

**ORMOND BEACH
SITE PLAN REVIEW COMMITTEE (SPRC) MEETING**

9:00 A.M., March 10, 2021

The SPRC Meeting commenced at 9:00 a.m. on March 10, 2021

I. Attendance

Applicants:

Dave Janse, Ridge Development
Corey Brown, Storch Law Firm
Glenn Storch, Storch Law Firm
Rick Maugeri, Ridge Development
Parker Mynchenberg, Parker Mynchenberg & Associates

Staff:

Steven Spraker, Planning Director
Robin Gawel, Senior Planner
Roger Smith, Utilities Engineer
David Allen, Planning Civil Engineer
Cara Culliver, Landscape Architect (via Zoom)
Tom Griffith, Chief Building Official
Larry Wheatcraft, Intern – City Manager’s Office
Marcella Miller, Office Manager

II. Meeting with Applicants – Scheduled Items for Review

A. Addison property for MF/Townhomes

Mr. Steven Spraker, Planning Director, started the conversation and introductions of the City staff and applicants.

The applicants provided the following information regarding the Addison property for MF/Townhomes:

- It was determined that the property is in the B-8 zoning district and within the Interlocal Boundary Service Agreement (ISBA) area with part of it in unincorporated Volusia County.
- The concept of the project is for a multi-family complex (duplex, townhome-style). The zoning district allows up to 10 units per acre.
- The applicants plan to also build on the property directly behind this property.
- There will be buffers along the perimeter of the project.
- A topographic survey on the drainage design is in the works and will be forwarded.
- There was discussion on the design, common areas and dry retention. The dry retention will be maintained by the HOA.
- Density will be reduced from what the zoning district allows
- The duplexes will be located on private streets.
- There was discussion that there may be gates at both ends with some entrance and exits off of other county roads for six (6) of the units.

- The utility concept will be brought in next.
- There was discussion that in lieu of dry retention that nutrient loading boxes may be looked at.
- The discharge from the pond is on the other side of Plantation Oaks Boulevard is on Tenant Avenue, adjacent to the property, as well as the discharge from the pond at Race Trac. These discharges spill-out at the unopened right-of-way.
- There is a major conveyance ditch to the east and to the north.

Members of the SPRC, Mr. Steven Spraker, Planning Director; Ms. Robin Gawel, Senior Planner; Mr. Roger Smith, Utilities Engineer; Mr. David Allen, Planning Civil Engineer; Ms. Cara Culliver, Landscape Architect; and Mr. Tom Griffith, Chief Building Official, stated the following:

- It was discussed that , there is an option to do a Planned Business Development to negotiate the residential standards.
- It was determined that the density planned is 4.75 units per acre.
- The application should go through an analysis to see if duplexes will meet the criteria.
- Regarding residential planning of the future land area to be annexed, there are concerns with the 50 foot wide lot size. It was advised that a mixture of 50 and 60 foot wide lots may be acceptable but that the project must go through the process:
 1. Annex into Ormond Beach (to connect to utilities).
 2. Right-of-way or plat vacation to do away with the roadways in the project area.
 3. A small scale land use amendment and a corresponding zoning change.
- **Landscaping requirements:**
 - The Land Development Code (LDC) requires 15 percent of the site to be saved for tree preservation.
 - The buffer on Addison Drive is 20 feet and other streets are 10 feet.
 - There was a discussion of a landscape buffer along Plantation Oaks Boulevard. It was noted that the Plantation Oaks subdivision planed area is 50' and the greenbelt buffer is 36'. Additional landscaping can be used as a public benefit in the Planned Development process.
- **Engineering, Stormwater & Utility requirements:**
 - It was directed for stormwater to be shown how it works on the impervious area.
 - The concern was expressed that the right-of-way is in the area that needs to be replaced.
 - It was discussed that the roads are public roads with public water and sewer pipes. If the roadways are to be private, there must be an easement for access and maintenance.
 - The HOA maintains the ~~water and sewer~~ stormwater pipes with exception of what is under the roadway.
 - When discussing the cross pipes, it was determined that all drainage wetlands are at Pennsylvania Avenue and the canal separates the parcel from Pine Run.

- Inlets exist within the right-of-way. The drainage solution mentioned was to have an outfall to the Addison canal which runs adjacent to the duplexes and makes 90 degrees at the canal at Pine Run.
- It was mentioned for the parcel that is in the Interlocal Service Boundary Agreement (ISBA), if desiring to do a townhouse/duplex, it will require:
 1. Annexation.
 2. ROW vacation: a sketch and legal description of the right-of-way.
 3. Site plan and Planned Development.
- The proposed multi-project including Plantation Oaks entrance sign renderings on the southeast corner of U.S. Highway 1 and Plantation Oaks Boulevard will be discussed with city staff.

III. Adjournment

The meeting adjourned 9:43 a.m.

The SPRC Meeting commenced at 10:15 a.m. on March 10, 2021

IV. Attendance

Applicants:

Mike Hale, Traffic Engineering Data Solutions, Inc.
Tom Hardy, RaceTrac
Samantha Jones, RaceTrac
Cleo Chang, RaceTrac
Aaron Anderson, Landscape Architect

Staff:

Steven Spraker, Planning Director
Robin Gawel, Senior Planner
Roger Smith, Utilities Engineer
David Allen, Planning Civil Engineer
Cara Culliver, Landscape Architect (via Zoom)
Tom Griffith, Chief Building Official (via Zoom)
Larry Wheatcraft, Intern – City Manager’s Office
Marcella Miller, Office Manager

V. Meeting with Applicants – Scheduled Items for Review

B. RaceTrac Travel Center – Lot 2 Ormond Gateway Subdivision

Mr. Steven Spraker, Planning Director, started the conversation and introductions of the City staff and applicants.

The applicants provided the following information regarding the RaceTrac Travel Center – Lot 2 Ormond Gateway Subdivision:

- The project will be using 6 inch laterals. The main will be 8 inch to serve the rest of the pipe and will be split off to 6 inch as shown in city’s utility detail.
- There was discussion on the landscaping, including a detailed discussion on the Greenbelt plantings.
- The 8 foot (64 square foot) sign will be provided in the exhibit. Other sign options than the prior planned 20 foot CAT scale standard sign will be researched. An electronic copy changeable sign will be applied for as part of the Special Exception request.
- The shallow slope information will be sent to Mr. Allen.
- Although the canopy height maximum is 14.5 feet by code the canopies are planned for 16 feet and 18 feet. The applicants plan to apply for a variance. It was determined that the building height is 23 feet high. **It was advised that staff can only approve one (1) sign as the property is not a corner lot, unless planning for a Planned Development versus a Special Exception.*
- The dumpster location will be through the signalized intersection to the right. The truck will come back out on the main drive.
- There are plans for a retaining wall at the back of the buffer and hedge placement in front of the wall with ground cover on the other side of the wall.

- It was advised that the Ormond Gateway project designed by Zev Cohen and Associates was approved and has the ability to go to construction now.
- In discussion of the grading plan, the removal of the pipe under the access drive to the lift station results in ponded water . The Applicant indicated that a shallow swale could be constructed on Lot 1 to move this water to the right of way of Highway US 1. The elevation in the area of concern is lower than the bottom of the stormwater pond. SO the surface flow will need to be directed to the by-pass system.
- Concern was expressed regarding the visibility into the proposed RaceTrac site. Discussion occurred regarding landscaping and state statue requirements for view corridors of the site signage.

Members of the SPRC, Mr. Steven Spraker, Planning Director; Ms. Robin Gawel, Senior Planner; Mr. Roger Smith, Utilities Engineer; Mr. David Allen, Planning Civil Engineer; Ms. Cara Culliver, Landscape Architect; and Mr. Tom Griffith, Chief Building Official, stated the following:

- The concern was expressed regarding the amount of asphalt and impervious area on the site. Visibility of the pavement should be reduced and softened in the truck area with more screening.
- The Land Development Code requires project re-submittals within 180 days of comments. If the project is not going to be resubmitted by August 4, 2021, an e-mail should be sent to staff to extend administratively.
- The electronic changeable copy sign would require a Special Exception. Other items, such as size of canopy could be incorporated into a Special Exception. If there is a desire to add additional signage (wall or monument) then a Planned Business Development is required.
- **Landscaping requirements:**
 - It was advised to incorporate a landscape island area in the truck stop area, at parking space #17. This would be credited to the required landscape island required after 10 parking spaces.
 - The underbrush and understory can be removed and replanted within the Greenbelt corridor to allow visibility.
 - Suggestion to look at lot 1 and ensure that there is sight visibility into the RaceTrac site.
 - The height of the retaining wall is required to be no more than 30” inches. The backside would have to be softened by ground cover.
 - It was advised that if there are any clumping trees that block the view corridors to notify staff to evaluate which will have to stay and which can be removed if need be - in the greenbelt buffer.
- **Engineering, Stormwater & Utility requirements:**
 - The right-of-way line was discussed and how the 8 by 6 reducer to the fire hydrant assembly and to bring the 8 inch main back to serve the rest of the pipe and then split off to the 6 inches.
 - It was advised not to overtax the lift station and report the actual fixture units to Mr. Allen.
 - It is required to show how there will be no water ponding or flooding on lot 1.

- Regarding the impervious surface, site data accounted for 85 percent. The total impervious area is 45.5 percent.
 - The grading should be reevaluated and moved closer to U.S. Highway 1.
 - Auto turn exhibits are required to be sent to Mr. Allen where the trucks pull in at the scales and park as well as where the dumpster is located.
 - Vertical datum will be NAVD 88” is required due to the floodplain impacts on the site. Direction to match up to the firm map because of the floodplain impacts.
- It was advised that SPRC meets on Wednesdays for the project to be discussed again with any additional information or questions.

VI. Adjournment

The meeting adjourned 11:35 a.m.