

Sportys Express Car Wash
1829. S. Ridgewood Avenue
Requested Non-Administrative Variances
April 16, 2025

Proposed Use: Sportys Express Car wash

Description of Each Variance Request:

- A.** Eliminate right turn lane from US 1 (Ridgewood Avenue) at driveway entrance as not permitted by FDOT **[Article V, Sec. 21-52.05(f)]**
- B.** Eliminate pass-through lane and instead provide egress cut-through lane provide prior to pay station **[Article XX, Sec. 21-630.10(c)]**

1. *Explanation of Hardship:*

- A.** Per the City's LDC, a right turn lane / deceleration lane shall be provided when the posted speed limit equals or exceeds 35 miles per hour or if the proposed development will generate 100 or more peak hour right turn movements.

The Traffic Analysis Memorandum performed by Walsh Traffic Engineering dated September 26, 2024 does not warrant a right turn lane from US 1 as the projected peak of 15 vehicles per hour does not exceed the FDOT "Driveway Information Guide".

All technical comments have been satisfied with FDOT per Permit No. 2025-A-591-00008. FDOT will not permit a right turn lane as the number of right turns into the development does not warrant the lane. The same occurred when permitting Aldi Food Market directly to the north. The Board approved the same requested variance on October 14, 2020 per VA-2027.

- B.** The configuration of the property geometry does not allow for a dedicated by-pass lane. Due to the projected 667 daily and 60 PM trips, two pay stations are needed to prevent over stacking of vehicles in the que at the pay stations. The building setback line and rear buffer widths establish the car wash tunnel orientation and still provide the drive aisles and vacuum stations.

There are two proposed pay stations with an attendant either at the station or at the tunnel entrance in the event a patron elects not to proceed through the wash tunnel. Instead of the by-pass lane, a "cut-through" lane is proposed prior to the pay station and wash tunnel entrance. If a patron elects not to go through the wash tunnel, an employee will remove the traffic cones in the cut-through lane to allow the patron to egress.

2. *Will granting of the proposed variance result in creating or continuing a use which is not compatible with adjacent uses in the area?*

Adjacent uses to the site are as follows:

North B-3 Highway Commercial for existing Aldi Food Market
South B-3 Highway Commercial for existing boat sales and service
East R-3 SF and R-1-SF Residential for existing residences
West S. Ridgewood Avenue

- A.** Elimination of the right turn lane will not affect adjacent uses or create incompatibility in the area.
- B.** Elimination of the by-pass lane to instead provide the cut-through lane will not affect adjacent uses or properties in the area. The car wash use is very specific with no similar uses adjacent to the property.

3. *Is the proposed action the minimum action available to **permit reasonable use** of the property?*
- A. A right turn lane will not be permitted by FDOT. The same restriction occurred with Aldi Food Market at the time of permitting through FDOT. The proposed driveway is the only connection into the property. The right-in / right-out driveway is the minimum action available that can be permitted by FDOT.
 - B. The cut-through lane is the minimum that can be provided to meet the intent of the Land Development Code. Patrons can still by-pass paying and entering the wash tunnel without a dedicated by-pass lane. The cut-through lane is the minimum action available given the irregular shape of the property.
4. *Are the physical characteristics of the subject site unique and not present on adjacent sites?*
- A. The physical characteristics do not affect the Code requirement for the right turn lane. FDOT has approval authority within the right-of-way.
 - B. The irregular shape of the property narrows considerably at the location of the pay stations. The proposed development meets the landscape buffer setback which must be met due to the residential properties to the east. The property characteristics are unique to the property and are not present on adjacent properties.
5. *Are the circumstances creating the need for the variance the result of action by the applicant or actions proposed by the applicant?*
- A. The circumstance to not provide the right turn lane are the result of FDOT and not the result of the Applicant.
 - B. The circumstance to not provide the by-pass lane is due to the irregular shape of the property. Eliminating one pay station to provide a dedicated by-pass lane will result in vehicles stacking to the driveway entrance. The Applicant attempted to provide a by-pass lane but could not be solved due to the circulation from the pay station to the wash tunnel entrance. The cut-through lane was the best attempt to meet the intent of the Land Development Code.
6. *Will the granting of the proposed variance cause substantial detriment to the public welfare or impair the purposes and intent of the Land Development Code?*
- A. Granting to approve the elimination of the right turn lane does not cause substantial detriment to the public welfare or impair the intent of the Land Development Code. This is an issue where FDOT has specific criteria to warrant the right turn lane due to vehicle trips. The proposed development does not exceed the trip threshold.
 - B. Granting to approve the elimination of the by-pass lane does not cause substantial detriment to the public welfare. Instead, the cut-through lane is intended to meet the intent of the Land Development Code.