



Riverfront Gateway Development Feasibility

Peter Allen Associates, Inc.
Nederveld, Inc. Ann Arbor/Grand Rapids
Riverfront Village LLC

Current Site

- 17.8 acres site
- 4.6 acres in floodplain & wetlands
- 3.5 acres of surface parking
- 9 acres of open space
- 17,000 Hospital Campus FTEs
- 10,000 North Campus
- Totally auto/bus dependent**
- Limited parking within ¼ mile
- City-owned
- 240 car surface parking lot on each side of Fuller Rd.
- Leased to University with no taxes
- Annual revenue to city Parks Department of ~\$40,000**
- Annual maintenance cost to city of \$2,000
- Miller Canfield interprets new city law re. parkland disposition: law does not apply to long term land lease

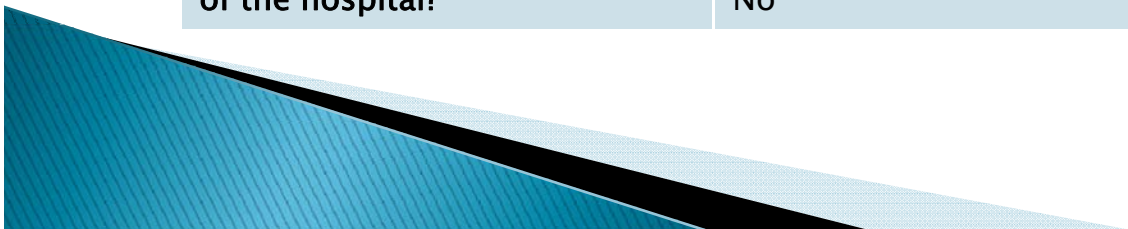


Serving Stakeholder Needs

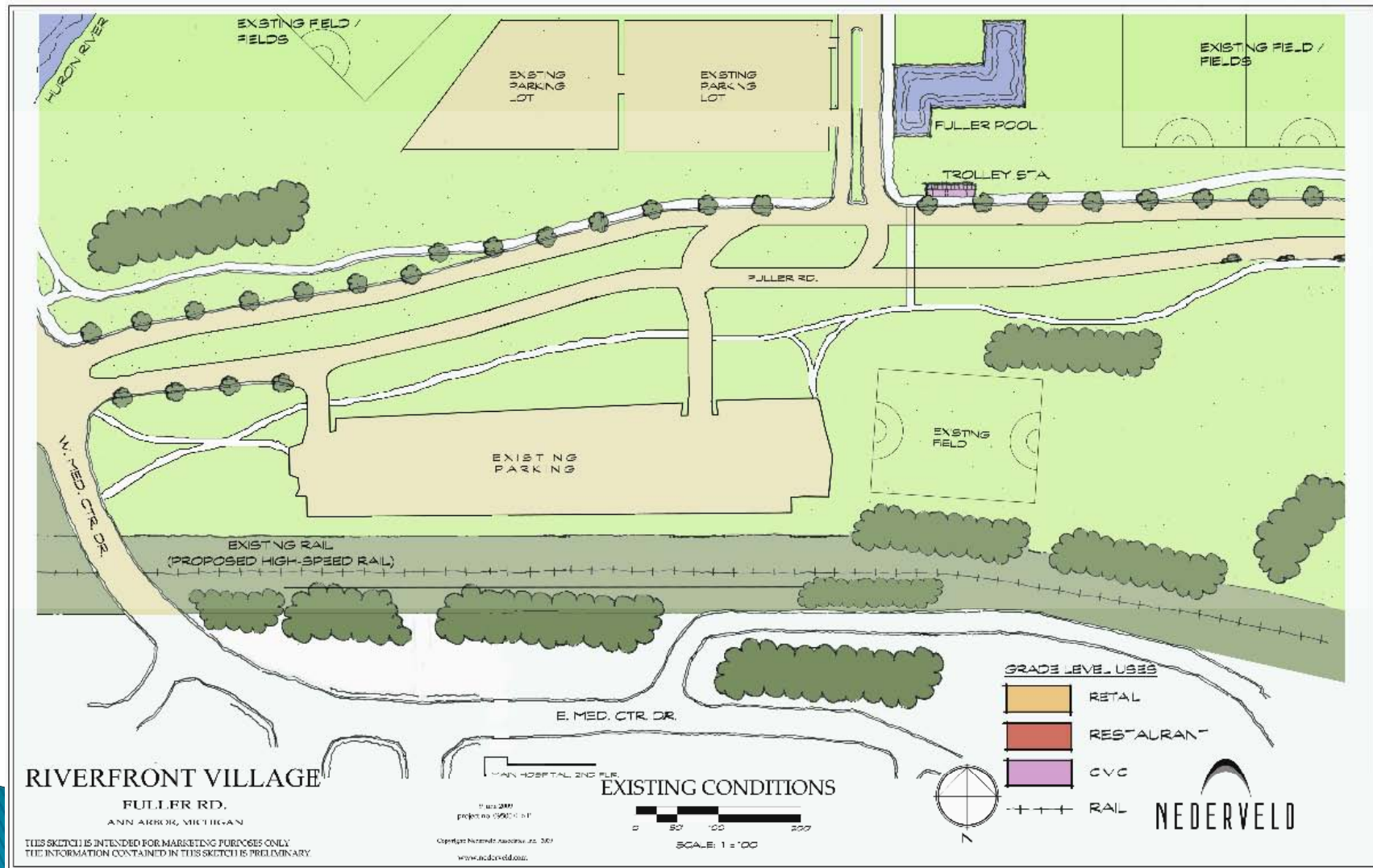
- Identified great, underutilized location
- Discovered imminent plan to put train station at this location
- Spoke with city and university officials
- Interacted with large underserved population
- Developed plan to best serve all stakeholder needs

Survey results - 94 Respondents

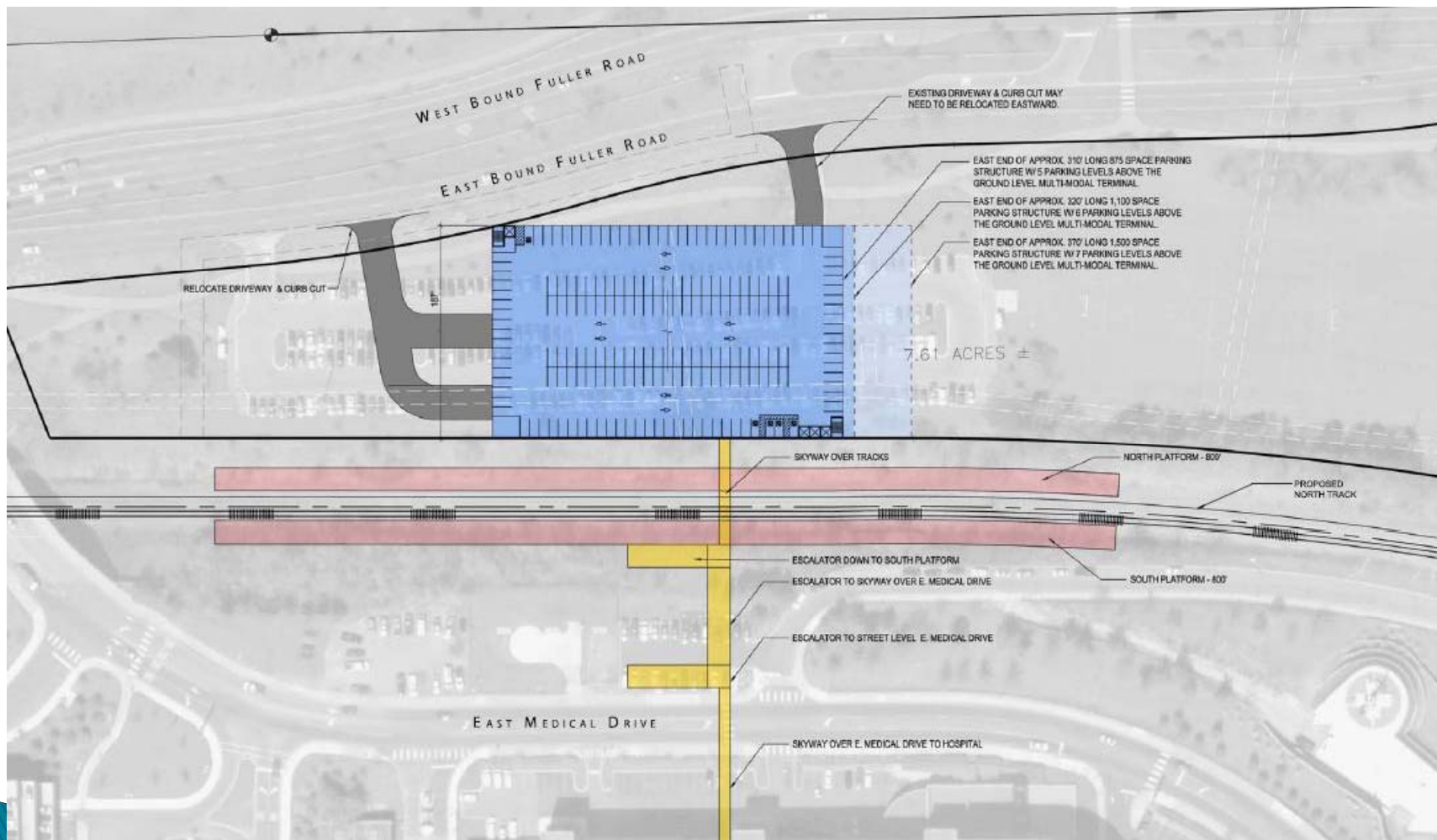
Question	Response	Result
1 If it were available, would you take a commuter train that stops at the hospital?	Yes	65%
	No	35%
2 If there were restaurants and retail within walking distance of the hospital, would you use them?	Yes	82%
	No	18%
3 Would you live (<i>or stay at a hotel</i>) within walking distance of the hospital?	Yes	65%
	No	35%



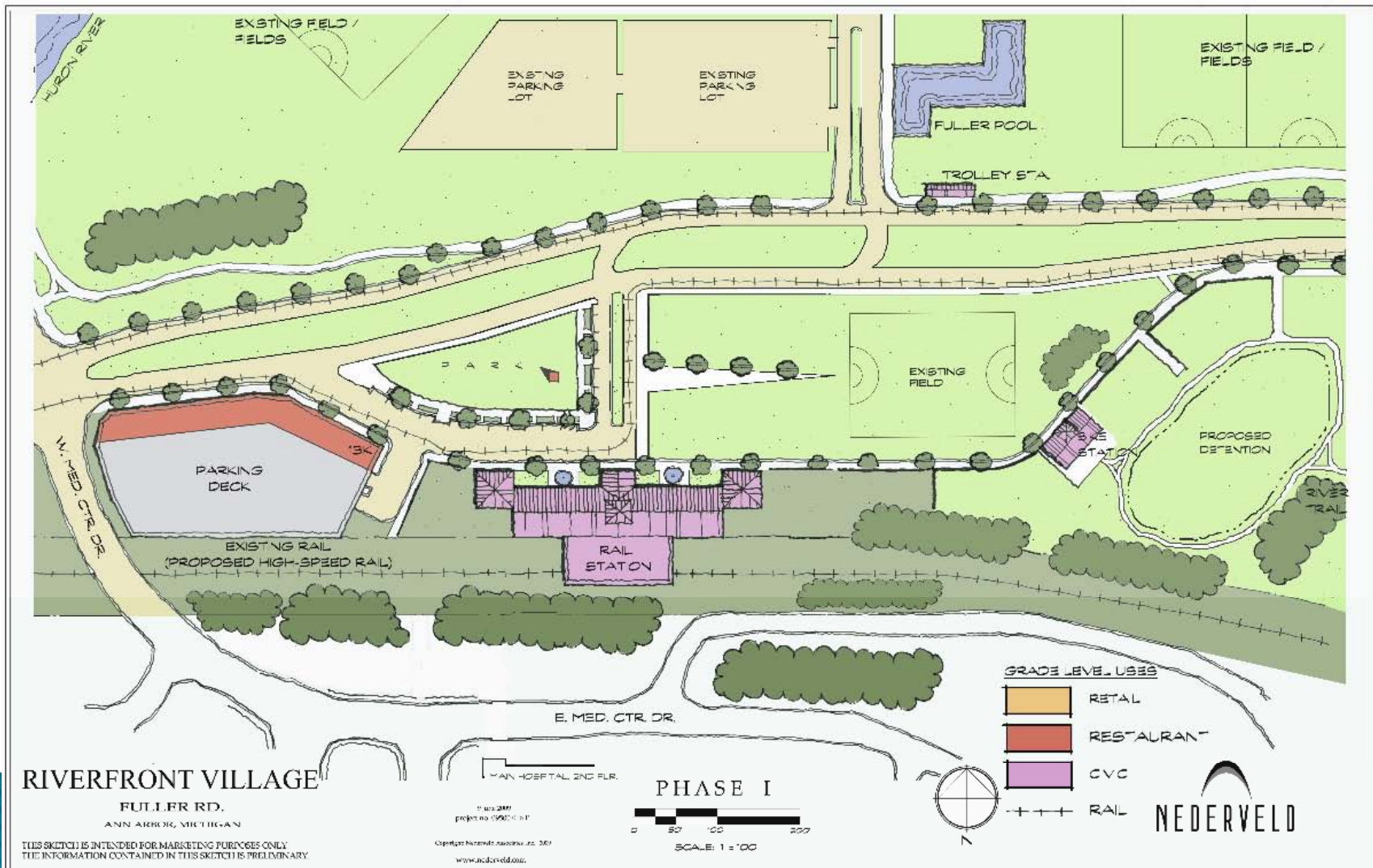
Current Site



City's First Conceptual Plan



RiverFront Gateway



Financial Benefits to Ann Arbor & Parks Department

Phase I

• \$1.1 million / year

Phase II

• \$1.4 million / year

Phase III

• \$1.8 million / year

Phase IV

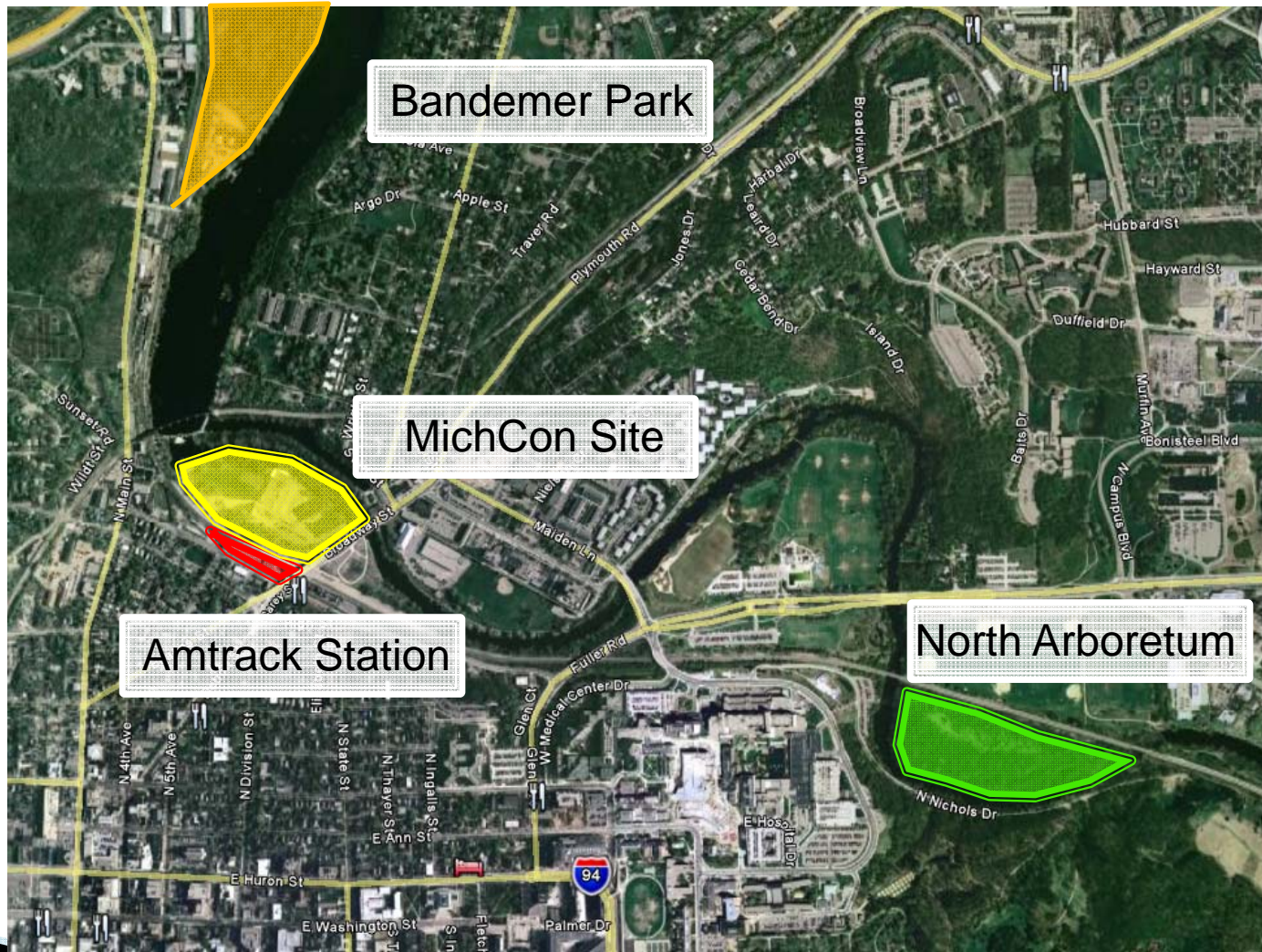
• \$2.3 million / year

Phase V

• \$3.0 million / year



Offshoot Park Projects



Offshoot Park Projects



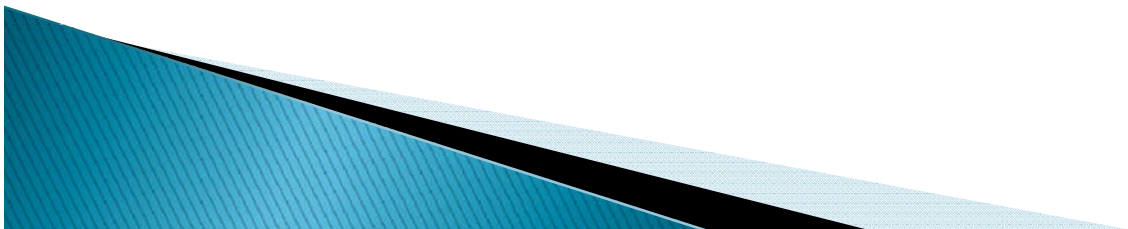
Our Role/Next Steps

Our role

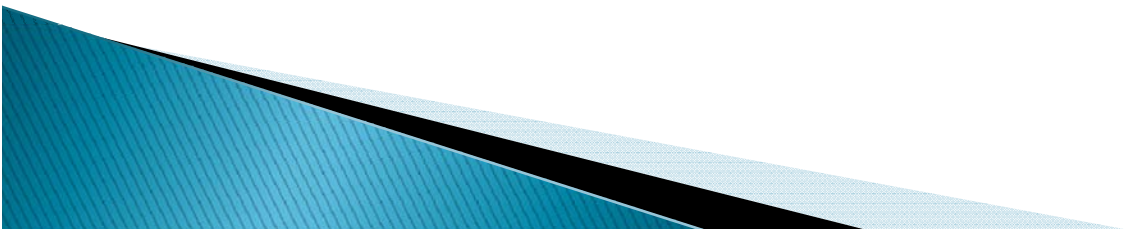
- Facilitate partnership between city and private sector
- Meet all stakeholder requirements
- Reduce risks of site

Next steps

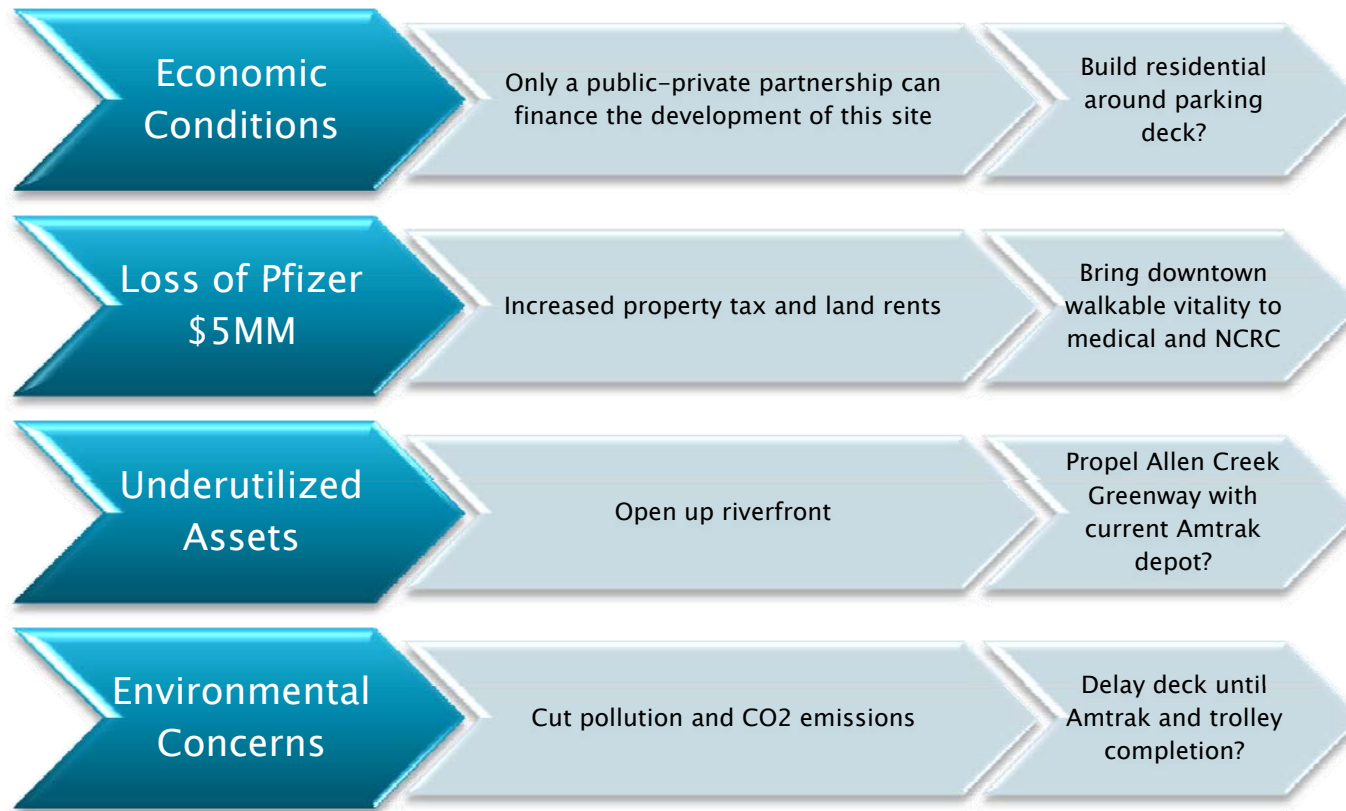
- Work with city to move forward with site development



APPENDIX



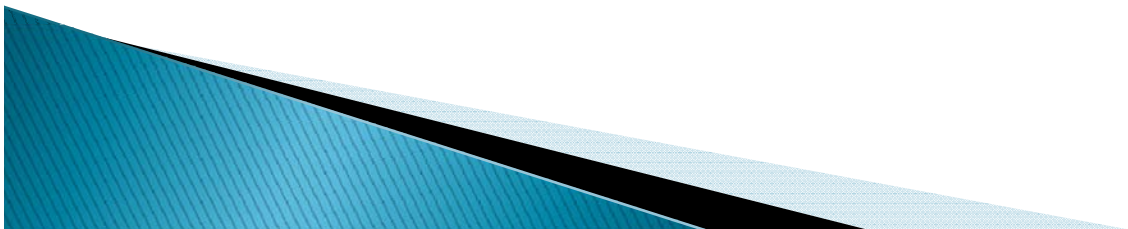
How Riverfront Gateway Helps the City



Environmental & Social Benefits

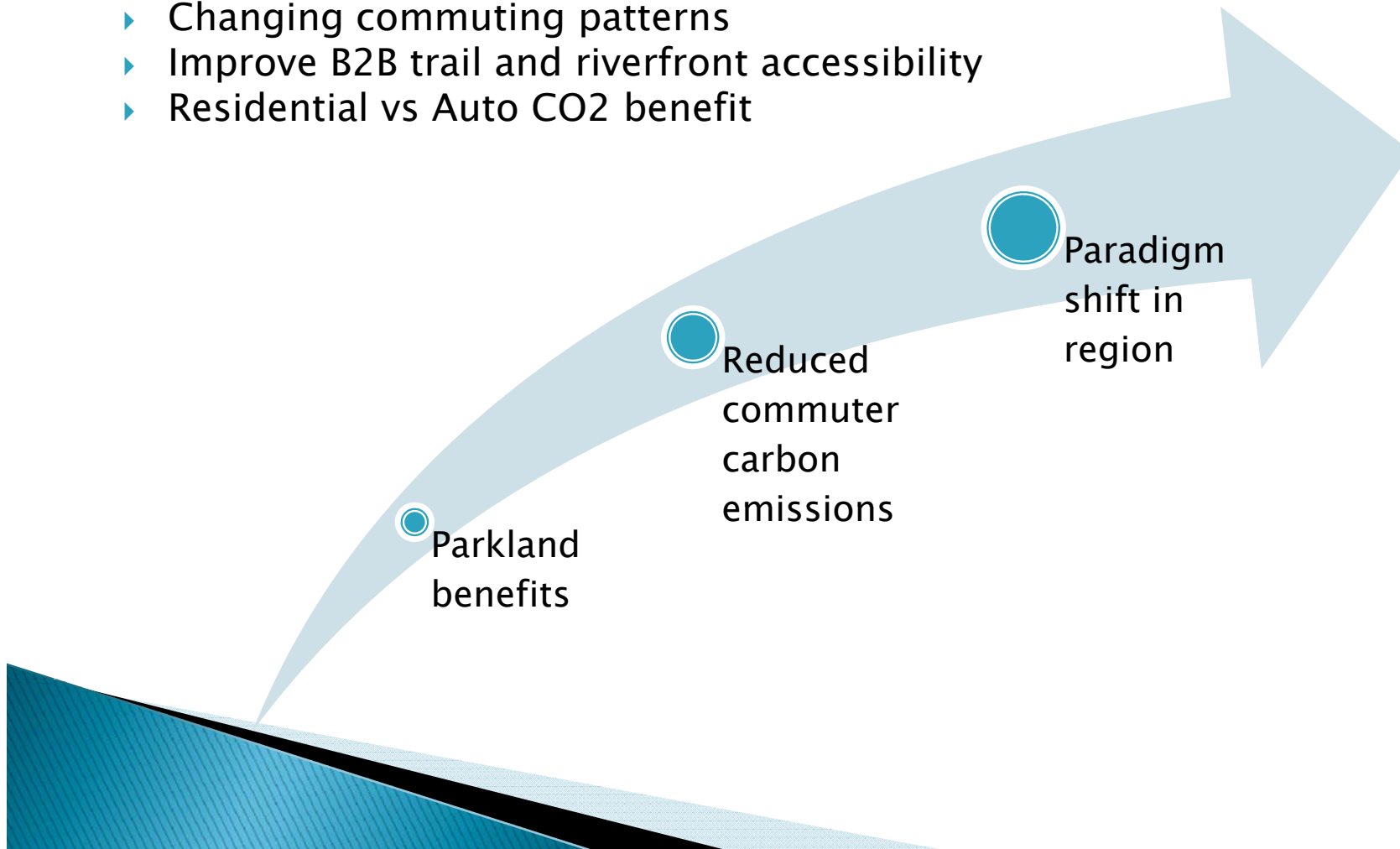
► If...

- 1,000 commuters choose rail instead of car
 - Annual reduction of roughly 5,000,000 VMT
 - Roughly 250,000 gallons of gasoline
 - CO₂ emissions from the electricity use of 305 homes for one year
- 20,000 hospital visitors/patients use rail per year
 - Annual reduction of 400,000 VMT
 - Roughly 20,000 gallons of gasoline
 - Greenhouse gas emissions avoided by recycling 61 tons of waste instead of sending it to the landfill



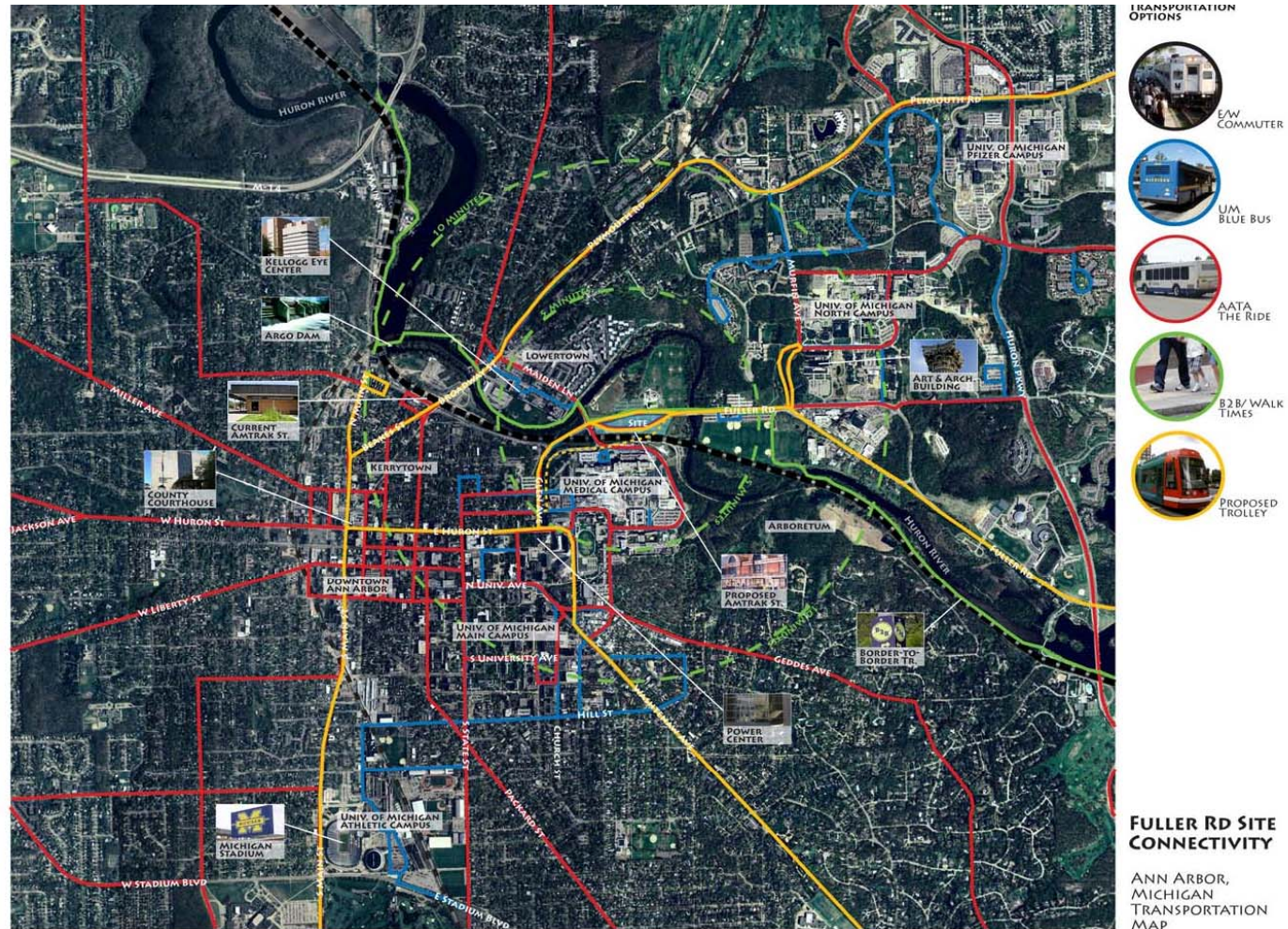
Environmental Impact

- ▶ Overall carbon footprint analysis
- ▶ All buildings will be LEED certified
- ▶ Changing commuting patterns
- ▶ Improve B2B trail and riverfront accessibility
- ▶ Residential vs Auto CO2 benefit



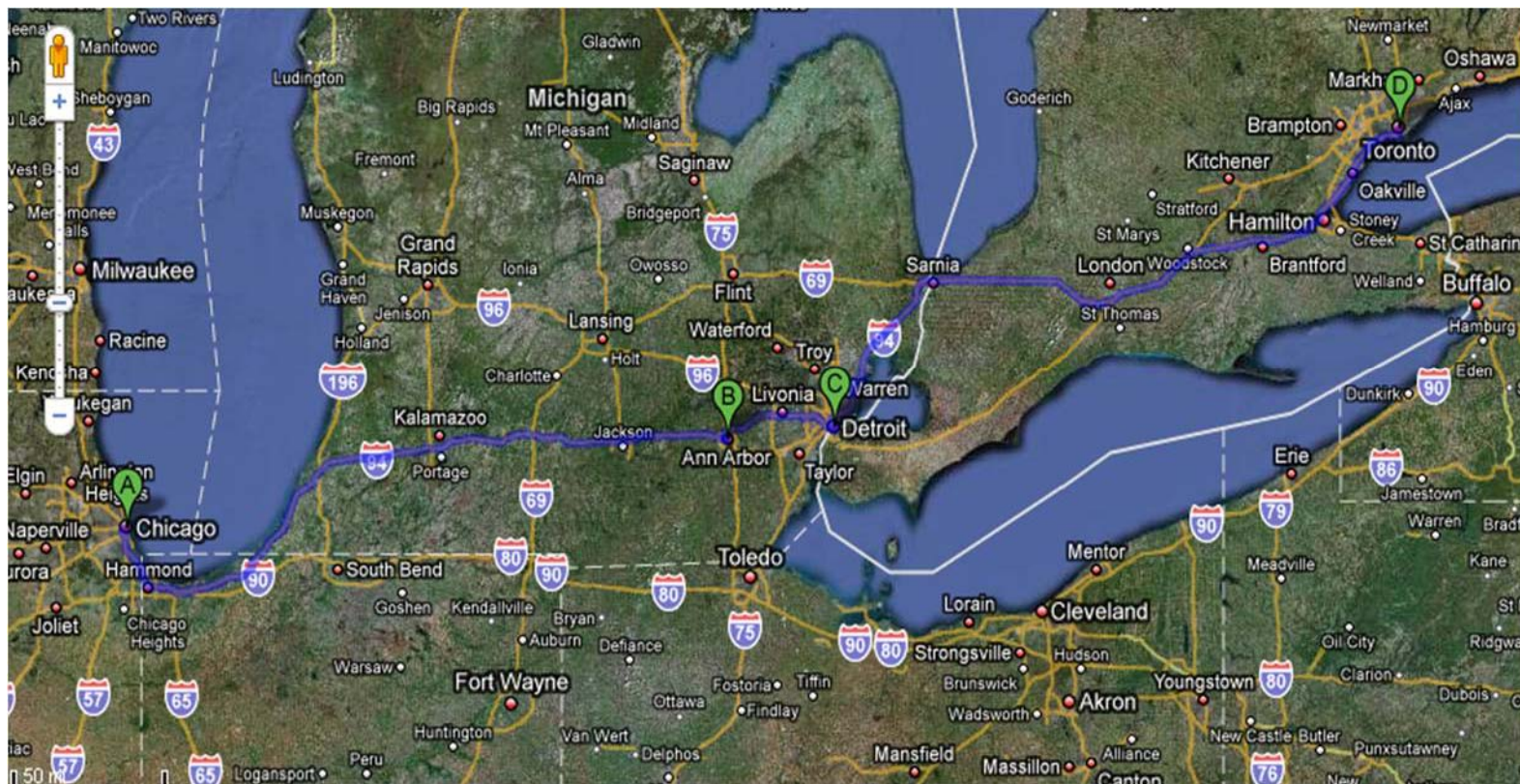
Valuable Location

- 17,000 Hospital FTEs and 10,000 North Campus FTEs
- UM Hospital ~\$1.3B budget and 1.9M patient visits each year
- Identified as new home for Amtrak commuter and high speed rail
- Future trolley and commuter connection to all campuses and downtown



Proposed Rail Connections

- ▶ E-W Amtrak line will open in October 2010 connecting to Metro
- ▶ Could high speed rail run from Chicago to Toronto in 5+ years?



City's Current Challenges

Government Support

- Federal Government transit funds will require mixed use TOD
- Need private development to attract federal funding
- Residential rental demand in this area will support 300–500 units...and fewer parking spaces

NCRC

- Residential and retail at hospital and around NCRC (Pfizer)
- Hospital and North Campus deans want infill uses similar to downtown

Underutilized Assets

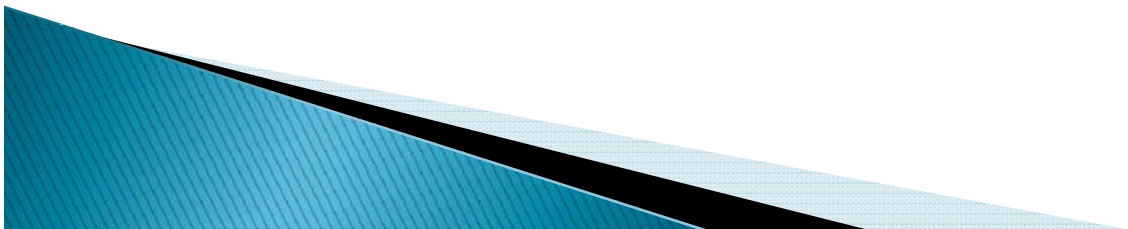
- Use Fuller Road to gain experience at mixed use development (1600 Fuller Rd, Library Lot, Old YMCA, Gratz Lot)
- Replace any lost Fuller Park open space with new downtown green space
- Provide funding dollars for Allen Creek greenway implementation

2–5 Year Transit Plan

- October 2010 Amtrak commuter re. Metro airport and Detroit
- WALLY study re. North–South rail
- URS study re. trolley and federal/MDOT high speed rail

City's First Conceptual Plan

- Surface parking lot & structure
- Leased to UM
- Rail platform



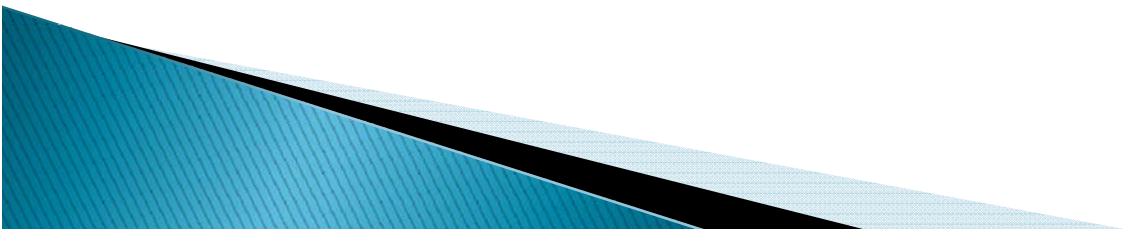
RiverFront Gateway

- Land remains city owned
- Leased to UM
- 1,000 car parking deck, wrapped with multi-use space
- Annual benefits to Ann Arbor starting at \$1.1 million
- Restores open space

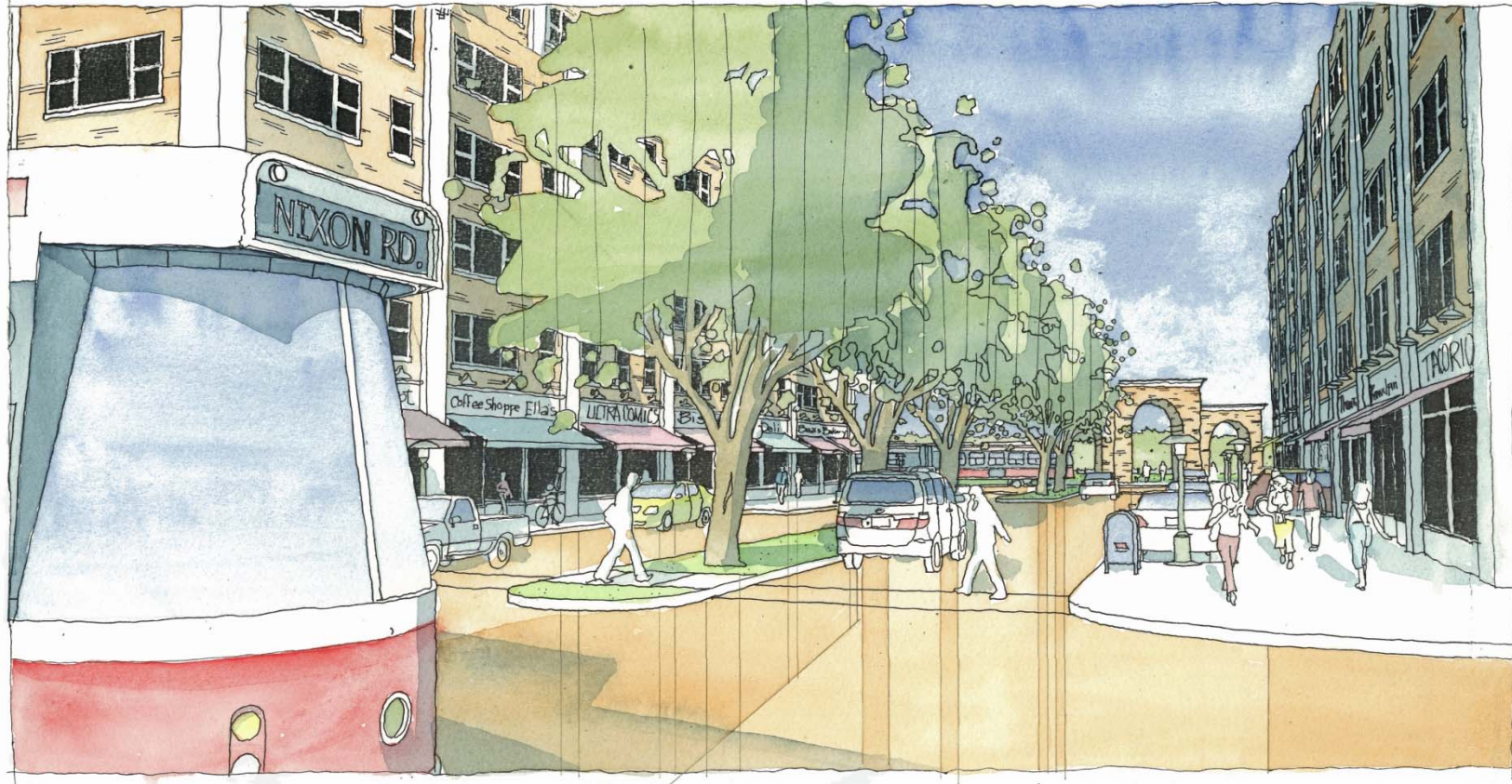
Should this be residential wrapping the deck?



Ann Arbor Rail Gateway and Welcome Center



RiverFront Gateway



TRANSIT ORIENTED DEVELOPMENT

FULLER RD.
ANN ARBOR, MICHIGAN

THIS SKETCH IS INTENDED FOR MARKETING PURPOSES ONLY.
THE INFORMATION CONTAINED IN THIS SKETCH IS PRELIMINARY.

www.nederveld.com

14 May 2009
project no. 09500XXXP

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SCALE: 1" = 100'




NEDERVELD

Cutting Edge LEED Design



Source: <http://mic-ro.com/metro/metroart.html>

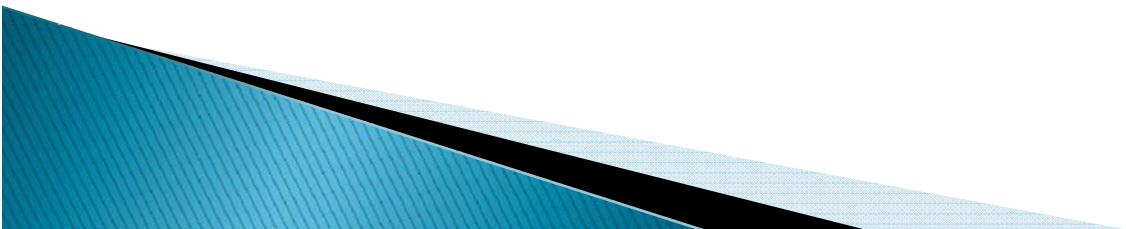
Riverfront Village Multimodal Options

- Elevator
- Pedestrian sky bridge
- Full service bike station
- Eco tourism
- Zip Car
- Trolley
- Car parking
- Cutting edge/new options – electric city cars



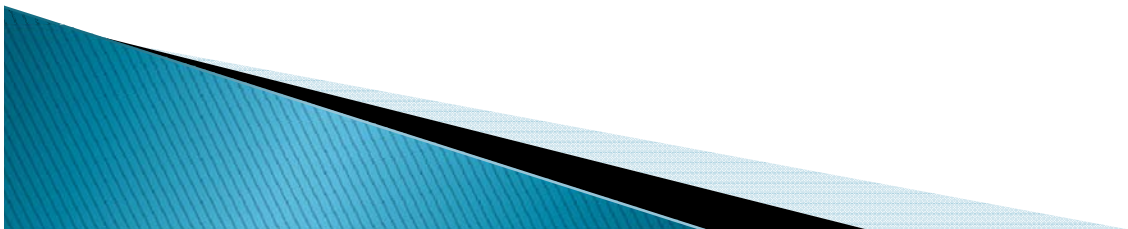
Current Site

- Surface parking lot
- Leased to UM

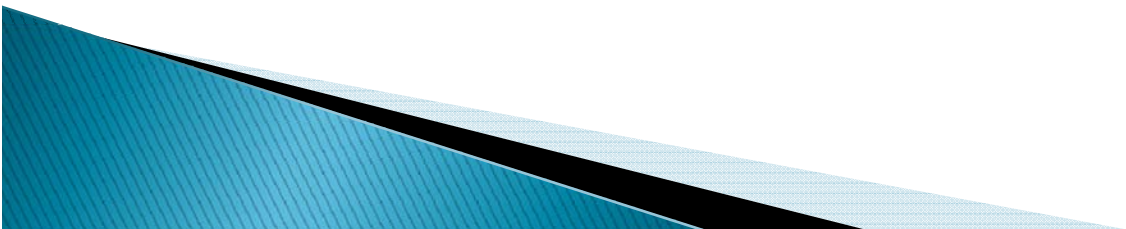


Opportunities of this site

	Riverfront Village
Future growth options considered	✓
Engages the river and arb	✓
Multimodal connectivity	✓
Onsite residential opportunities	✓
Modern welcome centers/door to Ann Arbor	✓
Financial benefits	✓
Sufficient parking	✓
Local retail and restaurants	✓

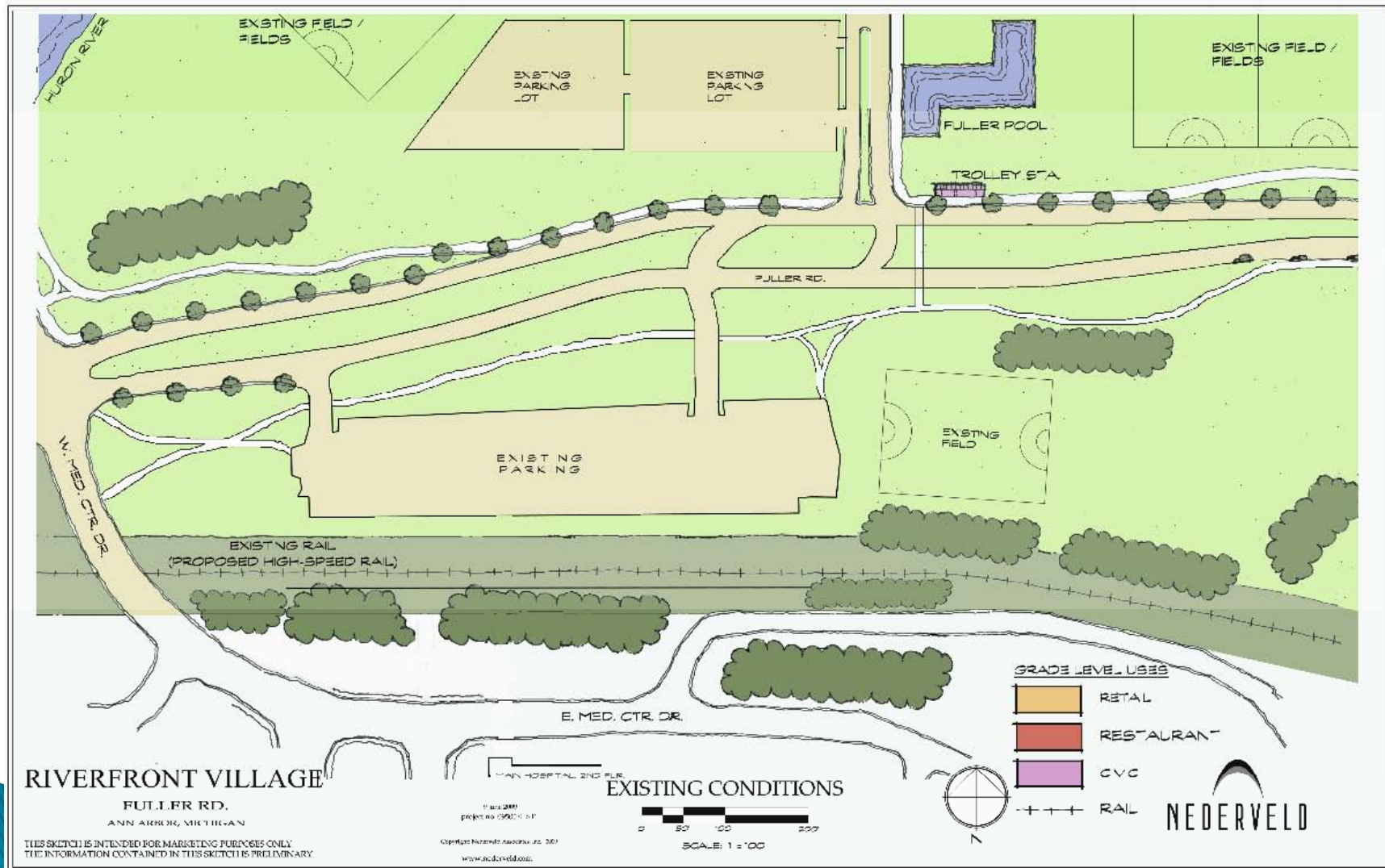


Phased Development



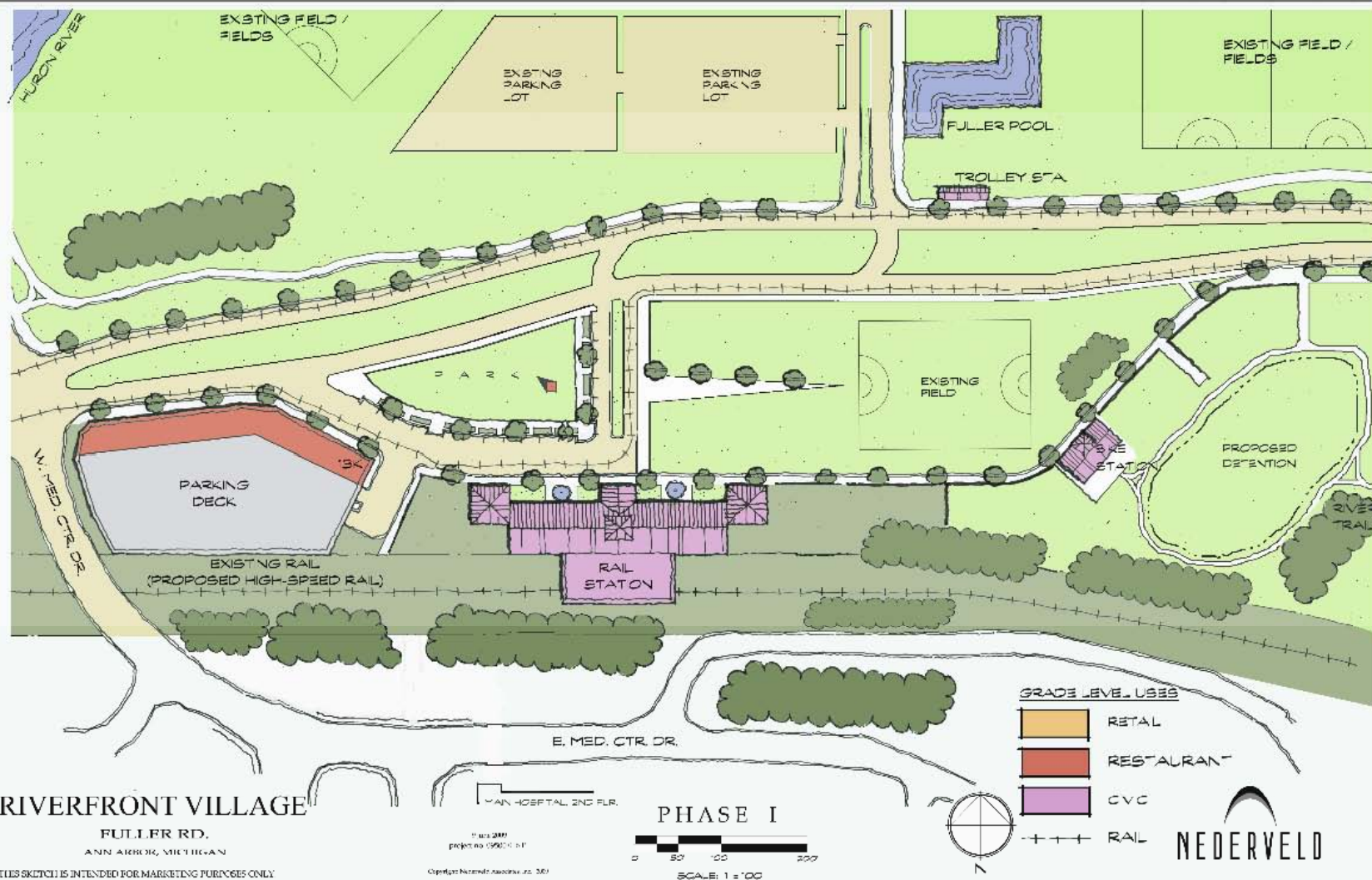
RiverFront Village

Current Site: Today



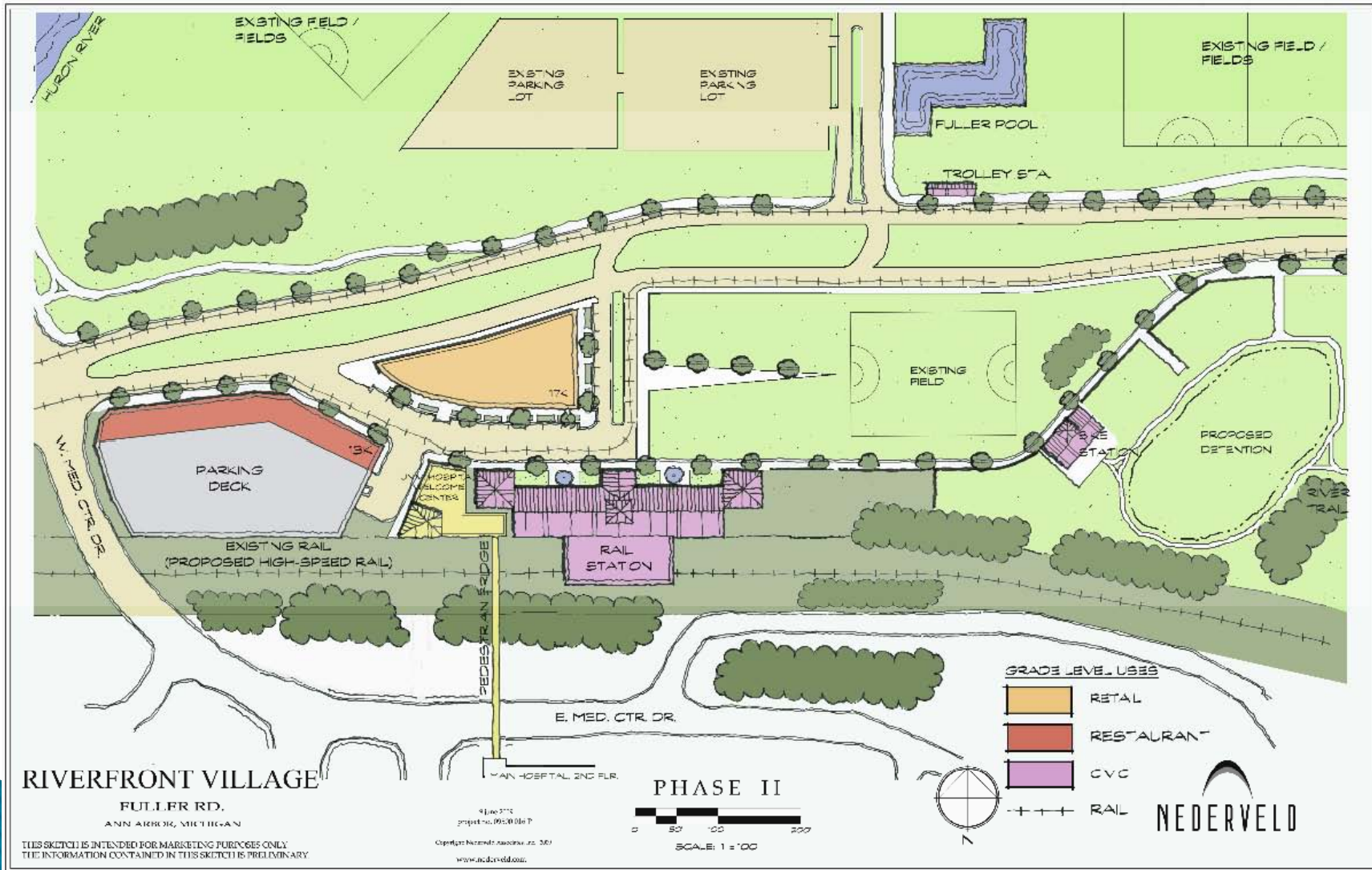
RiverFront Village

Phase 1: 1 - 2 Years



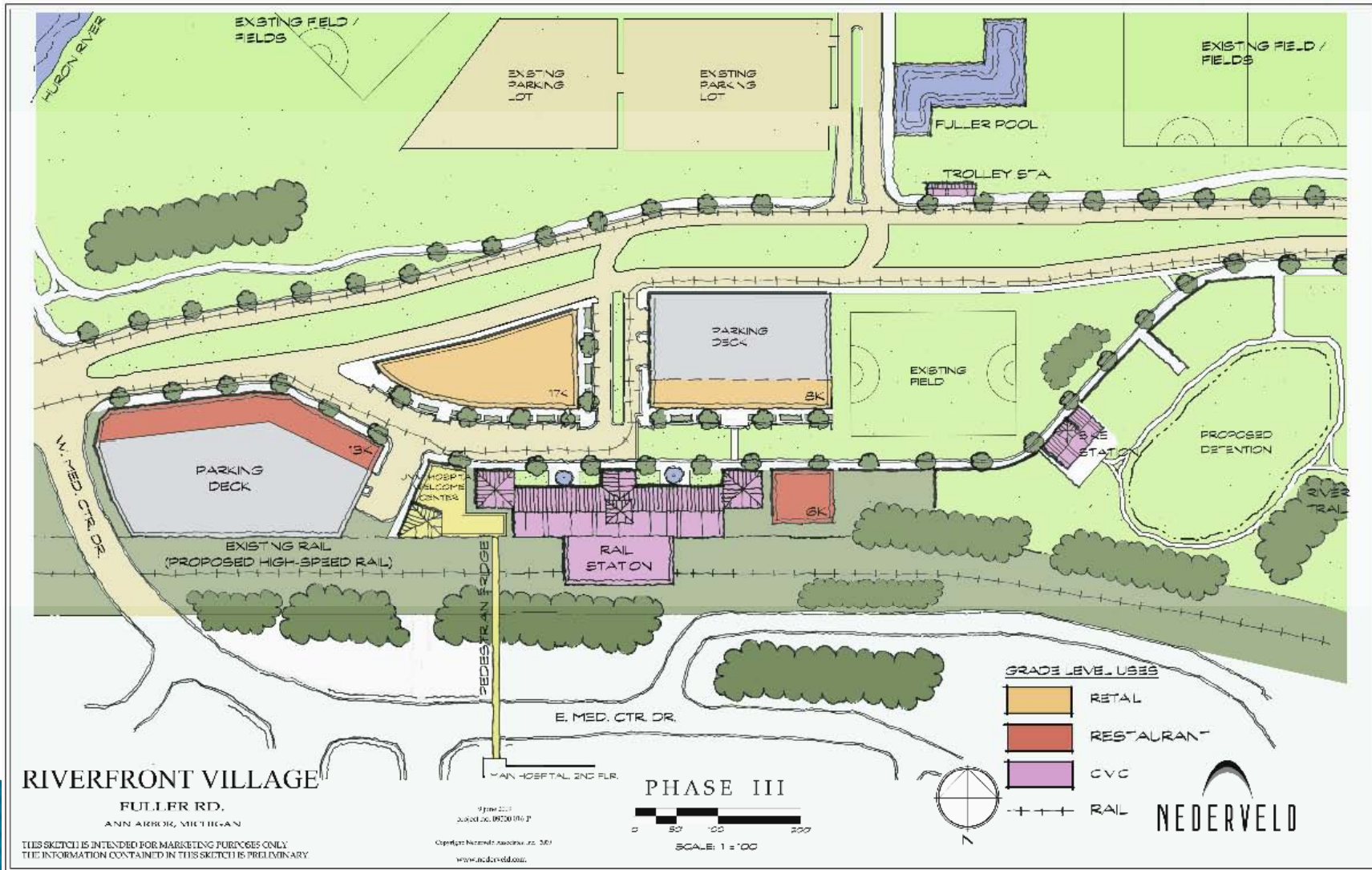
RiverFront Village

Phase 2 Example: 3 - 4 years



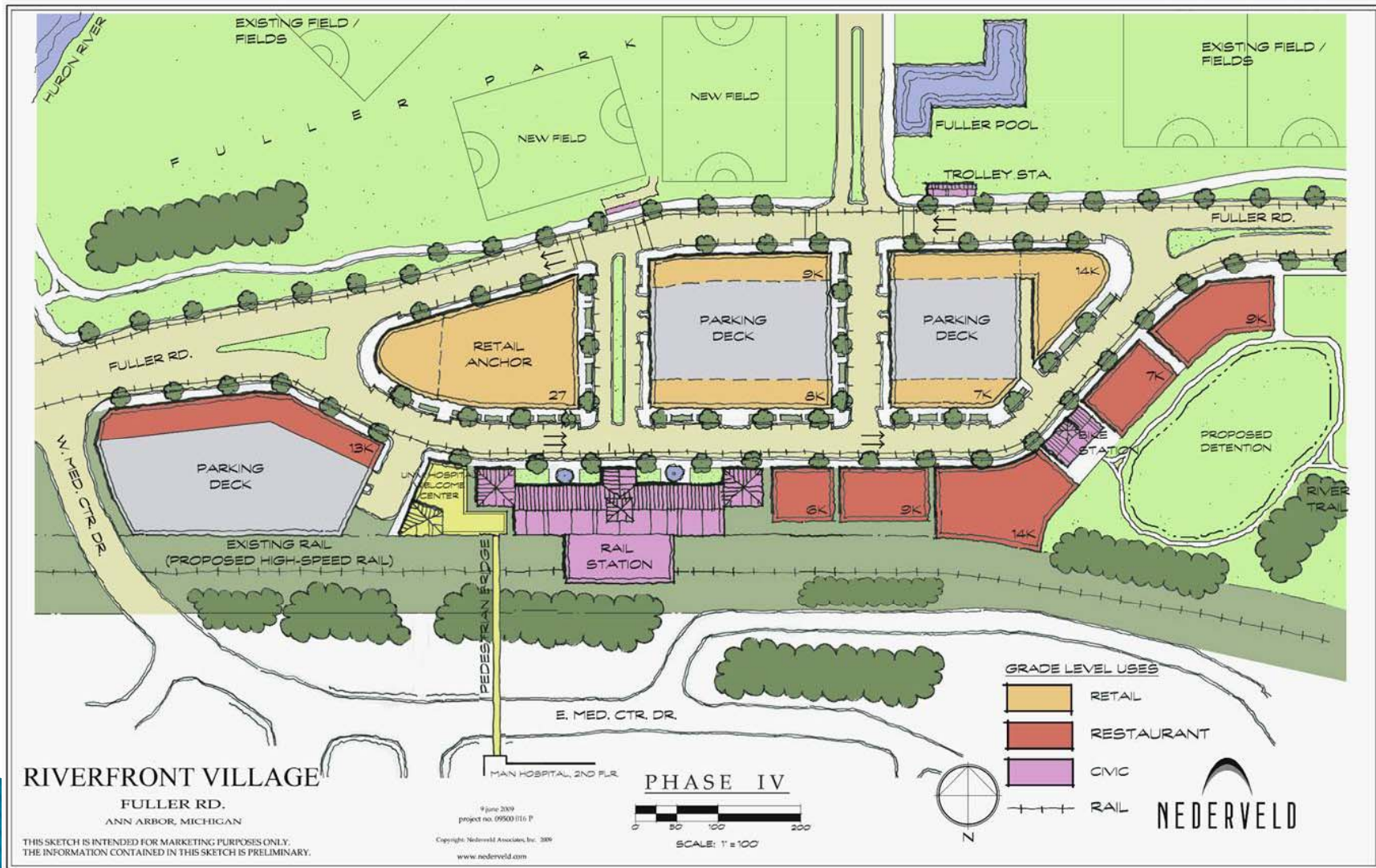
RiverFront Village

Phase 3 Example: 5 - 7 years



RiverFront Village

Phase 4 Example: 8 - 15 years



Timeline

- ▶ Phase 1: 1000 car Parking deck, train station, enhanced parkland, welcome center, grand atrium, limited retail and restaurant space
- ▶ Phase 2: Additional 34,000 SF residential and 17,000 SF retail.
- ▶ Phase 3: Additional 600 parking spots, 12,000 SF residential, 8,000 SF retail, 6,000 SF restaurant
- ▶ Phase 4: Additional 400 parking spots, 18,000 SF residential, 30,000 SF retail, 7,000 SF office, 9,000 SF restaurant
- ▶ Phase 5: Additional 58,000 SF residential, 10,000 SF retail, 14,000 SF office

[illegible]