

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

9:00 A.M., December 08, 2021

The SPRC Meeting commenced at 9:00 a.m. on December 08, 2021.

I. Attendance

Applicants:

Roger Strcula, Upham Inc.
Steve Schlossberg, Splash Car Wash

Staff:

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

Guest:

Colby, Private Citizen

II. Meeting with Applicants – Scheduled Items for Review

A. 55 N. Nova Road, Splash Car Wash

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

The applicants were in attendance and **provided the following** information regarding 55 N. Nova Road, Splash Car Wash:

- The concept is for a full service car wash that offers full service exterior and interior car cleaning. The applicant has a similar car wash on Nova Road and Herbert Road in Port Orange.
- The automated full service car wash system will consist a self-prep area (east side of site) for the customer to scrub bugs off of the vehicle, empty their trash and take their personal belongs out prior to entering the two tunnels. One tunnel will wash the exterior with automotive brushes and chemicals, next the driver will circle back around to the second tunnel to a conveyor belt (approximately 12-13 minutes), where they will get out. The customer then gets back in the vehicle following the interior cleaning.
- There are no canopies over the self-prep area, but there are over the 15 vacuums. It was expressed that the vacuums and awnings will be attractive in appearance.

- It was discussed that the access will be off of Nova Road (right-in, right-out access), as well as full access on Old Kings Road.
- Egress is off of Nova Road for those leaving following the exterior/interior tunnels taking a right out of the tunnel. It was explained that the plan is for fluid circulation.
- The express detail area was initially planned for the four spaces along the stormwater pond. It was discussed further and it will be placed on the west end of the east parking. The landscape buffer will be created on the west side of the area.
- The pay-station is planned for the south side of the property.
- A test was performed running a solid waste truck through the area on the site for dumpster placement planning. The dumpster will be located near the ingress off of Old Kings Road and the egress off of Nova Road.
- The stormwater pond will meet the requirements with an engineered self-certified plan.
- Plans are in place to hire a tree arborist and to have a tree survey performed.
- Discussion occurred regarding the plans for the water. There will be reuse tanks for water circulation which will be low-use.
- 14 parking spaces are planned with a landscape island in the front. Parking will be shared with Chicken Salad Chick.
- There will be four express detail spaces on the north side.
- 11' width planned in the detail tunnel lane. It was explained that tracks are wider for large trucks but not appropriate for taller trucks.
- There was a discussion of the overhead power lines and the FPL easement.
- There will be specific plantings put in that will adhere to FPL standards along the frontage.
- The water usage numbers will be forward to Mr. Heyrend.
- The car wash tanks will discharge the water into the sewer and not the stormwater. The water travels on the north side of the drive lanes and once it reaches a certain elevation is when it discharges. It has an oil separator.

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

- It was expressed that the vacuums are required to be screened.
- **Landscaping requirements:**
 - 10 percent of the interior area is required to be dedicated to landscaping.
 - On the west side and east sides of the building the striped areas require landscaping/curbing.
 - Where the 38" Oak tree is, the southern parking island should be removed to accommodate the tree.
 - A 6' landscape buffer is required to the north/south; 20' landscape buffer is required along Nova Road. A 10' landscape buffer is required along Old Kings Road.

- Interior Islands are required when you have ten spaces or more, the north area is deficient. Due to the canopy over these spaces the terminal landscape island ends can be wider to accommodate this space needed.
- Retention ponds are not allowed with the landscape buffers.
- Accessory uses and structures cannot go on the front plane of the principal building on the property.
- Landscaping can be transferred throughout the property if need be within the Planned Development.
- **Engineering, Stormwater & Utility requirements:**
 - The pond area elevation is 15' and the Old Kings Road elevations is at 10'. The Land Development Code (LDC) states that stormwater in the landscape buffer cannot be more than 2' deep.
 - It was advised to shift the canopy to where the western edge matches the western edge to the building.
 - Stormwater management was discussed including the elevations of the existing site.
 - It was directed that if the property is in an easement an authorization/confirmation letter is required from FPL.
 - A topographic and tree survey are required.
 - A water sampling station is required per the water sampling station details.
- **Building requirements:**
 - The light poles have a maximum height requirement of 20'.
 - An 8' monument sign is allowable. The signage area is based on the linear frontage of the building. The site has double frontage; therefore one is allowed on Old Kings Road and one is allowed on Nova Road. It was explained that the signage can also be negotiated in the Planned Development.
 - Due to fire safety requirements, the fire hydrants have to be located. There is one on Nova Road.
 - Mr. Griffith will communicate with the Fire Department on the observed access for emergency vehicles.
 - Whether or not a sidewalk coming into the site is required will also be researched.
 - An accessible route from the public sidewalk must be provided per FBC Accessibility 206.2.
- It was explained that the project will require a Planned Development process with public benefits. A bus shelter is required.
- The project trip generation and a mobility analysis was discussed,
- The requirement steps were explained:
 - Submit the redesigned site plan.
 - Submit to the SPRC.
 - Explain the public benefits offering in a letter similar to putting the site plan into words.
 - Sign postings are required by the applicant 14 days prior to the Planning Board meeting.
 - Planning Board.

- City Commission.
- Staff stated that the SPRC meets every Wednesday and that if there are any questions, a meeting can be scheduled.

III. Adjournment

The meeting adjourned 9:45 a.m.

The SPRC Meeting commenced at 9:48 a.m. on December 08, 2021.

IV. Attendance

Applicants:

Harry Newkirk, Newkirk Engineering

Staff:

Steven Spraker, Planning Director

Robin Gawel, Senior Planner

Noel Eaton, Senior Planner

Tom Griffith, Chief Building Official (via zoom)

Tim Heyrend, Utilities Manager

David Allen, Planning Civil Engineer

Cara Culliver, Landscape Architect

Marcella Miller, Office Manager

Guest:

Colby, Private Citizen

V. Meeting with Applicants – Scheduled Items for Review

B. 1141 N. U.S. Highway 1, Caldera Spas, Retail Center

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

The applicant was in attendance and **provided the following** information regarding 1141 N. U.S. Highway 1, Caldera Spas, Retail Center:

- The project will be done in phases.
- It was discussed that in the front a type C inlet with a shallow swale will be put in. The structure will disperse in the back retention pond and will flow out to U.S. Highway 1.
- It was discussed that the front landscape buffer does not allow any treatment retention.
- There is a 6" swale and 3' deep bottom width.
- The non-conforming structures (sheds) will not be removed because of the water supply for the development. The outside of them will be refaced to be more aesthetically pleasing. They will remain until they are damaged and will be heavily landscaped.
- The total of all buildings on the property is 1,900 square feet.
- It was discussed that the 2nd phase may be a retail building or drive-through restaurant.
- The site will be brought up to code.

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

- The goal of the meeting is to bring the site into compliance.

- It was explained that outdoor storage is not allowed and can only be researched for approval through a Special Exception. This must be specified on the site plan.
- The building improvements must be permitted. One of the inspections on the permit is still required for the columns on the overhead. There is a headroom concern on the new overhanging belt. It is required to be 6'8". The plans must show these details.
- **Landscaping requirements:**
 - 36' front landscape buffer is required along U.S. Highway 1.
 - It was explained that adding buildings triggers landscaping and parking.
- Staff stated that the SPRC meets every Wednesday and that if there are any questions, a meeting can be scheduled.

VI. Adjournment

The meeting adjourned 10:01 a.m.

The SPRC Meeting commenced at 10:18 a.m. on December 08, 2021.

VII. Attendance

Applicants:

Kate Penn, Continental Contractors (via zoom)
Jeff Connell, Design1 Studios (via zoom)

Staff:

Steven Spraker, Planning Director
Robin Gawel, Senior Planner
Noel Eaton, Senior Planner
David Allen, Planning Civil Engineer
Tom Griffith, Chief Building Official (via zoom)
Marcella Miller, Office Manager

Guest:

Colby, Private Citizen

VIII. Meeting with Applicants – Scheduled Items for Review

C. 145 S. Atlantic Avenue (Residential), handicapped renovations

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

The applicants participated by Zoom and **provided the following** information regarding the 145 S. Atlantic Avenue:

- The property owners were unaware of the concerns and plan to conform with the requirements. The drive aisle will be marked. A proposed solution was presented to shift the aisle to the other side, closer to the building with plans to take out the landscape aisle. The details will be specified on the revised drawing and submitted electronically.
- The parking stalls will be 20' deep. The drive aisle will be 24'.
- The proposed correction explained is to provide a sidewalk to the north and parking bumps, shifting the accessible aisle to the end so that an individual in a wheelchair can be routed safely.

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

- Concerns were expressed regarding the south building and the handicapped parking area that routes the individuals to pass behind the other cars.
- Mr. Griffith explained that the matter is due to an advisory in the Florida accessibility code identified in the Florida Statutes where it specifies you cannot pass behind any vehicle other than your own.
- A T-turn area is required and should be identified on the drawings.

- Directions given to set the curb stop 2' into the 20' depth to prevent someone with a large truck to conceal the walkway.
- Staff stated that the SPRC meets every Wednesday and that if there are any questions, a meeting can be scheduled.

IX. Adjournment

The meeting adjourned 10:27 a.m.