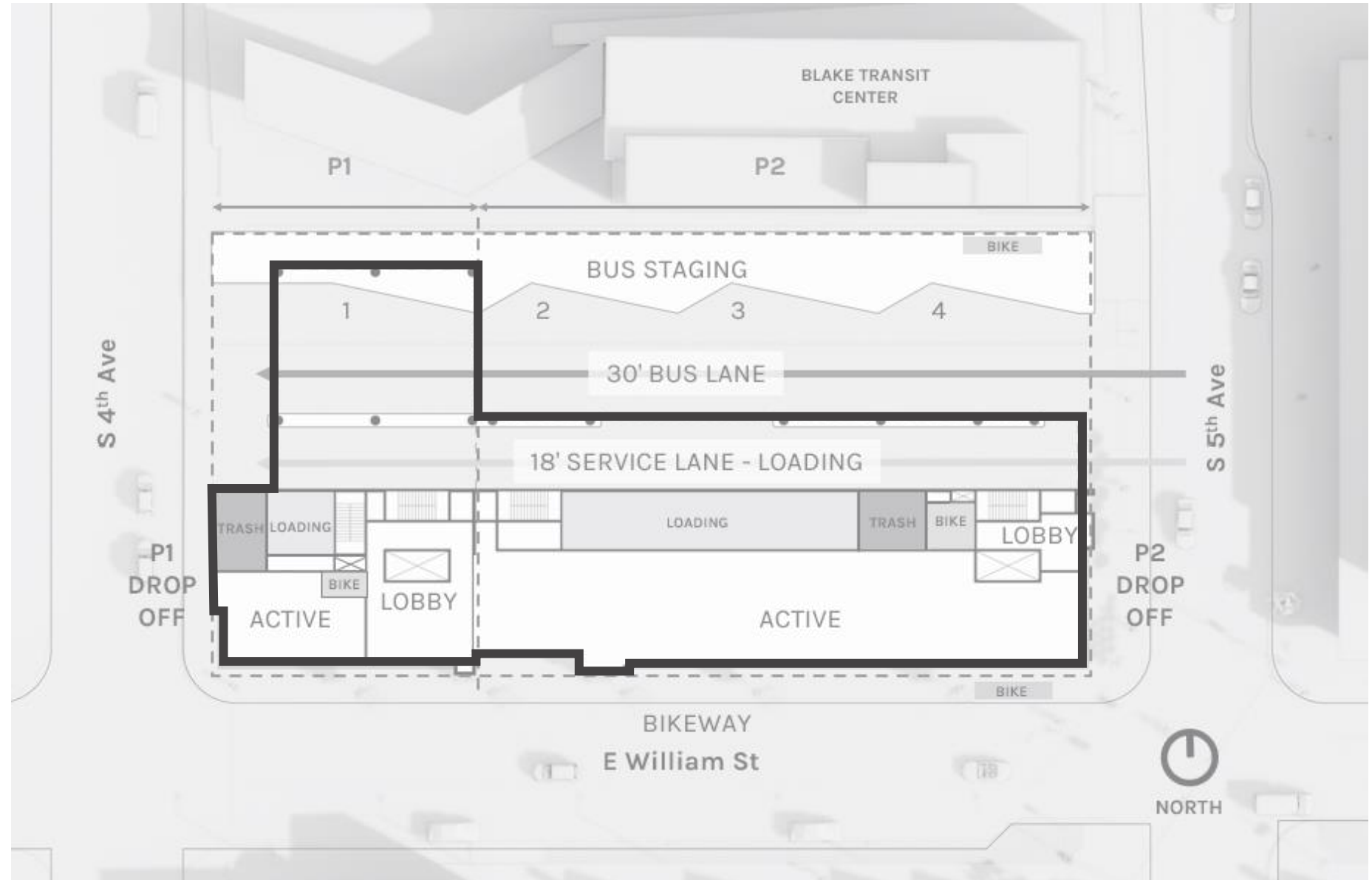
DIVIDED INTO TWO PHASES, AN EAST PHASE (EAST) AND WEST PHASE (WEST)



PUD DETAILS

BENEFITS

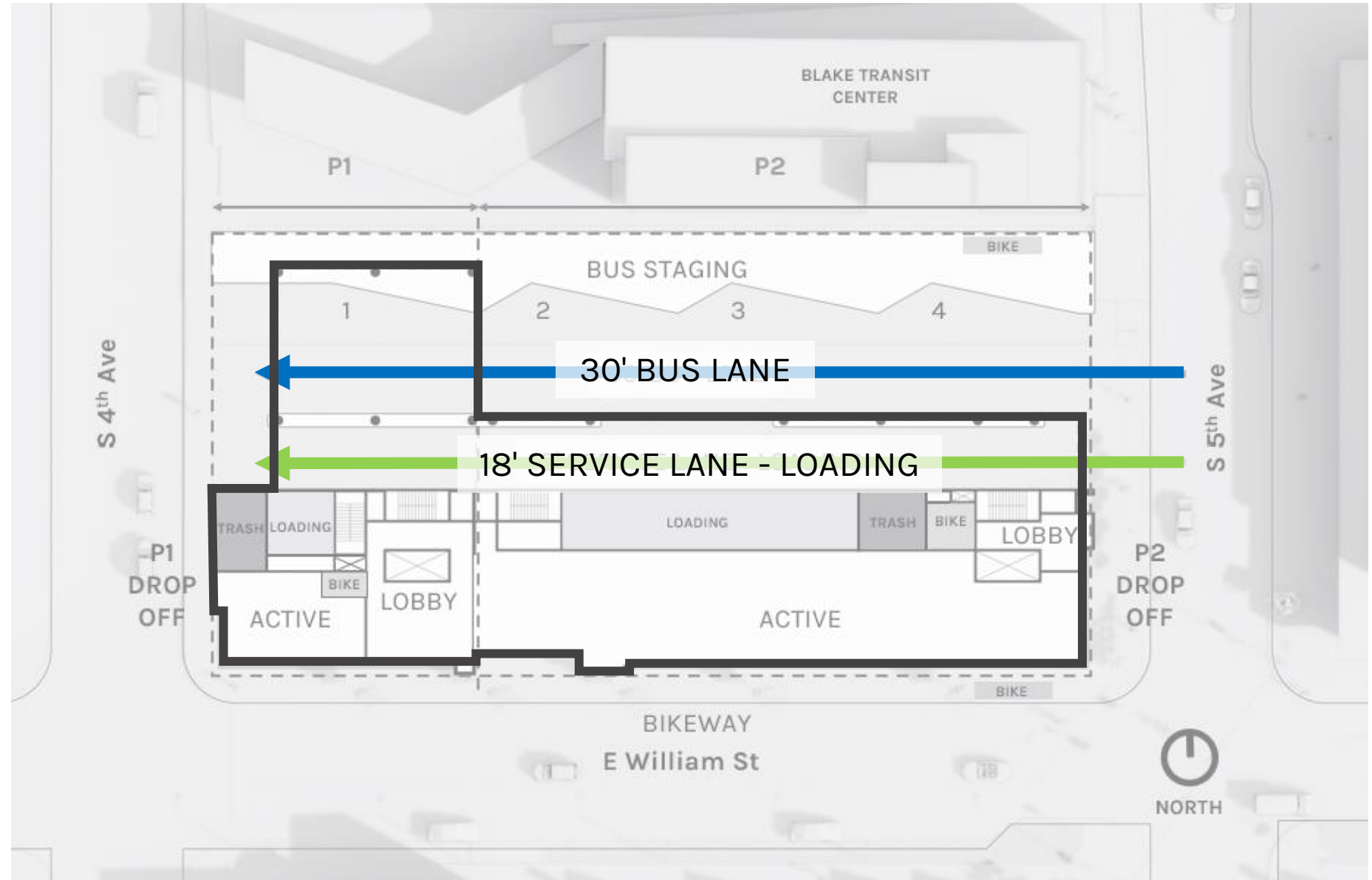
- Exceed affordability targets
- Provide transit expansion
- Provide ground floor active use on William Street
- Target A2 zero goals



PUD DETAILS

PROHIBITED USES

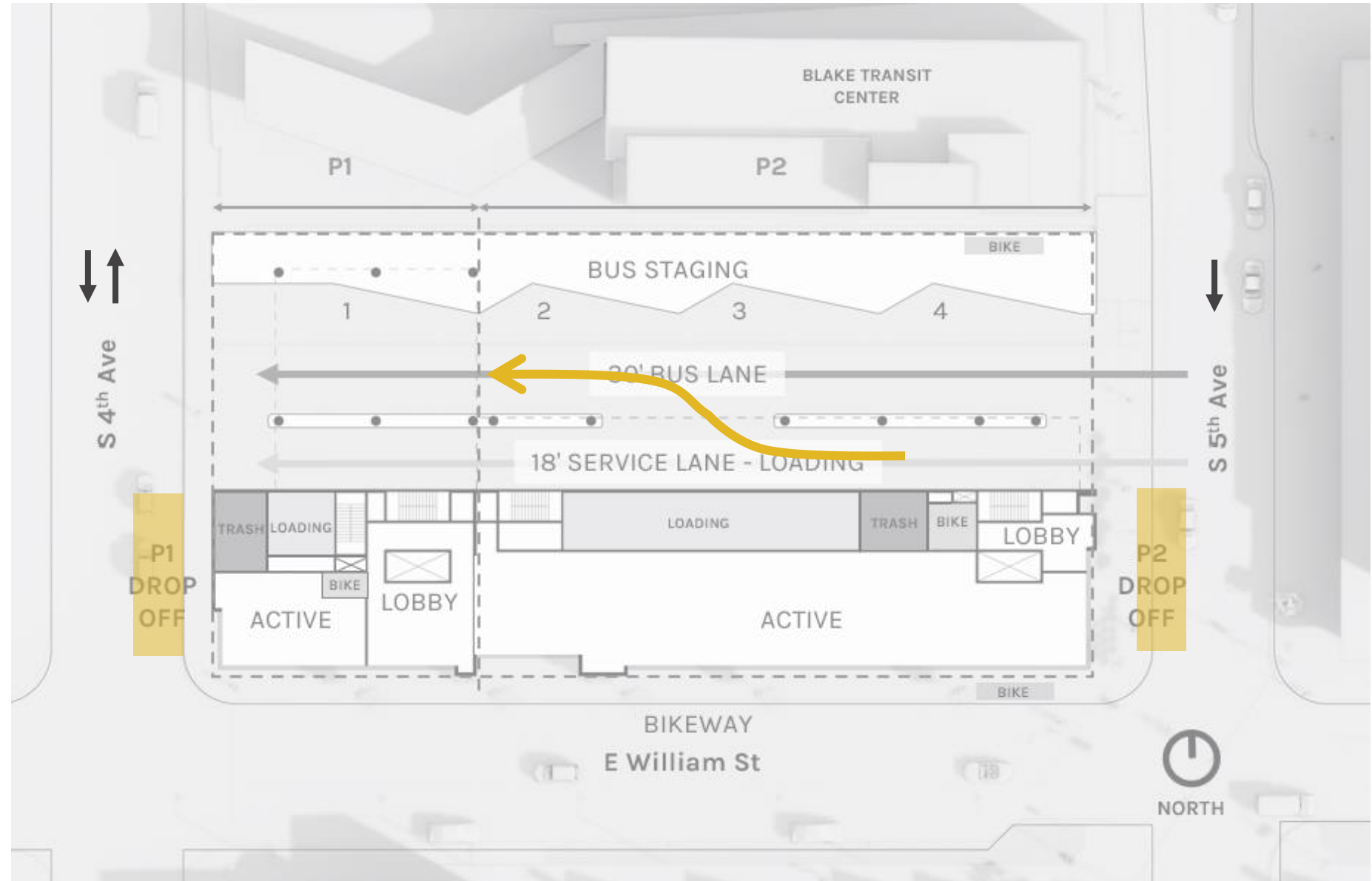
- Prohibit
 - Fueling station
 - Automobile, Truck, Construction Equip. Repair
 - Vehicle Wash
 - Commercial Drive Through Facilities



PUD DETAILS

PARKING AND TRANSPORTATION

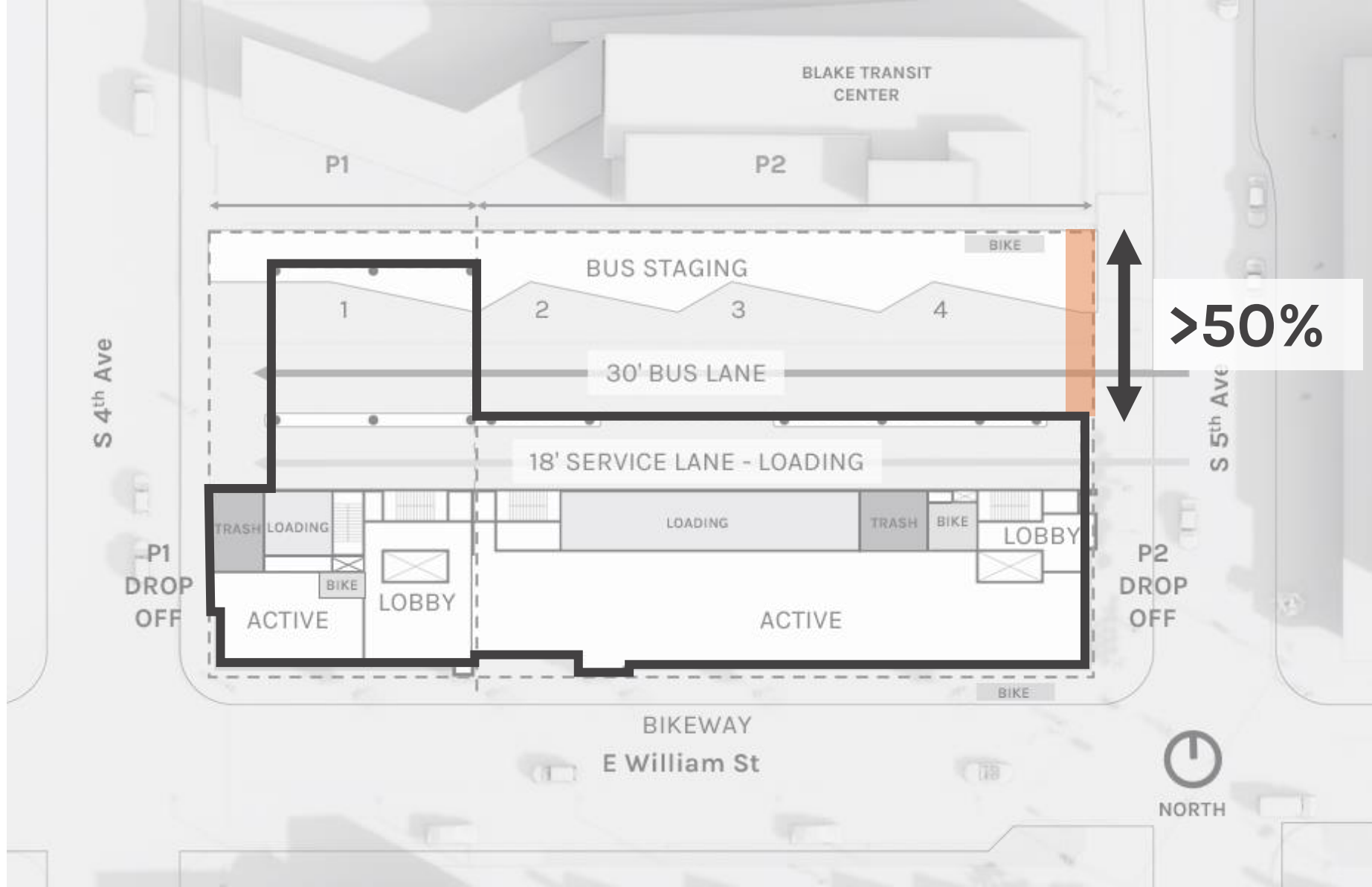
- William Street Bikeway
- 30 FT dedicated transit lane, Blake Transit Center central platform
- Separate driveways from buses and service vehicles
- No vehicle parking required on site
- On-street drop off zones
- Service and loading off-street



PUD DETAILS

STREETWALL

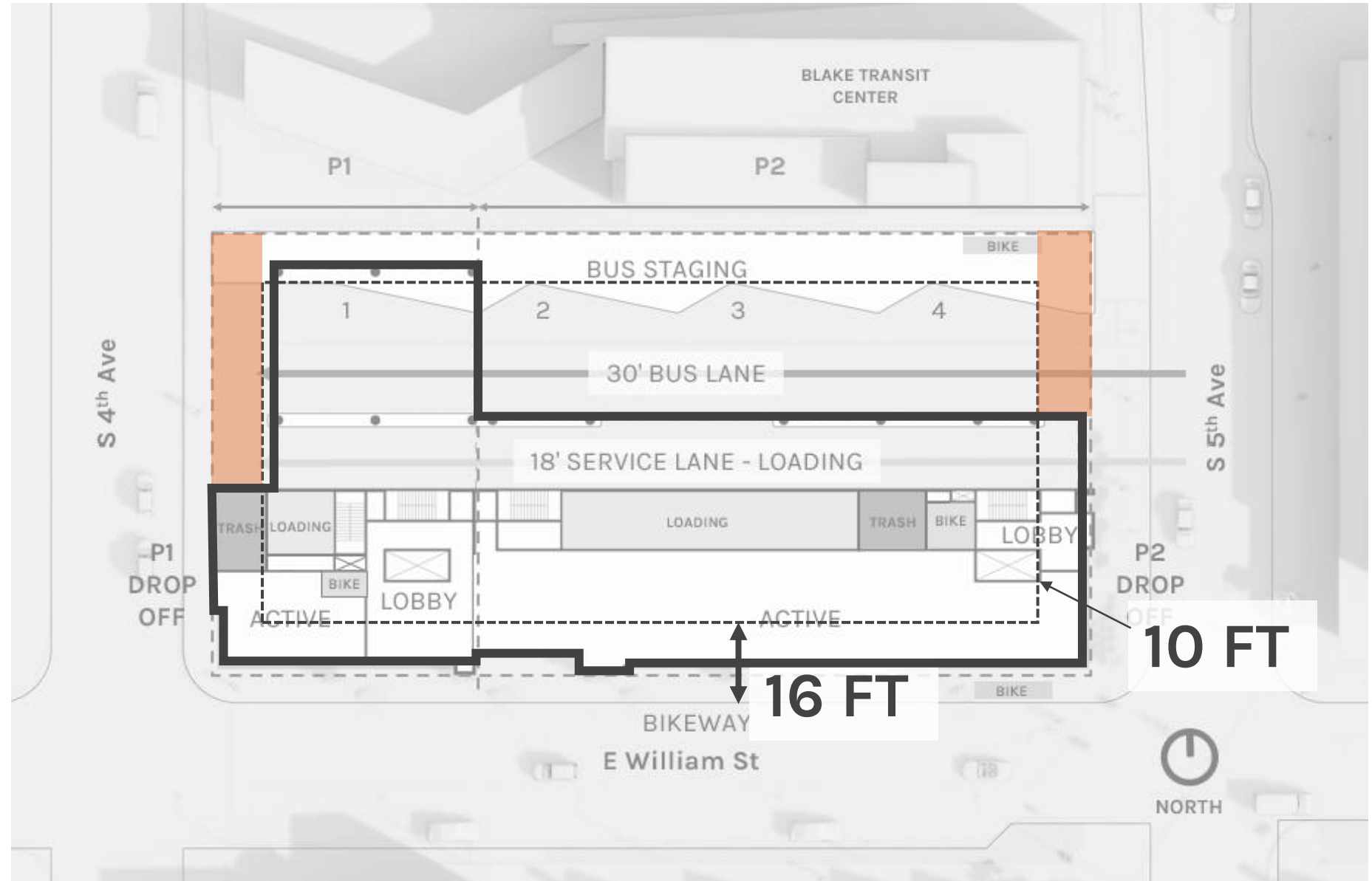
- Up to 50% of the property frontage along the secondary streets of Fourth and Fifth may exceed the required setbacks.



PUD DETAILS

SETBACK

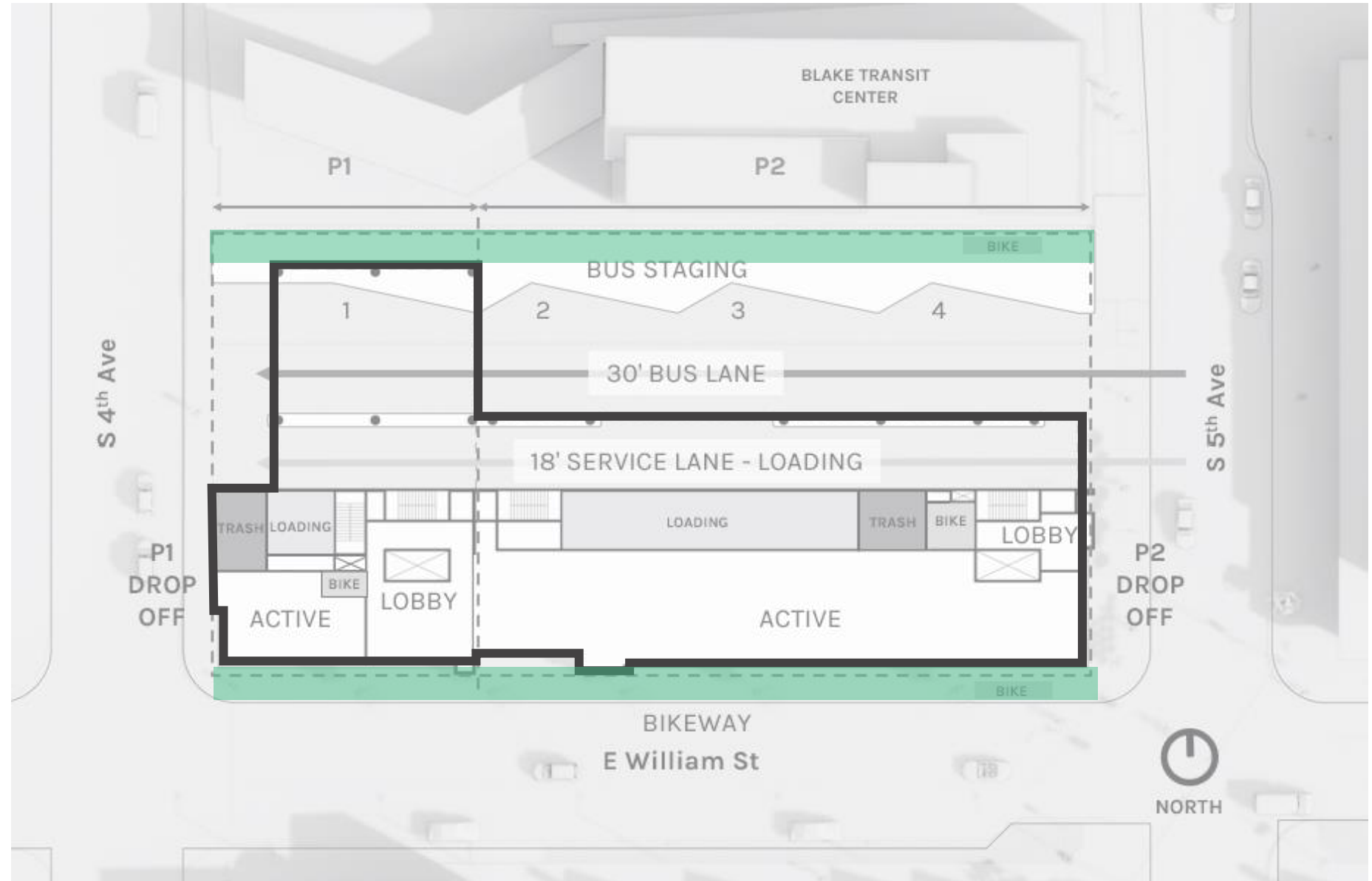
- William St, 4th Ave, and 5th Ave are all Secondary Streets
- Therefore, the front setback shall be between 0-10 feet, maximum 16 feet from the curb to allow for pedestrian circulation
- More than 10 feet along 4th and 5th Ave



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	September 9, 2020
DRB Meeting	October 14, 2020
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/)

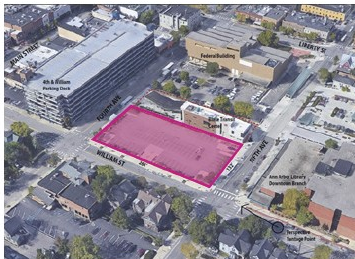


SMITHGROUP

ONLINE RESIDENT PARTICIPATION MEETING!

A PUBLIC MEETING IS BEING HELD BY **ANN ARBOR HOUSING COMMISSION**
FOR A PROJECT AT **350 S. FIFTH AVENUE (FORMER Y LOT)**

The Ann Arbor Housing Commission is proposing to rezone 350 S. Fifth Avenue as part of a pre-entitlement process, directed by City Council, to allow for the development of a minimum of 120 affordable housing units as part of a two phase mixed-income project. The downtown location and adjacency to the Blake Transit Center and William Street Bikeway also provide unique opportunities to emphasize alternative transportation and mobility.



The anticipated submission of the rezoning application is summer 2021.

For more information visit
<https://www.community-engagement-annarbor.com/>



MEETING INFORMATION

ONLINE VIDEO MEETING - Via www.zoom.com

Thursday, June 10, 2021

5:30 PM - 7:30 PM

Meeting ID: 969 9665 7994

Passcode: 782575

Audio Only Call Toll Free: (877) 853-5247

For more information or for accommodations for individuals with disabilities, please contact Jennifer Hall, Executive Director, Ann Arbor Housing Commission at jhall@a2gov.org or 734-794-6720 ext. 47201

In accordance with the City of Ann Arbor's Citizen Participation Ordinance, the Developer for the above project is notifying residents and property owners within 1,000 feet of the above address. If this project is placed on an agenda for the City Planning Commission, the City of Ann Arbor will notice residents and property owners within 300 ft. of the above address. If you would like to be notified if this project is placed on a City Planning Commission agenda, please contact City of Ann Arbor Planning Services at 734-794-6265 or planning@a2gov.org.