DOWNTOWN AREA CIRCULATION STUDY, DDA PLAN AND COMPREHENSIVE PLAN UPDATE

DDA Board Work Session | AUGUST 21, 2024



- 1. INTRODUCTION
- 2. WHAT WE HEARD: COMPREHENSIVE PLAN UPDATE
- 3.DDA PLAN
 - VALUE DISCUSSION
 - DDA PLAN GOALS
- 4. CIRCULATION STUDY UPDATE
- **5.NEXT STEPS**

PARALLEL PLANNING EFFORTS

COMPREHENSIVE PLAN

Determine VISION AND PRIORITIES for the future of the city

Determine future land use, desired policy changes, and priorities for public spending and capital projects

DOWNTOWN AREA CIRCULATION

Identify FUTURE CAPITAL
IMPROVEMENTS to downtown
area streets and
transportation plan updates

Balance the demands on limited downtown area street space

DDA DEVELOPMENT + TIF PLAN

Guide the DDA's **PROGRAM AND CAPITAL PROJECTS** for a 30-year time frame.

DDA PLAN PROCESS

- Peer City DDA Plan Research
- DDA Development Plan
 - Establish Plan Goals (DDA Board) and objectives
 - Existing conditions assessment
 - Development Plan & Recommendations
 - Informed by State Statute, Comp Plan, Circulation Study, Geothermal Study, and infrastructure and operational needs
- TIF Plan Update
- Summary Document and Approvals
 - **Executive Summary**
 - Statute Review
 - Notification and Filing
 - Approval (DDA Board and City Council)



VALUES & GOALS OVERVIEW

WHY ESTABLISH VALUES & GOALS?

DDA DEVELOPMENT PLAN

Values and Goals:

- Ensure alignment with City policy priorities
- Inform staff implementation
- Direct project priorities and budgeting
- Guide how we measure outcomes

HOW WE MAKE DECISIONS

ANN ARBOR
COMPREHENSIVE
PLAN - COUNCIL
PRIORITIES

AFFORDABLE

EQUITABLE

SUSTAINABLE



DDA PEOPLE-FRIENDLY STREETS



Affordable & Inclusive Community



Equitable, just access for all people



Safe, comfortable streets



Resilient, energy responsible downtown



Connected community with streets as civic space



Vibrant & thriving local economy



design & implementation

MOVING TOGETHER TRANSPORTATION PLAN VALUES



ACCESSI BILITY FOR ALL

People of all ages and abilities have equitable access to wher e life takes them

SAFETY
A safe city where everyone feels confident and comfortable traveling

MOBILITY
Moving people and
making it easy to
choose sustainable
modes of travel



HEALTHY PEOPLE & SUSTAINABLE PLACES
Supports a healthy population and environment



CONNECTIVITY
Integrate transportation
options with regional
networks

REGIONAL

"Keeping the culture of Ann Arbor the same long term while meeting the needs of all its residents."

"Equity means creating a city where people of all socio-economic levels can live, work, and thrive."

"Equity means prioritizing civic initiatives and policy aimed at leveling the playing field for all Ann Arborites, particularly as it relates to housing, education, and transportation."

"Equity means that everyone should have the opportunity to live in the neighborhood of their choice and access jobs, services, parks, and schools safely."

"Equity means that anyone who works in Ann Arbor should be able to afford to live here too."

"Equity means having neighborhoods with a mix of people of all types." "Sustainability means that we must do everything we can to move away from non-renewable resources, reduce our usage of single-use products, and keep our power grid resilient."

"Sustainability means reducing waste and

"Sustainability means reducing waste and increasing efficiency so that the city will be able to continue its level of services without imposing new or higher taxes."

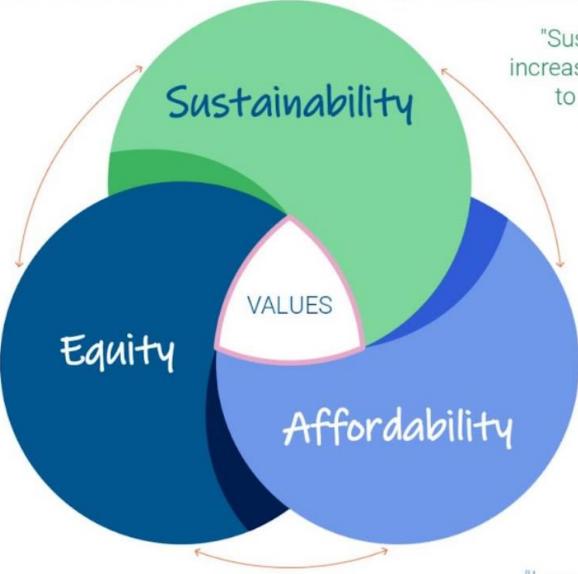
"Sustainability means making sure that

"Sustainability means making sure that future needs will be able to be met. That means we must preserve historical development, significant natural features, and open space as well as energy, water quality, and quality of air."

"There should be a range of housing choices to suit the needs of many, from subsidized housing for very low-income families to adequate 'missing middle' housing for folks."

"Lower property taxes.
Ann Arbor's taxes are
obscene and the
money is not spent in
the right places."

"Being able to live car-free saves me car payments and insurance. Buses being affordable to use daily."



"We need to dramatically increase housing stock WITHIN the city limits, so we have a variety of options, from lower cost to higher cost."

VISION > VALUES > GOALS

VISION

A2 COMPREHENSIVE PLAN

A2 for All

Sustainability: We are committed to the efficient integration of <u>all</u> systems - social, built and natural - to create a resilient community.

Affordability: We believe that <u>all</u> people should have the opportunity to call Ann Arbor home and thrive.

Equity: We ensure equal access to essential services and amenities for <u>all</u>, and additional resources for historically underserved communities.

Goal Areas
Land Use & Housing

Goal Areas
Economy & Vibrancy

Goal Areas
Sustainability & Infrastructure

GOALS + STRATEGIES

/ALUES

HOW WE MAKE DECISIONS

PROJECT PRIORITIZATION AND CITY CIP

VISION AND PRIORITIES for the future of the city

AFFORDABLE

EQUITABLE

SUSTAINABLE

VIBRANCY / **COMMUNITY BENEFIT** **ADDITIONAL VALUE IDENTIFIED DURING ENGAGEMENT** ???

ANN ARBOR **COMPREHENSIVE PLAN - COUNCIL PRIORITIES**



HOW WE MAKE DECISIONS

MEASURING OUTCOMES

DDA VALUES & PROJECT OUTCOMES



CREATING SAFER ROUTES FOR MORE PEOPLE

- · Enhanced safety at 118 crosswalks.
- · Built 4 miles of new separated bike lanes with raised transit stops throughout.
- · Increased space for people biking by 180% on bikeway streets.

INCREASING TRANSPORTATION ACCESS

- · Hosted 2 pop-up events focused on bike repair and safety at the Delonis Center in 2022.
- Funded 2.910 transit passes for downtown employees in 2022.



DDA Plan and Circulation Plan

118

4180%

2,910





SAFE, COMFORTABLE **DOWNTOWN STREETS**

TRANSFORMING 5TH AVE. & DETROIT ST.

- · Before the DDA Project, only 48% of drivers stopped for people crossing.
- After the DDA Project, 97% of drivers stopped.

BUILDING SAFE STREETS FOR ALL

· Reduced severe crashes by 41% on Bikeway streets, even with more people biking.



48%

97%

IMPROVING NAVIGATION AND LOWERING SPEEDS

· Reduced speeding drivers by 43% and 30% on First and Ashley, respectively, after two-way restoration.



DDA VALUES & PROJECT OUTCOMES



AFFORDABLE & INCLUSIVE COMMUNITY

SUPPORTING AFFORDABLE HOUSING

- Invested nearly \$1.2M in infrastructure for the 121 Catherine Street affordable housing project.
- · Funded \$1M in grants for maintenance, acquisition, and development of affordable housing.



WHAT'S NEXT?



Continue funding grants to support affordable housing projects downtown. Over \$2.6M has been designated through 2030.



Pilot public restroom options and locations to serve all people downtown.



Invest in infrastructure (i.e. water. stormwater, etc.) to support the 350 S. Fifth affordable housing project.



Continue commitment to accessible design.



RESILIENT, ENERGY RESPONSIBLE DOWNTOWN

ENHANCING RESILIENCY TO DISRUPTIVE EVENTS AND MEETING CLIMATE GOALS

 Built 46 rain gardens to capture and clean stormwater.



· Improved stormwater management for 2.4 acres of public space downtown, the equivalent of almost 2 football fields.



MEETING CLIMATE GOALS

 Planted 267 street trees. sequestering 4,440 lbs. of CO2 annually.



 Installed 386 LED streetlights downtown and transitioned primary streetlight source from DTE to City-owned.





Increased bike ridership by 165% on **Division Street after** Bikeway was installed.



CITY/COMP PLAN DRAFT VALUES

AFFORDABLE

We believe that everyone should have the opportunity to call Ann Arbor home and thrive.

EQUITABLE

We ensure equal access to essential services and amenities for all, and additional resources for historically underserved communities.

SUSTAINABLE

We are committed to the efficient integration of all systems - social, built and natural - to create a resilient community.

VIBRANCY / **COMMUNITY BENEFIT**

We implement projects that support community need, increase vibrancy, and strengthen economic development opportunities

DDA GOALS



Affordable & Inclusive Community



Equitable, just access for all people



Safe, comfortable streets



Resilient, energy responsible downtown



community with inviting public spaces



Vibrant & thriving local economy



Responsible design & implementation



Missing any goals?

CIRCULATION PLAN UPDATE

DOWNTOWN CIRCULATION STUDY - FOUR COMPONENTS



BICYCLE SYSTEM



TRANSIT ENHANCEMENTS



PUBLIC REALM + VISITOR EXPERIENCE



NAVIGATION + SAFETY

CIRCULATION STUDY ENGAGEMENT TAKEAWAYS BY TOPIC



BIKE CONNECTIONS

Overall support and enthusiasm for increasing low-stress bike connections from neighborhoods into the downtown core, desire for context-sensitive designs



Desire for strengthened public realm, including vibrant and beautiful pedestrian streets and amenities that attract a range of people/families



Broad public support for improving housing affordability and expanding the types of housing available throughout the city

DDA Plan and Circulation Plan



Clear support for transit improvements, including better frequency, greater service hours and geographic reach, and amenities



Support for restoring two-way traffic on Fifth and Division, desire for calm, safe streets and improved wayfinding



Environmental protection, climate action, reduction of car dependency, and renewable energy were the most cited desires

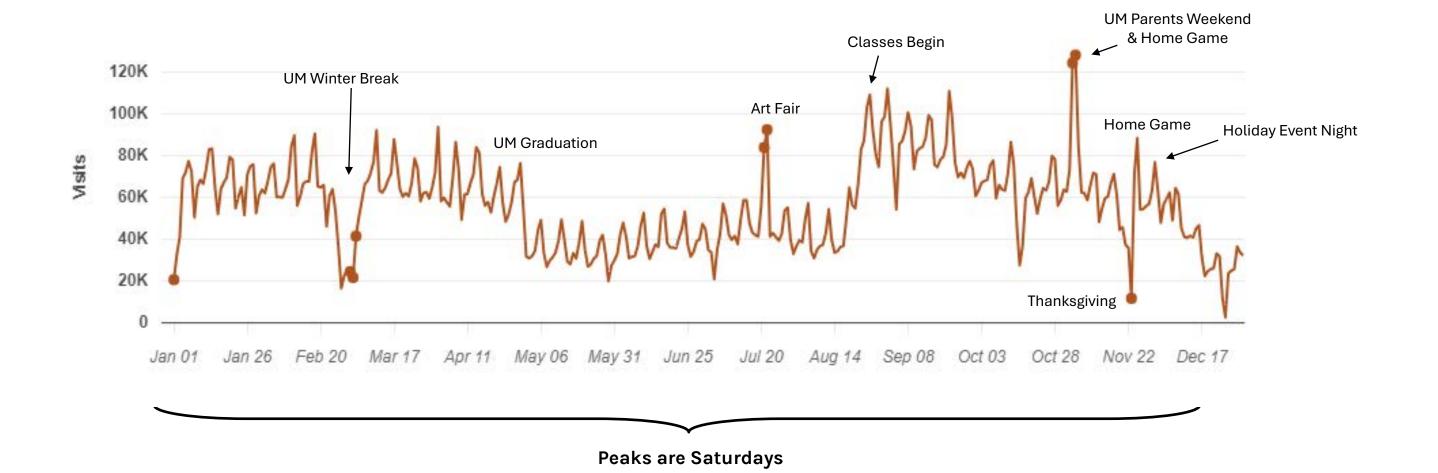
BUSINESS DISTRICTS: ENGAGEMENT TAKEAWAYS

GENERAL BUSINESS DISTRICT COMMENTS FROM ENGAGEMENT:

- Event Streets: Desire for more attractive, flexible barricades that don't make the street look like a
 construction zone. Branding issue don't call these "Street Closures" but frame as something
 positive instead. Leverage event streets to create a "reason to linger" downtown.
- Access to downtown and the pedestrian experience from parking decks to event streets is important.
- Lack of merchant association staff capacity limits what can be done. Support for DDA taking on more maintenance, freeing up downtown neighborhoods to pursue more events + programming.
- Mixed support for City commitment to Vision Zero and Carbon Neutrality some concern that Downtown Bikeways have hindered business (prior to data evidence that visits to bikeway corridors are up).
- Alley ways and waste management issues mentioned frequently.
- Concerns shared about personal safety, panhandling, and substance abuse/mental health issues.



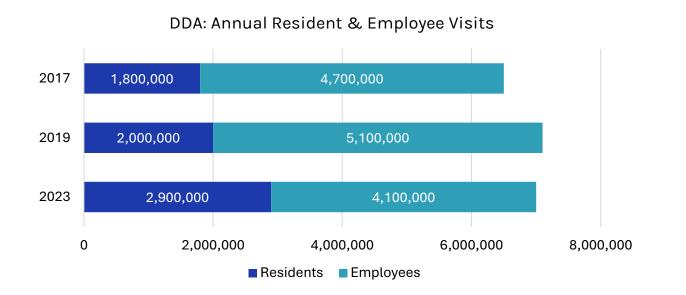
2023 VISIT TRENDS



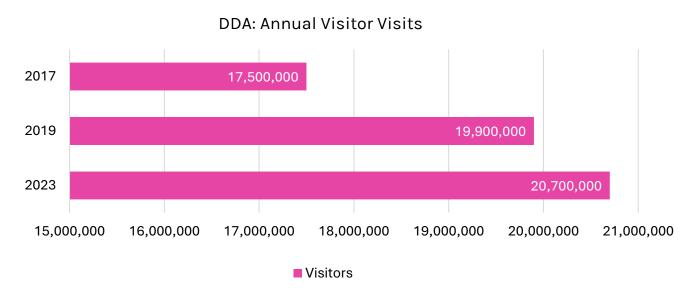
Generally, activity downtown follows campus activity and UM football.

VISITS TO DOWNTOWN: 2017-2023

EMPLOYEES, RESIDENTS, & VISITORS







Resident activity continues to increase as employee visits decrease.

VISITOR EXPERIENCE RECOMMENDATIONS

TO SUPPORT A VIBRANT PEDESTRIAN REALM



PLACEMAKING

Celebrate and enhance the identity of people, places, and traditions.



STREET DESIGNS

Align with values both to support activities but also as general street improvements for safety, comfort, and placemaking.



KEY CONNECTORS

Using elements of placemaking and wayfinding to improve access, navigation, and comfort

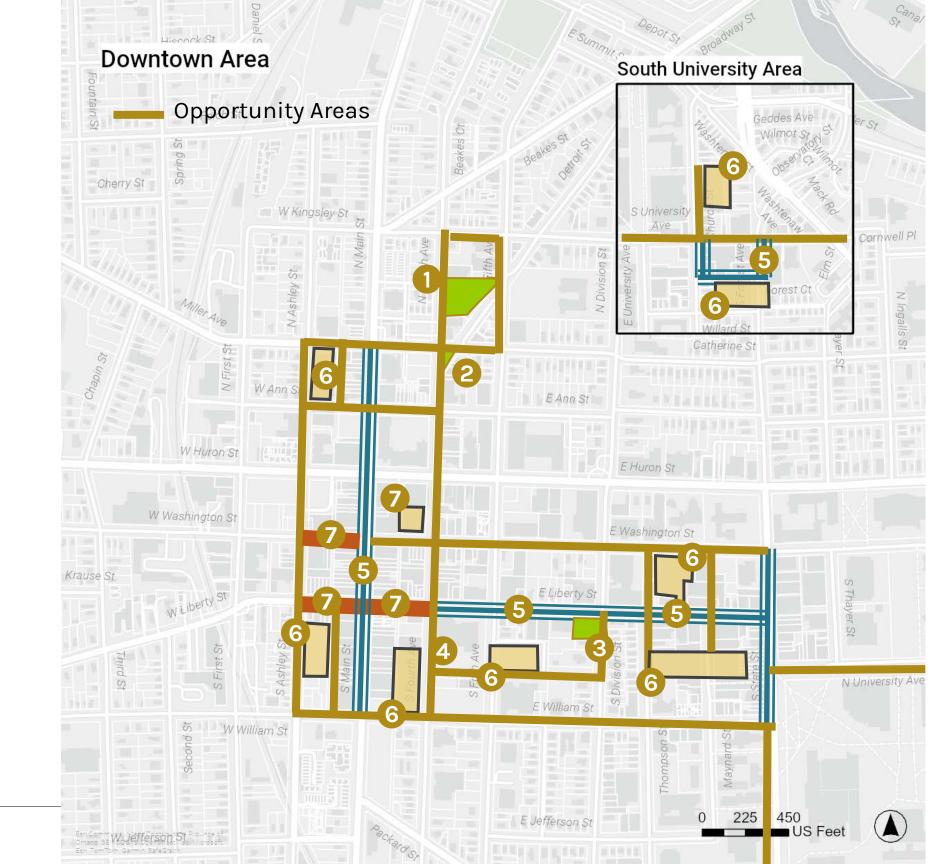


EVENTS /
MAINTENANCE /
PROGRAMMING coordination/support
for business area
associations / other
organizations to host
events downtown.

RECOMMENDATIONS OVERALL DAC STUDY

PEDESTRIAN REALM IMPROVEMENTS

- 1 Enhanced Space: Kerrytown Farmers Market
- 2 Enhanced Space: Sculpture Plaza
- 3 Enhanced Space: Liberty Plaza
- 4th Ave Transit Street Improvements
- 5 Flexible Street Design (Liberty, Washington, Church, Forest)
- 6 Street Placemaking and Parking Garage Connectors
- Seasonal Streets Washington, Liberty, and South U (Select blocks. Transition to permanent?)



RECOMMENDATIONS OVERALL DAC STUDY

PEDESTRIAN REALM IMPROVEMENTS

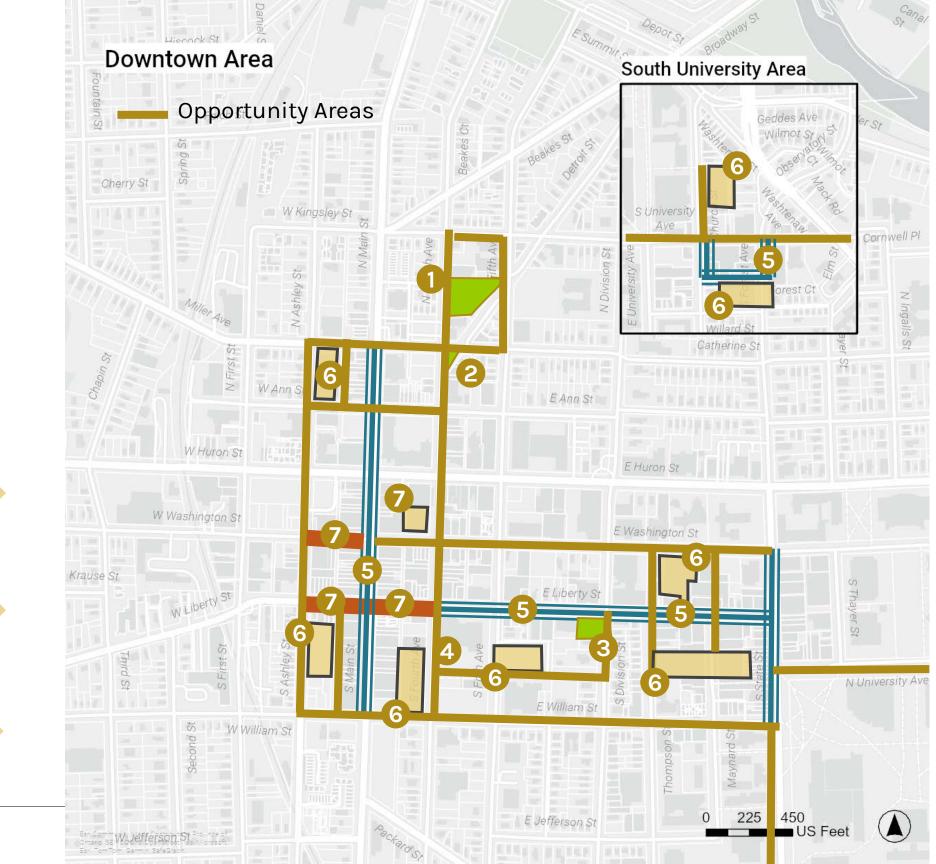
A DIVERSE, WELCOMING, AND ENGAGED COMMUNITY

IMPROVED ACCESS, accessibility, wayfinding, and navigation to downtown destinations

Continue to increase VISITOR & USAGE NUMBERS

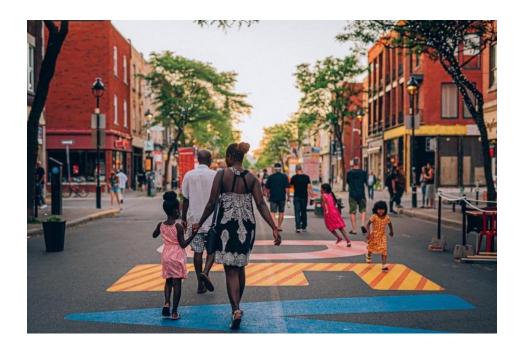
COMPLETE, 20-minute NEIGHBORHOODS with a thriving and resilient local economy

Supports **GREEN**INFRASTRUCTURE and PUBLIC
HEALTH



SEASONAL STREETS

WASHINGTON, LIBERTY, SOUTH U



















BARRICADE IMPROVEMENTS

BARRICADE IMPROVEMENTS

Periodic Implementation









Seasonal and/or longer-term







Large event gatherings





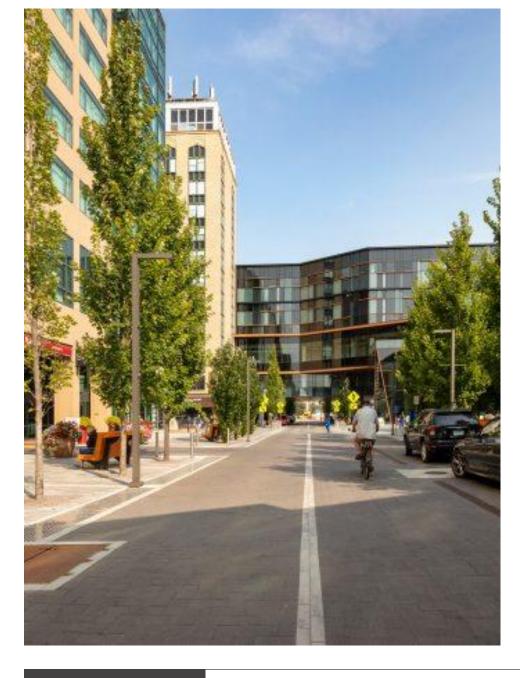






FLEXIBLE STREETS (CURBLESS, SHARED STREETS)

LIBERTY, WASHINGTON, FOREST, CHURCH









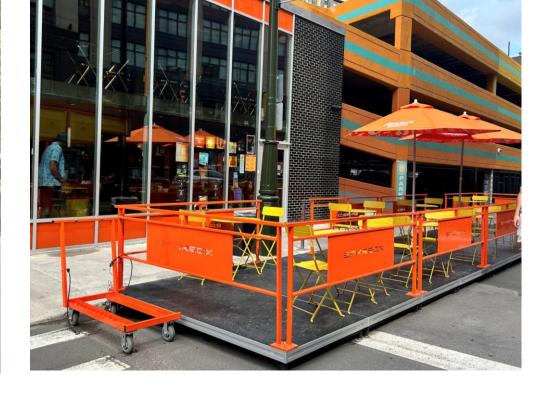


FLEXIBLE CURBSIDE LANES

EXTENDED AMENITY ZONE USING PARKLET STYLE DESIGNS (MAIN STREET, SOUTH U)







CUSTOMIZED

Attractive design build area. More complex setup and takedown if needed to be removed seasonally.

SIMPLE DESIGN BUILD

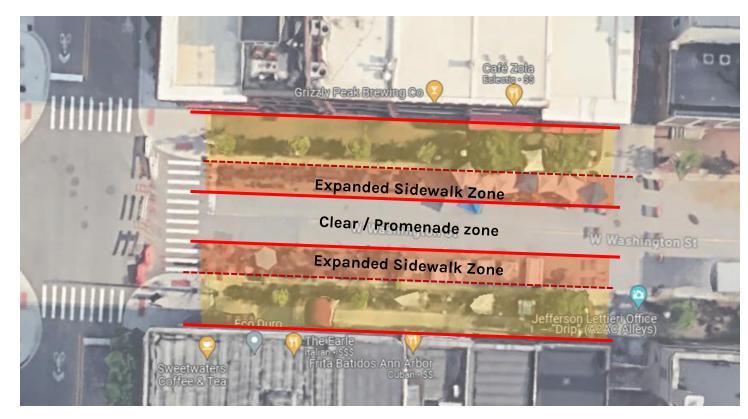
An affordable yet attractive or wooden "parklet". More complex setup and takedown if needed to be removed seasonally.

OFF THE SHELF

Example of a simple off the shelf product that is slightly customized to relate to the adjacent business

EQUITY IN SIDEWALK CAPACITY

WASHINGTON & LIBERTY STREET



- Sidewalk space is about 14-feet wide today
- During closures, "sidewalk" can increase to 23-feet (+9 feet)
 - 20-foot clear zone maintained

S. MAIN STREET



- Sidewalk at bumpouts: 25-feet today
- Sidewalk at parking lanes: 15-feet today
- With repurposing parking lanes: 25-feet of sidewalk space

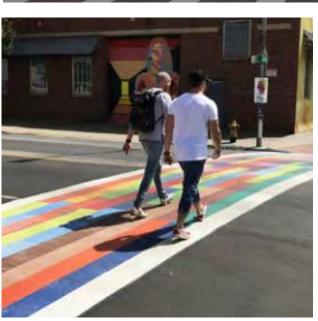
KEY CONNECTORS

PARKING STRUCTURES

Interventions to enhance the physical and visual connection between parking structures and engaging places within the downtown area.

- Vertical wayfinding signage
- Wayfinding signage and visual cues on the ground
- Vertical visual cues, whether through fencing or other types of features
- Tactical art and signage
- Engaging lighting













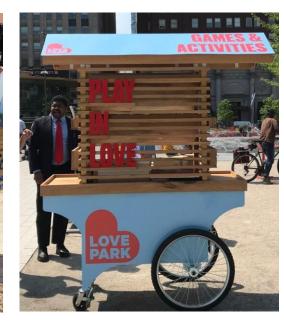
OPEN SPACE ACTIVATIONS / ENHANCEMENTS

FARMER'S MARKET, PLAZAS, SEASONAL STREETS

















CASE STUDY – CHURCH STREET

BURLINGTON, VT





Side streets maintain through traffic but still creates an engaging sense of place through lighting fixtures, surface materials and overhead structure

CASE STUDY - FORT COLLINS DOWNTOWN

FORT COLLINS, CO

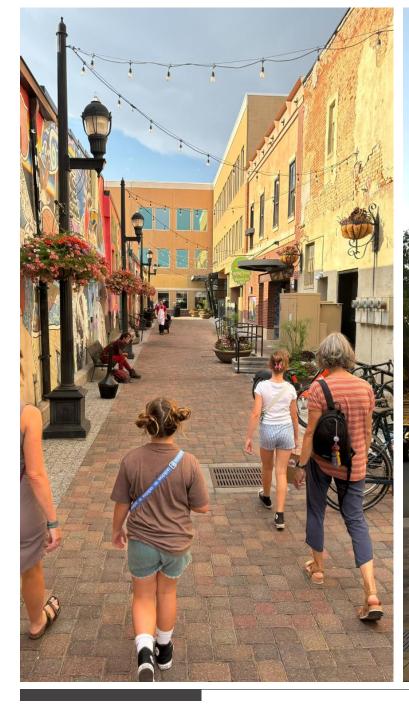






CASE STUDY - FORT COLLINS DOWNTOWN - ALLEYS

FORT COLLINS, CO









MAIN STREET AREA – LESSONS TO CONSIDER



MAINTAIN CROSS-STREET ACCESS

Maintain vehicle access on a block-by-block basis, be strategic about what blocks are closed. Vehicles bring energy too.

LEVERAGE SEASONAL AND PERMANENT PEDESTRIAN SPACES

These are opportunities for adding public amenities that drive visits and activation (venues, landscape, climbers, splash pads, water features)

UTILIZE FLEXIBLE STREET DESIGNS

Within both pedestrian street areas and in adjacent "overflow" street areas for expanded events

IMPROVE PEDESTRIAN WAYS AND ALLEYS

Central to the visitor experience, perceived barrier to access

CREATE A SENSE OF FULLNESS & EQUITY

Avoid expansive under-utilized spaces that create dead zones in the space

VALUES + DATA DRIVEN DESIGN

PLACER AI VISITOR DATA

Period from May 10th – July 13th





Visits for Monday-Sunday (All days) by Block and Year

	Main Street	Ped Street + Adj
	Area Overall	Businesses
2019 Visits	1,200,000	496,900
2024 Visits	1,200,000	408,500

Overall Change 2019 vs 2024 **0%**

-18%

VALUES + DATA DRIVEN DESIGN

PLACER AI VISITOR DATA: MAY—JULY











May 10 July 12	100 West Washington		200 S. Main		300 S. Main		100 W Liberty St		100 E Liberty St	
May 10 - July 13	Visits	Year Over Year	Visits	Year Over Year	Visits	Year Over Year	Visits	Year Over Year	Visits	Year Over Year
2019	131,700		148,300		267,500		79,800		95,800	
2020	36,000	-73%	20,000	-87%	85,900	-68%	15,800	-80%	28,700	-70%
2021	125,799	249%	95,600	378%	193,400	125%	59,800	278%	77,200	169%
2022	119,800	-5%	94100	-2%	192,700	0%	55,900	-7%	83,400	8%
2024	123,100	3%	93900	0%	187,000	-3%	59,500	6%	97,300	17%
Overall change (2019-2024)		-7.00%		-37.00%		-30.00%		-25.00%		2.00%

VALUES + DATA DRIVEN DESIGN

PLACER AI VISITOR DATA: AUGUST - OCTOBER











100 West Washington		200 S. Main		300 S. Main		100 W Liberty St		100 E Liberty St		
Aug 1st - Oct 31st	Visits	Year Over Year	Visits	Year Over Year	Visits	Year Over Year	Visits	Year Over Year	Visits	Year Over Year
2019	205500		198700		404800		128,300		130200	
2020	154900	-25%	105900	-47%	257800	-36%	78,800	-39%	90100	-31%
2021	232900	50%	160100	51%	322400	25%	92700	18%	124400	38%
2022	208600	-10%	164400	3%	351500	9%	105200	13%	147700	19%
2023	217000	4 %	144400	-12%	325500	-7%	115400	10%	148000	0%
Overall change (2019-2023)		6.00%		-27.00%		-20.00%		-10.00%		14.00%

MAIN STREET AREA – IDEAS TO EXPERIMENT + TEST

IDEAS

- Seasonal pedestrian streets (eventually permanent?) on select Washington and Liberty blocks.
 - Near-term: Semi-permanent amenities, enhancements, improved barricades, place-making
 - Long-term: Permanent amenities
- 2 Maintain (slow) vehicle access on main street most of the time.
 - Seasonal lane reconfiguration
 - Support use of curbside lanes for expanded placemaking + activity.
 - Allow for frequent closures for events and larger programs
- 3 Flexible street design (curbless or shared street) on E. Liberty street. Align with Federal Plaza re-design.
- Alley and side-street pedestrian walk improvements



LIBERTY STREET ENHANCEMENTS

SHARED STREET OR FLEXIBLE STREET



Recognize Liberty being major pedestrian corridor and an active commercial corridor

- Connect Main Street Area to State Street Area
- Optimize use of the right-of-way and better utilize excess pavement areas
- Establish consistent curbline and allocation curbside space/uses
- Widen sidewalk zone where feasible add landscape and amenity
- Explore curbless and/or shared street approaches

DOWNTOWN OPERATIONS / MAINTENANCE / PROGRAMMING

WHERE CAN THE DDA PROVIDE SUPPORT?

PROGRAMMING AND MAINTENANCE ITEMS THAT ARE MISSING OR LACKING CONSISTENCY

- **Event Programming**
- Event barricades
- Alley cleaning / power washing
- Landscape maintenance
- Sidewalk sweeping, cleaning, and snow removal (varies by neighborhood)
- Personal safety & enforcement

POSSIBLE MAINTENANCE BURDEN ON OTHER CITY DEPARTMENTS

- Public restroom services (if not a park)
- Streetlight maintenance and replacement
- Bikeway sweeping and snow removal
- Delineator maintenance

ARE WE MISSING ANYTHING?

WHAT CAN THE DDA HELP IMPROVE?





RECOMMENDATIONS **OVERALL DAC STUDY**

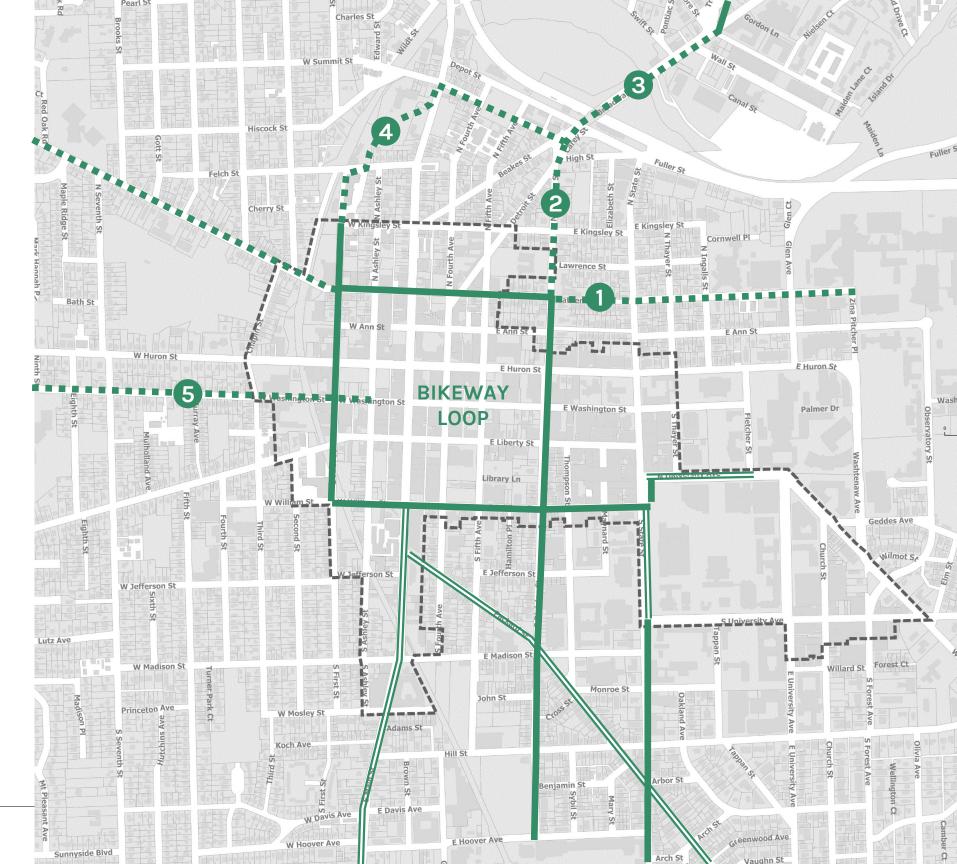
BIKEWAY PROJECTS

- Catherine St. bikeway extension
- Division St. bikeway extension
- Broadway-Plymouth sidepath
- 721/Summit/Treeline Connector
- Washington St. bike boulevard (traffic calming)
- State Street Bike Improvements TBD
- Packard Potential to add delineator posts
- S. Main Potential to add delineator posts

Built Bikeways (Separated Lanes)

Proposed Bikeways (Separated Lanes)

Other Bicycle Infrastructure Improvements



RECOMMENDATIONS OVERALL DAC STUDY

BIKEWAY PROJECTS

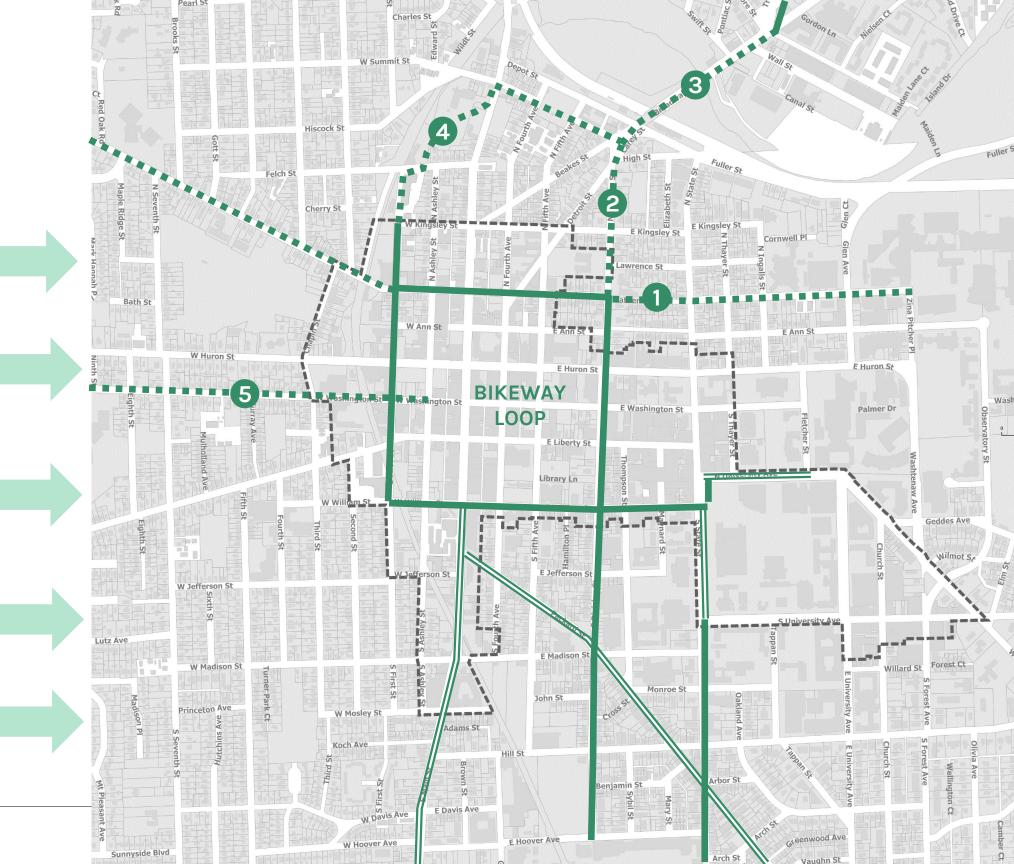
50% REDUCTION VMT in vehicle miles traveled by 2030

A BICYCLE NETWORK that is comfortable for people of ALL AGES AND ABILITIES

NO TRANSPORTATION FATALITIES or serious injuries from crashes by 2025 (vision zero)

COMPLETE, 20-minute NEIGHBORHOODS with a thriving and resilient local economy

Continue to increase VISITOR & USAGE NUMBERS



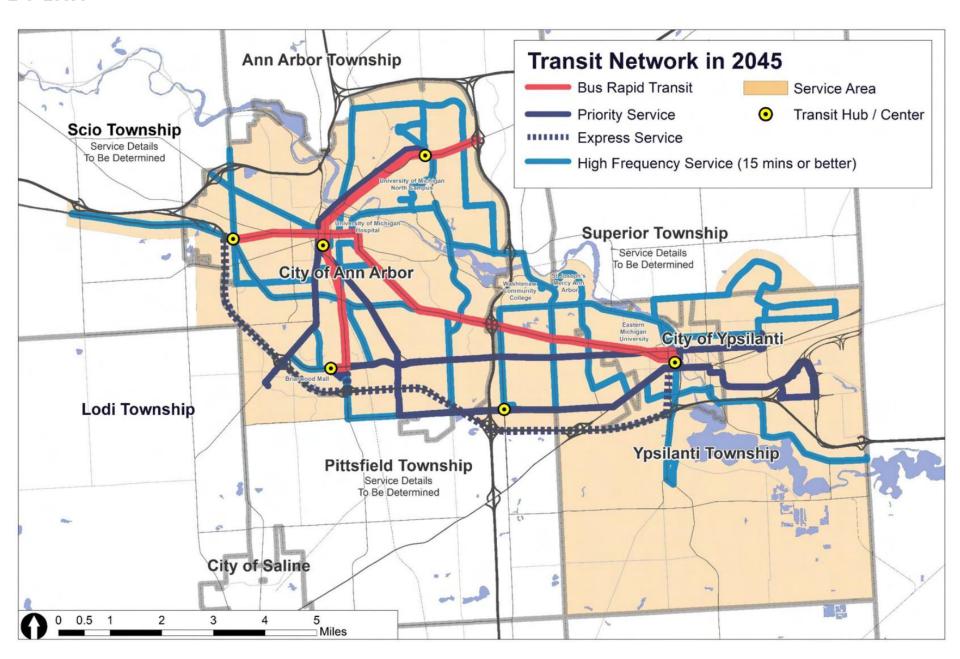


TRANSIT AND GROWTH OF THE CITY

AAATA LONG-RANGE PLAN + A2 COMPREHENSIVE PLAN

- As the city grows and densifies, transit will play an increasing role in providing transportation throughout the region, city, and downtown.
- Increases to bus service (i.e. frequency of routes) is underway, with longer-term plans for Bus Rapid Transit (BRT) on key corridors.
- Downtown is an important transit hub, requires reliable bus service

DDA Plan and Circulation Plan

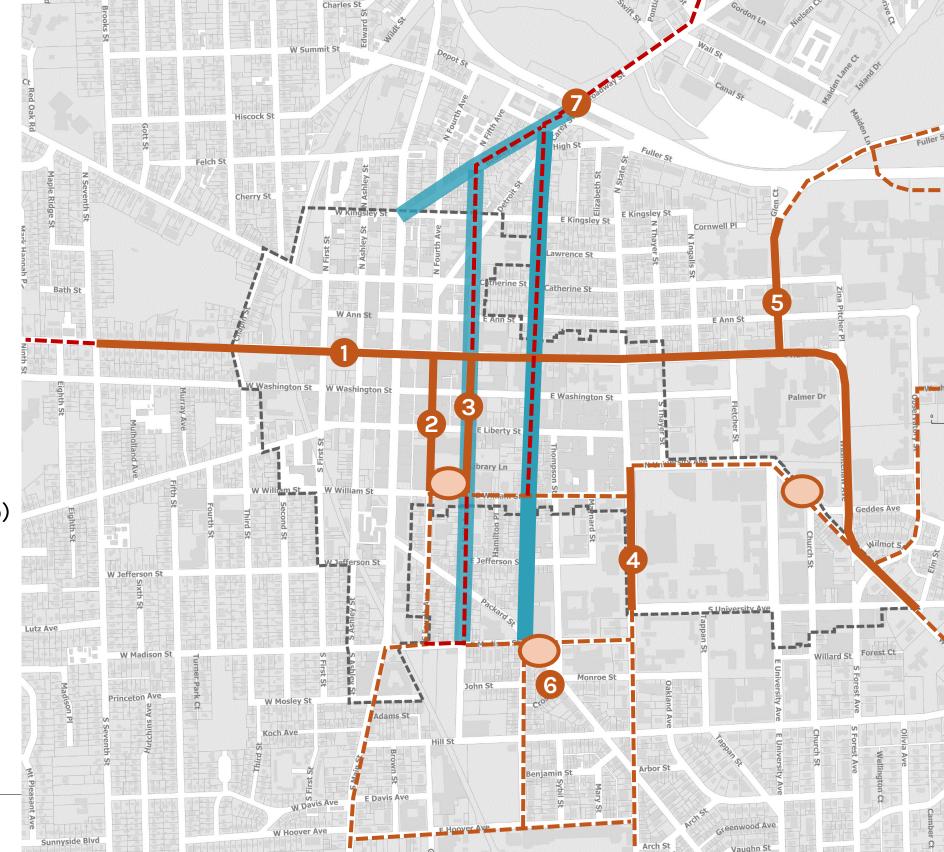


RECOMMENDATIONS OVERALL DAC STUDY

TRANSIT STREET IMPROVEMENTS

OVERALL APPROACH

- Reserve street space on key transit corridors for future improvements
- Support short-term operational needs
- Huron Street Transit Lanes
- 4th Ave Transit Improvements (TSP)
- 3 5th Ave Transit Improvements (TSP)
- State Street Transit Improvements (Queue Jump)
- Glen/Fuller Transit Improvements
- Madison Transit Center
- Regional Amtrack Connection Point
 - Transit Infrastructure Focus Corridors
 - Frequent Transit Route Streets (no planned physical changes)
 - Two-way restorations

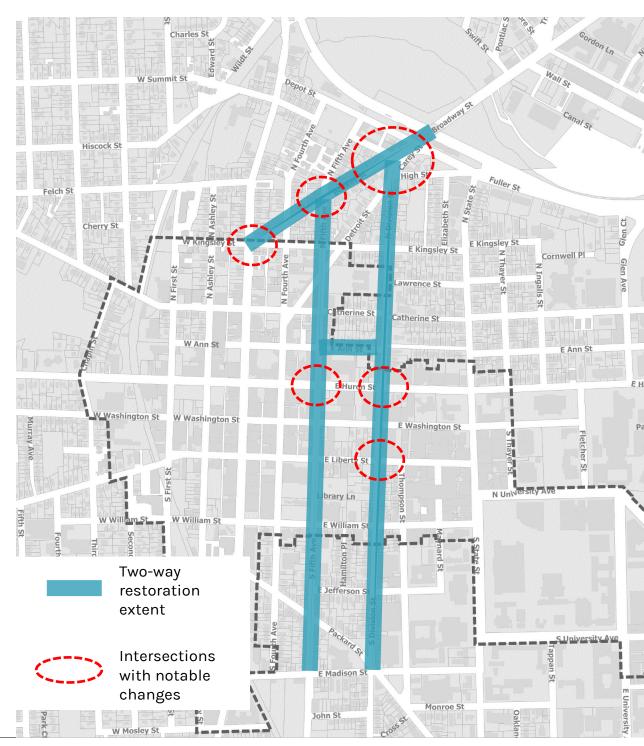




1 FIFTH + DIVISION TWO-WAY RESTORATION

CIRCULATION IMPROVEMENTS

- Two-way restoration of 5th & Division (plus Beakes)
- "Broadway Interchange" area requires significant infrastructure - but also opportunity for improvement to a challenging area.
- Assessing Ann St. for restoration to two-way
- Anticipated to improve safety and navigation



1 FIFTH + DIVISION TWO-WAY RESTORATION

CIRCULATION IMPROVEMENTS

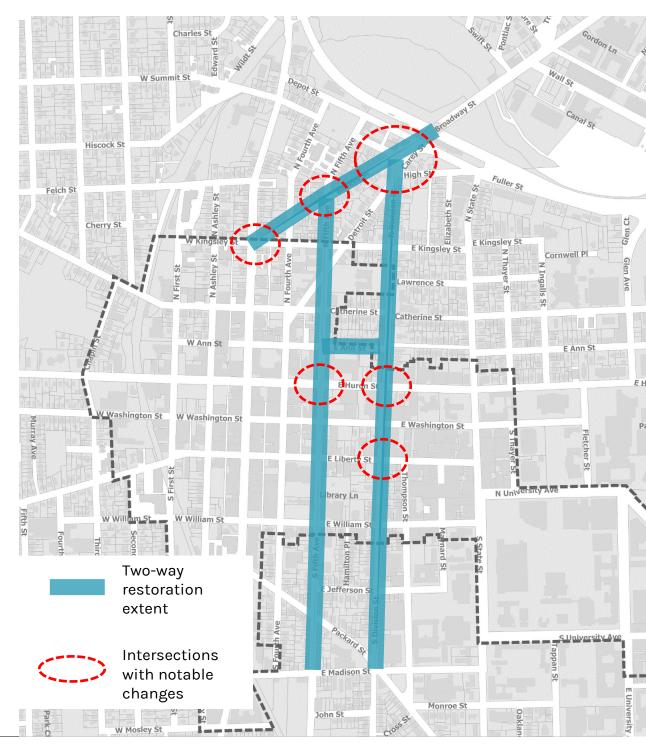
IMPROVED ACCESS, wayfinding, and navigation to downtown destinations

Support LOCAL BUSINESSES and the economy by increasing activity and visits to the Downtown

NO TRANSPORTATION FATALITIES or serious injuries from crashes by 2025 (vision zero)

50% REDUCTION of VMT (vehicle miles traveled) by 2030

Bus and **TRANSIT SERVICES** that provide **CONVENIENT** options for everyone



CITYWIDE LAND USE VISION

IDEAS FOR DISCUSSION

Streamlined Districts:

Apply future district across the city. Align land use with streets/transit

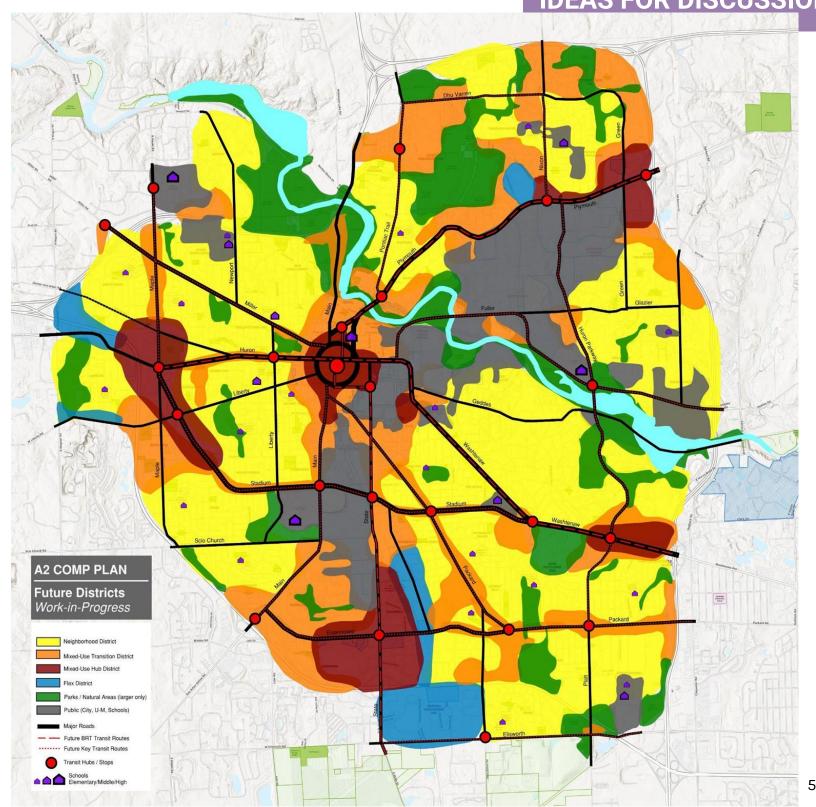
- Neighborhood Residential
- Mixed-Use Transition District

Mixed-Use Hub District

Flex District

Public (university, AAPS, city property)

Parks & Natural Areas



NEXT STEPS

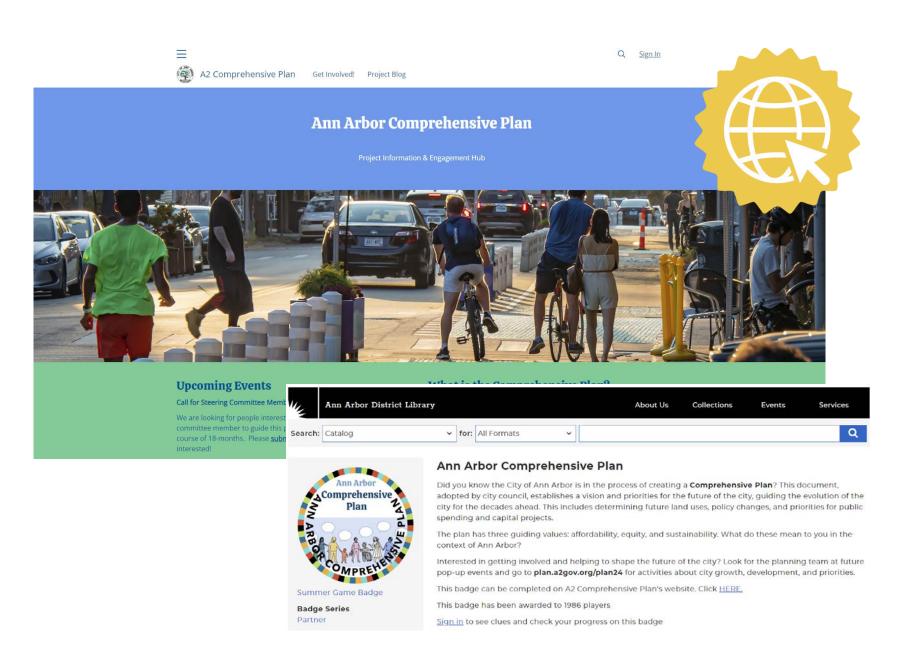
EXTRA SLIDES

Engagement to date - Online

19,000+
views

3,000+
survey participants

1,900+
summer game players



Engagement to date - Interviews

Interviews to date:



19 interviews

49 individuals

Various Governmental Agencies

- + Mayor Taylor
- + City Council Members
- + Washtenaw County Community & Economic Development
- + Service Area Administrators
- + Natural Features/Resources
- Equity & Engagement
- + Public Infrastructure
- + Sustainability
- + Building & Rental Services
- + Public Safety
- + Parks Planning
- + Parks Operations/Natural Features
- + Student Enagement
- + Campus Planning
- + Transportation Planning

Engagement to date – Pop-up events













Engagement to date - Public workshops



Ann Arbor Comprehensive Plan

Meeting In A Box

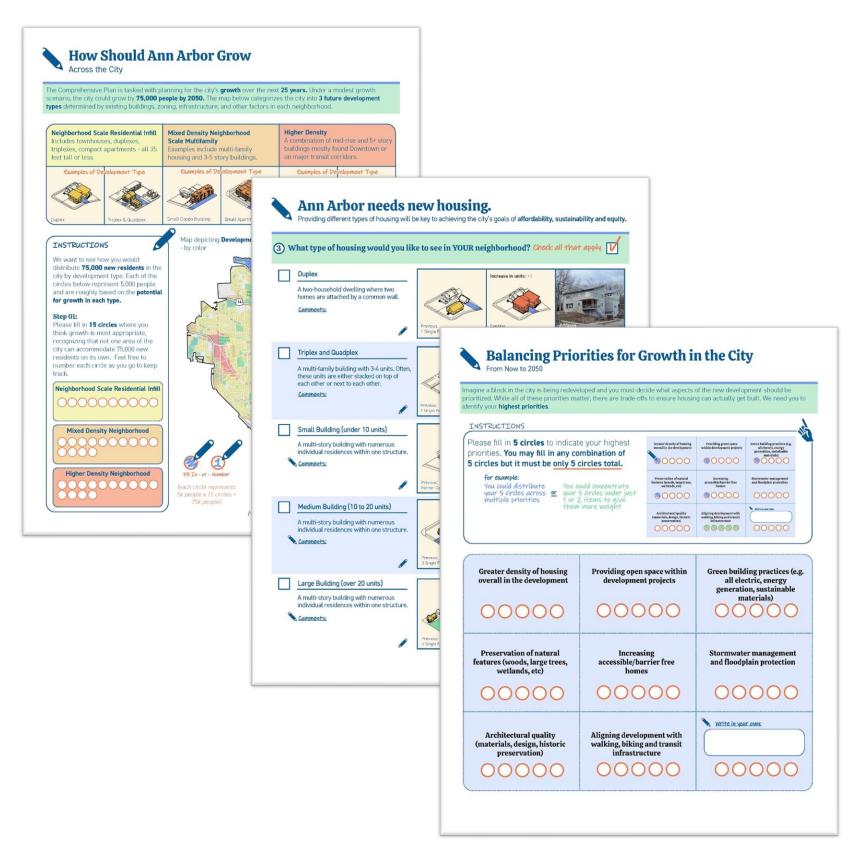


Ann Arbor is evolving

and we need your input to help shape the future of our city!



Thank you for participating in the Comprehensive Plan process



Potential future districts

These are the districts that emphasize housing

Neighborhood Residential

Neighborhood scale housing, missing middle, compact neighborhoods, smallscale commercial

Mixed-Use Transition

Provides medium intensity housing and mixed uses, steps down to neighborhood scale, sited along busier streets/corridors

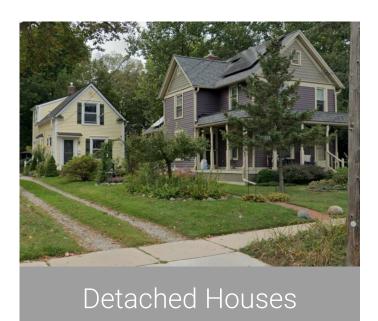
Mixed-Use Hub

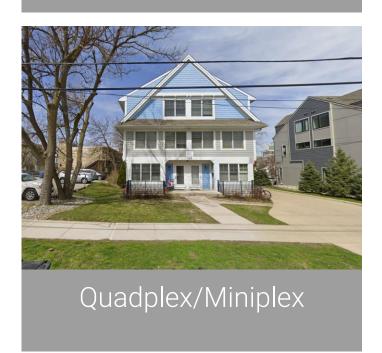
Tallest buildings allowed, strong transit hub emphasis, larger commercial sites, close to anchor destinations

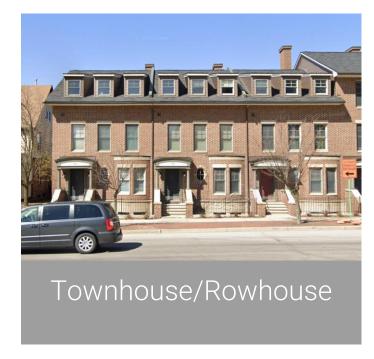
Neighborhood Residential District

- 35-foot height limit
- Neighborhood-scale buildings
- Limited neighborhood commercial uses
- 1-4 housing units (more on larger parcels) allowed
- Private or shared yards
- Typically individual unit entrances

Can apply to most R1, R2, R3 zoned areas to allow for neighborhood infill









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More local examples of neighborhood-scale housing

























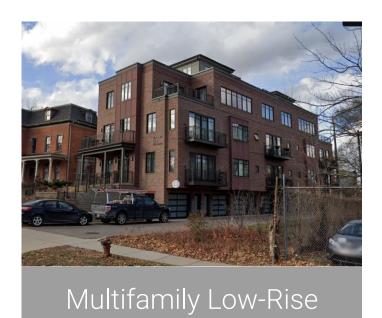


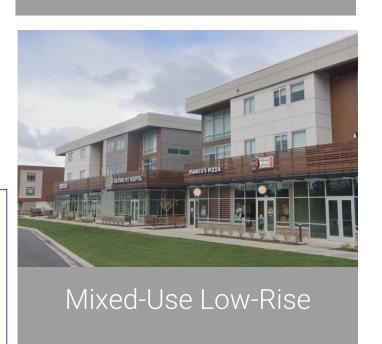
Mixed-Use Transition District

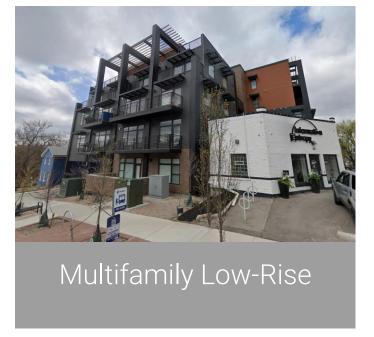
- 35-foot height limit within fifty-feet of neighborhoods
- Allowed height increases the further from neighborhoods (e.g. up to 120-feet max)
- Allows for neighborhood scale buildings and mixed-use style buildings
- Focused on larger corridors
- Provides opportunity for goods
 & services close to home

Applicable (for example) on portions of Packard, Stadium, Plymouth, S. State, Eisenhower.

Can apply to R4-6, Commercial (C1/.C2) Office









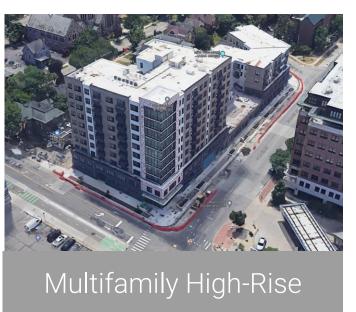
Mixed-Use Hub District

- **55-foot height limit** by right, but can go higher.
- Height limit increases the further you are from neighborhoods (e.g. up to 300+ feet tall)
- Mixed-use (residential, commercial, office/lab)
- Encourage redevelopment of suburban commercial areas

Downtown, State & Eisenhower, Stadium, Washtenaw

Applies to most D1/D2 districts, TC-1









Flex District

- Precludes residential uses
- Provides land area for light industrial uses, incubators, innovation, service/repair
- Flexible/variable building types (warehouses, high bay space, repair/supply shops, production areas, lab spaces, testing facilities)
- Employment focused

S. Industrial Hwy., W. Liberty (past I-94), Plymouth Rd (portions), etc.

Can apply to M1/M2, Office, ORL









Streamlined Districts:

Translate existing zoning patterns into a simplified future "districts"

- Neighborhood Residential
- Mixed-Use Transition District
- Mixed-Use Hub District
- Flex (industrial & mixed-use)
- Public (university, parks, AAPS, city property, natural areas)

Not intended to be an exact 1:1 translation.

