



PLANNING AND DEVELOPMENT DEPARTMENT FLS & FLD APPLICATION

THIS APPLICATION IS REQUIRED FOR ALL LEVEL ONE FLEXIBLE STANDARD DEVELOPMENT (FLS) AND LEVEL TWO FLEXIBLE DEVELOPMENT (FLD) APPLICATIONS. ALL APPLICATIONS MUST BE SUBMITTED ONLINE AT: epermit.myclearwater.com

NOTE THAT THE APPLICANT AND/OR AGENT IS REQUIRED TO SUBMIT COMPLETE AND CORRECT INFORMATION AS INCLUDED IN THIS APPLICATION. THIS APPLICATION IS REQUIRED TO BE SUBMITTED IN PERSON OR ONLINE TO THE PLANNING & DEVELOPMENT DEPARTMENT (INCLUDING PLANS AND DOCUMENTS, UPLOADED, PROCESSED AND FINALIZED) BY NOON ON THE SCHEDULED DEADLINE DATE [SUBMITTAL CALENDAR](#). IF THE PROPERTY OWNER IS NOT A NATURAL PERSON, SUCH AS AN ORGANIZATION (COMPANY OR TRUST), THE NAME OF THE PERSON SIGNING ON BEHALF IS REQUIRED. IF THERE IS MORE THAN ONE AGENT OR REPRESENTATIVE, THE NAME OF EACH PERSON NEEDS TO BE PROVIDED. THE APPLICANT, BY FILING THIS APPLICATION, AGREES TO COMPLY WITH ALL APPLICABLE REQUIREMENTS OF THE COMMUNITY DEVELOPMENT CODE. [ADDITIONAL INFORMATION ON SUBMITTAL REQUIREMENTS INCLUDING WORKSHEETS AND HANDOUTS, ETC.](#)

FIRE DEPARTMENT PRELIMINARY

SITE PLAN REVIEW FEE: \$200 (NOT APPLICABLE FOR DETACHED DWELLING OR DUPLEXES)

APPLICATION FEES: \$100 (FLS – ACCESSORY STRUCTURES ASSOCIATED WITH A SINGLE-FAMILY OR DUPLEXES)
\$200 (FLS – DETACHED DWELLINGS OR DUPLEXES)
\$475 (FLS – ATTACHED DWELLINGS, MIXED-USE, AND NONRESIDENTIAL USES)
\$300 (FLD – DETACHED DWELLINGS, DUPLEXES, AND THEIR ACCESSORY STRUCTURES)
X \$1,205 (FLD – ATTACHED DWELLINGS, MIXED-USE, AND NONRESIDENTIAL USES)

PROPERTY OWNER (PER DEED): St. Paul's Evangelical Lutheran Church of Clearwater (per deed) / St. Paul's Lutheran Church, Incorporated, a Florida Not For Profit Corporation (per Sunbiz)
MAILING ADDRESS: PO Box 4667, Clearwater, FL 33758-4667
PHONE NUMBER: 727-642-3965
EMAIL: jodeehub@gmail.com (JoDee Hub, President)

APPLICANT/PRIMARY CONTACT

NAME: Peter Pensa, AICP
COMPANY NAME: The John R. McAdams Company, Inc; DBA AVID / McAdams
MAILING ADDRESS: 4904 Eisenhower Blvd, Suite 350, Tampa, FL 33634
PHONE NUMBER: 727-234-8015 (cell) / 727-789-9500 (office)
EMAIL: ppensa@mcadamsco.com

ADDRESS OF SUBJECT

PROPERTY: 407 S Saturn Avenue, Clearwater, FL 33755
PARCEL NUMBER (S): 14-29-15-00000-140-1900, 14-29-15-84566-003-0030, 13-29-15-82584-001-0040
SITE AREA (SQUARE FEET AND ACRES): A 65,349 SF (1.50+/- AC) portion of the 99,986 SF (2.30+/- AC) parent tract
ZONING: Commercial
FUTURE LAND USE: Commercial General
DESCRIPTION OF REQUEST: Level 2 FLD approval for Comprehensive Infill Redevelopment Project / Limited Vehicle Service (car wash) use within the Commercial zoning district. The project will demolish the existing church & school facilities. The site is currently 3 parcels which will be reconfigured through Minor Lot Line Adjustment Application and Declaration of Unity of Title to create 2 parcels for redevelopment. The western 1.50 acres (proposed Parcel 1) will be redeveloped with a car wash (this FLD application) and the eastern 0.79 acres (proposed Parcel 2) will be redeveloped with a TBD use in the future.
(MUST INCLUDE USE, REQUESTED FLEXIBILITY, PARKING, HEIGHT, ETC)



PLANNING AND DEVELOPMENT DEPARTMENT FLS & FLD APPLICATION

GENERAL INFORMATION

PROVIDE THE FOLLOWING GENERAL INFORMATION ON THE PROPOSED PROJECT. IF NOT APPLICABLE MARK N/A. THE MAXIMUM PERMITTED OR REQUIRED AMOUNTS ARE LISTED IN THE ZONING DISTRICT IN THE COMMUNITY DEVELOPMENT CODE WHICH IS AVAILABLE ONLINE AT:

[HTTPS://LIBRARY.MUNICODE.COM/FL/CLEARWATER/CODES/COMMUNITY DEVELOPMENT CODE](https://library.municode.com/fl/clearwater/codes/community_development_code)

DWELLING UNITS:

A DWELLING UNIT IS A BUILDING OR PORTION OF A BUILDING PROVIDING INDEPENDENT LIVING FACILITIES FOR ONE FAMILY INCLUDING THE PROVISION FOR LIVING, SLEEPING, AND COMPLETE KITCHEN FACILITIES.

MAX. PERMITTED: N/A PROPOSED: N/A

HOTEL ROOMS:

A HOTEL ROOM IS AN INDIVIDUAL ROOM, ROOMS OR SUITE WITHIN AN OVERNIGHT ACCOMMODATIONS USE DESIGNED TO BE OCCUPIED, OR HELD OUT TO BE OCCUPIED AS A SINGLE UNIT FOR TEMPORARY OCCUPANCY.

MAX. PERMITTED: N/A PROPOSED: N/A

PARKING:

LIST PARKING SPACES. PARKING SPACES MUST MEET THE REQUIREMENTS OF THE COMMUNITY DEVELOPMENT CODE (CDC) INCLUDING LOCATION, MATERIALS AND DIMENSIONS. BACK OUT PARKING IS PROHIBITED FOR MOST USES.

REQUIRED: 4-5/1000 (25-32) PROPOSED: 31 SPACES

FLOOR AREA RATIO (FAR):

DO NOT INCLUDE PARKING GARAGES, CARPORTS, STAIRWELLS AND ELEVATOR SHAFTS. AREA IS FOUND BY MULTIPLYING THE LENGTH TIMES THE WIDTH DIMENSION FOR EACH FLOOR AND SHOULD BE EXPRESSED IN SQUARE FEET. DO NOT INCLUDE PARKING GARAGES, CARPORTS, STAIRWELLS AND ELEVATOR SHAFTS. FAR IS NOT REQUIRED FOR RESIDENTIAL ONLY PROJECTS UNLESS IN US 19 ZONING DISTRICT.

MAX. PERMITTED: 0.55 PROPOSED: 0.10 on Parcel 1 / 0 (TBD) on Parcel 2

IMPERVIOUS SURFACE RATIO (ISR):

ISR MEANS A MEASUREMENT OF INTENSITY OF HARD SURFACED DEVELOPMENT ON A SITE, BASICALLY ANY SURFACE THAT IS NOT GRASS OR LANDSCAPED AREAS ON PRIVATE PROPERTY. AN IMPERVIOUS SURFACE RATIO IS THE RELATIONSHIP BETWEEN THE TOTAL IMPERVIOUS VERSUS THE PERVIOUS AREAS OF THE TOTAL LOT AREA. [LINK TO ADDITIONAL INFORMATION INCLUDING ISR WORKSHEET.](#)

MAX. PERMITTED: 0.90 PROPOSED: 0.47 on Parcel 1 / 0.07 on Parcel 2
PLEASE LIST PERCENTAGE % AND SQUARE FEET.



PLANNING AND DEVELOPMENT DEPARTMENT FLS & FLD APPLICATION

GENERAL APPLICABILITY CRITERIA

PROVIDE COMPLETE RESPONSES TO EACH OF THE SIX (6) GENERAL APPLICABILITY CRITERIA OF COMMUNITY DEVELOPMENT CODE SECTION 3-914.A.1 THROUGH 6, EXPLAINING HOW, IN DETAIL, THE CRITERIA IS MET. USE ADDITIONAL SHEETS AS NECESSARY:

1. THE PROPOSED DEVELOPMENT OF THE LAND WILL BE IN HARMONY WITH THE SCALE, BULK, COVERAGE, DENSITY AND CHARACTER OF ADJACENT PROPERTIES IN WHICH IT IS LOCATED.

See 8 page attachment for applicant's response to the general applicability criteria, the Comprehensive Infill Redevelopment Projects flexibility criteria, and the Limited Vehicle Service use specific criteria.

2. THE PROPOSED DEVELOPMENT WILL NOT HINDER OR DISCOURAGE THE APPROPRIATE DEVELOPMENT AND USE OF ADJACENT LAND AND BUILDINGS OR SIGNIFICANTLY IMPAIR THE VALUE THEREOF.

See attached

3. THE PROPOSED DEVELOPMENT WILL NOT ADVERSELY AFFECT THE HEALTH OR SAFETY OR PERSONS RESIDING OR WORKING IN THE NEIGHBORHOOD OF THE PROPOSED USE.

See attached

4. THE PROPOSED DEVELOPMENT IS DESIGNED TO MINIMIZE TRAFFIC CONGESTION.

See attached

5. THE PROPOSED DEVELOPMENT IS CONSISTENT WITH THE COMMUNITY CHARACTER OF THE IMMEDIATE VICINITY OF THE PARCEL PROPOSED FOR DEVELOPMENT.

See attached

6. THE DESIGN OF THE PROPOSED DEVELOPMENT MINIMIZES ADVERSE EFFECTS, INCLUDING VISUAL, ACOUSTIC, AND OLFACTORY AND HOURS OF OPERATION IMPACTS, ON ADJACENT PROPERTIES.

See attached



PLANNING AND DEVELOPMENT DEPARTMENT FLS & FLD APPLICATION

FLEXIBILITY CRITERIA OR USE SPECIFIC CRITERIA

PROVIDE COMPLETE RESPONSES TO THE APPLICABLE FLEXIBILITY CRITERIA (OR USE SPECIFIC CRITERIA IN US 19 AND DOWNTOWN ZONING DISTRICTS). THESE CRITERIA ARE SPECIFIC TO THE USE AND THE ZONING DISTRICT OF THE SUBJECT PROPERTY AND ARE PART OF THE COMMUNITY DEVELOPMENT CODE AVAILABLE ONLINE AT MUNICODE.COM :

[HTTPS://LIBRARY.MUNICODE.COM/FL/CLEARWATER/CODES/COMMUNITY DEVELOPMENT CODE](https://library.municode.com/fl/clearwater/codes/community_development_code)

IF YOU NEED HELP FINDING THE CRITERIA OR STANDARDS PLEASE CONTACT A DEVELOPMENT REVIEW PLANNER AT THE ZONING LINE 727-562-4604. USE ADDITIONAL SHEETS AS NECESSARY:

See 8 page attachment for applicant's response to the general applicability criteria, the Comprehensive Infill Redevelopment Projects flexibility criteria, and the Limited Vehicle Service use specific criteria.



PLANNING AND DEVELOPMENT DEPARTMENT

AFFIDAVIT TO AUTHORIZE AGENT/REPRESENTATIVE

1. Provide names of all property owners on deed – PRINT full names:

St. Paul's Evangelical Lutheran Church of Clearwater (per deed)

St. Paul's Lutheran Church, Incorporated, a Florida Not For Profit Corporation (per Sunbiz)

2. That (I am/we are) the owner(s) and record title holder(s) of the following described property:

The 2.30-acre tract of land located at 407 S Saturn Avenue, Clearwater, FL 33755 (Parcel ID Nos. 14-29-15-00000-140-1900, 14-29-15-84566-003-0030, 13-29-15-82584-001-0040)

3. That this property constitutes the property for which a request for (describe request):

Level 2 FLD approval for a Limited Vehicle Service (car wash) use within the Commercial zoning district, Minor Lot Line Adjustment Application, and other site development permit applications that may be required to permit the proposed use on the property.

4. That the undersigned (has/have) appointed and (does/do) appoint:

The John R. McAdams Company, Inc; DBA AVID / McAdams (ATTN: Peter Pensa, AICP) and WWS Contracting, LLC (ATTN: Glen Stygar)

as (his/their) agent(s) to execute any petitions or other documents necessary to affect such petition;

5. That this affidavit has been executed to induce the City of Clearwater, Florida to consider and act on the above described property;

6. That site visits to the property are necessary by City representatives in order to process this application and the owner authorizes City representatives to visit and photograph the property described in this application;

7. That (I/we), the undersigned authority, hereby certify that the foregoing is true and correct.

John R. McAdams
Property Owner/ Registered Agent of Organization

John R. McAdams
Property Owner/ Registered Agent of Organization

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Property Owner/ Registered Agent of Organization

John R. McAdams
Property Owner/ Registered Agent of Organization

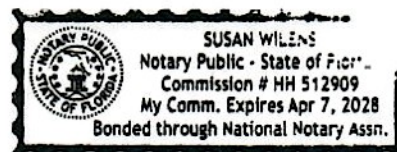
STATE OF FLORIDA
COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me by means * physical presence or * online notarization, this 27th day of February, 2026 by Jadee Hub as President of St. Paul's Lutheran, who is personally known to me or who has/have produced a driver's license as identification.

NOTARY PUBLIC

Signature: Susan Wilens

My Commission expires: 4/7/2028





4904 Eisenhower Boulevard
Suite 350
Tampa, FL 33634
727. 789. 9500

Level 2 FLD – Comprehensive Infill Redevelopment Project
Applicant's response to General Applicability Criteria,
Flexibility Criteria & Use Specific Criteria
407 S Saturn Avenue

Please find below the applicant's response to the General Applicability Criteria, the Comprehensive Infill Redevelopment Projects flexibility criteria, and the Limited Vehicle Service use specific criteria.

General Applicability Criteria

1. The proposed development of the land will be in harmony with the scale, bulk, coverage, density and character of adjacent properties in which it is located.
- | **The proposed 2-story car wash structure is compatible with the scale, bulk, coverage, density and overall character of adjacent properties.**

The proposed building setback and orientation is similar to the 2-story hotel to the west and the restaurant to the east.

The proposed building height is similar the 2-story hotel and the 2-story apartment building on the west side of S Saturn Ave and the 2-story apartment building to the northeast on the east side of S Mars Ave.

The building setback and height are also comparable to the 2-story church/school building that is being demolished. Orientating the building toward the front of the site also maximizes separation distance from the residential uses to the north (which are zoned commercial).

2. The proposed development will not hinder or discourage the appropriate development and use of adjacent land and buildings or significantly impair the value thereof.
- | **The proposed car wash will not hinder or discourage the appropriate development of adjacent properties. The use is consistent with surrounding commercial development, and all site improvements – including access, circulation, and buffering – are designed to ensure that nearby land and buildings can continue to be used, developed, and redeveloped without adverse impacts or reduction in property value.**

The proposed layout has been designed for coordination of master infrastructure to accommodate future development of the eastern portion of the site with another commercial use - including shared site access, vehicular and pedestrian interconnectivity, stormwater, and utilities.

3. The proposed development will not adversely affect the health or safety or persons residing or working in the neighborhood of the proposed use.
- | **The car wash meets all applicable safety, environmental, and traffic standards. Noise, lighting, and circulation are properly mitigated through site design, and wash water is captured and treated for reuse multiple times. As designed, the use will not adversely affect the health or safety of the surrounding neighborhood.**

4. The proposed development is designed to minimize traffic congestion.

- | **The car wash layout provides sufficient on-site stacking and efficient internal circulation, ensuring vehicles remain on-site and do not impede adjacent roadways.**

Several existing driveways will be closed and two proposed driveways are located at the north ends of the site on S Saturn Ave and S Mars Ave respectively, in order to provide maximum driveway distance separation from Gulf-to-Bay Boulevard, and to maximize the car wash queuing length.

The vacuum stations/parking and circulation are oriented towards the interior of the site to minimize visual impact from both Gulf-to-Bay Boulevard and from surrounding properties.

5. The proposed development is consistent with the community character of the immediate vicinity of the parcel proposed for development.

- | **The proposed car wash is consistent with the commercial character along Gulf-to-Bay Boulevard, which is a primary tourist and commuter corridor. The use, scale, and site design align with the existing automotive and service oriented commercial developments along this roadway, ensuring the project fits appropriately within the established context in terms of both form and function.**

6. The design of the proposed development minimizes adverse effects, including visual, acoustic, and olfactory and hours of operation impacts, on adjacent properties.

- | **As discussed above and in more detail in response to the flexibility and use specific criteria below, the car wash is designed to be building-forward and vehicular circulation-inward, in order to minimize visual, noise, and odor impacts through equipment screening, buffered landscaping, and reuse of wash water. The car wash operations will comply with the city's noise ordinance and associated hours of operation requirements.**

See the attached “Woodie’s Wash Shack - Car Wash Facility Sound Study and Sound Control Design” report prepared by Brooks Acoustics Corporation, dated May 14, 2026. In summary, the report found that with Woodie’s proposed enhanced sound-mitigation measures, the car wash facility’s sound levels will be lower than the background noise being generated by regular road traffic activity along Gulf-to-Bay Boulevard and S Keene Road.

The car wash facility’s hours of operation will be:

- Monday- Saturday: 7:30AM - 7:30PM
- Sunday: 8:30AM - 7:30PM

Comprehensive Infill Redevelopment Projects flexibility criteria

1. The development or redevelopment is otherwise impractical without deviations from the use and/or development standards set forth in this zoning district;

- | **The only deviation requested for this redevelopment project is an increase in the maximum building height. The proposed car wash facility is classified as a “limited vehicle service” use, which carries a maximum height of 25 feet. However, approximately half of the other Level One and Level Two permitted uses within the same zoning district are allowed building heights of up to 50 feet. In this context, the requested 35-foot height is modest, compatible, and well within the range of what the code already anticipates for comparable permitted uses.**

The existing development on the site consists of three 2-story buildings that will be demolished. While these structures are a different use and not directly relevant to the height standard, it is notable that they are also 2-story buildings – demonstrating that a multi-story form is not new or out of character for the site. The proposed replacement structure remains 2 stories but incorporates a more articulated roofline and a tower element that requires additional height to achieve a coherent and high-quality architectural design.

The requested height increase from 25 feet to 35 feet is necessary to achieve a well-articulated architectural design that incorporates varied rooflines, a defined tower element, and appropriate façade modulation. The proposed heights – 35' tower peak, 28'-8" tower eave, and 26'-8" lower eave – correspond directly to changes in façade composition and structural transitions shown in the architectural elevations. Without the ability to exceed 25 feet, the building would be forced into a single, monotonous massing profile, resulting in a lower-quality design. The increase does not add intensity of use; it simply allows the building to be designed to a higher architectural standard while remaining a 2-story structure.

2. The development or redevelopment will be consistent with the goals and policies of the Comprehensive Plan, as well as with the general purpose, intent and basic planning objectives of this Code, and with the intent and purpose of this zoning district;
- I The proposed development is consistent with the goals and policies of the City of Clearwater Comprehensive Plan and aligns with the general purpose, intent, and basic planning objectives of the Land Development Code, as well as the intent and purpose of the applicable zoning district.**

Consistency with the Comprehensive Plan:

- The redevelopment of a commercially zoned site on Gulf-to-Bay Boulevard with a modern, code-compliant facility supports the Comprehensive Plan's objectives for reinvestment, economic vitality, and the efficient use of already-developed land. The project enhances the functional and visual quality of the site, improves circulation and access, and contributes to the continued viability of an established commercial corridor. These outcomes are consistent with the Plan's goals for promoting high-quality redevelopment and strengthening the built environment.

Consistency with the Land Development Code:

- The proposed use is permitted within the Commercial zoning district, and the site design complies with all applicable development standards except for the requested height deviation. The requested height of 35 feet remains well within the development intensity contemplated by the Code, which allows many Level One and Level Two uses within the same district to reach building heights of up to 50 feet. The proposed height supports the architectural design of the building, enhances façade articulation, and contributes to a more durable and visually coherent structure – outcomes that directly advance the Code's purpose of encouraging high-quality, context-appropriate development.

Consistency with the Intent and Purpose of the Zoning District:

- The Commercial zoning district is intended to accommodate a range of commercial uses at a scale appropriate to surrounding development patterns. The proposed 2-story commercial structure is compatible with the district's intended character and maintains the established development form of the area. The requested height increase does not alter the district's purpose, does not introduce adverse impacts, and does not impede the reasonable use or redevelopment potential of surrounding properties.

3. The development or redevelopment will not impede the normal and orderly development and improvement of surrounding properties;
 - | **The requested building height will neither impede nor adversely affect the development, use, or improvement of surrounding properties.**
4. Adjoining properties will not suffer substantial detriment as a result of the proposed development;
 - | **The proposed height is modest, context-appropriate, and does not introduce any conditions – such as shadowing, massing impacts, or visual obstruction – that would limit the reasonable use or future redevelopment potential of adjacent sites.**
5. The proposed use shall otherwise be permitted by the underlying future land use category, be compatible with adjacent land uses, will not substantially alter the essential use characteristics of the neighborhood; and shall demonstrate compliance with one or more of the following objectives:
 - a. The proposed use is permitted in this zoning district as a minimum standard, flexible standard or flexible development use;
 - | **The proposed car wash facility is classified as a “limited vehicle service” use, which is a Level Two permitted use.**
 - b. The proposed use would be a significant economic contributor to the city's economic base by diversifying the local economy or by creating jobs;
 - | **The proposed car wash will create jobs for local residents, but is not classified as a significant economic contributor.**
 - c. The development proposal accommodates the expansion or redevelopment of an existing economic contributor;
 - | **While the proposal does not involve the physical expansion of an existing business on the site, the use itself functions as an economic contributor by serving both residents and the substantial visitor population traveling to and from Clearwater Beach. The site’s location along a primary tourist and commuter corridor ensures that the facility will provide services to a high-volume customer base, thereby supporting ongoing economic activity within the city.**
 - d. The proposed use provides for the provision of affordable housing;
 - | **Not applicable.**
 - e. The proposed use provides for development or redevelopment in an area that is characterized by other similar development and where a land use plan amendment and rezoning would result in a spot land use or zoning designation; or
 - | **Neither land use plan amendment nor rezoning is needed for the redevelopment project. The entirety of Gulf-to-Bay Boulevard from US Highway 19 to downtown, with only few exceptions – Clearwater High School and 3 mobile home parks located over 1 mile to the east – is zoned Commercial on both sides of the corridor. The entire city block on which the site is situated is zoned Commercial – from Gulf-to-Bay Boulevard northward to Rainbow Drive.**
 - f. The proposed use provides for the development of a new and/or preservation of a working waterfront use.
 - | **Not applicable.**

6. Flexibility with regard to use, lot width, required setbacks, height and off-street parking are justified based on demonstrated compliance with all of the following design objectives:
- a. The proposed development will not impede the normal and orderly development and improvement of the surrounding properties for uses permitted in this zoning district;
 - | **The requested building height increase from 25 feet to 35 feet will neither impede nor adversely affect the development, use, or improvement of surrounding properties, all of which are also zoned Commercial.**
 - b. The proposed development complies with applicable design guidelines adopted by the city;
 - | **The proposed development will comply with all applicable design guidelines, as demonstrated by the site plan and the architectural floor plans and elevations submitted for this application.**
 - c. The design, scale and intensity of the proposed development supports the established or emerging character of an area;
 - | **The proposed design, scale and intensity support the established and emerging character of the Gulf-to-Bay Boulevard corridor. The 2-story commercial form will be consistent with nearby development, and the requested height increase is modest and context-appropriate. The architectural design enhances the corridor's visual quality, and the operational intensity aligns with other permitted commercial uses in the district.**
 - d. In order to form a cohesive, visually interesting and attractive appearance, the proposed development incorporates a substantial number of the following design elements:
 - i. Changes in horizontal building planes;
 - ii. Use of architectural details such as columns, cornices, stringcourses, pilasters, porticos, balconies, railings, awnings, etc.;
 - iii. Variety in materials, colors and textures;
 - iv. Distinctive fenestration patterns;
 - v. Building setbacks; and
 - vi. Distinctive roof forms.
 - | **The proposed design incorporates multiple architectural elements that collectively establish a cohesive, visually engaging, and attractive building consistent with the intent of this criterion. The design includes pronounced changes in horizontal building planes, articulated parapets, and stepped massing that introduce depth and visual interest.**

Although the building's tower element reaches 35 feet, the majority of the structure will be 26-28 feet, which is only marginally above the current limit of 25 feet. The height increase is therefore targeted, not excessive. It allows the design to incorporate:

- stepped parapets
- articulated rooflines
- canopies and façade breaks
- structural transitions

These elements collectively create a more human-scaled and visually engaging building.

- e. The proposed development provides for appropriate buffers, enhanced landscape design and appropriate distances between buildings.
- | The proposed development includes enhanced buffer and landscape treatments along the south, west, and north boundaries that exceed Code requirements and provide improved aesthetics and visual screening.**
- **South Boundary:** The landscape buffer along Gulf-to-Bay Boulevard incorporates additional ground cover and shrubbery beyond Code minimums, creating a more attractive streetscape.
 - **West boundary:** Clustered groupings of trees north of the building strengthen the screening effect for properties to the north and northwest.
 - **North boundary:** The buffer includes a 6-foot-high wall, in addition to the Code-required landscaping, to improve visual screening and provide additional sound attenuation for the abutting parcels.

Limited Vehicle Service use specific criteria

1. Lot area and width: The reduction in lot area and/or width will not result in a building which is out of scale with existing buildings in the immediate vicinity of the parcel proposed for development.
- | Not applicable. Neither a lot area or lot width reduction is being requested for the proposed car wash parcel / development.**
2. Front setback: The reduction in front setback results in an improved site plan or improved design and appearance and landscaped areas are in excess of the minimum required.
- | Providing the 15-foot minimum front setback permitted by Code allows the project to maximize separation distance from residential uses on parcels to the north, which are zoned Commercial. Since project inception, the applicant has reduced the car wash's gross building area from 9,350 sq.ft. to 6,352 sq.ft., and transitioned the design from a 1-story to a 2-story structure, and shifted the building further south to increase the separation. These adjustments also create the added benefit of increasing on-site vehicle queuing capacity.**

The proposed development includes enhanced buffer and landscape treatments along the south, west, and north boundaries that exceed Code requirements and provide improved aesthetics and visual screening.

- **South Boundary:** The landscape buffer along Gulf-to-Bay Boulevard incorporates additional ground cover and shrubbery beyond Code minimums, creating a more attractive streetscape.
- **West boundary:** Clustered groupings of trees north of the building strengthen the screening effect for properties to the north and northwest.
- **North boundary:** The buffer includes a 6-foot-high wall, in addition to the Code-required landscaping, to improve visual screening and provide additional sound attenuation for the abutting parcels.
- **Interior landscaping & hardscaping:** Enhanced interior landscape areas and coordinated hardscape areas/features are incorporated throughout the site to improve visual quality, reinforce pedestrian-oriented spaces, and complement the car wash's beach-themed character.

In addition to the project's enhanced site design and appearance, the building-forward layout and the applicant's proposed enhanced sound-mitigation measures will result in sound levels lower than the background noise being generated by regular road traffic activity along Gulf-to-Bay Boulevard and S Keene Road.

Per the attached "Woodie's Wash Shack - Car Wash Facility Sound Study and Sound Control Design" report prepared by Brooks Acoustics Corporation, dated May 14, 2026:

"Sound propagation calculations for average road traffic loads along Gulf to Bay Blvd and South Keene Road were made towards sound receiver positions of interest near the property. Results showed that the predicted sound levels due to regular road traffic activity (i.e., the dominant ambient sound source) are expected to range from 44.2 dBA to 63.5 dBA at the various residential and commercial properties that will be in proximity to the proposed Woodie's Wash Shack Car Wash facility. For the purpose of this study, these sound levels represent the prevailing background sound levels in the area.

... Results showed that the predicted sound level contributions from the proposed car wash facility, with sound control system in place, are expected to range from 41.1 dBA to 55.0 dBA at the various residential and commercial properties that will be in proximity to the proposed Woodie's Wash Shack Car Wash facility. These sound levels are expected to comply with local sound regulations and are expected to be compatible or below the prevailing background sound levels in the area.

Based on these results, it is the opinion of BAC with a reasonable degree of engineering certainty that, with the herein suggested sound mitigation system in place, the sound emitted by the operation of the proposed car wash facility will not be intrusive and will be in harmony with the prevailing background sound levels in the area (during daytime / opening hours). Furthermore, predicted sound levels are expected to be in compliance with local sound regulations. As such, the proposed Woodie's Wash Shack facility is expected to have no significant impact on the neighboring residences and properties."

3. Side and rear setback: A. The reduction in side and/or rear setback does not prevent access to the rear of any building by emergency vehicles; B. The reduction in side and/or rear setback results in an improved site plan, more efficient parking, or improved design and appearance and landscaped areas are in excess of the minimum required.

| Not applicable. Neither side or rear setback reductions are proposed.

4. Off-street parking: The physical characteristics of a proposed building are such that the likely uses of the property will require fewer parking spaces per floor area than otherwise required or that the use of significant portions of the building will be used for storage or other non-parking demand-generating purposes.

| Parking for the car wash facility is based on the projected customer demand and employee parking needs, and falls within the City's range of 4-5 spaces per 1,000 SF.

5. Garage doors and bays shall be located perpendicular to the abutting streets. Bays shall be screened from adjacent property by landscaped walls or fences.

| The car wash tunnel is oriented parallel to Saturn Avenue, with vehicles entering perpendicular to Saturn Avenue and exiting perpendicular to Gulf-to-Bay Boulevard.

- **Northern bay opening:** The bay opening is perpendicular to Saturn Avenue, and the northern landscape buffer includes a 6-foot-high wall, in addition to the Code-required landscaping, to improve visual screening and provide additional sound attenuation for the abutting parcels.
- **Southern bay opening:** Vehicles will exit perpendicular to Gulf-to-Bay Boulevard. A 10-foot-high, architecturally integrated screening wall – a continuation of the building façade design – is located along both Saturn Avenue and Gulf-to-Bay Boulevard to screen the wash-bay exit from public view along both streets. This screening treatment, shown on the site plan and the architectural floor plans and elevations, is designed to maintain an attractive streetscape and minimize visibility of operational components.

6. Tunnels associated with car washes shall be located parallel to the abutting street.

| The site is a corner lot with multiple street frontages. As discussed in the previous criteria, the car wash tunnel is oriented parallel to Saturn Avenue, with vehicles entering perpendicular to Saturn Avenue and exiting perpendicular to Gulf-to-Bay Boulevard.

7. Vacuums and similar equipment accessory to car washes shall meet applicable side and rear setbacks, consist of muted colors, and shall not be placed between the principal structure and the right-of-way.

| All accessory equipment, including the vacuum enclosures, vacuum stations, pay stations, and dumpster enclosure, meet the front, side and rear setbacks.

The vacuum enclosures and vacuum stations are located east of the car wash tunnel, oriented inward to the site, where they are well outside of all required setbacks and behind the building façade line along both street frontages.

8. The facade of the building which fronts on public roads are designed with windows, cornices or other architectural features or treatments.

| All four building façades, as well as the 10-foot-high, architecturally integrated screening wall – a continuation of the building façade design, are designed with such architectural features and treatments to provide changes in façade composition and structural transitions as shown on the architectural floor plans and elevations.

9. The use does not involve the overnight, outdoor storage of automobiles.

| There will be no overnight, outdoor storage of automobiles on the site.

10. The parcel proposed for development is not contiguous to a parcel of land which is designated as residential in the Zoning Atlas.

| Not applicable. The parcel is contiguous to, and completely surrounded on all sides, including across all abutting rights-of-way, by Commercial zoned parcels.

11. The design of the parcel proposed for development is compatible with the surrounding area.

| The car wash facility is designed to be fully compatible with the surrounding area, reflecting the commercial scale and character typical of the Gulf-to-Bay Boulevard corridor. The site layout also preserves the ability for future commercial development on the eastern portion of the property. The landscape plan establishes perimeter buffers for both the car wash and the future development parcel, providing comprehensive screening, enhanced aesthetics, and a consistent landscape theme across the entire site.