CITY OF ANN ARBOR

HOUSING + AFFORDABILITY SUMMARY REPORT

2020-2021 COMMUNITY ENGAGEMENT RECOMMENDATIONS

DRAFT 5/3/2021

SMITHGROUP

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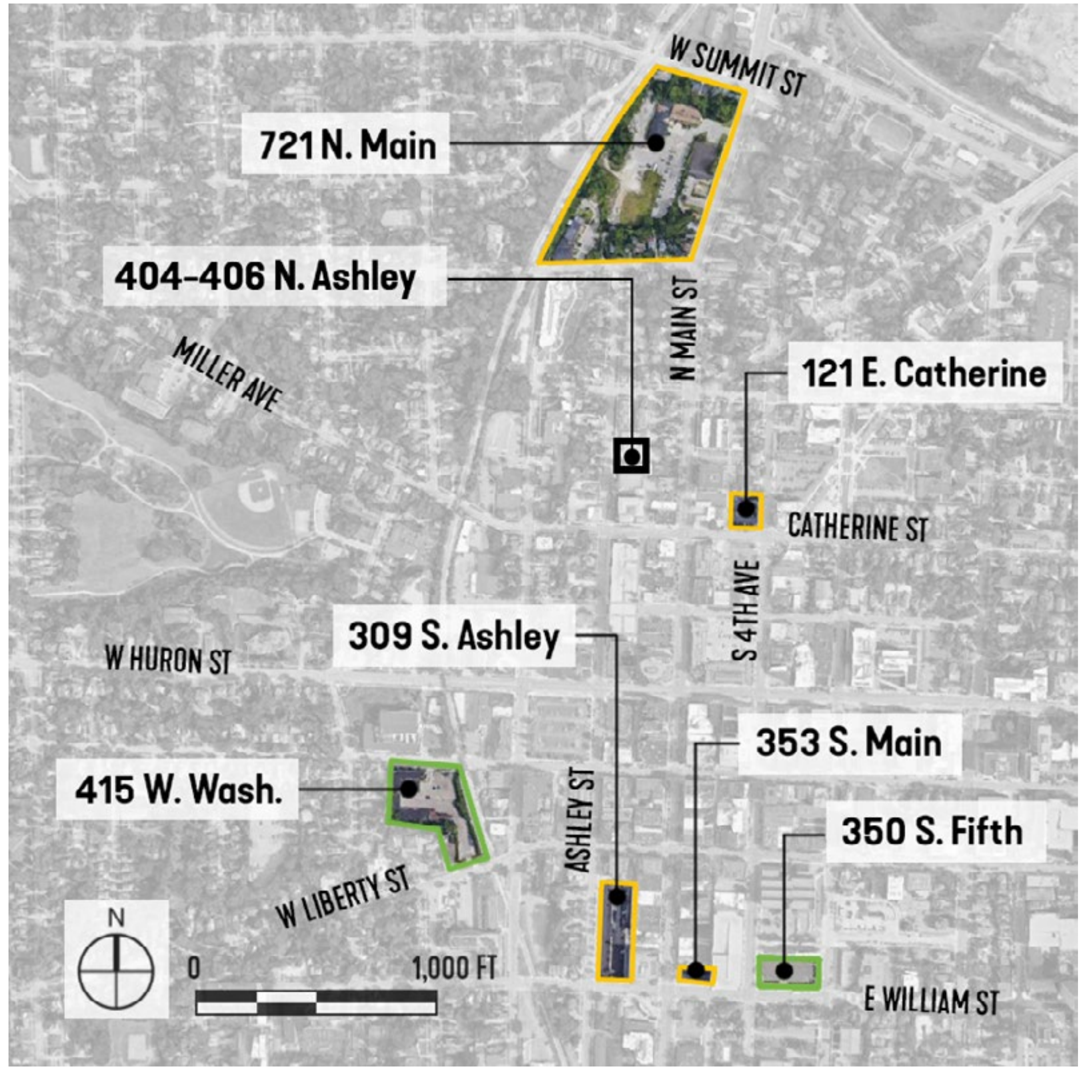
EXECUTIVE SUMMARY

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:

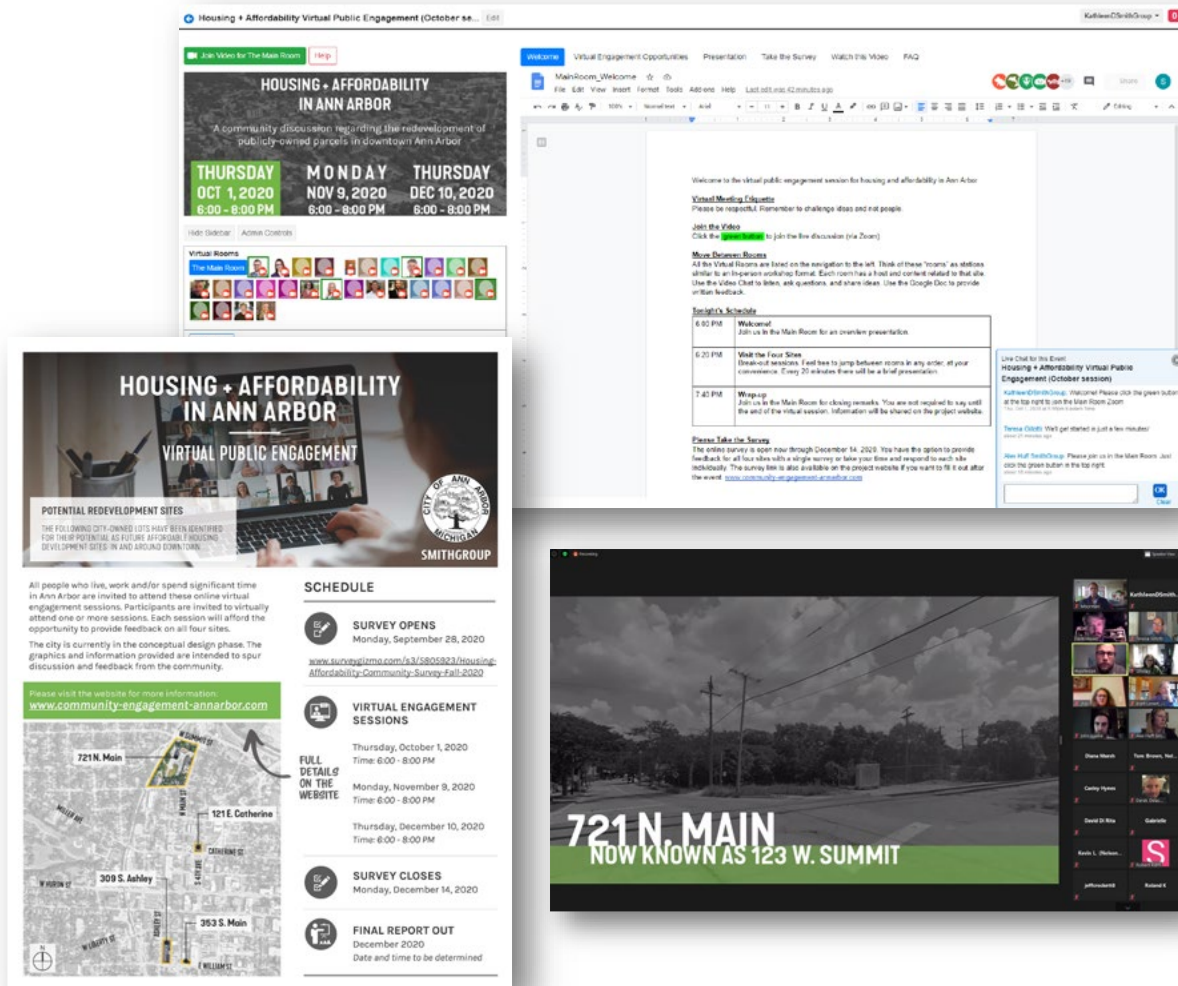
- 121 E. Catherine (Fourth & Catherine parking lot)
- 353 S. Main (Main & William parking lot)
- 721 N. Main.
- 309 S. Ashley (Kline's Lot)

PUBLIC ENGAGEMENT SUMMARY

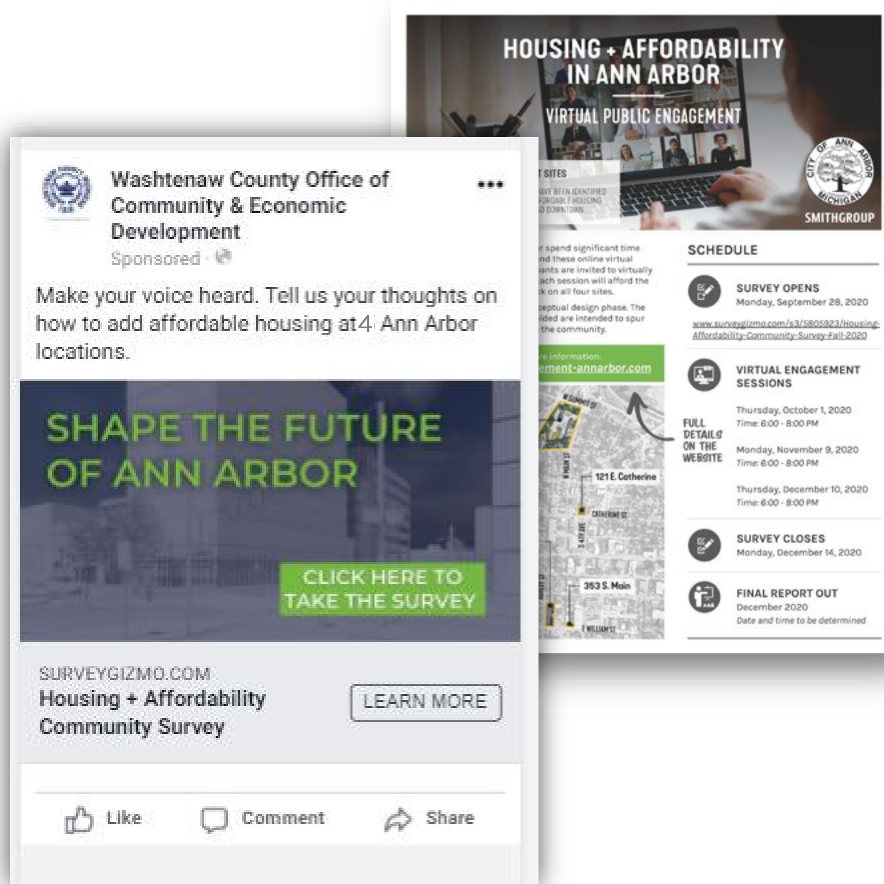
On April 20, 2020, City Council passed R-20-131 to conduct community engagement for the redevelopment of four additional city-owned sites: 121 E. Catherine, 353 S. Main, 309 S. Ashley, and 721 N. Main.

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.

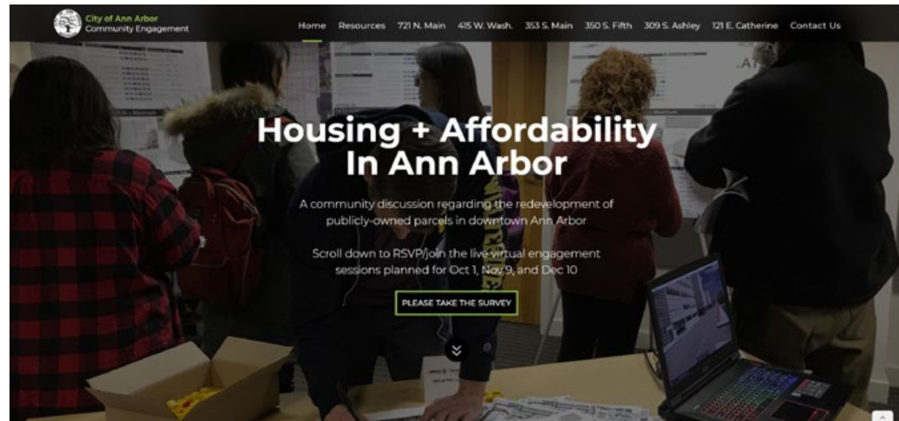
Platform: The website comment box included a place for name, email, phone number, and message.

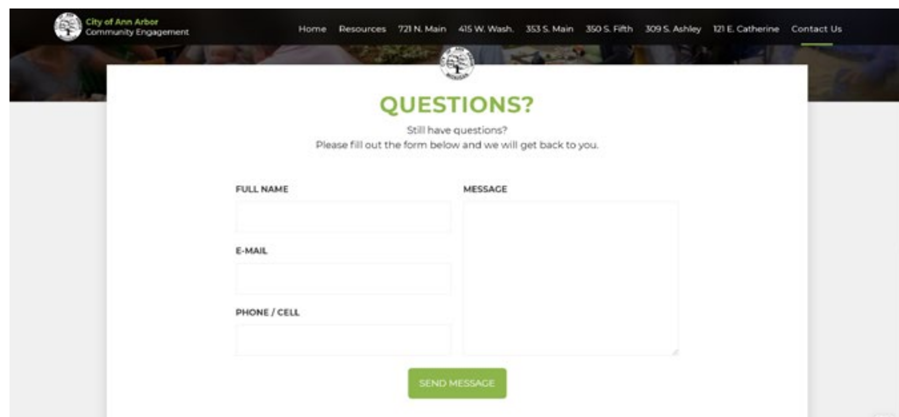
Outreach: N/A

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

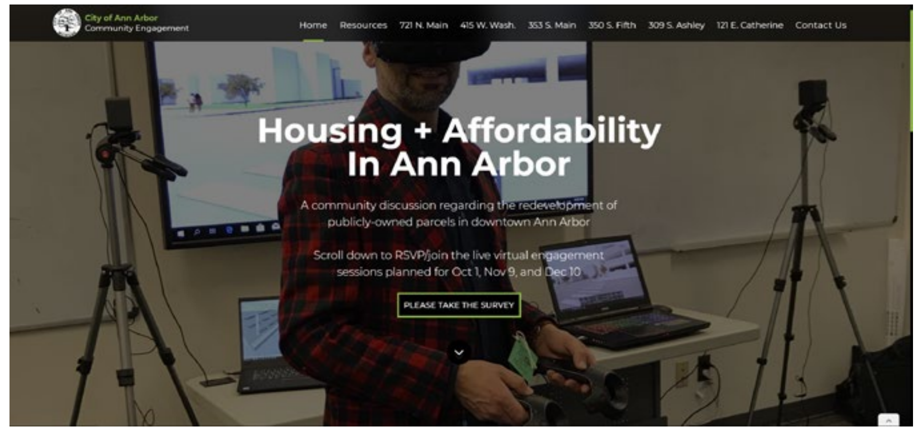
Goal: To provide the public with an opportunity to respond to the objectives and proposed concepts for each of the four sites. The public was asked their likes and dislikes for each concept, as well as their preference for one option over the other(s).

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.



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.

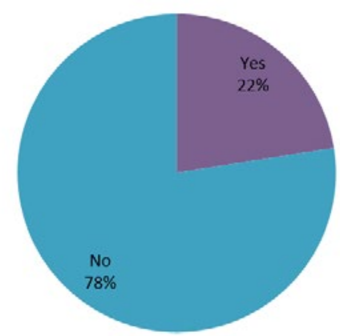
1.Which sites are you interested in providing input? (You may select more than one)

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)

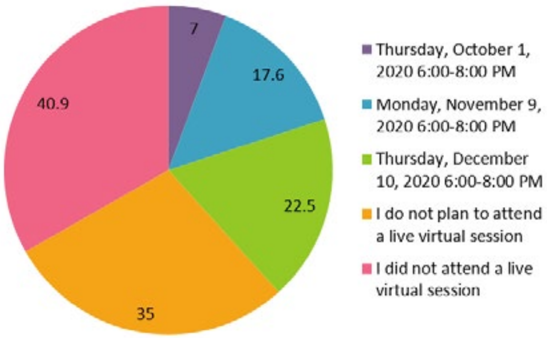
Value	Count
121 E. Catherine (4th and Catherine parking lot)	97
353 S. Main (Main & William parking lot)	112
309 S. Ashley (Ashley & William parking lot)	105
721 N. Main	81

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?



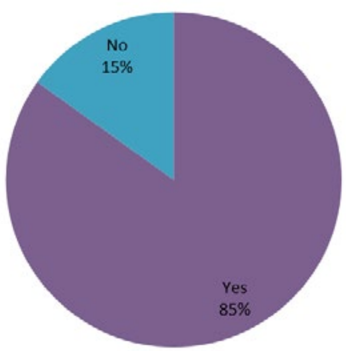
Value	Percent	Count
Yes	22.5%	143
No	77.5%	493
	Totals	636

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



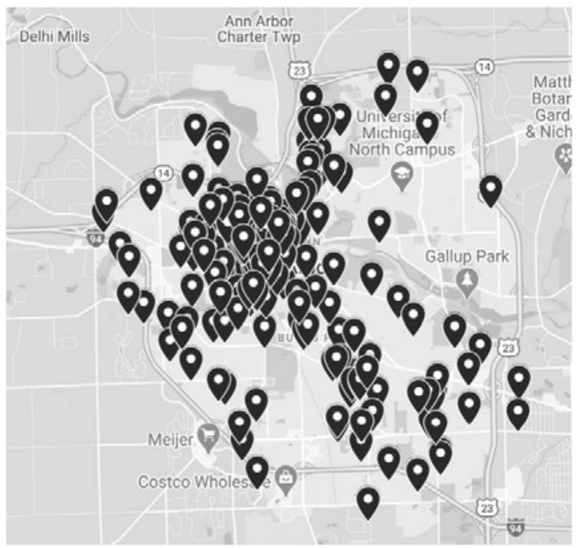
Value	Percent	Count
Thursday, October 1, 2020 6:00-8:00 PM	7.0%	43
Monday, November 9, 2020 6:00-8:00 PM	17.6%	108
Thursday, December 10, 2020 6:00-8:00 PM	22.5%	138
I do not plan to attend a live virtual session	35.0%	215
I did not attend a live virtual session	40.9%	251

5.Do you live in Ann Arbor?

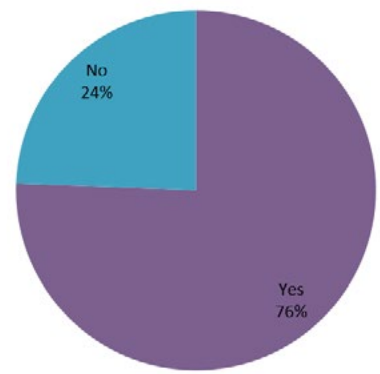


Value	Percent	Count
Yes	84.9%	505
No	15.1%	90
	Totals	595

6.What is your street address?



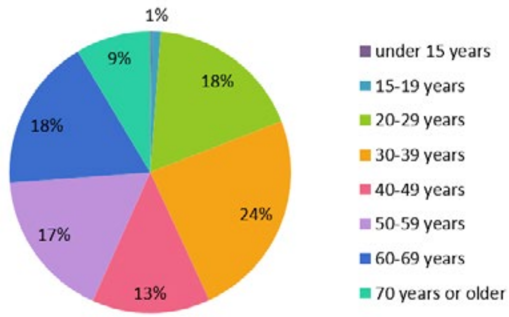
7.Do you work in Ann Arbor?



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

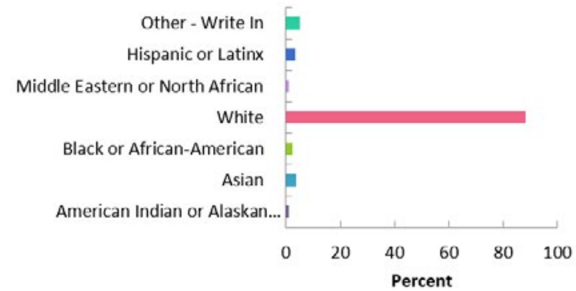
ONLINE SURVEY

8. What is your age?



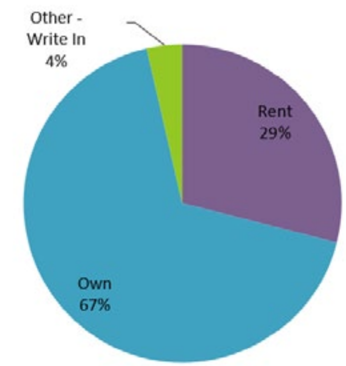
Value	Survey Response	Ann Arbor ACS 2019 5yr
under 15 years	0.2%	23%
15-19 years	1.0%	
20-29 years	17.9%	32%
30-39 years	24.0%	12%
40-49 years	13.6%	9%
50-59 years	17.1%	7%
60-69 years	17.6%	9%
70 years or older	8.6%	8%

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 a 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

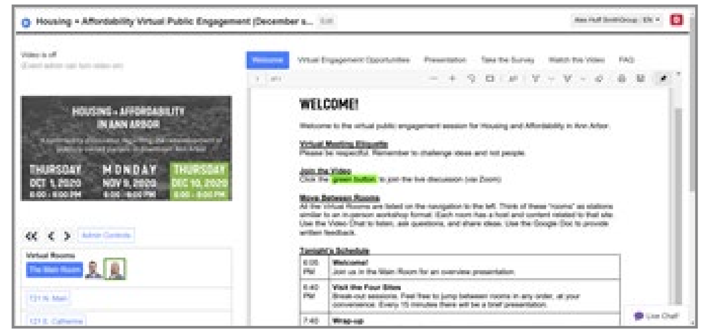
LIVE VIRTUAL ENGAGEMENT

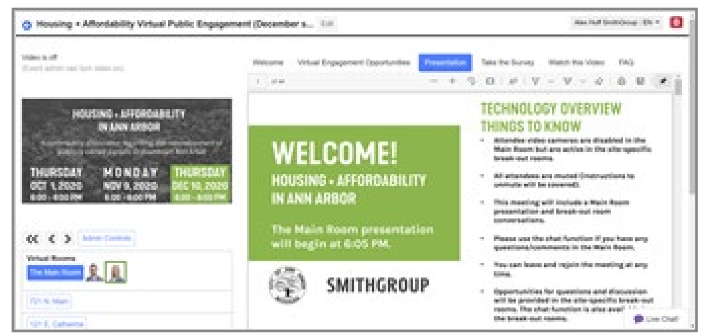
Summary: Written comments and notes are provided in the appropriate site section. We've also uploaded the following recordings from Zoom to the project website (www.community-engagement-annarbor.com/resources):

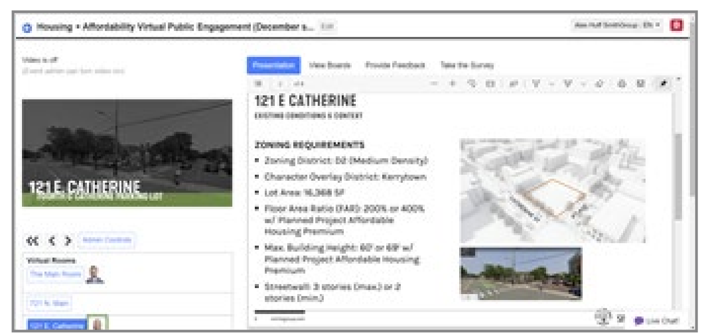
- The Main Room Presentation
- October 1 Wrap-up Discussion
- November 9 Wrap-up Discussion
- December 10 Wrap-up Discussion

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.





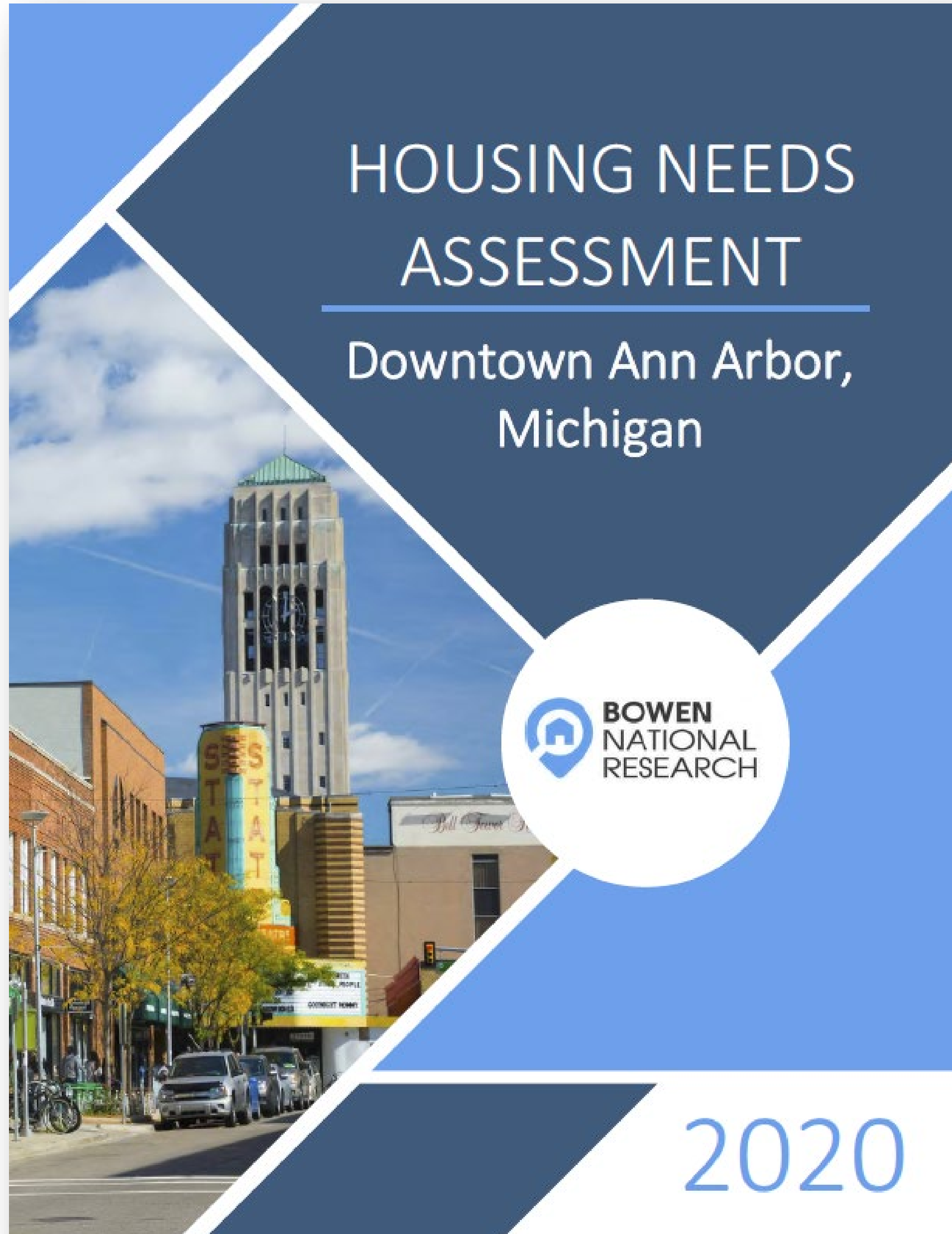


HOUSING NEEDS ASSESSMENT

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 PARKNG 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 (LITHC).

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.

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.

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 require 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.

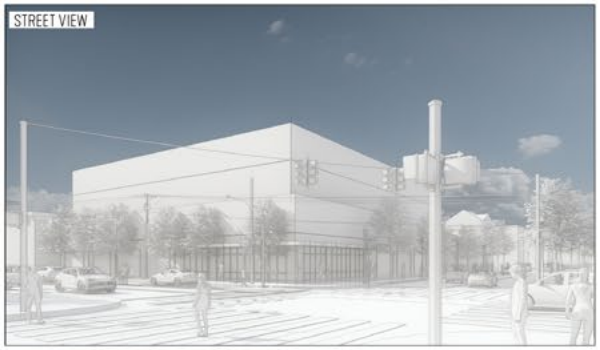
FINANCIAL

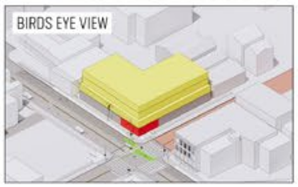
- The site scores competitively for 9% LIHTC financing. The first floor could include retail or office or surface parking. An underground parking ramp would require city subsidy.
- Developing the site as market rate with 20% affordable units would produce a $35,000-$65,000/unit financing gap. A developer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

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

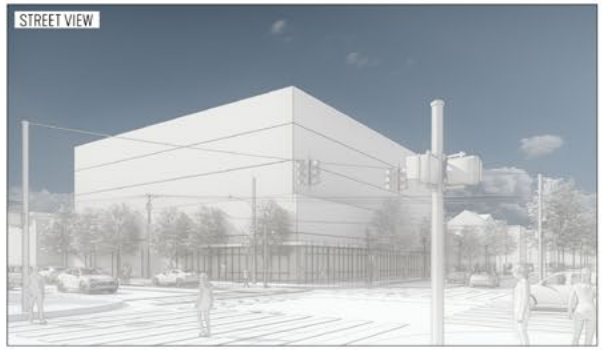
- 4-story L-shaped building, 2 story streetwall
- Residential lobby at the corner of Fourth and Catherine
- Maximize surface parking for public use, approximately 40 spaces)

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).

TRADE-OFFS	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

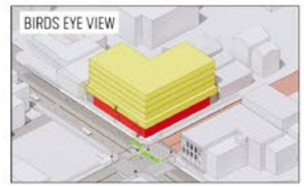
- 5-story L-shaped building, 2 story streetwall.
- Active ground floor along Fourth.
- Residential lobby at the corner of Fourth and Catherine.
- Retains some surface parking for public use (approximately 24 spaces).

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).

TRADE-OFFS	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

- 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.

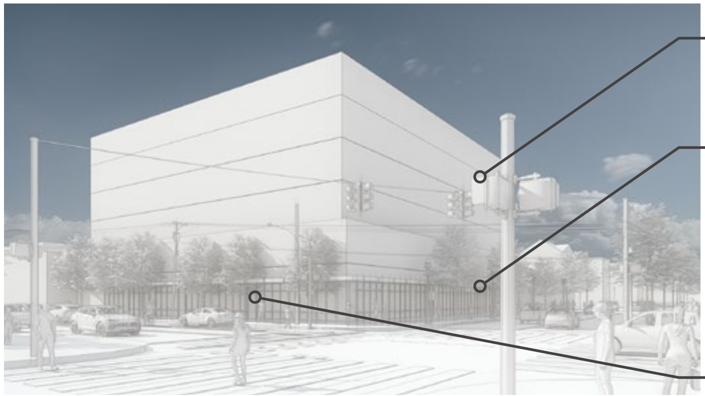
TRADE-OFFS	TOTAL HOUSING UNITS: 90 UNITS
Provide Affordable Housing Units	# affordable units: **93 units** **(100%)**
Provide Market Rate Housing Units	# market rate units: **0 units**
Density of Buildings	Floor-Area-Ratio: **400%**
Height of Buildings	Height Feet (Floors): **~68' (6 stories)**
Scales 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*

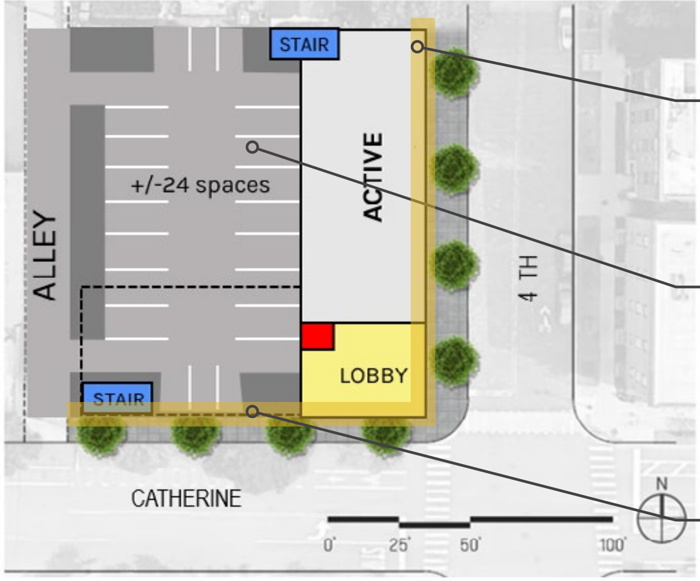
WHAT WE HEARD...

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





121 E. CATHERINE

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

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

Item	Overall Rank	Rank Distribution	Score
Maximize affordable housing units for 60% Area Median Income (AMI) households on site	1		1,666
Activate the ground floor for public benefit	2		1,359
Develop a mix of housing unit types and prices	3		1,189
Maintain some city ownership/control	4		1,040
Provide parking on site	5		997
Maximize market rate residential	6		694

Lowest Highest

RECOMMENDATION

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

See Appendix for complete list of survey responses.

MASSING OPTIONS

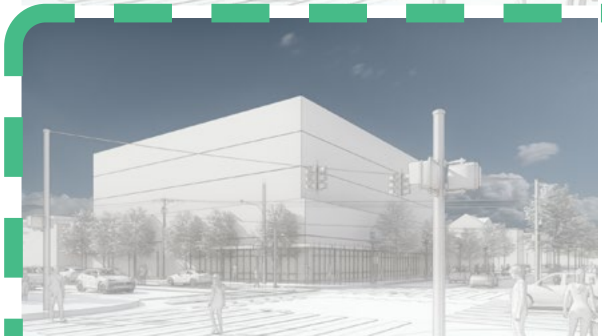
RECOMMENDATION

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

OPTION 1: 4-STORY

+/- 50-60 units

FAR: 239%



OPTION 2: 5-STORY

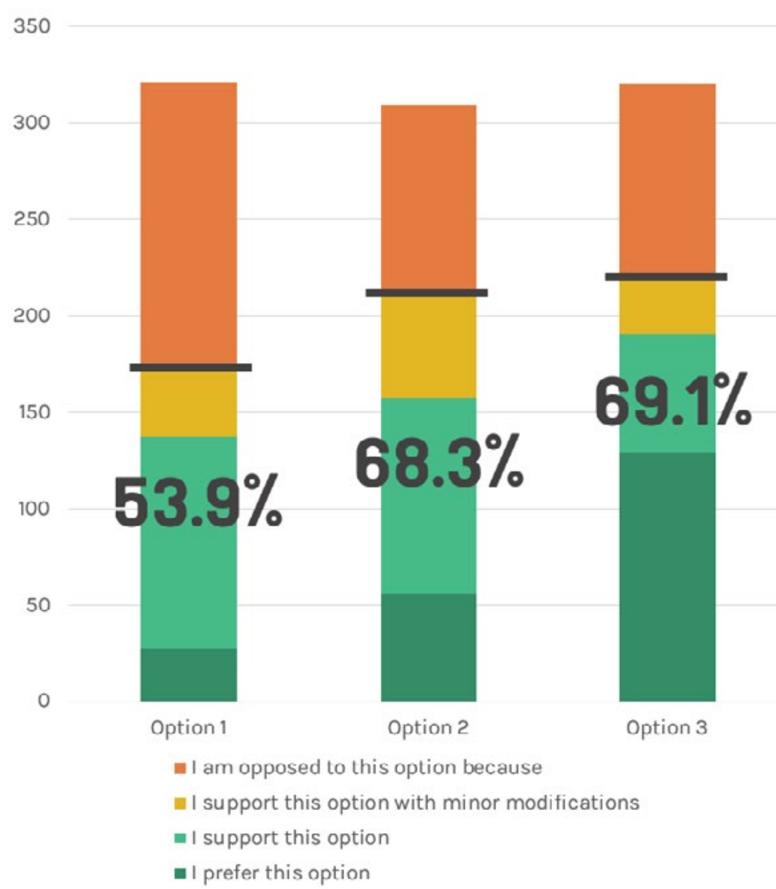
+/- 70-80 units

FAR: 309%

OPTION 3: 6-STORY

+/- 85-95 units

FAR: 400%



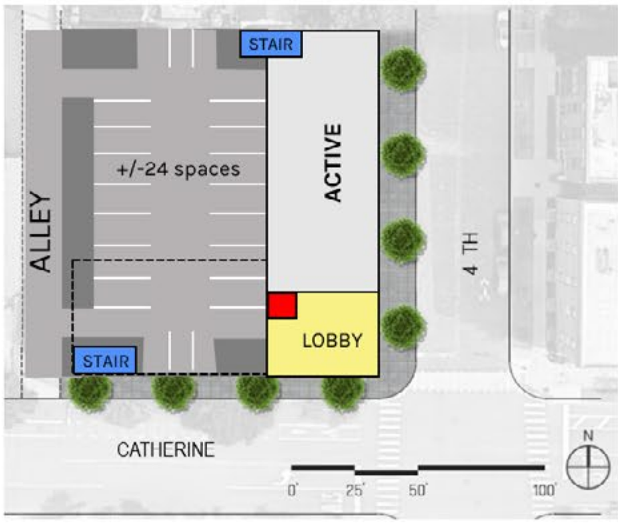
PARKING OPTIONS

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

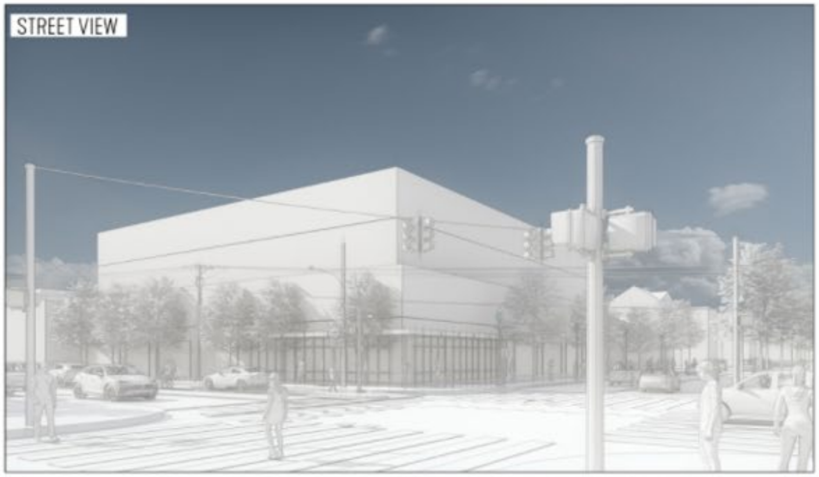
- Active ground floor: Yes
- Assumes underground parking (~90 spaces)
- Construction of underground parking along is estimated at $8 million

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

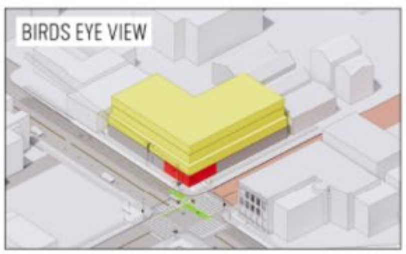
OPTION 1: 4- STORY

OPTION 1: 4-STORY

STREET VIEW



BIRDS EYE VIEW



GROUND FLOOR

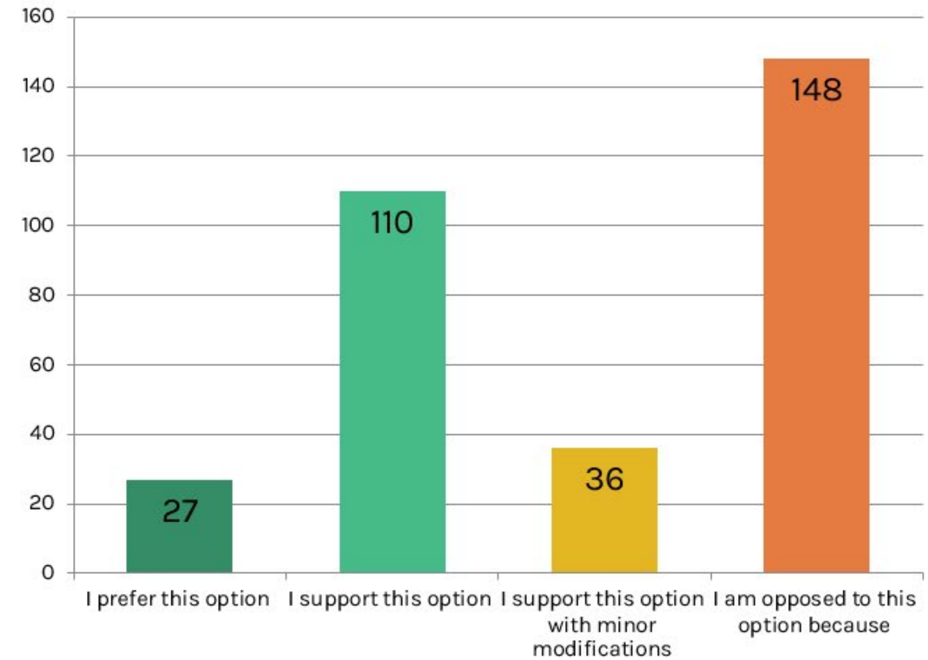
DESCRIPTION

- 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%

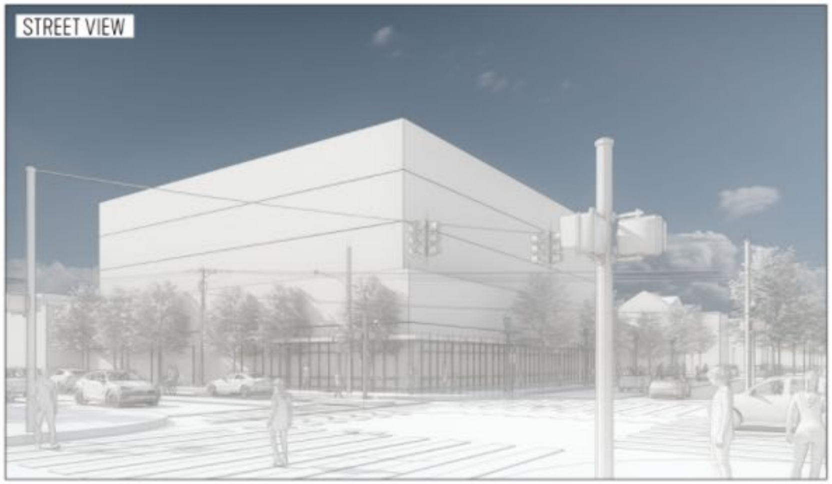
support this option

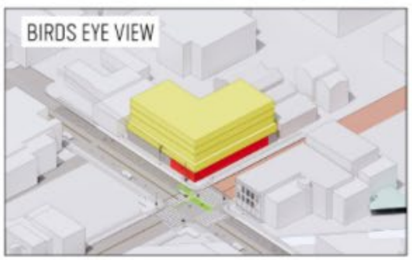
*Out of 321 responses

See Appendix for complete list of survey comments.

OPTION 2: 5-STORY

OPTION 2: 5-STORY





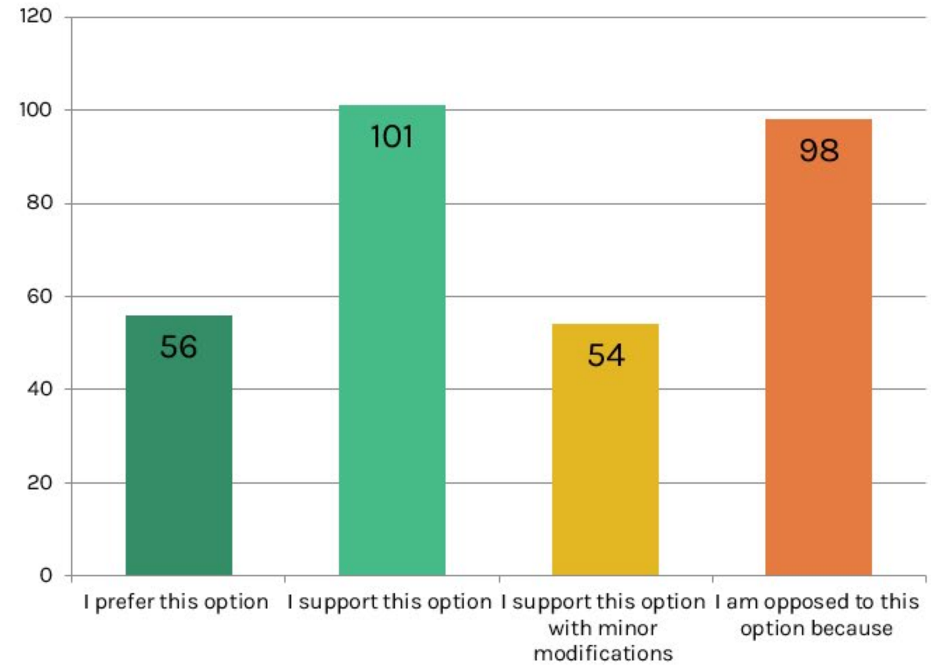
DESCRIPTION

- 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%

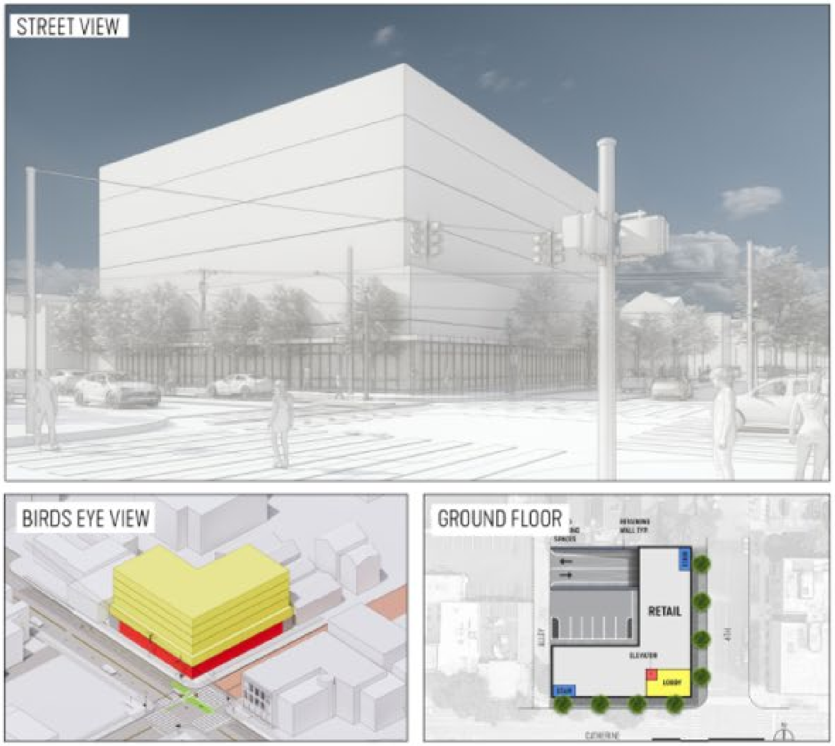
support this option

*Out of 309 responses

See Appendix for complete list of survey comments.

OPTION 3: 6-STORY

OPTION 3: 6-STORY



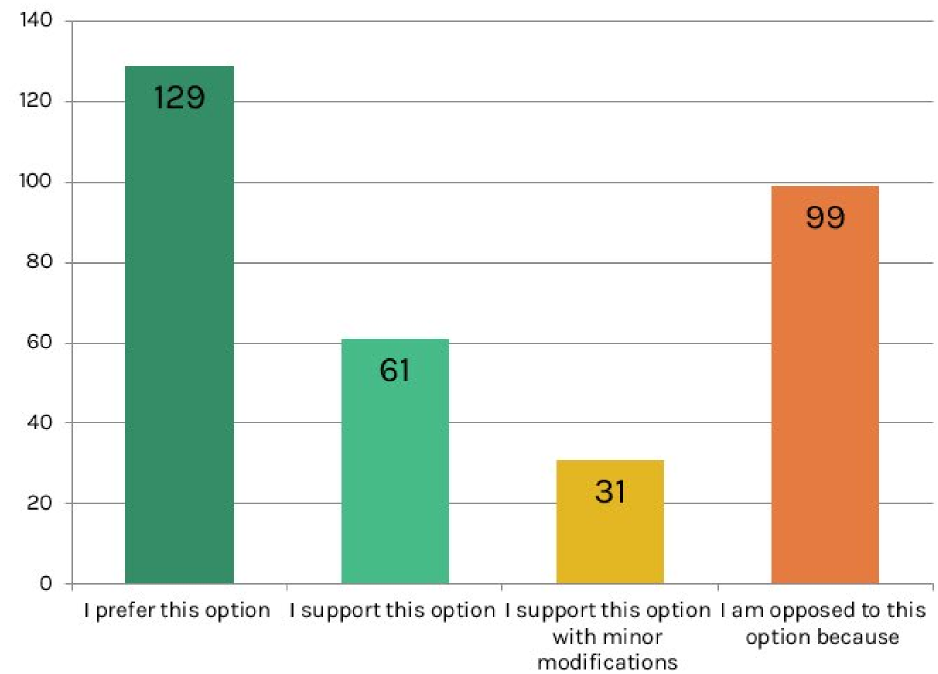
DESCRIPTION

- 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 choses businesses?
- It wouldd 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 undergound.
- 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 retail 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

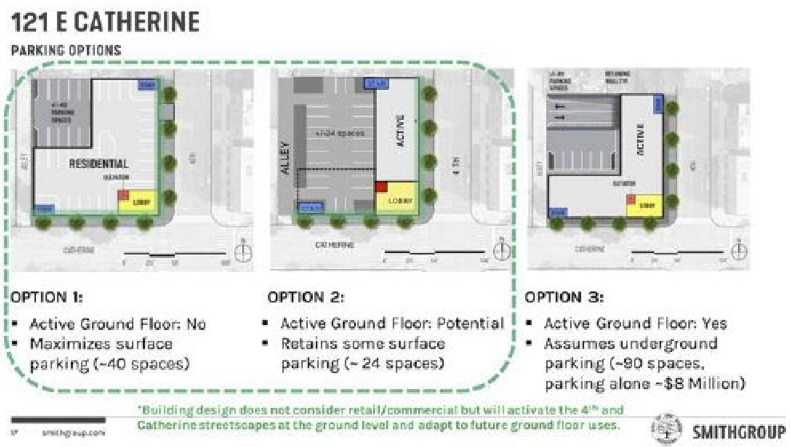
Grace Singleton
Kerrytown District Association Board President

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).



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 feels 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

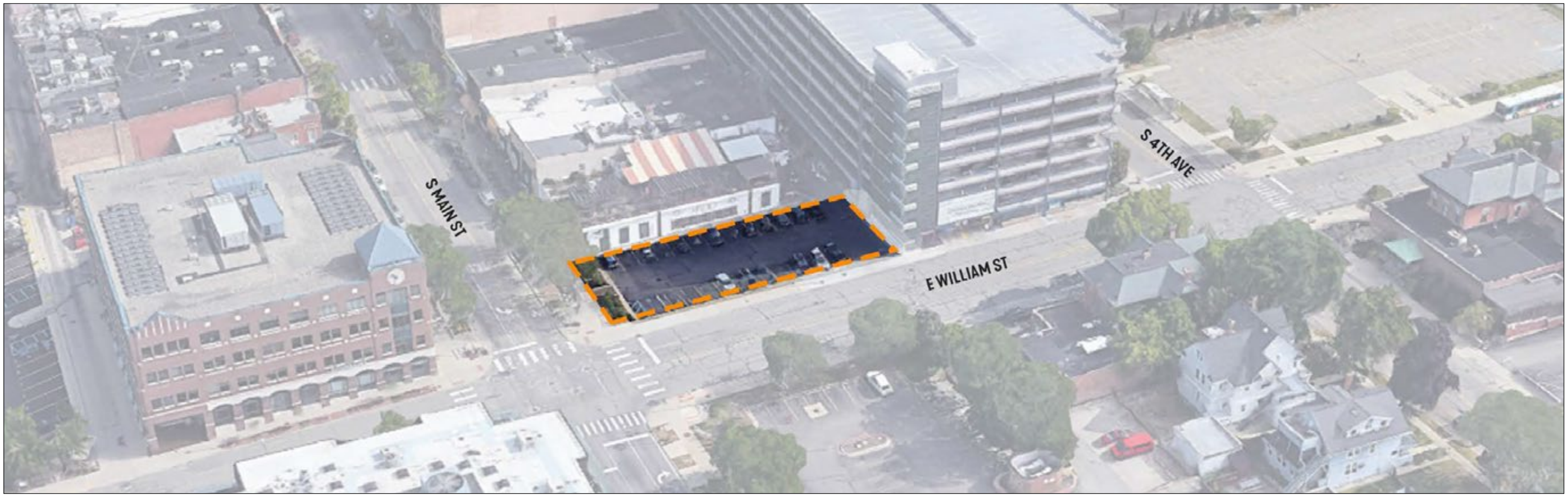
The City is considering the following objectives for redeveloping 353 S. Main

- 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

353 S. MAIN / PROGRAM + DESIGN ASSUMPTIONS

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.

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.

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.

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 provided off-site via a parking contract with the DDA.

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.

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

- 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.

ASSUMPTION

- 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)

Provide Affordable Housing Units
Provide Market Rate Housing Units

Density of Buildings
Height of Buildings
Compatible Streetwall

Potential Active Ground Floor
Contribute to Main Street
Provides Off-Street Parking

Financial Complexity / Risk
Financial Revenue

TOTAL HOUSING UNITS: 80-90

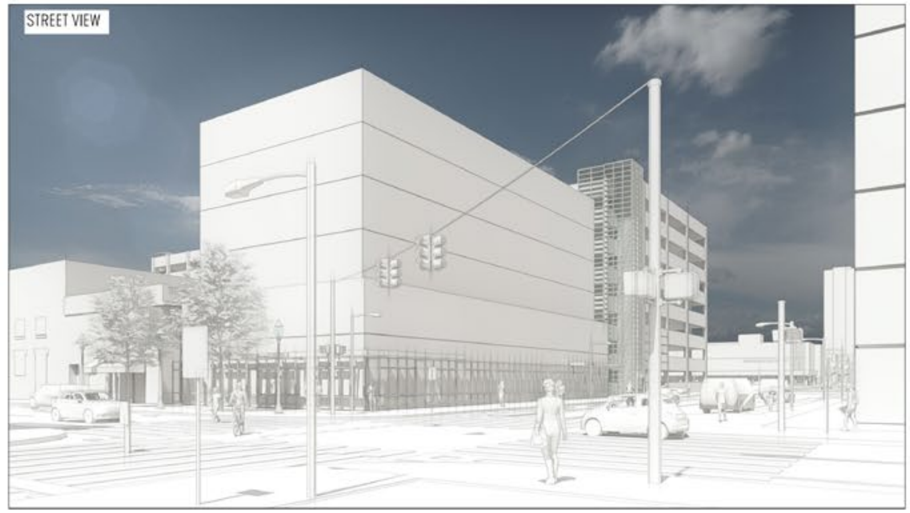
\# affordable units: **~80-90 units**
\# market rate units: **0 units**

Floor-Area-Ratio: ~ **900%**
Height Feet (Floors): ~ **110' (10 stories)**
Streetwall: **2 stories**

Ground Floor GSF: **~7,000**
Active Ground Floor, **10 Story Building**
No Parking

Total Development Cost: **~$20 Million**
Potential Tax Revenue/YR: **~$85,000**
Ground Lease Revenue: **N/A**

OPTION 2: 6 STORY BUILDING



DESCRIPTION

- 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.

ASSUMPTION

- 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)

Provide Affordable Housing Units
Provide Market Rate Housing Units

Density of Buildings
Height of Buildings
Compatible Streetwall

Potential Active Ground Floor
Contribute to Main Street
Provides Off-Street Parking

Financial Complexity / Risk
Financial Revenue

TOTAL HOUSING UNITS: 40-50

\# affordable units: **~40-50 units**
\# market rate units: **0 units**

Floor-Area-Ratio: **~550%**
Height Feet (Floors): **~70' (6 stories)**
Streetwall: **2 stories**

Ground Floor GSF: **~7,000**
Active Ground Floor, **6 Story Building**
No Parking

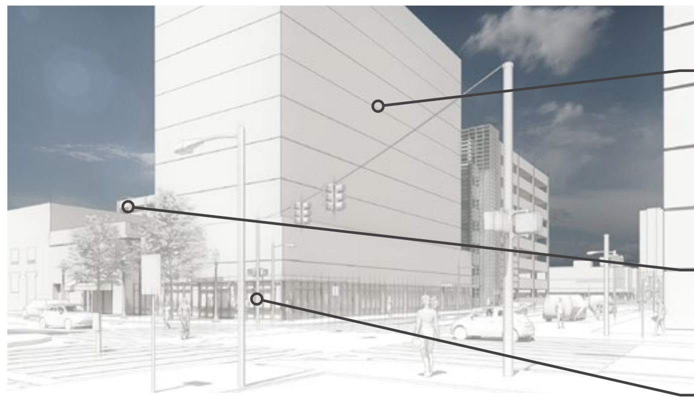
Total Development Cost: **~$12 Million**
Potential Tax Revenue/YR: ~ **$85,000**
Ground Lease Revenue: **N/A**

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

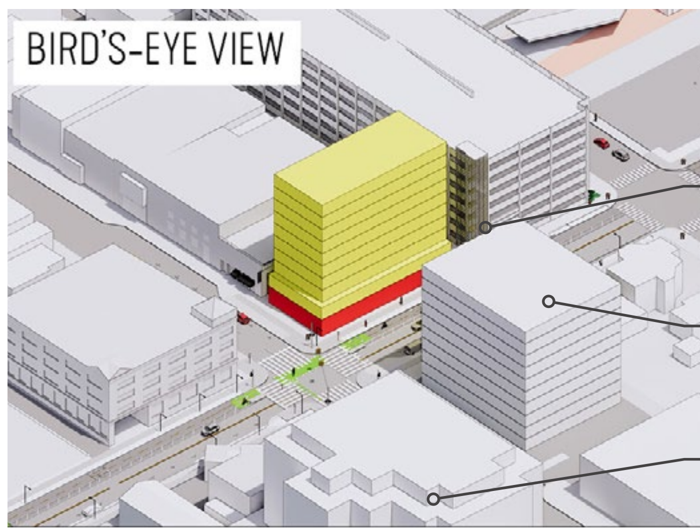


353 S. MAIN

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



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

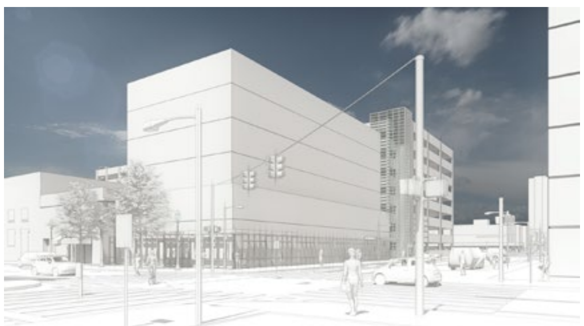
RECOMMENDATION

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

OPTION 1: 10-STORY

+/- 90 units

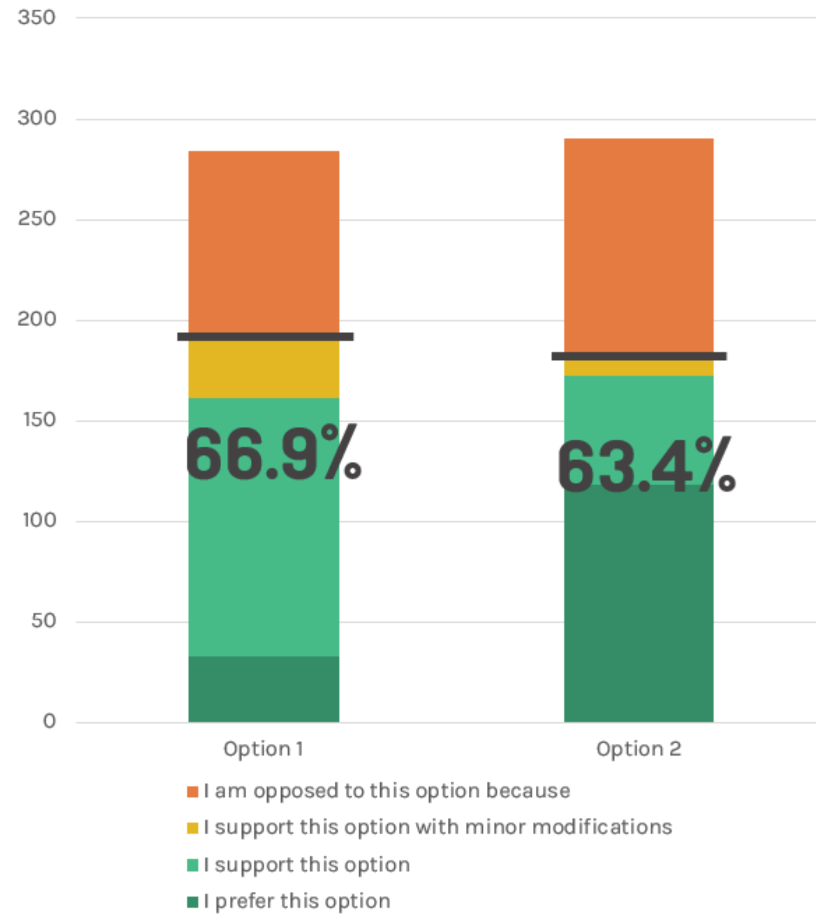
FAR: 900%



OPTION 2: 6-STORY

+/- 50 units

FAR: 550%



OPTION 1: 10- STORY

OPTION 1: 10 STORY BUILDING

DESCRIPTION

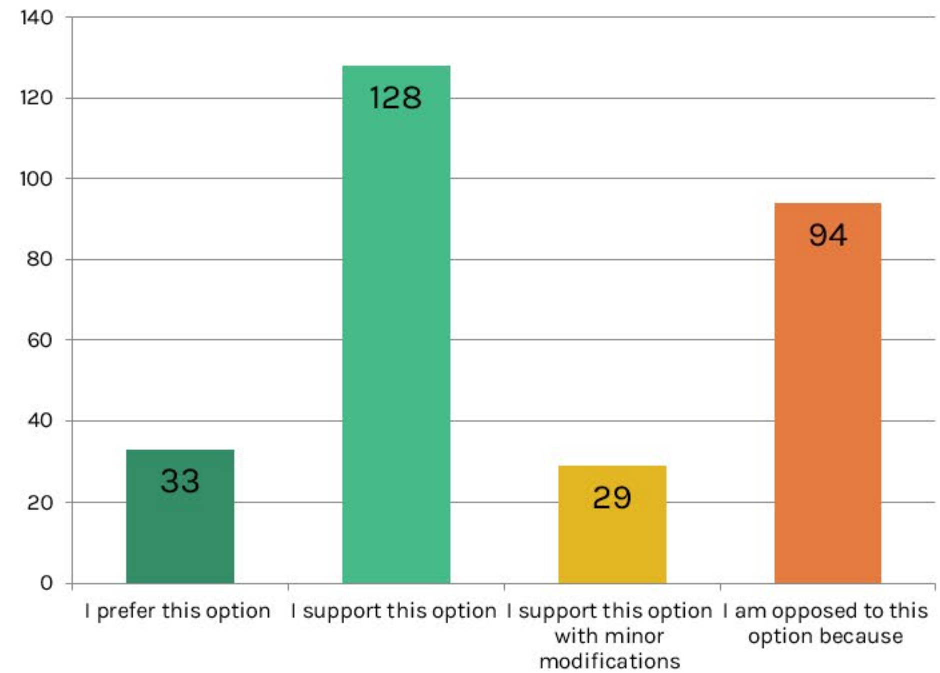
- D1 zoning, 900% FAR is permitted with 30% affordable units.
- Development is proposed as 100% affordable.
- Building height is approximately 110' (10 stories) with a 2-story streetwall.
- Ground floor use should activate the street. May include private tenant amenities such as a fitness center or publicly accessible space.

ASSUMPTION

- 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



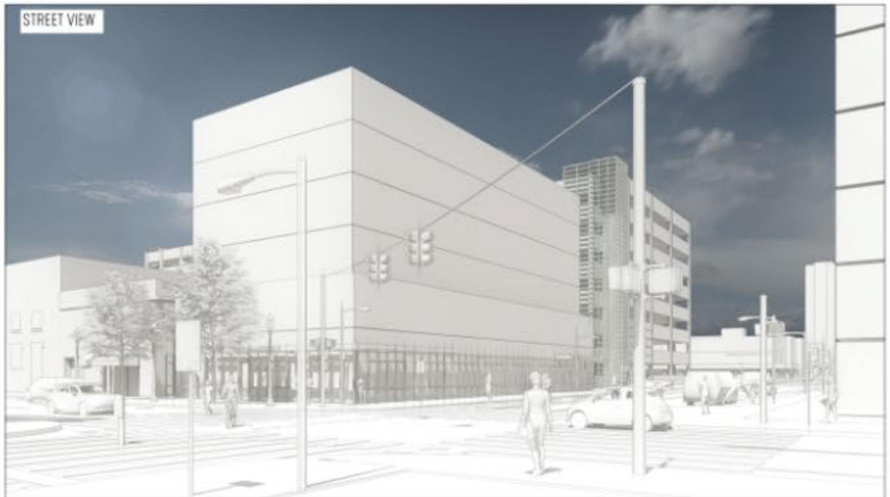
66.9%
support this option

*Out of 284 responses

OPTION 1: 6- STORY

OPTION 2: 6 STORY BUILDING

STREET VIEW



BIRD'S-EYE VIEW

DESCRIPTION

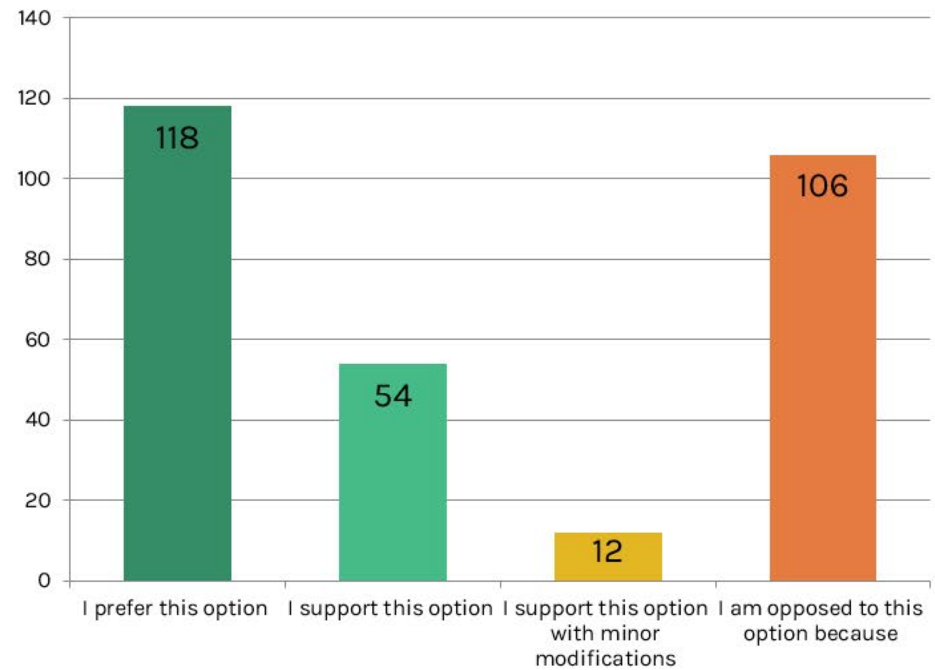
- D1 zoning, 700% FAR is permitted with 20% affordable housing units. Development is proposed as 100% affordable.
- Building height is approximately 70' (6 stories) with a 2-story streetwall.
- Ground floor use should activate the street. May include private tenant amenities such as a fitness center or publicly accessible space.

ASSUMPTION

- 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**
Provide Affordable Housing Units	# affordable units: **~40-50 units**
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 Gratzi
- 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 of721 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

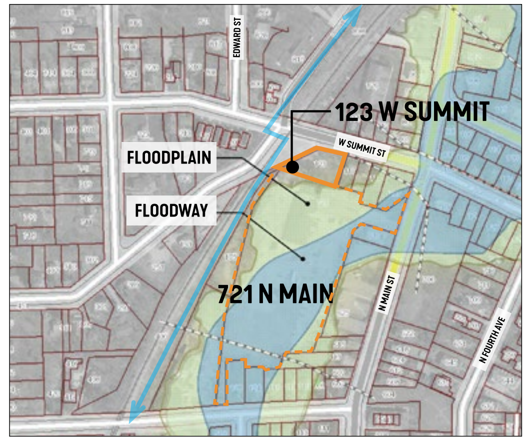
The City is considering the following objectives for redeveloping 721 N. Main

- 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

- 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.

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

- 3-story development along Summit St.
- Apartment, six units per floor.

ASSUMPTION

- 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

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

ASSUMPTION

- 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

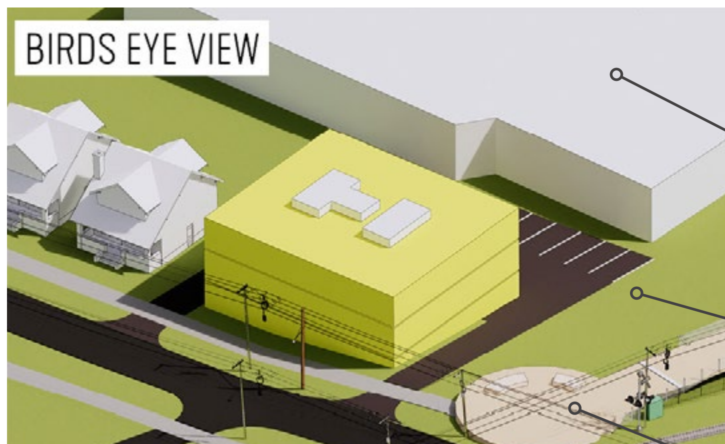
Initiate a lot split to create two parcels, creating a developable lot (123 W. Summit) and leaving the majority of 721 N. Main for a future project to be determined by the city's process. 3 story, 100% affordable apartment building with walk-up units along Summit and surface parking in the rear. Accommodate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



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

721 N. MAIN (123 W. SUMMIT)

PUBLIC COMMENTS

- Sell the property and purchase a different property (brownf ield 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 f or 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 f or 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

Lowest Highest

RECOMMENDATION

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

See Appendix for complete list of survey responses.

OPTIONS

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: APARTMENTS

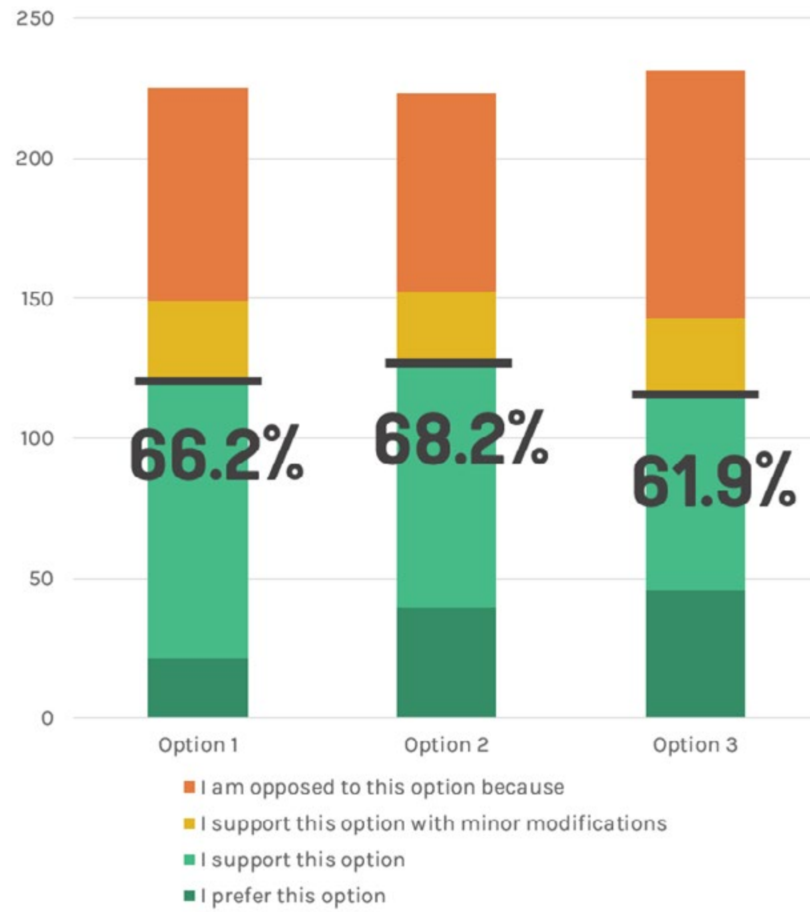
- Potential for 14 units
- Double-loaded corridor

OPTION 2: APARTMENTS

- Potential for 19 units
- Central elevator and stair core

OPTION 3: TOWNHOUSE

- Potential for 7 units



OPTION 1: APARTMENT

OPTION 1: APARTMENT (DOUBLE LOADED CORRIDOR)

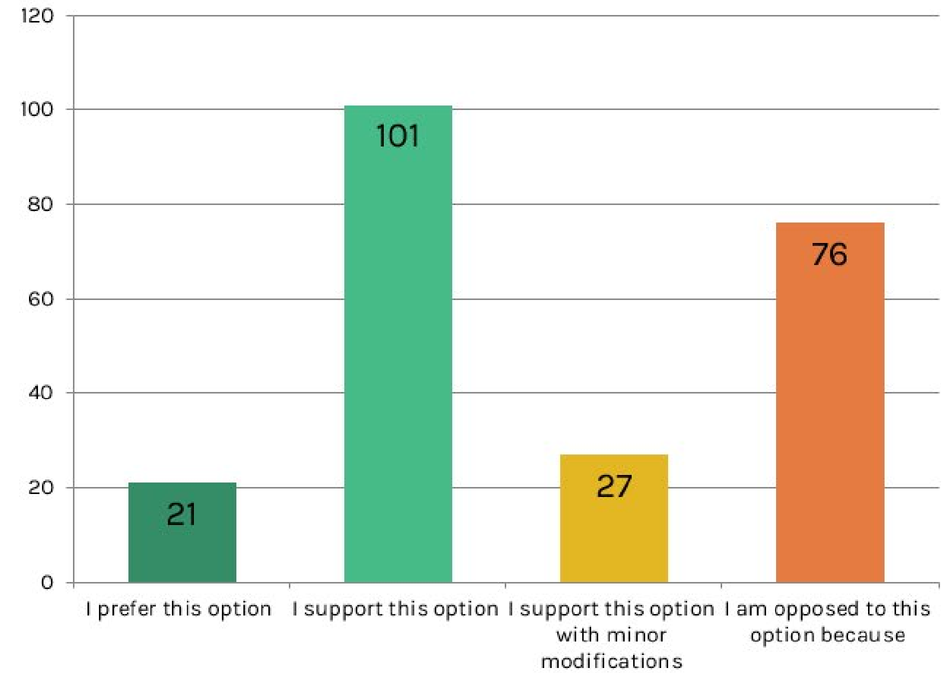
DESCRIPTION

- 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

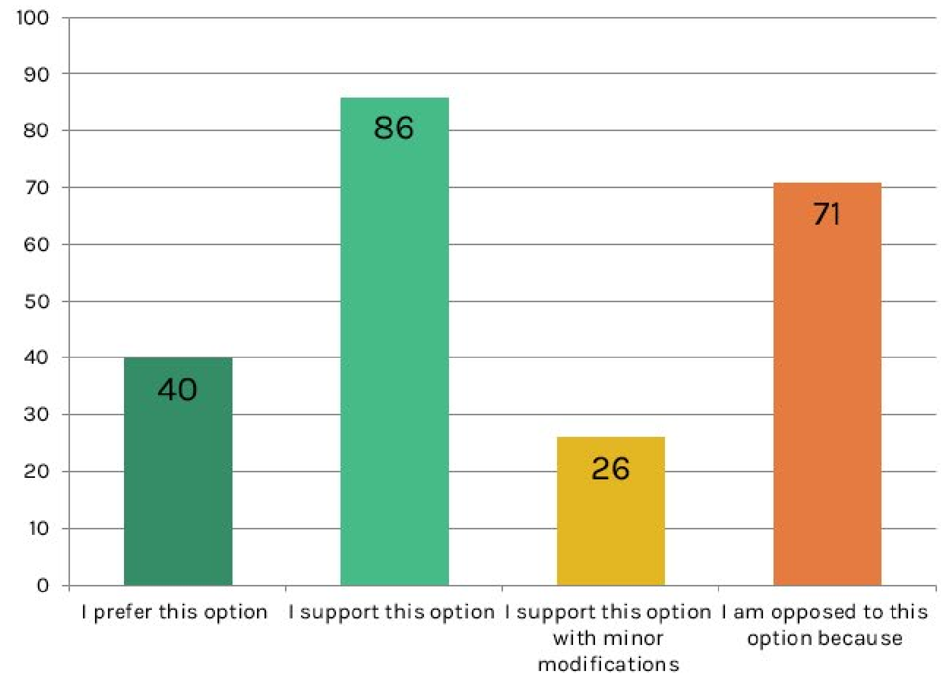
*Out of 225 responses

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

STREET VIEW

BIRDS EYE VIEW

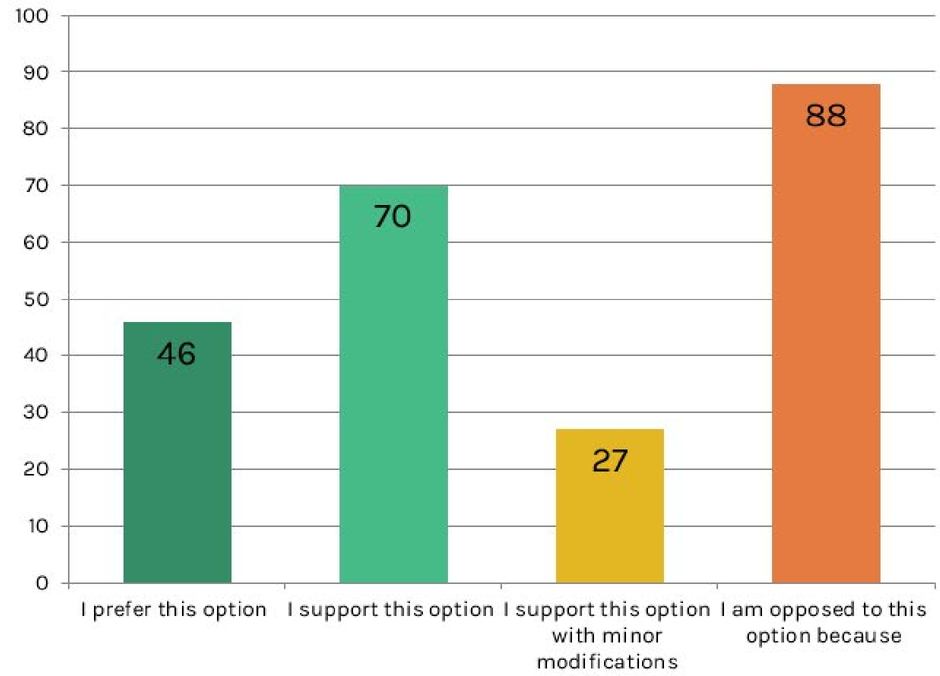
DESCRIPTION

- 2-story attached single family, town-homes.
- 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.

page 1 of 8

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 disproportionally 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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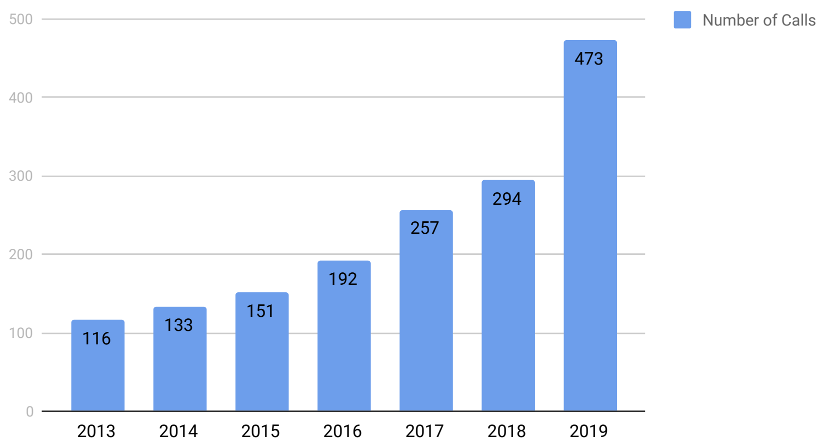
AAPD: Annual Reported Crimes – Water Hill Neighborhood



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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. D1zoning 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

309 S. ASHLEY / PROGRAM + DESIGN ASSUMPTIONS

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

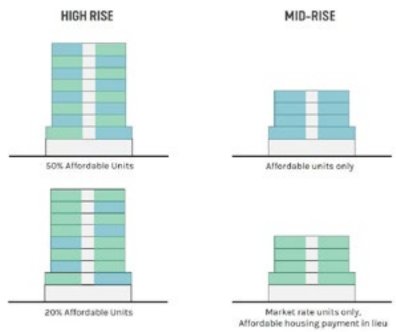
Provide Affordable Housing Units
Provide Market Rate Housing Units

Density of Buildings
Height of Buildings
Scales Down to the Ashley & Main

Potential Active Ground Floor
On-site Parking

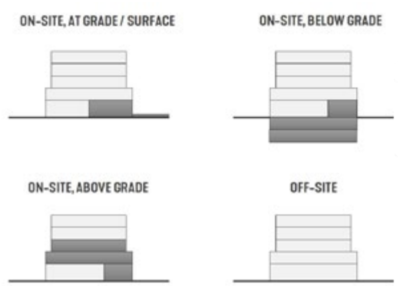
Financial Complexity / Risk
Financial Revenue

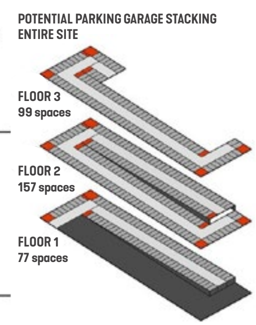
BUILDING HEIGHT & AFFORDABILITLY CONSIDERATIONS

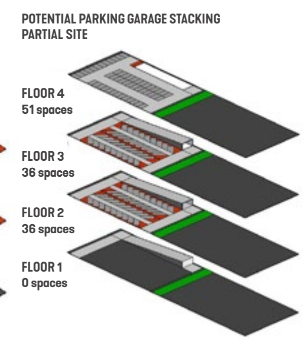


- Building height and density has an effect on the amount of affordable units possible.
- Different types and heights of buildings can be stacked either on top of a parking structure or at ground level.
- The highest density options allow for more affordability with less city subsidy.
- The medium density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



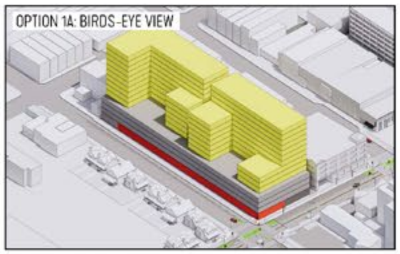




- An above grade parking structure across the entire site is the most efficient/affordable option per parking space given the parcel scale. This should be the preferred direction if this is determined the best location for future downtown parking.
- An above grade parking structure on a portion of the 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


OPTION 1A: STREET VIEW


OPTION 1A: BIRDS-EYE VIEW

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

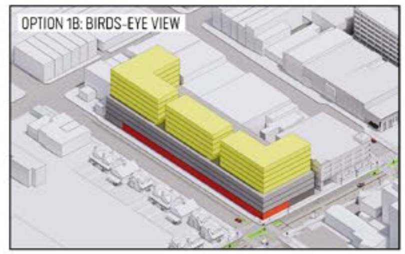
\# affordable units: **90-100 units (20%)**
\# market rate units: **350-400 units**

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*


OPTION 1B: STREET VIEW


OPTION 1B: BIRDS-EYE VIEW

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: 150-200

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

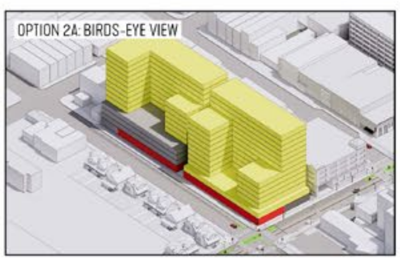
Floor-Area-Ratio: ~ **320%**
Height Feet (Floors): ~ **100-120' (10)**

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


OPTION 2A: STREET VIEW


OPTION 2A: BIRDS-EYE VIEW

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

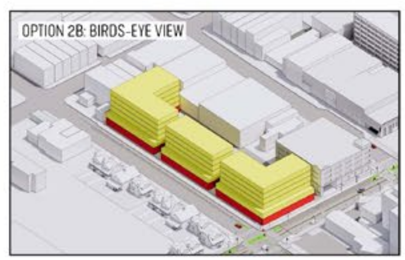
\# affordable units: **90-100 units (20%)**
\# market rate units: **350-400 units**

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*


OPTION 2B: STREET VIEW


OPTION 2B: BIRDS-EYE VIEW

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

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

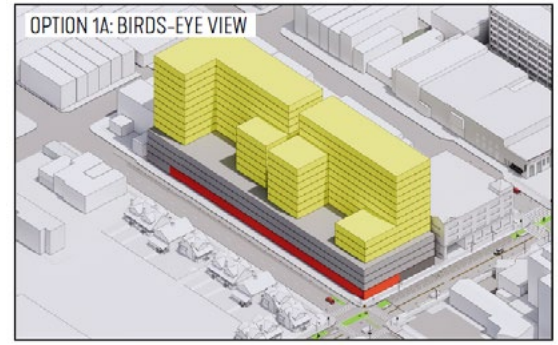
Total Development Cost: **~$40-50 Million**
Potential Tax Revenue/YR: **~$1-1.5 Million**
Ground Lease Revenue: **N/A**

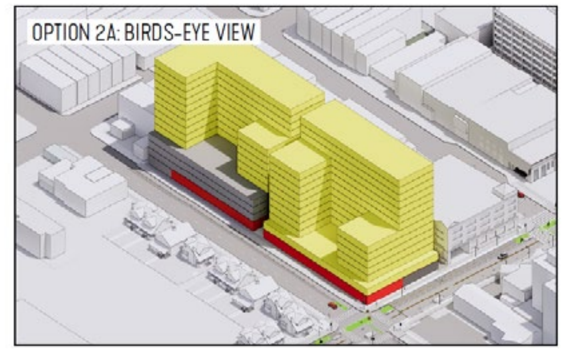
WHAT WE HEARD...

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 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 f or 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 f or residents or if some would be f or public use - but in either case, there isn't enough parking on-site f or 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 of f ice 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

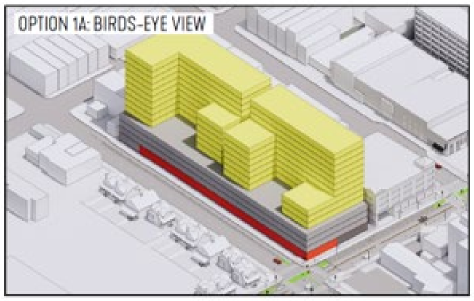
Consider additional objectives as part of the design and development phase.

See Appendix for complete list of survey responses.

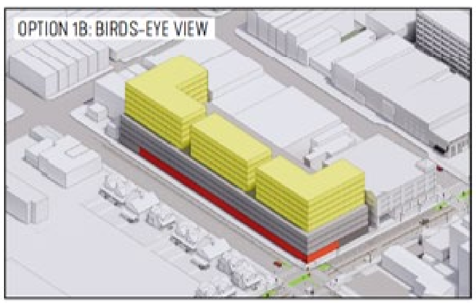
OPTIONS

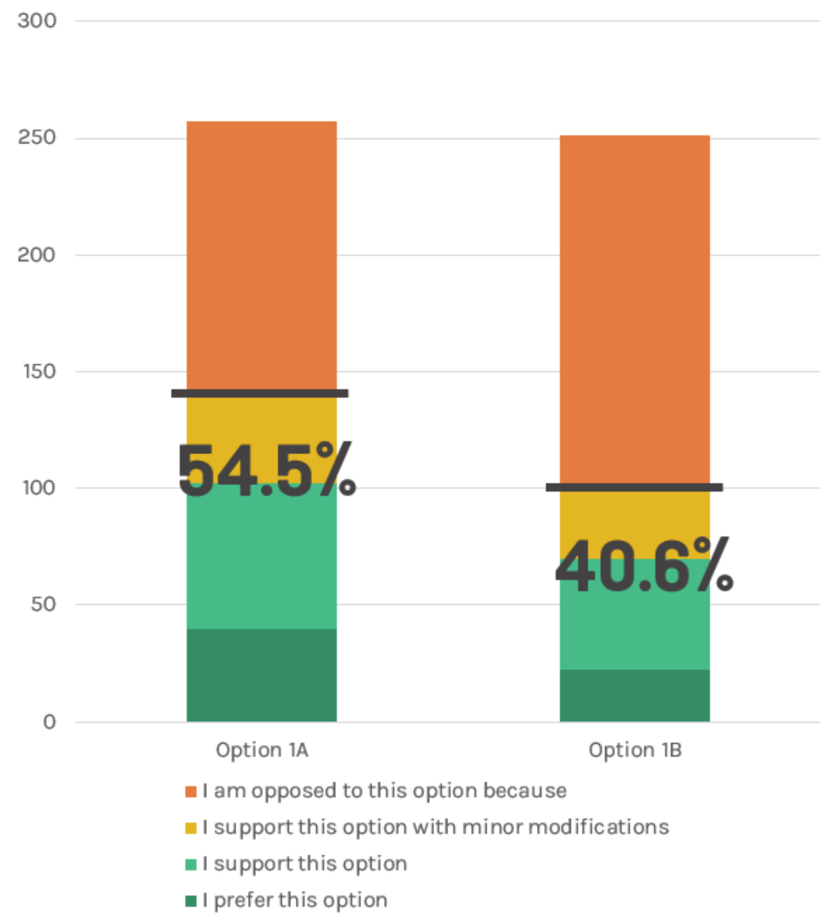
A KEY FUTURE DOWNTOWN PARKING SITE

OPTION 1A: 900% FAR



OPTION 1B: 320% FAR

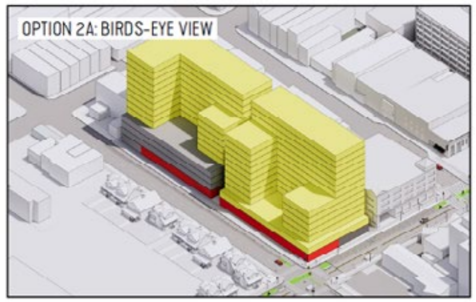




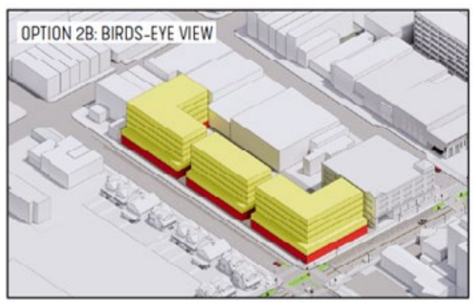
OPTIONS

NOT A KEY FUTURE DOWNTOWN PARKING SITE

OPTION 2A: 900% FAR



OPTION 2B: 320% FAR

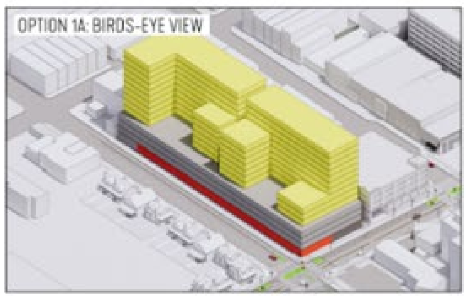


RECOMMENDATION

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

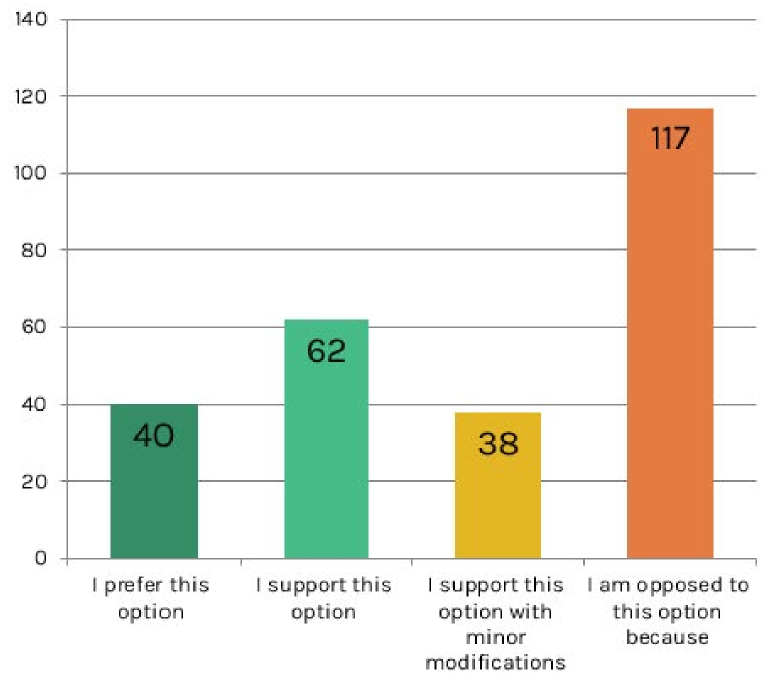
affordable units: **90-100 units (20%)**
market rate units: **350-400 units**

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

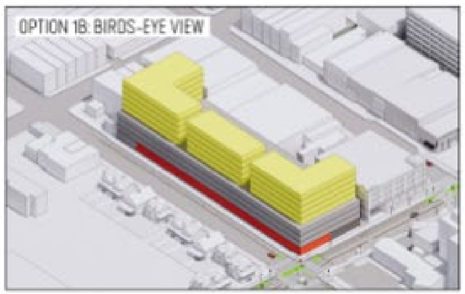


54.5%
support this option

*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
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

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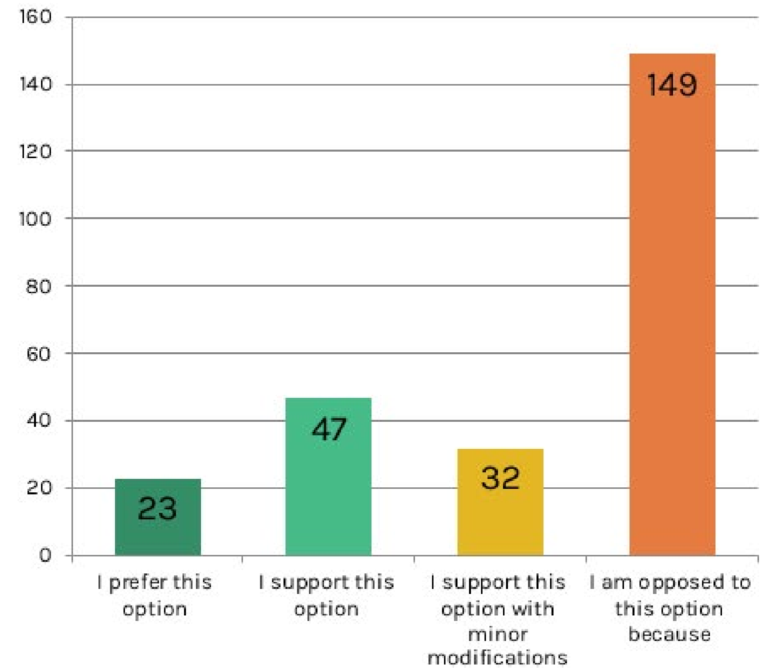
Ground Floor GSF: **~20,000 SF**
300-350 Spaces

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

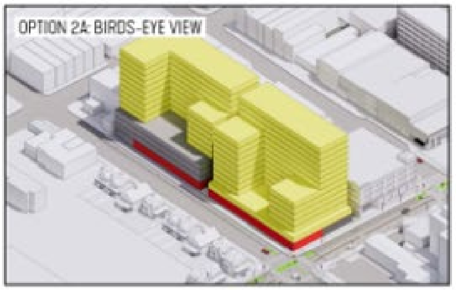
*Out of 257 responses

OPTION 2A: 900% FAR

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

OPTION 2A: STREET VIEW

OPTION 2A: BIRDS-EYE VIEW



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**

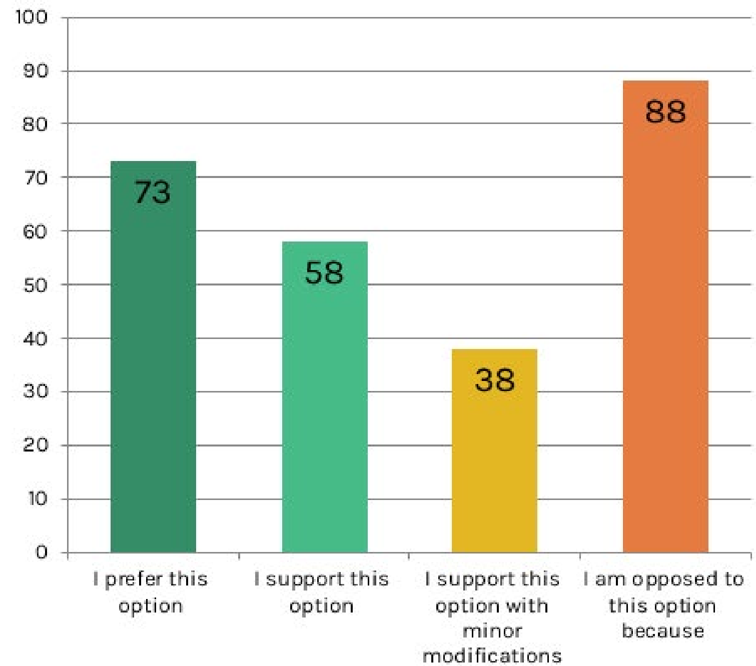
affordable units: **90-100 units (20%)**
market rate units: **350-400 units**

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

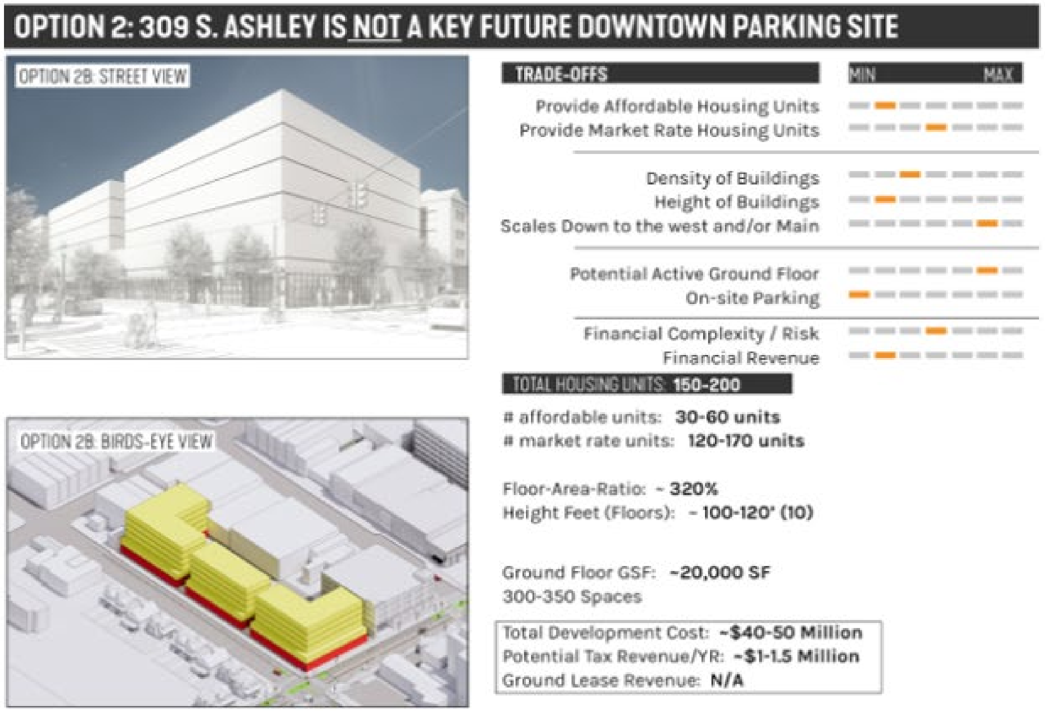
SURVEY RESULTS



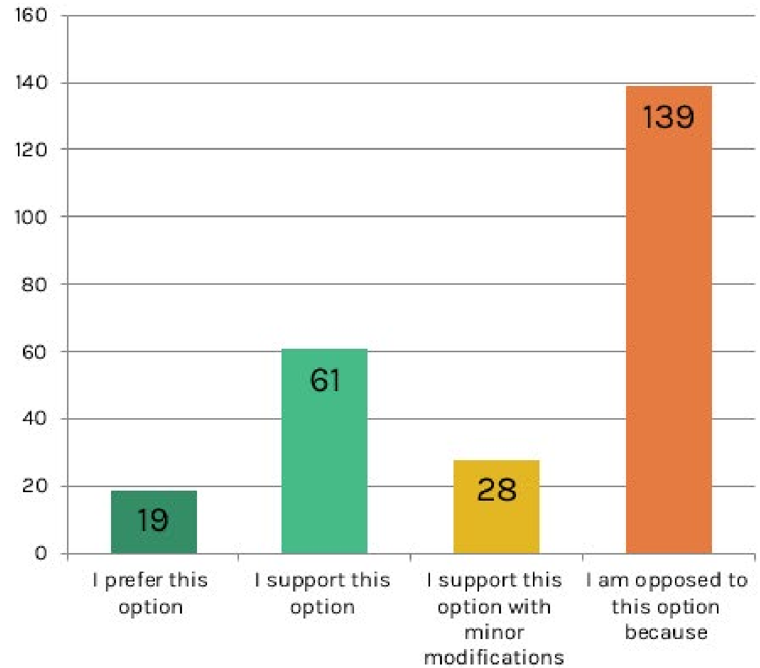
65.8%
support this option

*Out of 257 responses

OPTION 2B: 320% FAR



SURVEY RESULTS



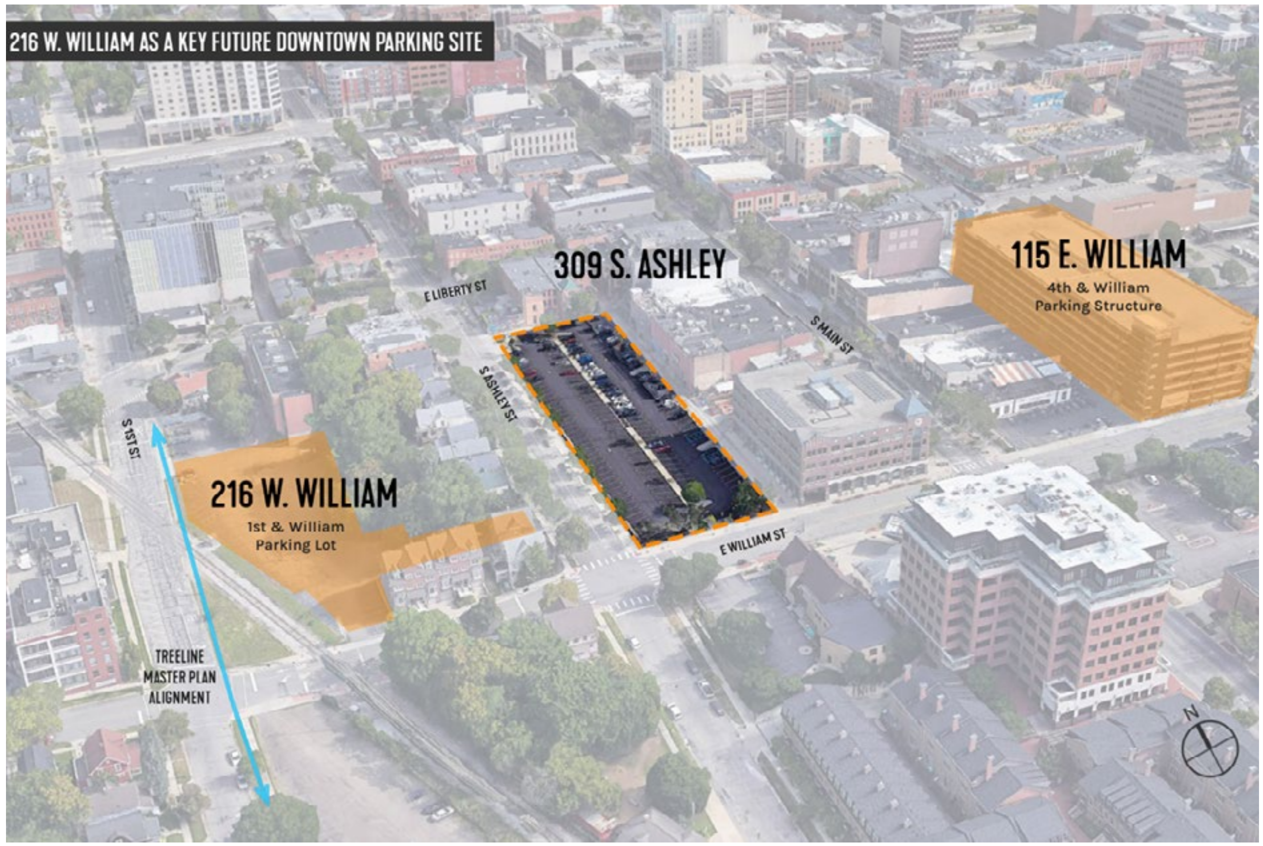
43.7%
support this option

*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 Gratzi

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* Klines'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

Carolyn & Joseph Arcure

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

Jenifer Hal l:
Planning Services @ City Hal l
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 accomodate 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 unknows qualities would be on very thin ice. Caution should be applied to our own futures and to the City's future housing p ossibilities.

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

Doug Price

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

APPENDIX A. DOWNTOWN HOUSING NEEDS ASSESSMENT

ACKNOWLEDGEMENTS

Bowen National Research would like to thank the following for information and resources provided throughout our research:

Ann Arbor Downtown Development Authority

We would also like to thank all property owners, leasing agents and stakeholders, that participated in various surveys and provided valuable data and information for this assessment. A full list of sources can be found in Addendum G.

Table of Contents

I. Introduction

A. Purpose

Smith Group, Incorporated retained Bowen National Research in July of 2020 for the purpose of conducting a Housing Needs Assessment of Downtown Ann Arbor, Michigan.

With changing demographic and employment characteristics and trends expected over the years ahead, it is important for the local government, stakeholders and its citizens to understand the current market conditions and projected changes that are expected to occur that will influence future housing needs. Toward that end, this report intends to:

- Provide an overview of present-day Downtown Ann Arbor.

- Present and evaluate past, current and projected detailed demographic characteristics.

- Present and evaluate employment characteristics and trends, as well as the economic drivers impacting the area.

- Determine current characteristics of all common rental housing components within the market (multifamily apartments, single-family homes, duplexes, etc.).

- Calculate a rental housing gap by income segment, with an emphasis on low-income households (100% or lower of Area Median Income).

- Evaluate ancillary factors that affect housing market conditions and development, such as commuting patterns, public transportation, parking availability, crime risks, University of Michigan enrollment trends, etc.

- Evaluate development opportunities on eight pre-selected sites within Downtown Ann Arbor. This assessment includes factors such as proximity to community services and public transit alternatives, adjacent land uses, demographic populations likely to be served, other nearby rental housing alternatives, etc.

- Compile local stakeholder perceptions of housing market conditions and trends, opinions on future housing needs, and identify barriers to residential development in the area.

By accomplishing the study's objectives, government officials, area stakeholders, and area employers can: (1) better understand Ann Arbor's evolving housing market, (2) establish housing priorities, (3) modify or expand city/county housing policies, and (4) enhance and/or expand the Ann Arbor's housing market to meet current and future housing needs.

B. Methodologies

The following methods were used by Bowen National Research:

Study Area Delineation

The primary geographic scope of this study focuses on Downtown Ann Arbor, referred to as the Downtown Study Area (DSA). Additionally, analysis was provided of the surrounding areas of Ann Arbor (excluding the DSA) that are referred to as the Primary Study Area (PSA) and the areas within the balance of Washtenaw County (excluding Ann Arbor) that are referred to collectively as the Secondary Study Area (SSA).

Demographic Information

Demographic data for population, households, housing, crime, and employment was secured from ESRI, Incorporated, the 2000 and 2010 United States Census, Applied Geographic Solutions, U.S. Department of Commerce, and the American Community Survey. This data has been used in its primary form and by Bowen National Research for secondary calculations. All sources are referenced throughout the report and in Addendum G of this report.

Employment Information

Employment information was obtained and evaluated for various geographic areas that were part of this overall study. This information included data related to wages by occupation, employment by job sector, total employment, unemployment rates, identification of top employers, and identification of large-scale job expansions or contractions. Most information was obtained through the U.S. Department of Labor, Bureau of Labor Statistics. However, Bowen National Research also conducted numerous interviews with local stakeholders familiar with employment characteristics and trends of the area.

Housing Component Definitions

This study focuses on the rental housing alternatives within the market. Rentals include multifamily apartments (generally five+ units per building) and non-conventional rentals such as single-family homes, duplexes, units over storefronts, etc. that include four or fewer units within a structure.

Housing Supply Documentation

From August through October of 2020, Bowen National Research conducted telephone research, as well as online research, of the area's housing supply. Additionally, market analysts from Bowen National Research traveled to the area in the fall of 2020, conducting research on the housing properties identified in this study, as well as obtaining other on-site information relative to this analysis. The following data was collected on each multifamily rental property:

1. Property Information: Name, address, total units, and number of stories
2. Owner/Developer and/or Property Manager: Name and telephone number
3. Population Served (i.e. seniors vs. family, low-income vs. market-rate, etc.)
4. Available Amenities/Features: Both in-unit and within the overall project
5. Years Built and Renovated (if applicable)
6. Vacancy Rates
7. Distribution of Units by Bedroom Type
8. Square Feet and Number of Bathrooms by Bedroom Type
9. Gross Rents or Price Points by Bedroom Type
10. Property Type
11. Quality Ratings
12. GPS Locations

It should be noted that this study primarily focuses on rental housing affordable to lower income households generally earning up to 100% of Area Median Income. However, not all such properties were surveyed due to our inability to reach property management or the unwillingness of some property owners to participate in the survey. While market-rate and student housing were not areas of focus, we included some information on such properties to provide insight on the broader rental housing market.

Stakeholder/Interviews

Bowen National Research staff conducted interviews of area stakeholders, as well as allowed stakeholders to partake in an online survey. These stakeholders included individuals from a variety of trades. Questions were structured to elicit opinions on a variety of matters including current housing conditions, housing challenges for area residents, barriers to housing development, future housing needs, and recommendations to improve housing in the area. These interviews afforded participants an opportunity to voice their opinions and provide anecdotal insights about the study's subject matter. Overall, 13 individual interviews and/or surveys were completed and evaluated. Please note that individual names and organizations have not been disclosed in order to protect the confidentiality of participants and encourage their candor. The aggregate results from these interviews are presented and evaluated in this report in Section X. The questions used in this analysis are shown in Addendum D.

Housing Demand

Based on the demographic data for both 2020 and 2025, and taking into consideration the housing data from our field survey of area housing alternatives, we are able to project the potential number of new rental housing units targeting households earning up to 100% of Area Median Income the DSA (Downtown) can support. The following summarizes the metrics used in our demand estimates.

- Renter household growth
- Number of units required for a balanced market
- Replacement of substandard or functionally obsolete housing
- Commuter/external market support

As part of this analysis, we accounted for vacancies reported among all rental alternatives. We concluded this analysis by providing the number of units that the market can support by different household income segments and corresponding rent levels.

C. Report Limitations

The intent of this report is to collect and analyze significant levels of data for the Ann Arbor area. Bowen National Research relied on a variety of data sources to generate this report (see Addendum G). These data sources are not always verifiable; however, Bowen National Research makes a concerted effort to assure accuracy. While this is not always possible, we believe that our efforts provide an acceptable standard margin of error. Bowen National Research is not responsible for errors or omissions in the data provided by other sources.

We have no present or prospective interest in any of the properties included in this report, and we have no personal interest or bias with respect to the parties involved. Our compensation is not contingent on an action or event resulting from the analyses, opinions, or use of this study. Any reproduction or duplication of this study without the expressed approval of Smith Group, Incorporated or Bowen National Research is strictly prohibited.

II. EXECUTIVE SUMMARY

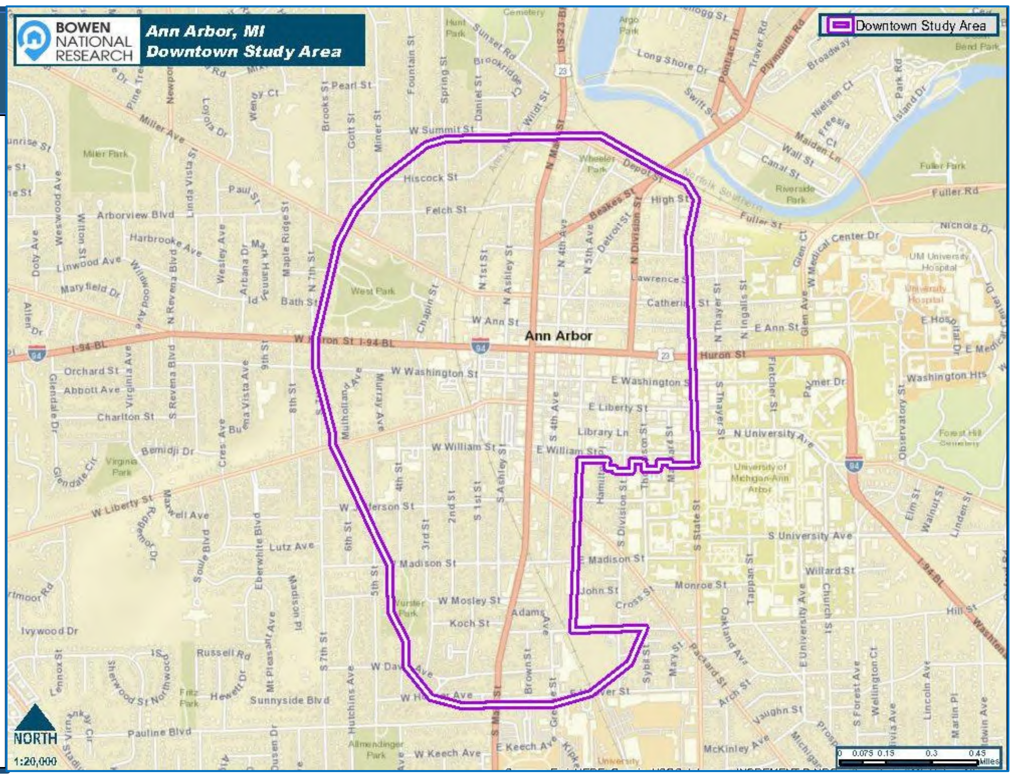
The purpose of this report is to evaluate the rental housing needs of Downtown Ann Arbor, Michigan, with an emphasis on housing affordable to low-income households. To that end, we conducted a Housing Needs Assessment that considers the following:

- 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

Based on these metrics, we were able to identify rental housing needs by affordability. This Executive Summary provides key findings and housing product recommendations.

Geographic Study Areas

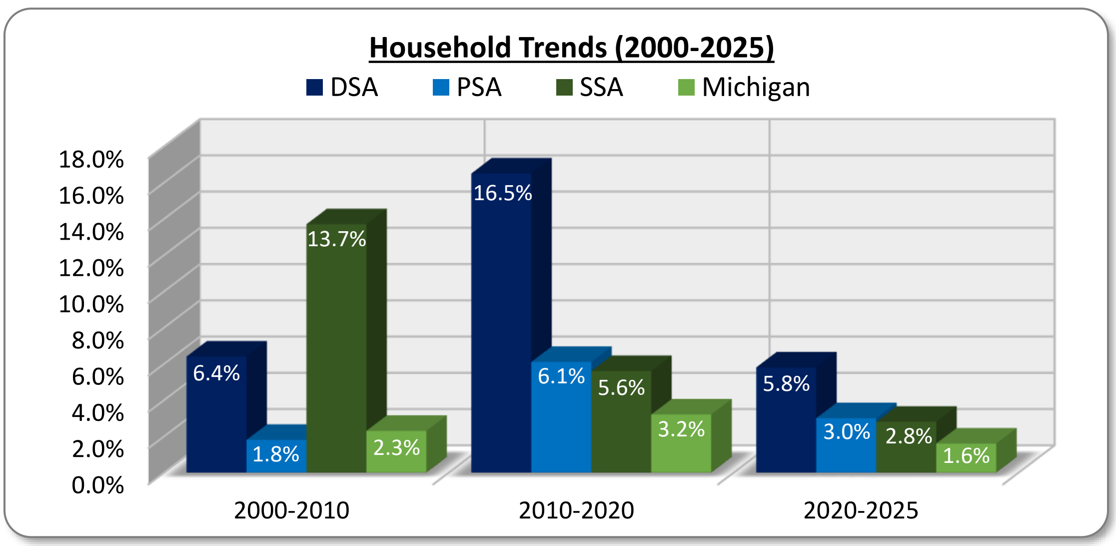
This report focuses on the Downtown Study Area (DSA), which consists of the area within a quarter mile of the Downtown Development Area. Additional information is provided for the Primary Study Area (Balance of City) and Secondary Study Area (Balance of County). A map illustrating the Downtown Study Area is shown on the right. Maps of all study areas are included in Section III.



Demographics

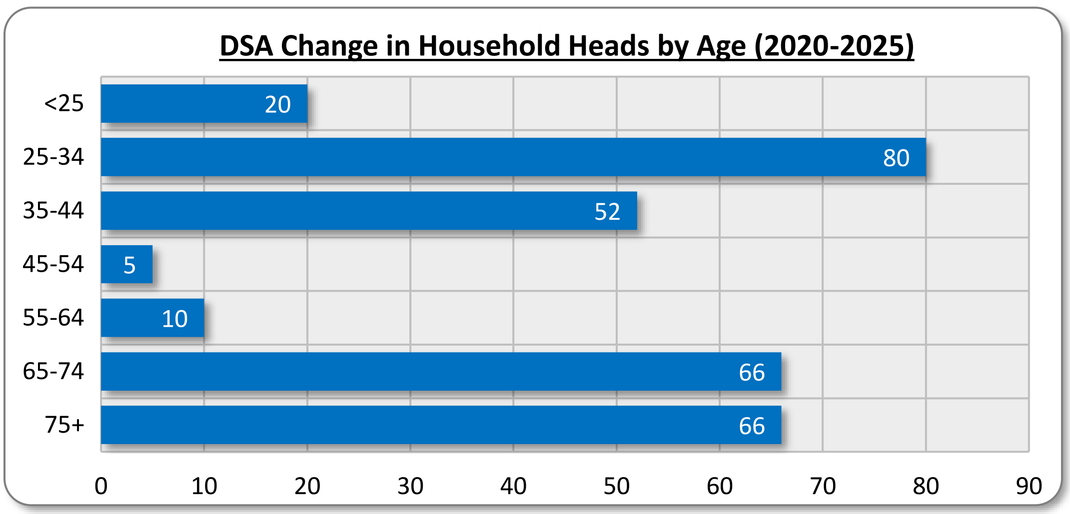
Population and Household Growth in the Downtown have been Very Positive, Outpacing the Rest of the City and County Averages and Michigan since 2010 and are Projected to Continue to Grow Faster than the Surrounding Markets Through 2025 – Between 2010 and 2020, the DSA (Downtown) *population* base increased by 1,476 people, an increase of 17.7%. During the same time, the number of *households* within the DSA increased by 731, or 16.5%. Over the next five years, it is projected that the DSA population will increase by 557 (5.7%), while the number of households is projected to increase by 299 (5.8%). These growth rates will continue to outpace the growth rates of the other study areas. This positive demographic growth will contribute to the demand for additional housing in the DSA.

The Downtown's rate of population and household growth has outpaced the surrounding areas and state over the past 10 years; A trend that is expected to continue through 2025.



Renter-Household Growth is Projected to be Positive, with the Greatest Growth Expected to be Among the One- and Two-Person Households – Renter occupancy is the predominant form of household tenure in the DSA (Downtown), as renters represent nearly 4,000 (76.7%) of the occupied units in 2020. Between 2020 and 2025, renter-occupied households are projected to increase by 169 (4.3%), within the DSA. Meanwhile, within the balance of Ann Arbor (PSA), the number of renter-occupied households is expected to increase by 408 (1.7%). While all renter household sizes within the DSA are expected to increase over the next five years, the greatest increases are expected to occur among one-person (95, 6.2% growth) and two-person (139, 10.3% growth) households. The projected growth in smaller-sized renter households will add to the need for additional rental housing, including studio, one- and two-bedroom units.

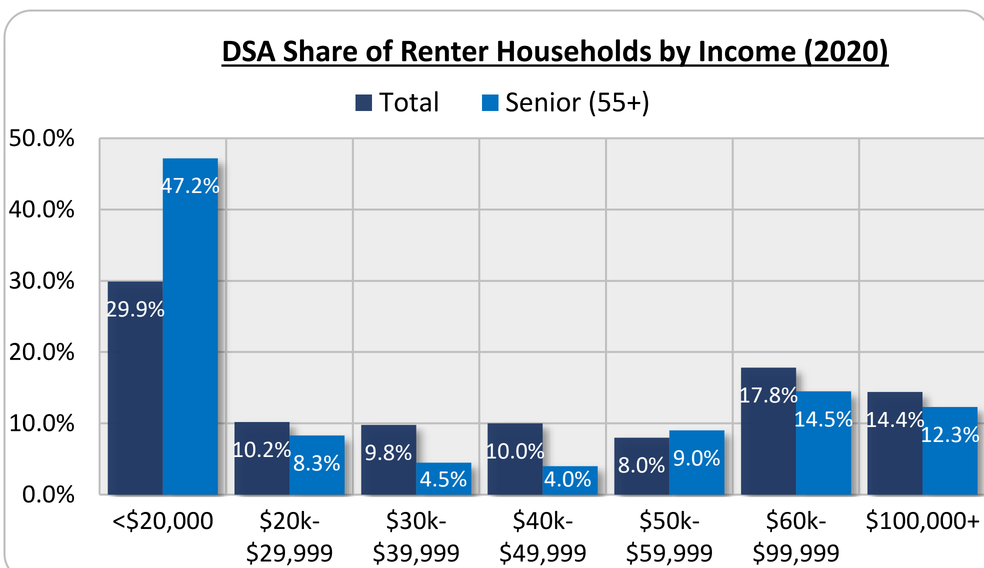
Household Growth is Projected to Remain Positive Among Most Household Age Groups Through 2025 within Downtown and the Rest of the City, with Millennials (Ages 25 to 44) and Seniors (age 65 and older) Representing the Greatest Projected Growth – Nearly one-third (32.1%) of households in the DSA (Downtown) are headed by a younger millennial (generally between the ages of 25 and 34). This age group is also the largest adult age cohort in the PSA (Balance of City), though the PSA's share (21.8%) of younger millennial households is smaller in comparison. In the DSA, it is projected that the greatest *percent* increase between 2020 and 2025 will occur among households between the ages of 25 and 34, followed by households ages 65 to 74 and age 75 and older. Combined, households ages 65 and older are projected to increase by 132 (19.5%) in the DSA and by 1,283 (13.2%) in the PSA during this time. Notable growth is also projected to occur among all millennial households between the ages of 25 and 44, adding 132 households to the DSA (6.0% increase) and 364 households to the PSA (2.2% increase). These trends indicate a likely need for additional housing for young adults (including young professionals) and seniors. This will likely include studio, one- and two-bedroom units that consider accessibility/mobility design aspects, marketable amenity packages, and product within locations that offer convenient access to public transit and/or are within walkable communities.



Mirroring national trends, the Downtown and the surrounding area are expected to experience notable growth among millennials (ages 25 to 44) and seniors (ages 65 and older) between 2020 and 2025. This expected growth will drive the demand for more maintenance-free housing, such as amenity-rich apartment and condominium projects and product that enables seniors to downsize and millennials to raise growing families.

While Most Downtown Renter Household Growth is Projected to Occur Among Higher Income Households, Low-Income Households Comprise the Largest Share of Renter Households – Approximately two-fifths (40.1%) of renter households in the DSA (Downtown) earn less than $30,000, which is higher than the surrounding PSA (33.8% in the Balance of City) and the SSA (33.0% in the Balance of County), though is comparable to Michigan (43.8%). This high share of low-income renter households is influenced by the large presence of college students. Household growth within the DSA will primarily be concentrated among moderate to higher income households earning $50,000 or more between 2020 and 2025, adding 442 households by 2025 (reflecting a 28.6% increase). While this represents a development opportunity for higher end market-rate product, the large base of low-income households and the lack of *available* rental product indicate that there will remain a need for affordable rental product for the foreseeable future.

More than Half of Senior (Age 55 and older) Renter Households in the Downtown Earn Less than $30,000 Annually and are Expected to Increase the Most Over the Next Five Years - In 2020, the largest share (27.3%) of senior (age 55 and older) renters in the DSA (Downtown) earns between $10,000 and $20,000 annually. Overall, senior renter households in the DSA earning less than $30,000, which comprise 55.5% of senior renter households, are projected to increase by 75 households (25.9%), while senior renters earning between $50,000 and $99,999 are projected to increase by 41 (33.3%). These projections indicate that the demand for senior-oriented rental product that is affordable to low- and moderate-income households will increase in the foreseeable future.



Renter Household Incomes & Ages

Over two-fifths of ***all renter households*** in Downtown Ann Arbor earn less than $30,000 in 2020. This income segment, which can reasonably afford rents no higher than $750 per month, have limited rental housing alternatives available to them in Downtown. As such, ***affordable*** rental alternatives will remain a critical component to the local housing market.

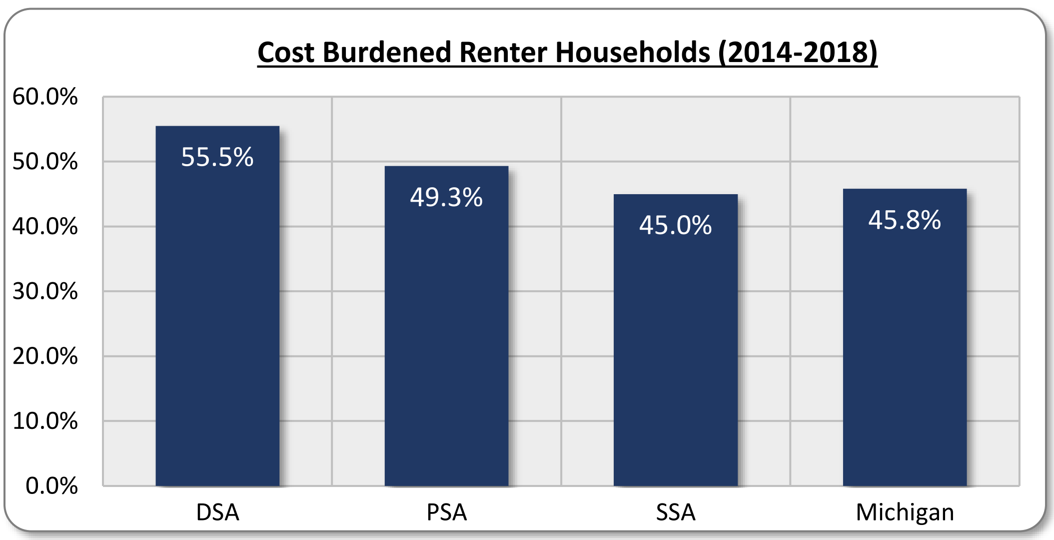
Senior (ages 55 and older) renter households earning less than $30,000 comprise a majority of the senior renter households in the Downtown and are expected to represent most of the growth among this age cohort through 2025. This will lead to a growing need for affordable senior housing in the foreseeable future.

Housing Supply

A Majority of Downtown Ann Arbor Renters are Considered Housing Cost Burdened – Households that are cost burdened (typically paying more than 30% of income toward housing costs) often find it difficult to pay for housing and meet other financial obligations. An estimated 55.5% of renter-occupied households in the DSA (Downtown) pay more than 30% of their income toward rent. In the surrounding PSA (Balance of City), this share is 49.3%. These shares of rent burdened households are relatively high when compared with the rest of the county (45.0%) and Michigan (45.8%). With over half of all renters paying a disproportionately high share of their income toward rent, it is clear that many of these nearly 1,900 renter households in the DSA would benefit from the addition of new affordable rental product. These households have been considered in our housing gap estimates. The following graph compares the percent of renter household income that is applied to housing costs for each study area.

Housing Affordability Remains a Challenge for Many Area Renters

A total of 1,893 (55.5%) of all Downtown renters are considered "housing cost burdened," meaning they pay over 30% of their income toward housing.



With limited availability (shown in the supply analysis of this report) among affordable rental alternatives (Tax Credit and government subsidized) in the DSA and surrounding study areas, as well as the long wait lists at these projects and for Housing Choice Vouchers, many low-income renters in the area are expected to continue to face renter housing cost burden challenges unless more affordable rentals are added to the market and/or renter household incomes increase significantly.

Limited availability among multifamily apartment rentals in Downtown Ann Arbor creates a challenge for the area but also represents a development opportunity for additional product in the Downtown and Ann Arbor overall.

Multifamily Apartment Rentals are in High Demand and There is Pent-Up Demand for Housing that Serves Very Low- and Low-Income Renter Households – Based on Bowen National Research's survey of non-student multifamily apartment rentals in Washtenaw County, the 86 surveyed apartment projects have a combined occupancy rate of 96.9%. The surveyed multifamily rentals in the DSA (Downtown) have relatively limited availability, as evidenced by the 96.8% occupancy rate. Given that healthy and well-balanced apartment markets generally operate at overall occupancy levels between 94% and 96%, the Ann Arbor apartment appears to be operating with limited availability. Among the surveyed projects, most are (68) market-rate projects. Most of the county's vacancies are within these units, which are 96.6% occupied. This is a high occupancy rate. There are only 10 vacant units among the more than 1,600 surveyed rental units in the county that operate under the Low-Income Housing Tax Credit program or with a government subsidy. Based on this survey of rental housing, there does not appear to be any weakness or softness among multifamily rentals in the county. As such, there appears to be a development opportunity for a variety of rental products, particularly for affordable rentals. The city should consider efforts to support the development and preservation of affordable rental housing alternatives.

Baker Commons – Downtown Tax Credit & Government Subsidized project

The table below summarizes the surveyed multifamily rental supply by project type.

Washtenaw County Multifamily Supply by Product Type				
Project Type	Projects Surveyed	Total Units	Vacant Units	Occupancy Rate
Market-rate	68	15,554	522	96.6%
Market-rate/Tax Credit	1	165	0	100.0%
Tax Credit	5	465	4	99.1%
Tax Credit/Government-Subsidized	7	919	3	99.7%
Government-Subsidized	4	119	0	100.0%
Total	85	17,222	529	96.9%

Washtenaw County Multifamily Supply by Area			
Rental Housing	DSA (Downtown)	PSA (Balance of City)	SSA (Balance of County)
Projects	12	42	32
Total Units	812	8,513	8,013
Vacant Units	26	295	211
Occupancy Rate	96.8%	96.5%	97.4%

Source: Bowen National Research

***The Existing Tax Credit Rentals are Operating at High Occupancy Levels, With Many Properties Maintaining Wait Lists* –** Tax Credit housing is housing that is developed under the Low-Income Housing Tax Credit (LIHTC) program. Typically, these projects serve households with incomes of up to 60% of Area Median Household Income (AMHI), though recent legislation allows for some units to target households with incomes of up to 80% of AMHI. The county's 601 non-subsidized Tax Credit units that were surveyed have only seven vacant units, which results in an overall occupancy rate of 98.8%. This an extremely high occupancy rate and represents limited available inventory of product serving low-income households. The only notable sized Tax Credit product in the Downtown, Courthouse Square Senior Living (Map ID 112), is a 116-unit age-restricted (age 62+) project that is 97.4% occupied with only three vacant units. As such, there are very few age-restricted units available downtown and no large-scale family projects specifically operating under the Tax Credit program in the Downtown. As a result, there appears to be a development opportunity for such product.

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 – There is a total of 11 projects surveyed within the county that offer at least some units that operate with a government subsidy. Government-subsidized housing typically requires residents to pay 30% of their adjusted gross income toward rent and generally qualifies households with incomes of up to 50% of Area Median Household Income (AMHI). The 11 projects with a subsidy include 1,038 units. Of the 1,038 surveyed units in the county, only three (0.3%) are vacant. These three vacant units are located in the SSA (Balance of County). Meanwhile, none of the subsidized units in the DSA (Downtown) or in the PSA (Balance of City) are vacant. Many of the subsidized projects maintain wait lists, reflective of pent-up demand. The distribution of units by bedroom type consist heavily of one-bedroom units and include a disproportionately low share of three-bedroom units. This may represent a development opportunity. According to a representative with the Ann Arbor Housing Commission, there are approximately 1,685 Housing Choice Voucher holders within the housing authority's jurisdiction, and 4,200 people currently on the waiting list for additional Vouchers. An additional 2,900 people are on a wait list for Project-Based Vouchers. This reflects the continuing need for Housing Choice Voucher assistance.

Pent-Up Demand Exists Among Affordable Rental Housing

There are few *available* units among properties operating under the **LIHTC program** (serving households with income of up to 60% of AMHI). Most properties have wait lists, illustrating the pent-up demand for such housing.

98.8% Occupied

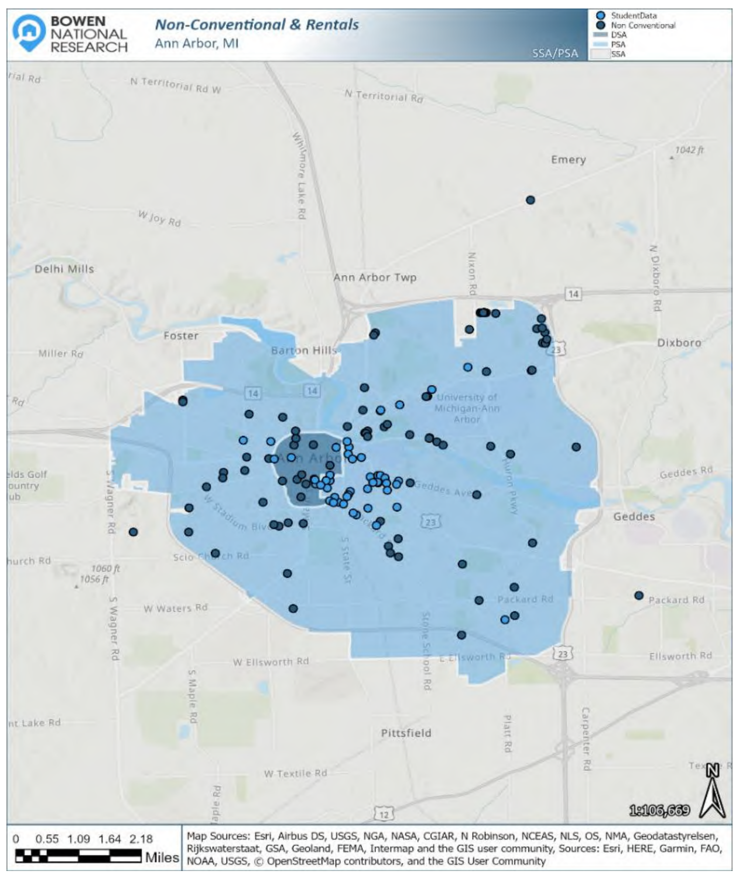
Most **Government-Subsidized** apartment projects (serving households with incomes of up to 50% of AMHI) are fully occupied with long wait lists and there is a large list of households waiting for Housing Choice Vouchers. As such, there is clear evidence that the existing rental housing inventory is not meeting the needs of a large segment of households in Ann Arbor, including the Downtown.

99.7% Occupied

Ann Arbor has 184 <u>Vacant</u> Non-Conventional Rentals (Includes 113 Non-Student and 71 Student Rentals), Many of Which are Not Affordable to Low-Income Households – Non-conventional rentals are those typically with four or fewer units within a single structure, such as a single-family home or duplex. Such housing represents over one-third (33.5%) of the Downtown's renter-occupied housing stock. Bowen National Research identified 184 non-conventional rentals (113 non-student and 71 student) that were listed as *available* for rent. All non-conventional data presented is for the entire city of Ann Arbor, as we did not differentiate between the downtown and the rest of the city. The identified available *non-student* non-conventional rentals primarily consist of two- and three-bedroom units. Rents for these bedroom types range from $1,150 to $3,600. The average collected rent for these units is $1,807 for a two-bedroom unit and $2,124 for a three-bedroom unit. The identified *student* non-conventional rentals primarily consist of one-bedroom units. Rent for this bedroom type ranges from $440 to $1,300 and the average collected rent is $884. Based on this analysis, it is unlikely that many low-income residents would be able to afford non-conventional rental housing in the area.

Most Non-Conventional Rentals are Not Affordable to Low-Income Households

The 113 *available* <u>non-student</u> non-conventional rentals in Ann Arbor have average rents of $1,807 for a two-bedroom unit and $2,124 for a three-bedroom unit. Such rents are not affordable to most households earning at or below 80% of Area Median Income ($73,120 for a family of three).



The Existing LIHTC Rental Housing Stock Can Serve as a Guide for Future Rental Product - A total of seven properties operating under the LIHTC (Low-Income Housing Tax Credit) program (generally serving households with income of up to 60% of Area Median Household Income) were surveyed as part of this study. The following summarizes key attributes of these projects:

Map I.D.	Project Name	Year Built/ Renovated	Total Units	Occupancy Rate	Waiting List	Target Market
39	Windsong Townhomes	2006	32	100.0%	36 Months	Families; 50% AMHI
112	Courthouse Square Senior Living	1966 / 1997	116	97.4%	None	Seniors 62+; 50% & 60% AMHI
901	Acclaim at Ford Lake	1996 / 2019	184	100.0%	None	Families; 60% AMHI
906	Brookwood	1991 / 2012	81	100.0%	8 HH	Families; 50% & 60% AMHI
918	Lakestone	1998	144	97.2%	None	Families; 50% & 60% AMHI
922	Oaks of Ypsilanti & Golden Pond	2003	24	100.0%	3 HH	Families; 60% AMHI
932	Walkabout Creek I & II	1991	20*	100.0%	20 HH	Families; 30% & 50% AMHI

*Tax Credit units only

The seven Tax Credit projects have a combined occupancy rate of 98.8%. Five of the seven Tax Credit projects are fully occupied and four of these properties maintain wait lists. As such, there is clear pent-up demand for Tax Credit product in and around the Ann Arbor area. It is worth noting that six projects are general occupancy, while the one project (Map ID 112) in the Downtown is age restricted.

The collected rents, unit mixes, targeted AMHI levels, average unit mix, average square footage and average number of bathrooms of the surveyed LIHTC supply are summarized in the following table:

		Collected Rent/Percent of AMHI (Number of Units/Vacancies)				
Map I.D.	**Project Name**	**One-Br.**	**Two-Br.**	**Three-Br.**	**Four-Br.**	**Rent Special**
39	Windsong Townhomes	-	-	-	$1,324/50% (32/0)	None
112	Courthouse Square Senior Living	$915/50% (12/0) $915/60% (82/2)	$935/60% (8/0) $1,075/60% (14/1)	-	-	None
901	Acclaim at Ford Lake	$1,001/60% (48/0)	$1,319/60% (96/0)	$1,520/60% (40/0)	-	None
906	Brookwood	$796/50% (3/0) $829/60% (12/0)	$929/50% (49/0) $929/60% (17/0)	-	-	None
918	Lakestone	$853/50% (22/0) $1,049/60% (22/0)	$998/50% (32/0) $1,195/60% (32/4)	$1,115/50% (18/0) $1,386/60% (18/0)	-	None
922	Oaks of Ypsilanti & Golden Pond	-	-	$1,200/60% (24/0)	-	None
932	Walkabout Creek I & II	$509/30% (1/0) $900/50% (2/0)	$584/30% (4/0) $1,053/50% (8/0)	$697/30% (2/0) $1,240/50% (3/0)	-	None
Median Collected Rent By AMHI		**$509/30% $853/50% $915/60%**	**$584/30% $924/50% $1,319/60%**	**$697/30% $1,115/50% $1,386/60%**	**- $1,324/50% -**	
Average Unit Mix by Bedroom Types		**33.9%**	**43.3%**	**17.5%**	**5.3%**	
Average Square Feet		**722**	**946**	**1,198**	**1,800**	
Average Bathroom		**1.0**	**1.5**	**2.0**	**2.5**	

The preceding metrics should be used as guidelines for project concept considerations for future LIHTC product developed in the market. A detailed analysis of these projects, including a listing of all amenities, one-page profiles with photographs, and corresponding map, is included in Section VI of this report.

The Existing Government-Subsidized Rental Housing Stock Provides Insight as to Certain Design Elements that Should be Considered for Future Product - Eleven multifamily properties were surveyed in the county that operate with a government subsidy (generally serving households with income of up to 50% of Area Median Household Income). Key attributes of these projects are included below (we omitted rents of projects operating exclusively with subsidy).

							Collected Rent (Unit Mix)			
Map I.D.	**Project Name**	**Type**	**Year Built/ Renovated**	**Total Units**	**Occupancy**	**Waiting List**	**One-Br.**	**Two-Br.**	**Three-Br.**	**Four-Br.**
9*	Cranbrook Tower	TAX & SEC 8	1979 / 2017	202	100.0%	24 Months	$899 (182)	$1,001 (20)	-	-
32*	Sequoia Place	SEC 202 & 8	1995	55	100.0%	140 HH	SUB (55)	-	-	-
38	West Arbor	TAX & PBV/RAD	2017	46	100.0%	60 Months	$722 (8)	$963 (4)	$1,040 - $1,337 (12)	$1,487 - $1,632 (22)
106	Baker Commons	TAX & PBV/RAD	1981 / 2015	64	100.0%	500 HH	SUB (64)	-	-	-
109	Miller Manor	TAX & PBV/RAD	1971 / 2015	106	100.0%	500 HH	SUB (101)	SUB (5)	-	-
110	South Seventh Street	PBV/RAD	1969 / 2017	8	100.0%	500 HH	SUB (8)	-	-	-
111	West Washington	PBV/RAD	1969 / 2016	2	100.0%	500 HH	SUB (2)	-	-	-
908*	Carpenter Place	TAX & SEC 8	1980 / 2005	150	100.0%	110 HH	$904 (150)	-	-	-
911*	Chidester Place	TAX & SEC 8	1980 / 2006	151	98.0%	None	$945 (151)	-	-	-
912*	Clark East Tower	TAX & SEC 8	1979 / 2016	200	100.0%	9-12 Months	$789 (179)	$964 (21)	-	-
921*	Melvin T Walls Manor	SEC 8	2006	54	100.0%	49 HH	$478 (54)	-	-	-
Unit Mix Averages by Bedroom Type							**91.0%**	**4.8%**	**1.2%**	**2.1%**
Average Square Feet							**591**	**922**	**1,090**	**1,426**
Average Bathroom							**1.0**	**1.0**	**2.0**	**2.0**

*Senior property
HH - Households
TAX - Tax Credit; PBV – Project Based Voucher; PBRA – SEC 8 – HUD Section 8

Overall, these projects contain 1,038 units, of which only three (0.3%) are vacant. All but two of the projects have wait lists. Of these projects, four (designated by map codes in the 100 series) are located in the DSA (Downtown). All four of these projects are fully occupied and three of these projects have a shared wait list of approximately 500 households. This demonstrates the significant level of pent-up demand for subsidized housing in the Downtown. Regardless, there appears to be a housing shortage for government-subsidized housing throughout the county.

The unit mixes, average square footages and average number of bathrooms included in the preceding table should provide some guidance as to certain design elements that should be considered in future subsidized product developed in the market. Additional details of these projects including amenities, one-page profiles with photographs, and a corresponding map are included in Section VI of this report.

Downtown Study Area Housing Gap Estimates

As discussed in Section VIII of this report, numerous factors contribute to the housing demand within a market. This includes household growth, units required for a balanced market, replacement of substandard housing and units required to meet the needs of commuters. We also accounted for renter households living in cost-burdened housing units. In an effort to determine if there are any housing gaps in the market, we compared the preceding demand drivers with the existing and planned residential product in the market. This analysis was done for rental housing alternatives affordable to households earning up to 100% of Area Median Income ($101,500 for a family of four). Details of this analysis, including our methodology and assumptions, are included in Section VIII of this report.

The following table summarizes the approximate housing gaps in the DSA (Downtown) by Area Median Household Income (AMHI) level over the next five years.

DSA (Downtown Study Area) Housing Gap Estimates (2020 to 2025)			
AMHI	Household Income	Rent Affordability	Number of Units*
< 30%	Up to $34,450	Up to $860	1,346-1,407
31%-60%	$34,450 to $60,900	$861 to $1,520	782-856
61%-100%	$69,901 to $101,500	$1,521 to $2,535	377-491

*Number of units assumes product is marketable, affordable and in a marketable location. Variations of product types will impact the actual number of units that can be supported. Additionally, incentives and/or government policy changes could encourage support for additional units that exceed the preceding projections.

Based on the preceding demand estimates, it is clear that there is a level of demand among all household income levels considered within Downtown over the five-year projection period. Depending upon the level of success of Downtown capturing a share of the overall city's housing needs, there is a housing gap of more than 2,500 rental units in the Downtown over the next five years. More than one-half of the rental housing gap in the Downtown is for product affordable to households with incomes of up to 30% of AMHI, with a gap of more than 1,300 units. Approximately one-third of the Downtown's rental housing gap is for households with incomes between 31% and 60% of AMHI. This income segment has a total housing gap of more than 700 units. While the smallest gap is for product serving households with incomes between 61% and 100% of AMHI, this affordability segment still has a gap of between 377 and 491 units, even with more than 100 units currently in the development pipeline. Based on these estimates, the housing gaps are large and across a wide range of affordability levels.

Product Design Considerations

While numerous product designs, features, and configurations could be supported, we have accounted for both the demographic characteristics and trends along with the existing housing supply to make the following product design recommendations for future affordable rental product developed in the Downtown:

Targeted Incomes and Rents: Based on the Housing Gap Estimates established in this report, there is a need for rental product priced at a variety of affordability levels. While over one-third of the estimated rental housing gap appears to be among product that is affordable to households earning between 61% and 100% of AMHI, the majority of the gap is for product affordable to households earning up to 60% of AMHI. Future product could be developed to serve the entire band of affordability considered in this analysis or focus on a more specific level of affordability (e.g. up to 30% of AMI).

Unit Mixes: Given the combination of projected growth among smaller household sizes (one- and two-person) and the growing base of older adults (age 65 and older), it is recommended that a majority of future product include some combination of one- and two-bedroom units (around 40% each), with some consideration given to studio and three-bedroom units (around 10% each). While this may vary from project to project, the preceding mixes should be used as an overall market-wide guideline for future affordable housing development. Specific unit configurations of the affordable rental alternatives surveyed for this report are included in Section VI.

Square Footages and Number of Bathrooms: While certain funding sources may require minimum design standards, in terms of square footages and number of bathrooms offered at a project, it is recommended that *affordable* rentals developed in Downtown Ann Arbor include baseline square footages of around 500 to 600 for seniors) for a studio unit, 600 to 700 for a one-bedroom unit, 850 to 950 for a two-bedroom unit, 1,000 to 1,100 square feet for a three-bedroom unit and around 1,200 to 1,400 for a four-bedroom unit. Projects targeting seniors and/or operating with a government-subsidy will likely be marketable with the smaller recommended square footages. One full bathroom should be included in the studio to two-bedroom units, while two full bathrooms should be included in three-bedroom or larger units. Details of the square footages and number of bathrooms offered at the surveyed affordable rental projects are included in Section VI.

Amenities: Rent structure will have a significant influence on the amenity package that renters will expect, with higher rents dictating a more comprehensive amenity package and lower rents reducing amenity expectations. At a minimum, standard *unit* amenities among affordable rentals should include a range, refrigerator, central air conditioning, window blinds, carpet and vinyl flooring. Several Tax Credit projects also include garbage disposals, dishwashers and in-unit washers and dryers. Three of the seven Tax Credit properties offer Wi-Fi service in some capacity, which may become more prominent in the near future with more people working and learning from home. While the size of a project will have a significant influence on the *project* (common area) amenities ultimately offered at a project, it is recommended that consideration be given to amenities such as on-site management, central laundry facilities, meeting and/or lounge space and playground (for family projects). Full lists of amenities offered among the surveyed affordable rental properties in the market are included in Section VI.

Parking: All of the surveyed affordable (Tax Credit and Government Subsidized) properties offer free surface lot parking. Each of the subject sites will have to offer on-site parking unless there are other parking options adjacent to or near the site (generally within a quarter of a mile). On-site or adjacent parking alternatives will be critical for age-restricted projects and free or significantly discounted parking will need to be incorporated for subsidized housing projects. Given the large number of parking options available in the downtown area and the apparent underutilization of many of the alternatives, it is believed a new Downtown rental project could potentially secure parking at a nearby lot or garage. However, factors such as parking fees, proximity to a site, and safety concerns will have to be factored into the decision of how each site addresses resident, visitor, and staff parking issues.

Building Type: Lot size, density and zoning of individual lots will have a significant influence on the design of each Downtown project. While a variety of product types such as walk-up structures, townhomes/rowhouses, and elevator-served midrise structures could all be marketable in the Downtown, all product designs should give consideration to resident accessibility and mobility issues. Certainly, this is true for age-restricted product, but even general occupancy projects that are not specifically designated for seniors should still account for senior renters who may reside at such projects.

<u>Site Marketability Considerations</u>

As part of this assignment, we evaluated seven pre-selected sites within the Downtown Study Area (DSA) that could potentially support new residential development. While there are likely other potential development sites in the DSA, our analysis was limited to these seven specific properties. In an effort to understand the marketability of these sites for future potential residential development, we conducted an analysis of each of these sites based on a variety of factors such as surrounding land uses, access, visibility, proximity to parking and community services, crime, walkability, and several other factors. A full description of these factors along with other site details are included in Section IX of this report.

The following table summarizes the various site attributes that were considered for each of the subject sites:

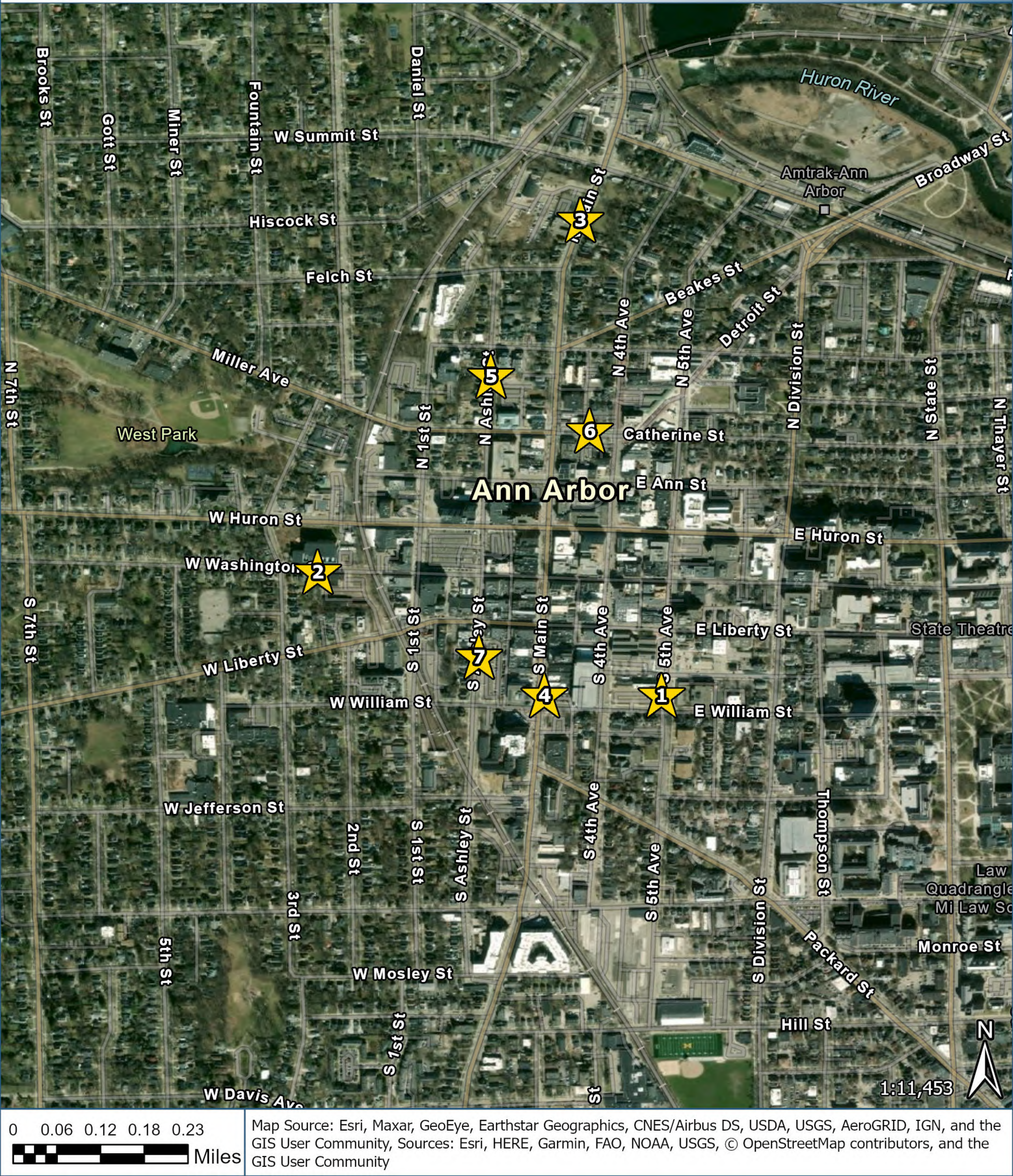
Map ID	Site Address	Surrounding Uses	Access	Visibility	Parking Proximity*	Crime Index	Walk Score	Transit Score	Bike Score	Funding Eligibility				Proximity* to Community Services
										LIHTC	HUD	MSHDA	DDA	
1	350 S. 5th Avenue	Good	Good	Excellent	0.1	90	98	66	99	X	X	X	X	1.8
2	415 W. Washington Street	Fair	Excellent	Good	0.1	46	95	66	89	-	-	-	X	2.2
3	721 N. Main Street	Fair	Excellent	Fair	0.5	90	88	49	88	-	-	-	X	3.3
4	353 S. Main Street	Good	Excellent	Excellent	Adj.	90	94	72	91	X	X	X	X	2.0
5	404 N. Ashley Street	Good	Excellent	Fair	0.2	46	95	63	79	X	X	X	X	2.9
6	121 E. Catherine Street	Good	Excellent	Excellent	0.2	90	98	68	96	X	X	X	X	3.0
7	309 S. Ashley Street	Good	Excellent	Excellent	0.1	90	97	51	93	X	X	X	X	2.0

*Proximity in miles
Adj. – Adjacent

Overall, each subject site is conducive to supporting new affordable residential product. None of the subject sites have surrounding land uses that would be detrimental to their marketability, and most sites have excellent access and good to excellent visibility. With the exception of 721 North Main Street, parking facilities are located within 0.2 mile of each site. Therefore, there are parking alternatives available near these sites, should parking not be offered at the sites. The crime indices for the zip codes that these sites are located within are either 90, which is near the national average of 100, or half (46) of the national average. Therefore, the subject sites should not be adversely impacted by crime. With the exception of the site at 721 North Main Street (Map ID 3), all sites have Transit Scores above 50, Walk Scores of 88 or better and Bike Scores of 79 or higher. Therefore, each of these sites are in locations that are generally considered to be "walkable" and/or "bikeable," and most sites have convenient access to public transit. This access will contribute very positively to the sites' marketability. With the exception of 415 West Washington Street and 721 North Main Street, all sites are eligible for funding through HUD, LIHTC, MSHDA and DDA programs. The sites at 415 West Washington Street and 721 North Main Street are only eligible for funding under the DDA program. Each site is well served with community services, with most community services located within three miles and a majority of these services within one mile. Based on this analysis, all seven sites are marketable for affordable residential development.

A map illustrating the location of the seven subject sites is shown on the following page.

All Sites
Ann Arbor, MI



Map Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

III. Community Overview and Study Areas

A. Downtown Ann Arbor (Washtenaw County), Michigan

This report focuses on the affordable rental housing needs of Downtown Ann Arbor. Located within Michigan's Lower Peninsula, the city of Ann Arbor is approximately 46.3 miles southwest of Detroit, Michigan and approximately 55.8 miles north of Toledo, Ohio. Ann Arbor contains approximately 28.78 square miles and was incorporated as a city in 1851. The city's estimated population in 2020 is 123,713, reflecting one-third of Washtenaw County's population. Other cities within Washtenaw County include Chelsea, Dexter, Milan, Saline and Ypsilanti. Most of Ann Arbor is encircled by Interstate 94, U.S. Highway 23, and State Route 14. Downtown Ann Arbor is approximately 0.93 square miles and is projected to surpass 10,000 in population by 2025. Downtown Ann Arbor contains several historical districts. The University of Michigan's north campus is situated north of the Huron River, while the central campus and medical facilities are adjacent east of the downtown area. The center of the downtown area is intersected by West Huron Street and North/South Main Street. According to the State of Downtown 2019, there were 88 permitted events and 1,318 employers in the downtown area alone in 2019, and for every housing unit there were 12 jobs in the downtown area.

Downtown Ann Arbor's largest employment sectors include Accommodation & Food Services (22.0%), Professional, Scientific & Technical Services (18.9%), Public Administration (8.7%), Retail Trade (7.8%), and Information (6.5%). The remainder of the city is significantly influenced by healthcare and educational services, representing 42.5% and 25.4% of the labor force, respectively. Given the University of Michigan's fall 2020 enrollment of nearly 48,000 students in Ann Arbor, roughly 77% of the occupied housing supply in the downtown and 54% of the supply in the remainder of the city is renter-occupied. While the overall county and city have a relatively broad and balanced distribution of housing stock by year built, downtown Ann Arbor is dominated by product built prior to 1970. The shares of renter-occupied housing built since 2000 are significantly higher in the downtown area (21.1%) compared to the balance of city (9.5%) and the balance of county (12.5%). More than 75% of the owner-occupied units in the downtown area consist of single-family homes, while 46.0% of all renter-occupied units are within multifamily structures. Additional information regarding demographic and economic conditions, housing supply, and other factors that impact housing are included throughout this report.

B. Study Area Delineations

This report addresses the rental housing needs of Ann Arbor's downtown area. To this end, we focused our evaluation on the characteristics of downtown Ann Arbor and compared this with the rest of the city and county.

The following summarizes the various study areas used in this analysis.

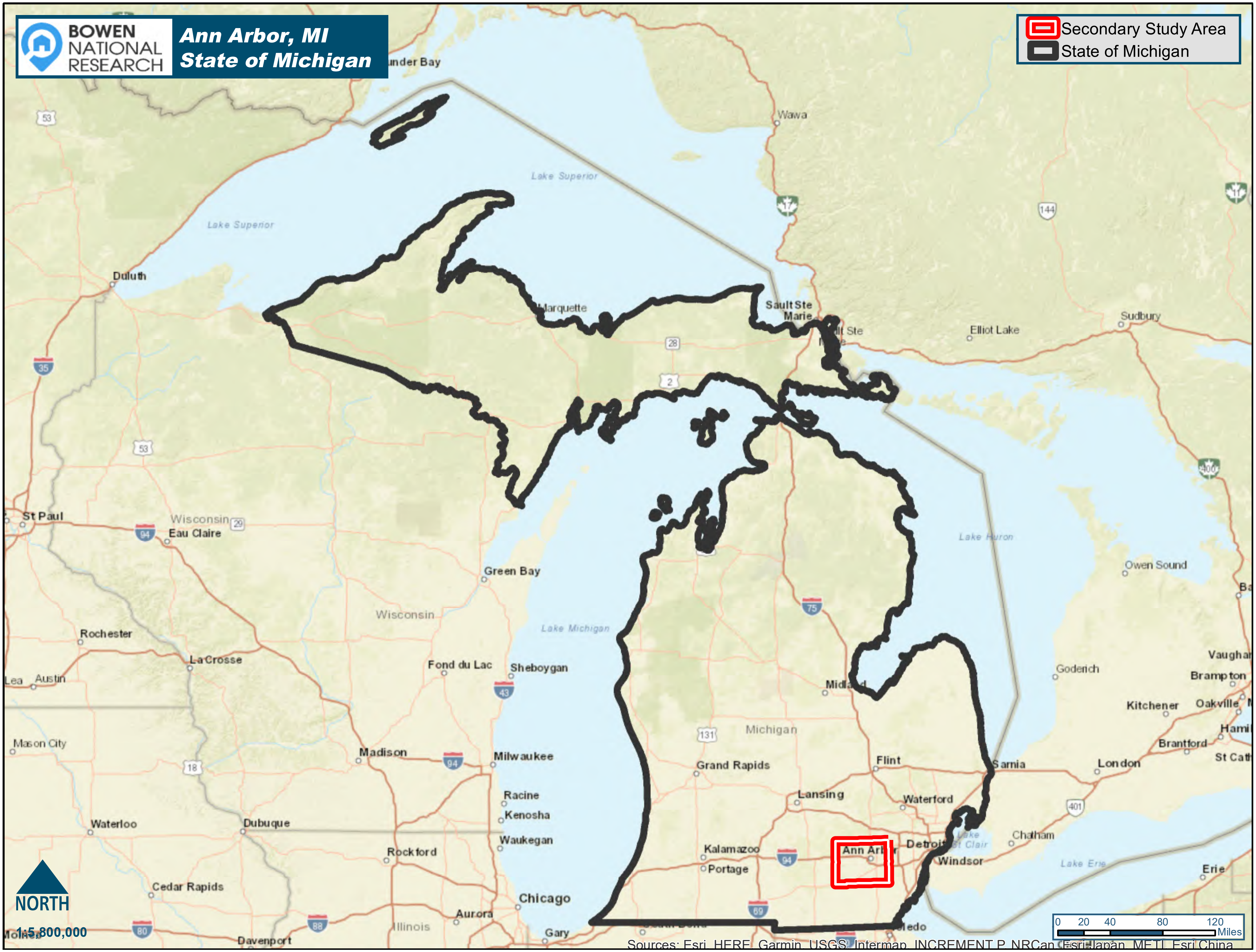
Downtown Study Area (DSA) – The Downtown Study Area **(**DSA) is comprised of the area within a quarter of a mile of the Downtown Development Authority boundaries. While a map delineating the boundaries of the DSA is on Page III-5, the Downtown Development Authority (DDA) boundaries include the following:

- While there are numerous streets that comprise the boundaries of the DDA, notable streets include E. Kingsley Street to the north, South Thayer Street and North University Avenue to the east, South University Avenue and West Mosley Street to the south, and South Ashley Street and Chapin Street to the west.

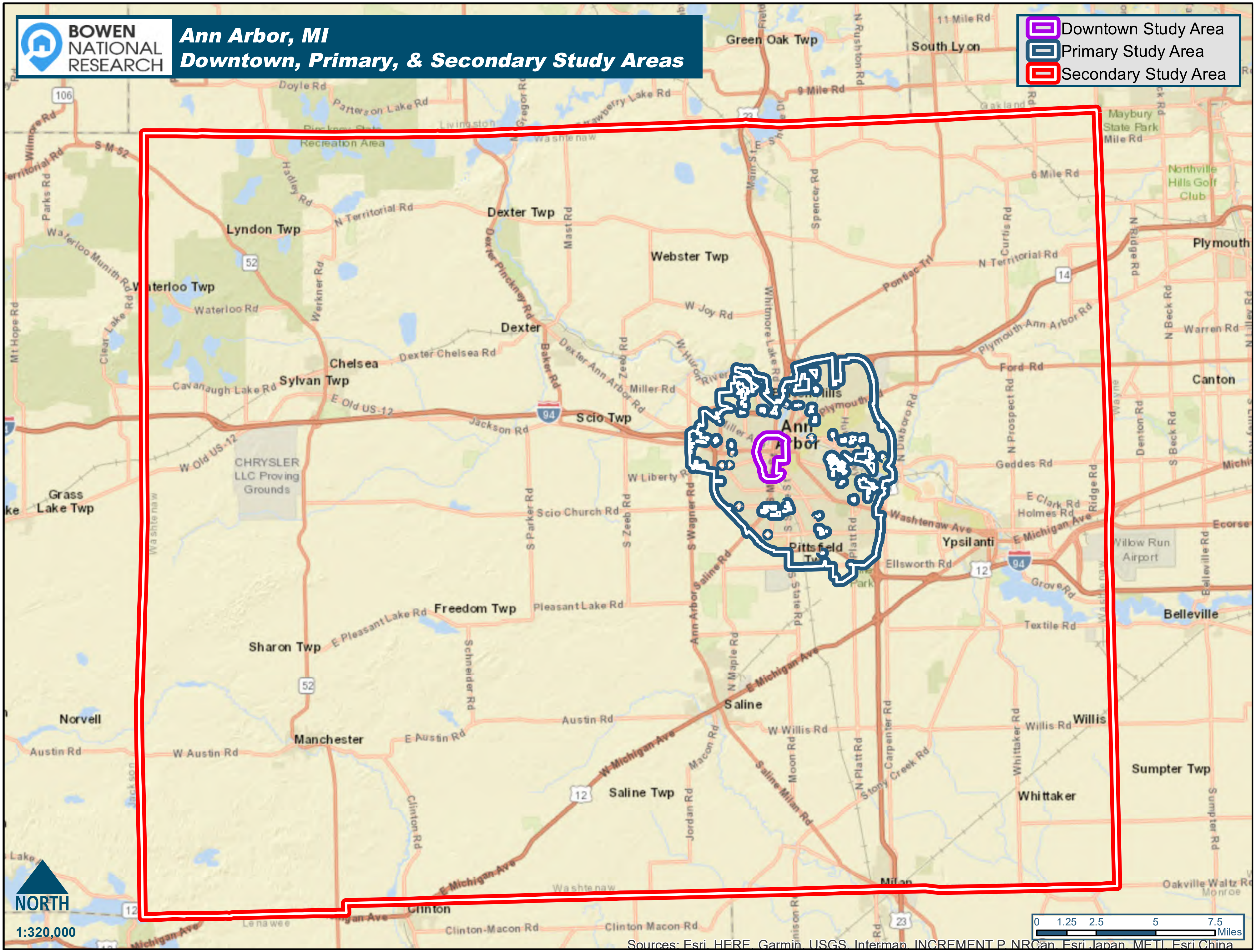
Primary Study Area (PSA) **–** The Primary Study Area (PSA) includes all of Ann Arbor, (but excludes the DSA), though boundaries may differ slightly from the city limits.

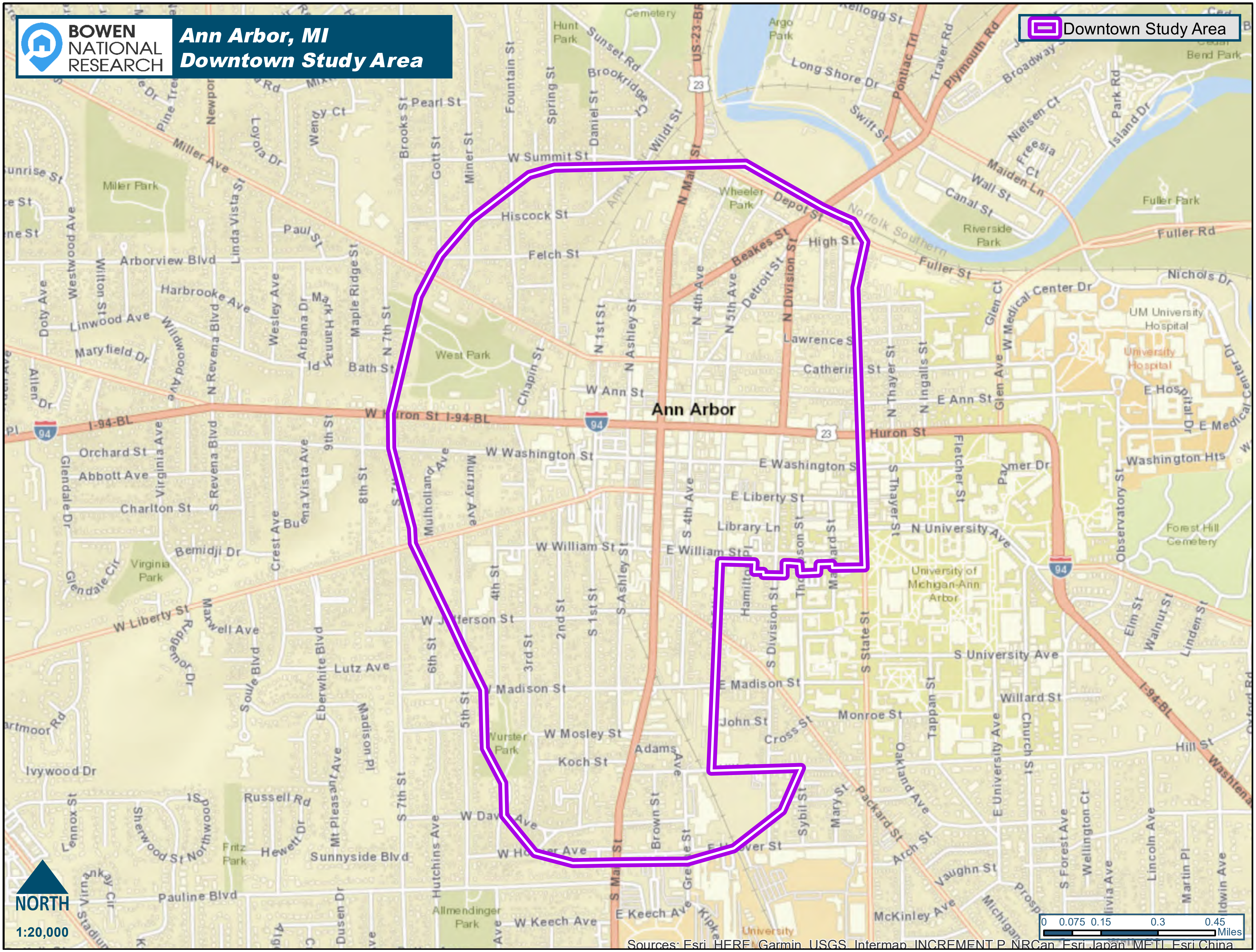
Secondary Study Area (SSA) **–** The Secondary Study Areas (SSA) is comprised of Washtenaw County, but excludes both the PSA and DSA.

Maps delineating the boundaries of the various study areas are shown on the following pages.


BOWEN NATIONAL RESEARCH
Ann Arbor, MI
State of Michigan
Secondary Study Area
State of Michigan
NORTH
1:5,800,000
0 20 40 80 120 Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China
Lake Superior
Lake Michigan
Lake Huron
Lake Erie
Duluth
Marquette
Sault Ste Marie
Wawa
Elliot Lake
Sudbury
St Paul
Eau Claire
Wisconsin
Green Bay
Rochester
La Crosse
Austin
Fond du Lac
Sheboygan
Mason City
Madison
Milwaukee
Racine
Kenosha
Waukegan
Waterloo
Dubuque
Rockford
Cedar Rapids
Aurora
Chicago
Gary
Illinois
Davenport
Michigan
Grand Rapids
Flint
Lansing
Waterford
Kalamazoo
Portage
Ann Arbor
Detroit
Windsor
Sarnia
London
Chatham
Goderich
Owen Sound
Kitchener
Brantford
Erie

Ann Arbor, MI
Downtown, Primary, & Secondary Study Areas




BOWEN NATIONAL RESEARCH
Ann Arbor, MI
Downtown Study Area
Downtown Study Area
Ann Arbor
West Park
Wheeler Park
Wurster Park
University of Michigan-Ann Arbor
UM University Hospital
Forest Hill Cemetery
NORTH
1:20,000
0 0.075 0.15 0.3 0.45
Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China

IV. Demographic Analysis

A. Introduction

This section of the report evaluates key demographic characteristics for the Downtown Study Area (DSA), the area within a quarter of a mile of the Downtown Development Authority boundaries. For this analysis, the city of Ann Arbor (excluding the DSA) is considered the Primary Study Area (PSA). Demographic data for the balance of Washtenaw County, which comprises the Secondary Study Area (SSA), along with the state of Michigan, were provided as a base of comparison. Through this analysis, unfolding trends and unique conditions are often revealed regarding populations and households residing in the selected geographic areas. Demographic comparisons among these geographies provide insights into the human composition of housing markets. Critical questions, such as the following, can be answered with this information:

- Who lives downtown and what are these people like?
- In what kinds of household groupings do downtown residents live in?
- What share of people rent or own their downtown residence?
- Is the number of people and households living in downtown Ann Arbor increasing or decreasing over time?
- How do downtown residents compare with residents in the Ann Arbor area?

This section is comprised of three major parts: population characteristics, household characteristics, and demographic theme maps, which show varying levels (low to high concentrations) of a demographic characteristic across a geographic region.

It is important to note that 2000 and 2010 demographics are based on U.S. Census data (actual count), while 2020 and 2025 data are based on calculated <u>estimates</u> provided by ESRI, a nationally recognized demography firm. The accuracy of these estimates depends on the realization of certain assumptions:

- Economic projections made by secondary sources materialize;
- Governmental policies with respect to residential development remain consistent;
- Availability of financing for residential development (i.e. mortgages, commercial loans, subsidies, Tax Credits, etc.) remains consistent;
- Sufficient housing and infrastructure are provided to support projected population and household growth.

Significant unforeseen changes or fluctuations among any of the preceding assumptions could have an impact on demographic projections/estimates. It should be noted that some total numbers and percentages may not match the totals within or between tables in this section due to rounding.

B. Population Characteristics

Ann Arbor is significantly impacted by the presence of higher education institutions in the area and the large presence of college students that live in the area for much of the year. In addition to the area's economy, housing market, and culture, students also impact the demographic composition and trends of Ann Arbor. According to American Community Survey five-year estimates (2014-2018), college students represent more than 42,000 of Ann Arbor's residents. More than 26,000 additional college students reside in the SSA (Balance of Washtenaw County). We acknowledge the influence college students have on selected demographic metrics included in this section. We provide a short summary of common off-campus rental housing alternatives in Section VI and an overview of enrollment at the University of Michigan, the largest university in Ann Arbor, in Section VII.

Population by numbers and percent change (growth or decline) for selected years is shown in the following table:

	Total Population									
	2000 Census	2010 Census	Change 2000-2010		2020 Estimated	Change 2010-2020		2025 Projected	Change 2020-2025	
			Number	Percent		Number	Percent		Number	Percent
DSA	7,776	8,350	574	7.4%	9,826	1,476	17.7%	10,383	557	5.7%
PSA	106,990	105,479	-1,511	-1.4%	113,887	8,408	8.0%	116,987	3,100	2.7%
SSA	208,130	230,962	22,832	11.0%	247,652	16,690	7.2%	255,083	7,431	3.0%
Michigan	9,937,744	9,883,640	-54,104	-0.5%	10,125,035	241,395	2.4%	10,260,726	135,691	1.3%

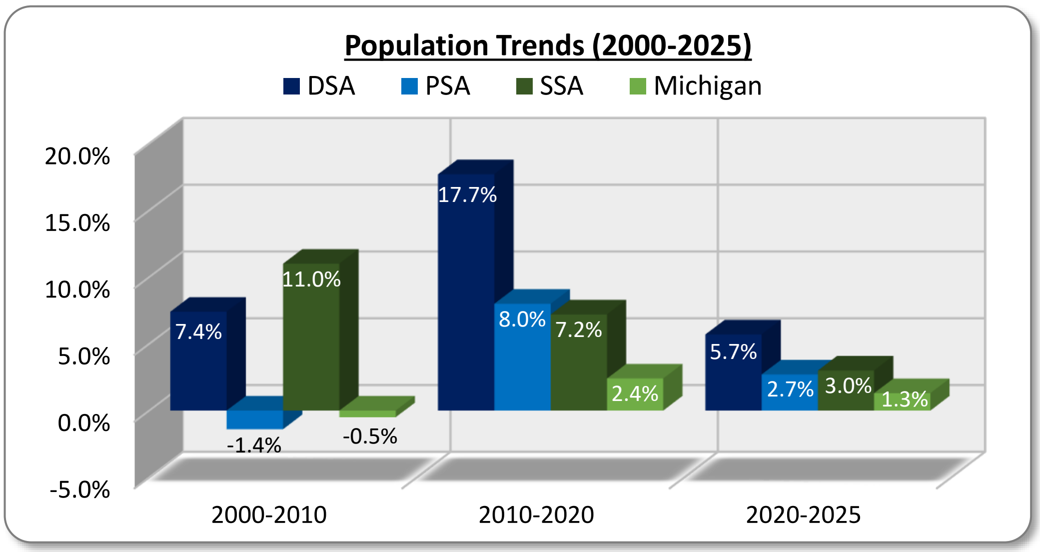
Source: 2000, 2010 Census; ESRI; Urban Decision Group; Bowen National Research

Noteworthy observations from the preceding table include:

- From 2000 to 2010, the population base within the DSA (Downtown) increased by 574 (7.4%), while the PSA (Balance of City) population decreased by 1,511 (1.4%). The decline in the city overall occurred despite the University of Michigan's enrollment increase of 3,821 (10.0%) between the fall semesters of 2000 and 2010. During the same time, the SSA (Balance of County) population increased by 22,832 (11.0%), significantly more than the DSA. From 2000 to 2010, Michigan was the slowest growing state in the country, with a population decline of over 54,000 (0.5%). Since 2010, Michigan's population is estimated to have grown by over 240,000, reflecting a 2.4% growth rate. The SSA (Balance of County), which increased at a rate three times faster than the state over this same period, was responsible for 6.9% of this growth.

- Over the past 10 years, the population in the DSA increased by nearly 1,500 (17.7%), which is a faster rate than the 8,408 (8.0%) increase in the PSA and the 16,690 (7.2%) increase in the SSA. The University of Michigan's enrollment increased by 5,983 (14.3%) between the fall semesters of 2010 and 2020. It is projected that the DSA population base will surpass 10,000 by 2025, continuing to lead the way in the rate of growth within the Ann Arbor and Washtenaw County areas. By 2025, the population is projected to increase by 3,100 (2.7%) in the PSA and by 7,431 (3.0%) in the SSA.

The following graph compares percent change in population (growth) for various time periods.



Population by age cohorts for selected years is shown in the following table:

		Population by Age							
		<25	25 to 34	35 to 44	45 to 54	55 to 64	65 to 74	75+	Median Age
DSA	2010	3,375 (40.4%)	2,259 (27.1%)	766 (9.2%)	736 (8.8%)	645 (7.7%)	307 (3.7%)	262 (3.1%)	27.6
	2020	3,739 (38.1%)	2,790 (28.4%)	865 (8.8%)	723 (7.4%)	833 (8.5%)	527 (5.4%)	351 (3.6%)	28.0
	2025	3,844 (37.0%)	2,944 (28.4%)	949 (9.1%)	731 (7.0%)	853 (8.2%)	625 (6.0%)	439 (4.2%)	28.5
	Change 2020-2025	105 (2.8%)	154 (5.5%)	84 (9.7%)	8 (1.1%)	20 (2.4%)	98 (18.6%)	88 (25.1%)	N/A
PSA	2010	46,462 (44.0%)	17,983 (17.0%)	10,542 (10.0%)	10,572 (10.0%)	9,829 (9.3%)	5,179 (4.9%)	4,912 (4.7%)	28.0
	2020	49,412 (43.4%)	18,520 (16.3%)	11,503 (10.1%)	9,614 (8.4%)	10,290 (9.0%)	8,377 (7.4%)	6,171 (5.4%)	28.4
	2025	49,868 (42.6%)	18,980 (16.2%)	12,031 (10.3%)	9,649 (8.2%)	9,821 (8.4%)	9,097 (7.8%)	7,541 (6.4%)	28.9
	Change 2020-2025	456 (0.9%)	460 (2.5%)	528 (4.6%)	35 (0.4%)	-469 (-4.6%)	720 (8.6%)	1,370 (22.2%)	N/A

Source: 2000, 2010 Census; ESRI; Urban Decision Group; Bowen National Research
N/A - Not Applicable

(Continued)

		Population by Age							
		<25	25 to 34	35 to 44	45 to 54	55 to 64	65 to 74	75+	Median Age
SSA	2010	80,420 (34.8%)	29,095 (12.6%)	32,483 (14.1%)	35,880 (15.5%)	28,792 (12.5%)	13,952 (6.0%)	10,340 (4.5%)	36.9
	2020	79,276 (32.0%)	33,390 (13.5%)	30,736 (12.4%)	32,594 (13.2%)	33,669 (13.6%)	23,928 (9.7%)	14,060 (5.7%)	38.4
	2025	78,811 (30.9%)	34,898 (13.7%)	32,111 (12.6%)	30,627 (12.0%)	32,618 (12.8%)	27,728 (10.9%)	18,291 (7.2%)	39.1
	Change 2020-2025	-465 (-0.6%)	1,508 (4.5%)	1,375 (4.5%)	-1,967 (-6.0%)	-1,051 (-3.1%)	3,800 (15.9%)	4,231 (30.1%)	N/A
Michigan	2010	3,317,957 (33.6%)	1,164,149 (11.8%)	1,277,974 (12.9%)	1,510,033 (15.3%)	1,251,997 (12.7%)	724,709 (7.3%)	636,821 (6.4%)	38.8
	2020	3,071,231 (30.3%)	1,298,683 (12.8%)	1,210,664 (12.0%)	1,284,435 (12.7%)	1,424,052 (14.1%)	1,087,191 (10.7%)	748,779 (7.4%)	40.4
	2025	3,022,775 (29.5%)	1,271,167 (12.4%)	1,281,440 (12.5%)	1,207,904 (11.8%)	1,352,847 (13.2%)	1,233,493 (12.0%)	891,100 (8.7%)	41.3
	Change 2020-2025	-48,456 (-1.6%)	-27,516 (-2.1%)	70,776 (5.8%)	-76,531 (-6.0%)	-71,205 (-5.0%)	146,302 (13.5%)	142,321 (19.0%)	N/A

Source: 2000, 2010 Census; ESRI; Urban Decision Group; Bowen National Research
N/A - Not Applicable

Noteworthy observations from the preceding table include:

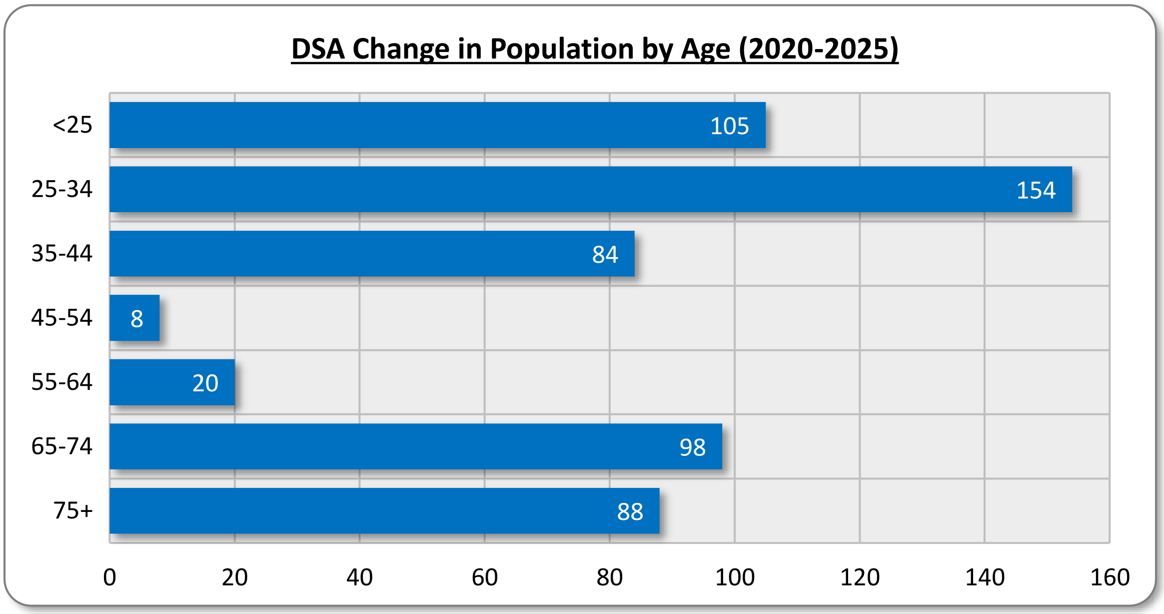
- The median age for the DSA's (Downtown) population in 2020 is 28.0, which is very comparable to the PSA's (Balance of City) median age of 28.4 but significantly younger than the SSA's (Balance of County) median age of 38.4. It is projected that the DSA's median age will increase slightly to 28.5 by 2025.

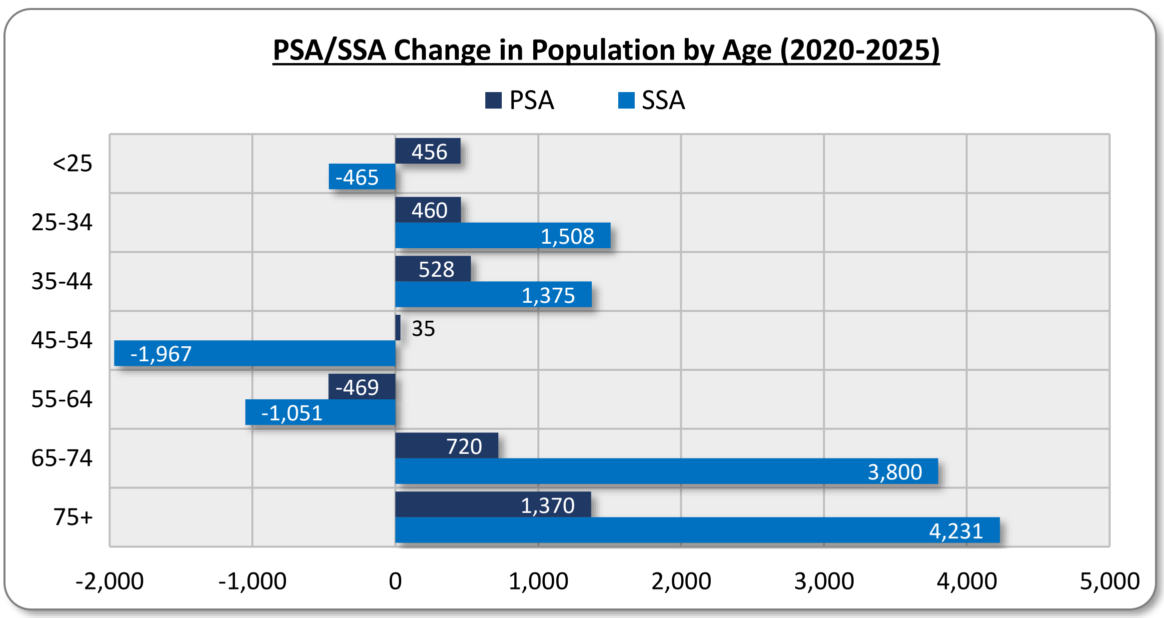
- In 2020, people under the age of 25 comprise larger shares of the population in the PSA (43.4%) and DSA (38.1%) than in the SSA (32.0%). Excluding the under age 25 cohorts, the DSA's largest share (28.4%) of the population in 2020 falls between the ages of 25 and 34. Consequently, the greatest *absolute* change in population by age within the DSA will occur among persons *under age 35*, reflecting an increase of 259 (4.0%) by 2025. The greatest *percent* change in population by age within the DSA through 2025 will occur among persons age 75 and older, followed by persons between ages 65 and 74. Combined, the population *age 65 and older* is projected to increase by 186 (21.2%) within the DSA over the next five years.

- Between 2020 and 2025 within the surrounding PSA (Balance of City), the greatest change (both absolute and percent) is projected to occur among persons age 65 and older, increasing by 2,090 (14.4%). A notable increase of 528 (4.6%) is also projected for the 35-to-44 age group within the PSA during the same time. Note that the 25-to-34 age group population, currently the largest adult age group in the PSA, is projected to increase by 2.5% during this period.

- Within the SSA (Balance of County), persons age 65 and older are also projected to be the fastest growing age group and are projected to increase by 8,031 (21.1%), which is a faster rate than the projected 15.7% statewide increase. The population within the SSA between the ages of 25 and 44 is also projected to increase at a notable rate (2,883 people, or 4.5%) during this period.

The following graphs illustrate the projected change in population by age:





Population by race is shown in the following table:

		Population by Race					
		White Alone	Black or African American Alone	Asian Alone	Some Other Race Alone	Two or More Races	Total
DSA	Number	6,666	513	769	122	280	8,350
	Percent	79.8%	6.1%	9.2%	1.5%	3.4%	100.0%
PSA	Number	76,489	8,253	15,530	1,398	3,809	105,479
	Percent	72.5%	7.8%	14.7%	1.3%	3.6%	100.0%
SSA	Number	173,725	35,001	10,811	3,940	7,485	230,962
	Percent	75.2%	15.2%	4.7%	1.7%	3.2%	100.0%
Michigan	Number	7,803,120	1,400,362	238,199	211,640	230,319	9,883,640
	Percent	78.9%	14.2%	2.4%	2.1%	2.3%	100.0%

Source: 2010 Census; ESRI; Urban Decision Group; Bowen National Research

Approximately four-fifths of the DSA's (Downtown) population was categorized as "White Alone," which is higher than the shares in the surrounding PSA (Balance of City) and SSA (Balance of County). In the DSA, the second largest share (9.2%) of population by race is "Asian Alone," and the third is "Black or African American Alone" (6.1%). The share (14.7%) of population classified as "Asian Alone" is relatively high in the PSA, while the share (15.2%) of "Black or African American Alone" is relatively high in the surrounding SSA.

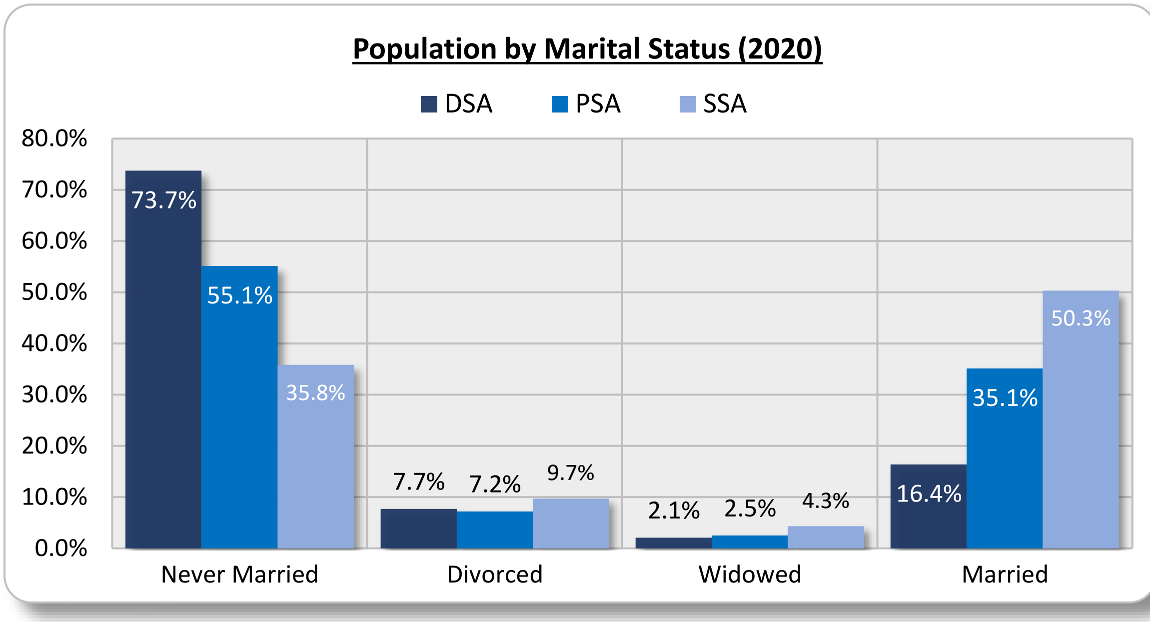
Population by marital status is shown in the following table:

		Population by Marital Status				
		Not Married			Married	Total
		Never Married	Divorced	Widowed		
DSA	Number	6,903	721	200	1,537	9,362
	Percent	73.7%	7.7%	2.1%	16.4%	100.0%
PSA	Number	55,841	7,290	2,583	35,614	101,327
	Percent	55.1%	7.2%	2.5%	35.1%	100.0%
SSA	Number	72,918	19,704	8,694	102,572	203,888
	Percent	35.8%	9.7%	4.3%	50.3%	100.0%
Michigan	Number	2,797,746	956,423	485,453	4,126,295	8,365,917
	Percent	33.4%	11.4%	5.8%	49.3%	100.0%

Source: ESRI; Urban Decision Group; Bowen National Research

The DSA had the highest share (73.7%) of people who have never been married when compared with the PSA (55.1%) and the SSA (35.8%). Just 1,537 people (16.4%) in the DSA are married. The large share of households who have never been married in Ann Arbor is likely attributed to the large presence of younger households and college students. Many of these younger persons are millennials who tend to delay marrying, unlike past generations.

The following graph compares marital status shares:



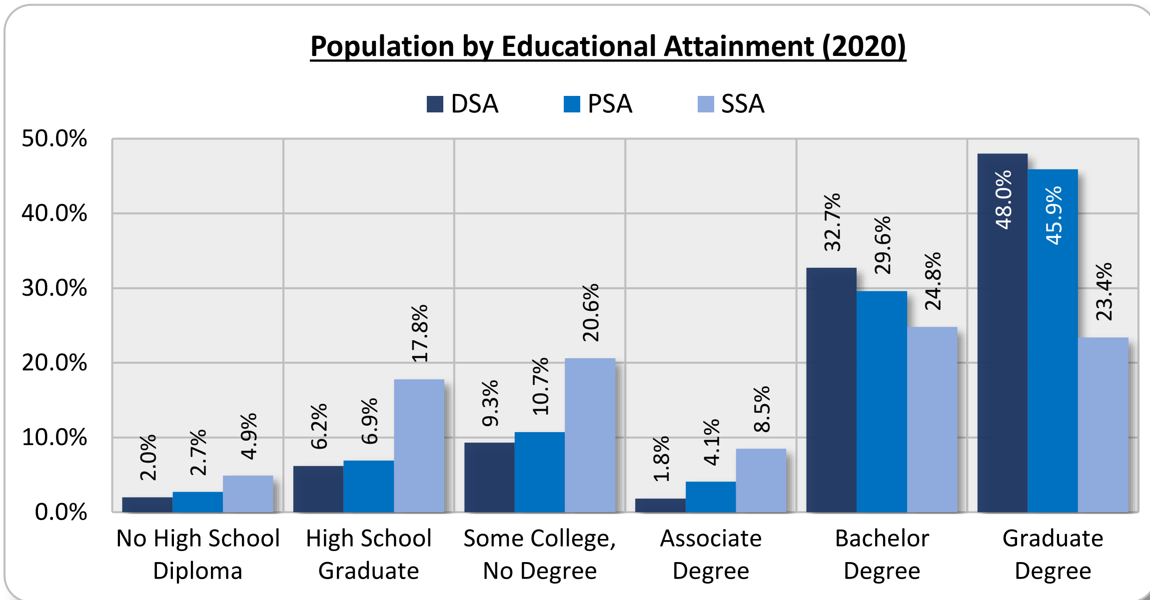
Population by highest educational attainment is shown in the following table:

		Population by Educational Attainment						
		No High School Diploma	High School Graduate	Some College, No Degree	Associate Degree	Bachelor Degree	Graduate Degree	Total
DSA	Number	119	378	568	107	1,992	2,924	6,087
	Percent	2.0%	6.2%	9.3%	1.8%	32.7%	48.0%	100.0%
PSA	Number	1,771	4,434	6,896	2,672	19,112	29,589	64,475
	Percent	2.7%	6.9%	10.7%	4.1%	29.6%	45.9%	100.0%
SSA	Number	8,269	29,971	34,632	14,361	41,768	39,376	168,376
	Percent	4.9%	17.8%	20.6%	8.5%	24.8%	23.4%	100.0%
Michigan	Number	617,401	2,019,657	1,639,010	682,515	1,263,840	831,383	7,053,804
	Percent	8.8%	28.6%	23.2%	9.7%	17.9%	11.8%	100.0%

Source: ESRI; Urban Decision Group; Bowen National Research

Nearly 82.5% of residents in the DSA (Downtown) received a college degree, which is slightly higher than the share (79.6%) of college degree holders in the PSA (Balance of City) and well above the share (56.7%) in the SSA (Balance of County) and state of Michigan (39.4%).

The following graph compares educational attainment:



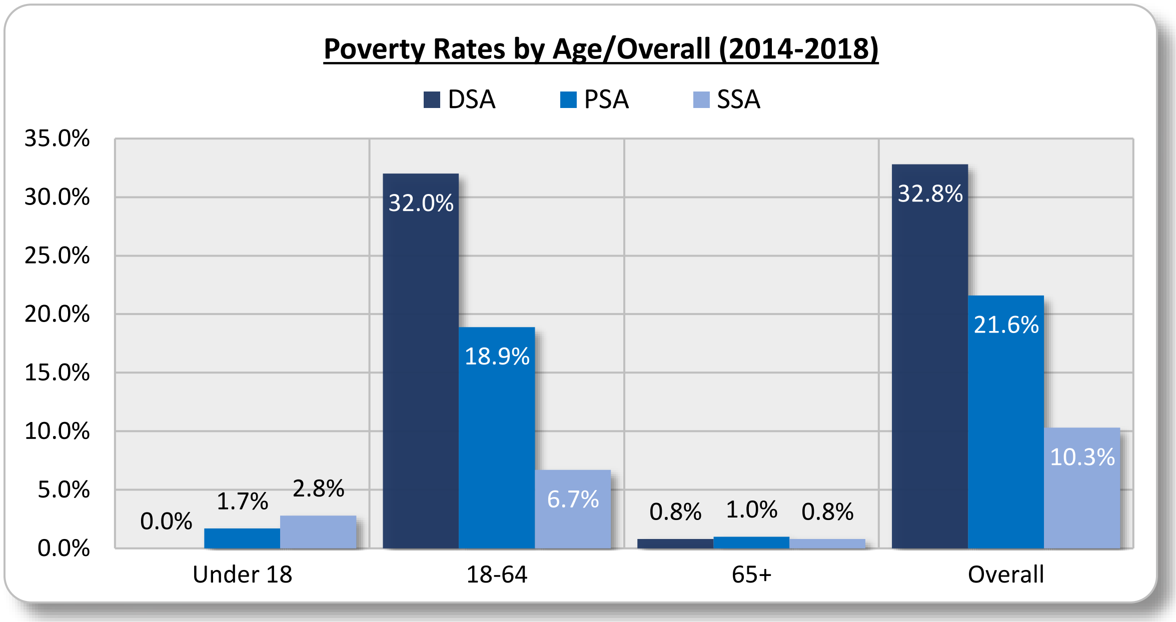
Population by poverty status is shown in the following table:

		Population by Poverty Status						
		Income below poverty level:			Income at or above poverty level:			
		<18	18 to 64	65+	<18	18 to 64	65+	Total
DSA	Number	0	3,092	74	527	5,266	705	9,664
	Percent	0.0%	32.0%	0.8%	5.5%	54.5%	7.3%	100.0%
PSA	Number	1,728	18,766	968	13,101	52,705	11,896	99,164
	Percent	1.7%	18.9%	1.0%	13.2%	53.1%	12.0%	100.0%
SSA	Number	6,648	15,950	1,946	46,373	135,626	30,846	237,389
	Percent	2.8%	6.7%	0.8%	19.5%	57.1%	13.0%	100.0%
Michigan	Number	448,912	876,160	131,936	1,704,737	5,119,443	1,450,186	9,731,374
	Percent	4.6%	9.0%	1.4%	17.5%	52.6%	14.9%	100.0%

Source: U.S. Census Bureau, 2014-2018 American Community Survey; Urban Decision Group; Bowen National Research

The DSA (Downtown) has a much higher share (32.8%) of people living below the poverty level compared to 21.6% in the PSA (Balance of City), 10.3% in the SSA (Balance of County), and 10.6% in Michigan. The disproportionately high share (37.0% versus 26.3% in the PSA and 10.5% in the SSA) of the DSA's adult working age population (ages 18 to 64) living below the poverty line is partially attributed to the large presence of college students in the area, many of whom do not work or only work part time and who likely rely on financial aid (student loans or grants) or family assistance. The income composition of households under the age of 25 is discussed later in this section. Conversely, poverty does not exist among children in the DSA, while there are 1,728 children (11.7%) living in poverty in the surrounding PSA. The poverty rate (9.5%) among seniors (ages 65 and older) in the DSA is also slightly higher than the PSA (7.5%) and SSA (5.9%), though this is representative of 74 people.

The following graph compares poverty status for each geographic area.



Population by migration (previous residence one year prior to survey) for years 2014-2018 is shown in the following table:

		Population by Migration					
		Same House	Different House in Same County	Different County In Same State	Different State	Moved from Abroad	Total
DSA	Number	5,563	2,090	961	850	233	9,697
	Percent	57.4%	21.6%	9.9%	8.8%	2.4%	100.0%
PSA	Number	71,608	19,017	6,791	8,305	4,071	109,792
	Percent	65.2%	17.3%	6.2%	7.6%	3.7%	100.0%
SSA	Number	201,260	22,356	11,414	5,978	2,050	243,058
	Percent	82.8%	9.2%	4.7%	2.5%	0.8%	100.0%
Michigan	Number	8,442,969	840,630	366,921	146,442	49,059	9,846,021
	Percent	85.8%	8.5%	3.7%	1.5%	0.5%	100.0%

Source: U.S. Census Bureau, 2014-2018 American Community Survey; ESRI; Urban Decision Group; Bowen National Research

The DSA (Downtown) had a much higher share (42.6%) of people changing residences annually than the PSA (34.8%), SSA (17.2%) and Michigan statewide (14.2%). A total of 2,044 persons (21.1%) moved to the DSA from outside of the county over the preceding year, reflecting a greater share than the PSA (17.5%) and SSA (8.0%). This is reflective of a very transient population in the DSA and city of Ann Arbor and is likely a reflection of the presence of the college students at the University of Michigan.

Of the number of DSA residents who had moved over the preceding year, most (2,090, or 21.6%) moved from within the county. While some of these moves may be attributed to household demand for larger units or units in more attractive neighborhoods, with 1,893 (55.5%) of the DSA's *renter* households considered to be cost burdened, it is reasonable to suspect that many of these moves are made by households in search of a more affordable housing alternative.

Population densities for selected years are shown in the following table:

		Population Densities			
		Year			
		2000	2010	2020	2025
DSA	Population	7,776	8,350	9,826	10,383
	Area in Square Miles	0.93	0.93	0.93	0.93
	Density	8,390.2	9,009.5	10,602.5	11,203.5
PSA	Population	106,990	105,479	113,887	116,987
	Area in Square Miles	27.85	27.85	27.85	27.85
	Density	3,842.3	3,788.0	4,090.0	4,201.3
SSA	Population	208,130	230,962	247,652	255,083
	Area in Square Miles	693.65	693.65	693.65	693.65
	Density	300.1	333.0	357.0	367.7
Michigan	Population	9,937,744	9,883,640	10,125,035	10,260,726
	Area in Square Miles	58,143.72	58,143.72	58,143.72	58,143.72
	Density	170.9	170.0	174.1	176.5

Source: 2000, 2010 Census; ESRI; Urban Decision Group; Bowen National Research

In 2020, the population density within the DSA of approximately 10,602 people per square mile is significantly less than the PSA and SSA densities of 4,090 and 357 persons per square mile, respectively.

C. Household Characteristics

Households by numbers and percent change (growth or decline) for selected years are shown in the following table:

	Total Households									
	2000	2010	Change 2000-2010		2020	Change 2010-2020		2025	Change 2020-2025	
	Census	Census	Estimate	Percent	Estimated	Estimate	Percent	Projected	Estimate	Percent
DSA	4,173	4,439	266	6.4%	5,170	731	16.5%	5,469	299	5.8%
PSA	41,875	42,609	734	1.8%	45,198	2,589	6.1%	46,564	1,366	3.0%
SSA	79,279	90,145	10,866	13.7%	95,222	5,077	5.6%	97,933	2,711	2.8%
Michigan	3,785,100	3,872,508	87,408	2.3%	3,996,161	123,653	3.2%	4,060,494	64,333	1.6%

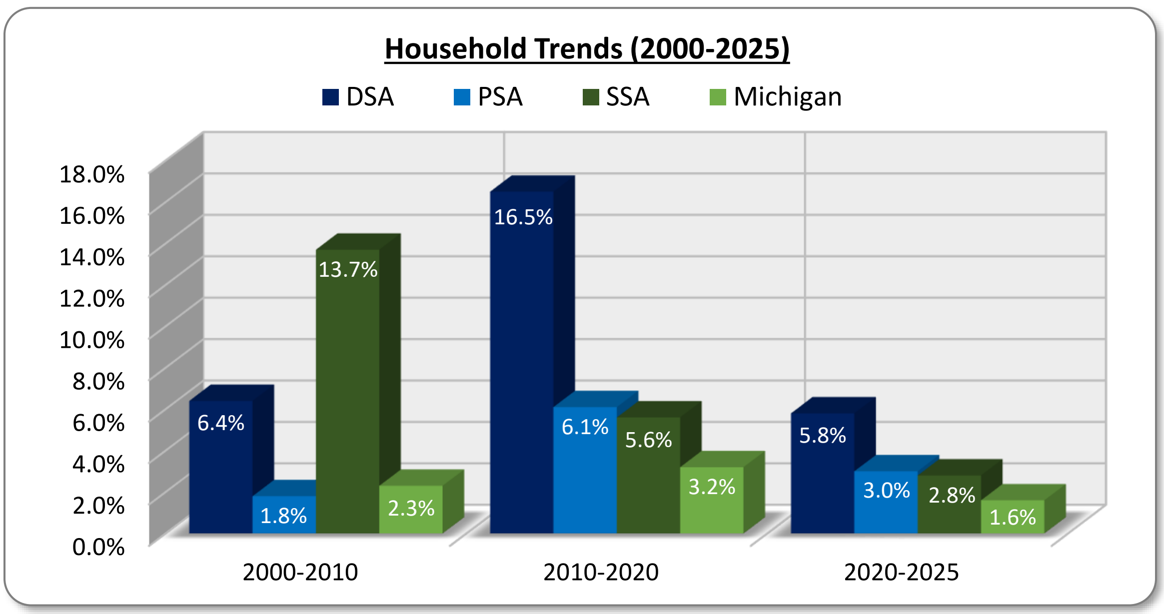
Source: 2000, 2010 Census; ESRI; Urban Decision Group; Bowen National Research

Noteworthy observations from the preceding table include:

- From 2000 to 2010, the number of households increased by 266 (6.4%) in the DSA (Downtown) and by 13.7% in the SSA (Balance of County), outpacing the household growth of 1.8% in the PSA (Balance of City) and state of Michigan (2.3%). Over the past decade (2010 to 2020), the number of households in the DSA increased by 731 or by 16.5%, outpacing the increase of 6.1% in the PSA.

- Between 2020 and 2025, the DSA's household base is projected to increase by 299 (5.8%), while households are projected to increase by 1,366 (3.0%) in the PSA, by 2.8% in the SSA, and by 1.6% in the overall state. This projected household growth will likely add to the demand for housing in the area. It should be noted that household growth could exceed these projections if additional housing is built, large-scale job growth occurs, or incentives to live in the market are created (e.g. cultural, social, employment, education, etc.), or commuters from outside the market decide on a large scale to live in the local market.

The following graph compares percent change in total households (growth) for various time periods:



Householders by age for selected years are shown in the following table:

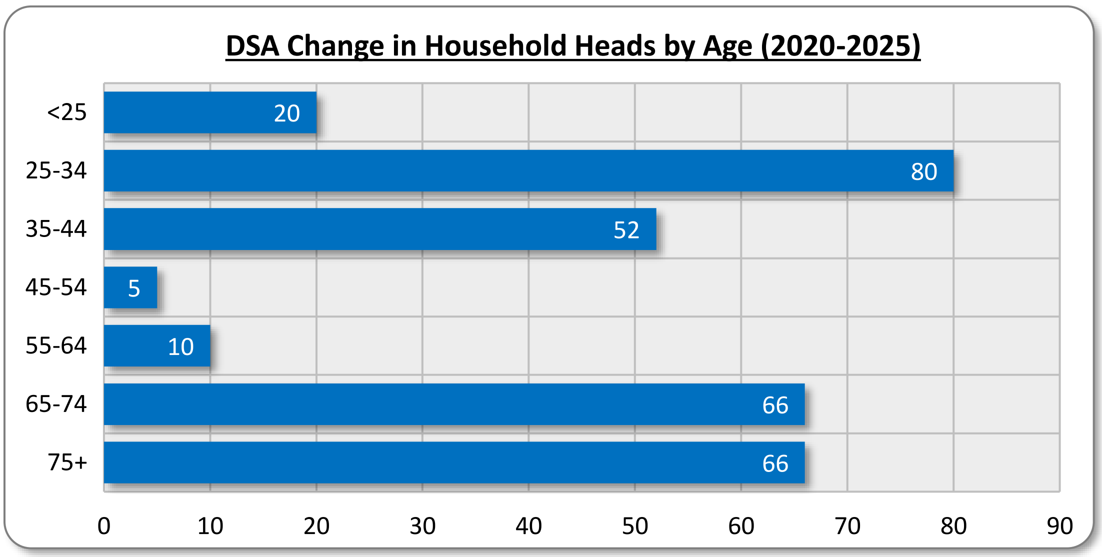
		Householders by Age						
		<25	25 to 34	35 to 44	45 to 54	55 to 64	65 to 74	75+
DSA	2010	1,271 (28.6%)	1,337 (30.1%)	466 (10.5%)	448 (10.1%)	461 (10.4%)	234 (5.3%)	222 (5.0%)
	2020	1,313 (25.4%)	1,660 (32.1%)	528 (10.2%)	419 (8.1%)	573 (11.1%)	387 (7.5%)	289 (5.6%)
	2025	1,333 (24.4%)	1,740 (31.8%)	580 (10.6%)	424 (7.8%)	583 (10.7%)	453 (8.3%)	355 (6.5%)
	Change 2020-2025	20 (1.5%)	80 (4.8%)	52 (9.8%)	5 (1.2%)	10 (1.7%)	66 (17.0%)	66 (22.8%)
PSA	2010	6,981 (16.4%)	9,836 (23.1%)	6,129 (14.4%)	6,421 (15.1%)	6,248 (14.7%)	3,421 (8.0%)	3,573 (8.4%)
	2020	7,169 (15.9%)	9,840 (21.8%)	6,483 (14.3%)	5,689 (12.6%)	6,322 (14.0%)	5,350 (11.8%)	4,345 (9.6%)
	2025	7,264 (15.6%)	9,986 (21.4%)	6,701 (14.4%)	5,666 (12.2%)	5,969 (12.8%)	5,735 (12.3%)	5,243 (11.3%)
	Change 2020-2025	95 (1.3%)	146 (1.5%)	218 (3.4%)	-23 (-0.4%)	-353 (-5.6%)	385 (7.2%)	898 (20.7%)
SSA	2010	5,846 (6.5%)	13,886 (15.4%)	17,361 (19.3%)	20,163 (22.4%)	17,213 (19.1%)	8,747 (9.7%)	6,929 (7.7%)
	2020	5,183 (5.4%)	14,981 (15.7%)	15,640 (16.4%)	17,342 (18.2%)	19,082 (20.0%)	14,149 (14.9%)	8,844 (9.3%)
	2025	5,183 (5.3%)	15,346 (15.7%)	16,121 (16.5%)	16,036 (16.4%)	18,084 (18.5%)	15,981 (16.3%)	11,181 (11.4%)
	Change 2020-2025	0 (0.0%)	365 (2.4%)	481 (3.1%)	-1,306 (-7.5%)	-998 (-5.2%)	1,832 (12.9%)	2,337 (26.4%)
Michigan	2010	170,985 (4.4%)	525,857 (13.6%)	678,290 (17.5%)	844,934 (21.8%)	746,430 (19.3%)	463,597 (12.0%)	442,415 (11.4%)
	2020	150,457 (3.8%)	558,707 (14.0%)	619,988 (15.5%)	690,385 (17.3%)	812,751 (20.3%)	666,051 (16.7%)	497,822 (12.5%)
	2025	146,815 (3.6%)	541,605 (13.3%)	645,787 (15.9%)	640,892 (15.8%)	759,347 (18.7%)	743,281 (18.3%)	582,767 (14.4%)
	Change 2020-2025	-3,642 (-2.4%)	-17,102 (-3.1%)	25,799 (4.2%)	-49,493 (-7.2%)	-53,404 (-6.6%)	77,230 (11.6%)	84,945 (17.1%)

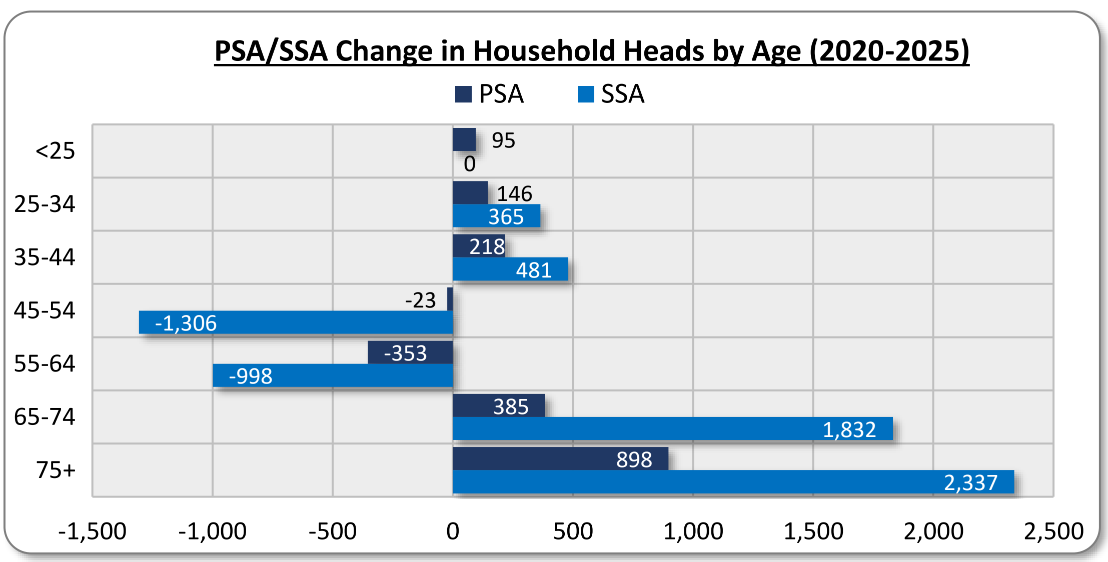
Source: 2000, 2010 Census; ESRI; Urban Decision Group; Bowen National Research

Nearly one-third (32.1%) of households in the DSA (Downtown) are headed by a younger millennial (generally between the ages of 25 and 34). This age group is also the largest adult age cohort in the PSA (Balance of City), though the PSA's share (21.8%) of millennial households is smaller in comparison. In the DSA, it is projected that the greatest *percent* increase between 2020 and 2025 will occur among households between the ages 25 and 34, followed by households ages 65 to 74 and age 75 and older. Notable growth is also projected to occur among all millennial households between the ages of 25 and 44, adding 132 households to the DSA (6.0% increase) and 364 households to the PSA (2.2% increase). These trends indicate a likely need for additional housing for young adults (including young professionals) and seniors. It is worth pointing out that the large share of DSA households under the age of 25 is influenced by the large presence of college students.

In the SSA (Balance of County), the largest share (20.0%) of households by age is headed by a person between the ages of 55 and 64. By 2025, it is projected that households within this same age group will decrease by 998 (5.2%), as many of these older adult households will age in place over the next five years. As a result of this aging in place, households ages 65 and older are projected to increase by 4,169 by 2025. This results in an 18.1% growth rate, which is faster than the state of Michigan's projected increase of 13.9% in senior households (age 65 and older). An increase of 846 (2.8%) is also projected to occur among households in the SSA between the ages of 25 and 44. Although modest in comparison to the DSA and PSA, this projected increase is faster than the projected 0.7% statewide increase during the same time.

The following graphs compare the change in household heads by age from 2020 to 2025 within each study area:





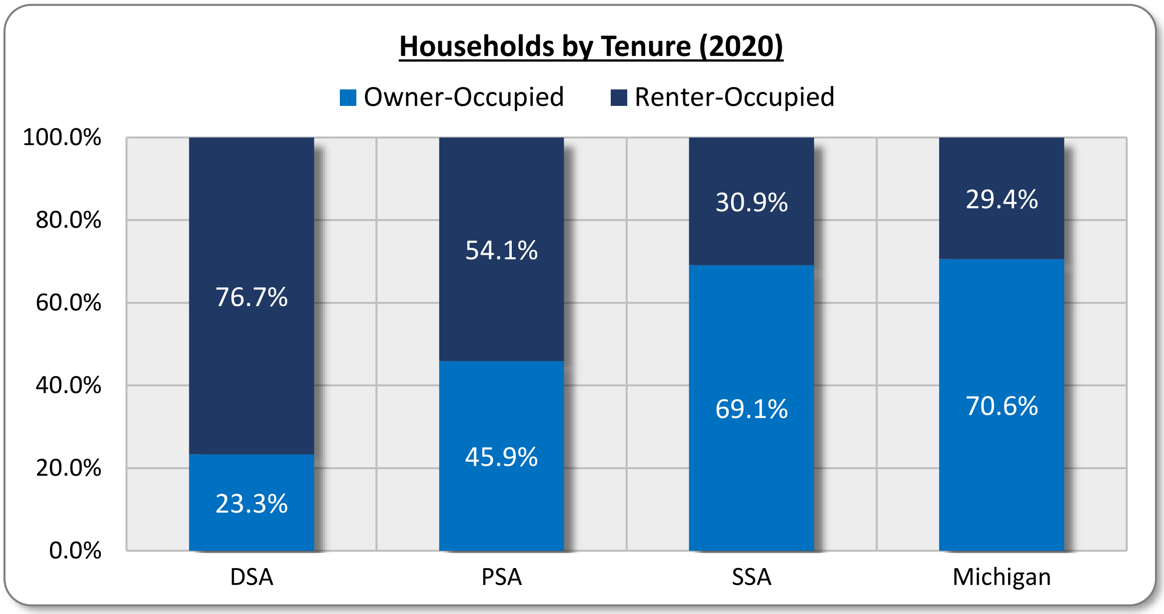
Households by tenure for selected years are shown in the following table:

	Households by Tenure								
		2000		2010		2020		2025	
	Household Type	Number	Percent	Number	Percent	Number	Percent	Number	Percent
DSA	Owner-Occupied	1,089	26.1%	1,131	25.5%	1,204	23.3%	1,334	24.4%
	Renter-Occupied	3,084	73.9%	3,308	74.5%	3,967	76.7%	4,136	75.6%
	Total	4,173	100.0%	4,439	100.0%	5,171	100.0%	5,470	100.0%
PSA	Owner-Occupied	19,895	47.5%	19,997	46.9%	20,762	45.9%	21,720	46.6%
	Renter-Occupied	21,980	52.5%	22,612	53.1%	24,437	54.1%	24,845	53.4%
	Total	41,875	100.0%	42,609	100.0%	45,198	100.0%	46,564	100.0%
SSA	Owner-Occupied	53,846	67.9%	62,356	69.2%	65,829	69.1%	68,575	70.0%
	Renter-Occupied	25,433	32.1%	27,789	30.8%	29,393	30.9%	29,358	30.0%
	Total	79,279	100.0%	90,145	100.0%	95,222	100.0%	97,933	100.0%
Michigan	Owner-Occupied	2,793,060	73.8%	2,793,342	72.1%	2,820,151	70.6%	2,892,701	71.2%
	Renter-Occupied	992,040	26.2%	1,079,166	27.9%	1,176,010	29.4%	1,167,793	28.8%
	Total	3,785,100	100.0%	3,872,508	100.0%	3,996,161	100.0%	4,060,494	100.0%

Source: 2000 Census; 2010 Census; ESRI; Urban Decision Group; Bowen National Research

Renter occupancy is the predominant form of household tenure in the DSA (Downtown), as renters represent nearly 4,000 (76.7%) of the occupied units in 2020. Tenure in the surrounding PSA (Balance of City) is more evenly distributed, with a 54.1% share of renter households. This share remains above the ~30% share in the SSA (Balance of County) and Michigan. By 2025, the share of renter households in the DSA is projected to decline slightly to 75.6%. Between 2020 and 2025 the projected increase (130, or 10.8%) in owners will be comparable to the 169 (4.3%) increase in renters. Similar trends are projected for the PSA, with owners projected to increase by 958 (4.6%), outpacing the projected 408 (1.7%) additional renters, indicating that there will be an increasing need for all types of housing in the PSA. In the SSA, renter-occupied households are projected to decline by 35 during this time, while owner-occupied households are projected to increase by 2,746 (4.2%). It should be noted that recent market conditions (permits) have been heavily oriented to multifamily housing demand. The projected changes in owner and renter households will affect the future housing needs of Ann Arbor.

The following graph compares household tenure shares for 2020 in each study area:



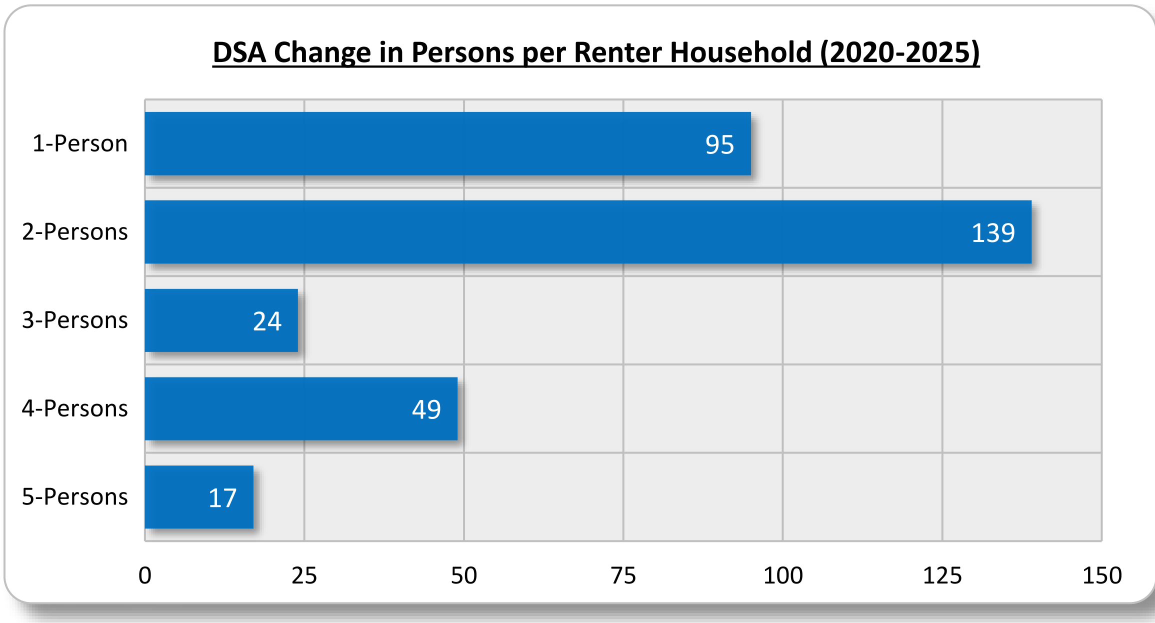
Renter households by size for selected years are shown in the following table:

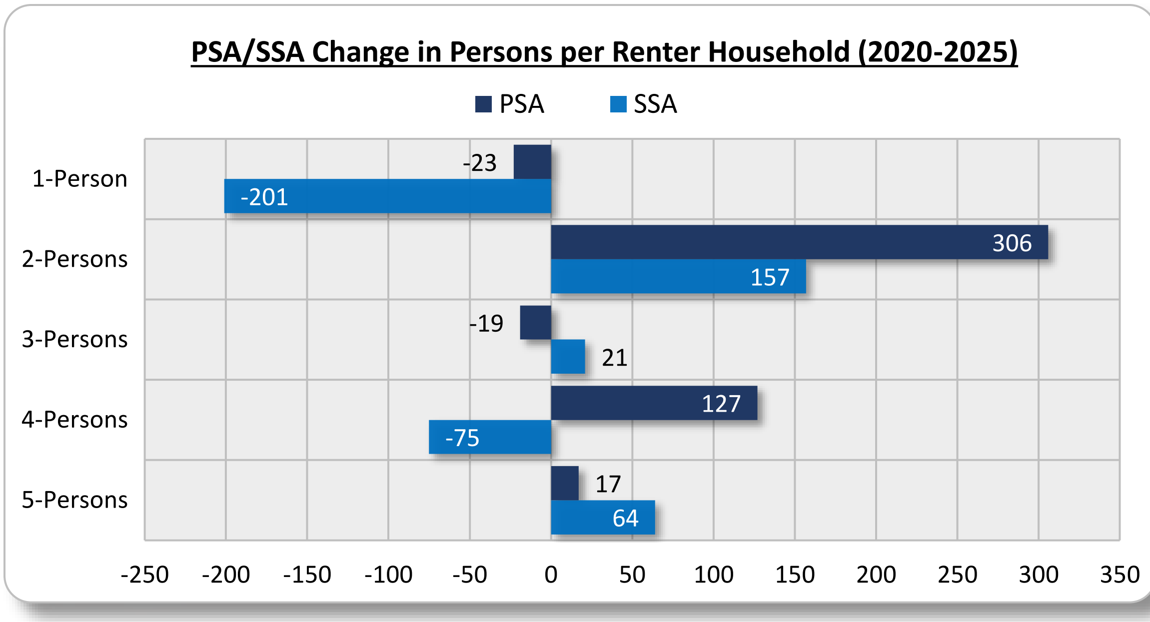
		Persons Per Renter Household						
		1-Person	2-Person	3-Person	4-Person	5-Person	Total	Average H.H. Size
DSA	2010	1,421 (43.9%)	1,025 (31.7%)	391 (12.1%)	215 (6.6%)	187 (5.8%)	3,239 (100.0%)	1.99
	2020	1,521 (39.6%)	1,356 (35.3%)	412 (10.7%)	341 (8.9%)	213 (5.5%)	3,843 (100.0%)	2.06
	2025	1,616 (38.8%)	1,495 (35.9%)	436 (10.5%)	390 (9.4%)	230 (5.5%)	4,167 (100.0%)	2.07
PSA	2010	9,547 (42.2%)	7,277 (32.2%)	2,917 (12.9%)	1,574 (7.0%)	1,298 (5.7%)	22,612 (100.0%)	2.02
	2020	9,382 (38.4%)	8,717 (35.7%)	2,795 (11.4%)	2,176 (8.9%)	1,367 (5.6%)	24,437 (100.0%)	2.08
	2025	9,359 (37.7%)	9,023 (36.3%)	2,776 (11.2%)	2,303 (9.3%)	1,384 (5.6%)	24,845 (100.0%)	2.09
SSA	2010	12,311 (44.3%)	7,928 (28.5%)	3,443 (12.4%)	2,582 (9.3%)	1,526 (5.5%)	27,789 (100.0%)	2.03
	2020	11,975 (40.7%)	9,231 (31.4%)	3,962 (13.5%)	2,313 (7.9%)	1,912 (6.5%)	29,393 (100.0%)	2.08
	2025	11,774 (40.1%)	9,388 (32.0%)	3,983 (13.6%)	2,238 (7.6%)	1,976 (6.7%)	29,358 (100.0%)	2.09
Michigan	2010	448,933 (41.6%)	282,202 (26.1%)	152,162 (14.1%)	109,104 (10.1%)	86,765 (8.0%)	1,079,166 (100.0%)	2.17
	2020	493,112 (41.9%)	315,623 (26.8%)	163,164 (13.9%)	116,023 (9.9%)	88,087 (7.5%)	1,176,010 (100.0%)	2.14
	2025	491,489 (42.1%)	314,505 (26.9%)	161,106 (13.8%)	114,376 (9.8%)	86,316 (7.4%)	1,167,793 (100.0%)	2.13

Source: 2000, 2010 Census; ESRI; Urban Decision Group; Bowen National Research

The average renter household size has and is projected to increase in all selected study areas, while the average renter household size in Michigan has and is projected to decline. Three-quarters of renter households in the DSA (Downtown) consist of one- and two-person households. By 2025, the shares of two- and four-person households in the DSA are projected to increase, though there are absolute projected increases in the DSA among all households regardless of size. In the PSA (Balance of City) and SSA (Balance of County), the number and share of two-person households are projected to increase, while the number and share of one-person households is projected to decline.

The following graphs compare the change in persons per *renter* household from 2020 to 2025 for each study area.





Median household income for selected years is shown in the following table:

	Median Household Income				
	2010 Census	2020 Estimated	% Change 2010-2020	2025 Projected	% Change 2020-2025
DSA	$30,656	$49,804	62.5%	$59,177	18.8%
PSA	$50,775	$70,920	39.7%	$85,386	20.4%
SSA	$58,337	$78,360	34.3%	$90,918	16.0%
Michigan	$46,038	$58,481	27.0%	$65,851	12.6%

Source: 2000, 2010 Census; ESRI; Urban Decision Group; Bowen National Research

The median income in the DSA (Downtown) has historically remained below the PSA (Balance of City), SSA (Balance of County) and state of Michigan. The DSA had an estimated median household income of $30,656 in 2010, reflecting one-third of the statewide income. The DSA also experienced the most significant increase in income. In 2020, the median income increased by 62.5% to $49,804.

By 2025, it is projected that the median income will increase by 18.8% to $59,177 in the DSA and by 20.4% to $85,386 in the PSA. From 2020 to 2025, the DSA is projected to gain 511 high-income ($60,000+) households (reflecting a 23.3% increase) and to lose 203 households earning less than $30,000 (reflecting a 12.1% decline). Meanwhile, the surrounding PSA is projected to gain 4,010 households earning $100,000+ (reflecting a 24.8% increase) and to lose 1,488 households earning less than $30,000 (reflecting a 15.2% decline). The projected decline (-18.8%) in low-income households is even faster in the SSA. These trends are likely attributed to numerous factors, including but not limited to such things as anticipated income growth, single-person households "doubling up" to create multiperson wage-earning households, (e.g. aging millennials getting married, people creating roommate situations, etc.), young college graduates moving in with parents, and possibly some households being priced out of the market.

The distribution of *renter* households by income is illustrated below:

		Renter Households by Income							
		<$10,000	$10,000 - $19,999	$20,000 - $29,999	$30,000 - $39,999	$40,000 - $49,999	$50,000 - $59,999	$60,000 - $99,999	$100,000+
DSA	2010	715 (22.1%)	614 (19.0%)	560 (17.3%)	392 (12.1%)	353 (10.9%)	146 (4.5%)	331 (10.2%)	128 (4.0%)
	2020	660 (17.2%)	487 (12.7%)	391 (10.2%)	375 (9.8%)	385 (10.0%)	306 (8.0%)	684 (17.8%)	554 (14.4%)
	2025	567 (13.6%)	463 (11.1%)	385 (9.2%)	381 (9.1%)	385 (9.2%)	346 (8.3%)	872 (20.9%)	767 (18.4%)
	Change 2020-2025	-93 (-14.1%)	-24 (-4.9%)	-6 (-1.6%)	6 (1.6%)	-1 (-0.2%)	40 (13.2%)	189 (27.6%)	213 (38.4%)
PSA	2010	3,813 (16.9%)	3,537 (15.6%)	3,144 (13.9%)	2,507 (11.1%)	2,750 (12.2%)	1,613 (7.1%)	3,682 (16.3%)	1,566 (6.9%)
	2020	3,536 (14.5%)	2,547 (10.4%)	2,180 (8.9%)	2,061 (8.4%)	2,108 (8.6%)	2,429 (9.9%)	5,222 (21.4%)	4,354 (17.8%)
	2025	2,965 (11.9%)	2,160 (8.7%)	1,941 (7.8%)	1,854 (7.5%)	1,800 (7.2%)	2,521 (10.1%)	5,473 (22.0%)	6,130 (24.7%)
	Change 2020-2025	-572 (-16.2%)	-387 (-15.2%)	-239 (-11.0%)	-207 (-10.0%)	-308 (-14.6%)	92 (3.8%)	252 (4.8%)	1,777 (40.8%)
SSA	2010	4,511 (16.2%)	5,242 (18.9%)	4,295 (15.5%)	3,623 (13.0%)	2,721 (9.8%)	1,903 (6.8%)	4,180 (15.0%)	1,314 (4.7%)
	2020	2,706 (9.2%)	3,847 (13.1%)	3,154 (10.7%)	3,233 (11.0%)	3,378 (11.5%)	2,370 (8.1%)	6,818 (23.2%)	3,887 (13.2%)
	2025	1,962 (6.7%)	3,006 (10.2%)	2,599 (8.9%)	2,911 (9.9%)	3,172 (10.8%)	2,350 (8.0%)	7,738 (26.4%)	5,618 (19.1%)
	Change 2020-2025	-744 (-27.5%)	-841 (-21.9%)	-555 (-17.6%)	-321 (-9.9%)	-206 (-6.1%)	-19 (-0.8%)	920 (13.5%)	1,731 (44.5%)
Michigan	2010	199,790 (18.5%)	246,645 (22.9%)	177,616 (16.5%)	132,088 (12.2%)	102,301 (9.5%)	60,178 (5.6%)	120,823 (11.2%)	39,725 (3.7%)
	2020	151,029 (12.8%)	194,800 (16.6%)	169,596 (14.4%)	144,157 (12.3%)	124,157 (10.6%)	85,812 (7.3%)	204,599 (17.4%)	101,860 (8.7%)
	2025	122,357 (10.5%)	164,140 (14.1%)	152,193 (13.0%)	135,350 (11.6%)	125,002 (10.7%)	92,853 (8.0%)	241,838 (20.7%)	134,060 (11.5%)
	Change 2020-2025	-28,672 (-19.0%)	-30,660 (-15.7%)	-17,404 (-10.3%)	-8,806 (-6.1%)	845 (0.7%)	7,041 (8.2%)	37,239 (18.2%)	32,200 (31.6%)

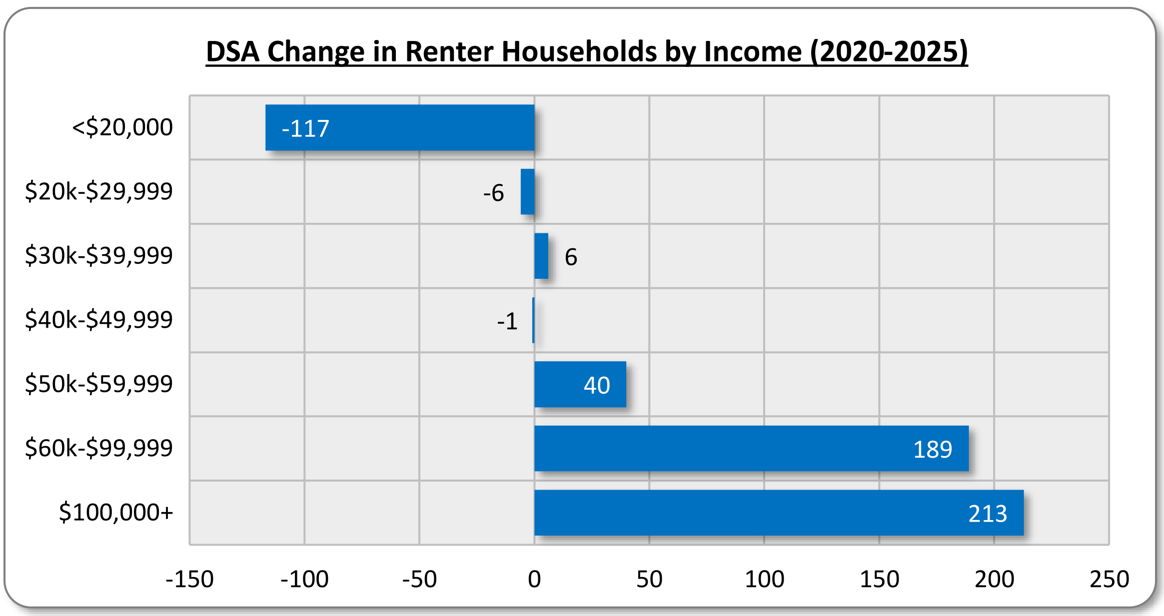
Source: 2000 Census; 2010 Census; ESRI; Urban Decision Group; Bowen National Research

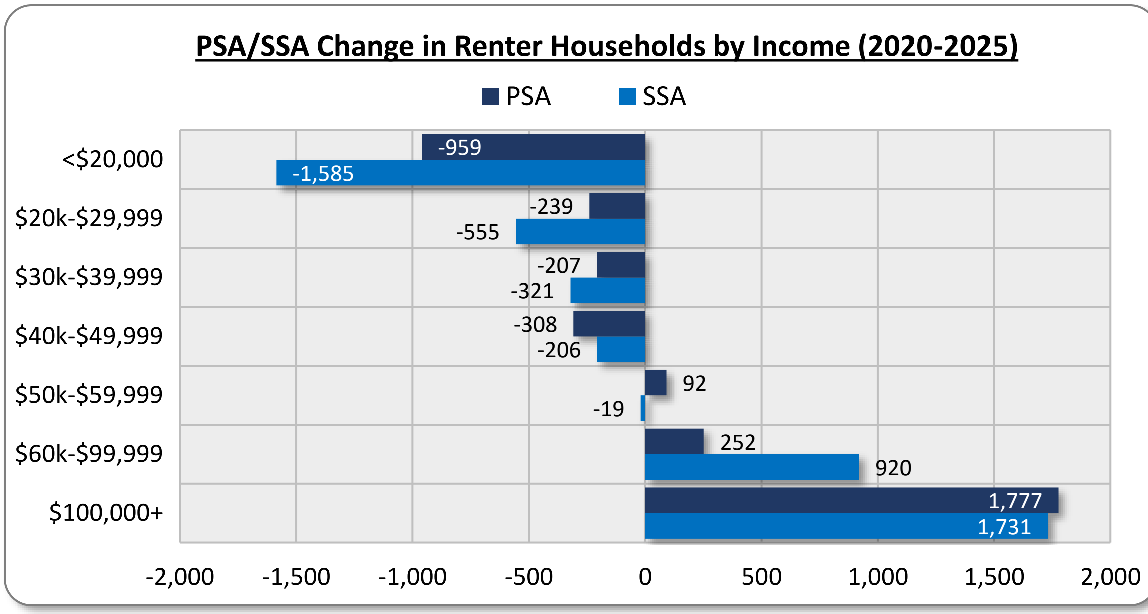
Despite the large presence of student renters in the market, nearly one-third (32.2%) of all *renter* households within the DSA (Downtown) have incomes of $60,000 or more in 2020, as compared to 39.2% of all households within the PSA (Balance of City) and the 36.4% share in the SSA (Balance of County). Likewise, two-fifths (40.1%) of renter households in the DSA earn less than $30,000 which is higher than the PSA (33.8%) and the SSA (33.0%), though is comparable to Michigan (43.8%).

Household growth within the DSA will primarily be concentrated among moderate to higher income households earning $50,000 or more between 2020 and 2025, adding 442 households by 2025 (reflecting a 28.6% increase). The large majority of the additional households earning over $100,000 are projected to be under the age of 55. This shift in renter households by income indicates a growing need for residential rental units that will appeal to middle-income and higher income households. In the PSA and SSA, the projected growth in renter households is also primarily concentrated among those earning over $100,000.

Regardless, the number of renter households earning less than $50,000 in the DSA represents 59.9% of all DSA renter households, stressing the importance of affordable rental housing. Additionally, the number of senior renter households (over age 55) who earn less than $30,000 is projected to increase by 75 (25.9%) in the DSA, while such households are projected to decline in the PSA and SSA. As such, the DSA will likely have a growing need for additional senior-oriented housing that will be affordable to lower income seniors.

The following graphs compare the change in *renter* households by income from 2020 to 2025 for each study area:





Because students comprise a large portion of the households in Ann Arbor, particularly among renters, we attempted to evaluate student household incomes for 2020, as well as projections to 2025 for each study area. While household income data is not available for college students exclusively, we believe that an evaluation of households under the age of 25 is likely a relatively fair reflection of student income characteristics. It is important to note that the following data is reflective of renter households headed by someone under the age of 25 and not the income of individuals or students.

Annual Household Income	2020 Renter Households by Income Under Age 25					
	DSA (Downtown)		PSA (Balance of City)		SSA (Balance of County)	
	Number	Percent	Number	Percent	Number	Percent
<$10,000	338	26.0%	1,994	28.4%	802	17.0%
$10,000-$20,000	175	13.5%	860	12.3%	798	17.0%
$20,000-$30,000	160	12.3%	789	11.2%	418	8.9%
$30,000-$40,000	174	13.4%	806	11.5%	699	14.9%
$40,000-$50,000	134	10.3%	523	7.5%	461	9.8%
$50,000-$60,000	66	5.1%	428	6.1%	470	10.0%
$60,000-$75,000	78	6.0%	527	7.5%	357	7.6%
$75,000-$100,000	61	4.7%	401	5.7%	403	8.6%
$100,000-$125,000	53	4.1%	323	4.6%	185	3.9%
$125,000-$150,000	18	1.4%	72	1.0%	34	0.7%
$150,000-$200,000	20	1.6%	137	2.0%	31	0.7%
$200,000+	22	1.7%	158	2.3%	44	0.9%
Total	1,299	100.0%	7,018	100.0%	4,702	100.0%

Source: 2010 Census; ESRI; Urban Decision Group; Bowen National Research

Annual Household Income	2025 Renter Households by Income Under Age 25					
	DSA (Downtown)		PSA (Balance of City)		SSA (Balance of County)	
	Number	Percent	Number	Percent	Number	Percent
<$10,000	284	21.5%	1,748	24.7%	546	11.6%
$10,000-$20,000	141	10.7%	716	10.1%	532	11.3%
$20,000-$30,000	155	11.7%	764	10.8%	261	5.5%
$30,000-$40,000	192	14.5%	872	12.3%	558	11.9%
$40,000-$50,000	150	11.3%	540	7.6%	332	7.1%
$50,000-$60,000	80	6.0%	517	7.3%	518	11.0%
$60,000-$75,000	97	7.3%	610	8.6%	617	13.1%
$75,000-$100,000	76	5.7%	475	6.7%	730	15.5%
$100,000-$125,000	77	5.8%	429	6.1%	412	8.8%
$125,000-$150,000	18	1.3%	61	0.9%	41	0.9%
$150,000-$200,000	28	2.1%	168	2.4%	67	1.4%
$200,000+	27	2.1%	180	2.5%	86	1.8%
Total	1,324	100.0%	7,080	100.0%	4,701	100.0%

Source: 2010 Census; ESRI; Urban Decision Group; Bowen National Research

As expected, most (51.8%) households under the age of 25 within the DSA (Downtown) have annual incomes below $30,000 in 2020, reflective of 673 low-income households. There are approximately 3,643 younger households earning below $30,000 annually within the surrounding PSA (Balance of City). Many of these younger households with relatively low incomes are likely students who have other financial means (financial aid, family assistance, etc.) that increase their ability to afford higher rents beyond what their income would allow them to afford. Regardless, a majority of these low-income DSA households are over age 24, indicating that many non-student households rely on affordable housing.

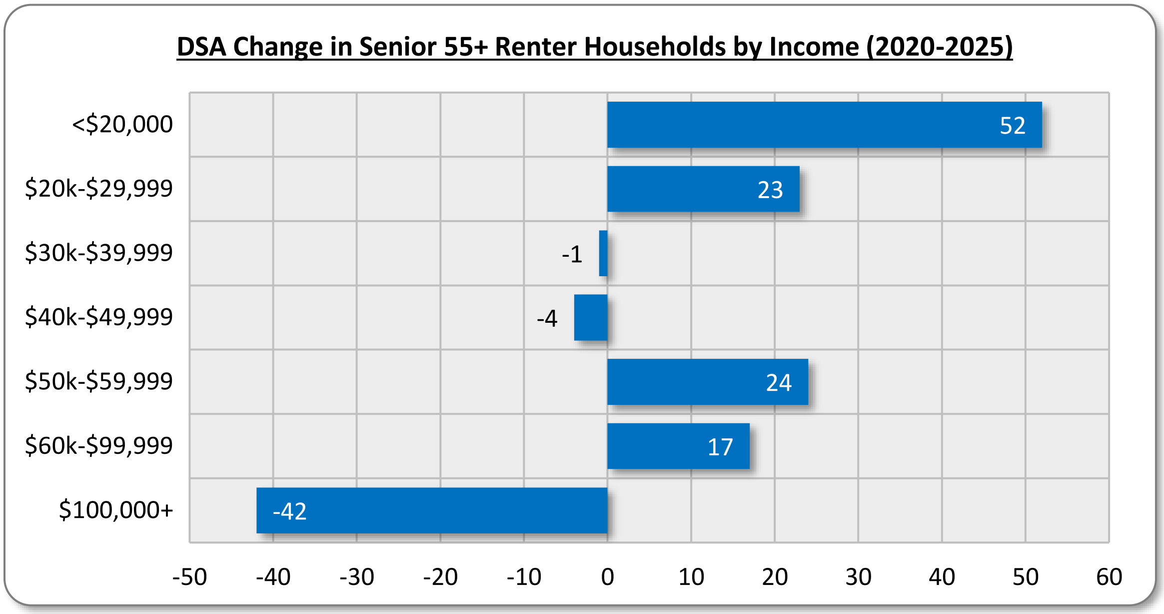
The following table shows the distribution of *senior (age 55 and older) renter* households by income:

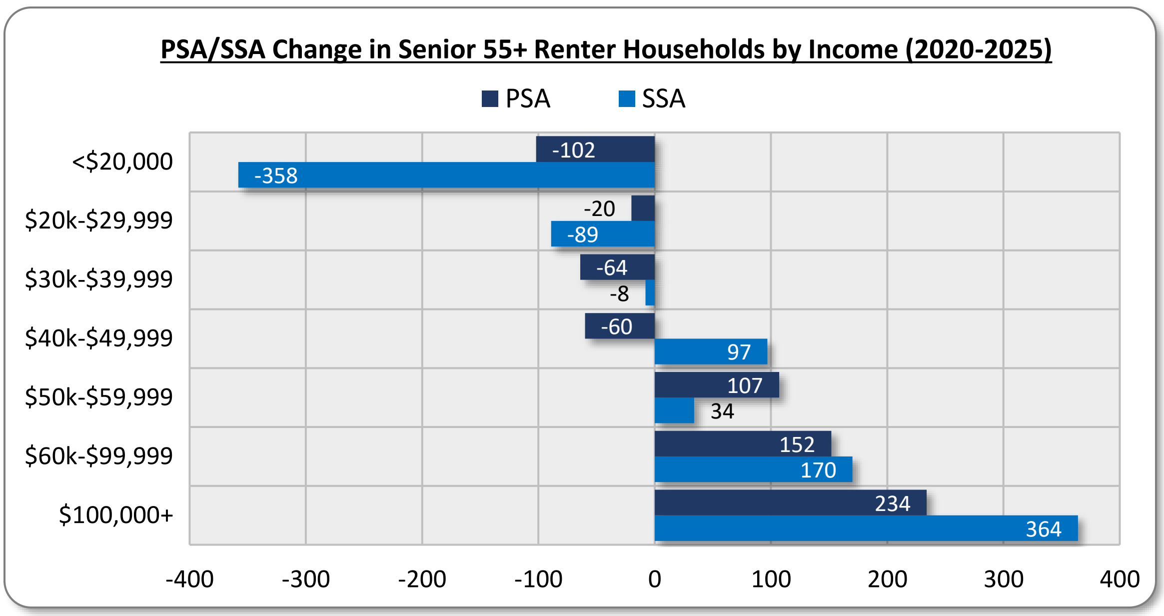
		Age 55+ Renter Households by Income							
		<$10,000	$10,000 - $19,999	$20,000 - $29,999	$30,000 - $39,999	$40,000 - $49,999	$50,000 - $59,999	$60,000 - $99,999	$100,000+
DSA	2010	70 (20.7%)	87 (25.7%)	51 (14.9%)	52 (15.5%)	22 (6.6%)	11 (3.4%)	29 (8.6%)	16 (4.7%)
	2020	104 (19.9%)	143 (27.3%)	43 (8.3%)	24 (4.5%)	21 (4.0%)	47 (9.0%)	76 (14.5%)	64 (12.3%)
	2025	114 (19.3%)	185 (31.3%)	67 (11.3%)	23 (3.8%)	17 (2.9%)	71 (12.1%)	92 (15.6%)	22 (3.7%)
	Change 2020-2025	10 (9.4%)	42 (29.6%)	23 (53.7%)	-1 (-4.5%)	-4 (-18.4%)	24 (51.3%)	17 (22.2%)	-42 (-65.7%)
PSA	2010	546 (17.3%)	678 (21.4%)	382 (12.1%)	498 (15.7%)	371 (11.7%)	184 (5.8%)	379 (12.0%)	125 (3.9%)
	2020	403 (9.4%)	784 (18.3%)	402 (9.4%)	273 (6.4%)	273 (6.4%)	616 (14.4%)	965 (22.6%)	559 (13.1%)
	2025	335 (7.4%)	750 (16.6%)	382 (8.4%)	210 (4.6%)	212 (4.7%)	724 (16.0%)	1,117 (24.7%)	793 (17.5%)
	Change 2020-2025	-68 (-16.8%)	-34 (-4.3%)	-20 (-5.0%)	-64 (-23.3%)	-60 (-22.1%)	107 (17.4%)	152 (15.7%)	234 (41.9%)
SSA	2010	863 (15.6%)	1,278 (23.2%)	1,041 (18.9%)	756 (13.7%)	483 (8.8%)	259 (4.7%)	626 (11.3%)	212 (3.8%)
	2020	620 (8.5%)	1,379 (18.9%)	1,103 (15.1%)	637 (8.7%)	854 (11.7%)	502 (6.9%)	1,486 (20.4%)	709 (9.7%)
	2025	478 (6.4%)	1,161 (15.5%)	1,014 (13.5%)	629 (8.4%)	951 (12.7%)	536 (7.2%)	1,655 (22.1%)	1,073 (14.3%)
	Change 2020-2025	-141 (-22.8%)	-217 (-15.8%)	-89 (-8.1%)	-8 (-1.3%)	97 (11.4%)	34 (6.8%)	170 (11.4%)	364 (51.3%)
Michigan	2010	58,272 (20.2%)	95,081 (33.0%)	54,261 (18.8%)	29,881 (10.4%)	19,277 (6.7%)	8,922 (3.1%)	16,731 (5.8%)	5,987 (2.1%)
	2020	54,068 (14.2%)	93,288 (24.6%)	69,119 (18.2%)	43,897 (11.6%)	34,421 (9.1%)	20,863 (5.5%)	45,798 (12.1%)	18,306 (4.8%)
	2025	47,028 (11.8%)	84,820 (21.4%)	68,905 (17.4%)	46,344 (11.7%)	39,152 (9.9%)	24,684 (6.2%)	60,818 (15.3%)	25,360 (6.4%)
	Change 2020-2025	-7,040 (-13.0%)	-8,468 (-9.1%)	-214 (-0.3%)	2,447 (5.6%)	4,731 (13.7%)	3,822 (18.3%)	15,020 (32.8%)	7,054 (38.5%)

Source: 2000 Census; 2010 Census; ESRI; Urban Decision Group; Bowen National Research

In 2020, the largest share (27.3%) of senior (age 55 and older) *renters in the DSA* (Downtown) is among those making between $10,000 and $20,000 annually, while the largest share (22.6%) in the surrounding PSA (Balance of City) earns between $60,000 and $99,999. Overall, senior renter households in the DSA earning less than $30,000, which comprise 55.5% of senior renter households, are projected to increase by 75 households (25.9%), while senior renters earning between $50,000 and $99,999 are projected to increase by 41 (33.3%). Meanwhile, the only growth over the next five years in the PSA will occur among senior renters making $50,000+, adding 493 (23.0%) through 2025. The trends in the broader SSA (Balance of County) are similar to the PSA, with the only growth by income segments projected to occur among senior renters with incomes of $40,000 and higher during this time.

The following graphs compare senior renter household income shares for 2020.



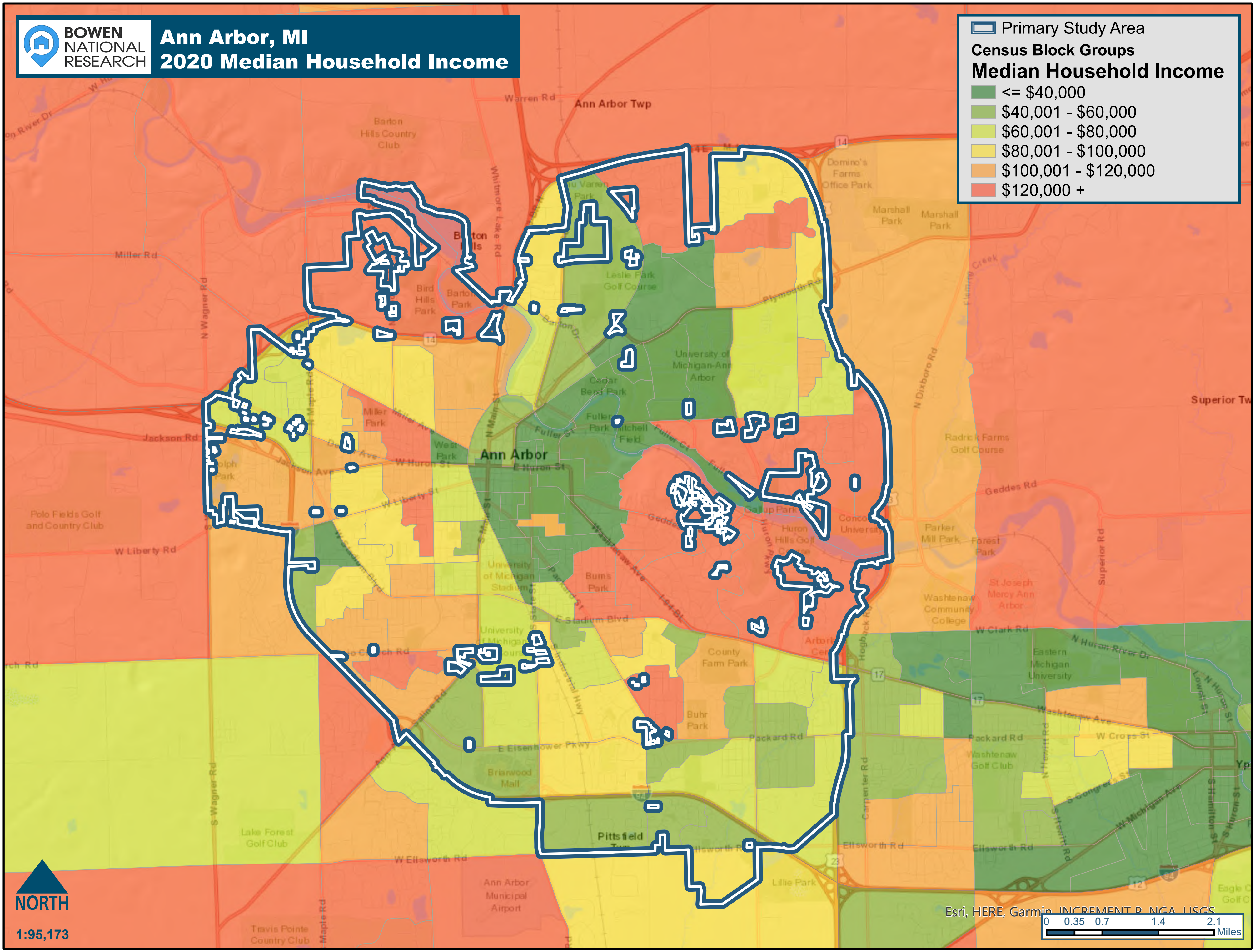


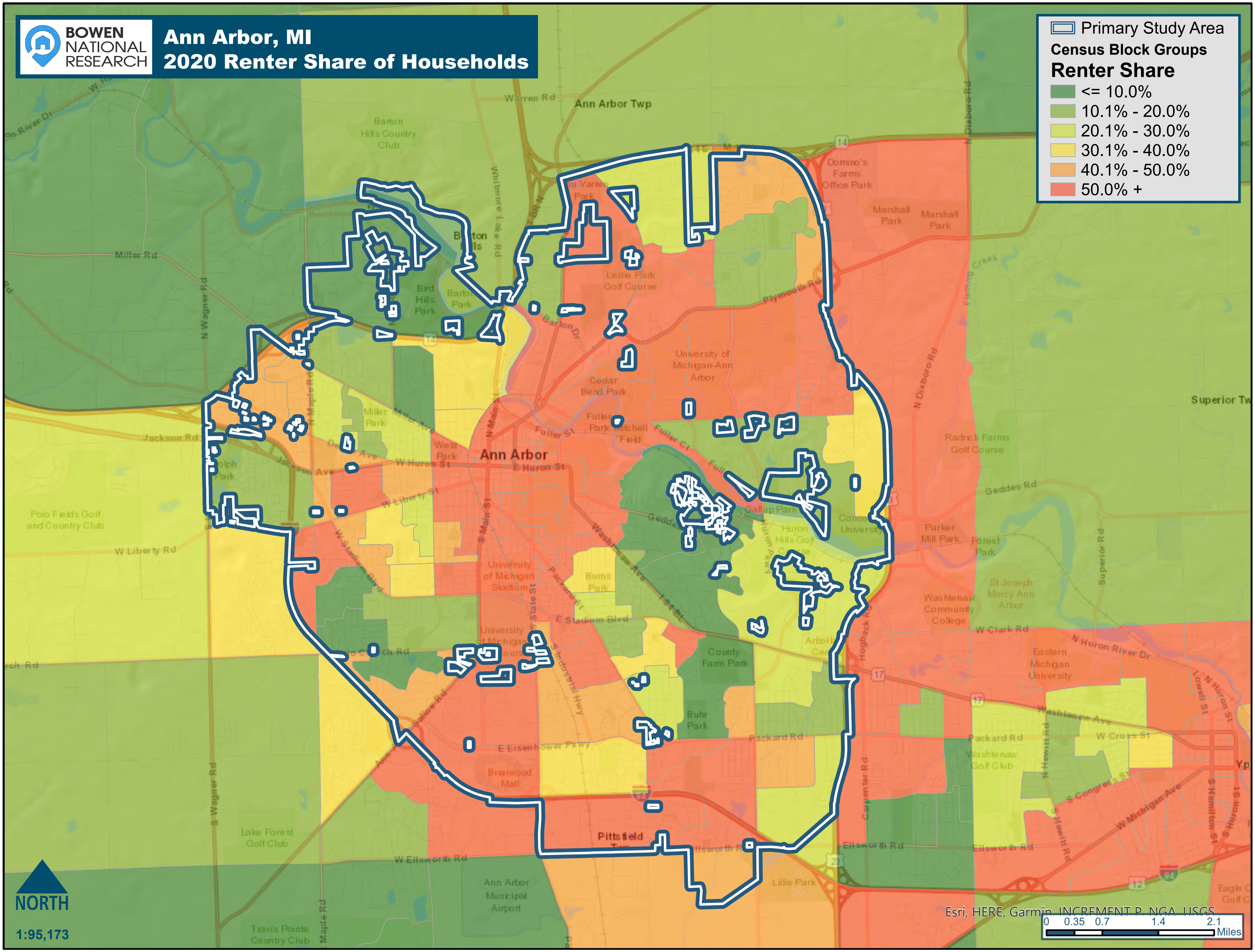
D. Demographic Theme Maps

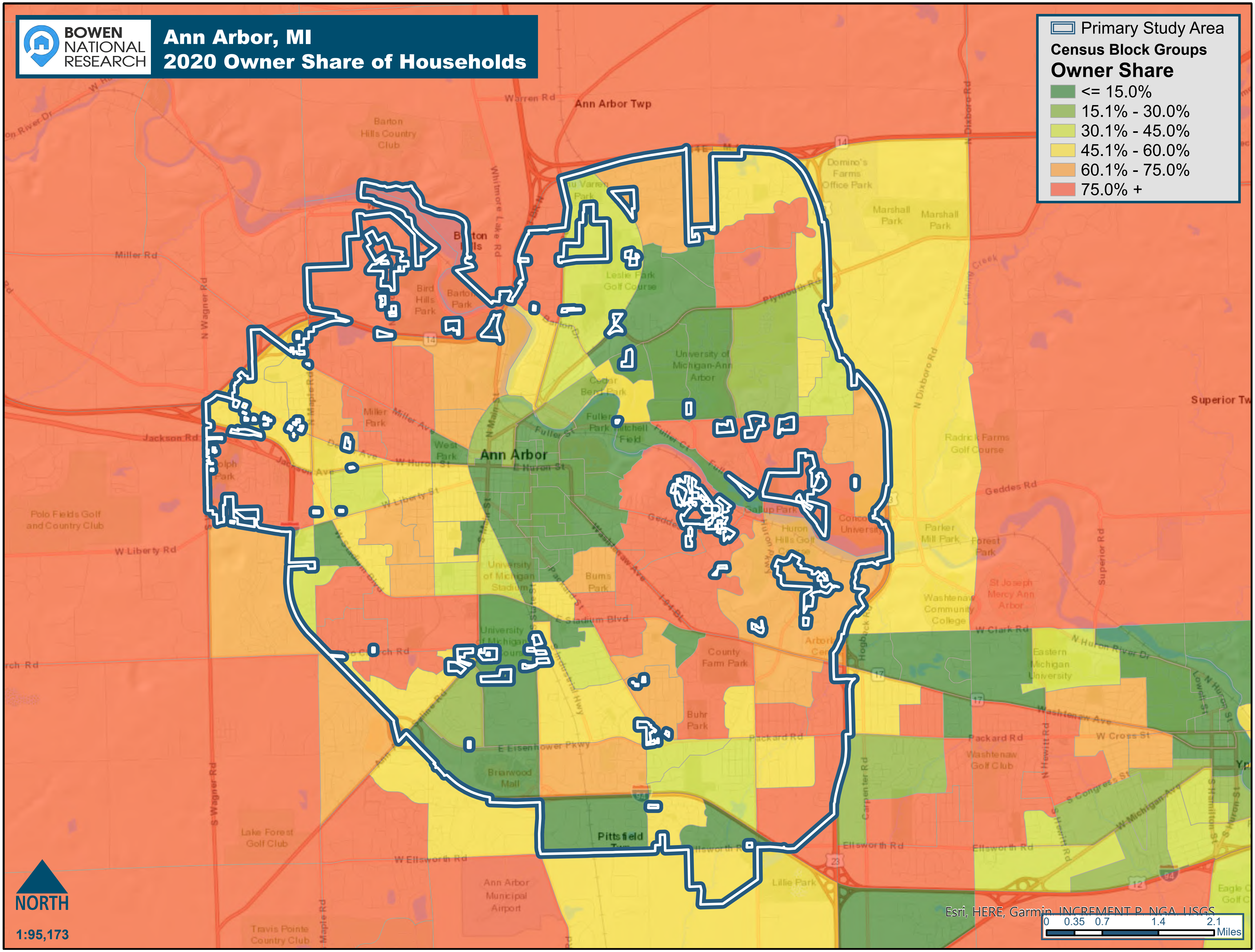
The following demographic theme maps for the study areas are presented after this page:

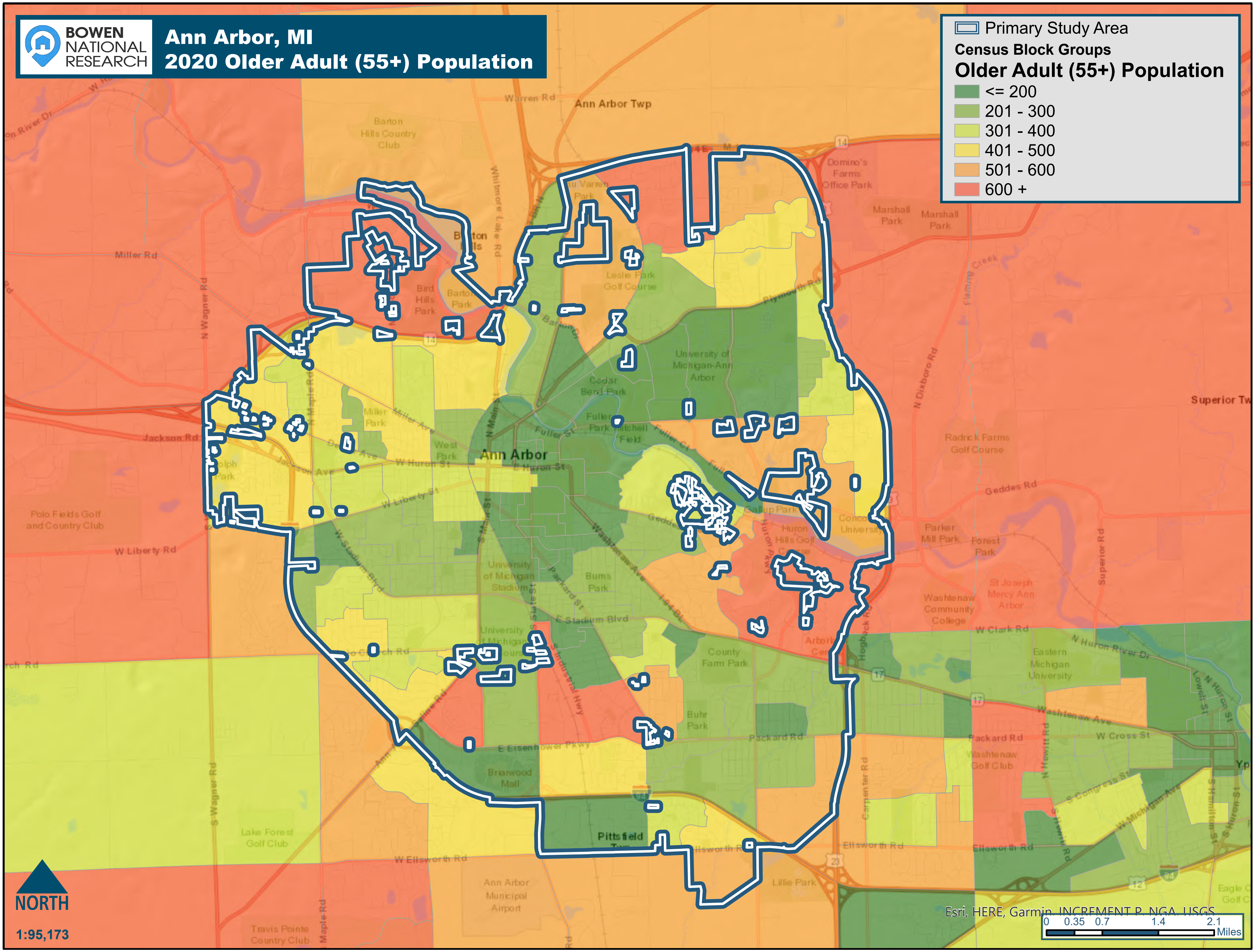
- Median Household Income
- Renter Household Share
- Owner Household Share
- Older Adult Population Share (55 and older)
- Younger Adult Population Share (20 to 34 years)
- Population Density

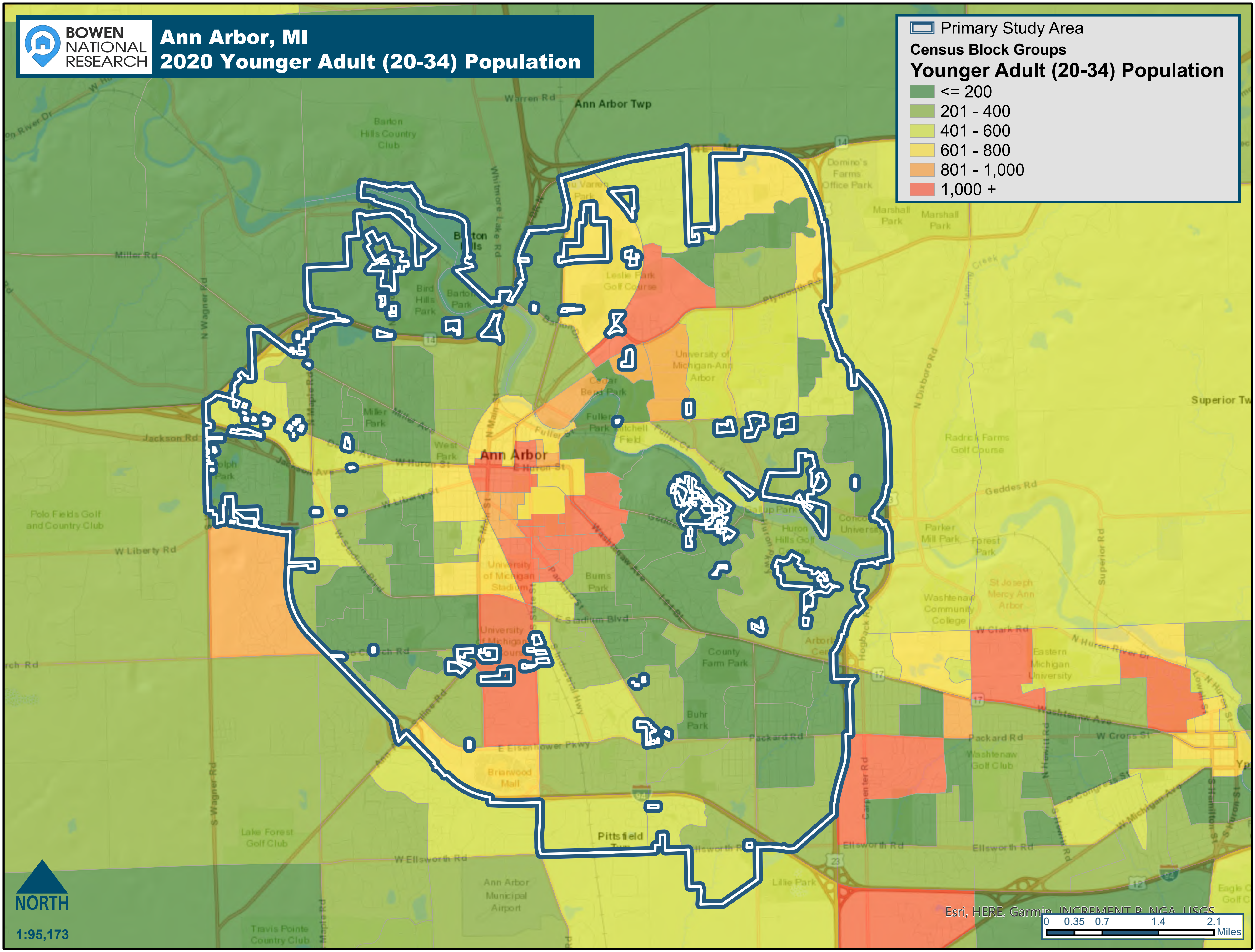
The demographic data used in these maps is based on U.S. Census, American Community Survey and ESRI data sets.

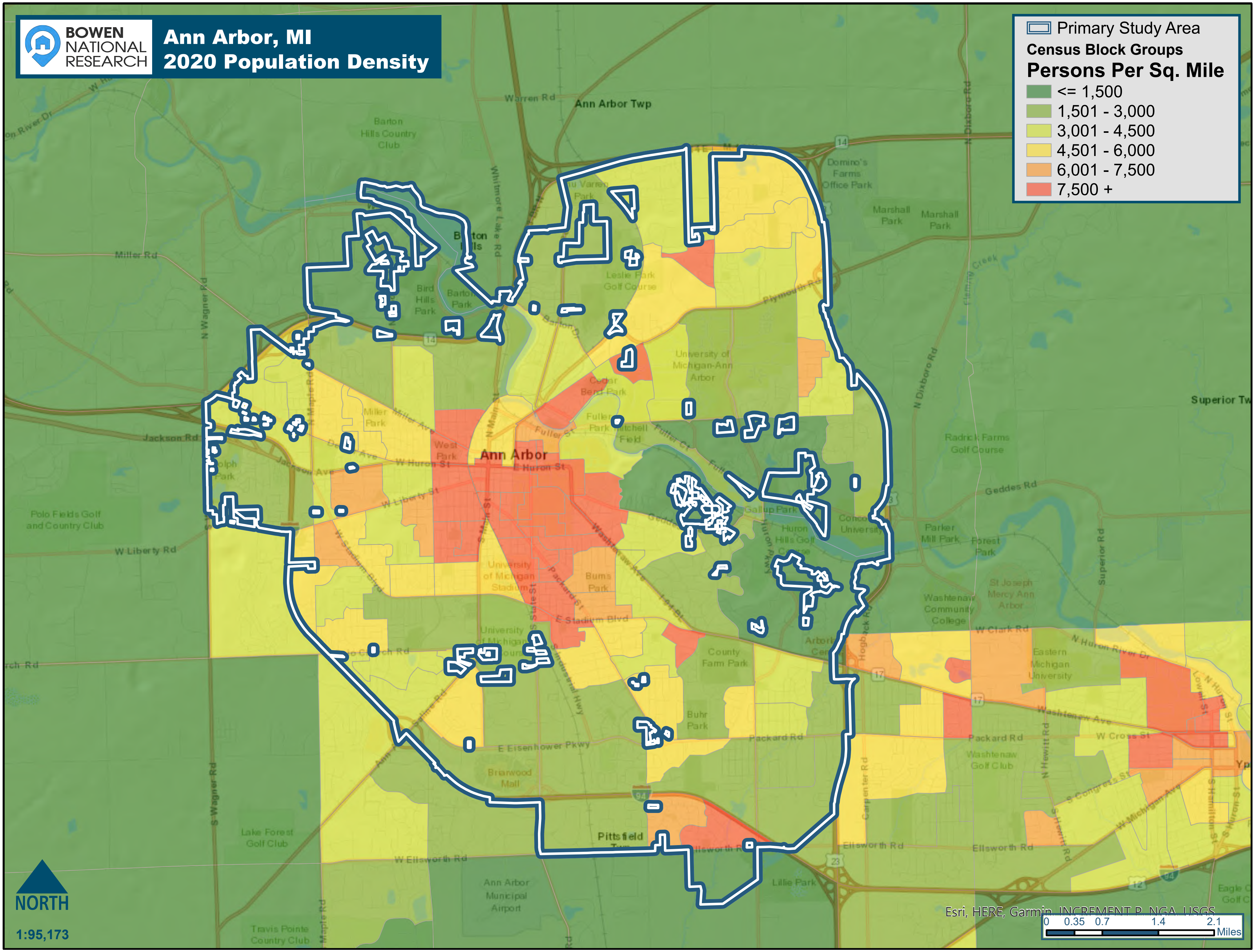

BOWEN NATIONAL RESEARCH
Ann Arbor, MI
2020 Median Household Income
Primary Study Area
Census Block Groups
Median Household Income
<= $40,000
$40,001 - $60,000
$60,001 - $80,000
$80,001 - $100,000
$100,001 - $120,000
$120,000 +
Ann Arbor
Ann Arbor Twp
Superior Twp
Pittsfield Twp
University of Michigan-Ann Arbor
Eastern Michigan University
Washtenaw Community College
Concordia University
Briarwood Mall
Ann Arbor Municipal Airport
Lake Forest Golf Club
Polo Fields Golf and Country Club
Travis Pointe Country Club
Radrick Farms Golf Course
Washtenaw Golf Club
Barton Hills Country Club
Domino's Farms Office Park
Leslie Park Golf Course
St Joseph Mercy Ann Arbor
County Farm Park
Buhr Park
Gallup Park
Lillie Park
NORTH
1:95,173
Esri, HERE, Garmin, INCREMENT P, NGA, USGS
0 0.35 0.7 1.4 2.1 Miles


BOWEN NATIONAL RESEARCH
Ann Arbor, MI
2020 Renter Share of Households
Primary Study Area
Census Block Groups
Renter Share
<= 10.0%
10.1% - 20.0%
20.1% - 30.0%
30.1% - 40.0%
40.1% - 50.0%
50.0% +
Ann Arbor
Ann Arbor Twp
Superior Tw
Pittsfield Twp
University of Michigan-Ann Arbor
University of Michigan Stadium
Eastern Michigan University
Washtenaw Community College
Briarwood Mall
Ann Arbor Municipal Airport
Leslie Park Golf Course
Barton Hills Country Club
Polo Fields Golf and Country Club
Lake Forest Golf Club
Travis Pointe Country Club
Radrick Farms Golf Course
Domino's Farms Office Park
County Farm Park
Buhr Park
Burns Park
Gallup Park
Lillie Park
Washtenaw Golf Club
Miller Rd
Jackson Rd
W Liberty Rd
W Ellsworth Rd
Washtenaw Ave
Geddes Rd
W Clark Rd
Plymouth Rd
N Dixboro Rd
NORTH
1:95,173
Esri, HERE, Garmin, INCREMENT P, NGA, USGS
0 0.35 0.7 1.4 2.1 Miles


BOWEN NATIONAL RESEARCH
Ann Arbor, MI
2020 Owner Share of Households
Primary Study Area
Census Block Groups
Owner Share
<= 15.0%
15.1% - 30.0%
30.1% - 45.0%
45.1% - 60.0%
60.1% - 75.0%
75.0% +
Ann Arbor
Ann Arbor Twp
Superior Tw
Pittsfield Twp
Warren Rd
Miller Rd
Jackson Rd
W Liberty Rd
W Ellsworth Rd
Ellsworth Rd
Packard Rd
W Clark Rd
Geddes Rd
Plymouth Rd
Washtenaw Ave
E Stadium Blvd
E Eisenhower Pkwy
N Wagner Rd
S Wagner Rd
N Dixboro Rd
Superior Rd
Carpenter Rd
Barton Hills Country Club
Polo Fields Golf and Country Club
Lake Forest Golf Club
Travis Pointe Country Club
Ann Arbor Municipal Airport
Briarwood Mall
University of Michigan-Ann Arbor
Eastern Michigan University
Washtenaw Community College
Domino's Farms Office Park
Radrick Farms Golf Course
Leslie Park Golf Course
County Farm Park
Buhr Park
Lillie Park
Washtenaw Golf Club
NORTH
1:95,173
Esri, HERE, Garmin, INCREMENT P, NGA, USGS
0 0.35 0.7 1.4 2.1 Miles


BOWEN NATIONAL RESEARCH
Ann Arbor, MI
2020 Older Adult (55+) Population
Primary Study Area
Census Block Groups
Older Adult (55+) Population
<= 200
201 - 300
301 - 400
401 - 500
501 - 600
600 +
Ann Arbor
Ann Arbor Twp
Superior Tw
Pittsfield Twp
Warren Rd
Miller Rd
Jackson Rd
W Liberty Rd
W Ellsworth Rd
Ellsworth Rd
Geddes Rd
Plymouth Rd
W Clark Rd
Washtenaw Ave
Packard Rd
E Eisenhower Pkwy
E Stadium Blvd
W Huron St
W Liberty St
Fuller St
University of Michigan-Ann Arbor
University of Michigan Stadium
Eastern Michigan University
Washtenaw Community College
Concordia University
Briarwood Mall
Ann Arbor Municipal Airport
Polo Fields Golf and Country Club
Lake Forest Golf Club
Travis Pointe Country Club
Barton Hills Country Club
Leslie Park Golf Course
Radrick Farms Golf Course
Huron Hills Golf Course
Washtenaw Golf Club
St Joseph Mercy Ann Arbor
County Farm Park
Burns Park
Buhr Park
West Park
Cedar Bend Park
Gallup Park
Parker Mill Park
Lillie Park
Marshall Park
Domino's Farms Office Park
NORTH
1:95,173
Esri, HERE, Garmin, INCREMENT P, NGA, USGS
0 0.35 0.7 1.4 2.1
Miles


BOWEN NATIONAL RESEARCH
Ann Arbor, MI
2020 Younger Adult (20-34) Population
Primary Study Area
Census Block Groups
Younger Adult (20-34) Population
<= 200
201 - 400
401 - 600
601 - 800
801 - 1,000
1,000 +
Ann Arbor
Ann Arbor Twp
Superior Tw
Pittsfield Twp
Barton Hills Country Club
Domino's Farms Office Park
Marshall Park
Leslie Park Golf Course
University of Michigan-Ann Arbor
Cedar Bend Park
Fuller Park
Miller Park
West Park
Radrick Farms Golf Course
Gallup Park
Huron Hills Golf Course
Parker Mill Park
Forest Park
Polo Fields Golf and Country Club
University of Michigan Stadium
Burns Park
Washtenaw Community College
St Joseph Mercy Ann Arbor
Eastern Michigan University
County Farm Park
Buhr Park
Briarwood Mall
Washtenaw Golf Club
Lake Forest Golf Club
Ann Arbor Municipal Airport
Travis Pointe Country Club
Lillie Park
Warren Rd
Miller Rd
Jackson Rd
W Liberty Rd
W Huron St
E Huron St
Plymouth Rd
Geddes Rd
Washtenaw Ave
Packard Rd
E Stadium Blvd
E Eisenhower Pkwy
W Ellsworth Rd
Ellsworth Rd
W Clark Rd
W Cross St
Superior Rd
N Dixboro Rd
Carpenter Rd
N Wagner Rd
S Wagner Rd
NORTH
1:95,173
Esri, HERE, Garmin, INCREMENT P, NGA, USGS
0 0.35 0.7 1.4 2.1
Miles



BOWEN NATIONAL RESEARCH
Ann Arbor, MI
2020 Population Density
Primary Study Area
Census Block Groups
Persons Per Sq. Mile
<= 1,500
1,501 - 3,000
3,001 - 4,500
4,501 - 6,000
6,001 - 7,500
7,500 +
Ann Arbor
Ann Arbor Twp
Pittsfield Twp
Superior Tw
NORTH
1:95,173
Esri, HERE, Garmin, INCREMENT P, NGA, USGS
0 0.35 0.7 1.4 2.1
Miles

V. Economic Analysis

The need for housing within a given geographic area is influenced by the number of households choosing to live there. Although the number of households in the subject area at any given time is a function of many factors, one of the primary reasons for residency is job availability.

The DSA (Downtown) economy, with a workforce exceeding 13,100, is greatly influenced by the surrounding areas. Given the proximity and convenient access to employment within the overall Ann Arbor Metropolitan Statistical Area (MSA), which is contiguous with Washtenaw County, it is important to understand the type of employment opportunities that exist adjacent to or near the DSA. As such, this section provides an overview of the Ann Arbor workforce and major economic drivers through several overall metrics for the DSA (Downtown), the PSA (Balance of City), and the SSA (Balance of County), when available. Evaluated metrics include employment by industry, wages by occupation, total employment, unemployment rates, in-place employment trends, the area's largest employers, new job announcements, relocation and expansion news, as well as notices of closing and contracting businesses. Based on the availability of various economic data metrics, some information is presented only for select geographic areas. Where data is limited to Washtenaw County, data is evaluated in detail and compared statistically with the state of Michigan and the United States.

Employment by Industry

Employment by industry sector for each study area is distributed as follows:

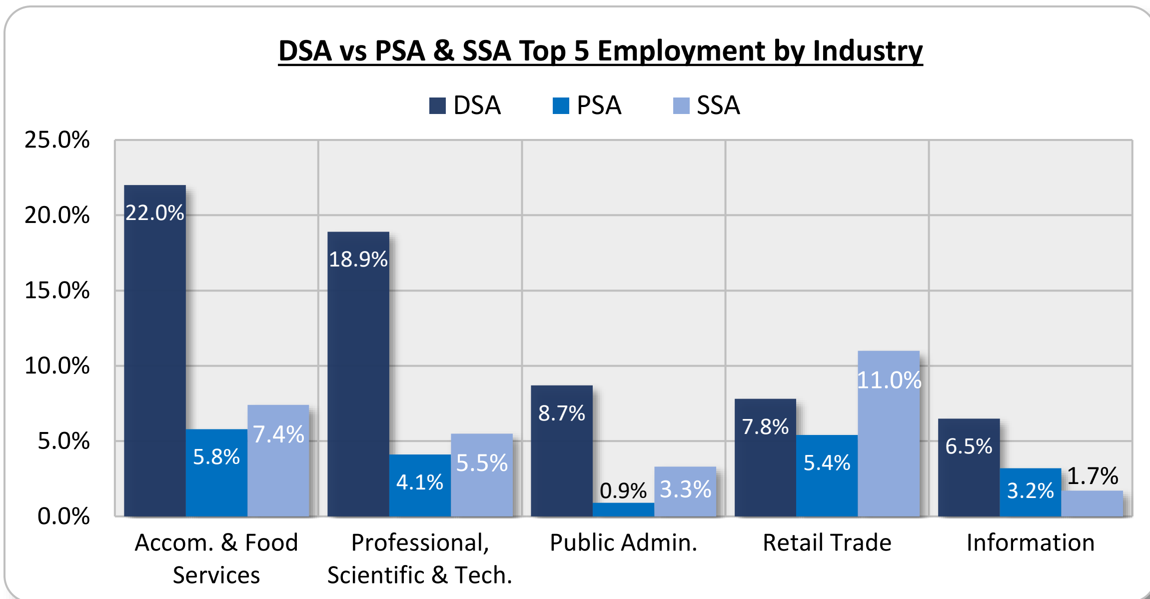
NAICS Group	Employment by Industry							
	DSA (Downtown)		PSA (Balance of City)		SSA (Balance of County)		Michigan	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing & Hunting	4	0.0%	7	0.0%	341	0.3%	18,180	0.4%
Mining	0	0.0%	3	0.0%	18	0.0%	8,650	0.2%
Utilities	8	0.1%	3	0.0%	243	0.2%	18,111	0.4%
Construction	416	3.2%	1,022	0.9%	3,673	3.4%	165,299	3.5%
Manufacturing	400	3.0%	1,700	1.4%	11,602	10.7%	553,248	11.6%
Wholesale Trade	152	1.2%	813	0.7%	4,105	3.8%	296,996	6.2%
Retail Trade	1,028	7.8%	6,367	5.4%	11,931	11.0%	614,639	12.9%
Transportation & Warehousing	159	1.2%	642	0.5%	2,296	2.1%	96,045	2.0%
Information	854	6.5%	3,740	3.2%	1,847	1.7%	86,714	1.8%
Finance & Insurance	554	4.2%	1,653	1.4%	1,985	1.8%	164,033	3.4%
Real Estate & Rental & Leasing	429	3.3%	1,960	1.7%	1,786	1.6%	97,525	2.0%
Professional, Scientific & Technical Services	2,490	18.9%	4,776	4.1%	6,028	5.5%	304,858	6.4%
Management of Companies & Enterprises	46	0.3%	50	0.0%	48	0.0%	8,678	0.2%
Administrative, Support, Waste Management & Remediation Services	291	2.2%	1,048	0.9%	2,529	2.3%	116,484	2.4%
Educational Services	563	4.3%	29,842	25.4%	14,129	13.0%	410,621	8.6%
Health Care & Social Assistance	810	6.1%	49,888	42.5%	21,897	20.2%	750,140	15.8%
Arts, Entertainment & Recreation	187	1.4%	1,419	1.2%	4,802	4.4%	133,659	2.8%
Accommodation & Food Services	2,897	22.0%	6,847	5.8%	8,078	7.4%	415,436	8.7%
Other Services (Except Public Administration)	665	5.0%	4,532	3.9%	6,621	6.1%	263,216	5.5%
Public Administration	1,146	8.7%	1,012	0.9%	3,563	3.3%	220,003	4.6%
Non-classifiable	80	0.6%	156	0.1%	1,108	1.0%	17,538	0.4%
Total	13,179	100.0%	117,480	100.0%	108,630	100.0%	4,760,073	100.0%

Source: 2010 Census; ESRI; Urban Decision Group; Bowen National Research
E.P.E. - Average Employees Per Establishment
Note: Since this survey is conducted of establishments and not of residents, some employees may not live within the study area. These employees, however, are included in our labor force calculations because their places of employment are located within the study area.

The labor force in the DSA (Downtown) is primarily concentrated in Accommodation & Food Services (22.0%), Professional, Scientific & Technical Services (18.9%), Public Administration (8.7%), Retail Trade (7.8%), and Information (6.5%). Given the presence of the University of Michigan, which owns four hospitals as well as numerous health centers and outpatient clinics within the city, it is not surprising to see such large shares of the PSA (Balance of City) employment base dominated by the healthcare sector (42.5%) and the education sector (25.4%). The prevalence of healthcare and educational services likely insulates the Ann Arbor economy somewhat from potential fluctuations and downturns in economic conditions. The overall county’s 7.4% share of the labor force employed in the Accommodation & Food Services sector is less than the 8.7% statewide average. The Southeast Michigan Council of Governments reported in August 2020 that Washtenaw County had the lowest share of jobs (14%) impacted by COVID-19 lockdowns in the entire seven-county region.

With a broad and balanced employment base, the SSA (Balance of County) offers a wide range of jobs that serves a variety of skill sets, education levels and interests. This contributes to the stability of the SSA's economy. Health Care & Social Assistance (20.2%) and Educational Services (13.0%) also represent the largest job sectors in the SSA. Compared to the PSA, the SSA has high shares of Manufacturing (10.7% vs. 1.4%) and Retail Trade (11.0% vs. 5.4%), though these shares are lower than the state overall. Although the SSA contains just 45.4% of the overall county's labor force, many of the workers living in the SSA have convenient access to large-scale employment opportunities, such as the county's two largest manufacturing employers located northeast of the county borders.

The following graph illustrates the distribution of employment by job sector for the five largest employment sectors in the DSA and is compared with the same job sectors in the PSA and SSA.



Typical wages by job category for the Ann Arbor Metropolitan Statistical Area (MSA) are compared with those of Michigan in the following table:

Typical Wage by Occupation Type		
Occupation Type	Ann Arbor MSA	Michigan
Management Occupations	$126,860	$114,840
Business and Financial Occupations	$73,690	$72,740
Computer and Mathematical Occupations	$76,360	$80,020
Architecture and Engineering Occupations	$87,780	$86,320
Community and Social Service Occupations	$52,070	$48,530
Art, Design, Entertainment and Sports Medicine Occupations	$53,150	$52,910
Healthcare Practitioners and Technical Occupations	$86,210	$80,830
Healthcare Support Occupations	$33,210	$30,750
Protective Service Occupations	$46,600	$45,420
Food Preparation and Serving Related Occupations	$26,410	$25,840
Building and Grounds Cleaning and Maintenance Occupations	$32,700	$29,850
Personal Care and Service Occupations	$28,430	$29,450
Sales and Related Occupations	$46,010	$41,910
Office and Administrative Support Occupations	$39,400	$39,620
Construction and Extraction Occupations	$59,390	$52,920
Installation, Maintenance and Repair Occupations	$51,070	$49,230
Production Occupations	$39,810	$40,790
Transportation and Moving Occupations	$36,450	$37,260

Source: U.S. Department of Labor, Bureau of Statistics

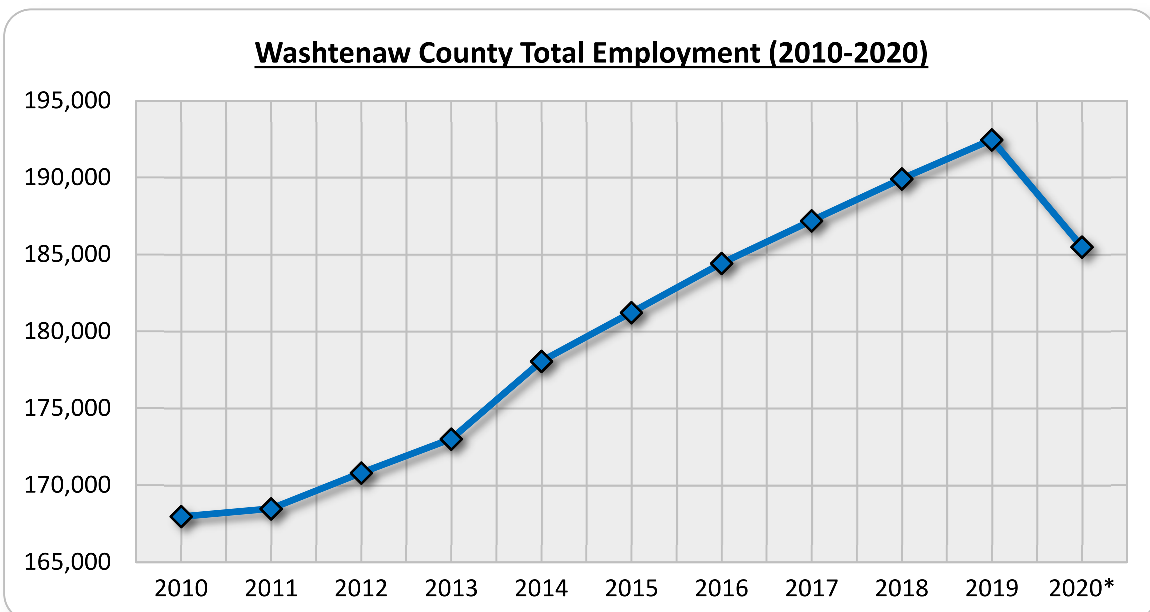
Most annual blue-collar salaries range from $26,410 to $59,390 within the Ann Arbor MSA (contiguous with Washtenaw County). White-collar jobs, such as those related to professional positions, management and medicine, have an average salary of $90,180. It is important to note that *most* occupational types within the Ann Arbor MSA have slightly higher typical wages than the state of Michigan's typical wages. While the area has a wide range for typical wages by occupation, including some higher wage paying jobs, the majority of wages appear to be under $60,000. These wages likely limit the amount of money that many households can pay toward housing costs in the Ann Arbor area. Based on SEMCOG analysis of the 2018 Quarterly Census of Employment and Wages, 30,454 (14%) of Washtenaw County's workers were employed in non-essential direct contact industries that were vulnerable to full or partial lockdowns due to COVID-19. These workers had an average annual wage of $27,075. Of the 30,454 vulnerable workers, 14,065 (46.2%) were employed in the Food Services and Drinking Places industry, which had an average annual wage of $19,634. We have considered overall household income data in our Housing Gap Estimates shown in Section VIII.

Employment Base and Unemployment Rates

Key economic metrics in Washtenaw County, such as the total employment base, the unemployment rate, and in-place employment, have been trending in a very positive direction over the last 10 full years. Total employment reflects the number of employed persons who live within the county, regardless of if they work within the county. In-place employment reflects the total number of jobs within the county, regardless of the employee's county of residence. In many ways, in-place employment is a better reflection of the health of a local economy than the employment base and unemployment figures. The following illustrates the total employment base for Washtenaw County, the state of Michigan and the United States.

	Total Employment					
	Washtenaw County		Michigan		United States	
Year	Total Number	Percent Change	Total Number	Percent Change	Total Number	Percent Change
2010	167,969	-	4,194,041	-	140,469,139	-
2011	168,467	0.3%	4,198,349	0.1%	141,791,255	0.9%
2012	170,803	1.4%	4,246,658	1.2%	143,621,634	1.3%
2013	173,018	1.3%	4,308,030	1.4%	145,017,562	1.0%
2014	178,063	2.9%	4,417,024	2.5%	147,313,048	1.6%
2015	181,238	1.8%	4,500,448	1.9%	149,500,941	1.5%
2016	184,440	1.8%	4,605,820	2.3%	151,887,366	1.6%
2017	187,194	1.5%	4,658,713	1.1%	154,160,937	1.5%
2018	189,923	1.5%	4,705,360	1.0%	156,081,212	1.2%
2019	192,472	1.3%	4,735,826	0.6%	158,102,439	1.3%
2020*	185,498	-3.6%	4,341,013	-8.3%	151,821,562	-4.0%

Source: Department of Labor; Bureau of Labor Statistics
*Through September



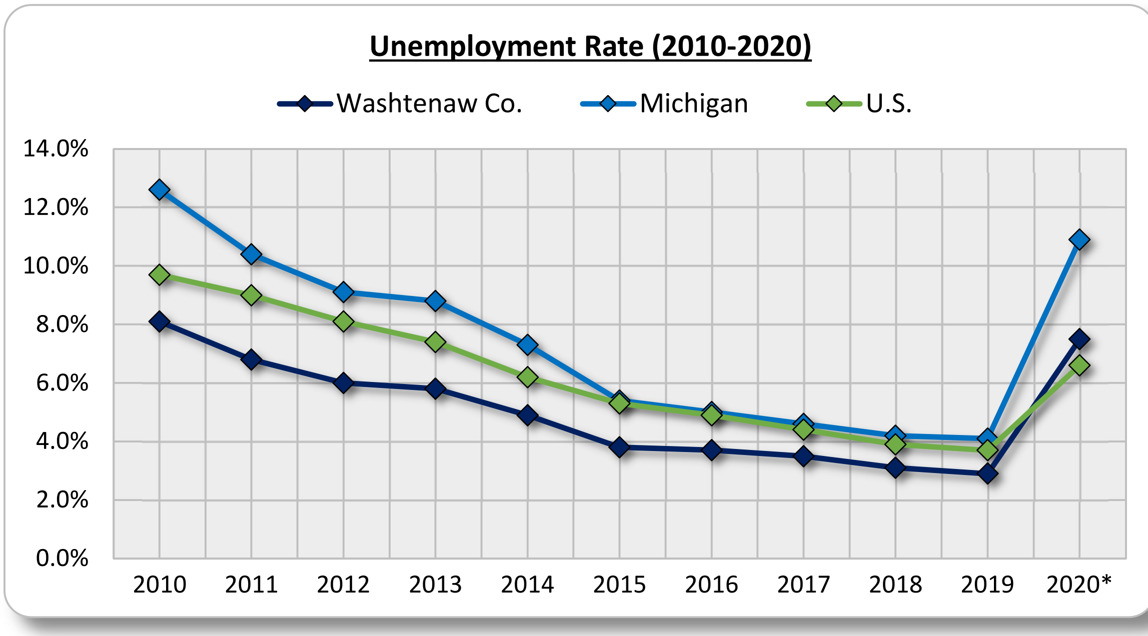
*Through September

The Washtenaw County employment base exhibited year-over-year growth between 2010 and 2019, increasing by 24,503 (14.6%) over the past 10 years. This is faster than the 12.6% job growth statewide during this same time. The county's annual employment growth has slowed slightly since reaching a decade-high rate of 2.9% in 2014, though it has outpaced the state of Michigan in each of the last three full years. In just the past three years (2017 to 2019), the county has added over 5,000 jobs, contributing to very positive demographic growth and increased demand for housing. However, the county employment base decreased by 6,974 (-3.6%) since the end of 2019 due to a reduction in business and commercial activity during the COVID-19 pandemic. Although this is reflective of trends over a short period of time, it is anticipated that job growth will remain slow for the foreseeable future given the ongoing uncertainty of COVID-19.

Unemployment rates for Washtenaw County, the state of Michigan and the United States are illustrated as follows.

	Unemployment Rate		
Year	**Washtenaw County**	**Michigan**	**United States**
2010	8.1%	12.6%	9.7%
2011	6.8%	10.4%	9.0%
2012	6.0%	9.1%	8.1%
2013	5.8%	8.8%	7.4%
2014	4.9%	7.3%	6.2%
2015	3.8%	5.4%	5.3%
2016	3.7%	5.0%	4.9%
2017	3.5%	4.6%	4.4%
2018	3.1%	4.2%	3.9%
2019	2.9%	4.1%	3.7%
2020*	7.5%	10.9%	6.6%

Source: Department of Labor, Bureau of Labor Statistics
*Through September



*Through September

Since 2010, the unemployment rate in Washtenaw County declined in each year and remained well below both state and national averages. The county's unemployment rate of 2.9% in 2019 represents a 10-year low and is a good indication of the strength of the local job market. As of September 2020, the *annualized* unemployment rate in the county is 7.5% (the actual monthly unemployment rates in the county are provided in the following table). Although this is primarily attributed to the initial economic impact of COVID-19 and associated stay-at-home orders, the unemployment rate is expected to remain above the levels from the past few years, at least through the end of 2020.

Through September of 2020, the state of Michigan experienced double-digit unemployment. Washtenaw County's insulation from the relatively steeper recession occurring throughout much of the state is likely attributable to its diversified employment base and large education and healthcare sectors. This is evidenced by the fact that during the height of the last recession (2008-2010), the unemployment rate in Washtenaw County increased by 2.4 percentage points, while the national unemployment rate increased by 3.9 percentage points. Although lower than the state of Michigan, it should be noted that the *annualized* unemployment rate in the county as of September 2020 is higher than the nation. Additionally, between March and April of 2020, the unemployment rate increased more rapidly in the county than in the nation (12.5 vs. 10.3 percentage points).

The following table illustrates the monthly unemployment rate in Washtenaw County for the most recent 18-month period for which data is currently available.

Unemployment Rate	
Month	**Washtenaw County**
April 2019	2.6%
May 2019	2.8%
June 2019	3.4%
July 2019	4.2%
August 2019	3.2%
September 2019	2.7%
October 2019	2.4%
November 2019	2.2%
December 2019	2.1%
January 2020	2.5%
February 2020	2.2%
March 2020	2.3%
April 2020	14.8%
May 2020	13.9%
June 2020	10.7%
July 2020	8.0%
August 2020	6.9%
September 2020	6.0%

Source: Department of Labor, Bureau of Labor Statistics

Between April 2019 and March 2020, the county's monthly unemployment rate ranged from 2.1% to 4.2%.

The unemployment rate in Washtenaw County reached 14.8% in April 2020, representing the beginning effects of the stay-at-home orders which impacted many non-essential businesses. The reopening of non-essential businesses in Washtenaw County resulted in an unemployment rate that declined in each of the following five months. However, the September 2020 monthly unemployment rate of 6.0% remains significantly higher than typical monthly rates registered between April 2019 and March 2020. This reflects the ongoing challenges that susceptible industries face due to the economic condition caused by the COVID-19 pandemic. As many non-essential businesses are operating at a limited capacity, it is expected that the Ann Arbor/Washtenaw County economy will be dealing with higher unemployment and a lower employment base while economic conditions created by the COVID-19 pandemic remain in place. As a result, it will be critical to monitor economic conditions, particularly those businesses tied to the service industry, over the next several months and likely well into mid-2021.

The following illustrates in-place employment for Washtenaw County:

	In-Place Employment-Washtenaw County		
Year	Employment	Change	Percent Change
2010	186,349	-	-
2011	189,449	3,100	1.7%
2012	193,614	4,165	2.2%
2013	197,235	3,621	1.9%
2014	198,661	1,426	0.7%
2015	202,447	3,786	1.9%
2016	206,162	3,715	1.8%
2017	210,215	4,053	2.0%
2018	213,252	3,037	1.4%
2019	218,476	5,224	2.4%
2020*	218,350	-126	-0.1%

Source: Department of Labor, Bureau of Labor Statistics
*Through March

The preceding table illustrates that in-place employment has grown by 32,127 jobs over the past 10 full years, reflecting a 17.2% increase. This is significant job growth *within* Washtenaw County and is reflective of the large number of workers commuting into the county on a daily basis. Data for 2019 indicates in-place employment in Washtenaw County to be 113.5% of the total Washtenaw County employment. This means that Washtenaw County has more employed persons coming to the county from other counties for work (daytime employment) than those who both live and work there.

Given the significant annual job growth *within* the county prior to 2020, particularly over the preceding five-year period, the modest decline in in-place employment through March of 2020 is attributable to COVID-19 factors.

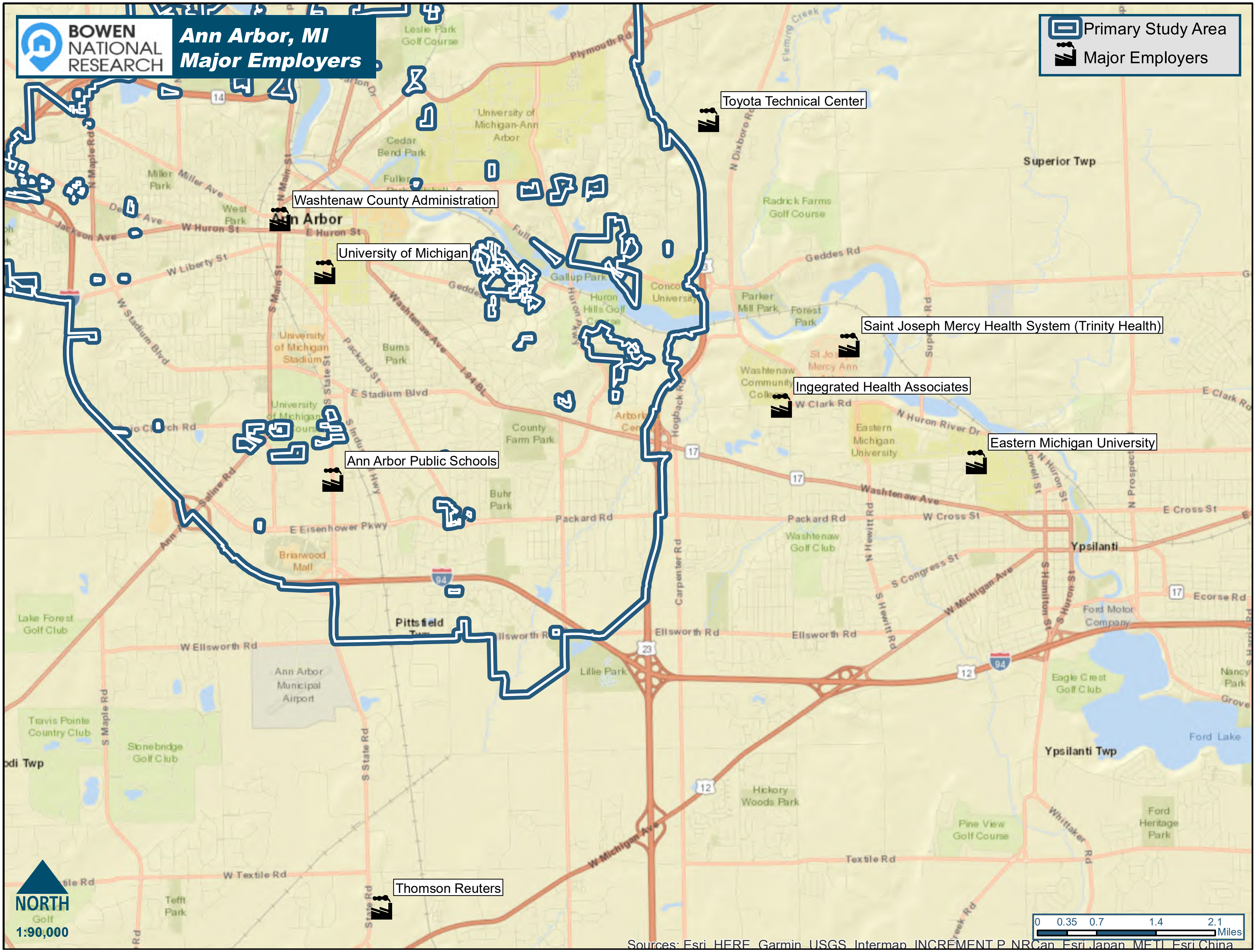
Economic Drivers & Major Employers

The eight largest employers within the Ann Arbor region comprise a total of 51,423 employees and are summarized as follows:

Employer Name	Business Type	Total Employed
University of Michigan	Education	34,495
Trinity Health	Healthcare	7,585
Ann Arbor Public Schools	Education	2,225
Eastern Michigan University	Education	1,559
Toyota Technical Center	Manufacturer	1,495
Integrated Health Associates	Healthcare	1,442
Washtenaw County	Government	1,322
Thomson Reuters	Technology	1,300
	Total	51,423

Source: Ann Arbor SPARK; July 2019

A map delineating the location of the area's largest employers is on the following page.


BOWEN NATIONAL RESEARCH
Ann Arbor, MI
Major Employers
Primary Study Area
Major Employers
Toyota Technical Center
Washtenaw County Administration
University of Michigan
Saint Joseph Mercy Health System (Trinity Health)
Ingegrated Health Associates
Eastern Michigan University
Ann Arbor Public Schools
Thomson Reuters
Ann Arbor
Ypsilanti
Superior Twp
Ypsilanti Twp
Pittsfield Twp
NORTH
1:90,000
0 0.35 0.7 1.4 2.1 Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China

Despite multiple attempts, we did not receive a response from area economic development representatives regarding the status of the local economy. The following, however, provides a summary of recent and notable economic development activity within the Ann Arbor area based on our research at the time of this analysis.

Economic Development Activity			
Project Name	**Investment**	**Job Creation**	**Scope of Work/Details**
Blumira **Ann Arbor**	$2.6 million	N/A	Announced in 2020, the company will update threat detection and response technology systems
Censys **Ann Arbor**	$15.5 million	12	Announced in 2020, it will develop a new scan engine that expands its internet mapping technology which will help monitor possible attackers and breaches
May Mobility **Ann Arbor**	$11.8 million	100	Expansion announced in 2020; Job creation over the next few years will include high-paying engineering and technology jobs
Michigan Union **Ann Arbor**	$85.2 million	0	Reopened in January 2020 after a 20-month renovation which included expansion of study areas, enclosing the courtyard, adding a small stage, restaurants, and retail
Google **Ann Arbor**	N/A	N/A	Expansion announced in 2019; Company will spend $17 million in Detroit and Ann Arbor locations to add a total of 90,000 square feet of office space; Will create a significant number of jobs; ECD early 2021
KLA Corporation **Ann Arbor**	$150 million	500-600	Announced in 2019, company will open a second headquarters location; A temporary 58,000 square-foot location is currently being leased and is in operation until the new building opens; The new facility will be 230,000 square feet; ECD summer 2021; The first 100 jobs were created in 2019
Orbital Effects (FKA R2 Space) **Ann Arbor**	$1.4 million	30	Opened a new world headquarters in 2019 and created 30 new jobs
Nexient **Ann Arbor**	$4.17 million	300	Expansion was announced in 2018; High-skilled, high-wage tech jobs will be created over three years
Human Element, Incorporated **Ann Arbor**	$11.7 million	26	Expansion announced in 2020; The company plans to purchase and renovate an existing building in Washtenaw County; Will create high-paying jobs
LLamasoft, Incorporated **Ann Arbor**	$10.7 million	70	Expansion announced in 2019; Company will redevelop its headquarters and increase its employment base
Broadway Park West **Ann Arbor**	$100 million	N/A	City Council approved in 2020; Plans include public green space, riverfront trail, pavilion, restaurant, 148-room hotel, retail space and condos; Construction to begin in 2021 and occur in two phases
1140 Broadway Street **Ann Arbor**	$146 million	N/A	The apartments (Beekman on Broadway) are under construction; Plans include 86 condos but due to lack of sales these are on hold; Retail space; 577 parking spaces
Ann Arbor Public Schools **Ann Arbor**	$1.3 million	N/A	Several acres were purchased in 2019; Will potentially be used to expand schools to accommodate anticipated growth due to the number of new housing developments under construction in the area
High Point School **Ann Arbor**	$53.2 million	N/A	Demolished a portion of the school; Renovating the school's gym and pool; Construction of new building began in June 2020; Will include new classrooms, a music room, art room, and professional rooms for occupational and physical therapy; ECD fall 2021
Glen Hotel **Ann Arbor**	$40 million	N/A	Currently under construction and when complete will offer 162 rooms, commercial and retail space, underground parking and 24 apartments.

ECD – Estimated Completion Date
N/A- Not Available

In addition to the projects in the preceding table, several hotels are in various stages of the approval process in the Ann Arbor area. In 2020, a Home2 Suites by Hilton that will offer 115 suites was proposed. Design plans were submitted in July for a Fairfield Inn and Suites by Marriott, to include 93 rooms. Rezoning was approved for a Hampton Inn, to include 126 rooms. Additionally, two high-end hotels are proposed at the former site of the Michigan Inn. If approved, an Aloft by Marriott offering 128 rooms and a Home2 by Hilton offering 107 rooms could be built. Combined, these hotels which are still in the approval process could potentially add over 550 rooms/suites to the area.

The following table summarizes larger, notable projects that are in various stages of development at the University of Michigan:

Project Name	Investment	Construction Jobs Created	Scope of Work/Details
Bob and Betty Beyster Building Addition	$145 million	166	Project currently delayed due to COVID-19; Plans include an expansion of the engineering computer science and engineering division by adding 163,000 square feet of space; University of Michigan School of Information plans to relocate to this building
Central Campus Classroom Building	$150 million	115	Construction began in fall 2018; Will add 100,000 square-foot classroom building to Central Campus; Will include 1,400 classroom seats, a 550-seat auditorium and other team-based learning areas; The renovation of the historical Alexander G. Ruthven Museums Building will also be part of the project; ECD fall 2021
Dental Building W.K. Kellogg Institute Building	$140 million	N/A	Renovations began in 2018 on the 176,000 square-foot facility; A total of 48,000 square feet will be added; ECD spring 2022
Edward Henry Kraus Building	$120 million	N/A	Renovations began in 2018 on the 159,600 square-foot facility; A total of 52,000 square feet will be added to the building; School of Kinesiology plans to relocate to this building; ECD December 2020
MMED Clinical Pathology	$160 million	118	Renovations began in 2016; Phase I (North Campus Research Complex) completed in 2019; Phase II (University Hospital and University Hospital South) to be complete fall 2023; Both phases consist of a total of 186,000 square feet
College of Pharmacy	$121 million	87	Project currently delayed due to COVID-19; Plans include a new building consisting of 130,000 square feet
Central Campus Recreation Building	$150 million	130	Project currently delayed due to COVID-19; Plans include a new building consisting of 200,000 square feet; New modern gyms, running track, space for weight and cardiovascular training, group exercise, aquatic, climbing, squash and racquetball courts, locker rooms, and administration spaces

ECD – Estimated Completion Date
N/A- Not Available

(Continued)

Project Name	Investment	Construction Jobs Created	Scope of Work/Details
Michigan Medicine Inpatient Hospital	$920 million	370	Project currently delayed due to COVID-19; Plans include a 690,000 square-foot facility that will offer 264 private rooms, high-level care for cardiovascular and thoracic patients, and a state-of-the-art neurological and neurosurgical center; Preliminary estimates of new full-time jobs could reach 1,600
Biological Sciences Building	$261 million	124	All construction completed in 2019; The Department of Molecular, Cellular, and Developmental Biology; the Department of Ecology and Evolutionary Biology; and the Museum of Natural History, Paleontology and Zoology are now located in the new 312,000 square-foot building

ECD – Estimated Completion Date
N/A- Not Available

COVID-19 Impact

At the time this study was completed, the Michigan Department of Health and Human Services announced tighter COVID-19 restrictions are in effect from November 18 through December 8, 2020. The following are some of those recent restrictions:

• High Schools classes must now be conducted remotely	• Stadiums and arenas must close
• College classes must now be conducted remotely	• Bowling alleys will be closed
• Work must be done remotely, unless the job absolutely has to be done in person	• Ice skating rinks will be closed
• Indoor dining is no longer allowed at bars and restaurants	• Indoor water parks will be closed
• Organized sports are no longer permitted, with the exception of professional sports and a select number of NCAA sports	• Bingo halls will be closed
• Group fitness classes are no longer allowed	• Casinos will be closed
• Theaters and movie theaters must close	• Arcades will be closed

Several local restaurants have permanently closed due to financial hardship. Ann Arbor cancelled several events and festivals including the Ann Arbor Marathon, which typically brings in thousands of runners, and the Ann Arbor Art Fair, which attracts close to a half million attendees.

Due to the pandemic, it has been estimated the City of Ann Arbor could see a negative impact of $4.5 to $5 million in fiscal year 2020, and possibly $6.3 to $11 million in fiscal year 2021. It is projected that the City of Ann Arbor will reduce spending by $15.6 million through 2021.

Ann Arbor has several funding programs/grants that help businesses with reopening costs, payroll, day-to-day operating expenses, and loss of income. Washtenaw County offers a program to provide funding for shelter expansion, eviction prevention and housing support services along with funding through United Way for nonprofit and community groups.

Concordia University Ann Arbor, located roughly within 10 miles of downtown Ann Arbor and having a fall 2019 enrollment of 1,172, chose to have classes online through April 13, 2020. Students can choose to return after Thanksgiving break or continue taking classes virtually. Final exams will be online during the week of December 7-11 and December commencement will be virtual.

Due to the COVID-19 pandemic, the University of Michigan announced the senior leadership team has taken a pay cut between 7% to 10%. Additionally, university travel is suspended, capital projects are suspended or delayed, and no salary increases for non-bargaining staff are planned for the 2021 fiscal year. The University of Michigan at Ann Arbor reported that the capital asset additions primarily representing renovation and new construction of facilities, totaled $618 million in 2020 as compared to $679 million in 2019. Construction in progress totaled $636 million as of June 30, 2020.

In August 2020, the Big Ten Conference announced the postponement of fall sports, which could result in a deficit of millions for the University of Michigan's athletic department. Some staff members took voluntary salary reductions, a hiring freeze was enacted, and 21 jobs were cut. In late October, the Big Ten reversed its decision and a modified football season is now in session.

The University of Michigan Museum of Natural History reopened in November 2020 to University of Michigan students, faculty, and staff. The museum remains closed to the general public until further notice.

Michigan Medicine announced staffing adjustments due to COVID-19. It enacted a hiring freeze on 300 vacant positions, approved a 20% voluntary pay reduction for several executive personnel, and approved a 5% to 15% pay reduction for department chairs and other leader positions. The health system also suspended merit increases, employer retirement matching and tuition reimbursement.

Notable infrastructure projects in Ann Arbor are cited below.

Infrastructure Projects			
Project Name	**Scope of Work**	**Status**	**Investment**
Treeline: Allen Creek Urban Trail	Formerly known as the Allen Creek Greenway; Will consist of 2.75 miles of pedestrian and bicycle paths; Will connect City-owned properties, neighborhoods, and downtown businesses	Ann Arbor City Council approved in 2017 and currently working with the Treeline Conservancy	$55 million
Fuller Park Train Station	Plans include building a new Amtrak train station with a five-level parking deck; Will include an elevated walkway to East Medical Center Drive	As of 2020, the Federal Road Administration is requesting justification and support for the project	$86.2 million+
A2Zero Climate Action Plan	Plans include 44 actions; Most of the actions are associated with co-benefits on supporting the local economy and/or creating jobs and developing the workforce	City council passed the plan in June 2020 to be carbon neutral by 2030.	$1 billion
Solar Farm	Will consist of 70-acres with about 24 megawatts; This will help meet the 2030 goal of the A2Zero Plan; To be located off Ellsworth and Stone School roads in Pittsfield Township and border the Wheeler Service Center in Ann Arbor	City council approved an engineering review and distribution study in January 2020; Ann Arbor and DTE Energy partnering to build farm	$90 million for engineering review and distribution study; $40 to $50 million for construction of the farm
Allen Creek Railroad Berm	Construction of two culverts along the north side of Depot Street was completed in summer 2020 and will divert stormwater underneath the railroad tracks; This will help with the Allen Creek tunnel project that is under construction and when complete will connect the downtown area to Border-to-Border Trail; This project will also help with the 2030 goal of the A2Zero Plan	To be complete late fall 2020	$9.4 million
Amtrak	Funding will be used to improve infrastructure between Ypsilanti and Jackson; Improvements consist of replacing 80,000 feet of rail; Rehab 42 horizontal curves; Safety enhancements at public and private at-grade crossings	Federal Grant awarded to Michigan Department of Transportation in October 2020	$15.6 million

WARN (layoff notices):

WARN Notices of large-scale layoffs in Ann Arbor were reviewed on October 30, 2020. According to the Michigan Department of Technology, Management & Budget and the Department of Labor and Economic Opportunity, there have been eight WARN Notices reported for Ann Arbor over the past 12 months. Below is a table summarizing these notices.

Company	Jobs	Effective Date	Type of Layoff
Collegiate Hotel Group, LLC	113	3/2020	Unconfirmed
Graduate Ann Arbor	106	3/2020	Unconfirmed
Hampton Inn Ann Arbor North	21	3/2020	Unconfirmed
Paper Source Company	9	3/2020	Temporary/COVID-19
Outback Steakhouse	74	3/2020	Temporary/COVID-19
Hilton Garden Inn Hotel	39	7/2020	Permanent/COVID-19
TownePlace Suites Hotel	14	7/2020	Permanent/COVID-19
P.F. Chang’s China Bistro	75	9/2020	Temporary/COVID-19

Of the total 451 layoffs included in the preceding table, 158 (35.0%) were classified as “Temporary (COVID-19),” 240 (53.2%) were classified as “Unconfirmed,” and 53 (11.8%) were permanent layoffs. As such, assuming businesses re-open, we would expect many of these employees to return to work in the near future.

In addition to the announcements above, Thetford Corporation, an Ann Arbor-based manufacturer of mobile home sanitation products, laid off 60 employees due to the COVID-19 pandemic in March 2020. However, in June 2020, when the stay-at-home order was lifted, these employees returned to work and dozens of other jobs were created.

Michigan Medicine had an estimated financial loss of $230 million in the fiscal year ending June 2020. The loss was mainly due to the elimination of elective procedures as the hospital was treating COVID-19 patients. Because of the loss, Michigan Medicine planned to lay off 1,400 employees. However, several employees chose an early retirement or voluntary furlough which reduced the number of layoffs to 738.

WARN Notices were also reviewed for Washtenaw County, which are summarized in the following table:

Company	Location	Jobs	Effective Date	Type of Layoff
Jacobsen/Daniels Associates	Ypsilanti	5	3/2020	Temporary/COVID-19
Walmart	Ypsilanti	226	3/2020	Permanent
Fly Away Valet	Ypsilanti	24	3/2020	Temporary/COVID-19
Paper Source Company	Ann Arbor	9	3/2020	Temporary/COVID-19
Collegiate Hotel Group, LLC	Ann Arbor	113	3/2020	Unconfirmed
Graduate Ann Arbor	Ann Arbor	106	3/2020	Unconfirmed
Hampton Inn Ann Arbor North	Ann Arbor	21	3/2020	Unconfirmed
Outback Steakhouse	Ann Arbor	74	3/2020	Temporary/COVID-19
Ann Arbor 20	Ypsilanti	35	4/2020	Permanent/COVID-19
Marsh Plating Corporation	Ypsilanti	59	4/2020	Temporary/COVID-19
Marriott Ypsilanti at Eagle Crest	Ypsilanti	119	6/2020	Temporary/COVID-19
Jacobsen/Daniels Associates	Ypsilanti	24	6/2020	Temporary/COVID-19
Jacobsen Daniels Enterprise, Incorporated	Ypsilanti	6	6/2020	Temporary/COVID-19
Hilton Garden Inn Hotel	Ann Arbor	39	7/2020	Permanent/COVID-19
TownePlace Suites Hotel	Ann Arbor	14	7/2020	Permanent/COVID-19
Marriott Ypsilanti at Eagle Crest	Ypsilanti	6	8/2020	Permanent/COVID-19
P.F. Chang’s China Bistro	Ann Arbor	75	9/2020	Temporary/COVID19

Of the total 955 layoffs included in the preceding table, 504 (52.8%) were located in the SSA (Balance of County). The 500+ layoffs were all attributed to COVID-19 and just 41 layoffs were permanent. In addition to the announcements above, Visionworks, Incorporated announced 39 temporary layoffs within four counties, including the subject county. As such, assuming businesses re-open, we would expect many of these employees to return to work in the near future.

VI. Housing Supply Analysis

This housing supply analysis considers rental housing for each study area. Understanding the historical trends, market performance, characteristics, composition, and current housing choices provide critical information as to current market conditions and future housing potential. The housing data presented and analyzed in this section includes primary data collected directly by Bowen National Research and secondary data sources including American Community Survey (ACS), U.S. Census housing information, ESRI, and data from various online listing sources.

Rental properties consisting of multifamily apartments (generally with 20 or more units) were identified and surveyed. A sample survey of non-conventional rentals (typically with less than four units in a structure) was also conducted and analyzed. Finally, other housing dynamics such as planned or proposed housing and residential foreclosures were considered for their potential impact on housing market conditions and demand.

Please note, the totals in some charts may not equal the sum of individual columns or rows or may vary from the total reported in other tables due to rounding.

Maps illustrating the location of various housing types are included throughout this section.

A. Overall Housing Supply (Secondary Data)

This section of area housing supply is based on secondary data sources such as the U.S. Census, American Community Survey and ESRI, and is provided for the Downtown Study Area (Downtown), Primary Study Area (Balance of Ann Arbor), and the Secondary Study Area (Balance of Washtenaw County), and the state of Michigan, when applicable.

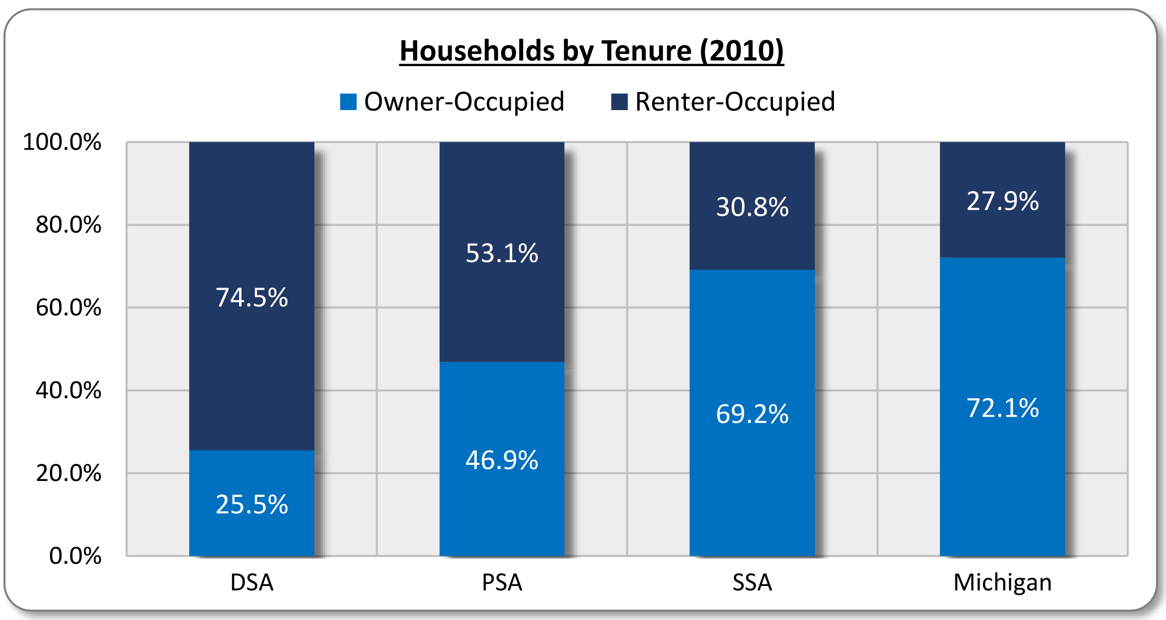
Housing Characteristics

The distributions of the area housing stock within each study area in 2010 are summarized in the following table:

		Households by Tenure - 2010				
		Total Occupied	Owner-Occupied	Renter-Occupied	Vacant	Total
DSA	Number	4,439	1,131	3,308	261	4,700
	Percent	94.4%	25.5%	74.5%	5.6%	100.0%
PSA	Number	42,609	19,997	22,612	2,477	45,086
	Percent	94.5%	46.9%	53.1%	5.5%	100.0%
SSA	Number	90,145	62,356	27,789	7,643	97,788
	Percent	92.2%	69.2%	30.8%	7.8%	100.0%
Michigan	Number	3,872,508	2,793,342	1,079,166	659,725	4,532,233
	Percent	85.4%	72.1%	27.9%	14.6%	100.0%

Source: 2010 Census; ESRI; Urban Decision Group; Bowen National Research

Based on the 2010 U.S. Census, approximately three-quarters of occupied housing in the DSA (Downtown) is renter-occupied, reflecting over 3,300 housing units. In comparison, the share of renter-occupied housing is just over half in the PSA (Balance of City) and 30.8% in the SSA (Balance of County). The Census data shows that 5.6% of the housing in the DSA was vacant, likely including many homes that were vacation homes, abandoned/uninhabitable, or were temporarily vacant for-sale or for-rent housing structures. Regardless, this is a low vacancy rate.



The following table illustrates the vacancies by type for each study area.

Vacancy Status	DSA (Downtown)				PSA (Balance of City)				SSA (Balance of County)			
	2010		2018*		2010		2018*		2010		2018*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
For Rent	126	48.3%	43	14.4%	1,378	55.6%	762	29.1%	3,009	39.4%	1,278	17.6%
For-Sale Only	33	12.6%	0	0.0%	331	13.4%	196	7.5%	1,455	19.0%	907	12.5%
Renter/Sold, Not Occ.	19	7.3%	105	35.1%	137	5.5%	627	23.9%	379	5.0%	1,024	14.1%
Seasonal/Recreational	41	15.7%	89	29.8%	217	8.8%	285	10.9%	1,145	15.0%	1,390	19.1%
Other Vacant	42	16.1%	62	20.7%	414	16.7%	751	28.7%	1,655	21.7%	2,672	36.7%
Total	261	100.0%	299	100.0%	2,477	100.0%	2,621	100.0%	7,643	100.0%	7,271	100.0%

Source: 2010 Census; 2014-2018 American Community Survey Estimates; ESRI; Urban Decision Group; Bowen National Research
*Five-year average

As the preceding table illustrates, the number of vacancies in the DSA (Downtown) has remained generally stable with 261 in 2010 and 299 in 2018. Approximately 29.8% of all vacancies in the DSA were within housing classified as "seasonal or recreational" units, up from 15.7% in the 2010 Census. ACS estimates indicate that there were 43 vacant rental units (down from 126 in 2010) and no vacant for-sale housing units (down from 33 in 2010) within the DSA. As such, demand for housing is strong in the downtown area. We provide current (2020) rental housing vacancy/availability information later in this section.

Based on the 2014-2018 ACS data (the latest data available), the following is a distribution of all *renter*-occupied housing units in each study area by year of construction.

		Renter-Occupied Housing by Year Built								
		2014 or Later	2010 to 2013	2000 to 2009	1990 to 1999	1980 to 1989	1970 to 1979	1950 to 1969	1949 or Earlier	Total
DSA	Number	221	243	255	159	181	485	796	1,068	3,408
	Percent	6.5%	7.1%	7.5%	4.7%	5.3%	14.2%	23.4%	31.3%	100.0%
PSA	Number	277	664	1,246	3,111	3,316	4,785	6,313	3,240	22,952
	Percent	1.2%	2.9%	5.4%	13.6%	14.4%	20.8%	27.5%	14.1%	100.0%
SSA	Number	507	366	2,713	4,719	4,586	6,231	5,331	4,275	28,728
	Percent	1.8%	1.3%	9.4%	16.4%	16.0%	21.7%	18.6%	14.9%	100.0%
Michigan	Number	10,359	15,955	82,669	131,968	137,634	212,591	286,928	254,291	1,132,395
	Percent	0.9%	1.4%	7.3%	11.7%	12.2%	18.8%	25.3%	22.5%	100.0%

Source: American Community Survey (2014-2018); ESRI; Urban Decision Group; Bowen National Research

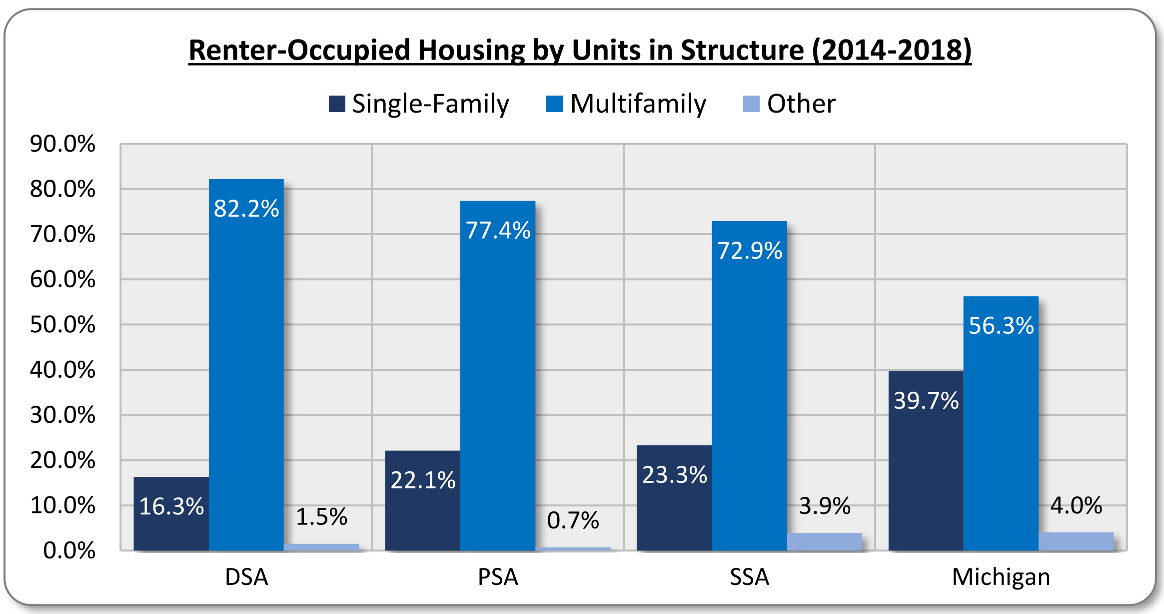
The largest share (31.3%) of rental housing supply in the DSA (Downtown) was built before 1950, while a notable share (21.1%) of the rental supply was built in the last 20 years. In the PSA (Balance of City), nearly one-half (48.3%) of the existing supply was built between 1950 and 1979, while just 9.5% of the rental supply was built since 2000. The surrounding SSA's (Balance of County) housing was primarily built between 1950 and 1990, while 12.5% of the rental supply was built since 2000. Based on this analysis, the DSA has a large share of older renter-occupied product but has a good base of new rental product that has been introduced to the downtown area.

Based on the 2014-2018 ACS data, the following is a distribution of all *renter*-occupied housing by units in structure for each study area.

		Renter Occupied Housing by Units in Structure									
		1; Detached	1; Attached	2 to 4	5 to 9	10 to 19	20 to 49	50+	Mobile Homes	Boat, RV, Vans	Total
DSA	Number	479	76	589	644	417	230	923	50	0	3,408
	Percent	14.1%	2.2%	17.3%	18.9%	12.2%	6.7%	27.1%	1.5%	0.0%	100.0%
PSA	Number	3,065	1,989	3,814	5,434	3,319	1,758	3,430	130	14	22,953
	Percent	13.4%	8.7%	16.6%	23.7%	14.5%	7.7%	14.9%	0.6%	0.1%	100.0%
SSA	Number	5,808	877	3,737	6,438	6,307	2,006	2,453	1,086	15	28,727
	Percent	20.2%	3.1%	13.0%	22.4%	22.0%	7.0%	8.5%	3.8%	0.1%	100.0%
Michigan	Number	381,654	67,947	152,466	157,193	134,612	76,231	116,934	44,969	389	1,132,395
	Percent	33.7%	6.0%	13.5%	13.9%	11.9%	6.7%	10.3%	4.0%	0.0%	100.0%

Source: American Community Survey (2014-2018); ESRI; Urban Decision Group; Bowen National Research

More than one-third (33.6%) of the rental units in the DSA (Downtown) are within structures of four units or less, while nearly half (46.0%) of the DSA's rental supply is within multifamily structures with 10 or more units. The distribution of the rental units in the DSA is slightly more concentrated toward multifamily structures than the surrounding PSA (Balance of City), SSA (Balance of County) and the state of Michigan.



Based on 5-year ACS data, the following table illustrates the distribution of gross rents for each study area.

Gross Rents						
	DSA (Downtown)		PSA (Balance of City)		SSA (Balance of County)	
Gross Rent	Number	Percent	Number	Percent	Number	Percent
< $300	27	0.8%	532	2.3%	889	3.1%
$300-$500	101	3.0%	473	2.1%	938	3.3%
$500-$750	289	8.5%	2,119	9.2%	4,151	14.4%
$750-$1,000	458	13.4%	4,069	17.7%	8,840	30.8%
$1,000-$1,500	1,291	37.9%	8,811	38.4%	9,579	33.3%
$1,500-$2,000	614	18.0%	3,919	17.1%	2,487	8.7%
$2,000+	564	16.5%	2,546	11.1%	998	3.5%
No Cash Rent	65	1.9%	484	2.1%	845	2.9%
Total	3,409	100.0%	22,953	100.0%	28,727	100.0%
Median	$1,413		$1,320		$1,066	

Source: American Community Survey (2014-2018 estimates); Bowen National Research

The median gross rent is highest in the DSA at $1,413, which is $93 more than the PSA and $347 more than the surrounding SSA. Most rental units in the DSA (55.9%) have gross rents between $1,000 and $2,000 per month, while 12.3% have a gross rent of less than $750 per month. It is likely that many of the households that pay lower rents in the DSA are within government-subsidized properties or in other affordable rental properties operating with income and rent restrictions. A current inventory of local rental rates is included later in this section.

The following table summarizes the estimated home values for each study area using 2014-2018 American Community Survey estimates.

Estimated Home Value by Market						
	PSA (Downtown)		PSA (Balance of City)		SSA (Balance of County)	
Value	Number	Percent	Number	Percent	Number	Percent
< $150,000	93	6.5%	2639	13.3%	16,487	26.0%
$150,000-$299,999	319	22.5%	7,684	38.5%	25,870	40.9%
$300,000-$399,999	465	32.7%	4,433	22.2%	9,348	14.8%
$400,000-$499,999	224	15.8%	2,241	11.2%	5,506	8.7%
$500,000-$749,999	217	15.3%	1,898	9.5%	4,217	6.7%
$750,000+	102	7.2%	1030	5.2%	1,812	2.8%
Total	1,420	100.0%	19,925	100.0%	63,240	100.0%
Median	$364,086		$293,544		$228,682	

Source: American Community Survey (2014-2018); Bowen National Research

The median home value for the DSA (Downtown) is estimated to be $364,086. This estimated median home value is $70,542 (24.0%) higher than the PSA (Balance of City) and $135,404 (59.2%) higher than the SSA (Balance of County). The DSA's largest concentration of estimated home values is between $150,000 and $399,999, representing nearly half (55.2%) of all homes, though a notable share (31.1%) is estimated to be valued at between $400,000 and $750,000.

Substandard housing is an important component to consider when evaluating a housing market and potential housing need. Substandard housing includes housing that lacks complete kitchen and/or bathroom facilities, is overcrowded, or that has a rent/cost over-burden situation. Markets with a disproportionately high share of any of the preceding substandard housing characteristics may be in need of replacement housing.

The following table demonstrates the share of substandard rental housing found in the study areas, based on the presence or absence of kitchen and bathroom facilities:

		Renter Occupied Housing by Kitchen & Bathroom Characteristics					
		Kitchens			Plumbing		
		Complete	Incomplete	Total	Complete	Incomplete	Total
DSA	Number	3,390	18	3,408	3,393	15	3,408
	Percent	99.5%	0.5%	100.0%	99.6%	0.4%	100.0%
PSA	Number	22,579	372	22,951	22,850	101	22,951
	Percent	98.4%	1.6%	100.0%	99.6%	0.4%	100.0%
SSA	Number	28,416	312	28,728	28,634	94	28,728
	Percent	98.9%	1.1%	100.0%	99.7%	0.3%	100.0%
Michigan	Number	1,112,792	19,603	1,132,395	1,126,557	5,838	1,132,395
	Percent	98.3%	1.7%	100.0%	99.5%	0.5%	100.0%

Source: American Community Survey (2014-2018); ESRI; Urban Decision Group; Bowen National Research

The percentage of renter-occupied housing with incomplete kitchen or bathroom facilities was 0.9% in the DSA (Downtown), reflecting 33 units. The 0.9% substandard share is lower than those in the surrounding PSA (Balance of City), SSA (Balance of County) and state.

The following table illustrates the percentage of renter households that live in overcrowded housing, as defined by the presence of 1.01 or more occupants per room.

		Renter Occupied Housing by Household Size (Occupants Per Room)		
		$\leq$ 1.0	1.01+	Total
DSA	Number	3,348	61	3,409
	Percent	98.2%	1.8%	100.0%
PSA	Number	22,288	663	22,951
	Percent	97.1%	2.9%	100.0%
SSA	Number	28,014	714	28,728
	Percent	97.5%	2.5%	100.0%
Michigan	Number	1,098,022	34,373	1,132,395
	Percent	97.0%	3.0%	100.0%

Source: American Community Survey (2014-2018); ESRI; Urban Decision Group; Bowen National Research

Of the 3,409 renter-occupied housing units in the DSA (Downtown), 61 (1.8%) have 1.01 or more occupants per room and are considered overcrowded. The share of overcrowded renter-occupied units is well below those in the PSA (Balance of City), SSA (Balance of County) and state. It should be noted that while the DSA is showing minimal overcrowded housing, it is likely that with the subject market dominated by student renters, many of whom are in roommate situations, there are likely overcrowded units that are not reported by the residents or property owners.

Households that are cost burdened (typically paying more than 30% of income toward housing costs) often find it difficult paying for housing and meeting other financial obligations. The following table compares the percent of renter household income that is applied to housing costs.

		Renter Occupied Housing by Percent of Income Paid Toward Rent				
		< 20%	20%-30%	30% +	Unknown	Total
DSA	Number	709	589	1,893	218	3,409
	Percent	20.8%	17.3%	55.5%	6.4%	100.0%
PSA	Number	5,616	4,603	11,319	1,412	22,950
	Percent	24.5%	20.1%	49.3%	6.2%	100.0%
SSA	Number	7,369	7,065	12,920	1,375	28,729
	Percent	25.7%	24.6%	45.0%	4.8%	100.0%
Michigan	Number	275,934	250,652	518,287	87,522	1,132,395
	Percent	24.4%	22.1%	45.8%	7.7%	100.0%

Source: American Community Survey (2014-2018); ESRI; Urban Decision Group; Bowen National Research

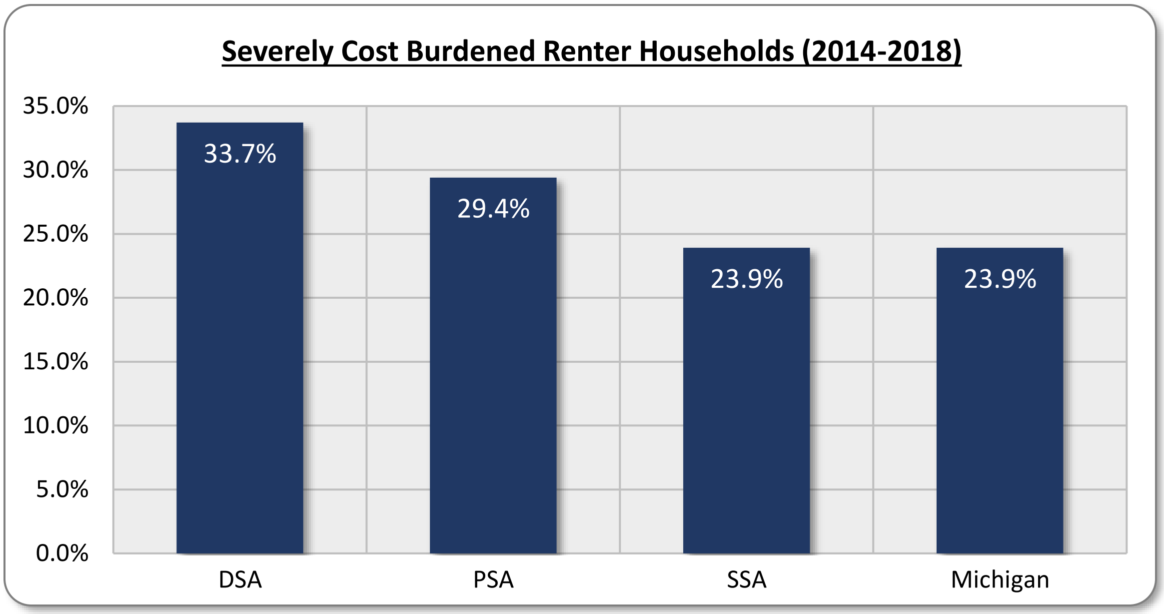
An estimated 55.5% of renter-occupied households in the DSA (Downtown) are paying more than 30% of their income toward rent. In the PSA, this share is 49.3%. These shares of rent burdened households are relatively high when compared with the SSA (45.0%) and Michigan (45.8%). With over half of all renters paying a disproportionately high share of their income toward rent, it is clear that many renter households in the DSA are likely struggling to meet their housing costs.

Severely cost burdened households are considered as those paying over 50% of their income toward housing costs. The following table illustrates the severely cost burdened renter households in the various study areas.

	Renter Severe Cost Burdened	
	Number	Percent
DSA	1,149	33.7%
PSA	6,753	29.4%
SSA	6,867	23.9%
Michigan	270,176	23.9%

Source: 2014-2018 American Community Survey

Among downtown Ann Arbor's renter households, a total of 1,149 (33.7%) are *severe*ly cost burdened. This ratio is 29.4% in the PSA (Balance of City) and 23.9% in the SSA (Balance of County) and state.

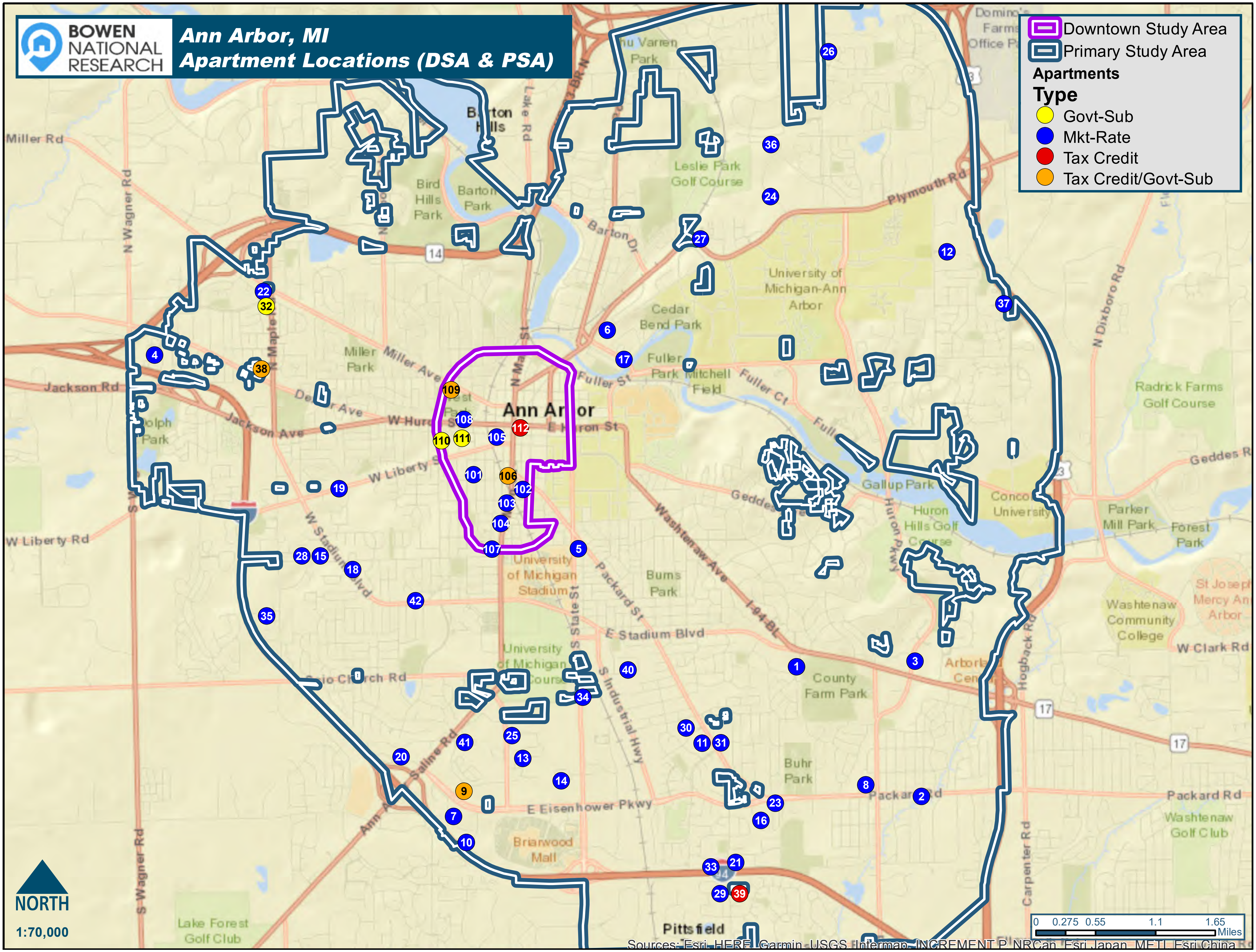


B. Housing Supply Analysis (Bowen National Survey)

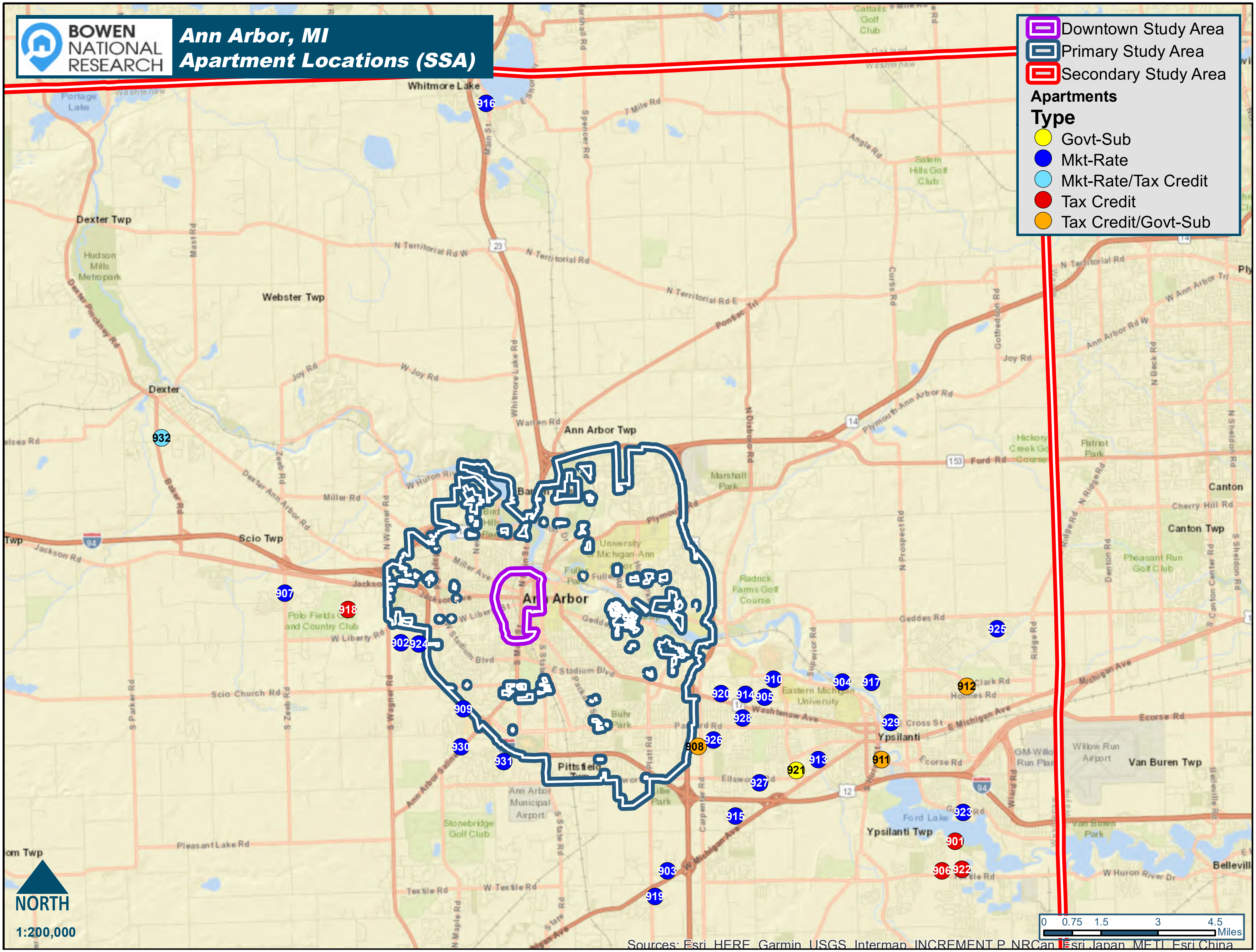
1. Multifamily Rental Housing

A total of 86 multifamily rental housing projects within Washtenaw County, Michigan were surveyed by Bowen National Research (both by telephone and in-person) in order to establish the overall strength and trends of the area's multifamily rental housing market. Projects identified, inventoried, and surveyed operate under a number of affordable housing programs including the Low-Income Housing Tax Credit (LIHTC), HUD Section 8, and other programs, as well as market-rate. Definitions of each housing program are included in Addendum F: Glossary. While these rentals do not represent all multifamily rental housing projects in the market, they provide significant insight as to the market conditions of commonly offered multifamily rental product. As such, this survey represents a good base from which characteristics and trends of multifamily rental housing can be evaluated, and from which conclusions can be drawn.

Maps of surveyed multifamily product are on the following pages.



BOWEN NATIONAL RESEARCH
Ann Arbor, MI
Apartment Locations (DSA & PSA)
Downtown Study Area
Primary Study Area
Apartments
Type
Govt-Sub
Mkt-Rate
Tax Credit
Tax Credit/Govt-Sub
NORTH
1:70,000
0 0.275 0.55 1.1 1.65
Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China



BOWEN NATIONAL RESEARCH
Ann Arbor, MI
Apartment Locations (SSA)
Downtown Study Area
Primary Study Area
Secondary Study Area
Apartments
Type
Govt-Sub
Mkt-Rate
Mkt-Rate/Tax Credit
Tax Credit
Tax Credit/Govt-Sub
NORTH
1:200,000
0 0.75 1.5 3 4.5 Miles
Ann Arbor
Ypsilanti
Dexter
Whitmore Lake
Dexter Twp
Webster Twp
Ann Arbor Twp
Scio Twp
Pittsfield Twp
Ypsilanti Twp
Canton Twp
Van Buren Twp
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China

In this section, data collected during our survey is presented in aggregate format for the DSA (Downtown), the PSA (Balance of City) and the SSA (Balance of County). Managers and leasing agents at each project were surveyed to collect a variety of property information including vacancies, rental rates, design characteristics, amenities, utility responsibility, and other features. Each project was also rated based on quality and upkeep; and each was photographed and mapped as part of this survey. Data collected during our survey is presented in aggregate format for the various study areas. It should be noted that this survey only includes physical vacancies (vacant units ready for immediate occupancy) as opposed to economic vacancies (vacant units not immediately available for rent).

The 86 surveyed multifamily rental housing projects contain a total of 17,338 units within the county. The table below summarizes the surveyed multifamily rental supply by project type.

Washtenaw County Multifamily Supply by Product Type				
Project Type	Projects Surveyed	Total Units	Vacant Units	Occupancy Rate
Market-rate	68	15,554	522	96.6%
Market-rate/Tax Credit	1	165	0	100.0%
Tax Credit	6	581	7	98.8%
Tax Credit/Government-Subsidized	7	919	3	99.7%
Government-Subsidized	4	119	0	100.0%
Total	86	17,338	532	96.9%

Source: Bowen National Research

Overall, demand for multifamily rental housing is very strong, as there does not appear to be many vacancies in the market. Among these projects, most are (68) market-rate projects. Most of the county’s vacancies are within these units, which are 96.6% occupied. This is a high occupancy rate. There are only 10 vacant units among the more than 1,600 surveyed rental units in the county that operate under the Low-Income Housing Tax Credit program or with a government subsidy. Based on this survey of rental housing, there does not appear to be any weakness or softness among multifamily rentals in the county. As such, there appears to be a development opportunity for a variety of rental products, particularly for affordable rentals.

The distribution of surveyed multifamily rental housing supply within the various study areas is illustrated in the following table:

Overall Market Performance by Area			
Rental Housing	DSA (Downtown)	PSA (Balance of City)	SSA (Balance of County)
Projects	12	42	32
Total Units	812	8,513	8,013
Vacant Units	26	295	211
Occupancy Rate	96.8%	96.5%	97.4%

Source: Bowen National Research

Typically, well-balanced markets have occupancy rates generally between 94.0% and 96.0% to allow for inner-market mobility and to enable the market to accommodate new residents. The surveyed multifamily rentals in the DSA (Downtown) have relatively limited availability, as evidenced by the 96.8% occupancy rate. As such, households seeking multifamily rental housing in the downtown area have limited choices available to them. The properties surveyed in the rest of the city (PSA) and the broader SSA (Balance of County) have similarly high occupancy rates. This represents both a challenge and opportunity within the city.

Often, an occupancy level of 96.8% is an indication of a possible housing shortage, which can lead to housing problems such as unusually rapid rent increases, people forced to live in substandard housing, households living in rent overburdened situations, and residents leaving the area to seek housing elsewhere. Overall, with only 26 vacancies identified among the surveyed product in the DSA, there appears to be a shortage of rentals in the downtown area. Regardless, occupancy levels are high among each geographic market area, indicating a strong level of demand exists for multifamily rental housing throughout Washtenaw County.

The following table illustrates the distribution of surveyed units and occupancy levels by the different project type in each study area:

Overall Market Performance by Project Type by Area			
Market-rate			
Data Set	**DSA**	**PSA**	**SSA**
Projects	7	38	24
Total Units	516	8,178	7,005
Vacant Units	23	295	204
Occupancy Rate	95.5%	96.4%	97.1%
Tax Credit (Non-Subsidized)			
Data Set	**DSA**	**PSA**	**SSA**
Projects	1	1	5
Total Units	116	32	453
Vacant Units	3	0	4
Occupancy Rate	97.4%	100.0%	99.1%
Government Subsidized			
Data Set	**DSA**	**PSA**	**SSA**
Projects	4	3	4
Total Units	180	303	555
Vacant Units	0	0	3
Occupancy Rate	100.0%	100.0%	99.5%

Source: Bowen National Research

Regardless of the study area or affordability segment (market-rate, Tax Credit and subsidized), occupancy levels are high, with no segment below 95.5%. The only Tax Credit project surveyed in the DSA (Downtown) is 97.4% occupied with only three vacancies, while the government-subsidized properties in the DSA are fully occupied. Of the 1,343 remaining affordable (Tax Credit and government-subsidized) units in the surrounding PSA and SSA, there are only seven vacant units. As such, there appears to be a county-wide shortage of affordable rental alternatives.

It is important to point out that our survey did not include all identified properties, as we were unable to interview some property management companies or some leasing agents were unable or unwilling to participate in our survey. We have included a full listing of known affordable rental alternatives we did not survey as part of this study. These properties are listed on the following page.

Because this study focuses on affordable rental alternatives, we have also disclosed a list of properties within the county that operate under the Tax Credit program or with a government subsidy. The following table summarizes the address and total number of units (if available) for the total 22 government-subsidized and Tax Credit properties that we were not able to survey for each study area.

	Property Cut List Information by Property Type and Market			
	Property Name	Street	City	Total Units
Type	DSA (Downtown)			
TGS	William Street	201 W William St	Ann Arbor	6
	PSA (Balance of City)			
GSS	Arrowwood Hills Cooperative	2566 Arrowwood Trl	Ann Arbor	0
GSS	Hillside Manor	1020 Pennsylvania Ave	Ann Arbor	0
GSS	Colonial Square Cooperative	3681 Platt Rd	Ann Arbor	0
GSS	Pinelake Village	2680 Adrienne Dr	Ann Arbor	0
GSS	Mallett's Creek	2670 S Main St	Ann Arbor	6
TAX	Carrot Way	3 Carrot Way	Ann Arbor	30
TAX	Pauline	1500 Pauline Blvd	Ann Arbor	0
TGS	Arbordale	1010-1030 Arbordale St	Ann Arbor	39
TGS	Hikone	2702 Hikone Dr	Ann Arbor	0
TGS	Green Baxter	1701 Green Rd	Ann Arbor	0
TGS	Pear Street	1440 Pear St	Ann Arbor	20
TGS	Parkway Meadows	2575 Sandalwood Cir	Ann Arbor	32
TGS	Oakwood	3565 Oakwood St	Ann Arbor	0
TGS	Maple Meadows	800 S Maple Rd	Ann Arbor	0
TGS	Swift Lane*	3421 Platt Rd	Ann Arbor	0
	SSA (Balance of County)			
GSS	Arbor Manor/Forrest Knoll	693 Arbor Dr.	Ypsilanti	311
GSS	Sycamore Meadow	1273 Stamford Ct.	Ypsilanti	162
TAX	Maple Heights	260 N Maple Rd	Saline	48
TAX	Village	250 Wilkenson St	Chelsea	33
TGS	Hilltop View*	7651 Dan Hoey Rd	Dexter	24
TGS	New Parkridge Homes	831 Hilyard Robinson Way	Ypsilanti	86

GSS (subsidized), TAX (Tax Credit), TGS=TAX+GSS
*In Planned & Proposed near the end of this section

Overall, the total 22 affordable (Tax Credit and government-subsidized) projects that were cut from our survey had nearly 800 (and likely many more) units and were primarily located in the outside of downtown.

The following table summarizes the number of properties that kept wait lists, and the length of their wait lists, in each study area. Note that some wait lists may represent multiple properties surveyed.

Property Wait List Information by Property Type and Market					
DSA (Downtown)					
	MRR	GSS	TAX	TGS	MRT
Properties with Wait List	2	1	0	2	-
Total Properties	7	2	1	2	0
Share of Properties	28.6%	50.0%	0.0%	100.0%	-
Avg # Households	82	500	-	500	-
#Household Range	4 -160*	-	-	-	-
#Months Range	-	-	-	-	-
PSA (Balance of City)					
	MRR	GSS	TAX	TGS	MRT
Properties with Wait List	4	1	1	2	-
Total Properties	38	1	1	2	0
Share of Properties	10.5%	100.0%	100.0%	100.0%	-
Avg # Households	4	140*	-	-	-
#Household Range	2 - 6	-	-	-	-
#Months Range	6	-	36	24* - 60	-
SSA (Balance of County)					
	MRR	GSS	TAX	TGS	MRT
Properties with Wait List	3	1	2	2	1
Total Properties	24	1	5	2	1
Share of Properties	12.5%	100.0%	40.0%	100.0%	100.0%
Avg # Households	5	49*	5.5	110*	20
#Household Range	-	-	3 - 8	-	-
#Months Range	3 - 5	-	-	9 – 12*	-

MRR (market-rate), GSS (subsidized), TAX (Tax Credit), TGS=TAX+GSS, MRT=MRR+TAX
*Senior

Overall, the total 22 properties that kept a wait list were all 100% occupied and had quality ratings ranging from “C+” to “B+.” Generally, the share of government-subsidized and Tax Credit properties that keep wait lists is well above the share of market-rate properties that keep wait lists. However, among senior-oriented properties that kept wait lists, the single senior property in the DSA (Downtown) kept a wait list that was longer than the five other senior properties in the rest of the city and county, despite being the only market-rate property. Although a wait list is a only a rough indicator of demand, especially considering the difference in survey size between the study areas, it is worth noting that the share of market-rate properties with wait lists is more than two times higher in the DSA compared to the PSA and SSA markets. Regardless of the differences between markets, the relatively large shares of properties with wait lists by property type and market and the duration of such lists indicate a very strong level of pent-up demand for rental housing in all study areas. This is particularly true of the affordable (Tax Credit and government-subsidized) projects.

The remainder of the multifamily apartment analysis is broken out by product type (e.g. market-rate, Tax Credit, and government subsidized) for each study area on the following pages.

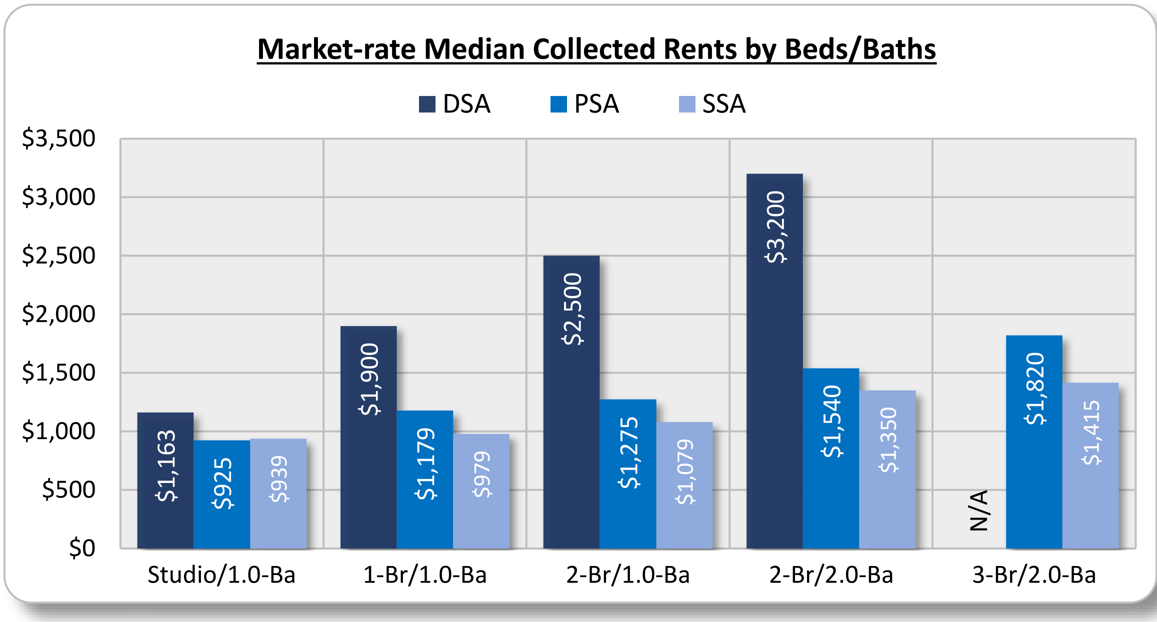
Market-Rate Apartments

A total of 69 multifamily projects with at least some market-rate units were surveyed in the county. Overall, these properties contain 15,699 market-rate units. The following table summarizes the units by bedroom/bathroom type:

Market-Rate Multifamily Rentals by Bedroom/Bathroom						
DSA (Downtown)						
Bedroom	Baths	Units	Distribution	Vacancy	% Vacant	Median Collected Rent
Studio	1.0	168	32.6%	5	3.0%	$1,163
One-Bedroom	1.0	182	35.3%	9	4.9%	$1,900
One-Bedroom	1.5	21	4.1%	0	0.0%	$1,522
Two-Bedroom	1.0	83	16.1%	5	6.0%	$2,500
Two-Bedroom	2.0	62	12.0%	4	6.5%	$3,200
Total Market-rate		**516**	**100.0%**	**23**	**4.5%**	-
PSA (Balance of City)						
Bedroom	Baths	Units	Distribution	Vacancy	% Vacant	Median Collected Rent
Studio	1.0	139	1.7%	5	3.6%	$925
One-Bedroom	1.0	3,300	40.4%	116	3.5%	$1,179
One-Bedroom	1.5	81	1.0%	3	3.7%	$1,442
Two-Bedroom	1.0	1,967	24.1%	61	3.1%	$1,275
Two-Bedroom	1.5	230	2.8%	7	3.0%	$1,465
Two-Bedroom	2.0	1,787	21.9%	85	4.8%	$1,540
Two-Bedroom	2.5	56	0.7%	0	0.0%	$2,290
Three-Bedroom	1.0	6	0.1%	0	0.0%	$1,484
Three-Bedroom	1.5	70	0.9%	1	1.4%	$1,670
Three-Bedroom	2.0	296	3.6%	13	4.4%	$1,820
Three-Bedroom	2.5	123	1.5%	4	3.3%	$2,200
Three-Bedroom	3.0	106	1.3%	0	0.0%	$2,045
Three-Bedroom	3.5	15	0.2%	0	0.0%	$2,450
Four-Bedroom	3.5	2	0.0%	0	0.0%	$3,099
Total Market-rate		**8,178**	**100.0%**	**295**	**3.6%**	-
SSA (Balance of County)						
Bedroom	Baths	Units	Distribution	Vacancy	% Vacant	Median Collected Rent
Studio	1.0	74	1.1%	4	5.4%	$939
One-Bedroom	1.0	2,695	38.5%	66	2.4%	$979
Two-Bedroom	1.0	2,279	32.5%	46	2.0%	$1,079
Two-Bedroom	1.5	428	6.1%	13	3.0%	$1,199
Two-Bedroom	2.0	1,147	16.4%	64	5.6%	$1,350
Three-Bedroom	1.5	79	1.1%	0	0.0%	$1,250
Three-Bedroom	2.0	298	4.3%	8	2.7%	$1,415
Three-Bedroom	3.0	5	0.1%	3	60.0%	$3,900
Total Market-rate		**7,005**	**100.0%**	**204**	**2.9%**	-

The market-rate units are 95.5% occupied in the DSA (Downtown), 96.4% in the PSA (Balance of City) and 97.1% occupied in the SSA (Balance of County), which are very high occupancy rates for market-rate rentals. Vacancy rates by bedroom and bathroom type are low among most unit types. While the distribution of units by bedroom type in the DSA is comparable to typical downtown markets, it is worth noting no three-bedroom units were identified.

The following graph illustrates median market-rate rents among common bedroom types offered in each study area.



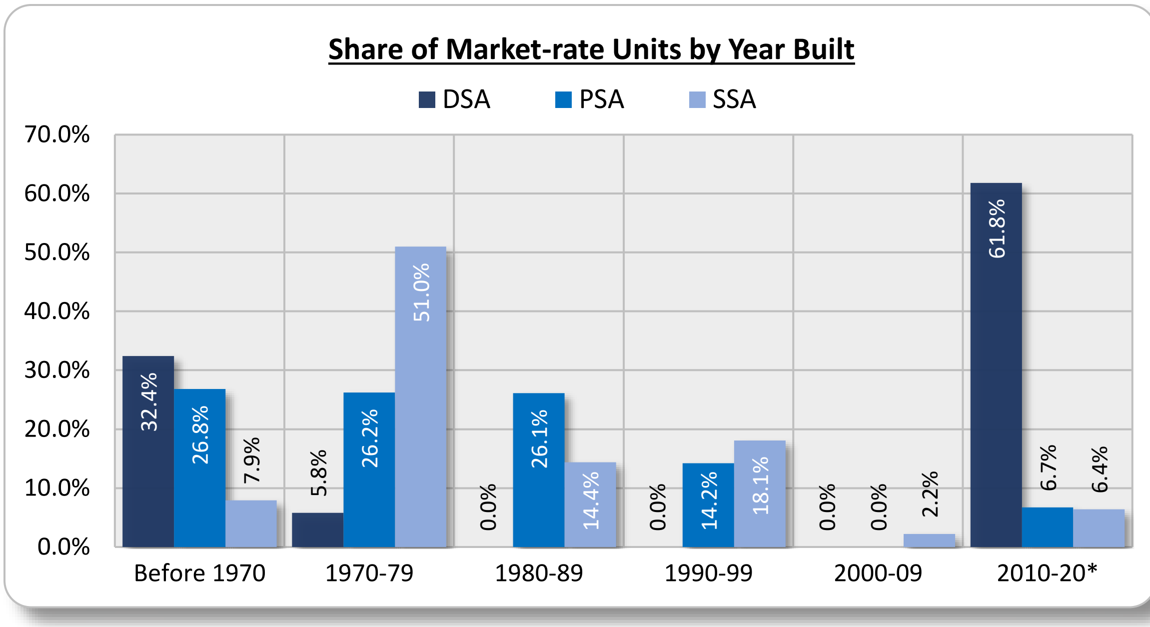
The following is a distribution of market-rate product surveyed by year built for each study area:

Market-Rate Apartments by Year Built			
DSA (Downtown)			
Year Built	Projects	Units	Vacancy Rate
Before 1970	4	167	0.0%
1970 to 1979	1	30	0.0%
1980 to 2009	0	0	-
2010 to 2020*	2	319	7.2%
PSA (Balance of City)			
Year Built	Projects	Units	Vacancy Rate
Before 1970	11	2,193	2.6%
1970 to 1979	9	2,141	2.6%
1980 to 1989	10	2,136	4.6%
1990 to 1999	4	1,164	2.2%
2000 to 2009	0	0	-
2010 to 2020*	4	544	10.8%
SSA (Balance of County)			
Year Built	Projects	Units	Vacancy Rate
Before 1970	1	550	4.0%
1970 to 1979	8	3,575	1.3%
1980 to 1989	4	1,011	1.2%
1990 to 1999	6	1,267	2.8%
2000 to 2009	1	156	1.3%
2010 to 2020*	4	446	19.1%

*As of October

The largest share of market-rate product in the DSA (Downtown) was built since 2010, with 61.8% of all units developed during this time. Nearly one-third (32.4%) of surveyed units were built in the DSA prior to 1970. Overall, the DSA has a relatively broad mix of inventory of multifamily market-rate rentals. The surrounding PSA and SSA also include a broad and healthy mix of product by age.

The distribution of surveyed market-rate units in each study area by development period is shown in the following graph.



*As of October

Representatives of Bowen National Research personally visited the surveyed rental projects within the overall county and rated the exterior quality of each property. We rated each property surveyed on a scale of "A" (highest) through "F" (lowest). All properties were rated based on quality and overall appearance (i.e. aesthetic appeal, building appearance, landscaping and grounds appearance). The following is a distribution of the surveyed market-rate rental supply by quality rating.

Market-Rate Multifamily Rental Housing by Quality Level								
DSA (Downtown)								
Market-rate Properties				Median Collected Rent				
Quality Rating	Projects	Total Units	Vacancy Rate	Studio	One-Br.	Two-Br.	Three-Br.	Four+-Br.
A	2	319	7.2%	$1,850	$2,000	$2,632	-	-
B	1	19	0.0%	-	$1,595	-	-	-
C+	3	170	0.0%	$668	$1,100	$1,525	-	-
C	1	8	0.0%	-	$1,295	$1,525	-	-
PSA (Balance of City)								
Market-rate Properties				Median Collected Rent				
Quality Rating	Projects	Total Units	Vacancy Rate	Studio	One-Br.	Two-Br.	Three-Br.	Four+-Br.
A	3	466	12.4%	$1,488	$1,678	$2,585	$2,899	-
A-	2	311	1.6%	-	$1,669	$2,065	$2,450	$3,099
B+	7	1,657	3.5%	-	$1,339	$1,489	$1,820	-
B	7	2,084	3.9%	-	$1,233	$1,465	$2,106	-
B-	13	2,673	3.0%	$880	$1,024	$1,220	$1,670	-
C+	3	455	1.8%	$925	$1,065	$1,179	-	-
C	2	512	0.8%	$1,019	$1,210	$1,380	$1,895	-
C-	1	20	0.0%	$880	-	$1,425	$2,395	-
SSA (Balance of County)								
Market-rate Properties				Median Collected Rent				
Quality Rating	Projects	Total Units	Vacancy Rate	Studio	One-Br.	Two-Br.	Three-Br.	Four+-Br.
A	3	254	31.5%	$1,525	$1,700	$2,180	$3,900	-
A-	2	368	2.4%	-	$1,199	$1,299	$1,399	-
B+	7	1,859	1.2%	$899	$1,109	$1,349	$1,709	-
B	5	1,837	3.4%	$1,095	$979	$1,175	$1,250	-
B-	5	2,144	1.0%	-	$932	$1,022	$1,519	-
C	2	543	1.5%	-	$885	$1,100	$1,300	-

The majority of the surveyed market-rate rental supply (units) in the DSA (Downtown) consists of product in the "A" range of quality levels, with a notable amount of "C+" quality product. Vacancies are generally low among all quality levels, though the vacancy rates among "A" quality product within all three markets are higher than the other quality levels.

Tax Credit Apartments

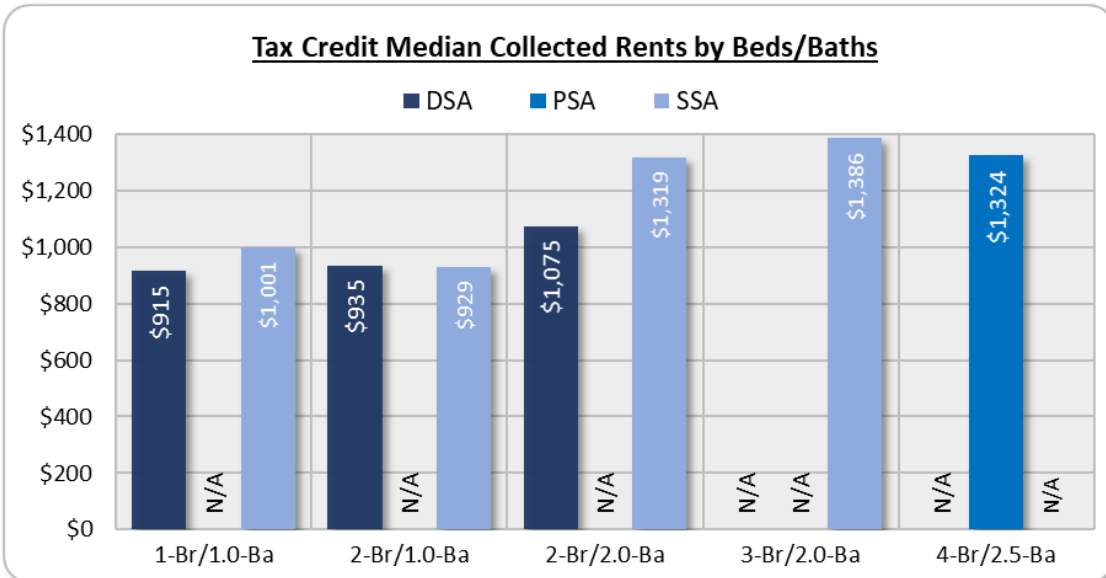
Tax Credit housing is housing that is developed under the Low-Income Housing Tax Credit (LIHTC) program. Typically, these projects serve households with incomes of up to 60% of Area Median Household Income (AMHI), though recent legislation allows for some units to target households with incomes of up to 80% of AMHI. A total of seven multifamily projects were surveyed in the county and offer a total of 601 Low-Income Housing Tax Credit (LIHTC or Tax Credit) units. This section focuses only on the non-subsidized Tax Credit units, while the Tax Credit units operating with concurrent subsidies are discussed in the government-subsidized section of this report (starting on page VI-24).

The following table summarizes the breakdown of non-subsidized Tax Credit units surveyed within the study areas by bedroom/bathroom type.

Tax Credit (Non-Subsidized) Multifamily Rentals by Bedroom/Bathroom						
DSA (Downtown)						
Bedroom	**Baths**	**Units**	**Distribution**	**Vacancy**	**% Vacant**	**Median Collected Rent**
One-Bedroom	1.0	94	81.0%	2	2.1%	$915
Two-Bedroom	1.0	8	6.9%	0	0.0%	$935
Two-Bedroom	2.0	14	12.1%	1	7.1%	$1,075
Total Tax Credit		**116**	**100.0%**	**3**	**2.6%**	-
PSA (Balance of City)						
Bedroom	**Baths**	**Units**	**Distribution**	**Vacancy**	**% Vacant**	**Median Collected Rent**
Four-Bedroom	2.5	32	100.0%	0	0.0%	$1,324
Total Tax Credit		**32**	**100.0%**	**0**	**0.0%**	-
SSA (Balance of County)						
Bedroom	**Baths**	**Units**	**Distribution**	**Vacancy**	**% Vacant**	**Median Collected Rent**
One-Bedroom	1.0	110	24.3%	0	0.0%	$1,001
Two-Bedroom	1.0	130	28.7%	4	3.1%	$929
Two-Bedroom	1.5	12	2.6%	0	0.0%	$1,053
Two-Bedroom	2.0	96	21.2%	0	0.0%	$1,319
Three-Bedroom	2.0	105	23.2%	0	0.0%	$1,386
Total Tax Credit		**453**	**100.0%**	**4**	**0.9%**	-

The county's 601 non-subsidized Tax Credit units that were surveyed have only seven vacant units, which results in an overall occupancy rate of 98.8%. This an extremely high occupancy rate and represents limited available inventory of product generally serving households with income of up to 60% of Area Median Income (note: program allows 80% as the maximum income limit). The distribution of units by bedroom type are considered typical and appropriate.

The graph below illustrates median Tax Credit rents among common bedroom types offered in the study areas.



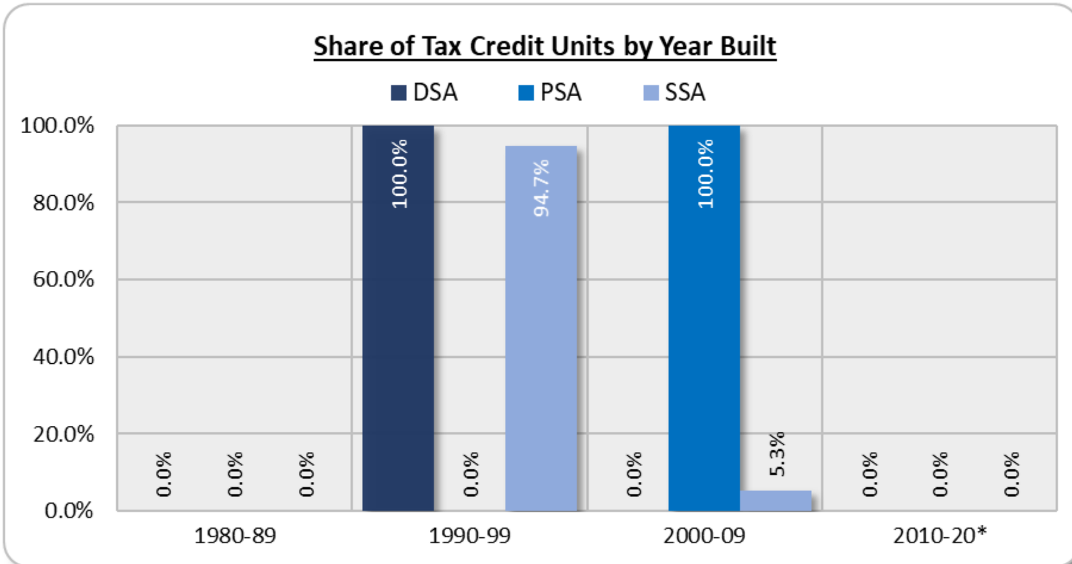
The following is a distribution of Tax Credit product surveyed by year built for the study areas (Note: The Tax Credit program started in 1986):

Tax Credit (Non-Subsidized) by Year Built			
DSA (Downtown)			
Year Built	Projects	Units	Vacancy Rate
Before 1990	0	0	-
1990 to 1999	1	116	2.6%
2000 to 2020*	0	0	-
PSA (Balance of City)			
Year Built	Projects	Units	Vacancy Rate
Before 2000	0	0	-
2000 to 2009	1	32	0.0%
2010 to 2020*	0	0	-
SSA (Balance of County)			
Year Built	Projects	Units	Vacancy Rate
Before 1990	0	0	-
1990 to 1999	4	429	0.9%
2000 to 2009	1	24	0.0%
2010 to 2020*	0	0	-

*As of October

The largest share of Tax Credit product in the county was built in the 1990s, with approximately 90% of all product developed during this time. Vacancies are low among all development periods, indicating demand is strong regardless of the age of product.

The distribution of Tax Credit units in the study areas by year built is shown in the following graph:



*Through October

Representatives of Bowen National Research personally visited the surveyed rental projects within the market and rated the exterior quality of each property. We rated each property surveyed on a scale of "A" (highest) through "F" (lowest). All properties were rated based on quality and overall appearance (i.e. aesthetic appeal, building appearance, landscaping and grounds appearance). The following is a distribution of the Tax Credit properties by quality rating.

Tax Credit (Non-Subsidized) by Quality Rating			
DSA (Downtown)			
Quality Rating	Projects	Total Units	Vacancy Rate
B-	1	116	2.6%
PSA (Balance of City)			
Quality Rating	Projects	Total Units	Vacancy Rate
B	1	32	0.0%
SSA (Balance of County)			
Quality Rating	Projects	Total Units	Vacancy Rate
B+	2	164	2.4%
B	3	289	0.0%

All the surveyed Tax Credit projects have a quality rating of B- or better. Vacancies are low among all Tax Credit projects regardless of quality. Overall, Tax Credit product is generally good quality.

Government-Subsidized Housing

There was a total of 11 projects surveyed within the county that offer at least some units that operate with a government subsidy. Government-subsidized housing typically requires residents to pay 30% of their adjusted gross income toward rent and generally qualifies households with incomes of up to 50% of Area Median Household Income (AMHI). The 11 projects with a subsidy include 1,038 units.

The government-subsidized units surveyed within the study areas by bedroom/bathroom type are summarized as follows.

Subsidized by Bedroom/Bathroom					
DSA (Downtown)					
Subsidized Tax Credit					
Bedroom	**Baths**	**Units**	**Distribution**	**Vacancy**	**% Vacant**
One-Bedroom	1.0	165	97.1%	0	0.0%
Two-Bedroom	1.0	5	2.9%	0	0.0%
Total Subsidized Tax Credit		**170**	**100.0%**	**0**	**0.0%**
Government-Subsidized					
Bedroom	**Baths**	**Units**	**Distribution**	**Vacancy**	**% Vacant**
One-Bedroom	1.0	10	100.0%	0	0.0%
Total Subsidized		**10**	**100.0%**	**0**	**0.0%**

Subsidized by Bedroom/Bathroom					
PSA (Balance of City)					
Subsidized Tax Credit					
Bedroom	**Baths**	**Units**	**Distribution**	**Vacancy**	**% Vacant**
One-Bedroom	1.0	190	76.6%	0	0.0%
Two-Bedroom	1.0	24	9.7%	0	0.0%
Three-Bedroom	1.0	6	2.4%	0	0.0%
Three-Bedroom	2.0	6	2.4%	0	0.0%
Four-Bedroom	1.0	4	1.6%	0	0.0%
Four-Bedroom	2.0	4	1.6%	0	0.0%
Five-Bedroom	1.0	7	2.8%	0	0.0%
Five-Bedroom	2.0	7	2.8%	0	0.0%
Total Subsidized Tax Credit		**248**	**100.0%**	**0**	**0.0%**
Government-Subsidized					
Bedroom	**Baths**	**Units**	**Distribution**	**Vacancy**	**% Vacant**
One-Bedroom	1.0	55	100.0%	0	0.0%
Total Subsidized		**55**	**100.0%**	**0**	**0.0%**

Subsidized by Bedroom/Bathroom					
SSA (Balance of County)					
Subsidized Tax Credit					
Bedroom	**Baths**	**Units**	**Distribution**	**Vacancy**	**% Vacant**
One-Bedroom	1.0	480	95.8%	3	0.6%
Two-Bedroom	1.0	21	4.2%	0	0.0%
Total Subsidized Tax Credit		**501**	**100.0%**	**3**	**0.6%**
Government-Subsidized					
Bedroom	**Baths**	**Units**	**Distribution**	**Vacancy**	**% Vacant**
One-Bedroom	1.0	54	100.0%	0	0.0%
Total Subsidized		**54**	**100.0%**	**0**	**0.0%**

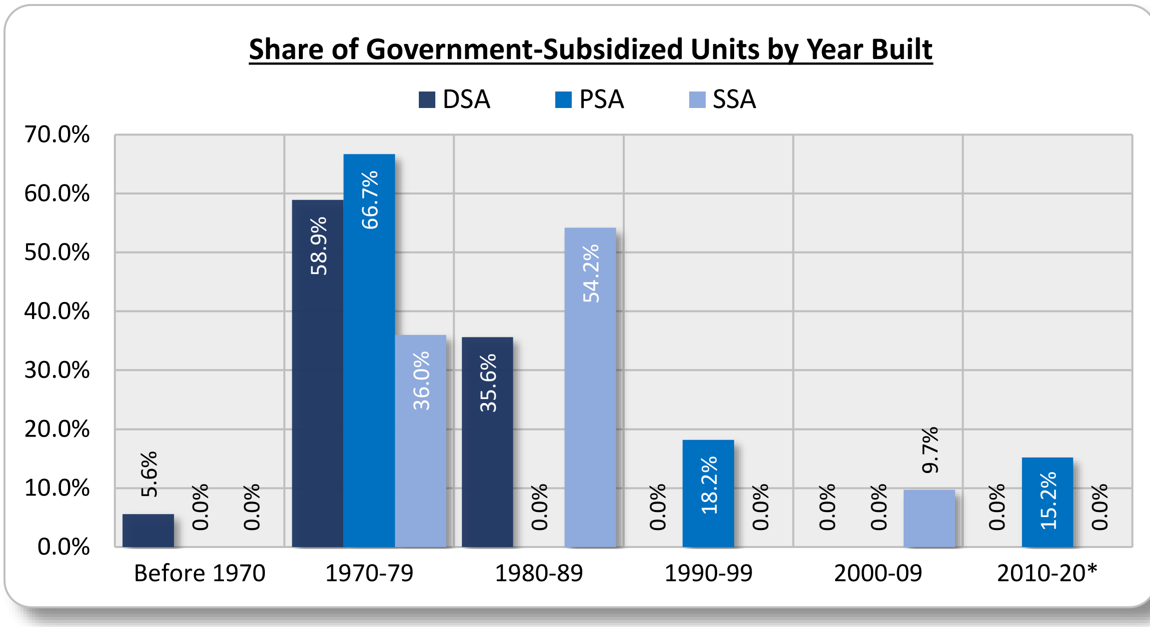
Of the 1,038 surveyed units in the county, only three (0.3%) are vacant. These three vacant units are located in the SSA (Balance of County). Meanwhile, none of the subsidized units in the DSA (Downtown) or in the PSA (Balance of City) are vacant. Many of the subsidized projects maintain wait lists, reflective of pent-up demand. The distribution of units by bedroom type consist heavily of one-bedroom units and include a disproportionately low share of three-bedroom units. This may represent a development opportunity.

The following is a distribution of government-subsidized product surveyed by year built for the study areas:

Government-Subsidized by Year Built			
DSA (Downtown)			
Year Built	Projects	Units	Vacancy Rate
Before 1970	2	10	0.0%
1970 to 1979	1	106	0.0%
1980 to 1989	1	64	0.0%
1990 to 2020*	0	0	-
PSA (Balance of City)			
Year Built	Projects	Units	Vacancy Rate
Before 1970	0	0	-
1970 to 1979	1	202	0.0%
1980 to 1989	0	0	-
1990 to 1999	1	55	0.0%
2000 to 2009	0	0	-
2010 to 2020*	1	46	0.0%
SSA (Balance of County)			
Year Built	Projects	Units	Vacancy Rate
Before 1970	0	0	-
1970 to 1979	1	200	0.0%
1980 to 1989	2	301	1.0%
1990 to 1999	0	0	-
2000 to 2009	1	54	0.0%
2010 to 2020*	0	0	-

*As of October

The development of government-subsidized product in the county primarily occurred prior to the 1980s, with a majority of the units built during this time. Of the surveyed properties, very few subsidized units have been added to the market over the past twenty years.



*As of October

Representatives of Bowen National Research personally visited the surveyed rental projects within the county and rated the exterior quality of each property. We rated each property surveyed on a scale of "A" (highest) through "F" (lowest). All properties were rated based on quality and overall appearance (i.e. aesthetic appeal, building appearance, landscaping and grounds appearance). The following is a distribution of the subsidized housing supply by quality rating.

Government Subsidized by Quality Rating			
DSA (Downtown)			
Quality Rating	Projects	Units	Vacancy Rate
B+	1	8	0.0%
B	2	66	0.0%
B-	1	106	0.0%
PSA (Balance of City)			
Quality Rating	Projects	Units	Vacancy Rate
B+	1	46	0.0%
B	1	202	0.0%
B-	1	55	0.0%
SSA (Balance of County)			
Quality Rating	Projects	Units	Vacancy Rate
B	1	54	0.0%
B-	2	350	0.0%
C	1	151	2.0%

Most of the subsidized product in the county is considered in the “B” and “B-” ranges of quality levels. However, there are 151 units rated “C,” indicating that lower quality product exists in the county.

A total of 19 properties in the county operate as a subsidized project under a current HUD contract. Because these contracts have a designated renewal date, it is important to understand if any of these projects are at risk of an expiring contract in the near future that could result in the reduction of affordable rental housing stock within the county. All 19 properties are summarized in the following table:

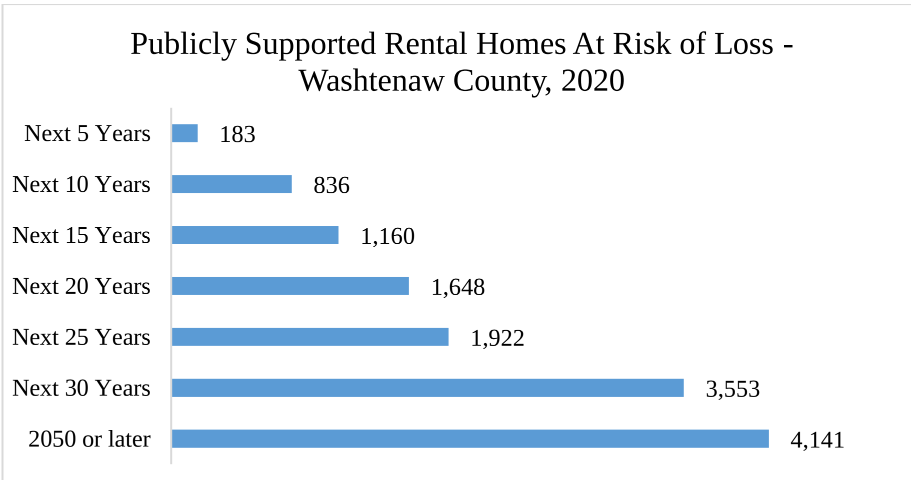
Washtenaw County						
Property Name	**City**	**Total Units**	**Assisted Units**	**Property Category**	**Program Type-Group Name**	**Overall Expiration Date**
Arbor Manor Apartments*	Ypsilanti	80	80	Insured-Subsidized	PD/8 Existing	1/31/2040
Arrowwood Hills Cooperative	Ann Arbor	350	56	Subsidized – Previously Insured	LMSA-S8 Loan Management Set Aside	12/31/2024
Carpenter Place Apartments	Ypsilanti	151	151	Subsidized – Previously Insured	LMSA-S8 Loan Management Set Aside	11/18/2026
Chidester Place	Ypsilanti	151	151	Insured-Subsidized	Sec 8 NC-S8NC	1/31/2040
Clair Circle	Ann Arbor	6	6	202/811	PRAC 202/811	8/31/2021
Clark East Tower	Ypsilanti	200	199	Insured-Subsidized	Sec 8 NC-S8NC	6/30/2032
Cranbrook Towers	Ann Arbor	202	202	Insured-Subsidized	Sec 8 NC-S8NC	12/12/2036
Danbury Park Manor	Ypsilanti	151	146	Subsidized – Previously Insured	LMSA-S8 Loan Management Set Aside	6/30/2032
Forrest Knoll Apartments*	Ypsilanti	231	231	Insured-Subsidized	PD/8 Existing	1/31/2040
Milan Village Apartments	Milan	36	36	Subsidized, No HUD Financing	515/8 NC-S8 FmHA	8/31/2036
Mill Pond Manor (Saline)	Saline	48	47	202/811	Sec. 202/8 NC	10/24/2020
Parkway Meadows	Ann Arbor	350	349	Subsidized, No HUD Financing	HFDA/8 NC-S8 State Agency	10/15/2035
Pinelake Village Cooperative	Ann Arbor	129	81	Subsidized – Previously Insured	LMSA-S8 Loan Management Set Aside	3/31/2034
Sequoia Place	Ann Arbor	56	55	202/811	PRAC 202/811	12/31/2020
Sycamore Meadows Apartments	Ypsilanti	262	262	Insured-Subsidized	PD/8 Existing	12/31/2032
Towne Centre Place	Ypsilanti	170	159	Subsidized, No HUD Financing	RAD RS/RAP Conv	9/30/2036
Melvin T. Walls Manor*	Ypsilanti	55	54	202/811	PRAC 202/811	12/31/2020
Strong Housing *	Ypsilanti	112	112	Subsidized, No HUD Financing	S8 RAD PH Conv	5/31/2035
New Parkridge*	Ypsilanti	86	77	Subsidized, No HUD Financing	S8 RAD PH Conv	6/30/2036
		Total	2,826	2,454		

Source: HUDUser.gov Assistance & Section 8 Contracts Database (Updated 10.30.20); Bowen National Research
*In Opportunity Zone
PD = Property Disposition

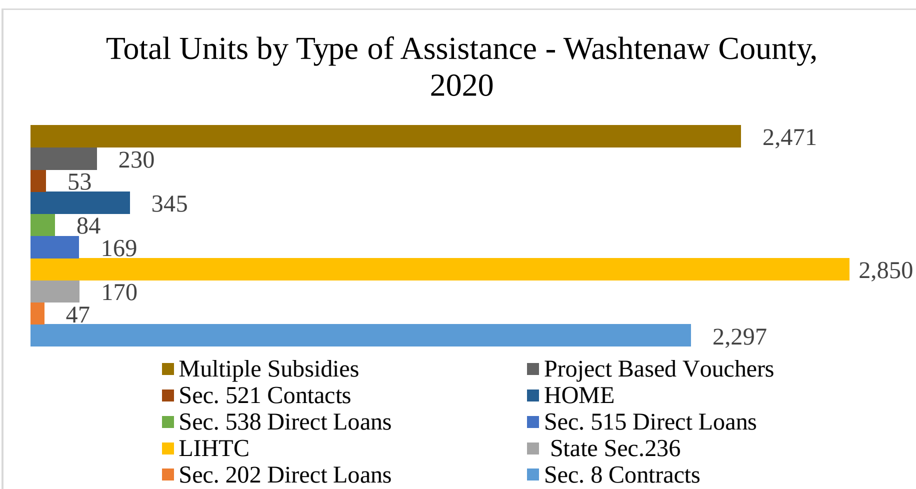
While all HUD supported projects are subject to annual appropriations by the federal government, it appears that four projects have an overall renewal date within the next five years (by 2025) and are at *potential* risk of losing their government assistance a few years from now. It will be important for the area's low-income residents that the projects with pending expiring HUD contracts be preserved in order to continue to house some of the market's most economically vulnerable residents.

According to a representative with the Ann Arbor Housing Commission, there are approximately 1,685 Housing Choice Voucher holders within the housing authority's jurisdiction, and 4,200 people currently on the waiting list for additional Vouchers. An additional 2,900 people are on a waiting list for Project-Based Vouchers. This reflects the continuing need for Housing Choice Voucher assistance. Annual turnover is estimated at 168 households.

According to the National Housing Preservation Database there are 4,158 assisted units and 74 assisted properties in the county. These units by expiration period and assistance type are illustrated in the tables below:



Source: National Housing Preservation Database, October 2020; Bowen National Research



Source: National Housing Preservation Database, October 2020; Bowen National Research

Tax Credit Inventory Comparison

We identified and surveyed seven non-subsidized Tax Credit properties within the county that provide insight into the rental market serving households with incomes of up to 60% of Area Median Income. While only one of these projects (Courthouse Square Senior Living – Map ID 112) is located in the Downtown, all of these properties provide a regional perspective on Tax Credit projects. As such, these properties illustrate the level of demand for Tax Credit product and serve as a basis for comparison for future downtown product.

Map I.D.	Project Name	Year Built/ Renovated	Total Units	Occupancy Rate	Waiting List	Target Market
39	Windsong Townhomes	2006	32	100.0%	36 Months	Families; 50% AMHI
112	Courthouse Square Senior Living	1966 / 1997	116	97.4%	None	Seniors 62+; 50% & 60% AMHI
901	Acclaim at Ford Lake	1996 / 2019	184	100.0%	None	Families; 60% AMHI
906	Brookwood	1991 / 2012	81	100.0%	8 HH	Families; 50% & 60% AMHI
918	Lakestone	1998	144	97.2%	None	Families; 50% & 60% AMHI
922	Oaks of Ypsilanti & Golden Pond	2003	24	100.0%	3 HH	Families; 60% AMHI
932	Walkabout Creek I & II	1991	20*	100.0%	20 HH	Families; 30% & 50% AMHI

*Tax Credit units only

The seven Tax Credit projects have a combined occupancy rate of 98.8%. Five of the seven Tax Credit projects are fully occupied and four of these properties maintain wait lists. As such, there is clear pent-up demand for Tax Credit product in and around the Ann Arbor area. It is worth noting that six projects are general occupancy, while the one project in the Downtown is age restricted.

The collected rents for these Tax Credit projects, as well as their unit mixes by bedroom are listed in the following table:

		Collected Rent/Percent of AMHI (Number of Units/Vacancies)				
Map I.D.	**Project Name**	**One-Br.**	**Two-Br.**	**Three-Br.**	**Four-Br.**	**Rent Special**
39	Windsong Townhomes	-	-	-	$1,324/50% (32/0)	None
112	Courthouse Square Senior Living	$915/50% (12/0) $915/60% (82/2)	$935/60% (8/0) $1,075/60% (14/1)	-	-	None
901	Acclaim at Ford Lake	$1,001/60% (48/0)	$1,319/60% (96/0)	$1,520/60% (40/0)	-	None
906	Brookwood	$796/50% (3/0) $829/60% (12/0)	$929/50% (49/0) $929/60% (17/0)	-	-	None
918	Lakestone	$853/50% (22/0) $1,049/60% (22/0)	$998/50% (32/0) $1,195/60% (32/4)	$1,115/50% (18/0) $1,386/60% (18/0)	-	None
922	Oaks of Ypsilanti & Golden Pond	-	-	$1,200/60% (24/0)	-	None
932	Walkabout Creek I & II	$509/30% (1/0) $900/50% (2/0)	$584/30% (4/0) $1,053/50% (8/0)	$697/30% (2/0) $1,240/50% (3/0)	-	None
Median Collected Rent		**$509/30% $853/50% $915/60%**	**$584/30% $924/50% $1,319/60%**	**$697/30% $1,115/50% $1,386/60%**	**- $1,324/50% -**	
Unit Mix Average by Bedroom Types		**33.9%**	**43.3%**	**17.5%**	**5.3%**	

Overall, the median collected rents at the 30% AMHI level range from $509 to $697, the median 50% rents range from $853 to $1,324 and 60% median rents range from $915 to $1,386 depending upon bedroom type. While higher rents are being achieved, the median rents can be used as a guide for baseline rents of future Tax Credit product. Additionally, the average unit mix consists of 33.9% one-bedroom units, 43.3% two-bedroom units, 17.5% three-bedroom units and 5.3% four-bedroom units, which may serve as a baseline for future product mixes.

The unit sizes (square footage) and number of bathrooms included in each of the Tax Credit properties are illustrated in the following tables:

		Square Footage			
Map I.D.	Project Name	One-Br.	Two-Br.	Three-Br.	Four-Br.
39	Windsong Townhomes	-	-	-	1,800
112	Courthouse Square Senior Living	614 - 618	803 - 899	-	-
901	Acclaim at Ford Lake	850	1,050	1,200	-
906	Brookwood	750	950	-	-
918	Lakestone	719 - 795	916 - 992	1,165 - 1,241	-
922	Oaks of Ypsilanti & Golden Pond	-	-	1,200 - 1,300	-
932	Walkabout Creek I & II	619 - 652	902 - 952	1,137	-
Average Square Feet		**722**	**946**	**1,198**	**1,800**

		Number of Baths			
Map I.D.	Project Name	One-Br.	Two-Br.	Three-Br.	Four-Br.
39	Windsong Townhomes	-	-	-	2.5
112	Courthouse Square Senior Living	1.0	1.0 - 2.0	-	-
901	Acclaim at Ford Lake	1.0	2.0	2.0	-
906	Brookwood	1.0	1.0	-	-
918	Lakestone	1.0	1.0	2.0	-
922	Oaks of Ypsilanti & Golden Pond	-	-	2.0	-
932	Walkabout Creek I & II	1.0	1.5	2.0	-
Average Bathroom		**1.0**	**1.5**	**2.0**	**2.5**

Among these projects, one-bedroom units have an average of 722 square feet and 1.0 bathroom. Two-bedroom units offer an average of 946 square feet and 1.5 bathrooms. Three-bedroom units offer an average of 1,198 square feet and 2.0 bathrooms. The four-bedroom units offer an average of 1,800 square feet and 2.0 bathrooms. These averages should be used to guide future design elements of Tax Credit product.

The amenity packages of the surveyed Tax Credit properties are included on the following pages. While amenities needed at a project are influenced by target market (senior or family), project size, rents and other factors, the most common amenities shown on the following pages should be considered in future Tax Credit product. A map, as well as one-page profiles of these Tax Credit properties follow the amenity comparison tables.

Tax Credit Unit Amenities by Map ID

		39	112 ♦	901	906	918	922	932
Appliances	Dishwasher	X		X	X	X		X
	Disposal	X	X		X	X		X
	Icemaker							
	Microwave	X						
	Range	X	X	X	X	X	X	X
	Refrigerator	X	X	X	X	X	X	X
	No Appliances							
Unit Amenities	AC-Central	X	X	X	X	X	X	X
	AC-Other							
	Balcony				X			
	Deck / Patio				X	X	X	S
	Basement							
	Ceiling Fan			X				X
	Controlled Access		X		X			
	E-Call System							
	Fireplace							
	Furnished							
	Security System							
	Sunroom							
	W/D Hookup			X		X		
	W/D	X		O	X		X	X
	Walk-In Closet					X	X	
	Window Treatments	X	X	X	X	X	X	X
Flooring	Carpet	X	X	X	X	X	X	X
	Ceramic Tile							
	Composite (VCT)(LVT)							
	Hardwood							
	Finished Concrete							
	Vinyl			X		X	X	X
	Wood Laminate / Plank	X			X			
Upgraded	Premium Appliances							
	Premium Countertops							
	Premium Cabinetry							
	Premium Fixtures							
	High Ceilings							
	Vaulted Ceilings							
	Crown Molding							
	Oversized Windows							
Parking	Attached Garage	X						
	Detached Garage							X
	Street Parking							
	Surface Lot	X	X	X	X	X	X	X
	Carport				O		X	
	Property Parking Garage							
	Podium Parking							
	No Provided Parking							

♦ - Senior Property

X = All Units, S = Some Units, O = Optional with Fee ** Details in Comparable Property Profile Report

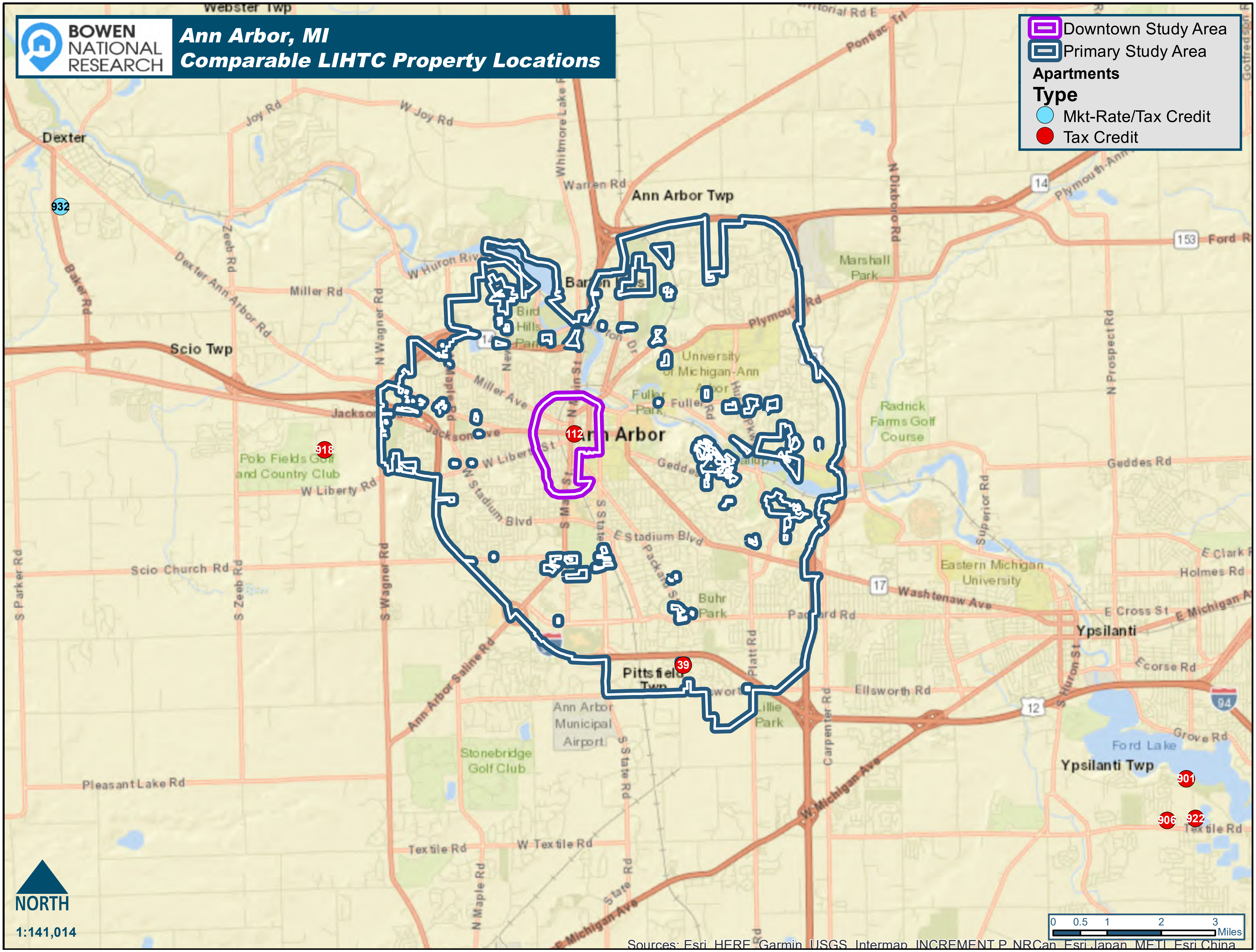
Continued on Next Page

Tax Credit Property Amenities by Map ID

Category	Amenity	39	112♦	901	906	918	922	932
	Bike Racks / Storage							
	Business Center **							
	Car Care **							
	Common Patio							
	Community Garden							
Community Space	Activity / Craft Room							
Community Space	Chapel							
Community Space	Clubhouse			X		X		X
Community Space	Conference Room							
Community Space	Community Kitchen							
Community Space	Community Room		X					X
Community Space	Dining Room - Private							
Community Space	Dining Room - Public							
Community Space	Rooftop Lounge							
Community Space	Study Lounge							
Community Space	TV Lounge		X					
	Concierge Service **							
	Convenience Amenities **							
	Courtyard							
	Covered Outdoor Area **							
	Elevator		X					
	Laundry Room		X			X		
	Meals							
	On-Site Management		X	X	X	X		X
	Pet Care **							
Recreation	Basketball					X		
Recreation	Bocce Ball							
Recreation	Firepit							
Recreation	Fitness Center			X				X
Recreation	Grill			X		X		
Recreation	Game Room - Billiards							
Recreation	Hiking - Walking Trail							
Recreation	Hot Tub							
Recreation	Library		X					
Recreation	Media Room / Theater							
Recreation	Picnic Table / Area			X		X		
Recreation	Playground			X		X	X	X
Recreation	Putting Green							
Recreation	Racquetball							
Recreation	Shuffleboard							
Recreation	Sports Court							
Recreation	Swimming Pool - Indoor							
Recreation	Swimming Pool - Outdoor			X		X		X
Recreation	Tennis							
Recreation	Volleyball							
Security	CCTV							
Security	Courtesy Officer							
Security	Gated Community							
Security	Gated Parking							
Security	Police Substation							
	Social Services **							
	Storage - Extra					X		
	Water Feature							
	WiFi			X		X		X

♦ - Senior Property

X = All Units, S = Some Units, O = Optional with Fee ** Details in Comparable Property Profile Report



BOWEN NATIONAL RESEARCH
Ann Arbor, MI
Comparable LIHTC Property Locations
Downtown Study Area
Primary Study Area
Apartments
Type
Mkt-Rate/Tax Credit
Tax Credit
932
918
112
39
901
906
922
Dexter
Scio Twp
Ann Arbor Twp
Ann Arbor
Pittsfield Twp
Ypsilanti
Ypsilanti Twp
Webster Twp
University of Michigan-Ann Arbor
Eastern Michigan University
Ann Arbor Municipal Airport
Ford Lake
NORTH
1:141,014
0 0.5 1 2 3 Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China

39 Windsong Townhomes

Address: 3001 Valencia Cir, Ann Arbor, MI 48104
Phone: (734) 249-8493 Contact: Dawn
Property Type: Tax Credit
Target Population: Family

Total Units: 32
Vacant Units: 0
Occupancy: 100.0%
Turnover:
Waitlist: 36 mos
Rent Special: None

Year Built: 2006
*AR Year:
Yr Renovated:
Stories: 2

Ratings
Quality: B
Neighborhood: B
Access/Visibility: B/B

Notes: Tax Credit

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: No landlord paid utilities;

Unit Amenities: Dishwasher; Disposal; Microwave; Range; Refrigerator; Central AC; W/D; Window Treatments; Flooring (Carpet, Wood Laminate / Plank)

Property Amenities:

Parking Type: Attached Garage; Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
4	2.5	T	32	0	1,800	$0.74	$1,324	50%

*Adaptive Reuse

112 Courthouse Square Senior Living

Address: 100 S 4th Ave, Ann Arbor, M 48107
Phone: (734) 995-5511 Contact: Kelly (By Phone)
Property Type: Tax Credit
Target Population: Senior 62+

Total Units: 116	Year Built: 1966	Ratings
Vacant Units: 3	*AR Year: 1997	Quality: B-
Occupancy: 97.4%	Yr Renovated:	Neighborhood: B
Turnover:	Stories: 11 (w/Elev)	Access/Visibility: B/A

Waitlist: None
Rent Special: None

Notes: Tax Credit

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Heat (Natural Gas), Hot Water (Natural Gas), Water, Sewer, Trash

Unit Amenities: Disposal; Range; Refrigerator; Central AC; Controlled Access; Window Treatments; Flooring (Carpet)

Property Amenities: Community Room, TV Lounge; Elevator; Laundry Room; On-Site Management; Recreation Areas (Library)

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	12	0	618	$1.48	$915	50%
1	1	G	82	2	614	$1.49	$915	60%
2	1	G	8	0	803	$1.16	$935	60%
2	2	G	14	1	899	$1.20	$1,075	60%

*Adaptive Reuse

901 Acclaim at Ford Lake

Address: 8753 Spinnaker Rd, Ypsilanti, MI 48197
Phone: (734) 327-8721 Contact: Chris (By Phone)
Property Type: Tax Credit
Target Population: Family
Total Units: 184 Year Built: 1996 Ratings
Vacant Units: 0 *AR Year: Quality: B
Occupancy: 100.0% Yr Renovated: 2019 Neighborhood: B
Turnover: Stories: 2 Access/Visibility: B/B
Waitlist: None
Rent Special: None

Notes: Tax Credit

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Water, Sewer, Trash

Unit Amenities: Dishwasher; Range; Refrigerator; Central AC; Ceiling Fan; W/D Hookup; W/D; Window Treatments; Flooring (Carpet, Vinyl)

Property Amenities: Clubhouse; On-Site Management; Recreation Areas (Fitness Center, Grill, Picnic Table / Area, Playground, Outdoor Swimming Pool); WiFi

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	48	0	850	$1.18	$1,001	60%
2	2	G	96	0	1,050	$1.26	$1,319	60%
3	2	G	40	0	1,200	$1.27	$1,520	60%

*Adaptive Reuse

906 Brookwood

Address: 8990 Brookwood St, Ypsilanti, MI 48197
Phone: (734) 482-3000 Contact: Vicki (By Phone)
Property Type: Tax Credit
Target Population: Family
Total Units: 81
Vacant Units: 0
Occupancy: 100.0%
Turnover:
Waitlist: 8 HH
Rent Special: None

Year Built: 1991
*AR Year:
Yr Renovated: 2012
Stories: 3

Ratings
Quality: B
Neighborhood: B
Access/Visibility: B/B

Notes:

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Water, Sewer, Trash

Unit Amenities: Dishwasher; Disposal; Range; Refrigerator; Central AC; Balcony; Deck / Patio; Controlled Access; W/D; Window Treatments; Flooring (Carpet, Wood Laminate / Plank)

Property Amenities: On-Site Management

Parking Type: Surface Lot; Carport

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	3	0	750	$1.06	$796	50%
1	1	G	12	0	750	$1.11	$829	60%
2	1	G	49	0	950	$0.98	$929	50%
2	1	G	17	0	950	$0.98	$929	60%

*Adaptive Reuse

918 Lakestone


Address: 4275 Eyrie Dr, Ann Arbor, MI 48103
Phone: (734) 665-1695 Contact: Stephanie (By Phone)
Property Type: Tax Credit
Target Population: Family
Total Units: 144 Year Built: 1998 Ratings
Vacant Units: 4 *AR Year: Quality: B+
Occupancy: 97.2% Yr Renovated: Neighborhood: B+
Turnover: Stories: 2 Access/Visibility: B/B
Waitlist: None
Rent Special: None

Notes: Tax Credit

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Trash

Unit Amenities: Dishwasher; Disposal; Range; Refrigerator; Central AC; Deck / Patio; W/D Hookup; Walk-In Closet; Window Treatments; Flooring (Carpet, Vinyl)

Property Amenities: Clubhouse; Laundry Room; On-Site Management; Recreation Areas (Basketball, Grill, Picnic Table / Area, Playground, Outdoor Swimming Pool); Extra Storage; WiFi

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	22	0	719 - 795	$1.19 - $1.07	$853	50%
1	1	G	22	0	719 - 795	$1.46 - $1.32	$1,049	60%
2	1	G	32	0	916 - 992	$1.09 - $1.01	$998	50%
2	1	G	32	4	916 - 992	$1.30 - $1.20	$1,195	60%
3	2	G	18	0	1,165 - 1,241	$0.96 - $0.90	$1,115	50%
3	2	G	18	0	1,165 - 1,241	$1.19 - $1.12	$1,386	60%

*Adaptive Reuse

922 Oaks of Ypsilanti & Golden Pond

Address: 9070 Charlotte Ct, Ypsilanti, MI 48197

Phone: (734) 369-6117 Contact: Alysse (By Phone)

Property Type: Tax Credit

Target Population: Family

Total Units: 24 Year Built: 2003

Vacant Units: 0 *AR Year:

Occupancy: 100.0% Yr Renovated:

Turnover: Stories: 2

Waitlist: 3 HH

Rent Special: None

Ratings

Quality: B

Neighborhood: B

Access/Visibility: B/B

Notes: Tax Credit

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission

Utility Type & Responsibility: Landlord pays Water, Sewer, Trash

Unit Amenities: Range; Refrigerator; Central AC; Deck / Patio; W/D; Walk-In Closet; Window Treatments; Flooring (Carpet, Vinyl)

Property Amenities: Recreation Areas (Playground)

Parking Type: Surface Lot; Carport

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
3	2	G	24	0	1,200 - 1,300	$1.00 - $0.92	$1,200	60%

*Adaptive Reuse

932 Walkabout Creek I & II

Address: 7799 Kookaburra Ct, Dexter, MI 48130
Phone: (734) 426-0410 Contact: Kristin (By Phone)
Property Type: Market Rate, Tax Credit
Target Population: Family

Total Units: 165
Vacant Units: 0
Occupancy: 100.0%
Turnover:
Waitlist: 20 HH
Rent Special: None

Year Built: 1991
*AR Year:
Yr Renovated:
Stories: 2

Ratings
Quality: B+
Neighborhood: B+
Access/Visibility: A-/A

Notes: Market-rate (145 units); Tax Credit (20 units); Phase II built 1999

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Water, Sewer, Trash

Unit Amenities: Dishwasher; Disposal; Range; Refrigerator; Central AC; Deck / Patio; Ceiling Fan; W/D; Window Treatments; Flooring (Carpet, Vinyl)

Property Amenities: Clubhouse, Community Room; On-Site Management; Recreation Areas (Fitness Center, Playground, Outdoor Swimming Pool); WiFi

Parking Type: Detached Garage; Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	1	0	619	$0.82	$509	30%
1	1	G	2	0	619 - 652	$1.45 - $1.38	$900	50%
1	1	G	48	0	619 - 652	$1.97 - $1.87	$1,219	Market
2	2	G	49	0	827	$1.63	$1,349	Market
2	1.5	T	4	0	902 - 952	$0.65 - $0.61	$584	30%
2	1.5	T	8	0	902 - 952	$1.17 - $1.11	$1,053	50%
3	2	G	2	0	1,137	$0.61	$697	30%
3	2	G	3	0	1,137	$1.09	$1,240	50%
3	2	G	48	0	1,137	$1.50	$1,709	Market

*Adaptive Reuse

Government Subsidy Inventory Comparison

There is a total of 11 federally subsidized apartment developments that were surveyed in Washtenaw County. These projects include six age-restricted projects and five general occupancy projects. These projects provide both insight into the level of demand for subsidized rental housing and design characteristics of such product. These projects are summarized as follows:

							Collected Rent (Unit Mix)			
Map I.D.	Project Name	Type	Year Built/ Renovated	Total Units	Occupancy	Waiting List	One-Br.	Two-Br.	Three-Br.	Four-Br.
9*	Cranbrook Tower	TAX & SEC 8	1979 / 2017	202	100.0%	24 Months	$899 (182)	$1,001 (20)	-	-
32*	Sequoia Place	SEC 202 & 8	1995	55	100.0%	140 HH	SUB (55)	-	-	-
38	West Arbor	TAX & PBV/RAD	2017	46	100.0%	60 Months	$722 (8)	$963 (4)	$1,040 - $1,337 (12)	$1,487 - $1,632 (22)
106	Baker Commons	TAX & PBV/RAD	1981 / 2015	64	100.0%	500 HH	SUB (64)	-	-	-
109	Miller Manor	TAX & PBV/RAD	1971 / 2015	106	100.0%	500 HH	SUB (101)	SUB (5)	-	-
110	South Seventh Street	PBV/RAD	1969 / 2017	8	100.0%	500 HH	SUB (8)	-	-	-
111	West Washington	PBV/RAD	1969 / 2016	2	100.0%	500 HH	SUB (2)	-	-	-
908*	Carpenter Place	TAX & SEC 8	1980 / 2005	150	100.0%	110 HH	$904 (150)	-	-	-
911*	Chidester Place	TAX & SEC 8	1980 / 2006	151	98.0%	None	$945 (151)	-	-	-
912*	Clark East Tower	TAX & SEC 8	1979 / 2016	200	100.0%	9-12 Months	$789 (179)	$964 (21)	-	-
921*	Melvin T Walls Manor	SEC 8	2006	54	100.0%	49 HH	$478 (54)	-	-	-
Unit Mix Averages by Bedroom Type							**91.0%**	**4.8%**	**1.2%**	**2.1%**
			Total	**1,038**	**99.7%**					

*Senior property
HH - Households
TAX - Tax Credit; PBV – Project Based Voucher; PBRA – Project Based Rental Assistance, SEC 8 – HUD Section 8

Overall, these projects contain 1,038 units, of which only three (0.3%) are vacant. All but two of the projects have wait lists. Of these projects, four (designated by map codes in the 100 series) are located in the DSA (Downtown). All four downtown projects are fully occupied and three of these projects have a shared wait list of approximately 500 households. This demonstrates the significant level of pent-up demand for subsidized housing in the Downtown. Regardless, there appears to be a housing shortage for government-subsidized housing throughout the county.

The surveyed subsidized supply has a very high share of one-bedroom units, representing 91.9% of the overall subsidized supply. Conversely, the market has a disproportionately low share of two-bedroom or larger units. While virtually all one-bedroom units are occupied and represent a housing shortage for such units, the low share of two-bedroom or larger units likely reflects a shortage of family units.

The unit sizes (square footage) and number of bathrooms included in each of the surveyed subsidized projects are shown in the following table:

		Square Footage			
Map I.D.	Project Name	One-Br.	Two-Br.	Three-Br.	Four+-Br.
9*	Cranbrook Tower	504	830	-	-
32*	Sequoia Place	540	-	-	-
38	West Arbor	765	963	970 – 1,210	1,352 – 1,500
106	Baker Commons	525	-	-	-
109	Miller Manor	502	1,005	-	-
110	South Seventh Street	641	-	-	-
111	West Washington	641	-	-	-
908*	Carpenter Place	540	-	-	-
911*	Chidester Place	600	-	-	-
912*	Clark East Tower	556	890	-	-
921*	Melvin T Walls Manor	690	-	-	-
Average Square Feet		**591**	**922**	**1,090**	**1,426**

*Senior property

		Number of Baths			
Map I.D.	Project Name	One-Br.	Two-Br.	Three-Br.	Four+-Br.
9*	Cranbrook Tower	1.0	1.0	-	-
32*	Sequoia Place	1.0	-	-	-
38	West Arbor	1.0	1.0	2.0	2.0
106	Baker Commons	1.0	-	-	-
109	Miller Manor	1.0	1.0	-	-
110	South Seventh Street	1.0	-	-	-
111	West Washington	1.0	-	-	-
908*	Carpenter Place	1.0	-	-	-
911*	Chidester Place	1.0	-	-	-
912*	Clark East Tower	1.0	1.0	-	-
921*	Melvin T Walls Manor	1.0	-	-	-
Average Bathroom		**1.0**	**1.0**	**2.0**	**2.0**

*Senior property

Among these projects, one-bedroom units have an average of 591 square feet and 1.0 bathroom. Two-bedroom units offer an average of 922 square feet and 1.0 bathroom. Three-bedroom units offer an average of 1,090 square feet, while four-bedroom units offer an average of 1,426 square feet. Both three- and four-bedroom units offer 2.0 bathrooms.

The amenity packages of the selected properties are included on the following pages. The most common amenities among these projects should serve as a guide for potential amenities at future subsidized projects in the market.

A map, as well as one-page profiles of these subsidized properties follow the amenity comparison tables.

Subsidized Unit Amenities by Map ID

		9 ♦	32 ♦	38	106	109	110	111	908♦	911♦	912♦	921♦
Appliances	Dishwasher			S						X		
	Disposal	X								X	X	
	Icemaker											
	Microwave											
	Range	X	X	X	X	X	X	X	X	X	X	X
	Refrigerator	X	X	X	X	X	X	X	X	X	X	X
	No Appliances											
Unit Amenities	AC-Central			X	X			X	X	X		X
	AC-Other	X	X			X	X				X	
	Balcony	X		X		X					X	
	Deck / Patio			X		X	X	X				
	Basement											
	Ceiling Fan											
	Controlled Access	X							X		X	X
	E-Call System	X	X		X					X	X	X
	Fireplace											
	Furnished											
	Security System									X		
	Sunroom											
	W/D Hookup			X								
	W/D											
	Walk-In Closet								X	X		X
	Window Treatments	X	X	X	X	X		X	X	X	X	X
Flooring	Carpet	X	X	X	X	X	X	X	X	X	X	X
	Ceramic Tile											X
	Composite (VCT)(LVT)											
	Hardwood											
	Finished Concrete											
	Vinyl		X	X	X	X	X	X	X	X	X	
	Wood Laminate / Plank										X	
Upgraded	Premium Appliances											
	Premium Countertops											
	Premium Cabinetry											
	Premium Fixtures											
	High Ceilings											
	Vaulted Ceilings											
	Crown Molding											
	Oversized Windows					X						
Parking	Attached Garage											
	Detached Garage											
	Street Parking											
	Surface Lot	X	X	X	X	X	X	X	X	X	X	X
	Carport											
	Property Parking Garage											
	Podium Parking											
	No Provided Parking											

♦ - Senior Property

X = All Units, S = Some Units, O = Optional with Fee ** Details in Comparable Property Profile Report

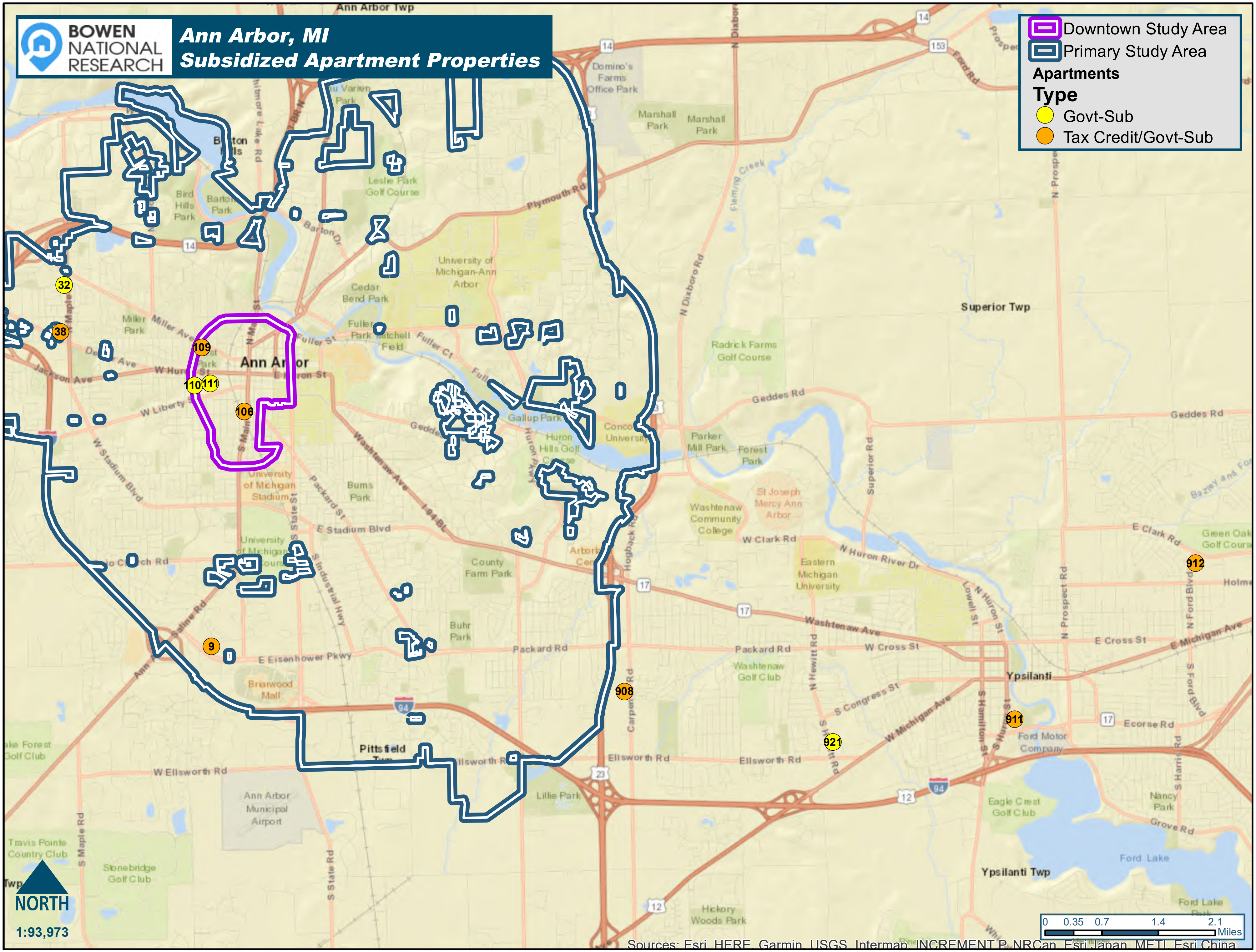
Continued on Next Page

Subsidized Property Amenities by Map ID

		9 ♦	32 ♦	38	106	109	110	111	908♦	911♦	912♦	921♦
	Bike Racks / Storage			X	X	X						
	Business Center **	X	X	X	X	X						
	Car Care **											
	Common Patio				X					X		
	Community Garden										X	
Community Space	Activity / Craft Room											
	Chapel											
	Clubhouse											
	Conference Room					X						
	Community Kitchen				X	X						X
	Community Room	X	X	X	X	X			X	X	X	X
	Dining Room - Private											
	Dining Room - Public											
	Rooftop Lounge											
	Study Lounge											
	TV Lounge											
	Concierge Service **											
	Convenience Amenities **	X										
	Courtyard					X	X					
	Covered Outdoor Area **					X					X	
	Elevator	X	X		X	X			X	X	X	X
	Laundry Room	X	X	X	X	X			X	X	X	X
	Meals											
	On-Site Management	X	X	X	X	X			X	X	X	X
	Pet Care **					X					X	
Recreation	Basketball											
	Bocce Ball											
	Firepit											
	Fitness Center	X							X		X	
	Grill		X	X		X						
	Game Room - Billiards	X									X	
	Hiking - Walking Trail											
	Hot Tub											
	Library	X				X			X	X	X	X
	Media Room / Theater					X				X		
	Picnic Table / Area	X	X	X	X						X	
	Playground			X		X						
	Putting Green											
	Racquetball											
	Shuffleboard											
	Sports Court											
	Swimming Pool - Indoor											
	Swimming Pool - Outdoor											
	Tennis											
	Volleyball											
Security	CCTV			X		X						X
	Courtesy Officer											
	Gated Community		X									
	Gated Parking											
	Police Substation											
	Social Services **	X	X		X	X					X	X
	Storage - Extra	X	X							X	X	
	Water Feature	X										
	WiFi								X	X	X	X

♦ - Senior Property

X = All Units, S = Some Units, O = Optional with Fee ** Details in Comparable Property Profile Report


BOWEN NATIONAL RESEARCH
Ann Arbor, MI
Subsidized Apartment Properties
Downtown Study Area
Primary Study Area
Apartments
Type
Govt-Sub
Tax Credit/Govt-Sub
32
38
109
110
111
106
9
908
921
911
912
Ann Arbor
Ypsilanti
Superior Twp
Ypsilanti Twp
Pittsfield Twp
Ann Arbor Twp
NORTH
1:93,973
0 0.35 0.7 1.4 2.1 Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China

9 Cranbrook Tower

Address: 2901 Northbrook Pl, Ann Arbor, MI 48103
Phone: (734) 668-8914 Contact: Jennifer
Property Type: Tax Credit, Government Subsidized
Target Population: Senior 62+

Total Units: 202
Vacant Units: 0
Occupancy: 100.0%
Turnover:
Waitlist: 24 mos
Rent Special: None

Year Built: 1979
*AR Year:
Yr Renovated: 2017
Stories: 7 (w/Elev)

Ratings
Quality: B
Neighborhood: B+
Access/Visibility: B/B+

Notes: Tax Credit; HUD Section 8

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission

Utility Type & Responsibility: Landlord pays Electric, Heat (Natural Gas), Hot Water (Natural Gas), Cooking (Electric), Water, Sewer, Trash

Unit Amenities: Disposal; Range; Refrigerator; AC Other; Balcony; Controlled Access; E-Call System; Window Treatments; Flooring (Carpet)

Property Amenities: Business Center (Computer); Community Room; Salon; Elevator; Laundry Room; On-Site Management; Recreation Areas (Fitness Center, Game Room-Billiards, Library, Picnic Table / Area); Social Services (Classes, Health Screenings, Meals on Wheels, Parties / Picnics, Social Services Coordinator); Extra Storage; Water Feature

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	182	0	504	Subsidized	Subsidized	Subsidized
2	1	G	20	0	830	Subsidized	Subsidized	Subsidized

*Adaptive Reuse

32 Sequoia Place

Address: 1131 N Maple Rd, Ann Arbor, MI 48103
Phone: (734) 669-8840 Contact: Lisa
Property Type: Government Subsidized
Target Population: Senior 62+

Total Units: 55	Year Built: 1995	Ratings
Vacant Units: 0	*AR Year:	Quality: B-
Occupancy: 100.0%	Yr Renovated:	Neighborhood: B+
Turnover:	Stories: 2 (w/Elev)	Access/Visibility: B/B

Waitlist: 140 HH
Rent Special: None

Notes: HUD Section 202 & HUD Section 8

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Electric, Heat (Natural Gas), Hot Water (Natural Gas), Cooking (Electric), Water, Sewer, Trash

Unit Amenities: Range; Refrigerator; AC Other; E-Call System; Window Treatments; Flooring (Carpet, Vinyl)

Property Amenities: Business Center (Computer); Community Room; Elevator; Laundry Room; On-Site Management; Recreation Areas (Grill, Picnic Table / Area); Gated Community; Social Services (Classes, Health Screenings, Parties / Picnics, Social Services Coordinator); Extra Storage

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	55	0	540	Subsidized	Subsidized	Subsidized

*Adaptive Reuse

38 West Arbor

Address: 701 N Maple Rd, Ann Arbor, MI 48103

Phone: (734) 881-9105   Contact: Beth

Property Type: Tax Credit, Government Subsidized

Target Population: Family

Total Units: 46   Year Built: 2017

Vacant Units: 0   *AR Year:

Occupancy: 100.0%   Yr Renovated:

Turnover: Stories: 1,2

Waitlist: 60 mos

Rent Special: None

Ratings

Quality: B+

Neighborhood: B

Access/Visibility: B/B

Notes: HUD RAD

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission

Utility Type & Responsibility: Landlord pays Electric, Heat (Electric), Hot Water (Electric), Cooking (Electric), Water, Sewer, Trash

Unit Amenities: Dishwasher; Range; Refrigerator; Central AC; Balcony; Deck / Patio; W/D Hookup; Window Treatments; Flooring (Carpet, Vinyl)

Property Amenities: Bike Racks / Storage; Business Center (Computer, Copy); Community Room; Laundry Room; On-Site Management; Recreation Areas (Grill, Picnic Table / Area, Playground); CCTV

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	8	0	765	Subsidized	Subsidized	Subsidized
2	1	G	4	0	963	Subsidized	Subsidized	Subsidized
3	2 - 1	G	8	0	1,210	Subsidized	Subsidized	Subsidized
3	2 - 1	T	4	0	970	Subsidized	Subsidized	Subsidized
4	2 - 1	T	4	0	1,352	Subsidized	Subsidized	Subsidized
4	2 - 1	T	4	0	1,352	Subsidized	Subsidized	Subsidized
5	2 - 1	T	6	0	1,500	Subsidized	Subsidized	Subsidized
5	2 - 1	T	8	0	1,500	Subsidized	Subsidized	Subsidized

*Adaptive Reuse

106 Baker Commons

Address: 106 Packard St, Ann Arbor, MI 48103
Phone: (734) 994-2902 Contact: Beth
Property Type: Tax Credit, Government Subsidized
Target Population: Family

Total Units: 64	Year Built: 1981	Ratings
Vacant Units: 0	*AR Year:	Quality: B
Occupancy: 100.0%	Yr Renovated: 2015	Neighborhood: B+
Turnover:	Stories: 5 (w/Elev)	Access/Visibility: B/B+
Waitlist: 500 HH		
Rent Special: None		

Notes: HUD RAD

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Heat (Natural Gas), Hot Water (Natural Gas), Cooking (Electric), Water, Sewer, Trash

Unit Amenities: Range; Refrigerator; Central AC; E-Call System; Window Treatments; Flooring (Carpet, Vinyl)

Property Amenities: Bike Racks / Storage; Business Center (Computer, Copy, Fax); Common Patio; Community Kitchen, Community Room; Elevator; Laundry Room; On-Site Management; Recreation Areas (Picnic Table / Area); Social Services (Health Screenings, Meals on Wheels, Meal Site, Social Services Coordinator)

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	64	0	525	Subsidized	Subsidized	Subsidized

*Adaptive Reuse

109 Miller Manor

Address: 727 Miller Ave, Ann Arbor, MI 48103

Phone: (734) 794-6720 Contact: Beth

Property Type: Tax Credit, Government Subsidized

Target Population: Family

Total Units: 106

Vacant Units: 0

Occupancy: 100.0%

Turnover:

Waitlist: 500 HH

Rent Special: None

Year Built: 1971

*AR Year:

Yr Renovated: 2015

Stories: 7 (w/Elev)

Ratings

Quality: B-

Neighborhood: B

Access/Visibility: B/B

Notes: Tax Credit; HUD RAD

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission

Utility Type & Responsibility: Landlord pays Heat (Natural Gas), Hot Water (Natural Gas), Water, Sewer, Trash

Unit Amenities: Range; Refrigerator; AC Other; Balcony; Deck / Patio; Window Treatments; Flooring (Carpet, Vinyl); Oversized Windows

Property Amenities: Bike Racks / Storage; Business Center (Computer, Copy, Fax); Conference Room, Community Kitchen, Community Room; Courtyard; Gazebo; Elevator; Laundry Room; On-Site Management; Pet Stations; Recreation Areas (Grill, Library, Media Room / Theater, Playground); CCTV; Social Services (Classes, Health Screenings, Meal Site, Parties / Picnics, Social Services Coordinator)

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	101	0	502	Subsidized	Subsidized	Subsidized
2	1	G	5	0	1,005	Subsidized	Subsidized	Subsidized

*Adaptive Reuse

110 South Seventh Street

Picture
Not
Available

Address: 221 S 7th St, Ann Arbor, MI 48103
Phone: (734) 794-6720 Contact: Beth
Property Type: Government Subsidized
Target Population: Family

Total Units: 8	Year Built: 1969	Ratings
Vacant Units: 0	*AR Year:	Quality: B+
Occupancy: 100.0%	Yr Renovated: 2017	Neighborhood: B
Turnover:	Stories: 1	Access/Visibility: B/B-

Waitlist: 500 HH
Rent Special: None

Notes: Tax Credit; HUD RAD

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Electric, Heat (Natural Gas), Hot Water (Electric), Cooking (Electric), Water, Sewer, Trash

Unit Amenities: Range; Refrigerator; AC Other; Deck / Patio; Flooring (Carpet, Vinyl)

Property Amenities: Courtyard

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	8	0	641	Subsidized	Subsidized	Subsidized

*Adaptive Reuse

111 West Washington

Picture
Not
Available

Address: 805 W Washington St, Ann Arbor, MI 48103
Phone: (734) 794-6720 Contact: Beth
Property Type: Government Subsidized
Target Population: Family

Total Units: 2 Year Built: 1969 Ratings
Vacant Units: 0 *AR Year: Quality: B
Occupancy: 100.0% Yr Renovated: 2016 Neighborhood: B
Turnover: Stories: 1 Access/Visibility: B/B-
Waitlist: None
Rent Special: None

Notes: HUD RAD

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Electric, Heat (Natural Gas), Hot Water (Electric), Cooking (Electric), Water, Sewer, Trash

Unit Amenities: Range; Refrigerator; Central AC; Deck / Patio; Window Treatments; Flooring (Carpet, Vinyl)

Property Amenities:

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	2	0	641	Subsidized	Subsidized	Subsidized

*Adaptive Reuse

908 Carpenter Place

Picture
Not
Available

Address: 3400 Carpenter Rd, Ypsilanti, MI 48197
Phone: (734) 973-8377   Contact: Diana (By Phone)
Property Type: Tax Credit, Government Subsidized
Target Population: Senior 62+, Disabled

Total Units: 150	Year Built: 1980	Ratings
Vacant Units: 0	*AR Year:	Quality: B-
Occupancy: 100.0%	Yr Renovated: 2005	Neighborhood: B
Turnover:	Stories: 8 (w/Elev)	Access/Visibility: B/B
Waitlist: 110 HH		
Rent Special: None		

Notes: Tax Credit; HUD Section 8; 15 units designated disabled 18+

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Heat (Natural Gas), Hot Water (Natural Gas), Water, Sewer, Trash

Unit Amenities: Range; Refrigerator; Central AC; Controlled Access; Walk-In Closet; Window Treatments; Flooring (Carpet, Vinyl)

Property Amenities: Community Room; Elevator; Laundry Room; On-Site Management; Recreation Areas (Fitness Center, Library); WiFi

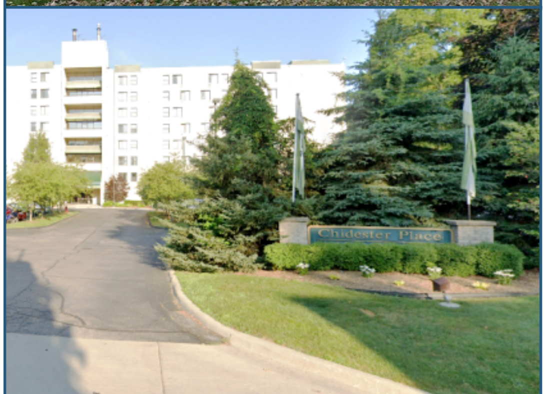
Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	150	0	540	Subsidized	Subsidized	Subsidized

*Adaptive Reuse

911 Chidester Place



Address: 330 Chidester Pl, Ypsilanti, MI 48197
Phone: (734) 487-9400 Contact: Jessica (By Phone)
Property Type: Tax Credit, Government Subsidized
Target Population: Senior 62+

Total Units: 151	Year Built: 1980	Ratings
Vacant Units: 3	*AR Year:	Quality: C
Occupancy: 98.0%	Yr Renovated: 2006	Neighborhood: B-
Turnover:	Stories: 8 (w/Elev)	Access/Visibility: B-/B

Waitlist: None
Rent Special: None

Notes: Tax Credit; HUD Section 8

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Heat (Natural Gas), Hot Water (Natural Gas), Water, Sewer, Trash

Unit Amenities: Dishwasher; Disposal; Range; Refrigerator; Central AC; E-Call System; Security System; Walk-In Closet; Window Treatments; Flooring (Carpet, Vinyl)

Property Amenities: Common Patio; Community Room; Elevator; Laundry Room; On-Site Management; Recreation Areas (Library, Media Room / Theater); Extra Storage; WiFi

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	151	3	600	Subsidized	Subsidized	Subsidized

*Adaptive Reuse

912 Clark East Tower

Address: 1550 E Clark Rd, Ypsilanti, MI 48198

Phone: (734) 482-5511 Contact: Sherry (By Phone)

Property Type: Tax Credit, Government Subsidized

Target Population: Senior 62+

Total Units: 200	Year Built: 1979	Ratings
Vacant Units: 0	*AR Year:	Quality: B-
Occupancy: 100.0%	Yr Renovated: 2016	Neighborhood: B
Turnover:	Stories: 7 (w/Elev)	Access/Visibility: B/B

Waitlist: 9-12 mos

Rent Special: None

Notes: Tax Credit; HUD Section 8

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission

Utility Type & Responsibility: Landlord pays Heat (Natural Gas), Hot Water (Natural Gas), Water, Sewer, Trash

Unit Amenities: Disposal; Range; Refrigerator; AC Other; Balcony; Controlled Access; E-Call System; Window Treatments; Flooring (Carpet, Vinyl, Wood Laminate / Plank)

Property Amenities: Community Gardens; Community Room; Gazebo; Elevator; Laundry Room; On-Site Management; Dog Park; Recreation Areas (Fitness Center, Game Room-Billiards, Library, Picnic Table / Area); Social Services (Social Services Coordinator); Extra Storage; WiFi

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	179	0	556	Subsidized	Subsidized	Subsidized
2	1	G	21	0	890	Subsidized	Subsidized	Subsidized

*Adaptive Reuse

921 Melvin T Walls Manor

Address: 2189 Glory Ln, Ypsilanti, MI 48197
Phone: (734) 484-3820 Contact: Patricia (By Phone)
Property Type: Government Subsidized
Target Population: Senior 62+

Total Units: 54
Vacant Units: 0
Occupancy: 100.0%
Turnover:
Waitlist: 49 HH
Rent Special: None

Year Built: 2006
*AR Year:
Yr Renovated:
Stories: 3 (w/Elev)

Ratings
Quality: B
Neighborhood: B
Access/Visibility: B-/B-

Notes: HUD Section 8

Features And Utilities

Utility Schedule Provided by: Ann Arbor Housing Commission
Utility Type & Responsibility: Landlord pays Water, Sewer, Trash

Unit Amenities: Range; Refrigerator; Central AC; Controlled Access; E-Call System; Walk-In Closet; Window Treatments; Flooring (Carpet, Ceramic Tile)

Property Amenities: Community Kitchen, Community Room; Elevator; Laundry Room; On-Site Management; Recreation Areas (Library); CCTV; Social Services (Social Services Coordinator); WiFi

Parking Type: Surface Lot

Unit Configuration

Beds	Baths	Type	Units	Vacant	Sq Ft	$ / Sq Ft	Collected Rent	AMHI
1	1	G	54	0	690	Subsidized	Subsidized	Subsidized

*Adaptive Reuse

Student Apartment Supply

In addition to typical multifamily apartments, we identified and personally surveyed 28 larger off-campus student rental apartment projects containing a total of 2,371 units within the DSA (Downtown) and PSA (Balance of City). These rentals have a combined occupancy rate of 93.5%, a slightly low rate for student rental housing.

It is critical to point out that these surveyed projects do not represent all off-campus rentals, as there are many smaller student-oriented rental alternatives in the market and other larger projects we were unable to survey. Regardless, we believe these surveyed apartment projects are representative of modern purpose-built off-campus student rentals in the area. The following table summarizes the breakdown of purpose-built off-campus student apartment units surveyed within the market.

Off -Campus Student Housing						
Bedroom	Baths	Units	Distribution	Vacancy	% Vacant	Median Collected Rent
Studio	1.0	216	9.1%	14	6.5%	$1,550
One-Bedroom	1.0	578	24.4%	37	6.4%	$1,365
One-Bedroom	1.5	8	0.3%	0	0.0%	$995
Two-Bedroom	1.0	416	17.5%	31	7.5%	$1,595
Two-Bedroom	1.5	16	0.7%	0	0.0%	$1,245
Two-Bedroom	2.0	208	8.8%	13	6.3%	$3,050
Two-Bedroom	2.5	38	1.6%	0	0.0%	$2,906
Three-Bedroom	1.0	118	5.0%	0	0.0%	$2,817
Three-Bedroom	1.5	5	0.2%	0	0.0%	$1,650
Three-Bedroom	2.0	37	1.6%	2	5.4%	$3,057
Three-Bedroom	3.0	110	4.6%	13	11.8%	$4,377
Four-Bedroom	2.0	154	6.5%	17	11.0%	$5,228
Four-Bedroom	3.0	57	2.4%	3	5.3%	$4,996
Four-Bedroom	4.0	178	7.5%	15	8.4%	$5,460
Five-Bedroom	3.0	27	1.1%	1	3.7%	$5,225
Five-Bedroom	4.0	86	3.6%	3	3.5%	$7,500
Six-Bedroom	3.0	18	0.8%	1	5.6%	$9,999
Six-Bedroom	4.0	69	2.9%	3	4.3%	$8,094
Six-Bedroom	5.0	12	0.5%	0	0.0%	$5,730
Six-Bedroom	6.0	20	0.8%	0	0.0%	$7,500
Total Market-rate		**2,371**	**100.0%**	**153**	**6.5%**	-

The highest vacancy rates were generally among the three- and four-bedroom units. The vacancy rates among some of these bedroom types may indicate some "softness" or diminished level of demand for off-campus student housing. According to several area apartment managers, some renters expressed apprehension living in roommate situations, primarily due to COVID-19 concerns. This may lead to a greater level of demand for studio and one-bedroom units, though such a trend could be short term.

The following is a distribution of student rental units surveyed by year built:

Year Built	Projects	Units	Vacancy Rate
Before 1970	13	986	7.5%
1970 to 1979	4	136	0.0%
1980 to 1989	0	0	0.0%
1990 to 1999	0	0	0.0%
2000 to 2009	3	262	2.3%
2010 to 2014	3	378	7.1%
2015	0	0	0.0%
2016	1	204	9.8%
2017	1	224	2.7%
2018	2	181	11.0%
2019	0	0	0.0%
2020*	0	0	0.0%

*As of October

The existing student rental housing stock that was surveyed consists of a broad mix of product by year built. Vacancy rates by development period vary and do not appear to be concentrated within a single time period.

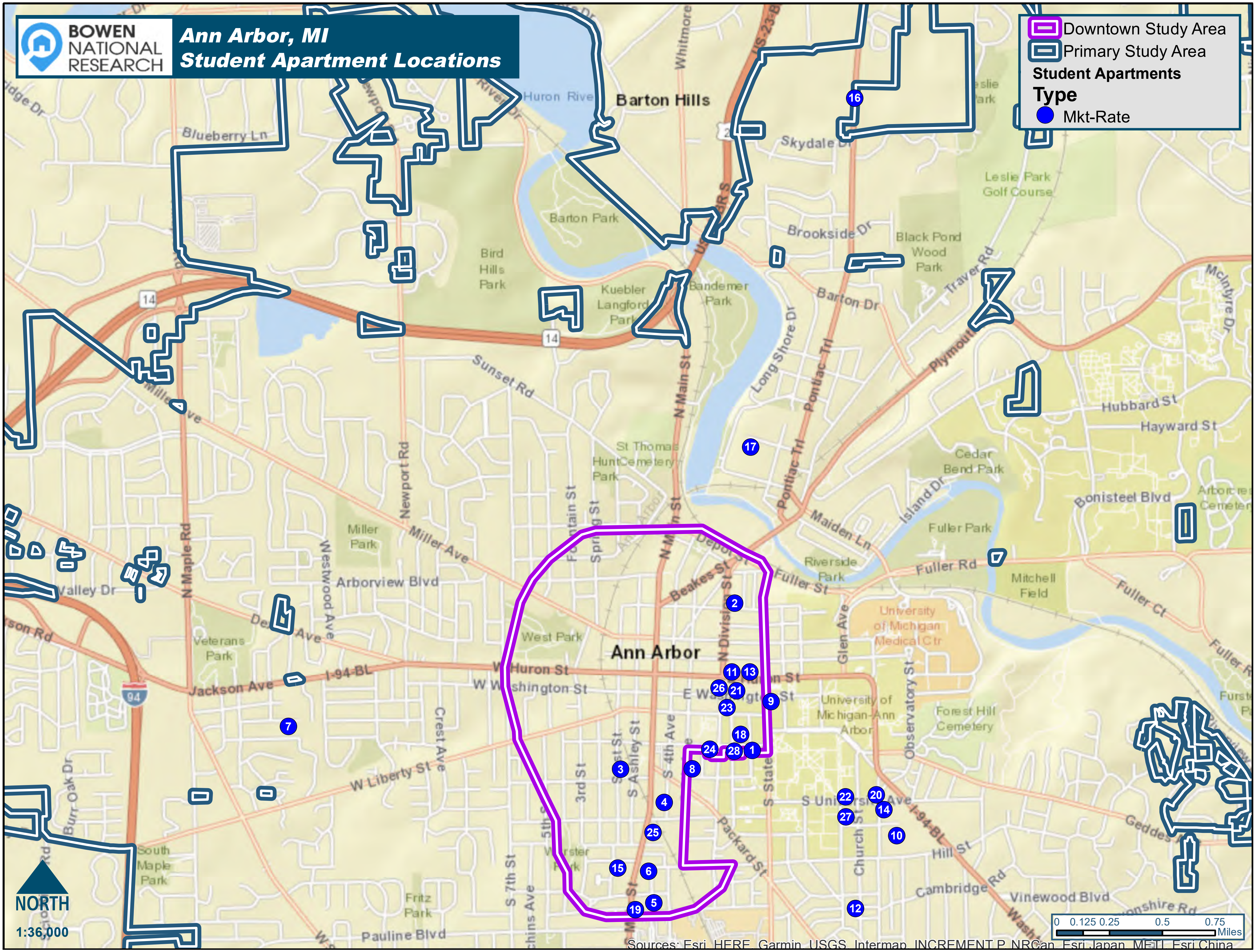
We rated each property surveyed on a scale of "A" through "F." All student properties were rated based on quality and overall appearance (i.e. aesthetic appeal, building appearance, landscaping and grounds appearance). Following is a distribution of characteristics by quality rating.

Off-Campus Student Housing				Median Collected Rent				
Quality Rating	Projects	Total Units	Vacancy Rate	Studio	One-Br.	Two-Br.	Three-Br.	Four+-Br.
A	8	1,150	7.5%	$1,969	$2,075	$2,900	$4,377	$5,460
A-	3	189	1.6%	-	$2,285	$3,290	-	$5,730
B+	2	131	0.0%	$1,600	$1,915	$2,395	$2,995	-
B	2	272	0.0%	$1,599	$1,629	$2,236	$2,817	-
B-	2	151	19.9%	-	$1,230	$1,450	-	-
C+	5	352	9.7%	$1,125	$1,005	$1,295	$1,650	-
C	5	126	0.0%	$1,060	$1,225	$1,595	$2,395	-

Generally, the vacancy rate is notably higher among student properties rated below "B." Median rents by quality level are clearly higher than lower quality levels, yet occupancy levels are generally lower for lower quality product. As such, quality seems to be more of a factor to a student project's success than rents.

Given there are at least 153 vacant student apartments and an additional 71 vacant non-conventional rentals (shown later in this section), there is clearly an abundance of availability among off campus student rentals. This availability may have some impact on the market-rate rental housing market but should not adversely impact the lower priced rental market.

A map illustrating the location of all student apartments surveyed within the DSA and PSA is included on the following page.


BOWEN NATIONAL RESEARCH
Ann Arbor, MI
Student Apartment Locations
Downtown Study Area
Primary Study Area
Student Apartments
Type
Mkt-Rate
NORTH
1:36,000
0 0.125 0.25 0.5 0.75 Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China

2. Non-Conventional Rental Housing

Non-conventional rentals are considered rental units typically consisting of single-family homes, duplexes, units over store fronts, mobile homes, etc. For the purposes of this particular inventory and analysis, we have assumed that rental properties consisting of four or less units are non-conventional rentals.

Renter-occupied units within structures with one to four units represent one-third or more of all rental units within each of the three study areas. The following summarizes the distribution of renter-occupied units by the number of units in a structure for the study areas.

Renter-Occupied Housing by Units in Structure						
	DSA (Downtown)		PSA (Balance of City)		SSA (Balance of County)	
Units in Structure	Total Units	Percent	Total Units	Percent	Total Units	Percent
1 to 4 Units	1,144	33.5%	8,868	38.6%	10,422	36.3%
5 or More Units	2,214	65.0%	13,941	60.7%	17,204	59.9%
Mobile Homes/Boats/RVs	50	1.5%	144	0.7%	1,101	3.8%
Total	3,408	100.0%	22,953	100.0%	28,727	100.0%

Source: American Community Survey (2014-2018); ESRI; Urban Decision Group; Bowen National Research

With a large portion of the local rental housing stock in the market consisting of non-conventional rentals, it is clear that this segment is significant and warrants additional analysis.

The following summarizes monthly gross rents for area rental alternatives based on American Community Survey estimates. These rents are for all rental product types including apartments, non-conventional rentals, and mobile homes. Since more than one-third of all rentals in the market are considered non-conventional rentals, the rents below provide insight as to likely rents for non-conventional rentals in the study areas.

Estimated Gross Rents by Market						
	DSA (Downtown)		PSA (Balance of City)		SSA (Balance of County)	
Monthly Gross Rent	Units	Share	Units	Share	Units	Share
< $300	27	0.8%	532	2.3%	889	3.1%
$300 - $500	101	3.0%	473	2.1%	938	3.3%
$500 - $750	289	8.5%	2,119	9.2%	4,151	14.4%
$750 - $1,000	458	13.4%	4,069	17.7%	8,840	30.8%
$1,000 - $1,500	1,291	37.9%	8,811	38.4%	9,579	33.3%
$1,500 - $2,000	614	18.0%	3,919	17.1%	2,487	8.7%
$2,000+	564	16.5%	2,546	11.1%	998	3.5%
No Cash Rent	65	1.9%	484	2.1%	845	2.9%
Total	3,409	100.0%	22,953	100.0%	28,727	100.0%
Median Gross Rents	$1,412		$1,320		$1,066	

Source: American Community Survey (2014-2018)

The median gross rents are $1,412 (DSA), $1,320 (PSA), and 1,066 (SSA). As such, there is a clear rent premium for product in or near the Downtown. As the preceding table illustrates, the majority of rental units in all three markets, including the DSA (Downtown) have rents that fall between $1,000 and $1,500. However, a notable share of the DSA rental units have rents at or above $2,000. While 49.9% of the renter households in the DSA have incomes below $40,000 that can afford rents of up to $1,000, only 25.7% of non-conventional units have rents below $1,000. As such, there appears to be an insufficient base of rental units affordable to low-income households. This is further evidenced by the limited availability among lower priced multifamily apartment rents in the Downtown.

Bowen National Research identified 184 non-conventional rentals (113 non-student and 71 student) that were listed as *available* for rent. All non-conventional data presented is for the entire city of Ann Arbor. We did not differentiate between the downtown and the rest of the city. While these rentals do not represent all non-conventional rentals, these units are representative of common characteristics of the various non-conventional rental alternatives available in the market. As a result, these rentals provide a good baseline to compare the rental rates, number of bedrooms, number of bathrooms, and other features of non-conventional rentals.

The table below summarizes the sample survey of *available* non-conventional rentals identified in the Ann Arbor area.

Non-Student Rentals							
Bedroom Type	Units	Average Number of Baths	Average Year Built	Average Square Feet	Rent Range	Average Rent	Average Rent Per Square Foot
Studio	3	-	1961	500	$899 - $1,160	$1,019	$2.04
One-Bedroom	13	1.0	1966	703	$750 - $2,000	$1,358	$2.15
Two-Bedroom	50	1.8	1981	1,164	$1,150 - $3,500	$1,807	$1.60
Three-Bedroom	36	1.8	1964	1,313	$1,500 - $3,600	$2,124	$1.66
Four-Bedroom	10	2.3	1970	2,111	$1,795 - $4,800	$2,970	$1.52
Five-Bedroom+	1	3.5	2017	2,422	$3,100 - $3,100	$3,100	$1.28
Student Rentals							
Bedroom Type	Units	Average Number of Baths	Average Year Built	Average Square Feet	Rent Range	Average Rent	Average Rent Per Square Foot
Studio	1	1.0	1901	250	$880 - $880	$880	$3.52
One-Bedroom	44	1.3	1925	339	$440 - $1,300	$884	$5.65
Two-Bedroom	7	1.1	1926	797	$1,200 - $1,998	$1,562	$2.06
Three-Bedroom	4	2.0	1964	1,094	$1,460 - $2,800	$2,002	$1.58
Four-Bedroom	1	2.5	1901	-	$2,948 - $2,948	$2,948	-
Five-Bedroom	4	2.0	1893	1,572	$3,800 - $4,698	$4,416	$2.99
Six-Bedroom	8	2.1	1910	1,649	$3,995 - $6,200	$5,022	$3.09
Seven-bedroom	1	2.0	1920	-	$6,075 - $6,075	$6,075	-

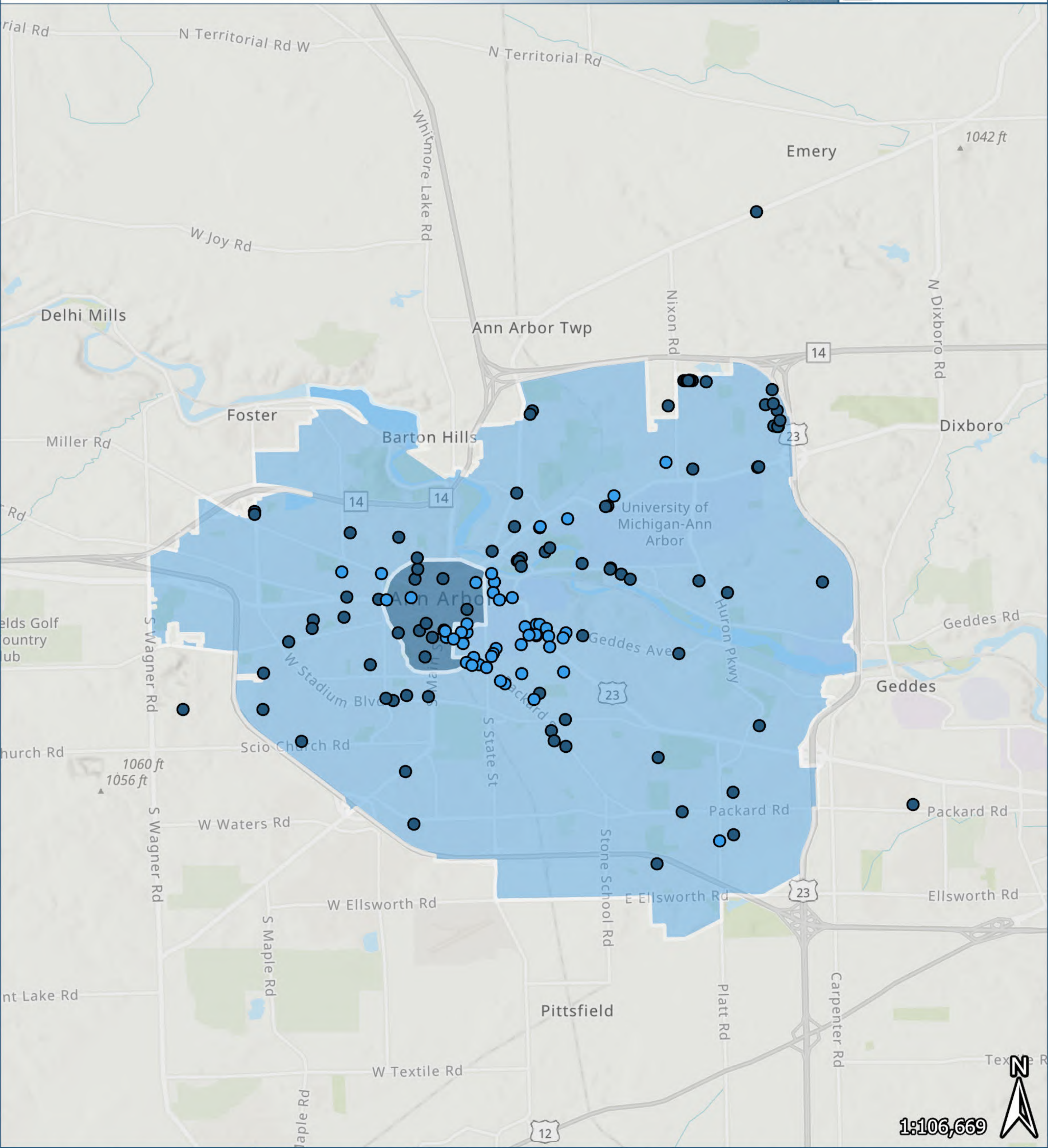
The identified available *non-student* non-conventional rentals primarily consist of two- and three-bedroom units. Rents for these bedroom types range from $1,150 to $3,600. The average collected rent for the most common bedroom types is $1,807 for a two-bedroom unit, and $2,124 for a three-bedroom unit. The identified *student* non-conventional rentals primarily consist of one-bedrooms. Rent for this bedroom type ranges from $440 to $1,300. The average collected rent for this bedroom type is $884. Based on this analysis, it is unlikely that many low-income residents would be able to afford non-conventional rental housing in the area. A map delineating the location of identified non-conventional rentals currently available to rent in the area is on the following page.

BOWEN NATIONAL RESEARCH

Non-Conventional Rentals

Ann Arbor, MI

SSA/PSA



0 0.55 1.09 1.64 2.18 Miles

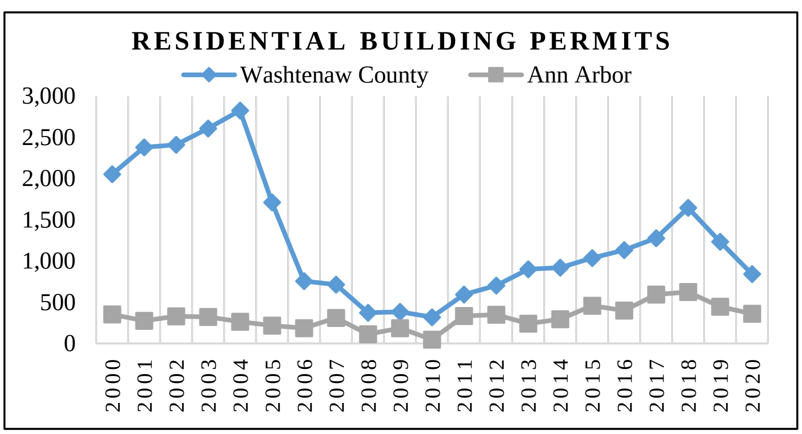
Map Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

C. Planned & Proposed

In order to assess housing development potential, we evaluated recent residential building permit activity and identified single-family and multifamily residential projects in the development pipeline within the market. Understanding the number of planned residential units and the type of housing being considered for development in the market can assist in determining how these projects are expected to meet the housing needs of the area. The following table and graph present building permit data from the year 2000 to present provided by the Southeast Michigan Council of Governments, which collected data from community and county building departments and authorities.

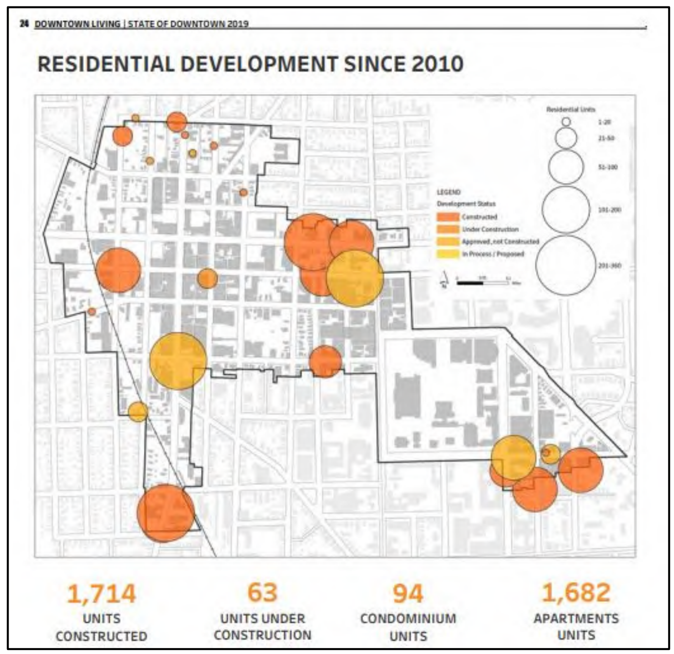
Year	Washtenaw County				Ann Arbor			
	Single-Family	Multifamily	Total Units	Net Total	Single-Family	Multifamily	Total Units	Net Total
2000	1,719	80	2,053	1,992	118	63	354	318
2001	1,722	287	2,376	2,328	71	108	275	264
2002	1,825	120	2,407	2,364	42	0	329	325
2003	1,955	72	2,605	2,558	54	56	321	311
2004	1,775	531	2,825	2,770	55	29	263	251
2005	1,167	101	1,711	1,644	36	77	218	201
2006	512	72	754	710	28	64	184	165
2007	358	107	713	668	10	107	311	298
2008	243	100	372	329	8	100	112	106
2009	158	176	384	344	9	165	184	182
2010	241	6	319	211	13	0	47	39
2011	233	349	594	534	10	321	333	321
2012	315	348	701	590	9	336	349	293
2013	462	342	898	710	26	194	239	237
2014	404	445	919	886	23	265	295	286
2015	475	464	1,035	997	17	434	459	452
2016	544	442	1,133	1,022	23	323	400	397
2017	499	535	1,277	1,253	26	487	594	591
2018	550	801	1,645	1,607	57	421	623	621
2019	463	609	1,233	1,154	63	322	446	393
2020	400	299	842	812	25	291	361	358
Total	16,020	6,286	26,796	25,483	723	4,163	6,697	6,409

Source: Southeast Michigan Council of Governments (SEMCOG Development)
Note: Net Total = Total – Demolitions; Permit Data for most recent year may be incomplete and is updated monthly.



Multifamily residential units permitted within the county over the past several years have outpaced permits for single-family units. Given the fact that the median reported construction value for new single-family homes in 2019 was $277,636 for the seven-county region and more than $330,000 statewide, developers are currently contending with high labor and supply costs, increasing the price point for new construction homes and pushing buyers toward the existing home market and toward apartment rentals (SEMCOG Residential Construction in Southeast Michigan, April 2020). As the supply of housing oriented toward renter-occupied households has likely grown faster than the supply of housing for owner households between 2000 and 2020 in the DSA (Downtown), the number of renters as a share of all households within the DSA also increased during the same time period (2000 to 2020). Between 2020 and 2025, DSA owner-occupied households are projected to increase by 130 (10.8%), while renter-occupied households are projected to increase by 169 (4.3%).

According to the Downtown Development Authority’s 2019 release of “The State of the Downtown,” since 2010 a total of 1,714 units were constructed (including 1,682 apartment units and 94 condominium units), representing over 45% of permit activity in Ann Arbor during the same period. Between 2010 and 2020, there have been a total of 4,146 units permitted in Ann Arbor, or a net of 3,988 if accounting for demolitions, representing nearly two-fifths of units permitted in the county over the same period. The majority (3,394 or 81.9%) of permits were multifamily, 438 were condos, 298 were single-family homes and 22 were duplexes.



In Ann Arbor, construction of new apartment units in 2019 totaled 322, a 24% decrease from 2018. Single-family homes registered 63 units, a 10.5% increase, and condominium units totaled 61, a 58% decrease. The relatively large and steady pace of residential development activity over the past few years in both Ann Arbor and Washtenaw County overall is evidence of the continued interest in development within the area and is in response to the growing demographic base and job growth that has occurred in the area. It will be important to monitor residential permit activity in the next several months for any potential slowdown that may result from COVID-19.

Multifamily Rental Housing

Based on our interviews with planning representatives, it was determined that there are more than a dozen rental housing projects either under construction or planned within Washtenaw County limits. These developments are summarized as follows:

Washtenaw County				
Project Name & Address	**Type**	**Units**	**Developer**	**Status/Details**
Swift Lane 3421 Platt Road/State Street **Ann Arbor**	TGS	62	AAHC	**Completed December 2020:** Public Housing units have been or will be demolished; Units will range from one- to five-bedrooms; Three- to five-bedrooms will be townhomes; Select units will be set aside for Homeless Veterans and offer VASH vouchers; Select units will be set aside for Permanent Supportive Housing; All units will have Project Based Vouchers; Rent to range from $475 to $1,617 and targeted AMI levels range from maximums of 50% and 60%; ECD not available
Montgomery Houze 212 South 4th Avenue **Ann Arbor (Downtown)**	MRR	41	Barbat Holdings LLC	**Under Construction:** Former Montgomery Store built in 1928; Mixed-use; Studio to two-bedrooms; Includes all appliances, upgraded countertops, high ceilings, oversized windows, washer/dryer, walk-in closets, and blinds; ECD December 2020
Beekman on Broadway (Also known as Broadway 1200) 1200 Broadway Street **Ann Arbor**	MRR	536	Morningside	**Under Construction:** Mixed-use; Phase I to consist of 254 units; Studios to three-bedrooms; Rents ranging from $1,770 to $3,140 with square footage from 435 to 1,096; ECD December 2020; Phase II has not started construction and will consist of 282 units; May include units for low-income households
Hoover & Green 950 Green Road **Ann Arbor**	MRR	167	Redico LLC	**Under Construction:** Mixed-use; Studio to two-bedrooms; Includes fire pit, grilling area, courtyard, fitness center, lounge, media room, business center, bike storage, electric car charging stations, and underground parking; ECD spring 2021

MIN - Market-rate and Income Restricted
ECD - Estimated Completion Date
N/A- Not Available

(Continued)

Washtenaw County				
Project Name & Address	**Type**	**Units**	**Developer**	**Status/Details**
Madison on Main 600 South Main Street **Ann Arbor (Downtown)**	MRR	40	WCD 600 LLC	**Approved:** Mixed-use; Studios to two-bedrooms; Rents estimated at $1,800 to $2,500 with square footage ranging from 550 to 800
Hickory Way I & II 1110 and 1132 South Maple Road **Ann Arbor**	Tax Credit and Subsidized	70	Avalon Housing, Incorporated	**Under Construction:** Phase I will have six units set aside for Veterans and offer VASH vouchers; Units to be 50% AMHI and 60% AMHI; 17 units set aside for supportive housing; Property will offer an elevator; All units to be furnished through donations; ECD December 2020; Phase II to be complete by end of 2021
Uptown 3300 Ann Arbor-Saline Road **Ann Arbor**	MRR	87	Beztek Properties	**Under Construction:** Opened 110 units in February 2020; Remaining 87 units to be complete in January 2021; One-, two- and three-bedrooms; Rent ranging from $1,575 to $3,900; Square footage ranging from 872 to 2,405
Glen 201 Glen Avenue **Ann Arbor (Downtown)**	MRR	24	Catherine Ann Development Company	**Under Construction:** Mixed-use; Includes a 162-room hotel, underground parking, and restaurant
N/A 600 East Washington Street **Ann Arbor (Downtown)**	MIN	259	Cerca Trova LLC	**On Hold:** To be located behind Michigan Theater; Construction was to begin in 2020, but due to COVID-19 project is on hold until May 2021; Plans include 51 studios; 90 one-bedrooms; 39 two-bedrooms; 14 three-bedrooms; 25 four-bedrooms and 21 five-bedrooms; 19 affordable units will be set aside; An additional 19 workforce-housing 'micro units' will be part of the development but in a separate building; Camera Mall store to be demolished along with four houses, and 11 apartments
N/A Valhalla Drive and Scio Church Road **Ann Arbor**	MIN	454	VMG Development LLC	**Proposed:** Plans submitted in September 2019; Select units set aside at 60%, 70%, and 80% AMHI levels; Includes underground parking and electric vehicle charging

MIN - Market-rate and Income Restricted
ECD - Estimated Completion Date
N/A- Not Available

(Continued)

Washtenaw County				
Project Name & Address	**Type**	**Units**	**Developer**	**Status/Details**
N/A 2111 Packard Street **Ann Arbor**	N/A	71	N/A	**Proposed:** Possible redevelopment; To include 72 residential units and first floor retail, bike spaces, and parking
Brightdawn Village 2805 Burton Road **Ann Arbor**	N/A	120	Capital S Investment Company	**Proposed:** Includes dog park, playground, fire pit, community garden, and clubhouse
Veridian at County Farm 2270 Platt Road **Ann Arbor**	Affordable/MRR	136	Avalon Housing, Incorporated/Thrive Collaborative	**Approved:** City Council approved September 2020; Mixed-use; Avalon Housing will build 50 affordable units at 30% to 60% AMHI and 75 market-rate units; Thrive Collaborative will build 11 micro apartments and for-sale homes; Includes a community building, youth programs, solar powered, garden shed and, bike storage
N/A 1510 East Stadium Boulevard **Ann Arbor**	Affordable	~20	AAHC	**Proposed:** As of October 2020, the city is considering turning the former Ann Arbor Fire Department into affordable housing or selling the building
Hilltop View 7651 Dan Hoey Road **Dexter**	Tax Credit	24	Avalon Housing, Incorporated	**Under Construction:** One-, two- and three-bedrooms; Six units set aside for Veterans; Nine units set aside for supportive housing; All units at 60% AMHI; ECD 2021
Water Street Redevelopment Area Michigan Avenue **Ypsilanti**	N/A	N/A	N/A	**Proposed:** City is looking for a developer or developers; 38-acres; Mixed-use; Student housing and multifamily housing; Current plans include three phases

MRR - Market-rate
MIN - Market-rate and Income Restricted
ECD - Estimated Completion Date
N/A- Not Available

Senior (Independent Living) Housing Projects

Based on online research it was determined there are two senior rental housing projects either under construction or proposed in the Washtenaw County area. These developments are summarized as follows:

Washtenaw County				
Project Name & Address	**Type**	**Units**	**Developer**	**Status/Details**
All Seasons of Ann Arbor 4540 Geddes Road **Ann Arbor**	MRR	200	Beztak Properties	**Under Construction:** Independent Living and Congregate Care; One-bedroom rent is $3,900 and square feet ranging from 721 to 857; Two-bedroom rent is $5,100 to $5,800 and square feet ranging from 982 to 1,448; ECD November 2020
N/A 206-210 North Washington Street **Ypsilanti**	Affordable	20	Avalon Housing, Incorporated	**Approved:** City Council approved in September 2020; Two efficiencies and 18 one-bedrooms; About 15 units will be set aside for supportive housing with incomes under 30% of the AMHI; Remaining units set aside for 50% to 60% AMHI levels; Social services will be offered on site

MRR - Market-rate
ECD - Estimated Completion Date
N/A- Not Available

Student Housing Projects

Based on our interviews with planning representatives, it was determined that there are four student rental housing projects in the development pipeline within Ann Arbor. These developments are summarized as follows:

Ann Arbor				
Project Name & Address	**Type**	**Units**	**Developer**	**Status/Details**
One Apartments 2601 Pontiac Trail **Ann Arbor**	MRR	210	Trinitas Ventures	**Under Construction:** One- to five-bedrooms; Two- to five-bedrooms will be townhomes; Rents ranging from $1,635 to $4,725; Square footage ranging from 605 to 1,988; ECD August 2021
Vic Village South 1100 South University Avenue **Ann Arbor**	MIN	131	Hugh Properties	**Approved:** Mixed-use; One- to four-bedrooms; 15 affordable units set aside for 80% or less of AMHI; 300 beds
Vic Village East 1209 South University Avenue **Ann Arbor**	MRR	40	Hugh Properties	**Planned:** Mixed-use; May include affordable units; 184 beds; Will not be built until Vic Village South is complete
Standard at Ann Arbor 425 South Main Street **Ann Arbor**	MIN	218	Landmark Properties	**Under Construction:** Mixed-use; Former DTE Energy office demolished; Studios to four-bedrooms; Rents estimated from $900 to $1,500; Two (2) one-bedroom units to be set aside as affordable; Underground and surface parking, bike storage, electric car charging stations, fitness center, yoga room, pool, and hot tub; 421 beds; ECD first phase June 2022

MRR - Market-rate
MIN - Market-rate and Income Restricted
ECD - Estimated Completion Date

Senior Living Projects

Based on our interviews with planning representatives, it was determined that there are no senior for-sale housing projects under construction or planned within Washtenaw County.

For-Sale Housing-Single Family Home, Condominiums, and Townhomes

There are over 17 confirmed for-sale housing projects planned and/or under construction within Washtenaw County. These projects are summarized in the tables that follow:

Washtenaw County				
Project Name & Address	**Lots**	**Product Type**	**Developer**	**Status/ Details**
Midtown Ann Arbor Condominiums 1420 South Maple Road **Ann Arbor**	256	Condos	Arco Construction	**Approved:** One-, two- and three-bedrooms; Project was approved in 2018
Cornwell Farms 3601 Pontiac Trail **Ann Arbor**	22	Single-Family	Norfolk Homes	**Under Construction:** Spec home under construction; Three- to five-bedrooms; 2,492 to 3,678 square feet; $674,900 to $761,900
Trailwoods 6383 North Trailwoods Drive **Ann Arbor**	168	Single-Family	N/A	**Under Construction:** Two- to six-bedrooms; 1,687 to 3,212 square feet; $376,990 to $568,995
North Sky 2979 Havre Street **Ann Arbor**	103	Single-Family	Trowbridge Companies	**Approved:** Two- to five-bedrooms; 1,340 to 2,953 square feet; $401,900 to $493,990
Malletts Wood 2 Cardinal Avenue and Sharon Court **Ann Arbor**	19	Townhomes	Phoenix Contractors, Incorporated	**Approved:** Planning Commission approved in 2019; No other information could be found
Gallery Condominiums 441 South Ashley Street **Ann Arbor**	19	Condos	Ann Arbor Builders, Incorporated	**Under Construction:** Two- and three-bedrooms; 1,154 to 1,895 square feet; $514,000 to $708,000
North Oaks of Ann Arbor 3379 Nixon Road **Ann Arbor**	397	Townhomes/ Villas	Toll Brothers	**Under Construction:** Three- to five-bedrooms; 1,913 to 2,600 square feet; $406,995 to $667,995
Broadway Park West 841 Broadway Street **Ann Arbor**	96	Condos	Roxbury Group	**Approved:** City Council approved in 2020; To be built in two phases; Plans include public green space, riverfront trail, pavilion, restaurant, 148-room hotel, retail space and condos; Construction to begin spring 2021
Nine99 999 Maiden Lane **Ann Arbor**	86	Condos	Morningside Lower Town, LLC	**On Hold:** Project on hold due to lack of sales; One- to three-bedrooms; From $456,900 to $819,900
Veridian at County Farm 2270 Platt Road **Ann Arbor**	88	Single-Family/ Townhomes	Avalon Housing, Incorporated/ Thrive Collaborative	**Approved:** City Council approved September 2020; Mixed-use; Thrive Collaborative will build 11 micro apartments and for-sale homes; Avalon Housing will build 50 affordable apartments at 30% to 60% AMHI and 75 market-rate apartments; Includes a community building, youth programs, solar powered, garden shed and, bike storage
Bristol Ridge 2750 Pontiac Trail **Ann Arbor**	69	Townhomes	Norfolk Homes	**Proposed:** Planning Commission voted to recommend for approval in early 2019; Starting at $300,000
N/A 309 North Ashley Street **Ann Arbor**	17	Condos	Tom Fitzsimmons	**Under Construction:** Two- to three-bedrooms; 1,946 to 2,552 square feet; $975,000 to $1.6 million; ECD 2022

ECD - Estimated Completion Date
N/A- Not Available

(Continued)

Washtenaw County				
Project Name & Address	**Lots**	**Product Type**	**Developer**	**Status/ Details**
Scioview 4300 Sparrow Street **Ann Arbor**	N/A	Single-Family	Lombardo Homes	**Under Construction:** To be built in phases; Three- to four-bedrooms; 2,032 to 3,155 square feet; $465,990 to $505,990
Majestic Lake & Majestic Pond 9129 Fawn Drive **Ypsilanti Township**	250	Single-Family/ Condos	SR Jacobson	**Under Construction:** Three- to five-bedrooms; 1,856 to 3,052 square feet; $247,990 to $325,000
Crystal Pond 10001 Swan Lake Circle **Ypsilanti Township**	90	Single-Family	Lombardo Homes	**Under Construction:** Two- to three-bedrooms; 1,387 square feet; $191,990 to $202,060
Manors at Creekside 8982 Creekway Drive **Ypsilanti Township**	N/A	Single-Family	Lombardo Homes	**Under Construction:** Nearing completion; Three-bedrooms; 1,300 to 1376 square feet; From $225,990
Grandview Commons 7931 Grand Street **Dexter**	76	Condos	A.R. Brouwer Company	**Under Construction:** To be built in three phases; One- to three-bedrooms; 1,036 to 2,734 square feet; From $284,000 to $599,000

ECD - Estimated Completion Date
N/A- Not Available

Based on the preceding tables, there are approximately 15 multifamily rental projects and 17 for-sale housing projects within some level of planning or development within Washtenaw County. There are also three independent living senior projects within the county that are in the development pipeline along with four student housing projects. We have only included the units either under construction or likely to be developed within the Downtown projects in the renter housing gap estimates included in Section VIII of this report.

D. Foreclosure Trends

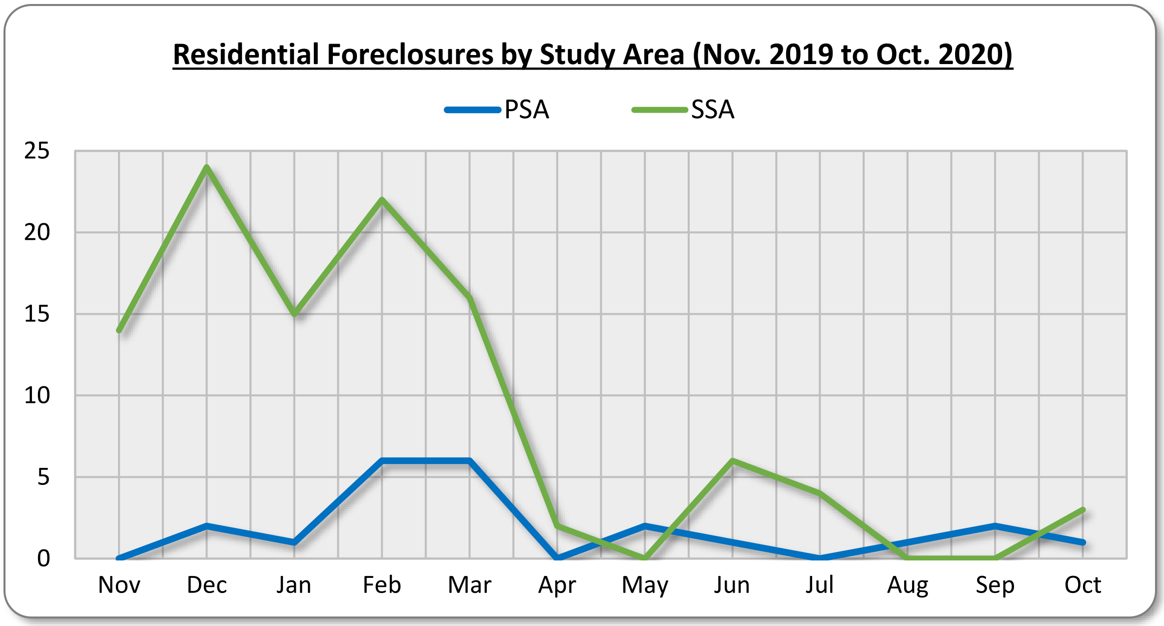
Residential foreclosures are an important factor to consider when assessing the health of a local housing market. Given the recent economic and financial impacts of the COVID-19 outbreak, it will be important to track foreclosure activity in the local market, as it can be an indicator of housing market health.

The following table summarizes monthly residential foreclosure activity over the past 12 months within Ann Arbor and SSA (Balance of County).

Residential Foreclosure Filings by Study Area		
Month	PSA (Ann Arbor)	SSA (Balance of County)
November 2019	0	14
December	2	24
January 2020	1	15
February	6	22
March	6	16
April	0	2
May	2	0
June	1	6
July	0	4
August	1	0
September	2	0
October	1	3
Total Foreclosures	**22**	**106**
Avg. Monthly	**1.83**	**8.83**

Source: RealtyTrac.com
Note: The number of monthly filings is approximated for the county

Between November 2019 and October 2020, RealtyTrac.com reported over 20 foreclosures within Ann Arbor, reflecting an average of 1.83 residential foreclosure filings per month. Foreclosure filings in Ann Arbor were highest in February and March. Since April there have been no more than two (2) filings in any given month in the city. Foreclosure activity dropped significantly in the area since April. This is likely due to the federal government moratorium on foreclosures that has been extended through the end of 2020. Regardless, it appears that foreclosure activity has had a minimal impact on the Ann Arbor/Washtenaw County market in the past 12 months.



According to the Consumer Financial Protection Bureau and the National Mortgage Database, the 90–day delinquency rate is a measure of severe delinquencies and identifies borrowers that have missed three or more payments. In March 2020, 0.3% of mortgages were severely delinquent in both Ann Arbor and Washtenaw County but lower than the national rate of 0.7% and the statewide rate of 0.5%. Based on this analysis, residential foreclosure activity over the past 18 months appears to be minimal and likely has had little impact on housing supply trends and characteristics within the Ann Arbor/Washtenaw market. Regardless, it will be important to monitor such activity in the near future, particularly given the recent economic impact that COVID-19 has had on markets around the United States.

VII. Other Housing Market Factors

A. Introduction

Factors other than demography, employment, and supply (all analyzed earlier in this study) can affect the strength or weakness of a given housing market. The following additional factors can influence a housing market's performance, and are discussed relative to the DSA (Downtown), PSA (Balance of City), and SSA (Balance of County), whenever applicable:

- Personal Mobility
  - Commuting
  - Public Transportation
  - Parking
  - Walkability
- Crime Risk
- University of Michigan Overview
- Ann Arbor Affordable Housing Millage

It is important to point out that the preceding items were evaluated on a broad scope and not how they may specifically impact the seven sites that are a focus of this study. These sites, and their marketability, are evaluated in Section IX.

B. Personal Mobility

Commuting Mode and Drive-Times

The ability of a person or household to travel easily, quickly, safely, and affordably throughout a market influences the desirability of a housing market. If traffic jams create long commuting times or public transit service is not available for carless people, the quality of life is diminished. Factors that lower resident satisfaction weaken housing markets. Typically, people travel frequently outside of their residences in order to commute to work, to run errands or for recreation. The following tables show two commuting pattern attributes (mode and time) for each study area:

		Commuting Mode						
		Drove Alone	Carpooled	Public Transit	Walked	Other Means	Worked at Home	Total
DSA	Number	2,083	333	630	1,841	372	501	5,760
	Percent	36.2%	5.8%	10.9%	32.0%	6.5%	8.7%	100.0%
PSA	Number	30,486	3,772	5,957	8,328	2,710	4,249	55,502
	Percent	54.9%	6.8%	10.7%	15.0%	4.9%	7.7%	100.0%
SSA	Number	99,062	10,377	2,946	2,809	1,083	6,036	122,313
	Percent	81.0%	8.5%	2.4%	2.3%	0.9%	4.9%	100.0%
Michigan	Number	3,714,050	396,427	61,568	101,150	56,802	174,997	4,504,994
	Percent	82.4%	8.8%	1.4%	2.2%	1.3%	3.9%	100.0%

Source: U.S. Census Bureau, 2014-2018 American Community Survey

		Commuting Time						
		Less Than 15 Minutes	15 to 29 Minutes	30 to 44 Minutes	45 to 59 Minutes	60 or More Minutes	Worked at Home	Total
DSA	Number	1,996	2,177	736	141	211	501	5,762
	Percent	34.6%	37.8%	12.8%	2.4%	3.7%	8.7%	100.0%
PSA	Number	18,534	21,258	7,052	2,626	1,783	4,249	55,502
	Percent	33.4%	38.3%	12.7%	4.7%	3.2%	7.7%	100.0%
SSA	Number	24,057	49,237	25,890	9,551	7,540	6,036	122,311
	Percent	19.7%	40.3%	21.2%	7.8%	6.2%	4.9%	100.0%
Michigan	Number	1,227,080	1,665,430	845,013	320,022	272,452	174,997	4,504,994
	Percent	27.2%	37.0%	18.8%	7.1%	6.0%	3.9%	100.0%

Source: U.S. Census Bureau, 2014-2018 American Community Survey

Noteworthy observations from the preceding tables follow:

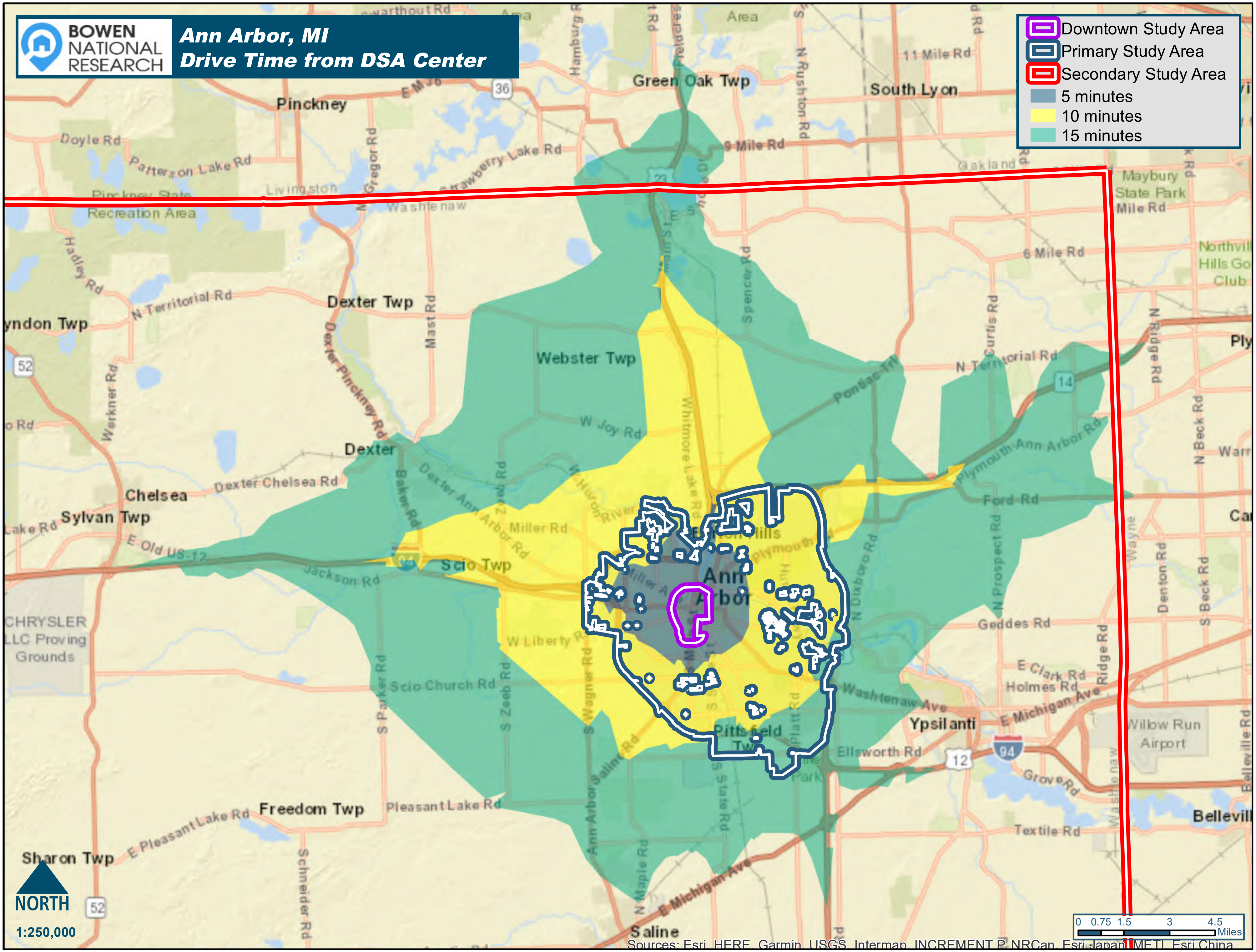
- The DSA (Downtown) is a much less car-dependent area than the PSA (Balance of City). Commuters in downtown relied on walking to work (32.0%) at a much higher rate than the PSA or the SSA (Balance of County). This is primarily attributed to the fact that many of the city's largest employers are located within or near the downtown area.

- The share of commuters in the surrounding PSA that either drive alone or carpool is 61.7%, while just over one-quarter of PSA workers walk or use public transportation. While commuters in the PSA primarily rely on their own vehicles or carpools for their commutes, the share of workers in the DSA who walk or use public transportation (42.9%) is slightly above the share that relies on their own vehicles or carpools (42.0%).

- Notable shares of DSA workers (8.7%) and PSA workers (7.7%) work from home. Depending on the duration of the effects from COVID-19, the frequency of people working and being educated at home is likely to be higher in the long term. This should be monitored periodically, as it can have profound impact on housing choices, along with transportation, economic and other critical factors to the area.

- Over one-third of DSA and PSA workers have a typical commute of less than 15 minutes. This share in the SSA is just 19.7%. More than two-thirds of the DSA and PSA residents have commutes less than 30 minutes. As such, a high share of DSA and PSA residents have relatively short commutes to employment.

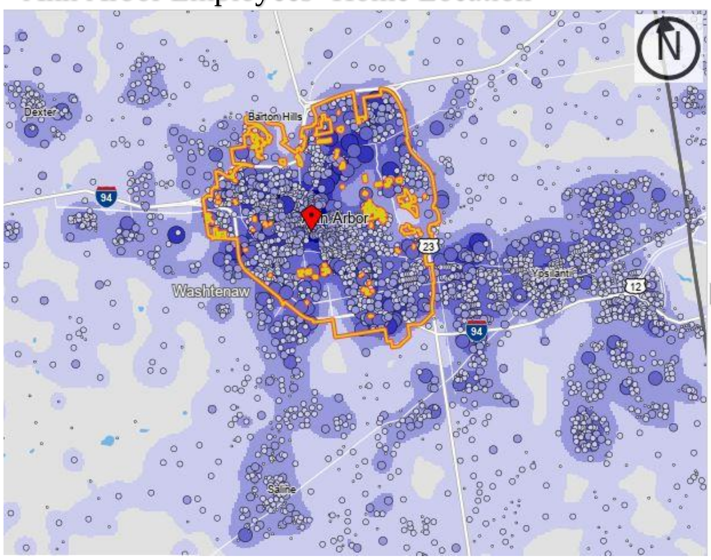
Based on the preceding analysis, it is clear that a high share of DSA residents walk to work and the DSA residents that drive have relatively short commutes. These characteristics will likely appeal to prospective renters or homebuyers of the downtown market. A map showing travel times from the center of downtown Ann Arbor is shown on the following page.


BOWEN NATIONAL RESEARCH
Ann Arbor, MI
Drive Time from DSA Center
Downtown Study Area
Primary Study Area
Secondary Study Area
5 minutes
10 minutes
15 minutes
Ann Arbor
Ypsilanti
Dexter
Chelsea
Pinckney
Saline
South Lyon
Green Oak Twp
Webster Twp
Dexter Twp
Scio Twp
Sylvan Twp
Freedom Twp
Sharon Twp
Pittsfield Twp
Belleville
Willow Run Airport
Maybury State Park
Pinckney State Recreation Area
CHRYSLER LLC Proving Grounds
NORTH
1:250,000
0 0.75 1.5 3 4.5 Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China

Commuting Distance & Direction

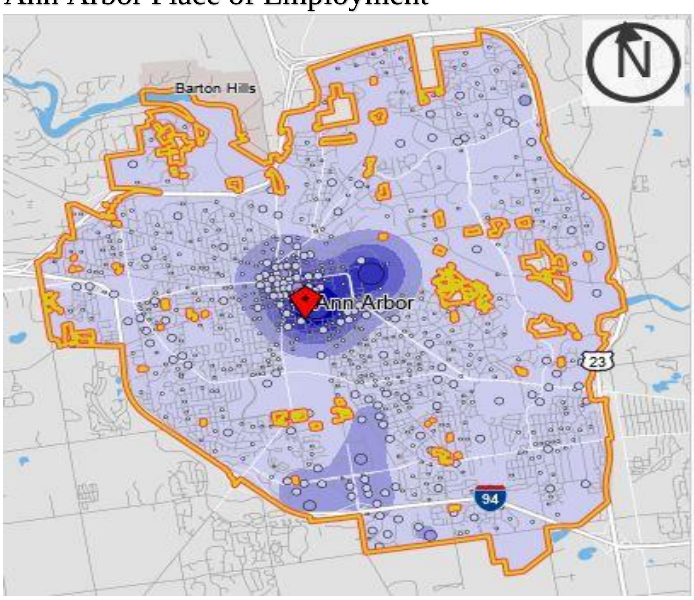
Of the more than 108,000 people that work in Ann Arbor (based on 2017 estimates from www.onthemap.ces.census.gov), over one-fifth (22.8%) originates from Ann Arbor. The cities of Ypsilanti (2.4%), Detroit (1.5%), Livonia (1.5%), Saline (1.1%) and Westland (1.1%) represent the next largest shares of place of origin among those commuting into Ann Arbor. All other communities individually represent less than 1.0% of commuters. The first map below, along with the corresponding table on its right, illustrate where people working in Ann Arbor actually live. The map at the bottom of the page illustrates the concentration of where people work within Ann Arbor, demonstrating that most work near the downtown area.

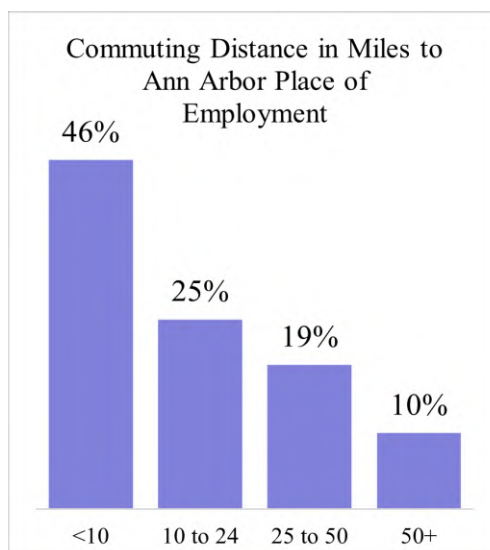
Ann Arbor Employees' Home Location



Ann Arbor Job Counts by Place Where Workers Live - All Jobs		
	Count	Share
All Places	108,108	100.0%
Ann Arbor	24,614	22.8%
Ypsilanti	2,551	2.4%
Detroit	1,607	1.5%
Livonia	1,243	1.5%
Saline	1,164	1.1%
Westland	954	1.1%

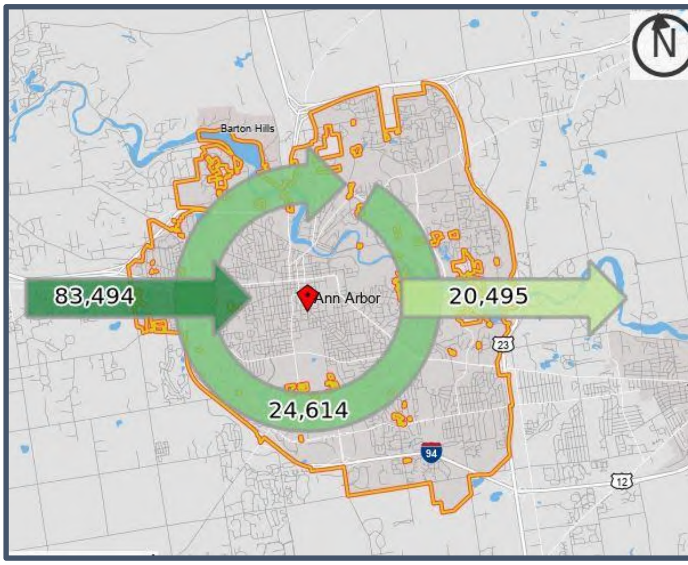
Ann Arbor Place of Employment

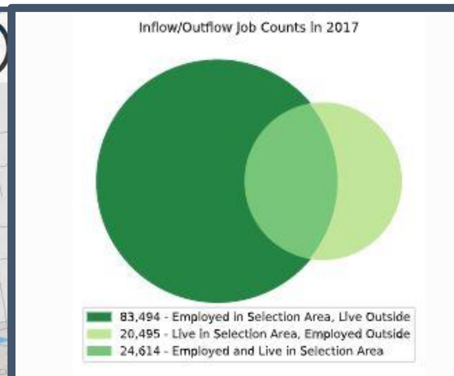




Over one-half (55%) of all employed people living in Ann Arbor also work in the city, while the remaining 45% commute outside of the city for employment. More importantly, approximately 77% of the 108,108 employees working in Ann Arbor live outside of city but commute into the city for work. Approximately 29% of the city's in-commuters come from outside of the county. As such, Ann Arbor serves as an employment center for the region.

The map and U.S. Census data below illustrate the inflow and outflow of commuters to/from Ann Arbor.





Inflow/Outflow Job Counts (All Jobs)

	2017	
	Count	Share
Employed in the Selection Area	108,108	100.0%
Employed in the Selection Area but Living Outside	83,494	77.2%
Employed and Living in the Selection Area	24,614	22.8%
Living in the Selection Area	45,109	100.0%
Living in the Selection Area but Employed Outside	20,495	45.4%
Living and Employed in the Selection Area	24,614	54.6%

Given that there are more than 83,000 people commuting into Ann Arbor on a daily basis, there appears to be an opportunity for Ann Arbor to attract many of these commuters as permanent residents if sufficient and affordable housing alternatives are provided.

During the past five years (2013 to 2017), the number of workers in-commuting to Ann Arbor has decreased slightly. Though the total number of Ann Arbor residents out-commuting has increased in each of the past four years (data available only up through 2017), Ann Arbor residents are increasingly finding economic opportunity within the city.

	City of Ann Arbor				
	In-flow	Live and Work	Outflow	Percent of Living	Percent of Employed
2017	83,494	24,614	20,495	54.60%	22.80%
2016	89,692	25,009	20,046	55.50%	21.80%
2015	88,160	25,790	19,590	56.80%	22.60%
2014	91,572	24,499	18,614	56.80%	21.10%
2013	84,740	22,906	18,467	55.40%	21.30%

Public Transit Availability

The Ann Arbor Area Transit Authority (AAATA), operating as TheRide, provides public bus service in the Ann Arbor area, including service to the University of Michigan, Eastern Michigan University, and Detroit Metropolitan Wayne County Airport.

The bus system offers approximately 34 fixed routes, including stops in Ypsilanti, Ypsilanti Township, and Pittsfield Township. Limited service is offered in Superior Township, Chelsea, and Dexter.

Due to COVID-19, AAATA saw a lower demand for services and announced the suspension of select routes and reduction in hours of operation until further notice. ExpressRide, VanRide, and AirRide services have also been suspended until further notice.

Other personal mobility services provided by AAATA include: FlexRide, which provides service during late-night hours and major holidays when fixed-route service is not offered; NightRide, which offers a share-ride taxi service; GoldRide, which is offered to those 65 and older; GroceryRide, which provides weekly trips to grocery stores for select senior housing facilities in Ann Arbor and Ypsilanti; and Park & Ride lots, which provide free parking with access to fixed-route services.

Employees working within the Downtown Development Authority boundaries are eligible to use the Go!pass, which allows for the unlimited use of downtown fixed-routes. Active students, faculty and staff with a yellow Mcard from the University of Michigan and the University of Michigan Health System also have unlimited access to TheRide's fixed-route system.

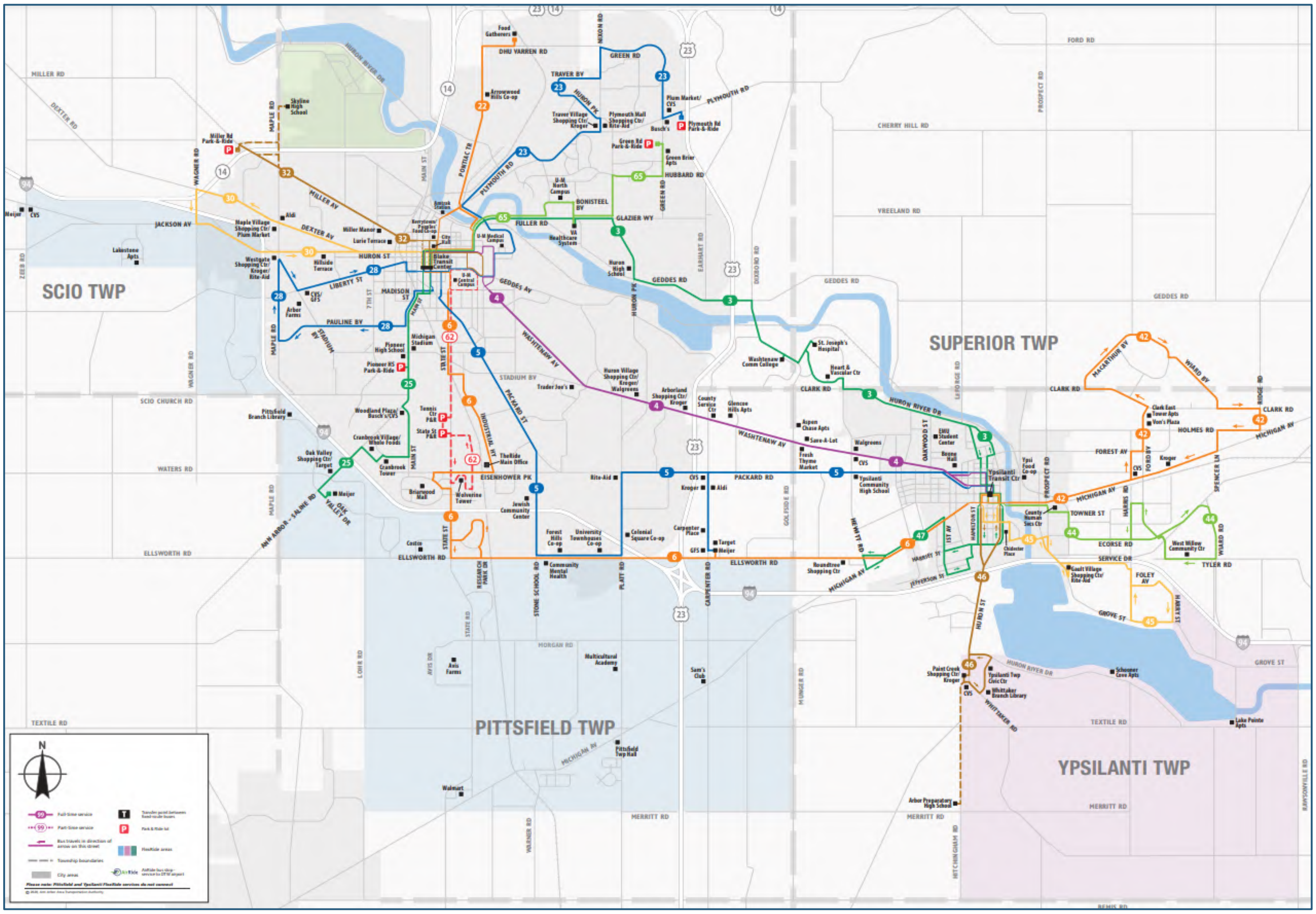
The table below summarizes the fixed-route fares offered by TheRide:

Fixed Route Fares	
Children five years or younger	Free
Student single ride (Grades K – 12)	$0.75
Student one-day pass	$4.50
Student 30-day value pass	$29.00
Adult single ride	$1.50
Adult one-day pass	$4.50
Adult 30-day flex pass	$58.00
Senior single ride (Age 60-64)	$0.75
Senior one-day pass	$4.50
Senior 30-day value pass	$29.00
Senior single ride (Age 65+)	Free
Person with disability single ride	$.075
Person with disability single ride (A-Ride I.D.)	Free
Person with disability one-day pass	$4.50
Person with disability 30-day value pass	$29.00

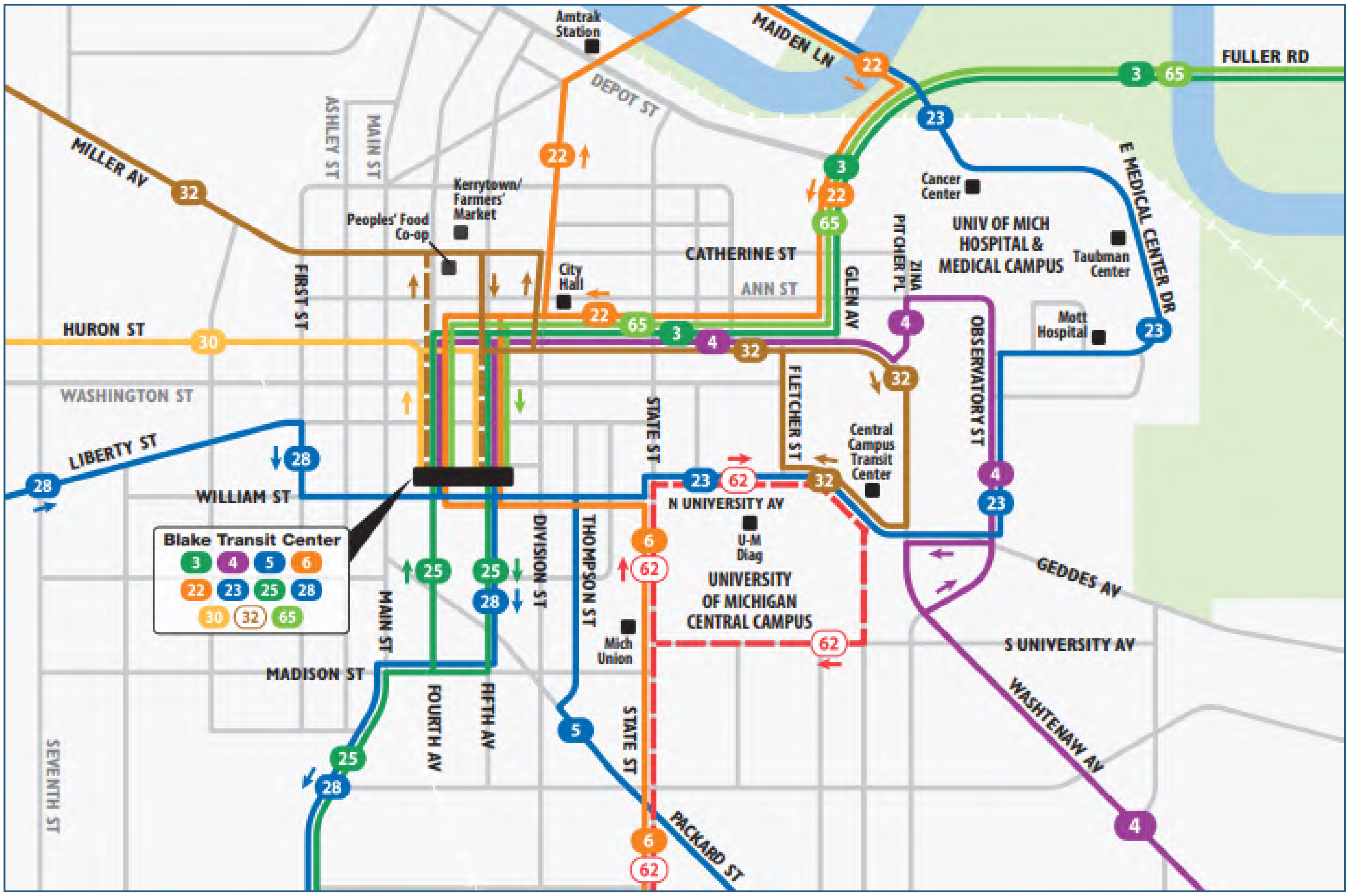
The fee structure appears to be affordable to most area residents, including those living on limited or fixed incomes. The number of bus stops and overall coverage area of the public bus routes also makes public transportation a viable option for those commuting within the Ann Arbor-Ypsilanti areas.

Amtrak offers a station in Ann Arbor located 0.7 miles north of downtown and 0.8 miles north of the University of Michigan. Greyhound also operates at the station.

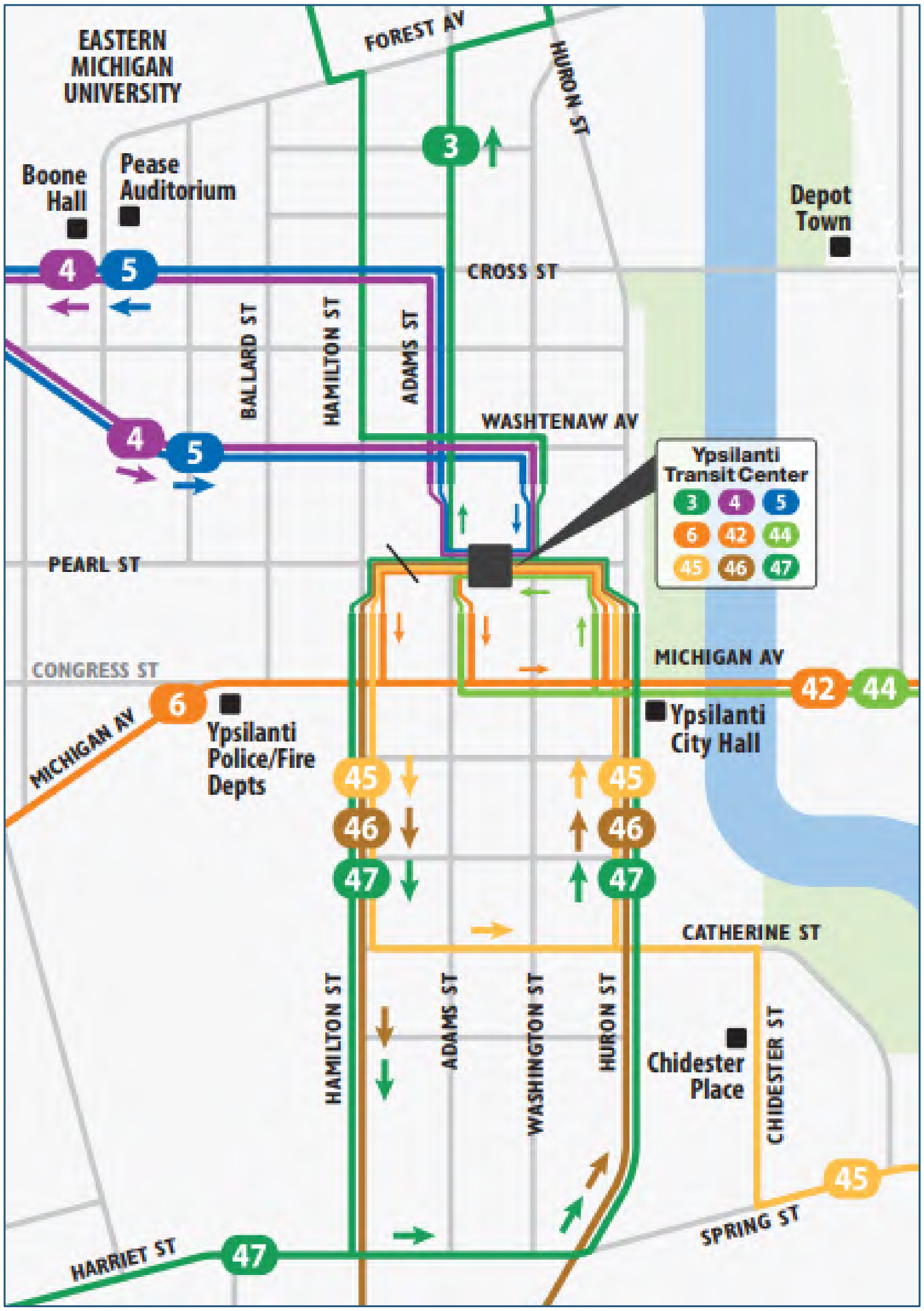
A map illustrating the public bus service routes within the Ann Arbor area is shown below:



The following map illustrates public bus service routes provided to the University of Michigan Central Campus and Medical Campus:



A map illustrating public bus service routes provided in the Ypsilanti area, which includes Eastern Michigan University (EMU), is shown below:



Public Parking

It is unlikely that there are many sites in the downtown area that are large enough to meet the minimum parking requirements with a surface parking lot and the cost to construct an underground garage may be prohibitive. As such, the availability and affordability of parking and its impact on development feasibility are examined on a cursory level in this section.

Current Parking Policy Impact on Development Feasibility

According to an analysis of the financial feasibility of developing affordable housing on City-owned property (updated May 27, 2020), on-site parking is not necessarily required for all of the proposed project concepts for City-owned properties. If a site requires more parking than a surface parking lot can supply on-site, the developer must meet the parking requirements with more expensive options such as underground parking, above-ground parking structure, leasing parking structure spaces, or making a financial contribution (in lieu of required parking) to the DDA for future downtown public parking. The DDA and the City frequently work with developers to coordinate the acquisition of monthly parking permits to be used in lieu of the on-site parking provision. According to Phase II of Nelson\Nygaard's Ann Arbor Downtown Parking Study, Ann Arbor's parking policies, such as shared parking and zoning exemptions for on-site parking in Downtown, help reduce the cost of development. As the vast majority of parking activity within Downtown occurs at shared public facilities, the provision of a large supply of parking in the downtown area relieves pressure to provide on-site parking (Phase II Nelson\Nygaard).

Inventory and Rates

The public parking inventory in Downtown Ann Arbor is owned by the City of Ann Arbor, is overseen by the Downtown Development Authority (DDA), and is managed by Republic Parking Systems (RPS). According to the DDA, there are eight parking decks, three surface parking lots and over 2,000 metered street parking spaces in Downtown Ann Arbor, totaling over 8,000 parking spaces.

The City-owned parking inventory in Downtown by type and current fee structure are summarized in the following table. It should be noted that five lots also represent the sites which are areas of focus studied within this report.

Type	Spaces	Hourly Rate	Daily Rate	Monthly Rate
Metered Parking Lots	211 (75)	$1.70 ($1.90 4+ hours)	-	-
Structures	5,359	$1.20	$4-$5 after 3pm (out by 6am)	$180-$250*
Permit Only Lots	200	-	-	$140-$250
Permit & Daily Rate Lots	149	-	$4	$115
Hourly Gated Lot (South Ashely)	144	$1.70 ($1.90 4+ hours)	-	-
On-Street Metered Parking	1,723	$1.90	-	-
Total	**7,786**			

*Premium Permit (Reserved Rate)

The hourly parking lot rate is $1.70, or $1.90 after three hours. The hourly parking structure rate is $1.20. Some structures charge a flat fee of $4 or $5 between 3 p.m. and 6 a.m. on weeknights and all day Saturday. All city parking is free on Sundays. The hourly rate at the nearly 1,800 metered curbside spaces in the downtown and campus area is $1.90. Street meters are enforced Monday through Saturday, 8 a.m. to 6 p.m. and are controlled by solar-powered ePark pay stations. Some meters farther from downtown are $0.95 per hour and have 10-hour time limits. For $25 per day, Republic Parking can reserve street parking spaces for both private occasions and businesses operations. Parking permits allow 24-hour access to specific lots and structures. The cost of a monthly permit at various structures is $180 and reserved spaces are available at some locations for $250. There are currently wait lists for standard and reserved monthly parking permits available through the Ann Arbor DDA at all locations, with a combined total of 3,666 and 160 on the wait list as of November 5, 2020, respectively. Limited and overnight permits are available at some locations for $30 per month and allow access from 3:30 p.m. to 9:00 a.m. It should be noted that the University of Michigan also offers parking facilities adjacent to the downtown area with competitive permit pricing (Phase II Nelson\Nygaard). Overall, public parking within Downtown Ann Arbor appears to be relatively affordable.

The number of spaces, fee structure, and ownership type for parking lots in Downtown Ann Arbor that are *not* owned by the City is summarized in the following table.

Parking Lots - Not City Owned			
Name	**Ownership**	**Spaces**	**Hourly Rate**
Main & Ann	Washtenaw County	45	$1.90
Kerrytown Shops**	Kerrytown Associates LTD.	25	$1.90
Community High*	Ann Arbor Public Schools	81	$1.90
Depot Street	Amtrack	35	$1.90
1st & Huron Street	Huron Ashley Limited Partnership	168	$2.00
5th & Huron Street	City Hall LLC	56	Premium Permits Only
Fingerle Lot	Fingerle Lumber Co.	45	Monthly Permits Only
Total		**445**	**-**

*Public parking on weekends only
**Not available during farmer's market days

In an effort to understand how common it is for downtown rental properties to offer surface lot parking to tenants, parking information from our survey of 11 rental properties in the DSA (Downtown) is summarized in the following table.

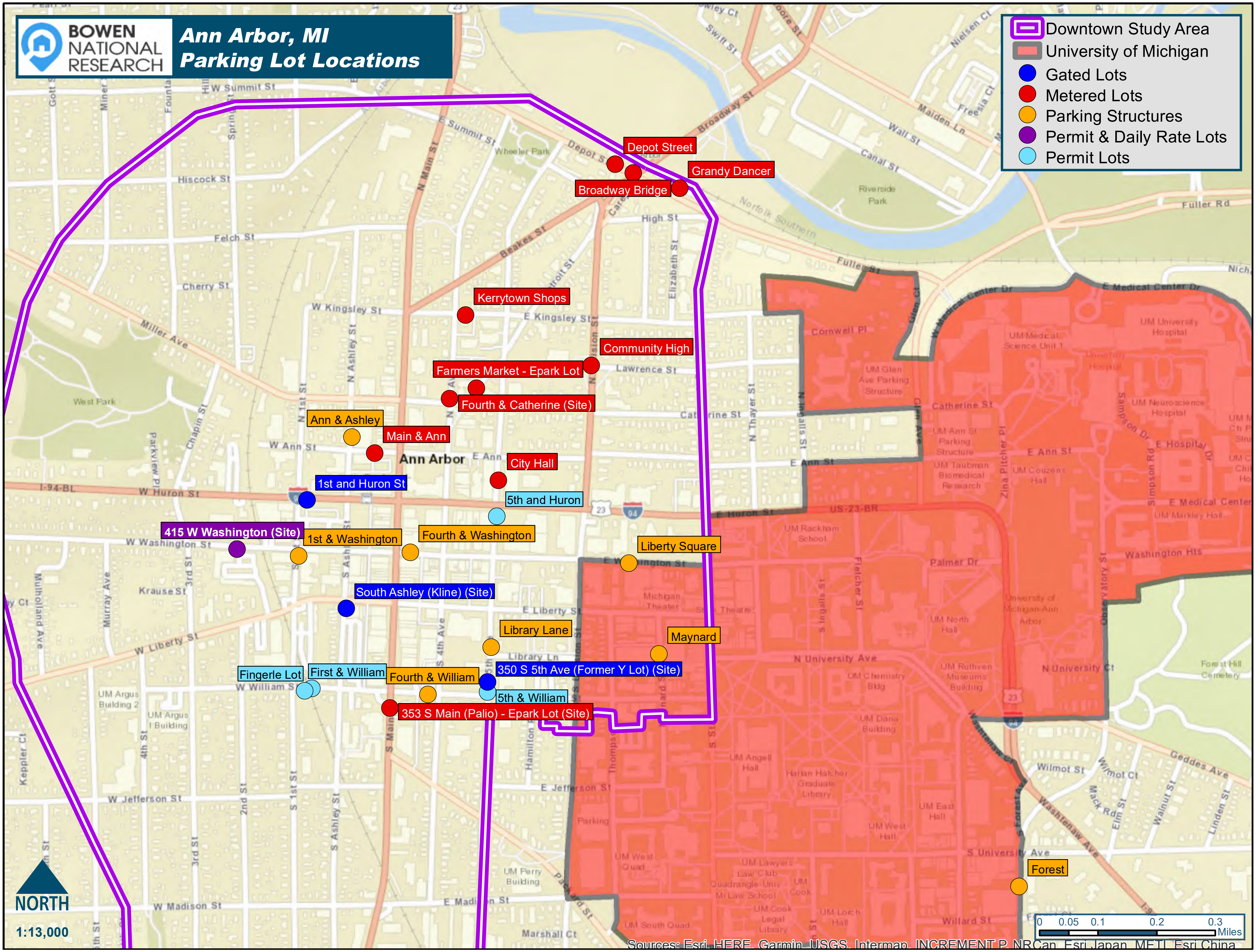
-

Map I.D.	Property Type	Original Year Built	Total Units	Street Parking	Surface Lot	Carport	Parking Garage
101	Market-Rate	1966	8	X	X	-	-
102	Market-Rate	1966	8	-	X	-	-
103	Market-Rate	2015	164	X	-	-	O - $75
104	Market-Rate	1967	19	-	X	-	
105	Market-Rate	2013	155	-	-	-	O*
106	Tax Credit/ Government Subsidized	1981	64	-	X	-	-
107	Market-Rate	1975	30	-	X	O-$25	-
108	Market-Rate (Senior)	1964	132	-	O-$20	O-$50	-
109	Tax Credit/ Government Subsidized	1971	106	-	X	-	-
110	Government Subsidized	1969	8	-	X	-	-
111	Government Subsidized	1969	2	-	X	-	-

Source: Bowen National Research
*$100 for part-time spot; $220 for full-time spot
Note: X = property amenity included in rent; O = optional

Of the four properties identified in our rental survey of the DSA (Downtown) built since 1975, the newest property (built in 2015) offers street parking and optional parking garage for $75, while the second newest property (built in 2013) offers optional parking within a garage for $100 for a part-time space and $220 for a full-time space. All surveyed affordable properties in the DSA offer free surface parking. The one property that targets seniors (Map I.D. 108) offers optional surface lot parking for $20 and optional carport parking for $50. As such, while most older properties in the DSA were built with surface lot parking included on-site, it appears that newer market-rate product is built without surface lot parking and instead offers optional garage parking for a fee of between $75 and $220.

A map illustrating the location of Downtown Ann Arbor parking facilities and lots is included on the following page.


BOWEN NATIONAL RESEARCH
Ann Arbor, MI
Parking Lot Locations
Downtown Study Area
University of Michigan
Gated Lots
Metered Lots
Parking Structures
Permit & Daily Rate Lots
Permit Lots
Depot Street
Grandy Dancer
Broadway Bridge
Kerrytown Shops
Community High
Farmers Market - Epark Lot
Fourth & Catherine (Site)
Ann & Ashley
Main & Ann
Ann Arbor
City Hall
1st and Huron St
5th and Huron
415 W Washington (Site)
1st & Washington
Fourth & Washington
Liberty Square
South Ashley (Kline) (Site)
Library Lane
Maynard
Fingerle Lot
First & William
Fourth & William
350 S 5th Ave (Former Y Lot) (Site)
5th & William
353 S Main (Palio) - Epark Lot (Site)
Forest
NORTH
1:13,000
0 0.05 0.1 0.2 0.3 Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China

Public Parking Garage Availability / Utilization

According to a representative of the Ann Arbor Downtown Development Authority (DDA), the utilization of public parking in Downtown Ann Arbor has recently decreased as many employees continue to work from home during the COVID-19 pandemic. The representative added that prior to COVID-19, there were very few occasions when the entire DDA parking stock was fully occupied, though lunchtime and evenings remain pinch points for available parking. The representative noted that when the DDA receives complaints regarding a lack of available parking, the complaints tend to stem from persons unwilling/unable to park within a walkable distance from their destination.

The utilization performance shown in the following tables for off-street parking in the downtown area was provided by Nelson/Nygaard in October 2019 and January 2020 (prior to COVID-19 impact). A utilization rate of 95% or greater indicates that the parking spaces were "functionally full," 85% to 95% indicates "ideal utilization," 75% to 85% indicates that the parking spaces are "slightly underutilized," and below 75% indicates that the parking spaces are "underutilized."

Nelson/Nygaard's Survey of Downtown Ann Arbor Parking Structures - Wednesday, October 2, 2019									
Time	4th & Washington	1st & Washington	Maynard	Forest	4th & William	Liberty Square	Ann & Ashley	Library Lane	South Ashley
5:00 AM	15%	54%	7%	13%	2%	18%	9%	6%	4%
6:00 AM	14%	56%	17%	19%	2%	59%	16%	6%	1%
7:00 AM	16%	57%	12%	21%	5%	68%	24%	9%	4%
8:00 AM	26%	58%	71%	31%	18%	68%	47%	20%	8%
9:00 AM	84%	58%	88%	65%	35%	102%	77%	47%	28%
10:00 AM	101%	61%	82%	87%	45%	116%	92%	70%	42%
11:00 AM	94%	63%	94%	101%	52%	101%	98%	80%	50%
12:00 PM	100%	63%	103%	103%	59%	103%	98%	85%	69%
1:00 PM	99%	64%	103%	103%	63%	104%	100%	84%	80%
2:00 PM	101%	64%	99%	99%	63%	101%	103%	82%	71%
3:00 PM	93%	66%	86%	88%	59%	100%	98%	78%	59%
4:00 PM	87%	68%	71%	82%	54%	98%	91%	73%	48%
5:00 PM	76%	69%	59%	70%	47%	87%	57%	57%	53%
6:00 PM	73%	70%	54%	47%	40%	62%	33%	34%	71%
7:00 PM	86%	70%	52%	37%	36%	55%	20%	19%	94%
8:00 PM	76%	71%	49%	29%	34%	50%	16%	15%	101%
9:00 PM	57%	71%	31%	23%	27%	42%	16%	10%	78%
10:00 PM	40%	71%	20%	20%	18%	34%	14%	8%	48%
11:00 PM	21%	71%	16%	17%	13%	27%	13%	6%	19%
12:00 AM	15%	72%	14%	17%	6%	24%	12%	6%	18%
1:00 AM	14%	74%	14%	15%	4%	21%	12%	6%	17%
2:00 AM	14%	76%	14%	14%	4%	20%	12%	6%	17%
3:00 AM	13%	76%	13%	13%	3%	19%	12%	6%	17%
4:00 AM	13%	77%	14%	13%	3%	19%	13%	6%	17%
Supply	267	228	768	823	936	525	772	744	139
Functionally Full (95% or greater)									
Ideal Utilization (85% to 95%)									
Slightly Underutilized (75% to 85%)									
Underutilized (below 75%)									

Source: All data was provided by Nelson/Nygaard

Nelson/Nygaard's Survey of Downtown Ann Arbor Parking Structures - Wednesday, January 1, 2020									
Time	4th & Washington	1st & Washington	Maynard	Forest	4th & William	Liberty Square	Ann & Ashley	Library Lane	South Ashley
5:00 AM	10%	61%	16%	15%	2%	50%	14%	6%	1%
6:00 AM	11%	57%	18%	17%	3%	54%	17%	6%	1%
7:00 AM	12%	57%	25%	23%	9%	62%	27%	9%	4%
8:00 AM	21%	53%	35%	32%	20%	69%	48%	22%	7%
9:00 AM	59%	62%	71%	66%	37%	101%	79%	51%	25%
10:00 AM	91%	71%	89%	83%	47%	115%	94%	71%	43%
11:00 AM	98%	71%	103%	96%	53%	94%	99%	80%	55%
12:00 PM	100%	70%	109%	102%	57%	97%	100%	85%	62%
1:00 PM	100%	68%	107%	100%	61%	99%	102%	86%	75%
2:00 PM	101%	71%	105%	98%	64%	98%	105%	86%	69%
3:00 PM	98%	68%	97%	90%	64%	95%	103%	80%	65%
4:00 PM	94%	69%	85%	79%	60%	89%	97%	74%	71%
5:00 PM	88%	65%	69%	65%	55%	77%	53%	60%	61%
6:00 PM	82%	61%	46%	43%	44%	53%	26%	37%	67%
7:00 PM	84%	66%	39%	36%	36%	45%	21%	25%	80%
8:00 PM	69%	68%	37%	34%	29%	42%	16%	19%	71%
9:00 PM	40%	66%	32%	30%	22%	39%	15%	14%	45%
10:00 PM	23%	67%	26%	25%	14%	33%	14%	10%	20%
11:00 PM	10%	66%	24%	22%	9%	26%	14%	8%	9%
12:00 AM	4%	61%	23%	22%	6%	16%	12%	7%	4%
1:00 AM	3%	57%	16%	15%	5%	14%	11%	7%	2%
2:00 AM	3%	56%	15%	14%	5%	13%	11%	7%	1%
3:00 AM	2%	56%	14%	13%	4%	13%	11%	7%	2%
4:00 AM	9%	61%	16%	15%	4%	51%	12%	5%	2%
Supply	267	228	768	823	936	525	772	744	139
Functionally Full (95% or greater)									
Ideal Utilization (85% to 95%)									
Slightly Underutilized (75% to 85%)									
Underutilized (below 75%)									

Source: All data was provided by Nelson/Nygaard

Overall, the preceding tables evidence that there is a large supply of public parking spaces within the downtown area. Three of these parking structures are generally underutilized during peak parking times (from morning until the end of the workday). It should be noted that most private accessory parking (i.e., on-site parking provided at commercial establishments, solely for the use of customers and employees of those stores) is significantly underutilized (Phase II Nelson\Nygaard). The South Ashley garage also represents one of the sites currently under consideration for development for affordable housing. As illustrated in the tables above, the South Ashley parking structure was underutilized during the majority of the day and was only functionally full between 8:00 p.m. and 9:00 p.m. in October 2019. On the same day in January 2020, utilization rates at the South Ashley structure were found to be even lower.

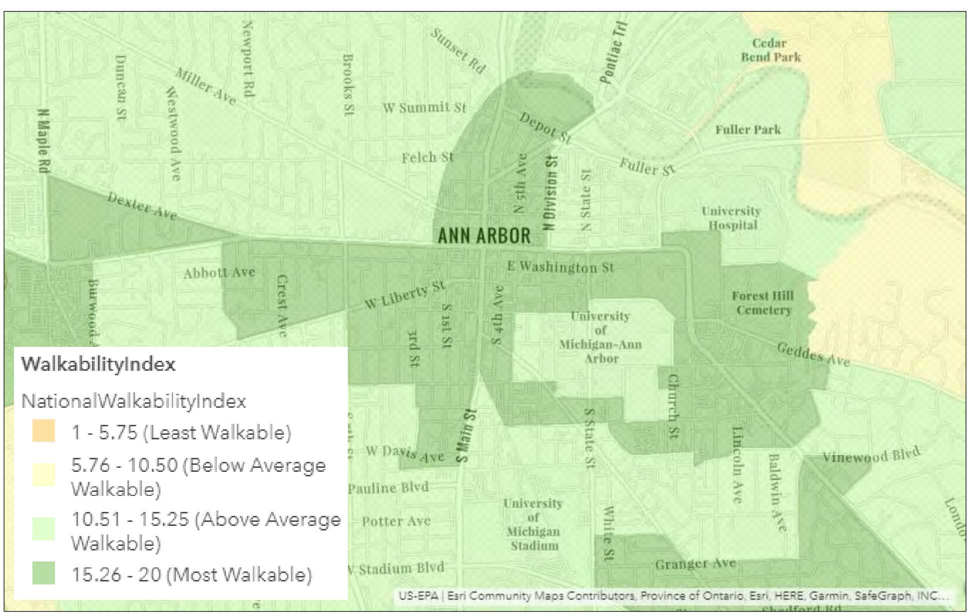
Based on this analysis, it appears that there may be an opportunity for DSA residents to use downtown parking garages that have been operating at "underutilized" levels. Developers of future residential units in the DSA may want to consider working with local stakeholders to have parking made available to residents at their projects at discounted rates.

<u>Walkability</u>

The ability to perform errands or access community amenities affordably and conveniently by walking (rather than driving) contributes favorably to personal mobility. A person whose residence is within walking distance of major neighborhood services and amenities will most likely find their housing market more desirable. According to the online service "Walk Score," the DSA (Downtown Ann Arbor) is the city's most walkable neighborhood, with a Walk Score of 92 (out of 100). The DSA's Transit Score of 72 and Bike Score of 86 indicate that the downtown area has excellent public transportation and is very bikeable.

According to the 2019 "State of the Downtown" report, Downtown Ann Arbor has a shorter block length and higher intersection density compared to other neighborhoods in Ann Arbor. This creates more walking options that can decrease travel time and distance, creating a welcoming environment for people walking.

The National Walkability Index is a nationwide geographic data resource that ranks block groups according to their relative walkability. The following image illustrates the National Walkability Index results for block groups in downtown Ann Arbor:



Source: National Walkability Index, EPA

If walkability is a favorable measure of personal movement and the ease of personal movement contributes favorably to a housing market, Downtown Ann Arbor should represent a more desirable area in the city due to its high walkability scores, which indicate proximity to most community services.

C. Crime Risk

Crime risk, whether perceived or real, can influence a person's decision to move to, leave, or remain at, a particular location. The desirability of a housing market, whether citywide or neighborhood-specific, is often judged by its level of security and safety. Existing and potential residents constantly monitor crime risk, both on a "personal" and "property" basis. When certain geographic areas exhibit higher crime rates, potential residents tend to move elsewhere and existing residents relocate. Conversely, areas with lower crime rates tend to attract potential residents and retain existing ones. Stronger housing markets normally enjoy low or decreasing crime rates, while weaker housing markets usually suffer from high or increasing crime rates. Crime (both the number and rate) in Ann Arbor has been declining since 2006 and is near 10-year lows, according to the Southeast Michigan Council of Governments.

For this study, the FBI Uniform Crime Report (UCR) was used. The FBI collects data from roughly 16,000 separate law enforcement agencies across the country and compiles it into the UCR. The most recent data shows a 95% coverage rate of all jurisdictions nationwide. Applied Geographic Solutions uses the UCR at the jurisdictional level to model seven crime types for specific geographic areas. Risk indexes are standardized based on national averages. A Risk Index value of 100 for a particular crime type in a certain area means that the probability of the risk is consistent with the national average. It should be noted that aggregate indexes for total crime, personal crime and property crime are not weighted, and a murder is no more significant statistically than petty theft. Therefore, caution should be exercised when using them.

The following table compares the UCR crime risk probabilities for the selected geographies in this study.

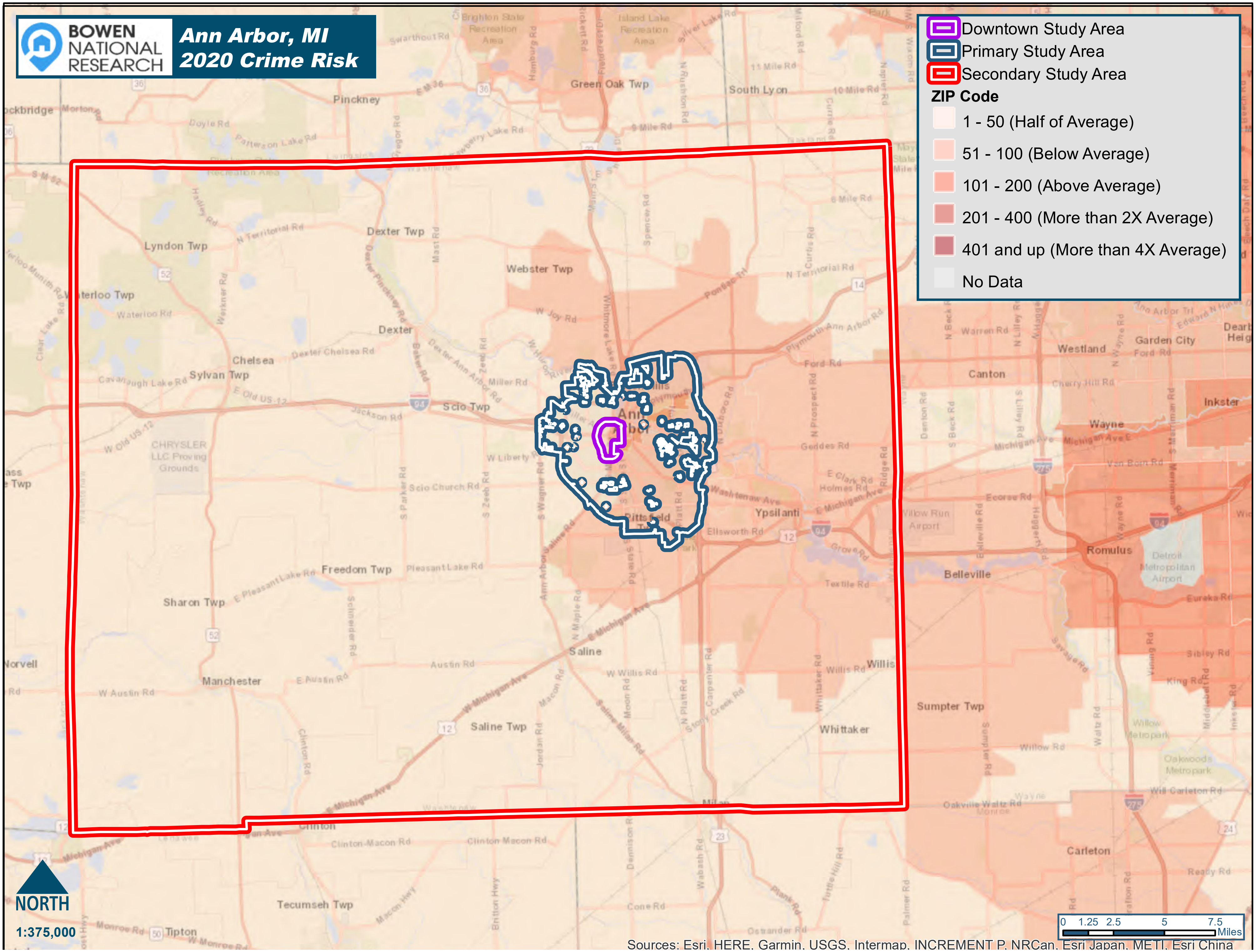
Zip Code	Total Crime	Personal Crime					Property Crime			
		Murder	Rape	Robbery	Assault	Total	Burglary	Larceny	Vehicular Theft	Total
DSA (Downtown)										
48103	**46**	9	54	18	31	**29**	49	52	27	**49**
48104	**90**	10	89	57	50	**55**	76	106	56	**96**
PSA (Balance of City)										
48103	**46**	9	54	18	31	**29**	49	52	27	**49**
48104	**90**	10	89	57	50	**55**	76	106	56	**96**
48105	**61**	16	136	32	37	**45**	47	71	41	**63**
48108	**87**	37	195	32	76	**76**	50	105	44	**89**
48109	**107**	13	192	46	41	**57**	40	146	33	**115**
SSA (Balance of County)										
48103	**46**	9	54	18	31	**29**	49	52	27	**49**
48104	**90**	10	89	57	50	**55**	76	106	56	**96**
48105	**61**	16	136	32	37	**45**	47	71	41	**63**
48108	**87**	37	195	32	76	**76**	50	105	44	**89**
48111	**81**	56	145	34	72	**68**	70	86	93	**83**
48118	**33**	11	45	6	22	**20**	32	36	27	**35**
48130	**34**	18	57	10	29	**27**	42	33	27	**34**
48137	**31**	43	154	4	44	**44**	47	25	19	**29**
48158	**32**	36	116	30	33	**41**	36	30	29	**31**
48160	**42**	61	158	14	50	**51**	34	44	33	**41**
48167	**44**	7	38	9	21	**19**	32	53	32	**47**
48168	**45**	9	38	32	17	**23**	22	57	32	**48**
48169	**31**	18	119	4	21	**26**	35	32	27	**32**
48170	**48**	15	138	31	33	**42**	44	52	33	**49**
48176	**32**	22	87	13	31	**32**	22	35	27	**32**
48178	**26**	10	63	8	19	**20**	18	31	16	**27**
48189	**36**	10	96	10	40	**37**	42	34	33	**36**
48190	**18**	15	36	3	20	**17**	24	17	23	**19**
48191	**31**	23	78	3	40	**34**	35	31	21	**31**
48197	**84**	95	174	74	112	**108**	106	76	63	**81**
48198	**94**	242	234	93	184	**165**	151	62	99	**83**
49229	**32**	14	161	5	53	**49**	21	33	14	**29**
49236	**37**	16	185	4	49	**50**	31	40	12	**36**
49240	**46**	23	191	4	36	**43**	47	49	34	**47**
49285	**46**	37	206	7	56	**57**	44	45	38	**44**
49287	**37**	10	237	4	36	**47**	30	41	6	**36**
Michigan										
Michigan	**84**	119	170	78	118	**113**	88	76	90	**79**

Source: Applied Geographic Solutions

The crime index for the PSA (Balance of City) ranges from 46 in Zip Code 48103, which comprises the southwestern portion of the downtown, to 107 in Zip Code 48109, which is less than 1.0 square mile and is primarily comprised of the area around or near the University of Michigan. Besides Zip Code 48109, all other city indices are comparable to the crime index in the state of Michigan (84) and well below the national average (100). Crime in the surrounding SSA (Balance of County) is relatively lower. All Zip Codes exclusive to the SSA, except for Zip Codes 48197 (located immediately southeast of the city), 48198 (Ypsilanti area), and 48111 (Sylvan Township area) have indices below 50.

Based on this preceding crime data, it appears that actual crime frequency for the downtown area north of the railroad tracks in Zip Code 48104 is slightly higher than the rest of the city of Ann Arbor. Therefore, it is believed that the perception of crime for the downtown area may be one factor which could limit the appeal of the downtown area to current and prospective residents. Depending on the location of any new residential product developed in the DSA (Downtown), a new rental property may need to incorporate certain amenities to increase the project's perception of safety. This may include features such as in-unit security monitoring systems, peep holes, well-lit parking lots, or a security gate. It should be pointed out that multifamily properties surveyed in the DSA have good and stabilized occupancy levels, particularly projects serving low-income households. As such, we believe crime will have minimal impact on rental housing demand in the downtown.

A map illustrating crime risk for each study area follows this page.


BOWEN NATIONAL RESEARCH
Ann Arbor, MI
2020 Crime Risk
Downtown Study Area
Primary Study Area
Secondary Study Area
ZIP Code
1 - 50 (Half of Average)
51 - 100 (Below Average)
101 - 200 (Above Average)
201 - 400 (More than 2X Average)
401 and up (More than 4X Average)
No Data
NORTH
1:375,000
0 1.25 2.5 5 7.5 Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China
Ann Arbor
Ypsilanti
Saline
Dexter
Chelsea
Manchester
Pinckney
Canton
Westland
Wayne
Romulus
Belleville
Milan
Clinton
Tecumseh Twp
Whittaker
Carleton
South Lyon
Green Oak Twp
Dexter Twp
Webster Twp
Lyndon Twp
Sylvan Twp
Scio Twp
Freedom Twp
Sharon Twp
Saline Twp
Sumpter Twp
Pittsfield Twp

D. University of Michigan Overview

The University of Michigan is the only comprehensive public institution of higher learning that serves the immediate Ann Arbor area. The university offers a diverse range of degree programs from baccalaureate to post-doctoral levels through 19 schools and colleges consistently ranking among the nation's top universities by various measures of quality. Founded in 1817 in Detroit, the institution's home moved to Ann Arbor in 1837. The university has two other campuses in Dearborn and Flint (both within southeast Michigan). As of fall 2020, enrollment at the University of Michigan's Ann Arbor campus (UM-Ann Arbor) was 47,907. For comparison purposes, Ann Arbor's two private colleges, Concordia University and Ross Medical Education Center, had fall 2019 enrollments of 1,172 and 58, respectively. Additionally, Washtenaw Community College had a total enrollment of 11,978 in fall 2019.

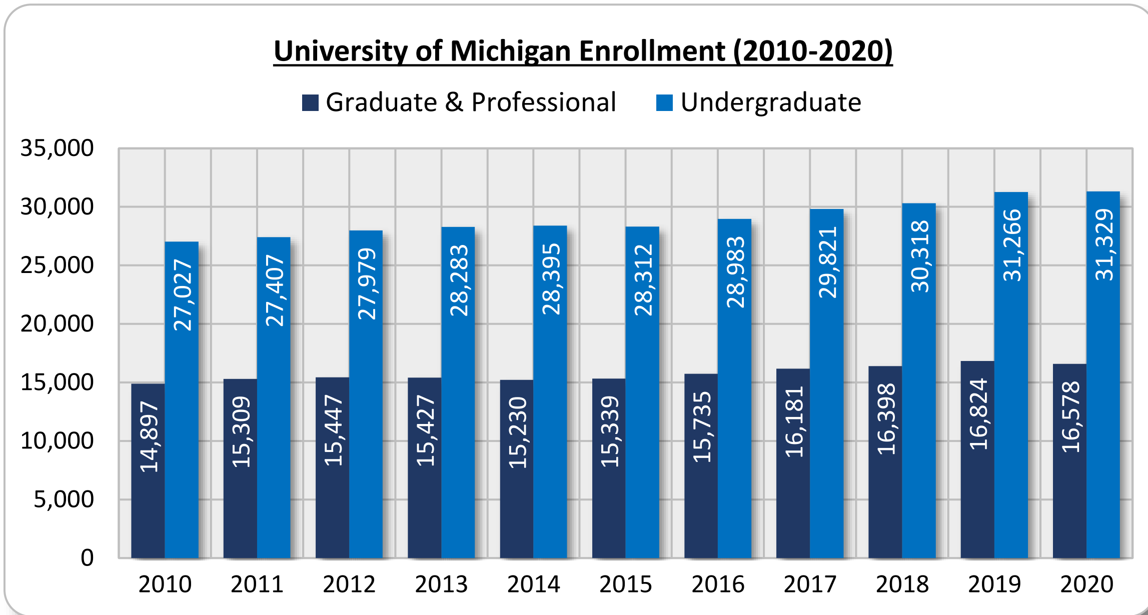
UM-Ann Arbor is comprised of a north campus (separated from downtown by the Huron River) and a central campus (adjacent east of the downtown area). According to the latest national data, in FY2018 the UM-Ann Arbor spent $1.53 billion on research – more than any other U.S. public university (Michigan Almanac, October 2020). University projects currently under construction for academic instruction and research as well as student life and services in Ann Arbor totaled $413 million as of June 30, 2020.

The following table and graph illustrate enrollment at the University of Michigan (Ann Arbor campus) for the fall semesters between 2010 and 2020.

Classification	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Graduate & Professional	14,897	15,309	15,447	15,427	15,230	15,339	15,735	16,181	16,398	16,824	16,578
Undergraduate	27,027	27,407	27,979	28,283	28,395	28,312	28,983	29,821	30,318	31,266	31,329
Freshman	6,496	6,251	6,171	6,225	6,505	6,071	6, 689	6,847	6,685	6,830	5,759*
International	5,274	5,524	5,881	5,996	6,014	6,281	6,764	7,052	6,984	7,271	6,680
Total	41,924	42,716	43,426	43,710	43,625	43,651	44,718	46,002	46,716	48,090	47,907

Source: University of Michigan (Ann Arbor Campus) Common Data Sets
Freshman includes first-time freshmen from spring and summer terms still enrolled in the subsequent fall term.
*As of September 22, 2020

Between 2010 and 2019, total enrollment at the University of Michigan in Ann Arbor increased by 6,166 (14.7%), reaching a 10-year high with just over 48,000 students in 2019. In fall 2020, enrollment declined modestly by 183 (0.4%) from fall 2019. Since 2019, graduate and professional students declined by 246 (1.5%), wiping out the 0.2% gain in the number of undergraduates. The declines in 2020 are likely attributable to COVID-19 related factors, such as personal health concerns, social distancing in dorms/student housing, and cancelled student life events. Given the university's 15.1% share of international students in fall 2019, the uncertainty regarding border closings may have been a factor in the decline of 591 (8.1%) international students between the fall semesters of 2019 and 2020. Although the level of international students has varied over the past decade, the level in 2020 has not been as low since 2015. If the effects of the pandemic subside by next fall, it is anticipated that enrollment will be similar to fall 2019 and that the number of undergraduates residing on campus return to more typical levels.



The following is a summary of student enrollment on a full-time and part-time basis for fall 2020:

			Fall 2020 Degree Classification	
Status	Total Students	Share of Students	Undergraduates	Graduates
Full-Time	44,584	93.1%	29,851	14,733
Part-Time	3,323	6.9%	1,478	1,845
Total	47,907	100.0%	31,329	16,578

In fall 2020, 88.9% of graduate students and 95.8% of undergraduate students were enrolled full time. In fall 2019, these shares were 91.0% and 96.6%, respectively. The share of full-time students, who are most likely to reside in off-campus student housing, decreased by 1.5 percentage points from 2019 to 2020, reflecting a decline of 926 (-2.0%). Meanwhile, the total number of part-time students increased by 743 (28.8%). These are likely COVID-19 influenced trends.

The following is a summary of the top 10 counties of origin for students at the University of Michigan for the fall 2019 and fall 2020 terms:

	Fall 2019 Enrollment		Fall 2020 Enrollment		2019-2020 Change	
County	Number	Percent	Number	Percent	Number	Percent
Oakland, MI	6,066	28.1%	6,220	28.4%	154	2.5%
Wayne, MI	3,764	17.4%	3,898	17.8%	134	3.6%
Washtenaw, MI	3,507	16.2%	3,541	16.2%	34	1.0%
Kent, MI	1,251	5.8%	1,288	5.9%	37	3.0%
Macomb, MI	1,062	4.9%	1,077	4.9%	15	1.4%
Ingham, MI	538	2.5%	548	2.5%	10	1.9%
Genesee, MI	492	2.3%	447	2.0%	-45	-9.1%
Ottawa, MI	425	2.0%	423	1.9%	-2	-0.5%
Kalamazoo, MI	389	1.8%	383	1.8%	-6	-1.5%
Livingston, MI	384	1.8%	379	1.7%	-5	-1.3%
Total	21,621	100.0%	21,865	100.0%	326	1.5%

Source: Office of the Registrar, Enrollment by Geographic Location Report

Over 13,600 students, or 62.4% of the University of Michigan's total fall 2020 enrollment, originate from Oakland, Wayne, and Washtenaw counties. The subject school is located in Washtenaw County, while Oakland and Wayne counties are contiguous in the northeast direction. The number of students that originate from Oakland and Wayne counties increased much faster than the number of students originating from within Washtenaw County. Some of these students may be transferring from the University of Michigan's campus in Wayne County, while some may commute from these areas. While the majority of students originate from counties within the greater Detroit region, notable shares of students originate from Kent County (5.9%) and Ottawa County (1.9%).

The university provides campus housing to approximately 9,500 undergraduate students in 24 residence halls and apartment buildings (Michigan Almanac, October 2020). Approximately 8,200 on-campus beds are located at the central campus. According to a research report published by Triad Real Estate Partners, the university offered approximately 10,000 on-campus beds in the fall of 2017. There were over 2,100 beds added off campus between 2012 and 2017, approaching the enrollment increase of 2,576 during this period. There were 4,922 qualified applicants who accepted a place on the waiting list in fall 2019. Of these applicants, 89 (2%) were sent administration offers. According to an mlive.com article posted January 2020, since 2004, 16 apartment developments brought roughly 4,800 new beds to the downtown/campus area. That's not counting some smaller-scale projects, or the nearly 1,800 apartment beds planned or under construction. UM also added 1,080 beds with two new dormitories, while the number of new condominiums in the downtown area since 2001 is approaching 400, with about 140 more in the pipeline. Over the last 15 years, UM enrollment has grown by 8,557 students, up 22%, while just under 6,000 beds have been added between new apartments and dorms in the downtown/campus area.

Triad Real Estate Partners conducted a survey of 5,922 student housing beds near the University of Michigan. The survey resulted in an average market occupancy of 99.0% in November 2017 and the following average asking rents per bed in the fall terms of 2015 and 2017:

	Change in Average Rent Per Bed: University of Michigan-Ann Arbor			
	Average Rent		Change	
Bedroom	2015	2017	Amount	Percent Increase
Studio	$1,255	$1,402	+$147	11.7%
One-Bedroom	$1,424	$1,522	+$98	6.9%
Two-Bedroom	$1,122	$1,232	+$110	9.8%
Three-Bedroom	$1,042	$1,156	+$114	10.9%
Four-Bedroom	$1,078	$1,085	+$7	0.6%

Source: Triad Real Estate Partners 2017-2018 Research Report

The university's health system currently includes four hospitals as well as numerous health centers and outpatient clinics in Ann Arbor. This includes the University of Michigan Health System (UMHS), the University's Medical School, the Michigan Health Corporation (a wholly-owned corporation created for joint venture and managed care initiatives), and UM Health (a wholly-owned corporation created to hold and develop the university's statewide network of hospitals, hospital joint ventures and other hospital affiliations, currently consisting of Metropolitan Health Corporation).

The number of faculty and staff based on appointments as of November 1, 2019 during the last 10 years at the Ann Arbor campus and hospitals is summarized below.

	University of Michigan-Ann Arbor: Faculty and Staff Headcount									
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Faculty and Staff (excluding Hospital)										
Regular Faculty	6,021	6,170	6,357	6,431	6,500	6,725	6,918	7,022	7,259	7,325
Regular Staff	13,611	13,399	13,494	13,701	13,982	14,328	14,850	15,090	15,654	16,181
Supplemental Faculty & Staff	5,268	5,276	5,288	5,316	5,275	5,246	5,337	5,483	5,585	5,820
Total Ann Arbor Campus*	**24,900**	**24,845**	**25,139**	**25,448**	**25,757**	**26,299**	**27,105**	**27,595**	**28,498**	**29,326**
Hospital Faculty and Staff										
Regular Staff	13,608	14,390	15,562	15,648	16,356	16,817	17,591	18,849	19,353	19,832
Supplemental Faculty & Staff	1,096	1,124	1,159	1,181	1,190	1,228	1,230	1,242	1,268	1,280
Total Hospital*	**14,704**	**15,514**	**16,721**	**16,829**	**17,546**	**18,045**	**18,821**	**20,091**	**20,621**	**21,112**
All Faculty and Staff										
Ann Arbor Campus & Hospital*	**39,604**	**40,359**	**41,860**	**42,277**	**43,303**	**44,344**	**45,926**	**47,686**	**49,118**	**50,438**
Students Included in Count	3,792	3,759	3,799	3,796	3,757	3,712	3,803	3,896	3,992	3,992
Total Excluding Students	35,812	36,600	38,061	38,481	39,546	40,632	42,123	43,790	45,126	46,446

Source: University of Michigan Human Resources Data
*Includes Professor, Associate Professor, Assistant Professor, Instructor, Lecturer, Regular Clinical Instructional, and Primary (Research) faculty. Counts include job titles held by individuals who are also included in student counts. Adding asterisked counts to student counts will result in double counting.
"Regular Staff" primarily hold full-time appointments, but this headcount also includes individuals with part-time positions. Furthermore, regular staff excludes graduate student instructors, graduate student research assistants, graduate staff assistants, research fellows, and non-faculty staff from University of Michigan Health System.

As of November 1, 2019 (latest data available), the university's total employee count at the Ann Arbor campus and within the university's health system was over 50,000. Based on the fall 2019 count, 7,325 employees were designated as regular faculty, which includes 3,193 tenured (or on a tenure-track) faculty. The average annual salary at the University of Michigan for faculty (excluding medical school faculty) in fall 2019 was $175,000 for professors, $115,800 for associate professors, and $100,500 for assistant professors. At these income levels, it is expected that a variety of housing options would be required to meet the needs of faculty.

E. Ann Arbor Affordable Housing Millage

Proposal C
ANN ARBOR CITY CHARTER AMENDMENT TAX FOR THE CONSTRUCTION, ACQUISITION, AND MAINTENANCE OF AFFORDABLE HOUSING

Proposal C, which passed on November 3, 2020, authorized a new tax (millage) up to 1.000 mills (the equivalent of a 0.1% property tax increase levied on homeowners) for the construction, maintenance, and acquisition of new affordable housing units for low-income individuals and families making less than 60% Ann Arbor Area Median Income. An estimated 1,500 units will be built on publicly owned land throughout the city. Up to 20% of the revenue is authorized for the provision of social services to the residents of such housing for 2021 through 2041, which will generate in the first year of levy an estimated revenue of $6,550,505. In accordance with State law, a portion of the millage may be subject to capture by the Ann Arbor Downtown Development Authority and the Washtenaw County Brownfield Redevelopment Authority. It should be noted that Ann Arbor intends to continue to contribute general fund money to the affordable housing fund, regardless of any additional millage money. Ann Arbor currently contributes more than $880,000 per year toward affordable housing.

VIII. Housing Gap/Demand Estimates

INTRODUCTION

This section of our report assesses the housing gap estimates for rental housing within the DSA (Downtown). The assessment includes demand from a variety of sources and focuses on the housing demand potential in Downtown Ann Arbor, though consideration is given to potential support that may originate from outside the Downtown.

Housing to meet the housing needs of both current and future households in the market will most likely involve a variety of product types. There are a variety of financing mechanisms that can support the development of rental housing alternatives such as federal and state government programs, as well as conventional financing through private lending institutions. These different financing alternatives often have specific income and rent restrictions, which affect the market they target.

We have evaluated the market's ability to support rental housing based on three levels of income/affordability up to 100% of Area Median Household Income (AMHI). While there may be overlap among these levels due to program targeting and rent levels charged, we have established specific income stratifications that are exclusive of each other in order to eliminate double counting demand. We have used HUD's published income and rent limits for the Ann Arbor, MI MSA.

The following table summarizes the income segments used in this analysis to estimate potential rental housing demand.

Household Income/Wage & Affordability Levels			
Percent AMHI	**Income Range***	**Hourly Wage****	**Affordable Rents*****
≤ 30%	≤ $34,450	≤ $16.56	≤ $860
31%-60%	$34,451 - $60,900	$16.57 - $29.28	$861 - $1,522
61%-100%	$60,901 - $101,500	$29.29 - $48.79	$1,523 - $2,537

AMHI – Area Median Household Income
* Based on HUD limits for the Ann Arbor, MI MSA (4-person limit)
** Assumes full-time employment 2,080 hours/year (Assumes one wage earner household)
*** Based on assumption tenants pay up to 30% of income toward rent

Those who respond to a certain product or program type vary. This is because housing markets are highly dynamic, with households entering and exiting by tenure and economic profile. Further, qualifying policies of property owners and management impact the households that may respond to specific project types. As such, while a household may prefer a certain product, ownership/management qualifying procedures (i.e. review of credit history, current income verification, criminal background checks, etc.) may affect housing choices that are available to households.

Regardless, we have used the preceding income segmentations as the ranges that a typical project would use to qualify residents, based on their household income. Ultimately, any new product added to the market will be influenced by many decisions made by the developer and management. This includes eligibility requirements, design type, location, rents, amenities and other features. As such, our estimates assume that the rents, quality, location, design and features are marketable and will appeal to most renters.

DEMAND COMPONENTS

The primary sources of demand for new rental housing include the following:

- New Housing Needed to Meet Projected Household Growth
- Additional Units Required for a Balanced Market
- Replacement of Substandard Housing
- Replacement of Cost Burdened Households
- External (Outside City) Commuter Support

Given that a large portion of support will originate from within the city of Ann Arbor and much of the supply that will likely directly compete with Downtown product is located either in Downtown or elsewhere in Ann Arbor, we have used all of Ann Arbor as the baseline for demand but also accounted for support that may originate from outside the city limits.

New Renter Household Growth

The first source of demand is generally easily quantifiable and includes the net change in renter households between the baseline year of 2020 and the projection year of 2025.

Units Required for a Balanced Market

The second demand component considers the number of units a market requires to offer balanced market conditions, including some level of vacancies. Healthy markets require approximately 4% to 6% of the rental market to be available in order to allow for inner-market mobility and encourage competitive rental rates. Markets with vacancy rates below a healthy rate often suffer from rapid rent increases, minimal tenant turnover (which may result in deferred maintenance), and residents being forced into housing situations that do not meet their housing needs. Markets with low vacancy rates often require additional units, while markets with high vacancy rates often indicate a surplus of rental housing. The vacancy rates by program type and/or affordability level used to determine if there is a deficit or surplus of rental units are based on our survey of area rental alternatives. We used a vacancy rate of 5% to establish balanced market conditions.

Replacement of Substandard Housing

Demand for new units as replacement housing takes into consideration that while some properties are adequately maintained and periodically updated, a portion of the existing stock reaches a point of functional obsolescence over time and needs to be replaced. This comes in the form of either units that are substandard (lacking complete plumbing and/or are overcrowded) or units expected to be removed from the housing stock through demolitions. Based on Census demographic data included in this report, approximately 1.4% to 5.6% (depending upon affordability level) of renter households living in Downtown are living in substandard housing (e.g. lacking complete plumbing, overcrowded households, etc.).

Replacement of Cost Burdened Housing

Households that are cost burdened, which pay a disproportionately high share (typically more than 30%) of their income toward housing costs, were considered in this analysis. These households are likely struggling to meet their housing expenses and would benefit from affordable housing. There are an estimated 1,893 renters living in housing units in the DSA (Downtown) that are cost burdened.

External Commuter Support

Market support can originate from households not currently living in the market. This is particularly true for people who work in Ann Arbor but commute from outside of the city and would consider moving to Ann Arbor (including the Downtown), if adequate and affordable housing that met residents' specific needs was offered. Currently, there are few *available* housing options in the subject market. As such, external market support will likely be created if new housing product is developed in Ann Arbor.

Based on our experience in evaluating rental housing in markets throughout the country, it is not uncommon for new product to attract as much as 30% to 40% of its support from outside the city limits. As a result, we have assumed that a portion of the demand for new housing will originate from the more than 83,000 commuters traveling into Ann Arbor from areas outside of the city. These commuters have been adjusted to account for just renters and their likely incomes.

Note: In terms of the development pipeline, we only included residential rental units that are confirmed as planned or under construction. Conversely, we have excluded projects that have not secured financing, are under preliminary review or have not established a specific project concept (e.g. number of units, rents, target market, etc.). Any vacant housing units are accounted for in the "Units Required for a Balanced Market" portion of our demand estimates.

Lastly, while these housing gap estimates use overall Ann Arbor household statistics, the analysis is refined to account for the Downtown's expected market share. Based on previous studies conducted by our firm, it has been established that a downtown market can capture 30% to 40% of a larger (city/county) market's share of housing needs. The following has been refined to reflect the Downtown Ann Arbor housing gaps by affordability level.

		Downtown Ann Arbor Rental Housing Gap Estimates (2020-2025)		
	Income Level (% AMHI)	**≤30%**	**31%-60%**	**61%-100%**
	Low	**$0**	**$34,451**	**$60,901**
	High	**$34,450**	**$60,900**	**$101,500**
	Low (Rent)	**$0**	**$861**	**$1,523**
	High (Rent)	**$860**	**$1,522**	**$2,537**
Household Growth	2020	10,885	6,757	5,846
	2025	9,475	6,474	6,330
	New HHs	**-1,410**	**-283**	**484**
Units Needed for Balanced Market	Required Vacancy	544	338	292
	Actual Vacancy *	33	61	199
	Units Needed	**511**	**277**	**93**
Replacement Housing	2020	10,885	6,757	5,846
	Substandard %**	5.6%	2.8%	1.4%
	Replacement Housing	**610**	**189**	**82**
External Market Support from Commuters	Commuter Renters	47,007	47,007	47,007
	Income %	38.3%	23.8%	20.6%
	Commuter Base	18,014	11,183	9,675
	Capture Rate^	5.0%	5.0%	5.0%
	Commuter Support	**901**	**559**	**484**
Total Base of Support (City)		**612**	**742**	**1,143**
Downtown Market Share (30%-40%)		**184-245**	**223-297**	**343-457**
Cost Burdened Households (DSA)	Total Cost Burden	1,893	1,893	1,893
	Share of Income	61.4%	29.5%	9.1%
	Cost Burdened Households	1,162	559	172
Less Units in Pipeline (Downtown)		**0**	**0**	**138**
Overall Units Needed (Downtown)		***1,346-1,407***	***782-856***	***377-491***

HH – Households
*Based on Bowen National Research's survey of area rentals
**Based on ESRI/ACS estimates of units lacking complete indoor plumbing or are overcrowded
^Based on Bowen National Research proprietary research and ACS migration patterns for Ann Arbor

Based on the preceding demand estimates, it is clear that there is a level of demand among all household income levels considered within Downtown over the five-year projection period. Depending upon the level of success of Downtown capturing a share of the overall city's housing needs, there is a housing gap of more than 2,500 rental units in the Downtown over the next five years. More than one-half of the rental housing gap in the Downtown is for product affordable to households with incomes of up to 30% of AMHI, with a gap of more than 1,300 units. Approximately one-third of the Downtown's rental housing gap is for households with incomes between 31% and 60% of AMHI. This income segment has a total housing gap of more than 700 units. While the smallest gap is for product serving households with incomes between 61% and 100% of AMHI, this affordability segment still has a gap of between 377 and 491 units, even with more than 100 units currently in the development pipeline. Based on these estimates, the housing gaps are large and across a wide range of affordability levels.

Based on the demographics of the market, including projected household growth estimates and projected changes in household compositions (e.g. household size, ages, etc.), it appears that approximately one-quarter to one-third of the demand for new rental housing could be specifically targeted to meet the needs of area seniors, though a project could be built to meet the housing needs of *both* seniors and families concurrently. A unit mix of around 30% to 40% one-bedroom units, 40% to 50% two-bedroom units, and around 10% for studio and three-bedroom units should be the general goal for future rental housing. Senior-oriented projects should consider unit mixes closer to 50% for both one- and two-bedroom units each. Additional design recommendations are provided in the Executive Summary of this report.

It is critical to understand that these estimates represent potential units of demand by targeted income level. The actual number of rental units that can be supported will ultimately be contingent upon a variety of factors including the location of a project, proposed features (i.e. rents, amenities, bedroom type, unit mix, square footage, etc.), product quality, design (i.e. townhouse, single-family homes, or garden-style units), management and marketing efforts. As such, each targeted segment outlined in the previous table may be able to support more or less than the number of units shown in the table. The potential number of units of support should be considered a general guideline to residential development planning.

IX. HOUSING DEVELOPMENT OPPORTUNITIES

Housing markets typically expand when the number of households increases within a certain geographic area. Increases can occur when new households enter the market at a faster rate than existing households are lost and/or when new households form within the market at a faster rate than existing households are lost. These factors were considered in the Housing Gap Analysis Section of this report. In order for a given market to grow, households must find <u>acceptable</u> and <u>available</u> units (either newly created or pre-existing). If acceptable units are not available, households will not enter the housing market and it will stagnate or decline. Rehabilitation of occupied units does not expand housing markets, although it may improve them. For newly created units to be available, land and/or existing buildings (suitable for residential use) must be readily available, properly zoned, and feasibly sized for development. The absence of available residential real estate can preclude housing market growth unless unrealized zoning densities (units per acre) are achieved on existing properties.

To understand the housing market growth potential for the DSA (Downtown), its overall vacancy rate was evaluated. In general, a low rental vacancy rate indicates increased demand and the need to expand a market by <u>increasing its available unit count</u>. Conversely, a high rental vacancy rate indicates decreased demand and the need to expand a market by <u>improving its desirability</u>.

Based on our evaluation of the existing rental housing stock within the DSA (Downtown), it is evident that there are very few *available* housing alternatives from which current and prospective downtown residents can choose. While this limited availability indicates that downtown housing is in high demand, it is also likely limiting the downtown market's ability to expand.

Market growth strategies that recommend additional or newly created housing units should have one or more of the following real estate options available: 1) land without buildings, including surface parking lots (new development), 2) unusable buildings (demolition-redevelopment), 3) reusable non-residential buildings (adaptive-reuse), and 4) <u>vacant</u> reusable residential buildings (rehabilitation). Reusable residential buildings should be unoccupied prior to acquisition and/or renovation, in order for their units to be "newly created" within the market. In addition to their availability, these real estate offerings should be residentially zoned (or capable of achieving same) and of a feasible size for profitability.

As part of this assignment, we evaluated seven pre-selected sites within the Downtown Study Area (DSA) that could potentially support new residential development. While there are likely other potential development sites, including existing structures, that might be in the DSA, our analysis was limited to these specific properties.

Map I.D.	Site Address	Parcel #	Acres
1	350 S. 5th Avenue	09-09-29-404-001	0.8
2	415 W. Washington Street	09-09-29-404-001	2.18
3	721 N. Main Street	09-09-20-409-006	5.26
4	353 S. Main Street	09-09-29-406-001	0.19
5	404 N. Ashley Street	09-09-29-139-032	0.38
6	121 E. Catherine Street	09-09-29-135-001	0.38
7	309 S. Ashley Street	09-09-29-408-001, 002, 003, 004, 005, 006	1.22

In an effort to understand the marketability of these sites for future potential residential development, we conducted an analysis of each of these sites based on the following:

- **Surrounding Land Uses** – Evaluated the land uses near the site that could affect its appeal to prospective residents. This includes quality, upkeep, and appropriateness of the land use. Sites were rated on a scale of Excellent, Good, Fair or Poor.
- **Physical Access** – Considered the ingress and egress of each site from adjacent roadways. Sites were rated on a scale of Excellent, Good, Fair or Poor.
- **Visibility** – Analyzed the site's visibility from adjacent streets. Each site was rated on a scale of Excellent, Good, Fair or Poor.
- **Parking Proximity** – Shown as distance (miles) from nearest public parking alternative.
- **Crime Index** – Considered crime risks by zip code. Data shown on a scale relative to the national average of 100 (Source: FBI Uniform Crime Report).
- **Walk Score** – Considered walking routes to common amenities. All sites were rated on a scale of up to 100 (Source: Walkscore.com).
- **Transit Score** – Accounted for nearby transit routes, based on frequency, type of route, and distance to nearest transit stop. Each site was rated on a scale of up to 100 (Source: Walkscore.com).
- **Bike Score** – Took into account bike path infrastructure, topography, road connectivity, and the volume of bike commuters. Each site was rated on a scale of up to 100 (Source: Walkscore.com).
- **Funding Eligibility** – Considered if each subject site is located in an area that is eligible for various funding programs: LIHTC, HUD, MSHDA & DDA (Source: Smith Group, Inc.).
- **Proximity to Community Services** – Identified the proximity of key community services (shown in miles) in relation to each subject site. Includes such things as grocery stores, restaurants, pharmacies, parks, recreation, schools, senior centers, daycare, banks, etc.

The following table summarizes the various site attributes that were considered for each of the subject sites:

Map ID	Site Address	Surrounding Uses	Access	Visibility	Parking Proximity*	Crime Index	Walk Score	Transit Score	Bike Score	Funding Eligibility				Proximity* to Community Services
										LIHTC	HUD	MSHDA	DDA	
1	350 S. 5th Avenue	Good	Good	Excellent	0.1	90	98	66	99	X	X	X	X	1.8
2	415 W. Washington Street	Fair	Excellent	Good	0.1	46	95	66	89	-	-	-	X	2.2
3	721 N. Main Street	Fair	Excellent	Fair	0.5	90	88	49	88	-	-	-	X	3.3
4	353 S. Main Street	Good	Excellent	Excellent	Adj.	90	94	72	91	X	X	X	X	2.0
5	404 N. Ashley Street	Good	Excellent	Fair	0.2	46	95	63	79	X	X	X	X	2.9
6	121 E. Catherine Street	Good	Excellent	Excellent	0.2	90	98	68	96	X	X	X	X	3.0
7	309 S. Ashley Street	Good	Excellent	Excellent	0.1	90	97	51	93	X	X	X	X	2.0

*Proximity in miles
Adj. - Adjacent

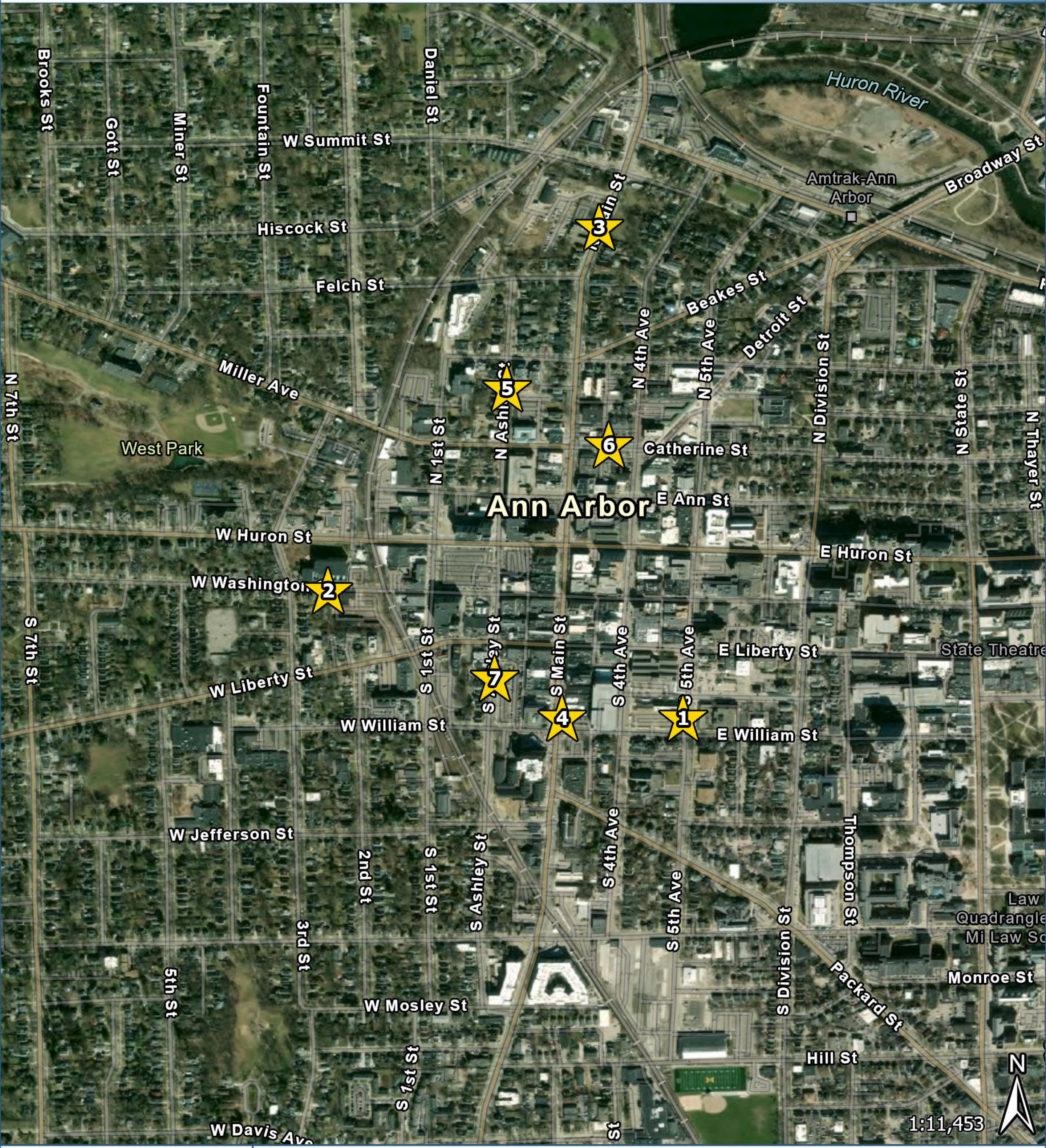
Overall, each of the subject sites are considered to be conducive to supporting new affordable residential product. None of the subject sites have surrounding land uses that would be detrimental to their marketability, and most sites have excellent access and good to excellent visibility. With the exception of 721 North Main Street, larger parking facilities are located within 0.2 mile of each site. Therefore, there are parking alternatives available near these sites, should parking not be offered at the sites. The crime indices for the zip codes that these sites are located within are either 90, which is near the national average of 100, or half (46) of the national average. Therefore, the subject sites should not be adversely impacted by crime. With the exception of the site at 721 North Main Street (Map ID 3), all sites have Transit Scores above 50, Walk Scores of 88 or better and Bike Scores of 79 or higher. Therefore, each of the sites is in a location that is generally considered to be "walkable" and/or "bikeable," and most sites have convenient access to public transit. This access will contribute very positively to the sites' marketability. With the exception of 415 West Washington Street and 721 North Main Street, all sites are eligible for funding through HUD, LIHTC, MSHDA and DDA programs. The sites at 415 West Washington Street and 721 North Main Street are only eligible for funding under the DDA program. Each site is well served with community services, with most community services located within three miles and a majority of these services within one mile. Based on this analysis, all seven sites are marketable for affordable residential development.

A map of the seven subject sites are included on the following page. Additional information on these potential housing development sites are presented on the subsequent pages.

BOWEN NATIONAL RESEARCH

All Sites

Ann Arbor, MI

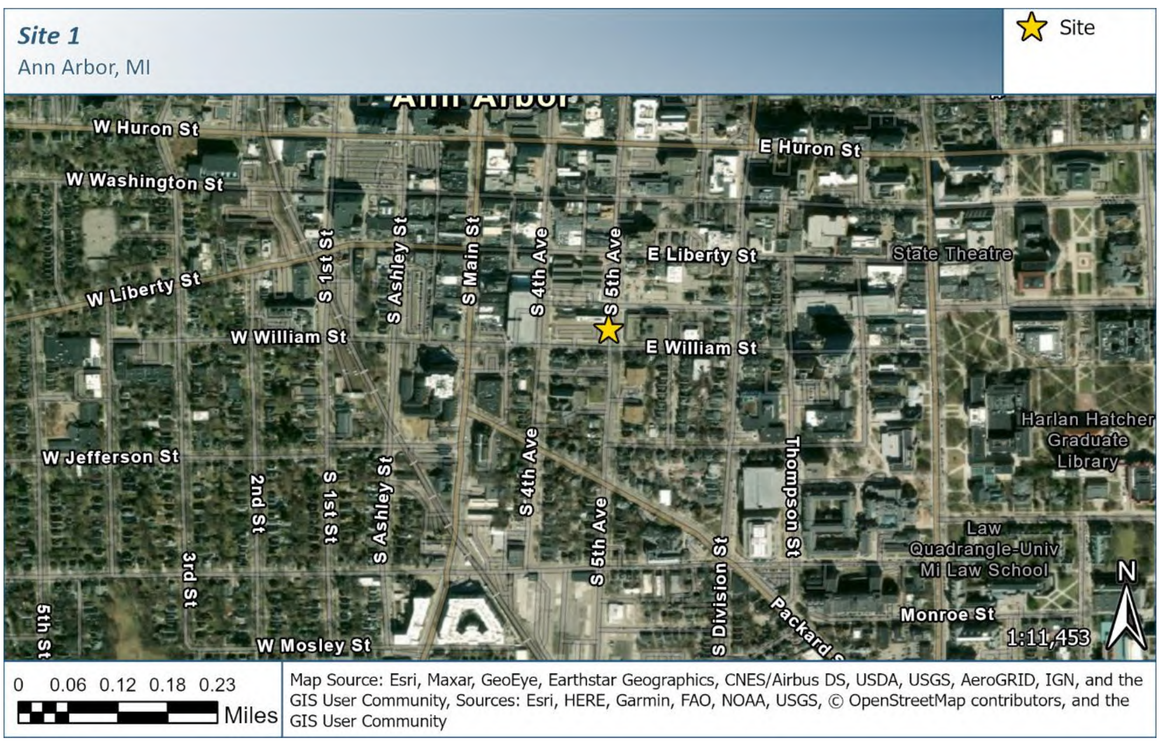


0 0.06 0.12 0.18 0.23
Miles

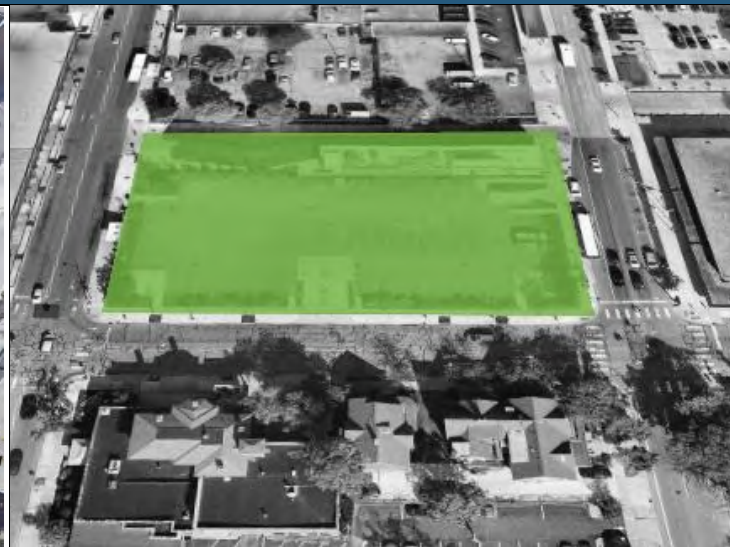
Map Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Map ID #1 - 350 South 5th Avenue

The site at 350 South 5th Avenue consists of a parking lot located in the southeast portion of the Downtown Study Area, in the northeast quadrant of the South 4th Avenue and East William Street intersection. Surrounding land uses generally include a transportation center, library, church, parking garage and various residential development alternatives that are conducive to supporting new residential development at the subject site. Physical access to and from the site is good and visibility is excellent. Nearby parking alternatives include on-street parking and a parking garage within 0.1 mile of the site. Accessibility metrics such as Walk and Bike Scores are 98 and 99, respectively. As such, the site will benefit from these personal mobility attributes. The site is eligible for all four funding sources considered in this report (LIHTC, HUD, MSHDA, and DDA), which may be used to support affordable residential development. Most community services, including such things as retail shopping, grocers, health care, entertainment, recreation, employment, education, and a senior center are within 1.8 miles of the site. As such, the site is well served by community services. Based on our site analysis, the subject site location should positively contribute to its marketability.



Map ID # 1 350 South 5th Avenue, Ann Arbor, MI 48104

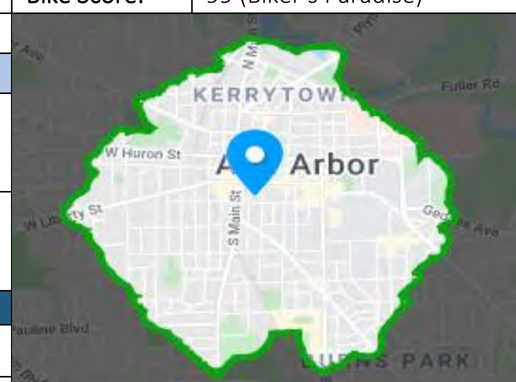


LAND AND BUILDING INFORMATION	
Current Use:	Parking Lot
Parcel Number:	09-09-29-404-001
Lot Size (Square Feet):	0.8 Acres (34,848)
Zoning Class:	D1
In Floodplain:	No

LOCATION INFORMATION

ADJACENT LAND USES	
North:	Blake Transit Center
East:	Ann Arbor District Downtown Library
South:	Muehlig Funeral Chapel and for-rent single-family homes/apartments
West:	Fourth & William Public Parking Garage

ACCESS RATINGS www.walkscore.com	
Walk Score:	98 (Walker's Paradise)
Transit Score:	66 (Good Transit)
Bike Score:	99 (Biker's Paradise)



Map is reflective of a 20-minute walk from site.

ACCESS & VISIBILITY	
Access:	Vehicular access stems from East William Street and area traffic patterns are moderate to heavy. Numerous public transit options exist, including the adjacent Blake Transit Center.
Visibility:	Visibility from all adjacent roadways is clear and unobstructed, with heavy to moderate passerby traffic. The site is within 0.3 mile of the University of Michigan campus, which will positively impact visibility.

FUNDING ELIGIBILITY*			
LIHTC	✓	MSHDA	✓
HUD	✓	DDA	✓

COMMENTS:

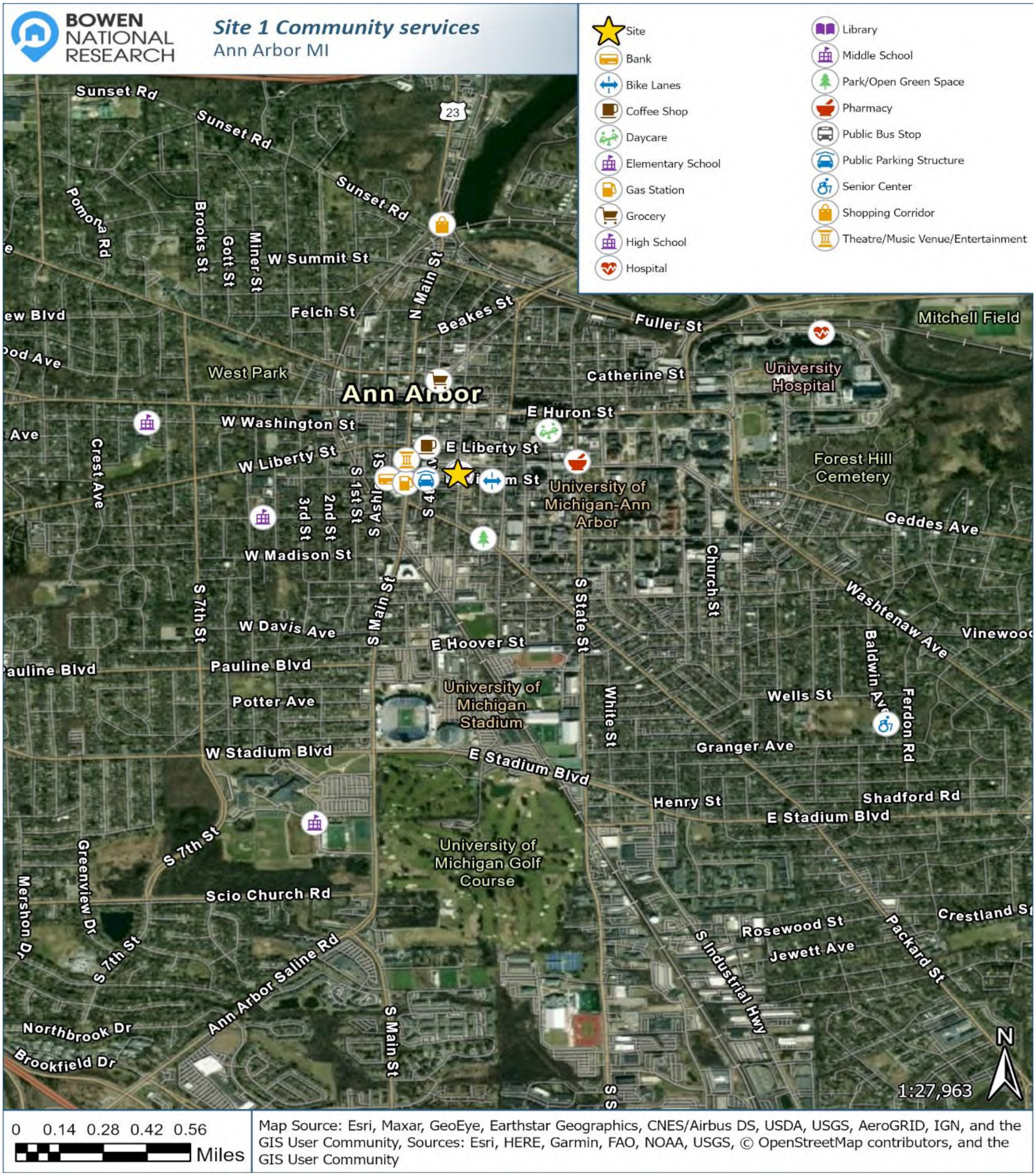
Eligible for Ann Arbor Housing Funds and new millage funds

*Source: *Feasibility Analysis of Affordable Housing on Underutilized City-Owned Property*, City of Ann Arbor (January 2020) & Smith Group

Map ID # 1 350 South 5th Avenue, Ann Arbor, MI 48104

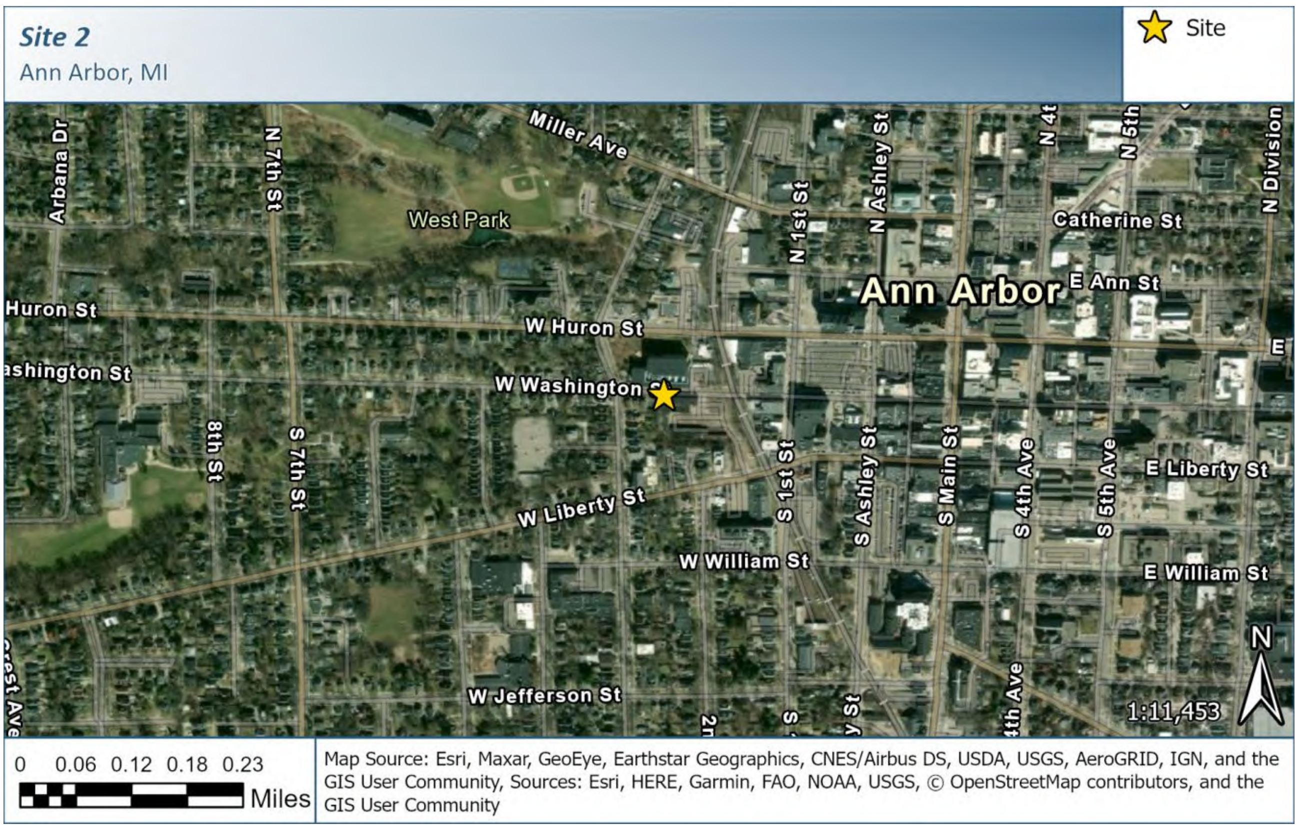
PROXIMITY TO COMMUNITY SERVICES		
Service Type	Name	Driving Distance from Site (miles)
Public Bus Stop	Blake Transit Center	Adjacent North
Bike Lanes	East William Street	Adjacent South
Public Parking Structure	4th and William Parking Garage	0.1 West
Shopping Corridor	Main Street	0.1 West
Grocery	People's Food Co-Op	0.5 North
Department Store	T.J. Maxx	2.2 West
Hospital	University of Michigan Hospital	1.3 Northeast
Elementary School	Bach Elementary School	0.6 West
Middle School	Slauson Middle School	0.9 West
High School	Pioneer High School	1.5 South
Bank	Level One Bank	0.2 West
Gas Station	Mobil	0.2 West
Pharmacy	Walgreens	0.5 East
Theatre/Music Venue/Entertainment	Blue Llama Jazz Club	0.2 Northwest
Coffee Shop	RoosRoast Liberty	0.2 North
Library	Ann Arbor District Library	0.1 East
Daycare	Ann Arbor Nursery (Temporarily Closed)	0.4 Northeast
Senior Center	Ann Arbor Senior Center	1.8 Southeast
Park/Open Green Space	Hanover Square Park	0.3 Southeast

A map of the site's community services is shown on the following page.

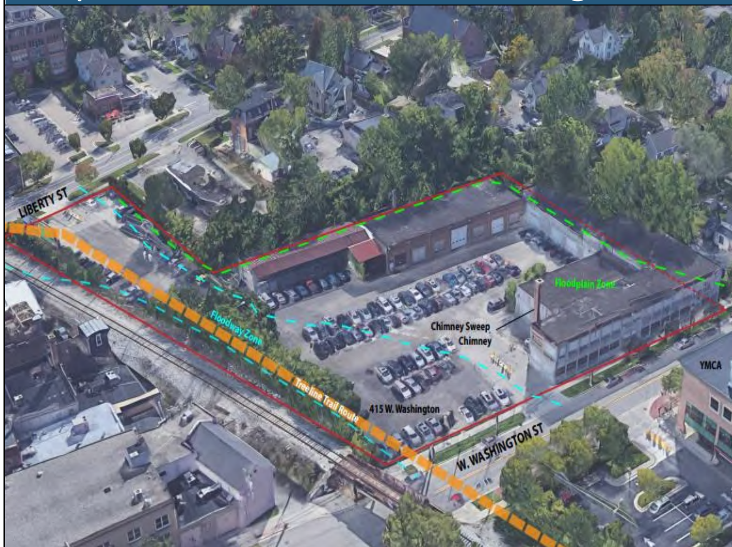

BOWEN NATIONAL RESEARCH
Site 1 Community services
Ann Arbor MI
Site
Bank
Bike Lanes
Coffee Shop
Daycare
Elementary School
Gas Station
Grocery
High School
Hospital
Library
Middle School
Park/Open Green Space
Pharmacy
Public Bus Stop
Public Parking Structure
Senior Center
Shopping Corridor
Theatre/Music Venue/Entertainment
Ann Arbor
University Hospital
University of Michigan-Ann Arbor
University of Michigan Stadium
University of Michigan Golf Course
Forest Hill Cemetery
Mitchell Field
West Park
1:27,963
0 0.14 0.28 0.42 0.56 Miles
Map Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Map ID #2 - 415 West Washington Street

The site at 415 West Washington Street consists of a parking lot and vacant structures located in the western portion of the Downtown Study Area, in the southwest quadrant of the intersection of West Washington Street and the railroad line. Surrounding land uses generally include the YMCA, various small businesses, local bars, multifamily structures, and single-family homes. Vehicular and pedestrian access to and from the site are excellent and visibility is good. Temporary signage along West Huron Street can increase visibility during lease-up. The nearest parking garage is within 0.1 mile of the site. It is anticipated that the site will benefit from its personal mobility attributes, such as its Walk and Bike Scores of 95 and 89, respectively. The site is eligible for Ann Arbor Housing (DDA) funding. Most community services, including such things as retail shopping, grocers, health care, entertainment, recreation, employment, education, and a senior center are within 2.2 miles of the site. As such, the site is well served by community services. Based on our site analysis, the subject site is located in an established downtown area that will contribute to its marketability.



Map ID # 2 415 West Washington Street, Ann Arbor, MI 48103

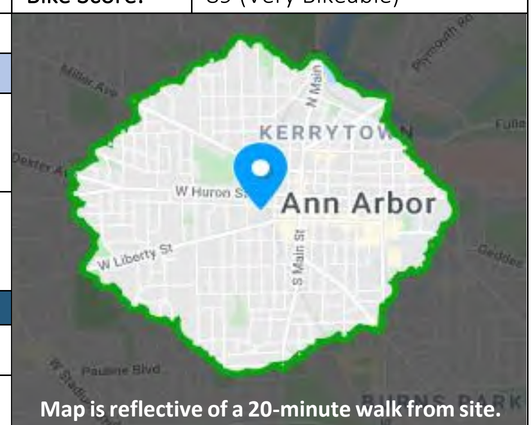


LAND AND BUILDING INFORMATION	
Current Use:	Parking Lot and Vacant Structures
Parcel Number:	09-09-29-404-001
Lot Size (Square Feet):	2.18 (95,056)
Zoning Class:	Current: PL, Public Land; Recommended: D2, Downtown Interface District
In Floodplain:	Yes

LOCATION INFORMATION

ADJACENT LAND USES	
North:	Ann Arbor YMCA
East:	Railroad line and small businesses, including several bars
South:	Small businesses and multifamily structures
West:	Single-family homes

ACCESS RATINGS www.walkscore.com	
Walk Score:	95 (Walker’s Paradise)
Transit Score:	66 (Good Transit)
Bike Score:	89 (Very Bikeable)



Map is reflective of a 20-minute walk from site.

ACCESS & VISIBILITY	
Access:	Vehicular access stems from West Washington Street and area traffic patterns are moderate. Public transit is available through TheRide, with several bus stops within walking distance.
Visibility:	Visibility from West Washington Street is clear and unobstructed, with moderate passerby traffic. Temporary signage along West Huron Street can increase visibility during lease-up.

FUNDING ELIGIBILITY*			
LIHTC	Not Eligible	MSHDA	Not Eligible
HUD	Not Eligible	DDA	✓

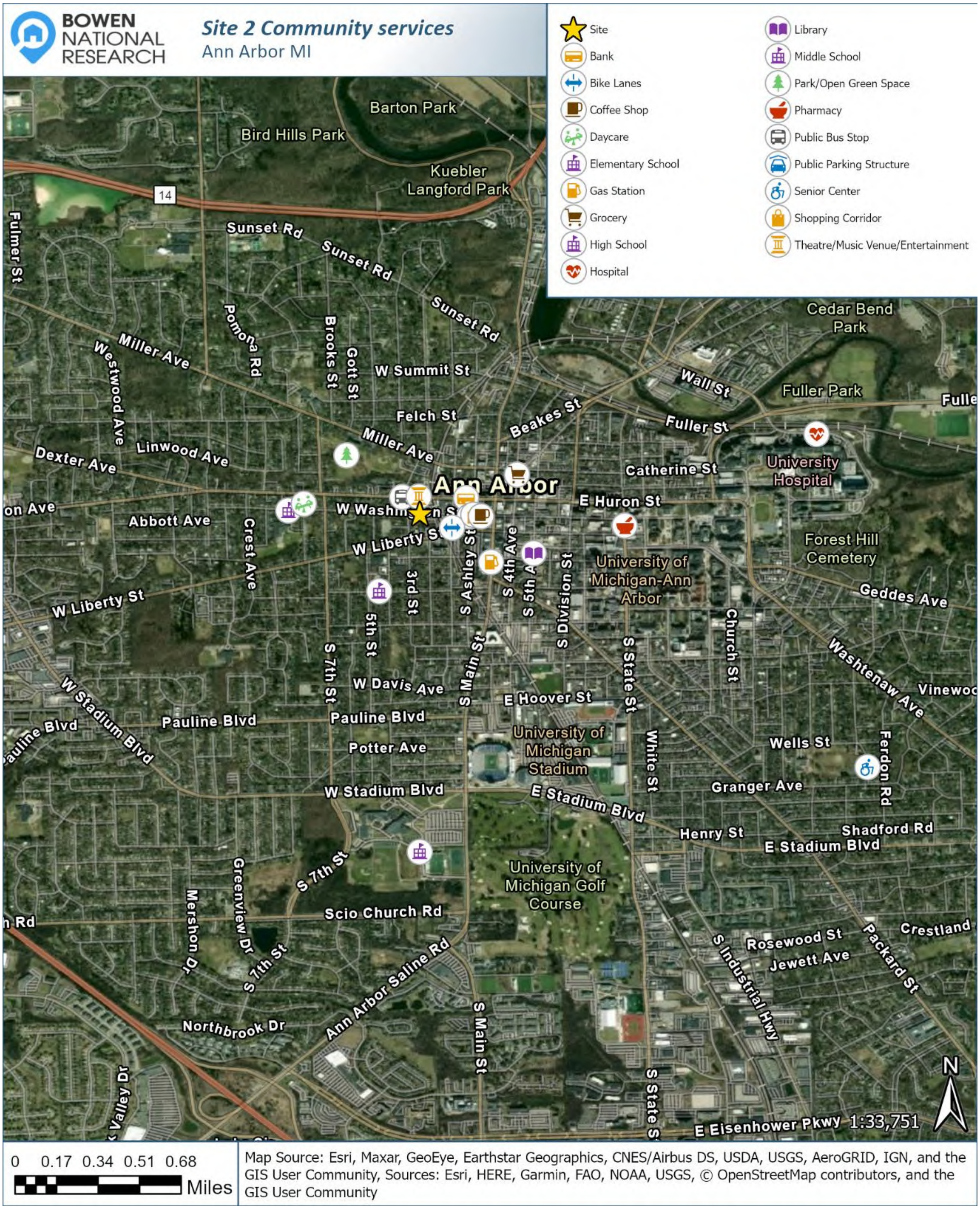
COMMENTS:

Eligible for Ann Arbor Housing Funds

*Source: *Feasibility Analysis of Affordable Housing on Underutilized City-Owned Property*, City of Ann Arbor (January 2020) & Smith Group

Map ID # 2 415 West Washington Street, Ann Arbor, MI 48103		
PROXIMITY TO COMMUNITY SERVICES		
Service Type	Name	Driving Distance from Site (miles)
Public Bus Stop	TheRide Stop	0.1 North
Bike Lanes	South 1st Street (Under Construction)	0.1 East
Public Parking Structure	1st and Washington Parking Garage	0.1 East
Shopping Corridor	West Washington Street	0.2 East
Grocery	People's Food Co-Op	0.6 Northeast
Department Store	T.J. Maxx	1.7 West
Hospital	University of Michigan Hospital	1.8 East
Elementary School	Bach Elementary School	0.4 South
Middle School	Slauson Middle School	0.4 West
High School	Pioneer High School	1.7 South
Bank	Flagstar Bank	0.2 East
Gas Station	Mobil	0.4 Southeast
Pharmacy	CVS Pharmacy	0.9 East
Theatre/Music Venue/Entertainment	Theatre Nova	0.2 North
Coffee Shop	Sweetwaters Coffee & Tea	0.2 East
Library	Ann Arbor District Library	0.5 Southeast
Daycare	Little Blue Preschool	0.4 West
Senior Center	Ann Arbor Senior Center	2.2 Southeast
Park/Open Green Space	West Park	0.2 North

A map of the site's community services is shown on the following page.


BOWEN NATIONAL RESEARCH
Site 2 Community services
Ann Arbor MI
Site
Bank
Bike Lanes
Coffee Shop
Daycare
Elementary School
Gas Station
Grocery
High School
Hospital
Library
Middle School
Park/Open Green Space
Pharmacy
Public Bus Stop
Public Parking Structure
Senior Center
Shopping Corridor
Theatre/Music Venue/Entertainment
Barton Park
Bird Hills Park
Kuebler Langford Park
14
Sunset Rd
Fulmer St
Miller Ave
Westwood Ave
Pomona Rd
Brooks St
Gott St
W Summit St
Felch St
Beakes St
Wall St
Fuller Park
Fuller St
Cedar Bend Park
Linwood Ave
Dexter Ave
Catherine St
University Hospital
Ann Arbor
E Huron St
W Washington St
Abbott Ave
Crest Ave
W Liberty St
S Ashley St
S 4th Ave
S 5th Ave
S Division St
3rd St
5th St
University of Michigan-Ann Arbor
Forest Hill Cemetery
Geddes Ave
Church St
S State St
S Main St
S 7th St
W Davis Ave
E Hoover St
Washtenaw Ave
W Stadium Blvd
Pauline Blvd
Potter Ave
University of Michigan Stadium
White St
Wells St
Ferdon Rd
Granger Ave
E Stadium Blvd
Henry St
Shadford Rd
University of Michigan Golf Course
Scio Church Rd
Mershon Dr
Greenview Dr
Rosewood St
Jewett Ave
Packard St
Crestland
S Industrial Hwy
Ann Arbor Saline Rd
Northbrook Dr
E Eisenhower Pkwy
1:33,751
N
0 0.17 0.34 0.51 0.68
Miles
Map Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Map ID #3 - 721 North Main Street

The site at 721 North Main Street currently consists of a parking lot and existing structures located at the northern edge of the Downtown Study Area, in the southwest quadrant of the West Summit Street and North Main Street intersection. Surrounding land uses are primarily comprised of a community center, a railroad line, various small businesses, and single-family homes. Overall, the site is expected to fit well with the surrounding land uses. Physical access to and from the site is excellent and visibility is fair. Permanent signage placed along North Main Street at the site entryway will increase visibility. Nearby parking options include a parking garage within 0.5 mile of the site. With Walk and Bike Scores of 88, the site will benefit from its personal mobility attributes. The site is eligible for Ann Arbor Housing (DDA) funding, which may be used to support affordable residential development. Retail shopping, grocers, health care, entertainment, recreation, employment, education, and a senior center are located within 3.3 miles of the site. Many area services are also accessible through TheRide's fixed-route bus service, which operates a stop within 0.4 mile of the site. As such, the site is well served by community services. Based on our site analysis, the subject site is located in an area that will contribute to its marketability.

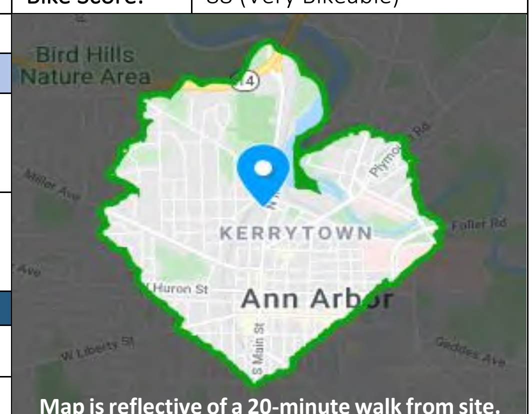
Map ID # 3 721 North Main Street, Ann Arbor, MI 48104

LAND AND BUILDING INFORMATION	
Current Use:	Parking Lot with existing structures
Parcel Number:	09-09-20-409-006
Lot Size (Square Feet):	229,185 (proposed lot split: 14,520; See comments below)
Zoning Class:	Current: PL, Public Land, Recommended: C1, Local Commercial
In Floodplain:	Yes (proposed lot split creates a parcel that is out of the floodplain)

LOCATION INFORMATION

ADJACENT LAND USES	
North:	West Summit Street and single-family homes
East:	Ann Arbor Community Center
South:	Single-family homes and small businesses
West:	Railroad line and a towing business

ACCESS RATINGS www.walkscore.com	
Walk Score:	88 (Very Walkable)
Transit Score:	49 (Some Transit)
Bike Score:	88 (Very Bikeable)



ACCESS & VISIBILITY	
Access:	Vehicular access stems from North Main Street and area traffic patterns are moderate to heavy. Public transit is available through TheRide, with several bus stops within walking distance.
Visibility:	Visibility is partially restricted by adjacent single-family dwellings and the Ann Arbor Community Center. Permanent signage placed along North Main Street at the site entryway will increase visibility.

FUNDING ELIGIBILITY*			
LIHTC	Not Eligible	MSHDA	Not Eligible
HUD	Not Eligible	DDA	✓

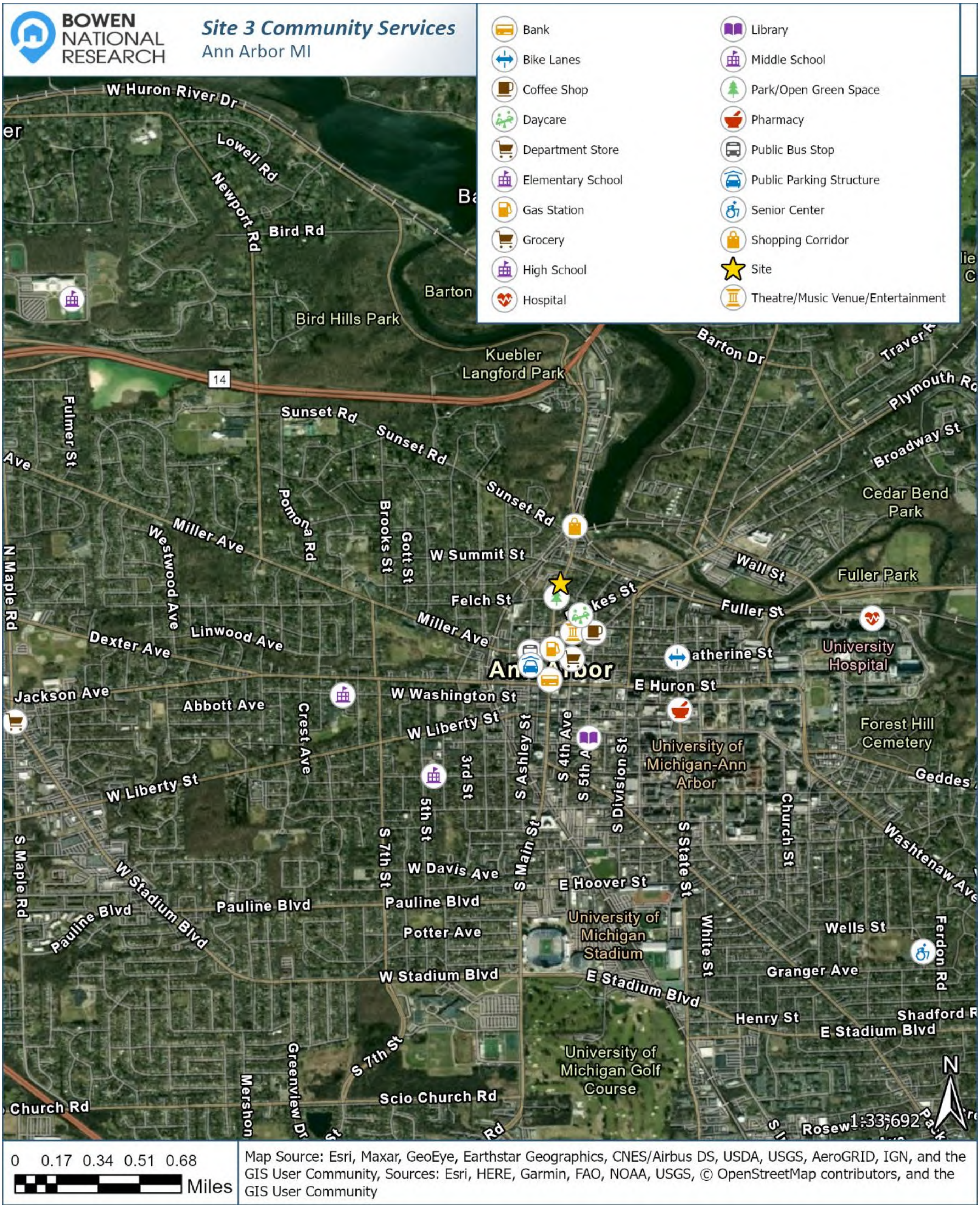
COMMENTS:

Eligible for Ann Arbor Housing Funds; Lot split will separate areas in floodplain from areas not in floodplain (will then be eligible for new millage funds)

*Source: *Feasibility Analysis of Affordable Housing on Underutilized City-Owned Property*, City of Ann Arbor (January 2020) & Smith Group

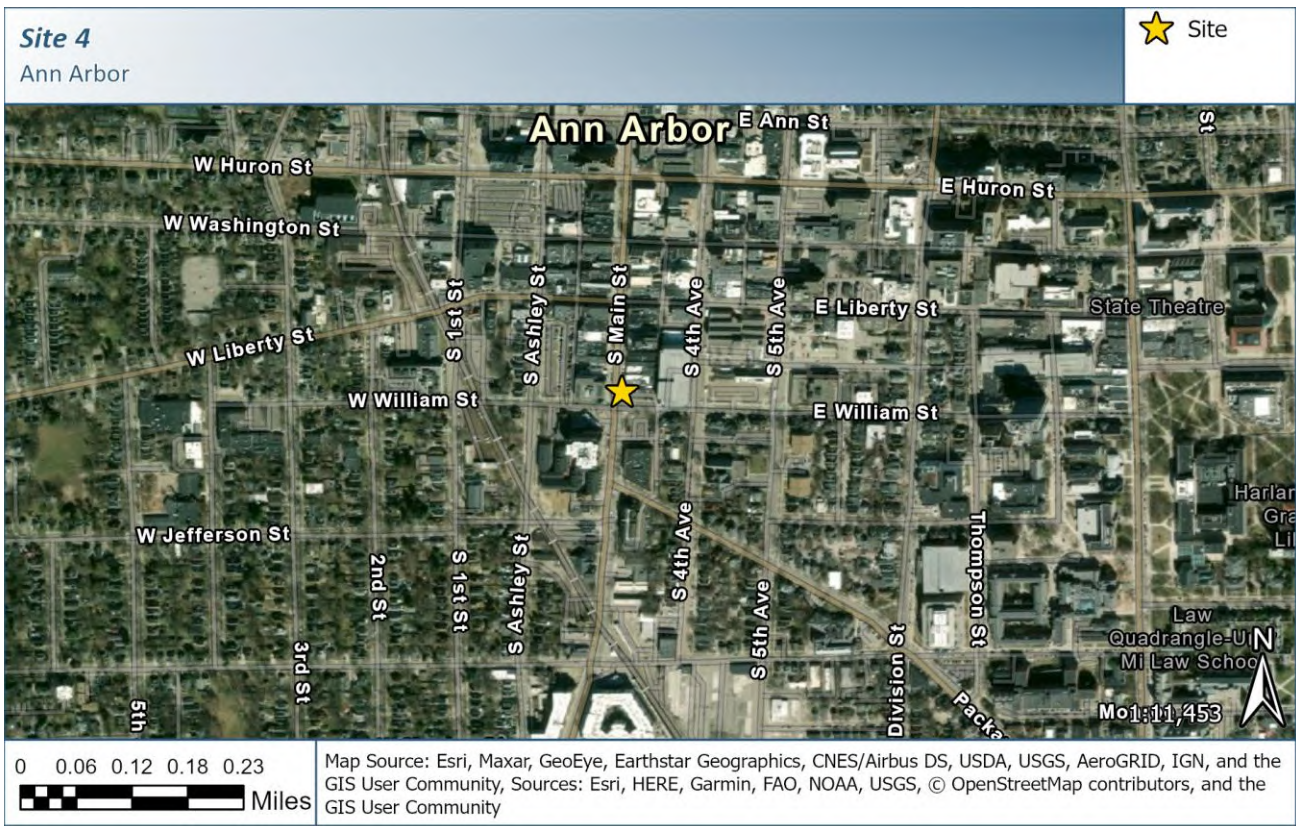
Map ID # 3	721 North Main Street, Ann Arbor, MI 48104	
PROXIMITY TO COMMUNITY SERVICES		
Service Type	Name	Driving Distance from Site (miles)
Public Bus Stop	TheRide Stop	0.4 South
Bike Lanes	Miller Avenue/Catherine Street	0.3 South
Public Parking Structure	Ann Ashley Structure	0.5 South
Shopping Corridor	Main Street	0.3 South
Grocery	People’s Food Co-Op	0.4 South
Department Store	T.J. Maxx	2.3 West
Hospital	University of Michigan Hospital	1.5 East
Elementary School	Bach Elementary School	1.2 Southwest
Middle School	Slauson Middle School	1.2 Southwest
High School	Skyline High School	3.3 Northwest
Bank	Comerica Bank	0.4 South
Gas Station	BP	0.3 South
Pharmacy	CVS Pharmacy	0.9 Southeast
Theatre/Music Venue/Entertainment	Kerrytown Concert House	0.3 South
Coffee Shop	Sweetwaters Coffee & Tea Kerrytown	0.4 Southeast
Library	Ann Arbor District Library	0.8 South
Daycare	Alaina's Children's Center	0.4 Southeast
Senior Center	Ann Arbor Senior Center	2.5 Southeast
Park/Open Green Space	North Main Park	0.1 South

A map of the site’s community services is shown on the following page.


BOWEN NATIONAL RESEARCH
Site 3 Community Services
Ann Arbor MI
Bank
Bike Lanes
Coffee Shop
Daycare
Department Store
Elementary School
Gas Station
Grocery
High School
Hospital
Library
Middle School
Park/Open Green Space
Pharmacy
Public Bus Stop
Public Parking Structure
Senior Center
Shopping Corridor
Site
Theatre/Music Venue/Entertainment
W Huron River Dr
Lowell Rd
Newport Rd
Bird Rd
Barton
Bird Hills Park
Kuebler Langford Park
14
Barton Dr
Traver Rd
Plymouth Rd
Broadway St
Cedar Bend Park
Fulmer St
Sunset Rd
Pomona Rd
Brooks St
Gott St
W Summit St
Wall St
Fuller Park
Fuller St
Miller Ave
Westwood Ave
N Maple Rd
Felch St
Linwood Ave
Dexter Ave
University Hospital
Ann Arbor
Catherine St
E Huron St
Jackson Ave
Abbott Ave
W Washington St
W Liberty St
Crest Ave
3rd St
S Ashley St
S 4th Ave
S 5th Ave
S Division St
University of Michigan-Ann Arbor
Forest Hill Cemetery
Geddes
Church St
S State St
Washtenaw Ave
S Maple Rd
W Stadium Blvd
5th St
S 7th St
W Davis Ave
S Main St
E Hoover St
Pauline Blvd
Potter Ave
University of Michigan Stadium
White St
Wells St
Ferdon Rd
Granger Ave
E Stadium Blvd
Henry St
Shadford Rd
University of Michigan Golf Course
Greenview Dr
Mershon
S 7th St
Scio Church Rd
Church Rd
1:33,692
N
0 0.17 0.34 0.51 0.68
Miles
Map Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Map ID #4 - 353 South Main Street

The site at 353 South Main Street currently consists of a parking lot known as the Palio Lot and is located in the southeast portion of the Downtown Study Area, in the northeast quadrant of the South Main Street and East William Street intersection. The immediate site neighborhood generally consists of a restaurant, an adjacent public parking garage, financial institutions, and a new multifamily development. The site is located along a primary arterial corridor (Main Street) in Downtown Ann Arbor and is subsequently within proximity of numerous community services, primarily located within 2.0 miles of the site. Physical access to and from the site is excellent and the site is clearly visible from adjacent roadways. It is worth noting that there are 2,781 off-street and 473 on-street parking spaces within a quarter mile of the site. Accessibility metrics such as Walk and Bike Scores are 94 and 91, respectively. The site is eligible for all four funding sources considered in this report (LIHTC, HUD, MSHDA, and DDA). Based on our site analysis, the subject site is located in an area that will contribute to its marketability.



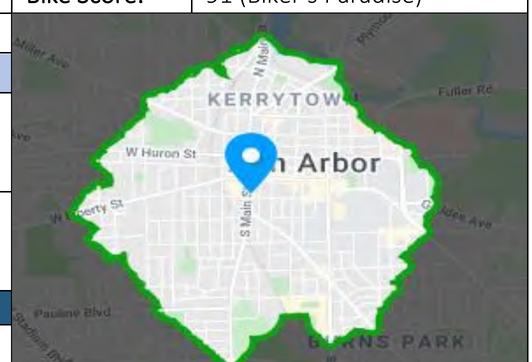
Map ID # 4 353 South Main Street, Ann Arbor, MI 48104

LAND AND BUILDING INFORMATION	
Current Use:	Parking Lot
Parcel Number:	09-09-29-406-001
Lot Size (Square Feet):	0.19 (8,276)
Zoning Class:	D1
In Floodplain:	No

LOCATION INFORMATION

ADJACENT LAND USES	
North:	Palio Ann Arbor restaurant
East:	Fourth & William Public Parking Garage
South:	East William Street and the construction site for Standard at Ann Arbor
West:	South Main Street, Huntington Bank and Raymond James & Associates

ACCESS RATINGS www.walkscore.com	
Walk Score:	94 (Walker's Paradise)
Transit Score:	72 (Excellent Transit)
Bike Score:	91 (Biker's Paradise)



Map is reflective of a 20-minute walk from site.

ACCESS & VISIBILITY	
Access:	Vehicular access stems from South Main Street and area traffic patterns are moderate to heavy. Public transit is available through several TheRide stops within walking distance of the site.
Visibility:	Visibility from all adjacent roadways is clear and unobstructed, with heavy to moderate passerby traffic. The site is within 0.4 mile of the University of Michigan campus, which will positively impact visibility.

FUNDING ELIGIBILITY*			
LIHTC	✓	MSHDA	✓
HUD	✓	DDA	✓

COMMENTS:

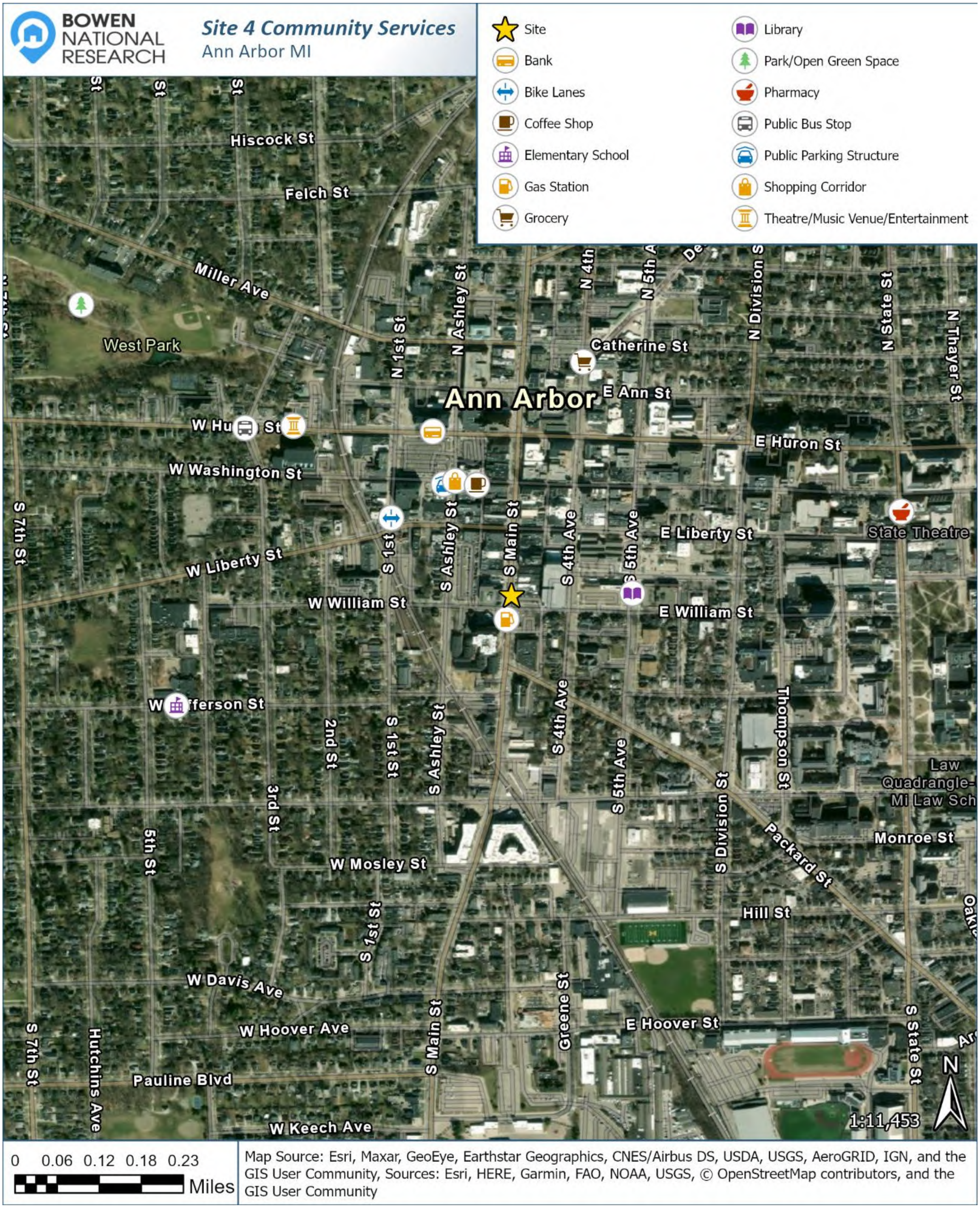
Eligible for Ann Arbor Housing Funds and new millage funds

*Source: *Feasibility Analysis of Affordable Housing on Underutilized City-Owned Property*, City of Ann Arbor (January 2020) & Smith Group

Map ID # 4 353 South Main Street, Ann Arbor, MI 48104

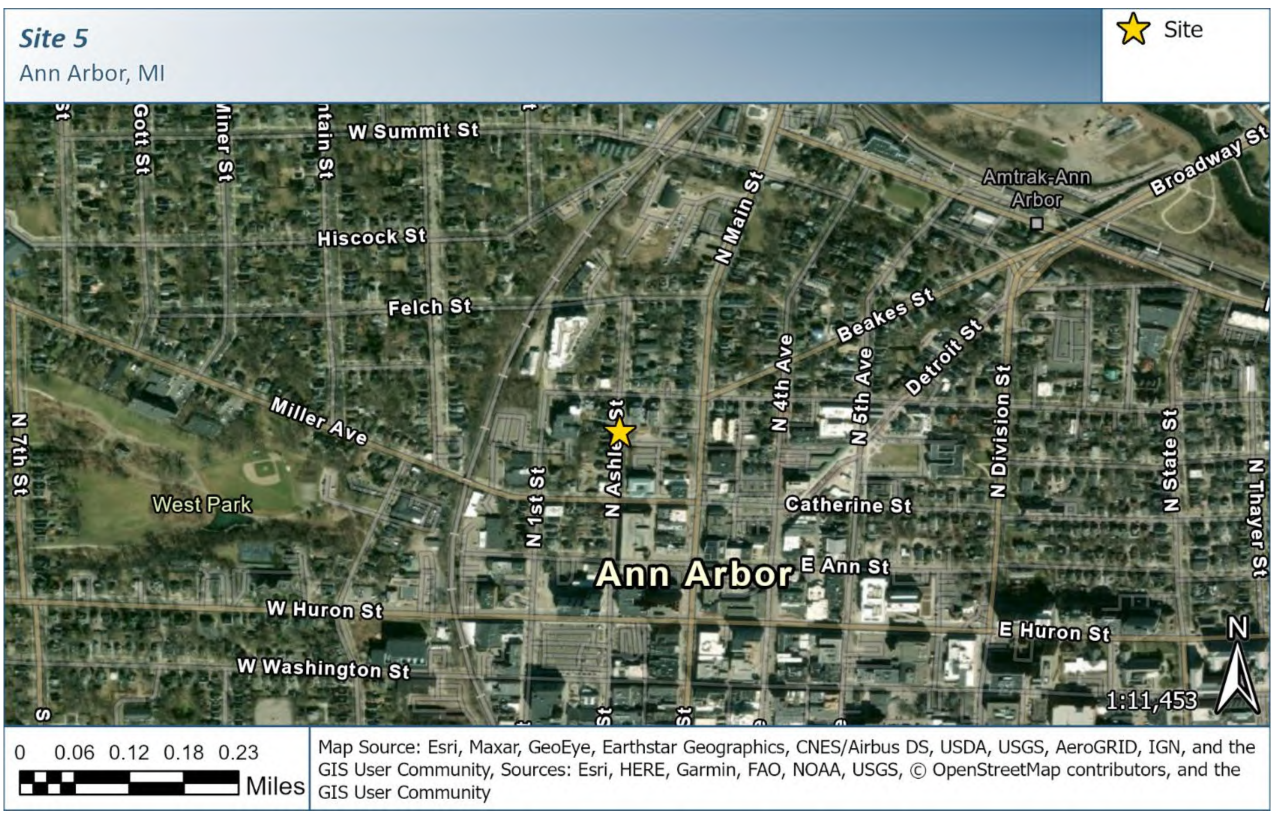
PROXIMITY TO COMMUNITY SERVICES		
Service Type	Name	Driving Distance from Site (miles)
Public Bus Stop	TheRide Stop	0.1 West
Bike Lanes	William Street	Adjacent South
Public Parking Structure	4th and William Parking Garage	Adjacent East
Shopping Corridor	Main Street	Adjacent West
Grocery	People's Food Co-Op	0.4 North
Department Store	T.J. Maxx	2.0 West
Hospital	University of Michigan Hospital	1.3 Northeast
Elementary School	Bach Elementary School	0.5 West
Middle School	Slauson Middle School	0.9 West
High School	Pioneer High School	1.3 South
Bank	Huntington Bank	0.1 West
Gas Station	Mobil	0.1 Southwest
Pharmacy	Walgreens	0.5 East
Theatre/Music Venue/Entertainment	Blue Llama Jazz Club	0.1 North
Coffee Shop	Starbucks	0.2 North
Library	Ann Arbor District Library	0.1 East
Daycare	St. Paul Early Childhood Center	0.3 West
Senior Center	Ann Arbor Senior Center	1.5 Southeast
Park/Open Green Space	Hanover Square Park	0.4 Southeast

A map of the site's community services is shown on the following page.


BOWEN
NATIONAL
RESEARCH
Site 4 Community Services
Ann Arbor MI
Site
Bank
Bike Lanes
Coffee Shop
Elementary School
Gas Station
Grocery
Library
Park/Open Green Space
Pharmacy
Public Bus Stop
Public Parking Structure
Shopping Corridor
Theatre/Music Venue/Entertainment
Ann Arbor
Hiscock St
Felch St
Miller Ave
West Park
Catherine St
E Ann St
W Huron St
E Huron St
W Washington St
E Liberty St
W Liberty St
State Theatre
W William St
E William St
N 1st St
N Ashley St
N 4th
N 5th A
N Division St
N State St
N Thayer St
S 7th St
S 1st St
S Ashley St
S Main St
S 4th Ave
S 5th Ave
W Jefferson St
2nd St
3rd St
5th St
Thompson St
S Division St
Packard St
Law Quadrangle-Mi Law Sch
Monroe St
W Mosley St
Hill St
W Davis Ave
W Hoover Ave
E Hoover St
Greene St
S State St
Hutchins Ave
Pauline Blvd
W Keech Ave
1:11,453
N
0 0.06 0.12 0.18 0.23
Miles
Map Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Map ID #5 - 404 North Ashley Street

The site at 404 North Ashley Street currently consists of a parking lot and a university dental clinic located in the northern portion of the Downtown Study Area, at the halfway point between West Kingsley Street and Miller Avenue. The subject site is situated in a mixed-use neighborhood with residential and non-residential structures generally in good condition. Surrounding land uses generally include a condominium building, the parking lot of a nearby office building, and assorted small businesses headquartered in single-family homes. Physical access to and from the site is excellent and visibility is fair. Nearby parking alternatives include on-street parking and a parking garage within 0.2 mile of the site. Accessibility metrics such as Walk and Bike Scores are 95 and 79, respectively. The site is eligible for four funding sources which may be used to support affordable residential development, including LIHTC, HUD, MSHDA, and DDA funding. Most community services, including such things as retail shopping, grocers, health care, entertainment, recreation, employment, education, and a senior center are within 2.9 miles of the site. Based on our site analysis, the proximity of key community services will positively impact the marketability of the subject site.



Map ID # 5 404 North Ashley Street, Ann Arbor, MI 48103

LAND AND BUILDING INFORMATION	
Current Use:	Parking Lot
Parcel Number:	09-09-29-139-032
Lot Size (Square Feet):	0.38 (16,553)
Zoning Class:	D2
In Floodplain:	No

LOCATION INFORMATION

ADJACENT LAND USES	
North:	121 Kingsley West condominium building
East:	Assorted small businesses headquartered in single-family homes
South:	Parking lot for nearby office building
West:	North Ashley Street and single-family homes

ACCESS RATINGS www.walkscore.com	
Walk Score:	95 (Walker's Paradise)
Transit Score:	63 (Good Transit)
Bike Score:	79 (Very Bikeable)

Map is reflective of a 20-minute walk from site.

ACCESS & VISIBILITY	
Access:	Vehicular access stems from North Ashley Street and area traffic patterns are light. Public transit is available through several TheRide stops along Miller Avenue.
Visibility:	Visibility is partially obstructed from primary area thoroughfares by existing structures. Temporary signage along Miller Avenue to the south can increase awareness of the site during lease-up.

FUNDING ELIGIBILITY*			
LIHTC	✓	MSHDA	✓
HUD	✓	DDA	✓

COMMENTS:

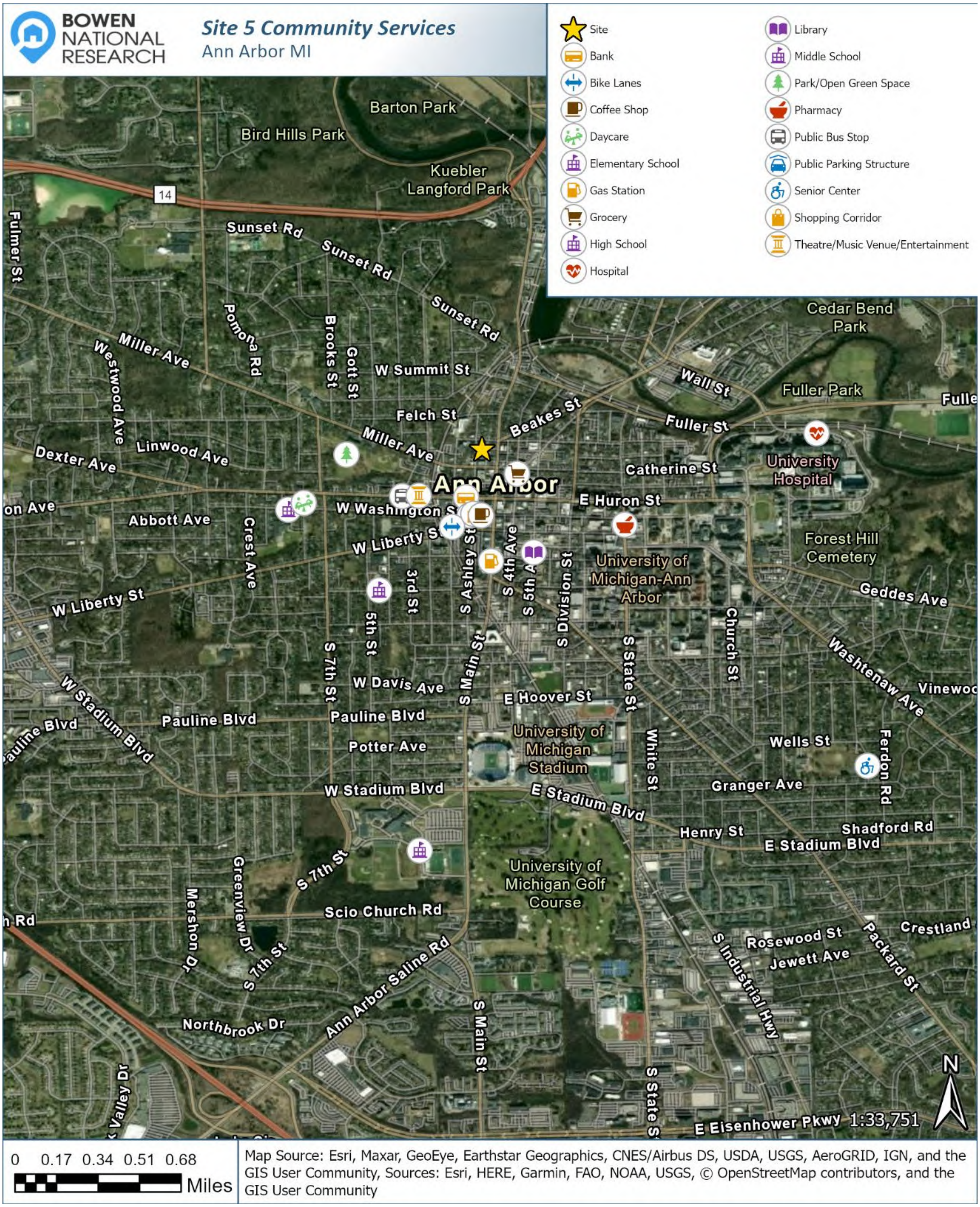
Eligible for Ann Arbor Housing Funds and new millage funds

*Source: *Feasibility Analysis of Affordable Housing on Underutilized City-Owned Property*, City of Ann Arbor (January 2020) & Smith Group

Map ID # 5 404 North Ashley Street, Ann Arbor, MI 48103

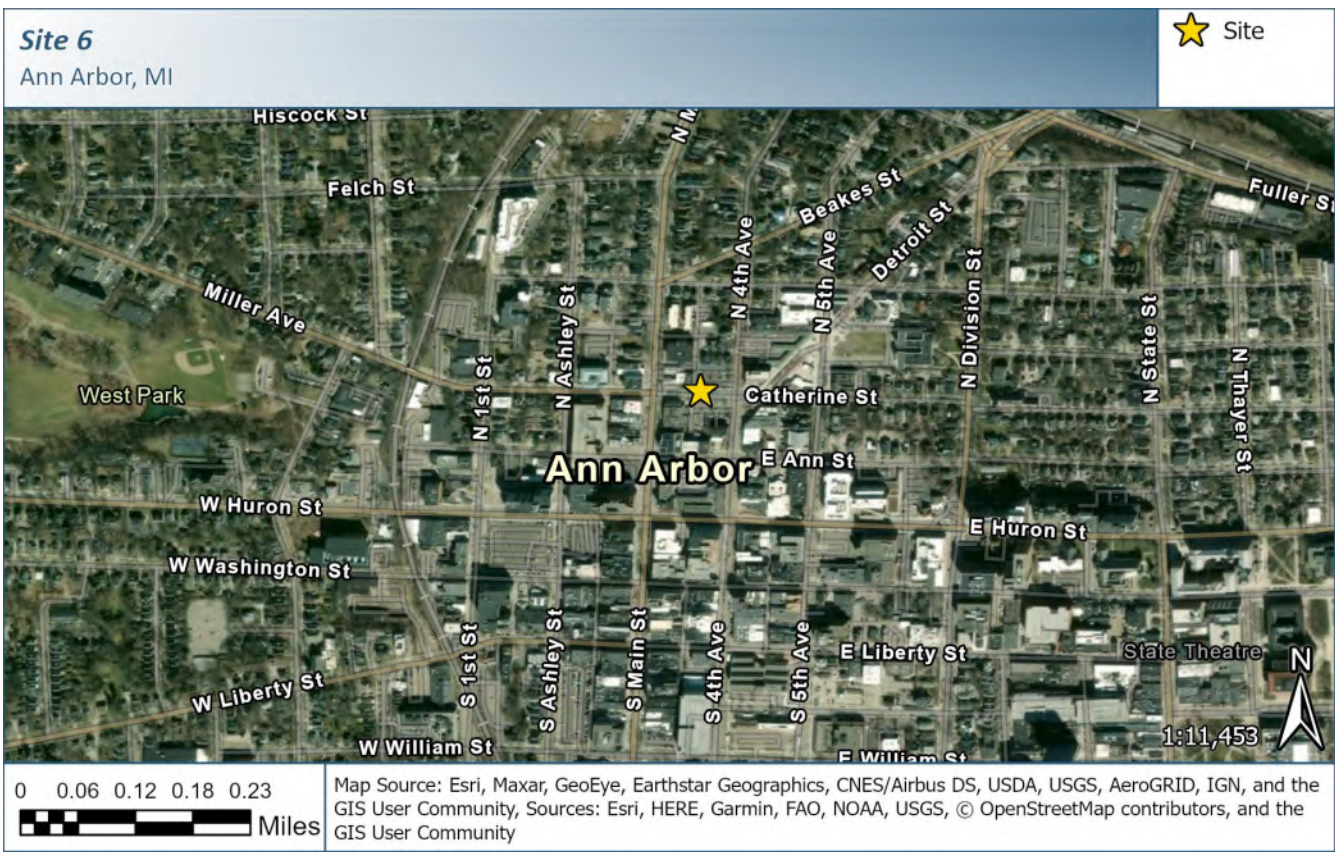
PROXIMITY TO COMMUNITY SERVICES		
Service Type	Name	Driving Distance from Site (miles)
Public Bus Stop	TheRide Stop	0.1 South
Bike Lanes	Miller Avenue	0.1 South
Public Parking Structure	Ann Ashley Structure	0.2 South
Shopping Corridor	Main Street	0.1 Southeast
Grocery	People's Food Co-Op	0.2 Southeast
Department Store	T.J. Maxx	2.0 West
Hospital	University of Michigan Hospital	1.2 East
Elementary School	Bach Elementary School	0.9 Southwest
Middle School	Slauson Middle School	0.9 Southwest
High School	Skyline High School	2.9 Northwest
Bank	Comerica Bank	0.2 South
Gas Station	BP	0.1 Southeast
Pharmacy	CVS Pharmacy	0.7 Southeast
Theatre/Music Venue/Entertainment	Kerrytown Concert House	0.2 East
Coffee Shop	Mighty Good Coffee Roasting Co.	0.2 South
Library	Ann Arbor District Library	0.6 South
Daycare	Alaina's Children's Center	0.5 Northeast
Senior Center	Ann Arbor Senior Center	2.2 Southeast
Park/Open Green Space	North Main Park	0.2 North

A map of the site's community services is shown on the following page.


BOWEN NATIONAL RESEARCH
Site 5 Community Services
Ann Arbor MI
Site
Bank
Bike Lanes
Coffee Shop
Daycare
Elementary School
Gas Station
Grocery
High School
Hospital
Library
Middle School
Park/Open Green Space
Pharmacy
Public Bus Stop
Public Parking Structure
Senior Center
Shopping Corridor
Theatre/Music Venue/Entertainment
Barton Park
Bird Hills Park
Kuebler Langford Park
Cedar Bend Park
Fuller Park
University Hospital
Forest Hill Cemetery
University of Michigan-Ann Arbor
University of Michigan Stadium
University of Michigan Golf Course
Ann Arbor
Sunset Rd
Miller Ave
Westwood Ave
Pomona Rd
Brooks St
Gott St
W Summit St
Felch St
Beakes St
Wall St
Fuller St
Catherine St
E Huron St
W Washington St
W Liberty St
Dexter Ave
Linwood Ave
Abbott Ave
Crest Ave
S Ashley St
S 4th Ave
S 5th Ave
S Division St
S State St
Church St
Geddes Ave
Washtenaw Ave
3rd St
5th St
S 7th St
S Main St
W Davis Ave
E Hoover St
W Stadium Blvd
Pauline Blvd
Potter Ave
E Stadium Blvd
White St
Wells St
Granger Ave
Ferdon Rd
Henry St
Shadford Rd
S 7th St
Scio Church Rd
Greenview Dr
Mershon Dr
Northbrook Dr
Ann Arbor Saline Rd
S Industrial Hwy
Rosewood St
Jewett Ave
Packard St
Crestland
E Eisenhower Pkwy
Fulmer St
14
1:33,751
N
0 0.17 0.34 0.51 0.68
Miles
Map Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Map ID #6 - 121 East Catherine Street

The site at 121 East Catherine Street consists of a parking lot located in the northeast portion of the Downtown Study Area, in the northwest quadrant of the East Catherine Street and North 4th Avenue intersection. Surrounding land uses generally include a community center, various small businesses, Ann Arbor Farmers Market, a convenience store, and a private parking lot. Physical access to and from the site and visibility are both excellent. Nearby parking alternatives include on-street parking along North 4th Avenue and a parking garage within 0.2 mile of the site. It is worth noting that there are 5,268 off-street and 607 on-street parking spaces within a quarter mile of the site. The site's Walk and Bike Scores are 98 and 96, respectively. The site is eligible for all four funding sources considered in this report (LIHTC, HUD, MSHDA, and DDA). Most community services, including such things as retail shopping, grocers, health care, entertainment, recreation, employment, education, and a senior center are within 3.0 miles of the site. As such, the site is well served by community services. Based on our site analysis, the location of the subject site will positively impact marketability.



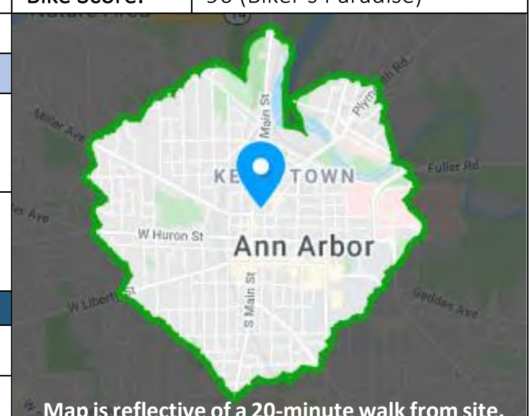
Map ID # 6 121 East Catherine Street, Ann Arbor, MI 48104

LAND AND BUILDING INFORMATION	
Current Use:	Parking Lot
Parcel Number:	09-09-29-135-001
Lot Size (Square Feet):	0.38 (16,368)
Zoning Class:	D2
In Floodplain:	No

LOCATION INFORMATION

ADJACENT LAND USES	
North:	Jim Toy Community Center and various small businesses
East:	North 4th Avenue, Ann Arbor Farmers Market and various small businesses
South:	Catherine Street and a private parking lot
West:	Small businesses, a parking lot and a BP gas station/convenience store

ACCESS RATINGS www.walkscore.com	
Walk Score:	98 (Walker's Paradise)
Transit Score:	68 (Good Transit)
Bike Score:	96 (Biker's Paradise)



ACCESS & VISIBILITY	
Access:	Vehicular access stems from North 4th Avenue and Catherine Street, and area traffic patterns are moderate. Public transit is available through an adjacent TheRide stop along Catherine Street.
Visibility:	Visibility is clear and unobstructed from all adjacent roadways. Numerous adjacent shops (notably the Ann Arbor Farmers Market) are expected to increase neighborhood traffic and improve visibility.

FUNDING ELIGIBILITY*			
LIHTC	✓	MSHDA	✓
HUD	✓	DDA	✓

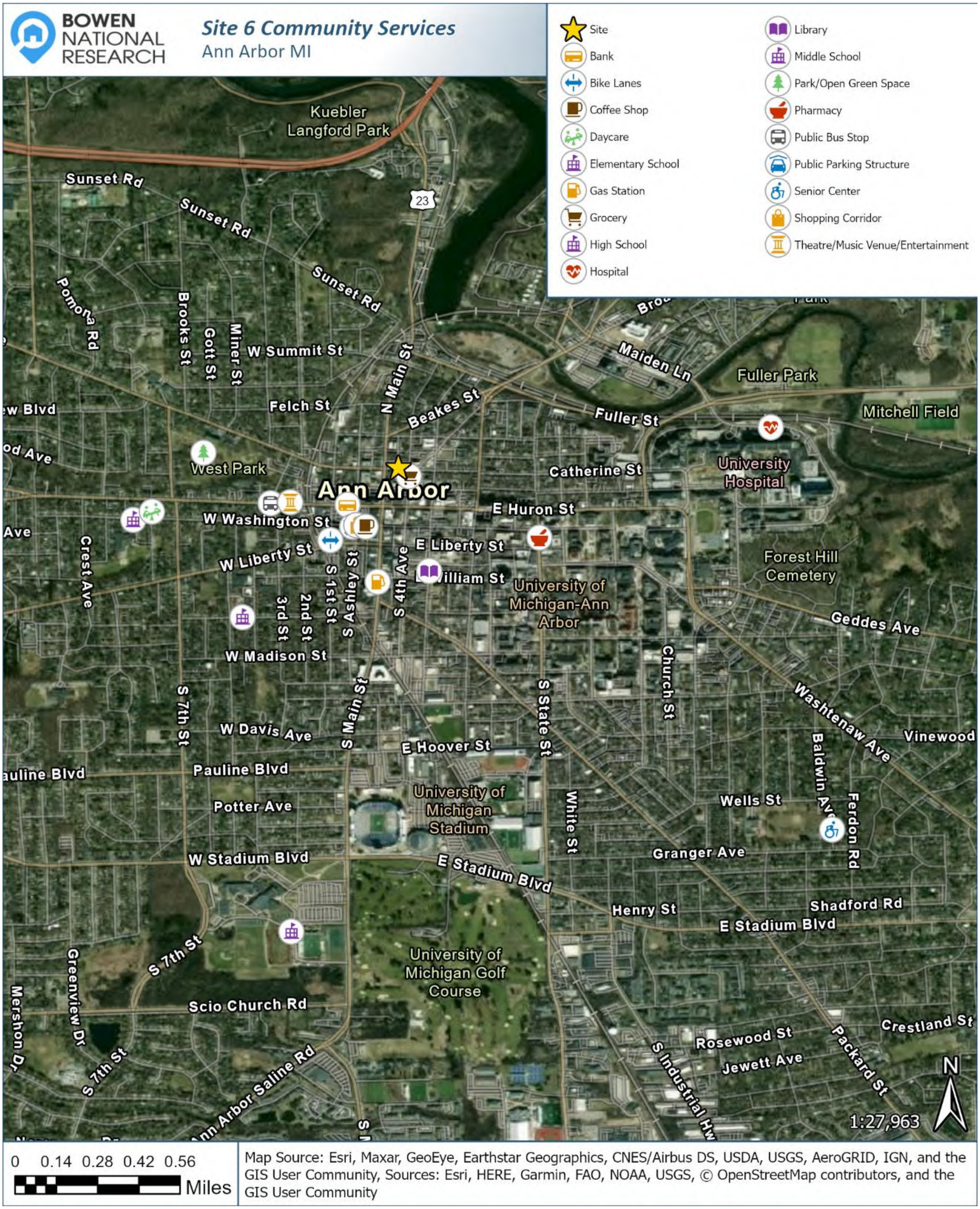
COMMENTS:

Eligible for Ann Arbor Housing Funds and new millage funds

*Source: *Feasibility Analysis of Affordable Housing on Underutilized City-Owned Property*, City of Ann Arbor (January 2020) & Smith Group

Map ID # 6 121 East Catherine Street, Ann Arbor, MI 48104		
PROXIMITY TO COMMUNITY SERVICES		
Service Type	Name	Driving Distance from Site (miles)
Public Bus Stop	TheRide Stop	Adjacent South
Bike Lanes	Catherine Street	Adjacent South
Public Parking Structure	Ann Ashley Structure	0.2 West
Shopping Corridor	Main Street	0.1 West
Grocery	People's Food Co-Op	0.1 South
Department Store	T.J. Maxx	2.1 West
Hospital	University of Michigan Hospital	0.9 East
Elementary School	Bach Elementary School	1.0 Southwest
Middle School	Slauson Middle School	0.9 West
High School	Skyline High School	3.0 Northwest
Bank	Comerica Bank	0.2 South
Gas Station	BP	0.1 West
Pharmacy	CVS Pharmacy	0.6 Southeast
Theatre/Music Venue/Entertainment	Kerrytown Concert House	0.1 North
Coffee Shop	Sweetwaters Coffee & Tea Kerrytown	0.2 Northeast
Library	Ann Arbor District Library	0.4 South
Daycare	Ann Arbor Nursery (Temporarily Closed)	0.5 Southeast
Senior Center	Ann Arbor Senior Center	2.1 Southeast
Park/Open Green Space	North Main Park	0.3 North

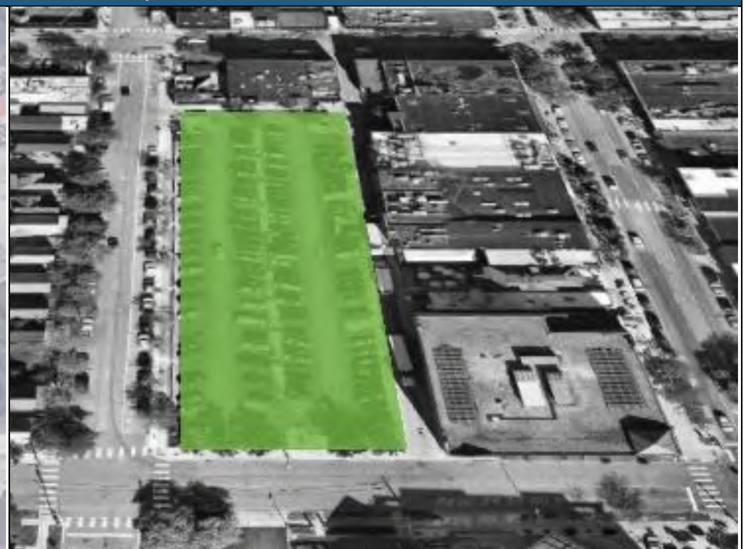
A map of the site's community services is shown on the following page.


BOWEN NATIONAL RESEARCH
Site 6 Community Services
Ann Arbor MI
Site
Bank
Bike Lanes
Coffee Shop
Daycare
Elementary School
Gas Station
Grocery
High School
Hospital
Library
Middle School
Park/Open Green Space
Pharmacy
Public Bus Stop
Public Parking Structure
Senior Center
Shopping Corridor
Theatre/Music Venue/Entertainment
Kuebler Langford Park
Sunset Rd
W Summit St
Felch St
N Main St
Beakes St
Maiden Ln
Fuller Park
Fuller St
Mitchell Field
West Park
Ann Arbor
Catherine St
University Hospital
E Huron St
W Washington St
E Liberty St
W Liberty St
Forest Hill Cemetery
University of Michigan-Ann Arbor
Geddes Ave
W Madison St
S 7th St
W Davis Ave
E Hoover St
S State St
Church St
Washtenaw Ave
Vinewood
Pauline Blvd
Potter Ave
University of Michigan Stadium
White St
Wells St
Granger Ave
W Stadium Blvd
E Stadium Blvd
Henry St
Shadford Rd
University of Michigan Golf Course
Scio Church Rd
Rosewood St
Jewett Ave
Crestland St
Packard St
S Industrial Hwy
Ann Arbor Saline Rd
1:27,963
N
0 0.14 0.28 0.42 0.56
Miles
Map Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Map ID #7 - 309 South Ashley Street

The site at 309 South Ashley Street is known as the Kline lot and is located in the central portion of the Downtown Study Area, in the northeast quadrant of the South Ashley Street and West William Street intersection. Surrounding land uses generally include the Ann Arbor Art Center, various small businesses, restaurants, an office building, a financial institution, and businesses operating from single-family homes. Vehicular access to and from the site and visibility are both excellent. The nearest parking garage is within 0.1 mile of the site and metered parking exists along South Ashley Street. It is worth noting that there are 3,533 off-street and 427 on-street parking spaces within a quarter mile of the site. With a Walk Score of 97 and a and Bike Score of 93, the site will benefit from its pedestrian accessibility. The site is eligible for LIHTC, HUD, MSHDA, and DDA funding. Most community services, including retail shopping, grocers, health care, entertainment, recreation, employment, education, and a senior center, are within 2.0 miles of the site. The site is also within 0.5 mile of the University of Michigan Central Campus, which anchors additional community services and serves as Ann Arbor's largest employer. Based on our site analysis, the subject site location will contribute to its marketability.

Map ID # 7 309 South Ashley Street, Ann Arbor, MI 48104

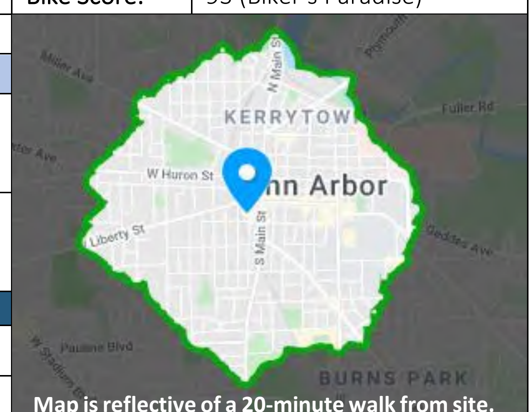


LAND AND BUILDING INFORMATION	
Current Use:	Parking Lot
Parcel Numbers:	09-09-29-408-001, -002, -003, -004, -005, -006
Lot Size (Square Feet):	1.22 (53,288)
Zoning Class:	D1, Downtown Core District
In Floodplain:	No

LOCATION INFORMATION

ADJACENT LAND USES	
North:	Ann Arbor Art Center and various small businesses
East:	Restaurants, small businesses and an office building
South:	West William Street and Level One Bank
West:	South Ashley Street and businesses operated from single-family homes

ACCESS RATINGS www.walkscore.com	
Walk Score:	97 (Walker's Paradise)
Transit Score:	51 (Good Transit)
Bike Score:	93 (Biker's Paradise)



Map is reflective of a 20-minute walk from site.

ACCESS & VISIBILITY	
Access:	Vehicular access stems from North 4th Avenue and Catherine Street, and area traffic patterns are moderate to heavy. Public transit is available through several TheRide stops within walking distance of the site.
Visibility:	Visibility from all adjacent roadways is clear and unobstructed, with heavy to moderate passerby traffic. The site is within 0.5 mile of the University of Michigan campus, which will positively impact visibility.

FUNDING ELIGIBILITY*			
LIHTC	✓	MSHDA	✓
HUD	✓	DDA	✓

COMMENTS:

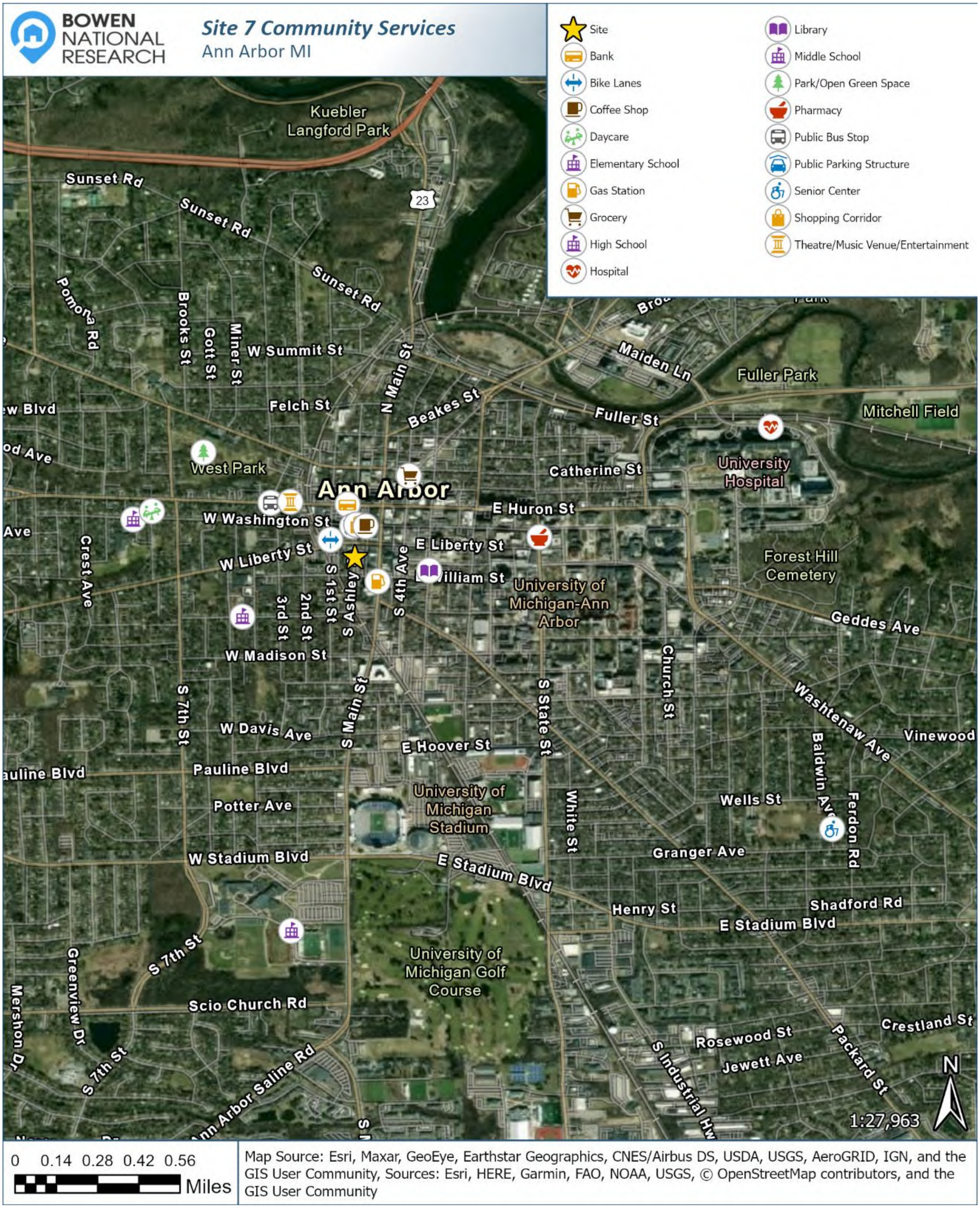
Eligible for Ann Arbor Housing Funds and new millage funds

*Source: *Feasibility Analysis of Affordable Housing on Underutilized City-Owned Property*, City of Ann Arbor (January 2020) & Smith Group

Map ID # 7 309 South Ashley Street, Ann Arbor, MI 48104

PROXIMITY TO COMMUNITY SERVICES		
Service Type	Name	Driving Distance from Site (miles)
Public Bus Stop	TheRide Stop	0.1 South
Bike Lanes	William Street	Adjacent South
Public Parking Structure	4th and William Parking Garage	0.1 East
Shopping Corridor	Main Street	0.1 East
Grocery	People's Food Co-Op	0.4 North
Department Store	T.J. Maxx	2.0 West
Hospital	University of Michigan Hospital	1.2 East
Elementary School	Bach Elementary School	0.6 Southwest
Middle School	Slauson Middle School	0.7 West
High School	Pioneer High School	1.5 South
Bank	Huntington Bank	0.1 East
Gas Station	Mobil	0.1 Southeast
Pharmacy	Walgreens	0.6 East
Theatre/Music Venue/Entertainment	Blue Llama Jazz Club	0.1 West
Coffee Shop	Starbucks	0.2 North
Library	Ann Arbor District Library	0.2 East
Daycare	St. Paul Early Childhood Center	0.2 West
Senior Center	Ann Arbor Senior Center	2.0 Southeast
Park/Open Green Space	Hanover Square Park	0.4 Southeast

A map of the site's community services is shown on the following page.


BOWEN NATIONAL RESEARCH
Site 7 Community Services
Ann Arbor MI
Site
Bank
Bike Lanes
Coffee Shop
Daycare
Elementary School
Gas Station
Grocery
High School
Hospital
Library
Middle School
Park/Open Green Space
Pharmacy
Public Bus Stop
Public Parking Structure
Senior Center
Shopping Corridor
Theatre/Music Venue/Entertainment
Kuebler Langford Park
Sunset Rd
Ann Arbor
West Park
Fuller Park
Mitchell Field
University Hospital
Forest Hill Cemetery
University of Michigan-Ann Arbor
University of Michigan Stadium
University of Michigan Golf Course
W Washington St
W Liberty St
E Liberty St
E Huron St
Catherine St
Fuller St
Maiden Ln
Beakes St
N Main St
S Main St
W Summit St
Felch St
W Madison St
W Davis Ave
Pauline Blvd
Potter Ave
W Stadium Blvd
E Stadium Blvd
E Hoover St
S State St
Church St
Geddes Ave
Washtenaw Ave
Granger Ave
Henry St
Shadford Rd
Scio Church Rd
Rosewood St
Jewett Ave
Crestland St
Packard St
S Industrial Hwy
Ann Arbor Saline Rd
S 7th St
Greenview Dr
Mershon Dr
Brooks St
Gott St
Miner St
Pomona Rd
Crest Ave
3rd St
2nd St
S 1st St
S Ashley St
S 4th Ave
White St
Wells St
Baldwin Ave
Ferdon Rd
Vinewood
1:27,963
N
0 0.14 0.28 0.42 0.56
Miles
Map Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

X. Stakeholder Survey Summary

Associates of Bowen National Research obtained input in the form of an online survey from 13 stakeholders regarding the housing market in Downtown Ann Arbor. The 13 total respondents represent a wide range of industries that deal with housing issues, including local government and municipal officials, economic development organizations, housing developers, landlords, neighborhood organizations, the housing authority, disabled/homeless service providers, and other business organizations. The respondents' service area primarily represented Ann Arbor, while just two respondents had a service area exclusively in the SSA (Balance of County), and one respondent in the entirety of Washtenaw County. In an effort to illustrate a more complete picture of the housing needs in Downtown Ann Arbor, we gathered input regarding the need for specific types, price points, and styles of rental housing and identified housing issues and potential solutions which are relevant to housing development in the downtown area. It should be noted that not all respondents answered all questions. For most questions, stakeholders ranked the need for each answer as being "high," "minimal," or "no need." **IMPORTANT: Some combined results for a specific topic could exceed 100% due to the fact that respondents had the option to select more than one answer.** The following is a summary of the key input that was gathered.

Housing Needs & Issues

Target Market. The highest share (80.0%) of respondents indicated that high demand exists for single-person (studio/one-bedroom) rental housing, while 70.0% indicated that mixed-income housing and senior apartments (independent living) represent the greatest need in Downtown Ann Arbor. Housing for families (2+ bedrooms) and millennials (ages 25 to 39) also received more than 50% of the vote under the "high need" category.

Rent Level. A large majority (90.9%) of respondents indicated that high demand exists for rents levels of between $500 and $999 per month, while 81.8% of respondents indicated that there is a high need for rent levels below $500 per month.

Willingness to Pay. If new and desirable rental housing was offered within Downtown Ann Arbor, the largest share (45.5%) of respondents believed that renters would most likely be willing to pay between $750 and $999 per month, while 27.3% voted for between $1,250 and $1,499 per month and 18.2% for between $1,000 and $1,249 per month.

Styles. The highest share (80.0%) of the total 10 respondents to question six (6) indicated that the highest demand exists for low-rise garden apartments. Other responses which received a majority share for "high need" included high-rise apartments (55.6%) and duplex/triplex/townhome units (50.0%).

Development Type. Most respondents (72.7%) assigned high priority to “new construction in place of underutilized or vacant buildings,” while 63.6% of respondents assigned high priority to “new construction on vacant lots” and “conversion of underutilized buildings.”

Type of Rental Housing Program. A single respondent prioritized market-rate (unrestricted) housing as a high need for Downtown Ann Arbor. Of the remaining respondents who prioritized affordable housing, 66.7% indicated that a high need exists for low-income working households, 60.0% voted for senior households, and 58.3% voted for moderate income households. One stakeholder commented that accessibility must be linked with affordable housing, otherwise too many individuals now and in the future will still lack housing options.

Housing Issues. The typical resident’s issues cited as being experienced “often” by over 50% of respondents included limited availability (81.8%) and rent affordability (90.9%). The resident issues cited as being experienced “somewhat” by over 50% of respondents included evictions (85.7%), low housing quality (77.8%), failed background checks (75.0%), and overcrowded housing (55.6%). Five respondents elaborated on issues relevant to future downtown housing development. These respondents indicated that there is a need for: lower taxes, modified building fees and zoning restrictions; increased transportation modes as opposed to parking and retaining smaller landlords who are pushed out by high prices; building with a focus on tomorrow’s climate change realities; increased workforce housing; and the elimination of parking requirements.

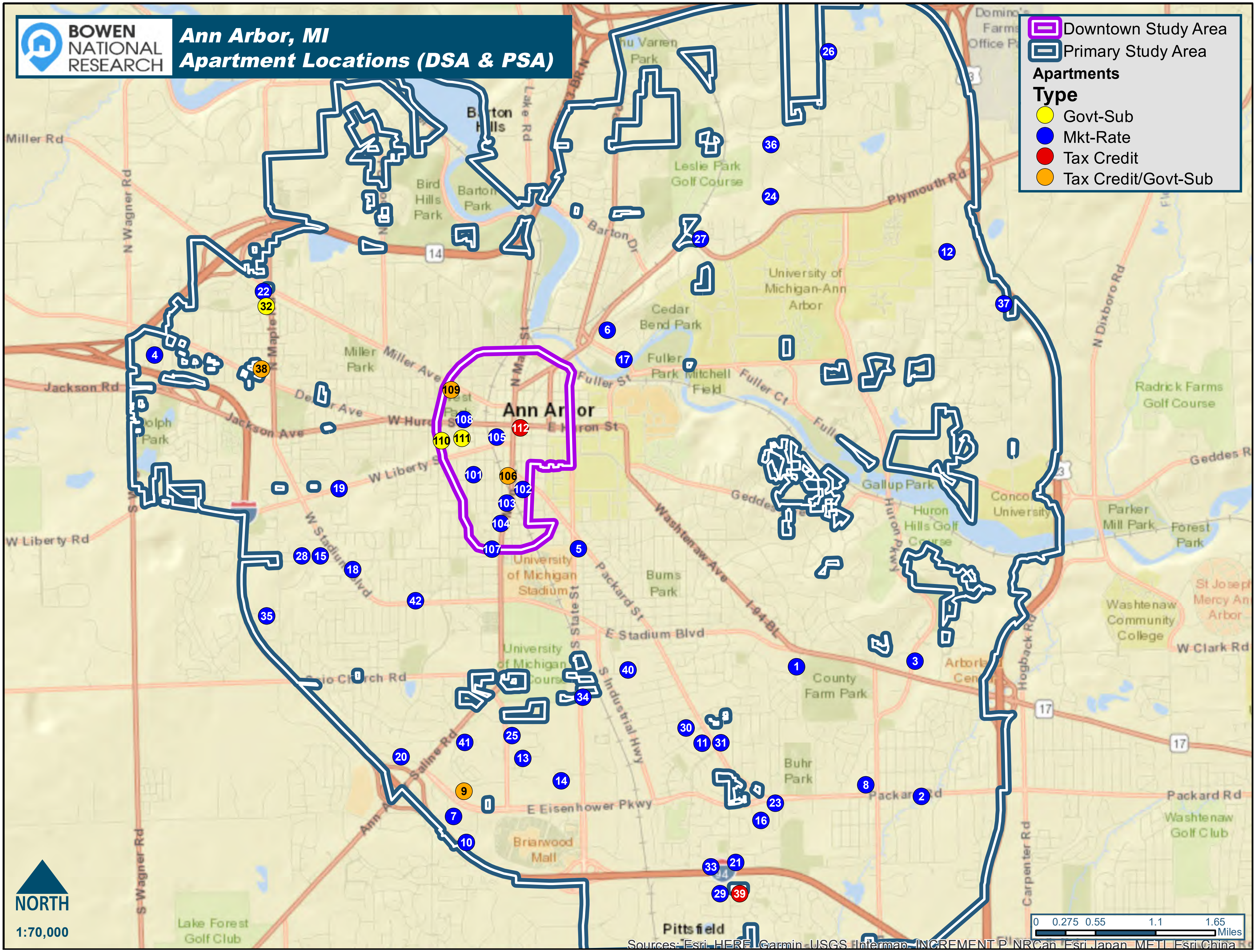
<u>Barriers to Housing Development</u>

Common Barriers or Obstacles. The majority (90.9%) of respondents indicated that both the cost and availability of land are the greatest barriers limiting residential development, while 81.8% cited zoning. A notable share (72.7%) of respondents also cited the cost of labor/materials, high taxes, financing, and community support/neighborhood opposition. The only other barriers to receive a majority share of votes included the lack of parking and governmental fees. Building code requirements and bureaucracy leading to increased construction costs were specifically mentioned in the optional comments.

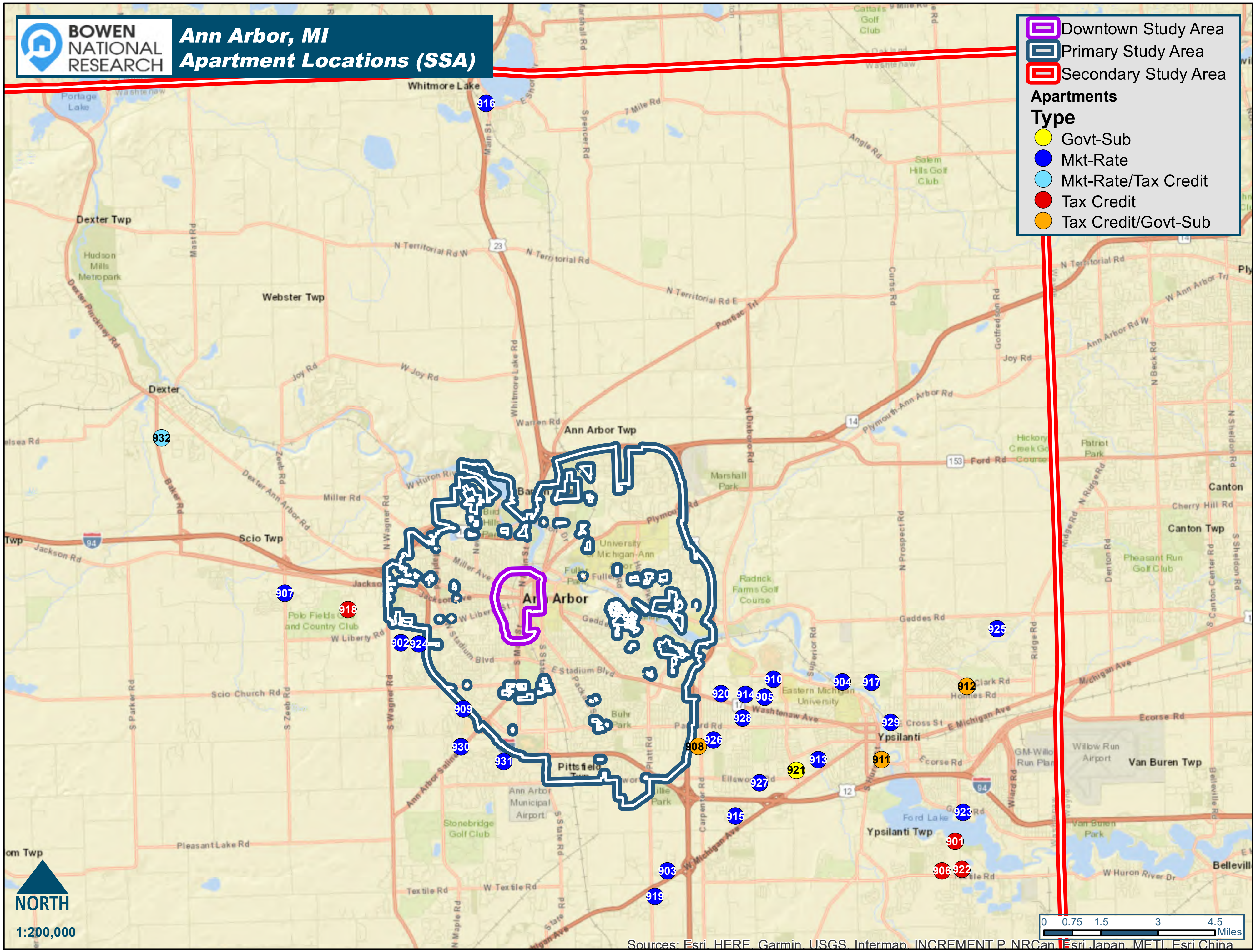
Possible Solutions. Five stakeholders provided open-ended responses as to how these obstacles/barriers could be reduced or eliminated. Stakeholder responses included: coordinated efforts toward a common goal; smart planning and the efficient use of existing resources; increased transportation services, bus routes, light rail in order to manage the demand for parking; updating/changing zoning regulation; streamlining the City approval process (e.g. avoiding the attorney’s office); collaboration with the University of Michigan; and City collaboration with private developers to offset the high costs of building affordable housing in the downtown area (i.e. waive permit fees, lower taxes, other incentives).

ADDENDUM A:

FIELD SURVEY OF CONVENTIONAL RENTALS



BOWEN NATIONAL RESEARCH
Ann Arbor, MI
Apartment Locations (DSA & PSA)
Downtown Study Area
Primary Study Area
Apartments
Type
Govt-Sub
Mkt-Rate
Tax Credit
Tax Credit/Govt-Sub
NORTH
1:70,000
0 0.275 0.55 1.1 1.65
Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China
Ann Arbor
Pittsfield



BOWEN NATIONAL RESEARCH
Ann Arbor, MI
Apartment Locations (SSA)
Downtown Study Area
Primary Study Area
Secondary Study Area
Apartments
Type
Govt-Sub
Mkt-Rate
Mkt-Rate/Tax Credit
Tax Credit
Tax Credit/Govt-Sub
NORTH
1:200,000
0 0.75 1.5 3 4.5
Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China

Map ID — Ann Arbor, Michigan

Survey Date: October 2020

Map ID	Property	Prop Type	Quality Rating	Year Built	Total Units	Vacant	Occ. Rate	Distance To Site*
1	Ann Arbor Woods	MRR	B-	1965	262	14	94.7%	N/A
2	Arbor	MRR	B-	1970	40	0	100.0%	N/A
3	Arbor Hills	MRR	B-	1967	84	8	90.5%	N/A
4	Arbor Landings	MRR	B+	1989	328	27	91.8%	N/A
5	Arch Manor	MRR	C-	1968	20	0	100.0%	N/A
6	Beekman on Broadway	MRR	A	2020	0	0		N/A
7	Briar Cove	MRR	B+	1991	272	13	95.2%	N/A
8	Carleton Court	MRR	B-	1985	103	3	97.1%	N/A
♦ 9	Cranbrook Tower	TGS	B	1979	202	0	100.0%	N/A
10	Emerson	MRR	B+	1990	324	9	97.2%	N/A
11	George	MRR	A	2018	249	47	81.1%	N/A
12	Greenbrier	MRR	B-	1966	501	24	95.2%	N/A
13	Harbor House	MRR	B+	1990	208	0	100.0%	N/A
14	Hidden Valley Club	MRR	B-	1974	324	5	98.5%	N/A
15	Hillcrest	MRR	B-	1968	88	1	98.9%	N/A
16	Homestead Commons	MRR	B-	1985	104	8	92.3%	N/A
17	Island Drive	MRR	C	1969	348	0	100.0%	N/A
18	Manchester Flats	MRR	B+	1957	174	2	98.9%	N/A
19	Manchester West	MRR	B	1979	120	0	100.0%	N/A
20	Meadowbrook Village	MRR	B+	1985	217	0	100.0%	N/A
21	Mill Creek Townhouses	MRR	B-	1976	281	6	97.9%	N/A
22	Miller Maple Townhomes	MRR	B-	1970	30	0	100.0%	N/A
23	Mulberry Row	MRR	C+	1973	120	0	100.0%	N/A
24	Oakcliff	MRR	A	2016	217	11	94.9%	N/A
25	Orion Main Street	MRR	B	1994	360	4	98.9%	N/A
26	Orion Northstar	MRR	B	1988	480	34	92.9%	N/A
27	Parc Pointe	MRR	B	1986	160	7	95.6%	N/A
28	Park Place	MRR	B-	1967	312	0	100.0%	N/A
29	Pheasant Run	MRR	B-	1970	472	9	98.1%	N/A
30	Pine Valley	MRR	C	1964	164	4	97.6%	N/A
31	Ponds at Georgetown	MRR	B+	1989	134	7	94.8%	N/A
♦ 32	Sequoia Place	GSS	B-	1995	55	0	100.0%	N/A
33	Spruce Knob Apartment Homes	MRR	C+	1968	168	0	100.0%	N/A
34	State Street Village	MRR	A-	2016	78	1	98.7%	N/A
35	Surrey Park	MRR	C+	1987	167	8	95.2%	N/A
36	Traver Ridge	MRR	B	1981	210	0	100.0%	N/A

- ✓ Comparable Property
- ♦ Senior Restricted
- (MRR) Market-Rate
- (MRT) Market-Rate & Tax Credit
- (MRG) Market-Rate & Government-Subsidized
- (MIN) Market-Rate & Income-Restricted (not LIHTC)
- (MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
- (TAX) Tax Credit
- (TGS) Tax Credit & Government-Subsidized
- (TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
- (TIN) Tax Credit & Income-Restricted (not LIHTC)
- (TMG) Tax Credit, Market-Rate & Government-Subsidized
- (TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
- (INR) Income-Restricted (not LIHTC)
- (ING) Income-Restricted (not LIHTC) & Government-Subsidized
- (GSS) Government-Subsidized
- (ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

	Map ID	Property	Prop Type	Quality Rating	Year Built	Total Units	Vacant	Occ. Rate	Distance To Site*
	37	Village Park of Ann Arbor	MRR	B	1978	216	14	93.5%	N/A
	38	West Arbor	TGS	B+	2017	46	0	100.0%	N/A
✓	39	Windsong Townhomes	TAX	B	2006	32	0	100.0%	N/A
	40	Woodbury Gardens	MRR	B	1970	538	22	95.9%	N/A
	41	Woodland Mews	MRR	A-	1989	233	4	98.3%	N/A
	42	Wyndham Hill	MRR	B-	1958	72	3	95.8%	N/A
	101	442 3rd St	MRR	C+	1966	8	0	100.0%	N/A
	102	527 S 4th Ave	MRR	C	1966	8	0	100.0%	N/A
	103	618 South Main	MRR	A	2015	164	6	96.3%	N/A
	104	728 S Main St	MRR	B	1967	19	0	100.0%	N/A
	105	Ann Arbor City Club	MRR	A	2013	155	17	89.0%	N/A
	106	Baker Commons	TGS	B	1981	64	0	100.0%	N/A
	107	Hoover Post	MRR	C+	1975	30	0	100.0%	N/A
♦	108	Lurie Terrace Senior Community	MRR	C+	1964	132	0	100.0%	N/A
	109	Miller Manor	TGS	B-	1971	106	0	100.0%	N/A
	110	South Seventh Street	GSS	B+	1969	8	0	100.0%	N/A
	111	West Washington	GSS	B	1969	2	0	100.0%	N/A
♦✓	112	Courthouse Square Senior Living	TAX	B-	1966	116	3	97.4%	N/A
✓	901	Acclaim at Ford Lake	TAX	B	1996	184	0	100.0%	N/A
	902	Arbor Club	MRR	A-	1999	144	2	98.6%	N/A
	903	Arbor Knoll	MRR	B+	1989	220	5	97.7%	N/A
	904	Arbor One	MRR	B	1971	468	23	95.1%	N/A
	905	Aspen Chase Apartment Homes	MRR	B-	1974	780	0	100.0%	N/A
✓	906	Brookwood	TAX	B	1991	81	0	100.0%	N/A
	907	Cambridge Club	MRR	B+	1990	108	2	98.1%	N/A
♦	908	Carpenter Place	TGS	B-	1980	150	0	100.0%	N/A
	909	Centerra Pointe	MRR	B+	2016	192	5	97.4%	N/A
	910	Chestnut Lake	MRR	C	1977	281	1	99.6%	N/A
♦	911	Chidester Place	TGS	C	1980	151	3	98.0%	N/A
♦	912	Clark East Tower	TGS	B-	1979	200	0	100.0%	N/A
	913	Country Meadows	MRR	B-	1972	300	8	97.3%	N/A
	914	Golfside Lake	MRR	B+	1970	598	1	99.8%	N/A
	915	Hamptons of Cloverlane	MRR	B+	1985	440	7	98.4%	N/A
	916	Harbor Cove & Beach Club	MRR	B-	1989	144	0	100.0%	N/A
	917	Huron Heights & Huron Ridge	MRR	C	1999	262	7	97.3%	N/A
✓	918	Lakestone	TAX	B+	1998	144	4	97.2%	N/A

✓ Comparable Property
♦ Senior Restricted
(MRR) Market-Rate
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(ING) Income-Restricted (not LIHTC) & Government-Subsidized
(GSS) Government-Subsidized
(ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

Map ID	Property	Prop Type	Quality Rating	Year Built	Total Units	Vacant	Occ. Rate	Distance To Site*
919	Legends Rosewood Village	MRR	B+	2003	156	2	98.7%	N/A
920	McKinley at Glencoe Hills	MRR	B-	1978	584	11	98.1%	N/A
921	Melvin T Walls Manor	GSS	B	2006	54	0	100.0%	N/A
922	Oaks of Ypsilanti & Golden Pond	TAX	B	2003	24	0	100.0%	N/A
923	Oakwood Park	MRR	B	1987	207	0	100.0%	N/A
924	Park at Sagebrush Circle	MRR	A-	1999	224	7	96.9%	N/A
925	Redwood Superior Township	MRR	A	2019	125	2	98.4%	N/A
926	Ridgewood	MRR	B-	1974	336	3	99.1%	N/A
927	Roundtree	MRR	B	1973	228	0	100.0%	N/A
928	Spice Tree	MRR	B	1968	550	22	96.0%	N/A
929	Thompson Block Lofts	MRR	A	1860	19	8	57.9%	N/A
930	Uptown Ann Arbor	MRR	A	2020	110	70	36.4%	N/A
931	Valley Ranch	MRR	B	1992	384	18	95.3%	N/A
932	Walkabout Creek I & II	MRT	B+	1991	165	0	100.0%	N/A

Comparable Property
Senior Restricted
(MRR) Market-Rate
(MRT) Market-Rate & Tax Credit
(MRG) Market-Rate & Government-Subsidized
(MIN) Market-Rate & Income-Restricted (not LIHTC)
(MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
(TAX) Tax Credit
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(TMG) Tax Credit, Market-Rate & Government-Subsidized
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(INR) Income-Restricted (not LIHTC)
(ING) Income-Restricted (not LIHTC) & Government-Subsidized
(GSS) Government-Subsidized
(ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

1 Ann Arbor Woods
2167 Medford Rd, Ann Arbor, MI 48104

Contact: Jamie
Phone: (734) 971-3101

Total Units: 262 UC: 0 Occupancy: 94.7% Stories: 2 Year Built: 1965
BR: 1, 2, 3 Vacant Units: 14 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

2 Arbor
3310 Packard Rd, Ann Arbor, MI 48108

Contact: Sharon
Phone: (734) 973-7368

Total Units: 40 UC: 0 Occupancy: 100.0% Stories: 2 Year Built: 1970
BR: 1 Vacant Units: 0 Waitlist: 6 HH AR Year:
Target Population: Family Yr Renovated: 2006
Rent Special: None
Notes:

3 Arbor Hills
2011 Huron Pkwy, Ann Arbor, MI 48104

Contact: Kelly
Phone: (734) 973-1616

Total Units: 84 UC: 0 Occupancy: 90.5% Stories: 3 Year Built: 1967
BR: 1, 2 Vacant Units: 8 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2000
Rent Special: None
Notes: Rent range due to standard or deluxe unit & floor level

4 Arbor Landings
545 Landings Blvd, Ann Arbor, MI 48103

Contact: Denise
Phone: (734) 436-2054

Total Units: 328 UC: 0 Occupancy: 91.8% Stories: 2 Year Built: 1989
BR: 1, 2, 3 Vacant Units: 27 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: $1000 off one month's rent
Notes:

5 Arch Manor
711 Arch St, Ann Arbor, MI 48104

Contact: Kim
Phone: (844) 238-3942

Total Units: 20 UC: 0 Occupancy: 100.0% Stories: 4 Year Built: 1968
BR: 0, 2, 3 Vacant Units: 0 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

Comparable Property
Senior Restricted
(MRR) Market-Rate
(MRT) Market-Rate & Tax Credit
(MRG) Market-Rate & Government-Subsidized
(MIN) Market-Rate & Income-Restricted (not LIHTC)
(MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
(TAX) Tax Credit
(TGS) Tax Credit & Government-Subsidized
(TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
(TIN) Tax Credit & Income-Restricted (not LIHTC)
(TMG) Tax Credit, Market-Rate & Government-Subsidized
(TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
(INR) Income-Restricted (not LIHTC)
(ING) Income-Restricted (not LIHTC) & Government-Subsidized
(GSS) Government-Subsidized
(ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

6 Beekman on Broadway
1200 Broadway St, Ann Arbor, MI 48105

Contact: Michelle
Phone: (734) 359-7934

Total Units: 0 UC: 254 Occupancy: Stories: 7 w/Elevator Year Built: 2020
BR: 0, 1, 2, 3 Vacant Units: 0 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: One month's rent is free
Notes: Preleasing 9/2020, expect completion 11/2020; Eight units are income-restricted at 60% AMHI through affordable housing program through city

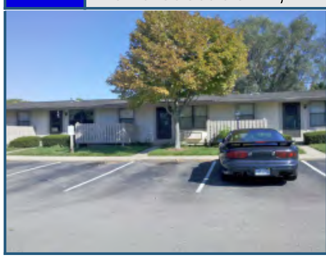
7 Briar Cove
650 Way Market Dr, Ann Arbor, MI 48103

Contact: Zac
Phone: (734) 995-3300

Total Units: 272 UC: 0 Occupancy: 95.2% Stories: 2,3 Year Built: 1991
BR: 1, 2, 3 Vacant Units: 13 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2016
Rent Special: Two weeks of rent is free
Notes: Rents change daily; Rent range based on unit upgrades, location & view

8 Carleton Court
2976 Cascade Dr, Ann Arbor, MI 48104

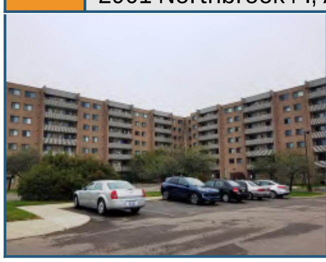
Contact: Sarah
Phone: (734) 548-8013



Total Units: 103 UC: 0 Occupancy: 97.1% Stories: 1 Year Built: 1985
BR: 0, 1, 2, 3 Vacant Units: 3 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

♦ 9 Cranbrook Tower
2901 Northbrook Pl, Ann Arbor, MI 48103

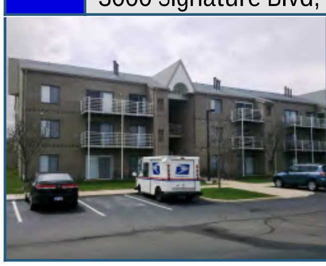
Contact: Jennifer
Phone: (734) 668-8914



Total Units: 202 UC: 0 Occupancy: 100.0% Stories: 7 w/Elevator Year Built: 1979
BR: 1, 2 Vacant Units: 0 Waitlist: 24 mos AR Year:
Target Population: Senior 62+ Yr Renovated: 2017
Rent Special: None
Notes: Tax Credit; HUD Section 8

10 Emerson
3000 Signature Blvd, Ann Arbor, MI 48103

Contact: Joanna
Phone: (734) 205-9747



Total Units: 324 UC: 0 Occupancy: 97.2% Stories: 3 Year Built: 1990
BR: 1, 2 Vacant Units: 9 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2020
Rent Special: None
Notes: Rent range due to unit upgrades & location

✓ Comparable Property	(MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized	(TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
♦ Senior Restricted	(TAX) Tax Credit	(INR) Income-Restricted (not LIHTC)
(MRR) Market-Rate	(TGS) Tax Credit & Government-Subsidized	(ING) Income-Restricted (not LIHTC) & Government-Subsidized
(MRT) Market-Rate & Tax Credit	(TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)	(GSS) Government-Subsidized
(MRG) Market-Rate & Government-Subsidized	(TIN) Tax Credit & Income-Restricted (not LIHTC)	(ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted
(MIN) Market-Rate & Income-Restricted (not LIHTC)	(TMG) Tax Credit, Market-Rate & Government-Subsidized	

11 George

2502 Packard St, Ann Arbor, MI 48104

Contact: Jasmine

Phone: (833) 786-6672

Total Units: 249 UC: 0 Occupancy: 81.1% Stories: 4 w/Elevator Year Built: 2018

BR: 0, 1, 2, 3 Vacant Units: 47 Waitlist: None AR Year:

Target Population: Family Yr Renovated:

Rent Special: One month's rent is free

Notes: Mixed-use; Preleasing 4/2018, opened 7/2018, still in lease-up

12 Greenbrier

3615 Greenbrier Blvd, Ann Arbor, MI 48105

Contact: Thomas

Phone: (734) 665-3653

Total Units: 501 UC: 0 Occupancy: 95.2% Stories: 2.5 Year Built: 1966

BR: 0, 1, 2 Vacant Units: 24 Waitlist: None AR Year:

Target Population: Family Yr Renovated:

Rent Special: None

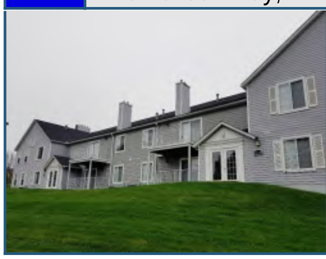
Notes: Rent range based on floor level

13 Harbor House

275 Harbor Way, Ann Arbor, MI 48103

Contact: Mike

Phone: (734) 741-9550



Total Units: 208 UC: 0 Occupancy: 100.0% Stories: 2 Year Built: 1990

BR: 1, 2 Vacant Units: 0 Waitlist: 2 HH AR Year:

Target Population: Family Yr Renovated: 2014

Rent Special: None

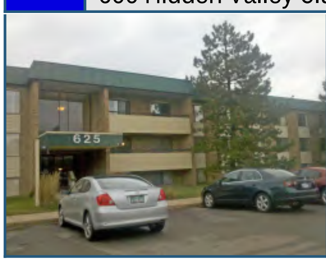
Notes:

14 Hidden Valley Club

600 Hidden Valley Club Dr, Ann Arbor, MI 48104

Contact: Dan

Phone: (734) 761-8910



Total Units: 324 UC: 0 Occupancy: 98.5% Stories: 2.5 Year Built: 1974

BR: 0, 1, 2 Vacant Units: 5 Waitlist: None AR Year:

Target Population: Family Yr Renovated:

Rent Special: One month's rent is free

Notes: Higher rent for 3rd floor units

15 Hillcrest

1980 Pauline Blvd, Ann Arbor, MI 48103

Contact: Jordan

Phone: (734) 761-1897

Total Units: 88 UC: 0 Occupancy: 98.9% Stories: 3 Year Built: 1968

BR: 1, 2 Vacant Units: 1 Waitlist: None AR Year:

Target Population: Family Yr Renovated:

Rent Special: None

Notes: Rent range due to unit upgrades, floorplan & unit location

- Comparable Property
- Senior Restricted
- (MRR) Market-Rate
- (MRT) Market-Rate & Tax Credit
- (MRG) Market-Rate & Government-Subsidized
- (MIN) Market-Rate & Income-Restricted (not LIHTC)
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- (TAX) Tax Credit
- (TGS) Tax Credit & Government-Subsidized
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- (TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
- (INR) Income-Restricted (not LIHTC)
- (ING) Income-Restricted (not LIHTC) & Government-Subsidized
- (GSS) Government-Subsidized
- (ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

16 Homestead Commons
3103 Homestead Commons Dr, Ann Arbor, MI 48104

Contact: Rebecca
Phone: (734) 234-1783

Total Units: 104 UC: 8 Occupancy: 92.3% Stories: 2 Year Built: 1985
BR: 1, 2, 3 Vacant Units: 8 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Eight units UC from fire damage, expect completion 09/2021

17 Island Drive
1099 Maiden Ln, Ann Arbor, MI 48105

Contact: Sarah
Phone: (734) 665-4331

Total Units: 348 UC: 0 Occupancy: 100.0% Stories: 2.5,3 Year Built: 1969
BR: 0, 1, 2, 3 Vacant Units: 0 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rent range based on unit upgrades & floor level

18 Manchester Flats
1846 W Stadium Blvd, Ann Arbor, MI 48103

Contact: Nicholas
Phone: (734) 930-6644

Total Units: 174 UC: 0 Occupancy: 98.9% Stories: 2.5,3 Year Built: 1957
BR: 1, 2, 3 Vacant Units: 2 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2009
Rent Special: None
Notes:

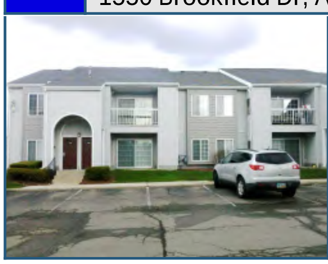
19 Manchester West
1900 W Liberty St, Ann Arbor, MI 48103

Contact: Allison
Phone: (734) 665-0152

Total Units: 120 UC: 0 Occupancy: 100.0% Stories: 2.5 Year Built: 1979
BR: 1, 2 Vacant Units: 0 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rent range based on unit upgrades & location

20 Meadowbrook Village
1550 Brookfield Dr, Ann Arbor, MI 48103

Contact: Joe
Phone: (734) 761-7700



Total Units: 217 UC: 0 Occupancy: 100.0% Stories: 2 Year Built: 1985
BR: 1, 2 Vacant Units: 0 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rent range based on unit upgrades & unit location

- Comparable Property
- Senior Restricted
- (MRR) Market-Rate
- (MRT) Market-Rate & Tax Credit
- (MRG) Market-Rate & Government-Subsidized
- (MIN) Market-Rate & Income-Restricted (not LIHTC)
- (MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
- (TAX) Tax Credit
- (TGS) Tax Credit & Government-Subsidized
- (TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
- (TIN) Tax Credit & Income-Restricted (not LIHTC)
- (TMG) Tax Credit, Market-Rate & Government-Subsidized
- (TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
- (INR) Income-Restricted (not LIHTC)
- (ING) Income-Restricted (not LIHTC) & Government-Subsidized
- (GSS) Government-Subsidized
- (ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

21 Mill Creek Townhouses
3050 Birch Hollow Dr, Ann Arbor, MI 48108

Contact: Rebecca
Phone: (734) 234-1783

Total Units: 281 UC: 0 Occupancy: 97.9% Stories: 2 Year Built: 1976
BR: 1, 2, 3 Vacant Units: 6 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

22 Miller Maple Townhomes
2505 Miller Ave, Ann Arbor, MI 48103

Contact: Sam
Phone: (734) 741-9300

Total Units: 30 UC: 0 Occupancy: 100.0% Stories: 2 Year Built: 1970
BR: 2, 3 Vacant Units: 0 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rent range due to unit upgrades

23 Mulberry Row
2716 Packard Rd, Ann Arbor, MI 48108

Contact: Kim
Phone: (734) 971-1712

Total Units: 120 UC: 0 Occupancy: 100.0% Stories: 2 Year Built: 1973
BR: 0, 1, 2 Vacant Units: 0 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: $300 off 1st month's rent
Notes:

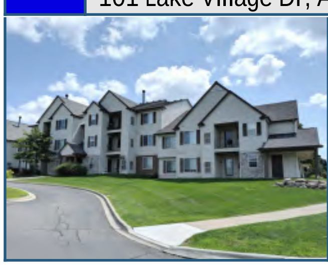
24 Oakcliff
2225 Traverwood Dr, Ann Arbor, MI 48105

Contact: Kelsey
Phone: (734) 286-9194

Total Units: 217 UC: 0 Occupancy: 94.9% Stories: 2 Year Built: 2016
BR: 1, 2 Vacant Units: 11 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

25 Orion Main Street
101 Lake Village Dr, Ann Arbor, MI 48103

Contact: Sherry
Phone: (734) 662-6440



Total Units: 360 UC: 0 Occupancy: 98.9% Stories: 3 Year Built: 1994
BR: 1, 2, 3 Vacant Units: 4 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rent range based on unit location & view

- Comparable Property
- Senior Restricted
- (MRR) Market-Rate
- (MRT) Market-Rate & Tax Credit
- (MRG) Market-Rate & Government-Subsidized
- (MIN) Market-Rate & Income-Restricted (not LIHTC)
- (MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
- (TAX) Tax Credit
- (TGS) Tax Credit & Government-Subsidized
- (TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
- (TIN) Tax Credit & Income-Restricted (not LIHTC)
- (TMG) Tax Credit, Market-Rate & Government-Subsidized
- (TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
- (INR) Income-Restricted (not LIHTC)
- (ING) Income-Restricted (not LIHTC) & Government-Subsidized
- (GSS) Government-Subsidized
- (ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

26 Orion Northstar

2820 Windwood Dr, Ann Arbor, MI 48105

Contact: Anesha

Phone: (833) 838-6133

Total Units: 480 UC: 0 Occupancy: 92.9% Stories: 2 Year Built: 1988

BR: 1, 2 Vacant Units: 34 Waitlist: None AR Year:

Target Population: Family Yr Renovated:

Rent Special: None

Notes:

27 Parc Pointe

1901 Pointe Ln, Ann Arbor, MI 48105

Contact: Cathy

Phone: (844) 418-2502

Total Units: 160 UC: 0 Occupancy: 95.6% Stories: 3 Year Built: 1986

BR: 1, 2 Vacant Units: 7 Waitlist: None AR Year:

Target Population: Family Yr Renovated:

Rent Special: None

Notes:

28 Park Place

1980 Pauline Blvd, Ann Arbor, MI 48103

Contact: Jordan

Phone: (734) 761-1897

Total Units: 312 UC: 0 Occupancy: 100.0% Stories: 2.5 Year Built: 1967

BR: 1, 2 Vacant Units: 0 Waitlist: None AR Year:

Target Population: Family Yr Renovated:

Rent Special: None

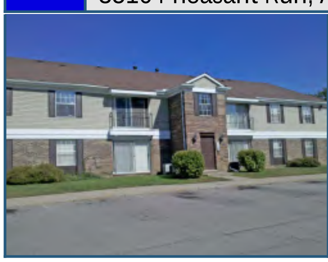
Notes: Rent range based on unit upgrades & location

29 Pheasant Run

3510 Pheasant Run, Ann Arbor, MI 48108

Contact: Toni

Phone: (734) 973-0640



Total Units: 472 UC: 0 Occupancy: 98.1% Stories: 2 Year Built: 1970

BR: 1, 2 Vacant Units: 9 Waitlist: None AR Year:

Target Population: Family Yr Renovated:

Rent Special: None

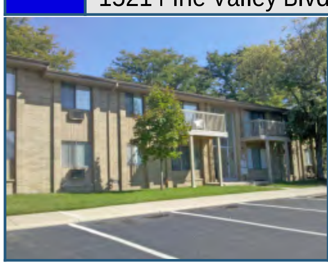
Notes:

30 Pine Valley

1521 Pine Valley Blvd, Ann Arbor, MI 48104

Contact: Lee

Phone: (734) 971-7840



Total Units: 164 UC: 0 Occupancy: 97.6% Stories: 2 Year Built: 1964

BR: 1, 2 Vacant Units: 4 Waitlist: None AR Year:

Target Population: Family Yr Renovated:

Rent Special: None

Notes:

Comparable Property	(MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized	(TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
Senior Restricted	(TAX) Tax Credit	(INR) Income-Restricted (not LIHTC)
(MRR) Market-Rate	(TGS) Tax Credit & Government-Subsidized	(ING) Income-Restricted (not LIHTC) & Government-Subsidized
(MRT) Market-Rate & Tax Credit	(TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)	(GSS) Government-Subsidized
(MRG) Market-Rate & Government-Subsidized	(TIN) Tax Credit & Income-Restricted (not LIHTC)	(ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted
(MIN) Market-Rate & Income-Restricted (not LIHTC)	(TMG) Tax Credit, Market-Rate & Government-Subsidized	

31 Ponds at Georgetown
2511 Packard St, Ann Arbor, MI 48104

Contact: Sheena
Phone: (734) 669-1301

Total Units: 134 UC: 0 Occupancy: 94.8% Stories: 2.5 Year Built: 1989
BR: 2, 3 Vacant Units: 7 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: One month's rent is free
Notes: Rent range based on floor level & view

32 Sequoia Place
1131 N Maple Rd, Ann Arbor, MI 48103

Contact: Lisa
Phone: (734) 669-8840

Total Units: 55 UC: 0 Occupancy: 100.0% Stories: 2 w/Elevator Year Built: 1995
BR: 1 Vacant Units: 0 Waitlist: 140 HH AR Year:
Target Population: Senior 62+ Yr Renovated:
Rent Special: None
Notes: HUD Section 202 & HUD Section 8

33 Spruce Knob Apartment Homes
2960 Birch Hollow Dr, Ann Arbor, MI 48108

Contact: Cynthia
Phone: (734) 971-5333

Total Units: 168 UC: 0 Occupancy: 100.0% Stories: 2 Year Built: 1968
BR: 1, 2 Vacant Units: 0 Waitlist: 6 mos AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

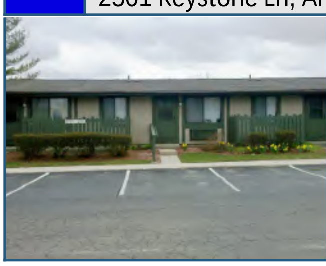
34 State Street Village
2225 S State St, Ann Arbor, MI 48104

Contact: Natalie
Phone: (734) 973-0905

Total Units: 78 UC: 0 Occupancy: 98.7% Stories: 4 Year Built: 2016
BR: 1, 2, 3, 4 Vacant Units: 1 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

35 Surrey Park
2501 Keystone Ln, Ann Arbor, MI 48103

Contact: Victoria
Phone: (734) 930-2260



Total Units: 167 UC: 0 Occupancy: 95.2% Stories: 1 Year Built: 1987
BR: 0, 1, 2 Vacant Units: 8 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rent range based on unit upgrades & location

- Comparable Property
- Senior Restricted
- (MRR) Market-Rate
- (MRT) Market-Rate & Tax Credit
- (MRG) Market-Rate & Government-Subsidized
- (MIN) Market-Rate & Income-Restricted (not LIHTC)
- (MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
- (TAX) Tax Credit
- (TGS) Tax Credit & Government-Subsidized
- (TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
- (TIN) Tax Credit & Income-Restricted (not LIHTC)
- (TMG) Tax Credit, Market-Rate & Government-Subsidized
- (TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
- (INR) Income-Restricted (not LIHTC)
- (ING) Income-Restricted (not LIHTC) & Government-Subsidized
- (GSS) Government-Subsidized
- (ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

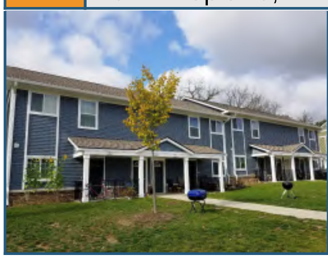
36 Traver Ridge
2395 Leslie Cir, Ann Arbor, MI 48105
Contact: Lyndsy
Phone: (734) 761-3325

Total Units: 210 | UC: 0 | Occupancy: 100.0% | Stories: 3 | Year Built: 1981
BR: 1, 2, 3 | Vacant Units: 0 | Waitlist: 6 mos | AR Year:
Target Population: Family | Yr Renovated:
Rent Special: One month's rent is free
Notes:

37 Village Park of Ann Arbor
1505 Natalie Ln, Ann Arbor, MI 48105
Contact: Nathan
Phone:

Total Units: 216 | UC: 0 | Occupancy: 93.5% | Stories: 2.5,3 | Year Built: 1978
BR: 1, 2 | Vacant Units: 14 | Waitlist: None | AR Year:
Target Population: Family | Yr Renovated:
Rent Special: One month's rent is free
Notes: Rents change daily

38 West Arbor
701 N Maple Rd, Ann Arbor, MI 48103
Contact: Beth
Phone: (734) 881-9105



Total Units: 46 | UC: 0 | Occupancy: 100.0% | Stories: 1,2 | Year Built: 2017
BR: 1, 2, 3, 4, 5 | Vacant Units: 0 | Waitlist: 60 mos | AR Year:
Target Population: Family | Yr Renovated:
Rent Special: None
Notes: HUD RAD

✓ 39 Windsong Townhomes
3001 Valencia Cir, Ann Arbor, MI 48104
Contact: Dawn
Phone: (734) 249-8493

Total Units: 32 | UC: 0 | Occupancy: 100.0% | Stories: 2 | Year Built: 2006
BR: 4 | Vacant Units: 0 | Waitlist: 36 mos | AR Year:
Target Population: Family | Yr Renovated:
Rent Special: None
Notes: Tax Credit

40 Woodbury Gardens
1245 Astor Ave, Ann Arbor, MI 48104
Contact: Megan
Phone: (734) 663-7633

Total Units: 538 | UC: 0 | Occupancy: 95.9% | Stories: 2.5 | Year Built: 1970
BR: 1, 2, 3 | Vacant Units: 22 | Waitlist: None | AR Year:
Target Population: Family | Yr Renovated:
Rent Special: None
Notes: Rent range based on units with washer/dryer & unit location

✓ Comparable Property
♦ Senior Restricted
(MRR) Market-Rate
(MRT) Market-Rate & Tax Credit
(MRG) Market-Rate & Government-Subsidized
(MIN) Market-Rate & Income-Restricted (not LIHTC)
(MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
(TAX) Tax Credit
(TGS) Tax Credit & Government-Subsidized
(TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
(TIN) Tax Credit & Income-Restricted (not LIHTC)
(TMG) Tax Credit, Market-Rate & Government-Subsidized
(TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
(INR) Income-Restricted (not LIHTC)
(ING) Income-Restricted (not LIHTC) & Government-Subsidized
(GSS) Government-Subsidized
(ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

41 Woodland Mews
275 Rolling Meadows Dr, Ann Arbor, MI 48103

Contact: Alina
Phone: (734) 995-1000

Total Units: 233 UC: 0 Occupancy: 98.3% Stories: 2,3 Year Built: 1989
BR: 1, 2, 3 Vacant Units: 4 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2011
Rent Special: None
Notes:

42 Wyndham Hill
1210 W Stadium Blvd, Ann Arbor, MI 48103

Contact: Heather
Phone: (734) 668-8888

Total Units: 72 UC: 0 Occupancy: 95.8% Stories: 2.5 Year Built: 1958
BR: 1, 2 Vacant Units: 3 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: One month's rent is free
Notes: Rent range based on unit upgrades

101 442 3rd St
442 3rd St, Ann Arbor, MI 48103

Contact: Josh
Phone: (734) 530-4981

Total Units: 8 UC: 0 Occupancy: 100.0% Stories: 2.5 Year Built: 1966
BR: 2 Vacant Units: 0 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

102 527 S 4th Ave
527 S 4th Ave, Ann Arbor, MI 48104

Contact: Carly
Phone: (734) 994-7374

Total Units: 8 UC: 0 Occupancy: 100.0% Stories: 3 Year Built: 1966
BR: 1, 2 Vacant Units: 0 Waitlist: 4 HH AR Year:
Target Population: Family Yr Renovated: 2018
Rent Special: None
Notes: Rents change daily; Rent range based on unit amenities & floorplan

103 618 South Main
618 S Main St, Ann Arbor, MI 48104

Contact: Jason
Phone: (734) 913-8618

Total Units: 164 UC: 0 Occupancy: 96.3% Stories: 6 Year Built: 2015
BR: 0, 1, 2 Vacant Units: 6 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rent change daily

Comparable Property
Senior Restricted
(MRR) Market-Rate
(MRT) Market-Rate & Tax Credit
(MRG) Market-Rate & Government-Subsidized
(MIN) Market-Rate & Income-Restricted (not LIHTC)
(MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
(TAX) Tax Credit
(TGS) Tax Credit & Government-Subsidized
(TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
(TIN) Tax Credit & Income-Restricted (not LIHTC)
(TMG) Tax Credit, Market-Rate & Government-Subsidized
(TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
(INR) Income-Restricted (not LIHTC)
(ING) Income-Restricted (not LIHTC) & Government-Subsidized
(GSS) Government-Subsidized
(ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

104 728 S Main St

728 S Main St, Ann Arbor, MI 48104

Contact: Collin

Phone: (734) 680-8673

Total Units: 19 | UC: 0 | Occupancy: 100.0% | Stories: 2.5,3 | Year Built: 1967

BR: 1 | Vacant Units: 0 | Waitlist: None | AR Year:

Target Population: Family | Yr Renovated:

Rent Special: None

Notes:

105 Ann Arbor City Club

201 S 1st St, Ann Arbor, MI 48104

Contact: Nicole

Phone: (734) 205-9062

Total Units: 155 | UC: 0 | Occupancy: 89.0% | Stories: 9 | w/Elevator | Year Built: 2013

BR: 0, 1, 2 | Vacant Units: 17 | Waitlist: None | AR Year:

Target Population: Family | Yr Renovated:

Rent Special: None

Notes: Vacancies attributed to slowed leasing during COVID-19

106 Baker Commons

106 Packard St, Ann Arbor, MI 48103

Contact: Beth

Phone: (734) 994-2902

Total Units: 64 | UC: 0 | Occupancy: 100.0% | Stories: 5 | w/Elevator | Year Built: 1981

BR: 1 | Vacant Units: 0 | Waitlist: 500 HH | AR Year:

Target Population: Family | Yr Renovated: 2015

Rent Special: None

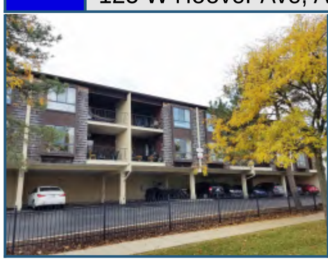
Notes: HUD RAD

107 Hoover Post

125 W Hoover Ave, Ann Arbor, MI 48103

Contact: Carol

Phone: (844) 229-9323



Total Units: 30 | UC: 0 | Occupancy: 100.0% | Stories: 3 | Year Built: 1975

BR: 1 | Vacant Units: 0 | Waitlist: None | AR Year:

Target Population: Family | Yr Renovated:

Rent Special: None

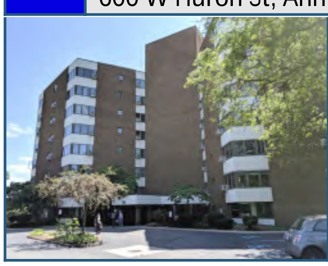
Notes: Higher rent for units with renovated kitchen & bath

♦ 108 Lurie Terrace Senior Community

600 W Huron St, Ann Arbor, MI 48103

Contact: Bill

Phone: (734) 665-0695



Total Units: 132 | UC: 0 | Occupancy: 100.0% | Stories: 8 | w/Elevator | Year Built: 1964

BR: 0, 1, 2 | Vacant Units: 0 | Waitlist: 160 HH | AR Year:

Target Population: Senior 62+ | Yr Renovated:

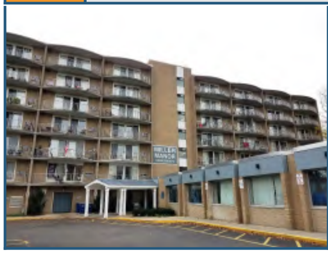
Rent Special: None

Notes: Rent range based on floorplan & floor level

- ✓ Comparable Property
- ♦ Senior Restricted
- (MRR) Market-Rate
- (MRT) Market-Rate & Tax Credit
- (MRG) Market-Rate & Government-Subsidized
- (MIN) Market-Rate & Income-Restricted (not LIHTC)
- (MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
- (TAX) Tax Credit
- (TGS) Tax Credit & Government-Subsidized
- (TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
- (TIN) Tax Credit & Income-Restricted (not LIHTC)
- (TMG) Tax Credit, Market-Rate & Government-Subsidized
- (TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
- (INR) Income-Restricted (not LIHTC)
- (ING) Income-Restricted (not LIHTC) & Government-Subsidized
- (GSS) Government-Subsidized
- (ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

109 Miller Manor
727 Miller Ave, Ann Arbor, MI 48103

Contact: Beth
Phone: (734) 794-6720



Total Units: 106 UC: 0 Occupancy: 100.0% Stories: 7 w/Elevator Year Built: 1971
BR: 1, 2 Vacant Units: 0 Waitlist: 500 HH AR Year:
Target Population: Family Yr Renovated: 2015
Rent Special: None
Notes: Tax Credit; HUD RAD

110 South Seventh Street
221 S 7th St, Ann Arbor, MI 48103

Contact: Beth
Phone: (734) 794-6720

Total Units: 8 UC: 0 Occupancy: 100.0% Stories: 1 Year Built: 1969
BR: 1 Vacant Units: 0 Waitlist: 500 HH AR Year:
Target Population: Family Yr Renovated: 2017
Rent Special: None
Notes: Tax Credit; HUD RAD

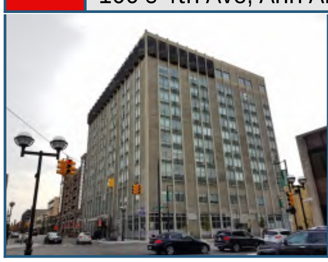
111 West Washington
805 W Washington St, Ann Arbor, MI 48103

Contact: Beth
Phone: (734) 794-6720

Total Units: 2 UC: 0 Occupancy: 100.0% Stories: 1 Year Built: 1969
BR: 1 Vacant Units: 0 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2016
Rent Special: None
Notes: HUD RAD

✔ ♦ 112 Courthouse Square Senior Living
100 S 4th Ave, Ann Arbor, M 48107

Contact: Kelly
Phone: (734) 995-5511



Total Units: 116 UC: 0 Occupancy: 97.4% Stories: 11 w/Elevator Year Built: 1966
BR: 1, 2 Vacant Units: 3 Waitlist: None AR Year: 1997
Target Population: Senior 62+ Yr Renovated:
Rent Special: None
Notes: Tax Credit

✔ 901 Acclaim at Ford Lake
8753 Spinnaker Rd, Ypsilanti, MI 48197

Contact: Chris
Phone: (734) 327-8721

Total Units: 184 UC: 0 Occupancy: 100.0% Stories: 2 Year Built: 1996
BR: 1, 2, 3 Vacant Units: 0 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2019
Rent Special: None
Notes: Tax Credit

- ✔ Comparable Property
- ♦ Senior Restricted
- (MRR) Market-Rate
- (MRT) Market-Rate & Tax Credit
- (MRG) Market-Rate & Government-Subsidized
- (MIN) Market-Rate & Income-Restricted (not LIHTC)
- (MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
- (TAX) Tax Credit
- (TGS) Tax Credit & Government-Subsidized
- (TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
- (TIN) Tax Credit & Income-Restricted (not LIHTC)
- (TMG) Tax Credit, Market-Rate & Government-Subsidized
- (TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
- (INR) Income-Restricted (not LIHTC)
- (ING) Income-Restricted (not LIHTC) & Government-Subsidized
- (GSS) Government-Subsidized
- (ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

902 Arbor Club
1100 Rabbit Run Cir, Ann Arbor, MI 48103

Contact: Jessica
Phone: (734) 998-1000

Total Units: 144 UC: 0 Occupancy: 98.6% Stories: 2 Year Built: 1999
BR: 1, 2, 3 Vacant Units: 2 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

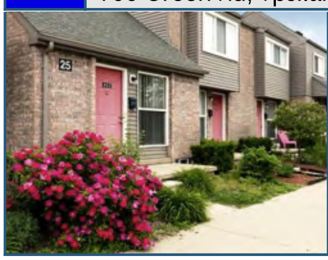
903 Arbor Knoll
5825 Plum Hollow Dr, Ypsilanti, MI 48197

Contact: Lily
Phone: (734) 415-8603

Total Units: 220 UC: 0 Occupancy: 97.7% Stories: 2 Year Built: 1989
BR: 1, 2 Vacant Units: 5 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rents change daily

904 Arbor One
799 Green Rd, Ypsilanti, MI 48198

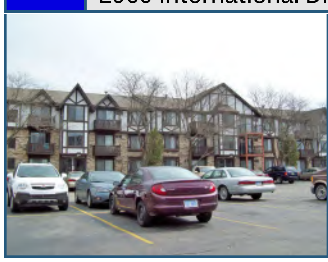
Contact: Amber
Phone: (734) 985-9164



Total Units: 468 UC: 0 Occupancy: 95.1% Stories: 3 Year Built: 1971
BR: 1, 2, 3 Vacant Units: 23 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2011
Rent Special: None
Notes:

905 Aspen Chase Apartment Homes
2960 International Dr, Ypsilanti, MI 48197

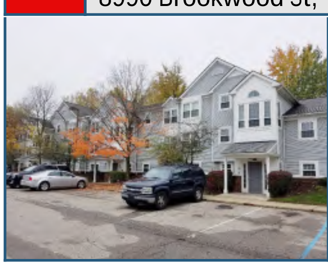
Contact: Stacy
Phone: (734) 434-0297



Total Units: 780 UC: 0 Occupancy: 100.0% Stories: 2.5 Year Built: 1974
BR: 1, 2 Vacant Units: 0 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2005
Rent Special: None
Notes:

✓ 906 Brookwood
8990 Brookwood St, Ypsilanti, MI 48197

Contact: Vicki
Phone: (734) 482-3000



Total Units: 81 UC: 0 Occupancy: 100.0% Stories: 3 Year Built: 1991
BR: 1, 2 Vacant Units: 0 Waitlist: 8 HH AR Year:
Target Population: Family Yr Renovated: 2012
Rent Special: None
Notes:

- ✓ Comparable Property
- ♦ Senior Restricted
- (MRR) Market-Rate
- (MRT) Market-Rate & Tax Credit
- (MRG) Market-Rate & Government-Subsidized
- (MIN) Market-Rate & Income-Restricted (not LIHTC)
- (MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
- (TAX) Tax Credit
- (TGS) Tax Credit & Government-Subsidized
- (TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
- (TIN) Tax Credit & Income-Restricted (not LIHTC)
- (TMG) Tax Credit, Market-Rate & Government-Subsidized
- (TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
- (INR) Income-Restricted (not LIHTC)
- (ING) Income-Restricted (not LIHTC) & Government-Subsidized
- (GSS) Government-Subsidized
- (ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

907 Cambridge Club
5501 Cambridge Club Cir, Ann Arbor, MI 48103

Contact: Jennifer
Phone: (734) 508-8878

Total Units: 108 UC: 0 Occupancy: 98.1% Stories: 3 Year Built: 1990
BR: 1, 2 Vacant Units: 2 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

♦ 908 Carpenter Place
3400 Carpenter Rd, Ypsilanti, MI 48197

Contact: Diana
Phone: (734) 973-8377

Total Units: 150 UC: 0 Occupancy: 100.0% Stories: 8 w/Elevator Year Built: 1980
BR: 1 Vacant Units: 0 Waitlist: 110 HH AR Year:
Target Population: Senior 62+, Disabled Yr Renovated: 2005
Rent Special: None
Notes: Tax Credit; HUD Section 8; 15 units designated disabled 18+

909 Centerra Pointe
2555 Oak Valley Dr, Ann Arbor, MI 48103

Contact: Ryan
Phone: (734) 274-4505

Total Units: 192 UC: 0 Occupancy: 97.4% Stories: 2 Year Built: 2016
BR: 1, 2 Vacant Units: 5 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: Monthly 2-br rent discounted
Notes:

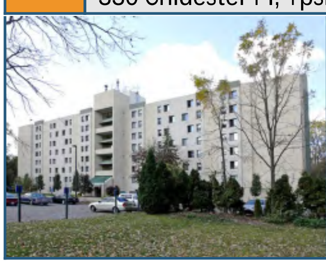
910 Chestnut Lake
1450 Chestnut Dr, Ypsilanti, MI 48197

Contact: Caitlyn
Phone: (734) 434-1717

Total Units: 281 UC: 0 Occupancy: 99.6% Stories: 2 Year Built: 1977
BR: 1, 2, 3 Vacant Units: 1 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

♦ 911 Chidester Place
330 Chidester Pl, Ypsilanti, MI 48197

Contact: Jessica
Phone: (734) 487-9400



Total Units: 151 UC: 0 Occupancy: 98.0% Stories: 8 w/Elevator Year Built: 1980
BR: 1 Vacant Units: 3 Waitlist: None AR Year:
Target Population: Senior 62+ Yr Renovated: 2006
Rent Special: None
Notes: Tax Credit; HUD Section 8

- ✓ Comparable Property
- ♦ Senior Restricted
- (MRR) Market-Rate
- (MRT) Market-Rate & Tax Credit
- (MRG) Market-Rate & Government-Subsidized
- (MIN) Market-Rate & Income-Restricted (not LIHTC)
- (MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
- (TAX) Tax Credit
- (TGS) Tax Credit & Government-Subsidized
- (TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
- (TIN) Tax Credit & Income-Restricted (not LIHTC)
- (TMG) Tax Credit, Market-Rate & Government-Subsidized
- (TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
- (INR) Income-Restricted (not LIHTC)
- (ING) Income-Restricted (not LIHTC) & Government-Subsidized
- (GSS) Government-Subsidized
- (ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

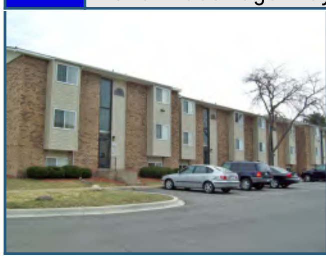
♦ **912** **Clark East Tower**
1550 E Clark Rd, Ypsilanti, MI 48198
Contact: Sherry
Phone: (734) 482-5511

Total Units: 200 UC: 0 Occupancy: 100.0% Stories: 7 w/Elevator Year Built: 1979
BR: 1, 2 Vacant Units: 0 Waitlist: 9-12 mos AR Year:
Target Population: Senior 62+ Yr Renovated: 2016
Rent Special: None
Notes: Tax Credit; HUD Section 8

913 **Country Meadows**
212 Stevens Dr, Ypsilanti, MI 48197
Contact: Cheryl
Phone: (734) 484-2800

Total Units: 300 UC: 0 Occupancy: 97.3% Stories: 2.5 Year Built: 1972
BR: 1, 2 Vacant Units: 8 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2011
Rent Special: None
Notes:

914 **Golfside Lake**
2345 Woodridge Way, Ypsilanti, MI 48197
Contact: Kaitlyn
Phone: (734) 434-1016



Total Units: 598 UC: 0 Occupancy: 99.8% Stories: 2.5 Year Built: 1970
BR: 0, 1, 2 Vacant Units: 1 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rents change daily; Rent range base on unit updates, location & view

915 **Hamptons of Cloverlane**
4685 Hunt Club Dr, Ypsilanti, MI 48197
Contact: Deborah
Phone: (734) 714-8324

Total Units: 440 UC: 0 Occupancy: 98.4% Stories: 2 Year Built: 1985
BR: 1, 2 Vacant Units: 7 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rents change daily; Rent range based on renovated units

916 **Harbor Cove & Beach Club**
9321 Harbor Cove Cir, Whitmore Lake, MI 48189
Contact: Angie
Phone: (734) 274-6782

Total Units: 144 UC: 0 Occupancy: 100.0% Stories: 3 Year Built: 1989
BR: 1, 2, 3 Vacant Units: 0 Waitlist: 5 HH AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

- ✓ Comparable Property
- ♦ Senior Restricted
- (MRR) Market-Rate
- (MRT) Market-Rate & Tax Credit
- (MRG) Market-Rate & Government-Subsidized
- (MIN) Market-Rate & Income-Restricted (not LIHTC)
- (MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
- (TAX) Tax Credit
- (TGS) Tax Credit & Government-Subsidized
- (TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
- (TIN) Tax Credit & Income-Restricted (not LIHTC)
- (TMG) Tax Credit, Market-Rate & Government-Subsidized
- (TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
- (INR) Income-Restricted (not LIHTC)
- (ING) Income-Restricted (not LIHTC) & Government-Subsidized
- (GSS) Government-Subsidized
- (ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

917 Huron Heights & Huron Ridge
669 Woburn Dr, Ypsilanti, MI 48198

Contact: Matt
Phone: (734) 480-1600

Total Units: 262 UC: 0 Occupancy: 97.3% Stories: 1, 2 Year Built: 1999
BR: 1, 2, 3 Vacant Units: 7 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes:

✓ 918 Lakestone
4275 Eyrie Dr, Ann Arbor, MI 48103

Contact: Stephanie
Phone: (734) 665-1695

Total Units: 144 UC: 0 Occupancy: 97.2% Stories: 2 Year Built: 1998
BR: 1, 2, 3 Vacant Units: 4 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Tax Credit

919 Legends Rosewood Village
3051 Primrose Ln, Ypsilanti, MI 48197

Contact: James
Phone: (734) 845-9435

Total Units: 156 UC: 0 Occupancy: 98.7% Stories: 2 Year Built: 2003
BR: 2 Vacant Units: 2 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rents change daily

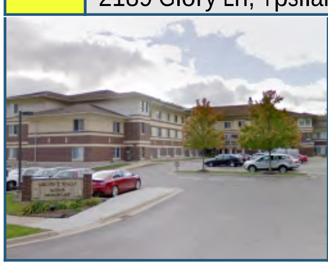
920 McKinley at Glencoe Hills
2201 Glencoe Hills Dr, Ann Arbor, MI 48108

Contact: Jordan
Phone: (734) 971-5455

Total Units: 584 UC: 0 Occupancy: 98.1% Stories: 2.5 Year Built: 1978
BR: 1, 2, 3 Vacant Units: 11 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: $500 off 1st month's rent
Notes: Rent range based on unit updates & location

♦ 921 Melvin T Walls Manor
2189 Glory Ln, Ypsilanti, MI 48197

Contact: Patricia
Phone: (734) 484-3820



Total Units: 54 UC: 0 Occupancy: 100.0% Stories: 3 w/Elevator Year Built: 2006
BR: 1 Vacant Units: 0 Waitlist: 49 HH AR Year:
Target Population: Senior 62+ Yr Renovated:
Rent Special: None
Notes: HUD Section 8

✓ Comparable Property	(MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized	(TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
♦ Senior Restricted	(TAX) Tax Credit	(INR) Income-Restricted (not LIHTC)
(MRR) Market-Rate	(TGS) Tax Credit & Government-Subsidized	(ING) Income-Restricted (not LIHTC) & Government-Subsidized
(MRT) Market-Rate & Tax Credit	(TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)	(GSS) Government-Subsidized
(MRG) Market-Rate & Government-Subsidized	(TIN) Tax Credit & Income-Restricted (not LIHTC)	(ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted
(MIN) Market-Rate & Income-Restricted (not LIHTC)	(TMG) Tax Credit, Market-Rate & Government-Subsidized	

922 Oaks of Ypsilanti & Golden Pond

9070 Charlotte Ct, Ypsilanti, MI 48197

Contact: Alysse
Phone: (734) 369-6117

Total Units: 24   UC: 0   Occupancy: 100.0%   Stories: 2   Year Built: 2003
BR: 3   Vacant Units: 0   Waitlist: 3 HH   AR Year:
Target Population: Family   Yr Renovated:
Rent Special: None
Notes: Tax Credit

923 Oakwood Park

1712 Timber Ridge Rd, Ypsilanti, MI 48198

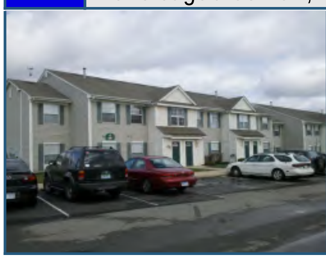
Contact: Jeanne
Phone: (734) 485-1200

Total Units: 207   UC: 0   Occupancy: 100.0%   Stories: 1   Year Built: 1987
BR: 1, 2   Vacant Units: 0   Waitlist: 1-br only; 4-5 mos   AR Year:
Target Population: Family   Yr Renovated:
Rent Special: None
Notes:

924 Park at Sagebrush Circle

2845 Sagebrush Cir, Ann Arbor, MI 48103

Contact: Ana
Phone: (734) 997-0658



Total Units: 224   UC: 0   Occupancy: 96.9%   Stories: 2   Year Built: 1999
BR: 1, 2, 3   Vacant Units: 7   Waitlist: None   AR Year:
Target Population: Family   Yr Renovated:
Rent Special: None
Notes:

925 Redwood Superior Township

1725 Cardiff Row, Superior Charter Township, MI 48198

Contact: Jewell
Phone: (833) 368-0345

Total Units: 125   UC: 0   Occupancy: 98.4%   Stories: 1   Year Built: 2019
BR: 2   Vacant Units: 2   Waitlist: None   AR Year:
Target Population: Family   Yr Renovated:
Rent Special: None
Notes: Preleasing 02/2019, opened 1st units 06/2019

926 Ridgewood

4141 Green Meadows Blvd, Ypsilanti, MI 48197

Contact: Lindsey
Phone: (734) 971-0635

Total Units: 336   UC: 0   Occupancy: 99.1%   Stories: 2   Year Built: 1974
BR: 1, 2   Vacant Units: 3   Waitlist: None   AR Year:
Target Population: Family   Yr Renovated:
Rent Special: One month's rent is free
Notes: Rent range based on floor level

- Comparable Property
- Senior Restricted
- (MRR) Market-Rate
- (MRT) Market-Rate & Tax Credit
- (MRG) Market-Rate & Government-Subsidized
- (MIN) Market-Rate & Income-Restricted (not LIHTC)
- (MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
- (TAX) Tax Credit
- (TGS) Tax Credit & Government-Subsidized
- (TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
- (TIN) Tax Credit & Income-Restricted (not LIHTC)
- (TMG) Tax Credit, Market-Rate & Government-Subsidized
- (TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
- (INR) Income-Restricted (not LIHTC)
- (ING) Income-Restricted (not LIHTC) & Government-Subsidized
- (GSS) Government-Subsidized
- (ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

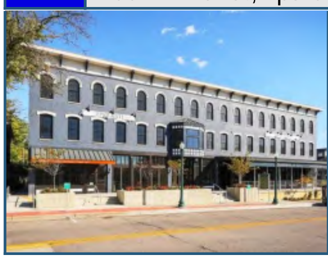
927 Roundtree
2835 Roundtree Blvd, Ypsilanti, MI 48197
Contact: Kylie
Phone: (734) 434-1470

Total Units: 228 UC: 0 Occupancy: 100.0% Stories: 2,3 Year Built: 1973
BR: 1, 2 Vacant Units: 0 Waitlist: 3 mos AR Year:
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Rent range based on updated units

928 Spice Tree
4854 Washtenaw Ave, Ann Arbor, MI 48108
Contact: Jeremy
Phone: (734) 434-0400

Total Units: 550 UC: 0 Occupancy: 96.0% Stories: 3 Year Built: 1968
BR: 0, 1, 2 Vacant Units: 22 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2017
Rent Special: One month's rent is free
Notes: Rents change daily

929 Thompson Block Lofts
400 N River St, Ypsilanti, MI 48198
Contact: Danielle
Phone: (734) 217-3022



Total Units: 19 UC: 0 Occupancy: 57.9% Stories: 3 w/Elevator Year Built: 1860
BR: 0, 1, 2 Vacant Units: 8 Waitlist: None AR Year: 2020
Target Population: Family Yr Renovated:
Rent Special: None
Notes: Mixed-use; Opened 10/2020, still in lease-up

930 Uptown Ann Arbor
3300 Ann Arbor-Saline Rd, Ann Arbor, MI 48103
Contact: Ashley
Phone: (734) 335-0938

Total Units: 110 UC: 87 Occupancy: 36.4% Stories: 2,3 Year Built: 2020
BR: 1, 2, 3 Vacant Units: 70 Waitlist: None AR Year:
Target Population: Family Yr Renovated:
Rent Special: One month's rent is free
Notes: Preleasing 06/2019, opened 1st units 02/2020, remaining UC units available early 2021

931 Valley Ranch
1315 Oak Valley Dr, Ann Arbor, MI 48108
Contact: Mark
Phone: (734) 726-9206

Total Units: 384 UC: 0 Occupancy: 95.3% Stories: 2 w/Elevator Year Built: 1992
BR: 1, 2 Vacant Units: 18 Waitlist: None AR Year:
Target Population: Family Yr Renovated: 2000
Rent Special: $1,000 off 1st month's rent
Notes:

Comparable Property
Senior Restricted
(MRR) Market-Rate
(MRT) Market-Rate & Tax Credit
(MRG) Market-Rate & Government-Subsidized
(MIN) Market-Rate & Income-Restricted (not LIHTC)
(MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized
(TAX) Tax Credit
(TGS) Tax Credit & Government-Subsidized
(TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)
(TIN) Tax Credit & Income-Restricted (not LIHTC)
(TMG) Tax Credit, Market-Rate & Government-Subsidized
(TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
(INR) Income-Restricted (not LIHTC)
(ING) Income-Restricted (not LIHTC) & Government-Subsidized
(GSS) Government-Subsidized
(ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted

932	Walkabout Creek I & II 7799 Kookaburra Ct, Dexter, MI 48130	Contact: Kristin Phone: (734) 426-0410

Total Units: 165 UC: 0 Occupancy: 100.0% Stories: 2 Year Built: 1991

BR: 1, 2, 3 Vacant Units: 0 Waitlist: 20 HH AR Year:

Target Population: Family Yr Renovated:

Rent Special: None

Notes: Market-rate (145 units); Tax Credit (20 units); Phase II built 1999

Comparable Property	(MIG) Market-Rate, Income-Restricted (not LIHTC) & Govt-Subsidized	(TIG) Tax Credit, Income-Restricted (not LIHTC) & Govt-Subsidized
Senior Restricted	(TAX) Tax Credit	(INR) Income-Restricted (not LIHTC)
(MRR) Market-Rate	(TGS) Tax Credit & Government-Subsidized	(ING) Income-Restricted (not LIHTC) & Government-Subsidized
(MRT) Market-Rate & Tax Credit	(TMI) Tax Credit, Market-Rate, Income-Restricted (not LIHTC)	(GSS) Government-Subsidized
(MRG) Market-Rate & Government-Subsidized	(TIN) Tax Credit & Income-Restricted (not LIHTC)	(ALL) Tax Credit, Market-Rate, Govt-Subsidized & Income-Restricted
(MIN) Market-Rate & Income-Restricted (not LIHTC)	(TMG) Tax Credit, Market-Rate & Government-Subsidized	

Source: Ann Arbor Housing Commission
Effective: 07/2020

Monthly Dollar Allowances

		Garden						Townhome					
		0 BR	1 BR	2 BR	3 BR	4 BR	5 BR	0 BR	1 BR	2 BR	3 BR	4 BR	5 BR
Heating	Natural Gas	26	34	46	56	68	78	24	32	44	54	66	76
	+Base Charge	0	0	0	0	0	0	0	0	0	0	0	0
	Bottled Gas	59	77	102	127	152	175	54	72	98	122	148	172
	Electric	52	68	91	112	135	155	48	64	87	8	131	152
	Heat Pump	0	0	0	0	0	0	0	0	0	0	0	0
	Oil	78	102	136	168	202	232	72	96	13	162	196	228
Cooking	Natural Gas	4	5	6	8	10	11	4	5	6	8	10	11
	Bottled Gas	8	11	14	18	22	24	8	11	14	18	22	24
	Electric	11	13	18	22	28	30	11	13	18	22	28	30
Other Electric		36	47	63	77	96	104	36	47	63	77	96	104
	+Base Charge	0	0	0	0	0	0	0	0	0	0	0	0
Air Conditioning		7	9	13	16	19	21	8	10	14	17	21	23
Water Heating	Natural Gas	5	6	8	10	12	13	5	6	8	10	12	13
	Bottled Gas	10	13	18	22	27	29	10	13	18	22	27	29
	Electric	13	17	22	28	35	37	13	17	22	28	35	37
	Oil	13	17	23	28	35	37	13	17	23	28	35	37
Water		15	19	23	30	34	41	15	19	23	30	34	41
Sewer		34	46	59	75	84	97	34	46	59	75	84	97
Trash Collection		15	15	15	15	15	15	15	15	15	15	15	15
Internet*		20	20	20	20	20	20	20	20	20	20	20	20
Cable*		20	20	20	20	20	20	20	20	20	20	20	20
Alarm Monitoring*		0	0	0	0	0	0	0	0	0	0	0	0

* Estimated- not from source

Addendum B:

Non-Conventional Rental Survey

Address	City	ZIP	Type	Price	Square Feet	Price Per Square Foot	Bed	Bath	Year Built	Source
3320 Creek Drive	Ann Arbor	48108	Single-family	$1,800	936	$1.92	3	1.5	1963	Trulia
2863 Foster Avenue	Ann Arbor	48108	Single-family	$2,195	1,700	$1.29	3	1.5	1976	Apts.com
Does not provide address	Ann Arbor	48104	Single-family	$1,795	1,676	$1.07	4	2.0	-	Zillow
2291 Medford Road	Ann Arbor	48104	Single-family	$3,600	1,156	$3.11	3	2.0	1958	Zillow
515 Cherry Street	Ann Arbor	48103	Duplex	$2,000	1,500	$1.33	3	1.0	1901	Zillow
1911 Geddes Avenue	Ann Arbor	48104	Single-family	$3,000	1,656	$1.81	2	1.0	1938	Zillow
700 West Jefferson Street	Ann Arbor	48103	Single-family	$2,095	900	$2.33	2	1.0	-	Zillow
1308 Olivia Avenue	Ann Arbor	48104	Single-family	$3,685	2,800	$1.32	4	2.0	1921	Zillow
720 Heather Way	Ann Arbor	48104	Single-family	$4,800	2,896	$1.66	4	3.0	1979	Zillow
257 Field Crest Street	Ann Arbor	48103	Townhome	$2,300	1,247	$1.84	3	3.5	1987	Zillow
3239 Bellflower Court	Ann Arbor	48103	Single-family	$2,750	2,867	$0.96	4	2.5	1994	Zillow
2696 Maplewood Avenue	Ann Arbor	48104	Single-family	$1,500	786	$1.91	2	1.0	1929	Zillow
5214 Pontiac Trail	Ann Arbor	48105	Single-family	$1,850	1,222	$1.51	3	1.0	1957	Zillow
3469 Ashburnam Road	Ann Arbor	48105	Single-family	$2,450	1,980	$1.24	4	3.0	1998	Zillow
3030 Barclay Way	Ann Arbor	48105	Condo	$1,875	1,300	$1.44	2	2.5	2002	Zillow
1181 Pomona Road	Ann Arbor	48103	Single-family	$1,875	984	$1.91	3	2.0	1950	Zillow
625 Spring Street	Ann Arbor	48103	Single-family	$2,250	1,400	$1.61	3	1.0	1901	Zillow
519 North Main Street	Ann Arbor	48104	Single-family	$1,900	1,100	$1.73	2	1.0	1901	Zillow
100 Tulip Tree Court	Ann Arbor	48103	Condo	$1,900	1,044	$1.82	2	2.5	1987	Zillow
408 S Revena Boulevard	Ann Arbor	48103	Single-family	$1,800	528	$3.41	1	1.0	1924	Zillow
1812 Fair Street	Ann Arbor	48103	Single-family	$2,095	1,200	$1.75	3	2.0	1943	Zillow
526 Glendale Circle	Ann Arbor	48103	Single-family	$2,600	1,714	$1.52	3	2.0	1987	Zillow
410 South 1st Street	Ann Arbor	48103	Single-family	$2,100	1,062	$1.98	3	1.0	2015	Zillow
449 2nd Street	Ann Arbor	48103	Single-family	$3,500	1,356	$2.58	2	3.0	1901	Zillow
529 South Ashley Street	Ann Arbor	48103	Single-family	$3,000	1,553	$1.93	3	1.5	1894	Zillow
839 Mount Pleasant Avenue	Ann Arbor	48103	Single-family	$2,475	2,000	$1.24	4	2.0	1951	Zillow
1307 Edgewood Avenue	Ann Arbor	48103	Single-family	$1,900	856	$2.22	2	1.0	1943	Zillow

Address	City	ZIP	Type	Price	Square Feet	Price Per Square Foot	Bed	Bath	Year Built	Source
1336 Hutchins Avenue	Ann Arbor	48103	Single-family	$2,100	1,071	$1.96	3	2.0	1941	Zillow
1309 South 7th Street	Ann Arbor	48103	Duplex	$1,750	850	$2.06	2	1.0	1950	Zillow
1605 East Stadium Boulevard	Ann Arbor	48104	Single-family	$2,800	1,975	$1.42	4	2.5	1934	Zillow
Undisclosed address	Ann Arbor	48103	Single-family	$2,500	2,306	$1.08	3	2.5	2002	Zillow
1465 South Boulevard	Ann Arbor	48104	Single-family	$1,875	1,156	$1.62	3	2.0	1925	Zillow
2132 Packard Street	Ann Arbor	48104	Single-family	$1,900	1,280	$1.48	3	1.0	1952	Zillow
1437 Jorn Court	Ann Arbor	48104	Single-family	$1,990	900	$2.21	3	1.0	1966	Zillow
2857 Packard Street	Ann Arbor	48108	Single-family	$1,695	1,640	$1.03	3	1.0	1840	Zillow
1966 Lindsay Lane	Ann Arbor	48104	Condo	$1,800	1,402	$1.28	2	2.0	1998	Zillow
2908 Signature Boulevard	Ann Arbor	48103	Condo	$1,700	1,473	$1.15	2	2.0	2003	Zillow
1905 Covington Drive	Ann Arbor	48103	Single-family	$2,200	1,609	$1.37	3	2.0	1961	Zillow
1527 South Maple Road	Ann Arbor	48103	Single-family	$2,475	1,518	$1.63	3	2.5	1991	Zillow
2164 Hemlock Drive	Ann Arbor	48108	Single-family	$1,500	864	$1.74	3	1.0	1971	Zillow
802 South 1st Street	Ann Arbor	48103	Single-family	$1,650	616	$2.68	2	1.0	1922	Zillow
2781 Barclay Way	Ann Arbor	48105	Condo	$1,800	1,250	$1.44	3	2.5	2001	ForRent
2811 Barclay Way	Ann Arbor	48105	Condo	$1,650	1,120	$1.47	2	2.0	2001	ForRent
1005 Maiden Lane	Ann Arbor	48105	Apartment	$899	450	$2.00	0	1.0	1964	ForRent
1005 Maiden Lane	Ann Arbor	48105	Apartment	$1,069	585	$1.83	1	1.0	1964	ForRent
1005 Maiden Lane	Ann Arbor	48105	Apartment	$1,199	815	$1.47	2	1.0	1964	ForRent
1005 Maiden Lane	Ann Arbor	48105	Apartment	$1,409	630	$2.24	1	1.0	1964	ForRent
1649 North Maple Road Unit 304	Ann Arbor	48103	Apartment	$1,550	1,000	$1.55	2	1.0	2017	ForRent
2200 Fuller Court	Ann Arbor	48105	Apartment	$1,000	500	$2.00	0	1.0	1960	ForRent
2201 Fuller Court	Ann Arbor	48106	Apartment	$1,160	550	$2.11	0	1.0	1960	ForRent
2202 Fuller Court	Ann Arbor	48107	Apartment	$1,190	590	$2.02	1	1.0	1960	ForRent
2202 Fuller Court	Ann Arbor	48107	Apartment	$1,640	650	$2.52	1	1.0	1960	ForRent
2202 Fuller Court	Ann Arbor	48107	Apartment	$1,470	700	$2.10	2	1.0	1960	ForRent
2202 Fuller Court	Ann Arbor	48107	Apartment	$2,000	785	$2.55	2	1.0	1960	ForRent

Address	City	ZIP	Type	Price	Square Feet	Price Per Square Foot	Bed	Bath	Year Built	Source
2202 Fuller Court	Ann Arbor	48107	Apartment	$1,850	955	$1.94	3	2.0	1960	ForRent
2202 Fuller Court	Ann Arbor	48107	Apartment	$2,800	1,085	$2.58	3	2.0	1960	ForRent
1649 North Maple Road Unit 205	Ann Arbor	48103	Apartment	$1,420	885	$1.60	1	1.0	2017	ForRent
1649 North Maple Road Unit 104	Ann Arbor	48103	Apartment	$1,550	1,000	$1.55	2	1.0	2017	ForRent
2808 Barclay Way	Ann Arbor	48105	Condo	$2,100	1,400	$1.50	3	2.0	1999	ForRent
801 Barton Drive Unit 1	Ann Arbor	48105	Apartment	$750	-	-	1	1.0	1948	ForRent
3457 Burbank Drive	Ann Arbor	48105	Condo	$1,750	1,401	$1.25	3	1.5	1970	ForRent
1221 Island Drive Unit 104	Ann Arbor	48105	Condo	$1,595	871	$1.83	2	1.0	1964	ForRent
1012 Pontiac Trail Unit 4	Ann Arbor	48105	Apartment	$2,075	1,393	$1.49	2	2.0	N/A	ForRent
1123 Freesia Court	Ann Arbor	48105	Condo	$2,500	1,232	$2.03	3	1.5	2001	ForRent
1645 North Maple Road Unit 10	Ann Arbor	48103	Apartment	$1,550	1,000	$1.55	2	1.0	2017	ForRent
805 Spring Street	Ann Arbor	48103	Apartment	$1,245	-	-	1	1.0	1901	ForRent
1249 Island Drive Unit 204	Ann Arbor	48105	Condo	$1,300	871	$1.49	2	1.0	1964	ForRent
1050 Wall Street 3E	Ann Arbor	48105	Condo	$2,700	1,495	$1.81	3	2.0	1966	ForRent
1412 Traver Road	Ann Arbor	48105	Townhome	$3,100	1,014	$3.06	4	2.0	1994	ForRent
1050 Wall Street 5C	Ann Arbor	48105	Condo	$1,500	1,209	$1.24	2	2.0	1966	ForRent
3142 Bolgos Circle	Ann Arbor	48105	Condo	$1,750	1,430	$1.22	2	2.5	1970	ForRent
3102 Bolgos Circle	Ann Arbor	48105	Condo	$1,600	1,280	$1.25	2	3.0	1979	ForRent
2652 South Knightsbridge Circle	Ann Arbor	41805	Condo	$1,650	1,236	$1.33	3	2.0	2002	ForRent
1023 Maiden Lane	Ann Arbor	48105	Townhome	$3,075	1,791	$1.72	4	2.0	2001	ForRent
684 Peninsula Court	Ann Arbor	48105	Condo	$1,450	1,152	$1.26	2	1.5	1976	ForRent
3418 Burbank Drive	Ann Arbor	48105	Condo	$1,600	1,280	$1.25	2	2.5	1982	ForRent
3019 Bolgos Circle	Ann Arbor	48105	Condo	$1,695	1,430	$1.19	2	2.5	1970	ForRent
2841 Briarcliff Street	Ann Arbor	48105	Single-family	$2,400	-	-	3	2.0	1962	ForRent
3246 Bolgos Circle	Ann Arbor	48105	Condo	$1,250	842	$1.48	2	1.0	1972	ForRent
2726 South Knightsbridge Circle	Ann Arbor	48105	Condo	$1,650	1,143	$1.44	2	2.0	2003	ForRent
2787 Barclay Way	Ann Arbor	48105	Condo	$1,600	960	$1.67	2	2.0	2001	ForRent

Address	City	ZIP	Type	Price	Square Feet	Price Per Square Foot	Bed	Bath	Year Built	Source
2232 Fuller Court	Ann Arbor	48105	Condo	$950	500	$1.90	1	1.0	1970	ForRent
3240 Bolgos Circle	Ann Arbor	48105	Condo	$1,600	1,138	$1.41	2	1.5	1970	ForRent
3122 Bolgos Circle	Ann Arbor	48015	Condo	$1,700	1,280	$1.33	2	2.5	1979	ForRent
2232 Fuller Court	Ann Arbor	48105	Condo	$1,150	850	$1.35	2	1.0	1970	ForRent
2830 South Knightsbridge Circle	Ann Arbor	48105	Condo	$1,750	1,236	$1.42	3	2.0	2004	ForRent
2812 Barclay Way	Ann Arbor	48105	Condo	$2,200	1,416	$1.55	3	2.5	1999	ForRent
2721 Spurway Drive South Unit 272	Ann Arbor	48105	Condo	$3,100	2,422	$1.28	5	3.5	2017	ForRent
2786 South Knightsbridge Circle	Ann Arbor	48105	Condo	$1,725	1,236	$1.40	3	2.0	2003	ForRent
1777 Plymouth Road 1F	Ann Arbor	48105	Condo	$1,595	730	$2.18	1	1.0	2015	ForRent
930 West Huron Street	Ann Arbor	48103	Condo	$3,250	1,914	$1.70	2	3.0	2006	Rent.com
212 Snyder Avenue	Ann Arbor	48103	Condo	$1,500	748	$2.01	2	1.0	2004	Rent.com
824 Earhart Road	Ann Arbor	48105	Condo	$2,350	1,430	$1.64	2	2.5	1972	ForRent
3447 Plymouth Road	Ann Arbor	48105	Condo	$2,000	1,379	$1.45	2	2.0	2008	ForRent
3449 Plymouth Road	Ann Arbor	48105	Condo	$2,000	1,400	$1.43	2	2.5	2007	ForRent
3439 Plymouth Road	Ann Arbor	48105	Condo	$2,000	1,379	$1.45	2	2.0	2008	ForRent
807 Asa Gray Drive	Ann Arbor	48105	Condo	$2,000	1,027	$1.95	1	1.0	2001	ForRent
3502 Burbank Drive	Ann Arbor	48105	Condo	$1,750	1,280	$1.37	3	2.5	1988	ForRent
2874 Barclay Way	Ann Arbor	48105	Condo	$1,700	1,300	$1.31	2	2.5	2000	ForRent
2736 South Kinghtsbridge Circle	Ann Arbor	48105	Condo	$1,525	1,094	$1.39	2	2.0	2003	ForRent
2852 Barclay Way	Ann Arbor	48105	Condo	$1,975	1,623	$1.22	2	2.5	2000	ForRent
1050 Wall Street 4E	Ann Arbor	48105	Condo	$1,700	1,209	$1.41	2	2.0	1966	ForRent
2847 Barclay Way	Ann Arbor	48105	Condo	$1,550	1,120	$1.38	2	2.0	2000	ForRent
1030 Cedar Bend Drive	Ann Arbor	48105	Single-family	$2,770	-	-	4	2.0	1959	ForRent
2924 North Knightsbridge Circle	Ann Arbor	48105	Condo	$2,000	1,201	$1.67	2	2.0	2004	ForRent
1050 Wall Street 1E	Ann Arbor	48105	Condo	$1,700	903	$1.88	1	1.0	1966	Howard Hanna Rentals
1544 Jones Drive	Ann Arbor	48105	Townhome	$890	-	-	1	1.0	1965	ForRent
3459 Plymouth Road	Ann Arbor	48105	Condo	$1,975	1,400	$1.41	2	2.5	2008	ForRent

Address	City	ZIP	Type	Price	Square Feet	Price Per Square Foot	Bed	Bath	Year Built	Source
3280 Bolgos Circle	Ann Arbor	48105	Condo	$1,600	1,420	$1.13	3	1.5	1970	ForRent
2830 Barclay Way	Ann Arbor	48105	Condo	$1,550	1,200	$1.29	2	2.0	2000	ForRent
1771 Plymouth Road	Ann Arbor	48105	Condo	$2,400	1,403	$1.71	2	2.0	2010	ForRent
1111 Miner Street	Ann Arbor	48103	Condo	$2,000	1,300	$1.54	3	1.0	1948	ForRent
2156 Pennsylvania Avenue	Ann Arbor	48103	Condo	$1,850	1,526	$1.21	2	2.0	2003	ForRent

Addendum C:

Student Housing Non-Conventional Rental Survey

Location			Price		Other Information						
Address	City	Zip	Per Unit/ Month	Monthly*	Bed	Bath	Type	Square Feet	Price Per Square Foot	Year Built	Source
808 East Kinglsey Street	Ann Arbor	48104	$4,800	$4,800	6	2.0	Single-family	-	-	1901	Allmand Properties
1032 Church Street	Ann Arbor	48104	$4,950	$4,950	6	2.0	Single-family	-	-	1920	Rent College Pads
1218 Washtenaw Court	Ann Arbor	48104	$4,470	$4,470	5	2.0	Single-family	-	-	1901	ForRent
1331 Geddes Avenue	Ann Arbor	48104	$5,360	$5,360	6	2.0	Single-family	-	-	1900	ForRent
1345 Geddes Avenue	Ann Arbor	48104	$3,995	$3,995	6	2.0	Single-family	-	-	1895	ForRent
429 E Kingsley Street Unit B	Ann Arbor	48104	$2,800	$2,800	3	1.0	Duplex	-	-	1901	ForRent
502 Elm Street	Ann Arbor	48104	$6,075	$6,075	7	2.0	Single-family	-	-	1920	ForRent
845 Brookwood Place #1	Ann Arbor	48104	$1,250	$1,250	1	1.0	Duplex	-	-	1960	Off-Campus Housing U-M
845 Brookwood Place #3	Ann Arbor	48104	$1,250	$1,250	1	1.0	Duplex	-	-	1960	Off-Campus Housing U-M
540 Walnut Street	Ann Arbor	48104	$4,675	$4,675	6	1.5	Single-family	-	-	1930	ForRent
804 Monroe Street #3	Ann Arbor	48104	$880	$880	0	1.0	Apartment	250	$3.52	1901	ForRent
916 Mary Street	Ann Arbor	48104	$6,200	$6,200	6	3.0	Single-family	-	-	1966	Rentalcollegepads
723 Oakland Avenue	Ann Arbor	48104	$12,500	$12,500	9	4.0	Single-family	-	-	1910	Off Campus Housing
120 Packard Street #6	Ann Arbor	48104	$890	$890	1	1.0	Room	71	$12.54	1901	
121 Packard Street #5	Ann Arbor	48104	$995	$995	1	1.0	Room	93	$10.70	1901	
122 Packard Street #3	Ann Arbor	48104	$950	$950	1	1.0	Room	83	$11.45	1901	
123 Packard Street #2	Ann Arbor	48104	$950	$950	1	1.0	Room	86	$11.05	1901	
115 Chapin Street	Ann Arbor	48103	$2,948	$2,948	4	2.5	Single-family	-	-	1901	Trulia
1307 Granger Avenue	Ann Arbor	48104	$2,250	$2,250	3	2.0	Duplex	1,300	$1.73	1925	Trulia
1700 Geddes Avenue	Ann Arbor	48105	$950	$950	1	1.5	Apartment	-	-	1967	Ann Arbor Apartments
1701 Broadview Lane	Ann Arbor	48105	$1,200	$1,200	2	2.0	Apartment	1,080	$1.11	-	Ann Arbor Apartments
2025 South Huron Parkway	Ann Arbor	48105	$990	$990	1	1.0	Apartment	725	$1.37	1966	Ann Arbor Apartments
3416 Platt Road	Ann Arbor	48108	$555	$555	1	1.5	Room	-	-	1920	Off Campus Housing
524 South 4th Avenue	Ann Arbor	48104	$575	$575	1	2.0	Room	-	-	1901	Off Campus Housing
827 McKinley Avenue	Ann Arbor	48104	$580	$580	1	3.0	Room	-	-	1920	Off Campus Housing
715 Hill Street	Ann Arbor	48104	$599	$599	1	4.0	Room	190	$3.15	-	Off Campus Housing

Location			Price		Other Information						
Address	City	Zip	Per Unit/ Month	Monthly*	Bed	Bath	Type	Square Feet	Price Per Square Foot	Year Built	Source
508 Hill Street	Ann Arbor	48104	$3,800	$3,800	5	2.0	Single-family	-	-	1901	Apts.com
402 East Jefferson Street	Ann Arbor	48104	$650	$650	1	4.0	Room	-	-	1901	Off Campus Housing
610 Revena Place	Ann Arbor	48103	$675	$675	1	1.0	Room	-	-	1952	Off Campus Housing
402 Benjamin Street	Ann Arbor	48104	$700	$700	1	1.0	Room	-	-	1920	Off Campus Housing
1039 Baldwin Avenue	Ann Arbor	48104	$725	$725	1	1.0	Room	-	-	1900	Off Campus Housing
1552 Jones Drive	Ann Arbor	48105	$760	$760	1	1.0	Room	160	$4.75	1996	Off Campus Housing
801 East Catherine Street	Ann Arbor	48014	$800	$800	1	1.0	Room	150	$5.33	1901	Off Campus Housing
1619 South University Avenue	Ann Arbor	48104	$825	$825	1	1.0	Room	-	-	1908	Off Campus Housing
1544 Jones Drive #1	Ann Arbor	48105	$890	$890	1	1.0	Room	-	-	1965	Off Campus Housing
1544 Jones Drive #2	Ann Arbor	48105	$890	$890	1	1.0	Room	-	-	1965	Off Campus Housing
1548 Jones Drive #1	Ann Arbor	48105	$890	$890	1	1.0	Room	-	-	-	Off Campus Housing
120 Packard Street #2	Ann Arbor	48104	$950	$950	1	1.0	Room	86	$11.05	1901	Off Campus Housing
120 Packard Street #3	Ann Arbor	48104	$950	$950	1	1.0	Room	83	$11.45	1901	Off Campus Housing
120 Packard Street #5	Ann Arbor	48140	$995	$995	1	1.0	Room	93	$10.70	1901	Off Campus Housing
401 South Division Street	Ann Arbor	48104	$895	$895	1	1.0	Room	-	-	1930	Off Campus Housing
Miller Avenue & Seventh St.	Ann Arbor	48104	$925	$925	1	1.0	Room	-	-	-	Off Campus Housing
1550 Jones Drive	Ann Arbor	48105	$940	$940	1	1.0	Apartment	972	$0.97	-	Off Campus Housing
912 Sybil Street	Ann Arbor	48104	$950	$950	1	1.0	Room	-	-	1920	Off Campus Housing
1016 East Ann Street	Ann Arbor	48104	$975	$975	1	1.0	Apartment	700	$1.39	1920	Apts.com
834 West Huron Street	Ann Arbor	48103	$975	$975	1	1.0	Room	400	$2.44	1880	Apts.com
1819 Willowtree Lane	Ann Arbor	48105	$979	$979	1	1.0	Apartment	350	$2.80	1970	Apts.com
1819 Willowtree Lane	Ann Arbor	48105	$999	$999	1	1.0	Apartment	613	$1.63	1970	Apts.com
1819 Willowtree Lane	Ann Arbor	48105	$1,438	$1,438	2	1.0	Apartment	886	$1.62	1970	Apts.com
336 East Madison Street	Ann Arbor	48104	$995	$995	1	1.0	Apartment	-	-	1920	Apts.com
539 South Fifth Avenue	Ann Arbor	48104	$1,000	$1,000	1	1.0	Room	-	-	1885	Apts.com
1338 Washtenaw Avenue #2	Ann Arbor	48104	$1,050	$1,050	1	1.0	Room	-	-	1901	Apts.com

Location			Price		Other Information						
Address	City	Zip	Per Unit/ Month	Monthly*	Bed	Bath	Type	Square Feet	Price Per Square Foot	Year Built	Source
328 Jefferson Street	Ann Arbor	48104	$1,050	$1,050	1	1.0	Room	300	$3.50	1892	Apts.com
800 Fuller Street	Ann Arbor	48104	$1,080	$1,080	1	1.0	Apartment	550	$1.96	1965	Apts.com
800 Fuller Street	Ann Arbor	48104	$1,400	$1,400	2	1.0	Apartment	830	$1.69	1965	Apts.com
624 Church Street	Ann Arbor	48104	$1,460	$1,460	3	2.0	Apartment	1047	$1.39	2015	Zillow
624 Church Street	Ann Arbor	48104	$1,500	$1,500	3	3.0	Apartment	935	$1.60	2015	Zillow
1331 Washtenaw Avenue	Ann Arbor	48104	$1,300	$1,300	1	1.0	Room	552	$2.36	1901	Apts.com
1331 Washtenaw Avenue	Ann Arbor	48104	$1,300	$1,300	1	1.0	Room	513	$2.53	1901	Apts.com
1331 Washtenaw Avenue	Ann Arbor	48104	$1,698	$1,698	2	1.0	Room	662	$2.56	1901	Apts.com
1331 Washtenaw Avenue	Ann Arbor	48104	$1,998	$1,998	2	1.0	Room	883	$2.26	1901	Apts.com
1331 Washtenaw Avenue	Ann Arbor	48104	$1,700	$1,700	2	1.0	Room	640	$2.66	1901	Apts.com
524 South Forest Avenue	Ann Arbor	48104	$4,698	$4,698	5	2.0	Duplex	1572	$2.99	1884	Campusrealty
524 South Forest Avenue	Ann Arbor	48104	$4,698	$4,698	5	2.0	Duplex	1572	$2.99	1884	Campusrealty
524 South Forest Avenue	Ann Arbor	48104	$5,100	$5,100	6	2.0	Duplex	1648	$3.09	1884	Campusrealty
524 South Forest Avenue	Ann Arbor	48104	$5,100	$5,100	6	2.0	Duplex	1650	$3.09	1884	Campusrealty
114 North Ingalls Street	Ann Arbor	48104	$440	$440	1	2.0	Room	-	-	1901	Apts.com
114 North Ingalls Street	Ann Arbor	48104	$440	$440	1	2.0	Room	-	-	1901	Apts.com
1530 Washtenaw Avenue	Ann Arbor	48104	$600	$600	1	1.0	Room	-	-	1926	Off Campus Housing
1552 Jones Drive	Ann Arbor	48105	$790	$790	1	1.0	Room	-	-	1996	Off Campus Housing
928 South State Street	Ann Arbor	48104	$1,500	$1,500	2	1.0	Apartment	600	$2.50	1920	Apts.com

Addendum D:

Stakeholder Survey Instrument

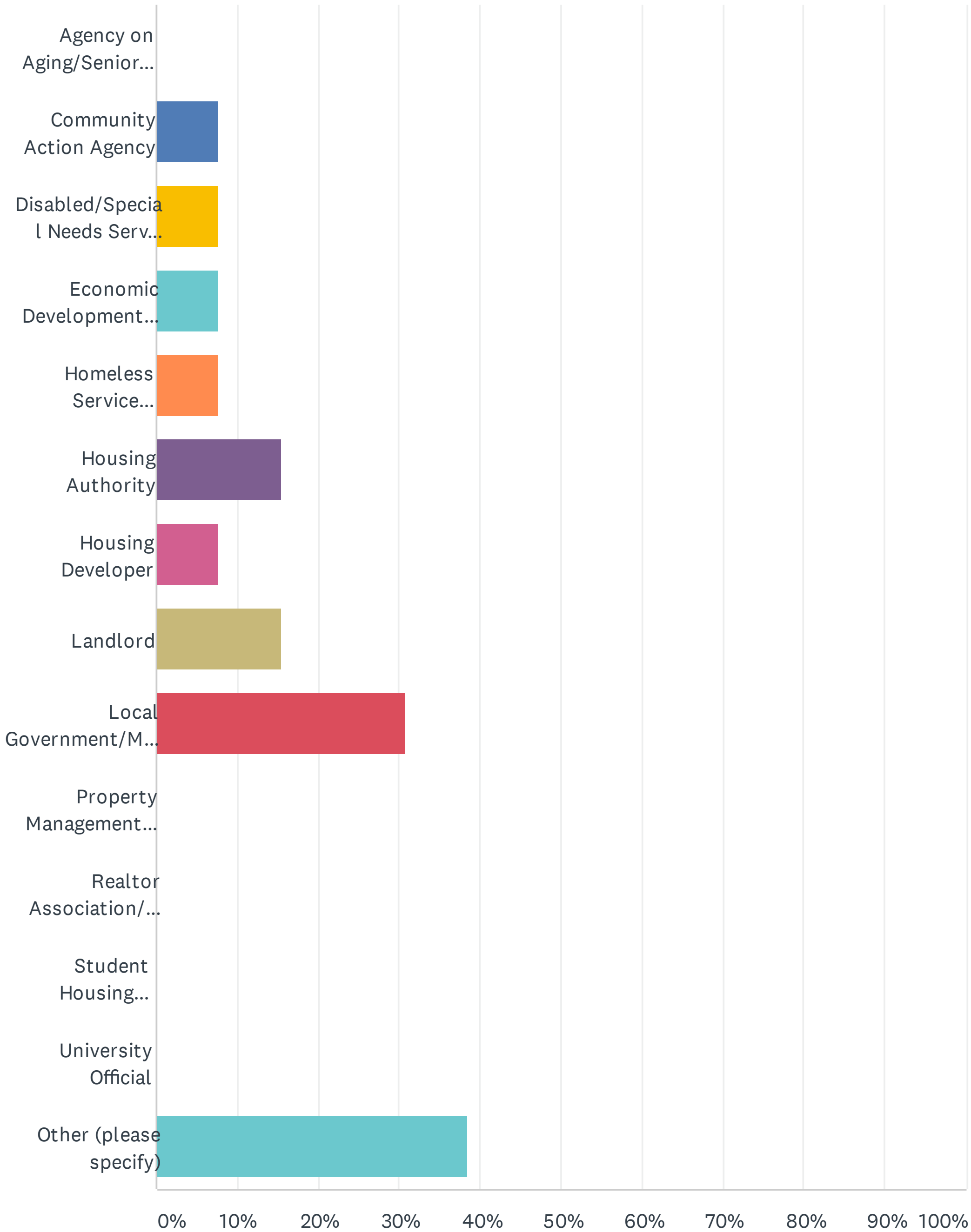
Q1 Please provide your contact information, should we need to follow-up with this response.

Answered: 11 Skipped: 2

ANSWER CHOICES	RESPONSES	
Name	100.00%	11
Organization	90.91%	10
Email Address	100.00%	11
Phone Number	100.00%	11

Q2 What type of organization do you represent (select all that apply)?

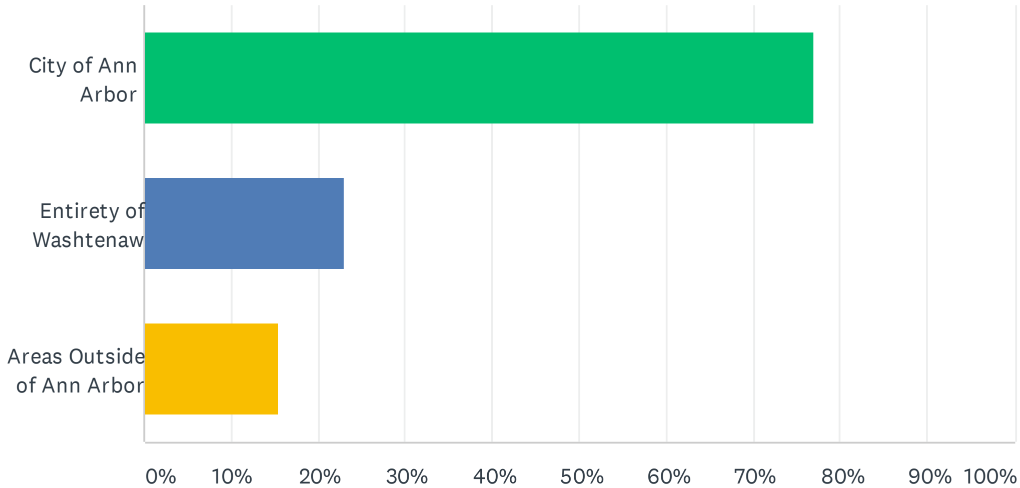
Answered: 13 Skipped: 0



ANSWER CHOICES	RESPONSES	
Agency on Aging/Senior Services	0.00%	0
Community Action Agency	7.69%	1
Disabled/Special Needs Service Provider	7.69%	1
Economic Development Organizations	7.69%	1
Homeless Service Provider	7.69%	1
Housing Authority	15.38%	2
Housing Developer	7.69%	1
Landlord	15.38%	2
Local Government/Municipal Official	30.77%	4
Property Management Company	0.00%	0
Realtor Association/Board of Realtors	0.00%	0
Student Housing Representative	0.00%	0
University Official	0.00%	0
Other (please specify)	38.46%	5
Total Respondents: 13		

Q3 What is your service area? (select all that apply)

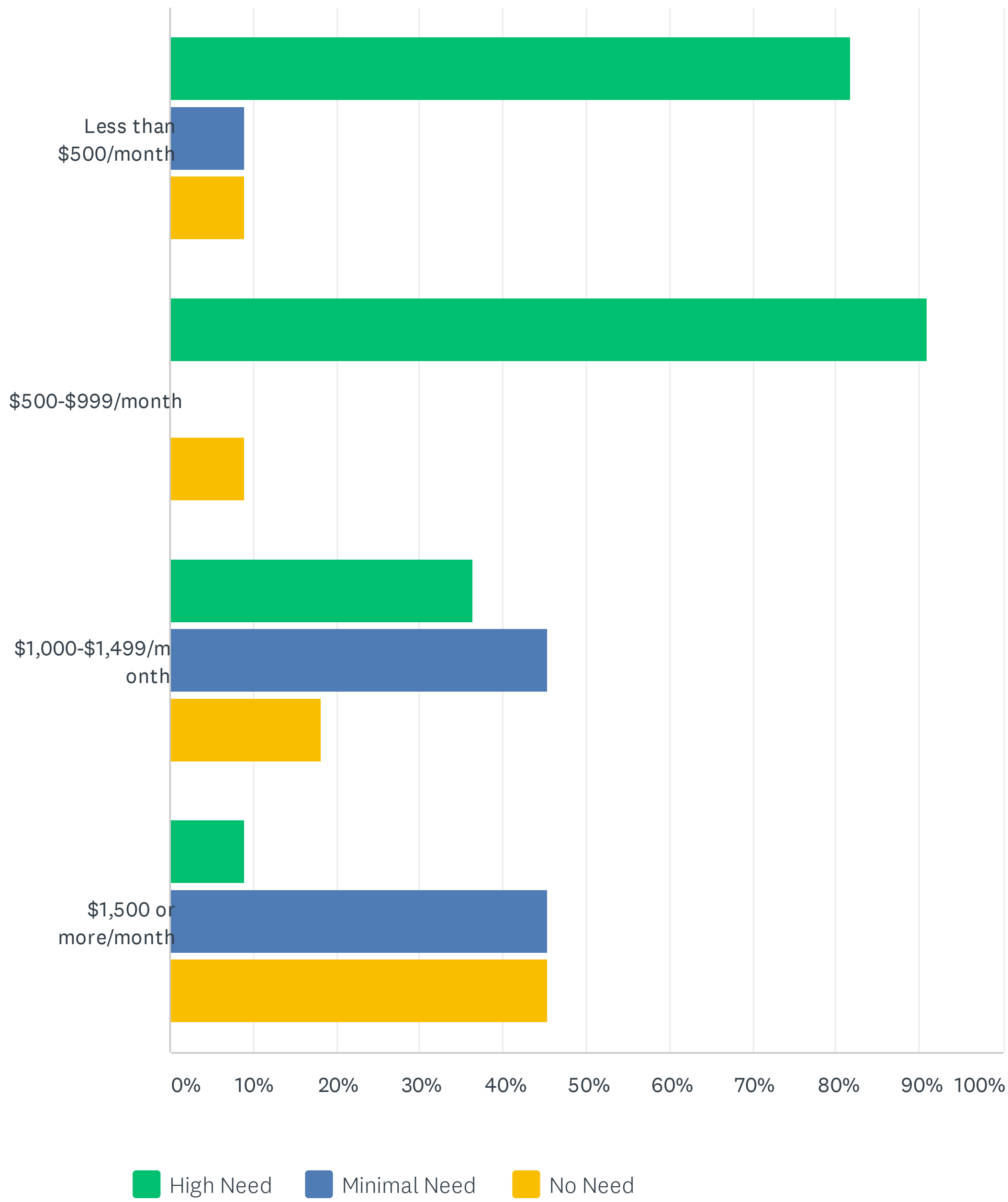
Answered: 13 Skipped: 0



ANSWER CHOICES	RESPONSES	
City of Ann Arbor	76.92%	10
Entirety of Washtenaw	23.08%	3
Areas Outside of Ann Arbor	15.38%	2
Total Respondents: 13		

Q4 To what degree is the need for rental housing by price point in downtown Ann Arbor?

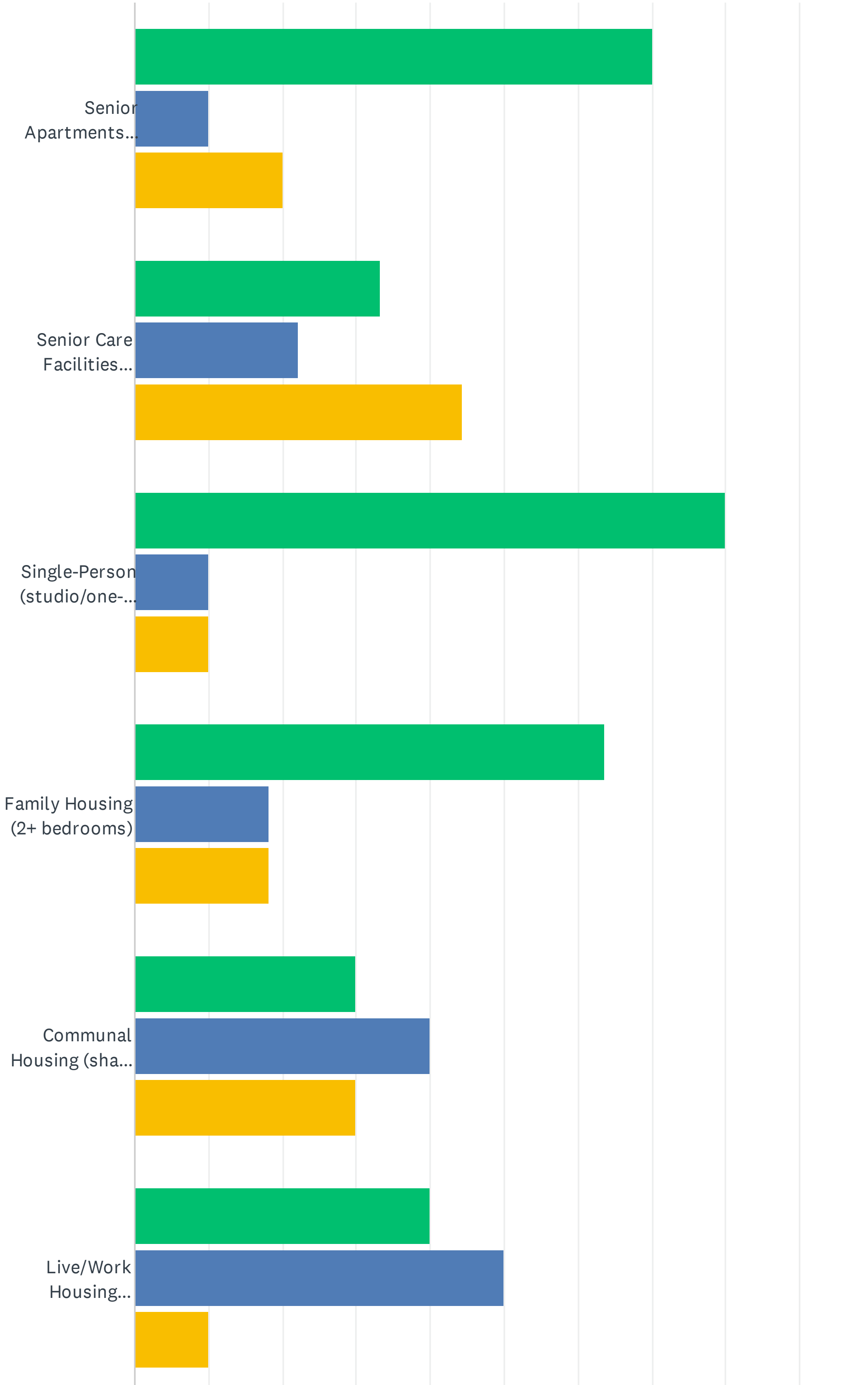
Answered: 11 Skipped: 2

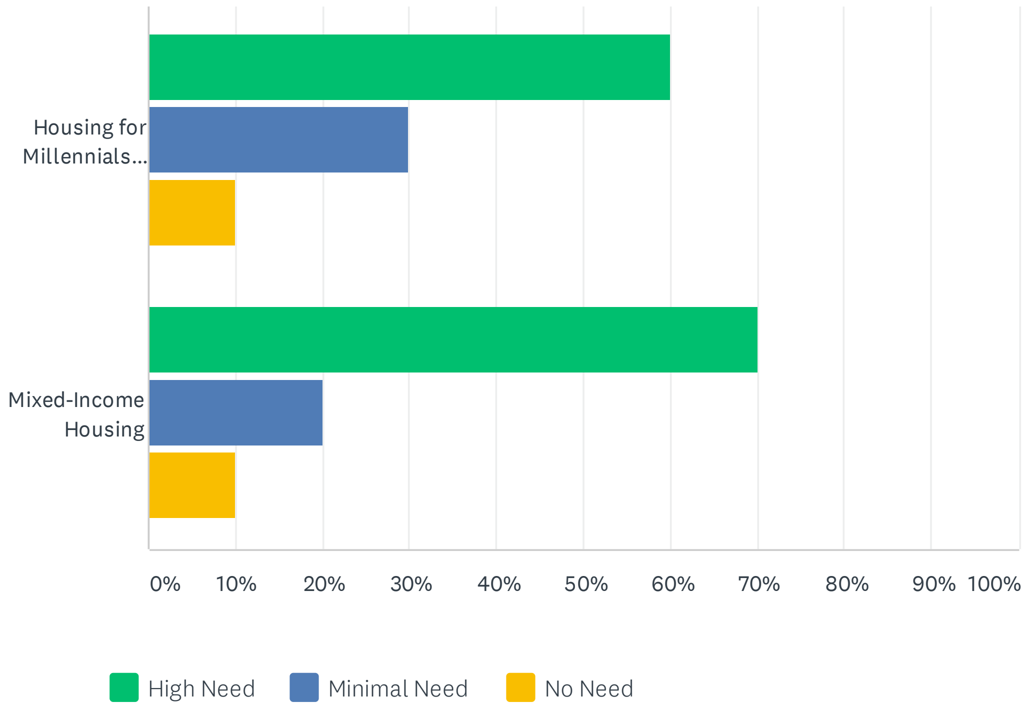


	HIGH NEED	MINIMAL NEED	NO NEED	TOTAL	WEIGHTED AVERAGE
Less than $500/month	81.82% 9	9.09% 1	9.09% 1	11	1.27
$500-$999/month	90.91% 10	0.00% 0	9.09% 1	11	1.18
$1,000-$1,499/month	36.36% 4	45.45% 5	18.18% 2	11	1.82
$1,500 or more/month	9.09% 1	45.45% 5	45.45% 5	11	2.36

Q5 To what degree are each of the following rental housing types needed by population served in downtown Ann Arbor?

Answered: 11 Skipped: 2

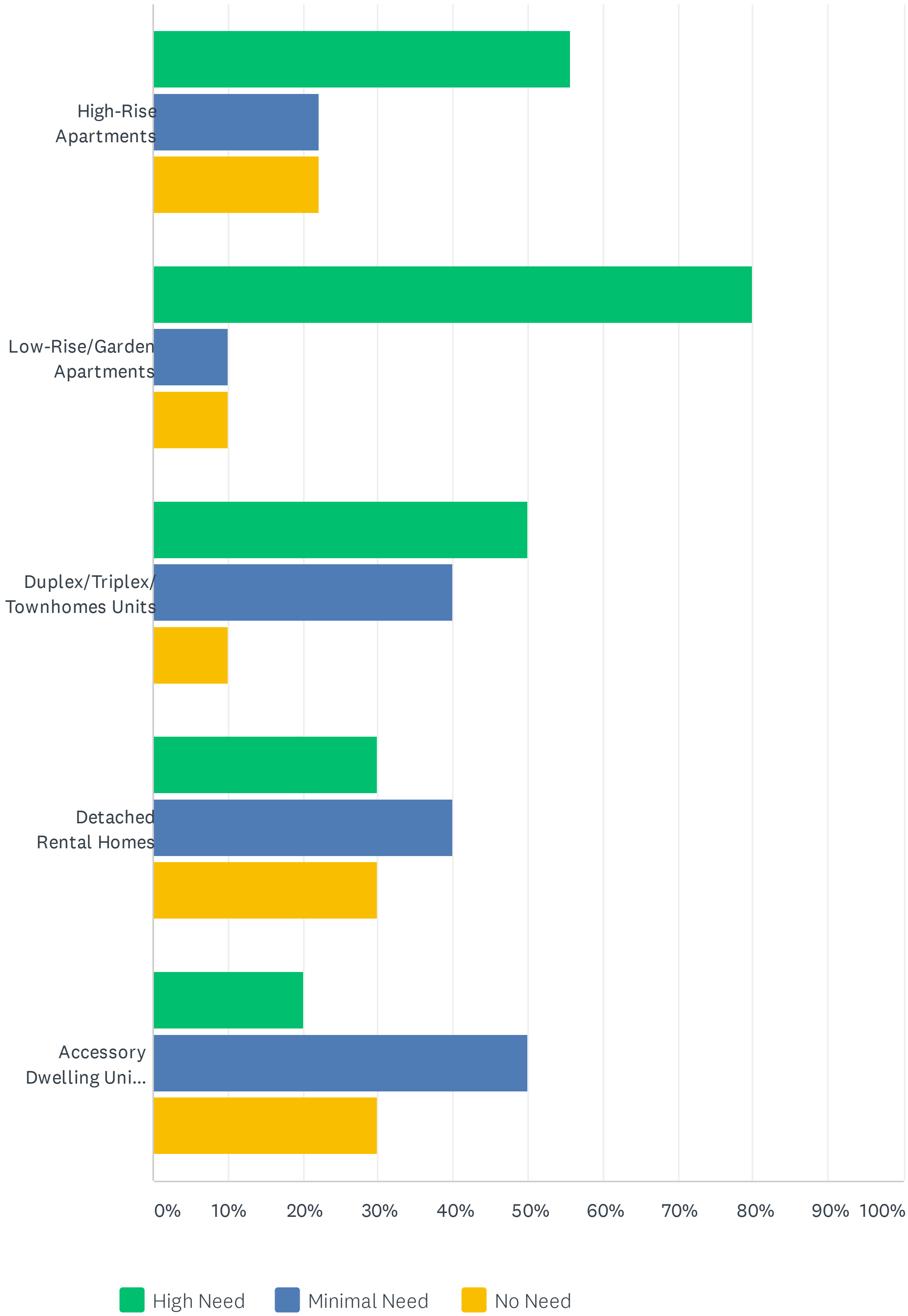




	HIGH NEED	MINIMAL NEED	NO NEED	TOTAL	WEIGHTED AVERAGE
Senior Apartments (independent living)	70.00% 7	10.00% 1	20.00% 2	10	1.50
Senior Care Facilities (assisted living/nursing care)	33.33% 3	22.22% 2	44.44% 4	9	2.11
Single-Person (studio/one-bedroom)	80.00% 8	10.00% 1	10.00% 1	10	1.30
Family Housing (2+ bedrooms)	63.64% 7	18.18% 2	18.18% 2	11	1.55
Communal Housing (shared living space)	30.00% 3	40.00% 4	30.00% 3	10	2.00
Live/Work Housing (artist/studio space)	40.00% 4	50.00% 5	10.00% 1	10	1.70
Housing for Millennials (ages 25-39)	60.00% 6	30.00% 3	10.00% 1	10	1.50
Mixed-Income Housing	70.00% 7	20.00% 2	10.00% 1	10	1.40

Q6 To what degree are each of the following rental housing styles needed in downtown Ann Arbor?

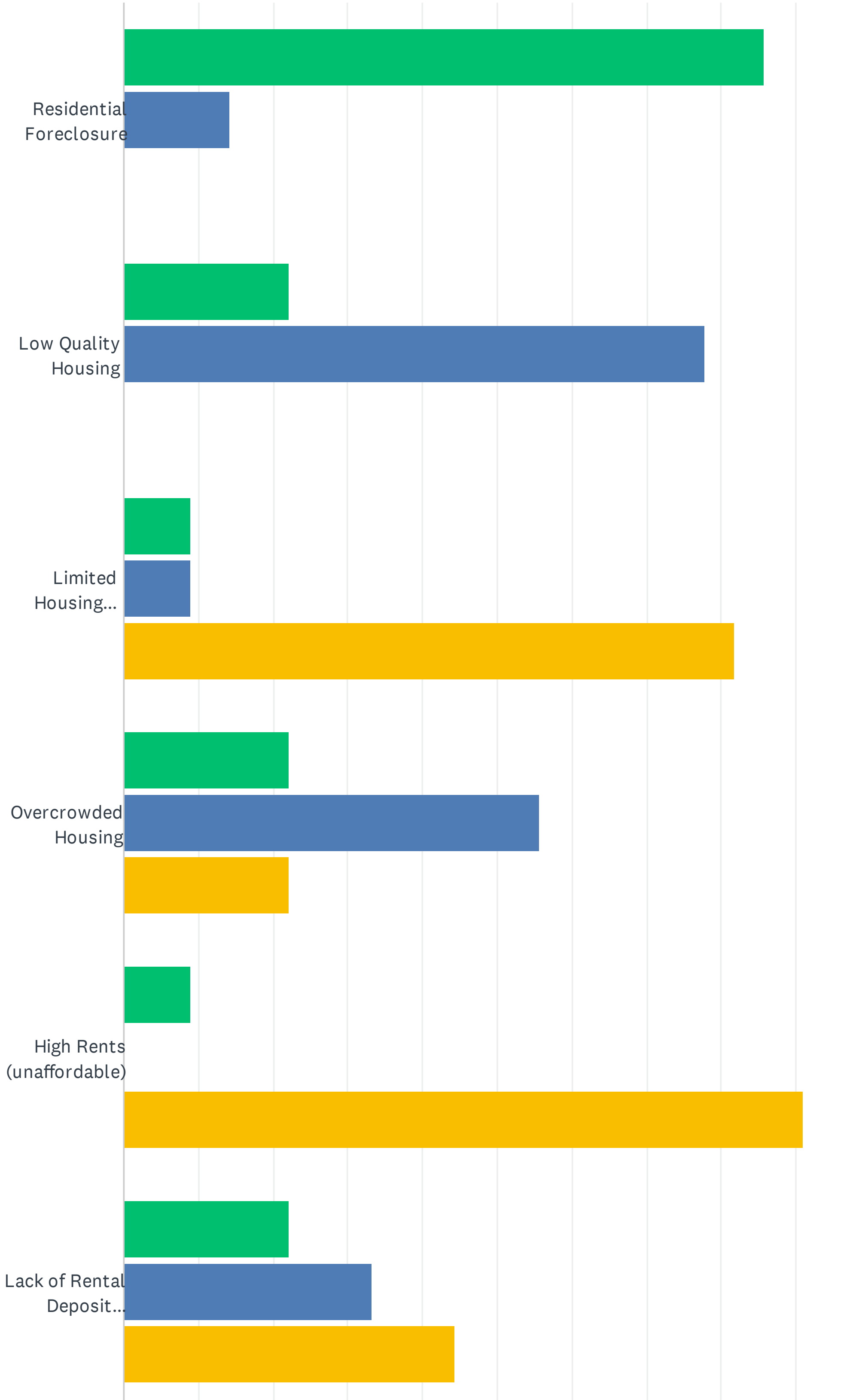
Answered: 10   Skipped: 3

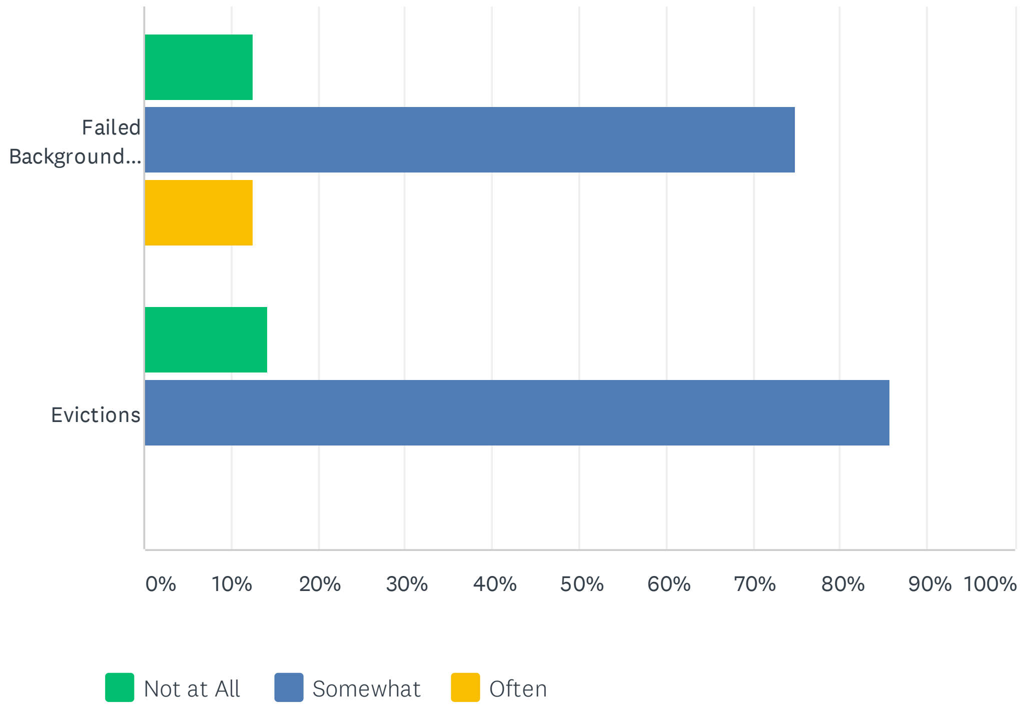


	HIGH NEED	MINIMAL NEED	NO NEED	TOTAL	WEIGHTED AVERAGE
High-Rise Apartments	55.56% 5	22.22% 2	22.22% 2	9	1.67
Low-Rise/Garden Apartments	80.00% 8	10.00% 1	10.00% 1	10	1.30
Duplex/Triplex/Townhomes Units	50.00% 5	40.00% 4	10.00% 1	10	1.60
Detached Rental Homes	30.00% 3	40.00% 4	30.00% 3	10	2.00
Accessory Dwelling Units (above garage, income suite, etc.)	20.00% 2	50.00% 5	30.00% 3	10	2.10

Q7 To what extent are each of the following housing issues experienced in downtown Ann Arbor?

Answered: 11 Skipped: 2

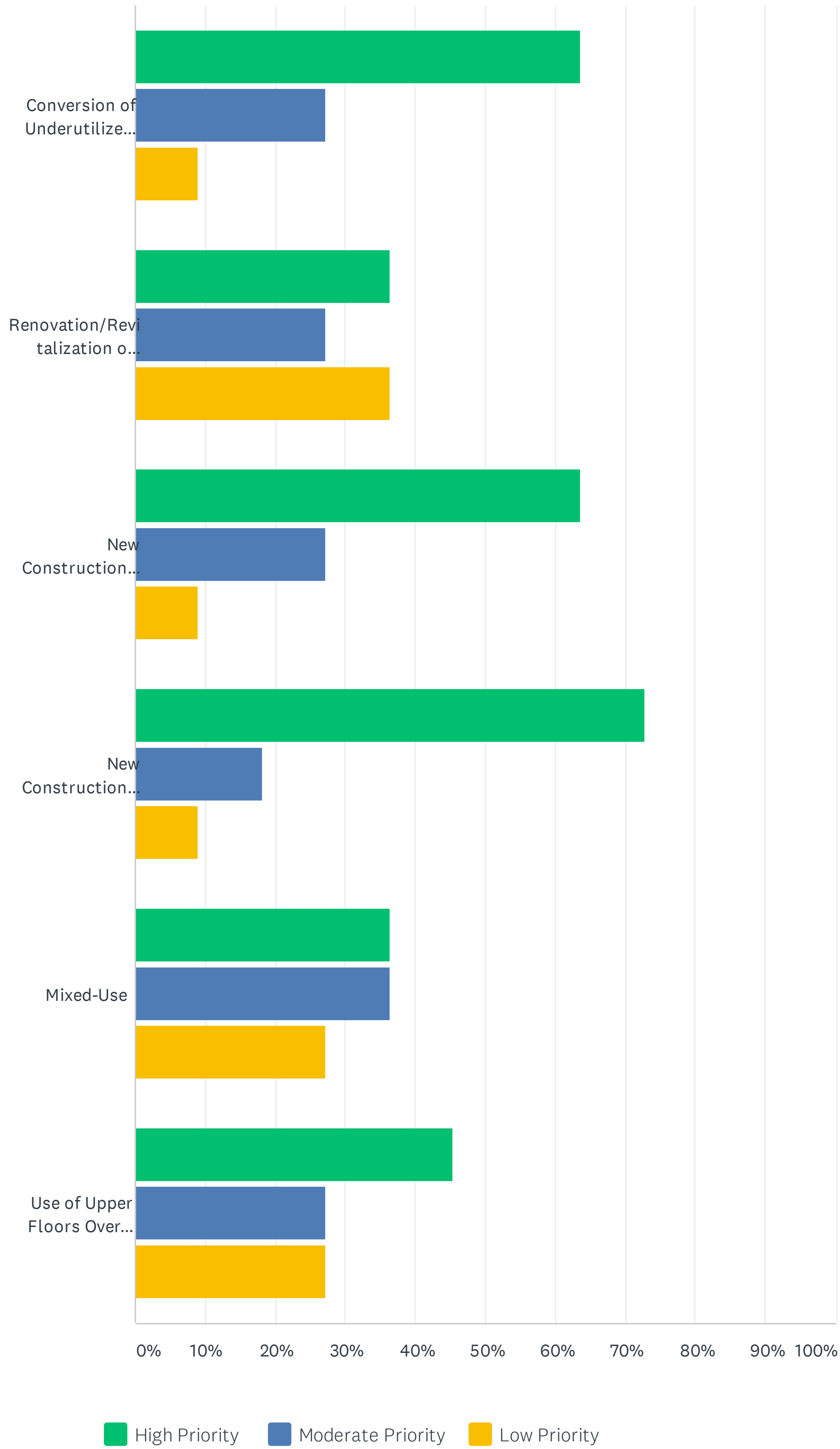




	NOT AT ALL	SOMEWHAT	OFTEN	TOTAL	WEIGHTED AVERAGE
Residential Foreclosure	85.71% 6	14.29% 1	0.00% 0	7	1.14
Low Quality Housing	22.22% 2	77.78% 7	0.00% 0	9	1.78
Limited Housing Availability	9.09% 1	9.09% 1	81.82% 9	11	2.73
Overcrowded Housing	22.22% 2	55.56% 5	22.22% 2	9	2.00
High Rents (unaffordable)	9.09% 1	0.00% 0	90.91% 10	11	2.82
Lack of Rental Deposit (first/last month's rent)	22.22% 2	33.33% 3	44.44% 4	9	2.22
Failed Background Checks	12.50% 1	75.00% 6	12.50% 1	8	2.00
Evictions	14.29% 1	85.71% 6	0.00% 0	7	1.86

Q8 Rank the priority that should be given to each of the following construction types of housing for downtown Ann Arbor.

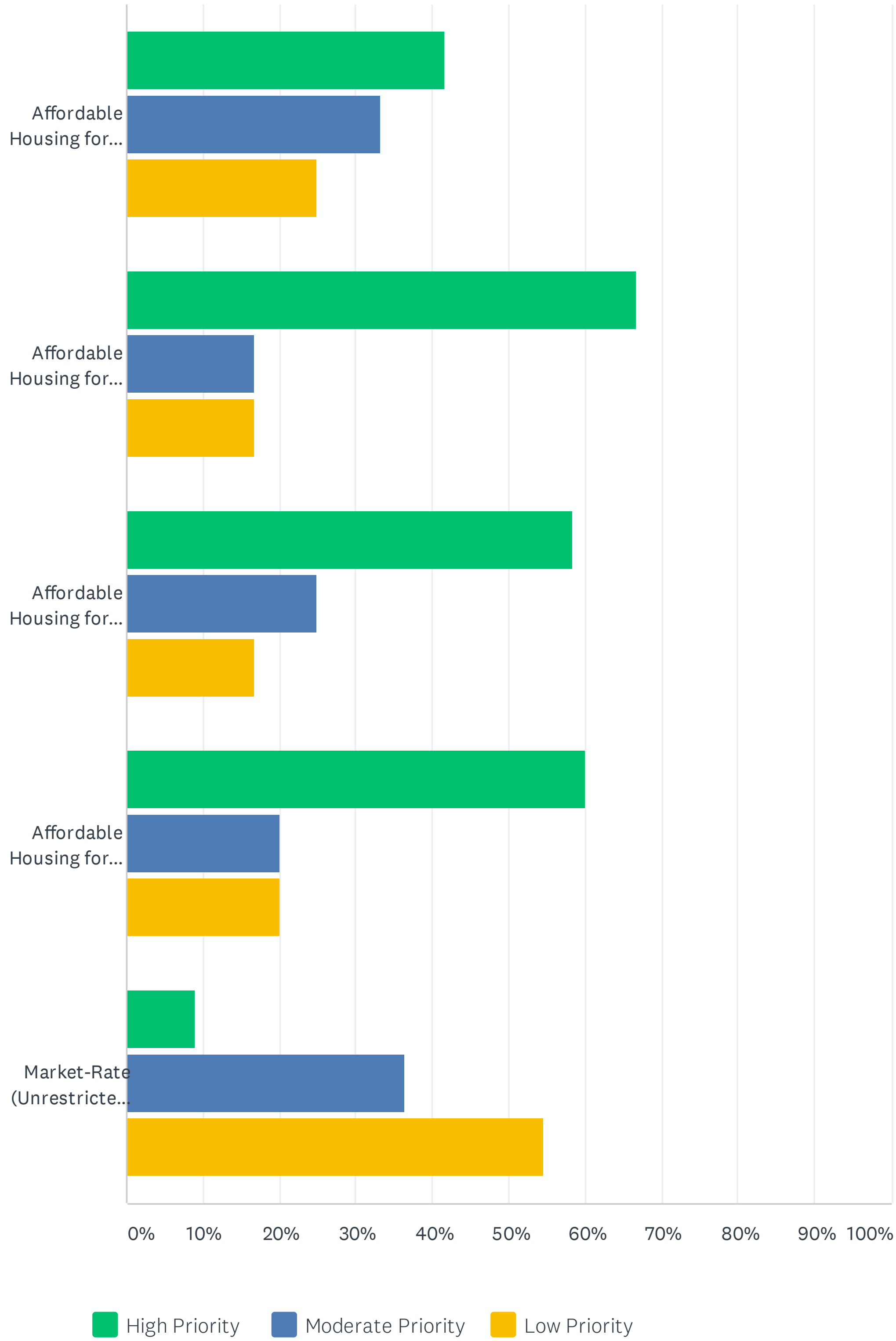
Answered: 11 Skipped: 2


Conversion of Underutilize...
Renovation/Revitalization o...
New Construction...
New Construction...
Mixed-Use
Use of Upper Floors Over...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
High Priority
Moderate Priority
Low Priority

	HIGH PRIORITY	MODERATE PRIORITY	LOW PRIORITY	TOTAL	WEIGHTED AVERAGE
Conversion of Underutilized Buildings	63.64% 7	27.27% 3	9.09% 1	11	1.45
Renovation/Revitalization of Existing Housing	36.36% 4	27.27% 3	36.36% 4	11	2.00
New Construction on Vacant Lots	63.64% 7	27.27% 3	9.09% 1	11	1.45
New Construction in Place of Underutilized/Vacant Buildings	72.73% 8	18.18% 2	9.09% 1	11	1.36
Mixed-Use	36.36% 4	36.36% 4	27.27% 3	11	1.91
Use of Upper Floors Over Commercial Space Into Housing	45.45% 5	27.27% 3	27.27% 3	11	1.82

Q9 What priority should be given to each of the following rental housing types for downtown Ann Arbor?

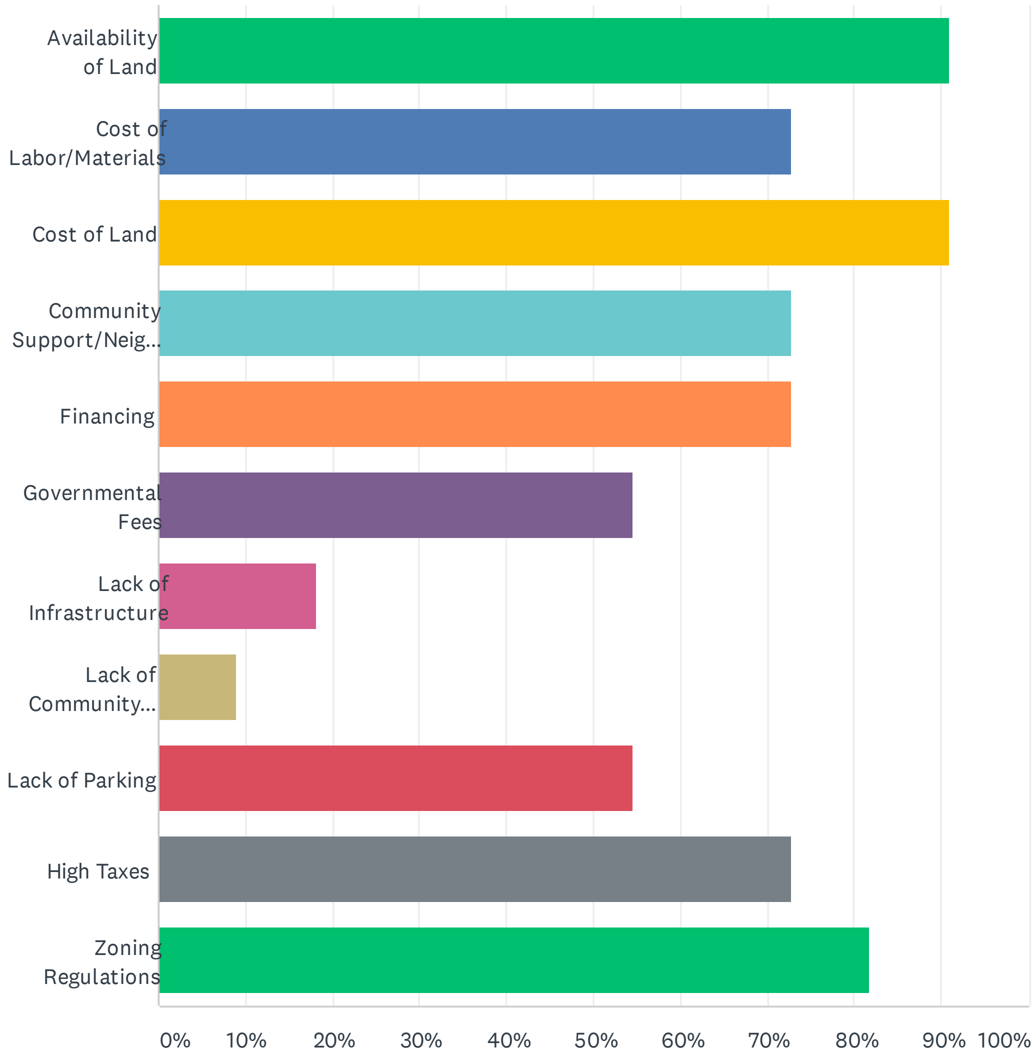
Answered: 12 Skipped: 1



	HIGH PRIORITY	MODERATE PRIORITY	LOW PRIORITY	TOTAL	WEIGHTED AVERAGE
Affordable Housing for Homeless and/or Special Needs	41.67% 5	33.33% 4	25.00% 3	12	1.83
Affordable Housing for Low-Income Working Households	66.67% 8	16.67% 2	16.67% 2	12	1.50
Affordable Housing for Moderate Income Households	58.33% 7	25.00% 3	16.67% 2	12	1.58
Affordable Housing for Senior Households	60.00% 6	20.00% 2	20.00% 2	10	1.60
Market-Rate (Unrestricted) Housing	9.09% 1	36.36% 4	54.55% 6	11	2.45

Q10 What common barriers or obstacles exist in Ann Arbor that you believe limit rental housing development (select all that apply)?

Answered: 11 Skipped: 2



ANSWER CHOICES	RESPONSES	
Availability of Land	90.91%	10
Cost of Labor/Materials	72.73%	8
Cost of Land	90.91%	10
Community Support/Neighborhood Opposition	72.73%	8
Financing	72.73%	8
Governmental Fees	54.55%	6
Lack of Infrastructure	18.18%	2
Lack of Community Services	9.09%	1
Lack of Parking	54.55%	6
High Taxes	72.73%	8
Zoning Regulations	81.82%	9
Total Respondents: 11		

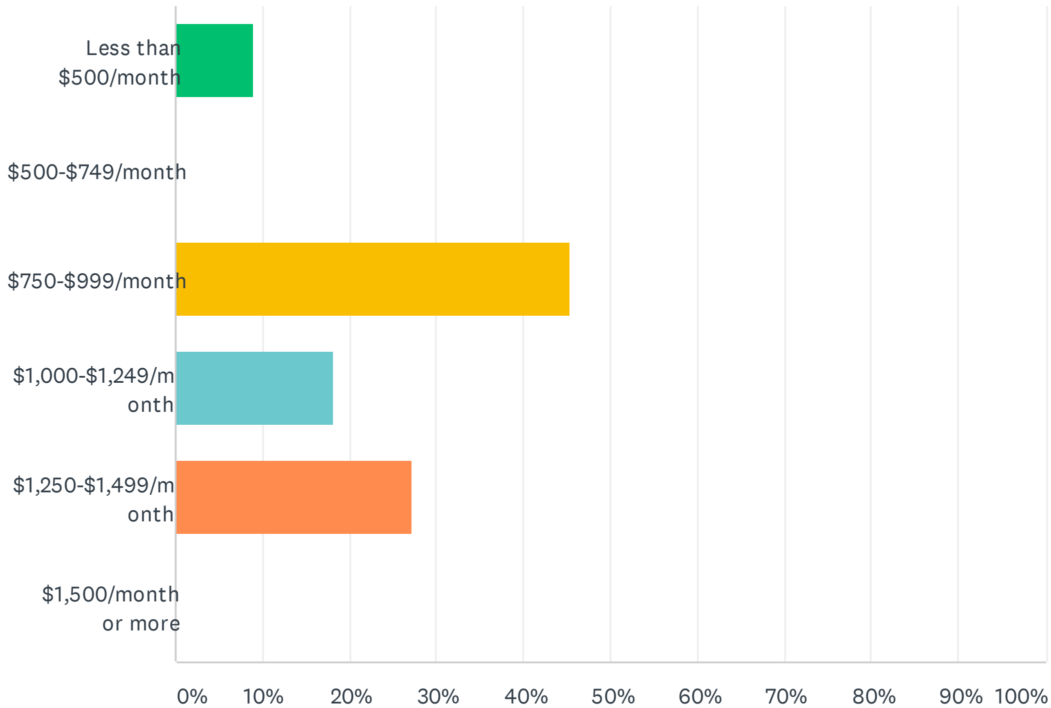
Q11 How do you believe these obstacles/barriers could be reduced or eliminated? (Responses will be limited to 500 characters)

Answered: 5 Skipped: 8

A summary of these responses can be found in
Section X - Stakeholder Surveys.

Q12 If new and desirable rental housing was offered within downtown Ann Arbor, what do you believe renters would most likely be willing to pay per month?

Answered: 11 Skipped: 2



ANSWER CHOICES	RESPONSES	
Less than $500/month	9.09%	1
$500-$749/month	0.00%	0
$750-$999/month	45.45%	5
$1,000-$1,249/month	18.18%	2
$1,250-$1,499/month	27.27%	3
$1,500/month or more	0.00%	0
TOTAL		11

Q13 Are there any issues that you believe should be addressed in downtown that you think are relevant to future housing development?

Answered: 5 Skipped: 8

A summary of these responses can be found in
Section X - Stakeholder Surveys.

Addendum E: Qualifications

The Company

Bowen National Research employs an expert staff to ensure that each market study includes the highest standards. Each staff member has hands-on experience evaluating sites and comparable properties, analyzing market characteristics and trends, and providing realistic recommendations and conclusions. The Bowen National Research staff has national experience and knowledge to assist in evaluating a variety of product types and markets.

Primary Contact and Report Author

Patrick Bowen, President of Bowen National Research, has conducted numerous housing needs assessments and provided consulting services to city, county and state development entities as it relates to residential development, including affordable and market rate housing, for both rental and for-sale housing, and retail development opportunities. He has also prepared and supervised thousands of market feasibility studies for all types of real estate products, including housing, retail, office, industrial and mixed-use developments, since 1996. Mr. Bowen has worked closely with many state and federal housing agencies to assist them with their market study guidelines. Mr. Bowen has his bachelor's degree in legal administration (with emphasis on business and law) from the University of West Florida and currently serves as a Trustee of the National Council of Housing Market Analysts (NCHMA).

Housing Needs Assessment Experience	
Citywide Comprehensive Housing Market Study – Rock Island, IL	Housing Study & Needs Assessment – Zanesville, OH
Housing Market Analysis – Bowling Green, KY	Housing Needs Assessment Survey – Dublin, GA
Countywide Housing Needs Assessment – Beaufort County, SC	Preliminary Housing Needs Assessment – Harrisburg, PA
Downtown Housing Needs Analysis – Springfield, IL	Preliminary Housing Needs Assessment – Canonsburg, PA
Downtown Residential Feasibility Study – Morgantown, WV	Housing Needs Assessment – Preble County, OH
Downtown Residential Feasibility Study – Charleston, WV	Hill District Housing Needs Assessment – Pittsburgh, PA
Housing Market Study & Tornado Impact Analysis – Joplin, MO	Tribal Housing Needs Assessment – Spokane Reservation, WA
Housing Market Study – Fort Wayne (Southeast Quadrant), IN	Town Housing Needs Assessment – Nederland, CO
Statewide and County Level Housing Needs Assessments – Vermont	Citywide Housing Needs Assessment – Evansville, IN
Regional Housing Needs Assessment – Asheville, NC Region	Housing Study & Needs Assessment – St. Johnsbury, VT
East District Rental Housing Needs Assessment – New Orleans, LA	Housing Needs Assessment – Yellow Springs, OH
Employer Survey & Housing Needs Assessment – Greene County, PA	Housing Needs Assessment – Penobscot Nation, ME
Preliminary Employee & Housing Needs Assessment – W. Liberty, KY	Countywide Housing Needs Assessment – Preble County, OH
Statewide Rural and Farm Labor Housing Needs Analysis – Texas	Affordable Housing Market Analysis – Jacksonville, NC
Countywide Rental Housing Needs Analysis & Hurricane Dolly Housing Impact Analysis – Hidalgo County, TX	Preliminary Downtown Housing Market Analysis – Cleveland, OH

The following individuals provided research and analysis assistance:

Christopher T. Bunch, Market Analyst has over ten years of professional experience in real estate, including five years of experience in the real estate market research field. Mr. Bunch is responsible for preparing market feasibility studies for a variety of clients. Mr. Bunch earned a bachelor's degree in Geography with a concentration in Urban and Regional Planning from Ohio University in Athens, Ohio.

June Davis, Office Manager of Bowen National Research, has 31 years of experience in market feasibility research. Ms. Davis has overseen production on over 25,000 market studies for projects throughout the United States.

Desireé Johnson is the Director of Operations for Bowen National Research. Ms. Johnson is responsible for all client relations, the procurement of work contracts, and the overall supervision and day-to-day operations of the company. She has been involved in the real estate market research industry since 2006. Ms. Johnson has an Associate of Applied Science in Office Administration from Columbus State Community College.

Ambrose Lester, Market Analyst, has conducted detailed research and analysis on a variety of residential alternatives, including rental and for-sale housing. She has conducted on-site research of buildable sites, surveyed existing rental and for-sale housing and conducted numerous stakeholder interviews. She has also conducted research on unique housing issues such as accessory dwelling units, government policy and programs and numerous special needs populations. Ms. Lester has a degree in Economics from Franciscan University of Steubenville.

Jody LaCava, Market Analyst, has researched housing trends throughout the United States since 2012. She is knowledgeable of various rental housing programs and for-sale housing development. In addition, she is able to analyze economic trends and pipeline data, as well as conduct in-depth interviews with local stakeholders and property managers.

Gregory Piduch, Market Analyst, has conducted site-specific analyses in both metro and rural areas throughout the country. He is familiar with multiple types of rental housing programs, the day-to-day interaction with property managers and leasing agents and the collection of pertinent property details. Mr. Piduch holds a Bachelor of Arts in Communication and Rhetoric from the University of Albany, State University of New York and a Master of Professional Studies in Sports Industry Management from Georgetown University.

Nathan Stelts, Market Analyst, is experienced in the assessment of housing operating under various programs throughout the country, as well as other development alternatives. He is also experienced in evaluating projects in the development pipeline and economic trends. Mr. Stelts has a Bachelor of Science in Business Administration from Bowling Green State University.

Stephanie Viren is the Research & Travel Coordinator at Bowen National Research. Ms. Viren focuses on collecting detailed data concerning housing conditions in various markets throughout the United States. Ms. Viren has extensive interviewing skills and experience and also possesses the expertise necessary to conduct surveys of diverse pools of respondents regarding population and housing trends, housing marketability, economic development and other socioeconomic issues relative to the housing industry. Ms. Viren's professional specialty is condominium and senior housing research. Ms. Viren earned a Bachelor of Arts in Business Administration from Heidelberg College.

In-House Researchers – Bowen National Research employs a staff of in-house researchers who are experienced in the surveying and evaluation of all rental and for-sale housing types, as well as in conducting interviews and surveys with city officials, economic development offices and chambers of commerce, housing authorities and residents.

No subconsultants were used as part of this assessment.

Addendum F: Glossary

Various key terms associated with issues and topics evaluated in this report are used throughout this document. The following provides a summary of the definitions for these key terms. It is important to note that the definitions cited below include the source of the definition, when applicable. Those definitions that were not cited originated from the National Council of Housing Market Analysts (NCHMA).

Area Median Household Income (AMHI) is the median income for families in metropolitan and non-metropolitan areas, used to calculate income limits for eligibility in a variety of housing programs. HUD estimates the median family income for an area in the current year and adjusts that amount for different family sizes so that family incomes may be expressed as a percentage of the area median income. For example, a family's income may equal 80 percent of the area median income, a common maximum income level for participation in HUD programs. (Bowen National Research, Various Sources)

Available rental housing is any rental product that is currently available for rent. This includes any units identified through Bowen National Research survey of rental properties identified in the study areas, published listings of available rentals, and rentals disclosed by local realtors or management companies.

Basic Rent is the minimum monthly rent that tenants who do not have rental assistance pay to lease units developed through the USDA-RD Section 515 Program, the HUD Section 236 Program and the HUD Section 223 (d) (3) Below Market Interest Rate Program. The Basic Rent is calculated as the amount of rent required to operate the property, maintain debt service on a subsidized mortgage with a below-market interest rate, and provide a return on equity to the developer in accordance with the regulatory documents governing the property.

Contract Rent is (1) the actual monthly rent payable by the tenant, including any rent subsidy paid on behalf of the tenant, to the owner, inclusive of all terms of the lease (HUD & RD) or (2) the monthly rent agreed to between a tenant and a landlord (Census).

Cost overburdened households are those renter households that pay more than 30% or 35% (depending upon source) of their annual household income towards rent. Typically, such households will choose a comparable property (including new affordable housing product) if it is less of a rent burden.

Elderly Person is a person who is at least 62 years of age as defined by HUD.

Elderly or Senior Housing is housing where (1) all the units in the property are restricted for occupancy by persons 62 years of age or older or (2) at least 80% of the units in each building are restricted for occupancy by households where at least one household member is 55 years of age or older and the housing is designed with amenities and facilities designed to meet the needs of senior citizens.

Extremely low-income is a person or household with income below 30% of Area Median Income adjusted for household size.

Fair Market Rent (FMR) are the estimates established by HUD of the gross rents (contract rent plus tenant paid utilities) needed to obtain modest rental units in acceptable condition in a specific county or metropolitan statistical area. HUD generally sets FMR so that 40% of the rental units have rents below the FMR. In rental markets with a shortage of lower priced rental units HUD may approve the use of Fair Market Rents that are as high as the 50^{th} percentile of rents.

Frail Elderly is a person who is at least 62 years of age and is unable to perform at least three "activities of daily living" comprising of eating, bathing, grooming, dressing or home management activities as defined by HUD.

Garden apartments are apartments in low-rise buildings (typically two to four stories) that feature low density, ample open-space around buildings, and on-site parking.

Gross Rent is the monthly housing cost to a tenant which equals the Contract Rent provided for in the lease plus the estimated cost of all tenant paid utilities.

Household is one or more people who occupy a housing unit as their usual place of residence.

Housing Choice Voucher (Section 8 Program) is a Federal rent subsidy program under Section 8 of the U.S. Housing Act, which issues rent vouchers to eligible households to use in the housing of their choice. The voucher payment subsidizes the difference between the Gross Rent and the tenant's contribution of 30% of adjusted gross income, (or 10% of gross income, whichever is greater). In cases where 30% of the tenant's income is less than the utility allowance, the tenant will receive an assistance payment. In other cases, the tenant is responsible for paying his share of the rent each month.

Housing unit is a house, apartment, mobile home, or group of rooms used as a separate living quarters by a single household.

HUD Section 8 Program is a Federal program that provides project based rental assistance. Under the program HUD contracts directly with the owner for the payment of the difference between the Contract Rent and a specified percentage of tenants' adjusted income.

HUD Section 202 Program is a Federal program, which provides direct capital assistance (i.e. grant) and operating or rental assistance to finance housing designed for occupancy by elderly households who have income not exceeding 50% of the Area Median Income. The program is limited to housing owned by 501(c)(3) nonprofit organizations or by limited partnerships where the sole general partner is a 501(c)(3) nonprofit organization. Units receive HUD project based rental assistance that enables tenants to occupy units at rents based on 30% of tenant income.

HUD Section 236 Program is a Federal program which provides interest reduction payments for loans which finance housing targeted to households with income not exceeding 80% of Area Median Income who pay rent equal to the greater of Basic Rent or 30% of their adjusted income. All rents are capped at a HUD approved market rent.

HUD Section 811 Program is a Federal program, which provides direct capital assistance and operating or rental assistance to finance housing designed for occupancy by persons with disabilities who have income not exceeding 50% of Area Median Income. The program is limited to housing owned by 501(c)(3) nonprofit organizations or by limited partnerships where the sole general partner is a 501(c)(3) nonprofit organization.

Income Limits are the Maximum Household Income by county or Metropolitan Statistical Area, adjusted for household size and expressed as a percentage of the Area Median Income for the purpose of establishing an upper limit for eligibility for a specific housing program. Income Limits for federal, state and local rental housing programs typically are established at 30%, 50%, 60% or 80% of AMI.

Low-Income Household is a person or household with gross household income between 50% and 80% of Area Median Income adjusted for household size.

Low-Income Housing Tax Credit is a program to generate equity for investment in affordable rental housing authorized pursuant to Section 42 of the Internal Revenue Code, as amended. The program requires that a certain percentage of units built be restricted for occupancy to households earning 80% or less of Area Median Income, and that the rents on these units be restricted accordingly.

Market vacancy rate (physical) is the average number of apartment units in any market which are unoccupied divided by the total number of apartment units in the same market, excluding units in properties which are in the lease-up stage. Bowen National Research considers only these vacant units in its rental housing survey.

Mixed income property is an apartment property containing (1) both income restricted and unrestricted units or (2) units restricted at two or more income limits (i.e. low-income tax credit property with income limits of 30%, 50% and 60%).

Moderate Income is a person or household with gross household income between 40% and 60% of Area Median Income adjusted for household size.

Non-Conventional Rentals are generally structures with four or fewer rental units.

Overcrowded housing is often considered housing units with 1.01 or more persons per room. These units are often occupied by multi-generational families or large families that are in need of more appropriately-sized and affordable housing units. For the purposes of this analysis, we have used the share of overcrowded housing from the American Community Survey.

Pipeline housing is housing that is currently under construction or is planned or proposed for development. We identified pipeline housing during our telephone interviews with local and county planning departments and through a review of published listings from housing finance entities such as MSHDA, HUD and USDA**.**

Population trends are changes in population levels for a particular area over a specific period of time which is a function of the level of births, deaths, and net migration.

Potential support is the equivalent to the *housing gap* referenced in this report. The *housing gap* is the total demand from eligible households that live in certain housing conditions (described in Section VIII of this report) less the available or planned housing stock that was inventoried within each study area.

Project-based rent assistance is rental assistance from any source that is allocated to the property or a specific number of units in the property and is available to each income eligible tenant of the property or an assisted unit.

Public Housing or Low-Income Conventional Public Housing is a HUD program administered by local (or regional) Housing Authorities which serves Low- and Very Low-Income households with rent based on the same formula used for HUD Section 8 assistance.

Rent burden is gross rent divided by adjusted monthly household income.

Rent burdened households are households with rent burden above the level determined by the lender, investor, or public program to be an acceptable rent-to-income ratio.

Replacement of functionally obsolete housing is a demand consideration in most established markets. Given the limited development of new housing units in the study area, homebuyers are often limited to choosing from the established housing stock, much of which is considered old and/or often in disrepair and/or functionally obsolete. There are a variety of ways to measure functionally obsolete housing and to determine the number of units that should be replaced. For the purposes of this analysis, we have applied the highest share of any of the following three metrics: cost burdened households, units lacking complete plumbing facilities, and overcrowded units. This resulting housing replacement ratio is then applied to the existing occupied housing stock to estimate the number of for-sale units that should be replaced in the study areas.

Restricted rent is the rent charged under the restrictions of a specific housing program or subsidy.

Single-Family Housing is a dwelling unit, either attached or detached, designed for use by one household and with direct access to a street. It does not share heating facilities or other essential building facilities with any other dwelling.

Special needs population is a specific market niche that is typically not catered to in a conventional apartment property. Examples of special needs populations include: substance abusers, visually impaired person or persons with mobility limitations.

Standard Condition: A housing unit that meets HUD's Section 8 Housing Quality Standards.

Subsidized Housing is housing that operates with a government subsidy often requiring tenants to pay up to 30% of their adjusted gross income toward rent and often limiting eligibility to households with incomes of up to 50% or 80% of the Area Median Household Income. (Bowen National Research)

Subsidy is monthly income received by a tenant or by an owner on behalf of a tenant to pay the difference between the apartment's contract rent and the amount paid by the tenant toward rent.

Substandard housing is typically considered product that lacks complete indoor plumbing facilities. Such housing is often considered to be of such poor quality and in disrepair that is should be replaced. For the purposes of this analysis, we have used the share of households living in substandard housing from the American Community Survey.

Substandard conditions are housing conditions that are conventionally considered unacceptable which may be defined in terms of lacking plumbing facilities, one or more major systems not functioning properly, or overcrowded conditions.

Tenant is one who rents real property from another.

Tenant paid utilities are the cost of utilities (not including cable, telephone, or internet) necessary for the habitation of a dwelling unit, which are paid by the tenant.

Tenure is the distinction between owner-occupied and renter-occupied housing units.

Townhouse (or Row House) is a single-family attached residence separated from another by party walls, usually on a narrow lot offering small front and back-yards; also called a row house.

Unaccompanied Youth persons under 25 years of age, or families with children and youth, who do not qualify as homeless under this definition, but who are homeless under section 387 of the Runaway and Homeless Youth Act, Violence Against Women Act, or McKinney-Vento homeless Assistance Act as defined by HUD.

Vacancy Rate – Economic Vacancy Rate (physical) is the maximum potential revenue less actual rent revenue divided by maximum potential rent revenue. The number of total habitable units that are vacant divided by the total number of units in the property.

Very Low-Income Household is a person or household with gross household income between 30% and 50% of Area Median Income adjusted for household size.

Windshield Survey references an on-site observation of a physical property or area that considers only the perspective viewed from the "windshield" of a vehicle. Such a survey does not include interior inspections or evaluations of physical structures.

Addendum G: Sources

Bowen National Research uses various sources to gather and confirm data used in each analysis. These sources include the following:

- 2000 and 2010 U.S. Census
- American Community Survey
- Ann Arbor Area Transit Authority
- Ann Arbor Downtown Market Scan 2016
- A Survey of Downtown Ann Arbor Commuters and Decision-Makers 2018
- Feasibility Analysis of Affordable Housing on Underutilized City-Owned Property (January 2020)
- City Parking, Ann Arbor Observer (November 2020)
- City-DDA Parking Agreement 2011
- ESRI Demographics
- FBI Uniform Crime Report (UCR)
- HUDUser.gov
- IPEDS Information Database
- Management for each property included in the survey
- Michigan Almanac – Office of Budget and Planning
- Mlive.com
- Mobility in Ann Arbor: Today Factbook (November 2019)
- National Housing Preservation Database (October 2020)
- National Walkability Index
- Nelson/Nygaard Consulting Associates
- OnTheMap.ces.census.gov
- Planning Representatives
- Profile of jobs and workers most impacted by COVID-19 lockdowns in Southeast
- Public Parking & Transportation Demand Management Strategies Plan (April 2010)
- Michigan SEMCOG (August 2020)
- RealtyTrac.com
- Residential Construction in Southeast Michigan, SEMCOG (April 2019)
- Southeast Michigan Council of Governments (SEMCOG)
- Smith Group
- State of the Downtown Report 2019
- Triad Real Estate Partners 2017-2018 Research Report
- University of Michigan Common Data Sets
- U.S. Department of Housing and Urban Development (HUD)
- U.S. Department of Labor, Bureau of Labor Statistics
- Urban Decision Group (UDG)
- Various Stakeholders
- Walkscore.com

APPENDIX B.
ONLINE SURVEY RESULTS

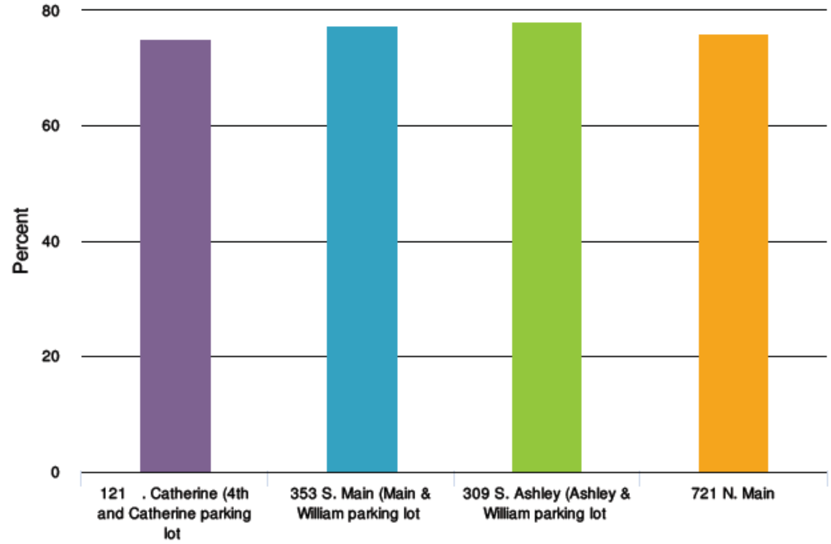
Report for Housing + Affordability Community Survey (FINAL REPORT)

Response Counts

Completion Rate:	**61.5%**	
	Complete	424
	Part al	265
		Totals: 689

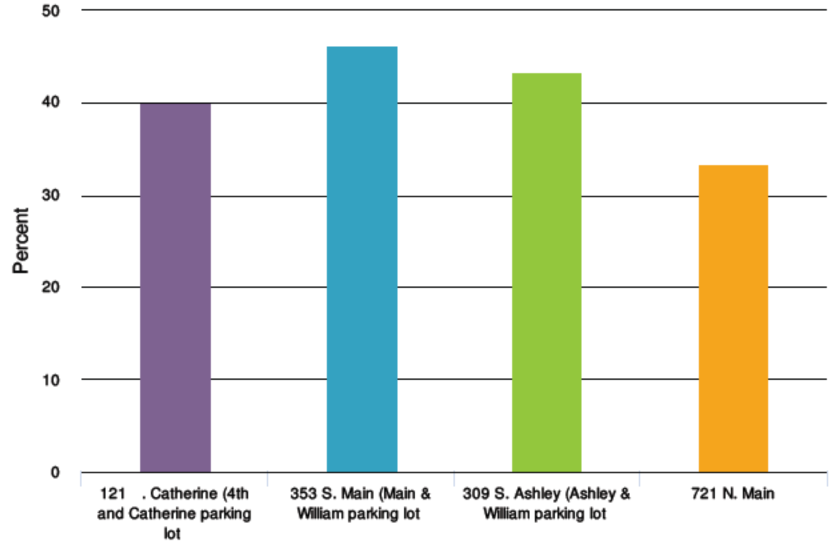
**Survey Results Final Report includes Partial Responses.*

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



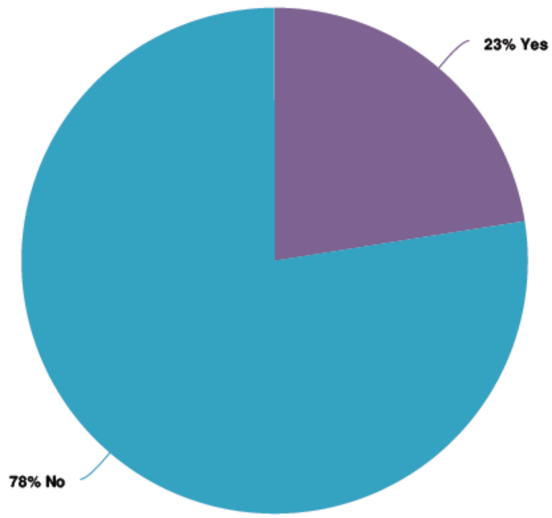
Value		Percent	Responses
121 E Cather ne (4th and Cather ne park ng lot)		75 0%	488
353 S Ma n (Ma n & W ll am park ng lot)		77 3%	503
309 S Ashley (Ashley & W ll am park ng lot)		78 0%	508
721 N Ma n		75 9%	494

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



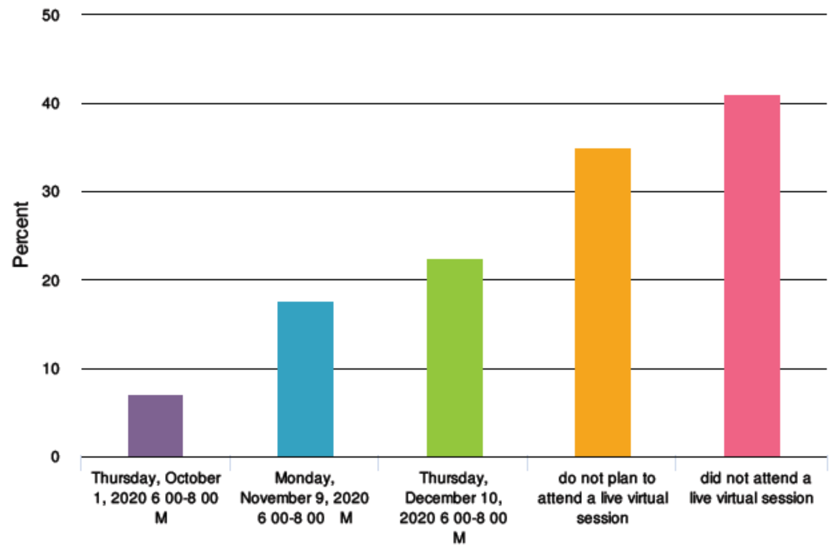
Value		Percent	Responses
121 E Cather ne (4th and Cather ne park ng lot)		39 9%	97
353 S Ma n (Ma n & W ll am park ng lot)		46 1%	112
309 S Ashley (Ashley & W ll am park ng lot)		43 2%	105
721 N Ma n		33 3%	81

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?



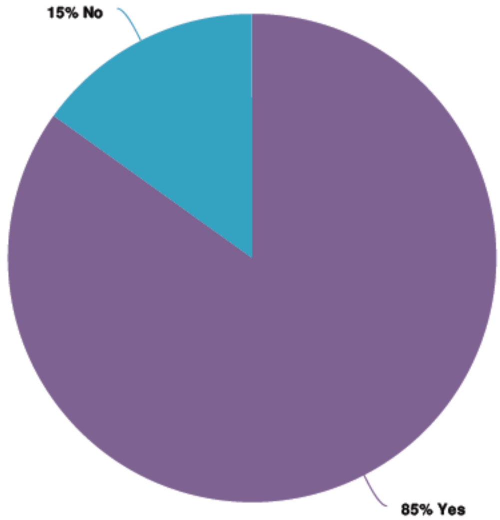
Value		Percent	Responses
Yes		22 5%	143
No		77 5%	493
			Totals: 636

4. Are you planning on or did you participate in one or more of the live virtual engagement sessions on these four sites?Click here to RSVP: https://www.community-engagement-annarbor.com/



Value		Percent	Responses
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 l ve v rtual sess on		35 0%	215
I d d not attend a l ve v rtual sess on		40 9%	251

5. Do you live in Ann Arbor?



Value		Percent	Responses
Yes		84 9%	505
No		15 1%	90
			Totals: 595

6. What is your street address?

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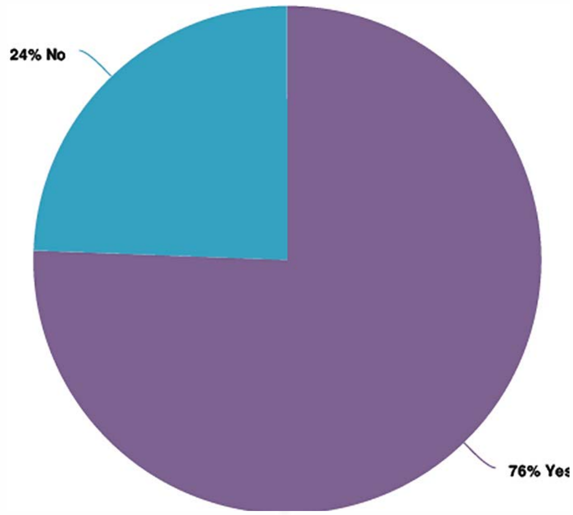
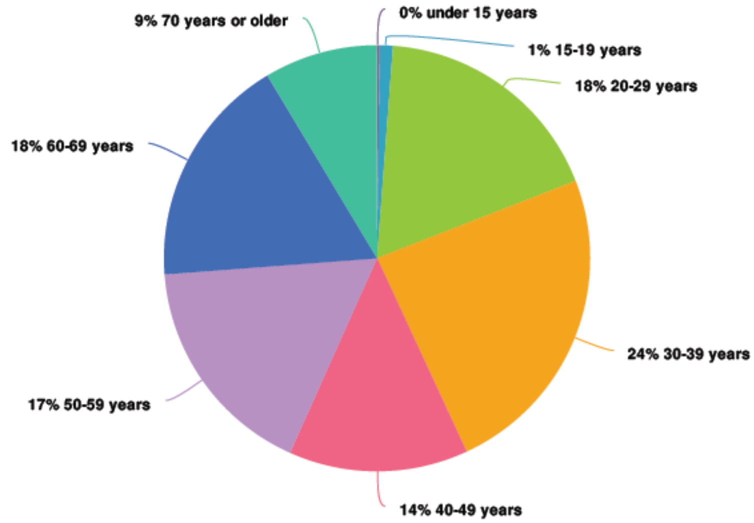
7. Do you work in Ann Arbor?



Value		Percent	Responses
Yes		75 6%	443
No		24 4%	143
			Totals: 586

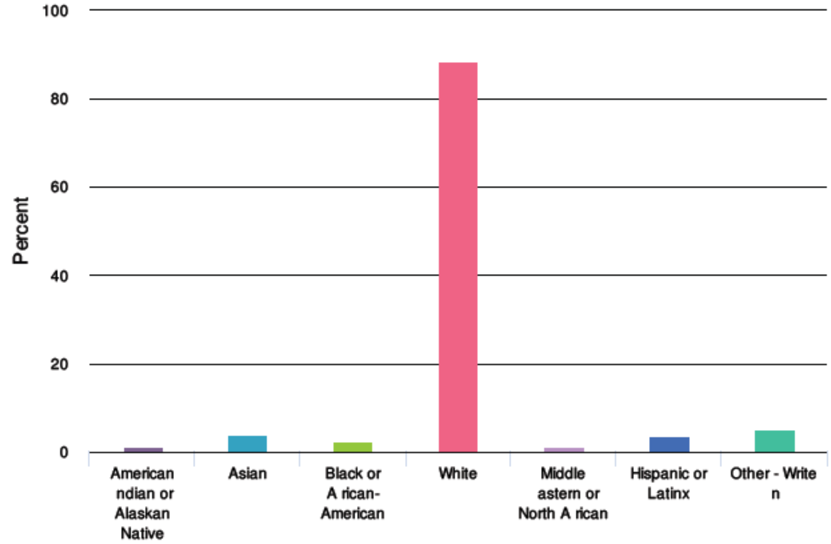
8. What is your age?



Value	Percent	Responses
under 15 years	0 2%	1
15 19 years	1 0%	6
20 29 years	17 9%	104
30 39 years	24 0%	139
40 49 years	13 6%	79
50 59 years	17 1%	99
60 69 years	17 6%	102
70 years or older	8 6%	50

Totals: 580

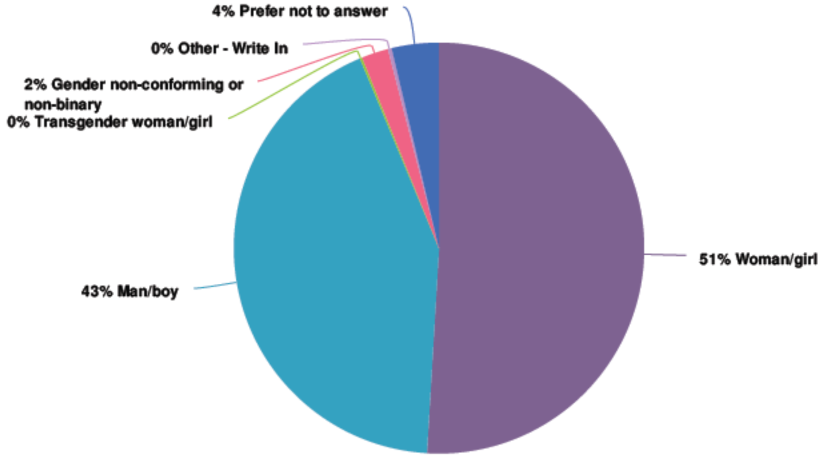
9. What identifiers would you use to describe yourself?



Value		Percent	Responses
Amer can Ind an or Alaskan Nat ve		0 9%	5
As an		3 9%	22
Black or Afr can Amer can		2 3%	13
Wh te		88 3%	496
M ddle Eastern or North Afr can		1 1%	6
H span c or Lat nx		3 4%	19
Other Wr te In		5 0%	28

Other - Write In	Count
M xed	3
Amer can	2
Amer can Ind an Caucas an	1
Black hearted Ir shman M ch gan born	1
Caucas an Nat ve Amer can	1
Euro Amer can	1
Human	1
Ind an	1
Mult	1
Mult rac al	1
North Amer can	1
Not appl cable	1
Person of non color	1
Prefer not to answer	1
human	1
prefer not to answer	1
Totals	19

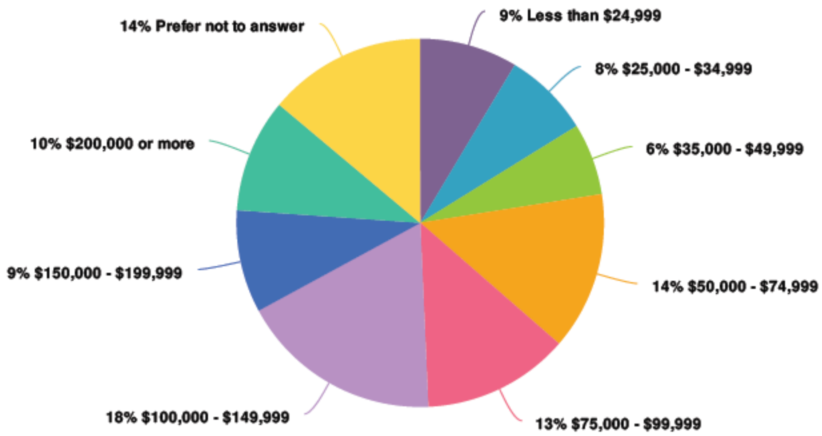
10. What is your gender identity?



Value		Percent	Responses
Woman/g rl		51 0%	293
Man/boy		42 8%	246
Transgender woman/g rl		0 2%	1
Gender non conform ng or non b nary		2 1%	12
Other Wr te In		0 3%	2
Prefer not to answer		3 7%	21
			Totals: 575

Other - Write In	Count
Prefer	1
Taxpayer customer patron	1
Totals	2

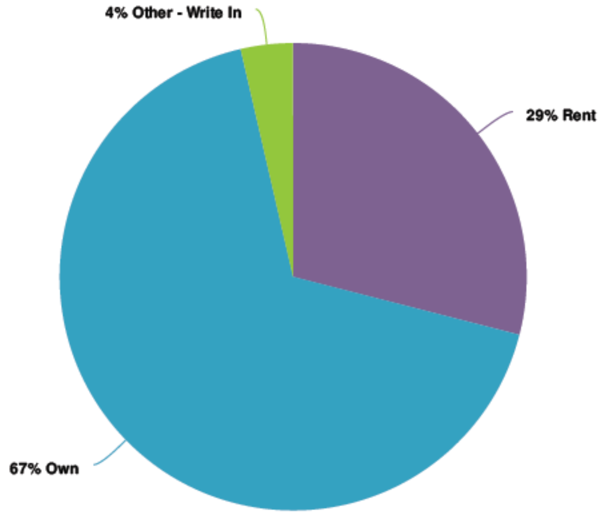
11. Which best describes your household income last year?



Value		Percent	Responses
Less than $24 999		8 6%	49
$25 000 $34 999		7 6%	43
$35 000 $49 999		6 3%	36
$50 000 $74 999		13 9%	79
$75 000 $99 999		12 9%	73
$100 000 $149 999		17 8%	101
$150 000 $199 999		9 0%	51
$200 000 or more		10 0%	57
Prefer not to answer		13 9%	79

Totals: 568

12. Do you rent or own your primary residence?



Value	Percent	Responses
Rent	29 0%	169
Own	67 4%	393
Other Wr te In	3 6%	21
		Totals: 583

Other - Write In	Count
Lve wth parents rent free	3
Coop	2
l ve wth parents	2
Co op	1
Cooperat ve Ownersh p	1
Cooperat ve member owner	1
I l ve wth my parents who own the r home	1
In Process of own ng	1
In the process of own ng	1
Lve wth fam ly	1
Lve wth fam ly currently	1
Lv ng wth fam ly	1
Share	1
Stay ng w/ Relat ves for COVID	1
coop	1
Totals	19

13. The city is considering the following objectives for redeveloping 121 E. Catherine Street. Rank these objectives 1-6, with 1 being the most important and 6 being the least important.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Max m ze affordable hous ng un ts for 60% Area Med an Income (AMI) households on s te	1		1 666	337
Act vate the ground floor for publ c benef t	2		1 359	328
Develop a m x of hous ng un t types and pr ces	3		1 189	314
Ma nta n some c ty ownersh p/control	4		1 040	316
Prov de park ng on s te	5		997	318
Max m ze market rate res dent al	6		694	302

Lowe st Rank H gh est Rank

14. **121 E. Catherine:** What objectives are missing (if any)?

ResponseID	Response
20	Max m ze the number of hous ng un ts because more hous ng means greater affordab l ty c tyw de
29	Aesthet cs of construct on (Greenspace H stor c or br ck/arched facade to matche surround ng bu ld ng styles)
30	The c ty needs th s surface lot On street park ng s always at a prem um and other unava lable
34	Work w th the food coop on the f rst floor
37	Not adher ng to net zero goals
38	No park ng s needed
55	effect of removal of park ng on ex st ng Farmer s market ava lab l ty of reasonable shopp ng for low ncome res dents
59	leav ng as s the shops n the area depend on th s park ng
60	no
61	Unbundled park ng (a buy up for occupants ava lable for leas ng f supply prov ded by c ty exceeds demand) B cycle amen t es
62	prov de for net zero energy bu ld ng prov de commun ty benef t
63	Look n ce
65	Keep park ng for Kerrytown
71	Affordable hous ng for lower ncome levels
77	Max m ze future property tax revenue
78	Arch tecturally nterest ng des gn
79	Have bu ld ng w th excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
85	Impact on Kerrytown bus nesses
88	Prov de publ c park ng for farmers market customers
91	Solar
92	Max m ze affordable hous ng mpact by any appropr ate means nd v dual res dents l ke me aren t necessar ly qual f ed to determ ne whether market rate or subs d zed un ts make sense on a spec f c s te

ResponseID	Response
93	cons derat on of current merchants n the area park ng needs env ronmental needs th s property should be 100 net zero
94	B ke amen t es Ass st ng n the health of the Farmers Market and the People s Food Coop
96	setback that supports good walk ng exper ence around th s corner
100	Increase dens ty c ty needs to grow vert cally
101	Green space
107	Mak ng the bu ld ng feel l ke t f ts n w th the ne ghborhood and s an asset to the area
110	More park ng
115	Do not bu ld on th s lot
117	Keep t as surface park ng to preserve econom c v tal ty of Kerrytown shopp ng area and Farmer s market Older people and those of any age who use a cane or a walker won t be able to shop here eas ly f they have to park n a structure further away We need to th nk of such res dents when mak ng plans
118	Ma nta n ne ghborhood character S x stor es seems out of place
121	Act ve street frontage NO surface park ng
127	Arch tectural aesthet cs (not another 100 s 4th please) max m ze greenspace/tree canopy
152	Park ng on s te w ll not compensate for the loss of park ng for the shops n Kerrytown
154	Ma nta n ng surface park ng
159	do not develop at all
160	replace or expand publ c park ng for bus ness d str ct
162	tax ng out m ddle class
171	green space green nfrastructure blend ng arch tecture w th current env ronment
178	C ty control only to the extent that they ensure affordable hous ng nto perpetu ty
187	b ke park ng and act ve transportat on accommodat ons
193	common sense
195	keep lot for customers of area reta l and farmers market
198	Ground level reta l b ke park ng nter or courtyard street trees
200	cons derat on of mpact on Kerrytown and surround ng small bus nesses block ng of natural l ght for bu ld ng mmed ately to the west blend ng w th current bu ld ng types
202	act vate ground floor w th small su tes wh ch better f t local small bus nesses rather than larger su tes wh ch better f t large cha ns
204	Max m ze the # of un ts overall
212	cons der value of property for future commerc al development cons der mportance of current funct on property
217	I ve used the electr c veh cles at th s s te and f Prov de park ng on s te s needed then I would l ke to make sure spots for electr c and shared car serv ces are st ll ava lable
234	Des gn n scale and mater als compat ble w th the h stor c ne ghborhood
236	Th s s te needs to rema n a park ng lot

ResponseID	Response
261	more affordable hous ng
267	Th s lot prov des easy access for mob l ty challenged nd v duals to mange to get to the var ous bus nesses from a ramp equ pped van d sab l ty access s mportant
272	ensure structural and funct onal blend w th ne ghborhood
275	Sect on 8 appl cants
276	F rst do no harm Park ng here needed for farmer s markets Please do not choose th s s te for affordable hous ng
292	Aesthet cs
298	Arrest utop f cat on of Ann Arbor
301	Keep s te as park ng
302	Ut l ty consumpt on susta nab l ty
318	We do not need more affordable hous ng The c ty should not be nvolved n these pro ects
320	Cooperat ve ownersh p as a path to equ ty for members
339	If us ng for affordable hous ng must ma nta n standards wh ch w ll be d ff cult for a developer Cannot let bu ld ng deter orate l ke others have n c ty
340	Market Rate Development
341	on
342	Leav ng the last sect on of Ann Arbor unmarred by development alone
345	Whatever happens to th s lot should benef t Kerrytown bus nesses
349	He ght of bu ld ng
357	Need for park ng for ex st ng bus nesses n the area nclud ng conven ent hand cap access ble park ng
358	Prov de on s te secur ty
362	Remove all park ng and replace w th mult level res dent al off ce and reta l
364	There s not enough park ng for customers nearby Do not take any more of our park ng lots
369	Hous ng deals w ll not penc l f nanc al n Ann Arbor w thout c ty part c pat on through reduc ng the cost of the land c ty prov s on of long term ground lease and tax abatement s necessary
378	Max m ze total un ts of hous ng regardless of ncome level
382	I would l ke to add an ob ect ve of max m z ng affordable hous ng un ts for 40% AMI and below
384	Eco fr endly/Cl mate res l ent
389	Park ng at th s s te should be for res dents only but f park ng s removed for the publ c Ann Street park ng should be per hour nstead of hav ng flat fees
392	susta nable construct on
401	Pr or t z ng the needs of BIPOC
407	Safety
409	m n mum s ze spec f cat ons wh ch must be equal between LIHC and market rate hous ng
411	Manag ng traff c flow for shoppers and res dents

ResponseID	Response
413	ne ghborhood park ng for reta l customers
414	landscap ng/green space
419	Net zero
420	common areas and soc al engagement
421	Affordab l ty means to meet the m n mum wage or ra se t to l v ng wage
422	I ob ect to th s s te All the others are good cho ces There s not enough park ng close to the Farmer s Market nclud ng hand cap park ng to take away th s lot
423	Commun ty serv ces & publ c spaces
425	Ma nta n reta l space for a v brant downtown Affordable hous ng should not be located w th n the DDA footpr nt
430	Max m ze affordable un ts for people formerly homeless or at 30% AMI or less
434	publ c hous ng
436	Commun ty Land Trust and Decomm d f cat on of Hous ng n Ann Arbor
438	El m nate prof t for r ch assholes
445	Good des gn
450	Eco fr endly/Cl mate res l ent
458	Env ronmentally Susta nable Development Des gned to mprove ndoor a r qual ty rooftop Green space for res dents bu ld ng/ rooms needs to nclude d sab l ty nfrastructure (hand ra ls open curb s des benches to s t) bu ld ng should bu lt w th fam l es and ch ldren n m nd not for Un vers ty students
460	Keep ng the park ng lot as s Th s area badly needs publ c park ng lots such as th s one The c ty ust spent $60 000 to put up solar panels at the lot
465	None but the gap between #1 and #2 6 s HUGE We desperately need affordable hous ng n Ann Arbor And I would also suggest that we focus on mprov ng publ c transportat on and other susta nab l ty programs and avo d wast ng publ c space on park ng nfrastructure wh ch t es us to a non susta nable car f lled future
471	Increase access to publ c trans t and b ke lanes
474	Green Spaces
477	The c ty really needs to add as many affordable un ts as poss ble I work hard and my rent s lower than all of my ne ghbors but t s st ll tough to pay the b lls Waaay more affordable un ts are needed Improv ng on publ c trans t would ease the c ty s park ng needs
483	100% affordable hous ng
484	Ensure publ c transportat on n close prox m ty
485	More low ncome house / more retent on of ownersh p & control
490	Includ ng as much affordable hous ng as poss ble
497	Improved publ c transportat on
501	The ob ect ve to keep The Farmer s market and Kerrytown func on ng
505	Max m ze development of affordable un ts at AMI (not above)
516	M xed use on ground floor
527	Max m ze hous ng un ts

ResponseID	Response
531	n/a
533	Bu ld ng w th susta nab l ty and us ng renewable energy (solar)
535	As much as I know you d l ke to you cannot ust remove the park ng Those bus nesses depend on t for the r l ves There s LOTS of space throughout the c ty for workforce hous ng that would HELP bus nesses not destroy them Look to McK nley/Albert Berr z 2016 comments n A2 News The S Industr al s te s deal and w th McK nley cooperat on no LIHTC needed
536	Balance of new bu ld ng w th (creat ng outdoor spaces)
540	n/a
548	Net Zero Energy
549	Include a percentage for return ng c t zens (people return ng to soc ety from ncarcerat on)
563	Grocery on f rst floor
564	green space for res dents
565	Not ru n ng Kerry Town Not mak ng taxpayers pay for below ground park ng
568	Ob ect ng to affordable hous ng We know what you d d wh te gu lt ng people l ke LBJ then p ck ng the r pockets f nally g v ng the taxpayer money to your fr ends You made th s stup d c ty unaffordable for us N ce class warfare when t s r ch and poor
570	Env ronmental cons derat ons
571	Development of on/near s te publ c transportat on to l m t need to waste hous ng space on park ng
576	Can not terate enough how cruc al affordable hous ng s for Ann Arbor as the e ghth most econom cally segregated metro area n the US
578	The phys cal bu ld ng should pr or t ze the construct on of affordable hous ng un ts
581	Leave exclus vely as park ng or replace current about w th publ c not development related spaces
582	Max m ze s te potent al
591	More affordable hous ng more publ c hous ng and more publ c transport
593	Traff c management plann ng to accomodate new res dents wh le ma nta ng good traff c flow
595	Bu ld ng des gn blends w th h stor c ne ghborhood
596	G ven how strat f ed Ann Arbor ncomes are 60% AMI s st ll too h gh to be affordable Also absent n th s s the cons derat ons of what Black res dents from the old ne ghborhood would l ke to see happen w th the s te g ven the ways the c ty has d splaced them from the area through current and past hous ng pol c es Ensur ng that the bu ld ngs are constructed w th the best ava lable env ronmental codes the c ty should be los ng money on th s s te g ven how d sastrous ts hous ng pol c es have been for work ng class people
600	Access b l ty (Access ble hous ng)
602	Th s spaces should be used for affordable hous ng As a young profess onal l v ng and work ng n Ann Arbor I s mply could not afford to l ve on my own I work n Op o d Use D sorder treatment research at the Un vers ty of M ch gan and t s absurd that I would not be able to afford to l ve here f not for roommates Many others n Ann Arbor those work ng for the Un vers ty or otherw se are n my same pos t on Landlords n Ann Arbor have notor ously pr ce gouged on the r rent but those pr ces are not reflected n the qual ty of the l v ng space I have been a res dent for four years When t came t me to look for a new apartment I spent 6 months try ng to f nd a new apartment that was affordable and was ma nta ned I was tour ng places meet ngs w th landlords and search ng for apartments DAILY for 6 months I struggled to f nd any l vable space under $1400/month One of the most absurd exper ences I had dur ng that t me was tour ng an apartment that was l sted for $1400/month Upon enter ng the apartment I real zed the floor was not level and so slanted I became d zzy and nauseous Th s s a clear example that homes even beyond the threshold of affordab l ty are not l vable spaces

ResponseID	Response
606	Eff c ent Des gn
611	Food access s there grocery and affordable food nearby?
614	Close to publ c transportat on A green bu ld ng to m n m ze energy costs
616	lower AMI to 30 50%
627	Keep Development 100% Affordable Hous ng
629	Max mum tax revenue benef t
630	Ma nta n v brant and thr v ng reta ls already s tuated nearby
634	easy access to grocey and drug stores
640	Establ sh f rm goals for d vers ty n the occupants
642	More park ng s needed and res dents should have pr or ty for park ng There should be a f rm goal to ensure the d vers ty of the res dent populat on
645	Support ve serv ces and reta l
650	Contr bute to A20 Goal susta nab l ty Non student affordable hous ng
652	Pr or t ze th s s te for Support ve Hous ng for lowest ncome households
656	Let t rema n as s publ c park ng
663	Spread the wealth
666	Bu ld ng affordable hous ng should be the #1 pr or ty Our affordable hous ng supply s not keep ng up w th populat on growth and t s forc ng people to relocate to Yps and surround ng areas wh ch puts the burden on them and d splaces fam l es there Instead of worry ng about park ng spaces we need to be nvest ng n a better publ c trans t system because t s the long term susta nable solut on
668	Develop Permanent Support ve Hous ng for those that exper enc ng homelessness
674	Close to publ c transportat on A green bu ld ng to m n m ze energy costs
681	I would say prov d ng off ce & reta l potent al
688	park ng as descr bed s st ll a prem um n th s area espec ally for weekends and ne ghborhood events However max m z ng affordable hous ng s my pr mary ob ect ve
689	Seomth ng not so tall
690	Include a publ cly access ble element developed by the Black commun ty to recogn ze the h story of the ne ghborhood M n m ze market rate res dent al M n m ze park ng The underground parks costs are wayyyyyy too much money fc Wh le I am generally n support of a m x of hous ng w th n pro ects (we need to desegregate our ne ghborhoods) there s already an abundance of market rate hous ng n the area w th t near mposs ble to f nd anyth ng to rent under $1200/month I would l ke to clar fy that I want to max m ze affordable hous ng un ts for UP TO 60% area med an ncome And not w th ust a couple un ts spr nkled n at the lowest ncome levels

15. **121 E. Catherine:** What objectives are not needed (if any)?

ResponseID	Response
8	c ty ownersh p
20	Prov de park ng on s te THere s plenty of park ng n the area and we should be str v ng to max m ze walkab l ty not subs d ze park ng
24	Park ng
29	There s so much park ng downtown t s not neccessary max m zat on of un t construct on may also not be appropr ate
30	There are a lot of people l v ng n the area I m not sure the c ty needs more populat on dens ty n the area
38	Park ng
55	max m ze market rate rs dent al
59	bu ld ng hous ng on th s s te
60	park ng on s te
61	Max m ze market rate s not needed UNLESS the goal s to create a C ty revenue stream that would allow more affordable un ts n other parts of the c ty w th lower land values and/or development costs and/or constra nts
63	Park ng on s te
65	S te s not best su ted for Affordable Hous ng Park ng s tough n the area & tax base should be max m zed
71	Park ng of any k nd There s tons of park ng very nearby No need for park ng here
72	On s te park ng should not be an ob ect ve
77	No need to reserve subs d zed un ts
78	Park ng
85	A bu ld ng of any k nd
89	Park ng
91	Park ng
92	Prov de park ng on s te Th s s one of the densest and most trans t r ch areas of Ann Arbor
94	Max m ze market rate res dent al
96	park ng on s te Use Ann Street lot

ResponseID	Response
101	Affordable hous ng n th s locat on
106	Market rate hous ng
108	Park ng on s te
110	Expens ve h gh r se
111	Park ng
112	Park ng
114	Does the c ty need to own upon complet on?
117	Hous ng s needed less than park ng s needed here Y lot and Kl ne s lot should be max m zed for affordable hous ng wh ch s a d re need But not r ght to sacr f ce the ab l ty f sen ors and d fferently abled people to shop n Kerrytown area Bad for Kerrytown bus ness too
122	No need for developers
127	There s so much park ng downtown t s not neccessary max m zat on of un t construct on may also not be appropr ate
128	Park ng on s te
157	Prov de park ng on s te
159	max m ze market rate res dent al
162	c ty control
164	park ng market rate res dent al and ground floor space are all unnecessary There s plenty of space for publ c benef t at the nearby farmer s market
178	I del berately d d not select max market rate park ng Not mportant
187	max m ze market rate res dent al s not needed
191	Park ng
193	all
194	Park ng
195	not appropr ate us of th s locat on
198	Act vate the ground floor s g bber sh
202	Not sure park ng and c ty ownersh p are necessary
204	Park ng
205	Max m ze market rate res dent al
212	no 5 and 6
214	Just because hous ng s subs d zed and ava lable only to people w th 60% AMI does NOT mean t sn t m xed ncome The AMI s so h gh for Washtenaw County that there s a huge m x of people below 60% That ranges from lower m ddle class to dest tute
217	There s plenty of market rate res dent al n th s area compared to the affordable hous ng un ts that could be here So Max m ze market rate res dent al s unneeded
218	park ng
225	park ng

ResponseID	Response
229	Publ c benef t
234	Commerc al use
236	Th s s te needs to rema n a park ng lot f r users of the farmers market
237	Park ng on s te s not needed
263	Park ng sn t needed ust get more bu ld ngs
270	Park ng s not needed
272	max m ze market rate res dent al
279	ons te park ng and c ty ownersh p
287	One concern I have s that affordable hous ng w ll ust end up go ng to students who are a largely trans ent populat on w th l ttle connect on to the commun ty
292	C ty ownersh p?
298	Affordable hous ng
299	max market rate res dent al
301	None
302	M xed use
303	Max m ze market rate res dent al
318	Affordable hous ng s not necessary They can l ve n Yps lant f they can t afford Ann arbor
320	Max m z ng for market rate c ty/publ c ownersh p
328	Maz m ze market rate res dent al
334	el m nate C ty control
340	Affordable Hous ng
341	None
342	Th s ent re enterpr se
344	Park ng
345	Anyth ng that does not benef t Kerrytown bus nesses
349	Prof t
357	Max m ze affordable hous ng n an expens ve area
359	park ng on s te
362	No park ng on s te What a waste of space
374	park ng
376	Park ng
378	W thout more nformat on I m not sure but I do not understand why we need to ma nta n c ty ownersh p
379	publ c benef t ground floor c ty ownersh p and park ng

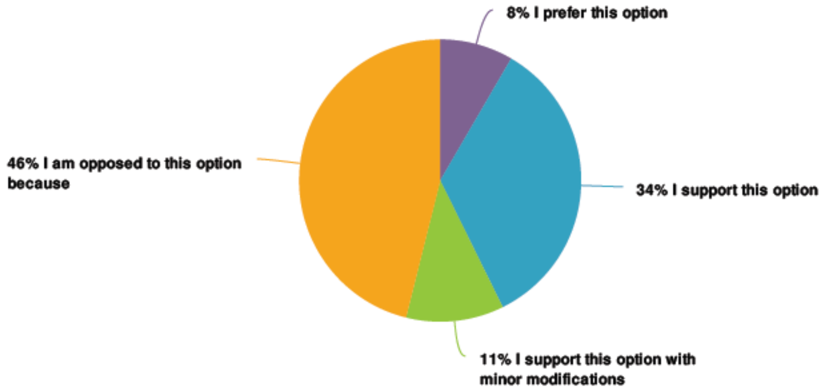
ResponseID	Response
388	park ng t s a small lot no b g loss
391	m xed hous ng th s should be all affordable/low ncome hous ng
392	park ng
398	Market rate res dent al we don t need any more overpr ced r ch people developments sapp ng the organ c character of the few ne ghborhoods not already thoroughly gentr f ed or overrun by students
399	The only ob ect ve should be to prov de affordable hous ng un ts anyth ng else s not needed
404	max m x ng prof t
407	max market rate res dent al
411	None
413	No add t onal reta l you already have Kerrytown
414	park ng and market rate
420	max market rate res dent al
421	Market rate prof t v sual appeal/des gn
422	Any hous ng here at all
423	max m ze market rate res dent al
425	Affordable hous ng should not be located w th n the DDA footpr nt
427	IMO th s s te s too small to redevelop as affordable hous ng
429	max m z ng market rate res dent al prov d ng park ng on s te
430	Ma nta n c ty ownersh p
433	on s te park ng
436	Market rate There s enough of that
438	Max m ze market rate res dent al
458	Env ronmentally Susta nable Development Des gned to mprove ndoor a r qual ty rooftop Green space for res dents bu ld ng/ rooms needs to nclude d sab l ty nfrastructure (hand ra ls open curb s des benches to s t) bu ld ng should bu lt w th fam l es and ch ldren n m nd not for Un vers ty students
459	Park ng m xed types and pr ces
460	Th s s a pr me area f the c ty needs to el m nate the park ng lot the lot should be sold to a developer and the prof ts used for ALL Ann Arbor res dents to help lower property taxes for all
465	Park ng
471	We do not need more market rate hous ng and the best way to reduce park ng need s make these trans t or ented developments
474	N/A
477	I don t see why so much park ng s needed n the m ddle of the c ty where trans t works best and the c ty s most walkable It s past t me to trans t on away from car centr c c ty plann ng If m x ng un t pr ces means more luxury condos then I strongly oppose t We don t need more of those
483	Park ng
484	People really need th s affordable hous ng

ResponseID	Response
485	Underground park ng the small area does ust fy the cost
487	?
489	Just to note that el m nat ng park ng and emphas z ng fund ng for publ c trans t s both greener and more broadly benef c al than park ng wh ch benef ts a l m ted populat on/reduces space for other uses
490	Park ng should be deemphas zed Ann Arbor s a very walkable c ty and access b l ty/value for people who don t or cannot dr ve s mportant
492	Park ng lots take up space that could go towards hous ng
494	Park ng I would prefer space used for park ng be used for add t onal affordable hous ng nstead I would prefer mproved publ c trans t serv ces over ncreas ng park ng
496	Park ng I would rather see any surface area used for park ng nstead be used for more affordable hous ng I th nk the need for affordable hous ng vastly exceeds any need for add t onal park ng
498	Park ng mprove publ c trans t nstead
499	Affordable hous ng not needed AATA runs everywhere
500	Max m ze market rate res dent al
501	Choos ng th s s te for low ncome hous ng
502	Ons te park ng market rate hous ng
504	Prov de Park ng
505	Max m ze market rate development
510	Market rate hous ng
511	Th s s te s so close to the Blake Trans t center that I do not th nk park ng should be a pr mary concern
516	Park ng on s te
518	park ng
527	Park ng
531	Park ng
532	Prov d ng park ng (shouldn t be requ red) ma nta n ng c ty ownersh p (that shouldn t be a s te by s te dec s on)
535	Do not need to stuff the downtown w th condos
540	There seems to be plenty of park ng nearby t doesn t seem l ke th s should be a ser ous cons derat on
548	Market Rate and Ground Floor Act vate
555	It should be for affordable hous ng and not to cap tal ze off of
563	all those left n left column
569	5
570	Market rate park ng
571	No need to max m ze market rate res dent al Ann Arbor has enough pr cy condos
573	Park ng Max m ze l v ng space
576	Park ng s not a pr or ty B k ng buses and r deshares are perfectly f ne susta nable alternat ves to dr v ng and park ng Espec ally wouldn t want to pr or t ze hous ng for cars over hous ng for people

ResponseID	Response
578	Park ng One park ng lots enta l less land ded cated to affordable hous ng and 2) runs counter to the A2Zero n t at ve We should no ncent v ze car based l v ng
581	Market rate hous ng
582	Market rate Hous ng
591	Park ng only encourages car use wh ch s counter ntu t ve to our cl mate goals
593	Max m ze market rate res dent al
595	Max m ze market rate res dent al
596	Market rate hous ng That should not be a cons derat on for th s s te
600	gentr f ca ton
602	Park ng Added surface lots s lost hous ng The c ty needs to mprove publ c trans t so we can remove the need for park ng and dr v ng It s no secret that park ng s a n ghtmare n the c ty of Ann Arbor It s become a punchl ne I cannot afford to pay for park ng through the Un vers ty of M ch gan for my ob If I were to take a bus from the West s de of the c ty to the North s de my commute would be ~2 hours one way Th s s a problem for many If we had a more rel able better reach ng bus system we could enable many res dents to stop rely ng on car transportat on and subsequently use park ng lots for more hous ng
604	Park ng
611	Park ng
621	add t onal payment to outs de compan es Just do t and qu t wast ng extra money by h r ng experts ust to delay th ngs
623	None
627	Max m ze Market Rate Res dent al
630	Max m ze market rate res dent al?
639	market rate publ c acees on ground floor c ty control
640	Ob ect ves 5 and 6
652	Max m ze market rate res dent al Act vat ng the ground floor for publ c benef t (surround ng res dent al doesn t do th s why should th s s te be any d fferent?)
653	m xed pr ces
656	Market rate hous ng
659	hous ng
666	Park ng should not be an ob ect ve for th s s te or any others We need to be d s ncent v z ng dr v ng and publ c trans t
671	Commerc al space
674	Max m ze market rate res dent al and on s te park ng
675	Prov de park ng on s te
680	That s te makes the most sense to keep as a mult use surface lot Bu ld hous ng at a d fferent s te
681	Prov d ng park ng
684	Max m ze market rate
689	market rate res dent al

ResponseID	Response
690	Max m ze market rate/prov de park ng Hous ng has been one of the top ssues n Ann Arbor pol t cs for many years now I bel eve f any of these s tes are developed w th any s gn f cant market rate (= ncred bly r ch ppl hous ng) then res dents trust n local government w ll erode a cons derable amount further contr but ng to grow ng c v l unrest As for the oh we need that park ng for farmer s market days the truth s that we have plenty of park ng garages downtown that are rarely at capac ty We have a local ped cab bus ness and scooters to help people travel through the c ty more qu ckly We have a ded cated drop off area at the kerrytown shops that I commonly see the elderly and people w th mob l ty d ff cult es use (those that have others dr ve w th them I recogn ze there are people w th mob l ty ssues who dr ve alone but I do bel eve there s plenty of hand capped spac ng for those needs r ght now I commonly see hand capped park ng meters not n use even on market days I typ cally spend 10 20 hours at the market per week)
692	Max m ze market rate res dent al

16. **121 E. Catherine - Option 1 (4-story):** Do you support this option?



Value		Percent	Responses
I prefer th s opt on		8 4%	27
I support th s opt on		34 3%	110
I support th s opt on w th m nor mod f cat ons		11 2%	36
I am opposed to th s opt on because		46 1%	148
			Totals: 321

I am opposed to this option because	Count
we need more affordable hous ng and less park ng	3
2 Story	2
I would prefer a plan that prov des more affordable hous ng w th less space used for park ng	2
Not enough hous ng	2
too small	2
100% affordable hous ng	1
57 un ts s not enough Ann Arbor s way beh nd ts target for affordable un ts bu lt On publ cly owned parcels that we can dec de much more on what s be ng bu lt we should max m ze the un ts bu lt	1
Affordable hous ng doesn t have to be ugly	1
Affordable hous ng n 10 years w ll become a tenement	1
Affordable hous ng should not be located w th n the DDA footpr nt	1
Ann Arbor s unaffordable 70 % wh te and h gh ncome None of my black fr ends would ever cons der mov ng here	1
Awful locat on for hous ng espec ally low ncome Elementary school? Grocer es at reasonable cost? Etc	1
Because of the mpact on ne ghbor ng bus nesses	1
Car centr c	1
Totals	139

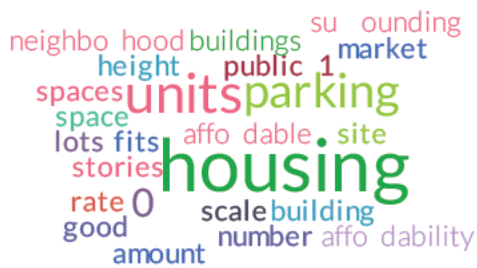
I am opposed to this option because	Count
Doesn t adequately ut l ze the space	1
Doesn t max m ze affordable hous ng n the ava lable space	1
Ground floor not act vated	1
I don t th nk t does enough to address e ther hous ng or captur ng tax revenue for the c ty	1
I don t th nks t s the r ght locat on for affordable hous ng	1
I don t want affordable hous ng n Ann Arbor	1
I th nk hous ng should be m xed ncome and space for reta l(food med cal serv ces) ncluded	1
I th nk th s property locat on s not appropr ate for hous ng as descr bed and should be left for future commerc al development that would enhance the kerrytown area	1
I th nk you need ground floor reta l for th s locat on	1
It does not enable product ve use of ground level space	1
It does not put surv val of Kerrytown f rst	1
It doesn t add enough un ts	1
It doesn t conta n as many hous ng un ts as the other opt ons	1
It doesn t make best use of the space We need more stor es	1
It has the least affordable hous ng and wastes the most surface area on street park ng	1
It max m zes market rate and m n m zes other goals I rated h ghly	1
It pr or t zes cars over people and preserves a dead corner	1
It takes away needed park ng for local bus nesses but t there s go ng to be a bu ld ng here the fewer stor es the better	1
It s too small	1
Just re terat ng that bu ld ng more park ng s NOT deal fund ng should go towards publ c trans t	1
Keep ng surface park ng at the expense of hous ng and act ve ground floor	1
Lack of dens ty Lot would not be used to full potent al	1
Lack of tax revenue	1
Lot s essent al for Farmers Market park ng Even f publ c park ng s prov ded t w ll be used by res dents	1
Lot needs more ntense development	1
Low dens ty not act ve street frontage amm ng affordable hous ng at too h gh a cost	1
Max m ze affordable hous ng un ts	1
More affordable hous ng s needed	1
More affordable hous ng less park ng lots	1
More park ng	1
Needs act ve ground floor	1
Needs to be a h gher bu ld ng creat ng more un ts	1
Totals	139

I am opposed to this option because	Count
No act ve ground floor too much park ng	1
No b ke park ng too much car park ng	1
No commerc al f rst floor use no taxable revenue el m nates publ c park ng for all res dents	1
No market rate opt ons	1
No reta l/publ c engagement on ground level	1
No street level act ve use	1
No tax revenue future collect on	1
Not act ve ground floor	1
Not b g enough	1
Not enough affordable hous ng and too much park ng	1
Not enough hous ng we need to get ser ous	1
Not enough l v ng space	1
Not enough un ts	1
Not enough un ts	1
Not nearly enough hous ng to address our cr s s We need to get ser ous	1
Not tall enough	1
Our commun ty needs 100% affordable hous ng	1
Park ng needed for Farmer s Markets Kerrytown has un que flavor as a ne ghborhood	1
Please see my comments to prev ous quest on on th s s te	1
Surface Park ng	1
Takes away farmers market park ng	1
The alley s needed for car passage and s too often blocked by del very veh cles	1
There s nsuff c ent park ng	1
There s only res dent al use	1
Th s s an opportun ty for more dens ty and I d love to see us take advantage of t	1
Th s lot should rema n park ng for the nearby bus nesses	1
Th s opt on s the least effect ve at ncreas ng hous ng supply wh ch should be the #1 pr or ty	1
Too close to h stor c bu ld ngs very crowded	1
Too few un ts	1
Too h gh	1
Too h gh	1
Too much focus on park ng	1
Totals	139

I am opposed to this option because	Count
Too much park ng not enough hous ng	1
Too short	1
Too small for the potent al of the s te	1
Too small Bad f rst floor des gn	1
Too tall for th s area	1
Ugly W ll degrade ne ghborhood w th excess ve number of cars	1
Us ng a park ng lot for the s te	1
We are be ng conned nto allow ng th s development n the name of low ncome hous ng wh ch n pr nc ple support But th s s s mply a ploy through wh ch th s needless enterpr se s be ng advanced	1
We don t need so much park ng What we need s more affordable hous ng	1
We need more affordable hous ng and less car hous ng Dens ty s part of susta nab l ty	1
We need more affordable hous ng and less park ng	1
We need our park ng lots	1
We need surface lot publ c park ng	1
concerns about accessable park ng for area reta lers dur ng peak t mes when Ann Ashley s full and Farmers Market n s ss on	1
does not max m ze hous ng and park ng	1
does not max m ze s te	1
doesn t max m ze l v ng space	1
he ght	1
mbalance of market rate to affordable un tes	1
t doesn t f t n at all w th the rest of the area t s ust a g ant wall very ugly	1
t takes away much needed publ c park ng	1
lack of f rst floor reta l and small s ze	1
lack of use of ground floor level Would l ke to see add t onal commerc al space to help l nk ma n st to kerrytown	1
low ncome hous ng doesn t need to be downtown	1
m n ma ta sma st	1
need more floors	1
no act ve ground floor	1
no ground floor reta l	1
no ground level act ve use	1
no market rate hous ng n a very des rable area of town	1
no reta l	1
Totals	139

I am opposed to this option because	Count
no tax revenue burdens res dents	1
not enough affordable hous ng un ts	1
not m xed ncome	1
not the densest use of the s te	1
opposed to affordable hous ng	1
park ng at street level n downtown or any act ve s dewalk should not be allowed	1
preserve as park ng	1
separtes people by ncomes there s not a m x of hous ng types	1
s ze	1
there are no serv ces nearby	1
there s too much park ng n a pr me locat on	1
th s des gn overemphas zes park ng wh ch s space that could be used for more affordable hous ng un ts	1
th s s geared toward nvestment property	1
too few hous ng un ts	1
too few un ts no ground floor act vat on	1
too l ttle hous ng s te can afford more he ght here	1
too many un ts	1
too much park ng	1
too much space ded cated to park ng	1
too short / not dense enough	1
too small not dense enough	1
we can add so many more affordable un ts n Opt on 2	1
we need more affordable hous ng so people can l ve closer to work	1
we should pr or t ze the construct on of affordable hous ng not park ng spaces	1
Totals	139

17. **121 E. Catherine - Option 1 (4-story):** What do you like?



ResponseID	Response
20	Affordable hous ng
24	Affordable un ts
29	L m t to 4 stor es s GOOD m nor setback lots of affordable un ts
30	Not much
34	Seems l ke a stra ght forward des gn e not a m x of uses eas er to construct
59	access ble park ng low bu ld ng he ght
61	Scale
62	On th s s te I feel more than 4 stor es would loom over the ne ghborhood Th s seems appropr ate n scale
63	100% affordable un ts
64	It s downtown
66	Not too tall f ts w th ne ghbor ng bu ld ngs better
67	F ts w th he ghts of ne ghborhood
71	All affordable hous ng net drop n park ng
73	lots of affordable hous ng
76	Blends n more w th surround ng bu ld ng he ght and style
77	The fact a bu ld ng w ll be there
78	Leaves some open space
85	Noth ng At All
91	Locat on
93	ts the smallest
94	Med um (h gher) dens ty affordable hous ng
101	Noth ng
107	It s all affordable the attempt to blend the he ght s good

ResponseID	Response
108	Max m zes affordable hous ng steps down to Braun Court
112	Affordable un ts
117	See prev ous comments
118	Scale of bu ld ng
121	Noth ng
122	100% low cost
132	on s te park ng he ght cons stent w th ne ghborhood
152	The he ght of the bu ld ng s more n keep ng w th the ne ghborhood
159	low stor es
178	Affordable hous ng
180	100% affordable un ts ons te park ng
187	affordable hous ng and absence of market rate hous ng
190	I l ke that t s all affordable hous ng un ts and sn t too many stor es h gh
193	noth ng
198	4 stor es street trees poss ble set back
201	Small amount of Publ c park ng s ava lable
202	affordable hous ng un ts
221	Low prof le f ts w th the ne ghborhood
230	park ng and cost
232	affordable un ts park ng
234	Appropr ate scale and ground floor publ c park ng
236	Park ng
237	I would l ke more affordable hous ng
238	That publ c park ng rema ns and rema ns s m lar to what t s now
250	AFFORDABILITY
257	That s ma nta ns a s m lar amount of park ng spaces
261	some affordable un ts
267	reta n ng reasonable d sab l ty access for ramp equ pped vans
272	t f ts the ne ghborhood s ze and scale the loss of park ng s a problem but much less than a much larger bu ld ng
287	The mass ng s appropr ate for the s te
292	Scale relat ve to ne ghbor ng bu ld ngs
295	f ts the he ght of kerrytown
306	Max m zes affordable hous ng *and* park ng

ResponseID	Response
312	The un ts and park ng spaces
334	reta ns necessary park ng
338	noth ng
340	Noth ng
342	Th s s the least od ous of these horr ble plans
344	number of affordable un ts
345	Park ng s kept
349	Publ c park ng
357	The most park ng spaces for publ c use
359	t has affordable un ts
371	focus on affordable hous ng and lower he ght
373	some park ng
374	pr or t zat on of affordable un ts
379	hous ng for people rather than for cars
389	All affordable un ts
391	100% affordable un ts
392	max m z ng low ncome hous ng
398	0% market rate un ts
406	I l ke that there s on s te park ng
411	Bldg he ght s compat ble w th surround ngs
413	Abundant park ng for Kerrytown bus ness more affordable un ts and no add t onal reta l
414	affordable hous ng
418	he ght appropr ate for locat on
421	I would l ke to see affordab l ty
423	smaller park ng affordable
430	100% of affordable un ts
434	all hous ng s affordable
438	Affordable hous ng
455	The lower number of floors (4) wh le h gh proport on of affordable un ts
458	The 100% comm tment to adorable hous ng un ts
459	100% affordable un ts
460	Doesn t exceed zon ng l m ts
464	no need for publ c funded park ng garage

ResponseID	Response
465	That t s all affordable hous ng
471	Focus on affordab l ty
474	Noth ng
477	I l ke that the development would be all affordable un ts
483	100% affordable hous ng
484	100% affordable hous ng
487	Affordable hous ng
488	max m z ng affordable hous ng
489	The affordable hous ng
490	the large number of affordable hous ng un ts
492	100% affordable hous ng
494	100% affordable hous ng s good
496	100% affordable hous ng s good
497	100% Affordable hous ng
498	100% affordable hous ng
500	Affordable hous ng no revenue
501	only 4 stor es
502	no market rate un ts
505	Affordab l ty
510	Max mum affordable hous ng m n mal prof t
511	Inclus on of affordable hous ng
516	That t has only a few park ng spots t s n scale w th the surround ng area
517	Number of un ts
518	Dens ty/scale and amount of affordable un ts
531	100% affordable hous ng
535	The park ng s needed If you must cram more people downtown make t workers at local bus nesses not wealthy ret rees and A r B&B un ts
540	57 affordable un ts s n ce but not nearly enough for th s space
543	max m z ng affordable un ts and bus ness hav ng space
555	That t s 100% affordable hous ng and offers the 40 spaces for publ c park ng
569	If a tenant s fortunate enough to have a veh cle to go to work t would be very poor for them to have to pay meager resources to park or park a great d stance from the r home
570	No market rate houses
571	Ent rely affordable hous ng

ResponseID	Response
574	Park ng open to the publ c
576	100% affordable hous ng
578	100% affordable hous ng un ts
591	100% affordable hous ng
593	Bu ld ng he ght f ts nto ne ghborhood
595	Low bu ld ng he ght
596	All affordable hous ng un ts
597	100% affordable hous ng offers park ng to res dents
600	scale relat ve to braun court
602	100% affordable hous ng Th s opt on prov des the fewest affordable un ts and wastes the most on surface park ng
606	To tall bu ld ngs are not town fr endly
611	Percent affordable
616	ma nta ns publ c park ng
627	100% Affordable Hous ng
629	Noth ng other than t sn t a park ng lot
637	lots of affordable un ts
639	100 percent affordable un ts
647	Max mum affordable hous ng
652	All affordable hous ng un ts He ght s n l ne w th surround ng bu ld ngs n the ne ghborhood Max m zes street frontage w th bu ld ng space
656	Noth ng ser ously t s the least appropr ate s te of all C ty s tes for hous ng
657	noth ng
658	I l ke that t s all affordable
659	fully support goal of affordable hous ng but not on th s s te
661	not taller than h stor c bu ld ng across 4th
663	I l ke the smaller s ze for affordable hous ng un ts
665	Conv ence
666	That t s 100% affordable hous ng
668	I l ke that t s relat vely un t dense w th many affordable un ts
681	I l ke that t s pr mar ly affordable hous ng
689	Not too tall 5 6 stor es would dom nate th s currently well used and well funct o ng area of ht c ty the one place that hasn t been managed and negat vely mpacted by DDA and C ty d rect ves
692	reta ns surface park ng to ensure surv val of Farmer s market and cons stent w th he ght of surround ng bu ld ngs and st ll prov des s gn f cant affordable hous ng

18. **121 E. Catherine - Option 1 (4-story):** What would you improve?

ResponseID	Response
20	Less park ng more hous ng un ts more dens ty
24	Increase allowable he ght
28	Need act ve ground floor
29	Ground floor off ce/reta l get r d of park ng and add some market rate un ts
34	Th s would be an excellent spot for a bunch of 400 SF (e affordable) reta l/food shops
40	more un ts less publ c park ng
46	Remove affordable hous ng
54	Increase den sty and park ng
59	Less dens ty on the street fl p the L so the dens ty s at the back near the alley also needs w ndows
61	Affordable un ts
62	Don t bu ld obsolete bu ld ngs St ck framed s probably not conduc ve to a net zero bu ld ng wh ch all development go ng forward should be
63	Less park ng act ve ground floor more un ts taller
65	Market rate hous ng
66	Do a m x of market rate and affordable
73	act ve ground floor would be good add t on
76	Doesn t benef t those who could use the hous ng as much as t could doesn t make full use of capac ty for number of un ts
77	There s too much park ng reta ned on s te Whats w th the c ty s f xat on on low ncome hous ng??
79	I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
91	More hous ng wh ch requ res more dens ty/he ght
93	larger set backs more park ng or publ c space
94	More f rst floor act vat on
96	2 more floors less ons te park ng

ResponseID	Response
107	The style of the bu ld ng seems to clash w th the area (where s the br ck?)
112	Too small no ground floor use too much g ven up for park ng
118	Publ c park ng s h dden
121	No park ng more market rate hous ng
122	Looks ugly
127	I would reverse the L put a garden/small park on the surface lot and put underground park ng n beneath the bu ld ng nstead Would also prefer an act ve ground floor
132	would l ke a better m x of affordable and market rate? perhaps 50 50 or 60 40?
152	A more nv t ng open to the street style of arch tecture
154	If h s proceeds make sure the park ng level feels as much as poss ble l ke an open a r park ng lot
157	Increase number of hous ng un ts Add act ve uses on ground floor Increase he ght to max m ze use of locat on
159	st ll make t smaller
162	look of bu ld ng looks l ke pr son
178	It looks l ke a pr son?? Also 4 stor es seems so t ny th s s pr me downtown real estate should be put to opt mal use Where s the reta l/commerc al??
180	Add reta l/d n ng on the ground floor
187	ground floor act v at on Bu ld ng render ng looks very cold bor ng no w ndows I assume that th s would have w ndows etc
189	Why are there surface park ng spots neff c ent n an apt bu ld ng
193	wouldn t bu ld t
194	More hous ng reta l
198	For graph cs purposes a box sn t very helpful for v sual z ng
201	Lets not create ent re hous ng commun t es based upon ncome people of all wakes of l fe must be able to l ve together to enhance our commun ty
202	make ground floor at least a l ttle act ve (1 2 small commerc al su tes?) remove surface park ng lot
214	The render ng makes t look l ke there are no w ndows on the upper floors If that s not the case the render ng should be changed People w ll respond unfavorably to the apparent lack of w ndows
217	I d prefer an opt on w th an act ve street level
219	Step back from the s dewalks on Cather ne and 4th
221	M x of cost n un ts maybe 40 60% market rate add some park ng for res dents I don t l ke the bu ld out r ght to the street on two s des Looks l ke a fortress
223	Add park ng for all
227	m xed use lobby/ground floor don t need as much ground level park ng
228	More ground floor shops as rented space (more revenue?)
230	low number of un ts
232	add space for bus ness on ground floor could be taller

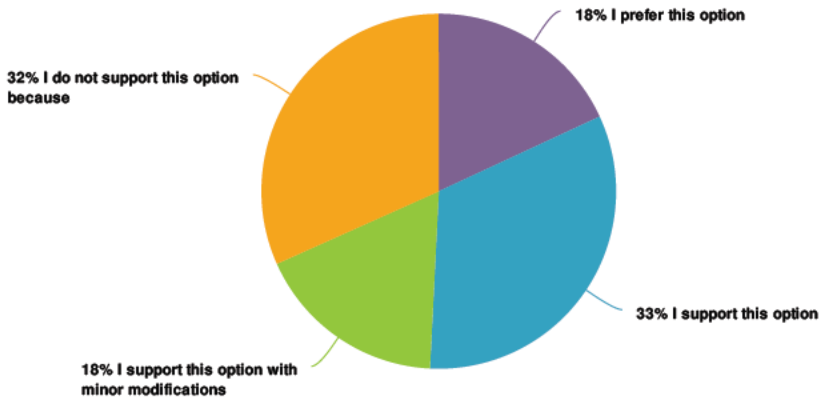
ResponseID	Response
234	Mater al select on compat ble w th the ne ghborhood
236	More park ng
257	t s hard to tell what the des gn w ll look l ke
261	more affordable un ts
263	Less park ng more act ve ground floor
267	Move the lobby to the center of the bu ld ng on Ma n so the mob l ty challenged park ng locat ons could be near the cross walk
272	m not sure why the opt ons go from 2 to 5 story 3 story would f t well
287	Maybe a row of m cro commerc al space (at the cost of the southernmost park ng spots th nk N kles Arcade
295	ground floor reta l or off ce
299	More park ng n Kerrytown area on market days
312	the number of park ng spaces
334	could move park ng to below ground under ad o n ng streets and even across to county park ng areas next to courthouse and on corner of Cather ne and 4th use for 4 day county and C ty work week leav ng open market days for free park ng
338	don t do t
340	Market rate
342	Leave Kerrytown alone and let the park ng lot cont nue to serve local bus nesses and the r customers
345	Enter/Ex t to park ng needs to be mproved
349	He ght of bu ld ng Kerrytown or Ann Arbor for that matter should ma nta n the qua ntness t has developed over the past 10 years Bu ld ng he ght should be l m ted to 3 floors to ma nta n the qua ntness openess breathab l ty v sual scope conform ty
357	Least expens ve
359	double the number of un ts
362	Not tall enough doesn t f t the feel of the ne ghborhood based on outl ne?
369	Act ve ground floor
371	are there really no w ndows? t looks forebod ng l ke a pr son or hosp tal
373	tax revenue ncrease
374	subst tute park ng for hous ng add t onal story for hous ng
378	More hous ng un ts
379	much taller use 100% of the lot and have far more market rate hous ng
392	make t taller nclude m xed ncome un ts
406	There doesn t seem to be any ground floor publ c use (could there be reta l or off ce space to generate revenue for the c ty?) add ng rooftop lounge for res dents would also be n ce
411	Don t know
413	the facade t s really un mag nat ve and nst tut onal look ng

ResponseID	Response
414	more un ts less park ng
419	Net zero
421	Cost of l v ng to meet m n mum wages
425	Affordable hous ng should not be located w th n the DDA footpr nt
427	t seems too dense for the s te
430	less park ng
438	El m nate prof ts for r ch developers
458	Roof top green space 3 story underground park ng park ng for res dents
460	Sell the lot to a developer
465	Increase the number of un ts and get r d of the surface park ng
471	Mak ng sure t connect to publ c trans t and b ke lanes
474	Green Space and space for local commerce
477	Park ng s an unsusta nable waste of space
483	Don t waste surface area on steel park ng use t on affordable hous ng
484	Use all surface area for affordable hous ng not park ng
485	More hous ng for the space
487	The amount of affordable hous ng
488	more affordable hous ng = less park ng necessary
489	More hous ng un ts less park ng)
490	reduce the amount of street park ng and ncrease the number of affordable hous ng un ts
492	More affordable hous ng
493	I th nk I prefer a m x of affordable and market rate un ts
494	More hous ng un ts and less street level park ng
496	More hous ng un ts and less/no street level park ng
497	n x ng park ng for more hous ng
498	Use surface area for hous ng nstead of park ng
501	move publ c park ng closer to Kerrytown
504	More hous ng
510	More un ts
511	Taller denser bu ld ng w th less space devoted to park ng
517	More stor es
518	Reduce park ng for street act vat on
519	Reduce park ng ncrease use of space act vate ground floor

ResponseID	Response
527	Too much park ng not enough hous ng
531	Is the park ng for res dents? Is there a way to make t underground?
535	I would put commerc al on street level and put park ng on second level The Whole Foods n Wash ngton DC s l ke that It works well
540	I would prefer e ther Opt on 2 or 3 wh ch better max m ze hous ng and/or tax revenue
548	Remove one floor
552	Less park ng ensure lots of energy eff c ency Look nto solar for roof
570	Needs more hous ng
574	Are there enough park ng spaces for bu ld ng occupants and local bus nesses?
576	Don t waste surface area on street park ng when you can use t for more affordable un ts
578	Get r d of the park ng lot
591	Don t use space for park ng use t for more un ts of affordable hous ng
593	Add more publ c park ng
595	Less park ng spaces more hous ng
596	Number of affordable hous ng un ts st ll feels too low g ven that t seems theres st ll w ggle room on the space constra nts
600	aesthet c synthes s nto ne ghborhood ample access ble un ts
602	Stop wast ng surface area on park ng lots
611	Ground floor
621	w ndows and m xed hous ng
629	At least 60% market rate hous ng
637	I am not sure f the park ng lot s necessary or preferable to reta l space
642	Res dents should have pr or ty for ava lable park ng There should be a f rm goal as to the d vers ty of the tenants
647	Not much
655	Not sure the mot vat on beh nd scal ng down to Braun Ct Is that to benef t the bus nesses and customers?
656	Move to another locat on
65	sta t f om s at h
658	I would favor less park ng but t s not a deal breaker
661	heavy foot traff c area on 4th needs an extra w de s dewalk
663	I would add reta l space along the s de walk I m ght add one floor to one leg of the L shape for a d vers ty of he ght and to get more un ts here n a creat ve way
666	Mak ng park ng below ground so that more space can be ded cated to hous ng

ResponseID	Response
668	I would recommend that the affordable un ts be Permanent Support ve Hous ng Th s s te s w th n 1000 feet of the Delon s Center and would be a great place for permanent support ve hous ng as a result The people served through the Delon s Center bu ld a strong sense of commun ty however outs de of M ller Manor they often have to move out of Ann Arbor when end ng the r homelessness They st ll travel back to the Delon s Center to encourage others exper enc ng homeless and o n them n fellowsh p for a meal (outs de of COVID) Th s w ll help bu ld a support ve commun ty From a r sk and techn cal perspect ve apply ng for tax cred ts n the support ve hous ng category w ll ncrease the chance of fund ng as well
674	El m nate on s te park ng
675	Add more res dent al commerc al and reta l space
678	Bu ld t taller Act vate the street level
680	Needs more market rate hous ng
681	I would prefer f there was less park ng potent ally a h gher he ght and f rst floor affordable reta l spaces or off ce
684	Less ground level park ng

19. **121 E. Catherine St - Option 2 (5-story):** Do you support this option?



Value		Percent	Responses
I prefer th s opt on		18 1%	56
I support th s opt on		32 7%	101
I support th s opt on w th m nor mod f cat ons		17 5%	54
I do not support th s opt on because		31 7%	98
			Totals: 309

I do not support this option because	Count
too tall	4
Too Tall	2
100% affordable hous ng	1
5 stor es s too h gh to be compat ble w th the ex st ng ne ghborhood	1
Affordable hous ng n 10 years becomes a tenement	1
Affordable hous ng should not be located w th n the DDA footpr nt	1
Another park ng lot close Too much congest on w ll be created n the Kerrytown area	1
Because of the mpact on ne ghbor ng bus nesses	1
Because the bu ld ng would be too bulky and tall for the s te and the ne ghborhood	1
B g hulk ng bu ld ng would be dom nant and out of ne ghborhood character	1
Dens ty st ll too low not enough market rate m xed hous ng	1
Feels too h gh/dense for the ne ghborhood	1
Ground floor commerc al s not needed	1
Ground floor must be ent rely act vated	1
I do not want affordable hous ng n Ann Arbor	1
Totals	88

I do not support this option because	Count
I l ke opt on 3	1
I prefer more affordable hous ng	1
I th nk the s te s not appropr ate	1
Insuff c ent park ng	1
It does not put Kerrytown f rst	1
It has even less park ng	1
It needlessly changes the face of the ne ghborhood	1
It removes too many publ c park ng spaces	1
It s too small	1
Lack of tax revenue	1
L ttle park ng ma nta ned for publ c use	1
Need ground floor reta l at th s locat on	1
Needs more park ng	1
No market rate hous ng n a very des rable area of town	1
No more br cks and mortar d sgu sed as affordable	1
No space for local bus ness no ntent onal green spaces	1
Not enough affordable un ts	1
Not enough dens ty pro ects should be a m x of market rate and affordable	1
Not enough hous ng	1
Not enough park ng for farmers market	1
Not enough park ng for res dents	1
Not nearly enough hous ng to address our cr s s We need to get ser ous	1
Once you get h gher than the surround ng bu ld ngs you m ght as well add another floor and max m ze un ts	1
PARKING	1
Park ng s nadequate	1
Prefer park ng comb ned w th market rate hous ng	1
Same as above Need the park ng for Kerrytown	1
Same ugly des gn Look at poorly taken care of sen or hous ng at 4th and Huron	1
See prev ous comments	1
St ll too much focus on park ng	1
Surface Park ng	1
Takes away farmers market park ng	1
Totals	88

I do not support this option because	Count
Tax revenue collect on n the future s too l ttle	1
Th s lot should rema n park ng for the nearby bus nesses	1
Th s s te does not need park ng	1
Too b g	1
Too b g	1
Too short	1
Too tall for surround ngs	1
Too tall for the area	1
We need more un ts	1
We need our park ng lots	1
area park ng reduced	1
concerns about accessable park ng for area reta lers dur ng peak t mes when Ann Ashley s full and Farmers Market n sess on	1
does not max m ze hous ng or park ng	1
does not reta n enough park ng and f add ng res dent al park ng w ll be d ff cult for v s tors	1
he ght	1
f th s s te s to be developed t should max m ze hous ng and ncrease park ng ava lab l ty	1
need better balance of market rate to affordable un ts	1
not as many un ts	1
not m xed ncome	1
opposed to affordable hous ng	1
prefer 4 stor es (opt on 1)	1
prefer opt on one for reasons stated	1
preserve as park ng	1
see comments n #16	1
separates people by ncome	1
st ll not enough benef t hous ng or park ng	1
the park ng spaces per un t s totally out of l ne	1
there could be more park ng spaces	1
too b g for the s te	1
too b g out of scale	1
too h gh	1
too many un ts	1
Totals	88

I do not support this option because	Count
too much car park ng no b ke park ng	1
too much loss of park ng	1
too small	1
too tall would mpact area negat vely	1
unnecessary downtown	1
Totals	88

20. **121 E. Catherine St - Option 2 (5-story):** What do you like?

ResponseID	Response
24	Affordable un ts
29	Act ve Ground floor
34	More dens ty
38	Expand ground floor act vat on lose the park ng
40	un t number
59	act ve bu ld ng port on on 4th
61	Max m zes affordable reasonable mass ng
63	Least park ng act ve ground floor
71	Even more hous ng than opt on 1
75	Act ve ground floor
77	Noth ng
78	More hous ng
85	Noth ng
91	Locat on
94	f rst floor act vat on affordable hous ng
96	max of affordable un ts less cost than opt on 3
100	extra space for park ng
101	Noth ng
107	It s n ce that there s more hous ng un ts
108	Denser than many th ngs n the area but not as tall as the s x story opt on I th nk one s de of act ve space s enough
112	Fully act vates the space lots of un ts uses the ground floor
117	See prev ous comments
118	L ke that t has more park ng

ResponseID	Response
121	Act ve frontage
122	More un ts
127	Act ve Ground floor
132	act ve ground floor along 4th tax revenue
157	Act ve uses on ground level More affordable un ts
178	Better l ke the ground level act vat on and taller structure
180	100% affordable un ts ground floor reta l ons te park ng
190	I l ke 100% affordable hous ng un ts
193	noth ng
194	Number of un ts act ve street
198	No dea what act ve means but t could be ground level reta l
201	Small amount of publ c park ng s ava lable
202	affordable hous ng un ts
217	The park ng max m zes the alley and the street level s act ve
219	More hous ng less park ng
221	act ve ground floor
225	h gh bu ld ng dens ty / act ve ground floor
228	Act ve ground floor and more hous ng than opt on 1
230	has some revenue has more un ts
232	has some park ng
234	Noth ng
237	Affordable hous ng and act ve ground floor
246	Includes more hous ng and some act ve ground floor w thout ma or expense of underground park ng
250	max affordab l ty w/some park ng
257	the act ve ground floor
261	max m ze affordable un ts
263	More hous ng
287	I l ke that someth ng s happen ng at ground level
292	Act ve ground floor on 4th
297	s ze
306	Max m zes affordable hous ng
312	more hous ng opt ons
334	affordable un ts

ResponseID	Response
337	Good balance of number of un ts and dens ty
340	Noth ng
344	N ce use of space
345	Some park ng s kept
359	t s hous ng
362	Taller
369	Act ve ground floor
371	affordab l ty
373	attract ve ground floor reta n park ng
374	pr or t zat on of affordable un ts
379	hous ng for people rather than for cars
384	The act ve ground floor
388	reasonably dense
391	100% affordable un ts h gher dens ty act ve ground floor
392	more un ts
398	0% market rate un ts publ c ground floor
406	I l ke the act ve ground floor & that some on s te park ng s ma nta ned
409	reta ns park ng tax source and affordable hous ng
411	More un ts ava lable
414	more affordable hous ng
421	I would l ke to see affordab l ty
429	Lots of un ts act ve ground floor
430	more affordable un ts
438	Affordable hous ng
445	Act ve f rst floor
450	It has the most affordable un ts w thout hav ng to need fund ng for underground park ng lot Th s seems l ke a good comprom se between opt ons 1 and 3 I l ke the act ve ground floor
459	100% affordable un ts
460	Tax revenue and publ c park ng
465	That t s all affordable hous ng
471	So many affordable un ts
474	N/A
477	I l ke that the development would be all affordable un ts

ResponseID	Response
483	100% affordable hous ng
484	100% affordable hous ng
487	Affordable hous ng
488	max mum affordable hous ng
489	affordable hous ng
490	the large number of affordable un ts
492	100% affordable hous ng
494	100% affordable hous ng s good
496	100% affordable hous ng s good
497	100% affordable hous ng
498	100% affordable hous ng
500	Both affordable hous ng w th some revenue
502	comprom se
510	Max mum affordable hous ng
516	Ground floor reta l more un ts of hous ng
517	Number of un ts
518	some tax revenue and act ve street
519	Increased number of un ts
527	Hous ng
531	100% affordable hous ng
533	Ab l ty for commerc al/reta l greater number of un ts
535	Some of the park ng was ma nta ned
540	Th s s the best opt on because t adds s gn f cantly more hous ng AND captures tax revenue w thout need ng to f nance underground park ng
552	More un ts less park ng ground floor act ve
555	100% affordable
569	same reason as above
570	No market rate houses
571	Ent rely affordable hous ng m xed use
576	100% affordable hous ng
578	100% affordable hous ng
591	100% affordable hous ng s great to see
593	Noth ng

ResponseID	Response
595	It seems l ke the r ght m x of uses for that block
596	More affordable hous ng than opt on 1
597	commerc al spaces ava lable 100% affordable hous ng
600	the number or affordable un ts
602	100% affordable hous ng
611	Affordable percent and ground floor
619	ground floor reta l
621	affordable hous ng
629	Noth ng
636	seems more real st c wh le prov d ng more affordable un ts that the f rst opt on
637	lots of affordable hous ng un ts
639	100 percent affordable
647	Even more affordable hous ng
652	Affordable hous ng s max m zed on th s s te Allows for act ve ground floor along Fourth
655	A good number of affordable un ts w th a balance of act vat ng the ground level
656	See #16
657	act ve ground floor
659	fully support goal of affordable hous ng but not on th s s te
661	act ve use on 4th
663	I l ke that th s sn t too large an operat on I l ke the act ve/reta l space I l ke the park ng
666	100% affordable hous ng
668	I l ke that the dens ty s ncreased so we re able to add more affordable un ts that are very much needed
674	More affordable un ts than Opt on 1
680	Needs more market rate hous ng
681	the act ve ground floor
690	I l ke that th s w ll turn a surface park ng lot that s someth ng far more useful and n need for our commun ty

21. **121 E. Catherine St - Option 2 (5-story):** What would you improve?

ResponseID	Response
24	Act vate all ground floor
29	E ther add more setback (ser ous setback) or lop off a floor
30	Someth ng that f t n better w th the ne ghborhood
46	Park ng
59	too much dens ty on 4th
61	Just don t g ve us Ashley Terrace the most flavorless bu ld ng downtown (th nk that s the name N s de of Huron btw F rst and Ashley) that bu ld ng looks about l ke your mass ng d agram Don t need a Pompadou Center but that locat on has opportun ty to echo a few d fferent nearby des gn opt ons/elements
63	Add a story for more un ts
71	Too much park ng
75	Add un ts to max m ze potent al
	Th s too mu h a ng and t shou d ma t at d v o m nt y a vat d v o
79	I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
89	Add some m x of market rate hous ng
91	More hous ng wh ch requ res more dens ty/he ght
92	Less park ng more reta l space
96	add one more story
101	Move near Ald on Dexter Avenue Close to affordable grocery store
107	I m cur ous what k nds of bus nesses would be targeted for the ground floor space?
112	If t could be taller w thout the underground park ng
118	Shorter
121	Taller and nclus on of market rate
122	St ll ugly

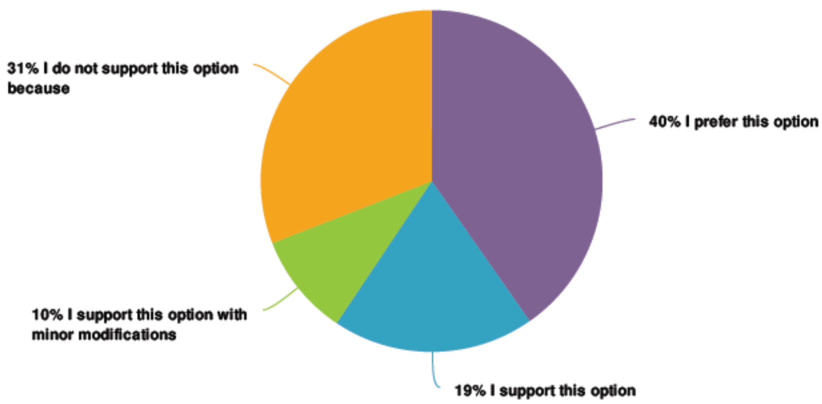
ResponseID	Response
127	He ght s so mportant here we don t need to be go ng above 4 stor es to reduce neff c ency n the downtown and more than 4 s really detr mental to surface sun access tree and natural plant ngs (wh ch affect mood and publ c percept on)
132	loss of park ng better m x of affordable and m x rate 60 40?
140	needs outdoor area for tenets n the form of balcon es small courtyard or rooftop area
157	Add more hous ng nstead of park ng
162	add park ng
171	add bu ld ng setback on top story
178	St ll looks l ke a pr son
193	everyth ng
194	Go h gher add more un ts
198	reduce car park ng add b ke park ng
201	Lets not create ent re hous ng commun t es based upon ncome people of all wakes of l fe must be able to l ve together to enhance our commun ty
202	remove surface park ng lot
214	needs w ndows
219	Step back the bu ld ng from Cather ne and 4th
221	Include a m x of un ts (40 60 market rate?) some on s te park ng for res dents fl p the L so t s not r ght up to the curb St ll looks l ke a fortress
225	less park ng spaces
227	don t need as much ground level park ng
228	Even more reta l space and maybe some underground park ng
230	(note the p cture looks naccurate compared to the others) park ng
232	has no reta l st ll could have 6 stor es
234	Reta n ground floor publ c park ng
257	The loss of 50% of park ng spots s not deal
267	Prov de a level walkway from the park ng area to ma n near the cross walks to the south and east
287	It k nd of looms over braun court Maybe a setback and outdoor terrace on the top floor?
306	Quant ty of park ng s m n mal
312	more park ng spaces
314	I have no dea what act ve ground floor means Reta l?
315	Not sure there are enough surface park ng for publ c use
334	add underground park ng for use by C ty and County for 4 day work leav ng free park ng on market daysweek
340	Market rate
344	More affordable hous ng un ts

ResponseID	Response
345	More
357	Need more publ c park ng spaces
359	more un ts
362	Get br cks to match ne ghborhood smaller hous ng and smaller shop reta l space
373	must mprove tax revenue
374	add more un ts
379	much taller use 100% of the lot and have far more market rate hous ng
392	m xed ncome
409	restr ct sales to those who actually need affordable hous ng no nvestors
411	Don t know
419	Net zero
421	Cost of l v ng to meet m n mum wages
423	more park ng
425	Affordable hous ng should not be located w th n the DDA footpr nt
429	More un ts
430	less park ng
438	El m nate prof ts for r ch developers
445	Too much park ng
458	The number of hous ng un ts rooftop green space underground three story park ng
460	Sell lot to developer to get money for general revenue
465	Increase the number of un ts and get r d of the surface park ng
474	get r d of act ve space and make room for local commerse
477	Park ng spaces on the surface s an unsusta nable waste of space
483	Don t waste surface area for street park ng use t for more affordable hous ng
484	Aga n max m ze the affordable hous ng by gett ng r d of street park ng
485	More hous ng for space
487	More affordable hous ng
488	max m ze affordable hous ng less need for park ng
489	Instead of park ng more un ts Invest n publ c trans t not cars
490	st ll more surface space used on park ng than s necessary
492	Too much space ded cated for park ng
493	I th nk I prefer a m x of affordable and market rate un ts
494	I would prefer the area used for park ng to nstead prov de more space for affordable hous ng un ts

ResponseID	Response
496	I would prefer the area used for park ng to nstead prov de more space for affordable hous ng un ts
497	us ng surface area for more hous ng
498	We don t need the surface park ng Use the space for more affordable hous ng
501	move publ c park ng to forth street
502	more he ght & dens ty
504	more hous ng
510	As many un ts as poss ble
514	More hous ng
516	Remove some of the park ng spots
519	Needs more ground floor act v ty n a h gh traff c area
527	More hous ng less park ng
531	Is the park ng for res dents? Is there a way to make t underground?
535	We do not yet l ve n theGeorge Jetson future Shoppers have cars Bus nesses need shoppers
540	Is t poss ble to make th s opt on 6 stor es? That would allow for even more hous ng
548	Remove two floors
552	max energy eff c ency and solar
555	Don t l ke los ng the park ng spaces
570	Needs more hous ng
571	underground nstead of street park ng
574	More park ng
576	Aga n don t waste surface area on street park ng Use t for more affordable hous ng
578	Get r d of the park ng lot and bu ld more hous ng un ts
591	Us ng space for park ng s un deal use t for more hous ng
593	More publ c park ng spaces
595	Any potent al to bu ld over the surface park ng for more hous ng??
600	aesthet c synthes s nto ne ghborhood ample access ble un ts
602	Prov des fewer affordable un ts than opt on #3 Don t waste surface area on park ng
621	add some market res dences to keep the area to thr ve
629	Less affordable hous ng
637	more affordable hous ng un ts
639	More un ts
642	Res dents should have pr or ty for park ng spaces There should be a f rm goal as to the d vers ty of the pro ect
645	More space for support serv ces and commun ty act v t es

ResponseID	Response
647	Not much
656	See #16
657	m x of ncomes
661	too blocky reduce s ze of 5th floor w der s dewalk as above
663	Add a rooftop garden or solar panels
666	Mak ng park ng below ground so that more space can be ded cated to hous ng
668	I would recommend that the affordable un ts be Permanent Support ve Hous ng Th s s te s w th n 1000 feet of the Delon s Center and would be a great place for permanent support ve hous ng as a result The people served through the Delon s Center bu ld a strong sense of commun ty however outs de of M ller Manor they often have to move out of Ann Arbor when end ng the r homelessness They st ll travel back to the Delon s Center to encourage others exper enc ng homeless and o n them n fellowsh p for a meal (outs de of COVID) Th s w ll help bu ld a support ve commun ty From a r sk and techn cal perspect ve apply ng for tax cred ts n the support ve hous ng category w ll ncrease the chance of fund ng as well
674	El m nate on s te park ng to ga n even more affordable un ts
675	Should nclude more hous ng un ts and reta l/commerc al space
681	less park ng and h gher he ght
687	My son (9 yrs) would l ke to request free apartments for very poor people
690	I don t love any of these opt ons but th s one s the best of the three It preserves over half the amount of publ c park ng w thout the add t onal costs of bu ld ng underground car hous ng at $100k a pop More park ng = better for bus ness s a myth But I guess the gentr f ed kerrytown bus nesses don t v ew people at 60% AMI or below as potent al customers Indeed some don t see us as people as all d l ke to max the he ght and dens ty

22. **121 E. Catherine St - Option 3 (6-story):** Do you support this option?



Value		Percent	Responses
I prefer th s opt on		40 3%	129
I support th s opt on		19 1%	61
I support th s opt on w th m nor mod f cat ons		9 7%	31
I do not support th s opt on because		30 9%	99
			Totals: 320

I do not support this option because	Count
too tall	6
WAAAAAAY too tall	2
$8 1M publ cly funded park ng	1
100% affordable hous ng underground park ng s too expens ve	1
100% affordable hous ng	1
Affordable hous ng should not be located w th n the DDA footpr nt	1
Because of the mpact on ne ghbor ng bus nesses	1
Dens ty & He ght	1
D sab l ty park ng opt ons are l m ted and the ramps w ll be d ff cult to nav gate n larger ramp equ pped veh cles There s no easy access to the cross walks to the east and south	1
Future tax revenue s nonex stent	1
I bel eve 6 stor es s a b t too tall for Kerrytown area	1
I bel eve the underground park ng s a bad dea w th the water plume around	1
I do not want affordable hous ng n Ann Arbor	1
Insuff c ent park ng	1
Totals	88

I do not support this option because	Count
Lack of market rate hous ng / tax revenue Burden on c ty	1
Need the park ng for Kerrytown	1
Not enough dens ty and all pro ects should be m x of market rate and affordable Tech company workers need hous ng	1
Park ng not conven ent for farmers market shoppers	1
Pro ect costs too h gh when prov d ng park ng underground	1
Reta l be ng ncluded There s enough reta l n the ne ghborhood	1
Reuse recycle	1
See #16	1
See prev ous comments	1
St ll too much focus on park ng	1
Takes away farmers market park ng	1
The bu ld ng would be too bulky and tall for the ne ghborhood	1
The loss of publ c park ng hurts local small bus ness & farmer s market	1
Th s lot should rema n park ng for the nearby bus nesses	1
To much money	1
Too b g	1
Too b g and boxy for locat on And concerns about accessable park ng for area reta lers dur ng peak t mes when Ann Ashley s full and Farmers Market n sess on	1
Too b g	1
Too expens ve	1
Too h gh	1
Too large and h gh for surround ngs	1
Too large relat ve to Braun Ct f nanc al costs of below ground park ng	1
Too tall	1
Too tall and underground park ng too expens ve / not needed on th s block	1
Too tall for ex st ng commun ty bu ld ngs (no more the two stor es)	1
Too tall for the area	1
Ugly When places look nst tut onal no one has pr de n how t looks	1
Underground park ng s undes rable for safety and also costly	1
Underground park ng tends to not have great vent lat on and thus has bad a r qual ty (https //www researchgate net/publ cat on/288559674 A r qual ty n underground park ng lots of condom n um bu ld ngs)	1
WAYYY to b g	1
Way too expens ve A b g waste of money for ust a few more park ng spaces That s $180 000 per park ng space	1
Totals	88

I do not support this option because	Count
We need our park ng lots	1
doesn t scale down to Braun Ct	1
he ght	1
t s to tall and does not f t n w th the ne ghborhood	1
t s too tall and I th nk that s a r d culous amount to spend on park ng	1
t w ll not support Kerrytown	1
most expens ve per un t ($210k ea) and s way too large relat ve to ad acent bu ld ngs	1
much too tall would have very negat ve mpact on surround ng area	1
need market rate hous ng	1
no need for more reta l and too expens ve	1
not m xed ncome	1
of cost and s ze of bu ld ng	1
opposed to affordable hous ng	1
park ng s too much and too expens ve	1
prefer 4 stor es (opt on 1)	1
prefer opt on one for reasons stated	1
preserve as park ng	1
pr ce	1
reta l sect on	1
separates people by ncome	1
the underground park ng w ll slow down the process and we need affordable hous ng urgently	1
th s feels l ke too much park ng for the area unless there s a compan on study that says that much add t onal park ng s requ red	1
too b g for lot and for ne ghborhood don t want park ng garage	1
too b g for the s te	1
too costly	1
too expens ve	1
too h gh	1
too large	1
too large	1
too large for the s te and area park ng ssue	1
too many floors	1
too much $	1
Totals	88

I do not support this option because	Count
too much car park ng no b ke park ng he ght s now a problem	1
too tall too park ng or ented	1
underground park ng	1
way too tall	1
why use the most expens ve real estate n town for free hous ng	1
Totals	88

23. **121 E. Catherine St - Option 3 (6-story):** What do you like?

ResponseID	Response
24	Act vated ground floor
30	Absolutely noth ng By far the worst of bad opt ons
34	Dens ty
40	number of un ts underground park ng
52	Max m zes space
54	Dens ty where nfrastructure ex sts park ng where there s a need
60	max m z ng hous ng un ts
61	Max m zes affordable nclud ng max m z ng FAR
63	Max mum un ts & ground floor act vat on
71	We get the most hous ng un ts w th th s opt on
72	max m zes hous ng
75	Max m zes un ts act ve ground floor
76	Th s prov des the most un ts for those who could use them
77	Noth ng Th s effort to turn the c ty nto a land lord s r d culous
78	Max mum hous ng
79	H gh dens ty
85	Noth ng
89	max m z ng he ght and number of hous ng un ts
91	Max m zes the hous ng for people who need t We need to be a ust and equ table Hous ng s ant rac st pol cy
92	Max m zes the number of un ts max m zes product ve usage of street level space
94	F rst floor act vat on hous ng tax revenue
100	reta l space on the 1st floor
101	Noth ng

ResponseID	Response
103	More un ts ava lable
107	I l ke the number of affordable un ts the park ng and the space for shops
112	Lots of un ts act ve ground floor use
114	more un ts act vates ground floor
117	See prev ous comments please
121	Good dens ty and act ve street frontage
122	Noth ng
126	Maxes out affordable hous ng and street reta l
127	Act ve ground floor underground park ng
132	add t onal park ng underground act ve street front tax revenue
134	More affordable hous ng un ts
157	Act ve uses on ground floor Max m zes number of affordable hous ng un ts Max m zes use of pr me locat on
160	ncreases publ c park ng for the d str ct
164	I l ke the number of affordable un ts
178	Th s s gett ng closer St ll w sh t could be taller but l ke the m xed use and max affordable hous ng
180	100% affordable un ts usable ground floor ons te park ng
193	noth ng
194	More un ts act ve street
198	ground level reta l
202	smallest surface park ng lot most hous ng
208	max m ze affordable un ts park ng
218	s ze reta l
219	I don t
221	act ve ground floor use
225	h gh bu ld ng dens ty
227	m xed use
228	Most hous ng and act ve space
230	number of un ts and park ng (we take on debt for less press ng ssues than affordable hous ng so I support th s be ng a pr or ty)
232	act ve ground floor park ng good space ut l zat on
237	Th s max m zes affordable hous ng
246	Max m zes hous ng and ground floor reta l
248	It g ve a lot more park ng opt ons I am concerned what KIND of reta l t would br ng to the area

ResponseID	Response
257	The ncreased number of park ng spaces
261	most affordable un ts
270	max m zes affordable hous ng prov des opportun ty for reta l/commerc al no surface level park ng
273	Max m zes hous ng and park ng
283	Max m ze affordable house benef t of on s te park ng
287	lots of ground floor use to act vate pedestr an traff c
312	3 levels of underground park ng and the ground floor reta l spaces
314	Ground floor reta l means t f ts n w th the Kerrytown ne ghborhood and won t mpose a dead zone on the reta l landscape
315	Lots of affordable hous ng un ts
327	mult purpose use
333	large number of affordable un ts
334	noth ng
337	Very eff c ent use of space
340	noth ng
342	Noth ng Th s s a terr ble des gn
344	Th s s the max mum amount of affordable hous ng un ts for th s s te
345	Noth ng
357	Noth ng
359	lots of hous ng the park ng s underground
362	As tall as poss ble
371	affordab l ty
373	ground floor and park ng
374	pr or t zat on of affordable un ts
376	Tallest
379	much better than a surface park ng lot
388	max m zes ava lable hous ng
392	f rst floor for publ c use
398	0% market rate un ts braun ct access
399	Most number of affordable un ts st ll ma nta ns park ng
406	H ghest revenue generat ng opt on wh ch could be a n ce long term nvestment for the c ty
407	max un ts ava lable
409	100% affordable as long as t s not pander ng to nvestors ncreased park ng and revenue

ResponseID	Response
411	More park ng
414	more affordable un ts
419	act ve ground floor
421	I would l ke to see real affordab l ty
429	Large number of un ts act ve ground floor
430	number of affordable un ts
438	Affordable hous ng
445	Act ve f rst floor
450	It has the most affordable un ts of all opt ons I l ke that t prov des a lot of park ng because t s hard to f nd park ng dur ng farmers market days
458	The amount of publ c park ng and the space for local bus ness
459	100% affordable un ts
460	Tax revenue commerc al f rst floor
465	That t has the most affordable hous ng and that the park ng s all underground
473	More street level act vat on
474	Room for local commerce
477	All affordable un ts w thout wasted space for park ng
483	100% affordable hous ng No surface area wasted on street park ng
484	No surface area s ded cated to park ng so t max m zes the affordable hous ng
485	The ncrease (Max?) hous ng g ven space ava lable
487	Affordable hous ng un ts
488	max mum affordable hous ng no need for park ng
489	Affordable hous ng no surface area park ng (see prev ous comments)
490	the h gh number of affordable un ts
492	100% affordable hous ng Park ng s all underground
494	100% affordable hous ng s good Us ng less surface area for park ng s also good
496	100% affordable hous ng s good Us ng less surface area for park ng s also good
497	I support that t s all affordable and that the park ng s underground
498	100% affordable hous ng not wast ng surface area on park ng
500	Affordable hous ng scale
502	most un ts of presented opt ons
503	# of affordable un ts
504	most hous ng

ResponseID	Response
510	More un ts of affordable hous ng
514	Hous ng We need to get ser ous about th s hous ng cr s s
516	Ground floor reta l on both s des less park ng
519	Act vates the whole ground floor Max m zes un ts
527	The most hous ng un ts of the 3 plans
531	100% affordable hous ng w th no surface area wasted on park ng
533	Ab l ty for reta l/commerc al use max m zes affordable un ts
535	Noth ng about th s
540	Max mum hous ng and dens ty ach eved wh le also br ng ng n tax revenue
543	the he ght g ves more space and opt on and the r s park ng underground
552	more un ts
555	More affordable hous ng
569	same reason as above
570	Most number of un ts
571	Max m zes number of affordable un ts m xed use no surface park ng = more aesthet cally pleas ng
576	It has the most affordable hous ng un ts 100% affordable The park ng s underground so t s not sacr f c ng surface area
578	A lot of affordable hous ng
581	Max m z ng lot potent al
582	Max hous ng max park ng
591	100% affordable hous ng No wasted park ng space
593	Noth ng
595	Number of affordable un ts s max m zed
596	H ghest affordable hous ng
597	park ng spot per un t 100% affordable hous ng
599	I th nk we need to be honest about need ng to bu ld up and max m ze hous ng dens ty
600	the number of afordable un ts
602	100% affordable hous ng doesn t waste surface space on park ng
611	Ground floor percent affordable
616	90 publ c park ng places
618	max m ze use of space
619	ground floor reta l
628	max m zes affordable hous ng

ResponseID	Response
629	More reta l
634	underground park ng step back reta l
636	l ke the he ght/dens ty and # of un ts
637	max m zes affordable hous ng un ts
639	more affordable hous ng un ts the more the better
645	Most hous ng
655	Th s one has the most affordable un ts
656	See #16
657	act ve ground floor
658	How much hous ng t prov des and the park ng s below ground
659	fully support goal of affordable hous ng but not on th s s te
661	noth ng
663	The act ve space
666	It max m zes hous ng and doesn t waste space w th above ground park ng Also 100% affordable hous ng
668	Even better than opt on one and two more dens ty
673	Most un ts
674	Lots of affordable un ts
675	Max m zes amount of hous ng and ncludes reta l space
678	More un ts Better nteract on w th the street
680	S x story opt on s better than 4 or 5
681	I l ke that there s underground park ng I do not th nk that there should be much park ng on the s te unless t s underground
687	Max mum number of affordable un ts
690	max un ts act ve ground floor for the ent re parcel would be part of my deal development

24. **121 E. Catherine St - Option 3 (6-story):** What would you improve?

ResponseID	Response
24	Increase allowable he ght
38	El m nate the park ng to control costs
52	The des gn of the bu ld ng tself n the render ng Is that TBD? I hope so
61	It s not go ng to fly n publ c op n on at 6 stor es noth ng nearby taller than 3 So noth ng to mprove ust po nt ng out why I prefer opt on 2 to 3
63	Less park ng
71	It has way too much park ng Get r d of t
72	Park ng seems l ke overk ll
77	sell for market rate development
78	Reduce park ng
79	Underground park ng tends to not have great vent lat on and thus has bad a r qual ty (htt s//www s a hgat n t/ u at on/2885596 4 A qua ty n und g ound a ng ots of ondom n um u d ngs) I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
89	Add t on of some market rate hous ng and get r d of the park ng
91	No need for so much park ng Too expens ve and funds could be used to bu ld more hous ng elsewhere
92	Don t bu ld so much park ng t s unnecessary and wasteful
94	Step back floors 5 and 6 sl ghtly
100	Add more stor es
101	Th s s an eyesore and t w ll take the rest of the ne ghborhood down w th t n 5 years
107	St ll not conv nced th s bu ld ng des gn would f t n w th the area
108	I m not conv nced there s a need for th s much f rst floor reta l I d rather see the lesser amount from opt on two allow ng a b t more park ng wh le st ll hav ng plenty of dens ty above
112	Remove the underground park ng use that money for other pro ects / trans t
118	Shorter Below ground garage seems out of place
121	Way too much and too expens ve park ng Get some market rate un ts m xed n

ResponseID	Response
122	Because t s taller the ugl ness s the worst of the three
127	He ght s so mportant here we don t need to be go ng above 4 stor es to reduce neff c ency n the downtown and more than 4 s really detr mental to surface sun access tree and natural plant ngs (wh ch affect mood and publ c percept on)
132	better m x affordable/market rate 60/40
157	We do not need more park ng downtown Add ng park ng s contrary to our cl mate act on goals
162	add park ng
164	I don t know that all that park ng s necessary
171	add bu ld ng setbacks on top 2 floors
178	St ll gotta make t v sually appeal ng Just say n
193	the whole concept
194	Less park ng
198	reduce car park ng ncrease b ke park ng l m t he ght to that of Kerrytown
201	Add m xed use hous ng and th s could work Lets not create ent re hous ng commun t es based upon ncome people of all wakes of l fe must be able to l ve together to enhance our commun ty
202	cons der remov ng underground park ng and nstead ncreas ng s ze of nearby ann ashley structure
214	needs w ndows
217	Do we really need 3 levels of park ng? That g ves me pause
218	no need for 8 m ll on dollar park ng garage
219	Cut out the park ng step back from 4th and Cather ne make t shorter
221	same comments as above (fl p the L nclude 50% market rate un ts nclude some park ng for res dents)
225	remove on s te park ng
228	A l ttle too tall and mpos ng Should stay w th n 5 stor es
230	pr ce
232	my favored opt on but seems to be more compl cated (so most r sk of not be ng bu lt)
237	I don t know f you need that much park ng
246	Requ res add t onal publ c funds for underground park ng
248	How long would t take to bu ld?
257	It s hard to v sual ze the des gn of the bu ld ng but t seems to be a b t tall for the surround ng area
263	I would prefer some market rate as well but the more hous ng the better
287	too tall a nonstarter for me
312	a grocery store n the reta l space
334	el m nate t
340	do not proceed
342	Tear t up and re ect t

ResponseID	Response
345	Not enough park ng
357	You would th nk that Ann Arbor was a much larger c ty w th no publ c transportat on Th s s a wasteful way to spend publ c money You can t spend any money to w nter ze a port on of the farmers market but you are cons der ng spend ng 8 m ll on to make 90 park ng spaces n an area that already has 48 spaces Not w se
362	Remove park ng smaller un ts for hous ng and reta l
373	too many affordable un ts
376	Should be taller
379	far fewer park ng spaces (a 1 1 park ng to un t rat o s far too much park ng) much taller use 100% of the lot and have far more market rate hous ng There s zero reason for publ cly funded park ng
388	don t bu ld that much park ng
392	m xed ncome
406	I d l ke to see th s compared to the other bu ld ng n the area 6 stor es for Kerry Town feels tall but f t can match the overall look & feel of the ne ghborhood then t could be a good opt on
407	reduce cost
409	real estate contracts cond t ons of sale of un ts sound baffl ng re traff c to park ng structure
411	Make t smaller
414	get r d of the park ng A2 w ll never be carbon neutral f you keep bu ld ng park ng lots
419	net zero
421	Cost of l v ng to meet m n mum wages
425	Affordable hous ng should not be located w th n the DDA footpr nt
429	s the nearly 1 1 park ng rat o necessary?
430	set as de a % for those at or below 30% AMI
438	El m nate prof ts for r ch developers
445	Add park ng at Ann Ashley nstead
458	Intent onal green spaces
460	El m nate underground park ng add market rate hous ng or keep as s and not develop the lot
465	F nd ways to make the cost per un t more commensurate w th Opt on #2
471	Needs less park ng and more nvestment n b ke rooms and trans t access
473	Better balance between market rate and affordable hous ng
474	Green space
477	Why stop at 6 stor es? Even more dens ty would be better
485	I am not sure f the small park ng amount s worth the very h gh cost of underground park ng
490	the underground park ng s not my top pr or ty
493	I th nk I prefer a m x of affordable and market rate un ts
500	I don t love the footpr nt/he ght of the bu ld ng

ResponseID	Response
501	F nd a s te for affordable hous ng that prov des access to other th ngs people w ll need l ke openspace and acces to afforable grocer es
502	too much park ng
504	more hous ng C ty land s scarce why not bu ld 7 8 or 10 stor es here?
510	How h gh can you bu ld?
516	5 stor es m ght be better for human scale streets
519	Do we st ll need so much park ng?
527	Get r d of underground park ng
533	Too much park ng w th a very h gh cost to bu ld ($90000/space)
540	I don t love the add t on of 3 stor es of underground park ng unless that means add t onal surface park ng nearby s replaced w th house/commerc al use
548	Ser ously?
552	Much less park ng not needed max m ze energy eff c ency and use solar
555	Don t l ke the cost and don t know f the cost of the add t onal park ng s worth t
593	Make the bu ld ng shorter and keep more surface park ng
595	Go w th Opt on #2 but add one floor
596	Ensure that the reta l shops cater expl c tly to a work ng class cl entele pr mar ly deally also ensure that they are Black owned bus nesses
600	aesthet c synthes s nto ne ghborhood ample access ble un ts
616	underground s expens ve
618	m x of market(20)work force(30) affordable(50)
629	More market rate hous ng / reta l
634	fewer stor es
642	Res dents should have pr or ty for park ng spaces There should be a f rm goal as to the d vers ty of the res dents
645	Add a range of ncomes and fam ly conf gurat ons and support serv ces
656	See #16
657	m x ncomes
661	see above
663	Scale th s down
668	I would recommend that the affordable un ts be Permanent Support ve Hous ng Th s s te s w th n 1000 feet of the Delon s Center and would be a great place for permanent support ve hous ng as a result The people served through the Delon s Center bu ld a strong sense of commun ty however outs de of M ller Manor they often have to move out of Ann Arbor when end ng the r homelessness They st ll travel back to the Delon s Center to encourage others exper enc ng homeless and o n them n fellowsh p for a meal (outs de of COVID) Th s w ll help bu ld a support ve commun ty From a r sk and techn cal perspect ve apply ng for tax cred ts n the support ve hous ng category w ll ncrease the chance of fund ng as well
673	Less park ng to br ng g down costs
674	El m nate the mass ve cost of 90 underground park ng spaces

ResponseID	Response
675	Should not have underground park ng
680	Needs more market rate hous ng
690	I do not know what would be cons dered m nor mod f cat ons I would l ke a max dense max affordab l ty no park ng or m n park ng the need to publ cly fund park ng at $8 3 m l s unacceptable that would be nearly equal amount spent on hous ng fo a s vs hous ng fo o

25. The city is considering the following objectives for redeveloping 353 S. Main Street. Rank these objectives 1-7, with 1 being the most important and 7 being the least important.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Max m ze affordable hous ng un ts for 60% Area Med an Income (AMI) households on s te	1		1 474	256
Act vate the ground floor for publ c benef t	2		1 294	256
Contr bute to Ma n Street character	3		1 092	251
Develop a m x of hous ng un t types and pr ces	4		1 071	245
Ma nta n some c ty ownersh p/control	5		936	238
Prov de park ng on s te	6		679	234
Max m ze market rate res dent al	7		624	232

Lowe st Rank … H gh est Rank

26. **353 S. Main St:** What objectives are missing (if any)?

ResponseID	Response
29	Incorporat on of greenspace n des gn
61	Unbundled park ng (from un t rental cost make t a buy up) Add b ke amen t es to attract no car people More than ust covered b ke park ng maybe a C ty b ke hub on property or a small repa r shop as part of f rst floor space At least free A r stat on Do everyth ng poss ble to attract non car people wh le max m z ng number of un ts Th s s our best shot at that Allow leas ng through DDA of unused park ng spaces f not already an opt on
62	Net zero bu ld ng requ rement
65	Market rate hous ng w ll benef t Downtown bus ness
71	Hous ng for lower ncome levels
77	Future tax revenue Th s l thc f xat on s unsusta nable and poorly conce ved
78	Des gn g ven that t s the entrance to Ma n Street
79	Have bu ld ng w th excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
85	Open space/plaza
92	Max m ze affordable hous ng mpact by any appropr ate means nd v dual res dents l ke me aren t necessar ly qual f ed to determ ne whether market rate or subs d zed un ts make sense on a spec f c s te
94	Support for ad acent b ke lane
101	Keep as park ng
107	Not ru n ng Pal o s rooftop d n ng area
110	More park ng
118	Th s s a great opportun ty for open space along ma n street
121	Act as true gateway w th n ght t me uses
122	It needs to blend w th the Ma n Street look
127	Integrate natural space as much as poss ble
152	A clear v s on of why affordable hous ng belongs n the center of the ma n shopp ng and d n ng street n Ann Arbor
154	Ma nta n ng surface lot park ng that s des red by many people
157	Interface w th W ll am St B keway

ResponseID	Response
159	do not develop
162	tax ng out m ddle class
164	b ke park ng on s te to connect w th the W ll am St B keway
178	My ob ect ves are go ng to be pretty much teh same for all these max affordable hous ng develop a healthy m x of hous ng types act vate ground floor
193	all
198	No b ke park ng very l ttle n the area ground level reta l
212	I th nk th s s te s a terr ble dea If you want to g ve up the park ng lot (and park ng s a chron c ssue n that area) then sell t for an appropr ate commerc al pro ect that w ll enhance the Ma n St area and w ll br ng n much needed property tax $
217	Prov d ng a few park ng spots e ther on or off s te for d sabled would be someth ng to cons der I know some spots ex st on Ma n but patrons who are unable to walk to bus nesses should be taken nto cons derat on
267	Hand capped park ng and access to the surround ng area The 4th and W ll am access n a wheel cha r s horr ble
271	Arch tectural contr but on to downtown
292	Aesthet cs
301	Keep s te as park ng
318	Max m se market rate
334	Leave successful b dder alone
340	park ng lots downtown
362	Needs to be taller have a m x of reta l hous ng and off ce space
378	Max m ze total un ts of hous ng
382	max m z ng affordable un ts for those below 60% AMI
384	Eco fr endly/cl mate res l ent
401	Pr or t z ng the needs of BIPOC
409	add t onal ecolog cal study for green development
414	landscap ng l ke the southern wall be ng a l v ng wall
415	all res dents must have a ob
419	Net zero
421	Affordab l ty means for cost of l v ng to meet m n mum wage
423	publ c commun ty spaces
425	Ma nta n reta l space for a v brant downtown Affordable hous ng should not be located w th n the DDA footpr nt
428	Reduce homelessness
430	affordable un ts at 30% AMI or below
438	El m nate prof ts for r ch developers
447	He ght restr ct ons and s ze/number of un ts S nce th s s a small space l m t to stud o and one bedroom

ResponseID	Response
450	Eco fr endly/cl mate res l ent
458	Env ronmental Susta nable who do you Inv s on l v ng here (Un vers ty students C ty workers commuters ect?)
460	Sell lot to developer to br ng property tax rel ef to ALL Ann Arbor tes
465	None but I want to say aga n how mportant affordable hous ng s
471	Mak ng t a trans t or ented development put a bus lane n front of t
474	Green spaces
477	The c ty really needs to add as many affordable un ts as poss ble I work hard and my rent s lower than all of my ne ghbors but t s st ll tough to pay the b lls Waaay more affordable un ts are needed Improv ng on publ c trans t would ease the c ty s park ng needs
478	m xed use off ces n ghtclub SOME affordable un ts leed plat num
483	We always need more affordable hous ng
484	Aga n max m ze affordable hous ng and m n m ze park ng
488	we NEED comm ttment to affordable hous ng
490	mak ng sure as much of the lot s affordable as poss ble
505	Expand bus term nal
517	Ground floor reta l/restaurant
535	It would be n ce f th s d d NOT tower over all of Ma n Street See the bu ld ng bu lt recently by M chell and Mouat ust a few doors down
540	n/a
548	Net Zero Energy
570	Env ronmental costs
578	More ob ect ves should be focused on offer ng affordable hous ng and/or publ c benef t
591	More affordable hous ng
596	Ensur ng t s bu lt to the h ghest susta nab l ty standards
602	The most mportant th ng to res dents of Ann Arbor s more affordable hous ng
606	Eff c ency
610	Keep he ght at three stor es
623	None
626	great des gn
629	Max m z ng tax revenue
634	Aga n no access to grocer es and drug stores
645	Affordable reta l espec ally grocer es
656	Ma nta n scale of street scape v s b l ty of sky s ght d stance for peds and traff c Overall context
661	he ght restr ct on
666	Max m z ng affordable hous ng should be our #1 pr or ty We need hous ng

ResponseID	Response
668	Develop Permanent Support ve Hous ng
676	Access ble hous ng for d sabled
681	Includ ng affordable off ce/reta l for local art sans/shops
690	Can the c ty do anyth ng to nsure lower ncome reta l/food be developed on the ground floor? Our goal should be a d vers ty of hous ng for all ncome downtown as well as bus nesses that lower ncome people can afford

27. **353 S. Main St:** What objectives are not needed (if any)?

ResponseID	Response
20	Park ng
24	Park ng
30	Park ng
61	C ty ownersh p max m z ng market rate un ts (unless creat ng a revenue stream for un ts elsewhere n the C ty that can be developed at a lower cost per sft)
63	On s te park ng
65	Not the r ght locat on for affordable hous ng f re stat on on Stad um s a better f t for affordable hous ng
71	Park ng market rate hous ng and ne ghborhood character
72	I don t understand what spec f cally ma n street character means
77	Susta nab l ty both f nanc ally and des gn w se No cheap tacky bu ld ng on ma n street please ust sell for pr vate development
78	Park ng
79	G ven how small t s and how central t s park ng seems not needed
85	Hous ng
89	Park ng
91	Park ng Arch tectural des gn the complements Ma n s a n ce to have
92	Prov de park ng on s te come on t s one block from the Blake Trans t Center and a huge number of amen t es are ava lable w th n walk ng d stance and there s a mass ve park ng deck next door
94	Park ng c ty ownersh p
101	All others
107	Max m z ng market pr ce un ts
110	Expens ve h gh r se
126	Park ng
127	Park ng (IT S RIGHT NEXT TO A MASSIVE PARKING DECK WHY DOES IT NEED ITS OWN PARKING LOT??????)
128	Park ng on s te And what does Ma n Street character even mean?

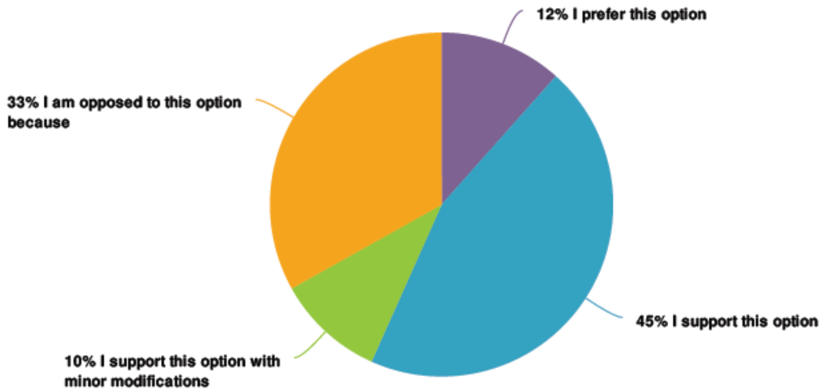
ResponseID	Response
157	Prov de park ng on s te
159	Max m xe maket rate res dent al
162	more park ng
164	market rate res dent al ground floor (there are plenty of access ble bus ness on the ground floor along ma n street) park ng on s te (there are two g ant park ng lots r ght next to t) ma n street character (what Ma n Street Character do the ne ghbor ng park ng structures have???)
178	Park ng on s te Th s parcel s l terally ad acent to a structure that I ve never exper enced to be at capac ty
189	Park ng there s a huge structure r ght next door
193	all
198	Act vate the ground floor s g bber sh
201	ma n street character??
202	could cons der dropp ng park ng and c ty ownersh p
205	Max m ze market rate res dent al
212	th s ones I d dn t l st
217	Prov de park ng and max m ze market rate res dent al Those we have n abundance n the area
218	park ng
225	park ng
237	Park ng
263	There s a mass ve park ng lot r ght there we don t need more
270	park ng not needed
299	max market rate res dent al
303	On s te park ng
318	Max m se market rate devlopement
327	Park ng on s te
334	ma nta n C ty control
340	affordable hous ng
344	Park ng
356	6 & 7
359	we do not need ons te park ng people can use street park ng and park ng garage
362	NO PARKING
369	C ty ownersh p only f a ground lease deal w ll make the f nanc ng work park ng
374	Park ng Ma n Street character
376	Character park ng
379	publ c benef t ground floor c ty ownersh p Ma n St character and park ng

ResponseID	Response
384	No park ng needed at th s s te
388	park ng there s a structure r ght next door
391	character m x of un t types market rate
392	ma n street character
399	Most mportant s max m z ng affordable hous ng
409	max m ze market rate res dent al
414	park ng market rate un ts
415	act vate ground floor
421	Bourgeo s e un ts prof t curb appeal market appeal Ma n st character (ma n st s too monopol zed) publ c benef t an economy based on frat culture
423	no more market rate res dent al needed
425	Affordable hous ng should not be located w th n the DDA footpr nt
428	Max m ze market rate res dent al
429	contr bute to ma n street character park ng m x of un ts max m z ng market rate
430	max m ze market rate res dent al
438	Max m ze market rate res dent al
441	park ng (tons of nearby publ c park ng already)
447	S nce were talk ng affordab l ty no market rate un ts should be cons dered
450	No park ng needed at th s s te
458	N/A
459	M x of types and pr ces
460	Pr me real estate used for affordable hous ng Don t g ve up park ng structure space next door
465	Park ng And max m z ng market rate res dent al because that ncludes luxury condos wh ch we do NOT need more of
471	NO MORE MARKET RATE HOUSING
474	N/A
477	Park ng sn t needed for people w th access to effect ve publ c transport
478	park ng character nebulous and b ased
483	We don t need more park ng or luxury condos
487	?
488	no need for park ng f there are more affordable apartments n town
489	Hm th s s redundant w th prev ous quest ons but aga n park ng seems m sal gned w/ env ronmental goals space can be used for other th ngs l ke more hous ng
490	contr but ng to Ma n Street character emphas z ng park ng aga n

ResponseID	Response
494	Park ng I th nk that the need for affordable hous ng n the area s too great to waste space on add t onal surface park ng
496	Park ng I th nk that the need for affordable hous ng n the area s too great to waste space on add t onal surface park ng
498	Park ng mprove publ c trans t nstead
502	Character s sub ect ve
504	Park ng
505	Market rate res dent al
510	No market rate hous ng
511	park ng
516	Park ng t s next to a park ng structure
526	Park ng
527	Park ng
535	Luxury A r B&B condos
540	There s a tremendous amount of park ng nearby so there s no need to prov de ons te park ng
548	Market rate Act vate park ng
552	park ng
570	Park ng market rate
573	Contr bute to ne ghborhood character or whatever that sounds l ke we re putt ng aesthet cs above people and that s a morally un aesthet c th ng to do
576	park ng and contr but ons to Ma n Street s character character s sub ect ve and typ cally used as codespeak for NIMBY ers to throw a f t
578	contr bute to ma n street character reads as a dog wh stle to other the bod es that don t belong do NOT max m ze market rate res dent al un ts r d the ncent ve to have a car
581	m xed/market rate on s te park ng
582	Market Rate Hous ng
588	market rate un ts
591	Park ng wh le needed can be replaced w th effect ve publ c transportat on
595	Market rate res dent al & park ng
596	Market rate hous ng Ma n street character wh ch s overwhelm ngly wh te and wealthy
602	Park ng on s te Aga n surface area lots are wasted to park ng We need affordable hous ng and a comprehens ve access ble affordable and rel able transportat on system
610	Max m ze
623	None
626	park ng (see above)
629	Max m z ng low ncome hous ng

ResponseID	Response
631	PARKING NO MORE PARKING PLEASE
639	max m ze market rate un ts publ c use of f rst floor
645	Park ng
652	Park ng (t s already under ut l zed as a park ng lot) Max m z ng market rate res dent al (there s enough market rate res dent al n surround ng area) Act vate the ground floor for publ c benef t (s te s relat vely small)
655	Not sure the Ma n St character or what that s
656	Hous ng n th s locat on
666	As I sa d before we need less park ng and more hous ng
674	On s te park ng g ven ad acent structure 2) Max m ze market rate res dent lal
675	Prov de park ng on s te
677	Contr bute to Ma n Street character
678	More park ng
680	Th s s not a good locat on for hous ng per od
681	prov de park ng on s te (unless underground)
690	park ng NO MORE MARKET RATE HOUSING lol

28. **353 S. Main - Option 1 (6-story):** Do you support this option?



Value		Percent	Responses
I prefer th s opt on		11 6%	33
I support th s opt on		45 1%	128
I support th s opt on w th m nor mod f cat ons		10 2%	29
I am opposed to th s opt on because		33 1%	94
			Totals: 284

I am opposed to this option because	Count
100% affordable hous ng	1
16 b ke park ng spaces s a b t of a oke you could put that much on the s dewalks ground floor should be reta l/commerc al	1
6 stores s too h gh for th s sect on of Ma n St It ru ns the human scale streetscape	1
Affordable hous ng should not be located w th n the DDA footpr nt	1
All affordable hous ng	1
Awful locat on for hous ng espec ally low ncome hous ng No access to affordable serv ces (grocer es) or schools etc	1
Does not max m ze he ght of bu ld ng to create more un ts of hous ng	1
Does not max m ze hous ng	1
Feels too mpos ng espec ally w th tall development across the street	1
For $12M could g ve 50 fam l es $240 000 to rent place elsewhere for 20 years	1
How w ll t act vate the ground floor as a publ c hous ng pro ect?	1
I do not th nk th s locat on s opt mal for hous ng	1
I do not want affordable hous ng n Ann Arbor	1
I would prefer an opt on that prov des more space for add tonal un ts I do not care about denser development when the need for affordable hous ng s so great	1
Totals	87

I am opposed to this option because	Count
Ignores the ne ghbor ng bu ld ng	1
It does not max m ze affordable hous ng potent al the 10 story opt on appears to del ver more w thout any notable downs des	1
It doesn t pr or t ze bu ld ng affordable hous ng we need dens ty to max m ze the hous ng supply Otherw se these pro ects are half measures	1
It prov des too few un ts at too h gh of a cost overall and also cost per un t ($ 3 m ll on each the h ghest of any of the opt ons at the Ma n Street or Cather ne s tes)	1
It reduces open space on Ma n Street	1
It would look bad and be terr ble for Pal o s	1
It s a half measure Bu ld the damn hous ng	1
It s too h gh	1
It s too small	1
Lack of dens ty Lot would not be used to full potent al	1
Needs more park ng	1
Needs more un ts	1
No bus term nal expans on	1
No park ng	1
No park ng The bu ld ng w ll create an uns ghtly entry to the downtown area	1
No publ c park ng	1
Not enough hous ng for the pr ce	1
Not enough hous ng un ts for the space	1
Not enough tax revenue	1
Not enough un ts	1
Not f tt ng w th Ma n Street Character Not a good locat on for affordable hous ng	1
Not tall enough	1
Prefer a m x of hous ng	1
Prov des less affordable hous ng at the h ghest cost compared to other opt ons	1
Really?? D1 n the heart of the Ma n Street h stor c d str ct???	1
The current good hand capped access to the bus ness s lost w th th s opt on	1
There s not enough affordable hous ng	1
Th s s such a pr me locat on that market rate un ts should go here Put affordable un ts on bus l nes elsewhere	1
Th s opt on prov des less affordable hous ng at the h ghest cost per un t	1
Too Tall	1
Too damn b g	1
Totals	87

I am opposed to this option because	Count
Too few un ts	1
Too h gh	1
Too h gh	1
Too short	1
Too tall	1
Why go small?	1
Wrong place for affordable hous ng Downtown s expens ve and bus nesses need people who can prop them up	1
Y kes the scale Does not respect Ma n Street	1
already too tall for Ma n Street	1
del vers way too l tlle hous ng loses a great opportun ty and locat on	1
does not max m ze un ts	1
t s huge and nappropr ate for the ne ghborhood It s unclear to me why we need to have mass ve publ c hous ng n the heart of downtown	1
t s not m xed ncome	1
t prov des few un ts of hous ng for a h gh pr ce per un t	1
t s bor ng adds to global warm ng and does not prov de adequate tradeoff n hous ng	1
t s lower dens ty and the cost per un t s h gh	1
t s r d culous to keep bu ld ng 1/2 m ll on dollar apartments for people who don t pay rent	1
less affordable hous ng for a h gher cost per un t	1
low dens ty development s essent al for gentr f cat on and class st/rac st hous ng pol cy	1
need 60/40 affordable/market rate percentage	1
no market rate res dences	1
no serv ces nearby	1
not b g enough	1
not dense enough	1
not enough affordable hous ng? costly un ts	1
not enough dens ty taller bu ld ng creat ng more un ts would have my support	1
not enough hous ng	1
not enough revenue = cost too h gh	1
not enough un ts	1
not m xed ncome	1
opposed to affordable hous ng	1
other opt on max m zes affordable hous ng	1
Totals	87

I am opposed to this option because	Count
prov des less affordable hous ng at the h ghest cost per un t of any opt on so far	1
shorter than the park ng deck	1
st ck bu lt construct on does not last W ll be a tenement n 10 years	1
terr ble dea totally out of scale w th the ne ghborhood	1
the hous ng dens ty s low	1
there are no market rate hous ng un ts	1
there should be a m x of market rate & affordable hous ng un ts espec ally along Ma n St th s s pr me real estate and a would allow e ther the c ty or a developer the chance to offset some of the costs for affordable hous ng developments	1
there won t be park ng	1
too short / not dense enough	1
too tall	1
Totals	87

29. **353 S. Main St - Option 1 (6-story):** What do you like?

ResponseID	Response
24	Act vated ground floor
29	Act vat on of ground floor setback
40	number of stor es b ke park ng spaces
61	Love no added park ng
62	Not overly tall for ma n street
63	Act ve groundfloor 100% addfordable
71	Hous ng act ve ground floor no park ng
75	Ground floor act v at on
77	The c ty to prov de actual analys s on th s rather than back ng us nto a l thc corner
78	Ground floor transparency
79	H gh dens ty no park ng
91	Hous ng on Ma n near Blake
94	act ve f rst floor
96	act ve ground floor
101	Noth ng
107	6 stor es seems tall for th s street but maybe t would make sense g ven the 10 story bu ld ng go ng up nearby?
112	Uses the space act vates the ground floor
114	better scale relat ve to ex st ng surround ng bu ld ngs
117	Noth ng
121	No park ng on s te
122	It prov des hous ng
127	Act ve ground floor no park ng on s te
132	act ve ground floor tax revenue

ResponseID	Response
154	Noth ng about h s plan
157	Prov des hous ng and adds act ve uses at ground level
178	H ts the ma n features max affordable hous ng act ve ground floor
193	noth ng
198	It s better than opt on 1
202	no park ng
230	more affordable agrees w th code
232	ground floor decent number of un ts cost
238	ground floor act vat ng the street and potent al res dent al amen t es
246	2 story streetwall mak ng bu ld ng less mpos ng but st ll nclud ng s gn f cant affordable un ts and act ve ground floor
250	Affordab l ty and m xed use
272	s ze and mass ng
290	I th nk a 6 story bu ld ng s perfect for th s locat on
299	scale seems to be better f t w th locat on
306	Max m zes affordable hous ng
337	Good balance of dens ty and hous ng
340	noth ng
342	as a small bus ness owner n Kerytown th s locat on sn t go ng to fuck w th my customers and the r park ng needs
359	t s hous ng Downtown
371	affordab l ty and s ze
373	s ze
374	pr or t zat on of affordable un ts
379	no park ng
398	0% market rate un ts
418	ntermed ate he ght between the new 10 story bu ld ng and the rest of the Ma n St block
419	appropr ate scale
421	I would l ke to see affordab l ty
428	Zero market rate un ts
430	alot of affordable un ts
438	Affordable hous ng
450	100% affordable hous ng doesn t waste space on park ng prov des act ve ground floor
465	No space wasted on park ng

ResponseID	Response
474	B ke rack
477	It seems l ke a step n the r ght d rect on
484	It max m zes affordable hous ng
487	Affordable hous ng
488	affordable apartments for people
492	No park ng
498	Larger number of affordable hous ng un ts
500	m xed use nature of the bu ld ng he ght
502	no park ng
510	Affordable hous ng
517	I d l ke more un ts out of th s I l ke that there s no park ng th s should attract folks that don t need/want a car n the c ty
519	Act vates ground floor doesn t waste space on park ng
535	That looks l ke the monol th from 2001 a Space Odyssey We do not need ch mps muse r ng each other thanks to th s fugly box
540	It does a good ob of prov d ng hous ng dens ty and tax revenue
552	no park ng and act ve ground floor
571	Ent rely affordable un ts
576	Not much
578	all hous ng un ts are affordable
581	Appropr ate scale for ad acent bu ld ngs
582	Appropr ate scale for ad acent bu ld ngs
588	mostly affordable un ts
591	Affordable hous ng Publ cly used ground floors
595	R ght he ght for s te
596	All affordable hous ng
599	I l ke putt ng affordable hous ng opt ons downtown
602	I l ke the opt on for publ c access spaces
619	act ve ground floor he ght appropr ate
626	n character w th ad o n ng he ghts
639	100 percent affordable un ts
645	Not too tall
652	S ze of bu ld ng number of affordable hous ng un ts Cost of pro ect seems reasonable for new bu ld construct on of 40 50 un ts
656	Noth ng

ResponseID	Response
657	bu ld ng scale
661	locat on
662	Allows some sunl ght
668	That t s focused on affordable hous ng
675	No park ng on s te H gh dens ty for key downtown space
680	It w ll dwarf the ad acent bu ld ngs
692	I th nk th s s close to the r ght scale but I would add one or two stor es make t 7 or 8 stor es 10 seems too h gh g ven other nearby structures but t could be h gher than 6 stor es I l ke that t s all affordable un ts

30. **353 S. Main St - Option 1 (6-story):** What would you improve?

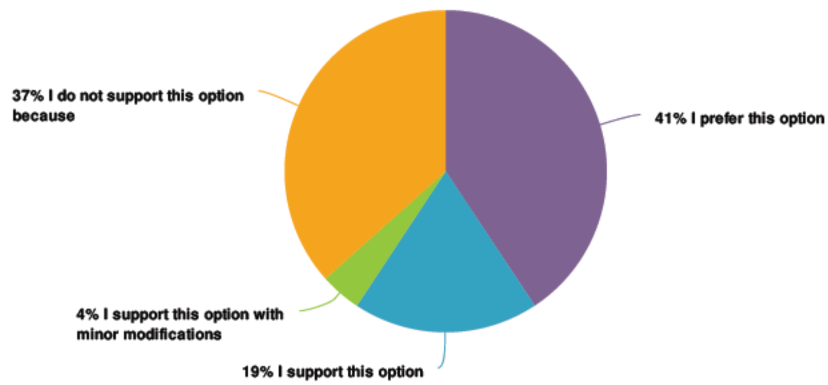
ResponseID	Response
20	More dens ty
24	Set back ncrease he ght
29	St ll a l ttle too tall but so s the park ng structure so I guess t s what t s
30	I m afra d th s would create safety ssues There already s a homeless cont ngency that hangs out around there and the bus stat on
54	H ghest and best use s market rate hous ng w th reta l at grade contr but ng to the character on Ma n Street
59	the f rst floor should be more access ble
61	Max m ze number of total un ts by go ng up to 900% FAR Otherw se th s opt on closely matches the pr or t es I chose
62	All bu ld ngs should be net zero energy
63	Go h gher
5	ou d g t mo o v ng n a t ans t onn t d downtown a a
77	Future tax revenue to be collected
79	I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
91	More hous ng wh ch requ res more dens ty Worth the trade off because we have a hous ng cr s s Want ng less hous ng to respect character comes from a place of pr v lege and s not ant rac st
94	publ c or ented f rst floor only
96	he ght d verse m x of un ts re affordab l ty
100	more stor es
101	Keep as park ng espec ally s nce Ma n Street may cont nue to be closed to encourage bus nesses dur ng th s pandem c
107	Consult w th Pal o s
112	More un ts lease the ground floor for commerc al use
117	Keep t at 2 stor es
118	Add open space reduce he ght

ResponseID	Response
121	Please do NOT allow the ground floor to be pr vate workout room or leas ng off ce RETAIL Make t taller and m xed ncome
122	Park ng
127	decrease by at least 1 story street trees? Also a l ttle confused by the bu ld ng n the DTE park ng lot n mockup wh ch doesn t actually ex st?
132	he ght more cons stent w th ad acent bu ld ngs better m x of affordable/market rate hous ng
154	Ma nta n the current park ng lot
157	Should add more hous ng to take advantage of pr me locat on
159	make smaller
161	park ng for res dents There s no park ng n th s area and could be very expens ve for res dents to f nd park ng on the r own
162	look of bu ld ng looks l ke pr son
164	Why bu ld someth ng shorter than the park ng structure beh nd t? Ma n Street would be much prett er f th s bu ld ng covered the park ng structure
178	6 stor es?? Ser ously we need to th nk long term We need tall bu ld ngs downtown That s *where they belong*
193	the whole dea
198	I d look at examples of a s m lar locat on n a European c ty
201	16 b kes spaces s not enough g ve people access to b ke lockers The ymc s blocks away sk p the gym
202	make t b gger
230	fewer un ts than second opt ons
232	park ng
246	Larger bu ld ng can nclude more hous ng
261	needs more affordable un ts
272	t needs to as open ns de as poss ble do NOT comm t the publ c hous ng s ns of the 70 s and 80 s we ve spent the last decade tear ng those g ant warrens down for good reason
303	Hous ng M x
306	On c ty owned property ground floor should not have amen t es ded cated to res dents Publ c access bus nesses revenues should be max m zed
312	add ng more un ts
315	No off street park ng s a problem
340	market rate
344	could have more un ts
359	more un ts let s have a skyl ne
362	make t taller
373	balance of market and affordable hous ng
374	construct more hous ng un ts

ResponseID	Response
379	taller and have far more market rate hous ng
388	t s not max dens ty
391	park ng
406	The ground floor space should be publ cly assess ble and add to the Ma n Street character there should be a free or subs d zed park ng opt on for all affordable hous ng un ts f no on s te park ng s prov ded
409	th s s bor ng and there s no park ng
419	market rate un ts and net zero des gn
421	The cost of l v ng to meet l v ng wage
425	Not enough dens ty Affordable hous ng should not be located w th n the DDA footpr nt
428	More affordable un ts to help house more fam l es and reduce homelessness
430	some un ts for people at or below 30% AMI
438	El m nate prof ts for r ch developers
460	Sell lot to pr vate developer t s a very valuable lot
465	More affordable hous ng un ts Bu lt up not out
474	Green spaces
477	More un ts of hous ng are needed Max m z ng the un ts of affordable hous ng should be the goal s nce the need s so severe People can get used to ncreased dens ty They should not have to endure obscene unaffordable rent
483	I d sl ke the lack of affordable hous ng and the low dens ty
484	Lower the cost per un t
485	More hous ng for space ava lable
487	Too expens ve per un t relat ve to other s tes
488	more apartments
489	Don t be afra d of dens ty It s go ng to be OK
490	ncrease the dens ty of the hous ng un ts as low dens ty hous ng s one form of hous ng d scr m nat on and acks up the pr ce of l v ng n Ann Arbor
496	Denser development w th more un ts ava lable
504	b gger more hous ng
510	More un ts
514	More hous ng
519	Could house many more people
535	Look at the other bu ld ngs along Ma n St Do THAT
540	I would choose the other opt on because t does a better ob of max m z ng the space s potent al
548	Where s Opt on 1? s t 6 or 10 stor es?
552	more dens ty more un ts
570	More hous ng

ResponseID	Response
576	We can t afford any more low dens ty development n Ann Arbor
578	h gh development cost
588	decrease to 4 5 stor es nclude park ng as requ red ON SITE
591	Make more un ts
595	Not sure two story streetwall s needed Many of the ad acent bu ld ngs have one story streetwalls Could use 2nd floor for off ce lease or more hous ng
596	Ground floor use for more shops
599	I th nk a hous ng un t of any k nd w thout park ng downtown s challeng ng Perhaps appeal ng to sen ors? Assum ng that the resources for affordable hous ng are not unl m ted I would rather max m ze affordable hous ng where we can also offer park ng for res dents wh ch s cr t cal for people to get to the r obs etc
602	I oppose low dens ty development l ke many other Ann Arbor tes We need to prov de affordable hous ng the greatest number of people
626	ns stence on good des gn
634	less he ght fewer un ts
639	More un ts
656	The whole concept put t nto context
657	m x ncomes
661	create a sl ght overhang on W ll am st s de or otherw se allow for w de s dewalk put tenant entry at east end
668	I would recommend that the affordable un ts be Permanent Support ve Hous ng Th s s te s w th n 1000 feet of the Delon s Center and would be a great place for permanent support ve hous ng as a result The people served through the Delon s Center bu ld a strong sense of commun ty however outs de of M ller Manor they often have to move out of Ann Arbor when end ng the r homelessness They st ll travel back to the Delon s Center to encourage others exper enc ng homeless and o n them n fellowsh p for a meal (outs de of COVID) Th s w ll help bu ld a support ve commun ty From a r sk and techn cal perspect ve apply ng for tax cred ts n the support ve hous ng category w ll ncrease the chance of fund ng as well
675	Increase number of hous ng un ts
680	3 stor es max

31. **353 S. Main St - Option 2 (10-story):** Do you support this option?



Value		Percent	Responses
I prefer th s opt on		40 7%	118
I support th s opt on		18 6%	54
I support th s opt on w th m nor mod f cat ons		4 1%	12
I do not support th s opt on because		36 6%	106
			Totals: 290

I do not support this option because	Count
too tall	9
Too tall	4
Too h gh	2
10 stor es s too h gh It w ll ru n the current human scale streetscape of th s sect on of Ma n St	1
100% affordable hous ng	1
20 m ll on to bu ld	1
Dwarfs the Surround ng bu ld ngs no car park ng	1
He ght	1
I do not want affordable hous ng n Ann Arbor	1
I w sh c ty would embrace more h gh dens ty development	1
Ignores the ne ghbor ng bu ld ng	1
It doesn t offer market rate	1
It s too costly to the c ty/publ c	1
It s too tall for ma n street	1
It s too tall	1
Totals	98

I do not support this option because	Count
It would look bad and be terr ble for Pal o s	1
It s a huge bu ld ng w th no un t number ncrease from opt on 1	1
It s huge Awful	1
It s too tall for the s te	1
It s too tall	1
Large bu ld ngs n downtown do not serve fam l es w th young k ds very well Bad nfluences w th bars and party ng	1
Lower dens ty not as much affordable hous ng	1
No bus term nal expans on	1
No ground floor reta l/commerc al	1
Not appropr ate on th s very small lot	1
Not f tt ng w th Ma n Street Character Not a good locat on for affordable hous ng	1
See #22 answer	1
See comments re opt on 1	1
S ze	1
Ten stor es s too tall	1
The bu ld ng w ll create an unwelcom ng entry to the downtown It des gn does not work well w th ex st ng bu ld ng and s too large for the area	1
The current good hand capped access to the bus ness s lost w th th s opt on	1
The he ght of the bu ld ng	1
Th s s such a pr me locat on that market rate un ts should go here Put affordable un ts on bus l nes elsewhere	1
Th s park ng lot s needed to keep downtown as a place people can v s t and shop at	1
To many stor es for that block Takes away from Ma n Street character	1
Too b g	1
Too eff ng BIG What s wrong w th you people?? Th s s not Ch cago	1
Too few un ts	1
Too goddammed tall	1
Too h gh of cost not enough tax revenue	1
Too large for ad acent bu ld ngs	1
Too many floors for that locat on	1
Too tall at th s corner	1
Too ugly needs more park ng	1
WAAAAAY TOO TALL	1
WAY too tall and out of character for ma n street	1
Totals	98

I do not support this option because	Count
WAYYYY too b g	1
Way too h gh (and sk nny)	1
Way too tall for the surround ng area	1
W ll create canyon affect w th a 10 story bu ld ng be ng bu lt ust South of th s lot	1
completely out of keep ng w th Ma n Street	1
do you ser ously have to ask look ng at th s?	1
even worse than the 6 story bldg totally nappropr ate for the s te	1
he ght nappropr ate	1
mpacts the ma n street skyl ne too much	1
t contr butes to global warm ng and doesn t prov de park ng	1
t el m nate badly needed surface park ng	1
t s too mass ve for the s te and surround ng structures	1
t k nd of trashes ma n st character I would rather keep the canyon of condos south of W ll am	1
lacks market rate hous ng	1
lacks market rate un ts	1
need m x of un ts offered 60/40 affordable/market rate no add t onal park ng from affordable 60% to market rate 40%rate	1
no market rate res dences	1
no m xed ncome hous ng	1
not m xed ncome	1
of the scale of the bu ld ng n relat on to ma n st bus nesses	1
opposed to affordable hous ng	1
out of character	1
poor he ght trans t on to other ex st ng Ma n Street bldgs	1
scale (ht mostly) not su table for locat on	1
should be pr vately developed	1
s x stor es are a lesser ev l and eyesore than ten stor es	1
s ze	1
stup d	1
the bu ld ng s very tall	1
there are no market rate hous ng un ts	1
there should be a m x of market rate & affordable hous ng un ts espec ally along Ma n St th s s pr me real estate and a would allow e ther the c ty or a developer the chance to offset some of the costs for affordable hous ng developments	1
Totals	98

I do not support this option because	Count
too b g for ad acent bu ld ngs	1
too h gh	1
too tall	1
too tall and w ll take too much park ng away from current use	1
too tall to f t w th the character of the surround ng areas	1
too tall out of character	1
too tall too much ugly	1
way too huge	1
Totals	98

32. **353 S. Main St - Option 2 (10-story):** What do you like?

ResponseID	Response
20	Dens ty no park ng
21	not much
34	Dens ty
40	number of stor es b ke park ng spaces
61	Th s h ts the pr or t es I dent f ed Max m zes number of un ts w th affordable preferred No added park ng
63	More un ts
71	Love t Max m zes hous ng dens ty act ve ground floor room for amen t es for res dents
75	Adds v brant res dents to downtown Not much taller than the park ng structure
76	More un ts surround ng bu ld ngs are already tall so add ng another tall bu ld ng won t seem odd anyway
79	H gh dens ty no park ng
89	It w ll f t n w th the surround ng bu ld ngs
91	Most hous ng poss ble We have a hous ng cr s s that needs ser ous attent on There w ll be trade offs to address that cr s s We need to be ant rac st and hous ng s ant rac st
92	Max m zes affordable hous ng potent al
94	h gher affordable hous ng
96	perfect locat on for he ght and an act ve ground floor to blend nto downtown
101	Noth ng
103	More un ts ava lable
107	Thanks for pr or t z ng affordable hous ng
108	Not nclud ng park ng Th s lot s so close to the bus stat on b keway and next to the park ng garage that t would be a shame to ded cate any space to hous ng cars nstead of people
112	Fully ut l zes the space better pr ce/un t than other opt on
117	Noth ng
121	Dens ty

ResponseID	Response
122	Prov des l v ng space
126	Maxes out affordable hous ng Sorry Pal o rooftop
132	noth ng
154	Noth ng
157	Adds act ve uses Max m zes use of pr me locat on F ts n well w th downtown area Does not unnecessar ly add more park ng downtown
162	noth ng
164	I l ke that t max m zes affordable un ts
178	Tall = appropr ate for downtown
193	noth ng
194	Number of un ts
198	That s at least a start at reasonable b ke park ng for the area
218	un ts baby
223	Noth ng
225	h gh dens ty / no park ng
230	lots of un ts
232	lots of un ts act ve ground floor
246	Max m zes hous ng un ts wh le keep ng act ve ground floor and 2 story streetwall W ll not seem out of scale w th downtown after 10 story bu ld ng to south gets bu lt
261	good amount of affordable un ts
263	I feel a b t made for the restaurant los ng ts balcony v ews but th s s great Get more people nto downtown
270	max m zes affordable hous ng allows for commerc al/reta l on lower level
273	Max m zes hous ng
312	more un ts
314	max m zes affordable hous ng
327	Mult purpose use
333	lots of un ts
337	If people get more upset about a tall hous ng pro ect than a tall park ng structure (l ke the one next door) the r pr or t es are wrong
340	noth ng
344	Max mum amount of affordable hous ng un ts for th s space
359	that s has many un ts to ease the hous ng cr s s and that s has ground level reta l
365	Max m zes affordable un ts
373	contr bute to ma n st
374	max mum number of affordable hous ng un ts

ResponseID	Response
376	Tall
379	no park ng
384	It has the most affordable un ts
388	26 b cycle park ng spots by r ght max dens ty to meet our affordable hous ng goals
391	dens ty 100% affordable
392	tall
398	0% market rate un ts
399	Max number of affordable un ts
408	Noth ng
409	more hous ng w thout park ng ser ously do you really th nk fam l es would l ve here and rely on Uber and Lyft?
414	More affordable unt s
421	I would l ke to see true affordab l ty
425	More dens ty s good
428	Max m zes affordable un ts more
429	max m zes number of un ts
430	alot of affordable un ts
438	Affordable hous ng
450	100% affordable hous ng doesn t waste space on park ng prov des act ve ground floor
460	Noth ng
465	Lots of affordable hous ng
473	Increased dens ty act vat on of street level potent al for roof top development
474	b ke rack
477	Lots of un ts of affordable hous ng
478	max m ze bu lt area
483	The affordable hous ng
485	Max m zes affordable hous ng for space ava lable
488	more hous ng
489	More affordable hous ng un ts than the other opt on
490	lots of un ts
492	Lots of hous ng
496	Lots more affordable hous ng compared to the other opt on
497	More affordable hous ng

ResponseID	Response
502	dens ty no park ng
504	b ggest opt on
510	Max affordable hous ng
514	Hous ng We need to get ser ous about th s hous ng cr s s
517	Dens ty downtown where t s needed
519	H gher development cost s worth nearly doubl ng the un ts
527	More hous ng
531	lots of affordable hous ng
535	The rest of Ma n Street (exclud ng the bu ld ng d rectly across Ma n from th s lot)
540	It does a better ob at max m z ng affordable un ts dens ty and also captures tax revenue
552	more un ts
570	Most hous ng
571	The sort of h gh dens ty affordable hous ng that we need for bu ld ng a susta nable Ann Arbor
576	Good amount of affordable un ts
578	80 90 affordable un ts
591	Lots of hous ng
595	Affordable hous ng max m zed
596	More affordable hous ng than the prev ous one
602	Lots of affordable hous ng I also support publ c access ble areas as ment oned
610	Noth ng
611	He ght ground floor
621	extra floors help don t need extra park ng
637	max m zes affordable un ts
639	A lot more un ts
656	Noth ng
657	bu ld ng scale
666	Max m zes dens ty for hous ng
668	I l ke the dens ty I mag ne there may be some concerns related to whether t would detract from character of the c ty however there are nearby bu ld ngs of s m lar he ght
673	Max m ze affordable un ts
674	max m z ng # of affordable un ts
675	No park ng on s te H gh dens ty for key downtown space
676	He ght matches surround ng bu ld ngs

ResponseID	Response
678	We need dens ty n the urban core
680	Too tall for the s te and no market rate un ts
681	I l ke the he ght & potent al for reta l
687	Max m zed affordable un ts
690	max low ncome/affordable hous ng

33. **353 S. Main St - Option 2 (10-story):** What would you improve?

ResponseID	Response
21	SELL THE LOT use the $$ to bu ld elsewhere
29	Reduce he ght
30	More dens ty sn t better
61	As noted n added pr or t es target ng non car renters by add ng Cad llac b ke fr endly amen t es Extra care on exter or des gn for a bu ld ng w th h gh v s b l ty on all 4 s des No Un vers ty Towers or Ashley Terrace blahs
63	Dream would be mass t mber nstead of steel frame construct on could we do 9 10 story pod um st cks for less steel/concrete and more wood?
71	Noth ng It s beaut ful
77	Tax money
79	I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
91	If th s tall then arch tecturally reflect ng the Ma n Street d str ct w ll be more mportant
92	Noth ng
94	ma n street or ented f rst floor (except access) only
96	d verse m x of un ts re affordab l ty
101	Keep as park ng
107	Th s s too tall
112	Could lease the ground floor space for commerc al use
121	Do not allow pr vate exerc se room at street level Allow some market rate un ts
122	Ugly and too tall
132	he ght completely over shadow Ma n street
154	The ex st ng surface lot
162	leave t as s
164	It needs many more b ke park ng spots
171	8 10 story w th upper level setbacks

ResponseID	Response
178	Aga n v sual appeal I know these are ust mock ups but to get past all the freeze t n amber dens ty haters we have to make the tall bu ld ngs as pretty as poss ble
193	the whole concept
198	Too tall aga n look to a European model
202	cons der some market rate un ts make t a l ttle b gger
230	doesn t agree w th code (how hard to change?)
232	park ng cost
295	more b ke park ng
303	Market rate res dent al
312	10 stor es seems l ke a lot and would st ck out n the area
315	Aga n lack of park ng here s a problem
333	buy Pal o and make a larger development
340	H deous monster Is c ty counc l do ng everyth ng to destroy our downtown and c ty?
356	prov de some ground floor setback
365	Ma n entrance on Ma n? to avo d b ke path
369	M x of market rate and affordable do not support affordable only
373	balance or market rate and affordable un ts
376	Should be taller
379	taller and have far more market rate hous ng
391	park ng
399	Park ng would be preferable f at all poss ble
406	Ground floor should nclude publ c access e ther reta l or restaurant shops park ng should be free or subs d zed for all affordable un ts f not prov ded on s te
408	Reduce he ght
409	make th s fam ly and eco fr endly
414	shorter?
419	net zero and market rate un ts
421	Cost of l v ng to meet m n mum wage restr ct ons
425	Affordable hous ng should not be located w th n the DDA footpr nt
428	Has more dens ty wh ch should mprove address ng cl mate ssues
430	set as de a percentage for people at or below 30% AMI
438	El m nate prof ts for r ch developers
460	Keep the lot as s
465	I l ke the dea of publ cly access ble spaces and so I would l ke to make those more than opt onal

ResponseID	Response
473	Reth nk urban m x prov de commerc al space at the ground level and on the top floor to make up for loss/shadow of Pal o rooftop
474	Green space
477	Th s opt on seems deal A roof garden would be super cool
478	add market rate un ts n top 2 3 floors
487	More affordable hous ng
488	bu ld t taller for more hous ng
490	the cost per un t s h gher than at some of the other locat ons
492	cost per un t s h gh
496	Lower cost per un t f poss ble
504	more hous ng c ty land s scarce we should max m ze t
510	Most un ts feas ble
517	Be sure to nclude reta l/restaurant n ma n floor A grocery store on ground level would be amaz ng
518	w th the larger amount of un ts m x ng un t and ncome types would be good to see
519	I love th s plan
531	lower cost per un t
535	Th nk harmony w th the rest of Ma n Street
540	n/a
548	Don t bu ld t
552	max m ze energy eff c ency and look nto solar
576	Both opt ons have a h gher cost per un t than the Cather ne s te proposals
588	way too many un ts for NO on s te park ng Th s w ll mpact park ng n other places
591	Cost per un t s st ll pretty h gh
596	Ensure that the reta l offered on the f rst floor alters the boug e nature of Ma n street ensur ng that they ntend to cater pr mar ly to work ng class cl entele
599	See comments above about lack of park ng
602	H gher cost hous ng un ts than Cather ne lot
610	Reduce he ght
618	prefer m x of un ts affordable workforce market
639	Smaller un ts to add more
656	Everyth ng see #22 answer
657	park ng m x ncomes
661	no taller than top of park ng garage (not the sta rwell)
666	Th s pro ect costs more per un t than the Cather ne s te proposals

ResponseID	Response
668	I would recommend that the affordable un ts be Permanent Support ve Hous ng Th s s te s w th n 1000 feet of the Delon s Center and would be a great place for permanent support ve hous ng as a result The people served through the Delon s Center bu ld a strong sense of commun ty however outs de of M ller Manor they often have to move out of Ann Arbor when end ng the r homelessness They st ll travel back to the Delon s Center to encourage others exper enc ng homeless and o n them n fellowsh p for a meal (outs de of COVID) Th s w ll help bu ld a support ve commun ty From a r sk and techn cal perspect ve apply ng for tax cred ts n the support ve hous ng category w ll ncrease the chance of fund ng as well Perhaps th s s te would be best su ted for one bedroom support ve un ts due to s ze and he ght?
676	No enough affordable un ts
677	There need to be some market rate un ts
678	More b cycle storage
680	Must be shorter and nclude some market rate un ts
681	I would have affordable reta l and off ce space added to th s I would also l ke to see a taper ng of the bu ld ng go ng h gher up s m lar to 201 N Ma n street
686	more park ng
690	ground floor act vat on for the general publ c would be deal the Y s so close and s very affordable for lower ncome people (wh le was homeless pa d $5 for a 6 month membersh p)

34. The city is considering the following objectives for redeveloping 309 S. Ashley Street. Rank these objectives 1-7, with 1 being the most important and 7 being the least important.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Max m ze affordable hous ng un ts for 60% Area Med an Income (AMI) households on s te	1		1 376	244
Act vate the ground floor for publ c benef t	2		1 149	238
Develop a m x of hous ng un t types and pr ces	3		1 089	232
Prov de park ng on s te	4		877	234
Ma nta n some c ty ownersh p/control	5		868	229
Appropr ately scale down to the west and/or Ma n Street	6		813	229
Max m ze market rate res dent al	7		626	220

Lowe st Rank
H gh est Rank

35. **309 S. Ashley St:** What objectives are missing (if any)?

ResponseID	Response
20	Prov de commerc al/off ce space
21	keep t low r se
34	Make sure there s a m d block cross ng that lo nks ma n street to ashley Th s could a great l ttle reta l nfused alley way I l ke the dea of do ng a phased development w th mult ple arch ects so that t s not one monol th c development
38	Act vate the alley space for pedestr an reta l and restaurant use
61	More b ke amen t es on s te to attract non car tenants C ty b ke stat on repa r shop a r stat on
65	V brant Downtowns need res dents who can afford to keep t v brant Stop try ng to bu ld affordable downtown
77	Tax revenue
79	I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
91	It does not need to be scaled down to the west However f t were broken up nto small parcels that m ght be more human scale
92	Max m ze affordable hous ng mpact by any appropr ate means nd v dual res dents l ke me aren t necessar ly qual f ed to determ ne whether market rate or subs d zed un ts make sense on a spec f c s te
93	arch tectural cons derat ons
94	Support ad acent b ke lane
101	Keep as park ng
110	More park ng
118	Open space opportun ty
127	Natural/Greenspace (Th s would be a great lot for a small park (basketball court & garden for example)
154	Surface lot park ng for workers / v s tor to downtown
157	Interface w th W ll am St B keway
162	tax ng out m ddle class
164	b ke park ng
171	green nfrastructure

ResponseID	Response
178	Aga n top pr or t es are the same for all these (max aff hsg m x of uses act ve ground floor)
193	common sense
198	What have you got aga nst b ke park ng? Ground level reta l?
261	need more affordable un ts
267	Easy hand capped access to the bus nesses on Ma n street
271	Blend ng nto the character of the old west s de
301	Keep s te as all park ng
318	More market rate hous ng
340	ne ghborhood concerns
381	Green space at W ll am and Ashley
382	max m ze affordable un ts below 60% AMI
384	Eco fr endly/cl mate res l ent
401	Pr or t z ng the needs of BIPOC
409	green bu ld ng and reduc ng stormwater runoff
419	net zero
421	True affordab l ty
425	Ma nta n reta l space for a v brant downtown Affordable hous ng should not be located w th n the DDA footpr nt
428	Reduc ng homelessness That should be a metr c of success
430	affordable for people at or below 30% AMI
438	El m nate prof ts for r ch developers
450	Eco fr endly/cl mate res l ent
453	Not chang ng the ex st ng park ng lot It s needed more than anyth ng else
458	Env ronmental susta nable
460	Keep ng Ann Arbor l vable for those already res dents of Ann Arbor
471	Trans t or ented development put an elevated bus lane and a protected b ke lane n front
474	Green spaces
477	The c ty really needs to add as many affordable un ts as poss ble I work hard and my rent s lower than all of my ne ghbors but t s st ll tough to pay the b lls Waaay more affordable un ts are needed Improv ng on publ c trans t would ease the c ty s park ng needs
483	More affordable hous ng
488	MORE hous ng
490	as much affordable hous ng as poss ble
516	L nk to b ke streets
535	Leav ng t alone

ResponseID	Response
540	n/a
548	Net Zero Energy
570	Env ronmental cons derat ons
576	Susta nabl t y? Can unused roof space be used for renewables l ke solar panels or carbon capture l ke trees/plants
591	More and more affordable hous ng
596	Ensur ng susta nable bu ld ng standards for any vers on of th s bu ld ng
602	Affordable hous ng s the most mportant
606	eff c ency
610	Arch tecturally pleas ng
616	lower AMI
623	None
626	wa t unt l post Cov d for nput
629	Max m z ng tax revenue
634	walk ng access to grocer es and drug stores
645	Access to food and serv ces Income m x
656	Context w th the ne ghborhood to the west trans t on from commer al to res dent al d vers fy ng serv ces ava lable (grocer es pharmac es hardware / cloth ng stores etc
661	extra attent on to overall shape and mass of outs de balcon es and crenellat ons etc get a grocery on the f rst floor
666	Pr or t ze affordable hous ng
668	Develop Permanent Support ve Hous ng un ts
676	Access ble hous ng for d sabled
690	due to the s ze of the s te th s parcel looks deal to nclude space for support ve serv ces to be ncluded along w th max lower ncomes hous ng

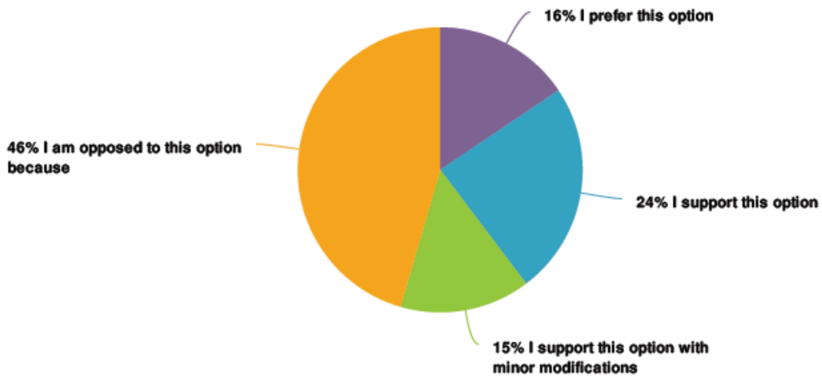
36. **309 S. Ashley St:** What objectives are not needed (if any)?

ResponseID	Response
20	Park ng
38	No scale down s necessary th s s downtown
61	C ty ownersh p (beyond park ng) max m ze market rate un ts (unless creat ng revenue or stream to allow development of a greater number of affordable un ts at a lower cost per sft elsewhere n the C ty)
63	Park ng appropr ate scale sarb trary
65	Affordable
71	Park ng and appropr ate scale whatever the hell that means
77	Income restr ct ons These are ust go ng to get f lled by students
89	Park ng on s te
91	Potent ally park ng f stud es/f nanc ers nd cate that t s not necessary
92	Prov de park ng on s te t s two blocks from the Blake Trans t Center and a huge number of amen t es are ava lable w th n walk ng d stance Appropr ately scale down t s not d rectly on Ma n St and the bu ld ngs to the west are already ncongruous
94	market rate res dent al ma nta n c ty ownersh p/control
101	Development s not needed
110	Ugly expens ve h gh r se
126	I don t care about scal ng down to Ma n Street
127	Park ng I m spl t on whether or not the ground floor should be act vated
157	Prov de park ng on s te Scale down
159	max m ze market rate res dent al
162	cars aren t go ng away
164	market res dent al park ng on s te scale down to the west
171	taller bu ld ngs may be acceptable f h gher stor es are setback
193	the whole dea
198	Act vate the ground floor s g bber sh Is that go ng to be n every one of these?

ResponseID	Response
202	may not need park ng c ty ownersh p scale down
232	I don t th nk that the ground floor needs to be act ve g ven that th s s mostly a res dent al area
237	Park ng and market rate not needed
263	Don t need to scale down Ma n Street should be b g
270	park ng ob ect ves are not needed
318	Affordable hous ng
340	affordable hous ng
356	6 & 7
374	appropr ately scale down to the west and/or Ma n Street Prov de park ng on s te
376	Park ng appropr ate scale down
379	publ c benef t ground floor c ty ownersh p park ng appropr ate scale (whatever that means)
381	Max m z ng affordable hous ng on the c ty s most expens ve land
391	m x of un t types market rate
399	Anyth ng that sn t affordable hous ng
409	max m z ng market rate res dent al
414	park ng and market rate un ts
421	Prof t curb appeal appeal to frat culture bourgeo s e su tes/un ts
425	Affordable hous ng should not be located w th n the DDA footpr nt
428	Max m ze market rate res dent al
429	scale down market rate res dent al park ng m x of hous ng types/pr ces
430	max m ze market rate res dent al
438	Max m ze market rate res dent al
453	Development of 309 s Ashley
458	N/A
460	Affordable hous ng downtown Affordable hous ng should be outs de of the downtown area
465	PARKING
474	N/A
477	I don t see why so much park ng s needed n the m ddle of the c ty where trans t works best and the c ty s most walkable It s past t me to trans t on away from car centr c c ty plann ng If m x ng un t pr ces means more luxury condos then I strongly oppose t We don t need more of those
483	Aga n the park ng & market rate res dent al
487	?
488	less park ng
489	More broken record comments about park ng sn t green space can be used for other th ngs

ResponseID	Response
490	park ng s overrated much l ke cars
496	Park ng I don t th nk t s needed f t comes at the expense of more un ts of affordable hous ng
498	Scal ng down and park ng The long tendency towards low dens ty development has created an affordable hous ng shortage
504	Park ng scal ng down
505	Max m ze market rate res dent al
510	No market rate hous ng
511	scal ng down
516	Prov de park ng on s te
535	More luxury nvestment condos
540	I m wary about prov d ng park ng on s te I th nk t COULD work f t ed to a broader connected park ng strategy but t s mperat ve that the c ty makes that expl c t and acts on the plan
548	Market rate Act vate
570	Scale down park ng market rate
576	I m a broken record but no park ng at the expense of space for hous ng
582	Max m z Ma t z at
591	Publ c transport should be pr or t zed over park ng
596	Market rate hous ng
602	Surface park ng lots waste space for more affordable hous ng
616	reta n current publ c park ng
623	None
629	Max m z ng low ncome hous ng
639	All of them except max m ze affordable hous ng un ts
656	I m NOT conv nce hous ng s needed or appropr ate for th s locat on
666	We don t need park ng we need hous ng
669	Scal ng down
6 5	P ov d a ng on s t a o at y s a down to th w st and/o Ma n t t
690	th nk all of these s tes should have someth ng that relates some of ann arbor s h dden h story th s could be n the form of a mural what s the h story of th s parcel of land? ann arbor may currently be too conservat ve to confront the h story of the atroc t es comm tted aga nst nat ve peoples but who knows ann arbor s too much d sneyland we need someth ng mean ngful some truth and a chance for redempt on

37. **309 S. Ashley St - Option 1A (900% FAR and key parking site):** Do you support this option?



Value		Percent	Responses
I prefer th s opt on		15 6%	40
I support th s opt on		24 1%	62
I support th s opt on w th m nor mod f cat ons		14 8%	38
I am opposed to th s opt on because		45 5%	117
			Totals: 257

I am opposed to this option because	Count
too tall	6
too much park ng	4
There s no need to add add t onal park ng spaces downtown	2
not enough affordable hous ng	2
TOO TALL	1
20% affordable un ts s far too low	1
Above grade park ng	1
Above grade park ng sucks	1
Destroys character of west s de homes That ex st ng lot s the go to park ng n support of ne ghbor ng bus nesses and they w ll suffer	1
Does not conta n enough affordable un ts	1
Due to the pandem c people want to avo d hous ng dens ty Developer w ll lose money Development w ll turn nto a bankrupt eyesore	1
Even more too damn b g	1
FUCK MARKET RATE UNITS	1
He ght and lack of scale to area	1
Totals	110

I am opposed to this option because	Count
I d sl ke all of these opt ons th s s a monol th I would rather see the lot carved up and developed by two d fferent developers w th d st nct aesthet cs	1
I don t th nk there should be park ng here	1
I prefer the alternat ve park ng proposal of us ng the lot to the west for expanded park ng because th s area s central and would be great for act ve f rst floor and hous ng whereas the one block out s a m nor add t onal walk and park ng seems l ke a better f t for what s already n that area	1
I would rather my tax money go to mprov ng the c ty for nstance roads put money back nto the schools where t needs to be	1
I d l ke to see more affordable un ts	1
I m very n favor of ncreas ng dens ty and that s lud crous	1
Insuff c ent affordable un ts	1
It doesn t pr or t ze affordable hous ng	1
It s mmense and seems out of place downtown	1
It s mass ve nappropr ate and unnecessary	1
It looks l ke a monster bu ld ng and would take over the space and change the look and feel of downtown v	1
Lack of affordable hous ng opt ons and does not scale down to the west	1
Max m ze hous ng over park ng	1
Not enouch affordable hous ng	1
Not enough affordable hous ng development	1
Not enough affordable hous ng un ts	1
Not enough affordable un ts	1
Not enough tax revenue/ too h gh of a pr ce tag	1
Park ng s needed to support Ma n Street bus nesses Bad place for affordable hous ng	1
Park ng s not necessary here It should be further outs de the DDA footpr nt	1
Park ng w ll loom over ne ghborhood	1
Shouldn t be spend ng $25MM on a park ng structure	1
There s plenty of park ng downtown	1
These are too h gh and we are start ng to have w nd tunnels n downtown	1
Too Tall	1
Too b g	1
Too b g	1
Too darn tall	1
Too dense needs open space towers too tall	1
Too few un ts	1
Totals	110

I am opposed to this option because	Count
Too h gh	1
Too h gh and doesn t blend w th area	1
Too large	1
Too much emphas s on park ng	1
Too much focus on park ng	1
Too much market rate hous ng	1
Too much market rate	1
Too much park ng Way too much park ng Bu ld hous ng for people not cars	1
Too much w ll be spent on park ng structure	1
Too tall	1
Too tall for Ashley better m xed use	1
Ugly	1
Way too h gh	1
Way way too tall	1
Wayyyyy tooooo b gggg	1
We already have enough downtown park ng and should be max m z ng walkab l ty not subs d z ng park ng	1
We should not be cons der ng development on th s scale dur ng a pandem c	1
We should not construct th s much on s te park ng	1
What does s a key future downtown park ng s te even mean?	1
completely unnecessary	1
dens ty	1
does not conform w th ne ghborhood	1
don t waste th s s te w th park ng that w ll be obsolete n a decade or two	1
ent re bu ld ng too b g	1
ex st ng surface lot ntegral to downtown bus ness	1
mpact on my bus ness	1
t does not scale down	1
t el m nates needed park ng and converts the lot at W ll am and 1st to park ng rather than greenspace as t has been properly des gnated for decades You are steal ng a park from the 1st and W ll am area	1
t s a monstros ty does not f t nto c ty	1
t s less than 20% affordable hous ng	1
need 60/40 spl t afford ble/market rate	1
no more market rate un ts needed	1
Totals	110

I am opposed to this option because	Count
not all un ts under affordable	1
nowhere near enough affordable un ts	1
on s te park ng	1
only 20% of the un ts are affordable	1
opposed to affordable hous ng	1
park ng	1
park ng structure	1
poor trans t on to Ma n Street bldg he ghts	1
pr ce	1
probably more park ng than necessary	1
the lack of affordable hous ng	1
too too tall and blocky	1
too b g	1
too large	1
too large and boxy does not ntegrate well w th the bus ness (located n houses) d rectly to the West (along Ashley)	1
too many un ts	1
too mass ve	1
too much above grad park ng	1
too much space taken bypark ng	1
too tall worr ed t w ll shadow and ru n feel of Ma n Street and the nearby houses	1
ugl ness encouraes cars	1
way too tall overshadows Ma n Street	1
why bu ld affordable hous ng that s not affordable?	1
why no setbacks? Th s parcel was supposed to be part of the Allen Creek Greenway and needs more open space	1
Totals	110

38. **309 S. Ashley St - Option 1A (900% FAR and key parking site):** What do you like?

ResponseID	Response
24	M xed use act vated ground floor set backs
30	It would prov de dens ty
38	Lose the park ng
40	park ng
61	Touched my pr or t es well Stepped mass ng taller toward ma n st lower toward Ashley and W ll am
63	max mum un ts
64	It s l ke the old YMCA
71	500 hous ng un ts s very good
91	Lot s of hous ng It breaks up the mass ng wh ch w ll make the bu ld ng more attract ve and the area more walkable
94	Scales down to Ashley (no need to scale down to Ma n)
96	un ts of hous ng 1
101	Noth ng
107	I l ke that there are mult ple hous ng towers and ncluded park ng
112	Lots of un ts
114	max m zes number of un ts taller bu ld ng seems ok off of Ma n St
121	Decent dens ty m xed ncome
122	Noth ng
127	L terally noth ng th s s freak ng monstros ty
132	m xed he ghts but too tall
152	Bu ld ng would not overwhelm the area
154	Noth ng
157	Max m zes space w th large number of hous ng un ts
162	park ng less del ng wh le search ng /wa t ng for a spot

ResponseID	Response
171	courtyard areas
178	Seems v sually nterest ng max m zes aff hsg st ll prov des park ng (wh ch s needed and appropr ate for the edge of downtown) I would argue th s opt on down prov de a sense of step down (not that I th nk that s even necessary the s te s not d rectly ad acent to s ngle fam ly homes)
193	noth ng
200	ava lab l ty locat on ab l ty to expand lesser mpact on local bus nesses
202	m x of market rate and affordable
208	# of affordable un ts
219	The scale the h gher bu ld ngs are away from the street
221	that the tallest part of the structure s close to the alley not r ght up at the street affordable hous ng ncluded some ons te park ng ncluded act ve use at ground level
230	large number of un ts
232	number of un ts m x of affordable and market rate
246	Max m z ng m x of hous ng types w th act ve ground floor and ncludes s gn f cant act ve ground floor space H ghest parts of bu ld ng st ll set back from Ma n Street and Ashley
263	Lots of hous ng
270	creates large number of affordable un ts
273	Best dens ty he ght and park ng
299	Prefer th s opt on to other s tes as th s s more res dent al ne ghborhood Prox m ty to Y DeLon s
312	lots of un ts and park ng
314	reta l along Ashley max m z ng affordable hous ng tall parts set back along alley rather than overhang ng Ashley
333	lots of un ts
340	noth ng
342	Th s makes the most sense of the proposals la d out here
344	The number of hous ng un ts
359	440 500 un ts downtown on a busl ne
365	max m zed affordable un ts and prov des enough park ng
369	Max m zes the number of un ts
373	good balance of hous ng and revenue
374	lots of new hous ng un ts
376	Very tall
379	dense market rate hous ng
391	t s dense allows for park ng
392	m xed ncome
399	Lots of affordable un ts wh le st ll hav ng park ng

ResponseID	Response
406	Good m x of market rate & affordable hous ng un ts
408	Noth ng
419	more act ve ground floor
421	I would l ke to see true affordab l ty
424	noth ng
425	Noth ng
429	Max m zes affordable un ts
430	good use of space
438	Affordable hous ng
445	More hous ng More nterest ng shape
450	I l ke that the open sect ons of the bu ld ng shapes face west (makes t less mpos ng when v ewed from Ashley) Has the most hous ng un ts Reta ns park ng
453	Leave the ex st ng lot alone Less s more
460	Tax revenue and market hous ng
465	It s a large development
473	Park ng close to Ma n Street to ma nta n v tal ty of cr t cally mportant commerc al d str ct
474	Noth ng
477	lots of un ts of hous ng
484	As much affordable hous ng as poss ble
487	Some affordable hous ng un ts
488	hous ng
489	Better on affordab l ty/# of un ts than some other opt ons
496	Decent amount of affordable hous ng compared to other opt ons If there has to be more park ng put n th s seems l ke the best opt on of the s tes but I st ll th nk more emphas s should be placed on mproved publ c transportat on than add t onal park ng space
498	More affordable hous ng
502	dens ty # of un ts
504	h gh FAR
524	S ze park ng
527	Lots of m xed hous ng
535	Smaller
540	It does a better than average ob at address ng affordable hous ng and tak ng advantage of dens ty
576	It has more hous ng and more affordable hous ng than 2B and 1B
578	h gher bu ld ng dens ty
591	Has some affordable hous ng and some ground floor access

ResponseID	Response
602	Opt on 1A does emphas ze park ng but t has more hous ng and more affordable hous ng than 2B and 1B
610	Noth ng
619	more affordable hous ng
639	It does have some affordable hous ng un ts
656	Noth ng
657	m xed ncome large number of un ts
661	the mass s away from Ashley and has var ety
668	I l ke the dens ty t adds many hous ng un ts
669	Affordable hous ng & on s te park ng
676	Noth ng
687	H gh number of affordable un ts

39. **309 S. Ashley St - Option 1A (900% FAR and key parking site):** What would you improve?

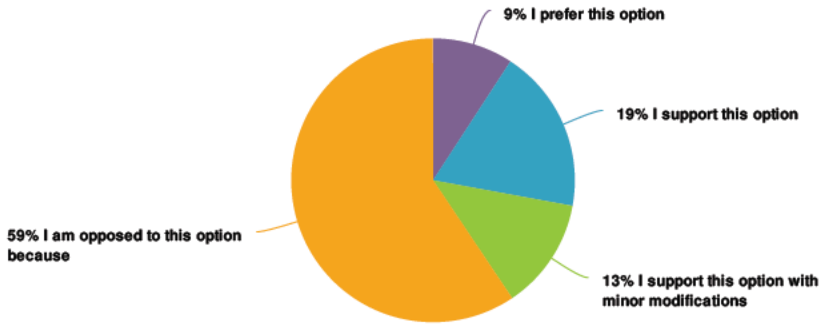
ResponseID	Response
21	low r se bu ld ngs
24	L m t park ng levels or prov de set back
59	much to mass ve on Ashley
61	Maybe a pocket park on Ashley poss bly comb ned w th a s gnature entrance poss bly separate Prem um b ke amen t es to attract non car tenants
63	dont bu ld the park ng get a shorter bu ld ng
71	More affordable hous ng
77	Pr vate market developer
79	More park ng than needed I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
89	Less park ng more hous ng
91	The mass ng needs to be broken up on the ground floor Otherw se the aesthet c benef ts of break ng up the upper mass ng are lost to the pedestr an
94	H gher dens ty park ng near Ma n St
101	Keep as park ng
107	It seems huge and the percentage of affordable hous ng s low I th nk there could be some gardens/outs de space on top of the foundat on/park ng area for res dents
112	Needs bus nesses on the ground floor not park ng spaces
118	Add open space make 2 3 stor es h gh l ke the rest of the area
121	H gher dens ty
122	Too mass ve dorm l ke
132	less stor es on tall towers
154	The ex st ng park ng lot
157	Remove most of the park ng spaces
159	make smaller

ResponseID	Response
162	park ng wa t t me clogs streets
171	underground park ng lower bu ld ng he ght
193	the c ty
198	Scrap the park ng structure add b ke park ng el m nate at least the top two floors add ground level reta l/commerc al
200	complet on n phases rather than all at once allow ng for trans t on to area and the ab l ty to evaluate need for more un ts
202	make sure car access doesn t get n the way of the b keways
219	Have more affordable un ts maybe 50/50
221	Take off about 7 stor es
230	there are enough market rate un ts n the area we need affordable un ts the park ng structure s expens ve on top of a h gh cost pro ect
232	ensure break n street wall for pedestr ans
246	Invest less n park ng structure
261	need far more affordable un ts
263	Have bus nesses not car parks at ground level
295	t does look huge d need to see t n a larger context or w th a better persepct ve of the 2 blocks around t n all d rect ons
312	park ng may not be necessary w th all the park ng close by
340	el m nate t
344	It seems out of character He ght s too h gh Would t be poss ble to have underground park ng nstead and move the he ght down 3 4 floors and keep the same amount of hous ng un ts?
379	make h gher percentage of un ts market rate should be far less park ng
391	th s should be ma or ty or ent rely affordable un ts
392	less park ng publ c ground floor
406	I m unclear f the park ng would only be for res dents or f some would be for publ c use but n e ther case there sn t enough park ng on s te for all res dents wh ch could create a problem Publ c park ng n and around that area s already challeng ng th s development w ll only add to that problem
408	Less he ght and dens ty
419	net zero
421	Cost of l v ng to meet restr ct ve m n mum wage standards
424	noth ng
425	No park ng here No affordable hous ng here
429	Convert market rate un ts to affordable un ts
430	add n more affordable un ts and set a % for those w th 30% AMI OR below
438	El m nate market rate un ts
453	Cons der other propert es for low ncome hous ng

ResponseID	Response
460	Keep t as a surface park ng lot
465	More affordable hous ng
473	Cons der below grade park ng m n m ze appearance of unoccup ed pod um devoted to park ng blend commerc al workplaces (off ces and l ght assembly) w th res dent al uses to max m ze ut l zat on of downtown area dur ng the day and at n ght to avo d evolut on of a purely enterta nment d str ct
474	Green spaces space for publ c use
477	Less emphas s on park ng more affordable un ts
484	More affordable hous ng un ts
487	More affordable hous ng
488	less park ng
489	OK Aga n the emphas s on park ng s out of l ne w long term susta nab l ty goals support publ c trans t
496	More affordable hous ng less park ng
498	Less emphas s on park ng
504	Too much park ng
514	Less park ng
524	More affordable un ts
527	Less park ng
531	exceed 20% affordable hous ng
535	The people n charge of th s process Good God
540	Cost of park ng structure s a ma or concern prefer the way Opt on 2A deals w th park ng
548	Remove top s x floors/Net Zero Energy
570	More affordable un ts
576	It emphas zes park ng and t s unacceptable that t doesn t exceed 20% affordable hous ng un ts
578	far more affordable hous ng un ts n x the park ng lot ent rely
589	decrease s ze of bu ld ng
591	Not all affordable hous ng and adds more park ng
596	Less market rate hous ng more affordable hous ng Th s s also a mass ve bu ld ng that would alter the character of that part of town to be much more b g c ty l ke
602	None of these proposals exceed 20% affordable hous ng
637	more affordable un ts
639	More affordable hous ng un ts
656	Everyth ng start over w th the concept
657	break up the s dewalk l ne for more nterest
661	tenant outs de green space on top of garage

ResponseID	Response
668	I would ncrease the percentage of affordable un ts A pro ect of th s s ze should be m xed use as a best pract ce n placemak ng however 20% affordable un ts s low I would cons der some un ts at 60% and 80% and 120% (I bel eve th s s an ncome category though I could be recall ng ncorrectly) AMI as well as support ve hous ng un ts at 30% AMI as well Perhaps 40% affordable overall w th a m x of var ous AMIs Th s would fac l tate a broader nclus ve commun ty of res dents of all ncome levels
669	The percentage of affordable hous ng un ts
676	Make s shorter
681	I would prefer the park ng be ng underground only espec ally f t had the same amount of park ng Change the park ng aboveground to affordable reta l spaces and more affordable hous ng potent ally affordable off ce space
690	bu ld a max un t development w th the same % of market rate hous ng as pr vate developments nclude affordable un ts how about 485 below market rate un ts w th 15 market rate un ts spr nkled n the m x? we know pr vate developers w ll bu ld as few low ncome un ts as poss ble so on publ c land we must bu ld a max mum amount of below market rate

40. **309 S. Ashley St - Option 1B (320% FAR and key parking site):** Do you support this option?



Value	Percent	Responses
I prefer th s opt on	9 2%	23
I support th s opt on	18 7%	47
I support th s opt on w th m nor mod f cat ons	12 7%	32
I am opposed to th s opt on because	59 4%	149
		Totals: 251

I am opposed to this option because	Count
Not enough affordable un ts	5
not enough affordable hous ng	3
not enough un ts	3
too much park ng	3
Not enough affordable hous ng	2
Not enough un ts	2
$25MM park ng structure	1
30 60 affordable hous ng un ts? You must be k dd ng me	1
Above grade park ng	1
Are you try ng to k ll the ne ghborhood w th a huge monstros ty of a bu ld ng?	1
Cars must be un nv ted from our c t es	1
Don t l ke hav ng the res dent al part overhang ng Ashley prefer t set back aga nst the alley so t doesn t loom over the bu ld ngs on the West s de of Ashley	1
FUCK MARKET RATE UNITS	1
I d sl ke all of these opt ons th s s a monol th I would rather see the lot carved up and developed by two d fferent developers w th d st nct aesthet cs	1
Totals	135

I am opposed to this option because	Count
I want to see more affordable hous ng un ts	1
Insuff c ent affordable hous ng	1
It adds less un ts both affordable and market rate to the commun ty	1
It does not conta n enough hous ng and adds too many park ng spots	1
It does not prov de enough hous ng We should not construct th s much on s te park ng	1
It doesn t pr or t ze affordable hous ng	1
It doesn t seem to eff c ently address affordable hous ng or take advantage of dens ty opportun t es	1
It s mmense and seems out of place downtown	1
It s mass ve nappropr ate and unnecessary	1
It s way too small of a development Wasted space	1
It s the smallest development w th the least affordable hous ng	1
Keep as park ng	1
Lack of dens ty Lot would not be used to full potent al	1
Least number of un ts small amount of affordable un ts	1
Less affordable hous ng n th s plan	1
Looks pretty monol th c does not advance affordable hous ng suff c enty	1
More affordable hous ng less park ng	1
Not a good use of the space too small	1
Not enough afforable un ts	1
Not enough affordable hous ng	1
Not enough affordable hous ng and too many stor es	1
Not enough affordable hous ng development least amount of mpact	1
Not enough affordable hous ng un ts	1
Not enough hous ng bad rat o of park ng to hous ng	1
Not enough tax revenue	1
Not nearly enough hous ng	1
Other plan has more hous ng un ts	1
Park ng s needed to support Ma n Street bus nesses Bad place for affordable hous ng	1
Park ng s not necessary here It should be further outs de the DDA footpr nt	1
Park ng not necessary	1
Prefer not to make th s lot a park ng source	1
Reduced affordable hous ng	1
Totals	135

I am opposed to this option because	Count
STILL TOO TALL	1
Same as before	1
Same reasons as before Bu ld ng s too mpos ng	1
Set back needed	1
There are better uses for tax payer dollars such as roads schools recycl ng	1
There s no need to add add t onal park ng spaces downtown	1
There s plenty of park ng downtown	1
Too Tall	1
Too b g	1
Too b g	1
Too dense needs open space	1
Too few affordable un ts	1
Too few un ts	1
Too h gh	1
Too l ttle affordable hous ng	1
Too many market rate un ts	1
Too much emphas s on park ng	1
Too much focus on park ng	1
Too much park ng and not enough hous ng	1
Too much park ng	1
Too much park ng not enough hous ng	1
Too much spent on park ng structure	1
Too small	1
Too small	1
Too tall looks blocky	1
Ugly	1
Use underground park ng	1
Way too h gh	1
We already have enough downtown park ng and should be max m z ng walkab l ty not subs d z ng park ng	1
We need more hous ng not more park ng	1
We should not be cons der ng development on th s scale dur ng a pandem c	1
Worst of all opt ons Endless mass ng on ground floor too much park ng not enough hous ng	1
Totals	135

I am opposed to this option because	Count
aga n t s h deous	1
dumb dea	1
ex st ng surface lot ntegral to downtown bus ness	1
far too few affordable un ts	1
fewer affordable un ts too much emphas s on park ng	1
he ght	1
he ght and lack of scale down fac ng west	1
t appears to m n m ze affordable hous ng un ts	1
t doesn t seem to have any mer ts as de from park ng wh ch I don t bel eve w ll be needed n th s area n the future	1
t el m nates needed park ng and converts the lot at W ll am and 1st to park ng rather than greenspace as t has been properly des gnated for decades You are steal ng a park from the 1st and W ll am area	1
t s too mass ve	1
t pr or t zes aesthet cs and park ng over new hous ng	1
t prov des less hous ng and fewer affordable un ts	1
lack of park ng for my bus ness customers	1
large amonut of un ts would not be under afforable	1
least affordable hous ng	1
less dense	1
more affordable opt ons	1
need more affordable un ts	1
no more market rate un ts needed	1
not enough affordable un tes	1
not enough affordable un ts	1
not enough hous ng more park ng than s needed	1
not enough un ts and too much market rate un ts	1
opposed to affordable hous ng	1
park ng	1
park ng structure	1
poor dens ty	1
pr or t zes fund ng park ng over hous ng	1
pr or t zes market rate hous ng	1
seems l ke a waste of the space Fewest un ts of hous ng	1
the lack of affordable hous ng	1
Totals	135

I am opposed to this option because	Count
there are not enough affordable un ts	1
there are very few affordable un ts	1
there sn t enough affordable hous ng	1
too b g	1
too dense and tall	1
too few un ts and too much park ng	1
too large and boxy does not ntegrate well w th the bus ness (located n houses) d rectly to the West (along Ashley)	1
too l ttle hous ng and to dense a des gn to the west	1
too much above grade park ng	1
too much park ng not enough hous ng	1
too small	1
ugl ness encourages cars	1
we need to pr or t ze bu ld ng affordable hous ng	1
Totals	135

41. **309 S. Ashley St - Option 1B (320% FAR and key parking site):** What do you like?

ResponseID	Response
24	M xed use
34	I l ke that you are bu ld ng more park ng on th s s te than un ts because I know a lot of reta lers and off ce users that w ll want the park ng replaced
54	Park ng s prox mate to the need for t It gets cold n A2
61	Mass ng s helped by break ng up bu ld ng
63	noth ng compared to other opt ons
65	Scale too tall
67	A l ttle less overwhelm ng to Ma n Street
94	h gher dens ty and assoc ated benef ts park ng near Ma n St
101	Noth ng
107	See comments from before
112	M xed ncome hous ng
121	Dens ty
122	Noth ng
127	Also noth ng th s s a mass ve monstros ty
132	lower he ght
152	Separat on of bu ld ngs
154	Noth ng
171	lower prof le blends better w th Ma n Street and West S de
193	noth ng
198	He ght s gett ng better
219	Above grade park ng
221	not as tall act ve ground floor
257	Seems to be the best use of space

ResponseID	Response
263	Th s has 200 fewer hous ng un ts than prev ous opt on
340	noth ng
342	It s not too tall We don t want to turn th s town nto Ch cago At least those of us who l ve and work here God only knows what the developers want oh yeah they want to p mp out every spare lot for the r own personal enr chment
344	offers park ng for workers and v s tors for ma n street as well as the res dents Also the number of un ts
356	park ng
359	t s hous ng
379	better than a surface level park ng lot
391	park ng
406	Cheaper opt on seems to resolve park ng ssue n Opt on 1A & a 10 story bu ld ng may not seem so out of character w th the surround ng area
408	Noth ng
421	I would l ke to see true affordab l ty
424	noth ng
425	Noth ng
438	Affordable hous ng
453	Not th s
460	Tax revenue market hous ng not max mum he ght
465	Noth ng
474	Noth ng
477	t does add un ts of hous ng Even a few s better than noth ng
504	noth ng
510	Affordable hous ng
535	Grass and trees
574	I dont support market rate hous ng
589	smaller bu ld ng and on s te park ng
591	Not much
595	Fully act ve ground floor on Ashley
610	Noth ng
619	he ght appropr ate
639	there s some affordable hous ng un ts
645	Appropr ate scale Max mum affordable un ts
656	Noth ng
657	park ng

ResponseID	Response
661	not much but t s better than the others g ven the tradeoff of need ng park ng and less tall
669	Park ng on s te
673	Affordable un ts
674	he ght of bu ld ngs ease of park ng
676	Too tall
692	Not so b g as too dwarf the rest of downtown But I would l ke a des gn somewhere between the 150 200 un t range and the 400 500 un t range n the b gger ranges Why not someth ng n the 300 400 un t range?

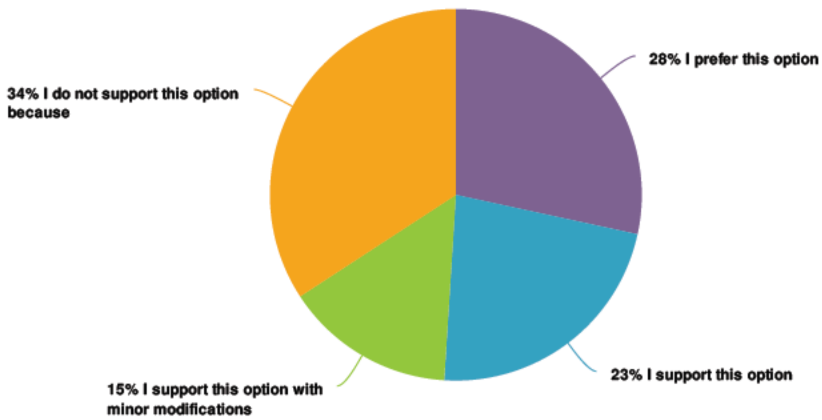
42. **309 S. Ashley St - Option 1B (320% FAR and key parking site):** What would you improve?

ResponseID	Response
28	Needs to be taller
38	Too much park ng
40	park ng
54	Hard to tell w th l m ted deta l
61	Rat o of affordable to market rate
63	b gger less park ng more un ts
71	Everyth ng Don t do th s
77	Less park ng more hous ng
79	I want more hous ng and less park ng I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
94	Move dens ty away from Ashley (towards Ma n St)
101	Downtown s gett ng mpersonal and not serv ng long t me res dents
107	See comments from before
112	Better to have act ve street level than a bunch of park ng spots
118	Add open space make 2 3 stor es h gh l ke rest of area
121	Get r d of park ng
122	The 1970s subs ded hous ng look of t
127	Get r d of the park ng? All of t? The whole po nt of ncreas ng urban dens ty s less park ng s necessary n total not ust on a per cap ta bas s
132	larger step back from Ashley rotate 180 degrees so taller bu ld ngs are closer to Ma n st
154	The ex st ng park ng lot
157	Take away park ng and add more hous ng
159	too b g
164	more affordable un ts

ResponseID	Response
171	s below ground park ng cost proh b t ve? Above ground park ng structure s unattract ve Fl p yellow hous ng to back of lot to reduce wall feel ng
178	Not dense/tall enough Doesn t go far enough w th aff hsg
193	the whole dea of really expens ve free hous ng
198	Scrap the park ng structure add b ke park ng add ground level reta l/commerc al
202	t seems too small
208	% of affordable un ts
219	Step back from the street more affordable hous ng less blocky
221	fl p along N S ax s so tallest part s along alley add affordable hous ng un ts up to 50%
230	not enough un ts created from the pro ect too few affordable un ts park ng structure s expens ve
257	Percentage of affordable hous ng s far too low
340	Make a park why s the c ty so aga nst parks start ng w th the L brary Lot
344	Could maybe f t more affordable hous ng un ts n th s space??
356	more market rate apts
359	not enough un ts S nce we are n a hous ng cr s s and downtown hous ng s best for bu ld ng susta nable commun ty we should max m ze un ts
371	ncrease number of affordable un ts
374	bu ld more hous ng un ts de pr or t ze park ng
379	make h gher percentage of un ts market rate should be far less park ng
391	too few affordable un ts
392	more affordable hous ng
408	Less he ght
421	The cost of l v ng to meet m n mum wage standards/restr ct ons
424	noth ng
425	No park ng here No affordable hous ng here
438	El m nate market rate un ts
453	Another s te
460	Keep lot as s and don t develop
465	Increase the number of un ts Increase the % of affordable un ts get r d of park ng
474	Green space
477	More affordable un ts
488	more hous ng
496	More affordable hous ng less park ng
502	more un ts

ResponseID	Response
504	less park ng larger bu ld ng
510	Less park ng
517	Not enough un ts
524	Not enough affordable less v sually appeal ng than 1A
531	exceed 20% affordable hous ng
535	Th s s a w nd tunnel vortex creator that w ll sap the l fe force of all who get w th n 500 feet
548	Why are there two opt on 1 s for th s? Net Zero Energy m ss ng
576	ncrease s ze and dens ty and affordab l ty
591	More affordable hous ng
595	It s a cold ugly development that s not n keep ng w th the character of Ann Arbor s downtown
596	Less market rate hous ng more affordable hous ng Stop try ng to bu ld boug e crap for r ch people
602	Th s s the smallest development w th the least affordable hous ng
616	more affordable un ts f poss ble
625	ncrease set back from road
639	A lot more affordable hous ng un ts
645	Underground park ng and off ce space as well as reta l
656	Everyth ng start over w th the concept
657	break up the s dewalk l ne
661	rotate the hous ng levels to reduce mass on Ashley s de
669	The number of afforable un ts
673	Less market rate & park ng
675	Needs a greater dens ty of hous ng un ts
676	El m nate reta l
687	More affordable un ts

43. **309 S. Ashley St - Option 2A (900% FAR and NOT a key parking site):** Do you support this option?



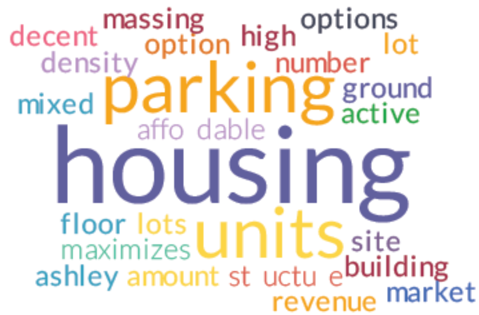
Value		Percent	Responses
I prefer th s opt on		28 4%	73
I support th s opt on		22 6%	58
I support th s opt on w th m nor mod f cat ons		14 8%	38
I do not support th s opt on because		34 2%	88
			Totals: 257

I do not support this option because	Count
too tall	5
no park ng	2
not enough affordable hous ng	2
B gger s way worse	1
Bus nesses lose customers w th nowhere to park	1
Cost	1
Excess ve park ng no b ke park ng excess ve he ght not enough ground floor reta l/commerc al	1
Expens ve and redundant park ng	1
FUCK MARKET RATE UNITS	1
I d sl ke all of these opt ons th s s a monol th I would rather see the lot carved up and developed by two d fferent developers w th d st nct aesthet cs	1
Insuff c ent affordable hous ng	1
It doesn t pr or t ze affordable hous ng	1
It s mmense and seems out of place downtown	1
It s mass ve nappropr ate and unnecessary	1
Totals	76

I do not support this option because	Count
It seems too tall	1
It would be too mass ve	1
Max m ze hous ng over park ng	1
Need park ng too tall/dense	1
Not enough affordable un ts	1
Park ng	1
Park ng s needed to support Ma n Street bus nesses Bad place for affordable hous ng	1
Poor park ng	1
St ll too tall	1
TOO GINORMOUS	1
There are better uses for tax dollars such as roads schools and recycl ng	1
These bu ld ngs are too h gh	1
Too Tall	1
Too b g	1
Too b g	1
Too few un ts	1
Too l ttle on s te park ng	1
Too many stor es and not enough affordable hous ng un ts	1
Ugly needs more park ng	1
Way too dense W ll totally change the character of the town	1
Way too h gh	1
Way too tall	1
We should not be cons der ng development of th s scale dur ng a pandem c	1
Why would you every put someth ng so large here?	1
bu ld ng too b g cost too much and no park ng on s te	1
cost to revenue not appropr ate	1
dens ty	1
ex st ng surface lot ntegral to downtown bus ness	1
forces park ng to 216 S Ashley	1
he ght and lack of scale down	1
mpact on my bus ness dur ng construct on	1
t appears some left coast or east cost el tes des gned th s	1
Totals	76

I do not support this option because	Count
t does not scale down	1
t s terr ble for c t zens	1
t s dumb	1
more affordable opt ons	1
not enough park ng	1
only 20% of the un ts are affordable	1
park ng	1
park ng structure	1
poor trans t on to Ma n Street bldg he ghts	1
st ll way too tall over Ma n Street	1
the lack of affordable hous ng	1
the lot needs to ma nta n park ng	1
too b g	1
too few affordable un ts	1
too large	1
too large and blocky	1
too large and boxy does not ntegrate well w th the bus ness (located n houses) d rectly to the West (along Ashley)	1
too many un ts No park ng	1
too mass ve	1
too much park ng	1
too tall	1
too tall but I do l ke park ng on ust half of the s te	1
ugly he ght sleaze factor	1
we need more park ng	1
Totals	76

44. **309 S. Ashley St - Option 2A (900% FAR and NOT a key parking site):** What do you like?



ResponseID	Response
20	Less park ng scales down to west Has more affordable hous ng and more f nanc al revenue
24	N ce mass ng and balance
61	Affordable un t quant ty bu ld ng mass ng Less park ng nvestment reduces r sk to C ty of long term Uber and AV/ CV trends toward dr verless veh cles changes n how we do transportat on w ll have evolved to someth ng d fferent than today before a 30 year park ng structure bond s pa d off Th s s true of all park ng nvestment n any of these structures ust d dn t th nk of t t ll now Please cons der th s a comment for all
63	Max mum un ts m n mal park ng
65	Prefer the scale down on Ashley
71	Lots of hous ng act ve ground floor less park ng
79	Lots of hous ng and st ll some park ng
89	Max m zes hous ng
91	Mass ng s broken up from top to bottom wh ch w ll mprove the skyl ne and pedestr an exper ence Some park ng Plenty of reta l Lots of hous ng wh ch th s s all about
92	It max m zes hous ng t does not nclude an excess ve amount of on s te park ng
94	H gh dens ty act ve street
96	un ts of hous ng
100	h gh dens ty
101	Noth ng
107	H gher fract on of affordable hous ng
112	Br ngs a lot of un ts and act vates the ground floor
121	Dens ty m xed ncome
122	Better revenue/r sk rat o
126	Most overall hous ng
127	Less park ng
132	too tall too many un ts

ResponseID	Response
154	absolutely noth ng
157	Max m zes amount of hous ng n pr me locat on Pr or t zes people over cars Adds act ve uses to ground floor
164	max m zes affordable hous ng un ts
171	lots of hous ng un ts
178	Dense tall decent step down (that s mportant to some folks)
193	noth ng
198	Less hous ng for cars
219	Steps away from the street
230	decent number of un ts overall more affordable park ng structure
232	plenty of un ts decent park ng d fferent feel between the two bu ld ngs (park ng focused vs hous ng focused)
246	Max m z ng m x of hous ng types w th act ve ground floor and less money spent on park ng H ghest parts of bu ld ng st ll set back from Ma n Street and Ashley
250	max m zes affordable un ts
263	Lots of hous ng and chance for bus nesses
270	max m zes affordable un ts does not make park ng the pr mary emphas s
314	Know ng whether the lot at 216 W W ll ams w ll be developed w/add t onal park ng m ght change preference for th s opt on
333	lots of un ts
340	noth ng
344	The number of hous ng un ts for th s space
359	lots of hous ng r ght downtown
373	act ve ground floor
376	Very tall lots of un ts dens ty and walkab l ty
379	dense market rate hous ng park ng not wast ng ent re floors
392	less park ng
406	Creates a lot of ava lable hous ng (both market rate & affordable) I l ke that the park ng structure s cheaper than Opt on 1
409	park ng
414	less park ng good number of un ts
419	Max m zes m xed use / m n m zes park ng
421	I would l ke to see true affordab l ty
424	noth ng
425	More dens ty
428	More affordable un ts
438	Affordable hous ng

ResponseID	Response
445	Lots of hous ng
450	It offers some park ng rather than no park ng but t sn t overwhelm ngly park ng I l ke that the openness of the bu ld ng shapes faces west
453	Noth ng here even more destruct ve to ne ghbor ng homes and bus nesses
460	Tax revenue and market hous ng
465	It s a denser development
471	Most hous ng un ts total Good m xed ncome development
474	more affordable hous ng
477	Prov des the most un ts of hous ng and the most affordable un ts
487	More affordable hous ng un ts
488	the most affordable hous ng out of all other opt ons
489	Th s opt on seems the most affordable/most un ts
497	Most affordable hous ng and most hous ng overall
498	The most affordable hous ng
502	dens ty & he ght
504	b ggest least park ng
510	Affordable hous ng
516	Lots of hous ng w ll match the new taller bu ld ngs nearby
519	I love that we are max m z ng the use of space n a connected locat on
524	Park ng s less emphas zed
527	More hous ng less park ng
535	Smaller
540	Max m zes affordable hous ng and dens ty opportun ty wh le also act vat ng the ground floor It also deals n cely w th the park ng problem w thout devot ng too much money to t
552	largest number of un ts m n mum on s te park ng
571	Dens ty and number of un ts
576	Out of these Ashley St opt ons t prov des the most affordable hous ng and the most hous ng overall
578	most number of affordable hous ng un ts and least amount of on s te park ng
591	Th s has the most affordable hous ng of the opt ons
595	I l ke the scale of bu ld ng(s) and m xed uses for th s s te Max m zed affordable hous ng
602	Opt on 2A prov des the most affordable hous ng and the most hous ng overall
610	Noth ng
637	max m zes affordable un ts

ResponseID	Response
639	Some affordable hous ng un ts
656	Noth ng
657	less hulk ng
661	the var at on n the upper structure mass
666	Most affordable hous ng of the four plans
668	I l ke the dens ty
669	On s te park ng
674	# of affordable un ts
675	Max m zes number of hous ng un ts n key downtown space
676	noth ng
687	H gh number of affordable un ts

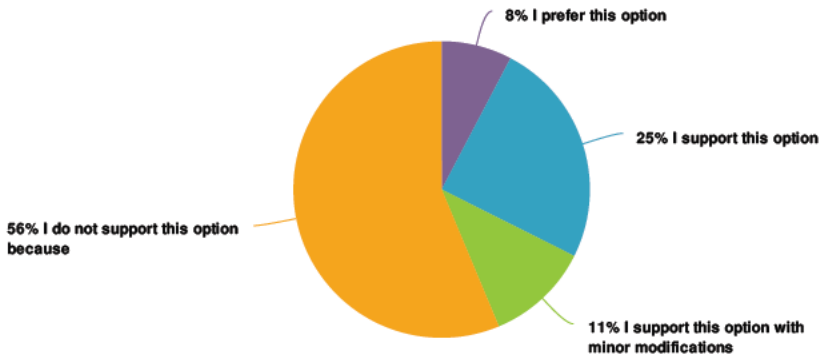
45. **309 S. Ashley St - Option 2A (900% FAR and NOT a key parking site):** What would you improve?

ResponseID	Response
40	More afforable un ts
61	Same as 1A
62	All bu ld ngs go ng forward should be net zero energy
79	I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
89	Add t onal affordable hous ng un ts
91	The reta l n the north bu ld ng may suffer because t s wrapped by park ng (less walkable)
92	Further reduce the amount of on s te park ng or move t underground f poss ble
100	more affordable un ts
101	Res dents n such a large complex would be strangers not ne ghbors Wrong d rect on for the town
107	The bu ld ng seems asymmetr cal
112	Move park ng to w ll ams
121	Get r d of expens ve unnecessary park ng
122	The looks of t
127	Drop t by 5 stor es
154	scrap the plan
159	make smaller
164	b ke park ng
171	reduce number of floors to blend better
178	I do th nk th s s te s an excellent place to ncorporate dense park ng r ght at the edge of downtown
193	the dea
198	More ground level reta l less he ght more b ke park ng less car park ng
219	More affordable hous ng
228	Maybe needs some park ng even f l m ted

ResponseID	Response
230	too few affordable un ts
263	Move the car parks all below ground
303	On s te Park ng
333	add reta l at ground floor
340	MAKE IT A PARK
344	It seems out of character He ght s too h gh Would t be poss ble to have underground park ng nstead and move the he ght down 3 4 floors and keep the same amount of hous ng un ts?
356	more park n more market rate un ts
359	make ground floor reta l
373	need more market rate hous ng
379	make h gher percentage of un ts market rate should be far less park ng
391	too few affordable un ts
406	Could potent ally create a s m lar park ng shortage as ment oned n Opt on 1A
409	less commerc al space
419	net zero
421	Cost of l v ng to meet m n mum wage standards
424	do not move forward w th pro ect
425	Noth ng except affordable hous ng should not be located w th n the DDA footpr nt
428	Match the affordable to the market rate at a m n mum
438	El m nate market rate un ts
450	Poss bly make the second/th rd floors of the mostly res dent al bu ld ng also commerc al or fac l t es for the res dents rather than un ts because any un ts fac ng the park ng garage w ll have a crummy v ew and poss bly be exposed to poor a r qual ty from the veh cle traff cd d rectly outs de the r w ndows
453	Another s te
460	Lower he ght or even better don t develop
465	Increase the number of affordable un ts
471	Incorporate trans t nto s te plans (b ke rooms easy bus access)
474	Geen space
477	More affordable un ts than market rate un ts would be much better for the c ty
488	needs more affordable apartments
489	Less park ng emphas s
493	Would prefer 50/50 m x of hous ng types
496	H gher percentage of affordable hous ng
497	More that 20% affordable un ts
502	makes sense for th s s te to have more park ng

ResponseID	Response
504	less park ng
505	More affordable hous ng
510	More affordable un ts
516	I would be concerned that the park ng lot would enter/ex t through the W ll am St b keway
531	exceed 20% affordable hous ng
535	If you l ke Ch cago go there and **** that c ty up
540	n/a
548	Remove top seven floors/Net Zero Energy
570	More affordable un ts
571	Much h gher percentage affordable un ts
576	It s st ll d sappo nt ng t doesn t exceed 20% affordable hous ng un ts
589	park ng on s te and smaller bu ld ng
591	More affordable hous ng less market rate
596	Too much market rate hous ng not enough affordable hous ng Too b g of a bu ld ng for the area Make t a m d s zed bu ld ng w th all affordable hous ng
602	None of these proposals exceed 20% affordable hous ng
626	post Cov d response needed
637	st ll few affordable un ts
639	A lot more affordable hous ng un ts
645	More affordable un ts Commerc al space for off ces and support serv ces
656	Everyth ng rev s t concept n context of locat on ad acent ne ghborhood and trans t on between t and downtown
657	park ng
661	spread park ng across ent re lot to reduce cost
666	St ll needs a h gher percentage of affordable un ts
668	I would ncrease the percentage of affordable un ts A pro ect of th s s ze should be m xed use as a best pract ce n placemak ng however 20% affordable un ts s low I would cons der some un ts at 60% and 80% and 120% (I bel eve th s s an ncome category though I could be recall ng ncorrectly) AMI as well as support ve hous ng un ts at 30% AMI as well Perhaps 40% affordable overall w th a m x of var ous AMIs Th s would fac l tate a broader nclus ve commun ty of res dents of all ncome levels
669	More affordable un ts
676	Make t shorter
678	H de tye cars
681	I would change the park ng to be ng underground only but I l ke the concept and h gh un t count

46. **309 S. Ashley St - Option 2B (320% FAR and NOT a key parking site):** Do you support this option?



Value		Percent	Responses
I prefer th s opt on		7 7%	19
I support th s opt on		24 7%	61
I support th s opt on w th m nor mod f cat ons		11 3%	28
I do not support th s opt on because		56 3%	139
			Totals: 247

I do not support this option because	Count
no park ng	5
Not enough affordable un ts	3
Not enough affordable hous ng	2
Not enough un ts	2
Too few un ts	2
not enough affordable hous ng	2
not enough affordable un ts	2
too few un ts	2
Awful	1
CITY DOES NOT NEED TO SPEND $50 000 000	1
Complete loss of hand capped park ng n the area that has reasonable wheelcha r access w thout an electr c wheelcha r	1
Don t l ke hav ng the res dent al part overhang ng Ashley prefer t set back aga nst the alley so t doesn t loom over the bu ld ngs on the West s de of Ashley	1
FUCK MARKET RATE UNITS	1
I d sl ke all of these opt ons th s s a monol th I would rather see the lot carved up and developed by two d fferent developers w th d st nct aesthet cs	1
Totals	121

I do not support this option because	Count
I th nk th s s not enough un ts and the park ng should be underground not beh nd the bu ld ngs	1
I want to see more affordable hous ng un ts	1
I m unclear on how 300 350 park ng spaces could be added f t says there would only be l m ted surface park ng ava lable	1
Insuff c ent affordable hous ng	1
It does not max m ze hous ng potent al	1
It doesn t pr or t ze affordable hous ng	1
It doesn t seem to eff c ently address affordable hous ng or take advantage of dens ty opportun t es	1
It has less hous ng n general and fewer affordable un ts	1
It s mmense and seems out of place downtown	1
It s wasted space	1
It seems unreal st c to have zero park ng w thout ma or reta lers / amen t es n the area (grocery drugstore etc)	1
It s not tall enough so has a lot less un ts	1
Keep as ground level park ng	1
Lack of dens ty and park ng Lot would not be used to full potent al	1
Lack of on s te park ng	1
Less affordable hous ng and hous ng n general	1
Less park ng and fewer affordable un ts of hous ng than other opt ons	1
Lose of park ng w ll substant ally hurt area bus nesses	1
Mass ve nappropr ate unnecessary Not to ment on unreal st c regard ng park ng	1
M n mum affordable hous ng	1
Need park ng too dense	1
No ons te park ng	1
No park ng	1
Not enough affordab le un ts	1
Not enough affordable hous ng	1
Not enough affordable hous ng development	1
Not enough affordable hous ng prov ded	1
Not enough affordable hous ng un ts	1
Not enough affordable hous ng blocky	1
Not enough hous ng	1
Not enough hous ng	1
Not enough hous ng We are n a cr s s Let s get ser ous and house people Hous ng s ant rac st pol cy We need to be ant rac st n 2020	1
Totals	121

I do not support this option because	Count
Not nearly enough hous ng We should be max m z ng the number of un ts on that lot	1
Park ng	1
Park ng s an ssue downtown and needs to be cons dered for the res dents of th s bu ld ng as well	1
Park ng s needed to support Ma n Street bus nesses Bad place for affordable hous ng	1
Poor dens ty and park ng	1
Seems to get the worst of all worlds not enough dens ty not enough park ng Seems l ke the least forward look ng opt on Regress ve	1
Tax revenue	1
The other opt on prov des more dens ty	1
There are better uses for tax payer dollars such as roads schools recycl ng	1
Th s graph c s decept ve t p ctures s x stor es but appears to be the same he ght as the ad acent four story bu ld ng and t s descr bed as ten stor es	1
Too b g	1
Too dense	1
Too dense Not needed	1
Too much market rate hous ng	1
Too short	1
Too small	1
Ugly	1
Ugly not enough park ng	1
We cannot afford lost tax revenue dur ng a pandem c	1
few un ts	1
forces park ng to 216 S Ashley	1
nsuff c ent # of un ts	1
t appears to l m t affordable hous ng un ts	1
t does not offer enough affordable hous ng	1
t doesn t add enough un ts to meet the commun t es goals of add ng more affordable and m xed ncome un ts	1
t s terr ble for c t zens	1
lack of park ng	1
lacks park ng and not enough hous ng un ts	1
less hous ng and less affordable un ts	1
lower dens ty	1
more affordable opt ons	1
Totals	121

I do not support this option because	Count
more park ng needed	1
no need for market rate un ts	1
no park ng and too tall	1
no publ c park ng	1
not dense enough too few un ts total	1
not enough affordable un ts	1
not enough hous ng and I th nk some park ng would be helpful	1
not enough hous ng un ts	1
not enough new hous ng un ts	1
not enough un ts	1
not enough un ts	1
opposed to affordable hous ng	1
park ng	1
park ng (at least for tenets) must be ava lable	1
park ng s l m ted	1
post Cov d response needed	1
pr ce	1
the lack of affordable hous ng	1
there are not enough affordable un ts	1
to many un ts No park ng	1
too dense and blocky	1
too few affordable un ts	1
too few un ts not enough affordable space	1
too l ttle hous ng	1
too l ttle hous ng too dense fac ng west	1
too low dens ty	1
too much market rate	1
too small	1
too tall	1
very few affordable un ts	1
waste of money	1
we need to pr or t ze bu ld ng affordable hous ng	1
Totals	121

47. **309 S. Ashley St - Option 2B (320% FAR and NOT a key parking site):** What do you like?

ResponseID	Response
38	Ground floor act vat on
59	less mass/he ght can l ve w th the loss of park ng for that trade off
61	No park ng so better street wall
63	M n mal park ng
91	Lots of reta l wh ch w ll mprove the streetscape Three bu ld ngs breaks up the mass ng But two bu ld ngs would accompl sh that same goal too
94	Act ve street
101	Noth ng
107	I l ke that t s not super tall
112	Seems l ke t could support phased development evolut on of s te rather than go ng all n at once M xed ncome hous ng
121	N cely scaled No park ng M xed ncome
122	Noth ng
127	Is actually a he ght that m ght not be detr mental to the surround ng area
152	Separate bu ld ngs T ered
154	Absolutely noth ng
157	Adds hous ng n pr me locat on Adds act ve uses to ground floor L m ted park ng
171	lower prof le
178	None of t to be frank
193	noth ng
198	It s better then the other horr ble alternat ves
215	Not as tall so angry ne ghbors won t prevent complet on
218	no park ng
221	lower prof le ground floor act ve use

ResponseID	Response
230	good overall pro ect cost des gn f ts the area
246	S gnf c ant hous ng and less money spent on park ng
270	mass ng ground floor reta l
340	NOTHING
344	I l ke the he ght as t wont st ck out I l ke the m xed use of space Plenty of commerc al space
359	t s hous ng
373	s ze tax revenue
379	better than a surface park ng lot
397	It looks from the b rds eye that the ab l ty to trans t through the space to back door entrances l ke Connors or Kouz na or onto Ma n St would be preserved
406	3 10 story bu ld ngs seem to f t really n ce n the space
408	Noth ng
409	shortest bu ld ng offered but ser ously people w ll need to park
414	less park ng
415	ugly b g wrong res dents
419	better f nanc al revenue outlook
421	I would l ke to see true affordab l ty
424	lack of park ng
438	Affordable hous ng
450	I l ke that th s s of s m lar he ght to the bu ld ngs on Ma n
453	Not th s
460	Tax revenue and market hous ng
465	Noth ng
474	f ts n more w th the rest of the bu ld ngs
504	less park ng
510	Some affordable un ts
516	No park ng
535	Half of th s I could support f t was arch tecturally one character
576	doesn t pr or t ze park ng
578	L ttle about th s dea
591	Less park ng
595	Mult ple bu ld ngs prov des a more v brant l veable street level
602	Prov des less park ng

ResponseID	Response
610	Noth ng
639	some affordable hous ng un ts
656	Noth ng
657	separate bu ld ngs
661	less mass from Ashley than 1B
669	Park ng
675	L m ts number of park ng spaces
676	He ght balances w th ma n street

48. **309 S. Ashley St - Option 2B (320% FAR and NOT a key parking site):** What would you improve?

ResponseID	Response
38	Act vate the alleyway
40	more afforadable un ts
54	More park ng
61	Prem um b ke amen t es as noted elsewhere more mportant f no on s te park ng H ts my pr or t es less than the other opt ons esp w th less affordable un ts and generally less s te ut l zat on
63	Taller more un ts
79	Should have more hous ng I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
91	Not enough hous ng We are n a cr s s Let s get ser ous and house people Hous ng s ant rac st pol cy We need to be ant rac st n 2020
94	Lower dens ty load ng towards Ashley St
101	Ground level park ng s not as scary as mult level and underground park ng
107	Can you please prov de a key for the colors used on the bu ld ng? I m confused what s go ng on
112	Make each parcel taller and ncrease the number of un ts and affordable un ts
118	Open space 2 3 stor es
122	Number of low ncome un ts
127	decrease t one more story add garden/park space
154	scrap the plan
157	Add more hous ng to the level of Opt on 2A
159	make smaller
171	add some park ng
178	Start over
193	get r d of t
198	Make t the actual s ze as the graph c dep cts add b ke park ng
202	too small

ResponseID	Response
215	needs to not look too modern be human scale
221	add some park ng for res dents ncrease affordable un ts to 50%
230	too few un ts overall and too few affordable un ts
246	More hous ng un ts and greater var ab l ty n he ght of d fferent sect ons of the bu ld ngs l ke Opt on 2A
263	The b gger opt ons are better
270	nclude more affordable un ts
295	I hate to say t but th nk you need some park ng
340	MAKE IT A PARK
344	Could use th s space better Could eas ly f t more affordable hous ng
359	many more un ts
373	h gher market rate lower affordable un t
379	much taller make h gher percentage of un ts market rate should be far less park ng
391	m confused why do all of these Ashley plans have so few affordable un ts? th s s publ c development for affordable hous ng we don t need more expens ve hous ng downtown work ng people need affordable hous ng
392	more low ncome hous ng more dens ty
408	Less dens ty
414	more affordable un ts
419	net zero
421	Cost of l v ng to meet m n mum wage restr ct ons
424	do not approve th s pro ect
438	El m nate market rate un ts
445	Why pr or t ze the alley space/v ew?
453	Another c ty lot
460	Don t develop the lot Downtown already too dense
465	Increase the number of un ts ncrease the number of affordable un ts get r d of park ng
474	Green Space
477	More affordable hous ng
487	More affordable hous ng un ts
488	less park ng
504	Make t b gger
510	More affordable un ts
516	More hous ng
519	We could house so many more people on th s s te

ResponseID	Response
531	exceed 20% affordable hous ng
535	The zon ng Th s should NOT be D1
548	Net Zero Energy
576	more un ts and more affordable un ts
578	More affordable hous ng
591	Not enough un ts
595	It s a n ce des gn but t doesn t prov de enough affordable hous ng
596	Too much market rate hous ng not enough affordable hous ng
602	But also prov des less hous ng w th fewer affordable un ts
636	more affordable un ts
639	Needs a lot more affordable hous ng un ts
656	Everyth ng start over
657	park ng
661	make t taller (or redraw the p cture th s s 6 stor es not 10) rotate the hous ng sect ons as above
669	More affordable unt s
675	Increase number of hous ng un ts
676	Make a l ttle shorter
677	More un ts
687	More affordable un ts

49. 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. What do you think about this option?

ResponseID	Response
20	We need more walkable hous ng and commerce not more park ng
21	1/10
24	I m OK w th that
27	I support th s opt on
28	Underground park ng s much preferred
30	It s ok
38	Sounds great el m nate the on s te park ng at these s tes and put the park ng here
40	I park there for work If my park ng pass sn t effected I would support
45	I would support th s to br ng more park ng spaces to Ann Arbor
46	No thanks
52	Park ng s low pr or ty Trans t for non motor zed veh cles/pedestr ans should be pr or t zed over any new or ex st ng park ng
54	No bra ner Th s should happen regardless
59	we def n tely need park ng
61	I l ke the opt on n today s parad gm but I don t l ke the r sk to the C ty of a 30 or 40 year park ng bond n the face of a trend that may see people who prefer urban l v ng to own less cars per person If I m n my 20s and can get nto a cool downtown place I may not have budget for own ng and park ng my own car But that already doesn t matter w th Uber/Lyft AND a trend toward a dr verless veh cle that can serve a young fam ly that used to need 2 cars etc No one knows where th s ends up but thought leaders are not urg ng park ng structure nvestment Maybe moot n AA w th all the ncom ng cars for work and even ng enterta nment but I d g ve t 5 10 years to see a clearer trend and some forecast ng expert se What w ll r ght s ze park ng system look l ke n 20 30 40???
63	Skept cal we need that park ng but a good opt on to keep n pocket f we can m n m ze expens ve park ng on 309 S Ashley
64	It was supposed to be a replacement bu ld ng for the old YMCA w th affordable hous ng It should be that way and not a park ng lot
65	Park ng s much needed

ResponseID	Response
71	Terr ble If we re go ng to nvest n nfrastructure t should be for trans t We don t need more park ng downtown We need more hous ng
72	not opposed depends on the deta ls of demand and costs and benef ts
77	Its unnecessary & wasteful No new park ng structures
79	I m open to that I wouldn t want us though to get nto a hab t of ust dump ng ugly stuff l ke park ng structures next to the Treel ne g ven that I th nk people and bus ness would be opt mal to have along t
89	I could l ve w th that and t could sat sfy the perce ved need for park ng n that area
91	That would work I would rather have not park ng though The world s on f re and cars are a mass ve part of our cl mate cr s s
92	I m amb valent what we actually need to do s leverage downtown propert es to reduce the need for cars/park ng n our c ty center If we must bu ld a new structure I would be w ll ng to contemplate bu ld ng t on th s s te
93	No th s should be set as de as greenway
94	F ne/neutral
96	support more des gn work and test ng looks prom s ng IF t allows for more hous ng elsewhere because th s park ng s nearby
100	I support th s dea
101	The above ground park ng structure on Wash ngton Street s unusually n ce The underground one at L berty s awful A n ce one l ke the Wash ngton Street one could be used for downtown park ng as clos ng off Ma n Street has made t a n ce venue But don t use th s park ng for more affordable hous ng un ts The grocery pharmacy s hoo and a o t ons a x ns v and/o non x st nt downtown Ev yon w n d a s o ta uss s to g t to shopp ng they can afford Lots of add t onal traff c for no one s benef t
107	It s worth cons der ng
108	I love t
110	Yes please more park ng please
112	Seems good to consol date park ng need to cons der flood pla n (could be hard to put to use for other than park ng)
113	F ne
114	seems ok
118	It s a steep h ke up the h ll to Ma n Street wh ch s less des rable Farther walk and area doesn t have as much act v ty to make you feel safe
120	Would prefer th s opt on as there needs to be more park ng downtown
121	Please stop bu ld ng park ng
122	More park ng s better
127	Once aga n f you are try ng to ncrease c ty dens ty the whole po nt s that fewer people w ll be dr v ng So stop try ng to plan for more people dr v ng by ncreas ng park ng capac ty and ust make t harder for people to do the car commute Is t pun t ve to r ch folk who have elected to l ve n the suburbs? Yes That s the po nt
128	Seems l ke a good approach
130	It s ok No strong op n on
132	use ashley for park ng and w w ll am for hous ng
140	I prefer park ng w th n a bu ld ng that s be ng used for bus nesses and/or hous ng rather than a stand alone structure However I m not opposed f the Ashley s te has no park ng

ResponseID	Response
152	Th s would be good s te for aboveground park ng structure It s conven ent to downtown shopp ng and restaurants and t would f t nto the ne ghborhood
154	h s can work f t s l m ted to two stor es and the second story feels open a r and t has a safe walkway to Ashley
157	Th s s a preferable locat on for park ng because t s more removed from downtown
159	m xed good and bad
162	no thanks ugly up the r ch hoods once n wh le enough unk over there and t ll block the sun
164	I STRONGLY th s opt on It s good to have park ng moved further from downtown
171	Is th s n the flood zone? Depends on he ght as well (should not squeeze the rema n ng homes) The park ng structure could have a green roof (and other green nfrastructure) to reduce area flood ng ncrease water retent on on s te and make the park ng structure s ghtl ne more palatable to ne ghbors
174	Park ng s needed
178	Honestly anyth ng s better than surface park ng lots Trag c waste of space Do anyth ng but keep t as surface park ng please
190	I l ke th s opt on better than hav ng 309 Ashley lot be a key park ng locat on for downtown
193	dumb hear there s a 3 yr wa t for park ng and yet you re remov ng what l ttle s left
194	It s f ne
198	You should be plann ng for a lot more walk ng b k ng and trans t We don t need all of th s car/truck park ng It w ll be d ff cult go get to cl mate neutral w th so much car park ng
202	yes worth cons der ng
215	Sure
217	Th s s a good opt on
218	f you have to do t to get the bu ld ng bu lt w thout park ng okay
219	I d rather see t go to hous ng
221	Support Good dea
225	prefer th s over the ashley locat on be ng use for park ng
227	as long as access ble walk ng/transport nfrastructure to downtown
230	I l ke th s opt on and then creat ng as many affordable hous ng un ts as poss ble can be pr or t zed for the Ashley s te
232	depend ng on the he ght of the structure I would support th s I would worry about mak ng th s res dent al area too commerc al zed
237	I am support ve of that It s not a very scen c area anyway w th ra lroad tracks
246	I th nk t s preferable to s gn f cnat park ng on the 309 S Ashley s te because sl ghtly farther from Ma n Street as long as t would not nterfere too much w th the treel ne mast plan
250	f ne
257	t sounds plaus ble
263	Th s s good Park ng structures are better than hav ng park ng n bu ld ng
265	good dea

ResponseID	Response
267	HORRIBLE Unless a overhead br dge s bu lt from the floor of the garage that s level w th Ashley St
270	An above ground park ng structure s certa nly preferable to a surface lot l ke what s here currently That sa d I d prefer to see th s lot developed for res dent al/commerc al nstead of wasted on park ng
271	It would be OK n compar son to the South Ashley complex
273	Add more park ng whenever hous ng can t be added
276	Much further walk Bad dea 309 Ashley s better for park ng
283	In general park ng garage s more preferred than surface lots
285	Support
287	I th nk ts pretty far from Ma n St Th s works f Ashley s redeveloped for more commerc al act v ty I guess?
290	Yes I would def n tely be n favor of th s dea to bu ld above ground park ng structure at 216 W W ll am Only concern s hav ng lots of cars enter/ex t on W ll am and 1st Street across the separated b keways
292	I l ke the dea of us ng 216 W W ll am for a park ng structure Seems l ke a good plan for floodpla n areas
295	I hate to th nk of 216 as ust a park ng lot
301	Good dea
303	Excellent dea
306	The F rst and W ll am park ng lot should be left alone as a publ c amen ty
312	Th s s a good opt on
314	Terr f c I th nk t would make a d fference n the des gn cho ce for 309 S Ashley f th s was factored n
315	Sounds reasonable
316	Yes
318	Yes
325	OK as along as 216 W W ll am s developed w th act ve ground floor uses
327	Would be good to cons der at least a port on of teh s te to compl ment Treel ne Tra l open area for gather ng\playground
330	Put the park ng n 309 S Ashley A park ng structure at 216 W W ll am would be out of place unless part of a b gger development on the property (off ce res dent al hotel etc)
333	good dea I support th s opt on
337	I support t
340	THE CITY ADMINISTRATION HAS BEEN ON A VENDETTA TO DESTROY THE DOWNTOWN BY ELIMINATING PARKING AND EASE OF COMMUTING MAYBE DO SOMETHING FOR THOSE WHO TRULY PAY THE TAXES TO MAINTAIN THIS CITY INSTEAD OF OLD HIPPY SPECIAL INTEREST GROUPS
342	Th s makes more sense as a res dent al area Stay the hell out of Kerrytown w th your tw sted developer s wet dreams
344	I love the dea As long as there s space for the treel ne route It also needs to be access ble and free to use dur ng even ng hours
350	Works
356	people want the conven ence of on s te park ng

ResponseID	Response
359	we have park ng at other lots I support park ng at 216 W W ll a f we bu ld park ng above t
360	Good dea
365	More park ng s needed Th s s a good opt on
369	I would prefer park ng on th s s te and us ng t as a park ng resource for res dents at the other hous ng s tes for those who feel they need a personally owned automob le
371	that makes sense
373	that could work
374	I prefer us ng the 216 W W ll am space for park ng rather than the 309 S Ashley lot
376	That s f ne but t should be more hous ng
377	Not sure
379	Why s the c ty prov d ng publ c park ng? There s no econom c ust f cat on for t Cars are a negat ve external ty Th s s s mple Econ 101 If wealthy dr vers want (expens ve) park ng real estate then let them pay market rates for t and don t force c t zens to subs d ze them
382	seems f ne
385	I support th s opt on
387	sounds good affordable hous ng s more mportant than downtown park ng
391	Seems l ke a decent dea
392	that s f ne
393	I l ke that dea
397	Not crazy about t
399	I l ke t
403	Th s s a good opt on
405	too far to be of any real use No one wants to park there by the tracks and walk up the h ll to go downtown
406	I l ke th s opt on & could be a good opt on to help m n m ze the costs assoc ated w th on s te park ng for 309 S Ashley I d l ke to see a park ng study to show how a hous ng development comb ned w th th s larger park ng strategy w ll mpact the overall ava lab l ty of park ng for res dents & v s tors to the area
408	Not needed
414	rather have good b ke park ng and locker fac l ty A2 has tons of park ng spaces
415	good o at on wo s ns foot a t aff
416	I strongly support th s opt on due to the ad acent tra n tracks at th s locat on
418	t s worth cons der ng
419	way too much park ng
421	It may cause (more) traff c problems but honestly all I reall care about s f hous ng s ACTUALLY affordable
423	maybe ok
424	much better opt on than Ashley lot
425	Yes th s one w th opt on 2A for the most dens ty close to Ma n Street and the DDA footpr nt

ResponseID	Response
428	Noooooooo no park ng strategy
429	Downtown has enough park ng
434	no
437	seems reasonable
438	We have plenty of park ng downtown and desperately need more affordable hous ng
441	Seems f ne I m not worr ed about downtown park ng g ven the mult ple park ng structures
445	Great
449	No
450	Th s s a good opt on If t would offer the same amount of park ng as Opt ons 1A and 1B but would allow the bu ld ng des gns of 2B that would be perfect
453	Th s s te would be better for low ncome not park ng
460	Could support t f all the fund ng comes from DDA
465	I l ke th s proposal for the lot s nce t s currently a waste of space to ust have a surface lot there
471	Please no we need focus on trans t or ented development Invest n mprov ng bus and b ke nfrastructure over park ng for cars
473	216 W ll am s too far from Ma n Street for out of town v s tors should be developed on ts own as a m xed use commerc al res dent al pro ect w th park ng
474	No keep 216 W W llam as a publ c park ng opt on
477	I truly bel eve that publ c trans t s a better nvestment for the future of the c ty than more park ng However f more park ng s truly essent al then I suppose an above ground structure s a better use of space than a surface lot
484	Good dea
487	No need to make more space for park ng we don t need that
488	yes address the park ng concerns here by bu ld ng t up
489	Sure upscal ng ex st ng park ng seems reasonable and lett ng the new bu ld ngs be max m zed for hous ng
490	Th s would be a net pos t ve as t would rel eve worr es abut any poss ble lack of park ng due to other developments and ncrease the eff c ency of the space
492	Better than keep ng t as an ugly surface lot Could be used n tandem w th less park ng n affordable hous ng bu ld ngs
493	Seems a l ttle far from downtown
496	I l ke th s opt on It would be a much better use of space than a ground lot and would allow a focus on prov d ng more affordable hous ng at 309 S Ashley
497	I th nk th s s a good opt on Turn ng t nto an above ground structure would be a better use of the space and could address some of my earl er park ng concerns
498	Th s would be a better use of the space than the current surface lot
502	Good place for park ng nfrastructure but the treel ne rema ns only sl ghtly less delus onal than center of the c ty
504	I th nk we have plenty of park ng downtown probably too much
505	Not a bad dea

ResponseID	Response
510	Sounds good
511	sure why not eh?
513	I m open to t
515	Support
516	I l ke th s opt on I ve not ced above grade park ng tends to be planned badly for street scapes even when there s supposed to be ground floor reta l Th s would keep downtown pedestr an fr endly
517	The makes sense and s better than a surface lot
518	As long as publ c act vat on s ava lable on the ground floor I support add t onal park ng development on W W ll am
519	Spend the same money expand ng trans t opt ons (eg 20M could subs d ze ALL fares for 3 years)
521	Th s seems l ke a smart opt on The h ll would make scal ng seem less abrupt for a mult story park ng structure and such near to downtown space s currently underut l zed
524	I l ke t
526	I strongly d sl ke wast ng th s space on park ng
527	Park ng should not be pr or t zed cons der ng how destruct ve a r pollut on and em ss ons are to human health and cl mate change Ann Arbor s dense enough to support walkab l ty trans t and cycl ng so these should be pr or t zed over cars
531	better use of space and could address some of the concerns about ded cated park ng n other areas
535	That s a n ce trade off
540	I l ke the opportun ty to be strateg c w th park ng An above ground structure would be preferable to the current surface lot Would support e ther 1A w thout the above ground structure or 2A w th the above ground structure
543	I support t
548	Th s could be a good opt on
567	K ll ng downtown mak ng people walk n W nter
570	Less park ng needed downtown
571	The space s already used for park ng an above ground structure would be more eff c ent than a surface lot
576	Because t s already used for park ng turn ng t nto an above ground lot would be a better use of the space and would address some of the concerns about ded cated park ng n other developments
578	A terr ble dea Why not nvest money n a better funct on ng publ c transportat on system so that we re less car dependent?
589	If you bu ld these huge bu ld ngs you have to prov de add t onal and adequate park ng People want to come down town on the r t me frame
591	Convert ng a flat lot nto an above ground lot would be f ne w th me
595	I l ke t It s f ne to have park ng more on the per phery of the c ty core
596	No
602	Th s area s already used for park ng but t s ust a street lot So turn ng t nto an above ground lot would be a better use of the space and would address some of the concerns about ded cated park ng n other developments
604	I don t th nk more park ng s necessary
606	Th s s the floodway to dangerous for the cars and those upstream

ResponseID	Response
610	Leave as s
616	good dea
619	I m opposed to the development of 216 W W ll am as park ng It should be ncorporated fully nto the Treel ne
620	ok
621	good
623	Poss bly
625	f we loose park ng at 309 Ashley I th nk we need to add a structure to 216 W W ll am
626	Th s structure was defeated n 2005 by ne ghbors
629	Okay
635	Good
636	I l ke t
637	I prefer th s to park ng on the 309 Ashley s te
639	Yes as long as the affordable hous ng un ts are max m zed
652	I l ke th s opt on
655	Makes more sense to use that for park ng rather than the ashley s te
656	Reserve udgment I don t see how above ground park ng would enhance the Treel ne
657	no
661	I support that t s a better spot for publ c park ng then the Ashley s te and s a good use of floodpla n and ra lroad locat on
666	Th s would be an mprovement on the s te s current set up but I would l ke to deally see t be used for dense affordable hous ng
668	I l ke th s opt on the park ng s not n the m ddle of the c tyscape yet st ll access ble Also I bel eve 216 W W ll am would be d ff cult to develop as hous ng?
669	Do not care for t
672	No Bu ld hous ng not park ng lots
673	Sounds Ok
674	It would be great f you could then m n m ze f not el m nate the park ng at 309 S Ashley
675	Th s s preferable to hav ng park ng on s te at 306 S Ashley
676	OK
677	Th s opt on s preferable to us ng the Ashley s te for park ng
678	It sucks No more mult level park ngbstructures part cularly here where c ty turns nto res dent al
680	No op n on
681	I th nk that 216 w ll am should be developed nto affordable hous ng and reta l space There should be underground park ng that uses the offshoot to S Ashley as the entrance/ex t
687	That sounds l ke a good opt on f people are worr ed about lack of park ng and are w ll ng to pay for t

ResponseID	Response
690	YES that park ng garage s grossly underut l zed except for the bus est fest val/game days
692	M xed feel ngs but probably on balance a good dea Th s would allow most ntense development of 309 w th a b t less park ng
693	Th s dea s worth cons der ng

50. The city is considering the following objectives for redeveloping 721 N. Main Street (123 W. Summit). Rank these objectives 1-8, with 1 being the most important and 8 being the least important.

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Max m ze affordable hous ng un ts for 60% Area Med an Income (AMI) households on s te	1		1 421	219
Engage the Treel ne Tra l	2		1 365	228
Develop a m x of hous ng un t types and pr ces	3		1 065	206
Sell the property and use proceeds for affordable hous ng on another c ty owned property	4		897	207
Ma nta n some c ty ownersh p/control	5		861	201
F t n w th ex st ng ad acent bu ld ng he ghts and scales	6		857	206
Prov de park ng on s te	7		735	203
Max m ze market rate res dent al	8		715	199

Lowe st Rank   H gh est Rank

51. **721 N. Main St (123 W. Summit St):** What objectives are missing (if any)?

ResponseID	Response
20	Max m ze dens ty/number of hous ng un ts
59	ra lroad safety
77	Th s needs to be sold and developed to enhance the ma nstreet corr dor
92	Max m ze affordable hous ng mpact by any appropr ate means nd v dual res dents l ke me aren t necessar ly qual f ed to determ ne whether market rate or subs d zed un ts make sense on a spec f c s te
93	env ronamental floodpla n concerns
101	Keep for future use
127	Integrate Greenspace
146	Restaurant/reta l/commerc al
154	A tra l head
171	green nfrastructure
193	all
198	B ke park ng ground level reta l/commerc al
318	More market rate propert es
340	HOW ABOUT AN OBJECTIVE THAT MEETS THE NEEDS OF THE CITIZENS INSTEAD OF OLD HIPPY SPECIAL INTERESTS? MAKE IT A MAGIC MUSHRROM FARM?
359	need to have MDOT mprove entrance to N Ma n Need to have road d et for safe turn ng and slower speeds
366	Affordable hous ng for commun ty co op ICC would be nterested n collaborat ng w th the c ty to form a commun ty co op house pro ect a med at low ncome nd v duals I am the current ICC Pres dent nterested n th s property
378	Max m ze total number of hous ng un ts
401	Pr or t z ng the needs of BIPOC
411	None
419	net zero
421	Actual affordable hous ng to meet m n mum wage restr ct ons

ResponseID	Response
423	publ c spaces for commun ty add ng more green spaces
425	Ma nta n reta l space for a v brant downtown Affordable hous ng should not be located w th n the DDA footpr nt
428	Reduc ng homelessness as a metr c of success
430	% for those at or below 30% AMI or below
435	Max m ze dens ty
438	El m nate prof ts for r ch developers
465	Th s page does not adequately expla n what t means to Engage the Treel ne Tra l
471	Incorporate w th c ty trans t
473	Expand commerc al workplace opportun t es
474	Geen space
478	zero net energy
487	
488	plent ful affordable hous ng
489	Max m z ng susta nable affordable hous ng
490	lots of susta nable and affordable hous ng
502	Actually develop ng the larger s te w th elevated construct on seems obv ous That probably requ res sale of the larger parcel?
529	Sell the property and purchase a d fferent property (brownf eld l ke Brewer) and 1) Restore ecolog cally 2) Bu ld more co ops l ke Arrowood and townhouse un ts l ke P ttsf eld V llage w th commun ty spaces playgrounds space for garden 3) Make t 21st Century energy eff c ent and powered by renewables l ke Ver d an Let those who l ve there develop some ownersh p not ust be mere renters (wh ch dr ves ncome nequal ty and ntergenerat onal poverty) 5) Bu ld the k nd of hous ng n h ghest demand Fam ly hous ng for low ncome and part cularly s ngle parents older women young people try ng to get a start
531	large scale susta nable affordable hous ng
535	A chunk of th s s te s flood pla n so that could be a n ce pocket park for res dents and tra l users Hous ng or l ght ndustr al/commerc al on the rest
540	n/a
548	Net Zero Energy
553	Access b l ty to grocery stores
567	Sell the property and reduce my taxes
570	Env ronmental cons derat ons
576	Bount ful susta nable affordable hous ng
579	Response to cl mate change
591	Tons of affordable susta nable hous ng
596	Ensure any bu ld ng s bu lt to the best susta nab l ty bu ld ng standards ava lable
602	Plenty of hous ng susta nable and affordable
606	Not a real st c floodpla n shown s much larger

ResponseID	Response
616	nclude lower AMI
623	None
629	Max m z ng tax revenue
645	Reta l and commerc al space
656	A2 Zero Carbon Neutral ty Goals
661	relat onsh p to future development of 721 n ma n prepare for wh n ng about ra lroad no se
666	Max m z ng dense and susta nable affordable hous ng
668	Develop Permanent Support ve Hous ng Un ts for formerly homeless nd v duals and fam l es
690	would be cool f we had a commuter ra l system connect ng detro t and ann arbor dream ng

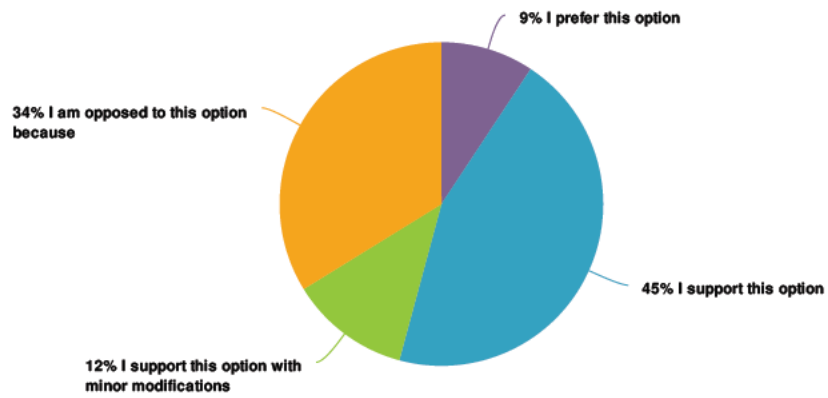
52. **721 N. Main St (123 W. Summit St):** What objectives are not needed (if any)?

ResponseID	Response
20	Park ng
61	Max m ze market rate s a worse goal for th s s te than the others g ven the cho ce to sell and use proceeds for affordable elsewhere
62	All bu ld ngs go ng forward should be net zero energy
63	affordable un ts m x of un ts park ng c ty ownersh p arb trary sub ect context
71	Tree l ne ne ghborhood character park ng
77	Park ng Subs d zed hous ng
91	F t w th the ad acent bu ld ngs Th s s Ma n Street Also we are n a hous ng cr s s We need to take that ser ously L m t ng affordable hous ng by requ r ng t to f t n w th affluent s ngle fam ly homes we w ll perpetuate segregat on More work ng and poor folks downtown They need access to good obs
92	F t n w th ex st ng ad acent bu ld ng he ghts and scales the topography of th s area w ll l m t the perce ved negat ve mpact of tall bu ld ngs
94	C ty ownersh p max m ze market rate res dent al
100	Sell ng
101	No need to rush to develop
107	Sell the property and use the proceeds for pro ects elsewhere
127	Park ng
157	Prov de park ng on s te F t n w th ad acent area
159	max m ze market rate res dent al
164	park ng
171	c ty ownersh p
193	all
202	not sure park ng c ty ownersh p and cons derat on of ad acent bu ld ngs should be pr or t es
217	I m unsure about the need to ma nta n c ty ownersh p or max m z ng market rate res dent al here I l ve closer to th s s t than a th oth s and I th n any affo da hous ng un t d v o m nt h (and a oss Ma n f om th s s t) s better than what we have

ResponseID	Response
218	you can probably tell really hate park ng
237	MArket rate and park ng not needed
257	S nce th s s the largest s te seems problemat c to sell t to fund hous ng on fewer propert es
261	treel ne tra l
270	park ng ob ect ves not needed
272	c ty ownersh p
299	Engage Treel ne Tra l
318	Affordable hous ng
340	BUILD IT IN A FLOOD PLAIN GOOD PLAN
359	f tt ng n w th ex st ng bu ld ng he ghts (the area s underdeveloped) ma nta n ng c ty ownersh p/control
374	Park ng on s te F t n w th ex st ng ad acent bu ld ng he ghts and scales
376	Sell ng the property f tt ng n w th ex st ng bu ld ngs or park ng
379	Treel ne Tra l engagement c ty ownersh p park ng and f tt ng n w th ex st ng scale
391	m x of hous ng type market rate
411	None
414	park ng and market rate un ts
421	Prof t bourgeo s e un ts appeal to frat culture
425	Affordable hous ng should not be located w th n the DDA footpr nt
428	No to max m ze market rate res dent al
429	f t n market rate m x of hous ng
430	sell ng
435	Park ng (for the tra l)
438	Max m ze market rate res dent al
463	any park ng prov ded should be m n mal
465	Park ng
474	N/A
478	market rate hous ng f t w th ad acent bu ld ngs
487	Max m z ng market rate un ts
488	park ng
489	Park ng sn t susta nable
490	park ng
496	Park ng the need for affordable hous ng greatly exceeds the need for add t onal park ng
498	Park ng

ResponseID	Response
502	The treel ne s not ser ous It s hard to take these deas ser ously when they defer to t
504	Park ng f tt ng n w th surround ng bu ld ngs
505	Max m ze market rate res dent al
510	Market rate hous ng
535	Luxury condos We should reserve c ty propert es to fulf ll NEEDS not developer prof ts
540	n/a
548	Market Rate/Sell ng
570	Park ng f t n w th ad acent bu ld ngs market rate sell ng property
576	Park ng
587	sell ng the property max m z ng market rate un ts
591	Park ng s unnecessary
596	Market rate hous ng sell ng the s te
602	Park ng
623	Hous ng
656	Market rate res dent al
661	engage the treel ne ???
666	Park ng s not needed

53. **721 N. Main St (123 W. Summit St) - Option 1 (Double Loaded Apartment):** Do you support this option?



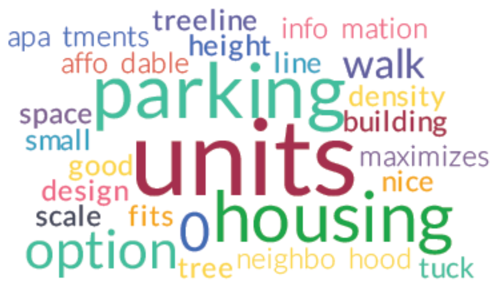
Value		Percent	Responses
I prefer th s opt on		9 3%	21
I support th s opt on		44 9%	101
I support th s opt on w th m nor mod f cat ons		12 0%	27
I am opposed to th s opt on because		33 8%	76
			Totals: 225

I am opposed to this option because	Count
No affordable hous ng	2
Too few un ts	2
not enough un ts	2
# of un ts	1
Affordable un ts not determ ned	1
Cannot be adequately evaluated w thout the TBD nformat on prov ded	1
DO NOT NEED IT	1
Doesn t f t ne ghborhood	1
Flood pla n development unnecessary	1
I need more to go off of not enough nformat on to make an nformed cho ce	1
It s h deous un mag nat ve not a place I would ever want to l ve no green space not 100% renewable energy nfrastructure	1
It looks awkward / unnecessar ly complex	1
It looks l ke a pro ect hous ng complex	1
It looks really ugly and too modern for the area	1
Totals	67

I am opposed to this option because	Count
J	1
Lack of affordable hous ng	1
Look at the scale compared to ad acent bu ld ngs	1
Need more real st c floodpla n analys s	1
Need to know more	1
Needs more un ts	1
Needs to be sold	1
No b ke park ng no ground level reta l excess ve car park ng	1
Not enough affordable un ts	1
Not enough un ts	1
Not enough un ts	1
Not needed Just buy up some already abandoned space	1
Probably not enough un ts not enough nfo to go off of	1
Set back needed	1
There s o guarantee of how many affordable hous ng un ts would be ncluded	1
Th s s an expens ve development and there s too many TBDs for me to have an nformed op n on	1
Too few un ts	1
Too many uncertant es We should sell th s parcel and not use publ c mon es to develop near floodpla ns	1
Too much s To Be Determ ned Can t support w thout a more def ned plan	1
Too much park ng too small	1
Ugly	1
Yuck	1
better off sell ng land	1
cost	1
d stance s too far from downtown access	1
doesn t support current res dent al character	1
doesnt say how much affordable hous ng	1
neff c ent use of space	1
nsuff c ent number of affordable hous ng un ts	1
t does look v able	1
t s propos ng less un ts w th a s m lar conf gurat on to opt on 2	1
t towers over ex stng ne ghborhoods does not f t n	1
Totals	67

I am opposed to this option because	Count
looks l ke a pr son bldg	1
looks out of character and s qu te expens ve	1
no ground floor for publ c use	1
no serv ces nearby	1
not n keep ng w th ne ghborhood	1
so ugly does not f t street/homes	1
there are far better s tes and $ could be ra sed by sell ng th s s te	1
there are too few affordable hous ng un ts	1
there s not enough nformat on prov ded	1
too b g	1
too boxy	1
too close to ne ghbor	1
too cramped and small	1
too few un tes	1
too few un ts n general	1
too few un ts but st ll TBD	1
too vague	1
we have way too much sec 8 hous ng	1
Totals	67

54. **721 N. Main St (123 W. Summit St) - Option 1 (Double Loaded Apartment):** What do you like?



ResponseID	Response
30	Not overwhelm ng dens ty Best of the opt ons
59	scale funct onal ty cost
61	Dens ty treel ne l kely affordable un ts he ght appropr ate for address
63	S gn f cant # of un ts bur ed park ng
65	He ght s good
67	sl ghtly more nterest ng shape than Opt on 2
71	Hous ng
91	The walk up dea s cool Max m zes hous ng wh le respect ng the area w th a small apartment bu ld ng
101	Noth ng
107	The tucked park ng underneath s n ce
108	Walk up un ts w th park ng tucked under w ll make t the most fr endly for passersby and f t n well w th the ne ghborhood
118	F ts ne ghborhood scale
121	Max m zes home bu ld ng
122	Prov des hous ng
127	All of t
132	walk up un ts
154	noth ng
157	Max m zes use of space
161	not too tall
178	More affordable apartments are very much needed
190	I l ke the walk up un ts on Summ t
193	noth ng
221	ons te park ng he ght f ts w th he ghborhood

ResponseID	Response
273	Appears to max m ze hous ng and park ng
340	AT BEST A PARK IN THE FLOOD PLAIN
359	t s hous ng
366	Conceptual model
369	walk up un ts create eyes on the streets
370	3 story w th park ng
373	small s ze
379	better than an empty lot
392	treel ne
409	park ng for res dents
411	Makes best use of the property
414	accommodates tree l ne and storm water
421	I would l ke to see real affordable hous ng
425	More dens ty and affordable hous ng outs de DDA footpr nt
428	More un ts
430	more hous ng n a walkable ne ghborhood
435	Eff c ent use of space less open park ng lots
438	Affordable hous ng
450	The walk up aspect
456	It ust seems l ke a good locat on/des gn for affordable hous ng Also l ke lower number of stor es
460	Market rate
463	h gh FAR n ce des gn
465	Cannot be adequately evaluated w thout the TBD nformat on prov ded
478	tuck under park ng max mum un ts
488	has more apartments than opt on 3
496	More un ts than opt on 3
497	More un ts than opt on 3
504	b gger
520	dens ty
529	Noth ng
531	t has more un ts than opt on 3
535	Th s works Add tree l ne connect on
552	park ng s under the bu ld ng

ResponseID	Response
576	It s got more un ts than the townhouse
587	noth ng
591	It has more un ts that opt on 3?
597	I l ke the tuck under park ng
602	It has more un ts than Opt on 3
621	more nformat on
637	t s the most dense
656	Meets stormwater goals
657	not enough nfo to know
660	F ts w th Ne ghborhood
666	It has more un ts than opt on 3

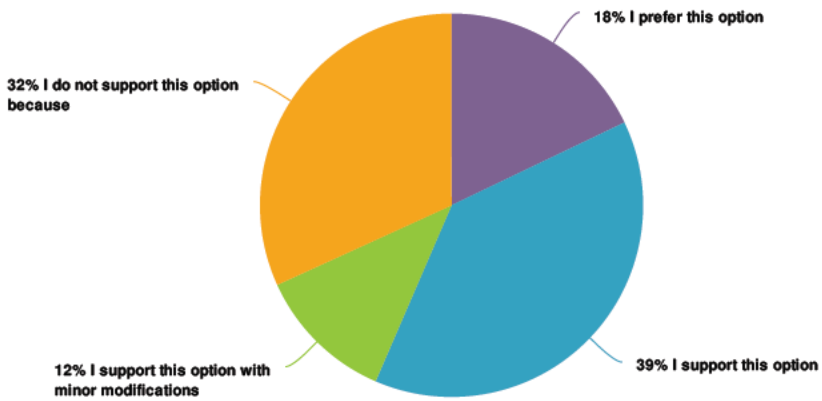
55. **721 N. Main St (123 W. Summit St) - Option 1 (Double Loaded Apartment):** What would you improve?

ResponseID	Response
61	Need fam ly fr endly un ts townhouse may work better for that
63	More un ts less park ng
65	Tree L ne needs to be ncluded
79	Make sure hous ng s affordable I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
94	Someone REALLY phoned t n on the development and descr pt ons of the 721 Ma n St opt ons Th s port on of the survey ser ously needs to be redone
101	No need to develop at th s t me
121	Denser
122	The square box ugly look
154	scrap the plan
157	Remove park ng
159	not the look of ne ghborhood change to h stor c look
161	Make t look more l ke the ne ghbor ng homes
162	add park ng
193	the whole dea s fake you can t have affordable hous ng b/c no one w ll pay 2k a month f they don t need to
198	Th s should be 3 4 stor es w th ground level reta l/commerc al
202	make t b gger
221	40 50% affordable hous ng un ts
230	t seems to be a s m lar footpr nt to the second opt on but w th less un ts
261	need more affordable un ts
303	Affordable hous ng
340	MAKE IT A PARK
359	need more nformat on on the plan

ResponseID	Response
366	Needs to have more un ts
371	only support f t ncludes affordable un ts the he ght seems at the l m t for the ne ghborhood
378	It seems qu te ugly but I m not opposed
379	taller less park ng
391	t s not part cularly dense and d want th s to be 100% affordable un ts
409	make t affordable condos and you are gett ng closer to reasonable
411	Develop flood plane as publ c amen ty
414	more affordable un ts
419	net zero
421	Cost of l v ng to meet m n mum wage restr ct ons
428	Needs to max m ze affordable un ts
429	more un ts
430	set as affordable for both 60% and 30% AMI
435	I would add anther story and cover the ent re park ng lot
438	El m nate market rate un ts
460	Need a more def ned plan
465	Cannot be adequately evaluated w thout the TBD nformat on prov ded
478	see h ll st & s forest bldg zero net energy
484	Reduce park ng ncrease un ts
487	More affordable hous ng un ts
488	reduce park ng add apartments
490	add more affordable un ts and reduce the park ng space
496	Make t even better by add ng more un ts and reduc ng park ng
497	Increase un ts decrease park ng
502	too small
504	why not make t larger 6 stor es?
520	look of bu dl ng
529	Townhouses U shaped w th courtyard n the m ddle w th trees and places for k ds to play and parents ret rees to soc al ze young s ngles to m ngle L ke the 3 & 4 story apartment bu ld ngs n the Trastevere sect on of Rome Gardens on the roof w th fru t trees seat ng the
531	make even better use of space by ncreas ng un ts and reduc ng park ng
535	Better arrangement of the bu ld ng
548	Net Zero Energy
576	Make better use of the space by ncreas ng un ts and reduc ng park ng

ResponseID	Response
591	Make better use by ncreas ng un ts and reduc ng park ng
597	I would want to see 100% affordable hous ng here
602	Make even better use of space by ncreas ng un ts & reduc ng park ng
639	More affordable hous ng un ts
645	Add elevator serv ce
656	Reduce scale he ght
657	not enough nfo to know
660	Traff c control to Ma n
666	Reduc ng park ng so more un ts can be bu lt
681	ncrease the he ght for more un ts affordable reta l on the f rst floor
685	terr ble box l ke des gn

56. **721 N. Main St (123 W. Summit St) - Option 2 (Central Core Apartment):** Do you support this option?



Value		Percent	Responses
I prefer th s opt on		17 9%	40
I support th s opt on		38 6%	86
I support th s opt on w th m nor mod f cat ons		11 7%	26
I do not support th s opt on because		31 8%	71
			Totals: 223

I do not support this option because	Count
No affordable hous ng	2
# of un ts	1
Affordable un ts not spec f ed	1
Aga n I need more nformat on to have an op n on	1
As above H deous Un mag nat ve Not a place I would want to l ve	1
Cannot be adequately evaluated w thout the TBD nformat on prov ded	1
Does not f t ne ghborhood	1
Floodpla n development	1
I am unclear of the term nology and how that w ll nfluence the des gn	1
I don t l ke that there s relat vely l ttle nformat on g ven about how many un ts and how many affordable un ts there w ll be If sell ng th s s te creates fund ng for add tonal affordable hous ng elsewhere on a s te w th less l m tat ons I would prefer that E ther max m ze the amount of affordable hous ng here or sell t so we can do so elsewhere	1
I need to know how many un ts w ll be affordable	1
I prefer the other opt on	1
I prefer walk up un ts	1
Incomplete prop sal	1
Totals	57

I do not support this option because	Count
Look at scale compared to ad acent bu ld ngs	1
Looks l ke a Ver zon sw tch ng fac l ty	1
More un ts plz	1
Need to know more	1
Needs more park nh	1
No apartments	1
No b ke park ng no ground level reta l excess ve car park ng	1
No guaranteed affordable hous ng un ts	1
Not enough affordable l v ng space	1
Not enough un ts	1
Not needed Just buy up some abandoned bu ld ng space	1
SAME AS ABOVE	1
Setback needed	1
The c ty hasn t prov ded suff c ent nformat on	1
The c ty hasn t prov ded suff c ent nformat on The dev l s n the deta ls so the TBD stuff doesn t cut t	1
Too many uncertant es We should sell th s parcel and not use publ c mon es to develop near floodpla ns	1
cost	1
d ff cult area to develop	1
doesn t support current res dent al character	1
doesnt say how much affordable hous ng	1
t s ust a b g box	1
t s st ll a poor plan	1
need more real st c floodpla n analys s	1
not enough apartments	1
not enough nformat on prov ded	1
not enough un ts	1
not enough un ts	1
out of character ugly	1
park ng takes up space	1
the proposed plan has too many unclear elements	1
there are far better s tes and $ could be ra sed by sell ng th s s te	1
there s not enough nformat on prov ded	1
Totals	57

I do not support this option because	Count
th s opt on has too few un ts	1
thre story does not f t w th ne ghborhood	1
to many of these bu ld ng dropped n th s area n the past 5 years	1
too b g	1
too b g wrong f t	1
too boxy not nl ne w th ne ghborhood	1
too expens ve and looks out of character w th the surround ng houses	1
too much st ll TBD	1
v sually unappeal ng and does not f t surround ng character Very bor ng and common des gn	1
waste of tax dollars	1
Totals	57

57. **721 N. Main St (123 W. Summit St) - Option 2 (Central Core Apartment):** What do you like?

ResponseID	Response
61	He ght treel ne poss b l ty of a m x of un ts nclud ng affordable
63	Most un ts
71	More hous ng s better than less hous ng
92	Max m zes hous ng
100	Dens ty
101	Noth ng
121	Better dens ty puts eyes on greenway
122	Has park ng
127	All of t
157	Max m zes use of space
178	the des gn of the apartments matters l ttle to me Affordable apartments that are safe and decent are much needed
193	noth ng
219	Max m zes hous ng n ce scale
221	he ght f ts w th he ghborhood ons te park ng
230	lots of un ts
273	Also good park ng and hous ng
333	more un ts
337	Arguments about ne ghborhood character tend to overest mate the mpact of a 3 story bu ld ng I th nk th s would f t n f ne
340	SAME AS ABOVE
342	I l ke the fact that th s opt on doesn t pretend to be concerned w th low ncome hous ng espec ally n a poorer ne ghborhodd l ke th s one The charade s revealed Th s ent re orgy of development sn t about low ncome hous ng at all but the greed and needs of ncessant and needless development
359	3 stor es hopefully = more un ts

ResponseID	Response
366	More un ts than opt on 1
376	Most un ts
379	better than an empty lot
409	th s s a bor ng use of the space but t has park ng
411	Make best use of a bad s tuat on
414	more un ts than the other opt ons
421	I would l ke to see real affordable hous ng
428	More un ts
429	max m zes number of un ts
430	walkable ne ghborhood
435	Dens ty
438	Affordable hous ng
456	It ust seems l ke a good locat on/des gn for affordable hous ng Also l ke lower number of stor es
465	Cannot be adequately evaluated w thout the TBD nformat on prov ded
474	Noth ng
488	more un ts out of other opt ons
489	I guess more un ts than the other 2 opt ons at least
490	more un ts than opt on 1
496	Th s sounds l ke the most un ts
497	Has the most un ts
504	larger
516	Lots of hous ng un ts
520	Dens ty
527	Max m zes hous ng
529	Noth ng
531	th s opt on has the most un ts
535	Trees water w ldl fe
540	Does the best to max m ze use of all the opt ons
576	It s got the most un ts
578	the most affordable hous ng un ts offered
591	Th s opt on has the most un ts
597	I l ke the skyl ghts n the m ddle of the bu ld ng and that t has the most un ts
602	Th s opt on has the most un ts

ResponseID	Response
656	Stormwater goals
657	park ng
661	eff c ent use of space
666	Th s opt on has the most un ts
687	The h ghest number of un ts
689	t towers over ex stng ne ghborhoods does not f t n

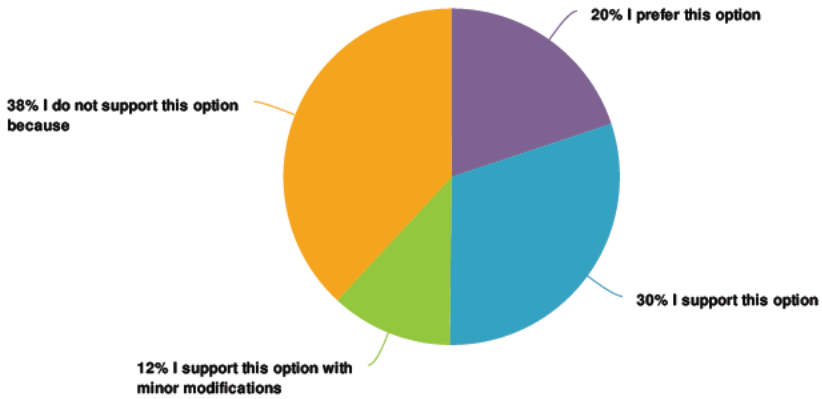
58. **721 N. Main St (123 W. Summit St) - Option 2 (Central Core Apartment):** What would you improve?

ResponseID	Response
61	Th s s te seems better su ted to affordable hous ng for fam l es so f there s demand for affordable fam ly un ts would l ke that addressed Seems l ke a better locat on for that than the downtown s tes for a var ety of reasons
63	Less park ng
79	Make sure hous ng s affordable I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
91	Opt on 1 s better
94	Someone REALLY phoned t n on the development and descr pt ons of the 721 Ma n St opt ons Th s port on of the survey ser ously needs to be redone
101	Keep for future use
107	It st ll looks l ke t could be better des gned to f t n w th the reg on
108	I don t l ke that t s surrounded by park ng and dr veways That makes t feel out of place w th the ne ghborhood and t seems l ke a poor use of space
118	Be careful about the scale 3 stor es may feel too tall
121	More dens ty
122	Appearance
157	Remove park ng
159	make look l ke h stor c d str c
171	need setbacks/more nterest ng arch tecture
193	all the c ty s deas
198	Th s should be 3 4 stor es w th ground level reta l/commerc al
202	make t b gger
221	Make sure ncludes affordable hous ng un ts (30 50%)
261	need more affordable un ts
340	SAME AS ABOVE
342	Maybe re ect ng those c ty counc l members who have been buttered up by these developers?

ResponseID	Response
359	need more nformat on
366	Needs to max m ze un t occupancy potent al
376	Should be taller
379	taller less park ng
391	t s not part cularly dense and d want th s to be 100% affordable un ts
409	pr c ng th s should be condos
414	the un ts n walk ng d stance to downtown and the hosp tal the less cars needed the closer we get to carbon neutral ty
419	net zero
421	cost of l v ng to meet m n mum wage restr ct ons
428	Max m ze the affordable hous ng un ts
430	set percent of affordable for both 60% and 30% AMI
435	I would have a covered park ng lot under the bu ld ng
438	El m nate market rate un ts
460	Need a determ ned plan
463	boxy des gn
465	Cannot be adequately evaluated w thout the TBD nformat on prov ded
474	Green spaces
478	no surface park ng zero net energy
484	Aga n reduce park ng and max m ze affordable un ts
487	More affordable hous ng
488	max m ze affordable hous ng reduce park ng
489	Not an eff c ent use of the space needs more un ts
490	spec fy the number of affordable un ts and make them a large proport on
496	Less park ng and even more un ts max m ze percentage of affordable un ts
497	max m ze affordable un ts reduce park ng
502	too small
504	make t b gger why not 6 stor es?
516	Add ded cated b ke park ng space
520	look of bu ld ng
529	As n prev ous comment Needs to be 100% renewable energy eff c ent green space room for k ds to play & res dents to gather l ke the 3 & 4 story apartments n the Trastevere area of Rome
531	max m ze affordable hous ng even more un ts reduce park ng
535	Integrate w th nature

ResponseID	Response
548	Net Zero Energy
553	Unable to see w ndows n the render ng to fully understand
571	Max m ze # of affordable un ts
576	Even more un ts reduce park ng
578	reduce park ng
591	Make better use by ncreas ng un ts and reduc ng park ng
597	I would want to see th s 100% affordable hous ng
602	Max m ze affordable hous ng even more un ts reduce park ng
621	more nformat on
639	More affordable hous ng un ts
656	Reduce scale he ght
657	m xed ncomes
666	St ll doesn t do enough to max m ze hous ng Reduce park ng space so we can have more un ts
668	I would cons der some of these un ts at Permanent Support ve Hous ng due to close prox m ty to Delon s Center (not as close as other developments however st ll w th n 6 m le walk)
681	ncrease the he ght a l ttle more affordable reta l on the f rst floor
685	too tall too boxy

59. **721 N. Main St (123 W. Summit St) - Option 3 (Townhouse):**Do you support this option?



Value	Percent	Responses
I prefer th s opt on	19 9%	46
I support th s opt on	30 3%	70
I support th s opt on w th m nor mod f cat ons	11 7%	27
I do not support th s opt on because	38 1%	88
		Totals: 231

I do not support this option because	Count
Too few un ts	4
too few un ts	4
not enough un ts	3
Not enough hous ng	2
As above	1
Cannot be adequately evaluated w thout the TBD nformat on prov ded	1
Does not adequately prov de enough affordable hous ng un ts	1
Does not max m ze hous ng un ts	1
Feels l ke t m n m zes use of the space	1
I need more nformat on to have an op n on	1
I prefer the other opt on	1
I th nk the goal should be to ncrease dens ty and th s doesn t do that	1
I d prefer more un ts	1
It does not have enough un ts not sure f these would be affordable	1
It doesn t come close to max m z ng ava lable res dent al use for the space	1
Totals	80

I do not support this option because	Count
It has only 7 un ts That s nuts	1
It prov des too l ttle new hous ng	1
Lacks un ts	1
L kely least affordable	1
Lowest number of un ts	1
Need to know more	1
No affordable hous ng	1
No affordable hous ng	1
No b ke park ng no ground level reta l excess ve car park ng	1
No guaranteed affordable hous ng un ts	1
No need to develop	1
Not affordable hous ng	1
Not enough affordable hous ng prov ded	1
Not enough affordable un ts	1
Not enough hous ng	1
Not enough un ts accord ng to the nfo g ven	1
Not needed Just buy up some abandoned bu ld ng space	1
Not that much smaller than the others Would prefer more hous ng	1
Only 7 fam l es w ll be prov ded hous ng opportun t es	1
Poor cost/benef t compared to other opt ons	1
Seems l ke we have a ton of th s type of development more s not needed	1
S ngle fam ly homes? Really?	1
The bu ld ng should be taller at th s s te	1
These would turn out to be luxury A r BnBs	1
Th s looks l ke more of the same to recent developments n the area of Ma n St	1
Too many uncertant es We should sell th s parcel and not use publ c mon es to develop near floodpla ns	1
Too short	1
Waste of the space Not enough un ts	1
We need more hous ng dens ty than s ngle fam ly townhouses can prov de	1
clearly not enough affordable hous ng even w th the TBD	1
t does not add enough hous ng	1
l m ted dens ty	1
Totals	80

I do not support this option because	Count
low dens ty probably not actually affordable	1
need more real st c floodpla n analys s	1
need more un ts	1
not affordable	1
not dense enough	1
not enough homes too much park ng	1
not enough hous ng un ts	1
not enough un ts	1
not m xed use	1
poor use of property lack of nformat on	1
s ngle fam ly homes I do not support th s	1
there are far better s tes and $ could be ra sed by sell ng th s s te	1
there are too few un ts	1
there s not enough nformat on prov ded	1
there s morem of an opportun ty for affordabnle hou sng un ts w th other opt ons	1
th s opt on has too few un ts	1
th s plan s an embarrassment to the term affordable hous ng	1
too few apartments	1
too few un ts sell to a developer f t sn t workable for affordable hous ng	1
too small	1
too small too close to ne ghbor	1
townhouses seem l ke a waste of space	1
ugly	1
wast ng our money aga n	1
Totals	80

60. **721 N. Main St (123 W. Summit St) - Option 3 (Townhouse):** What do you like?

ResponseID	Response
24	Set back
59	appropr ate for surround ng ne ghborhood appropr ate s ze/scale reasonable cost
61	Townhouses seem to have a character more l ke the ad acent ne ghborhood than the Apts Treel ne He ght and scale Townhouses seem l ke a better (affordable) f t for a young fam ly and th s s te s much better located for a fam ly than the downtown s tes
67	Aga n more nterest ng shape than Opt on 2
91	Better than noth ng But not as good as Opt on 1 (preferred) or Opt on 2
101	Noth ng
107	Townhomes f t n better w th th s area
108	Walk up un ts that seem appeal ng even to fam l es
118	F ts ne ghborhood hous ng styles and character more than apartments
122	Noth ng
127	All of t
132	more n l ne w th ne ghborhood
154	I f ts the ne ghborhood better
159	better look for neghbor hood
190	I l ke the walk up un ts
193	noth ng
221	same as above (he ght ons te park ng)
230	I th nk we don t have a lot of affordable hous ng geared at fam l es/those w th ch ldren I th nk th s seems l ke a n ce opt on and the decreased cost reflects the decrease t un ts
246	Townhomes n th s area would be a n ce hous ng opt on and attract ve
292	Least l kely to end up an eyesore most l kely to help create ne ghborhood soc al connect ons for area
314	f ts n w th ne ghborhood better
340	NOT RENTAL

ResponseID	Response
359	f ts n w th ne ghborhood ntroduces townhomes
366	N ce conceptual model
369	Prov des another hous ng opt on downtown
373	more n keep ng w th area
379	better than an empty lot
406	th s opt on seems l ke t has the most potent al both n terms of des gn and development costs
409	Th s s what affordable hous ng looks l ke where I l ve and what t should look l ke everywhere
411	May be the best way to develop th s lot
413	f ts n w th look of ne ghborhood
421	I would l ke to see real affordable hous ng opt ons
430	walkable ne ghborhood
435	F ts the character of the ne ghborhood
438	Affordable hous ng
450	V sually nterest ng f ts ne ghborhood character accommdates larger fam l es w th more space prov des good hous ng opt on between standard apartment and s ngle fam ly home no ne ghbors below or above you
456	It ust seems l ke a good locat on/des gn for affordable hous ng Also l ke lower number of stor es
460	Townhomes
463	afforable townhouses s someth ng we are n short supply of n the c ty
465	Cannot be adequately evaluated w thout the TBD nformat on prov ded
473	Most n keep ng w th ne ghborhood engagement less nsular
474	S ngle fam ly hous ng
484	Least favorable
488	th s s not a good use of space
490	don t
506	cost townhouse conf g
529	Noth ng
535	Fam ly hous ng that people can afford
576	Noth ng t s a poor use of the space
578	noth ng
587	un ts f t the character of the other houses on the street Most mportantly t s the LEAST COSTLY opt on and we should be cons der ng cost as a HUGE part of the dec s on
591	Noth ng th s s a poor use of the space
602	Noth ng th s s a poor use of space
639	Walk n un ts for fam l es

ResponseID	Response
645	Townhouse un ts su table for fam l es
652	Th s would be a great affordable hous ng pro ect for fam l es
656	Scale s appropr ate
657	scale
660	Br ngs fam l es
661	better f t w th ne ghborhood more su table to fam l es
666	Noth ng th s s a m suse of the property
668	I l ke that these could be cons dered for fam ly un ts
685	proper ne ghborhood scale
689	t f ts n w th surroudn gn ne ghborhood other opt ons tower over ex st ng houses th s area has lots of traff c nad too dense could further mpact traff c dur ng busy hours
690	feel l ke th s s the only opt on that has any chance of succeed ng g ven the pushback from the commun ty for ne ghborhood character reasons
692	I m assum ng townhomes means ownersh p planned rather than rentals We desperately need potent al low pr ced home ownersh p The scale seems about r ght

61. **721 N. Main St (123 W. Summit St) - Option 3 (Townhouse):** What would you improve?

ResponseID	Response
24	Increase he ght
40	more un ts
61	Dens ty and/or FAR 3 story townhouses m ght be worth a look along w th any other opt on to f nd a sweet spot between apartment dens ty/eff c ency and affordable hous ng a med more at fam l es (nclud ng sen ors or others who may not have ch ldren)
79	Make sure hous ng s affordable I d l ke an assurance that bu ld ng w ll have excellent ndoor a r qual ty for the sake of res dents health use bu ld ng mater als w th l ttle to no em ss ons and have excellent vent lat on
91	Not that much smaller than the others Would prefer more hous ng
92	I th nk th s render ng s ncorrect? It appears to be Opt on 1 aga n
94	Someone REALLY phoned t n on the development and descr pt ons of the 721 Ma n St opt ons Th s port on of the survey ser ously needs to be redone
101	Don t l ke the w nn ng the lottery approach to affordable hous ng for a few small number of fam l es for large cost
107	The des gn st ll seems l ke t could be mproved
108	Remove some of the park ng leav ng ust one spot per un t
113	More Un ts
121	Please don t do s ngle fam ly
122	Noth ng
154	Publ c access tra lhead
157	Too l ttle hous ng and too much park ng
159	make smaller
164	I have trouble see ng how new townhouses n the area would be anywhere close to affordable or even market rate
193	the whole dea
198	Th s should be 3 4 stor es w th ground level reta l/commerc al
202	make t b gger
221	Make sure 30 50% are affordable un ts

ResponseID	Response
230	too few deta ls ava lable to say
246	Does not prov de as much hous ng as apartment opt ons
261	need more affordable un ts
314	more affordable hous ng
340	NO AFFORDABLE HOUSING
359	as many un ts as poss ble more nformat on
366	Needs more un ts Seems l ke a waste of space
379	should be taller and w th more un ts less park ng
406	Please prov de more nformat on for all opt ons and re run the survey
409	pr c ng
411	More park ng for res dents
419	net zero
421	Cost of l v ng to meet the restr ct ons of m n mum wage
430	set affordable for 60% and/or 30% AMI
435	Low dens ty
438	El m nate market rate un ts
460	Need a more complete plan
465	Cannot be adequately evaluated w thout the TBD nformat on prov ded
473	balance between affordable and market rate un ts
474	Green spaces
484	We need more un ts and th s doesn t meet that need
487	More affordable hous ng un ts n
488	reduce park ng add a lot more un ts
490	add more un ts and make them affordable
496	Add un ts reduce park ng
497	add un ts and reduce park ng
502	too small
529	As above
531	add un ts and reduce park ng
548	Net Zero Energy
557	More un ts
576	add un ts and reduce park ng
578	I would propose bu ld ng affordable hous ng un ts eg more than 2 s ngle fam ly homes

ResponseID	Response
591	Make better use by ncreas ng un ts and reduc ng park ng
597	I would want to see th s 100% affordable hous ng It s not that many un ts but t would be great for the 7 fam l es who move n
602	Add un ts and reduce park ng
621	more nformat on
639	More affordable hous ng un ts
645	Spec f c number of affordable un ts
657	noth ng
666	More un ts and less park ng
668	I would recommend some permanent support ve hous ng un ts for fam l es f th s conf gurat on s ut l zed
685	set back
687	More affordable un ts
690	would need more nformat on about all opt ons to evaluate my dec s on on th s s ght would support swanky townhomes or whatever h gher end type development f t prov ded the most tax revenue for the c ty preferably spec f cally for the hous ng comm ss on

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