

AA AFFORDABLE HOUSING PUBLIC ENGAGEMENT-4 ADDITIONAL DOWNTOWN SITES

AAHC BOARD PROJECT UPDATE

9/16/2020

PROCESS/SCHEDULE

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



SCHEDULE



SURVEY OPENS

Monday, September 28, 2020

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



VIRTUAL ENGAGEMENT SESSIONS

Thursday, October 1, 2020

Time: 6:00 - 8:00 PM

Monday, November 9, 2020

Time: 6:00 - 8:00 PM

Thursday, December 10, 2020

Time: 6:00 - 8:00 PM

**FULL
DETAILS
ON THE
WEBSITE**



SURVEY CLOSES

Monday, December 14, 2020



FINAL REPORT OUT

December 2020

Date and time to be determined

121 E CATHERINE

121 E CATHERINE

EXISTING CONDITIONS & CONTEXT

ZONING REQUIREMENTS

- Zoning District: D2 (Medium Density)
- Character Overlay District: Kerrytown
- Lot Area: 16,368 SF
- Floor Area Ratio (FAR): 200% or 400% w/ Planned Project Affordable Housing Premium
- Max. Building Height: 60' or 69' w/ Planned Project Affordable Housing Premium
- Streetwall: 3 stories (max.) or 2 stories (min.)



121 E CATHERINE

MASSING OPTIONS



OPTION 1: 4-STORY

- +/- 50-60 units



OPTION 2: 5-STORY

- +/- 70-80 units



OPTION 3: 6-STORY

- +/- 85-95 units

*All options can accommodate an active ground floor and/or on-site parking

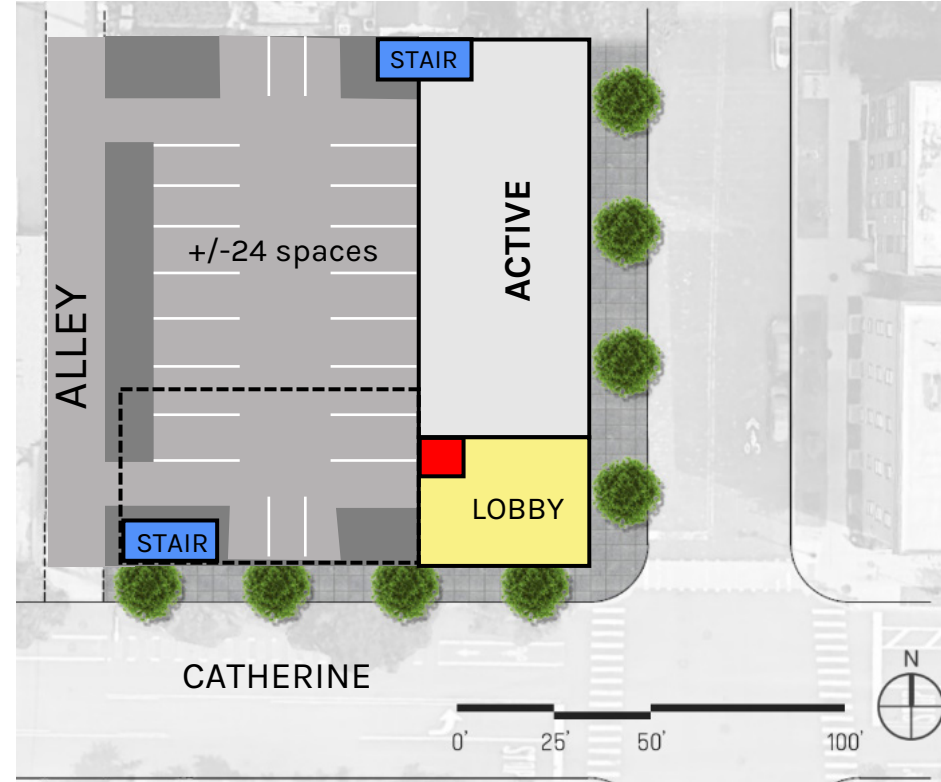
121 E CATHERINE

PARKING OPTIONS



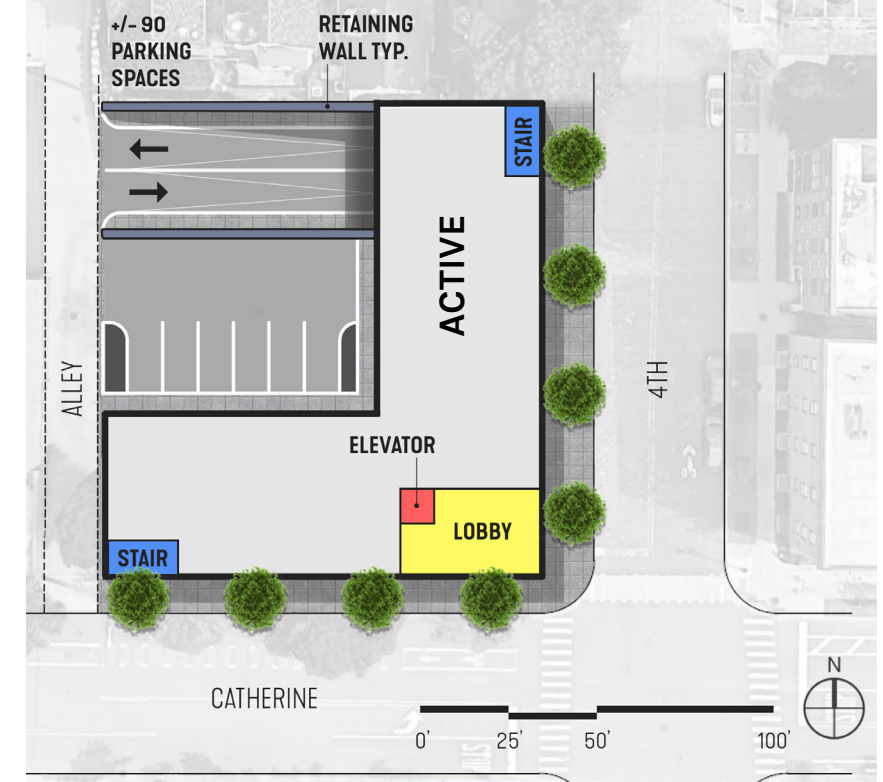
OPTION 1:

- Commercial/retail: No
- Maximizes surface parking



OPTION 2:

- Commercial/retail: Partial
- Retains some surface parking



OPTION 3: 6-STORY

- Commercial/retail: Yes
- Assumes underground parking

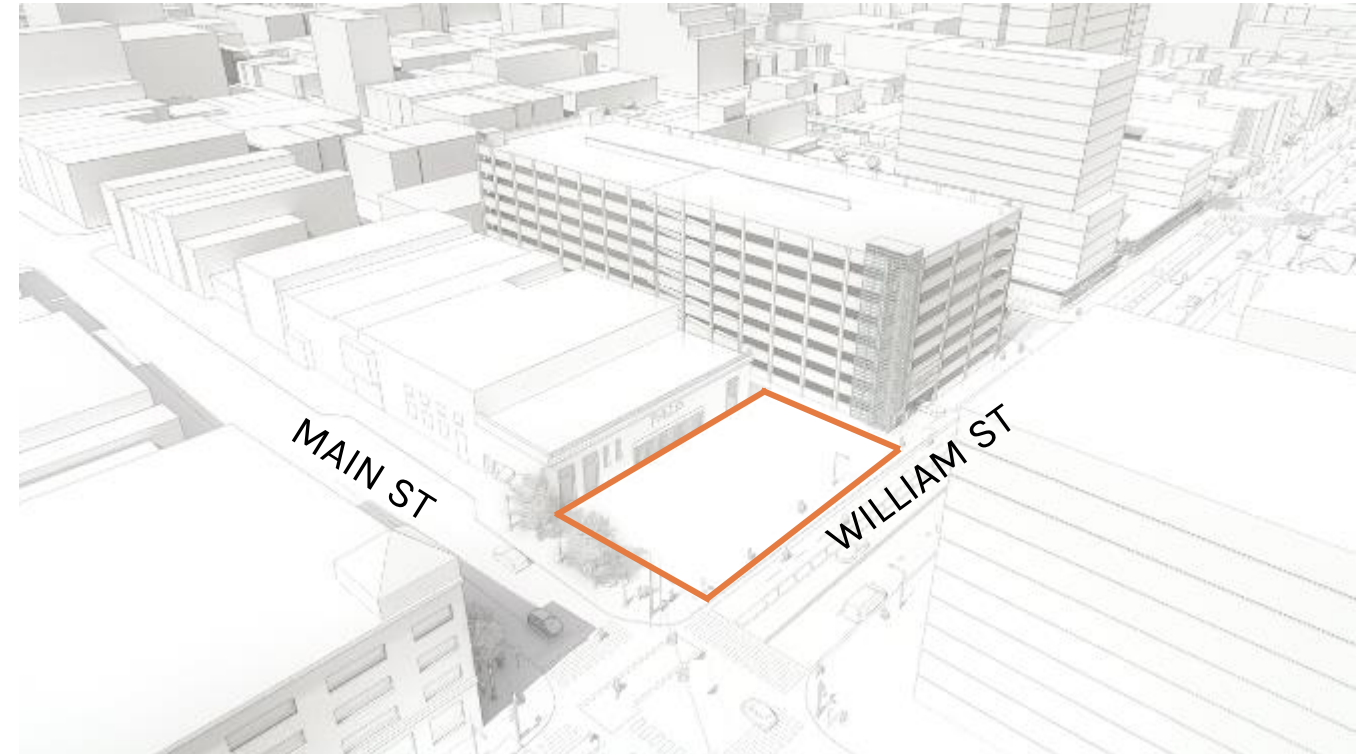
353 S MAIN

353 S MAIN

EXISTING CONDITIONS & CONTEXT

ZONING REQUIREMENTS

- Zoning District: D1 (High Density)
- Character Overlay District: Main St
- Lot Area: 7,068 SF
- Max. FAR: 700% or 900% w/ Planned Project Affordable Housing Premium
- Max. Building Height: 180'
- Streetwall: 4 stories (max.) or 2 stories (min.) w/ 5' offset @ top of streetwall



353 S MAIN

MASSING OPTIONS



OPTION 1: 10-STORY

- Steel frame, concrete podium
- +/- 90 units
- FAR: ~900%



OPTION 2: 6-STORY

- Stick-built, concrete podium
- +/- 50 units
- FAR: ~550%




*Both options provide for an active ground floor on Main & William and off-site parking

**721 N MAIN
(123 W SUMMIT)**

123 W SUMMIT

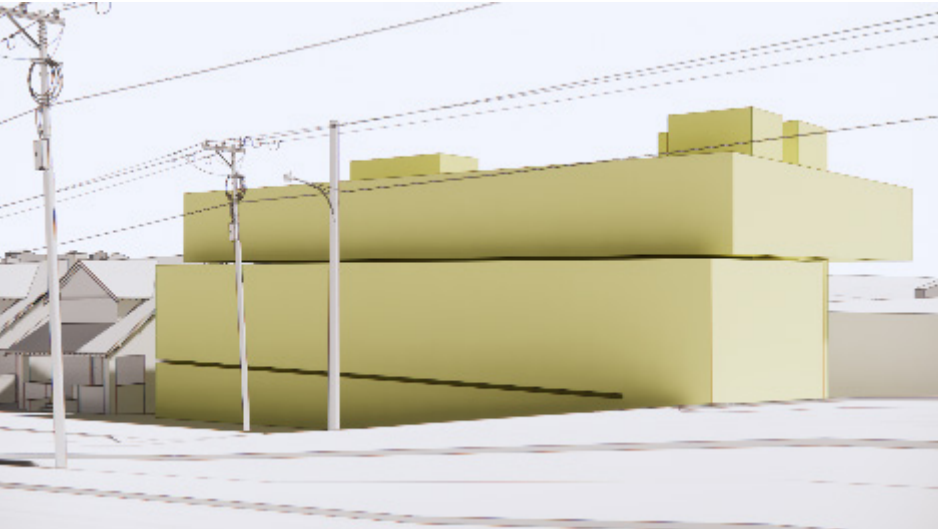
CONTEXT



-  Floodway and Floodplain
-  721 North Main
-  Potential Developable Parcel

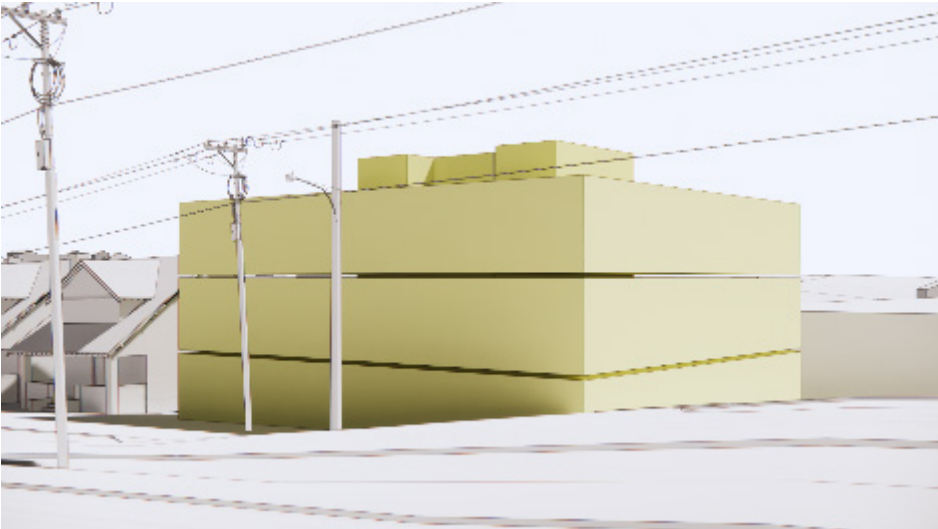
123 W SUMMIT

MASSING OPTIONS



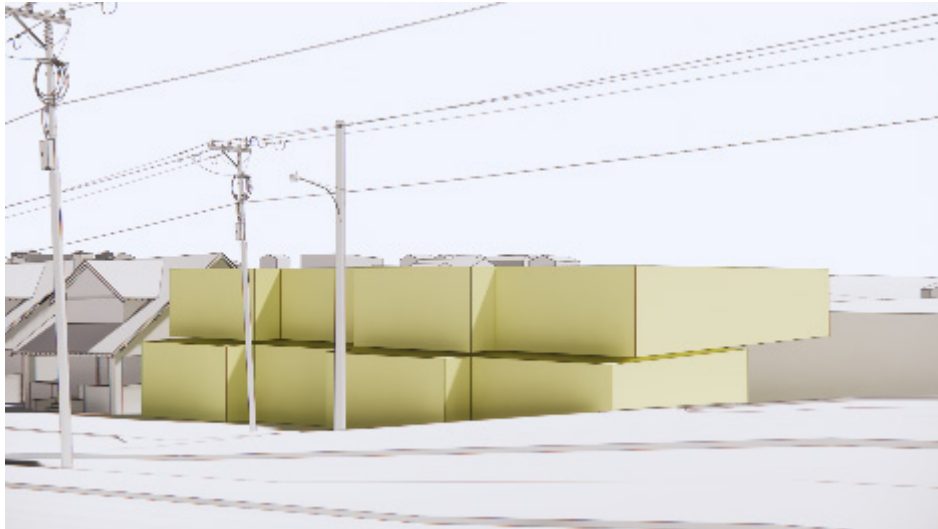
OPTION 1: APARTMENTS

- 3 stories, 35'
- # of Units: 14



OPTION 2: QUAD-APARTMENTS

- 3 stories, 35'
- # of Units: 19



OPTION 3: TOWNHOMES

- 2 stories, 25'
- # of Units: 7

*All options provide for walk-up units along Summit and on-site surface parking

309 S ASHLEY

309 S ASHLEY

EXISTING CONDITIONS & CONTEXT

ZONING REQUIREMENTS

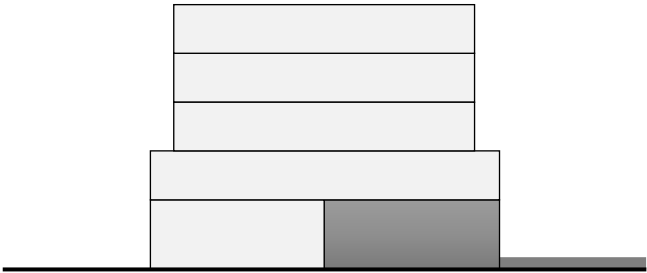
- Zoning District: D1 (High Density)
- Character Overlay District: Main St
- Lot Area: 53,750 SF
- FAR: 700% or 900% w/ Planned Project Affordable Housing Premium
- Max. Building Height: 180'
- Streetwall: 4 stories (max.) or 2 stories (min.)



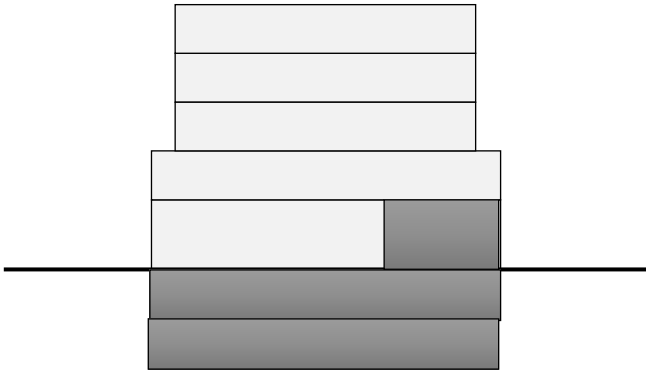
PARKING STRATEGY

- There are different ways of handling parking

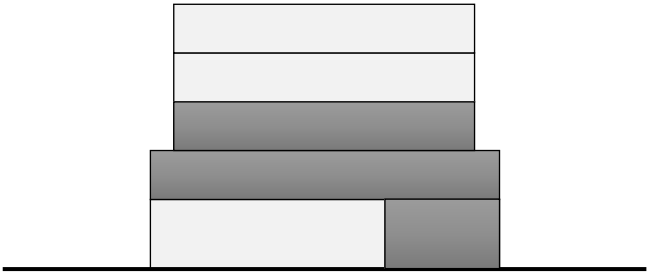
ON-SITE, AT GRADE / SURFACE



ON-SITE, BELOW GRADE



ON-SITE, ABOVE GRADE



OFF-SITE

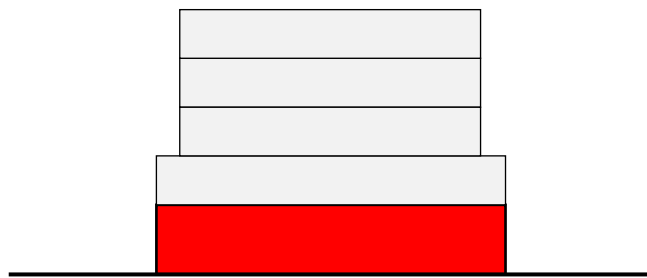


 Parking

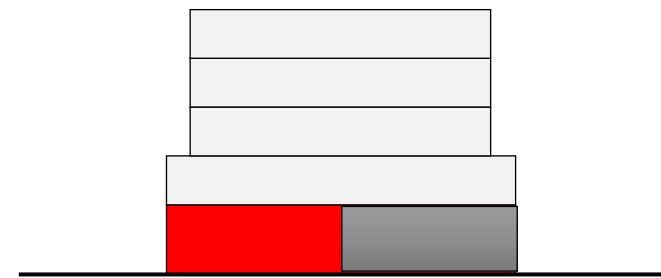
GROUND FLOOR STRATEGY

- There are different ways of treating the ground floor

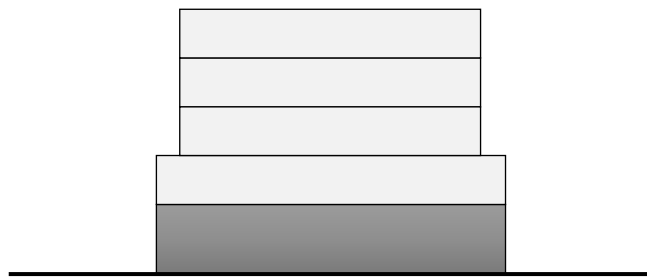
COMMERCIAL



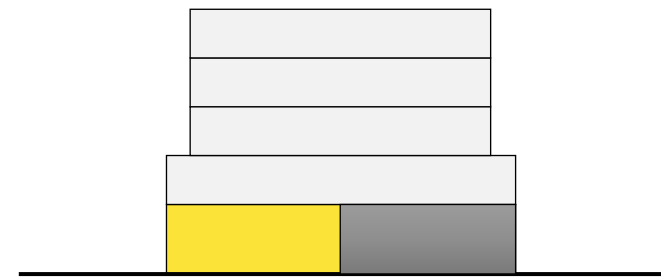
COMMERCIAL + PARKING






PARKING



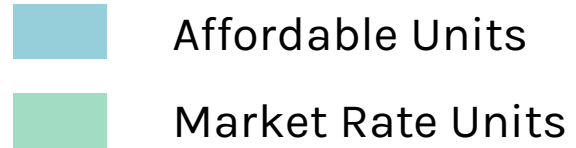
RESIDENTIAL + PARKING



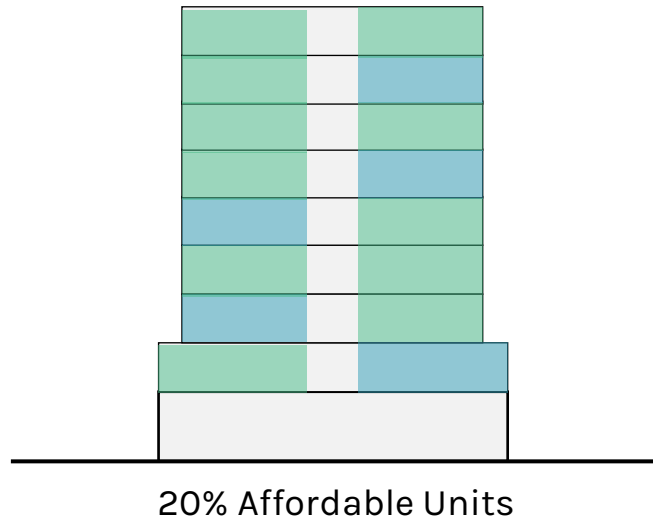
-  Parking
-  Commercial
-  Residential

UNIT MIX STRATEGY

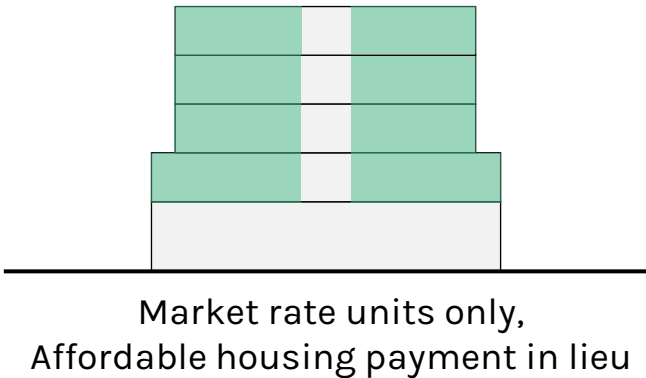
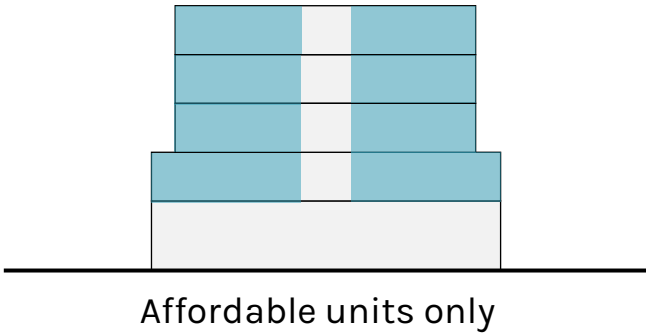
- The unit mix influences the proforma and thus the feasibility of a particular type of development (Diagrams are hypothetical scenarios)



HIGH RISE



MID-RISE



309 S ASHLEY

3 MASSING OPTIONS



OPTION 1: SINGLE PARCEL

- 1 large parcel, single owner
- Optimizes parking on site
- Active ground floor on Ashley w/ service alley
- Market rate units more likely to subsidize affordable units



OPTION 2: 2 EQUAL PARCELS

- Split parcel @ mid-block, 1-2 owners
- Active ground floor on Ashley and/or shared service alley
- Replaces existing parking and balances structured parking on site
- Potential opportunity for tax credit deal, but challenging



OPTION 3: 3+ PARCELS

- Potential small developments
- Minimizes off-street parking, emphasize parking elsewhere
- Active ground floor on Ashley and service alley
- Optimizes phaseability and flexibility of units
- Best positioning for tax credit deal(s)

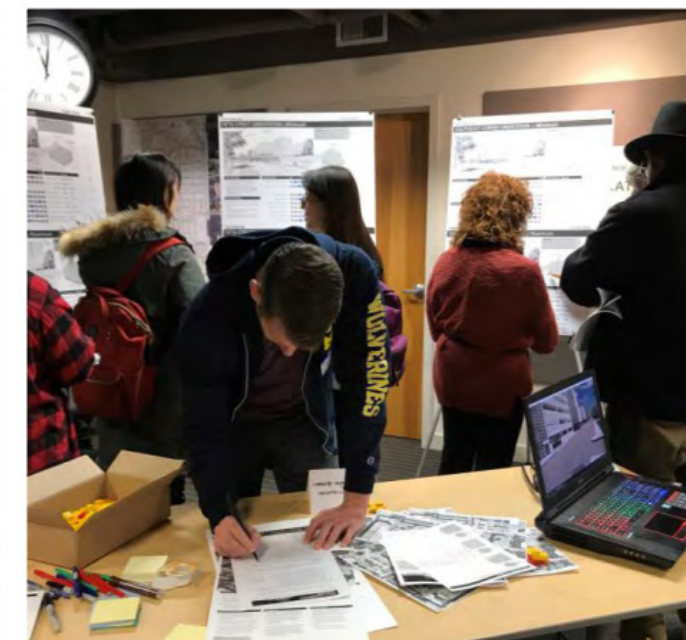
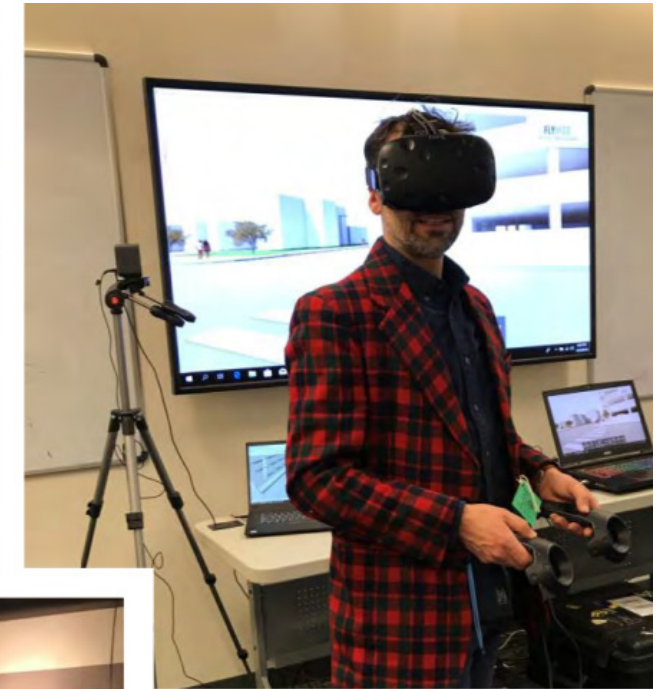
An aerial photograph of an urban area. A large rectangular plot of land is highlighted in a bright green color. The surrounding area consists of various buildings, streets, and parking lots. The highlighted plot is located in the center-right of the image, bounded by a street to the north, a street to the east, and a street to the south. The overall scene is a dense urban environment.

**350 S 5TH AVE PRE-ENTITLEMENT
AAHC UPDATE**

9/16/2020

PUBLIC ENGAGEMENT: PROCESS

- 6+ weeks of engagement in early 2020
- Engagement included a custom website, an online survey and over 20 hours of community workshops over 5 days in 4 separate locations.
- The website and online survey reached over 1,500 unique users and had over 300 individual survey responses, while the in-person workshops drew approximately 150 individuals.

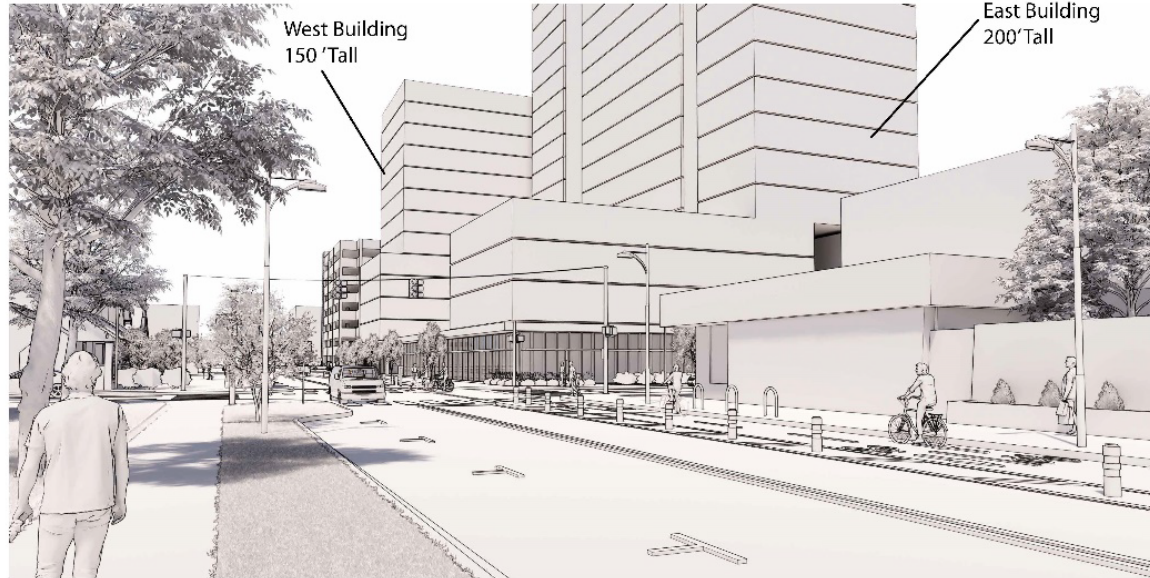


<https://www.community-engagement-annarbor.com/>

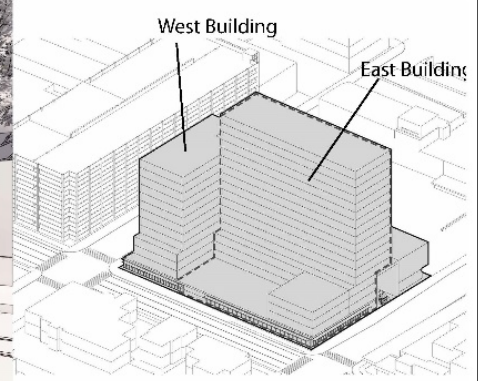
PUBLIC ENGAGEMENT: 350 S 5TH PREFERRED OPTION

OPTION 3B

SOUTHEAST CORNER ORIENTATION :: Maximum



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



DESCRIPTION

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

ASSUMPTIONS

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

TRADE-OFFS

	Min	Max
Provide Affordable Housing Units	■ ■ ■ ■ ■	■ ■ ■ ■ ■
Provide Market Rate Housing Units	■ ■ ■ ■ ■	■ ■ ■ ■ ■
Density of buildings	■ ■ ■ ■ ■	■ ■ ■ ■ ■
Height of buildings	■ ■ ■ ■ ■	■ ■ ■ ■ ■
Scales down to William Street	■ ■ ■ ■ ■	■ ■ ■ ■ ■
Potential active ground floor	■ ■ ■ ■ ■	■ ■ ■ ■ ■
Support expansion of transit	■ ■ ■ ■ ■	■ ■ ■ ■ ■
Financial complexity/risk	■ ■ ■ ■ ■	■ ■ ■ ■ ■
Financial revenue	■ ■ ■ ■ ■	■ ■ ■ ■ ■

Total housing units: **418 units**

affordable units: **130 units (31%)**
market rate units: **288 units**

	Building	WEST	EAST
Floor-Area-Ratio:		744%	865%
Height Feet (floors):		150' (13)	200' (18)
Larger tower but set back from William St			
Ground Floor GSF:		7,350	19,795
Transit lane provided along north edge			
Total Development Cost:		~\$72 Million	
Potential Tax Revenue:		~\$1.5 - 2 Million	
Ground Lease Revenue:		~\$0.5 - 1 Million	

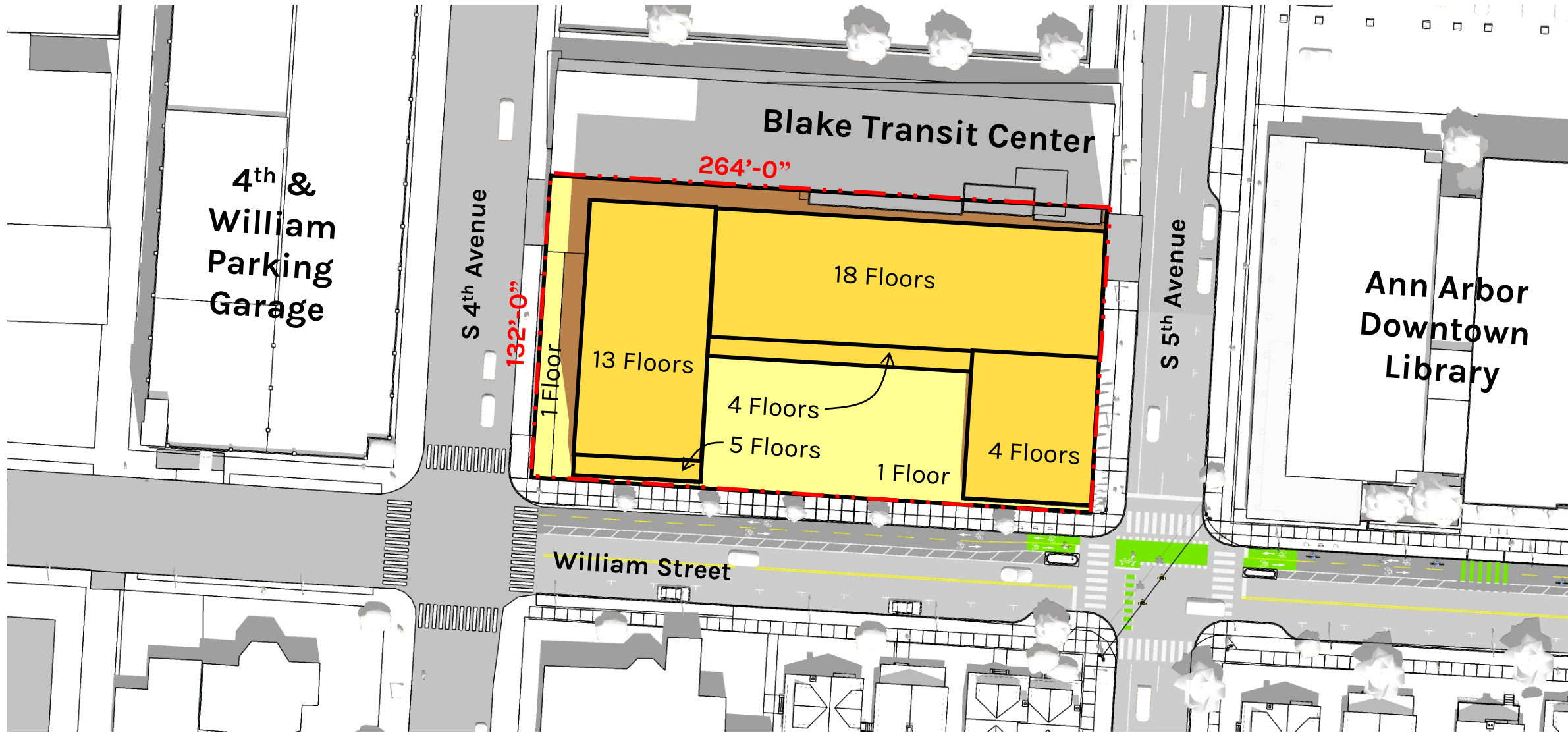
PREFERRED OPTION SUMMARY

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

PROJECT SCHEDULE

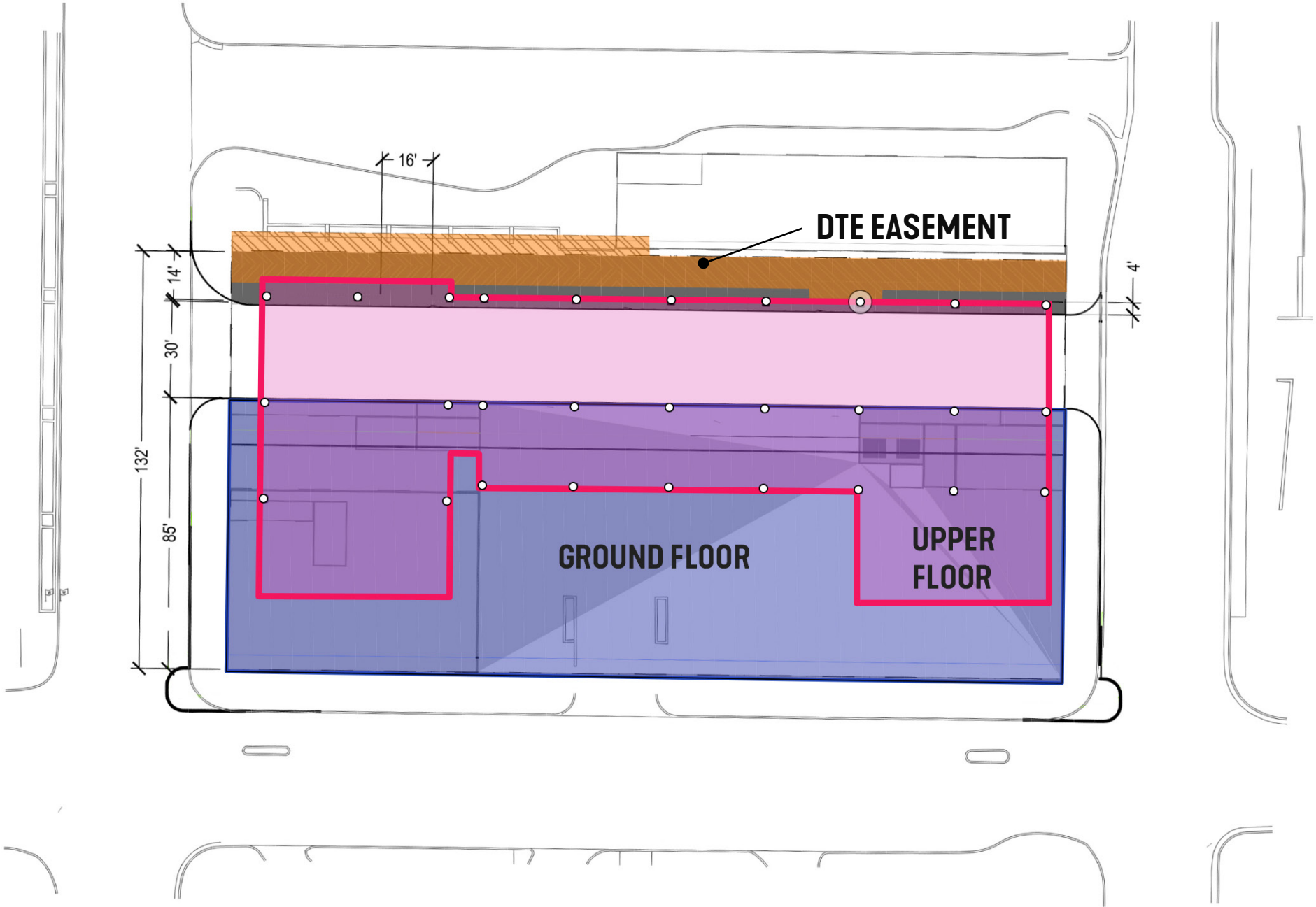
TASK	DATES
Submit DRB Application	9/9/20
Cost Estimating	Sept-Oct
DRB Meeting	10/14/20
Citizen Participation Cards Mailed	10/2/20
Citizen Participation Meeting	10/26/20 – 10/30/20
Rezoning and Area Plan Pre-Submission Meeting	11/9/20-11/13/20
Submit Application	11/24/20
All comments successfully addressed	1/5/21
Planning Commission Meeting	2/2/21
City Council - First Reading	3/1/21
City Council - Second Reading	4/5/21

SITE PLAN

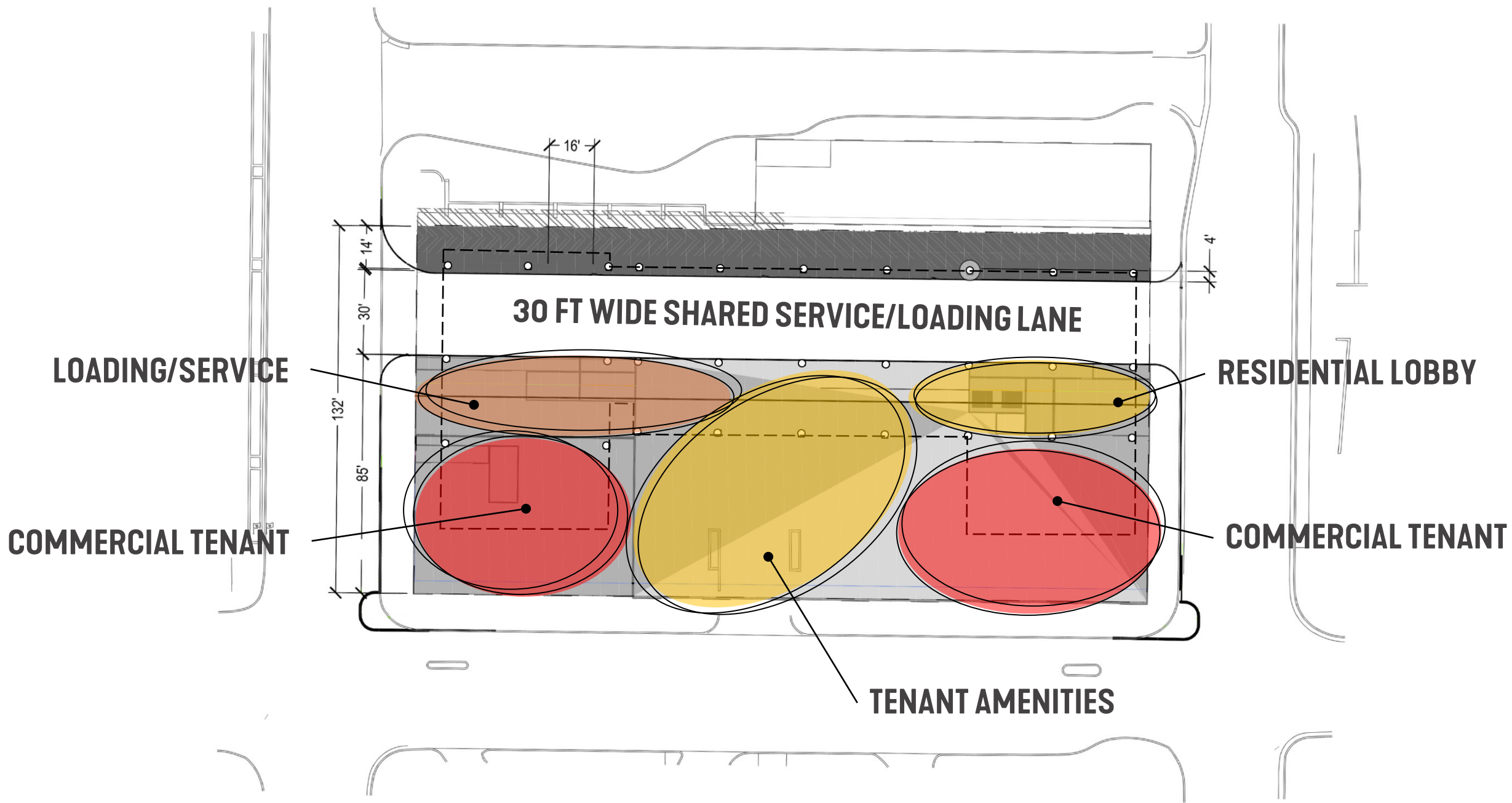


30 FT SHARED SERVICE/LOADING LANE

GROUND FLOOR PLAN



POTENTIAL GROUND FLOOR USES



30 FT SERVICE/LOADING LANE

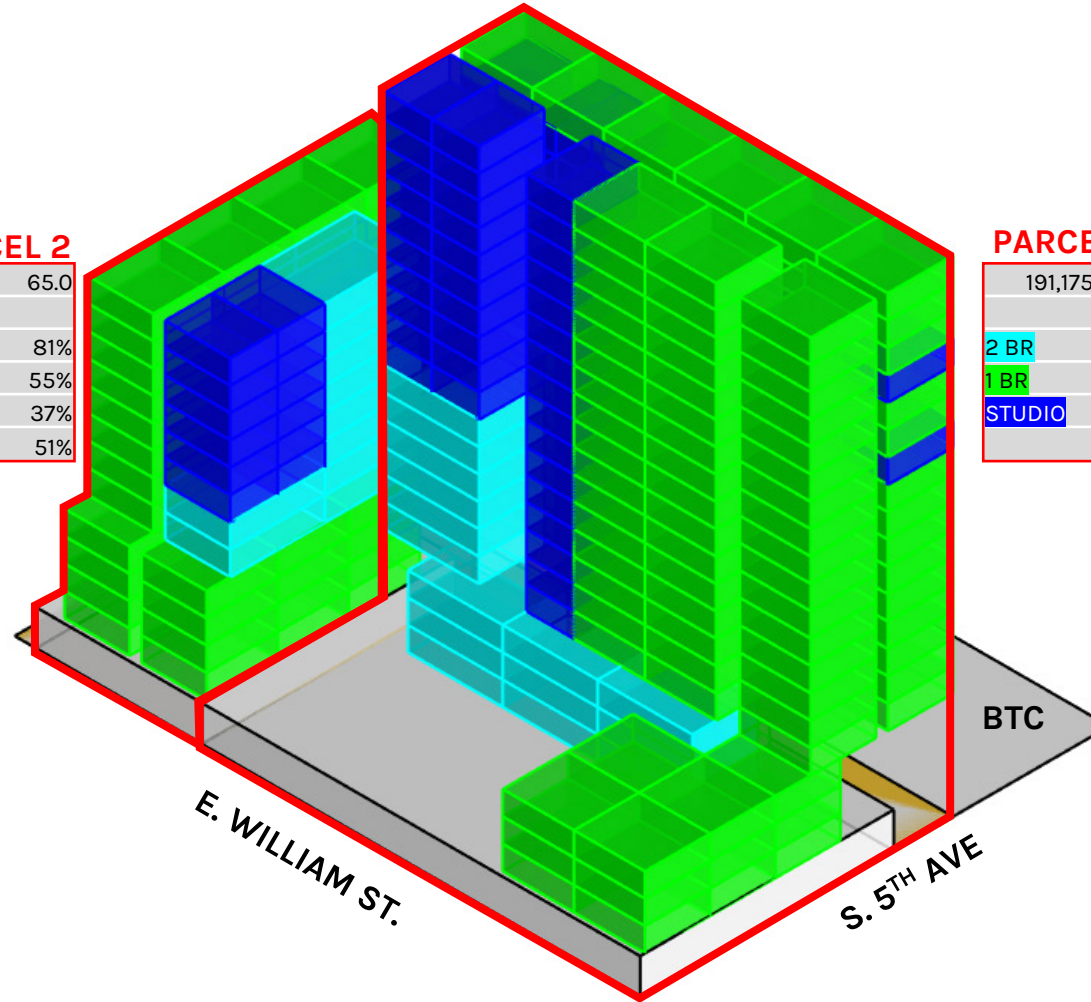
UNIT COUNT / UNIT MIX

PARCEL 2

	83,700	0.85	71,145	UNIT COUNT	AFF UNITS	65.0
2 BR		15%	10,672	12.0	10	81%
1 BR		60%	42,687	71.0	39	55%
STUDIO		25%	17,786	44.0	16	37%
			71,145	127.0	65	51%

PARCEL 1

	191,175	0.85	162,499	UNIT COUNT	AFF UNITS	65.0
2 BR		15%	24,375	28.0	10	35%
1 BR		60%	97,499	162.0	39	24%
STUDIO		25%	40,625	101.0	16	16%
			162,499	291.0	65.0	22%

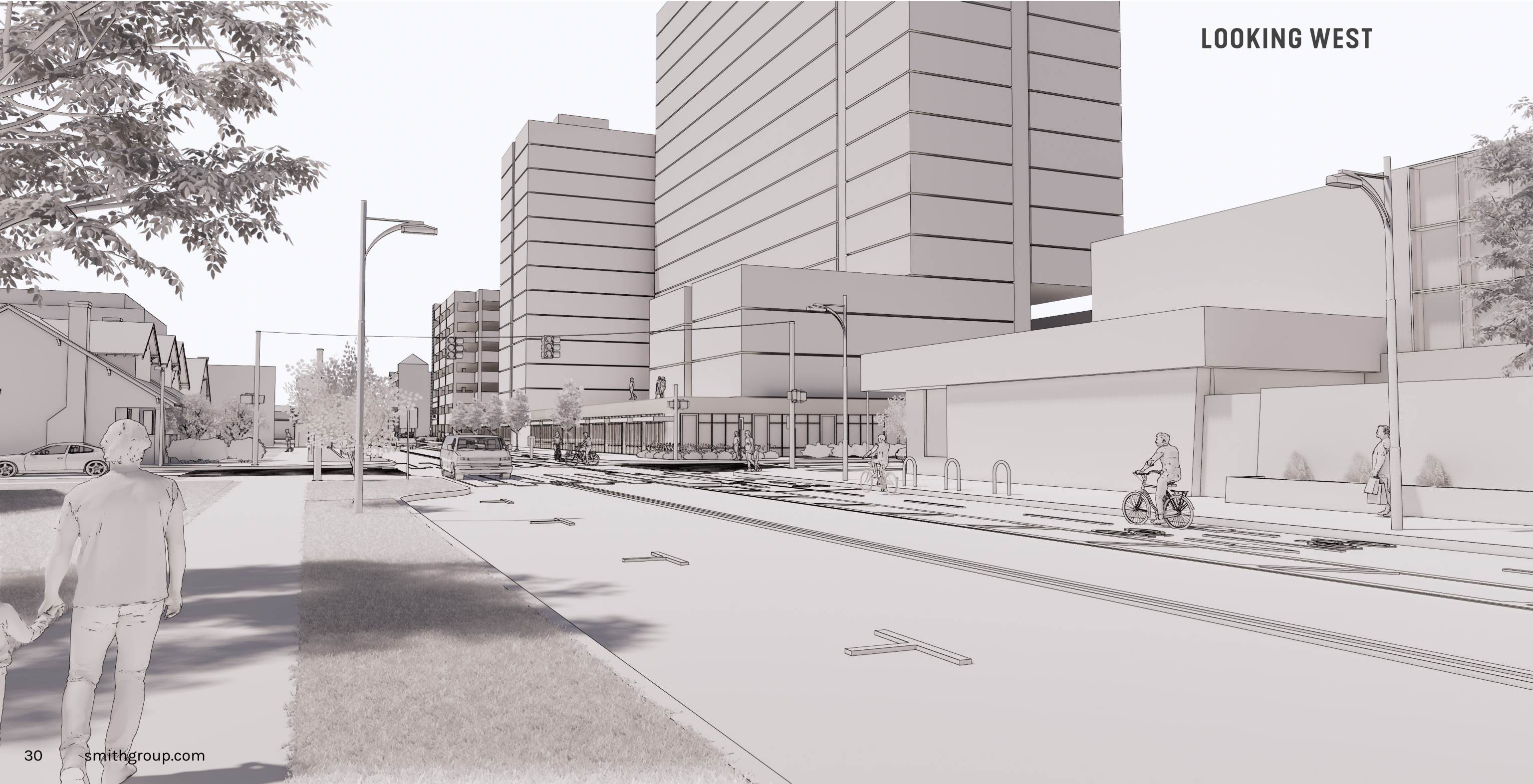


MARKET RATE UNITS: 288
AFFORDABLE UNITS: 130
TOTAL UNITS: 418

ASSUMPTIONS
 STUDIO: 400 SF
 1 BR: 600 SF
 2BR: 850 SF

WILLIAM STREET

LOOKING WEST



FIFTH AVENUE

LOOKING SOUTH

