

(A) Please explain how adequate ingress and egress will be obtained to and from the property, with particular reference to automotive and pedestrian safety and convenience, traffic flow, and control, and access in case of fire or other emergency.

The development area is known as Parcel 1 of the Gatlin boulevard PUD. The PUD includes multiple vehicle access points for the two parcels within the PUD, and the PUD includes a common access driveway and a cross access agreement over all existing and proposed on-site driveways, which as designed provide both safety and convenience to the motoring public.(see attached PUD Concept Plan and Parcel 1 Site Plan).

Driveway locations and shared access includes:

- Common access driveway on the joint / shared property line of Parcel 1 (carwash) and 2 (AutoZone), from Gatlin Blvd at the front of the parcels, which extends to the rear and connects to Domina Road at the rear of the parcels.*
- Gatlin Blvd driveway connection to the common driveway with a dedicated right turn lane.*
- Two driveway connections at Domina Road from Parcel 1: One full access (the aforementioned common driveway); and one egress only driveway.*
- One driveway connection to Domina Road from Parcel 2 (Autozone).*
- Cross access agreement between the two parcels, permitting the use of the other's internal driveways for access.*

Pedestrian access to Parcel 1 is provided in a safe and convenient location near the Domina Road Driveway connection. This pedestrian connection provides the closest route to the on-site employee parking, the handicap accessible parking space, and the office/ admin area of the building. (see attached Parcel 1 Site Plan with proposed sidewalks in Domina Road and connection to the site adjacent to the proposed driveway)

Traffic circulation is of paramount importance when developing a single bay automated car wash. The site has been designed to provide the following provisions to ensure safe and convenient circulation of vehicles:

- a very long queuing lane (310+- LF) is provided between the main access driveway at Domina Road and the car wash entrance area (payment kiosk). A traffic impact analysis was prepared by O'Rourke Engineering & Planning, which included a queuing analysis for the car wash site. The results indicated that the necessary max queuing distance is estimated to be 4 cars (80+- LF). (see attached Traffic study)*
- two exit lanes are provided to permit queued cars an escape from the queuing lane. One is provided at the southeast corner of the site, and permits an exit directly to Domina Road (egress only driveway connection). The other is immediately after the pay area kiosks, and permits the exit prior to entering the car wash.*

The circulation and operations for the car wash were designed to be independent of the PUD's main common driveway, to ensure there is no detrimental impact to the parcel 2 (AutoZone) parking or traffic circulation, and no possibility of queuing or other operations from backing up into or impacting the main access driveway and its connections to Gatlin Boulevard and Domina Road.

Emergency Access is easily provided via the common driveway that bi-sects the PUD with driveway connections at Gatlin Boulevard and Domina Road. Further, emergency vehicles can enter at the Domina Road driveway and easily stage along the entire east side of the carwash bldg., within 25 ft. of the building. (see attached Emergency Access plan).

(B) Please explain how adequate off-street parking and loading areas will be provided, without creating undue noise, glare, odor or other detrimental effects upon adjoining properties.

Four (4) dedicated off-street parking spaces are provided for employees and guests immediately to the left of the main Domina Road driveway connection. Parking for car wash sites is calculated at 2 spaces per car wash bay. The site is required to provide two (2) spaces, but has provided three (3) standard spaces and one (1) handicap space. The operation of a single bay automated car wash is such that dedicated parking requirements are minimal. The operation requires only two to three employees on-site at any one time, and four dedicated parking spaces are provided for this purpose. There is no need for the public to park at the site – the service is via a drive thru automated car wash, and via self operated vacuum stations (23 provided). If necessary, the site provides three “bug prep” spaces, and 23 vacuum spaces, which can provide for any additional unanticipated and unexpected parking demand.

Loading areas are not necessary for this use. Detergents and other products used in the operation are typically delivered 2 to 4 times per month at off-hours. However, if a delivery is made during open hours, parking for deliveries can be accommodated at the bug prep stations west of the que lane, and exiting is easily accommodated via the egress only driveway at the SE corner of the site onto Domina Road.

Parking and loading operations, and the queuing of vehicles is not anticipated to cause any undue noise, glare or odor due to the project’s location and adjacent development characteristics, proposed buffering provisions, and its lighting design. The site is ideally situated in a location surrounded with commercial development and commercial zoning, which is compatible with the proposed use and any minor off-site impacts. Consider:

-The site is adjacent to CS FLUM designated property immediately to the south and east – where other similar uses with intensity of use and propensity for creation of noises and odors are more likely. For example, the adjacent landscape service business to the southeast and fueling station to the east of the PUD. Both of these would be expected to draw significant traffic, create noise and or odors due to their operations (landscape service and fueling facilities). The property immediately south of the site is undeveloped. It is zoned residential (RS2). However, the property has a commercial service (CS) FLUM designation, so it is likely to be rezoned prior to development to the CS district and will be developed for a commercial use which is expected to be compatible with the proposed project. In addition, this development proposes a 10’ landscape buffer on its south property line together with an additional 70+’ wide drainage retention area and another 10’ landscape strip that will provide additional buffering to any future development to the south of the project..

-The site is immediately adjacent to Parcel 2 of the PUD (AutoZone). The Autozone is a retail parts provider, and the owner of Parcel 2 has agreed to permit changes to the PUD to permit the car wash use because the car wash is viewed as an asset and complimentary business to the business model of the AutoZone. The owner of the AutoZone parcel, Agree Stores, LLC, has signed a Consent Form and a Unified Control Agreement, which was included in the PD rezoning application.

-The site is adjacent to Gatlin Boulevard to the north. It is estimated that on its busiest day, the site may have 891 daily trips generated by the site. However, Gatlin Boulevard’s estimated traffic volume is 50,000 ADT. Comparatively, Gatlin Boulevard traffic will operate with much more significant traffic volumes than the site, and the Gatlin Blvd. traffic operations will effectively mask any minimal impacts possibly caused by the site development of the car wash. Consequently, operations at the car wash would not be noticeable to the commercial sites further north (the St. Lucie Battery and Tire, RaceTrac gas station and recently approved

ABC Liquor store), as the Gatlin Boulevard traffic will effectively buffer the car wash. Irrespective of this masking of impacts by Gatlin Blvd., the development also proposes a 20' wide vegetated buffer on the north property line to further minimize impacts, and especially assists with the reduction of any visual impacts the car wash may create.

-The site is adjacent to CS zoned property to the west, where a new self storage facility has been developed. The self storage building is a secure facility with interior access to the units, so customers and employees will not be affected by the car wash operations. However, the development proposes a 10' to 15' (varies) wide vegetated buffer on the west property line. In addition, the existing 65' canal ROW provides additional buffering between the development site and the self-storage facility.

The site development plan includes a lighting plan with a detailed photometric analysis. The lighting design has implemented lighting fixtures and placements that ensure lighting is cut off dramatically at the development limits, and that glare is reduced to acceptable limits. (see attached photometrics plan and light cut sheets). The proposed LED area and under canopy lighting uses state-of-the-art silicone optics which allow for optimal control of light distribution.

- Resulting performance features include,
 - Forward throw optics – utilized for perimeter lighting to produce minimal back light eliminating light trespass at property lines, and optimum uniformity for even distribution and absence of glare
 - Zero Uplight – resulting from optics designed to control light emitted from fixtures at predetermined angles of distribution, limiting intensity in ranges considered obtrusive (glare), and eliminating light above angles considered to produce light pollution (Dark Skies compliant)
 - Optimal Mounting Height – established by industry practices specialized for integrating retail businesses in community friendly environments, minimal glare with optimized uniformity
- Industry standards followed in fixture design and applications,
 - International Dark Skies – IDA Compliant
 - Illuminating Engineering Society – IES best practices applied, IES accredited testing performed and data utilized
 - Design Lights Consortium - DLC Premium

Further, it should be noted that the surrounding commercial properties have similar lighting for their parking areas provided for both user safety and security. The lighting for this site will be compatible with the surrounding commercial properties.

The car wash system does not create any noticeable odor(s). Any possible noxious odors or fumes would only be those caused by vehicle exhaust systems, as typical for any business. The number of vehicles that may enter the site in any one day is estimated to be 446 trips, which is consistent with vehicle trip rates that other existing and permitted uses on adjacent properties would generate. This number of trips entering the site is less than 1% of the vehicle trips passing through Gatlin Boulevard on any given day. Comparatively, the odor(s)/ fumes generated by the car wash are insignificant.

(C) Please explain how adequate and properly located utilities will be available or will be reasonably provided to serve the proposed development.

The development area is known as Parcel 1 of the Gatlin Boulevard PUD. The existing PUD is supplied by water and wastewater services by the City of Port St. Lucie Utility systems department, and new connections for the car wash site will abide and comply with all applicable city ordinances, Policies, Specifications, and Regulatory Agencies governing such services. The PUD includes two parcels, which both have frontage on Gatlin Boulevard and Domina Road, with existing utility infrastructure within the ROW's as follows:

1. Gatlin Boulevard:

- 16" water main on north side of the street.*
- 16" sewer force main on the south side of the street, adjacent to the development site.*

2. Domina Road

- 6" water main on south side of the street.*
- 2 1/2" low pressure sewer force main on the north side of the street, adjacent to the development site.*

The applicant attended a pre-application meeting with city staff in December 2019. Staff had advised that all utility connections should be made at the existing mains along Domina Road. These mains were designed as distribution mains, whereas the mains on Gatlin were designed as transmission mains, and service connections should be avoided on these mains in Gatlin Boulevard. The applicant intends to design, obtain regulatory permits, and construct service connections to the existing mains in Domina Road, including:

- 1 1/2" water service connection, meter and RPZ for water supply*
- 1" low pressure force main and on-site dual submersible lift station (or alternatively, connect to the existing AutoZone lift station).*

The development parcel previously received site plan approval for the development of a bank on the northern 1/2 +/- of the site development area. 2.3 ERC's of water and wastewater utility capacity were reserved for the bank site in 2008 (utility file # 11.993.02). The proposed car wash will require the site to reserve an increase of approximately 9.7 ERC's (water) and 9.7 ERC's (sewer) capacity (estimated total requirement of 12 ERC's – 3000 gpd - for the carwash).

Based on an evaluation of the public records available, including the Utility Systems Department "Data Sheet for Permit Application" dated July 2020, it appears that adequate capacity may exist to provide the utility service needs of the proposed car wash.

***Capacity was indicated to be:*

- 41.6 MGD water plant capacity; 23.0 MGD max. daily flow.*
- 18.0 MGD sewer plant capacity (Combined); 9.98 MGD max. monthly average flow.*

However, the applicant acknowledges that it will be necessary to execute a "utility service agreement / permit to connect" prior to the commencement of construction. The agreement will set forth conditions and terms for the allocation of capacity for the development.

The applicant is implementing state of the art carwash equipment. The system includes a comprehensive water treatment system which includes oil water separators, ozone injected sediment tanks, and filtration units which enables the operations to re-cycle 80% of its water consumption, while delivering an effluent that is pre-treated and will not unduly stress the city's wastewater treatment systems.

(D) Please explain how additional buffering and screening, beyond that which is required by the code, will be required in order to protect and provide compatibility with adjoining properties.

The site is compatible with adjacent properties, due to its location in a commercial area, with existing automotive uses. The site is centrally located within a commercial node, and is surrounded by sites with either CG, CH or CS zoning and / or FLUM designation, and with existing commercial uses that are compatible with the proposed car wash use. (Please reference response to (B) above for specific description of adjacent uses). In addition to the central location, the development plan provides increased landscape strips at its perimeter where appropriate. A comparison of the city's land development code section 154.03(c)1.a. Landscape Design Standard is provided below:

Landscape strip requirement:

Site perimeter

Adjacent to ROW

<u><i>& abutting property</i></u>	<u><i>Code</i></u>	<u><i>Provided</i></u>
<i>NPL (Gatlin)</i>	<i>10</i>	<i>20 (upland preservation)</i>
<i>WPL</i>	<i>10</i>	<i>10' to 15' (varies, 12' avg) + 65 foot wide canal ROW</i>
<i>SPL</i>	<i>10</i>	<i>(2) 10' strips, (90' total separation due to 70' retention area)</i>
<i>SE (Domina Rd)</i>	<i>10</i>	<i>10</i>

Special provisions are also proposed to address unique features of the car wash;

- 1. Exit Tunnel: -additional landscape material provided at NW corner (approx. 50 lf) to buffer the exit tunnel area. Provide double the code required landscape strip planting requirement, including: 4 trees, double hedge row (30" tall) and addition of (2) understory trees). Material shall be native material that is consistent with and compliments the preservation area along the north PL.*
- 2. Specialized mechanical equipment: - vacuum equipment will be buffered with a full height masonry wall and hedge on three sides (opaque gate on 4th side). Wall shall be finished and painted to match the proposed building facade*

(E) Please explain how signs, if any, and proposed exterior lighting will be so designed and arranged so as to promote traffic safety and to eliminate or minimize any undue glare, incompatibility, or disharmony with adjoining properties. Light shields or other screening devices may be required.

The site is compatible with adjacent properties, due to its location in a commercial area. The site is centrally located within a commercial node and is surrounded by sites with either CG, CH or CS zoning and/ or FLUM designation, and with existing commercial uses that are compatible with the proposed car wash use. (Please reference response to (B) above for specific description of adjacent uses). The surrounding commercial properties also have signage, and lighting for their parking lots and for the safety and security of their businesses, customers and employees. Consequently, the site is situated in a location where any minor impacts on adjacent properties associated with the car wash lighting or sign placement would be consistent with similar impacts from signage and lighting on the surrounding commercial properties .

To ensure the site development will not impact traffic safety and minimizes glare, incompatibility and disharmony with adjacent sites, specific provisions for lighting and signs are as follows:

The site development plan includes a lighting plan with a detailed photometric analysis. The lighting design has implemented lighting fixtures and placements that ensure lighting is cut off dramatically at the development limits, and that glare is reduced to acceptable limits. (see attached photometrics plan and light cut sheets). The proposed LED area and under canopy lighting uses state-of-the-art silicone optics which allow for optimal control of light distribution.

- *Resulting performance features include,*
 - *Forward throw optics – utilized for perimeter lighting to produce minimal back light eliminating light trespass at property lines, and optimum uniformity for even distribution and absence of glare*
 - *Zero Uplight – resulting from optics designed to control light emitted from fixtures at predetermined angles of distribution, limiting intensity in ranges considered obtrusive (glare), and eliminating light above angles considered to produce light pollution (Dark Skies compliant)*
 - *Optimal Mounting Height – established by industry practices specialized for integrating retail businesses in community friendly environments, minimal glare with optimized uniformity*
- *Industry standards followed in fixture design and applications,*
 - *International Dark Skies – IDA Compliant*
 - *Illuminating Engineering Society – IES best practices applied, IES accredited testing performed and data utilized*
 - *Design Lights Consortium - DLC Premium*

The site development plan will include an illuminated 32 sf (max) / 10 ft. height (max) monument style sign which will be located adjacent to and setback 10' from the Gatlin Boulevard ROW. The sign will be placed near the NW corner, approximately 110 ft. west of the common driveway access to Gatlin Boulevard, and well outside of the corner visibility triangle. The sign will be designed to meet section 155.06(F) -Illuminated signs; and 155.08(D) and (G) – freestanding monument signs for commercial sites less than 3 acres; and the sign will be designed in accordance with all other applicable city codes. Further, the sign will be designed to include landscaping (native ground cover and shrubs) in front of and below the sign “copy” message”, and will be designed to be consistent with the architectural design features of the existing AutoZone sign located on Parcel 2 of the PUD.

The site development plan will include approximately four (4+-) drive thru directional signs which will include the facility name/ logo, and will provide directions to the car wash. Signs will be a maximum of 3 sf and 4 ft. height, and will be located outside the visibility triangle of all intersecting driveways, and strategically placed to provide informative directions to maintain efficient and orderly on-site traffic circulation.

(F) Please explain how yards and open spaces will be adequate to properly serve the proposed development and to ensure compatibility with adjoining properties.

The site is Parcel 1 of the proposed (modified) Gatlin Boulevard Center PUD. The site exceeds all of the PUD open space and yard requirements. The following table provides a comparison:

<u>Description</u>	<u>PUD Required</u>	<u>Carwash Proposed</u>
Maximum building coverage	40%	7.2%
Max total impervious	60%	59.7%
Min. open space	40%	40.3%
Setbacks		
-Front (Gatlin)	50'	67.3' +/-
-Rear (Domina)	25'	92.9+/-
-side (west – drainage canal)	10'	12'
-side (east - Autozone parcel 2)	10'	120.9'

The site meets or exceeds all city code specified min landscape strips and Buffers. The following table provides a comparison:

Landscape strip requirement:

Site perimeter

Adjacent to ROW

& abutting property

<u>Code</u>	<u>Provided</u>
NPL (Gatlin)	10 20 (upland preservation)
WPL	10 10' to 15' (varies – 12' avg) + 65 foot wide canal ROW
SPL	10 (2) 10' strips (90' total separation due to 70' retention area)
SE (Domina Rd)	10 10

Special provisions are also proposed to address unique features of the car wash;

1. Exit Tunnel: -additional landscape material provided at NW corner (approx. 50 lf) to buffer the exit tunnel area. Provide double the code required landscape strip planting requirement, including: 4 trees, double hedge row (30" tall) and addition of (2) understory trees). Material shall be native material that is consistent with and compliments the preservation area along the north PL.
2. Specialized mechanical equipment: - vacuum equipment will be buffered with a full height masonry wall and hedge on three sides (opaque gate on 4th side). Wall shall be finished and painted to match the proposed building facade

(G) Please explain how the use, as proposed, will be in conformance with all stated provisions and requirements of the City's Land Development Regulation.

The applicant has reviewed the city's land development regulations, and has prepared the attached Special Exception Use Site Plan in conformance with the regulations. Concurrently, the applicant has submitted an application for PUD rezoning and approval of a PUD Document and Concept Plan for the "Gatlin Boulevard Center PUD", and has designed both the site and the PUD to be consistent with each other, and with applicable land development code regulations. The applicant has submitted the site plan to the city's site plan review committee and will obtain staff recommendation for approval prior to being heard by the city' Planning and Zoning Board and city council.

(H) Please explain how establishment and operation of the proposed use upon the particular property involved will not impair the health, safety, welfare, or convenience of residents and workers in the city.

The site is compatible with adjacent properties, due to its location in a commercial area. The site is centrally located within a commercial node and is surrounded by sites with either CG, CH or CS zoning and / or FLUM designation, and surrounded by existing commercial uses that are compatible with the proposed car wash use. (Please reference response to (B) above for specific description of adjacent uses). A car wash will be compatible with and complimentary to other adjacent automotive uses (ie: nearby fuel sales and retail auto part sales). The car wash use is a use that would be expected to be developed in this area and is considered a desirable use – meeting the city’s resident’s needs for a conveniently located and easily accessible carwash facility.

The applicant has submitted an application for PUD rezoning and approval of a PUD Document and Concept Plan for the “Gatlin Boulevard Center PUD”, and has designed both the site plan and the PUD to be consistent with each other, and with applicable land development code regulations. The PUD is also consistent with the intent and direction of the future land use map and the policies of the city’s Comprehensive Plan.

Prior to the Rezoning proposal, the Parcel 1 site was zoned CS (south ½), and CG (north ½) of the site, and its current FLUM designation is CS (south 1/2) and CG (north ½) of the site. Further, the site is surrounded by CS, CH and CG zoning and FLUM designations. The CS and CG districts are the only districts that allow the car wash use (as a SEU) within the city. Consequently, this site is an appropriate location for a carwash facility.

While the use is consistent with the city’s zoning district regulations and Comprehensive Plan intent and directions, the applicant has provided the following in its site design to ensure the site development will not impair the health, safety, welfare, or convenience of residents and workers in the city:

-provide sufficient and properly placed on-site parking

-provide measures to ensure the safety of the motoring public, including: appropriate traffic control to optimize traffic direction and circulation on-site, efficient access by emergency services and solid waste collection, multiple strategically located safe access driveways, ingress right turn lane on Gatlin Blvd. (when not warranted), queuing capacity exceeding projected requirements.

-provide pedestrian access via dedicated sidewalks from the public ROW, to the handicap parking, and direct route to the facility’s office and operations center.

-lighting and sign design that meets city regulations, and is placed and designed so that it will not impede or unduly distract or impact adjacent traffic, and will promote traffic safety and will eliminate glare, incompatibility, or disharmony with adjoining properties.

-site plan design that proposes to increase landscape strips and buffering beyond that required by the PUD or the prior CS and CG zoning districts. The proposed PUD permits a maximum building coverage of 40%. The development plan proposes 7.2% building coverage, and is consistent with the Comprehensive Plan.

-carwash system includes implementing state of the art carwash equipment. The system includes a comprehensive water treatment system which includes oil water separators, ozone injected sediment tanks, and filtration units which enables the operations to re-cycle 80% of its water consumption, while delivering an effluent that is pre-treated and will not unduly stress the city’s wastewater treatment systems.

-the applicant has provided a Site Noise Study (referenced in Section F below, showing that noise from the site will not negatively impact City residents or workers.

- (I) Please explain how the proposed use will not constitute a nuisance or hazard because of the number of persons who will attend or use the facility, or because of the hours of operation, or because of vehicular movement, noise, fume generation, or type of physical activity.**

The number of persons at the site and hours of operations will not constitute a nuisance or hazard. The operating hours are within standard and normal range for a commercial establishment, with hours typically from 7:00am to 7 pm. The operation will normally be staffed with two to three employees, and occasionally a fourth during peak time periods or at shift changes. The site is anticipated to generate approximately 891 ADT, or 446 clients to the site daily. The operating hours and number of employees and visitors to the site is consistent with (and likely less than) that from other uses permitted within the surrounding CS, CH and CG zoning districts (i.e.: convenience stores, restaurants, fuel sales).

The use and its associated vehicular generation and circulation will not constitute a nuisance or hazard. The site has been specifically designed to provide sufficient and properly placed on-site parking, provide measures to ensure the safety of the motoring public, including: appropriate traffic control to optimize traffic direction and circulation on-site, efficient access by emergency services and solid waste collection, with multiple strategically located safe access driveways, the car wash drive thru lane has been designed with queuing capacity exceeding projected requirements.

The car wash system does not create any noticeable odor(s) or fumes. Any possible noxious odors or fumes would only be those caused by vehicle exhaust systems, as typical for any business. However, the number of vehicles entering and leaving the site in any one day is estimated to be 891 ADT (or 446 vehicles entering the site), which is consistent with vehicle trip rates that other existing and permitted uses on adjacent properties would generate, and this number of trips is less than 1% of the vehicle trips passing through Gatlin Boulevard on any given day.

The car wash system will create some noise, primarily from its vacuum system components and exit tunnel dryer, but the noise level will not create a nuisance or hazard to surrounding businesses. A Site Noise Study was prepared by Siebein Acoustic to estimate the noise that will be created by the facility. The study concluded that noise levels will be at acceptable levels and will not create a nuisance or hazard for adjacent properties. (see attached Site Noise Study).

Furthermore, the site has been designed to reduce any potential offsite noise impacts. The vacuum system components are proposed to be centrally located on the site and away from adjacent properties. The equipment will also be fully enclosed within full height masonry structures (3 sides with solid gate on one side), and the systems are designed with the latest technology to quiet operations. Also, the car wash exit will be located at the NW area of the site, behind a 20' landscape strip, and the car drying equipment is placed approximately 15' inside the tunnel and away from the car wash exit. This location is adjacent to Gatlin Boulevard (north) which operates with an average of 50,000 passer-by vehicle trips per day. The Gatlin Blvd. traffic will mask any noise the system may create, and the Gatlin Boulevard ROW

provides an additional 100 ft. buffer from the commercial properties to the north (the St. Lucie Battery and Tire, RaceTrac gas station and recently approved ABC Liquor). Along the west side of the property, there is a proposed 15' landscape strip and 65' drainage ROW providing buffering from the adjacent self-storage facility. The self-storage facility is a secure and enclosed facility and the building is approximately 120' from the tunnel exit. Consequently, the effective distance from the car wash tunnel to the adjacent commercial facilities is over one-hundred feet in every direction. Therefore, there will be no nuisance or hazard created by the facility.

- (J) Please explain how the use, as proposed for development, will be compatible with the existing or permitted uses of adjacent property. The proximity or separation and potential impact of the proposed use (including size and height of buildings, access, location, light and noise) on nearby property will be considered in the submittal and analysis of the request. The City may request project design changes or changes to the proposed use to mitigate the impacts upon adjacent properties and the neighborhood.**

The preceding evaluation / responses to the special exception criteria [(A) thru (I)] has addressed criteria in this section (J), including:

- response to (B) – compatibility with adjacent uses / buffering*
- response to (F) – including detailed comparison of required and provided building coverage, open space, setbacks and buffering*
- response to (E)- lighting provisions to minimize glare and other off-site impacts*
- response to (I) – provisions to reduce and mitigate nuisances or hazards*

The applicant has prepared detailed architectural drawings and colored renderings of the proposed structure. The applicant has taken great strides to design a building that not only meets the requirements of the “City of Port St. Lucie Citywide Design Standards”, but meets the overall intent of the document. That is, to facilitate the development of a desirable growth pattern in the city, giving the city a sense of place by incorporating articulation and architectural elements in the design. Given that the Gatlin Blvd. area is the “gateway” to the city, the applicant has taken on this responsibility very sincerely, and has provided the design of an attractive building that is compatible with adjacent development, and is certainly compatible with the city’s vision. (see attached Architectural drawings and renderings).

PLEASE NOTE:

- (K) As an alternative to reducing the scale and/or magnitude of the project as stipulated in criteria (J) above, the City may deny the request for the proposed use if the use is considered incompatible, too intensive or intrusive upon the nearby area and would result in excessive disturbance or nuisance from the use altering the character of neighborhood.
- (L) Development and operation of the proposed use will be in full compliance with any additional conditions and safeguards which the City Council may prescribe, including but not limited to reasonable time limit within which the action for which special approval is requested shall be begun or completed or both.

Appendix

- PUD Concept Plan
- Parcel 1 Site Plan
- Traffic Study
- Emergency Access Plan
- Photometrics Plan/ Light Cutsheets
- Noise Study
- Architectural Drawings and Renderings
- Preliminary Environmental Assessment
- Warranty Deed
- Survey