


ARBOR SOUTH

 ANN ARBOR

June 17, 2025



Activities since our last PC Meeting

Continued collaboration with municipal stakeholders

- › Parking Structures
- › Transportation / Pedestrian Circulation
- › Sustainability
- › Landscape Conformance

Plan Revision Submittal & Review

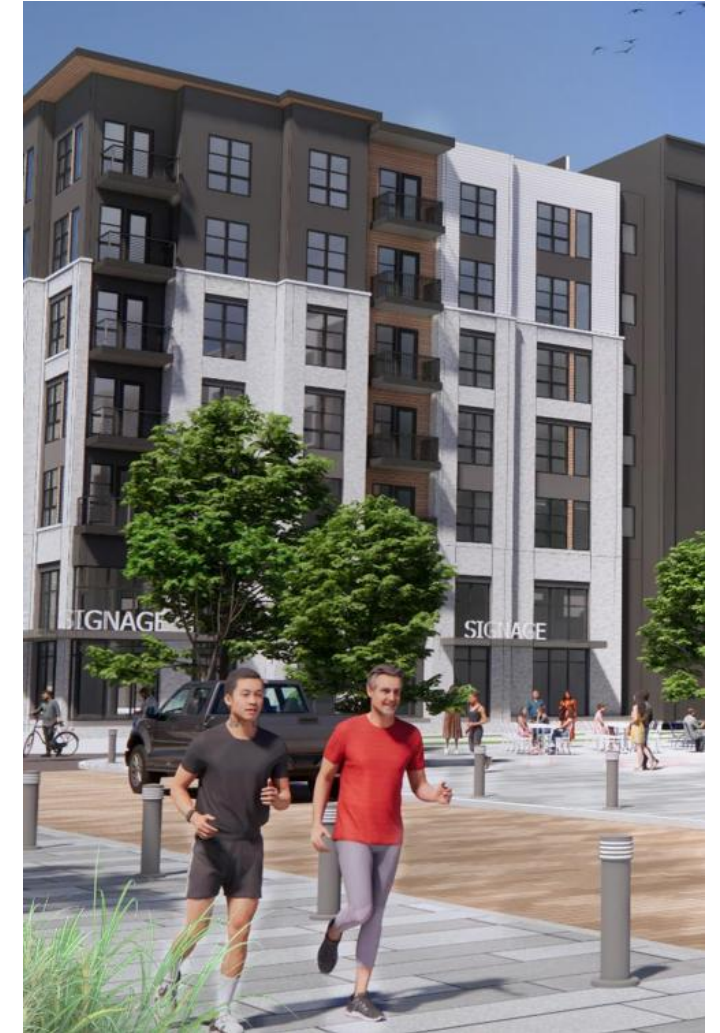
- › Site Plan Revision/Modifications – May 22
- › Landscape Modification Request

Current Municipal Reviews

- › Planning Review
- › Engineering Review
- › Fire Review
- › Solid Waste Review
- › Transportation Review Plan & MMTIA

Staff Recommendation

- › Site Plan - Recommending conditioned approval
- › Landscape Modification - Recommending approval



DEVELOPMENT PLAN

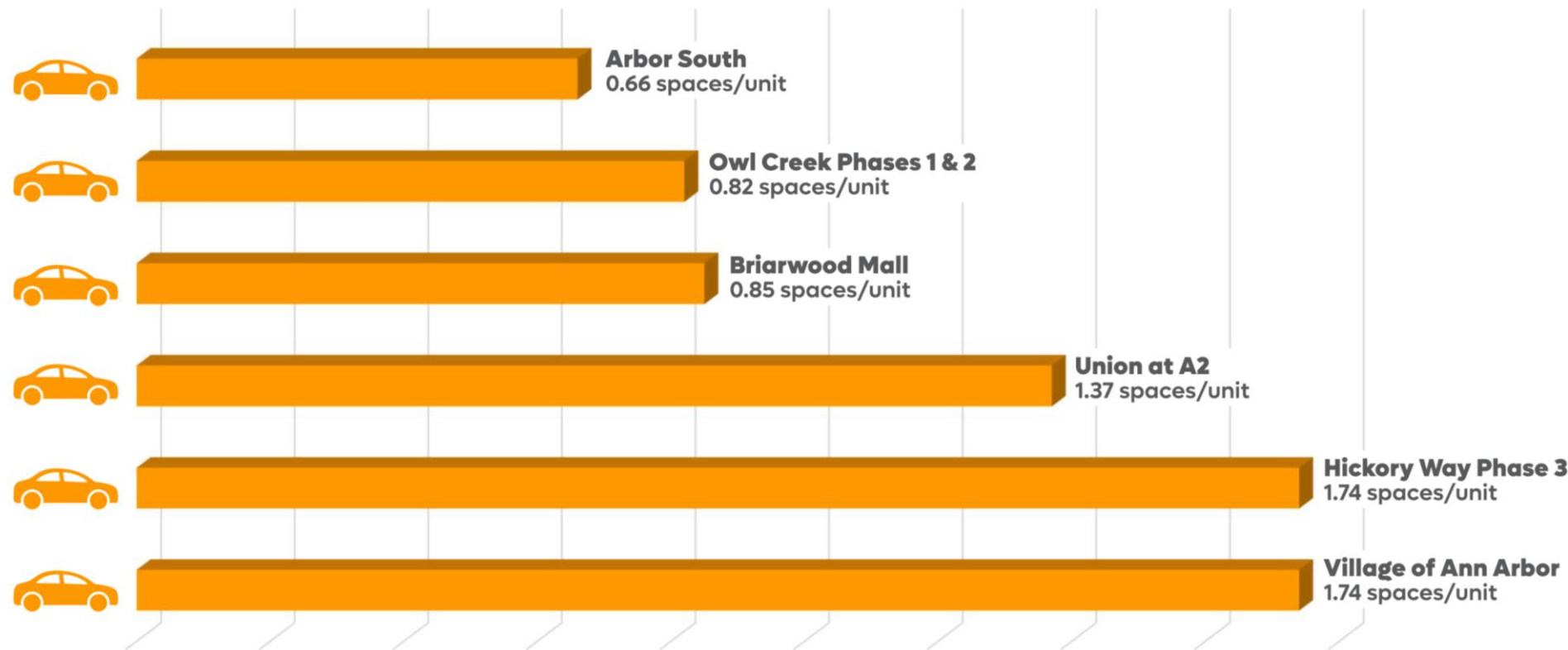
- › 16 structures 14 new in 7 blocks
- › Central public plaza acting as the heart of the new neighborhood
- › Mix of commercial / retail and office uses outlining the plaza
- › Mix of housing types, sizes, and price points
- › Hotel anchoring the corner
- › Local neighborhood bike/ped connectivity and linkages
- › Embraces a mix of transportation modes





PARKING

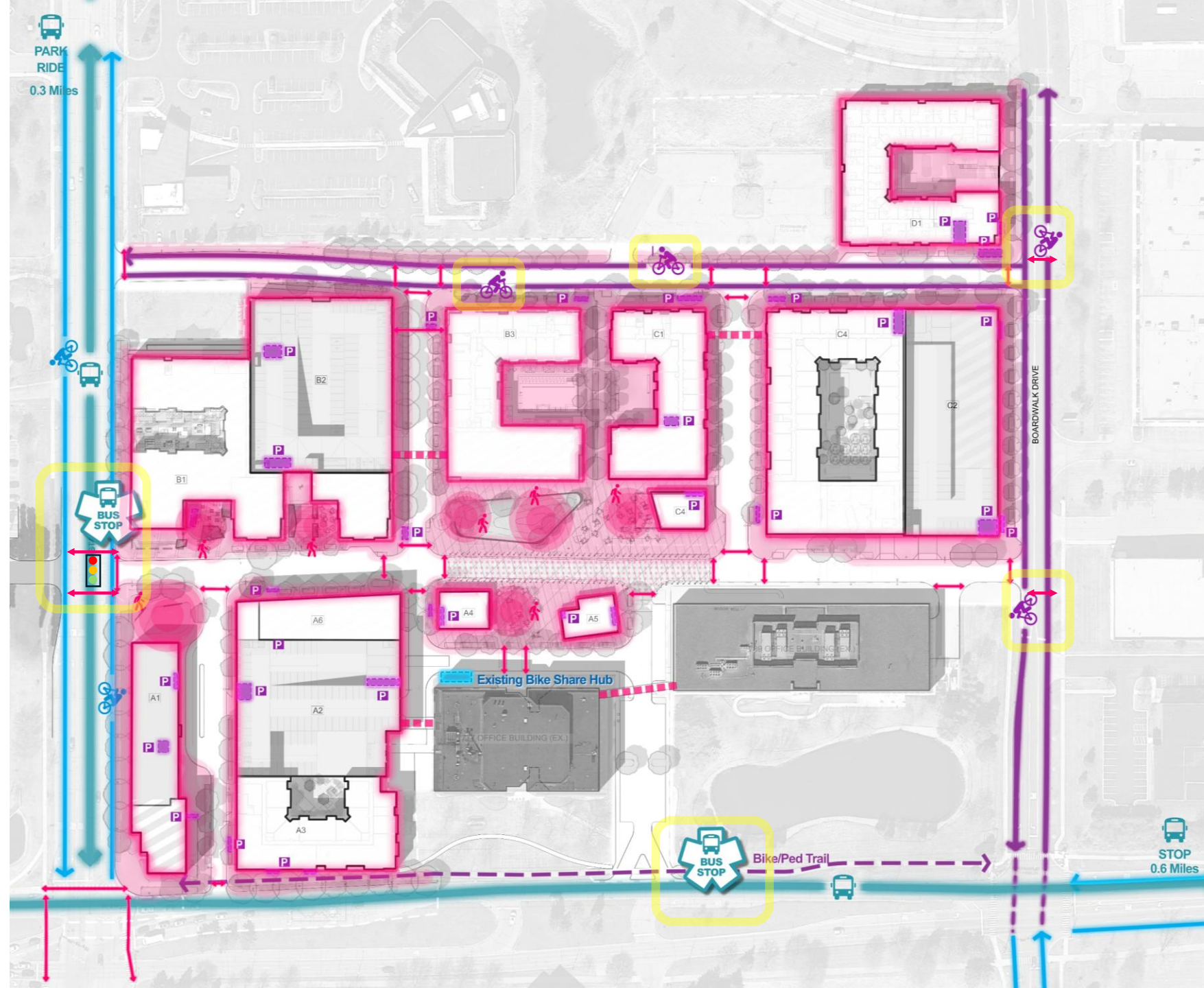
Parking Ratios – Comparable Development Projects



MOBILITY: BIKE / PED / Transit

- › Connect gaps in the regional pedestrian, bike, and micromobility systems
- › Boardwalk/North access bike lanes
- › Traffic light and pedestrian crossings to S. State
- › Pedestrian crossings at Boardwalk
- › Space for Bus Stop enhancements to Super Stops

Existing Bike Facilities ———
Proposed Bike Facilities ———
Proposed Bike Parking ———
Primary Pedestrian Routes ———



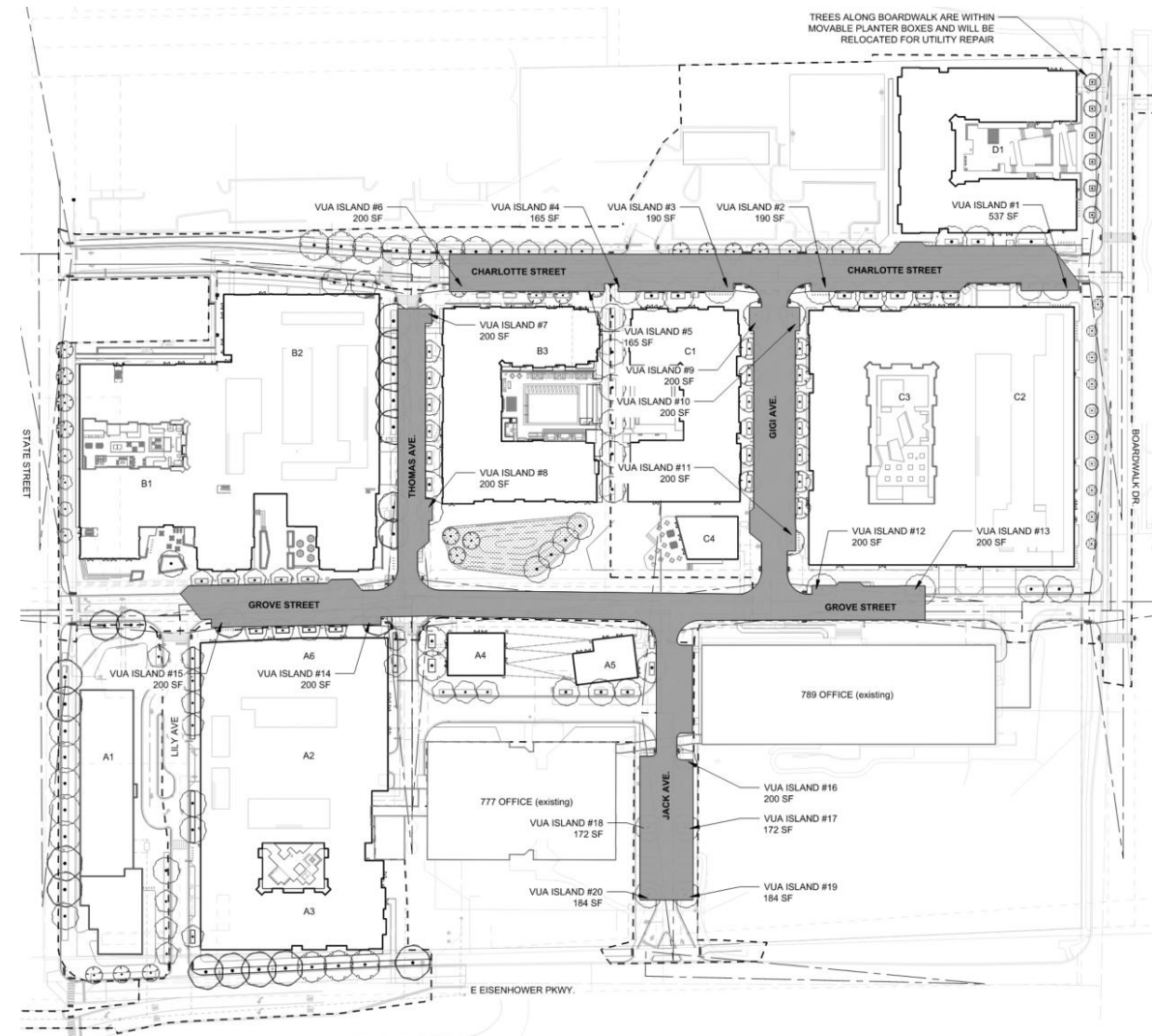
LANDSCAPE MODIFICATION REQUEST

The Ask...

- › Modification to deviate from the Vehicular Use Area and Screening – Subsection 5.20.3B – Interior landscape islands in vehicular use areas

The Reason...

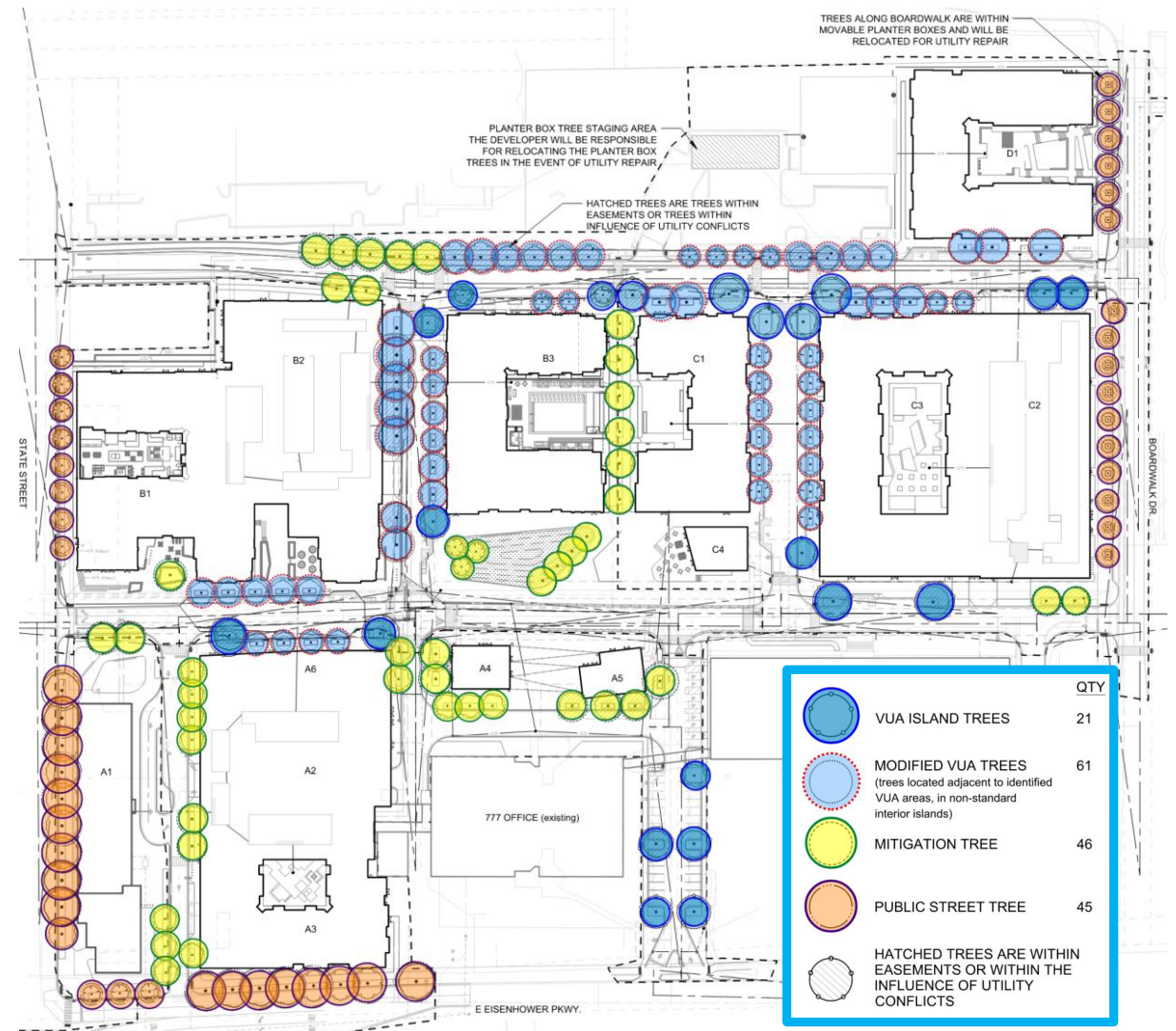
- › The VUA for Arbor South, as defined by code, does not act as a parking field, but as vehicular and pedestrian access; amenity space, pedestrian space, with parallel parking. This is dissimilar to parking lots, which the ordinance aims to reduce pollution and the thermal heat island effect. The project does not have parking fields; it has structured parking with access drives, parallel parking, and amenity/pedestrian space. This is similar to public roadway ROWs, or private roadway easements. The design team took cues from the DDA design manual and was intentional in including amenity space, pedestrian space, parking, and landscape space as suggested in the DDA design manual.



LANDSCAPE MODIFICATION REQUEST

The Solution/ Justification... Landscape Modification

- › Our project has 100,686 sf of VUA, serving 135 surface parking spaces. As opposed to a traditional parking lot with 2,600+ surface spaces at over 780,000 sf of VUA
- › Our project VUA would require 6,712 sf of islands, and 27 trees. We are proposing 4,549 sf of islands and 21 trees.
- › By being intentional and thoughtful with the design, we are accomplishing the intent of the code by including 61 additional trees along the access drives for a total of 82 trees, working toward the intent of the 27 trees required.
- › Where possible, rain gardens have been included in the streetscape where they do not conflict with public utilities or public utility easements.
- › Further, the project incorporates best practices for stormwater management that include elements treating quantity and quality, including infiltration of stormwater



TRANSPORTATION

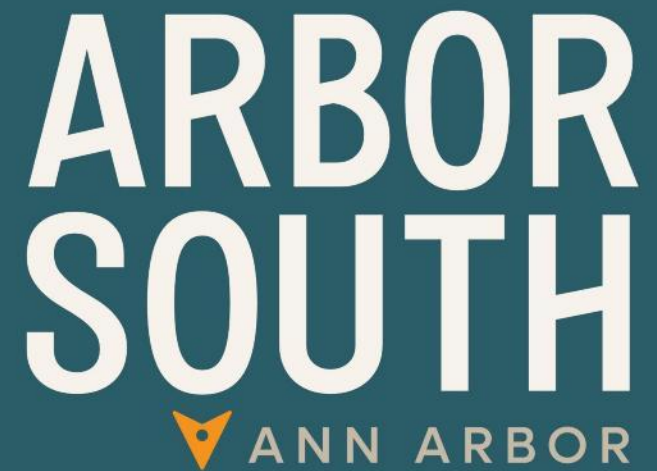
- › “Preliminary comments on the MMTIA finds trip generation is underestimated, then overly discounted.”
 - › The study contemplates full build-out of the project, over a number of years with assumptions
 - › Our information is from traffic counts, with current office occupancy at over 95% - We are using office space differently today – work from home, flex time, staggered starts; virtual meetings
- › “This is partially because no traffic control measures have been proposed.”
 - › Developer in agreement with and indicated on the plans that they would participate in a proposed traffic light along S. State Street to aid in vehicular controls and S. State Street pedestrian permeability
- › The developer looks forward to additional review and conversation about transportation for inclusion in the development agreement



STAFF RECOMMENDATION CONDITIONED APPROVAL

1. All outstanding comments are resolved and documented pursuant to Engineering Review #4 to the satisfaction of the Engineering Division of Public Services.
2. All outstanding comments are resolved and documented pursuant to Solid Waste Review 3 to the satisfaction of the Solid Waste Manager.
3. All outstanding comments are resolved and documented pursuant to Planning Review #4 to the satisfaction of the Planning Manager.
4. Revisions to the Multimodal Transportation Impact Analysis (MMTIA) will be submitted, and plans modified to reflect outcomes to the satisfaction of the Transportation Manager.



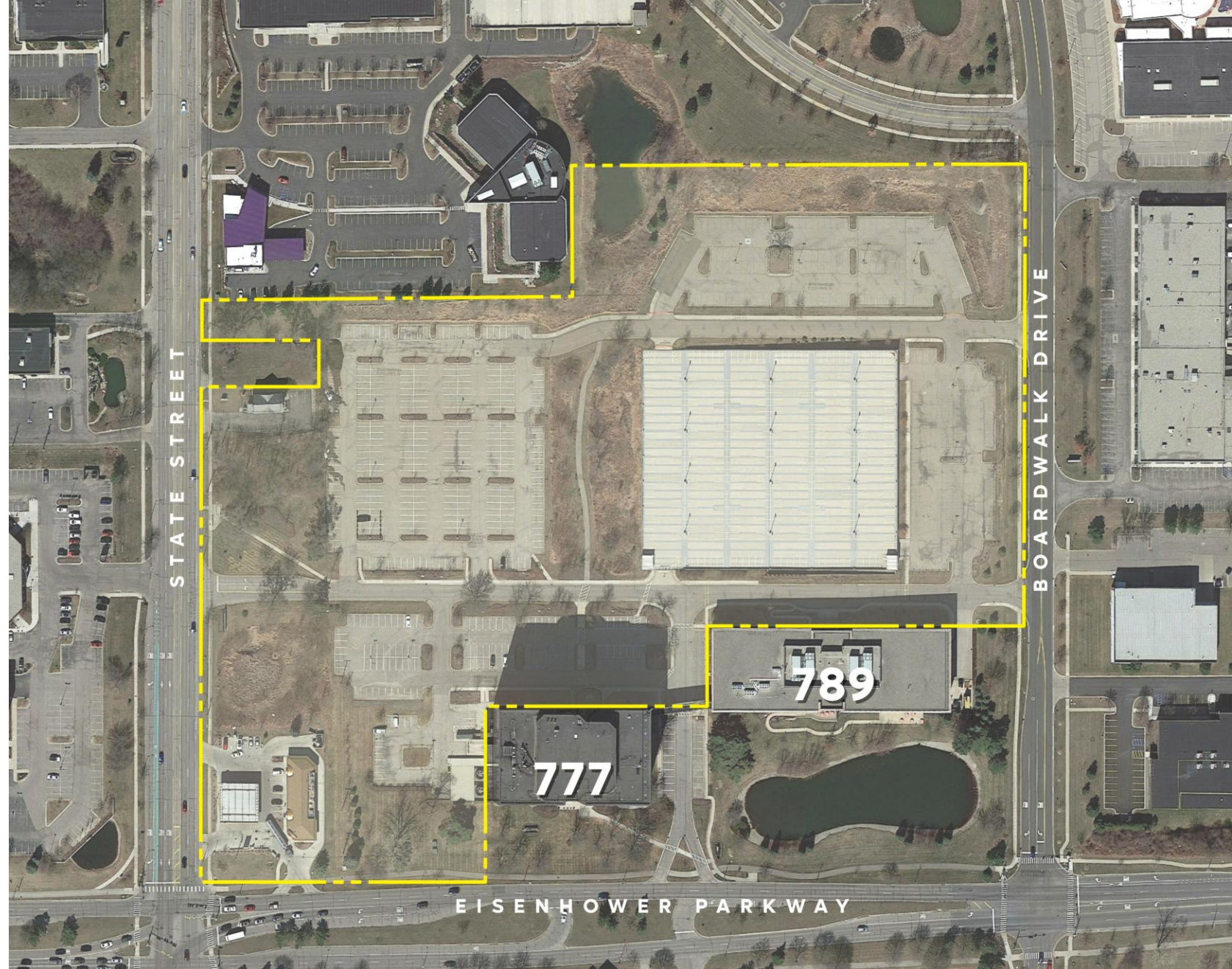


THANK
YOU.



REFERENCE INFORMATION

EXISTING SITE



THE VISION

- › Housing
- › Sustainability
- › Mobility







THE TEAM

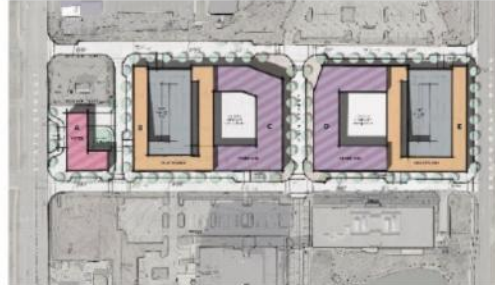
Development Team:



Design Team:

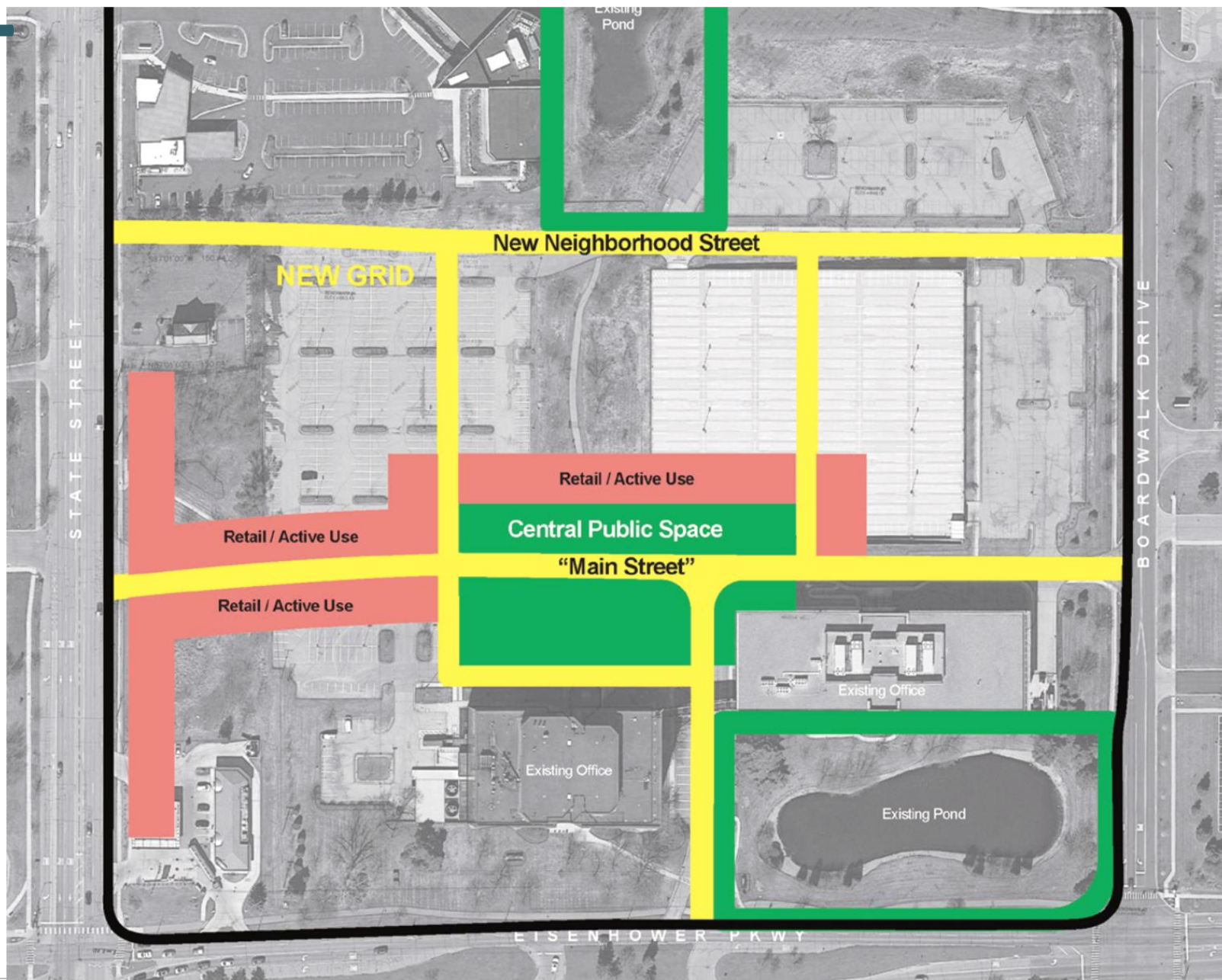


DESIGN PROCESS

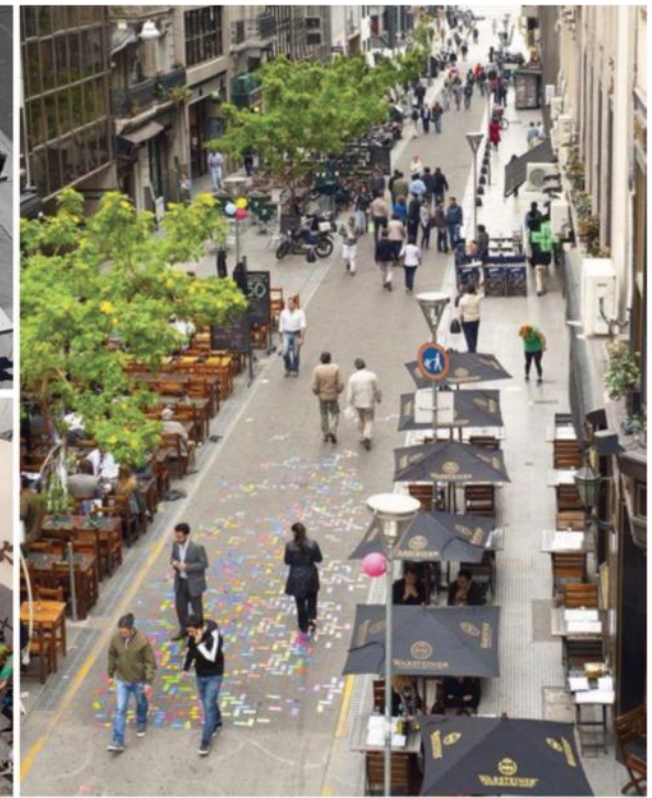


DEVELOPMENT FRAMEWORK

- › Break down the existing “superblock”
- › Create a network of walkable, pedestrian-scaled blocks
- › Diversify land uses and building types
- › Transform existing driveway into “Main Street” activated by ground floor commercial
- › Create high-quality public spaces
- › Integrate mobility and transit options



PLACE MAKER



“The architecture is important but it is the placemaking and space between buildings that will make Arbor South an amazing place.”

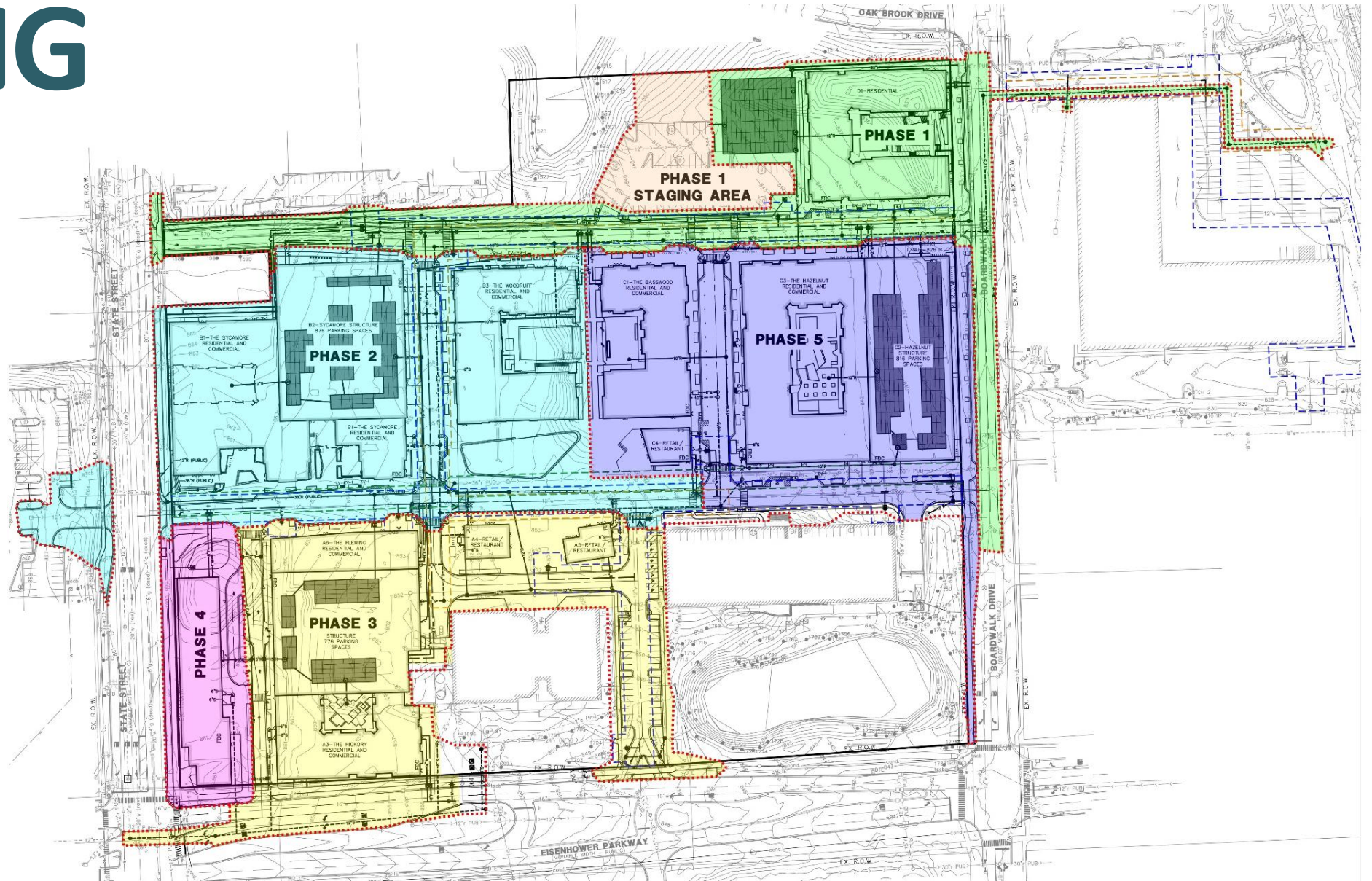
– Crawford Hoying

DEVELOPMENT PROGRAM

- › Over 1,000 multifamily units
- › of that, 200+ units are affordable
- › 30 for-sale condos
- › 93,500 sf walkable commercial space
- › 150-key full-service hotel



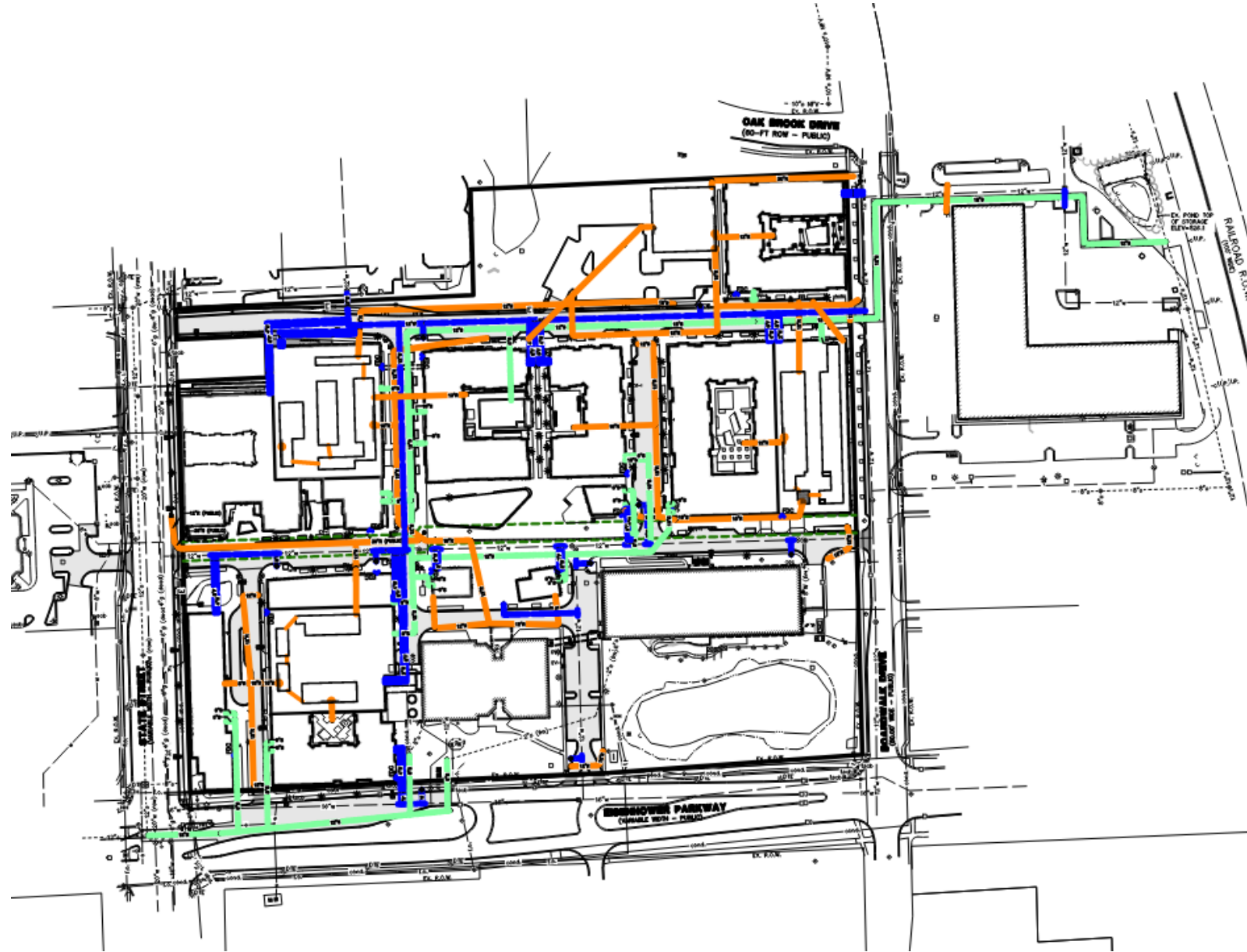
PHASING



UTILITIES

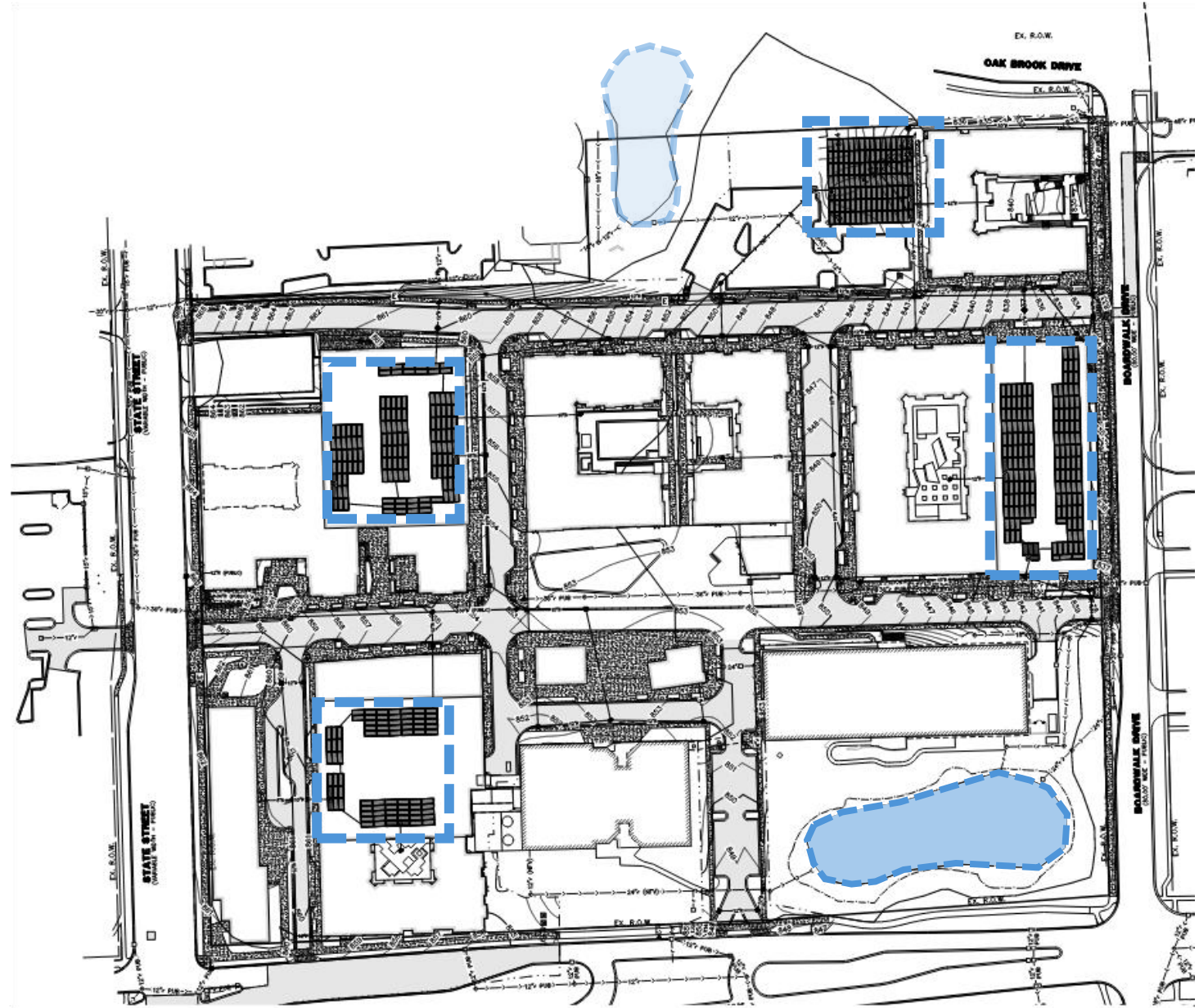
- › Utilizing and adding to existing infrastructure
- › New water main looping connections for added redundancy and improved system dynamics
- › Sanitary connections in State/Eisenhower intersection and across Boardwalk near railroad

Water ————
Storm ————
Sewer ————



STORMWATER

- › Three existing at-grade detention basins serve site
- › SE basin to remain – runoff decreases each phase
- › Four (4) underground detention systems will serve the site
 - Two of the four will provide infiltration
- › Systems will ultimately discharge to public sewer in Boardwalk
- › Design has WCWRC preliminary approval



SUSTAINABILITY

- › Waste Management & Resource Recovery Construction Plan
- › Low Embodied-Carbon Materials
- › All-Electric Multifamily Units
- › Enhanced Thermal Building Envelopes
- › Bioretention Cells in Streetscape
- › Prioritized Native Plant Species
- › Resident Composting Program
- › EV Charging Stations
- › Alternative Mobility Options
- › Reducing vehicle miles traveled



Embodied Carbon – manufacture, transport and installation of construction materials



