

CITY OF ANN ARBOR

HOUSING + AFFORDABILITY SUMMARY REPORT

2020-2021 COMMUNITY ENGAGEMENT RECOMMENDATIONS



DRAFT 5/3/2021

SMITHGROUP





ACKNOWLEDGMENTS

CLIENT TEAM

Jennifer Hall, Executive Director
Ann Arbor Housing Commission

Derek Delecourt, Community Services Area Admin
City of Ann Arbor

Brett Lenart, Planning Manager
City of Ann Arbor

Teresa Gillotti, Director
Washtenaw Community & Economic Development

Susan Pollay, Executive Director
Ann Arbor Downtown Development Authority

Maura Thomson, Interim Executive Director
Ann Arbor Downtown Development Authority

CONSULTANT TEAM

SmithGroup

Marc Norman, Ideas and Actions

Bowen National Research

Nelson\Nygaard

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SECTION 1

EXECUTIVE SUMMARY

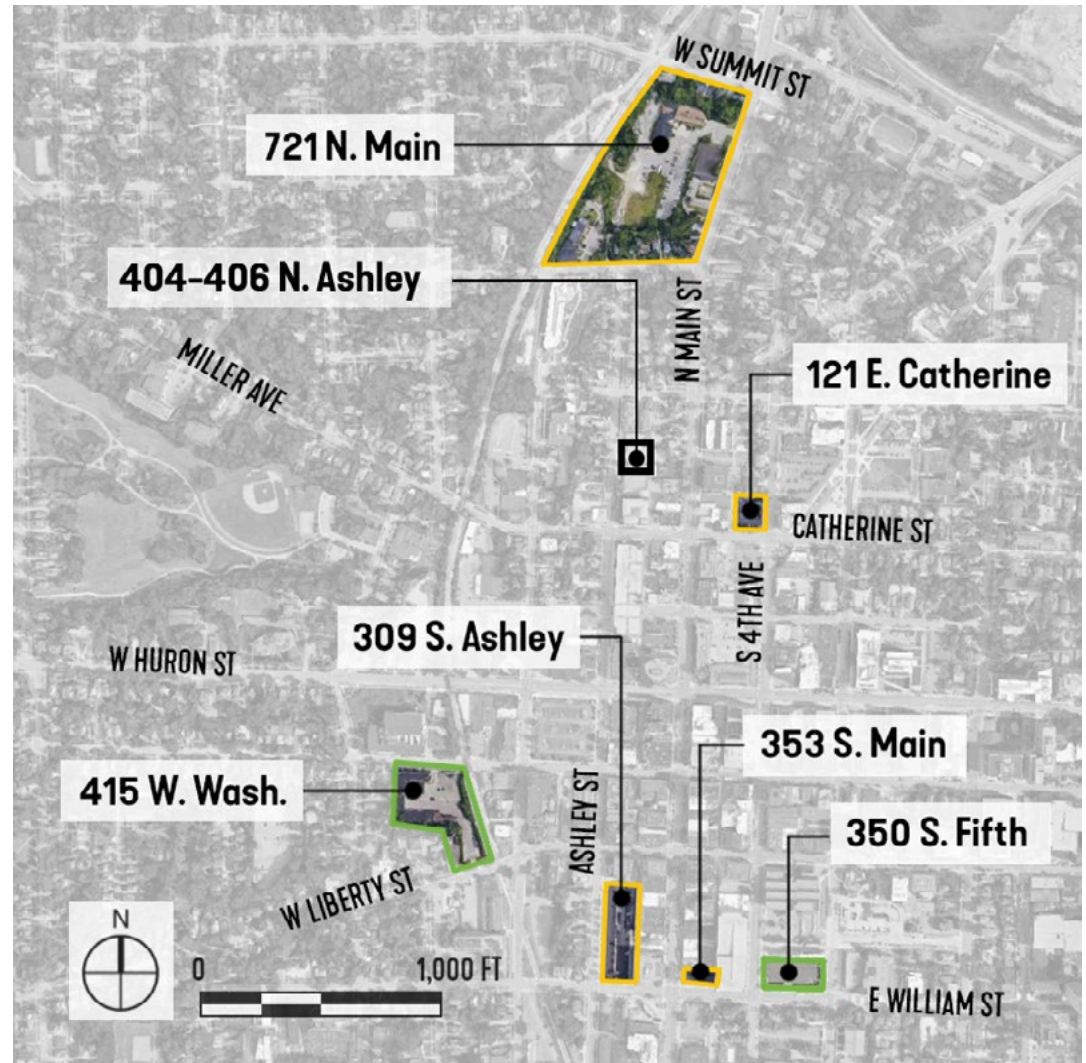
INTRODUCTION

On April 1, 2019, City Council adopted Resolution R-19-138 directing the City Administrator to collaborate with the Ann Arbor Housing Commission (AAHC) to provide coordinated analysis on the feasibility of City-Owned properties as potential locations for affordable housing. That resolution incorporated previous resolutions R-19-100, R-19-111, and R-19-116. The resolution also directed the City Administrator to provide a report to City Council that provides recommendations on how the properties should be prioritized for consideration for of the development as affordable housing, address which properties would be best used and face the least obstacles to redevelopment, and provide a holistic approach to all identified properties.

THE FOUR SITES

This report includes the findings of the 2020-2021 public engagement around the following city-owned properties:

- 121 E. Catherine (Fourth & Catherine parking lot)
- 353 S. Main (Main & William parking lot)
- 721 N. Main.
- 309 S. Ashley (Kline's Lot)



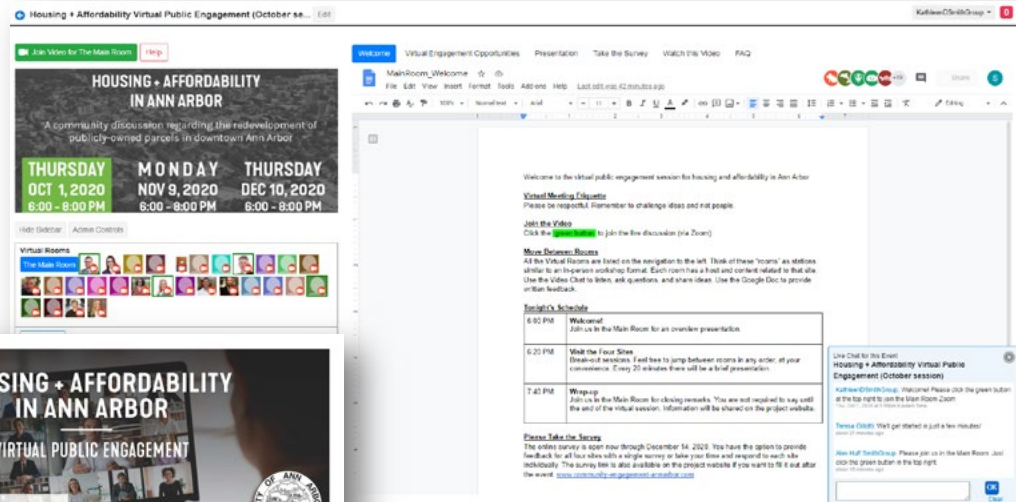
PUBLIC ENGAGEMENT SUMMARY

On April 20, 2020, City Council passed R-20-131 to conduct community engagement for the redevelopment of four additional city-owned sites: 121 E. Catherine, 353 S. Main, 309 S. Ashley, and 721 N. Main.

Due to COVID-19, the community engagement was completely virtual for the four sites.

Engagement included:

- 11+ weeks of engagement during Fall and Winter of 2020
- Updating the existing webpage to drive additional community engagement
- Hosting virtual focus group meetings for specific community groups proximate to the four sites
- Hosting 3 virtual input sessions workshops in October, November, and December 2020



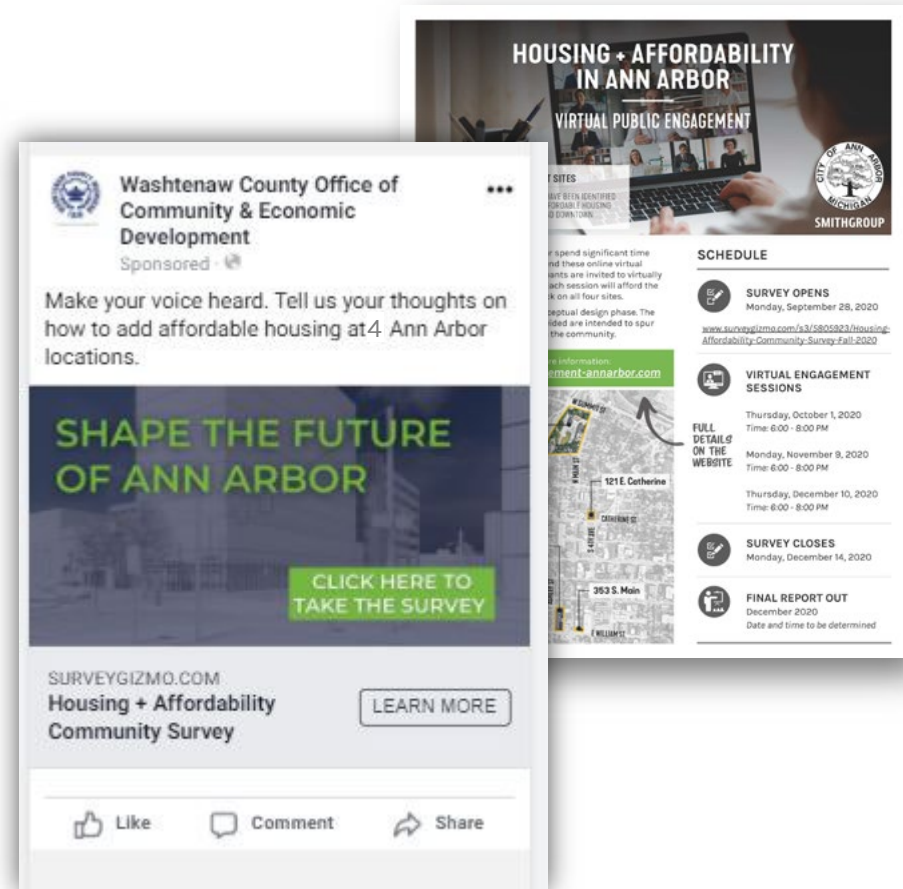
PUBLIC ENGAGEMENT SUMMARY

CHALLENGES

- Engagement during a pandemic.
- Difficult to reach the population who would benefit from additional affordable housing.
- Our online survey was very detailed. This enable us to get detailed feedback, but it may have created survey fatigue for some individuals.
- The virtual engagement platform was selected to recreate the feeling of an in-person open house with small group discussion and self-selected engagement with the material. This was not the traditional presentation and Q&A format.

OUTREACH/ENGAGEMENT STRATEGIES

- Mailed 6,000 fliers to adjacent properties within 1,000 feet
- Sent emails to the city's Neighborhood Association list
- Held virtual stakeholder conversations
- Sent targeted emails to social services agencies
- Targeted social media campaign to 35 and under demographic
- Developed a mobile-friendly survey



Sponsored Facebook ads ran the first 2 weeks of December. They reached 10,000 people under the age of 35 in a 10-mile radius of Ann Arbor and generated 70 link clicks to the online survey. Below is the online survey demographic data prior to the November and December live engagement session and the final survey data.

	ACS (Approx.)	Nov 4, 2020	Dec 8, 2020	Dec 15, 2020
Homeowner		68% (236)	68% (362)	69.9% (393)
Renter	55%	28% (97)	29% (154)	25.3% (169)
Under 30	45% (15-30)	17.9% (62)	19.0% (101)	19.1% (111)
White	71%	88.6% (294)	88.4% (456)	88.3% (496)
Asian	17%	3.6% (12)	3.7% (19)	3.9% (22)
Black	7%	2.1% (7)	2.1% (11)	2.3% (13)
Latino	5%	3.3% (11)	3.7% (26)	3.4% (19)

PROJECT WEBSITE

Goal: The same project website was used from the phase one community engagement. The primary purpose of the project website was to provide detailed and current information to the public on both the site context, background studies, proposed concepts, and engagement opportunities. The website also featured a comment box for general feedback and inquires.

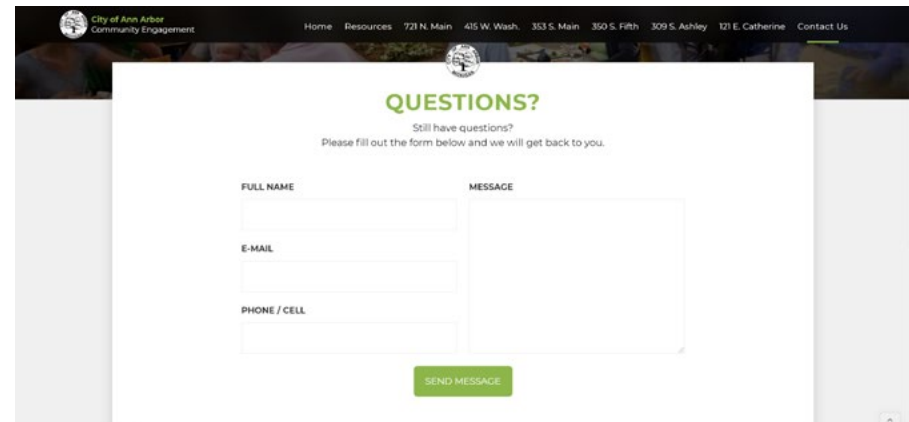
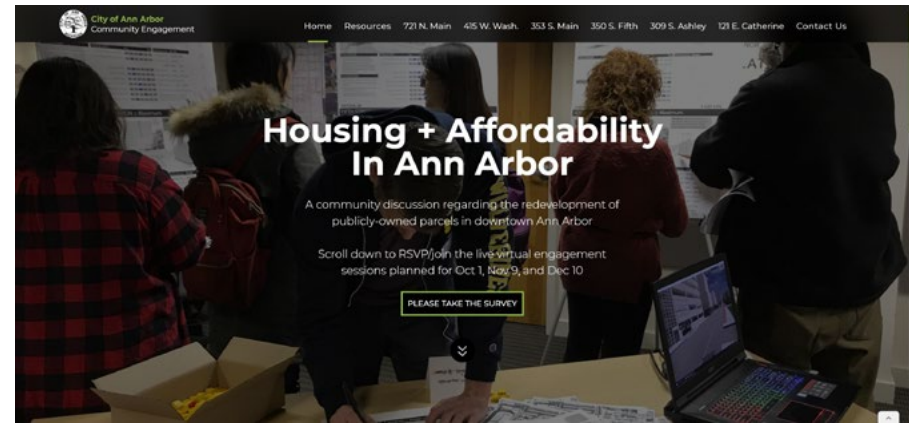
Platform: The website comment box included a place for name, email, phone number, and message.

Outreach: N/A

Materials: N/A

Summary: The following individuals submitted comments via the website form and/or emailed the client/consultant team. The comments are included with the specific site.

Date	Comment
9/24/2020	James Curtis (Cooperative housing question)
10/2/2020	Diana Marsh (Engagement question)
10/7/2020	Julie Allison-Conlin (All sites)
10/21/2020	Dale Bachwich (Engagement question)
11/10/2020	Jerry Charbonneau (353 S. Main)
11/30/2020	Jeff Kahan (721 N. Main)
12/8/2020	Joseph and Carolyn Arcure (309 S. Ashley)



FOCUS GROUP MEETINGS

Goal: To speak directly to neighboring residents, businesses, property owners, and other stakeholders and provide them the opportunity to ask questions, provide comments, and share their concerns. These conversations were typically focused on a single site.

Platform: These conversations were held over video conference calls. Some discussions were part of an existing meeting.

Outreach: The core team identified stakeholder groups at the onset of the process. The team reached out to stakeholders via email or phone.

Materials: These conversations were more informal than the public engagement sessions. The team shared resources available on the project website (www.community-engagement-annarbor.com) as well as a PDF of the Virtual Engagement Flier.

Summary: The list of stakeholder focus groups is included at right. The meeting notes are included with the appropriate site, which is noted in parentheses.

Date	Stakeholder/Focus Group
7/9/2020	Professor Chaffers (121 E. Catherine)
7/28/2020	Shaffran Companies (353 S. Main/309 S. Ashley)
7/29/2020	Main Street Ventures (353 S. Main/ 309 S. Ashley)
7/30/2020	Kerrytown Shops (121 E. Catherine)
7/31/2020	Farmers Market (121 E. Catherine)
8/5/2020	Zingerman's (121 E. Catherine)
8/6/2020	Water Hill Neighborhood Association (721 S. Main)
8/7/2020	Main Street Business Association (353 S. Main/309 S. Ashley)
9/14/2020	Treeline Conservancy (721 N. Main)
9/16/2020	Ann Arbor Housing Commission Board (All)
9/29/2020	Taubman College Design Justice Actions Committee (All/121 E. Catherine)
10/8/2020	Housing & Human Services Advisory Board (All)
10/20/2020	Kerrytown District Association (121 E. Catherine)

ONLINE SURVEY

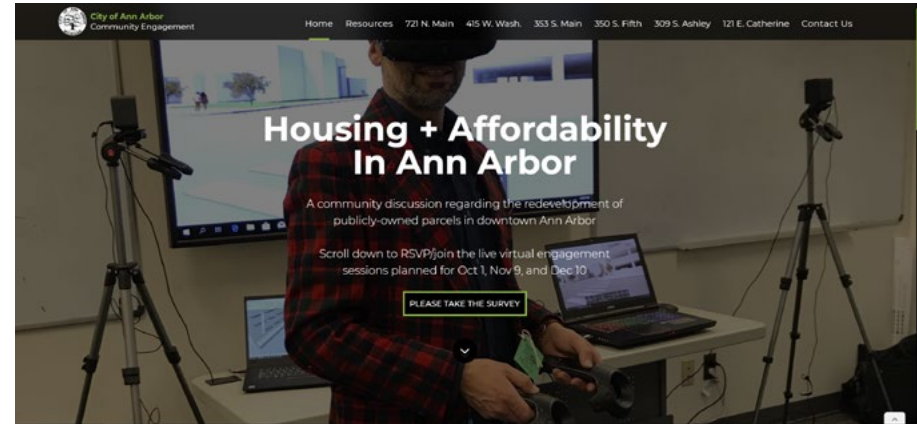
Goal: To provide the public with an opportunity to respond to the objectives and proposed concepts for each of the four sites. The public was asked their likes and dislikes for each concept, as well as their preference for one option over the other(s).

Platform: The team utilized SurveyGizmo (Alchemer). The survey was designed to be computer and mobile friendly.

Outreach: The Virtual Engagement flier was mailed to all properties within 1,000 FT of the four sites. Fliers were printed and hand delivered to the businesses in the Kerrytown Market & Shops. The flier was also emailed to the city's GovDelivery listserv and targeted emails were sent to stakeholder groups, social services agencies, and Black and Asian religious institutions.

Materials: The survey included background information on each site. The survey questions included ranking objectives and reacting to 2-4 potential concepts per site. The concepts were shown as basic massing models and the information included the proposed height, floor area ratio (FAR), number of units, percent affordable, and estimated development costs.

Summary: The survey response and demographic information is summarized in the following pages. The site specific feedback is included with the appropriate site.



HOUSING + AFFORDABILITY IN ANN ARBOR
COMMUNITY ENGAGEMENT SURVEY FALL 2020



ONLINE SURVEY

The online survey garnered **over 600 responses**. You will note that responses have a completion status of Complete or Partial.

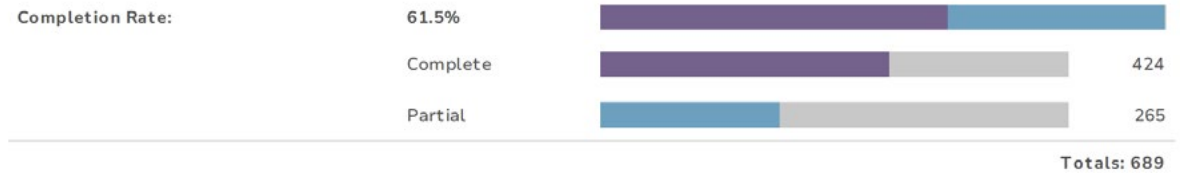
- **Complete** - The respondent reached the Thank You page of your survey.
- **Partial** - The respondent clicked the Next button on at least the first page but has not yet reached the Thank You page.

Partial surveys are included in the report results.

The online survey was the primary method for public feedback. The feedback includes input from neighboring residents and workers/businesses and the community at large. Each site had over 80 survey respondents who either live or work within 1,000 feet of the site. Most of the survey respondents live (84.9%) and/or work (75.6%) in Ann Arbor.

Over 75% of the respondents did not participate in any of the previous housing and affordability surveys and/or in-person meetings for 415 W. Washington Street and 350 S. Fifth Avenue.

Response Counts



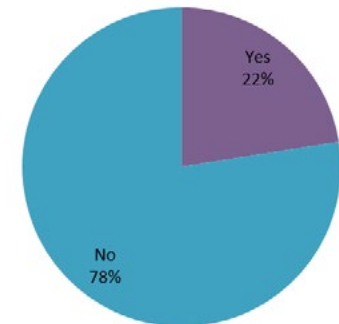
1. Which sites are you interested in providing input? (You may select more than one)

Value	Percent	Count
121 E. Catherine (4th and Catherine parking lot)	75.0%	488
353 S. Main (Main & William parking lot)	77.3%	503
309 S. Ashley (Ashley & William parking lot)	78.0%	508
721 N. Main	75.9%	494

2. Do you live or work within 1,000 feet of one or more of the sites? (Select all that apply)

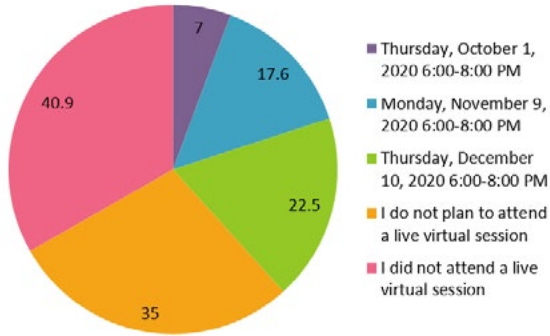
Value	Count
121 E. Catherine (4th and Catherine parking lot)	97
353 S. Main (Main & William parking lot)	112
309 S. Ashley (Ashley & William parking lot)	105
721 N. Main	81

3. Did you participate in any of the previous housing and affordability surveys and/or in-person meetings for redeveloping 415 W. Washington Street and 350 S. Fifth Avenue over the last year?



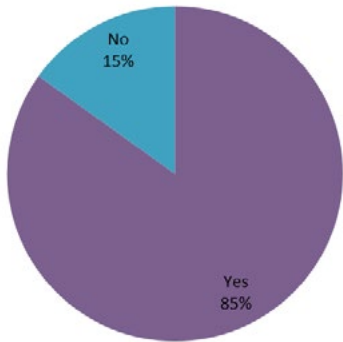
Value	Percent	Count
Yes	22.5%	143
No	77.5%	493
		Totals
		636

4. Are you planning on or did you participate in one or more of the live virtual engagement sessions on these four sites



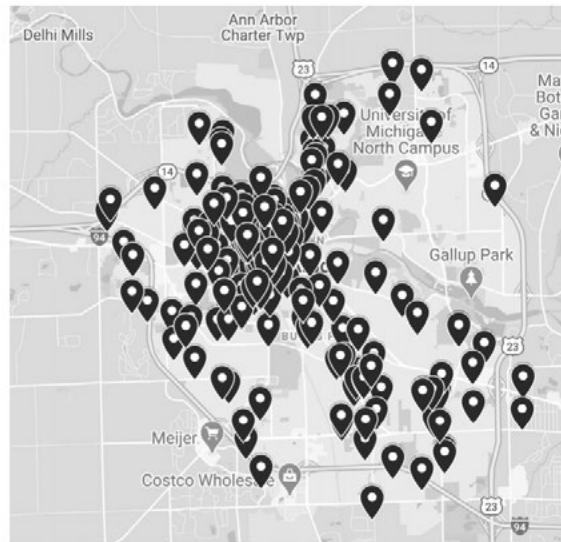
Value	Percent	Count
Thursday, October 1, 2020 6:00-8:00 PM	7.0%	43
Monday, November 9, 2020 6:00-8:00 PM	17.6%	108
Thursday, December 10, 2020 6:00-8:00 PM	22.5%	138
I do not plan to attend a live virtual session	35.0%	215
I did not attend a live virtual session	40.9%	251

5. Do you live in Ann Arbor?

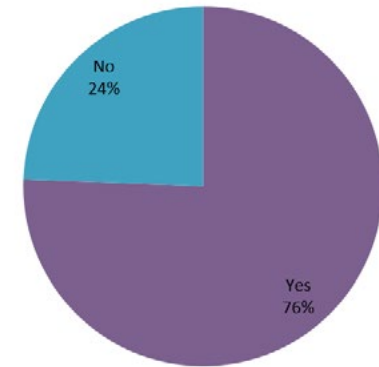


Value	Percent	Count
Yes	84.9%	505
No	15.1%	90
Totals		595

6. What is your street address?



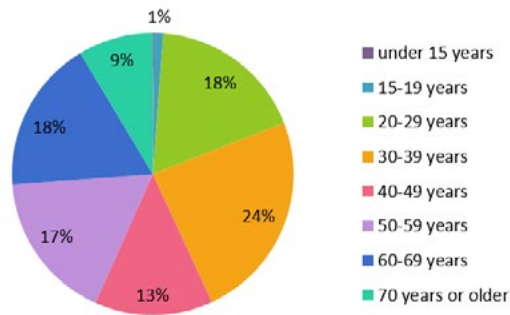
7. Do you work in Ann Arbor?



Value	Percent	Count
Yes	75.6%	443
No	24.4%	143
Totals		586

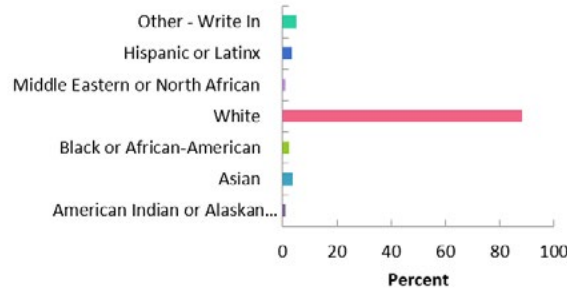
ONLINE SURVEY

8. What is your age?



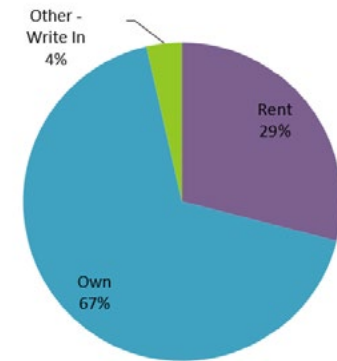
Value	Survey Response	Ann Arbor ACS 2019 5yr
under 15 years	0.2%	23%
15-19 years	1.0%	
20-29 years	17.9%	32%
30-39 years	24.0%	12%
40-49 years	13.6%	9%
50-59 years	17.1%	7%
60-69 years	17.6%	9%
70 years or older	8.6%	8%

9. What identifiers would you use to describe yourself?



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

12. Do you rent or own your primary residence?



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

Other - Write In include live with parents, live with family, co-op, staying with relatives for COVID, in the process of owning

LIVE VIRTUAL ENGAGEMENT

Goal: To provide an opportunity for the team to share an overview of the process and for the public to ask questions and share their feedback with facilitators in small groups. The goal was to recreate the look and feel of an in-person public open house as best as possible within the limitations of 100% virtual engagement.

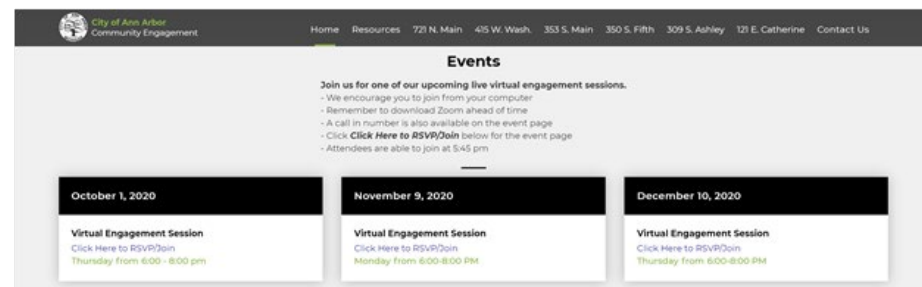
Platform: The QiqoChat platform offered the team the ability to host multiple concurrent sessions (via Zoom) while also allowing attendees the ability to self-select virtual rooms and move freely between the rooms. The QiqoChat platform also provided the means to provide attendees with an array of critical information and engagement materials in an organized way to allow for self-paced viewing. All materials were also made available on the project website before and after the meeting.

Outreach: Virtual Engagement Flyer mailed to all properties within 1,000 FT of the four sites, Virtual Engagement Flyer emailed to GovDelivery listserv, Targeted social media advertisements (under 35 years), Targeted emails to social services agencies, Black and Asian religious institutions, engagement with U of M BIPOC activist group, and ## stakeholder meetings. The events and online survey were advertised on the city's website and AAHC's website and included links to the project website (www.community-engagement-annarbor.com).

Materials: Materials were embedded into the event platform and were also uploaded to the project website (www.community-engagement-annarbor.com). These include: Main Room Powerpoint Presentation (Oct 1, Nov 9, Dec 10), Virtual Room Presentations (721 N. Main, 121 E. Catherine, 353 S. Main, 309 S. Ashley), Virtual Room Boards (721 N. Main, 121 E. Catherine, 353 S. Main, 309 S. Ashley), Community Feedback Shared Google Document, Online Survey Link, and FAQ with links to additional Resources.



Event/engagement information on the city's website



Event information on the project website with links to the engagement platform

LIVE VIRTUAL ENGAGEMENT

Summary: Written comments and notes are provided in the appropriate site section. We've also uploaded the following recordings from Zoom to the project website (www.community-engagement-annarbor.com/resources):

- The Main Room Presentation
- October 1 Wrap-up Discussion
- November 9 Wrap-up Discussion
- December 10 Wrap-up Discussion

Platform feedback: Most users were impressed and pleased with the QiqoChat platform. Most were able to navigate easily between virtual rooms. The welcome presentation included a 5-minute “how to use the platform” component. A challenge with the event log-in was reported at the December 10th meeting. This was addressed via the chat function and technical support. There were also a few minor challenges with the Zoom audio during the December 10th meeting, this was due to a recent Zoom update which now requires users to manually connect to audio. This was addressed via the chat function. While Zoom now allows for users to self-select meeting rooms, this was not a feature when the team was planning or advertising these virtual engagement sessions. Also, Zoom does not allow for embedded materials and resources.

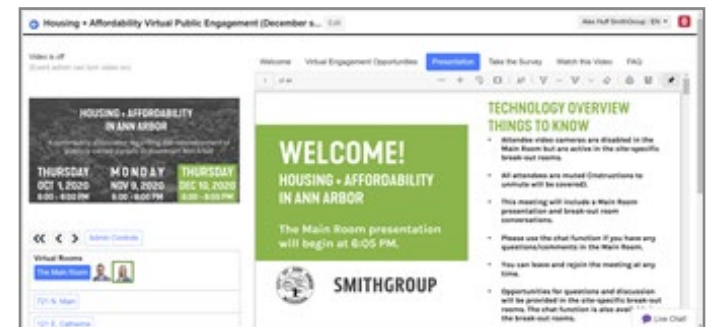
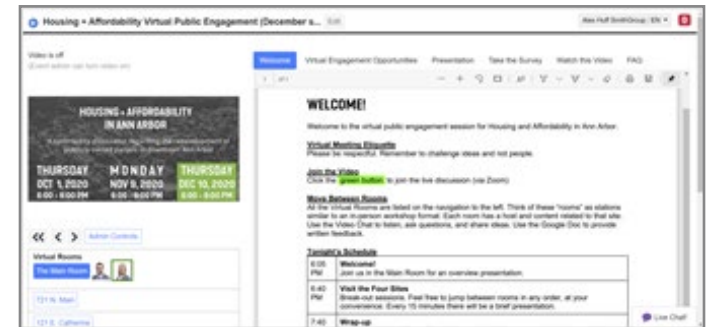
Images include:

Event landing page with RSVP option and instructions for entering the platform

Welcome page in the Main Room with instructions and schedule

The Main Room presentation embedded in the platform as a PDF for self-paced viewing

The Virtual Room presentation and boards for each of the four sites.

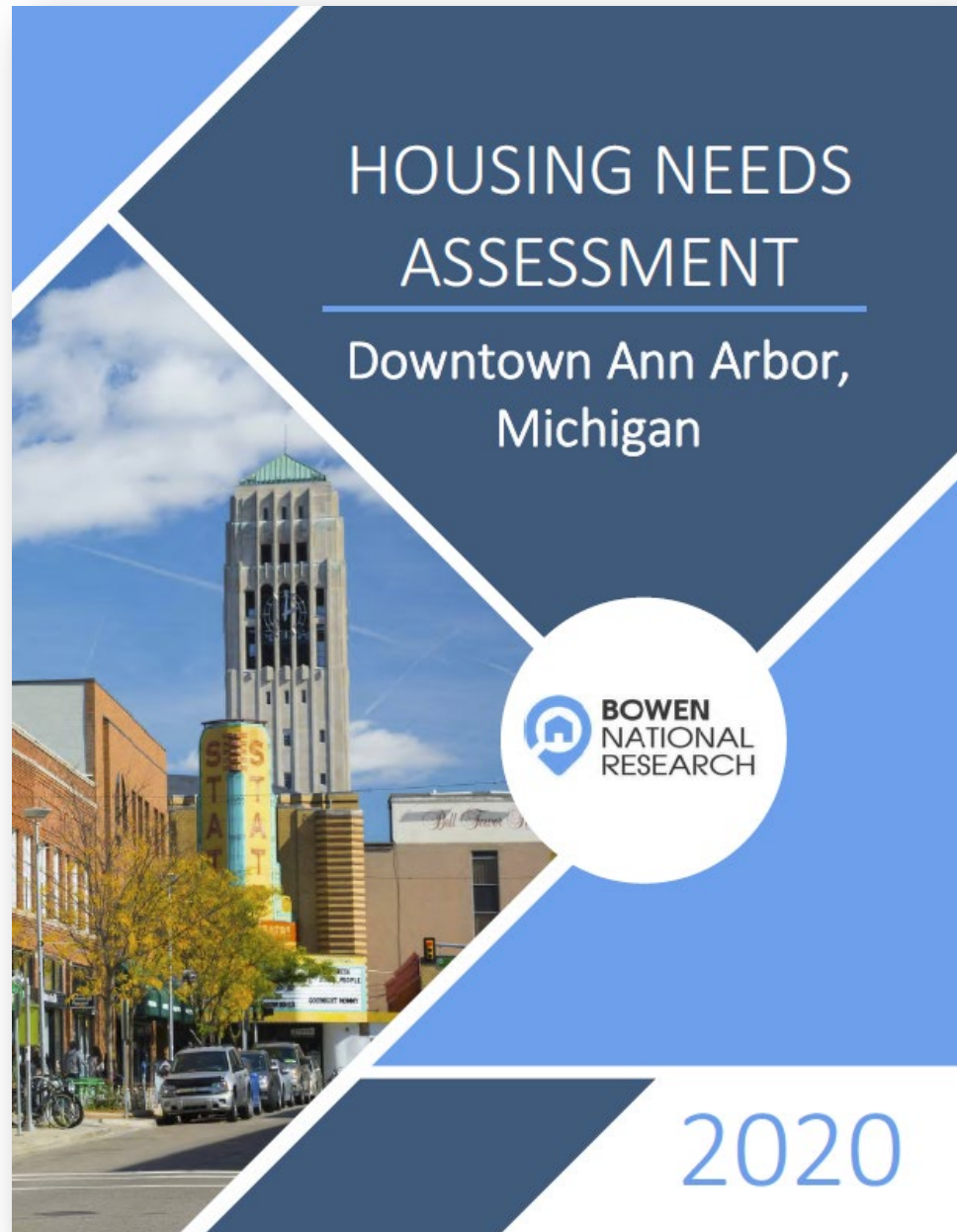


HOUSING NEEDS ASSESSMENT

As part of the process, Bowen National Research conducted a Housing Needs Assessment for the Downtown.

The study considered the following:

- Demographic Characteristics and Trends
- Economic Conditions and Initiatives
- Existing Rental Housing Stock Costs, Availability, Conditions and Features
- Various “Other” Housing Factors (Commuting and Migration Trends, Crime, Public Transportation, Parking Alternatives, etc.)
- Quantifiable Housing Gap Estimates
- Stakeholder Input



The full report is available in the Appendix.

DEMOGRAPHICS

- Population and household growth in the downtown have been very positive and are projected to continue to grow faster than the surrounding markets through 2025
- Renter-household growth is projected to be positive, with the greatest growth expected to be among the one- and two-person households
- Household growth is projected to remain positive among most household age groups through 2025 within downtown and the rest of the city, with millennials (ages 25 to 44) and seniors (age 65 and older) representing the greatest projected growth
- While most downtown renter household growth is projected to occur among higher income households, low-income households comprise the largest share of renter households
- More than half of senior (age 55 and older) renter households in the downtown earn less than \$30,000 annually and are expected to

HOUSING SUPPLY

- A majority of downtown Ann Arbor renters are considered housing cost burdened
- Multifamily apartment rentals are in high demand and there is pent-up demand for housing that serves very low- and low-income renter households
- The existing tax credit rentals are operating at high occupancy levels, with many properties maintaining wait lists
- With few (0.3%) of the government-subsidized units vacant in the county (none available in the downtown) and a wait list of approximately 7,100 households for a housing voucher, there is clear pent-up demand for housing that serves very low-income households
- Ann Arbor has 184 vacant non-conventional rentals (includes 113 non-student and 71 student rentals), many of which are not affordable to low-income households

CONCLUSIONS

- There is a significant need for affordable housing as shown by the demand break-down:
 - Demand for 1,300+ units at 30% AMI
 - Demand for 700+ units at 31% to 60% AMI
 - Demand for 300+ units at 61% to 100% AMI, even with 100 units currently in the development pipeline
- All sites have Transit Scores above 50, Walk Scores of 88 or better and Bike Scores of 79 or higher, with the exception of the site at 721 North Main Street
- Larger parking facilities are located within 0.2 mile of each site, with the exception of 721 North Main Street
- All sites are eligible for funding through HUD, LIHTC, MSHDA and DDA programs, except for 415 West Washington Street and 721 North Main Street
- Based on this analysis, all seven sites are marketable for affordable residential development

The full report is available in the Appendix.

THE FOUR SITES

121 E. CATHERINE

FOURTH & CATHERINE PARKING LOT



- Proceed with the development of 121 E Catherine for affordable housing
- Supported by City Council Resolution 19-514 to develop 121 E Catherine (11/18/19)
- Ann Arbor Housing Commission hires development team, starts site plan approval process and secures financing

353 S. MAIN

MAIN & WILLIAM PARKING LOT



- Requesting approval from City Council to proceed with the development of 353 S Main for affordable housing
- Designate Ann Arbor Housing Commission as developer
- Ann Arbor Housing Commission hires development team, starts site plan approval process and secures financing

721 N. MAIN

PROPOSED PARCEL. 123 W. SUMMIT



- Requesting approval to divide the property between the floodway/floodplain and a 14,520 SF Summit Street facing portion that is not in the floodway/floodplain
- Designate Ann Arbor Housing Commission as developer

309 S. ASHLEY

KLINE'S LOT



- The consultant team, in coordination with the DDA will finalize the downtown parking assessment that is currently underway but is difficult to complete until post-COVID normalization.
- Continue discussions with the DDA and downtown businesses about longterm downtown parking solutions related to development of this site.

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SECTION 2

121 E. CATHERINE

SITE OVERVIEW

EXISTING CONDITIONS

121 E. Catherine is located on the northwest corner of Fourth and Catherine in Ann Arbor. The site is located adjacent to the Old Fourth Ward and Ann/Fourth Historic Districts. The site is currently a surface parking lot managed by the DDA as a paid parking lot. The lot contains 49 parking spaces serving neighborhood businesses. Additional public parking is provided on-street and in the Ann Ashley Structure two blocks to the west. There are 5,268 off-street and 607 on-street parking spaces within a 1/4 mile of the site. The site is seasonally used for public events.

ADJACENT USES

Key adjacent uses include the Ann Arbor Farmers Market, Kerrytown Shops, Zingerman's, Community High School, and Washtenaw County municipal buildings. Immediately to the north is Braun Ct. The county owns the surface parking lot to the south of the site.



SITE OVERVIEW

HISTORIC CONTEXT

For most of the twentieth century, the area was a predominately Black neighborhood centered around several Black-owned businesses at Ann St and North Fourth Ave. The Kayser Block building, just south of the site, was home to the Colored Welfare League which housed Black-owned businesses and community organizations such as the early Dunbar Community Center.

In 1959, the City Council adopted an Urban Renewal Plan for the area but it was vetoed by the Mayor. The area also narrowly escaped plans for a Packard-Beakes Bypass in 1972. By 1960, the businesses on Ann St had shifted towards entertainment which led to concerns about safety, suspected unlawful activity, and a greater police presence.

The “old neighborhood” would ultimately be shaped by the civil rights and fair housing policies of the 1960s and 70s, the desegregation of the Ann Arbor Public Schools in the 1970s, and issues of parking. In 1980, the predominantly Black Second Baptist Church moved to a new location in the Water Hill to better accommodate its ever growing 700-member congregation.

New investment in the late twentieth century sparked the growth of an eclectic commercial district and brought with it the double-edged sword of revitalization and gentrification.

SITE ANALYSIS

The site is currently zoned as D2, Downtown Interface District which allows a building height of 6 stories and 400% Floor Area Ratio(FAR) with affordable housing premiums. From a financial perspective, the site is suitable for a 9% Low Income Housing Tax Credit (LIHTC) deal. The Ann Arbor Housing Commission is considering this site as a potential 100% affordable development project. Although there is the potential for a developer partnership with market rate units and 20% affordable. While a variety of parking options have been explored for this site, off-site parking or surface parking are the most feasible options. A 3-story underground public parking structure is estimated at \$8 million and would need to be financed by the city.

PROPOSED OBJECTIVES

The City is considering the following objectives for redevelopment of 121 E. Catherine

- Maximize affordable housing units below 60% Area Median Income (AMI)
- Maximize market rate housing units
- Develop a mix of housing unit types and prices
- Activate the ground floor for public benefit
- Provide parking on site
- Maintain some City ownership/control
- Appropriately scale down to adjacent Braun Ct buildings

121 E. CATHERINE / PROGRAM + DESIGN ASSUMPTIONS

SITE LOCATION

121 E. CATHERINE ST, ANN ARBOR, MI 48104



HOUSING USES

- The development is proposed as all affordable units with 9% Low Income Housing Tax Credit (LIHTC).

PARKING

- Site contains 49 public parking spaces.
- There are 5,268 off-street and 607 on-street parking spaces within a 1/4 mile of the site. (The figures are not inclusive of the supply at the site)
- No on-site parking is required per zoning, but may be important to the neighborhood.
- Underground parking would require significant city subsidy.
- Options attempt to balance the neighborhood demand for maintaining parking on site.
- Proposed parking options are interchangeable with above ground options.

PHYSICAL BUILDING

- Ground floor height is 15-feet. All options include a two-story streetwall.
- 200% Floor Area Ratio (FAR) allowed without any premiums. Maximum of 400% FAR with premiums for affordable housing.
- Maximum building coverage is 80% and zoning requires 10% open space.
- Maximum building height is 60-feet.
- Proposed above-grade options are interchangeable with parking options.

FINANCIAL

- The site scores competitively for 9% LIHTC financing. The first floor could include retail or office or surface parking. An underground parking ramp would require city subsidy.
- Developing the site as market rate with 20% affordable units would produce a \$35,000-\$65,000/unit financing gap. A developer partnership is possible with city subsidy for affordable units.
- Concepts assume ownership remains with public agency or reduced ground lease payments to create additional affordability.

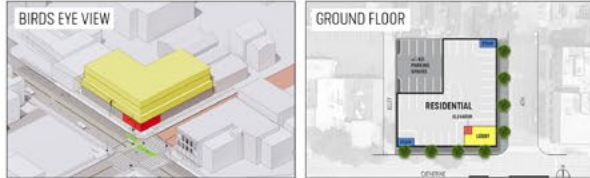
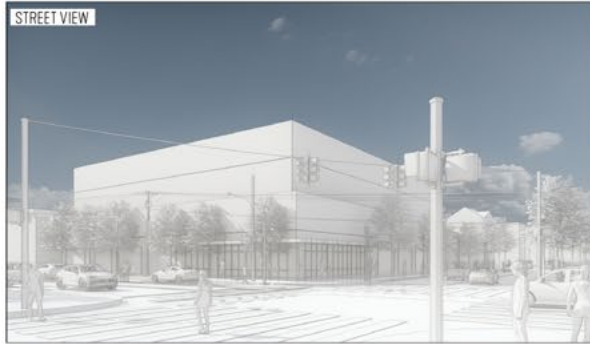
LOT / PARCEL CONFIGURATION

- The site is 16,369 SF located on the corner of Fourth Avenue and Catherine Street, with alley access to the west.
- All options are proposed as a single development.

OTHER USES

- Adjacent to Catherine Street bike lane
- The ground floor could be designed with flexibility to accommodate surface parking in the near-term and leasable commercial in the future.

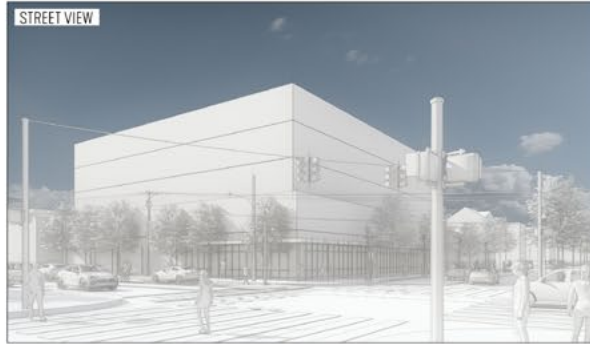
OPTION 1: 4-STORY



- | DESCRIPTION | ASSUMPTION |
|--|--|
| <ul style="list-style-type: none"> 4-story L-shaped building, 2 story streetwall Residential lobby at the corner of Fourth and Catherine Maximize surface parking for public use, approximately 40 spaces | <ul style="list-style-type: none"> Stick-built, concrete podium (3 over 1). Building height is limited to 60'. Loading/service is provided off the alley. Building height includes rooftop mechanicals (not visible from street level). |

TRADE-OFFS	MIN	MAX	TOTAL HOUSING UNITS: 57 UNITS
Provide Affordable Housing Units	-----	-----	# affordable units: 57 units (100%)
Provide Market Rate Housing Units	-----	-----	# market rate units: 0 units
Density of Buildings	-----	-----	Floor-Area-Ratio: 298%
Height of Buildings	-----	-----	Height Feet (Floors): ~47' (4 stories)
Scales Down to Braun Court	-----	-----	L-shape orientation
Active Ground Floor	-----	-----	Ground Floor GSF: 0
On-site Parking	-----	-----	Parking Spaces: ~40
Financial Complexity / Risk	-----	-----	Total Development Cost: ~\$10.35 Million
Financial Revenue	-----	-----	Potential Tax Revenue: ~\$0 Ground Lease Revenue: N/A

OPTION 2: 5-STORY



- | DESCRIPTION | ASSUMPTION |
|---|--|
| <ul style="list-style-type: none"> 5-story L-shaped building, 2 story streetwall. Active ground floor along Fourth. Residential lobby at the corner of Fourth and Catherine. Retains some surface parking for public use (approximately 24 spaces). | <ul style="list-style-type: none"> Stick-built, concrete podium (4 over 1). Building height is limited to 60'. Loading/service is provided off the alley. Building height includes rooftop mechanicals (not visible from street level). |

TRADE-OFFS	MIN	MAX	TOTAL HOUSING UNITS: 75 UNITS
Provide Affordable Housing Units	-----	-----	# affordable units: 75 units (100%)
Provide Market Rate Housing Units	-----	-----	# market rate units: 0 units
Density of Buildings	-----	-----	Floor-Area-Ratio: 368%
Height of Buildings	-----	-----	Height Feet (Floors): ~57' (5 stories)
Scales Down to Braun Court	-----	-----	L-shape orientation
Active Ground Floor	-----	-----	Ground Floor GSF: ~7,000 SF
On-site Parking	-----	-----	Parking Spaces: ~24
Financial Complexity / Risk	-----	-----	Total Development Cost: ~\$15.32 Million
Financial Revenue	-----	-----	Potential Tax Revenue: ~\$65,000 Ground Lease Revenue: N/A

OPTION 3: 6-STORY



- | DESCRIPTION | ASSUMPTION |
|--|--|
| <ul style="list-style-type: none"> 6-story L-shaped building with step back from Braun Court, 2 story streetwall. Active ground floor along Catherine and Fourth. Residential lobby at the corner of Fourth and Catherine. Underground parking for public use (approximately 90 spaces). | <ul style="list-style-type: none"> Stick-built, concrete podium (5 over 1). Building height may exceed 60' limit. Loading/service is provided off the alley. Building height includes rooftop mechanicals (not visible from street level). Assumes 3 floors of underground parking. Parking would need to be publicly funded. Cost is approximately \$8.1 million. |

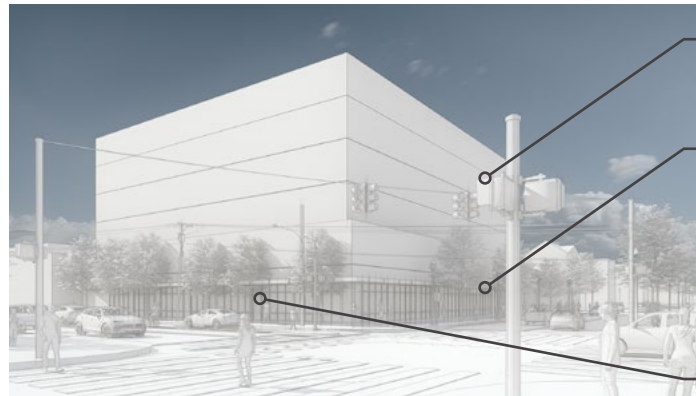
TRADE-OFFS	MIN	MAX	TOTAL HOUSING UNITS: 90 UNITS
Provide Affordable Housing Units	-----	-----	# affordable units: 93 units (100%)
Provide Market Rate Housing Units	-----	-----	# market rate units: 0 units
Density of Buildings	-----	-----	Floor-Area-Ratio: 400%
Height of Buildings	-----	-----	Height Feet (Floors): ~68' (6 stories)
Scales Down to Braun Court	-----	-----	L-shape orientation with stepback
Active Ground Floor	-----	-----	Ground Floor GSF: ~13,000 SF
On-site Parking	-----	-----	Parking Spaces: ~90 (3 stories)
Financial Complexity / Risk	-----	-----	Total Development Cost: ~\$19.33 Million*
Financial Revenue	-----	-----	Tax Revenue: ~\$94,000 Ground Lease Revenue: N/A *Not Including \$8.1M Parking

WHAT WE HEARD...

RECOMMENDATION

5-6 story, 100% affordable building with activation along 4th Avenue and some parking on site. Encourage sustainable, high-quality design and acknowledgment of the neighborhood's history and original Black business district

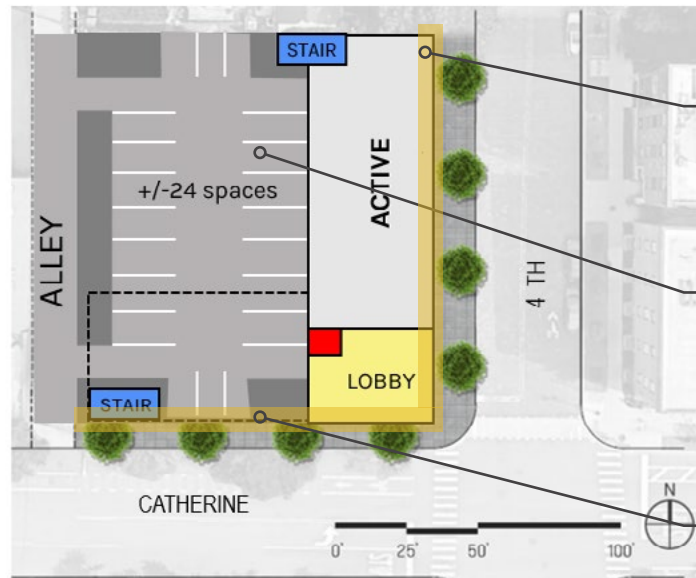
- Maximize the number of affordable units
- Activate the ground floor and adapt to future ground floor uses
- Do not subsidize retail and create competition for Kerrytown Shops
- The district would benefit from a parking strategy to alleviate the parking needs during construction and peak market times
- Ensure safe access/egress from the site
- While some like the idea of underground parking, many feel it is too expensive and there is enough structured parking nearby
- Building design should compliment the neighborhood and be an asset to the area
- Include a publicly accessible element developed by the Black community to recognize the history of the neighborhood



Step the building back one- to two-stories on the north side

Activate the street along Fourth Avenue. Allow for flexibility in future uses.

Activate the street along Catherine Street. Allow for flexibility in future uses.



Consider a secondary parking lot access off of Fourth Avenue

Proposed affordable units do not require parking. Surface parking should be owned by the AAHC with a management agreement with the DDA to provide for permitted/ public parking during peak times.

Activate the ground floor. Decorative screen, landscaping, or public art along Catherine. Engage the community in the development of this element

121 E. CATHERINE

PUBLIC COMMENTS

The following includes survey responses as well as feedback from stakeholders and comments from the live engagement sessions:

- Maximize the number of housing units because more housing means greater affordability citywide
- Provide for net-zero energy building
- Consideration of impact on Kerrytown and surrounding small businesses
- Assisting in the health of the Farmers Market and the People's Food Coop
- Making the building feel like it fits in with the neighborhood and is an asset to the area
- Activate ground floor with small suites which better fit local small businesses, rather than larger suites which better fit large chains
- Given how stratified Ann Arbor incomes are, 60% AMI is still too high to be affordable. Also absent in this is the considerations of what Black residents from the old neighborhood would like to see happen with the site, given the ways the city has displaced them from the area through current and past housing policies
- Cooperative ownership as a path to equity for members
- Keep development 100% affordable housing
- Include a publicly accessible element developed by the Black community to recognize the history of the neighborhood
- If mixing unit prices means more luxury condos, then I strongly oppose it. We don't need more of those
- As for the "oh we need that parking for farmer's market days", the truth is that we have plenty of parking garages downtown that are rarely at capacity.
- Keep it as surface parking to preserve economic vitality of Kerrytown shopping area and Farmers Market
- Affordable housing should not be located within the DDA footprint
- Affordable housing not needed. AAATA runs everywhere
- Without more information I'm not sure, but I do not understand why we need to maintain city ownership
- Need to consider how long construction could be and the short-term impacts on parking and circulation
- People will find a way to shop even if parking is difficult. But want to make it easy as possible to shop
- I'm glad there are conversations that you're having regarding Farmer's Market parking
- Can we solve the parking problem operationally?
- The housing development project needs to broaden the context beyond housing. What are the necessary ingredients that lead to the quality of life we are trying to offer besides lower rent?
- Think about the site design. Does it feel good to live here?

OBJECTIVES

The following input was gathered from the survey responses:

WHAT ARE THE PRIORITIES?

The top ranked objectives were:

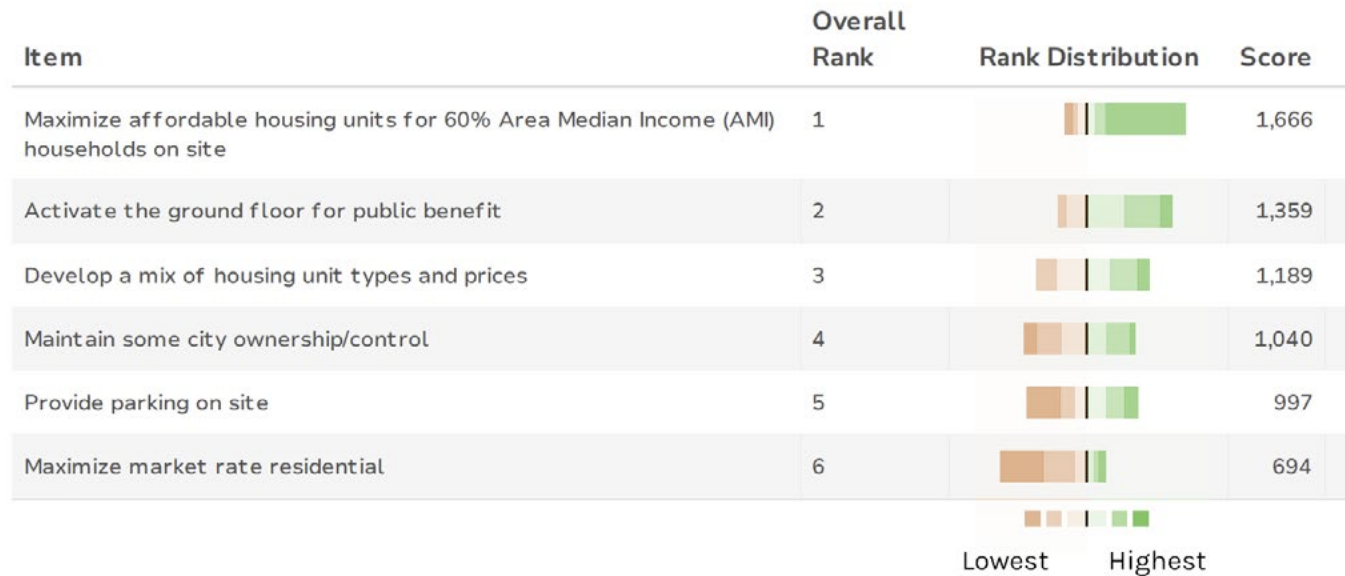
1. Maximize affordable housing units for 60% AMI households on the site
2. Activate the ground floor for public benefit.

WHAT'S NOT NEEDED?

When asked what objectives are NOT needed people said: Parking (82 responses), market rate (46 responses), not the right site for affordable housing (12 responses)

WHAT'S MISSING?

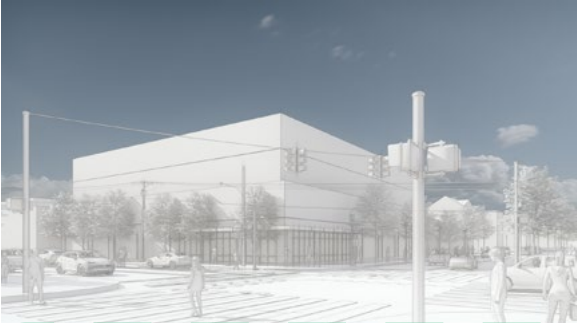
When asked what objectives are missing people said: Net Zero goals (energy and mobility), building aesthetics/character, impact on Kerrytown businesses/public parking, benefit to Farmers Market and People's Food Co-op, increase density, safety



RECOMMENDATION
 Consider additional objectives as part of the design and development phase.

See Appendix for complete list of survey responses.

MASSING OPTIONS



OPTION 1: 4-STORY

+/- 50-60 units

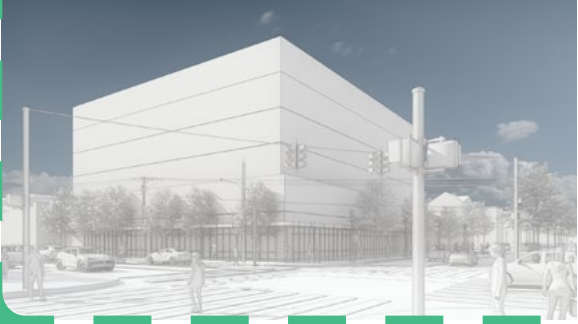
FAR: 239%



OPTION 2: 5-STORY

+/- 70-80 units

FAR: 309%

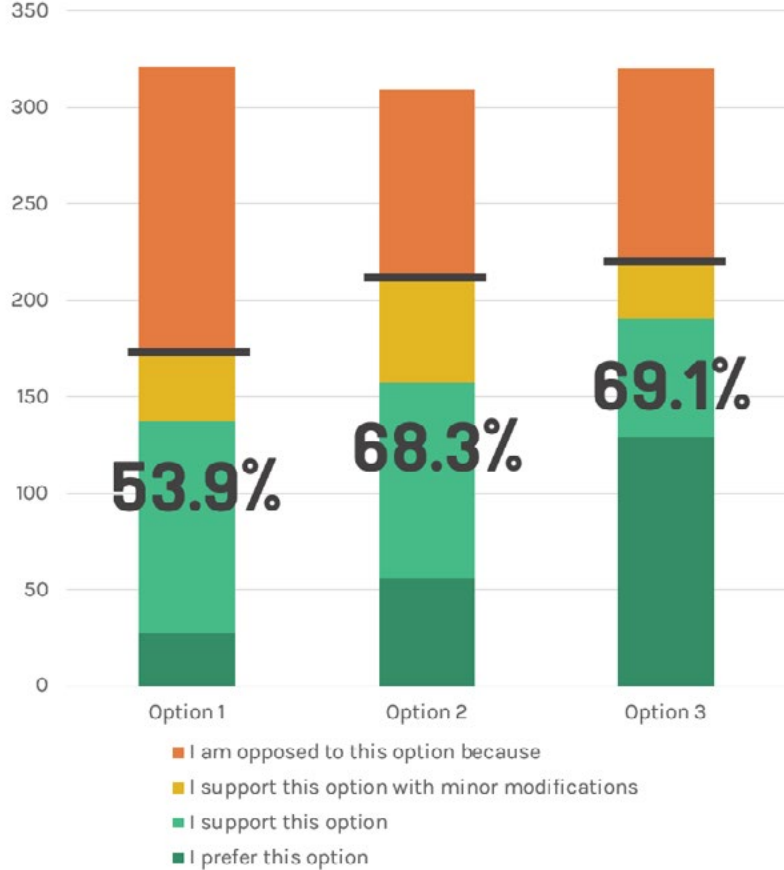


OPTION 3: 6-STORY

+/- 85-95 units

FAR: 400%

RECOMMENDATION
 A majority of respondents prefer a 5-story or 6-story building with some parking on-site.



PARKING OPTIONS

RECOMMENDATION

Support for parking was split. Underground parking on this site is not feasible due to cost. Some surface parking would support businesses.



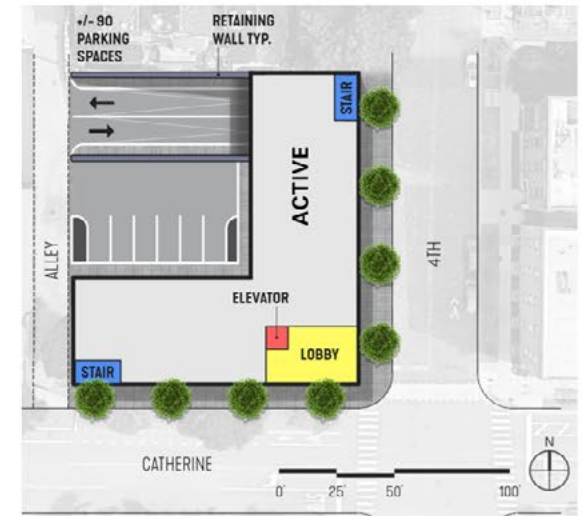
OPTION 1

- Active ground floor: No
- Maximizes surface parking (~40 spaces)



OPTION 2

- Active ground floor: Potential
- Retains some surface parking (~24 spaces)



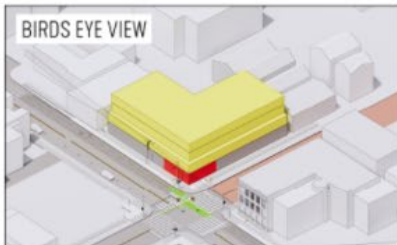
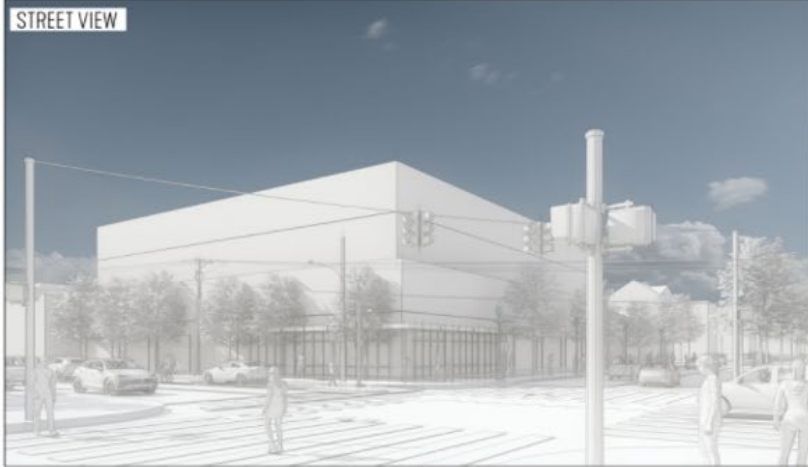
OPTION 3

- Active ground floor: Yes
- Assumes underground parking (~90 spaces)
- Construction of underground parking along is estimated at \$8 million

Affordable housing dollars cannot be used to fund an underground parking structure or ground floor retail/commercial space.

OPTION 1: 4- STORY

OPTION 1: 4-STORY



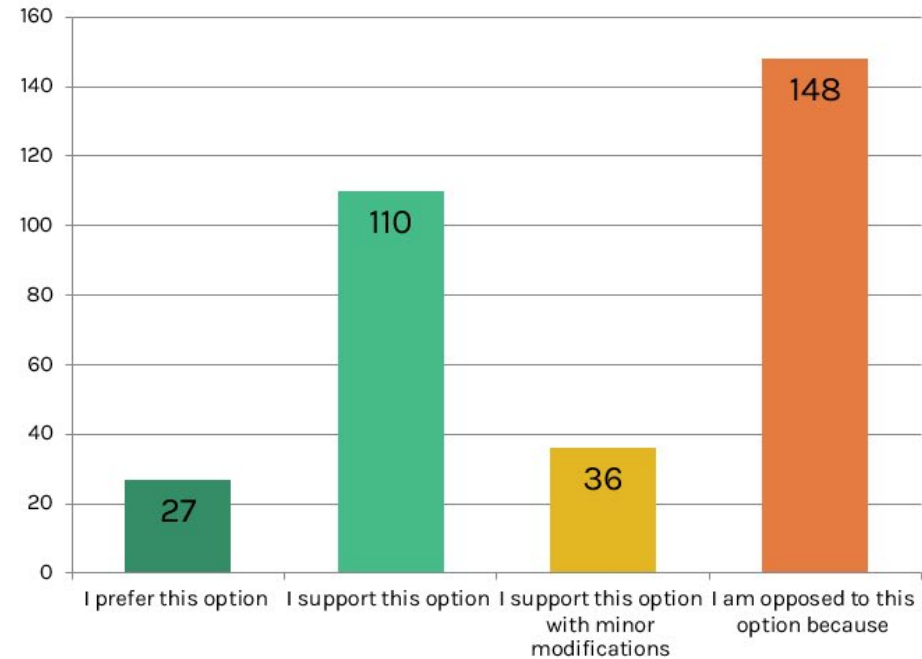
DESCRIPTION

- 4-story L-shaped building, 2 story streetwall
- Residential lobby at the corner of Fourth and Catherine
- Maximize surface parking for public use, approximately 40 spaces

ASSUMPTION

- Stick-built, concrete podium (3 over 1). Building height is limited to 60'.
- Loading/service is provided off the alley.
- Building height includes rooftop mechanicals (not visible from street level).

SURVEY RESULTS



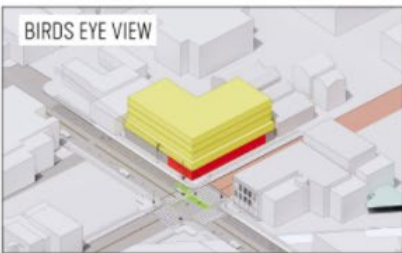
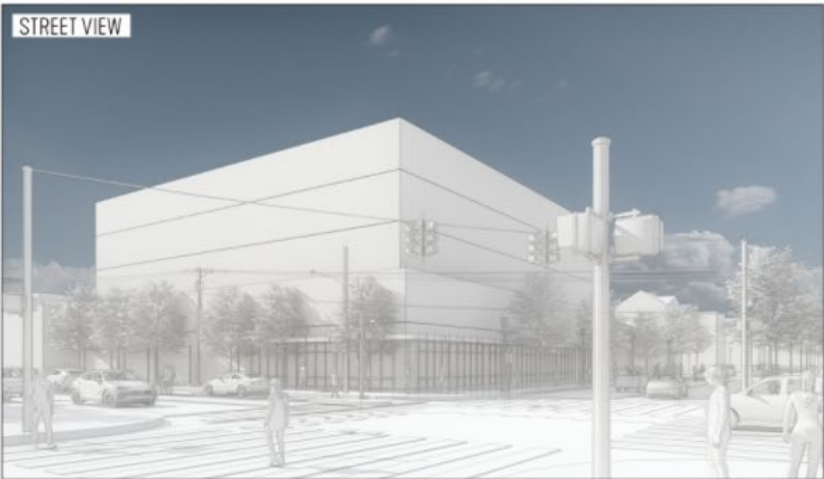
53.9%
support this option

*Out of 321 responses

See Appendix for complete list of survey comments.

OPTION 2: 5-STORY

OPTION 2: 5-STORY



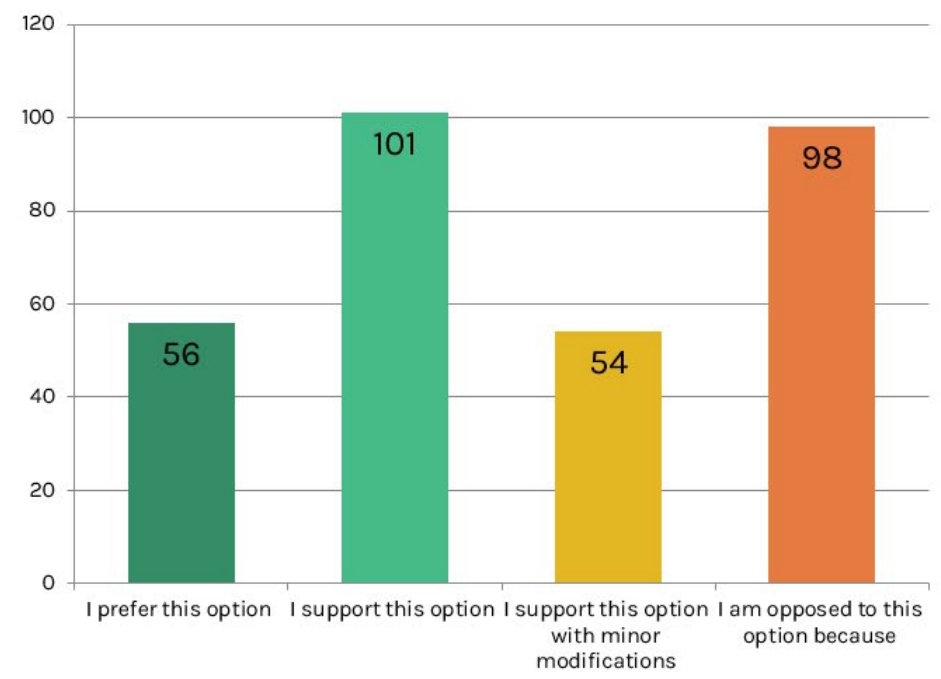
DESCRIPTION

- 5-story L-shaped building, 2 story streetwall.
- Active ground floor along Fourth.
- Residential lobby at the corner of Fourth and Catherine.
- Retains some surface parking for public use (approximately 24 spaces).

ASSUMPTION

- Stick-built, concrete podium (4 over 1). Building height is limited to 60'.
- Loading/service is provided off the alley.
- Building height includes rooftop mechanicals (not visible from street level).

SURVEY RESULTS



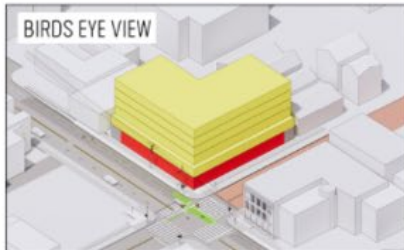
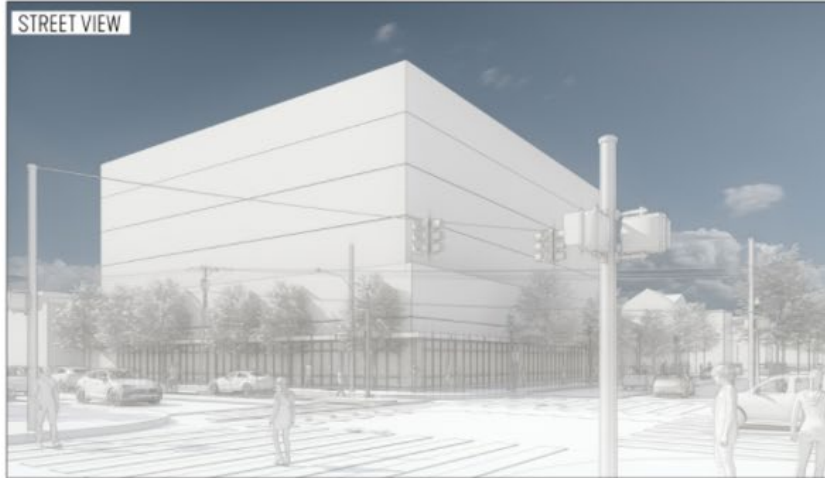
68.3%
support this option

*Out of 309 responses

See Appendix for complete list of survey comments.

OPTION 3: 6-STORY

OPTION 3: 6-STORY



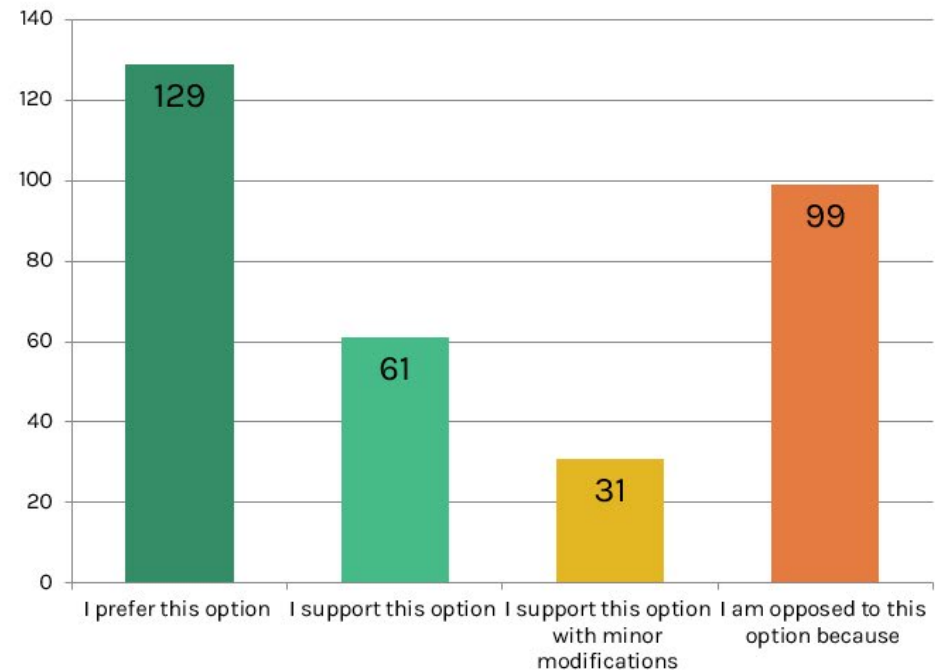
DESCRIPTION

- 6-story L-shaped building with step back from Braun Court, 2 story streetwall.
- Active ground floor along Catherine and Fourth.
- Residential lobby at the corner of Fourth and Catherine.
- Underground parking for public use (approximately 90 spaces).

ASSUMPTION

- Stick-built, concrete podium (5 over 1). Building height may exceed 60' limit.
- Loading/service is provided off the alley.
- Building height includes rooftop mechanicals (not visible from street level).
- Assumes 3 floors of underground parking. Parking would need to be publicly funded. Cost is approximately \$8.1 million.

SURVEY RESULTS



69.1%
support this option

*Out of 320 responses

See Appendix for complete list of survey comments.

LIVE VIRTUAL ENGAGEMENT

**THURSDAY, OCTOBER 1, 2020
6:00-8:00 PM**

- I like that all options have non-blocked off/ community available space on the first floor
- I like that options maintain parking
- Great to see parking options
- Congratulate group on coming up with some options. Find to be helpful.
- The six story building option seems taller than the structures nearby and feels like it would change the character of the blocks
- I wish there was more of a vision for how the public building space on the first floor would be used
- 6 stories too tall
- Options for commercial space. Don't have chains.
- Who is the landlord? Who chooses businesses?
- It would be nice to see illustrations of the exterior styling of the different buildings (which will help it fit in with the area)
- Housing only! If that is the goal. Why commercial?
- Surprised the buildings are as tall as they are
- 6 stories feels a little out of scale
- Critical. How long will it take to build these structures.
- Need to consider how long construction could be
- Nothing exceeds 3 stories
- Need an interim parking strategy for any site
- Retail complicates process
- Present to KDA?
- Want to maximize parking and housing. Doesn't care about look
- No money for parking from DDA. City would have to save for it
- More detail. Is it possible or not? Realistic options, especially
- Rather have taller building with underground parking, is it feasible?
- 109-113, concern about height. Light from east. Tenants have parking here. Backup plans?
- What other parking is available? Ann/Ashley and all other lots, strategy in nhood.
- What is city looking for quantity of apartments? And how much \$ is available?
- Want to get as many units as we can to have an actual impact, since it is so expensive.
- Can we permit in Ann/Ashley? 9-2 garage has a lot of use. Pretty much empty after 2. \$30/ month off hours. With COVID, permits turned back in. 10% occupied overnight. 600 spaces empty.
- 15-20% of units would have a car and want to live there
- Temporary parking spot-alleys. 2-3 parking spaces for building service. Drop off or building service.
- Pick-up/drop off spaces at curb.
- Vehicles parked in alley challenges to 109-113
- People with disabilities. Loss of parking here would make it difficult to access Kerrytown/ farmers market

LIVE VIRTUAL ENGAGEMENT

- Saturday is the toughest parking day. Farmers market. During construction, option to shuttle to market from other areas?
 - Schedule zoom meeting with local businesses ASAP. What they say is more important
 - Like option 1 the best. Keeping most parking. Not too massive. 90 spaces would change nhood. Option 2 is worst. Not enough parking
 - #1, but not even sure about that.
 - Most concerned with this site because losing important parking
 - #1 best because parking
 - Concern about residents not having accessible parking
 - My customers don't parking in Ann/Ashley to shop in Kerrytown
 - Where do employees park?
 - Need more bike parking at farmers market. More accessible bike parking here could help farmers market. Also helps meet carbon neutral goals
 - Parking demand. Saturday is an issue, during holiday season. Friday in December. Also busy. Kerrytown and AA in general difficult to park, pre covid. Quite at night, past 6p
 - People will find a way to shop even if parking is difficult. But want to make it easy as possible to shop
 - Also would love to have more people live close to shop.
 - This construction is quickest, year in coming. More carbon neutral, walk. Compare to Detroit, Chicago. Get back used to walking a few blocks
 - People don't walk in AA, driving culture
 - Kerrytown parking study, people coming in not walkable. Now a destination. People drive in to park/spend the day.
 - Are there signs that direct people to Ann/Ashley structure. 5th/Detroit had yard signs to direct folks there temporarily
- MONDAY, NOVEMBER 9, 2020
6:00-8:00 PM**
- Would it take away parking?
 - 60% AMI. Parking? Grocery store?
 - 15% of individuals living in the city's affordable housing have cars
 - Real issue is farmers market parking. Is there an opportunity for a shuttle stop
 - There is no requirement for any parking in the D2 zoning district. Also no parking requirement for the affordable housing units
 - Opportunity for a co-op anchor tenant. Reach out to board. Approximately 10k sf
 - Fight with farmers will be huge
 - Open up Community grass lot
 - Stay the course
 - Who would benefit from this housing?
 - Missed opportunity of multiple generation
 - Wondering about the social aspects

- Proximity to families
 - Food co-op, sparrow v. Aldi/Meijer
 - 4th used to be redlight district
 - Put a big sign on this lot, connect to place
 - Arts center arts district
 - Keep weirdness
 - What about evening parking for the bars in restaurants in Braun Court?
 - Re: groceries stores, my neighbors' concern was whether PFC and Sparrow are affordable as your main grocery store if you earn <60% AMI.
 - Agreement. I don't consider PFC as affordable even though I can buy things from there.
 - You can use SNAP benefits at the Farmer's Market. <https://www.washtenawmarkets.org/ways-to-pay>
 - What about activation of Catherine Façade versus 4th Ave frontage to break the wall towards Main St?
 - A small space on the first floor as a community center would be great.
 - Miller Manor, and 701 Miller, are both affordable housing projects on Miller, about 1/2 mile from downtown, and Baker Commons (at corner of Packard & Main) is also an affordable housing project. They are very desirable units for people who are low-income and housing insecure.
 - What about any initiatives for live/work combination spaces to encourage the "weirdness" of the new and unexpected?
 - This is a good link to some stories about community members in need of affordable housing: https://www.youtube.com/playlist?list=PL5-TkQAfAZFYewgKXXt28KsqBi_xB8I_3
 - Circles Washtenaw County is a great group to talk to about this, possibly via their Big View (policy) team and Program Coordinator <https://www.friendsindeedmi.org/circles/> I'll send contact info to Michael
 - This would be a great site for supportive housing (w/ services on-site).
 - Ideas for active space/retail space
 - How does the 6 story buildings relate to Ann Arbor distilling
 - History of this location
- THURSDAY, DECEMBER 10, 2020
6:00-8:00 PM**
- I like the idea of maintaining city ownership so that this project (and others) maintain affordable housing units in perpetuity
 - Would you consider having a wider set back for the 5 and 6 story buildings? I'm nervous about having a 6 story building with a narrow streetwall
 - I prefer the shorter options here
 - Please make sure that the styling and architecture match the historical buildings in kerrytown and the nearby area
 - Thanks for following up with the local business owners nearby!
 - I'm glad there are conversations that you're having regarding Farmer's Market parking! It sounds like there may be excellent work arounds

LIVE VIRTUAL ENGAGEMENT

- I'd prefer a shorter building with more housing and no parking
- Would love most possible units and mixed income.
- Can we solve the parking problem operationally?
- Need to think about the transition of Ann Arbor to a Net Zero community, increase in walk/biking/transit and reduce parking needs
- What is the level of affordability?
- Single SROs (Single room occupancy)
- Ground leases
- Discussion of the history of this site (historically a Black business district) – inclusion but also reparations

FOCUS GROUP MEETINGS

Date	Stakeholder/Focus Group
7/9/2020	Professor Chaffers
7/30/2020	Kerrytown Shops
7/31/2020	Farmers Market
8/5/2020	Zingerman's
10/20/2020	Kerrytown District Association

NOTES

- Most of the people who were involved with the North Central Property Owners Association, the historic organization that was fighting against Ann Arbor's urban renewal plans to raze Kerrytown, have passed on.
- The housing development project needs to broaden the context beyond housing. What are the necessary ingredients that lead to the quality of life we are trying to offer besides lower rent?
- Create a real intergenerational mix of units based on need, experience and community, not just on bedroom counts
- Target mix of residents should be YUP, Couple with small child(ren), independent elderly = the public urban family
- Proximity and access to childhood education (first floor activation?)
- Community High used to be Jones Elementary that served African American children. Once it closed, most AA residents left because it served as an anchor for the community
- Consider the shared costs and assets
- Do the residents need parking?
- Site design - does it feel good to live here?
- What other support do residents need nearby? Urgent Care; Childcare; Jobcorp services; Supermarket; laundromat?
- Consider rezoning of Kerrytown. There are deep and wide lots that are mostly zones for SFH. Could consider duplex additions.
- If you can find Sanborn maps of Kerrytown and historic images that may be helpful.
- Kerrytown District Association is for affordable housing in our nhood. Would love to lead discussion, but cannot do it at loss of parking spaces.
- Need at least 57 more parking spaces if tear those out
- Read famous parking report
- People don't like crossing Main Street to use the Ann Ashley structure
- Commercial aspect on first floor, unfair. City money to subsidize commercial component. Will be in direct competition with existing shops

FOCUS GROUP MEETINGS

- If going to do affordable housing, do it all.
- Keep 40-45 spaces and build something above? Seems fair, but want to know more
- Takes out commercial. Fair.
- Also need assurances. Ties in with farmers market lot, don't add aux building that would add more
- Assurances don't take any more out of market
- Adding Ann Ashley spaces does help. Shop owners don't mind doing it, free up more on-street parking for users
- Put 1-2 floors of structured parking under the farmers market lot
- City keeps building projects, rates are going to go down. Don't know if they are being rented, can't imagine.
- Busiest days are market days. Families and old people don't want to walk carrying a bunch of stuff.
- Phyliss at lunch room and Miss Kim don't care about parking. Night business
- Mike Monahan, fish market needs parking. Too big of a risk.
- Concerned about parking
- Since COVID we worry loosing this might put more pressure on lots across the street
- Our main concern is parking
- Helpful we are included in the parking
- Vendors are still talking about loosing the parking lot to condos 5-10 years ago
- Anything that restricts customers is challenging
- Come to Ypsi because it is easier to park
- Also vendor parking, often every market
- Ancillary data
- 125 vendors
- Peak Saturdays for high season. 13,000 visitors
- 1,300 on Wednesday
- Food truck rallies. May-October evening events 5-9pm
- Other special events include the Sunday artisan market and Kindlefest
- New building on farmers market. On schedule for public market advisory commission (5 commissioners, appointed by mayor)
- Winterize the market. Got really close before COVID. Would be true year round.
- Loosing parking space, still on table
- Affordable housing is a huge priority.
- Not just Kerrytown businesses, but our vendors
- Float to advisory commission. How to engage vendors and customers?
- Resident
- Kerrytown business
- Send a 1-pager
- Kerrytown, and unofficial Kerrytown businesses
- Accessibility is an issue. Only have 2 handicap accessible spaces total
- If add more units, can walk, use bridge cards

- What problem is this trying to solve?: Workforce, Affordable, Subsidized
- We have a parking problem
- Everybody agrees, need more affordable housing in district and in city
- Interesting time. Now with pandemic. Will commercial be empty? Shut down offices? Transition to more integrated sites
- Parking problem in city and in Kerrytown district
- Hard to get people to work here, etc. have to be committed to come down here
- Independent businesses
- Need to commit to affordable housing, parking will happen
- Crazy idea, underground parking for 2 sites
- Earlier in the 2000s there was the greenbelt initiative to stop sprawl. The problem is that we have to allow for more density in circle. Didn't tie the two together
- Started a big problem then
- How long will we be moving away in automobiles?
- What percentage of staff/coworkers live far out?
- Early 1900s, building 2-4 units on properties. Zoning changes
- Stop pay in lieu
- Competing interests in downtown
- Need for parking
- Divided for restaurants v. shops
- Loading and unloading
- Nervous about losing parking for this specific lot. Integrate the both? Or
- Alternatives to 4th and Catherine lot
- Leave farmers market, roofed area, build affordable housing above
- A park, would have to go on ballot
- For profit developer build affordable housing into
- City considering being developer/owning it?
- Talking about the impact of building once its built. But what about construction. Estimate a 18 month construction
- Invest public resources to ensure good plans
- Covid is not good data for parking, reduced demands, not reflective of pre-covid
- Like the idea of more affordable and more parking. No more commercial on first floor. Resi is fine. As much parking as possible.
- Can't use affordable housing funds to build public parking. Work with DDA, etc.
- Price for units. Up to 60%AMI. Or less. Rents \$600-1,200.
- Ann and Ashley lot. 90% capacity Ann/Ashley mid-day. Bigger issue
- Get downtown buses and reimburse if in Ann Ashley lot.
- Disingenuous to train people to walk.
- Now its not. Community high, traffic counts half. Reduced hours.
- 48 spots turn over all day long over and over

FOCUS GROUP MEETINGS

- Hope we can get beyond next year
- People coming from so far away
- Nowhere on survey, can't register that that lot should not be a good place for affordable housing.
- Concern about access, easy access, see as you drive down street, entrance and exit
- Commercial off the table?
- 1/3 Kerrytown is vacant. Concerned that number will climb
- Concerned developer will get subsidized
- Make it affordable housing
- Concerned about construction and the bricks on 4th Ave. 5th Ave bricks are being replaced after 1 year.
- Hit hard by 5th street. Great now, but hard to go through. Disruption by construction. People stopped coming down. This will be another hit to businesses. Challenging to absorb
- Ashamed business community has not been consulted.
- Mike. 40 years. Business need parking
- Employees can't afford to live in Ann Arbor
- Project timing is estimated at 2 years for financing, site plan approval, etc.
- Parking spaces would still be public
- If looking at 3 options: Option 1 most appealing. Almost same amount of parking. Shorter construction time than underground.
- All dedicated to housing.
- 100% should be for affordable housing not chain to ruin character
- Look at it as 100 new customers in area. Bar owner. Most walk here, rideshare here
- Sense a 'casual dismissiveness' on the behalf of the city towards existing off-street parking.
- This is odd--this lot is steadily, even heavily, utilized by the customers who make our businesses viable.
- Want building to be attractive. Modern, interesting
- We're in a pandemic - waste of money to do parking study now
- The length of time to build an underground lot would be crippling to businesses.
- Concern about the entrance to the parking on the site being the alley off Catherine. That seems like it puts in & out traffic in a one lane situation?
- It also puts the entrance farther away from the market & Kerrytown which seems to make it seem less accessible & more confusing to get to, Catherine seems to have more traffic than 4th & seems like it would be more difficult to get into & out of
- Also with the big shift to working from home the demand for commercial will probably go way down long term not just during the pandemic
- Any parking study done during the pandemic won't be very representative.
- It feels as though there is something of a desire to rush this process along before all the data is in.

- I agree that this lot is vital to all the shops in the area and vote to maintain it as is. However, based on the drawings presented, the parking for these buildings are in the northwest corner of the existing lot i.e. behind the planned structures. The alley will become a main street to access these parking spaces, thereby increasing the traffic. The alley right now is one way heading north. Currently traffic still goes both directions. The new lots would have to travel north in the alley to Kingsley, is that correct? How much increase in volume do you expect to use this alley? Has there been a conversation or discussion about reorienting the new buildings to move the parking to the southwest corner and thereby have access to Catherine St?
- Not easy ways to get around on public transportation.
- Long term no matter what happens at corner, need to move
- Plan for 2025. Think outside the box. But will depend on travelers coming back to Ann Arbor again. Easy to access.
- Talk more. Try to be positive business voice in town.
- Respect people for what they are. Affordable housing is important. But nhood in Kerrytown is very special. Independent business owners, heart, soul, \$ to make this very special
- Can't imagine Ann Arbor without these businesses
- Trying to learn in midst of worst pandemic in century. Curb space for pickup.

ADDITIONAL FEEDBACK

The following letters were received by the client/consultant team.

Mayor Taylor
City council Members

April 19th 2021

I am writing on behalf of the Kerrytown District regarding the proposal for the Affordable Housing Development project at 121 East Catherine. We are very appreciative of the community outreach that was completed regarding this site and fully support the public engagement recommendations that are being presented to you for the agenda on April 19th.

The feedback provided is in line with what we have heard from the members of the Kerrytown District. There is strong community support for the addition of affordable housing in our district. We have a wonderful mix of residential and commercial properties and are pleased that there is a site in our district that can be utilized. We support the recommendation to "Pursue a development that is up to 400% FAR, 5-6 stories in height".

We also agree with and want to emphasize the recommendation regarding the ground floor development of this site. We feel it is extremely important to the many local independent businesses in the area that the city "Maintain as many public, surface-level parking spaces as possible while still creating an active and beautiful street experience at 4th and Catherine". Ground floor parking is an important component in keeping the Kerrytown District vibrant, especially for the retail businesses in the area as well as the farmers market. Our ideal design would be to retain all of the current parking spaces and at a minimum the retention of 40 public parking spaces on this site.

We will need to work together to "Address the area's distinct parking challenges and opportunities" including the need to "mitigate the challenge of lost capacity during construction". We look forward to more collaboration during the design and construction phase of this project.

Grace Singleton
Kerrytown District Board president

Grace Singleton
[Kerrytown District Association](#) Board President

Hi Jennifer, Council, and Housing Commission,

I am troubled by the report that is going to be presented tonight, specifically regarding 4th and Catherine.

The numerical summary of feedback for 4th and Catherine (p 15) states that the priorities of "Maximize number of affordable units" was ranked first and "Activate the ground floor for public benefit" was ranked second. This matches my memory of what people were almost universally emphasizing in the public participation meeting. ("Provide parking on site" was ranked second to last.)

Then, inexplicably, the graphic on p 17—while highlighting the preferred Option 2 with active uses and less parking—also highlights Option 1 (the "dingbat" building option), where there is zero active ground floor use and all parking. Why? Option 1 contradicts the public desire for active ground floor spaces (and anecdotally was not at all mentioned in the feedback session I attended).

121 E CATHERINE

PARKING OPTIONS

OPTION 1:

- Active Ground Floor: No
- Maximizes surface parking (~40 spaces)

OPTION 2:

- Active Ground Floor: Potential
- Retains some surface parking (~ 24 spaces)

OPTION 3:

- Active Ground Floor: Yes
- Assumes underground parking (~90 spaces, parking alone ~\$8 Million)

*Building design does not consider retail/commercial but will activate the 4th and Catherine streetscapes at the ground level and adapt to future ground floor uses.

SMITHGROUP

Then there are two subsequent slides devoted to highlighting attractive "Housing over parking" options and "Parking considerations," which talk about how the loss of parking on the site is going to be handled.

There is clearly a lot of effort going into appeasing people about the loss of parking. Who are these people? Is it some Kerrytown merchants, or others? Whoever they are, they clearly didn't have a significant contingency who participated in the resident feedback sessions.

This process makes me feel like the Option 1 ("dingbat/parking on the ground floor") building design decision was predetermined even before January 7, when a reporter asked you, "Q: For the Catherine development, you're envisioning an apartment building on stilts above ground-floor parking?" and you responded, "A: Correct. And we would keep it as public parking."

I understand that street-facing ground floors with parking can be dressed up to look better than just a "building on stilts." But the public won't be fooled, nor will the residents.

I appreciate that a design has not been put forward yet, but I am asking that you and council commit to honoring the public feedback—and well established urban design principles—to ensure that this building will have a respectable, active street presence along 4th and that Option 1 will NOT be built. Can you offer that reassurance?

Nobody I know wishes to delay the progress of affordable housing in the city, and this is not intended to do that. That was my reason for raising this issue in February. If there is a reason that has not been explained publicly for this effort to either maximize parking or avoid ground floor uses, please let us know.

Thank you as always,
Kirk

SECTION 3

353 S. MAIN

SITE OVERVIEW

EXISTING CONDITIONS

353 S. Main is located on the northeast corner of Main and William in Ann Arbor. The site is an important gateway to the downtown Main Street district. The site is 7,000 SF and is currently a surface parking lot managed by the DDA as a paid parking lot. The lot contains 24 parking spaces. Additional public parking is provided on-street and in the 4th and Washington Structure immediately adjacent to the site. There are 2,781 off-street and 473 on-street parking spaces within a 1/4 mile of the site. The site is seasonally used for public events.

ADJACENT USES

Key adjacent uses include the Main St and Liberty St businesses and the William St bike lane. As of September 2020, demolition started on the DTE Edison building immediately south of the site. The proposed development for that site includes a 10-story mixed use building.



SITE OVERVIEW

SITE ANALYSIS

The site is currently zoned D1, Downtown Core District. D1 zoning allows for a maximum of 180 feet and a Floor Area Ratio (FAR) of 900% with affordable housing premiums. Due to the size of the parcel, the maximum FAR is reached before the building approaches 180 feet. The development is subject to secondary street frontage requirements and Main Street Character Overlay District. All concepts include an active ground floor and off-site parking strategy. From a financial perspective, the site would be eligible for a Lower Income Housing Tax Credit (LIHTC) development.

PROPOSED OBJECTIVES

The City is considering the following objectives for redeveloping 353 S. Main

- Maximize affordable housing units below 60% AMI
- Maximize market rate housing units
- Develop a mix of housing unit types and prices
- Activate the ground floor for public benefit
- Provide parking on site
- Maintain some City ownership/control
- Contribute to Main Street character

SITE LOCATION

353 S. MAIN ST, ANN ARBOR, MI 48104



HOUSING USES

- Assumes all affordable units utilizing 9% Low Income Housing Tax Credit (LIHTC).
- The site can accommodate between 50-90 units utilizing the 900% Floor Area Ratio (FAR) affordable housing premium for D1 zoning.
- Assumes rental units.

PARKING

- The existing surface parking lot provides 24 public spaces. The lot is used seasonally for downtown events.
- There are 2,781 off-street and 473 on-street parking spaces within a 1/4 mile of the site. (The figures are not inclusive of the supply at the site)
- On-site parking is not required per D1 zoning.
- If parking is required by the affordable housing premium, it would be provided off-site via a parking contract with the DDA.

PHYSICAL BUILDING

- Located in the Main Street Character Overlay District, both options include a 2-story streetwall and active ground floor.
- Ground floor height is 15-feet, upper floors are 10-feet.
- 400% Floor Area Ratio (FAR) allowed without any premiums. Maximum of 900% FAR with premiums for affordable housing.

FINANCIAL

- The site scores competitively for 9% LIHTC financing and is small enough that it will not need significant local funding.
- Developing the site as market rate with 20% affordable units would produce a \$35,000-\$65,000/unit financing gap. A developer partnership is possible with city subsidy for affordable units.
- Concepts assume ownership remains with public agency or reduced ground lease payments to create additional affordability.

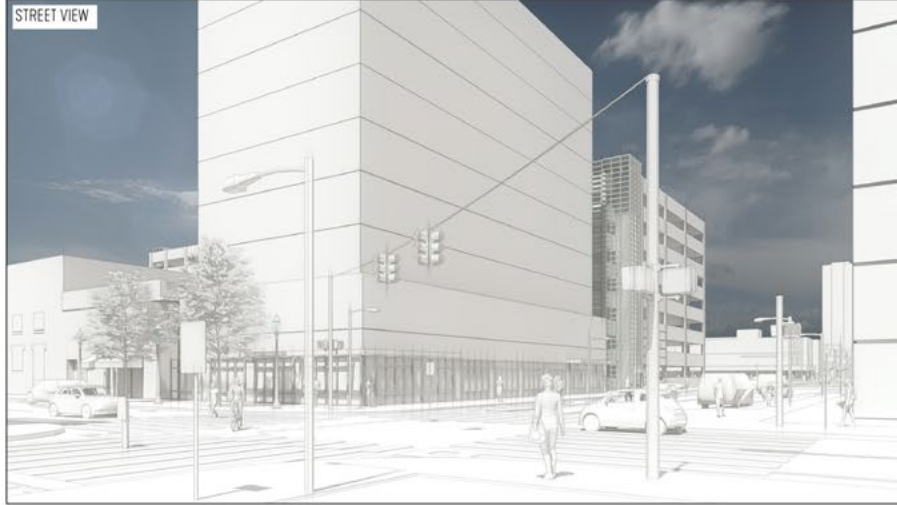
LOT / PARCEL CONFIGURATION

- 353 S. Main is a 7,068 SQ FT parcel located on the northeast corner of Main and William in Ann Arbor.
- Located at the southern gateway into the downtown district.

OTHER USES

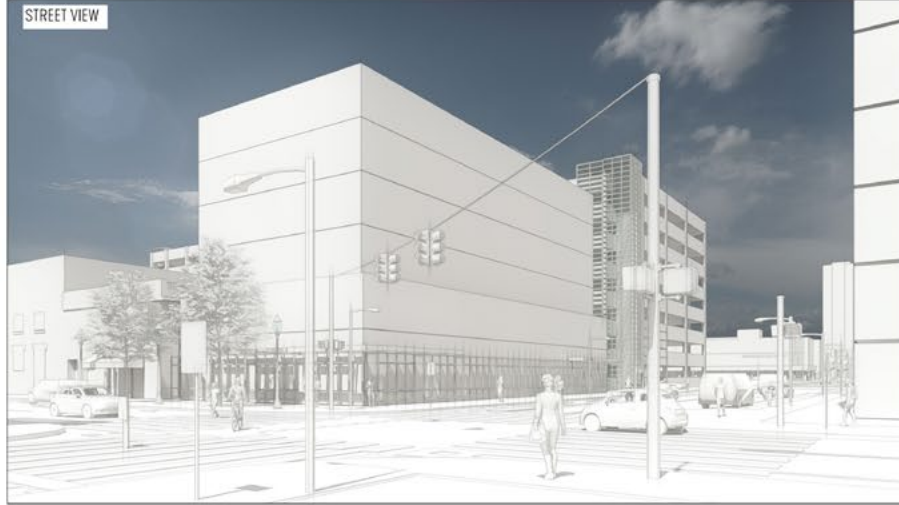
- Construction is moving forward on the DTE Edison site immediately south of the site. The proposed adjacent development will include a 10-story mixed use building.
- Site is immediately adjacent to the William Street bike lane.
- Service/loading is provided off the alley.

OPTION 1: 10 STORY BUILDING



- | DESCRIPTION | ASSUMPTION |
|---|--|
| <ul style="list-style-type: none"> D1 zoning, 900% FAR is permitted with 30% affordable units. Development is proposed as 100% affordable. Building height is approximately 110' (10 stories) with a 2-story streetwall. Ground floor use should activate the street. May include private tenant amenities such as a fitness center or publicly accessible space. | <ul style="list-style-type: none"> Steel frame construction with concrete podium. Residential lobby is located on William St. Loading/service is provided off the alley. Building height includes rooftop mechanicals (not visible from street level). Building to the by-right density of 900% FAR (given affordable housing density premiums). No parking on-site. Zoning requires 1 space per 1,000 SF of non-affordable units above the normal maximum FAR. Requires 26 bicycle parking spaces. |

OPTION 2: 6 STORY BUILDING



- | DESCRIPTION | ASSUMPTION |
|--|---|
| <ul style="list-style-type: none"> D1 zoning, 700% FAR is permitted with 20% affordable housing units. Development is proposed as 100% affordable. Building height is approximately 70' (6 stories) with a 2-story streetwall. Ground floor use should activate the street. May include private tenant amenities such as a fitness center or publicly accessible space. | <ul style="list-style-type: none"> Stick-built construction with concrete podium (5 over 1). Building height is limited to 6 stories by code. Residential lobby is located on William St. Loading/service is provided off the alley. Building height includes rooftop mechanicals (not visible from street level). No parking on-site. Zoning requires 1 space per 1,000 SF of non-affordable units above the normal maximum FAR. Requires 16 bicycle parking spaces. |

TRADE-OFFS	MIN	MAX	TOTAL HOUSING UNITS: 80-90
Provide Affordable Housing Units	0	100%	# affordable units: ~80-90 units
Provide Market Rate Housing Units	100%	0	# market rate units: 0 units
Density of Buildings	Low	High	Floor-Area-Ratio: ~900%
Height of Buildings	Low	High	Height Feet (Floors): ~110' (10 stories)
Compatible Streetwall	Low	High	Streetwall: 2 stories
Potential Active Ground Floor	Low	High	Ground Floor GSF: ~7,000
Contribute to Main Street	Low	High	Active Ground Floor, 10 Story Building
Provides Off-Street Parking	Low	High	No Parking
Financial Complexity / Risk	Low	High	Total Development Cost: ~\$20 Million
Financial Revenue	Low	High	Potential Tax Revenue/YR: ~\$85,000
			Ground Lease Revenue: N/A

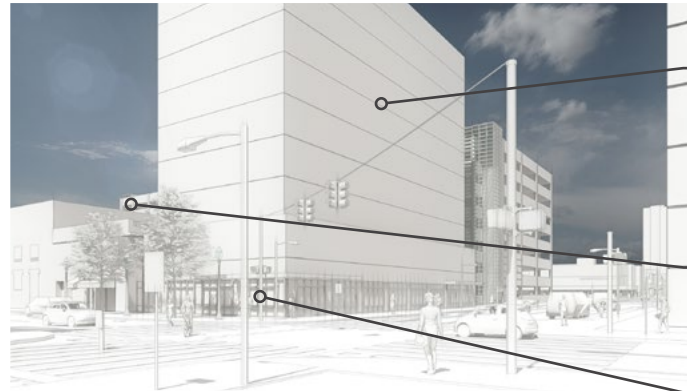
TRADE-OFFS	MIN	MAX	TOTAL HOUSING UNITS: 40-50
Provide Affordable Housing Units	0	100%	# affordable units: ~40-50 units
Provide Market Rate Housing Units	100%	0	# market rate units: 0 units
Density of Buildings	Low	High	Floor-Area-Ratio: ~550%
Height of Buildings	Low	High	Height Feet (Floors): ~70' (6 stories)
Compatible Streetwall	Low	High	Streetwall: 2 stories
Potential Active Ground Floor	Low	High	Ground Floor GSF: ~7,000
Contribute to Main Street	Low	High	Active Ground Floor, 6 Story Building
Provides Off-Street Parking	Low	High	No Parking
Financial Complexity / Risk	Low	High	Total Development Cost: ~\$12 Million
Financial Revenue	Low	High	Potential Tax Revenue/YR: ~\$85,000
			Ground Lease Revenue: N/A

WHAT WE HEARD...

RECOMMENDATION

Pursue a 50-90 unit development that is up to 900% FAR, up to 10 stories in height, with ground floor activation along Main Street and a residential lobby off William Street. Encourage sustainable, high-quality design. No parking on site.

- Maximize the number of affordable units
- Activate the ground floor with retail or community space
- Create a gateway to downtown
- Negative impact to Palio's rooftop
- No parking on-site. Include bike amenities
- Improve pedestrian/wheelchair/bicycle access and safety at the corner of Main and William

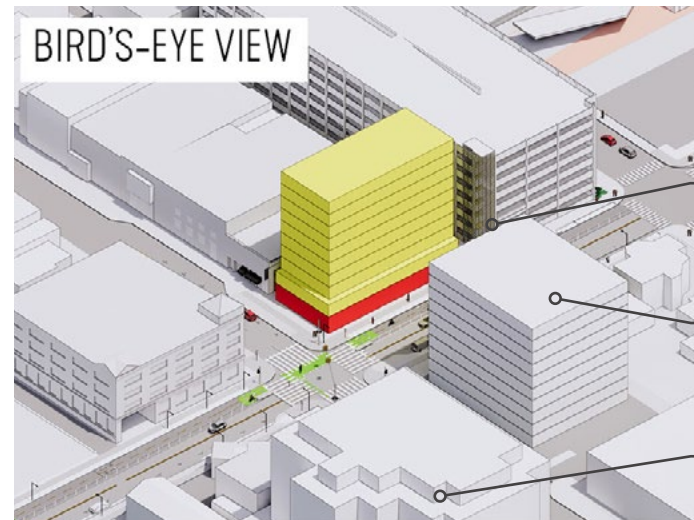


353 S. MAIN

Buildings over 6 stories trigger high-rise requirements, therefore a 7-9 story building is less economical because it does not max out the density (900% FAR)

Any future development of this site will impact the adjacent rooftop

Locate the residential lobby off William and activate the ground floor with retail space along Main



BIRD'S-EYE VIEW

Provide service and loading off of the alley

New 10-story development on the DTE Energy site to the south

Ashley Mews

PUBLIC COMMENTS

The following includes survey responses as well as feedback from stakeholders and comments from the live engagement sessions:

- Most important is maximizing affordable housing.
- Net-zero building requirement.
- landscaping - like the idea of the southern wall being a “living wall”
- [Remove the objective] contributes to Main Street’s “character” - character is subjective and typically used as codespeak for NIMBY-ers
- Handicapped parking and access to the surrounding area. The 4th and William access in a wheelchair is horrible.
- Again, maximize affordable housing and minimize parking.
- “Provide parking on site” - come on, it’s one block from the Blake Transit Center and a huge number of amenities are available within walking distance, and there’s a massive parking deck next door.
- Can the city do anything to ensure lower income retail/food be developed on the ground floor? Our goal should be a diversity of housing for all income downtown, as well as businesses that lower income people can afford
- Sustainability both financially and design wise. No cheap tacky building on main street please just sell for private development.
- Not ruining Palio’s rooftop dining area
- I think this site is a terrible idea. If you want to give up the parking lot (and parking is a chronic issue in that area), then sell it for an appropriate commercial project that will enhance the Main St area and will bring in much-needed property tax.
- Not the right location for affordable housing, fire station on Stadium is a better fit for affordable housing.
- Maintain retail space for a vibrant downtown. Affordable housing should not be located within the DDA footprint.

OBJECTIVES

The following input was gathered from the survey responses:

WHAT ARE THE PRIORITIES?

The top ranked objectives were:

1. Maximize affordable housing units for 60% AMI households on the site
2. Activate the ground floor for public benefit.

WHAT'S NOT NEEDED?

- Parking (89 responses)
- Maximize market rate residential (35 responses)
- Contribute to Main Street Character (20 responses)

WHAT'S MISSING?

Greenspace, unbundled parking, bicycle amenities/William St bikeway, Net zero building, design/character, gateway to downtown, more parking, ground floor retail, generates tax revenue, ADA/barrier free parking, mixed use, building height, negative impact to Palio's rooftop

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Maximize affordable housing units for 60% Area Median Income (AMI) households on site	1		1,474	256
Activate the ground floor for public benefit	2		1,294	256
Contribute to Main Street character	3		1,092	251
Develop a mix of housing unit types and prices	4		1,071	245
Maintain some city ownership/control	5		936	238
Provide parking on site	6		679	234
Maximize market rate residential	7		624	232

Lowest Highest

RECOMMENDATION

Consider additional objectives as part of the design and development phase.

See Appendix for complete list of survey responses.

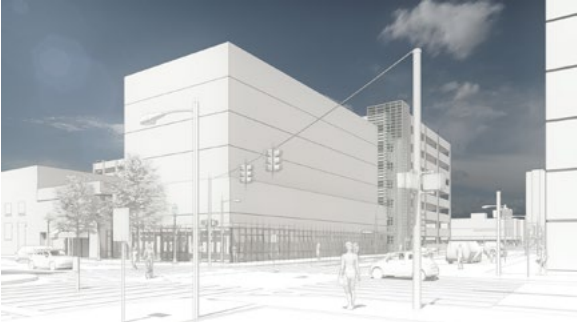
OPTIONS



OPTION 1: 10-STORY

+/- 90 units

FAR: 900%

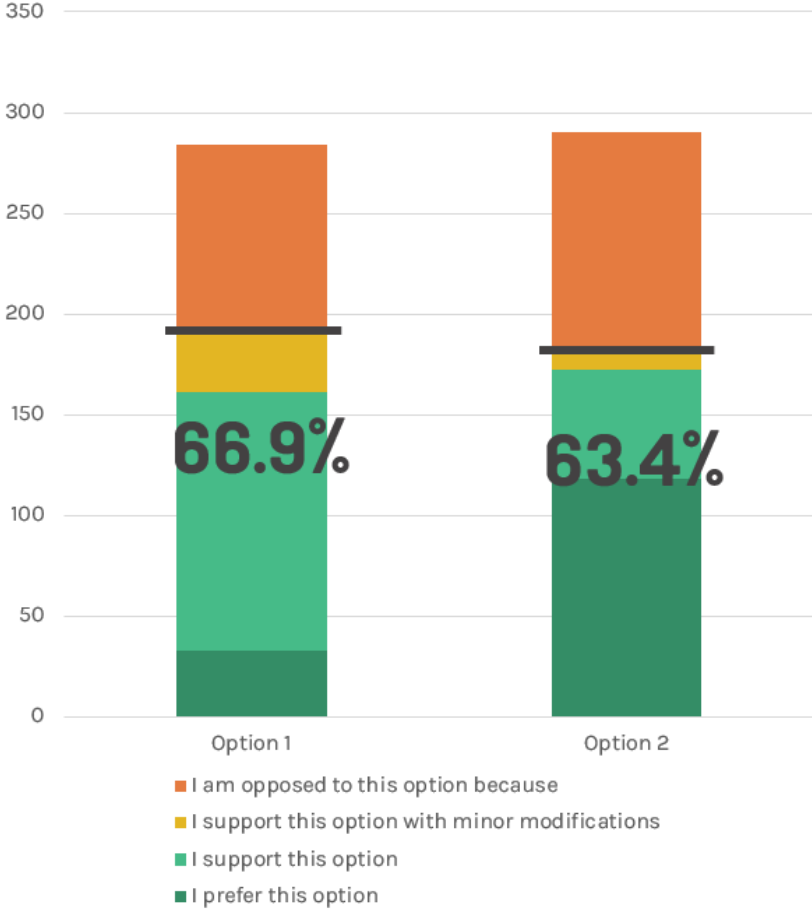


OPTION 2: 6-STORY

+/- 50 units

FAR: 550%

RECOMMENDATION
 While respondents prefer the 6-story building, there is substantial support for the 10-story building.



OPTION 1: 10- STORY

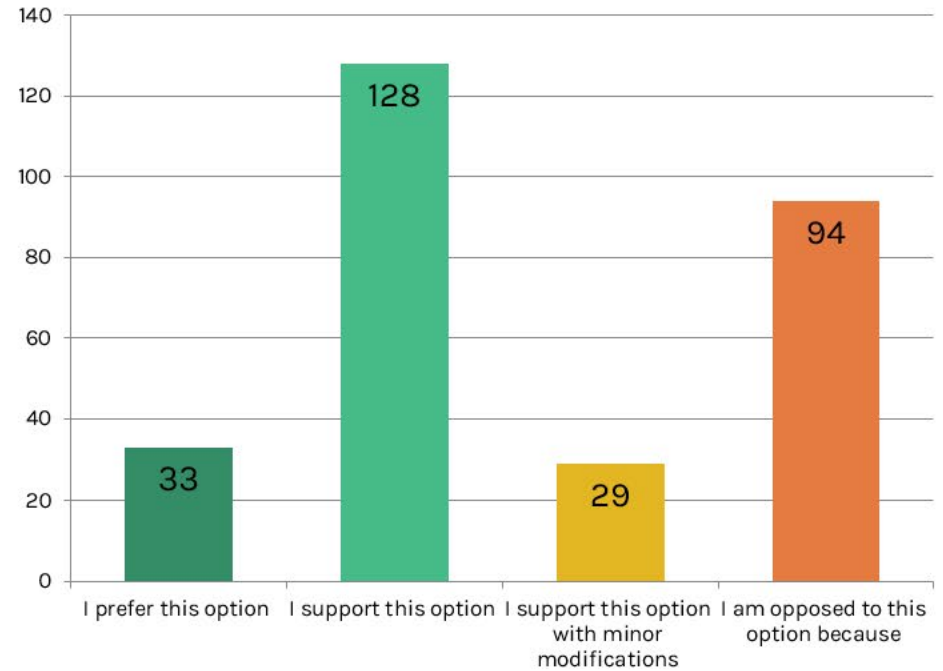
OPTION 1: 10 STORY BUILDING



- | DESCRIPTION | ASSUMPTION |
|---|--|
| <ul style="list-style-type: none"> • D1 zoning, 900% FAR is permitted with 30% affordable units. • Development is proposed as 100% affordable. • Building height is approximately 110' (10 stories) with a 2-story streetwall. • Ground floor use should activate the street. May include private tenant amenities such as a fitness center or publicly accessible space. | <ul style="list-style-type: none"> • Steel frame construction with concrete podium. • Residential lobby is located on William St. • Loading/service is provided off the alley. • Building height includes rooftop mechanicals (not visible from street level). • Building to the by-right density of 900% FAR (given affordable housing density premiums). • No parking on-site. Zoning requires 1 space per 1,000 SF of non-affordable units above the normal maximum FAR. • Requires 26 bicycle parking spaces. |

TRADE-OFFS	MIN	MAX	TOTAL HOUSING UNITS: 80-90
Provide Affordable Housing Units	██████████	██████████	# affordable units: ~80-90 units
Provide Market Rate Housing Units	██████████	██████████	# market rate units: 0 units
Density of Buildings	██████████	██████████	Floor-Area-Ratio: ~900%
Height of Buildings	██████████	██████████	Height Feet (Floors): ~110' (10 stories)
Compatible Streetwall	██████████	██████████	Streetwall: 2 stories
Potential Active Ground Floor	██████████	██████████	Ground Floor GSF: ~7,000
Contribute to Main Street	██████████	██████████	Active Ground Floor, 10 Story Building
Provides Off-Street Parking	██████████	██████████	No Parking
Financial Complexity / Risk	██████████	██████████	Total Development Cost: ~\$20 Million
Financial Revenue	██████████	██████████	Potential Tax Revenue/YR: ~\$85,000
			Ground Lease Revenue: N/A

SURVEY RESULTS

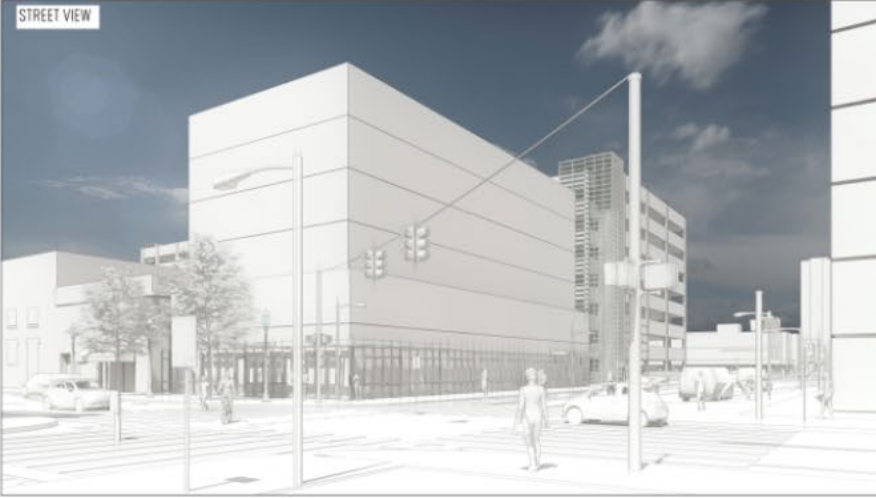


66.9%
support this option

*Out of 284 responses

OPTION 1: 6- STORY

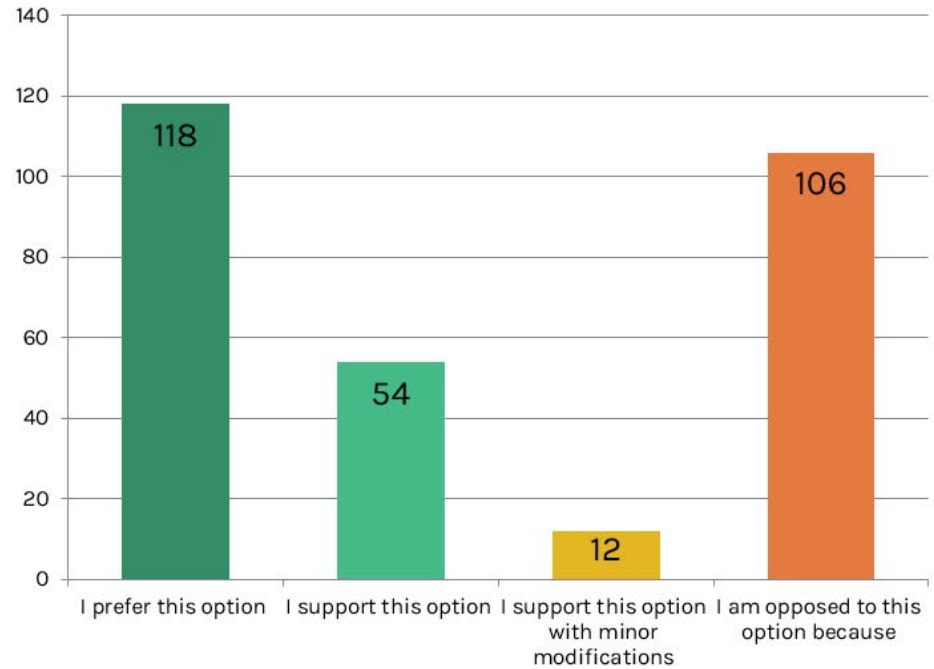
OPTION 2: 6 STORY BUILDING



- | DESCRIPTION | ASSUMPTION |
|--|---|
| <ul style="list-style-type: none"> D1 zoning, 700% FAR is permitted with 20% affordable housing units. Development is proposed as 100% affordable. Building height is approximately 70' (6 stories) with a 2-story streetwall. Ground floor use should activate the street. May include private tenant amenities such as a fitness center or publicly accessible space. | <ul style="list-style-type: none"> Stick-built construction with concrete podium (5 over 1). Building height is limited to 6 stories by code. Residential lobby is located on William St. Loading/service is provided off the alley. Building height includes rooftop mechanicals (not visible from street level). No parking on-site. Zoning requires 1 space per 1,000 SF of non-affordable units above the normal maximum FAR. Requires 16 bicycle parking spaces. |

TRADE-OFFS	MIN	MAX	TOTAL HOUSING UNITS: 40-50
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Provide Market Rate Housing Units	██████████	██████████	# market rate units: 0 units
Density of Buildings	██████████	██████████	Floor-Area-Ratio: ~550%
Height of Buildings	██████████	██████████	Height Feet (Floors): ~70' (6 stories)
Compatible Streetwall	██████████	██████████	Streetwall: 2 stories
Potential Active Ground Floor	██████████	██████████	Ground Floor GSF: ~7,000
Contribute to Main Street	██████████	██████████	Active Ground Floor, 6 Story Building
Provides Off-Street Parking	██████████	██████████	No Parking
Financial Complexity / Risk	██████████	██████████	Total Development Cost: ~\$12 Million
Financial Revenue	██████████	██████████	Potential Tax Revenue/YR: ~\$85,000
			Ground Lease Revenue: N/A

SURVEY RESULTS



63.4%
support this option

*Out of 290 responses

LIVE VIRTUAL ENGAGEMENT

THURSDAY, OCTOBER 1, 2020 6:00-8:00 PM

- This is a great spot for housing for restaurant, retail, and office workers in the area; nicely located near the bus station and the bike route
- An active ground floor sounds great - hope that it can blend well with neighboring buildings
- I like the 6-story, or possibly a 7-or 8-story variant - it could blend down from the taller building across the street
- 10 stories is super tall compared to the restaurants right next door and across the street, especially since I believe this building would block a lot of the light during evening hours on the roof
- It'd be interesting to see how styling could augment the streetwall to create an optical illusion and minimize the look of the building height
- Without parking, is there consideration for bike storage for residents?

- Can you please work with the restaurants nearby and account for their concerns?
- These are permanently affordable housing units, correct?

MONDAY, NOVEMBER 9, 2020 6:00-8:00 PM

- Affordable housing for workers and not students
- Commercial space - small
- Different types of affordable

THURSDAY, DECEMBER 10, 2020 6:00-8:00 PM

- Concern about costs overall - and the cost of land and property being so expensive
- Want to keep parkland - concern about global warming and need to keep trees
- Desire to maximize affordable housing - go to 6 stories - fits in with proposed development at DTE site (context makes sense) - make sure it has a community space - even potentially

the first floor - for public use

- Make sure it's quality housing (and doesn't look like a box)
- Try to have it match some of the style of the surrounding area x2
- Are there options for townhomes and home-ownership? Is there the opportunity for a transition from renting to home-ownership
- Discussion on first floor -
- Keep it all affordable housing
- Could the first floor commercial be affordable for start-up businesses
- Could it be a social enterprise
- Can it be reasonably priced fruits and vegetables - grocery store
- Co-working space
- I prioritize housing people. I'd go with the tallest possible.
- How will storm-water be managed? Can we catch and store rainwater for window-washing, street tree watering or other reuses?

LIVE VIRTUAL ENGAGEMENT

- Make sure community space for residents built in!
- Make sure that they are built of adequate quality to last for a long period of time
- Feels like a no-brainer to go for more units and a 10 story building
- We need so many units - and it is downtown in D1 - so make sense to maximize units and go for 10 story
- Would retail have a hard time there on the edge of downtown?
- Wouldn't be a detriment to have the first floor be housing
- This is a no-brainer for housing - and the highest and maximum number of floors and density
- Already have the high parking structure behind the site
- Only will be an improvement from it as a parking lot
- Concern about the sequencing of the development - and potential backlash from the community. Would this site be considered before or after the Y lot?
- Might need a separate group to talk about parking - and any resistance around parking, over affordable housing.
- What will be the long-term impact of the pandemic on real estate and office space? And what will that do in the downtown. Need to have the rezoning conversation of office space that can be reclaimed for housing purposes. Would zoning changes be needed to re-purpose offices to affordable housing
- What will the market look like post pandemic? (retail/commercial/office needs)
- Food is important to Main Street
- Ground floor activation for co-working/ community
- Building should provide communal resident space
- Office zoning (what's the future?)
- Questions over timing with the former Y Lot project - which one should come first?

FOCUS GROUP MEETINGS

Date	Stakeholder/Focus Group
7/28/2020	Shaffran Companies
7/29/2020	Main Street Ventures
8/7/2020	Main Street Business Assoc.

NOTES

- Will be a tough one overtime
- Don't build 10 story
- If force affordable housing into the mix, don't get highest and best use. Want to see nice building, useful that pays taxes. Will be more than parking revenue. Always giving that away.
- Whatever current revenue from parking. \$40k. new building will bring in more than
- Take tax revenue, earmark it
- Let the market own the building. Payment in lieu of taxes
- 5 story building will be xx of taxes, income stream is what you want.
- Create mechanism (taxes) to subsidize
- Take real estate tax and appropriate
- Don't pigeon hole affordable housing into one place
- City will subsidize, but for x, will cost you \$300k/foot to build
- Have to get the number right
- Want by right deal. Site plan approval process is expensive.
- And we are going to take those taxes and build affordable housing elsewhere
- Here are the numbers, what I need to do an affordable project
- If we bring utilities and give you the land
- Parking in general are problematic, biggest complain at Real Seafood and Chop House, not as much Palio and Gratz
- Even more so with pandemic. Eventually we'll get past it. It has changed way people look at dining. We didn't do to-go. Now important part.
- Parking meters tagged and bagged
- Options of valet. We do it in other cities, 1k per week. Not opportunities
- 17 restaurant data
- Where people come from, zip code data.
- Palio rooftop would change dramatically. Rooftop is critically important. Developing lot in conjunction with Palio
- How does parking affect employees? How do they get to work? Go pass when it works.
- We do a decent number of passes, north of 50. Do all take bus everyday?

FOCUS GROUP MEETINGS

- How could we make garages better?
- Oldest clientele come in early, wrong times to get lowest levels.
- Open on weekends only downtown. Difficult to get employees.
- Drop off place to pick up elderly mom, etc
- Carside spot for lots of people
- Palio lot will have a bigger impact on us than Kline's lot
- Signature restaurant on the corner?
- Don't think businesses would be on board for either option
- Obvious parking shortage in immediate area. Huge problem
- Downtown is so fragile with pandemic. Fearful of any moves. Already have development on DTE site
- 1. Parking, 2. Fragility,. 3. Need space
- How are spots used pre-COVID? Midnight madness, meet Santa, Conors does shamrocks race, Palio for ice carving, Don't know what future of events
- Timing
- Stagger the conversation. It would be difficult, everything is changing, get through the year, pandemic, then have conversation
- Businesses asking for valet parking
- Surface lot easier than structure
- People are loving the curbside
- Fearful of when dust settles, what will downtown look like?
- Business community may have a wishlist

ADDITIONAL FEEDBACK

The following letter was received by the client/consultant team.

September 23, 2020

Planning Services
City of Ann Arbor
301 E. Huron Street
Ann Arbor, Michigan 48104

To Whom This May Concern,

Yesterday we received a City notice outlining suggested affordable housing locations in Ann Arbor. As shown from the City map provided, there are four locations which are identified as potential sites for development.

We support the development of affordable housing in three of the four locations identified. However, we are strongly against the utilization of the 353 S. Main Street location for the following reasons:

1. This parcel is too small and would not allow for adequate volume of housing desired.
2. This parcel's highest and best use is for retail on the first floor and offices above.
3. This parcel should be utilized for purposes which will provide products and services: Traditional pharmacy, men's and women's clothing, shoe stores, boutique grocery/convenience stores, optical, and apartment furnishings for an ever-expanding residential market.
4. This parcel is critical and necessary for the extension of the downtown retail district with the 400 block of South Main Street, particularly given the ongoing construction of 218 apartments on the previous DTE lot, located at 425 South Main Street, Ann Arbor, Michigan.
5. This parcel would aid in the future residential growth of the downtown if it is used for retail and office purposes.

Please note that although there are concerns with the Catherine parcel, it does not have the issues that the Main Street property has regarding #2-#5. The Catherine site would fit well with existing housing.

For all of these reasons we strongly oppose any form of residential use for this Main Street parcel, whether it be affordable housing or otherwise.

Sincerely,

James G. Curtis
Curtis Commercial LLC

SECTION 4

721 N. MAIN

SITE OVERVIEW

EXISTING CONDITIONS

721 N. Main is a 5.26-acre site on the north side of downtown. The property currently used by the City Public Services Department for municipal parking. There are two warehouse buildings on the site that are no longer in use. The site is currently zoned PL, Public Land. The site is within the floodway and floodplain. The site has been remediated and currently meets standards for unrestricted residential use; however, the FEMA grant used to finance the environmental clean-up placed additional use restrictions on the site limiting the future development.

This property is a key link in The Treeline Allen Creek Urban Trail master plan. The preliminary concepts are design to accommodate all proposed options for the Treeline route at this location. The recommended action is to split the parcel to create a smaller development site along Summit(123 W. Summit) which is outside of the floodplain and leave the majority of 721 N. Main intact for a future use to be determined by the city in accordance with the vision of the Treeline master plan



SITE OVERVIEW

ADJACENT USES

Key adjacent uses include the railroad immediately to the west and the Ann Arbor Community Center and the Ann Arbor Distillery to the south.

SITE ANALYSIS

The potential recommended zoning for the site is C1, Local Business District. This is consistent with the current zoning along Summit St. C1 zoning allows for a maximum of 3 stories and a Floor Area Ratio (FAR) of 100% by right. There are no affordable housing bonuses for the C1 zoning.

From a financial perspective, 721 N. Main has multiple site constraints that reduce the traditional rental subsidy options for affordable housing. For instance, this site would not be eligible for Low Income Housing Tax Credit (LIHTC) development. However, this site may be developed using the affordable housing payment in lieu funds. The concepts consider different housing typologies to maximize the total unit count within the current site constraints and zoning requirements. Resident and visitor parking are provided on-site for all options. This site does not accommodate future trailhead parking for the Treeline.

PROPOSED OBJECTIVES

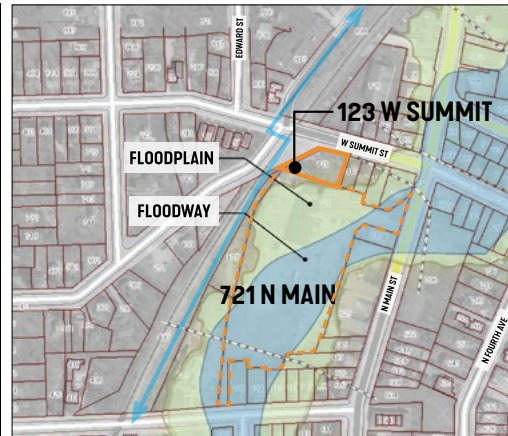
The City is considering the following objectives for redeveloping 721 N. Main

- Maximize affordable housing units below 60% AMI
- Maximize market rate housing units
- Develop a mix of housing unit types and prices
- Engage the Treeline Trail
- Fit in with existing adjacent building heights and scales
- Provide parking on site
- Maintain some City ownership/control
- Fit in with existing adjacent building heights and scales
- Sell the property and use proceeds for affordable housing on another city-owned property

721 N. MAIN (123 W. SUMMIT) / PROGRAM + DESIGN ASSUMPTIONS

SITE LOCATION

721 N. MAIN ST, ANN ARBOR, MI 48104



SITE CHALLENGES

- Site challenges that reduce the footprint available for development include floodplain, FEMA use restrictions, and preservation of land for the Treeline.

PHYSICAL BUILDING

- C1 zoning is proposed in context with adjacent sites, by-right maximum 3 stories and 100% Floor Area Ratio (FAR).

LOT / PARCEL CONFIGURATION

- Recommend lot split to create two separate parcels.
- The larger parcel containing the floodplain and floodway would remain Public Land and be known as 721 N. Main. The smaller 14,000 SF parcel would be rezoned to C1 and become 123 W. Summit.

PARKING

- Provide surface parking at 1 space per unit.

FINANCIAL

- Limited rental funding subsidy options.
- Affordable Housing Millage proposal states that funding cannot be used on a site impacting the floodplain. A lot split would be required.

OTHER USES

- All potential Treeline route options are compatible with the proposed development concepts.
- Access drive off of Summit may need to serve the future open space. May include a connection to Felch St.

OPTION 1: APARTMENT (DOUBLE LOADED CORRIDOR)



- | DESCRIPTION | ASSUMPTION |
|--|--|
| <ul style="list-style-type: none"> 3-story development along Summit St. Apartment, double-loaded corridor. | <ul style="list-style-type: none"> Walk-up units along Summit St. 1 parking space per dwelling unit, tuck under parking. |

TRADE-OFFS	MIN	MAX	TOTAL HOUSING UNITS: 14
Provide Affordable Housing Units	-----	-----	# affordable units: TBD
Provide Market Rate Housing Units	-----	-----	# market rate units: TBD
Density of Buildings	-----	-----	Floor-Area-Ratio: 100%
Height of Buildings	-----	-----	Height Feet (Floors): 35' (3 stories)
Existing Residential Character	-----	-----	3-story Apartment
Accommodates Treeline	-----	-----	Yes
Meets City Stormwater Goals	-----	-----	Yes
Financial Complexity / Risk	-----	-----	Total Development Cost: ~\$2.46 Million
Financial Revenue	-----	-----	Potential Tax Revenue: TBD Ground Lease Revenue: TBD

OPTION 2: APARTMENT (CENTRAL CORE)



- | DESCRIPTION | ASSUMPTION |
|---|--|
| <ul style="list-style-type: none"> 3-story development along Summit St. Apartment, six units per floor. | <ul style="list-style-type: none"> Walk-up units along Summit St. 1 parking space per dwelling unit. |

TRADE-OFFS	MIN	MAX	TOTAL HOUSING UNITS: 19
Provide Affordable Housing Units	-----	-----	# affordable units: TBD
Provide Market Rate Housing Units	-----	-----	# market rate units: TBD
Density of Buildings	-----	-----	Floor-Area-Ratio: 93%
Height of Buildings	-----	-----	Height Feet (Floors): 35' (stories)
Existing Residential Character	-----	-----	3-story Apartment
Accommodates Treeline	-----	-----	Yes
Meets City Stormwater Goals	-----	-----	Yes
Financial Complexity / Risk	-----	-----	Total Development Cost: ~\$3.02 Million
Financial Revenue	-----	-----	Potential Tax Revenue: TBD Ground Lease Revenue: TBD

OPTION 3: TOWNHOUSE



- | DESCRIPTION | ASSUMPTION |
|--|--|
| <ul style="list-style-type: none"> 2-story attached single family, townhomes. Walk-up units with basement. On-site surface parking. | <ul style="list-style-type: none"> Walk-up units. 1 parking space per dwelling unit. |

TRADE-OFFS	MIN	MAX	TOTAL HOUSING UNITS: 7 UNITS
Provide Affordable Housing Units	-----	-----	# affordable units: TBD
Provide Market Rate Housing Units	-----	-----	# market rate units: TBD
Density of Buildings	-----	-----	Floor-Area-Ratio: 56%
Height of Buildings	-----	-----	Height Feet (Floors): 25' (2 stories)
Existing Residential Character	-----	-----	Townhomes
Accommodates Treeline	-----	-----	Yes
Meets City Stormwater Goals	-----	-----	Yes
Financial Complexity / Risk	-----	-----	Total Development Cost: ~\$1.32 Million
Financial Revenue	-----	-----	Potential Tax Revenue: TBD Ground Lease Revenue: TBD

ENGAGEMENT SUMMARY

RECOMMENDATION

Initiate a lot split to create two parcels, creating a developable lot (123 W. Summit) and leaving the majority of 721 N. Main for a future project to be determined by the city's process. 3 story, 100% affordable apartment building with walk-up units along Summit and surface parking in the rear. Accommodate the Treeline Trail crossing at Summit.

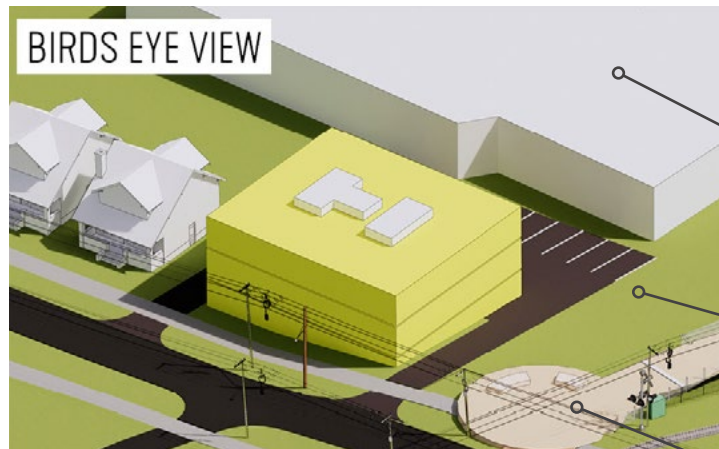
- More affordable units
- Townhouses could offer larger units for families
- Safe Trail/pedestrian crossing at Summit
- Railroad safety
- Affordable housing for community co-op
- Walk-up units
- Tuck under parking



Maximum 3-story building. Designed to compliment the existing neighborhood character

Landscaping along the driveway

Opportunity for walk-up units along Summit St. Design for the topography.



721 N. MAIN (123 W. SUMMIT)

Existing warehouse buildings are part of the larger parcel. Future use or demolition to be determined by the city, separate from the development of 123 W. Summit

Potential resident surface parking located in the rear of the building

Accommodate a future potential Treeline Trail crossing at Summit

PUBLIC COMMENTS

- Sell the property and purchase a different property (brownfield like Brewer) and 1) Restore ecologically 2) Build more co-ops like Arrowood and townhouse units like Pittsfield Village with community spaces, playgrounds, space for garden 3) Make it 21st Century energy efficient and powered by renewables like Veridian. Let those who live there develop some ownership—not just be mere renters (which drives income inequality and intergenerational poverty) 5) Build the kind of housing in highest demand. Family housing for low income and particularly single parents, older women, young people trying to get a start.
- A chunk of this site is flood plain so that could be a nice pocket park for residents and trail users.
- We need to take that seriously. Limiting affordable housing by requiring it to “fit in” with affluent single family homes, we will perpetuate segregation. More working and poor folks downtown.
- I live closer to this site than all the others and I think any affordable housing unit development here (and across N Main from this site) is better than what we have.
- Affordable housing should not be located within the DDA footprint.
- Need more realistic floodplain analysis
- What will the space in between the building and the street look like? Would there be landscaping/greenspace?
- Concerns over the conceptual nature of the design
- The tucked parking underneath is nice
- When might city engage in rest of 721?

OBJECTIVES

The following input was gathered from the survey responses:

WHAT ARE THE PRIORITIES?

The top ranked objectives were:

1. Maximize affordable housing units for 60% AMI households on the site
2. Engage the Treeline Trail

WHAT'S NOT NEEDED?

- Parking (about 42%)
- Fit in with existing buildings (about 25%)
- Maintain some city ownership/control (about 22%)

WHAT'S MISSING?

- Net Zero goals (energy and mobility), maximize density, railroad safety, a trailhead, open space, bike parking, co-op housing model, housing for those at or below 30% AMI, floodplain, green infrastructure

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Maximize affordable housing units for 60% Area Median Income (AMI) households on site	1		1,421	219
Engage the Treeline Trail	2		1,365	228
Develop a mix of housing unit types and prices	3		1,065	206
Sell the property and use proceeds for affordable housing on another city-owned property	4		897	207
Maintain some city ownership/control	5		861	201
Fit in with existing adjacent building heights and scales	6		857	206
Provide parking on site	7		735	203
Maximize market rate residential	8		715	199

RECOMMENDATION

Consider additional objectives as part of the design and development phase.

See Appendix for complete list of survey responses.

OPTIONS



OPTION 1: APARTMENTS

- Potential for 14 units
- Double-loaded corridor



OPTION 2: APARTMENTS

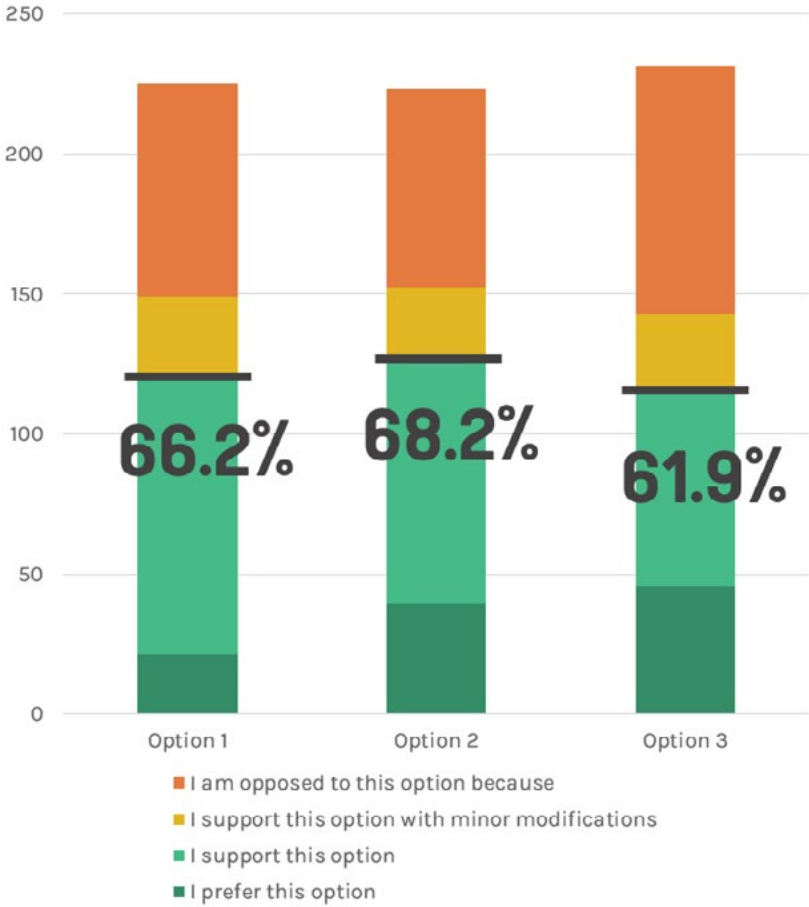
- Potential for 19 units
- Central elevator and stair core



OPTION 3: TOWNHOUSE

- Potential for 7 units

RECOMMENDATION
 A majority of respondents (68.2%) support option 2. Slightly more people prefer option 3 but a greater number of people also oppose this option.



OPTION 1: APARTMENT

OPTION 1: APARTMENT (DOUBLE LOADED CORRIDOR)



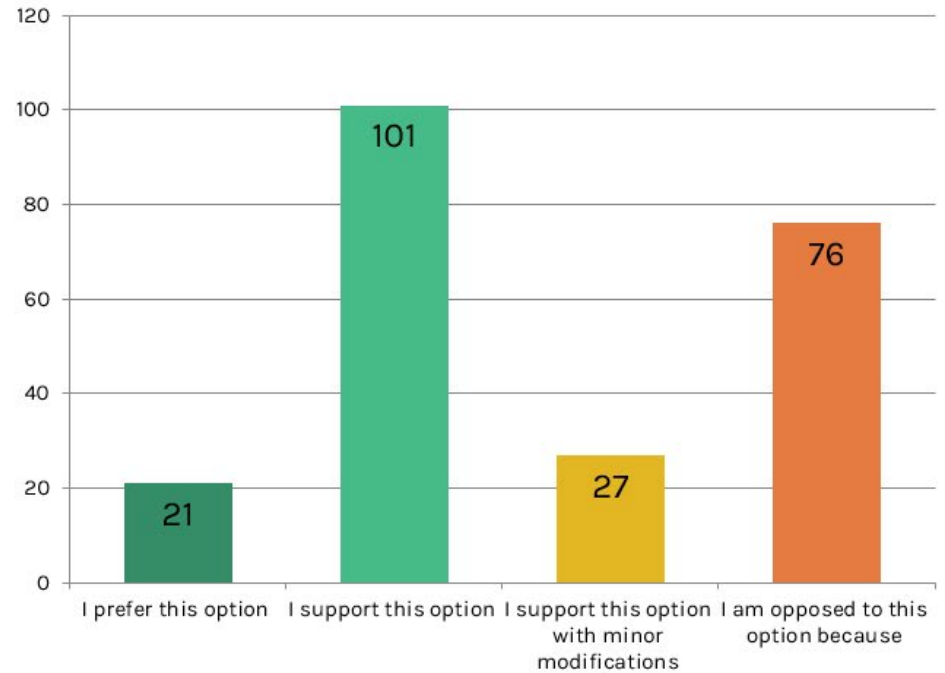
DESCRIPTION

- 3-story development along Summit St.
- Apartment, double-loaded corridor.

ASSUMPTION

- Walk-up units along Summit St.
- 1 parking space per dwelling unit, tuck under parking.

SURVEY RESULTS



66.2%
support this option

*Out of 225 responses

OPTION 2: APARTMENT

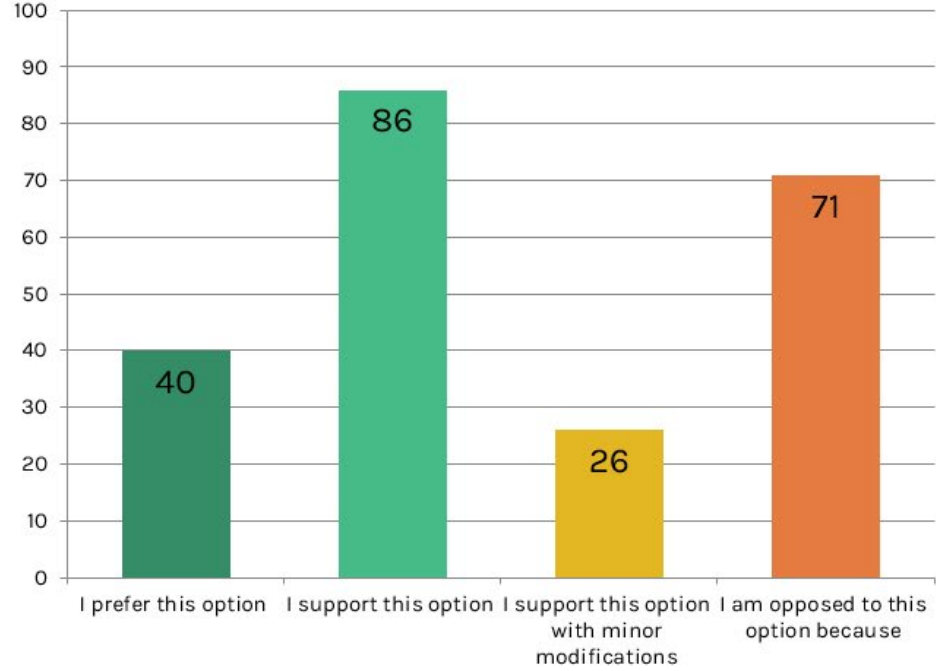
OPTION 2: APARTMENT (CENTRAL CORE)



DESCRIPTION **ASSUMPTION**

- 3-story development along Summit St.
- Apartment, six units per floor.
- 1 parking space per dwelling unit.

SURVEY RESULTS



68.2%
support this option

*Out of 223 responses

OPTION 3: TOWNHOUSE

OPTION 3: TOWNHOUSE



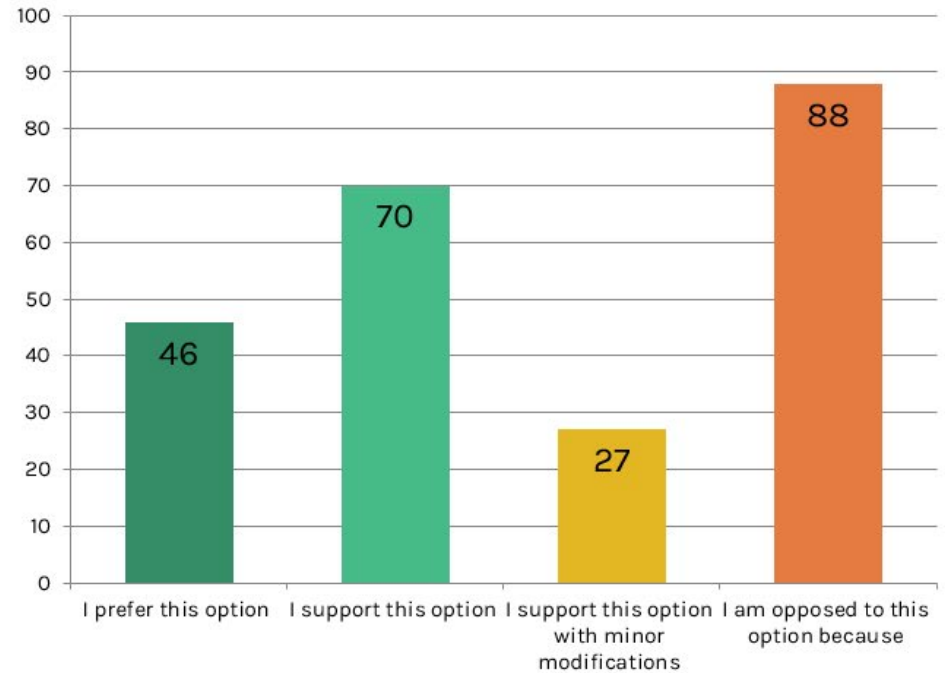
DESCRIPTION

- 2-story attached single family, townhomes.
- Walk-up units with basement.
- On-site surface parking.

ASSUMPTION

- Walk-up units.
- 1 parking space per dwelling unit.

SURVEY RESULTS



61.9%
support this option

*Out of 231 responses

LIVE VIRTUAL ENGAGEMENT

THURSDAY, OCTOBER 1, 2020 6:00-8:00 PM

- Exterior entrances to all units sounds intriguing to me.
- I like that there's a priority to blend the housing in with the neighborhood nearby
- On-site parking sounds good for this location.
- What will the space in between the building and the street look like? Would there be landscaping/greenspace?
- Would townhomes be rented?

MONDAY, NOVEMBER 9, 2020 6:00-8:00 PM

- Rezoning to C-1, Local Commercial from PL, Public Land
- Modest building compared to some of the other sites
- Engagement with the proposed Treeline
- Remediation and development of the rest of the site
- Future thoughts for the site?

THURSDAY, DECEMBER 10, 2020 6:00-8:00 PM

- I would like the maximum unit option
- Because existing residents are uncomfortable with poor people?
- Places always change
- Please keep in mind it is 70% home owners responding
- Are you seeing a difference between how home owners and renters are responding to the survey?
- I think it's important for the city and community to hear from people who are homeless and at the lowest income levels
- There's only so much advocates can do, and the people who need housing the most probably are not represented in the survey
- I really like as many units as possible though I think there are interesting opportunities here for townhouse

- Structures (a la carrot way) or larger, family oriented apartments. There are million dollar condos that have sold quickly along that railroad.
- Clarifying the proposed parcel split - Floodplain and FEMA restrictions, city interests in the remainder of 721 N. Main, millage restrictions, burden of building demolition and site remediation for existing warehouses
- Opportunities for financing the project
- Understanding the PILOT and payment in lieu programs
- Pros and cons of development next to a railroad
- How to reach people who will benefit from affordable housing?
- Greater awareness about the needs of people served by affordable housing

FOCUS GROUP MEETINGS

Date	Stakeholder/Focus Group
8/6/2020	Water Hill Neighborhood Assoc.
9/14/2020	Treeline Conservancy

NOTES

- Redlined once upon a time
- Looked at historic district, couldn't touch it
- Intermediary step. Effect zoning
- Rezone in late 70s early 80s
- Could have duplexes but not fourplex, 16, etc
- Twist rule if put 2 together
- Fourplexes will be masonry bldgs.
- Water Hill will be targeted because affordable
- Not tearing up near neighborhoods downtown
- Will keep creeping
- City owns property downtown
- Should be doing that with these properties instead of private people on lots
- 5 story 60' high buildings moving into our neighborhood
- City will survey properties
- 55 condo along railroad at Felch. Surveyed the neighbors. Everyone agreed it was okay to build
- Create enterprise zone. 94/paulien/dexter/west side of stadium. 10-12 story buildings
- Briarwood
- Arborland
- Out Plymouth
- South industrial
- Create economic opportunity
- Why not make ylot park,
- What are the possibilities, be creative, make economics work
- Need 5-6 different tracks all moving along.
- Safe crossing, improved crossing at summit. Traffic light at summit?
- This might be easiest site of 4
- Keep row for treeline
- Unsure what direction. Crossing Main or at Wildt
- Brownfield \$ for this for Treeline? Will it be in time?
- When might city engage in rest of 721?

FOCUS GROUP MEETINGS

- Leave the rest of the site as open space
- Some more land out of flood plain?
- Easement for 415, same for 721
- Minor detail, crossing at felch-current at grade
- Safe crossing at summit
- Don't burden this with north main connection, just show master plan route/crossing
- Give context for all non-motorized

ADDITIONAL FEEDBACK

The following letter and supplemental documents were received by the city/consultant team.

To whom it may concern,

I live 4 blocks from 721 North Main Street and would like to provide the following comment on future plans for the site.

While I would support most land uses at this location including workforce housing (40-60% AMI) and affordable senior housing, I do not support additional supportive housing units in the neighborhood because it currently has more supportive housing units and beds than any neighborhood in the City of Ann Arbor. In fact, it is my belief that the 7 block by 7 block neighborhood immediately northwest of downtown Ann Arbor (bounded by N. Main, W. Huron, 7th/Brooks, and Pearl), has more supportive housing units and beds than all other neighborhoods in Ann Arbor combined. And it appears that in addition to 721 N. Main, the City intends to construct additional affordable housing units elsewhere within this neighborhood (404 N. Ashley). Below is a list of properties that provide permanent supportive housing units and temporary beds for individuals who need supportive services within 7 blocks of the 721 N. Main site:

1. 532 N. Main (Avalon, 6 units)
2. 517 W. Summit (Avalon, 2 units)
3. 610 W. Summit (Avalon, 6 units)
4. 310 W. Huron (Delonis Center, 50-100 beds)
5. 815 Gott (Avalon, 3 units)
6. 821 Gott (Avalon, 3 units)
7. 411 N. Ashley (Avalon, 6 units)
8. 727 Miller (Miller Manor, Ann Arbor Housing Commission, 100 units, mostly supportive housing)
9. 112 Chapin Dawn Farms (6 beds)
10. 502 W. Huron (Dawn Farms, 12 beds)
11. 618 N. Main (Dawn Farms, 6 beds)
12. Courthouse Square Apartments (90% of units under 60% AMI; 10% under 40% AMI)
13. 544 N. Division (Dawn Farms, 13 beds)
14. 324 E. Summit (Dawn Farms, 8 beds)

Other affordable housing units that exist within 7 blocks of 721 N. Main include:

15. 727 Miller (Avalon, 24 units with 47 bedrooms)
16. 600 W. Huron (Laurie Terrace, Housing Commission, 132 units of senior housing)

Two other sites may provide additional Housing Commission units within 4 blocks of 721 N. Main:

17. 121 N. Fourth, (Potential Housing Commission site)
18. 404 N. Ashley (Housing Commission site)

While I support the need to provide supportive housing in Ann Arbor, I also believe that best practices about the siting of supportive housing units is clear: don't concentrate individuals who need supportive housing in a single housing community or a single neighborhood because it results in measurably higher rates of crime, higher rates of inappropriate behavior in the neighborhood, and reduced outcomes for residents who need supportive housing.

I've attached a list of quotes on the correlation between concentrated supportive housing units and crime from a variety of sources including the Federal Reserve Bank of Cleveland, the University of Maryland, HUD, and Wayne State University all of which endorse supportive housing but strongly recommend against concentrating individuals who need supportive services in a single neighborhood. A study called, "Public Housing, Concentrated Poverty, and Crime" by the Federal Reserve Bank of Cleveland in 2014, said that, "our results show that higher concentrations of poverty are associated with more crime". A study called, "The Impact of Supportive Housing on Neighborhood Crime Rates", by Wayne State University in 2002 indicated that, "it behooves developers of supportive housing to identify contexts in which supportive housing facilities are likely to yield neutral impacts for their environs, instead of behaving purely opportunistically and acquiring properties that might serendipitously present themselves on the market regardless of the scale or concentration effects". The study also indicated that, "a scattered site supportive housing strategy involving small-scale facilities seems unlikely to produce any statistical impact on crime". A policy guideline from MSHDA called, "Michigan's Low Income Housing Tax Credit Program Permanent Supportive Housing Category; Supportive Housing Site Selection Guidelines, Addendum iii, 2017-18", indicates that with regard to siting supportive housing, "areas already impacted by high concentrations of housing for people with special needs should also be avoided".

Studies also show that while very little correlation exists between an individual in poverty and crime, when individuals in extreme poverty are concentrated, crime is off the charts. I strongly recommend that City staff review the crime reports for Miller Manor and the Delonis Center to become acclimated to the extreme number of crime incidents at each of those addresses. Reviewing the crime reports for these properties will confirm the correlation between concentrated poverty and crime. I have seen crime reports for Miller Manor in the recent past and can confirm that the crime rate is stunning. I keep track of the monthly crime reports for the neighborhood (bounded by N. Main, W. Huron, N. 7th/Brooks, and Pearl; although I don't count the block bounded by N. Main, W. Huron, N. Ashley and W. Ann). Crime in this neighborhood is remarkably high and increasing each year. Reported crime in the neighborhood increased dramatically after the Housing Commission transferred 45 residents of the Delonis Center to Miller Manor in October 2015. I've included a graph that summarizes the number of annual crime reports for the neighborhood which has increased substantially each year. Typical police calls in the neighborhood involve assault, theft, disorderly conduct, burglary, damage to property, vehicle break-in/theft, vagrancy, and criminal drunkenness.

While crime is a significant issue in the neighborhood, so is a considerable amount of inappropriate behavior that can accompany supportive housing units and beds. These types of behaviors may not typically warrant police involvement, but can negatively impact the neighborhood in a variety of ways. Behaviors that my neighbors and I have experienced include things like an Avalon resident screaming and knocking on doors at all hours of the night on Gott Street for months (without the police or Avalon being willing to intervene), individuals sleeping on neighborhood porches near Miller Manor or in West Park, public urination near Miller Manor, the Delonis Center, and West Park, a high number of packages and bicycles that disappear in the neighborhood, landlords who can't keep tenants next to Miller Manor because of regular inappropriate behavior from the Miller Manor property, a young man from an Avalon property selling drugs for years on W. Summit (confirmed by Lawnet) and Avalon not being willing to intervene, extensive inappropriate behavior in West Park such as possible drug sales, sexual activity, fighting, and small homeless encampments, and individuals who are fighting or yelling at one another (or at neighborhood residents) at Miller Manor, the Delonis Center, West Park, or in the vicinity.

Additionally, studies suggest that a high concentration of individuals who need supportive services in a single housing community or neighborhood can reduce successful outcomes of residents who need supportive services. A 2006 study called, "Predicting Staying in or Leaving Permanent Supportive Housing that Serves Homeless People with Serious Mental Illness", by the University of Pennsylvania Scholarly Commons, School of Social Policy and Practice says that, "careful consideration should be made as to the location of permanent housing, and such plans should avoid placing permanent housing residents in neighborhoods with high crime rates and drug activities that inadvertently increase risk of relapse by residents".

As the Housing Commission considers siting for its future projects, I strongly recommend that City staff include an analysis of existing supportive housing units and beds within 8 blocks of a prospective site to avoid the concentration of folks in extreme poverty and reduce impacts to neighborhoods like mine that are already significantly affected. Other American cities have adopted policies to reduce the concentration of units for folks who need supportive services. Ann Arbor should do the same. Such an approach would be consistent with best practices. Ann Arbor should be a role model in pursuing best practices for supportive housing and not continue to exacerbate an already unfortunate and dysfunctional situation in this neighborhood.

Thank you for this opportunity.

Policy and Research on Concentrated Poverty

“Public Housing, Concentrated Poverty, and Crime”, Federal Reserve Bank of Cleveland, Daniel Hartley, 2014:

“Our results show that higher concentrations of poverty are associated with more crime.”

“The Impact of Supportive Housing on Neighborhood Crime Rates”, Wayne State University, Urban Institute; Galster, Pettit, Santiago, Tatian, 2002:

“...We did, however identify a strong direct relationship between the rate of disorderly conduct reports and 500 foot proximity to a supportive site. The increase in the rate of such reports was greater the larger the number of supportive beds in the vicinity. Unlike the aforementioned price impacts, these crime rates were statistically significant and of comparable magnitude in most strata analyzed.”

“...It behooves developers of supportive housing to identify contexts in which supportive housing facilities are likely to yield neutral impacts for their environs, instead of behaving purely opportunistically and acquiring properties that might serendipitously present themselves on the market regardless of the scale or concentration effects.”

“...a scattered site supportive housing strategy involving small-scale facilities seems unlikely to produce any statistical impact on crime”.

“American Murder Mystery”, Hanna Rosin, Quote from Housing Expert George Galster, Wayne State University, 2008:

“Every neighborhood has a tipping point – a threshold well below a 40% poverty rate – beyond which crime explodes and other severe social problems set in. Pushing a greater number of neighborhoods past that tipping point is likely to produce more total crime.”

“Housing the Hardest to Serve: Using Permanent Supportive Housing to Address Chronic Homelessness in the City of Austin”, HousingWorks Austin for Austin Housing Finance Corporation, City of Austin, 2014:

“Geographic Dispersion. Projects should be located throughout Cuyahoga County to maximize tenant choice while avoiding the concentration of Housing First units in one area or few areas of the community.”

Title 24, HUD Code of Federal Regulations: Site and Neighborhood Standards...Supportive Housing for Persons with Disabilities Program:

“The site must promote greater choice of housing opportunities and avoid undue concentration of assisted persons in areas containing a high proportion of low-income persons.”

Title 24, HUD Code of Federal Regulations, Chapter II Subpart E, 291.400(f): Lease and Sale of HUD Acquired Single Family Properties for the Homeless:

“To the extent practical and possible, HUD will avoid excessive concentration in a single neighborhood of properties leased or sold under this subpart.”

HUD Rule (2001) to Deconcentrate Poverty and Promote Integration in Public Housing:

This final rule amends HUD’s Public Housing Agency Plan regulations to fully reflect the importance of deconcentration by income.

“Michigan’s Low Income Housing Tax Credit Program Permanent Supportive Housing Category; Supportive Housing Site Selection Guidelines”, MSHDA, Addendum iii, 2017-2018.

“Areas already impacted by high concentrations of housing for people with special needs should also be avoided.”

“The Impact of Affordable Housing on Communities and Households”, Minnesota Housing Finance Agency Research and Evaluation Unit, Spencer Agnew:

“The most recent research on this topic (affordable housing impact on neighborhood crime) has typically found that scale is the most important factor in determining the effect of affordable housing on neighborhood crime. Several studies have found that when affordable housing units occur in small quantities (typically less than 50 units), there is typically no impact on neighborhood crime. However, large projects or a large concentration of affordable units within a neighborhood may have the effect of increasing crime. This finding is a common theme across multiple types of affordable housing including nonprofit rental, supportive housing, and public housing.”

“A study of Section 8 certificate housing in Baltimore County, Maryland found that nearby property values were positively impacted as long as there were fewer than 6 sites and 8 units within 500 feet. When Section 8 units were found in concentrations above these amounts, the impacts were negative (Galster, 1999).”

“Negative Impacts of High Concentrations of Supportive Housing, University of Maryland, Peter Reuter, 2002:

“Interviews with OPD (Oakland Police Department) officers indicate that residential care facilities do have a negative impact on surrounding communities, demonstrated by the excessive service calls generated from and around these facilities. This negative impact is concentrated in the flatland areas of Oakland which house a disproportionate number of facilities.

“Assessing Changes in Neighborhoods Hosting the Low-Income Housing Tax Credit Projects (LIHTC)”, University of Michigan Center for Local, State, and Urban Policy, 2009:

“...the less positive experience of LIHTC in middle-class neighborhoods also illustrates the risk of over-concentrating affordable housing units in vulnerable neighborhoods, even though they may appear to be in good socioeconomic standing”.

“Public Housing Transformation and Crime”, Urban Institute, Popkin, Rich, Hendey, Hayes, Parilla, 2012:

“Other types of strategies that HUD or local housing authorities should consider: ... prohibition on the use of vouchers in certain neighborhoods that already have high concentrations of assisted housing and or requirements that they can only be used in more ‘opportunity rich’ neighborhoods.”

“Neighborhood Characteristics and Depression”, Iowa State University Institute for Social and Behavioral Research, Cutrona, Wallace, Wesner, 2006:

“These studies demonstrate clearly that some of the problems associated with low-income people should actually be attributed to low income environments.”

“Neighborhood characteristics influence the probability that people will form ties with each other. When neighborhood turnover is high, people are less likely to form relationships. Similarly, people do not tend to form relationships when they live in neighborhoods of high social disorder, because they mistrust their neighbors. Relationship disruption may have several different consequences relevant to depression, including lower levels of informal social control, inadequate social support, and poor family-role performance.”

“The Negative Effects of Concentrated Poverty”, CITY REPORT, Joe Cortright, Dillon Mahmoudi, 2014:

“Concentrated poverty is associated with negative social effects (higher crime, worse mental and physical health), and lower economic prospects.”

“Understanding Neighborhood Effects of Concentrated Poverty”, HUD: Evidence Matters, 2011:

“HUD recognizes the importance of creating neighborhoods of opportunity, and its Choice Neighborhoods initiative is designed to deconcentrate poverty and address the interconnected problems caused by living in neighborhoods of concentrated poverty.”

Riverside, California Municipal Code Chapter 19.400: Shelters – Emergency Shelter, Supportive Housing, Transitional Housing and Transitional Housing Development: Site Location:

E. To avoid over-concentration of emergency shelters, supportive housing, transitional housing, there shall be a 5,000 foot separation requirement...between the subject use and any other facility.

“Redtail Ponds Permanent Supportive Housing July 8 Neighborhood Meeting Response, Fort Collins Housing Authority:

“Fort Collins Housing Authority (FCHA) has seen firsthand examples of centralized and non-centralized developments, the non-centralized model is strongly preferred in our community.... FCHA has learned from experience that providing a separation from the homeless concentration in our particular community has proven to be a healthier environment for the residents.”

“Predicting Staying In or Leaving Permanent Supportive Housing That Serves Homeless People with Serious Mental Illness”, University of Pennsylvania Scholarly Commons, School of Social Policy and Practice”, Wong, Hadley, Culhane, Poulin, Davis, 2006:

“Careful consideration should be made as to the location of permanent housing, and such plans should avoid placing permanent housing residents in neighborhoods with high crime rates and drug activities that inadvertently increase the risk of relapse for residents”

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“Housing Assistance and Supportive Services in Memphis: Best Practices for Serving High Needs Populations”, U.S. Department of Health & Human Services, Office of the Assistant Secretary for Planning and Evaluation; Frieman, Harris, Mireles, Popkin, 2013:

“There is a large body of research on the negative effects of living in neighborhoods with concentrated poverty and disadvantage, especially for children. These negative consequences include: poor mental and physical health, high prevalence of risky sexual behavior, delinquency, and increased exposure to violence. Poor health, high homicide rates, and low birth weights also occur disproportionately in neighborhoods with concentrated poverty.”

“Public Housing Transformation and Crime: Making the Case for Responsible Relocation”, Urban Institute, Popkin, Rich, Hendey, Hayes, Parilla, 2012:

“Other types of strategies that HUD or local housing authorities should consider: prohibition on the use of vouchers in certain neighborhoods that already have high concentrations of assisted housing and/or requirements that they can only be used in more “opportunity rich” neighborhoods.”

“Housing Element: Goals, Objectives, and Policies”, City of St. Petersburg Comprehensive Plan, 2009:

“Distribute publicly assisted housing equitably throughout the City to provide for a wide variety of neighborhood settings for extremely low, very low, low, and moderate income persons to avoid undue concentrations in single neighborhoods.”

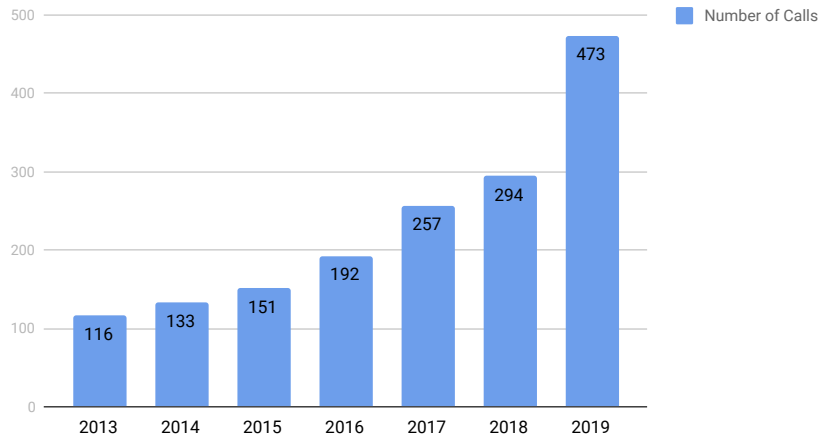
“Neighborhoods and Violent Crime”, Evidence Matters, HUD, Summer 2016:

“Neighborhoods with more concentrated disadvantage tend to experience higher levels of violent crime. Numerous studies, for instance, show that neighborhoods with higher poverty rates tend to have higher rates of violent crime.”

“Mast and Wilson considered this question (of concentrated poverty and crime) in Charlotte-Mecklenburg County, NC from 2000-2009, finding that increases in voucher holders were associated with crime increases only in neighborhoods that exceed relatively high thresholds for poverty or concentration of voucher holders.”

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AAPD: Annual Reported Crimes – Water Hill Neighborhood



SECTION 5

309 S. ASHLEY

SITE OVERVIEW

EXISTING CONDITIONS

309 S. Ashley, also known as the Kline’s Lot (named for the former Kline’s Department Store), is a city-owned lot on the northeast corner of Ashley and William. This 53,288 SF (1.22-acre) site is currently a 143-space surface parking lot managed by the DDA as a paid lot. Additional public parking is provided on-street, on the surface lot at First and William, and in the 4th and William Structure two blocks to the east. There are 3,533 off-street and 427 on-street parking spaces within a 1/4 mile of the site.

ADJACENT USES

Key adjacent uses include the Main St and Liberty St businesses and the William St bike lane.



SITE OVERVIEW

SITE ANALYSIS

The site is currently zoned D1, Downtown Core District. D1 zoning allows for a maximum of 180 feet and a Floor Area Ratio (FAR) of 900% with affordable housing premiums. The development is subject to secondary street frontage requirements and Main Street Character Overlay District. Due to the large scale of the site, one goal of this process is to come to a greater consensus around the site and building strategy and explore impacts to the urban fabric. Future development could take the form of one or more buildings, with a variety of on-site and off-site parking strategies. All options would retain the service alley behind Main St and provide for an active ground floor along Ashley.

PROPOSED OBJECTIVES

The City is considering the following objectives for redeveloping 309 S. Ashley

- Maximize affordable housing units below 60% Area Median Income (AMI)
- Maximize market rate housing units
- Develop a mix of housing unit types and prices
- Activate the ground floor for public benefit
- Provide parking on site
- Maintain some City ownership/control
- Appropriately scale down to the west and/or Main Street

SITE LOCATION

309 S. ASHLEY ST, ANN ARBOR, MI 48103



PARKING

- Existing parking lot provides 143 public parking spaces.
- Parking may be accommodated on-site either at-grade, above ground, or underground.
- There are 3,533 off-street and 427 on-street parking spaces within a 1/4 mile of the site. (The figures are not inclusive of the supply at the site)

LOT / PARCEL CONFIGURATION

- The 53,750 SF site may be developed as a single parcel or multiple parcels.
- Opportunity to phase development.
- One or more breaks in the streetwall along Ashley is desirable.

PHYSICAL BUILDING

- Located in the Main Street Character Overlay District.
- 400% Floor Area Ratio (FAR) allowed without any premiums. Maximum of 900% FAR with premiums for affordable housing.
- Significant building height and massing required to trigger 900% FAR affordable housing bonus.

HOUSING USES

- Site can accommodate between 200-500+ units.
- Site can offer a mix of affordable and market rate housing.

GROUND FLOOR CONSIDERATIONS

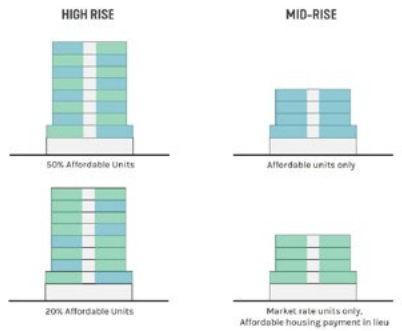


- Due to the large scale of the site, one goal of this process is to achieve a greater consensus around the site and building strategy and explore impacts to the urban fabric. Future development could take the form of one or more buildings, with a variety of on-site and off-site parking strategies.
- In addition to affordable housing considerations, important urban design considerations include: approach to parking on-site, amount of active ground floor uses, and unit mix which influences the proforma and the feasibility of a particular type of development.
- On this site, the Ashley ground floor can be activated with commercial/retail, residential and/or tenant amenities.
- On this site, Ashley can be active with ground floor parking accessed from alley.
- Above grade parking across entire site can also include active ground floor along Ashley.

POTENTIAL TRADE-OFFS

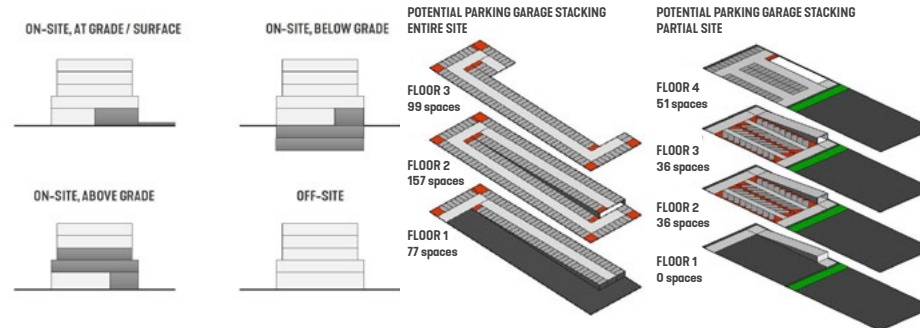
- Provide Affordable Housing Units
- Provide Market Rate Housing Units
- Density of Buildings
- Height of Buildings
- Scales Down to the Ashley & Main
- Potential Active Ground Floor
- On-site Parking
- Financial Complexity / Risk
- Financial Revenue

BUILDING HEIGHT & AFFORDABILITY CONSIDERATIONS



- Building height and density has an effect on the amount of affordable units possible.
- Different types and heights of buildings can be stacked either on top of a parking structure or at ground level.
- The highest density options allow for more affordability with less city subsidy.
- The medium density options reduces the amount of affordable units and requires more subsidy.
- Multiple stand-alone building options allow for the potential for all affordable buildings and/or mixed income buildings.

PARKING CONSIDERATIONS



- An above grade parking structure across the entire site is the most efficient/affordable option per parking space given the parcel scale. This should be the preferred direction if this is determined the best location for future downtown parking.
- An above grade parking structure on a portion of the site is possible (ie 4th&Washington), but is less efficient and is a higher cost per space.
- Underground parking is not likely feasible because of the high cost per space and there is not a likely funding source in the near term.
- At grade parking is possible, but is limited and should focus on loading from the alley so that a pedestrian scale/human comfort is prioritized along Ashley/William.

OPTION 1: 309 S. ASHLEY IS A KEY FUTURE DOWNTOWN PARKING SITE



TOTAL HOUSING UNITS: 450-500

affordable units: **90-100 units (20%)**
market rate units: **350-400 units**

Floor-Area-Ratio: ~ **900%**
Height Feet (Floors): ~ **140'-170' (14-16)**

Ground Floor GSF: ~ **20,000 SF**
300-350 Spaces

Total Development Cost: ~ **\$110-120 Million***
Potential Tax Revenue/YR: ~ **\$3-4 Million**
Ground Lease Revenue: **N/A**
**Not Including \$20-25M for Parking Structure*



TOTAL HOUSING UNITS: 150-200

affordable units: **30-60 units**
market rate units: **120-170 units**

Floor-Area-Ratio: ~ **320%**
Height Feet (Floors): ~ **100-120' (10)**

Ground Floor GSF: ~ **20,000 SF**
300-350 Spaces

Total Development Cost: ~ **\$40-50 Million***
Potential Tax Revenue/YR: ~ **\$1-1.5 Million**
Ground Lease Revenue: **N/A**
**Not Including \$20-25M for Parking Structure*



OPTION 2: 309 S. ASHLEY IS NOT A KEY FUTURE DOWNTOWN PARKING SITE



TOTAL HOUSING UNITS: 450-500

affordable units: **90-100 units (20%)**
market rate units: **350-400 units**

Floor-Area-Ratio: ~ **900%**
Height Feet (Floors): ~ **120'-150' (12-14)**

Ground Floor GSF: ~ **20,000 SF**
300-350 Spaces

Total Development Cost: ~ **\$110-120 Million***
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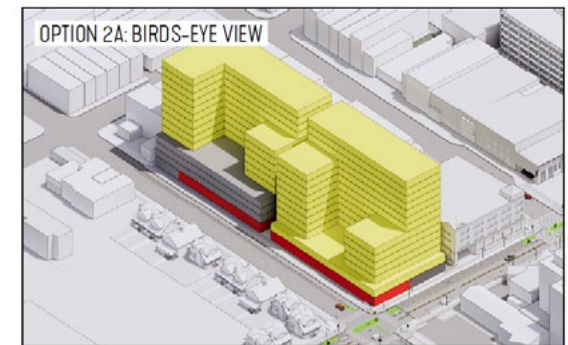
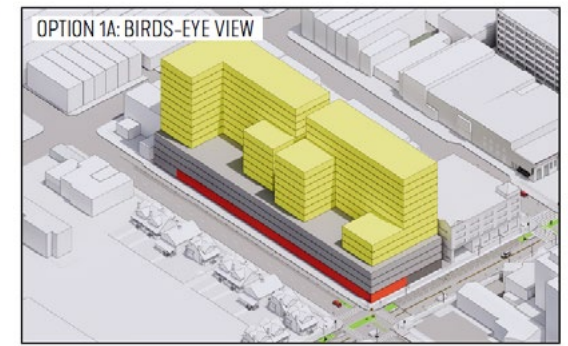


WHAT WE HEARD...

RECOMMENDATION

The consultant team, in coordination with the DDA will finalize the downtown parking assessment that is currently underway but is difficult to complete until post-COVID normalization. Continue discussions with the DDA and downtown businesses about long-term downtown parking solutions related to development of this site.

- Maximize affordable housing
- Activate the ground floor for public benefit
- Understand long-term parking needs
- Develop a mix of housing unit types and prices
- Provide connectivity between Ashley and Main
- Consider the needs of downtown businesses



PUBLIC COMMENTS

- Having residential units start on the 4th floor sounds really high - could you limit parking to 1 or 2 levels?
- Is there an opportunity to extend the affordability conversation to commercial spaces?
- Not “main street” but proximity to downtown, creative opportunities
- Parking discussion unresolved but underground parking is expensive, building more parking doesn’t meet our climate goals, we need to be really thoughtful about the parking strategy
- Decouple parking and units
- Affordable housing should not be located within the DDA footprint
- Maximize affordable housing impact by any appropriate means - individual residents like me aren’t necessarily qualified to determine whether market-rate or subsidized units make sense on a specific site.
- Make sure there is a mid block crossing that links Main Street to Ashley. This could be a great little retail infused alley way.
- I like the idea of doing a phased development with multiple architects so that it’s not one monolithic development
- Maximize affordable units below 60% AMI
- Parking for businesses
- Ensuring sustainable building standards for any version of this building
- Context with the neighborhood to the west, transition from commercial to residential, diversifying services available (groceries, pharmacies, hardware / clothing stores, etc.
- I’m wary about providing parking on-site. I think it COULD work if tied to a broader connected parking strategy, but it’s imperative that the city makes that explicit and acts on the plan.
- I dislike all of these options - this is a monolith. I would rather see the lot carved up and developed by two different developers with distinct aesthetics
- There are enough market rate units in the area, we need affordable units. The parking structure is expensive on top of a high cost project.
- I’m unclear if the parking would only be for residents or if some would be for public use - but in either case, there isn’t enough parking on-site for all residents, which could create a problem. Public parking in and around that area is already challenging; this development will only add to that problem.
- I would increase the percentage of affordable units. A project of this size should be mixed use as a best practice in placemaking, however 20% affordable units is low. Perhaps 40% affordable overall with a mix of various AMIs. This would facilitate a broader, inclusive community of residents of all income levels.
- I like that you are building more parking on this site than units because I know a lot of retailers and office users that will want the parking replaced

OBJECTIVES

The following input was gathered from the survey responses:

WHAT ARE THE PRIORITIES?

The top ranked objectives were:

1. Maximize affordable housing units for 60% AMI households on the site
2. Activate the ground floor for public benefit.

WHAT'S NOT NEEDED?

Parking, scaling down to Main Street, market rate, Affordable housing

WHAT'S MISSING?

Human-scale at street level, activate the alley, tax revenue, architectural considerations, support adjacent bike lane, keep site as all parking, green building, more market rate housing. permanent supportive housing units

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Maximize affordable housing units for 60% Area Median Income (AMI) households on site	1		1,376	244
Activate the ground floor for public benefit	2		1,149	238
Develop a mix of housing unit types and prices	3		1,089	232
Provide parking on site	4		877	234
Maintain some city ownership/control	5		868	229
Appropriately scale down to the west and/or Main Street	6		813	229
Maximize market rate residential	7		626	220

Lowest Highest

RECOMMENDATION

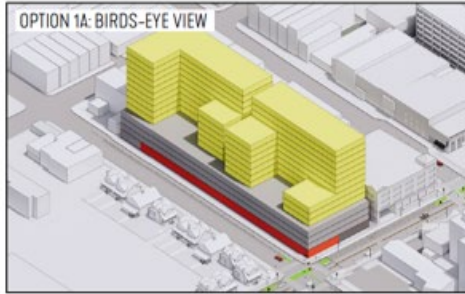
Consider additional objectives as part of the design and development phase.

See Appendix for complete list of survey responses.

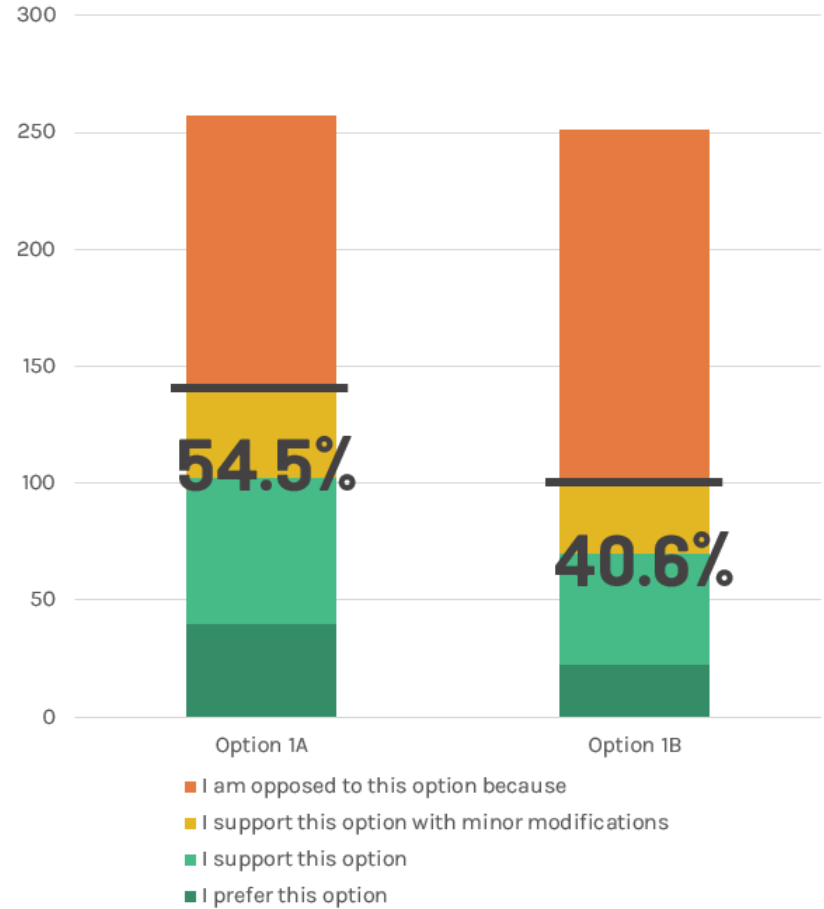
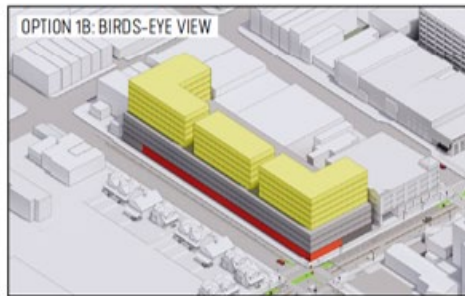
OPTIONS

A KEY FUTURE DOWNTOWN PARKING SITE

OPTION 1A: 900% FAR



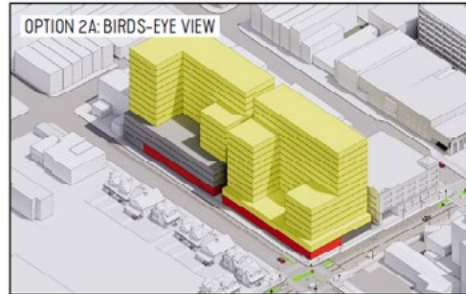
OPTION 1B: 320% FAR



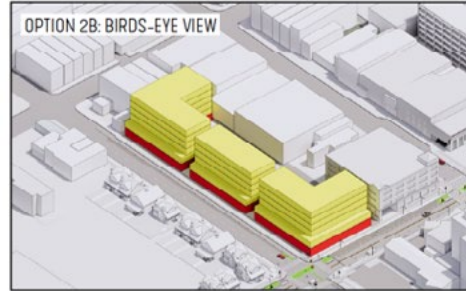
OPTIONS

NOT A KEY FUTURE DOWNTOWN PARKING SITE

OPTION 2A: 900% FAR

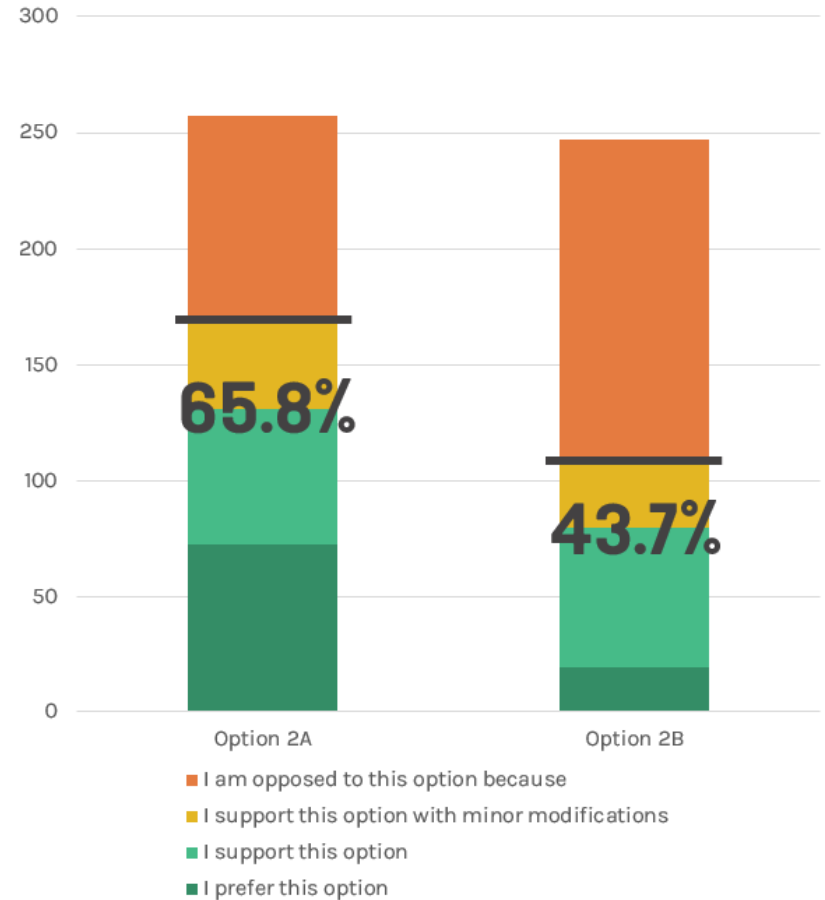


OPTION 2B: 320% FAR



RECOMMENDATION

A majority of respondents support Option 2A. This option is also most preferred with 73 votes. This is a higher density development in which the site is not a key future downtown parking site.



OPTION 1A: 900% FAR + PUBLIC PARKING

OPTION 1: 309 S. ASHLEY IS A KEY FUTURE DOWNTOWN PARKING SITE



TRADE-OFFS	MIN	MAX
Provide Affordable Housing Units	-----	-----
Provide Market Rate Housing Units	-----	-----
Density of Buildings	-----	-----
Height of Buildings	-----	-----
Scales Down to the west and/or Main	-----	-----
Potential Active Ground Floor	-----	-----
On-site Parking	-----	-----
Financial Complexity / Risk	-----	-----
Financial Revenue	-----	-----

TOTAL HOUSING UNITS: 450-500

affordable units: **90-100 units (20%)**
 # market rate units: **350-400 units**

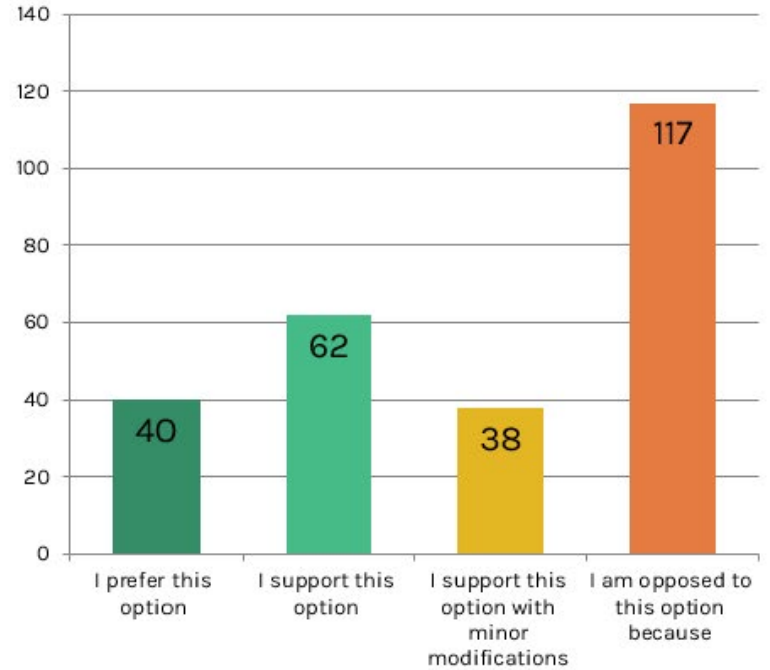
Floor-Area-Ratio: ~ **900%**
 Height Feet (Floors): ~ **140'-170' (14-16)**

Ground Floor GSF: ~**20,000 SF**
 300-350 Spaces

Total Development Cost: ~**\$110-120 Million***
 Potential Tax Revenue/YR: ~**\$3-4 Million**
 Ground Lease Revenue: **N/A**
 *Not Including \$20-25M for Parking Structure



SURVEY RESULTS



54.5%
 support this option

*Out of 257 responses

OPTION 1B: 320% FAR + PUBLIC PARKING

OPTION 1: 309 S. ASHLEY IS A KEY FUTURE DOWNTOWN PARKING SITE



TRADE-OFFS	MIN	MAX
Provide Affordable Housing Units	0	100
Provide Market Rate Housing Units	100	0
Density of Buildings	0	100
Height of Buildings	0	100
Scales Down to the west and/or Main	0	100
Potential Active Ground Floor	0	100
On-site Parking	0	100
Financial Complexity / Risk	0	100
Financial Revenue	0	100

TOTAL HOUSING UNITS: 150-200

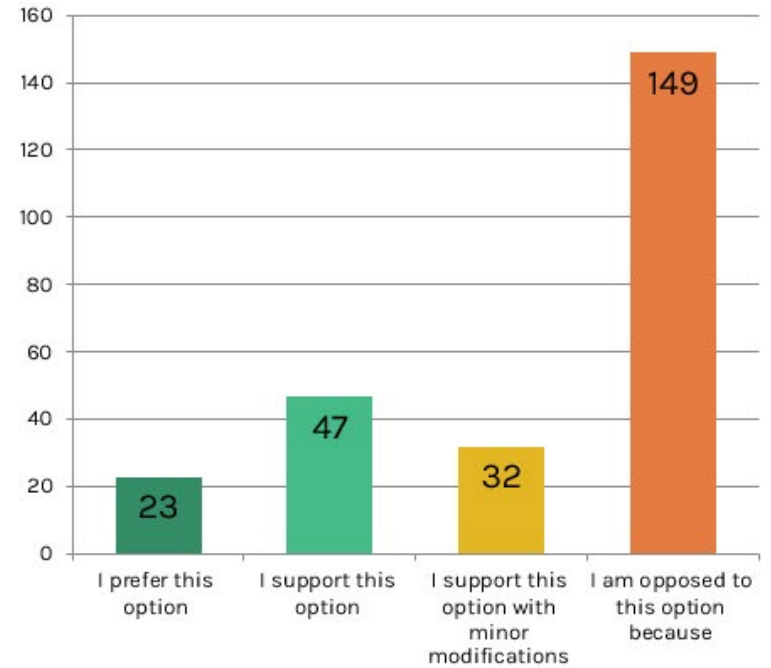
affordable units: **30-60 units**
 # market rate units: **120-170 units**

Floor-Area-Ratio: **~ 320%**
 Height Feet (Floors): **~ 100-120' (10)**

Ground Floor GSF: **~20,000 SF**
 300-350 Spaces

Total Development Cost: **~\$40-50 Million***
 Potential Tax Revenue/YR: **~\$1-1.5 Million**
 Ground Lease Revenue: **N/A**
 *Not Including \$20-25M for Parking Structure

SURVEY RESULTS



40.6%
 support this option

*Out of 257 responses

OPTION 2A: 900% FAR

OPTION 2: 309 S. ASHLEY IS NOT A KEY FUTURE DOWNTOWN PARKING SITE



TRADE-OFFS	MIN	MAX
Provide Affordable Housing Units	-----	-----
Provide Market Rate Housing Units	-----	-----
Density of Buildings	-----	-----
Height of Buildings	-----	-----
Scales Down to the west and/or Main	-----	-----
Potential Active Ground Floor	-----	-----
On-site Parking	-----	-----
Financial Complexity / Risk	-----	-----
Financial Revenue	-----	-----

TOTAL HOUSING UNITS: 450-500

affordable units: **90-100 units (20%)**
 # market rate units: **350-400 units**

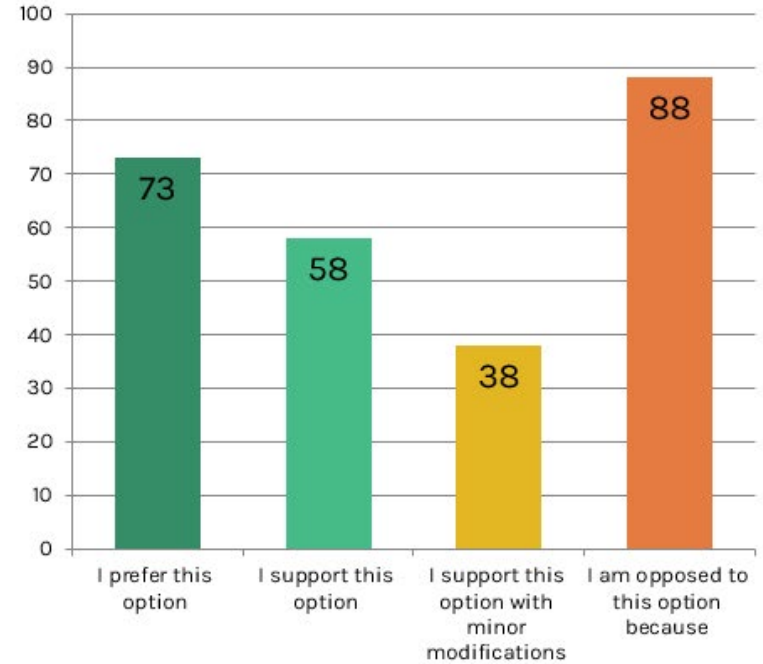
Floor-Area-Ratio: **- 900%**
 Height Feet (Floors): **- 120'-150' (12-14)**

Ground Floor GSF: **-20,000 SF**
 300-350 Spaces

Total Development Cost: **~\$110-120 Million***
 Potential Tax Revenue/YR: **~\$3-4 Million**
 Ground Lease Revenue: **N/A**
 *Not Including \$10-12M for Parking Structure



SURVEY RESULTS



65.8%
 support this option

*Out of 257 responses

OPTION 2B: 320% FAR

OPTION 2: 309 S. ASHLEY IS NOT A KEY FUTURE DOWNTOWN PARKING SITE



TRADE-OFFS	MIN	MAX
Provide Affordable Housing Units	1	5
Provide Market Rate Housing Units	4	5
Density of Buildings	1	5
Height of Buildings	1	5
Scales Down to the west and/or Main	1	5
Potential Active Ground Floor	4	5
On-site Parking	1	5
Financial Complexity / Risk	1	5
Financial Revenue	1	5

TOTAL HOUSING UNITS: 150-200

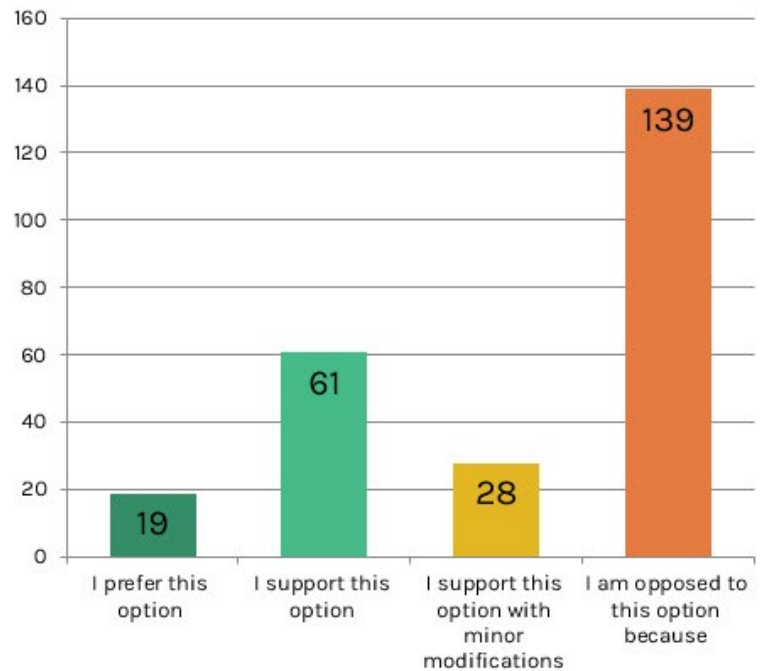
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Ground Floor GSF: ~**20,000 SF**
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Total Development Cost: ~**\$40-50 Million**
 Potential Tax Revenue/YR: ~**\$1-1.5 Million**
 Ground Lease Revenue: **N/A**

SURVEY RESULTS



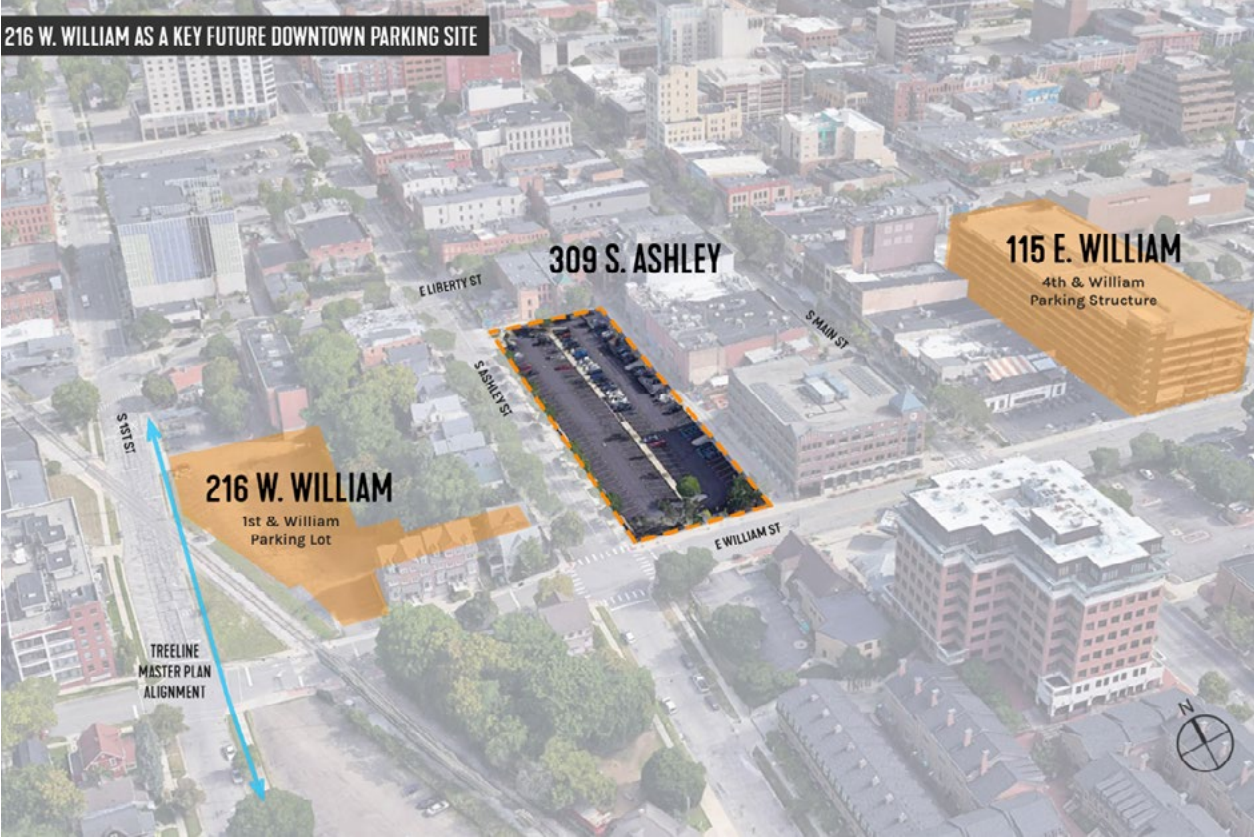
43.7%
 support this option

*Out of 247 responses

PARKING STRATEGY

There is an opportunity to consider 216 W. William (First & William parking lot) as part of a larger parking strategy for downtown. The 216 W. William site could support an above-ground parking structure with access from Ashley, while still preserving space for the Treeline on the ground floor.

Additional study is needed.



LIVE VIRTUAL ENGAGEMENT

THURSDAY, OCTOBER 1, 2020 6:00-8:00 PM

- Potential to add bicycle parking to the site. Adjacent to the William St bike lane.
 - This feels like an area where the building can go higher without dwarfing buildings near by.
 - The lot offers quick in/quick out parking
 - The city's Carbon Neutral Net Zero goals. Do we really need to be building new parking structures?
 - The current lot provides a vital function to the already struggling business on Main St.
 - The noise associated with adding more congestion to downtown.
 - The adverse effects the proposed skylines will have on the quality of life for existing downtown residents.
 - The actual need for more high density housing right now - there's already many developments underway.
 - Having residential units start on the 4th floor sounds really high - could you limit parking to 1 or 2 levels?
- This doesn't seem like a long term solution to the housing problem - it's a band aid. What are the actual structural changes we need to take to solve this problem?
 - No detailed economic analysis has been performed to determine if this project is actually a good investment for the city, businesses and taxpayers.
 - Why is this site the best site for affordable housing in the city? Providing actual data would be helpful.
 - This is the privatization of public land for short term political gain.
 - How much are private developers projected to profit off of this affordable housing project?

MONDAY, NOVEMBER 9, 2020 6:00-8:00 PM

- Thinking about long term benefits/leveraging the property
- Market rate units potential profits - how can we leverage that?
- Access from street and alley
- Question about the total number of affordable units (80-100)
- Opportunities for public space - privately owned, publicly accessible spaces
- Will this building be able to respond to shifts in the retail market?
- Is there an opportunity to extend the affordability conversation to commercial spaces? (Sidewalk lab podcast: 1. Shorter leases, 2. Pairing businesses, 3. Rental terms based on a percentage of sales)
- High number of homeowners on the survey. How can we reach out to renters? More plain language in the material. Ex. streetwall.

LIVE VIRTUAL ENGAGEMENT

- We need smaller spaces.
- Opportunity for bathrooms/kitchenettes in common areas.
- Not “main street” but proximity to downtown, creative opportunities
- Thinking about affordability for residential and retail/start-up
- Pushing for more affordable units, understand and recognize the financial reasons for
- Parking discussion unresolved but underground parking is expensive, building more parking doesn’t meet our climate goals, we need to be really thoughtful about the parking strategy

THURSDAY, DECEMBER 10, 2020 6:00–8:00 PM

- I like the idea of keeping the price of a parking space separate from the cost of the apartment rent
- Of all the lots considered, I’m okay with this one being on the taller end
- I like the passage half way through the building to create a walkway from Main to Ashley
- This site has a long history with affordable housing (before it became a parking lot) in Ann Arbor and I look forward to maximizing the units we can get out of it now. What a way to honor the folks who’ve been doing that work for decades!
- Discussed the role of the existing parking
- Operationalize parking
- Decouple parking and units (something they have done in many major cities)
- Accommodate ground floor entrances
- Activating the street

FOCUS GROUP MEETINGS

Date	Stakeholder/Focus Group
7/28/2020	Shaffran Companies
7/29/2020	Main Street Ventures
8/7/2020	Main Street Business Assoc.

NOTES

- Taking the long view
- Mirror Main Street
- Subdivide into origin smaller lots. Take corner at William, sell 66' x 132', next one 44', next 22'
- Give local folks chance to participate
- 2-5 story buildings
- Lower levels city owned parking structure? 1 story? Or 2 but expensive
- DDA owns parking lot west of Ashley, take access to parking lot, build structure
- Then build affordable housing on parking structure
- First and William garage previously considered, build into the slope, Nhood fought plan, resurrected greenway
- Just like library lot, in order for it to be successful, smaller developments, just don't see 18 story in Ann Arbor
- Costs triggered by high rise construction. Suppression system, cost for water tap \$100k. over 7-8 compress. 3 stories or less
- Parking lots over 10-20 year stay
- Have useful parking
- If build all at same time, underground parking
- Repurpose existing
- Look for interesting tenants
- Can't take Kline's lot away, need parking.
- Assume 0.5 car per unit
- But in this town, everything is decided on parking
- When trying to build a 14 story building, will need parking
- People won't work from home forever, how do you collaborate?
- Want by right deal. Site plan approval process is expensive.
- \$300/ft to build anything downtown
- Here are the numbers, what I need to do an affordable project
- If we bring utilities and give you the land
- Parking in general are problematic, biggest complain at Real Seafood and Chop House, not as much Palio and Gratz

FOCUS GROUP MEETINGS

- Even more so with pandemic. Eventually we'll get past it. It has changed way people look at dining. We didn't do to-go. Now important part.
- Parking meters tagged and bagged
- Options of valet. We do it in other cities, 1k per week. Not opportunities
- Know we have parking decks, demographics park
- 17 restaurant data
- Where people come from, zip code data. Where we are to go.
- Business model is changing. Older demographic doing to go. More carry out
- How does parking affect employees? How do they get to work? Go pass when it works.
- We do a decent number of passes, north of 50. Do all take bus everyday?
- Streetside parking? Most picked up by then
- Don't park in lot behind chophouse.
- How could we make garages better?
- Oldest clientele come in early, wrong times to get lowest levels.
- Open on weekends only downtown. Difficult to get employees.
- Drop off place to pick up elderly mom, etc
- Carside spot for lots of people
- Don't think businesses would be on board for either option
- Obvious parking shortage in immediate area. Huge problem
- Downtown is so fragile with pandemic. Fearful of any moves
- Already have development on DTE
- 1. Parking, 2. Fragility, 3. Need space
- Businesses asking for valet parking
- Surface lot easier than structure
- People are loving the curbside
- Looking into valet
- Timing
- We may have wishlists
- Last development cycle about university growing enrollment
- Taking long view

ADDITIONAL FEEDBACK

The following letters were received by the client/consultant team.



Date: December 8, 2020

To: Alex Huff & Michael Johnson at SmithGroup

C: Jennifer Hall, Sandra Andrade, Susan Pollay

Re: The Development of Kline's lot for Affordable Housing (Project#12451)

Having submitted surveys regarding the Palio and Kline's lots, and having attended last year's in-person meetings regarding same, we have also listened to the recent virtual meetings. We are thrilled Prop C passed, and are pleased to see diversity returning to the city. We strongly believe in density and mixed-use, values we put into action when we bought and restored two historic buildings in the mid-seventies, renovating one upstairs for our residence. Full disclosure: we live adjacent to Kline's lot.

Then we could afford those endeavors because the downtown had been decimated by local businesses moving to Briarwood. Kline's lot is the namesake of Kline's Department Store, the eighties holdout which was struggling in the location where development at 306 South Main has since prospered. In a changing marketplace, Kline's could not compete with big-box mall stores, but management became convinced additional parking would stabilize their dwindling sales. While they lobbied for a parking structure to replace that surface lot, savvy investors and creative entrepreneurs were taking advantage of vacancies, low rents, depressed prices, and rundown properties. Another structure? No, thank you.

Downtown enjoyed a renaissance, and Kline's lot has continued to sustain Main Street *sans* Kline's. We relate this history only to provide context, something difficult to accomplish in a questionnaire, because we suspect a similar renaissance may be in progress. There were empty storefronts prior to Covid, perhaps resulting from high rents, and post-Covid there will be more. There are no surefire predictions as to what will remain, or what scrappy new ideas might take root, but affordable housing is certainly a component of the future along with A2 Zero goals. That said, the downtown is fragile.

We are hardly suggesting that Kline's lot previously saved A2's downtown, but surface parking spurred innovative development whereas an unnecessary structure might have hindered it. Likewise, slamming a huge housing complex on this site could cause irreparable damage at this delicate juncture. The OWS is truly part of downtown, and creating a huge barrier where there exists a permeable membrane is not good design. Predicating this housing on a parking structure down the hill is also unwise, remembering that neighbors prevented it in 2005. (Again, this is contextual information hard to convey in a survey.)

Although this key site seems to be scheduled for later consideration, we trust extra time will be taken, especially to assess Covid's repercussions. Will office space recover? Will brick-and-mortar survive? Is first floor commercial space saturated? Is the Palio site more opportune? Are parking counts valid now? What is a balance between fewer cars and necessity? Nobody wants a repeat of the library lot debacle, but what residents desperately want is affordable housing to be graciously absorbed into our cityscape.

To understanding and supporting the local market,

Carolyn & Joseph Arcure

*c.c.: Alex Huff -
re: project
#1241
Thanks —!*

Jenifer Hal 1:
Planning Services @ City Hal 1
301 East Huron Street
Ann Arbor, MICHIGAN 48104

In your recent survey of public ideas on public housing proposals for the City, and as a business man here, it would seem insecure to build, or have others build, residential housing on the former Kline's Lot, behind Main Street.

Existing businesses will need surface parking for visitors to the city for their trips into Ann Arbor. This surface lot should remain surface parking to accommodate future business vitality within this area.

The present public health crisis is presenting invalidations for previous conventional assumptions undergirding economic and social planning. Does the same future have a future for us now? Major investing within these unknowns would be on very thin ice. Caution should be applied to our own futures and to the City's future housing possibilities.

With my best wishes for the future of our city, from:

Doug Price
dep.dep

Dear Ms. Hall,

This was sent to us at Council today. I pass it along to you but I'm not sure if it should go to planning.

The request in a nutshell:

We kindly request that the City Council please consider providing appropriate parking opportunities for oversized vehicles near our venue as part of the housing development project. An option might be private parallel parking along the back alley running behind the Ark building. Due to City regulations we do not have permission to unload or park these oversized vehicles on Main St. Oversized vehicle parking on Liberty St. near the alley entrance might be an option, but it would block the store frontage sightlines of our neighboring businesses. William St. has already been converted to a bicycle throughway.

Lisa Disch | Ward One City Council Representative

City of Ann Arbor

301 E. Huron Street

Ann Arbor, MI 48107-8647

ldisch@a2gov.org | Watch City Council Live

At: <https://www.a2gov.org/departments/communications/ctn/Pages/watch.aspx>

Dear City Council,

I'm writing on behalf of The Ark, home of Ann Arbor's nonprofit music venue at 316 S. Main St., with regards to the MSAA's notification that we can send feedback about the Kline Lot housing recommendations to you.

316 S. Main St., former location of Kline's department store, has been the current home of The Ark for 25 years. In 2012, we purchased our space. For over 55 years, we have been presenting live music, often in excess of 300 shows a year. In addition to cultural and community impact, the number of Ark shows and volume of audience have significant economic impact. A February 2020 surveys indicate that 76% of The Ark audience patronizes other local businesses in conjunction with attending an Ark show. Based on data reported by the Ann Arbor Area Community Foundation and the Arts Alliance, The Ark's economic impact on other businesses in the region is over \$1.5 million per year.

Many of our nationally touring and local artists carry enough heavy band equipment and/or touring personnel to need oversized parking for buses, trailers, sprinters, etc. We have relied on the ability to reserve meter bags on S. Ashley St. for the purpose of parking our talent. We are concerned that the effort to push equipment around a new housing development would impede on the safety of our work and ultimately the caliber of presentations we can present to our community as a result.

We kindly request that the City Council please consider providing appropriate parking opportunities for oversized vehicles near our venue as part of the housing development project. An option might be private parallel parking along the back alley running behind the Ark building. Due to City regulations we do not have permission to unload or park these oversized vehicles on Main St. Oversized vehicle parking on Liberty St. near the alley entrance might be an option, but it would block the store frontage sightlines of our neighboring businesses. William St. has already been converted to a bicycle throughway.

Additionally, we'd like to ensure the alley access will remain for equipment loading and deliveries.

Please contact me to discuss further how our oversized parking needs can be incorporated in the Kline Lot housing plans. Thank you.

Emily Jo Ross
Operations Director
The Ark
734-761-1800 x23
www.theark.org

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SECTION 6

APPENDIX

Design a
Better Future

SMITHGROUP