



Agenda Report

2725 Judge Fran Jamieson
Way
Viera, FL 32940

Public Hearing

H.1.

7/12/2022

Subject:

Health First, Inc.; and Health First Shared Services, Inc. (Kim Rezanka) requests a change of zoning classification from BU-1 and BU-2 to PUD, with waivers. (22PUD00001) (District 2)

Fiscal Impact:

None

Dept/Office:

Planning & Development

Requested Action:

It is requested that the Board of County Commissioners conduct a public hearing to consider a change of zoning classification from BU-1 (General Retail Commercial) and BU-2 (Retail, Warehousing, and Wholesale Commercial) to PUD (Planned Unit Development), with waivers.

Summary Explanation and Background:

The Preliminary Development Plan for the PUD proposes the following uses - hospital; central utility plant; medical office; spa; child care center; restaurant; education center; coffee shop; market/juice bar; mixed-retail; concierge tower; and fitness center. The current plan proposes two helicopter landing sites (helipads - one on top of the hospital and one on an elevated deck located north of the hospital); however, the applicant states only one pad will be retained. Total proposed development is for a building mass of 528,000 square feet mostly located on top of a 300,000 square-foot, two-story parking structure for a total development of 828,000 square feet. Building heights will range from single-story to a 7-story hospital building measured at 161-feet above the average elevation of the finished development grade of the building site.

Secondly, the applicant is requesting the ability to provide for air transport patient service to an Emergency Department available on a 24 hour per day, 7 days a week basis.

Thirdly, the applicant requests multiple waivers to Chapter 62, Article VI (Zoning Regulations). A description of those waivers are provided in the application.

The PUD zoning classification is designed to allow an applicant to submit a proposal for consideration, for any use or mixture of uses, and to allow the board of county commissioners to approve any proposal which it believes to be in the best interest of the public health, safety and welfare, along with any conditions or limitations thereon which the board of county commissioners deems advisable. The Planned Unit Development (PUD) encourages and permits variation in development by allowing deviation in lot size, bulk or type of dwellings, density, lot coverage and open space from that required in any one residential zoning classification. The purpose of a PUD is to encourage the development of planned residential neighborhoods

and communities that provide a full range of residence types, as well as industrial, commercial and institutional land uses.

The developed character of the surrounding area is commercial. To the north of E. Merritt Avenue is an undeveloped conservation tract zoned RU-1-9 (Single-Family Residential). To the east across Borman Drive is a mixture of medical, retail and wholesale uses under the BU-1 and BU-2 zoning classifications. To the south is a bank located at the SE corner of this property, zoned BU-2. Across Highway 520 to the south is the Merritt Square Mall, zoned BU-1. To the west is CubeSmart, a mini-warehouse facility, zoned BU-2 and to its north is a water body for retention or conservation, zoned BU-1.

The Board may wish to consider whether this request is consistent and compatible with the surrounding area and whether the multiple waiver requests are appropriate. The Board may also wish to consider the following conditions:

- The location of buildings and structures depicted on the PDP may adjust on the formal site plan without Board approval as long as the adjustment is within the allowances of the waivers.
- Approval of the requested waivers as identified in the application as to heights, setbacks, distance between structures, and heliports.
- The final location of the heliport pad will be approved at formal site plan.
- The applicant shall submit a detailed map which depicts the approach zone for said heliport and the relation to existing single family homes with the site plan.
- Submit a noise exposure map as prepared by a certified engineer for proposed flight path with the site plan.
- A Traffic Impact Study shall be submitted with the site plan. The applicant will be responsible for design, permitting, and constructing all necessary improvements identified in the study.
- Roundabout and connectivity issue to adjacent parcel (CubeSmart) will be addressed at site plan.
- Bus pickup and drop-off to be located outside of existing Borman Drive road right-of-way.
- Maintenance of structures adjacent to public roadways due to reduced setbacks will be addressed at site plan.
- Heliport shall be designed and constructed in accordance with FAA requirements for hospital heliports.

On May 9, 2022, the Planning & Zoning Board heard the request and unanimously recommended approval.

Clerk to the Board Instructions:

Once resolution is received, please execute and return a copy to Planning & Development.



July 13, 2022

MEMORANDUM

TO: Tad Calkins, Planning and Development Director

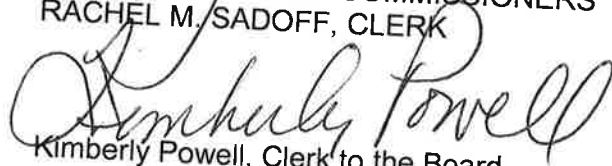
RE: Item H.1., Health First, Inc. and Health First Shared Services, Inc. Request a Change of Zoning Classification from BU-1 and BU-2 to PUD, with Waivers (22PUD00001)

There being no objections, the Board of County Commissioners, in regular session on July 12, 2022, reached consensus to continue the public hearing on a request by Health First, Inc. and Health First Shared Services, Inc. for a change of zoning classification from BU-1 and BU-2 to PUD with waivers, to the July 19, 2022 Board of County Commissioners meeting.

Your continued cooperation is always appreciated.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
RACHEL M. SADOFF, CLERK


Kimberly Powell, Clerk to the Board

cc: County Attorney's Office

ADMINISTRATIVE POLICIES OF THE FUTURE LAND USE ELEMENT

Administrative Policies in the Future Land Use Element establish the expertise of staff with regard to zoning land use issues and set forth criteria when considering a rezoning action or request for Conditional Use Permit, as follows:

Administrative Policy 1

The Brevard County zoning official, planners and the Director of the Planning and Development, however designated, are recognized as expert witnesses for the purposes of Comprehensive Plan amendments as well as zoning, conditional use, special exception, and variance applications.

Administrative Policy 2

Upon Board request, members of the Brevard County planning and zoning staff shall be required to present written analysis and a recommendation, which shall constitute an expert opinion, on all applications for zoning, conditional uses, comprehensive plan amendments, vested rights, or other applications for development approval that come before the Board of County Commissioners for quasi-judicial review and action. The Board may table an item if additional time is required to obtain the analysis requested or to hire an expert witness if the Board deems such action appropriate. Staff input may include the following:

Criteria:

- A. Staff shall analyze an application for consistency or compliance with comprehensive plan policies, zoning approval criteria and other applicable written standards.
- B. Staff shall conduct site visits of property which are the subject of analysis and recommendation. As part of the site visit, the staff shall take a videotape or photographs where helpful to the analysis and conduct an inventory of surrounding existing uses. Aerial photographs shall also be used where they would aid in an understanding of the issues of the case.
- C. In cases where staff analysis is required, both the applicant and the staff shall present proposed findings of fact for consideration by the Board.
- D. For development applications where a specific use has not been proposed, the worst case adverse impacts of potential uses available under the applicable land use classification shall be evaluated by the staff.

Administrative Policy 3

Compatibility with existing or proposed land uses shall be a factor in determining where a rezoning or any application involving a specific proposed use is being considered. Compatibility shall be evaluated by considering the following factors, at a minimum:

Criteria:

- A. Whether the proposed use(s) would have hours of operation, lighting, odor, noise levels, traffic, or site activity that would significantly diminish the enjoyment of, safety or quality of life in existing neighborhoods within the area which could foreseeably be affected by the proposed use.

- B. Whether the proposed use(s) would cause a material reduction (five percent or more) in the value of existing abutting lands or approved development.
- C. Whether the proposed use(s) is/are consistent with an emerging or existing pattern of surrounding development as determined through analysis of:
 - 1. historical land use patterns;
 - 2. actual development over the immediately preceding three years; and
 - 3. development approved within the past three years but not yet constructed.
- D. Whether the proposed use(s) would result in a material violation of relevant policies in any elements of the Comprehensive Plan.

Administrative Policy 4

Character of a neighborhood or area shall be a factor for consideration whenever a rezoning or any application involving a specific proposed use is reviewed. The character of the area must not be materially or adversely affected by the proposed rezoning or land use application. In evaluating the character of an area, the following factors shall be considered:

Criteria:

- A. The proposed use must not materially and adversely impact an established residential neighborhood by introducing types of intensity of traffic (including but not limited to volume, time of day of traffic activity, type of vehicles, et cetera), parking, trip generation, commercial activity or industrial activity that is not already present within the identified boundaries of the neighborhood.
- B. In determining whether an established residential neighborhood exists, the following factors must be present:
 - 1. The area must have clearly established boundaries, such as roads, open spaces, rivers, lakes, lagoons, or similar features.
 - 2. Sporadic or occasional neighborhood commercial uses shall not preclude the existence of an existing residential neighborhood, particularly if the commercial use is non-conforming or pre-dates the surrounding residential use.
 - 3. An area shall be presumed not to be primarily residential but shall be deemed transitional where multiple commercial, industrial or other non-residential uses have been applied for and approved during the previous five (5) years.

Administrative Policy 5

In addition to the factors specified in Administrative Policies 2, 3, and 4, in reviewing a rezoning, conditional use permit or other application for development approval, the impact of the proposed use or uses on transportation facilities either serving the site or impacted by the

use(s) shall be considered. In evaluating whether substantial and adverse transportation impacts are likely to result if an application is approved, the staff shall consider the following:

Criteria:

- A. Whether adopted levels of services will be compromised;
- B. Whether the physical quality of the existing road system that will serve the proposed use(s) is sufficient to support the use(s) without significant deterioration;
- C. Whether the surrounding existing road system is of sufficient width and construction quality to serve the proposed use(s) without the need for substantial public improvements;
- D. Whether the surrounding existing road system is of such width and construction quality that the proposed use(s) would realistically pose a potential for material danger to public safety in the surrounding area;
- E. Whether the proposed use(s) would be likely to result in such a material and adverse change in traffic capacity of a road or roads in the surrounding area such that either design capacities would be significantly exceeded or a de facto change in functional classification would result;
- F. Whether the proposed use(s) would cause such material and adverse changes in the types of traffic that would be generated on the surrounding road system, that physical deterioration of the surrounding road system would be likely;
- G. Whether projected traffic impacts of the proposed use(s) would materially and adversely impact the safety or welfare of residents in existing residential neighborhoods.

Administrative Policy 6

The use(s) proposed under the rezoning, conditional use or other application for development approval must be consistent with, (a), all written land development policies set forth in these administrative policies; and (b), the future land use element, coastal management element, conservation element, potable water element, sanitary sewer element, solid waste management element, capital improvements element, recreation and open space element, surface water element, and transportation elements of the comprehensive plan.

Administrative Policy 7

Proposed use(s) shall not cause or substantially aggravate any, (a), substantial drainage problem on surrounding properties; or (b), significant, adverse and unmitigatable impact on significant natural wetlands, water bodies or habitat for listed species.

Administrative Policy 8

These policies, the staff analysis based upon these policies, and the applicant's written analysis, if any, shall be incorporated into the record of every quasi-judicial review application for development approval presented to the Board including rezoning, conditional use permits, and vested rights determinations.

Section 62-1151(c) of the Code of Ordinances of Brevard County directs, "The planning and zoning board shall recommend to the board of county commissioners the denial or approval of each application for amendment to the official zoning maps based upon a consideration of the following factors:

- (1) The character of the land use of the property surrounding the property being considered.
- (2) The change in conditions of the land use of the property being considered and the surrounding property since the establishment of the current applicable zoning classification, special use or conditional use.
- (3) The impact of the proposed zoning classification or conditional use on available and projected traffic patterns, water and sewer systems, other public facilities and utilities and the established character of the surrounding property.
- (4) The compatibility of the proposed zoning classification or conditional use with existing land use plans for the affected area.
- (5) The appropriateness of the proposed zoning classification or conditional use based upon a consideration of the applicable provisions and conditions contained in this article and other applicable laws, ordinances and regulations relating to zoning and land use regulations and based upon a consideration of the public health, safety and welfare.

The minutes of the planning and zoning board shall specify the reasons for the recommendation of approval or denial of each application."

CONDITIONAL USE PERMITS (CUPs)

In addition to the specific requirements for each Conditional Use Permit (CUP), Section 62-1901 provides that the following approval procedure and general standards of review are to be applied to all CUP requests, as applicable.

- (b) Approval procedure. An application for a specific conditional use within the applicable zoning classification shall be submitted and considered in the same manner and according to the same procedure as an amendment to the official zoning map as specified in Section 62-1151. The approval of a conditional use shall authorize an additional use for the affected parcel of real property in addition to those permitted in the applicable zoning classification. The initial burden is on the applicant to demonstrate that all applicable standards and criteria are met. Applications which do not satisfy this burden cannot be approved. If the applicant meets its initial burden, then the Board has the burden to show, by substantial and competent evidence, that the applicant has failed to meet such standards and the request is adverse to the public interest. As part of the approval of the conditional use permit, the Board may prescribe appropriate and reasonable conditions and safeguards to reduce the impact of the proposed use on adjacent and nearby properties or the neighborhood. A nearby property, for the purpose of this section, is defined as any property which, because of the character of the proposed use, lies within the area which may be substantially and adversely impacted by such use. In stating grounds in

support of an application for a conditional use permit, it is necessary to show how the request fulfills both the general and specific standards for review. The applicant must show the effect the granting of the conditional use permit will have on adjacent and nearby properties, including, but not limited to traffic and pedestrian flow and safety, curb-cuts, off-street loading and parking, off-street pickup of passengers, odors, glare and noise, particulates, smoke, fumes, and other emissions, refuse and service areas, drainage, screening and buffering for protection of adjacent and nearby properties, and open space and economic impact on nearby properties. The applicant, at his discretion, may choose to present expert testimony where necessary to show the effect of granting the conditional use permit.

(c) General Standards of Review.

- (1) The planning and zoning board and the board of county commissioners shall base the denial or approval of each application for a conditional use based upon a consideration of the factors specified in Section 62-1151(c) plus a determination whether an application meets the intent of this section.
 - a. The proposed conditional use will not result in a substantial and adverse impact on adjacent and nearby properties due to: (1), the number of persons anticipated to be using, residing or working under the conditional use; (2), noise, odor, particulates, smoke, fumes and other emissions, or other nuisance activities generated by the conditional use; or (3), the increase of traffic within the vicinity caused by the proposed conditional use.
 - b. The proposed use will be compatible with the character of adjacent and nearby properties with regard to use, function, operation, hours of operation, type and amount of traffic generated, building size and setback, and parking availability.
 - c. The proposed use will not cause a substantial diminution in value of abutting residential property. A substantial diminution shall be irrebuttably presumed to have occurred if abutting property suffers a 15% reduction in value as a result of the proposed conditional use. A reduction of 10% of the value of abutting property shall create a rebuttable presumption that a substantial diminution has occurred. The Board of County Commissioners carries the burden to show, as evidenced by either testimony from or an appraisal conducted by an M A I certified appraiser, that a substantial diminution in value would occur. The applicant may rebut the findings with his own expert witnesses.
- (2) The following specific standards shall be considered, when applicable, in making a determination that the general standards specified in subsection (1) of this section are satisfied:

- a. Ingress and egress to the property and proposed structures thereon, with particular reference to automotive and pedestrian safety and convenience, traffic flow and control, and access in case of fire and catastrophe, shall be: (1), adequate to serve the proposed use without burdening adjacent and nearby uses, and (2), built to applicable county standards, if any. Burdening adjacent and nearby uses means increasing existing traffic on the closest collector or arterial road by more than 20%, or 10% if the new traffic is primarily comprised of heavy vehicles, except where the affected road is at Level of Service A or B. New traffic generated by the proposed use shall not cause the adopted level of service for transportation on applicable roadways, as determined by applicable Brevard County standards, to be exceeded. Where the design of a public road to be used by the proposed use is physically inadequate to handle the numbers, types or weights of vehicles expected to be generated by the proposed use without damage to the road, the conditional use permit cannot be approved without a commitment to improve the road to a standard adequate to handle the proposed traffic, or to maintain the road through a maintenance bond or other means as required by the Board of County Commissioners.
- b. The noise, glare, odor, particulates, smoke, fumes or other emissions from the conditional use shall not substantially interfere with the use or enjoyment of the adjacent and nearby property.
- c. Noise levels for a conditional use are governed by Section 62-2271.
- d. The proposed conditional use shall not cause the adopted level of service for solid waste disposal applicable to the property or area covered by such level of service, to be exceeded.
- e. The proposed conditional use shall not cause the adopted level of service for potable water or wastewater applicable to the property or the area covered by such level of service, to be exceeded by the proposed use.
- f. The proposed conditional use must have existing or proposed screening or buffering, with reference to type, dimensions and character to eliminate or reduce substantial, adverse nuisance, sight, or noise impacts on adjacent and nearby properties containing less intensive uses.
- g. Proposed signs and exterior lighting shall not cause unreasonable glare or hazard to traffic safety, or interference with the use or enjoyment of adjacent and nearby properties.
- h. Hours of operation of the proposed use shall be consistent with the use and enjoyment of the properties in the surrounding residential community, if any. For commercial and industrial uses adjacent to or near residential uses, the hours of operation shall not adversely affect the use and enjoyment of the residential character of the area.
- i. The height of the proposed use shall be compatible with the character of the area, and the maximum height of any habitable structure shall be not more than 35 feet higher than the highest residence within 1,000 feet of the property line.

- j. Off-street parking and loading areas, where required, shall not be created or maintained in a manner which adversely impacts or impairs the use and enjoyment of adjacent and nearby properties. For existing structures, the applicant shall provide competent, substantial evidence to demonstrate that actual or anticipated parking shall not be greater than that which is approved as part of the site plan under applicable county standards.

FACTORS TO CONSIDER FOR A REZONING REQUEST

Section 62-1151(c) sets forth factors to consider in connection with a rezoning request, as follows:

"The planning and zoning board shall recommend to the board of county commissioners the denial or approval of each application for amendment to the official zoning maps based upon a consideration of the following factors:

- (1) The character of the land use of the property surrounding the property being considered.
- (2) The change in conditions of the land use of the property being considered and the surrounding property since the establishment of the current applicable zoning classification, special use or conditional use.
- (3) The impact of the proposed zoning classification or conditional use on available and projected traffic patterns, water and sewer systems, other public facilities and utilities and the established character of the surrounding property.
- (4) The compatibility of the proposed zoning classification or conditional use with existing land use plans for the affected area.
- (5) The appropriateness of the proposed zoning classification or conditional use based upon a consideration of the applicable provisions and conditions contained in this article and other applicable laws, ordinances and regulations relating to zoning and land use regulations and based upon a consideration of the public health, safety and welfare."

These staff comments contain references to zoning classifications found in the Brevard County Zoning Regulations, Chapter 62, Article VI, Code of Ordinances of Brevard County. These references include brief summaries of some of the characteristics of that zoning classification. Reference to each zoning classification shall be deemed to incorporate the full text of the section or sections defining and regulating that classification into the Zoning file and Public Record for that item.

These staff comments contain references to sections of the Code of Ordinances of Brevard County. Reference to each code section shall be deemed to incorporate this section into the Zoning file and Public Record for that item.

These staff comments contain references to Policies of the Brevard County Comprehensive Plan. Reference to each Policy shall be deemed to incorporate the entire Policy into the Zoning file and Public Record for that item.

These staff comments refer to previous zoning actions which are part of the Public Records of Brevard County, Florida. These records will be referred to by reference to the file number. Reference to zoning files are intended to make the entire contents of the cited file a part of the Zoning file and Public Record for that item.

DEFINITIONS OF CONCURRENCY TERMS

Maximum Acceptable Volume (MAV): Maximum acceptable daily volume that a roadway can carry at the adopted Level of Service (LOS).

Current Volume: Building permit related trips added to the latest TPO (Transportation Planning Organization) traffic counts.

Volume with Development (VOL W/DEV): Equals Current Volume plus trip generation projected for the proposed development.

Volume/Maximum Acceptable Volume (VOL/MAV): Equals the ratio of current traffic volume to the maximum acceptable roadway volume.

Volume/Maximum Acceptable Volume with Development (VOL/MAV W/DEV): Ratio of volume with development to the Maximum Acceptable Volume.

Acceptable Level of Service (CURRENT LOS): The Level of Service at which a roadway is currently operating.

Level of Service with Development (LOS W/DEV): The Level of Service that a proposed development may generate on a roadway.



BOARD OF COUNTY COMMISSIONERS

Planning and Development Department

2725 Judge Fran Jamieson Way
Building A, Room 114
Viera, Florida 32940
(321)633-2070 Phone / (321)633-2074 Fax
<https://www.brevardfl.gov/PlanningDev>

**STAFF COMMENTS
22PUD00001**

Health First, Inc. and Health First Shared Services, Inc.

**BU-1 (General Retail Use) and BU-2 (Retail, Warehousing and Wholesale Commercial) to PUD
(Planned Unit Development)**

Tax Account Number: 2427782, 2427785, 2427813 & 2441470
Parcel I.D.: 24-36-36-00-250.1, 251.2, 276 and 298
Location: SW corner of E Merritt Avenue and Borman Drive (District 2)
Acreage: 15.05 acres

Planning & Zoning Board: 5/09/2022
Board of County Commissioners: 5/26/2022

Consistency with Land Use Regulations

- Current zoning can be considered under the Future Land Use Designation, Section 62-1255.
- The proposal can be considered under the Future Land Use Designation, Section 62-1255.
- The proposal would maintain acceptable Levels of Service (LOS) (XIII 1.6.C)

	CURRENT	PROPOSED
Zoning	BU-1 & BU-2	PUD
Potential*	655,578 square feet	828,000 square feet in PDP
Can be Considered under the Future Land Use Map	Yes Community Commercial	Yes Community Commercial

* Zoning potential for concurrency analysis purposes only, subject to applicable land development regulations.

Background and Purpose of Request

The applicant is requesting a change of zoning classification from BU-1 (General Retail Commercial) and BU-2 (Retail, Warehousing and Wholesale Commercial) to PUD (Planned Unit Development).

The Preliminary Development Plan for the PUD proposes the following uses - hospital use: 320,000 square feet; central utility plant use: 21,500 square feet; medical office use: 120,000 square feet; spa use: 2,800 square feet; child care center use: 7,500 square feet; restaurant use: 5,700 square feet; education center use: 19,100 square feet; coffee shop use: 2,900 square feet; market/juice bar use: 2,000 square feet; mixed-retail use: 5,800 square feet; concierge tower use: 700 square feet; and fitness center use: 20,000 square feet. Current plan proposes two helicopter landing sites (helipads – one on top of hospital and one on an elevated deck located north of the hospital); however, the

applicant states only one pad will be retained. Total proposed development is for a building mass of 528,000 square feet mostly located on top of a 300,000 square foot, two-story parking structure for a total development of 828,000 square feet. Building heights will range from single story to a 7-story hospital building measured at 161-feet high above the average elevation of the finished development grade of the building site.

Secondly, the applicant is requesting the ability to provide for air transport patient service to an Emergency Department available on a 24 hour per day, 7 days a week basis. The intended destination hospital will be the Holmes Regional Medical Center (HRMC) located in Melbourne. That facility also functions as a Level II Trauma Center for Health First. First Flight (Health First's air transport service) may airlift patients to this facility for evaluation and stabilization. It will be determined at this location whether further air transport to HRMC for Level II Trauma care is needed. The applicant states the flight path will be designed to maximize distance from the Harbour Del Rio Condominiums to minimize any noise impacts, while still providing safe flight operations. However, specific flight path information was not included in this application. No potential airspace conflicts with the existing Merritt Island Airport Airspace has been identified/provided except for the proposed height exceeding the 150 feet height limitation above the airport elevation per Section 62-2202 (14) of Brevard County Code. Chapter 46, Article IV, Section 46-127 (2) and (7) of Brevard County Code exempts emergency vehicles and aircraft from having to meet noise performance standards. Aircraft noise exemptions in accordance with federal laws and regulations are also exempted within Chapter 62, Section 62-2271 (e) (7), (Brevard County Zoning Performance Standards).

Thirdly, the applicant requests multiple waivers to Chapter 62, Article VI (Zoning Regulations). A description of those waivers are provided in the application.

The PUD zoning classification is designed to allow an applicant to submit a proposal for consideration, for any use or mixture of uses, and to allow the board of county commissioners to approve any proposal which it believes to be in the best interest of the public health, safety and welfare, along with any conditions or limitations thereon which the board of county commissioners deems advisable. Rezoning to the PUD zoning classification shall be an entirely voluntary procedure to be pursued only at the option of the applicant. Approval of the PUD zoning classification rests with the board of county commissioners, based upon its determination that the proposed development is in the best interests of the county.

The subject parcel contains two zoning classifications. It received its BU-1 zoning on February 9, 1967 under **Z-2040**. The BU-2 portion is original zoning which failed a change to BU-1 under **Z-2916** on February 4, 1972. There was a prior attempt to rezone from BU-1 & BU-2 to PUD under **20Z00020**, which was withdrawn by the owner/applicants on November 19, 2021.

Land Use

The subject property contains the Community Commercial (CC) FLUM designation. Both the existing BU-1 and BU-2 as well as the proposed PUD zoning classifications are consistent with the CC FLUM designation.

Applicable Land Use Policies

FLUE Policy 1.4 – Community Commercial (CC) development activities are intended to serve several neighborhoods, sub-regional and regional areas and provide an array of retail, personal and professional uses. Development activities which may be considered within the Community Commercial (CC) Future Land Use designation.

The Board should evaluate the compatibility of this application within the context of Administrative Policies 3 - 5 of the Future Land Use Element.

Analysis of Administrative Policy #3 - Compatibility between this site and the existing or proposed land uses in the area.

Compatibility shall be evaluated by considering the following factors, at a minimum:

Criteria:

- A. Whether the proposed use(s) would have hours of operation, lighting, odor, noise levels, traffic, or site activity that would significantly diminish the enjoyment of, safety or quality of life in existing neighborhoods within the area which could foreseeably be affected by the proposed use;

This request proposes a hospital with helicopter air transport, retail, fitness, child-care, and medical office uses which may be in operation 24 hours a day, 7-days a week. Hours of operation, noise levels, and traffic operations information has not been included with this application for the potential effects upon the neighborhood and adjacent commercial activities. These items may be reviewed during the site plan review.

- B. Whether the proposed use(s) would cause a material reduction (five per cent or more) in the value of existing abutting lands or approved development.

Only a certified MAI appraisal can determine if material reduction has or will occur due to the proposed request.

- C. Whether the proposed use(s) is/are consistent with an emerging or existing pattern of surrounding development as determined through an analysis of:

- 1. historical land use patterns;

This area has been historically commercial.

- 2. actual development over the immediately preceding three years; and

There has not been any actual development within this area in the preceding three (3) years.

3. development approved within the past three years but not yet constructed.

There has not been any actual development within 500 ft of the property boundary in the preceding three (3) years. If this plan is approved, it may act as catalyst for additional development within Merritt Island and the surrounding area.

D. Whether the proposed use(s) would result in a material violation of relevant policies in any elements of the Comprehensive Plan.

If the Board approves the setback waiver requests, no material violation of relevant policies have been identified; however, this request does not abrogate any FAA rules or permitting requirements.

Analysis of Administrative Policy #4 - Character of a neighborhood or area.

The subject parcel is proposed to be rezoned from BU-1 and BU-2 to PUD. All of the uses proposed: hospital, retail, fitness, child-care, and medical office uses are allowed within the current zoning classifications existing on-site.

This request to rezone to PUD will allow an increased building height (up to 161-feet), increased building mass, and to reduce setbacks, building separation distances and to allow for a heliport landing pad (two pads shown on the PDP graphic however, the applicant maintains that only one pad will be developed). As the immediate area is also commercial, the proposed uses maintain the commercial integrity of the area. PUDs may request added building height and the zoning contains the ability for the applicants to request waivers to certain code provisions in Article VI or VII. The existing abutting commercial developments include a bank and a mini-warehouse development.

Surrounding Area

	Existing Land Use	Zoning	Future Land Use
North	Vacant	RU-1-9	Public Conservation
South	Retail Mall	BU-1	CC
East	Shopping Center and various businesses	BU-1 & BU-2	CC
West	Mini- warehouse facility and stormwater pond	BU-1 & BU-2	CC

The developed character of the surrounding area is commercial. To the north of E. Merritt Avenue is an undeveloped conservation tract under the Single-family residential zoning classification, RU-1-9. To the east across Borman Drive is a mixture of medical, retail and wholesale uses under the BU-1

and BU-2 zoning classifications. To the south is a bank located at the SE corner of this property, zoned BU-2. Across Highway 520 to the south is the Merritt Square Mall, zoned BU-1. To the west is CubeSmart, a mini-warehouse facility, zoned BU-2 and to its north is a water body for retention or conservation, zoned BU-1.

The BU-2 zoning classification permits retail, wholesale and warehousing commercial land uses on minimum 7,500 square foot lots. Possible incompatibilities are due to the intensive nature of commercial activities permitted by the BU-2 classification and possible noise, light, traffic and other nuisance factors potentially associated with BU-2 activities (auto-repair facilities, paint and body shops, and contractor storage yards). The BU-2 zoning classification allows all the proposed uses included in this application

The BU-1 classification allows general retail commercial zoning classification encompasses land devoted to general retail shopping, offices and personal services to serve the needs of the community with a minimum 7,500 square foot lots. The BU-1 classification does not permit warehousing or wholesaling. The BU-1 zoning classification allows all the proposed uses included in this application

The RU-1-9 classification permits single family residential development on lots of 6,600 square feet (minimum). The minimum house size is 900 square feet.

The Planned Unit Development (PUD) encourages and permits variation in development by allowing deviation in lot size, bulk or type of dwellings, density, lot coverage and open space from that required in any one residential zoning classification. The purpose of a PUD is to encourage the development of planned residential neighborhoods and communities that provide a full range of residence types, as well as industrial, commercial and institutional land uses.

In addition of Administrative Policies #3 and #4, the Preliminary Development Plan should be evaluated in the context of Section **62-1448 (b) (5)** of the Zoning code:

Review criteria. The decision of the planning and zoning board on the preliminary development plan application shall include the findings of fact that serve as a basis for its recommendation. In making its recommendation, the planning and zoning board shall consider the following facts:

a. Degree of departure of the proposed planned unit development from surrounding residential areas in terms of character and density.

Applicant response: The character of the surrounding area is substantially commercial with uses such as BJ's Wholesale and Cubesmart to the west, the Merritt Square Mall to the south, and a variety of retail and medical uses to the east defining this neighborhood. The health care focused "Wellness Village" character of the proposed PUD will compliment and support the surrounding area. The nearest residential use is the Harbor Del Rio Condominium, with the closest condominium building located approximately 480 feet from the northwest corner of the Health First property.

Staff comment: The character of the area is retail, office, medical office and warehousing uses. The potential development on this site generates 828,000 square feet of development uses. Proposed uses are comparable with existing zoning.

b. Compatibility within the planned unit development and relationship with surrounding neighborhoods.

Applicant response: The proposed development is compatible within the PUD and with the surrounding neighborhoods which are substantially commercial in nature.

Staff comment: The proposed development is a mix of wellness services, health and retail, fitness center, community space and convenient parking, all to complement acute-care services in one centralized location.

c. Prevention of erosion and degrading of surrounding area.

Applicant response: Erosion and degradation of the surrounding area will be prevented by an onsite stormwater management system and stabilization of unpaved areas by landscaping. Further, this investment will very likely serve as a catalyst for future investments along this corridor that will seek to support the vision and mission of the Wellness Village.

Staff comment: This site proposes the redevelopment of a commercial site which contained over 75% as impervious surface; the proposed plan includes underground stormwater retention; further review will be conducted as part of the formal site plan submittal.

d. Provision for future public education and recreation facilities, transportation, water supply, sewage disposal, surface drainage, flood control and soil conservation as shown in the preliminary development plan.

Applicant response: No public education facilities (schools) are proposed but an education center will be available for health and wellness education purposes. A privately-owned health club open for public membership is proposed as well as walking trails throughout the Village. Bus stop locations for public transportation will be coordinated with Space Coast Area Transit. Water supply will be provided with on-site water distribution system connected to the City of Cocoa water mains. Sewage disposal will be provided by on-site gravity sewer mains connected to the Brevard County Utilities sewer mains. Surface drainage and flood control will be provided by an onsite stormwater management system. Soil conservation of unpaved areas will be provided by landscaping. These provisions are shown on the PDP.

Staff comment: This PUD proposal does not include residential uses. The proposed PDP provides no open space.

e. The nature, intent and compatibility of common open space, including the proposed method for the maintenance and conservation of the common open space.

Applicant response: Not applicable, common open space is required for residential.

Staff comment: No common open space has been identified on Sheet CS-100.

f. The feasibility and compatibility of the specified stages contained in the preliminary development plan to exist as an independent development.

Applicant response: The property owner intends to construct the project in one stage (phase), with the buildings to be sequenced in construction.

Staff comment: If approved, comments will be addressed during the formal site plan review.

g. The availability and adequacy of water and sewer service to support the proposed planned unit development.

Applicant response: There is available water and sewer service existing on-site. This infrastructure has the capacity to support the proposed development, with modifications that may be required to the locations and alignment of water and sewer mains based on the proposed development.

Staff comment: A connection to water and sewer facilities are proposed.

h. The availability and adequacy of primary streets and thoroughfares to support traffic to be generated within the proposed planned unit development.

Applicant response: The proposed PUD is located adjacent to SR 520 (East Merritt Island Causeway), Borman Drive and E. Merritt Avenue. Included in the application is a Traffic Memorandum presenting adjacent facilities existing traffic and capacity utilization along with a trip generation summary of the proposed land uses, as provided by the ITE Trip Generation Manual. The trip generation summary provides peak hour and daily trip generation estimates. A Traffic Study is currently planned to be conducted as soon as the methodology is approved by Brevard County and FDOT to evaluate the actual traffic generation as captured trips are anticipated due to the multi-use nature of the Wellness Village, and to identify needs for traffic infrastructure improvements. It is anticipated that the Traffic Study unique to this development makeup will reveal that less trips will be generated by the Wellness Village than the unadjusted baseline calculations dictated by the ITE Trip Generation Manual.

Staff comment: The site has 9 connections to three roadways, E Merritt Avenue, Borman Drive and Highway 520 (East Merritt Island Causeway). The applicants have not provided a traffic study to assess potential transportation impacts. Transportation impacts are typically addressed during the formal site plan review unless the Board feels the study is necessary to evaluate the PUD rezoning.

i. The benefits within the proposed development and to the general public to justify the requested departure from the standard land use requirements inherent in a planned unit development classification.

Applicant response: The proposed development will provide a multitude of community benefits, including a local hospital and access to health care facilities such as doctors' offices and outpatient surgery. There will also be a physical fitness center and retail shops.

Staff comment: The proposed development and supporting infrastructure are adjacent to public transportation, shopping and medical services.

j. The conformity and compatibility of the planned unit development with any adopted development plan of the county.

Applicant response: The PUD is compatible with Brevard County's Comprehensive Plan and the vision set forth for the Merritt Island Redevelopment Agency.

Staff comment: The applicant is seeking waivers from various sections of the Code which are identified in the application including setbacks, height, distance between structures, and heliport requirements. The Board will need to determine if the request is compatible.

k. The conformity and compatibility of the proposed common open space, primary residential and secondary nonresidential uses with the proposed planned unit development.

Applicant response: Not applicable, common open space is required for residential.

Staff comment: The proposed Preliminary Development Plan (PDP) is not required to provide open space as there is not a residential component in the project. The proposed PDP does show open space on top of the parking garage structure.

Staff Note:

The Preliminary Development Plan (PDP) is part of the zoning application for a PUD, which depicts the use and intensity of the project. It is not intended to be specific with respect to engineering details that are normally reviewed at the Final Development Plan (site plan) stage of review. Additional details on the Preliminary Development Plan that are normally required at the Final Development Plan.

Specific waivers to land development regulations must be stated on the preliminary development plan and must be verbally requested by the applicant at the public hearing. Unless a waiver is specifically requested by the applicant and specifically approved by the Board, it will not be assumed to have been approved. In this case, the applicant has requested numerous waivers, generally described below, to facilitate the proposed uses. These waivers will be included in the Board's approval unless omitted.

- The applicant has requested numerous waivers of Brevard County Code as identified in the application which allows for additional building heights above 35-feet in height, if certain setbacks have been increased.
- The applicant has submitted multiple PUD perimeter setback waivers as well as additional setback waivers for buildings with proposed additional building height. Concerns over building/structure maintenance adjacent to road rights of ways are a concern to the Public Works Department and will be addressed at site plan.
- The waiver of airport height restrictions regarding granting development approval into restricted airport airspace without receiving similar approval comment from external governing agencies such as: FAA, FDOT Aviation Unit, or the TICO Airport Authority. Section 62-2202

(14) and Section 62-2203 of Brevard County Code list structure and obstruction height limitations to protect airspace around airports in order to reduce obstructions to air navigation.

There have been three recent zoning actions within a half-mile of the subject property within the last three years.

- **18PZ00056** adopted August 2, 2018 changed RU-1-7 to BU-2. Parcel lies along the south side of Highway 520 (E Merritt Island Causeway) 912 feet in a SW direction approximately 400 feet east of Plumosa St.
- **18PZ00061** adopted August 2, 2018 approved a conditional use permit (CUP) for truck and trailer rental for the U-Haul business located 1,800 to the south at the NW corner of S. Sykes Parkway and Fortenberry Road.
- **21Z00015** adopted August, 5, 2021 changed BU-1 to RU-2-15. Parcel lies along the south side of Palmetto Avenue 2,650 feet in a W direction.

Preliminary Concurrency

The closest concurrency management segment to the subject property is Highway 520, between Plumosa Street to Sykes Creek Parkway, which has a Maximum Acceptable Volume (MAV) of 62,900 trips per day, a Level of Service (LOS) of D, and currently operates at 42.57% of capacity daily. The maximum development potential from the proposed rezoning increases the percentage of MAV utilization by 16.79%. With the maximum development potential from the proposed rezoning, the corridor is anticipated to operate at 59.36% of capacity daily (LOS C). The proposal is not anticipated to create a deficiency in LOS.

No school concurrency information has been provided as the project is not intended for residential uses.

The parcels are serviced potable water by the City of Cocoa. Sewer is provided by Brevard County.

Summary of Mapped Resources and Noteworthy Land Use Issues:

- Hydric Soils
- Aquifer Recharge Soils
- Floodplain
- Indian River Lagoon Nitrogen Reduction Overlay
- Protected and Specimen Trees
- Protected Species

No noteworthy land use issues were identified. Natural Resources Management (NRM) reserves the right to assess consistency with environmental ordinances at all applicable future stages of development.

Traffic Engineering Comments:

1. A Traffic Impact Study will be required. A methodology memorandum is strongly encouraged to facilitate an agreement between the Engineer and the Review Engineer on trip generation, trip distribution, analysis extent, analysis periods, and other items as applicable to the development prior to proceeding with the analysis. All trip generation must be based on the latest edition of the ITE Trip Generation Manual (11th).
2. Trip generation credits will not be recognized for any land uses not in operation in 2019 or later.
3. There are operational concerns about the connection at SR 520, specifically regarding the geometry and proximity of the roundabout.

Public Works - Engineering – Comments

1. Please revise the requested setback waivers #2 and 12 to Sections 62-1446 (d)(4) and 62-1446 (d) (8) to allow for the setback area needed to construct and maintain the proposed building structures outside of the existing rights-of-way of both Borman Drive and East Merritt Island Avenue. Please also revise the Preliminary Development Plan to show the proposed structures that are shown at the right-of-way line to allow for construction and maintenance of these structures within the property without impacting the existing rights-of-way. Additional right-of-way permitting, right-of-way use agreements, and performance bonds for construction and/or for certification of completion may be needed.
2. Please revise the Preliminary Development Plan, to show the proposed pickup and drop-off lane to be outside of the Borman Drive right-of-way. Private improvements are not permitted within the right-of-way. Adjust the proposed sidewalk along Borman Drive accordingly.
3. The Preliminary Development Plan is not signed and sealed by a Florida Licensed Professional Engineer and was reviewed by staff as a conceptual plan. Staff will review for Code compliance during site plan review under Chapter 22 as it applies to site plan elements; and Chapters 62, 86, and 106, per the Code of Ordinances of Brevard County.

For Board Consideration

The Board may wish to consider whether this request is consistent and compatible with the surrounding area and whether the multiple waiver requests are appropriate. The Board may consider the following conditions in the approval:

- The PDP will allow the flexibility for the buildings and structures to move on the site without Board approval.
- Approval of the requested waivers as identified in the application as to heights, setbacks, distance between structures, and heliports.
- The final location of the heliport pad will be approved at formal site plan.
- The applicant shall submit a detailed map which depicts the approach zone for said heliport and the relation to existing single family homes with the site plan.

- Submit a noise exposure map as prepared by a certified engineer for proposed flight path with the site plan.
- A Traffic Impact Study shall be submitted with the site plan. The applicant will be responsible for design, permitting, and constructing all necessary improvements identified in the study.
- Roundabout and connectivity issue to adjacent parcel (CubeSmart) will be addressed at site plan.
- Bus pickup and drop-off to be located outside of existing Borman Drive road right-of-way.
- Maintenance of structures adjacent to public roadways due to reduced setbacks will be addressed at site plan.
- Heliport shall be designed and constructed in accordance with FAA requirements for hospital heliports.

**NATURAL RESOURCES MANAGEMENT DEPARTMENT
Zoning Review & Summary**

Item # 22PUD00001

Applicant: Health First, Inc.

Zoning Request: BU-1 & BU-2 to PUD

Note: Applicant wants mixed uses, intensity, increased building height, and heliport.

P&Z Hearing Date: 05/09/22; **BCC Hearing Date:** 05/26/22

Tax ID Nos: 2427782, 2427785, 2427813 & 2441470

- This is a preliminary review based on best available data maps reviewed by the Natural Resources Management Department (NRM) and does not include a site inspection to verify the accuracy of the mapped information.
- In that the rezoning process is not the appropriate venue for site plan review, specific site designs submitted with the rezoning request will be deemed conceptual. Board comments relative to specific site design do not provide vested rights or waivers from Federal, State or County regulations.
- **This review does not guarantee whether or not the proposed use, specific site design, or development of the property can be permitted under current Federal, State, or County Regulations.**

Summary of Mapped Resources and Noteworthy Land Use Issues:

- Hydric Soils
- Aquifer Recharge Soils
- Floodplain
- Indian River Lagoon Nitrogen Reduction Overlay
- Protected and Specimen Trees
- Protected Species

No noteworthy land use issues were identified. Natural Resources Management (NRM) reserves the right to assess consistency with environmental ordinances at all applicable future stages of development.

Land Use Comments:

Hydric Soils

The subject parcel contains mapped hydric soils (Canaveral - Anclote complex) as shown on the USDA Soil Conservation Service Soils Survey map. An indicator that wetlands may be present on

the property. Section 62-3694(c)(3)b has allowances for wetland impacts for commercial uses along "Mitigation Qualified Roadways" (MQRs). State Road 520 is an MQR. Section 62-3694(c)(3)c has allowances for wetland impacts for properties designated for commercial or industrial land uses on the Future Land Use Map prior to February 23, 1996, if the property abuts land(s) developed as commercial or industrial as of December 31, 2010, and has sufficient infrastructure available to serve the commercial or industrial use. In either case, the applicant shall complete High Function and Landscape Level wetlands assessments prior to the allowance of any wetland impacts. Board approval may be required for impacts.

For institutional development activities on properties which contain wetlands, Section 62-3694(c)(4) will apply. Per Section 62-3694(c)(5), wetland impacts may be permitted for mixed-use land development activities that meet criteria. Impacts to wetlands from residential and mixed-use land development activities, on a cumulative basis, shall not exceed 1.8% of the non-commercial and non-industrial acreage of the PUD. Any permitted wetland impacts must meet the requirements of Sections 62-3694(e) including avoidance of impacts, and 62-3696. The applicant is encouraged to contact NRM at 321-633-2016 prior to any land clearing activities, plan or permit submittal.

Aquifer Recharge Soils

Canaveral - Anclote complex also functions as aquifer recharge soils. Site is already impacted. The project may provide an opportunity to re-establish recharge of the aquifer soils. The applicant is hereby notified of the development and impervious restrictions within Conservation Element Policy 10.2 and the Aquifer Protection Ordinance.

Indian River Lagoon Nitrogen Reduction Overlay

The entire parcel is mapped within the Indian River Lagoon Nitrogen Reduction Overlay per Chapter 46, Article II, Division IV - Nitrogen Reduction Overlay. If adequate sewer for the development is not available, then the use of alternative septic systems designed to provide at least 65% total nitrogen reduction through multi-stage treatment processes shall be required. The rezoning application states that site will have access to sewer.

Protected and Specimen Trees

Aerials indicate that Protected (greater than or equal to 10 inches in diameter) and Specimen Trees (greater than or equal to 24 inches in diameter) may exist on subject property. Per Section 62-4341(18), Protected and Specimen Trees shall be preserved or relocated on site to the Greatest Extent Feasible. Per Section 62-4332, Definitions, Greatest Extent Feasible shall include, but not be limited to, relocation of roads, buildings, ponds, increasing building height to reduce building footprint or reducing Vehicular Use Areas. The applicant is advised to refer to Article XIII, Division 2, entitled Land Clearing, Landscaping, and Tree Protection, for specific requirements for tree preservation and canopy coverage requirements. Land clearing is not permitted without prior authorization by NRM.

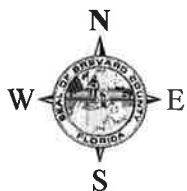
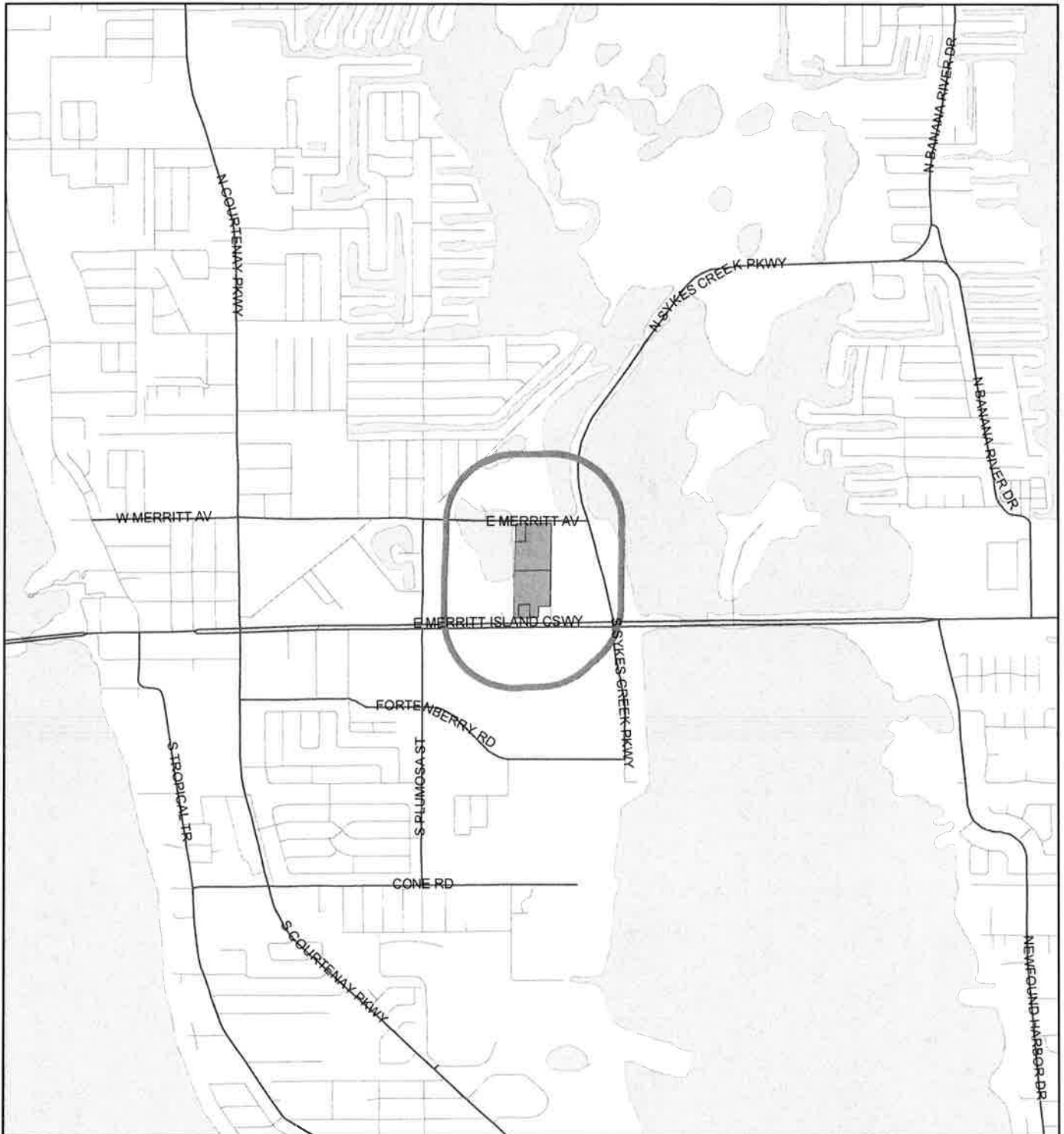
The conceptual plan references a rooftop park with landscaping. The applicant should work with staff to develop a landscape design that meets code prior to any engineering design. Rooftop and indoor plantings will require evaluation for perpetual plant survival as required by code.

Protected Species

Information available to NRM indicates that federally and/or state protected species may be present on the property. Prior to any plan, permit submittal, or development activity, including land clearing, the applicant should obtain any necessary permits or clearance letters from the Florida Fish and Wildlife Conservation Commission and/or U.S. Fish and Wildlife Service, as applicable.

LOCATION MAP

HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.
22PUD00001



1:24,000 or 1 inch = 2,000 feet

Buffer Distance: 1000 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

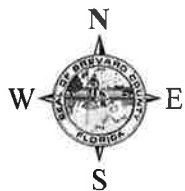
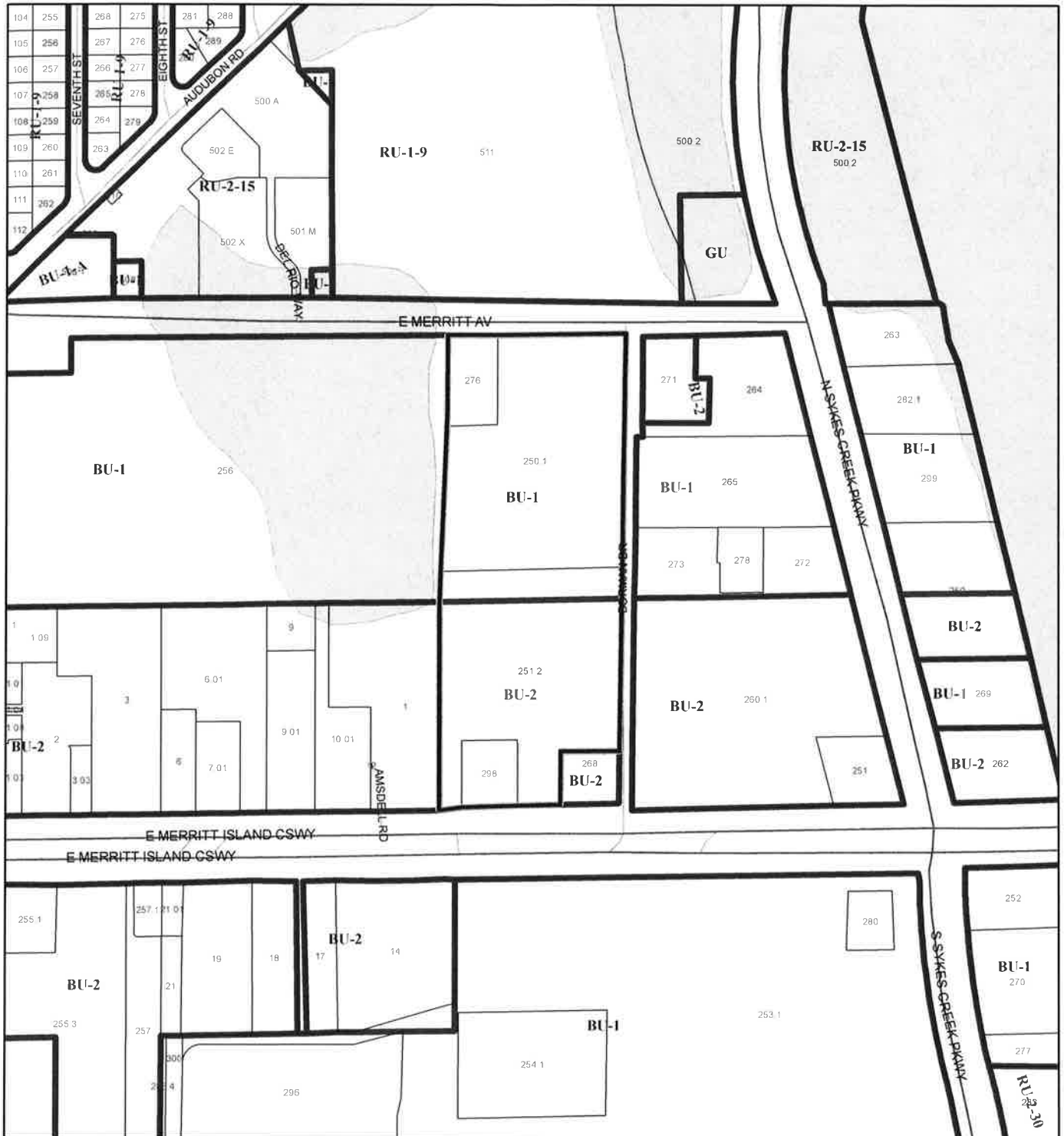
Produced by BoCC - GIS Date: 4/19/2022

— Buffer
■ Subject Property

ZONING MAP

HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.

22PUD00001



1:4,800 or 1 inch = 400 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

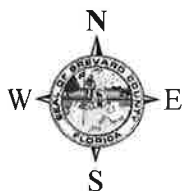
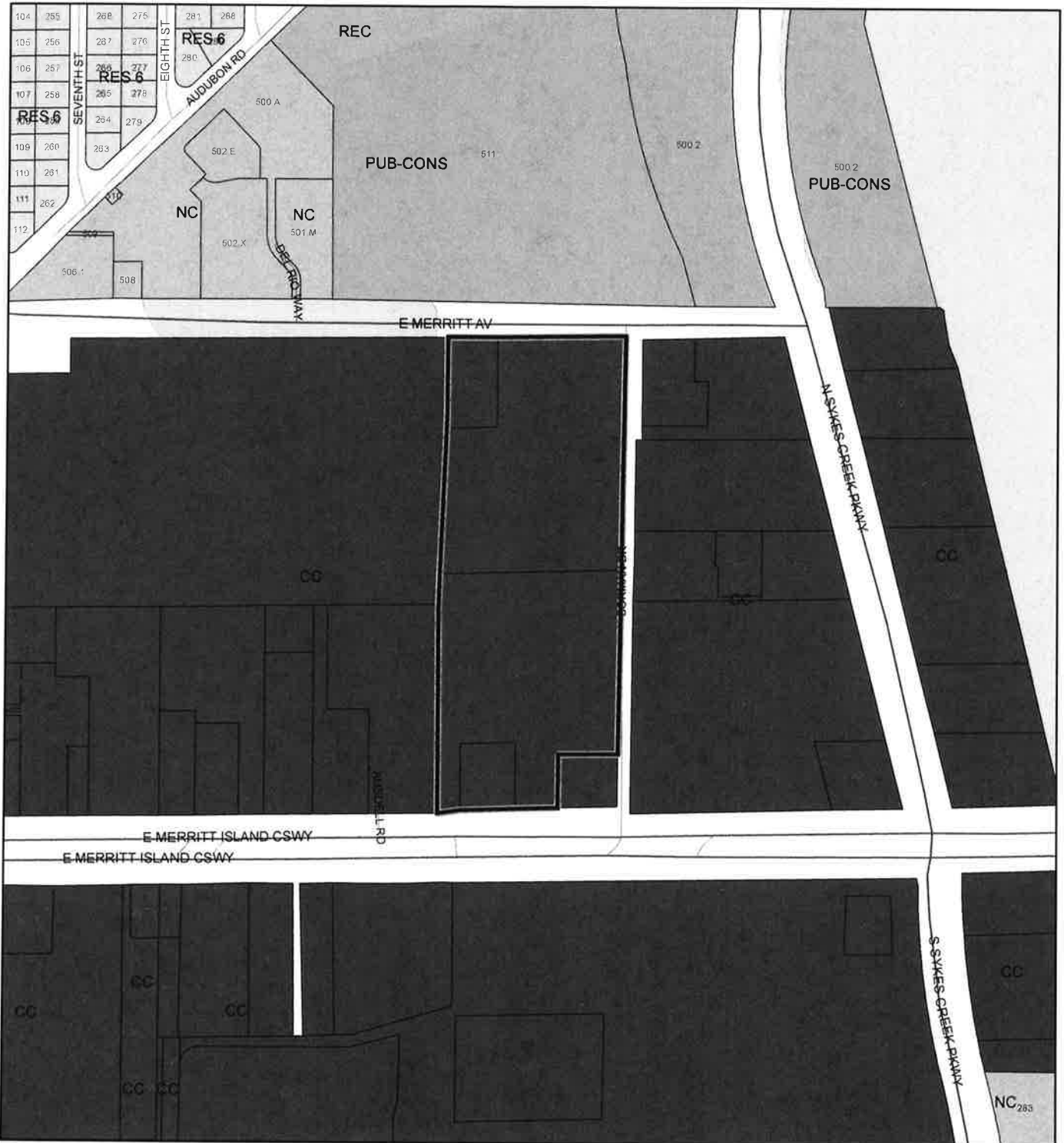
Produced by BoCC - GIS Date: 4/19/2022

- Subject Property
- Parcels
- Zoning

FUTURE LAND USE MAP

HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.

22PUD00001



1:4,800 or 1 inch = 400 feet

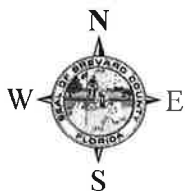
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 4/19/2022

— Subject Property
 □ Parcels

AERIAL MAP

HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.
22PUD00001



1:4,800 or 1 inch = 400 feet

PHOTO YEAR: 2021

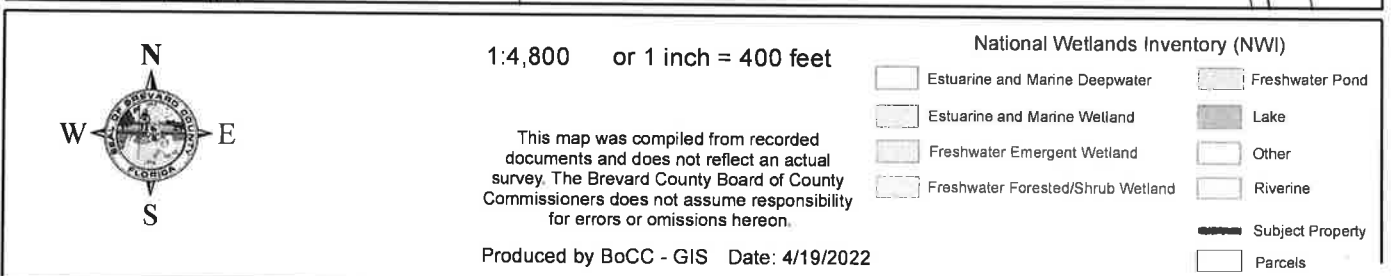
This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 4/19/2022

— Subject Property

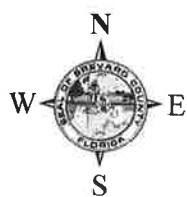
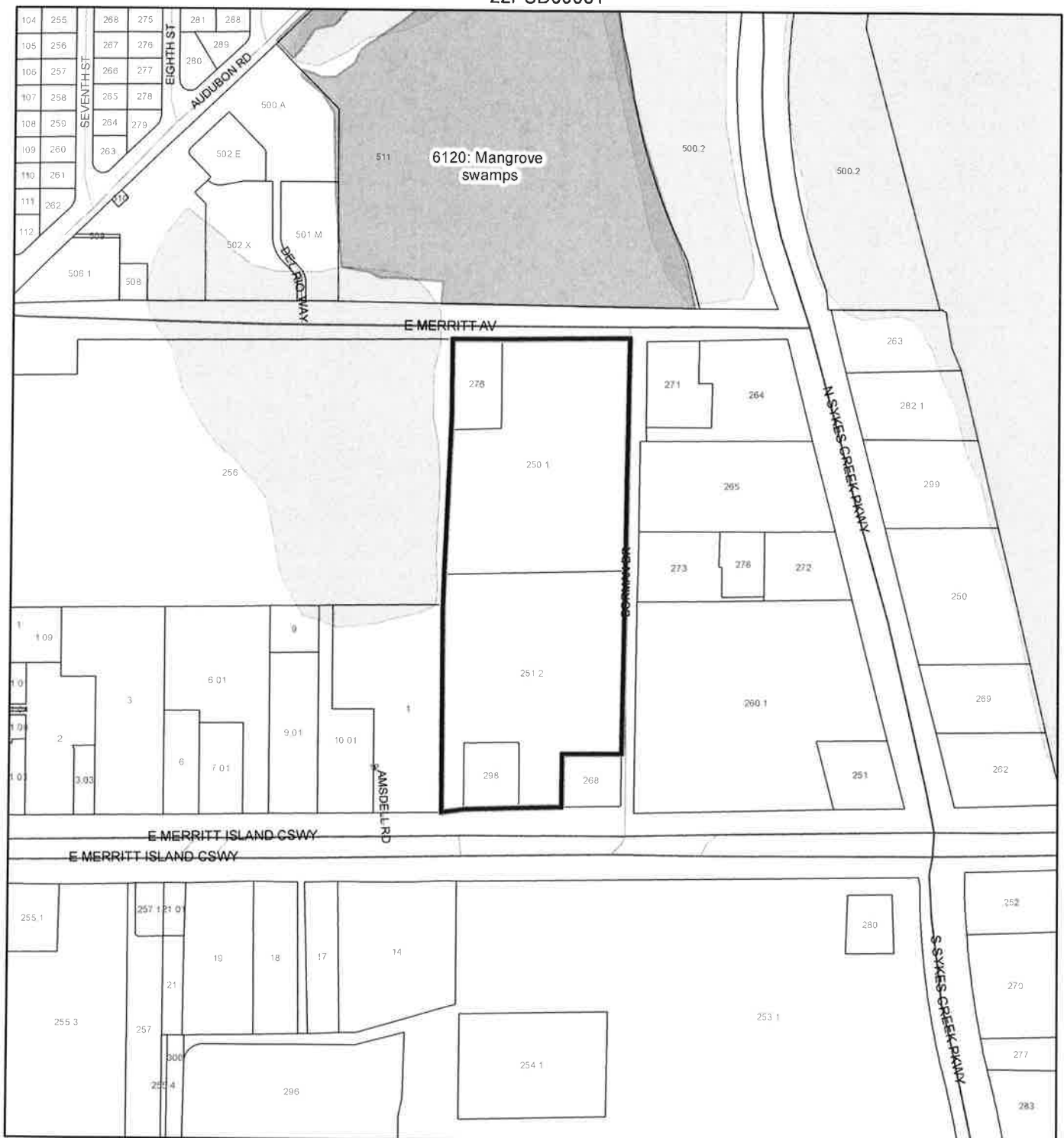
□ Parcels

HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.
22PUD00001



SJRWMD FLUCCS WETLANDS - 6000 Series MAP

HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.
22PUD00001



1:4,800 or 1 inch = 400 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 4/19/2022

SJRWMD FLUCCS WETLANDS

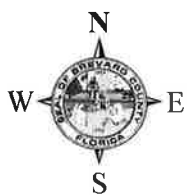
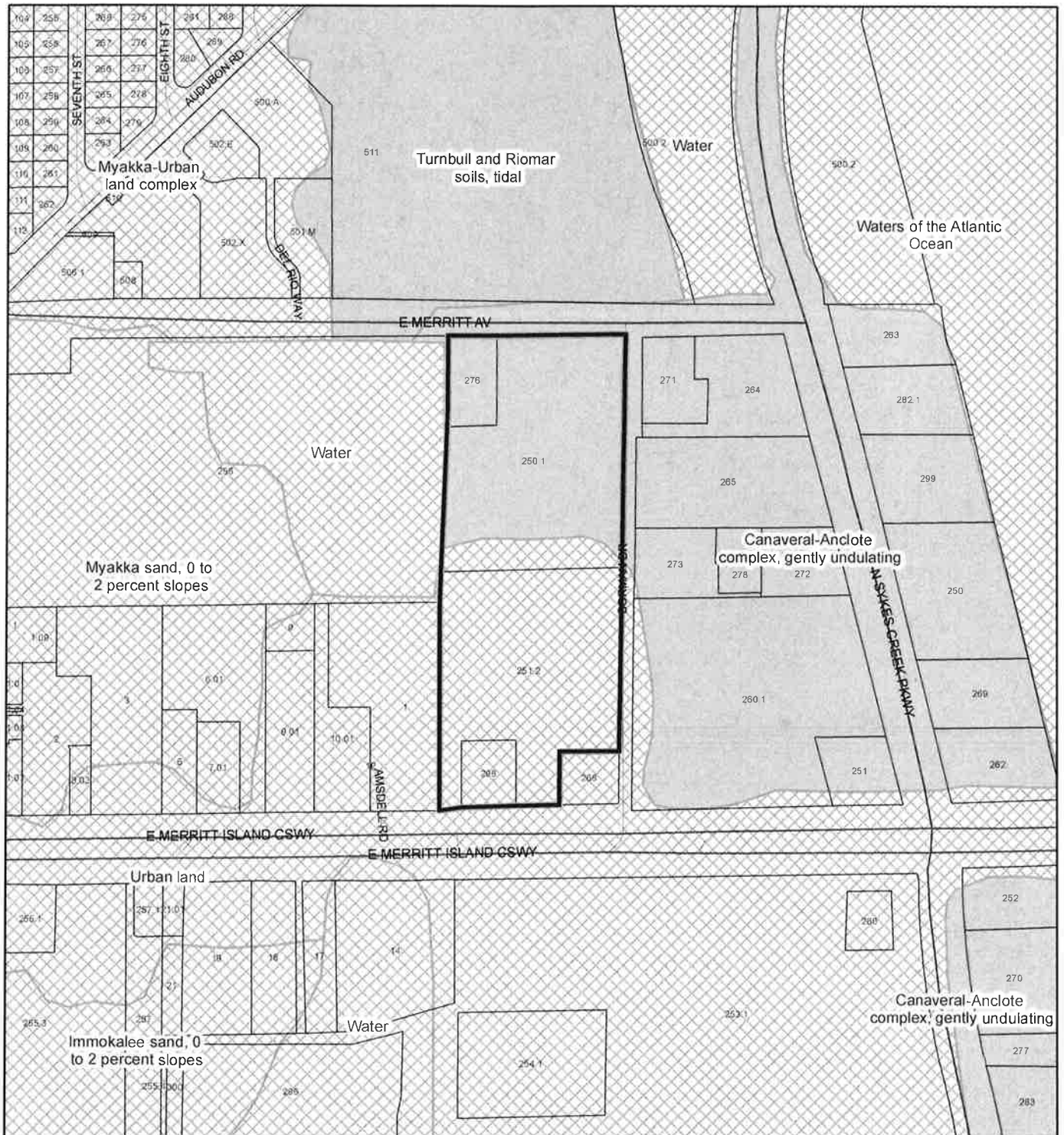
- Wetland Hardwood Forests - Series 6100
- Wetland Coniferous Forest - Series 6200
- Wetland Forested Mixed - Series 6300
- Vegetated Non-Forested Wetlands - Series 6400
- Non-Vegetated Wetland - Series 6500

Subject Property

Parcels

USDA SCSSS SOILS MAP

HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.
22PUD00001



1:4,800 or 1 inch = 400 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

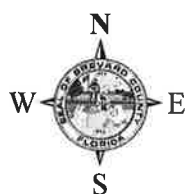
Produced by BoCC - GIS Date: 4/19/2022

USDA SCSSS Soils

- Aquifer and Hydric
- Aquifer
- Hydric
- None

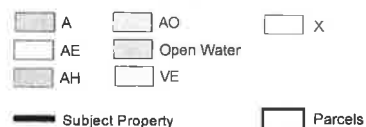
- Subject Property
- Parcels

22PUD00001



This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

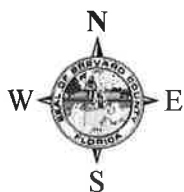
FEMA Flood Zones



COASTAL HIGH HAZARD AREA MAP

HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.

22PUD00001



1:4,800 or 1 inch = 400 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 4/19/2022

— Subject Property

□ Parcels

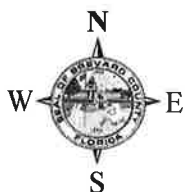
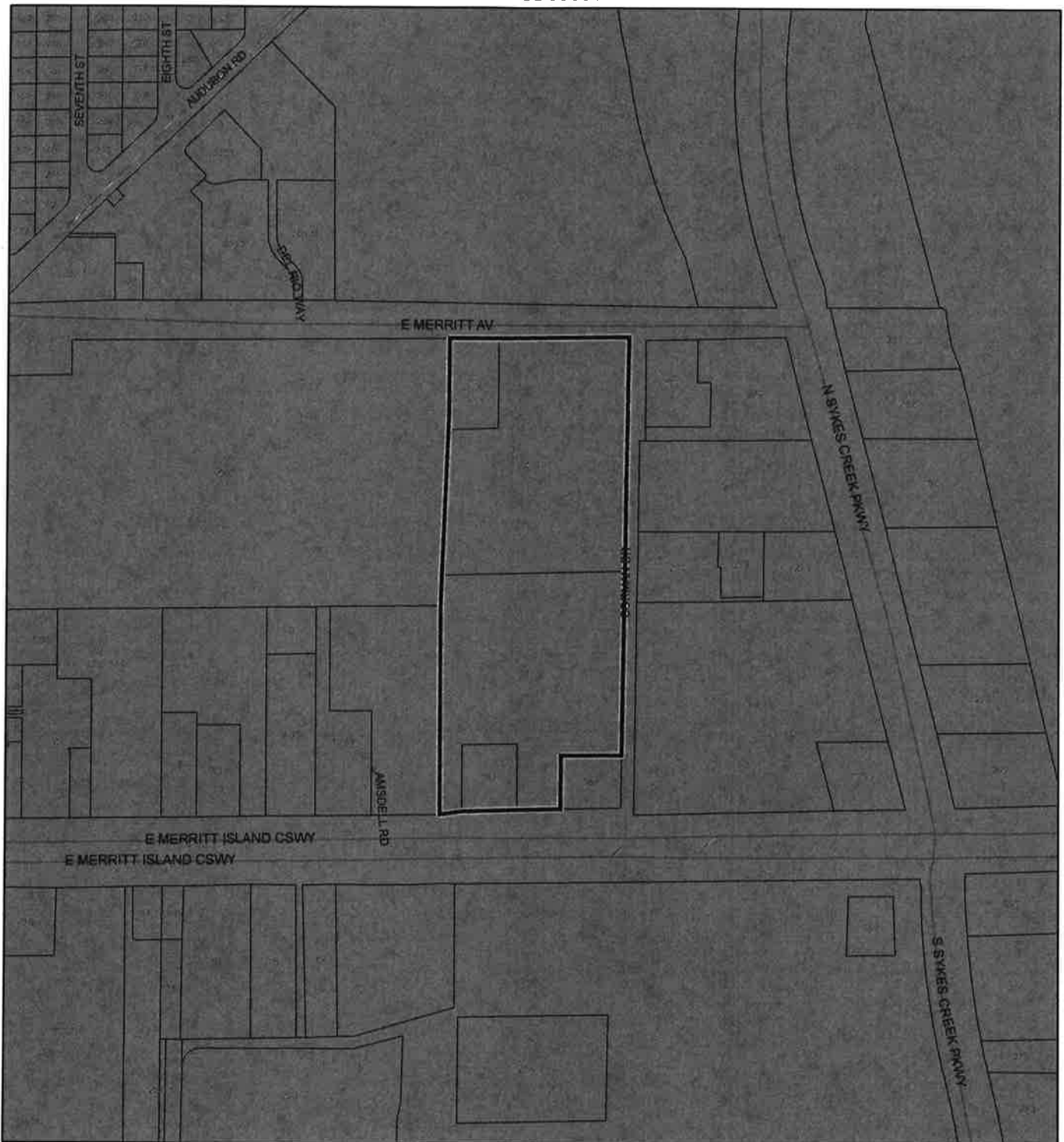
Coastal High Hazard Area

■ SurgeZoneCat1

INDIAN RIVER LAGOON SEPTIC OVERLAY MAP

HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.

22PUD00001



1:4,800 or 1 inch = 400 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 4/19/2022

— Subject Property

□ Parcels

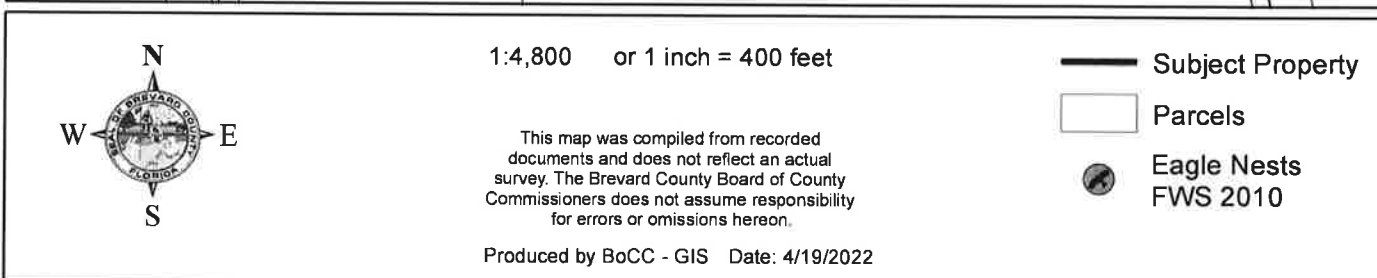
Septic Overlay

■ 40 Meters

■ 60 Meters

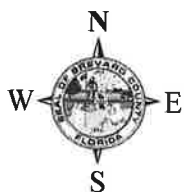
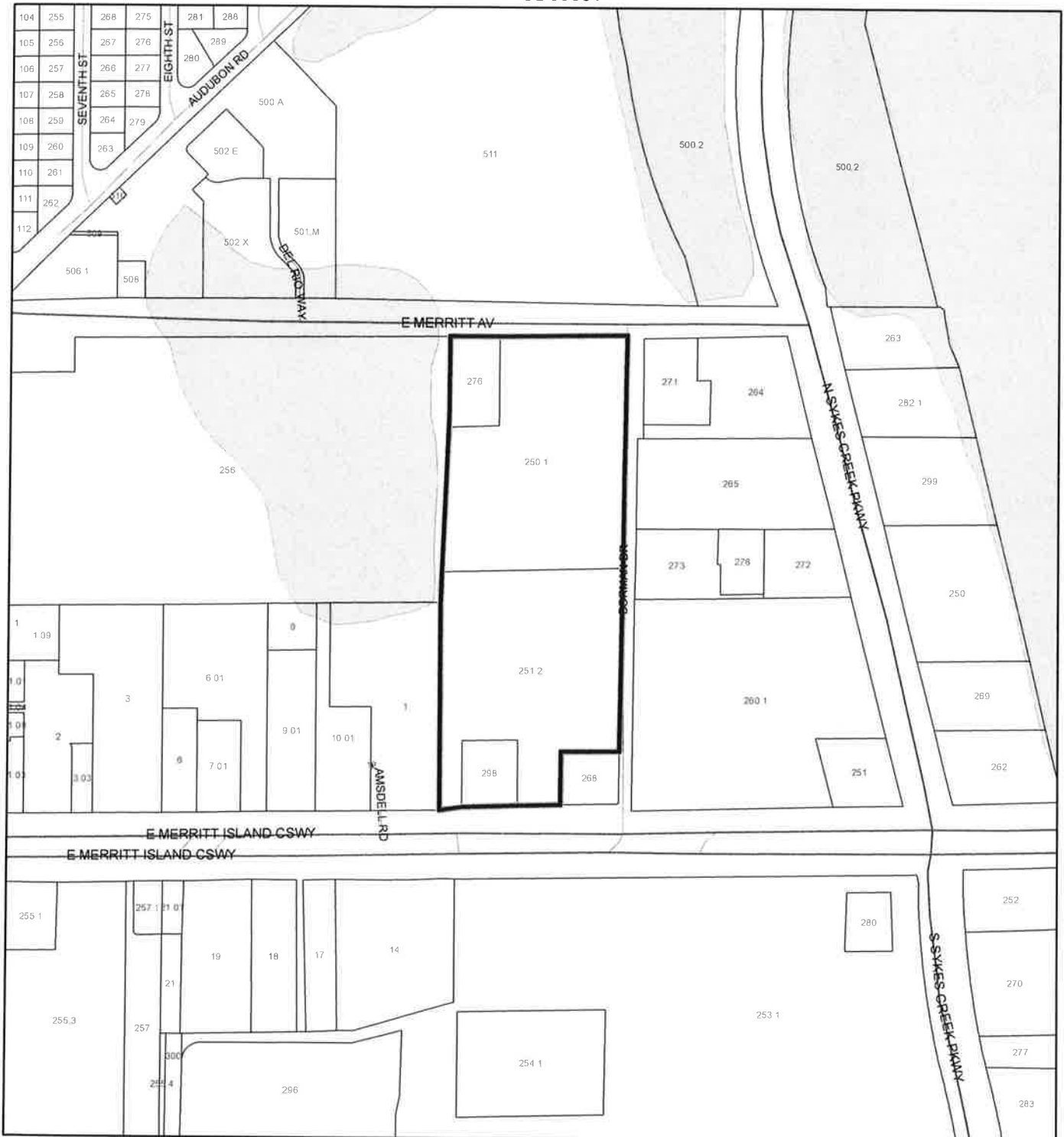
■ All Distances

HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.
22PUD00001



SCRUB JAY OCCUPANCY MAP




HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.
22PUD00001



1:4,800 or 1 inch = 400 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

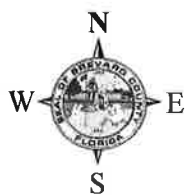
Produced by BoCC - GIS Date: 4/19/2022

-  Subject Property
-  Parcels
-  Scrub Jay Occupancy

SJRWMD FLUCCS UPLAND FORESTS - 4000 Series MAP

HEALTH FIRST INC., AND HEALTH FIRST SHARED SERVICES, INC.

22PUD00001







1:4,800 or 1 inch = 400 feet

This map was compiled from recorded documents and does not reflect an actual survey. The Brevard County Board of County Commissioners does not assume responsibility for errors or omissions hereon.

Produced by BoCC - GIS Date: 4/19/2022

SJRWMD FLUCCS Upland Forests

-  Upland Coniferous Forest - 4100 Series
-  Upland Hardwood Forest - 4200 Series
-  Upland Mixed Forest - 4300 Series
-  Tree Plantations - 4400 Series

 Subject Property  Parcels



Atkins North America, Inc.
7175 Murrell Road
Melbourne, Florida 32940
Telephone: +1.321.242.4942
Fax: +1.321.242.6101
www.atkinsglobal.com/northamerica

March 4, 2022

Tad Calkins, Director
Brevard County Planning and Development
2725 Judge Fran Jamieson Way
Viera, FL 32940

**RE: Health First Wellness Village
PUD/PDP Draft Application
County staff review comments**

Dear Mr. Calkins:

We have received the review comments provided during the March 3, 2022 pre-application meeting. Please note the following response to comments numbered accordingly:

1. Need to add Health First Shared Services, Inc. to ownership block.
Response: The ownership block on the PDP has been revised.
2. Need to specify company representative is representing both owners or you will need to submit authorized agent information for 2nd owner (Health First Shared Services, Inc.).
Response: The Sunbiz information has been added to the application package showing Michael Scialdone is listed on both corporations (Health First, Inc and Health First Shared Services, Inc) as EVP,CFO.
3. Need completed/notarized/signed documents.
Response: Noted, to be provided with submittal.
4. Please update the vicinity map to include information on adjacent development and subdivisions per Section 62-1448 (b)(2)(b)(4) of Brevard County Code.
Response: The vicinity map has been revised per comment.
5. PUD request for heliport needs to be reviewed as similar to a Conditional Use Permit (CUP) for private heliport. See CUP requirements.
Response: The narrative has been revised to request a waiver from Sec 62-1944.5 Private heliports.
6. Please remit noise contours for approach and takeoff flight paths.
Response: Please see response to comment 5.
7. Please remit copy/approval of FAA review for capability.
Response: Please see response to comment 5.
8. Please remit copy/approval from TICO Authority for airspace control around the Merritt Island airport.
Response: Please see response to comment 5.

9. Both the waiver requests and the heliport request need justification submitted to explain why such waivers need to be reviewed/granted. PDP needs more analysis than simple waiver or exemption request.
Response: Please see response to comment 5.
10. Please provide architectural renderings to depict scale and scope of the project. Current submittal doesn't capture the complexity and integration of the site using the 2-level parking garage as a connecting feature.
Response: The applicant will provide an architectural rendering as soon as it is completed and approved for submittal.
11. Has it been decided whether the elevated helipad is preferred over the ground level site? Are both locations still viable? Please advise.
Response: Both locations are still in consideration.
12. Additional building height waivers need to be reevaluated as current data may not accurately reflect compliance with the building height definition identified below in comment #14.
Response: The building height waivers have been reevaluated and revised based on the county staff review comments and the 3/3/2022 pre-app meeting.
13. NRMD and site plan waivers are not part of the PUD waiver process. Those requests will need to be removed and applied at the site plan review stage. Only waivers from Chapter 62, Article VI & VIII are permitted to be requested as this project is not a DRI (Development of Regional Impact).
Response: Removed.
14. The legal description on the PDP graphic only identifies three (3) tax account numbers. Please update to add the fourth parcel.
Response: PDP revised per comment.
15. Building height is measured from the average elevation of the finished development grade of the building site. Additionally, only one level of parking is exempted from building height definition. You may need to add a waiver request to provide for a second level for parking exemption and recalculate your building height and setback waivers to be consistent with code allowances.
Response: The waiver requests have been updated to assume a finished development grade and a waiver has been added to request an exemption for the second level of parking in the parking structure underneath the Wellness Village.
16. Proposed setbacks do not match on PDP.
Response: The PDP has been revised.

Justification needs to be provided as to how the structures will be maintained with a zero setback.

Response: The zero setback is for the retaining walls and access stairway, they typically require minimal maintenance and can be accessed from the applicants property and/or public right of way.

Building height.

- (1) *Where a building or structure is constructed with a flat roof, the height of the building or structure shall be the vertical distance measured from the average elevation of the finished development grade of the building site to the finished elevation of the flat roof of the uppermost story, excluding elevator or mechanical equipment screens.*
- (2) *Where a building or structure is constructed with a hip roof or gabled roof, the height of the building or structure shall be the vertical distance measured from the average elevation of the finished development grade of the building site to the highest bearing point of the roof trusses or roof joists of an acceptable slope, which slope shall not exceed 45 degrees or 12-on-12, provided that any habitable space located within the confines of the acceptable slope shall be solely for the use of the occupants of the floor immediately below and not used as a separate occupancy. Church steeples, bell towers, or other similar features customarily used to identify a church shall be excluded from the height restriction, as long as the height at the top of the identifying feature as measured from finished development grade does not exceed 200 percent of the maximum height or height threshold.*
- (3) *Where one level of parking is provided under any principal building, excluding single family homes, building height shall be measured from the elevation of the lowest point of the structure of the first habitable floor to a point defined in either subsection (1) or (2) of this definition; provided, however, that setbacks, breezeway/visual corridor and fire protection requirements under this article shall be based on building height as measured from the average elevation of the finished development grade of the building site.*

17. Please verify that the Site Section Diagram identifying building heights is based upon the average elevation of the finished development grade of the building site. Currently base information starts at a "0" zero feet measurement. If this number needs to be adjusted, it will affect all buildings/structure heights on the property.

Response: The Site Section Diagram has been revised per the pre-application meeting and to provide clarification on building height vs design elevation.

18. Hospital site does not appear to be utilizing understory parking so total building height will need to be utilized for setback building height waivers.

Response: There is no understory parking under the hospital building.

19. Since the parking structure is integrated into all buildings except for the hospital and the CUP (central utility plant), no separation distances between those other buildings need to be identified.

Response: The building separation table has been revised.

Separation distance between the CUP and hospital buildings need to be identified. Please provide the separation distance as it was not provided.

Response: The building separation table has been revised.

20. If building mounted communication equipment taller than 60-feet above ground level is utilized, you will need to comply with the lighting provision of Section 210-1 of Brevard County Code.

Response: Comment noted, this requirement will be addressed during the design phase.

21. Hospital setback height waiver of 2:1 (building height) requires a minimum setback of 300 feet from the RU-1-9 single-residential zoning boundary along the north side of E. Merritt Island Avenue. The setback waiver request is 19-feet, based upon 181' setback from the north property line and the 100' wide road right-of-way (E. Merritt Ave.).

Response: This additional waiver request has been added.

22. Please verify whether the coffee shop and education center buildings meet building height (over 35-foot height limit) setbacks from the bank (SE corner) property line.

Response: The coffee shop and education center is part of the Wellness Village/parking garage structure. The waiver requests have been updated.

23. Additional building height waivers to non-residential use located to the west and SE corner needs to be amended. Waivers to roadways is not applicable except for PUD perimeter setbacks.

Response: These waiver requests have been removed from the narrative.

24. The hospital building does not need an additional building height waiver to the west (complies at the proposed location).

Response: This waiver has been removed.

The CUP building needs a 4.5-foot additional building height waiver for additional building setback to the west.

Response: Based on the revised PDP and average finished grade this waiver request no longer applies.

The MOD building needs an 8.25-foot additional building height waiver to the west.

Response: This waiver request has been revised based on the average finished grade elevation .

25. Please verify the hospital to CUP building separation distance is at least 40-feet. If not, add waiver request for the shortage.

Response: The CUP building separation distance exceeds 40 ft. This information has been added to the building separation table.

26. Project front setback is 25-feet. As a double frontage lot, both E. Merritt Ave. and Highway 520 (E. Merritt Island Cswy.) are used as fronts and require a minimum 25-foot setback.

Response: The waiver requests has been revised have been revised based on 25ft front setback for E. Merritt Ave and E. Merritt Island Cswy.

Borman Drive can utilize a 15-foot side street setback.

Response: The waiver requests has been revised have been revised based on 15ft side street setback for Borman Dr.

The western and SE setbacks from adjacent commercial sites is 5-foot setbacks. Any waiver of these minimum setbacks needs to be applied for as part of the base zoning criteria as identified in the BU-1 commercial zoning classification as identified in Section 62-1446 (d) (8) of Brevard County Code.

Response: A waiver request has been added.

27. Zoning and other County departments reserves the right to provide additional comments.

Response: Comment noted.

NRM Comments:

1. The Board of Commissioners recently passed some policies related to the requirements of Perils of Flood by the Florida Statutes 163.178 (2)(f), considering among other issues, the implementation of Low Impact Development. The applicant may wish to incorporate some aspects of resiliency/LID strategies at design and engineering. This project also provides an opportunity to re-establish recharge of the aquifer. Please feel free to contact NRM to discuss potential opportunities.

Response: Comment noted.

The conceptual plan references a rooftop park and other landscaping. Due to the unique nature of the project, the applicant should work with staff to develop a landscape design that meets code prior to any engineering design. Rooftop and indoor plantings require several strategies for successful, long-term plant growth such as: Growing medium, Root barriers, Filter membrane/fabric, Drainage/storage layer, Insulation, Waterproof barrier, and Roof support.

Response: Comment noted.

Traffic Engineering Comments:

1. A Traffic Impact Study will be required. A methodology memorandum is strongly encouraged to facilitate an agreement between the Engineer and the Review Engineer on trip generation, trip distribution, analysis extent, analysis periods, and other items as applicable to the development prior to proceeding with the analysis. All trip generation must be based on the latest edition of the ITE Trip Generation Manual (11th).

Response: A methodology memorandum has previously been submitted to BCTO, this will be updated based on the current PDP prior to starting the TIA.

2. Trip generation credits will not be recognized for any land uses not in operation in 2019 or later.

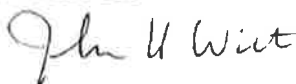
Response: Comment noted.

3. There are operational concerns about the connection at SR 520, specifically regarding the geometry and proximity of the roundabout.

Response: Comment noted, we will work with staff to address their concerns on the roundabout during the design and permitting phase.

The PUD/PDP has been revised as noted above. If you require any additional information or have any questions, please contact me at (321) 775-6641 or by email john.wilt@atkinsglobal.com.

Sincerely,
ATKINS



John H. Wilt, P.E.
Senior Engineer IV

Brevard County Planning & Development
Health First Wellness Village PUD/PDP
Response to staff review comments

March 4, 2022

Page 6 of 6

Cc: Health First – Jonathan Flyte
Kimberly Rezanka

April 8, 2022
Jeffrey Ball, AICP
Planning & Zoning Manager
Brevard County Planning & Development Department
2725 Judge Fran Jamieson Way, Bldg. A, Room 114
Viera, FL 32940

RE: Health First Wellness Village PUD/PDP (22PUD00001) Response to RAI-1 Comments

Mr. Jeffrey Ball,

We have reviewed staff comments in the letter received March 22, 2022. Below you will find each comment followed by a response in **bold**.

ZONING – GEORGE RITCHIE

1. The request to add the "Heliport" use as a permitted use within the current PUD PDP proposal requires the applicant provide justification presented for said use regarding any ADS waivers of Code will need to be documented as well as presented to the Planning & Zoning Board and the Board of County Commissioners during the public hearing process per Section 62-1444 and Section 62-1442 (c) of Brevard County Code in order to be granted that identified use. "The applicant shall justify the proposed alternative development standard(s) by describing how it promotes a development form facilitating the goals and objectives of article VI of this chapter and does not violate the purpose of this chapter for the protection of the public health, safety and welfare in the subdivision of land. The applicant shall specifically include the alternative development standard(s) in the preliminary development plan, and shall present its justification to the planning and zoning board and board of county commissioners in public hearing." The PDP needs more analysis than a simple waiver or exemption request.

Response: Per our March 30, 2022 meeting the Heliport waiver request has been revised and update to specifically address the requirements of 62-1943.5.

2. If no decision has been made to limit use to one helipad, you can identify that both locations (primary and a backup location) are proposed.

Response: Comment noted, the intent is to construct a single helipad but both alternates will be shown on the PDP.

A point of concern is the proposed location of both helipads north of the hospital will focus sound reverberations north into residential zoned property. At that location sound barriers may need to be provided to reduce the noise levels projected in that direction to meet the performance standards of Section 62-2271 of Brevard County Code.

Response: Comment noted.

3. The architectural renderings to depict scale and scope of the project are necessary for the review. Please provide updated images that matches the current PDP. The current submittal doesn't capture the complexity and integration of the site using the 2-level parking garage as a connecting feature.

Response: An updated Architectural rendering is included in the revised application package.

4. Staff can consider the average elevation of the finished development grade to be 5.0- feet as identified on the updated Site Selection Diagram. Based upon that number, the 2-story garage will be considered to have a building height of 29-feet. Staff will also use the proposed floor height of 16-feet per floor as noted on the Site Selection Diagram to determine the total building height for setback purposes of the various 1-story and 2- story buildings which were not identified with building height information on Sheet CS-1. Those buildings not identified with building heights are the Coffee Shop, Fitness Center, Education Center, Spa, Mixed-Retail, Restaurant and Daycare buildings.

The one-story building height above the 2-level garage equates to a height of $16' + 29' = 45'$ high. This building height requires a minimum building setback of 12.5' added to the base zoning setback. The required east, southeast and west side yard setbacks (where adjacent to other properties) increase from 5' to 17.5-feet. For informational purposes, the additional setbacks noted in Section 62-2101.5 (a)(1) of Brevard County Code apply to building setback where adjacent to other parcels and not to road rights- of-way. Please amend each building perimeter setback noted due to additional building height for your adjusted waiver requests. If the building locations are located interior to the parking deck limits, those requests for additional setback waivers may be reduced or unnecessary.

The two-story building height above the 2-level garage equates to a height of $32' + 29' = 61'$ high. This building height requires a minimum building setback of 32.5' added to the base zoning setback. The required east, southeast and west side yard setback increases from 5' to 37.5-feet. Please amend each building perimeter setback noted due to additional building height for your adjusted waiver requests. If the building locations are located interior to the parking deck limits, those requests for additional setback waivers may be reduced or unnecessary.

The three-story MOD building height above the 2-level garage equates to a height of 81' high. This building height requires a minimum building setback of 57.5' added to the base zoning setback. The required west side yard setback increases from 5' to 62.5- feet. If the building location is located interior to the parking deck limits, that request for additional setback waiver may be reduced or unnecessary.

Response: The Wellness Village configuration shown on the PDP is initial and intended to define the program elements. The actual locations are likely to change during the design phase. Per our March 30, 2022 meeting the waiver requests have been simplified to group the site into the main components; Hospital, CUP, Parking Garage, Heliport and Wellness Village, reducing the complexity and number of requested waivers. This is allowed for flexibility in the location of the various proposed elements.

5. The Hospital setback height waiver of 2:1 (residential zoning setback) requires a minimum setback of 322 feet from the RU-1-9 single-residential zoning boundary along the north side of

E. Merritt Island Avenue. The setback waiver request needs to be amended to 41-feet, based upon 181' setback from the north property line and the 100' wide road right-of-way (E. Merritt Ave.). Your identified waiver request is for 42-feet.

Response: *Waiver request has been corrected to 41 feet.*

ENGINEERING – LAUREN HOLMAN

1. Please revise the requested setback waivers #2 and 12 to Sections 62-1446 (d)(4) and 62-1446 (d) (8) to allow for the setback area needed to construct and maintain the proposed building structures outside of the existing rights-of-way of both Borman Drive and East Merritt Island Avenue.

Response: *We have included narrative language to specify the proposed building structure (stairway and retaining wall) will be constructed with materials requiring low maintenance.*

Please also revise the Preliminary Development Plan to show the proposed structures that are shown at the right-of-way line to allow for construction and maintenance of these structures within the property without impacting the existing rights-of-way.

Response: *Per our March 30, 2022 meeting it is anticipated that a right of way use permit will be applied for during the design and permitting phase to allow for the contractor to use the adjacent right of way during construction. Maintenance access after construction will be similar to other retaining walls located within Brevard County that abut the right of way.*

Additional right-of-way permitting, right-of-way use agreements, and performance bonds for construction and/or for certification of completion may be needed.

Response: *Comment noted.*

2. Please revise the Preliminary Development Plan, to show the proposed pickup and drop-off lane to be outside of the Borman Drive right-of-way. Private improvements are not permitted within the right-of-way. Adjust the proposed sidewalk along Borman Drive accordingly.

Response: *Pickup and drop-off lane will be relocated to within the property boundaries.*

3. The Preliminary Development Plan is not signed and sealed by a Florida Licensed Professional Engineer and was reviewed by staff as a conceptual plan. Staff will review for Code compliance during site plan review under Chapter 22 as it applies to site plan elements; and Chapters 62, 86, and 106, per the Code of Ordinances of Brevard County.

Response: *Comment noted.*

NATURAL RESOURCES – JEANNE ALLEN

1. This is a preliminary review based on best available data maps reviewed by the Natural Resources Management Department (NRM) and does not include a site inspection to verify the accuracy of the mapped information. In that the rezoning process is not the appropriate venue for site plan review, specific site designs submitted with the rezoning request will be deemed

conceptual. Board comments relative to specific site design do not provide vested rights or waivers from Federal, State or County regulations. This review does not guarantee whether or not the proposed use, specific site design, or development of the property can be permitted under current Federal, State, or County Regulations.

Response: Comment noted.

As always, Jeffrey, we appreciate your professional courtesies. If you have any questions regarding the resolutions or the enclosed documents, I can be reached at the contact provided below.

Sincerely,

A handwritten signature in dark ink, appearing to read "John H. Wilt". The signature is fluid and cursive, with the first name "John" being more prominent.

John H. Wilt, PE
Sr. Engineer IV

North America
Civil Engineering
(321) 775-6641 | john.wilt@atkinsglobal.com
Atkins, member of the SNC-Lavalin Group
2671 W. Eau Gallie Blvd, Melbourne, FL 32935



Memo

To: Brevard County Traffic Operations

From:	Chris Russo, PE	Email:	chris.russo@atkinsglobal.com
Date:	March 4, 2022	Phone:	+1 407 806 4233
Ref:		cc:	

Subject: Health First Merritt Island PUD Traffic Information

The following traffic due diligence effort is prepared for the PUD application of the Health First Merritt Island Campus, located in Brevard County, Florida at the northwest quadrant of Merritt Island Causeway (SR 520) and Borman Drive.

Site Environs

Site Location: The development property is located within Merritt Island, which is part of Brevard County Florida. The development property comprises four existing parcels bounded north and south by the roadways of Merritt Island Causeway (SR 520) and Merritt Avenue and bounded to the east by Borman Drive. The development property borders one property that is to remain: a stand-alone banking facility with its own private driveway.

Of the four site development parcels, two are currently generating traffic on site. The parcel details are provided below. The approximate building area units are provided in square feet of gross floor area (KSF GFA).

- Parcel 24-36-36-00-250.1 (6.84 acres): Existing development includes 54.72 KSF of GFA Health and Fitness Center usage and 24.50 KSF of GFA Rehabilitation Center and medical office space.
- Parcel 24-36-00-276 (0.84 acres): Existing development includes a 2.5 KSF "Express Lube" Auto service facility with two services bays and a 5.9 SKF of Small Office space.
- Parcel 24-36-36-00-251.2 (6.64 acres): No existing developments
- Parcel 24-36-36-003298 (0.7 acres): No existing developments

Development Size: The combined acreage of four parcels planned for development is approximately 15 acres. The planned development includes an approximate gross floor area of 1,036 KSF.

Adjacent Roadways: The three adjacent roadways that border the development property are classified as follows:

- Merritt Island Causeway (SR-520) is a six-lane state-maintained Urban Principal Arterial with a divided median and access management openings.
- Merritt Avenue is a four-lane county maintained Urban Major Collector with no median and no exclusive turn lanes into the site driveways.
- Borman Drive is a two-lane local roadway with no median and no exclusive turn lanes.



Site Access: Access to the existing properties comes from 10 driveways along the three bordering roadways. Along Merritt Island Causeway, there is a signalized intersection on the southwest corner of the property at Merritt Square. Also, along Merritt Island Causeway, between the Merritt Square signal and Borman Drive, are two right-in/right-out driveways spaced approximately 100-feet apart. One of these driveways provides access to the development parcel and the other for the existing Chase Bank. Along Borman Drive there are five existing full access driveways where turning is capable, however, only one of the access points shows a break in the centerline striping. The intersection of Borman Drive and Merritt Island Causeway is an unsignalized limited access intersection that does not allow left-turns from Borman Drive. From Merritt Avenue, there are three driveways, two to the mobile service facility and one right-in, right-out driveway to the existing Health First location.

Adjacent Facilities Volume and LOS Standard: The Brevard County target level of service (LOS) for an arterial or collector within the urban boundary is LOS E. The target LOS for arterials on the State Highway System are LOS D.

Table 1 below provides Annual Average Daily Traffic (AADT) for the 2019 traffic counts, projected volumes, and corresponding LOS results. Traffic volumes from 2019 are used as the "existing" volumes to avoid impacts that COVID-19 had on traffic volumes in 2020-2021.

For background traffic analysis, the estimated opening year is assumed to be 2024. The growth rate for the 2024 volumes was estimated based on assuming a 2% annual growth rate. A 2% annual growth is higher than the historical growth in this area but represents an industry practice for estimating conservative growth projections in low growth areas.

Projected 2024 volumes are compared to the maximum volume service capacity for the adopted LOS for the maintaining agency. Based on the 2019 and projected 2024 background traffic growth it is anticipated that all roadway segments within the study area will be operating under the adopted roadway service volume capacities.

Table 1 – Adjacent Roadway Traffic Volumes

Segment	Begin	End	2019 AADT	2024 AADT	LOS D Service Capacity	2024 Bkgd V/C	2024 Bkgd LOS
Merritt Island Cswy	Humphrey Bridge	Tropical Ln	43,440	47,800	59,900	0.80	C
	Tropical Ln	SR 3	35,120	38,600	59,900	0.64	C
	SR 3	Goodwin	25,840	28,400	62,900	0.45	C
	Goodwin	Plumosa	31,230	34,400	62,900	0.55	C
	Plumosa	Mall Entrance	28,870	31,800	62,900	0.51	C
	Mall Entrance	Sykes Creek Pkwy	24,130	26,500	62,900	0.42	C
	Sykes Creek Pkwy	Newfound Harbor Dr	30,070	33,100	62,900	0.53	C
Merritt Ave	Plumosa St	Sykes Creek Pkwy	14,910	16,400	33,800	0.49	D
Borman Dr	Merritt Ave	Merritt Island Cswy	6,400* (est.)	7,000* (est.)	15,600*	0.45	C

* No counts were available on Borman Drive, so this count and service capacity represents data from Plumosa Street, which represents a parallel facility located just to the west of Borman Drive. It has a similar cross-section and similar north-south connectivity but because Plumosa Street continues north-south it likely carries more traffic than Borman Drive.



A preliminary review of traffic distributions between existing traffic on Merritt Island Causeway and Merritt Avenue shows that Merritt Island Causeway currently carries more AADT than does Merritt Avenue. The proportional split between the two east/west roadways shows that SR 520 historically carries 2.4 times the traffic than traffic on Merritt Avenue (or a 70/30 distribution). The volumes used for this approximation were based on the amount of AADT at the highest segment within the proposed study area, ie. AADT of 43,440 and 14,910. Until a local demand model is run, or more analyzed manual distribution of traffic is performed, it is a simple assumption that future generated traffic may follow similar patterns.

Anticipated Site Traffic Volumes

Land Uses: In order to preliminarily assess the trip generation of the proposed development, the ITE Trip Generation process will be used to estimate the number of new trips applied to the surrounding transportation network. It is understood based on development goals and zoning that the development may include the following land uses: Hospital, Offices, Retail, Day Care, Restaurant, and Fitness Center.

Table 2 provides a summary of the existing and proposed site land usage, corresponding ITE Trip Generation land use codes, and sizes for proposed developments that are expected to generate traffic. There are additional land uses not included in this analysis because they are not expected to generate off-site trips; they are: a coffee/juice bar, maintenance facilities/structures, energy plants, and parking structures.

Table 2 – Land Use Summary

Land Use	Units		ITE Land Use Code	
Existing Land Uses				
Health and Fitness Center	54.7	KSF	492	Health/Fitness Club
Medical & Rehab Offices	24.5	KSF	720	Medical-Dental Office Building
Express Lube Auto Service	2.5	KSF	943	Automobile Parts & Service Center
Variety of Small Offices	6.9	KSF	712	Small Office Building
Proposed Land Uses				
Hospital	320.0	KSF	610	Hospital
General Office/Education Center	19.1	KSF	710	General Office Building
Medical Office Building (MOB)	120.0	KSF	720	Medical-Dental Office Building
Retail	5.8	KSF	820	Shopping Center
Day Care	7.5	KSF	565	Day Care Center
Fitness Center/Spa	22.8	KSF	492	Health/Fitness Club
Food Hall	5.7	KSF	932	High-Turnover Sit-Down Rest.

Proposed Land Use Categories and Sizes obtained from the latest site concept (12/7/21)



Trip Generation: The peak hour and daily trip generation was calculated for the existing and proposed concept land uses. The net difference in trips between the two scenarios was calculated to provide a summary of net-new trips that the site is estimated to incur. **Table 3** and **Table 4** provide a trip generation summary for the existing and proposed conditions. **Table 5** provides a summary of the net change in trips to the site.

Overall, the proposed site redevelopment is estimated to increase site trip volumes from the existing site trip generation by 609 vehicles in the AM peak hour, 736 vehicles in the PM peak hour, and 8,012 vehicles on a weekday. The full trip generation calculation tables for each period and scenario is provided on the following pages

Table 3 – Existing Trip Generation Summary

Land Use	AM Peak Hour Trips ¹			PM Peak Hour Trips ¹			Weekday Daily Trips ¹		
	Total ²	Enter	Exit	Total ²	Enter	Exit	Total ²	Enter	Exit
LU 492 - Health/Fitness Club ³	72	37	35	189	108	81	1,802	901	901
LU 720 - Medical-Dental Office Building	64	50	14	85	24	61	854	427	427
LU 712 – Small Office Buildings	13	11	2	17	5	12	112	56	56
LU 943 – Auto Parts and Service Center	5	4	1	6	2	4	41	20	21
Total	154	102	52	297	139	158	2,809	1,405	1,404

¹ Peak Hour Trips represent the development trips generated during the peak hour of adjacent traffic. Adjacent peak hours occur within the highest peak hour within the following peak periods: AM (7-9 AM) and PM (4-6 PM).

² Total Trips is the sum of entering and exiting trips occurring at all access points available to the overall development.

³ The latest available daily trip generation rate from the ITE 9th edition was used. AM and PM rates are from the 10th edition.

Table 4 – Proposed Trip Generation Summary

Land Use	AM Peak Hour Trips ¹			PM Peak Hour Trips ¹			Weekday Daily Trips ¹		
	Total ²	Enter	Exit	Total ²	Enter	Exit	Total ²	Enter	Exit
LU 492 - Health/Fitness Club ³	30	15	15	79	45	34	751	376	375
LU 565 - Day Care Center	83	44	39	83	39	44	357	179	178
LU 610 - Hospital	185	194	91	310	99	211	3,430	1,715	1,715
LU 710 – General Office Building	44	38	6	24	4	20	213	107	106
LU 720 - Medical Office Building	263	205	58	415	116	299	4,523	2,262	2,261
LU 820 - Shopping Center	5	3	2	66	32	34	867	434	433
LU 932 – High-Turnover Sit Down Restaurant	57	29	28	55	28	27	639	320	319
Total	767	528	239	1,032	363	669	10,780	5,393	5,387

¹ Peak Hour Trips represent the development trips generated during the peak hour of adjacent traffic. Adjacent peak hours occur within the highest peak hour within the following peak periods: AM (7-9 AM) and PM (4-6 PM).

² Total Trips is the sum of entering and exiting trips occurring at all access points available to the overall development.

³ The latest available daily trip generation rate from the ITE 9th edition was used. AM and PM rates are from the 10th edition.



Table 5 – Summary of Site Trip Generation

Site Scenario	AM Peak Hour Trips			PM Peak Hour Trips			Weekday Daily Trips		
	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Proposed Trips	767	528	239	1,032	363	669	10,780	5,393	5,387
Existing Trips (Removed)	-154	-102	-52	-297	-139	-158	-2,809	-1,405	-1,404
Net Increase in Trips	613	426	187	735	224	511	7,971	3,988	3,983



Attachment 1: Existing Trip Generation Tables

Existing AM Peak Hour Trips										
Trip Generation Reference	Code	Description	Units	Size	Average Rate (if used)	Fitted Curve Equation (if used)	Directional Distribution	New Total	New Entering	New Exiting
ITE 10	LU 492	Health/Fitness Club	1000 Sq-Ft GFA	54.72	1.31	-	51% / 49%	72	37	35
ITE 10	LU 720	Medical Office Building	1000 Sq-Ft GFA	24.50	2.78	$\ln(T)=0.89\ln(X)+1.31$	78% / 22%	64	50	14
ITE 10	LU 712	Small Office Building	1000 Sq. Ft. GFA	6.89	1.92	-	83% / 17%	13	11	2
ITE 10	LU 943	Automobile Parts & Service Center	1000 Sq. Ft. GFA	2.50	1.96	-	73% / 27%	5	4	1
Total:								154	102	52

Existing PM Peak Hour Trips										
Trip Generation Reference	Code	Description	Units	Size	Average Rate (if used)	Fitted Curve Equation (if used)	Directional Distribution	New Total	New Entering	New Exiting
ITE 10	LU 492	Health/Fitness Club	1000 Sq-Ft GFA	54.72	3.45	-	57% / 43%	189	108	81
ITE 10	LU 720	Medical Office Building	1000 Sq-Ft GFA	24.50	3.46	-	28% / 72%	85	24	61
ITE 10	LU 712	Small Office Building	1000 Sq. Ft. GFA	6.89	2.45	-	32% / 68%	17	5	12
ITE 10	LU 943	Automobile Parts & Service Center	1000 Sq. Ft. GFA	2.50	2.26	-	40% / 60%	6	2	4
Total:								297	139	158

Existing Daily Trips										
Trip Generation Reference	Code	Description	Units	Size	Average Rate (if used)	Fitted Curve Equation (if used)	Directional Distribution	New Total	New Entering	New Exiting
ITE 9	LU 492	Health/Fitness Club	1000 Sq-Ft GFA	54.72	32.93	-	50% / 50%	1,802	901	901
ITE 10	LU 720	Medical Office Building	1000 Sq-Ft GFA	24.50	34.8	$T=38.42(X)-87.62$	50% / 50%	854	427	427
ITE 10	LU 712	Small Office Building	1000 Sq. Ft. GFA	6.89	16.19	-	50% / 50%	112	56	56
ITE 10	LU 943	Automobile Parts & Service Center	1000 Sq. Ft. GFA	2.50	16.28	-	50% / 50%	41	21	20
Total:								2,809	1,405	1,404



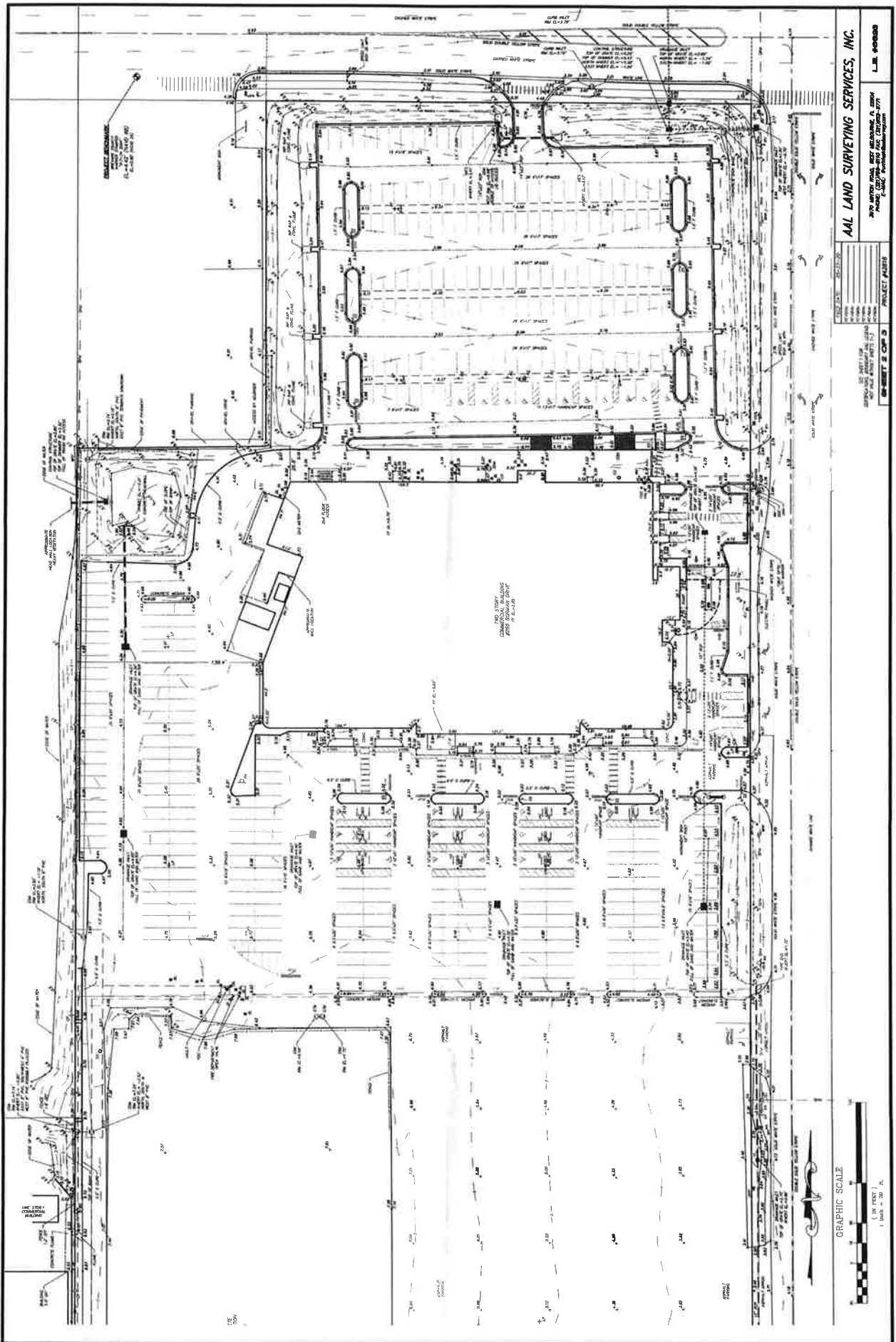
Attachment 2: Proposed Lane Use Trip Generation Tables (not adjusted for existing trip credits, pass-by trips, or internal capture trips)

Proposed AM Peak Hour Trips										
Trip Generation Reference	Code	Description	Units	Size	Average Rate (if used)	Fitted Curve Equation (if used)	Directional Distribution	New Total	New Entering	New Exiting
ITE 10	LU 492	Health/Fitness Club	1000 Sq. Ft. GFA	22.80	1.31	Not Given	51% / 49%	30	15	15
ITE 10	LU 565	Day Care Center	1000 Sq. Ft. GFA	7.50	11	Not Given	53% / 47%	83	44	39
ITE 10	LU 610	Hospital	1000 Sq. Ft. GFA	320.00	0.89	$T=0.74(X)+126.36$	68% / 32%	285	194	91
ITE 10	LU 710	General Office Building	1000 Sq. Ft. GFA	19.10	1.16	$T=0.94(X)+26.49$	86% / 14%	44	38	6
ITE 10	LU 720	Medical Office Building	1000 Sq. Ft. GFA	120.00	2.78	$\ln(T)=0.89\ln(X)+1.31$	78% / 22%	263	205	58
ITE 10	LU 820	Shopping Center	1000 Sq. Ft. GFA	5.80	0.94	$T=0.5(X)+151.78$	62% / 38%	5	3	2
ITE 10	LU 932	High-Turnover Sit Down Restaurant	1000 Sq. Ft. GFA	5.70	9.94	Not Given	50% / 50%	57	29	28
Total:								767	528	239

Proposed PM Peak Hour Trips										
Trip Generation Reference	Code	Description	Units	Size	Average Rate (if used)	Fitted Curve Equation (if used)	Directional Distribution	New Total	New Entering	New Exiting
ITE 10	LU 492	Health/Fitness Club	1000 Sq. Ft. GFA	22.80	3.45	$\ln(T)=0.67\ln(X)+2.44$	57% / 43%	79	45	34
ITE 10	LU 565	Day Care Center	1000 Sq. Ft. GFA	7.50	11.12	Not Given	47% / 53%	83	39	44
ITE 10	LU 610	Hospital	1000 Sq. Ft. GFA	320.00	0.97	$T=0.84(X)+100.56$	32% / 68%	310	99	211
ITE 10	LU 710	General Office Building	1000 Sq. Ft. GFA	19.10	1.15	$\ln(T)=0.95\ln(X)+0.36$	16% / 84%	24	4	20
ITE 10	LU 720	Medical Office Building	1000 Sq. Ft. GFA	120.00	3.46	$T=3.39(X)+2.02$	28% / 72%	415	116	299
ITE 10	LU 820	Shopping Center	1000 Sq. Ft. GFA	5.80	3.81	$\ln(T)=0.74\ln(X)+2.89$	48% / 52%	66	32	34
ITE 10	LU 932	High-Turnover Sit Down Restaurant	1000 Sq. Ft. GFA	5.70	9.7	Not Given	50% / 50%	55	28	27
Total:								1,032	363	669

Proposed Daily Trips										
Trip Generation Reference	Code	Description	Units	Size	Average Rate (if used)	Fitted Curve Equation (if used)	Directional Distribution	New Total	New Entering	New Exiting
ITE 9	LU 492	Health/Fitness Club	1000 Sq. Ft. GFA	22.80	32.93	Not Given	50% / 50%	751	376	375
ITE 10	LU 565	Day Care Center	1000 Sq. Ft. GFA	7.50	47.62	Not Given	50% / 50%	357	179	178
ITE 10	LU 610	Hospital	1000 Sq. Ft. GFA	320.00	10.72	$T=5.88(X)+2723.70$	50% / 50%	3,430	1,715	1,715
ITE 10	LU 710	General Office Building	1000 Sq. Ft. GFA	19.10	9.74	$\ln(T)=0.97\ln(X)+2.50$	50% / 50%	213	107	106
ITE 10	LU 720	Medical Office Building	1000 Sq. Ft. GFA	120.00	34.8	$T=38.42(X)-87.62$	50% / 50%	4,523	2,262	2,261
ITE 10	LU 820	Shopping Center	1000 Sq. Ft. GFA	5.80	37.75	$\ln(T)=0.68\ln(X)+5.57$	50% / 50%	867	434	433
ITE 10	LU 932	High-Turnover Sit Down Restaurant	1000 Sq. Ft. GFA	5.70	112.18	Not Given	50% / 50%	639	320	319
Total:								10,780	5,393	5,387

* The latest available daily trip generation rate from the ITE 9th edition was used.



AAL LAND SURVEYING SERVICES, INC.

200 NORTH MAIN STREET, SUITE 200
 FARMINGTON, CT 06030
 TEL: (860) 646-1111
 FAX: (860) 646-1112
 E-MAIL: info@aalland.com

PROJECT NAME: [illegible]
 PROJECT NUMBER: [illegible]
 SHEET NUMBER: [illegible]

DATE: [illegible]
 DRAWN BY: [illegible]
 CHECKED BY: [illegible]
 APPROVED BY: [illegible]

THIS PLAN IS THE PROPERTY OF AAL LAND SURVEYING SERVICES, INC. AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF AAL LAND SURVEYING SERVICES, INC.

ALL DIMENSIONS ARE IN FEET AND INCHES. DIMENSIONS IN PARENTHESES ARE APPROXIMATE.

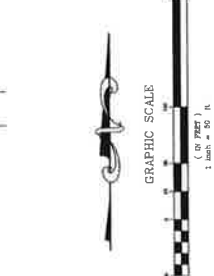
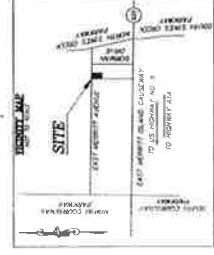
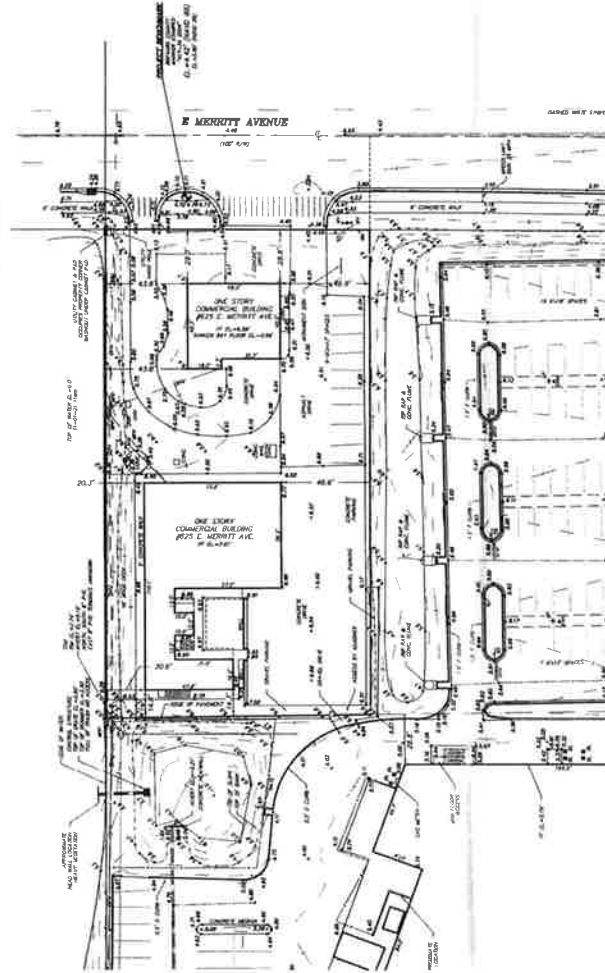
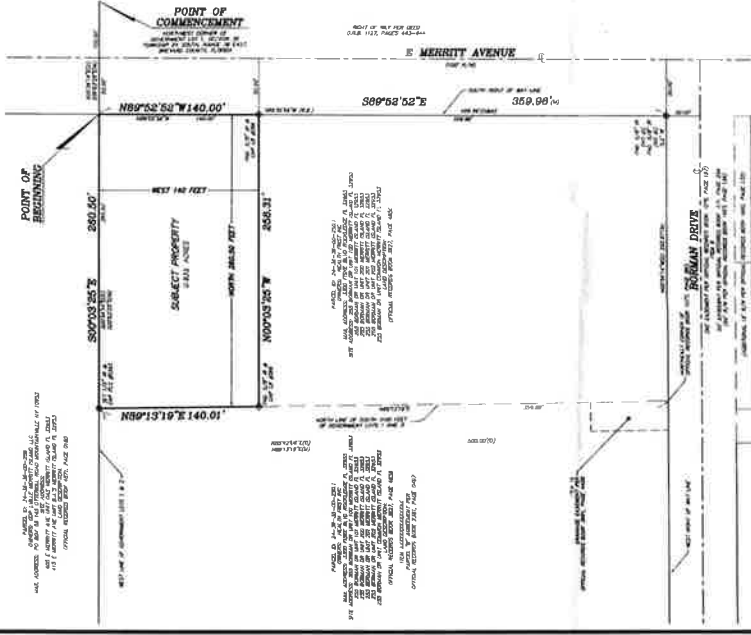
THESE PLANS WERE PREPARED BY AAL LAND SURVEYING SERVICES, INC. FOR THE PROJECT DESCRIBED HEREON. THE CLIENT HAS REVIEWED AND APPROVED THESE PLANS.

THESE PLANS WERE PREPARED BY AAL LAND SURVEYING SERVICES, INC. FOR THE PROJECT DESCRIBED HEREON. THE CLIENT HAS REVIEWED AND APPROVED THESE PLANS.

THESE PLANS WERE PREPARED BY AAL LAND SURVEYING SERVICES, INC. FOR THE PROJECT DESCRIBED HEREON. THE CLIENT HAS REVIEWED AND APPROVED THESE PLANS.

THESE PLANS WERE PREPARED BY AAL LAND SURVEYING SERVICES, INC. FOR THE PROJECT DESCRIBED HEREON. THE CLIENT HAS REVIEWED AND APPROVED THESE PLANS.

PLAT OF SURVEY, MERRITT ISLAND, BREVARD COUNTY, FLORIDA "ALTA/NSPS LAND TITLE SURVEY" CLASS A - URBAN SURVEY



SURVEY NOTES:

- THE SURVEY PROPERTY WAS ADDED TO EXISTING MERRITT AVENUE.
- THE SURVEY PROPERTY WAS ADDED TO EXISTING MERRITT AVENUE.
- THE SURVEY PROPERTY WAS ADDED TO EXISTING MERRITT AVENUE.

ADDRESS:

1. THE SURVEY PROPERTY WAS ADDED TO EXISTING MERRITT AVENUE.

REMARKS:

THE SURVEY PROPERTY WAS ADDED TO EXISTING MERRITT AVENUE.

DESCRIPTION:

THE SURVEY PROPERTY WAS ADDED TO EXISTING MERRITT AVENUE.

LEGAL DESCRIPTION:

THE SURVEY PROPERTY WAS ADDED TO EXISTING MERRITT AVENUE.

ADDITIONAL NOTES:

THE SURVEY PROPERTY WAS ADDED TO EXISTING MERRITT AVENUE.

AAL LAND SURVEYING SERVICES, INC.

10000 N. W. 10th Ave., Suite 100
Fort Lauderdale, FL 33309
Phone: (954) 581-1111
Fax: (954) 581-1112
Email: info@aalland.com

PROJECT #001

DATE: 10/1/2011

BY: [Signature]

CHECKED: [Signature]

AAL LAND SURVEYING SERVICES, INC.

10000 N. W. 10th Ave., Suite 100
Fort Lauderdale, FL 33309
Phone: (954) 581-1111
Fax: (954) 581-1112
Email: info@aalland.com

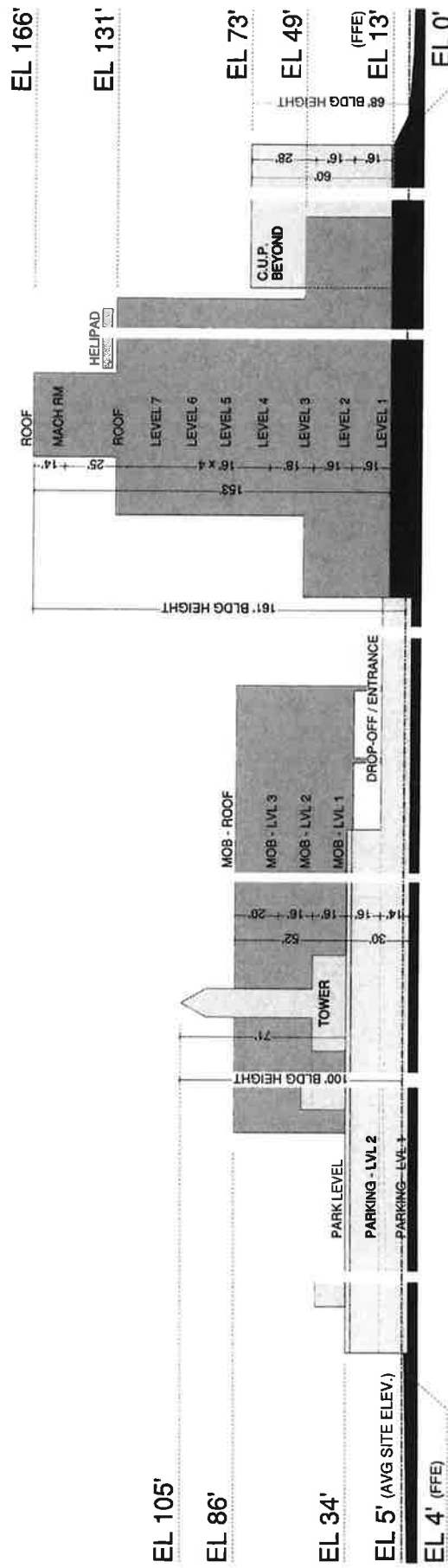
PROJECT #001

DATE: 10/1/2011

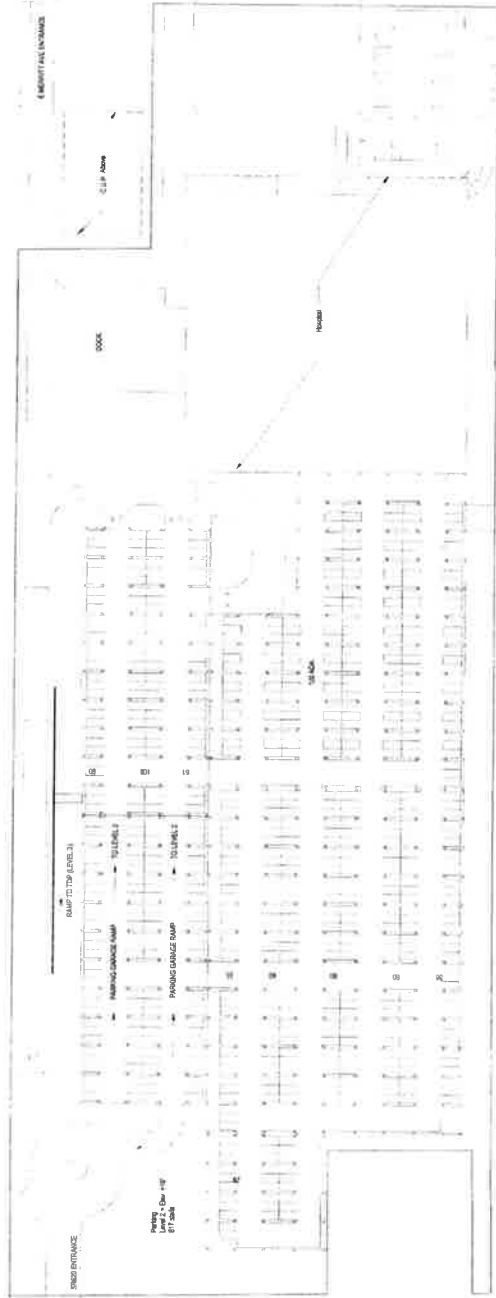
BY: [Signature]

CHECKED: [Signature]

SITE SECTION DIAGRAM



* All Elevations (EL X') Are NAVD 88



LEVEL 2 PARKING

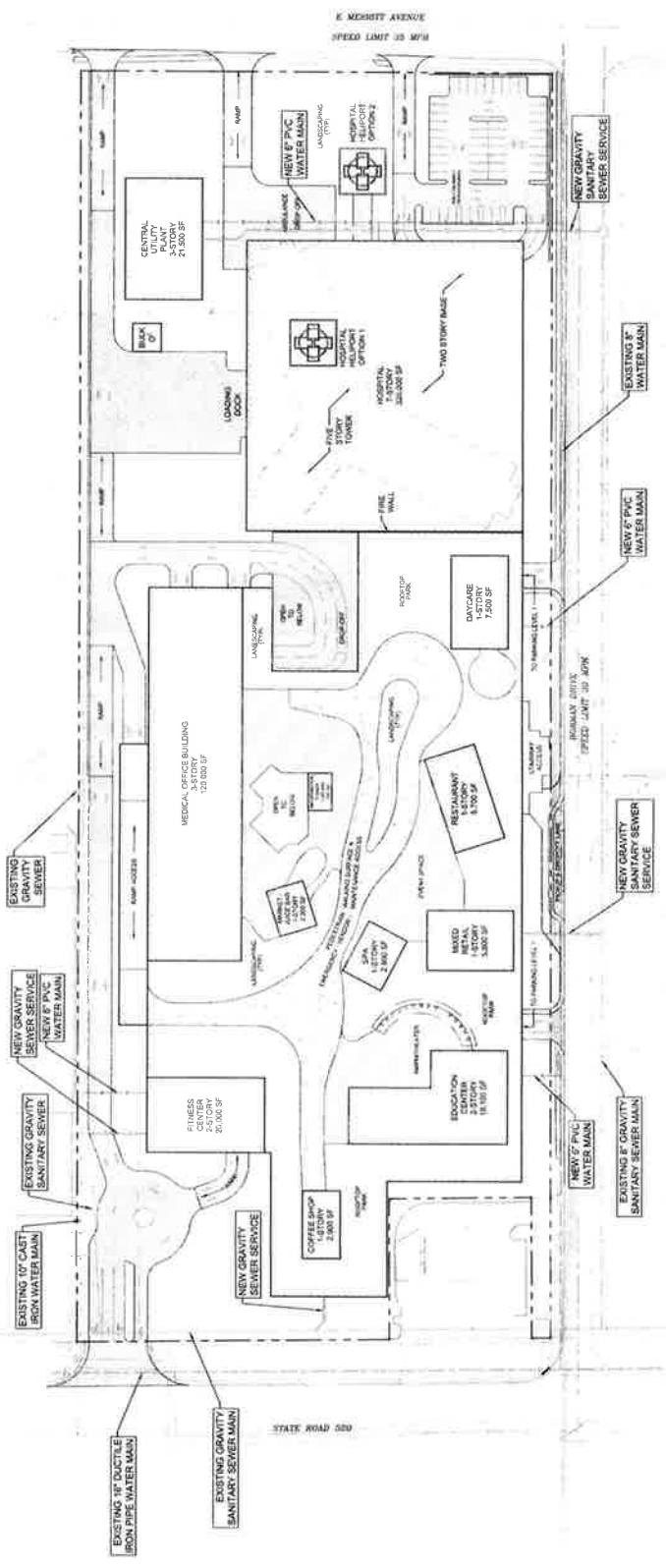


LEVEL 1 PARKING

Row	Qty	Unit	Description	Material	Remarks
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					
25					
26					
27					
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39					
40					
41					
42					
43					
44					
45					
46					
47					
48					
49					
50					
51					
52					
53					
54					
55					
56					
57					
58					
59					
60					
61					
62					
63					
64					
65					
66					
67					
68					
69					
70					
71					
72					
73					
74					
75					
76					
77					
78					
79					
80					
81					
82					
83					
84					
85					
86					
87					
88					
89					
90					
91					
92					
93					
94					
95					
96					
97					
98					
99					
100					



- LEGEND**
- PROPERTY LINE
 - OFFSITE FEATURE LINES
 - ANY CENTERLINE
 - PARCEL LINE
 - EX WATER MAIN
 - EX SANITARY SEWER
 - PROPOSED WATER SERVICE
 - PROPOSED SANITARY SERVICE
 - PROPOSED SANITARY SEWER MANHOLE



GENERAL NOTES

1. THIS PLAN IS PRELIMINARY ONLY AND IS SUBJECT TO FINAL DESIGN AND PERMITTING.
2. SOME UTILITY SYMBOLS HAVE BEEN ENLARGED FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT ACTUAL SIZING.
3. POTABLE WATER WILL BE CONNECTED TO THE CITY OF COCOA WATER DISTRIBUTION SYSTEM.
4. SANITARY SEWERS WILL BE CONNECTED TO THE COCOA COUNTY SANITARY SEWER COLLECTION SYSTEM.

DATE _____
DRAWN BY _____
CHECKED BY _____
APPROVED BY _____
JOHN H. WELT, P.E.
FLORIDA REGISTRATION #55233

ATKINS
www.atkins.com
LOCAL OFFICE
4030 W. 20TH STREET, SUITE 200
FORT LAUDERDALE, FL 33311
TEL: 352.343.4444
FAX: 352.343.4445
E-MAIL: info@atkins.com
INTERNET: www.atkins.com
REPORT: CERTIFICATE OF AUTOMATICITY #2023

INFORMATIONAL
ATKINS
www.atkins.com
LOCAL OFFICE
4030 W. 20TH STREET, SUITE 200
FORT LAUDERDALE, FL 33311
TEL: 352.343.4444
FAX: 352.343.4445
E-MAIL: info@atkins.com
INTERNET: www.atkins.com
REPORT: CERTIFICATE OF AUTOMATICITY #2023



HEALTH FIRST WELLNESS
VILLAGE MERRITT ISLAND

PRELIMINARY UTILITY PLAN
ARCHITECT: JHW
DMP: JHW
KMG
DATE: 3/4/2022
CU-100

Health First Wellness Village – Merritt Island

Justification Narrative and PUD Application supporting information

NARRATIVE:

Health First intends to build a state-of-the-art Wellness Village to transform the customer healthcare experience for the local community and families in a growing urban atmosphere. The Health First Merritt Island Planned Unit Development (PUD) will provide a variety of wellness services, health and retail space, fitness center, amphitheater, community space and convenient parking, all to complement acute-care services in one centralized location.

The Property is bound by State Road 520 (East Merritt Island Causeway) to the south, by Borman Drive to the east, by E. Merritt Avenue to the north, by a wet retention conservation easement and CubeSmart mini self-storage warehouse facility on the west. Not included is the southeast corner (Chase Bank). The total area owned by Health First is 15.05 acres. To the east of Borman Drive are retail stores and medical office space. To the north of E. Merritt Avenue is a large conservation area owned by Brevard County, with the Harbor Del Rio Condominiums to the northwest of the Property.

The underlying future land use for the Property is Community Commercial (CC) and the zoning is BU-1 and BU-2. The PUD classification is being requested so that the Wellness Village's proposed uses, setbacks, building heights, buffers and signs can be considered with a Preliminary Development Plan (PDP) narrative that justifies how these various uses and elements achieve the goals of the PUD found in Sec. 62-1442 of the Code [ref. Sec. 62-1443(a)(2)]. The following uses are intended for the proposed development and allowed in BU-1 zoning under Section 62-1482 (1) of Brevard County Land Development Code:

- | | |
|---------------------------------|-------------------------------|
| • Hospital | • Food Hall |
| • Medical Office Building (MOB) | • Spa |
| • Child Daycare Center | • Market/Juice Bar |
| • Fitness Center | • Information/Concierge Tower |
| • Coffee Shop | • Central Utility Plant and |
| • Education Center | • Parking Garage |
| • Retail | • Heliport |

The proposed development consists of three separate features: a parking structure with several facilities located on the top level; a separate hospital building; and a central utility plant. Located on top of the parking structure will be the Wellness Village. The Wellness Village will consist of the MOB, Child Daycare Center, Fitness Center, Coffee Shop, Education Center, Spa, Retail, Food Hall, Market/Juice Bar, Event Space, Amphitheater and Information Tower. The Wellness Village will also contain landscaping and pedestrian walkways, as well as emergency, maintenance and event vehicle access. The hospital building pad will be elevated to provide protection from potential storm surge. Access to the second story of the parking facility, Hospital and Wellness Village will be provided by access ramps, as shown on the PDP.

A hospital heliport will be needed to support the hospital's use of First Flight, Health First's air transport, a life-saving service for the community. Additional information on the heliport is provided in the waiver request for the heliport.

The building identified as the Central Utility Plant is an accessory use to the Hospital and will contain mechanical equipment (HVAC, chillers, etc.) and emergency generators. The parking structure is an accessory use to serve the Hospital, MOB, and the other campus facilities. The playground is an accessory use to the Child Daycare Center.

The proposed PUD encourages and permits variation in development by allowing deviation in development standards such as, but not limited to: lot size bulk or type of uses; lot coverage; and open space from the standards required in any one zoning classification. The PUD encourages the development of a planned "Wellness Village" that will serve the local community by providing a full range of wellness- and health-related services. The increased intensity, as shown in the PDP, is necessary to allow for efficient clustering of the proposed Wellness Village elements than would otherwise occur using BU-1 and BU-2 zoning. The proposed east setback allows for the establishment of an urban landscape with sidewalks along Borman Drive. The height of the hospital and buildings are necessary to provide an efficient building footprint and still meet the community needs for capacity. The zero ft setback for the retaining walls and access stairway is necessary for the design grade changes within the limited available space. These components typically require little or no regular maintenance and are not expected to impact public use of the right of way.

This PDP encompasses a design that merges the developer's ingenuity, imagination and flexibility but deviates from Articles VI and VII of Chapter 62 of the Brevard County Code. Our request is to depart from the strict application of conventional use and dimension requirements of other zoning districts or other land development regulations while remaining consistent with the future land use map of the Brevard County Comprehensive Plan.

The proposed PUD will offer the following advantages:

- allows the developer to take a creative approach to the use of land and related physical development, as well as utilizing innovative techniques to enhance the visual character of the Property and the nearby area,
- provides efficient land use which will result in more efficient utility networks and reduced development costs,
- establishes criteria for the inclusion of compatible associated uses that provide synergy within the planned unit development,
- will simplify the procedure for obtaining approval of proposed developments through simultaneous review by the county of proposed land use, site considerations, lot and setback considerations, public needs and requirements, and health and safety factors.

The following information is provided on the PDP submittals:

- Proposed uses,
- Setbacks,
- Separation between structures,
- Maximum height of structures,
- Parking requirements and locations,
- Vehicular and pedestrian circulation systems,
- Underground utilities,
- Drainage,
- Survey with easements, existing streets and required physical features,
- Site data.

REQUESTED WAIVERS:

The following waivers are requested with approval of the PUD and PDP, per Sec. 62-1448(b)(2), and are justified to allow the development of the necessary program elements:

HOSPITAL

1) Sec. 62-2101.5 (a) (2); Additional building height.

Waiver for a 41 ft. reduction in the 2:1 setback requirement to RU-1-9 single-residential zoning boundary along the north side of E. Merritt Island Avenue (100 ft right of way).

Allowed: 322 ft. / Proposed: 281 ft.

2) Maximum Building Height; Sec. 62-2101.5 (b) (1) (a):

a) A waiver for a 126 ft increase in building height within calculated setbacks:

Allowed: 35 ft. / Proposed: 161 ft.

3) Maximum Building Height; Sec 62-2101.5 (b) (1) b:

a) A waiver for a 101 ft. increase in building height with adjacent zoning BU-1 & BU-2:

Allowed: 60 ft. / Proposed: 161 ft.

4) Sec 62-1446 (d) (3) e; Minimum Distance Between Structures

A waiver for a 40 ft. reduction in separation distance between the 5-story Wellness Village and 7-story Hospital:

Required: 40 ft. / Proposed: 0 ft.

5) Sec. 62-2203 (a); Airport zone and airspace height limitations

A 10.76 ft. waiver above the Horizontal zone for Merritt Island Airport, as defined in Sec. 62-2202(14). Airport zones.

Allowed: 155.24 ft. / Proposed: 166 ft.

PARKING GARAGE

1) PUD Perimeter setback reduction; Sec. 62-1446 (d) (4):

a) A 25 ft setback waiver for the east stairway structure along the Borman Dr. right of way line:

Required: 25 ft. / Proposed: 0 ft.

b) A 20 ft. setback waiver along the south interior lot line (adjacent to the bank):

Required: 25 ft. / Proposed: 5 ft.

2) Sec. 62-1446 (d) (8); same—Land use regulations.

A 15 ft. setback waiver for the east stairway structure along Borman Dr. frontage.

Allowed: 15 ft. / Proposed: 0 ft.

WELLNESS VILLAGE

For the purpose of calculating setbacks the height of the Wellness Village is measured from the average site elevation of 5.00. For waivers 3 and 4 below, the height of the Wellness Village is measured from the top of the first parking garage level which is 16 ft above the average site elevation of 5.00.

1) Building Height Setback Reduction; Sec. 62-2101.5 (a) (1)

a) An 85 ft. setback waiver along the south interior property line:

Required: 90 ft. / Proposed: 5 ft.

b) A 16 ft. setback waiver along the west interior property line:

Required: 90 ft. / Proposed: 74 ft.

2) PUD Perimeter setback reduction; Sec. 62-1446 (d) (4):

A 20 ft. setback waiver along the south interior lot line (adjacent to the bank):

Required: 25 ft. / Proposed: 5 ft.

3) Maximum Building Height; Sec. 62-2101.5 (b) (1) (a):

A waiver for a 54 ft increase in building height within calculated setbacks:

Allowed: 35 ft. / Proposed: 89 ft.

4) Maximum Building Height; Sec 62-2101.5 (b) (1) b:

A waiver for a 29 ft. increase in building height with adjacent zoning BU-1 & BU-2:

Allowed: 60 ft. / Proposed: 89 ft.

CENTRAL UTILITY PLANT

1) Maximum Building Height; Sec. 62-2101.5 (b) (1) a:

A waiver for a 33 ft increase in building height within calculated setbacks:

Allowed: 35 ft. / Proposed: 68 ft.

2) Maximum Building Height; Sec 62-2101.5 (b) (1) b:

A waiver for an 8 ft. increase in building height with adjacent zoning BU-1 & BU-2:

Allowed: 60 ft. / Proposed: 68 ft.

RETAINING WALLS

1) PUD Perimeter setback reduction; Sec. 62-1446 (d) (4):

a) A 20 ft. setback waiver for the concrete retaining wall structure supporting the west drive aisle and ramps along the west interior lot line (adjacent to the mini-warehouse storage facility):

Required: 25 ft. / Proposed: 5 ft.

b) A 25 ft. setback waiver for concrete retaining wall structures along E Merritt Ave right of way line:

Required: 25 ft. / Proposed: 0 ft.

c) A 25 ft. setback waiver for the concrete retaining wall structure supporting the north parking lot along the Borman Dr. right of way line:

Required: 25 ft. / Proposed: 0 ft.

2) Sec. 62-1446 (d) (8); same—Land use regulations.

- a) A waiver for a 25 ft reduction in setback distance of the concrete retaining wall structures along E Merritt Ave right of way line:
 Required: 25 ft. / Proposed: 0 ft.
- b) A waiver for a 15 ft reduction in setback distance of the concrete retaining wall structure supporting the north parking lot along the Borman Dr. right of way line:
 Required: 15 ft. / Proposed: 0 ft.

3) Sec. 62-2019 (a); Fences, walls and other obstructions.

- a) A waiver for a 17 ft. increase in wall height for the ramp retaining wall along the west interior property line.
 Allowed: 8 ft. / Proposed: 25 ft.
- b) A waiver for a 22 ft. increase in wall height for the Oxygen Tank enclosure wall near the west interior property line.
 Allowed: 8 ft. / Proposed: 30 ft.

4) Sec. 62-2019 (c); Fences, walls and other obstructions.

- a) A waiver for an 11 ft increase in retaining wall height of the concrete retaining wall structures within the required street setback along E Merritt Ave.
 Allowed: 4 ft. / Proposed: 15 ft.
- b) A waiver for an 11 ft increase in retaining wall height of the concrete retaining wall structure supporting the north parking lot within the required street setback along Borman Dr.
 Allowed: 4 ft. / Proposed: 15 ft.

HOSPITAL HELIPORT

1) Sec 62-1443; Permitted Uses

A waiver to allow a Hospital Heliport per FAA AC 150/5390-2C Chapter 4 design guidelines.

2) Sec 62-1943.5; Waiver request to allow hospital heliport as an accessory use to PUD zoning.

A hospital heliport will be needed to support the hospital's use of First Flight, Health First's air transport, a life-saving service for the community. In addition to the common accepted practice of equipping hospitals with helicopter landing facilities for life-saving services, an expectation to have such facilities is found under the Federal Centers for Medicare & Medicaid Service (CMS) authorization for The Joint Commission to survey on behalf of CMS. The Joint Commission's standard that applies in this case is identified as LD.04.01.11. The rationale of this standard requires hospitals to allocate resources into services that have a direct effect on patient outcomes with the highest priority on high-risk processes which can affect patient safety. The elements of performance for this standard addresses all interior and all exterior spaces. Therefore, the hospital must demonstrate during Joint Commission inspections that life-saving helicopter access to a helipad, with a highly efficient patient transfer to the Emergency Department, is available on a 24 hour per day, 7 days per week basis. Hospital's must regularly take Joint Commission inspection teams on complete tours of their campus and these tours include an inspection of the helicopter facilities. The Joint Commission also requires hospitals to comply with applicable codes and laws

and require hospitals to provide full certification that a hospital's helipad meets all FAA requirements.

Sec 62-1943.5; Private Heliports

Private heliports as an accessory use to a single-family residence may be permitted as a conditional use within the GU, PA, AGR, AU and REU zoning classifications subject to the following conditions:

- (1) No more than one helicopter may be located on any residential property.

Will comply, only one helicopter at a time will be present at the hospital.

- a. A conceptual site plan, binding on the property owner, shall be submitted which shows the following:

1. Legal boundaries of said property.

Legal boundaries are shown on the PDP.

2. Display the overall dimensions of the actual landing and take-off areas.

Will comply; these dimensions will be developed during the design and permitting phase and shown on the Final Development Plan. Currently, two location options are under consideration for the helipad: either a rooftop structure or an elevated structure adjacent to the hospital. The heliport location and flight paths will be permitted through the Federal Aviation Administration (FAA) and Florida Department of Transportation.

3. Indicate the front, side, and rear setbacks from the closest point of private heliport.

Will comply; these dimensions will be finalized during the design and permitting phase and shown on the Final Development Plan.

- b. Applicants shall submit a detailed map which depicts the approach zone for said heliport and the relation to existing single family homes.

Will comply; this will be done during the design and permitting phase and shown on the Final Development Plan. The flight path will be designed to maximize distance from the Harbor Del Rio Condominiums to minimize any noise impacts while still providing safe flight operations.

- c. Applicants shall present documentation as to the specific model of helicopter, including the noise characteristics, to be placed on the property.

Military H-60 variants and Eurocopter EC-135 are proposed for design purposes. Documentation to be submitted during the design and permitting phase.

- d. Applicants shall submit a noise exposure map as prepared by a certified engineer for proposed flight path.

Will comply; this will be provided during the design and permitting phase.

- e. In order to maintain a reasonable decibel level for surrounding homes, the proposed flight paths shall not exceed current FAA noise requirements.

Will comply; proposed flight paths will be established in compliance with FAA regulations during the design and permitting phase.

- f. Surfacing of the landing facility shall be such so as to minimize the blowing of any dust, dirt or other objectionable material onto neighboring property.

Will comply.

- g. Private heliport operations shall not be used for commercial purposes.

The heliport will be used to serve the hospital and local community for emergency health care services.

- (2) No helicopter shall be permitted which is designed for carrying more than four persons.

A waiver is requested to allow for the helicopter to carry the required flight crew, medical crew and patients being transported by the helicopter.

- (3) Take-off and landing areas and all attendant facilities shall be located at least 500 feet from all property lines. These areas shall be encircled by a fence or natural buffer not less than five feet in height. Each private heliport shall be limited to two round trips per day during daylight hours.

A waiver is requested to the 500 ft requirement to allow for the heliport to be located up to the property lines. Limitations exist due to the urban nature of the site that do not allow for a 500 ft buffer to the property lines.

A waiver is requested for the fence or natural buffer requirements as those requirements are in conflict with the helicopter approach and departure surface clearance requirements.

A waiver is requested to the limit of two round trips per day to allow helicopter operations as necessary to respond to patients requiring helicopter transport for medical care. While it is not expected that there will be more than two round trips per day there may be instances where the number of medical emergencies requiring helicopter transport could exceed that limit. It is noted that the existing Cape Canaveral Hospital (CCH) in Cocoa Beach sees approximately two-hundred flights per year, an average of less than one flight per day. The type and frequency of the heliport use at the new hospital is anticipated to be similar to the existing CCH for the following reasons:

- **Holmes Regional Medical Center (HRMC), located in Melbourne, is the Level II Trauma Center for Health First. Incoming helicopter transport of patients requiring this level of care will continue to be directed to HRMC.**

- Currently, incoming patients being transported by First Flight may still be brought to CCH for evaluation and stabilization. It is here that it is determined whether Level II Trauma care is needed.
- If it is determined that the patient is in need of Level II Trauma care, they will be airlifted via First Flight to HRMC.
- The proposed new CCH is not designed to be a Level II Trauma Center. Patients needing this level of care would continue to be airlifted to HRMC's Level II Trauma Center after assessment at CCH.

A waiver is requested to permit helicopter operations during night time hours; in order to receive timely medical care, patients may require transport at night.

- (4) Facilities for fueling are prohibited.

Will comply, there will be no fueling areas at the facility.

- (5) The board of county commissioners shall make a finding that the proposed activity would have no adverse impact prior to approval of this conditional use.

Acknowledged.

- (6) All property owners within 1,000 feet of the subject property shall be notified of the conditional use permit (CUP) request.

Will comply. The timing of the notification will be coordinated with County staff.

- (7) Helicopters for agricultural purposes are exempt from the requirements of this section on parcels zoned PA, AU or AGR with 100 acres or more of improved agricultural use.

This section is not applicable, helicopter will not be used for agricultural purposes.

- (8) Each owner shall be responsible to insure that the proposed private heliport be in compliance with F.S. ch. 330 and federal aviation regulations.

Will comply.

- (9) Proposed private heliports shall comply with sections 62-2201 and 62-2202 of this chapter.

Will comply.

APPLICANTS RESPONSES TO THE INFORMATION REQUESTED IN SECTION 62-1448
(See bold text below)

Sec. 62-1448. - Same—Approval of preliminary development plan and tentative zoning.

- (a) *Preapplication conference.* Before submission of a preliminary application for approval of a planned unit development zoning classification, the developer and his registered engineer, architects or site planner are encouraged to meet with the zoning official and such other personnel as necessary to determine the feasibility and suitability of his application. This step is encouraged so that the developer may obtain information and guidance from county personnel before entering into any binding commitments or incurring substantial expenses of site and plan preparation.

A preapplication conference was held on March 3rd, 2022.

- (b) *Preliminary application.*

- (1) *Generally.* A preliminary application shall be submitted to the county by the developer requesting approval of the site as a planned unit development zone. The preliminary application shall contain the name of the developer, the surveyor and the engineer who prepared the development plan and topographic data map, and the name of the proposed planned unit development per the nomenclature provided in section 62-1447. (See PUD illustrations concerning the level of detail required.)

The preliminary application is provided with this submittal and contains the information requested above.

- (2) *Exhibits; contents of development plan.* The following exhibits shall be attached to the preliminary application:

- a. A vicinity map indicating the relationship between the planned unit development and its surrounding area, including adjacent streets and thorough- fares.

The vicinity map is attached with the application and included on the PDP.

- b. A development plan that shall contain but not be limited to the following information:

1. The proposed name or title of the project, and the name of the engineer, architect and developer.

This information is shown on the PDP.

2. North arrow, scale (one inch equals 200 feet or larger), date and legal description of the proposed site.

This information is shown on the PDP.

3. The boundaries of the tract shown with bearings, distances, closures and bulkhead lines, all existing easements, section lines, and all existing streets and physical features in and adjoining the project, and the existing zoning.

This information is shown on the survey included with the application package.

4. The name and location of adjoining developments and subdivisions.

This information is shown on the PDP and in the narrative, above.

5. Proposed parks, school sites or other public or private open space.

There are no proposed parks, school sites or public open space. Private open space is shown on the PDP.

6. Vehicular and pedestrian circulation systems, including off-street parking and loading areas, driveways and access points.

This information is shown on the PDP.

7. Site data, including tabulation of the total number of gross acres in the project, the acreage to be devoted to each of the several types of primary residential and secondary nonresidential uses, and the total number of dwelling units.

This information is shown on the PDP.

8. Proposed common open space, including the proposed improvements and any complementary structures and the tabulation of the percent of the total area devoted to common open space. Areas qualifying for common open space shall be specifically designated on the site plan.

Not applicable, common open space is required for residential.

9. Delineation of specific areas designated as a proposed stage.

The owner intends to develop the project as a single stage (phase), with the buildings to be sequenced in construction.

10. A general statement, including graphics, indicating proposed corridors of drainage and their direction, natural drainage areas, specific areas which are to function as retention lakes or ponds, anticipated method for accommodating runoff (curb and gutter, swales or other method), and treatment methods for discharge into area waterways for the site to ensure conformity with natural drainage within the vicinity area or with the drainage plan established within the vicinity area.

This information is shown on the PDP.

11. The general location within the site of each primary residential and secondary nonresidential use, and the proposed amount of land to be devoted to individual ownership.

There is no residential use proposed; the general location of nonresidential use is shown on the PDP.

12. The proposed method of dedication and administration of proposed common open space.

Not applicable, common open space is required for residential.

(5) *Review criteria.* The decision of the planning and zoning board on the preliminary development plan application shall include the findings of fact that serve as a basis for its recommendation. In making its recommendation, the planning and zoning board shall consider the following facts:

- a. Degree of departure of the proposed planned unit development from surrounding residential areas in terms of character and density.

The character of the surrounding area is substantially commercial with uses such as BJ's Wholesale and Cubesmart to the west, the Merritt Square Mall to the south, and a variety of retail and medical uses to the east defining this neighborhood. The health care focused "Wellness Village" character of the proposed PUD will compliment and support the surrounding area. The nearest residential use is the Harbor Del Rio Condominium, with the closest condominium building located approximately 480 ft from the northwest corner of the Health First property.

- b. Compatibility within the planned unit development and relationship with surrounding neighborhoods.

The proposed development is compatible within the PUD and with the surrounding uses and neighborhoods which are substantially commercial in nature.

- c. Prevention of erosion and degrading of surrounding area.

Erosion and degradation of the surrounding area will be prevented by an onsite stormwater management system and stabilization of unpaved areas by landscaping. Further, this investment will very likely serve as a catalyst for future investments along this corridor that will seek to support the vision and mission of the Wellness Village.

- d. Provision for future public education and recreation facilities, transportation, water supply, sewage disposal, surface drainage, flood control and soil conservation as shown in the preliminary development plan.

No public education facilities (schools) are proposed but an education center will be available for health and wellness education purposes. A privately-owned health club open for public membership is proposed as well as walking trails throughout the Village. Bus stop locations for public transportation will be coordinated with Space Coast Area Transit. Water supply will be provided with on-site water distribution system connected to the City of Cocoa water mains. Sewage disposal will be provided by on-site gravity sewer mains connected to the Brevard County Utilities sewer mains. Surface drainage and flood control will be provided by an onsite stormwater management system. Soil conservation of unpaved areas will be provided by landscaping. These provisions are shown on the PDP.

- e. The nature, intent and compatibility of common open space, including the proposed method for the maintenance and conservation of the common open space.

Not applicable, common open space is required for residential.

- f. The feasibility and compatibility of the specified stages contained in the preliminary development plan to exist as an independent development.

The property owner intends to construct the project in one stage (phase), with the buildings to be sequenced in construction.

- g. The availability and adequacy of water and sewer service to support the proposed planned unit development.

There is available water and sewer service existing on-site. This infrastructure has the capacity to support the proposed development, with modifications that may be required to the locations and alignment of water and sewer mains based on the proposed development.

- h. The availability and adequacy of primary streets and thoroughfares to support traffic to be generated within the proposed planned unit development.

The proposed PUD is located adjacent to SR 520 (East Merritt Island Causeway), Borman Drive and E. Merritt Avenue. Included in the application is a Traffic Memorandum presenting adjacent facilities existing traffic and capacity utilization along with a trip generation summary of the proposed land uses, as provided by the ITE Trip Generation Manual. The trip generation summary provides peak hour and daily trip generation estimates. A Traffic Study is in progress to evaluate the actual traffic generation as captured trips are anticipated due to the multi-use nature of the Wellness Village, and to identify needs for traffic infrastructure improvements. It is anticipated that the Traffic Study unique to this development makeup will reveal that less trips will be generated by the Wellness Village than the unadjusted baseline calculations dictated by the ITE Trip Generation Manual.

- i. The benefits within the proposed development and to the general public to justify the requested departure from the standard land use requirements inherent in a planned unit development classification.

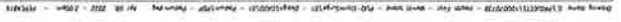
The proposed development will provide a multitude of community benefits, including a local hospital and access to health care facilities such as doctors' offices and outpatient surgery. There will also be a physical fitness center and retail shops.

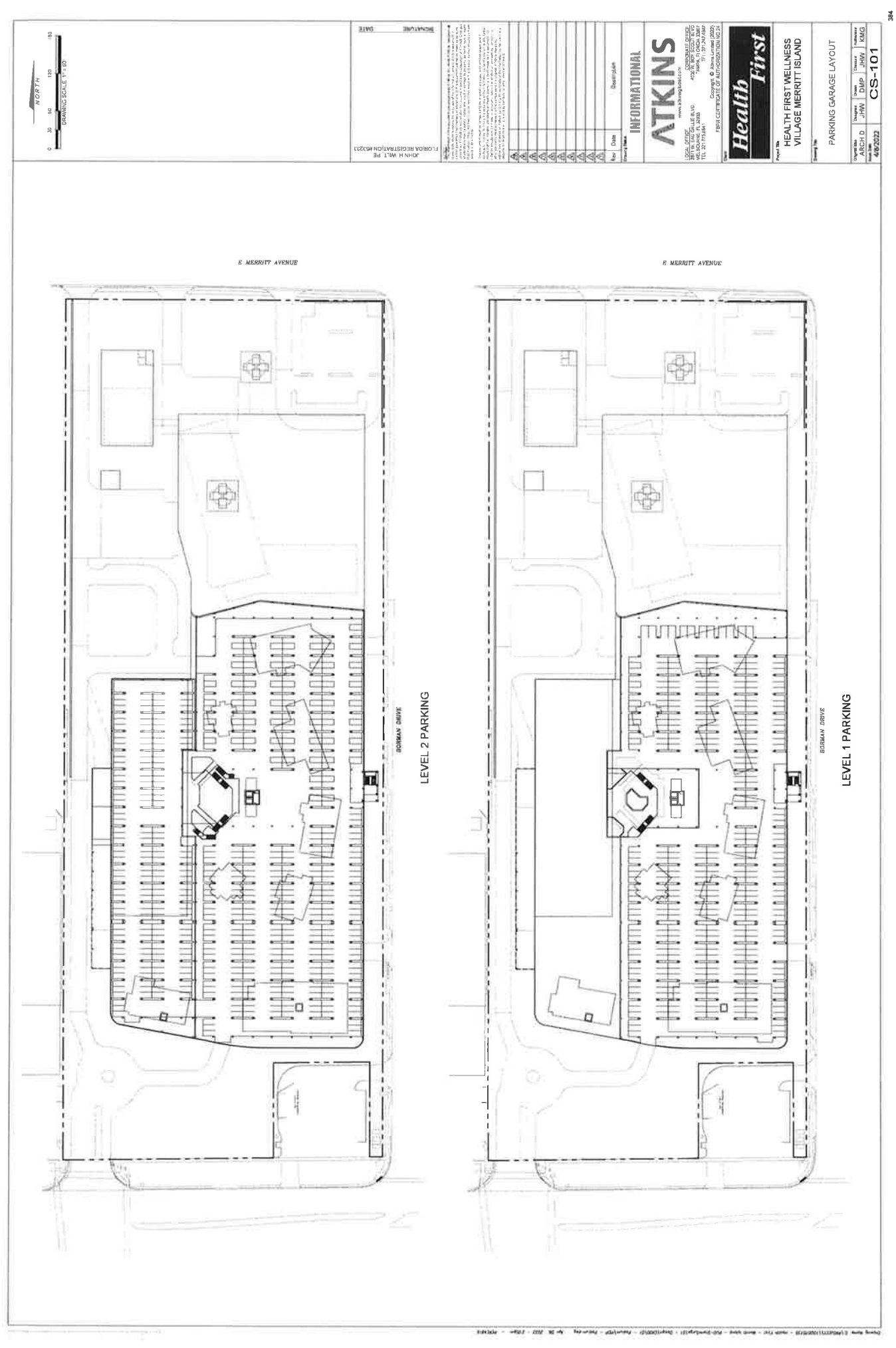
- j. The conformity and compatibility of the planned unit development with any adopted development plan of the county.

The PUD is compatible with Brevard County's Comprehensive Plan and the vision set forth for the Merritt Island Redevelopment Agency.

- k. The conformity and compatibility of the proposed common open space, primary residential and secondary nonresidential uses with the proposed planned unit development.

Not applicable, common open space is required for residential.





PROJECT NAME: HEALTH FIRST WELLNESS VILLAGE MERRITT ISLAND
DATE: 4/8/2022

LOCAL OFFICE: 4000 W. 10th Avenue, Suite 100, Fort Lauderdale, FL 33309
TELEPHONE: 754.775.5841
FAX: 754.775.5842
WWW.ATKINS.COM

Rev	Date	Description
1	4/8/2022	Initial Issue

ATKINS
INFORMATIONAL
CORPORATE OFFICE: 10000 W. 34th Avenue, Suite 100, Fort Lauderdale, FL 33309
TELEPHONE: 754.775.5841
FAX: 754.775.5842
WWW.ATKINS.COM

Health First
HEALTH FIRST WELLNESS VILLAGE MERRITT ISLAND

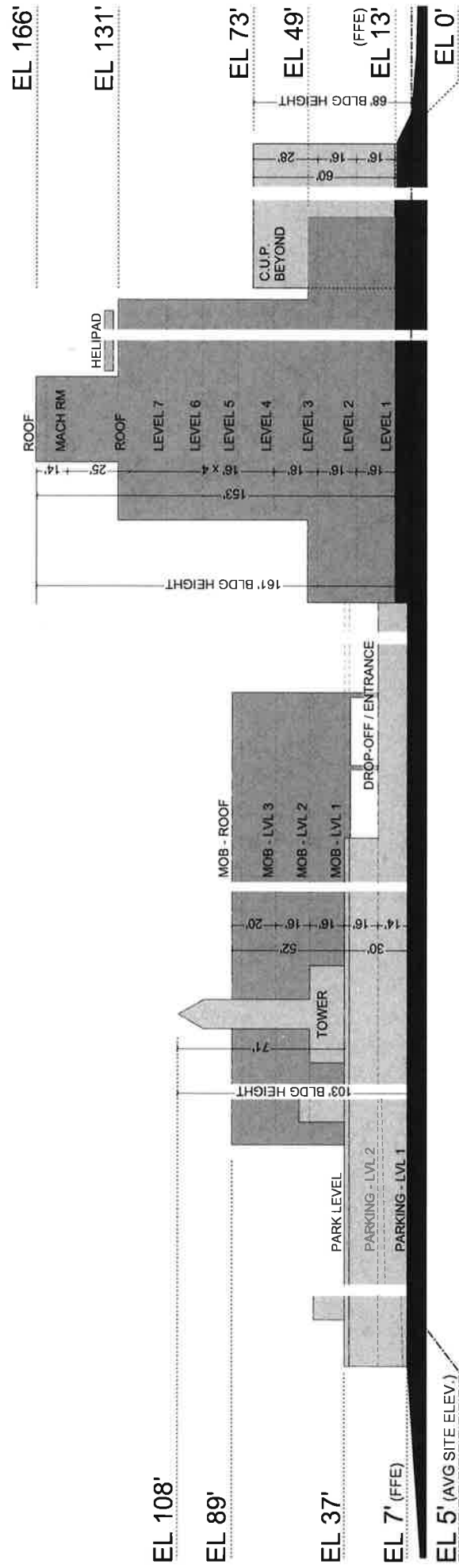
Project No.	CS-101
Design Team	ARCH: D
Client	DMP
Owner	JHW
Architect	KMG
Issue Date	4/8/2022

PARKING GARAGE LAYOUT





SITE SECTION DIAGRAM

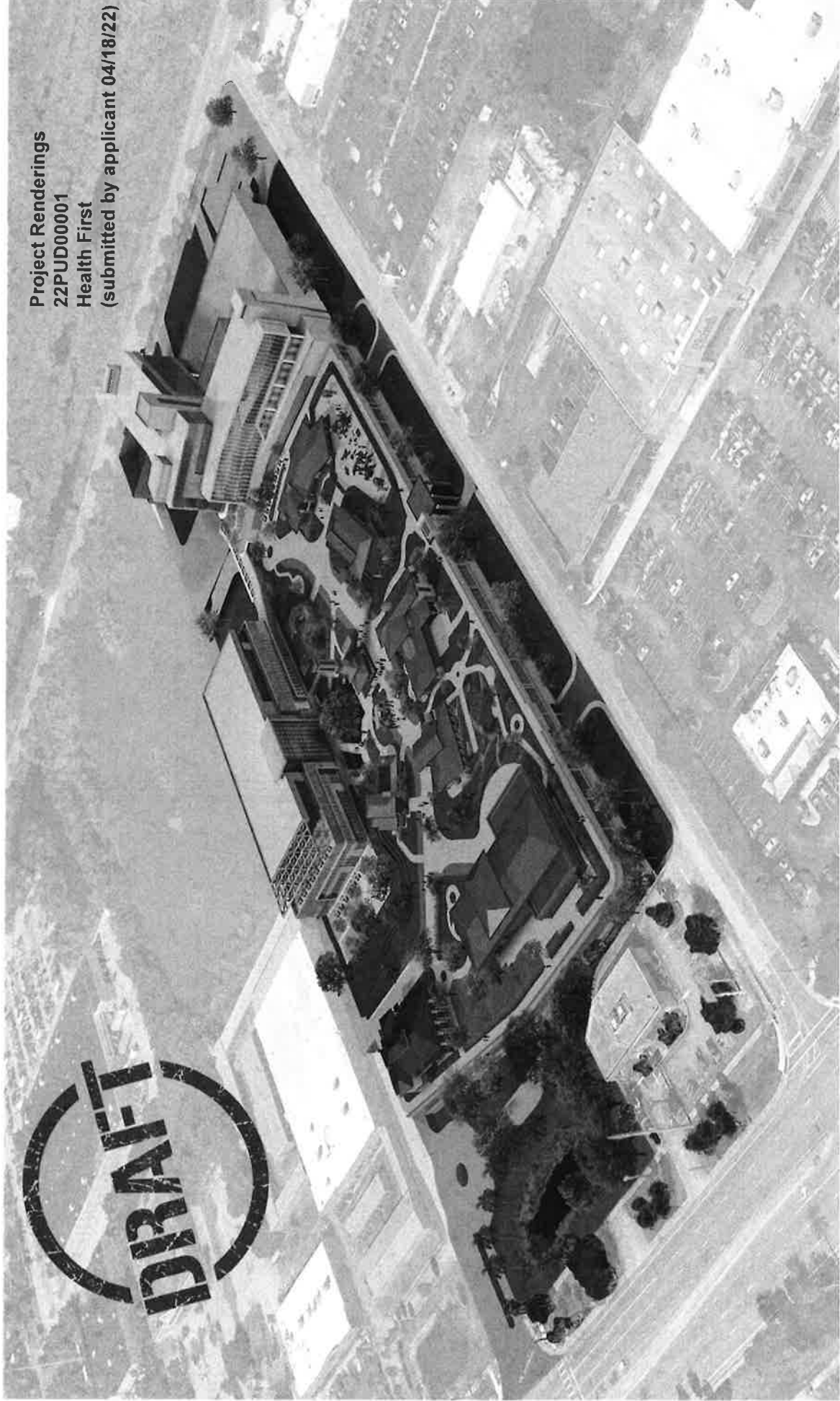


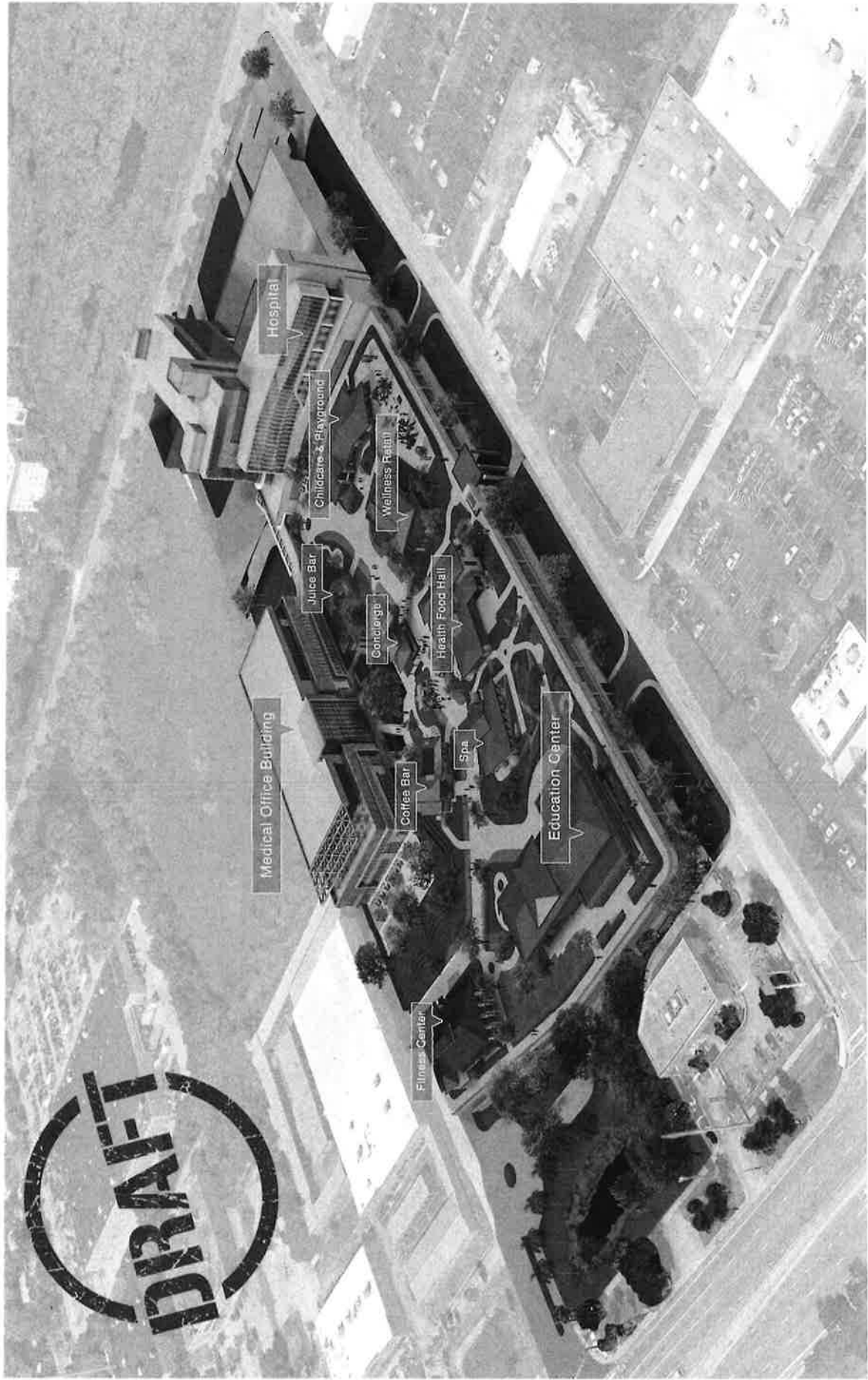
* All Elevations (EL X') Are NAVD 88



DRAFT

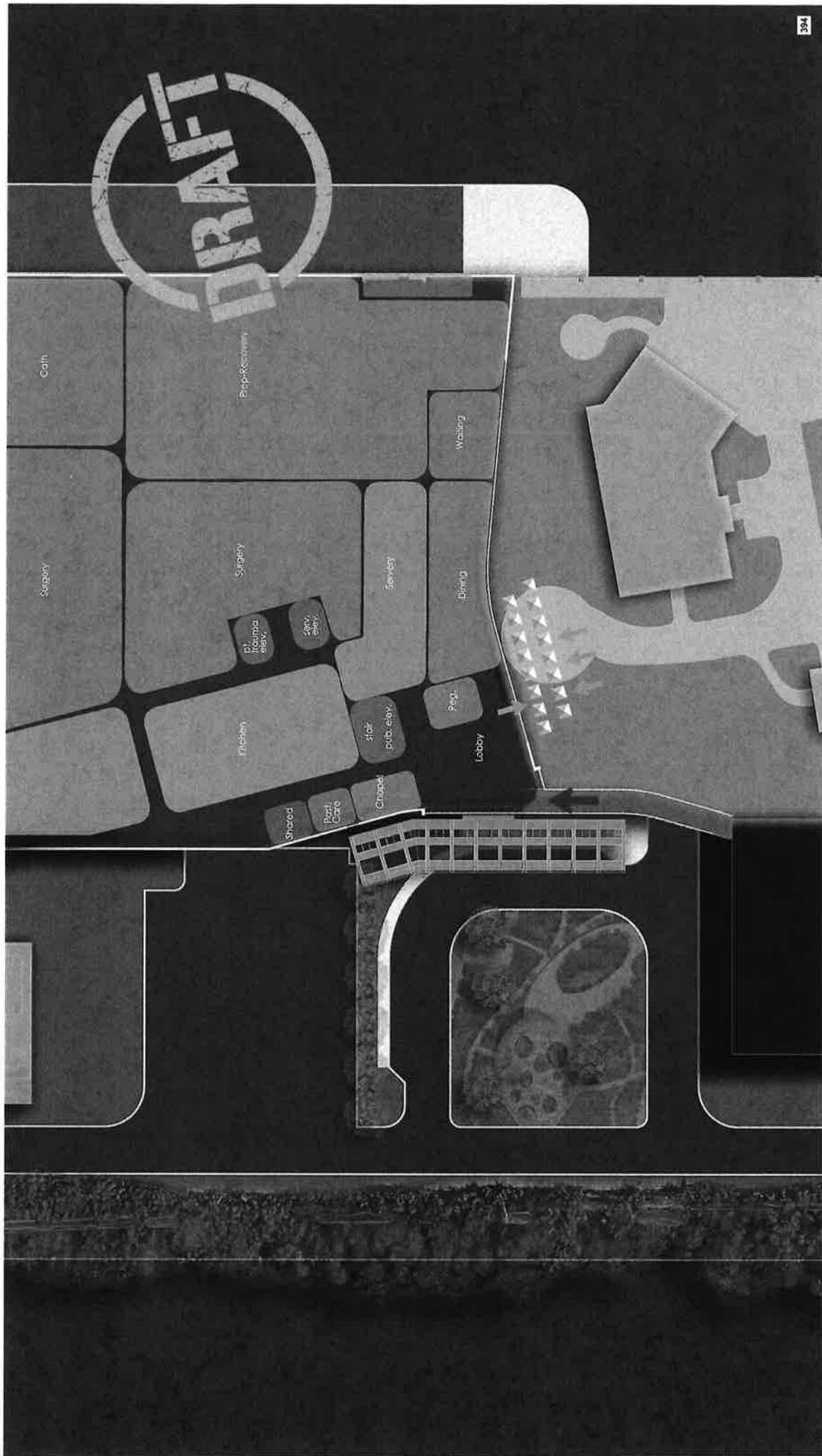
Project Renderings
22PUD00001
Health First
(submitted by applicant 04/18/22)



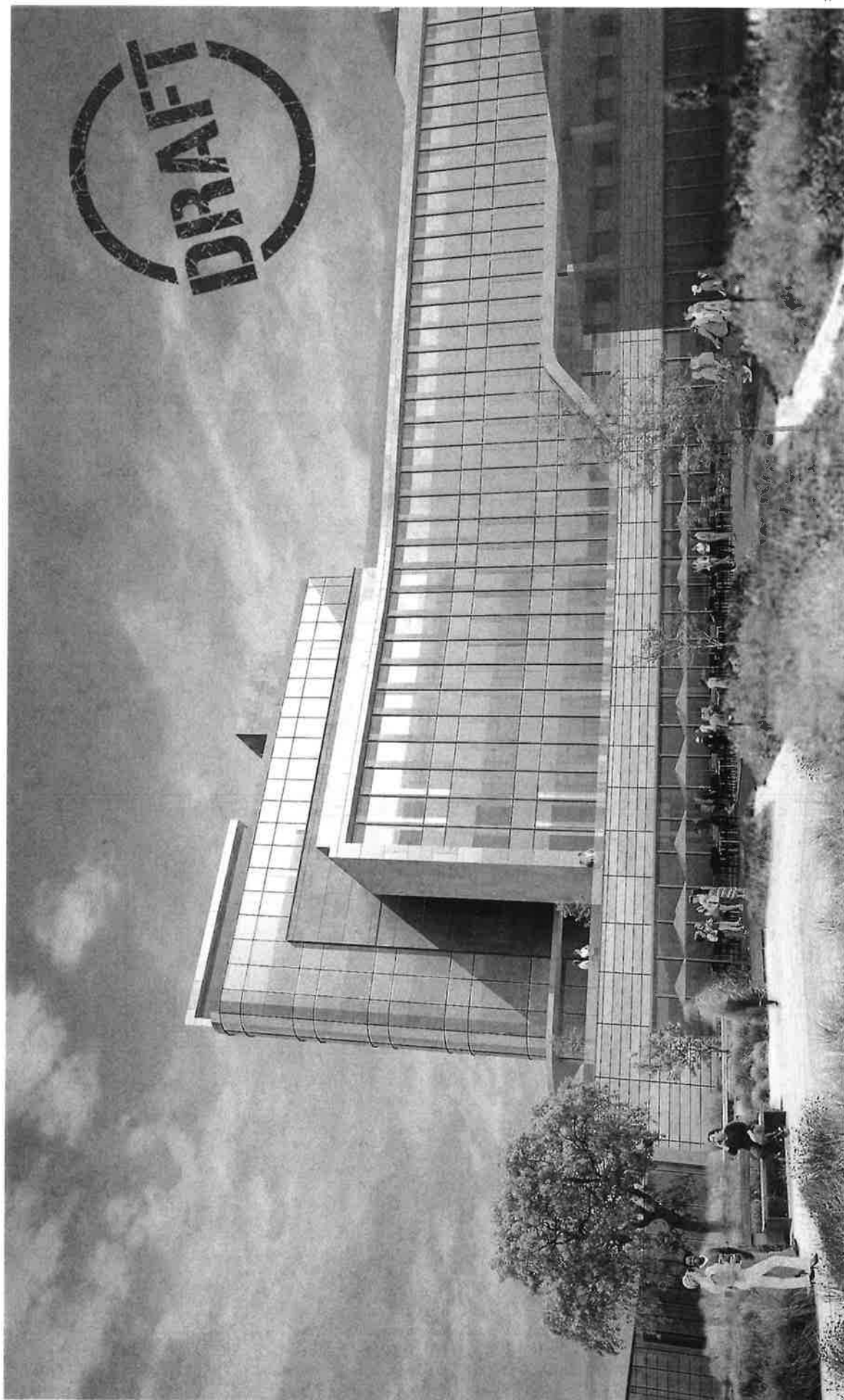


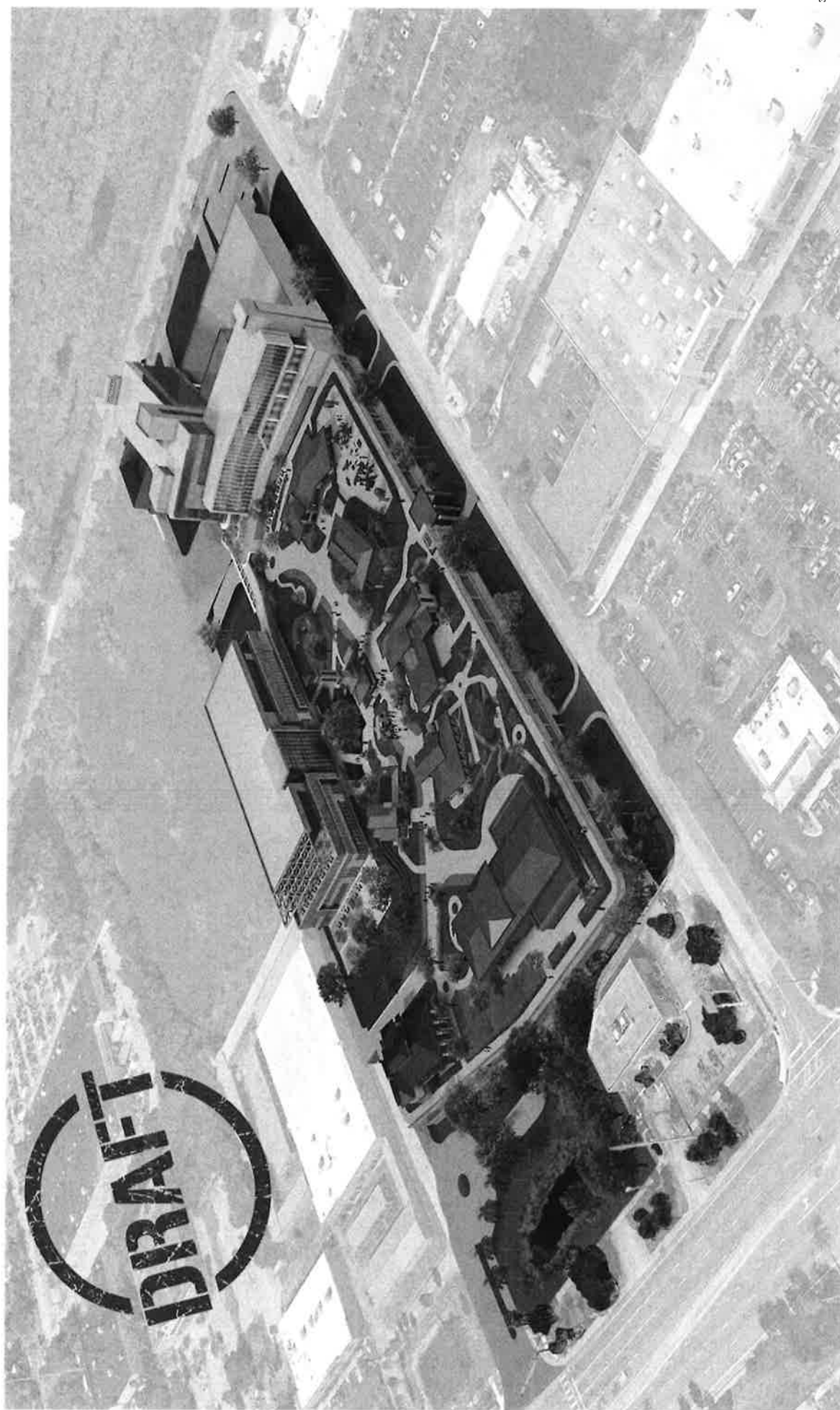


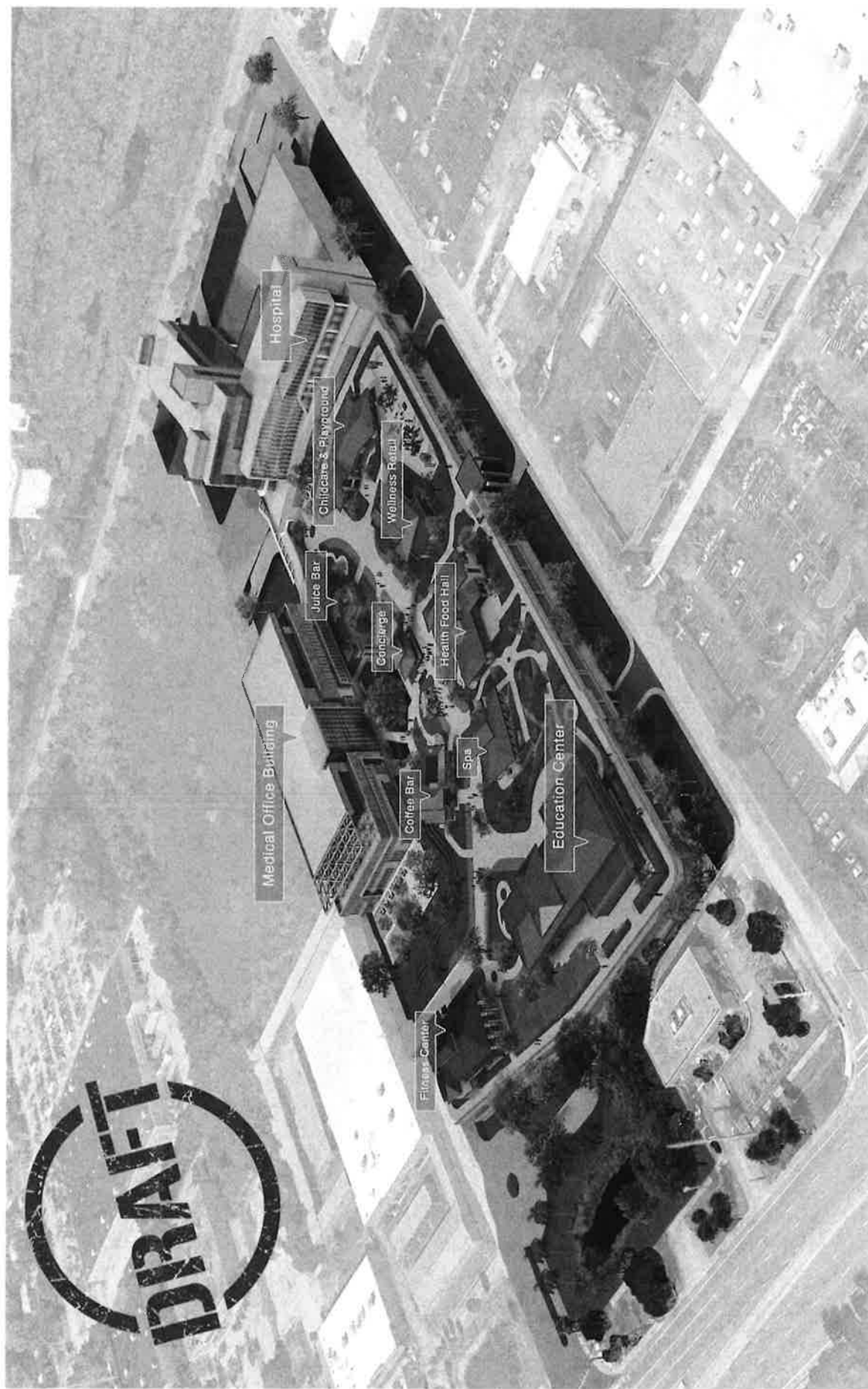
392

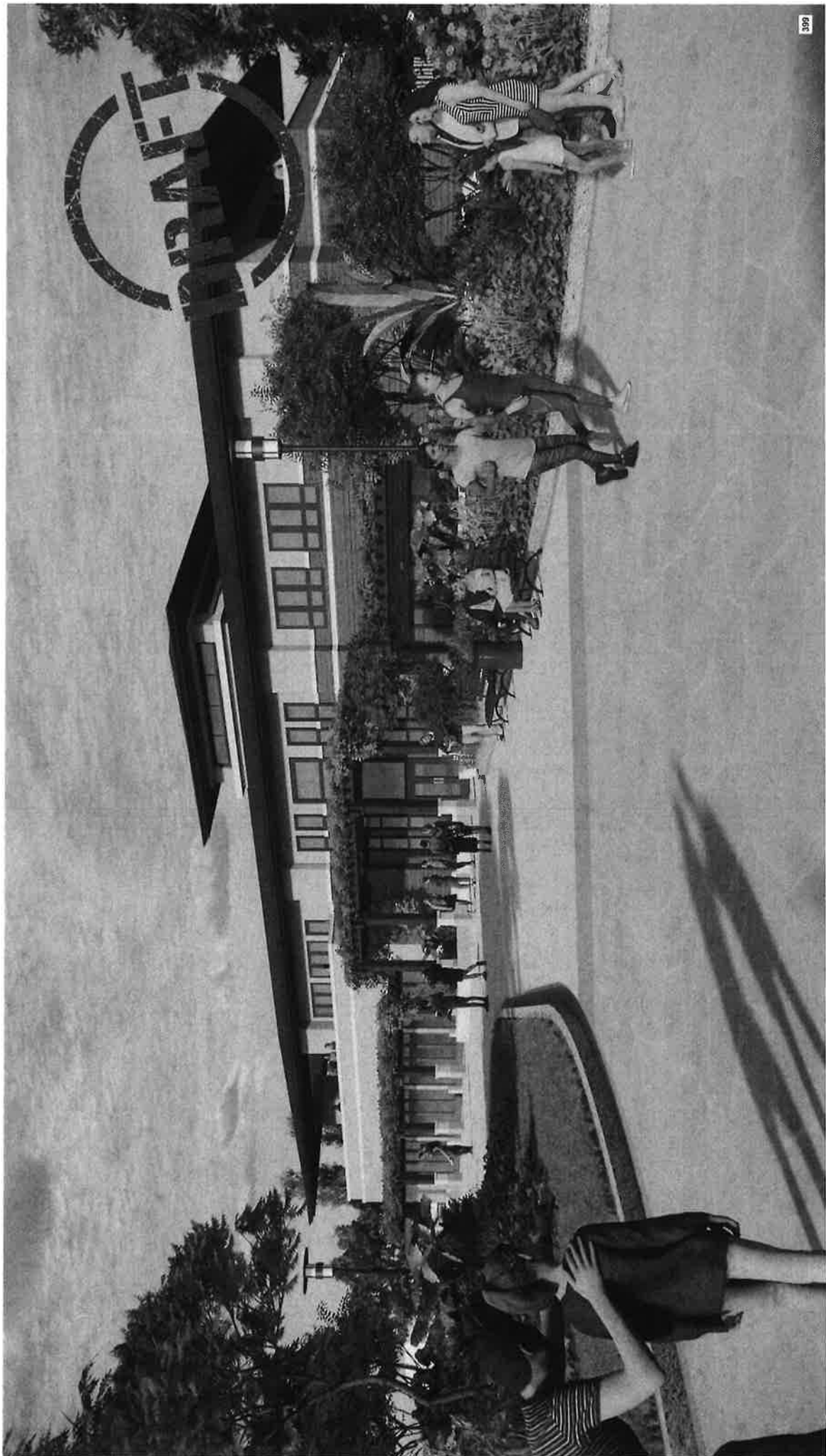


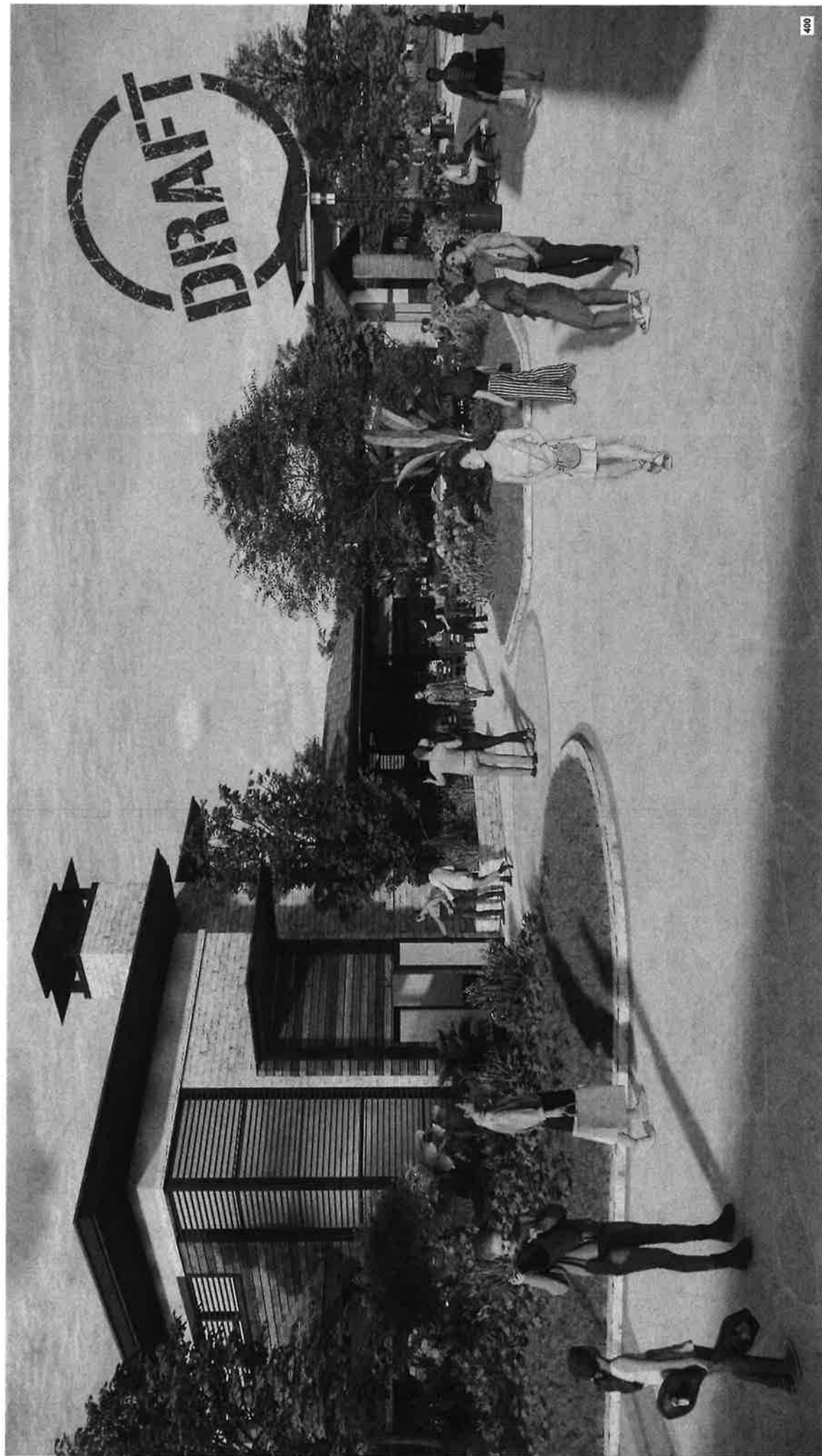


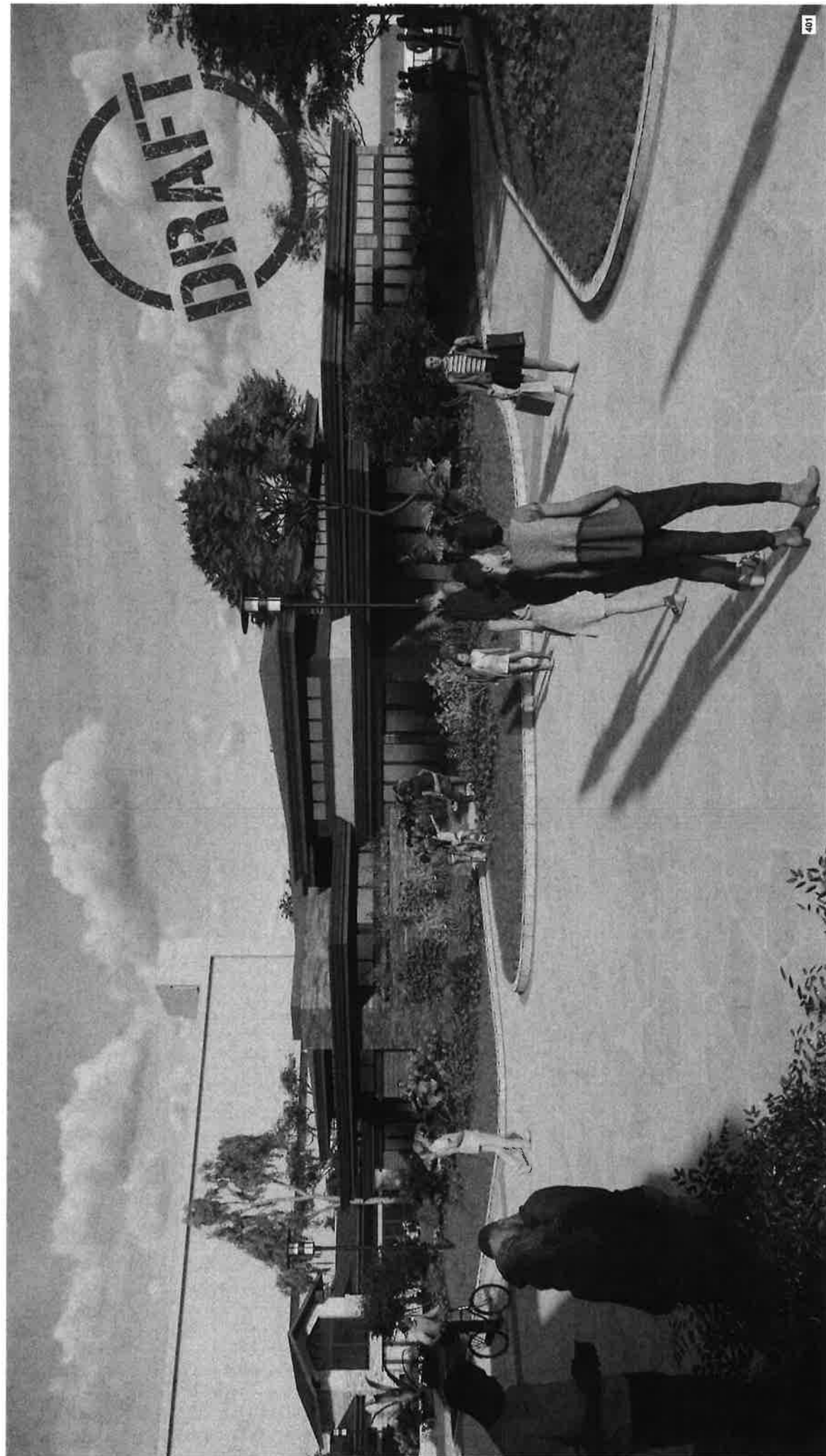










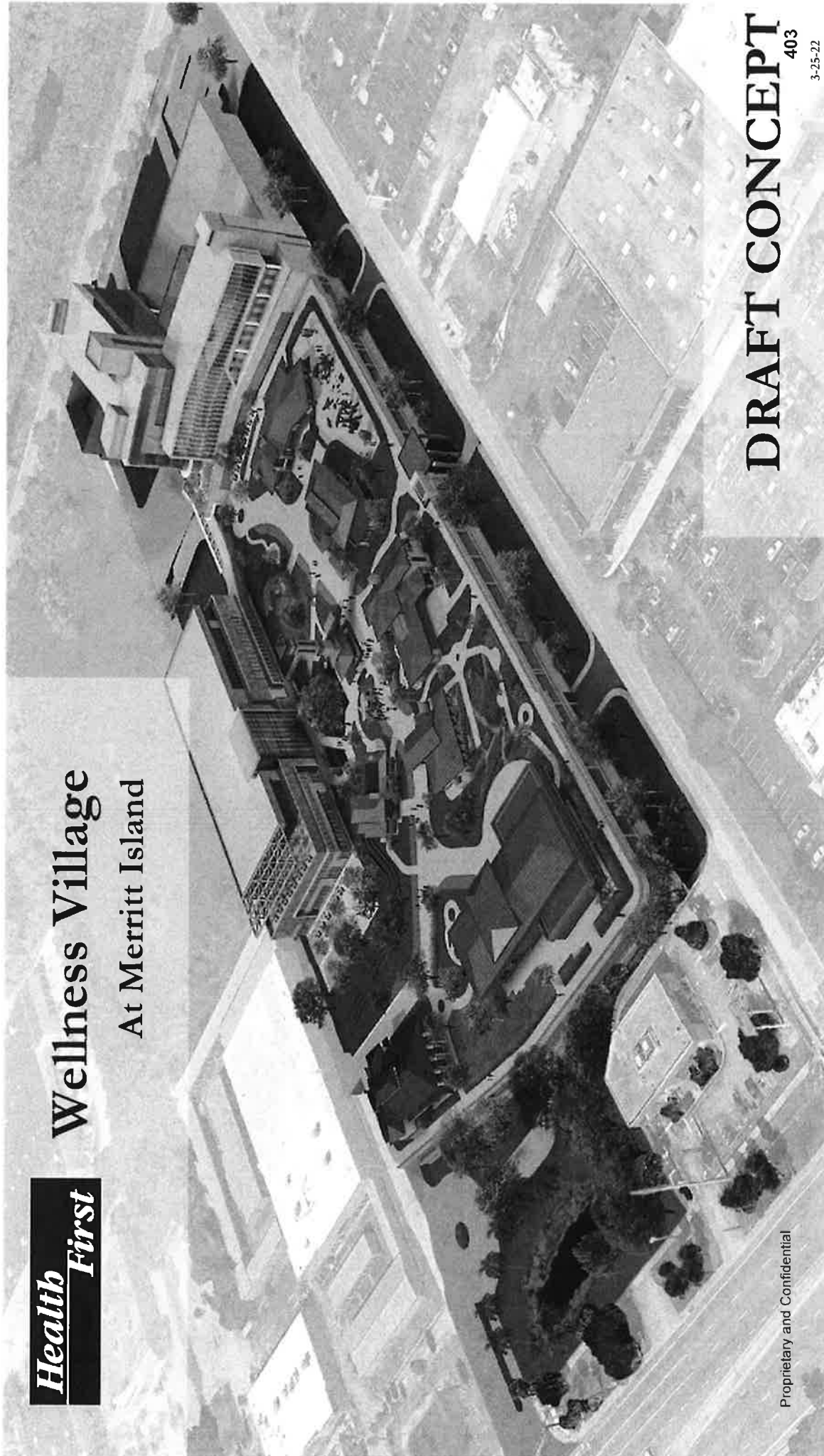






Wellness Village

At Merritt Island



DRAFT CONCEPT
403
3-25-22

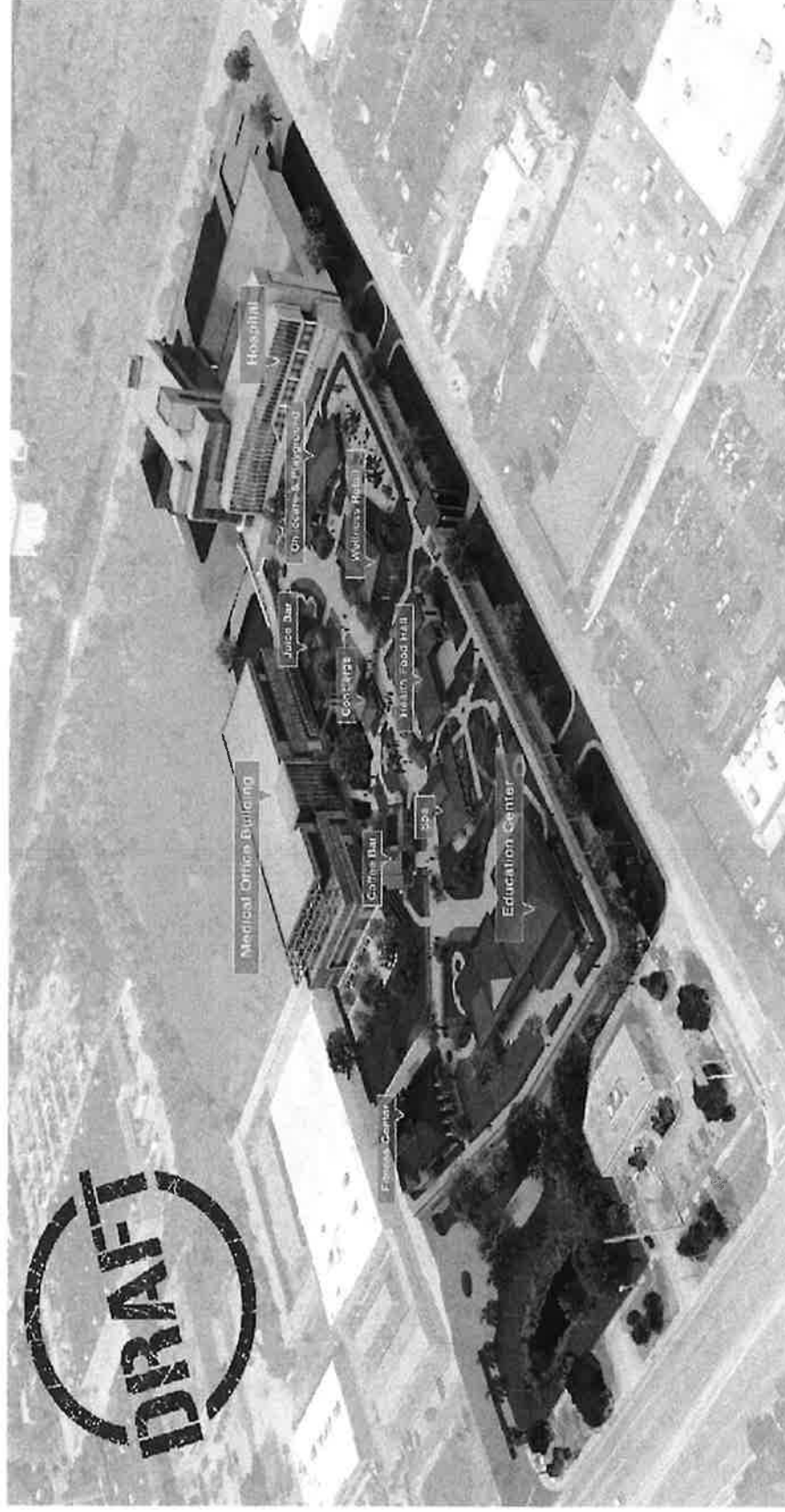
Presenters



Matthew Gerrell, Health First CEO – Retail Services
Jonathan Flyte, Health First System Vice President – Facilities & Construction
Kim Rezanka, Partner at Lacey Lyons Rezanka, Attorneys at Law
Ken Good, PE, Atkins – Civil Engineering

Jonathan Flyte

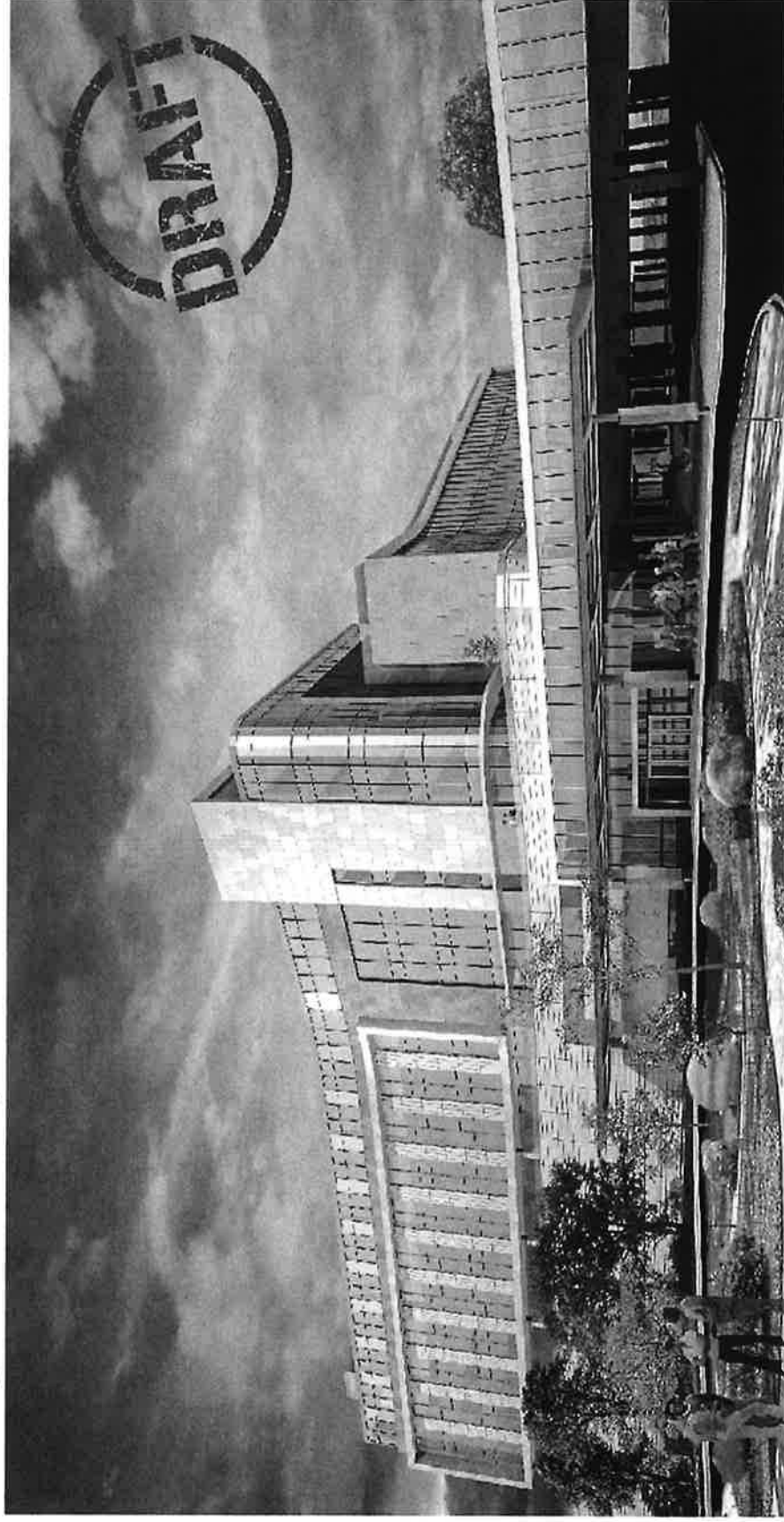
Wellness Village Venues



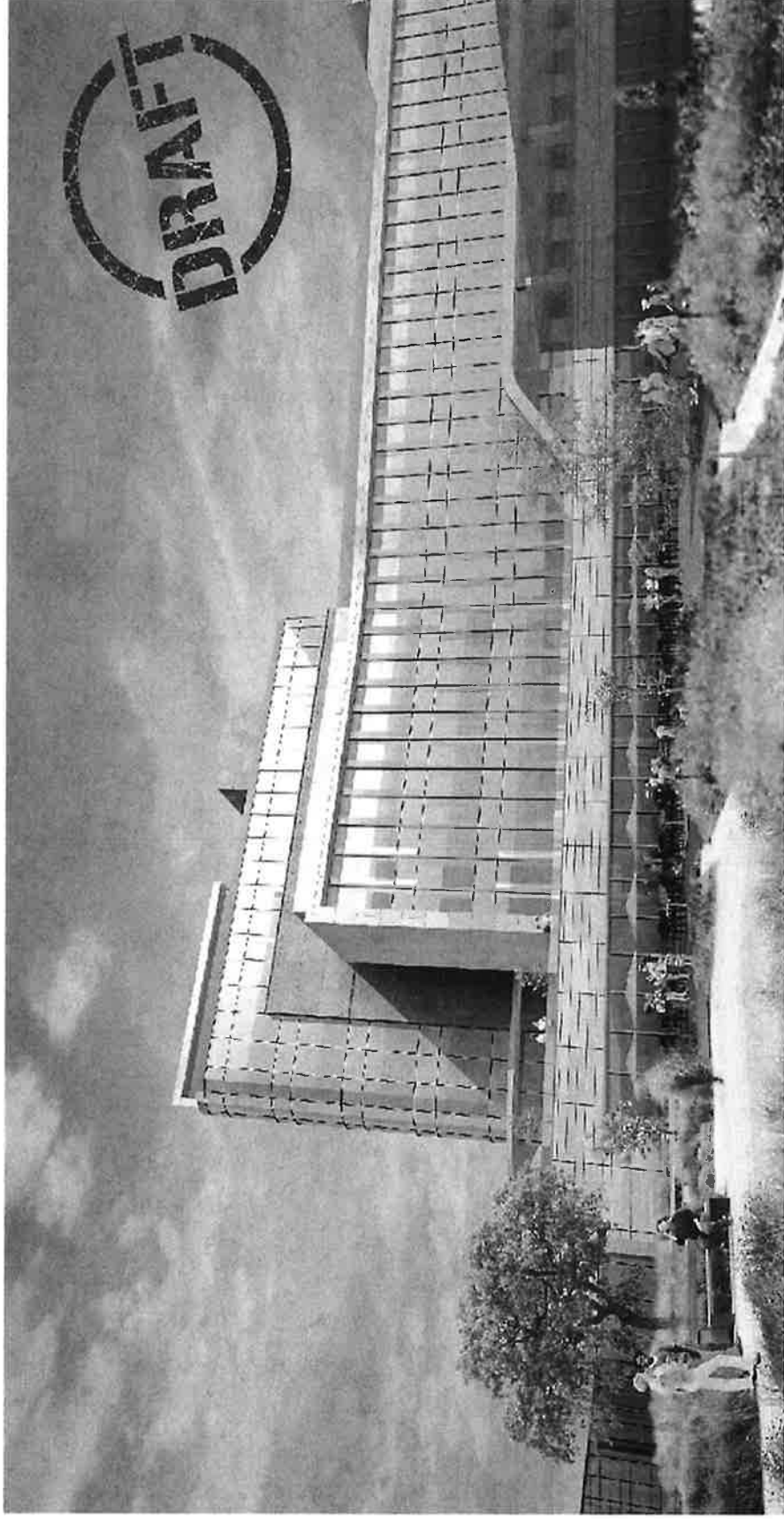
Wellness Village Site Plan



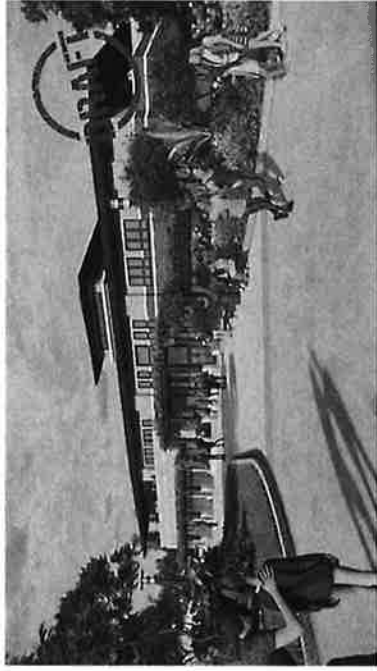
Hospital Entry Court



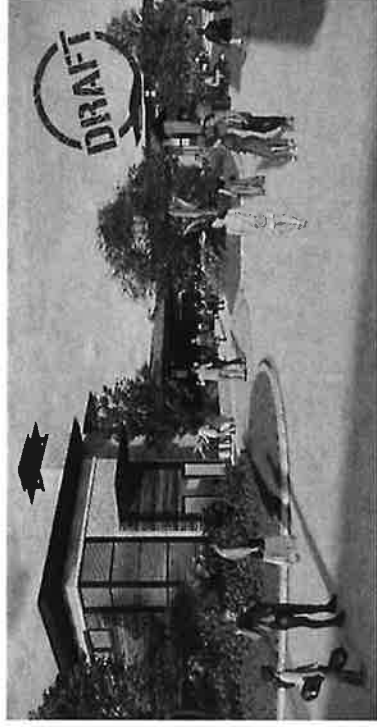
Hospital from Wellness Village Park



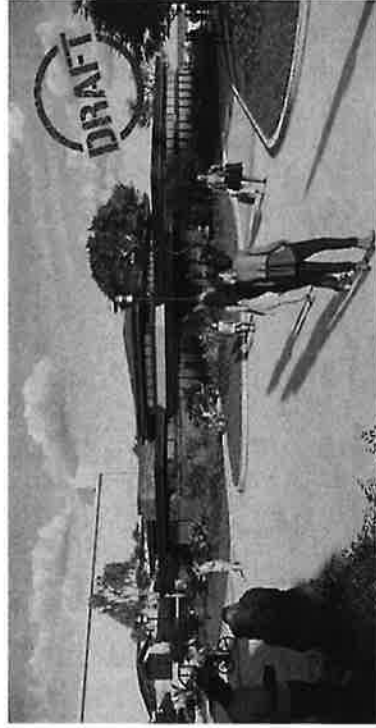
Wellness Village Buildings



Education Center



Healthy Food Hall



Retail



Coffee Bar

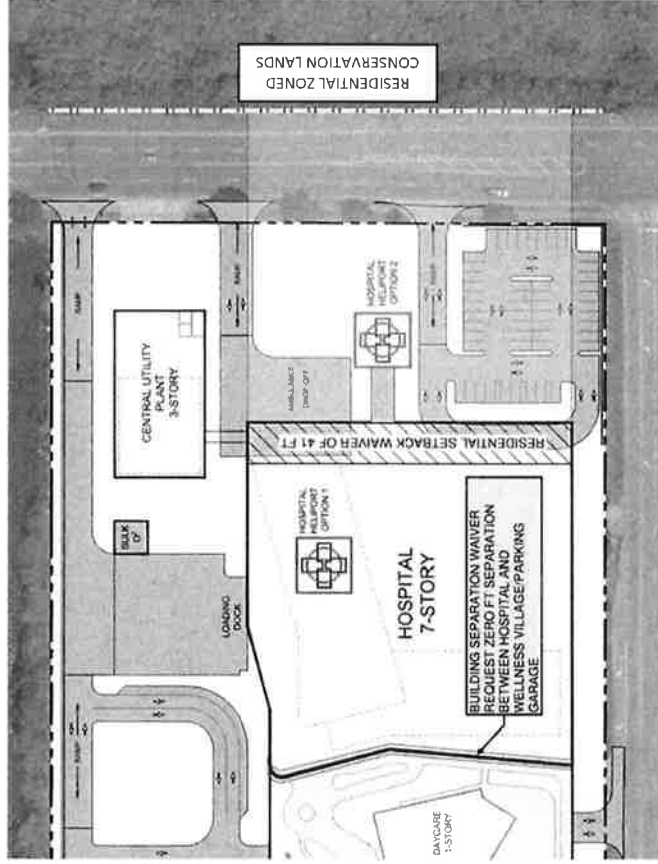
Ken Good

Health
First

Health First



Waiver Requests - Hospital

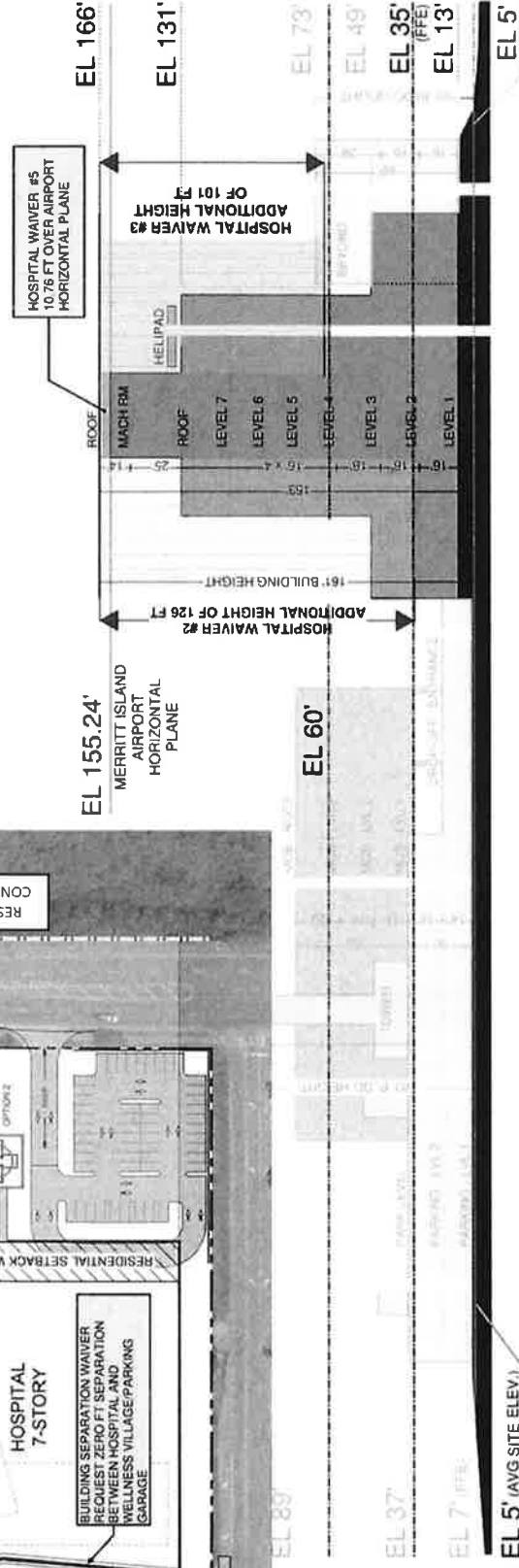


Reference to code sections:

Sec. 62-2101.5 (b) (1) a, Maximum Building Height within calculated setbacks

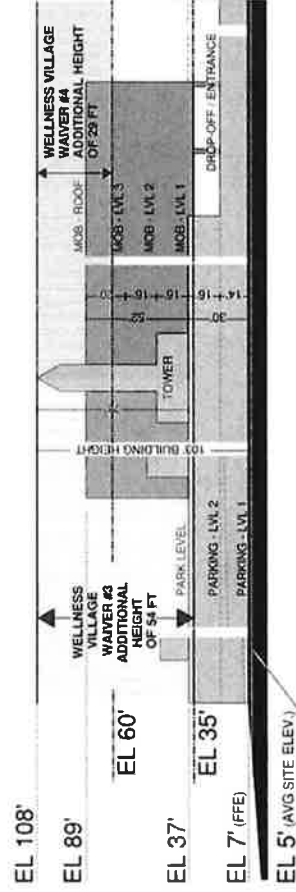
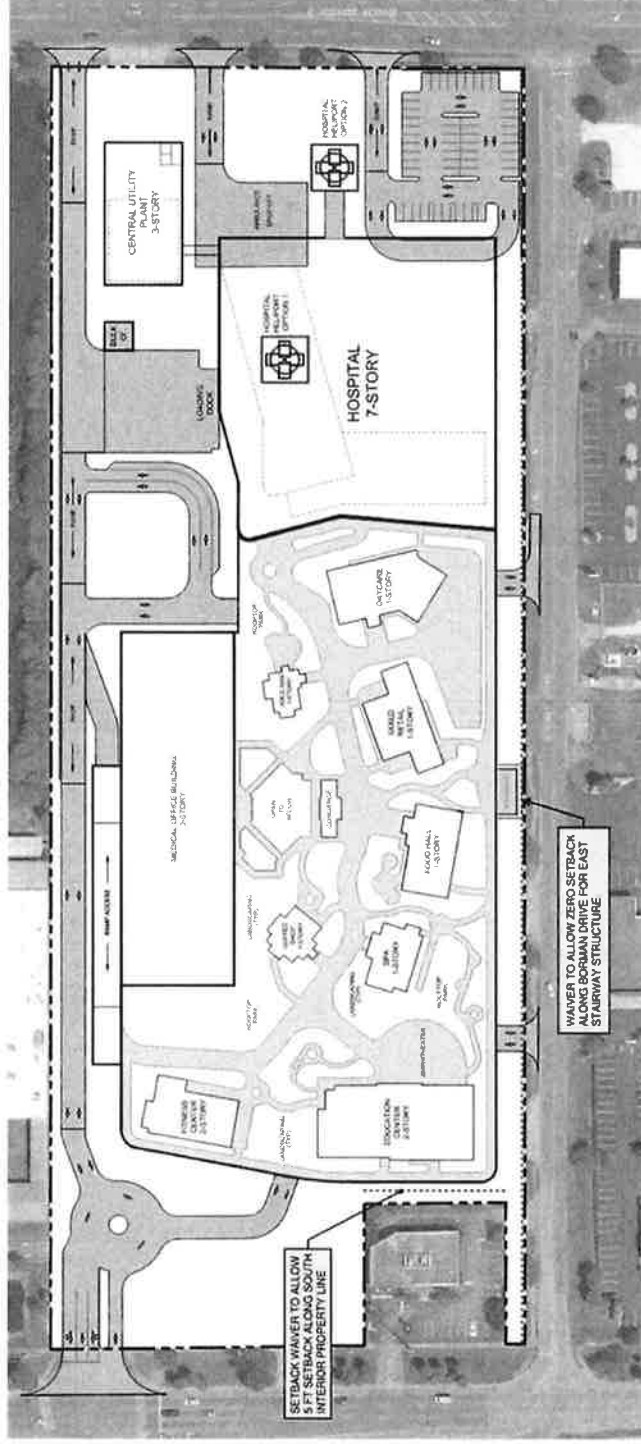
Sec. 62-2101.5 (b) (1) b, Maximum Building Height with adjacent zoning BU-1 & BU-2

Sec. 62-2203 (a), Airport zone and airspace height limitations



Waiver Requests – Wellness Village

Health First



Reference to code sections:

Sec. 62-2101.5 (b) (1) a, Maximum Building Height within calculated setbacks

Sec. 62-2101.5 (b) (1) b, Maximum Building Height with adjacent zoning BU-1 & BU-2

Health First



Discussion

Kim Rezanka

From: [Sherry Randolph](#)
To: [Jones, Jennifer](#)
Subject: ID# 22PUD00001
Date: Thursday, May 5, 2022 8:52:40 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

The following are my comments for the May 9, 2022 public hearing/ meeting of the Planning and Zoning Board regarding Health First, Inc. and Health First Shared Services, Inc. request for a change in zoning with waivers.

The primary areas of concern for this development are noise, traffic, the environment and potential expansion.

Harbor Del Rio residents live close to the proposed hospital complex site. We reside in a quiet neighborhood and enjoy nature and wildlife in the surrounding area.

The first concern is noise. How does Health First plan to mitigate noise from construction and ultimately operation of this complex?

There is only one entrance/exit to Harbor Del Rio condominiums, and it is on Merritt Avenue. Currently, there are times when traffic is heavier, such as early morning and afternoon, with work and school traffic. Hospital employees will add significantly to the influx on Merritt Avenue at the beginning and end of shift. How will this be alleviated, so that residents can get in and out of the Harbor Del Rio development?

There are wetlands and wildlife concentrated on both sides of Merritt Avenue. There are nesting birds. This is part of the beauty of the area. How will two years of construction noise affect nature in the surrounding area? And finally, Health First will want to expand at some point. Where? There are wetlands close to their site, which are protected. If waivers are granted for anything Health First wants to do, what is to prevent them from going after the wetlands? We need an honest assessment of the big picture for this proposed Wellness Village concept.

Thank you,
Sherry Randolph

Harbor Del Rio (HDR) Residents Request for Consideration ID# 22PUD00001

As residents that will be affected when Health First builds their new facilities with planned unit development with Waiver we have some major concerns that need to be taken into consideration. This is not a complete list but some of the major concerns. We feel we need to be represented in the planning to make sure these concerns are adequately addressed.

- There has been no traffic survey completed at this time. The existing road, Merritt Avenue is **not** sufficient to support the additional traffic **cannot** be expanded due to conservation areas. There are already issues with residents safely entering and exiting the HDR driveway.
- There are 3 proposed entrances for Ambulances and ER traffic from Merritt Avenue. Why wasn't this put elsewhere? This proposes extra traffic that is usually going at higher speeds than normal. This puts residents in even higher risk of accidents.
- Noise, the proposed Mechanical Plant is 480' from the first HDR building. These plants generate a loud noise to the point that hearing protection is worn when working in them. We are concerned that the noise is going to eliminate the peaceful environment that most people moved here for. In addition to this, there is the noise from helicopters, ambulances, etc.

Name	Bldg/Unit	Name	Bldg/Unit
Kelly Stover	800/204	RF Jorgensen	800-202
Carolyn Blyden	800/603	James F. Ludwig	800-201
Barbara C. Ditzgen	800/601	Lucia Shaw	800-203
Bobby Clark	800/601	Courtney Preston	800-603
Marilyn M. O'Neil	800/584	Patricia Preston	800-503
Ardis Gurey	800/402	Robert Stul	800-503
DINA Gurey	800/402	Angie Fish	800-501
Esther Gurey	800-401	Sharon Dehn	800-502
Mark Gurey	800-401	Mercedes Trask	800 502
Harriette Gurey	Harriette Gurey	Cat of state	800 502
Marveta Gurey	800/404		
Maria Oltor	800/403		
Patricia Ball	800/304		
Charles Ball	800/304		
Nina McKlosski	800-503		

Harbor Del Rio (HDR) Residents Request for Consideration ID# 22PUD00001

As residents that will be affected when Health First builds their new facilities with planned unit development with Waiver we have some major concerns that need to be taken into consideration. This is not a complete list but some of the major concerns. We feel we need to be represented in the planning to make sure these concerns are adequately addressed.

- There has been no traffic survey completed at this time. The existing road, Merritt Avenue is not sufficient to support the additional traffic **cannot** be expanded due to conservation areas. There are already issues with residents safely entering and exiting the HDR driveway.
- There are 3 proposed entrances for Ambulances and ER traffic from Merritt Avenue. Why wasn't this put elsewhere? This proposes extra traffic that is usually going at higher speeds than normal. This puts residents in even higher risk of accidents.
- Noise, the proposed Mechanical Plant is 480' from the first HDR building. These plants generate a loud noise to the point that hearing protection is worn when working in them. We are concerned that the noise is going to eliminate the peaceful environment that most people moved here for. In addition to this, there is the noise from helicopters, ambulances, etc.

Name	Bldg/Unit	Name	Bldg/Unit
Irene Nelson	Bldg 801 - #304	Nat Kuehl	801/203
Nanette Carver	801/404	Janet Kerchel	801/203
Paula T. Hernandez	801/401		
John Miller	801/603		
Bill Layton	801/204		
Philip J. Long	801/502		
Sandi Miller	801/603		
Torch Nelson	801/202		
Jayson Bennett	801/602		
ADA LAUDRON	801/302		
Michael Fergus	801/504		
MICHAEL HOTWELL	801/201		
Erin Mied	801/402		
LUCIA Quintana	801/303		

Harbor Del Rio (HDR) Residents

Request for Consideration

ID# 22PUD00001

As residents that will be affected when Health First builds their new facilities with planned unit development with Waiver we have some major concerns that need to be taken into consideration. This is not a complete list but some of the major concerns. We feel we need to be represented in the planning to make sure these concerns are adequately addressed.

- There has been no traffic survey completed at this time. The existing road, Merritt Avenue is not sufficient to support the additional traffic **cannot** be expanded due to conservation areas. There are already issues with residents safely entering and exiting the HDR driveway.
- There are 3 proposed entrances for Ambulances and ER traffic from Merritt Avenue. Why wasn't this put elsewhere? This proposes extra traffic that is usually going at higher speeds than normal. This puts residents in even higher risk of accidents.
- Noise, the proposed Mechanical Plant is 480' from the first HDR building. These plants generate a loud noise to the point that hearing protection is worn when working in them. We are concerned that the noise is going to eliminate the peaceful environment that most people moved here for. In addition to this, there is the noise from helicopters, ambulances, etc.

Name	Bldg/Unit	Name	Bldg/Unit
Susan D. Hayes	811/304	Sally Barry	811/302
Stephen Hayes	811/304	Martha McDonald	811/202
Robert Hayes	811/604	Edna McDonald	811/202
Kathy Newton	811-501	Joe Zupan	811/303
Mike Newton	811-501	Tom Anderson	811/301
Sherry Randolph	811-502	Cathy Clark	811/204
Sally C. McLean	811-504	Franklin Stewart	811/2423
Deanne Brooks	811 Unit 404	Donna L. Zeman	811/603
Edna	811-402		
Sally Zeman	811-402		
Robert Zeman	811-503		
Wendy Zeman	811-503		
Robert Zeman	811-601		
Toni Zeman	811-601		
Sally Zeman	811-302		

Harbor Del Rio (HDR) Residents Request for Consideration ID# 22PUD00001

As residents that will be affected when Health First builds their new facilities with planned unit development with Waiver we have some major concerns that need to be taken into consideration. This is not a complete list but some of the major concerns. We feel we need to be represented in the planning to make sure these concerns are adequately addressed.

- There has been no traffic survey completed at this time. The existing road, Merritt Avenue is **not** sufficient to support the additional traffic **cannot** be expanded due to conservation areas. There are already issues with residents safely entering and exiting the HDR driveway.
- There are 3 proposed entrances for Ambulances and ER traffic from Merritt Avenue. Why wasn't this put elsewhere? This proposes extra traffic that is usually going at higher speeds than normal. This puts residents in even higher risk of accidents.
- Noise, the proposed Mechanical Plant is 480' from the first HDR building. These plants generate a loud noise to the point that hearing protection is worn when working in them. We are concerned that the noise is going to eliminate the peaceful environment that most people moved here for. In addition to this, there is the noise from helicopters, ambulances, etc.

Name	Bldg/Unit	Name	Bldg/Unit
Glenn [unclear]	820/304		
Carl [unclear]	820/304		
Rob [unclear]	820/403		
David [unclear]	820/504		
Ann [unclear]	820/603		
Perennial [unclear]	820/501		
Timothy Hays	820/604		
Ray Hirsan	820/402		
Heidi Rehmet [unclear]	820/302		
Shirley Nolan	820/202		
NICK KULCZICKI	820 203		
Susan [unclear]	820/401		
Claudia [unclear]	820/603		

Harbor Del Rio (HDR) Residents Request for Consideration ID# 22PUD00001

As residents that will be affected when Health First builds their new facilities with planned unit development with Waiver we have some major concerns that need to be taken into consideration. This is not a complete list but some of the major concerns. We feel we need to be represented in the planning to make sure these concerns are adequately addressed.

- There has been no traffic survey completed at this time. The existing road, Merritt Avenue is **not** sufficient to support the additional traffic **cannot** be expanded due to conservation areas. There are already issues with residents safely entering and exiting the HDR driveway.
- There are 3 proposed entrances for Ambulances and ER traffic from Merritt Avenue. Why wasn't this put elsewhere? This proposes extra traffic that is usually going at higher speeds than normal. This puts residents in even higher risk of accidents.
- Noise, the proposed Mechanical Plant is 480' from the first HDR building. These plants generate a loud noise to the point that hearing protection is worn when working in them. We are concerned that the noise is going to eliminate the peaceful environment that most people moved here for. In addition to this, there is the noise from helicopters, ambulances, etc.

Name	Bldg/Unit	Name	Bldg/Unit
James Graham	Bldg 821 3404		
Michael [unclear]	3203		
Agila [unclear]	3203		
Pat [unclear]	3201		
[unclear]	3303		
[unclear]	3301		
[unclear]	3503		
[unclear]	3501		
Brian [unclear]	3501		
STEPHAN [unclear]	3501		
J & Peg [unclear]	3501		
Allen [unclear]	3501		
[unclear]	3504		
[unclear]	3403		
[unclear]	3403		

ID# 22PUD000001

- There has been no traffic survey completed at this time. The existing road, Merritt Avenue is **not** sufficient to support the additional traffic **cannot** be expanded due to conservation areas. There are already issues with residents safely entering and exiting the HDR driveway.
- There are 3 proposed entrances for Ambulances and ER traffic from Merritt Avenue. Why wasn't this put elsewhere? This proposes extra traffic that is usually going at higher speeds than normal. This puts residents in even higher risk of accidents.
- Noise, the proposed Mechanical Plant is 480' from the first HDR building. These plants generate a loud noise to the point that hearing protection is worn when working in them. We are concerned that the noise is going to eliminate the peaceful environment that most people moved here for. In addition to this, there is the noise from helicopters, ambulances, etc.

[illegible]

From: Calkins, Tad
To: Jones, Jennifer
Subject: FW: Healthfirst wellness village pud
Date: Monday, May 16, 2022 2:16:26 PM

FYI

From: G E G <gailgeg@bellsouth.net>
Sent: Thursday, May 12, 2022 7:54 PM
To: Calkins, Tad <tad.calkins@brevardfl.gov>
Subject: Healthfirst wellness village pud

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

According to the county planning and zoning meeting 5/9/2022, no one mentioned that of these 15 acres, the hospital bed capacity is only 115 beds! The old hospital has 150 beds. With 1,000 people relocating here every day why would developers downsize the only hospital within 20 miles of Merritt Island.

Would appreciate your input to the board at your next meeting.

Thank you

Sent from AT&T Yahoo Mail on Android

PLANNING AND ZONING BOARD/LOCAL PLANNING AGENCY MINUTES

The Brevard County Planning & Zoning Board met in regular session on **Monday, May 9, 2022**, at **3:00 p.m.**, in the Florida Room, Building C, Brevard County Government Center, 2725 Judge Fran Jamieson Way, Viera, Florida.

The meeting was called to order at 3:00 p.m.

Board members present were: Board members present were: Henry Minneboo (D1); Ron Bartcher (D1); Brian Rodgers (D2); Robert Sullivan (D2); Ben Glover (D3); Mark Wadsworth, Chair (D4); Liz Alward (D4); Logan Luse (Alt. D4); Bruce Moia (D5); and John Hopengarten (BPS).

Staff members present were: Jeffrey Ball, Planning and Zoning Manager; Jane Hart, Planner III; Alex Esseeese, Assistant County Attorney; and Jennifer Jones, Special Projects Coordinator.

Excerpt of Complete Agenda

Health first, Inc.; and Health First Shared Services, Inc. (Kim Rezanka)

A change of zoning classification from BU-1 (General Retail Commercial) and BU-2 (Retail, Warehousing, and Wholesale Commercial) to PUD (Planned Unit Development), with waivers. The property is 15.05 +/- acres, located on the southwest corner of E. Merritt Ave., and Borman Dr. (255 Borman Dr., Units 100, 101, 200-202; 756 E. Merritt Ave.; and 625 E. Merritt Ave., Merritt Island) (Tax Accounts 2427782, 2427785, 2441470, 2427813) (District 2)

Kim Rezanka, Law Firm of Lacey Lyons Rezanka, 1290 U.S. Highway 1, stated this 15.05-acre rezoning request has been a two-year process, and the project is still in preliminary stages. She stated they do not have a final traffic impact analysis yet, but the developer will do whatever the County requires in order to make everyone at the facility and the surrounding neighborhoods safe. She noted there was a community meeting on April 25th, 49 people attended, and the meeting lasted approximately two hours. She said the project was also heard and unanimously approved by the Merritt Island Redevelopment Agency on April 28th.

Jonathan Flyte, Health First System Vice President of Facilities and Construction, 1575 W. Nasa Boulevard, Melbourne, stated the northern one-third of the parcel is dedicated toward the new Cape Canaveral Hospital, and they've developed the concept so that all of the patient rooms have a view of the wellness village park, or the Indian River Lagoon, or the rookery conservation area to the west. The remaining two-thirds of the wellness village is comprised of a medical office building, a child daycare, a concierge, a wellness retail facility, juice and coffee bars, a healthy food hall, a spa, an education center, and a fitness center. He stated the concept allows them to make a dramatic change in the character of the area by providing a significant new greenspace and landscaping in addition to the facilities. The hospital itself is planned to be 300,000 square feet, with 120 private rooms, it will be designed to withstand a Category 4 hurricane, and it will be elevated 13 feet to address the possibility of storm surge. He stated in conjunction with the hospital there is a 90,000 square-foot medical office building. The floors of the hospital and medical office building open onto a park-like setting of the village, and it sits on top of a two-story parking garage. On the north end, there are three connections to Merritt Avenue; from left to right, there is a service entry, the ambulance entry, and the emergency department patient entrance. On Borman Drive, from north to south, there is a same-day surgery discharge, an entrance into the garage, and a public transportation drop-off and pick-up spot, and a second entrance into the garage. The main entrance is off of S.R. 520, and as people enter the campus, they will either proceed into the south end of the parking garage, or they will travel along the west perimeter drive to the hospital's main entrance. There is a total of 19 elevators planned within the project and they are positioned to give good access to all of the services being provided. A glass connector will provide access between the hospital and the medical office building. He mentioned the

community meeting that was held on April 25th and stated most of the concerns were about traffic and noise. He noted they are in the middle of a traffic study, but will comply with what is required for traffic in the area. He added, the noise will be addressed by an acoustical engineering consultant, and stated they are very interested in a quiet and peacefully facility.

Ken Good, P.E., Atkins, 2671 W. Eau Gallie Boulevard, Melbourne, stated in the Preliminary Development Plan, the center part of it has a lot of waivers, which his staff and County staff spent a lot of time developing. The waivers are centered around two key components, which are building height and building setbacks. He noted they are not asking for waivers on density or trying to increase the building square footage. The traditional zoning that it is under now could be developed with the same uses, but it encourages lots of pavement and broad buildings, and this allows them to cluster the buildings together and create the greenspace that wouldn't be possible with the traditional zoning. He stated the two key areas the waivers are focused on is the hospital, allowing them to build a taller hospital and positioning it on the site in a manner that works with the whole village concept. The second group of waivers focus on the podium and park concept, allowing them to increase the heights and push some things out to the setbacks to create that park in the middle. He said a lot of the existing site doesn't have stormwater components on it right now. They going to comply with all of the current stormwater codes. There are three points of discharge already on the site; one to the north that goes under Merritt Avenue; one to the west that goes into an existing pond; and one to the south that goes into the S.R. 520 system. All of the treatment attenuation will be done onsite, much of it will be done in underground chambers and systems so the greenspace on top of the site can be maintained.

Public comment.

Kitty Fletcher, 800 Del Rio Way, Unit 204, Merritt Island, stated she and her neighbors are not against the hospital, but they think there is poor planning. She said they took the worst street coming into the hospital and made it the emergency entrance. They have three entrances coming off of Merritt Avenue, which already has a lot of accidents. They put the hospital's central processing plant at the back, which is the closest area to Harbor Del Rio that houses 115 units. She stated Merritt Avenue cannot be widened because of the conservation areas. She asked that the hospital work with the neighbors and that they not put the loudest equipment within 480 feet of the Harbor Del Rio property.

Helen Parry, 811 Del Rio Way, Unit 503, Merritt Island, stated she bought in Harbor Del Rio because of the 62 protected acres to the east that is a rookery with over 2,000 birds that nest there every night, and she is worried that the rookery is next to the hospital because it needs to be protected from light and noise from the power plant.

Pete Vanderhagen, 801 Del Rio Way, Unit 404, stated his concern is communication between the developer and the community. He said he's heard about waivers, but doesn't know what they are or what they mean. He said he's heard about traffic studies, but they haven't been done and he wants to know the results of those studies when they are done, and he wants an opportunity to react to them. He said moving the ambulance entrances from Merritt Avenue to Borman Drive will eliminate traffic trying to get in and out of the parking lot. He said the neighbors at Harbor Del Rio would like to be involved in the process; they want to be supportive, but they need communication.

Henry Minneboo stated the vast majority of residents of Merritt Island are excited about the addition of Health First on the subject property. He said Harbor Del Rio could have aligned with what was

already there; it is the only driveway that is skewed from the other driveways that were already there. He said the applicants have done a great job, and he supports it.

Robert Sullivan asked if the waivers are for FAA requirements for the height of the building for the helipad. Mr. Good replied the waivers are zoning waivers; there is a separate process for FAA waivers.

Mr. Sullivan asked if the applicant knows how it will address noise abatement. Mr. Flyte replied that he is overseeing the engineering for the entire mechanical plant, and he can assure the board that it is not a challenge with today's technology.

Ron Bartcher asked if the entire project will be raised 13 feet. Mr. Flyte replied the site just under the hospital and the central utility plant will both be raised 13 feet. Mr. Bartcher asked if the other buildings will also be raised. Mr. Flyte replied the first floor of the village is higher than the first floor of the hospital, so they are protected and elevated.

Mr. Sullivan commended the applicants for doing the storm surge analysis.

Ben Glover thanked the applicants for putting together the packet, and stated the project will be an amazing improvement to the area.

Mr. Hopengarten asked how the pedestrian traffic from the mall to the hospital will be handled. Mr. Flyte replied they have talked to the owners of the mall to discuss how people will cross 520. There is a stop light there, and once they get on the campus, there are elevators that go to the village on the south side of the site.

Mr. Hopengarten mentioned the concerns from the public about noise abatement, and asked about sirens from ambulances coming in from Merritt Avenue. Mr. Flyte replied it is standard practice that the sirens are turned off as they approach the hospital.

Bruce Moia stated by meeting the performance standards on lighting, that will address the bird issue because the standards are strict. He said the applicants have done a great job and he doesn't see any negative issues.

Liz Alward stated she appreciates the presentation, this is what Merritt Island has been waiting for and preparing for, for over 12 years. It improves the infrastructure and aesthetics for the community. Currently, the property is blighted and has no stormwater regulations or treatment. The rookery will be benefitted by the project because the water will be treated that goes to the rookery. She stated MIRA has worked to redevelop that part of the community to stimulate growth and maintain a safe and prosperous community. She said she believes Health First will be a good partner to continue the long-term goals of revitalization and economic benefits to the community. She applauded the applicant's team. This is what CRAs do, they improve a community and bring in quality investments and businesses. She thanked the applicants for the investment and doing it right, and working with the neighbors.

Motion by Liz Alward, seconded by John Hopengarten, to approve the change of zoning classification from BU-1 and BU-1 to PUD with waivers. The motion passed unanimously.

From: Schmadeke, Adrienne
To: Jones, Jennifer
Cc: Alward, Keith A
Subject: D4 Disclosure for May 26 item H.7.
Date: Tuesday, May 24, 2022 6:47:09 AM

Good morning,

Please add to the disclosures for item H.7. that Commissioner Smith spoke with Kim Rezanka on May 23 regarding her agenda item.

Thank you.

Regards,

Adrienne Schmadeke



Adrienne Schmadeke
Chief of Staff
Brevard County Commission, District 4
Commissioner Curt Smith
[321.633.2044](tel:321.633.2044) | Adrienne.Schmadeke@brevardfl.gov
2725 Judge Fran Jamieson Way, Bldg. C - Suite 214,
Viera, FL 32940

Please note:

Florida has a very broad public records law. Most written communications to or from the offices of elected officials are public records available to the public and media upon request. Your email communications may, therefore, be subject to public disclosure.