



Huron Apartments

315 W Huron St., Ann Arbor, MI

Summary

PUD Request

Trail and Park Offering

Sustainability, Affordability

Features

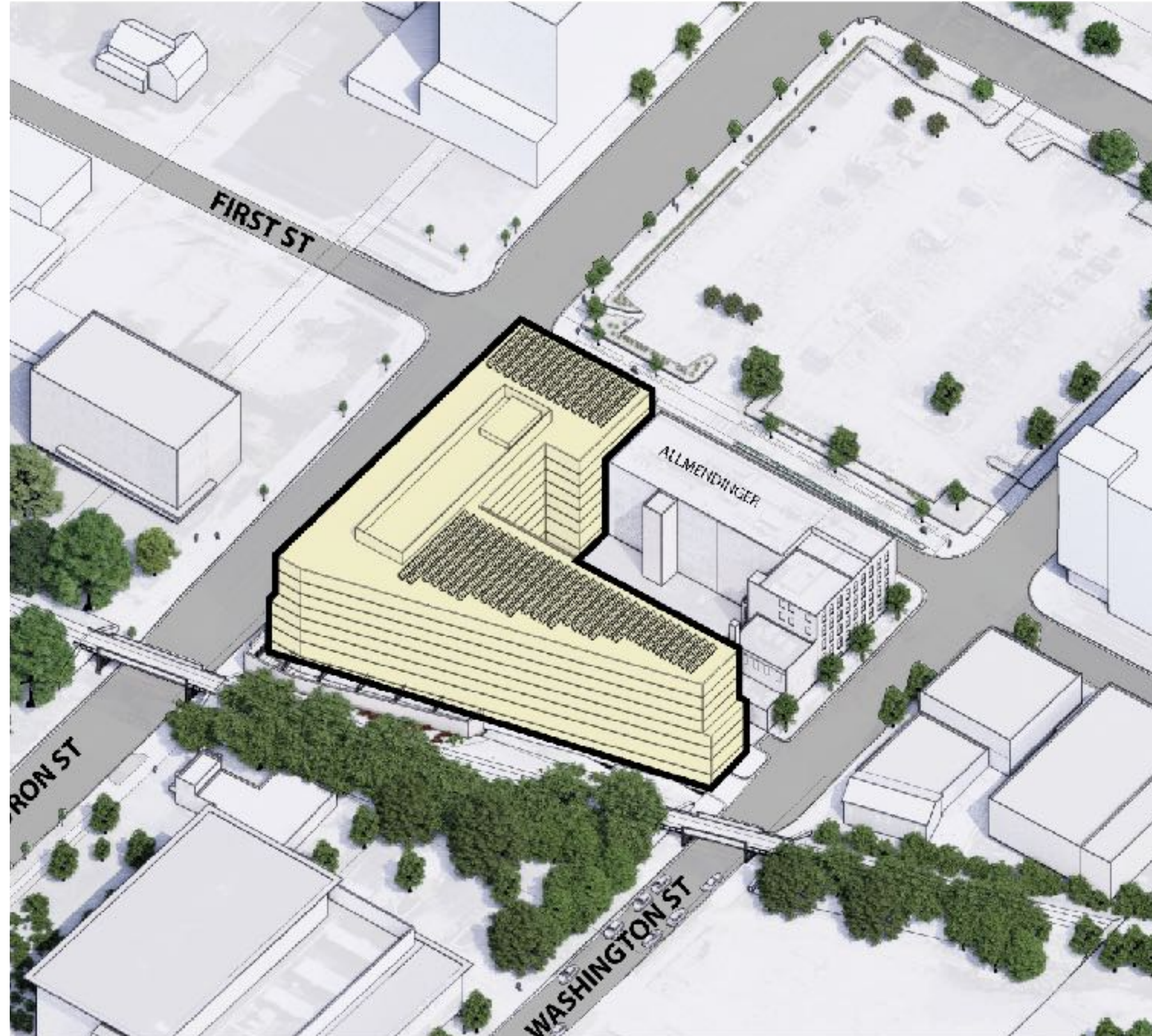
TALBOT
DEVELOPMENT

Summary

- Seeking PUD approval to rearrange by-right density vertically
 - 285 non-student oriented units, ~100 parking
 - Diverse unit mix allowing for range of price points
 - Highly walkable location near heart of downtown
 - Constructed with light gauge steel for minimal waste & weight and maximum recyclability
 - All electric – even commercial spaces
 - 15% affordable units at 60% AMI (MSHDA TIF)
 - Coffee shop/bodega in ground floor and possible new *Last Word* on rooftop
- Construction of Tree Line Trail segment and new Bicentennial Park in consideration of PUD approval



PUD Request

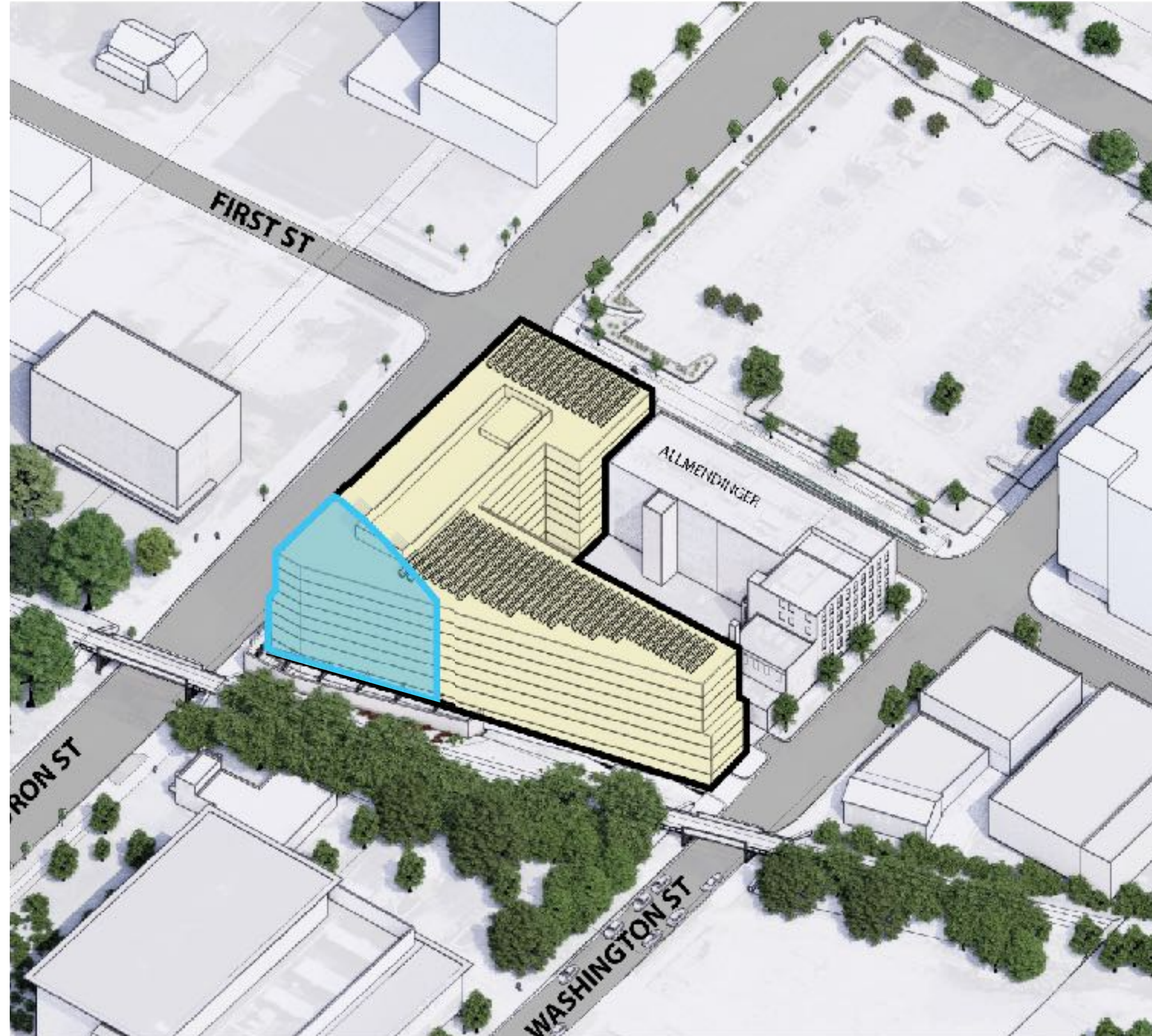


- By-Right Design
- Site is D2 zoned with First Street Character Overlay
 - D2 - no height limit, 80% lot coverage maximum
 - Overlay limits to 60 ft + 18 ft bonus = 78 ft or 7 stories
- Building footprint could be 29,430 SF x 7 stories
- Total by-right building size is 202,750 SF

- Not feasible due to several factors



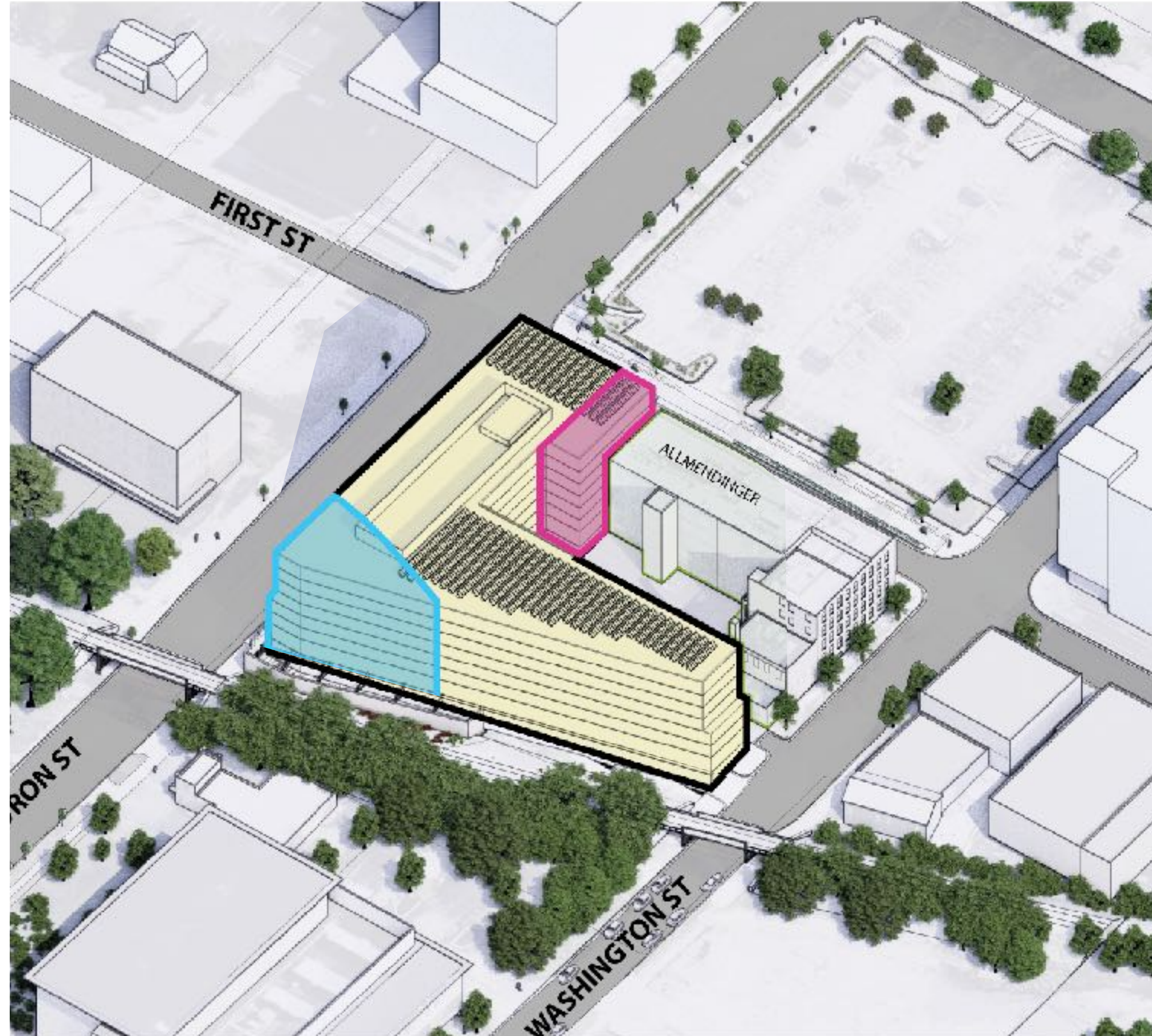
PUD Request



1. Floodplain - Northwest corner of the site
Building here is prone to flooding and is discouraged both by city resiliency goals and insurance carriers



PUD Request

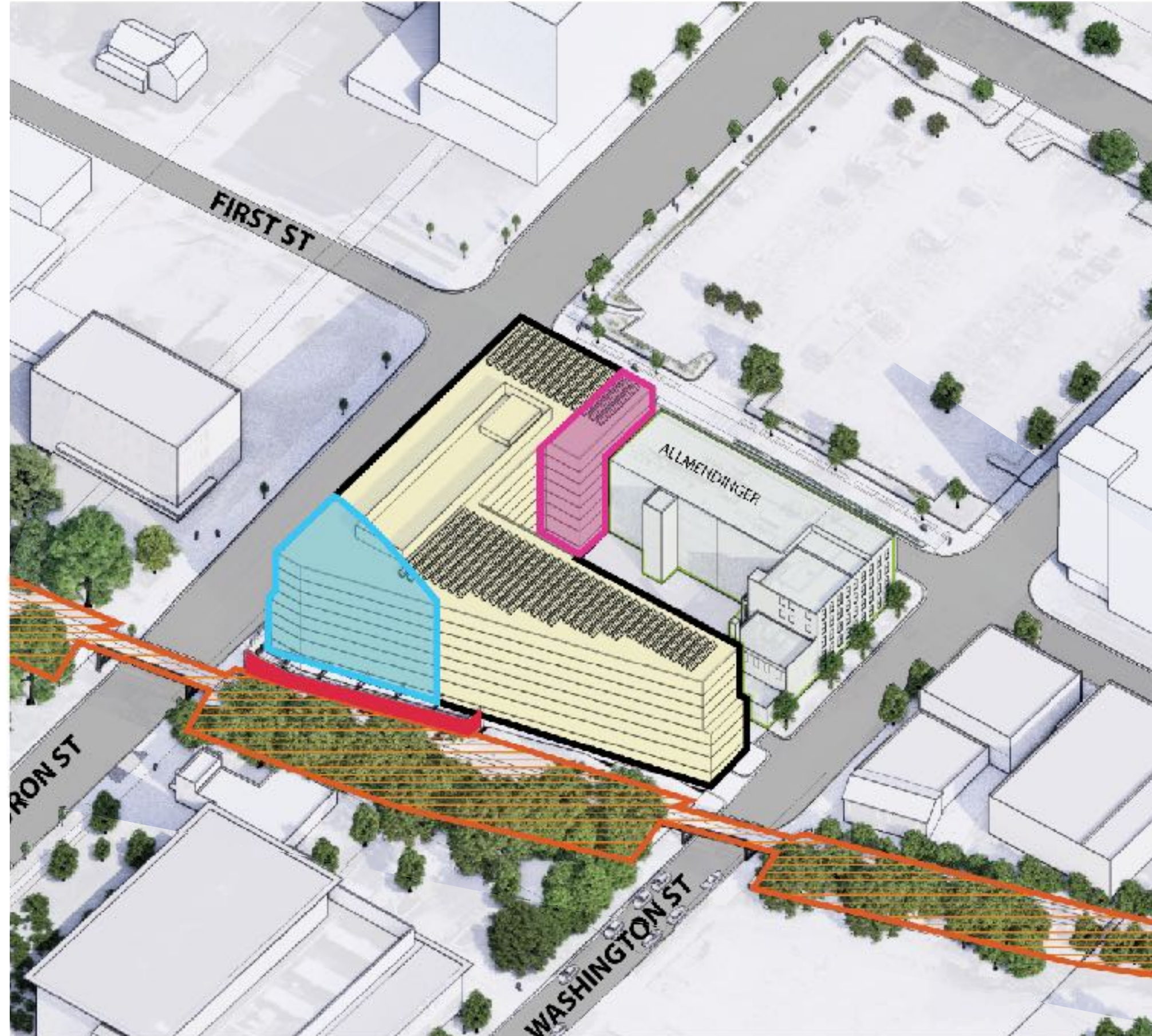


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Building here is prone to flooding and is discouraged both by city resiliency goals and insurance carriers

2. Adjacent Structure - East edge of the site
Building here blocks grandfathered windows and "crowds" the Allmendinger building.



PUD Request

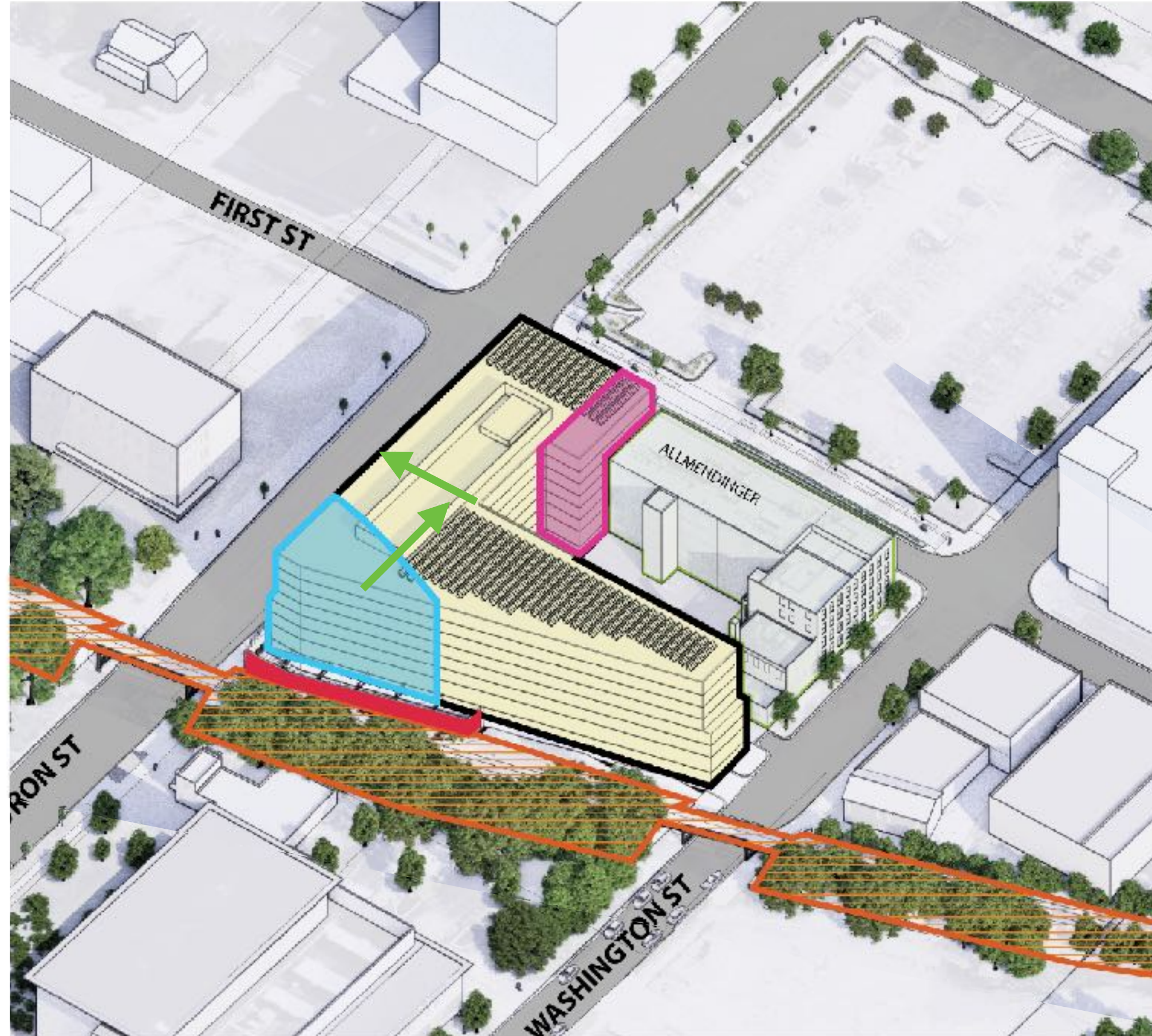


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3. Elevated Rail Line - West edge of site
Lower floor units would be at or below grade of tracks maximizing noise & vibration and reducing livability

PUD Request



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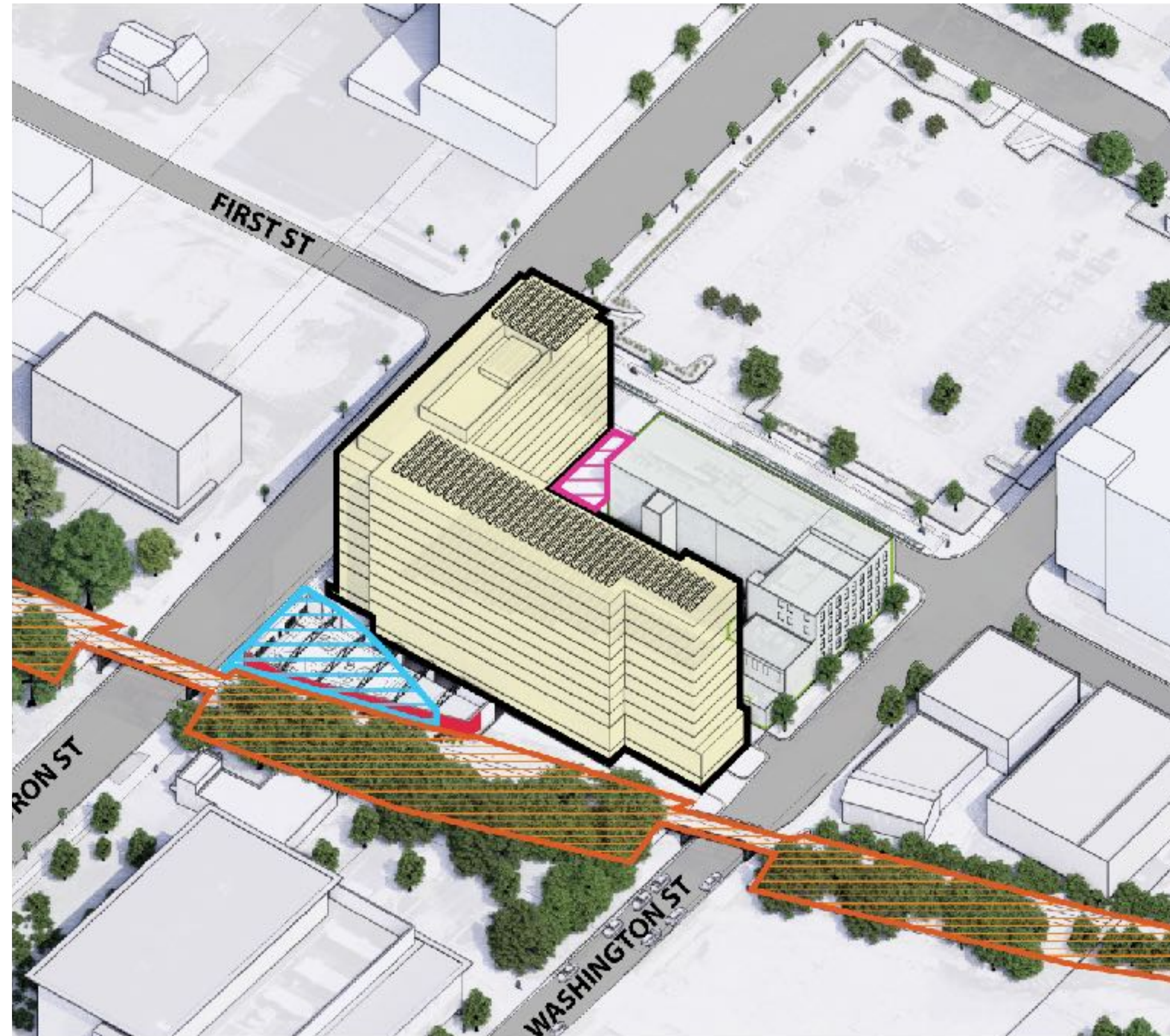
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4. Bar depth - Inner "elbow" of building
Distance is too great from unit entry to window to allow adequate natural light



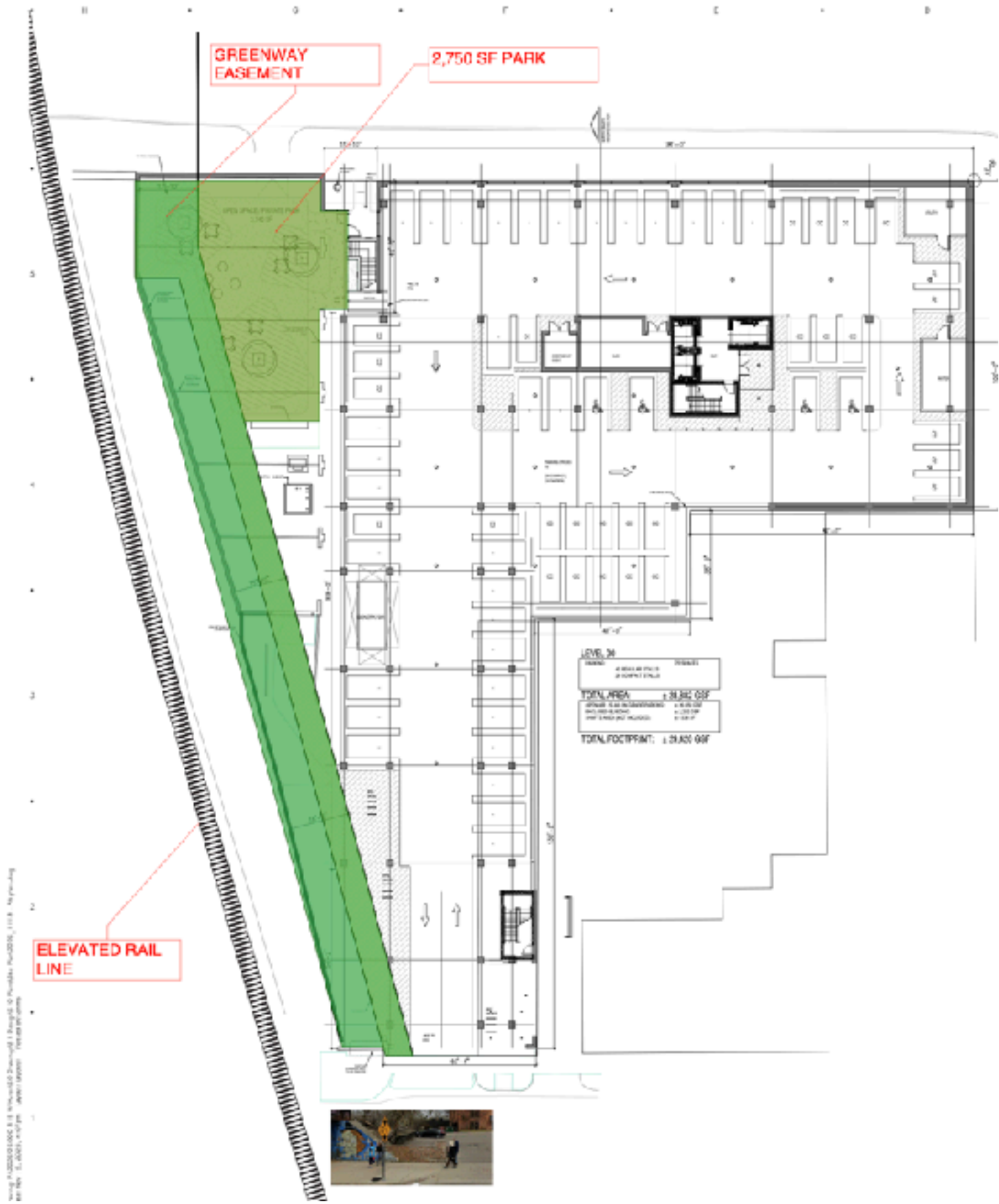
PUD Request



- Configuration requested via PUD approval – 10 stories
 - Building pulled back from floodplain
 - Building set back from Allmendinger building to allow light and air, making use as a drive aisle
 - Residential units pushed 1 story above track grade
 - Bar depth allows natural light throughout units
- Total of 202,420 SF – 330 SF *smaller* than by-right
 - Building mass is rearranged vertically vs. horizontally
- Unbuilt western site space allows for new uses



Tree Line Trail and Park



*Note that this plan requires some cooperation from the rail road to leave existing retaining walls in place



Treeline Trail and Park



Sustainability

- - 100% electric
 - No natural gas plumbed in the building at all
- Cold-form steel construction
 - ~70% recycled steel
 - Lighter weight and Michigan sourced – less transportation CO2
 - Infinitely recyclable at end of building life
 - Low waste – most parts come pre-cut
 - Faster to build than concrete – heads in beds sooner
- Prefabricated exterior wall sections
 - Low waste and high quality – made in controlled conditions
- Triple pane windows for energy and sound advantages
- Solar panels and EV charging
- Parking levels are not sloped
 - Can be converted to other uses in the future



Affordability

- Planning to comply with MSHDA Housing TIF program
 - 15% of units at 60% AMI (or applicable requirement at date of approval)
- Not planning to pay fee-in-lieu and instead just build the affordable units
 - Affordable housing is needed ASAP
 - Blindly mixed income buildings offer socioeconomic advantages to affordable renters vs. 100% affordable projects
 - Building location is ideal for downtown service industry employees who benefit greatly from walkability



Additional Project Features

- Coffee shop and bodega integrated into the lobby
- Building amenities on top floor to democratize city views
 - Fitness center with Pilates/Yoga studio
 - Lounge with kitchen and workspaces
 - Screening room and/or listening room
- Possible reincarnation of *The Last Word* as a rooftop cocktail lounge with city views – an Ann Arbor first
- Secure and plentiful bike storage with e-bike charging
- High ceilings and maximal windows to the extent feasible
- Resident centered design
 - Premium door hardware, unit entry decor, maximum natural light, custom scent in common areas
 - Smart app access control, package concierge, dog wash, covered parking
 - Access to Treeline Trail and Bicentennial Park

- 285 units across 6 unit types with distinct price points allowing for a diverse applicant pool

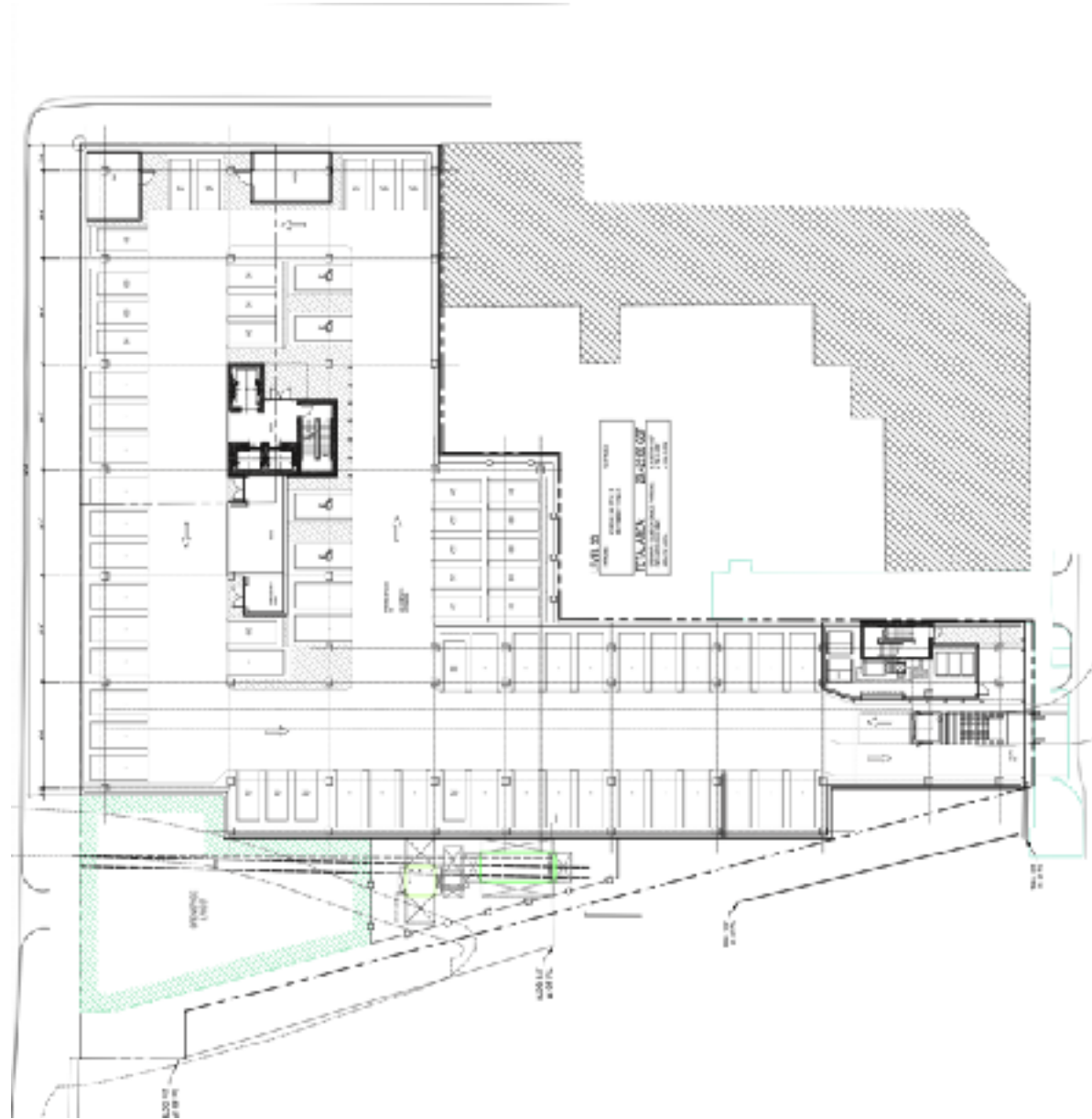
Unit Type	Count	Average SF
Studio	35	325
Studio+	69	450
1BR	117	660
1.5BR	25	750
2-Level Townhouse	5	800
2BR	35	920
Total	285	593
Parking	Approx 100	



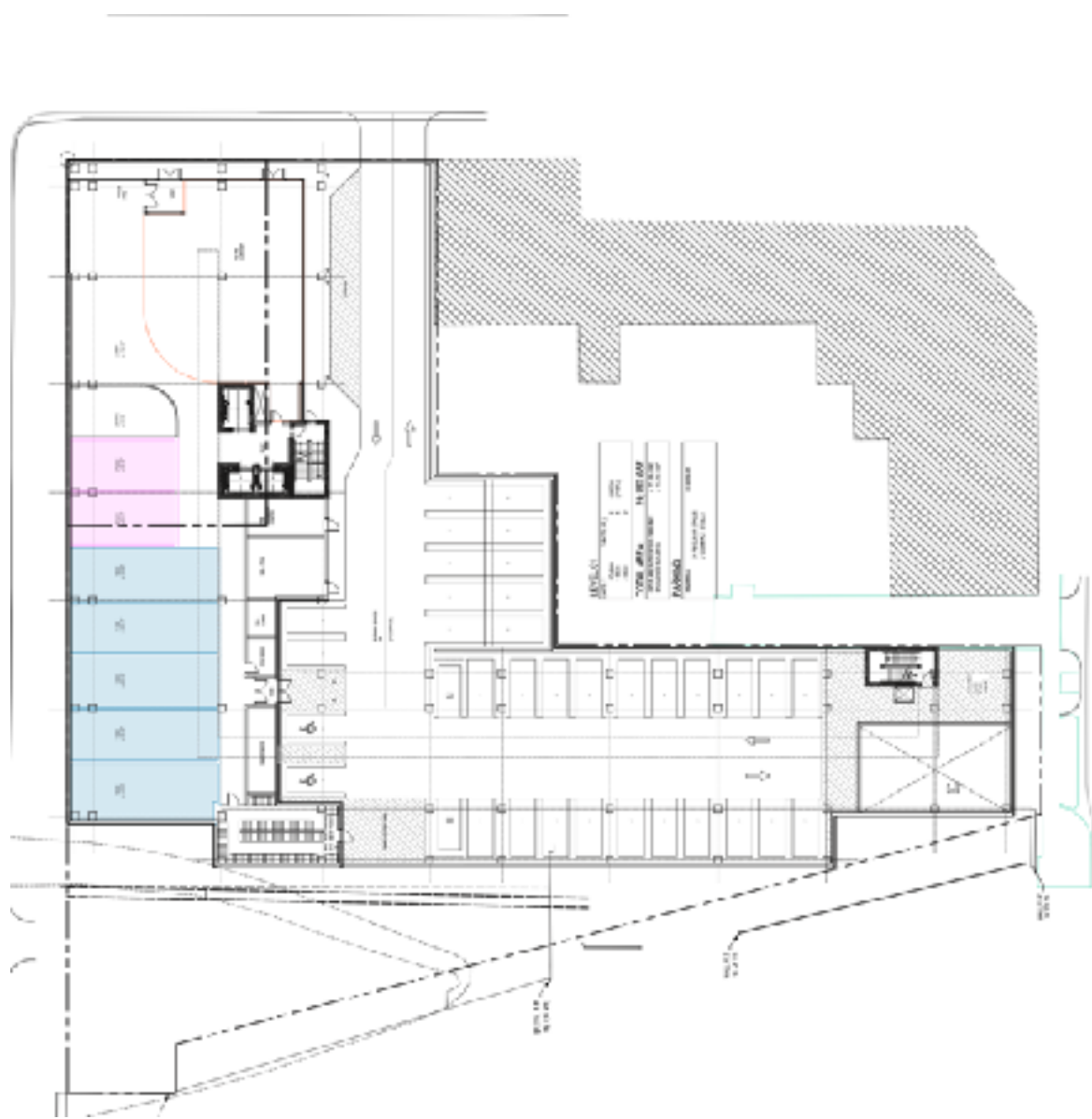
Backup Slides



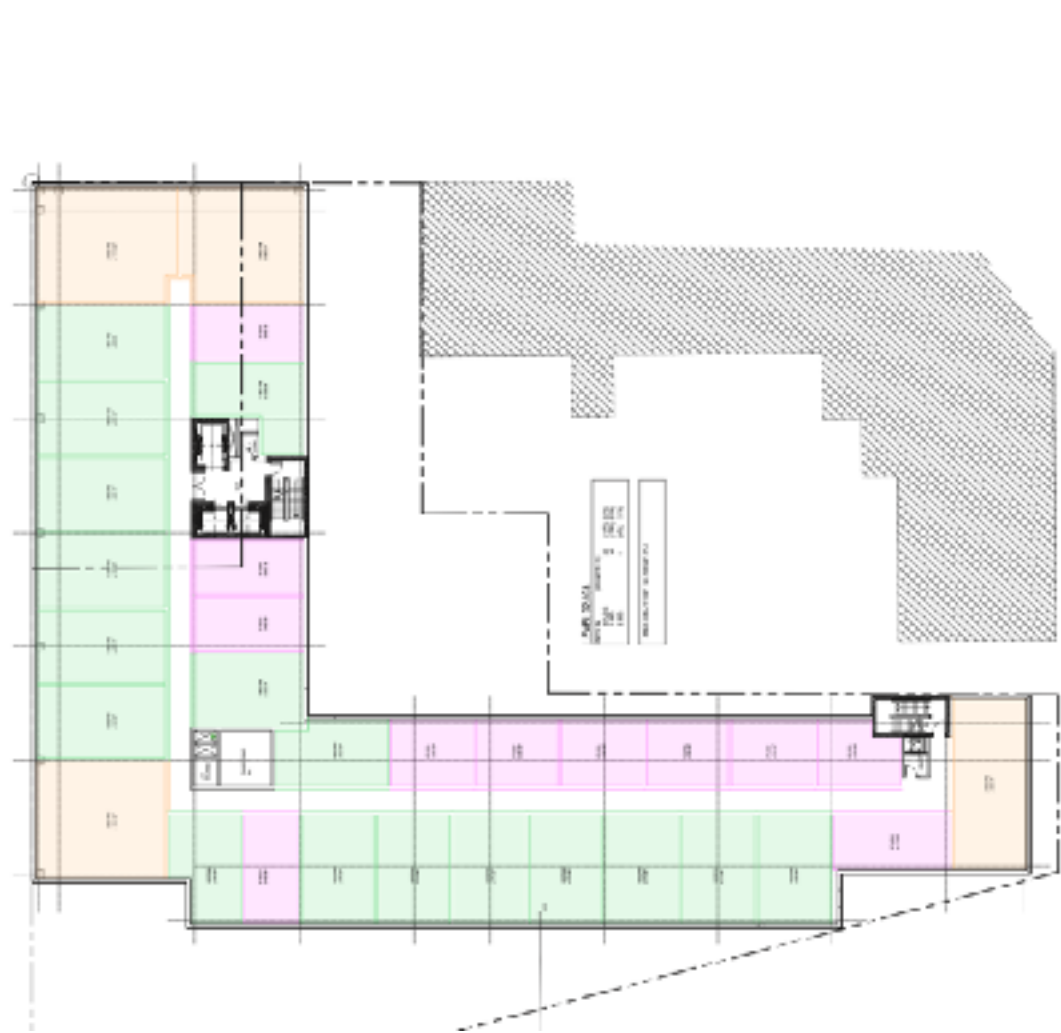
Floor Plans



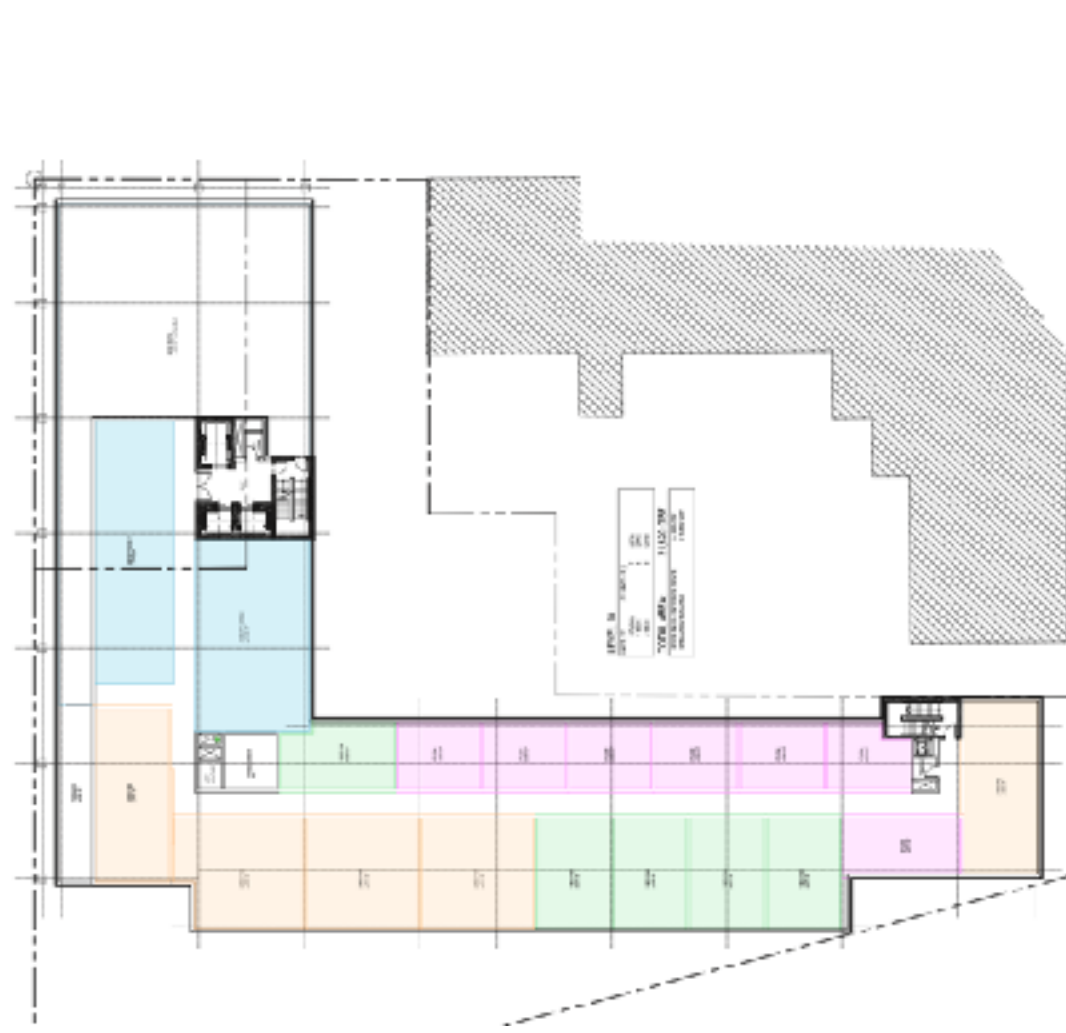
L1 - Parking



L2 - Parking and Lobby



L3-11 - Typ. Residential Floor



L12 - Amenity and Penthouses



Schedule

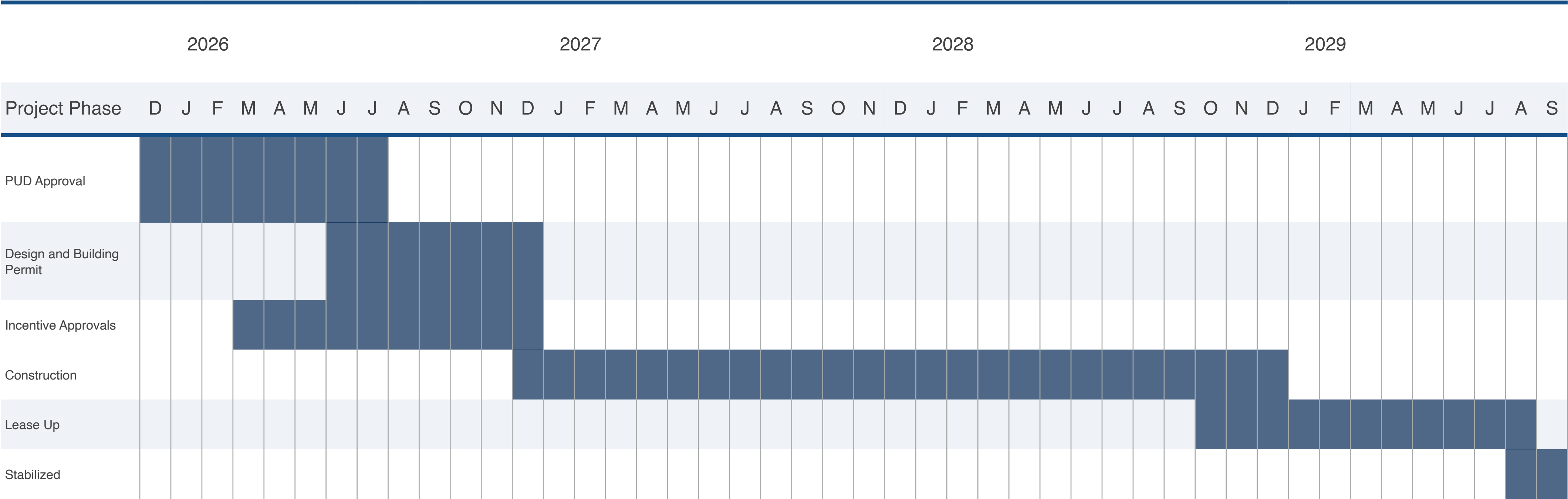
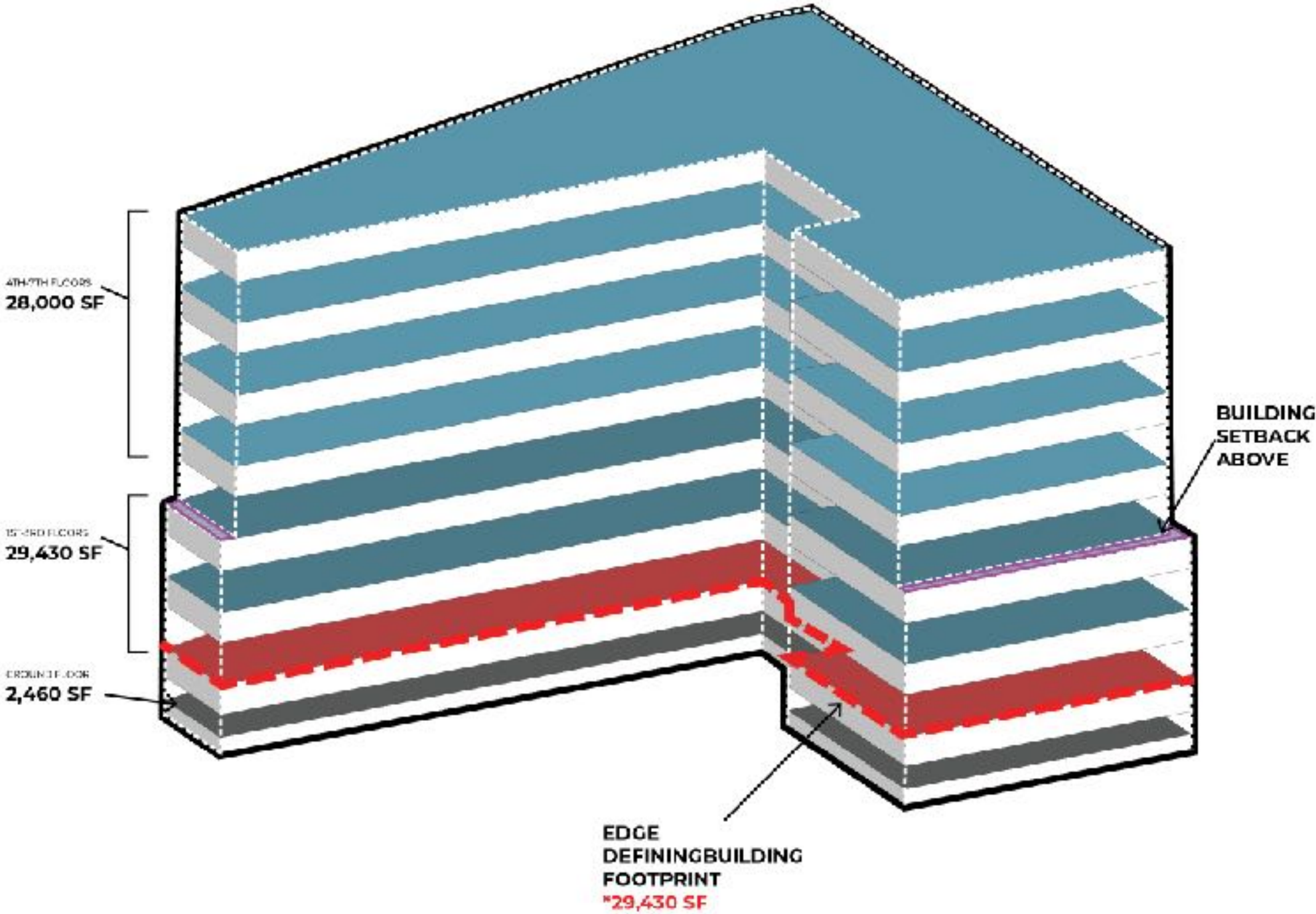


EXHIBIT I - BUILDING FOOTPRINT / FLOOR AREA AXONOMETRIC

ALLOWED BY-RIGHT



PROPOSED

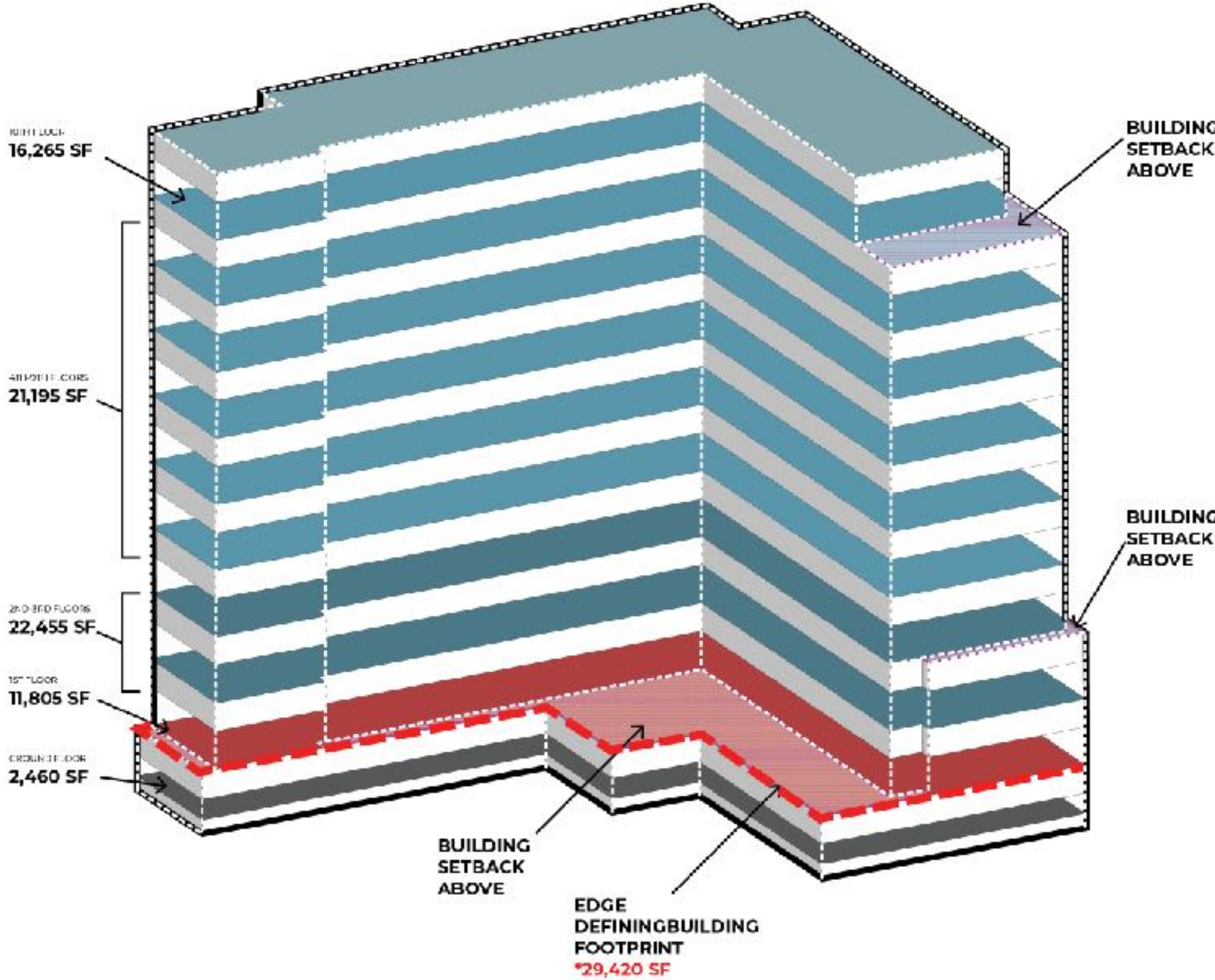
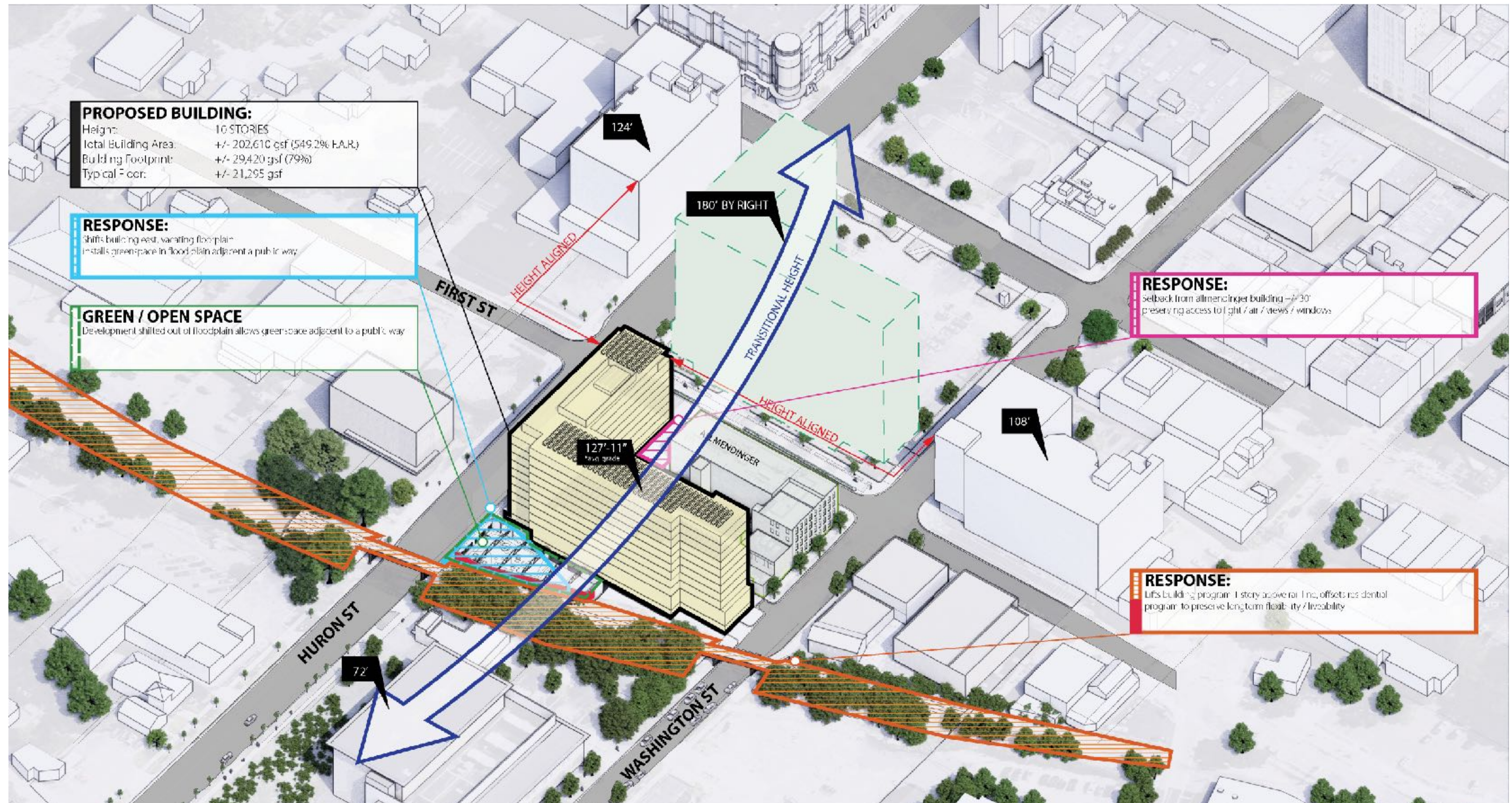
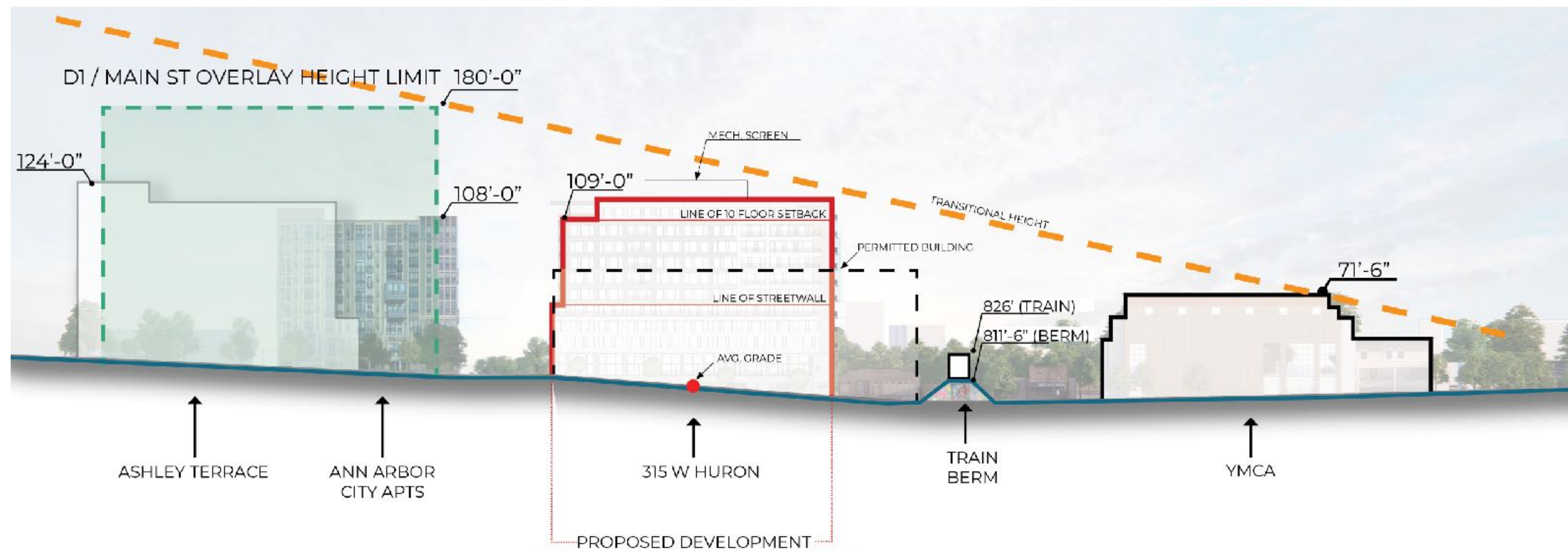




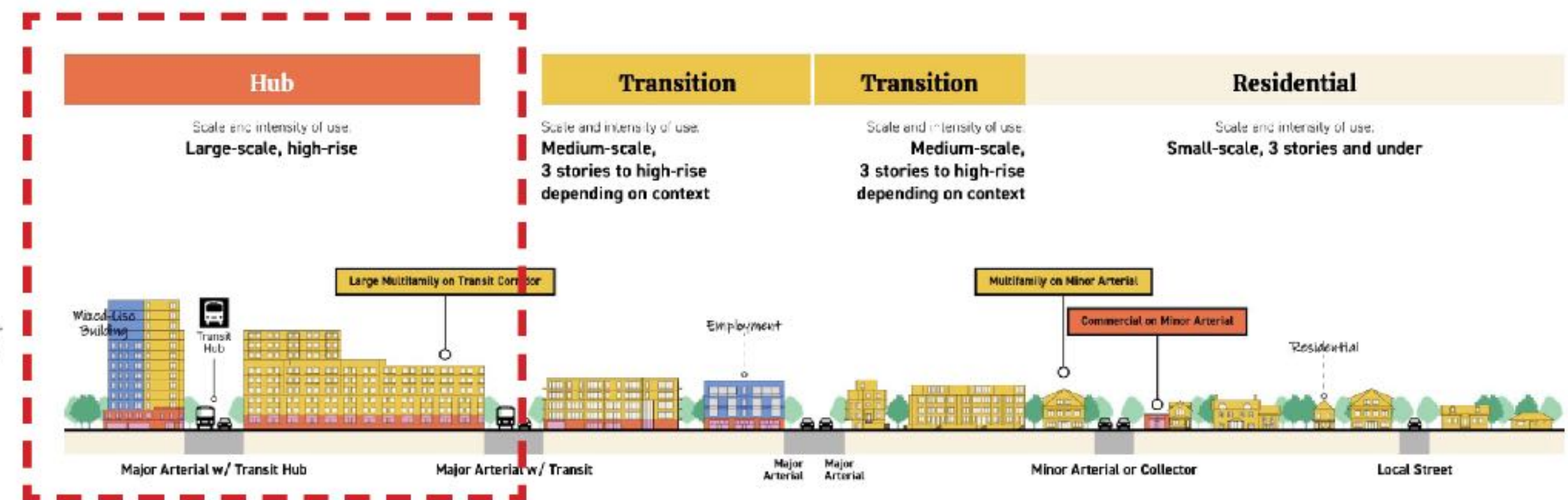
EXHIBIT K - CONTEXTUAL RESPONSE





Appropriate Development Intensity

The Future Land Use Plan is organized into three primary mixed-use categories that are predominantly residential, each differing in the scale and intensity of commercial activity. The diagram below illustrates one conceptual transect, just one of many possible configurations.





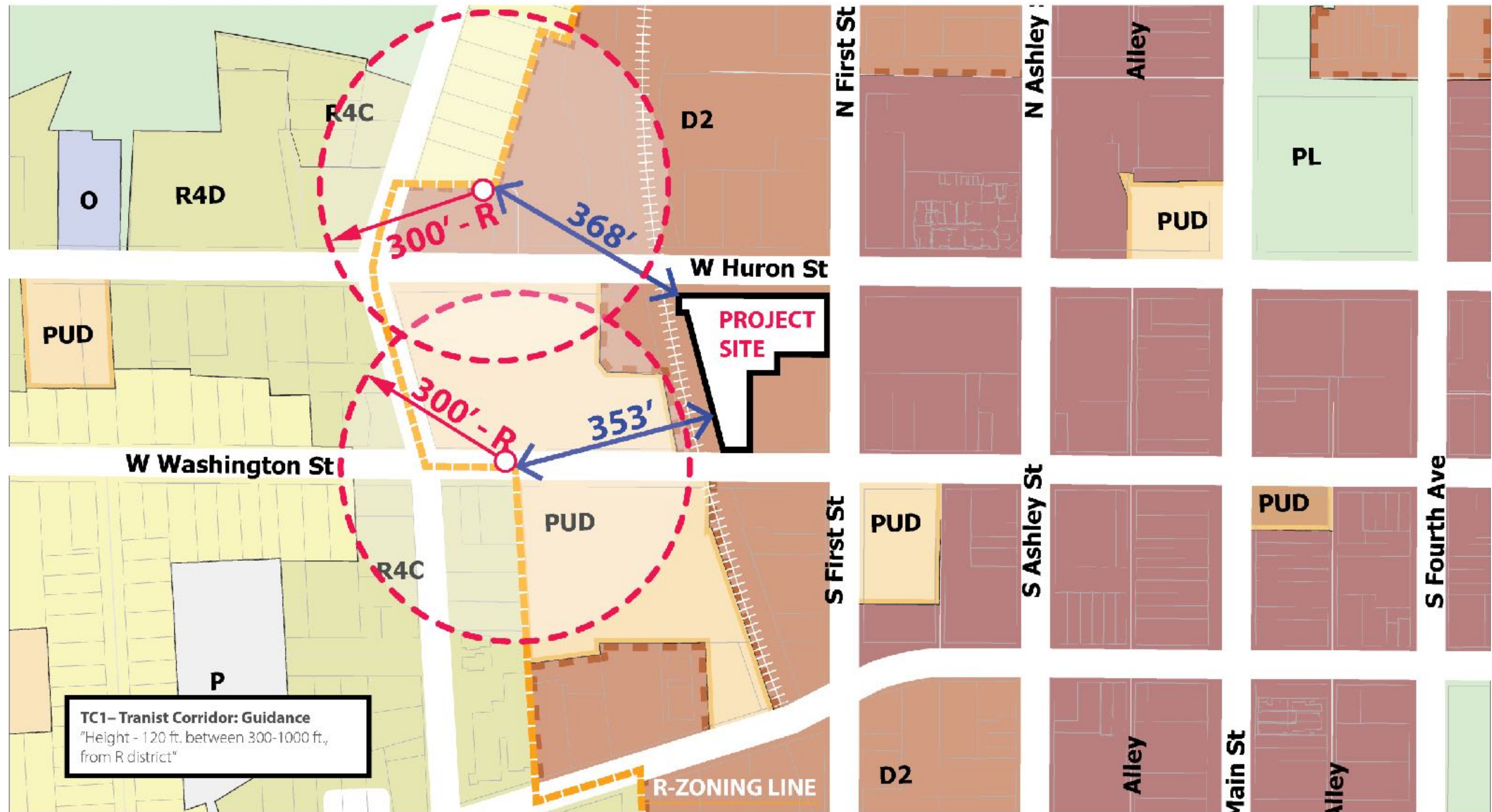
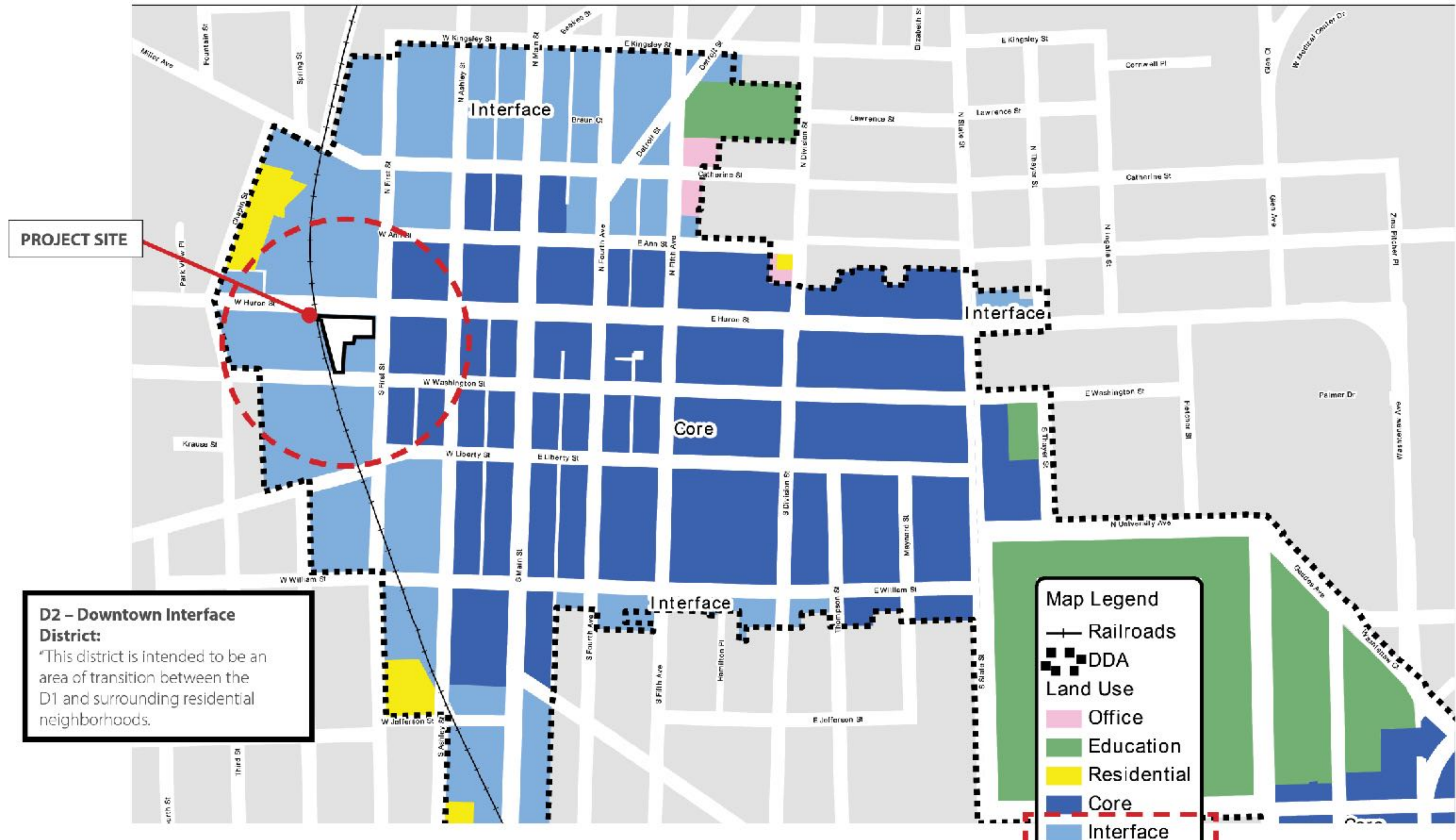


EXHIBIT A - LAND USE (EXISTING)



DRAFT

DRAFT

Future Land Use Map

The Future Land Use Plan defines various categories that shape the city's character and function. While all categories are mixed-use, they vary in their range of uses and density. The plan prioritizes higher density in specific areas, such as along transit routes and near existing amenities, while also establishing a flexible, broad based land use structure that moves beyond reinforcing existing, often limiting policies. By applying new flexible approaches equitably across the city, the plan helps to transition and support goals. Ultimately, this dynamic approach ensures that development remains responsive to current needs and adaptable for future growth.

Importantly, the Future Land Use Map is not a zoning map. It presents a citywide vision that will be implemented through multiple zoning districts. These zoning districts will reflect the values of housing access and equity, using tools such as dimensional standards, walkability, and public realm design to guide outcomes that are inclusive and responsive to community needs.

The plan identifies three primary land use categories across the city:

Residential

A primarily residential area with limited commercial activity that enhances walkability and access to local amenities. Provides a variety of housing options to accommodate diverse household types and income levels, while maintaining the essence of Ann Arbor's neighborhoods.

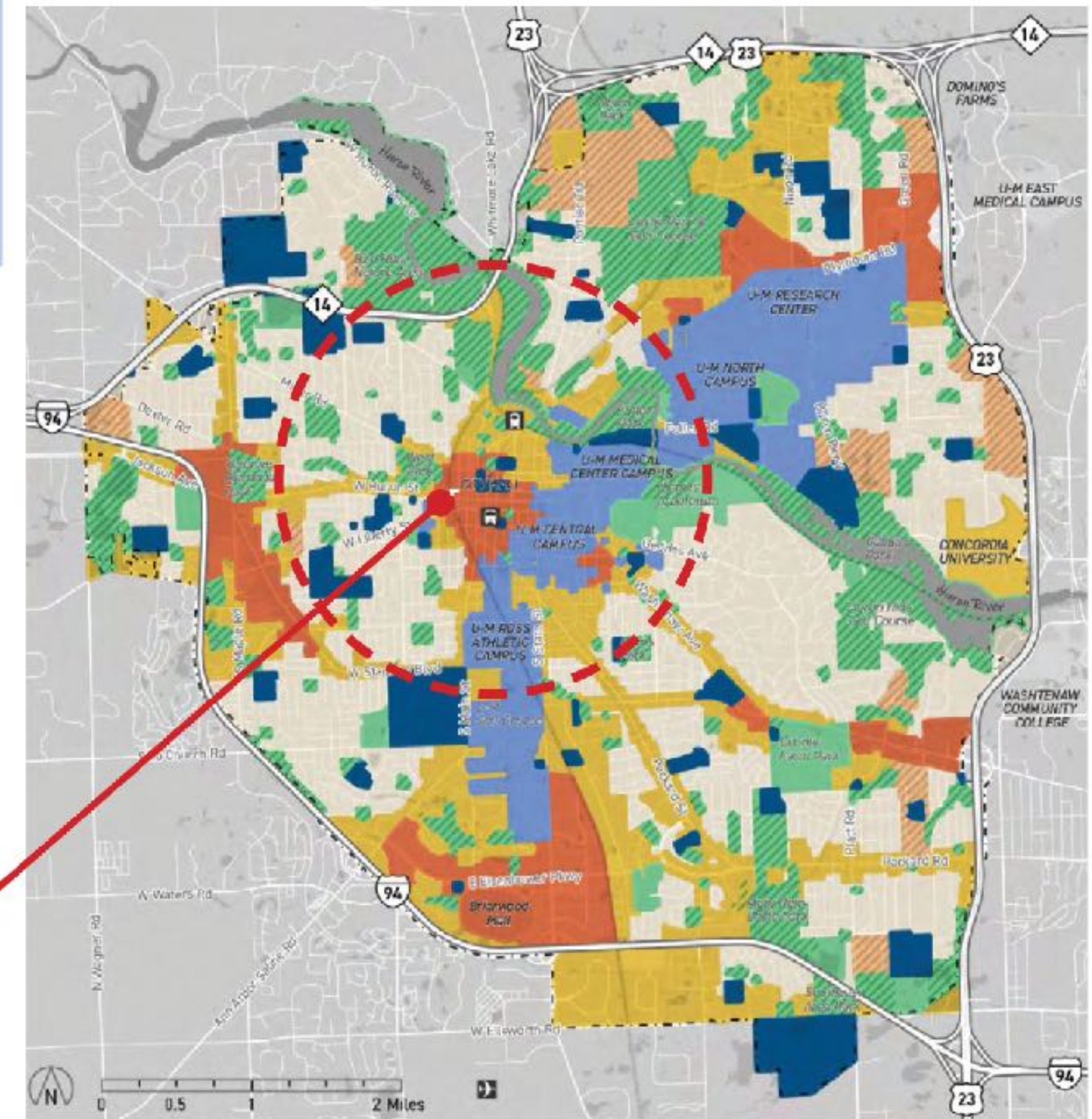
Transition

A mixed-use area with a flexible blend of residential, commercial, and industrial employment spaces. Supports moderate to higher-density housing to enhance walkability, encourage transit use and strengthen commercial activity within key nodes and corridors.

Hub

An active, mixed-use area that integrates residential and commercial uses. Located around transit hubs, it supports the city's most concentrated development to maximize mobility and regional connectivity.

In limited portions of the city, the Future Land Use Map describes areas that could be either Residential or Transition. During the development of the Comprehensive Plan, the Planning Commission responded to City Council direction that resulted in additional restrictions to height and unit limits in the Residential Land Use Category. To minimize potential non-conformities or overly restrictive limitations, these areas were identified for



Map
Future
Land Use



Hub

Intent:

A vibrant mixed-use category that concentrates residential and commercial development around major transit hubs. It supports the highest development intensity to improve mobility, activate key centers and strengthen regional connectivity.

Rationale:

There is broad support for increasing density in areas aligned with major transit infrastructure, especially around multimodal hubs. The Hub category, which allows for the highest-density residential development combined with commercial uses, expands opportunities for Ann Arbor residents to live and work near downtown and along key corridors. It also encourages the creation of new walkable, mixed-use centers beyond downtown. This category presents the greatest opportunity to significantly increase housing supply, helping to improve affordability. Additionally, these compact, walkable areas make more efficient use of land and resources while supporting diverse transportation options, ultimately reducing VMT and lowering carbon emissions.

Downtown has long served as the commercial and cultural heart of Ann Arbor. With its restaurants, theaters, small businesses, and shops, it represents the vibrant, community-centered urban form that residents deeply value. In addition, as more people live downtown, it is expected that resident-serving businesses like grocery stores and drug stores will emerge to serve a growing customer base. The goal is to encourage this distinctive quality by promoting infill development that complements the existing built environment rather than replacing it.

Many of the city's large shopping centers and office or research parks are also envisioned as future Hub categories, transitioning from their current auto-oriented, single-use layouts into more pedestrian-friendly, integrated environments. While they remain important employment and commercial hubs, their transformation offers an opportunity to bring walkability, connectivity, and a more human-scale urban fabric

to underutilized areas. Downtown's built form can serve as a model for these areas, emphasizing a connected street network, small walkable blocks and a dense urban fabric.

Primary Uses/Buildings:

- High density residential
- University of Michigan-related housing
- Office
- Commercial
- Industrial uses that do not create nuisances or hazards

Form & Site Considerations:

- Tallest, most intensive development potential in the city
- Curb management

Typical Hub Category Building Types (not an exhaustive list)

Image sources: Interface Studio, Seelmer on Broadway, Ann Arbor City Club, Google Street View, MVRD, Atmosphere, Meyers+Associates, Engage Ann Arbor

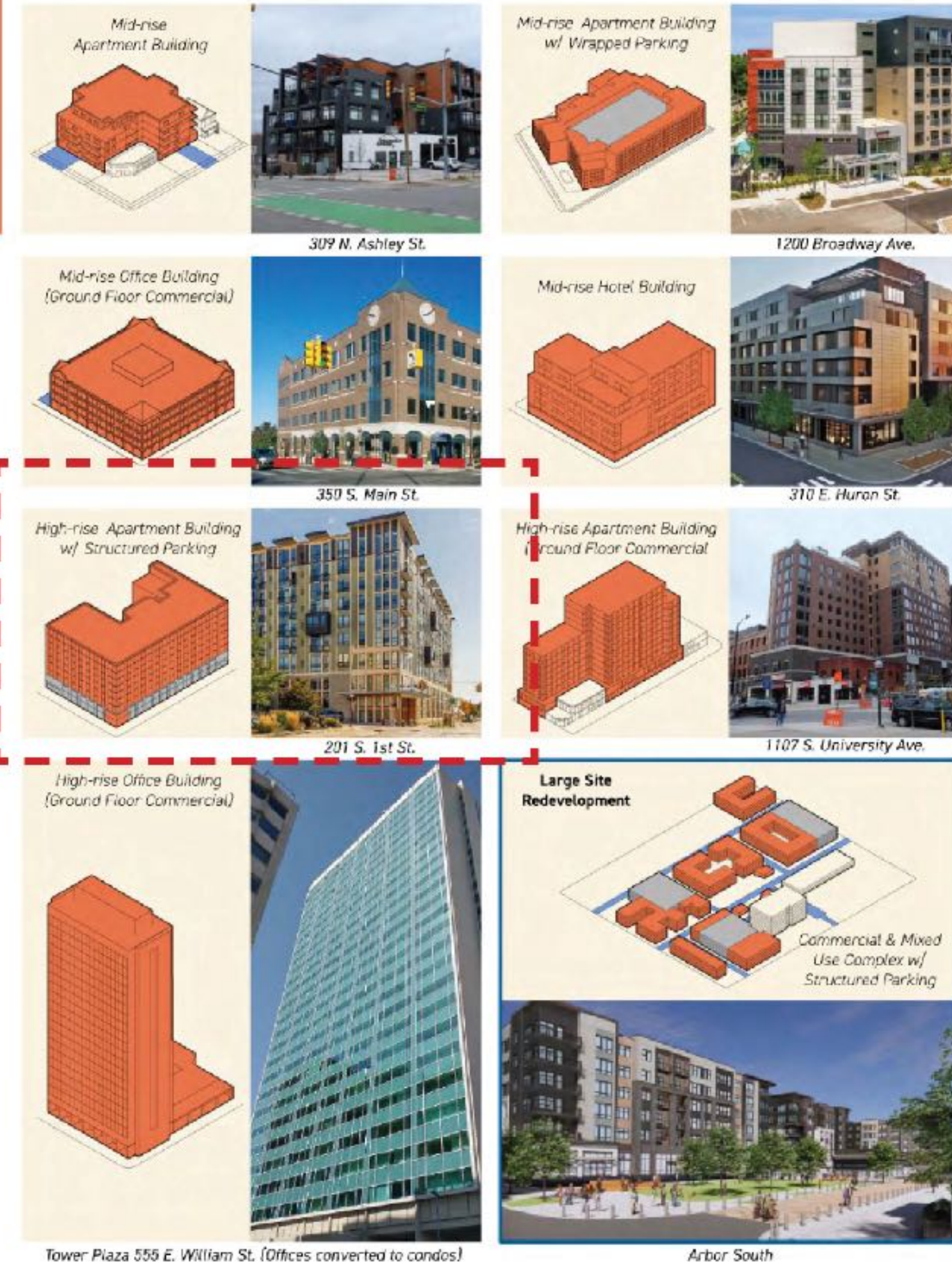
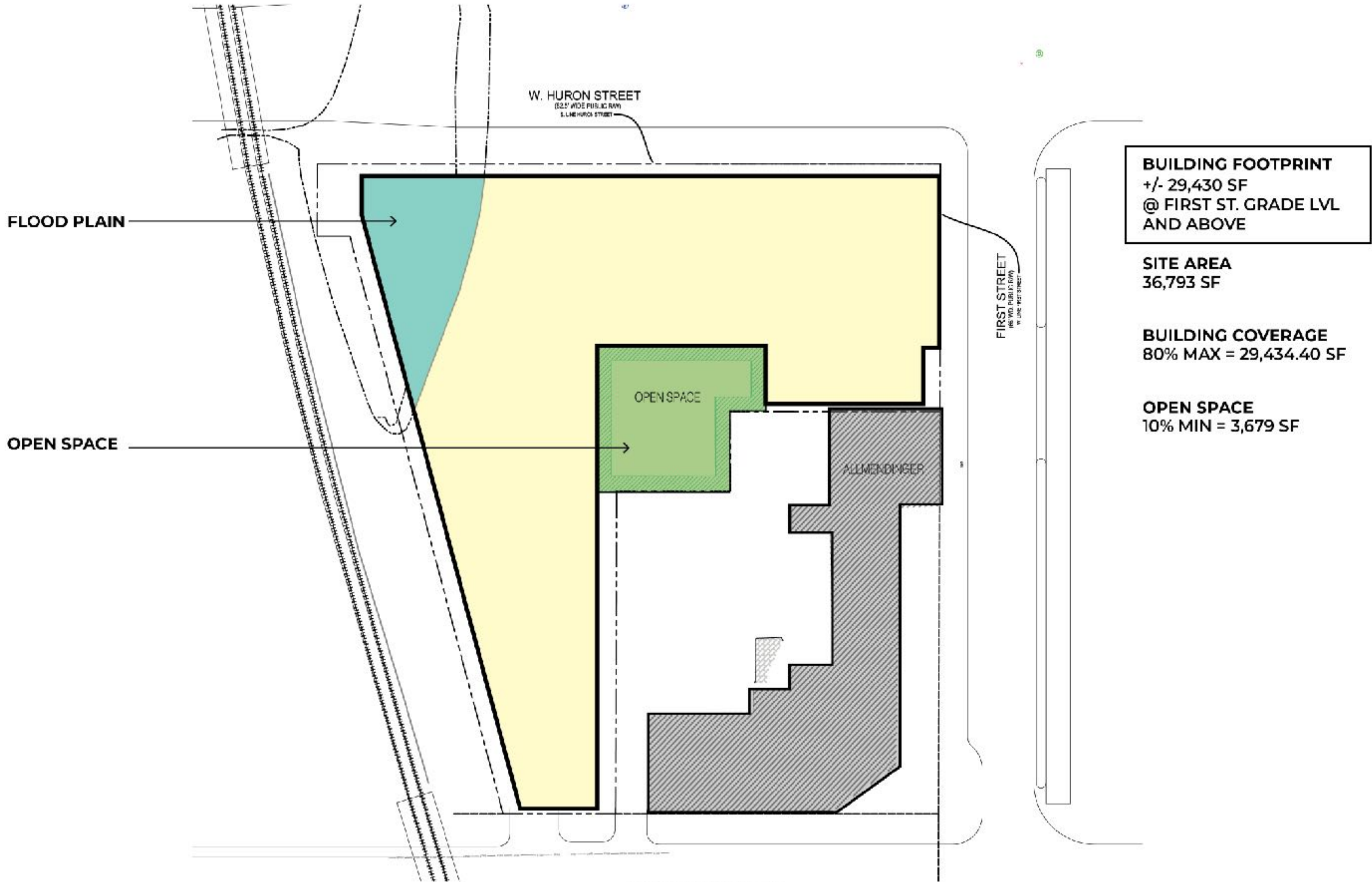
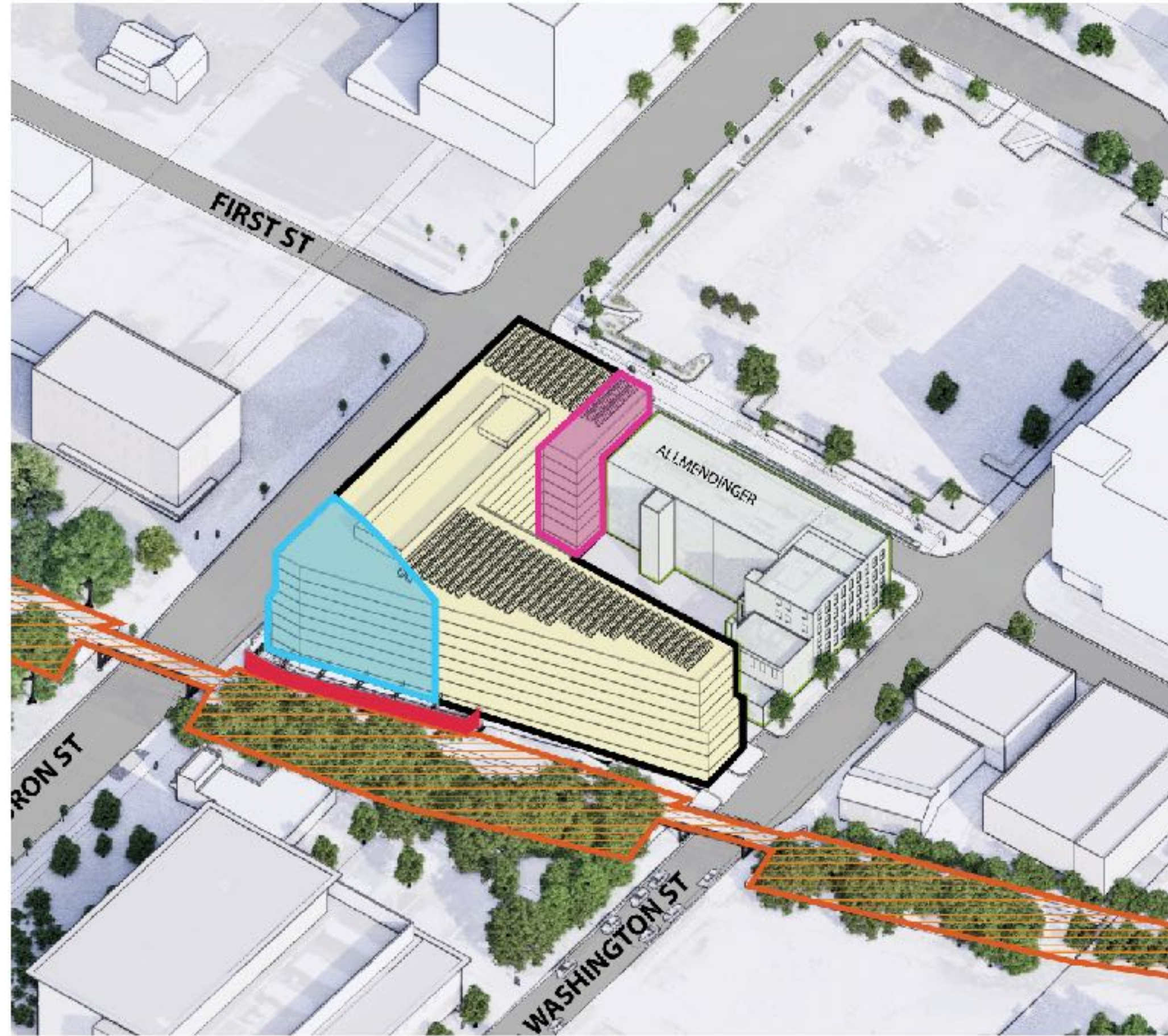


EXHIBIT E - DENSITY ALLOWED BY-RIGHT



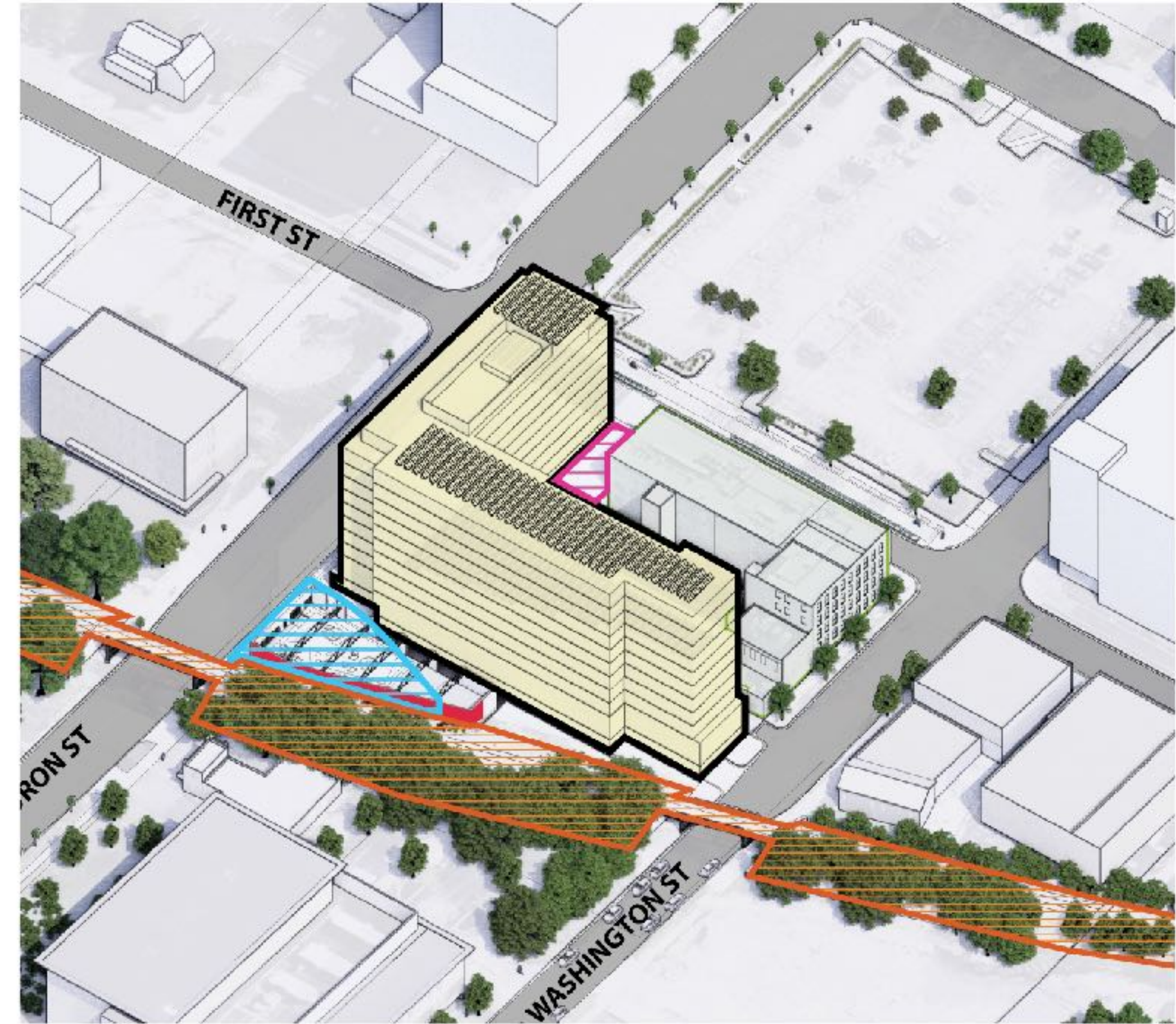
ALLOWED BY-RIGHT



PERMITTED BUILDING:

Height: 7 STORIES
 Total Building Area: +/- 202,750 gsf (519.6% F.A.R.)
 Building Footprint: +/- 29,430 gsf (80%)
 Typical Floor: +/- 28,000 gsf

PROPOSED



PROPOSED BUILDING:

Height: 10 STORIES
 Total Building Area: +/- 202,610 gsf (519.2% F.A.R.)
 Building Footprint: +/- 29,420 gsf (79%)
 Typical Floor: +/- 21,295 gsf



1a. Objective, Purpose, and Beneficial Effect for the City:

The proposed PUD for 315 W. Huron advances the intent of the Planned Unit Development District (§5.14.A UDC) by applying flexibility to a uniquely constrained downtown site while delivering measurable public benefits in housing, sustainability, and design. The project organizes its permitted D2 density vertically to avoid the mapped flood fringe, maintain a respectful setback from the Allmendinger Building—a building of significance—and elevate habitable floors above the adjacent railroad berm to enhance long-term livability.

The PUD achieves outcomes beyond standard zoning by:

• Establishing a Meaningful Greenway / Treeline Trail Connection.

The project provides a publicly accessible link between Washington Street and Huron Street as a potential part of the future Treeline Trail / Greenway network. This includes a minimum 8 foot wide public access easement and construction of a minimum 15-foot-wide non-motorized path within that easement, creating a welcoming north-south connection. Coordination with the railroad will be required for any trailway width beyond 8 feet.

• Creating a Small Public Park as a Neighborhood Amenity.

Along the Greenway connection, the project includes approximately 2,500–3,000 square feet of publicly accessible park space—a comfortable pocket of greenery for neighbors, residents, and trail users to pause and gather. The park will also showcase the Ann Arbor Bicentennial Monument Plaque, giving the space a sense of identity and celebrating the community's history.

• Advancing Sustainability and Resiliency

Through all-electric design, cleaner low-waste construction, rooftop solar, and a high-performance building envelope—helping move the community toward Ann Arbor's A2ZERO vision.

• Advancing Affordable Housing.

The PUD District will contribute to the City's housing goals by providing 15% of all homes at 60% AMI, meeting the standards of the MSHDA TIF program.

• Aligning Contextually.

Fitting comfortably into the neighborhood by reflecting the scale of nearby PUD developments. The upper floors step back to align with the established streetwall along First Street and surrounding buildings, keeping the overall height and form in tune with the area.

Together, these actions embody the PUD's stated purpose—to achieve flexibility, innovation, and community benefit on sites with unique conditions—while promoting efficient, resilient downtown redevelopment.

1b. Why This Beneficial Effect Cannot Be Achieved Under Any Other Zoning Designation:

The project fully complies with the underlying D2 zoning for use, floor area, and coverage. The constraint arises from the First Street Character Overlay, which imposes a fixed height limit that prevents realization of the same D2-level density in a form that supports the City's broader goals for affordable housing, sustainability, and contextual design.

Three fixed site conditions make strict compliance impractical:

- A mapped flood fringe along the north edge limits habitable-area placement.
- The Allmendinger Building to the south, a building of significance, warrants step-backs to preserve light and air.
- The elevated railroad berm along the western boundary reduces usability and drives the need to elevate habitable space for livability and comfort.

To address these constraints responsibly, the project must concentrate massing vertically. The applicant previously sought height relief from the Zoning Board of Appeals; the request was denied, directing the team to pursue a PUD as the appropriate path to reconcile site limitations with City objectives.

This PUD does not increase density or exceed D2 entitlements—it simply provides the flexibility needed to realize allowable development potential in a resilient, context-sensitive, and policy-aligned form.

1c. Consistency with the Comprehensive Plan

The proposed PUD supports the City of Ann Arbor's Comprehensive Plan by bringing together sustainable design, affordable housing, public open space, and contextual architecture in a walkable downtown setting.

• Strengthening a Walkable, Mixed-Use Downtown

The project contributes to a lively, mixed-use downtown by reinforcing compact, pedestrian friendly development and creating gentle transitions in height and character between D1 and D2 areas. It also strengthens the public realm by introducing a new Greenway connection and small park space that invite people to walk, gather, and enjoy the corridor.

• Making It Easier and Safer to Walk, Bike, and Connect

The Greenway path provides a mid-block connection that supports walking and biking and expands the reach of the future Treeline Trail. Sidewalk improvements—through burying utility lines and adding enhanced greenspace along public corridors—create an even stronger multimodal environment for everyday use.

• Advancing Ann Arbor's Climate Goals

The design advances the City's climate objectives by embracing all-electric systems, renewable energy, a high-performance building envelope, and thoughtful avoidance of intensifying development in flood-prone areas—supporting long-term community resilience.

• Growing Housing Options for the Community

By providing 15% of homes at 60% AMI, the project expands affordable housing options in a highly walkable location close to jobs, transit, and services.

• Respecting the Character and Rhythm of First Street

The development is held back from the Allmendinger Building's north façade, providing space that preserves its windows and daylight access and maintains its prominence. The upper floors step back to align their height contextually with nearby developments and to reinforce First Street's role as a transitional corridor between the D1 and D2 zones, softening the amount of height directly adjacent to the street and creating a contextual neighborhood scale.

By maintaining compliance with D2 standards, strengthening the public realm through the Greenway connection and new park space, avoiding intensification in flood-prone areas, and integrating sustainability and housing goals, the project reflects the Comprehensive Plan's vision for a more connected, inclusive, and resilient downtown.























Developer Background



Ryan Talbot, Owner
Talbot Development
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619-988-6435

Ryan Talbot is a Michigan native and an alumni of The University of Michigan. After graduating with a degree in economics in 2008, he moved to San Diego and spent four years working in operations at WD-40 Company. He then moved to Austin to pursue an MBA from the McCombs School of Business at the University of Texas at Austin.

He interned at Apple in Cupertino during his MBA, then returned full time after completing his degree, working first in iPhone battery procurement, then iPad product development. Apple’s intensely detailed and user-experience-focused approach to product creation was hugely influential on Ryan and he has carried that perspective and skillset forward since.

After four years at Apple, Ryan had the opportunity to join and grow a family member’s real estate development company, Ethos Development, in Portland, OR. Ryan was a partner at Ethos and oversaw project design, construction, lease up, investor management and reporting.

Ryan worked on more than 10 deals representing more than 1000 units while in the Pacific Northwest, dialing into a well-practiced product type of urban infill, mid-rise, compact-unit, high-density multifamily projects. This narrow strike zone allowed him to focus on differentiating projects based on refined amenities, strong branding, and overall resident experience.

After a family trip back to Grand Rapids, Michigan in 2021, Ryan saw enormous potential to bring his skillset and product type back to the Midwest. Years of undersupply, strong growth trends, and extremely powerful state and local incentives meant an incredible opportunity. So, in 2022, Ryan and his family moved back to Michigan and he founded Talbot Development. He was quickly accepted into the state’s tight-knit business community and after first building momentum as a developer in Grand Rapids, Ryan began also pursuing projects in Ann Arbor. He plans to be a long term fixture of the Michigan development community.

In 2024, Ryan was recognized as one of Crain’s Detroit Business’ Notable Leaders in Real Estate.

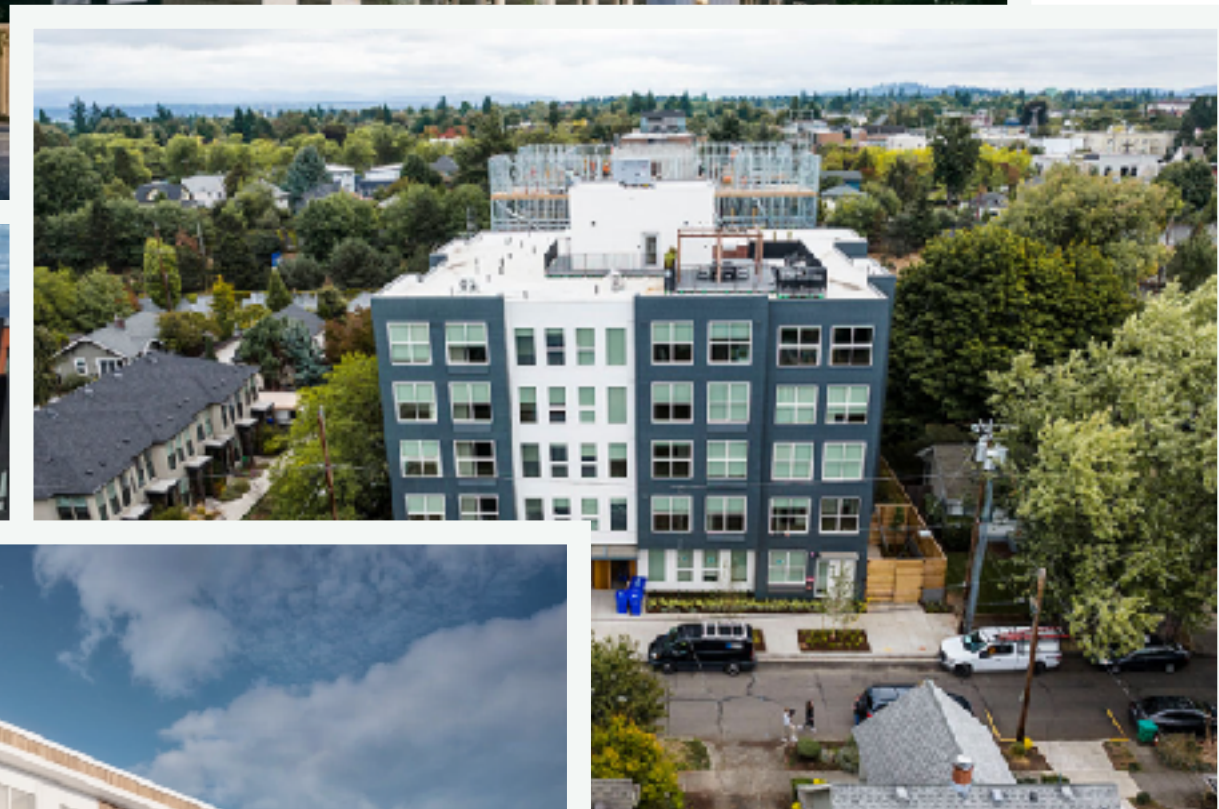


Experience

Over the past 8 years since pivoting from Apple, Ryan has worked to develop more than 1200 units across three states. As a Partner at Ethos Development, his brother-in-law's firm, Ryan ran a team developing a variety of urban infill projects in Portland, OR and Tacoma, WA, leading entitlements, design, construction, leasing, investor relations and asset management.

Since founding Talbot Development, he has revised those west coast designs and product for Michigan markets, pursuing projects in the sub-300 unit range.

Talbot has hired Hobbs + Black, an Ann Arbor-based architecture firm and expects to partner with Wolverine Building Group to construct the project. Nederveld is also retained as civil engineer.



Project Highlight: The Current

220 QUIMBY NE, GRAND RAPIDS, MI

The Current, named and themed to evoke the renewed focus on activating the Grand River, is a 72-unit project in the Creston neighborhood, across the street from the former Saugatuck Brewing Creston Taproom. Construction finished in late 2024 and the amenity-rich project is now fully leased and under contract to sell in December 2025 at a 2X multiple and 33% IRR to LP investors.

The Current was developed by Talbot Development and designed and built by Pinnacle Construction Group. It was the first project in that partnership and has led to several other opportunities between Pinnacle and Talbot.



Project Highlight: Verdant

648 BRIDGE ST NW, GRAND RAPIDS, MI

Verdant, named and themed to summon the outdoors inside, is a 148-unit project under construction on the bustling Bridge Street corridor of Grand Rapids, roughly across the street from Bridge Street Market. Construction is expected to finish in Summer 2026 and the amenity-rich project has been very well received by the neighborhood as well as prospective residents. It currently has more than 25 waitlist applicants nearly a year from opening.

Huron Apartments borrows much of Verdant’s DNA - from unit size and mix, to sustainability features, target demographic, and even some key amenity features. Huron Apartments is meant to expand on the successful DNA of both Verdant and The Current, making for an efficient process and a proven product.



Developer's Previous Work



Project Name: Nomad
Location: Portland, OR
Budget: \$27M, 130 Units
7 level mid rise with cafe in lobby
Completed December 2020
Stabilized for long term hold



Project Name: Shift
Location: Portland, OR
Budget: \$16M, 73 Units
5 level wood frame with rooftop lounge
Completed May 2023
Stabilized for long term hold



Project Name: Society 62
Location: Portland, OR
Budget: \$3M, 29 rooms
3 level co-living
Completed January 2022
Stabilized for long term hold



Project Name: Analog Tacoma
Location: Tacoma, WA
Budget: \$24M, 115 Units
5-over-3 mid rise with rooftop lounge
Completed February 2023
Opportunity zone
Stabilized for long term. Hold



Project Name: The Moraine
Location: Tacoma, WA
Budget: \$50M, 160 Units
5-over-2 mid rise with rooftop lounge
Completed June 2024
Stabilization expected Summer 2025



Project Name: Society 42
Location: Portland, OR
Budget: \$4M, 42 rooms
3 level co-living
Completed June 2024
Master leased with \$6.4M sale arranged



Project Name: BrookLAND
Location: Portland, OR
Budget: \$40M, 166 Units
5 level wood frame with rooftop lounge
Completed October 2023
Stabilized for long term hold



Project Name: Margot
Location: Portland, OR
Budget: \$5M, 20 Units
4 level wood frame
Completed August 2019
Sold April 2020 for 19% LP IRR



Project Name: Fernhill Crossing
Location: Portland, OR
Budget: \$4M, 19 Units
19 Suburban rental town homes
Completed June 2020
Stabilized for long term hold

