

June 25, 2021

Mr. Peter Hofheinz, AICP
Assistant Director of Planning & Zoning
Planning & Zoning Department
City of Palm Beach Gardens
10500 N. Military Trail
Palm Beach Gardens, FL 33410



Urban Planning and Design
Landscape Architecture
Communication Graphics

RE: ALTON MEDICAL CENTER
- **RESPONSE TO STAFF COMMENTS**
PBG REF: #PCDA-20-12-000042
SPLN-20-12-000050
#CUMJ-21-01-000066

Dear Mr. Hofheinz:

Please accept this letter and accompanying documents on behalf of our clients, KH Alton, LLC; KG Donald Ross, LLC; and Pasteur Healthcare Properties, LLC; as our response to the City Staff comments, dated March 2, 2021, regarding the above-referenced petitions.

In response to the City comments and subsequent discussions, the development program for the Alton Parcel B site has been revised. The current approved development program for Parcel B is 1.032 million square feet of Industrial/R&D/Biotech uses, 1.2 million square feet of office uses, 300 hotel rooms, and a 256-bed assisted living facility.

In the initial submittal, the Applicant requested to convert through a traffic equivalency 502,000 square feet of approved Industrial/R&D/Biotech uses within Parcel B to the approved use of a hospital with up to 450 beds. In addition, we are seeking convert 500,000 square feet of professional office, 530,000 square feet of Industrial/R&D/Biotech, and 300 Hotel rooms to a maximum of 478,260 square feet of medical office space.

With the revised master plan, the Applicant will be requesting to convert 972,000 square feet of Industrial/R&D/Biotech uses to provide a maximum of 450 hospital beds and 160,000 square feet of medical office. With this request, Parcel B would be approved for the following uses: 1,200,000 square feet of office uses, 160,000 square feet of medical office uses, 450 hospital beds, 300 hotel rooms, and, 256 assisted living facility beds. With this proposed conversion, there will be a net decrease in the overall approved project AM and PM Peak Hour trips by approximately 8%. Also, when looking at the specific conversion for industrial to medical center the reduction in approved trips is 34% in the am and 16% in the pm.

In addition, the Site Plan Application has been revised to reflect a total of 240 beds, which is a reduction from the 270 beds originally proposed. In addition, the site plan has been revised to improve the circulation through the site and to increase the amount of pedestrian area, including a "healing garden" and a covered pedestrian connection between buildings within the project.

When the Alton PCD was approved in 2010, the building height and setback from the residential neighborhoods to the south were specifically addressed with the development approval and adopted Alton Design Guidelines. The Design Guidelines limit buildings to 150 feet in height within Parcel B. Buildings which are 150 feet in height are required to be setback 150 feet from the southern property line. Within that setback, a 25-foot landscape buffer is required.

The Applicant is proposing a hospital building that is 118 feet tall that is setback approximately 360 feet from the southern property line. The proposed hospital has been oriented to have the smallest dimension of the patient wing face the project's southern boundary. The Applicant is providing a 50-foot-wide buffer with a six-foot-high berm and six-foot high wall. The Applicant doubles the setback and buffer requirements of the approved Design Guidelines for this specific area. The dense landscaping, along with the berm and wall, will help mitigate any impact on the surrounding property.

For your convenience, I have copied the comments in **bold** while the responses follow in *italics*.

Planning and Zoning

PCD Amendment

- 1. Please include bubbling/clouding on all submitted plan sheets to clearly identify proposed changes, ensure that all resubmitted plans contain plan revision dates, and provide an electronic copy of the resubmittal.**

The revised portions of the attached development plans have been "clouded" to allow for an easier identification.

- 2. Pursuant to Condition of Approval Number 8 of Resolution 80, 2009, "Notice of transfer of all or a portion of the subject property shall be filed with the City of Palm Beach Gardens. Prior to transfer, the transferee shall assume, in writing on a form acceptable to the City Attorney, any and all applicable commitments, responsibilities, and obligations pursuant to the Development Order. The intent of this provision is to ensure that subsequent property transfers do not jeopardize the unified control, responsibilities, and obligations required of the project as a whole." Please address.**

The subject property for the proposed Alton Medical Center has been recently sold to Pasteur Healthcare Properties, LLC. A copy of the Warranty Deed has been attached for your information. The City has been informed of the pending sales of the other property within Alton during the site plan review process for such projects as UTC, Clarity Pointe and Alton Town Center. By its zoning and land use designation, the proposed Alton Medical Center project remains within the Alton PCD with all the benefits and responsibilities associated with that membership.

- 3. If, pursuant to the comment above, property has been transferred, please update all development applications and materials as appropriate with the new ownership.**

An Owner Authorization form and Financial Responsibility form has been signed on behalf of the Pasteur Healthcare Properties, LLC.

- 4. Staff has significant concerns with the proposed overall intensity of the Applicant's PCD amendment conversion. The ultimate proposed development program of 450 Hospital beds and 478,260 square feet of Medical Office seems unachievable based on the proposed site plan and development constraints. At a minimum, the Applicant needs to prepare a conceptual ultimate build-out plan that identifies and details how the entirety of this development program can be achieved and constructed.**

As discussed above, the overall build-out of the medical office portion of the project has been reduced to 160,000 square feet while allowing the approved 300 hotel rooms and total of 1,200,000 square feet of office space to remain within the Parcel B entitlement.

- 5. Please revise the “Traffic Equivalency for PCD Amendment” prepared by O’Rourke Engineering and Planning, to utilize the Alton Land Use conversion matrix instead of the submitted traffic equivalency for the proposed hospital.**

The conversion matrix has been added to the revised PCD Amendment Traffic Analysis.

- 6. Please revise the paragraph title on page 2 of the “Traffic Equivalency for PCD Amendment” prepared by O’Rourke Engineering and Planning, to read “Proposed Parcel B Conversion for Alton Medical Center”, it states, “Parcel D”.**

The reference document has been corrected to reference Parcel B.

- 7. Based on the Applicant’s request for an amendment to the Alton PCD, please provide signed consent and authorization from the overall Alton Property Owners Association approving the proposed modifications to the PCD.**

As the PCD Amendment has been revised, the revised request has been provided to the Alton Property Owners’ Association for their review and approval. This will be provided under separate cover.

- 8. Based on the proposed modifications to the Alton PCD including land owned by Pasteur Commercial Investments, LLC, KG Donald Ross, LLC, and KH Alton, LLC, please provide documentation for compliance with Section 78-46(e)(5). If the property has been sold or transferred after this application submittal, please provide updated documents consistent with that sale or transfer.**

The site subject to the site plan application has been sold to Pasteur Healthcare Properties, LLC. A copy of the Special Warranty Deed is attached for your review. In addition, an updated Owner Authorization is provided reflecting the Pasteur Healthcare Properties, LLC ownership.

- 9. Please provide documentation and written description of compliance with Section 78-46(f)(2)r(2) and 78-46(f)(2)s(2).**

The Alton PCD was originally-approved as the Scripps Florida – Phase II/Briger Development of Regional Impact, which are exempt from unity of control requirements referenced in the code sections cited above.

- 10. Comprehensive Plan Policy 1.3.1.2 requires a market study be submitted indicating the economic feasibility of a development and the location advantage over existing commercial and industrial lands for proposed commercial and industrial development requiring a land use change. While the Applicant is not requesting a land use change, based on the Applicant’s proposed total conversion of the site’s Industrial/Research & Development/Biotech square footage to the specific uses of a Hospital and Medical Office, City Staff strongly encourages the Applicant justify the conversion by providing a market study as discussed above.**

A report on the "Economic & Fiscal Impacts of the Alton Medical Center" has been prepared by PFM Group Consulting LLC and is attached for your review and information.

- 11. The project site is located within the City's Bioscience Research Protection Overlay (BRPO) which is described in Comprehensive Plan Policy 1.1.2.2. The BRPO was established to protect lands that anticipated the need for hospitals and research. Please describe, if any, what research and collaboration components, agreements, or efforts that the Applicant might be engaging in with Florida Atlantic University and/or Scripps.**

Hospital representatives have already met with representatives from Florida Atlantic University, Scripps Research, Florida, and the Max Planck Florida Institute for Neuroscience to begin discussions and explore opportunities for collaboration.

- 12. Please provide justification and analysis for the required Parcel B lake expansion for Staff review and comment. Based on Staff's review of the size and locations of stormwater lakes within the PCD, a higher stormwater burden appears to be imposed on Parcel B. This is a concern for Staff as it encumbers development area and cannot support any additional lake expansion within the PCD employment center without justification and analysis based on overall proposed project intensity.**

As previously discussed with Staff, the proposed lake expansion is required as part of the Alton master stormwater management system and is not driven by the proposed use / land use intensity. The permits for this expansion have been approved by South Florida Water Management District.

- 13. Please acknowledge, in writing, compliance with the following items relating to the proposed potential helistop:**
- a. Compliance with the requirements of F.S. Chapter 330.**
 - b. Refueling, maintenance, and repairs will be prohibited.**
 - c. Shall not be utilized for overnight parking of aircraft.**
 - d. Shall establish and utilize a standard approach and departure route that minimizes impact on adjacent properties.**
 - e. Shall not be used for commercial purposes, such as regularly scheduled commercial flights for the transportation of passengers or products.**

The heliport will be designed and registered in accordance with Florida Statute Chapter 330. The landing area is a helistop, accordingly no refueling, maintenance, repairs overnight parking of aircraft will be permitted. No commercial services will be permitted at this landing area. The purpose of the helistop is to expressly serve the hospital for medical matters only. The helistop note has been added to the development plans. The approach and departure paths have been designed in accordance with FAA Advisory Circular 150/5390-2C Heliport Design.

- 14. Please revise the reference to "helistop" instead of "helipad" for consistency with Section 78-159 of the City's Code.**

The Plans and Project Narrative have been updated to remove all references to "helipad" and "heliport" and replace them with "helistop".

- 15. See the Major Conditional Use section of this comment letter for Staff comments related to the proposed modification to the PCD's list of permitted uses.**

Acknowledged.

Site Plan Application

- 16. Based on the Staff comments contained in this DRC review, significant and fundamental design changes need to be proposed for this project. These include, but are not limited to, relocating the hospital building to the northern area of the project, including structured parking to eliminate a significant majority of surface parking, designing a stormwater system that does not rely on dry detention and expansion of lakes, and providing significant improvements to the project's architecture.**

A 29-foot high section of the hospital is proposed to be setback 255 feet from the southern property line. The approved Design Guidelines allow for buildings up to 75 feet in height to be located 55 feet from the southern property line. The proposed setback is nearly five (5) times the requirement for the property.

The hospital consists of two main floors for common services and a five-story and seven-story towers. The seven-story patient wing, which will be 118 feet in height, has been oriented so the small dimension (approximately 80 feet) of the building faces north and south, while the long elevation of this portion of the wing faces the Interstate 95 and Clarity Pointe and the future Scripps Florida development. This orientation limits any visual impact from off-site properties. The five-story patient wing which is perpendicular to Interstate 95 will have a building height of 78 feet.

Please note that the 118-foot portion of the hospital is setback approximately 360 feet from the southern property line. The adopted Design Guidelines specifically limits buildings in the area of the PCD to a maximum of 150 feet in height and those building must be at least 150 feet from the southern property line. The proposed setback for the tallest portion of the hospital, which is only 78% of what is permitted, is more than double the setback allowed.

With these large setbacks, the hospital has been shifted north as far as can be accommodated without adversely impacting the operations of the facility.

Regarding the project's stormwater management system, the project's civil engineer has confirmed with the Seacoast Utility Authority that the Wellfield Protection Ordinance, the South Florida Water Management and Florida Department of Environmental Protection prevents the provision of exfiltration trenches or other underground storage facilities with Zones 1 and 2 of a water supply well. Because of the placement of two SUA well sites on the subject site and the surrounding geology, zones 1 and 2 of the proposed wells will encompass a majority of the subject site area. This location near the water wells eliminates exfiltration (or underground chambers) as an alternative for the required ½" of dry water quality pre-treatment (must be above ground dry detention with a 100' minimum separation to the well, as we have currently designed).

In addition, the Applicant has confirmed with Brandon Ulmer of Thomas Engineering (Engineering the PCD) that the lake expansions as shown are required regardless of proposed hospital use or intensity. The expansion is a part of the total water management area required by permit for this

basin. It's important to note that Thomas Engineering has already obtained a Permit from SFWMD to construct the required lake expansions as shown on the current site plan (copy attached).

- 17. The site design includes very minimal, if any, identifiable and amenitized pedestrian linkages on site. Any remaining surface parking areas should include convenient and safe pedestrian connections to buildings. Staff recommends the Applicant review the PCD's Design Guidelines and the Design Principles outlined in the Design Guidelines and revise the project's site design accordingly.**

Pedestrian areas have been expanded and new areas, including a "healing garden", have been designed near the entrances to the hospital and emergency room. These gathering areas feature decorative pavers, benches, specimen landscaping and the future location of the hospital's Art in Public Places requirement. The pedestrian amenities have been placed at these locations close to the hospital to provide outside areas for relief and reflection. These pedestrian gathering spaces are connected to the site plan's sidewalk system which connects to the existing 8-foot wide sidewalk along Pasteur Boulevard, which links to the City's Parkway system along Donald Ross Road.

- 18. The project needs to include a significant outdoor recreational amenity for patients, visitors, and staff to utilize. The design of this amenity needs to provide connectivity within the site to the sidewalk system and other onsite amenities. Please revise.**

As described above, pedestrian gathering area has been located near the entrances for the hospital and emergency room. These enhanced areas will feature seating areas, specimen landscaping and public artwork.

- 19. The project narrative did not include any details or description of the proposed hospital's operations, staff arrival shifts, number of employees, economic impact, selected medical specialties, or specific areas of medicine that the hospital will focus on. Please address.**

Attached for your review and information is an Economic & Fiscal Impact analysis conducted by the PFM Group Consulting, LLC. The report indicates that the hospital and medical office building, at build-out, will generate 3,712 local jobs with wages of \$265.2 million and total annual economic output of \$606.8 million each year. Specifications on the hospital operations, such as shifts and specialties, have not been determined yet. However, the hospital will not be a trauma center and the proposed helistop will be for sending patients to other facilities for more specialized or trauma care.

- 20. The Applicant needs to provide a written description in the project narrative and demonstrate through site design how the 24-hour operation of this use, which generates noise, lighting, proposed use of helistop, and ambulance/first responder arrival, will be addressed and mitigated due to the proximity of this proposed use to the residential neighborhood to the south and Assisted Living and Memory Care facility to the east. Based on the Applicant's proposed location of the hospital building, the 24-hour operation of the hospital is not being adequately mitigated from the adjacent uses.**

The approaches and departures have been designed to avoid residential areas as much as possible. Additionally, the hospital's pilots will operate using fly neighborly procedures. Fly Neighborly is a voluntary noise reduction program that seeks to create better relationships between communities

and helicopter operators by establishing noise mitigation techniques and increasing effective communication.

- 21. Please address the proposed project's commitment (if any) to sustainability features and designs. This should include site design, infrastructure, architecture, energy usage, irrigation, etc. If environmentally-friendly, green design techniques and sustainability have not been included in the site design and buildings, then changes need to be made.**

The facilities have been designed with the intent to meet the International Energy Conservation Code (IECC) requirements for lowering energy needs and overall resource consumption. The IECC is a model code adopted by many states and municipalities in the country for the establishment of minimum design and construction requirements for energy efficiency. Energy efficient windows, doors, air-handling equipment and plumbing will be incorporated within the construction of the proposed buildings.

- 22. The City's Comprehensive Plan encourages development to utilize sustainable design techniques, green building construction, provide open space, and reduce surface pollution. Constructing structured parking and eliminating the project's surface parking is consistent with the City's Comprehensive Plan. See Policy 1.3.6.1 and Goal 6.2.**

Furthermore, Condition of Approval Number 48 of Resolution 80, 2009, states "The Developer shall work with the City of Palm Beach Gardens to minimize the amount of impervious surface constructed for automobile parking on the project site. The Developer and the City should consider the use of pervious parking lot materials where feasible." The project, as designed, is not consistent with the City's Comprehensive Plan or the Condition of Approval. The Applicant should redesign the project to include structured parking and reduce surface parking.

Structured parking is planned for future phases of development and needed for the full buildout of the site. The build out plan exhibit attached includes for the provision of structured parking. With the reduced size of the first phase of the hospital (240 beds versus 270 beds originally proposed), additional open space has been created within the site for the provision of pedestrian gathering areas and greenspace within the site.

- 23. The distance from the hospital's main entrance to the furthest parking space is over 1,600 feet. As previously stated, surface parking needs to be eliminated and structured parking be provided to eliminate long walking distances for employees and visitors. The Alton PCD Design Guidelines intended for the site to be developed with structured parking to meet the development intensity approved with the PCD. Design changes need to be made.**

As indicated above and within the build out plan exhibit, structure parking will be incorporated within future phases of development. With the reduced request for the Phase I for a 240-bed hospital and an 80,000 square foot medical office building, structure parking is not needed at this time. With the Phase I development plan, the site can provide for surface parking while providing for enhanced pedestrian gathering spaces and drainage facilities.

In addition, the hospital will provide a valet service at the building's main entrance. A valet parking exhibit is attached for your review and information.

- 24. Please be advised, City Staff has expressed strong concerns to the Applicant relating to the proposed intensity of the PCD Amendment conversion and the hospital's location on the site when proposed at 170 beds and 4-stories. The current proposed hospital at 270 beds and 7-stories represents a 59% and 75% increase in intensity to the original proposal. Staff continues to strongly express that the hospital building needs to be located significantly further north on the site.**

As indicated above, the PCD Amendment conversion and site plan approval request have been reduced with this submittal. With the revised master plan, the Applicant will be requesting to convert 972,000 square feet of approved Industrial/R&D/Biotech uses to provide a maximum of 450 hospital beds and 160,000 square feet of medical office. With this request, Parcel B would be approved for the following uses: 1,200,000 square feet of office uses, 160,000 square feet of medical office uses, 450 hospital beds, 300 hotel rooms, and, 256 assisted living facility beds. For the site plan application, the number of hospital beds requested has been reduced to 240.

As described above, the hospital has been shifted as far north on the site without the property's dimensional restrictions limiting the operation of the proposed hospital. The hospital location exceeds the site's setback and buffer requirements by more than double. The site is in compliance with all of the development regulations of the Alton Design Guidelines, which was approved in 2010.

- 25. The overall site circulation for vehicles is confusing, irregular, and unpredictable. The angular parking area designs need to be changed to provide direct through movements through the parking areas.**

The site plan has been revised to improve traffic circulation. Angular parking areas have been eliminated from the site.

- 26. Specific design attention and re-design needs to be proposed for the entire "Ambulance", "Emergency", and curved drive-aisle area. There are too many vehicle ingress/egress cut throughs and points at which a vehicle driver needs to make an operational decision. This creates potential vehicle conflicts with other vehicles, pedestrians, ambulances, and visitors to the facility. Please revise.**

The access drive for the emergency vehicles have been revised to provide a gentle curve and have limited access to other parking lots. The redesign simplifies to the access to the hospital by emergency vehicles.

- 27. The vehicle parking spaces at the hospital's main entrance need to be removed to avoid congestion and vehicle movement conflicts with drop offs, potential valet operations, and pedestrian activity.**

The hospital's main entrance has been redesigned to create a main entry plaza area, which features one-direction circulation for valet service or drop-offs and a pedestrian gathering area. Adjacent to this area will be a "healing garden" for the benefit of patients, visitors and staff. A valet parking exhibit has been created is attached for your information. The only parking spaces near the main entrance are the ADA required spaces.

- 28. The vehicle access along the hospital's main drop off area need to be re-evaluated to eliminate the amount of vehicle cut throughs. Please redesign.**

As indicated above, the hospital's main entrance has been updated and access for valet parking drop-offs have been greatly simplified.

- 29. The vehicle parking spaces along the hospital's main drop off need to be eliminated to reduce conflicts and improve drop off circulation.**

The drop-off for the main hospital entrance has been revised and simplified.

- 30. There are numerous vehicle parking area intersections in the east parking lot areas adjacent to the hospital that are irregularly designed and do not provide for predictable parking lot traffic circulation. These need to be revised.**

The parking areas east of the hospital have been redesigned to improve the overall circulation within the parking area.

- 31. The location of driveway ingress/egress access number 2 and its associated turn lane is not supported by City Staff. The location does not provide enough distance between the roundabout and turn lane for vehicles to safely maneuver into the left turn lane. Please revise accordingly.**

As part of the parking and circulation redesign driveway #2 was shifted 75' north to increase stacking capabilities within the left turn lane. The proposed access and turn lanes meet Florida Department of Transportation standards.

- 32. Please provide an updated Alton PCD trip tracking spreadsheet (paper and excel file) that includes the most up to date square footage and dwelling units.**

The Alton trip tracking spreadsheet has been included within the revised traffic impact analysis. The Excel file has been provided in digital form.

- 33. The Applicant and Master Developer are strongly encouraged to coordinate with Palm Tran on providing transit service to the Alton PCD. City Staff requests that Staff be notified of the meeting and be in attendance to discuss.**

The Applicant has reached out to the Palm Tran regarding a potential meeting to discuss service to the Alton PCD. Once we hear back, we will invite City staff to the meeting.

- 34. Staff continues to have significant concerns with the project access point on the south end of the roundabout. The curvilinear design of the ingress/egress throat is not a supported design and its integration and alignment with the parking areas is creating irregular onsite circulation. Staff continues to request the Applicant work with City on the site's access from the roundabout.**

The interior circulation has been simplified to provide direct access to the main hospital entry and drop-off.

- 35. The middle-angled drive aisle off the ingress/egress continues to be a significant concern for City Staff. The angular design and curvature are creating irregular parking areas and internal intersections. Staff continues to suggest the Applicant provide a more standardized ingress/egress access road design based on perpendicular angles for improved driver predictability.**

The middle drive and interior parking layout have been revised to provide more perpendicular parking layout to simplify driver access and decision making. As part of the redesign, the middle driveway was shifted 75' north.

- 36. The Site Plan Traffic Analysis needs to include a table that provides the total cumulative square footage that has been approved (per approved development orders) in the Alton PCD to date for Staff review and analysis. Staff is aware that traffic improvements required pursuant to Resolutions 80, 2009 and Resolution 44, 2013 are to be implemented once the corresponding number of building permits generating a specific trip threshold are issued.**

The traffic analysis has been revised to include the trip tracking spreadsheet which reflects all of the site plan approvals to date within the Alton PCD.

- 37. Please describe the site's integrated roadway network and how various modes of transportation will be accommodated such as bicycles, golf carts, pedestrians, bus transit, emergency/first responder vehicles, and electric personal assistive mobility devices.**

The Alton Medical Center is part of the overall Alton PCD, which was created in 2010 with enhanced pedestrian amenities. Large, eight-foot wide, sidewalks were provided on both sides of the project's collector roadways. A transit stop was designed and built along Alton Road. As part of the development approval, monies were provided to the City for the creation of a trolley service in the area. The trolley service, which has not started yet, will use the existing Alton Road transit structure as one of service stops. Bicycle parking has been provided throughout the Alton Medical Center site.

The site plan has been revised to create several pedestrian gathering areas. These enhanced areas feature seating areas, specimen landscaping, and decorative pavers. These areas, as well as all of the site plan's sidewalks connect to the existing PCD pedestrian circulation system. The hospital will be designed to meet all applicable ADA requirements to accommodate all members of the community.

- 38. The site needs to include covered pedestrian connections between uses on the site.**

Covered pedestrian connections continue to be evaluated by the project team to determine the most appropriate locations for covered routes.

- 39. Please identify how convenient connections and access to the uses within the Town Center will be achieved.**

As indicated above, all of the sidewalks within Alton Medical Center site plan connect to PCD's pedestrian system which connects to all other parcels with the project, including the Town Center. There is an approximately ½ mile walk from the hospital to the Town Center district. There are also several vehicular routes that connect the Alton Medical Center to the Town Center without have to access Donald Ross Road.

- 40. Please provide crosswalks across Pasteur Boulevard at each site entrance. These crosswalks need to be designed with pavers, include pedestrian relief areas within the medians, and other enhanced pedestrian crossing safety features.**

Crosswalks were provided across Pasteur Boulevard at each driveway entrance, and are proposed to have consistent treatment to other pedestrian crosswalks within the public rights-of-way within the Alton PCD.

- 41. A cross connection to the adjacent Assisted Living and Memory Care facility needs to be provided and/or established.**

A potential location for vehicular and pedestrian cross access with the adjacent assisted living facility site is reflected on the site plan. Coordination with the neighboring property owner is ongoing.

- 42. The location of the medical office building does not provide for convenient and direct access to the hospital building. Please address.**

The sit plan has been revised to provide an enhanced pedestrian connection between the hospital and medical office building. This enhanced access feature a curvilinear sidewalk design with several shaded seating areas.

- 43. The site should include a variety of hardscape features and amenities that include, but are not limited to, fountains or other water features, pedestrian benches, trash and recycling cans, pedestrian relief areas, art, exercise paths with equipment, and gardens.**

The site plan has been revised to include multiple hardscape improvements and amenities which include fountains, benches, trash receptacles, pedestrian relief/seating areas, and garden spaces.

- 44. Staff does not support the proposed 9-foot-wide surface parking spaces. Please revise any remaining surface parking spaces to be a minimum of 10-feet wide, if the Applicant would like to request a width reduction to 9.5-feet for Staff consideration, then the Applicant needs to address the requirements in Section 78-344(l)(2). Please revise.**

Nine-foot wide parking spaces have been eliminated from the site plan and replaced with 9.5' wide spaces. The project narrative has been revised to request a waiver from the 10-foot parking width requirement. With the reduced size of parking spaces, the Applicant has been able to provide additional open space on the site and create new pedestrian gathering areas. These are just some of the benefits derived from the waiver request.

- 45. While Staff is requesting the elimination of dry detention and stormwater lake expansion, trails and other amenities for outdoor activities need to be included around existing lakes and should connect to the PCD pedestrian sidewalk system along Pasteur Boulevard.**

As described above, the stormwater management system is restricted because of the provision to two water wells on the subject site plan. In addition, the lake system within Parcel B is being expanded to address the drainage needs for the entire Alton PCD and not the subject site plan. The lake expansion

is not required because of the use or intensity of the proposed site plan. Sidewalks and pedestrian gathering areas have been provided throughout the medical center site plan and connects to the larger sidewalks located along Pasteur Drive.

- 46. The stormwater system design utilizing dry detention areas and expanded lakes will not yield the development envelope necessary to achieve the proposed PCD amendment development intensity. The stormwater system should include more urban design methods such as exfiltration, underground storage tanks, or other methods that accommodates less land area. This may assist in achieving the necessary space to improve site design, landscape buffering, parking area layouts, and circulation routes.**

Dry detention is being utilized to meet dry pre-treatment requirements for the site. The suggested exfiltration systems or underground chambers are not permitted because of their location to the future water wells. The site plan has been revised to improve the traffic circulation, provide landscaping in excess of the City requirements and create pedestrian gathering areas. The site plan has been improved while maintain the require dry detention facilities.

- 47. Please describe the drainage system and how stormwater will be conveyed into the stormwater system for the site's southern berm and buffer adjacent to the residential neighborhood.**

The runoff from the site's southern berm will be collected via swales or yard drains and directed to the proposed dry detention and/or lake.

- 48. Staff appreciates the Applicant providing an overall site plan sheet that provides a specific site plan sheet reference for individual localized areas of the subject project. Please rename this sheet "Site Plan Reference Sheet" and provide a new and revised overall site plan sheet that does not contain sheet reference text boxes. The intent of this new sheet is to provide an overall presentation of the subject site's development as it relates to the surrounding area. At a minimum, the plan needs to include property boundary line weights that are correct and intuitive, lakes identified, roadways named and depicted (including I-95), adjacent properties identified, buffers identified, residential areas identified, turn lanes, and as much other detail as possible. Staff is available to work with the Applicant as this sheet is prepared.**

The previous Overall Site Plan has been renamed to "Site Plan Reference Sheet" per staff direction, and an overall site plan has been added to the Site Plan set. It provides an overall presentation of the subject site development and its relationship with the immediate surrounding area.

- 49. Please include a tiering cross section that demonstrates compliance with Section B.5.b.9 of the Design Guidelines and Section 78-232(d) of the City's Code.**

As part of this resubmittal a color, cross-section exhibit has been included to reflect the proposed height and setback of the Hospital building, and demonstrates compliance with Section B.5b.9 of the Alton PCD Design Guidelines and Section 78-232(d) of the City's code.

- 50. The "Ambulance" drop-off area is narrow and constrained. The area should have wider sidewalks and landing areas for "Ambulance" deliveries. Landscaping in this area should be considerate of emergency situations and provide space for maneuvering. Please revise.**

The ambulance drop-off area has been designed to meet design guidelines consistent with previous hospital developments by the Applicant. It has been found to meet proper functional requirements of the hospital and the ambulance service.

- 51. The proposed Phase 1 is not being designed to accommodate a significant expansion or to construct the potential 180 additional hospital beds or 398,260 square feet of medical office. Please address.**

A Phase 2 site plan, buildout, exhibit has been provided to reflect how the site plan evolves to accommodate an additional 210 hospital bed, and 80,000 SF Medical Office.

- 52. The site does not include any perimeter security or territorial reinforcement hardscape features, such as low walls, fences, hedging, or the like. Please revise.**

It is not the desire of the Applicant to provide perimeter security for the overall site. Security personnel will be part of the hospital staff and will service the site.

- 53. Please revise the helistop location on the site plan to identify the 44' x 44' TLOF, the 80' x 80' FATO, and 120' x 120' safety area as discussed in the Kimley-Horn Heliport Narrative.**

The Site Plan has been revised accordingly.

- 54. Propose design criteria for the helistop.**

The proposed design criteria for the helistop will be FAA Advisory Circular 150/5390-2C Heliport Design, and National Fire Protection Association NFPA 418-16 Standards for Heliports.

- 55. Please improve the depiction of the Pasteur Boulevard offsite elements such as the sidewalk, curbing, and utility easement lines. The current depiction is faded and difficult to review.**

The development plans have been revised to improve the quality of the Pasteur Boulevard related information without the confusing the existing and proposed improvements on the plan.

- 56. The proposed relocation of the SUA well site easement #2 places the new easement in a location that significantly limits the development potential for Future Development area of 0.58-acres. The associated water line and waterline easement will place significant limitations on the future design of this area.**

The location of the well sites is dictated by SUA. The required raw water main has been revised to minimize limitations on future development areas.

- 57. The two future development areas identified on SP-2 are severely limited based on the current design, encumbrances, helistop, access roadway, and dry detention. The Applicant's total development program seems unachievable based on these design constraints.**

On the revised site plan and Phase 2 plan, the future development areas have been provided. Similar to the buildout of the proposed Alton Medical Center, parking structures will be required for the hospital, medical office buildings, and future development. The designated area are larger than most, urban block sizes that can accommodate the remaining hotel and offices uses entitled for Parcel B.

58. Please identify the proposed larger vacant areas on all site plan sheets.

The large vacant areas on the site plan have been labeled as Future Development Areas.

59. Please describe the purpose of the proposed sidewalk on sheet SP-2 for Staff review.

The proposed sidewalk adjacent to the northern driveway, and reflected on sheet SP-2, has been removed from the plan.

60. Indicate all new utility easements that are being proposed, it is not clear on the submitted site plans which easements are existing, and which are being proposed.

The conceptual engineering plan has been revised to better identify existing and proposed easements.

61. It is unclear from the site plan tabular data what parking spaces are included in the 1,040. Please clarify and make clear in the site tabular data. Does 1,040 include ADA spaces and loading spaces?

The site plan tabular data has been revised to more clearly depict required and provided parking. The overall provided parking count does include ADA spaces, but does not include the loadings spaces.

62. Please clarify why the required 21 ADA spaces are not included in the required total amount of parking spaces of 940.

The ADA spaces are included in the overall provided parking count. The site plan tabular data has been revised to more clearly depict required and provided parking.

63. Revise "Handicap" parking to be termed ADA Accessible Parking.

The site plan has been revised accordingly.

64. Bicycle spaces need to be provided, located, and designed consistent with Sections 78-412, 78-413, and 78-414 of the City's Code. Please revise.

The site plan and site plan tabular have been revised to reflect required bicycle parking spaces consistent with City code Sections 78-412, 78-413, and 78-414.

65. Further details are needed on the loading dock design for review and comment. Please include typical details and other specific details that include but are not limited to a depressed driveway, dock height, lighting, narrative on loading operations, times of day, types of deliveries, etc. A cross section of this area needs to be provided.

This dock is intended for deliveries, trash disposal, trash pick-up, clean linen delivery, and soiled linen pick-up. The dock has been screened to mitigate impacts to the surrounding properties. Specific times for these pickups have not been established to date.

66. Pursuant to Section 78-362 of the City's Code, the loading dock shall be enclosed to minimize visual impacts, noise, and other related effects to adjacent property.

Loading dock is not fully enclosed. Enclosing the docks with openings for the truck only will minimize the functionality of the multi-use loading dock. This dock is intended for deliveries, trash disposal, trash pick-up, clean linen delivery, and soiled linen pick-up. The dock has been screened to mitigate impacts to the surrounding properties.

67. Please remove the vehicle parking spaces from the loading dock area.

The site plan has been revised accordingly.

68. Please depict the required loading zone maneuverability aprons.

Required loading zone maneuverability areas have been added to the site plan.

69. The trash compactor does not seem to be ideally located for pickup and drop off. It is located in a small area of the loading dock and immediately abutting the O2 yard. Please find a more suitable location.

The proposed location for the trash compactor is ideally located for hospital service operations. The loading dock area has been revised to provide additional space for the functional operation of the trash compactor servicing, and a 12' screen wall has been provided on the south side of the loading dock area to provide additional screening to the residential property to the south.

70. Provide details on the metal panel screen wall on both the site details sheet and product spec sheet.

Information on the metal screening has been provided on the updated architectural elevations.

71. Please remove all wheel stops and use winged landscape diamonds to serve the same purpose of wheel stops for surface parking areas that may remain.

Wheel stops within the parking areas have been replaced with winged landscape diamonds on the revised site plans.

72. Please provide detail on the construction material for the project's light poles. These poles should be of a high-quality material and not spun fiber glass.

The lights poles will be steel poles with a concrete base.

- 73. Twenty-five feet is the maximum height for parking lot light poles and fixtures. Due to the proximity of the residential neighborhood, the parking lot light poles should be lower than the maximum permitted to reduce impacts.**

The proposed photometric plan meets all the City's lighting standards, including fixture height. No spillover lighting to adjacent properties is proposed and the lighting will be shielded by the proposed 50-foot-wide landscaped buffer with six-foot-high berm and six-foot high concrete wall and the 25-foot landscaped buffer as part of the residential neighborhood.

- 74. Please revise the light pole design to be direct buried poles vs. the proposed concrete base.**

The steel light poles are proposed to have concrete base.

- 75. Remove the 3 parking spaces located inside the western emergency room access area.**

The three parking spaces located in the ambulance emergency drop-off area are for ambulance parking. The site plan has been revised to provide "Ambulance Parking" notation.

- 76. Site plan tabular data needs to include the following:**

- a. Future Land Use designation (please remove phrase existing land use and proposed land use designation) and the site's appropriate future land use overlay.
- b. Petition numbers on the applicable plans.
- c. Flood Zone
- d. Remove "Existing Use" and "Proposed Use"
- e. "Current Site Plan" rephrased to "Phase 1"
- f. Include Lot Coverage, Vehicle Use Area, Sidewalks calculations
- g. It is unclear how the total building coverage of 158,454 SF is being calculated.
- h. Parking Data should be provided in two columns listing "Required" and "Provided"
- i. Include any requested waivers in a chart.
- j. Building Height should be listed in two columns "Maximum permitted at setbacks" and "Proposed".
- k. Include require bicycle parking data and any pedestrian amenity data.

The site plan tabular has been amended accordingly.

- 77. Remove parking space details from SP-1. These should be included on a separate site details sheet.**

The parking space details have been removed from sheet SP-1, and added to a dedicated site plan detail sheet SP-6.

- 78. Please provide a site details sheet that, at a minimum, includes details on dumpster enclosures, benches, trash receptacles, bicycle racks, parking spaces, curbing, crosswalks, transformer screening, light poles (parking and pedestrian), and any other important details for various site elements.**

A site plan detail sheet has been created on Sheet SP-6.

- 79. Please indicate the parking areas that would be reserved for doctors and employees. Indicate if these parking areas will be secured with gates, control arms, and/or any other type of access control and how that access control will be operated.**

The physicians secured parking area has been located to the west of the proposed hospital adjacent to Interstate 95. Entrance to the parking area will be secured by a swing arm, which will be remotely activated.

- 80. A covered pedestrian connection for employees, visitors, and emergency personnel should be provided between the emergency department and the emergency ambulance drop off. Please revise.**

Each emergency drop-off area includes a canopy to provide covered entry for all employees, visitors, and emergency personnel utilizing those entries. Covered connection between the two entries is not required nor desired.

- 81. Previous discussions with the Applicant indicated that vehicle valet would be provided at this facility. Please indicate where valet will take place and provide additional details that include valet booth location, potential signage, hours of operation, vehicle stacking, location of valet parking spaces, and any other pertinent and appropriate details for Staff review and comment.**

An exhibit reflecting the proposed location for the temporary valet booth, vehicle stacking, and location of valet parking spaces has been included with this resubmittal.

- 82. It is very difficult for City Staff to review the proposed modifications to Pasteur Boulevard based on the submitted plan sets by the Applicant. Please provide a separate plan set that details the roadway and roadway median modifications for Staff review. Please include cross sections, landscape plan, tree disposition plan, and any other plan(s) the Applicant deems necessary to provide Staff with for the review.**

The revisions to the Pasteur Boulevard improvements will be provided once the driveway locations have been reviewed and accepted by the City.

- 83. The buffer between the south side of SUA easement and Alton lots 119, 120, and 121 needs improvement.**

Additional landscaping has been added to this area, which is adjacent to Alton preserve area. The referenced lots are screened by the 50-foot wide, landscaped buffer with a berm and six-foot high concrete wall.

- 84. A large section of the 25-foot PCD landscape buffer along Interstate 95 adjacent to the SUA well site is void of trees. Please redesign to include trees and consistent with the approved PCD landscape buffer H-2 and the already constructed buffer adjacent to the Carrier building.**

The referenced section of the PCD landscape buffer along Interstate 95 has been landscaped

- 85. There are many large areas of sod that need to be revised to include a complete landscape design. Please revise.**

With the exception of the future development areas and the dry detention areas, the sod area on the site has been reduced through the placement of landscaping and hardscape features.

- 86. The landscape buffer between the hospital parcel and the adjacent Assisted Living Facility needs significant improvement. A full multitiered buffer needs to be provided. Please revise.**

The area between the hospital and existing Assisted Living Facility has been redesigned to provide for a multi-tiered landscape buffer with Live Oaks, Palms and shrubbery. In addition, a "healing garden" is proposed between the two buildings along the hospital site perimeter.

- 87. The five-foot landscape buffer indicated on sheet LA-2 is void of any landscaping. Please revise accordingly.**

A five-foot wide landscape buffer around the SUA easement for the water well has been provided on the revised landscaping plan.

- 88. Please revise the design of the landscape island on sheet LA-6 to accommodate the required shade tree (pursuant to 78-315) and fire hydrant or relocate the fire hydrant to an acceptable location. This applies to all other areas that have this conflict. There are several on the plan. Please revise.**

The landscape plan has been revised to avoid any conflicts with utilities or fire hydrants.

- 89. The shrubs being proposed for the site do not meet the City's minimum planting size. Please refer to Table 31 in the City's Landscaping Code for minimum plant sizes at planting. Please revise.**

The proposed palette of shrubs have been updated to reflect compliance with the City's minimum planting sizes.

- 90. Staff does not support the Applicant's proposal of clearing and sodding the large areas of the site that are not going to be immediately developed. These areas should remain in their natural state until such time the Applicant receives site plan approval for development on these areas.**

The future development areas will be used for staging areas for the construction of the first phase of the Alton Medical Center.

- 91. The large dry detention area in the south parking area and adjacent to the buffer between the residential homes needs to be eliminated and additional landscaping, outdoor amenities, open space, buffering, need to be provided. Please revise.**

As described above, dry detention is required for the site's stormwater management system because the location of the future water well sites prohibit the use or exfiltration trenches and other underground storage methods.

In 2010, when the Alton PCD was approved, the adopted Design Guidelines addressed the buffering of the residential and non-residential uses in this referenced area. The Design Guidelines require a 25-foot-wide landscape buffer. The Applicant is providing a 50-foot-wide landscape buffer, with a berm and six-foot high concrete wall. The Design Guidelines call for enhanced setbacks along the buffer that increases as the buildings get taller. The Applicant is meeting and exceeding these enhanced setback requirements.

- 92. The sod bed adjacent to the 3 ADA spaces east of the main hospital entrance is a terminal vista for that intersection and needs to have prominent landscaping or hardscape features.**

The area east of the hospital has been revised to provide a drop-off loop at the main hospital entrance and pedestrian gathering areas, include a healing gardens, sitting areas, specimen landscaping, and a fountain. The redesign has created a visually-pleasing hospital entrance. The referenced sod area share the location with a street light additional trees in this location would hamper the light's effectiveness. Trees are located around this location which do no conflict with lighting. Please note that the proposed landscaping plan exceeds the City landscape point requirement by 45%.

- 93. Please revise the project's signage proposal to include an expanded and more detailed signage package that includes an overall signage location map with sign type descriptions, roadway signs, and signage for future buildings. The Applicant should consider a standardized signage theme that provides consistency and predictability for drivers and visitors as they travel throughout the medical campus. Wayfinding and location identification is extremely important for a medical campus and the Applicant needs to provide a comprehensive approach to signage and wayfinding.**

The Master Sign Plan has been revised to provide a comprehensive and aesthetically-consistent sign package for the site. The signage has also been revised to provide signage which is consistent with the City's Sign code. As a result, no signage waivers are now requested. The Master Sign Plan identifies the location for roadway signage, ground signs, wall signs and directional signs for the project.

- 94. The site signage needs to be designed with contrasting colors that improve the readability of the signs. The white font color and black outline do not contrast well against the pewter gray background. Please revise.**

The Master Sign Plan has been revised to reflect white letters on a black background. For the Emergency label, the white letters will be a red background. The revision to the signage colors has improved the readability of the signs.

- 95. The signage plan needs to include details on copy area, how far individual letters are protruding, light method, type, color, font type, and address future building and directional signs.**

Details on the size, font, type and color of the proposed signage lettering has been provided on the revised Master Sign Plan.

- 96. Walls signs need to demonstrate compliance with all design criteria include in Section 78-285, Table 24.**

The Master Sign Plan has been revised to comply will all of the requirement of Section 78-285, Table 24. Because the buildings have frontage on Interstate 95, two walls signs are permitted for each building. Each wall sign will be limited to 36-inch high letters and will be limited to 90 square feet in size. The wall signs are significant less than the 70% coverage allowance for signage against the surface it is attached.

- 97. The proposed monument and directional sign designs that are fabricated aluminum cabinets with reflective vinyl letters are not supported by the City Staff and strongly discouraged by the City's Design Guidelines. Monument signs should use mounted channel letters and be constructed of materials that relate to the proposed project. Please revise.**

The ground signs will be internally-illuminated, with changeable panels. The ground signs will be fabricated from aluminum and push-through acrylic lettering. The directional signs will be non-illuminated with changeable panels. The directional signs will be fabricated from aluminum with reflective vinyl lettering.

- 98. The text on the monument and directional signs is too low to be visually effective. Please redesign.**

The Master Sign Plan has been revised to provide white letters on black or red backgrounds. The revision makes the signs more legible.

- 99. The Applicant is proposing off-site signage. Off-site signage is prohibited by Section 78-284 of the City's code. Please address.**

Off-site signage has been removed from the application request.

- 100. Most directional signs are not located to provide adequate driver visibility and effectively communicating to drivers. They are placed far back from intersections and at odd angles. Please revise.**

With the revised site plan, the directional signs have been relocated to be more visible.

- 101. No copy area calculations are provided on the Signage Elevations. Please revise.**

Signage dimensions have been added to the revised Master Sign Plan.

- 102. The Signage Elevations sheet refers to "main monumental signage", "monumental signage", and "wayfinding signage". Please revise the word "monumental" to be "monument". In addition, this nomenclature is not consistent with labels on the site plan that reference "directional signage" and "monument sign". Please revise.**

The Master Sign Plan and Site Plan have been revised to provide more consistent labeling for the site signage.

- 103. The canopy signage is not permitted by the City's Code pursuant to Section 78-284(G)(12). Please address.**

The canopy is not attached to an accessory structure, which is prohibited, but it is location on the canopy which is part of the hospital building, which is allowed.

- 104. Very limited information and discussion is being provided in the project narrative as it relates to the project's architecture. Significantly more discussion and information need to be provided in the project narrative that outlines the project's architecture.**

The Project Narrative has been revised to include more discussion regarding the proposed buildings. The buildings feature a contemporary architectural style. The first two floors feature commons uses such as the emergency department, surgery and recovery, as well as the administrative and operational facilities. The third through the seventh floors will be used for patient rooms.

- 105. City Staff is encouraged by the general approach to the project's architecture and the inclusion of glazed glass, aluminum metal panels, and building stone. However, the overall architectural design of both the MOB and AMC is very underwhelming and significantly below City Staff's expectations for the project. Staff strongly recommends the Applicant review the Carrier Building, Florida Power and Light office building under construction at the PGA Office Center, and the DiVosta Towers for recent examples of architecture in the City. The buildings' architecture needs significant improvement, and as submitted, is not supported by City Staff.**

The hospital has been revised to reduce the number of beds to 240 and to orient the tower with the seven floors on a north-south axis which provides the smallest dimension (approximately 80 feet in width) towards the southern buffer. Building materials have been identified on the revised elevations.

The hospital has been designed to function as an institutional health care facility. The cited architectural examples are not institutional in nature and those buildings have a far different use than the proposed Alton Medical Center.

- 106. Please describe all "green" and "sustainable" building design features that are being incorporated into the proposed buildings. If none are being proposed, then please design to include. Please address.**

As indicated above, the facilities have been designed with the intent to meet the International Energy Conservation Code (IECC) requirements for lowering energy needs and overall resource consumption. The IECC is a model code adopted by many states and municipalities in the country for the establishment of minimum design and construction requirements for energy efficiency. Energy efficient windows, doors, air-handling equipment and plumbing will be incorporated within the construction of the proposed buildings.

- 107. The 40-foot landscape and pedestrian area noted on the site plan adjacent to Pasteur Boulevard consist of two 10-foot utility easements and a 20-foot roadway buffer easement. The note should reflect only a 20-foot landscape and pedestrian area.**

The site plan has been revised accordingly.

- 108. Please note all building egress/ingress access points on architecture floorplans, site plans, and landscape plans.**

The site plan has been revised accordingly.

- 109. Include dimensions and measurements on all floorplans.**

Overall dimensions have been added to all of the floorplans.

- 110. Please submit roof plans for all buildings. Roof plans need to note parapet heights, location of mechanical equipment, flat surface slope, and roof drains, at a minimum.**

Roof plans have been added to the architectural package provided with this submittal.

- 111. Black and white architectural building elevations were not provided at a size of 24x36. Please address.**

Black and white plans of the building elevations have been provided at the 24" x 36" format.

- 112. Significantly more detailed architectural plans need to be provided for Staff review and comment. Each building elevation needs to include notes identifying materials, colors, dimensions, etc. at a minimum.**

Color and black and white elevations have been provided for the two proposed buildings.

- 113. Please use cardinal directions for each building elevation. The Applicant may include additional direction descriptions, such as "I-95 Elevation" in parenthesis after the cardinal direction.**

Cardinal directions have been added to all building elevation plans.

- 114. All architectural plan sheets need to include a sheet number, date, scale, and sheet name. It is difficult for Staff to accurately provide comments on specific sheets without this information.**

Architectural plans have been revised to add sheet numbers, sheet name, date and scale.

- 115. The building elevations do not provide definitive distinction between building materials as indicated in the rendering with schematic materials sheet. For example, the Arriscraft brick indicted on the Schematic materials sheet and identified in the building 3D renderings does**

not look the same on the two-dimensional building elevation sheets. These sheets should have the highest possible clarity. Please revise.

The elevations and renderings have been updated to reflect the same building materials.

- 116. Staff is concerned that the construction of the covered entryway overhang, as depicted for the MOB, is not achievable based on the horizontal run of the overhang. Please provide specifics on materials and how this will be constructed.**

The canopy for the medical office building has been reduced in size.

- 117. It appears that the MOB's mechanical equipment will be roof-mounted and intended to be screened by a louvered panel system. Please be advised, this building is new construction and any roof mounted mechanical equipment needs to be screened by building parapet walls or other architectural design techniques and not a metal louvered mechanical yard. Please revise building design accordingly.**

The MOB elevations have been revised provide a mechanical penthouse to shield any rooftop equipment.

- 118. The submitted floorplans for the hospital building depict significantly less detail than the floorplan sheets provided during the pre-application meeting. Please provide floorplans with a similar amount of detail to what was submitted for the pre-application meeting for Staff review.**

Room boundaries and general dimensions have been added to the revised floorplans.

- 119. A floorplan needs to be submitted for each floor of the hospital.**

Floorplans have been added for each floor in the architectural plans.

- 120. Please update the architectural plans schematic materials to clearly differentiate between the two types of window glasses. Both indicate a #6 on the elevations.**

The building elevations have been revised to indicate the vision and spandrel glass to be used within the facility.

- 121. Include a height measurement to the top of the hospital penthouse.**

The top of the hospital penthouse is labeled at 118 feet, which is less than the 150 feet permitted within Parcel B for building heights.

- 122. The architectural plans depict outdoor seating at the hospital building covered by a trellis system. No information was provided. Please include all necessary details for outdoor seating and the proposed trellis system.**

The requested details have been added to Sheet PBG.A11 of the color architectural plans.

- 123. Rooflines need to contain elements that break up long linear expanses on all elevations. Please revise.**

The building has been re-oriented and that has been reflected on the updated elevations.

- 124. Additional materials should be included for each building's flat surfaces such as wood-look tiles, metal cladding, green vertical or horizontal landscape elements, glass, brick, and architectural stone. Please address.**

Materials provided on the updated elevations include E.I.F.S., Composite Metal Panels, Spandrel Glazing, Glazing, and contemporary brick.

- 125. Both buildings' architecture appears to be based on a modern/contemporary architecture scheme. This type of architecture should be significantly enhanced using ribbon windows, rectilinear horizontal design elements, cantilevered overhangs and projections on windows, walkways, and ingress/egress doors, cut-in openings, flat surface materials previously indicated, modern light sconces, and contemporary color palette. Please revise.**

The suggested enhancements are appropriate for office buildings, but are not conducive for institutional uses, which require specialized functions for different rooms and sections of the building depending upon the services provided.

- 126. The main entrance to the hospital needs to be emphasized through exterior architectural design and articulation that makes it clearly defined and easily recognizable. Please revise.**

The main hospital entry has been redesigned to provide a drop-off loop and a pedestrian gathering area. Combined with the entry's canopy and curtain wall glazing brought to the ground floor will assist in making the entrance recognizable and easily accessed.

- 127. The roof-mounted mechanical equipment located on the second-floor roof will be visible from the windows of the above floors. Please revise the hospital design to eliminate this issue. Please revise.**

Mechanical penthouses have been provided on the revised elevations to screen any rooftop equipment.

- 128. Depict all gutters and downspouts for both buildings.**

All roofs will slope to rain leaders.

- 129. There are large building expanses that need architectural treatments on the ED, Rear, Main Entrance, and I-95 hospital elevations. Please revise.**

On the revised elevations, these large areas are broken up in scale with reveals at specific intervals that tie into the overall rhythm of the building. Additionally, the "solid" portions

provides a resting juxtaposition from the heavy patterning of the rest of the hospital. It is intended to be a pause in expression.

- 130. Depict exterior building lighting such as wall sconces. If none are proposed, please add.**

Wall sconces will be added as the building construction plans continue to develop.

- 131. Please revise all updated and future renderings to accurately reflect the project site design, landscaping, and existing built environment. The renderings as submitted do not match the plans.**

Renderings of the proposed buildings by ESa architects. Please note that not all planting varieties can be represented because of the software limitations. Renderings indicate the design intent, but the landscaping plans will govern the actual plant installation.

- 132. Please clarify the meaning of note #15 under Surveyors Notes and Report.**

The note is required by Surveying regulations with regarding the survey's classification.

- 133. The site area provided with note #24 under Surveyors Notes and Report does not match the site area listed under the legal description or the site area listed on the site plan sheet SP-1.**

The site area has been corrected to be 32.3162 acres, which is consistent with the site plan which has been rounded to 32.32 acres.

- 134. The Legal Description contained within Exhibit A of the Special Warranty Deed provided with the Applicant's submittal lists the property acreage as 84.46 acres. This is not consistent with the submitted survey nor the 99.91 acres for Parcel B listed on the PCD Master Plan. Please address and clarify.**

The warranty deed has been updated with the sale to Pasteur Healthcare Properties, LLC. The attachment to this deed (attached) refers to the site's acreage at 32.3162 acres, which matches the updated survey and site plan.

- 135. Please clearly specify the application intent of the Special Warranty Deed. Is the intent to demonstrate ownership of Parcel B by Pasteur Commercial Investments LLC (fka Heights Biotech Investments LLC)?**

Please disregard. Attached is the Special Warranty Deed for the subject site plan, which is owned by Pasteur Healthcare Properties, LLC.

- 136. Please describe for Staff to review how the Applicant intends to plat the unplatted portion of the existing lake south of the Carrier building and the new proposed lake expansion area. Be sure to include ownership and maintenance information in the description.**

After site plan approval, the subject site will be platted and the unplatted lakes and lake expansion will be platted at that time. The lakes will be maintained by the Alton Property Owner's Association.

- 137. Please provide an update to the PCD's Hazardous Waste Management Plan (Condition of Approval Number 56 of Resolution 80, 2009) for the hospital and medical office uses and describe how hazardous waste will be handled and properly disposed for this project.**

The referenced Hazardous Waste Management Plan will be provided prior to the issuance of the first building permit for the Alton Medical Center.

Waivers

- 138. The applicant is requesting four waivers from the following City Code Sections:**
- a. Section 78-285, Table 24 – Flat/Wall Sign Maximum Copy Area of 90 Square Feet. Applicant requesting to exceed copy area by 84 square feet for a total copy area of 174 square feet.**
 - i. It is unclear from the Applicant's submittal if the request is only for 1 wall sign. Each wall sign needs to have its own waivers associated with it. Please revise accordingly.**
 - ii. The copy area needs to be calculated consistent with Section 78-287(f). As depicted on the signage elevations graphic it is not. Please revise.**
 - iii. Waiver remains under review pending outstanding comments and project revisions.**

The Master Sign Plan has been revised to conform with the maximum copy area of 90 square feet for the building wall signs. The referenced waiver is no longer needed.

- b. Section 78-285, Table 24 – Ground Sign maximum height of 10-feet. The applicant is requesting a waiver of 3-feet and 4-inches for a total height 13-feet and 4-inches in height.**
 - i. It is unclear from the Applicant's signage narrative and signage elevations as to the number of main monument signs proposed. Please clarify.**
 - ii. The signage narrative indicates that one main monument sign will be placed at the corner of Pasteur Boulevard and Donald Ross Road. Please provide additional information regarding this proposal. (See previous signage comment)**
 - iii. The height is being measured incorrectly and needs to include the top blue portion. Please revise, as necessary.**

The Master Sign Plan has been revised to reduce the height of the ground signs to a maximum of 10 feet, which is consistent with City code requirements.

- c. Section 78-285, Table 24 – Directional Sign maximum copy area of 4 square feet. The Applicant is requesting a waiver of 12.9 square feet for a total copy area of 16.9 square feet.**

- i. Provide copy area calculations on the signage package. Please revise.
- ii. Directional signs need better locations for visibility. Please revise.
- iii. Staff supports the concept of a larger copy area for directional signs based on the proposed medical center use, at this time Staff does not support the sign designs and needs additional information (see previous comments) to evaluate the Applicant's waiver request.

The Master Sign Plan has been revised to limit the copy area for the directional signs to a maximum of four square feet, which is consistent with the City's Sign Code. This waiver is no longer needed.

- d. Section 78-285, Table 24 – Wall Signs maximum letter of 36 inches. The Applicant is requesting a maximum letter height of 48 inches.
 - i. Staff supports the concept of a larger letter height for specific wall signs; however, based on the outstanding comments relating to this project, the buildings' architecture, and overall project proposal, Staff cannot support the waiver at this time.

The Master Sign Plan has been revised to limit the wall sign lettering to a maximum of 36 inches, which is consistent with the City Sign Code. This waiver has been eliminated from the request.

Major Conditional Use

139. The proposed helistop accessory use is currently not a permitted use by right pursuant to Exhibit 1: List of Permitted Uses of Resolution 1, 2010 for the Alton PCD. The Applicant is requesting to amend Exhibit 1: List of Permitted Uses of Resolution 1, 2010 to include an accessory use of a helistop for hospitals as a Major Conditional Use. Generally, a Conditional Use is a use approved on a case-by-case basis and is subject to a heightened review to ensure compatibility with the surrounding area. As such, the Applicant is required to demonstrate compliance with the Conditional Use criteria contained in City Code Section 78-52(d). This ensures that conditional uses are not detrimental to the public health, safety, welfare, comfort, convenience, and appearance of City residents.

Staff has significant concerns with including a helistop at this hospital location. Based on information the Applicant has provided, the hospital will not be designated as a Trauma Center and therefore not receive critical care patients in need of trauma medical services. In addition, the proposed location of the helistop at a line-of-sight distance of over ¼-mile away is not convenient for medical transport.

Staff comments for the Major Conditional Use, based on the January 19, 2021 submittal are provided below.

As referenced in the comment above, the proposed hospital will not be a trauma facility, so the helistop will not be receiving incoming flights with patients. The helistop will be used only to transport patients in need of a high order of medical attention at separate facility. The ability to transport patients during a time of need provide a significant value to the hospital

and the community. The helistop has been designed in accordance with all pertinent criteria. Approaches and departure paths have been laid out to avoid residential neighborhoods. If the helistop is not approved, patients needing specialized, emergency care will be transported by ambulance to another helistop in the City for the trip.

- (1) Comprehensive plan. The proposed use is consistent with the comprehensive plan.**
The introduction of the helistop as an accessory use to a hospital and classified as a major conditional use remains under review by Staff. Based on the current development proposed by the Applicant and the site design of the project, Staff cannot support the introduction of this use at this time.

As indicated above, the helistop is a valued portion of the health care services being proposed for the Alton Medical Center. Not having a helistop at the hospital could impact the response time for specialized health care because the patient would either be driven by ambulance to another helistop or to the specialized health facility itself.

- (2) Chapter requirements. The proposed use is consistent with all applicable requirements of this chapter.**
The Applicant has not included any design or location criteria for the proposed conditional use. This needs to be provided for Staff to review.

The proposed design criteria for the helistop will be FAA Advisory Circular 150/5390-2C Heliport Design, and National Fire Protection Association NFPA 418-16 Standards for Heliports.

- (3) Standards. The proposed use is consistent with the standards for such use as provided in section 78-159.**
Please provide a more detailed description on how the approach and departure paths are determined for Staff review. The primary approach and departure path as depicted on sheet h.01 is a concern for Staff and this path may not be appropriate in the future due to the development of Parcel A. Please revise.

The approach and departure paths have been designed in accordance with FAA AC 150/5390-2C, predominant winds, and in an effort to provide distance from residential areas.

- (4) Public welfare. The proposed use provides for the public health, safety, and welfare by:**
- a. Providing for a safe and effective means of pedestrian access;**
Under review.
 - b. Providing for a safe and effective means of vehicular ingress and egress;**
Staff understands the Applicant's intent for the proposed location of the helistop; however, this location is very far from the Emergency room access and will require additional transport time and a transport vehicle. The Applicant needs to take this into consideration.
 - c. Providing for an adequate roadway system adjacent to and in front of the site;**
Under review with overall site design.
 - d. Providing for safe and efficient onsite traffic circulation, parking, and overall control; and**

The project's site design utilizing surface parking does not provide an efficient parking design for this project. As discussed in previous comments, Staff is strongly recommending the Applicant include structured parking in this project.

- e. **Providing adequate access for public safety purposes, including fire and police protection.**
Under review with site design.

The helistop has been located at the northern end of the parcel to provide as much separation from the residential neighborhoods in Alton. Because of this location, patients who would be flown to a more specialized facility will be transported from the hospital to helistop by ambulance. This will provide slightly more time than having a helistop adjacent to the hospital, but eliminates long travel times to another helistop or ambulance-only trip if the helistop is not provided. Regarding parking, the site will incorporate structured parking with the build out (Phase 2) of the proposed site plan.

- (5) **Screening and buffering. The proposed use utilizes such techniques as landscaping, screening, buffering, site or building design, or business operation procedures to mitigate impacts on surrounding properties, including such impacts as:**

- a. **Noise;**
Remains under review. Staff continues to have concerns with the helistop use.
- b. **Glare;**
No comments at this time.
- c. **Odor;**
No comments at this time.
- d. **Ground-, wall-, or roof-mounted mechanical equipment;**
Please indicate all the mechanical equipment that will be located at the helistop for review.

The Helistop will have a lighted wind cone mounted on a frangible base, and a pilot control lighting system.

- e. **Perimeter, interior, and security lighting;**
Additional details are needed for the lighting. Please provide.

The helistop will have flush mounted lights around the perimeter of the TLOF. There will be approximately 8 in pavement lights, 4 flood lights, and a lighted wind sock

- f. **Signs;**
No comments at this time.
- g. **Waste disposal and recycling;**
No comments at this time.
- h. **Outdoor storage of merchandise and vehicles;**
No comments at this time.
- i. **Visual impact; and**
The location of the use remains under review.
- j. **Hours of operation.**
No comments at this time.

- (6) ***Utilities. The proposed use minimizes or eliminates the impact of utility installation, including underground and overhead utilities, on adjacent properties.***
No comments at this time.
- (7) ***Dimensional standards. The proposed use meets or exceeds all dimensional requirements required by the chapter.***
No comments at this time.
- (8) ***Neighborhood plans. The proposed use is consistent with the goals, objectives, policies, and standards of neighborhood plans.***
No comments at this time.
- (9) ***Compatibility. The overall compatibility of the proposed development with adjacent and area uses, and character of area development.***

The compatibility of this proposed use with the surrounding area remains under review.

The proposed helistop is a standard feature of hospitals in the City and throughout the County. The location and limited operation help make the use compatible with the surrounding area.

- (10) ***Patterns of development. The proposed use will result in logical, timely, and orderly development patterns.***

No comments at this time.

- (11) ***Purpose and intent. The proposed use will be in harmony with the general purpose and intent of this chapter and the goals, objectives, and policies of the city.***

The use and its harmony, compatibility, and general purpose remain under review.

As stated above, a helistop is a common feature for hospitals in the City and County. Its' location and limited operation help make the use compatible with the surrounding area while still providing an essential use.

- (12) ***Adverse impact. The design of the proposed use and structures will minimize any adverse visual impacts or impacts caused by the intensity of the use.***

This remains under review and Staff awaits resubmittals and designs.

Except for required lighting indicated above and only operated when being used by a helicopter, the helistop will have little visual impact to the site.

- (13) ***Environmental impact. The design of the proposed use minimizes any adverse impacts that may be created, including impacts on environmental and natural resources including air, water, stormwater management, wildlife, vegetation, and wetlands.***

This remains under review and Staff awaits resubmittals and designs.

No impact to the project's preserve is created with this proposed use.

Forestry

- 140. Please provide an environmental survey of the remaining wooded area for analysis if there are any Listed plant or wildlife in that area that will be required to be protected per the PCD requirements.**

Environmental studies of the entire Alton PCD were conducted, reviewed and approved by the City in 2010. At that time, the PCD provided all the required environmental requirements and protections.

- 141. Forestry has a concern with the ALT/NSPS Land Title Survey of the Medical Parcel, Sheets 1 through 6, because it does not include the two (2) lakes that are expanding. Pasteur Commercial Investment, LLC currently owns all of Parcel B. Creating a new parcel for the hospital will inadvertently create two (2) lake areas that are not platted as lakes. The UTC Plat (Pasteur Plat One) platted the lake, but Your Life of PBG Plat did not. The lakes and lake maintenance tracts need to be dedicated to NPBCID. This is the appropriate time to plat the remaining part of Parcel B.**

The referenced lake expansions will be platted after the subject applications are approved and prior to construction.

- 142. On Sheet 2 of the ALT/NSPS Land Title Survey of the Medical Parcel, the proposed Medical Parcel does not even extend up to the UTC Plat (Pasteur Plat One). Please explain why the Medical Parcel ends in the middle of the I-95 buffer and the Pasteur Boulevard roadway buffer.**

The updated survey provides the boundaries for the Alton Medical Center site plan application.

- 143. On Sheet 3 and 6 of the ALT/NSPS Land Title Survey of the Medical Parcel, the proposed SUA well site location in the southwest corner is partially within Tract "O-10". Please remove the SUA easement from the open space tract.**

The SUA easement is shown outside of Track O-10 on the revised survey and development plans.

- 144. On Sheet 3 of the ALT/NSPS Land Title Survey of the Medical Parcel, there is a note in the southwest corner that states there is a small area owned by the Pasteur Commercial Investment, LLC that falls between Tract O-10 and Tract P-7 on the outside of the proposed Medical Parcel. Forestry believes this is incorrect and requests the Surveyor double check the Plat to verify. The Property Appraiser's information may need to be corrected as well.**

It has been confirmed that the off-site parcel (Parcel P-7) is owned by KG Donald Ross, LLC.

- 145. On Sheet OSP-1, please remove the sod square footage that includes the future development areas and retention areas to provide the true sod area calculation. Forestry has a concern that the landscape plan exceeded the 40% maximum sod area per Section 78-313(b). Throughout the entire site there are open space areas that are prime locations for additional shrubs and groundcover.**

The amount of grass within the project has been reduced. Please note that the landscaping points for the proposed site plan is provided at 145% of the City's requirement.

- 146. On Sheet LA-2, please completely remove the SUA well site from Tract O-10 along the southern side.**

The SUA well site has been completely removed from Tract O-10 on the revised plans.

- 147. On Sheet LA-2, please provide a landscape plan for the entire 25' wide Tract O-10 north of the preserve that has a berm and landscaping.**

A five-foot wide buffer has been provided on the south side of the southernmost SUA well site. This buffer will be located between the SUA well site and the Alton preserve area. A 50-foot-wide buffer, with six-foot-high berm and six-foot high wall, has been provided adjacent to the 25-foot-wide buffer with berm located on the northern boundary of the adjacent residential neighborhood to the south. As a result, 75 feet of landscape buffers will be provided between the residential lots and the hospital development.

- 148. On Sheets LA-2 and SP-4, there is a note around the proposed SUA easement referring to a 5' wide landscape buffer but no landscaping is shown. Please revise the plan to show the landscaping.**

The referenced 5 feet of landscaping has been provided on the revised landscaping plan.

- 149. On Sheets LA-2 and 3, there is a significant amount of sod between the 50' southern buffer and parking lot. Please revise the plan to add more trees and palms in all sodded areas.**

Some of the referenced sodded area is for the dry detention for the site. The other areas have remained sodded as it is a desirable ground cover. More than 1,000 trees and palms are proposed to be installed on-site and 145% of the required landscape points have been provided. The subject site complies with the City's Landscape Code.

- 150. On Sheets LA-2, 6, 7,8 12, 13, 14 and 17, the I-95 buffer is to adhere to Section H-2 of the PCD approved plans, which should be a continuation of the UTC buffer. Please revise all sheets. For example, there are no Oak trees or multiple tree sizes proposed. Also, there is an alternate H-2 buffer cross-section allowed adjacent to lakes with no berm that is applicable to Sheet 17 due to the transitional slopes.**

The Interstate 95 PCD buffer has been revised and upgraded on the revised landscape plans.

- 151. On Sheets LA-13 and 14, there are 90' wide gaps with no trees at all in the I-95 Buffer. Please revise the plans to fill in these gaps.**

On the revised landscape plan, the Interstate 95 buffer has been revised to fill in those areas.

- 152. On Sheets LA-2, 6, 7, 8, 12, 13, 14 and 17, please label the required 3' tall berm and provide a cross-section detail.**

The referenced sheets have been revised to indicate a six-foot-high berm, which is double the requirement.

- 153. On Sheet LA-2, please add a minimum 5' tall Clusia hedge adjacent to the curb across the drive isle from the full width of the service area.**

Fifteen (15) gallon clusia hedges are proposed to be installed adjacent to the service area.

- 154. On Sheet LA-2, please add a 6' vinyl coated chain-link fence from the end of the wall to the I-95 fence for security.**

The suggested fence location conflicts with the SUA well site and has not been added to the revised landscape plan.

- 155. On Sheet LA-2, Forestry has a concern about the screening of the O2 and mechanical yards as depicted on the rear elevation. These areas should be opaque.**

As described above, the proposed building setbacks, buffer widths and buffer heights all exceed the enhanced requirements found in Alton Design Guidelines and the City's Land Development Regulations.

- 156. On Sheet LA-2 and 8, please screen the backflow preventors.**

Additional landscaping have been placed around the backflow preventors while still allowing required access and clear area around the equipment.

- 157. On all applicable sheets, please indicate the proposed locations of ground signage.**

Ground signs have identified on the revised landscape plan.

- 158. On all applicable sheets, please indicate the proposed locations of root barriers.**

Root barriers have been shown on the revised elevations.

- 159. Please propose a potential location(s) for AIPP.**

A specific location for the Art in Public Places location has not been identified yet. However, areas under consideration for the location include the new pedestrian gathering areas such as the main entry plaza and the healing garden.

- 160. On Sheet LA-21, please change the 50' buffer cross section to a consistent 6' tall berm, rather than a 5'-6' undulating berm.**

On the revised landscape plan, the southern, 50-foot-wide buffer has been identified as having a six-foot-high berm.

- 161. On Sheet LA-3, Forestry requests the Applicant consider exfiltration rather than dry retention as proposed to provide additional landscaping and site amenities.**

As indicated above, exfiltration trenches are not permitted on this site because of the location of the SUA water wells. Please note that the site exceeds the landscaping points and several pedestrian gathering areas have been added.

- 162. On Sheet LA-4, please add a 6' vinyl chain-link fence and gate from the end of the wall to the lake for security.**

Providing a fence into an adjacent lake would adversely impede the lake maintenance tract. Security will be provided by on-site staff.

- 163. On Sheets LA-3, 4 and 5, be aware that the proposed plan is eliminating existing littoral plantings around the lake edge. Please revise the landscape plan to add littoral plantings around the new lake edge.**

The expanded lakes' littoral shelves are being finalized. Littoral plantings in compliance with code requirements will be provided when the shelf is defined.

- 164. On Sheet LA-5 and SP-4, there are multiple open space areas on the east side of the building to create outdoor spaces for employees and/or visitors to enjoy. Please revise the plans to provide outdoor amenities.**

On the revised plans, several pedestrian gathering areas and seating areas have been created which features a fountain, decorative hardscape, and specimen landscaping.

- 165. On Sheets LA-5 and SP-4, please indicate a potential location for cross-access with the adjacent Your Life of PBG site.**

A suggested cross-access drive is provided on the revised landscaping plan. Coordination is continuing with the adjacent property owner regarding the access and the best location for it.

- 166. On Sheets LA-3, 4, 5 and SP-5, please label the 20' wide lake maintenance tract.**

The LMTs has been identified on the revised landscape plan.

- 167. On Sheet LA-6, Forestry has a concern that there are Royal Palms proposed in good design locations, but the palm fronds will ultimately touch the building. Please make the appropriate adjustments.**

The Applicant understands the concern and the palms will be adjusted during installation to avoid any conflicts.

- 168. On Sheet LA-6, to the west of the northwest corner of the building there is an Oak tree proposed in a landscape island which is in the exact same location proposed for a pole light. Please make the appropriate adjustments and please double check the entire landscape plan for conflicts with the photometric plan.**

The referenced Live Oak has been replaced with a Dahoon Holly to avoid any conflicts.

- 169. On Sheet LA-8, please add a hedge along the sidewalk in the open space adjacent to the western drive isle.**

A cocoplum hedge has been provided along the referenced sidewalk.

- 170. On Sheets LA-9, 11 and 15, the Applicant is proposing to modify the existing Pasteur Boulevard road shoulder and median landscaping. Please provide a revised landscape plan for Pasteur Boulevard in every location that is being modified.**

Once the driveway locations are finalized with the City's review, the as-built road shoulder plans will be updated accordingly.

- 171. On Sheet 10 and 11, please add a lot more landscaping between the Pasteur Boulevard sidewalk and interior drive isles and parking lots.**

A cocoplum hedge has been added between the parking area and the Pasteur Boulevard landscape strip.

- 172. On Sheets 14, 15, 16 and 17, please show the 20' wide lake maintenance tract.**

The 20-foot-wide LMTs have been identified on the revised landscape plan.

- 173. On Sheets 14, 15, 16 and 17, please revise the landscape plan to add littoral plants around the new lake.**

The expanded lakes' littoral shelves are being finalized. Littoral plantings in compliance with code requirements will be provided when the shelf is defined.

Engineering Department

- 174. A replat will be required.**

Acknowledged. The site will be replatted.

- 175. Please provide an exhibit showing all easements to be abandoned and all proposed easements.**

The Conceptual Engineering Plan has been revised in an effort to better depict existing and proposed easements.

- 176. Please provide/show the maneuverability zone for all loading spaces.**

The site plan has been revised accordingly.

- 177. Please provide an exhibit showing the Phase 1 site plan and the Phase 2 site plan.**

A Phase 2 site plan exhibit has been included with this resubmittal.

- 178. The total proposed development program will require a parking garage based on the future parking requirements. Please provide plans that demonstrate how the balance of development intensity will be parked. At a minimum, these should include the size and location of future parking garage(s).**

The Phase 2 site plan, mentioned above, depicts how the overall site layout will evolve to accommodate an additional 210 hospital beds, and 80,000 SF. Additional intensity parking will be accommodated through structured parking as reflected on the Phase 2 exhibit.

- 179. Provide a detail/cross section for the proposed pond expansion.**

The proposed pond expansion is being constructed by others. The new lake section will match the existing / approved lake sections within Alton (as specified and approved in the SFWMD Permit).

- 180. Please provide a minimum of 9.5-foot-wide parking spaces for the visitors parking for the hospital and medical office building. The parking detail provided on sheet SP-1 shows 9.5-foot-wide parking spaces which City Staff supports.**

The site plan has been revised to reflect 9.5-foot-wide parking spaces. The project narrative has been revised to request this waiver for 9.5-foot wide spaces. It is site's only request.

- 181. The site design's access and onsite circulation remain confusing and designed in a nonpredictable pattern. The Applicant needs to continue to work with City Staff on design solutions to access and onsite circulation. Based on recent building footprint modifications, reconsideration should be given to ingress on the roundabout west side and egress on the roundabout south side.**

The site has been redesigned to move the middle driveway 75 feet north and the traffic circulation has been simplified.

- 182. The Applicant previously indicated vehicle valet drop-off would be provided at the hospital's main entrance. If so, please show the valet location and stacking area for Staff review and comment.**

An exhibit reflecting the proposed location for the temporary valet booth, vehicle stacking, and location of valet parking spaces has been included with this resubmittal.

- 183. As previously mentioned, vehicle cross access to the adjacent Assisted Living and Memory Care facility needs to be provided for life safety.**

A potential location for vehicular and pedestrian cross access with the adjacent assisted living facility site is reflected on the site plan. Coordination with the neighboring property owner is ongoing.

- 184. Based on the Applicant's proposed PCD amendment development intensity, a different stormwater design will need to be used to create the development envelope necessary. Please consider implementing underground stormwater treatment in place of the dry detention to provide open space/park/benches for employees and visitors.**

As indicated above, underground stormwater treatment is prohibited because of the proximity of the SUA well sites.

Police Department

- 185. Please consider working with the neighboring assisted living facility to create a cross access point.**

A potential location for vehicular and pedestrian cross access with the adjacent assisted living facility site is reflected on the site plan. Coordination with the neighboring property owner is ongoing.

- 186. Unfortunately, hospitals often become a breeding ground for vehicle burglaries and loitering, due to the duration of time spent within the building. Please incorporate outdoor positive activity generators in strategic locations for patients, visitors, and staff to utilize. This can greatly enhance natural surveillance over the site, while increasing the quality of life for the users. These areas could also serve as future proofing staging venues for widespread illnesses, such as the current COVID19 pandemic.**

Adjacent to the main entry, emergency department and the adjacent assisted living facility, pedestrian gathering areas have been created for staff and the public to use. These areas will feature shaded seating areas, decorative pavers, fountain and specimen landscaping.

- 187. Traffic circulation still appears complex. Please consider revising to simplify access in and out of the site.**

As indicated above, the traffic circulation for the site has been revised and simplified.

- 188. All ADA parking spaces facing a building, or an area of pedestrian traffic, should be equipped with a bollard or a decorative vehicle barrier to decrease the intensity of an accidental crash.**

Bollards have been placed at the end of the referenced ADA parking spaces.

- 189. Please provide (show) enhanced pedestrian crossing features between the emergency parking lot and the emergency entrance to increase pedestrian safety.**

Pedestrian gathering areas to the north and east of the emergency room have been created to safely provide for pedestrians away from the streets.

- 190. The Applicant's proposed signage package design samples are difficult to read. The Police Department strongly recommends the Applicant choose a design and color scheme that is easy to identify and read.**

The Master Sign Plan has been redesigned to be more legible by providing white letters or black or red backgrounds.

Fire-Rescue Department

- 191. The accessibility to the site via the roadways shown on the proposed plan being confusing and too difficult for hospital patrons, visitors, and the community to the north of the site. Please address.**

Access to the site and the proposed buildings have been revised and simplified.

- 192. Concern over the ambulance and fire apparatus access and parking on site and approaching and returning from the proposed location of the Emergency Room.**

The parking at the emergency room are for ambulances. The access has been modified to ensure emergency vehicles can be accommodated.

- 193. Helipad is located a safe distance away from the proposed hospital and office building but appears to be a less than optimum drive to and from the hospital building.**

The proposed hospital will not be a trauma center, so the helistop will only be used to transfer patients out to a specialized facility. For these occasions, the patient would be transferred to the helistop by ambulance and transported by a helicopter flying into the site.

- 194. Concern over the build out of the 7-story hospital building and the use or non-use of space on floors which are not occupied. Fire Code and Building Code requirements for this occupancy and use will be strictly adhered to.**

As the building plans develop, the architect will coordinate with the Fire Marshal regarding Fire Code compliance for the building.

- 195. Given the hospital's proposed 450 bed revision and the 4-story medical office building being proposed, the Applicant will need to show plans for a parking garage close by to handle the projected traffic and use of these facilities.**

The Phase 2 site plan, mentioned above, depicts how the overall site layout will evolve to accommodate an additional 210 hospital beds, and 80,000 SF. Additional intensity parking will be accommodated through structured parking as reflected on the Phase 2 exhibit.

- 196. Fire will have numerous other comments regarding specific construction to occur on the site(s) as this moves through the process.**

Acknowledged.

Geographic Information Systems

- 197. The Applicant shall submit a request for a Commercial Address Plan. The Addressing Committee will not approve any request until the Site Plan for the associated petition has received approval. Please submit a letter requesting the development and review of an Addressing Plan along with a site plan and check in the amount of \$200.00.**

The Applicant has will submit for an Addressing Plan approval as the review process continues.

- 198. The Open Space plan could not be verified. The amount of pervious and impervious areas should equal the net site area. Please revise accordingly.**

An updated open space plan has been provided with this resubmittal.

- 199. The Applicant shall plat all portions of Alton Tract B not included in the plats of Pasteur Plat One or Clarity Pointe.**

The expanded lake areas will be platted after the subject petitions are approved.

- 200. Each monument sign shall include the range of addresses for the nearest buildings. The heights of the numerals shall not be less than eight (8) inches or exceed twelve (12) inches in height.**

Acknowledged.

Seacoast Utility Authority

- 201. Indicate all new utility easement that are being proposed, it is not clear on the submitted site plans which easements are existing and which are being proposed.**

The Conceptual Engineering Plan has been revised in an effort to better depict existing and proposed easements.

202. Please indicate if the project will be re-platted.

Yes, the project will be replatted.

203. Please provide drainage outfall structures at the easement line for the Seacoast Utility Authority well sites.

Drainage structures have been added at the easement line of the well sites.

204. Please label all UE's as SUA easements that have any SUA facilities on all applicable plans.

All SUA easements have been labeled on the revised plans.

205. Transformers and 480V-3 Phase electric service to the two SUA well sites will need to be provided and sized for 130A, 108.1 load.

Noted.

206. Show the grease interceptors and sand/oil interceptors on all applicable plans.

A placeholder has been added to the Conceptual Engineering plan for grease and sand/oil separators.

207. The water main layout on Simmons & Whites plans appear to be excessive on the north side of the proposed hospital building and the inner lock on the east side of the proposed medical office building. In addition, fiber optic conduits need to be installed with the new raw water mains to the wells. This fiber optic needs to be installed 2' minimum off the raw water main with the concrete structure for access at changes in direction. Please show and call out the conduit and structures. The 36" SUAE and section with the water main, fiber optic, raw water main and gravity sewer will be too tight. Please revise the fire hydrant locations and water main on the north side. We suggest Simmons & White call SUA to schedule a meeting.

Comments noted. The purpose of the Conceptual Engineering Plan is to provide general design intent (and not construction level details). Once the site plan configuration reaches a point of stabilization, a pre-design meeting will be scheduled with SUA to discuss and address these concerns.

208. The gravity sewer on the east side of the hospital building does not meet the required 15' setback from the building overhead. The plans should be revised to reflect this private sewer with the SUA point of service being sanitary manhole at the northeast corner of the building.

Comment noted. Once the site plan configuration reaches a point of stabilization, a pre-design meeting will be scheduled with SUA to discuss and address these concerns.

- 209. The gravity sewer on the west side of the building exceeds 400' without a manhole and the manholes in the loading area do not meet the SUA setback requirements. A new sanitary manhole should be added 400' the south of the manhole in the entrance road. This will be SUA's point of service and the gravity sewer and manhole to the south should be labeled as private.**

Manhole added as requested on the revised engineering plan.

- 210. Provide 2" water service and 6" water main stub to each well site.**

Service added as requested on the revised engineering plan.

- 211. Show water and sewer lines and easements on the Photometric Plans. The proposed pole base requires a 10' setback from the water and sewer.**

Light pole locations will meet all of the required setbacks from the water and sewer lines.

- 212. Show the root barrier on the Landscape Plans and the light poles out of the SUA easements.**

Root barriers have been added the landscape plan. Light poles will be located out of any easements and will be setback from the utility lines.

Building Department

- 213. Please provide significantly more detailed information on the project phasing and how the top three floors will be utilized, specifically if the floors are to be used as shells.**

With the proposed site plan, the hospital will be approved for 240 beds. When the building opens, the facility will feature 190 beds and with one floor shelled for 60 additional beds.

- 214. Please indicate how the top three floors be unoccupied. If they will not be occupied, the please detail the level of completion and finishes that will be achieved to these floors.**

As indicated above, the number of beds for the site plan application has been reduced to 240. When the building opens, the facility will feature 190 beds and with one floor shelled for 60 additional beds.

- 215. Please be advised fire protection and monitoring will be required for the entire building, including floors that may be used as shells.**

Acknowledged.

- 216. Please be advised more information will be required in these areas for the DRC committee to properly evaluate this project.**

Noted.

Traffic

- 217. PCD Amendment:** This PCD Amendment includes Conversion #10 for the PCD. However, Table 2 does not match the final uses of Conversion #9. The retail was previously calculated separately.

The traffic analysis reserves all trips associated with the retail and the 6 trips from the conversion to cover the AM trips.

- 218. PCD Amendment:** This conversion appears to eliminate more uses/intensities than necessary.

The conversion has been revised and uses all demand rates.

- 219. PCD Amendment:** Please show the correct date (2021) on the first page of the letter.

The date on the traffic report has been added.

- 220. PCD Amendment:** Please correct the header "Proposed Parcel D Conversion" to Parcel B.

The header title for the traffic report has been corrected.

- 221. Site Plan Traffic Analysis:** The hospital rates used in Tables 1 and 2 are not gross (driveway) trip rates. Please correct. This will increase the driveway volumes.

The referenced tables have been revised with the current Palm Beach County rates for hospitals to calculate the updated driveway trips.

- 222. Site Plan Traffic Analysis:** The percent project traffic assignment to Driveway 1 is too high for Phase 1 given the layout of the site.

The assignment has been revised on the updated traffic analysis.

- 223. Site Plan Traffic Analysis:** The Driveway 2, Phase 1 HCS analyses are not included in the report.

The HCS analysis has been included within the revised report.

- 224. Site Plan Traffic Analysis:** The Driveway 3, Phase 1 volume development sheet is not included in the report.

The volume development sheet is included.

- 225. Site Plan Traffic Analysis:** A cumulative trip analysis and conditions analysis for all approved Alton projects was not provided.

Cumulative trip tracking is provided in the revised analysis.

- 226. Site Plan: Based on the County standards and projected driveway volumes, the auxiliary turn lanes on Pasteur Boulevard are too short. Please provide the required lengths.**

Based on previous discussions with City staff, the proposed turn lanes follow FDOT standards.

- 226. Site Plan: Driveway 2 should be moved further north to accommodate the required northbound left turn lane storage and to provide greater separation from the roundabout.**

Driveway 2 has been shifted 75' north to provide additional separation from the roundabout to the south, and provide additional stacking in the proposed left turn lane.

- 227. Site Plan: The on-site circulation could be improved by providing an inbound-only entrance from the west side of the roundabout, with an egress-only driveway on the south side of the roundabout.**

Multiple ingress/egress points from the roundabout have been evaluated. The proposed location provides the most stacking, most appropriate intersection location with the main internal driveway, and the most functional alignment with the main hospital entrance.

- 228. Site Plan: In order to provide adequate multi-modal elements, the on-site sidewalks need to be a minimum 8' wide.**

The main pedestrian sidewalk along the central entry drive has been increased to 8-foot width. This sidewalk provides direct connection from Pasteur Boulevard to the Medical Office and the Hospital building.

- 229. Site Plan: In order to provide adequate multi-modal elements, a transit/bus stop needs to be provided on the site.**

The most appropriate location for potential public transit/bus stop is continuing to be evaluated. The Alton PCD has an existing transit stop on Alton Road.

- 231. Site Plan: In order to provide adequate multi-modal elements, bike racks shall be provided on the site.**

The site plan and site plan tabular have been revised to reflect required bicycle parking spaces consistent with City code Sections 78-412, 78-413, and 78-414.

- 232. Site Plan: The drop-off area in front of the hospital does not appear to provide much storage. Please expand the storage area and provide a by-pass lane. Also provide a raised separation between the drop off area and the thru traffic.**

The drop-off area in front of the main hospital entry has been redesigned and simplified to provide a drop-off lane and a bypass lane. The entry has also relocated parking spaces and provided a main entry plaza for pedestrians.

- 233. *Site Plan:* Please reconfigure the angular parking in the southeast portion of the site to provide more direct thru movements through the parking lot.**

The site has been redesigned to eliminate the angular parking areas.

- 234. *Site Plan:* Please explore the option of internal cross access to the Assisted Living Facility to the east.**

A potential location for vehicular and pedestrian cross access with the adjacent assisted living facility site is reflected on the site plan. Coordination with the neighboring property owner is ongoing.

Thank you for your attention to this matter. Should you have any questions, please feel free to contact me at any time.

Sincerely,
Urban Design Studio

Ken Tuma
Managing Principal