



## GLPC AGENDA ITEM # 3

NOVEMBER 27, 2023

### Conditional Use Request by Crown Development File #: CU-2023-04

Crown Real Estate Development LLC is requesting a Conditional Use Permit (CUP) for a proposed full-service car wash facility in a C-C zoning district, as well as within the Baytree-University Corridor Overlay District (BUCOD). The subject property consists of 0.72 acres located at 806 Baytree Road, which is at the NW corner of Baytree Road and Miramar Street. The property is currently vacant and the applicant is proposing to develop it with an automated drive-thru car wash (single lane building) that also has 17 vacuum spaces.

The subject property is located within a **Neighborhood Activity Center (NAC)** Character Area on the Future Development Map of the Comprehensive Plan. The property is also located within the "University Zone" of the Baytree-University Corridor Overlay District (BUCOD).

The subject property was rezoned from R-10 to C-C in 2014, at the request of the previous owner for a speculative commercial retail development (see attached conceptual plan on the last page). This development never materialized and after the property remained vacant/undeveloped for 9 years, the current applicant purchased the property about 3 months ago.

Most of the properties fronting this portion of Baytree Road are developed with a mixed pattern of multi-family residential, office, institutional and light commercial uses. This is also reflected in the existing mixed zoning pattern along the corridor, although most of the properties are zoned C-C like the subject. Therefore, as infill development on a vacant lot, light commercial type development to match the "overall" pattern would certainly be appropriate for this property.

However, car washes are often considered one of the noisiest of common commercial uses. Even though there is an existing car wash across the street and other commercial uses nearby, the existing residential uses adjacent to the subject property on three (3) sides, must also be considered. These include a small apartment complex to the west, two (2) single-family homes to the north, as well as three (3) single-family homes and more apartments across the street to the east. Car washes are usually not an issue when located in a larger commercial area and surrounded by other commercial development, but they could seem detrimental to abutting residential development.

To the applicants' credit, in this case they are proposing some noise reduction features in their equipment to help mitigate the negative effects. They are also proposing more aesthetics in their overall design than most car washes of the past. Even though they are trying to meet all of the requirements of the BUCOD, it is likely they will still need several Variances from these supplemental standards (see pages 4-5). These include items such as reduced front yard building setback from Baytree Road, lack of inter-parcel access, and the lack of certain architectural features. Given the particular circumstances of the property and the proposed use itself, staff would likely be supportive of most of these Variances. However, staff believes the overriding issue in this case is that of "use intensity and compatibility" with the surrounding land use patterns. Even with the mitigative measures, the proposed use is still overly intensive for this location. C-C zoning allows a very wide range of other possible commercial or office/institutional type uses that would fit better in this location.

**Staff Recommendation:** Find inconsistent with the Comprehensive Plan and the Conditional Use Review Criteria, and recommend **DENIAL** to the City Council.

## Planning Analysis & Property Information

<b>Applicant / Owner:</b>	Crown Real Estate Development LLC		
<b>Request:</b>	Conditional Use Permit (CUP) for a full-service "Car Wash" in C-C zoning and the Baytree-University Corridor Overlay District		
<b>Property General Information</b>			
<b>Size &amp; Location:</b>	One tract of land comprising 0.72 acres located at the NW corner of Baytree Road and Miramar Street.		
<b>Street Address:</b>	806 Baytree Road		
<b>Tax Parcel ID:</b>	Tax Parcel 0115C - 275	<b>City Council District:</b>	6 <i>Councilwoman Gibbs</i>
<b>Zoning &amp; Land Use Patterns</b>			
		<b>Zoning</b>	<b>Land Use</b>
<b>Subject Property:</b>	Existing:	C-C	Vacant commercial lot
	Proposed:	C-C	Full-service car wash
<b>Adjacent Property:</b>	North:	R-10	Single-family residences. apartment building
	South:	C-C	Car wash
	East:	R-10	Single-family residences
	West:	C-C	Apartments
<b>Zoning &amp; Land Use History:</b>	This property was originally developed with a single-family residence and was zoned R-10 for many years. In 2013, the residence was demolished and the property was rezoned to C-C in early 2014 for the purposes of developing it with a small multi-tenant commercial center (8,000-sf). (file # VA-2014-02) The proposed development never materialized and the property has been vacant ever since.		
<b>Neighborhood Characteristics</b>			
<b>Historic Resources:</b>	There are no designated historic resources on or near the subject property.		
<b>Natural Resources:</b>	Vegetation:	Grassed vacant lot.	
	Wetlands:	No known wetlands on or near the subject property	
	Flood Hazards	Located well-outside the current FEMA designated 100-year floodplain	
	Groundwater Recharge:	No significant recharge areas in the vicinity	
	Endangered Species:	No known endangered species in the area.	
<b>Public Facilities</b>			
<b>Water &amp; Sewer:</b>	Existing Valdosta water & sewer services along Baytree Road.		
<b>Transportation:</b>	Baytree Road (Minor Arterial), Miramar Street (local street)		
<b>Fire Protection:</b>	Fire Station # 4 (Gornto Road) = approximately 1.10 miles to the North. The nearest City fire hydrant is along Miramar Street in front of the property.		

## Comprehensive Plan Issues

**Character Area:**     Neighborhood Activity Center

**Description:**   A neighborhood focal point with a concentration of activities such as general retail, service commercial, professional office, higher-density housing, and appropriate public and open spaces uses easily accessible by pedestrians and bicycles...

**Development Strategy:**   Each neighborhood center should include a mix of retail, services, and offices to serve neighborhood residents' day-to day needs. Residential development should reinforce the center by locating higher density housing options adjacent to the center, targeted to a broad range of income levels, including multi-family town homes, apartments, and condominiums. Design for each Center should be very pedestrian-oriented, with strong, walkable connections between different uses. Road edges should be clearly defined by locating buildings at roadside with parking in the rear. Direct connections to greenspace and trail networks should be provided. The pedestrian-friendly environment should be enhanced by adding sidewalks and other pedestrian-friendly trails/bike routes linked to other neighborhood amenities such as libraries, neighborhood centers, health facilities, parks, and schools....

### Goals and Policies:

POLICY 3.2 – The existing housing stock shall be proactively protected and maintained, utilizing public-private partnerships when necessary.

Objective 3.2.3 – Protect well established neighborhoods from incompatible uses.

GOAL 7: LAND USE – To ensure the community's anticipated growth occurs in a well-integrated yet organized fashion, which protects our community resources, promotes efficient use of infrastructure and transportation facilities, and supports quality economic development.

POLICY 7.4 – Positive impacts on the built and natural environment shall be anticipated through only the highest standard of development throughout all parts of the community.

Objective 7.4.1 – Develop and implement appropriate design guidelines/standards for specific areas of the community depending on existing and anticipated growth.

## Conditional Use Review Criteria

*The following criteria shall be applied in evaluating and deciding any application for a Conditional Use Permit. No application for a Conditional Use Permit shall be granted by the City Council unless satisfactory provisions and arrangements have been made concerning each of the following criteria, all of which are applicable to each application:*

<b>(1) Is the proposed use consistent with all the requirements of the zoning district in which it is located, including required parking, loading areas, setbacks and transitional buffers.</b>	
<b>Applicant:</b>	See attached site plan and Letter of Intent.
<b>Staff:</b>	No. The proposed site plan generally complies with the requirements of C-C zoning, but will need a planted buffer yard along its N property line. However, the proposed site plan and building design does not meet all of the BUCOD requirements, and it is likely some Variances to these requirements will be needed.
<b>(2) Compatibility of the proposed use with land uses on adjacent properties, including the size, scale and massing of buildings and lots.</b>	
<b>Applicant:</b>	An existing car wash is located across the street from this site.
<b>Staff:</b>	No. There is an existing car wash across the street to the south. However, all of the abutting land uses on the north side of Baytree are residential.
<b>(3) Adequacy of the ingress and egress to the subject property, and to all proposed buildings, structures, and uses thereon, including the traffic impact of the proposed use on the capacity and safety of public streets providing access to the subject site.</b>	

<i>Applicant:</i>	See attached site plan and Letter of Intent.
<i>Staff:</i>	Yes. The proposed site plan does show convenient vehicular access to Baytree via Miramar Street. A walkway connection will need to be made from the business entrance to the existing sidewalk system along Baytree.
<b>(4) Adequacy of other public facilities and services, including stormwater management, schools, parks, sidewalks, and utilities to serve the proposed use.</b>	
<i>Applicant:</i>	Existing public facilities and services are adequate.
<i>Staff:</i>	Yes. These public facilities are adequate to support the proposed use.
<b>(5) Whether or not the proposed use will create adverse impacts upon any adjacent or nearby properties by reason of noise, smoke, odor, dust, or vibration, or by the character and volume of traffic generated by the proposed use.</b>	
<i>Applicant:</i>	No. See attached information regarding noise reduction of the fans.
<i>Staff:</i>	Yes. Car wash facilities are oftentimes one of the noisiest of regular commercial uses. This is usually not an issue when located within a large commercial area, but it could be seen as detrimental to abutting residential development.
<b>(6) Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of the manner of operation or the hours of operation of the proposed use.</b>	
<i>Applicant:</i>	No. Proposed hours of operation = 8:00am – 8:00pm.
<i>Staff:</i>	Yes, by the manner of operation (elevated noise levels). However, the applicant's proposed hours of operation are reasonable.
<b>(7) Whether or not the proposed use will create adverse impacts on any environmentally sensitive areas or natural resources (wetlands, floodplains, etc..).</b>	
<i>Applicant:</i>	No wetlands or floodplains are in this area
<i>Staff:</i>	No adverse impact.

**Supplemental Standards of the LDR Applicable to the Proposed Use**

**Section 218-13 (J) Car Washes** (supplemental standards)

- (1) Car washes shall utilize a low-volume water recycling system which provides for an average of at least 80% recycled water per wash.
- (2) Paved stacking lanes with the capacity for up to five vehicles shall be provided for vehicles waiting to use automatic car wash facilities and two vehicles per bay for self-service car washes.
- (3) No storage or repair of vehicles shall be allowed within the car washing facility.
- (4) The use shall provide a safe access to the street. Access shall only be through defined driveway locations.
- (5) Mobile car washes shall meet the following criteria:
  - (a) The mobile car/vehicle wash business must catch all water coming off the vehicle if such vehicle is washed on any impervious surface.
  - (b) A single vehicle may be washed on a non-paved or pervious surface provided there is a good stand of live grass and the grass is able to absorb the water into the ground without any water run-off.

**Section 210-4 Baytree-University Corridor Overlay District**

- (A) Purpose. The purposes of the Baytree-University Corridor Overlay District are to:
- (1) Promote the general health, safety, and welfare of the community.
  - (2) Implement the Greater Lowndes 2030 Comprehensive Plan.
  - (3) Establish an appropriate architectural scale with harmonious design standards that distinguish between types of character areas along the corridor.
  - (4) Promote development patterns that encourage walking, biking and use of public transportation.
  - (5) Create an attractive streetscape that is aesthetically appealing and environmentally responsible.
  - (6) Provide for appropriate infill development and land use transitions between commercial corridors, university-based activities, and adjacent residential neighborhoods.

- (F) Property Use Standards.
  - (3) Conditional Uses. If allowed in the underlying zoning district, the following uses shall require approval of a Conditional Use Permit subject to the standards in Section 242-6:
    - (a) Commercial buildings in excess of 75,000 square feet when located in the Market Zone.
    - (b) Commercial buildings in excess of 25,000 square feet when located in the University Zone.
    - (c) Minor automobile service and repair when located in the University Zone.
    - (d) Outdoor sales and display.
    - (e) Self-service storage or mini-warehouses in newly constructed buildings.
    - (f) **Car wash.**
  
- (G) Streetscape Standards. (2) University Zone
  - (a) Front Yard Setback. Front yard setbacks shall be compatible with the average setbacks of existing buildings that are located within 200 feet along the same side of the street as the subject property. If no buildings exist within this distance, or the variability in existing setbacks is more than 50 feet, the Director shall have the authority to establish the front yard setback based on the prevailing standards in the University Zone. [Average setback observed here = 47 feet. Proposed = 35 feet]
  
- (I) Driveways and Streets. (1) Inter-Parcel Access: Joint driveways, cross-access drives, and access easements shall be provided, in accordance with the provisions of Chapter 332, except where the City Engineer determines that they are unfeasible because of topographic or other site-specific constraints.
  
- (J) Architectural Standards. (5) Pronounced Entries: Principal building entrances must be oriented to the public street and provide cover from sun and rain.

**Development Review Comments**

*The following comments are provided by the reviewing departments and are only intended to provide the developer with useful information for planning purposes. This list should not be considered all-inclusive as additional items may appear during the plan review process.*

**Building Plan Review:** < No comments received > .

**Engineering:** No comments at this time.

**Fire:** No comments.

**Landscape:** Development must comply with LDR Chapter 328, including street/perimeter yards, and buffer yards.

**GIS:** No comments

**Police:** < No comments received >

**Utilities:** < No comments received >

**Public Works:** No comments

**Attachments:**

- Zoning Location Map
- BUCOD Overlay Map
- Future Development Map
- Aerial Location Map
- Letter of Intent (2 pages)
- Boundary Survey
- Conceptual Site Plan
- Streetview renderings (2 pages)
- Car Wash features & specs (4 pages)
- 2014 proposed site plan

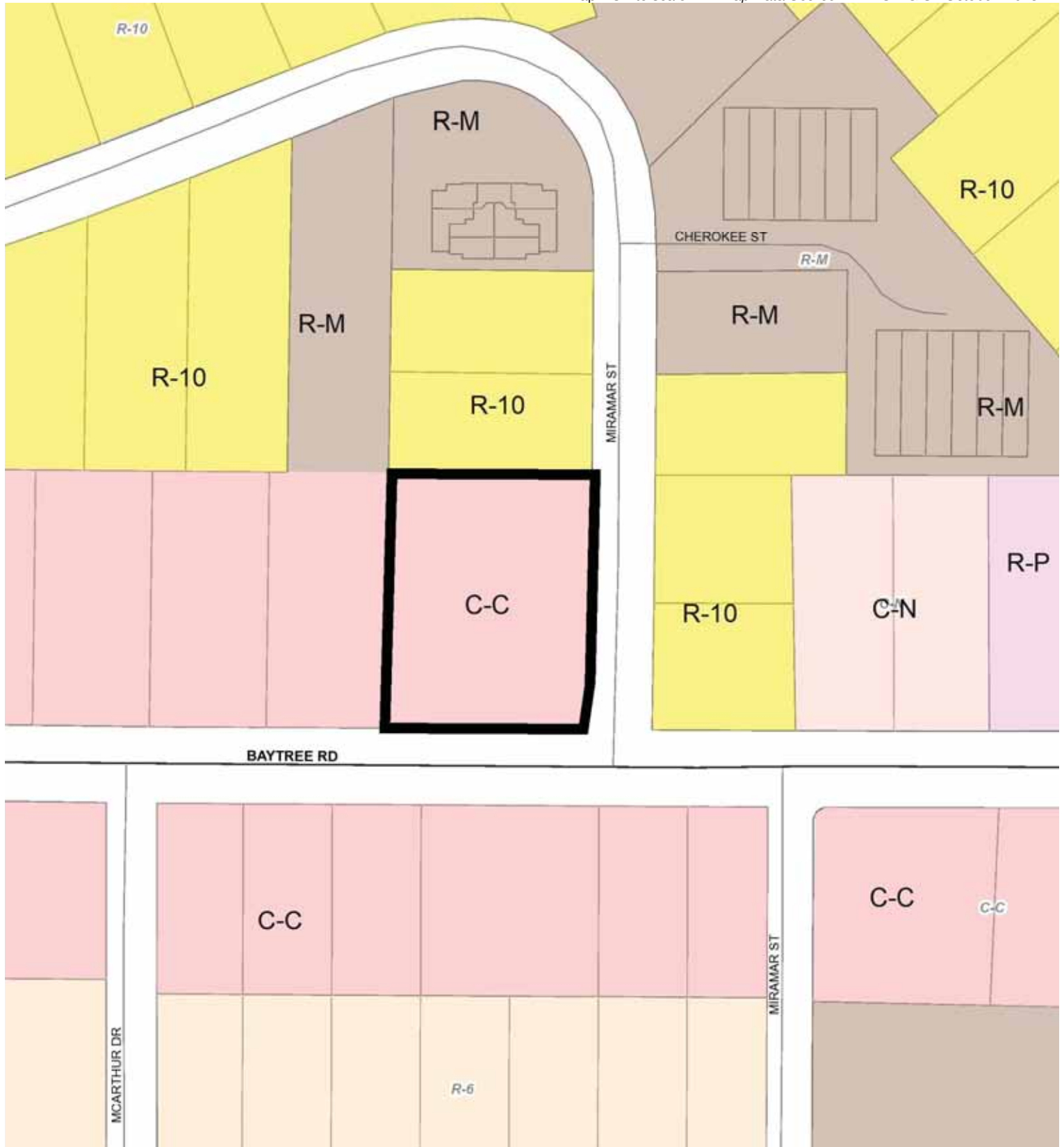
# CU-2023-04 Zoning Location Map



Crown Development  
Conditional Use Permit (CUP)

806 Baytree Road      Current Zoning = C-C  
Tax Map # 0115C      Parcel # 275

\*\* Map NOT to scale      Map Data Source: VALOR GIS October 2023





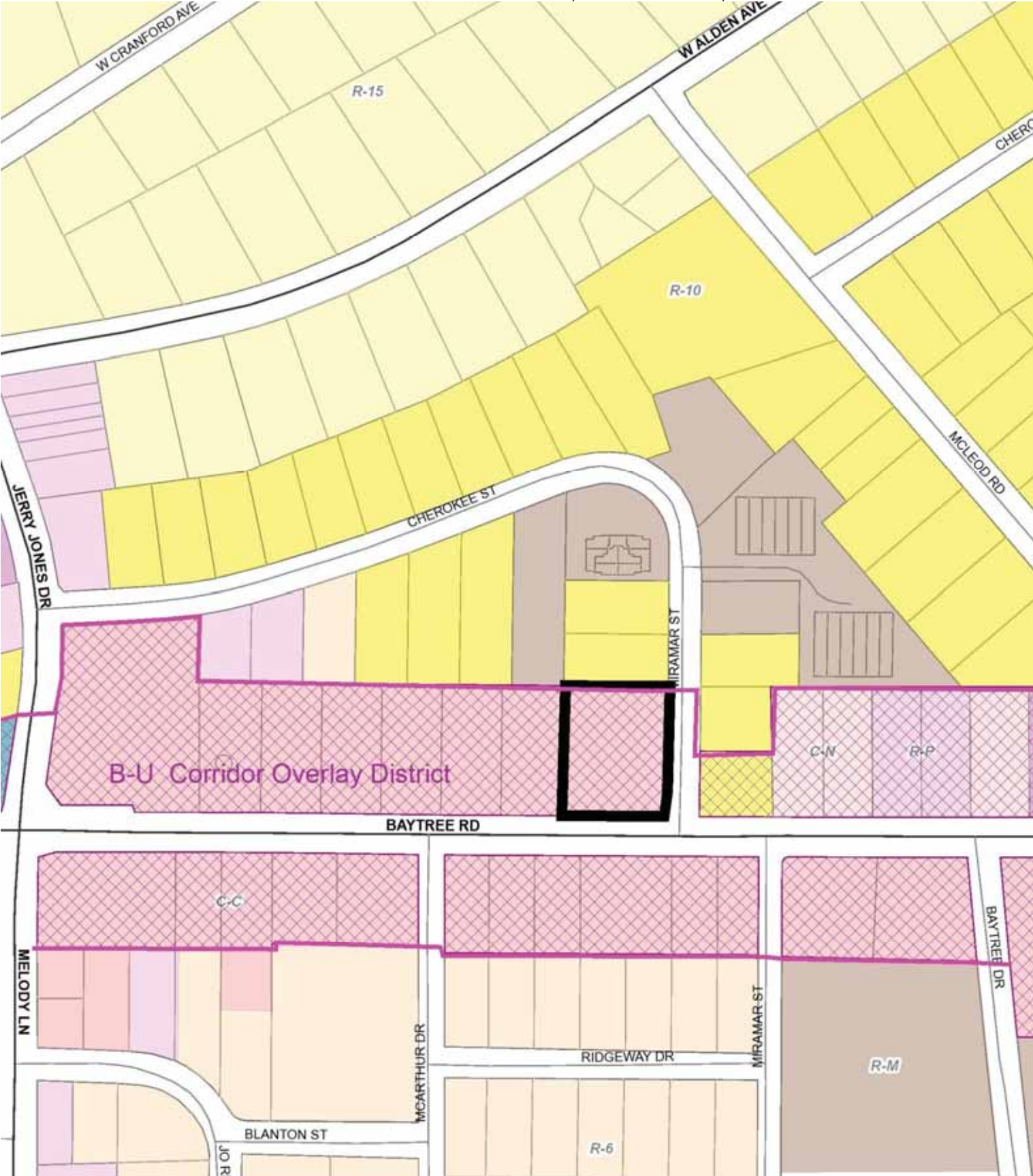
# CU-2023-04 Overlay District Location Map



Crown Development  
Conditional Use Permit (CUP)

806 Baytree Road Baytree-University Corridor  
Tax Map # 0115C Parcel # 275

\*\* Map NOT to scale Map Data Source: VALOR GIS October 2023



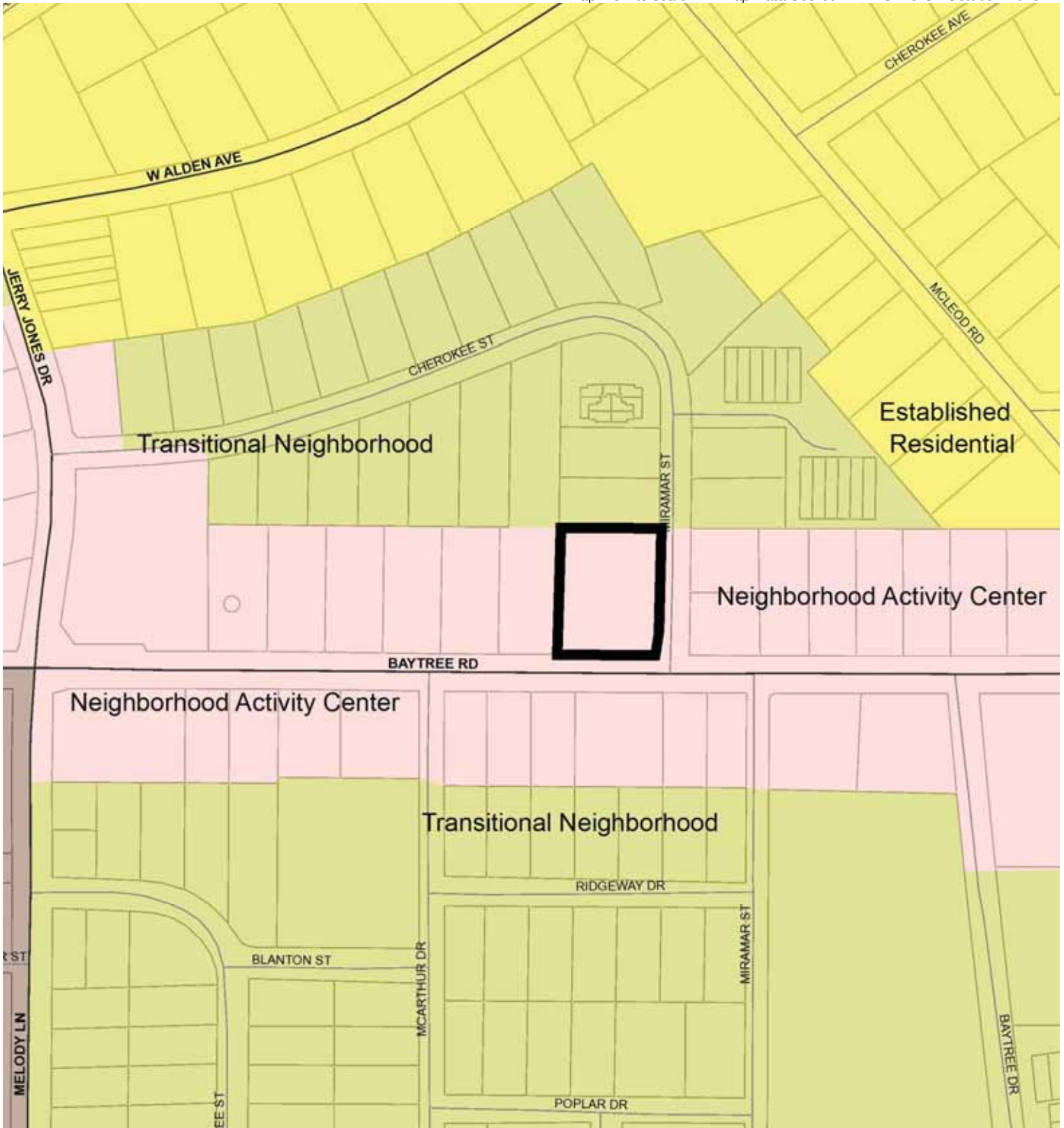
# CU-2023-04 Future Development Map



Crown Development  
Conditional Use Permit (CUP)

806 Baytree Road      Character Area = NAC  
Tax Map # 0115C      Parcel # 275

\*\* Map NOT to scale      Map Data Source: VALOR GIS October 2023





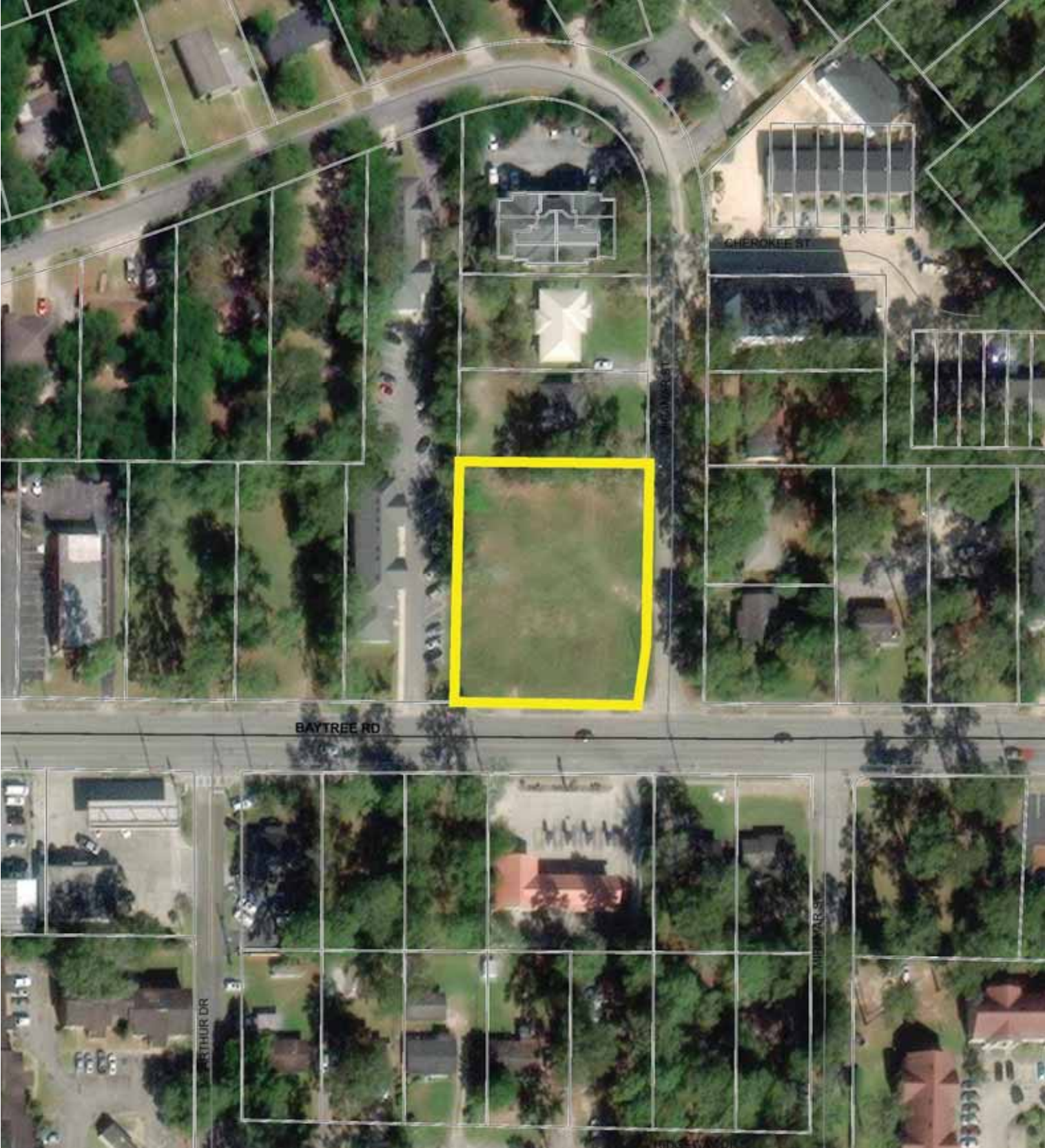
# CU-2023-04 Aerial Location Map



Crown Development  
Conditional Use Permit (CUP)

806 Baytree Road ~ 2021 Aerial Imagery  
Tax Map # 0115C Parcel # 275

\*\* Map NOT to scale Map Data Source: VALOR GIS October 2023



CITY OF VALDOSTA  
Planning and Zoning  
Matt Martin  
Valdosta City Hall Annex  
300 North Lee Street, Room #111  
Valdosta, GA 31601

## Letter of Intent

I am writing to express our intent to establish a state-of-the-art express exterior car wash facility @ 806 baytree Rd, Valdosta, GA. We have carefully considered the operational and design aspects of this venture, to ensure we have covered any and all regulations required within the Baytree-University Corridor Overlay District.

### **Operational Aspects:**

1. *Service Offerings:* Our express car wash will offer a new and modern drive thru car wash experience, providing an unrivaled exterior clean, along with free vacuums with drying towels, and a small variety of interior cleaning products. Most importantly providing excellent customer service, and a bit of local school spirit. Go Blazers!
2. *Efficiency:* Our car wash will employ advanced automated tunnel equipment to ensure efficient service delivery, minimizing customer wait times and increasing wash throughput.
3. *Sustainability:* We are committed to environmental responsibility and will use a variety of eco-friendly cleaning products, along with a water recycling system to minimize our ecological footprint.

### **Design Aspects:**

1. *Layout:* Our site design will allow for a streamline car wash process. This will include clearly marked signage for entry and exit points, designated service lanes, and additional signage for ease of navigation. We have taken into consideration the surrounding residential properties, and will provide the proper fencing buffer as well as landscaping to minimize any excessive noise.
2. *Aesthetic Appeal:* We understand the importance of the design guidelines of this particular district, and have pulled inspiration from the architectural design elements of the University. Our plan is to provide an attractive and modern car wash, while keeping an aesthetically pleasing design that blends with the University architecture. \*See Renderings

### **Site Security Precautions:**

1. *Surveillance:* We will install a comprehensive CCTV surveillance system covering the entire property, including the car wash tunnel entry and exit as well as vacuum and parking area.
2. *Site Lighting:* Adequate lighting will be maintained at all times to ensure a well-lit and secure environment for both customers and staff. Our site lighting package will be designed with the

#CY-2023-04

surrounding residential properties in mind, to make sure we are not creating any undesirable attention to surrounding properties. Our goal is to be good neighbors as well as operate a successful business.

3. *Alarm Systems:* Our facility will be equipped with security alarms, as well as access controlled office doors. The car wash tunnel will be installed with roll up garage doors to make sure the tunnel is closed and locked during non-business hours.
4. *Staff Training:* Our employees will undergo thorough training on security protocols and emergency procedures to respond effectively to any unforeseen situations.

I am confident that our attention to operational excellence, innovative design, and stringent security measures will contribute to the success and safety of our express exterior car wash. Our intentions are to adhere to any and all regulations laid out for the Baytree-University Corridor Overlay District. We believe this venture will be a perfect fit for this property, providing a new and Modern car wash experience, as well as incorporating some local school spirit to help promote Valdosta's University. We look forward to discussing this proposal in more detail and working collaboratively with the city of Valdosta to bring this project to life!

Go Blazers!

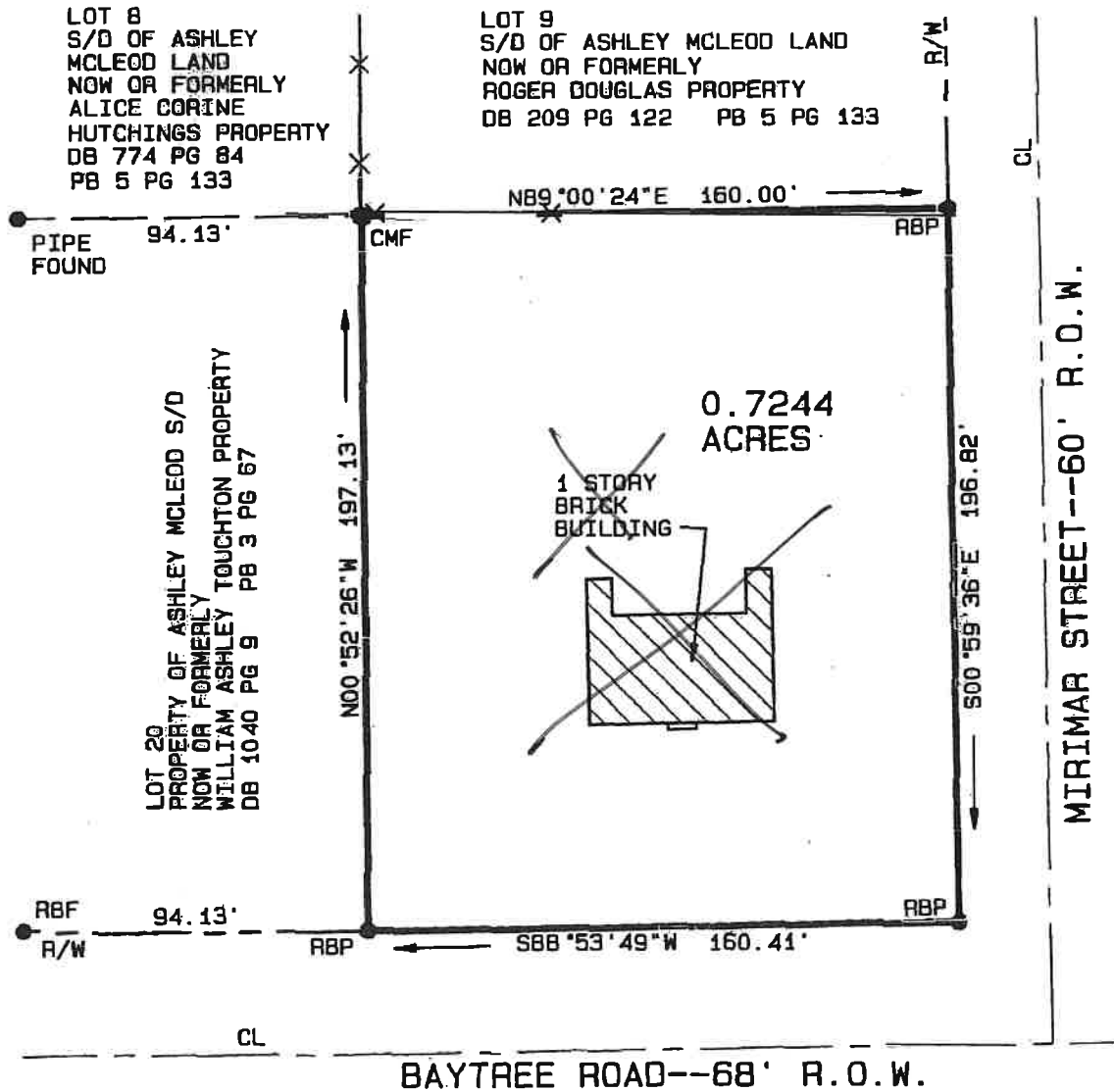
Sincerely,

Stephen Chicola

Crown Real Estate Development

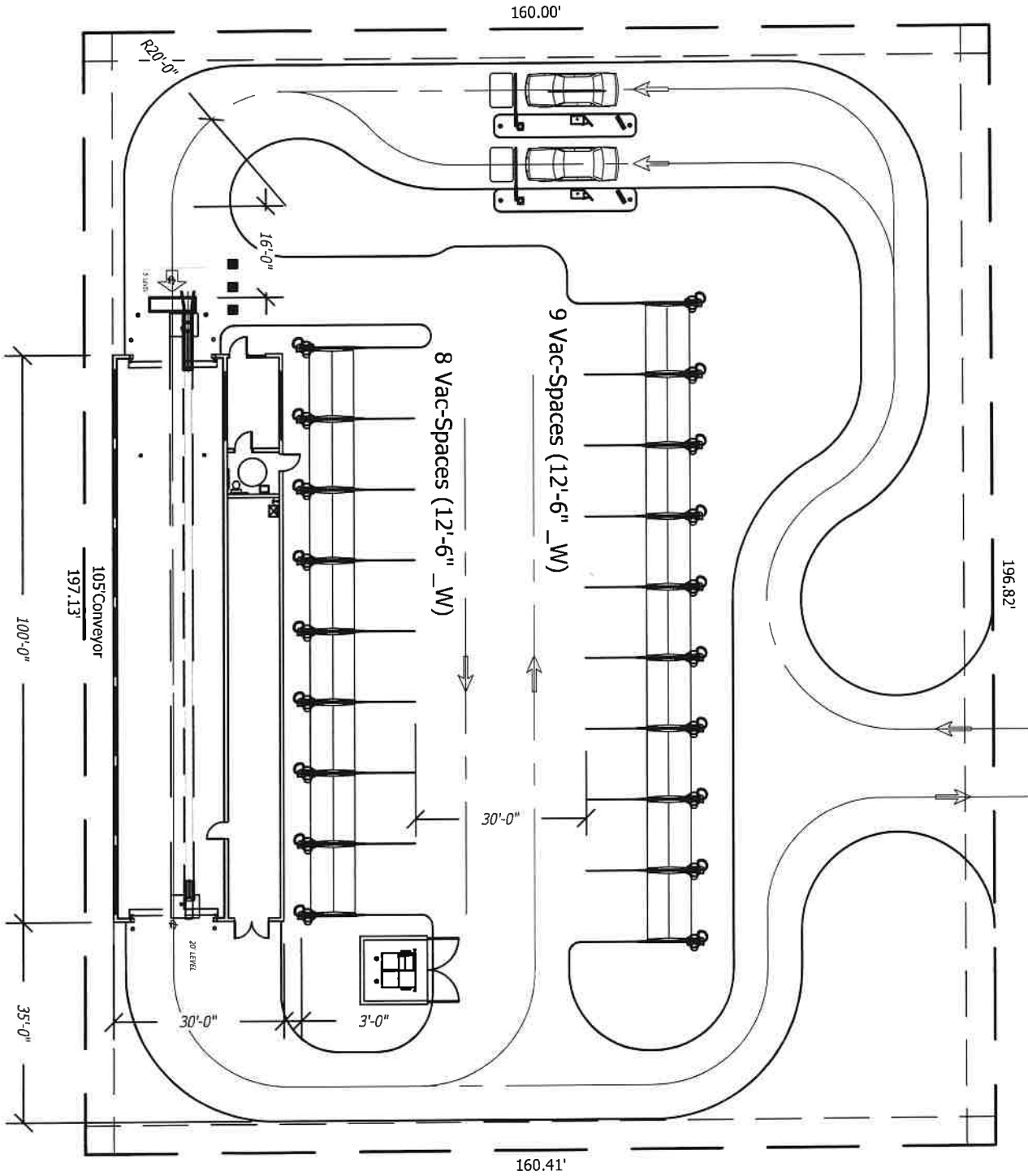
THE FIELD DATA UPON WHICH THIS  
 PLAT IS BASED HAS A CLOSURE PRECISION  
 OF 1' IN OPEN TRAVERSE  
 WITH AN ANGLE ERROR OF OPEN TRAVERSE PER  
 ANGLE POINT AND WAS NOT ADJUSTED  
 THIS PLAT HAS BEEN CALCULATED FOR  
 CLOSURE AND IS FOUND TO BE  
 ACCURATE WITHIN 1' IN 10,000'  
 EQUIPMENT USED: WILD TC500 5"  
 THEODOLITE AND EDM TOTAL STATION  
 AND 100' TAPE

**LEGEND**  
 RBF = REBAR FOUND  
 RBP = REBAR PLACED  
 CMF = CONCRETE MONUMENT FOUND  
 CMP = CONCRETE MONUMENT PLACED  
 R/W OR R.O.W. = RIGHT OF WAY  
 CL = CENTERLINE  
 --- X --- X = FENC  
 --- X --- X = NOT



6-3-1998

DATE : WED JUN 3 14: 39: 17 1998  
 PROJECT : PBC  
 TITLE : JIM













## EQUIPMENT DECIBEL CERTIFICATION

This is to certify that the following AutoVAC equipment was measured with the following decibel levels of noise emission (+/- 2dB) in accordance with ISO 2151:2004. These ratings are taken at 15 feet from the machine with no background noise or outside interference in a 50 x 50ft interior room.

<b>VACUUM PRODUCER</b>					
<b>HORESPOWER</b>	<b>STAGE</b>	<b>START/RUN dB WITH VFD</b>	<b>START dB NO VFD</b>	<b>SERIAL NO</b>	<b>PASS/FAIL</b>
10	3	64	84		
15	4	66	88		
20	5	66	88		
25	6	72	92		
30	7	74	92		
40	8	76	95		

<b>BLOWER</b>				
<b>HORESPOWER</b>	<b>START/RUN dB WITH VFD</b>	<b>START dB NO VFD</b>	<b>SERIAL NO</b>	<b>PASS/FAIL</b>
15	72	85		

Equipment Used to measure decibel levels

<b>EQUIPMENT</b>	<b>MANUFACTURER</b>	<b>MODEL NO</b>	<b>SERIAL NO</b>
Sound Level Meter	Extech Instruments	407730	9848853

Certified By: \_\_\_\_\_

Date: \_\_\_\_\_

This certificate does not claim product approval or endorsement by NVLAP, NIST or any agency of the Federal Government. If you have any further questions, please contact AutoVAC at our toll free number 888-628-8682.





## Project Description

This report presents the results of a second round of acoustical tests performed on Sonny's Car Wash dryer blowers and client-designed and installed prototype silencers. The first round of acoustical tests was described in a previous report, *Sonny's Car Wash Dryer Blowers Noise Assessment*, dated 2/16/18.

In this round of tests, the silencers were installed on the dryer blowers at Prestige Car Wash located at 4921 N. University Drive, Lauderhill, Florida. As shown in **Photos 1 and 2**, Prestige is an active car wash in commercial operation. The noise tests were performed after operating hours on 10/3/18 to minimize noise sources in the car wash not attributable to the blowers.



Photo 1. Prestige Car Wash Entry Portal



Photo 2. Prestige Car Wash Exit Portal

## Noise Measurement Procedure

The procedure followed in this second round of acoustical tests involved performing calibrated A-weighted broadband and third-octave band noise measurements both with and without the prototype silencers attached to the dryer blowers. As shown in **Figure 1**, noise measurements were performed at nine measurement positions (M0 thru M8) inside, outside and in the vicinity of Prestige Car Wash. The nine positions can be described as follows:



Figure 1. Noise Measurement Positions

- M0 - Inside tunnel towards exit
- M1 - Tunnel exit portal (east)
- M2 - Outside tunnel in direct line from exit
- M3 - Outside tunnel in direct line from exit
- M4 - Tunnel entrance portal (west)
- M5 - Building facade property to south
- M6 - Northern property line
- M7 - Outside tunnel in line from entrance
- M8 - Inside office/waiting room area



The noise measurement instrumentation consisted of a Svantek Model 971 Sound Level Analyzer using a Svantek 7052E Precision Microphone covered with a 3½-inch windscreen. The SVAN-971 was programmed to measure and store Leq noise data in 1-minute samples using an RMS 'slow' time response. The SVAN-971 computed broadband sound levels in unweighted (dBZ) and A-weighted (dBA) decibels, and computed the unweighted third-octave band Leq levels from 20 Hz to 20 kHz. The noise measurement system was calibrated with a Larson Davis Model 150 Calibrator, and complies with ANSI Standard S1.4 for Type 1 quality and accuracy.

Data reduction and post-processing consisted of comparing the broadband A-weighted and third-octave band results measured with and without the silencers at each measurement position. The noise reduction (dBNR) is the difference in decibels between the two measured noise levels. Attempts were made to maintain consistency with as many variables as possible between the two noise measurements; however, background traffic noise did contribute slightly to some of the outdoor readings.

As shown in **Photo 3**, the dryer blowers are typical backward centrifugal air fans. The impellers spin at 3,600 RPM, and each fan has one impeller with 11 blades. Barring other effects, this would lead to expected higher noise emission levels in the 60 Hz, 120 Hz, 180 Hz, 630 Hz and 1,250 Hz third-octave frequency bands. As shown in **Photo 4**, the prototype silencers consisted of acoustically lined cylindrical covers attached to the air intake-side of the blowers. No noise control modifications were performed on the air exhaust-side of the blowers.



**Photo 3. Dryer Blowers Without Silencers**



**Photo 2. Dryer Blowers With Silencers**





### Noise Results and Findings

The results of the second round of acoustical tests of the dryer blower prototype silencers can be seen in **Table 1**. The magnitude of noise reduction attributable to the prototype silencers ranged from 1.1 to 4.5 dBNR depending on measurement position. The positions yielding the most noise reduction were those in line with the tunnel exit side of the blowers. The least noise reduction was found in line with the tunnel entrance side. This asymmetry could be attributable to the acoustical directivity of the blowers.

**Figures 2 thru 10** show the A-weighted broadband and third-octave band results with and without the silencers for each measurement position. The noise reduction is the difference between the two plotted curves.

All results presented in the table and figures are shown in A-weighted decibels (dBA) so that visual results would correlate better with how humans would perceive the given sounds over the full audio spectrum. Presenting the results in A-weighted decibels also allows for easier identification of the louder frequency bands that would benefit the most from subsequent noise control efforts.

**Table 1. Sonny's Dryer Blower Silencers  
Acoustical Test Results (Round 2)**

Sonny's Car Wash Blower and Silencer Noise Measurement Tests 10/3/18						
Prestige Car Wash - 4921 N. University Drive, Lauderhill, FL 33351						
Site No.	Distance to Blowers* (feet)	Noise Measurement Site Location	Traffic Noise Influence**	Noise Level No Silencers dBA Leq	Noise Level With Silencers dBA Leq	Approx. Noise Reduction dBNR
M0	8	Inside tunnel near blowers towards exit	No	99.7	96.9	2.8
M1	22	Tunnel exit portal (east)	No	96.3	92.8	3.6
M2	51	Outside tunnel in direct line from exit	Slightly	84.8	80.3	4.5
M3	95	Outside tunnel in direct line from exit	Yes	78.4	74.1	4.3
M4	68	Tunnel entrance portal (west)	No	88.3	87.1	1.1
M5	110	Building facade adjacent property to south	Yes	65.7	63.2	2.5
M6	83	Northern property line	Yes	69.7	66.7	3.1
M7	99	Outside tunnel in direct line from entrance	No	77.7	76.5	1.2
M8	10	Inside office/waiting room area	No	67.9	66.1	1.7

\*Blowers are located approximately 22 feet inside the car wash tunnel exit and approximately 68 feet inside the tunnel entrance.

\*\*Traffic noise from N. University Drive NB & SB movements did have an impact on some noise measurements that were farther away from the blower noise.

- SITE DATA:**
- SITE AREA = 0.734 ACRES
  - PROPERTY ID # - 0155C-276
  - CURRENT ZONING - 'R-10'
  - REZONE TO 'CC'
- SETBACKS:**
- FRONT - 30' 10' LANDSCAPE BUFFER
  - SIDE - MIRAMAR STREET - 15' SETBACK
  - SIDE - 2' SETBACK
  - REAR - 10' SETBACK WITH BUFFER WALL
  - Pylon Sign - 20' SETBACK
  - BUILDING (70x119) = 8,050 SF
  - REQUIRED PARKING SPACES - 4.5 SPA / 1,000 GFA INCLUDING 2 HANDICAP PARKING SPACES
  - 8,050 X 4.5 = 36 SPACES
  - PROVIDED PARKING SPACES - 36 SPACES
- NOTE:** LAYOUT IS SCHEMATIC ONLY AND IS SUBJECT TO REVIEW & APPROVAL BY GOVERNING AGENCIES. PROPERTY LINE AND EXISTING CONDITIONS ARE FROM GIS INFORMATION AND HAS NOT BEEN CONFIRMED.



**125-G WAPPOO CREEK DRIVE**  
**CHARLESTON, SC 29412**  
**(843) 722-9925**

**Trinity Waters Capital**  
 A Division of Trinity

**VALDOSTA, GEORGIA**  
**806 BAYTREE ROAD**  
**VALDOSTA, GA**  
**DATE: MARCH 21, 2012**  
**CONTACT: TODD DEMPSEY**

**OPTION:**  
**1**

