East Transit-Oriented Corridor
Land Use Plan Map Amendment
City Commission Transmittal Hearing (First Reading)
June 28, 2016
Corridors lined almost entirely with Commercial Land Use.

No By-Right Residential (Mixed Use Development or Stand-alone) permitted on the Commercial Land Use.

Mixed uses can be created with two tools: 1. Flex Units 2. Land Use Plan Amendments
Comprehensive Plan:

- Contents dictated by Ch. 163 F.S. and subject to Broward County and State review

- Establishes gross MAXIMUM entitlements for the district (dwelling units and/or maximum SF of nonresidential development).

- Objective 19.1.1 and Policies 1.19.2-1.19.14: Defines the TOC land use category and, along with text amendments, establish the broad principles that will ALWAYS apply in ALL circumstances.
Zoning w/a Form Based Code:

- Creates sub-areas (Core, Center, Edge for mixed use land use categories)

- Further restricts development with required street connections, buffers and open spaces, greenways, setbacks (building placement), heights and building types (for form based codes).

Main principles of design being considered thru zoning:

- Protection of single family neighborhoods
- Commercial: Maintain 105 feet height maximum
- Mixed use and residential: Height reduction (80’ max)
- Height transitions adjacent to residential (55’ and 35’ max)
- No variances for maximum height permitted
- No PDs permitted
Comprehensive (Land Use) Plan Amendment (LUPA):
• April 16th and April 20th Workshops
• P&Z LUPA hearing May 25, 2016
• June 28, City Commission First Reading LUPA
• Start County and State LUPA Review Process (9-months)

Zoning:
• Specific zoning regulations being drafted
• Zoning to be presented in workshops starting in November, 2016

May, 2017 (Estimated) PROJECT COMPLETION
• City Commission second reading of LUPA and adoption
• City Commission second reading of Zoning Code Amendment and rezoning adoption
Comprehensive Plan: Principles of a Transit Oriented Corridor Objective 1.19.1 and associated policies

- Facilitate Mixed Use Development
- Generally ¼ mile from main transit routes
- Residential principal component in “basket of rights” to be allocated in accordance with zoning
- Nonresidential use included in “basket of rights” to be allocated in accordance with zoning
- Design principles to address transitions to adjacent uses and transit facilities; Integrated public open spaces; pedestrian mobility and amenities; building placement and street connectivity.
Proposed Future Land Use Map

Exhibit B: City of Pompano Beach Future Land Use with Proposed East Atlantic TOC Boundary and Land Use

Single Family to be Protected

Single Family to be Protected
<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Square Footage (SF)/Units</th>
<th>Built Square Footage (SF)/Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial (General Business)</td>
<td>44,739,280 SF</td>
<td>1,759,384 SF</td>
</tr>
<tr>
<td>Residential Units</td>
<td>1,319 Units</td>
<td>1,046 Units (273 unbuilt)</td>
</tr>
<tr>
<td>Recreation and Open Space (Park)</td>
<td>5.5 Acres</td>
<td>5.5 Acres</td>
</tr>
<tr>
<td>Community Facility</td>
<td>5.0 Acres</td>
<td>5.0 Acres</td>
</tr>
</tbody>
</table>
ETOC Master Plan
(Estimated 50 Year Buildout)
## Net Change in Entitlements

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Square Footage (SF)/Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial (General Business)</td>
<td>-37,739,280 SF</td>
</tr>
<tr>
<td>Residential Units</td>
<td>2,399 Units</td>
</tr>
<tr>
<td>Recreation and Open Space (Park)</td>
<td>No change below minimum</td>
</tr>
<tr>
<td>Community Facility</td>
<td>No change below minimum</td>
</tr>
</tbody>
</table>
Proposed Entitlements for ETOC Basket-of-Rights (15-Year Planning Horizon to 2030)

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Square Footage (SF)/Units</th>
<th>Built Square Footage (SF)/Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial (General Business)</td>
<td>7,000,000 SF (-37,739,280 SF)</td>
<td>1,759,384 SF</td>
</tr>
<tr>
<td>Residential Units</td>
<td>3,718 Units (+2,399 units)</td>
<td>1,046 Units (273 unbuilt)</td>
</tr>
<tr>
<td>Recreation and Open Space (Park)</td>
<td>5.5 Acres</td>
<td>5.5 Acres</td>
</tr>
<tr>
<td>Community Facility</td>
<td>5.0 Acres</td>
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</tr>
</tbody>
</table>
# Impact Analysis – Net Reduction in Demand

<table>
<thead>
<tr>
<th>Public Facility</th>
<th>Approved Land Use Demand</th>
<th>Proposed ETOC Demand</th>
<th>Net Reduction in Demand</th>
<th>Available Supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water</td>
<td>4.9 MGD</td>
<td>1.4 MGD</td>
<td>-3.5 MGD</td>
<td>3.15 MGD (2025)</td>
</tr>
<tr>
<td>Sewer</td>
<td>4.9 MGD</td>
<td>1.4 MGD</td>
<td>-3.5 MGD</td>
<td>4 MGD (2015)</td>
</tr>
<tr>
<td>Solid Waste</td>
<td>4.04 MPD</td>
<td>0.65 MPD</td>
<td>-3.38 MPD</td>
<td>Monarch Hill landfill</td>
</tr>
<tr>
<td>Traffic</td>
<td>77,279 PM Peak Hour</td>
<td>22,295 PM Peak Hour</td>
<td>-54,984 PM Peak Hour</td>
<td>Atlantic Blvd between Dixie and US 1 Over Capacity in 2030</td>
</tr>
</tbody>
</table>
2030 with Amendment (PM Peak Hour Conditions)
Transportation Master Plan

• CRA contracting with Kimley Horn

• Draft Scope of Work Includes:
  • Traffic Calming Plan to protect neighborhoods
  • Local Transit Improvement Recommendations
  • Bike/Pedestrian Improvement Recommendations
  • Cost estimates and funding sources
  • Zoning Code amendments for traffic operations analysis at site plan
## Impact Analysis – Net Increase in Demand

<table>
<thead>
<tr>
<th>Public Facility</th>
<th>Approved Land Use Demand</th>
<th>Proposed ETOC Demand</th>
<th>Net Increase in Demand</th>
<th>Available Surplus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks (Pompano LOS)</td>
<td>14.97 acres</td>
<td>42.2 acres</td>
<td>27.23 Acres</td>
<td>51.38 Acre Surplus</td>
</tr>
<tr>
<td>Schools</td>
<td>1,319 Units (SF/MF/TH)</td>
<td>3,718 units (SF/MF/TH)</td>
<td>155 net new students</td>
<td>Surplus in all Schools (2020-21)</td>
</tr>
</tbody>
</table>


## Impact Analysis – Net Positive Impact

<table>
<thead>
<tr>
<th>Public Facility</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mass Transit</td>
<td>Transit Oriented Development will increase ridership for existing transit. Increases demand and provides potential funding source to improve local shuttle services. ETOC land use category qualifies private development for discount from County Transit Fees.</td>
</tr>
<tr>
<td>Drainage</td>
<td>Two drainage basin improvements identified in SMMP: SE 28th Avenue and SE 15th Avenue in 2021-22. New development in these basins could contribute to and accelerate these improvements.</td>
</tr>
<tr>
<td>Affordable Housing</td>
<td>County Policy 1.07.07 applies so 15% of units will have to be affordable or in lieu of fees paid to City for affordable housing trust fund.</td>
</tr>
</tbody>
</table>
### Impact Analysis – Considerations

<table>
<thead>
<tr>
<th>Other Considerations</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Hurricane Evacuation</td>
<td>Though the impact analysis shows no impact on regional evacuation times, more residents will be in the evacuation zone east of US 1.</td>
</tr>
<tr>
<td>Historic Preservation</td>
<td>The City will continue their current historic preservation approach in the ETOC and encourage owners of potentially historic properties to consider preservation.</td>
</tr>
<tr>
<td>Compatibility</td>
<td>This aspect of the ETOC will be a primary focus in the zoning requirements and improve upon current regulations.</td>
</tr>
</tbody>
</table>
Recommendation

Approval of the ETOC Land Use Map Amendment subject to the Approval of the Text Amendment (next agenda item).
Presentation on Text Amendments (Agenda Item #17)
East Transit-Oriented Corridor

Land Use Plan Text Amendment

City Commission First Reading: June 28, 2015
Comprehensive Plan: Principles of a Transit Oriented Corridor Objective1.19.1 and associated policies

- Facilitate Mixed Use Development
- Generally ¼ mile from main transit routes
- Residential principal component in “basket of rights” to be allocated in accordance with zoning
- Nonresidential use included in “basket of rights” to be allocated in accordance with zoning
- Design principles to address transitions to adjacent uses and transit facilities; Integrated public open spaces; pedestrian mobility and amenities; building placement and street connectivity.
**East Transit Oriented Corridor (ETOC)** - This designation has been applied to the Future Land Use Map for the East Transit Oriented Corridor. The densities and intensities of permitted uses within the designated East Transit Oriented Corridor (ETOC) are as follows:

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</table>
Design principles and procedures will apply to all development and redevelopment within the boundaries of the proposed EATOC, as follows:

**Guiding Design Principles and Procedures:**
All Applicants with development proposals in the ETOC will be required to attend a mandatory pre-application conference with staff prior to major Site Plan submittal for official review. Ensuring compatibility with adjacent properties in regard to both zoning designation and existing development will be the focus of the pre-application conference. In all cases, the best approach to respecting and designing for the existing context and optimizing compatibility with adjacent properties will be identified. Guiding principles will include specific focus on the following:
Land Use Compatibility:

- Compatibility of adjacent uses by incorporating appropriate edge treatments along with building design elements that respect existing development but do not impede safe and efficient pedestrian access.

- Building setbacks and heights that address compatibility between proposed and existing development and FAA height limits, if applicable.

- Service areas that do not impact adjacent residential development.

- All land uses, including institutional and utility uses, must be designed to be compatible with adjacent properties.

**WHEREAS**, the City Commission has considered the application in its entirety, staff reports, minutes of meetings, findings of fact and support documents and determines that future development in the ETOC will be evaluated based on reasonable height transitions between adjacent land uses which will be governed by the ETOC Zoning Code.
Connectivity:
- Pedestrian connectivity which results in sidewalks that connect to an adjacent sidewalk or street crosswalk and do not dead-end at property lines.
- Incorporation of the principles of Complete Streets, subject to the limitations of right-of-way.

Historic Resources:
- Protection of designated historic resources.
Affordable Housing:
The ETOC land use plan amendment created 2,399 new residential units and a minimum of 15% of those units (360 units) are required to be affordable or to contribute to the implementation of the city's policies, methods and programs to achieve and/or maintain a sufficient supply of affordable housing in the City.

The City may apply to new housing projects one or a combination of the following affordable housing strategies, without limitation:

A. Each residential development may be required to set aside a minimum of 15% of their proposed units as affordable housing to provide all or a portion of the required 360 affordable housing units as vertically integrated affordable housing; or

B. Until such time as all 360 affordable housing units have been provided, each residential development shall contribute in-lieu-of fees per City Ordinance 2014-19, as may be amended from time-to-time.
These funds will be used to promote one or more of the following:

- programs that facilitate the purchase or renting of the existing affordable housing stock;

- programs which facilitate the maintenance of the existing supply of affordable housing;

- programs which facilitate the use of existing public lands, or public land-banking, to facilitate an affordable housing supply;

- other programs or initiatives designed and implemented by the city to address specific affordable housing market needs and challenges in the City that may arise, including but not limited to, strategies that reduce the cost of housing production; promote affordable housing development; prevent displacement; prevent homelessness; promote economic development; and promote transit amongst low-income populations.
Recommendation

Approval of the ETOC Land Use Text Amendment subject to the Approval of the Map Amendment.
Where are we now?
Transportation Master Plan

- CRA contracting with Kimley Horn

- Draft Scope of Work Includes:
  - Traffic Calming Plan to protect neighborhoods
  - Local Transit Improvement Recommendations
  - Bike/Pedestrian Improvement Recommendations
  - Cost estimates and funding sources
  - Zoning Code amendments for traffic operations analysis at site plan
Zoning Amendments

Urban Design Principles

- Vehicular Connectivity (minimize impact to surrounding neighborhoods)
- Transportation alternatives (reduce traffic)
- Pedestrian connectivity and walkability (enhance streetscapes)
- Enhanced public open spaces
- Waterfront access and beautification
- Building standards to ensure compatibility with existing residential neighborhoods in terms of height and mass
Development Standards we are currently working on...

- Protection of single family neighborhoods
- Height:
  - Commercial: Maintain 105 feet height maximum
  - Mixed use: Height reduction (80 feet max)
  **plus**
  - Increased lot coverage
  - Max tower floorplate sizes
  - Min. tower setbacks
  - Maximum Building Length
  - Height Transition: LOWER heights adjacent to residential developments
- No variances of maximum height permitted
- No PDs permitted
Proposed Heights Regulating Plan

- **Commercial:** Max 105 Feet
- **Mixed Use:** Max 80 Feet
Height Transition Example

East of NE 25th Avenue

Existing Height

NE 1st Street

Atlantic Blvd.

Proposed Height Transition
Height Transition Example

East of NE 25th Avenue

Existing Height

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing Height</th>
<th>Proposed Height Transition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Blvd.</td>
<td>105' C / 105' MU</td>
<td>200 feet</td>
</tr>
<tr>
<td>SE 1st Court</td>
<td>105' / 35'</td>
<td>285 feet</td>
</tr>
</tbody>
</table>

Proposed Height Transition

<table>
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<th>Location</th>
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<tr>
<td>Atlantic Blvd.</td>
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<td>SE 1st Court</td>
<td>55' / 35'</td>
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Height Transition Example
Proposed Project Timeline and Public Input Process

March 2016
• Workshop – Stakeholder, East CRA Advisory Committee (3/16)
• Submit LUPA Application for initial DRC review
• Begin draft Zoning Code Amendments

April, 2016
• DRC Hearing and review comments for LUPA (4/6)
• Workshop – Stakeholder (Saturday, 4/16, 2016 from 9-11 AM)
• P&Z Workshop for LUPA (4/20, 2016 at 6 PM)

May, 2016
• P&Z Hearing for LUPA (5/25)

June, 2016
• City Commission First Reading (6/28) and County transmittal for LUPA

July, 2016
• Submit to BCPC for County LUPA review

KEY
Text in Red: Public Meetings/Workshops
Text in Blue: Public Hearings

* Dates are subject to change
Proposed Project Timeline and Public Input Process (Continued)

July - August, 2016
• Receive County Staff Comments
• Address County staff comments on LUPA

September, 2016
• BCPC Hearing (9/22)

November, 2016
• Workshop – Stakeholder, East CRA Advisory Committee - Zoning Code Amendments
• Broward County Commission (BCC) First Reading and Transmittal to State

December, 2016 – January, 2017
• DRC hearing on rezoning 12/7
• State LUPA Review and Address comments
• P&Z Hearing on Zoning Code Amendments (1/25/17)

February, 2017
• BCPC Second Reading LUPA

KEY
Text in Red: Public Meetings/Workshops
Text in Blue: Public Hearings

* Dates are subject to change
April, 2017
• BCC Second Reading and Adoption of LUPA
• City Commission first reading of Zoning Code Amendments and rezoning

May, 2017
• City Commission second reading of LUPA and adoption
• City Commission second reading of Zoning Code Amendment and rezoning adoption

June, 2017
• Submit LUPA to State for compliance review
• Submit LUPA to BCPC for Recertification

July, 2017
• BCPC LUPA Recertification

July, 2017
• LUPA and Rezoning become effective

KEY
Text in Red: Public Meetings/Workshops
Text in Blue: Public Hearings

* Dates are subject to change
Questions and Discussion