

**CONTRACT AMENDMENT #1**

This AMENDMENT to the RAP 2.0 Subgrant Agreement executed on June 26, 2024, by and between the Ann Arbor Housing Development Corporation (AAHDC), and the Ann Arbor Downtown Development Authority (DDA), hereinafter referred to as the "Sub-Grantee" for the Fourth Avenue Streetscape and Transit (FAST) Improvement Project.

WITNESSETH, that the Sub-Grantee and the AAHDC agree to the following amendments:

**AMENDMENT 1 – New Sub-Grantee award amount in RECITALS**

WHEREAS, the Ann Arbor Housing Development Corporation allocated an award of \$803,783 in 2024, and an additional \$1,827,820.31 in 2026 for a total award of \$2,631,603.31 in RAP 2.0 Sub-Grant funds to the Sub-Grantee for costs related to the development of the Project; and

**AMENDMENT 2 – New Sub-Grantee award amount in ARTICLE 1**

1. GRANT AMOUNT. Ann Arbor Housing Development Corporation agrees to pay Sub-Grantee funds from the RAP 2.0 regional Sub-Grant award in the amount of Two million six hundred and thirty-one thousand six hundred and three dollars and thirty-one cents (\$2,631,603.31) (the "Grant").

**AMENDMENT 3 – Amended EXHIBIT 3**

Please see attachment for amended Exhibit 3 – Project Development Budget and Scope of Work.

**AMENDMENT 4 – Amended ATTACHMENT A**

Please see attachment for amended Attachment A – Exhibit B, Description of Project.

**CERTIFICATIONS:**

The undersigned representatives of each party acknowledge by signature below that they have reviewed the foregoing and understand and agree to abide by their respective obligations as detailed herein:

**SUB-GRANTEE**

Maura Thomson  
Ann Arbor Downtown Development Authority

Signature: \_\_\_\_\_ DATE: \_\_\_\_\_

**GRANTEE & GRANT MANAGER**

Jennifer Hall, Secretary-Treasurer  
Ann Arbor Housing Development Corporation

Signature: \_\_\_\_\_ DATE: \_\_\_\_\_

# **Attachment A**

## **Fourth Avenue Reconstruction Project Description**

The Fourth Avenue Streetscape and Transit (FAST) Improvement project is a full street reconstruction to improve the usability and accessibility of the streetscape on Fourth Avenue between East William Street and East Liberty Street. The goal of the reconstruction is to create a visual and tangible link to the businesses on Liberty Street, and to support the future affordable housing developments in the corridor. The improvements include repaving travel lanes, widening sidewalks, providing new lighting and pedestrian amenities, as well as underground utilities. The project will:

- Enhance transit boarding and operations.
- Add amenities for pedestrians and bus transit users.
- Improve road crossings for pedestrians, enhancing safety and comfort for all users.
- Support bicycle travel through rehabilitated, safe roadways, although designated bike lanes are not proposed due to the limited width of the right-of-way.
- Update infrastructure to improve stormwater management and ensure sustainability
- Incorporate infrastructure and pedestrian connections to support the Ann Arbor Housing Commission (AAHC) projects at 121 S. Catherine and 350 S. Fifth Ave.

Excellent public partnerships are key to this project. The Ann Arbor Downtown Development Authority (DDA) is partnering with the AAHC to support the development of affordable housing along Fourth Avenue. The Ann Arbor Area Transportation Authority (AAATA) is a key stakeholder due to its interest in providing high levels of transit and intermodal connection, particularly to dense affordable housing developments. The City of Ann Arbor is also a key contributor, with three city departments participating in project cost sharing.

FAST will create a street that functions as an extension of the AAATA transit center, prioritizing safety, and convenience for all users. The City, DDA, and housing commission support the values of creating people-friendly streets by providing equitable, just access for all residents and visitors-alike. FAST seeks to build a more connected community with streets that serve as civic spaces.



The project develops intermodal transportation adjacent to affordable housing projects in downtown, including the 121 E. Catherine development and the proposed new high-rise at 350 S. Fifth Avenue, which is directly adjacent to the project. Investment in affordable housing near transit, biking, and walking opportunities is key to reducing living expenses, expanding accessibility, and meeting the city's climate neutrality goals.

## **Schedule**

The project was bid in February 2026 and is currently under construction as of April 21, 2026. Construction is anticipated to be substantially complete by November 2026.

## **Project Components**

### **Streetscape and Public Realm**

The project fundamentally reconfigures the street cross-section within the existing 66-foot right-of-way to prioritize pedestrian comfort, transit access, and placemaking. The proposed typical sections allocate generous sidewalk zones on both sides of the corridor, ranging from approximately 13 to 23 feet in width, framing two 11-foot travel lanes and a dedicated bus lane of up to 10 feet.

### **Bus Shelters**

The centerpiece of the project's placemaking strategy is the installation of three custom-designed bus shelters along the west side of Fourth Avenue, directly serving the Blake Transit Center. These shelters are substantial architectural structures—not standard transit furniture—and are designed to define the character of the corridor.

### **Lighting Design**

The lighting strategy creates a warm, safe, and inviting nighttime environment through two complementary systems. All shelter and streetlight circuits are controlled by photocell-activated time clocks, with lighting on at dusk and off at dawn.

### **Site Furnishings**

Site furnishings for the corridor are thoughtfully designed to support both comfort and functionality. Linear benches in both 4-foot and 6-foot lengths feature backrests. These hardwood-and-steel benches offer a warm, resilient, and modern aesthetic and are securely anchored to the sidewalk with stainless steel tamper-proof bolts, strategically positioned along planter curbs throughout the area. Bike parking is provided via steel bike hoops, which are surface mounted at

several points along the corridor to encourage multi-modal transportation and enliven the sidewalk edge. Additionally, freestanding planters will be installed at key locations, especially near bus shelters and intersection bump-outs. Each planter features a geotextile separator fabric over a 6-inch washed aggregate drainage base, is filled with a planting mix, and topped with 2 inches of hardwood bark mulch, enhancing the visual appeal and environmental quality of the corridor.

### **Landscape and Urban Greening**

The project's landscape strategy integrates large street trees in structured pits with root barriers and iron grates, using specialized soil to protect roots and pavement. Raised beds with planter curbs and bark mulch are planted with a diverse mix of perennials, grasses, groundcovers, and bulbs, arranged in repeating modules for seasonal color and improved ecological value.

### **Pedestrian Safety and Crossing Enhancements**

Pedestrian safety enhancements include the installation of Rectangular Rapid Flashing Beacon (RRFB) assemblies at the mid-block crossing, offering solar-powered LED warning beacons with audible pushbuttons and crosswalk signage. Additionally, new pedestrian signal poles are placed the Liberty Street intersection with new Audible Pedestrian Signals. High-visibility crosswalk pavement markings are also applied to all intersection and mid-block crossings.

### **Green Infrastructure and Stormwater Management**

Placemaking and environmental performance are achieved by integrating below-grade stormwater management systems, including underground storage with control structures to regulate runoff, infiltration trenches that encourage groundwater recharge, and stormwater treatment units for improved water quality. These features not only support sustainability goals but also maximize the surface area for pedestrian and transit uses.

# DEVELOPMENT BUDGET

\*\*Fill in only blue shaded input cells.\*\*

Development Name: Fourth Avenue Streetscape and Transit (FAST)  
 City/Township/Village: Ann Arbor Downtown Development Authority  
 County: Washtenaw  
 Construction Type: Public/Place-Based

This worksheet is utilized to input the total Sources & Uses for the project from acquisition to construction completion. Enter the amount of requested RAP funds in cell W73.

TOTAL DEVELOPMENT COSTS	Amount	% of TDC
<b>Acquisition</b>		
Land	\$0	0.00%
Building(s)	\$0	0.00%
Other:	\$0	0.00%
<b>Subtotal Acquisition</b>	<b>\$0</b>	<b>0.00%</b>

Hard Costs	New Construction	Rehabilitation Renovation	Amount	% of TDC	For use if CRP requested.	
					Ineligible Amt.	Eligible Basis
Public Infrastructure (roads, sidewalks, utilities, sewage, etc.)			\$1,598,650	19.60%	\$0	\$1,598,650
Site Improvements (walks, drives, landscaping, fencing, lights, and drainage)			\$511,344	6.27%	\$0	\$511,344
Demolition (Include Lead & Asbestos Abatement)			\$117,639	1.44%	\$0	\$117,639
Other Environmental Mitigation			\$0	0.00%	\$0	\$0
Earth Work			\$252,215	3.09%	\$0	\$252,215
Site Utilities			\$232,547	2.85%	\$0	\$232,547
Other: Lighting and Electrical			\$890,435	10.92%	\$0	\$890,435
<b>Structures</b>	<b>\$1,493,210</b>	<b>\$0</b>	<b>\$1,493,210</b>	<b>18.31%</b>	<b>\$0</b>	<b>\$1,493,210</b>
Parking Structures			\$0	0.00%	\$0	\$0
Building Concrete/Masonry			\$0	0.00%	\$0	\$0
Carpentry			\$0	0.00%	\$0	\$0
Roofing/Metal/Siding/Insulation/Caulking			\$0	0.00%	\$0	\$0
Doors/Windows/Glass			\$0	0.00%	\$0	\$0
Drywall/Acoustical			\$0	0.00%	\$0	\$0
Flooring			\$0	0.00%	\$0	\$0
Cabinets/Countertops/Appliances			\$0	0.00%	\$0	\$0
Painting/Decorating			\$0	0.00%	\$0	\$0
Plumbing/Electrical/Fire Protection			\$0	0.00%	\$0	\$0
HVAC			\$0	0.00%	\$0	\$0
Accessory Buildings/Garages			\$0	0.00%	\$0	\$0
Elevators/Special Equipment			\$0	0.00%	\$0	\$0
Tenant Upgrades			\$0	0.00%	\$0	\$0
Other: Bus Shelters/Seating			\$0	0.00%	\$0	\$0
Builder Overhead/Profit/General Requirements	\$647,500	\$0	\$647,500	7.94%	\$0	\$647,500
Permits/Tap Fees/Bond/Cost Certification	\$3,106	\$0	\$3,106	0.04%	\$0	\$3,106
Construction Contingency	\$689,225	\$0	\$689,225	8.45%	\$0	\$689,225
Other: Bollard Install	\$200,000	\$0	\$200,000	2.45%	\$0	\$200,000
<b>Subtotal Hard Costs</b>			<b>\$6,635,870</b>	<b>81.35%</b>		
<b>Other Costs</b>						
Machinery & Equipment			\$0	0.00%	\$0	\$0
Furniture & Fixtures			\$0	0.00%	\$0	\$0
Architectural & Engineering			\$523,000	6.41%	\$0	\$523,000
Environmental Studies/Soil Testing			\$0	0.00%	\$0	\$0
Survey			\$0	0.00%	\$0	\$0
Other: Construction Engineering			\$998,000	12.24%	\$0	\$998,000
<b>Subtotal Soft Costs</b>			<b>\$1,521,000</b>	<b>18.65%</b>	<b>\$0</b>	<b>\$0</b>
<b>Total MCRP Eligible Basis</b>					<b>\$8,156,870</b>	<b>\$4,078,435</b>
<b>% Eligible for MCRP</b>						<b>50%</b>

10.81% of Hard Costs

11.59% of Hard Costs

Soft Costs	Amount	% of TDC
Other Professional Fees	\$0	0.00%
Loan Fees	\$0	0.00%
Construction Interest	\$0	0.00%
Construction Taxes	\$0	0.00%
Construction Insurance	\$0	0.00%
MEDC Fees	\$0	0.00%
Title Work	\$0	0.00%
Rent-Up Reserve	\$0	0.00%
Replacement Reserve	\$0	0.00%
Operating Reserve	\$0	0.00%
Other:	\$0	0.00%
Other: mos.	\$0	0.00%
Other: Override	\$0	0.00%
<b>Other Soft Costs - Related Party and Consulting Fees</b>		
Developer Fee	\$0	0.00%
Project Management Fees	\$0	0.00%
Construction Management Fees (Related Party)	\$0	0.00%
Consulting Fees	\$0	0.00%
Other Related Party Fees	\$0	0.00%
Other:	\$0	0.00%
<b>Subtotal Soft Costs</b>	<b>\$0</b>	<b>0%</b>
<b>TOTAL DEVELOPMENT COSTS</b>	<b>\$8,156,870</b>	<b>100.00%</b>

TOTAL DEVELOPMENT SOURCES	Amount	% of TDC
<b>Senior Debt</b>		
	\$5,556,870	0.00%
MCRP Loan		0.00%
<b>Subordinate Debt/Grants</b>		
MCRP Grant		0.00%
Other: Original RAP Grant	\$803,783	9.85%
Other: Additional RAP Grant	\$1,796,217	22.02%
Other:		0.00%
<b>Deferred Fees/Cash Equity</b>		
Deferred Developer Fees		0.00%
Other Deferred Related Party Fees		0.00%
Deferred Consulting Fees		0.00%
Cash Equity Owner	\$3,658,985	44.86%
Land/Building Contribution Owner		0.00%
Other: City of Ann Arbor	\$1,366,887	16.76%
Other: MDOT SSSG Grant - Ann Arbor DDA	\$200,000	2.45%
Other: MDOT SSSG Grant - Ann Arbor DDA	\$200,000	2.45%
Other: Ann Arbor Area Transit Authority	\$130,998	1.61%
<b>TOTAL DEVELOPMENT SOURCES</b>	<b>\$8,156,870</b>	<b>100.00%</b>

Construction Financing	Amount	% of TDC
Construction Loan:	xxx	0.00%
Interest Rate:		

Sources & Uses	Amount
Total Development Costs	\$8,156,870
Total Development Sources	\$8,156,870
<b>Surplus/(Gap)</b>	<b>(\$0)</b>

Other Calculations	Amount	Construct Cost /S.F.	Develop Cost/S.F.
Rental S.F.			
Residential & Comm. Common Spaces			
Common Space Other			
Total S.F. Building w/o Parking	0	#DIV/0!	#DIV/0!
Parking	# Spaces Park S.F.	Construct Cost/Space #DIV/0!	Construct Cost/S.F. #DIV/0!
Cash Equity	\$3,658,985		% TDC
Land/Building Contribution	\$0		44.86%
<b>Owner Contribution</b>	<b>\$3,658,985</b>		<b>44.86%</b>

SALESFORCE SUMMARY		
Infrastructure	\$1,598,650	19.60%
Site Improvement	\$511,344	6.27%
Demolition	\$117,639	1.44%
Building - New Construction	\$3,033,040	37.18%
Building - Renovation	\$0	0.00%
Machinery & Equipment - Purchased	\$0	0.00%
Furniture & Fixtures - Purchased	\$0	0.00%
Other Soft Costs	\$1,521,000	18.65%
Capital	\$1,375,197	16.86%
<b>Total Private Investment</b>	<b>\$8,156,870</b>	<b>100.00%</b>

## EXHIBIT B

### DESCRIPTION OF PROJECT

Common name of Project	Fourth Ave Streetscape & Transit (FAST) Improvements
Projected Total Investment	The Grantee plans to make a total investment of approximately \$5,556,870 to the Project, including funds from partnering agencies.
Projected Total Eligible Costs	\$8,156,870
Property Description (For public infrastructure Provide the best approximation of addresses, intersections the work is occurring)	The Property is commonly known as Fourth Avenue between E. William Street and E. Liberty Street.
Project Description (must include approximate square feet of public space activated or private space improved)	<p>The Fourth Avenue Reconstruction project transforms a roughly 760-linear-foot segment of South Fourth Avenue in downtown Ann Arbor from an auto-oriented corridor into a vibrant, transit-supportive, pedestrian-first public streetscape. Commissioned by the Ann Arbor Downtown Development Authority (DDA) in coordination with the Ann Arbor Area Transportation Authority (AAATA) and the City of Ann Arbor, the project represents a comprehensive reimagining of the public realm adjacent to the Blake Transit Center and a future affordable housing development at 350 S. Fifth Avenue.</p> <p><b>See Attachment A for additional details.</b></p>
Legal Description (For public infrastructure Provide a best approximation with project map, maps can be added to end of the document.)	<p>The Property and Project Site is legally described as: the 200 Block of Fourth Avenue in the City of Ann Arbor.</p> <p><b>See Attachment B for a location map.</b></p>
Site Plan/Construction Drawings	<p>Construction drawings were developed by Wade Trim/SmithGroup and issued for construction bid in January 2026.</p> <p><b>Abbreviated Construction plans can be found in Attachment C.</b></p>
Site Control	The City of Ann Arbor, including its Downtown Development Authority, owns the Property. The Grantee currently possesses all of the Property, has development rights for the Project, and retains these rights until the end of the Term.