

South State Street Corridor Plan Draft

September 13, 2012

BACKGROUND

Corridor Project

The South State Street Corridor project has developed a vision for the future of one of Ann Arbor's main corridors. This vision is the result of a collaborative planning effort by community members, businesses, the University of Michigan, and the City of Ann Arbor and was developed in 2012.

State Street

The South State Street Corridor is a 2.15 mile stretch of office, retail, residential, research, and limited industrial uses from Stimson Street on the north to West Ellsworth Road on the south. This major employment center and retail destination is a highly active automobile-oriented corridor that connects Interstate 94 (I-94) to downtown Ann Arbor and Pittsfield Township.

Development since the 1950's has shaped South State Street to be Ann Arbor's primary office, research, and light industrial corridor. Today, this area contains over 1,000,000 sq. ft of retail space, approximately 900,000 sq. ft. of office space and approximately 580,000 sq. ft. of industrial and light manufacturing space, more than any other single area of the city. Retail and residential uses are also present in this corridor, but constitute a smaller percentage of the land use. Major land use influences in the area include the University of Michigan, Briarwood Mall, and I-94.

[Image of the corridor in the past \(b+w\)](#)

[Image of the corridor in 1950's \(b+w\)](#)

With its concentration of high-activity uses, proximity to downtown, the University of Michigan south athletic campus, and the highway, South State Street is poised for future growth and redevelopment. However, portions of the corridor lack attractive elements and a sense of place that truly represents and feels like Ann Arbor. There are substantial opportunities for transportation, land use, and environmental improvements.

Boundaries

For the purposes of this Plan, the corridor was divided into three sub-areas based on the character and specific challenges the sub-area faces.

The northern-most area, Area 1, extends from Stimson Street on the north to Eisenhower Parkway on the south. It contains a mix of commercial, office, residential, and long-standing industrial properties. The area also houses the University of Michigan south athletic campus which is expected to continue expansion over the next decade. This sub-area is zoned primarily for office and light industrial uses.

Area 2 extends from Eisenhower Parkway south to Interstate 94 (I-94). This sub-area encompasses a mix of office, commercial, and hotel uses. There are no current industrial uses here, though the zoning for a large portion of this sub-area allows for light industrial uses. This area also contains Briarwood mall which is the largest regional shopping mall in Washtenaw County. There are over ten hotels that serve both short- and long-term visitors.

Area 3 is south of I-94 and east of State Street. It includes Ann Arbor Research Park which is surrounded by Pittsfield Township to the west and south. This sub-area is zoned for research and office uses.

[Image of the corridor broken into three areas](#)

Background

Since the 1930's State Street has been home to a variety of manufacturing and light industrial uses. 1954 saw the creation of the Edwards Brothers building, but aside from a few commercial buildings south of present-day I-94, the area south of Edward Brothers remained predominately farmland. Throughout the 60s and 70s, gas stations, professional offices, and financial institutions began to fill in the gaps, while larger developments such as Wolverine Tower and the 777 Building took their place at the burgeoning intersection of South State and Eisenhower. The construction of Briarwood Mall in the early 1970's brought continued growth along South State during the 1980s, including the Waterworks Plaza and the Wolverine Inn Motel at Victors Way. Development continued through the 1990s and early 2000s and today nearly every parcel along the corridor is developed.

The Plan began by looking at past planning efforts along the corridor and outlining what recommendations are present in existing city plans. It included a comprehensive public input process to develop the vision and recommendations for the corridor. The key recommendations are organized by the City of Ann Arbor Sustainability Framework (SF) goals, adopted in July 2012, which are intended to guide all city plans. Within the SF structure, recommendations are arranged by area within the corridor and further divided into short-, mid-, and long-term recommendations. These recommendations are intended to guide specific implementation methods and identify implementation leaders.

Sustainability Framework (structure and connection)

The following City Plan format is being used by all City of Ann Arbor planning documents starting in 2012 in order to provide consistency and alignment to citywide sustainability goals. Note that some categories within the document may not be immediately relevant for the South State Street Corridor project.

Land Use and Access

Transportation Options- *Establish a physical and cultural environment that supports and encourages safe, comfortable, and efficient ways for pedestrians, bicyclists, and transit users to travel throughout the city and region*

Sustainable Systems- *Plan for and manage constructed and natural infrastructure systems to meet the current and future needs of our community*

Integrated Land Use- *Encourage compact pattern of diverse development that maintains our unique sense of place, preserves our natural systems, and strengthens our neighborhoods, corridors, and downtown*

Community

Engaged Community- *Ensure our community is strongly connected through outreach, opportunities for engagement, and stewardship of community resources*

Diverse Housing- *Provide high quality, safe, efficient, and affordable housing choices to meet the current and future needs of our community, particularly for homeless and low-income households*

Human Services- *Provide services that meet basic human needs of impoverished and disenfranchised residents to maximize the health and well-being of the community*

Safe Community- *Minimize risk to public health and property from manmade and natural hazards*

Active Living and Learning- *Improve quality of life by providing diverse cultural, recreational, and educational opportunities for all members of our community*

Economic Vitality- *Develop a prosperous, resilient local economy that provides opportunity by creating jobs, retaining and attracting talent, supporting a diversity of businesses across all sectors, and rewarding investment in our community*

Climate and Energy

Sustainable Energy- *Improve access to and increase use of renewable energy by all members of our community*

Energy Conservation- *Reduce energy consumption and eliminate net greenhouse gas emissions in our community*

High Performance Buildings- *Increase efficiency in new and existing buildings within our community*

Resource Management

Clean Air and Water- *Eliminate pollutants in our air and water systems*

Healthy Ecosystems- *Conserve, protect, enhance, and restore our aquatic and terrestrial ecosystems*

Responsible Resource Use- *Produce zero waste and optimize the use and reuse of resources in our community*

Local Food- *Conserve, protect, enhance, and restore our local agriculture and aquaculture resources*

The Content of the Plan

This Plan will examine the problems facing the State Street corridor and propose solutions, so that future growth can occur in a thoughtful and sustainable manner. With this Plan, the City intends to support existing land uses and ensure future uses are compatible and complementary.

Past Planning Efforts

Though there has never been a plan specifically for South State Street, several plans currently influence development along the corridor. These include the City of Ann Arbor Master Plan, Capital Improvements Plan (CIP), and Transportation Plan. Major recommendations made in these plans include:

Master Plan Land Use Element 2009 (referencing 1990 South Area Plan):

- Oakbrook Drive should be extended from its ending point to South State Street. Another street connection between South State and South Main is also recommended along the north portion. This street should connect with Main Street at the entrance to the Woodland Plaza and with State Street north of Edwards Brothers.
- Rezone the 55-acre site located on the north, west, south side of Edwards Brothers to ORL to allow for greater flexibility in land use while maintaining consistent building placement and height limitations.
- Multiple-family residential at ten units per acre could be considered west of Edwards Brothers with access to Oakbrook Drive.
- Neighborhood parkland is needed as more residential uses are proposed.
- Another site for redevelopment includes both sides of State Street to the south end of the U of M Golf Course, and the north end of South Industrial Highway. As sites are annexed into the City, uses consistent with the light industrial district should be encouraged. Residential and commercial uses should be discouraged, except for the parcels adjacent to the Stimson and South Industrial commercial area. This area could serve as a location for a City garage facility since it is zoned or master planned appropriately and is centrally located. Sites on the west side of State Street should be office use. If ORL zoning is desired in this vicinity, the area zoned M1 and M2 south of the proposed deKoning Drive has large parcels and land uses that fit the intent of the district.

Briarwood Subarea Recommendations (1995)

- Office or PUD south of Eisenhower, north of Mall Dr. (currently Fidelity/Mac Grill)
- No additional curb-cuts adjacent to Briarwood.
- Produce a South State Corridor Traffic Study from Eisenhower to Ellsworth.

Non-motorized Transportation Plan (2007)

- There are many AATA stops along this corridor, which the Transportation Plan indicated was the corridor with the highest volume.
- Except for the area around the interchange, there are sidewalks along both sides of State Street. Sidewalks are proposed around the interchange, however.

- There are only three crosswalks between Stimson and I-94. A major mid-block crossing is proposed at Hilton/Victors Way.
- Shared-use paths or on-road bicycle facilities exist along almost the entire corridor.
- Narrower lanes are proposed between Eisenhower and Ellsworth, as well as a new road connecting Oakbrook Drive.

Transportation Plan 2009

State Street is considered a high-priority corridor due to its position as a gateway to the city. To alleviate congestion in the short term, the plan recommends:

- Installing SCOOT traffic signals and optimizing signal timings at State Street and I-94
- Coordinating the lights at Victors Way/Hilton with adjacent signals
- Evaluating/constructing queue-jumping lanes between Eisenhower and I-94, and
- Creating a corridor study between Eisenhower and Stimson.
- Implementation of a boulevard between Ellsworth Road and Eisenhower Road with indirect lefts
- Research is needed for a complete reconstruction of the interchange

The plan indicates that further analysis of the corridor should be conducted in order to determine the feasibility of signature/high-quality transit improvements. These improvements could be completed within a mid-term timeframe. Because this corridor has some of the highest ridership of AATA and UM busses, and has redevelopment potential that could be encouraged by transit, the plan suggests that the feasibility of transit improvements would be high.

With 98 crashes, the intersection at State Street and Victors Way had more crashes from 2003 – 2005 than any other intersection in the City.

Pittsfield Transportation and Land Use Plan (2010)

Pittsfield recognizes the State Street Corridor as a destination district that can support land use density and access to public transportation. This area is labeled as an activity/township center with proposed bus and non-motorized transportation improvements. The overall plan favors a mixed-use, transit-oriented approach. Urban Design students from the University of Michigan have proposed two alternative visions for the area. One focuses on increasing density, building a multi-modal transit connection, and creating a park-like environment. The other envisions the corridor with eco-friendly, high-tech development focusing on health and fitness, along with some additional residential development.

Capital Improvements Plan (2013-2018)

- Oakbrook Extension – constraints: partly owned by UM, UM needs water main, timeline: 2010 – 2012 (however, it has been in the CIP since 1999)
- Stimson to Ellsworth Corridor Study – scope: create modern boulevard designed as a complete street with indirect left turns; CPC looking to study land uses; Included in Transportation Plan Update to be further studied, 2015
- Storm Sewer Outlet – benefit: field crews will be able to access and maintain entire length of storm sewer from downstream outlet, timeline: 2014 – 2015
- Reconstruction raw water interconnection – benefit: allow for access to well water in case of emergency, timeline: 2010

Parks and Open Space Plan

There are several recommendations for parks in the South Area, though none of them border State Street. There are no parks along State between 94 and Stimson.

WATS 2035 Recommendations

- Modernize signals at State/Hilton, 2011
- Connect Oakbrook to State Street 2012

- Ellsworth to Hilton SCOOT, 2016
- Ellsworth to Eisenhower reconstruction, implement study recommendations, 2016
- Signature Transit 94 → William, Transit Capital, 2016
- Ellsworth to Eisenhower 4 lane boulevard, 2021

Public Input Process

The City of Ann Arbor Planning and Development Services conducted a planning study of the South State Street corridor from Stimson Street south to West Ellsworth Road in 2012. This study addressed current and future land uses, zoning alternatives, transportation options, infrastructure improvements, and other topics along the corridor, to guide future development in a desirable and sustainable manner. The study was conducted in five-phases: I Project Kick-off, II Community Input, III Information Analysis and Draft Plan, IV Review, V Implementation.

Phase I involved gathering data, generating maps, and conducting background research of the corridor. Project leaders generated a list of parcel owners, business owners, and stakeholders along the corridor.

The core of the State Street Corridor project is built on public input. Phases II and III incorporated a variety of feedback opportunities including two public meetings, an online questionnaire (peak democracy), meetings with local business leaders, and over 50 individual stakeholder interviews.

Stakeholder interviews

Over a three month timeframe city staff conducted 58 individual interviews with stakeholders along the corridor. A wide range of stakeholders were represented including business owners, residents, property managers, city staff, and the University of Michigan. Interviews were recorded, transcribed, coded and then placed into a database that served as the guideline for all corridor recommendations.

Interviewees were asked a series of eight questions focused on their perceived corridor strengths, weaknesses, and opportunities. Stakeholders were asked to identify changes they would like to see in the future and outline how the corridor should function in context with the rest of the city.

Results from these interviews were very similar to the information gathered at public meetings. The “horrible aesthetics” was cited as South State Street’s biggest issue. Most respondents felt the corridor was “an eyesore with no character” and that the corridor “does not reflect Ann Arbor well.” The second most common response was the lack of safe and connected pedestrian and bicycle pathways. Poor signage and lack of character were also major concerns. When asked what improvements they would most like to see, responses focused on greening the corridor, improving the aesthetics, increasing pedestrian and bicycle safety and access, and fixing dangerous intersections.

[\(Place charts here with responses and major focus areas\)](#)

Public meetings

Two public meetings were held in May and July of 2012. The meetings provided residents, business owners, and landowners with an opportunity to learn about the corridor study, discuss their concerns and ideas, and identify changes they would like to see in the future. The first meeting was held on May 23, 2012 at the Malletts Creek Library. City planners provided background on the corridor and highlighted why the corridor project was a priority. Attendees were split into three groups and asked for their ideas and wishes for the future of South State Street. Participants were also given the opportunity to provide feedback on forms handed out at the end of the meeting.

[\(Place image of the mini-group sessions and people using the large aerial map\)](#)

The second public meeting was held on July 25, 2012 at a local hotel conference room along the corridor. City staff provided an update on the corridor study and reviewed draft recommendations for the corridor. Participants were given an opportunity to review the draft recommendations and to highlight specific

areas where they would prefer change on aerial maps of the corridor. Feedback on these maps was divided into three categories: transportation, aesthetics, and land use. Participants were encouraged to draw their ideas directly on the maps and to provide additional thoughts on a handout of the draft recommendations.

(Place image of three maps here with major comments highlighted)

Planning Commission

City planners worked very closely with representatives from Planning Commission throughout the corridor study. In 2010, Planning Commission identified South State Street as a high priority corridor. In 2012 planning and development staff organized a retreat for Planning Commissioners to tour the South State Street Corridor and experience all three areas firsthand. Commissioners then provided detailed feedback on the strengths, weaknesses, and opportunities for the corridor. The primary concerns focused on the aesthetics and landscaping, pedestrian and bicyclist safety and access, land use recommendations, design standards, and making the corridor more cohesive for all users.

(Place charts here with responses and major focus from Commissioners)

Ongoing public involvement

In August, 2012 the City of Ann Arbor launched *Ann Arbor Open City Hall*, a online forum that allows members of the community to provide feedback on city projects. The South State Street Corridor project was the first topic posted on this site. The City asked residents "What changes would you like to see along the South State Street Corridor (Stimson Street to W. Ellsworth Road)?" The site also provided detailed information about the corridor project.

As of August 30, 2012 over 235 people read about the project and 41 people provided feedback. Of those responses, the main concerns were poor traffic patterns in Area 3, confusing signage or lack of signage throughout the corridor, a need for better pedestrian and bicycle access, and a need to green and improve the aesthetics of the corridor.

(Place charts here with responses and major focus areas)

An addition, ___ people provided feedback through local online media such as AnnArbor.com and The Chronicle. The most common criticism was the poor aesthetic appearance of the corridor. The second most common response was the need to focus on incorporating safe pedestrian and bicycling access throughout the corridor. Respondents also cited major intersections that need traffic improvements such as Victors Way and Research Park Drive.

Members of the community will continue to have access to these online forums throughout the duration of the project.

Phase III concluded with a draft of the plan and recommendations for the corridor. Phase IV provided an opportunity for members of the community, Planning Commission, and city staff to review the plan and provide feedback on all recommendations and actions. Comments were incorporated into the final plan and a final draft was taken to Planning Commission and City Council for approval at the end of 2012.

Vision for the Corridor

The vision for the South State Street Corridor embodies the combined efforts of residents, business leaders, land owners, the University of Michigan, Planning Commission, AATA, Pittsfield Township, and the City of Ann Arbor. These stakeholders are unified in the desire to revitalize the corridor and develop a gateway that reflects the character of Ann Arbor.

Vision:

The South State Street Corridor will be

1. Interconnected- Planning decisions will be based, in part, on the interconnectedness of natural, transportation, and land use systems. The corridor connects people to important places in the

City and throughout the region. The corridor enables users to move safely, comfortably, and seamlessly by foot, bike, transit, and/or car.

2. Diverse- vibrant and diverse corridor that is made up of a mix of services, offices, housing, and amenities that meet the needs of all age groups, income levels, household types, ability levels, and cultures. Land use systems will be compatible and complementary, and will include residential, commercial, office, industrial, and mixed uses.
3. Sustainable- We will use land, energy and resources efficiently and in a way that promotes healthy lifestyles and high quality of life for present and future generations
4. Attractive- A high quality corridor with attractive buildings, public spaces, landscapes, and streetscapes that provide places where people want to work, live, visit and play. Streets are safe, and accessible for all users.
5. Invigorated- the corridor is a destination for new investment and employment opportunities. The character of the corridor is enhanced through renewal of buildings and businesses and supports new development, services, and amenities.

Key Recommendations and Actions

The key recommendations for the State Street Corridor are organized in the following structure:

Overall Corridor Recommendations and Actions
Area 1 Recommendations, Background, and Actions
Area 2 Recommendations, Background, and Actions
Area 3 Recommendations, Background, and Actions

Within each section recommendations are categorized using the City of Ann Arbor Sustainability Framework (SF) goals which are intended to guide all city plans. Each recommendation is accompanied by a symbol that indicates the subcategory of the Sustainability Framework in which the recommendation falls. These subcategories are provided on page two of this document.

Corridor recommendations were given a code (CE-Climate and Energy, CM- Community, LU- Land Use & Access, RM- Resource Management) and a number to help with organization. A spreadsheet of the actions is also provided to document the timeframe, stakeholders, and cost associated with each recommendation. These recommendations are intended to guide specific implementation methods and identify implementation leaders.

OVERALL CORRIDOR RECOMMENDATIONS

Climate and Energy

Sustainable Energy

CE-1: Evaluate utilizing vacant parcels for alternative energy generation

Actions:

1. Develop partnerships with local private businesses interested in pursuing renewable energy generation
2. Work with the Energy Office and local utility to determine feasibility of energy generation on vacant parcels. An average solar plant requires five to 10 acres for every megawatt (MW) of generating capacity.¹
3. Research State and Federal requirements

CE-2: Incentivize more stringent energy efficiency standards that encourage all new buildings to have solar ready rooftops.

Actions:

1. Work with Energy Office and Energy Commission to develop incentives for new buildings.

Community

Engaged Community

CM-1: Cultivate South State Street's Identity

Actions:

1. Develop conceptual images for public space improvements, streetscape changes, signage, and lighting
2. Identify characteristics that distinguish this corridor and highlight destinations and themes that connect to the city at large
3. Develop a South State Street logo and color template

CM-2: Evaluate integrating public art along the corridor

Actions:

1. Set clear goals and expected outcomes of incorporating public art along the corridor
2. Ensure that public art incorporates Ann Arbor theme/character as a welcome to the city
3. Meet with Project Management to determine height, width, material, citing restrictions and preferences
4. Work with arts commission to determine a theme and engage the public
5. Encourage arts commission to identify the artistic value, social value, environmental value, and economic value of each proposal. Consider utilizing ixia matrix (<http://ixia-info.com/files/2010/04/public-art-a-guide-to-evaluationmarch10.pdf>)
6. Select public art locations along the corridor that (a) maximize public interaction; (b) highlight the corridor as a destination; (c) represents Ann Arbor

CM-3: Evaluate utilizing open land for community gardens

Actions:

1. Identify appropriate parcels for community gardens
2. Conduct preliminary soil tests to determine any contamination and enhance soil fertility
3. Identify local organizations and stakeholders interested in utilizing land for urban agriculture and committed to on-going maintenance
4. Research potential funding opportunities and implementation support
5. Determine suitability, accessibility, management and operation of identified parcels

Diverse Housing

CM-4: As housing is integrated into mixed use areas, encourage the expansion of affordable housing options.

Actions:

1. Utilize comprehensive planning in the development of new residential areas
2. Analyze residential market data that will inform neighborhood housing markets and develop housing strategies for the corridor
3. Consider supporting an ordinance that requires 20 percent of all new housing be permanently affordable and integrated into market-rate housing within the same project

4. Determine whether tools, such as voluntary agreements with subsidies or density bonus incentives, will result in more affordable rental housing as development occurs along the corridor
5. Promote policy and development that assure a mix of housing options
6. Promote market-rate housing options
7. Facilitate the development process for residential developers
8. Avoid economic segregation by encouraging incorporation of affordable housing in high-end market rate developments

Safe Community

CM-5: Assess and improve high crash areas along the corridor

Actions:

1. Identify the location of hazardous intersections along the corridor
2. Rank intersections based on the number and severity of crashes
3. Develop a variety of improvement options for high crash areas including consideration of roundabouts, inclusion of new traffic signals, new traffic signal timing patterns, new pavement markings, new turning lanes, or improved signage.

CM-6: Develop safe non-motorized systems

Actions:

1. Evaluate best location for refuge islands, crosswalks, and pedestrian activated High-intensity Activated crosswalk (HAWK) signals
2. Evaluate and modify existing interstate crossing options for both pedestrians and cyclists
3. Complete non-motorized connections throughout corridor
4. Develop continuous, connected, and maintained bikeways
5. Partner with local non-motorized organizations to assist with non-motorized paths planning, implementation, and maintenance
6. Redevelop and maintain sidewalks on west side of Area 2 to meet American with Disabilities Act (ADA) requirements. Incorporate marked crosswalks, signal timing for pedestrian crossings

CM-7: Utilize lighting and signage improvements to help define the character of the corridor

Actions:

1. Introduce uniform and simple signage that supports both existing and future local businesses
2. Consider connection to existing signage in downtown Ann Arbor by utilizing similar design and wayfinding techniques under a different color scheme.
3. Introduce uniform and attractive LED pedestrian lighting (see CM-16)

CM-8: Boulevard State Street between Eisenhower and I-94 to enable safer automobile, bicycle, and pedestrian movement

Actions:

1. Work with transportation planners and project managers to redesign boulevard concept between Eisenhower and I-94
2. Ensure safe bicycle and pedestrian pathways are integrated into any Boulevard concept
3. Examine the Transportation Plan for direction

CM-9: Assess traffic circle options for high crash areas along the corridor

Actions:

1. Consider how a roundabout may impact the overall corridor
2. Evaluate signal timings, phasing, and coordination with other signals along the corridor

3. Ensure roundabout option increases safety, increases capacity, improves mobility, and incorporates access management

CM-10: Establish high visibility pedestrian crossings throughout the corridor

Actions:

1. Install pedestrian warning signs, high-visibility crosswalk, accessible sidewalk ramps, and street lights.
2. Provide landscaped medians for pedestrian refuge

Active Living and Learning

CM-11: Consider utilizing vacant parcels for athletic fields and recreation facilities

Actions:

1. Work with Parks and Recreation department to determine feasibility and assess demand
2. Develop partnerships with local athletic groups interested in pursuing athletic field development

CM-12: Preserve appropriate parcels of land for public open space, parks, and walking paths

Actions:

1. Assess feasibility of using Malletts Creek as a natural trail connection throughout the corridor
2. Partner with local businesses to determine possible use of private land for parks and walking paths

CM-13: Create a network of walking paths that can be accessed by pedestrians and cyclists (see LU-2)

Actions:

1. Evaluate best options for pedestrian and bicycle pathways
2. Work with the Ann Arbor railroad and project management to determine feasibility of developing a pathway along the railroad corridor **(CM-14)**

CM-14: Develop a pedestrian and bicycle path along the Ann Arbor railroad that will connect the planned Allen Creek bikeway to Pittsfield Township through the corridor

Actions:

1. Conduct initial meeting with Ann Arbor Railroad to determine project feasibility
2. Develop partnerships with local stakeholder groups interested in funding, management, and project assistance
3. Connect the pathway to the University sports center through the city water main easement

Economic Vitality

CM-15: Maintain and enhance the commercial corridor, for property owners, visitors, members of the community, and the University

Actions:

1. Encourage beautification of existing buildings and parcels
2. Incorporate uniform and simple signage **(CM-16)**

CM-16: Incorporate consistent “gateway” treatments into all improvement efforts along the corridor

Actions:

1. Improve landscaping and increase the number of trees
2. Utilize landscaping to help define the character and boundaries of the corridor
3. Implement landscape and streetscape standards that enhance the overall aesthetic qualities of the corridor

4. Introduce uniform and simple signage that supports both existing and future local businesses, assists visitors and members of the community, and guides traffic throughout the corridor. (See CM-7)
5. Develop simple and easy to read gateway signs that define the entrances to the corridor and city
6. Consider introducing monument signs and historical markers along the corridor
7. Utilize lighting improvements to help define the character of the corridor (See CM-7)
8. Replace DTE lights with high efficiency LEDs
9. Improve lighting along pedestrian pathways

CM-17: Identify and apply for grants that will bring financial support to projects that improve the streetscape, including street lights and signage

Actions:

1. Research beautification and landscaping grants
2. Examine and utilize any State or Federal funding
3. Work with Systems Planning to identify funds for streetlight and signage upgrades

CM-18: Preserve economic development potential by creating opportunities for high quality, attractive development and redevelopment

Actions:

1. Partner with SPARK to help facilitate development and redevelopment along the corridor
2. Provide opportunities for more local services such as restaurants, pharmacies, salons, etc...
3. Bolster services along to corridor to accommodate the needs of visitors and residents

CM-19: Explore the development of a Business Improvement District (BID) that allows businesses along the corridor to pay additional fees to fund improvements along South State Street

Actions:

1. Work with local businesses and economic development groups to coordinate this effort
2. Partner with SPARK to help facilitate the BID

Land Use and Access

Transportation Options

LU-1: Enhance non-motorized transportation access throughout the corridor

Actions:

1. Incorporate designated non-motorized paths throughout the corridor
2. Provide a buffer to higher travel speeds and traffic volumes
3. Assess the feasibility of developing a separated multi-purpose pedestrian-bicycle path along the railroad right-of-way

LU-2: Enhance pedestrian movement and access throughout the corridor

Actions:

1. Design and provide safe pedestrian crosswalks
2. Connect existing sidewalks and fill in areas where sidewalk connections end
3. Incorporate pedestrian activated signals at all proposed crosswalks
4. Bring all sidewalks and curb ramps up to ADA minimum standards
5. Improve pedestrian movement and safety along I-94 overpass

As the City designs the reconstruction of major streets, mid-block crossings and pedestrian islands must be considered.

LU-3: Prioritize pedestrian, cyclist, and public transportation improvements along the corridor

Actions:

1. Narrow motor vehicle lanes and pave shoulders to provide protected bicycle lanes
2. Improve maintenance of existing sidewalks and connect sidewalks that abruptly end (LU-2)
3. Partner with AATA to reevaluate route 6 ridership and effectiveness
4. Integrate pedestrian-level lighting

LU-4: Preserve the transportation capacity of the corridor

Actions:

1. Enhance overall mobility and reduce congestion
2. Improve high crash intersections (CM-5)

LU-5: Anticipate and plan for future light rail transit or Bus Rapid Transit along the corridor

Actions:

1. Continue to track the Connector Feasibility Study and assist in identifying transit alternatives for the corridor

LU-6: Consider amending City Code by adding comprehensive access management language

Actions:

1. Establish protocol for an access management study to be conducted
2. Identify specific access management improvement opportunities to support a safer and more efficient transit
3. Incorporate access management opportunities into street design (CM-8)

Sustainable Systems

LU-7: Increase sanitary sewer capacity throughout the corridor

Actions:

1. Incorporate sanitary sewer improvements as other infrastructure improvements are made
2. Work with the University of Michigan to identify capacity needs based on anticipated development

LU-8: Improve stormwater management and drainage along the corridor (see RM-1)

Actions:

1. Identify high priority intersection improvements (see C-3)
2. Incorporate stormwater management techniques and design into all median upgrades
3. Reduce the volume and improve the quality of stormwater runoff
4. Utilize landscaping opportunities that include recreated wetlands, bioswales, raingardens, and street trees
5. Support a comprehensive regional stormwater management study to examine ways to reduce flooding and develop best stormwater management practices

LU-9: Conduct a detailed traffic analysis of the corridor

Actions:

1. Identify high priority intersection improvements (C-3)
2. Address operating conditions with the I-94 interchange and exit/entrance ramps
3. Evaluate and improve signal timing at all intersections to improve overall operation and reduce incidents
4. Develop detailed access management recommendations (LU-6)

LU-10: Enhance street systems operations including light timing, turn lanes, and signage

Actions:

1. Develop informative and tasteful signage to help guide users
2. Evaluate replacing “Michigan lefts” with designated left turn lanes
3. Analyze light timing at intersections

LU-11: Evaluate innovative parking solutions to decrease congestion and utilize land more efficiently

Actions:

1. Evaluate the feasibility of building multi-level parking decks in designated locations
2. Encourage new parking infrastructure systems that support cleaner vehicles

LU-12: Resurface roads in the corridor

Actions:

1. Improve the driving surface
2. Address aesthetic and safety concerns with new striping and markings

Integrated Land Use

LU-13: Annex remaining township parcels along the corridor

Actions:

1. Determine properties eligible for annexation
2. Initiate annexation process with property owners

LU-14: Develop a small business incubator district

Actions:

1. Identify area best suited for small business incubation
2. Re-zone the incubator district to allow for commercial local business

LU-15: Promote mixed land uses (residential and office or residential and ancillary retail) along the corridor

Actions:

1. Encourage mixed land uses where feasible
2. Ensure infrastructure is in place to support more intense mixed use development

LU-16: Promote commercial development in specific areas along State Street

Actions:

1. Encourage commercial land uses where feasible that can provide services to nearby residents and employees

LU-17: Promote Office, Research and Limited Industrial land uses in Research Park

Actions:

1. Encourage Office, Research and Limited Industrial land uses throughout Research Park
2. Ensure infrastructure is in place to support further development in the area

LU-18: Encourage better utilization of urban land through infill and reuse

Actions:

1. Evaluate the development of a park and ride lot in the research park area
2. Support infill development that uses land and infrastructure more efficiently and supports public transit

LU-19: Allow historical land uses to continue

Actions:

1. Support existing light industrial and office uses along the corridor

Resource Management

Clean Air and Water

RM-1: Integrated better stormwater management and drainage throughout the corridor (LU-8)

Actions:

1. Utilize rain gardens and native plants in the medians, islands, and right-of-way to reduce the volume of stormwater runoff and improve the visual appeal of the corridor
2. Convert turf to low maintenance landscaping
3. Utilize landscaping opportunities that include recreated wetlands, bioswales, raingardens, and street trees
4. Support a comprehensive regional stormwater management study to examine ways to reduce flooding and develop best stormwater management practices
5. Incorporate stormwater management techniques and design into all median upgrades
6. Reduce the volume and improve the quality of stormwater runoff

Local Food

Evaluate utilizing open land for community gardens (CM-3)

Actions:

1. Identify appropriate parcels for community gardens
2. Conduct preliminary soil tests to determine any contamination and enhance soil fertility
3. Identify local organizations and stakeholders interested in utilizing land for urban agriculture and committed to on-going maintenance
4. Research potential funding opportunities and implementation support
5. Determine suitability, accessibility, management and operation of identified parcels

AREA 1:

Community

CM-2: Evaluate integrating public art along the corridor

Background: Public art improves the aesthetic quality of public spaces and helps stimulate the local economy. Improving the aesthetic quality of the corridor and corridor cohesiveness are two major priorities outlined by stakeholders. Planning for and incorporating public art into improvements to Area 1 will help improve the character of the corridor and provide cohesiveness.

Actions:

1. Incorporate public art at the corner of Stimson and State Street that signifies the entry into and out of the corridor
2. Partner with the Ann Arbor Public Art Commission (AAPAC) to determine location, identify funds, and generate a timeline for implementation
3. Connect public art projects in Area 1 with public art in Area 2 and the roundabout in Area 3

CM-4: As housing is integrated into mixed use areas, encourage diverse and affordable options.

Background: The City of Ann Arbor currently has two strategies for promoting affordable housing through the site plan process:

- 1) An ordinance requiring some new Planned Unit Developments (PUD's) to have an affordable housing component
- 2) Developers may make a payment in lieu of providing affordable housing units which is deposited into the affordable housing trust fund.

Money from the City's affordable housing trust fund has been used to develop 399 units of affordable housing as of September, 2012. As housing is integrated into mixed use areas along the State Street Corridor, city planners will need to encourage the expansion of affordable housing options.

Actions:

1. If Edwards Brothers ever moves, consider supporting residential and office uses on the site
2. Work closely with the community and economic development department to identify potential locations and developments where affordable housing should be integrated in area 1
3. Rezone parcels in the northwest portion of area 1-A and parcels in area 1-B to Office to allow for multi-family residential development

Land Use and Access

Integrated Land Use

LU-13: Annex remaining township parcels along the corridor

Background: Development pressures after World War II resulted in the City expanding its jurisdiction into surrounding areas and providing water and sewer services to newly developing neighborhoods and commercial districts. Most annexations occurred after owners requested annexation and the city services that accompanied it. This expansion resulted in a number of "islands" of township parcels whose owners did not request annexation. Currently there are 12 parcels in Area 1 that are still under township jurisdiction. The City currently provides multiple services to residents of township islands without collecting revenue from those properties. Additionally, many services are duplicated by Ann Arbor and Pittsfield Townships. It is in the best interest of the City to begin annexing township properties along State Street to end the duplication of service provision.

Actions:

1. Determine properties eligible for annexation
2. Obtain accurate legal descriptions for each parcel
3. Initiate annexation process with property owners
4. Follow the annexation procedures required by MCL 117.9
5. Determine possible outstanding special assessment charges for past City constructed improvements other than water and sanitary sewer

LU-14: Develop a small business incubator district

Background: The northeast portion of Area 1 has a number of small businesses that provide services to the surrounding residential area. The City can encourage the development of new business within the local community by developing a business incubator district. Promoting new small businesses will help contribute to corridor revitalization, increase support for small businesses, and provide additional services to the surrounding residential area.

Actions:

1. Rezone the seven north-most parcels of the corridor to enable small commercial development [businesses of less than 6,000 square feet in size, consistent with the development standards of the C1 (Local Business) zoning district]
2. Support and assist small business entrepreneurs
3. Partner with SPARK to help facilitate small business growth in the area

LU-15: Promote mixed land uses (residential and office or residential and ancillary retail) along the corridor

Background: People are more likely to be physically active and engaged in their community when their homes, jobs, and retail activities are located close together. Mixed land uses can help promote non-motorized transportation options, encourage street-scale design, revitalize portions of the corridor, and extend housing options. The proximity of Area 1 to existing residential land uses makes it ideal for promoting mixed use development in the future.

Actions:

1. Promote mixed-use office and residential land uses for all parcels between the old township line and Stimson Street
2. If Edwards Brothers decides to relocate, promote mixed-use residential and office uses in that area
3. Anticipate recreational development in the surrounding properties if residential uses are promoted
4. Encourage mixed-use residential and office uses along both the north-west and north-east portion of the corridor in designated parcels (see land use recommendations map on page 10)

AREA 2:

Community

CM-2: Evaluate integrating public art along the corridor

Background: Public art improves the aesthetic quality of public spaces and helps stimulate the local economy. Improving the aesthetic quality of the corridor and corridor cohesiveness are two major priorities outlined by stakeholders. Planning for and incorporating public art into improvements to Area 2 will help develop the character of the corridor and provide cohesiveness. It can also be used as an introduction to Ann Arbor for visitors entering the City from I-94.

Actions:

1. Consider placement of public art along medians between Eisenhower and I-94
2. Incorporate a gateway/welcome to Ann Arbor element for visitors entering corridor from I-94
3. Partner with AAPAC to determine ideal location, identify funds, and generate a timeline for implementation
4. Connect public art projects in Area 2 with public art in Areas 1 and 3

Safe Community

CM-5: Assess and improve high crash areas along the corridor

Background: South State Street has two intersections with some of the highest crash incidences in Ann Arbor. In Area 2, the intersection of Victors Way, Hilton Boulevard, and State Street generate a high number of vehicle conflicts. The City will work to develop and implement strategies that maximize safety for users of the roadway including non-motorized users. Improvements must incorporate engineering, access management and public awareness.

Actions:

1. Work with city transportation planners and assess benefits of turning area 2 into a boulevard
2. Consider closing Hilton Blvd egress from Briarwood Mall
3. Consider removing left turn option from Victors Way onto State Street
4. Support improvements of the I-94/State Street eastbound off-ramp
5. Support improvements to the I-94/State Street westbound off-ramp
6. Improve driver awareness

CM-6: Develop safe non-motorized systems

Background: Improving pedestrian and bicycling access in Area 2 was identified as a top priority by stakeholders. Corridors with safe non-motorized access help create a positive sense of place and enhances the quality of life for all stakeholders. Presently, the sidewalks in Area 2 are rundown, lacking curb cuts, or don't exist at all in certain portions of the corridor. Additionally there is no safe way for cyclists to move through the corridor since automobiles dominate the roadways and bike lanes are lacking. It is important for the City to develop, improve, and maintain both pedestrian and bicycle pathways throughout Area 2.

Actions:

1. Conduct a technical study of existing conditions as well as the challenges and opportunities facing bicycle and pedestrian transportation along the corridor
2. Evaluate best location for refuge islands, crosswalks, and pedestrian activated High-intensity Activated crosswalk (HAWK) signals in two east-west locations in Area 2
3. Consider installing a SCOOT traffic signal at State Street and Victors Way/Hilton Blvd.
4. Create a divided bicycle pathway (with bollards and paint) from Eisenhower to Airport Blvd
5. Enhance existing interstate crossing options for both pedestrians and cyclists
6. Complete sidewalk connections on east side of State from Ellsworth to Eisenhower
7. Redevelop and maintain sidewalks on the west side of Area 2 to meet American with Disabilities Act (ADA) requirements. Incorporate marked crosswalks and signal timing for pedestrian crossings

CM-9: Assess traffic circle options for high crash areas along the corridor

Background: (From the City of Ann Arbor Transportation Plan) The intersection of State Street at Victors Way is an unsignalized intersection that provides access to a dense commercial area. This intersection is categorized as a critical crash location based on both crash rate and crash frequency. A total of 98 crashes occurred at this intersection during a three-year study period. Over 50% of these crashes are rear-end type crashes with the majority of them occurring along the eastbound approach. This intersection is operating at a failing level of service during both AM and PM peak hours.

Actions:

1. Work with city transportation planners to assess traffic circle viability at the Victors Way and State Street intersection
2. Consider closing Hilton Boulevard egress from Briarwood Mall
3. Meet with project management, transportation planners, and intersection designers to evaluate other intersection options and designs

CM-10: Establish high visibility pedestrian crossings throughout the corridor

Background: Currently State Street between Eisenhower and I-94 does not have any pedestrian crossings. There is a high demand for safe crosswalks due to the number of hotels and offices on the east side of State Street and the amenities located on the west side of the street. Crossing State Street should be safe and convenient for pedestrians.

Actions:

1. Meet with project management, transportation planners, and intersection designers to evaluate other intersection options and designs
2. Install high-visibility crosswalks from Briarwood Mall to Hotels on Boardwalk
3. Provide landscaped medians for pedestrian refuge between Eisenhower and I-94
4. Consider enhancements such as textured or colored pavement, pedestrian level lighting, landscaping and sidewalk bulb-outs

Land Use and Access

Transportation Options

LU-2: Enhance pedestrian movement and access throughout the corridor

Background: Sidewalks are a fundamental component of the non-motorized transportation network. In order to create a comprehensive sidewalk system, the City must ensure that all sidewalk gaps and bring existing sidewalks up to ADA minimum standards. Currently the east side of Area 2 has sidewalks that abruptly end or lack sidewalks entirely. The west side sidewalks have been poorly maintained and are impassible in some areas. Improving pedestrian movement and access in this area is essential to developing a safe and well connected corridor. As the City designs reconstruction of major streets, mid-block crossings and pedestrian islands must be considered.

Actions:

1. Design and provide safe pedestrian crosswalks between hotels and Briarwood mall in two designated places along Area 2
2. Connect existing sidewalks and fill in areas where sidewalk connections end
3. Improve sidewalk on west side of State and bring to ADA minimum standards
4. Work with Briarwood Mall to develop a safe designated pedestrian pathway from crosswalks to mall entrance through parking lot
5. Improve pedestrian movement and safety along I-94 overpass
6. Work with MDOT to improve sidewalks and pedestrian movement over I-94

LU-5: Anticipate and plan for future light rail transit or Bus Rapid Transit along the corridor

Background: The State Street corridor is one of two corridors that have the “best potential to support signature transit.”ⁱⁱ State Street has some of the highest ridership in the AATA and UM bus systems and connects to high-use activity centers such as Briarwood mall. Planners will need to work closely with transportation planners and project management to ensure buildings, streets, and enhancements along the corridor support the potential development of public transit.

Actions:

1. Continue to track the Connector Feasibility Study and assist in identifying transit alternatives for the corridor
2. Ensure parking is never placed between a building and the sidewalk
3. Design right-of-way landscaping for active use
4. Encourage development near potential transit stops

Sustainable Systems

LU-11: Evaluate innovative parking solutions in order to decrease congestion and use land more efficiently

Background: Currently, much of the parking along the corridor consists of large surface lots that are only filled during the holiday shopping season or for special events. These large surface lots make up valuable real estate that can be used for innovative transportation systems or developed in a manner that uses land more efficiently.

Actions:

1. Evaluate the feasibility of building multi-level parking decks in Briarwood Mall area
2. Work with Briarwood Mall to develop design and determine possible incentives
3. Consider innovative multi-story parking solutions that integrate the “tree city” theme and feel (see Miami’s Ballet Valet Parking Garage)
4. Evaluate use of solar canopies in existing parking lots

LU-12: Resurface the pavement along corridor

Background: State Street acts as one of the main entrances into the City and is a heavily used corridor. Weather, salt, high traffic volume, and time all negatively affect pavement. Presently the condition of the surface in Area 2 is poor and needs to be resurfaced in collaboration with boulevard and landscaping improvements.

Actions:

1. Improve the driving surface between Eisenhower and I-94 when median upgrades are made

Integrated Land Use

LU-15: Promote mixed land uses (office or ancillary retail) along the corridor

Background: Mixed land use policy interventions can help revitalize portions of the corridor, expand amenity options, and provide cohesiveness. The majority of Area 2 is made up of office and commercial/retail land uses. Continuing to promote these uses south of Briarwood mall will maintain the character of the area and retain consistency.

Actions:

1. Promote mixed use (commercial, office, and residential) land uses along the east, south, and west sections of Briarwood Mall to use land more efficiently and encourage non-motorized opportunities

AREA 3:

Climate and Energy (Sustainable Energy)

CE-1: Evaluate utilizing vacant parcels for alternative energy generation

Background: As of 2012, Research Park consists of a mixture of office and research uses as well as large vacant parcels of open land. These parcels may be utilized for renewable energy development projects that help the City of Ann Arbor and its residents generate their own electricity using solar, geothermal, or wind. This action would help the city in its goal to implement community renewable energy projects (Climate Action Plan EB-24). Advantages of utilizing this land for renewable energy include the fact that infrastructure such as transmission lines, roads, and water are already onsite.

Actions:

1. Conduct a site-specific analysis to identify and/or prioritize the best sites for developing renewable energy facilities based on technical and economic potential
2. Consider strategies in Area 3 to allow for small scale renewable energy generation projects

CE-2: Promote energy efficiency incentives that encourage all new buildings to have solar ready rooftops.

Background: Buildings in Research Park have traditionally been large one or two story facilities with large parking lots. These buildings have large underutilized rooftops that have the potential to generate energy. Solar panels on buildings can either be integrated into the buildings or mounted onto the roof.

Actions:

1. Promote the Property Assessed Clean Energy (PACE) program to existing building owners
2. Help facilitate connections between building owners and independent developers interested in leasing rooftops for energy generation.
3. Develop incentives that promote new buildings to have solar ready rooftops

Community (Engaged Community)

CM-2: Evaluate how public art can be integrated along the corridor

Background: Public art improves the aesthetic quality of public spaces and helps stimulate the local economy. Improving the aesthetic quality of the corridor and corridor cohesiveness are two major

priorities outlined by stakeholders. Planning for and incorporating public art into improvements to Area 3 will help develop the character of the corridor and provide cohesiveness.

Actions:

1. Encourage public art projects near I-94 with the roundabout project at Ellsworth and State Street

CM-3: Evaluate utilizing open land for community gardens

Background: As of 2012, Research Park consists of a mixture of office and research uses as well as large vacant parcels of open land. These parcels may be utilized for community gardens and small scale urban agriculture.

Actions:

1. Identify vacant parcels within Research Park
2. Conduct preliminary soil tests to determine if there is any contamination on site
3. Partner with local schools to identify opportunities for education and on-going maintenance
4. Identify local organizations interested in utilizing land for urban agriculture and committed to on-going maintenance
5. Determine suitability, accessibility, management and operation of identified parcels

Safe Community

CM-5: Assess and improve high crash areas along the corridor

Background: The intersection of State Street at Airport Blvd/Research Park Drive is a signalized intersection that provides access to a office buildings to the east and commercial uses to the west. This intersection is categorized as a critical crash location based on both crash rate and crash frequency. This intersection was upgraded in early 2012 and new traffic patterns and signage have led to confusion for many motorists.

Actions:

1. Re-evaluate signage and traffic signal timing at Research Park Drive and South State intersection
2. Meet with project management, transportation planners, and intersection designers to evaluate other intersection options and designs

Active Living and Learning

CM-10: Consider utilizing vacant parcels for athletic fields and recreation facilities

Background: "Office space in the suburbs has been a hard sell since the financial crisis struck in 2007 and entwined with the collapse of the housing market".ⁱⁱⁱ Currently Research Park consists of a mixture of office and research uses as well as large vacant parcels of open land. These parcels may be temporarily utilized for athletic fields and outdoor recreation facilities.

Actions:

1. Work with Parks and Recreation department to determine feasibility and assess demand
2. Develop partnerships with local athletic groups interested in pursuing athletic field development
3. Develop partnership with the local school to assist with development and maintenance of fields

Land Use and Access

Sustainable Systems

LU-12: Resurface the pavement along the corridor

Background: State Street acts as one of the connections to Pittsfield Township and Research Park and is a heavily used corridor during morning and evening rush hour. Weather, salt, high traffic volume, and time all negatively affect pavement. Presently, the condition of the surface in Area 3 is poor and needs to be resurfaced in collaboration with intersection and non-motorized transportation improvements.

Actions:

1. Repave Research Park Drive
2. Fix massive pot holes at entrance to Research Park Drive and State Street

LU-16: Promote commercial development in specific areas along State Street

Background: Rezoning Research Park to the ORL zoning district is recommended to allow greater flexibility in the land uses while maintaining consistent building placement limitations. Three parcels directly located on State Street are perfectly situated to support commercial land uses.

Actions:

1. Support commercial and mixed use land uses on the three parcels along Research Park Drive and South State

ⁱ http://www.epa.gov/oswercpa/maps/epa_tracked_sites_data_guidelines.pdf

ⁱⁱ [http://www.a2gov.org/government/publicservices/systems_planning/Transportation/Documents/A2 Transportation Plan Chapter 3 Recommendations.pdf](http://www.a2gov.org/government/publicservices/systems_planning/Transportation/Documents/A2_Transportation_Plan_Chapter_3_Recommendations.pdf)

ⁱⁱⁱ <http://www.suntimes.com/business/roeder/14319633-452/nobody-home-at-suburban-office-parks.html>

DRAFT

Site Specific Recommendations

Area 1-A – This 3.6 acre area on the east side of South State Street consists of six lots, four of which currently are in Ann Arbor Township’s jurisdiction. Current uses are primarily industrial and office in nature, with the exception of the retail grocery store at the Stimson/Ann Arbor Railroad intersection, which is zoned C3 (Fringe Commercial) and P (Parking). Many of the buildings in this area are one story and located at the rear adjacent to the Ann Arbor Railroad, with parking in front of the buildings and little landscaping. There are no storm water detention facilities in this area.

Area 1-A is envisioned as a future mixed-use neighborhood retail center serving the Yost and Burns Parks neighborhoods, expanding upon the existing convenience commercial offerings located near the Stimson/South Industrial intersection. As parcels are annexed or redeveloped in this area, they should be zoned C1 (Local Business) zoning district to support the development of this center. The C1 zoning limits the size of businesses to a maximum 8,000 square feet and does not allow drive-through windows. New development in this area should provide pedestrian and vehicular connections to neighboring properties. New buildings should be fronted along South State Street to encourage non-motorized and transit access. Design of new developments should be consistent with the recommendations for mixed use neighborhood retail centers found in Chapter 5.

Site 1-B – This 9 acre area contains six parcels on the east side of South State Street, four of which currently are in Pittsfield Township’s jurisdiction. These parcels contain established light industrial and vehicle repair uses, and the two parcels within the City’s jurisdiction are zoned M1 and M1A (Limited Industrial). As parcels are annexed or redeveloped in this area, M1 or M1A zoning is recommended to support the continued use of this area for light industrial uses.

Site 1-C This 9.3 acre area contains 14 parcels on the west side of South State Street, five of which are in Pittsfield Township’s jurisdiction. This area contains a mix of office uses and single-family residential, in addition to an undeveloped public right of way (Parkcrest Avenue). As parcels in this area are annexed or redeveloped, O (Office) zoning continues to be the most appropriate zoning to support a mix of residential and office uses.

Site 1-D– This 12.5 acre site consists of 6 lots on the east side of South State Street across the street from the main entrance to the University of Michigan’s South Athletic Campus. Current uses include a mixture of office uses and low-intensity businesses on land that is generally underutilized. The current zoning is MI (Limited Industrial) and O (Office). Office, residential and a mixture of office and residential uses are recommended for parcels in Area 1-D. New buildings

should be fronted along South State Street to encourage non-motorized and transit access. As parcels in this area are redeveloped, the O (Office) zoning is the most appropriate zoning to support the future residential/office mix.

Site 1-E– This 16.7 acre site is located on the west side of South State Street and is surrounded on three sides by land owned by the University of Michigan. The site is currently being used as a book manufacturing facility. This use and similar light industrial uses, in addition to office uses, are consistent with the existing M1 (Limited Industrial) zoning and should be allowed to continue. If this parcel is redeveloped in the future, residential and a mixture of office and residential uses would be appropriate for this site. Office uses would be consistent with existing office uses along South State Street just north of the site. Residential uses would support the expansion of the University of Michigan’s South Athletic Campus as well as provide housing opportunities for students and employees working at nearby office uses. The O (Office) zoning designation would be the most appropriate zoning designation to support these future land uses.

Site 2-A – This 169 acre area consists of the Briarwood regional shopping mall (6 parcels) and residual properties on the periphery of the mall (22 parcels) that primarily front on Briarwood Circle and Hilton Boulevard. Briarwood Mall is the largest shopping center in Washtenaw County. Current uses along the outer edge of Briarwood Circle and Hilton Boulevard include hotels, office, and limited restaurant and retail uses, in addition to a string of regional detention ponds in the Mallett’s Creek watershed. These parcels are zoned O (Office), R4B (Multiple-Family), R5 (Hotel) and PUD (Planned Unit Development). Continuation of this mix of low traffic-generating uses is appropriate for these for these residual parcels. Improved pedestrian and transit access should be incorporated into any redevelopment of these parcels.

The Briarwood Mall buildings are zoned C2B (Business Service) and the surface parking lots surrounding the mall are zoned P (Parking). The mall, which was built in the early 1970’s, has a low floor area to lot area ratio (FAR). Rezoning of the P districts to C2B is recommended in coordination with redevelopment of the mall to increase its FAR. Redevelopment should incorporate non-motorized and transit facilities to expand access to the site and temper increased traffic and parking demand that may result from expanding the commercial uses on site. Converting surface parking to structured parking allow portions of the existing parking lots to be used as additional retail, restaurant, and hospitality uses. More intense uses will help use land more efficiently and can promote greater vitality at the mall.

Site 2-B – This 42.5 acre site contains 16 parcels that front on Victors Way and Broadway. This area contains a mix of hotel and restaurant uses, surrounded by multi-tenant office buildings and the University of Michigan’s Wolverine Tower

office building. This area contains R5 (Hotel), C3 (Fringe Commercial), P (Parking), O (Office) and M1 (Limited Industrial) zoning.

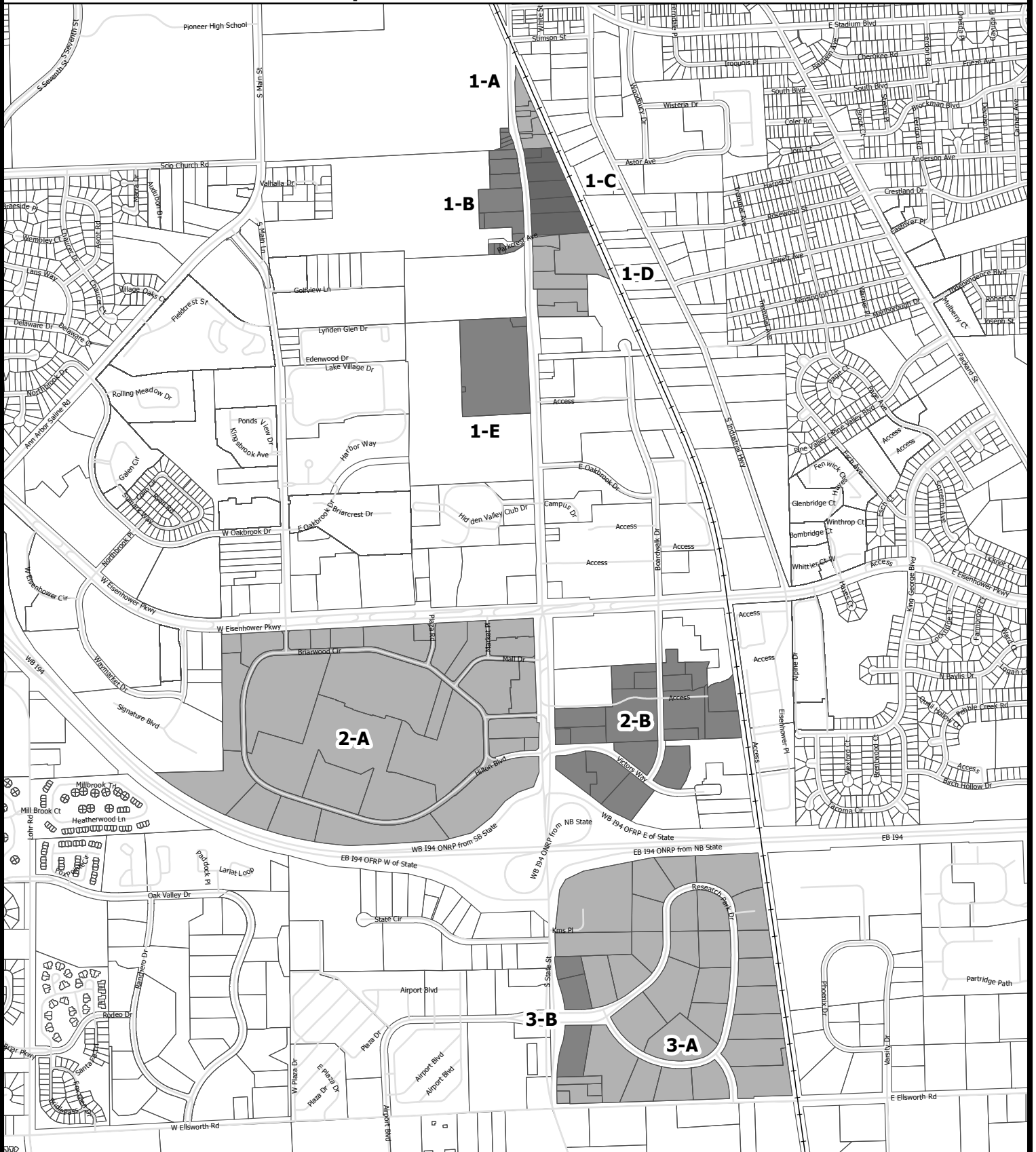
Area 2-B has developed into an important hospitality district, with lodging and restaurant options located within walking distance of each other. This area also provides convenience food options for nearby employees with two drive-thru restaurant options. As parcels in Area 2-B redevelop, recommended zoning designations include C1B (Community Convenience) or C2B (Business Service) to support convenience commercial uses for employees and hotel guests in the immediate vicinity. New uses should be designed to encourage convenient non-motorized and transit access and connect driveways and sidewalks to adjacent sites. Connection to the private east-west drive connecting South State Street and Boardwalk is encouraged. Additional drive openings onto State Street are discouraged.

Site 3-A This 8.29 acre area contains three parcels fronting South State Street at Research Park Drive that are zoned O (Office). Two of the parcels contain a multi-story office buildings; the third parcel is vacant. As these parcels redevelop, retail uses are recommended. The retail uses should be consistent with those permitted in the C1 (Local Business) zoning district where the size of businesses are limited to a maximum 8,000 square feet and no drive-through windows are allowed. For the two properties that front Research Park Drive, access should be provided from Research Park Drive in order to limit the number of curb cuts along South State Street to improve safety. The new retail buildings should front South State Street to provide direct non-motorized access to this transit corridor.

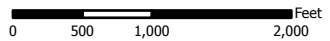
Site 3-B This 120.9 acre research park was a joint project between the City and the Ann Arbor Chamber of Commerce in the early 1960's. There are 29 parcels in Area 3-B, six of which are vacant. This area currently is zoned RE (Research), which limits uses to research and prototype manufacturing. Current uses in the area include research, office, storage and a charter elementary school. Uses consistent with the Office/Research/Limited Industrial (ORL) zoning district are recommended for those parcels along Research Park Drive, as shown on the future land use map.

South State Street Corridor Study

Site Specific Land Use Recommendations



- Railroads
- Sites
- County Parcels



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