

**MINUTES
ORMOND BEACH CITY COMMISSION
HELD AT CITY HALL COMMISSION CHAMBERS**

November 21, 2017

7:00 p.m.

Commission Chambers

Present were: Mayor Bill Partington, Commissioners Dwight Selby, Troy Kent, Rick Boehm, and Rob Littleton, City Manager Joyce Shanahan, City Attorney Randy Hayes, and City Clerk Scott McKee.

A G E N D A

- 1. CALL TO ORDER**
- 2. INVOCATION**
- 3. PLEDGE OF ALLEGIANCE**
- 4. AUDIENCE REMARKS - REGARDING ITEMS NOT ON THE AGENDA**
- 5. APPROVAL OF MINUTES**

A. Minutes from City Commission meeting – November 7, 2017

6. CONSENT AGENDA

The action proposed is stated for each item on the Consent Agenda. Unless a City Commissioner removes an item from the Consent Agenda, no discussion on individual items will occur and a single motion will approve all items.

- A. **RESOLUTION NO. 2017-220** : A RESOLUTION ACCEPTING A BID FROM RJ LANDSCAPE CONTRACTORS, INC. FOR LANDSCAPING SERVICES REGARDING THE NORTH US1 LANDSCAPE IMPROVEMENTS (AIRPORT RD TO LINCOLN AVE) PROJECT, UNDER BID NO. 2017-34; AUTHORIZING THE EXECUTION OF A CONTRACT AND PAYMENT THEREFOR; REJECTING ALL OTHER BIDS; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: John Noble, City Engineer (386-676-3269)

- B. **RESOLUTION NO. 2017-221** : A RESOLUTION ACCEPTING THE PROPOSAL OF COASTAL TENNIS LIFE COMPANY REGARDING PROFESSIONAL SERVICES TO MANAGE AND OPERATE THE ORMOND BEACH TENNIS CENTER; AUTHORIZING THE EXECUTION OF AN AGREEMENT; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Robert Carolin, Leisure Services Director (386-676-3279)

- C. **RESOLUTION NO. 2017-222** : A RESOLUTION AUTHORIZING THE APPROVAL AND EXECUTION OF A PURCHASE AUTHORIZATION FOR THE PURCHASE OF ONE 2018 CATERPILLAR WHEEL LOADER, UNDER FLORIDA SHERIFFS ASSOCIATION BID NO. FSA 16-VEH 14.0; DECLARING VEHICLE #275 TO BE SURPLUS PROPERTY, AND AUTHORIZING THE DISPOSITION THEREOF; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Kevin Gray, Public Works Operations Manager (386-676-3522)

- D. **RESOLUTION NO. 2017-223** : A RESOLUTION AUTHORIZING THE APPROVAL AND EXECUTION OF A PURCHASE AUTHORIZATION FOR THE PURCHASE OF ONE 2018 CATERPILLAR MINI EXCAVATOR, UNDER FLORIDA SHERIFFS ASSOCIATION BID NO. FSA 16-VEH 14.0; DECLARING VEHICLE #303 TO BE SURPLUS PROPERTY, AND AUTHORIZING THE DISPOSITION THEREOF; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: Kevin Gray, Public Works Operations Manager (386-676-3522)

- E. **RESOLUTION NO. 2017-224** : A RESOLUTION RATIFYING THE EXECUTION OF AN EMERGENCY CONTRACT AND AUTHORIZING AMENDMENTS TO THE EMERGENCY CONTRACT BETWEEN THE CITY AND THOMPSON CONSULTING SERVICES, LLC, TO PROVIDE GRANT MANAGEMENT SUPPORT AND FEDERAL EMERGENCY MANAGEMENT AGENCY PUBLIC ASSISTANCE GRANT MANAGEMENT SERVICES RESULTING FROM HURRICANE MATTHEW AND HURRICANE IRMA, UNDER THE CITY'S REQUEST FOR QUOTATION (RFQ) NUMBER 2017-03; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: *Chris Byle, Assistant Finance Director (386-676-3206)*

- F. **Renewal of Non-Exclusive Franchise Agreement with Sunshine Recycling Inc.**

Staff Contact: *Kevin Gray, Public Works Operations Manager (386-676-3522)*

Disposition: Approve as recommended in the City Manager memorandum dated November 21, 2017.

7. PUBLIC HEARINGS

- A. **ORDINANCE NO. 2017-36** : AN ORDINANCE APPROVING THE FINAL PLAT FOR "THE GARDENS AT ADDISON OAKS" SUBDIVISION; ESTABLISHING CONDITIONS AND EXPIRATION DATE OF APPROVAL; AND SETTING FORTH AN EFFECTIVE DATE. **(SECOND READING)**

Staff Contact: *Ric Goss, Planning Director (386-676-3238)*

- B. **ORDINANCE NO. 2017-39** : AN ORDINANCE AMENDING PARAGRAPH C, OFFICIAL ZONING MAP, OF SECTION 2-01, ESTABLISHMENT OF ZONING DISTRICTS AND OFFICIAL ZONING MAP, OF ARTICLE 1, ESTABLISHMENT OF ZONING DISTRICTS AND OFFICIAL ZONING MAP, OF CHAPTER 2, DISTRICT AND GENERAL REGULATIONS, OF THE CITY OF ORMOND BEACH LAND DEVELOPMENT CODE, BY AMENDING THE OFFICIAL ZONING MAP TO REZONE A CERTAIN PARCEL OF REAL PROPERTY TOTALING APPROXIMATELY 8.729-ACRES LOCATED AT 1 SOUTH OLD KINGS ROAD (PARCEL ID NUMBER: 4241-01-09-0180), NO ADDRESS, SOUTH OLD KINGS ROAD (PARCEL ID NUMBER: 4241-01-11-0130), NO ADDRESS, WEST GRANADA BOULEVARD (PARCEL ID NUMBER: 4241-01-09-0170), AND NO ADDRESS, WEST GRANADA BOULEVARD (PARCEL ID NUMBER: 4241-01-11-0120) FROM B-9 (BOULEVARD) TO PBD (PLANNED BUSINESS DEVELOPMENT), AUTHORIZING REVISION OF OFFICIAL ZONING MAP; REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: *Ric Goss, Planning Director (386-676-3238)*

- C. **ORDINANCE NO. 2017-40** : AN ORDINANCE AUTHORIZING THE EXECUTION AND ISSUANCE OF A DEVELOPMENT ORDER FOR A PLANNED BUSINESS DEVELOPMENT TO BE KNOWN AS "ORMOND CENTRAL", AUTHORIZING THE DEVELOPMENT OF COMMERCIAL USES ON 8.729 ACRES TO BE LOCATED AT 1 SOUTH OLD KINGS ROAD (PARCEL ID NUMBER: 4241-01-09-0180), NO ADDRESS, SOUTH OLD KINGS ROAD (PARCEL ID NUMBER: 4241-01-11-0130), NO ADDRESS, WEST GRANADA BOULEVARD (PARCEL ID NUMBER: 4241-01-09-0170), AND NO ADDRESS, WEST GRANADA BOULEVARD (PARCEL ID NUMBER: 4241-01-11-0120); AUTHORIZING A MASTER DEVELOPMENT PLAN, HISTORIC TREES REMOVAL, IMPACT FEE CREDITS, AND ACCEPTING CERTAIN PUBLIC BENEFITS; ESTABLISHING CONDITIONS AND EXPIRATIONS OF APPROVAL; AND SETTING FORTH AN EFFECTIVE DATE.

Staff Contact: *Ric Goss, Planning Director (386-676-3238)*

8. SECOND READING OF ORDINANCES

- A. **ORDINANCE NO. 2017-37** : AN ORDINANCE AMENDING THE CITY OF ORMOND BEACH CODE OF ORDINANCES CHAPTER 8.1 TELECOMMUNICATIONS, ARTICLE I, IN GENERAL, SECTION 8.1-3, DEFINITIONS, AND SECTION 8.1-4, REGISTRATION; ARTICLE II, FEES AND PAYMENTS, SECTION 8.1-5, IN GENERAL; ARTICLE III, CONSTRUCTION, UNDERGROUND INSTALLATION AND RELOCATION, SECTION 8.1-7, GENERALLY, AND SECTION 8.1-8, USE OF RIGHTS-OF-WAY; REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; PROVIDING FOR SEVERABILITY; AND SETTING FORTH AN EFFECTIVE DATE. **(SECOND READING)**

Staff Contact: Ric Goss, Planning Director (386-676-3238)

- B. **ORDINANCE NO. 2017-38** : AN ORDINANCE AMENDING THE ANNUAL BUDGET FOR FISCAL YEAR 2016-2017 BY AMENDING THE 2010 GENERAL OBLIGATION BOND (220); GENERAL LIABILITY FUND (504); AND SETTING FORTH AN EFFECTIVE DATE. **(SECOND READING)**

Staff Contact: Chris Byle, Assistant Finance Director (386-676-3206)

9. REPORTS, SUGGESTIONS, REQUESTS

10. ADJOURNMENT

Item #1 – Meeting Call to Order

Mayor Partington called the meeting to order at 7:01 p.m.

Item #2 – Invocation

Reverend Willie Branch, Mount Zion African Methodist Episcopal Church, gave the invocation.

Item #3 – Pledge of Allegiance

Mayor Partington led the Pledge of Allegiance.

Item #4- Audience Remarks

Mr. Cory Romaniuk, 106 Knollwood Estates Drive, stated that his issue involved building a metal garage on his 1.6 acre lot. He stated that he was aware of work being done by the city on the Land Development Code, as he had attended the last City Commission meeting. He stated that the previous Thursday he visited City Hall to start the process of pulling a permit for a three-sided carport, which was allowed per code, but that the process had been difficult. He stated that he was told he would have to file the plans electronically and that the process would take about two weeks. He noted that there was no option to have the permit expedited and that two weeks seemed an excessive time for a stamped, approved carport. He stated that other local jurisdictions had allowed individuals to file electronically if that was convenient for them, or hand deliver their set of plans that had been stamped by an engineer.

Mr. Romaniuk stated that those jurisdictions had an expedited homeowner process which, in his opinion, noting that Ormond Beach did not. He explained that gave the impression that Ormond Beach had created a hardship for their residents who had paid taxes and supported the city through the building permit process. He stated that he thought the Land Development Codes that were being changed should have been changed a long time ago and found it hard to believe that he was the first to have had this type of difficulty with a home construction issue. He stated that he felt the city could go a step further with customer service in providing an expedited permit process for homeowners. He stated that he did what he could to meet his customers' needs, no matter the situation. He thanked the Commission for their time.

Mayor Partington thanked Mr. Romaniuk and appreciated that this issue had been brought to the City Commission's attention. He stated that he knew the process had been improved for businesses and hoped that some of the suggestions made would be addressed appropriately.

Mr. Eric Sommerlad, President of International Association of Firefighters (IAFF) Local 3499, stated that he wished to discuss the Volusia County Emergency Medical Services (EMS/EVAC). He stated that there were three calls from his shift on November 14, 2017, that he wanted to highlight. The first was at 11:30 a.m. when Quint 91 responded to a call from an elderly couple; the husband had complications from chemotherapy and it was not considered an emergency call. He stated that the captain on Quint 91 explained to the wife that there were no Volusia County ambulances available at that time to transport her husband to the hospital, and he had no information as to when one would become available. He explained that it was then decided that the Quint 91 firefighters would help the elderly man to his own car and that his wife would transport him to the hospital. He noted that the absence of an ambulance created a hardship on citizens of Ormond Beach.

Mr. Sommerlad stated that the next call occurred around 4:00 p.m., when Engine 93 was dispatched on a non-emergency call to a business in Ormond Beach, north on US-1, for a patient that was weak and dizzy. He stated that usually a call like that would have been considered an emergency; however, no Volusia County ambulance was assigned to this particular call. He stated that once Engine 93 arrived it was determined that it was indeed an emergency and they notified dispatch that an ambulance was needed for an altered mental status patient. He noted that Engine 93 performed a few procedures on the patient, including checking vital signs every five minutes, but that it took the Volusia County EMS ambulance 24 minutes to arrive at the scene.

Mr. Sommerlad stated that the third call was for a patient with chest pains located off Wilmette Avenue in Ormond Beach and that the Volusia County EMS ambulance responded from Beville Road and Clyde Morris Boulevard in Daytona Beach. He noted that the lack of available ambulances had become an ongoing issue. He stated that at any given part of the day, Volusia County could be down up to four ambulances.

Mr. Sommerlad passed out a packet that included research for the 2016 to 2017 year. He stated that it showed the citizen to ambulance ratio in five counties; Seminole County, Brevard County, Flagler County, Lake County, and Volusia County. He noted that Seminole County had the lowest ratio of 14,730 people to one ambulance. He stated that by using that ratio and the population of Ormond Beach in 2016 (42,162 people), that would mean there would be 2.8 ambulances in use if you lived in Seminole County. He stated that using that same math for Volusia County would mean there would be 1.3 ambulances in use. He noted that the second part of the packet showed incident data from the Ormond Beach Fire Department and highlighted the increase in calls to them over the last two years. He thanked the Commission for their time and noted that he would be back for future discussions due to the importance of that issue and how it affected Ormond Beach residents.

Ms. Julia Truilo, Executive Director of Ormond Beach MainStreet ("MainStreet"), stated that MainStreet had a successful Riverfest Seafood Festival the prior weekend. She noted that the event was up 20 percent in attendance over the previous year and that it had been a beautiful day. She stated that she wanted to highlight a few things that were not obvious to outsiders. She noted that they made a special push to have local vendors at the event and that 32 of the 70 vendors there were from Volusia County. She stated that they were very proud of that and thanked the City of Ormond Beach. She also thanked the city staff at The Casements. She emphasized that Cultural Center Coordinator Siobhan Daly and other staff had always gone out of their way to make sure a MainStreet experience was great and that everything ran smoothly. She stated that she looked forward to seeing everyone at upcoming events.

Mayor Partington thanked Ms. Truilo and mentioned that he made it to the end of the event on Sunday. He noted that he was aware a lot of work went into the event and was happy to hear about the turnout.

Item #5 – Approval of Minutes

Mayor Partington advised that the minutes of the November 7, 2017 regular meeting had been sent to the Commission for review and posted on the city's website for public viewing. He asked for any corrections, additions, or omissions. He stated that hearing no corrections, the minutes would stand approved as presented.

Item #6 – Consent Agenda

Mayor Partington advised that the actions proposed for the items on the Consent Agenda were stated on the agenda. He asked if any member of the Commission had questions or wished to discuss any items separately.

Commissioner Kent moved, seconded by Commissioner Boehm, for approval of the Consent Agenda.

Call Vote:	Commissioner Selby	Yes
	Commissioner Kent	Yes
	Commissioner Boehm	Yes
	Commissioner Littleton	Yes
Carried.	Mayor Partington	Yes

Consent Agenda Comments

Commissioner Boehm stated that he was excited to see Mr. Paul MacDonald, Landscape Architect, at the meeting. He stated that the city had requested bids for the landscaping along US-1 and that it was part of the city's ongoing beautification campaign. He stated that it took a while to get grant funding, but he was happy that the work would be done soon.

Item #7 – Public Hearings

Mayor Partington opened the public hearings.

Item #7A – Gardens at Addison Oaks, Final Plat

City Clerk Scott McKee read by title only:

ORDINANCE NO. 2017-36
AN ORDINANCE APPROVING THE FINAL PLAT FOR "THE GARDENS AT ADDISON OAKS" SUBDIVISION; ESTABLISHING CONDITIONS AND EXPIRATION DATE OF APPROVAL; AND SETTING FORTH AN EFFECTIVE DATE.

Commissioner Kent moved, seconded by Commissioner Littleton, for approval of Ordinance No. 2017-36, on second reading, as read by title only.

Call Vote:	Commissioner Kent	Yes
	Commissioner Boehm	Yes
	Commissioner Littleton	Yes
	Commissioner Selby	Yes
Carried.	Mayor Partington	Yes

Item #7B – 1 South South Old Kings Road Road, Ormond Central, Rezoning to PBD

City Clerk Scott McKee read by title only:

ORDINANCE NO. 2017-39
AN ORDINANCE AMENDING PARAGRAPH C, OFFICIAL ZONING MAP, OF SECTION 2-01, ESTABLISHMENT OF ZONING DISTRICTS AND OFFICIAL ZONING MAP, OF ARTICLE 1, ESTABLISHMENT OF ZONING DISTRICTS AND OFFICIAL ZONING MAP, OF CHAPTER 2, DISTRICT AND GENERAL REGULATIONS, OF THE CITY OF ORMOND BEACH LAND DEVELOPMENT CODE, BY AMENDING THE OFFICIAL ZONING MAP TO REZONE A CERTAIN PARCEL OF REAL PROPERTY TOTALING APPROXIMATELY 8.729-ACRES LOCATED AT 1 SOUTH OLD KINGS ROAD (PARCEL ID NUMBER: 4241-01-09-0180), NO ADDRESS, SOUTH OLD KINGS ROAD (PARCEL ID NUMBER: 4241-01-11-0130), NO ADDRESS, WEST GRANADA BOULEVARD (PARCEL ID NUMBER: 4241-01- 09-0170), AND NO ADDRESS, WEST GRANADA BOULEVARD (PARCEL ID NUMBER: 4241-01-11-0120) FROM B-9 (BOULEVARD) TO PBD (PLANNED BUSINESS DEVELOPMENT), AUTHORIZING REVISION OF OFFICIAL ZONING MAP; REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; AND SETTING FORTH AN EFFECTIVE DATE.

Mr. Ric Goss, Planning Director stated that the next two items involved a development order and planned business development. He noted that he wished to present both items together, as they were intertwined, and then the Commission could act on each separately. He displayed a slide showing the aerial location of the referenced property, noting that it was a tract of land of about eight acres on West Granada Boulevard, near Nova Road and the Granada Boulevard intersection. He noted that to the west of the property was Reflections Village, and to south was Kings Crossing, and pointed out a land area which was approved for an assisted living facility. He noted that the land use and zoning for the property were consistent with each other. He noted that the land use of this tract was "Residential, Office, Retail" (ROR). He stated that the zoning in the area was general B-8 commercial, B-9, and Medium Density Residential (MDR), consistent with the land use.

Mr. Goss stated that the property was in a flood zone and would require a clearing, filling, and grading of the site. He stated that the basic flood elevation was seven feet, and ranged from two to five feet. He explained that the property would have to be filled to eight feet, which was one foot above the base elevation of seven feet, noting that the finished floor elevation would be at eight feet. He stated that there was compensating storage for the fill, located in the area, along with storage for retention with regard to the entire development. He stated that there were wetland impacts and the applicant purchased .31 acres of mitigation credit through the lake swamp mitigation bank. He explained that due to the grading, filling, and clearing – eight trees would be affected on the site. He explained that three would be preserved, three were damaged from previous storms, and two would be removed as result of development. He stated that trees one, four, and six would be preserved. He noted that tree one was located in the front of the property, while trees four and six were in the back by retention area. He explained that to mitigate the historic tree removal, the applicant was proposing to upsize all landscaping and trees on the west and south buffers from 2.5 caliber inches to 4.5 caliber inches.

He stated that some of the elements of the infrastructure plan were basically different than what you would normally do. He noted that for the commercial subdivision there would be land lease lines, and pointed them out on the presentation slide. He explained that the applicant was requesting up to five development ready parcels. He noted that there had been median modifications in one area, pointing out a right turn lane which would pick up all the turning traffic. He stated that the landscape buffers were basically in front; noting a 36 foot greenbelt buffer, a six foot eastern buffer, a ten foot western buffer along South Old Kings Road, and a ten foot buffer in another area. He pointed out a purple area which was the storm water compensatory storage area. He noted that those were the elements of the infrastructure plan.

He pointed out the yellow road on the slideshow presentation explained that it was the spine road and would connect from Granada Boulevard through to South Old Kings Road. He noted that everything in yellow on the displayed slide was road improvements or access improvements. He stated that there was a right turn lane off South Old Kings Road and a left out into another area. He noted that the greenbelt buffer was 36 feet and would remain as native vegetation through the entire site from unit one all the way through unit four. He explained that in the areas where the development pads would come along would be enhanced by adding trees as they came in. He stated that on the south side of the project, along South Old Kings Road, there would be a full curb cut for cars, but it only would allow for truck making deliveries to turn right onto Granada Boulevard. He noted that there was a right turn only into the site and a right in and a right out off of Granada Boulevard.

Mr. Goss pointed out a directional median directing all traffic westbound into the site. He noted that there was a right turn only at the far eastern portion of the site, and noted the access points. He explained that the grass median which was currently located there would be taken over with que lanes both eastbound and westbound along with the directional median. He displayed a slide of what the site plan could look like after looking at all infrastructure elements; including trees being removed and replaced, buffers being put in, and a 24,000 square foot facility retail being located there. He noted that there would be a 4,000 square foot restaurant drive-through, another 4,500 square foot restaurant with no drive-through, and a smaller drive-through of around 2,600-2,700 square feet.

Mr. Goss stated that a traffic study was performed and received, with three revisions being made over time. He noted that the Florida Department of Transportation (FDOT) had reviewed it and made comments. He stated that the daily traffic over a 24-hour

period was 9,562 trips, but that net new trips as a result of the development would be 4,600. He noted that pass-by trips were those trips that were already on the road network and would come off of the road to shop at the development. He explained that the most important trip time was the p.m. peak hour, between 4:00 p.m. to 6:00 p.m.. He stated that during that time period, there would be 330 net new trips. He noted that 662 trips would be using the directional median and other access points.

Mr. Goss addressed the road segment and volume with regard to the project. He explained that without project, that segment of the roadway was at a service level of "C," both from State Road 40 from Nova Road to US-1, and from South Old Kings Road and State Road 40 (SR 40) to Division Avenue. He explained that when the project's projected traffic was added in, the service level still remained "C." He explained that when they talked about level of service, they meant the volume, or number of cars, you could get on a segment of the road. He explained that in regards to the level of service at the signalized and stopped intersections, the area in question, at SR 40 and Nova Road, was already scored as an "F" without the project because of delays. He explained that with the addition of the project, it was a worse "F." He stated that the traffic study recommended that that signal be optimized, so the level of service rating could increase to an "E." He noted that that was being pursued with the county.

Mr. Goss stated that the St. Johns' River Water Management District had already issued the permit for the project, and the wetland impacts had been looked at and taken care of through the purchase of offsite credits. He explained that FDOT reviewed the traffic study and their comments had been integrated into the development several times through various revisions. He stated that the state historic preservation office agreed that there were no cultural resources that are affected by this project.

Mr. Goss stated that the project was proposing to have all of the permitted Planned Business Development (PBD) uses that were normally found in the B-9 district, including all of the conditional uses that were in B-9. He noted that a garden center was not a use that was typically found in the B-9, but the developer wished to have a garden center, such as an accessory to a retail use. He stated that the developer had proffered to the Planning Board that they would not have more than three restaurant type "C"s, which were basically drive-through restaurants. He noted that a restaurant type "D" was a type of restaurant which would be found only in the downtown, as it was more of a tavern where only 25 percent of the sales came from food while the rest came from alcohol. He noted that the convenience store originally proposed was withdrawn by the applicant at the Planning Board meeting, along with a proposed gas station.

Mr. Goss displayed the dimensional standards, noting that they were essentially almost all the same as in a B-9 zoning district, except for the minimum lot size and minimum lot frontage. He noted that the height had been reduced from 75 feet to 45 feet. He stated that the side interior and the front setbacks were different, but other than that, the dimensional standards were almost all the same as B-9.

Mr. Goss stated that the applicant sent a letter regarding the public benefits, noting that it contained about 20 benefits. He explained that he could not fit all the proffered benefits into one presentation slide, and instead would highlight a few. He stated that the applicant had volunteered to upgrade a wall along South Old Kings Road all the way to the end of the pond on that road. He noted that the applicant intended to reduce the signage, noting that they could have desired larger signage on South Old Kings Road. He stated that the applicant would be providing an eastbound right turn lane, which would be an onsite improvement that really helped the project. He noted that that lane would have indirect benefits for west and east Granada Boulevard.

Mr. Goss stated that the development was integrated, which was important. He explained that an integrated development was much better with regards to planning out the impacts, such as curb cuts and drainage areas. He stated that the applicant was proposing streetscape improvements such as decorative streetlights and entry features and pavers at all the access points into the development. He noted that the project's intensity reduction was by 28 percent of the floor area, and explained that the developer could chose to have a lot more intense uses than what they were proposing to build. He noted that the property's condominium documents, for leasing the land, would contain delivery truck access and departure limitations which the tenants would have to live by. He noted the proposed height reduction from 75 feet to 45 feet. He stated that those were just some of the benefits proposed, noting that more were contained within the report.

Mr. Goss stated that the Planning Board held a public hearing on the item, and after listening to those in attendance, approved the PBD application as amended by the applicant at the public hearing with some additional recommendations. He noted that one of those was that there be "no trucks going south out of this development onto South Old Kings Road." He stated that the Planning Board had also indicated to the city's staff that there ought to be signs put up restricting trucks except for local deliveries. He noted that there were signs like those in other areas, such as Division Avenue. He stated that the other recommendation was that semi-trucks could enter and exit only off of Granada Boulevard. He noted that they would also have the option of exiting the southernmost driveway, but would have to exclusively turn right there.

Mr. Goss noted that the file for the project was replete with studies. He noted that there were traffic studies, revisions, FDOT comments, tree studies, a stormwater study, a compensatory storage study, a cultural report, and other reports providing for the project. He noted that the project had also received its St. John's River Water Management District permit, which meant that all of its water was staying on site.

Mr. Goss stated that some of the uses sought were allowed, and some of the other uses which were not were not uses that would not negatively impact the surrounding residential areas. He stated that the project had a number of provided benefits that reduced the overall potential impact of the development on South Old Kings Road. He noted that those benefits included reducing the height, the square feet, and the signage. He stated that this master planned commercial development was consistent with the Land Development Code and Comprehensive Plan based upon the land use and zoning. He noted that there was testimony provided at the Planning Board which supported this project.

Mr. Goss noted that there were some cases made against the project. He explained that one of those issues noted was the traffic on West Granada Boulevard, and that the intersection at West Granada Boulevard and Nova Road was already rated as an "F," and would get worse with this project. He noted that there was also a potential for commercial traffic on South Old Kings Road, explained that there was no way to guarantee that trucks would not make a left onto it. He explained that they could put up signage and have the condominium documents explicitly stated those types of limitations so that issues could be addressed when they arose, but noted that there really was not a hard and fast way of guaranteeing that would not happen. He stated that at the Planning Board hearing, there was testimony provided by a number of people with regard to the project's potential negative impact to their existing quality of life with regards to noise, traffic impacts, and trash. He noted that there was some concern that landscape buffers along South Old Kings Road would be insufficient to mitigate those impacts.

Mr. Goss explained that staff was recommending approval of the project based upon all the studies that were provided, the staff's own findings, and conclusions of law from those findings. He stated that staff recommended the PBD rezoning and the development order be approved as provided in the revised application by the developer, along with the Planning Board recommendations.

Commissioner Kent noted that the 36 foot proposed buffer on Granada Boulevard was pretty impressive. He noted that he heard Mr. Goss mentioned raising the site elevation to about eight feet. He asked if the existing buffer would be impacted by that elevation.

Mr. Goss stated that he did not believe so, but noted that he would let the developer and his engineer answer that question.

Commissioner Kent asked Mr. Goss if he could recall any other development on Granada Boulevard which had a buffer like that.

Mr. Goss stated that one was just approved at 600 West Granada Boulevard.

Commissioner Kent noted that that was not built yet. He explained that he was wondering about one which currently existed.

Mr. Goss stated that the Shoppes of Ormond Beach had a 36 foot buffer.

Commissioner Kent expressed reservations about putting a 36 foot buffer in front of a business on Granada Boulevard. He explained that his preference would be to have it be more open so that when one was driving down Granada Boulevard, they would have a

better view of what was happening. He noted that that would be up the developer however.

Mr. Goss stated that the the 36 foot buffer was a requirement of the Land Development Code and Comprehensive Plan policy.

Commissioner Kent noted that there were no other businesses that Mr. Goss could name which currently had that type of buffer on Granada Boulevard.

Mr. Paul Holub, Applicant, stated that he had been coming before the Commission for 31 years, Mayor Partington was the sixth Mayor he had been before, and that he had been before and dozens of commissioners. He noted that there had always been a common thread in every project that he had brought before the Commission and that was opposition. He noted that there had always been a level of opposition, whether it was the theater project 20 years prior, or an office building at 1050 West Granada Boulevard. He noted that it did not matter what project it was, there was always been a level of opposition and he had always tried to work with neighborhoods or the adjacent land owners to resolve issues. He noted that he had attempted to do that again on this project. He noted that while he may not have satisfied everyone, there had been 13 different renditions of the site plan before the Commission, with some changes made for staff but a lot made for the Reflections Village neighborhood, with their input and input from other people at the neighborhood meeting. He noted that he was joined that evening by his engineer, Mr. Harry Newkirk, his partner, Mr. Lewis Heaster, and our attorney, Mr. Michael Woods from Cobb & Cole. He noted that they were available to answer any questions.

Mr. Holub stated that the project was about 8.75 acres. He noted that the biggest issue that had been faced with the project was having any access at South Old Kings Road. He noted that presently the plans just had a right-in entrance and a full access point in one location. He explained that that was important for the success of the project, but more importantly, it was necessary so that the neighborhood that uses this project, whether it be Reflections Village or other subdivisions to the south, can get back to their neighborhood without going out of West Granada Boulevard, making a U-turn in front of Lohman's Funeral, coming back, and making a left turn in to come down South Old Kings Road. He explained that they had to have that access point to get people that were going to use the project to get back into their subdivision. He explained that there was now only a right out at the location for trucks that might come in to service the project. He explained that they were not talking about having delivery trucks every day, but two to three times a week at the most. He explained that other types of businesses, besides grocery stores, did not have semi-trucks that came in, and that they instead had cargo trucks that were in the 30 to 35 foot range, which could easily access this project and leave with no need to go south on South Old Kings Road.

Mr. Holub explained that he looked up some of the history on this project and that back in 1966, Nova Road was a truck route. He stated that the land where Reflections Village would go was 25 foot lots of a platted subdivision called Washington Park. He explained that 50 years ago, as it is today, there was a commercial road surrounding that subdivision. He noted that Granada Boulevard, then called Tomoka Avenue, was the east to west road in Ormond Beach. He displayed a 1980 aerial photograph and pointed out Reflections Village,] and another area which was under construction. He reiterated that there was commercial zoning all along Nova Road. He noted that at one point it was a landfill area and when it was, it was again surrounded by commercial uses for many, many years.

Mr. Holub noted that Reflections Village was built and opened in 2000, and that most of the Reflections Village was surrounded on three sides by commercial development. He noted that the homes were built all the way up to Granada Boulevard, and that the backyards of those homes came right up to Granada Boulevard. He noted that homes were built all the way along South Old Kings Road, right up to the commercial land on Nova Road. He suggested that, knowing there was commercial uses surrounding the development, the developer should have put in a 25 or 50 foot buffer to safeguard the residents in the future. He explained that he understood why the developer would want to maximize his land, but noted that the homes were surrounded by commercial at all times before the first house was ever constructed. He noted that part of his land at South Old Kings Road used to be zoned B-1, but was now B-9. He gestured on the slide noting the area which was all B-9, noting that along Nova Road was B-8 and that once the subdivision had been R-4. He reiterated that that area had always been surrounded by commercial development.

Mr. Holub noted that one of the concerns, mentioned by Mr. Goss, was the truck route and how trucks would enter and exit. He explained that the main concern was that trucks would not come down South Old Kings Road to Division Avenue to leave and come back to Nova Road when they wanted to go westbound. He noted that he had a plan to show to further depict that. He stated that he believed there were safe guards in place so that would not happen. He explained that they could put a safeguard into their condominiums documents, into a recorded covenant for a sold parcel, and also into any lease that they did with a tenant. He noted that such a provision would be enforceable. He explained that while they could not police the area all day, he had such regulations in shopping centers he had now and were able to successfully enforce them.

Mr. Holub stated that Reflections Village had about a four foot high brick wall and about a six to eight foot buffer along South Old Kings Road. He noted that in some areas, existing vegetation would remain. He stated that there would be a ten foot buffer and a six foot decorative wall, and much vegetation would remain in place. He noted that while some of it may need to be thinned out to get the wall in place, they would also be planting new material. He explained that the ten foot buffer on the side street, in conjunction with the wall, was going to go quite far to protect the neighborhood and buffer the neighborhood from the project. He noted that the southerly section was quite wooded. He explained that his property boundary was pretty close to the sidewalk, but was off a little bit so there would be ten feet of buffer with the wall going behind the landscaping.

Mr. Holub stated that the Granada Boulevard buffer would be uniform all the way across, would preserve a great deal of the existing vegetation, and new upsized material would be planted there. He noted that the same would be done with South Old Kings Road, preserving what was there to the maximum extent that he could while adding new landscape material.

Mr. Holub noted that there had been some discussion at the various other meetings and hearings about the preference from citizens for office uses over retail. He explained that he drove over one day to look at the Reflections Village, noting at 8:00 a.m. that there were 200 or more cars in the parking lot, which he assumed had started to arrive between 7:00 a.m. and 8:00 a.m. for the office professional use which abuts that subdivision. He stated that he then went to some of his retail complexes, which had very little traffic as they did not compete with the morning peak hour at all. He displayed a photograph of an essentially empty parking lot at Nova Shoppes, at Tuscany, in Ormond Beach, taken at 8:15 a.m. He explained that when an issue was raised, he would try to solve it or try to demonstrate how what was proposed could be better. He noted that, regarding office professional uses, he could by right build a 190,000 square foot building on that property.

Mr. Holub stated that he performed some of his own traffic counts on South Old Kings Road because at one of the meetings there was talk of the already heavy traffic increasing. He explained that South Old Kings Road was a minor collector road, and as such was designed to handle about 4,500 cars per day. He stated that his traffic count was performed in September. He stated that the average on South Old Kings Road was 700 cars per day, he noted that the evening peak hour was greater because of people returning home.

Mr. Holub explained that there was some concerns that were brought up about speeding on South Old Kings Road at the neighborhood meeting. He stated that he requested that the Ormond Beach Police Department put a box to measure the speed on that road for a couple of days. He stated that the police department informed him that the average speed was 28 miles per hour, with one or two drivers whose speeds reached into the 40s, but by far, there was not much speeding on the days that road was monitored. He noted that it could certainly happen on days when speed was not being measured. He noted that on those particular days the road was monitored, there were no speeds similar to what was represented in comments by those at the neighborhood meeting.

Mr. Holub stated that there have also been concerns about semi-trucks going down South Old Kings Road to Division Avenue, to Nova Road, and then heading west to get back west to Interstate 95. He noted that that was a valid concern. He explained that he did not wish to bring semi-trucks in, and that he understood that the turn at Division Avenue was very tight anyway for a semi-truck. He explained that he agreed to not allow left turns for all delivery trucks, and noted that there was discussion that the city would install signs restricting truck traffic on South Old Kings Road. He stated that another

practical route would be to go down Granada Boulevard, go left on Orchard Street, come up Sterthaus Drive to North Old Kings Road, and go back to Granada Boulevard; avoiding South Old Kings Road totally.

Mr. Holub explained that another scenario would be that with Granada Pointe getting ready to go under construction any week now and be fully built out, mostly likely before Ormond Central, that trucks could go to the light which would be installed there and go back. He noted that he believed there were other options for truck traffic, even though based on the type of uses he anticipated there to be very minimal truck and delivery traffic. He noted that a Starbucks, a fast food restaurant, or a retailer would only receive one truck delivery or so a week. He noted that he did not think they would be having delivery trucks each and every day coming into the complex. He explained that he had to demonstrate that the trucks could move onsite, which they had done. He noted that their engineer had told them that all the truck traffic movement could move onto the site.

Mr Holub addressed traffic again. He explained that he did a comparison of what could be built under office professional, and noted that a single tenant building creates three to five times the amount of morning and evening peak hour trips that a retail complex would. He further explained that this was due to a variety of reasons. He noted that retail uses would not have activity in the morning peak hour and the peak hour trips. He noted that the evening peak hour trips for an office professional use under what he currently could build was far greater than what would be there under the retail. Mr. Holub noted on the site plan where he pulled the convenience gas from the plan and put in a sit down restaurant use.

Mr. Holub stated that he asked FDOT to provide a traffic signal for this project, but FDOT told them they did not have enough traffic in their complex presently, and that they would want to see what was built there first. He stated that he did a signal warrant analysis for FDOT. He explained that normally when FDOT asked someone to do one it meant that they were going to provide the traffic light, but explained that in this particular case they indicated they would discuss the light after the complex was built. He explained that that was important for a couple of reasons , noting that as developer, he had agreed to that anyone that came into the complex would have to buy into that and participate for the light. He noted that if the complex ended up with just standard retail use, they would probably not generate enough traffic to get the light.

Mr. Holub stated that the other key component FDOT told them in our meetings was that if a traffic light was put in, they would want to make sure that everyone in Reflections Village and on South Old Kings Road to the south, had access to it to go westbound. He explained that they did not want to put the light in and have everyone come up Old Kings Road to make a u-turn. He explained that they were trying to get rid of the u-turn movements. He explained that they would want to make sure that that was always available to the general public, and as such had agreed to record a permit easement in the event that they received the light, so that Reflections Village and anyone else on Old Kings Road that wanted to go westbound, could come to the light and make a safer movement going westbound. He noted that while the light may or may not happen in the future, he was committed to it and committed to giving an easement so that it always was accessible to the general public.

Mr. Holub addressed the sign plan and noted he would like clarification on one item. He noted that he had no issues with no truck traffic going southbound as an exit or southerly entrance, but explained that if a cargo truck wanted to enter and knew that they would be making deliveries to the back of any of these proposed uses, they would not want to restrict traffic in that area from coming into the site. He explained that while he would certainly hope that they would use the main entrance, it would be very hard to control and say 'no truck traffic' in that area because would happen that a cargo truck would pull in to make a delivery. He explained that could designate no truck traffic on Old Kings Road, but he did not know how you can designate it right there at the corner and stop a truck dead in their there. He explained that if the Commission was to consider supporting the project, he would ask that there would be that modification stating that there could be truck traffic to ingress to the south driveway, but anything that exited would not go south of it down Old Kings Road.

Mr. Holub noted he was sure that the Commission would hear some complaints about traffic that evening. He explained that he felt that the real problem with traffic in the city was probably the 8,000 homes that were under construction out at LPGA Boulevard. He noted that that was the issue for traffic in the foreseeable future for the city, not his project. He explained that he would not get tenants for his project unless the existing

traffic and the community are going to support the business. He noted that the actual business did not create the traffic, and that the residential neighborhoods, containing residents that would use the facilities, did. He explained that that created more traffic on certain legs of the road network, but noted that his project was infill development, which would not create an extraordinary amount of traffic. He reiterated that the real concern would be those 8,000 homes within the Tymber Creek area that would be coming in the short term into the city.

Mr. Holub noted that he had not asked for any waivers at all on the project. He noted that he had provided about 20 public benefits with zero waivers. He explained that all of the uses that he had asked for, even the restaurant type "C," was allowed in the B-9 district.

Mayor Partington asked Mr. Holub's engineer if he could answer Commissioner Kent's question from earlier discussion.

Commissioner Kent noted that the infill would be up to 8.5 feet. He asked what, if any, kind of damage that would do to the vegetation.

Mr. Harry Newkirk, Newkirk Engineering, stated that the existing topography up front on Granada Boulevard was a little higher, , so the site drained towards the south towards the residents. He explained that in that area, they would fill up and come back down in a safe manner to preserve the roots so the trees would be safe. He explained that all the stormwater currently flowed towards the residents. He stated that when they would do the project, they would keep it all onsite. He stated that through permitting FDOT indicated that they wanted the stormwater to go to the right of way because of the drainage pond back there. He noted that they did not want any more water going that direction. He explained that he actually did a stormwater improvement with this project for the residents and the overall development.

Mayor Partington asked Mr. Newkirk how many professional engineers reviewed a project like this. He estimated between four and six, counting the agencies like FDOT, St. Johns' River Water Management District (SJRWMD), the City of Ormond Beach and Mr. Newkirk.

Mr. Newkirk stated that he had three engineers in-house that looked at it. He noted that FDOT probably had at least ten people that looked at it, and maybe more, because it was located on a state road. He stated that SJRWMD had at least five, and noted the city's engineers. He estimated that around 20 or more engineers probably reviewed the project.

Mayor Partington noted that he lived in that general area and addressed the flooding issue. He explained that an engineer had told him that there were not flooding issues on new developments with so many professional eyes looking at the projects before they were approved. He stated that he wondered if Mr. Newkirk concurred with that, and noted that with saying 20 engineers were looking at it, he get the feeling that he did. He asked if that amount of scrutiny applied to traffic as well.

Mr. Newkirk stated that it applied to all aspects, including traffic. He referenced stormwater again and explained that stormwater was regulated by the lowest inlet on site having to be above 25 year storm levels, which would be nine inches of rain in this city, or a hurricane barely bubbling out of the inlet. He explained that it would be virtually impossible to flood the site. He noted that everything had to be contained on site, especially when there was a floodplain situation like existed on the site where retention ponds had to be made even larger to hold more volume.

Mr. Sandy Miller, 28 Broadriver Road, stated that he was in support of the applicant and Mr. Heaster as individuals and businessmen. He stated that he had lived in Ormond Beach since 1981 and had lived in the Broadwater subdivision since 1997. He stated that he had moved to Ormond Beach from the New York City metropolitan area to take advantage of a business opportunity locally and additionally had the good fortune of becoming one of the founding directors of three community banks. He stated that the most recent of those was Gateway Bank, which had just been sold.

Mr. Miller stated that he had known Mr. Heaster and Mr. Holub over the last few years and noted that his banks had financed a number of their real estate projects with no issues whatsoever. He stated that they were quality individuals and very involved in local community and in their projects. He encouraged everyone and anyone to ask questions

about this project and to check out some of the completed projects like Holland Financial Center, Prosperity Park, Tuscany Shoppes, Ormond Interchase Complex, Tymber Creek Shoppes and Gaslamp Shoppes on Granada. He stated that anyone would find that they were all of similar or equal quality. He stated that the duo were philanthropic in areas that impacted the quality of life in Ormond Beach and also in other parts of Volusia County. He reiterated that he was in support of Mr. Holub and Mr. Heaster as honest, hardworking, business entrepreneurs whose projects were of the highest quality and thanked the Commission for their time.

Mr. Joe Jaynes, President of Reflections Village Homeowners' Association (HOA), stated that the Reflections Village neighborhood was surrounded by commercial property and that most of the residents really appreciated having access to, and being within walking distance of, certain things like Walgreens, McDonald's or the new CVS. He stated that he, Mr. Holub, Mr. Heaster, and other members of the HOA had been meeting over their specific concerns. He stated that Mr. Holub and Mr. Heaster had addressed most, if not all, of those concerns. He stated that the HOA realized the redevelopment was going to happen and that they did not have the choice of what would go there. He stated that Mr. Holub did quality development in Ormond Beach and other areas of Volusia County. He stated that neither side was going anywhere, but that he could not endorse the project due to aspects that the Commission needed to handle properly; however, the HOA had no objections to it and were comfortable with where everything was right now.

Mr. Jaynes stated that he learned something interesting about the delivery trucks. He stated that a lot of those trucks had Global Positioning System (GPS) units on them and an individual could tell where they were headed, noting that the companies who ran the deliveries wanted to track their vehicles. He stated that if they were to come across one that was headed south on South Old Kings Road and they had been doing that consistently, the company could call them on that and force them to exit on Granada Boulevard or to turn north on South Old Kings Road. He stated that he was in favor of the Planned Business Development and that this was the correct way to develop that piece of property. He stated that it was a better way to control everything that would be going on, all at one fell swoop, and that it would be a better product in the end. He thanked the Commission for their time.

Mr. Bill Navarra, 85 N. St Andrews Drive, stated that he felt as though he had just been through this yesterday and mentioned that one of the things to consider was who the developers would be. He stated that the property was zoned for business and it would be developed. He stated that if you looked at some of the recent developments in this area that locals had not developed, most had three foot tall grass, or were another Family Dollar or those types of developments. He stated that with the amazing developments that Mr. Holub and Mr. Heaster had done in this area, and the improvements in this area, it was a no-brainer to believe in it. He stated that Mr. Holub and Mr. Heaster both lived in Ormond Beach, they both believed in Ormond Beach, and that they dedicated their time and money to Ormond Beach. He noted that he believed that they were the right developers for this property. He stated that they were the right people that would invest, listen to everyone, and put together an amazing project for the City of Ormond Beach. He stated that as someone who really believed in the city and loved Ormond Beach, he was very excited to have these two men investing their money and time into the city. He thanked the Commission for their attention.

Mr. Tom Barfield, 29 Old Macon Drive, stated that he lived in the Reflections Village community and stated that his concern was the commercial truck traffic on South Old Kings Road. He stated that the homeowners along with Mr. Holub and Mr. Heaster had discussed and made some concessions on how that could be controlled. He stated that the final project details would come down to what the Commission decided and actually implemented. He reiterated that South Old Kings Road was a narrow road, that it was a minor connector road, and that it was also a school bus route. He noted that the road was not going to get any wider.

Mr. Barfield stated that he thought they were past the point that there would not be truck traffic going in and out of that southernmost entry point of the project, but realized that was not the case due to details mentioned earlier by Mr. Holub. He stated that by placing any trucks on that road, whether semi-trucks or cargo trucks, the issue would be the width of the truck and its mixture with the other traffic on that road, be it pedestrian or vehicle, which would pose a problem. He hoped that the Commission in reviewing and considering the project would use signage, physical barriers, enforcement via traffic cameras, and the Ormond Beach Police Department, if needed, to enforce truck

restrictions. He stated that if a truck made it as far as Division Avenue, it would clearly not be going to a residence. He stated that in the 2025 Comprehensive Plan for the City of Ormond Beach, Future Land Use Element, Policy 1.2.0. stated "commercial truck traffic not destined for residential areas should not travel through residential areas." He reiterated that Reflections Village was a residential area, that he realized it was surrounded by commercial property, and that he does not question Mr. Holub and Mr. Heaster's right or intent to develop the property. He stated that what he was asking was that in the development of the property, efforts be made to not cause detriment to the residential community that was already there. He stated that he did not own the property in 1980 or 1960, so he had no way of knowing what it was zoned at that time, but that his concern was how the city applied the zoning now and how the developers would cooperate.

Mr. Barfield stated that he had heard the term "wanted to be a good neighbor," and stated that he welcomed the developers in to be a good neighbor. He asked for the Commission's diligence in making sure that school children getting off and on buses early in the morning or in the afternoon would be safe. He stated that all it would take was one accident with a child or children getting hurt or killed to bring more attention to the matter of trucks traveling on South Old Kings Road. He suggested that the Commission prohibit truck traffic on South Old Kings Road and thanked them for allowing him to speak.

Mr. Howard J. Smith, Jr., 113 Heritage Circle, stated that his family had moved to Ormond Beach in February of 1973. He stated that at that time anything west of Nova Road was considered country. He stated that friends of his family had a farm with horses and that it was located where the North Forty subdivision was now. He stated that he and his friend took a horse down and back on a path south of Granada Boulevard for miles to Stricklin Shooting Range. He stated that that horse trail was now called Clyde Morris Boulevard and was where Houligans was located. He stated that progress was progress, that the city needed progress, and that the city needed more people like Mr. Holub. He stated that most individuals did not realize that Clyde Morris had been a doctor, civic leader, and innovator. He stated that everyone needed to learn the history of Ormond Beach and that some individuals would always complain about traffic or something else.

Mr. Smith stated he drove around town all day long for his job. He stated that if someone turned from A1A onto Dunlawton Avenue, and their plan was to go to I-95, it would be a 20 to 25 minute journey because of the traffic and noise. He stated that on the contrary, if someone turned from A1A onto Granada Boulevard and their plan was to go to I-95, it would be eight to nine minutes depending on catching the traffic lights right. He stated that everyone in the Commission Chambers would be dead and buried before Granada Boulevard had as much traffic as Dunlawton Avenue had right now and stated that progress was great.

Mr. Smith stated that if the project were completed, and had 100 to 150 new employees that received paychecks, those individuals would use their earnings in the city. He stated that the city needed more people like Mr. Holub and Mr. Heaster, entrepreneurs that had visions for Ormond Beach's future. He stated that those who disagreed could move further west and not be considered a Not In My Back Yard (NIMBY) residents.

Ms. Patricia Potts, 107 Roble Lane Drive, waived her right to speak.

Ms. Susan Barfield, 29 Old Macon Drive, stated that she lived in Reflections Village and wanted to discuss hours of operation for the project uses. She stated that preventing noise generated by construction and activities after hours was a quality of life and safety issue. She noted that there were three codes in the Land Development Code (LDC) that spoke directly to hours of operation. She stated that the first listed that 'typical hours of operation were to be shown on the site plan' and noted that the site plan had no businesses nor listed hours of operation. She stated that another provided that 'hours of operation may be restricted if located adjacent to conforming residential use or a residential district'. She noted that Reflections Village was directly across a 24 foot minor collector road and that it was zoned medium density residential. She stated that the final code 'provided for other limitations, restrictions and requirements as deemed necessary by the city to ensure compatibility with adjacent neighborhoods and effectively reduce potential adverse impacts'. She mentioned a recent study that included hours of operation for nearly every business along West Granada Blvd from I-95 to US-1; out of 156 businesses, 85 percent closed by 10:00 p.m. (some at 8:00 p.m., others at 9:00 p.m.) but 85 percent of most of the retail businesses along West Granada Boulevard

closed by 10:00 p.m. She stated that it was entirely reasonable to expect businesses located in Ormond Central to operate with those same hours as the majority of the businesses along Granada Boulevard and end no later than 10:00 p.m. nightly.

Ms. Barfield stated that Mr. Holub noted that he had developed most of the businesses and properties along Granada Boulevard. She stated that would mean that all of those businesses that he developed were his and that they closed at 10:00 p.m. She wondered why Mr. Holub would expect to be allowed to bring in stores, restaurants, and 24 hours a day/seven day a week/365 day uses when Ormond Central was also on Granada Boulevard and was directly adjacent to, and surrounded by, four quiet residential areas. She stated that Mr. Holub had a good reputation as a developer which was probably why the city was accepting of the ambiguity of his proposal, but wondered if he would be the one to develop the property. She stated that he had referred to horizontal development, whereby he would buy the property, develop the property, have it approved and then he would turn around and resell it to another developer to build. She stated that he mentioned his hands would be tied and that would put him at a disadvantage to have restricted hours, but she thought that would mean that he had to filter the offers that would pour in for his pad-ready sites with infrastructure in place in the beautiful City of Ormond Beach.

Ms. Sylvia Clements, 28 Old Macon Drive, stated that she lived in Reflections Village and had several issues. She stated that the first was the fence. She noted that the project documents stated that the fence would be vinyl and that Mr. Holub's other developments had beautiful walls. She questioned why it mentioned a vinyl fence when she would prefer a really good fence. She stated that her second issue was the speed on South Old Kings Road. She stated that the signs listed the speed limit at 25 miles per hour, and noticed that in Mr. Holub's synopsis it showed speeds recorded of 34 miles per hour and up to 40-something miles per hour. She noted that clearly those individuals were speeding on that road and that there were children on that road daily.

Ms. Clements stated that the detour on South Old Kings Road actually planned to go through Reflections Village, but that it had been changed and a barricade had been put up at the south entrance. She stated that at this time she was not sure where they would go from there and that it might still be through Reflections Village. She noted that despite Mr. Navarra's statement, she thought there was nothing wrong with Family Dollar and that individuals did use that store.

Mayor Partington stated that initially the project details listed a vinyl fence along South Old Kings Road, but after 13 iterations he was sure that it would be a wall at this point.

Dr. Victoria Clarke, 37 Old Macon Drive, stated that she was a resident and homeowner in Ormond Beach and was very pro-business. She stated that a great deal of her career had been spent as Chief Executive Officers of chambers of commerce and economic development groups. She stated that she had been involved in the process, had attended the community meeting, and let everyone, including the Planning Board, know her concerns. She stated that she appreciated that some of those concerns had been addressed. She stated that she had two issues to discuss that evening and it turned out they were one and two on the list of challenges that the city had in looking at going forward with this project. She stated that she was still concerned about South Old Kings Road and children. She noted that even if they had school benches there was a concern because the children needed to cross over the road to go into subdivisions across the street. She pleaded with the Commission to consider not allowing trucks to drive down South Old Kings Road from Granada Boulevard.

Dr. Clarke stated that she knew there was a problem with the traffic in that area, but did not know that it was rated as an "F." She stated that it was very difficult getting out from South Old Kings Road to go west on Granada Boulevard. She appreciated that that issue was addressed and noted that it would be very good to have a traffic light there for the residents and businesses. She thanked the Commission for their time and asked them again to be concerned about trucks on South Old Kings Road.

Mr. Sheriff Guindi, 1120 Hansberry Court, joked that the Commission needed to ramp up their marketing for the City Commission meetings because the seats were half empty in the City Commission Chambers, and there had been standing room only at the Planning Board meeting. He stated that he had a 30 year relationship with Mr. Holub and knew Mr. Heaster. He noted that they had lunch at the Wild Rabbit Café recently and suggested everyone try that restaurant. He stated that in those 30 years, Mr. Holub had always been true to his word. He stated that Mr. Holub had not taken the inexpensive

way out in his developments and always had done a first class job. He noted that he thought the same of Mr. Heaster's specialty shops and developed properties. He stated that Ormond Beach was a community that was growing and noted that he represented Ormond Renaissance, which was a 280-unit condominium complex located almost directly across the street from the proposed development. He stated that he would bring that to the market in the next 60 days or so. He noted that it would be a beautiful project with approximately 560 residents and that those residents wanted to have places to visit, eat, and shop. He stated that he would rather have developers that were not concerned with taking the cheap way out, who made their properties look the best in the community, and noted that Mr. Holub and Mr. Heaster had that reputation for many years.

Ms. Lori Bennett, 5 Fernery Trail, stated that she had previously worked with Mr. Randy Hayes, City Attorney, during the Ormond Power Properties v. City of Ormond Beach case. She stated that he explained at the October 12, 2017, Planning Board meeting that the development of a project tended to be more quasi-judicial in nature. She read from the Land Development Code, District and General Regulations Section 2-03(a)2:

"...In a quasi-judicial matter, the city shall use a stricter standard of review. The property owner shall have the burden of proving that the rezoning proposal is consistent with the comprehensive plan and that it complies with all procedural requirements of this Code."

Ms. Bennett stated that Mr. Holub wanted a pad-ready site with infrastructure in place in order to be competitive and attract a national business chain, which was understandable in order to have an edge in the market. She noted that what was not understandable was the vague and nebulous nature of the development plans themselves. She stated that first, there were no architectural renderings. She read a statement on Mr. Holub's application under Architectural Standards:

"Ormond Central architecture shall generally conform to new eclectic style and all buildings and structures shall be generally consistent with new eclectic."

Ms. Bennett stated that generally was not good enough and that there needed to be actual renderings. She noted that Mr. Holub compared one building to another of his properties when he spoke at the October 12, 2017 meeting, and thought that it was Tuscany Shoppes. She stated that second, the site arrangement was non-existent. She stated that it mentioned four buildings and a fifth building was optional. She noted that not only was that plan non-site specific, it did not even specify how many buildings it would consist of. She stated that third, there were requests for unlimited use of special exceptions and conditional uses, even ones not allowed under B-9 zoning. She read another section from the Land Development Code, Chapter 2 Article 3 Section 2-56(3), General Review Criteria:

"Size, location, or number of conditional and special exceptions (in an area) shall be limited so as to maintain the overall character of the district (in which said conditional or special exceptions are located)."

Ms. Bennett stated that the application requested several uses that were not allowed as permitted use, conditional use, or special exception under present B-9 zoning. She stated that it was understood that these did not meet the criteria specified by the Land Development Code, if they were not allowed even as a special exception under present zoning. She noted that the gas station had been removed from the plan, but had not heard anything about a bowling center. She stated that another special exception not allowed in B-9 zoning was a type "D" restaurant, which was a bar. She noted that it had been stated previously that an establishment selling 25 percent food and 75 percent alcohol was something that the residents did not want. She stated that a bar did not maintain the overall character of the district, especially this district which was made up of quiet residential homes all along South Old Kings Road. She noted that these were quiet communities, the community park, and again, children and school buses in the area. She stated that nothing that was not already allowed as permitted use, conditional use, or special exception should be considered for Ormond Central.

Ms. Bennett stated that she had other concerns and hoped that the Commission had read her letter to the editor in the Daytona Beach News-Journal that day. She stated that if they had not, she would provide a copy to them. She thanked the Commission for their consideration and service.

Ms. Janet Boggs, 31 Reflections Village Drive, stated that some of the frustration that evening was due to actions taken by the City Commissioners in office during the 2014

and 2015 years. She stated that it seemed that with no apparent regard for the impact of their actions but the obvious economic advantages to the city, those Commissioners approved what were to become Ordinance No. 2015-01 and Ordinance No. 2015-16, which re-designated B-9 Boulevard Zoning District from Office/Professional to Residential/Office/Retail (ROR). She stated that the manner in which that major zoning change was accomplished was what had many property owners upset. She noted that with the exception of Commissioner Selby and Commissioner Littleton, all of the other Commissioners had served on the City Commission during that time. She mentioned that she hoped they remembered that and referred to it as a "comprehensive plan amendment text amendment."

Ms. Boggs stated that the only notifications given were hearing notices in the Daytona Beach News-Journal and, although that was for another time to debate the actions not taken, there had been no signage posted and no abutment letters mailed. She stated that both of those actions would have brought attention to the re-designation and brought it out into the open for property owners in B-9 Boulevard Zoning District, which comprised a city block and a half, to have had the opportunity to learn what was being proposed and share their views. She stated that few property owners were even aware of this zoning change until 2017, months after the development known as Ormond Central was originally submitted. She stated that questions were then raised as to how the proposed development with a gas station, drive-through restaurants, and bars could have happened in their B-9 Boulevard Zoning District. She stated that Mr. Holub noted in the Planning Board hearing on October 12, 2017, that the proposed development site was always zoned commercial and that those who objected should not have built or purchased property there. She stated that the other half of that story was that the site was zoned Office/Professional at the time. She noted that when the properties were built and homes purchased that meant little traffic, 9:00 a.m. to 5:00 p.m. office hours, and no semi-truck traffic making deliveries through their neighborhoods.

Ms. Boggs stated that no one imagined that they would one day have had to take time from their holiday preparations to plead with Commissioners. She addressed her fellow Ormond Beach residents and stated that what was spelled out in the 2025 Comprehensive Plan and Land Development Code meant that restrictive hours of operation and limited special exemptions or conditional uses in order to maintain the overall character of her district and no commercial truck traffic traveling in a residential area without a residential area designation should have been applied here.

Commissioner Kent moved, seconded by Commissioner Boehm, for approval of Ordinance No. 2017-39, on first reading, as read by title only.

Commissioner Kent stated that he had spoken to Mr. Heaster on the phone briefly about this project about a month prior. He stated that he wanted to echo many of the comments he had heard that evening and that Mr. Holub and Mr. Heaster were great ambassadors in the City of Ormond Beach. He stated that they had done fantastic work and that it was evident up and down Granada Boulevard. He stated that he hated to, but had to give Mr. Holub credit in Port Orange as well since there was evidence that his fingerprints were all over that area. He noted that he would support the item and felt that it made sense and was the right thing to do.

Commissioner Kent stated that he felt the developers had listened to the residents that lived nearby since they had completed 13 revisions to the project. He stated that he appreciated that and noted that they did want to be a good neighbor. He stated that he appreciated that Mr. Jaynes spoke about his position and the fact that he could not endorse it, but he could not deny it either. He stated that he appreciated the efforts of the applicants as well.

Commissioner Kent stated that he agreed with Mr. Smith regarding the traffic issues on Dunlawton Avenue in Port Orange. He stated that he had worked there for a short while and was interested to hear someone that drove for a living discuss the time that it took to get down Dunlawton Avenue versus Granada Boulevard. He stated that by living on beachside, which was far from I-95, it would take him longer to drive down Granada Boulevard. He stated that he took his son to the movies at Regal Cinemas on Williamson Boulevard for sentimental reasons and when traffic was at its worst, it would take 17 to 18 minutes to get there from beachside. He stated that it did not take him nine minutes as it did for Mr. Smith since he didn't get the green lights, but he still preferred driving on Granada Boulevard over Dunlawton Avenue any day of the week. He noted that if an

individual wanted to understand real traffic issues he directed them to visit the Clearwater/St. Petersburg/Tampa area, not Orlando.

Commissioner Kent stated that Mr. Holub had been correct in that the Commission needed to work with county, state, federal, and national leaders on a plan to alleviate traffic issues. He stated that the Minto community that Mr. Holub mentioned would create about 5,000 to 6,000 homes, with another developer creating 1,500 to 1,700 homes nearby. He stated that if both were to connect to Granada Boulevard, which would create a real traffic issue, coming sooner than later. He thanked Mayor Partington for noting that those developments were part of the City of Daytona Beach, not Ormond Beach. He stated that individuals had no idea that when they pulled out of Breakaway Trails onto Granada Boulevard, they were looking at Daytona Beach across the street.

Commissioner Kent addressed the issue of traffic. He noted that "C" and "F" service levels at Nova Road and Granada Boulevard, and explained that it would remain that way until federal, state, and local leaders came up with another plan to help alleviate some of the traffic on Granada Boulevard.

Commissioner Kent explained that he did not feel like individuals that owned properties should be penalized for developing them late, or because they were the last to develop a parcel in the area. He noted that Ormond Beach was built out, except for Ormond Crossings. He stated that he would be voting in favor of the project that evening.

Commissioner Boehm stated that this would not be the last time that Mr. Holub was going to be dealing with city staff. He noted that there was a comment made that the exact buildings and the exact square footage and exactly what was going to be there was not in Mr. Holub's plan at the moment. He explained that Mr. Holub did not have any businesses signed up at the moment and thus could not provide that information. He noted that in staff's recommendations one of them is listed as "require that the development of the project units be reviewed and approved by the Site Plan Review Committee, which are the city staff who specialize in building and site review, consistent with the standards of the Ormond Central Planned Business Development." He explained that anything that Mr. Holub built out there had to go through a further step of dealing with city staff, had to meet the city's Comprehensive Plan standards, had to meet our land use plan standards, has and had to get staff approval. He noted that this item was just a step Mr. Holub was taking in order to be able to, as Mr. Jaynes pointed out, collectively develop the entire parcel in one unified unit rather than individually go through each one parcel one by one.

Commissioner Boehm reiterated that Mr. Holub still had to get city staff to approve whatever he proposed to put in the development. He stated that Mr. Holub had made concessions listening to the neighbors, and the Planning Board, and he had 25 recommendations he has to accomplish in order to get his development fully and finally approved. He noted that Mr. Holub had been through 12 or 13 iterations of the project, through permitting and studies, and nonetheless, still continued to support Ormond Beach. He noted that Mr. Holub still wanted to see Ormond Beach developed in a quality way, as did Mr. Heaster. He stated that Mr. Holub and Mr. Heaster's history in the city had been proven, their offices were located in Ormond Beach, they lived in the city, and they wanted the city to be developed in the appropriate way. He stated that he supported the project.

Commissioner Selby stated that he had a meeting with Mr. Holub and Mr. Heaster, and a couple of meetings with Mr. Heaster, regarding this project. He addressed the land use joked that he appreciated the citizen who spoke and excluded me from any involvement in the changing of the land use. He stated that about 30 years ago, that referenced section of Granada Boulevard from basically Orchard Street to Nova Road, had a land use designation of Office/Professional. He explained that, in his personal opinion, noting that he was a commercial real estate broker and had been for almost 30 years; that really was a mistake. He explained that that forced the commercial retail development out west in Ormond Beach. He further explained that that encouraged sprawl and created the Wal-Mart out at the interstate and the Publix shopping center and so forth. He stated that that then resulted in a parcel with this large swath of land, that would have naturally been developed in retail, but it was not until just a couple of years ago that the underlying land use was changed to ROR to now allow retail development. He noted that that was an adjustment, but that it was one which really needed to happen and probably should have happened a long time ago.

Commissioner Selby addressed alternative east-west routes. He noted that Ormond Beach really needed an alternative east-west route other than Granada Boulevard and noted that Hand Ave was the natural road to select for that. He explained that the so-called Hand Avenue Extension, which would be over I-95 and continue west past Williamson Boulevard, would cross over I-95 and ultimately connect back up to State Road 40 further west. He stated that the Minto project, Latitude Margaritaville, with its 6,900 homes and lots of retail and commercial development, will have residents come out to Granada Boulevard and go east on State Road 40 to get to the ocean. He noted that LPGA Boulevard would not take them to the ocean.

Commissioner Selby explained that he used to serve on the board of a bank and that character was a key characteristic looked at when choosing to loan someone money. He stated that he did not believe one could find two commercial real estate development professionals who were higher quality and high character individuals than Mr. Heaster and Mr. Holub.

Commissioner Littleton stated that he had met with the developers several times. He noted that he had also met with various citizens several times over the last a year and a half. He stated that it would be difficult to put that much commentary into some quick comments, but explained that he was against the project both publically and privately for a long time. He noted that citizens told him they did not want a gas station and had other concerns. He stated that he told that to the developers, indicating that certain things would have to be done to secure his support. He explained that he never thought the gas station would be removed from the plans, and thus thought he was going to have to vote against it. He explained that the citizens' concerns were addressed because of citizen activism, which should be commended, and the developer being a good neighbor and a good steward of the community. He noted that other issues discussed involving trying to limit truck traffic on Old Kings Road, no trash dumpsters within the western 100 feet of unit one, and at the Planning Board meeting, the removal of the gas station. He noted that the removal of the gas station was the turning point for him. He also noted the possibility of adding bus benches for school children down Old Kings Road, noting that that was not a city issue, has and had to be done with Volusia County schools and the developer. He noted that while he would not say he was an advocate for the project, he was comfortable with it and would be voting in favor of it.

Mayor Partington stated that in reviewing the agenda item, all the pages of information provided by staff and the testimony provided that evening from everyone led him to believe that the rezoning was consistent with the City of Ormond Beach's Comprehensive Plan, noting that he was also relying on all the professional reports submitted in making that determination. He stated that he also found that the project was compatible with the surrounding uses, relying on the professional reports, the Planning Board minutes, and the testimony presented. He stated that based on all that information, as well as the comments from his fellow Commissioners, he would support the item.

Call Vote:	Commissioner Boehm	Yes
	Commissioner Littleton	Yes
	Commissioner Selby	Yes
	Commissioner Kent	Yes
Carried.	Mayor Partington	Yes

Item #7C - 1 South Old Kings Road, Ormond Central, Development Order

City Clerk Scott McKee read by title only:

ORDINANCE NO. 2017-40

AN ORDINANCE AUTHORIZING THE EXECUTION AND ISSUANCE OF A DEVELOPMENT ORDER FOR A PLANNED BUSINESS DEVELOPMENT TO BE KNOWN AS "ORMOND CENTRAL", AUTHORIZING THE DEVELOPMENT OF COMMERCIAL USES ON 8.729 ACRES TO BE LOCATED AT 1 SOUTH OLD KINGS ROAD (PARCEL ID NUMBER: 4241-01-09-0180), NO ADDRESS, SOUTH OLD KINGS ROAD (PARCEL ID NUMBER: 4241-01-11-0130), NO ADDRESS, WEST GRANADA BOULEVARD (PARCEL ID NUMBER: 4241-01-09-0170), AND NO ADDRESS, WEST GRANADA BOULEVARD (PARCEL ID NUMBER: 4241-01-11-0120); AUTHORIZING A MASTER DEVELOPMENT PLAN, HISTORIC TREES REMOVAL, IMPACT FEE CREDITS, AND ACCEPTING CERTAIN PUBLIC BENEFITS; ESTABLISHING

CONDITIONS AND EXPIRATIONS OF APPROVAL; AND SETTING FORTH AN EFFECTIVE DATE

Ms. Jenny Nazak, 409 Harvey Avenue, Daytona Beach, stated that she attended the meeting because traffic was a region wide issue, which caught my interest. She stated that she was a specialist in permaculture, which was the design of sustainable human settlements, which were sustainable environmentally, but also sustainable economically. She noted that she was also on the Daytona Beach Beachside Redevelopment Board. She stated that she actually came to the meeting expecting to somewhat oppose the development, but once she heard the presentation, all of her usual soap box issues were addressed. She stated that ideally she wished she could save every single tree, but it seemed that the developers really made an effort to save them, and noted that she was very thrilled with the 36 foot buffer that was leaving in place so much native vegetation. She stated that she thought that was really important. She stated that people came to Florida for its unique flora and fauna, and she thought that think Florida needed to be preserving more of its native vegetation. She noted that she hoped that lots of other developers did the same.

Ms. Nazak stated that she got around by bicycle, and as such was keenly aware of traffic patterns. She stated that she did some shopping in Ormond Beach and noted that there was some serious traffic, especially on Granada Boulevard She explained that the one good thing about a lot traffic, and what it did, was it would eventually encourage people to walk and ride their bicycles. She stated that the question was how cities and developers could work together to make it really attractive to walk and ride a bicycle. She noted that this 36 foot buffer could possibly even be kind of a pedestrian park, with potentially pedestrian access points through it. She noted that with all the condominiums and houses around the development, there could be lots of people walking. She stated that there could be lots of office workers walking to go shopping and walking to eat. She explained that it could actually end up discouraging car traffic. She referenced the truck traffic, and stated that she did think it was really important to enforce the speed limits along Old Kings Road, especially hearing about the school buses that went down there.

Ms. Julia Sipes, 355 Applegate Landing, stated that she had been told by many people that the project of Ormond Central was a done deal, and that the Commission had already made up their minds, but she noted that that was not how she understood the process to work. She noted that the issue was not about the quality or integrity of Mr. Holub and Mr. Heaster, she referenced the Tuscany Shoppes and noted that she knew that they did good quality work. She explained that this was about the nature of the development and the change from B-9 to Commercial Retail. She noted that she had often heard the term 'property owner rights' in defense of the developers, which she understood. She stated that the residents also had rights. She stated that, in this particular case, when many of the residents bought their homes the surrounding property was zoned as B-9. She stated that the proposed zoning change, in effect, changes the rules on those homeowners. She stated that she did not understand the justification for such a change.

Ms. Sipes stated that she had two issues she would like to point to which she believes will have negative impacts with the change. She noted that the traffic, including commercial traffic, had been mentioned. She explained that she was not worried about the semi-trucks, but was worried about the cargo commercial truck traffic which would be greater with retail commercial business versus B-9 businesses. She stated that the other issue of concern was the extended hours of operation. She noted that she also believe that the drive-through use should be eliminated for the reasons she just mentioned. She stated that she believed that even Mr. Heaster, as a Planning Board member, agreed that the drive-through should be a special exception. She stated that she did not believe that national chains fit in that section of Granada Boulevard, noting that that also went for the Wawa and Granada Pointe, noting that those developments were not on the agenda.

Ms. Sipes addressed the two historic trees being removed. She explained that she knew that they were being removed due to impacts from the proposed unit one building and retention pond. She noted that she knew that Mr. Holub and Mr. Heaster already needed to modify their plans in the removal of the gas station. She explained that she was wondering if, at the same time, Mr. Holub and Mr. Heaster could modify the plans in order to save the two historic trees. She stated that she would like to thank them however for agreeing to replace any trees that were being removed with the big native shade trees that citizens were familiar with in the area.

Mr. Ken Sipes, 355 Applegate Landing, stated that it was the Commission's responsibility to lead the city in planning for the future. He noted that a couple of them had already mentioned challenges that the city was going to face with traffic and infrastructure. He noted that Ormond Beach was growing fast but should beware of growing fast. He noted that the city had problems with the infrastructure. He mentioned Granada Boulevard's "F" rating, and noted that no one gave an answer to that problem that evening. He referenced wetlands, noting that Houston, Texas, recently saw what happened when wetlands were not treated with respect. He stated that they should be careful trying to develop around it and fix it. He noted that the decisions the Commission made that evening were going to affect the people of Ormond Beach for the next generation, and encouraged the Commission to take that very seriously.

Mayor Partington stated that Ms. Linda Carlton, Ormond Beach Sierra Club, was the last speaker and called her to the podium to speak. She was not present in the chambers.

Commissioner Selby moved, seconded by Commissioner Kent, for approval of Ordinance No. 2017-40, on first reading, as read by title only.

Mr. Holub requested that the Commission consider a revision to allow truck traffic on Old Kings Road from Granada Boulevard to the southerly entrance. He explained that he did not think that he could police that and restrict that access. He noted that it would be for cargo trucks and that truck traffic would be certainly discouraged and restricted, but it would be restricted from the southerly entrance of our project to Division Avenue.

Mayor Partington asked Mr. Goss how that could be policed. He noted that it was an important issue, and it was discussed at Planning Board not having southerly truck traffic on Old Kings Road.

Mr. Goss stated that his suggestion would be to almost target that road and keep a police presence there long enough for that. He stated that there would have to be a directed patrol for a long time.

Mr. Randy Hayes, City Attorney, stated that increased enforcement from the Ormond Beach Police Department would be the most effective and quickest way of managing that. He explained that if it was made a condition of the development order, it would be enforceable as a covenant against the property owner. He stated that if there were any violations of that covenant, it could be enforced through code enforcement as well. He noted that it would be a process, but it was a finable offense, and as repeat offenders continue the fines triple up and could become very expensive. He noted that that was another avenue, if the Commission was thinking of imposing that as a condition.

Mayor Partington confirmed that that prohibition was included in the item as it had been presented.

Mr. Goss confirmed it was, and explained that truck traffic should use Granada Boulevard both in and out, but could also go out the southern entrance if they made a right turn only.

Commissioner Selby clarified that the Planning Board recommendation was really prohibiting delivery vehicles and trucks that were headed south off of Granada Boulevard to the project. He explained that based on what Mr. Goss had said, they could come out of the southerly entrance onto Old Kings Road and go north up to Granada Boulevard and make a right. He proposed a hypothetical scenario where a UPS truck came through to make a delivery. He proposed that the driver had one package which was going to one of the retail businesses in Ormond Central, one which was going to someone in Reflections Village, and one which was going to someone on Old Kings Road, further south. He asked if that driver would be prohibited or not.

Mayor Partington stated that if he was headed eastbound on Granada Boulevard, he would need to turn south, go to Reflections Village, make his delivery, and come out and turn into the project off of Old Kings Road using the second entrance, which was the northernmost entrance on Old Kings Road.

Commissioner Selby stated that his question was not about which route he would take. He explained that he was wondering if he was breaking a rule or not by turning onto Old Kings Road.

Mayor Partington stated that it would depend on where he was going and what route he took.

Commissioner Selby stated that in this scenario, he would have a package for someone living in Reflections Village.

Mayor Partington reiterated that it would depend on where he was going and what route he was taking. He stated that if he were to be stopped by the police, he would have to explain and then the police would have to review this and consult the City Attorney's office to make the determination.

Commissioner Selby stated that he was trying to be practical about this part of it. He noted that he thought that most of the delivery vehicles were probably going to be business specific, not business and residential specific.

Commissioner Kent stated that if the motion's mover, Commissioner Selby, was willing to amend his motion to approve what Mr. Holub and Mr. Heaster were asking for, he would be willing to amend his second as well. He noted that he could not stand that they were going to basically make it difficult and make people drive all over town to get in and make a delivery. He explained that he was also not crazy about when people tried to play on their emotions by bringing up children. He noted that they all loved children, and explained that school buses have very strict laws about stopping for them. He explained that a school bus driver could not leave until the students were safely on the sidewalks and their pedestrian walkways or where they were supposed to be. He stated that he was in favor of allowing delivery trucks into the southernmost entrance to ingress and egress, because it made common sense to him.

Mayor Partington asked if Commissioner Kent meant he was in favor of semi-trucks doing that also; whereby, Commissioner Kent stated that he was.

Mayor Partington stated that he would vote against the whole item if that was the case.

Commissioner Boehm stated that if they were going to allow trucks to exit the southern road and turn right to go back to Granada Boulevard, denying them the right to turn right off Granada Boulevard to go to the southern entrance really did not make a whole lot of sense. He noted that what Mr. Holub had suggested to me would be the means to do it. He noted that he was unsure how he felt about semi-trucks. He explained that what had not been mentioned so far was that three days a week WastePro trucks were going down Old Kings Road and through those neighborhoods. He noted that the WastePro trucks were as big and as heavy as any semi-truck that would ever go into anywhere. You cannot deny WastePro the right to do that.

Mayor Partington noted that both WastePro and UPS were in the neighborhoods. He stated that semi-trucks were not in the neighborhoods. He stated that by allowing semi-trucks to turn southbound on Old Kings Road and head down Old Kings Road, they would be being sent into the neighborhoods and he would have a problem with that.

Commissioner Selby asked the Mayor if he would support straight trucks, in other words, delivery trucks which were not sectional trucks and not semi-trucks.

Mayor Partington replied that he would.

Commissioner Selby stated that he could live with that. He explained that he suspected that the challenge would be that a semi-truck would have to come into the project, would be eastbound on Granada Boulevard, come in the spine road at the main entrance, and could either exit at the spine road or could exit onto Old Kings Road to make a right only, then make a right onto Granada Boulevard. He asked if Mayor Partington was comfortable with that; whereby, Mayor Partington stated that he was.

Commissioner Selby – modified his motion, by amending the motion to allow straight trucks to deliver via the section off Granada and to the southern entrance of Ormond Central on Old Kings Road; but semi-trucks would only be able to enter on the spine road, directly off Granada Boulevard.

Commissioner Selby moved, seconded by Commissioner Kent, for approval of Ordinance No. 2017-40, on first reading, as read by title only, to amend the development order to allow straight trucks to deliver off of Granada Boulevard to

the southern entrance of the Ormond Central development on South Old Kings Road, and for semi-trucks to use the spine road off of Granada Boulevard only.

Commissioner Littleton stated that he traveled down Old Kings Road pretty regularly. He explained that he thought that even if a semi-truck might turn down there they would realize rather quickly that it was a mistake to do so. He noted that it was not a very big road, and was not very wide. He noted that the motion was on the table, but he would be stunned if semi-trucks consistently went down there.

Commissioner Selby noted that with the amendment, they could only exit.

Commissioner Littleton stated that he would be stunned if they were exiting too, noting that it would be a tight turn still.

Mayor Partington stated that to him the whole point of a PBD was to gain public benefits, and noted that there were some 20 that were mentioned in the reports. He explained that he was relying on those, specifically the fact that there was less signage, the fact that it was smart growth, and that it was an integrated development, with four or five parcels being developed at one time with a spine road versus a hodge-podge of development that could occur otherwise. He stated that the reduced height from 75' to 45' was an important public benefit, as were the streetscape improvements. He noted that the intensity reduction of the overall project was 28 percent, which was almost one-third less intense than the project could have been developed at. He stated that the the flooding situation would be improved and the traffic would keep the levels essentially the same.

Mayor Partington noted that Mr. Holub had mentioned that he had been developing for 31 years. He stated that he and Commissioner Kent had served on the Commission for 15 of those years and had witnessed a few of the meetings where everyone came out opposed. He noted that they had witnessed Mr. Holub painstakingly work through the issues and watched those developments go on to be successful, after Mr. Holub had made concession after concession to make sure it worked. He noted that for the fact that Mr. Holub had been able to do smart growth and quality development for many years, and because of the information including the staff report, Planning Board minutes, and all the testimony tonight, he would support the item.

Call Vote:	Commissioner Littleton	Yes
	Commissioner Selby	Yes
	Commissioner Kent	Yes
	Commissioner Boehm	Yes
Carried.	Mayor Partington	Yes

Mayor Partington closed the public hearings without objection.

Item #8A – Amendment to Code of Ordinances, Telecommunications, Chapter 8.1

City Clerk Scott McKee read by title only:

ORDINANCE NO. 2017-37
AN ORDINANCE AMENDING THE CITY OF ORMOND BEACH CODE OF ORDINANCES CHAPTER 8.1 TELECOMMUNICATIONS, ARTICLE I, IN GENERAL, SECTION 8.1-3, DEFINITIONS, AND SECTION 8.1-4, REGISTRATION; ARTICLE II, FEES AND PAYMENTS, SECTION 8.1-5, IN GENERAL; ARTICLE III, CONSTRUCTION, UNDERGROUND INSTALLATION AND RELOCATION, SECTION 8.1-7, GENERALLY, AND SECTION 8.1-8, USE OF RIGHTS-OF-WAY; REPEALING ALL INCONSISTENT ORDINANCES OR PARTS THEREOF; PROVIDING FOR SEVERABILITY; AND SETTING FORTH AN EFFECTIVE DATE.

Commissioner Littleton moved, seconded by Commissioner Kent, for approval of Ordinance No. 2017-37, on second reading, as read by title only.

Commissioner Selby noted that there had been some discussion about this topic at the National League of Cities. He noted that there had been no real encouragement regarding the usurping of local authority on the issue. He explained that he was trying to focus in on the benefits of 5G. He explained that apparently there were a lot of cameras that were being installed in conjunction with that which actually had the ability to

triangulate sounds and noises, because they were cameras with audio. He noted that they were able to pinpoint the location of gunshots because of that. He explained that he did not know if that was specifically related to telecommunications, but with increased video and audio surveillance, that was another potential benefit.

Commissioner Selby explained that he viewed these things as technology advances, and that what they really needed to focus in on was striking the best deal possible for them. He explained that while he did not really like it, his preference would be that the city have ultimate and total control over this, but that was just not the direction that was moving in, and the technology was sort of forcing the issue. He noted that there was going to be more and more demand on the right of way. He explained that there was going to be more and more put into the right of way and the city was going to have less and less specific local jurisdictional control over it.

Call Vote:	Commissioner Selby	Yes
	Commissioner Kent	Yes
	Commissioner Boehm	Yes
	Commissioner Littleton	Yes
Carried.	Mayor Partington	Yes

Item #8B – FY 2016-2017 Budget Amendment

City Clerk Scott McKee read by title only:

ORDINANCE NO. 2017-38
 AN ORDINANCE AMENDING THE ANNUAL BUDGET FOR FISCAL
 YEAR 2016-2017 BY AMENDING THE 2010 GENERAL OBLIGATION
 BOND (220); GENERAL LIABILITY FUND (504); AND SETTING FORTH
 AN EFFECTIVE DATE.

Commissioner Littleton moved, seconded by Commissioner Selby, for approval of Ordinance No. 2017-38, on second reading, as read by title only.

Call Vote:	Commissioner Kent	Yes
	Commissioner Boehm	Yes
	Commissioner Littleton	Yes
	Commissioner Selby	Yes
Carried.	Mayor Partington	Yes

Item #9 – Reports, Suggestions, Requests

Sign Code Workshop

Ms. Shanahan stated that there would be a Sign Code Workshop before the next Commission meeting on Tuesday, December 5, 2017. She stated that the workshop started at 5:00 p.m. and would include the Planning Board, noting that it was important for them to hear the discussions firsthand. She stated that city staff had been working on that issue for the last 12 months and wanted to provide an update, even though it was still in the draft format. She reminded everyone that the City Commission meeting that day would start at 7:00 p.m., and that the following meeting would be on January 2, 2018. She joked that it was scheduled right after the New Year and noted that was poor planning.

EMS/EVAC

Ms. Shanahan stated that she wanted to address Mr. Summerlad's comments from earlier that night. She stated that at the prior City Commission meeting, the Commission had directed staff to gather information about the EMS/EVAC situation, which she and the Fire Chief were handling. She stated that they hoped to have more details in the upcoming weeks and a workshop if possible, if that was what the Commission wanted to do.

Garbage Collection during the Holidays

Ms. Shanahan stated that there would be no garbage or recycling collection on Thanksgiving Day. She stated that there were only two days during the year that Waste Management did not collect garbage, Thanksgiving Day and Christmas Day; however, they always made up for it during the week. She stated that anyone who had a regular collection day on Thursday, their items would be collected on Friday of that week and anyone who had a regular collection day on Friday, their items would be collected on Saturday.

Commission Appreciation

Ms. Shanahan stated that it was a pleasure to work with the Commission and that she was thankful for their leadership, their direction, and their true vision for the community and for always putting the residents first, even when the decisions were difficult.

Holiday Greetings

Mr. Randy Hayes, City Attorney, stated that he could not add much more to what Ms. Shanahan said. He wished everyone a Happy Thanksgiving and stated that he would see them at the next meeting.

Officer Greg Stokes

Commissioner Kent stated that he wanted to share something with the Commission that he had previously shared with Ms. Shanahan and Police Chief Jesse Godfrey. He stated that Ormond Beach had a lot of fantastic schools; Ormond Beach Elementary which bore the city's name, Ormond Beach Middle School that bore the city's name, and no high school, but that Seabreeze High School had been claimed by the city. He noted that having the right people for a job made a difference. He stated that Officer Greg Stokes, who worked at Ormond Beach Middle School, had been an absolute asset in the community. He stated that Officer Stokes was the right person for the job, had the right temperament, and he believed that professionally one of Officer Stokes's biggest fears was that something bad would happen on his watch. He stated that he took that to heart and loved that about Officer Stokes.

Police Outreach Programs

Commissioner Kent stated that he was familiar with the Drug Abuse Resistance Education Program ("D.A.R.E."). He stated that the program started in the 1980's and that he and other individuals from that era were some of the first to have experienced it. He stated that D.A.R.E. was a nationally known program and would not have been surprised if it were known globally. He noted that it was for elementary school children only.

Commissioner Kent stated that there had been no programs like D.A.R.E. for middle school or high school students and complimented Chief Godfrey on implementing the 5-0 Club for middle school students in Ormond Beach. He stated that the officers went to the school, lunch was provided, and they spoke to a large group of students on a weekly basis for five weeks. He stated that they brought in different community members who spoke to the young individuals about things like respect, how to dress for a job interview, expectations, and other things that were important to learn. He stated that Ormond Beach was the only city in the world that had the 5-0 Club and joked with Ms. Shanahan that the city needed to patent it. He thanked Chief Godfrey for the program, Ms. Shanahan for choosing him for the job, and noted that he believed the program could become as big as D.A.R.E. was.

EMS/EVAC

Commissioner Kent stated that Mr. Sommerlad was needed, appreciated, and a professional and master at his craft. He appreciated that Ms. Shanahan was going to check into the EMS/EVAC situation and mentioned that it would be discussed in the future. He stated that Mayor Partington used a phrase frequently and that was 'not good enough.' He stated that when he had heard that it took 24 minutes to get an EVAC transport to help Ormond Beach residents he almost lost it. He stated that that was not acceptable and not good enough. He wondered why the ratio in Volusia County was different from the other counties and what could be done to make it the same. He wondered why the fire department arrived quicker than EVAC over 90% of the time, but was not allowed to transport patients. He stated that when an individual was sick, the hospital was the best place to be and would have the best care, not at home, not on the side of the road, and not in a business. He reiterated that he was not comfortable with the EVAC response time and thanked Mr. Sommerlad for the information.

Beachside Redevelopment

Commissioner Kent stated that he had attended a Beachside Redevelopment Committee meeting recently, that there would be two more meetings, and that they would give recommendations to the county on next steps. He stated that there would be more discussion about funding in the future meetings.

National League of Cities

Commissioner Kent mentioned that the National League of Cities Annual City Summit had great breakout sessions and wanted to share about preparation in case something

horrible were to happen in Ormond Beach, like it had in Orlando. He stated that knowing there were plans in place gave him and others peace of mind. He noted that Orlando communities received money regularly from residents and had established a 501(c)(3) at some point. He stated that after the Pulse Nightclub shooting in June of 2016, Orlando immediately received a lot of inquiries about providing assistance. He stated that since the fund had already been set up, it had been easy for them to accept money and help their community in a time of need. He stated that he wanted to discuss it further with Ms. Shanahan.

Holiday Greetings

Commissioner Kent wished everyone a Happy Thanksgiving and a great evening.

Veterans Day

Commissioner Boehm stated that he and Mayor Partington had an opportunity to attend the Veterans Day luncheon the prior week. He stated that it had been one of the things the city held for its veterans every year and that as a veteran he appreciated it. He stated that he also had the opportunity to attend the Annual Veterans Day Celebration, November 11, 2017, at 11:00 a.m. at the Ormond Beach Art Museum. He stated that Ms. Susan Richmond, Museum Director, had recruited Congressman Ron DeSantis to be one of the speakers in spite of the fact that Ormond Beach was a very small part of his district. He noted that Congressman DeSantis was a veteran and appreciated that he and the other two military speakers were at the event. He appreciated what Ormond Beach did for its veterans and the way the city recognized them on Veterans Day.

Preemption

Commissioner Boehm stated that he wanted to touch on the subject of preemption based on what Commissioner Selby stated earlier in the evening. He stated that a resident contacted him earlier that week and asked about the United Parcel Service (UPS) carts, without lights and license plates, operating in their neighborhood. He stated that they wondered why UPS could do that but that they could not. He noted that he discovered a state statute that mentioned certain seasonal corporations in Florida that had greater than 10,000 employees could drive carts without lights and without license plates as long as they did not drive after dark. He stated that no one, including local or Mom and Pop businesses, could do that except UPS, Federal Express, and maybe the United States Postal Service. He explained to the resident that UPS could do that but that residents could not; whereby, the city was preempted and could not do anything about it since it was a state statute.

The Casements Christmas Gala

Commissioner Boehm noted that December 1, 2017, would be The Casements Christmas Gala. He stated that if anyone had not been to The Casements when Ms. Siobhan Daly, Cultural Center Coordinator, and her staff miraculously pulled together 20 trees with decorations, including one that's 25 foot high, it was a wonderful thing to view. He stated that it was a great event and strongly recommended that everyone go to The Casements Christmas Gala.

Florida Police Athletic League (PAL)

Commissioner Boehm stated that Officer Greg Stokes was in attendance and had been recognized as the Florida PAL Volunteer of the Year. He noted that Officer Stokes would be recognized for what he did at Ormond Beach Middle School and with the PAL organization over many years. He stated that Officer Stokes was a great ambassador for PAL and Ormond Beach Middle School and a terrific asset to the community.

Commissioner Boehm stated that previously Mr. Doug Thomas was recognized as National PAL Volunteer of the Year, Mr. Greg Barry was Florida PAL Student of the Year, Ms. Marissa Moss was Florida PAL Student of the Year, and Mr. Cameron Walden was Florida PAL Volunteer Student of the Year. He stated that the City of Ormond Beach with around 40,000-42,000 residents had produced both outstanding young people and adult volunteers. He was amazed that a city of that size had an organization that was recognized both state wide and nationally for a job well done. He stated that Officer Stokes was certainly an integral part of that and greatly deserved the Florida PAL Volunteer of the Year recognition.

Holiday Greetings

Commissioner Boehm wished everyone a great and Happy Thanksgiving. He stated that he could not wait to arrive home and see his children who had come in for the holidays.

Thank You

Commissioner Littleton thanked Ms. Shanahan and the city department heads for their willingness to meet with the citizens and handle their concerns on a daily basis.

Medical Marijuana

Commissioner Littleton stated that over a year ago the citizens of Florida passed Amendment 2 in favor of medical marijuana and the State of Florida had been using excuses, in his opinion, to stonewall the will of the people and that he was against that. He stated that people were suffering and sick during the holiday season and he hoped that everyone would spend time with their family.

Holiday Greetings

Commissioner Littleton wished everyone a great Thanksgiving and a great Christmas.

Riverfest Seafood Festival

Commissioner Selby stated that he attended the Riverfest Seafood Festival and that it was a fantastic event. He stated that he was pleased to hear that they had a renewed interest or exposure with nearly half the vendors having been local and a 20% increased attendance.

Simply Clean Car Show

Commissioner Selby stated that he received a text from a friend the previous Saturday night that mentioned an overflow of vehicles on his property at 200 East Granada Boulevard. He stated that he pulled up video surveillance on his iPad and was amazed at the amount of people and vehicles there. He noted that the crowd was large, parking in his lot, and at Granada Plaza, but they had parked orderly. He mentioned that he could tell the cars were expensive and it seemed as though the individuals had displayed them while there.

Commissioner Selby stated that he notified Chief Godfrey about the gathering and was informed that the lieutenant on duty had the situation under control. He decided to drive to the location and on the way saw five police cars, including Volusia County Sheriff Deputy cars, in the area handling crowd control. He discovered that his tenant, Donnie's Donuts, had invited members of the Simply Clean Car Show to their location and he ended up walking through the crowd for over an hour. He noted that the individuals were well behaved, saw only one person drinking a beer, and did not smell any marijuana. He stated that he was impressed and that they seemed like a great group of individuals.

Commissioner Selby stated that the next part was semi-controversial. He stated that in the conversations he had, it was mentioned that the group of individuals wanted to do burnouts as part of their event. He questioned doing burnouts and destroying expensive tires, but was told that the tires were only \$100 each and that it would not cost much to replace them. He stated that he was told they enjoyed doing burnouts and that others enjoyed watching that.

Commissioner Selby stated that he was previously the Vice Chairman of the Bike Week Taskforce and that he and others involved had changed Bike Week from a pandemonium type situation, with groups like Hell's Angels and Outlaws in attendance, into a festival for all to enjoy. He stated that he wanted to challenge the norm and that they should figure out a place that individuals could be allowed to do what they wanted to do, like burnouts, as part of their event. He stated that he thought the groups would love it and it would be good for the economy.

Super Petrel Light Sport Aircraft Ride

Commissioner Selby stated that he had the opportunity yesterday to participate in a demo ride in a Super Petrel airplane, which is a light sport aircraft. He thanked Mr. Steven Lichliter, Airport Manager, for setting up the ride for him. He stated that those airplanes were sold here and that the exclusive distributorship for the Brazilian-made amphibious airplane was Ormond Beach at the Ormond Beach airport. He stated that the airplane was only a two seater and that they flew over the Intracoastal Waterway, did touch and go's on the Halifax River, and flew over the Granada Boulevard Bridge. He stated that because it was a light sport aircraft, they legally cruised at 500 feet over the water and that it was fantastic. He stated that on the water the airplane operated like a speed boat or Jet Ski and that at 50 miles per hour, the pilot made sharp turns on the water. He reiterated that it was cool and he was excited.

Commissioner Selby stated that 20 of these airplanes had been sold already. He noted that when the number reached 25 sold the company would be able to arrange financing for them through banks, so that individuals could put 25% down and then make monthly

payments. He stated that once financing became available, the volume of airplanes sold should increase dramatically. He stated that currently the airplanes were manufactured in Brazil, disassembled and shipped to Ormond Beach in big pieces, then assembled and delivered to the buyer. He noted that once the volume of airplanes increased, they would do more assembly here and that the ultimate goal was to build the airplane in the United States because the motor and avionics were made in the U.S. already. He stated that the company paid duty twice, when parts were shipped to Brazil and when the whole airplane was shipped back into the U.S. He stated that having them built here in Ormond Beach could be huge in many ways, including a job creator and potential major economic development opportunity for the city.

Seaplane Base

Commissioner Selby stated that the airplane pilot, Mr. Roger Helton, a former 747 pilot, was the chief trainer and test pilot for Super Petrel USA. He stated that Mr. Helton suggested that Ormond Beach needed a seaplane base. He questioned Mr. Helton on what that entailed. He stated that Mr. Helton flew over Fortunato Park (located on the east side of the Halifax River by the Granada Boulevard Bridge) and mentioned that a ramp or concrete slab that went down into the Halifax River from the park would be great. He was told that the airplane had retractable gear and could easily taxi on the water, put the gear down and roll up the ramp into the park. He questioned where it would park and was told by Mr. Helton that due to size and weight (1300 pounds at capacity), the airplane could easily park on the grass. He stated that Mr. Helton thought it would be great to have this option, so the pilot and passenger could access that area for park activities or restaurants nearby.

Commissioner Selby stated that he wanted to challenge the Commission to think boldly and help out a local business. He stated that he mentioned it briefly to Ms. Trulio with MainStreet, and that she seemed interested. He stated that Ormond Beach could create something different and did not think there were too many other communities that had a seaplane base.

Building Challenges

Commissioner Selby stated that the garage issue brought up earlier in the evening by Mr. Romaniuk reminded him of a few individuals that had similar issues. He stated that he wanted to bring up an email he received and a conversation that he had with a citizen who was attempting to build a house in Ormond Beach. He stated to Ms. Shanahan that he would forward the email to her so that it could be handled appropriately.

First Step Shelter Board (FSSB)

Commissioner Selby stated that he had participated in a First Step Shelter Board Meeting that afternoon. He stated that he was pleased to report that the ground breaking ceremony would be December 13, 2017 at 10:00 a.m. and asked that the Commission and senior staff add it to their calendars. He stated that was a Wednesday morning and it would be out at the site on US-92. He stated that the construction crew was moving dirt and doing underground work at the moment but expected that the actual building would be under construction in mid to late 2018 and that the facility would be open in 2019. He noted that was not as rapid as the FSSB had hoped but appreciated that it was moving forward.

Beach Tolls

Commissioner Selby stated that he was pleased to see that Volusia County raised the beach toll for non-residents to \$20 per day and wondered how Commissioner Kent felt about it. He stated that he thought it was a good move and did not understand why Volusia County subsidized the non-county residents to use their recreational facilities.

Beachfront Park Parking Charges

He stated that one of the consequences of that decision though would be more pressure on the parking at Andy Romano Beachfront Park. He stated that it was already difficult on most days, especially in nice weather, to find a parking spot there. He stated that his impression was that a lot of out of town and out of county individuals would get there early and stay all day, which would leave less or no parking for Ormond Beach and Volusia County residents. He wondered if the city should consider charging for parking. He noted that charging might be an opportunity but realized it could be complicated due to logistics, especially since there were four entrance points. He stated that his concern was mainly for Ormond Beach residents, but realized that Volusia County would not allow the city to discriminate between Ormond Beach and Volusia County residents, and that they would be treated the same. He emphasized that Volusia County residents were not able to use that facility because non-Volusia County residents were filling it up and

that was why they should pay to use the facilities. He proposed that Andy Romano Beachfront Park parking would be free for Volusia County residents and that non-Volusia County residents should pay \$20 per day or \$20 each time to park there. He stated that would guarantee available parking to Volusia County residents.

Ms. Shanahan stated that New Smyrna Beach had a similar program. She stated that local residents had a parking pass and parking kiosks were utilized for non-residents. She stated that an individual would put a ticket in their windshield and that there were parking helpers, she thought they were volunteers, which monitored the lots.

Commissioner Selby stated that he was pleased that there was already a model for this plan. He stated that he would like to have future discussions about charging for parking. He noted that he did not think a lot of people would pay \$20 to park for the day and that they would look elsewhere for parking.

Holiday Greetings

Commissioner Selby wished everyone a Happy Thanksgiving and a good night.

National League of Cities

Mayor Partington stated that he had joined Commissioner Selby and Commissioner Kent at the National League of Cities Annual City Summit in Charlotte the previous week. He noted that there had been a huge amount of networking with mayors, commissioners, council people, and industry professionals from all over the United States. He stated that while in attendance he signed a letter that supported prioritizing smart, durable infrastructure. He stated that the letter was created by the Pew Charitable Trust Organization out of Washington D.C. and they had hoped to get 100 mayors to sign it, but were up to get 44 at that point, and that he was the first mayor from Florida to do so. He noted that they wanted to improve resiliency requirements for buildings and infrastructure systems built before and after flood related catastrophes, which would also enhance the use of natural defenses in planning and preparedness and reduce unsustainable development in high risk areas. He stated that those were things that the city had supported in the past, and after Hurricanes Irma and Matthew they had looked for new ways to do those same things.

Mayor Partington stated that he learned a lot and now understood the work that the National League of Cities had done. He stated that the Florida League of Cities had been heavily involved with committee work and the Board of Directors of the National League and was thankful to have had the opportunity to attend the summit. He stated that although it was important for the City of Ormond Beach to have supported the National League of Cities work, it was more important that they supported the Florida League of Cities and the Volusia League of Cities, because those groups would have given them the best return for any dollars that were spent participating in that organization. He noted that he enjoyed spending time with Commissioner Selby and Commissioner Kent at the different sessions available and felt that everyone would reap the benefits of having learned from that organization.

Holiday Greetings

Mayor Partington wished everyone a Happy Thanksgiving. He stated that he was looking forward to seeing family, who had been away, when he arrived home. He stated that he would see everyone on December 5, 2017.

Item #10 – Adjournment

The meeting was adjourned at 9:39 p.m.

APPROVED: January 2, 2018

BY:

Bill Partington, Mayor

ATTEST:

J. Scott McKee, City Clerk