

PROPOSED SMH LAUREL ROAD ACUTE CARE PCD MODIFICATION TO STANDARDS

1. A modification to the requirements of **Sec. 86-412 (a)**, concerning the minimum width of a parking space, is requested. The proposed modification is to reduce the minimum width from ten feet to nine feet.

The proposed parking space width is consistent with the minimum requirements of other nearby jurisdictions and will reduce the amount of impervious surface area in parking fields. For example, the 1220 parking spaces proposed, at 9 ft wide instead of 10, reduces the amount of impervious area by approximately 0.50 acres. The design intent for the campus is to provide valet services for the majority of visitors, especially those who may be suffering from a short term or long-term illness, and to provide convenient customer service, especially those unfamiliar with the campus. Furthermore, significant pedestrian paths are proposed in and around all parking areas to support a safe and pedestrian safe environment for all those visiting the campus.

2. A modification to the requirements of **Sec. 86-431 (b)**, concerning selection of species to use in landscape buffers and open space areas, particularly the consideration of palms as trees, is requested. The proposed modification is intended to allow for spatially appropriate species selection within the site. A list of trees to be approved with the Binding Master Plan is attached to this narrative. The selection of appropriate tree species will offer a compatible landscape solution for a built healthcare environment. All trees selected for the site will comply with the standards of Sec. 86-431(b), such as 10 feet in height and 4-foot spread at time of planting and will achieve at least a 15 foot spread.
3. A modification to the requirements of **Sec. 86-461 (2)** concerning landscaping design standards and submission of plans, is requested. The Binding Master Plan includes cross-section details for roadway buffers, perimeter buffers, and parking field planting. The requested flexibility for perimeter and interior landscaping is intended to support wayfinding within the site, promote visibility, particularly visual recognition of destinations. The proposed design alternatives are also intended to promote consistent visual orientation of structures, providing compatible landscape solutions for a built healthcare environment, while promoting exposure for open vistas from nearby travel ways to provide visual recognition of an iconic gateway to the City of Venice. The landscape theming is intended to be cohesive with, and complimentary to, hardscape elements, as well as the architecture of the hospital and medical buildings.

Sec. 86-461 (2) Screening; plant material. The area shall be so designed, planted and maintained as to be 80 percent or more opaque between two and six feet above average ground level when viewed horizontally. Plantings shall be of a size and type which will ensure the meeting of the 80 percent opacity requirement within no longer than 12 months of the date of first planting. Where questions may arise as to the suitability of proposed plant materials to meet this requirement, final determination of suitability shall be made by the director of public works.

Regarding requirements for opacity (86-461.(2)), the standards established in the Land Development Code are subjective, and have a temporal element that becomes a challenge for monitoring purposes. Additionally, according to the Code, the Public Works Director is to make the final determination of suitability. For those reasons, and in order to simplify the compliance review

process, specific planting standards are proposed for buffers, in lieu of a commitment to opacity requirements and plant heights over a twelvemonth timeframe. It is intended by the standards proposed to provide a Quantitative over Subjective Design and Review requirement.

4. **A modification to the requirements of Sec. 86-411 (8) (9) & (10)**, concerning landscaping design standards and submission of plans, is requested. The Binding Master Plan includes cross-section details for roadway buffers, perimeter buffers, and parking field planting. The requested flexibility for perimeter and interior landscaping is intended to support wayfinding within the site, promote visibility and visual recognition of destinations. The proposed design alternatives are also intended to promote a consistent visual orientation to structures, providing compatible landscape solutions for a built healthcare environment and provide open vistas from nearby travel ways to an iconic gateway to the City of Venice. The landscape theming is intended to be cohesive with, and complimentary to, hardscape elements, as well as the architecture of the hospital and medical buildings.

Sec. 86-411 (8) *Landscaping between parking tiers. Where tiers of interior parking spaces are proposed to abut one another, the facilities shall be designed so as to have an area of not less than five feet in width maintained between such tiers, which shall be landscaped in accordance with this chapter.*

Sec. 86-411 (9) *Landscaping of other areas. Facilities shall be constructed so that interior portions of off-street vehicular facilities not utilized specifically as a parking space or maneuvering, or other vehicular use area shall not be paved but shall be landscaped in accordance with this chapter.*

Sec. 86-411 (10) *Curb stops. Facilities shall have curbs or motor vehicle stops or similar devices so as to prevent vehicles from overhanging on or into adjacent property, or from encroaching into required landscaped areas.*

The design alternative proposed to Sec 86-41(8 and 9) is requested in order to provide safe and enhanced pedestrian corridors/paths between the parking tiers in lieu of pedestrians in potential conflict with vehicular movements within drive aisles. The parking areas proposed will contain a special and significant volume of patrons requiring assistance and safe access to the medical facilities proposed. Any reduction of landscape area within the “interior” landscape islands will be compensated in area through the significant buffering around the parking areas.

The design alternative proposed to Sec 86-41(10) is requested in order to reduce the potential tripping hazards in the parking fields proposed. As stated above, the population of visitors to the facility will contain a significant amount of injured and/or disabled pedestrians which will require specific attention to accessibility to the facilities proposed.

5. Request for a modification from **Sec. 86-438 (1 & 2)**. With the Phase 1 development of the campus, the infrastructure is intended to be extensive and service the campus for the foreseeable future.

There are many site design considerations which have been and will continue to be analyzed to accommodate the use of the Hospital and Medical campus which far exceeds the needs of a typical commercial development. For instance, instead walking through the parking aisle in a standard or typical parking lot design, safe pedestrian sidewalks and crosswalks traversing the majority of the parking fields are proposed. This site design is thoughtful of the high volume of patients and visitors

who will require a safe, and clearly marked pedestrian pathway to and from the hospital, ER and Medical office building.

Sec. 86-438 (1) *Off-street parking areas in excess of 1,500 square feet or five off-street parking spaces shall have at least ten square feet of interior landscaping for each parking space, excluding those spaces abutting a perimeter for which landscaping is required by other provisions of this division. Other vehicular use areas in excess of 1,500 square feet shall have ten square feet of landscaped area for each 500 square feet or fraction thereof of vehicular use area.*

Sec. 86-438 (2) *Each separate landscaped area shall contain a minimum of 100 square feet, with a minimum dimension of at least five feet, and shall include at least one tree, with the remaining area adequately landscaped with shrubs, ground cover or other landscaping material. The total number of trees shall not be less than one for each 100 square feet or fraction thereof of required interior landscaping area. Such landscaped areas shall be located in such a manner as to divide and break up the expanse of paving and at strategic points to guide traffic flow and direction. Where a landscaped area between abutting tiers of parking is provided, one tree shall be provided for each 50 linear feet of such landscaped area.*

Sec. 86-438 (3) *In other vehicular use areas where the strict application of this section will seriously limit the function of the area, such as off-street loading areas, the required landscaping may be located near the perimeter of the paved area. Such required interior landscaping which is relocated as provided in this subsection shall be in addition to the perimeter landscaping requirements.*

The proposed zoning standards for the parking lot design is intended to meet the intent of 86-438 (1&2) but modifies and simplifies the requirement in order to accommodate the specific needs of the hospital campus environment. Sec 86-438(3) generally provides for the mechanism of the proposed design standards and alternatives provided, but in way of which each application would require to be re-analyzed. The design standards provided as an alternative to Sec 438 (1) and (2) provide a simplistic quantitative analysis for future applications (which are likely to be often with a medical campus) whereby the minimum square footage of landscape area is consistent with Sec 86-438 (2), but with the added quantitative criteria of a maximum of 15 uninterrupted spaces. Additionally, pedestrian walks are currently proposed, as well as significant way-finding signage, lighting and healthy landscape buffers to the parking areas. In lieu of less desirable and less functional landscape islands that are not as beneficial to the maneuverability and buffering of the parking fields, the proposed zoning standard limits the maximum number of parking spaces in a row, with a minimum interior landscape island area requirement of 100 SF. This is intended to ensure significant trees can be planted in these areas.

6. Request for a modification from **Sec. 86-461 (1) and Sec 86-437 (1)**. This request for modification applies only to the South Property Line. The existing 170-ft wide FPL easement extends from the south property line north for 170-ft. The FPL ROW Use Guidelines would not allow for significant landscape features as the maximum heights of the plants are significantly reduced below 14 ft in height to limit future growth of vegetation in the FPL easement which may hinder access and maintenance of the Transmission lines in the future. Furthermore, the buffer location as shown would allow for the possibility of a fence to limit the visibility of features from the south property line into the campus.

Sec. 86-461 (1) Dimensions. The landscaped buffer area shall not be less than ten feet in width measured at right angles to property lines and shall be established along the entire length of and contiguous to the designated property lines.

Sec 86-437 (1) Where such area abuts property zoned or, in fact, used primarily for residential or institutional purposes, for that portion of such area not entirely screened visually by an intervening structure or existing conforming buffer from an abutting property, a landscaped buffer shall be provided in accordance with this division. **Such landscaped buffer shall be located between the common lot line and the off-street parking area or other vehicular use area exposed to the abutting property so that the purpose of screening the off-street parking area or other vehicular use area is accomplished.** The vertical requirement for such landscape buffer area may be reduced to not less than three feet by the administrative official where the only vehicular use area to be screened is a driveway not exceeding ten feet in width.

Cross section C-C of the Binding Master Plan identifies the landscape buffer adjacent to the project drive aisle, rather than at the edge of the property. This site design alternative is intended to give adjacent residents a greater sense of separation from the hospital campus. Placing the buffer closer to the use also enables the easement to remain open for use by Florida Power & Light. The provision of an optional wall is intended to provide noise and illumination spill mitigation associated with movement of people and vehicles throughout the campus.

7. **Request for a modification to Section 86-412** – One-way parking aisle width reduced to 18 ft from 20 ft per the code. The proposed reduced aisle width does not reduce the maneuverability of the driver, but instead enhances the pedestrian experience. Furthermore the reduction of impervious area allows for additional pervious landscape areas.

As indicated below, the only dimension standard with Code Section 86-412 requested to be modified is the one way aisle width from 20 feet to 18 feet.

Sec. 86-412. - Dimensional standards for parking areas.



(a) Each parking space shall be a minimum of ten feet in width by 18 feet in length. Handicapped parking spaces shall comply with state statutes. Minimum aisle width shall be as follows:

Angle of Parking	Aisle Width (feet)	
	One-Way	Two-Way
Parallel	20 18	20
30°	20 18	22
45°	20 18	22
60°	20 18	24
90°	20 18	24
Entrance/exit	20	24
Parking access drives	20 18	24

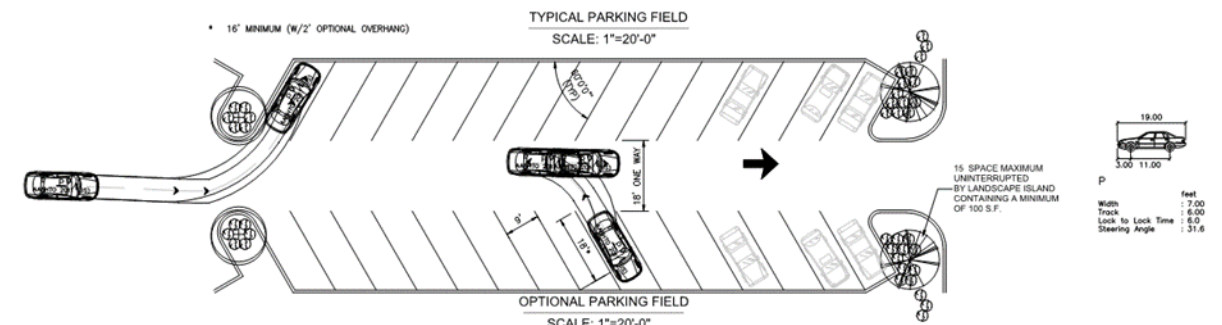
As reference the City of Sarasota Code Section-209, for a one way 45° a minimum drive aisle of 12 (48 feet total aisle width – 18 feet for each side) feet is allowed and up to a 90° a minimum 18 feet (54 feet total aisle – 18 feet for each side) is allowed.

OPTIONAL TWO FOOT ENCROACHMENT, TYPICAL

ANGLE	A	B	C	D
45°	30'	38'	48'	52'
50°	31'	39'	49'	53'
55°	33'	40'	50'	54'
60°	34'	41'	51'	55'
65°	35'	42'	52'	56'
70°	36'	43'	53'	57'
75°	37'	44'	54'	58'
80°	38'	45'	54'	58'
85°	39'	46'	54'	58'
90°	40'	47'	54'	58'

Minimum Parking Space Dimensions

Below is a representative exhibit showing the maneuverability of a vehicle utilizing an 18-foot wide drive aisle.



8. A modification to code **Sec. 85-520.a.(1-2)** to remove the requirement to construct a sidewalk along a portion of the Property that abuts the FDOT Limited Access ROW. Approximately 1000 LF of sidewalk is not proposed to be constructed due to the safety concerns with the FDOT Limited Access and Full Access ROW. Currently, there are no plans to extend pedestrian access across the Laurel Rd Overpass. As an alternative to providing a 5ft sidewalk along this frontage, the 5-ft sidewalk is proposed to terminate into the new Hospital Campus, providing a safe terminus into the site, and limiting the potential for a Pedestrian to walk to the intersection of the I-75 SB ON-ramp.
9. Modifications to monument/ground sign designs as outlined under **Sec. 86-402(b)(1)** are requested. Standards request all signage include a base, column, and cap design. Monument signs may or may not include these details, as the signage will most likely be designed to complement the building architecture. Guide and parking signs will not necessarily include the side column or cap details as they require a more simplistic design and are typically placed in areas with tighter footprints.
10. Modifications to sign lighting standards as outlined under **Sec. 86-402(d)** are requested to allow the identification of Emergency, when included on any sign type, to be internally illuminated such that the background glows red with white text. This is a healthcare industry standard for the treatment of Emergency, increasing recognition of the destination and improving safety for navigating in an emergent situation.
11. Changeable copy sign restrictions from **Sec. 86-402(e)** have limitations regarding the timing of messages, size of text, and use of graphics. A modification to these limitations is requested allowing up to 75% of the maximum sign face area to be digital, displaying static graphic images, and messaging cap heights lower than six inches. The hospital would like to display static graphics created internally to educate the community on health-related issues and opportunities. This may include messaging smaller than 6", such as 3-4" cap heights, to not distract from the key wayfinding information that will also be displayed on the sign.
12. Modifications to placement of signs, as outlined in **Sec. 86-402(h)** are requested to allow for proper sign placement at decision points within the tight boundaries between curbs, sidewalks, and utilities. When necessary this means signs may be placed less than five feet from a driveway, curb, or edge of pavement.
13. Modifications to the hospital signage restrictions as outlined under **Sec. 86-403(b)(2)a** are requested. Alterations will allow for more flexibility to properly identify site entrances from public streets, provide directions at decision points, and unmistakably identify public and non-public building entrances and parking. Wayfinding on a hospital site requires taller sign sizes, larger message height, and more frequent sign placement to safely direct patients and visitors to their destination, keeping in mind emergency situations and a visitor's typically distracted state of mind. Sign height is increased to allow better visibility in traffic. Identification and direction giving signs may be internally illuminated to provide optimal visibility during all weather conditions and 24-hours a day. Larger on-building signs pull patients and visitors from long distances,

reconfirming their arrival point. Entrances may include multiple signs to provide visibility from the inner circulation loop, drop-off lane, and parking. Guide signs and parking identification signs need to be larger than 12 sq ft to properly list multiple destinations at decision points, using cap heights appropriate for the speed of traffic, distance away, and number of destinations on the sign.

14. Modifications to the allowable size of a sign facing the I-75 right-of-way as outlined in **Sec. 86-403(b)(2)a** are requested. Hospitals provide emergency and repeating care for local and visiting patients. Allowing properly sized logo identification on the building that is readily visible to passing and exiting traffic will improve the wayfinding and vehicular safety for patients and visitors not familiar with the area. The sign may be placed on a backer panel to allow for easier and cleaner updates, should the facility be rebranded.