

**B. DRC NO. 08-15-05 CONSIDERATION OF A SPECIAL EXCEPTION USE FOR RISING TIDE CAR WASH**

**LOCATION:** 2970 NORTH STATE ROAD 7

**ZONING:** TOC-C CORRIDOR

**LEGAL DESCRIPTION:** A PORTION OF PARCEL "A", OF "PLATTS PLAT", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 138, PAGE 48, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

**PETITIONER:** JAY HUEBNER, HSQ GROUP, INC.

Ben Ziskal read the item title.

Jay Huebner, civil engineer and planner for HSQ Group, explained that the project was to be a car wash located on a vacant parcel at the corner of State Road 7 and 29<sup>th</sup> Street. He said they had been working with the office/condo people on the project and they have worked out the issues concerning utilities, storm water, and access. He said the main access to the car wash would be off State Road 7 onto 29<sup>th</sup> Street, through the existing access at the office complex and then a right turn into the car wash area. He said they would have dual lanes roads and plenty of stacking for cars during busy times. Mr. Huebner explained the car wash process. He said they would be stubbing out from the utilities, water and sewer drainage that were already to the site. He said they had drainage on site and they had coordinated with the adjacent neighbor to provide easements that allowed them to discharge. He said the entire complex discharged into Celebration Point. Mr. Huebner said parking would not be an issue; the parking they would use would be short term for cleaning the cars. He said they worked closely with City staff to meet the new look for State Road 7 which had the building up close to the road with a 12-foot sidewalk.

Tom Vaughn had no comments.

Dan Booker had no comments.

Andrew Pinney provided the following comments:

- Add bicycle parking calculation and bicycle rack facilities as required by Code.
- Notate driveway connections on east side of property; Code limited one way driveways to no more than 14 feet. Mr. Huebner commented that one he pointed out already existed; Mr. Pinney said he would look at it further.
- Specify the degree of the angled parking. Mr. Huebner responded that they were bigger than what Code required.
- Limit the number of signs to one per wall. Mr. Pinney advised that signage would be handled separately and would not hold up the site plan.
- Verification of the spacing of the trees on the State Road 7 frontage. He said spacing for category two should be every 18 feet. Also, he said the Florida Department of Transportation (FDOT) staff architect preferred the Tuskegee or the Tuscarora varieties of crape myrtle. He said 64 square feet of ground cover was needed around every category two tree in the urban greenway.
- Asked that they double check that the minimum dimension for interior landscaping met the width requirement of seven feet.

- Add a four foot landscape buffer off the base of the building and make sure the sidewalk was at least eight foot wide along the required pedestrian zone which was the entranceway on the south side of the building.
- Have landscape architect add a calculation table to show the amounts required and provided by sector.
- Reminded them to submit irrigation plan with final site plans.
- Requested a detail of the dumpster enclosure and vacuum wall be shown.
- Noted a lack of plantings in the green area on the north side. He said Code required a right-of-way buffer planting. Also, on local streets such as 29<sup>th</sup> Street, he said a reduced greenway of 15 feet wide in total was required: eight foot landscape buffer and a seven foot wide sidewalk.

Jeanine Athias provided the following comments:

- Advised that a car wash usage required a license from Broward County.
- The City and County would both need to know whether they would be recycling water, the amount, the percentages, and the mechanisms used in order to determine their impact fees. Mr. Huebner said that they would be using recycled water.
- The trip generation for the business would be needed.
- Noted there was a jumper location for the water which she said was not allowed. Mr. Huebner responded that it was temporary to pressure test the system. She asked them to show to notate it as temporary.
- The water main was in their lanes; DEES preferred that they tied in on the south side so that future repairs would not require a disruption in the business. Mr. Huebner said it would be a problem as they did not own the property nor did they have easements. She said they would need to discuss it further.
- Requested they move the meter to the east near the service road and have separate fire lanes. Mr. Huebner suggested that they could provide the meter at the same tap location being used for the fire line which would become a private line not maintained by the City. The water service would be a meter which would be their responsibility; the City would not have any easements or responsibility within their property. Ms. Athias said they would think about it.
- Requested they show the manholes as four foot instead of four inches.
- Asked that they check some of their inverts?? to allow for more accurate drainage calculations.
- Noted that the cut out FFU dimensions did not match the site plan.
- A FDOT utility permit would be needed since it was in FDOT's right of way and they would be moving the sidewalk. Mr. Huebner said he thought it would be a general permit.
- Permission from FDOT would be needed to install trees in the right-of-way. She said the sidewalks had been on private property but the City would need an access easement for the public. She said Planning might want to look into it for future projects.

Mr. Huebner asked who would be responsible for maintaining the trees that they would be adding into the right-of-way on State Road 7 and on 29<sup>th</sup> Street. Mr. Pinney responded that the City had an agreement with FDOT where the City assumed

responsibility, but within the City Code, the burden was put on the property owners to maintain the adjacent swale.

Dan Topp had no comment.

Diane Colonna asked whether people exited their car or stayed in them when they got their car washed. Mr. Huebner responded that people stayed in their cars unless they went to the full service station where they would get out of their car and enter the building to wait.

John D'Eri, Rising Tide, said they did not take control of a client's vehicle at any time. Ms. Colonna asked if there was outdoor seating. Mr. Huebner said it was not shown but there would be outdoor seating.

Ben Ziskal reiterated that City staff had worked with the developer on the project. He said both the CRA plan and the City's Comprehensive Plan both had policies to move away from auto oriented development toward pedestrian friendly development and it specifically stated that such uses should be discouraged unless they were designed according to the Transit Oriented Corridor guidelines. He noted how they [Celebration Pointe] had done everything they could to meet the intent of the Code and the vision while still getting an auto oriented use. He also pointed out that there was a non-profit, a public service, and a medical component to the project as the business would be employing individuals with autism and some of the office space would be used for family members with autism to speak to counselors. He said the location was chosen in part due to its proximity to the medical offices and hospital. He said he recommended approval as this item moved forward to the City Commission.

**C. DRC NO. 08-15-06 CONSIDERATION OF A SITE PLAN FOR RISING TIDE CAR WASH**

**LOCATION:** 2970 NORTH STATE ROAD 7

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Ben Ziskal explained that the Special Exception item for Rising Car Wash had just been approved and that many of the comments made by staff were related to the design and site plan. He asked if there were any additional comments.

Dan Booker asked what the time frame was for the development.

Jay Huebner, civil engineer and planning for Rising Tide Car Wash, said they hoped to break ground by February and be operational by mid-summer.