

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

9:00 A.M., September 15, 2021

The SPRC Meeting commenced at 9:00 a.m. on September 15, 2021.

I. Attendance

Applicants:

Glenn Storch, P.A., Storch Law Firm (zoom)
Rick Maugeri, Ridge Development
Dave Jarse, Ridge Development
Preston Doub, Ridge Development
Parker Mynchenberg, Parker Mynchenberg & Associates

Staff:

Steven Spraker, Planning Director
Robin Gawel, Senior Planner
Noel Eaton, Senior Planner (zoom)
Cara Culliver, Landscape Architect
Tom Griffith, Chief Building Official
David Allen, Planning Civil Engineer
Tim Heyrend, Utilities Manager
Marcella Miller, Office Manager

II. Meeting with Applicants – Scheduled Items for Review

A. Ridge Haven Pre-Submittal

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

The applicants were in attendance to discuss information regarding Ridge Haven:

- Part of the property is designated for multi-family and part of the property is designated for single-family.
- Discussion occurred regarding the diverse mixture of density with upscale single and multi-family homes. Amenities are planned with green space, wetlands and stormwater.
- The lakes will have fountains.
- Discussion occurred regarding the enclaves and the issues they may create with a plan to tie them together and proceed with amending the Interlocal Service Boundary Agreement (ISBA).
- It was advised that Plantation Oaks Boulevard pipes the water into a ditch and the outfall goes to the state park to the east. There will be no flow or water on the north or east sides.
- The underlying plat has 50' wide lots. The applicants will need to proceed with right-of-way vacations.

- The streets are proposed to be public streets. The current access to the outparcels are dirt roads that do not follow platted streets. The intent is to pave roads other than the roads in front of the outparcels. Stabilized access will be in place for firetrucks.
- There will be a 35' buffer next to the Village of Pine Run.
- Dry retention is tucked around the wetland in preserving it. Over on dry retention solution for nutrient loading so it will be adjusted to common area/natural open space. There will be a park with benches where the oak trees are with a walking path.
- There will be three points of access (entrances) with entry features on both sides similar to Plantation Oaks.
- The duplexes will be on central well with central irrigation. There is no intent to put reuse water into the single-family. Single-family will have individual lines.

Members of the SPRC, Mr. Steven Spraker, Planning Director; Ms. Robin Gawel, Senior Planner; Ms. Noel Eaton, Senior Planner; Ms. Cara Culliver, Landscape Architect; Mr. Tim Heyrend, Utilities Manager; Mr. Tom Griffith, Chief Building Official; and Mr. David Allen, Planning Civil Engineer, **provided the following** information:

- The steps were discussed for the development of the property:
 - ISBA amendment.
 - Annex balance of what is not in the City, into the City.
 - Comprehensive Plan Amendment for County, into the City, and Commercial going to Residential.
 - Right-of-way vacations (whatever is not being used for streets, needs to be vacated).
 - Site Plan.
 - Zoning Amendment - Public benefits and waivers letter would be needed.
- Common open space requirements were discussed, section 2-35 of the Land Development Code (LDC). 20 percent natural open space is required, excluding wetlands in the PRD. The lakes and upland wetland buffers do not count towards open space.
- Addison Drive and the ditch are not up to city standards and are of concern.
- The drainage around the stormwater surrounding areas is a concern. The storm drain from the street to dry retention can have no easements – only parcels.
- The force main and water connection points will need to be analyzed. It will require a lift station.
- The fire access is sufficient, and water flow should be fine with 12" pipes.
- 15 percent tree preservation is required. There is a 50' landscape buffer along Plantation Boulevard.
- It was made clear that the ISBA, Comprehensive Plan Amendment, and PUD may not go on the same meeting agenda.
- Mr. Spraker will forward information on the ISBA and a sample timeline.

III. Adjournment

The meeting adjourned 9:45 a.m.

The SPRC Meeting commenced at 10:00 a.m. on September 15, 2021.

IV. Attendance

Applicants:

Eric Joseph, Café Holdings
Daniel Harper, Café Holdings
Wayne Hilmer, Café Holdings
Lynette Swinski, Café Holdings

Staff:

Steven Spraker, Planning Director
Robin Gawel, Senior Planner
Noel Eaton, Senior Planner (zoom)
Cara Culliver, Landscape Architect
Tim Heyrend, Utilities Manager
David Allen, Planning Civil Engineer
Marcella Miller, Office Manager

V. Meeting with Applicants – Scheduled Items for Review

B. 1845 N. U.S. Highway 1 Pre-Submittal

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

The applicants were in attendance to discuss information regarding the 1845 N. U.S. Highway 1 Pre-Submittal:

- The property is in the B-7 (*Multi-family (3 units or more), Highway, Tourist, Commercial*) and B-8 (*General Commercial, retail, restaurants, personal services and multi-family*) zoning districts.
- The projected plan would consist of townhomes/condos for rent and for sale. The applicants expressed interest in changing the zoning and doing a portion of the project single-family residential.
- Another proposed idea is to have a combination of retail on the site in the front and multi-family.

Members of the SPRC, Mr. Steven Spraker, Planning Director; Ms. Robin Gawel, Senior Planner; Ms. Noel Eaton, Senior Planner; Ms. Cara Culliver, Landscape Architect; Mr. Tim Heyrend, Utilities Manager; and Mr. David Allen, Planning Civil Engineer, **provided the following** information:

- The area is in the Interlocal Service Boundary Agreement (ISBA), therefore in order to get utilities the applicants were advised that in order to connect to utilities they would need to annex.
- It was discussed that fee-simple townhomes for sale require platting with the city with the other option to go to the state to sell condominiums.

- It was discussed that if selling, the fee-simple lots will need to be platted, condominiums or townhomes.
- The process requires to go through Site Plan Review Committee (SPRC) and reviews.
- A sketch and legal 'metes and bounds' description is required for annexation.
- There is a 6" sewer force main on HWY 1 for the property to connect into.
- Direction was given to hire a professional engineer to do an engineering study to determine if the force main sewer pipe has sufficient capacity and provide a model including the surrounding properties, considering future and proposed uses. If additional capacity is required, the developer would be responsible for needed improvements.
- Impact fees were discussed. The Land Development Code allows for impact fee reimbursements when other users connect on if the applicants make the property and area more valuable.
- The sewer line has been improved up to Broadway and U.S. Highway 1.
- The water line is a 12" pipeline which is sufficient. Two connections may be required to the 12" pipe and to loop the system.
- A discussion of stormwater and project irrigation occurred.
- Landscaping requirements: Along U.S. Highway 1 is a greenbelt corridor, there is a 36' landscape buffer requirement. There is a 15 percent tree preservation requirement, for the heavily wooded areas. The trees can be lifted and trimmed within the greenbelt. The tree requirement is one tree for 200 square foot of area within the Greenbelt District. Any trees in preserved will count towards the requirement. If there are not enough trees then it would be a minimum of 2 ½" caliper-diameter and 10' high. 60 percent of the Greenbelt has to be planted with native vegetation or keep existing vegetation.
- A wetland analysis is required. There is a 25' buffer around the wetlands.
- The driveway connection will be permitted by the Florida Department of Transportation (FDOT).
- The site can have monument signs within the greenbelt buffer (5' off of the right-of-way).
- SPRC meets every Wednesday to bring the topic back for discussion and feedback.

VI. Adjournment

The meeting adjourned 10:37 a.m.

The SPRC Meeting commenced at 10:40 a.m. on September 15, 2021.

VII. Attendance

Applicants:

Damian Brink, Bowman (zoom)
Johnathan Henley, Bose Development (zoom)
Brittany Whitley, Bose Development (zoom)

Staff:

Steven Spraker, Planning Director
Robin Gawel, Senior Planner
Noel Eaton, Senior Planner (zoom)
Cara Culliver, Landscape Architect
Tim Heyrend, Utilities Manager
David Allen, Planning Civil Engineer
Marcella Miller, Office Manager

VIII. Meeting with Applicants – Scheduled Items for Review

C. N. U.S Highway 1 and Broadway Avenue Pre-Application

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

The applicants were on the call through Zoom to discuss information regarding N. U.S. Highway 1 and Broadway Avenue:

- The proposed project is a convenience store with eight gas pumps (single-row canopy), carwash, 16 fueling positions, with gas sales and a restaurant inside.
- There would be no U.S. Highway 1 access. The access points would be on Broadway and Gowers.
- Improvements would be made along Broadway Avenue.

Members of the SPRC, Mr. Steven Spraker, Planning Director; Ms. Robin Gawel, Senior Planner; Ms. Noel Eaton, Senior Planner; Ms. Cara Culliver, Landscape Architect; Mr. Tim Heyrend, Utilities Manager; and Mr. David Allen, Planning Civil Engineer, **provided the following** information:

- It was discussed that the use is allowed in the area.
- Landscaping requirements: 36' wide landscape buffer; 60 percent of the vegetation is required to be native; 20' landscape buffer along Broadway; 10' landscape buffer along Gowers; 10' landscape buffer along Flagler; 5' wide plantable area requirement between the building and the sidewalks/parking all the way around the building; and 15 percent tree preservation requirement.
- It was discussed that the driveway closest to U.S. Highway 1 may not be allowed. Broadway Avenue is a county road and U.S. Highway 1 is a state road. No driveways are permitted on Broadway per the FDOT and the County with a turn lane there in past concept plans.

- There is a 60' right-of-way on Flagler and Gowers; the city can offer 5' right-of-way vacation on Flagler; and a 5' right-of-way vacation on Gowers.
- The sidewalk fund was discussed – there are four roadways around the property. Sidewalks are typically required. The option is available to pay into the sidewalk fund on U.S. Highway 1, but the other three roadways require sidewalks. Curbing is required along the company's side of Gowers.
- If using Flagler Road, must improve it with 24' width and to route the drainage somewhere. It will be researched further and advise if they need to improve it.
- It was expressed that drainage at Flagler and Broadway are of concern as it does not drain. Must research the U.S. Highway 1 and Broadway northeast corner drainage pipe under Broadway with a triangular easement across the corner with the property owner.
- It was discussed that the drainage and stormwater will be underground.
- A discussion regarding driveway widths and parking occurred.
- There is a 12" waterline, 8" pressurized sewer force main. A lift station will be required onsite to tie into the force main.
- The building has architectural standard requirements (5 styles to choose from) with integration coordination required between all buildings on the site, including the dumpster.
- No neighborhood meeting is required since the property does not abut residential.
- It was discussed that gas canopy standards have changed and signage is permitted with electronic copy changeable signage with a Special Exception. Two 8' high monument signs are allowed.
- The restaurant inside of the gas station is a conditional use and allowed as a staff approval.
- The SPRC process was explained, including the electronic permitting software process with ProjectDox where comments are uploaded and reviewed in a two-week turnaround. The lead time for this project is estimated at a two-month period.
- Early permit review is an option for building review with a \$350.00 fee.
- SPRC meets every Wednesday to bring the topic back for discussion and feedback.

IX. Adjournment

The meeting adjourned 11:10 a.m.