

Notes for Manchester Planning Advisory Committee Meeting on November 15, 2018

Meeting began at 6:00 pm with the following present; John Brancagilone of PGAV, Andy Franke of Planning Design Studio, City staff Lisa Koerkenmeier and Manchester Planning Advisory Committee members Dan Glowski, Bob Boley, Judy Chiodini, Mark Favazza, Jeff Gould and Brad Schneider and Stew Clark.

Overview of Formation of Zoning Controls

- Began with review of existing districts and their purposes. A variation of this is to use an existing district and then create a zoning overlay with additional requirements and/or restrictions.
- Existing Planned Development District most useful in creating the vision for Manchester Road Corridor but has different focus.
- Creation of “MC” Manchester Corridor Commercial District best option to encourage the vision for the corridor and to provide specific development standards to guide development and reinvestment.; although requirements in the existing PD District carry over into the MC District.
- Purpose of the MC District is to promote planned development, develop a distinct character for the area and encourage property assembly to create unified land development.
- Emphasis on the more land you assemble the more opportunity to develop it for various mixed uses.
- New district would discourage small, piece-meal development.
- With the new district, all existing land use and businesses may continue. Requirements of the new zoning district are triggered by 1) new construction, 2) rehabilitation of existing structure which exceeds current market value of the land and improvements by 50%, 3) represents a “change of use” from its most recent or current use or 4) if the use is no longer a legally non-conforming use (it lost the “grandfathered” provision)
- New requirements will result in some parcels and uses becoming legal-nonconforming; some uses may become permitted uses under the new zoning district. If a non-conforming use of any building or premises is discontinued for one year, then the use loses its non-conforming status and must comply with the new provisions.
- Classes based on parcel size can be used with the larger parcels being allowed more types of land uses and the smaller parcels being allowed less types of land uses. This promotes assembling land for development purposes.
- New zoning district will be formatted similar to the City’s other existing zoning districts; purpose, permitted uses, conditional uses, lot size, width and depth, floor area ratios, and setbacks, but more emphasis on development requirements and design standards.
- The new zoning district may potentially be applied in the future to all parcels along Manchester Road in Brentwood.

Design Standards

- Desired building materials (modern designs are using materials sometimes prohibited by communities) were reviewed.
- Setback distances were reviewed to encourage the creation of patios and open spaces on the side of buildings which also create access to greenway and trails.
- Great site design: connectivity, outdoor spaces, open space, preservation of flood mitigation areas, what makes quality development.
- Concepts were shared to preserve view sheds, particularly to the greenway and future trail system.
- Planning and Zoning Commission may continue to review building and site design under the site plan review process.
- Building/Site coverages should be greater to encourage development density.
- Provisions should be considered for building and parking lot placements, lighting, landscaping, screening, and accessibility.

- Parking and access of individual developments and in context with the larger picture should require appropriate traffic and parking studies. Much of the work by the City to limit access or control access as part of the MODOT Manchester Road project will help direct/guide future development.
- Appearance of parking structures and control of lighting and night sky requirements was discussed.
- Standards to include requiring LED lighting and other best practices; storm water control.
- Since zoning will be encouraging a wide mix of uses, provisions should encourage shared parking and cross access between various types of uses.