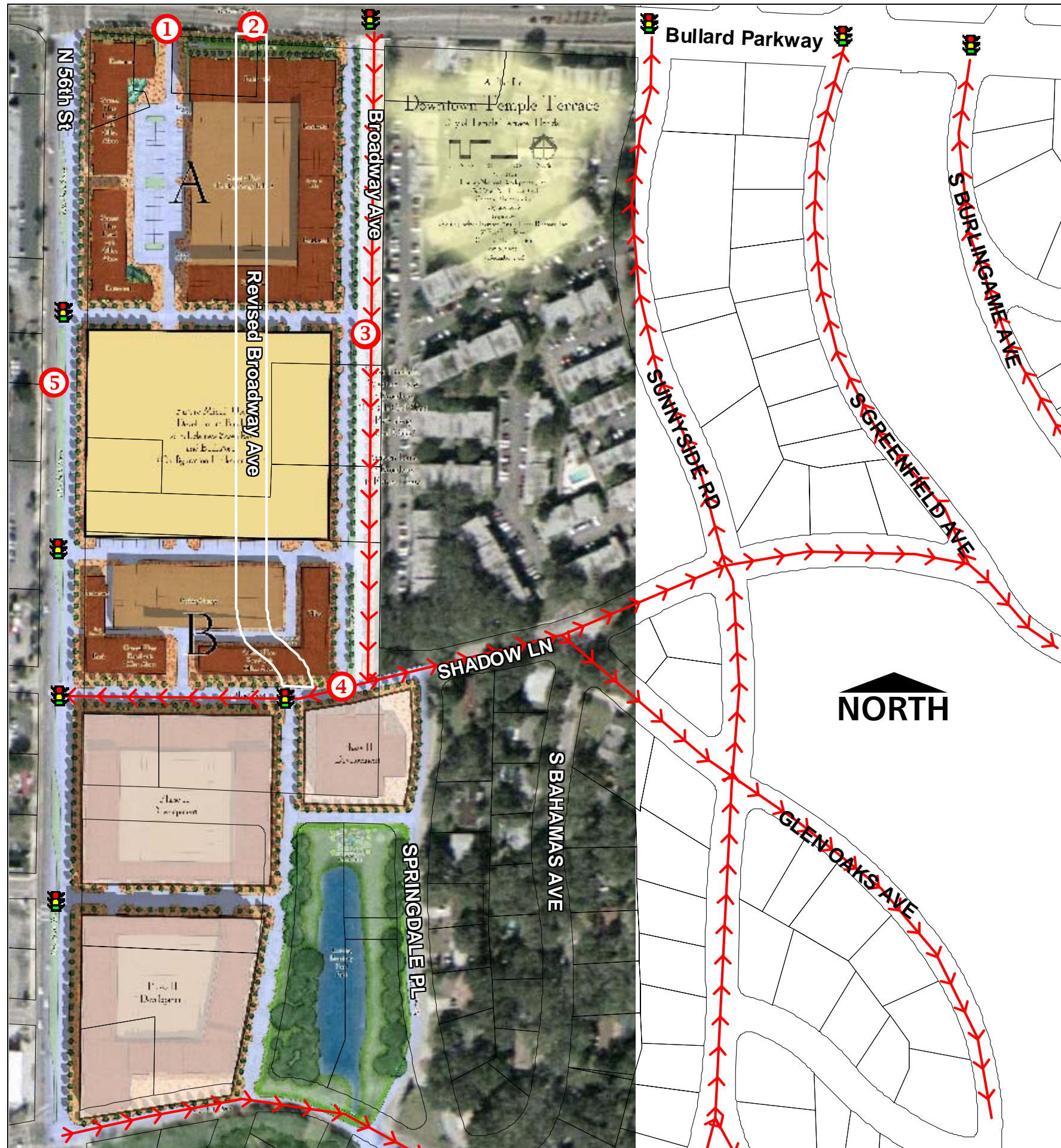


**Improvements To The
Unicorp National Development, Inc.
A Plan for Downtown Temple Terrace
December 15, 2005**

All remarks reference the illustration on the left side of this page and are numbered in accordance with the numbering on the illustration. The traffic light symbols relate to bullet number 5. This analysis is not intended to be exhaustive in scope.



1. The main entrance into the northern end of block A is approximately 160 feet from the N 56th Street curb to the center of the main entrance. When you consider the average length of a household vehicle at 17 feet and allow 3 feet between the bumpers of vehicles in traffic, this will limit the number vehicles lining up to make the turn into the town center to 8. The proposed entrance can only be accessed from the west. **Grid lock** comes to mind.
2. If the main entrance and Broadway are combined at the approximate location of bullet 2 and flow south into the site between the white lines, the site can capitalize on the light that is already in front of the fire station. **Emergency access will be improved.** The distance from the N 56th St curb to the main entrance is increased to approximately 320 feet. It will also alleviate the problems discussed in bullets 3 and 4. It will permit both **east and west access and egress** to the site.
3. Why would you ask the developer to spend an inordinate amount of funds needed to develop a boulevard that only serves one side of the street? If Doral Oaks **ever becomes** an active player in the Down Town project, the road internal to their property along their west side can be used in combination with a service road to create a grand boulevard.
4. If you create Broadway Avenue as proposed, you will have created a very dangerous intersection at the southern end. Better to move it west as outlined in bullet 2 and create a four-way stop with appropriate traffic control. Additionally, the linkage of Shadow Lane as a thru street to N 56th St will encourage hundreds of automotive trips per day through the interior streets of Temple Terrace including Sunnyside, S Greenfield, S Burlingame, S Lockmore, Belle Claire, S Glen Arven and more. **These people did not purchase their homes with this intense road use in mind and the prospects for increase in neighborhood crime.**
5. With all of the openings along the west side of the sight and the increase in traffic from the interior neighborhood streets dumping out onto Bullard Parkway, traffic control will become a problem. The intensity of this development of which less than 50% is sketched, will generate 1,000's of additional trips per day that will come from and spin off to all four points of the compass. **No one will be happy.**

Recommendation: Withhold any vote until these issues can be resolved.