

M I N U T E S
ORMOND BEACH PLANNING BOARD
Workshop

March 12, 2020

5:30 PM

City Commission Chambers

22 South Beach Street
Ormond Beach, FL 32174

PURSUANT TO SECTION 286.0105, FLORIDA STATUTES, IF ANY PERSON DECIDES TO APPEAL ANY DECISION MADE BY THE PLANNING BOARD WITH RESPECT TO ANY MATTER CONSIDERED AT THIS PUBLIC MEETING, THAT PERSON WILL NEED A RECORD OF THE PROCEEDINGS AND FOR SUCH PURPOSE, SAID PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF THE PROCEEDING IS MADE, INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

PERSONS WITH A DISABILITY, SUCH AS A VISION, HEARING OR SPEECH IMPAIRMENT, OR PERSONS NEEDING OTHER TYPES OF ASSISTANCE, AND WHO WISH TO ATTEND CITY COMMISSION MEETINGS OR ANY OTHER BOARD OR COMMITTEE MEETING MAY CONTACT THE CITY CLERK IN WRITING, OR MAY CALL 677-0311 FOR INFORMATION REGARDING AVAILABLE AIDS AND SERVICES.

I. ROLL CALL

Members Present

Harold Briley, Vice Chair
G.G. Galloway
Al Jorczak
Mike Scudiero (excused)
Angeline Shull
Lori Tolland
Doug Thomas (excused)
Peggy Farmer, N U.S.1 Coalition

Staff Present

Steven Spraker, Planning Director
Becky Weedo, Senior Planner
Randy Hayes, City Attorney
Marcella Miller, Recording Technician
Shawn Finley, Public Works Director
Cara Culliver, Landscape Architect
Brian Rademacher, Economic Dev Director
Chris Mason, Neighborhood Improvement Manager

II. NORTH U.S. HIGHWAY 1

Mr. Steven Spraker, Planning Director, introduced the City of Ormond Beach staff and delivered a brief synopsis on the North U.S. 1 corridor, explaining that the information is also in the Planning Board Workshop packet that was distributed. The City's involvement in the North U.S.1 corridor started, approximately 1991, and led to the 1992 resolution that brought the utilities to 1899 North U.S. Highway 1 to the City Provisioners building. Mr. Spraker continued that the utility extension invested Ormond Beach into how the corridor looks and was the genesis of the City's actions in the corridor. In 2010, there was a resolution that initiated the process to create an Interlocal Service Boundary Agreement (ISBA). Mr. Spraker commented that the City did not feel the corridor was developing as it should. Uses and site plans were

getting approved that might or might not have been appropriate. Eventually it led to the 2014 Interlocal Service Boundary Agreement which is an agreement that allows the City to have jurisdiction, including land use, zoning, permitting and code enforcement over any property within the corridor. Mr. Spraker added whether it is in unincorporated Volusia County or Ormond Beach, the City has the jurisdiction to preform zoning, permitting and code enforcement which was a key part of legislation. Mr. Spraker stated that the North U.S.1 Coalition was formed by property owners, business owners, public officials and concerned citizens to address

The adverse development of the North U.S.1 corridor which Ms. Farmer will elaborate on later in the meeting. Also, the Land Development Code was amended by recognizing Special Events hosts and creating the amortization schedule for unimproved properties in 2015. Mr. Spraker concluded that in 2019 the Interlocal Service Boundary Agreement (ISBA) was amended to include the Plantation Oaks subdivision and 11 enclaves.

Mr. Shawn Finley, Public Works Director, reviewed key transportation projects within the North U.S.1 corridor. He began with the explanation of the traffic light at Broadway Avenue and Plantation Oaks Boulevard. There was a temporary traffic signal in place since October 2019. Mr. Finley continued that at the last City Commission meeting the contract was awarded to DRMP to do the construction, inspection and the engineering of the permanent traffic signal. Ormond Crossings will pay half and Florida Department of Transportation (FDOT) will pay half of the installation cost of the traffic signal. The City is putting staff time into the construction of the traffic signal. Mast arms for the traffic signal takes 8 to 12 weeks for delivery. Mr. Finley stated the goal is to have the traffic signal fully operational by the end of 2020.

Mr. Finley stated that regarding the U.S.1 roadway resurfacing, the FDOT will be advertising the project for the resurfacing which will include sidewalk additions and reconstructing curb ramps. Where Airport Road comes into U.S. Highway 1 is a focus, as well as access management at Rosewood Avenue and Hernandez Avenue where there will be directional medians. He continued that you will be unable to make a left turn off of the streets as you are headed westbound from Rosewood Avenue and Hernandez Avenue, making it safer. Construction will take place the remainder of 2020.

Mr. Finley stated that there are two (2) projects put in the Transportation Planning Organization call for projects that extended a sidewalk from Wilmette Avenue up to Airport Road (phase I). The challenge with the sidewalk project is getting over the river. The phase II project from 2019 is the sidewalk from Airport Road to Broadway Avenue. Mr. Finley commented that one of the challenges has been reworking the drainage along U.S. Highway 1, but was better received than the phase I project. The phase II project may go before the phase I project with the benefit of it being in the stretch where Broken Spoke and Iron Horse is.

Mr. Finley elaborated on the U.S. Highway 1 interchange and stated that the City is making progress on the project. There was an advertisement regarding the project on February 24, 2020 looking for a Project Development and Environment (PD&E) for this, which is the first step in the design process for a new interchange. The selected firm would go directly from the PD&E to the full design of the project. Responses

were due March 9, 2020 for it and final selection will take place April 27, 2020. Money will be budgeted for it for the fiscal year that starts July 1, 2020.

Mr. Spraker touched on the next category of water and sewer projects, a key component of the North U.S.1 corridor. Without water and sewer, the corridor cannot be develop or redevelop. One existing concern is that if anything happened to the existing one city waterline or sewer line there would be no service. Mr. Spraker continued that there is a water and sewer line project proposed on the east side of U.S. Highway 1 that hopefully be under construction 2021. The waterline would go from Airport Road to Broadway Avenue. Mr. Spraker elaborated that it is a \$2.1-million-dollar project. The sewer line would also go from Airport Road to Broadway Avenue and is a \$1.4-million-dollar project. Mr. Spraker continued that the cost for connecting to City water across U.S. Highway 1 is extremely expensive. The projects would assist businesses from taking on expenses associated with utility construction currently required to cross U.S. 1 for a connection. The project and the reliability will be a catalyst to help economic development. Without the project Ormond Crossings, Plantation Oaks and other projects would not be able to move forward because there is not enough water pressure.

Mr. Briley asked if there will be enough capacity for Tomoka Estates and other areas nearby. Mr. Finley commented that it will help out tremendously but it is not the ultimate answer and that there are other things that will need to be done in Ormond Crossings to help out with further development.

Mr. Galloway stated that Ormond Crossings could be another 2,800 homes and asked if will be enough to supply that capacity. Mr. Finley replied that it would not be. Mr. Galloway asked about the capacity of what is being built out there now. Mr. Finley answered that it meets fire flow today and there are things that can be done to help with the next project or two. There's need for a water tank and pumping station and improvements being made to complete the grand loop that will tie to utilities along S.R. 40.

Mr. Jorczak asked if will be easier to service the area of Pineland Road by extending the sewer line past Ormond Green. Mr. Finley replied that the City and a consultant looked at different options and that this is the most efficient and effective and provides the best capacity.

Ms. Shull asked about flooding issues by the RV parking. Mr. Finley replied that there are improvements going on currently along with phase II of the Stor-It project to take better use of making a connection from Flagler Avenue. Mr. Spraker stated there is a project under construction currently that as part of the approval for it, the requirement is to build a swale in the right-of-way to relieve those flooding issues. Ms. Shull stated that there was a problem with the pipe going under and connecting to the County pipe. Mr. Finley replied that there is a swale that is west to that property that empties into a FDOT culvert that is really under-utilized. This will make better use of it. There are hopes of this making it better for the property and eventually surrounding area. Mr. Spraker stated that there is a line under U.S. Highway 1 which has not been utilized. It has been cleaned and has capacity and is part of the Stor-It, phase II project. The infrastructure is being built for that and other properties to tie into it. There is now a master drainage system for this area.

Mr. Spraker introduced Ms. Cara Culliver, city Landscape Architect, to review landscaping within the U.S. 1 corridor.

Ms. Culliver stated that three (3) major projects were completed in the North U.S.1 corridor. The project was completed in 2018 and was a median project from Airport Road to Lincoln Avenue, an investment of \$500,000.00 dollars. She continued that in 2016, there was a median landscaping project from Airport Road to Interstate 95, including the side slopes was an investment of \$900,000.00 dollars. The third project, in 2008 from Hernandez Avenue to Granada Boulevard, was a landscape investment of \$300,000.00 dollars. There has been a total of investment of \$1.7 million dollars of landscaping within this corridor in the right-of-way.

Ms. Culliver continued that the North U.S.1 corridor is a greenbelt and gateway preservation district which provides for larger front setbacks and more intense landscaping as it is a gateway into our city. The lot depths determine the greenbelt buffer width. Less than 200 foot depth would have a 25 foot depth greenbelt, and greater than 200 foot depth would have a 36 foot depth greenbelt. 60 percent of the greenbelt area has to be planted with native vegetation. An example of it is in the packet where it shows the greenbelt buffer is the S.R. Perrott property with trees, shrubs and groundcover.

Ms. Tolland asked about the 60 percent native and if it is the City's requirement. Ms. Culliver answered yes, that it is in the Land Development Code. Ms. Tolland asked if an increase of the percentage could be addressed. Ms. Culliver answered that the city goes above the required percentage. Ms. Tolland commented that it would be more economically smart and better for the environment if it was considered. Mr. Spraker stated that it will be looked into and brought back to the Planning Board for direction. Ms. Tolland stated that everything looks beautiful.

Mr. Parker Mynchenberg, 1729 Ridgewood Avenue, stated that their company did the S.R. Perrott site and that with the native plantings that there not a lot of good native species to provide good screening hedges. He suggested looking to increasing from 60 percent for trees and to continue to allow viburnums and similar type shrubs that are not native.

Mr. Galloway asked if the magnolia tree and sycamore tree was native. Ms. Culliver answered that the magnolia tree is native but that the sycamore tree is not.

Ms. Tolland stated that she is not asking for rule changes and understands natives are not the prettiest. Ms. Culliver commented that she is trying to get flexibility in the design so that there is 60 percent native and 40 percent non-native with ornamentals so that there will be a mix of the two.

Mr. Jorczak asked if there was irrigation capability other than what is in the median. Mr. Spraker replied that there is currently no re-use water going up North U.S. Highway 1 right now.

Ms. Shull asked if there was irrigation on the medians. Mr. Spraker replied that yes there is irrigation in the medians for the median but not private property.

Mr. Spraker expounded on zoning in the North U.S.1 corridor and stated that the industrial is strong in this area. Around the I-95 interchange there is a B-7 zoning district which allows the hotels, restaurants, and gas stations to serve that interchange. The commercial fills in more towards the river and to the north. Mr. Spraker continued that when the property developed in the County for a number of years they had a set of zoning criteria which was more liberal than that of the City's. They allowed more uses that may or may not be appropriate. As long as the uses continue to hold an active Business Tax Receipt (BTR) and do not go vacant longer than six months they can continue the use until they either change the use or the structure is destroyed. Mr. Spraker commented that there is an understanding that there are certain uses and properties in the corridor that people would like to see redeveloped but they have rights to maintain certain uses as long as they maintain their Business Tax Receipt and stay an active business. Redevelopment is taking place with Dunkin Donuts at 1535 North U.S. 1. There are planned developments with Plantation Oaks, Ormond Crossings, as well as industrial planned developments. Mr. Spraker explained the map from OB LIFE shown overhead where the vacant land is in the City of Ormond Beach. Future developments will happen along the U.S.1 corridor because that is where the vacant land is.

Mr. Jorczak asked about the industrial zoning area and what kind of business community the City of Ormond Beach wants. He stated that the City is going to get a huge influx of additional housing and service to that housing. He referenced office industrial parks like ERAU with the Research Technology Park and asked if the city should be looking at the areas classified as industrial and move more toward a similar type of environment. Once it starts it attracts a lot of other companies that are alive to activities. It may be better to not have industrial or light industrial in those areas and look more towards medical office parks. Mr. Jorczak commented that he looked at the surrounding communities to Nashville, Tennessee and he was amazed at the size and growth taking place with those oriented toward the health industry. He stated with all of the housing going in hospitals may be of interest as the City is operating at capacity at Halifax Hospital in Daytona Beach as well as the hospitals in Flagler and New Smyrna Beach. Mr. Jorczak added that the City may want to rethink the entire environment of what we want to see in the corridor.

Mr. Spraker stated that it could be looked into. He stated that Ormond Crossings has room for a lot of the uses envisioned by Mr. Jorczak. Some of the industrial is existing between Playtex and S.R. Perrott sites along North U.S. Highway 1. He added that there should be enough room left for the commercial to support all of the uses that are planned.

Chris Mason, Neighborhood Improvement Manager, reviewed a few examples of code enforcement issues in the North U.S.1 corridor. He stated that the fruit stand at 1560 North U.S. Highway 1 was brought to their attention as outdoor activity. Going through the code enforcement office, the business was led to the Planning Department and resulted in a Special Exception.

He continued that the Boot Hill Outpost at 1089 North U.S. 1 used to be a motorcycle sales and service building morphed into a bar, and when doing research on the property there were no permits. The property owner met with Planning and Building staff. The case also led to a Special Exception which was recently approved.

Mr. Mason continued that in another case, there was an out-of-area property owner that took a tree service business and made it a dumping ground. It started with a Notice of Violation, and a hearing, and after four roll off containers, the property owner brought it into compliance. Mr. Mason stated that the storage of boats, trailers and motorhomes has been an ongoing issue in the North U.S. 1 corridor.

Mr. Mason stated that the former Wendy's property at 1561 North U.S. Highway 1 is ongoing code enforcement case and he has a working relationship that was established with the Corporate Wendy's after they were fined. Code enforcement was in touch with someone there that ensured the place was secure and clean but they sold the property. Code enforcement is starting again with the new property owners.

Mr. Mason continued with the ongoing code enforcement of Window World, 906 North U.S. Highway 1. This case also needed a Special Exception and there are certain timelines for the project. This site has been brought before the Special Magistrate and all fines for violations have been paid.

Mr. Mason added that 1109 N. U.S. Highway 1, Advanced Satellite, has ongoing issues with outdoor storage. Code enforcement will continue to work with them. It appears that the property owners are willing to bring the property into compliance.

Mr. Mason reviewed properties that have stored boats, motorhomes and trailers and are going to have to go through the Special Magistrate's office to bring them into ultimate compliance. He reviewed the document placed in front of each meeting member regarding two executive orders with two different respondents and two different case types to explain how a code case is initiated as well as the ultimate compliance or a lien against the property. One order is an order finding a violation which shows what the Special Magistrate ordered and what the potential fines are, and the other is an Executed Failure to Comply where the respondent did not reply in a timely manner and there were fines associated with non-compliance. Mr. Mason added that ultimately they brought the property into compliance but they did not pay the associated fines resulting in a lien.

He stated that code enforcement receives violation inquiries by phone, letter, in-person or e-mail. Mr. Mason continued the first step is to visit the site in question and conduct an inspection to confirm if a violation exists. Communication is made whether it is with a property owner or a tenant of a rental. Mr. Mason added that code enforcement provides information about corrective measures and seeks voluntary compliance which is the ultimate goal. If there is not voluntary compliance, then they generate a Notice of Violation citing the code section in which the respondent has violated and provide a reasonable time for the violation to be corrected. Mr. Mason explained that the ranges can be as low as a 5-day compliance time limit and can go up to a 30 day compliance time limit. He delivered an example of if someone had to return jet skis behind a 6-foot wooden fence with a 6 foot gate, how it would be a 5 day compliance time. An example of a 30-day compliance time would be a land use violation which the respondent wants to pursue and investigate the Special Exception process. If the respondent does not comply with the Notice of Violation the citation and a Notice of Hearing are generated and presented before the Special Magistrate. If the respondent is actively working with the Planning or Building Department, additional time may be provided to the respondent. Mr. Mason continued that if they complied and it is under review with the wheels in motion, they

withhold code enforcement action and are not fined. Their forward progress is then monitored.

Mr. Mason stated for cases that do not come into compliance, the cases goes before a Special Magistrate. The presentation for the Special Magistrate hearing includes the proof of service to all responsible property owners, business owners, tenants and registered agents which include the Notice of Violation, the citation and Notice of Hearing. Mr. Mason stated the code section which the respondent was found to be violating is also presented to the Special Magistrate as well as evidence which can include photos, video, advertisements, written statements from complainants and business registrations with state or county. The recommendation to the Special Magistrate reflects that the respondent has a specific time to comply, that they paid the fine, and paid the cost associated with prosecuting the code case such as the cost of certified mail, photographs, etc. Mr. Mason continued that also in the recommendation code enforcement asks the Special Magistrate to include that should the respondent fail to comply that there be a potential daily fine up to \$250.00 dollars per day for the first violation, up to \$500.00 dollars for a repeat violation. Should a respondent continue to fail to comply, the case would be presented again before the Special Magistrate and all fines and costs would be reflected in the resulting order showing the total amount. In extreme cases, code enforcement has the ability to request an order which grants the city authorization to enter the subject property and work with a contractor to clean the property up. The costs associated for it would be the responsibility of the respondent as well as the citation, case cost, and fines accrued.

Ms. Tolland asked how the code of violation is initiated. Mr. Mason replied that code enforcement is reactive.

Mr. Galloway explained one of the reasons for this workshop is due to a case coming to the Planning Board regarding a sound ordinance at the Boot Hill Saloon. He continued that the Planning Board did not know anything about it and it had to go to the City for final approval. Mr. Galloway stated that the board needs to know if there is a problem on something because City Commission hears all of the stuff that the Planning Board had to dig through to find out. He gave an example of the Ordinance being on the sound test and it ended up being that they had to comply on the sound like everybody else did. River Grille had to go through a lot of trouble to get a trio or combo music band. Mr. Galloway added that he has already received three phone calls about the band at the Boot Hill Saloon. Comments have been that the board let them have it and now they are cranking it back up at 11:00 p.m.

Mr. Galloway asked who he should have his neighbors call that are calling him. He asked who would tell them at 11:00 p.m. not to play music. Mr. Mason asked which place Mr. Galloway was referring to. Mr. Galloway answered Broken Spoke, Beaver Bar and Boot Hill Saloon. Mr. Spraker replied that it could be another place other than the Boot Hill Saloon that does not have the same hours of operation restriction. The non-emergency police should be contacted and they have a sound meter to determine who is playing and what the decibel level is at the property line and beyond. Other facilities do not have the hours of operation limit that the Boot Hill Saloon has. Mr. Galloway stated that the board needs to have a better understanding of it including the time limits of each place. Mr. Spraker replied that when the City of Ormond Beach took it over the corridor from Volusia County and there were no

hours of operation restrictions. There are certain properties that have come under Special Exception process because they did not previously have live outdoor music. In these applications, the city can establish hours of operation and conditions for the live music. Mr. Galloway stated that the City should tell the general public which places can play until what time.

Mr. Briley stated that there were people that attended the meeting in the audience that would like to speak.

Mr. Ryan Holt, 106 Deer Run Lake Drive, commented that he represents the Boot Hill Saloon, and that they advertise live music 7:00 p.m. to 10:00 p.m. He added that they are compliant and do what they are told and shut the music off at 10:00 p.m. whether there are 8 people or 50 people there.

Adding context to the discussion Attorney Hayes delivered the history on the North U.S.1 corridor and stated that the first interlocal agreement that the City had with the County was in 1991. It was the first service area and the property goes back 660 feet to the east and west side of North U.S. Highway 1. It did not work as well as intended because the Volusia County's rules are different than Ormond Beach's standards. Attorney Hayes added that there was a hopeful desire that the County would adopt the city's gateway standards. They did not, so over the course of time the City extended utilities up North U.S. Highway 1 connecting with properties through annexation agreements, but cannot annex properties because there is no contiguity and they do not meet the annexation requirements. There were 50 to 65 annexation agreements, but just because businesses that were approved by the County did not meet the city standards did not mean that they were unlawful with regulations. Some were as with Cheaters and The Outlaws.

Attorney Hayes continued that there were some activities related to Bike Week and Biketoberfest that were needing to be cleaned up and a number of those businesses engaged in those activities were under the County's jurisdiction for a number of years. The City identified which of those properties were grandfathered in and is part of the Land Development Code. Examples are the Iron Horse, Destination Daytona and Beaver Bar and fall under a different set of standards which is laid out in the regulations. The other properties that were doing itinerant business temporarily and the City created a five-year amortization standard which ended last August where the idea was to create an incentive for those properties to develop into a more permanent business status where they could ask the City Commission to give them a Special Exception. Attorney Hayes continued that the Special Exceptions heard about are from the property owners that were not grandfathered in to the County's law for the uses at the time but want to continue itinerant vending during Bikeweek and as a condition they have to make an investment into the property and ask for a Special Exception. Attorney Hayes added that Broken Spoke and the Boot Hill Saloon are examples of that. The limitation is three years. They have a different standard for different reasons. The enforcement mechanism is code enforcement and it works with a process. The law requires that there to be a due process. It will be difficult to determine whether an alleged violation comes from one particular property or whether it is the accumulated sound during Bike Week. Attorney Hayes stated that he lives in that area and has heard it but that you cannot make out what it is. Law enforcement officers and code enforcement officers have the ability to use a decibel meter to determine whether a violation is occurring on a particular property and if it

is there is a process in which to deal with it. It will not always be apples to apples in comparison. Attorney Hayes stated that the City did not get an even playing board from the County when the process started. He commented that there may be other things that the city can do to encourage property owners to make improvements to their properties and that can be discussed on a staff level. Attorney Hayes concluded that the city is a lot better off now than where they were before when the agreement started in 2010.

Mr. Spraker stated that it has taken a lot of time to get with the property owners and understand what their concerns are and get their telephone numbers to speak with them directly.

Mr. Galloway commented that there is a perception out there that some people are grandfathered in and they can play music as long as they want to and others have to stop at 10:00 p.m. He continued that the grandfathered situation should be better explained to the neighbors up there. Mr. Galloway suggested that the city do a better job posting the information on their website and social media. Attorney Hayes stated that best thing to do for complaints is to direct them to city staff. He continued that there may be different standards of operation with respect to the hours and the conditions, but they all have to comply to the same decibel meter and noise level. Attorney Hayes continued with an example of the Iron Horse or Destination Daytona and how if they have a venue that is playing above the proper decibel level then staff should know about it. There is a mechanism in place to direct those and apply the law but it will not be the same standard for all. Mr. Galloway understood and replied that non-emergency police should be contacted then. Attorney Hayes commented that the local properties have been identified in which ones were grandfathered in under the County's standards. Mr. Galloway explained that whether or not the Beaver Bar was grandfathered in is being asked of him. It has been several places before the Beaver Bar so there was confusion as to if they were or not. Attorney Hayes answered that those questions should be directed to staff and that the planning board should not be expected to have all of the answers. He added that staff will do a better job of identifying which ones are grandfathered in under the County standards and which are not.

Ms. Shull asked what the timeline is on those that are grandfathered in to shut off the music. Mr. Spraker replied that they are vested under the City's Land Development Code as recognized special event hosts. They still have to comply with the decibel level though and there is no end date or time limit on it.

Attorney Hayes delivered an example in the instance of Destination Daytona and how they operate under a special zoning category, Planned Business Development (PBD)/entertainment venue and the County approved the Development Order and it was annexed into the City and created a zoning category that fit what the County had permitted as a recognition of being grandfathered in. Those properties are not good examples to compare the others to because it is separate.

Mr. Spraker moved on with a summary of development projects. He explained that highlights include Security First and several projects under construction at S.R. Perrott, Stor It, and Plantation Oaks where one phase they are building residential units and other phases and plans are to come. Mr. Spraker added that there is another

project across from Destination Daytona where they are looking to do retail and restaurants.

Mr. Rademacher spoke on Ormond Crossings, explaining that it is just south of the US1 corridor divided in three sections; 1) east of Interstate 95 is the Ormond Crossings Commerce Park, 2) the Town Center, where there will be mixed use for retail, restaurants, multi-family and office, and 3) residential with 2900 single-family units. The Commerce Park, east of Interstate 95 will provide for over 2 million square feet of office and industrial space with the focus on manufacturing professional business services like Security First and Aerospace Aviation, which will provide great opportunities for business growth. Mr. Rademacher continued that the goal of Ormond Crossings is to be self-contained. People that work at the Business Park can access the amenities at the Town Center as well as residential being able to also.

Mr. Spraker stated that National Gardens was another major development in the area that was approved by the County in 1986 with three (3) major areas; 1) Ormond Lakes which is built out, 2) 427 acres dedicated to the state of Florida or conservation, and 3) Plantation Oaks, a residential development. Plantation Oaks is building within their first phases and would continue with additional phases. Mr. Spraker continued that between Ormond Crossings and Plantation Oaks they can be drivers to create needs in that area to help redevelopment. Mr. Spraker commented that there is not a driver or catalyst right now on the North U.S. 1 corridor. Security First just opened and Plantation Oaks just started building and they are major drivers of development.

City staff was asked to put in the Hunters Ridge Development of Regional Impact with the bottom half of it in Ormond Beach and has 932 single-family houses which is built out, and the area of 50 multi-family units which has not been built. The Flagler County portion of it is approved for 2,300 residential units and 600,000 square feet of industrial and commercial, with the remainder of the land area established as a conservation area.

Ms. Farmer reviewed the history of the North U.S.1 corridor from her experience with the coalition. She expressed a long time interest in wanting to enhance the gateway into Ormond Beach. She explained that she grew a group of interested businesses that came up with different ideas to improve the area and suggested that the city come up with an Ordinance in maintaining abandoned buildings and lots that are not used as well as landscaping them. Ms. Farmer stated that in 2011 Mr. Parker Mynchenberg offered to put together a draft of streetscapes of the medians on North U.S. Highway 1 but that nothing happened. In 2013 the group grew to 20 to 25 businesses and they came together to do the two medians with private money and they raised \$20,000.00 dollars. They went to the city who matched \$20,000.00 dollars to assist with landscaping and irrigating the two medians. Ms. Farmer continued that her, the City Manager and Maryam Ghyabi went to the FDOT in Deland and sought landscaping funds for the North U.S. 1 corridor. She stated that they hoped that the City would take over and clean up the corridor and commented that the wheels of progress move slowly. Ms. Farmer commended Mr. Mason for his efforts in code enforcement and commented how she has seen the same problems from five years ago. She added that when the Shriners come in town for a convention, they all get on North U.S. Highway 1 from Interstate 95, and that it is not just the gateway into Ormond Beach but all of Volusia County.

Ms. Farmer suggested incorporating a matching grant program similar to MainStreet for façade or landscaping. Ms. Farmer continued that she was hopeful in the new budget period that the City may be able to afford such efforts. She expressed interest in assisting the small businesses to improve their properties. She stated she told Mayor Partington about her idea and he commented that once it gets started may be it will continue like a tumbleweed. Ms. Farmer urged that now is the time and expressed that she is open to brainstorming ideas.

Mr. Briley thanked Ms. Farmer.

Attorney Hayes stated that issues that the city is dealing with today differs from the issues from 2010 to 2015. Over time market conditions will result in positive change which we are seeing now. He agreed there are blighted areas out there. Attorney Hayes continued just like with the Community Redevelopment Agency (CRA) and the redevelopment area, it is a process and would need the County to work with the City. The benefit of doing that is that you can create special funds and grant programs to improve properties. He added that it is better to encourage property owners to improve their properties with incentive programs rather than through code enforcement. He commented that it is possible to look into establishing the area into a CRA area because it is a gateway and setting into the next phase of making improvements to the North U.S.1 corridor.

Mr. Briley asked how long the process takes with the application. Attorney Hayes replied that as the statute describes City Commission has to conduct studies, Ordinances and Resolutions and then get consent from the County. Mr. Spraker stated that it is a multi-year process and the County has to be a willing partner.

Ms. Farmer asked if the CRA can be expanded from Ormond Crossings. Mr. Spraker replied that the only purpose of the Ormond Crossings CRA is to pay for Ormond Crossings Boulevard and it would need a specific goal, not a long-term commitment.

Attorney Hayes stated that there would have to be inter-governmental coordination, several discussions with staff, city and county at a staff level and a negotiation process, but that it is worth exploring.

Mr. Galloway commented that the area has matured from a development standpoint with Plantations Oaks, Security First Insurance, and Ormond Crossings, as well as other projects under contract. He continued that the area is going to mature a lot faster than the last 35 years in the next 10 years. Mr. Galloway concluded that it will be the City's next gateway.

Brian Holt, 106 Deer Run Lake Drive, thanked the board and staff for including the Boot Hill Saloon time discussion on the record.

Ms. Malo, 1109 North U.S. Highway 1, stated that she has lived in the area since 1972 and lives next to the Beaver Bar. She added that double paned windows have helped with the noise, although she still somewhat hears the music. There have been times that she said she went over and asked the band to lower the base.

Mr. Galloway stated that he would like to discuss Avalon Park within Daytona Beach in the future and be brought up to date on it. It is a 10 to 20-year project.

Ms. Tolland asked what is being done about the fruit stand at 1560 North U.S. 1 and asked for a reminder on what the recommendation there was. She thought it was to put the trucks behind it but mentioned it is not happening. Mr. Mason agreed that after the event is over he will see what is going on. Ms. Tolland commented that it is one of the City's gateways and is not attractive.

Attorney Hayes stated that Policy directives from past City Commission cited that it is expensive for the resources and personnel so it tends to be reactive following complaints, unless code enforcement personnel see a blatant violation. It is hard to be proactive with limited staff. Ms. Tolland asked Mr. Mason how many were on Code Enforcement staff. Mr. Mason replied that there are three inspectors, one environmental inspector, himself, and the administrative assistant.

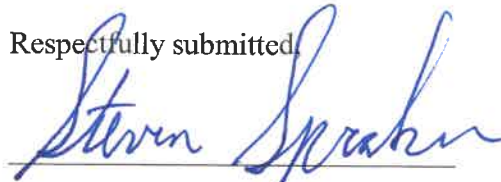
Ms. Tolland commented that she did not have any idea of the size of the department and felt it was appropriate to bring the subject up at the workshop.

Mr. Parker Mynchenberg stated that he is a civil engineer and landscape architect and added that he wanted to thank everyone. He continued that he owns Plantation Oaks with Mr. Ronnie Bledsoe. Mr. Mynchenberg commented that he lives on the Tomoka Basin and is proud of the landscaping from Kalin to S.R. Perrott. He stated that five years ago at the Outpost, which used to be an RV place that there used to be a nice hedge in front of the chain-link fence. He stated that the hedges were cut down. Mr. Mynchenberg commented and mentioned this to get it on the radar. He concluded that they are excited about Plantation Oaks and being annexed into Ormond Beach and will meet before the Planning Board for some development plans and rezoning.

X. ADJOURNMENT

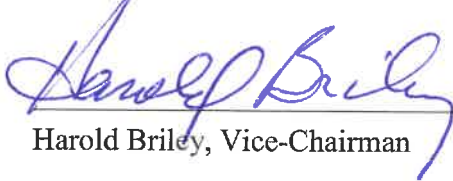
The meeting was adjourned at 6:55 p.m.

Respectfully submitted,



Steven Spraker, Planning Director

ATTEST:



Harold Briley, Vice-Chairman

Minutes transcribed by Marcella Miller.