CITY OF LABELLE, FLORIDA
Planning Staff Report
For Wawa
Comprehensive Plan Amendment
and Planned Unit Development Rezone

TYPE OF CASE: Comprehensive Plan Amendment, & PUD Rezone

STAFF REVIEWER: Patty Kulak

DATE: June 11, 2026

APPLICANT: ComTerra Development

AGENT: Daniel DeLisi, AICP, DeLisi, Inc.

REQUEST: Amend the City of LaBelle Comprehensive Plan Future Land Use Map designation for a 1.58± acre assemblage generally located at the northwest corner of West Hickpochee Avenue (SR 80) and North Main Street (SR 29), from "Downtown District" to "Commercial" future land use; and amend the City of LaBelle Zoning Map to rezone the subject property from Business Professional (B-1) (formerly Planned Unit Development (PUD)) and Downtown Business District (DBD) to the Planned Unit Development (PUD) zoning district, to facilitate redevelopment of the site consistent with the proposed commercial land use.

LOCATION: 10 West Hickpochee Avenue

PROPERTY SIZE: 1.58+/-acres

FUTURE LAND USE DESIGNATION, CURRENT ZONING AND LAND USE:

Existing Future Land Use Designation:	Downtown District
Existing Zoning:	Business Professional (B-1) and former Trading Post PUD; and Downtown Business District (DBD)
Land Use:	Vacant

SURROUNDING LAND USE:

North:	FLU –	Downtown District
	Zoning –	Downtown Business District

	Land Use –	Office
South:	FLU –	Commercial
	Zoning –	Business (B-2)
	Land Use –	Public Right-of-way (SR 80); Commercial - Restaurant
East:	FLU –	Downtown District
	Zoning –	Downtown Business District
	Land Use –	Public Right-of-way (SR 29/Main Street); Commercial - Retail
West:	FLU –	Downtown District
	Zoning –	Downtown Business District
	Land Use –	Public Right-of-way (College Street); Commercial - Retail

STAFF NARRATIVE:

ComTerra Acquisitions, LLC ("Applicant") is requesting approval of the following actions for the proposed Wawa development within the City of LaBelle:

1. Amend the City of LaBelle Comprehensive Plan Future Land Use Map to change the subject property's designation from Downtown District to Commercial in order to allow for the redevelopment of the site with a convenience store and fuel pumps;
2. Rezone the subject property from Business Professional (B-1) and Downtown Business District (DBD) zoning classifications to a new Planned Unit Development (PUD) specific to the proposed use, along with a Master Concept Plan (MCP) for a XXX SF convenience store with up to 12 fuel pumps and uses, as identified in the Schedule of Uses.

CHANGES FROM FEBRUARY LPA:

Since the February Local Planning Agency meeting, the applicant has submitted a revised site plan in response to comments from the Board and staff regarding site layout, circulation, and overall compatibility with the surrounding downtown context. Revisions include removal of the proposed fly-through lane, relocation of the dumpster enclosure, modifications to internal vehicular circulation, and a reduction in the overall operational intensity of the site through refinement of the fueling layout. Updated architectural elevations have also been provided showing alternative façade material options, along with supplemental landscape and site exhibits to further illustrate the revised development concept. These materials are intended to assist the Board in evaluating how the revised proposal addresses prior concerns related to aesthetics, buffering, access, and the project's relationship to the surrounding built environment.

BACKGROUND

The subject property consists of approximately 1.58 acres of land located within the City of LaBelle, along the north side of State Road 80 (Hickpochee Avenue) between College Street and North Main Street. The site is situated near the historic center of the City and occupies a prominent location along a major east–west arterial transportation corridor. The property was previously developed with strip commercial uses and zoned Planned Unit Development (Trading Post PUD), but has since been cleared and is currently vacant. The Trading Post PUD was approved per Ordinance 2008-13 and allowed for a mix of residential and commercial uses, including convenience store with fuel pumps (see PUD ordinance in Attachments). The PUD has expired and the zoning has reverted back to the B-1 zoning district, which applied prior to the PUD approval in 2008.

The subject property is presently designated Downtown District on the City of LaBelle Future Land Use Map and is zoned Planned Unit Development (PUD) and Downtown Business District (DBD). Surrounding development is predominantly commercial in nature, with commercial zoning and uses located to the south, east, and west. Properties on the south side of SR 80 are within the Commercial future land use category and have built out with “fast food” restaurants, shopping plazas, medical office and similar uses. Properties to the north include smaller-scale office and commercial uses within the Downtown Business District. The site’s location along State Road 80 places it within a high-volume vehicular corridor that serves both local and regional traffic.

The Applicant proposes to amend the Future Land Use Map to Commercial and rezone the property to a new PUD to allow for redevelopment of the site with a convenience store and up to 12 fuel pumps, including ancillary food and beverage services. The proposed development includes approximately 7,000 square feet of commercial floor area and associated site improvements. The requested land use and zoning changes are intended to facilitate reinvestment in a long-vacant parcel and align the property’s entitlement framework with the surrounding commercial context along State Road 80.

COMPREHENSIVE PLAN AMENDMENT REQUEST

The subject property is currently designated Downtown District (DBD) on the City of LaBelle Future Land Use Map. This category was adopted into the Comprehensive Plan in the early 2000’s after an extensive City-initiated visioning process aimed at encouraging redevelopment and investment in Downtown and protection of the historical significance of the district. The Applicant is requesting a Comprehensive Plan Amendment to change the Future Land Use designation to Commercial in order to allow redevelopment of the site with a convenience store and fuel pumps, including ancillary food and beverage services. While the DBD FLU does not permit auto-oriented development such as gas stations, the requested Commercial designation allows for much broader commercial retail uses and is primarily designated along SR 80 and SR 29.

All properties immediately surrounding the subject site on the north side of SR 80 are located within the DBD FLU. However, the applicant states the removal of the subject property from the Downtown District would not create future land use boundary changes that are inconsistent with the intent of the district. The applicant justifies this request by stating the Downtown District is characterized by auto-oriented commercial development along State Road 80, rather than a pedestrian-focused downtown environment. They note the Commercial future land use category more accurately reflects the functional and physical characteristics of this corridor.

Overall, the applicants requested Comprehensive Plan Amendment is intended to facilitate reinvestment in an underutilized parcel, align future land use with the existing development pattern along State Road 80, and support continued commercial activity within downtown LaBelle without undermining the overall intent of the Downtown District. While the Commercial FLU request is consistent with the existing commercial development pattern along State Road 80 and the intensity of surrounding uses, it is a policy decision of the Commission to determine if this site is properly designated as DBD due to proximity to the downtown core and other long-range planning objectives relating to mobility, aesthetics and community-serving land uses.

PUD REZONING REQUEST

The subject property, consisting of approximately 1.58 acres, is currently zoned B-1 (expired PUD) and Downtown Business District (DBD). The existing zoning framework was established for prior commercial development on the site, which has since been removed, leaving the property vacant. The

Applicant is requesting approval of a new PUD zoning district to allow for redevelopment of the property in a manner that is tailored to the proposed use and consistent with the requested Commercial future land use designation.

The proposed PUD is intended to accommodate a commercial development consisting of approximately 7,000 square feet of building area, including a convenience store with fuel pumps and ancillary food and beverage services, as identified in the Schedule of Uses. The PUD zoning framework would establish site-specific development standards and permitted uses to address the site's location along State Road 80 and its proximity to surrounding Downtown commercial development.

The Applicant states that the PUD zoning district provides an appropriate mechanism to ensure compatibility with adjacent properties while allowing flexibility in site design, circulation, and operational characteristics associated with a convenience store and fuel service use. The proposed PUD would replace a long-vacant commercial site with an active commercial use intended to serve nearby residents, downtown businesses, and the traveling public.

Access

Primary access to the subject property is proposed from College Street and Main Street, with the site also fronting State Road 80 (Hickpochee Avenue), via four (4) separate access points). The proposed site plan includes two full-access driveways on College Street, one full-access driveway on Main Street, and one right-in/right-out driveway on Main Street, designed to distribute traffic efficiently and minimize operational conflicts. No direct vehicular access is proposed from State Road 80.

As part of the proposed redevelopment, the Applicant is requesting vacation of the Yeomans Avenue right-of-way, which currently traverses the site east to west. Elimination of Yeomans Avenue will require approval of a public right-of-way vacation by the City. The Applicant states that vacating this right-of-way is necessary to accommodate a cohesive site layout, internal circulation, and safe access management consistent with the proposed use. Review staff have expressed concerns for eliminating cross access through the site that serves the neighborhood to the west and can relieve SR 80 during any roadway closures due to accidents, improvements, events, etc.

A Transportation Impact Statement submitted by the Applicant evaluates the proposed access configuration and concludes that the surrounding roadway network will continue to operate at acceptable levels of service with the proposed development. All access points are subject to final engineering review and approval by the City of LaBelle and any applicable reviewing agencies to ensure compliance with adopted access management, safety, and operational standards. The Applicant has consulted with FDOT and provided pre-application meeting notes indicating the proposed access is acceptable.

Please note in the conditions section of this report and draft ordinance, Staff has provided conditions of approval for the PUD, if the Commission approved the future land use map redesignation to Commercial. Comprehensive Plan Amendments cannot be conditioned. A condition has been provided requiring the vacation of the Yeomans Avenue right-of-way prior to issuance of a site construction permit. If at such time, the vacation is not approved, the Applicant must amend the MCP via the public hearing process to address changes in site design.

Landscape Buffers

The proposed development includes perimeter and interior landscaping consistent with the applicant's submitted Landscape Plan.

North, East, and West Property Lines:

- Type A landscape buffers with a minimum width of 10 feet are provided along the north, east, and west property lines.
- These buffers include required canopy trees and continuous double hedgerows intended to provide screening of parking, service, and vehicular use areas.
- Existing mature vegetation is proposed to be preserved where feasible and utilized toward applicable landscape credit requirements.

South Property Line (State Road 80 Frontage):

- A 15-foot-wide landscape buffer is proposed along the State Road 80 frontage.
- The frontage buffer includes canopy trees, a continuous double hedgerow, and a raised berm intended to provide enhanced screening along the corridor and improve the visual appearance of the site from the public right-of-way.

Interior Landscaping:

- Building foundation landscaping and parking lot planting areas are distributed throughout the site.
- Additional landscape islands, shrub beds, and preserved tree canopy are incorporated to soften paved areas and provide visual relief within the site.

Overall, the proposed landscape improvements are intended to enhance visual compatibility, provide screening of site improvements, and integrate the development with the surrounding corridor. Staff notes that the revised landscape plan reflects enhancements made in response to prior review comments, particularly along State Road 80 and the perimeter buffers, to strengthen the project's streetscape appearance and buffering from adjacent properties.

Compatibility

The subject property is located, an area historically characterized by a compact, walkable development pattern with a mix of commercial, civic, institutional, and educational uses. Surrounding development within the Downtown District is oriented toward pedestrian activity, short internal trips, and direct access between uses, including nearby schools, offices, retail establishments, and civic destinations. Surrounding development on the south side of SR 80 are designated Commercial FLU and are developed with more intensive auto-oriented uses, as well as commercial retail and medical office.

The proposed removal of the subject property from the Downtown Business District (DBD) and redevelopment with a fast-casual convenience retailer and fuel service use introduces compatibility considerations relative to the surrounding neighborhood. While the surrounding area contains commercial uses, the downtown context differs from more auto-oriented commercial corridors elsewhere along SR 80 and throughout the city. The proposed use is primarily vehicle-focused and designed to serve regional traffic along State Road 80, which contrasts with the pedestrian-scaled character traditionally associated with the downtown core.

From a pedestrian compatibility perspective, the proposed development raises concerns due to increased vehicular movements, multiple drive aisles, and fuel service operations within an area that experiences heavy foot traffic. Adjacent and nearby uses, including schools and downtown-serving commercial and office establishments, rely on safe and convenient pedestrian circulation. The intensity and configuration of vehicular access associated with a convenience store and fuel pumps may create potential conflicts between vehicles and pedestrians within the downtown environment.

Although the applicant has incorporated site design features such as landscaping and sidewalks to improve site integration, the overall site layout and operational orientation remain primarily auto-oriented in a location that functions as a pedestrian-focused gateway to the downtown area. Based on

the current configuration, the relationship between building placement, fuel service areas, vehicular circulation, and pedestrian activity presents compatibility concerns within the downtown context. Staff notes that modifications to the site layout, including adjustments to building orientation, screening of fuel operations, and circulation design, could potentially reduce these impacts. However, as proposed, the development differs from the pedestrian-scaled development pattern that characterizes the Downtown District and raises concerns related to pedestrian safety, walkability, and consistency with the established downtown character.

Architecture & Site Layout

The Applicant has provided the enclosed Architectural renderings of the convenience store (and not the fuel canopy) demonstrating a brick façade and other elements indicative of traditional architectural style. Staff recommends an alternative style of building and fuel canopy indicative of the City's adopted "Old Florida" vernacular. Staff is also recommending consideration of an alternative site layout where the convenience store fronts on SR 80 and the fuel canopies are located to the rear or side of the building to mitigate visual impacts on the corridor and make the frontage more pedestrian-scaled and accessible.

As noted above, the fundamental decision to be made by the City Commission is the site's appropriateness to remain in DBD FLU due to proximity to downtown and the prime location at a key intersection serving as a gateway to the historical downtown, or assign the Commercial FLU due to its frontage on SR 80, which is inherently an auto-oriented roadway carrying vehicles and freight from across the region.

Comprehensive Plan Consistency:

The following is an analysis of the request's consistency with the following objectives and policies of the City's Comprehensive Plan as follows:

Future Land Use Policy 1.2.1

The applicant states that the proposed redevelopment will support varied and balanced growth within the City by reinvesting in a long-vacant property located in the downtown area. The project is intended to enhance the City's fiscal base through new commercial activity and job creation while improving the physical condition of an underutilized site. By introducing a commercial use that serves both local residents and regional traffic, the applicant asserts the project contributes to employment opportunities and economic activity consistent with the City's goal of promoting balanced growth that supports community needs.

Policy 1.3.3 Downtown District Land Use Category

The Comprehensive Plan notes this category is "primarily intended to encourage, support, and enhance Downtown LaBelle as the most high-intensity office and employment area of LaBelle. The Downtown District supports mixed-use (office combined with hotel, residential, and other uses) development as important components of the area's vitality. Emphasis is on the integration of commercial, residential, entertainment, civic, institutional and public spaces. A broad array of compatible uses, including retail, restaurants and cafes, residential, office, cultural, educational and indoor recreation is permitted, with active ground floor uses. The Caloosahatchee River and Barron Park will serve as the key focal points of the Downtown, essentially becoming the downtown's front porch. Building intensities will support small town urban design as well as provide livability goals such as walkability and community gathering

places and will build upon the natural features and historic assets of LaBelle to promote richness and diversity.

The proposed development will have food service and elements of a restaurant, in line with the intent of the Downtown District. Through enhancements to the site design, buffers and architecture, the proposal may be able to demonstrate compatibility with the intent for walkability, public spaces, and small town urban design. The policy notes the site is not within the key focal point of the Downtown, providing greater flexibility in terms of the intent for the site versus properties on South Bridge Street, for example. The Downtown Review Committee reviewed the submittal document on July 10, 2025 and felt that unless substantial changes were made to the site and architectural theme the committee could not support the request.

Policy 1.3.4 Commercial Land Use Category

The applicant states that the proposed project is consistent with Policy 1.3.4 in that the subject property is located along State Road 80, a corridor specifically identified for the Commercial Land Use Category. The proposed use - a convenience store with fuel pumps and ancillary food and beverage services—is a commercial use that is auto-oriented in scale and typology, consistent with development patterns anticipated along State Road 80.

The proposed development complies with the maximum Floor Area Ratio (FAR) of 1.0, with approximately 7,000 square feet of building area on a 1.58-acre site, and does not include any residential component. As such, the project is consistent with the policy provisions limiting residential development within the Commercial category and prohibiting new single-family residential uses.

The applicant further states that the project incorporates access management principles consistent with the policy, including shared and consolidated ingress and egress points from local streets rather than direct access from State Road 80. Pedestrian accommodations, landscaping, and site design elements are proposed in accordance with applicable Land Development Code standards to respect pedestrian and alternative transportation modes while accommodating an auto-oriented commercial use.

Overall, the applicant asserts that the proposed Commercial future land use designation and associated development are consistent with the intent and requirements of Policy 1.3.4 by supporting auto-oriented commercial activity along State Road 80 within an urban setting while adhering to established intensity, use, and access management standards.

As noted throughout this report, Staff appreciates the site's location on the SR 80 frontage in proximity to similar auto-oriented commercial uses. However, the site is also proximate to the City's Downtown and was incorporated into the DBD FLU as part of a policy decision by a different Commission approximately 2 decades ago. Thus, consistency with the Commercial FLU is largely a policy decision by the Commission.

Traffic Circulation Element Policy 2.5.2 & 2.5.3

The applicant has submitted a Traffic Impact Study (TIS) for the proposed project, demonstrating that adjacent roadway segments along State Road 80 will continue to operate at an acceptable Level of Service with the proposed project impacts. Specific requirements for driveway access and potential turn-lane improvements will be evaluated in coordination with the Florida Department of Transportation (FDOT) during the permitting phase. At this time, the analysis provided does not indicate the need for significant off-site roadway capacity improvements.

Infrastructure Element Policy 4.1

Currently, utilities are available near the property. Prior to construction, the applicant will be required to demonstrate adequate infrastructure capacity and confirm service availability from the City of LaBelle through the site construction permitting process.

STAFF RECOMMENDATION

Staff has reviewed the proposed Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, together with the associated Planned Unit Development (PUD) rezoning request. Based on the analysis contained in this report, Staff finds that the requested amendments present planning and compatibility considerations that warrant careful evaluation by the City.

By removing the subject property from the Downtown District that would result in fu ture land use boundary changes that are not consistent with the intent of maintaining a cohesive and unified downtown planning framework. The Downtown District is intended to function as a pedestrian-oriented environment with a consistent development pattern, and the proposed future land use change would introduce a different development character at a prominent gateway location.

Staff also finds that, as currently proposed, the auto-oriented nature of a convenience retail and fuel service use raises compatibility considerations within the downtown context, particularly with respect to pedestrian circulation, walkability, and proximity to uses that generate regular foot traffic.

As outlined above, Staff finds that the proposed Comprehensive Plan Amendment and PUD rezoning may be supported subject to the imposition of substantial and detailed conditions intended to address site design, operational characteristics, and compatibility with the surrounding downtown context. The conditions of approval are intended to limit the scale and intensity of development, enhance buffering and architectural quality, and ensure safe pedestrian and vehicular circulation. With these conditions in place, Staff finds that the proposed development can mitigate potential impacts associated with its location at a downtown gateway and achieve a level of compatibility consistent with the City's Comprehensive Plan and Land Development Code.

Accordingly, Staff provides conditions as outlined below, should the Commission support the policy decision to incorporate the property into the Commercial FLU.

1) The PUD zoning approval applies specifically to the subject property as described in Exhibit 'A'.
2) Allowable uses shall be limited to those specified in the approved Schedule of Uses (Exhibit 'B') and are limited to a 7,000 SF Convenience Store with 6 fuel pumps (12 fueling positions). Vehicle service, repair or carwashes are expressly prohibited.
3) Development shall conform to standards identified in the Development Regulations Table (Exhibit 'C').
4) All development must adhere to the design and phasing detailed in the approved Master Concept Plan (MCP), identified as Exhibit 'D', and comply with applicable City Land Development Code regulations.
5) Development must connect to the City's potable water and sanitary sewer system. The developer shall be responsible for the extension of utilities to serve the subject property. Proof of adequate service capacity shall be required prior to issuance of site construction permits, including a hydrant system demonstrating adequate and continuous water flow for firefighting purposes.

6) Parking shall be provided on-site in accordance with the City's Land Development Code requirements for all commercial uses, including retail store, food store, and fast food restaurant .
7) A unified Master Signage Plan consistent with the City's Land Development Code shall be required at the time of site construction permitting to ensure cohesive signage design throughout the commercial area.
8) Consistent with LDC Sec. 4-93, the architectural theme for all non-residential buildings shall reflect an Old Florida vernacular style with inclusion of roof overhangs, porches, covered corridors, covered walkways, and pitched roofs
9) Development shall be consistent with illustrative architectural renderings showing all building elevations, canopies, lighting and landscaping.
10) No outdoor piped/amplified music or speaker system is permitted.
11) The State Road 80 Overlay right-of-way buffer must be a minimum of 15-feet wide and contain six (6) large trees per 100 linear feet, a double hedgerow installed at 36 inches and maintained at a minimum of 48 inches, and planted on a 2-foot-tall berm. All other buffers must contain four (4) large trees per 100 linear feet, a double hedgerow installed at 24 inches and maintained at 36 inches.
12) Dumpsters, recycling containers, and service areas must be set back a minimum of 34 feet from the PUD boundaries and appropriately screened with opaque walls or fencing as shown on the Master Plan.
13) No drive-through lane, window, or queuing area shall be permitted.
14) No diesel fueling shall be permitted unless explicitly reviewed and approved via a PUD Amendment requiring public hearings.
15) Signage must be posted to prohibit semi-trailers and large trucks from turning north onto Main Street from the site. Signage must be posted to notify trucks that idling or overnight parking is prohibited.
16) Prior to issuance of a site construction permit, Yeomans Street right-of-way must be vacated or reduced. If at such time, the vacation or reduction is not approved, the Applicant must amend the MCP via the public hearing process to address changes in site design.

SUGGESTED MOTION(S):

APPROVAL:

I make a motion to **APPROVE** the Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, and to APPROVE the rezoning of the subject property to a Planned Unit Development (PUD) to allow for the proposed commercial development.

APPROVAL WITH CONDITIONS:

I make a motion to **APPROVE** the Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, and to APPROVE the rezoning of the subject property to a Planned Unit Development (PUD) to allow for the proposed commercial development, with the Conditions provided by Staff (or as amended).

DENIAL:

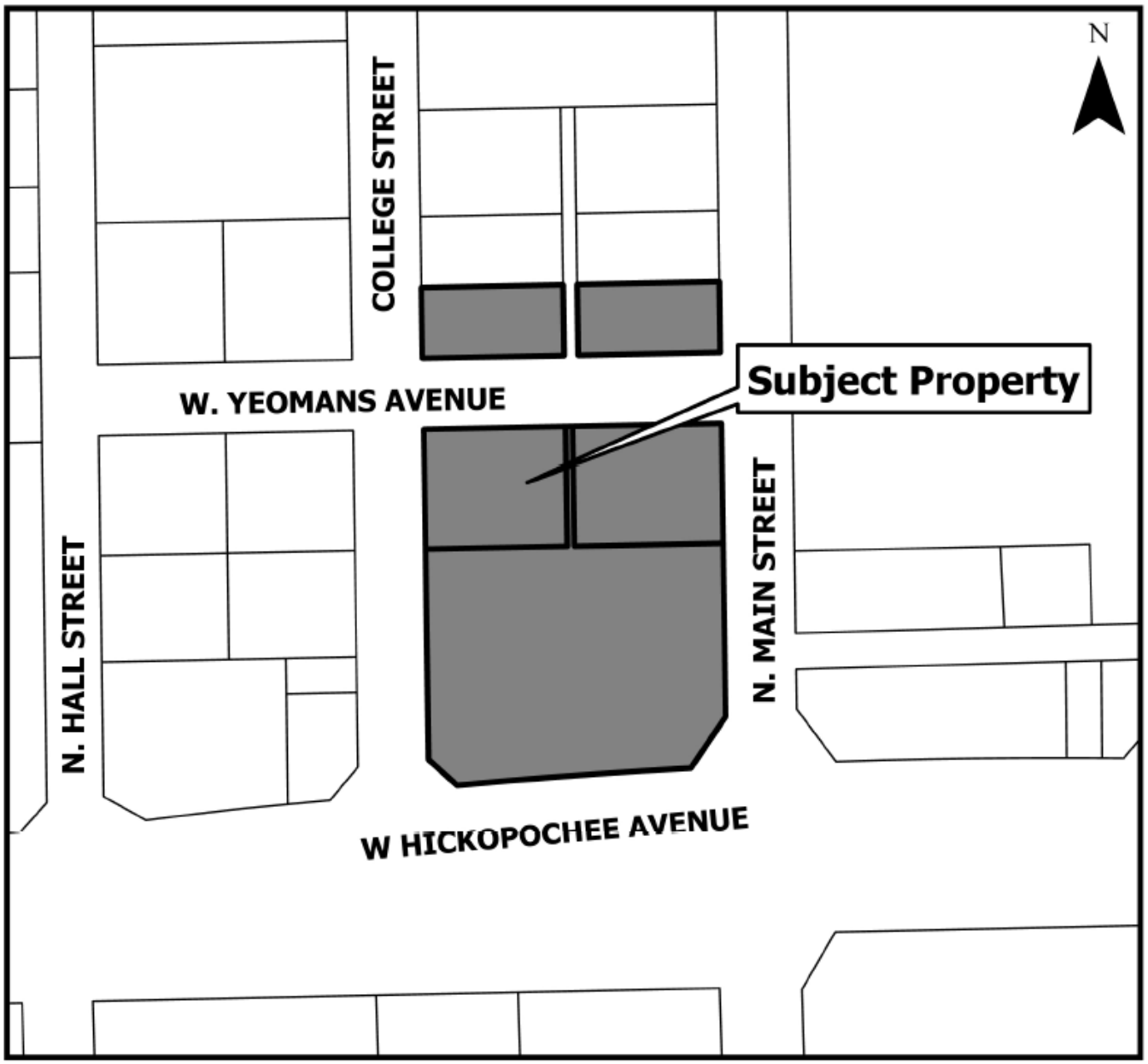
I make a motion to **DENY** the Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, and to DENY the rezoning

of the subject property to a Planned Unit Development (PUD) for the proposed commercial development.

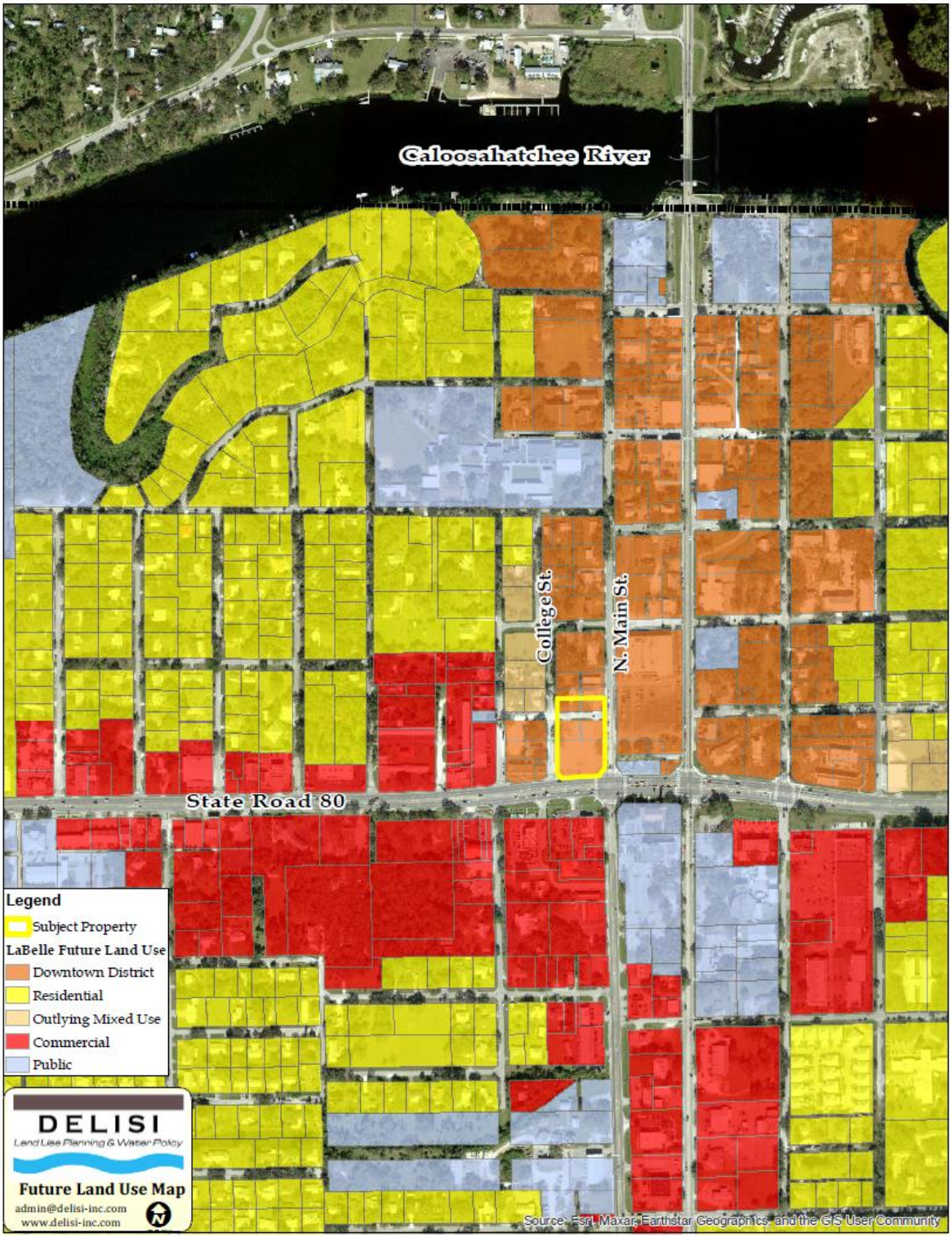
Attachments:

Trading Post PUD Ordinance
Applicant's Master Concept Plan
Applicant's Landscape Plan
Applicant's Architectural Elevations
Applicant's Traffic Impact Study

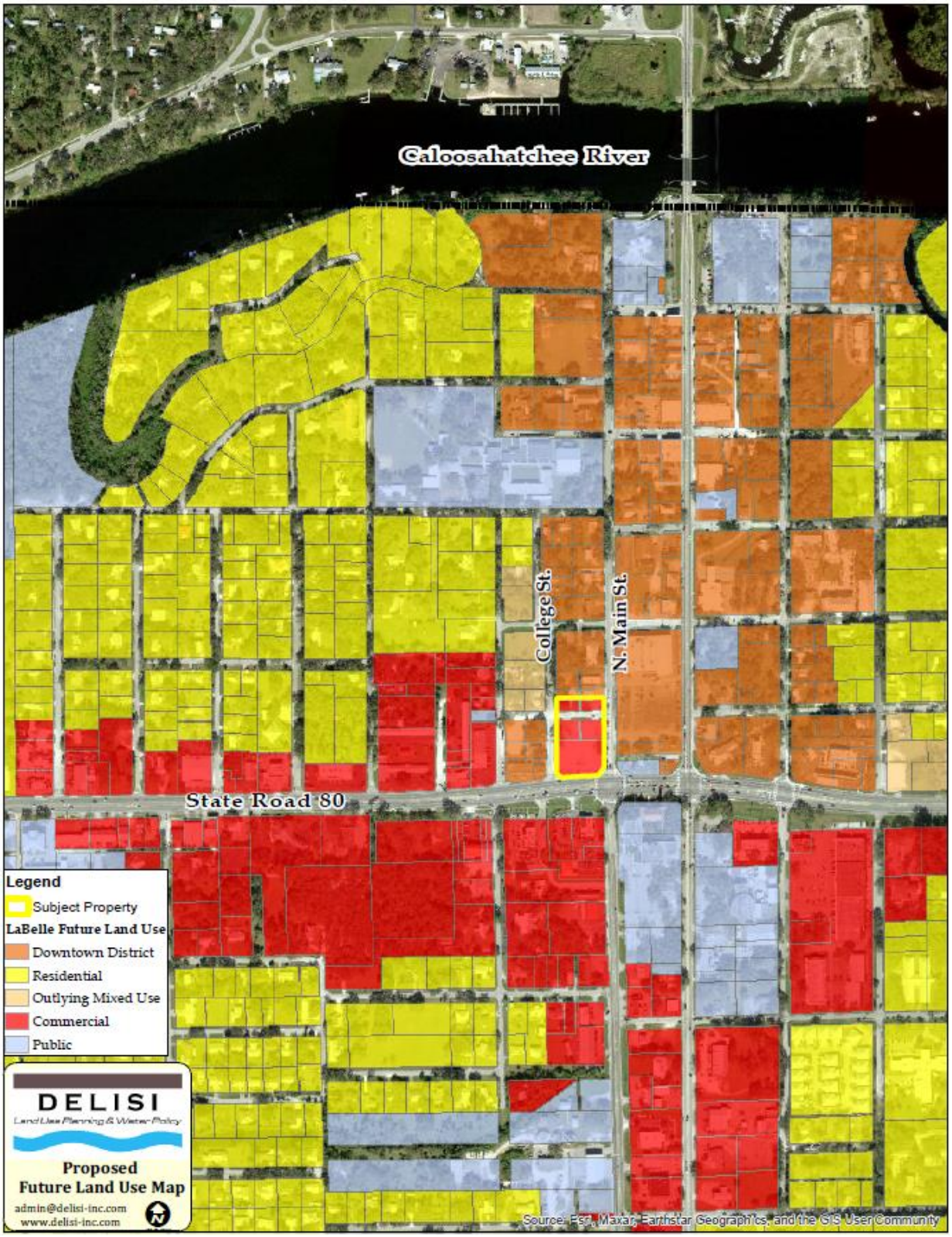
LOCATION MAP



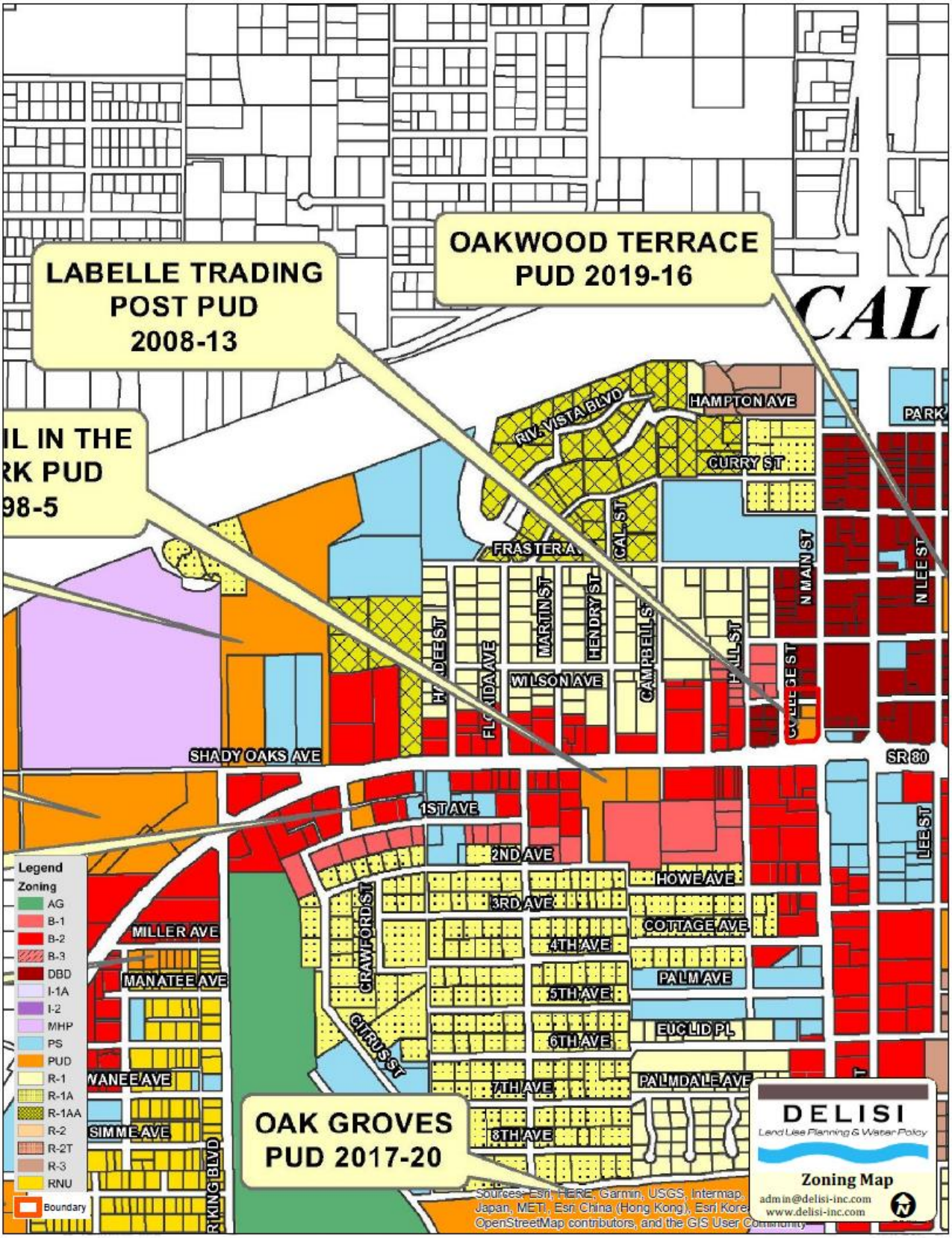
CURRENT FUTURE LAND USE MAP



PROPOSED FUTURE LAND USE MAP



CURRENT ZONING MAP



PROPOSED ZONING

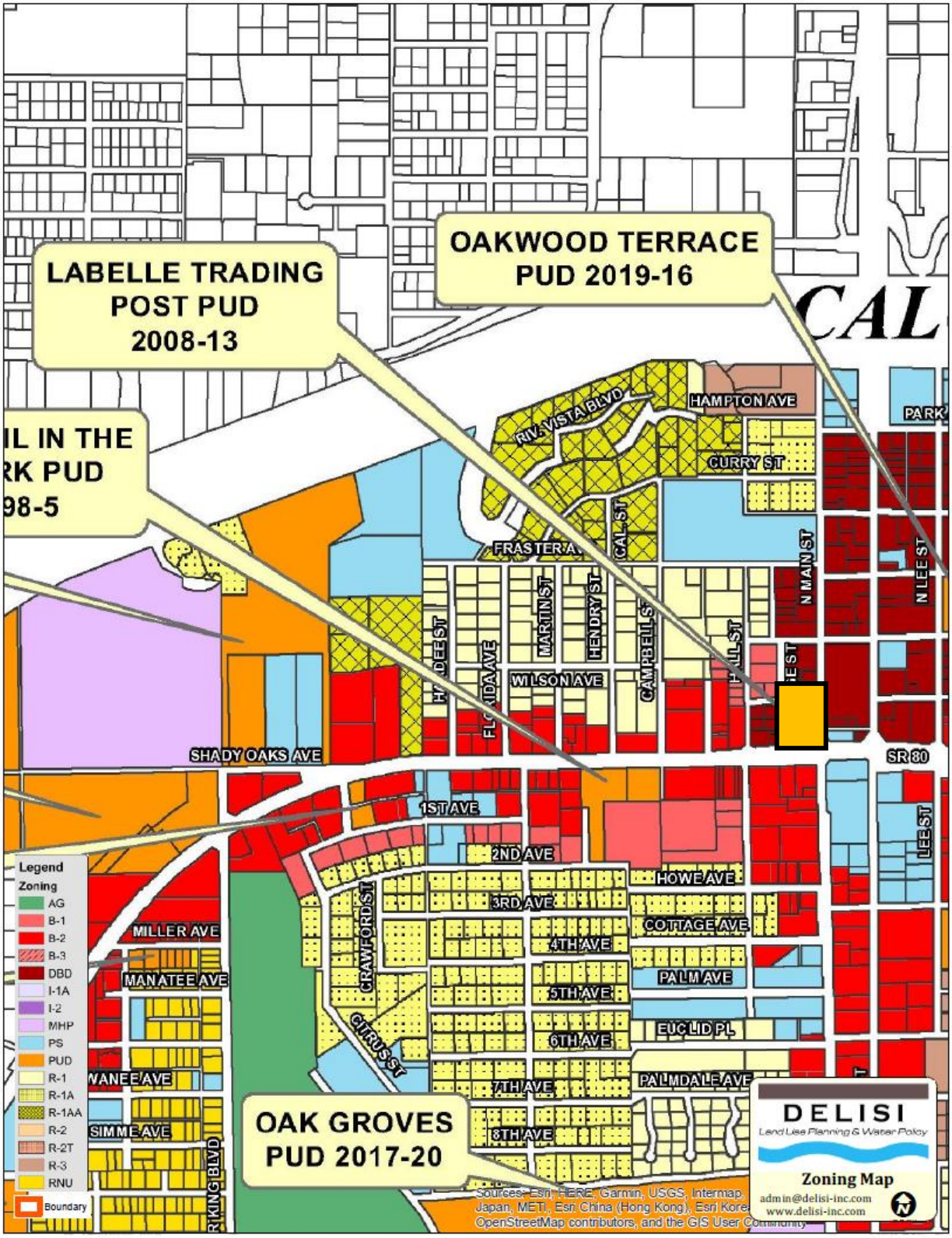


EXHIBIT A
LEGAL DESCRIPTION

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF HENDRY, LYING WITHIN SECTION 2,
TOWNSHIP 29 SOUTH, RANGE 43 EAST, AND FURTHER BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF BLOCK 1, LOT 8 OF THE COURT-HOUSE SUBDIVISION, RECORDED
IN PLAT BOOK 2, PAGE 42, OF THE PUBLIC RECORDS OF HENDRY COUNTY, FLORIDA; THENCE, N00°26’02”W, ALONG THE WEST LINE OF SAID LOT 8, FOR 66.39 FEET, TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL, ON THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET (50’ WIDE RIGHT-OF-WAY); THENCE, CONTINUING N00°26’02”W, ALONG THE WEST LINE OF BLOCK 1, LOTS 8 THROUGH 15 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 232.22 FEET, TO THE SOUTH RIGHT-OF-WAY LINE OF YEOMENS AVENUE (50’ WIDE RIGHT-OF-WAY); THENCE, N00°25’53”W, CROSSING SAID YEOMENS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF SAID YEOMENS AVENUE WITH THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET AND THE SOUTHWEST CORNER OF BLOCK 4, LOT 28 OF SAID COURT-HOUSE SUBDIVISION; THENCE, CONTINUING N00°25’53”W, ALONG THE WEST LINE OF BLOCK 4, LOTS 28 AND 27 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 50.00 FEET, TO THE NORTHWEST CORNER OF SAID LOT 27; THENCE, N89°16’53’E, ALONG THE NORTH LINE OF BLOCK 4, LOTS 27 AND 2 OF THE COURT-HOUSE SUBDIVISION AND CROSSING A 10-FOOT WIDE ALLEY BETWEEN SAID LOTS 27 AND 2, FOR 209.87 FEET, TO THE NORTHEAST CORNER OF SAID BOCK 4, LOT 2 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET (50’ WIDE RIGHT-OF-WAY); THENCE, S00°26’23”E, ALONG THE EAST LINE OF BLOCK 4, LOTS 2 AND 1 OF THE COURT-HOUSE SUBDIVISION AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 50.00 FEET, TO THE SAID NORTH RIGHT-OF-WAY LINE OF YEOMANS AVENUE; THENCE, CONTINUING S00°26’23”E, CROSSING SAID YEOMANS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY OF YEOMANS AVENUE WITH THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AND THE NORTHEASTERLY CORNER OF BLOCK 1, LOT 16 OF THE COURT HOUSE SUBDIVISION; THENCE, CONTINUING S00°26’23”E, ALONG THE EAST LINE OF BLOCK 1, LOTS 16 THROUGH 1 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 206.04 FEET; THENCE, S34°22’34”W, ALONG THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 43.79 FEET, TO THE NORTH RIGHT-OF-WAY LINE OF HICKPOCHEE AVENUE (VARIABLE WIDTH RIGHT-OF-WAY); THENCE, ALONG A NON-TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 4,636.66 FEET, A CENTRAL ANGLE OF 2°02’43”, AND A LONG CHORD OF S86°12’33”W 165.50 FEET, FOR AN ARC LENGTH OF 165.51 FEET, TO THE SAID EAST RIGHT-OF-WAY LINE OF COLLEGE STREET; THENCE N47°20’17”W, ALONG THE SAID WEST LINE OF COLLEGE STREET, FOR 26.96 FEET, TO THE POINT OF BEGINNING. PARCEL (INCLUDING PARTS CURRENTLY ENCUMBERED BY YEOMENS AVENUE AND THE ALLEY BETWEEN BLOCK 4, LOTS 27/ 28 AND 1/2) CONTAINS 72,113 SQ. FT. (1.66 ACRES), MORE OR LESS.

BEARINGS ARE BASED ON THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AS BEARING S00°26'23"E.

EXHIBIT B
SCHEDULE OF USES

Accessory Use or Structure
Convenience Stores, with Gas Pumps
Food and Beverage Sales/Establishments

EXHIBIT C
SITE DEVELOPMENT REGULATIONS

Site Acres	1.58 ac
Min. Lot Area	20,000SF
Min. Lot Width	100 ft
Min. Lot Depth	200 ft
Impervious Area	65% Max.
Max. Height	30 ft
Minimum Setbacks	
Front (SR80)	20 ft
Front (College & Main)	20 ft
Rear (north Property Line)	15 ft
Minimum Open Space	20%

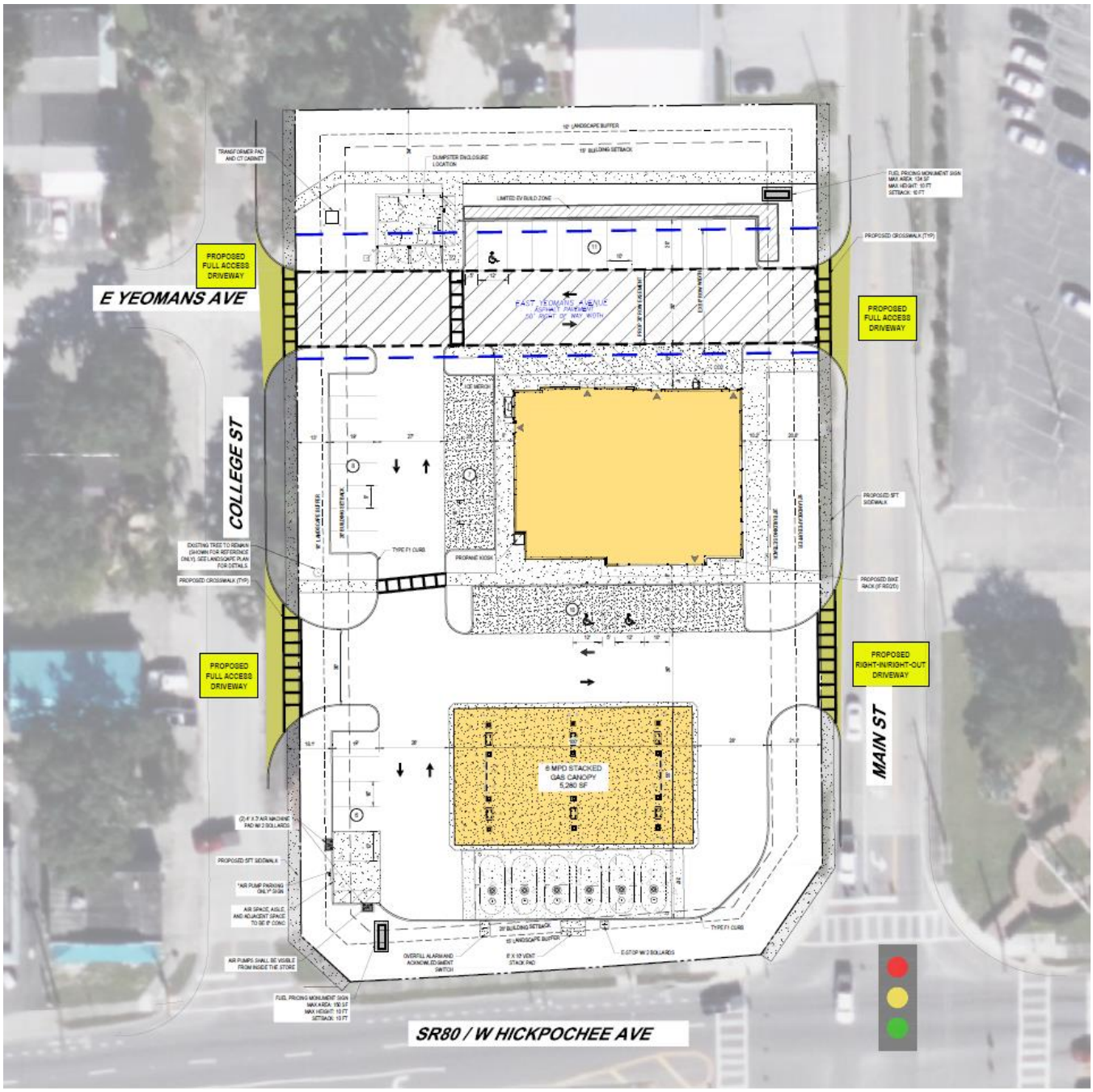



EXHIBIT D
MASTER CONCEPT PLAN