

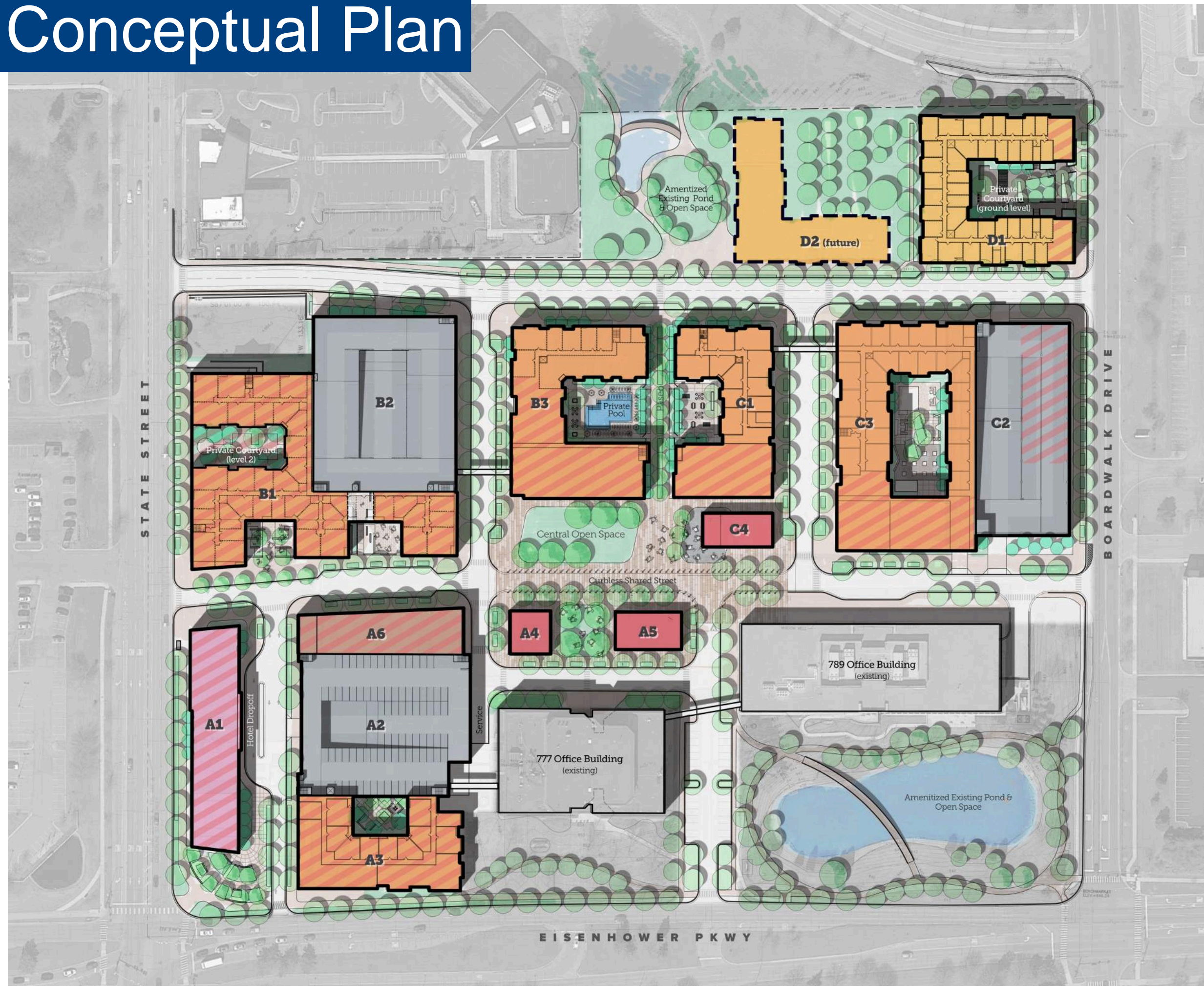
Requests coming through the lens of our work on...

ARBOR SOUTH

Creating predictability, limiting risk & uncertainty



Conceptual Plan



Site Concept Plan Arbor South

Ann Arbor, Michigan

- Hotel
- Multifamily (for rent)
- Multifamily (for sale)
- Multifamily (affordable)
- Standalone Retail
- Ground Floor Retail / Active Use
- Structured Parking



Plan updated 04.21.2024



1. Curb Cuts

For consideration:

- 1 - Amendment to Table 5.17-8 Transit Corridor District Additional Standards**
1. Curb Cut Limits - Bullet point 2 – Lots 250 feet or more in width: No more than 2 curb cuts *per public road frontage*

TC1 Code:

Table 5.17-8: Transit Corridor District Additional Standards	
Sites	
1.	<p>Curb Cut Limits:</p> <ul style="list-style-type: none"> • Lots 250 feet in Width: No more than one curb cut for a two-way driveway or two curb cuts for a pair of one-way driveways. • Lots 250 feet or more in Width: No more than two curb cuts.

Code Definitions:

Lot

A parcel of land, not including a public or private street, that may be a platted Lot of a recorded subdivision, a site condominium Lot, or a parcel of land that meets the requirements of this Code.

Site

For purposes of applying site plan review and approval standards, one or more Lots that have been identified on a plan for existing or proposed Development.

For purposes of applying Grading and drainage standards, and Lot or parcel of land or combination of contiguous Lots or parcels of land where Grading is performed or permitted.

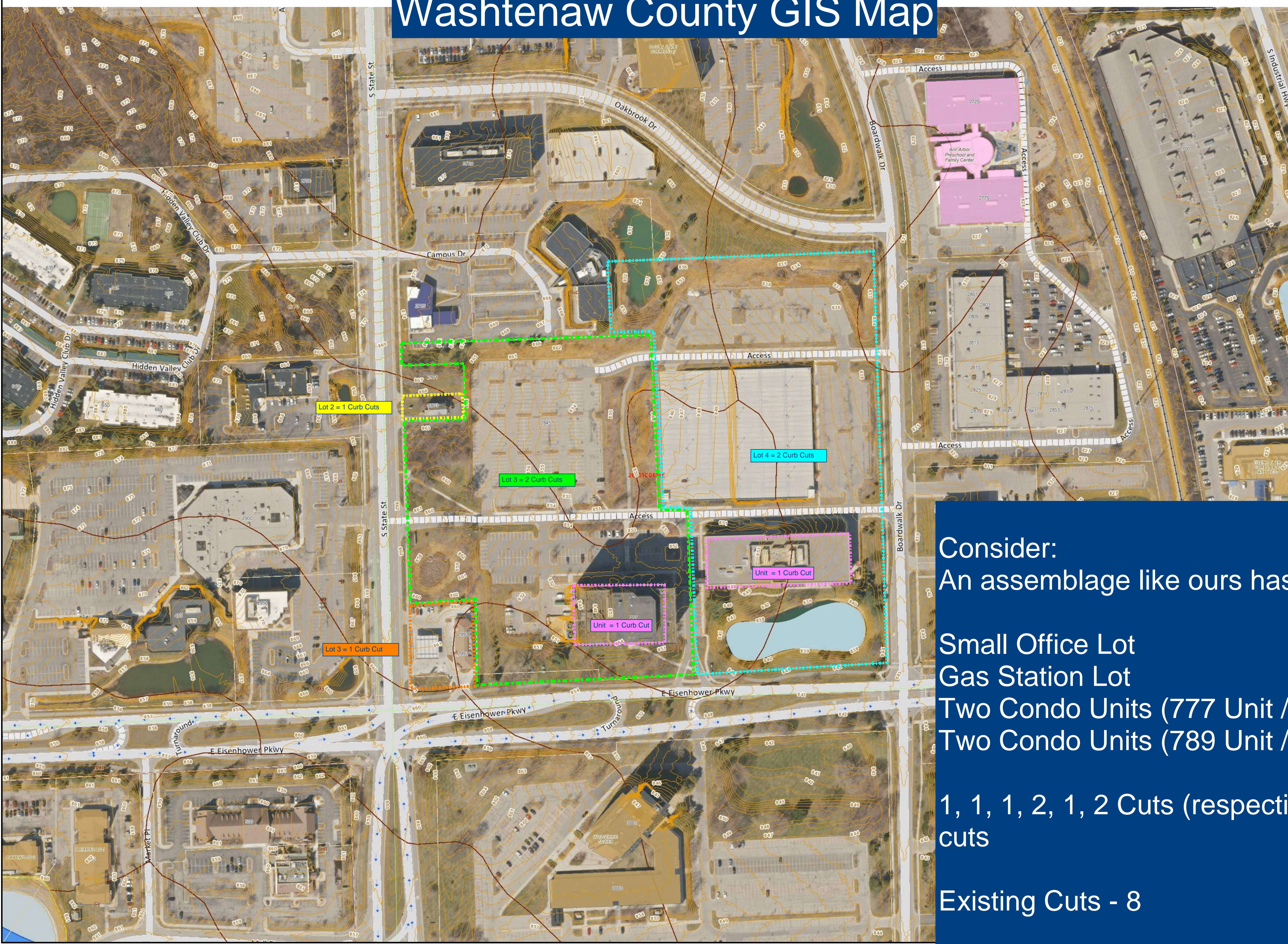
For purposes of applying streets and Curb Cut standards, all contiguous land under the same ownership or one platted Lot in the case of land for which a recorded plat exists.

Also Code:

TABLE 5.21-1: MAXIMUM NUMBER OF OPENINGS			
	TOTAL STREET FRONTAGE		
	UP TO 100 FT.	101 FT. TO 200 FT.	201 FT. OR MORE
NUMBER OF OPENINGS	1	2	2 for the first 200 ft. plus 1 for each additional 600 ft. of total <i>street frontage</i> after the first 200 ft.

Washtenaw County GIS Map

- Legend**
- TaxParcel
 - Lot and Units
 - Quarter Sections
 - Sections
 - University and College
 - K12 Schools
 - Police Stations
 - Fire Stations
 - County Buildings
 - Local Unit Offices
 - DFIRM Panels
 - Floodway
 - Floodplain
 - Zone AE
 - Zone A
 - Zone X (0.2% Hazard)
 - Soils
 - Railroad
 - Extra Close OneWay
 - To-From
- 0 0.01 0.02 0.03
1: 1,200



Consider:
 An assemblage like ours has existing:
 Small Office Lot
 Gas Station Lot
 Two Condo Units (777 Unit / Parking Unit)
 Two Condo Units (789 Unit / Parking Unit)
 1, 1, 1, 2, 1, 2 Cuts (respectively) = 8 curb cuts
 Existing Cuts - 8

With our current layout as proposed we have opportunity to have maybe...

21 Curb-cuts +



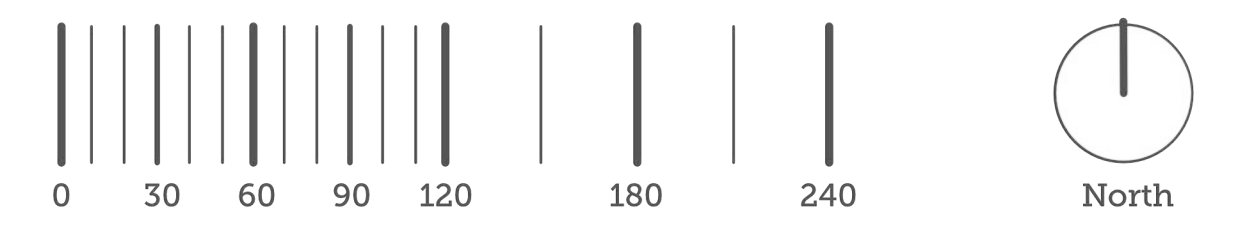
Site Concept Plan Arbor South

Ann Arbor, Michigan

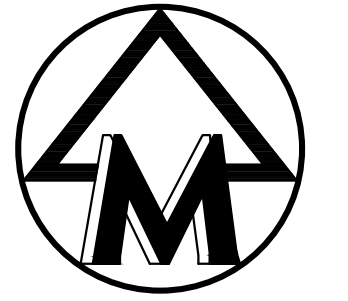
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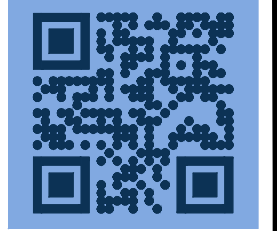
Conceptual Layout Plan



SCALE: 1" = 60'
0 60 120 180



Know what's below.
Call before you dig.



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3815 Plaza Drive Ann Arbor, Michigan 48108
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DUBLIN, OHIO 43017
TODD JOHNSON
380-232-2567

RBOR SOUTH
SITE PLAN
FRONTAGE PLAN

Proposed Block 2 - 310 Feet = 2 Curb Cuts

Proposed Block 1 - 310 Feet = 2 Curb Cuts

Proposed Block Length Block 1 - 113 Feet = 1 Curb Cut

Proposed Block Length Block 2 - 553 Feet = 2 Curb Cuts

Proposed Block Length Block 3 - 553 Feet = 2 Curb Cuts

Proposed Block Length - 238 Feet = 1 Curb Cut

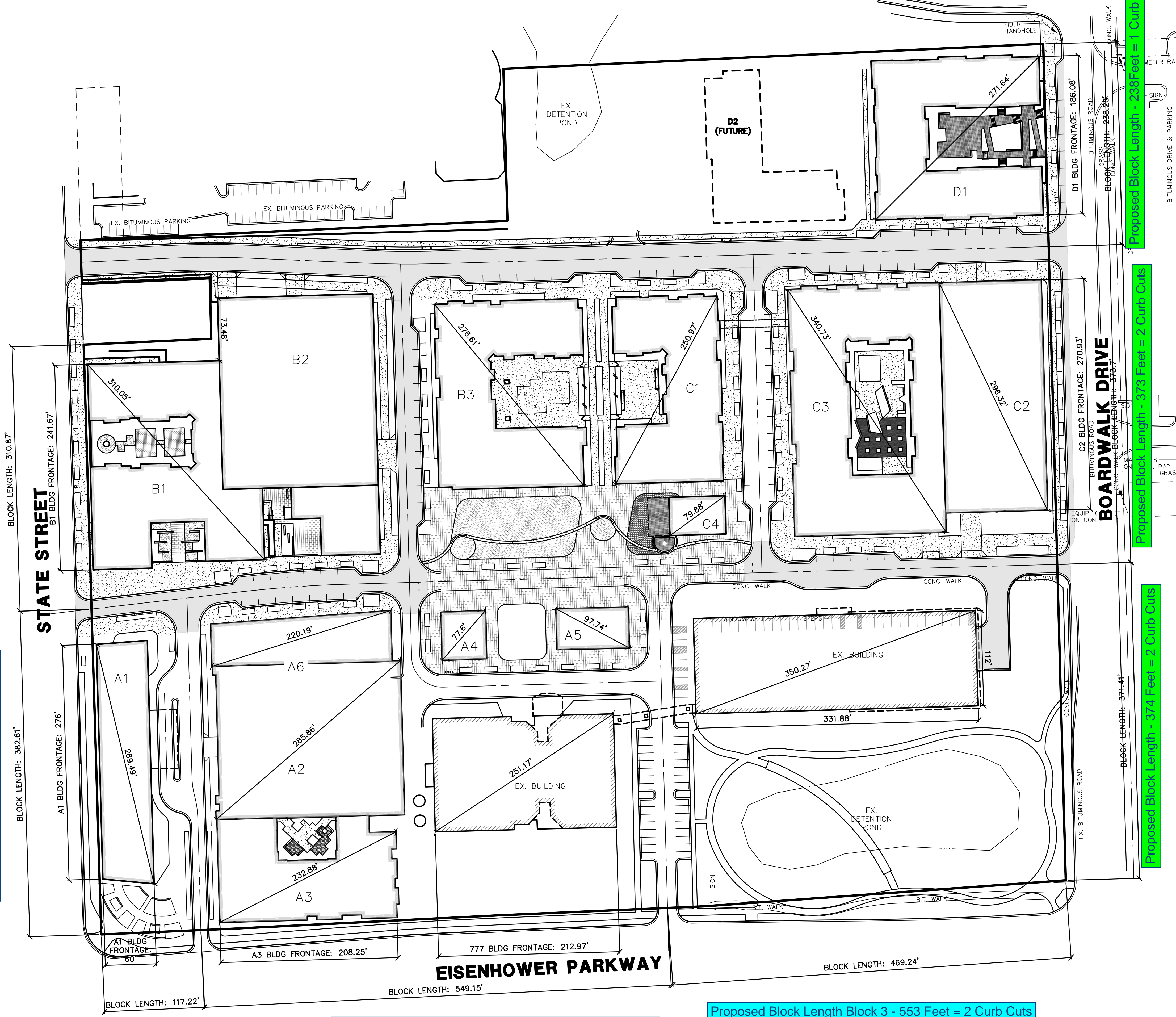
Proposed Block Length - 373 Feet = 2 Curb Cuts

Proposed Block Length - 374 Feet = 2 Curb Cuts

Consider if curb cuts related to block frontage along the public roadways. Like it does in another section of Code our proposed blocks might allow for...

S. State Street - 4 Cuts
Eisenhower - 5 Cuts
Boardwalk - 5 Cuts

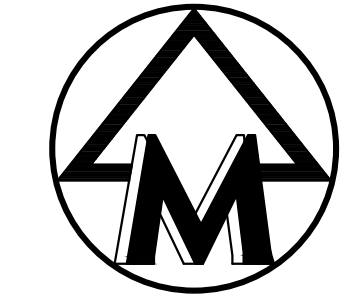
M:\C:\1\134_Proj\2023\331\2\Site Plan\331\2\FR_464_4/23/2024 12:07 PM, Candice M. Briley, 16 FRONTAGE PLAN, None
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Existing Conditions Plan



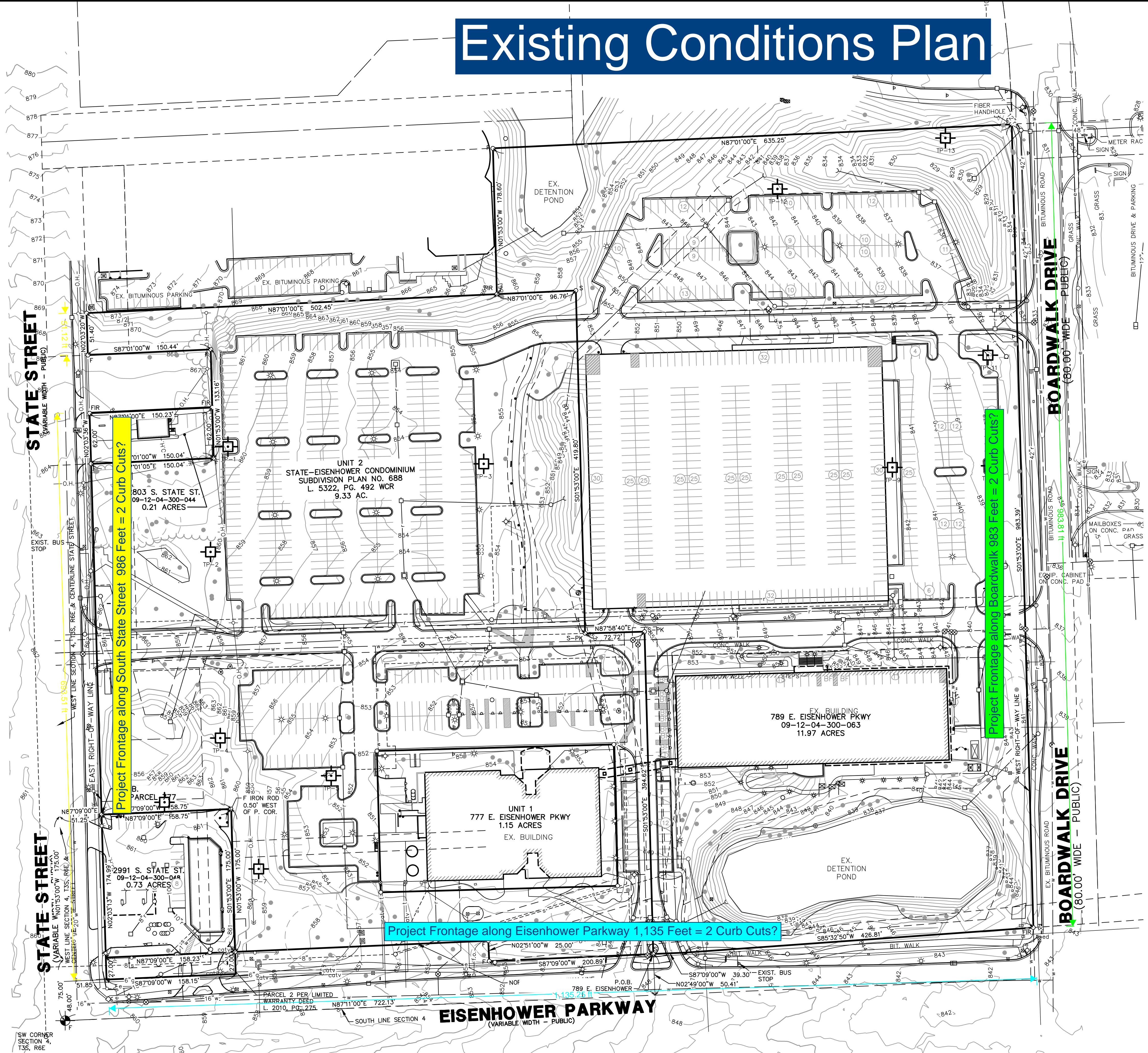
Know what's below.
Call before you dig.



SCALE: 1" = 60'
0 60 120 180

LEGEND

- 838 EXIST. CONTOUR
- x836.2 EXIST. SPOT ELEVATION
- U.P. EXIST. UTILITY POLE
- GP EXIST. GUY POLE
- GUY WIRE
- EX. TRANSFORMER
- OH EXIST. OVERHEAD UTILITY LINE
- * EXIST. LIGHT POLE
- t EXIST. TELEPHONE LINE
- e EXIST. ELECTRIC LINE
- g EXIST. GAS LINE
- g EXIST. GAS VALVE
- f.o. EXIST. FIBER OPTIC LINE
- w EXIST. WATER MAIN
- EX. HYDRANT
- EX. GATE VALVE IN BOX
- EX. GATE VALVE IN WELL
- TELEPHONE RISER
- CABLE TELEVISION RISER
- ELECTRIC METER
- WATER METER
- GAS METER
- GAS LINE MARKER
- FIBER OPTIC MARKER
- PED PEDESTRIAN CROSSING SIGNAL
- TRC TRAFFIC SIGNAL CONTROL BOX
- POST
- * EXIST. LIGHT BOLLARD
- ☁ TREE OR BRUSH LIMIT
- ⊙ EXIST. BOULDER
- ☼ EXIST. SPRINKLER HEAD
- ⊕ EXIST. CURB STOP & BOX
- ⊖ EXIST. BLOW-OFF
- r EXIST. STORM SEWER
- EXIST. CATCH BASIN OR INLET
- ⊙ EXIST. BEEHIVE INLET
- END SECTION
- HEAD WALL
- CULVERT
- EXIST. SANITARY SEWER
- ⊙ EXIST. CLEANOUT
- C/L OF DITCH
- SIGN
- MAILBOX
- EXIST. BENCH
- SECTION CORNER
- FOUND IRON PIPE
- FOUND MONUMENT
- FOUND IRON ROD
- △ CONTROL PT.
- EXIST. FLAG POLE
- EXIST. GAS FILTER CAP



Or using existing frontage measurements and TC1 Code at 1 curb cut up to 250 feet and 2 for over 250 feet...

S. State Street - 2 Cuts
Eisenhower - 2 Cuts
Boardwalk - 2 Cuts

M:\C:\1\134_P\01\2023\331\2\Site Plan\231\2310230.dwg, 2/25/2024 8:38 AM, Chris T. Samers, 08 EXISTING CONDITIONS PLAN, None
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The underground utilities shown have been located from field survey information and existing records. The surveyor makes no guarantees that the underground utilities shown comprise all such utilities in the area, either in-service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated. Although the surveyor does certify that they are located as accurately as possible from the information available.

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2. Building Dimensions

For consideration:

2 - Amendment to Table 5.17-8 Transit Corridor District Additional Standards

6. Building Dimensions

- The Building width parallel to the street may not exceed 250 feet *unless the lot or block is more than 3 acres and greater in size then the maximum building dimension parallel to the street may exceed 250 feet but less than 300 feet*
- The Building maximum diagonal dimension may not exceed 360 feet *unless the lot or block is more than 3 acres and greater in size then the maximum building diagonal dimension may exceed 360 feet but must be less than 450 feet*

3. Frontage

For consideration:

3 - Amendment to Table 5.17-8 Transit Corridor District Additional Standards

5. Building Frontage - The minimum building frontage shall be 70% of the Lot Width provided this allows 30 feet between the Building and Side Lot Line normally or 45 feet between the Building and Side Lot Line when adjacent to residential zoning. If the site is divided into smaller blocks as required above, the minimum building frontage shall apply to each block. *Public open space, natural features preservation, plazas, park areas, gathering spaces, and public art installations may count toward frontage requirements adding to the building frontage dimension.*

4. Block Definition

For consideration:

5 - Block definition addition to definitions section

Add block definition to definitions in code. We see many urban areas using the curb line as the block limit measuring point. This would help alleviate any confusion over the nuanced differences of a block, lot, parcel, and unit of a site condo.

CURRENT BLOCK SIZES

STATE STREET

BOARDWALK DRIVE

EISENHOWER PKWY

current "superblock" size
1150'x350'

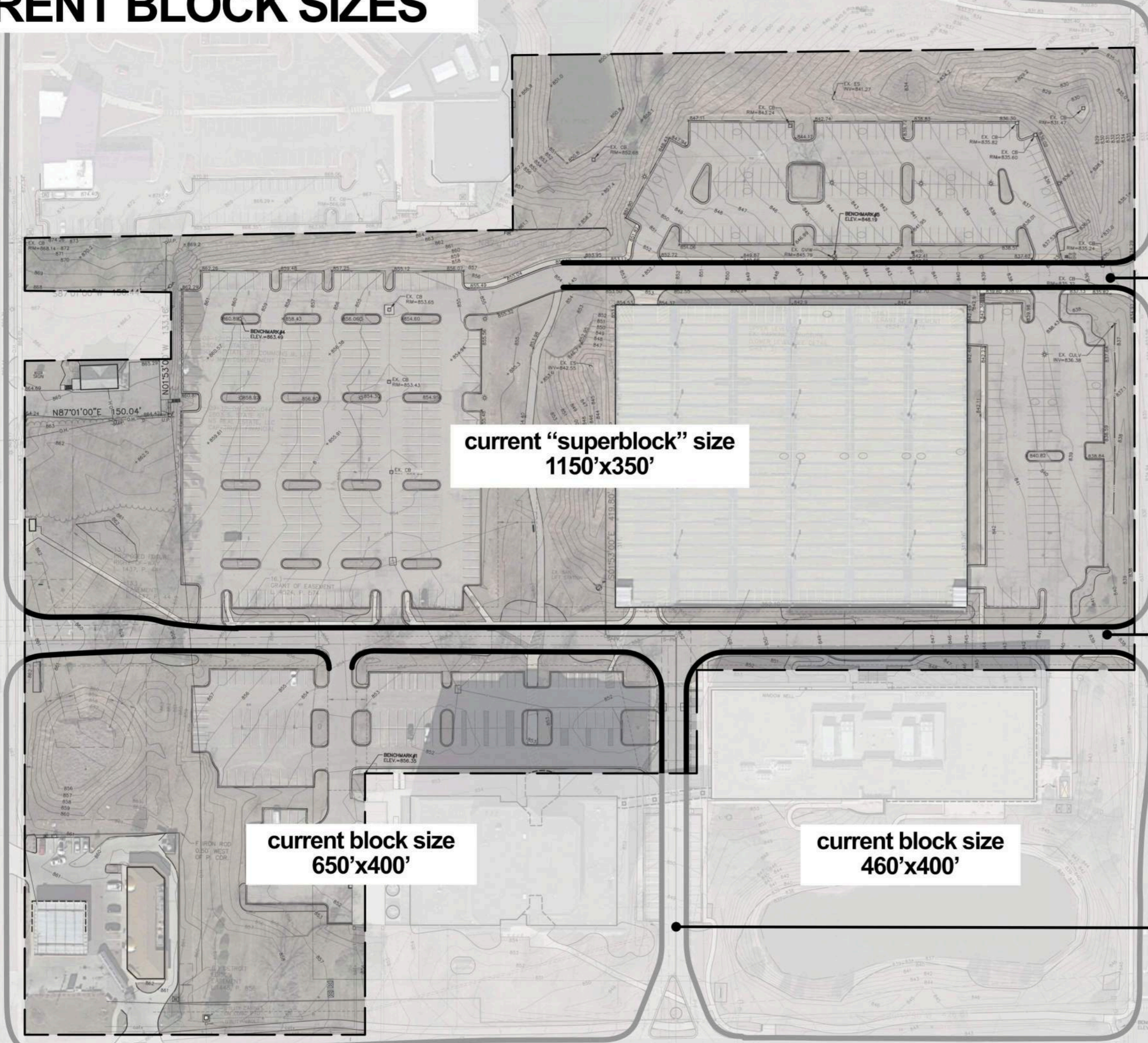
current block size
650'x400'

current block size
460'x400'

existing street location
proposed to remain

existing street location
proposed to remain

existing street location
proposed to remain



PROPOSED BLOCK SIZES

street extended and connected to State

new pedestrian "streets"

existing street location

new N-S street (typ)

existing street location

existing street location proposed to remain

proposed block size
380'x360'

proposed block size
350'x380'

proposed block size
350'x350'

proposed block size
270'x70'

proposed block size
110'x400'

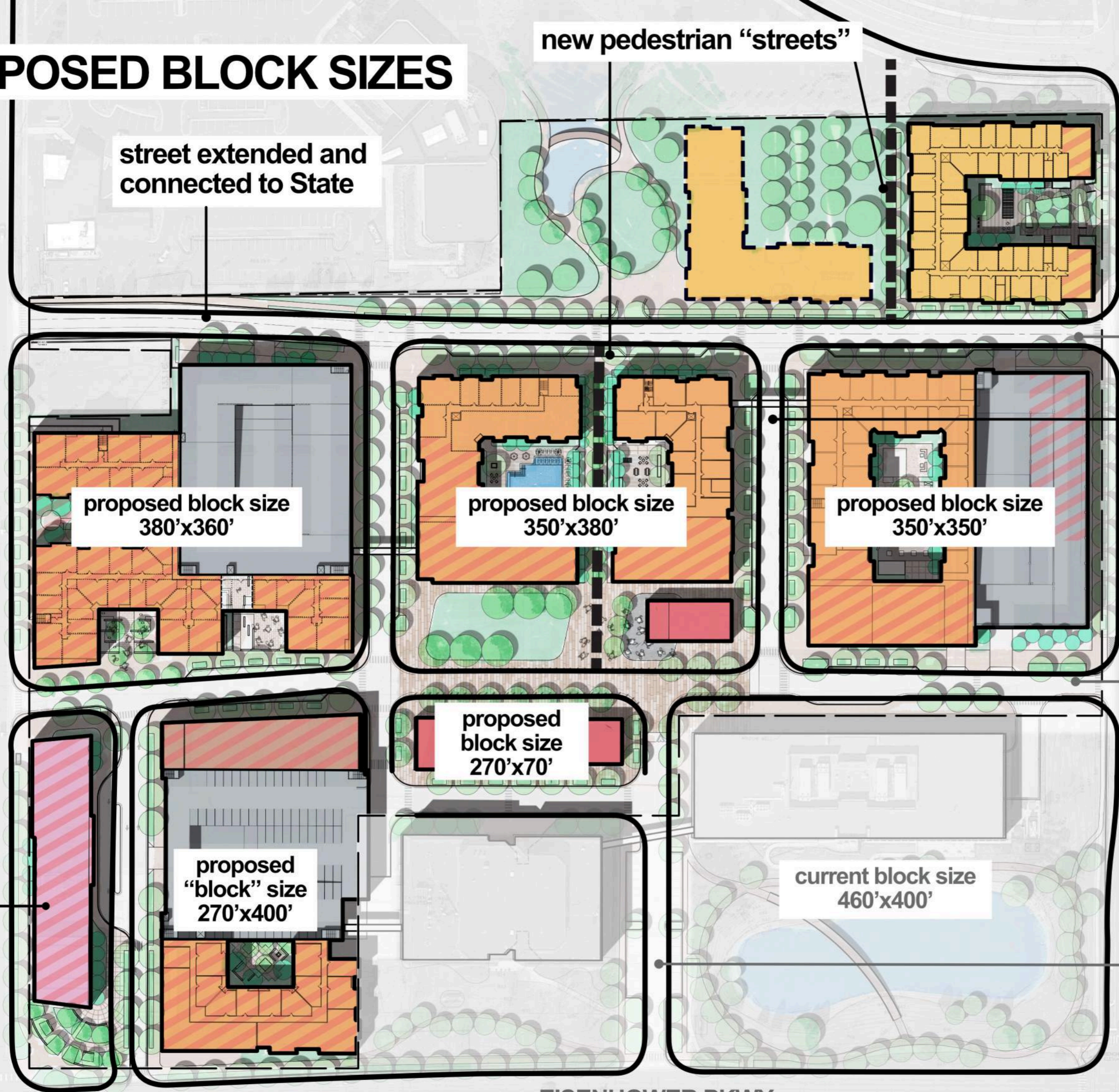
proposed "block" size
270'x400'

current block size
460'x400'

STATE STREET

BOARDWALK DRIVE

EISENHOWER PKWY



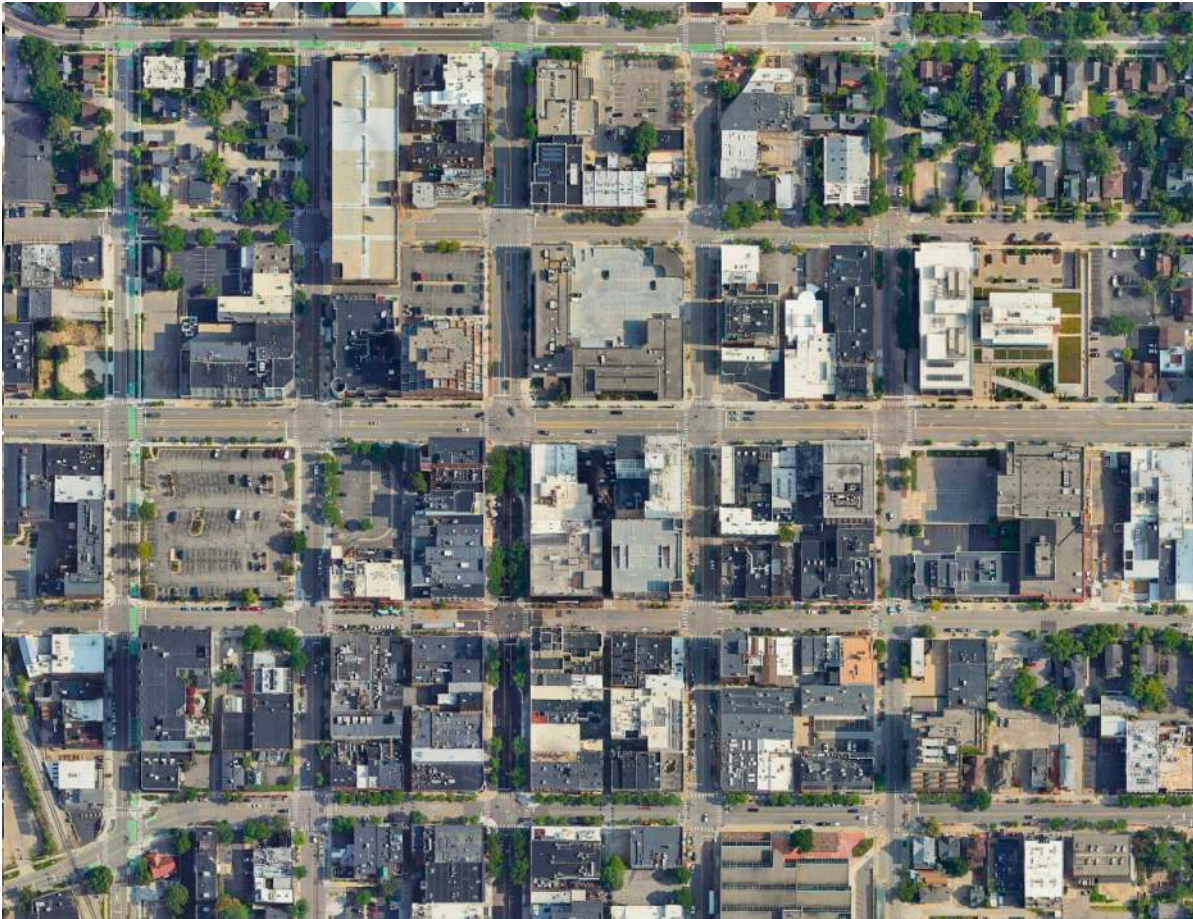
BLOCK SIZE CASE STUDY: DOWNTOWN ANN ARBOR



We see, and staff confirms urban blocks take on different sizes as they emanate from main street in our urban setting.

GRID COMPARISON

Downtown Ann Arbor

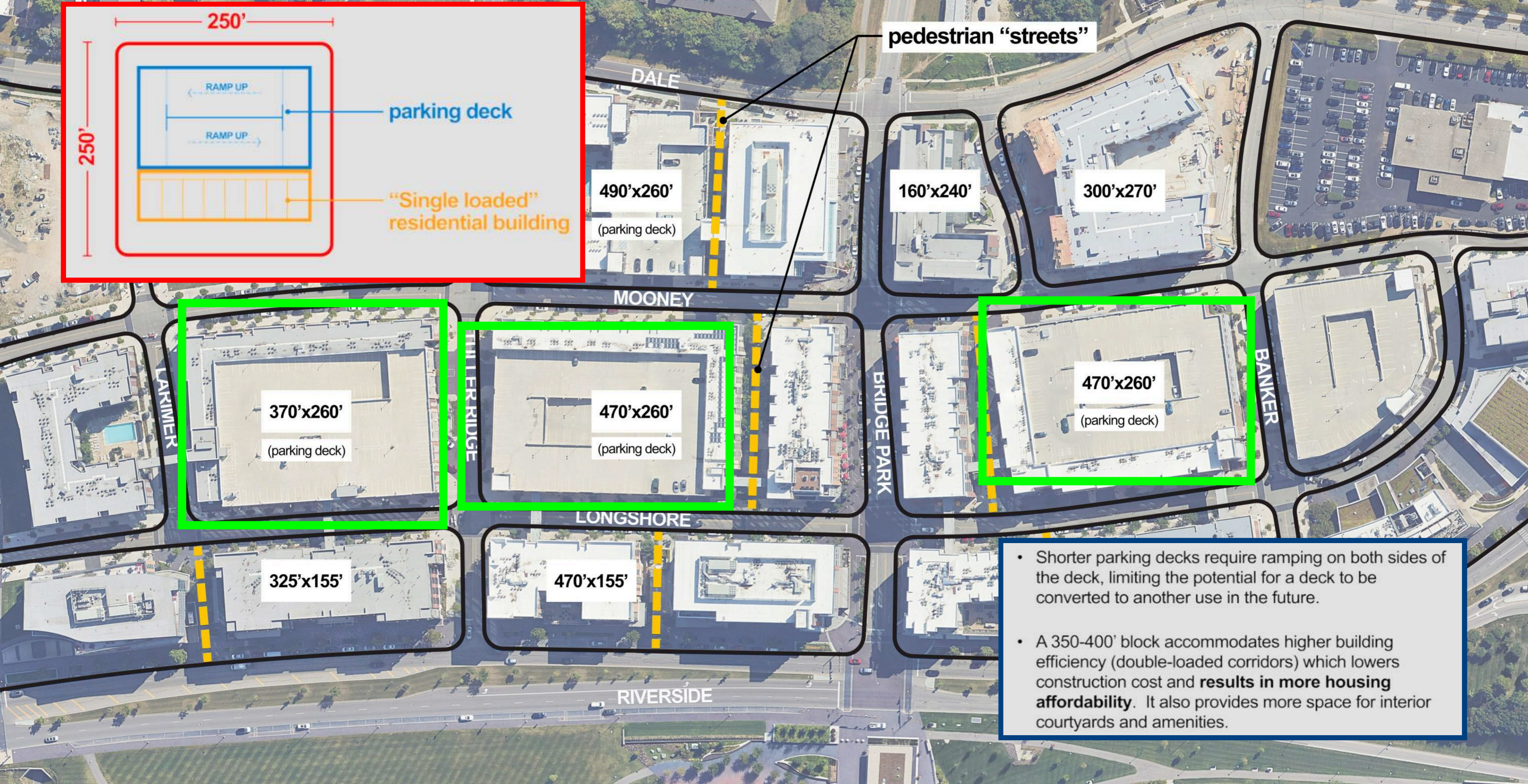
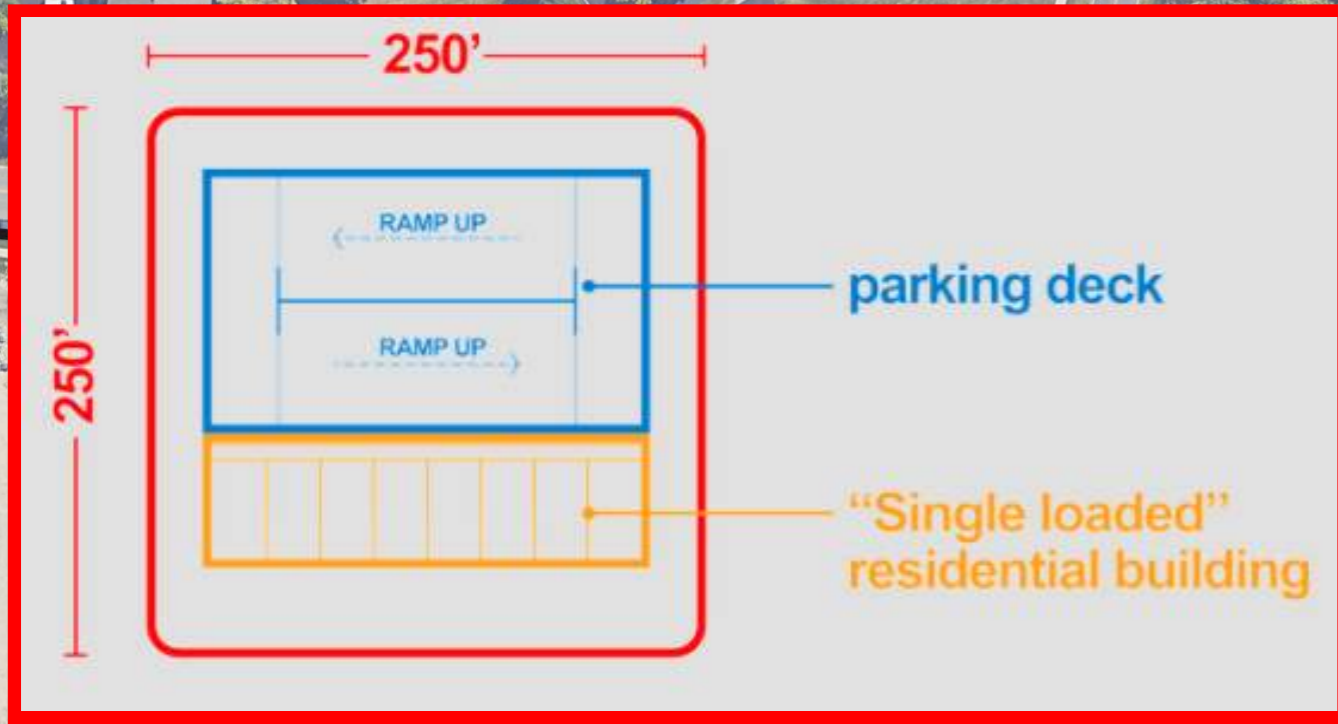


Arbor South Site



The difference is indistinguishable when comparing our proposed blocks to the downtown urban core.

BLOCK SIZE CASE STUDY: BRIDGE PARK (Dublin, OH)



pedestrian "streets"

490'x260'
(parking deck)

160'x240'

300'x270'

370'x260'
(parking deck)

470'x260'
(parking deck)

470'x260'
(parking deck)

325'x155'

470'x155'

- Shorter parking decks require ramping on both sides of the deck, limiting the potential for a deck to be converted to another use in the future.
- A 350-400' block accommodates higher building efficiency (double-loaded corridors) which lowers construction cost and **results in more housing affordability**. It also provides more space for interior courtyards and amenities.



Site Concept Plan Arbor South

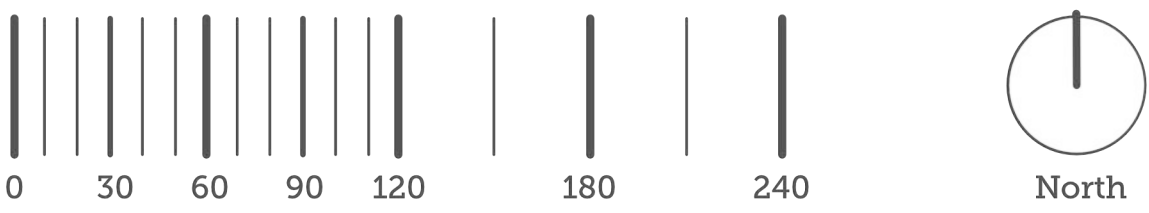
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Occasion that the building dimension exceeds the 250 foot maximum due to block length



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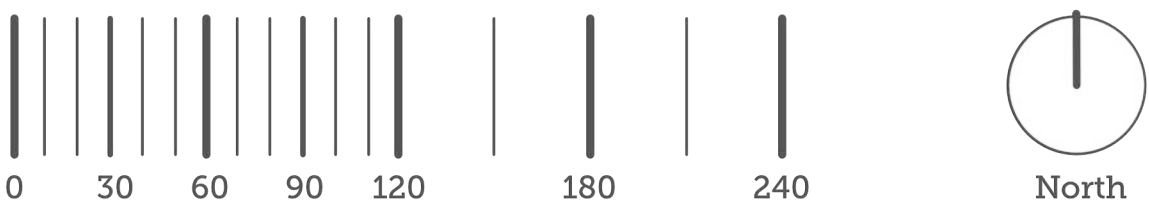
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Unique interactions with the transit corridors and the public ROW that is not building, but this does not count toward frontage requirement. This may be a missed opportunity...

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5. Parking Structures

4 - Article III: Use Regulations 5.16 Use Specific Standards – 5.16.3 Commercial Uses

4. In the TC1 district, an off-street Parking Structure in any Building adjacent to the street must be separated from the street on the first floor by a permitted primary use at least 25 feet in depth from the exterior front wall, with the exception of the portion of the Parking Structure that provides vehicular or pedestrian access to the street.

Lots/blocks 3 acres and greater in size and adjacent to the street could have 30% of the building frontage as parking structure.

Or consider...

Allowing parking structure frontages on non-transit corridor street frontages. In the case of the Arbor South project this would mean that there would be no structures fronting on S. State and Eisenhower (both designated transit corridors), but the project could have parking structure along the frontage of Boardwalk.



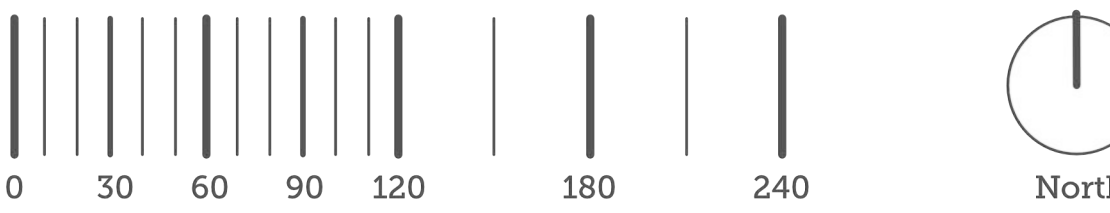
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Thank you!

