

CITIZEN PARTICIPATION MEETING REPORT

1140 BROADWAY STREET, ANN ARBOR, MI



Date:	February 8, 2017
Location:	Holiday Inn – 3600 Plymouth Road, Ann Arbor
Time:	6:15pm – 9:15pm
Postcards Sent:	1,306
Attendance:	80 (approximately)
Presenting Team Members:	Ronald S. Mucha – Morningside Lower Town (developer) Mark Kurensky – HKM Architects (site planning & architecture) Tom Covert – Midwestern Consultants (civil engineering) James Harless – SME (environmental & brownfield)

The meeting commenced with a comprehensive PowerPoint presentation describing the proposed project, consisting of the following segments:

- Team Introduction
- Developer / Project Overview
- Site Plan / Architecture
- Zoning
- Civil Engineering
- Environmental / Brownfield
- Community Benefits

Following the presentation, we solicited feedback from citizens during a question and answer period. The meeting was not concluded until every citizen that wanted to speak had an opportunity to have his/her voice heard.

Questions / statements and answers included those generally summarized below, in no particular order:

1. **Traffic: numerous concerns, including:**
 - a. **Argo canoe livery users will create surface parking congestion.**
 - b. **Potential for drivers to use site as a “cut-through”.**
 - c. **Parking for daycare business on Broadway.**
 - d. **Traffic control at Broadway.**
 - e. **Safety**
 - f. **Multiple site access points will lessen overall traffic impact.**

A traffic engineering consultant has been retained to conduct a traffic impact analysis. The work scope, which must be approved by city staff, will include collection of exiting traffic data and projections for that resulting from the proposed development. City staff will review the analysis and make recommendations: traffic control, ROW improvements, street layout/geometry, etc. Compared with the 2003 PUD’s heavy commercial emphasis, the proposed plan’s residential emphasis results in substantially less peak hour traffic vehicle trips.

2. **Architecture**

The presented perspectives were noted to be preliminary, intended to communicate a general sense of the projects massing and scale. The perspectives were not intended to convey a detailed architectural expression, which will be derived from an ongoing process of design development and refinement to meet the standard for high quality found throughout Morningside’s portfolio of completed projects.

3. **Floodplain / storm water:**

- a. **How does it affect site and how will runoff impact Traver Creek?**

We noted that floodplain is located along the east property line and in the phase two building’s parking podium, which will be wet floodproofed. Surface runoff will be collected and routed through a treatment chamber and detention vaults before being released into the public storm sewer system. Storm water will not be discharged to Traver Creek. Due to the presence of soil and groundwater contamination, the County Drain Commissioner will not permit infiltration.

4. **Open space:**

- a. **Can there be more and might there be a playground amenity?**

The project creates substantial landscaped open space that did not exist at the previous shopping center. The site plan avoids creating parks internal to the site that would effectively have no public benefit. Rather, the plan has an outward focus as residents are within a short walk to numerous parks, a dog run, and waterfront resources (river, canoe livery, cascades, pond, etc.). All are welcome to reside in the project, but experience has demonstrated that very few, if any, families with children will become project residents, so a playground amenity is not warranted.

5. Commercial use:

- a. Mixed reaction to the amount of proposed floor area. Comments ranged from “There is nothing in it for me” to “Area is a killing ground for retail because there is no existing critical mass.”**
- b. Concern that Indian restaurant in the strip center across street might be “gentrified out”?**
- c. Would like to see a grocery store**
- d. CVS failed after Kroger left the shopping center.**

Following the demise of the shopping center, the 2003 PUD plan, which called for very heavy commercial use, failed. Study of present market conditions suggest demand for approximately 5,000 sf of commercial space. Since the retail use is included in the project’s third phase, to the extent that demand increases during the development of phases 1 and 2, the retail floor area can be increased to approximately 10,000 sf. Nearby commercial properties will see reinvestment and/or redevelopment as the project is constructed and occupied.

6. Public transit:

- a. What improvements will be made to the existing Maiden Lane stop?**

Options will be discussed with AATA.

7. Building Height:

- a. Two citizens expressed opposition and one expressed support.**

Midrise scale buildings concentrate height at the site’s core. The phase 1 building setbacks, adjacent to the neighborhood and Traver Creek, significantly exceed code minimums and the building mass steps down two floors to 5 stories at these locations.

8. Parking deck ventilation:

Open-air and not mechanically conditioned, which reduces energy consumption and emissions.

9. Social connectivity for residents:

The buildings include robust amenities that provide opportunities for resident interaction. Leasing staff plan monthly resident activities to facilitate community bonding, examples include: cooking classes, wine tastings, pool parties, superbowl/world series parties, game nights, movie nights, holiday parties, etc.

10. Zoning:

- a. **One citizen objected to the proposed change.**

11. Refuse / recycling:

There will be separate, dedicated chutes for refuse and recycling collection within each building. The chutes will empty into internal carts on the first floor.

12. Environmental:

- a. **Will contamination remain once project fully developed?**
- b. **Proportion of environmental to economic TIF request.**
- c. **Glad that SME is on-board as team's environmental consultant.**

The 2003 PUD proposed a complete remediation of the property to residential standards, a commitment which was later rescinded due to the limited benefit given the substantial cost. The proposed project will implement a balanced approach to remediate the site and to halt the flow of contaminated groundwater, which has migrated offsite and is approaching the Huron River. The multi-step approach includes: (a) installation of a permeable reactive barrier to remove contaminants from groundwater, (b) removal and landfill disposal of approximately 6,000 tons of soil classified as hazardous waste, (c) installation of vapor intrusion barriers at the phase 1 and 3 buildings, and perhaps most importantly (d) prevention of surface runoff from infiltrating the ground, by collecting and routing it through the storm water detention system. The environmental engineer emphasized that the site's current status, with virtually all of the site area exposed to rainfall infiltrating through the soil, causes the greatest ground water migration. When most of the site is covered with buildings and roadways, the storm water can be collected and redirected and not allowed to permeate into the ground.

13. Bike connectivity:

- a. **How are the Wall Street bike lanes be accessed from the site?**

The city bike map encourages bikers to utilize Broadway Street

14. Ride sharing:

Presently, both Maven and Zipcar have vehicle stations along Maiden Lane. The development team has reached out to both companies to discuss incorporating vehicles in the proposed development.

15. Light and sound pollution:

Mechanical equipment will be a combination of through-wall and roof top units. There will not be a central cooling tower as is present across the street atop Kellogg. Dwelling units will contain blinds. Site lighting will be consistent with typical street design and will incorporate downward, shielded lighting.

16. Possibility for path along Traver Creek?

Possibilities will be discussed with city staff, which has expressed concern about construction within the 25 foot required natural features setback.

17. Signage for live/work units:

Modest signage at entries, in compliance with city ordinances.

18. Is project in the DDA?

No

19. What are the next steps in the approval process?

Formal submission of the site plan and supporting information and studies at end of February. This will be followed by staff review, planning commission review, and then to city council for action. It is very difficult to predict the exact approvals schedule and timing, but a late 2017 / early 2018 construction commencement is anticipated.

20. “The 2003 PUD plan did not take citizen concerns seriously – we felt ripped-off. The proposed plan addresses many of the prior public comments.”

21. “The Broadway / Maiden / Plymouth intersection is a tricky location and I am eagerly awaiting the site’s redevelopment.”

22. What is 2016 AMI (area median income)?

\$64,134 for a single person

23. Will the parking structure be publicly owned?

No, it will be privately owned.

24. What is a “unit”?

A unit is a shorthand expression for a dwelling unit, apartment, or condo. A unit is not a bed. The project will offer market rate apartments and condos in a mix consisting primarily of studio and one bedroom residences, with a lesser number of two bedroom residences and a small number of three bedroom units. The project is not student housing and will not be leased by the bed.

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2/8/2017

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