

Downtown Zoning District Descriptions

From Chapter 55 Zoning – Intent Statements:

R4C Multiple-Family Dwelling District

The R4C Multiple-Family Dwelling District is intended to be located in the central area of the City, in close proximity to the central business district and The University of Michigan campus.

R4C/D Multiple-Family Dwelling District

The R4C/D Multiple-Family Dwelling District is intended to permit high-density, multiple-family development within the downtown area. The PUD (Planned Unit Development) is also an appropriate zoning district for this type of residential use within the downtown area.

P Parking District

This district provides for off-street storage of noncommercial vehicles where no repair, sales or services are rendered from the parking lot. The P Parking District will be located, in many instances, within 500 feet of a principal use to provide the parking required by Chapter 59 (or as modified by central area high-rise and parking report).

O Office District

This district is primarily for office buildings. The office district classification will be applied as a transitional use buffer between residential uses and the uses which would be incompatible in direct contact with residential districts.

PL Public Land District

This district is designed to classify publicly owned uses and land and permit the normal principal and incidental uses required to carry out governmental functions and services.

C2A Central Business District

These districts are designed to serve the central retail marketing function of the entire Ann Arbor trade area, which extends at least halfway to surrounding cities of comparable size. A prime characteristic of these districts is a core of intense pedestrian activity. Most persons entering the district will come by automobile and typically will park once to carry out several errands. The economic welfare of merchandising activities in these districts depends on intense development of comparison shopping. In these districts each establishment contributes to the whole shopping center by adding to the variety of goods available and to the comparison shopping opportunities. This essential interdependence of activities is given precedence in the regulations and the future planning of the district over any desire to permit automobiles to come directly to each establishment. Provision is made in the C3 district for these uses that need to have the customer come directly to each establishment. Office building activities are compatible with the purpose of the district as long as adequate and convenient automobile parking can be provided for both the office and the retail merchandising activity. Residential development above the street level is also an important component of the district's pedestrian orientation.

C2A/R Commercial Residential District

This district is designed to encourage the orderly clustering and placement of high-density residential and complementary commercial development within the Central Business District.

C2B Business Service District

This district is designed to provide for certain types of commercial activities which have functional and economic relationships to a central business or fringe commercial district. Such activities will include wholesale suppliers retail and supply warehouses, motor vehicle major

repair and service agencies, carports and other parking establishments, equipment and machinery dealers, building materials dealers, food processing plants, farm and garden supply stores, places of entertainment or recreation, public utility facilities and retail establishments relate in a peripheral manner to those of the Central Business District. IN this district the customer may come to the particular establishments either by automobile or as an extension of the CDB pedestrian shopping activity. Since there is little essential interdependence of activities, each establishment can have its own automobile parking area. Good traffic accessibility is essential to this district, particularly for trucks and other freight carriers. The uses permitted, because of their required contact with auto and truck traffic, would be incompatible in the Central Business District.

C2B/R Business Service/Residential District

This district is designed to encourage the orderly clustering and placement of family-oriented high-density residential and commercial development within the Business Service District.

C3 Fringe Commercial District

The design and regulations of this district are set up to provide for certain types of commercial activities which have characteristics in common. In this district, the customer usually comes directly to the particular establishment by automobile, making a separate stop for each errand. Comparison shopping activity is less than in the Central Business District. Since there is little essential interdependence of activities, establishments can be disbursed over considerable areas with each establishment having its own automobile parking. Good automobile accessibility is essential to these districts. The uses permitted, because of their lack of intense pedestrian activity and their required contact with auto access, would be incompatible in the Central Business District.

M1 Limited Industrial District

The regulations of this district are set up to provide land for various types of industrial and manufacturing uses that are compatible with one another. The lands included in this district are those suited for use primarily by industries characterized by low land coverage, the absence of objectionable external effects and the possibility of large setbacks, attractive building architecture and large, landscaped park-like areas...

PUD Planned Unit Development District

The purpose of this district is to permit flexibility in the regulations of land development; to encourage innovation in land use and variety in design, layout and type of structures constructed; to achieve economy and efficiency in the use of land, natural resources, energy and the provision of public services and utilities; to encourage provision of usable open space and protection of natural features; to provide adequate housing, employment and shopping opportunities particularly suited to the needs of residents of the City; to expand the supply of affordable housing for lower income households; and to encourage the use, reuse and improvement of existing sites and buildings which will be developed in a compatible way with surrounding uses but where the uniform regulations contained in other zoning districts do not provide adequate protections and safeguards for the site or surrounding area. The district is intended to accommodate development with one or more land uses, sites with unusual topography or unique settings within the community or sites which exhibit difficult or costly development problems or any combination of these factors. This zoning district shall not be allowed where this zoning classification is sought primarily to avoid the imposition of standards and requirements of other zoning classifications or other city regulations rather than to achieve the stated purposes above.

C1A Campus Business District & C1A/R Campus Business Residential District

No longer located in the Downtown planning area.

Downtown Area, Height and Placement Characteristics

District	Height Limit	Max. Floor Area in Percent of Lot Area	Min. Setbacks Front/Side/Rear	Special Provisions
R4C	30 feet max	Not applicable – Density limited to 1 unit per 2,175 sf of lot	25/12/30	40% min. open space
R4C/D	None	Not applicable – Density limited to 1 unit per 580 sf of lot	25/10/30	40% min. open space
O	40 feet/4 stories	40%	25/0/0 (except where abut res)	Residential must comply with R4C
P	Apply limit from contiguous zone	None	Front is equal to abutting district/ 2.5/5	No uses other than parking are allowed
C2A	No maximum; 24 foot minimum	400% by right 660% with premiums	0/0/0 (except where abut res)	
C2A/R	No maximum; 24 foot minimum	300% by right 660% with premiums	10/0/0 (except where abut res)	
C2B	60 feet/4 stories max.; if abut res, no greater than distance to res.	200% by right	40/0/0, except where abut res. Front may be averaged in DDA	Residential must comply with R4C
C2B/R	None	300% by right 660% with premiums	40/Section 5:67/0, except where abut res. Front may be averaged in DDA	Residential must comply with R4C; 30% yard area if less than 5 stories
C3	35 feet/3 stories max	50%	40/0/20, except where abut res.	
M1	35 feet/3 stories max	60%	Based on lot width to maximum of 40/25/0	
PUD	Site specific	Site specific	Site specific	

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