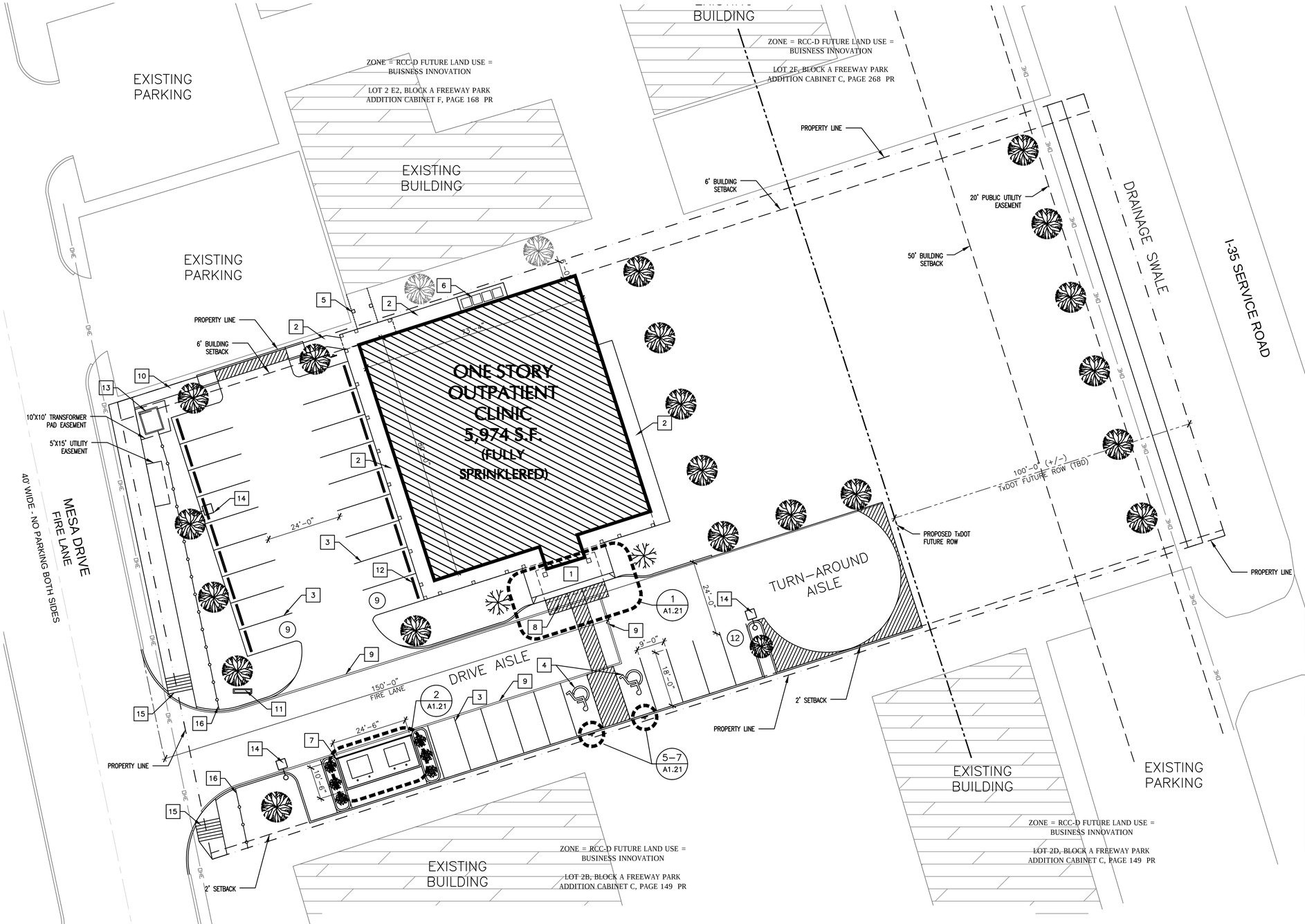
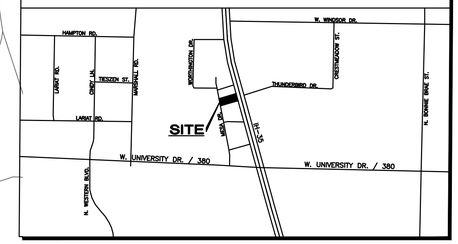
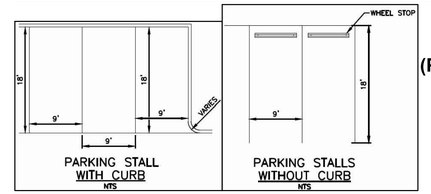



## SITE NOTES BY SYMBOL

1. NEW CONCRETE SIDEWALK WITH 1:12 MAX SLOPE FROM CURB TO ENTRY AND 2% MAX CROSS SLOPE. REF. A0.03, A1.21, CIVIL AND STRUCTURAL FOR ADD. INFO.
2. NEW CONCRETE SIDEWALK WITH 2% MAX CROSS SLOPE. REF. CIVIL AND STRUCTURAL FOR ADD. INFO.
3. NEW PAVEMENT STRIPING. REF. A0.03 AND A1.21 FOR ADD INFO.
4. NEW ACCESSIBLE PARKING SPACES, AND ACCESSIBILITY SYMBOLS FOR HANDICAP PARKING. REF. A0.03 AND A1.21 FOR ADD INFO.
5. FUTURE SIDEWALK AND CANOPY PLAT COMBINATION.
6. CONCRETE PAD FOR HVAC UNITS.
7. CONCRETE PAD AND DUMPSTER ENCLOSURE. REF. A1.21 AND CIVIL FOR ADD. INFO.
8. PASSENGER DROP OFF ZONE AND ACCESSIBLE PATH OF TRAVEL STRIPING. MAINTAIN A 2% MAX SLOPE IN ALL DIRECTIONS. REF. A0.03, A1.21 AND CIVIL FOR ADD. INFO.
9. FIRE LANE STRIPING. G.C. SHALL CONFIRM EXACT LOCATION WITH F.M./A.H.J. PRIOR TO COMPLETION.
10. ACCESSIBLE ROUTE/ PATH OF TRAVEL TO PUBLIC TRANSIT. REF. A0.03, A1.21 AND CIVIL FOR ADD. INFO. (NOTE: BUS STOP LOCATED ON ADJACENT SITE TO NORTH.)
11. PROPOSED MONUMENT SIGN. COORD. WITH OWNER PRIOR TO INSTALLATION. REF. ELECTRICAL FOR ADD. INFO.
12. CURB STOP. REF. 17/A1.21 AND CIVIL FOR ADD. INFO.
13. PROPOSED TRANSFORMER AND METER LOCATION. REF. ELECTRICAL AND CIVIL FOR ADD. INFO,
14. LIGHT POLES. REF. ELECTRICAL AND STRUCTURAL FOR ADD. INFO.
15. DETECTABLE WARNING WALKING SURFACE (TRUNCATED DOMES). REF. A0.03 AND CIVIL FOR ADD. INFO.
16. 3'-0" TALL WROUGHT IRON FENCE.

## VICINITY MAP N.T.S.




(P&Z)

FIRE DEPT. NOTES:
1) FIRE ACCESS ROUTE FROM END OF 150' FIRE LANE = <350'–0" TOTAL TRAVEL DISTANCE AROUND PERIMETER OF BUILDING (< 175'–0" EACH DIRECTION)
2) THIS BUILDING SHALL BE FULLY SPRINKLERED
3) NOTE: FOR BUILDINGS WITH SPRINKLERS, THE MAX. DISTANCE PERMITTED BETWEEN THE FDC AND THE HYDRANT IS 100FT, AND THE MAX. DISTANCE PERMITTED BETWEEN THE FDC AND THE FIRE LANE IS 50FT.

| DRC SUBCHAPTER DEVIATIONS TABLE - (FOR REFERENCE, PLEASE REFER TO PROJECT NARRATIVE FOR ADDITIONAL INFORMATION | | |
|---|---|---|
| **PREFERANCES/ CODE** | **DEVIATIONS** | **MITIGATION** |
| **Section 35.13.13.3**, A. Orientation, 4 – Primary orientation towards street. DRC preference was to orient building towards I-35 Service Road. | Our team's reasoning for orienting the new building entrance to the south was in an effort to enhance future development, create a campus like environment, similar to the existing clinics to the North. Future development proposed would provide front orientation to the I-35 Service Road. | Our team's strategy for entry orientation is provided is detail below and can be referenced on the Current Proposed and Future Proposed Site Plan Exhibits A1 and A2. |
| **Section 35.13.13.3**, C. Parking, 1 – General requirement for rear parking. DRC preference for rear parking orientation on site. | *Our team's reasoning for orienting the new building parking to the west and south was in an effort to enhance future development, create a campus like environment, similar to the existing clinics to the North with site access from Mesa Drive. Future development proposed would provide front orientation to the I-35 Service Road, connecting through the site.* | *Our team's strategy for rear parking orientation is provided is detail below and can be referenced on the Current Proposed and Future Proposed Site Plan Exhibits A1 and A2.* |
| **Section 35.13.10** Access, Parking and Circulation Requirements, C.3 – Landscaping Standards where Front Parking is allowed, a. Parking lots shall be separated from street frontage by a 15' landscaping area to reduce visual impact. DRC preference for landscape buffer standards when front parking is allowed | *We proposed to maximize landscaping in the triangulated buffer area and provide more area overall, in order to exceed the equivalence of a 15' parallel landscape buffer.* | *Our team's strategy for the triangulated buffer area is provided is detail below and can be referenced on the Current Proposed and Future Proposed Site Plan Exhibits A1 and A2.* |
| **Section 35.13.10** C. DRC Comment – Staff recommends that the site exceed the landscaping requirements for parking lots as mitigation for the requested parking lot location deviation in addition to providing additional landscaping in the landscape buffer along Mesa Drive. DRC preference for additional landscaping requirements for parking lots. | *Our team's reasoning for excess landscaping requirements is to allow for consideration of the triangulated buffer at the front yard, and proposed rear parking. Considering the future proposed expansion.* | *Our team's strategy for exceeding landscape requirements is provided is detail below and can be referenced on the Landscape Site Plan.* |
| **Triangulated Buffer along Mesa Drive:** Landscape Area Calc's: 15'-0" parallel to Mesa Drive, from edge of sidewalk. Total code required Landscape area, per code = 1,862 S.F. (this includes the 100 S.F. Transformer Pad Easment) | *The parking lot cuts into the code required 15' parallel landscape area by 4'-0" at the NW corner of the parking lot. (This paved area covers 78 S.F.)* | *The proposed Triangulated Buffer along Mesa Drive, provides an additional overage of 583 S.F. (This provides a overall Total area of 2,445 S.F., (which includes the 100 S.F. Transformer Pad Easment) in lieu of the code required 1,862 S.F. landscape area)* |

| SITE DATA TABLE (P110.) | |
|---|---|
| a. Estimated time of completion of the project by phase. | (Phase 1) = **6 to 9 months** (Phase 2, *"Future"*) = **TBD** |
| b. Total project acreage. | **1.156 Acres** |
| c. Proposed densities for each dwelling units by type and approx. total number of dwelling units by type. | **N/A** |
| d. Proposed floor area ratio (FAR) for all non-residential land uses and gross floor area (GFA) for all non-residential buildings by type. | (FAR) = 5,974/50,355 = **,118** (GFA) = **5,974 S.F.** |
| e. Lot coverage (percentage of impervious surface). | **24,068 S.F. / 48%** |
| f. Landscaped (percentage of pervious surface). | **26,287 S.F. / 52%** |
| g. Proposed number of stories and the height of all structures. | **1 Story** (Height) = **22'-0"** |
| h. Parking calculation per the requirements of Subchapter 14 of the DDC. | 1per / 200 S.F. = 28 + 2 *handicap* = **30 Spaces** |

PARKING REQUIREMENTS:

PARKING REQUIRED:
(1) PER 200 S.F.
5,974/200 = 30
30 TOTAL
(28 REG + 2 H.C.)

PARKING PROVIDED:
30 TOTAL
(28 REG + 2 H.C.)

1 ARCHITECTURAL SITE PLAN - (PHASE 1 - CURRENT PROPOSED)
1/16" = 1'-0"

SCALE: 1/16" = 1'–0"

EXHIBIT A1: PHASE 1 - CURRENT PROPOSED ADP16-0005

PROJECT TEAM

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# HEALTH SERVICES OF NORTH TEXAS OUTPATIENT CLINIC

CONSTRUCTION DOCUMENTS

4304 MESA DRIVE, DENTON, TEXAS 76207

REVISIONS

TITLE
**ARCH. SITE PLAN (PHASE 1 - CURRENT PROPOSED)**

PROJECT NO.
**P30063.01**

ISSUE DATE
**08.01.2016**

DRAWING NO.
**A1.20**

REGISTERED ARCHITECT — KEVIN D. HUDSON — 17742 — STATE OF TEXAS
07.18.2016

Sterling Barnett Little

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