

**SUPERIOR CHARTER TOWNSHIP PLANNING COMMISSION
SUPERIOR TOWNSHIP HALL
3040 N. PROSPECT, SUPERIOR TOWNSHIP, MI 48198
AGENDA**

April 22, 2026 - 7:00 PM

1. CALL TO ORDER
2. ROLL CALL
3. DETERMINATION OF QUORUM
4. ADOPTION OF AGENDA
5. APPROVAL OF MINUTES
 - A. Approval of the March 25, 2026, Regular Meeting Minutes
6. CITIZEN PARTICIPATION
7. CORRESPONDENCE
8. PUBLIC HEARINGS, DELIBERATIONS AND ACTIONS
 - A. STPC #26-01 Area Plan Petition and Rezoning – Timber Creek Flats (PC District)
 - B. STPC #25-09 Area Plan Amendment – Clay Hill Farm and Market (PC District)
 - C. Zoning Ordinance Amendment: Energy Systems and Facilities Regulations
9. REPORTS
 - A. March Planning & Zoning Report to the Board of Trustees
10. OLD BUSINESS
 - A. Zoning Ordinance Amendment: Security Cameras for Multiple-Family and Commercial Properties
11. NEW BUSINESS
12. POLIY DISCUSSION
13. ADJOURNMENT

Thomas Brennan III, Commission Secretary
Michelle Marin, Planning & Zoning Administrator
3040 N. Prospect, Ypsilanti, MI 48198
734-482-6099

SUPERIOR CHARTER TOWNSHIP

Planning Commission

Regular Meeting Minutes - DRAFT

March 25, 2026, 7:00 PM

Township Hall - 3040 North Prospect

Superior Township, MI 48198

1. CALL TO ORDER

Vice Chair Steele called the regular meeting to order at 7:00 p.m.

2. ROLL CALL

Present: Dr. Robert Steele, Vice Chair
Patrick McGill
Nahid Sanii-Yahyai
Curt Wolf
Thomas Brennan, Secretary

Absent: Jay Gardner, Chair
Brenda McKinney, Board Representative

Also Present: Planning Consultant – Michelle Marin, Carlisle Wortman Associates
Engineering Consultant – George Tsakoff and Mariah Cummings, OHM

3. DETERMINATION OF QUORUM

A quorum was present.

4. ADOPTION OF AGENDA

MOTION by Sanii-Yahyai, supported by Wolf, to adopt the March 25, 2026, agenda as amended.

Motion passed unanimously by voice vote.

5. APPROVAL OF MEETING MINUTES

MOTION by Brennan, supported by Sanii-Yahyai, to adopt the February 25, 2026, regular meeting minutes as amended.

Motion passed unanimously by voice vote.

6. CITIZEN PARTICIPATION

Julie Spellman of 1866 Golden Lane presented a statement of opposition to the Prospect Pointe South Development, submitted by the Lakeview Estates Condo Board and Residents and Prospect Park and Prospect Woods Homeowners Association Boards and Residents. Concerns include the applicant's disingenuous presentation to 4 members of the board, stormwater management deficiencies, safety and access, traffic capacity, incompatible housing, and landscaping issues.

Erik Mattila with Lakeview Estates expressed concerns with the detention basin and stormwater management systems.

Donna Russell of 8401 Lakeview Court expressed concerns about the scheduled maintenance needs of the retention basin referenced on the area plan.

Jan Olrich of 8304 Lakeview Drive described the existing function of Lakeview Drive which functions as a private road, despite being a public road. They indicated that the breakaway gate being removed is a concern, as the existing portion of Lakeview Drive is not constructed to support more traffic.

Tracey Melody of 1795 Sheffield expressed concerns about the extension of Lakeview Drive, specifically the lack of sidewalks and blind, sharp curve. She mentioned the width of Berkshire Drive cannot support driveways on the south side.

Susan Kellermier of Lakeview Estates expressed concerns regarding the increased traffic and mentions that the plan does not address this. She referenced the Geddes Road Corridor Study of 2005 and a traffic impact study from 2025 that indicates infrastructure improvements are required near Prospect and Geddes.

Nannette Perrine of 8083 Park Lane referenced the incompatible density/housing style.

Gayle Glazier-Sinkowski of spoke of the landscape barriers between the development and the surrounding communities. Gayle mentioned the impact to the natural resources of the area, particularly the mature trees. She expressed concerns of the Prospect Pointe South residents cutting through the Golden/Park Lane neighborhood.

Paula Dean of 1650 Golden Lane expressed concerns of the power grid's ability to support the proposed homes. She referenced recurring outages and infrastructure strain.

Lynne Rose of 1931 Sheffield Drive summarized the comments made by the preceding speakers.

Brooke Radcliff of 8413 Lakeview Court urged the neighbors in the room to engage in a letter writing combine to the CEO of M/I Homes.

Ed High of 1679 Golden Lane, closest to unit 6. Ed mentioned that the area near his yard floods during rains. He mentioned that the storm drain is inadequate and that the fire department indicated another drain is needed near his lot. He expressed that lots 5, 6, and 7 of the proposed development will be swamps during the rain. Ed also indicated that the traffic on Geddes and Prospect will be exacerbated by the development.

Kevin Pratt of 8364 Lakeview Drive discussed the narrow Lakeview Drive and indicated 2 entrances on Prospect should be required.

7. CORRESPONDANCE

MOTION by Brennan, supported by Wolf, to accept the correspondence from Ann Arbor Township regarding the Master Plan Adoption and the 2005 Geddes Road Corridor Study.

Motion passed unanimously by voice vote.

8. PUBLIC HEARINGS, DELIBERATIONS AND ACTIONS

None.

9. REPORTS

Marin summarized the February Planning & Zoning Report to the Board.

Motion by Brennan, Support by McGill

10. OLD BUSINESS

A. STPC #25-05 Area Plan Petition and Rezoning – Prospect Pointe South (PC and R4 Districts)

Marin summarized the planners' report and the major changes since the last plan.

Commissioner Wolf grouped the concerns expressed by the public. Wolf indicated what regulations and rules apply to the different issues.

McGill asked about the previous area plan, including the number of units.

Tsakoff of OHM Advisors summarized the main items in the report, including water, stormwater retention, soil erosion, and traffic. He discussed the process of approval, including outside agency approvals. Retention basin provides extra redundancies with flooding, but ultimately the developer has to meet the Water Resources Commission standards. Certification is required prior to final site plan approval. He clarified points of his report that were misinterpreted by some members of the public. Tsakoff indicated that the new plan indicates 3 lanes on Prospect Road.

Steele mentioned the findings of the 2005 Geddes Road Corridor Study and how the major roads were projected to be much wider than what is currently in place.

Brad Botham of M/I Homes presented the evolution of the Prospect Pointe South project, including the new net density of 2.12 units/acre.

Steele asked the applicant about the location of the conservation easement and the clearing limits of the site.

The Commissioners discussed the different concerns expressed by the public, including traffic, safety, the housing type, etc. There was discussion of the County Road Commission approval process and the full site plan approval process, including future engineering details. Wolf emphasized that the Planning Commission does not have authority over the roads. The Commission is directing staff to communicate the concerns raised by the public regarding safety to the Washtenaw County Road Commission.

Motion by Wolf, Support by to adopt a resolution recommending approval to the Township Board of the rezoning and area plan petition for STPC 25-05, Prospect Pointe South.

WHEREAS, the applicant has submitted a petition for rezoning and area plan approval for STPC 25-05, Prospect Pointe South; and

WHEREAS, a public hearing was held on August 27, 2025, which was noticed in accordance with the Michigan Zoning Enabling Act, MCL 125.3101 *et seq*; and

WHEREAS, the Planning Commission has reviewed the application materials, including concept plans, supporting documentation, and public input; and

WHEREAS, the Planning Commission has considered goals and policies set forth in the Superior Township Master Plan; and

WHEREAS, the Planning Commission has considered the Area Plan petitions standards set forth in section 7.102.C of the Superior Township Zoning Ordinance; and

WHEREAS, the proposed rezoning and area plan are found to be consistent with the intent of the Master Plan and meet the standards set forth in Section 7.012.C of the Superior Township Zoning Ordinance; and

WHEREAS, the Planning Commission finds that the proposed development will not adversely impact public health, safety, and welfare, and that adequate infrastructure and services can be provided;

NOW, THEREFORE, BE IT RESOLVED that the Superior Township Planning Commission hereby recommends APPROVAL to the Township Board of the rezoning and area plan petition for STPC 25-05, Prospect Pointe South, subject to the following conditions:

1. Compliance with all applicable Township ordinances and regulations.
2. Submission of final engineering and construction plans for review and approval.
3. Provision of adequate utilities, drainage, and access as required by Township standards.
4. That the Township Board review the public input prior to making a decision.

Dr. Robert Steele: yes
Patrick McGill: yes
Nahid Sanii-Yahyai: yes
Curt Wolf: yes
Thomas Brennan: no

Motion passes by roll call vote.

11. NEW BUSINESS

None.

12. POLICY DISCUSSION

A. Zoning Ordinance Amendment: Energy Systems and Facilities Regulations

Marin summarized the proposed text amendment that would permit utility-scale energy systems. Projects of this scale are pre-empted from local control by PA 233, and developers have the option to either go to the MPSC for approval or to pursue local permitting if a municipality has adopted regulations. The

proposed regulations are not considered a Compatible Renewable Energy Ordinance but instead include additional regulations that developers may find “workable.” The Planning Commission indicated that they would like to schedule a public hearing for the proposed text amendment at the next Planning Commission meeting.

B. Zoning Ordinance Amendment: Security Cameras for Multiple-Family and Commercial Properties

Marin summarized the proposed changes which would apply to new projects on multiple-family and commercial properties. The Planning Commissioners discussed the balance between privacy and security and indicated that they want to discuss this further prior to public hearing.

13. ADJOURNMENT – *next regularly scheduled meeting on April 22, 2026.*

MOTION by Brennan, supported by Sanii-Yahyai to adjourn the meeting.

Motion passed unanimously by voice vote.
The meeting was adjourned at 9:30 p.m.

Meeting Minutes Respectfully submitted,

Thomas Brennan III, Planning Commission Secretary
Michelle Marin, Recording Secretary
3040 N. Prospect, Ypsilanti, MI 48198, 734-482-6099



Carlisle | Wortman
ASSOCIATES, INC.

117 NORTH FIRST STREET SUITE 70 ANN ARBOR, MI 48104 734.662.2200 734.662.1935 FAX

Date: April 15, 2026

**Area Plan Review
For
Superior Township, Michigan**

Applicant:	SB Invest LP
Project Name:	Timber Creek
Location:	Macarthur Blvd and Wiard Road
Plan Date:	February 20, 2026
Current Zoning:	Area Plan PC, Planned Community
Action Requested:	Area Plan Petition Approval-PC, Planned Community District

PROJECT DESCRIPTION

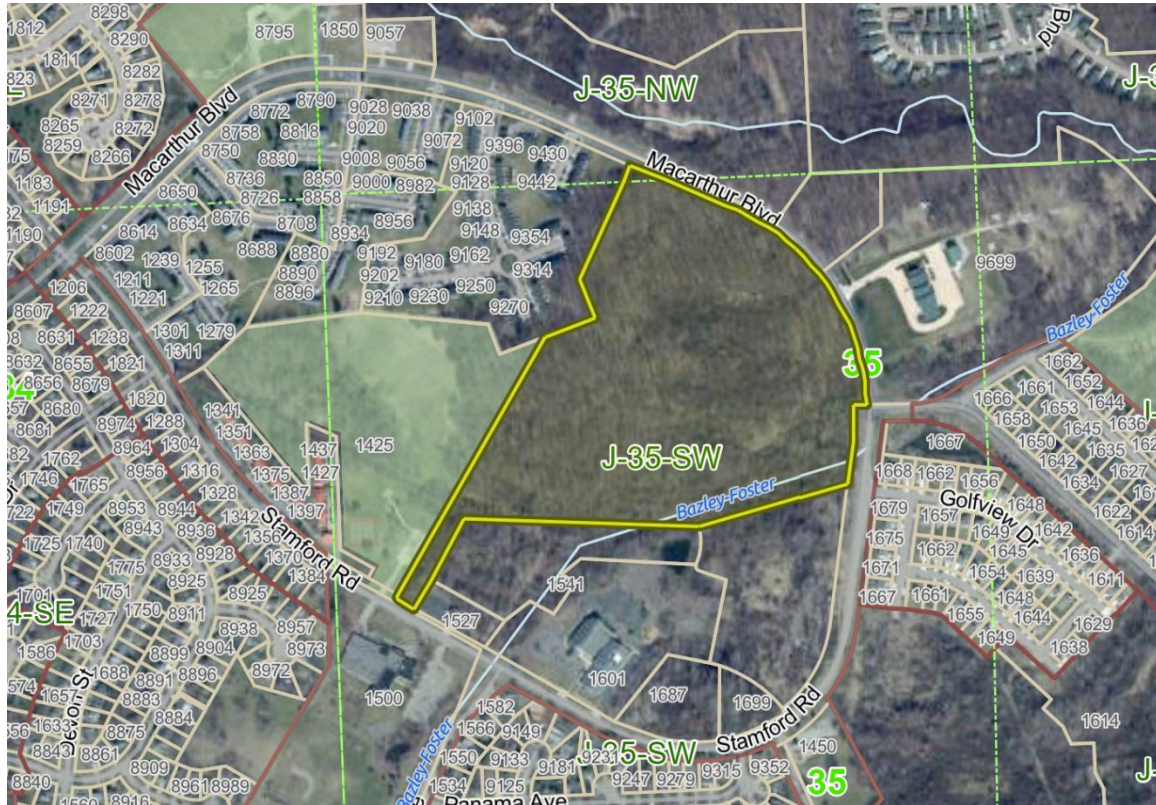
An application has been submitted for Area Plan amendment petition for a 260 unit, mixed residential development on 36 gross acres (26.83 net acres) on the south side of Macarthur Boulevard, just west of Wiard Road. The multiple family portion of the development includes a workforce attainable housing component. The 260-unit plan yields about 7.2 units per gross acre and 9.7 units per net acre. Access to the site is via two access points off Macarthur Boulevard.

The site is currently undeveloped and is controlled by an existing PC, Planned Community Area Plan. The site consists of woodlands, wetlands, and Bazley-Foster Drain. The applicant has arranged the site to develop around the wetlands and drain in order to maintain a significant amount of the existing natural features.

The site is currently undeveloped and is controlled by an existing PC, Planned Community Area Plan.

Benjamin R. Carlisle, *President* Douglas J. Lewan, *Executive Vice President* John L. Enos, *Vice President*
David Scurto, *Principal* Sally M. Elmiger, *Principal* R. Donald Wortman, *Principal*
Paul Montagno, *Principal*, Megan Masson-Minock, *Principal*, Laura Kreps, *Senior Associate*
Richard K. Carlisle, *Past President/Senior Principal*

Aerial Photograph



The Zoning and existing land uses for the subject site and surrounding parcels are identified in the following table:

Direction	Zoning	Existing Use
North	RC, Recreation Conservation District	Open Space, Maintenance Facility
South	C1, R4	Vacant, Church
East	R4, PSP	Open Space, Single Family Residential
West	PSP, R7	Township Park, Multiple Family

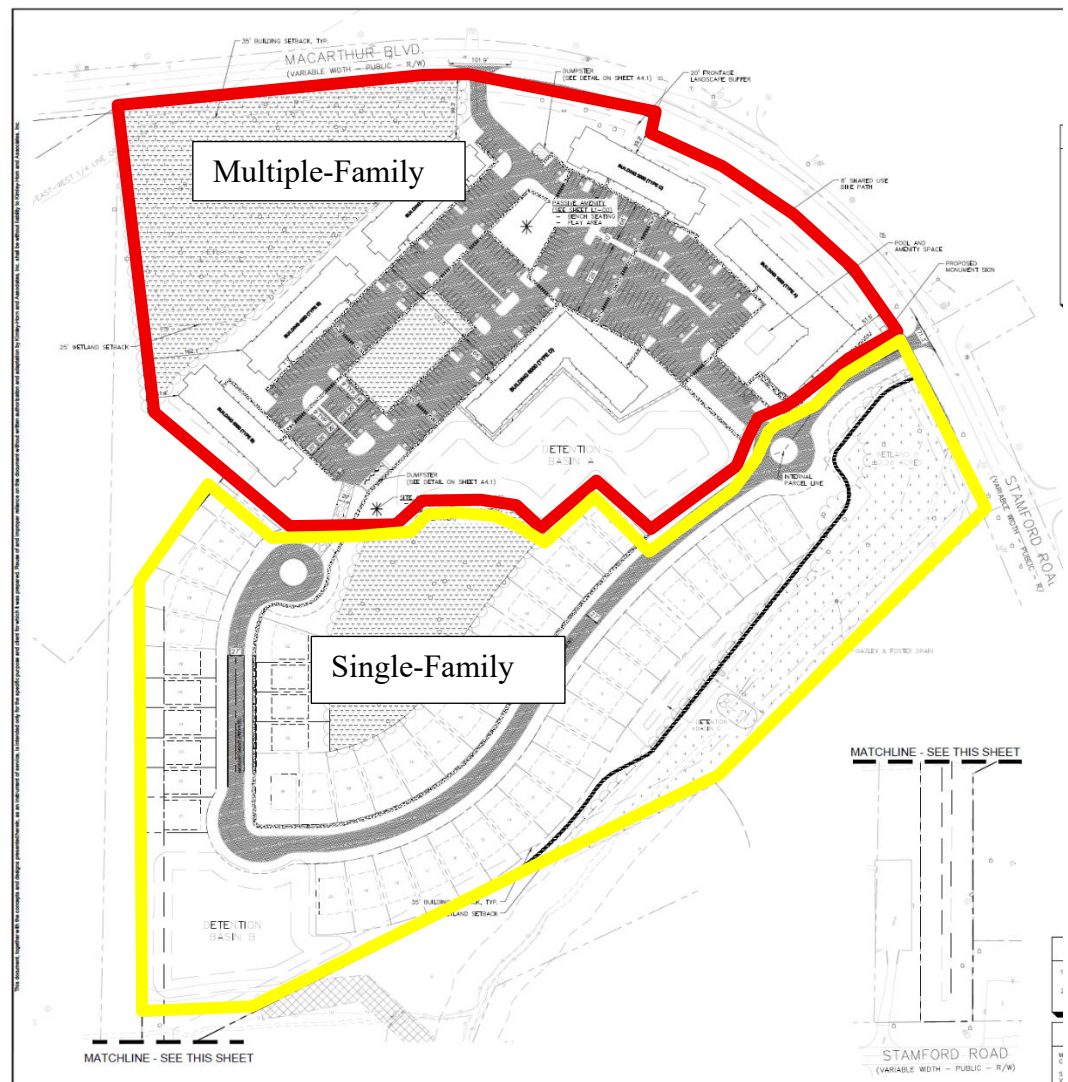
AREA PLAN

The mixed-residential portion includes a northern half of multiple family residential, and the southern portion of detached single-family residential. The unit and bedroom mix is as follows:

• Multifamily: 210 units ○ 2-Bedroom: 61 units ○ 3-Bedroom: 107 units ○ 4-Bedroom: 42 units	• Single-Family: 50 lots ○ 50 lots ○ 50' x 120' = 6,000 sq/ft
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The concept plan reviewed by the Planning Commission in December included a mix of 46 townhome units. We found that the inclusion of the townhomes provided an additional housing component and broke up the massing of the overall development, especially as frontage McArthur Boulevard.

We encourage the reintroduction of the townhome units.



Overall layout

Timber Creek is organized as a mixed-density residential development with the multifamily component concentrated in the north/northwest portion of the site and the single-family lots arranged across the southern half. The project includes 210 attached rental units in 6 buildings plus 50 single-family lots. The apartment buildings are clustered with shared parking fields, while the detached lots are laid out along a curving neighborhood street system.

We have encouraged the applicant to orient the primary building frontage toward Macarthur Boulevard. However, the previous concept plan included townhomes along Macarthur that helped break up the building massing. The applicant should provide a visual representation showing how the building massing will appear from Macarthur Boulevard and, if necessary, revise the design to further break up the massing of the buildings fronting Macarthur. See the cover narrative and overall site plan, Sheet C2-200.

Circulation and access

The site is framed by Macarthur Boulevard along the east/northeast side and Stamford Road at the south edge. Internal circulation is organized around private drives, labeled Timber Creek Drive and Hickory Drive, with a main entry from Macarthur feeding into the development and a looped internal street network serving the single-family lots. A central feature is a roundabout that help organize traffic movement between the multifamily area and the southern neighborhood lots. The roundabout serves as both a traffic distribution/calming measure and also a nice, and unique design feature. See overall site plan, Sheet C2-200.

Open space and environmental structure

A major part of the layout is driven by preserved natural features. The narrative states that more than 33% of woodland areas are preserved, including a 1-acre interior tree preserve, and that approximately 5.5 acres of wetlands are preserved with no proposed impacts. These preserved areas create a strong open-space framework, especially through the west/central part of the site and along the eastern edge. See overall site plan, Sheet C2-200 and natural feature plan C1-01.

Natural Feature	Total Area	Encroached Area	Preserved Area	Percent Preserved
Trees/Woodland	27.04 acres	17.90 acres	9.14 acres	33.8%
Steep Slopes	4,287 sq.ft	0 sq.ft	4,287 sq.ft	100%
Wetlands	5.46 acres	0 acres	5.46 acres	100%

Trees and Woodlands

The site is heavily wooded. The tree survey inventoried approximately 1,960 trees. Species included Shagbark Hickory (328), Pignut Hickory (257), Red Oak (249), Bitternut Hickory (201), Basswood (150), Black Walnut (131), Silver Maple (118), White Oak (101), Cottonwood (83), and American Elm (76). Most of the trees were in fair condition.

We note that the approved plan would have required much more significant grading and less tree and natural feature preservation than the proposed plan.

Amenities and stormwater

The multifamily area includes the project's main amenity zone, which includes a pool, playground, fitness center, community room, barbecue stations, picnic tables, and shade structures. The applicant should confirm if the single-family homes have access to the multiple family amenities.

The landscape plan also shows pedestrian/open-space connections through the site. Detention basins are distributed throughout the development and are integrated into the open-space system rather than isolated at the edges. See overall site plan, Sheet C2-200, and overall landscape plan, Sheet L1-00.

Single Family

The applicant is proposing a single-family lot size of 6,000 sq.ft (50' x 120'). The most similar existing zoning district is R-4, which allows for a lot size of 7,200 sq.ft. We are supportive of modest reductions (e.g., smaller lots and setbacks) where they advance compatible, context-sensitive infill. We find that smaller lots are a desire in the current housing market. However, those reductions should remain in character with a correspondingly smaller building form. In practice, we often find that while lots become smaller, house size does not, which can introduce massing and scale inconsistencies relative to surrounding development. We note that elevations for the single-family were not provided.

The applicant should provide a diagram or 3-D model of building massing and setbacks to ensure that they are proportionate to lot size.

Items to be Addressed: 1). Add townhome units back to site plan or provide justification for their removal; 2). Provide visual massing of buildings along Macarthur or if necessary break up massing; 3). Confirm if single-family homes have access to multiple family amenities; 4). Provide elevations for single family homes; and 5). Provide a diagram or 3-D model of building massing and setbacks.

DENSITY

In the identified urban service area there is a reference to up to eight (8) units per acre. The Township's existing higher-density development is concentrated within the urban service areas near this site. If the Township determines that a higher-density project is appropriate, this area would be the most suitable location. Using eight (8) units per acre as the underlying density allowance, the applicant is seeking a density bonus as set forth in Section 7.301.E Density Bonus for Exemplary Design Project. As set forth in Section 7.301.E, the maximum permitted dwelling unit density within a residential PC project, including permitted bonus dwelling units cannot exceed one hundred twenty percent (120%) of the planned maximum residential density for the subject land, as designated in the Growth Management Plan.

To calculate the density bonus, the residential PC project shall include a minimum of three (3) of the following elements or other elements, as accepted by the Township Board after recommendation from the Planning Commission:

- a. Provisions for a minimum of fifty percent (50%) of the gross land area of the development site to be permanently preserved as dedicated open space.*
- b. Dedicated open space areas abutting a primary road as defined in the master transportation plans of the Township, or state or county road authorities, which shall be designed to preserve the rural appearance of the site from the road right-of-way with a minimum depth of 150 feet.*
- c. On-site or off-site pedestrian walkways and access improvements substantially above the minimum required by this Ordinance.*
- d. Improvements to public facilities, access, or utilities above the minimum required by this Ordinance, other Township ordinances, or other governmental agencies with jurisdiction.*
- e. Provisions for new or improved recreation facilities substantially above the minimum required by this Ordinance.*
- f. An integrated mixture of housing types or lot sizes.*
- g. Rehabilitation and re-use of a blighted site, contamination removal or demolition of obsolete structures.*
- h. Innovations in motorist or pedestrian safety, energy efficient design, or other project design elements that would result in a material benefit to all or a significant portion of the ultimate users or residents of the project.*

Overall, we find that the applicant has effectively distributed density throughout the site through quality site planning, including the preservation of natural features, a well-designed layout, and the provision of a mix of housing options. The applicant is eligible for the proposed density, provided the Planning Commission determines that the requirements for the Density Bonus for an Exemplary Design Project have been satisfied.

Items to be Addressed: Applicant should justify density bonus.

WORKFORCE ATTAINABLE HOUSING COMPONENT

Timber Creek is proposed as workforce housing aimed at households in southern Superior Township that earn too much for deeply subsidized housing but still cannot afford homeownership. The narrative emphasizes larger rental units for working families who need more space than typical apartments provide.

All 210 units will be income-restricted under MSHDA's Low Income Housing Tax Credit program for at least 15 years. The affordability mix is:

- 21 units at 40% AMI.
- 166 units at 60% AMI
- 23 units at 70% AMI

This means about 90% of the units are targeted to households at 60–70% AMI. Anticipated average rents are approximately \$1,500 for 2-bedroom, \$1,750 for 3-bedroom, and \$2,000 for 4-bedroom units.

The expected residents are described as teachers, healthcare workers, technicians, administrative staff, and other essential workers, especially those employed in nearby centers such as Ypsilanti, the Geddes corridor, and the Hyundai-Kia Technical Center.

The narrative also distinguishes Timber Creek from nearby affordable developments like Sycamore Meadows and Danbury Park Manor. Unlike those projects, Timber Creek would not use project-based Section 8 assistance and is intended for households with stable earned income rather than the deepest subsidy tiers. Residents would be responsible for paying their own rent.

Finally, the applicant requests a 4% Payment in Lieu of Taxes (PILOT) rent tax abatement, arguing that it is needed to support long-term project feasibility and allow better materials, landscaping, and amenities.

As part of its Area Plan consideration, the Planning Commission should consider the proposed workforce attainable housing component as part of its recommendation to the Township Board.

Items to be Addressed: 1). *The Planning Commission should consider the proposed affordable housing component as part of its recommendation to the Township Board;* and 2). *Should the project include some internal building space for resident services?*

BUILDING DESIGN

Building design and architecture

The apartment buildings are planned as three-story, garden-style multifamily buildings organized around internal drives, parking courts, and a shared amenity core. The applicant proposes four (4) building types:

- Type A (Building 1000), which includes the leasing/clubhouse and amenity space;
- Type B (Buildings 3000, 4000, and 5000), which are standard residential buildings; and
- Type C (Building 2000), which includes a maintenance area.
- Type D (Building 6000), of which details were not provided.

Architecturally, the proposed elevations are more of a contemporary style with traditional residential cues: pitched/gabled roof forms, strong horizontal building length broken up by projecting entry elements, balconies/railings, and a base-middle-top façade composition.

It's not clear from the floor plans and architecture how Building A and Building B front elevation interact with McArthur Boulevard. Are there accessible doors or entrances facing Macarthur Boulevard? Are there design elements that make this appear and serve as a front elevation? How does the building relate to McArthur Boulevard?

Material use

The primary materials are:

- Brick at the lower portions and selected vertical accent areas
- Fiber-cement siding, panel, and trim.
- Asphalt shingles at the sloped roofs
- Vinyl windows
- Storefront windows at amenity/leasing areas
- Metal canopies
- Fabric awnings
- Metal railings at balconies and upper-level exterior spaces

That material selection gives the buildings a traditional and durable feel. The mix of brick and fiber-cement also presents the project as more residential than institutional.

Design Summary

The proposed architecture is a three-story suburban multifamily community with traditional residential massing and a contemporary material palette. The design incorporates brick + fiber-cement cladding, pitched roofs, balconies, and entry canopies/awnings to give the buildings a

more residential character, while the site planning ties the apartment buildings to preserved open space and shared amenities.

The single-family portion is planned on the site, but its actual home architecture/material package is not detailed in this submittal

Items to be Addressed: 1). Provide details for Building Type D; 2). How do Building A and C interact to McArthur Boulevard?; and 3). Provide elevations for the proposed single-family homes.

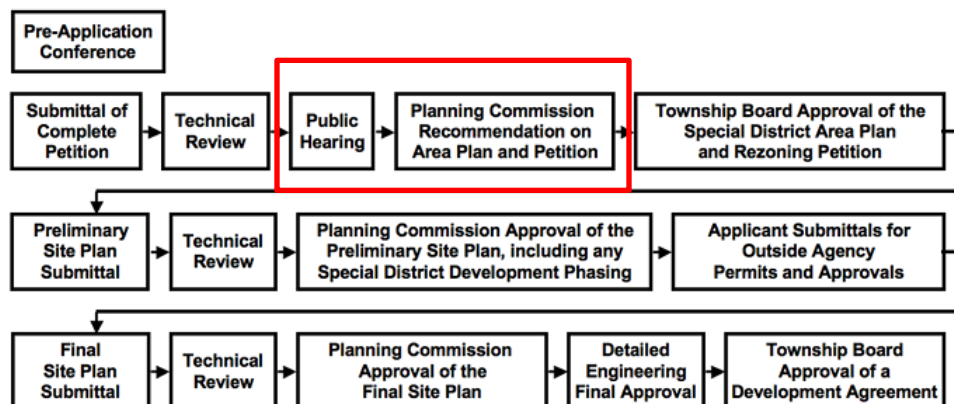
PROCESS

The Applicant is seeking an amendment to an existing Area Plan. The Planning Commission holds the public hearing and is the recommending body on the Area Plan. The Township Board has the ultimate authority or approval or denial upon the Area Plan.

Effective Date: August 14, 2008

Article 7
Special District Regulations

SECTION 7.100 REVIEW PROCEDURES



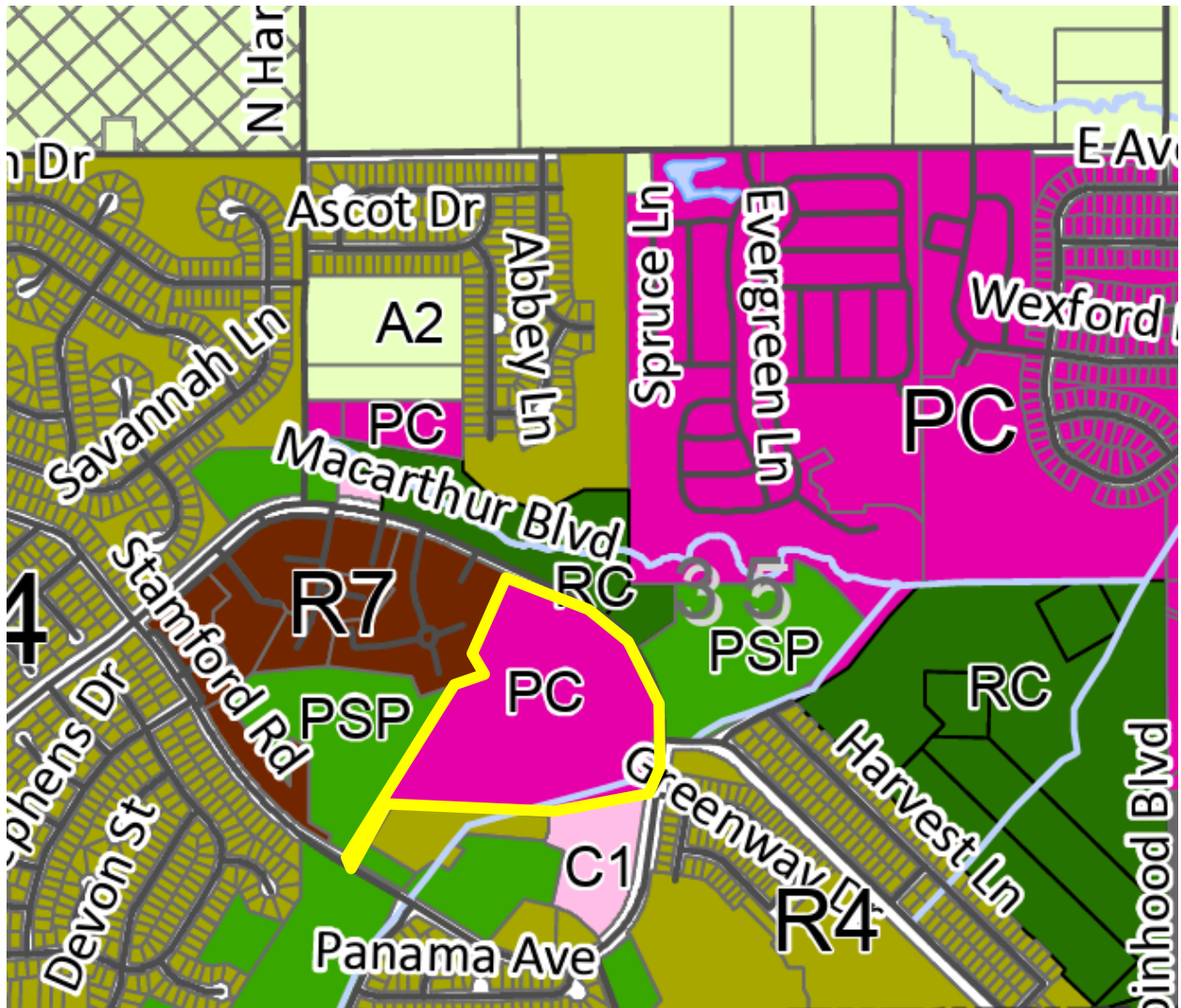
If the Area Plan is approved, the applicant will submit a preliminary site plan for technical review.

CURRENT ZONING

Surrounding Zoning

The site is currently zoned PC, Planned Community. The approved Planned Development allowed for the development of 101 single-family residential lots. See section below for more detail.

The site is adjacent to a mixture of various zoning districts including RC, PSP, R7, R4, and C1. The surrounding use includes vacant, community facilities, multiple family, and single family.

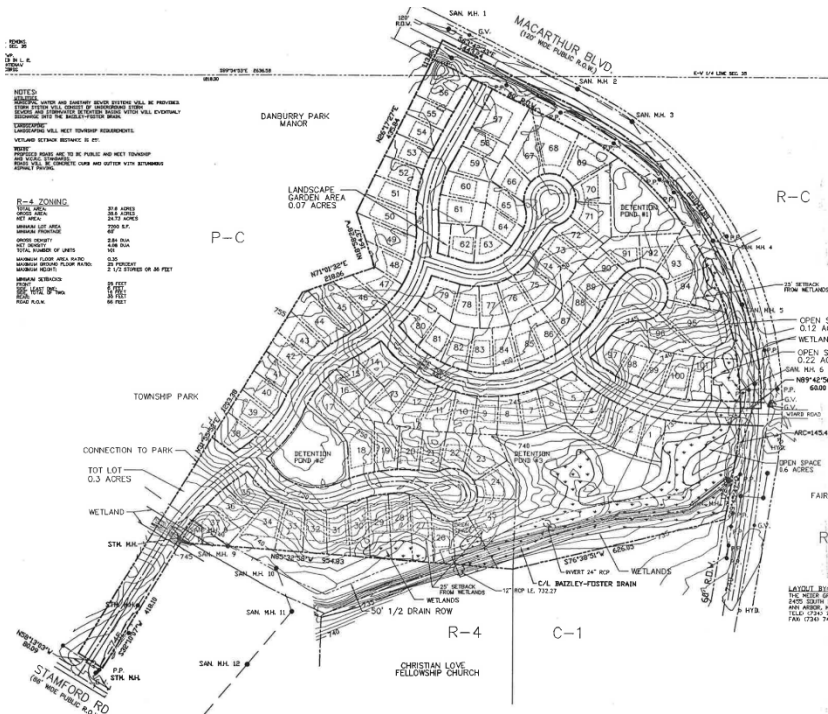


If the Planning Commission and Township Board find that the required standards have been met, rezoning the site to PC, Planned Community would not be inconsistent with zoning in the surrounding area.

Approved PC, Planned Community

A PC Area Plan was approved for this site around 2006. The Area Plan included a 101 single-family residential lots.

The approved 2006 Area Plan had less units but was more impactful to natural features including steep slopes, woodlands, and wetlands, and included less common open space. The applicant is seeking to amend the existing approved Area Plan to allow for more density with the offset benefit of greater natural resource and open preservation, providing more housing options, and providing workforce attainable housing.



MASTER PLAN

The site is located in the Geddes Road Urban Sub-area as described in the Plan (Page 6-9 through 6-10):

This area of about one mile by four and one-half miles contains about 65% of the Township population in a mix of single-family, multi-family, and manufactured housing. There is also a small commercial area along the southern border of Superior Township, adjacent to the northern edge of the City of Ypsilanti and Ypsilanti Township, and another small commercial area across from the Township Fire Hall on Harris near MacArthur. This sub-area also includes the majority of land designated as the Urban Service Area of the Township (see Map 6-3). Existing dwelling unit densities in some locations within the designated Urban Service Area range up to eight dwelling units per acre. Most of the undeveloped land is planned at a maximum density of approximately four dwelling units per acre to stay within available utility capacity, based on:

- (1) the amount of developable land in the Urban Service Area; and*
- (2) the size and capacity of utility infrastructure and the main sewer interceptor pipe; and*
- (3) anticipated flow rates and infiltration of groundwater into the system.*

Based on recent projected rates of growth and the current oversupply in new residential construction and vacant residential lots ready for development [See Table 4-1, Inventory

of Approved but Un-built Residential Units (2009)], it is anticipated that existing undeveloped land designated for residential development within the Township's Urban Service Area (as shown on Maps 6-3 and 6-4)

- is more than adequate to serve the future demand for urban residential development in the Township; and*
- will not be fully developed or built out within the 20 year timeframe of this Plan (also referred to as "the planning period" of this Master Plan).*

The Future Land Use Plan (page 6-21) and Zoning Plan (page 7-3) identifies this area as a Mixture of Urban Residential Densities:

The urban area in orange south of Geddes Road is, and is expected to remain, a mixture of residential zoning classifications and densities. New residential development is expected at a density of four dwelling units per acre and is likely to occur via the Planned Community zoning classification (a form of planned unit development) where there are sensitive natural features, and via traditional subdivision or site condominium development designs in other areas.

Page 5-36 of the Master Plan notes that *"Land capacity shall be considered when determining the appropriate density of development. Land capacity considers soil suitability for septic, basements, slope, the presence of sensitive natural features, and other factors. The density shall be established at a level that will neither damage environmental features nor intrude upon agricultural lands."*

The Township's Master Plan is a comprehensive document that includes many other elements that should be considered these include community character/quality of life, impact/preservation of natural features, growth management, and housing and neighborhood design.

Community Character/Quality of Life:

A stated goal of the Master Plan is to maintain community character and enhance the quality of life. The Master Plan includes the following applicable statements regarding Community Character/Quality of Life:

- In Superior Township, largescale changes to the landscape have been minimized by the consensus decision of community leaders to permit only growth that meets standards of sustainability, maintenance of the natural resource base, and visual character.
- The most common landscape view in most of Superior Township continues to be a mix of woods, meadows, wetlands, and farm fields. This is because the center area of the Township remains largely undeveloped, and settlement still retains a rural character at all but the southern edge of the Township. The rural landscape does more than simply provide scenery, as the benefits of nature to citizen mental health are recognized as very important.

- As a result (of preservation efforts), wetlands, forests, farmland, and green spaces that comprise the scenic character and ecosystem of the Township have been permanently protected in a manner that protects the property rights of landowners.

Natural Features:

A stated goal of the Master Plan is the preservation and management of natural features and creation of new natural features. This includes protection and preservation of wetlands, surface water, ground water recharge, woodlands, upland brush, landmark trees, steep slopes, and viewsheds. The Master Plan identifies a number of land use and development techniques to protect these features.

Growth Management

The Master Plan encourages land uses that are best suited to the land and existing conditions, at a rate of growth that:

- Can be financially absorbed by the Township government;
- Restricts the potential for an urban sprawl development pattern;
- Takes into full account the inventory of existing improved lots and structures for the type of land use proposed;
- Protects the value and desirability of existing housing;
- Ensures adequate public funds are available to support necessary public services; and
- Prevents the oversupply of new housing units and/or vacant residential lots.

Housing and Neighborhood Design

The Master Plan encourages a variety of housing types, located within desirable residential settings, to ensure a maximum choice of dwelling units and a mix of population within the Township. The Master Plan also notes that new residential development shall be compatible in density and character with existing residences and neighborhoods in the immediate area.

As stated in the Master Plan, all residential development that occurs at a density of one dwelling unit or more per acre, and that consists of 20 net acres or greater, shall be developed under a planned community or similar zone, thereby providing its own open space and recreational facilities. These open spaces shall be located to help provide a natural vegetative roadside view and connected to greenspaces and greenway trails on adjacent parcels or developments.

Zoning Plan in Master Plan:

As stated in the Master Plan, the Special Zoning Districts provide considerable flexibility to the land developer to provide opportunities for development designs that respect both the natural environment and efficiency in the provision of infrastructure and public facilities and provide the Township with flexibility to ensure mitigation of negative impacts on adjoining properties. A wide

range of densities and lot sizes are provided, depending on the district and specific ordinance provisions. Most new development proposals in the Township are encouraged to use one of these special districts because of the design flexibility provided to the developer and the opportunity for the Township to help fashion a design that is compatible with adjoining properties.

Master Plan Summary Findings:

We find that the proposed Area Plan petition to rezone the property from PC, Planned Community (single-family residential) to PC, Planned Community is compatible with many elements of the Master Plan and the Growth Management Plan for the following reasons:

1. *The Master Plan envisions that the densest portion of development in the Township should occur in the urban service area, in part to protect the rural and agricultural nature of the remaining portions of the township.*
2. *A mixed-residential development including multiple-family residential is consistent with the type of use envisioned in the Mixture of Urban Residential Densities future land use plan.*
3. *The Master Plan encourages a variety of housing types, located within desirable residential settings, to ensure a maximum choice of dwelling units and a mix of population within the Township. The Area Plan provides a diverse type of housing.*
4. *As stated in the Master Plan, all residential development that occurs at a density of one dwelling unit or more per acre, and that consists of 20 net acres or greater, shall be developed under a planned community, thereby providing its own open space and recreational facilities.*
5. *The applicant has proposed to develop the site to protect the sites natural resources.*
6. *The applicant is applying for a special district as encouraged in the Master Plan for flexibility in site development to help fashion a design that is compatible with adjoining properties.*
7. *The applicant has attempted to design the site to preserve the site's most signifigant natural resources.*
8. *The proposed development and use of the site is consistent with the stated goals of Growth Management Plan.*
9. *The applicant is providing an attainable housing project that will provide a necessary need in the township.*

DISTRICT INTENT

Special Districts

As set forth in Section 7.001, the Authority to Establish Special Districts as defined in Article 2.0 (Zoning Districts), is established in accordance with Section 503 of the Michigan Zoning Enabling Act. These Special Districts are designed to accomplish the objectives of this Ordinance through a development review process intended to achieve integration of the proposed development project with the characteristics of the project area. These Special Districts are intended to permit flexibility in the regulation of land development; encourage innovation in land use and variety in design, layout, and type of structures constructed; achieve economy and efficiency in the development and use of land, natural resources, energy, and the provision of public services and facilities; encourage useful open space; and provide better housing, employment, and shopping opportunities particularly suited to the needs of the residents of the Township. The intent of these special districts is to:

- Provide for increased flexibility and encourage innovation in design and layout of land development, subject to proper administrative standards and procedures.
- Lessen the burden of traffic on streets and highways, and provide for an integrated system of sidewalks, pedestrian pathways, and other non-transportation facilities.
- Provide for a compatible mix of land uses in each Special District.
- Establish planning, review, and approval procedures that properly relate the type, design, and layout of development to the site and surrounding area.
- Encourage innovation in residential and nonresidential development so that greater opportunities for better housing, recreation, and shops conveniently located to each other may extend to all citizens and residents of Superior Township; and so that the growing demands of the Township's population may be met by a greater variety in type, design, and layout of buildings and by the conservation and more efficient use of open space ancillary to these buildings.

Planned Community District

The Township Zoning Ordinance has multiple "special districts", one of which is the PC, Planned Community District. The intent of the PC, Planned Community District is as follows:

The Planned Community (PC) Special District option encourages greater collaboration between the developer and the Township in the development process, and allows additional freedom for the developer to take an even more creative approach to land use and development than otherwise permitted under this Ordinance. The PC Special District option offers greater flexibility in the design of land development, maximizing the developer's ability to take advantage of natural topography, vegetation, watercourses, and other site features in designing the development.

PLANNED COMMUNITY DISTRICT REQUIREMENTS

As set forth in Section 7.301. A, to be eligible for approval as a Planned Community (PC) Special District, the petitioner shall demonstrate, to the Township Board's satisfaction after recommendation from the Planning Commission, that the petition and Area Plan are compatible with the following:

1. **Compatibility with the Special District intent.** The proposed development shall be consistent with the intent and scope of this Article and the intent and purposes of the specific Special District.

CWA Finding: The PC, Planned Community District is intended to allow for greater collaboration to allow for a creative approach to land use and development. Through the PC, Planned Community District the township and the applicant are able to collaborate to better protect the sites natural features and reduce impact upon adjacent properties than could be accomplished through a by-right site plan or through a conventional subdivision development. The use of a Special District for this application is appropriate by allowing creative design to protect natural features, and mixing housing types to provide the township with more housing options.

2. **Compatibility with the Growth Management Plan.** The proposed development shall be compatible with the adopted Growth Management Plan.

CWA Finding: We find that the proposed Area Plan petition to amend the zoning of the the property from PC, Planned Community (single-family residential) to PC, Planned Community is compatible with many elements of the Master Plan and the Growth Management Plan.

In the identified urban service area there is a reference to up to eight (8) units per acre. The Township's existing higher-density development is concentrated within the urban service areas near this site. If the Township determines that a higher-density project is appropriate, this area would be the most suitable location. Using eight (8) units per acre as the underlying density allowance, the applicant is seeking a density bonus as set forth in Section 7.301.E Density Bonus for Exemplary Design Project. As set forth in Section 7.301.E, the maximum permitted dwelling unit density within a residential PC project, including permitted bonus dwelling units cannot exceed one hundred twenty percent (120%) of the planned maximum residential density for the subject land, as designated in the Growth Management Plan.

Overall, we find that the applicant has effectively distributed density throughout the site through quality site planning, including the preservation of natural features, a well-designed layout, and the provision of a mix of housing options. The applicant is eligible for the proposed density, provided the Planning Commission determines that the requirements for the Density Bonus for an Exemplary Design Project have been satisfied.

3. **Availability and capacity of public services.** The proposed type and intensity of use shall not exceed the existing or planned capacity of existing public services and facilities, including police and fire protection, traffic capacity of the Township's public roads, drainage and stormwater management facilities, availability of water, and suitability for septic or capacity of existing or planned utility facilities.

CWA Finding: Unknown at this time, particularly with regards to utilities. This will be studied and confirmed by the Township Engineer as part of the site plan review process.

4. **Sufficient land area for proposed uses.** The proposed Planned Community (PC) site shall include sufficient contiguous land area to comply with all applicable regulations of this Ordinance, to adequately serve the needs of all permitted uses in the PC project, and to ensure compatibility between uses and the surrounding area. Additional non-contiguous land areas within the Township may be included as part of the proposed open space dedications for a PC project.

CWA Finding:

A major part of the layout is driven by preserved natural features. The narrative states that more than 33% of woodland areas are preserved, including a 1-acre interior tree preserve, and that approximately 5.5 acres of wetlands are preserved with no proposed impacts. These preserved areas create a strong open-space framework, especially through the west/central part of the site and along the eastern edge. (See overall site plan, Sheet C2-200 and natural feature plan C1-01)

Natural Feature	Total Area	Encroached Area	Preserved Area	Percent Preserved
Trees/Woodland	27.04 acres	17.90 acres	9.14 acres	33.8%
Steep Slopes	4,287 sq.ft	0 sq.ft	4,287 sq.ft	100%
Wetlands	5.46 acres	0 acres	5,46 acres	100%

As noted, we find that the applicant has appropriately blended in the proposed density with the overall preservation of the sites natural features.

5. **Additional eligibility criteria.** The petition and Area Plan shall be compatible with one (1) or more of the following additional criteria:
- Conservation of open space. Long-term conservation of open space, agricultural lands, or lands with significant natural features in the Township will be achieved in accordance with the adopted Growth Management Plan.
 - Preservation of natural resources. Long-term conservation of natural resources will be achieved, where such resources of the Township would otherwise be destroyed or degraded by development as permitted by the underlying zoning district(s).

- c. Public benefit. A recognizable and material benefit will be realized by both the future users of the development and the Township as a whole, where such benefit would otherwise be unachievable under the provisions of this Ordinance.
- d. Economic impact. The proposed development shall not impede the continued use or development of surrounding properties for uses that are permitted in the Zoning Ordinance or planned in the adopted Growth Management Plan.

CWA Finding: The Area Plan is both conserving open space and preserving natural resources. Because the applicant is proposing an Area Plan, these areas are able to be conserved and protected in perpetuity, which may not be accomplished through a conventional subdivision development or as shown on the approved Area Plan for the site. However, again we note that the density should be discussed with the applicant.

STANDARDS

As set forth in Section 7.102.C, when reviewing an Area Plan petition, the Planning Commission shall determine and provide evidence in its report to the Township Board that the petition meets the following standards:

- 1. Growth Management Plan policies.** The proposed development shall conform to the adopted Growth Management Plan.

CWA Finding: The proposed Area Plan is compatible with the adopted Growth Management Plan and other provisions of the Township Master Plan. See Master Plan Findings for more details.

- 2. Ordinance standards.** The proposed development shall conform to the intent, regulations, and standards of the proposed Special District and this Ordinance.

CWA Finding: The proposed Area Plan is compatible with the ordinance standards. The PC, Planned Community District is intended to allow for greater collaboration to allow for a creative approach to land use and development. Through the PC, Planned Community District the township and the applicant are able to collaborate to better protect the sites natural features and reduce impact upon adjacent properties than could be accomplished through a by-right site plan or through a conventional subdivision development or as shown on the approved Area Plan for the site. The use of a Special District for this application is appropriate by allowing creative design to protect natural features, and mixing housing types to provide the township with more housing options

- 3. Public facilities.** The proposed development shall be adequately served by public facilities and services, such as highways, streets, police and fire protection, drainage courses, water and sanitary sewer facilities, and refuse disposal, or that the persons or agencies responsible for the proposed development shall be able to provide, in a manner acceptable to the Township Board, such facilities and services.

CWA Finding: Unknown at this time, particularly with regards to utilities. This will be studied and confirmed by the Township Engineer as part of the site plan review process.

- 4. Open space and recreation areas.** The common open space, any other common properties, individual properties, and all other elements of a Special District are so planned that they will achieve a unified open space and recreation area system, with open space and all other elements in appropriate locations, suitably related to each other, the site, and the surrounding land.

The applicant provides a significant amount of open space in the form of natural feature preservation, internal trails, and sidewalks. The multifamily area includes the project's main amenity zone, which includes a pool, playground, fitness center, community room, barbecue stations, picnic tables, and shade structures. The applicant should confirm if the single-family homes have access to the multiple family amenities.

- 5. Common areas and improvements.** The petitioner shall have made satisfactory provision to ensure that those areas shown on the plan for use by the public or by occupants of the development will be or have been irrevocably committed for that purpose. Provisions shall have been made to provide for the financing and maintenance of improvements shown on the plan for open space areas, and common use areas which are to be included within the development.

CWA Finding: Currently the site is controlled by one entity. If approved, the multiple family portion will be controlled by one entity, and the single-family portion will be sold as individual lots controlled by a HOA. If approved, a future Development Agreement will be necessary to dictate the development of the site and maintenance and control of common areas and improvements.

- 6. Location and layout.** The location of the proposed uses, layout of the site, and its relation to streets giving access to it, shall be such that traffic to, from, and within the site, and assembly of persons in connection therewith, will not be hazardous or inconvenient to the project or the neighborhood. In applying this standard, the Planning Commission shall consider, among other things, convenient routes for pedestrian traffic, particularly of children, relationship of the proposed project to main thoroughfares and street intersections, and the general character and intensity of the existing and potential development of the neighborhood.

CWA Finding: The proposed Area Plan shows two points of access to the site. Onsite circulation appears sufficient for vehicular traffic. Traffic impacts will be reviewed by the Road Commission. The Planning Commission should confirm if additional internal pedestrian circulation is necessary.

- 7. Compatibility of land uses.** The proposed use(s), mix of housing unit types and densities, or mix of residential and non-residential uses shall satisfy the intent of the proposed Special District, conform to applicable use standards and limitations, and be acceptable in terms of convenience, privacy, compatibility, and similar standards.

CWA Finding: *The Area Plan provides for a mix of housing types that satisfy the intent of the proposed Special District and the Master Plan. As part of the deliberation, the Planning Commission should discuss if they support the mix and type of housing product provided.*

- 8. Minimize adverse impacts.** That noise, odor, light, or other external effects from any source whatsoever, which is connected with the proposed use, will not adversely affect adjacent and neighboring lands and uses.

CWA Finding: *Through the Area Plan and site plan review, the Township can review and place reasonable conditions upon the application to ensure to minimize adverse impacts.*

- 9. Preservation of natural features.** The proposed development shall create a minimum disturbance to natural features and landforms.

CWA Finding:

A major part of the layout is driven by preserved natural features. The narrative states that more than 33% of woodland areas are preserved, including a 1-acre interior tree preserve, and that approximately 5.5 acres of wetlands are preserved with no proposed impacts. These preserved areas create a strong open-space framework, especially through the west/central part of the site and along the eastern edge. (See overall site plan, Sheet C2-200 and natural feature plan C1-01)

Natural Feature	Total Area	Encroached Area	Preserved Area	Percent Preserved
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Steep Slopes	4,287 sq.ft	0 sq.ft	4,287 sq.ft	100%
Wetlands	5.46 acres	0 acres	5,46 acres	100%

As noted, we find that the applicant has appropriately blended in the proposed density with the overall preservation of the sites natural features.

- 10. Streets.** Streets shall follow topography, be properly spaced, and be located and aligned in accordance with the intended function of each street. The property shall have adequate access to public streets. The plans shall provide for logical extensions of public streets and shall provide suitable street connections to adjacent parcels, where applicable.

CWA Finding: The proposed Area Plan shows two points of access to the site. Onsite circulation appears sufficient for vehicular traffic. Traffic impacts will be reviewed by the Road Commission.

- 11. Pedestrian facilities.** Major pedestrian circulation shall be provided for within the site and shall interconnect all use areas, where applicable. The pedestrian system shall provide for logical extensions of pedestrian ways outside the site, and pedestrian connections to the site boundaries, where applicable.

CWA Finding: The Area Plan shows some sidewalks and an interconnected pedestrian trail within the site. The Planning Commission should confirm if additional internal pedestrian circulation is necessary.

RECOMMENDATION

Overall the Planning Commission and staff were very supportive of the project as part of the concept review. We find that proposed Area Plan is consistent with the Townships Master Plan and Growth Management Strategy. The applicant is providing a development that includes a diverse mix of housing types as envisioned in the “Mixture of Urban Residential Densities” area of the Future Land Use Plan, as well as workforce attainable housing. Overall, we find that the applicant has effectively distributed density throughout the site through quality site planning, including the preservation of natural features, a well-designed layout, and the provision of a mix of housing options.

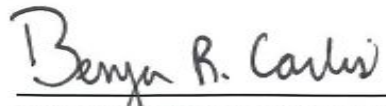
Many of the items noted in our report can be addressed in the site plan review process, however there are a few key items the Planning Commission should discuss with the applicant:

1. Does the Planning Commission support the workforce housing component and proposed PILOT.
2. Overall site density and justification for density bonus.
3. Overall does the Planning Commission support the proposed housing mix and types?
 - a. Should the applicant add townhome units back into the site plan?
 - b. Provide visual massing of buildings along McArthur or if necessary, break up massing
4. Are there additional natural preservation techniques, or additional site amenities that should be incorporated.

We recommend that the Planning Commission hold a public hearing, discuss the noted questions in our report with the applicant, consider public testimony, and either:

- A. Postpone action to allow the applicant to provide additional information; or
- B. Direct staff to draft a resolution based on the discussion.

Timber Creek
April 15, 2026

A handwritten signature in black ink that reads "Benja R. Carlisle". The signature is written in a cursive style with a large initial "B".

CARLISLE/WORTMAN ASSOC., INC
Benjamin R. Carlisle, AICP, LEED AP
President



March 16, 2026

CHARTER TOWNSHIP OF SUPERIOR

3040 N. Prospect Road
Ypsilanti, MI 48198

Attention: **Angela Robinson, Township Clerk**

Regarding: **Timber Creek Flats
Area Plan Review
OHM Job No. 0140-25-1010**

Dear Ms. Robinson,

On behalf of the Township, we have reviewed the Area Plan submittal for the above referenced project, as provided to the Township by the Applicant on February 26, 2026. We understand that the application will be considered by the Planning Commission at their regular meeting on March 25, 2026, regarding Area Plan approval. It is noted that this review is for approval of the northern portion of the development only, which proposes 210 multifamily residential units. We understand the southern portion of the development will be covered under a separate site plan application. Therefore, we offer the following comments to the Planning Commission related to the site/civil engineering aspects of the area plan for their consideration during the decision process.

Plan Comments

1. Please provide the professional seal of the licensed individual preparing the plans on future submittals.
2. Please provide the area and dimensions of outdoor open space and recreation areas on the plans.
3. Proposed sidewalk should meet the existing bike path in the right-of-way at both entrances to the development.
4. It is unclear where the proposed storm sewer along the northwest and southwest area of the parking lot near Buildings 3000, 4000, and 5000 outlets. Please clarify or revise the storm sewer to provide an outlet for this section of storm sewer.

The following comments may be addressed in future site plan stages:

5. Provide cleanouts where sanitary leads are over 100 feet in length or where there is a bend.
6. In general, sanitary sewer leads should connect to the sanitary sewer main instead of a sanitary manhole.
7. The sanitary laterals to Building 2000 and Building 1000 should be revised to have a manhole at the upstream end of the sewer. Sanitary leads from the buildings should connect to the sanitary lateral and not the manhole.
8. Provide a storm manhole at the downstream end of the storm sewer that runs between units 45 and 46.
9. Proposed water main gate valves & wells should be included on future plan submittals to verify valve spacing and water main isolation.



10. Consideration should be made to moving the proposed water main and sanitary sewer out of the influence of the pavement in the northern portion of the project area.
11. In the parking area between Building 2000 and Building 3000, it appears that the proposed water main, storm sewer, and sanitary sewer do not meet the minimum required 10-foot horizontal separation. Review and revise the placement of the utilities in this area to meet the required separation.
12. Along Hickory Drive and Timber Creek Drive it appears that the proposed water main and catch basins do not meet the minimum required 10-foot horizontal separation. Consider adding bends or adjusting the alignment of the water main to meet the required separation.

Summary of Future Outside Agency Approvals

1. The site would be serviced by connecting to the Superior Township public sanitary sewer system at two locations to the existing 15" sanitary sewer in the Macarthur Boulevard Right-of-way (ROW). The proposed Area Plan includes a mix of unit types that results in the following population breakdown:

Multifamily Units:	2.1 people/unit x 210 units = 441 people
Single Family Units	3.5 people/unit x 50 units = 175 people
	TOTAL = 616 people

Future review and approval of proposed sanitary sewer by the Ypsilanti Community Utilities Authority (YCUA) would be required for Part 41 application if a site plan were to move forward. Future approval and permitting would be required from the Michigan Department of Environment, Great Lakes, and Energy (EGLE) under Part 41. The proposed sanitary sewer layout and connections to the Superior Township sanitary sewer system will require a more detailed technical review of the facilities during preliminary site plan stage but the Township sewer system capacity appears to be adequate to support this density of development.

2. The site would be serviced by connecting to the existing Superior Township 12" public water main at two locations in the Macarthur Boulevard ROW. Future review and approval of proposed water main by YCUA would be required for PA 399 application if a site plan were to move forward. Future approval and permitting would be required from EGLE under PA 399 for water main construction. The proposed water main layout and connection to the Superior Township water system appears to be viable at the conceptual level, however, a more detailed technical review of the facilities would take place during final site plan stage to verify fire flow and internal water main sizing.
3. OHM received a Traffic Impact Study (TIS) with the Area Plan submittal in February that reviewed the impact of the proposed development. The TIS should be submitted to the Washtenaw County Road Commission (WCRC) for their review and approval. OHM will also provide a technical review of the TIS for Planning Commission consideration.
4. Please note that a more detailed technical review of the site engineering would take place during a potential future preliminary site plan stage. In reviewing this current Area Plan submittal at the conceptual level, we note that the proposed layout of the site is arranged to preserve many of the existing natural features on site. Based on the proposed layout of improvements, the Natural Features Plan (Sheet C1-01) notes that approximately 33.8% of the wooded areas will be preserved, 100% of the steep slopes will not be affected, and 100% of the wetlands will be preserved. Grading details would be reviewed at future stages of the project if a site plan were to move forward.
5. The stormwater management design must meet Washtenaw County Water Resources Commissioner (WCWRC) Standards and will need to be submitted to WCWRC for review during site plan review stage. The approval of the stormwater management design needs to be reasonably assured from the WCWRC prior to the Final Site Plan being presented to the Planning Commission.



6. The soil erosion and sedimentation control (SESC) measures on the site plan would need to meet the requirements of WCWRC and would require future review and approval from WCWRC. We would not anticipate an issue for the Applicant to obtain this permit in the future.
7. Work proposed in the Stamford Road and Macarthur Boulevard ROW would need to meet the requirements of the Washtenaw County Road Commission (WCRC). Future review and approval from WCRC would be required as they have jurisdiction within the public ROW of Stamford Road and Macarthur Boulevard and for determining necessity for deceleration or acceleration tapers (or other necessary improvements) based on anticipated traffic counts.

If you have any questions regarding our review, please do not hesitate to contact me at (734) 466-4518 or George Tsakoff at (734) 466-4439.

Sincerely,

OHM Advisors

Mariah Cummings, PE
Project Engineer

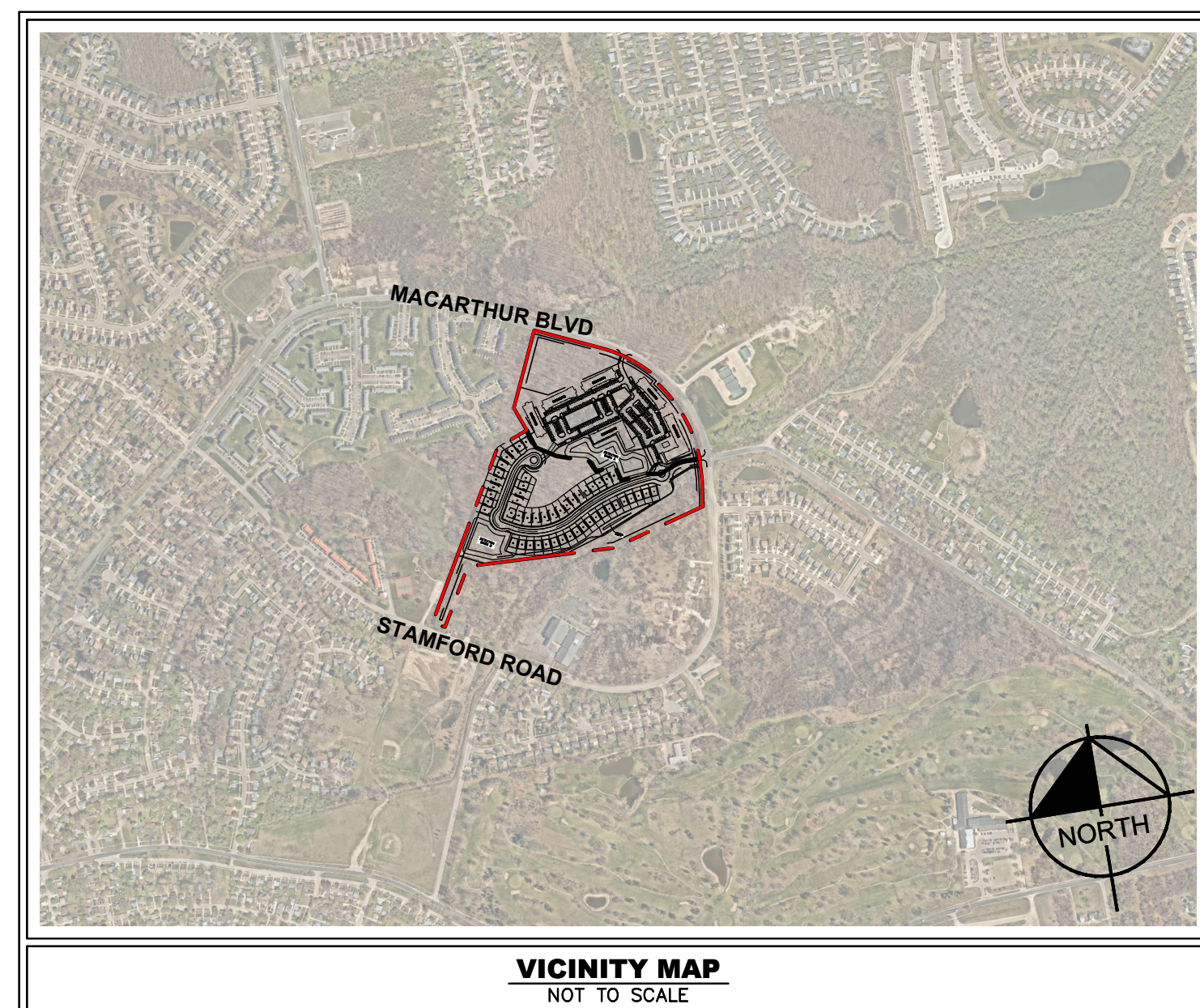
cc: Emily Dabish Yahkind, Township Supervisor, via email
Bill Balmes, Building Official, via email
Ben Carlilse, CWA, Township Planner, via email
Michelle Marin, CWA, via email
George Tsakoff, OHM, via email

811 Know what's **below.**
Call before you dig.

THE LAND IS DESCRIBED AS FOLLOWS: SITUATED IN THE TOWNSHIP OF SUPERIOR, COUNTY OF WASHTENAW, STATE OF MICHIGAN

AN APPROXIMATE 19 ACRE PORTION OF THE FOLLOWING-DESCRIBED PARCEL, THE DESCRIPTION FOR WHICH IS FORTHCOMING:

BEGINNING 2711.79 FEET NORTH AND 1463.13 FEET OF THE SOUTHWEST CORNER OF SECTION 35, TOWN 2 SOUTH, RANGE 7 EAST, TOWNSHIP OF SUPERIOR, WASHTENAW COUNTY, MICHIGAN; THENCE SOUTH 65 DEGREES 44 MINUTES EAST 441.05 FEET; THENCE 1049.90 FEET ON THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 940.00 FEET AND A CHORD BEARING SOUTH 33 DEGREES 44 MINUTES 15 SECONDS EAST 996.15 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 10 SECONDS WEST 60.03 FEET; THENCE 143.77 FEET ON THE ARC OF A CURVE TO THE RIGHT HAVING A RADIUS OF 880.00 FEET AND A CHORD BEARING SOUTH 02 DEGREES 49 MINUTES 10 SECONDS WEST 143.63 FEET; THENCE SOUTH 07 DEGREES 30 MINUTES WEST 171.32 FEET; THENCE SOUTH 74 DEGREES 23 MINUTES 10 SECONDS WEST 628.85 FEET; THENCE NORTH 87 DEGREES 48 MINUTES 45 SECONDS WEST 951.56 FEET; THENCE SOUTH 29 DEGREES 54 MINUTES 20 SECONDS WEST 416.70 FEET; THENCE NORTHWESTERLY ON THE NORTH LINE OF STAMFORD ROAD TO A POINT BEING SOUTH 30 DEGREES 59 MINUTES WEST FROM THE POINT OF BEGINNING; THENCE NORTH 30 DEGREES 59 MINUTES EAST TO THE POINT OF BEGINNING, EXCEPT THAT PART LYING WESTERLY OF A LINE DESCRIBED AS: COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 35; THENCE SOUTH 01 DEGREES 47 MINUTES 15 SECONDS EAST 2151.17 FEET; THENCE SOUTH 82 DEGREES 21 MINUTES 05 SECONDS EAST 617.52 FEET; THENCE SOUTH 15 DEGREES 49 MINUTES 56 SECONDS WEST 60.00 FEET; THENCE SOUTH 73 DEGREES 03 MINUTES 55 SECONDS EAST 312.02 FEET; THENCE SOUTH 65 DEGREES 44 MINUTES 05 SECONDS EAST 417.20 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 24 DEGREES 15 MINUTES 55 SECONDS WEST 506.31 FEET; THENCE SOUTH 21 DEGREES EAST 164.63 FEET; THENCE SOUTH 69 DEGREES WEST 218.06 FEET; THENCE SOUTH 29 DEGREES 54 MINUTES 20 SECONDS WEST 1203.38 FEET TO THE POINT OF BEGINNING.



PROJECT DESIGN TEAM

LANDSCAPE ARCHITECT
KIMLEY-HORN AND ASSOCIATES, INC.
3000 TOWN CENTER DRIVE, ST 2600
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SURVEY
MONUMENT ENGINEERING GROUP
ASSOCIATION, INC.
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1030 16TH AVE. SOUTH, SUITE 500
NASHVILLE, TENNESSEE 37212
CONTACT: ZACH KAMERER
PHONE: (615) 636-6452

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Sheet Number	Sheet Title
C0-00	COVER
C1-00	OVERALL EXISTING CONDITIONS PLAN
C1-01	NATURAL FEATURES PLAN
C2-00	OVERALL SITE PLAN
C3-00	OVERALL GRADING AND DRAINAGE PLAN
C4-00	OVERALL UTILITY PLAN
C4-01	FIRE PROTECTION PLAN
L1-00	OVERALL LANDSCAPE PLAN
L1-01	LANDSCAPE ENLARGEMENTS
L1-02	LANDSCAPE ENLARGEMENTS
L1-03	LANDSCAPE ENLARGEMENTS
L1-04	LANDSCAPE SCHEDULE

Sheet Number	Sheet Title
A.1.1	BLDG 1000 (TYPE A) - OVERALL FLOOR PLANS
A.1.2	BLDG 1000 (TYPE A) - OVERALL FLOOR PLANS
A.1.3	BLDG 1000 (TYPE A) - ELEVATIONS
A.1.4	BLDG 1000 (TYPE A) - ELEVATIONS
A.2.1	BLDG 2000, 3000, 4000, 5000 (TYPE B) - OVERALL FLOOR PLANS
A.2.2	BLDG 2000, 3000, 4000, 5000 (TYPE B) - ELEVATIONS
A.3.1	BLDG 6000 (TYPE C) - OVERALL FLOOR PLANS
A.3.2	BLDG 6000 (TYPE C) - OVERALL FLOOR PLANS
A.3.3	BLDG 6000 (TYPE C) - ELEVATIONS
A.3.4	BLDG 6000 (TYPE C) - ELEVATIONS
A.4.1	MONUMENT SIGN AND TRASH ENCLOSURE DETAILS

ELMINGTON

ECG MACARTHUR FLATS LDHA LIMITED PARTNERSHIP
1030 16TH AVE. SOUTH, SUITE 500
NASHVILLE, TENNESSEE 37212
PHONE: (615) 636-6452
CONTACT: JAKE HYMES
(WITH SIGNED CONSENT OF OWNER)

Kimley»»Horn
of Michigan, Inc.

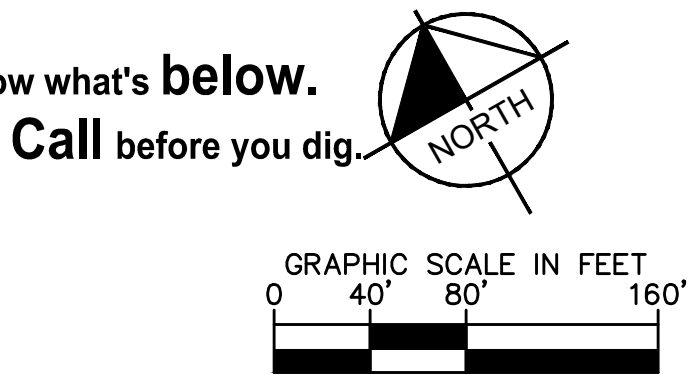
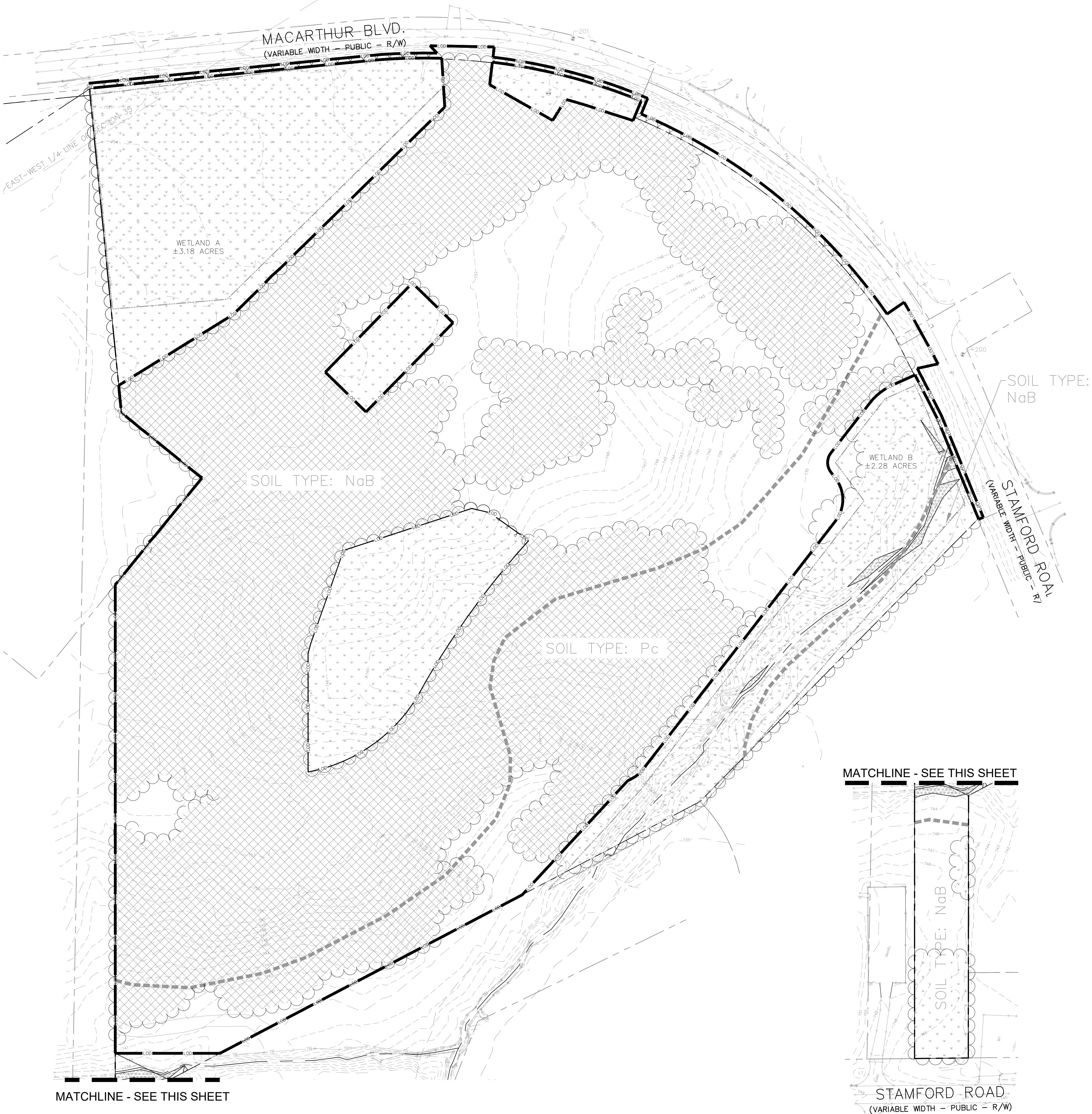
3000 TOWN CENTER DRIVE, SUITE 2600,
SOUTHFIELD, MI 48075

Main: (313) 572-1560 | www.kimley-horn.com
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PLAN REVISIONS		
REVISION NO.	DATE	REMARKS
	02/20/2026	SPECIAL DISTRICT AREA PLAN SUBMITTAL
FILE NUMBER	SHEET NUMBER	TOTAL SHEETS
268960001	C0-00	23



This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



NATURAL FEATURES LEGEND

- WOODLAND REMOVAL
- WOODLAND PRESERVED
- STEEP SLOPE AREAS
- WETLANDS
- SOIL TYPE BOUNDARY
- CENTERLINE OF EXISTING DRAIN
- LIMITS OF DISTURBANCE

FLOODPLAIN NOTE

BASED ON FEMA FIRM PANEL 0290E, THE SUBJECT PARCEL IS LOCATED OUTSIDE OF THE 100 YR FLOODPLAIN

	TOTAL AREA	ENCROACHED AREA	PRESERVED AREA	PERCENT PRESERVED
TREES/WOODED AREAS	27.04 AC	17.90 AC	9.14 AC	33.80 %

	TOTAL AREA	ENCROACHED AREA
STEEP SLOPES	4,287 SF	0 SF
WETLANDS	5.46 AC	0.00 AC

Kimley»Horn
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TIMBER CREEK
SUPERIOR TOWNSHIP, MI

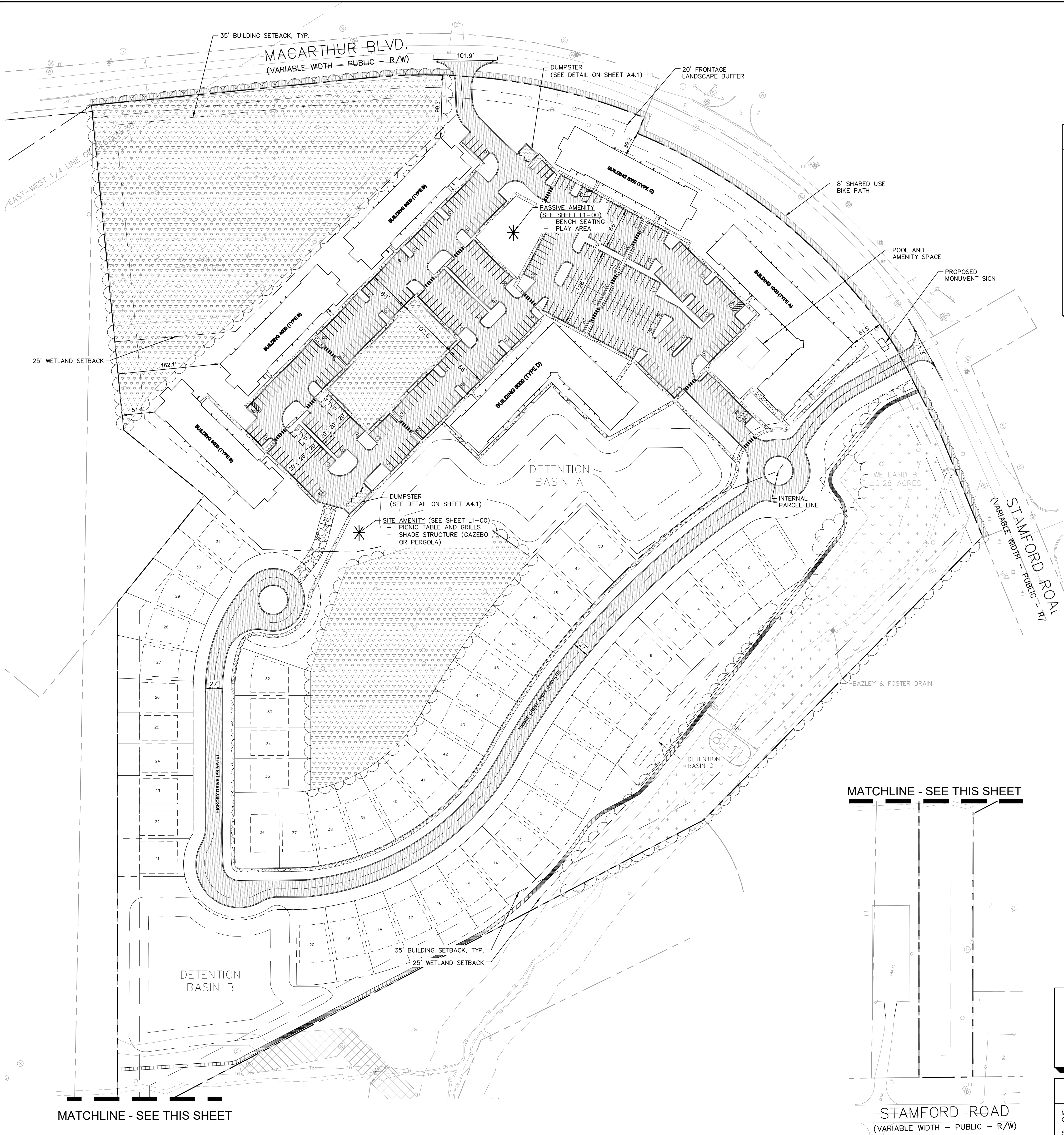


AREA PLAN

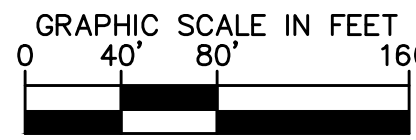
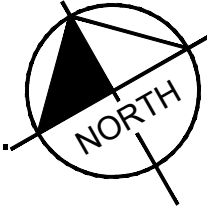
NATURAL FEATURES PLAN

SHEET NUMBER
C1-01

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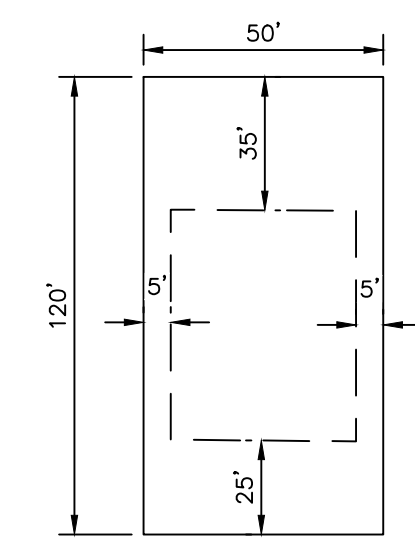


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PAVING LEGEND

	ASPHALT PAVEMENT
	CONCRETE SIDEWALK
	CONCRETE PAVEMENT
	WOODCHIP PATH
	GRAVEL DRIVE/WALK
	TREE PRESERVATION AREA



LOT DETAIL, TYP.

SITE DATA TABLE

SITE AREA INFORMATION	
TOTAL GROSS AREA	= 36.18 AC
MULTIFAMILY GROSS AREA	= 16.78 AC
SINGLE FAMILY GROSS AREA	= 19.40 AC
MULTIFAMILY EXCLUDED AREAS:	
EXISTING DRAIN EASEMENT	= 0 AC
PROPOSED PRIVATE ROAD EASEMENTS	= 0.33 AC
WETLAND AREAS	= 3.18 AC
TOTAL EXCLUDED AREA	= 3.51 AC
MULTIFAMILY NET AREA	= 16.78 AC - 3.51 AC
SINGLE FAMILY EXCLUDED AREAS:	
EXISTING DRAIN EASEMENT	= 1.88 AC
PROPOSED PRIVATE ROAD EASEMENTS	= 3.47 AC
WETLAND AREAS	= 2.20 AC
TOTAL EXCLUDED AREA	= 7.55 AC
SINGLE FAMILY NET AREA	= 19.40 AC - 7.55 AC
DEVELOPMENT DENSITY CALCULATIONS	
MULTIFAMILY	
GROSS UNIT DENSITY = TOTAL UNITS/GROSS AREA	= 210 UNITS/16.88 AC
NET UNIT DENSITY = TOTAL UNITS/NET AREA	= 210 UNITS/13.37 AC
MULTIFAMILY LOT COVERAGE CALCULATIONS	
GROUND FLOOR AREA:	
MULTIFAMILY BUILDING TYPE A (1 BUILDING X 21,356 SF)	= 21,356 SF
MULTIFAMILY BUILDING TYPE B (4 BUILDINGS X 13,722 SF)	= 54,888 SF
MULTIFAMILY BUILDING TYPE C (1 BUILDING X 20,657 SF)	= 20,657 SF
TOTAL	= 96,901 SF
GFA LOT COVERAGE = 96,901 SF/578,041 SF NET AREA	= 0.17
FLOOR AREA RATIO:	
MULTIFAMILY BUILDING TYPE A (1 BUILDING X 63,736 SF)	= 63,736 SF
MULTIFAMILY BUILDING TYPE B (4 BUILDINGS X 41,166 SF)	= 164,664 SF
MULTIFAMILY BUILDING TYPE C (1 BUILDING X 61,971 SF)	= 61,971 SF
TOTAL	= 290,371 SF
FAR LOT COVERAGE = 290,371 SF/578,041 SF NET AREA	= 0.50
PARKING CALCULATIONS FOR MULTIFAMILY BUILDINGS	
• 1.5 SPACES PER DWELLING UNIT WITH UP TO TWO BEDROOMS, AND 2 SPACES PER THREE-BEDROOM OR LARGER DWELLING UNIT	
• 61 2-BEDROOM UNITS * 1.5	= 92 SPACES
• 107 3-BEDROOM UNITS * 2	= 214 SPACES
• 42 4-BEDROOM UNITS * 2	= 84 SPACES
TOTAL REQUIRED PARKING SPACES	= 390 SPACES
TOTAL PROPOSED PARKING SPACES	= 393 SPACES
*LOADING AREAS TO BE WITHIN SURFACE PARKING LOTS	

SITE NOTES

- ALL DIMENSIONS REFER TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
- BUILDING DIMENSIONS ARE TO THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.

DEVELOPMENT SCHEDULE

MULTIFAMILY UNITS WILL BE DEVELOPED IN ONE PHASE WITH ANTICIPATED COMPLETION IN FALL 2028

SINGLE FAMILY LOTS WILL BE DEVELOPED AT A FUTURE DATE, WHICH WILL BE VERIFIED AT THE TIME OF PRELIMINARY SITE PLAN SUBMITTAL FOR THIS PORTION OF THE DEVELOPMENT

Kimley»Horn
of Michigan, Inc.

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TIMBER CREEK
SUPERIOR TOWNSHIP, MI



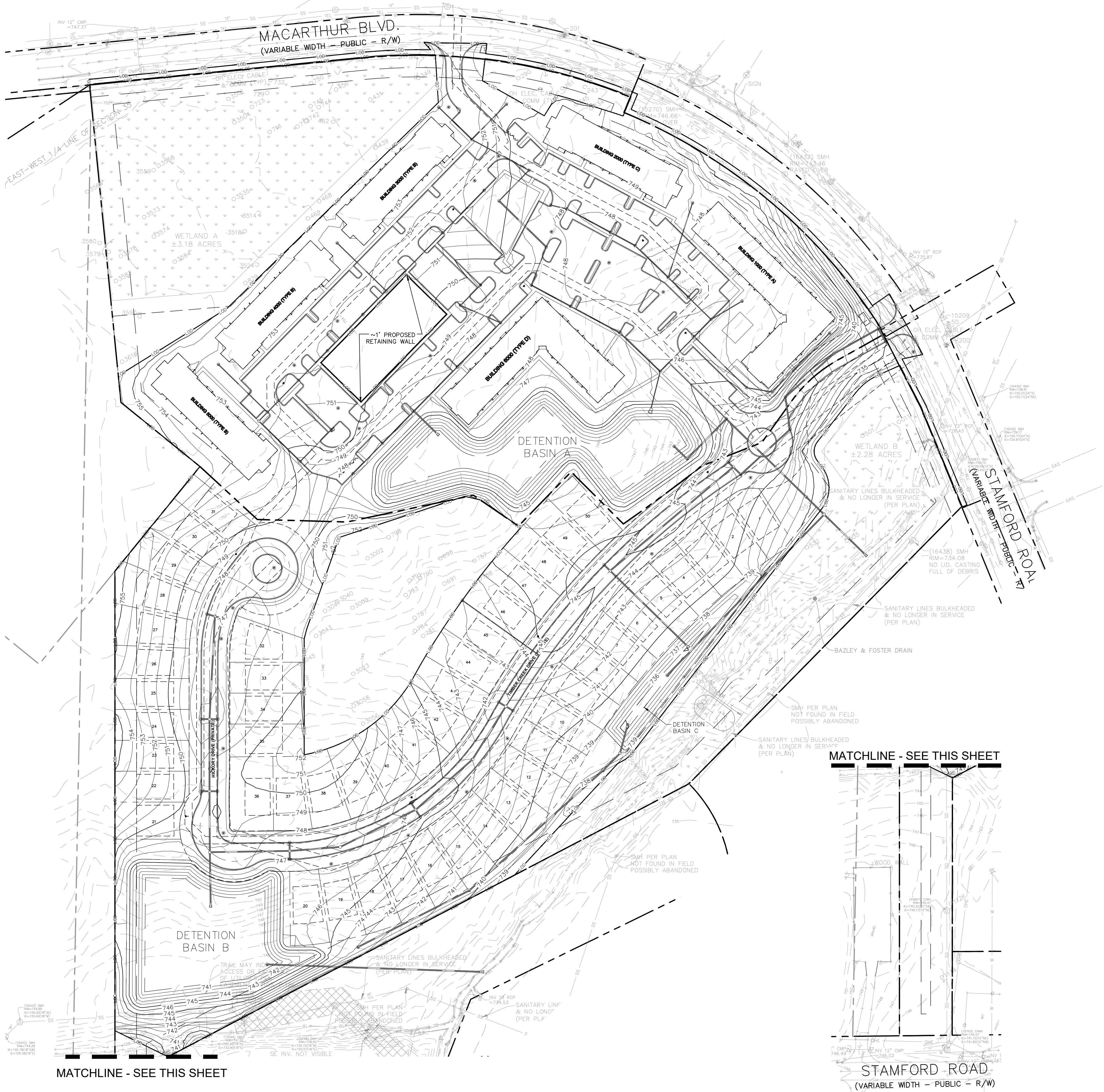
AREA PLAN

DESIGNED BY:	MTH
DRAWN BY:	OKE
CHECKED BY:	JAA
DATE:	02/20/2028
KIMLEY-HORN PROJECT NO. 268960001	

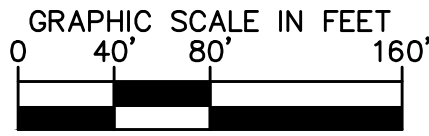
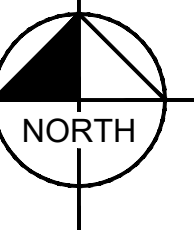
OVERALL SITE PLAN

SHEET NUMBER
C2-00

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GRADING LEGEND

- 620 — PROPOSED CONTOUR
- - - 620 - - - EXISTING CONTOUR
- - - 100 - - - LIMITS OF DISTURBANCE
- 100 — PROPOSED STORM SEWER
- PROPOSED STORM STRUCTURES
- PROPOSED SANITARY MANHOLE
- PROPOSED WATER STRUCTURES

GRADING NOTES

1. THERE ARE NO PROPOSED GRADING IMPACTS IN ANY WETLAND.
2. ALL GRADING ACTIVITIES SHALL REMAIN ON-SITE OR WITH THE MACARTHUR BOULEVARD AND STAMFORD ROAD R.O.W.

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TIMBER CREEK
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AREA PLAN

No.	1	1	1	1	1	2	3	4	5	6
DESIGNED BY:	MTH									
DRAWN BY:	OKE									
CHECKED BY:	JAA									
DATE:	02/20/2026									
KIMLEY-HORN PROJECT NO.	268960001									

OVERALL GRADING AND DRAINAGE PLAN

SHEET NUMBER
C3-00

GENERAL PLAN NOTES

REFER TO GENERAL NOTES SHEET FOR MORE INFORMATION INCLUDING THE FOLLOWING: (EXISTING LEGEND, BENCHMARK INFORMATION, AND SPECIFIC GENERAL PLAN NOTES.)

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TIMBER CREEK
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AREA PLAN

No.	1	2	3	4	5	6
DESIGNED BY:						MTH
DRAWN BY:						OKE
CHECKED BY:						JAA
DATE:						02/20/2026
KIMLEY-HORN PROJECT NO. 26R960001						

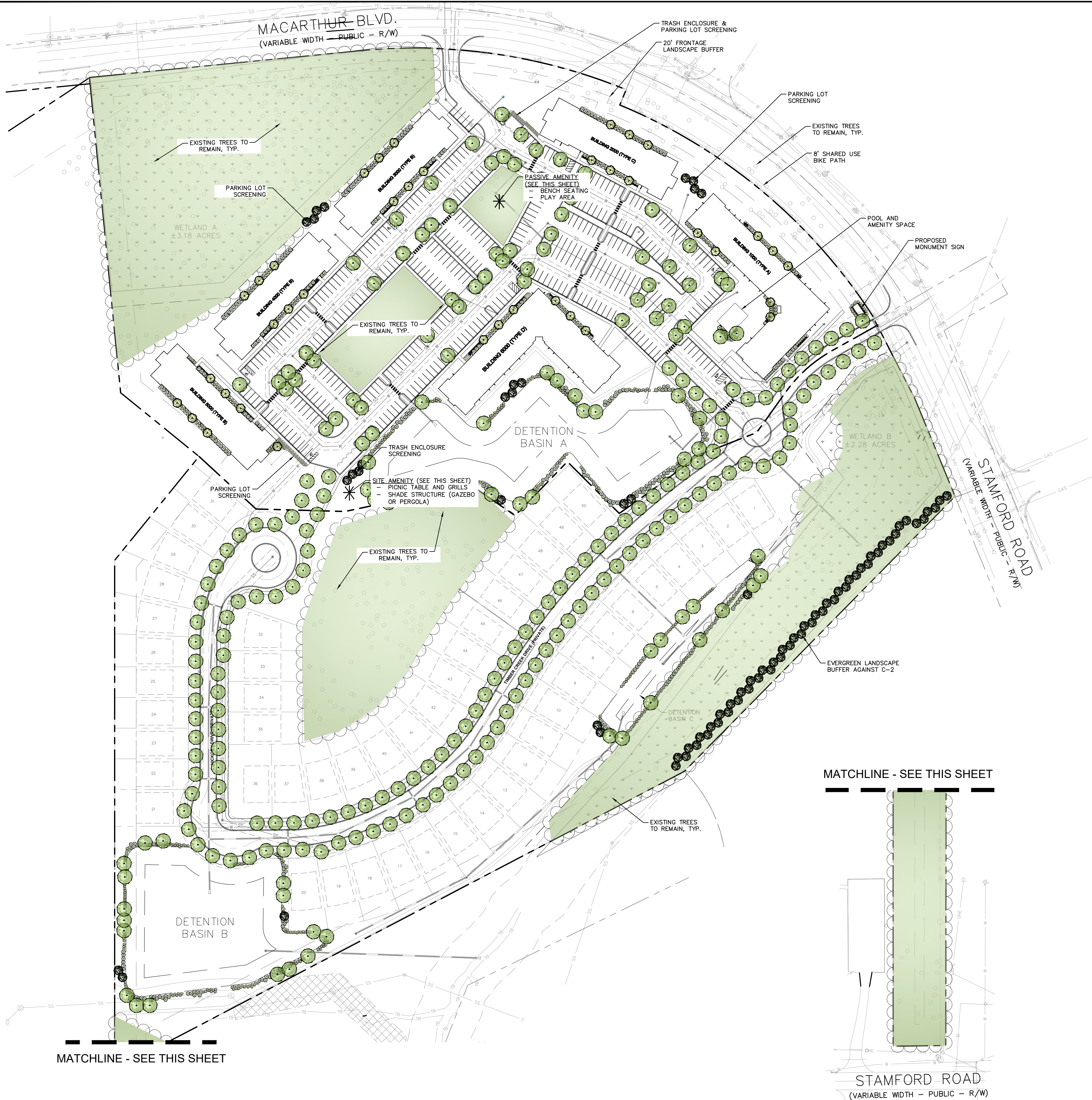
OVERALL UTILITY PLAN

SHEET NUMBER

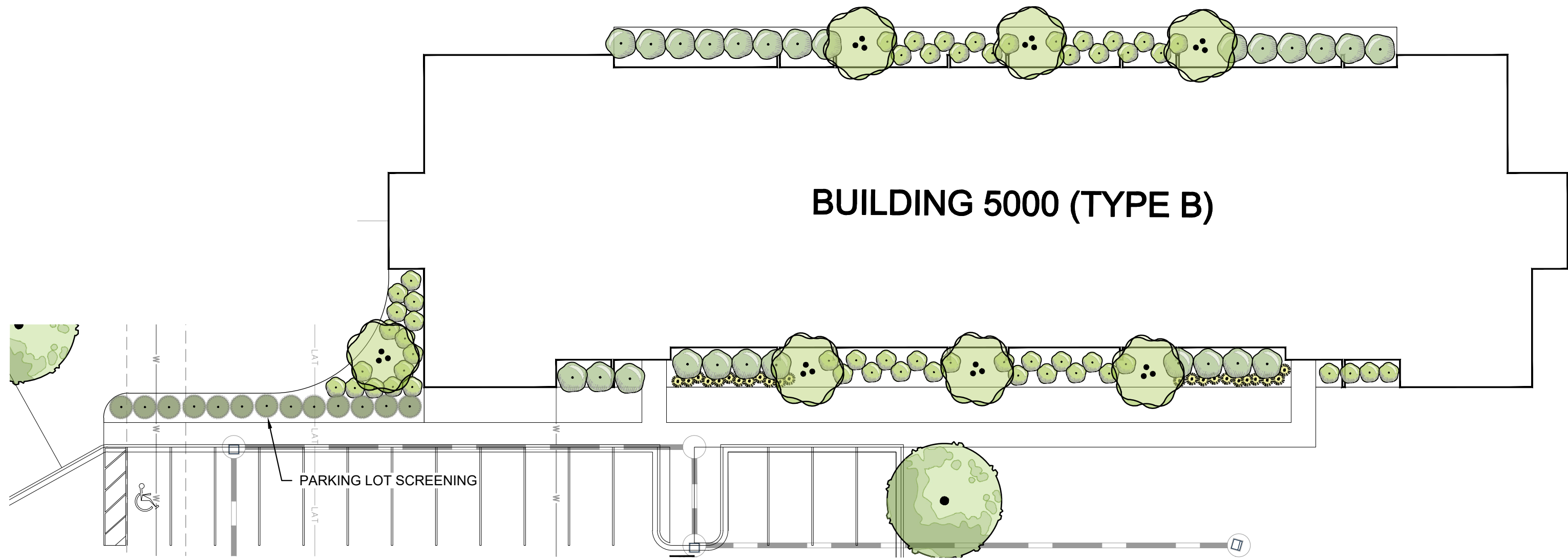
C4-00



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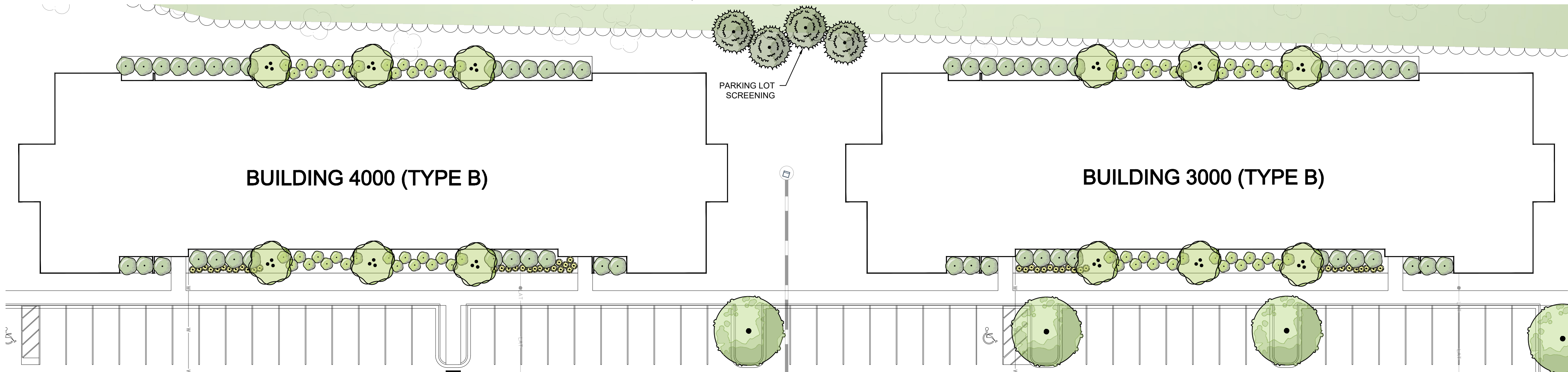
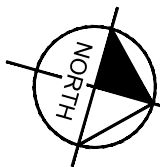


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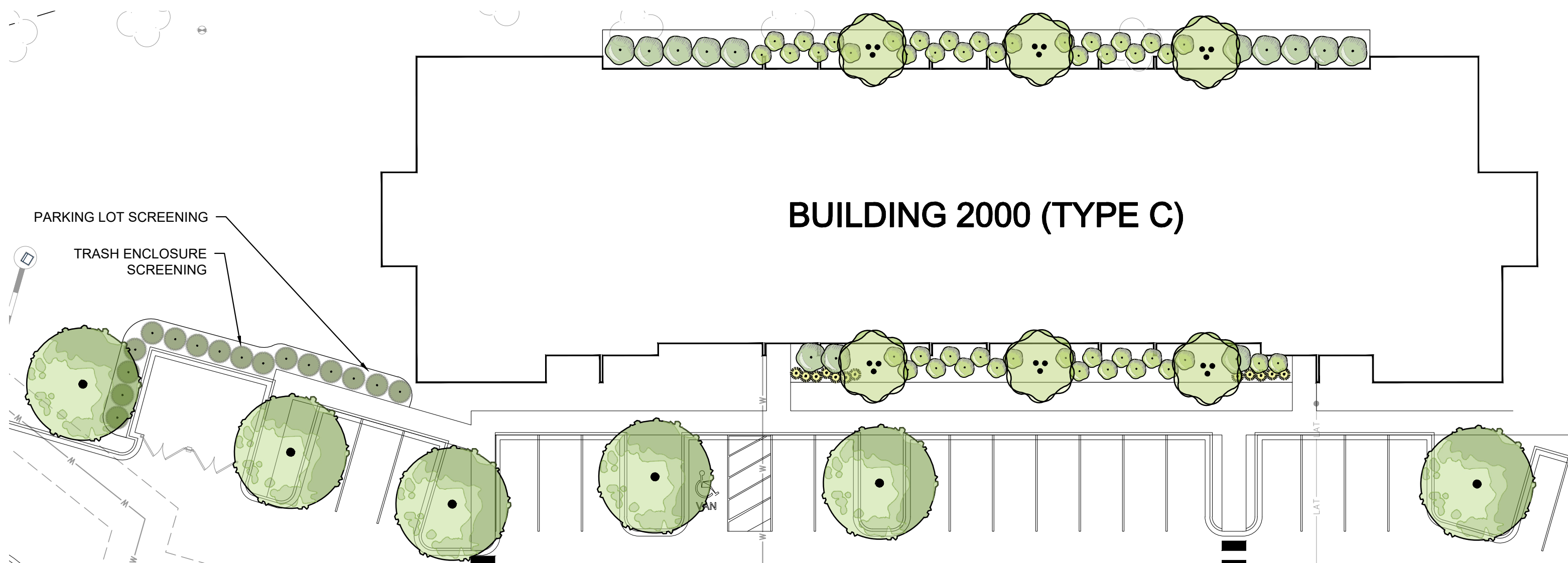
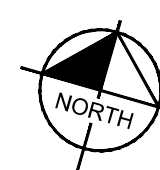
BUILDING 5000 PLANTING LAYOUT

SCALE: 1" = 20'



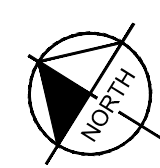
BUILDINGS 4000 & 3000 PLANTING LAYOUT

SCALE: 1" = 20'



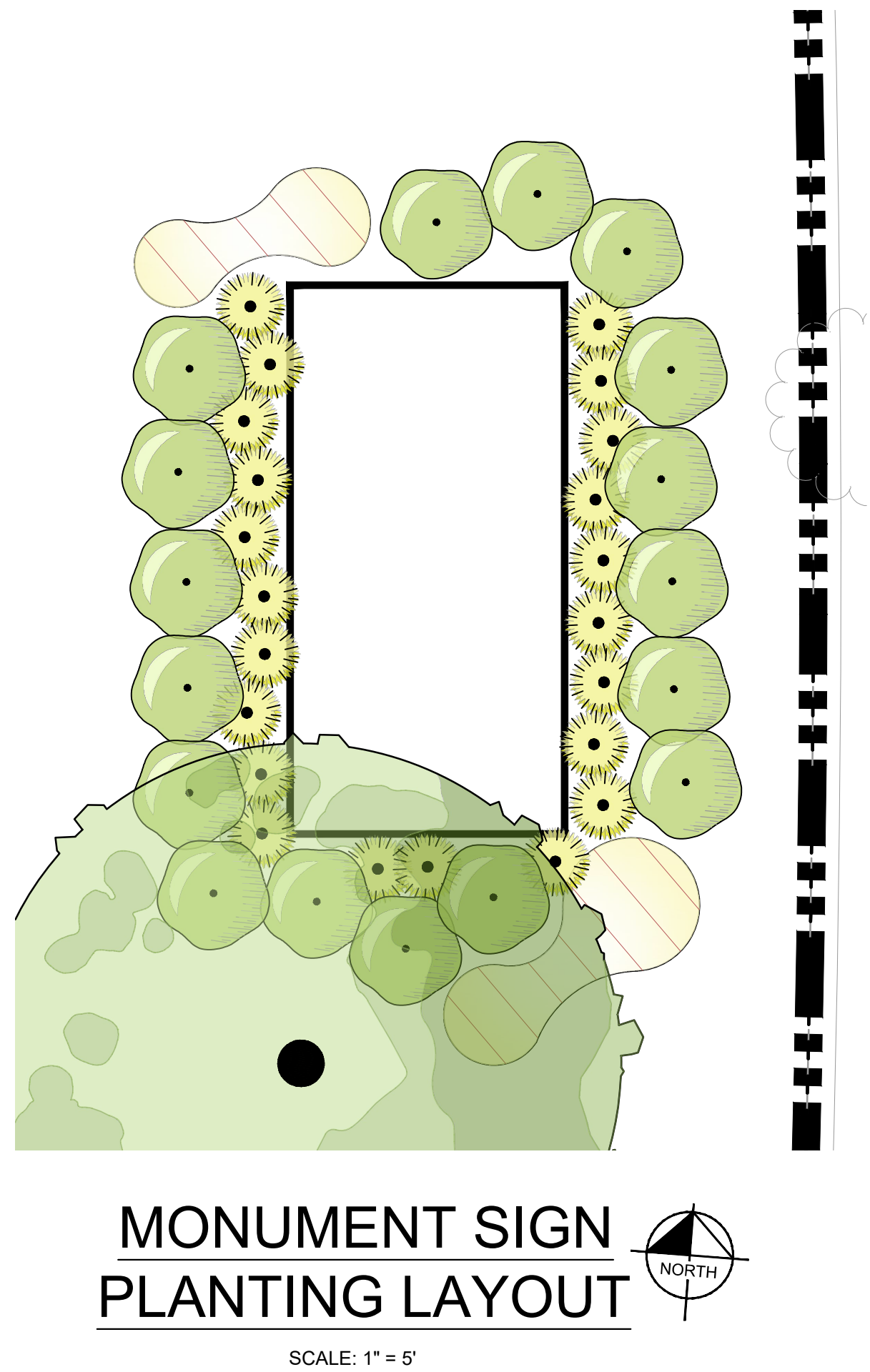
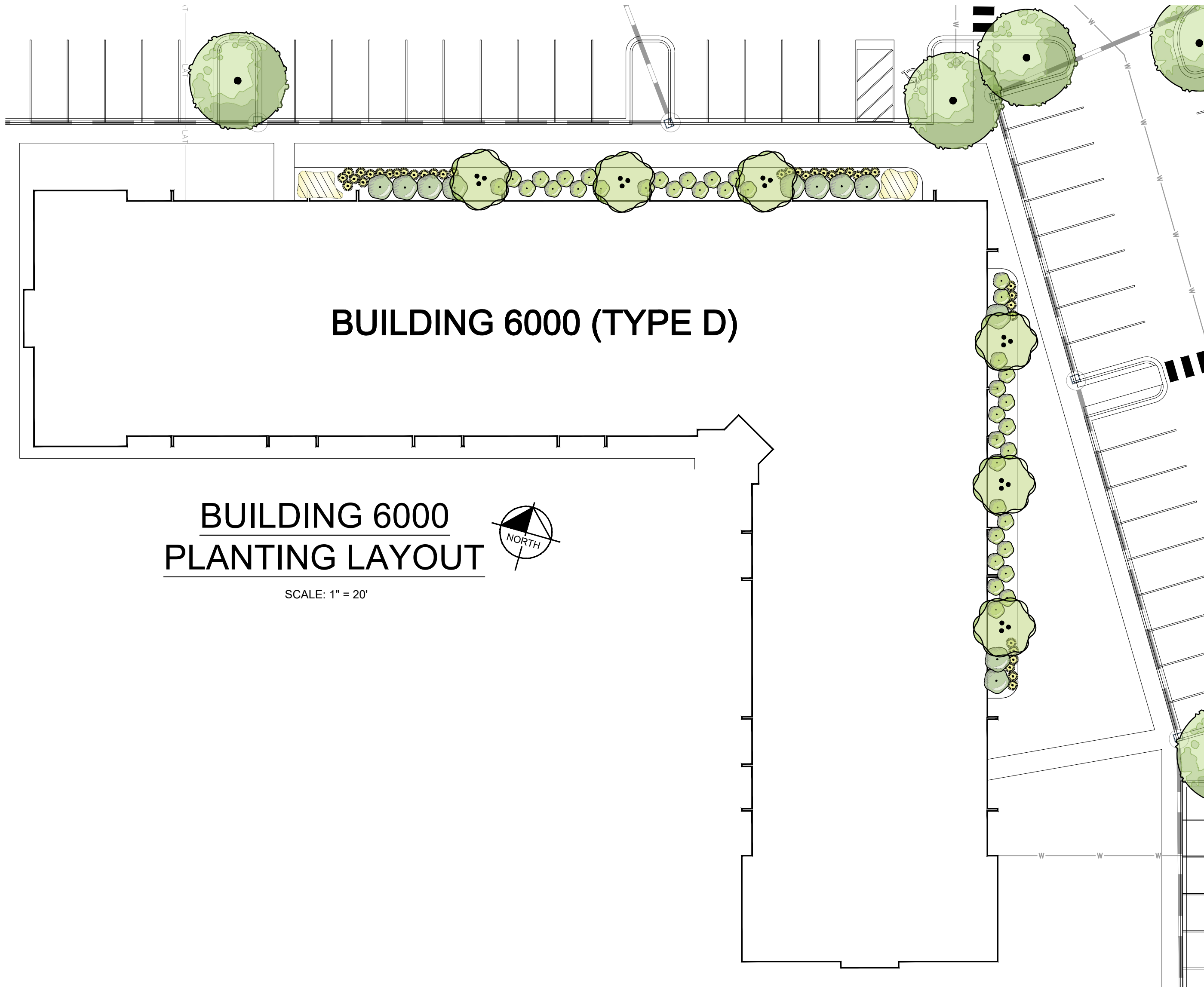
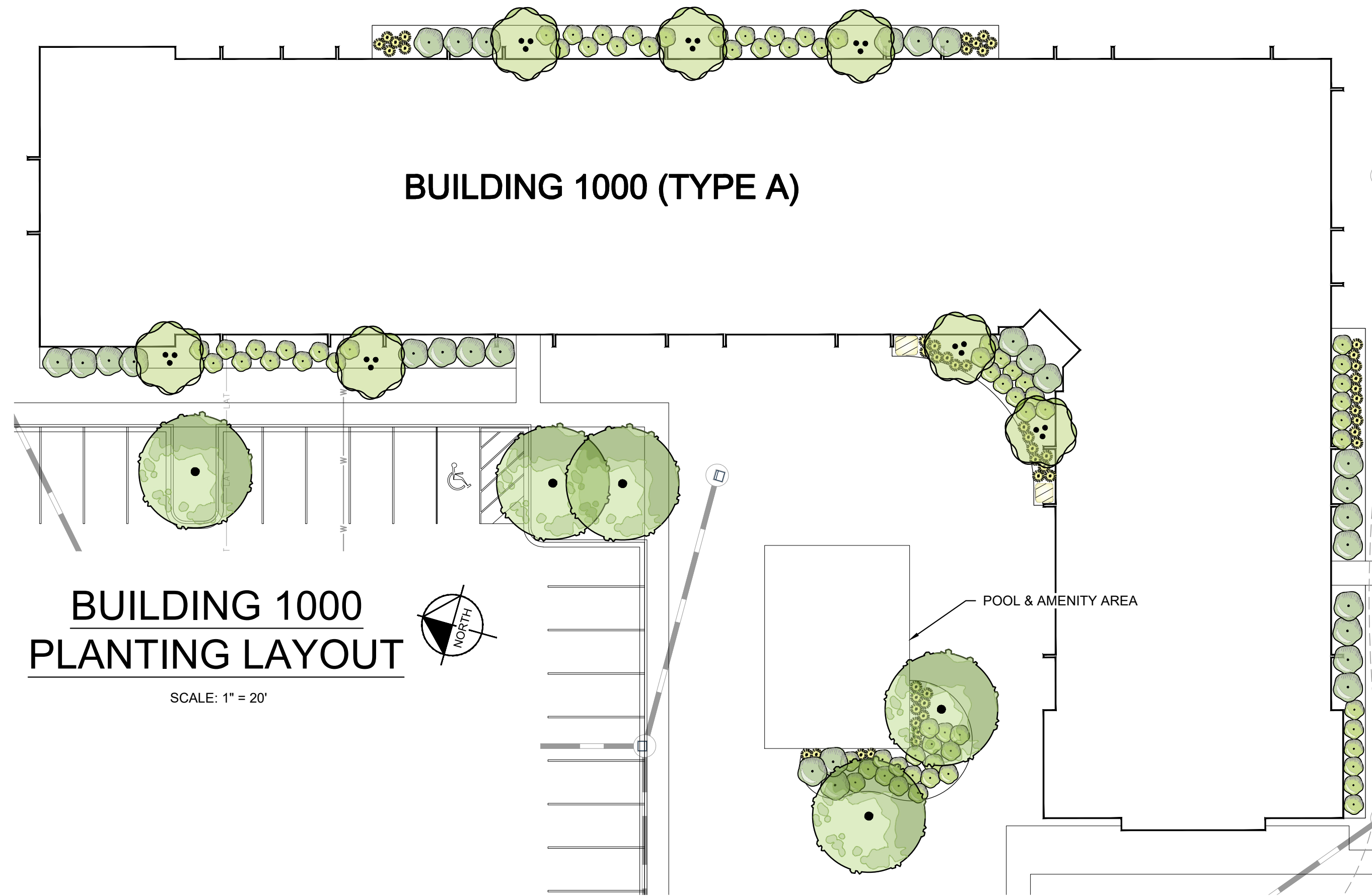
BUILDING 2000 PLANTING LAYOUT

SCALE: 1" = 20'

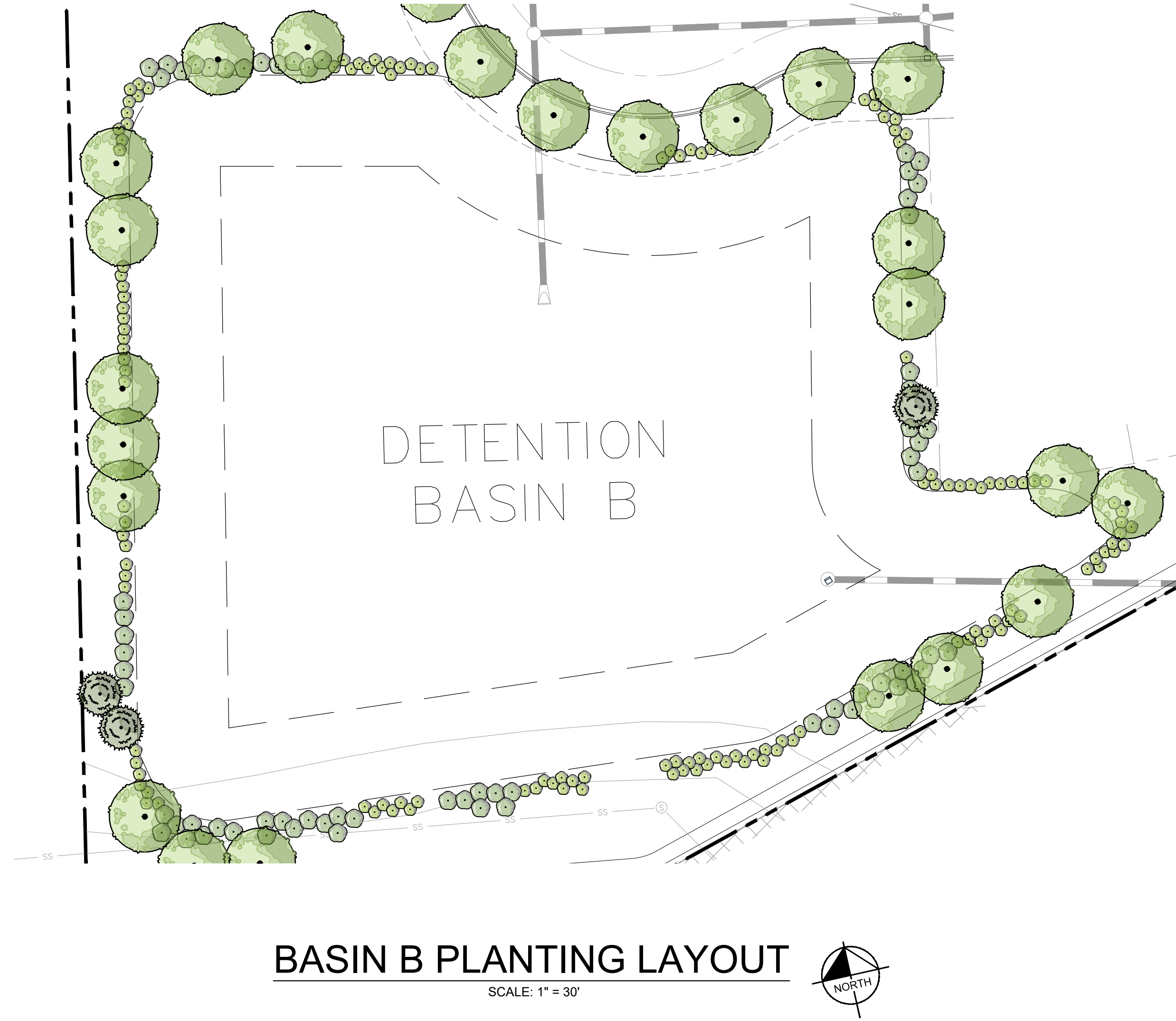
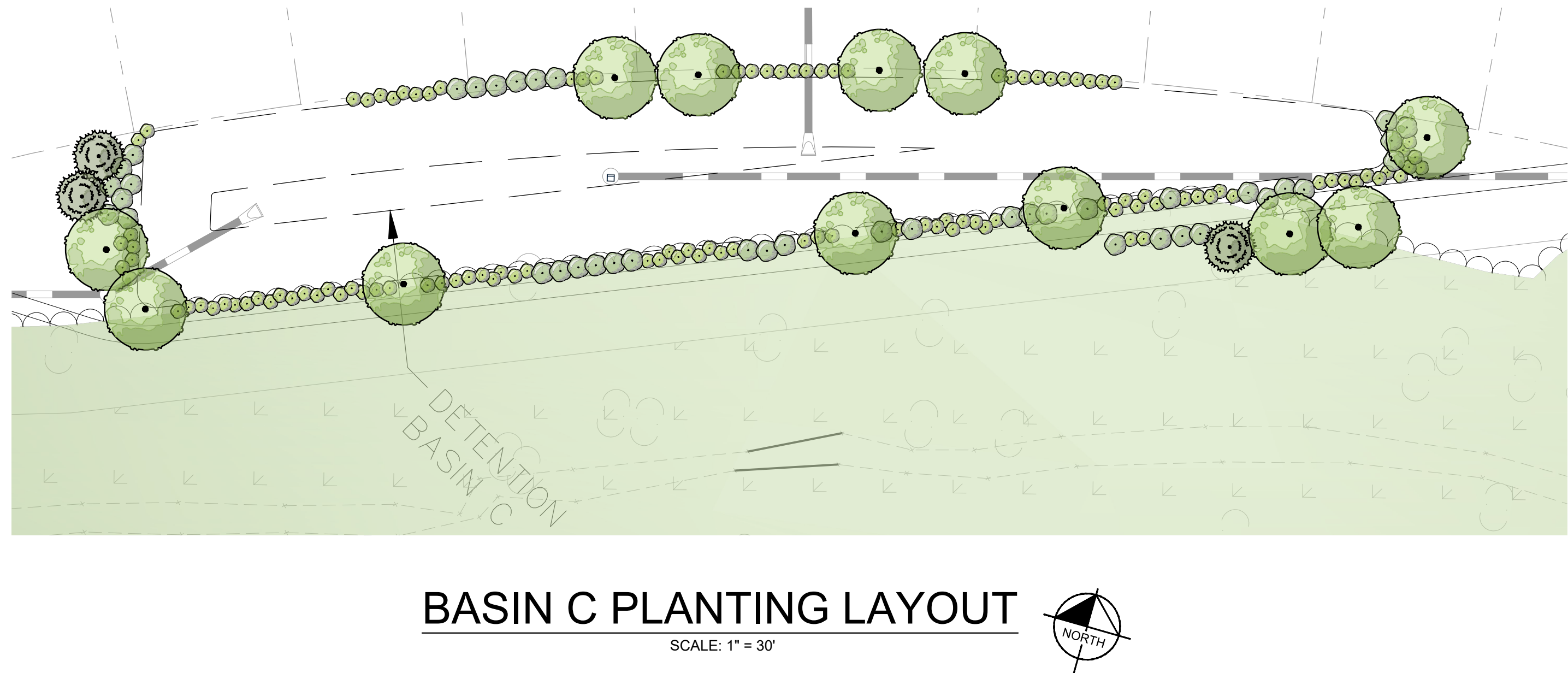


No.	1	2	3	4	5
DESIGNED BY:	MT				
DRAWN BY:	OK				
CHECKED BY:	JA				
DATE:	02/20/2026				
KIMLEY-HORN PROJECT NO. 268960001					

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TIMBER CREEK

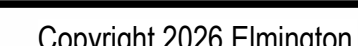
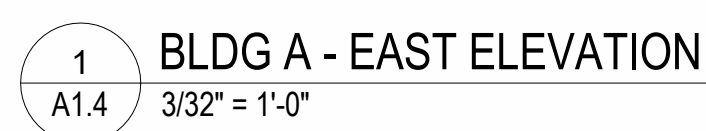
SUPERIOR TOWNSHIP, MI

ELMINGTON

AREA PLAN

NO.	1	1	1	1	1	2	3	4	5	6
DESIGNED BY:	MTH									
DRAWN BY:	OKE									
CHECKED BY:	JAA									
DATE:	02/20/2026									
KIMLEY-HORN PROJECT NO. 268960001										
LANDSCAPE ENLARGEMENTS										
SHEET NUMBER L1-03										

Drawing name: K:\DET_DS\268960001_elmington macarthur_superior twp_m\2 Design\CADD\plansheets\L1.1-LANDSCAPE PLAN.dwg L1-03 Feb 25, 2026 3:54pm by: Omar.Eter





1 BLDG TYPE "B" - FRONT ELEVATION
A2.2 3/32" = 1'-0"

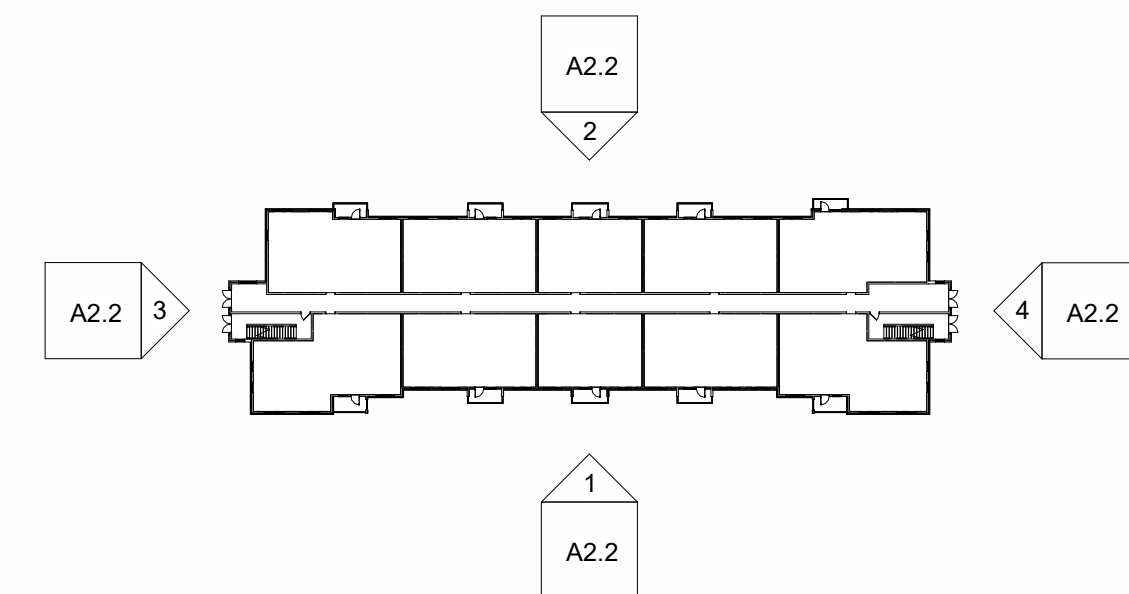


2 BLDG TYPE "B" - REAR ELEVATION
A2.2 3/32" = 1'-0"



3 BLDG TYPE "B" - SIDE ELEVATION
A2.2 3/32" = 1'-0"

4 BLDG TYPE "B" - SIDE ELEVATION
A2.2 3/32" = 1'-0"



ARCHITECT



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PROJECT

TIMBER CREEK APARTMENTS
SUPERIOR TOWNSHIP, MI

CLIENT

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CONSULTANTS

Consultant 1 Title
Consultant 1
Address 1
City State Zip 1
Contact Info 1

Consultant 2 Title

Consultant 2
Address 2
City State Zip 2
Contact Info 2

Consultant 3 Title

Consultant 3
Address 3
City State Zip 3
Contact Info 3

SEAL

PROJECT REVISIONS

ISSUED: 02/23/2026 AREA PLAN SUBMISSION

REVISÉ:

[illegible]

TIMBER CREEK
APARTMENTS

ADDRESS: SUPERIOR TOWNSHIP, MI

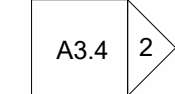
PROJECT NO: 25001

DRAWN BY: Author	CHECKED BY: Checker
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SHEET SIZE: 24" x 36"

BLDG 2000, 3000, 4000,
5000 (TYPE B) -
ELEVATIONS

A2.2



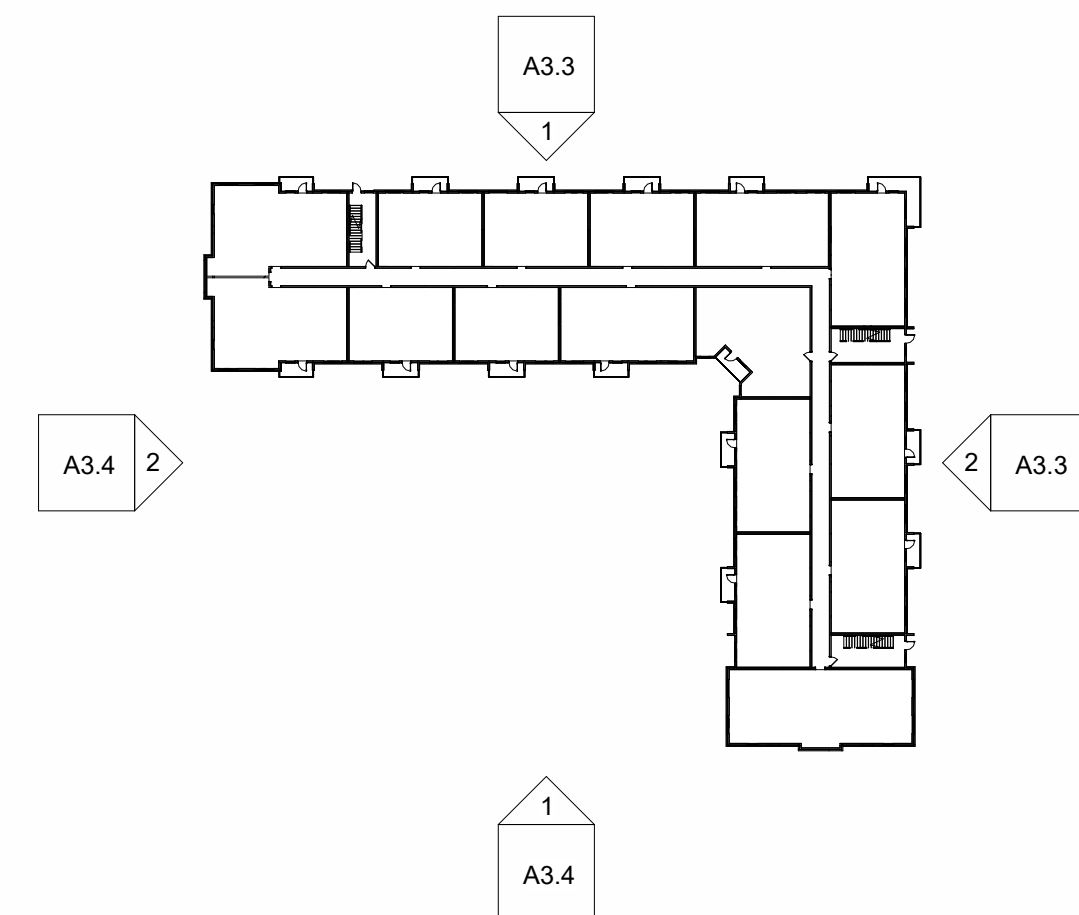
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1 BLDG C - SOUTH ELEVATION
A3.4 3/32" = 1'-0"



2 BLDG C - WEST ELEVATION
A3.4 3/32" = 1'-0"



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PROJECT

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CONSULTANTS

<u>Consultant 1 Title</u>	<u>Consultant 4 Title</u>
Consultant 1	Consultant 4
Address 1	Address 4
City State Zip 1	City State Zip 4
Contact Info 1	Contact Info 4

<u>Consultant 2 Title</u>	<u>Consultant 5 Title</u>
Consultant 2	Consultant 5
Address 2	Address 5
City State Zip 2	City State Zip 5
Contact Info 2	Contact Info 5

<u>Consultant 3 Title</u>	<u>Consultant 6 Title</u>
Consultant 3	Consultant 6
Address 3	Address 6
City State Zip 3	City State Zip 6
Contact Info 3	Contact Info 6

SEAL

PROJECT REVISIONS

ISSUED: 02/23/2026 AREA PLAN SUBMISSION

REVISÉ:

[illegible]

TIMBER CREEK
APARTMENTS

ADDRESS: SUPERIOR TOWNSHIP, MI

PROJECT NO: 25001	
DRAWN BY: Author	CHECKED BY: Checker
SHEET SIZE: 24" x 36"	

BLDG 6000 (TYPE C) -
ELEVATIONS

A3.4

Affordability Narrative – Timber Creek

Purpose

Housing costs have risen significantly in Washtenaw County in recent years, making homeownership unattainable for many working families in the region. This is particularly true for those living in the southern portion of Superior Township, where median incomes are lower than in other parts of the Township.

Timber Creek is designed to serve these households: working families who cannot **afford** to purchase a home, but who need larger **floor** plans than most rental housing provides.

Income Restrictions & Anticipated Rents

All units at Timber Creek will be income-restricted under MSHDA's Low Income Housing Tax Credit program. This means that household income must fall below certain limits tied to Washtenaw County's Area Median Income (AMI), and rents are capped so that residents do not spend more than 1/3 of their income on housing. These restrictions will be in place for at least 15 years.

Timber Creek will include the following income tiers:

- 21 units at 40% AMI
 - o 11 two-bedroom units
 - o 5 three-bedroom units
 - o 5 four-bedroom units
- 166 units at 60% AMI
 - o 42 two-bedroom units
 - o 92 three-bedroom units
 - o 32 four-bedroom units
- 23 units at 70% AMI
 - o 8 two-bedroom units
 - o 10 three-bedroom units
 - o 5 four-bedroom units

Anticipated Rents

We currently anticipate average rents of approximately:

- \$1,500 for two-bedroom units
 - \$1,750 for three-bedroom units
 - \$2,000 for four-bedroom units
-

Resident Profile

We expect that Timber Creek residents will primarily be teachers, healthcare workers, technicians, administrative staff, and other essential members of the Township's workforce. We anticipate that they will work in the nearby employment centers in Ypsilanti and along the Geddes corridor, including the Hyundai-Kia Technical Center. Many workers in these areas will have incomes from \$70,000 to \$90,000 per year, placing them squarely within the income tiers described above.

Distinction from Neighboring Properties

Timber Creek is structured differently from nearby existing affordable housing properties in the area, including Sycamore Meadows and Danbury Park Manor. Every unit at those properties receives project-based Section 8 assistance, meaning rents are subsidized through a federal funding contract. Those properties also serve households in lower income tiers, generally in the 30% AMI range and only up to 50% AMI.

In contrast, Timber Creek is designed as workforce housing for households with stable earned income, rather than a deeply subsidized housing project. The development will not use any project-based Section 8 assistance, and residents will be responsible for their own monthly rent obligations. In addition, 90% of the units at Timber Creek will serve residents at the 60-70% AMI range.

Tax Abatement Request

We request a 4% shelter rent payment in lieu of taxes (PILOT) pursuant to the provisions of the State Housing Development Authority Act.

This abatement will ensure the project's long-term financial feasibility while allowing us to incorporate higher quality exterior materials, more extensive landscaping, and more shared amenities that will benefit residents and the Township for decades to come.

MACARTHUR RESIDENTIAL

Traffic Impact Study

**Superior Township,
Michigan**

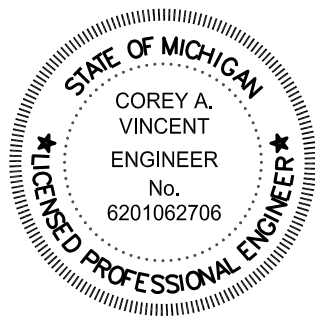
February 2026

Prepared for:

Elmington

Kimley»Horn
of Michigan, Inc.

I certify that this Traffic Impact Analysis report has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.



A handwritten signature in blue ink that reads "Corey Vincent".

Corey Vincent, P.E., PTOE
Michigan Licensed Professional Engineer 6201062706
Kimley-Horn and Associates of Michigan, Inc.

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EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Elmington to perform a traffic impact study for a proposed residential development on the northwest quadrant of the intersection of MacArthur Boulevard/Stamford Road & Wiard Boulevard in Superior Township, Michigan. The proposed development will include construction of 210 units of multifamily housing and 51 units of single-family housing. The existing site is currently undeveloped. The conceptual site plan is provided in the appendix.

Access to the proposed development would be provided via two full-access driveways along MacArthur Boulevard. One access is located approximately 1,200 feet north of Wiard Boulevard and one aligned opposite Wiard Boulevard. The proposed development is expected to be completed in 2028.

As part of this study, the existing roadway network was analyzed to determine the current operations at the study intersections. To assess the site's potential impact on the area roadway network, site generated trips were established and added to the existing traffic volumes.

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future conditions, the study intersections are projected to operate similar to existing conditions with minor increases in delay. The majority of movements maintained the same level of service as existing conditions with all movements expected to operate at LOS B or better during both peak hours. The projected 95th percentile queue lengths are expected to not block adjacent intersections and access points along the respective roadways. The following improvements are recommended based on the projected Future (2028) Build conditions:

- Construct the proposed N. Site Access as a full access driveway with one ingress and one egress lane.
- Construct the proposed E. Site Access as a full access driveway with one ingress and one egress lane.

1. INTRODUCTION

Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by Elmington to perform a traffic impact study for a proposed residential development on the northwest quadrant of the intersection of MacArthur Boulevard/Stamford Road & Wiard Boulevard in Superior Township, Michigan. The proposed development will include construction of 210 units of multifamily housing and 51 units of single-family housing. The existing site is currently undeveloped. The proposed development is expected to be completed in 2028. The conceptual site plan is provided in the appendix.

Access to the proposed development would be provided via two-full access driveways along MacArthur Boulevard. One access is located approximately 1,200 feet north of Wiard Boulevard and one aligned opposite Wiard Boulevard. An aerial view of the study location and surrounding area roadway network is presented in **Exhibit 1**.

As part of this study, the existing roadway network was analyzed to determine the current operations at the study intersections. Site trip generation characteristics were established for the development and added to projected background traffic volumes to assess the site's potential impact on the area roadway network. This report presents and documents data collection, summarizes the evaluation of the existing and projected future traffic conditions on the surrounding roadways, and identified recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.



2. EXISTING CONDITIONS

Kimley-Horn conducted a review of the subject site including existing lane uses in the surrounding area, the adjacent street system, current traffic volumes and operation conditions, lane configurations and traffic conditions at nearby intersections, and other key roadway characteristics. This section of the report details information on the existing conditions obtained through aerial imagery and publicly available map information.

Area Land Uses & Connectivity

Located near the intersection of MacArthur Boulevard/Stamford Road & Wiard Boulevard in Superior Township, Michigan, the subject site is currently undeveloped. The site is bound by residential developments to the west, MacArthur Boulevard to the north and east, and a church and vacant land to the south. The developments in the surrounding area are generally composed of residential uses.

Local connectivity is provided to the north by N. Harris Road, to the south by MacArthur Boulevard and Dawn Avenue, to the east by Wiard Boulevard, and to the west by Stamford Road.

Existing Roadway Characteristics

The following information documents key roadway characteristics within the study area's existing roadway network.

MacArthur Boulevard is a northeast-southwest roadway that runs north of the site, under the jurisdiction of the Washtenaw County Road Commission (WCRC). The Michigan Department of Transportation (MDOT) classifies the study section of MacArthur Boulevard as a Local Road. Throughout the study area, MacArthur Boulevard provides a two-lane section with one lane of travel in each direction. A speed limit of 35 miles per hour (MPH) is posted on MacArthur Boulevard throughout the study area.

Stamford Road is a northwest-southeast roadway that runs south of the site, under the jurisdiction of WCRC. MDOT classifies the study section of Stamford Road as a Local Road. Throughout the study area, Stamford Road provides a two-lane section with one lane of travel in each direction. A speed limit of 25 mph is posted on Stamford Road throughout the study area.

Wiard Boulevard is a northwest-southeast roadway that runs east of the site, under the jurisdiction of WCRC. MDOT classifies the study section of Wiard Boulevard as a Local Road. Throughout the study area, Wiard Boulevard provides a two-lane section with one lane of travel in each direction. A speed limit of 35 mph is posted on Wiard Boulevard throughout the study area.

N. Harris Road is a north-south roadway that runs west of the site, under the jurisdiction of WCRC. MDOT classifies the study section of N. Harris Road as a Local Road. Throughout the study area, N. Harris Road provides a two-lane section with one lane of travel in each direction. There is no posted speed limit along N. Harris Road; therefore, a *prima facie* speed limit of 25 mph was assumed.

Dawn Avenue is a north-south roadway that runs south of the site, under the jurisdiction of WCRC. MDOT classifies the study section of Dawn Avenue as a Local Road. Throughout the study area, Dawn Avenue provides a two-lane section with one lane of travel in each direction. A speed limit of 25 mph is posted on Dawn Avenue throughout the study area.

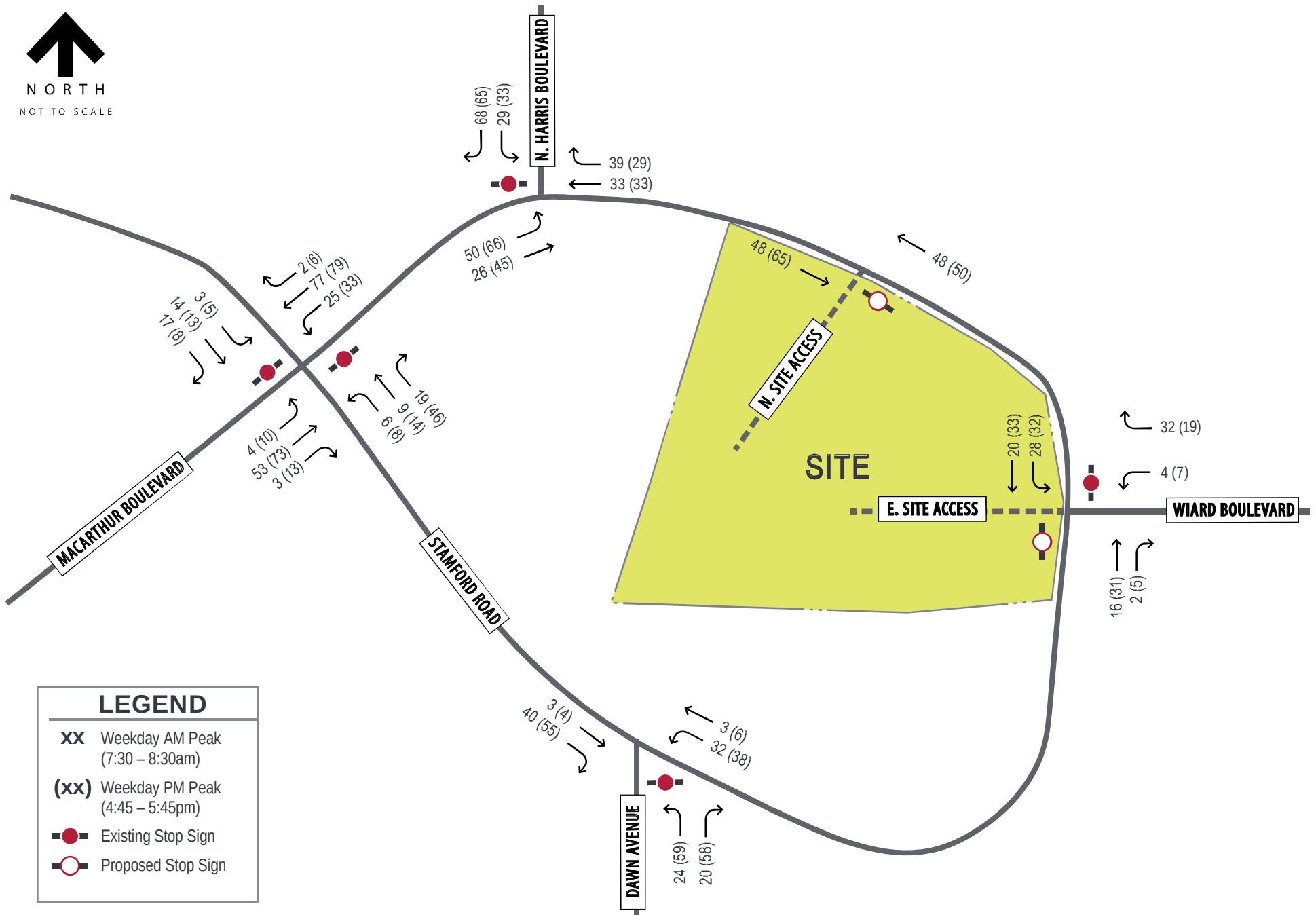
Traffic Count Data

Turning movement count data was collected on Wednesday, January 7, 2026, at the following study intersections:

- MacArthur Boulevard & Stamford Road
- MacArthur Boulevard & N. Harris Road
- MacArthur Boulevard/Stamford Road & Wiard Boulevard
- Stamford Road & Dawn Avenue

These counts were conducted on a typical weekday AM (7:00 to 9:00 AM) and PM (4:00 to 6:00 PM) peak periods. These count periods were selected to capture the peak travel periods in the area and represent the peak periods of the proposed development.

The traffic data revealed that peak traffic conditions generally occur within the study area from 7:30 to 8:30 AM and 4:45 to 5:45 PM during a typical weekday. To present a more conservative analysis, individual intersection peak hour data was utilized instead of the overall peak hour for the study area. Due to the developments and access points between the study intersections, dummy-node intersections were utilized for volume balancing purposes to account for sink/source traffic between the intersections. The existing traffic volumes are presented in **Exhibit 2**. A summary of the traffic count data is provided in the appendix.



Existing Capacity Analysis

Capacity analyses were conducted to assess existing operating conditions at the study intersections during the weekday morning and evening peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measures in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest oversaturated conditions).

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1. Level of Service Grading Descriptions¹

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

¹Highway Capacity Manual, 7th Edition.

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 2.2. Level of Service Grading Criteria

Level of Service ¹	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F ²	> 50	> 80

¹Highway Capacity Manual, 7th Edition

²All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Based on these standards, capacity results were identified for the study intersections under existing conditions. The results of capacity analysis for existing conditions are summarized in **Table 2.3**. In this table, the operation on each approach is quantified according to the average delay per vehicle

and the corresponding level of service. The capacity analysis results for the study intersections are based on HCM 7th Edition reports. Copies of the Synchro reports are provided in the appendix.

Table 2.3. Existing (2026) Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	Delay (s/veh)	LOS	Queue (ft)	Delay (s/veh)	LOS	Queue (ft)
MacArthur Boulevard & Stamford Road △						
Eastbound	10.0	A	47	10.8	B	45
Westbound	9.9	A	62	10.3	B	58
Northbound (Left)	7.4	A	6	7.4	A	11
Southbound (Left)	7.4	A	14	7.5	A	17
MacArthur Boulevard & N. Harris Road △						
Eastbound (Left)	7.5	A	27	7.5	A	23
Southbound	9.8	A	64	9.8	A	58
MacArthur Boulevard/Stamford Road & Wiard Boulevard △						
Westbound	8.8	A	49	8.9	A	45
Southbound (Left)	7.5	A	-	7.5	A	13
Stamford Road & Dawn Avenue △						
Westbound (Left)	7.6	A	15	7.4	A	22
Northbound	9.1	A	44	9.8	A	54

△ – Minor-Leg Stop-Controlled Intersection

As shown above, the existing study intersection approaches and movements currently operate acceptably, at LOS D or better, during the weekday AM and PM peak hours. SimTraffic network simulations were utilized to further evaluate the study network. The simulations provide dynamic evaluations of the network, modeling each vehicle's arrival and movement through the network. For the purposes of this study, the simulations evaluated the one-hour peak period for each study scenario following the calibration setting outlined in MDOT's *Electronic Traffic Control Device Guidelines*.

Review of SimTraffic network simulations indicate that vehicles were observed to find adequate gaps within the through traffic without experiencing significant delays or queueing.

3. DEVELOPMENT CHARACTERISTICS

This section of the report outlines the proposed site plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

Development Characteristics

The proposed development would include 210 units of multifamily housing and 51 units of single-family housing. Access to the proposed development would be provided via two full access driveways along MacArthur Boulevard. One access is located approximately 1,200 feet north of Wiard Boulevard and one aligned opposite Wiard Boulevard. A copy of the site plan is provided in the appendix.

Trip Generation

In order to calculate trips generated by the proposed site, data was referenced from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the proposed use are shown in **Table 3.1**. A copy of the ITE data is provided in the appendix.

Table 3.1. ITE Trip Generation Data

ITE Land Use	Unit	Weekday Daily	AM Peak Hour	PM Peak Hour
Multifamily Housing (Low-Rise) (LUC 220)	Per Dwelling Unit	$T = 5.63(X) + 120.45$ 50% in/50% out	$T = 0.35(X) + 12.93$ 24% in/ 76% out	$T = 0.48(X) + 7.35$ 62% in/ 38% out
Single-Family Detached Housing (LUC 210)	Per Dwelling Unit	$\ln(T) = 0.92\ln(X) + 2.68$ 50% in/50% out	$\ln(T) = 0.91\ln(X) + 0.12$ 25% in/75% out	$\ln(T) = 0.94\ln(X) + 0.27$ 63% in/37% out

T = Number of Trips

X = Number of Units

Using the empirical trip generation data, site-generated trips were calculated as summarized in **Table 3.2**.

Table 3.2 Site-Generated Traffic Projections

Land Use	Size	Daily	Weekday Midday Peak Hour			Weekday PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing (Low-Rise) (LUC 220)	210 Dwelling Units	1,303	21	65	86	67	41	108
Single-Family Detached Housing (LUC 210)	51 Dwelling Units	543	10	30	40	33	20	53
Total New Site Trips		1,846	31	95	126	100	61	161

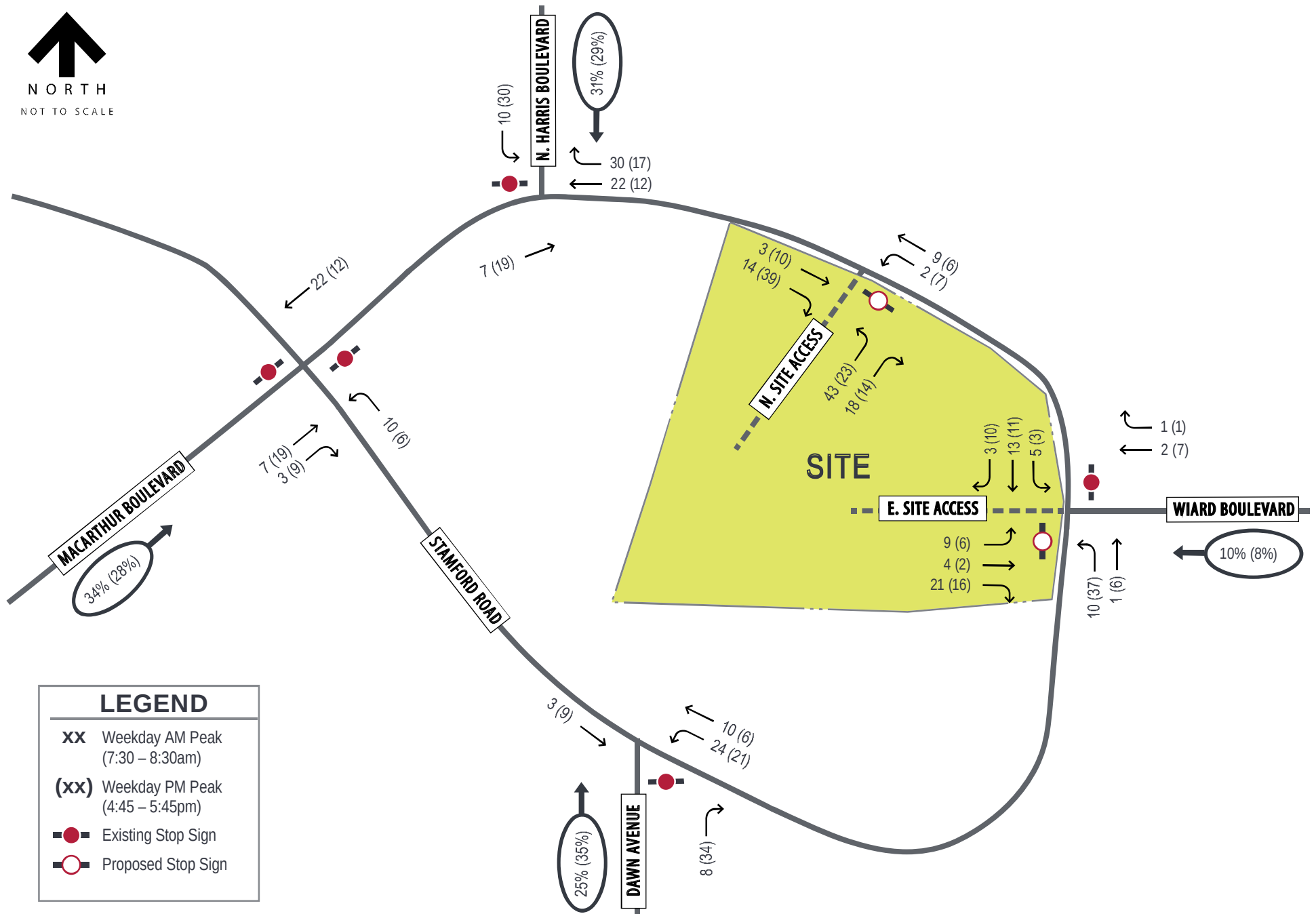
Directional Distribution

The estimated distribution of site-generated traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. The anticipated directional distribution estimates for the generated site trips are outlined in **Table 3.3**.

Table 3.3. Estimated Trip Distribution

Traveling to/from	Estimated Trip Distribution	
	AM	PM
East on Saginaw Highway (M-43)	33%	36%
West on Saginaw Highway (M-43)	36%	33%
North on Elmwood Road	14%	13%
South on Elmwood Road	17%	18%
Total	100%	

Based on the directional distribution assumptions in conjunction with the estimated trip generation, the site trip assignment is illustrated in **Exhibit 3**.



4. FUTURE CONDITIONS

Construction of the proposed development was assumed to be completed in Year 2028; and therefore, Opening Year 2028 traffic projections were developed and used for the analysis of future traffic conditions.

Background Traffic Volumes

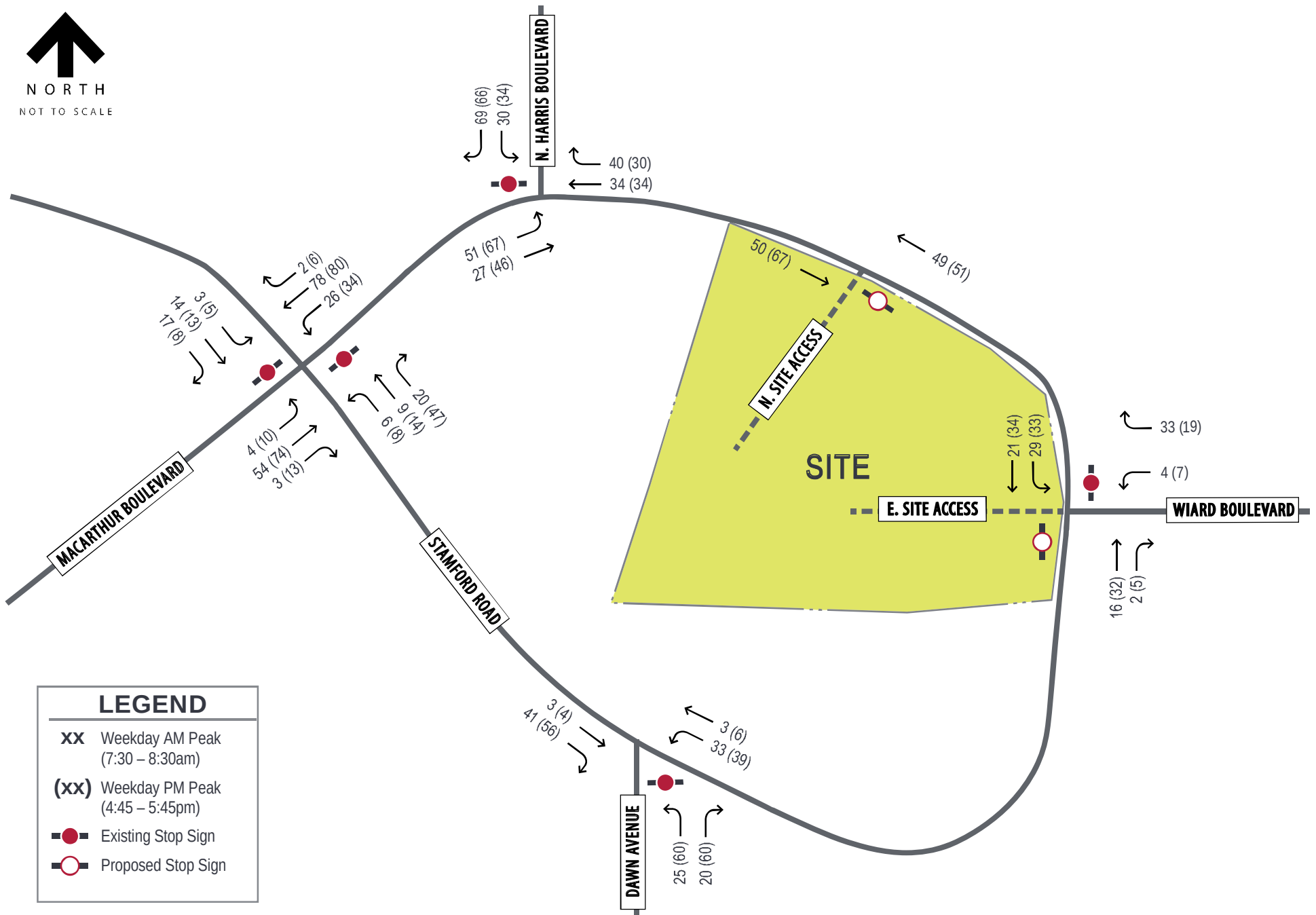
Background traffic growth was estimated using growth estimates provided by the Washtenaw Area Transportation Study (WATS). WATS does not have a specific growth rate along MacArthur Boulevard however, the surrounding area ranges from 0.5% to 1.5%. A growth rate of 1.0% was applied for two years based on existing traffic counts collected in 2026 and an opening year of 2028 to provide a conservative analysis. Future (2028) No-Build traffic projections reflective of background traffic growth are presented in **Exhibit 4**.

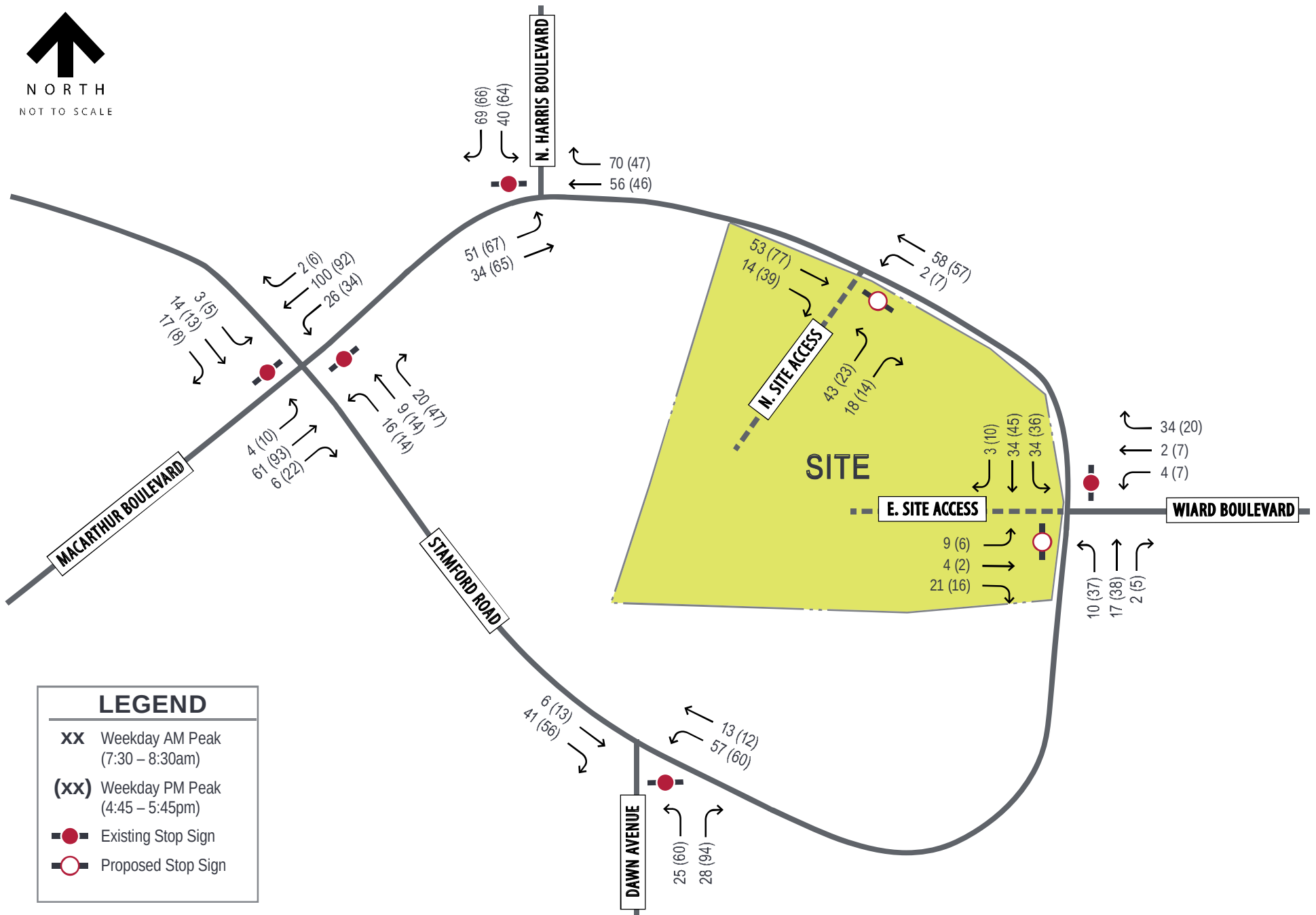
Opening Year (2028) Conditions

Build traffic projections for Opening Year 2028 were calculated by adding the total site-generated trips (Exhibit 3) to the background traffic projections (Exhibit 4). Build traffic projections for the Future (2028) Build scenario are illustrated in **Exhibit 5**.

Future Geometry

A turn lane evaluation was completed for dedicated turns lanes on MacArthur Boulevard at the proposed site driveways. WCRC utilizes the turn lane guidance found in the MDOT Geometric Design Guidance Sections 1.1.4 and 1.1.5. Based on the projected future traffic volumes dedicated turn lanes are not warranted along MacArthur Boulevard at either proposed site driveway. Therefore, dedicated turn lanes were not included in the analysis of build conditions. Copies of the turn lane warranting charts are provided in the Appendix





Opening Year (2028) No-Build Capacity Analysis

Based on the traffic projections, capacity results were identified for the study intersections under Opening Year (2028) No-Build conditions.

Based on the traffic projections, capacity results were identified for the study intersections under Opening Year (2028) No-Build conditions. The results of the capacity analysis are summarized in **Table 4.1**. Similar to the analysis of existing conditions, the results for all study intersections were reported in HCM 7th Edition. Copies of the Synchro reports are provided in the appendix.

Table 4.1. Opening Year (2028) No-Build Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	Delay (s/veh)	LOS	Queue (ft)	Delay (s/veh)	LOS	Queue (ft)
MacArthur Boulevard & Stamford Road $\triangle$						
Eastbound	10.0	A	47	10.9	B	44
Westbound	9.9	A	65	10.3	B	61
Northbound (Left)	7.5	A	6	7.5	A	6
Southbound (Left)	7.4	A	18	7.5	A	17
MacArthur Boulevard & N. Harris Road $\triangle$						
Eastbound (Left)	7.6	A	26	7.5	A	18
Southbound	9.8	A	66	9.8	A	59
MacArthur Boulevard/Stamford Road & Wiard Boulevard $\triangle$						
Westbound	8.8	A	48	8.9	A	42
Southbound (Left)	7.5	A	7	7.5	A	15
Stamford Road & Dawn Avenue $\triangle$						
Westbound (Left)	7.6	A	19	7.5	A	18
Northbound	9.1	A	48	9.8	A	60

$\triangle$ – Minor-Leg Stop-Controlled Intersection

With the addition of background traffic, the study area intersections and approaches are expected to operate with minor increases in delay compared to existing conditions. However, all intersections, approaches, and individual movements are expected to operate at the same LOS across both peak hours. Additionally, review of SimTraffic network simulations indicate similar observations as those made under existing conditions.

Opening Year (2028) Build Capacity Analysis

Based on the traffic projections, capacity results were identified for the study intersections under Future 2028 Build conditions. The results of the capacity analysis are summarized in **Table 4.2**. Similar to the analysis of existing and no-build conditions, the results for all study intersections were reported in HCM 7th Edition. Copies of the Synchro reports are provided in the appendix.

Table 4.2. Opening Year (2028) Build Levels of Service

Intersection	AM Peak Hour			PM Peak Hour		
	Delay (s/veh)	LOS	Queue (ft)	Delay (s/veh)	LOS	Queue (ft)
MacArthur Boulevard & Stamford Road $\triangle$						
Eastbound	10.2	B	52	11.2	B	44
Westbound	10.6	B	61	10.9	B	61
Northbound (Left)	7.5	A	10	7.5	A	14
Southbound (Left)	7.4	A	16	7.6	A	22
MacArthur Boulevard & N. Harris Road $\triangle$						
Eastbound (Left)	7.7	A	32	7.6	A	29
Southbound	10.5	B	62	10.8	B	64
MacArthur Boulevard/Stamford Road & Wiard Boulevard/E. Site Access $\triangle$						
Eastbound	9.4	A	45	9.5	A	41
Westbound	9.0	A	52	9.8	A	45
Northbound (Left)	7.3	A	-	7.4	A	13
Southbound (Left)	7.5	A	7	7.5	A	14
Stamford Road & Dawn Avenue $\triangle$						
Westbound (Left)	7.6	A	28	7.5	A	22
Northbound	9.4	A	46	10.3	B	60
MacArthur Boulevard & N. Site Access $\triangle$						
Westbound (Left)	7.4	A	6	7.6	A	5
Northbound	9.6	A	41	9.8	A	36

$\triangle$ – Minor-Leg Stop-Controlled Intersection

With the addition of site-generated traffic, the majority of study area intersections and approaches are expected to operate similar to existing and no-build conditions. The majority of movements maintained the same LOS as existing and no-build conditions with all movements expected to operate at LOS B or better during both peak hours.

Review of SimTraffic network simulations indicate that vehicles were able to find adequate gaps within the through traffic without experiencing significant delays or queueing. The 95th percentile queues are expected to be 64 feet or less, two to three vehicles, at each intersection. These queue lengths are projected to not block adjacent intersections or access points along the respective roadways.

Crash Analysis

Kimley-Horn obtained crash data from the Michigan Traffic Crash Facts (MTCF) database for the most recent available three years (2022-2024) for the study intersections. There were a total of 4 crashes throughout the study intersections with all of them being angle crashes. The crashes included one no injury crash, one possible injury crash, and two suspected minor injury crashes. A summary of crash severity and crash type is provided in **Table 4.3** and **Table 4.4**, respectively.

Table 4.3. Intersection Crash Severity Summary (2022-2024)

Intersection	No Injury (O)	Possible Injury (C)	Suspected Minor Injury (B)	Suspected Serious Injury (A)	Total
MacArthur Boulevard & Stamford Road	0	0	2	0	2
MacArthur Boulevard & N. Harris Road	0	0	0	0	0
MacArthur Boulevard/Stamford Road & Wiard Boulevard	0	1	0	0	1
Stamford Road & Dawn Avenue	1	0	0	0	1
Total	1	1	2	0	4

Table 4.4. Intersection Crash Type Summary (2022-2024)

Intersection	Angle	Total
MacArthur Boulevard & Stamford Road	2	2
MacArthur Boulevard & N. Harris Road	0	0
MacArthur Boulevard/Stamford Road & Wiard Boulevard	1	1
Stamford Road & Dawn Avenue	1	1
Total	4	4

5. RECOMMENDATIONS & CONCLUSIONS

Based on Kimley-Horn's review of the proposed site plan and evaluation of existing and future traffic conditions, the study intersections are expected to adequately accommodate the proposed development with the following recommendations:

- Construct the proposed N. Site Access as a full access driveway with one ingress and one egress lane.
- Construct the proposed E. Site Drive as a full access driveway with one ingress and one egress lane.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing site and roadway improvement plans for the subject redevelopment. As the site design progresses, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is provided from the new stop bars. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

Traffic Count Data

Existing (2026) Capacity Reports

Data from ITE Trip Generation, 12th Edition

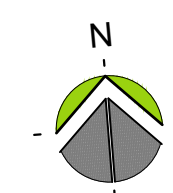
Future (2028) No-Build Capacity Reports

Future (2028) Build Capacity Reports

Turn Lane Warrants

CONCEPTUAL SITE PLAN



 **SITE PLAN**