

## CASE INFORMATION

<b>CASE</b>	UDP-S24072
<b>PROJECT NAME</b>	Broward Health Medical Center (BHMC) Medical Office Building and Parking Garage
<b>APPLICATION TYPE</b>	Site Plan Level II
<b>APPROVAL LEVEL</b>	City Commission Approval
<b>REQUEST</b>	Design Deviations for Additional Building Height Greater than 110 Feet in Height for 204,589 Square Feet of Medical Office Use
<b>APPLICANT</b>	North Broward Hospital District
<b>AGENT</b>	Stephanie Toothaker, Esq.
<b>PROPERTY ADDRESS</b>	1601, 1603, 1611, 1627, and 1632 S. Andrews Avenue
<b>ABBREVIATED LEGAL DESCRIPTION</b>	Croissant Park Resub Blk 38 52-8 B Lots 1 To 12, 17 and 18, 21 To 24
<b>ZONING DISTRICT</b>	South Regional Activity Center-South Andrews east (RAC-S Ae)
<b>LAND USE</b>	South Regional Activity Center
<b>COMMISSION DISTRICT</b>	4 - Ben Sorensen
<b>NEIGHBORHOOD ASSOCIATION</b>	Poinciana Park Civic Association
<b>SUBMITTAL</b>	December 13, 2024
<b>COMPLETENESS ISSUED</b>	December 19, 2024
<b>EXPIRATION</b>	June 17, 2025 (180 Days)
<b>WAIVER</b>	Not Requested
<b>CASE PLANNER</b>	Adam Schnell Urban Planner III

## RESUBMITTAL INFORMATION

- Applicant must provide written responses to all DRC comments contained herein.
- Written responses must specify revisions made to the plans and indicate the sheet.
- Resubmitted plan sets must be accompanied by responses to be accepted.
- Any additional documentation must be provided at time of resubmittal.
- Resubmittals must be conducted through the City's online citizen's portal LauderBuild.
- Questions can be directed to the Case Planner assigned to the case.

**Applicant REV 1 responses are bolded and dated March 27, 2025**

**Applicant REV 2 responses are bolded and dated April 18, 2025**

**Stephanie J. Toothaker, Esq.**

land use development political strategy procurement

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Case Number: UDP-S24072

**BUILDING CASE COMMENTS:**

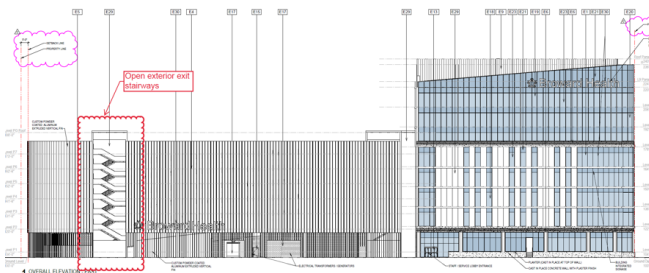
Please provide a response to the following:

1. Specify uses and occupancy classification per Chapter 3 of the 2023 FBC.  
**REV 1 Response:** Occupancy classifications have been noted. Please refer to Code Summary and Occupancy Classification section/sheet:  
6/G1.01.1 - GENERAL AND CODE INFORMATION 1 – CS+PG
2. Show provisions for either open or closed interior parking per sections 406.5 and 406.6 of the 2023 FBC.  
**REV 1 Response:** Free air area calculations for the Parking Garage have been added to sheet:  
A9.25 - PARKING GARAGE FREE AIR AREA CALCULATIONS
3. Specify fire-resistance rating requirements based on building separation and construction type per Table 601 and 602 of the 2023 FBC.  
**REV 1 Response:** Fire-resistance rating requirements are indicated on the Separations Requirements Chart in section/sheet:  
6/G1.01.1 - GENERAL AND CODE INFORMATION 1 - CS+PG  
  
Please refer to Code Compliance Plan sheets:  
G2.01.2 - G2.08.2 for Medical Office Building  
GP.01 - GP.08 for Parking Garage
4. Provide occupancy loads with compliant life safety egress design per Chapter 10 of the 2023 FBC.  
**REV 1 Response:** Life Safety plans have been included in the resubmission. Please refer to sheets:  
G2.01.1 - LEVEL 1 AND 4 - CODE COMPLIANCE PLANS – TI  
GP2.01.1 - LEVEL 1 AND 2 - CODE COMPLIANCE PLANS – PG
5. Indicate code compliant sprinkler system per Section 903 of the 2023 FBC.  
**REV 1 Response:** Added note "Automatic Sprinkler System in accordance with Section 903.3.1.1". Refer to section/sheet:  
2/G1.01.1 - GENERAL AND CODE INFORMATION 1 - CS+PG
6. Parking facilities that provide valet parking services shall provide at least one passenger loading zone complying with FBC Accessibility Section 503.  
**REV 1 Response:** Added clarifying annotations to Accessible Passenger Loading and Drop Off Area. Refer to sheet:  
A1.01.1 - OVERALL SITE PLAN
7. **New Comment:** I noticed the open exterior exit stairways show below, which are not allowed per Section 1027.2 of the FBC for high-rise buildings. If the parking garage and medical building are separate buildings with the required fire wall rated assemblies from the foundation to the roof deck, then this is not an issue. Please consult with the design team and let me know.

**SECTION 1027  
EXTERIOR EXIT STAIRWAYS AND RAMPS**

**1027.1 General.** Exterior exit stairways and ramps serving as an exit component in a means of egress system shall comply with the requirements of this section.

**1027.2 Use in a means of egress.** Exterior exit stairways shall not be used as an element of a required means of egress for Group I-2 occupancies. For occupancies in other than Group I-2, exterior exit stairways and ramps shall be permitted as an element of a required means of egress for buildings not exceeding six stories above grade plane or that are not high-rise buildings.



I noticed the open exterior exit stairways show below, which are not allowed per Section 1027.2 of the FBC for high-rise buildings. If the parking garage and medical building are separate buildings with the required fire wall rated assemblies from the foundation to the roof deck, then this is not an issue. Please consult with the design team and let me know. Note that the parking garage would not be considered a high-rise since is less than 75 ft to the occupiable floors.

**HIGH-RISE BUILDING.** A building with an occupied floor located more than 75 feet (22 860 mm) above the lowest level of fire department vehicle access.

Can you add a note on the drawings addressing this issue.

**REV 2 Response:** The garage is not a high-rise, the garage height to highest occupied floor P-7 is at 73' which is less than 75'. 3-hour rated fire wall separates the garage from MOB tower. Please see architectural General and code information sheet G1.01.1, G2 Code compliance series, and Exterior elevations on A7 series

#### GENERAL COMMENTS

The following comments are for informational purposes. Please consider the following prior to submittal for Final DRC:

1. The Florida Building Code shall apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures.  
**REV 1 Response:** Acknowledged.
2. All projects must consider safeguards during the construction process. FBC Chapter 33 delineates various safeguards that may apply during the construction phase. All structures associated with the protection of pedestrians will require a separate permit. A licensed professional must sign and seal the plans and specifications.  
**REV 1 Response:** Acknowledged and will comply as applicable.
3. The City of Fort Lauderdale is a participating municipality in the National Flood Insurance Program (NFIP). The requirements specific to the City of Fort Lauderdale can be found in

Chapter 14 - FLOODPLAIN MANAGEMENT of the Code of Ordinances and accessed at;  
[https://library.municode.com/fl/fort\\_lauderdale/codes/code\\_of\\_ordinances?nodeId=COOR\\_CH\\_14FLMA](https://library.municode.com/fl/fort_lauderdale/codes/code_of_ordinances?nodeId=COOR_CH_14FLMA)

#### Please consider the following prior to submittal for Building Permit:

On December 31st, 2023, the 8th Edition of the Florida Building Code was adopted. All work described in Section 101.2, of the Broward County Administrative portion of the Florida Building Code, will govern the administration and enforcement of the proposed work. Each building and or structure will require a separate permit. The following websites will assist in the design considerations:

<https://www.fortlauderdale.gov/government/departments-a-h/development-services/building-services>

[https://floridabuilding.org/bc/bc\\_default.aspx](https://floridabuilding.org/bc/bc_default.aspx)

<http://www.broward.org/codeappeals/pages/default.aspx>

General Guidelines Checklist is available upon request.

**REV 1 Response:** Acknowledged.

Case Number: UDP-S24072

**ENGINEERING CASE COMMENTS:**

Please provide updated plans and written response to the following review comments:

1. Meet the City's Adequacy requirements for services provided to the public (fire service, water, wastewater, stormwater, transportation, etc.), per ULDR Section 47-25.2 of the City's Code of Ordinances. Assess potential demands and impacts on City services and prepare a design for each that utilizes existing water, wastewater, stormwater, and transportation infrastructure to adequately serve this project. If the adequate infrastructure is not available, prepare a design that extends/expands the connection to the nearest City system to adequately serve this development.
  - a. Prepare service demand calculations for water & wastewater services and obtain a letter of service availability from the City's Public Works - Engineering Department. Submit water and wastewater capacity availability request form and documents/ plans through the city website. <https://www.fortlauderdale.gov/government/departments-a-h/development-services/building-services/engineering-permits/development-review-committee-service-demand-calculations-for-water-sewer-request-form>  
**REV 1 Response:** The approved Water and Sewer Capacity Availability Letter dated 2/25/2025 from City of Fort Lauderdale is included with this submission. No improvements are necessary.  
**Comment 4/11/2025:** Comment addressed.
2. Status of existing encumbrances such as easements (including whether public or private) shown on ALTA / NSPS Land Title Survey. Please provide The Certificate executed by the City Engineer evidencing all the conditions from the ordinance ORB 46016 PG 214 have been met.  
**REV 1 Response:** Applicant filed DRC applications to vacate the 5' and 131' platted utility easements (PB 52, PG 8) and 10'x75' utility easement (ORB 49863 PG 212): UDP-EV25002 and UDP-EV25003. The 6' FPL Easement (ORB 10204 PG 578 and ORB 10246 PG 934) was expressly granted to FPL, and the City of Fort Lauderdale has no interest in the easement. As such, the vacation of that easement will be coordinated directly with FPL as a condition of building permit issuance for the Site Plan.  
  
Refer to uploaded recorded Engineering Certificate (Instrument #11595579) which effectuated City Resolution No. 11-147 (ORB 48016, Page 214) for the vacation of the Access and Utility Easement and confirmed all conditions of the vacation were met.  
**Comment 4/11/2025:** Comment addressed.
3. Vacation of any platted Utility Easement would require a separate DRC submittal, DRC staff support, and City Commission approval. Please refer to platted utility easement per PB 52 PG 8.  
**REV 1 Response:** Applicant filed DRC applications to vacate the 5' and 131' platted utility easements (PB 52, PG 8) and 10'x75' utility easement (ORB 49863 PG 212): UDP-EV25002 and UDP-EV25003.  
**Comment 4/11/2025:** Understood.  
**ADVISORY:** The corresponding plated utility easement vacations shall be approved by City Commission prior to Final DRC Sign-off. In addition, the vacating ordinance shall be in full force and effect prior to building permit approval.  
**REV 2 Response:** Acknowledged and condition of approval accepted.
4. A 'letter of no objection' from each private utility owner that has an interest in all the existing Utility Easements in conflict with the proposed development will also be required; example 10x15 utility easement per ORB 49863 PG 212.  
**REV 1 Response:** Based on the Sunshine 811 ticket #204407256, the private utility owner (Windstream) that have an interest in the existing utility easements have confirmed they have no conflict with the Utility Easements with the proposed development. Teco Gas and Lumen have utilities within the project location; however, do not have utilities within the existing utility easements within the proposed developments. DRC applications to vacate the 5' and 131' platted utility easements and 10'x75' utility easement have been filed: UDP-EV25002 and UDP-EV25003.  
**Comment 4/11/2025:** Letters of no objection have not been provided. Differed for permitting.  
**ADVISORY:** Prior to the issuance of any building permit, early start or phased construction approvals, the applicant must demonstrate having obtain release from any restriction, dedication, covenant, conditions, easement and other matters in conflict with the proposed development and identified in the title commitment report found in the ATLA/ACSM Land Title Survey.  
**REV 2 Response:** Noted. Letters will be provided prior to issuance of the building permit.
5. Please provide disposition of all the existing utilities (including power poles and streetlights) on-site and within the adjacent right of way that may be impacted by the proposed development. Label information on plans (i.e. utility to remain/ be relocated/ removed). Disposition of the existing stormwater drainage system is incomplete both on-site, and off-site (SW 1st Ave).  
**REV 1 Response:** Disposition of the existing utilities has been updated on sheet: C400.0.

Comment 4/11/2025: Comment addressed.

6. Proposed required on-site improvements shall not be constructed within existing or proposed right of way/ dedications/ easements. Please clearly identify and depict on all the Civil and Landscape plans the Right-of-Way dedication on the West side of S. Andrews Ave. Coordinate with Planning staff the required sidewalk width and provide all the required sidewalk easements accordingly.

**REV 1 Response:** No proposed onsite improvements are proposed to be constructed in the right-of-way. No Right-of-way dedications on the west side of Andrew Ave. are proposed.

- a. Proposed exterior building doors, loading zone doors, dumpster doors, etc. shall not open into the public Right-of-Way and/or permanently dedicated Right-of-Way Easements and Sidewalk Easements, adjacent sidewalk, ADA accessible path, or drive aisle areas; instead, consider recessing into building to enhance pedestrian safety.

**REV 1 Response:** All exterior doors have been revised to not swing open within the ROW. Refer sheets:

A1.01.1 - OVERALL SITE PLAN

A2.01.2 - LEVEL 1 - FLOOR PLAN - TI

AP2.01 - LEVEL P1 - OVERALL FLOOR PLAN - PG

**Comment 4/11/2025:** Comment addressed.

7. Per ULDR Section 47-2.2.Q, show and label all the applicable sight triangles as appropriate for safe and adequate access of drivers and pedestrians, on the Site Plan, Landscape Plans, and Civil Plans: intersections of driveways with streets and alleys (10' measured from intersection point of pavement edges), alleys with alleys (15' measured from intersection point of extended property lines), alleys with streets (15' measured from intersection point of extended property lines), and streets with streets (25' measured from intersection point of extended property lines). Per ULDR Section 47-19.1.E, no accessory use or structure shall be permitted within a sight triangle except as provided in ULDR Section 47-35. Ensure sight triangles are also depicted on adjacent driveways that would be impacted by proposed improvements on this project. Sight triangles located at the intersection of a local street or driveway with a right-of-way under County, State or Federal jurisdictions, are subject to the sight visibility requirements of those jurisdictions.

**REV 1 Response:** Sight triangles have been added and labeled on sheets C200.0, C700.0, and L100.0.

- a. Within adjacent City Right-of-Way, staging/storage will not be allowed, construction fence shall not encroach within intersection corner sight triangles, construction fence gates shall not swing into the public Right-of-Way.

**REV 1 Response:** Acknowledged. Staging/storage will not occur within adjacent City Right-of-Way. Construction fence and gates have been relocated so as to not encroach City Right-of-Way or corner sight triangles.

**Comment 4/11/2025:** Construction fence still encroaching onto 25 x 25 visibility triangles. To be addressed at time of permitting.

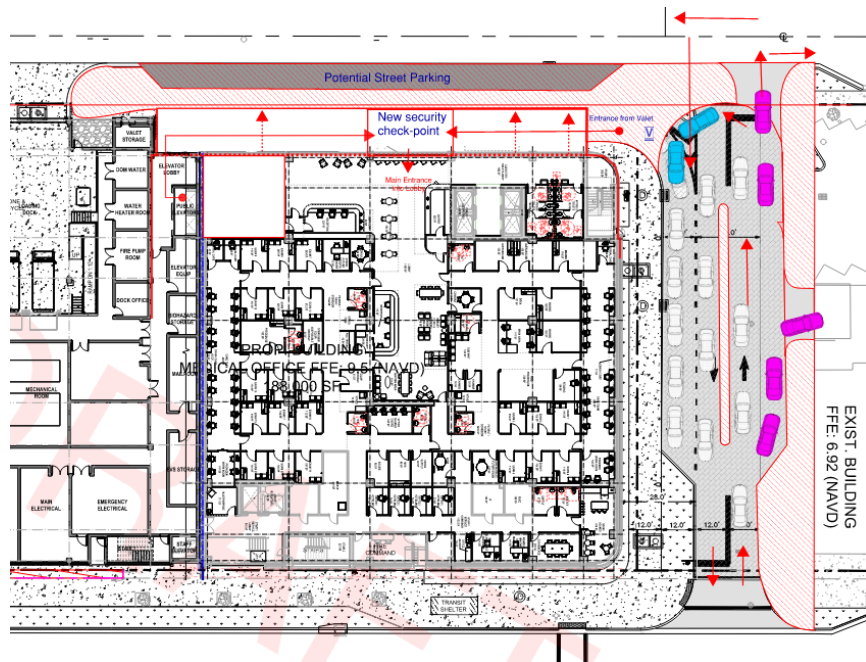
**REV 2 Response:** Noted, construction fence has been adjusted away from visibility triangles. Refer to revised plans.

8. Passenger loading area is not allowed in the Right of way.

**REV 1 Response:** Passenger Loading and Drop Off Area has been revised to be located outside of right-of-way. Refer Sheet: A1.01.1 - OVERALL SITE PLAN

**Comment 4/11/2025:** Pending.

**REV 2 Response:** Acknowledged, site plan will be updated per ongoing coordination with City staff. Drop off will not be within the right-of-way. See snip it below.



9. Trash enclosure on site plan.
  - a. Show truck turning movements in and out the proposed dumpster enclosure/ building as applicable.  
REV 1 Response: Turning maneuvering studies are provided, please reference C-800.0.  
Comment 4/11/2025: Comment addressed.
  - b. Ensure sufficient height clearance is provided within the garage for truck access.  
REV 1 Response: Acknowledged, please see added height clearance note to Loading Dock Area. Refer to sheet: AP2.01 - LEVEL P1 - OVERALL FLOOR PLAN - PG  
Comment 4/11/2025: Comment addressed.
10. Building Elevations: Show and label existing Right-of-Way, proposed Right-of-Way and/or Easement boundaries, Fee Simple lot boundaries, and horizontal building clearances on all building elevation / section details, as appropriate.  
REV 1 Response: Property and Setback lines have been added to exterior elevations. Refer to sheets: A7.10.1 - A7.12.1 - OVERALL EXTERIOR ELEVATIONS – CS  
Comment 4/11/2025: Comment addressed.
11. Provide and label typical roadway cross-sections for the proposed development side of S Andrews Ave, SW 1st Ave and SW 17 St: at driveway access points, at on-street parallel parking lanes, and at landscape swale areas (i.e. between travel lane and sidewalk) as applicable. Cross-sections should show existing right of way and proposed right of way and/or easement boundaries.  
REV 1 Response: Typical roadway cross-sections are provided, please reference C501.0.  
Comment 4/11/2025: Comment addressed.

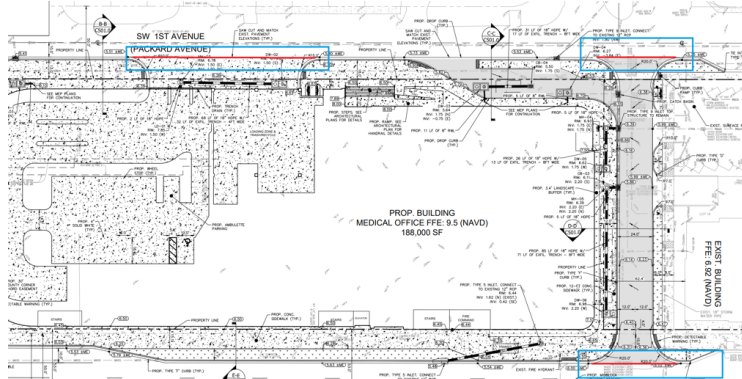
12. Label on Site Plan Data Table the required and proposed type of loading zone(s) required, per ULDR Section 47-20.2 Table 2 and Section 47-20.6. Show truck turning template circulation (label typical minimum centerline turning radius) entering and exiting the site as required for the proposed development. Turning geometries and loading zone design shall be in accordance with ULDR Section 47-20.6.  
**REV 1 Response:** "TYPE II LOADING ZONE (12'x45') area site plan. Refer to sheet:  
**A1.01.1 - OVERALL SITE PLAN**  
**Comment 4/11/2025:** Per directive from the Zoning Administrator and the Assistance City Manager, the Medical Center will be treated as a Hospital for Loading Zone requirements. Please show requirements in the proposed Site Plan.  
**REV 2 Response:** Noted, for this project, no loading area is required. Nevertheless, a Small Truck loading dock has been provided for this building, accommodating a 30-ft delivery truck. Refer to uploaded letter from Broward Health describing the operational details between the BHMC hospital and the proposed MOB, titled "DRC-Operational Plan-BHMC".
13. For parking lot layout, annotate on sheets AP-201 to AP-207B:  
a. Dimension areas including drive aisle widths, and typical parking stall width/depth.  
**REV 1 Response:** Parking stall dimensions have been labeled on floor plans: Typical Parking Stalls (9' x 18'), Compact Parking Stalls (8' -6" x 17'), Accessible Parking Stalls (11' x 18), and all Drive Aisles (24' min.) Please refer to sheets: AP-200's – PARKING GARAGE FLOOR PLANS  
**Comment 4/11/2025:** Comment addressed.  
b. Per ULDR Section 47-20.11.A, drive aisle width shall be 24' (min.) adjacent to 90-degree angle parking stalls, 18' (min.) adjacent to 60-degree angled parking stalls, 13' (min.) adjacent to 45-degree angled parking stalls, and 12' (min.) adjacent to 30-degree angled parking stalls.  
**REV 1 Response:** Drive aisles have been labeled on floor plans: Drive Aisles - 24' minimum. Please refer to sheets: AP-200's - Parking Garage Floor Plans  
**Comment 4/11/2025:** Comment addressed.
14. Water and Sewer Plan. Additional comments/ requirements may be forthcoming from Public Works water and wastewater service availability review.  
ADVISORY: Existing 6" water pipe along SW 16 St (vacated Right-of-Way) is an abandoned pipe, per Public Works GIS map.  
**REV 1 Response:** All water connections for the proposed building are serviced by the 6" water main along SW 1st Avenue. The 6" water lines along SW 16th Street shown on sheet C600.0 are for the relocated water service lines for the existing sports medicine building. There is confirmed flow for the 6" water main along 1st avenue, per the 1st Avenue Fire Flow test conducted by Jamar Wilkerson, City of Fort Lauderdale.  
**Comment 4/11/2025:** Please read below:  
a. Provide a permanent water Easement for any 4 Inch or larger water meter. Said meter shall be located within the proposed development (for City Maintenance access); show / label delineation of each required easement in the plans as appropriate.  
b. Proposed 1" irrigation meter shall be located within the Right-of-Way, per Engineering City Standards.  
c. Proposed relocated fire hydrant shall be located within the Right-of-Way.  
**REV 2 Response:** Refer to updated plans, the items have been revised accordingly.
15. On-site stormwater retention. The drainage system as per plans does not show overall connections to the existing system serving the remainder of the Surface Water Management license SWM2011-053-0. Please coordinate design with previous SWMS.  
**REV 1 Response:** The drainage system encompasses the proposed area and the existing system. See drainage memorandum area breakdown which includes the existing and proposed areas. Pre-application meeting has been conducted with BCSWM to address the modification to the SWM2011-053-0, which encompasses the entirety of the sports medicine building site and the proposed MOB/garage site.  
**Comment 4/11/2025:** Comment addressed.



16. Drainage mitigation is required for any impacts within adjacent City of Fort Lauderdale Right-of-Way, such as increased runoff, additional impervious areas, and modification/reduction of existing storage or treatment (i.e. swale areas). Engineer of Record (EOR) shall evaluate the adjacent City roadway system capacity and demonstrate that the proposed improvements will not negatively impact the City's existing drainage system, and provide recommendations in compliance with the City's Comprehensive Plan (i.e. meets or exceeds the 5-year/1-day storm event drainage criteria).

**REV 1 Response:** The Engineer of Record (EOR) evaluated the adjacent City roadway system capacity to ensure that the proposed improvements complied with the City's Comprehensive Plan and did not negatively impact the existing drainage system.

**Comment 4/11/2025:** Please clearly show proposed drop curbs along site entrances and loading zone. See below for reference:



**REV 2 Response:** Drop curbs have been added as requested.

17. Show and label all existing and proposed utilities (utility type, material and size) on civil and landscaping plans for potential conflict (per City Utility Atlas Maps). A min. 5 feet and 10 feet horizontal clearance horizontal separation is required between city utilities infrastructure and proposed small and large trees, respectively (including proposed water and sewer services to the development). Any new trees (located within or adjacent to City Right-of-Way) should be placed with sufficient horizontal and vertical distances (per City, County, and State guidelines) to / from City's public infrastructure, including stormwater assets, to allow for continued Public Works maintenance without obstruction.

**REV 1 Response:** All existing and proposed utilities on civil and landscaping plans, ensuring minimum horizontal clearances were maintained between city utilities and proposed trees, in compliance with City Utility Atlas Maps.

**Comment 4/11/2025:** Pending. Include horizontal distances between proposed trees and proposed water and sewer laterals/connections. Include stormwater drainage system (off-site and on-site) in the plans.

**REV 2 Response:** Additional dimensions have been added as requested and stormwater drainage system has been included as well, see revised plans.

18. Proposed trees shall be installed a min. 4 feet behind proposed curbs when adjacent to travel lanes and a min. 6 feet away from adjacent travel lanes when no curb is present.

**REV 1 Response:** Proposed trees were installed at least 4 feet behind curbs adjacent to travel lanes and at least 6 feet away from travel lanes where no curb was present.

**Comment 4/11/2025:** Pending. Clearly show distance.

**REV 2 Response:** Dimensions have been added as requested, refer to revised plans.

19. Provide Maintenance Agreement Area Exhibit, which provides a visual representation of the area within the adjacent public Right-of-Way (adjacent to the proposed development) to be maintained in perpetuity by the developer. Label whether the adjacent Right-of-Way is FDOT, BCHCED, or City jurisdiction, as well as label all proposed improvements, including asphalt and other specialty paving, specialty sidewalks, landscaping, irrigation, lighting, curb and gutter etc. that will be maintained by the Applicant throughout the life of the improvements. Perpetual maintenance of newly constructed exfiltration trenches, inlets, etc. within adjacent City Right-of-Way will typically revert back to the City, upon successful inspection/acceptance by Public Works after 1-year warranty period.

**REV 1 Response:** A Maintenance Agreement Area Exhibit (EX-01) showing the area to be maintained by the developer within the adjacent public Right-of-Way was provided, including all proposed improvements, and labeling the jurisdiction and perpetual maintenance requirements.

**Comment 4/11/2025:** Pending. Sheet has not been found within the set of plans.

**REV 2 Response:** Exhibit has been provided with this submittal as part of the plan set, refer to updated plan sheets for details.



20. Comment 4/14/2025: The applicant shall dedicate to the pedestrian realm the area between the property line and five (5) feet of setback as outlined by the SRAC-SA.

Engineering and architectural site-plans shall show the described area to be dedicated as a public sidewalk easement. There should not be any obstructions such as above ground utilities (BFP), stairs and pedestrian ramps. Please coordinate with the case planner.

**REV 2 Response:** Noted, obstructions will be removed as requested.

21. Comment 4/14/2025: Sidewalk shall be continuous along driveway approaches and loading zone.

**REV 2 Response:** Note that the garage driveway and loading zone are both proposed concrete pavement. The concrete sidewalk is continuous as requested. Refer to revised plan for details.

For Engineering General Advisory DRC Information, please visit our website at  
<https://www.fortlauderdale.gov/home/showdocument?id=30249>

Additional comments may be forthcoming at the DRC meeting and once additional/revised information is provided on plans.

**REV 1 Response:** Acknowledged.

**FIRE CASE COMMENTS:**

Please provide a response to the following:

1. Building needs to conform to section 403 for high rise.  
**REV 1 Response:** Building conforms with FBC 403 – high-rise requirements. Please refer section/sheet:  
2/G1.01.1 - GENERAL AND CODE INFORMATION 1 - CS+PG
2. The fire command room must be provided at a streetside location with one door leading directly to the outside along South Andrews Ave.  
**REV 1 Response:** Fire Command Room has been revised to provide an exterior door leading directly to South Andrews. An alcove has been provided to prevent the door from swinging into the ROW. Please refer to sheet:  
A2.01.2 - LEVEL 1 – FLOOR PLAN - TI

**GENERAL COMMENTS**

The following comments are for informational purposes before final DRC sign-off.

1. Minimum thresholds that require an evaluation are as follows:  
  
Larger than 1% increase of the City's service population equals any new building with a human capacity of 1856 persons or greater.  
  
Larger than 1% increase in Fire Dept. protected building square footage that equals or is greater than more than 1,132,903 sq. ft.  
  
Note: It only requires one requirement to be mandatory and must be submitted before a building permit is applied for.  
  
**REV 1 Response:** Acknowledged

**FLOODPLAIN CASE COMMENTS:**

Please provide a response to the following:

1. 2024 FEMA FIRM-Structure is located in a Special Flood Hazard Area, AH 7. Per Sec 14-11(4) of the City of Fort Lauderdale Flood Ordinance No. C-23-46:

Critical Facilities. New Critical facilities shall be, to the extent possible, located outside the limits of the special flood hazard area. Construction of new critical facilities may be permissible within the special flood hazard area if no feasible alternative site is available. If permitted, the facility shall be elevated or protected to or above the base flood elevation plus three (3) feet or the five hundred-year (0.2 percent chance) flood elevation, whichever is higher. Access routes elevated to or above the base flood elevation shall be provided to the maximum extent possible. The minimum elevation is BFE+3 ft, 10 ft NAVD or the five hundred-year (0.2 percent chance) flood elevation, whichever is higher.

**REV 1 Response:** This is not a Critical Facility; comment is not applicable.

**GENERAL COMMENTS**

The following comments are for informational purposes.

1. Refer to FEMA Technical Bulletin 3: Requirements for the Design and Certification of Dry Floodproofed Non-Residential and Mixed-Use Buildings.

**REV 1 Response:** Acknowledged.

2. Refer to ASCE 24-14: Flood Resistant Design and Construction

**REV 1 Response:** Acknowledged.

3. Additional comments may follow pending submission of the complete plan set

**REV 1 Response:** Acknowledged.

Case Number: UDP-S24025

**LANDSCAPE CASE COMMENTS:**

Please provide a response to the following.

1. Existing *Cordia sebestena* (#18 & 21) are small specimen-sized trees as per recent update to the City's Tree Preservation Ordinance. ULDR 47-21.15.G.10: Proposed specimen tree removal requires submittal of an equivalent value evaluation report determined by an ISA Board Certified Master Arborist, ASCA Registered Consulting Arborist or Registered Landscape Architect using a method outlined the Council of Tree & Landscape Appraisers "Guide for Plant Appraisal, 10th edition".  
**REV 1 Response:** Acknowledged, trees #18 and #21 have been notated and calculated as medium specimen trees per the updated City of FTL ULDR Chapter 47-21. Additionally, the overall Tree Disposition Plan and associated mitigation calculations have been revised as a part of this re-submittal package to reflect the updated City of FTL Tree Preservation Ordinance (47-21) for palms, specimen, and non-specimen trees. Further, the Tree Disposition Plan drawings that were provided as a part of the initial DRC submittal package were completed based on limited site information for DBH, species and condition ratings. Further on-site coordination has been conducted since the initial submittal by the Landscape Architect to confirm the species, DBH, and condition ratings for all trees and palms within the project limits. This information has been updated as a part of the updated Tree Disposition Plans and associated mitigation calculations.  
**COFL 04/15:** Revised Tree Disposition Plan and associated mitigation calculations have been reviewed. Corrections still required pursuant to the amended Tree Preservation Ordinance (ULDR 47-21.15). COFL Landscape review has emailed ordinance copy to Project Landscape Architect for their review and use. Most applicable to this project are changes to Specimen Tree classification (60% condition rating; Large species: 18+" DBH; Medium: 13+" DBH; Small: 8+" DBH) and changes to mitigation calculations and pricing (ULDR 47-21.15.G.). City staff reviewer is available to discuss the applicable code changes with Project Landscape Architect. Please feel free to reach out.  
**REV 2 Response:** Updates to mitigation calculations per amended Tree Preservation Ordinance (provided to LA by City staff) is in progress.
2. Within the SRAC districts, and as per Chapter 2 of the SRAC-SA Illustrations of Design Standards newly planted shade tree street trees are suggested to be a minimum of 20 feet tall; 8 feet spread with 6 feet canopy clearance provided at a ratio of one street tree per thirty feet of street frontage or greater fraction thereof not subtracting ingress and egress dimensions. When overhead utilities exist, required street trees may be small ornamental trees provided at a minimum of a ratio of one street tree per twenty feet frontage or greater fraction thereof not subtracting ingress and egress dimensions. A minimum of 50% of the required street trees must be canopy trees. Small ornamental trees are suggested to be a minimum of 12 feet tall; 6 feet spread with 6 feet canopy clearance. Consider that, in order to maximize the shade for a positive pedestrian experience, the city prefers continuous canopy coverage with 100% canopy trees in these areas. Please verify that specifications meet minimum requirements, and revise if necessary.  
**REV 1 Response:** Proposed Street Tree locations (both Shade and Ornamental based on existing conditions) have been updated to meet the requirements of SRAC-SA Chapter 2. See plant schedule on sheet L101.0.  
**COFL 04/15:** Size specifications for proposed street tree species are accepted. Proposed quantity calculations based on ULDR 47-21.13.B.16 are not applicable. As per original review comment, SRAC street trees are calculated based on Chapter 2 of the SRAC-SA Illustrations of Design Standards at 1:30LF for large canopy species, and 1:20LF for ornamental or palm species. Please revise.  
**REV 2 Response:** Noted, quantity calculations have been revised accordingly.
3. Within the SRAC districts, and as per Chapter 2 of the SRAC-SA Illustrations of Design Standards, at intersections where streets with shade trees converge, it is encouraged to have palms or ornamental trees at the immediate corners to provide a visual marker. This also helps to frame the street from the perception of the automobile in creating a sense of space. Provide palm or ornamental tree species at the corner of the street intersections in addition to the canopy street trees.  
**REV 1 Response:** Proposed Solitaire Palms have been provided at the intersecting corners to meet the requirements of SRAC-SA Chapter 2. See plant schedule on sheet L101.0.
4. A minimum separation of 6 feet is required between the tree trunk and travel lane when curb and gutter DO NOT exist, and a minimum separation of 4 feet is required between the tree trunk and travel lane when curb and gutter DO exist. Illustrate this clearance on landscape plans.  
**REV 1 Response:** Dimensions illustrated on sheet L100.0, 4' separation from travel was provided for all street trees (curbed conditions exist on all 4 sides).
5. The use of structural soil is required in paved sites to provide adequate soil volumes for tree roots under pavements, as per ULDR Section 47-21.13. Structural soil details and specifications can be obtained at <http://www.hort.cornell.edu/uhi/outreach/index.htm#soil> This is to be provided at a minimum of 8' radii of tree trunks and is to

be consistently illustrated and noted on landscape, site and civil plans. This requirement shall apply to SW 5th Street and SW 2nd Avenue tree plantings as well as SW 3rd Avenue.

**REV 1 Response:** Structural soil is provided for all trees within paving areas at a radii of 8' and is labeled on sheet L100.0. Typical structural soil detail has been provided on sheet L101.0.

The structural soil drain is required when percolation rates are less than 4" vertical clearance per hour. Provide documentation of report used to prove this calculation. The drain and connections are to be illustrated on civil plans.

a. Demonstrate hashing on landscape, site, and civil plans as to the extent of use of the Structural Soil.

**REV 1 Response:** Percolation rates are greater than 4" vertical clearance per hour. See attached drainage report and corresponding geotechnical report for hydraulic conductivity values.

b. Provide Structural Soil Detail and composition.

**REV 1 Response:** Structural Soil detail and specifications have been provided. Refer to L101.0

6. A suspension modular paving system product may be used in place of CU Structural Soil. Please look into the use of the Green Blue Urban soil cell, Silva cell or like product for this and all future site developments. Provide a detail of product of use for root development under paved areas.

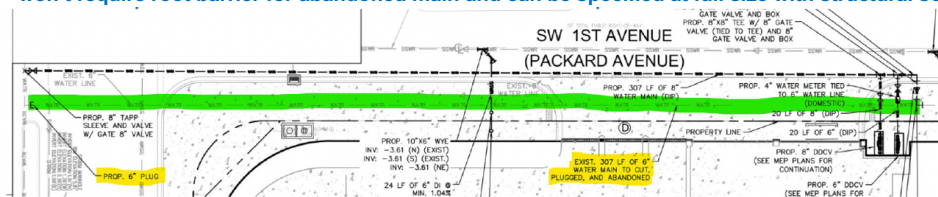
**REV 1 Response:** Acknowledged.

7. Utilities and site amenities such as walkways, flagpoles, transformers, fire hydrants, sewer and water supply lines, trash enclosures, and similar items located on the site shall not be placed adjacent to, in, or under required tree planting areas, as per ULDR Section 47-21.12. Confirm with civil, site and life safety plans that utilities and site amenities are not causing conflicts with proposed landscaping. Where conflicts exist, shift the utility and/or site amenities. Please note and illustrate this on landscape plans.

**REV 1 Response:** Acknowledged.

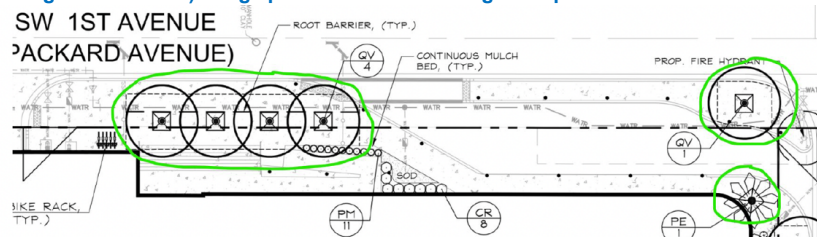
**COFL 04/15:**

a. See below for example of conflict between civil and landscape plans along SW 1st AVE. Civil plans propose existing water main to be cut, plugged and abandoned. New main to be installed within ROW, south of the proposed garage entrance curb cut. Please coordinate landscape plans to match. Street trees in this area won't require root barrier for abandoned main and can be specified at full size with structural soil.



**REV 2 Response:** Plans have been updated per request, refer to revised plans.

b. See below for examples of conflicts between proposed street trees and sidewalk clear path along SW 1st AVE. Engineering does not allow tree grates to factor into the lineal area measured for required clear path, and proposed street tree placements appear to interfere. Please revise. Also, recommend reconsidering the four (4) proposed QV street trees between building entrance and existing water main. Area is very constrained for proposed large shade tree species (15' required offset from building façade & 10' required offset from underground utilities). Large palm or small/flowering tree species would be better suited."



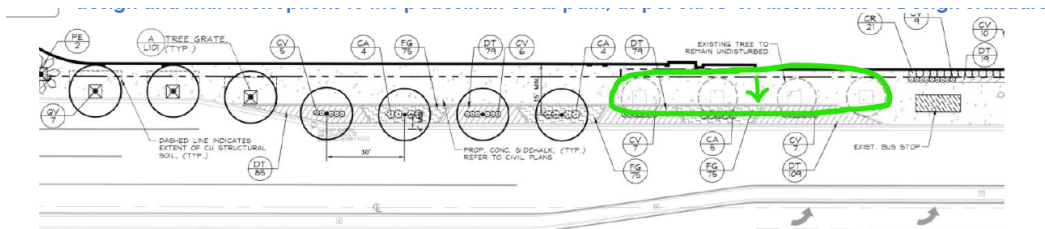
**REV 2 Response:** Plans have been updated per request, refer to revised plans.

8. Shade trees must be located a minimum of fifteen feet away from structures, as per ULDR Section 47-21.9. F.1. Please illustrate this clearance on landscape plans, and revise where in conflict.  
**REV 1 Response:** The required clearance of a 15' Min. between shade trees and structures has been indicated on the landscape plans, and conflicts were revised where possible per ULDR Section 47-21.9.F.1. Please note that some of the required street tree plantings are located within 15' of the building facade. Maintenance/pruning of these trees will be required to prevent conflict.
9. Light fixtures with an overall height of more than ten feet shall be located a minimum of 15 feet away from shade trees, as per ULDR Section 47-21.12. Please specifically note and illustrate this on landscape plans.  
**REV 1 Response:** The required clearance of a 15' Min. between shade trees and lightpoles has been indicated on the landscape plans.
10. Illustrate and label the horizontal clearance from tree trunk to edge of utility on the landscape plan. Landscaping must provide a minimum horizontal clearance of 5 feet for small trees and palms, and a minimum of 10 feet for large trees and palms from underground utilities. Please revise if in conflict.  
**REV 1 Response:** The horizontal clearance from tree trunks to the edge of utilities has been drawing and labeled on the landscape plans, ensuring a minimum horizontal clearance of 5 feet for small trees and palms, and a minimum of 10 feet for large trees and palms from underground utilities. Conflicts were revised accordingly.
11. Additional comments may be forthcoming after next review of new plans and written comment responses.  
**REV 1 Response:** Acknowledged.

**NEW CASE COMMENTS:**

Please provide a response to the following.

1. Please propose relocation of existing Live Oak street trees #027, 029, 033 & 037 along S ANDREWS AVE to the newly proposed ROW landscape buffer area directly to their east. If relocation(s) are not feasible per ISA Certified Arborist recommendation, Landscape staff would prefer removal and replacement with new Live Oak street trees within the ROW landscape buffer area. This is to provide continuity of streetscape design and limit interruptions to the pedestrian clear path, as per SRAC-SA Illustrations of Design Standards.



**REV 2 Response:** Existing Oak trees to be accessed for relocation feasibility per the comments. In the event these Oaks are not viable candidates for relocation, then they will be removed and replaced at a 1:1 rate within the proposed landscape buffer strip along the roadway, matching the design intent of the four proposed Oaks directly adjacent.

**GENERAL COMMENTS:**

The following comments are for informational purposes. Please consider the following:

1. Note that effective as of November 1, 2024, the City's Tree Preservation Ordinance (ULDR 47-21.15) has been amended by approval of the City Commission. A copy of the amended ordinance shall be made available for use by request in the interim while the City's ULDR found on MuniCode awaits revision publication.  
**REV 1 Response:** Acknowledged. A copy of the 11/1/24 Tree Preservation Ordinance (ULDR 47-21.15) was found online and used as a reference in the development of the revised Tree Disposition Plans and mitigation calculations. However, the Project Landscape Architect would like to formally request a copy of the adopted document as soon as possible. Please provide to [tom.hargrett@kimley-horn.com](mailto:tom.hargrett@kimley-horn.com) when possible.

2. A separate sub-permit application for Tree Removal, Relocation, and General Landscaping for site is required at time of master permit submittal. These are Landscape and Tree permit application documents different than the Broward County standard applications. Please do not apply for these at the time of DRC submittal.  
**REV 1 Response: Acknowledged. Selected contractor shall obtain all required sub-permits prior to the commencement of construction.**
3. Note that tree removal at time of demolition will not be permitted unless the Master Permit for redevelopment has been submitted for review.  
**REV 1 Response: Acknowledged.**
4. Proposed landscaping work in the City's right of way requires engineering approval. This approval requires documents to be submitted for Engineering review. Note that Landscape will not approve permit review without these Engineering documents being submitted.  
**REV 1 Response: Acknowledged.**
5. Provide separate Plumbing sub permit application for irrigation. Irrigation plans are required at time of Building permit submittal. Plans are to be in compliance with ULDR 47-21.6, A.11 and 47-21.10. Note that planting areas are to be irrigated in a separate zone than the turf areas so that once the plants are established, that particular zone can be shut off based on the season. The overall goal is to decrease water use through irrigation. Plant material must be grouped together based on watering needs (hydrozone) and turf areas must be limited and/or consolidated to less than 50% of the landscaped area. Illustrate hydrozones on planting plan and include calculations in table.  
**REV 1 Response: Acknowledged. Selected contractor shall obtain all required sub-permits prior to the commencement of construction.**



**Case Number: UDP-24072**

**POLICE CASE COMMENTS:**

Please provide a response to the following:

1. Glass doors and windows should be equipped with burglary deterrent features such as track blocks, door pins, or similar devices.  
REV 1 Response: Acknowledged, security features will be provided where applicable.
2. All glazing should be impact resistant.  
REV 1 Response: Acknowledged, all glazing will be impact rated with NOA/Product approval.
3. Building should be pre-wired for an alarm system.  
REV 1 Response: Acknowledged. The building will be prewired as applicable.
4. Lighting and landscaping should follow CPTED guidelines.  
REV 1 Response: Acknowledged and taken into consideration.
5. A Video Surveillance System (VSS) should be employed throughout the property with focus on entry/exit points, bay doors, loading zones, parking lot, hallways, offices, and common areas. It should be capable of retrieving an identifiable image of a person.  
REV 1 Response: Acknowledged, security features will be provided where applicable.
6. Light reflecting paint should be used in the parking lot to increase visibility and safety.  
REV 1 Response: Acknowledged and taken into consideration.
7. All restricted areas and employee only areas should be access controlled and labelled as such.  
REV 1 Response: Acknowledged and taken into consideration.
8. Office and restroom doors should be lockable from the inside to provide safe shelter in the case of an active threat such as an active killer event.  
REV 1 Response: Acknowledged and taken into consideration.

**GENERAL COMMENTS**

It is highly recommended that the managing company make arrangements for private security during construction.

REV 1 Response: Acknowledged and taken into consideration. Security will be required as part of CM scope in Specification Section 01 5000

Please submit responses in writing prior to DRC sign off.

REV 1 Response: Acknowledged. Refer to responses above.

Case Number: UDP-S24072

**SOLID WASTE CASE COMMENTS:**

Please provide a response to the following:

1. Garbage, Recycling and Bulk Trash shall be provided.  
**REV 1 Response:** Garbage, Recycling and Bulk Trash storage and removal facilities have been accommodated within the first floor of the Parking Garage. Please refer sheets:  
A1.01.1 - OVERALL SITE PLAN  
AP2.01 - LEVEL P1 - OVERALL FLOOR PLAN - PG
2. Recycling reduces the amount of trash your business creates, and it is the best way to reduce monthly waste disposal costs and improve your company's bottom line.  
**REV 1 Response:** This comment has been taken into consideration,
3. Solid Waste Services shall be provided by a Private Contractor licensed by the City.  
**REV 1 Response:** Acknowledged and will comply.
4. Solid Waste charges shall be collected in monthly lease with Sanitation account for property under one name (Commercial).  
**REV 1 Response:** Acknowledged and will comply.
5. Service Days shall be: No restriction for Commercial collection. Service may not occur earlier than 7:00 am or later than 10:00 pm within 250 feet of residential.  
**REV 1 Response:** Acknowledged and will comply as applicable.
6. Solid Waste Collection shall be on private property container shall not be placed, stored, or block the public street to perform service (large multifamily and commercial parcels).  
**REV 1 Response:** Acknowledged and will comply. Service shall occur within the footprint of the parking garage as indicated on the drawings.
7. Provide on the site plan a garbage truck turning radius for City review. Indicate how truck will circulate within property.  
**REV 1 Response:** Acknowledged, please reference sheet: C800.0
8. Solid waste collection shall be from a private loading dock.  
**REV 1 Response:** Acknowledged and will comply. Service shall occur within the footprint of the parking garage as indicated on the drawings. Please refer sheets:  
A1.01.1 OVERALL SITE PLAN  
AP2.01 LEVEL P1 - OVERALL FLOOR PLAN - PG
9. Solid Waste transport to trash rooms or to primary waste container shall be performed inside building using interior service corridor (Retail, Office, Condo, Hotel).  
**REV 1 Response:** Acknowledged and will comply. Solid Waste Transport to trash rooms will occur within the building. Please refer sheets:  
A1.01.1 - OVERALL SITE PLAN  
AP2.01 - LEVEL P1 - OVERALL FLOOR PLAN - PG
10. Containers: must comply with 47-19.4  
**REV 1 Response:** Acknowledged and will comply.
11. Dumpster enclosure: concrete pad, decorative block wall, gates hung independently, protective bollards, secondary pedestrian side entry, high strengthen apron and driveway approach, night light, hot water, hose bib, drain, low circulating ventilation for dampness, weep holes, landscaping, smooth surface walkway to accommodate wheeled containers.  
**REV 1 Response:** Acknowledged and will comply. The dumpster enclosure will be within the parking garage, concealed from pedestrian view and be provided with the noted services to maintain the space appropriately.
12. Trash Room services will be handled by private collector, or Trash Room services will be done by on site personnel, or Trash Room services will be done by custodial staff.  
**REV 1 Response:** Acknowledged and will comply.

13. Submit a Solid Waste Management Plan on your letterhead containing the name of project, address, DRC case number, number of units if applicable, and indicate whether it is Pre or Final DRC.
- a. This letter is to be approved and signed off by the Sustainability Division and should be attached to your drawings. Please email an electronic copy to [GWoolweaver@fortlauderdale.gov](mailto:GWoolweaver@fortlauderdale.gov) . The letter should include an analysis of the expected amounts of solid waste and recyclables that will be generated (if different from current capacity), and containers requirements to meet proposed capacity.
  - b. Community Inspections will reference this Solid Waste Plan for sanitation compliance issues at this location.  
**REV 1 Response: Acknowledged and will comply. Solid Waste Transport to trash rooms will occur within the building. Please sheets:**  
**A1.01.1 - OVERALL SITE PLAN**  
**AP2.01 - LEVEL P1 - OVERALL FLOOR PLAN – PG**  
**REV 2 Response: Refer to uploaded “DRC-Solid Waste Management Plan-BHMC”.**

#### **GENERAL COMMENTS**

The following comments are for informational purposes. Please consider the following prior to submittal for Final DRC:

Please provide specific details of solid waste and recycling collection per building.

**REV 1 Response:** Acknowledged and taken into consideration.

Case Number: UDP-S24072

**TRAFFIC ENGINEERING CASE COMMENTS:**

1. Applicant must fund City's review by consultant and pay a \$4,000 deposit prior to scheduling a methodology meeting after which the study will be prepared, transmitted and reviewed by the City's consultant. Staff and consultant's review concerns shall be adequately resolved prior to gaining authorization for either the Planning & Zoning Board or City Commission hearings. Take into consideration that the review of this study, once the purchase order is created, will take about 4-6 weeks once all documents are received.  
**REV 1 Response:** The Traffic Study is currently in-review as confirmed by City.  
**City response:** Awaiting response to comments sent to applicants traffic engineer.  
**REV 2 Response:** Response to traffic study comments will be provided upon resubmittal of the traffic study.
2. This proposed development is proposing to remove four (4) metered parking stalls from S Andrews Avenue and five (5) metered parking stalls from SW 1st Avenue. This proposal shall be required to pay a mitigation fee for the permanent displacement of these nine (9) metered parking stalls to the city of Fort Lauderdale's Transportation and Mobility Department. Please provide confirmation from Morgan Dunn mdunn@fortlauderdale.gov from the Transportation and Mobility department that a fee was agreed to.  
**REV 1 Response:** Per Ordinance No. 25-06 adopted on February 18, 2025, "[n]o parking mitigation fee shall be assessed for the permanent removal of metered on-street parking spaces or a metered on-street parking space, if such removal is required by the Broward County Trafficways Plan or a governmental entity." As requested by Broward County, 7 on-street parking spaces are proposed to be removed from S. Andrews Avenue. 6 on-street parking spaces are proposed to be removed from SW 1<sup>st</sup> Avenue.  
**City response:** Provide confirmation from the City of Fort Lauderdale's Transportation & Mobility department to the agreed to mitigation for the removal of metered parking stalls in the city of Fort Lauderdale right of way and parking per the vacation of SW 16th Street condition.  
**REV 2 Response:** Applicant is pending confirmation from the City's TAM Department regarding the final mitigation fee assessment.
3. Per city resolution N0.11-147 the applicant shall identify 22 of its parking spaces for the public, and par for the installation of public meters at locations approved by the City Parking Director. Please identify where these 22 parking spaces and meters are located. These 22 metered parking spaces cannot count towards the sites minimum parking requirement. If these spaces are being proposed to be removed, then a parking mitigation fee for the loss of these 22 parking spaces shall be required.  
**REV 1 Response:** The 22 parking spaces required per City Resolution No. 11-147 are not proposed to be accommodated within the parking garage.  
**City response:** Provide confirmation from the City of Fort Lauderdale's Transportation & Mobility department to the agreed to mitigation for the removal of metered parking stalls per the vacation of SW 16th Street condition.  
**REV 2 Response:** Applicant is pending confirmation from the City's TAM Department regarding the final mitigation fee assessment.
4. Please provide the engineering certificate for the city resolution N0.11-147.  
**REV 1 Response:** Refer to uploaded recorded Engineering Certificate (Instrument #11595579) which effectuated City Resolution No. 11-147 (ORB 48016, Page 214) for the vacation of the Access and Utility Easement and confirmed all conditions of the vacation were met.  
**City Response:** Accepted
5. Coordinate with Karen Warfel kwarfel@fortlauderdale.gov from the city's Transportation and Mobility department on the approved streetscape improvements on SE/SW 17th Street.  
**REV 1 Response:** Meeting held with Karen Warfel on 2/20/2025. Proposed raised bike lane improvements have been acknowledged by the development team along SW 17th Street.  
**City Response:** Accepted
6. On S Andrews Avenue extend the curb and gutter out to edge of travel lane to continue the curb and gutter line form the north to the south.  
**REV 1 Response:** On S Andrews Avenue, the curb and gutter has been extended out to edge of travel lane to continue the curb and gutter line form the north to the south. See sheet C200.0 and C500.0.  
**City Response:** Accepted
7. On SW 1st Avenue extend the curb and gutter out to edge of travel lane to continue the curb and gutter line form the north to the south.  
**REV 1 Response:** On SW 1<sup>st</sup> Avenue, the curb and gutter has been extended out to edge of travel lane to continue the curb and gutter line form the north to the south. See sheet C200.0 and C500.0.  
**City Response:** Accepted

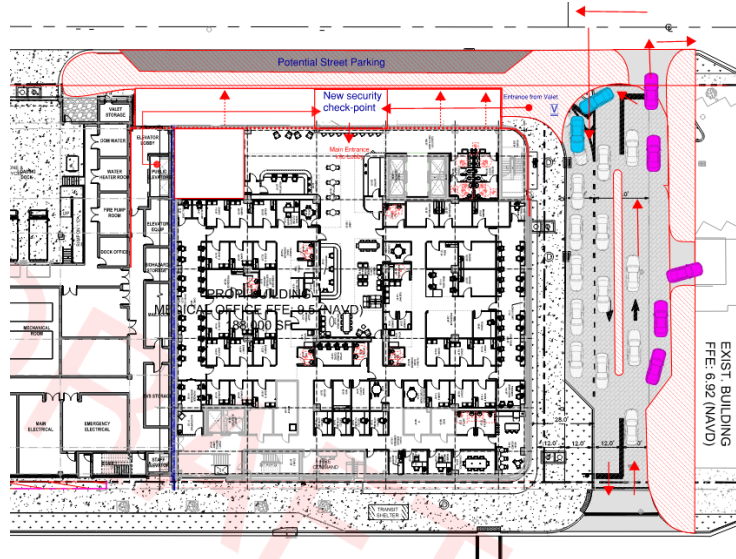
8. Remove the proposed private drop off area from SW 1st Avenue. Pick up and drop off for private use must be accommodated on private property.

**REV 1 Response:** Revised Passenger Loading and Drop Off Area has been revised outside of right-of-way. Refer Sheet:

**A1.01.1 - OVERALL SITE PLAN**

**City Response:** Comment not addressed, passenger loading area shall be removed from the public right of way, back of sidewalk shall be placed against the ultimate right of way line. The sidewalk shall continue through the curbscuts of the proposed passenger loading area.

**REV 2 Response:** Acknowledged, site plan will be updated per ongoing coordination with City staff. The passenger loading area will not be within the right-of-way and has been relocated to the vacated SW 16<sup>th</sup> Street. See snip below.



9. Proposed doors shall not be allowed to swing into the public right of way, recess the doors or use a different door type so that the doors do not open into the public right of way.

**REV 1 Response:** All exterior doors have been revised to not swing open within the ROW. Refer sheets:

**A1.01.1 - OVERALL SITE PLAN**

**A2.01.2 - LEVEL 1 - FLOOR PLAN - TI**

**AP2.01 - LEVEL P1 - OVERALL FLOOR PLAN - PG**

**City Response:** Accepted

10. Include a table showing the proposed land uses, the floor area in square feet for each land use, the parking ratio, the number of parking spaces required by type, and the number of parking spaces proposed by type (standard, compact, handicapped, vertical stacked, tandem, bicycle, loading, etc.). ULDR Sec. 47-20.2. - Parking and loading zone requirements.

**REV 1 Response:** A table showing the proposed land uses, the floor area in square feet for each land use, the parking ratio, the number of parking spaces required by type, and the number of parking spaces proposed by type (including standard, compact, handicapped, vertical stacked, tandem, bicycle, loading, etc.) was included on Sheet C200.0 and on sheet AP2.01.

**City Response:** Accepted

11. The parking data table areas and the areas on the plan sheets don't match, please revise.  
**REV 1 Response:** The parking data table areas and the areas on the plan sheets were revised to match on Sheet C200.0.  
**City Response:** Partially addressed, in the parking data table please tabulate parking requirements for all building on this parcel including the exiting building to the north and also include any shared parking being used to fulfill the parking requirements for all buildings on this parcel.  
**REV 2 Response:** Parking data table on sheet C200.0 has been updated to reflect the existing sports medicine building to the north and the additional 30 spaces provided within the north surface parking lot (Sports Medicine Building designated as Medical Clinic (ratio 1/150 SF) per Approved Building Permit No. 11111753, Sheet SP-1).
12. Per section 47-20.2 of the city of Fort Lauderdale ULDR For the purpose of calculating parking spaces, gross floor area shall not include: covered or enclosed parking areas; exterior unenclosed private balconies; floor space used for mechanical equipment for the building; and, elevator shafts and stairwells at each floor.  
**REV 1 Response:** The parking space calculations were revised to exclude covered or enclosed parking areas, exterior unenclosed private balconies, floor space used for mechanical equipment for the building, and elevator shafts and stairwells at each floor, please reference Sheet C200.0.  
**City Response:** Partially addressed, in the parking data table please tabulate parking requirements for all building on this parcel including the exiting building to the north and include any shared parking being used to fulfill the parking requirements for all buildings on this parcel  
**REV 2 Response:** Parking data table on sheet C200.0 has been updated to reflect the existing sports medicine building to the north and the additional 30 spaces provided within the north surface parking lot. (Sports Medicine Building designated as Medical Clinic (ratio 1/150 SF) per Approved Building Permit No. 11111753, Sheet SP-1).
13. All parking must be provided in accordance with design and construction standards of the ULDR Section 47-20.11. Show dimensions for: stall width, depth of stall 90 degrees to aisle, aisle width, width of stall parallel to aisle, module width, angle of parking stalls. Properly dimension the parking stall dimensions on the plan sets.  
**REV 1 Response:** Parking stall dimensions have been labeled on floor plans: Typical Parking Stalls (9' x 18'), Compact Parking Stalls (8'-6" x 17'), Accessible Parking Stalls (11' x 18), and all Drive Aisles (24' min.) Please refer sheets:  
**AP-200's - PARKING GARAGE FLOOR PLANS**  
**City Response:** Comment not addressed, Typical Parking Stalls (9' x 18') is acceptable, Compact Parking Stalls shall be a minimum (8'-8" x 1'), Accessible Parking Stalls shall be a minimum (12' x 18) plus a 5' access aisle next to the parking stall  
**REV 2 Response:** Compact Parking Stalls are 8'-8" x 16', Accessible Parking Stalls are 12' x 18' plus a 5' access aisle next to the parking stall. Please refer to revised Garage Plans, AP2.01 through AP2.07 series
14. Provide any off-site parking agreements this sight may have with other existing or proposed use.  
**REV 1 Response:** The existing "Sports Medicine" medical office use building to the north (DRC Case No. 34-R-11/ Building Permit No. 11111753) is authorized to use 30 off-site non-valet parking spaces on the north parking lot at 1512 SW 1st Avenue, Folio No. 504215400010. The subject proposed MOB/Parking Garage site plan, DRC Case No.UDP-24072, is not affected by this existing parking arrangement and will not rely on off-site parking spaces for the proposed MOB use.  
**City Response:** Accepted
15. Provide a transit shelter for the transit stop on Andrews Avenue.  
**REV 1 Response:** Transit shelter has been provided for the transit stop on Andrews Avenue. Please refer to sheet C200.0  
**City Response:** Accepted
16. Show inbound and outbound stacking requirements from the property line to the first conflict point according to Section 47-20.5 General design of parking facilities for each proposed driveway. The minimum inbound stacking requirement is five stacking spaces, the minimum outbound stacking requirement is one stacking space. The proposed gate arms conflict with the minimum inbound stacking requirement and must be moved out of the stacking area.  
  
For reference one stacking space measurement is 12 feet in width and 22 feet in length.  
**REV 1 Response:** Stacking requirements have been provided and are shown on sheet:  
**AP2.01 - LEVEL P1 - OVERALL FLOOR PLAN - PG**  
**City Response:** Accepted
17. Per ULDR Section 47-2.2.Q, show and label sight triangles as appropriate for safe and adequate access of drivers and pedestrians, on the Site Plan, Landscape Plans, and Civil Plans: intersections of driveways with streets and alleys (10' measured from intersection point of pavement edges), alleys with alleys (15' measured from intersection point of extended property lines), alleys with streets (15' measured from intersection point of extended property lines), and streets with streets

(25' measured from intersection point of extended property lines). The request for reduction of sight triangle dimensions is subject to review by the City Engineer on a case-by-case basis. Per ULDR Section 47-19.1.E, no accessory use or structure shall be permitted within a sight triangle except as provided in ULDR Section 47-35.

**REV 1 Response:** Sight triangles have been added and labeled on sheets C200.0, C700.0, and L100.0.

**City Response:** Accepted

18. Provide a 10' X 10' sight triangle at the proposed driveways starting at the back of sidewalk and driveway through lanes intersection points, no structures or obstructions shall be placed in this sight triangle. This sight triangle is required to provide clear visibility of the drivers exiting the driveway being able to see the pedestrians walking on the sidewalk against the building.

**REV 1 Response:** Sight triangles have been added and labeled on sheets C200.0, C700.0, and L100.0.

**City Response:** Accepted

19. All internal circulation and queuing areas must be designed to accommodate the turning radii of the vehicles that will be using the site. The auto turns vehicular paths to depict the vehicle colliding with a proposed elevator and mounting a non-vehicular use area. Revise the ground floor to prevent these conflicts.

**REV 1 Response:** Turning maneuvering studies are provided, please reference sheet C800.0 AND C801.0

**City Response:** Accepted

20. Any proposed drainage well, manhole, pull box etc. installed in the sidewalk must be flat, ADA compliant and not impact the effective width of the sidewalk clear path.

**REV 1 Response:** Acknowledged. All proposed drainage well, manhole, pull box etc. installed in the sidewalk will be flat, ADA compliant and not impact the effective width of the sidewalk clear path. Note added on sheets C500.0 and C600.0.

**City Response:** Accepted

21. Ensure all access points, sidewalks, walkways, and curb cuts are unobstructed and ADA accessible with appropriate slopes and detectable warning devices and indicate on the site plan. This includes all access to/from the site entrance. Add the dimension, clearances, and slopes of the walkways.

**REV 1 Response:** Acknowledged. Corresponding notes (ADA NOTES), dimensions, clearances and slopes have been provided on sheet C500.0.

**City Response:** Accepted

22. Bicycle parking is strongly encouraged. Consult the APBP Bicycle Parking Guidelines, city of Fort Lauderdale Parking Standards and Broward County End-of-Trip Bicycle Facilities Guide. Look to provide the minimum long term and short-term bicycle parking based on requirements in the guide and include total counts on the site plan data sheet. Bicycle parking needs to be located on the site so that it is accessible to the public.

**REV 1 Response:** Bicycle parking is provided, please refer to sheet:

Civil sheet C200.0 SITE PLAN and Landscape sheet L100.0 LANDSCAPE PLAN

**City Response:** Accepted

23. Additional comments may be provided upon further review.

**REV 1 Response:** Acknowledged.

**City Response:** Accepted

## **GENERAL COMMENTS**

Please address comments below where applicable.

1. The City's Transportation & Mobility Department encourages the use of sustainable materials such as permeable pavement and electric car charge stations and installation of multimodal facilities such as bicycle pump stations and bike lockers.

**REV 1 Response:** Acknowledged.

**City Response:** Accepted

2. Please note that any work within the City's right-of-way will require an MOT approved by Transportation and Mobility and Engineering for permitting. Any full closures of roadways, alleys, or sidewalks that are over 72 hours will require a Revocable License Agreement (RLA) with the City of Fort Lauderdale.

**REV 1 Response:** Acknowledged.

**City Response:** Accepted



Case Number: UDP-S24072

**URBAN DESIGN & PLANNING CASE COMMENTS:**

Please provide a response to the following:

1. Pursuant to the State Statute 166.033(1) applications must be deemed approved, approved with conditions, or denied within 180 days, which falls on June 14, 2025, unless a mutually agreed upon time extension is established between the City and the applicant. Failure to meet the applicable timeframe or request an extension will result in the application being denied by the City and the applicant will be required to refile a new application and fees to proceed.  
REV 1 Response: Acknowledged. Applicant will request an extension of time, if necessary, prior to the current expiration date.
2. The site is designated South Regional Activity Center on the City's Future Land Use Map. The proposed use is permitted in this designation. This is not a determination on consistency with Comprehensive Plan Goals, Objectives, and Policies.  
REV 1 Response: Acknowledged.
3. The proposed development application is subject to approval by the City Commission for proposed design deviation requests. The applicant will be required to submit a separate application to be placed on the City Commission agenda and the applicant is responsible for all public notice requirements. Note: The City Clerk's office requires 48 hours' notice prior to a Commission meeting if a computer presentation is planned i.e. Power Point, to be provided on CD or flash drive and a copy submitted to the City Clerk, contact the project planner for more information (954-828-4798).  
REV 1 Response: Acknowledged and will submit City Commission application once all Pre-CC (DRC) sign offs are obtained.
4. In regard to physical, communication, and radar obstructions, the Federal Aviation Administration (FAA) requires a review for interference by the proposed construction. Provide a letter from the FAA indicating that such review has been performed. FAA approval must be obtained prior to Pre-City Commission Sign-off.  
REV 1 Response: An FAA letter for the proposed building will be provided prior to City Commission.
5. The project does not meet certain South Andrews Avenue Master Plan (SAMP) design intents as outlined in ULDR Section 47-13.30., Table of Dimensional Requirements for the SRAC Districts, Section 47-13.51.B.2., Performance Standards and Criteria for Additional Height Bonus, and South Regional Activity Center- South Andrews Design Standards (SRAC Master Plan).

As outlined in Section 47-13-5, SRAC-SA special regulations, there are two categories of street classification, primary and secondary streets. Primary streets are "characterized by active commercial and retail frontage at the ground floor, taller and more intensive buildings fronting the street, and a consistent streetwall. Primary Streets typically feature a full complement of pedestrian amenities, including wide sidewalks, on street parking, and a well-developed streetscape, which may include open space for public use. Primary Streets are the principal urban streets and are intended to be well used by vehicles and pedestrians and to be the primary transit routes."

The development has a linear frontage of 432 feet along the primary street of South Andrews Avenue and over 100 feet on SE/SW 17th Street. Based on the requirements of the code and the significance of the site's location, changes to the buildings programming and ground level pedestrian realm are *recommended* and further discussion is needed on the topic of *building orientation, garage screening, and first floor activation* along the *primary corridors*.

The massing of the building is located in the middle of the development site, with the entryway located on the secondary street of NW 1st Avenue with "back of house" uses fronting Andrews Avenue, with only one door functioning as the main point of access. The treatment of the ground level façade is cement plaster, roll up metal doors, utility access and limited amount of windows. The intersection of SE/SW 17th Street and South Andrews Avenue includes a parking garage with a 22-foot-high blank cement wall, running over 100 feet in length, with no building access, articulation, or change in material. Additionally, the streetscape requirements on both the primary and secondary streets do not meet the master plan requirements.

As provided in the SRAC Master Plan, parking garages are "encouraged to minimize visual exposure of parking by locating active space on the ground floor along the street" and "where structured parking must be exposed to the street, exceptionally creative solutions should be explored". The current design does not provide respites for pedestrians, outdoor seating, public amenities, or open space. *Deviation requests that increase the massing of a structure should provide a superior design and a spatial form that promotes walkable, active, and vibrant streetscapes that support pedestrian interaction with the built environment.*

To mitigate these issues the medical office is *encouraged* to be located on the south portion of the parcel, providing a focal point at the intersection of South Andrews Avenue and SE/SW 17th Street. Placing the parking garage midblock between both office buildings reduces the visual impact of the garage and places the tower at the main focal point of the site. Additionally, it is

recommended applicant provide additional floor to ceiling windows and first floor active uses along the southern and eastern elevations, limiting "back of house" uses to the northern and western elevations, and use diversified high-quality material at the ground level to differentiate the pedestrian experience from the garage element. Consider placing the drop-off between both medical buildings to alleviate the right-of-way encroachment, as well as decreasing potential vehicular conflicts by creating a safer drop-off scenario.

Lastly, connectivity between additional medical offices and the Broward Commuter Rail should be considered. As the hospital expands and becomes a medical campus, interconnectivity between medical buildings and access to and from the future rail station will become highly important. The passage between the medical office buildings has an opportunity to become pedestrian-orientated, with wide sidewalks, oblong plazas, with landscaping, and shade trees.

**REV 1 Response:** As discussed at our February 13, 2025 meeting, we respectfully maintain our current proposed building placement for the MOB and parking garage meets the SRAC Master Plan design intents as outlined in ULDR Section 47-13.30., Table of Dimensional Requirements for the SRAC Districts, Section 47-13.51.B.2., Performance Standards and Criteria for Additional Height Bonus, and South Regional Activity Center- South Andrews Design Standards. The configuration is strategically designed to visually and physically align with the main entrance of the hospital. A new proposed east-west crosswalk across South Andrews Avenue will provide safe and convenient pedestrian access, benefiting patients, employees and the broader public. We believe the building orientation and placement best accommodates both operational needs and the flexibility required for ongoing campus development and potential future pedestrian connections within the hospital district.

Additional design improvements enhancing the pedestrian experience include significant addition of glazing on the MOB first level and a revised facade treatments for the parking garage and stairs.

Please refer sheets:

C200.0 - MASTER SITE PLAN

A1.01.1 - OVERALL SITE PLAN

A7.10.1 - A7.12.1 - OVERALL EXTERIOR ELEVATIONS – CS

6. Provide a narrative stating how the project meets the intent of the DMP with regards to the design deviation requests. Provide required code sections and proposed code deviations in a table format. The table shall provide specificity of the request, identifying on what portion, direction, or floor a deviation is requested, and why.

Staff has commented below under the applicable category and attached the Design Review Team (DRT) comment checklist.

#### **Principles of Street Design**

- a. S2 – Lane Width on SW 1<sup>st</sup> Avenue must be reduced to a 10-foot width per the street design requirements.  
**REV 1 Response:** Lane width on SW 1<sup>st</sup> Avenue has been reduced to 10-foot width per the street design requirements.
- b. S5 – Further discussion with TAM and Engineering is needed on the removal of on street parking spaces.  
**REV 1 Response:** 7 on-street parking spaces are being removed on Andrews Avenue as required by Broward County. 6 on-street parking spaces are being removed on 1<sup>st</sup> Avenue. Per Ordinance No. 25-06, "No parking mitigation fee shall be assessed for the permanent removal of metered on-street parking spaces or a metered on-street parking space, if such removal is required by the Broward County Trafficways Plan or a governmental entity".
- c. S9 – Street trees on SW 17<sup>th</sup> Street will conflict with the existing overhead lines. Underground utilities to reduce conflicts. Overhead lines (if any) should be placed underground. If the lines cannot be placed underground, provide documentation from Florida Power & Light Company indicating such.  
**REV 1 Response:** The undergrounding of the existing overhead lines is being coordinated with FPL and the FPL consultant.  
**Planning Response:** Place Note to be underground note on plans.  
**REV 2 Response:** FPL consultant is in discussion with FPL in regard to this item.
- d. S10 – Provide street tree spacing measurements between trees, place palms at corners, shade trees along SW 17<sup>th</sup> Street, and horizontal clearance measurements between the trees and building face.  
**REV 1 Response:** Street tree spacing measurements between trees were provided, with palms placed at corners and shade trees along SW 17<sup>th</sup> Street. Horizontal clearance measurements between the trees and the building face were also provided.

## Principles of Building Design

- e. B2 – Parking garage should be positioned midblock. Reorientate building, flipping the office and parking garage to better position the primary visual elements of the building.  
REV 1 Response: As discussed at our February 13, 2025 meeting, we respectfully maintain our current proposed building placement for the MOB and parking garage meets the SRAC Master Plan design intents as outlined in ULDR Section 47-13.30., Table of Dimensional Requirements for the SRAC Districts, Section 47-13.51.B.2., Performance Standards and Criteria for Additional Height Bonus, and South Regional Activity Center- South Andrews Design Standards. The configuration is strategically designed to visually and physically align with the main entrance of the hospital. A new proposed east-west crosswalk across South Andrews Avenue will provide safe and convenient pedestrian access, benefiting patients, employees and the broader public. We believe the building orientation and placement best accommodates both operational needs and the flexibility required for ongoing campus development and potential future pedestrian connections within the hospital district.
- f. B3 – First floor is not activated, with the primary roadway used as “back of house” uses. Orientate the office building along SW 17th Street and place the entrance of the building along South Andrews Avenue. Remove utility rooms from Andrews and provide additional active space along SW 17th Street and South Andrews Avenue.  
REV 1 Response: Acknowledged, design improvements have been provided, please refer sheets:  
 A1.01.1 - OVERALL SITE PLAN  
 C200.0 - MASTER SITE PLAN
- g. B4 – Parking spaces being removed on South Andrews Avenue shall be converted into a landscaped swale.  
REV 1 Response: Parking spaces to be removed have been converted to landscaped swale.
- h. B5 – SW 1st Avenue is currently 4.8 feet; 5 feet is required.  
REV 1 Response: Required 5 feet distance is provided, please refer to overall architectural site plan, sheet A1.01.1 and Civil site plan sheet C200.0.
- i. B8 – The building does not provide variation in the parking deck façade, creating a blank non articulated wall.  
REV 1 Response: Acknowledged, please see revised facade, refer to elevation sheets:  
 A7.10.1- A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS
- j. B10 – The maximum floorplate is limited to 20,000 GSF when additional height requests are being sought.  
REV 1 Response: Note A of Section 47-13.30 does not expressly preclude a property seeking a height bonus from requesting an alternative design deviation to exceed the “Commercial 20,000 sf” maximum floorplate. The Table provides an asterisk that indicates that certain tower design standards, including floorplate maximum, may be exceeded if an alternative design deviation is found to achieve the underlying intent of the design standard and is approved by the City Commission.

The proposed MOB building is 8-stories (120'-0" total habitable height) at 23,409 GSF per floor (187,272 GSF total). An additional 20' of non-occupiable mechanical space above these floors brings the structure to 140'-0", but per the City's definition of height, only habitable levels factor into the overall height calculation.

The proposed parking garage is 88'-0" to the roof and is not seeking a height bonus.

Planning Response: Additional discussions are required with staff to ensure Master Plan Intent/ requirements are met.

REV 2 Response: Applicant is seeking to apply ULDR Section 47-26.A.1, Request for Application of Prior Zoning Regulations, to permit the maximum proposed building height of 120'-0" at the top of the highest occupied floor with a tower floorplate of 23,409 GSF above the for the portion above 75' in height. An alternative design solution to not provide a setback for the portion above 75' in height fronting SW 1st Avenue is requested as permitted by Sec. 47-13.30.

- k. B12 – Relocation of the office needs to be placed along SW 17th Street.  
REV 1 Response: As discussed at our February 13, 2025 meeting, we respectfully maintain our current proposed building placement for the MOB and parking garage meets the SRAC Master Plan design intents as outlined in ULDR Section 47-13.30., Table of Dimensional Requirements for the SRAC Districts, Section 47-13.51.B.2., Performance Standards and Criteria for Additional Height Bonus, and South Regional Activity Center- South Andrews Design Standards. The configuration is strategically designed to visually and physically align with the main entrance of the hospital. A new proposed east-west crosswalk across South Andrews Avenue will provide safe and convenient pedestrian access, benefiting patients, employees and the broader public. We believe the

building orientation and placement best accommodates both operational needs and the flexibility required for ongoing campus development and potential future pedestrian connections within the hospital district.

- m. B14 – Garage Screening requires additional attention to decrease its visual impact. Placing the garage midblock will further reduce the impact of the garage.  
**REV 1 Response:** Acknowledged, please see revised facade, refer to elevation sheets:  
A7.10.1 - A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS
  - n. B15 – Refer to B-16  
**REV 1 Response:** Acknowledged, please see revised facade, refer to elevation sheets:  
A7.10.1 - A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS
  - o. B16 – The pedestrian experience needs improvement along SE 17th Street and South Andrews Avenue, increase fenestration and active uses at the pedestrian level.  
**REV 1 Response:** Acknowledged, please see revised facade, refer to elevation sheets:  
A7.10.1 - A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS
  - p. B17 – Building does not need meet the requirements. Increase first floor street activation and increase glazing. First floors shall have a minimum height of fifteen (15) feet, and a high percentage of clear glazing (Primary Streets – minimum, 60% and Secondary Streets – minimum 50%).  
**REV 1 Response:** Acknowledged. 2<sup>nd</sup> floor is 20' above grade (greater than 15'), please see revised facade, refer to elevation sheets:  
A7.10.1 - A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS
  - q. B19 – Parking garage stairwells are exposed to the elements. Consider providing a glass enclosure that will aid during rain and wind events, as well as providing an additional architectural improvement.  
**REV 1 Response:** Acknowledged, please see revised facade treatments at the stairs, refer to elevation sheets:  
A7.10.1 - A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS
  - r. B20 – Consider providing shading devices along the building perimeter, other than the primary entrance.  
**REV 1 Response:** Acknowledged, as this is difficult to achieve due to setbacks, awnings are best provided when and where possible.
  - s. B21 – Providing additional first floor building activation and architectural elements that aid in providing pedestrian orientated environment.  
**REV 1 Response:** Acknowledged, please see revised facade, refer to elevation sheets:  
A7.10.1 - A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS
  - s. B25 – Provide an updated photometric plan that includes the garage.  
**REV 1 Response:** Updated photometric plan is provided, please see sheet E-100 - SITE PLAN - PHOTOMETRIC STUDIES and E-101 - SITE LIGHTING SPECIFICATIONS
7. Consider placement of public art on the development site. See City of Fort Lauderdale's Comprehensive Plan – Urban Design Element, Goal 2, Objective UD 2.2, Policy UD 2.2.4, which aligns with the City's goal of encouraging public art features in development projects to enhance the nature of our urban spaces. Placement of public art enhances the overall public realm and vitality of public spaces. It is encouraged that any incorporated art features are clearly visible or easily accessible to the general public from adjacent public property, including sidewalks, streets or other public thoroughfares, and possess functional as well as aesthetic qualities that typically reflect an awareness of a given site, both physically and socially.  
**REV 1 Response:** Acknowledged, please refer to revised elevation sheets:  
A7.10.1 - A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS
8. Indicate all utilities (both above and below ground) that would affect the proposed planting or landscape plan. Overhead lines (if any) should be placed underground. If the lines cannot be placed underground, provide documentation from Florida Power & Light Company indicating such.  
**REV 1 Response:** All utilities, both above and below ground, that would affect the proposed planting or landscape plan were indicated on Sheet C400.0. The undergrounding of the existing overhead lines is being coordinated with FPL and the FPL consultant.  
**Planning Response:** Place Note to be underground note on plans.  
**REV 2 Response:** FPL consultant is in discussion with FPL in regard to this item.

## 9. Provide the following changes to the Site Plan:

- a. Appropriate placement and compatible building design are important for this site given the context and buildings visibility. Place the medical offices at the southern portion of the parcel and flip the entrance of the building to South Andrews Avenue. Positioning the building at the primary focal point of the intersection promotes a spatial framework that heightens the visual presence of the building, providing direct access to the SE/SW 17th Street crosswalk to the main hospital building, creating functional connectivity between buildings, increasing pedestrian safety by decreasing midblock crossings. The current design requires pedestrians to traverse the perimeter of the building to cross South Andrews Avenue.

Moreover, as supported by sections B-2, B-3, B-11, and B-12 of the SRAC Master Plan, towers and building massing shall frame the street. Placing the medical office building at the south property line allows the parking garage to be placed between two medical office buildings, helping to shield the visual presence of the exposed garage.

**REV 1 Response:** As discussed at our February 13, 2025 meeting, we respectfully maintain our current proposed building placement for the MOB and parking garage meets the SRAC Master Plan design intents as outlined in ULDR Section 47-13.30., Table of Dimensional Requirements for the SRAC Districts, Section 47-13.51.B.2., Performance Standards and Criteria for Additional Height Bonus, and South Regional Activity Center- South Andrews Design Standards. The configuration is strategically designed to visually and physically align with the main entrance of the hospital. A new proposed east-west crosswalk across South Andrews Avenue will provide safe and convenient pedestrian access, benefiting patients, employees and the broader public. We believe the building orientation and placement best accommodates both operational needs and the flexibility required for ongoing campus development and potential future pedestrian connections within the hospital district.

- b. Provide a Survey that is based on a Commitment of Title.

**REV 1 Response:** Survey dated 2024.09.16 is based on Title Commitment as described therein.

- c. Update the Site Plan to show all sidewalk measurements, building width and length measurements, street tree locations, swale widths, encroachments, and all other sidewalk improvements.

**REV 1 Response:** The Site Plan was updated to show all sidewalk measurements, building width and length measurements, street tree locations, swale widths, encroachments, and all other sidewalk improvements. Please reference Sheet C200.0 and L100.0

**Planning Response:** Update the Master Site Plan, Sheet C200, to show street trees, tree pits/ grates- with clear pathway measurements measured from the edge of the tree grate to building face.

**REV 2 Response:** Master site plan has been updated to reflect street trees, tree pits/grates and dimensions have been added as requested.

- d. The property requires a unity of title prior to building permit submission.

**REV 1 Response:** As a condition prior to building permit submission, Applicant will process through the Broward County Property Appraiser's Office the necessary folio number combination / splits for the MOB and Parking Garage properties separate from the existing Sports Medicine medical office building to the north. A Unity of Title is not required.

- e. The development site has an existing office building and parking lot. Provide a master site plan that shows all existing and proposed uses.

**REV 1 Response:** Refer to Master Site Plan Sheet C200.0. No changes are proposed to the existing Sports Medicine building approved under DRC Case No. PL-34R11 / Building Permit No. PM-11111753.

- f. The narrative does not match the site plan or site data table. The Master Site Plan shows the medical office building at 188,000 square feet (SF), but the data table on the same sheet shows a total floor area of 186,929 sf. Ensure all narratives and site plan sheets match.

**REV 1 Response:** Acknowledged, please see revised plans, sheet G1.01.1 for correct updated total MOB floor area and corresponding civil sheet C200.0. The GSF without the mechanical level is 187,272 GSF and with mechanical level is 207,981 GSF.

- g. Update the parking calculations using the medical office buildings GSF calculations, also include parking calculations for all existing structures.

**REV 1 Response:** The parking calculations were updated using the medical office building's GSF calculations, including parking calculations for all existing structures. Please see revised sheet C200.0.

- h. Clarify if the parking calculations account for the parking lot spaces being removed and whether the site has any existing offsite parking agreements.

**REV 1 Response:** The parking calculations account for the existing Broward Health parking lot spaces being removed. The existing Sports Medicine building approved under DRC Case No. PL-34R11 / Building Permit No. PM-11111753 is authorized to use 30 parking spaces on the north parking lot at 1512 SW 1st Avenue, Folio No.

504215400010 as approved in that DRC case. The subject proposed MOB/Parking Garage site plan, DRC Case No.UDP-24072, is not affected by this existing parking arrangement and will not rely on off-site parking spaces for any of the proposed uses. The existing 79 surface parking spaces are being replaced within the proposed garage, and the existing 24 surface parking spaces adjacent to the Sports Medicine building will remain.

- i. The parking garage calculations are placed on the cover sheet. Relocate all site data information to one sheet and provide totals for the entire building, since the review is not for two different uses. Rather, a medical office building with structured parking.

**REV 1 Response:** Acknowledged, please see revised table: Refer to sheet: A-000 - DRC COVER SHEET

- j. Update parking calculation statement on the sheet labeled Master Site Plan. A reduction is not being sought. The parking requirements permit decreased parking requirements, but it is not considered a parking reduction.

**REV 1 Response:** The parking calculation statement on the sheet labeled Master Site Plan was updated to indicate that a reduction was not being sought.

- k. Per Note A of Section 47-13.30. - Table of Dimensional Requirements for the SRAC Districts, developments seeking heights greater than 110 feet are limited to a floorplate of 20,000 GSF. The site plan shows a floorplate of 23,366 GSF. The alternative design deviation for floorplate request does not apply to properties seeking a height deviation request. Note A has specific floorplate size requirements which are also reflected in the SRAC Master Plan- Section B-9. Moreover, verify the calculations for floorplate size. The Cover Page states there are nine floors at 23,366 GSF, for a total of 204,589 GSF, but the total GSF based on 23,366 GSF is 210,294 GSF.

**REV 1 Response:** Note A of Section 47-13.30 does not expressly preclude a property seeking a height bonus from requesting an alternative design deviation to exceed the "Commercial 20,000 sf" maximum floorplate. The Table provides an asterisk that indicates that certain tower design standards, including floorplate maximum, may be exceeded if an alternative design deviation is found to achieve the underlying intent of the design standard and is approved by the City Commission.

The proposed MOB building is 8-stories (120'-0" total habitable height) at 23,409 GSF per floor (187,272 GSF total). An additional 20' of non-occupiable mechanical space above these floors brings the structure to 140'-0", but per the City's definition of height, only habitable levels factor into the overall height calculation.

The proposed parking garage is 88'-0" to the roof and is not seeking a height bonus.

**Planning Response:** Additional discussions are required with staff to ensure Master Plan Intent/ requirements are met.

**REV 2 Response:** Applicant is seeking to apply ULDR Section 47-26.A.1, Request for Application of Prior Zoning Regulations, to permit the maximum proposed building height of 120'-0" at the top of the highest occupied floor with a tower floorplate of 23,409 GSF above the for the portion above 75' in height. An alternative design solution to not provide a setback for the portion above 75' in height fronting SW 1st Avenue is requested as permitted by Sec. 47-13.30.

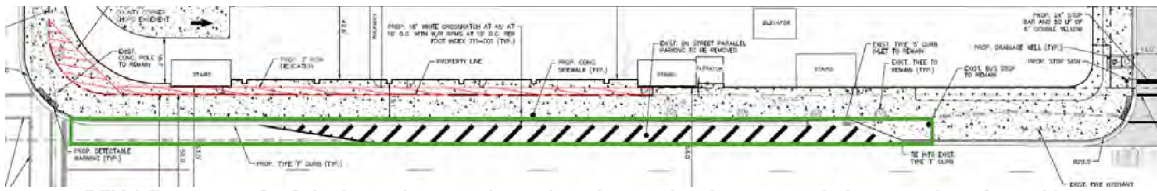
- l. Provide street sectionals that clearly show measurements from centerline to building face for all improvements, i.e. lane widths, landscaping, hardscape, sidewalks.

**REV 1 Response:** Acknowledged, please see revised civil plans. C501.0.

- m. Work with Transportation and Mobility on the approved streetscape improvements on SE/SW 17th Street.

**REV 1 Response:** Meeting held with Karen Warfel on 2/20/2025. Proposed raised bike lane improvements have been integrated with the SW 17th Street improvements.

- n. The southeast corner does not have a turn lane and can accommodate a larger swale system. Extend the curb and gutter out to edge of travel lane on South Andrews Avenue to continue the curb and gutter line. Based on the available space, an approximate 12-foot-wide sidewalk can be accommodated. The remainder of the streetscape shall be landscaping. Reference image below for additional context. The area highlighted in green shows where the sidewalk and swale is to be expanded.



**REV 1 Response:** On S Andrews Avenue, the curb and gutter has been extended out to edge of travel lane to continue the curb and gutter line from the north to the south. See sheet C200.0 and C500.0.

- o. Per the SRAC Master Plan the maximum travel lane width shall be ten feet. Increase the sidewalk and swale width of SW 1st avenue and remove the drop-off lane that encroaches into the public right-of-way, as well as any sidewalk pinch points. With the removal of the drop-off lane additional trees can be provided. Because no on-street parking is being provided, an approximate 12-foot-wide unobstructed sidewalk can be provided, with a 10-foot-wide landscape swale, and two-foot curb and gutter. Reference image below for additional context. Note: Consider internalizing the drop-off between the existing and proposed building on the vacated portion of SW 16th Street. Reference the image below for additional context.

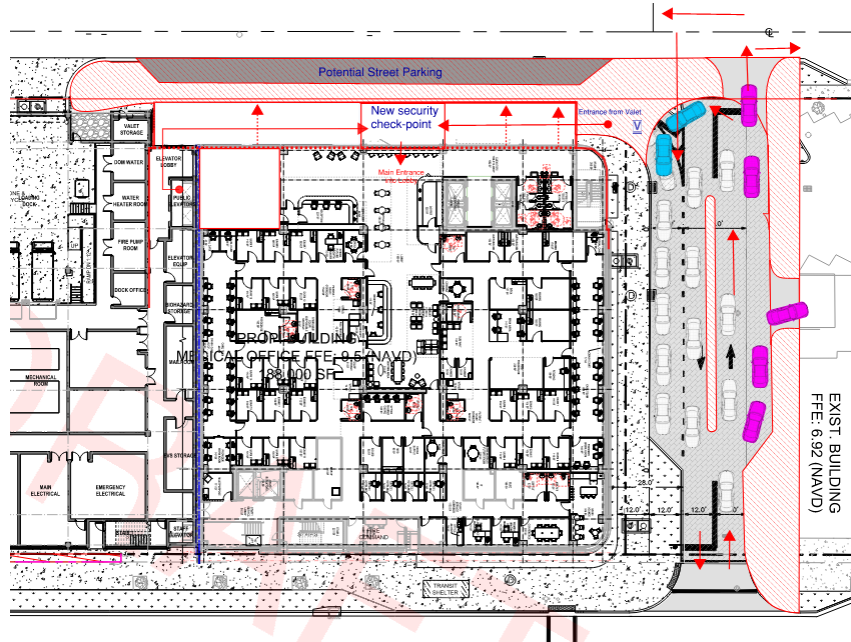


**REV 1 Response:** Lane width along SW 1st Avenue has been decreased to 10 feet in accordance with the SRAC Master Plan. Drop-off lane has been reconfigured to provide continuous sidewalk transit. Refer to sheet C200.0 and C500.0.

**Planning Response:** Current positioning of the Drop-off Lane uses the public ROW. Work with Benjamin Restrepo on the relocation of the Drop-off Lane.

**REV 2 Response:** Acknowledged, site plan will be updated per ongoing coordination with City staff. The drop-off lane will not be within the right-of-way. See snip below.





10. Provide the following changes on the elevations:

- a. Place the medical offices at the southern portion of the parcel and flip the entrance of the building to South Andrews Avenue. Reference (Comment 9a) for additional information.

**REV 1 Response:** As discussed at our February 13, 2025 meeting, we respectfully maintain our current proposed building placement for the MOB and parking garage meets the SRAC Master Plan design intents as outlined in ULDR Section 47-13.30., Table of Dimensional Requirements for the SRAC Districts, Section 47-13.51.B.2., Performance Standards and Criteria for Additional Height Bonus, and South Regional Activity Center- South Andrews Design Standards. The configuration is strategically designed to visually and physically align with the main entrance of the hospital. A new proposed east-west crosswalk across South Andrews Avenue will provide safe and convenient pedestrian access, benefiting patients, employees and the broader public. We believe the building orientation and placement best accommodates both operational needs and the flexibility required for ongoing campus development and potential future pedestrian connections within the hospital district.

- b. The parking podium screening needs to incorporate additional architectural elements. The use of perforated metal screening is encouraged, but material diversification over large surface areas is needed to break up the parking garages façade along all frontages.

**REV 1 Response:** Acknowledged, please see revised facade, refer to elevation sheets:  
A7.10.1- A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS

- c. The garage stairwells are exposed to the extreme South Florida weather conditions. Enclosing the stairwell with glass or similar material to block weather events increases the stairwells usability and adds an architectural element to the design.

**REV 1 Response:** Acknowledged, please see revised facade treatments at the stairs, refer to elevation sheets:  
A7.10.1- A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS

- d. The massing of the building is located in the middle of the development site, with the entryway located on the secondary street of NW 1st avenue. Andrew Avenues functions as back of house, with one door functioning as the only point of access to the office building. Per the SRAC Master Plan, primary entryways shall be placed on primary streets. Reference Comment 10a herein.

**REV 1 Response:** As discussed at our February 13, 2025 meeting, we respectfully maintain our current proposed building placement for the MOB and parking garage meets the SRAC Master Plan design intents as outlined in ULDR Section 47-13.30., Table of Dimensional Requirements for the SRAC Districts, Section 47-13.51.B.2.,

Performance Standards and Criteria for Additional Height Bonus, and South Regional Activity Center- South Andrews Design Standards. The configuration is strategically designed to visually and physically align with the main entrance of the hospital. A new proposed east-west crosswalk across South Andrews Avenue will provide safe and convenient pedestrian access, benefiting patients, employees and the broader public. We believe the building orientation and placement best accommodates both operational needs and the flexibility required for ongoing campus development and potential future pedestrian connections within the hospital district.

- e. The treatment of the ground level façade on South Andrews Avenue is cement plaster, roll up metal doors, utility access and nine windows and the frontage of SE/SW 17th Street is a parking garage with a 22 foot high blank cement plastered wall, running over 100 feet in length, with no building access, articulation, or change in material. First floors shall have a minimum height of fifteen (15) feet, and a high percentage of clear glazing (Primary Streets – minimum, 60% and Secondary Streets – minimum 50%). The first floor does not meet clear glazing requirements. Provide additional floor to ceiling windows, first floor active uses along the southern and eastern elevations, limiting back of house uses to the northern and western elevations, and use diversified high-quality material at the ground level to differentiate the pedestrian experience from the garage element.

**REV 1 Response:** Acknowledged, please see revised facade design, refer to elevation sheets:  
**A7.10.1- A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS**

- f. Elevations need to show distance measurements from property line to building face and distance measurements between the existing onsite buildings.

**REV 1 Response:** Property and Setback/Right-of-Way lanes have been added to the exterior elevations. Please refer to exterior elevation sheets:  
**A7.10.1- A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS**

- g. Provide tower separation measurements between onsite buildings.

**REV 1 Response:** Acknowledged, required dims are provided, please see civil site plan C200.0.

Reference exhibits below that highlight areas of concern. Building design examples have also been provided to offer alternative design solution

**Orlando Advent Hospital:** Shows a well-integrated medical center, providing interconnected pathways, buildings that match the curvature of the roadway, and separated drop-off areas.

**Garage Screening and Corner/ Staircase Design Examples:** The examples showcase unique garage screening, corner features that highlight focal points, first floor activation, and changes to texture and material.

**Keck Medical Center Arcadia California:**

Side View: Activated corner, with internalized parking garage, and midblock entrance.

Front View: Street activation, high levels of fenestration and building break.

**Keck Medicine of USC – Ophthalmology – Pasadena:** 528 Feet in Length, with activated primary street frontages, and secondary street exposed garage.

**Corridor/Connectivity Improvements:** An exclusively pedestrian orientated midblock improvement example and pedestrian and roadway example, with the intent of showing activated pedestrian spaces between buildings, plazas and abutting roadways.

11. Provide clear image/details of garage screening of openings and light fixture shields and cross- sections. Ensure screening adequately blocks out light and noise pollution.

**REV 1 Response:** Acknowledged, garage interior, vehicles, and lights will be shielded, please see sheet A-9.24 for garage screening and louver system details.

12. Indicate lighting poles and landscape plan and clarify height. Be aware that lighting fixtures greater than 10' in height are used, they shall be located a minimum of 15' away from shade trees (ULDR Section 47-20.14).

**REV 1 Response:** Existing and proposed light poles have been indicated on landscape plan. Proposed light poles are 25' in height, per photometrics sheet E-101. Light fixtures above 10' in height are located a minimum of 15' away from shade trees. Please refer to sheets L000.0 and L100.0 for shade tree and light fixture locations.

13. Pursuant to ULDR Section 47-19.2.Z, Accessory Uses, Buildings, and Structures; rooftop mechanical equipment such as air conditioners, compressors, generators, etc. shall be screened with material that matches the material used for the principal structure and shall be at least six (6) inches high above the topmost surface of the roof mounted structures. Provide the following:
- Spot elevations of the parapet wall and roof as well as mechanical equipment to verify adequate screening;  
**REV 1 Response: Acknowledged, please refer to sheets: A7.10.1- A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS**
  - Identify the location of equipment on building elevations by outlining the equipment with dash lines; and  
**REV 1 Response: Acknowledged, please refer to sheets: A7.10.1- A7.12.1 - OVERALL EXTERIOR ELEVATIONS - CS**
14. Pursuant to Section 47-22.4.C.8 provide a master sign plan detailing the following:
- Location and orientation of all proposed signage;
  - Dimensions of each proposed sign (height, width, depth, etc.);
  - Proposed sign copy; and,
  - Proposed color and materials
  - Please note any proposed signs will require a separate permit application.  
**REV 1 Response: Signage will be submitted under a separate permit.**
15. Provide a construction staging plan which includes anticipated hours of operation on site, debris mitigation plan, and map indicating where crane operations and employee and/or equipment parking and storage will be placed. A revocable license application and a traffic circulation plan may be required if the sidewalk or right-of-way requires to be closed at any time, which should be filed under a separate application and coordinated through the City's Maintenance of Traffic (MOT) process.  
**REV 1 Response: Applicant is requesting to provide a construction staging plan during Final DRC.**
16. The City's Vision is to support sustainable infrastructure. Consider employing green building practices throughout the project such as, but not limited to; charging stations, tank-less water heaters, rain collection systems, pervious pavement where appropriate, bio-swales, Florida Friendly™ plant materials, solar panels, and green roofs.  
**REV 1 Response: Acknowledged. Sustainable practices will be employed to the greatest extent practical as design continues.**

**GENERAL COMMENTS:**

The following comments are for informational purposes.

Please consider the following prior to submittal for Final Development Review Committee:

17. An additional follow-up coordination meeting may be required to review project changes necessitated by the Development Review Committee comments. Prior to routing your plans for Final DRC sign-off, please schedule an appointment with the project planner Adam Schnell (954-828- 4798) to review project revisions and/or to obtain a signature routing stamp.  
**REV 1 Response: Acknowledged.**
18. If a temporary construction/sales trailer is needed for this project, provide the details and location of the trailer on a separate site plan, to avoid additional review in the future. Verify details and location with the Building Representative.  
**REV 1 Response: Acknowledged. Site logistics plans, details including any temporary trailer location(s) will be provided by the selected general contractor/CM.**
19. Provide a written response to all Development Review Committee comments.  
**REV 1 Response: Refer to DRC Comment Response Document.**
20. Additional comments may be forthcoming at the Development Review Committee meeting.  
**REV 1 Response: Acknowledged.**