

**VILLAGE OF MANCHESTER**  
**ORDINANCE NO. 260**  
**REGIONAL COMMERCIAL DISTRICT**

**THE VILLAGE OF MANCHESTER ORDAINS THAT THE MANCHESTER VILLAGE CODE IS HEREBY AMENDED BY ADDING A SECTION TO BE NUMBERED 151.054, WHICH READS AS FOLLOWS:**

**RC, Regional Commercial**

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**Purpose.** The Regional Commercial (RC) district is a mixed use business district in the Village which is separate and distinct from the Village's central business district. The location of the RC district is intended for the outskirts of the Village along main transportation routes into the Village such as M-52 and Austin Road. The RC district offers a diverse range of businesses and services to the community and the region that caters to the motoring public. The uses in the RC district may generate more activity than other uses within the Village in terms of traffic, and noise. Therefore, uses adjacent to residential uses, where permitted, are required to provide setbacks, buffering and sensitive site design. Development and redevelopment in the RC district is to be orderly and planned, to complement adjoining uses and harmonize with the surrounding area in terms of the physical site layout, access, building design, pedestrian/bike facilities, landscaping, parking arrangements, and lighting. Developments within the RC district shall comply with the dimensional requirements noted in the table herein.

**Permitted Uses**

- 1) Office buildings for the use of any of the following occupations: executive; administrative; professional; accounting; writing; clerical; stenographic; drafting; and sales.
- 2) Medical and dental office including clinics.
- 3) Drive-through banks, credit unions, savings and loan associations.
- 4) Publicly owned buildings, public utility transformer stations and substations, telephone exchanges, and public utility offices.
- 5) Full service grocery store with a minimum size of 20,000 square feet that may include within a meat market, bakery, deli, and fruit market.

- 6) Retail sales of drug and health care products, sporting goods, clothing, furniture, and appliances (minimum of 7,500 square feet).
- 7) Radio, television, and audio installation and repair.
- 8) Sit down and/or carry-out restaurants.
- 9) Data processing and computer centers including the servicing and maintenance of electronic data processing equipment.

**Permitted Uses Continued**

- 10) Business service establishments such as printing and photocopying services, mail and packaging services, and typing and secretarial services.
- 11) Training and/or educational centers where such centers are designed and intended to provide training at the business, technical and/or professional level.

12) Indoor physical fitness and/or therapy establishments that may include but not limited to weight training facilities, swimming pools, and gymnasiums.

9) Recreation and amusement services, including bowling alleys, ice skating rinks, miniature golf, and driving range.

10) Outdoor display of products or materials for retail sale or rental when accessory to a principle permitted use subject to the requirements of Section 5.18.

11) Laundromats and dry-cleaning establishments.

12) Enclosed theaters.

13) Newspaper offices and printing plants.

14) Research and development.

15) Printing, lithographic, blueprinting, commercial laundries, wholesale business, ice and cold storage plants, lumber, fuel and feed supply yards, and other similar uses.

#### Conditional Uses

1) Post offices.

2) Automobile service stations and washes subject to the requirements set forth in Section 5.17.

3) Sale of new and used automobiles, boats, mobile homes, farm machinery, and other vehicles (snowmobiles, all-terrain vehicles, motorcycles, scooters) provided outdoor sales comply with the required set forth in Section 5.15.

4) Lodging facilities.

5) Funeral homes.

6) Veterinary offices and hospitals, including accessory boarding, provided no outdoor exercise runs or pens are permitted.

7) Convalescent or nursing home.

8) Bar/lounge serving alcoholic beverages and/or providing entertainment.

#### Conditional Uses Continued

16) Private service clubs, social organizations and lodge halls.

**Regional Commercial (RC) Schedule of Regulations**

Minimum Lot Size				Minimum Yard Setback (feet)*				Maximum Lot Coverage
				Front	Side		Rear	
Area	Lot Width	Stories	Feet		Least	Total		
10 acres	660 feet	2.5	35	25	15	30	35	20%

\* The minimum distance of any principal building from the ordinary high water mark shall be fifty (50) feet.

**1. Landscaping, Screening or Buffering.** Submission of a landscape plan to the Planning Commission for review and approval shall be required, based on requirements set forth in this Article. Landscaping shall include the following requirements:

**a. Minimum Plant Material Standards.** All proposed landscaping shall meet the minimum plant material standards outlined in Section 6.2.10 and 6.2.11 of this ordinance. A performance guarantee may be required in accordance with Section 3.7 of this ordinance. Minimum plant sizes at time of installation shall be according to the following:

**b. Required Greenbelt along Street Frontage.** A fifteen (15) foot wide greenbelt shall be planted along each public street right-of-way including the equivalent of one (1) canopy tree, rounded upward, for every forty (40) linear feet of frontage. All greenbelt trees shall be uniformly spaced to create a tree lined corridor. The remaining greenbelt shall include only living materials with the exception of permitted driveways, sidewalks, signs, and utilities.

**c. On-Site Landscaping.** For every new development in the RC district, there shall be interior landscaping areas and shall meet the requirements set forth in Section 6.2.7 of this ordinance.

**d. Interior Parking Lot Landscaping.** Off-street parking areas containing twenty-five (25) or more parking spaces shall provide internal landscaping, other than that required in a buffer zone or along the frontage, protected by a raised standard or rolled concrete curb.

i. Interior parking lot landscaping shall be provided in accordance with the following:

- 25 through 100 spaces: 1 canopy/deciduous tree and 100 square feet of landscaped area per 10 spaces, rounded upward.
- 101 through 200 spaces: 1 canopy/deciduous tree and 100 square feet of landscaped area per 12 spaces, rounded upward.
- 201 spaces or more: 1 canopy/deciduous tree and 100 square feet of landscaped area per 15 spaces, rounded upward.

- ii. The minimum size of a landscaped area shall be one hundred (100) square feet and at least ten (10) feet in width.
- iii. Landscaped areas shall be covered by grass, other living ground cover, or wood mulch.
- iv. Required trees shall be located a minimum of three (3) feet from any curb or pavement surface to minimize potential damage by vehicles.
- v. The internal landscaping shall be located and designed to direct traffic flow, particularly near site entrances. Additional landscaping shall be dispersed through the lot to define vehicular circulation, improve site aesthetics, provide shade, and installed such that, when mature, it does not obscure traffic signs, fire hydrants, lighting, drainage patterns on site or adjacent properties, or obstruct vision for safety of ingress or egress.

**e. Buffer Zone Requirements.**

Upon any improvement for which a site plan is required, a landscape buffer shall be required to create a visual screen at least six (6) feet in height along all adjoining boundaries with a residential use or is residentially zoned. In addition, said landscape buffer shall be provided if any improvement for which a site plan is required that is across the road from a residential use or land that is zoned residential.

A landscape buffer may consist of earthen berms and plant materials, or plant materials only, so as to maintain a minimum opacity of at least eighty (80) percent. Opacity shall be measured by observation of any two (2) square yard area of landscape screen between one (1) foot above the established grade of the area to be concealed and the top or the highest point of the required screen. Provided the minimum size of plant material provided herein at the time of installation, the opacity standard shall be met based upon reasonably anticipated growth over a period of three (3) years. The applicant shall agree in writing to install additional plantings after the expiration of three (3) years, in the event that the landscaping has not screened the view of areas as required.

Where there is a need to provide a greater visual, noise or dust barrier or to screen more intense development, a solid wall or fence may be required. Such wall or fence shall be a minimum of six (6) feet in height as measured on the side of the proposed wall having the higher grade, and shall be constructed on both sides with textured concrete, split-face concrete block, wood, brick or stone. Pre-cast panels and formed concrete structures may be used if they provide surface detail and texture equal to or greater than, the materials just named. In addition, a minimum of one (1) tree and six (6) shrubs meeting the minimum size requirements provided herein shall be planted adjacent to and for each thirty (30) lineal feet of wall or fence.

**f. Waiver from Landscaping and Screening Requirements.** The Planning Commission during site plan review may determine that existing landscaping or screening intended to be preserved would provide adequate landscaping and

screening. The Planning Commission may also determine dimensional conditions unique to the parcel would prevent development of required off-street parking area landscaping, greenbelts or on-site landscaping. If such determination is made, the Planning Commission may waive, in whole or in part, the landscaping provisions of this section. Criteria which shall be used when considering a waiver shall include, but shall not be limited to:

- i. Existing natural vegetation;
- ii. Topography;
- iii. Existing wetland, floodplain and poor soils areas;
- iv. Existing and proposed building placement;
- v. Building heights;
- vi. Adjacent land uses;
- vii. Distance between land uses;
- viii. Dimensional conditions unique to the parcel;
- ix. Traffic sight distances;
- x. Traffic operational characteristics on and off site;
- xi. Visual, noise and air pollution levels; and
- xii. Health, safety and welfare of the Village.

3. **Architectural Standards.** The architectural standards contained in this section are intended to integrate the RC District into the existing fabric of the Village, contributing to the cohesive historic identity of Manchester. Because of the planned lower density of development along the corridor, structures shall possess architectural quality and variety to establish its own identity and create a positive image for the Village's RC District.

Development in the RC district, including new buildings, additions and renovations, shall be designed to preserve or complement the intended design character of corridor development, provide visual harmony, and protect the investment of adjacent landowners. These structures shall be reviewed by the Planning Commission under the following criteria:

- a. **Building Orientation.** The intent of the RC district is to contribute to the desirability of pedestrian activity within the district and adjacent land uses and to encourage connectivity to the streetscape. Entranceway orientation and proposed flow of pedestrians will contribute towards the desired pedestrian activity and scale described in this section. The following shall be considered:

- i. Buildings shall front towards and have their primary pedestrian entrance facing onto a public street or onto a major internal drive within a planned shopping center. The Planning Commission may permit buildings which face towards a side yard, provided that defined pedestrian access routes are provided to the public street and features such as those described above are provided along walls that face the public street.
  - ii. Blank walls may not face a public street and buildings must have windows and architectural features commonly associated with the front facade of a building, such as awnings, cornice work, edge detailing or other decorative finish materials, on walls that face the public street.
- b. **Building Scale.** The intent is to create development that is similar in scale with the older buildings in the Village by encouraging narrow facades, and discouraging single, large scale buildings.
  - i. Building facades shall be subdivided, through the location of architectural treatments and the arrangement of openings (doors and windows) that are compatible in size and scale to the surrounding buildings.
  - ii. The height to width ratio of these subdivided facades of single story buildings shall not exceed 1:2. The height to width ratio of these subdivided facades of two-story buildings shall not exceed 1:1.
- c. **Defined Streetscape.** Buildings that are to be located along a public road shall be designed to create a defined streetscape along the corridor utilizing the following guidelines. The Planning Commission may require a perspective drawing or a scale model of the proposed structure.
  - i. Proper relationship to existing structures in the area shall be maintained through building mass, proportion, scale, roof line shapes, windows and doors.
  - ii. All new development, additions or renovations shall provide sidewalk connections to adjacent properties and/or development.
- d. **Building Materials and Design.** The applicant must demonstrate the proposed buildings possess architectural quality and variety that create a distinct and harmonious character for the corridor. This shall be accomplished by the following:
  - i. Variety in building design shall be provided by architectural features, details and ornaments such as archways, colonnades, towers, cornices or peaked roof lines.
  - ii. Building entrances shall utilize windows, canopies and awnings; provide unity of scale, texture, and color; and provide a sense of place.

- iii. Roof shape and materials shall be architecturally compatible with the district and enhance the predominant streetscape and surrounding developments. Gable, hip and gambrel roofs are encouraged as the predominant shapes along the corridor.
- iv. The predominating surface plane of all building walls over forty (40) feet in length shall be varied through the use of architectural treatments, such as varying building lines, entrance accents, and windows.
- v. Where the side or rear facade(s) of a building will be visible from a residential zoning district or public land such a façade shall be constructed to a finished quality comparable to the front facade. Otherwise, decorative block such as split faced or single scored with an integral color may be used for these facades. Painted block is prohibited.
- vi. Building located on corner lots shall provide distinct and prominent architectural features or site elements which reflect the importance of the building's corner location and creates a positive visual landmark. An entry feature or site landmark shall be required at the discretion of the Planning Commission.
- vii. All mechanical equipment shall be shielded from public view.
- viii. Exterior building materials and treatment shall maintain a consistent overall appearance within the RC district. Any side of a principal building, at least fifty percent (50%) of the facade shall be constructed of, or covered with, one or more of the following materials:
  - Brick: smooth, hard, inform, red, dark-red, or brown brick;
  - Cut stone: carved and smooth finish limestone;
  - Siding: wood clapboard or single siding, or high quality vinyl;
  - Glass windows and/or doors: non-reflective, clear or slightly tinted; and
  - Other materials similar to the above as determined by the Planning Commission.
- ix. The first floor of front facade(s) for non-residential structures shall include at least thirty (30) percent non-reflective windows (clear or slightly tinted). The approximate size, shape, orientation and spacing shall match that of non-residential buildings on adjacent lots. The remainder of the structure shall meet the above standards in Section 4.4.12 (3) (d) (vii) in addition to the thirty (30) percent window on the front facade(s).

- e. **Other Site Elements.** Signs, landscaping, walls, lighting and other site elements shall be coordinated and compatible with the building design, as well as harmonious with the intended character of the district.

**4. Parking Requirements.**

- a. RC District uses shall provide parking and loading in accordance with the provisions set forth in Article 9.
- b. Off street parking shall be located in the side or rear yard and in no case shall be located in the required front yard. On lots where parking requirements can not be met in the side and rear yards, the Planning Commission may permit off street parking in a portion of the non-required front yard.
- c. Planning Commission may approve a reduction in parking requirements of up to twenty-five (25) percent if the applicant can demonstrate the use would be sufficiently served by the proposed amount of parking. Applicant shall demonstrate that the required parking could be accommodated on-site by delineation on the site plan. This parking would be banked for future utilization if the parking needs of the use were to change.
- d. Where off street parking is visible from the public right-of-way, screening shall be provided within the required greenbelt area between the parking lot and the public right-of-way and shall be accompanied by one (1) of the following options:

Parking Area Screening Options	Minimum Buffer Width	Minimum Landscaping Requirements
Landscape Strip	5 feet	10 shrubs per 30 feet
3 foot high decorative metal fence	5 feet	5 shrubs per 30 feet
3 foot high wall	5 feet	5 shrubs per 30 feet

- i. A minimum five (5) foot buffer area between the off-street parking and/or vehicular use area and the street right-of-way line to include plantings of at least ten (10) shrubs for every thirty (30) feet or fraction thereof of street frontage of parking lot.
- ii. A minimum five (5) foot buffer area between the parking lot and the right-of-way to include a thirty-six (36) inch high decorative metal fence (i.e. wrought iron). The fencing shall contain four (4) inch spacing between metal pickets with masonry pilasters spaced twenty-four (24) feet apart, capped, and at least sixteen (16) inches to twenty-one (21) inches wide. The minimum landscaping required in conjunction with the metal fence is five (5) shrubs for every thirty (30) feet or fraction thereof of street frontage of parking lot.

- iii. A minimum five (5) foot buffer area between the parking lot and the right-of-way to include a thirty-six (36) inch high masonry screening wall in conjunction with the minimum landscaping requirement of five (5) shrubs for every thirty (30) feet or fraction thereof of street frontage of the parking lot. The wall shall be constructed of brick or masonry block and shall also include a concrete stone or masonry cap.

## 5. Access Management.

- a. **Statement of Purpose.** The purpose of this section is to provide access standards which will facilitate through traffic operations, ensure public safety along roadways, and protect the public investment in the street system; while providing property owners with reasonable, through not always direct, access. The standards are specifically designed for streets whose primary function is the movement of through traffic, as opposed to local streets whose primary function is access to adjacent properties.
- b. **Commercial Driveway Definition.** For the purposes of this Section, a commercial driveway is defined as any vehicular access except those serving one (1) or two (2) dwelling units, or serving just an essential public service structure.
- c. **Application of Standards.**
  - i. The standards of this section shall be applied to the Regional Commercial (RC) district.
  - ii. The access standards contained herein shall be required in addition to, and where permissible shall supersede the requirements of the Washtenaw County Road Commission.
  - iii. The standards contained in this section shall apply to all uses.
  - iv. For expansion and/or redevelopment of existing sites where the Planning Commission determines that compliance with all standards of this section is unreasonable, the standards shall be applied to the maximum extent possible. In such situation, suitable alternatives which substantially achieve the purpose of this section may be accepted by the Planning Commission, provided that the applicant demonstrates all of the following apply:
    - Size of the parcel is insufficient to meet the dimensional standards.
    - The spacing of existing, adjacent driveways or environmental constraints prohibit adherence to the access standards at a reasonable cost.
    - The use will generate less than five-hundred (500) total vehicle trips per day or less than seventy-five (75) total vehicle trips in

the peak hour of travel on the adjacent street, based on rates developed by the Institute of Transportation Engineers.

- There is no other reasonable means of access.

**d. General Standards for Driveway Location.**

- i. Driveways shall be located so as to minimize interference with the free movement of traffic, to provide adequate sight distance, and to provide the most favorable driveway grade to be determined at engineering review.
- ii. Driveways, including the radii or tapered approach but not including right turn lanes, passing lanes and tapers, shall be located entirely within the right-of-way frontage, unless otherwise approved by the Village Engineer and upon written certification (such as an easement) from the adjacent property owner agreeing to such encroachment.

**e. Standards for the Number of Commercial Driveways.** The number of commercial driveways shall be the minimum necessary to provide reasonable access for regular traffic and emergency vehicles, while preserving traffic operations and safety along the public roadway. A single means of direct or indirect access shall be provided for each separately owned parcel. Where possible, this access shall be via a shared driveway or a service drive. Where it is not possible to provide shared access, this access may be by a single commercial driveway. Additional commercial driveways may be permitted at the discretion of the Planning Commission only under one (1) of the following circumstances:

- i. Two (2) 2 way entrances are required on the major highway. Additional entrances for purposes of a service drive or access to secondary frontages may be approved in the site plan.
- ii. Additional commercial driveways may be justified due to the amount of traffic generated by the use without compromising traffic operations along the public street, based upon a traffic impact study submitted by the applicant.

**f. Driveway Spacing Standards.**

- i. **Between Driveways.** The minimum spacing between two (2) commercial driveways on the same side of the road shall be 185 feet.
- ii. **Offsets.** To reduce left-turn conflicts, new commercial driveways should be aligned with driveways or streets on the opposite side of the roadway where possible. If alignment is not possible, driveways should be offset a minimum of two hundred fifty (250) feet along M-52 and one hundred fifty (150) feet along other roadways. Longer offsets may be required depending on the expected inbound left-turn volumes of the driveways, or sight distance limitations.

**g. Commercial Driveway Design.**

- i. All commercial driveways shall be designed according to the Village of Manchester Engineering Standards or Washtenaw County Road Commission, as appropriate.
- ii. For high traffic generators, or for commercial driveways along roadways experiencing or expected to experience congestion, the Planning Commission may require two (2) clearly marked egress lanes.
- iii. The edge of commercial driveways shall be setback at least four (4) feet from the side or rear property line. This setback is intended to help control storm water runoff, and permit snow storage on site, and provide adequate area for any necessary on-site landscaping.

**i. Service Road Design Standards.**

- i. **Location.** Service roads shall generally be parallel or perpendicular to the rear property line and may be located either, adjacent to, or behind, principal buildings and shall not be permitted in front of the principal building. In considering the most appropriate alignment for a service road, the Planning Commission shall consider the setbacks of existing buildings and anticipated traffic flow for the site.
- ii. **Access Easement.** The service road shall be within an access easement permitting traffic circulation between properties. This easement shall be sixty (60) feet wide. The required width shall remain free and clear of obstructions, unless otherwise approved by the Planning Commission.
- iii. **Construction and Materials.** Service roads shall have a base, pavement and curb with gutter in accordance with the Village Engineering Standards for public streets, except the width of the service road shall have a minimum pavement width of eighteen (18) feet face-to-face of curb.
- iv. **Parking.** The service road is intended to be used exclusively for circulation, not as a parking maneuvering aisle. The Planning Commission may require the posting of "no parking" signs along the service road. In reviewing the site plan, the Planning Commission may permit temporary parking in the easement area where a continuous service road is not yet available, provided that the layout allows removal of the parking in the future to allow extension of the service road.
- v. **Access to Service Road.** The Planning Commission shall approve the location of all accesses to the service road, based on the driveway spacing standards of this Section.
- vi. **Elevation.** The site plan shall indicate the proposed elevation of the service road at the right-of-way line and the Village shall maintain a

record of all service road elevations so that their grades can be coordinated.

- j. **Modification of Standards for Special Situations** The Planning Commission shall have the authority to modify the standards of this section upon consideration of the following:
- i. The standards of this section would prevent reasonable access to the site.
  - ii. Access via a shared driveway or service road is not possible due to the presence of existing buildings or topographic conditions.
  - iii. Roadway improvements (such as the addition of a traffic signal, a center turn lane or bypass lane) will be made to improve overall traffic operations prior to project completion, or occupancy of the building.
  - iv. The use involves the redesign of an existing development or a new use which will generate less traffic than the previous use.
  - v. The proposed location and design is supported by the Village Engineer as an acceptable design under the existing site conditions. The Planning Commission may also request the applicant provide a traffic impact study to support the requested access design.
  - vi. The modification shall be of the minimum amount necessary, but in no case shall spacing to another full-access driveway be less than sixty (60) feet, measured centerline to centerline.
  - vii. Where there is a change in use or expansion at a site that does not comply with standards herein, the Planning Commission shall determine the amount of upgrade needed in consideration of the existing and expected traffic pattern and the capability to meet the standards herein to the extent practical.

**6. Additional Requirements.** All Permitted and Conditional Land Uses in the RC district shall comply with all applicable provisions of this Zoning Ordinance.

The Village Clerk shall cause this Ordinance, or a summary of this ordinance, to be published in the manner required by law within 15 days after it has been duly adopted by the Village Council. The effective date shall be 20 days after the date of passage or the date of publication, whichever occurs first.

Date of Adoption: 06/04/2007

Date of Publication: 06/14/2007

Effective Date: 06/14/2007

### **Certification**

I, Julie A. Schaible, am the Clerk for the Village of Manchester and certify that the above Ordinance was offered by member Newman and supported by Member Dresch and the following council members voted:

**AYE:** Newman, Dresch, Conaway, DuRussel, Way, Vailliencourt

**NAY:** Herron

**ABSTAINED OR ABSENT:**

Further, this Ordinance, or a synopsis of this Ordinance, was published in the Manchester Enterprise, a newspaper circulated in the Village of Manchester on 06/14/2007.

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Julie A. Schaible  
Village Clerk  
Dated: