

City of Ann Arbor's Comprehensive Land Use Plan

2050





source: City of Ann Arbor

Future Land Use

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Future Land Use Approach

A Future Land Use Map is a long-term vision for how a city’s land is used and developed. It serves as a guiding framework for policy decisions, setting priorities and directing both public and private investments. Although it sets the stage for zoning changes, the Future Land Use Map itself is not a regulatory document; rather, it provides a policy foundation that shapes future growth and land use decisions. The plan comprehensively considers all aspects of city development—from housing and transportation to economic sustainability and environmental preservation—and through an implementation strategy, identifies where investments are needed to achieve the desired future outcomes.

At its core, the Future Land Use Map reflects the values and aspirations of the community. It is directly informed by public input and City Council priorities, ensuring that the city’s growth aligns with the vision residents have for their future. These values are expressed through guiding principles that focus on affordability, equity, sustainability, and dynamism.

A set of core objectives guided the development of the land use plan:

Infill Development

Growth in Ann Arbor over history came through building on previously undeveloped “greenfield” sites. Now, with limits on the expansion of city boundaries, the city must find ways to grow within and among developed areas. While the city must consider this “new” development pattern mindfully, with a balance of protection of natural features within the city, it is also an opportunity to seek opportunities to support sustainable development patterns from a regional lens.

Mixed Use Categories Supporting Transit

A central goal of the Comprehensive Plan and related efforts—including the Moving Together plan and A²ZERO—is to shift the development pattern away from automobile-dependent, single-use land use categories. This includes strictly commercial areas, such as shopping centers and auto-centric corridors, as well as strictly residential neighborhoods made up exclusively of single-family homes. The focus is instead on creating mixed-use, pedestrian-friendly environments supported by public and shared transit. Recent TC1 zoning reflects the city’s evolving policies in response to residents’ needs for more flexible and dynamic commercial land use categories.

New And Diverse Housing Options

This plan emphasizes expanding housing options across the city by allowing a broader range of housing types and increasing the areas where higher-density development is permitted. Guided by City Council direction, it also explores potential changes to single-family and two-family zoning districts, which currently make up over 50% of the city’s zoned land (excluding Public Land).

In 2021, the City updated the UDC requiring short-term rentals in residential zones be registered as the homeowner’s principal residence. The purpose of this regulation was to halt the conversion of homes into investment properties that would have the potential to take even more units off the market. Still, hundreds of homes in the City are used as short-term rentals that are reducing options for residents. Currently, the City is looking for tools to help monitor and identify short-term rentals. The findings can be used to determine how policy can be improved to meet our affordability goals through an expanded housing supply.¹

Simplified, Flexible, And Adaptable Over Time

Finally, under the direction of City Council, the Future Land Use Map is designed to promote flexibility and adaptability over time. Predicting how people will live and work in the future is inherently uncertain. A more flexible and adaptable land use plan is better positioned to serve as a meaningful guide as the city evolves.

Plan Goals that inform the land use approach

Goal 01: Increase the supply and diversify the types of housing for households of different sizes, abilities, and income levels

Goal 03: Provide high-quality, accessible parks, trails, and recreation areas

Goal 04: Encourage walkable, connected neighborhoods with access to basic needs and amenities

Goal 06: Create and enhance walkable mixed-use hubs that appeal to a broad range of residents, employers, and employees.

Goal 09: Invest in a mutually-supportive street, transportation, and land use system that prioritizes safe and equitable access

Goal 10: Balance development with protection and integration of natural features to foster a healthy, biodiverse ecosystem

¹ Refer to the “Housing Appendix” for sourced research articles on the relationship between housing supply and prices.

Future Land Use Methodology

The methodology for developing the Future Land Use Map began with defining a set of land use categories based on key objectives. These categories were then applied citywide by first translating existing zoning districts into the new framework. This initial one-to-one translation was refined by considering additional factors expected to shape land use in the coming decades, creating a more forward-looking plan.

In compliance with the Michigan Planning Enabling Act, the process also produced a Zoning Plan (see page 128) that outlines how the Future Land Use Categories align with existing zoning districts. Consistent with the Michigan Economic Development Corporation's Redevelopment Ready Communities program, this comparison also serves as a tool for identifying zoning changes needed to advance the city's long-term land use goals.

Translation from Zoning to Future Land Use

Development of the Future Land Use Map began with an assessment of how the city is currently built, focusing on the existing zoning code and translating it into simplified and more flexible categories. The current zoning code includes 34 distinct districts, which were consolidated into three primary Future Land Use Categories organized by development scale and urban form, generally aligned as follows:

- Residential: Residential (R1, R2)
- Transition: Commercial (C1, C2, C3), Residential (R3, R4), Industrial (M1, M2), Research/Manufacturing (ORL, RE), Office (O)
- Hub: Downtown (D1, D2), Transit Corridor (TC1)

The simplified land use framework could not be uniformly applied due to variations in the built environment across existing zoning districts. Specifically, certain zoning districts, such as some R3 and R4, exhibit characteristics that fall between the defined Residential and Transition built forms. These areas have been delineated on the Future Land Use Map and will require more detailed evaluation during the implementation phase to determine the appropriate regulatory approach.

Existing Zoning Districts

Residential Districts

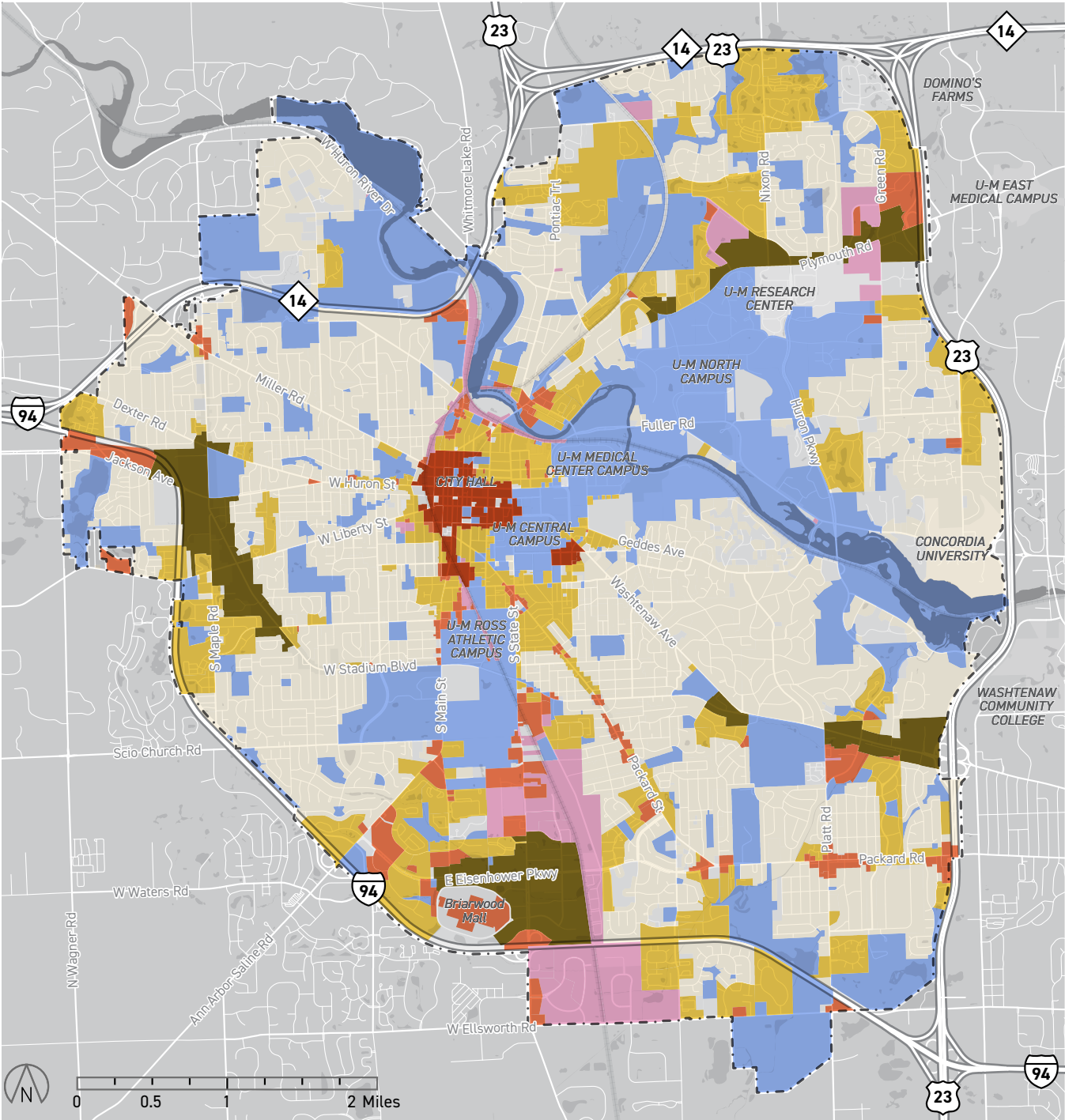
- AG - Agriculture-Open Space
- R1A-E - Single-Family Dwelling
- R2A - Two-Family Dwelling
- R2B - Two-Family Dwelling and Student Housing
- R3 - Townhouse Dwelling
- R4A-E - Multiple-Family Dwelling
- R6 - Mobile Home Park

Mixed Use Districts

- O - Office
- C1 - Local Business
- C1A - Campus Business
- C1B - Community Convenience Center
- C1A/R - Campus Business Residential
- D1 - Downtown Core
- D2 - Downtown Interface
- C2B - Business Service
- C3 - Fringe Commercial
- TC1 - Transit Corridor

Nonresidential And Special Purpose Districts

- R5 - Hotel
- P - Parking
- PL - Public Land
- RE - Research
- ORL - Office/Research/Light Industrial
- M1 - Limited Industrial
- M1A - Limited Light Industrial
- M2 - Heavy Industrial
- PUD - Planned Unit Development



Map
Existing
Simplified Zoning

source: City of Ann Arbor GIS,
Washtenaw County GIS

- Commercial (C1, C1A, C1A/R, C1B, C2B, C3, O, R5)
- Downtown (D1, D2)
- Industrial / Research (M1, M1A, M2, RE, ORL)
- Single Family / Two Family Residential (R1A, R1B, R1C, R1D, R1E, R2A, R2B)
- Townhome / Multi Family Residential (R3, R4A, R4B, R4C, R4D, R4E, R6)
- Public Land (PL)
- Transit Corridor (TC1)
- Other (AG, P, PUD, TWP, UNZONED)

Factors Shaping Future Land Use

Rather than simply reinforcing existing land use patterns, the Future Land Use Map is shaped by planned investments, such as infrastructure improvements, campus expansion, and policy initiatives, that will guide how Ann Arbor evolves in the coming decades. These investments are designed to advance long-term planning goals and ensure the city remains adaptable and forward-looking.

Key influences include:

TheRide 2045 Long-Range Plan (AAATA)

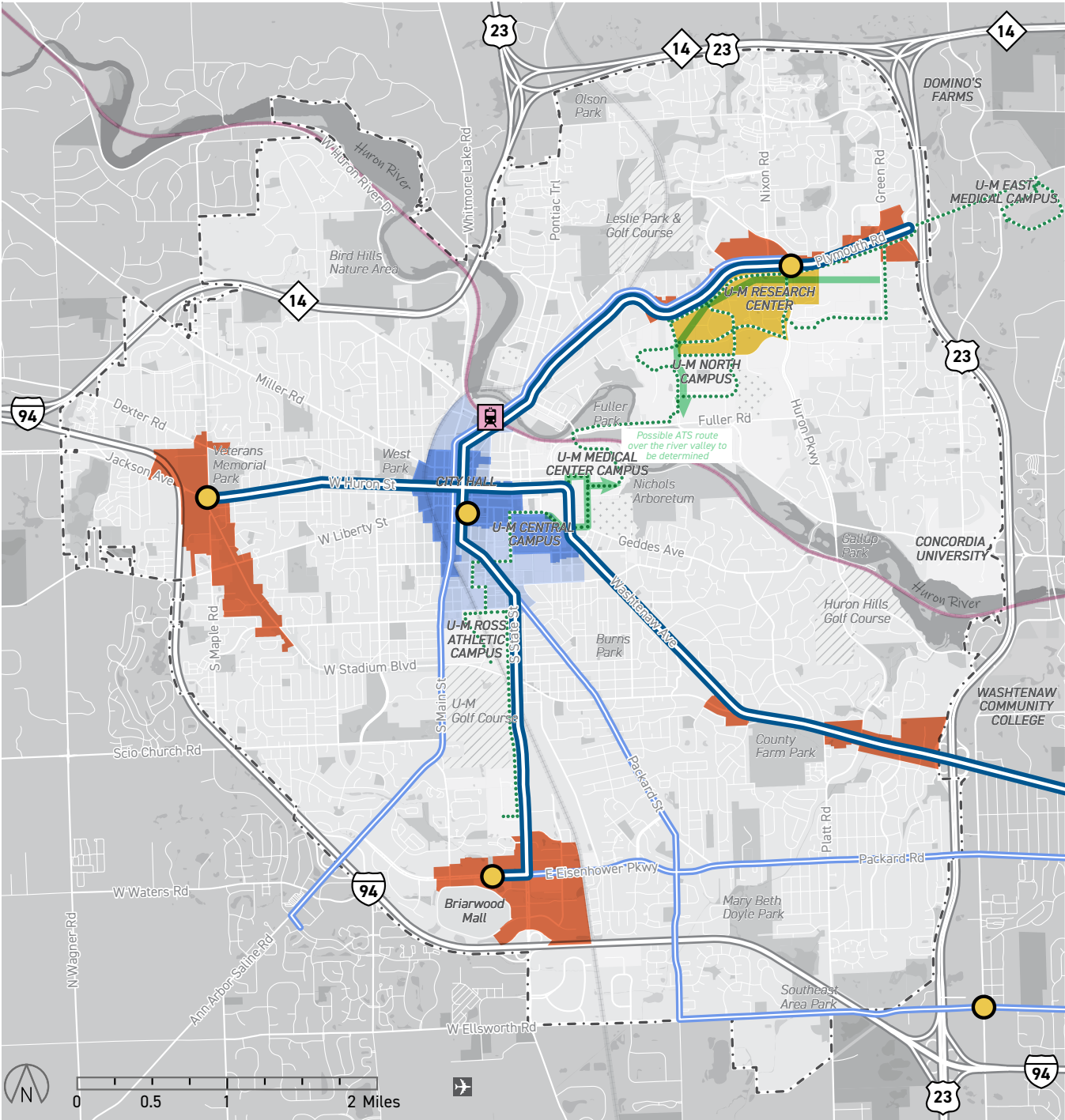
TheRide has outlined a series of investments aimed at enhancing transit across the region. From a land use perspective, the most transformative elements include proposed Bus Rapid Transit (BRT) lines along the Plymouth Road–State Street corridor and the Washtenaw–Huron corridor. Additional upgrades, such as consolidating stops and increasing service frequency on Priority Service Lines, will further improve transit efficiency and accessibility. TheRide also plans to establish four transit hubs outside the downtown core at key high-demand connection points. These hubs will improve connectivity between peripheral areas and feature amenities like shelters, seating, and real-time signage to support convenient, frequent transfers.

University of Michigan Campus Plan 2050

The University's long-range plan outlines redevelopment across its five campuses, with the most significant focused on North Campus, including the creation of a new Innovation District along the Plymouth Road corridor. The plan also proposes an Elevated Automated Transit System and several BRT routes to better connect university campuses. While specific alignments remain preliminary, these proposed corridors provide valuable context for guiding future land use decisions.

Downtown Development Authority (DDA) Plan Update

Ann Arbor's Downtown Development Authority (DDA) is updating its strategic plan and considering the first expansion of its boundary since the 1980s. This update is being closely coordinated with the Future Land Use Map to ensure alignment. Expanding the DDA boundary reflects both current development patterns and community feedback gathered during this planning process, particularly around Downtown. It aims to better represent already-approved developments and support a cohesive urban framework.



Map Factors Shaping Future Land Use

source: City of Ann Arbor GIS, TheRide, University of Michigan

Future Land Use Map

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

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

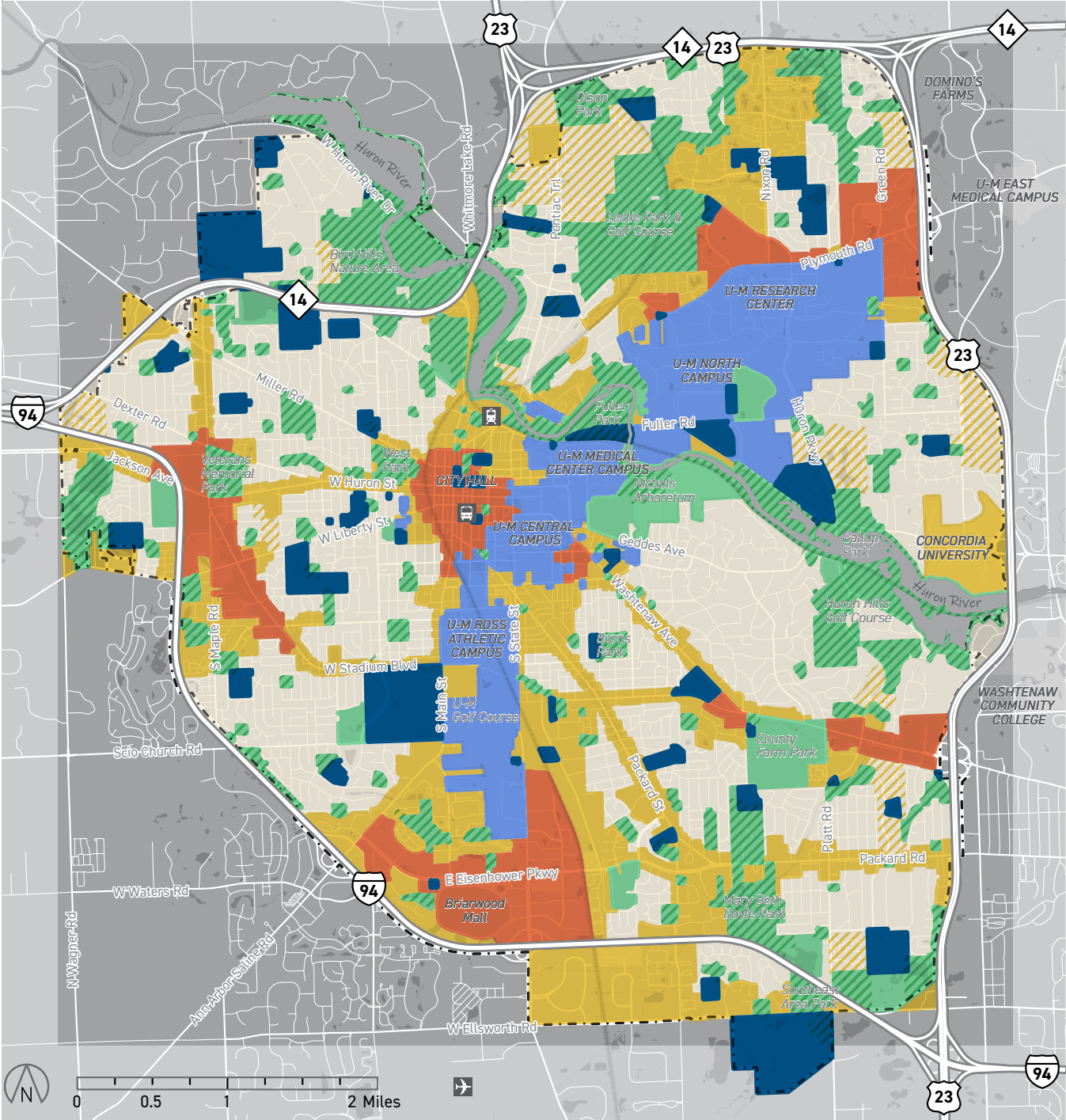
The plan identifies three primary land use categories across the city:

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

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

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

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



**Map
Future
Land Use**

Unlike zoning, which provides a regulatory framework applied on a parcel-by-parcel basis, land use offers a broader, more flexible approach to planning. Recognizing that each property in the city is unique, the Future Land Use Map is designed with intentional flexibility, allowing certain boundaries to be fluid rather than strictly prescriptive.

Residential

Transition

Residential or Transition

Hub

Public (City/County/School District)

University of Michigan

Parks/Open Space/Recreational Facilities

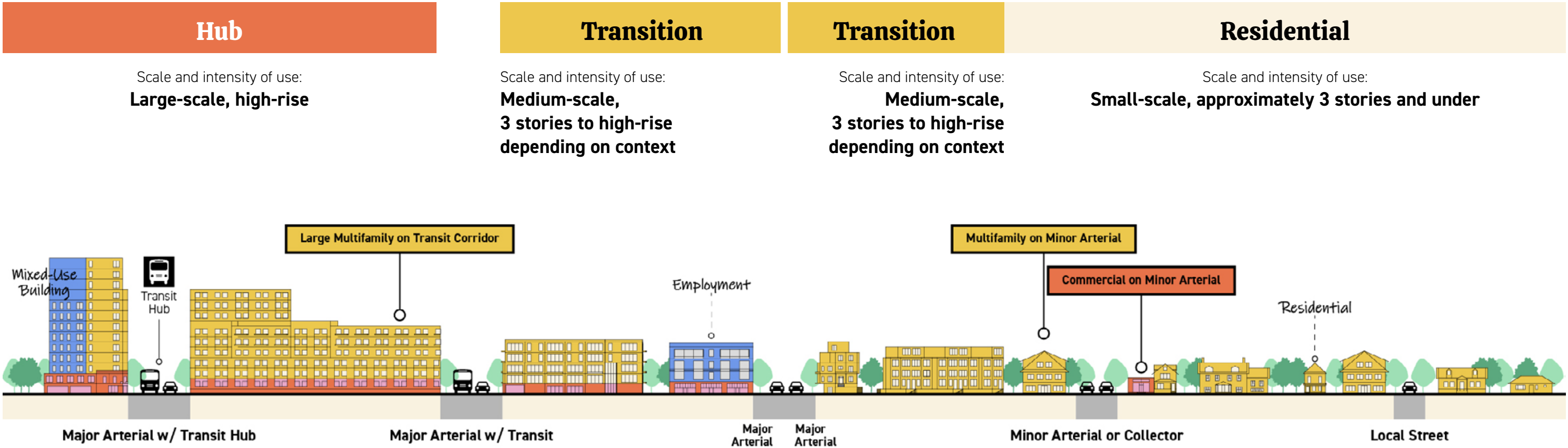
City Owned Parks

Future Land Use Categories

	Category Intent	Development Style		Preferred Building Form	Building Uses	Zoning
Residential	<i>A primarily residential category that expands the housing types (not exclusively single family detached) to foster a more dynamic neighborhood atmosphere with limited commercial uses, support diverse housing needs, and enable aging in place within established communities.</i>	▶ Neighborhood grid ▶ Compatible with existing neighborhood fabric ▶ Greater intensity along collectors and minor arterials	Residential	▶ Low-rise (approximately 3 stories) ▶ Duplexes and triplexes permitted as primary uses with reform to dimensional standards to accommodate them. ▶ Reduced restrictions on materials and aesthetic "style" ▶ Functional/form characteristics	▶ Residential ▶ Small-scale neighborhood-serving services	<i>New residential district(s) that consider dimensional standards to appropriately scale (e.g. maximum building footprint, building width standards to align with existing patterns, setback/lot size adjustments to create flexibility to add new/additional housing types)</i>
Transition	<i>A flexible mixed-use category that accommodates residential, commercial, and industrial employment uses. It supports a variety of building types near transit to enhance walkability, increase transit use, and strengthen commercial activity along key corridors and nodes.</i>	▶ Redevelopment of larger lots ▶ Conversion of suburban multi-family residential patterns to greater floor area and intensities ▶ Re-introduce grid for larger sites ▶ Minimize impacts of parking (screen, locate in rear, consider maximums)	Transition	▶ Low- to high-rise buildings ▶ Building height dynamic relative to proximity to Residential category ▶ Pedestrian-oriented design ▶ Lot size and access considerations for industrial uses	▶ Residential ▶ Commercial / Office ▶ Industrial uses that do not create nuisances or hazards ▶ Prefer active first floor on arterials	<i>New mixed-use district(s) that may self-regulate height when adjacent to established Residential category, may provide a variety of place types to emphasize or limit distinct land uses</i>
Hub	<i>A vibrant mixed-use category that concentrates residential and commercial development around major transit hubs. It supports the highest development intensity to improve mobility, activate key centers, and strengthen regional connectivity.</i>	▶ Walkable grid ▶ Shared parking and stormwater management ▶ Connections into residential neighborhoods while providing sufficient transition or buffering	Hub	▶ Mid- to high-rise buildings ▶ Context-sensitive height (adjacent to Residential) ▶ Building step-backs on upper floors ▶ Pedestrian-oriented design	▶ Residential ▶ Commercial / Office ▶ Industrial uses that do not create nuisances or hazards ▶ Prefer active first floor commercial, particularly at nodes	<i>New mixed-use district that permits greater densities and land uses to mimic an urban downtown format with improved safety and functionality for non-motorized users</i>
Public/ Open Spaces/ Recreational Facilities	<i>Accommodates large-scale educational campuses, infrastructure, and facilities, as well as preserved natural open spaces that are typically publicly owned and managed.</i>	▶ Campuses ▶ Infrastructure facilities ▶ Parks and recreational areas ▶ Natural areas	Public/Open Spaces	▶ Public buildings ▶ Parks and recreation facilities ▶ Preserved open space	▶ Municipal uses ▶ Schools ▶ Preserved open space ▶ Recreation	<i>Existing Public Land district. Consider dedicated U-M district</i>

Appropriate Development Intensity

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



While the plan offers a general framework, it remains intentionally flexible rather than prescriptive, allowing for variation within each category. However, certain locations are better suited for specific scales and intensities of use. Higher-density development and more intensive commercial activities should be concentrated along major streets, transit routes, key nodes and major intersections to ensure efficient land use and accessibility.

Residential

Intent:

A primarily residential category that expands the housing types (not exclusively single family detached) to foster a more dynamic neighborhood atmosphere with limited commercial uses, support diverse housing needs, and enable aging in place within established communities.

Rationale:

Community engagement revealed support for a broader range of housing types within traditionally single-family neighborhoods, provided new development aligns with the existing scale. Some have expressed concerns about potential impacts on existing neighborhoods, but this district is designed to allow for incremental increases in density. The district promotes walkability and a range of price points in housing options. Growing the housing supply throughout residential areas contributes to greater affordability and equity.¹ The addition of small-scale commercial uses further supports walkable neighborhoods by bringing everyday amenities and services closer to home, helping to create a more dynamic and sustainable future. Based on this input, the plan identifies broad permissions for three stories and up to three units (or larger housing typologies where they fit into the neighborhood context) as appropriate for these areas.

Translating the Residential Category into zoning regulations will require thoughtful implementation. Further analysis will be necessary to determine additional strategies for regulating building form and scale, which will be addressed during the implementation process.

¹ Refer to the "Housing Appendix" for sourced research articles on the relationship between housing supply and prices.

Primary Uses/Buildings:

- Single family, Duplexes, and Triplexes are permitted by right, with additional building types allowed where consistent with neighborhood form and scale
- Cottage courts
- Stacked flats²
- Townhouses - where there is adequate depth and access
- Neighborhood commercial "corner store"

Secondary Uses/Buildings:

- Small multi-family building

Form & Site Considerations:

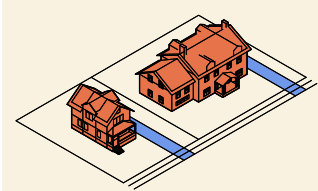
- Buildings up to 3 stories
- Standards should encourage the development of smaller, more flexible homes, and may address maximum building size, setbacks, building coverage, parcel assemblages, lot size, number of dwellings, unit counts, and/or bedroom counts—as appropriate—to support livability, scale, and compatibility within residential areas

² "Stacked Flats" are multi-family housing types where separate units are vertically layered within a single building.

Typical Residential Category Building Types (not an exhaustive list)

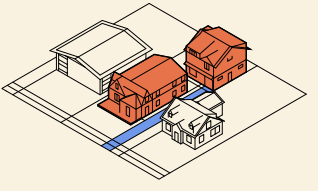
image sources: Interface Studio, Google Street View, Steve Jensen, MapQuest, Apartments.com

Detached Single-Family Homes



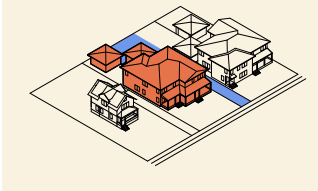
1503 Cambridge Rd.

Accessory Dwelling Units



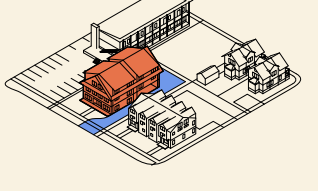
309 Potter Ave.

Duplex



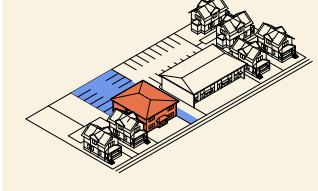
1014 & 1016 Baldwin Ave.

Triplex



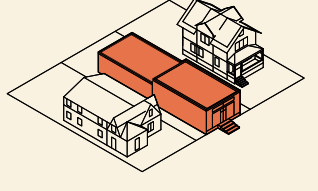
133 Hill St.

Small Apartment Building



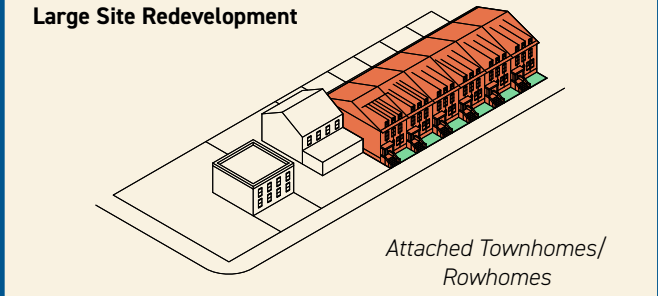
207 W. Mosley St.

Neighborhood Commercial



The Jefferson Market - 609 W Jefferson St.

Large Site Redevelopment

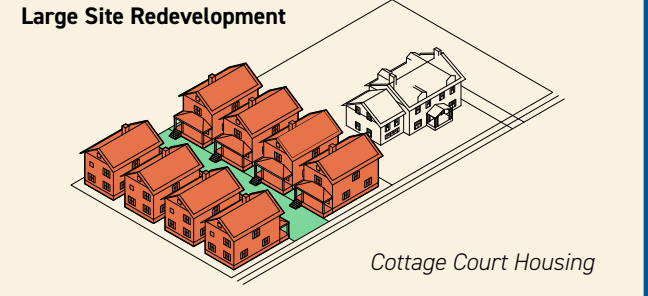


Attached Townhomes/ Rowhomes

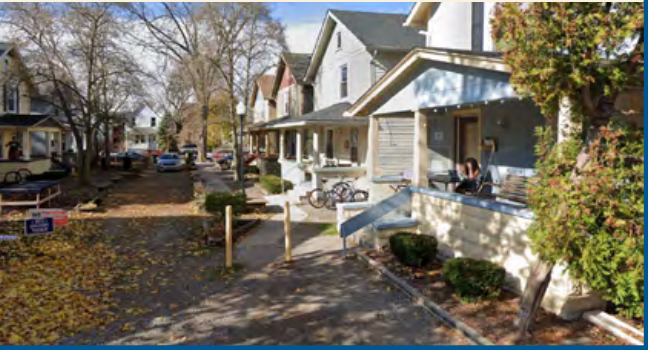


Ashley Mews - Ashley St.

Large Site Redevelopment



Cottage Court Housing



Mary Court

Transition

Intent

A flexible, mixed-use category that accommodates residential, commercial, and industrial employment uses. It supports a variety of building types near transit to enhance walkability, increase transit use and strengthen commercial activity along key corridors and nodes.

Rationale:

Both the TheRide 2045 Long-Range Plan and the Moving Together plan emphasize the importance of locating higher-density development along transit routes as a key land use strategy. Additionally, to achieve the A²ZERO goal of reducing vehicle miles traveled (VMT) by over 50%, more residents will need to live and work near rapid transit lines to make car-free living a viable option. Community engagement has shown support for transit-aligned higher-density development, as well as a desire for more walkable neighborhoods with accessible amenities.

The Transition category offers an opportunity to enhance affordability by supporting a diverse range of housing options near transit, amenities, and services.¹ It also allows for a wider variety of employment types to be located along transit corridors, expanding access to jobs beyond traditional office roles. Within this category, Ann Arbor can strike a balance between creating additional housing opportunities and encouraging flexible, transit-accessible employment.

¹ Refer to the "Housing Appendix" for sourced research articles on the relationship between housing supply and prices.

Primary Uses/Buildings:

- ▶ Attached houses
- ▶ Townhouses
- ▶ Stacked flats² / Apartments
- ▶ University of Michigan-related housing
- ▶ Office
- ▶ Commercial
- ▶ Industrial uses that do not create nuisances or hazards
- ▶ Restrictions on short term rental uses in Transition should be explored during zoning revision

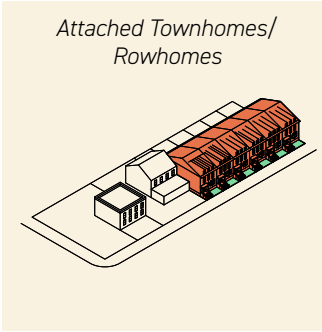
Form & Site Considerations:

- ▶ Building height dynamic relative to proximity to the Residential category
- ▶ Zoning districts, nuisance ordinances, permitted uses, and performance standards should be reviewed and revised to permit the appropriate and safe integration of a wide variety of businesses into the Transition category
- ▶ Site design and access management

² "Stacked Flats" are multi-family housing types where separate units are vertically layered within a single building.

Typical Transition Category Building Types (not an exhaustive list)

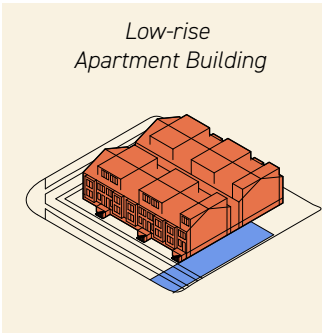
image sources: Interface Studio, Apartments.com, DMA, Ann Arbor PTO Thrift, Sartorius, Thrive Collaborative



Ashley Mews - Ashley St.



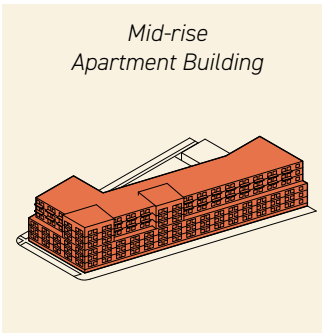
318 W. Liberty St.



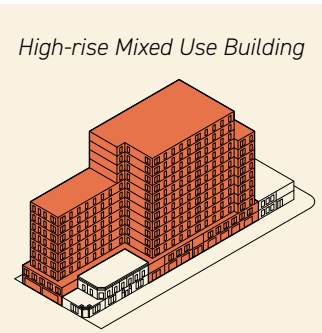
830 Henry St.



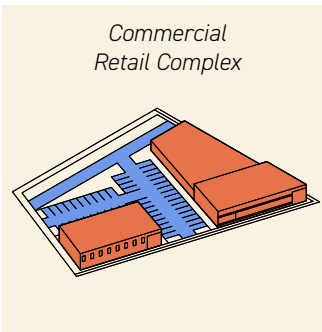
410 N. 1st St.



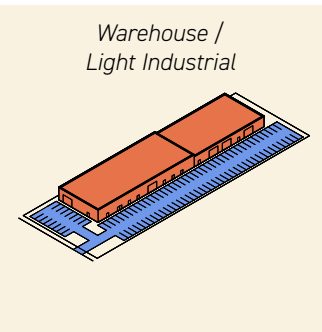
618 S. Main St.



1107 S. University Ave.



Arbor Hills Shopping Center - Washtenaw Ave.



Ann Arbor PTO Thrift S. Industrial Ave.



Sartorius Research Park Dr.



Large Site Redevelopment

Commercial & Residential Complex

Veridian at County Farm

Intent:

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

Rationale:

There is broad support for increasing density in areas aligned with major transit infrastructure, especially around multimodal hubs. The Hub category, which allows for the highest-density residential development combined with commercial uses, expands opportunities for Ann Arbor residents to live and work near downtown and along key corridors. It also encourages the creation of new walkable, mixed-use centers beyond downtown. This category presents the greatest opportunity to significantly increase housing supply, helping to improve affordability.¹ Additionally, these compact, walkable areas make more efficient use of land and resources while supporting diverse transportation options, ultimately reducing VMT and lowering carbon emissions.

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

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

¹ Refer to the "Housing Appendix" for sourced research articles on the relationship between housing supply and prices.

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

Primary Uses/Buildings:

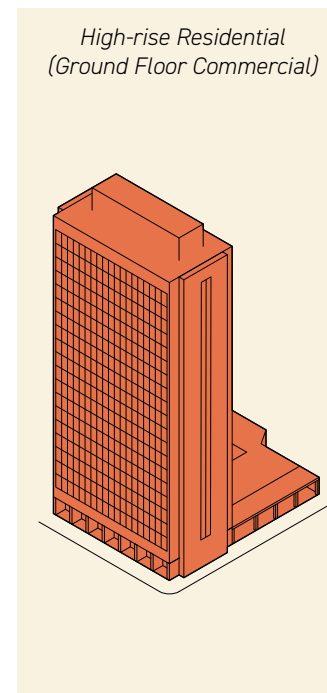
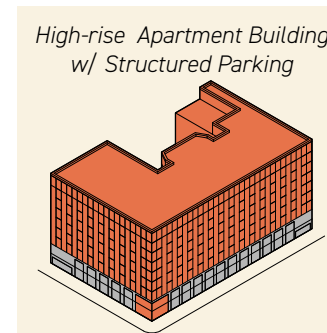
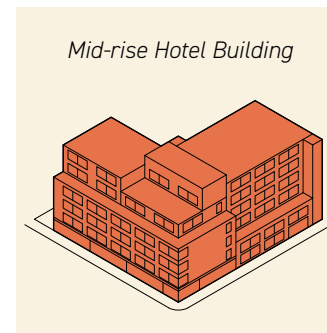
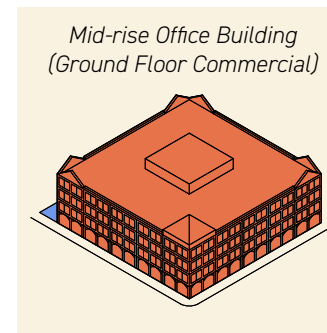
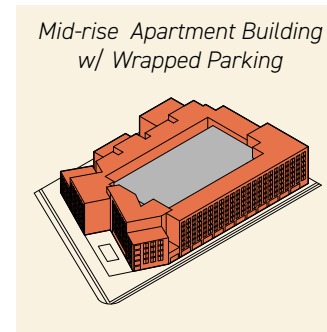
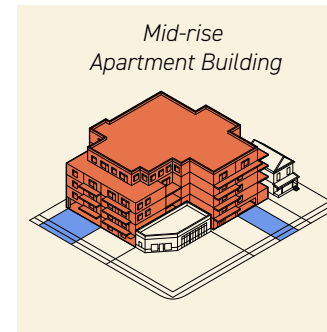
- High density residential
- University of Michigan-related housing
- Office
- Commercial
- Industrial uses that do not create nuisances or hazards

Form & Site Considerations:

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

Typical Hub Category Building Types (not an exhaustive list)

image sources: Interface Studio, Beekman on Broadway, Ann Arbor City Club, Google Street View, MAVD, Astrophobe, Meyers+Associates, Engage Ann Arbor



Arbor South

Other Areas

Parks, Open Space, & Recreational Facilities

This category includes parks and open spaces that feature significant natural elements or offer recreational amenities such as playing fields, golf courses, and trail networks. These areas are typically publicly owned and managed. Residents have expressed broad support for preserving existing open spaces and ensuring the city can meet the recreational needs of a growing population. See the city's [Parks, Recreation, and Open Space \(PROS\) Plan](#) for more detail.



source: City of Ann Arbor



source: City of Ann Arbor



source: City of Ann Arbor

Public

This category includes non-park public properties such as schools, infrastructure, and other publicly owned facilities. The city plans to repurpose certain sites, particularly downtown parking lots, and these intentions have been considered in this plan. When city-owned properties are proposed for sale or a change in use, adjacent land uses should be considered to guide appropriate future development.



source: Ann Arbor Public Schools



source: City of Ann Arbor



source: City of Ann Arbor

University of Michigan

This category includes all properties owned by the University of Michigan across its five campuses. As these properties fall under university jurisdiction, the City of Ann Arbor has no regulatory authority over their use, development or management. However, continued collaboration between the city and the university is essential to support coordinated planning and address shared community priorities. See the University's [Campus Plan 2050](#) for more detail.



source: University of Michigan



source: University of Michigan



source: University of Michigan



source: STOSS Landscape Urbanism

Zoning Plan

Adjustments to Direct Zoning Translation

Given the scale and impact of planned investments, future land use designations required more than a simple one-to-one translation of existing zoning. They were refined to reflect evolving development patterns, anticipated infrastructure improvements, and broader policy goals. In addition, certain one-off circumstances—such as sites where zoning does not match redevelopment potential, properties located within designated historic districts, and other location-specific factors—were addressed to ensure alignment with the overall objectives of the Future Land Use Map. The following changes were made to the initial zoning translations to reflect these considerations:

- Residential Zoning Districts (R1, R2, R3, & R4): Designated as either **Residential** or **Transition** based on proximity to planned rapid transit lines, adjacency to previously designated **Hub** areas, or within designated historic districts. Due to the flexible nature of these residential zones, many existing buildings remain compatible with the new **Residential** designation. Additionally, certain areas were delineated as **Residential or Transition** where the existing built form didn't fall neatly within the two categories. In limited cases, **Hub** designations were applied near Downtown where intensity and access justify higher density.
- Commercial Zoning Districts (C1, C2, C3): Designated as either **Transition** or **Hub** depending on adjacency to planned rapid transit lines or proximity to previously designated **Hub** areas. In limited cases, **Residential** designations were applied if located within a designated historic district.
- Transit Corridor and Downtown Zoning Districts (TC1, D1, D2): All properties designated as **Hub**.
- Industrial Zoning Districts (M1, M2): Designated as either **Transition** or **Hub** depending on proximity to planned transit hubs, nearby University of Michigan investments, and adjacency to previously designated **Hub** areas. In limited cases, **Public** designations were applied if properties included infrastructure or utilities.
- Research/Manufacturing Zoning Districts (ORL, RE): Designated as either **Transition** or **Hub** depending on proximity to planned transit hubs, nearby University of Michigan investments, and adjacency to previously designated **Hub** areas.
- Office Zoning Districts (O): Designated as either **Transition** or **Hub** depending on proximity to planned transit hubs, nearby University of Michigan investments, and adjacency to previously designated **Hub** areas.
- Planned Unit Development Zoning Districts (PUD): Designation determined by already described surrounding Future Land Use Categories to maintain contextual consistency.
- Township Zoning Districts (TWP): Designation determined by already described surrounding Future Land Use Categories to maintain contextual consistency.
- Public Land Zoning Districts (PL): Designation assigned based on current ownership and use, including parks, open space, recreational facilities and properties owned by the University of Michigan or the City of Ann Arbor.

The **Zoning Plan** chart on the next page compares Future Land Use Categories with the existing zoning districts within each category. It also highlights potential considerations for rezoning implementation.

Future Land Use	Existing Zoning Districts			Zoning Considerations
Residential	➤ C1 ➤ C2B ➤ PL ➤ PUD ➤ R1A ➤ R1B	➤ R1C ➤ R1D ➤ R1E ➤ R2A ➤ R2B ➤ R3	➤ R4A ➤ R4B ➤ R4C ➤ TWP	Zoning will need to be amended to allow for greater diversity of housing types and limited commercial uses allowed in the proposed Residential land use category

Transition	➤ AG ➤ C1 ➤ C1A ➤ C1A/R ➤ C1B ➤ C2B ➤ C3 ➤ M1	➤ M1A ➤ M2 ➤ O ➤ ORL ➤ P ➤ PL ➤ PUD ➤ R1A	➤ R1B ➤ R1C ➤ R1D ➤ R1E ➤ R2A ➤ R2B ➤ R3 ➤ R4A	➤ R4B ➤ R4C ➤ R4D ➤ R4E ➤ R5 ➤ R6 ➤ RE	Zoning will need to be amended to allow for greater density and mix of land uses allowed in Transition land use category
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Residential or Transition	➤ C1 ➤ C3 ➤ PUD ➤ R1B ➤ R1D ➤ R1E	➤ R3 ➤ R4A ➤ R4B ➤ R4C ➤ TWP	Considerations for Residential: Street pattern, existing building types, residential height and density, adjacent land use categories, park access Transition: transit proximity/accessibility, ROW for adequate multi-modal networks, adequate space for intended density and heights, proximity to hub, grade change, need for commercial uses	
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Hub	➤ C1 ➤ C1A/R ➤ C1B ➤ C2B ➤ C3 ➤ D1	➤ D2 ➤ M1 ➤ M1A ➤ O ➤ ORL ➤ P	➤ PUD ➤ R1B ➤ R2B ➤ R4B ➤ R4C ➤ R4D	➤ R5 ➤ RE ➤ TC1	Zoning will need to be amended to allow for greater density and mix of land uses allowed in Hub land use category
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Public/ Open Spaces/ Recreational Facilities	➤ AG ➤ D2 ➤ M1 ➤ M2 ➤ O ➤ PL	➤ PUD ➤ R1A ➤ R1B ➤ R1C ➤ R1D ➤ R2A	➤ R4A ➤ R4C ➤ TWP	The proposed Public category aligns with the existing PL zoning district. The Future Land Use Map also incorporates many recent University of Michigan acquisitions, where legacy zoning designations remain in place and will need to be updated.	
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Investments Needed to Achieve Future Land Use Vision

The Future Land Use Map presents a vision for the city’s growth and transformation that aligns with community values. While it is not limited by current infrastructure, it recognizes that existing systems and other constraints will shape how the vision is realized. Relying solely on today’s infrastructure would limit the city’s ability to evolve, but acknowledging these constraints is essential. In some cases, infrastructure investments may be phased in over time to meet growing needs; in others, upfront investment may be required to support the envisioned growth. In all cases, the consideration of infrastructure capacity must be carefully calibrated with all steps of city development, from ordinance amendments and rezonings, to site-specific development review.

Utility Systems

Achieving the city’s Future Land Use Vision for increased growth will require strategic investment in core municipal utilities, including sanitary sewer and drinking water systems, as well as stormwater management infrastructure. Many of these investments will be necessary in the coming years even if current housing and population growth rates hold steady and do not increase over the next decade. As development intensifies, existing infrastructure may lack the capacity to accommodate higher demand, which could lead to service disruptions and environmental concerns. Planning for utility system upgrades and expansion will ensure reliable delivery of essential services, protect public health and support sustainable development. Without these improvements, future growth could be constrained by capacity limitations of the current infrastructure. Ultimately, aligning utility infrastructure planning with growth projections is key to enabling a vibrant, resilient community.

In addition, the redevelopment of older sites presents a valuable opportunity to add modern stormwater management systems on parcels where it does not currently exist. By incorporating nature-based solutions and improved drainage, future development can reduce runoff, mitigate flooding, and enhance water quality—delivering lasting benefits to surrounding neighborhoods and downstream communities.

The city’s water and sewer systems have been designed to provide sufficient capacity for both current customers and anticipated future growth in customer connections based on projected capacity needs as of 2015. As new connections tap into the water and sewer systems, those new connections must pay a capital cost recovery charge which represents the systems’ recovery of previous system capacity investments.

When new development desiring to connect to the city’s water and sewer systems would exceed existing capacity, generally new development pays for the additional capacity to serve its needs. This can be through special assessments, improvement charges, direct developer payments, or contributed system assets and improvements. But, there are other ways of funding new utility capacity including grants, loans, contributions from other entities, tax increment financing, or city general fund or taxpayer contributions when authorized in compliance with applicable legal requirements.

Transit

A key component of the city’s Future Land Use Vision is shifting away from automobile-centric development toward more walkable, transit-served communities. Achieving this goal will require retrofitting incompatible development patterns alongside planned transit improvements, such as new bus rapid transit lines, increased service, and enhanced bike routes and infrastructure. TheRide (AAATA) has identified numerous rapid transit routes in its long-range strategic plan and will need to coordinate efforts to bring these projects to fruition. Additionally, a recently completed Downtown Circulation Study recommends various improvements to create a more walkable, pedestrian- and transit-friendly environment. A similar level of investment will be needed to replicate this experience in other Hub areas originally developed for automobile-centric use. New development should contribute to an improved street network, and streets may need to be redesigned to accommodate multiple modes of transportation and enhanced walkability.

Open Space

While most residents currently have convenient access to parks and open spaces within their neighborhoods, the Future Land Use Map envisions adding new residential areas in parts of the city where people have not historically lived. This is especially true in Hub areas like State/Eisenhower/Briarwood and Plymouth Road, as well as in Transition categories along South Industrial and North Main. To realize the vision of walkable neighborhoods with accessible amenities, the city will need to make thoughtful, strategic investments in parks and open spaces as redevelopment occurs over the coming decades.

