TO: The Honorable Leslie Curran, City Council Chair, and Members of City Council

SUBJECT: Resolution authorizing the removal of the existing street bricks within portions of Jackson Street North and 10th Street North between 5th Avenue North and 7th Avenue North. This request is related to the applicant’s proposal to widen 10th Street North utilizing an asphalt surface.

REQUEST:
The applicant requests an exemption to the Traditional Streetscape Preservation policy (Resolution No. 2010-282) in order to reconstruct two (2) existing brick streets with asphalt. The most recent Traditional Streetscape Preservation policy was adopted by City Council on June 3, 2010 (Attachment A). The streets proposed for reconstruction with asphalt are 10th Street North between 5th Avenue North and 7th Avenue North and a portion of Jackson Street North immediately north of 5th Avenue North (Attachment B). The St Anthony’s Hospital campus is generally bound by Dr. M. L. King, Jr. Street North, 5th Avenue North, 14th Street North and 9th Avenue North. This request is directly related to the applicant’s plan to construct a new 120,917 square foot emergency room (ER).

On April 7, 2010, the Development Review Commission (DRC) approved a site plan to construct a 42,950 square foot ER (case number 10-3100002) and recommended approval of the vacation of multiple rights-of-way in the block bound by 5th Avenue North, Dr. Martin Luther King, Jr. Street North, 7th Avenue North and 14th Street North (case number 10-3300003 – Attachment C). City Council approved the right-of-way vacations on May 20, 2010. On September 1, 2010 the DRC approved a revised site plan to construct a three (3) story, 120,917 square foot ER (case number 10-31000027). As part of the site consolidation and site redevelopment, 10th Street North between 5th Avenue North and 7th Avenue North is proposed to be widened and converted from one-way to two-way traffic. These modifications are necessary because this segment of 10th Street North will become the primary access point to the new ER for ambulances using 5th Avenue North. This segment of 10th Street North is currently brick with granite curbing. The applicant proposes to reconstruct 10th Street with asphalt and granite curbing. The remaining unvacated portion of Jackson Street North between the St Anthony’s Hospital campus and 5th Avenue North also will be reconstructed. This portion of Jackson Street North is currently brick.
with granite curbing and the applicant proposes to reconstruct it with asphalt and granite curbing. The applicant’s justifications for replacement of the existing bricks with asphalt are discussed under the “Analysis” section later in this report.

HISTORY OF BRICK STREETS AND GRANITE CURBS:
Initially developed with a system of dirt roads, St. Petersburg started paving city streets with brick in 1903 when a bond issue was passed to pave Central Avenue from 2nd Street to 5th Street with brick. Between 1909 and 1913, $202,000 was allocated to improve city streets and expand brick paving into the surrounding residential neighborhoods and along Central Avenue to the western end of the city. By the end of the Florida land boom in 1926, St. Petersburg had over 300 miles of brick paved streets. With the development of new paving techniques during the late 1920s, brick paving declined in the city. In 1941, there were 339 miles of brick streets in the City. By 1960, this number dwindled to approximately 113 miles since many streets were overlaid with asphalt. By 1992, approximately 93 miles of brick streets remained.

These brick streets provide charm and character to the neighborhoods in which they still exist. St. Petersburg is comprised of a number of older, traditional neighborhoods which were built with brick streets and granite curbs during the first half of the twentieth century. Traditional neighborhoods account for about 33% of the land mass within the city, or roughly 23 square miles of land. Streetscape features, such as brick streets and granite curbs, significantly contribute to the overall character of the neighborhoods. Often, these features are overlooked and their removal can diminish the character and quality of the traditional neighborhood pattern. These streetscape features, along with the hexagon block sidewalks, are considered contributing features in the city’s historic districts which are listed in the local register and the National Register of Historic Places. Brick streets with granite curbs also have semi-permeable characteristics which allow for less water runoff. Brick has proven to be a reasonable street material by accommodating large amounts of vehicular traffic while requiring minimal maintenance.

TRADITIONAL STREETSCAPE PRESERVATION POLICY:
The original resolution adopted by Council evolved from the adoption of the Northshore Neighborhood Plan. The neighborhood plan identified the importance of preserving brick streets for both aesthetic and historic value. At the time the neighborhood plan was prepared, there was no city policy for the preservation of brick streets, except in Granada Terrace, nor for the reconversion of asphalt streets back to brick.

Therefore, City Council passed a Citywide Brick Street Preservation policy in 1992 which was designed to protect the existing brick streets and granite curbing in the City (Resolution 92-780), thereby preventing the paving of brick streets and removal of granite curbs. Resolution 2004-170, adopted by City Council in 2004, expanded preservation not only to brick streets but also granite curbs throughout the city and thereby renamed the Brick Street Preservation policy to the Traditional Streetscape Preservation policy. Resolution 2008-419, adopted by City Council in 2008, reinforced the Traditional Streetscape Preservation policy and provided an exemption for traffic calming devices. Furthermore, Resolution 2010-282 provided guidance for situations where brick streets meet paved streets and the use of concrete curbing along radii, curb cuts and handicap ramps.
The Citywide Brick Street Preservation policy adopted by Resolution 92-780, established the following:

- All existing brick streets (not paved over) or any portion thereof within the City shall remain and be maintained as brick streets, unless City Council by resolution determines otherwise after conducting a public hearing and providing notification by mail to affected property owners of the public hearing.

- Brick streets which have been paved over may be converted back to brick by resolution of the City Council on its own motion or if fifty-one (51%) percent of the owners of abutting property petition the City, as set forth in City assessment policy, requesting that the abutting property owners be assessed the total cost of converting the street back to brick, less any cost that might be incurred if the existing street needs repair, and City Council approves the petition as being in the best interest of the City.

- For the purpose of this resolution, brick streets shall mean any street surface constructed of brick and shall include any existing granite curbing.

- For the purpose of this resolution, affected property owners shall mean those abutting the brick streets.

The Traditional Streetscape Preservation policy adopted by Resolution 2004-170, restated the Citywide Brick Street Preservation policy and added the following:

- Changed the name of the policy to Traditional Streetscape Preservation.

- Included protection for granite curbs throughout the city.

The Traditional Streetscape Preservation policy adopted by Resolution 2008-419, restated the Traditional Streetscape Preservation policy and added the following:

- Traffic calming devices on all unpaved brick streets with the City are exempt from the requirements in this resolution.

- For the purpose of this resolution, "traffic calming devices" shall mean changes in street alignment, installation of barriers and other physical measures to reduce traffic speeds and/or cut-through volumes, in the interest of traffic safety, liability or other public purposes and shall include but not be limited to speed humps, speed bumps and plateaus.

The Traditional Streetscape Preservation policy adopted by Resolution 2010-282 reaffirmed the previous resolutions and clarified and added the following:

- Provided that the intersecting area of brick streets and non-brick streets may be resurfaced with non-brick material which shall be limited to only that area necessary to enhance pedestrian safety.
• Required granite curbing to be re-used regardless of whether the granite curbing abutted a brick street.

• Provided for the use of concrete curbing in lieu of granite for radii, curb cuts and handicap ramps.

**ANALYSIS:**
The applicant has provided a written narrative describing the rational for the proposal to remove the two (2) subject brick streets and replace them with asphalt streets (Attachment D). Staff discusses the reasoning provided by the applicant and additional findings of staff below.

**10th Street North**
The applicant requests approval to remove the existing brick on 10th Street North between 5th Avenue North and 7th Avenue North and to widen the street from approximately 19 feet to 24 feet using asphalt and re-using the granite curbs. This section of 10th Street North is currently one-way heading north but will be modified to two-way traffic if the proposed work is approved.
The applicant has provided the following reasons in requesting City Council approve the request:

• **PRIMARY ENTRANCE FOR AMBULANCES:** St. Anthony’s Hospital is planning to use 10th Street North from 5th Avenue North as the exclusive route for ambulances and the St. Petersburg Fire Department (SPFD) vehicles arriving at the new emergency room (Attachment E). Although an ambulance driver has the final determination of any route to an emergency room, St. Anthony’s has stated that the hospital is committed to educating the drivers that 5th Avenue North to 10th Street North is the best route. St. Anthony’s has also stated that there is strong support from Sunstar and the SPFD to use this route once it is paved to avoid carrying passengers over any other nearby brick streets.

• **BRICK STREETS ADVERSELY IMPACT AMBULANCES:** Brick streets are not conducive to ambulance access to an emergency room because they slow ambulances during critical life saving time and cause a bumpy ride that creates discomfort for patients. As such, replacement of the bricks on 10th Street North will provide a paved roadway for ambulances and is a life safety issue.

• **TRAFFIC STUDY:** The use of 10th Street North for ambulance access was premised upon a professional traffic study report which recommended the movement of direct ambulance access to the hospital from 5th Avenue North to 10th Street North to promote orderly ambulance ingress and egress.

• **COST IS ESSENTIALLY EQUIVALENT:** The applicant states that this request is not a cost saving measure and to widen 10th Street North with brick would cost essentially the same as to use asphalt.

In reviewing the application and the reasons for approval provided by the applicant and noted above, staff concurs that there is a public safety issue in routing ambulances over a brick street to
an emergency room. There is no other emergency room in the city which is accessed from a brick street and it is reasonable to conclude that a brick street can adversely impact ambulance transport. Furthermore, ambulances using 5th Avenue North to 10th Street North will create less adverse impacts on neighboring property owners since this route will affect significantly less single-family homes than would be affected by ambulance traffic if alternative routes were used. In addition, the neighborhood character of the subject segment of 10th Street has substantially changed because of medical office and hospital development. It can be argued that the changed context of the subject area would be consistent with the requested asphalt paving. Lastly, in support of the request, staff notes that there is not a continuous network of brick streets in the area, with several streets, including 14th, 12th and a portion of 7th Avenue, already being paved (Attachment F). This fact, along with the aforementioned change to the development pattern, has changed the character of the immediate area. This change of character combined with the functional change of 10th Street to a primary ambulance access route allows staff to recommend approval of the applicant’s request.

**Jackson Street North**

As seen in several of the attachments, a majority of Jackson Street North between 5th Avenue North and 7th Avenue North has been vacated by St. Anthony’s Hospital. There is only a small section remaining immediately north of 5th Avenue North which provides access to a doctor’s office and leads into what will become a new parking area for the hospital. The applicant has provided the following reason for City Council to approve the request:

- **ASPHALT MORE COMPATIBLE:** The remaining portion of Jackson Street North will incur substantial improvements and will serve as the primary access to the hospital campus. Aesthetically, the re-use of bricks would be discordant with the new paved entryway to the hospital and will appear as a dead end.

In reviewing this request for Jackson Street North, staff does not find aesthetic appearance as compelling evidence to provide an exemption to the Brick Street Preservation policy. However, as noted previously, there is no continuous network of brick streets remaining in this area. When considering this fact, in conjunction with the fact that most of Jackson Street North between 5th and 7th Avenues North has been vacated, staff finds no compelling reason to recommend against removing the bricks. In reviewing the Brick Street Preservation policy, it appears the main intent was to preserve the historic character of neighborhoods where brick streets exist. In the area of the hospital campus, there have already been several vacations which have eliminated the grid network and several of the remaining streets have been paved over. As such, the remaining portion of Jackson Street North does not contribute to the historic character of the area and requiring it to remain brick does not achieve the goals of the Brick Street Preservation policy. In light of these findings, and in regard to the beneficial work the hospital provides to the community, including the proposed improvements to the campus, staff recommends approval of the applicant’s request.

**ADDITIONAL COMMENTS:**

The city’s Engineering Department is aware of the applicant’s request and has stated no objection. City staff has not received any comments from the public regarding this request. Staff has asked the applicant to notify the Historic Uptown Neighborhood Association of this
request and to solicit comment from the Association. The applicant has provided a letter in support of the request from Sunstar Paramedics (Attachment G).

RECOMMENDATION:
The Administration recommends APPROVAL of the attached Resolution permitting St. Anthony's Hospital to remove the brick from the subject street locations and to pave with asphalt while re-using the granite curbs with the following conditions:

1. The applicant shall re-use the existing granite curbs;
2. The applicant shall return all unused brick to the city;
3. The applicant shall record the previously approved vacations and the required replat prior to any brick removal; and
4. All necessary permits shall be acquired by the applicant prior to any work in the right-of-way.
RESOLUTION No. _____________

A RESOLUTION APPROVING AN EXEMPTION TO THE TRADITIONAL STREETSCAPE PRESERVATION POLICY AUTHORIZING THE REMOVAL OF EXISTING BRICK STREETS WITHIN THE PORTIONS OF JACKSON STREET AND 10TH STREET NORTH BETWEEN 5TH AVENUE NORTH AND 7TH AVENUE NORTH; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of St. Petersburg ("City") had adopted by Resolution No. 92-780 the "City-Wide Brick Street Preservation Policy" which was designed to protect the existing brick streets within the City but only protected granite curbs when located along the brick streets; and

WHEREAS, the Brick Street Preservation Policy had been amended by Resolution No. 2004-170 as the "Traditional Streetscape Preservation Policy" to include preservation of brick streets, brick alleys and granite curbs throughout the City; and

WHEREAS, the City adopted Resolution No. 2008-419 to restate the Traditional Streetscape Preservation Policy to create an exemption for traffic calming devices; and

WHEREAS, the City adopted Resolution No. 2010-282 restating and amending the Traditional Streetscape Preservation Policy to include the ability to reconstruct and resurface the intersecting areas of brick streets and alleys with non-brick streets and alleys to enhance pedestrian and motorist safety; and

WHEREAS, Resolution No. 2010-282 supercedes all other resolutions on this topic; and

WHEREAS, pursuant to the Traditional Streetscape Preservation Policy, all unpaved brick streets or any portion thereof within the City shall be maintained as brick streets unless City Council, by resolution, after conducting a noticed public hearing determines otherwise; and

WHEREAS, St. Anthony’s Hospital, Inc. requested an exemption to the policy to remove the brick streets within the portions of Jackson Street and 10th Street North between 5th Avenue North and 7th Avenue North and replace them with an asphalt surface; and

WHEREAS, a public hearing was properly noticed and conducted on November 4, 2010; and

WHEREAS, the majority of Jackson Street has been vacated and such small portion of brick does not contribute to the historic character of the surrounding area and intent of the Traditional Streetscape Preservation Policy; and

WHEREAS, the request for removal of the brick street for the portion of 10th Street North between 5th Avenue North and 7th Avenue North can be supported for public safety reasons because
ambulances must travel over that portion of the street to get to the emergency room at St. Anthony's Hospital; and

WHEREAS, the request for removal of the brick street for the portion of 10th Street North between 5th Avenue North and 7th Avenue North can further be supported because of the changed character of the surrounding development pattern; and

WHEREAS, St. Anthony’s Hospital Inc. has agreed to re-use the existing granite curbs in reconstructing these sections of 10th Street North and Jackson Street North, return all unused street bricks to the City, record the approved vacation and required replat prior to any brick removal and acquire all required permits prior to any work in the right of way.

NOW THEREFORE, BE IT RESOLVED BY the City Council of the City of St. Petersburg, Florida, that the removal of the brick streets within the portions of Jackson Street and 10th Street North between 5th Avenue North and 7th Avenue North is hereby approved with the following stipulations:

1. All existing granite curbs shall be re-used.
2. All unused street bricks shall be returned to the City.
3. The approved vacation and required replat shall be recorded prior to any brick removal.
4. Permits prior to any work in the right of way shall be acquired.

This resolution shall become effective immediately upon its adoption.

LEGAL

City Attorney (Designee)

DEPARTMENT

Richard W. MacAulay
NO. 2010-282

A RESOLUTION RESTATING THE CITY-WIDE TRADITIONAL STREETSCAPE PRESERVATION POLICY; SUPERCEDING ALL OTHER RESOLUTIONS ON THIS TOPIC; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City has areas containing concentrations of brick streets which add to the historic and architectural character of our neighborhoods; and

WHEREAS, City Council established a brick street preservation policy in Resolution 92-780; and

WHEREAS, City Council established a traditional streetscape preservation policy in Resolution 2004-170 to preserve brick streets, brick alleys and granite curbs throughout the City; and

WHEREAS, City Council adopted Resolution 2008-419 restating the traditional streetscape preservation policy to create an exemption for traffic calming devices; and

WHEREAS, the City desires to have the ability to reconstruct or resurface existing brick streets and alleys which intersect with non-brick streets and alleys to enhance pedestrian and motorist safety; and

WHEREAS, this resolution shall supercede all previous resolutions on this topic.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of St. Petersburg, Florida, that this Council establishes the following “Traditional Streetscape Preservation Policy” which shall be applied throughout the City:

Brick Streets

1. All unpaved brick streets or any portion thereof, within the City shall remain and be maintained as brick streets, unless City Council by resolution determines otherwise after conducting a public hearing and providing notification by mail to affected property owners of the public hearing. Notwithstanding the foregoing, the reconstruction or resurfacing of any intersecting area of an existing brick street or alley with a non-brick street or alley within the City is exempt from this subsection.
2. Brick streets which have been paved over may be converted back to brick by resolution of the City Council on its own motion or if fifty-one percent (51%) of the owners of abutting properties petition the City, as set forth in City assessment policy, requesting that abutting property owners be assessed the total cost of converting the street back to brick, less any cost that might be incurred if the existing street needs repair, and City Council approves the petition as being in the best interest of the City.

3. For the purpose of this resolution, “brick streets” shall mean any street surface constructed of brick and shall include any existing granite curbing and “affected property owners” shall mean those abutting the brick street.

4. Traffic calming devices on all unpaved brick streets within the City are exempt from the requirements in this resolution.

5. For the purpose of this resolution, “traffic calming devices” shall mean changes in street alignment, installation of barriers and other physical measures to reduce traffic speeds and/or cut-through volumes, in the interest of traffic safety, liability or other public purposes and shall include but not be limited to speed humps, speed bumps and plateaus.

6. The intersecting area of an existing brick street or alley with a non-brick street or alley within the City that is reconstructed or resurfaced may be reconstructed or resurfaced with like materials of the non-brick street or alley. The intersecting area to be resurfaced or reconstructed shall be limited to only that area necessary to enhance pedestrian safety across the existing brick street or alley and to promote safety as determined by the POD.

Granite Curbing

1. Repair or replace in-kind all existing granite curbing throughout the City whether or not the curbing is located adjacent to brick streets.

2. Use of ribbon concrete along radii, curb cuts and handicapped ramps is permissible.

BE IT FURTHER RESOLVED by the City Council of the City of St. Petersburg Florida that this resolution shall supersede all other resolutions on this topic.
This resolution shall become effective immediately upon its adoption.

Adopted at a regular session of the City Council held on the 3rd day of June, 2010.

Leslie Curran
Chair-Councilmember
Presiding Officer of the City Council

ATTEST: Eva Andujar
Eva Andujar City Clerk
September 1, 2010

David Goodwin
Director
City of St. Petersburg Planning and Economic Development
P.O. Box 2842
St. Petersburg, FL 33731-2842

Re: Request for City Council Resolution to Allow Asphalt Streets in Lieu of Brick On 10th Street North and a portion of Jackson Street As Part of St. Anthony’s Hospital Emergency Room Expansion Project.

Dear David,

You have indicated that the City Administration will support the request of St. Anthony’s Hospital for a variance from the City’s Brick street ordinance but have requested that the Hospital resubmit a formal request for City Council action. This letter serves as that request.

St. Anthony’s Hospital has obtained Site Plan approval and the vacation of a portion of Jackson Street and certain other right of ways contained within the Hospital campus as part of its emergency room project. As part of this redevelopment program, Tenth Street North is being widened and improved to allow primary access by ambulances to the emergency room and two way traffic. The portion of Jackson Street that is not being vacated is also being improved for drainage, traffic control and aesthetic appearances as the primary entry into the Hospital campus and parking area for non emergency vehicles. Portions of both roadways are currently brick. In accordance with the City of St. Petersburg Brick Street Policy adopted by Resolution #92-780, such streets should be replaced by brick unless a City Council resolution allows the street to be constructed out of asphalt. Brick is inappropriate surfacing for these streets as outlined below.
As the indicated on the City approved Site Plan (See Attachment C and C-1), the current location of the Hospital emergency room is being moved from 5th Avenue North to a new location that will be accessed off of Tenth Street North. This portion of 10th Street is no longer residential. As indicated in Attachment A, the Hospital owns all of the property along these blocks of tenth street except for two small parcels on the east side of the street. The street is being widened as part of the Hospital project in order to facilitate traffic control and the required ambulance access to the Hospital off of 10th Street. The current street condition is shown in Attachment D.

Brick streets are not conducive to ambulance access to the emergency room. The brick surface would unnecessarily slow the ambulances during critical lifesaving time. In addition, the bumpy travel over the bricks will create discomfort to patients being transported in an ambulance. Health and safety are the primary reasons that the asphalt surface is needed rather than brick.

1. Sunstar currently reports over 730 trips per month to the Hospital. The ER capability at the Hospital will be substantially increased by this expansion so the number of these trips will be significantly increased. The original plans called for four spaces for ambulance waiting under ER canopy. At the request of Sunstar and St. Pete Fire the spaces were increased to six spaces for ambulances because of the anticipated increases in trips.

2. The use of 10th Street for ambulance access was premised upon Tindale Oliver's Traffic Report which recommended the movement of direct ambulance access to the Hospital from 5th Avenue to a dedicated access off of 10th street in order "...to promote orderly ambulance access and egress..."

3. Sunstar and St. Pete Fire have strongly supported the Hospital's vehicle / traffic plan to get ambulances to / from the new ER. Both have indicated that travel over brick streets would slow their speed. They have suggested it will be faster to ingress the Hospital from the north via Martin Luther King St to 5th Ave N to 10th Street in comparison to traveling over the brick streets of 7th Ave N or the brick portion of 10th St between 7th and 9th Ave.

4. The widening of 10th Street has been part of the plans for several years in discussions with the City and neighborhood representatives. Those plans have always contemplated asphalt to facilitate ambulance access, albeit it may not have been the subject of discussion until recently.
5. The use of asphalt is not a cost savings issue. If the street were to be bricked, only that portion of the street that is being widened would need modification and this would require only a several foot strip of additional bricks.

6. Given the health and safety issue of ambulance access this approval does not create an adverse precedent for the City.

As also included in the Site Plan approval process and City Council vacation approval, most of what was formerly Jackson Street will become part of the route for patients to the emergency room from 5th Avenue North. The small remaining portion of Jackson Street that was not vacated provides access to the asphalt parking lot for the offices of Dr. Zimmer and the Hospital parking area. This remaining portion of the street is also incurring substantial improvements. It will serve as the primary access to the Hospital campus. Attractive landscaping will be part of the improvements. Installation of bricks on this small portion of the remaining street will make it appear to be a dead end rather than the primary source of access to the Hospital campus. The difference in paving appearance will also be discordant in appearance with the remaining campus and the adjoining doctor’s office.

This area of the City lies within a special activity center, and it has already been largely redeveloped with asphalt streets so that there is no longer any consistent pattern of brick streets in this area. As part of the 10th St work, the Hospital is also providing new street lighting, replacement of the City water line under the street and substantial landscaping the street.

For the foregoing reasons including, health and safety, functionality, and consistency of appearance the Hospital is requesting that Council approve the improvements being performed on Tenth Street North and the small remaining portion of Jackson Street without a requirement that these portions of the improvements be resurfaced with bricks. To this end, please confirm when this request will be placed on the City Council agenda.

Yours truly,

V. James Dickson

VJD/vjd

cc: Mark Winn, Assistant City Attorney
    William Ulbricht
    Michael S. Lloveras
    William R. DiMarino
September 27, 2010

David Goodwin  
Director  
City of St. Petersburg Planning and Economic Development  
P.O. Box 2842  
St. Petersburg, FL 33731-2842

Re: St. Anthony’s Hospital Emergency Room Expansion Project.

Dear Mr. Goodwin:

St. Anthony’s Hospital has indicated that it has submitted a request to the City of St. Petersburg for a variance from the City’s Brick street ordinance as it relates to the design access to the new emergency room off of 10th Street N in St. Petersburg. The Hospital has had a series of meetings with Sunstar to gain its input regarding the planning of access by ambulances as part of the hospital’s redevelopment program for this new facility. Sunstar supports the Hospital plan to provide for primary ambulance access to the new emergency room off of a widened Tenth Street North that has been resurfaced with asphalt. In particular Sunstar concurs that the replacement of this brick on 10th Street with asphalt is necessary in order to facilitate the safe and rapid transport of emergency patients to the Hospital emergency room.

Brick streets are not conducive to ambulance access to an emergency room. Brick surface may unnecessarily slow the ambulances during a critical lifesaving time. In addition, the bumpy surface caused by travel over the bricks will create discomfort to patients being transported in an ambulance. The primary route to ingress the Hospital from the north will be via Martin Luther King St to 5th Ave N to 10th Street. Even though traveling over the brick streets of 7th Ave N or the brick portion of 10th St between 7th and 9th Ave is shorter, the ambulances will have to substantially slow to travel over such streets.

Sunstar currently transports over 750 patients to St. Anthony’s Hospital per month. The ER capability at the Hospital will be substantially increased by this expansion so the number of patients may be significantly increased.

Yours truly,

Mark Postma  
Chief Operating Officer  
Sunstar Paramedics