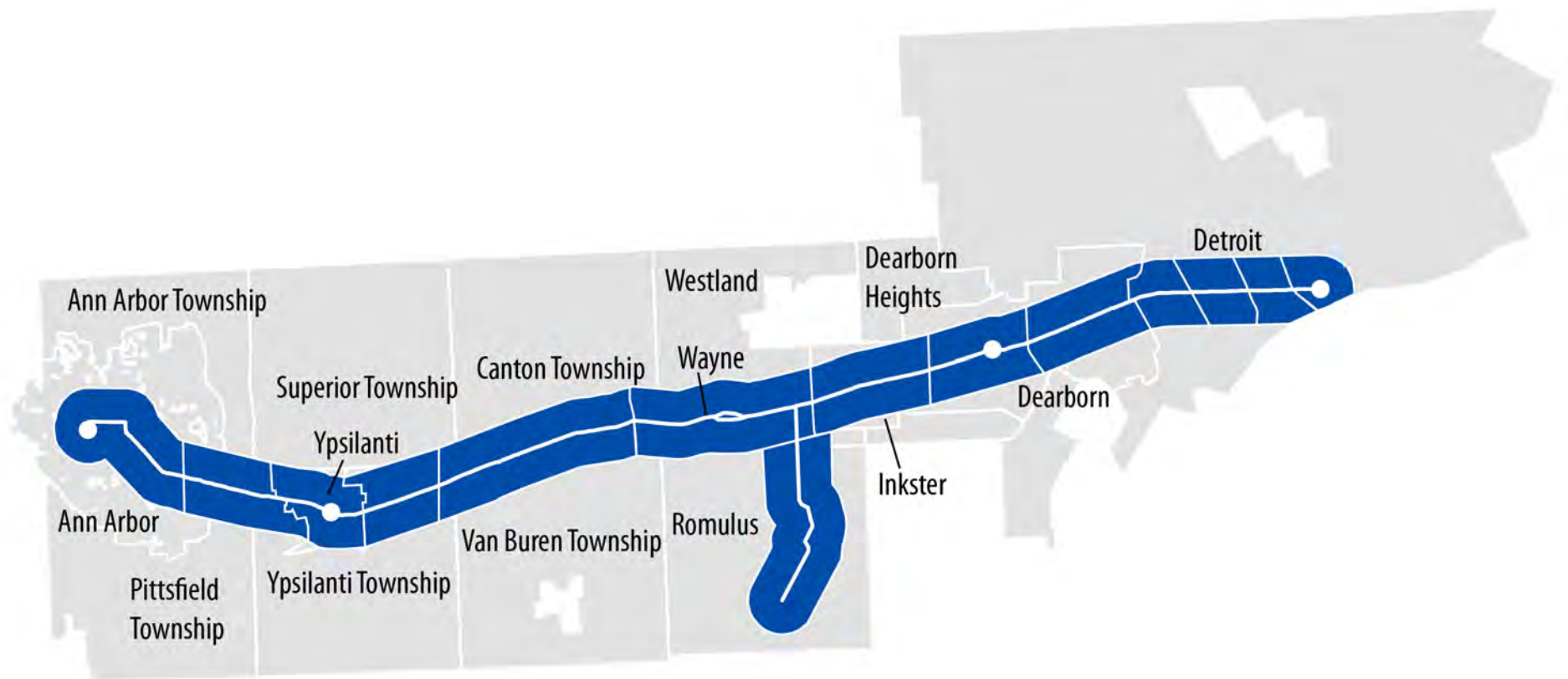


BEST: Michigan Avenue

Land Use Analysis



Introduction to Land Use Analysis

The Michigan Avenue corridor is made up of portions of 13 communities and a wide range of land uses from Central Business District skyscrapers to sprawling industrial campuses. The Land Use Analysis focuses on existing land uses along the corridor and planned future land uses as outlined by the local community master plans. The corridor has been sectioned out into 14 distinct land use areas that may cross municipal boundaries, but are found to have similar land use contexts. The purpose of this analysis is to paint a picture of the existing conditions and the planned direction of land use along the corridor while also highlighting notable developments and areas of change identified by reviewing other planning efforts including economic development reports, subarea and transportation plans. It will be used to further examine station location, non-motorized linkages and Transit-Oriented Development (TOD) opportunities.



Existing Land Use



Future Land Use

Land Use Analysis

Michigan Avenue | Section 1

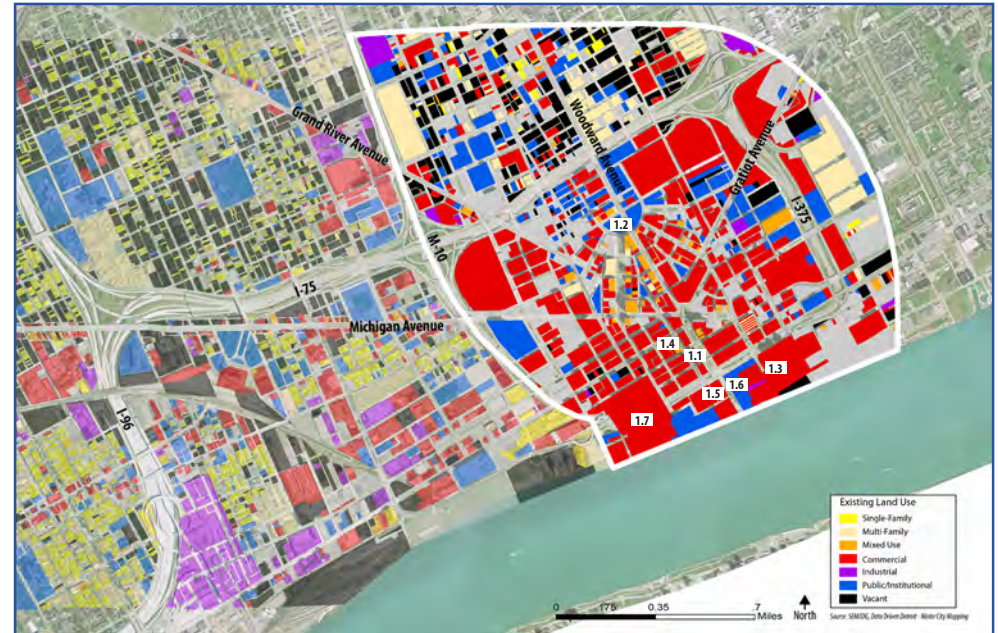


Section 1: Detroit (Downtown Detroit to M-10)

Land Use: Predominately dense office/ commercial uses with some recreation/ conservation (Campus Martius and Hart Plaza). Buildings are CBD high-rise, including many of Detroit's most iconic buildings: the Guardian, Penobscot, Renaissance Center, etc. Of note the uses also include the Cobo Hall convention center and the Detroit Windsor Tunnel international crossing.

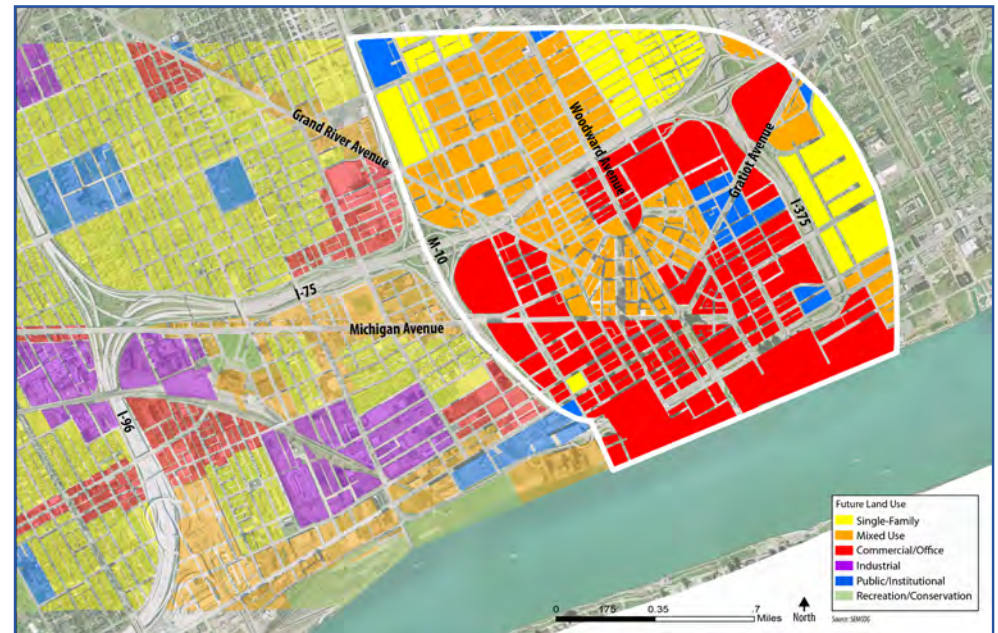
Future Land Use: Uses are planned to remain mostly static with large gains in mixed-use residential occupying some of the high-rises.

Michigan Ave. Planning: The corridor is slated as a Tier 1 transit corridor to include a Bus Rapid Transit line. (Source: Detroit Future City)



Existing Land Use

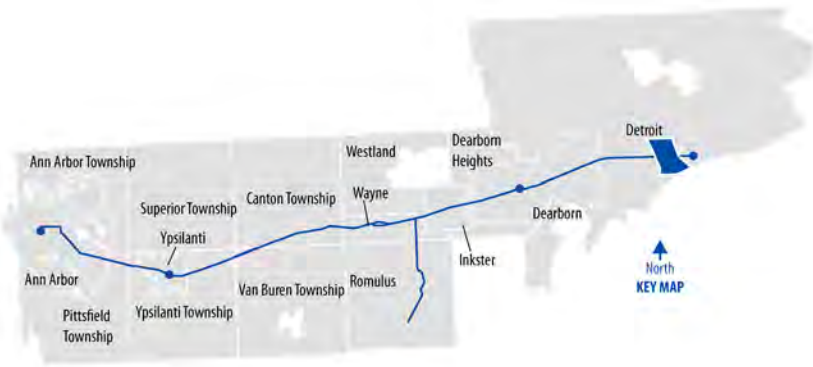
Major Destinations: 1.1: The Guardian Building, 1.2: Campus Martius, 1.3 Renaissance Center, 1.4 Penobscot Building, 1.5 Hart Plaza, 1.6 Detroit Windsor Tunnel, 1.7 Cobo Hall



Future Land Use

Land Use Analysis

Michigan Avenue | Section 2

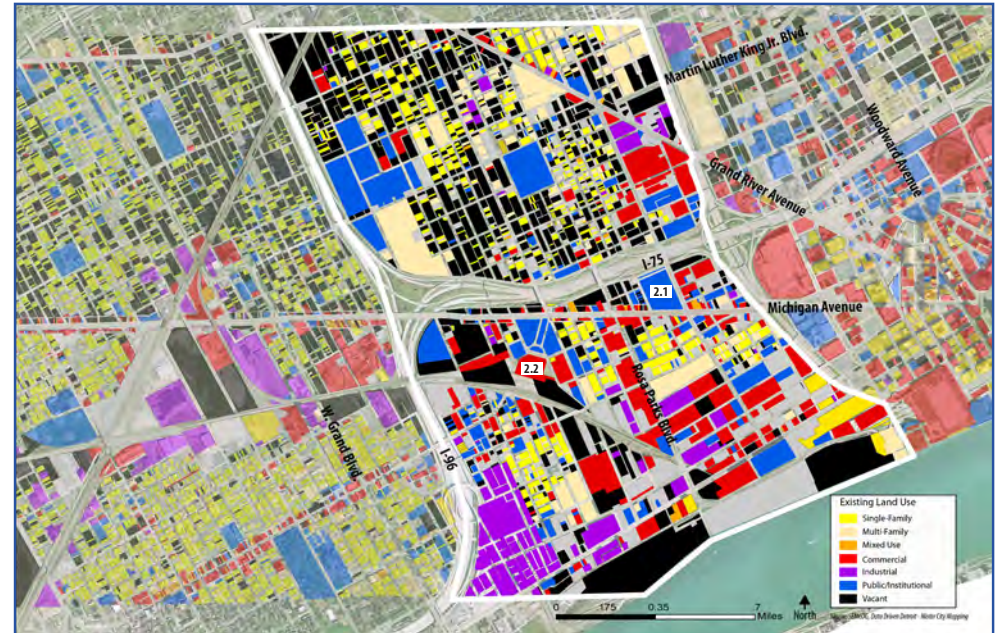


Section 2: Detroit (M-10 to I-96)

Land Use: Predominately retail and service uses, including auto-oriented and many restaurants directly on the corridor. Deeper in into the surrounding area are dense typical urban sized lot single and multi-family homes on a grid street network. South of the corridor are large industrial centers. There are two large vacant areas of note (the old Tiger Stadium lot and Michigan Central Station).

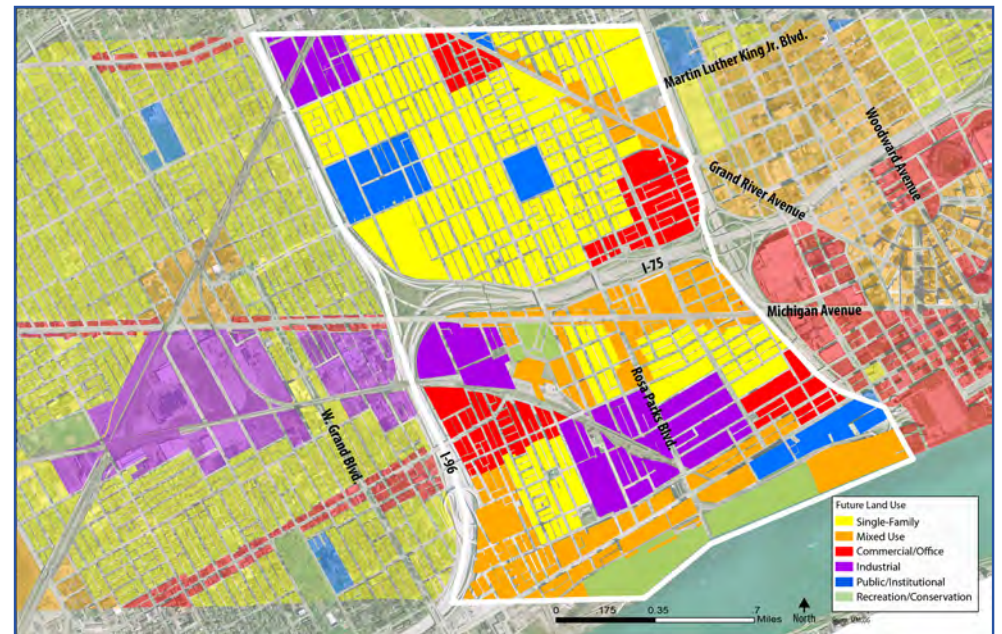
Future Land Use: Mixed-use commercial development along the corridor with single family neighborhoods to remain. Most industrial uses are planned to remain south of the single family along Rosa Parks. The large vacant parcels along the river are planned for future park space.

Michigan Ave. Planning: The corridor is slated as a Tier 1 transit corridor to include a Bus Rapid Transit line. (Source: Detroit Future City)



Existing Land Use

Major Destinations: 2.1: Old Tiger Stadium, 2.2 Michigan Central Station



Future Land Use

Land Use Analysis

Michigan Avenue | Section 3

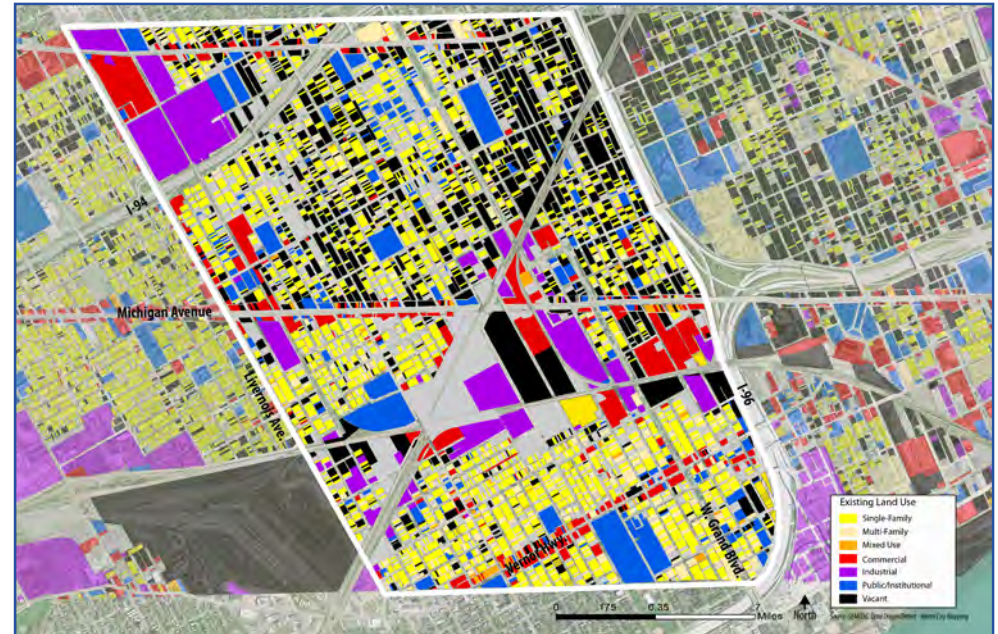


Section 3: Detroit (I-96 to Livernois Avenue)

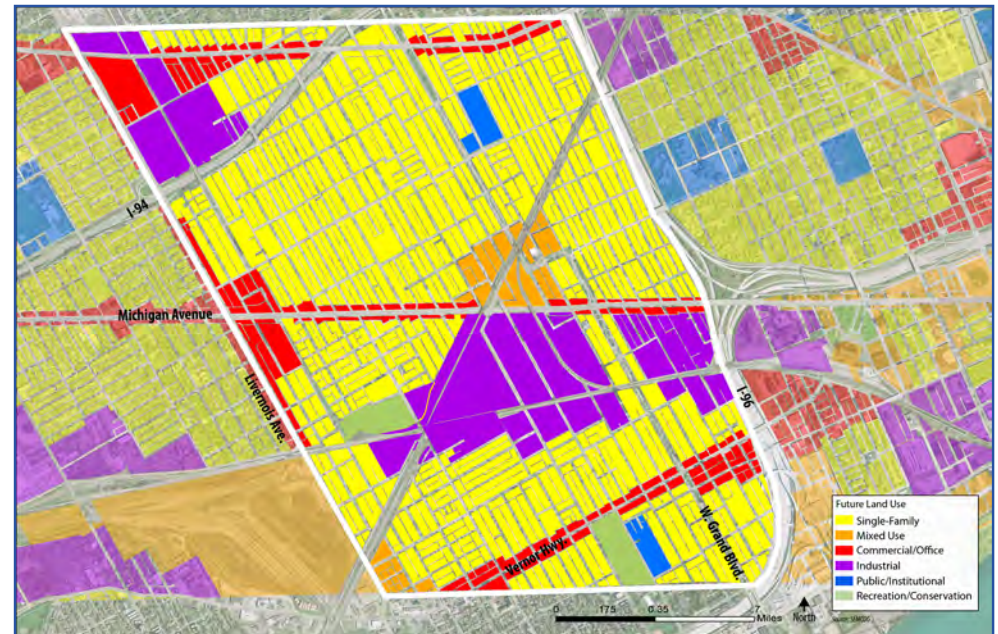
Land Use: Predominately retail and service uses, including auto-oriented, restaurants, salons, and medical. Some larger lots serve as industrial, mainly south of the corridor. Many surface parking lots and empty lots create gaps along the corridor. The areas just off the corridor are dense typical urban sized lot single family neighborhoods with neighborhood park space dispersed throughout. The area has a high rate of residential vacancy.

Future Land Use: The area is planned to remain mostly single family with the commercial designations remaining along Michigan Avenue. The industrial uses to the south will remain.

Michigan Ave. Planning: The corridor is slated as a Tier 1 transit corridor to include a Bus Rapid Transit line and major transit node at Michigan Avenue and Livernois. (Source: Detroit Future City)



Existing Land Use



Future Land Use

Land Use Analysis

Michigan Avenue | Section 4

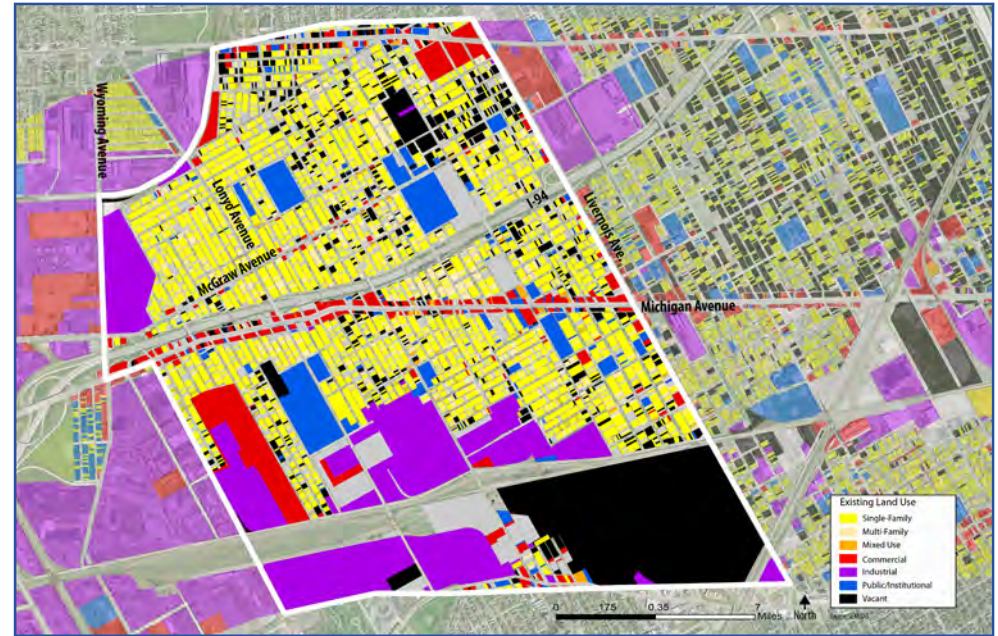


Section 4: Detroit (Livernois Avenue to Detroit/Dearborn Border)

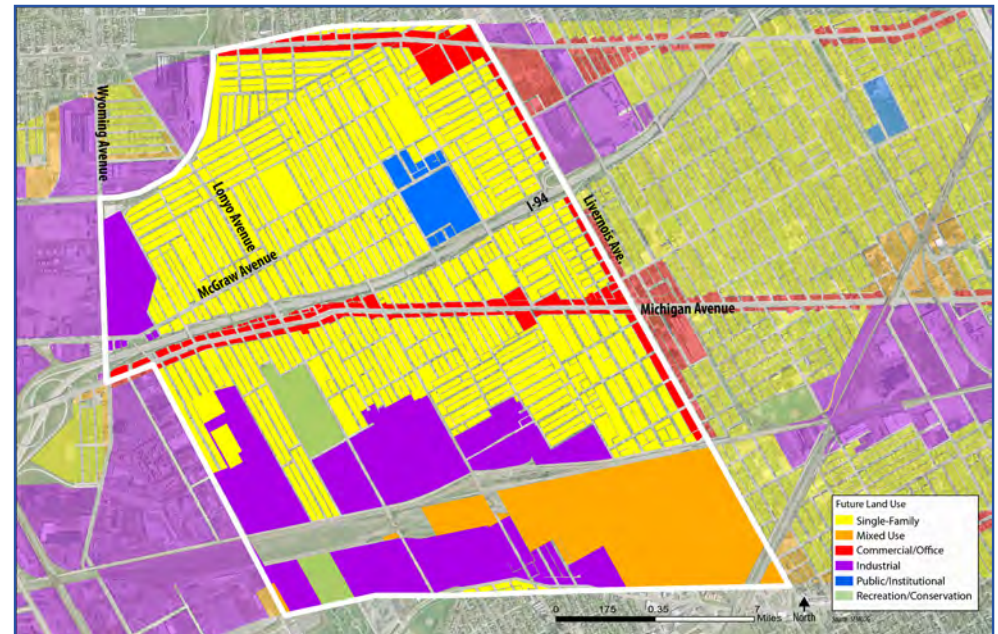
Land Use: Predominately retail and service uses, including auto-oriented, restaurants, and salons. Few, larger lots serve industrial. Many surface parking lots and empty lots create gaps along the corridor. The areas just off the corridor are dense typical urban lot single family neighborhoods. The area has a high rate of residential vacancy.

Future Land Use: The area is planned to remain mostly single family with the commercial designations concentrated along Michigan Avenue. The industrial uses will remain prominent.

Michigan Ave. Planning: The corridor is slated as a Tier 1 transit corridor to include a Bus Rapid Transit line and major transit node at Michigan Avenue and Livernois. (Source: Detroit Future City)



Existing Land Use



Future Land Use

Land Use Analysis

Michigan Avenue | Section 5



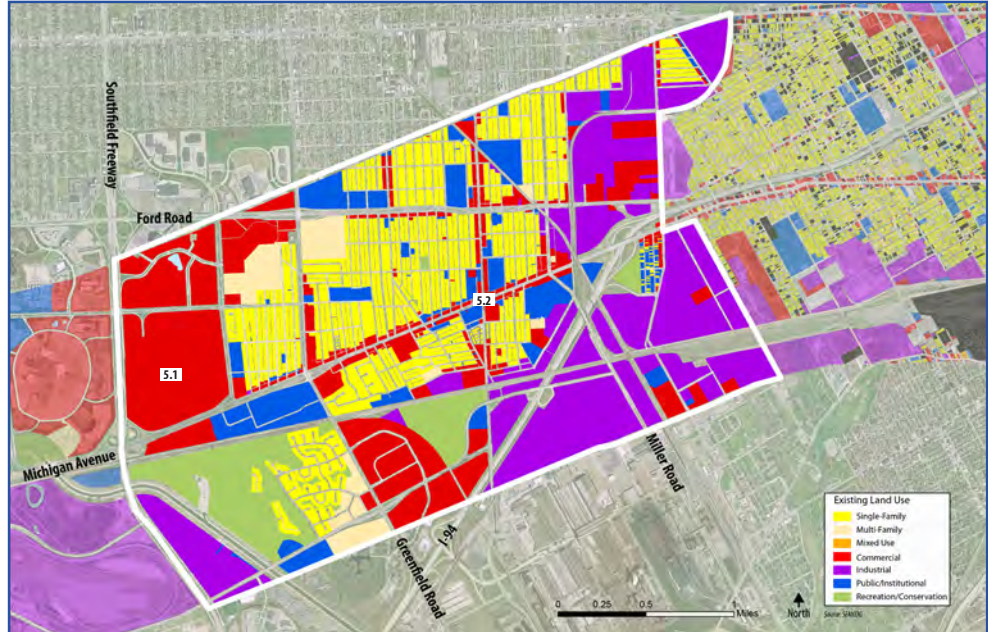
Section 5: Dearborn (Detroit/Dearborn Border to Southfield Freeway)

Land Use: Predominantly traditional downtown commercial to the east with parcels becoming larger and further spaced as you travel west along Michigan Avenue where larger commercial and office uses are prominent. The Ford Motor Company headquarters, and various industrial uses are just north and west of the corridor. Compact urban lot single family home neighborhoods and a few townhome developments sit just behind the core commercial.

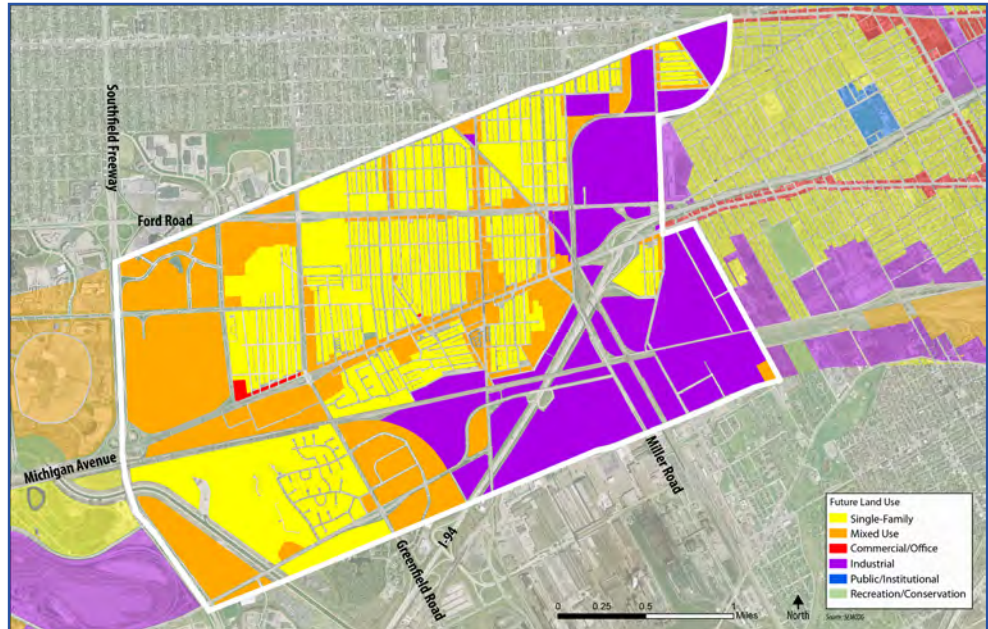
Future Land Use: The corridor is planned for mixed use redevelopment along Michigan Avenue while the single family neighborhoods and industrial pockets will remain. A 'TOD' transit-oriented development district is planned just west of the I-94 interchange.

Michigan Ave. Planning: The Master Plan identifies opportunities for walkability applications, mass transit support, connecting the two downtowns, promoting transit-oriented design, and adopting a Complete Streets Plan in the near future.

(Source: Dearborn 2030 Master Plan)



Existing Land Use
Major Destinations: 5.1 Ford Motor Company Headquarters, 5.2 East Downtown Dearborn



Future Land Use

Land Use Analysis

Michigan Avenue | Section 6

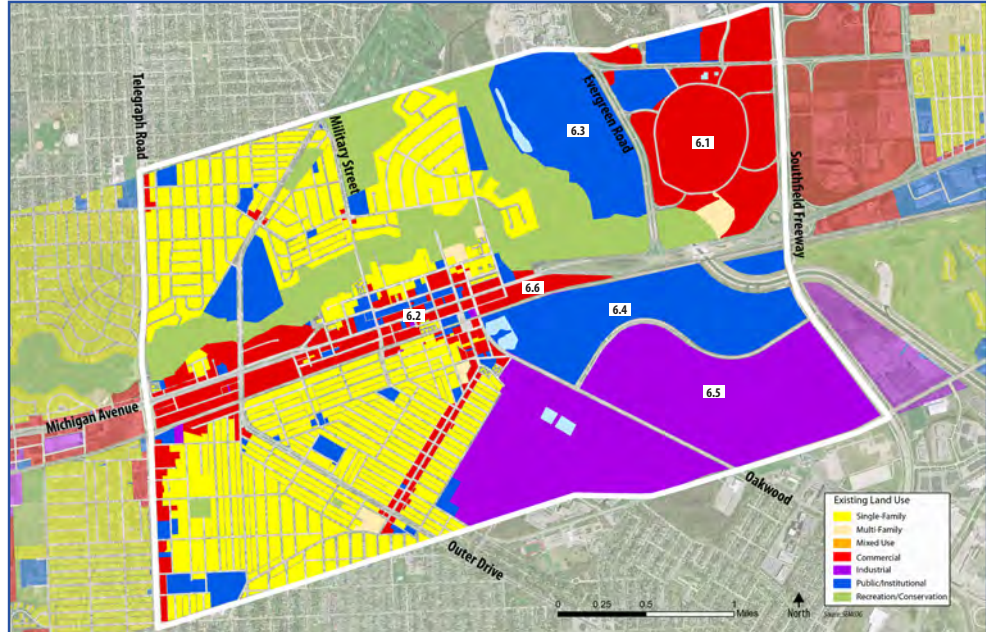


Section 6: Dearborn (Southfield Freeway to Telegraph Road)

Land Use: To the east vehicle-oriented office and commercial uses line the corridor where East and West Dearborn meet. The Fairlane Shopping Center and various industrial uses are just north and south of the corridor. Moving west is a traditional downtown layout with dense commercial and some residential mixed use developments broken up with car dealership lots. Compact urban lot single family neighborhoods are located to the south of the corridor, while some suburban style subdivision developments lie to the north of the corridor. Further west moving towards Telegraph Road strip mall type developments are prominent.

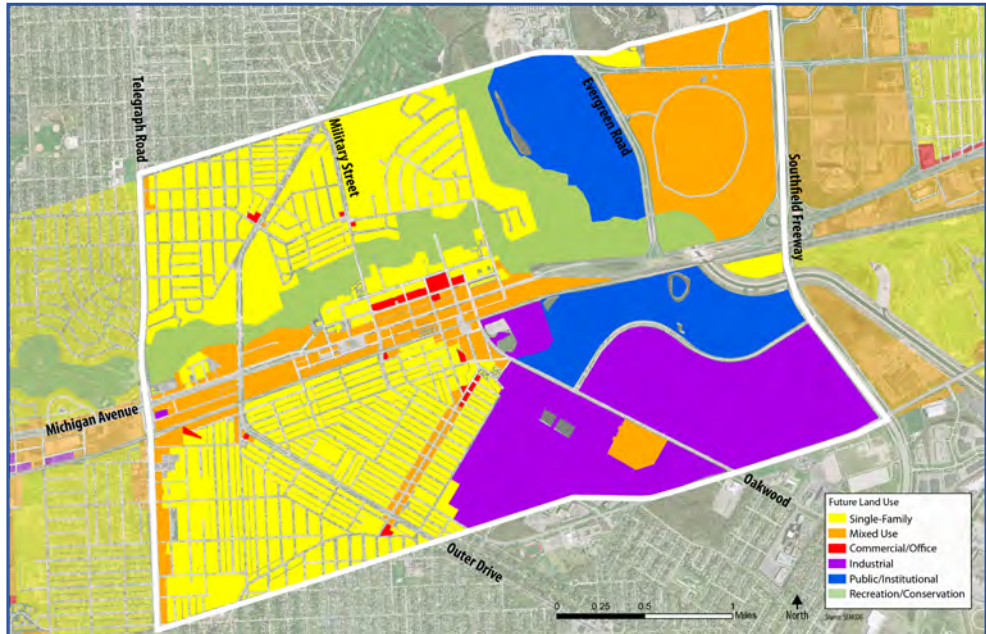
Future Land Use: The corridor is planned for mixed use redevelopment along Michigan Avenue while the single family neighborhoods and industrial pockets will remain.

Michigan Ave. Planning: The Master Plan identifies opportunities for walkability applications, mass transit support to the new train station, connecting the two downtowns, promoting transit-oriented design, and adopting a Complete Streets Plan in the near future. (Source: Dearborn 2030 Master Plan)



Existing Land Use

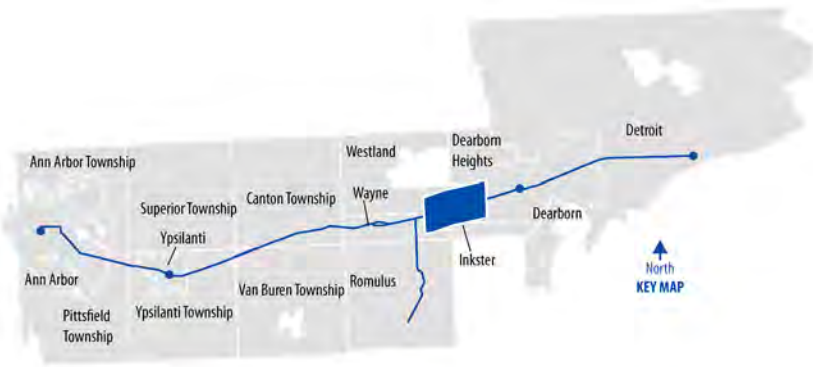
Major Destinations: 6.1 Fairlane Shopping Center, 6.2 West Downtown Dearborn, 6.3 UM - Dearborn and Henry Ford Community College Campuses, 6.4 Henry Ford Museum and Greenfield Village, 6.5 Ford Development Center, 6.6 Dingell Transit Center



Future Land Use

Land Use Analysis

Michigan Avenue | Section 7



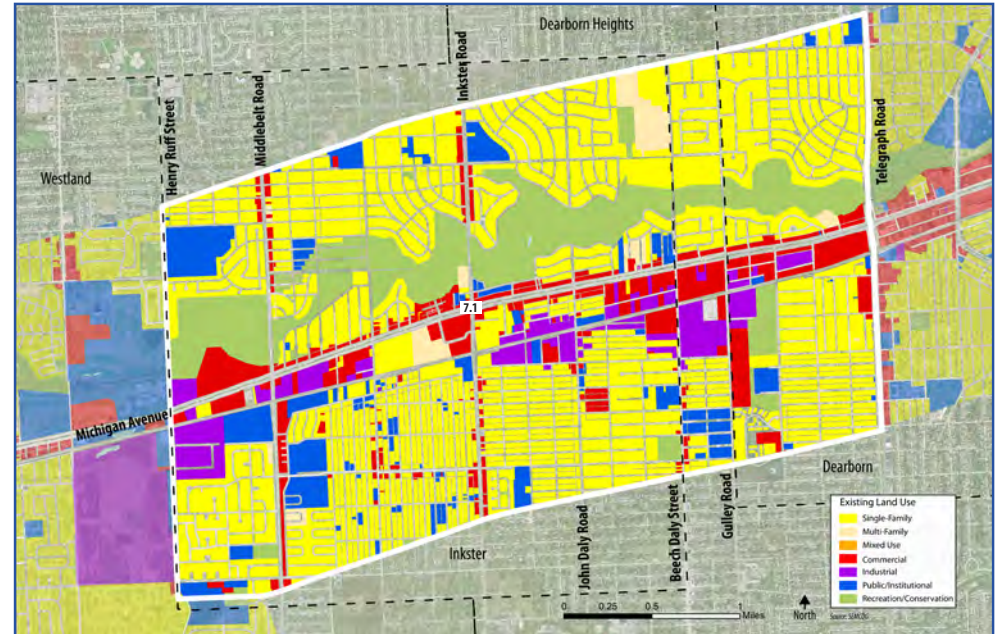
Section 7: Inkster with portions of Dearborn and Dearborn Heights (Telegraph Road to Henry Ruff Street)

Land Use: Small-scale local commercial with some big box retail, primarily auto-oriented uses. Dense grid system residential neighborhoods to the south. Dense suburban single family home neighborhoods to the north.

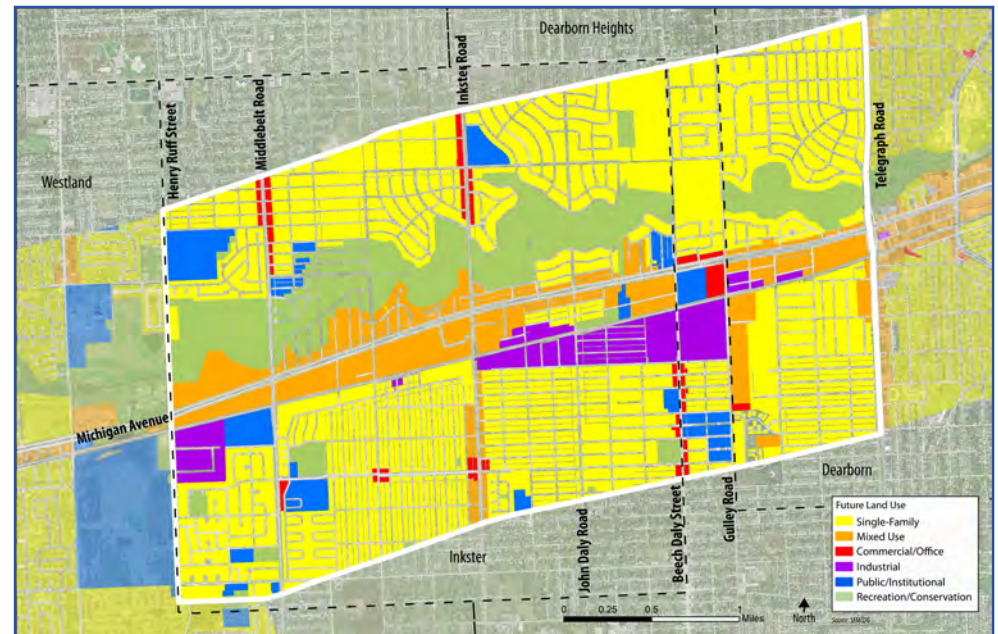
Future Land Use: Mixed Use with small pockets of institutional and general commercial uses. A town center designation is placed around the Inkster Rd.-Michigan Ave. intersection.

Michigan Ave. Planning: The Master Plan references the need for lane reductions, on-street parking, bike lanes, and enhanced pedestrian crossings. Improved public transit, a train station, and coordinated economic development with the DDA are major goals of the Master Plan.

(Source: City of Inkster, Comprehensive Master Plan 2025)



Existing Land Use
Major Destinations: 7.1 Downtown Inkster



Future Land Use

Land Use Analysis

Michigan Avenue | Section 8

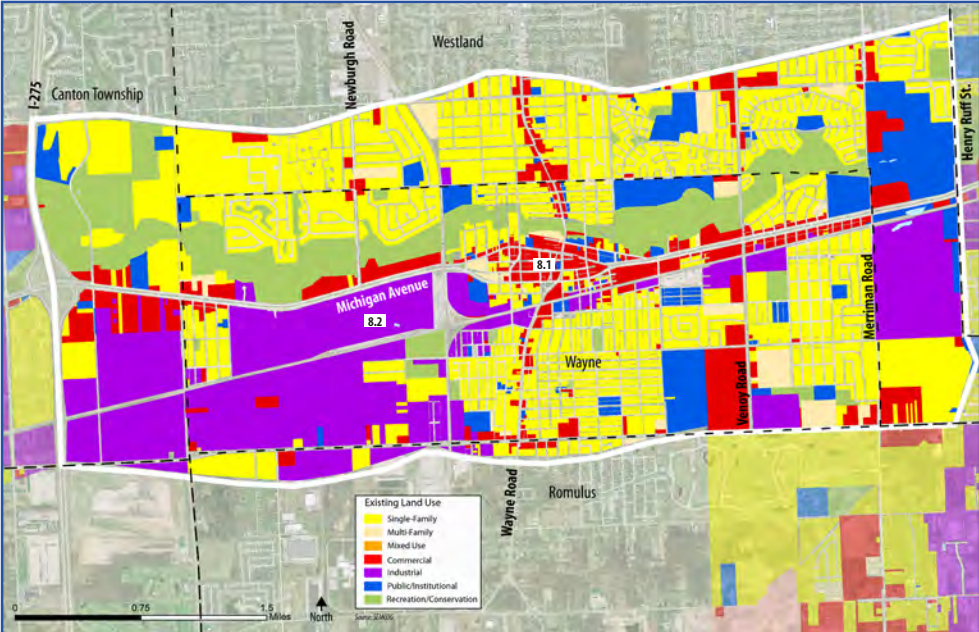


Section 8: Wayne with portions of Westland/Canton Township (Henry Ruff Street to I-275)

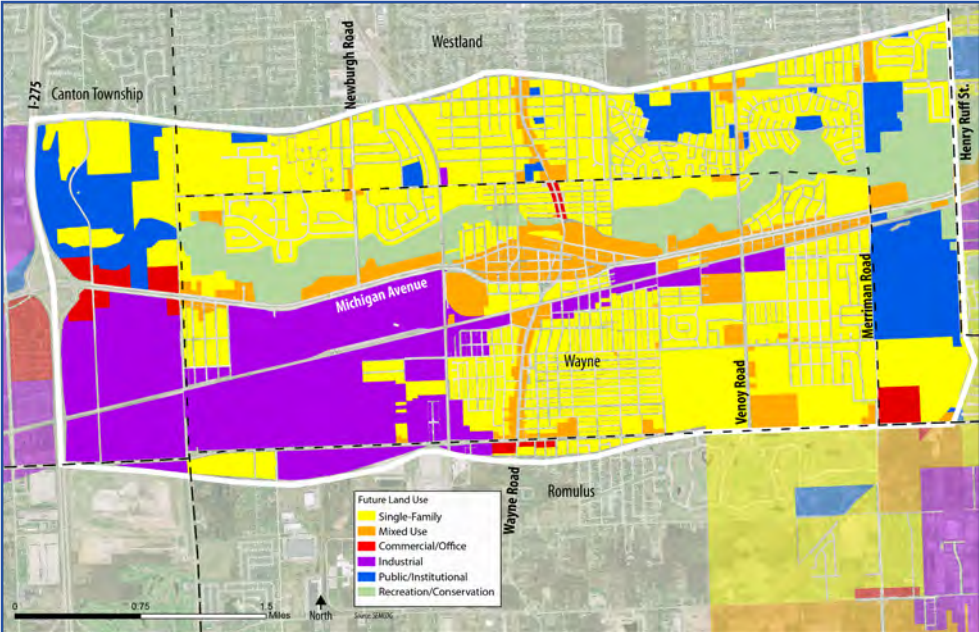
Land Use: Small-scale local commercial, professional and personal service and general retail along the corridor. The Michigan Assembly Plant and surrounding uses dominate the western portion of the corridor. The City of Wayne has a dense traditional downtown setting built around a one-way pair where Michigan Avenue splits. Compact dense lot residential development beyond the corridor.

Future Land Use: Institutional and civic uses are planned around the two one-way Michigan Ave. pairs through Wayne. A large mixed use node fills the void between the two paired roadways.

Michigan Ave. Planning: The Downtown Wayne Master Plan outlines the communities desire to increase density, support transit, and promote walkability. Planned development patterns are geared towards Transit Oriented Development: mixed-use, well connected, and multi-modal friendly. There is emphasis on narrowing roads, especially the one-way Michigan Avenue pair and promoting non-motorized access and transit services. (Source: Wayne Downtown Plan)



Existing Land Use
Major Destinations: 8.1 Wayne Downtown Main Street District, 8.2 Michigan Assembly Plant



Future Land Use

Land Use Analysis

Michigan Avenue | Section 9

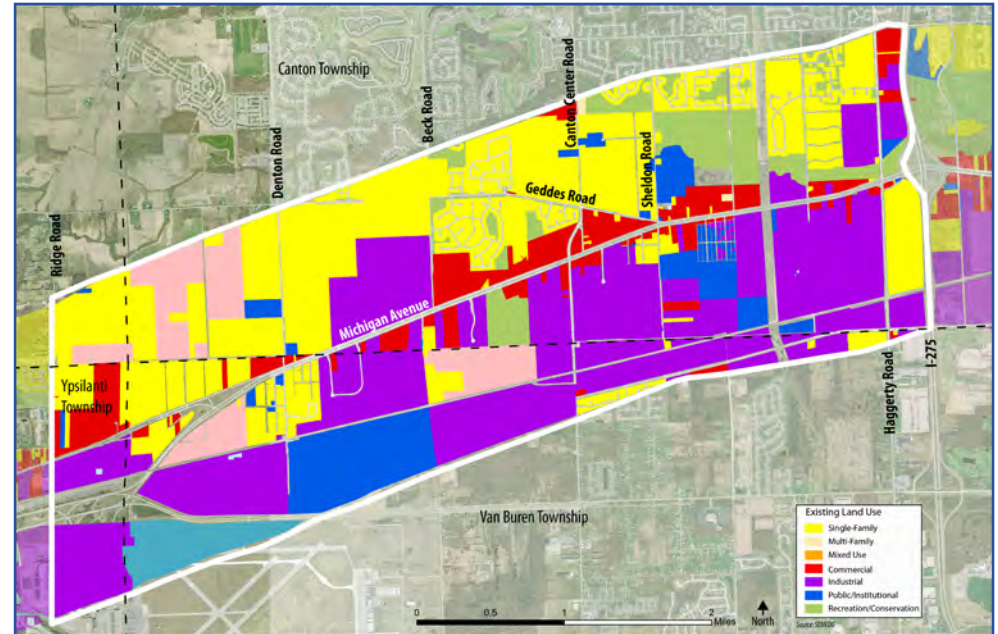


Section 9: Canton Township with portions of Ypsilanti Township/Van Buren Township (I-275 to Ridge Road)

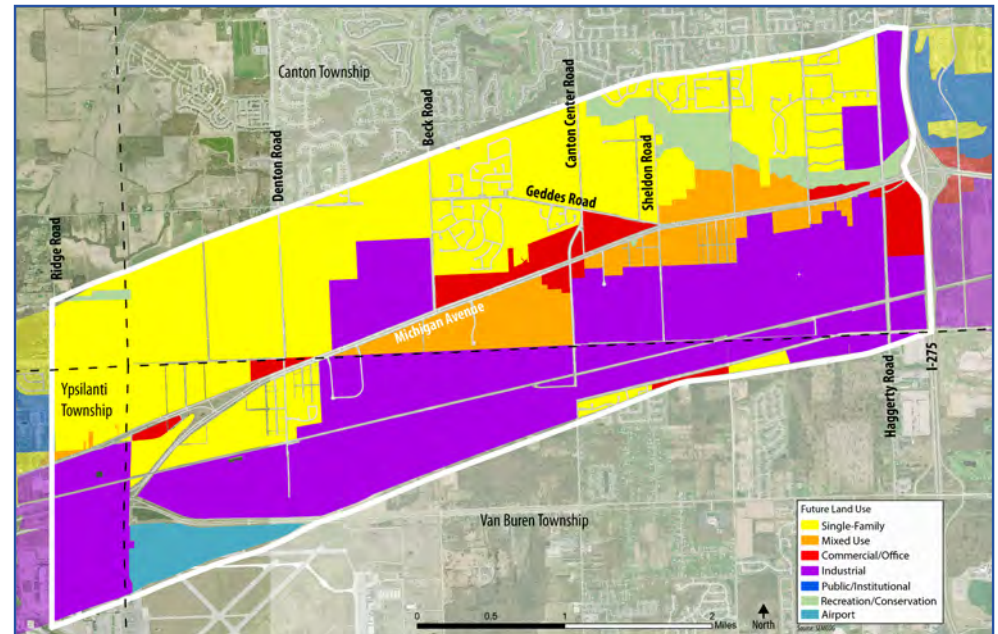
Land Use: Predominantly light industrial uses and large-scale, big-box retail uses. Strip commercial containing sit-down and convenience restaurants as well as commercial recreation uses. Suburban style residential subdivisions lie north of the corridor.

Future Land Use: General commercial is slated for areas adjacent to the I-275 interchange with Mixed Use designated for the majority of the corridor through the township.

Michigan Ave. Planning: The Master Plan highlights Michigan Avenue as a future mixed-use area supporting office, light industrial, and regional commercial uses. (Source: 2012 Comprehensive Master Plan, Charter Township of Canton)



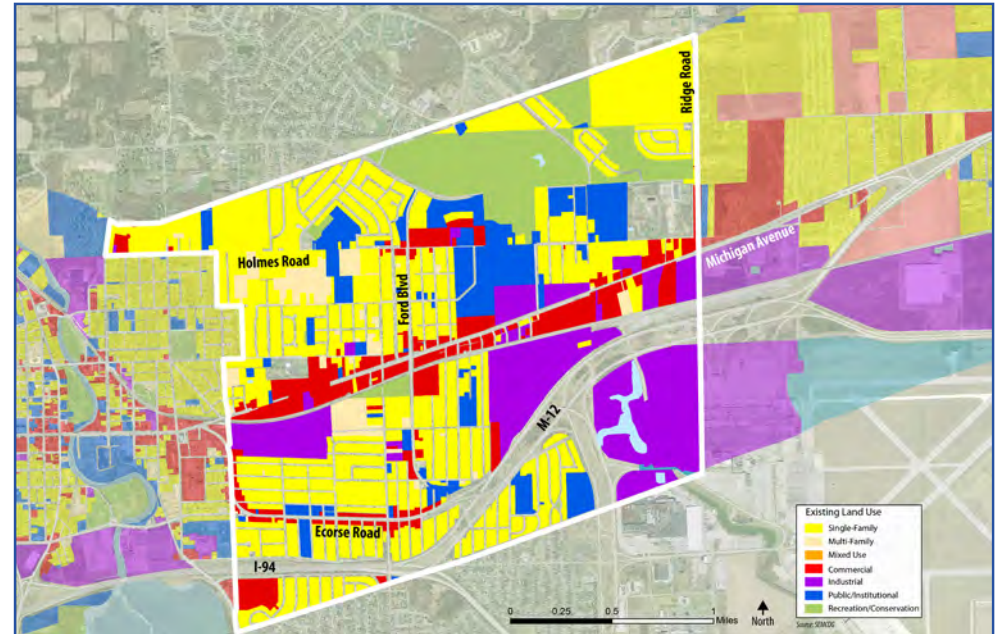
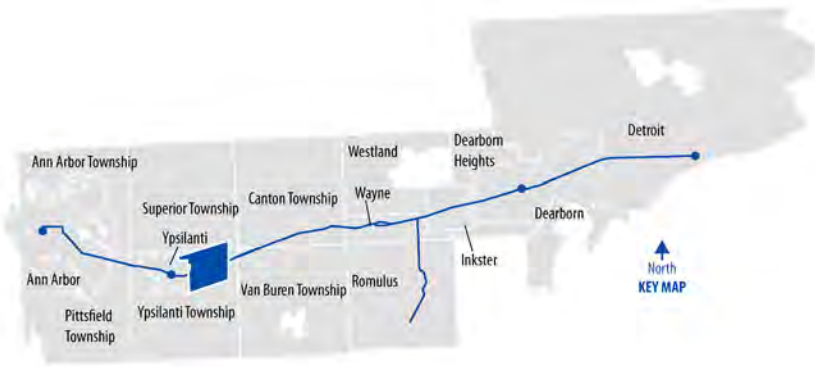
Existing Land Use



Future Land Use

Land Use Analysis

Michigan Avenue | Section 10



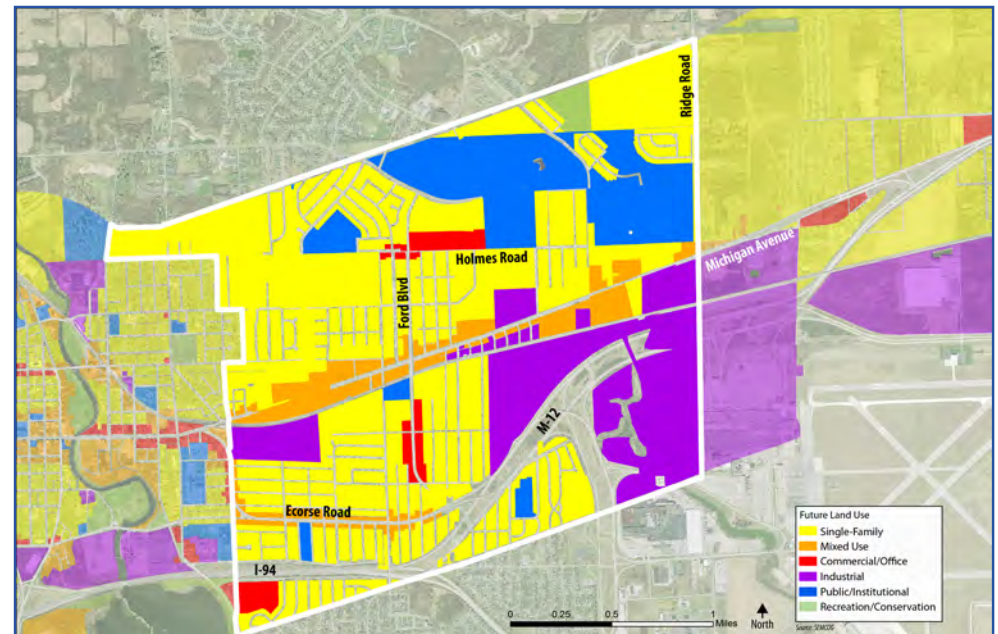
Existing Land Use

Section 10: Ypsilanti Township (Ridge Road to Ypsilanti Border)

Land Use: Light industrial and commercial uses line the corridor, separating the dense post-war residential neighborhoods of the township. Institutional uses along with auto-oriented small-scale commercial comprise the remainder of the corridor.

Future Land Use: Urban commercial designation with moderate-density residential uses are planned for the corridor.

Michigan Ave. Planning: The Master Plan calls for adding some higher density residential with the mixed-use infill. (Source: Ypsilanti Township Master Plan)



Future Land Use

Land Use Analysis

Michigan Avenue | Section 11

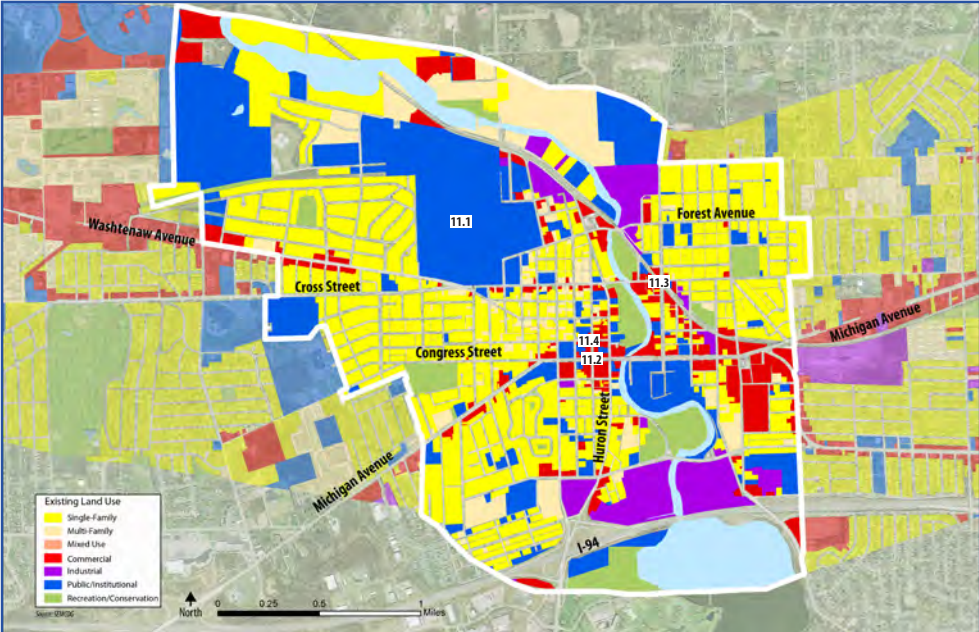


Section 11: Ypsilanti (Ypsilanti East and West Borders)

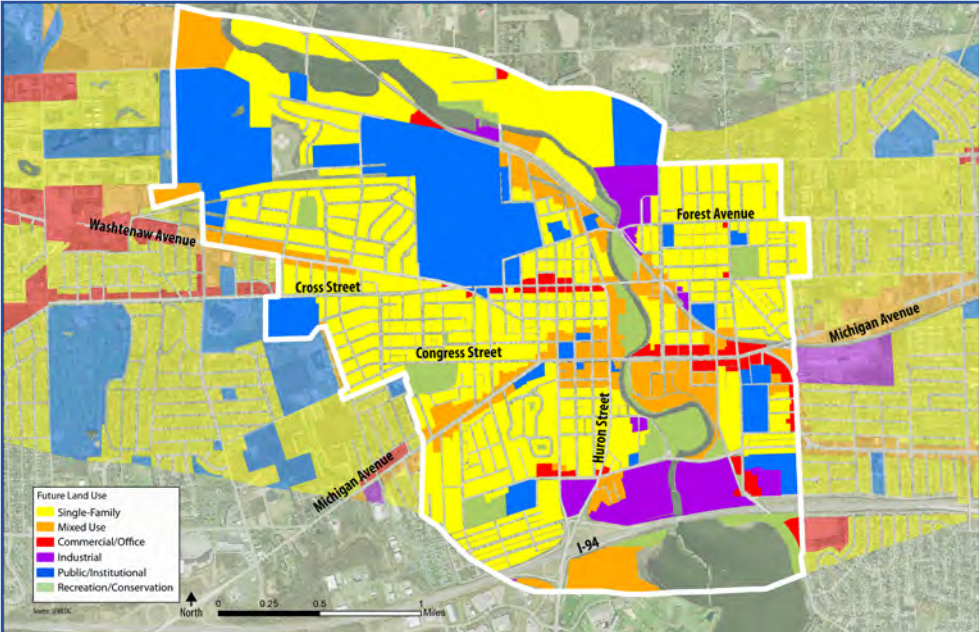
Land Use: Small-scale local commercial, auto service (gas stations, car repair, etc.), drive-thru restaurants, and vacant parcels are predominant east of the Huron River. West of the river sits mixed use, traditional development; large, institutional uses devoted to Eastern Michigan University; and moderate-density residential neighborhoods. Ypsilanti has a dense land use traditional Downtown and a mixed-use oriented Depot Town sub area; both are geared towards development styles that are pedestrian oriented with higher levels of retail uses and employment centers.

Future Land Use: Michigan Ave. is designated for general commercial development east of downtown. The Center designation covers the central city along Michigan and Washtenaw avenues. West of downtown, Michigan Ave. is planned for moderate-density residential and general commercial corridor development.

Michigan Ave. Planning: The Shape Ypsilanti plan highlights transit and multi-modal transportation goals as a priority for the community. Specifically the plan outlines non-motorized transit improvements, increasing The Ride service, and desire for Transit Oriented Development around the future commuter train station. (Source: Shape Ypsilanti)



Existing Land Use
Major Destinations: 11.1 Eastern Michigan University, 11.2 Downtown District, 11.3 Depot Town, 11.4 Ypsilanti Transit Center



Future Land Use

Land Use Analysis

Michigan Avenue | Section 12

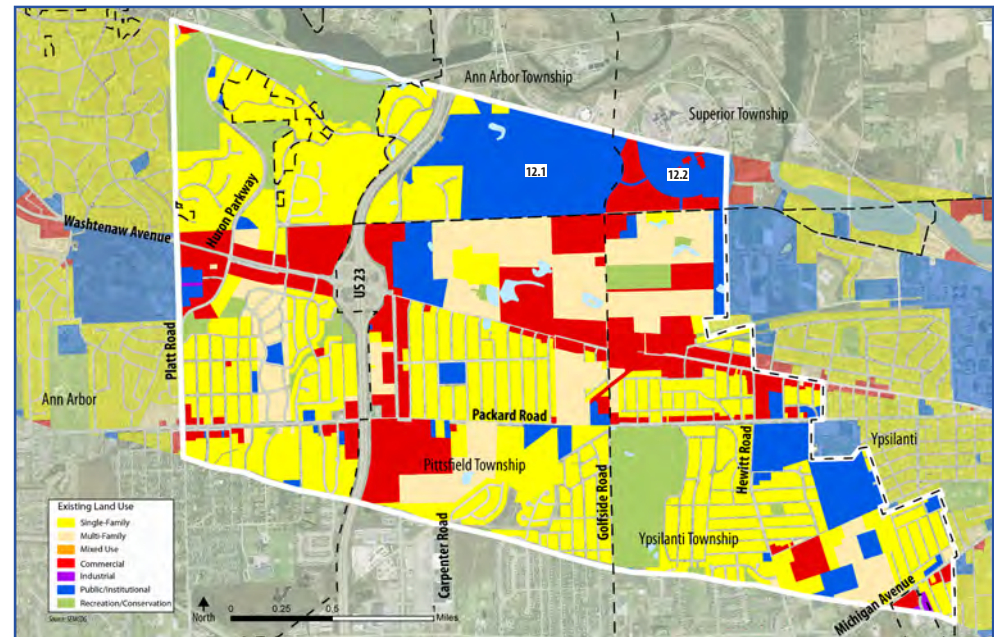


Section 12: Ypsilanti Township, Pittsfield Township, Ann Arbor (Ypsilanti West Border to Platt Road)

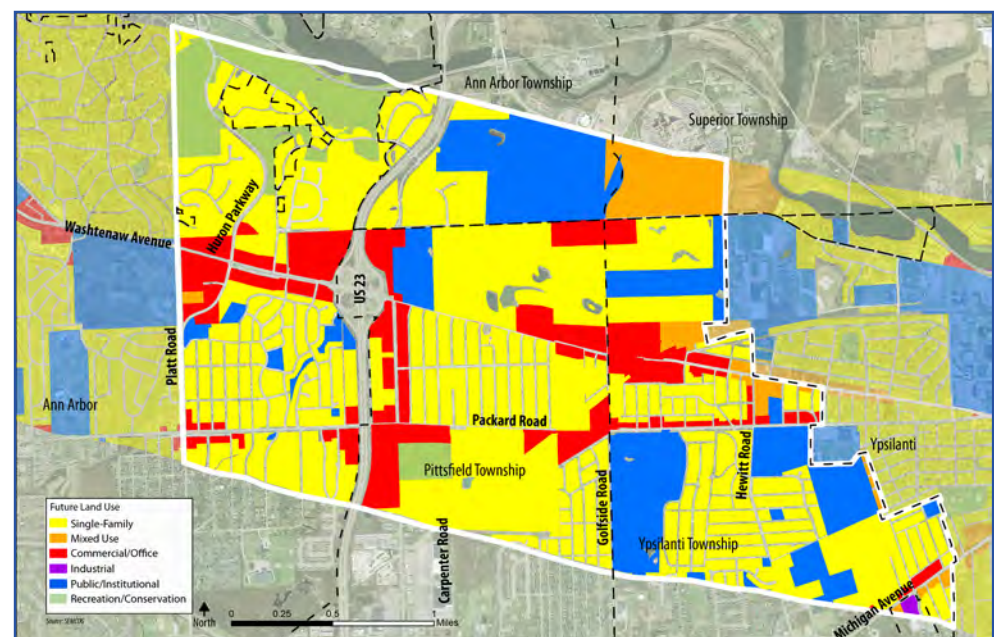
Land Use: Large-lot auto-oriented commercial fronting Washtenaw with multi-family residential to the rear of commercial sites on the north side of Washtenaw. Largely moderate density single family residential and auto-oriented commercial on the south side of Washtenaw. Washtenaw Community College and St. Joseph Mercy Hospital are north of Washtenaw along Golfside Rd.

Future Land Use: The corridor is planned for a mixture of commercial and residential uses along Washtenaw, with a few designated mixed use areas near the Hewitt Road Intersection and to the north near WCC and St. Joseph Mercy. Planned public uses include schools and a golf course.

Washtenaw Ave. Planning: The Master Plan and ReImagine Washtenaw Plan include goals to transforming the corridor into a multi-modal transit hub, encouraging mixed-use development and TOD, and adding some higher density residential with the mixed-use infill.
(Source: ReImagine Washtenaw, City of Ann Arbor Master Plan, Transportation Plan Update and Non-Motorized Plan)



Existing Land Use
Major Destinations: 12.1 St. Joseph Mercy, 12.2 Washtenaw Community College



Future Land Use

Land Use Analysis

Michigan Avenue | Section 13



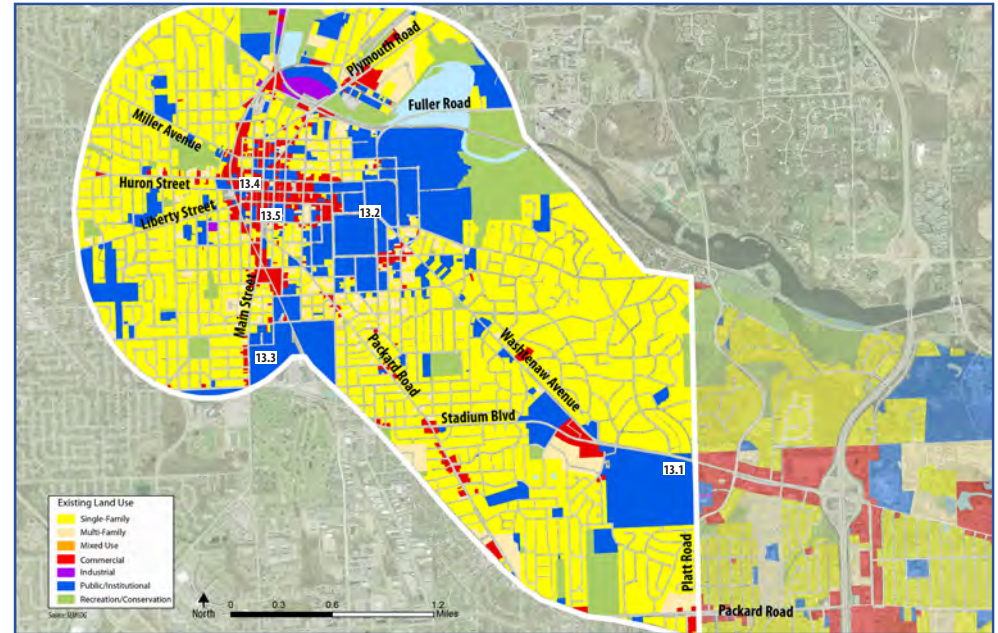
Section 13: Ann Arbor (Platt Road to Downtown Ann Arbor)

Land Use: Institutional uses located at University of Michigan’s campus near downtown with pockets of school-related uses and large parks sitting along the corridor. The south portion of the Washtenaw corridor contains large-lot residential uses are mixed with small-scale, auto-oriented commercial and office uses as well. Downtown Ann Arbor is a multi-story dense urban core consisting of mixed uses: residential multi-family, retail, office and restaurants. Just beyond downtown are dense urban lot residential uses.

Future Land Use: The corridor is planned for a mixture of downtown core, mixed uses, and one- and two-family housing near the downtown. Commercial uses are planned for the corridor at Stadium Blvd. and Huron Pkwy. Much of the institutional uses will remain the same.

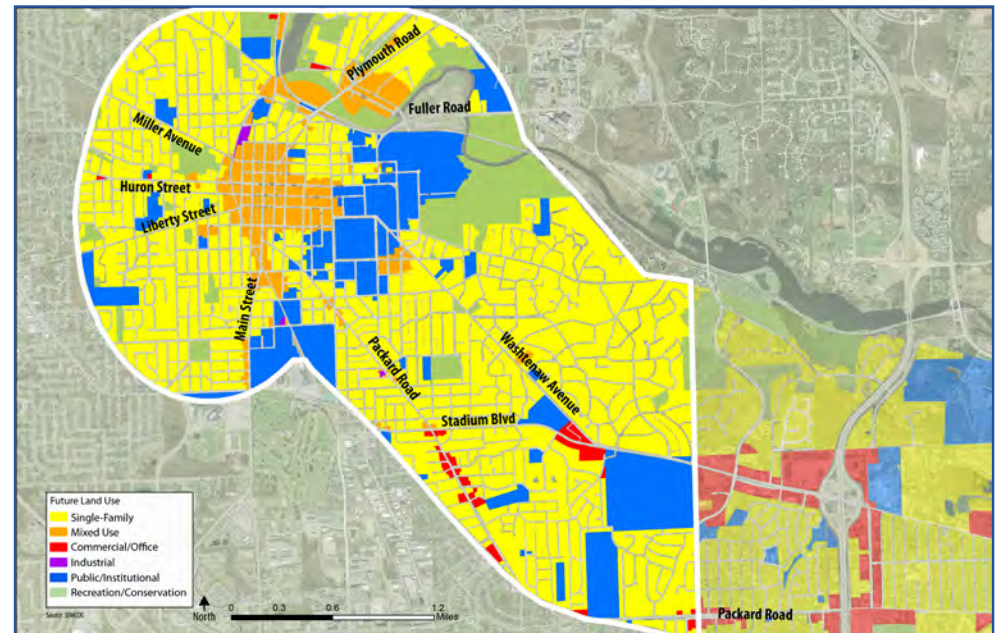
Washtenaw Ave. Planning: Ann Arbor’s Non-Motorized Plan identifies Washtenaw Ave. as rating very low in terms of accessibility. The Ann Arbor Transportation Plan emphasizes the need for signature and express services along the corridor with the possibility of bus rapid transit or streetcars and also supports the creation of commuter rail services to and from the City Center.

(Source: ReImagine Washtenaw, City of Ann Arbor Master Plan, Downtown Plan, Transportation Plan Update and Non-Motorized Plan)



Existing Land Use

Major Destinations: 13.1 Meri Lou Murray Recreation Center, 13.2 University of Michigan, 13.3 Michigan Stadium, 13.4 Downtown Ann Arbor Business District, 13.5 Blake Transit Center



Future Land Use

Land Use Analysis

Michigan Avenue | Section 14

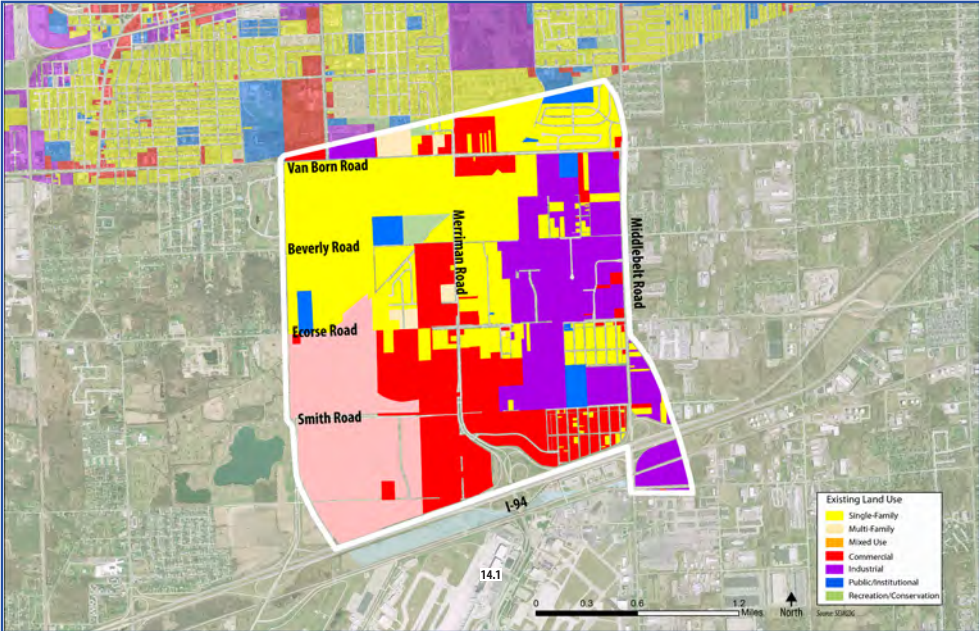


Section 14: Romulus (Link to Detroit Metro Airport)

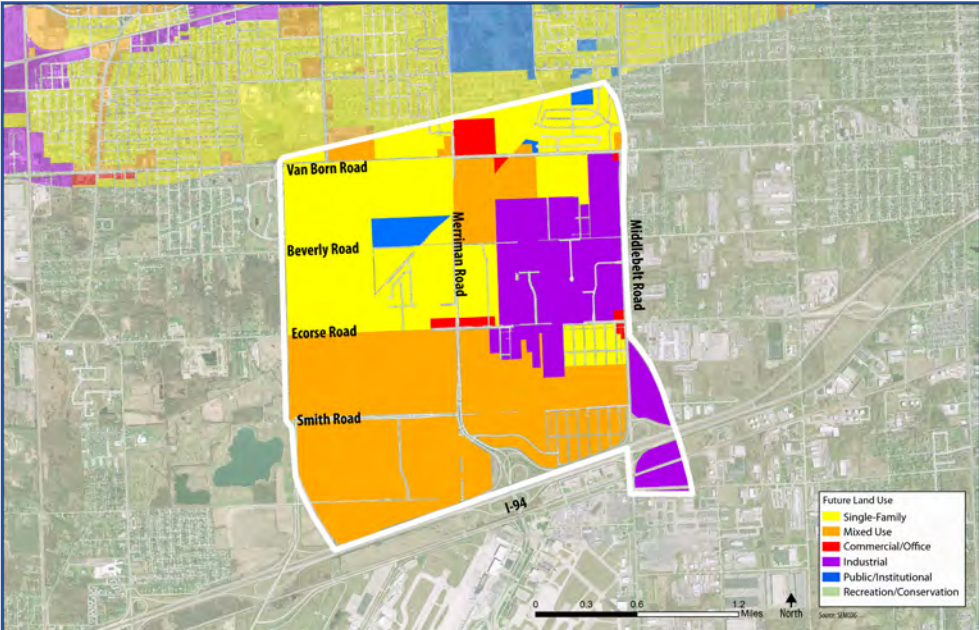
Land Use: Heading south on Merriman just off of the Michigan Corridor are single family suburban subdivisions, intermixed with large undeveloped parcels to Ecorse Road. Just south of Ecorse Road begins airport related commercial uses, such as long term parking lots, restaurants and hotels to the I-94 interchange. East of Merriman Road, along Middlebelt are a variety of industrial zoned properties related to the commercial activity of the airport, such as truck terminals, freight shipping and warehouse storage. South of I-94 are additional airport related uses and the airport.

Future Land Use: The single family character of Merriman Road to Ecorse will largely remain with the addition of some mixed use development. The industrial uses along Middlebelt are expected to expand to support the airport. South of Ecorse Road, development is expected to service the airport, but also expand to a wider variety of uses.

Merriman Road Planning: The Romulus Master Plan calls for enhanced transit connections to the airport. To the north of I-94 along Merriman Road the Master Plan calls for an intermodal area connecting a variety of transportation types together. (Source: City of Romulus Master Plan)



Existing Land Use
Major Destinations: 14.1 Detroit Metro Airport



Future Land Use

Conclusions to Land Use Analysis

Land use at the eastern and western ends of the Corridor are supportive of high-capacity transit investments. These areas are also rich with nodes that are candidates for limited-stop regional transit, including:

Eastern Corridor:

- Detroit CBD
- Detroit Corktown
- Michigan/Livernois
- East Dearborn
- Dingell Transit Center/The Henry Ford
- West Dearborn

Western Corridor:

- Ypsilanti Depot Town
- Downtown Ypsilanti
- Eastern Michigan University
- University of Michigan Central and Medical Campuses
- Downtown Ann Arbor

In the central Corridor, Dearborn has employment concentrations to attract commuters and supportive land use in East and West Dearborn. Areas north of Michigan Avenue in central Dearborn are rich with employment, education and activity centers, but existing land uses are dispersed and difficult to efficiently serve with transit.

Land use in Inkster and Wayne supports a few regional transit nodes and local transit service. Downtown Wayne is the most transit-supportive environment in the central corridor, though the one-way couplet of Michigan Avenue complicates arterial transit opportunities. Land uses in the Romulus Study Area are generally dispersed and difficult to serve efficiently with transit. Land uses between Wayne and Ypsilanti would require park and ride access to regional transit.