

# HOUSING + AFFORDABILITY IN ANN ARBOR

350 S 5<sup>TH</sup> PUD PLANNING COMMISSION UPDATE

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



SMITHGROUP

# HOUSING & AFFORDABILITY IN ANN ARBOR : ENGAGEMENT



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

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

## SCHEDULE



**SURVEY OPENS**  
Monday, September 28, 2020



**VIRTUAL ENGAGEMENT SESSIONS**

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

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

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

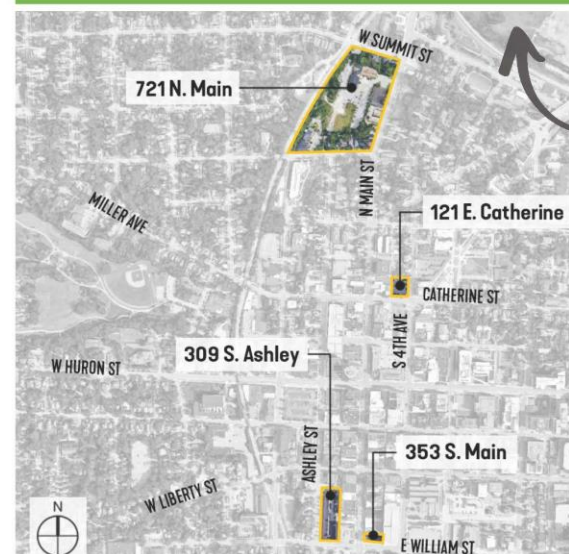


**SURVEY CLOSES**  
Monday, December 14, 2020



**FINAL REPORT OUT**  
December 2020  
Date and time to be determined

Please visit the website for more information:  
[www.community-engagement-annarbor.com](http://www.community-engagement-annarbor.com)



Tonight's Schedule	
6:00 PM	Welcome! Join us in the Main Room for an overview presentation.
6:20 PM	Visit the Four Sites Break-out sessions. Feel free to jump between rooms in any order, at your convenience. Every 20 minutes there will be a brief presentation.
7:40 PM	Wrap-up Join us in the Main Room for closing remarks. You are not required to say until the end of the virtual session. Information will be shared on the project website.

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



# HOUSING & AFFORDABILITY IN ANN ARBOR : GOAL



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

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





# 350 S FIFTH FORMER Y LOT



**SMITHGROUP**

# WHY PUD REZONING?

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

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

## 5.13.9 Planned Unit Development (PUD) District

### A. Purpose Statement

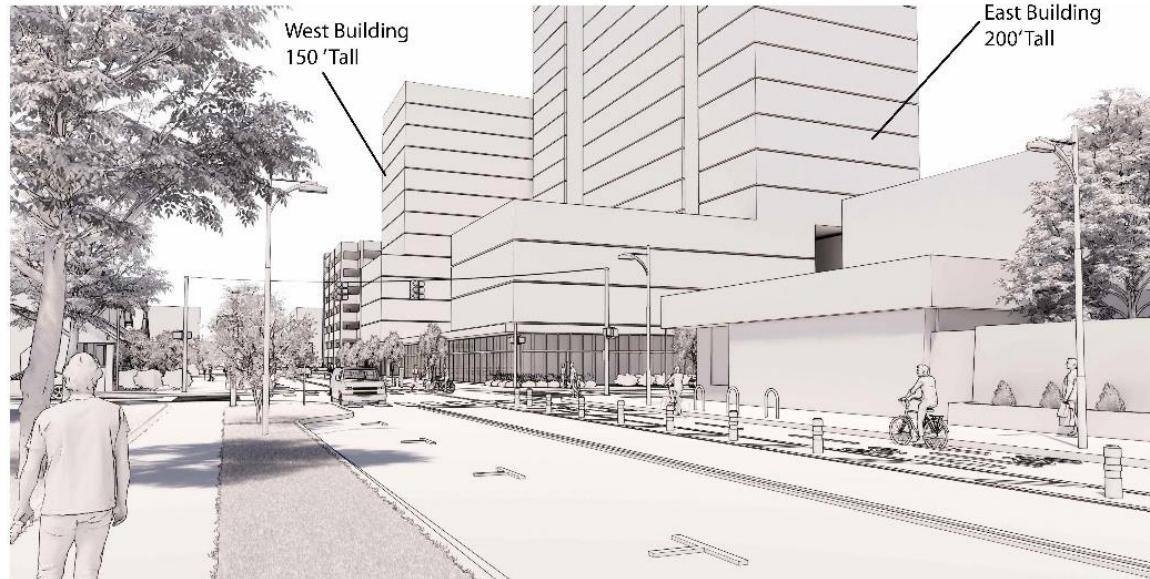
The purpose of this district is to permit flexibility in the regulation of land Development; to encourage innovation in land use and variety in design, layout, and type of Structures constructed; to achieve economy and efficiency in the use of land, natural resources, energy, and the provision of public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



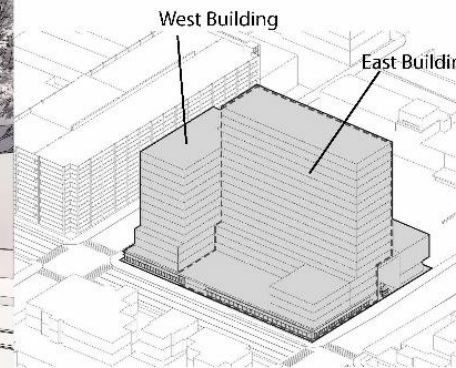
# INITIAL PUBLIC ENGAGEMENT: 350 S 5<sup>TH</sup> PREFERRED OPTION

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

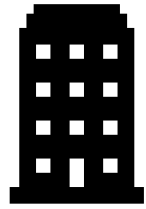
### PREFERRED OPTION SUMMARY

- 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



# PUD ADDITIONAL DESIGN CONSIDERATIONS

## INITIAL ENGAGEMENT



MAXIMIZE AFFORDABLE HOUSING

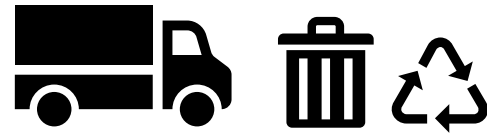


IMPROVED OPERATIONS BLAKE TRANSIT CENTER

## PRE-ENTITLEMENT REFINEMENT CONSIDERATIONS



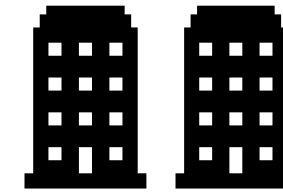
DTE EASEMENT



DEDICATED SERVICE/LOADING LANE



IDLING BUS EMISSION CONSIDERATIONS



PHASED PROJECT



TRANSIT ORIENTED BEST PRACTICES



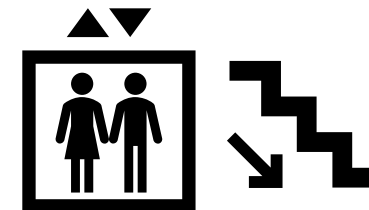
UNDERGROUND PARKING POTENTIAL FEASIBILITY



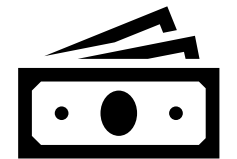
DEDICATED 30 FT BUS LANE (4 BUS BAYS, SAW-TOOTH)



FUTURE ON-STREET TRANSIT EXPANSION



VERTICAL CIRCULATION/EGRESS REQ.



LAND COST

# CONNECTING TO DDA PEOPLE FRIENDLY STREETS

## 4<sup>TH</sup> AVENUE (WILLIAM TO LIBERTY)

### PROJECT EXTENT & SCOPE

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



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



# CONNECTING TO A2 ZERO

## ANN ARBOR'S LIVING CARBON NEUTRALITY PLAN

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

### 7. TRANSITION AFFORDABLE HOUSING SITES TO NET ZERO ENERGY

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

#### Vision for Net Zero Energy Affordable Housing

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

#### Party Responsible for Implementation

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

#### Equity Impacts

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

#### Collaborators / Project Co-Designers

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

#### Indicators of Success / Goals

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

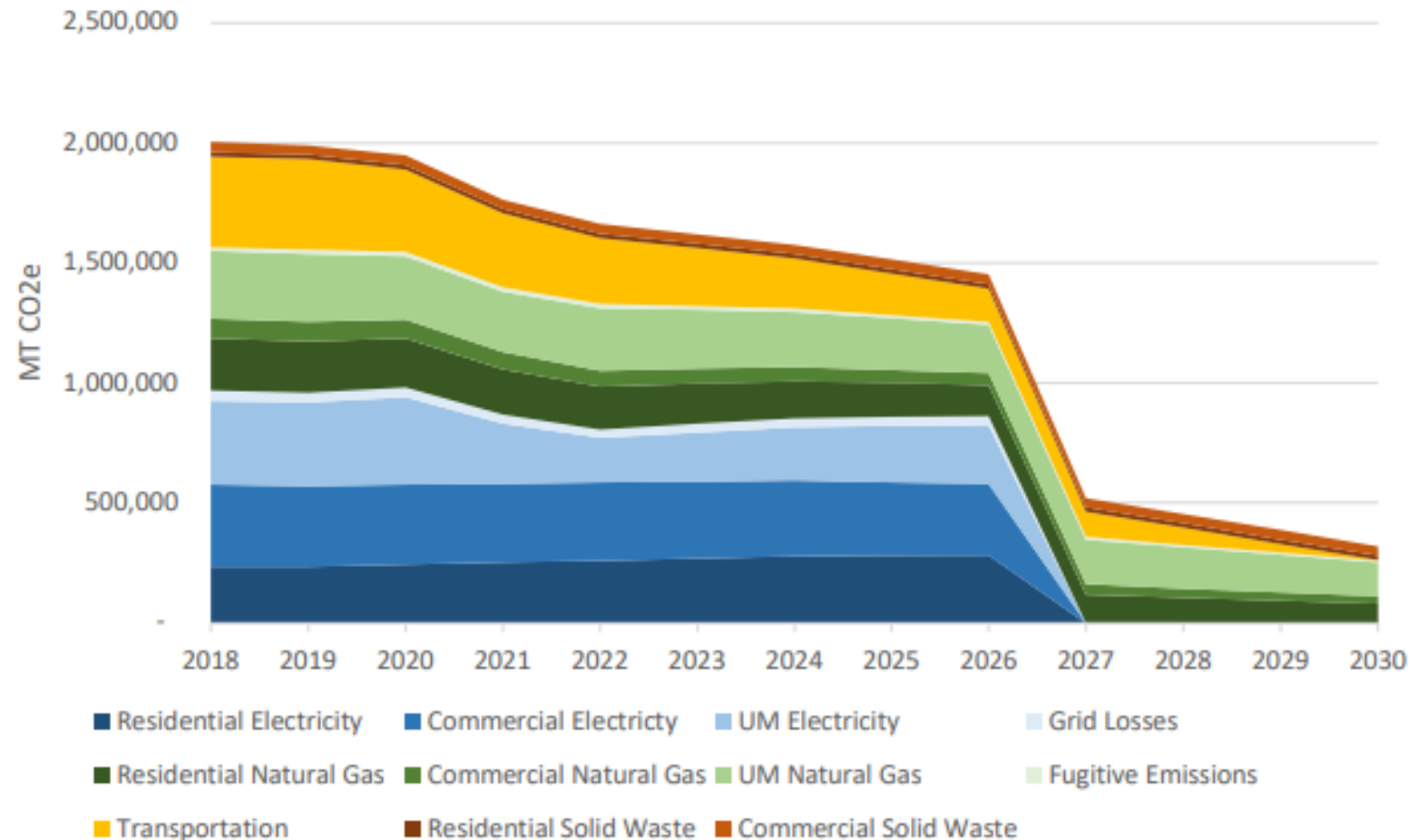
#### Assumptions

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

#### Target Demographic

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

A2Zero Plan Including UM and Current UM Plan



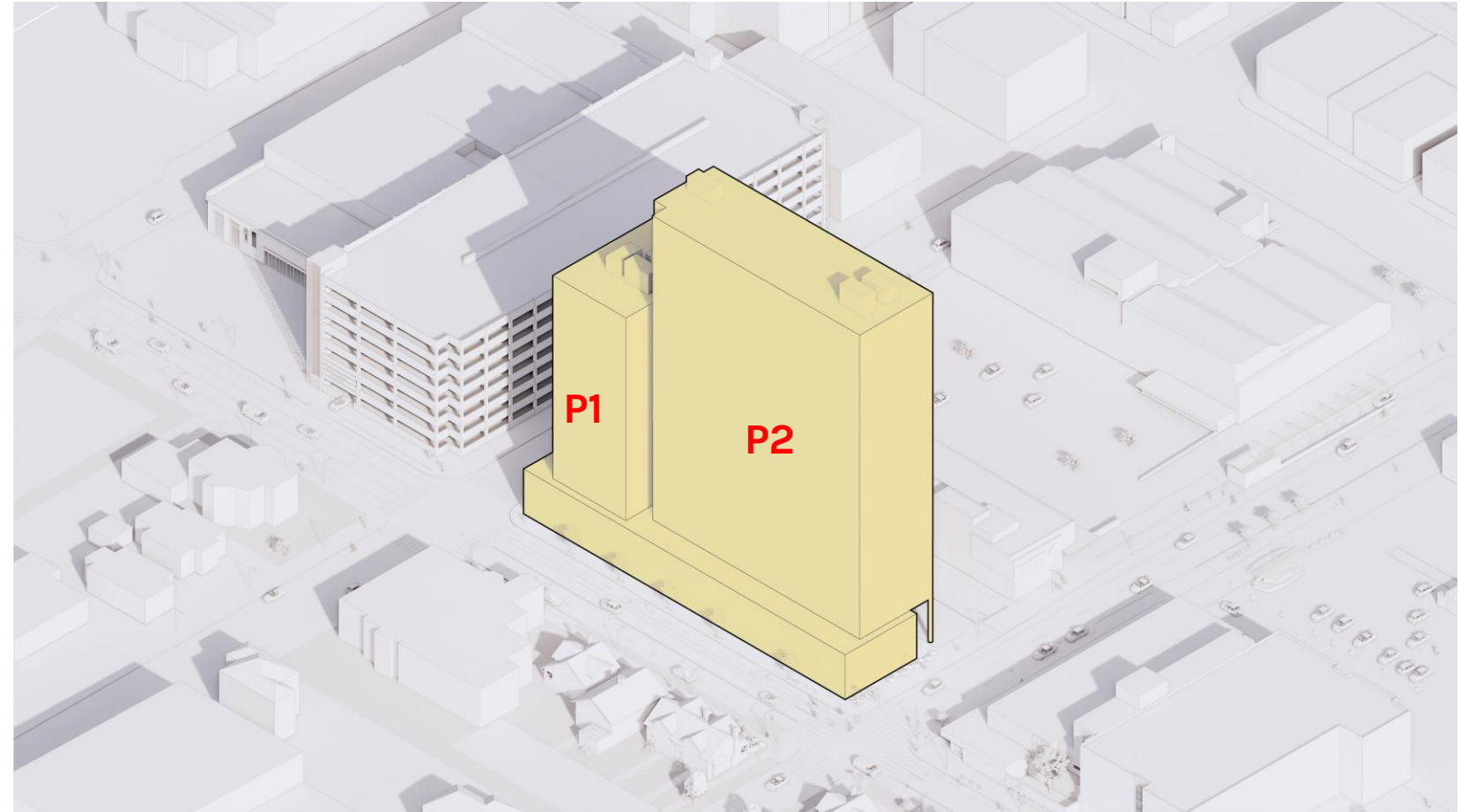
Vision: By 2030, every affordable housing site in the City is net zero energy.



# 350 S FIFTH UPDATED PREFERRED PLAN

## ASSUMPTIONS

- Total Development Area ~ 290,000 GSF
- Height: 250', Up to 20-stories
- 2-story streetwall (min.)
- Total Units: Approx. 370
- Total Affordable Units: Approx. 145
  - P1 (100%): 90
  - P2 (20%): 55
- Commercial/Retail: Yes
- Residential Amenity Space: Yes



# 350 S FIFTH UPDATED PREFERRED PLAN

## PHASING BUILDING MASSING + UNITS

### ■ P1

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

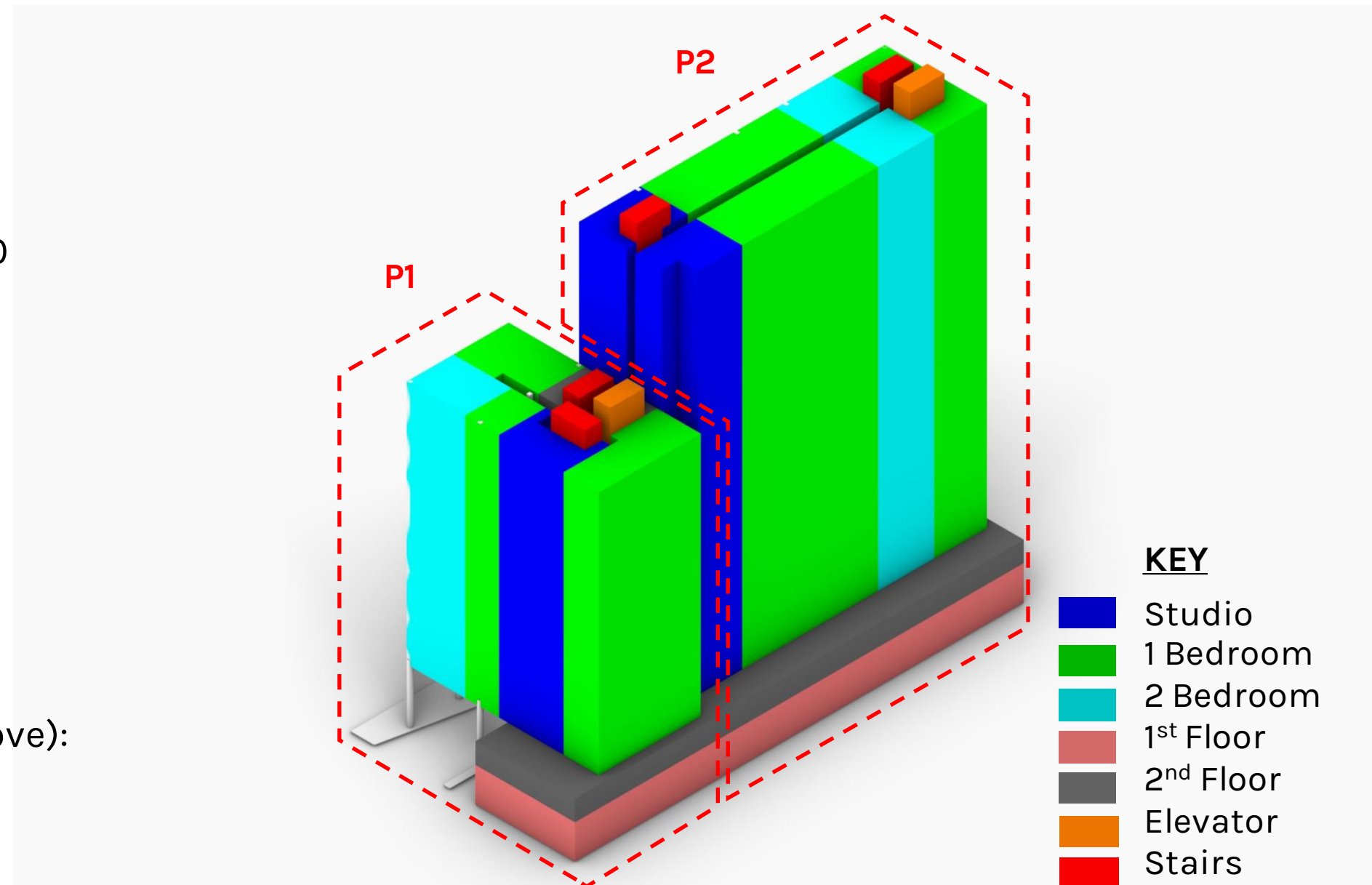
### ■ P2

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

### ■ Total

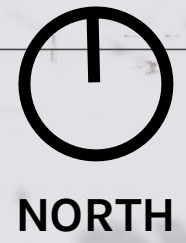
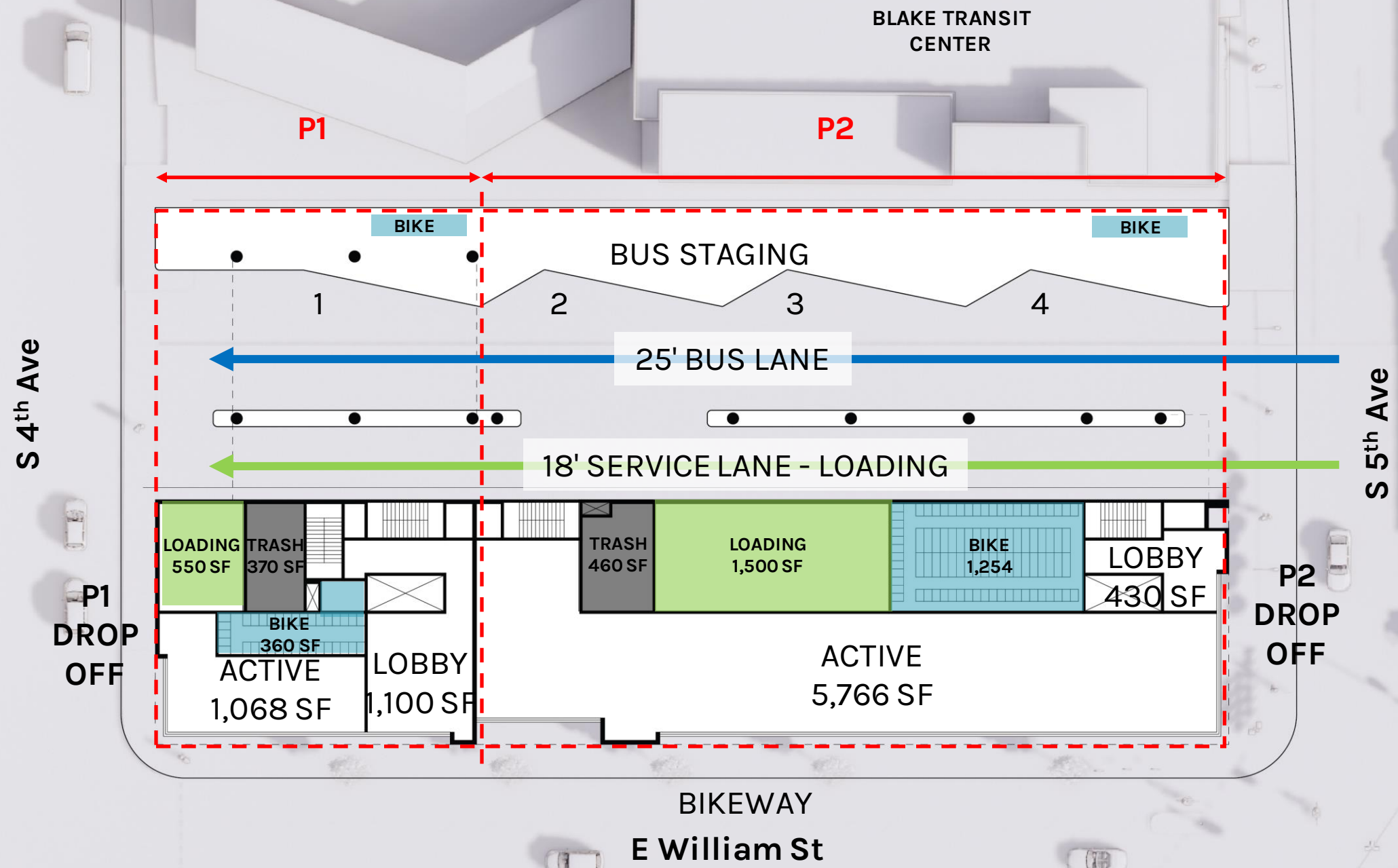
- Total units: approximately 370
- Total affordable units (included above): approximately 145
- Approximately 40% Affordable

## TWO POTENTIAL PHASES, AN EAST PHASE (P2) AND WEST PHASE (P1)



# 350 S 5<sup>TH</sup> UPDATED PREFERRED PLAN

## GROUND FLOOR PLAN



# 350 S FIFTH UPDATED PREFERRED PLAN

WILLIAM STREET LOOKING WEST



# 350 S FIFTH UPDATED PREFERRED PLAN

WILLIAM STREET & MAIN LOOKING EAST



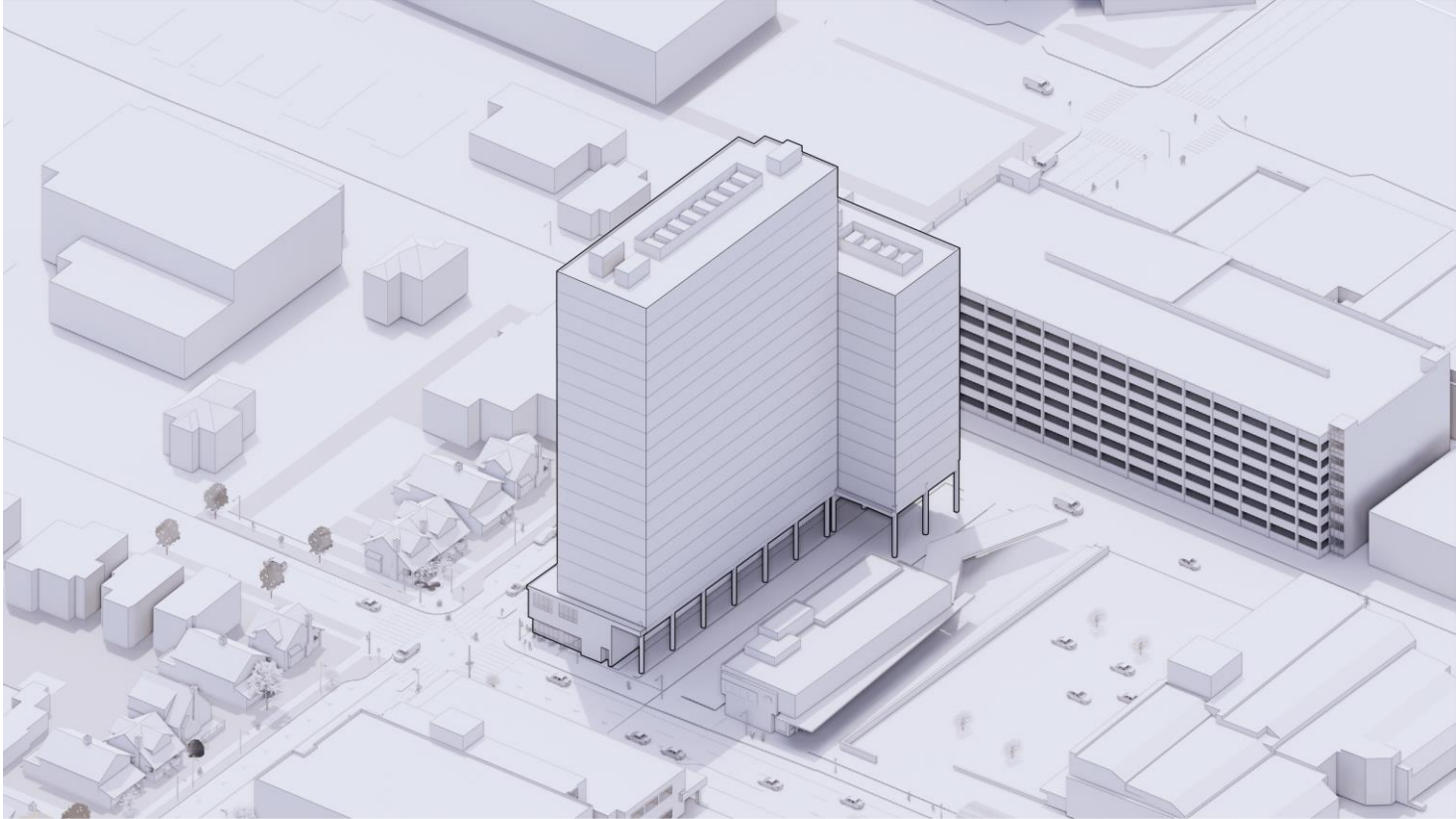
# 350 S FIFTH UPDATED PREFERRED PLAN

## AERIAL VIEWS

### SOUTHEAST

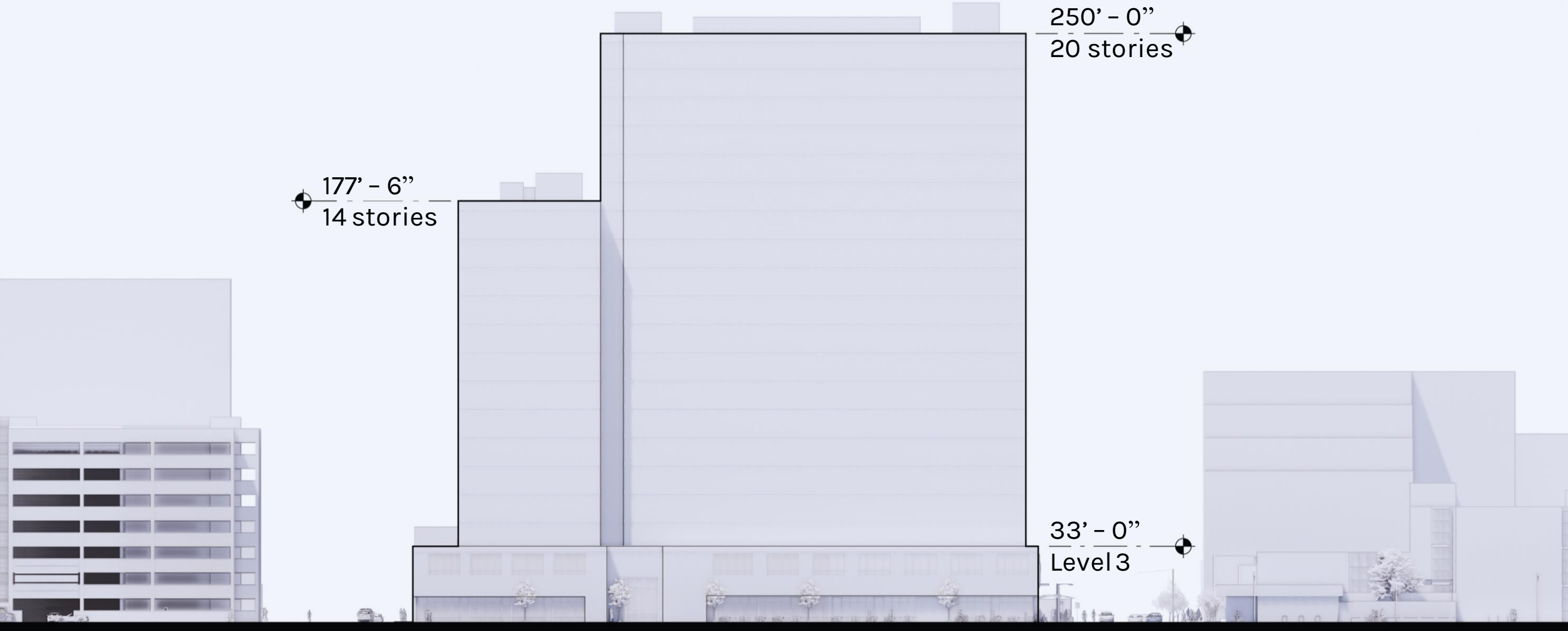


### NORTHEAST



# 350 S FIFTH UPDATED PREFERRED PLAN

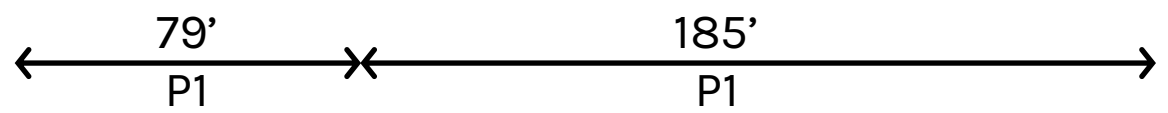
## SOUTH ELEVATION



177' - 6"  
14 stories

250' - 0"  
20 stories

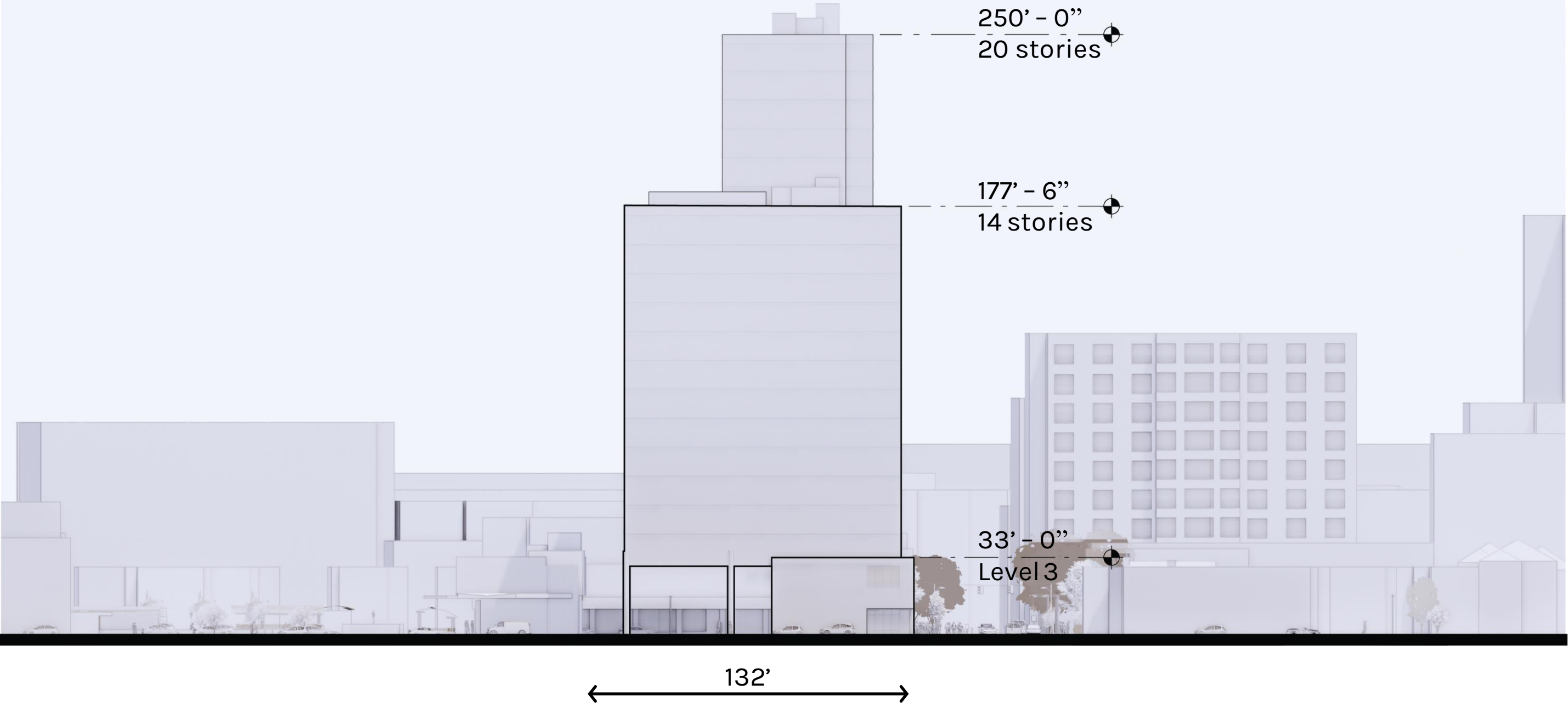
33' - 0"  
Level 3





# 350 S FIFTH UPDATED PREFERRED PLAN

## WEST ELEVATION



# DRAFT PUD DETAILS

## Benefits

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

## Prohibit

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

## Transportation & Service

- 30 FT dedicated transit lane & BTC central platform
- Separate bus & service driveways
- No vehicle parking required on site
- On-street building drop off zones
- Off-street service and loading

## Landscape & Streetwall

- Up to 50% of the property frontage along the secondary streets of Fourth and Fifth may exceed the required setbacks
- Flexibility of street tree requirement for 4<sup>th</sup> Ave and 5<sup>th</sup> Ave

# DRAFT PUD DETAILS

## HEIGHT & DENSITY

	<b>DOWNTOWN CORE DISTRICT (D-1) MIDTOWN OVERLAY</b>	<b>AFFORDABLE HOUSING DENSITY BONUS</b>	<b>PUD ZONING AND SUPPLEMENTAL REGULATIONS</b>
<b>Height</b>	Up to 180 FT	Up to 207 FT	Up to 275 FT
<b>Floor Area Ratio (FAR)</b>	Up to 400%	Up to 900%	Up to 900%
<b>Affordable Housing (% of total units)</b>	0%	30%	40%



# QUESTIONS/DISCUSSION?

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