

How has Selby Gardens incorporated Neighborhood Feedback into its Master Site Plan?

Through more than 65 meetings with neighbors and community stakeholders during the past two years, our master plan has been revised to incorporate community comments and feedback and has yielded an improved project as a result. The changes summarized below account for approximately millions of dollars of additional project construction costs to Selby Gardens.

<p>Traffic Improvements</p>	<ul style="list-style-type: none"> • Out of our property, we will add a second left-hand turn lane on northbound Orange Avenue at the intersection of Mound Street, and when combined with signal operation improvements, queue wait times through the Orange Avenue corridor will be reduced by approximately 20 percent and improve queue capacity, traffic operations, and safety. • Out of our property, and not required by the City of Sarasota based on the results of the traffic study they commissioned, we will add a dedicated right-hand turn lane on southbound Orange Avenue to ensure that vehicular entry into Selby Gardens does not impact the through movements. • We will combine our two existing driveways along Orange Avenue into one driveway, with directional curbing and signage prohibiting right-hand turn exits from Selby Gardens to southbound Orange Avenue. • Subject to FDOT approval, we will close the egress from the Sky Garden to Orange Avenue after Gardens’ business hours.
<p>Accommodations for Public Access</p>	<ul style="list-style-type: none"> • We are including a total of 50,000 square feet of free public access in the plan. • Around the Orange Avenue and Mound Street perimeter of our property, we will build and maintain a Multi-use Recreational Trail (MURT) with a dedicated public access easement and enhanced landscaping. • We will implement and maintain a public Bayfront pocket park. • We will open the Oak Oval Parklet, Glades Garden, and Hammock Arrival Garden spaces to the public for enjoyment and educational learning experiences.
<p>Reductions in the size and scale of buildings and their proximity to our neighbors</p>	<ul style="list-style-type: none"> • We have reduced the planned footprint of the Sky Garden Parking Structure by 25 percent and increased setbacks from the initial master planning efforts. • We have planned the following architectural design enhancements to the Sky Garden: <ul style="list-style-type: none"> ○ Vertical green walls on all facades ○ A compressed structural deck section, which reduces 75 percent of the footprint of the structure to a height of 53’ (with a solar array above at a height of 65’ 6”). The restaurant portion of the building only accounts for 25 percent of the footprint at a height of 69’ 6”. • We have reduced the planned footprint of the future Phase II greenhouse complex by approximately 15 percent from the initial concept. Additionally, we have reduced by 60 percent the proposed footprint envisioned at the height of 50’. • We have increased the planned setback for the future Phase II greenhouse complex to 65’ from the western property line of Hudson Crossing. • We have committed to zoning code that prescribes a Floor Area Ratio of 0.25, which would make it the lowest ratio (by half) for commercial density in the City.

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<p>Noise Mitigation</p>	<ul style="list-style-type: none"> • By December 2019, we will install a gardens-wide centrally-controlled sound mitigation system to ensure that no outdoor amplified sound exceeds the limits imposed by the City of Sarasota’s sound ordinance. • We have prohibited fireworks in connection with any future events held on Selby Gardens’ property. • We have prohibited future events in the Children’s Rainforest Garden and limited the number of events allowed on the South Lawn to no more than 25 annually. • Live bands are prohibited from playing outdoors after 5:00 p.m. on Selby Gardens’ grounds with the following exceptions: annual Orchid Ball and four existing contracts through April 2020. • Amplified music will not be allowed on the east side of Palm Avenue (including proposed rooftop restaurant). We have relocated all planned loading docks into the ground floor of the Sky Garden Parking Structure to reduce noise and operational issues. • We have relocated all planned solid waste and recycling operations into a climate controlled room in the ground floor of the Sky Garden Parking Structure to reduce noise and odor. • We have eliminated the chiller plant from the project based on perceived concerns about mechanical equipment noise. • We have increased in size the planned back of house area south of the plant research building to allow for operational vehicles to function in a forward-facing direction to minimize the ‘beeping’ of back-up movements.
<p>Restaurant</p>	<ul style="list-style-type: none"> • We will limit the number of times the planned rooftop garden-to-plate restaurant may be fully bought-out to no more than five occasions in a calendar year. • The proposed restaurant’s outdoor terrace will close to guests at 10:00 p.m. • Reduced the original proposed restaurant area by a minimum of 25 percent. • Relocated the dining terrace from the south end to the north end of building (along US 41/Mound), while removing the western portion of the terrace. • Relocated the edible garden from rooftop to restaurant level. • Eliminated roof elevator access that was necessary for the rooftop edible garden resulting in a seven foot reduction in the highest point of the structure.