

AGENDA

Wednesday, March 14, 2018

City Manager's Conference Room – 8:00 am

1. Current DDA Project Updates (Attachment 1)
2. Master Plan and Cady Street Overlay District (Attachment 2)
3. Redevelopment Ready
 - A. Benefits of Certification (Attachment 3.A)
 - B. RFP for City owned property (Attachment 3.B)
4. Creative Many Update
5. Next Executive Committee Meeting – Wednesday, April 11, 2018



March Executive Committee Update



Wayfinding Signage

The Wayfinding signage has been installed. The DDA received the final bill for the fabrication and installation and received a 5% discount on the Type A signs along 7 and 8 Mile roads, resulting in a \$2,912.07 reduction. In addition, Universal provided the sign for the Cider Mill at no charge, resulting in a \$3,275.51. Total savings \$6,187.58. Parmenter's has paid for their sign in 2017. They will receive a prorated amount as a refund. Staff is working to close out the permit process with Wayne County. Permit fees for Wayne County were \$395 and the City provided \$2,000 in bonds which will be refunded.

EV Charging Stations

The DTE charging station have power to them. DDA staff is in the process of setting up an account with Arcadia Power to buy renewable energy (wind) credits (REC) that will then be used to pay DTE's units of electricity. This process could be utilized on other utility costs throughout the city.

The DDA has prepared a Press Release to go out to help get the word out about the new EV Stations. DDA staff is working to make sure that the units are listed on all of the EV websites that list locations of EV Stations in the area. Tesla will have electric cars available at the event for test drives.

Parking RFP

A RFP for professional services has been prepared by DDA staff and was posted to MITN, the DDA and City websites, and emailed to several local vendors that expressed interest in the project. The RFP was reviewed by MMRMA and the City Attorney. The due date for submissions is Thursday, March 29th at 2:00 pm. DDA staff has assembled a Review Committee made up of the DPW Director, 2 members of the Parking Committee, DDA staff and a representative of the City. Interviews will be held the week of April 2nd.



Redevelopment Ready Status

DDA Director Ward completed the second module of the Redevelopment Ready training on March 8th in Lansing. Ward spoke to the City's MEDC CAT team member Dominic Romano to discuss the benefits of becoming a Redevelopment Ready Community. A memo was supplied by MEDC and is included as Attachment 3.A. Economic Development Committee members Michelle Aniol and Carol Maise have both offered to assist the City in completing the Self Evaluation requirement. Maise provide Ward with a copy of the City of Romulus's submission for review. Aniol has offered to assist City staff in the preparation of the self-evaluation.

Bank of America Easement

The outstanding issue with Bank of America was who owned the 17' x 17' parcel at the NW corner of Hutton and Main Streets. Bank of America did not believe that they owned it. Exhaustive research by DDA Attorney Greg Need and his title company determined that the Bank owns the corner parcel and the title company, Seaver is prepared to issue the bank a title policy for the parcel. It appears when the property was conveyed from the Northville Areas Development Corporation to the City, the assignment was never recorded. Sullivan and Ward will discuss the resolution of this issue with Need on March 14th.

Cady Street Surface Parking Lot

DDA Attorney Greg Need has been asked to confirm the ownership of the property along E. Cady Street where the City's surface parking lot is located. The title search was completed in February and Need provided a legal opinion that stated that the City has clear title to all 5 parcels that make up the surface parking lot. This information was conveyed to the group that holds the option on the Northville Downs parcel.



Carlisle | Wortman
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

MEMORANDUM

TO: City of Northville Planning Commission
FROM: Sally M. Elmiger, AICP
DATE: March 2, 2018
RE: Cady Street Overlay District – Density, Height & Parking

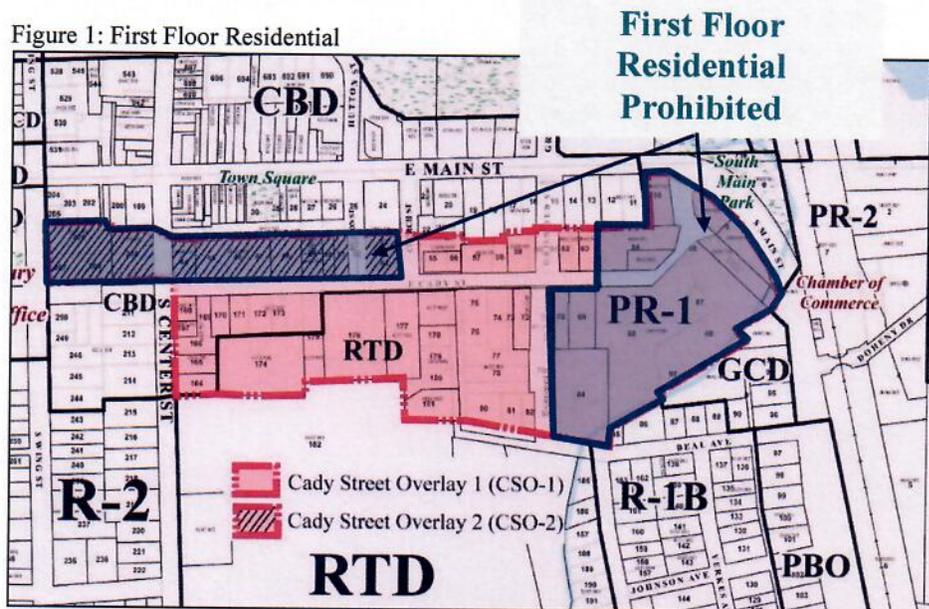
At the February 20, 2018 Planning Commission meeting, we were asked to look at other communities for density limits in mixed-use projects in or near the downtown. This memo summarizes the results of this research. We looked at seven other communities, and the attached table provides the specific ordinance requirements of each. Since the approach of each community regarding density also depends on permitted building heights and parking requirements, we also looked into these provisions.

To start, the following outlines Northville’s requirements in the Cady Street Overlay District:

Northville Density:

Residential density in the Cady Street Overlay District is limited to ten (10) to twenty-five (25) dwelling units per net acre, and shall follow the pattern in the Master Plan. First floor residential is not permitted in the Cady Street Overlay 2 (CSO-2) district, and on properties with PR-1 underlying zoning (as shown below):

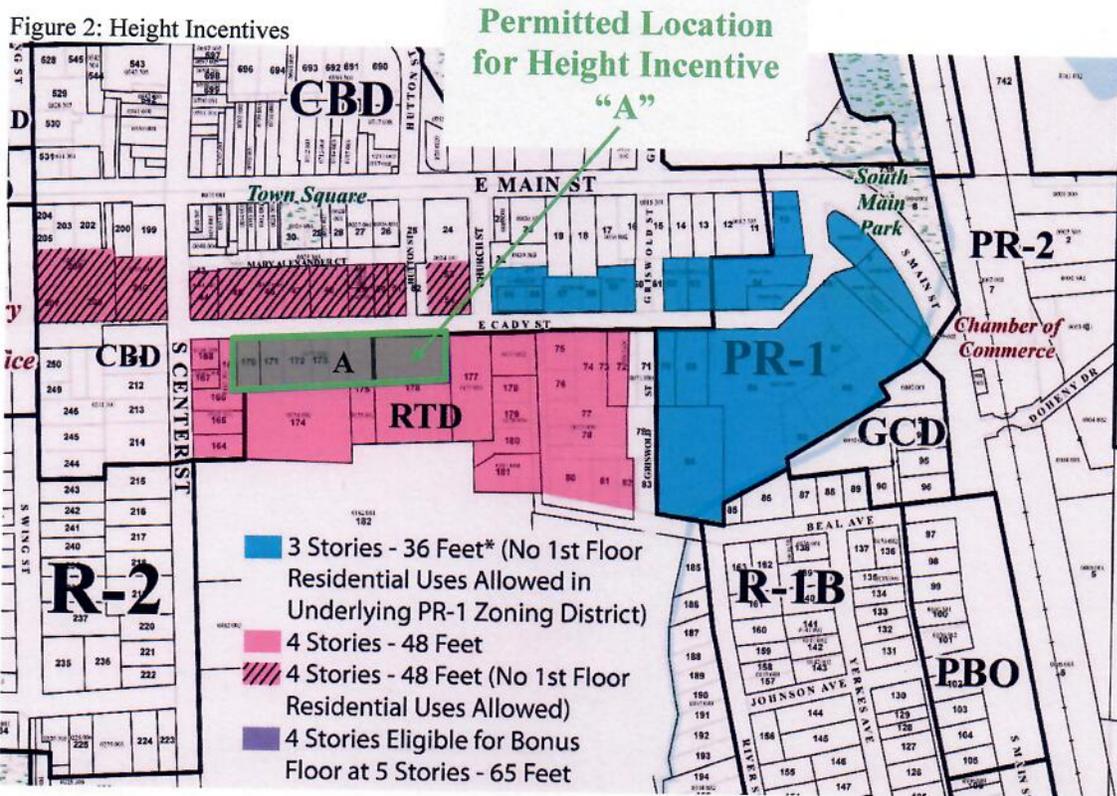
Figure 1: First Floor Residential



Richard K. Carlisle, *President* Douglas J. Lewan, *Executive Vice President* John L. Enos, *Principal*
David Scurto, *Principal* Benjamin R. Carlisle, *Principal* Sally M. Elmiger, *Principal* Craig Strong, *Principal* R. Donald Wortman, *Principal*
Laura K. Kreps, *Associate* Paul Montagno, *Associate*

Northville Height:

About half of the communities we canvassed limited density using dimensional requirements (particularly building height). As a comparison, the Cady Street Overlay District permits varied heights from three (3) to possibly (5) stories. The illustration below shows where each height requirements applies:



Note that Height Incentive "A" shown above requires a developer to provide at least three site amenities, such as plazas, first-floor commercial, or public art. A second provision in the Cady Street Overlay District also allows the Planning Commission to permit taller buildings than allowed on any site in the District if the developer provides certain architectural features.

Northville Parking:

Off-street parking requirements in Section 17.02 are required in the Cady Street Overlay District. An applicant cannot make a cash payment lieu of building new parking spaces to serve the new development in the Cady Street Overlay District.

Section 17.02 has the following residential parking requirements:

- One-Bedroom unit = 2 spaces
- Two-Bedroom unit = 2.5 spaces
- Three-Bedrooms or more = 3 spaces

Comparison with Other Communities

Density:

The table below illustrates the densities permitted by the communities researched. They are organized by whether or not they have a special assessment set up to pay for public parking.

Table 1: Density

City	Communities With Parking Special Assessment	Communities Without Parking Special Assessment
Northville		10-25 DU/AC
Lansing	31 DU/AC*	
Kalamazoo	24 DU/AC (Predominately Non-Residential District) 36 DU/AC (Predominately Residential District) Average: 31 DU/AC	
Birmingham	34 DU/AC	
Royal Oak		28 DU/AC**
Tecumseh		***
Adrian		22 DU/AC
Plymouth		14 DU/AC
Average:	31 DU/AC	21 DU/AC

*DU/AC = Dwelling Units per Acre

**Royal Oak permits density bonus up to 28 du/ac. Base density is 14 du/ac.

***Uses dimensional requirements (i.e. height/setbacks) to determine building mass & density.

Communities that provide public parking through a special assessment (and in the case of Birmingham, user fees and parking meters) permit higher density than those that don't have a specific special assessment for parking.

Height:

The next table shows the height limits in each community.

Table 2: Building Height

City	Communities With Parking Special Assessment	Communities Without Parking Special Assessment	Location of Permitted Residential
Northville		3-5 stories (or 36 – 65 feet)	First floor residential restricted in some areas
Lansing	40 feet		No restrictions
Kalamazoo	50 feet – 6 stories+		No restrictions
Birmingham	2-5 stories		Top floor must be res.
Royal Oak		30-125 feet	Upper floors only
Tecumseh		30-56 feet	Upper floors only
Adrian		25 feet	Upper floors only
Plymouth		25-40 feet	Upper floors only
Average:	38 – 57 feet*	28 – 62 feet	

*We converted each "story" to 12-feet to compare the height requirements.

Parking:

Table 3 shows the residential parking requirements for each community in a mixed-use building. As we learned from the Cady Project, the requirements for off-street parking significantly impact the potential scope of a residential development.

Table 3: Residential Parking Requirements

City	Communities With Parking Special Assessment	Communities Without Parking Special Assessment	Waivers/ Permitted Reductions
Northville		1-Bed = 2 spaces/DU 2-Bed = 2.5 spaces/DU 3+ Bed = 3 spaces/DU	No waivers Also can't pay in lieu of
Lansing	1-Bed = 1.5 spaces/DU 2+ Beds = 2 spaces/DU		In overlay Districts: No req. for commercial uses; 80% reduction for office uses; 1 space/res. unit
Kalamazoo	Townhouse = 1 space/DU Multi-Fam. = 1.5 space/DU		
Birmingham	2 or less rooms = 1 space/DU 3 or more rooms = 1.25 spaces/DU		In Assessment District: No req. for commercial uses; up to 40% reduction for residential uses, but 1 space/res. unit minimum.
Royal Oak		2 spaces/DU	
Tecumseh		1.5 spaces/DU	PC/Council can waive parking requirements in Downtown Districts. Can also make payments in lieu of
Adrian		1.75 – 2 spaces/DU	In Overlay Zone – Parking (on main streets), can relax/ eliminate parking requirements.
Plymouth		2 or less beds = 2 spaces/DU 3 or more beds = 2.5 spaces/DU	Has "sharing" factor in Central Business District that reduces parking by 25-40%.
Range:	1 – 1.5 spaces/DU	1.5 – 2.5 spaces/DU	

Analysis

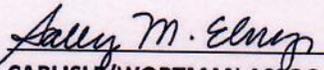
The following lists several issues the Planning Commission may want to discuss:

1. The Cady Street/Cady Town areas have not been identified as "predominately commercial" or "predominately residential." The language discusses a "mixed use," but does not clearly state whether one use should predominate. As mentioned in the past, the Downtown Retail Study predicts that Northville can absorb another 50,000 square feet of commercial development in the next 10 years. The Foundry Flask property could provide this amount of new commercial development on its own. We would suggest that the Cady Street/Cady Town area be considered predominately residential, with some supportive retail/commercial/office space.

Cady Street Overlay District – Density, Height & Parking
March 2, 2018

2. Regarding density, based on what other communities permit, we would consider it reasonable if Northville were to increase permitted density in the Cady Street Overlay District to 30 DU/AC or 35 DU/AC to meet its goal of creating a more “urban” pattern in this part of the City. However, to do this, the current residential parking standards should be reviewed. Northville’s requirements are higher than other communities that permit residential uses in or near downtown areas.
3. Regarding commercial parking requirements, you could also consider adding a parking incentive to encourage commercial on the ground floor of a mixed use building. The ordinance could allow reduction in parking requirements, or allow a developer to pay into the City’s parking fund in lieu of building new spaces.
4. Regarding building height, the Cady Street Overlay District already allows the Planning Commission to consider taller buildings throughout the district if the developer provides certain architectural features. Compared to other communities, five (5) stories is right in line with other urban areas. Unless the grade on a site can mitigate for a taller building, we would not recommend going any taller than five stories.

We look forward to discussing these issues at our upcoming meeting.



CARLISLE/WORTMAN ASSOC., INC.
Sally M. Elmiger, AICP, LEED AP
Principal

Cc: Pat Sullivan
Dianne Massa
Shari Allen

Cady Street Density Study
City of Northville

March 1, 2018

Community	Districts that Permit Mixed Uses	Residential Requirements				Notes
		Max. Density	Max. Height	Lot Area per DU	Parking	
1. City of Lansing	F Commercial & F-1 Commercial (Predominant character is non-residential)	31 DU/AC (Average)	40 feet	1 Bed = 1,300 s.f. per DU 2 Bed = 1,500 s.f. per DU	Efficiency = 1 space/unit 1 Bed = 1.5 spaces/unit 2+ Beds = 2 spaces	Have overlay districts (Reo Town; Old Town) where there is no parking requirement for commercial uses; office uses can provide 20% of required parking; residential uses can provide 1 space per unit. Also have "Principal Shopping District Special Assessment" for public improvements.
2. City of Kalamazoo	CMU, Commercial Mixed Use (Predominant character is non-residential)	24 DU/AC	50 feet	1,800 s.f. per DU	Commercial uses less than 2,500 s.f. & established before 2005 exempt from parking requirements. Townhouse = 1 space/unit; Multi-Family = 1.5 space/unit	Have opportunity for special assessments to fund public improvements.
	RMU, Residential Mixed Use (Predominant character is residential)	36 DU/AC	6 stories (Can be taller for PUD projects)	1,210 s.f. per DU	Townhouse = 1 space/unit; Multi-Family = 1.5 space/unit	
3. City of Royal Oak	Neighborhood Business II (Special Land Use)	Dimensional requirements limit density	30 feet		2 spaces/unit	Permits residential uses on upper floors only; also requires that a "permitted" use (other than parking) be located on the lower floor. Planning Commission can determine appropriate height (above that permitted). Density Bonus based on: a) Not adversely impact neighbors; b) Necessary to support redevelopment; c) Designed to facilitate Master Plan.
	Central Business District (Special Land Use)		30 feet (next to residential area) to 125 feet (more than 300 feet from a residential area)			
	Mixed Use I & Mixed Use II	14 DU/AC (Permits 100% bonus, or up to 28 DU/AC)	30 feet (But PC can allow greater height)			
4. City of Birmingham	Downtown Overlay District: D-2	Underlying zoning regulates density. From 34 DU/AC (in B-2) to using dimensional requirements regulating density	2-3 stories	1,280 s.f. per DU	Have Parking Assessment District. Nonresidential uses have no parking requirements in assessment district; properties outside assessment district must provide parking per ordinance. Most/all D-2, D-3, and D-4 properties are in assessment district. Residential parking req.: 2 or less rooms = 1 space 3 or more rooms = 1.25 spaces	Top story in each district is permitted if used only for residential. Zoning map identifies "required retail frontages" on main streets. If so specified, then that property must have ground-level commercial. (Lobbies for residential uses can be counted toward this requirement as long as they don't occupy more than 50% of the frontage.) All ground floor uses must be at least 20 feet deep, and remaining depth can be used for parking. City of Birmingham has 5 publically-owned parking structures with more than 3,500 public spaces. They charge for using the structure. They also have parking meters for on-street parking.
	D-3		3-4 stories			
	D-4		4-5 stories			

Community	Districts that Permit Mixed Uses	Residential Requirements			Notes			
		Max. Density	Max. Height	Lot Area per DU				
5. City of Tecumseh	Office Service 1 (OS-1)	Dimensional requirements limit density	2.5 stories or 30 feet (City Council can approve taller buildings on site 2-acres or greater)		2 or fewer Beds = 1.5 spaces/unit More than 2 beds = 2 spaces/unit plus 0.25 visitor spaces/unit	Permits townhouses for multi-family dwellings only (NO apartment buildings).		
	Business 1 (B-1)		2.5 stories or 30 feet				Permits upper story dwellings only.	
	Business 2 (B-2) - Downtown Core		Max: 56 feet Min: 20 feet (2 stories)				Residential = 1.5 spaces/unit Nonresidential = 1 space/500 s.f. floor area	Permits upper story dwellings only.
	Business 2 (B-2) - Downtown Edge		45 feet				Parking requirements may be waived by PC/Council; or can make payment in lieu of required parking spaces.	Permits townhouses for multi-family dwellings only (NO apartment buildings) and upper story dwellings.
6. City of Adrian	High Rise Multiple Res (RM-2)	22 DU/AC	No Limit		1-24 units = 2 spaces/unit More than 24 units = 1.75 space/unit	Permits upper story dwellings only.		
	Office Service (OS-1)	Dimensional requirements limit density	2 stories; 25 feet					
	Central Business District (Special Land Use)		No Limit				Have Overlay Zone - Parking (OZP) on main streets. Permits relaxation/eliminations of off-street parking requirements in commercial areas.	Permits upper story dwellings only.
7. City of Plymouth	Office-Service (O-1)	14 DU/AC (Average)	2 stories or 30 feet	1,300 s.f. per DU (Use "room" calculation)	2 or fewer Beds = 2 spaces/unit More than 2 beds = 2.5 spaces/unit	Permits upper story dwellings only.		
	Local Business (B-1)		2 stories or 25 feet					
	Central Business (B-2)		3 stories or 40 feet				2 spaces/unit Also can apply "sharing" factor that reduces parking req. in mixed-use buildings by approx. 25-40%.	
	General Business (B-3)		2 stories or 30 feet				2 or fewer Beds = 2 spaces/unit More than 2 beds = 2.5 spaces/unit	



CITY OF NORTHVILLE SUB AREA PLAN UPDATE CADY TOWN - CADY STREET

OPPORTUNITIES/CONSTRAINTS

- The vacant or underutilized properties of Cady Town provide opportunities for redevelopment.
- Parcels within Cady Town are on the downtown fringe and are logically situated for growth and new investment.
- The Middle Rouge River and connection to the Mill Pond provide opportunities for riverfront development and walkways.
- Preserve the Belanger Building's historic significance.
- Former industrial sites may present environmental challenges.
- Site design should utilize the area's sloping topography for underground parking.
- Floodplain may present constraints for a portion of the site.
- The City may consider zoning incentives, such as height or density bonuses, in exchange for mixed-use developments which offer first-floor commercial/retail/office and upper level residential, as well as community benefits, historic preservation or environmental enhancement.

PREFERRED LAND USE: MIXED USE/PLANNED DEVELOPMENT

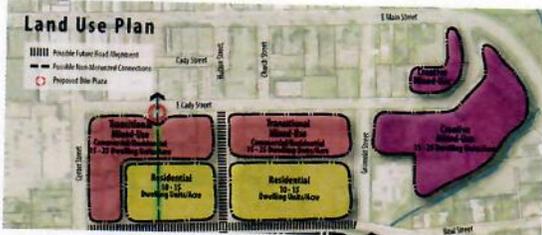
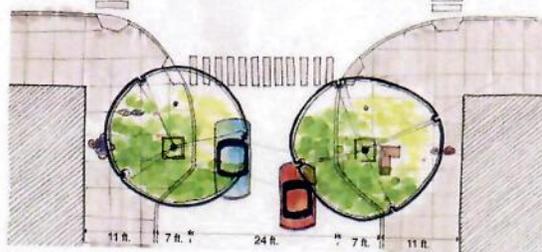
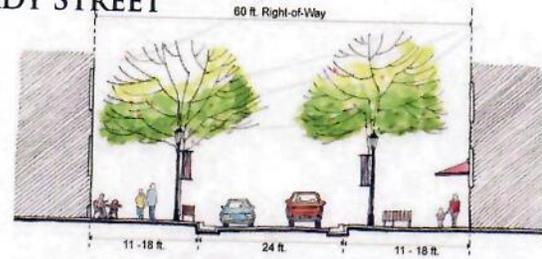
- **Transitional Mixed Use** shall include single use development or mixture of residential, retail, restaurant, office, or other compatible uses. First floor and upper level residential is acceptable in this area.
- **Creative Mixed Use** shall include single-use development or mixture of office, medical, research and development, or creative and industrial arts workspace. First floor and upper level residential is not allowed; however, upper-level residential may be permitted; are acceptable in this area.
- May also include public or quasi-public uses such as parks, farmer's market, theatres or other civic uses.
- "Big box" and drive-through uses are not consistent with the characteristics of this sub area.

FORM BASED POLICIES

- Ten feet of additional right-of-way should be obtained.
- Buildings along Cady Street should maintain a "build to" line within ten (10) feet of the right-of-way.
- Height, scale and mass shall be similar to the New Victorian or Belanger building (historic structure).
- Building heights shall be governed by the designated height overlay.
- High quality architecture shall be emphasized with generous window areas, recesses, projections and architectural details.
- Primary building entrances shall be clearly defined with sheltering elements such as an awning, arcade or portico.
- First floor architecture shall be compatible with sidewalk areas and provide an attractive interface between buildings and pedestrian areas.

SITE DESIGN AND PEDESTRIAN CONSIDERATIONS

- The Main/Cady Street intersection shall provide an alternative location for the Farmers' Market.
- Streets should be configured in a block grid pattern that emulates the other neighborhoods in the City.
- Parking shall be located in the rear and screened from views along Cady Street.
- Sidewalks shall be provided on both sides of Cady Street and shall foster connection to the downtown within a pedestrian friendly atmosphere.
- A riverfront walkway should be incorporated along the Middle Rouge River.
- Pedestrian linkage/pathways should be explored between the former Ford Plant, to Hines Park and along the route of the Middle Rouge River.
- Future development shall extend the City streetscape improvements with brick pavers, landscaping, public art/sculpture, pedestrian lighting and street furniture.
- The City should develop a plaza with pedestrian amenities at the corner of Cady Street and Main Street.
- The plaza area could display historic signage or photos of the Belanger Plant, Stinson Aircraft Manufacturing and American Bell Manufacturing.
- The intersection of Cady Street and South Main should be re-configured for traffic safety and sight visibility with connection to the Middle Rouge River.
- The City should explore a re-alignment of the Cady Street and South Main Street intersection for enhanced traffic and pedestrian safety.





CITY OF NORTHVILLE SUB AREA PLAN UPDATE RACETRACK

OPPORTUNITIES/CONSTRAINTS

- The Northville Downs racetrack continues to operate; however, it is a large, consolidated parcel under single ownership which presents redevelopment opportunities.
- The Middle Rouge River flows beneath a portion of the racetrack. If redevelopment occurs, the river could be exposed thereby providing opportunities for river walk, greenway or linear park.
- Floodplain may present constraints for a portion of the site.

PREFERRED LAND USE: RESIDENTIAL/PLANNED DEVELOPMENT

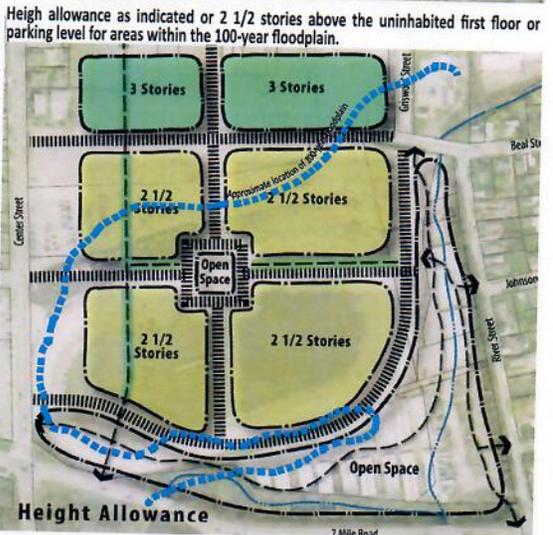
- May include a mix of single-family/multi-family residential densities decreasing in intensity from the north and west portions of the property located in proximity to Cady Street, South Center Street and the downtown area to the southeast corner of the property, in proximity to the river.
- May also include public or quasi-public uses such as parks, farmer's market or other civic uses.

FORM BASED POLICIES

- The new layout should be developed using the traditional neighborhood characteristics currently present in Northville using a grid street system which would align with existing City streets and alleys for vehicular access at the rear of the lots or garage in the back of lots.
- The number and size of blocks should be adjusted to ensure that they are consistent with the block sizes of adjacent neighborhoods.
- Building heights shall be governed by the designated height overlay. For areas within the 100-year floodplain, building heights shall be allowed to extend to 2 1/2 stories above the uninhabited first floor or parking level.
- High quality architecture shall be emphasized with generous window areas, recesses, projections and architectural details.
- Primary building entrances shall be clearly defined with sheltering elements such as an awning, arcade or portico.
- First floor architecture shall be compatible with sidewalk areas and provide an attractive interface between buildings and pedestrian areas.
- Add traffic calming devices to protect the Beal Town residential area.

SITE DESIGN AND PEDESTRIAN CONSIDERATIONS

- If feasible, the Middle Rouge River should be exposed and a greenway or riverfront pathway should be developed as a linear park.
- Floodplains/floodway areas should be retained as open space and available to the public with connecting pathways.
- Plans for this area should provide a large park/open space in conjunction with the floodplain area and the Middle Rouge River with walking/biking connections from Hines Drive to the downtown.
- Future development should include a central square with pedestrian connections to Cady Street, downtown and Center Street.





RRC Certified and Beyond

Congratulations on achieving RRC certification!
RRC certified communities feature the plans, policies and processes necessary to support redevelopment; and qualify for a variety of benefits.

PREDEVELOPMENT GRANTS

RRC certified communities qualify for up to \$25,000 for costs associated with projects on publicly owned land. Eligible services include:

- Appraisals
- Environmental assessments and testing
- Site/financial/market/traffic analysis
- Other expenses as approved by RRC

GENERAL TECHNICAL ASSISTANCE FUNDS

These funds are available to assist communities to both maintain RRC certification and to address unique challenges. Examples of past technical assistance has involved zoning code improvements, joint corridor plans, website enhancements and community branding projects. Discuss potential projects with your RRC planner!

SITE MARKETING ASSISTANCE

The RRC team will assist in developing site marketing materials and will advertise your community's packaged priority redevelopment sites to developers statewide and nationally at conferences and events.

OPPSITES

Packaged RRSites will be promoted on OppSites, connecting your sites to real estate and economic development professionals, with the opportunity to access special website features, including instant connections with interested parties.

ACCESS TO A REAL ESTATE DEVELOPMENT SPECIALIST

The RRC team's real estate development specialist is available for hands on assistance to move projects forward on your RRSites.

CONFERENCES AND TRAINING

RRC certified communities will also be considered for financial assistance with registration costs for state and national conferences.

COMMUNITY PROMOTION

Is your community interested in improving your media skills and promoting the great work you're doing? RRC, along with local partners, can support an embedded journalist to work with local stakeholders to produce, cover and promote community media coverage.

SOCIAL MEDIA

Feature an article, community event or community post on our social media. Certified communities have the opportunity to reach out to our followers.

BUSINESS RECRUITMENT TESTING

Certified communities are also eligible for business recruitment testing support-a real time, real world test and evaluation of your community's business recruitment strategy and process

NETWORKING

Your community is now part of an elite group of communities ready to tackle the challenges of redevelopment. You'll make connections, gather ideas and blaze new paths with your fellow RRC certified colleagues.

What else is your community looking for?

We'd love your input! Contact your RRC planner to discuss opportunities.

Request for Developer Qualifications (RFQ)

The city of Ypsilanti offers four acres of vacant land for residential development, adjacent to the Depot Town entertainment district and popular Historic East Side neighborhood.

Asking price \$250,000

220 North Park Street
Ypsilanti, Michigan



CONTENTS

- Development Opportunity.....2
- Site Context: Ypsilanti, Michigan.....3
- Site Vision.....4
- Market Conditions.....5
- Development Process.....6
- Incentives & Environmental Conditions.....7
- Selection Process and Criteria.....8

Development Opportunity

The city of Ypsilanti, Michigan seeks developers for the city-owned property at 220 North Park Street. The 4.46-acre vacant parcel provides an opportunity to offer new-build housing options in the midst of a thriving historic neighborhood in walking distance to downtown Ypsilanti, the Depot Town entertainment district, and Eastern Michigan University's main campus.

The city's preferred development for this site would:

- Create new, for-sale residential options in a combination of single-family detached, duplex, and townhome formats
- Include at least 10% of units as accessible and barrier-free
- Offer site layout and building design that respects and complements the adjacent Historic East Side Neighborhood
- Include east to west public access via a bike/walk path across the southern edge of the property and a street or alley through the property, aligned with existing Locust Street to the east
- Offer residences ready for occupancy within two years of property sale
- Not require a payment in lieu of taxes (PILOT) or other long-term tax abatement

The city's asking price is \$250,000. The city may consider reductions to this price in support of an optimal development plan. Preference will be given to projects with environmental sustainability components such as solar/alternative energy generation, green development techniques, etc.

Interested development teams are invited to submit qualifications to the city by **June 1, 2017**; please refer to page 8 for submittal details.



Site Context: Ypsilanti, Michigan

Ypsilanti, the home of Eastern Michigan University, is a creative and diverse community of around 20,000 people clustered in an historic 4.51 square miles in southeast Michigan. Just 30 miles from Detroit, and 15 minutes from Ann Arbor's University of Michigan, Ypsilanti possesses a unique and solidly authentic urban vibe.

Nearby assets include:

- **Depot Town** historic commercial district, just two blocks from the development site, features cafes, destination restaurants, a microbrewery, farmers market, and small grocery store.
- **Riverside Park**, just beyond Depot Town, hosts annual events ranging from the Michigan Elvis Festival to the Michigan Summer Beer Festival, car and motorcycle shows, and the Color Run, as well as access to the Huron River.
- **Downtown Ypsilanti** offers unique retailers, restaurants, art galleries and live theater, the public library and post office, and EMU College of Business a mile from the site.
- **Eastern Michigan University's** main campus is an easy 20-minute walk from the site, with an enrollment of nearly 22,000 students. The **Live Ypsi** homebuyer program offers incentives to EMU faculty and staff to support living near campus.¹
- **Ypsilanti International Elementary School**, an International Baccalaureate preschool and elementary program, recently opened four blocks to the north, at 503 Oak Street. Ypsilanti's IB middle and high schools have received acclaim in recent years, with the high school achieving the second highest SAT scores in Michigan last year.²

Ypsilanti is part of both the Ann Arbor and Detroit labor markets, with residents employed in medical, higher education, engineering, and IT fields throughout the region.³

The site offers great access to these and other destinations with a WalkScore of 77, local bus service ("TheRide") connecting throughout the Ann Arbor/Ypsilanti area, and future commuter rail service linking Depot Town to Ann Arbor, Detroit Metro Airport (DTW), Dearborn, and Detroit.



Nearby Depot Town (left) and the Historic East Side Neighborhood (right) surround the site.

¹ Live Ypsi Homebuyer Program, <https://www.emich.edu/liveypsi/>

² "Which Michigan high schools had the top SAT scores?" Detroit Free Press, August 30, 2016. <http://www.freep.com/story/news/education/2016/08/30/sat-scores-michigan-schools/89430960/>

³ For an area labor market profile, refer to <http://cityofypsilanti.com/666/220-N-Park-RFQ>

Site Vision

To provide a concept of the type of development the City of Ypsilanti would like to see on the site, sample site concepts have been prepared. These images are intended to be illustrative, and the city is open to alternative approaches that fit the site and neighborhood context.

Site Concept and building type inspirations: 44-unit townhome development



Site Vision, continued

Alternative site scenarios: 25-unit single-family and duplex; 54-unit 4- and 6-plex condo



Market Conditions

Residential Market Potential

A target market analysis completed in 2015 shows demand for new housing in and around downtown Ypsilanti. The TMA⁴, prepared by LandUse|USA, showed these key findings:

- A minimum potential of 99 new owner-occupant households annually, totaling 495 new owner-occupant households over the 2016-2020 period. A more aggressive scenario suggested the potential of 1,505 new owner-occupant households over the 5-year period.
- Home values for this demand have been primarily projected in the range of \$75,000-\$200,000, though with some demand up to \$300,000; this range is skewed by the current absence of new-build home options within the city to compare.
- A comparison of the target market demographics to existing housing supply shows gaps in both single-family detached home and townhome formats.

Sales figures compiled by the Ann Arbor Area Board of Realtors confirm strong demand in the Ypsilanti submarket, with 2016 average sale prices 13.3% higher than 2015—a gain more than twice as high as the Ann Arbor area as a whole.⁵ The subject neighborhood, in particular, has seen very strong year-over-year home value growth in the city, with the city assessor calculating a nearly 30% increase from 2016 to 2017.

⁴ Full Residential Market Strategy Report available at <http://cityofypsilanti.com/666/220-N-Park-RFQ>

⁵ Ann Arbor Area Board of Realtors December 2016 Sales Report, http://aaabor.com/mls-tools-top-menu/area-housing-stats-top-menu/doc_download/326-december-2016.html

Development Process

Upon selection of a qualified developer, the city anticipates entering into a letter of intent / pre-development agreement to allow for due diligence activities and completion of a final development agreement. The city expects this pre-development agreement to be in effect for six months or until a final development agreement is reached.

Master Plan and Zoning

Master Plan: The city of Ypsilanti's 2013 Master Plan⁶ prioritizes a diversity of housing options and products, stating, "Anyone, no matter what age or income, can find a place to call home in Ypsilanti," among the city's guiding values. The city's zoning ordinance was updated in 2014 to reflect the new master plan.

Zoning: The site at 220 N. Park is zoned "Core Neighborhood Mid." This form-based designation is described in part as a walkable urban place "supported through a network of interconnected, tree-lined streets, a diversity of housing choices and a mix of appropriate commercial and residential uses in a compact form. These areas also support public transit due to their compact nature...Housing types range from mansions to cottages, with multiple-family and single-family uses." Refer to the full zoning ordinance for details on building types and site development standards.⁷

Historic District: The site is located in the Ypsilanti Historic District. The city's historic preservation ordinance provides guidance for new construction in the district.⁸

Utilities

The site is served by public streets to the west (Park), north (High), and east (Grove). Full access to utilities is provided from the adjacent streets.

- Water/Sewer: Ypsilanti Community Utilities Authority.
- Gas/Electric: DTE.
- Streets, Storm Sewer and Right-of-Way: City of Ypsilanti Department of Public Services. Engineering standards and procedures manual is available on the city's website⁹, and engineering reviews are performed by OHM Advisors.
- The rail right-of-way to the south of the site is owned by MDOT, and carries Amtrak and limited Norfolk-Southern traffic.

Redevelopment Ready Community

The city of Ypsilanti has been certified as a **Redevelopment Ready Community**[®] by the Michigan Economic Development Corporation. The RRC certification recognizes the city's development regulations and processes as up-to-date, clear, and predictable, as determined by a rigorous external assessment.

⁶ "Shape Ypsi" City of Ypsilanti Master Plan, <http://cityofypsilanti.com/DocumentCenter/View/292>

⁷ City of Ypsilanti Zoning Ordinance, <http://cityofypsilanti.com/267/Zoning-Ordinance-Zoning-Maps>

⁸ City of Ypsilanti Historic Preservation Ordinance, Sec. 54-82:
<http://cityofypsilanti.com/DocumentCenter/View/384>

⁹ City of Ypsilanti Engineering Design Standards and Site Development Procedures Manual,
<http://cityofypsilanti.com/DocumentCenter/Home/View/347>

Available Incentives

The city of Ypsilanti demolished an existing obsolete structure on the property in 2016, and has completed initial environmental investigations. Additionally, the following incentives may be leveraged by the developer:

- **Reductions in land purchase price** may be considered in support of an excellent development proposal.
- **Brownfield assessment grants** are available to the city through the Downriver Community Conference, and may provide up to \$10,000 towards preparation of a BEA or Phase II ESA.
- **Brownfield TIF** is available through the Washtenaw County Brownfield Redevelopment Authority to support remediation, due care, and other activities for any environmental conditions found on the site.
- **Michigan Community Revitalization Program** grants or loans may be applicable to the subject site, and the city will support an application to MEDC.
- **Recreation Grants** may be available to support public access and greenspace along rail right-of-way; the city will work collaboratively to identify and apply for these opportunities.

Environmental Conditions

A Phase I Environmental Site Assessment (ESA) was completed in October, 2015, by AKT Peerless.¹⁰ The ESA found no evidence of known Recognized Environmental Conditions (RECs) on the site except for an area of fill material along the southern edge of the property (adjacent to the railroad tracks) and a history of industrial use on adjacent properties. The city recommends additional assessment by the selected developer to determine whether any conditions require action to suit the final site plan.



View of site from southwest (North Park Street near MDOT rail right-of-way)

¹⁰ Full ESA document available at <http://cityofypsilanti.com/666/220-N-Park-RFQ>

Selection Process and Criteria

The City of Ypsilanti will review and evaluate all complete proposals in response to this RFQ to identify and engage with qualified developers for 220 N. Park Street. An initial response to this RFQ must include the following information:

- **Proposal outline form:** Complete template available at <http://cityofypsilanti.com/666/220-N-Park-RFQ>
- **Letter of Interest:** Provide a letter (up to 3 pages) identifying the development team and providing a brief description of the team's vision for the site.
- **Concept plans or renderings,** if available.
- **Development Experience / Portfolio:** Provide a short description of past projects of a similar nature completed by the development team (up to 10 pages). Include a description of the projects, cost, completion date, and references.
- **Resume** of firm and lead team members.

City of Ypsilanti staff may seek additional information upon receipt of a development proposal.

The RFQ and responses should not be considered a legally binding agreement. Upon selection of a qualified development team, the city of Ypsilanti will enter into a pre-development agreement including purchase price, due diligence period, and other terms.

Proposal Format

All submissions should be submitted via email in PDF format to bernat@cityofypsilanti.com, as well as a hard copy or CD / USB drive sent to City of Ypsilanti, ATTN: Beth Ernat, 1 S. Huron, Ypsilanti, MI 48197.

Schedule for Review and Selection

The schedule for receipt and evaluation of proposals is anticipated to be as follows:

- **RFQ posted, questions period:** April 10 – May 5, 2017
- **FAQ posted to city website:** May 12, 2017 (if any questions received)
- **Deadline for proposals:** June 1, 2017
- **Evaluation period:** June 1 – July 1, 2017
- **Finalist team notified:** July 1, 2017
- **Finalist presentation to Ypsilanti City Council:** July or August 2017
- **City Council approval of predevelopment agreement:** September 2017

Contact / Questions

Questions may be directed to:

Beth Ernat
Economic Development Director, City of Ypsilanti
bernat@cityofypsilanti.com
734-483-9646
1 South Huron Street
Ypsilanti, MI 48197