



Planning and Zoning Board

SPECIAL MEETING MINUTES

March 27, 2019

6:30 P.M.

City Council Chambers

1. CALL TO ORDER

The meeting was called to order at 6:30 p.m. with the Pledge of Allegiance by Chairman Liesenfelt.

2. ROLL CALL

Present were: Chairman Jim Liesenfelt
Vice Chairman Chris Jaudon
Board Member George Cronin
Board Member Paul Bernkopf
Board Member Jennifer Spagnoli

Absent were: Board Member Anna Kapnoula
Board Member Rob Brothers

Moved by Board Member Bernkopf, seconded by Vice Chairman Jaudon to excuse the absences. Motion passed, 5-0.

3. MINUTES

Planning and Zoning Board Meeting of March 12, 2019

Moved by Vice Chairman Jaudon, seconded by Board Member Bernkopf to approve the minutes. Motion passed, 5-0.

4. PUBLIC HEARING(S) –

a. Large Scale Comprehensive Plan Text Amendment – Parkway Interchange (Future Land Use Element Policy 3.2) - (LSA-2019-02)

Comprehensive Plan Text Amendment No. 2019-02 (policy change) proposes to amend the City's Future Land Use designation for the Parkway Interchange thresholds of mixed uses.

Applicant: Bruce Moia, Civil engineer representing Space Coast Town Center

Location: Only one parcel has the Parkway Interchange designation - South of US 192 and west of I-95, on either side of the St. John's Heritage Parkway. If other properties obtain the Parkway Interchange designation, then the changes would also apply to them

The transmittal of the proposed Large Scale Amendment to the City's Future Land Use Policy 3.2 will be acted upon by City Council with a recommendation from the Planning and Zoning Board.

Planning Director Fischer presented the staff report and background information regarding the request. She talked about the changes to the Parkway future land use designation in 2016 and explained the 2019 proposed changes to the percentages/mixture of uses. She stated the only property that currently has this land use designation is near the St. Johns Heritage Parkway and showed the location of the property on the Future Land Use Map. She explained what the Parkway Interchange designation is, the permitted land uses and the current and proposed percentages of uses. She presented the revised percentage thresholds in comparison with the existing percentage thresholds and talked about the difference in numbers of units for multi-family and square footage of Commercial/Industrial development. She went over the definition and provided an image for floor area ratio and spoke about the land use and level of service impacts of the possible development. She presented a map showing the locations and a listing of over 1500 existing apartment units in the city as well as information on the 1627 proposed apartment units or under construction units in the next three years in our city limits. She presented other proposed changes to Policy 3.2 including the hotel density, commercial/industrial percentage changes and the requirement of a master development plan of the concept plan to be accompanied by a development agreement. She advised the applicants were in the audience to answer questions and recommended approval of the revisions to the Parkway Interchange future land use designation.

Chairman Leisenfelt opened the public hearing and asked for comments. Seeing none, he closed the public hearing.

Discussion Included:

- Whether there is a need to revise the commercial/industrial percentage.
- City of Melbourne and Palm Bay totals for multi-family development proposed and under development.
- Attorney Philip Nohrr, 1795 West Nasa Blvd, spoke on behalf of the applicant to explain their vision of the Space Coast Town Center project as a potential mixed use gateway into the city from the west. He advised that two principals and the project engineer for the developer were present to answer questions.
- Bob Gorlow, 7485 Fairway Dr. Miami Lakes, principal developer stated the residential percentage change is most important for the development to be sustainable. He said they are trying to create an attractive environment to attract high tech employers and high tech jobs which will in turn attract shops and restaurants for the community. He believes they are all interconnected and a joint venture with a multi-family developer to bring in 300 units first could jumpstart the community. He talked about his background and the shift in the millennial population to value experiences rather than accumulation of stuff and a walkable community. Millennial communities must be designed for high tech industries in an urban setting with a short commute.
- Whether there is benchmark data to support the requested changes in the percentage of mixed uses for the Parkway Interchange. The Parkway Interchange land use has

no uniformity or even splits of uses and is geared toward the uniqueness of the area. No other property in the city has this land use designation.

- The history of the development of the Parkway Interchange Land use designation mixed use percentages and how the percentages were determined originally because that is what the property owner Tuck Ferrell had requested in 2016 with the adoption of the future land use designation.
- Does this alter what we want the city to look like because currently the predominant use in the Parkway Interchange is commercial and this alters it to allow two times more multi-family units? There is concern with all the apartment units that have been approved and currently under construction in the city and the possibility of more apartments being proposed to the north of this property along with the surrounding areas of Melbourne and Palm Bay, of the impact to services. Could the developer lower the percentage of multi-family currently proposed?
- Planning Director Fischer explained the mixture of uses evolved over time with the proposal from Watershed in 2008 to Tuck Ferrell's 2016 proposal of the current mixture and now yet another proposal. The observation was made that in 2008 the vision was for the development to be mostly commercial/industrial with some multi-family and now the vision is to be mostly multi-family with some commercial/industrial.
- The property owner, Tuck Ferrell, 1300 Pinetree Drive in Indian River County explained he approached the City to plan the economy driven development with this new group to build the Space Coast Town Center and there is a need for flexibility to take into account changes that have occurred since 2008 when he first approached the city. He cited Hammock Landing development, Melbourne Square Mall expansion, the Avenues development as filling commercial needs, and the flexibility needed for this location. It could be something nice but we have to be adaptable to the economic market.
- Mr. Gorlow talked about the desire to create a viable community that would generate revenue for the city and how Amazon has changed the market; aerospace users/employers have to have the things that attract the millennials/employees like walkable communities that can compete on price which translates to more condense development that provides an all-inclusive sustainable environment.
- Edgar Jones, principal developer concurred with Mr. Gorlow and said the proposed mix would give the development the best chance to attract aerospace users along with all the amenities for everyone to enjoy.
- Attorney Nohrr summarized the developer's comments of wanting to develop a community that would attract the commercial the City wants in the parkway area and explained the proposed percentages are thresholds and may not be developed to the maximum because development would be market driven. He reiterated professional staff's recommendation and his perspective that it makes sense to travelers from the west to the east coast to see this community as a gateway to the city.
- The commercial percentage should remain the same and not be reduced and the community should be walkable and the idea of flexibility in design is good. It should not look like an industrial area. The concept plan and final site plan will be seen by the boards when it is submitted and there will be multiple chances to discuss the make-up of the proposed development in the future.
- Flexibility is needed but balance is also important since the vacant developable land in the city is limited.
- The flexibility allows the developer to come back before the board as the market drives the development and the percentages of the mixed use percentages make investors comfortable that this will become an integrated community.

- Mr. Gorlow stated given that the current assumptions show aerospace and high tech users we have a community designed to attract high tech workers.
- As a comparison, City Attorney Richardson talked about the difficulty with implementing the Minton Road Corridor Study/vision because the market does not support the vision for the Minton Road Corridor area in which most of the properties are under private ownership. He also advised the board that Future Land Use Element decisions are legislative but Zoning is quasi-judicial. He added that the property to the north of the subject property, next to the Ellis Road interchange, does not currently have the Parkway Interchange designation and they do have flexibility to develop based on their current land use designation and zoning.

Moved by Board Member Spagnoli, seconded by Vice Chairman Jaudon to recommend approval of the revisions to the Parkway Interchange future land use designation with the percentage being retained at up to 90% Commercial & Industrial and Residential being changed to up to 65% and staff to work on the hotel density Floor Area Ratio (FAR) limit. Motion passed, 4-1, with Board Member Cronin voting nay.

5. PUBLIC COMMENT ON GENERAL MATTERS

No public comments.

6. PLANNING DIRECTOR REPORTS & BOARD MEMBER REPORTS

Planning Director Fischer updated the board on the status of the Wickham/U.S. 192 and the Hollywood Blvd/U.S. 192 intersection improvements as well as the Ellis Road Interchange construction.

7. ADJOURN

Chairman Liesenfelt adjourned the meeting at 8:11 p.m.