

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

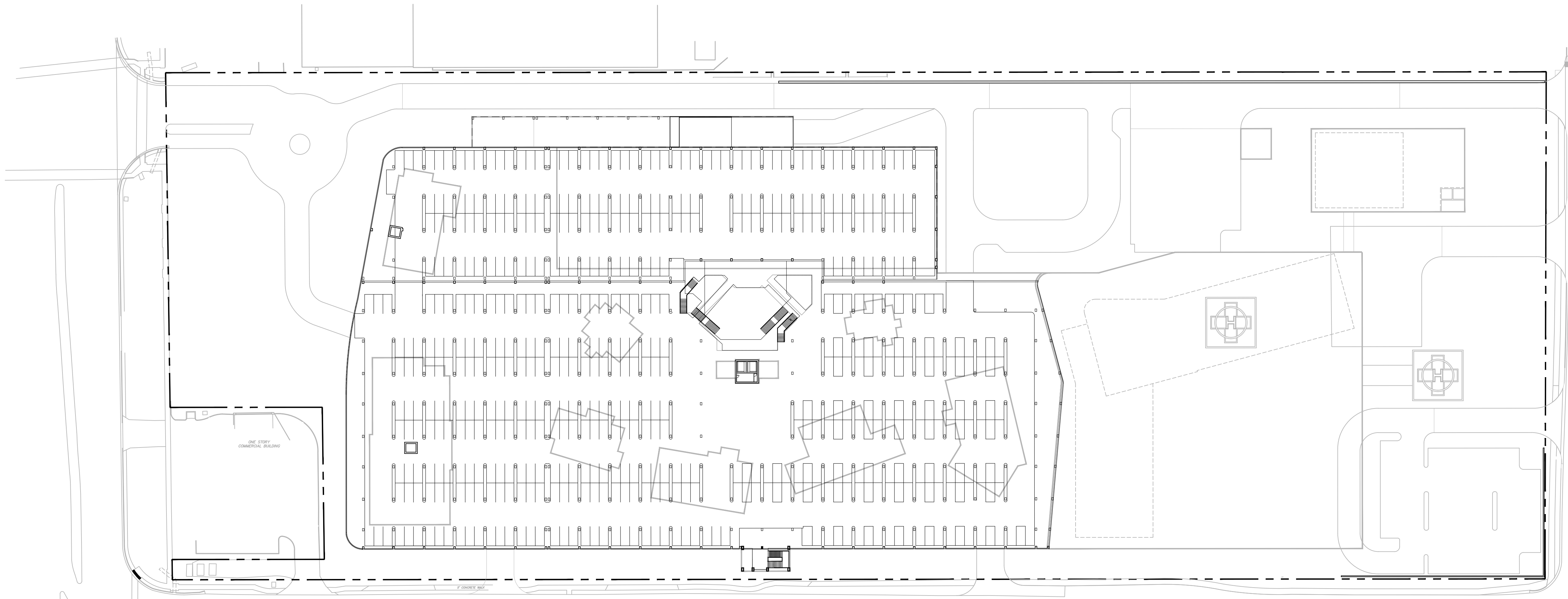
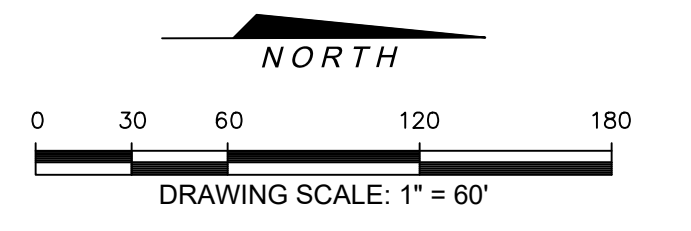
- j. The conformity and compatibility of the planned unit development with any adopted development plan of the county.

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

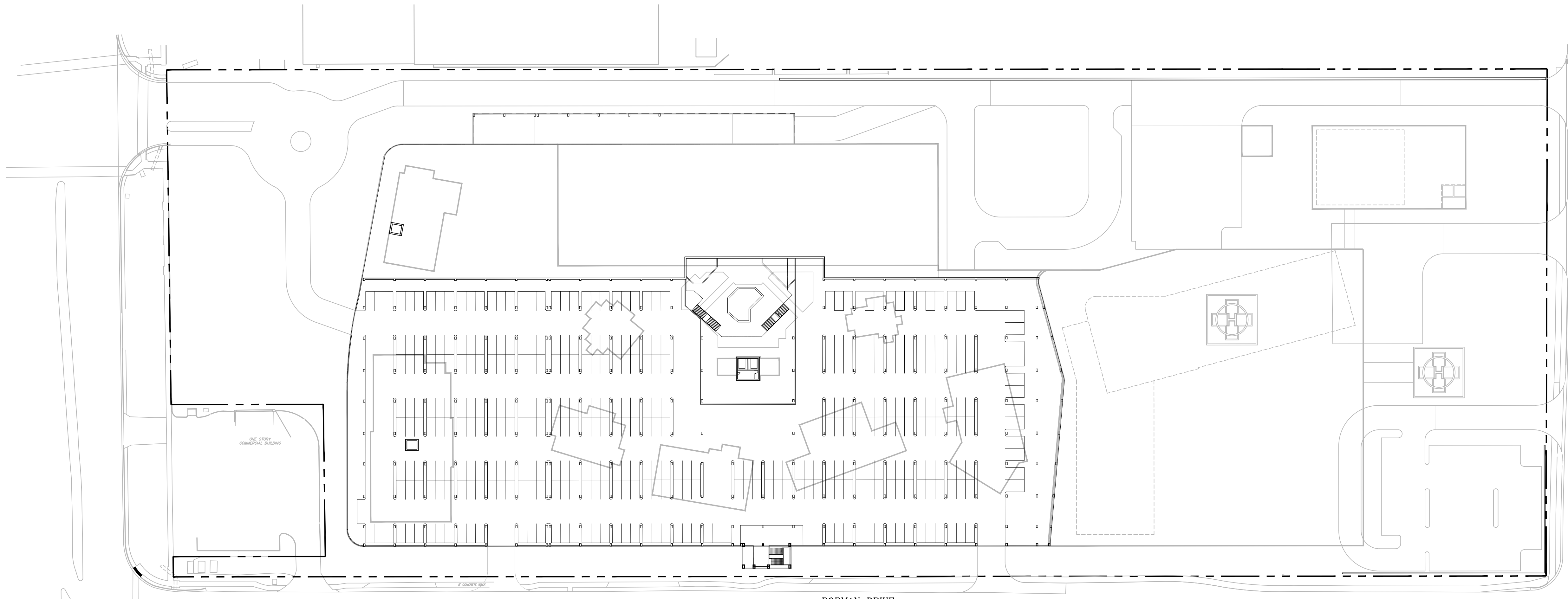
- k. The conformity and compatibility of the proposed common open space, primary residential and secondary nonresidential uses with the proposed planned unit development.

Not applicable, common open space is required for residential.

Inches
0 1/2 1 4



BORMAN DRIVE
LEVEL 2 PARKING



BORMAN DRIVE
LEVEL 1 PARKING

JOHN H. WILT, PE
FLORIDA REGISTRATION #63233

DATE _____
SIGNATURE _____

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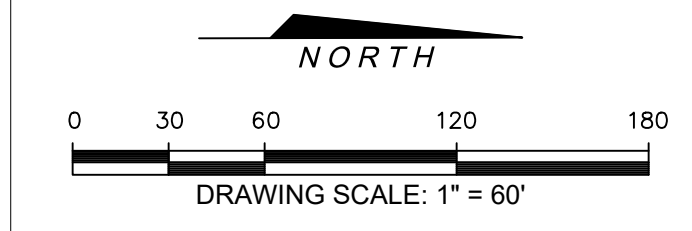
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Drawing Title: **PARKING GARAGE LAYOUT**

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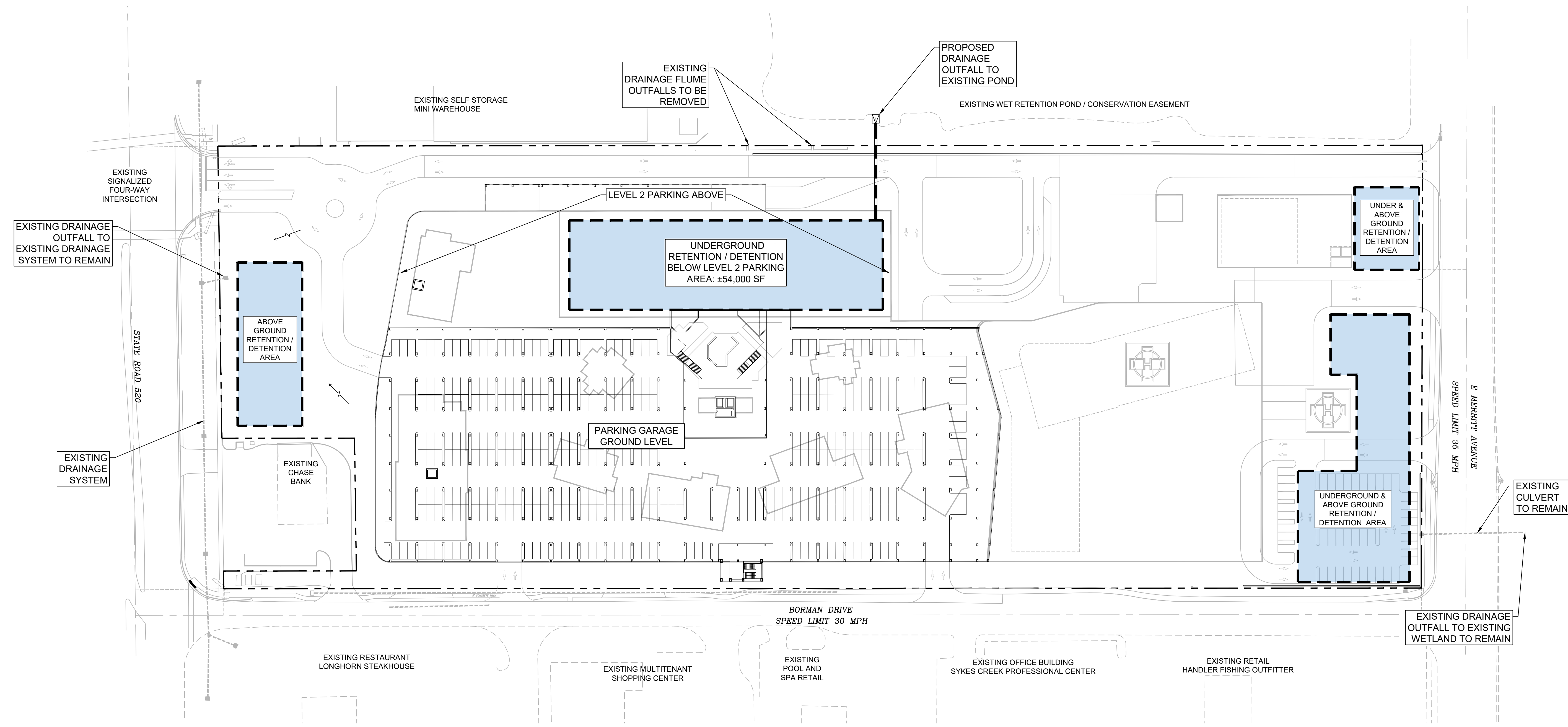
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LEGEND

	PROPERTY LINE
	OFFSITE FEATURE LINES
	RAW CENTERLINE
	PARCEL LINE
	PAVEMENT
	STORM TREATMENT & ATTENUATION AREA
	STORM DRAINAGE INLET
	MITERED END SECTION
	STORM DRAINAGE PIPE
	FLOW DIRECTION
	CURB INLET



GENERAL NOTES

1. THIS PLAN IS PRELIMINARY ONLY AND IS SUBJECT TO FINAL DESIGN AND PERMITTING.
2. SOME PROPOSED STORM WATER MANAGEMENT SYSTEM ELEMENTS HAVE BEEN EXAGGERATED ON PLAN FOR ILLUSTRATIVE PURPOSES AND DO NOT REFLECT ACTUAL SIZING.

DRAINAGE STATEMENT

RUNOFF WILL BE CONVEYED BY OVERLAND FLOW AND STORM SEWER TO A COMBINATION OF DRY RETENTION / DETENTION AREAS AND / OR UNDERGROUND CHAMBERS FOR TREATMENT AND ATTENUATION PRIOR TO DISCHARGE OFFSITE.

JOHN H. WILT, PE
 FLORIDA REGISTRATION #63233

DATE _____
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Rev	Date	Description

Drawing Status: **INFORMATIONAL**



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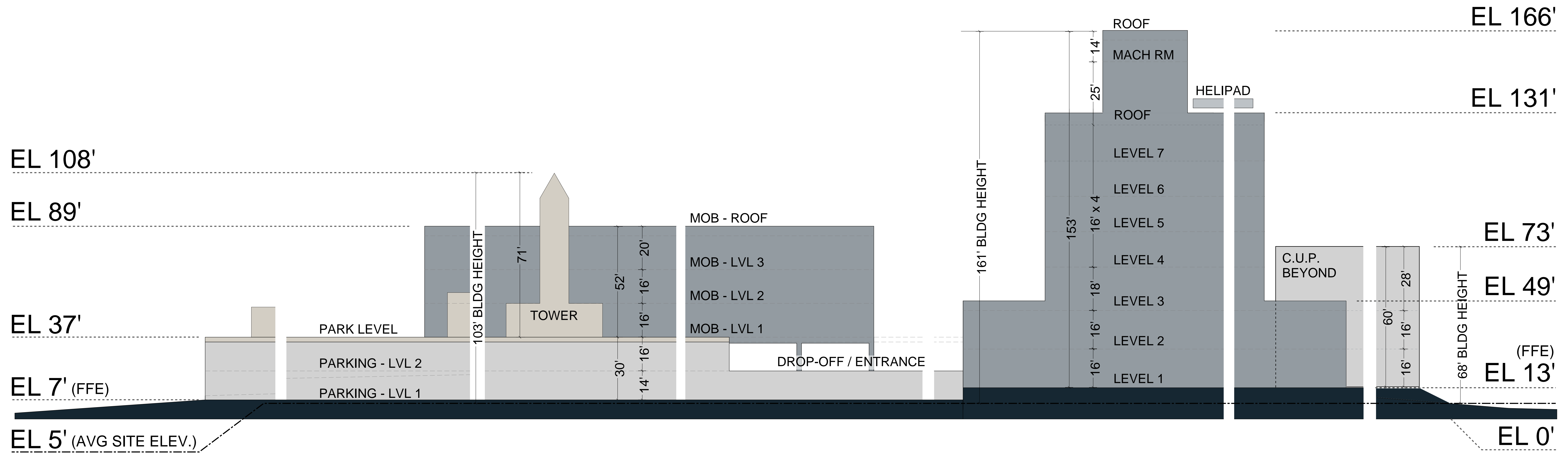


Client: **HEALTH FIRST WELLNESS VILLAGE MERRITT ISLAND**

Drawing Title: **PRELIMINARY DRAINAGE PLAN**

Original Size	Designed	Drawn	Checked	Authorized
ARCH D	JHW	DMP	JHW	KMG
Issue Date	4/8/2022			
	CG-100			

SITE SECTION DIAGRAM



* All Elevations (EL X') Are NAVD 88

