

## **Planning and Zoning Special Workshop Meeting July 19, 2018**

Attendee list: Amye King, Patricia Arvidson, Jamie Calkins, Michael Kolody, Steve Casserly, Steve Danskine, and Marie Hartman (city attorney).

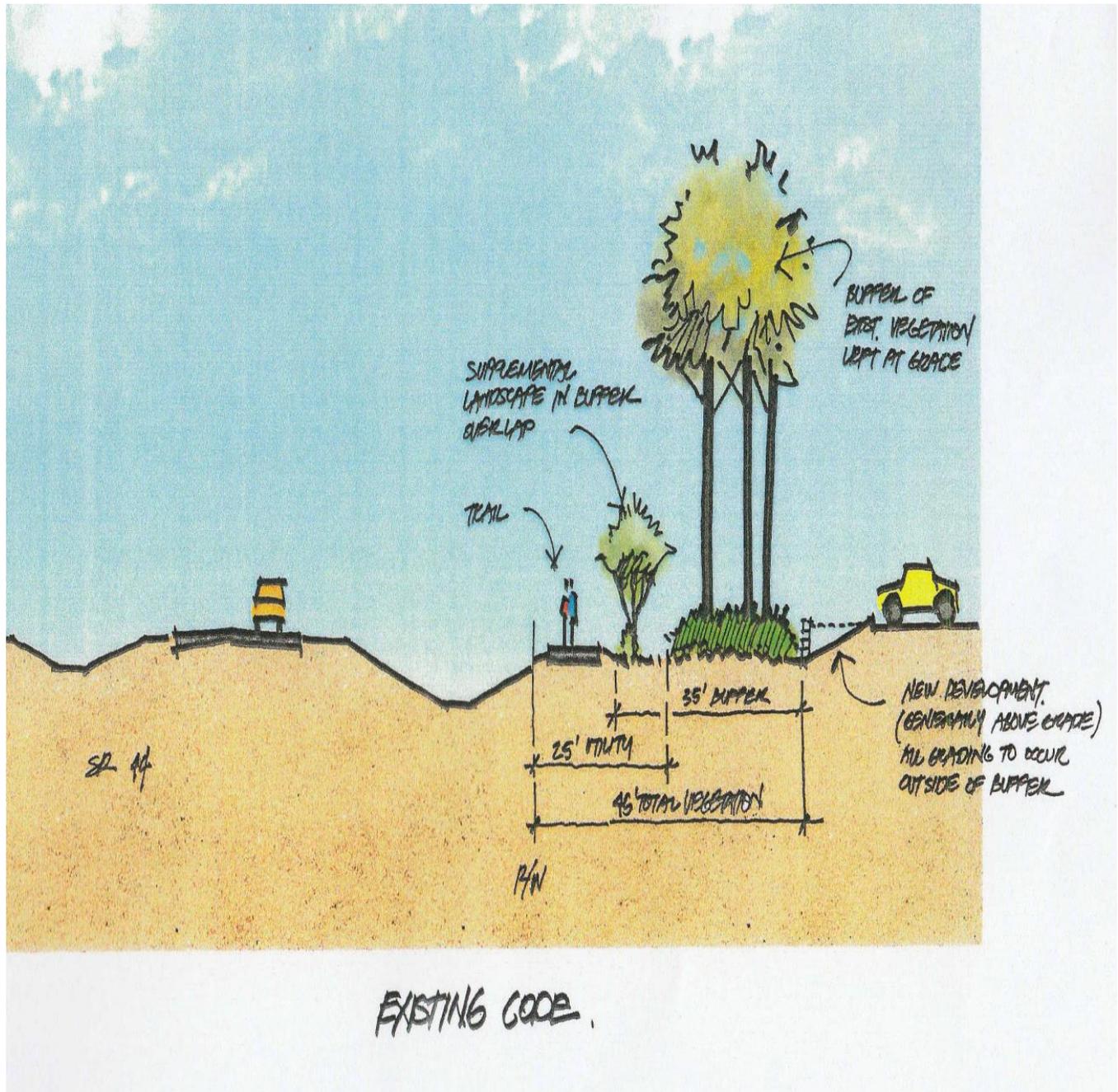
Amye King welcomed everyone and stated that this would be one of several public semi-informal workshops to discuss the current regulations for the Corridor Overlay Zone along SR44 (from South Myrtle Ave. to Hunting Camp Rd/Hughes Rd.) and to have citizens look at the proposed buffer landscaping ideas and be able to ask questions and offer input. Over the years, recommendations were made to open up space and increase building height, but now that thinking has changed. City staff and the UC are joining forces to make sure vegetation is no longer being lost, for now on SR44. Several pop-up meetings will be occurring, with times and places to be announced on the city website. However, the next one will be on June 24<sup>th</sup> at 10:00 am at City Commission chambers, and the next one on July 31, place TBA. All meetings will be public record. All of this will lead up to a consensus for the corridor landscaping buffer so that staff can provide a draft of the ordinance for the August 6<sup>th</sup>, P&Z meeting.

At this meeting, examples of the current and three possible buffer design plans were shown for the SR44 transportation corridor using the requirements that are now in place. Current Code Overlay Zones (COD) states that buffers can be 35' deep for a front buffer or 25' deep for front, sided and/or back buffers depending upon where it is on SR44. From this, 30% of the area needs to be covered by existing vegetation (trees and shrubs) or by adding them. People passing in automobiles do not see that 30% if it is in the back where the conservation areas are located. More detail can be found in the agenda packet following the link below:

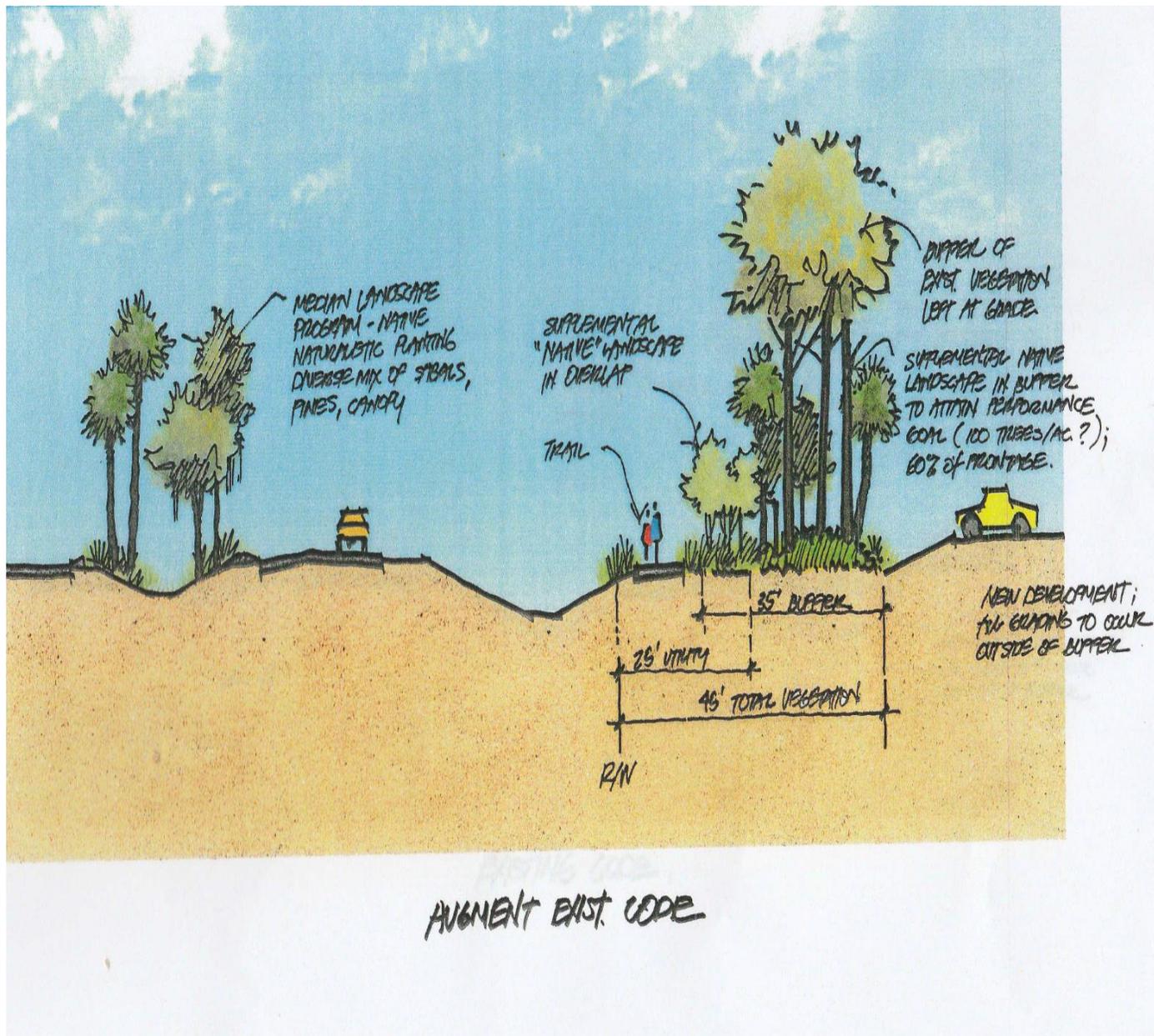
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Jim Jones and Keith Oropeza, representing the engineering firm S&ME out of Orlando, presented three possibilities for landscape buffer designs.

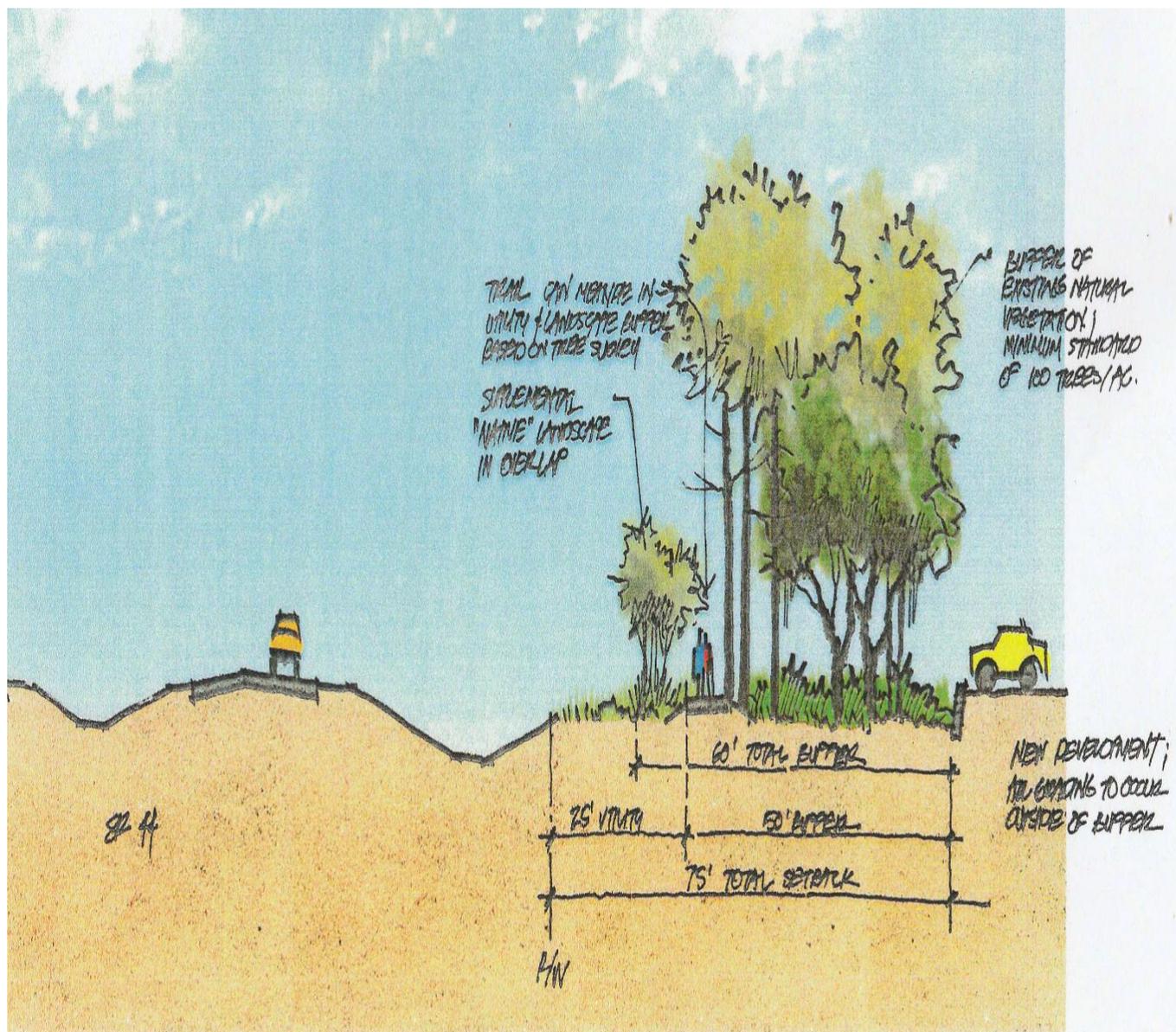
1. **CURRENT CODE** The current code has the buffer at 35', with the utility at 25', and with a 10' overlay, for a total of 45'. Little vegetation, and new development would be above the grading but outside the buffer.



2. The first possible design showed an **augmented buffer** with the same dimensions but with median landscaping and native /trees in overlay, having 60% of front covered. New development would have all grading outside of buffer.

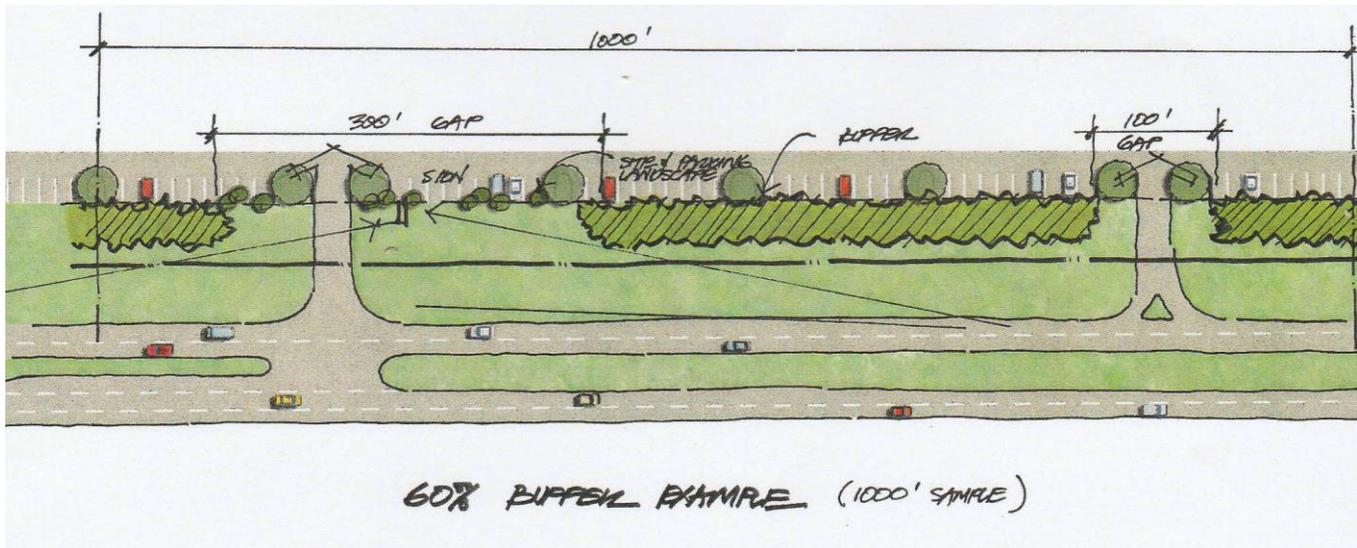


3. The **expanded buffer** showed the buffer at 60', with the utility at 25', and with a 10' overlay, for a total of 75'. There would be no median landscape, but native plants/trees would be in the buffer. New development would have all grading outside of buffer.



EXPANDED BUFFER

4. The 60% buffer example showed a 1000' sample that had vegetation throughout the front with access gaps in-between. This would be the most obvious use of native landscaping for people driving by.



Mr. Jones pointed out that property owners would not be losing building or parking areas with these designs, as the preservation percentages would just be moved to the front. The overall consensus of the group was that an expanded buffer would be good.

Comments/ input included:

- Steve Casserly wondered about what was allowed for a buffer variance. Amye stated that there are five criteria that must be met, but she did not have the specifics with her.
- Mike Kolody felt that keeping existing vegetation is good, but a new plan is needed due to changes in grade, etc. He liked the idea of overlapping with UC.
- Patricia Arvidson asked about the land found between the pavement and DOT as we have no authority over that 200' -250' area. It was suggested to look for grants, especially for medians as the state is giving them now.
- City staff was looking at ALL city landscaping, asking what do we want NSB to look like? They will hopefully be coming up with a plan.
- One citizen asked about Coastal Woods and the presentation today. Contract for this firm was just for the SR44 corridor, which was an immediate top priority, BUT city staff WILL be looking at what is going on there and at other developments.