

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

9:00 A.M., September 07, 2022

The SPRC Meeting commenced at 9:00 a.m. on September 07, 2022.

I. Attendance

Applicants:

Michael Freidin, P.E., Jade Consulting
Braxton Babcock, Hixshedeker
Paul Marcinco, P.E., Jade Consulting (via zoom)
Linda Biro, Hixshedeker

Guest

Al Balloqni

Staff:

Steven Spraker, Planning Director
Sarah Cushing, Planner
David Allen, Planning Civil Engineer
Tom Griffith, Chief Building Official (via zoom)
Cara Culliver, Landscape Architect
Mike Stephenson, Utilities Engineer
Marcella Miller, Office Manager

II. Meeting with Applicants – Scheduled Items for Review

A. 1031 N. U.S. Highway 1

Mr. Spraker started the conversation with the introduction of City staff and applicants.

The applicants participated by Zoom and **provided the following** information regarding 1031 N. U.S. Highway 1:

- The property is in the General Commercial B-8 Zoning district.
- The applicants are proposing to building a 10,640 square foot retail development on the corner of U.S. Highway 1 and Coquina Avenue, with stormwater and utility improvements.
- The building will not be sprinkled.
- The site plan specifies 33 parking spots.
- The architectural design was discussed. Faux shutters may be part of the design.

Members of the SPRC, Mr. Steven Spraker, Planning Director; Ms. Sarah Cushing, Planner; Mr. David Allen, Planning Civil Engineer; Mr. Tom Griffith, Chief Building Official; Mr. Mike Stephenson, Utilities Engineer; and Ms. Cara Culliver, Landscape Architect, **provided the following** information:

- Discussion occurred on the options for the property to either apply for a variance to show the hardship for the parking, or go through the Planned Business Development

(PBD) process to rezone the property and show how the parking calculation is appropriate for the use.

- Regarding parking, being that the property is in a multimodal corridor (Votran bus stop located across the street), the 20 percent parking reduction was discussed, although at 33 parking spaces, the plan is still deficient two parking spaces. It was advised to specify the bus stop on the plans. Compact car spaces are not allowed.
- It was addressed that Coquina Avenue is in the County of Volusia, therefore it is required to follow the County's use permit requirements and discuss the road width with their Traffic Engineering Department.
- It was advised that the property is abutting residential and a neighborhood meeting is required. Code requires 14 days-notice and for the abutter letters to be sent to abutting residents within a 600' radius three weeks prior. The information of where the meeting will be held is required to be sent to Planning staff.
- A masonry wall is required where the commercial abuts the residential.
- Regarding landscaping, it was advised that landscape plans are required from a registered landscape architect. A 20-foot landscape buffer is required on the residential side of the property. A minimum of a 160 square foot area is required for landscape islands. Terminal landscape island is required at the end of the parking runs. A 10 percent interior landscape area requirement is required in the parking areas. It was advised that the greenbelt and rear buffers will count towards tree preservation. The specimen and historic trees were discussed. The tree mitigation form is used for protected and specimen trees removed. If more specimen trees are removed than saved then there becomes a deficit, it was discussed that they will need to be replaced or a donation to the tree fund would be required. Ms. Culliver will share the tree mitigation form with the applicants.

The landscape buffers are: 36' on U.S. Highway 1; 10' on Coquina Avenue; and 6' on the other side. 15 percent of the site is required to be dedicated to tree preservation. It was advised that stormwater ponds are not allowed in the buffers.

- Regarding the building architecture, all four sides of the building are required to be treated.
- Regarding signage, it was advised in the Gateway Preservation District that two monument signs are allowed on the corner lot and can be located in the greenbelt buffer. The maximum height requirement for the signage is 8' maximum.
- A photometric light plan is required. The top of the light fixture maximum height is 20'.
- Sidewalks were discussed and are required on U.S. Highway 1 and Coquina Avenue. The width requirement for the sidewalk on Coquina Avenue is 5' and the width requirement for the sidewalk on U.S. Highway 1 is 6'. If sidewalks are not constructed, it was advised that payment into a sidewalk fund is required.
- Regarding utilities, on the west side of U.S. Highway 1 there is a 20" force main and a 12" water main. Where connecting to the 20" force main, a minimum of a 4" force main once hitting the right-of-way (ROW), and a valve is required at the point of service on the property line where the force main enters the right-of-way (ROW). Regarding water, a fire hydrant is required, in which the main will have to be sized according to the fire flow. It was advised that DOT and DEP permits will be required.

The expected gallons per day water/sewer usage calculations are required to be sent or e-mailed to Mr. Stephenson. Applicant to send Mr. Stephenson an email requesting force main pressures and any additional information they would like from utilities. A water permit is required through the Health Department for the water main extension. It was directed to submit it to the City for sign-off and then it will be returned to give to DEP and the Health Department.

- The Chief Building Official expressed that a fire hydrant is required 300' from the farthest point of the building.
- It was discussed that construction fencing (chain-link fence with a green, black, or blue colored vinyl screen inside) is required on U.S. Highway 1 and Coquina Avenue prior to construction. Construction hours are 7:00 a.m. to 7:00 p.m. Monday through Saturday.
- The truck-turn size was discussed as a point of concern. It was advised that the parking spaces can be reduced to 18' from 20' and the loading bay size requirement at 12' by 40' with a 48" clear walk area to assist with the truck-turn.
- Regarding engineering, it was advised that the stormwater design is required to be designed for a 25 year, 24 hour, plus rate and volume. The nitrogen and phosphorus nutrient loading calculations are required. The fire hydrant flow is required to be tested by the applicants with notification to Mr. Allen or Mr. Weidenmiller. It was advised that the lift station is private. Direction was given to follow the standard details for the double-dumpster (10' by 10' clear space). A separate building permit for the building, another for the dumpster enclosure and another for the signage are required.
- It was advised that the fire access shown on the plans is sufficient.
- The electronic site plan submittal and review process through ProjectDox was discussed. Once the application is sent to Mr. Spraker, an invitation to upload the application and documents will be sent to the applicant(s) with a two week turn around process.
- Staff stated that the SPRC meets every Wednesday with the availability to meet again to discuss the project further for additional feedback.

III. Adjournment

The meeting adjourned 9:30 a.m.