

**Zoning Board of Appeals
August 23, 2017 Regular Meeting**

STAFF REPORT

Subject: ZBA17-025 1140 Broadway Street

Summary:

Morningside Lower Town, LLC property owners for 1140 Broadway Street are requesting a variance from Chapter 59 Off-Street Parking Section 5:167. The ordinance requires one (1) parking space per residential dwelling unit for a total of six hundred twenty (620) spaces. The petition seeks to reduce the required parking to .9 spaces per unit for a total of five hundred fifty-eight (558) spaces. A variance is not being requested for the retail parking portion of the development.

Description:

The subject parcel is zoned PUD (Planned Unit Development) district, however the petitioner is seeking a rezoning to C1A/R (Campus Business Residential). The vacant site contains 6.4 acres and is located at the northeast corner of Maiden Lane and Broadway Street. The developer proposes to construct 620 residential units in three (3) buildings, as well as 4400 square feet of retail space.

Discussion:

The development will include three (3) buildings, two contain apartments, and a third building will be condominium units. The proposed development site will have buildings from four to eight stories, and provide parking in a structure, as well as on site along access drives.

The proposed development will provide bike storage at a rate of one per unit, is located on transit lines, and is in close proximity to job centers.

Standards for Approval- Variance

The Zoning Board of Appeals shall have the authority to interpret this chapter and may in specific cases and after public notice and hearings in accordance with Chapter 55 of this Code grant variances and exceptions to these requirements, providing such variance or exception is in harmony with the general purpose and intent of the requirements.

The Broadway Street project meets the intent of the code as 90% of the residential parking requirements are being supplied. Additionally, the development will meet the commercial parking requirements.

The proposed development is in harmony with walkability and transit orientation. The site is located in close proximity to the major employment centers of the University of Michigan Health System and the central business district. The site also is within walking distance of more than one (1) dozen parks and recreational opportunities.

The site will benefit from several alternatives to vehicular transportation. Those transportation choices include bicycling, City bus (AATA), commuter rail (Amtrak), ride and bike sharing programs.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jon Barrett". The signature is stylized and cursive.

Jon Barrett
Zoning Coordinator

APPLICATION FOR VARIANCE OR NON-CONFORMING STRUCTURE ZONING BOARD OF APPEALS

Section 1: Applicant Information

Name of Applicant: _____ Morningside Lower Town, LLC
 Address of Applicant: _____ 223 W. Erie, 3rd Floor, Chicago, IL 60654
 Daytime Phone: _____ 312.280.7770 x 118
 Fax: _____ 312.280.5353
 Email: _____ RMucha@MorningsideUSA.com
 Applicant's Relationship to Property: _____ Owner

Section 2: Property Information

Address of Property: _____ 1140 Broadway Street, Ann Arbor
 Zoning Classification: _____ PUD (requesting change to C1A/R)
 Tax ID# (if known): _____ See Exhibit A for complete list of addresses and PINs
 *Name of Property Owner: _____ Morningside Lower Town, LLC

**If different than applicant, a letter of authorization from the property owner must be provided.*

Section 3: Request Information

Variance

Chapter(s) and Section(s) from which a variance is requested:

Required dimension: _____ PROPOSED dimension: _____

Chapter 59, Sec 5:167 - Residential (6)

1.0 / DU = 620 spaces

0.9 / DU = 558 spaces

(No variance requested for retail parking)

Example: Chapter 55, Section 5:26

Example: 40' front setback

Example: 32'

Give a detailed description of the work you are proposing and why it will require a variance (attach additional sheets if necessary)

Section 4: VARIANCE REQUEST (If not applying for a variance, skip to section 5)

The City of Ann Arbor Zoning Board of Appeals has the powers granted by State law and City Code Chapter 55, Section 5:98. A variance may be granted by the Zoning Board of Appeals only in cases involving practical difficulties or unnecessary hardships when **ALL** of the following is found **TRUE**. Please provide a complete response to each item below. These responses, together with the required materials in Section 5 of this application, will form the basis for evaluation of the request by staff and the Zoning Board of Appeals. (continued...)

1. Are there hardships or practical difficulties to complying with the ordinance? Are these hardships or practical difficulties an exception or unique to the property compared to other properties in the City?

N/A

2. Are the hardships or practical difficulties more than mere inconvenience, inability to obtain a higher financial return? (explain)

N/A

3. What effect will granting the variance have on the neighboring properties?

N/A

4. What physical characteristics of your property in terms of size, shape, location or topography prevent you from using it in a way that is consistent with the ordinance?

N/A

5. Is the condition which prevents you from complying with the ordinance self-imposed? How did the condition come about?

N/A

Section 5: ALTERATION TO A NON-CONFORMING STRUCTURE

Current use of the property _____

The proposed change is allowed in accordance with Structure Non-Conformance, Section 5:87 (1) (a) & (b), which reads as follows:

- (1) A non-conforming structure may be maintained or restored, but no alteration shall be made to a non-conforming structure unless one of the following conditions is met:
 - a. The alteration is approved by the Zoning Board of Appeals upon finding that it complies as nearly as practicable with the requirements of this Chapter and that it will not have a detrimental effect on neighboring property.
 - b. The alteration conforms to all the requirements of this Chapter and is made to a building which will be a single-family dwelling on completion of the alteration and is located in an R1,R2, R3, or R4 district.
 - c. The structure is considered non-conforming due to the following reasons

(continued)

Existing Condition

Code Requirement

Lot area _____

Lot width _____

Floor area ratio _____

Open space ratio _____

Setbacks _____

Parking _____

Landscaping _____

Other _____

Describe the proposed alterations and state why you are requesting this approval:

NOT REQUESTING AN ALTERATION TO A NONCONFORMING STRUCTURE

The alteration complies as nearly as is practicable with the requirements of the Chapter and will not have a detrimental effect on neighboring property for the following reasons:

Wherefore, Petitioner requests that permission be granted from the above named Chapter and Section of the Ann Arbor City Code in order to permit _____

Section 6: Required Materials

The following materials are required for all variance requests. Failure to provide these materials will result in an incomplete application and will delay staff review and Zoning Board of Appeals consideration of the request. The materials listed below must accompany the application and constitute an inseparable part of the application.

All materials must be provided on **8 1/2" by 11" sheets.** (Continued.....)

- Survey of the property including all existing and proposed structures, dimensions of property, and area of property. Survey and site plan
- Building floor plans showing interior rooms, including dimensions. N/A
- Photographs of the property and any existing buildings involved in the request.
- Any other graphic or written materials that support the request. Fleis & Vandenbrink study
Stakeholder support letters

Section 7: Acknowledgement

SIGNATURES MUST BE SIGNED IN PRESENCE OF NOTARY PUBLIC

I, the applicant, request a variance from the above named Chapter(s) and Section(s) of the Ann Arbor City Code for the stated reasons, in accordance with the materials attached hereto.

312.280.7770 X 118

Phone Number
RMucha@MorningsideUSA.com

Email Address

Signature
Ronald S. Mucha

Member - Morningside Lower Town, LLC Print Name

I, the applicant, hereby depose and say that all of the aforementioned statements, and the statements contained in the materials submitted herewith, are true and correct.

Signature

Further, I hereby give City of Ann Arbor Planning & Development Services unit staff and members of the Zoning Board of Appeals permission to access the subject property for the purpose of reviewing my variance request.

Signature

I have received a copy of the informational cover sheet with the deadlines and meeting dates and acknowledge that **staff does not remind the petitioner of the meeting date and times.**

Signature

On this _____ day of _____, 20____, before me personally appeared the above named applicant and made oath that he/she has read the foregoing application by him/her subscribed and knows the contents thereof, and that the same is true as to his/her own knowledge except as to those matters therein stated to be upon his information and belief as to those matters, he/she believes them to be true.

Notary Public Signature

Notary Commission Expiration Date

Print Name

Staff Use Only

Date Submitted: _____ Fee Paid: _____
 File No.: _____ Date of Public Hearing _____
 Pre-filing Staff Reviewer & Date _____ ZBA Action: _____
 Pre-Filing Review: _____
 Staff Reviewer & Date: _____

EXHIBIT A

COMPLETE LIST OF PROPERTIES COMPRISING "1140 BROADWAY STREET"

Owner

Morningside Lower Town, LLC

<u>Street Address of Property</u>	<u>PIN</u>
915 Maiden Lane	09-09-21-302-026
923 Maiden Lane	09-09-21-302-049
943 Maiden Lane	09-09-21-302-029
959 Maiden Lane	09-09-21-302-045
1120 Broadway Street	09-09-21-302-024
1140 Broadway Street	09-09-21-302-046
1156 Broadway Street	09-09-21-302-022
1160 Broadway Street	09-09-21-302-047

EXHIBIT B

1140 BROADWAY STREET – PARKING VARIANCE JUSTIFICATION

The requested parking reduction is in harmony with the general purpose and intent of the requirements of chapter 59 of the City Code for the following reasons:

1. **WALKABILITY** – the site is located in close proximity to:

- Employment
 - UM Health System and Central Business District
- Commerce
 - Kerry Town and Central Business District
- Recreation
 - Riverside Park, Broadway Park (including the newly constructed dog run), Fuller Park, Island Park, Plymouth Parkway Park, Beckley Park, Longshore Park, Argo Park, Argo Nature Area, Cedar Bend Nature Area, Traver Creek, Huron River, Argo Pond, and the Cascades.

2. **TRANSIT ORIENTATION** – the site benefits from readily accessible vehicular alternatives:

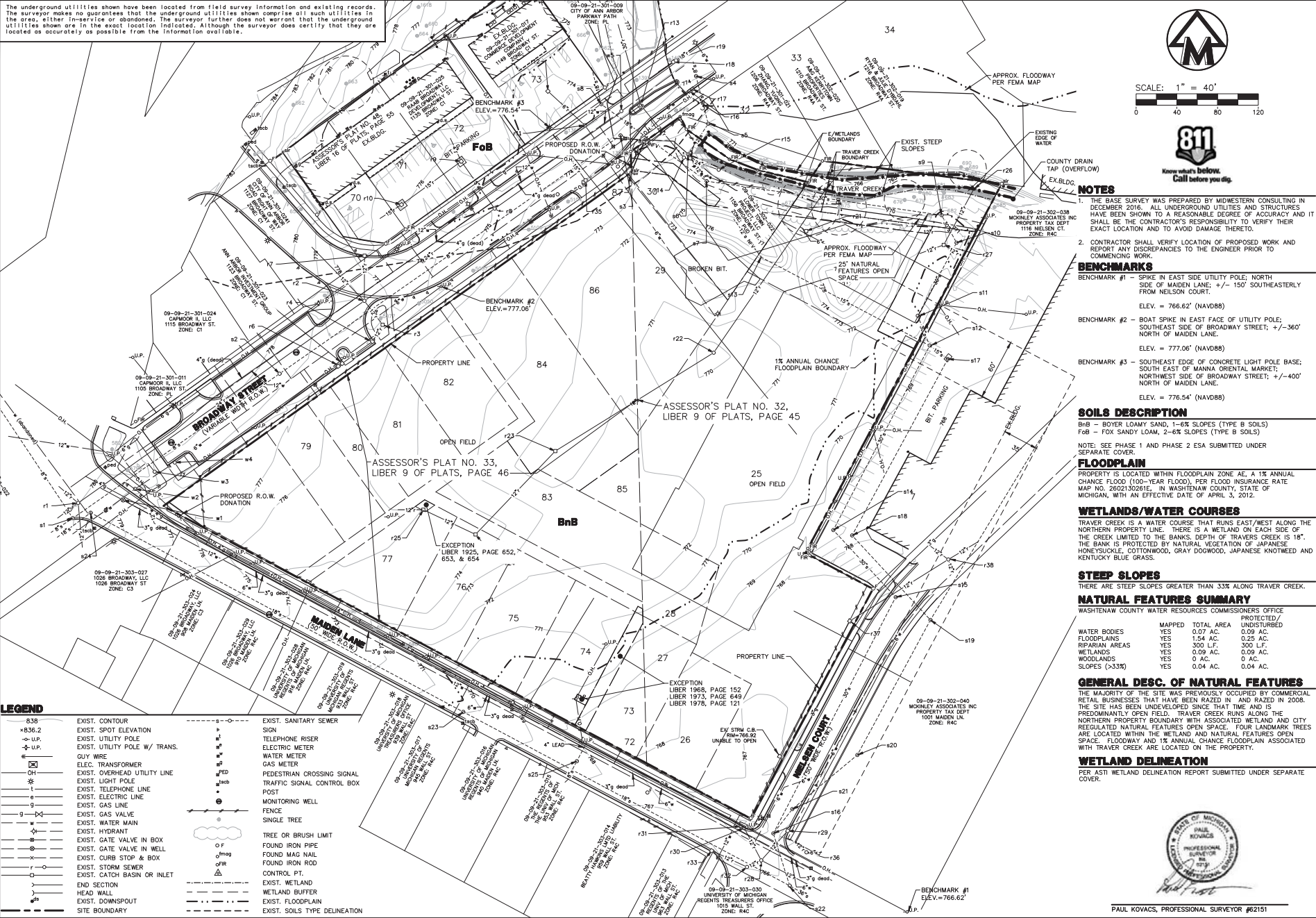
- Bicycling
 - 1 space / DU (Providing 5-times the code requirement of 1 space / 5 DU)
 - Indoor, secure spaces with ease of access and repair facilities
- Bus
 - AATA (routes 22, 23, 63, 65, 91, 92)
 - UM Transit Services (Wall Street routes – with campus-wide transfers)
- Commuter Rail
 - Amtrak (regardless of Depot Street or Fuller Road location)
- Ride Sharing
 - Maven and Zipcar (stationed along Maiden Lane, possibility to locate on site)
- Bike Sharing
 - Potential for ArborBike station
- Multi-modal Transportation Impacts (see attached Fleis & Vandenbrink Parking Study)
 - *Ann Arbor Downtown Development Authority, Parking & TDM Study (2015)*
 - *Non-Motorized Transportation Program, Progress Report (2014)*

3. **MASTER PLAN – 2009 Land Use Element: objectives**

- Concentrated activity centers (p.18)
 - Encourage pedestrian and transit travel by creating nodes of high density, mixed-use development that can be more easily linked by a transit network
- Mixed-use development (p. 18)
 - Encourage pedestrian and transit travel by locating a variety of compatible land uses within walking distance from each other
- Infill and Destination (p. 18)
 - Encourage pedestrian and transit travel by locating new development in already developed areas
- Increased Density Near Transit Corridors (p. 18)
 - Encourage transit travel by increasing development density within walking distance of a high capacity transit corridor
- Pedestrian, bicycle and transit connections and amenities (p. 33)
 - Providing pedestrian, bicycle and transit connections and amenities encourages alternatives to vehicular access by increasing travel choices. They include but are not limited to: a) providing safe, well lighted and convenient pedestrian and bicycle paths between development projects, along major and minor streets and to transit stops, b) providing secure bicycle storage facilities such as covered parking and lockers close to building entrances, c) providing conveniently located bus shelters that are close to stores and street crossings, and d) designing sites with an emphasis on pedestrians, bicyclists and transit riders.
- Support mixed-use, “village” centers in existing commercial areas that are designed to provide new residential opportunities, increase pedestrian activity and reduce the total number of vehicular trips. (p. 37)

The underground utilities shown have been located from field survey information and existing records. The surveyor makes no guarantee that the underground utilities shown comprise all such utilities in the area, either in-service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated. Although the surveyor does certify that they are located as accurately as possible from the information available.

MIDWESTERN CONSULTING, INC. 40000171 210 P. 04-11-16, 11:56 AM, 11/16/16
Copyright © 2016, Midwestern Consulting, LLC. All rights reserved. No part of this drawing may be used or reproduced in any form or by any means, or stored in a database or retrieval system, without prior permission of Midwestern Consulting, LLC.



SCALE: 1" = 40'

- NOTES**
1. THE BASE SURVEY WAS PREPARED BY MIDWESTERN CONSULTING IN DECEMBER 2016. ALL UNDERGROUND UTILITIES AND STRUCTURES HAVE BEEN SHOWN TO A REASONABLE DEGREE OF ACCURACY AND IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THEIR EXACT LOCATION AND TO AVOID DAMAGE THEREOF.
 2. CONTRACTOR SHALL VERIFY LOCATION OF PROPOSED WORK AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO COMMENCING WORK.

- BENCHMARKS**
- BENCHMARK #1** - SPIKE IN EAST SIDE UTILITY POLE; NORTH SIDE OF MAIDEN LANE; +/- 150' SOUTHEASTERLY FROM NELSON COURT.
ELEV. = 766.62' (NAVD88)
- BENCHMARK #2** - BOAT SPIKE IN EAST FACE OF UTILITY POLE; SOUTHEAST SIDE OF BROADWAY STREET; +/- 360' NORTH OF MAIDEN LANE.
ELEV. = 777.06' (NAVD88)
- BENCHMARK #3** - SOUTHEAST EDGE OF CONCRETE LIGHT POLE BASE; SOUTH EAST OF MANNA ORIENTAL MARKET; NORTHWEST SIDE OF BROADWAY STREET; +/- 400' NORTH OF MAIDEN LANE.
ELEV. = 776.54' (NAVD88)

SOILS DESCRIPTION

BnB - BOYER LOAMY SAND, 1-6% SLOPES (TYPE B SOILS)
FoB - FOX SANDY LOAM, 2-6% SLOPES (TYPE B SOILS)

NOTE: SEE PHASE 1 AND PHASE 2 ESA SUBMITTED UNDER SEPARATE COVER.

FLOODPLAIN

PROPERTY IS LOCATED WITHIN FLOODPLAIN ZONE AE, A 1% ANNUAL CHANCE FLOOD (100-YEAR FLOOD), PER FLOOD INSURANCE RATE MAP NO. 2602130261E, IN WASHTENAW COUNTY, STATE OF MICHIGAN, WITH AN EFFECTIVE DATE OF APRIL 3, 2012.

WETLANDS/WATER COURSES

TRAVER CREEK IS A WATER COURSE THAT RUNS EAST/WEST ALONG THE NORTHERN PROPERTY LINE. THERE IS A WETLAND ON EACH SIDE OF THE CREEK LIMITED TO THE BANKS. DEPTH OF TRAVER CREEK IS 18". THE BANK IS PROTECTED BY NATURAL VEGETATION OF JAPANESE HONEYSUCKLE, COTTONWOOD, GRAY DOGWOOD, JAPANESE KNOTWEED AND KENTUCKY BLUE GRASS.

STEEP SLOPES

THERE ARE STEEP SLOPES GREATER THAN 33% ALONG TRAVER CREEK.

NATURAL FEATURES SUMMARY

WASHTENAW COUNTY WATER RESOURCES COMMISSIONERS OFFICE

	MAPPED	TOTAL AREA	PROTECTED / UNDISTURBED
WATER BODIES	YES	0.07 AC.	0.09 AC.
FLOODPLAINS	YES	1.54 AC.	0.25 AC.
RIPARIAN AREAS	YES	300 L.F.	300 L.F.
WETLANDS	YES	0.09 AC.	0.09 AC.
WOODLANDS	YES	0 AC.	0 AC.
SLOPES (>33%)	YES	0.04 AC.	0.04 AC.

GENERAL DESC. OF NATURAL FEATURES

THE MAJORITY OF THE SITE HAS PREVIOUSLY OCCUPIED BY COMMERCIAL/RETAIL BUSINESSES THAT HAVE BEEN RAZED IN AND RAZED IN 2008. THE SITE HAS BEEN UNDEVELOPED SINCE THAT TIME AND IS PREDOMINANTLY OPEN FIELD. TRAVER CREEK RUNS ALONG THE NORTHERN PROPERTY BOUNDARY WITH ASSOCIATED WETLAND AND CITY REGULATED NATURAL FEATURES OPEN SPACE. FOUR LANDMARK TREES ARE LOCATED WITHIN THE WETLAND AND NATURAL FEATURES OPEN SPACE. FLOODWAY AND 1% ANNUAL CHANCE FLOODPLAIN ASSOCIATED WITH TRAVER CREEK ARE LOCATED ON THE PROPERTY.

WETLAND DELINEATION

PER ASST. WETLAND DELINEATION REPORT SUBMITTED UNDER SEPARATE COVER.

LEGEND

838	EXIST. CONTOUR	- - - - -	EXIST. SANITARY SEWER SIGN
+B36.2	EXIST. SPOT ELEVATION	—+—+—	TELEPHONE RISER
—U.P.	EXIST. UTILITY POLE	—+—+—	ELECTRIC METER
+U.P.	EXIST. UTILITY POLE W/ TRANS.	—+—+—	WATER METER
—	QUIRY WIRE	—+—+—	GAS METER
—	ELEC. TRANSFORMER	—+—+—	PEDESTRIAN CROSSING SIGNAL POST
OH	EXIST. OVERHEAD UTILITY LINE	—+—+—	TRAFFIC SIGNAL CONTROL BOX
—	EXIST. LIGHT POLE	—+—+—	POST
—	EXIST. TELEPHONE LINE	—+—+—	MONITORING WELL
—	EXIST. ELECTRIC LINE	—+—+—	FENCE
—	EXIST. GAS LINE	—+—+—	SINGLE TREE
—	EXIST. GAS VALVE	—+—+—	TREE OR BRUSH LIMIT
—	EXIST. WATER MAIN	—+—+—	FOUND IRON PIPE
—	EXIST. HYDRANT	—+—+—	FOUND MAG NAIL
—	EXIST. GATE VALVE IN BOX	—+—+—	FOUND IRON ROD
—	EXIST. GATE VALVE IN WELL	—+—+—	CONTROL PT.
—	EXIST. CURB STOP & BOX	—+—+—	EXIST. WETLAND
—	EXIST. STORM SEWER	—+—+—	WETLAND BUFFER
—	EXIST. CATCH BASIN OR INLET	—+—+—	EXIST. FLOODPLAIN
—	END SECTION	—+—+—	EXIST. SOILS TYPE DELINEATION
—	HEAD WALL	—+—+—	
—	EXIST. DOWNSPOUT	—+—+—	
—	SITE BOUNDARY	—+—+—	

MIDWESTERN CONSULTING

1818 Plaza Drive, Ann Arbor, Michigan 48108
Tel: 734.769.1100
Fax: 734.769.1101
www.midwesternconsulting.com

CLIENT: MORNINGSIDE LOWER TOWN, LLC
223 W. ERIE ST., THIRD FLOOR
ANN ARBOR, MI 48106
312.280.7770

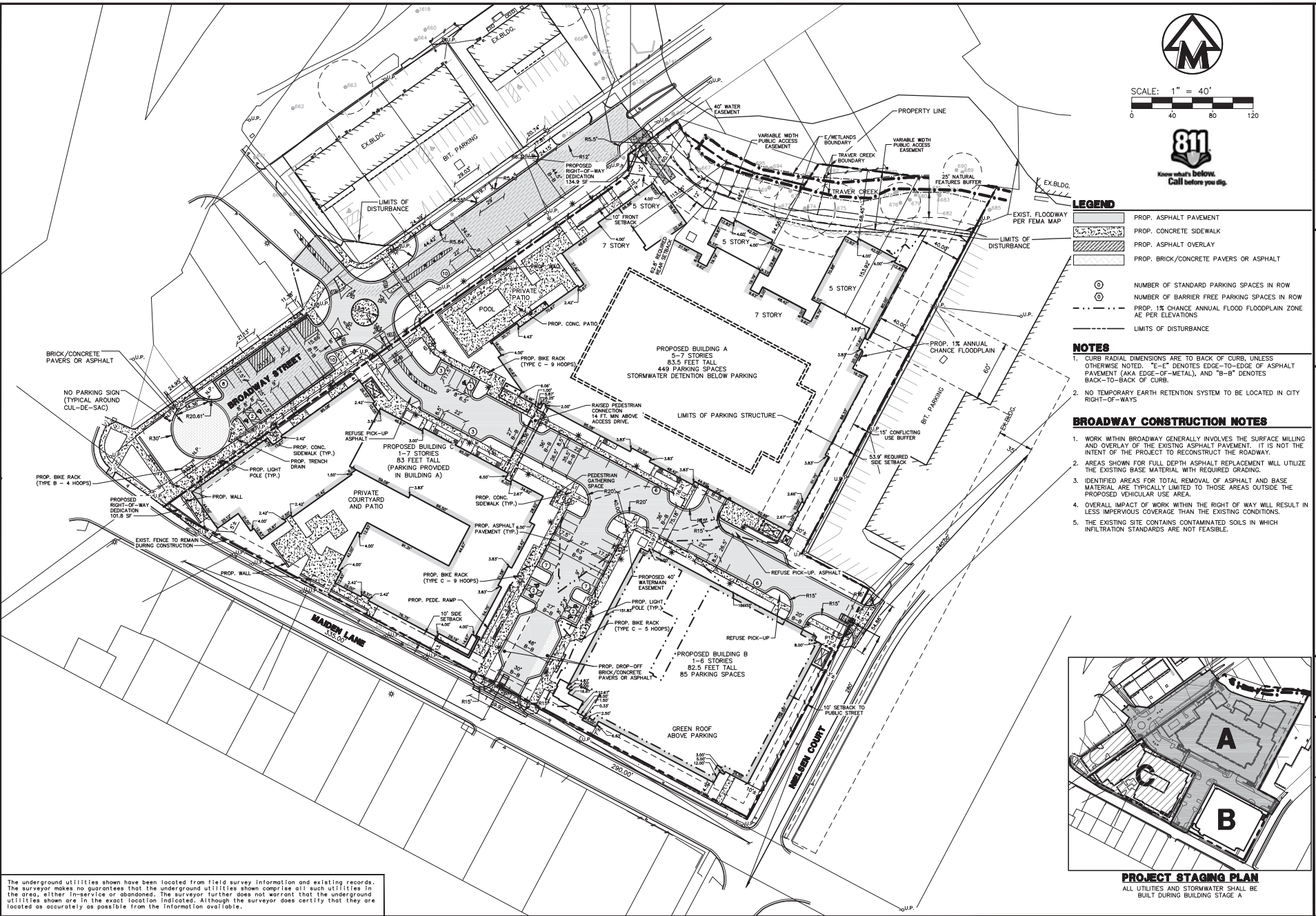
1140 BROADWAY STREET

SITE PLAN TOPOGRAPHIC SURVEY

JOB No. 16196
DATE: 04/27/16
SHEET 04 OF 24
DRAWN: JAC/STB
CHECKED: JAC/STB
DATE: 04/27/16
DATE: 04/27/16
DATE: 04/27/16
DATE: 04/27/16

PAUL KOVACS, PROFESSIONAL SURVEYOR #62151

M:\2017\1140 Broadway Street\1140 Broadway Street - Final\1140 Broadway Street - Final.dwg
 12/27/2017 8:18 AM
 1140 Broadway Street - Final.dwg
 Copyright © 2017 Midwestern Consulting, LLC. All rights reserved. No part of this drawing may be used or reproduced in any form or by any means, or stored in a database or retrieval system, without prior permission of Midwestern Consulting, LLC.

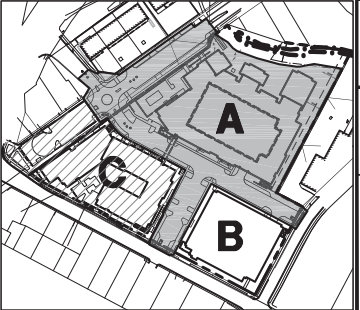


LEGEND

	PROP. ASPHALT PAVEMENT
	PROP. CONCRETE SIDEWALK
	PROP. ASPHALT OVERLAY
	PROP. BRICK/CONCRETE PAVERS OR ASPHALT
	NUMBER OF STANDARD PARKING SPACES IN ROW
	NUMBER OF BARRIER FREE PARKING SPACES IN ROW
	PROP. 1% CHANCE ANNUAL FLOOD FLOODPLAIN ZONE AS PER ELEVATIONS
	LIMITS OF DISTURBANCE

- NOTES**
- CURB RADIAL DIMENSIONS ARE TO BACK OF CURB, UNLESS OTHERWISE NOTED. "E-E" DENOTES EDGE-TO-EDGE OF ASPHALT PAVEMENT (AKA EDGE-OF-METAL), AND "B-B" DENOTES BACK-TO-BACK OF CURBS.
 - NO TEMPORARY EARTH RETENTION SYSTEM TO BE LOCATED IN CITY RIGHT-OF-WAYS

- BROADWAY CONSTRUCTION NOTES**
- WORK WITHIN BROADWAY GENERALLY INVOLVES THE SURFACE MILLING AND OVERLAY OF THE EXISTING ASPHALT PAVEMENT. IT IS NOT THE INTENT OF THE PROJECT TO RECONSTRUCT THE ROADWAY.
 - AREAS SHOWN FOR FULL DEPTH ASPHALT REPLACEMENT WILL UTILIZE THE EXISTING BASE MATERIAL WITH REQUIRED GRADING.
 - IDENTIFIED AREAS FOR TOTAL REMOVAL OF ASPHALT AND BASE MATERIAL ARE TYPICALLY LIMITED TO THOSE AREAS OUTSIDE THE PROPOSED VEHICULAR USE AREA.
 - OVERALL IMPACT OF WORK WITHIN THE RIGHT OF WAY WILL RESULT IN LESS IMPERVIOUS COVERAGE THAN THE EXISTING CONDITIONS.
 - THE EXISTING SITE CONTAINS CONTAMINATED SOILS IN WHICH INFILTRATION STANDARDS ARE NOT FEASIBLE.



PROJECT STAGING PLAN
 ALL UTILITIES AND STORMWATER SHALL BE BUILT DURING BUILDING STAGE A

The underground utilities shown have been located from field survey information and existing records. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in-service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated. Although the surveyor does certify that they are located as accurately as possible from the information available.

MIDWESTERN CONSULTING
 1814 Plaza Drive, Ann Arbor, Michigan, 48108
 734.769.8800
 Fax: 734.769.8801
 www.midwesternconsulting.com
 LEAD: SCOTT W. MCGEE
 PROJECT MANAGER: JAMES W. MCGEE
 DESIGNER: JAMES W. MCGEE
 CHECKER: JAMES W. MCGEE
 DATE: 12/27/17

CLIENT
 MORNINGSIDE LOWER TOWN, LLC
 223 W. ERIE ST., THIRD FLOOR
 ANN ARBOR, MI 48106
 ATTN: RON MACHA
 312.280.7770

1140 BROADWAY STREET
 SITE PLAN
 SITE LAYOUT PLAN

16196
 JOB No. 16196
 SHEET No. 07 OF 25
 DATE: 12/27/17
 SCALE: 1" = 40'
 DATE: 12/27/17
 DATE: 12/27/17
 DATE: 12/27/17



Red-outlined lot

Island Drive Apartments

Nielsen Square Condominiums

Riverside Park Place

Island Park

Fuller Park

gshore Dr

Moore St

Plymouth Rd

Broadway St

Broadway St

Island Dr

Island Dr

Maiden Ln

Wall St

Canal St

Wall St

Maiden Ln

Maiden Ln Ct

Island Dr

Huron River

Huron River

Huron River

Maiden Ln

Fuller Rd

Fuller Rd

Fuller St

Fuller St

Glen Ct

Fuller Rd

W Medical Center Dr

E Medical Center Dr

E Kingsley St

MEMO

VIA EMAIL

To: Mr. Ronald S. Mucha
1140 Broadway Street, LLC

From: Julie M. Kroll, PE, PTOE
Fleis & VandenBrink

Date: July 26, 2017

Re: 1140 Broadway Street
City of Ann Arbor, Michigan
Parking Study to Support Request for Variance

Introduction

This memorandum presents the results of a parking study for the proposed multi-family residential and retail development in Ann Arbor, Michigan. The project site is located in the east/northeast quadrant of the Broadway Street/Plymouth Road & Maiden Lane intersection in Ann Arbor, Michigan. The proposed development includes 616 residential units (545 apartments/71 condominiums) and 4,900 square feet of retail space.

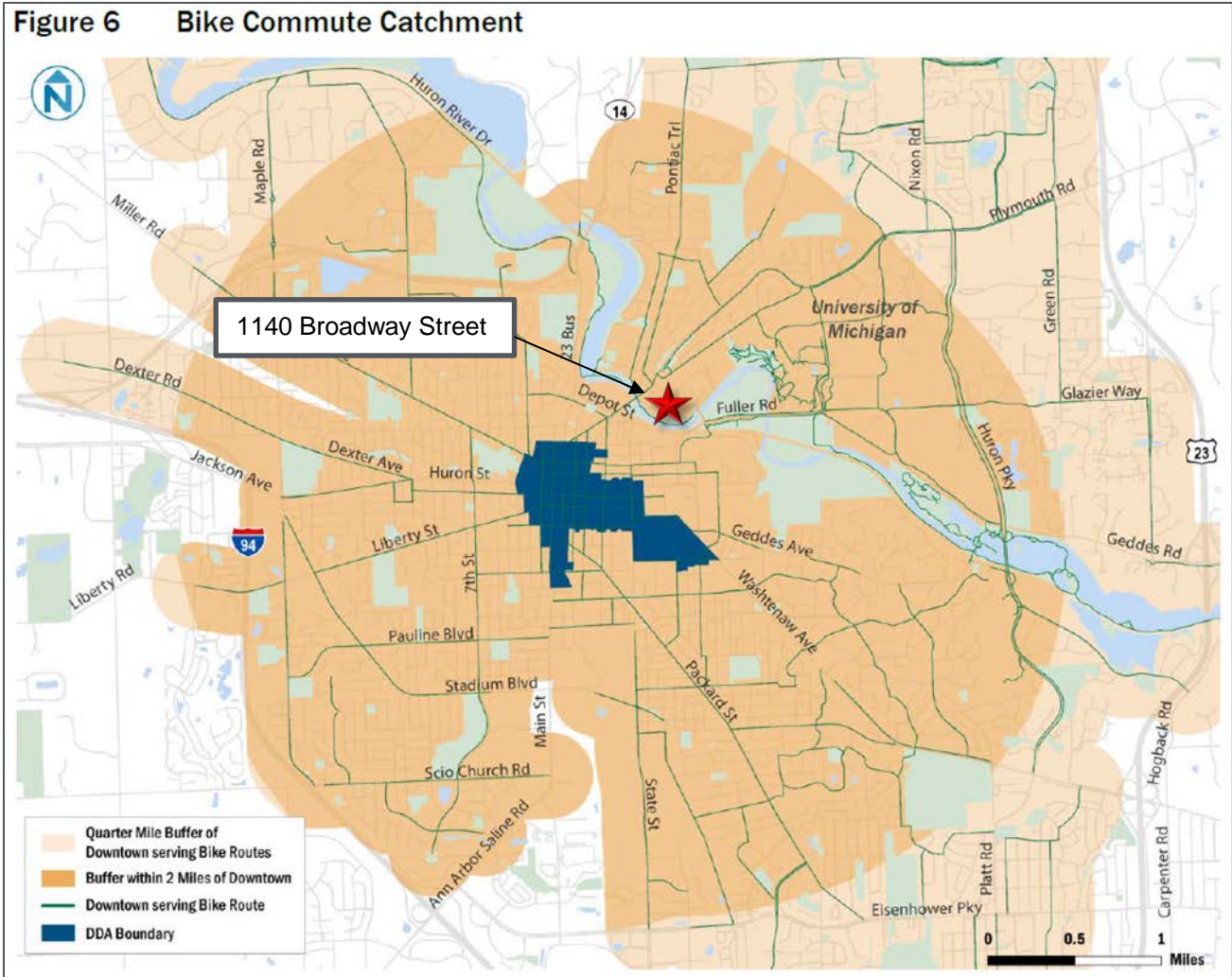
The purpose of this study is to evaluate the adequacy of the proposed parking supply to service all site uses. The study analyses were completed based on building and proposed parking supply information provided by Morningside Lower Town, LLC and parking requirements published in the City of Ann Arbor. The ordinance requirements and the proposed parking for the 1140 Broadway Street development are summarized in Table 1.

Table 1: 1140 Broadway Street Parking Summary

Land Use	Ordinance	Proposed	Difference
Retail: 4,900 SF	1.0 spaces/310 SF	1.0 spaces/310 SF	1.0 space/310 SF
<i>Parking Supply</i>	16	16	+0
Residential: 616 Units	1.0 space/DU	0.9 space/DU	0.1 spaces/DU
<i>Parking Supply</i>	616	555	-61
TOTAL	632	571	-61

Multi-Modal Transportation-Parking Impacts

The City of Ann Arbor has made multi-modal transportation a priority in an effort to “facility more growth with less parking” as noted in the *Ann Arbor Downtown Development Authority, Parking & TDM Study (December 2015)*. This study identified an area of the City as the Bike Commute Catchment area and the 1140 Broadway Street development is located within the catchment area, as shown in Figure 6 from the DDA Study.



According to the DDA study, the targets for bicycle and transit mode sharing in 2019 are 8.16% and 18.6% respectively for downtown employees. In addition, the DDA study also concluded that, “the sourced-ride services like Uber and Lyft were noted by several walk, bike, and transit commuters as their “rainy day” option for getting to and from work.”. Therefore, owning a personal vehicle in Ann Arbor is not always necessitated by commuting to work or school, thus reducing parking supply requirements on area developments.

The City of Ann Arbor has also published Modal Splits factors for commuters in the City’s *Non-Motorized Transportation Program, Progress Report (2014)*. Although these reductions are applied to person-trips, this data shows that only about 70% of trips are by passenger vehicle, with the remaining trips occurring via other modes of transportation. This reinforces the conclusions from the DDA study – owning a vehicle is not a necessity in the City of Ann Arbor when 30% of the trips are performed via other modes of transportation.

Table 2: City of Ann Arbor Commuting Modal Splits

Person Trip	Modal Split Factor
Vehicle	0.701
Walk	0.144
Bike	0.051
Transit	0.104
<i>Total</i>	<i>1.000</i>

Projected Parking Demand

The modal split assumptions from both the DDA Study and the Non-Motorized Transportation Plan were applied to the ordinance parking supply. As summarized in Table 3 below, the DDA Study and the Non-Motorized Plan

both have multi-modal trip use at around 30%, whereas the proposed parking reduction for the 1140 Broadway Street development is only an 10% reduction to the required residential parking.

Table 3: 1140 Broadway Street Parking Demand Comparison

Land Use	AA Parking Ordinance	DDA Study Multi-Modal Use	AA Non-Motorized Plan Multi-Modal Use	Proposed 1140 Broadway Street
<i>Multi-Modal Trip Reduction</i>	<i>n/a</i>	<i>27%</i>	<i>30%</i>	<i>10%</i>
Retail: 4,900 SF	16	12	11	16
Residential: 616 Units Apartments	616	451	432	555
TOTAL	632	463	443	571

Conclusions

- The proposed 1140 Broadway Street development is located within the Bike Commute Catchment area, as shown in Figure 6 from DDA Study. To help achieve the goal of an 8% bike commuting, the 1140 Broadway Street development is proposing 661 spaces for bikes, provided at no additional cost to residents.
- To further emphasize the multi-modal aspect of this site, the residential parking spaces will be fee based. All residents that wish to park a vehicle will be responsible for paying for their parking space(s). Charging for parking has shown to decrease demand, especially in areas such as Ann Arbor, where other modes of transportation (transit, bike, walk, ride-share) are low cost, easily accessible, and efficient. In addition, the sourced-ride services (Uber and Lyft) provide commuters with “rainy day” options.
- There are 571 parking spaces proposed for this site and the City ordinance requires 632 spaces. Based on the additional information regarding multi-modal transportation usage throughout the City and the immediate access for the 1140 Broadway Street residents to multi-modal transportation alternatives it is recommended that a parking variance of 61 spaces is granted for this site.

Any questions related to this memorandum, study, analyses, and results should be addressed to Fleis & VandenBrink.

JMK:bmh

July 5, 2017

City of Ann Arbor
Planning Commission
301 E. Huron Street
Ann Arbor, MI 48107



RE: 1140 Broadway Zoning and Planned Project

Dear Planning Commissioners:

Please find this note as my formal support for the project being considered at 1140 Broadway. I am providing this support both as a long-time resident of Ann Arbor and as a local design professional who is keenly aware of issues within our community related to development projects. I have seen numerous projects come in front of this board of the years, many of which have been fraught with challenges and issues. Many of these have been tremendously successful, establishing benchmarks for future projects and held in high esteem not only in the neighborhood where they were constructed but in the overall fabric of our City. One of these is Liberty Lofts which is a true bellwether for both adaptive reuse and contextual new construction in a well-established neighborhood. This project was completed by Morningside who is likewise the petitioner for this project. I recall the great efforts that Morningside went thru during this effort to engage the community which it likewise appears they are doing for Broadway. I have followed the media accounts of this project since it was first considered and have subsequently reviewed the documents submitted by Morningside on behalf of this project. I view this project as one destined for similar success.

The site being considered is presently a weed-strewn, unsightly eyesore within our community, the results of the poorly-considered previous proposal started in the mid-2000's. The Morningside proposal takes this site in it's raw state and resolves many of the desired outcomes prescribed by the City at large in its design and planning. I will not go into any great detail in regards to the specifics of their proposal as I am certain that the Morningside team will provide more than ample exposition in their presentation and documents. However, I do wish to emphasize certain key points that make this project exemplary. These include:

- Harmonious planning and design: This project is designed to provide the greatest heights and densities on the site aligned along the "urban edge" condition prescribed by Maiden Lane with a secondary emphasis along Broadway. Development of a streetscape along a pedestrian corridor in a noted goal of most projects in the city at this time. Likewise, moving the greatest heights to Maiden Lane emphasize a strategic balance between the densities of the current UM structures and providing a formal transition between these heights and those of the adjoining neighborhood. The buildings proposed closest to the neighborhood are not only the lowest in overall height but are likewise placed in broad setback from the nearest residence. This is further buffered by an existing stand of large trees. Further, this site has commonly held the name of Lower Town and is at a point much lower than the adjoining neighborhood further east on Broadway.

- Unique architectural expression: The project indicates a variety of materials that adapt “pedestrian” scaled materials at the base of the buildings to emphasize this human scaled design. Rather than rely on the rote response of an all masonry structure beyond this condition, the design emphasizes integration of other unique architectural finishes at the upper stories, providing a varied architectural palette of materials, textures and finishes.
- Sustainable design principles: Locating the project within the City boundaries is key as this accommodates immediate access to municipal infrastructure. The project will also be “fixing” a current brownfield condition thru environmental remediation and groundwater containment, something that has been left unfettered since the initial development proposal. In addition, the project emphasizes pedestrian activity by providing walkable conditions along the entire perimeter of the property and access to the numerous parks, the Huron River, bike paths, etc.. I have even noted that Morningside is a pedestrian access easement along Traver Creek. Further, the site is located adjacent to readily accessible public transit including the AATA bus lines, the UM bus system, and even the Amtrak depot (regardless of future location for a new hub).

I am not a person nor an architect that is distinctly aligned with either the pro- nor anti-development fronts that populate any community. Rather, my focus is on developments that provide the greatest return on investment to the community at large, one that is measured based upon previous successes in conjunction with new proposed project opportunities. In this regard, I whole-heartedly support this project as an opportunity for success within our entire community.

Sincerely,



Robb Burroughs, RA
Principal
O|X Studio, Inc.



To: Ann Arbor Planning Commission

From: Michael D. Giraud

Re: The 1140 Broadway Project

Date: June 27, 2017

I am writing this letter to the Ann Arbor Planning Commission to support the 1140 Broadway project that is being presented by Morningside Lower Town, LLC. I have lived and/or worked in the City of Ann Arbor for 71 years and obviously have seen a huge number of changes over the years. Some of those changes I felt were good for the city and others, in my opinion, would have been better left undone. I have seen what Morningside is planning on doing with this site and I feel that this project is exactly the right fit for the property.

I live on the northeast side of Ann Arbor and I work in downtown Ann Arbor. As a result, I drive over the Broadway Bridge at least twice a day, so I would be personally impacted by this project in a variety of ways, not the least of which would be that I would finally be able to see a vibrant, well designed development, rather than the overgrown, unused, unsightly, remains of the failed 2008 debacle, all surrounded by a chain link fence. Obviously, I would also be impacted by changes in traffic patterns, etc. and I feel that Morningside has extensively studied this issue and have addressed the concerns of the city, the neighbors, and the commuters who use Plymouth Road, Broadway, Pontiac Trail, etc. on a regular basis.

I have worked in Ann Arbor since 1969, and specifically as a commercial real estate broker since 1986, so I am familiar with most of the development projects that have been proposed and approved over that time. I want to be clear that I am not a pro-development proponent for development sake and as I stated earlier, there are many projects that have been approved and completed over the years that I don't agree have been in the best interest of the people who live and work in Ann Arbor. This project is the first one that I have formally endorsed and I feel confident that Morningside will complete this project with the same design and quality materials that they are submitting for your review.

I know that when Morningside was designing the Liberty Lofts development they extensively involved the neighbors on the Old West Side to get their input and feedback as well as with the city officials involved in the process. The residents of that neighborhood were strongly in support of that project after seeing the plans, and hearing from Morningside how the project would be completed. They were not disappointed when the project was completed and I have personally spoken with some of them who say they are very pleased by the way Morningside handled the entire design, and construction process. Morningside truly said what they were going to do, and did what they said.

Morningside has spent extensive time and energy engaging all of the individuals and entities that will be involved and impacted by this project to learn about their concerns and recommendations. I am confident that they will take all of the information that they have gathered from those meetings, etc. and complete this project in a manner that will benefit the people of Ann Arbor in many ways.

I do not think that it is necessary for me to go into any greater detail about why I think this is such a great project because Morningside has and will continue to do an extraordinary job of saying exactly what they are going to do and why that is a benefit to the community. In addition, I am confident that just in other projects, they have completed in Ann Arbor and other cities around the country they will also do exactly what they said they were going to do, and the project will be completed as promised.

Please feel free to contact me at mgiraud@swishercommercial.com if any further information would be helpful

Sincerely,



Michael D. Giraud

July 5,2017.

Andy Piper
1616 Dhu Varren
Ann Arbor, MI 48105
734-604-8242
andy@piperpartners.com

To: City of Ann Arbor Planning Commission

For inclusion at the public hearing to be held July 5th, 2017.

I am writing this letter in support of the development proposal for the site at 1140 Broadway, Ann Arbor Michigan.

I am an Ann Arbor (Ann Arbor Township) resident and have lived at at 1616 Dhu Varren, Ann Arbor Mi since 1996. Our family greatly enjoys Ann Arbor and we raised our three children here.

I am also an Ann Arbor business owner, I own and operate Piperpartners, a real estate team of 7 employees at Keller Williams Realty in Ann Arbor.

Because of my experience living and working in Ann Arbor and also my 15 years as a residential real estate agent I feel strongly that the development proposed for the 1140 Broadway site would be a positive addition to Ann Arbor.

Additionally, I believe that Morningside Group will be an excellent developer for this project. Based on my experience working with Ron Mucha and Morningside and the experience with their work at 312 Second, I feel he and Morningside will be more than accommodating and very sensitive to the needs, culture and lifestyle that make Ann Arbor a vibrant community. I can't think of a better development partner than Morningside Group.

My reasons for supporting this project.

1. Morningside was the developer for the Liberty Lofts project at 312 Second in Ann Arbor. This factory redevelopment project has been a success by any measure. The site work, historic preservation, quality of workmanship and appropriateness of use are all the best you will see in a development. I am in this development regularly and can say that the building and grounds are as nice or better now then the day it was constructed - attesting to the quality of design, material selection and construction.
2. Lowertown - This area has been blighted and contaminated since I moved here in 1996. It has always felt unsafe and out of scale for pedestrian use. This development proposal

offers a comprehensive solution for this site that ties in nicely to the Lowertown area.

3. Site Redevelopment - Bringing needed housing close to where Ann Arbor jobs are is desperately needed in Ann Arbor. This project proposes to bring @600 units into the area. Many of these people will be commuters that previously lived outside of Ann Arbor and commuted here but now will be able to walk, bike or bus to work.

The site plan shows consideration for setbacks, height restrictions, density, use of materials and public area improvements. This area should become a much needed magnet for the Lowertown neighborhood an inviting entrance to the Northside of Ann Arbor when heading north over the Broadway bridge.

4. Harmonious fit - This site requires substantial density to be economically viable. It appears to offer sensible transition between Kellogg Eye Center (high rise @ 135 ft.) and neighboring homes (@ 20 - 30 ft.) It appears to be supportive of community planning and address setbacks, height restrictions, aesthetic considerations in a way that should be much appreciated by the city and the community.
5. Project is a bulwark against University expansion i.e. "campus creep". This protects the neighborhood from high rise office buildings and the community from having the property removed from the property tax rolls.
6. Traffic - One of the complaints people will have about a project such as this is increased traffic. The solution for higher traffic is higher density in town making mass transit, and alternative forms of transportation more viable going forward. This project appears to address traffic concerns as well through the use of roundabouts, road widths, and construction of parallel parking spaces.

In conclusion, I feel that the LowerTown Development at 1140 Broadway will be a great addition to Ann Arbor in its present form. Further, Morningside Group is a developer that has proven through its redevelopment at Liberty Lofts 312 Second, Ann Arbor that it can deliver a beautiful project that serves the people of Ann Arbor 1140 Broadway should to the same and could be a great fit for the Northside and Lowertown neighborhoods.

Thank you.

Andy Piper

From: Sara Billmann
Sent: Monday, July 03, 2017 9:53 PM
To: Planning <Planning@a2gov.org>
Subject: Support letter for 1140 Broadway project

July 3, 2017

To Whom It May Concern:

We are acquaintances of Ron Mucha, of Morningside Lower Town LLC, and are writing a letter on behalf of Morningside's 1140 Broadway project proposal in Ann Arbor. We have gotten to know Ron over the past several months, and are impressed by his integrity and seriousness of purpose in putting together the proposed plans for the Lower Town area, which has been sorely in need of work for over a decade.

As residents of the downtown area, we are happy to support a project that is appropriately scaled, with aesthetically pleasing architecture that takes into account the surrounding area, and with setbacks that make it feel like a real neighborhood. The density and scale are appropriate, and we believe that the development will provide housing support, including affordable housing, for those who work at U-M hospital and prefer to live close.

As residents of Ann Arbor for over 30 years, and of the downtown area for over 15 (in a 110-year-old home), we have rarely seen a development that seems to hit all of the marks: a harmonious fit with the surrounding area that has appropriate scale and transition to the neighborhood; an area for public events and activities; and a revitalization of retail space for those who live in that neighborhood and who are currently bereft of basic services within walking distance. The multi-level architecture blends with, and is sensitive to, the area's existing buildings, and we were particularly cheered to see that the proposal includes a large setback, instead of crowding the streetscape and creating little breathing room like so many of the new developments downtown.

The "hidden" parking garage appears to provide enough space for those with cars, yet readily available public transportation is available for those who need it. It will also provide an attractive entry point to the hospital area from north campus, much improved over the present abandoned lot that does not reflect well on the city. And having a company willing to take on the environmental remediation from the past decade speaks highly of their commitment to the project.

In short, as longtime Ann Arbor residents with a vested interest in downtown development and a particular concern and distaste for overdeveloped and unattractive buildings in the downtown area, we are supporting the Morningside 1140 Broadway project proposal and hope that the planning commission will continue to encourage this type of sensible growth and development of our downtown.

Sincerely,

Sara Billmann and Jeffrey Kuras
605 Miller Ave
Ann Arbor, MI 48104

SARA BILLMANN
Director of Marketing & Communications
p 734-763-0611 e sarabill@umich.edu
www.ums.org / 2014 National Medal of Arts

June 28, 2017

Yuqing Zhang
2569 W. Liberty Street
Ann Arbor, MI 48107

RE: 1140 Broadway project

To Plan Commissioners:

I own the home located at 1206 Broadway Street. My property is located closer to the development site than any other in the neighborhood.

I am writing to express my support for the Morningside project. My husband Cliff and I met with Ron Mucha from Morningside, who sought our feedback regarding his development plan and patiently answered all of our questions. I was impressed that he would reach out to us individually, and I understand he has met with many of our fellow neighbors.

For past years, drunk homeless and street people used to congregate across the creek from my back porch. We called police multiple times to ask them leave. I felt they endangered the residents in the neighborhood.

We cannot wait to see the long blighted vacant lot redeveloped. We hope this will improve the value of our property and safety of our residents. Cleaning up the contamination will also benefit Ann Arbor as a whole.

I hear that some are complaining that the scale of the project is too tall. Broadway steeply rises through the neighborhood, so the project might not be in anyone's direct line of sight. But we do hope Morningside considers this height concern and work out with neighbors.

Traffic seems to be another concern. We hope that the county engineer reviews this project carefully. We think this project is less traffic than previous proposed project for commercial use.

Cliff and I are supportive of this proposed redevelopment. It is time to clean up the site and end the long years of blight on Broadway. We vote to approve the 1140 Broadway project.

Sincerely,

A handwritten signature in black ink, appearing to be 'Yuqing Zhang', with a long horizontal flourish extending to the right.