

REQUESTED COMMISSION ACTION:

Consent Ordinance Resolution Consideration/ Discussion Presentation

SHORT TITLE

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, RECOMMENDING TO THE BROWARD COUNTY PLANNING COUNCIL THE MODIFICATION OF THE CITY OF POMPANO BEACH'S UNIFIED FLEXIBILITY ZONE; PROVIDING AN EFFECTIVE DATE.

Summary of Purpose and Why:

In 2010 the City unified its flexibility zones into one Unified Zone. The intent of the unification was to "direct residential flex and reserve units into mixed use development along the City's transit priority corridors as a means to promote energy efficient development and redevelopment". Staff has since determined that the boundaries of the Unified Zone should be revised in order to further the 2010 rationale. Seven deletions and three additions to the Receiving Area are proposed. The deletions are a result of two general conditions: 1) Residential LM or M property which is not suitable for increasing density as the increased density would not be compatible with the existing urban form and/or 2) Residential property which is not located within immediate adjacency to a transit priority corridor. The proposed additions are primarily due to additional planning studies, which have since identified certain Commercial properties that were initially not included, to be desirable locations for mixed-use development. Therefore Staff has prepared an application to the Broward County Planning Council to modify the Unified Flex Zone map, which requires a Resolution from the local government specifically requesting the modification. This item was unanimously recommended at the April 27, 2016 Planning and Zoning Board Hearing (copy of the draft minutes are attached).

- (1) Origin of request for this action: Development Services Dept.
- (2) Primary staff contact: Robin M. Bird/ Karen Friedman KBF Ext. 7792
- (3) Expiration of contract, if applicable: N/A
- (4) Fiscal impact and source of funding: None

DEPARTMENTAL COORDINATION	DATE	DEPARTMENTAL RECOMMENDATION	DEPARTMENTAL HEAD SIGNATURE
Dev. Services	04/15/2016	Approval	Memo #16-182
City Attorney	5-13-16	✓	
X Planning and Zoning Board		Approval	Memo #16-026 (05/04/2016)
X City Manager			

Ordinance Workshop	Resolution	Consideration
1st Reading	1st Reading	Results:
2nd Reading		Results:



City Attorney's Communication #2016-764

May 10, 2016

TO: Karen Friedman, AICP, Principal Planner
FROM: Mark E. Berman, City Attorney
RE: Resolution – Modification of the City's Unified Flexibility Zone

As requested in your memorandum of April 28, 2016, Department of Development Services Memorandum No. 16-197, the following form of Resolution, relative to the above-referenced matter, has been prepared and is attached:

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, RECOMMENDING TO THE BROWARD COUNTY PLANNING COUNCIL THE MODIFICATION OF THE CITY OF POMPANO BEACH'S UNIFIED FLEXIBILITY ZONE; PROVIDING AN EFFECTIVE DATE.

Please feel free to contact me if I may be of further assistance.



MARK E. BERMAN

/jrm
l:cor/dev-srv/2016-764

Attachment

CITY OF POMPANO BEACH
Broward County, Florida

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, RECOMMENDING TO THE BROWARD COUNTY PLANNING COUNCIL THE MODIFICATION OF THE CITY OF POMPANO BEACH'S UNIFIED FLEXIBILITY ZONE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, in 2010 the City of Pompano Beach unified its flexibility zones into one Unified Flexibility Zone; and

WHEREAS, the City's rationale for unifying the flexibility zones was to direct residential flex and reserve units into mixed use development along the City's transit priority corridors as a means to promote energy efficient development and redevelopment; and

WHEREAS, since 2010 the City has determined that the boundaries of the Unified Flexibility Zone should be modified in order to better implement the rationale and overall rational planning; and

WHEREAS, the City has prepared a justification for seven areas to be removed from the Unified Flexibility Zone and three areas to be added to the Unified Flexibility Zone and those justifications are included in Exhibit 1; and

WHEREAS, on April 27, 2016 the City's Planning and Zoning Board unanimously recommended the modified Unified Flexibility Zone; now, therefore,

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA:

SECTION 1. That the City of Pompano Beach hereby recommends to the Broward County Planning Council that the City's Unified Flexibility Zone should be modified to reflect the proposed seven deletions and three additions as described in Exhibit 1.

SECTION 2. This Resolution shall become effective upon passage.

PASSED AND ADOPTED this _____ day of _____, 2016.

LAMAR FISHER, MAYOR

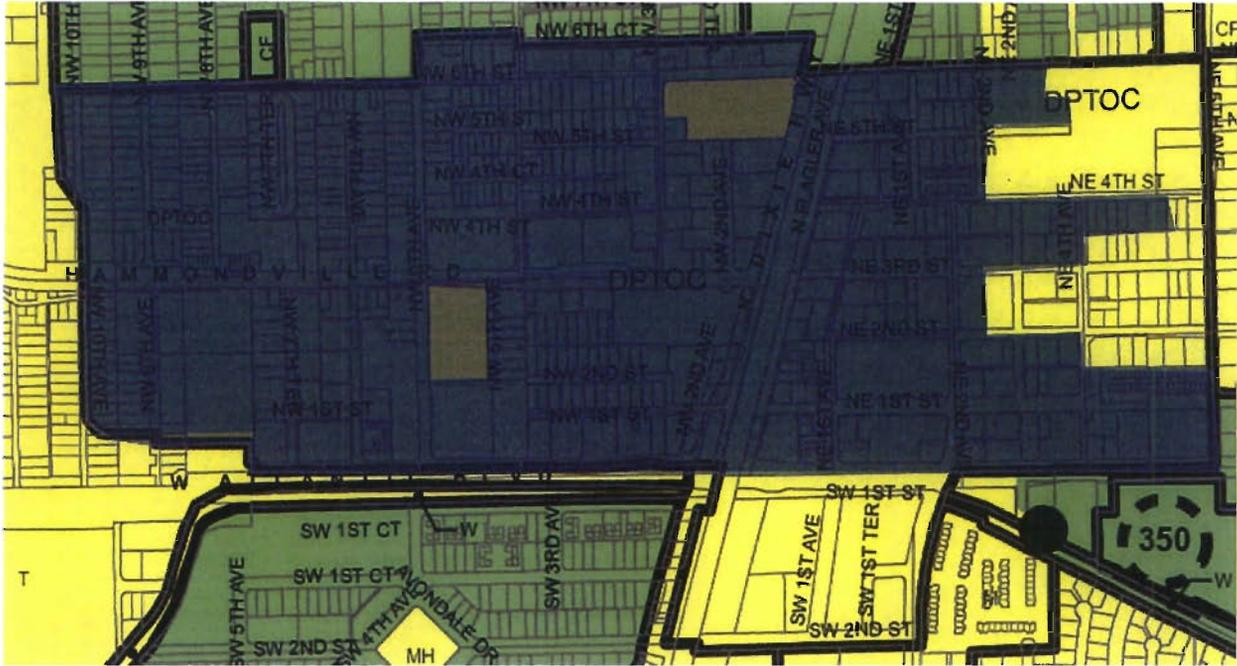
ATTEST:

ASCELETA HAMMOND, CITY CLERK

:jrm
5/10/16
L:reso/2016-199

EXHIBIT 1

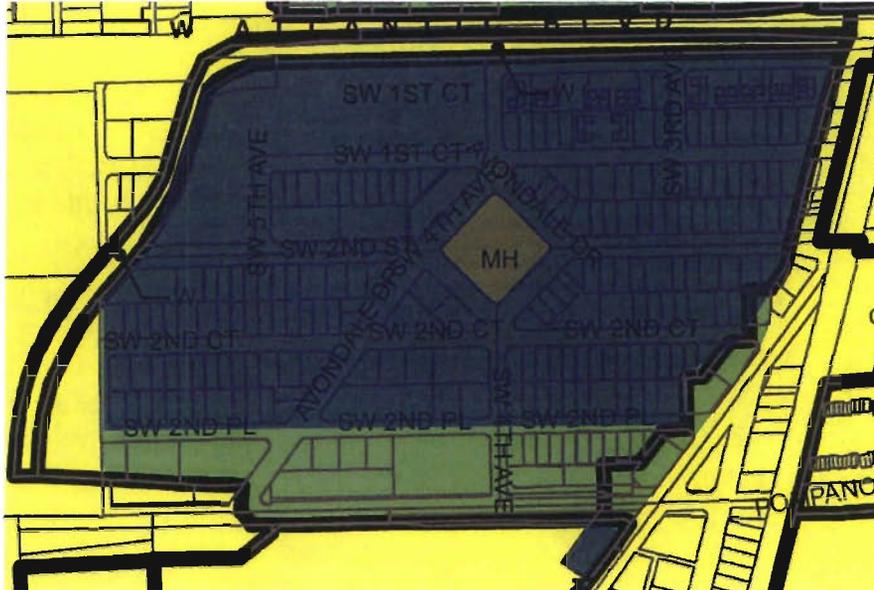
1. *Delete* the area designated “Downtown Pompano Transit Oriented Corridor”.



Description / Rationale: This area is known as Downtown Pompano. Property with this designation now has residential entitlements. Therefore in order to clarify that this area no longer is eligible for flex unit allocations, the City is requesting to remove this area from the Unified Flex Zone’s Receiving Area.

EXHIBIT 1

2. *Delete* Avondale neighborhood, except for parcels south of SW 2nd Place, and delete LAC added to John Knox Village LAC.

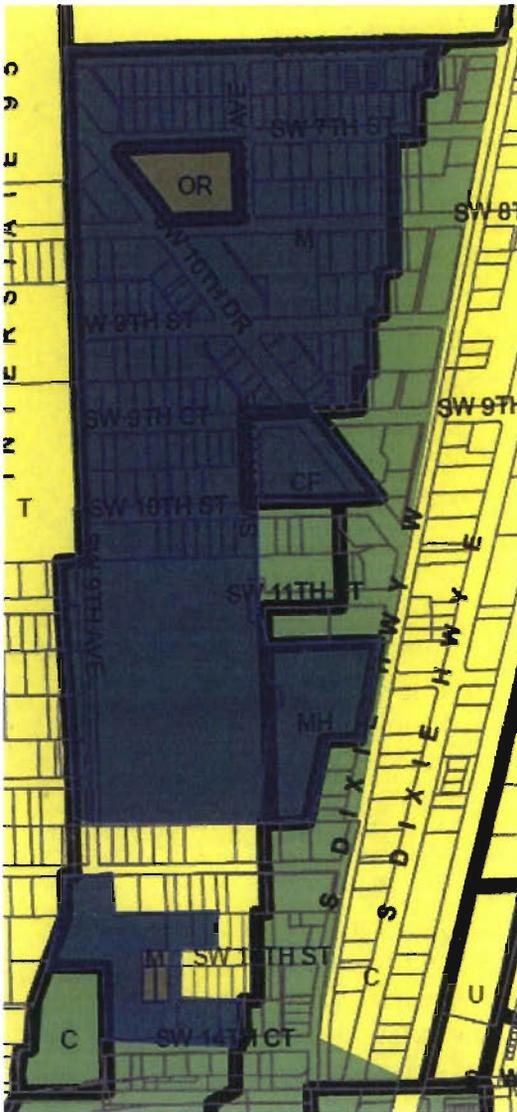


Description: This area is known as the Avondale neighborhood. The Avondale neighborhood is located south of Atlantic Blvd, north of Pompano Park Place / SW 3rd Street, east of I-95, and west of S. Dixie Highway. It is located within the NW CRA. The land use is Residential Medium High and is Zoned Multiple Family Residence 30 (RM-30).

Rationale: The majority of this neighborhood is developed as one to two-story duplex, triplex, and quadplex units, or two-story garden style apartments. A flex unit allocation resulting in 46 units per acre would not be compatible with the existing urban form (see **Exhibit 4**). Rather, compatible redevelopment typology is low-rise garden apartments or townhouse. It is the City's determination that sufficient entitlements are available in this neighborhood for these redevelopment forms. Further, the City believes limiting Receiving Areas within immediate adjacency to Transportation Corridors ensures that redevelopment will occur in a manner that maximizes access to public transport. The second portion of this request is to delete the parcel just south of Avondale which in 2015 was re-designated as LAC.

EXHIBIT 1

3. *Delete* Fairview neighborhood, Residential and CF portion, south of SW 6th Court, north of SW 14th Court, east of I-95, and west of S. Dixie Highway.

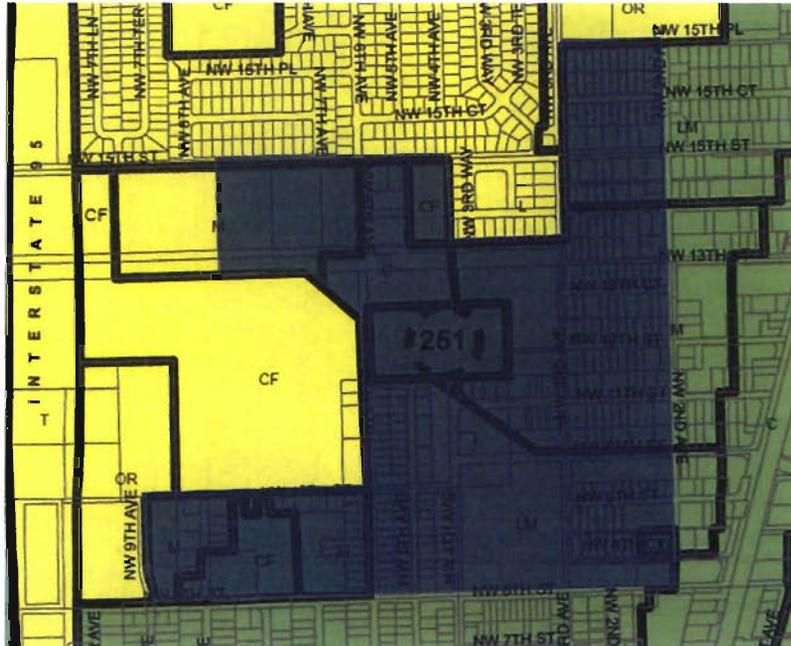


Description: This area is known as the Fairview neighborhood. The Fairview neighborhood is located south of Pompano Park Place, east of I-95, and west of S. Dixie Highway. The northern portion of this area is the John Knox Village LAC. Starting at SW 6th Court the neighborhood transitions to Residential M and MH, Commercial, and CF.

Rationale: The request is to delete the majority of the Residential property and the CF property. The Residential areas to be retained are the M south of SW 14th Court (the Zoning is B-3) and the M south of the CF Parcel (the property is likely to redevelop in conjunction with the adjacent C property). Two areas have been recently redeveloped (Captiva Cove and Laguna Point) and are not expected to need flex units. The remaining residential areas are developed as single family, and single or two-story duplex, triplex, and quadplex units, or two-story garden style apartments. A flex unit allocation resulting in 46 units per acre would not be compatible with the existing urban form (see **Exhibit 4**). Rather, compatible redevelopment typology is low-rise garden apartments or townhouse. It is the City's determination that sufficient entitlements are available in this neighborhood for these redevelopment forms. Further, the City believes limiting Receiving Areas within immediate adjacency to Transportation Corridors ensures that redevelopment will occur in a manner that maximizes access to public transport.

EXHIBIT 1

4. *Delete* all parcels north of NW 8th Street, south of NW 15th Place, east of I-95 and west of SW 2nd Avenue.



Description: This area is known as the Blanche Ely neighborhood. The area is composed of properties designated Residential LM and M, Commercial, and CF.

Rationale: The parcels located within one block of Dixie Highway and one block north of the DP-TOC boundary would be retained within the Unified Flex Zone's Receiving Area. The remainder of the Residential LM and M, Commercial, and CF properties are requested to be removed for two reasons. First, the City's Corridor Transformation Plan (adopted in 2013) recommends residential mixed-use development to be located directly along Dixie Highway to enhance existing neighborhood residential. The desired built form for this area, known as Kendall Crossing, is two to three story development (See **Exhibit 5**). Second, much of the area requested to be removed is not immediately adjacent to transit priority corridors. The requested modification, therefore, not only furthers the 2010 rationale but ensures that redevelopment occurs in a manner consistent with the Kendall Crossing vision.

EXHIBIT 1

5. **Delete** M Parcels north NE 9th Street, south of NE 12th Street, east of NE 23rd Terrace and NE 23rd Avenue, and west of NE 26th Avenue / Harbor Drive.



Description: This area is part of the Avalon Harbor neighborhood. It is composed of properties designated Residential M and CF.

Rationale: This area acts a buffer between the commercial development along Federal Highway and the adjacent Harbor Village single family neighborhood, and is developed as one to two-story duplex, triplex, and quadplex units, or two-story garden style apartments. A flex unit allocation resulting in 46 units per acre would not be compatible with the existing urban form (see **Exhibit 4**). Rather, compatible redevelopment typology is low-rise garden apartments or townhouse. It is the City's determination that sufficient entitlements are available in this neighborhood for these redevelopment forms.

EXHIBIT 1

6. *Delete* M Parcels south of SE 3rd Street, north of SE 5th Court and west of SE 19th Ave; and all M Parcels adjacent to Pompano Canal.

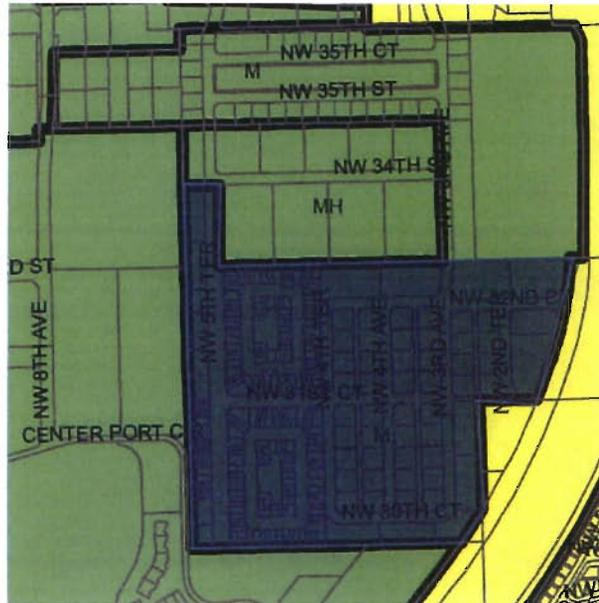


Description: These parcels are located within the Snug Harbor, Garden Isles, and Cypress Lakes neighborhoods. They are all Residential land use designation M.

Rationale: The most northern parcels (Snug Harbor) are recommended for deletion due to their Zoning District, which is Two Family Residence (RD-1) and their urban form, which is one to two-story duplex and two-story garden style apartments. Further these parcels are immediately adjacent to single family areas. A flex unit allocation resulting in 46 units per acre would not be compatible with the existing and surrounding urban form (see **Exhibit 4**). The other parcels recommended for deletion are all only accessible via single family neighborhoods and therefore any increased development would not be compatible with the adjacent single family neighborhoods.

EXHIBIT 1

7. *Delete* M Parcels primarily south of NW 33rd Street, north of NW 29th Place, east of NW 5th Terrace and west of I-95.

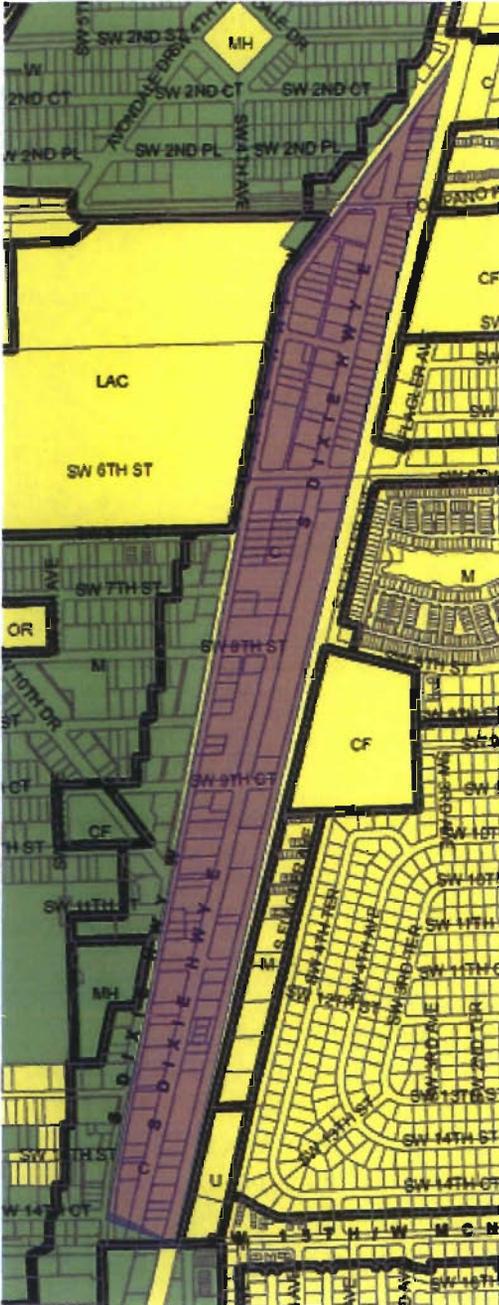


Description: This area, known as Loch Lomond, and is composed of properties designated Residential M.

Rationale: This area is primarily composed of three condominium associations, Loch Lomond Club, Loch Lomond Club South, and Olive Glen. These developments are one to two story townhomes. A flex unit allocation resulting in 46 units per acre would not be compatible with the existing urban form (See **Exhibit 4**). Rather, compatible redevelopment typology is low-rise garden apartments or townhouse. It is the City's determination that sufficient entitlements are available in this neighborhood for these redevelopment forms. Further, this area is not adjacent to a transit priority corridor. Therefore the City is requesting to remove these blocks from the Unified Flex Zone's Receiving Area.

EXHIBIT 1

8. Add all properties abutting South Dixie Highway.

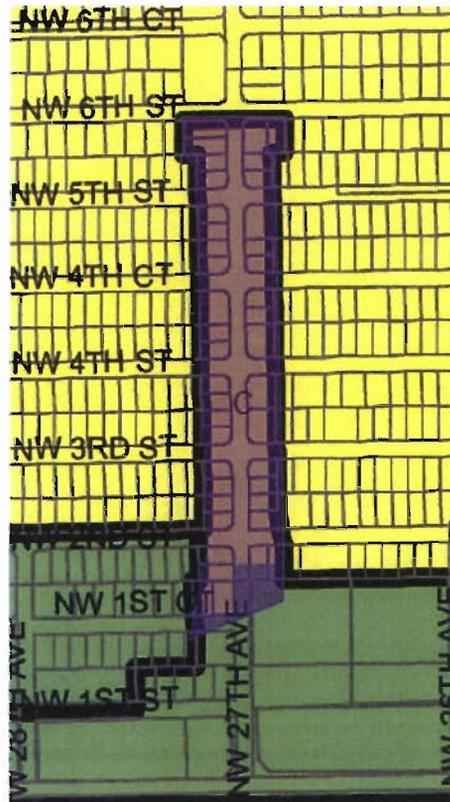


Description: This area is known as the South Dixie Corridor. It has Land Use Designation C. It is primarily composed of commercial and heavy commercial uses.

Rationale: In 2013 the City adopted a Corridor Transformation Plan for Dixie Highway. The Transformation Plan vision for the Dixie Highway corridor is to become more neighborhood serving; adding additional live-work, office and retail spaces as well as a more urban housing stock; while tying into the fabric of surrounding single-family neighborhoods. The Transformation Plan designated South Dixie Highway as “Industrial Crafts” District (Exhibit 5 and 6). The Transformation Plan’s visions for Industrial Crafts is as follows: *“It is a broad term used to capture a variety of skills and businesses that primarily rely on people creating goods and services with their hands and machines. It includes such skilled trades as automotive repair, service and customization; fabrication of mechanical and other parts and goods such as canvas marine furnishings; commercial printers; metalwork or large-scale artisans and sculptors.”* The desired built form is two to three story residential mixed-use development located within walking distance of retail and adjacent to existing residential development as a tool to enhance neighborhood residential. The current Unified Flex Zone only includes those properties along the western edge of South Dixie Highway. In order to achieve the Transformation Plan’s vision, the City is requesting to add all properties abutting South Dixie Highway to the Unified Flex Zone. Further, it is the City’s intent to ensure that Flex unit allocations within this area result in live-work or vertical mixed use developments. Finally, this area is served by BCT routes 50 and 60 (Exhibit 7).

EXHIBIT 1

9. *Add* portion of NW 27 Avenue, north of Atlantic Blvd and south of NW 6th Street, designated "C"

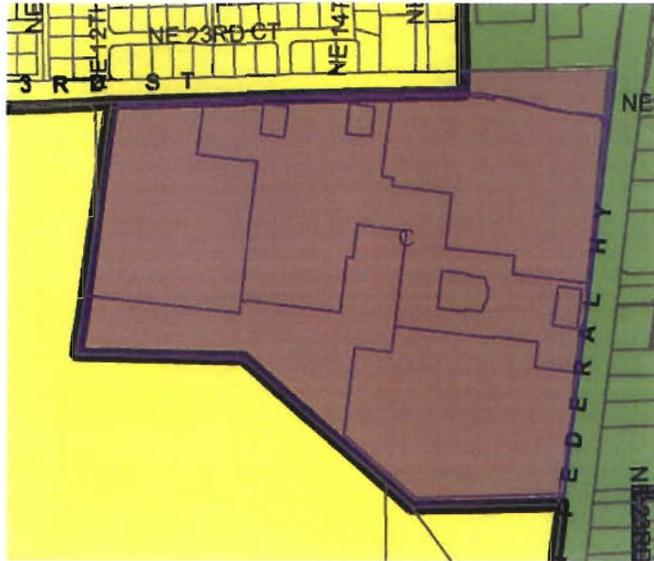


Description: This area is part of the Collier City neighborhood. The parcels have a land use designation C and abut property designated Residential Low.

Rationale: By adding this area to the Unified Flex Zone's Receiving Area the City hopes to encourage residential redevelopment that will be compatible with the adjacent single family development. In particular, the City is working with the NW CRA to redevelop these parcels as single-family dwelling units (in conjunction with a Local Land Use Plan amendment). Further this roadway is serviced by BCT Route #60 (See **Exhibit 7**) and would further the intent for redevelopment that maximizes access to public transport. Therefore the City is requesting to add these blocks to the Unified Flex Zone's Receiving Area.

EXHIBIT 1

10. *Add* “Citi Center” / C Land located at southwest corner of N. Federal Highway and E. Copans Road



- This property, known as the Pompano Citi Center mall, has C Land Use and is located in a prominent location.

Description: This area is part of the Pompano Citi Center mall. The parcels have a land use designation C.

Rationale: These parcels were not included in the original Unified Flex Zone’s Receiving Area as the zoning district is a Planned Development which does not include residential uses. However the adopted Corridor Transformation Plan for Federal Highway designated this area as The Hub whose vision is to integrate residential mixed use development along the northern western, and eastern portions of this property. A copy of the relevant pages from the Corridor Transformation Plan are included as **Exhibit 5**. Further this parcel is serviced by BCT Routes #10, #11, and #33 (See **Exhibit 7**) and would further the intent for redevelopment that maximizes access to public transport.

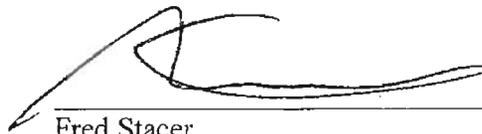
**PLANNING AND ZONING BOARD/ LOCAL PLANNING AGENCY
MEMORANDUM #16-026**

DATE: May 4th, 2016
TO: City Commission
FROM: Planning and Zoning Board/ Local Planning Agency
SUBJECT: Recommended Approval of the Application to Amend the Unified Flex Zone Map

At the meeting of the Planning and Zoning Board/ Local Planning Agency held on April 27th, 2016, the Board considered the recommended changes to the Unified Flex Zone Map as set forth in the Department of Development Services Administrative Report No. 16-182.

Staff has prepared an application to the Broward County Planning Council to modify the Unified Flex Zone Map. The modification includes eight deletions and three additions to the Receiving Area, each of which is proposed to facilitate rational planning.

It is the unanimous recommendation of the Board that the modifications to the Unified Flex Zone Map be approved.



Fred Stacer
Chairman
Planning and Zoning Board/ Local Planning Agency

10. **Chapter 155 Text Amendments, Transit Oriented District, Off-Site Parking**

Staff is recommending text amendments to Chapter 155 regarding the Off-Site Parking Standards in the Transit Oriented District. In particular, the request is to remove the restriction that only permits nonresidential uses from utilizing off-site parking.

Ms. Friedman introduced herself to the Board. CRA recommends tabling the item. Fred asked for a suggested time. Karen recommending tabling for 30 days.

Mr. Bird answered that there have been some example in the NW CRA. They would like to have structured parking. Relocate later as structured parking.

Mr. Syrek asked what they are changing. Mrs. Friedman stated that the TOD allows off-site parking to be 1,000 feet. It would be able to go up to the 1,000 feet. Inside the TOD. Outside TOD is limited to 500 feet away.

Dr. Mills asked about handicapped parking. Ms. Friedman stated that this may be a concern of the CRA. Mr. Bird stated that they can come back with an answer.

MOTION to table was made by Klosiewicz and seconded by Mills. No date certain.

11. Application to Amend Unified Flex Zone Map

Staff is requesting approval of the recommended changes to the Unified Flex Zone map to the City Commission.

Karen Friedman introduced herself to the Board.

In 2010 the City unified its flexibility zones into one Unified Zone. The intent of the unification was to *“direct residential flex and reserve units into mixed use development along the City’s transit priority corridors as a means to promote energy efficient development and redevelopment”*.

In the interim the City has determined that the boundaries of the Unified Zone should be revised in order to better implement the above rationale. The modification includes eight deletions and three additions to the Receiving Area, each of which is proposed to facilitate rational planning.

The deletions are a result of two general conditions: 1) Residential LM or M property which is not suitable for increasing density as the increased density would not be compatible with the existing urban form and/or 2) Residential property which is not located within immediate adjacency to a transit priority corridor. The proposed additions are primarily due to additional planning studies, which have since identified certain Commercial

properties that were initially not included, to be desirable locations for mixed-use development.

Therefore Staff has prepared an application to the Broward County Planning Council to modify the Unified Flex Zone map. A copy of the existing Flex Map, Map showing proposed additions and deletions, and Modified Map are attached. Also attached is a copy of the application, which includes detailed explanations as to each of the proposed revisions. As can be seen in the attached application, the City believes the modified Unified Flex Zone Map will better embody the original intent of unification and overall rational planning.

Staff's Request

Staff is requesting the Board approve the recommended changes to the Unified Flex Zone map to the City Commission. *Subsequent to the City Commission's adoption of a Resolution, the application will be submitted to the Broward County Planning Council.*

Mr. Stacer asked staff if they have had a comprehensive view of this. Karen stated that they look at each area intensely to try to see the initial intent. Industrial parcels are eligible for commercial flex (not residential).

Tobi asked about snug harbor/cypress cove? Small area. Page 8 in backup shows the five areas that are either across the street from single-family or are only accessible by a road through single-family. Karen clarified that if an area is not green, it is not eligible for flex allocation.

Walter said he thinks it is a great idea.

Lorri Hall introduced herself to the board and stated that they are looking forward to turning the 27th Avenue into residential.

Tobi Aycock stated that she agrees with Ms. Hall.

Joan motion, Richard second. All approve.

I. AUDIENCE TO BE HEARD

No one in the audience wished to speak.

J. BOARD MEMBERS DISCUSSION

Mr. Syrek stated that he would like to thank Ms. Friedman and Mr. Bird for removing the corridor from the County Trafficways plan.

Mr. Stacer asked about 88 percent of the... Dolan made a reference, clear up from the workshop last week.

K. REPORTS BY STAFF

Any person who decides to appeal any decision of the PLANNING AND ZONING BOARD/LOCAL PLANNING AGENCY with respect to any matter considered at this meeting will need a record of the proceedings and for such purpose may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. // kem



MEMORANDUM

Development Services

ADMINISTRATIVE MEMORANDUM NO. 16-182

DATE: April 15, 2016
TO: Planning and Zoning Board
VIA: Robin M. Bird, Director of Development Services *[Signature]*
FROM: Karen Friedman, AICP, Principal Planner *KBF*
RE: Application to Amend Unified Flex Zone Map

In 2010 the City unified its flexibility zones into one Unified Zone. The intent of the unification was to *"direct residential flex and reserve units into mixed use development along the City's transit priority corridors as a means to promote energy efficient development and redevelopment"*.

In the interim the City has determined that the boundaries of the Unified Zone should be revised in order to better implement the above rationale. The modification includes eight deletions and three additions to the Receiving Area, each of which is proposed to facilitate rational planning.

The deletions are a result of two general conditions: 1) Residential LM or M property which is not suitable for increasing density as the increased density would not be compatible with the existing urban form and/or 2) Residential property which is not located within immediate adjacency to a transit priority corridor. The proposed additions are primarily due to additional planning studies, which have since identified certain Commercial properties that were initially not included, to be desirable locations for mixed-use development.

Therefore Staff has prepared an application to the Broward County Planning Council to modify the Unified Flex Zone map. A copy of the existing Flex Map, Map showing proposed additions and deletions, and Modified Map are attached. Also attached is a copy of the application, which includes detailed explanations as to each of the proposed revisions. As can be seen in the attached application, the City believes the modified Unified Flex Zone Map will better embody the original intent of unification and overall rational planning.

Staff's Request

Staff is requesting the Board approve the recommended changes to the Unified Flex Zone map to the City Commission. *Subsequent to the City Commission's adoption of a Resolution, the application will be submitted to the Broward County Planning Council.*

City of Pompano Beach, Florida Unified Flexibility Zone Modification Application



05-24-2016
Prepared by the City of Pompano Beach
Development Services Department



1) LETTER OF TRANSMITTAL

The letter documenting that the City Commission adopted a Resolution to request the modification of the Broward County Land Use Plan flexibility zone boundaries is enclosed.

2) SUPPORT INFORMATION

A. The municipal staff report on the requested flexibility zone boundary modification as provided to the City Commission

Response: Exhibit 1

B. Minutes from the City Commission hearing

Response: Exhibit 2

C. The City's rationale for the flexibility zone boundary modification. The rationale must be consistent with Article 1.3(C) of the Administrative Rules Document: Broward County Land Use Plan, which states:

“Flexibility zone boundary modification may be proposed to facilitate rational planning such as to confirm to municipal boundaries, local planning areas, Regional Activity Center boundaries, or other existing boundaries”

Response: In 2010 the City of Pompano Beach unified its flexibility zones into one Unified Zone. The Rationale submitted as part of the application clarified that the intent of the unification was to *“direct residential flex and reserve units into mixed use development along the City's transit priority corridors as a means to promote energy efficient development and redevelopment”* (copy enclosed as **Exhibit 3**). The Rationale for the current application to modify the Unified Flex Map is to further achieve the 2010 Rationale.

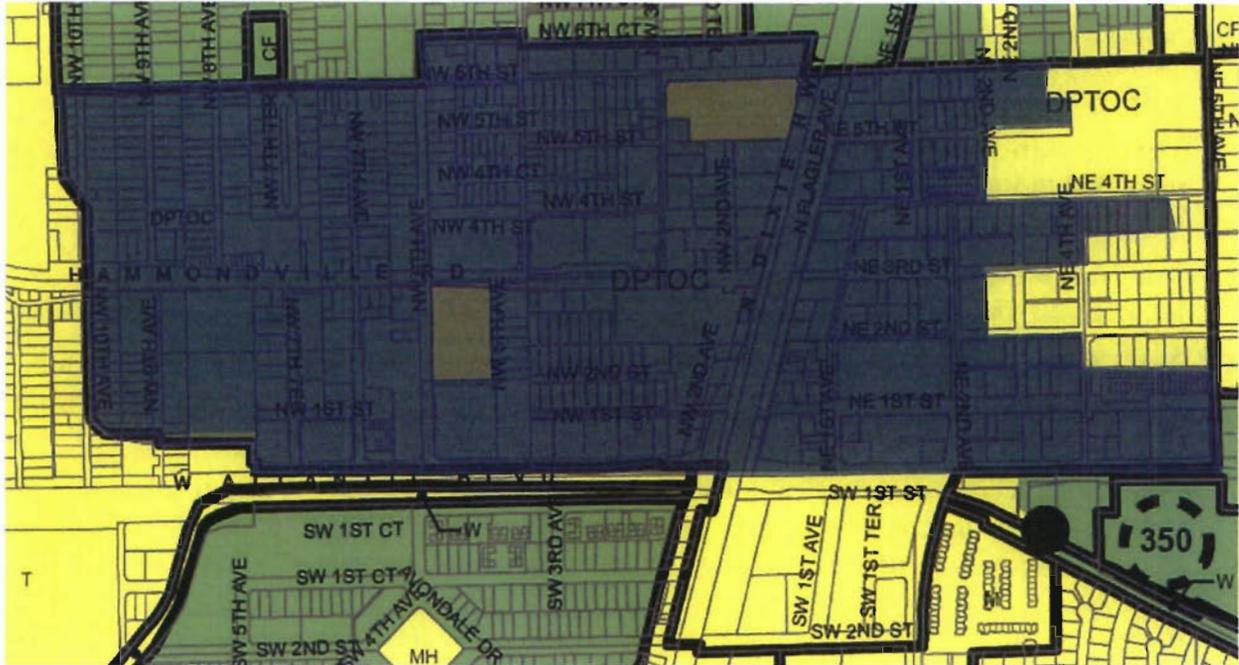
The property included in the 2010 Unified Flex Zone met **all** three of the following criteria:

1. All property with the following Land Use Designations: Residential LM, M, MH, and H; or Commercial; or Industrial.
2. Located west of the Intracoastal Waterway
3. Did not have a Planned Development Zoning District

Since 2010 the City has determined that the boundaries of the Unified Zone should be revised in order to better implement the 2010 rationale. The modification includes seven deletions and three additions to the Receiving Area, each of which is proposed to facilitate rational planning. The deletions are a result of two general conditions: 1) Residential LM or M property which is not suitable for increasing density as the increased density would not be compatible with the existing urban form and/or 2) Residential property which is not located within immediate adjacency to a transit priority corridor. The proposed additions are primarily due to additional planning studies, which have since identified certain Commercial properties that were initially not included, to be desirable locations for mixed-use development.

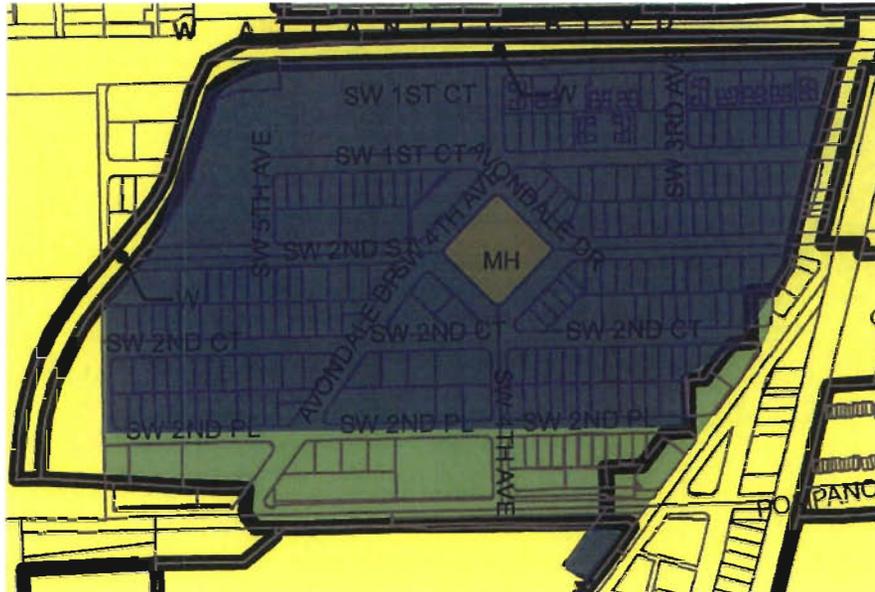
As can be seen in the following descriptions and rationales, the City believes the modified Unified Flex Zone Map will better embody the 2010 Rationale and overall rational planning.

1. *Delete* the area designated “Downtown Pompano Transit Oriented Corridor”.



Description / Rationale: This area is known as Downtown Pompano. Property with this designation now has residential entitlements. Therefore in order to clarify that this area no longer is eligible for flex unit allocations, the City is requesting to remove this area from the Unified Flex Zone’s Receiving Area.

2. **Delete** Avondale neighborhood, except for parcels south of SW 2nd Place, and delete LAC added to John Knox Village LAC.



Description: This area is known as the Avondale neighborhood. The Avondale neighborhood is located south of Atlantic Blvd, north of Pompano Park Place / SW 3rd Street, east of I-95, and west of S. Dixie Highway. It is located within the NW CRA. The land use is Residential Medium High and is Zoned Multiple Family Residence 30 (RM-30).

Rationale: The majority of this neighborhood is developed as one to two-story duplex, triplex, and quadplex units, or two-story garden style apartments. A flex unit allocation resulting in 46 units per acre would not be compatible with the existing urban form (see **Exhibit 4**). Rather, compatible redevelopment typology is low-rise garden apartments or townhouse. It is the City's determination that sufficient entitlements are available in this neighborhood for these redevelopment forms. Further, the City believes limiting Receiving Areas within immediate adjacency to Transportation Corridors ensures that redevelopment will occur in a manner that maximizes access to public transport. The second portion of this request is to delete the parcel just south of Avondale which in 2015 was re-designated as LAC.

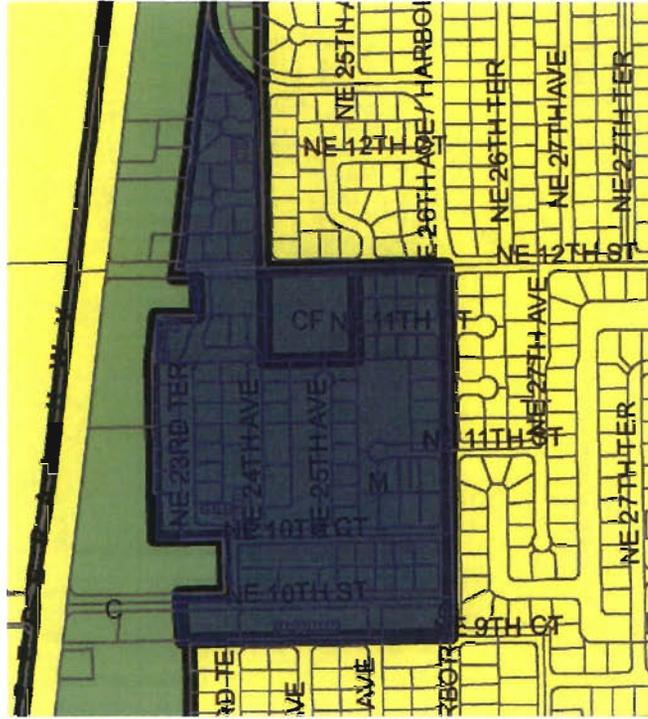
3. *Delete* Fairview neighborhood, Residential and CF portion, south of SW 6th Court, north of SW 14th Court, east of I-95, and west of S. Dixie Highway.



Description: This area is known as the Fairview neighborhood. The Fairview neighborhood is located south of Pompano Park Place, east of I-95, and west of S. Dixie Highway. The northern portion of this area is the John Knox Village LAC. Starting at SW 6th Court the neighborhood transitions to Residential M and MH, Commercial, and CF.

Rationale: The request is to delete the majority of the Residential property and the CF property. The Residential areas to be retained are the M south of SW 14th Court (the Zoning is B-3) and the M south of the CF Parcel (the property is likely to redevelop in conjunction with the adjacent C property). Two areas have been recently redeveloped (Captiva Cove and Laguna Point) and are not expected to need flex units. The remaining residential areas are developed as single family, and single or two-story duplex, triplex, and quadplex units, or two-story garden style apartments. A flex unit allocation resulting in 46 units per acre would not be compatible with the existing urban form (see **Exhibit 4**). Rather, compatible redevelopment typology is low-rise garden apartments or townhouse. It is the City's determination that sufficient entitlements are available in this neighborhood for these redevelopment forms. Further, the City believes limiting Receiving Areas within immediate adjacency to Transportation Corridors ensures that redevelopment will occur in a manner that maximizes access to public transport.

5. *Delete* M Parcels north NE 9th Street, south of NE 12th Street, east of NE 23rd Terrace and NE 23rd Avenue, and west of NE 26th Avenue / Harbor Drive.



Description: This area is part of the Avalon Harbor neighborhood. It is composed of properties designated Residential M and CF.

Rationale: This area acts a buffer between the commercial development along Federal Highway and the adjacent Harbor Village single family neighborhood, and is developed as one to two-story duplex, triplex, and quadplex units, or two-story garden style apartments. A flex unit allocation resulting in 46 units per acre would not be compatible with the existing urban form (see **Exhibit 4**). Rather, compatible redevelopment typology is low-rise garden apartments or townhouse. It is the City’s determination that sufficient entitlements are available in this neighborhood for these redevelopment forms.

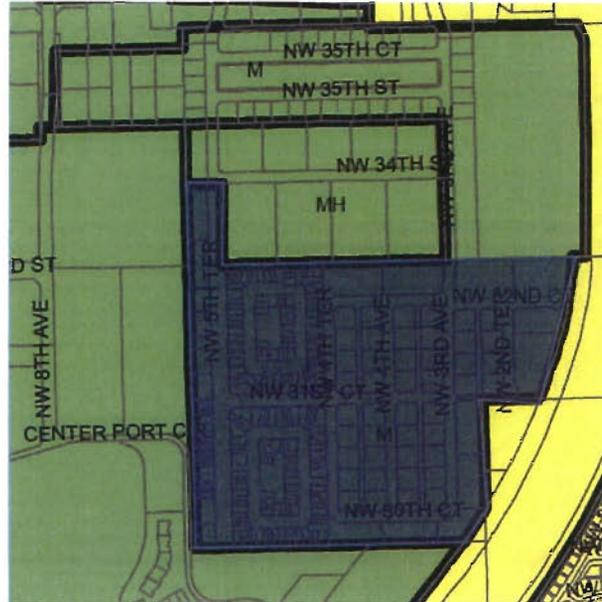
6. *Delete* M Parcels south of SE 3rd Street, north of SE 5th Court and west of SE 19th Ave; and all M Parcels adjacent to Pompano Canal.



Description: These parcels are located within the Snug Harbor, Garden Isles, and Cypress Lakes neighborhoods. They are all Residential land use designation M.

Rationale: The most northern parcels (Snug Harbor) are recommended for deletion due to their Zoning District, which is Two Family Residence (RD-1) and their urban form, which is one to two-story duplex and two-story garden style apartments. Further these parcels are immediately adjacent to single family areas. A flex unit allocation resulting in 46 units per acre would not be compatible with the existing and surrounding urban form (see **Exhibit 4**). The other parcels recommended for deletion are all only accessible via single family neighborhoods and therefore any increased development would not be compatible with the adjacent single family neighborhoods.

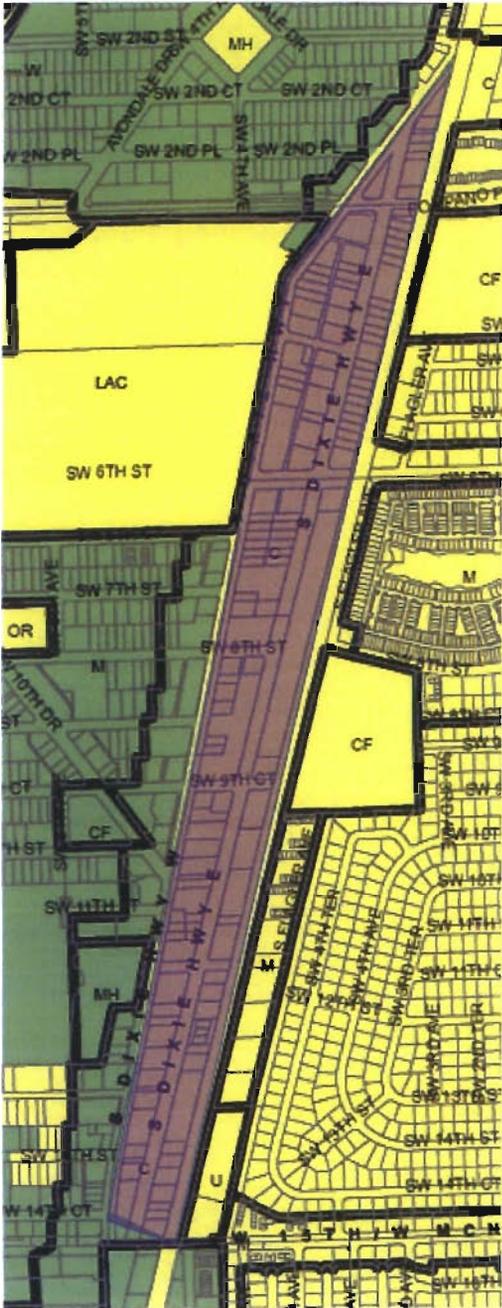
7. **Delete** M Parcels primarily south of NW 33rd Street, north of NW 29th Place, east of NW 5th Terrace and west of I-95.



Description: This area, known as Loch Lomond, and is composed of properties designated Residential M.

Rationale: This area is primarily composed of three condominium associations, Loch Lomond Club, Loch Lomond Club South, and Olive Glen. These developments are one to two story townhomes. A flex unit allocation resulting in 46 units per acre would not be compatible with the existing urban form (See **Exhibit 4**). Rather, compatible redevelopment typology is low-rise garden apartments or townhouse. It is the City's determination that sufficient entitlements are available in this neighborhood for these redevelopment forms. Further, this area is not adjacent to a transit priority corridor. Therefore the City is requesting to remove these blocks from the Unified Flex Zone's Receiving Area.

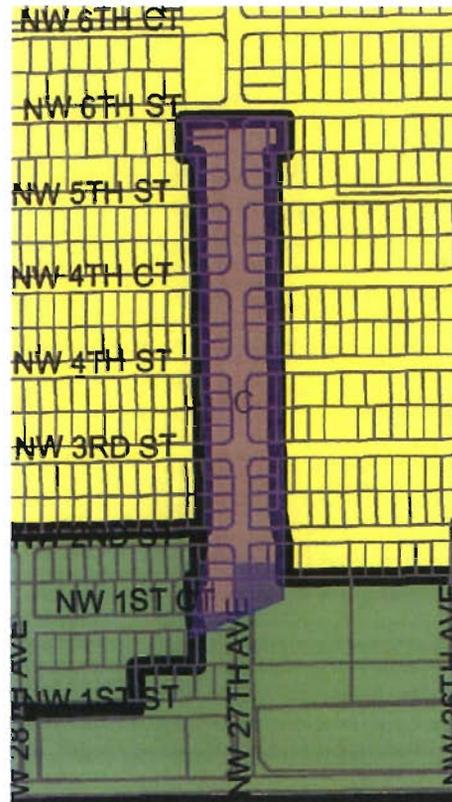
8. *Add* all properties abutting South Dixie Highway.



Description: This area is known as the South Dixie Corridor. It has Land Use Designation C. It is primarily composed of commercial and heavy commercial uses.

Rationale: In 2013 the City adopted a Corridor Transformation Plan for Dixie Highway. The Transformation Plan vision for the Dixie Highway corridor is to become more neighborhood serving; adding additional live-work, office and retail spaces as well as a more urban housing stock; while tying into the fabric of surrounding single-family neighborhoods. The Transformation Plan designated South Dixie Highway as “Industrial Crafts” District (Exhibit 5 and 6). The Transformation Plan’s visions for Industrial Crafts is as follows: *“It is a broad term used to capture a variety of skills and businesses that primarily rely on people creating goods and services with their hands and machines. It includes such skilled trades as automotive repair, service and customization; fabrication of mechanical and other parts and goods such as canvas marine furnishings; commercial printers; metalwork or large-scale artisans and sculptors.”* The desired built form is two to three story residential mixed-use development located within walking distance of retail and adjacent to existing residential development as a tool to enhance neighborhood residential. The current Unified Flex Zone only includes those properties along the western edge of South Dixie Highway. In order to achieve the Transformation Plan’s vision, the City is requesting to add all properties abutting South Dixie Highway to the Unified Flex Zone. Further, it is the City’s intent to ensure that Flex unit allocations within this area result in live-work or vertical mixed use developments. Finally, this area is served by BCT routes 50 and 60 (Exhibit 7).

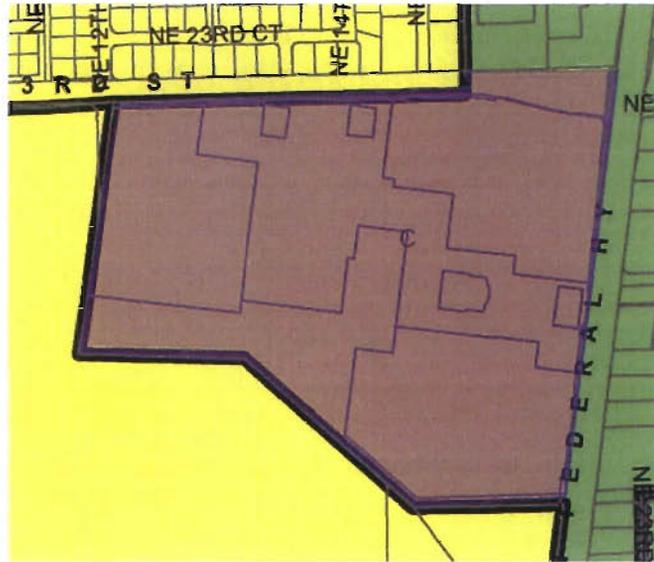
9. *Add* portion of NW 27 Avenue, north of Atlantic Blvd and south of NW 6th Street, designated “C”



Description: This area is part of the Collier City neighborhood. The parcels have a land use designation C and abut property designated Residential Low.

Rationale: By adding this area to the Unified Flex Zone’s Receiving Area the City hopes to encourage residential redevelopment that will be compatible with the adjacent single family development. In particular, the City is working with the NW CRA to redevelop these parcels as single-family dwelling units (in conjunction with a Local Land Use Plan amendment). Further this roadway is serviced by BCT Route #60 (See **Exhibit 7**) and would further the intent for redevelopment that maximizes access to public transport. Therefore the City is requesting to add these blocks to the Unified Flex Zone’s Receiving Area.

10. *Add* “Citi Center” / C Land located at southwest corner of N. Federal Highway and E. Copans Road



- This property, known as the Pompano Citi Center mall, has C Land Use and is located in a prominent location.

Description: This area is part of the Pompano Citi Center mall. The parcels have a land use designation C.

Rationale: These parcels were not included in the original Unified Flex Zone’s Receiving Area as the zoning district is a Planned Development which does not include residential uses. However the adopted Corridor Transformation Plan for Federal Highway designated this area as The Hub whose vision is to integrate residential mixed use development along the northern western, and eastern portions of this property. A copy of the relevant pages from the Corridor Transformation Plan are included as **Exhibit 5**. Further this parcel is serviced by BCT Routes #10, #11, and #33 (See **Exhibit 7**) and would further the intent for redevelopment that maximizes access to public transport.

D. Maps, graphics, and/or other materials as necessary, which specifically describe the requested flexibility zone boundary modification.

Response: In addition to the exhibits described in response to Response #C above, Exhibit 8 includes a map of the current Unified Flex Map, a Map highlighting the six revisions described above, and a map of the modified Unified Flex Map.

E. Revised flexibility zone tables reflecting the requested flexibility boundary modification.

Response: Exhibit 9 is a copy of the City's recertified Flex Table.

F. (1) Traffic circulation analysis regarding the proposed flexibility zone boundary modification, utilizing the current edition of the ITE Manual. Maps and/or graphics showing the distribution of projected traffic increases and decreases must be submitted.

Response: Exhibit 10 is a copy of the Traffic circulation analysis from the 2010 unification.

(2) A "Public School Facility Impact Statement" prepared by the Broward County School Board to reflect an application of flexibility units and/or reserves units regarding the proposed flexibility zone boundary modification.

Response: Exhibit 11 is a copy of the Public School Facility Impact Statement from the 2010 unification.

(3) A statement regarding how existing and future land use compatibility will be addressed concerning the proposed flexibility zone boundary modification.

Response: The proposed flexibility zone boundary modification includes seven deletions which are all recommended to ensure compatibility. The compatibility for the three proposed additions as follows:

- a) **Add all properties abutting South Dixie Highway:** This area is the city's historical workforce corridor. Therefore while the City's vision for the Industrial Crafts District is a mixed-use area, the City is committed to protecting the commercial and heavy commercial uses along this corridor. Therefore, in order to ensure that the inclusion of residential uses in this area is compatible with the existing commercial and heavy commercial uses, the city will require residential developments to be designed in a manner that avoids conflicts with adjacent nonresidential uses. In particular the city is preparing an overlay zoning district which would require that the residential development's site and architecture are designed to minimize the negative impacts on their residents, through the use of landscaping buffers, window placement, window and wall insulation, the placement of parking garages and other spaces between incompatible uses, or other techniques.
- b) **Add portion of NW 27 Avenue, north of Atlantic Blvd and south of NW 6th Street, designated "C":** The intent of including these parcels within the unified flex

zone is to allow for single family development, which is compatible with the existing adjacent land use. The flex units would therefore be allocated in conjunction with a local land use plan amendment(s).

- c) **Add Citi Center:** This parcel does not abut nor is immediately adjacent to any residential developments. Rather, the western and southern property lines abut the municipal golf course and airpark multi-use recreation path. The north and east property lines abut major transportation corridors with retail uses across these roadways. Therefore the City has determined that residential development on these parcels is compatible with existing and future land uses.

(3) Additional information for “Unified Flexibility Zone” Modifications

- A. **Demonstration that the proposed “unified flexibility zone” is consistent with an adopted municipal plan or plans, such as comprehensive plan / redevelopment plans / vision plans / master plan, or similar plans that have been subject to a municipal public participation /public hearing process that identify those areas which are appropriate and not appropriate for allocations for flexibility.**

Response: As noted in Response #C above, several of the proposed changes are consistent with the city’s Corridor Studies Transformation Plans. These Plans were adopted by the City Commission on February 11, 2014 via Resolution 2014-131. A copy of the Resolution is attached as Exhibit 12. The requested modifications are also consistent with Comprehensive Plan FLU Element Policies 01.04.01, 01.12.02, 01.12.03, 01.12.04. A copy of these policies are attached as Exhibit 13.

- B. **Description of the municipal processes which will adequately address issues of compatibility of land uses and impacts on public facilities and services which may result from allocations of flexibility**

Response: While the city has historically utilized compatibility policies within the Comprehensive Plan FLU Element when reviewing applications for flex unit allocation, the city is in the process of adopting specific review criteria. The proposed criteria, which is a result of City Commission direction, is scheduled for review at the city’s Land Planning Agency / Planning and Zoning Board hearing on April 23, 2016. Additional revisions to the Zoning Code which address residential compatibility are concurrently being processed. A copy of the draft text amendments, including the Staff Reports, is attached as Exhibit 14. While the City believes its existing criteria is adequately addressing compatibility and impacts on public facilities, the city believes the proposed criteria will improve and quantify many compatibility objectives.

Name, title, address, telephone, facsimile number and e-mail of the local government contact.

Robin M. Bird, AICP
Development Services Director
robin.bird@copbfl.com

Karen Friedman, AICP
Principal Planner
karen.friedman@copbfl.com

City of Pompano Beach
Development Services Department
100 W. Atlantic Blvd.
Pompano Beach, Florida 33060
Phone (954)786-4634
Fax (954) 786-4666

EXHIBIT LIST

1. Staff Report to the City Commission
2. Minutes from the City Commission hearing
3. 2010 Rationale
4. Existing urban forms
5. Relevant pages from Corridor Studies Transformation Plans.
6. Brochure for the Industrial Crafts District
7. BCT Route #60
8. Map of the current Unified Flex Map, a Map showing all of the revisions described above, and a map of the *modified* Unified Flex Map.
9. City's recertified Flex Table.
10. Copy of the Traffic circulation analysis from the 2010 unification.
11. Copy of the Public School Facility Impact Statement from the 2010 unification.
12. Resolution 2014-131, adopting corridor studies
13. FLU Policies regarding Flex
14. Draft text amendments to Ch 154 and Ch 155

EXHIBIT 1

Staff Report to the City Commission

TO BE ADDED

EXHIBIT 2

Minutes from the City Commission hearing

TO BE ADDED

EXHIBIT 3

2010 Rationale

ATTACHMENT 4

RATIONALE FOR PROPOSED UNIFIED FLEXIBILITY ZONE

The purpose of the City's flex zone modification strategy is to direct residential flex and reserve units into mixed use development along the City's transit priority corridors as a means to promote energy efficient development and redevelopment. In addition, the City has designed the consolidated flex zone to allow for nonresidential flexibility, which allows 20% of an area within an industrial land use classification to be developed in a commercial use, to continue to be available in the industrial areas that provide the economic base of the City, and greatly contribute to the industrial activity in the County.

It has been well established that automotive traffic is a major source of air pollution and contributes to global warming. The Florida Governor's Action Plan on Conservation and Climate Change makes it clear that there are very many options for mitigating auto emissions through the optimization of bus transit. The link between land use and transit is critically important to the energy efficient development of Broward County's communities. The City of Pompano Beach would like to encourage transit-oriented development, which is a mixed-use development designed to maximize access to public transport, by placing residential units along major transit corridors. Like most of Broward County, however, Pompano Beach's major transit corridors are primarily lined with single-use commercial land uses. In the current configuration, the city's pool of "flex and reserve" units cannot be moved out of the assigned flex zones and the city is limited in its ability to strategically locate those units. Currently, the transit oriented redevelopment of existing transit corridors and centers can occur only if there are "flex units" available within that zone. Otherwise, a Comprehensive Plan amendment to a mixed use, transit oriented land use category is required which can be an expensive and lengthy process.

In order to create energy efficient transit-oriented corridors, the City has designed a strategy to unify the flex zones and restrict the flex units to designated "receiving areas," along the city's transit corridors. Since the units would no longer be constrained by existing flex zone boundaries, the City would have greater flexibility to strategically target the transportation corridors and areas around rail and bus stations for transit-oriented/ mixed use development.

The conceptual unification strategy is graphically depicted in Figures 1 and 2, of Attachment 5, Unified Flex Zone Map. For the purposes of the transportation study, staff identified eight areas where the City would like to target the allocation of flex/ reserve units. As demonstrated by Figure 1, these areas are generally located along the transit corridors. The transportation study estimated that higher concentrations of units would be applied within the East and West Community Redevelopment Areas (CRAs). A detailed description of the conceptual distribution can be found within the transportation study submitted with this application. The actual distribution will be determined by market conditions and by the extent to which the City finds a specific project satisfies the goals, objectives and policies of the City's Comprehensive Plan. Figure 2 illustrates the detailed "receiving areas" where flexibility may be applied.

The proposed flex zone boundary modification also enhances the City's ability to implement the following objectives and policies in the adopted Future Land Use Element of the City's Comprehensive Plan.

COMPREHENSIVE PLAN OBJECTIVES AND POLICIES THAT SUPPORT THE PROPOSED FLEXIBILITY ZONE UNIFICATION

Objective Major Corridor Land Use

01.04.00 Support and promote the inter-mix of residential and commercial uses along major traffic corridors.

Policies

01.04.01 The Planning Department shall support and promote the intermix of residential and commercial uses along major traffic corridors, where mass transit is available, through the allocation of flex and reserve units and approval of land use plan map amendments allowing for residential developments

Objective New Land Use Regulations

01.07.00 Encourage the adoption of innovative land development regulations. Adopt new land use designations for Residential Mixed Use; Transportation Oriented Districts; Transportation Oriented Corridors; and amend the land development regulations, including the creation of new zoning districts for these land use designations.

01.07.11 Through ongoing updates to the land development regulations develop new zoning districts that encourage redevelopment, including mixed uses along major highway corridors.

Objective Urban Infill Criteria

01.12.00 Establish criteria which encourage development of urban infill and community redevelopment areas to promote economic development, increase housing opportunities and maximize the use of existing public facilities and services.

Policies

01.12.01 Designated Urban Infill Areas and Community Redevelopment Areas, adopted pursuant to Chapter 163, Part III, Florida Statutes shall be exempted from transportation roadway concurrency requirements.

01.12.02 Continue to support the allowance of mixed use land at strategic locations within Urban Infill, Urban Redevelopment and Downtown Revitalization Areas.

01.12.03 Utilize the existing flexibility provisions to facilitate proposed mixed use developments in urban infill areas provided that the proposed developments are compatible with the community character.

01.12.04 The City shall utilize flexibility units and reserve units to increase residential densities in urban infill areas when consistent with the community character.

Objective Smart Growth Initiative

01.16.00 The City will promote “Smart Growth” type initiatives providing for energy efficient development and land use patterns which also account for existing and future electrical power generation and transmission systems in an effort to discourage urban sprawl and reduce greenhouse gasses.

Policies

01.16.01 The City shall emphasize re-development and infill, which concentrates the growth and intensifies the land uses consistent with the availability of existing urban services and infrastructure in order to conserve natural and man-made resources.

01.16.02 The City will encourage and implement the use of compact building design principles which preserve more open space, contain mixed use, support multimodal transportation options, make public transportation viable, reduce infrastructure costs and take advantage of recycled building materials.

02.02.08 Consistent with Policy 3.5.8 of the Broward County Transportation Element, the City will coordinate land use changes to its Future Land Use Map with the County and FDOT in support of a transit-oriented corridor (TOC) zoning district along the 2030 Broward LRTP identified high-capacity transit corridors as a means to increase land use densities and intensity and ensure economic vitality.

02.02.11 Consistent with Policy 3.5.8 of the Broward County Transportation Element, the City will coordinate land use changes to its Future Land Use Map with the County and FDOT in support of changes to Broward County’s Future Land Use Element and Transportation Element to incorporate provisions for a transit village master development plan at an existing or proposed Tri-Rail station in the City.

02.02.12 The City will amend the Land Development Regulations for residential properties along major thoroughfares as necessary, and where feasible, to encourage higher densities which will in turn serve as a buffer between major roadways and low density neighborhoods, and support public transit. The City will coordinate amendments to its Future Land Use Plan with the County and FDOT and incorporate land use guidelines and site

design guidelines in the Land Development Regulations based on the feasibility study and as needed to assure accessibility of new development and redevelopment to public transit.

Objective
02.05.00

Transit Oriented Design (Local Major Issue No. 2)

Encourage transit oriented and or mixed land uses which promote and support public transportation in existing or planned high priority public transit corridors or in areas served by major regional transit stations relative to the City's multimodal system in conjunction with the Future Land Use Element. (9J-5.019 4(b) 2).

EXHIBIT 4

Existing urban forms

Avondale Urban Form



Fairview Urban Form



Avalon Harbor Urban Form



Loch Lomond Urban Form



Snug Harbor Urban Form

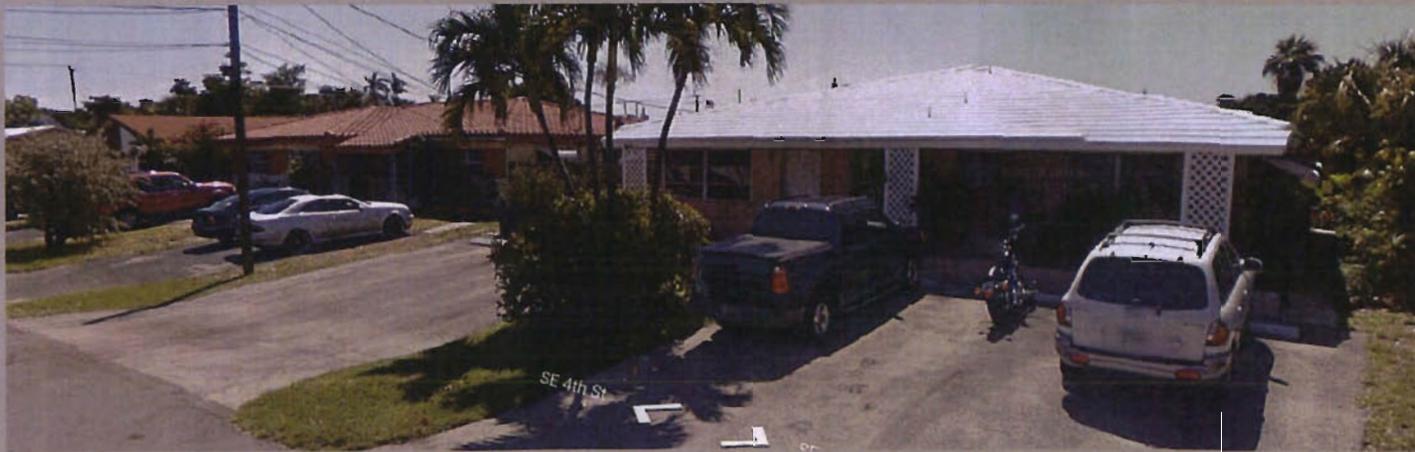


EXHIBIT 5

Relevant pages from Corridor Studies Transformation Plans.

INDUSTRIAL CRAFTS DISTRICT South Dixie Highway

INDUSTRIAL CRAFTS is a broad term used to capture a variety of skills and businesses that primarily rely on people creating goods and services with their hands and machines. It includes such skilled trades as automotive repair, service and customization; fabrication of mechanical and other parts and goods such as canvas marine furnishings; commercial printers; metalwork or large-scale artisans and sculptors.

The Industrial Crafts district is envisioned as embracing its historical industrial character and transitioning to an urban workforce dominated corridor that mixes work spaces and housing with shopping, dining and entertainment destinations. This district is a place for startup companies, small local businesses, and creative entrepreneurs, to find affordable and flexible work environments.

The industrial nature of the district continues on the east side of South Dixie Highway where buildings are adjacent to the railroad tracks. However, the types of buildings and uses will change over time, especially on the west side of South Dixie Highway. More retail offerings are available along with mixed commercial, industrial, office and residential uses. Less intense uses and more residential appears west of South Dixie Highway, thereby transitioning and supporting the nearby residential communities.

Reducing the number of travel lanes from three to two in each direction in this district allows for public right-of-way to be used for on-street parking, and the addition of bicycle lanes and enlarged sidewalks, providing multiple travel options for workers. Repurposing the lanes allows the businesses and property owners in the Industrial Crafts district to address parking needs and provide landscaping and aesthetic improvements. Improvements include the return of alleys behind businesses to provide connections to parking lots in the rear of buildings.

An urban plaza in the center of the district provides a gathering space for residents, workers and visitors and offers opportunities for festivals and events. Green space at the north and south entry points provide gateway features that can be used to denote entry to the district through signage and public art. Street furniture, lighting, landscaping and public art is all designed to evoke a feeling of creative energy, where unique goods, services and experiences await the visitor.



Dixie Highway south of Atlantic Boulevard

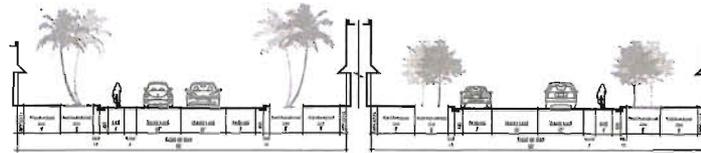


Dixie Highway south of Atlantic Boulevard



Mid-block alley between north and southbound Dixie Highway

- LEGEND**
- Framing Streets / Study Corridors
 - Pedestrian Emphasis Streets
 - Local / Access Streets
 - Greenway
 - Blueway
 - Retail Frontage
 - Commercial Mixed Use Frontage
 - Residential Mixed Use Frontage
 - Residential Frontage
 - Industrial Frontage
 - ⋯ Parking Structure



Typical Cross Section - SW 2nd Street to McNab Road



ECONOMIC DEVELOPMENT GOAL

An urban workforce corridor that mixes employment, housing, and entertainment destinations in a stylish way that stands out in the marketplace.

Provide access and opportunities for a skilled workforce and startup companies/creative businesses to find inexpensive, flexible space. Links to and provides energy and activity to Downtown Pompano and other areas of the City.

PROGRAMATIC TARGETS

RESIDENTIAL - 780,000 sq.ft. or 520 units (new)

Residential units are mostly located in town homes, garden apartments, and in 2 to 3 story mixed use residential buildings. New residential development is located adjacent to existing single family development.

RETAIL - 625,000 sq.ft. (new)

Retail square footage is located in 1 to 2 story retail buildings and 2 to 3 story mixed use buildings - commercial and residential.

OFFICE - 155,000 sq.ft. (new)

Office square footage is largely located in 1 to 2 story commercial mixed use buildings.

DESIRED BUILT FORM

- 1 **South Dixie Highway Industrial Crafts District**
Future land use designation change and zoning code modifications to support 1 to 2 stories of retail and commercial mixed use frontage located between the South Dixie Highway one-way pair focused on industrial arts.
- 2 **Connector Streets**
Designate streets to emphasize pedestrian mobility that connect the one-way pair streets and adjacent residential areas.
- 3 **Gateway Parks**
Land acquisition, future land use/zoning designation changes and development of parks and plazas that serve as gateways into the district.
- 4 **Industrial Crafts Plaza**
Land acquisition, future land use/zoning designation changes and development of park/open space located centrally within the district that serves as an event space for festivals and markets.
- 5 **Residential Development**
Encourage 2 to 3 stories residential mixed-use development located within walking distance of retail and adjacent to existing residential development as a tool to enhance neighborhood residential.
- 6 **Greenway**
Construct a multi-use trail located west of the South Dixie one-way pair that utilizes and expands upon existing sidewalk.
- Industrial Zone**
Support the transition of existing industrial development located east of the one-way pair adjacent to the FEC railroad tracks to light and green industrial uses. The southbound portion of the corridor transitions to more commercial and residential uses.
- Parking**
Potential location to develop shared surface and structured parking facilities.
- Stormwater Management Facilities**
Potential location to develop shared stormwater management facilities including surface retention or detention basins, underground detention vaults and green infrastructure such as bioswales.



N Orange Ave in Orlando is an antique shopping destination with rehabilitated industrial buildings and includes a railroad track in close proximity to the retail/commerce.



Potential for additional green space in the corridor, as seen along N. Orange Avenue in Orlando



New housing under construction along US 1's "Antique Row" south of Downtown West Palm Beach



Street furniture improves the pedestrian realm of Atlantic Boulevard and can serve as a model for this district



The conversion of a former auto service into office space along US 1 in Delray Beach created this unique reuse opportunity

KENDALL CROSSING Dixie Highway and Copans Road / NW 15th Street

Kendall Crossing is envisioned as an area with a concentration of neighborhood-serving development, including a design district with adaptive reuse of industrial buildings, mixed use buildings and a greenway along the FEC Railway and Integration with the Pompano Beach Airpark. Opportunities for non-residential uses include restaurants, salons, and ethnic grocery stores, geared toward serving nearby neighborhoods, while development along Copans Road can capitalize on its access to I-95 and high arterial traffic volumes.

The change in development form and focus on neighborhood-serving uses will create a vibrant district that responds to the needs of local residents and visitors. New opportunities for shared stormwater facilities will allow for additional redevelopment opportunities, with a focus on pedestrian connections to surrounding residential areas. Additional residential development along this segment of Dixie Highway will provide housing in close proximity to skilled trade jobs found up and down the corridor.

A linear park like setting for stormwater facilities will serve a dual purpose of addressing stormwater needs in the district while also providing a recreational amenity for nearby neighborhoods.

- LEGEND**
- Framing Streets / Study Corridors
 - Pedestrian Emphasis Streets
 - Local / Access Streets
 - Greenway
 - Blueway
 - Retail Frontage
 - Commercial Mixed Use Frontage
 - Residential Mixed Use Frontage
 - Residential Frontage
 - Industrial Frontage
 - Parking Structure



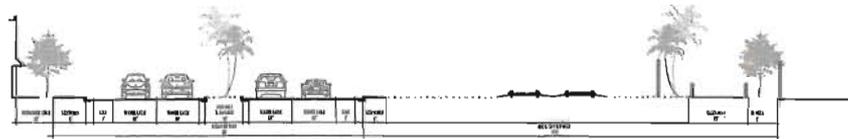
FEC rail line near the Dixie Highway and Copans Road intersection



Looking south on Dixie Highway, just south of Copans Road



Looking south on Dixie Highway near NW 15th Street



Typical Cross Section - NW 15th Street to NW 6th Street



ECONOMIC DEVELOPMENT GOAL

Neighborhood-serving development opportunities at nodes along the Dixie Highway corridor.

The area around Copans has a major retail component to capitalize on arterial traffic and the nearby I-95 interchange.

The area around NW 15th Street has more of a residential focus, with multifamily apartments, townhomes, and single-family detached homes adjacent to neighborhood-serving retail and services.

PROGRAMATIC TARGETS

RESIDENTIAL - 345,000 sq.ft. or 210 units (new)

Residential units are mostly located in town homes, garden apartments, and in 2 to 3 story mixed use residential buildings. New residential development is located adjacent to existing single family development.

RETAIL - 200,000 sq.ft. (new)

Retail square footage is located in 1 to 2 story retail buildings and 2 to 3 story mixed use buildings - commercial and residential.

OFFICE - 52,000 sq.ft. (new)

Office square footage is largely located in 1 to 2 story commercial mixed use buildings.

DESIRED BUILT FORM

- 1 **North Dixie Highway**
Modify zoning regulations to support 1 to 3 stories of retail and residential/commercial mixed use frontages located along North Dixie Highway with access to the future FEC station and intermodal center at Dr. Martin Luther King, Jr. Boulevard/Hammondville Road and Dixie Highway.
- 2 **Greenway**
Coordinate with partners, including FEC railroad, to develop a multi-use trail located east of the FEC railroad tracks that connects to the multiuse trail around the Airpark/golf course.
- 3 **Flagler Avenue Extension**
Extend Flagler Avenue north along the FEC railroad tracks to create a frontage road with pedestrian emphasis that supports residential and commercial mixed use development.
- 4 **Connection to Residential**
Designate street to emphasize pedestrian mobility and connect the Dixie Hwy corridor to surrounding residential development.
- 5 **Rear Access for Parking**
Structure development such that local streets provide access to shared parking - structured and surface lots - located in the rear of the retail fronting Dixie Highway.
- 6 **Residential Development**
Future land use designation changes to mixed use designation to support 2 to 3 stories residential mixed-use development located along Dixie Highway to enhance existing neighborhood residential.
- 7 **Industrial Conversion**
Future land use and zoning code changes to support the transition of existing industrial development located east of the FEC railroad tracks to 2 to 3 stories residential and/or commercial mixed use buildings (conditional to environmental mitigation).
- P **Parking**
Potential location to develop shared surface and structured parking facilities.
- S **Stormwater Management Facilities**
Potential location to develop shared stormwater management facilities including surface retention or detention basins, underground detention vaults and green infrastructure such as bioswales. Link and develop the facilities as linear parks to provide open space and walking trails.



Highlands Avenue in Atlanta has developed with neighborhood-oriented uses, with a mix of mid-rise residential and mixed use buildings, that serve surrounding residential neighborhoods.



New two to three story residential development in Pompano Beach envisioned for this district



A new mixed-use residential and commercial project at US 1 and Woolbright Road in Boynton Beach is adding pedestrian activity



Add art to a garbage facility is a simple yet effective way of improving an area's visual appeal



Potted plants can improve a corridor's visual appeal when parcels are shallow (US 1, West Palm Beach)

THE HUB Federal Highway and Copans Road / NE 14th Street / NE 10th Street



Pampana Citi Centre



Intersection of Federal Highway/US 1 and Copans Road



14th Street west of Federal Highway/US 1

The Hub will continue its role as a regional shopping destination anchored by Citi Centre and neighboring corners. Complementary residential and retail/restaurant development opportunities are envisioned in the area, adding an urban housing type that will support additional retail and office spaces. Residential mixed-use infill along the corridor north and east of the golf course, strategically located to take advantage of the proximity to numerous destinations along the corridor.

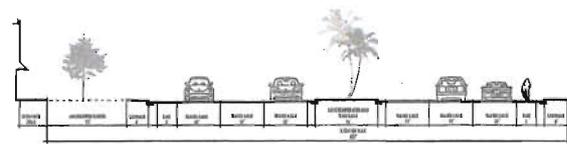
Future transit enhancement along the Federal Highway/US 1 corridor will create a premium transit corridor supportive of higher intensity uses and new, more urban development patterns. Additional bicycle and pedestrian facilities will feed into the transit system, allowing for a truly multi-modal hub of activity.

The designation of this district as a Regional Activity Center will emphasize the regional draw envisioned for the district. Development and design standards will allow for a shift overtime to an environment with people walking to the greenway, shops and to public spaces.

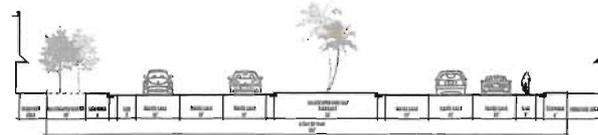
- LEGEND**
- Framing Streets / Study Corridors
 - Pedestrian Emphasis Streets
 - Local / Access Streets
 - Greenway
 - Blueway
 - Retail Frontage
 - Commercial Mixed Use Frontage
 - Residential Mixed Use Frontage
 - Residential Frontage
 - Industrial Frontage
 - Parking Structure



Intersection of Federal Highway/US 1 and Copans Road as a bicycle "hub"



Typical Cross Section - NE 33rd Street to NE 23rd Court



Typical Cross Section - NE 23rd Court to NE 18th Street



ECONOMIC DEVELOPMENT GOAL

A prosperous regional shopping destination with national, regional and local brands evolving physical configuration and mix of tenants. Complementary residential and retail/restaurant development opportunities are created on the borders of the City-owned golf course property.

NE 14th Street is a small mixed-use center serving the northern beach and Intracoastal neighborhoods, and connects across Federal Highway/US 1 into the AlrPark.

PROGRAMATIC TARGETS

RESIDENTIAL - 990,000 sq.ft. or 655 units (new)

Residential units are mostly located in town homes, garden apartments, and in 2 to 3 story mixed use residential buildings. New residential development is located adjacent to existing single family development.

RETAIL - 449,000sq.ft. (new)

Retail square footage is located in 1 to 2 story retail buildings and 2 to 3 story mixed use buildings - commercial and residential.

OFFICE - 112,000 sq.ft. (new)

Office square footage is largely located in 1 to 2 story commercial mixed use buildings.

DESIRED BUILT FORM

North Federal Highway

Develop and adopt into the Comprehensive Plan a Regional Activity Center (RAC) or other mixed use designation for this district that supports 1 to 3 stories of retail and residential/commercial mixed uses.

Connection to Residential

Designate streets to emphasize pedestrian mobility that connect the North Federal Highway/US 1 corridor to surrounding residential neighborhoods.

Greenway

Maintain the existing multi-use trail around golf course.

Greenway/Blueway Connection

Construct a new park with canal access to provide a connection between the greenway with the blueway systems.

Rear Access for Parking

Design development such that local streets provide access to shared parking - structured and surface lots - located in the rear of the retail fronting North Federal Highway/US 1.

Residential Development

Develop comprehensive plan and zoning regulations to encourage 2 to 4 stories of residential or residential mixed-use development located along N Federal Hwy adjacent to exist residential development and with park/golf course access.

Commercial Mixed Use Development

Develop comprehensive plan and zoning regulations to encourage 1 to 2 stories of commercial mixed use along North Federal Highway/US 1 including sales centers and offices related to the automotive cluster and along key corridors east of the corridor providing neighborhood-serving uses.

Retrofit Strip Shopping Center

Develop and adopt development regulations that incentivize lining strip shopping centers with retail and commercial mixed use frontages along primary and secondary street frontages.

Park Residential Development

Develop comprehensive plan and zoning regulations to support 2 to 4 stories multifamily residential and/or residential mixed-use development facing the park/golf course.

Pedestrian Plaza

Develop pedestrian plazas located throughout the district to serve as public gathering and event spaces.

Parking

Shared surface and structured parking facilities.

Stormwater Management Facilities

Potential location to develop shared stormwater management facilities including surface retention or detention basins, underground detention vaults and green infrastructure such as bioswales. At the golf course, shared ponds would require coordination and permission from the FAA.



Example of a pedestrian-oriented outdoor "mall" in Downtown West Palm Beach (City Place).



An enhanced pedestrian realm has improved the pedestrian experience in downtown Greenville, South Carolina



Example of a suburban Colorado Mall that developed a vibrant pedestrian atmosphere



Public plazas similar to this one in Downtown Delray Beach will provide public spaces for gathering and events



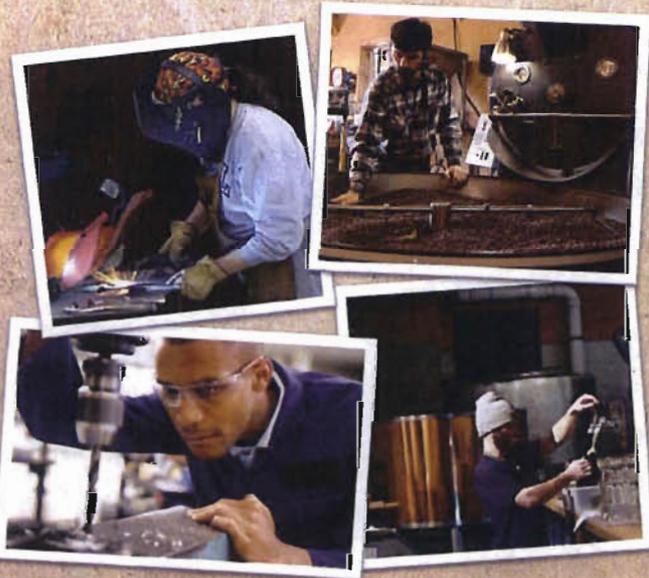
Example of mixed-use residential development that addresses the pedestrian realm

EXHIBIT 6

Brochure for the Industrial Crafts District

THE FOUNDATION

- # City's historical workforce corridor
- # Adjacent to FEC railroad
- # Skilled workers / craftspeople that use their hands and machines to create goods and services
- # Affordable and flexible industrial and commercial spaces
- # Convenient and easy access to goods, services, civic and entertainment prospects for residents and workers of the district
- # Economic opportunities for service uses due to the proximity to John Knox Village and City Hall
- # Successful and established restaurants focused on Mexican/Central American cuisine



A BENEFICIAL PARTNERSHIP.

- # City is a partner in redevelopment efforts
- # Reduced parking and landscaping requirements for targeted uses, including restaurants, breweries, manufacturers, and artist studios.
 - o Property can be marketed to a wider range of tenants
 - o Incentivizes new businesses to relocate to South Dixie Highway
 - o Less land is needed for parking and landscaping
 - o More land is available for buildings, sidewalk cafes, and other financially beneficial uses
 - o Reduced construction costs
- # Added to City's Unified Flex Zone 
 - o Residential development is available without the need to undertake a Land Use Plan amendment

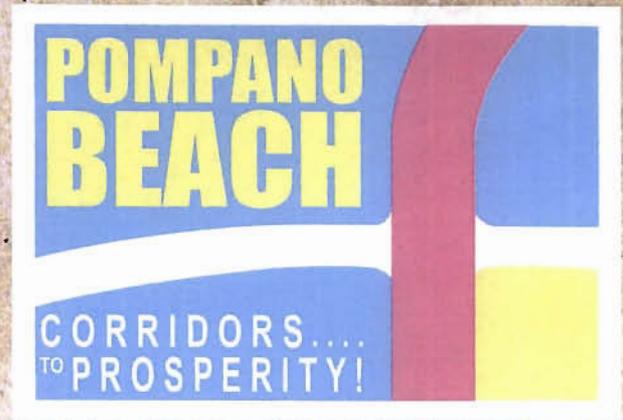
For more information, contact:

Karen Friedman at

karen.friedman@copbfl.com

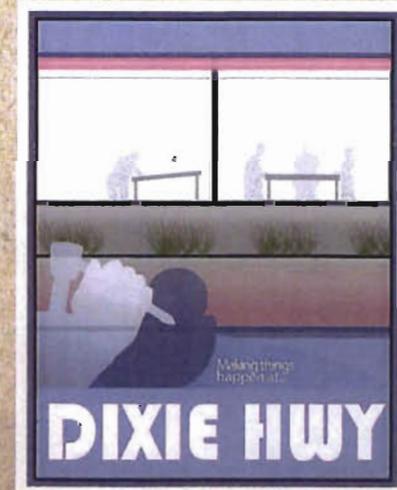
or visit

<http://pompanobeachfl.gov/pbcorridorstudies>



SOUTH DIXIE HIGHWAY

Pompano Beach's INDUSTRIAL CRAFTS DISTRICT





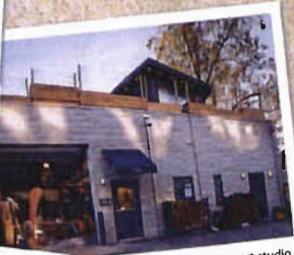
•Adaptive re-use of garage as restaurant and winery
•Façade treatments



•Repurposed materials



•Adaptive re-use •Creative façade treatments



•Adaptive re-use of garage as art studio



•Adaptive re-use •Planters



•Ground level retail with loft apartments



•Adaptive re-use •Ground level retail with loft apartments



•Adaptive re-use

THE VISION: INDUSTRIAL CRAFTS DISTRICT

- # Jumpstart redevelopment that embraces railroad and industrial history
- # A "Maker Incubator" offering affordable, flexible spaces for emerging businesses and entrepreneurs
- # Existing structures adapted for new uses that complement the existing uses (brewpubs, restaurants, retail, and art studios)
- # Art, benches, signage, lighting, landscaping, and facades designed to evoke a feeling of creative energy
- # A place where locally made products and unique services and experiences await the visitor
- # Live-Work Spaces
- # Pedestrian friendly site design
- # Zoning Incentives
- # Increased visibility of businesses
- # Roadway improvements



•Outdoor seating •Creative planters



•Industrial Signage



•Bicycle parking •Public art



•Repurposed automotive parts



•Repurposed tires



•Creative signage



•Outdoor bench from repurposed materials



EXHIBIT 7

BCT Routes

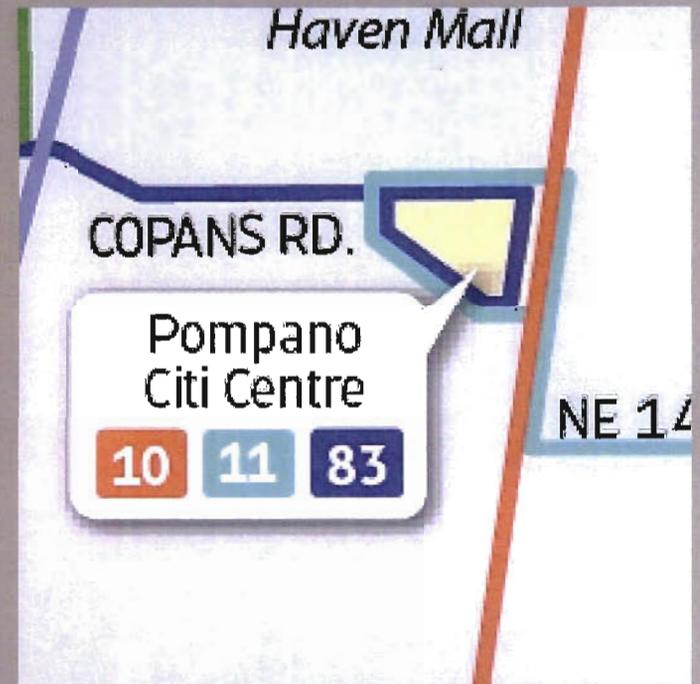


EXHIBIT 8

Map of the current Unified Flex Map, a Map showing all of the revisions described above, and a map of the *modified* Unified Flex Map.

City of Pompano Beach

Flex Zone Map

Legend

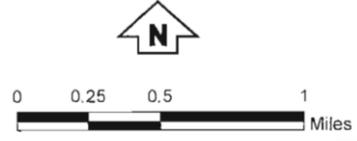
Unified Flex Zones

- Receiving Zone
- Non-Receiving Zone

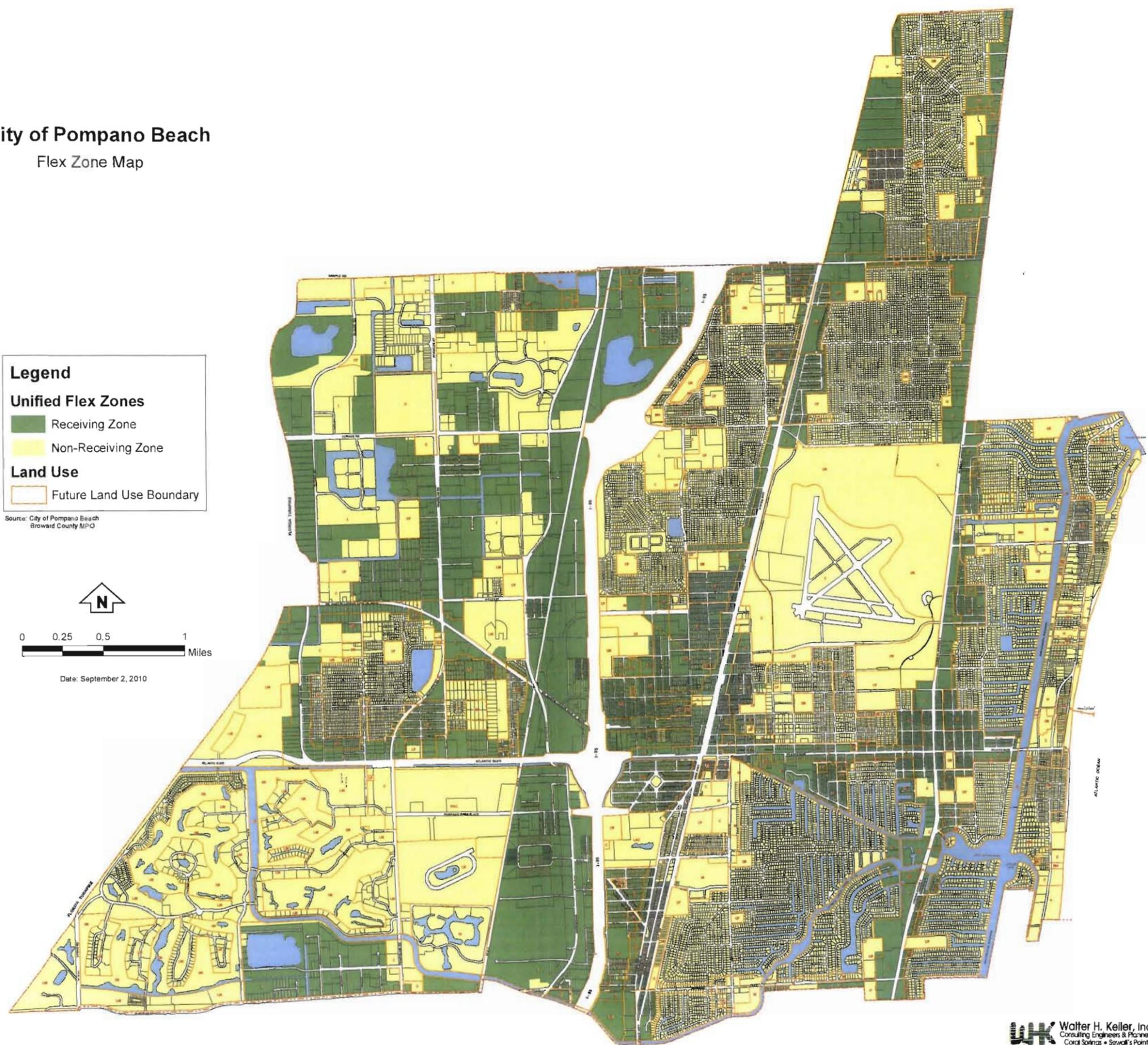
Land Use

- Future Land Use Boundary

Source: City of Pompano Beach
Broward County MPO



Date: September 2, 2010



CITY OF POMPANO BEACH Flex Allocation (AS AMENDED)



Map Updated: April 18, 2016

LEGEND

□ Land Use

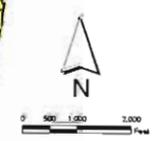
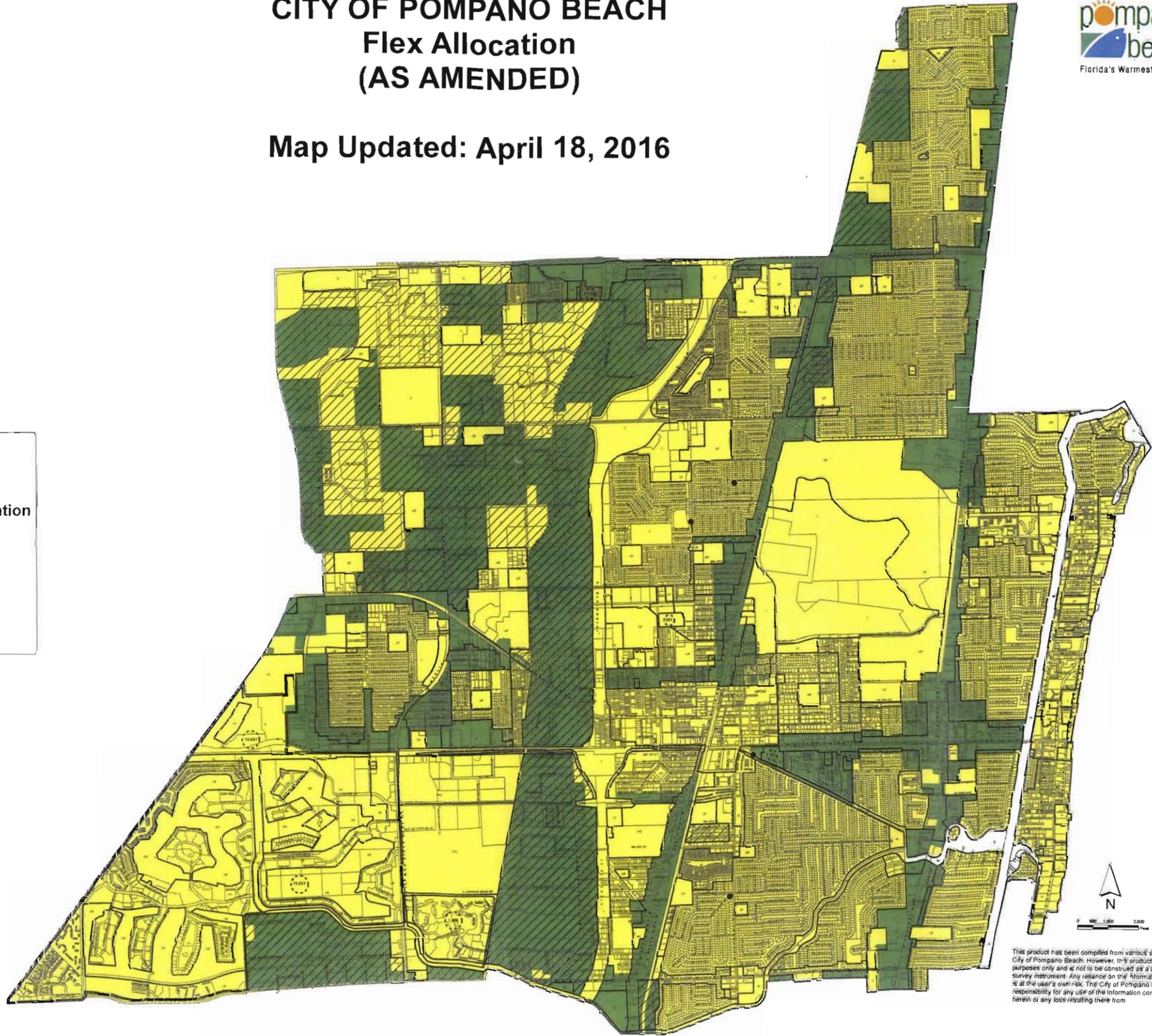
No Residential Flex Allocation

▨ I - Industrial

RECEIVING AREAS

■ NO

■ YES



This product has been compiled from various source data from the City of Pompano Beach. However, this product is for reference purposes only and is not to be construed as a legal document or survey instrument. Any reliance on the information contained herein is at the user's own risk. The City of Pompano Beach assumes no responsibility for any use of the information contained herein or any loss resulting there from.

EXHIBIT 9

City's recertified Flex Table.

**Historic and Current Flex Allocation Tables
Ordinances**

Pompano Beach - Residential Flex

RECERTIFIED February 3, 2016

Description	Allocation Date	Expiration Date	Reso No.	UNITS ALLOCATED		UNITS AVAILABLE		UNITS AVAILABLE (Flex + Reserve)
				Flex	Reserve	Flex	Reserve	
Flex Zone Unification	9/1/2010	N/A	N/A	0	0	617	806	1,423**
<i>(Units added back to Pool)</i> The Jefferson Local Amendment - changed local plan only to create 207 new flex units	10/27/2015		Ordinance 2016-11	207	0	824	806	1,630
East CRA Flex Dedication	9/1/2010	N/A	N/A	-310	0	514	806	1,320
New Covenant Church, 901 NW 33rd Street (Expiration date was extended for HB 503)	12/14/2010	12/14/2014	# 2011-105	-114	0	400	806	1,206
Shoal Creek, 4661 North Federal	1/10/2012	1/10/2014	# 2012-114	-18	0	382	806	1,188
Pompano Beach Commerce Center	3/28/2013	3/28/2015	#2013-175	-1	0	381	806	1,187
<i>(Units added back to Pool)</i> New Covenant Church, 901 NW 33rd Street (flex & reserve units forfeited at time of Comp Plan Amendment changing to Dashed Line Ireg allowing 110 max. units)	4/8/2014	NA	# 2014-29	114	0	495	806	1,301
Habitat Abyssinian	1/13/2015	1/13/2017	# 2015-143	-21	0	474	806	1,280
Pinnacle at Entrada	1/27/2015	1/27/2017	# 2015-162	-101	0	373	806	1,179
<i>(Units added back to Pool)</i> Pompano Beach Commerce Center Expired	3/28/2013	3/28/2015	#2013-175	1	0	374	806	1,180
Atlantic Tower / 225 N Federal	12/8/2015	12/8/2017	# 2016-72	-145	0	229	806	1,035
Paloma / 2119 SE 9 St	12/8/2015	12/8/2017	# 2016-73	-14	0	215	806	1,021
Habitat First Street	2/9/2016	2/9/2018	# 2016-118	-6	0	209	806	1,015

NOTES: **This amount reflects 77 units allocated to WCI / Atlantic Point prior to Flex Zone Unification (Reso 2002-233) that are set to expire on May 2, 2016.

**Historic and Current Flex Allocation Tables
Ordinances**

Pompano Beach - Residential Flex

RECERTIFIED February _3_, 2016

Description	Allocation Date	Expiration Date	Reso No.	UNITS ALLOCATED		UNITS AVAILABLE		EAST CRA UNITS AVAILABLE (Flex + Reserve)
				Flex	Reserve	Flex	Reserve	
East CRA Flex Dedication	9/1/2010	N/A	N/A	0	0	310	0	310
Atlantic 3350	2/8/2011	2/8/2013	# 2011-134	-77	0	233	0	233
Reaffirmed (Parcel A)	10/14/2014	10/14/2016	#2015-32			233	0	233
						233	0	233
						233	0	233

Zone	BASE UNITS		UNITS ALLOCATED as of Sept. 2010		UNITS AVAILABLE as of Sept. 2010		Total AHU Units Available as of Sept. 2010
	Flex	Reserve	Flex	Reserve	Flex	Reserve	Flex + Reserve
AHU Pool	80	127	80	113	0	14	14

Description	Allocation Date	Expiration Date	Reso No.	UNITS ALLOCATED		UNITS AVAILABLE		AHU UNITS AVAILABLE (Flex + Reserve)
				Flex	Reserve	Flex	Reserve	
Flex Zone Unification	9/1/2010	N/A	N/A	0	0	0	14	14
Reso 2011-105 New Covenant Church, 901 NW 33rd Street	12/14/2010	12/14/2012	# 2011-105	0	-14	0	0	0
New Covenant Church, 901 NW 33rd Street (flex & reserve units forfeited at time of Comp Plan Amendment changing to Dashed Line Ireg allowing 110 max. units)	4/8/2014	N/A	# 2014-29		14	0	14	14
						0	14	14
						0	14	14

**Historic and Current Flex Allocation Tables
Ordinances**

Pompano Beach - Residential Flex

RECERTIFIED February _3_, 2016

ORDINANCE	UNITS	ORDINANCE	UNITS
Ordinance 2001-102	1 F	Ordinance 2004-296	6 R
Ordinance 2001-119	1 F	Ordinance 2004-297	26 R / 3 R
Ordinance 2001-139	+ 26 R	Ordinance 2004-319	10 R
Ordinance 2001-189	1 F	Ordinance 2004-97	158 R
Ordinance 2002-145	79 F	Ordinance 2005-124	extension
Ordinance 2002-146	51 F / 69 R	Ordinance 2005-139	1 R
Ordinance 2002-165	192 AFU	Ordinance 2005-140	extension
Ordinance 2002-323	121 F / 142 R	Ordinance 2005-242	41 F
Ordinance 2002-335	1 F	Ordinance 2005-273	21 F / 8 R
Ordinance 2002-336	58 R	Ordinance 2005-294	1 R
Ordinance 2002-337	38 F	Ordinance 2005-330	21 R
Ordinance 2002-65	10 F	Ordinance 2005-65	+ 104 F / + 36 R
Ordinance 2002-66	114 F / 111 R	Ordinance 2005-65	+ 25 R
Ordinance 2003-15	1 F	Ordinance 2005-98	1 R
Ordinance 2003-236	17 R	Ordinance 2006-101	72 F
Ordinance 2003-295	7 R	Ordinance 2006-103	19 R
Ordinance 2003-296	12 F	Ordinance 2006-115	1 F / 3 R
Ordinance 2003-35	+ 85 F	Ordinance 2006-235	33 F / 75 R
Ordinance 2003-36	+ 122 F	Ordinance 2006-255	53 R
Ordinance 2003-74	4 F	Ordinance 2006-257	1 F
Ordinance 2004-104	5 R	Ordinance 2006-64	14 R / + 2 R
Ordinance 2004-140	Reassign	Ordinance 2006-77	6 F / 33 R
Ordinance 2004-186	10 F / 80 R	Ordinance 2006-93	14 R
Ordinance 2004-22	+ 11 R	Ordinance 2006-94	1 F
Ordinance 2004-227	2 F	Ordinance 2007-234	12 F
Ordinance 2004-263	11 R	Ordinance 2007-266	10 AFU
Ordinance 2004-29	10 R	Ordinance 2007-267	1 AFU
		Ordinance 2007-77	10 R
		Resolution 2015-143	21 F
		Resolution 2015-162	101 F
		Ordinance 2016-11	207+ F
		Resolution 2016-72	145 F
		Resolution 2016-73	14 F
		Resolution 2016-XX	6 F

TABLE LU-15 FUTURE LAND USE CITYWIDE TOTALS (IN ACRES)

Land Use Classifications		Acres	%	HU Maximum
Low	0-5 HU/acres	3799.1	53.8%	18,995
Low-Medium	5-10 HU/Acres	668.996	9.5%	6,689
Palm Aire - Dashed Line	7 HU/Acres	996.3	14.1%	10,631
Medium	10-16 HU/Acres	739.872	10.5%	11,838
Cypress Bend - Dashed Line	16 HU/Acres	122.8	1.737%	1,998
Medium-High	16-25 HU/Acres	427.8	6.053%	10,695
High	25-46 HU/Acres	183.6	11.561%	8,446
John Knox Village	LAC	69,143	0.978%	1,224
Irregular	12 HU/Acres	10	0.141%	120
Irregular	13 HU/Acres	7.2	0.102%	93
Irregular	36 HU/Acres	6.5	0.092%	234
St. Joseph - Dashed-Line	251 Units	8.63	0.122%	251
Koi - Dashed-Line	350 Units	9.4	0.133%	350
DR Horton/New Covenant	110 Units	8.5	0.120%	110
The Jefferson - Dashed Line	243 units	9.8	0.617%	243

Total Residential	7067.641	109.4%
Residential	7067.641	44.4%
Commercial	1588.158	10.0%
Commercial Recreation	32.7	0.2%
Industrial	3316.591	20.8%
Transportation	779.3	4.9%
Utilities	187.7	1.2%
Community Facilities	383.58	2.4%
Recreation & Open Space	1323.42	8.3%
Water	589.3	3.7%
Regional Activity Center (RAC)	373.9	2.3%
TOC	269	1.7%
TOTAL	15911.29	100%

Ordinance 90-39 Recertification	Ordinance 2005-72 Recertification	Ordinance 2013-29 Recertification
Ordinance 91-78 Recertification	Ordinance 2005-73 Recertification	Ordinance 2013-69 Recertification
Ordinance 92-64 Recertification	Ordinance 2006-04 Recertification	Ordinance 2014-29 Recertification
Ordinance 93-25 Recertification	Ordinance 2006-23 Recertification	Ordinance 2010-25 Recertification
Ordinance 95-40 Recertification	Ordinance 2006-49 Recertification	Ordinance 2015-65 Recertification
Ordinance 95-42 Recertification	Ordinance 2006-50 Recertification	Ordinance 2015-59 Recertification
Ordinance 96-15 Recertification	Ordinance 2006-51 Recertification	Ordinance 2015-60 Recertification
Ordinance 97-81 Recertification	Ordinance 2006-61 Recertification	Ordinance 2015-53 Recertification
Ordinance 01-77 Recertification	Ordinance 2008-08 Recertification	Ordinance 2016-11 Recertification
Ordinance 02-31 Recertification	Ordinance 2008-41 Recertification	Ordinance 2016-23 Recertification
Ordinance 03-35 Recertification	Ordinance 2008-42 Recertification	
Ordinance 03-36 Recertification	Ordinance 2009-35 Recertification	
Ordinance 2004-22 Recertification	Ordinance 2010-43 Recertification	
Ordinance 2005-54 Recertification	Ordinance 2011-3 Recertification	
Ordinance 2005-65 Recertification	Ordinance 2011-4 Recertification	

**Commercial TO Residential Flex
Tracking Acreage**

20%	Of the Commercial Land	1,588.2	Acres of Commercial Land In FLU Map	317.63	Total Acres that can be used for Residential Flex in Commercial Land Use
				63.04	Acres Allocated BEFORE Flex Zone Unification (see below table)
				254.59	Acres Available AFTER Flex Zone Unification

**HISTORY TABLE - Acres of Commercial Land Converted to Residential BEFORE Flex
Zone Unification**

	Allocation Date	Reso / Ord	ALLOCATED Acreage	AVAILABLE Acreage
				317.63
	6/13/2006	2006-235	2.98	314.67
	9/10/2002	2002-323	7.38	307.29
	11/21/2001	2002-65	0.80	306.49
	9/24/2002	2002-337	0.93	305.56
	4/13/2004	2004-186	1.96	303.60
	6/22/2004	2004-263	0.24	303.36
	7/12/2005	2005-273	0.77	302.59
	3/14/2006	2006-115	0.17	302.42
	1/10/2006	2006-77	2.66	300.32
	2/28/2006	2006-103	1.49	298.83
	3/12/2002	2002-145	2.64	296.19
	9/23/2003	2003-298	0.87	295.32
	6/14/2005	2005-242	2.41	292.91
	7/10/2007	2007-234	0.81	292.10
	2/28/2008	2006-101	4.90	287.20
	6/27/2006	2006-255	3.30	283.90
	7/27/2004	2004-319	0.82	283.08
	2/8/2004	2005-124	1.81	281.27
	12/14/2004	2004-97	5.00	276.27
	3/12/2002	2002-146	2.93	273.34
	2/14/2006	2006-93	10.92	262.42
	11/21/2001	2002-66	4.94	257.48
	2/13/2004	2004-104	10.40	247.08
	7/13/2004	2004-296	0.83	246.25
	7/13/2004	2004-297	0.31	245.94
	9/13/2005	2005-330	1.00	244.94
	12/13/2005	2005-64	0.63	244.31
	9/24/2002	2002-336	2.07	242.24
	7/8/2003	2003-236	1.06	241.18
	4/9/2002	2002-165	7.67	233.51
			63.04	254.59

EXHIBIT 10

Traffic Study from 2010 Unification



City of Pompano Beach, Florida

Traffic Study for Flexibility Zone Modification

September 2010

Prepared by:

WK Walter H. Keller, Inc.
Consulting Engineers & Planners
Coral Springs • Sewall's Point

Introduction

The City of Pompano Beach includes two Community Redevelopment Areas and several locations where Transit Oriented Development is desirable. The City is proposing modifications to Broward County's Flexibility Zones to facilitate this effort. The modifications will enable additional residential in-fill development supporting the continued revitalization in the CRA's and other locations to support regional and local mass transit goals. The City authorized a traffic impact study to assess the impact of the proposed Flexibility Zone modifications for submission to the Broward County Planning Council. This report presents the results of the traffic impact study.

The report provides a discussion of the proposed Flex Zone revisions, describes the methodology used and concludes with an analysis section identifying the resulting traffic impacts.

Proposed Flexibility Zone Revisions

The Pompano Beach Land Use Plan includes portions of fourteen (14) Flexibility Zones. The difference between the number of units permitted in the City's Future Land Use Plan and the Broward County Land Use Plan within individual Flexibility Zones is the Flexibility Units. Flexibility Units are assigned through Amendments to the Future Land Use Plan. Additionally, up to 2% of the permitted units within a flexibility zone (reserve units) can be assigned without amendments to the Future Land Use Plan. The City is proposing to encompass all the Flex Zones into one Unified Flex Zone. The City Staff has projected there are 617 Flex Units, 806 Reserve Units and 14 Affordable Housing Units within the City (see Table in the Appendix). The City also identified eight target areas where additional residential units would facilitate land use and redevelopment goals and support increased mass transit use.

Figure 1 illustrates the Flex Zone boundaries within the City, target areas and the existing roadway network. Table 1 presents a listing of available Flex and Reserve Units, and Table 2 provides the proposed redistribution of residential units to the eight target areas.

Table 1 - Summary of Flex Zone Revisions

Flex Zone	Available Flex Units	Available Reserve Units	Total Units	Units Retained	Units Relocated	% Retained
10	103	35	138	120	18	87%
11	33	75	108	108	0	100%
14	0	0	0	0	0	n/a
15	32	99	131	131	0	100%
16	6	52	58	58	0	100%
17	280	115	395	240	155	61%
18	163	96	259	199	60	77%
19	0	0	0	0	0	n/a
20	0	172	172	0	172	0%
21	0	36	36	0	36	0%
21A	0	0	0	0	0	n/a
22	0	14	14	14	0	100%
23	0	30	30	30	0	100%
24	0	82	82	82	0	100%
AHU	0	14	14	0	14	0%
Total	617	820	1,437	982	455	68%

Source: City of Pompano Beach

Table 2 – Unit Redistribution to Target Areas

Target Area No.	Target Area	Total Units
1	Eastern CRA	310
2	Old "Downtown" Pompano/Dixie TOD	300
3	Atlantic Blvd Corridor	120
4	Western CRA South of MLK Boulevard	227
5	Sample Road Corridor	120
6	Federal Hwy Corridor N of East CRA	120
7	Federal Hwy Corridor S of East CRA	120
8	Dixie Hwy South of SW 6th Street	120
Total		1,437

Source: City of Pompano Beach

Methodology

The Methodology for the Traffic Study follows guidelines established in the Administrative Rules Document of the Broward County Planning Council. Existing and projected traffic data was obtained from the Broward County Metropolitan Planning Organization (MPO) on existing traffic volumes, historical traffic information and the recently adopted 2035 Long Range Transportation Plan. The most recent version of the Florida Department of Transportation's LOS Manual was used for establishing capacity and service volume criteria for the Level of Service (LOS) analysis. Land use data and residential unit distribution was provided by the City's Planning Staff. Trip generation estimates were based on the Institute of Transportation Engineer's Trip Generation – 8th Edition. Based on the trip generation associated with each target area, the average daily traffic (ADT) was assigned to the roadway network and resulting LOS determined for short range (2015) and long range (2035) time frames.

The City is proposing to utilize 1,437 available Flex, Reserve and Affordable residential dwelling units. The majority of the residential units are expected to be mid rise apartments (6 stories or less) with the remaining units townhouses. Since the actual use is not known at this time, an ITE Apartment (Land Use Code 220) trip rate will be used in the traffic analysis. The ITE Apartment average trip rate is 6.65 versus a Condominium/Townhouse (Land Use Code 230) average trip rate of 5.81. Since the Apartment trip rate is higher than the Condominium/Townhouse trip rate, substitution of townhouses for apartments would result in a lesser traffic impact.

It should also be emphasized the resulting traffic impact is less than the total number of units since a significant portion of the available units (68%) are retained within the existing Flex Zones (see Table in the Appendix) and therefore, incorporated in current traffic assignments. Table 3 on the following page illustrates this condition.

Table 3 -- Trip Generation Estimates

ITE Code	Units	DU's	Daily Trips
<u>Flex Units</u>			
Apartment Units	820		
Less Units w/i Flex Zone	476		
220 Apartment	344	DU's	2,208
<u>Reserve Units</u>			
Apartment Units	617		
Less Units w/i Flex Zone	384		
220 Apartment	233	DU's	1,536

Source: Walter H. Keller, Inc.
ITE Trip Generation Manual, 8th Edition

Traffic Impact Analysis

Broward County MPO historical traffic counts were used to determine the compound annual growth rate for roadway segments within the City. Table 4 provides the 5 year growth rates. Consistent with recent trends, the 5 year historic traffic volume trends result in negative compound growth rates.

Because of the negative growth rate trends, a straight line interpolation of the 2009 existing traffic volume and the 2035 Long Range Transportation Plan assignment was utilized to project the 2015 traffic conditions within the City. Information from the traffic assignment of Flex and Reserve Units was incorporated assuming build out of the redistributed residential units by 2015. Table 5 provides the LOS results for background, with Flex and with Reserve dwelling unit conditions.

The Broward County MPO 2035 Traffic Assignment is provided in Table 6. Information from the traffic assignment of Flex and Reserve Units was incorporated assuming build out of the redistributed residential units by 2035. Table 6 provides the LOS results for background, with Flex and with Reserve dwelling unit conditions.

Table 4 – Traffic Growth Trends (1 of 2)

Roadway	Location	2005 ADT	2006 ADT	2007 ADT	2008 ADT	2009 ADT	Compound Growth Rate	Avg Annual Growth
Sample Road	W of Powerline Road	65,500	66,000	65,500	64,000	59,500	-2.37%	-2.33%
	E of Powerline Road	50,665	49,621	47,314	46,077	44,600	-3.14%	-3.13%
	E of Military Trail	63,500	65,000	57,500	57,500	65,500	0.78%	1.18%
	W of NE 3 Ave	52,000	52,000	51,000	53,500	53,500	0.71%	0.74%
	W of Dixie Hwy	42,926	48,000	50,000	49,000	39,500	-2.06%	-5.74%
	E of Dixie Hwy	39,000	38,500	37,500	38,000	37,000	-1.31%	-1.29%
	W of US 1	34,000	32,500	33,000	33,500	30,000	-3.08%	-2.95%
	E of US 1	15,367	17,353	13,421	12,800	12,800	-4.47%	-3.59%
Copans Road	W of US 1	25,361	25,857	22,571	23,500	22,500	-2.95%	-2.72%
	E of Dixie Hwy	31,945	32,215	25,928	25,500	24,500	-6.42%	-6.06%
	W of Dixie Hwy	35,313	45,614	38,826	34,000	33,000	-1.68%	-0.27%
	E of I-95	49,000	45,500	47,000	55,000	51,000	1.01%	1.48%
	E of Military Trails	58,000	58,000	57,000	61,000	51,500	-2.93%	-2.57%
	E of Powerline Rd	34,683	35,099	47,531	39,000	38,000	2.31%	4.03%
	W of Powerline Rd	34,683	35,099	34,682	37,500	32,500	-1.61%	-1.30%
NE 14th St Cswy	W of A1A	15,700	15,000	14,100	15,200	14,400	-2.14%	-1.98%
	E of US 1	18,200	16,500	16,600	17,600	18,600	0.54%	0.74%
NW 15th St	E of NW 15 Ave	8,979	8,421	10,954	9,500	9,200	0.61%	1.86%
	W of Dixie Hwy	3,902	4,590	4,797	4,700	4,300	2.46%	2.90%
NE 10th St	E of Dixie Hwy	10,219	8,171	8,326	8,100	9,500	-1.81%	-0.89%
	W of US 1	7,793	9,088	9,132	7,400	8,500	2.19%	3.25%
	E of US 1	2,190	2,977	2,164	2,100	3,000	8.19%	12.13%
DMLKJ Blvd*	W of Powerline Rd	26,412	33,377	28,499	27,500	25,500	-0.87%	0.24%
	W of NW 15 Ave	23,685	29,318	21,813	18,500	18,000	-6.63%	-4.93%
	W of Dixie Hwy	16,475	15,780	12,920	11,900	12,800	-6.12%	-5.67%
Atlantic Blvd	W of SR A1A	29,000	29,500	29,000	25,000	28,000	-0.87%	-0.44%
	W of US 1	36,563	39,500	41,500	40,500	40,000	2.27%	2.36%
	E of NE 5th Ave	49,000	43,500	44,500	43,500	39,000	-5.55%	-5.38%
	E of Cypress Rd	52,250	50,500	48,000	47,250	41,750	-5.45%	-5.38%
	E of I-95	55,500	57,500	51,500	51,000	44,500	-5.37%	-5.14%
	W of I-95	59,500	60,500	62,000	60,000	62,500	1.24%	1.28%
	E of Powerline Rd	58,000	58,500	61,000	55,500	52,000	-2.69%	-2.55%
	W of Powerline Rd	50,902	51,621	52,654	48,833	48,400	-1.25%	-1.18%
McNab Road	W of US 1	14,048	15,587	15,408	15,000	14,500	0.79%	0.96%
	W of Dixie Hwy	12,342	11,908	10,723	10,500	9,900	-5.36%	-5.32%
	E of Powerline Rd	18,302	20,984	18,270	15,800	15,600	-3.91%	-3.27%
	W of Powerline Rd	23,754	27,429	24,407	21,400	20,600	-3.50%	-2.90%
	E of NW 31st Ave	20,833	24,979	25,917	19,800	16,900	-5.10%	-3.65%
Florida's Turnpike	N of Sample Rd	83,300	84,500	82,900	76,000	71,500	-3.75%	-3.67%
	S of Sample Rd	91,900	93,600	92,100	84,500	79,700	-3.50%	-3.42%
	N of Atlantic Blvd	88,400	90,500	89,300	81,800	77,400	-3.27%	-3.18%
	S of Atlantic Blvd	100,200	102,600	101,200	94,200	88,400	-3.08%	-3.01%
Powerline Rd	S of Sample Rd	33,500	32,000	34,500	35,500	29,500	-3.13%	-2.67%
	S of Copans Rd	44,995	42,545	39,359	36,000	35,000	-6.09%	-6.06%
	S of DMLKJ Blvd*	36,500	37,900	39,500	38,500	36,000	-0.34%	-0.24%
	S of Atlantic Blvd	46,500	47,000	50,500	49,000	38,000	-4.92%	-4.22%
	S of McNab Rd	42,000	40,000	39,000	39,000	38,000	-2.47%	-2.46%
Military Trail	N of Sample Rd	24,643	32,046	23,315	20,000	19,400	-5.81%	-3.61%
	N of Copans Rd	20,451	22,203	19,662	19,800	16,400	-5.37%	-4.84%

continued...

Table 4 – Traffic Growth Trends (2 of 2)

Roadway	Location	2005 ADT	2006 ADT	2007 ADT	2008 ADT	2009 ADT	Compound Growth Rate	Avg Annual Growth
Andrews Ave	S of Copans Rd	0	11,945	9,376	7,800	7,300	-15.14%	-14.91%
	S of Atlantic Blvd	12,495	12,061	10,941	10,500	10,000	-5.42%	-5.39%
	N of McNab Rd	18,074	21,055	19,312	14,900	14,500	-5.36%	-4.33%
Interstate 95	S of Sample Rd	226,000	220,000	220,000	210,000	217,000	-1.01%	-0.97%
	S of Copans Rd	245,000	239,000	239,000	208,000	224,000	-2.22%	-1.93%
	S of Atlantic Blvd	244,000	246,000	246,000	250,000	221,000	-2.44%	-2.29%
NW 8th Ave	S of Sample Rd	0	0	3,400	3,300	4,300	12.46%	13.68%
NW 6th Ave	N of Hammondville Rd	6,202	8,732	9,172	7,700	7,500	4.87%	6.80%
Dixie Highway	S of NE 54th St	19,300	20,500	19,300	20,500	18,600	-0.92%	-0.67%
	S of NE 48th St	16,437	25,500	26,500	26,000	30,500	16.71%	18.62%
	S of Sample Rd	20,000	20,500	18,600	20,500	23,000	3.56%	3.91%
	N of NW 15 Street	26,500	28,000	26,500	24,000	24,000	-2.45%	-2.28%
	S of Atlantic Blvd	25,500	24,500	25,000	25,000	23,000	-2.55%	-2.47%
	N of McNab Rd NB	11,500	11,500	11,000	12,000	10,500	-2.25%	-1.94%
	N of McNab Rd SB	11,500	11,500	11,500	12,000	9,700	-4.17%	-3.70%
	N of Cypress Creek Rd	22,500	22,500	21,500	23,500	19,400	-3.64%	-3.15%
Cypress Road	S of Atlantic Blvd	21,753	21,422	21,896	21,000	19,500	-2.70%	-2.64%
	N of McNab Rd	18,018	21,169	20,435	19,400	18,800	1.07%	1.47%
	S of McNab Rd	19,420	19,592	19,894	17,000	17,100	-3.13%	-2.88%
NE 3rd Ave	N of Sample Rd	12,935	12,747	12,388	12,000	11,500	-2.90%	-2.89%
	S of Sample Rd	12,660	11,278	11,902	11,500	9,500	-6.93%	-6.54%
	N of Copans Rd	9,823	9,811	9,398	8,700	8,500	-3.55%	-3.51%
NE 5th Avenue	N of NE 10th St	4,195	4,391	4,060	4,000	3,300	-5.82%	-5.46%
	N of Atlantic Blvd	2,942	2,760	2,682	2,600	2,800	-1.23%	-1.09%
NE 10th Ave	N of NE 10th St	128	489	708	700	800	58.11%	84.99%
	N of Atlantic Blvd	3,972	4,366	4,253	4,200	4,800	4.85%	5.09%
US Highway 1	S of NE 54th St	41,500	43,000	39,000	40,000	35,500	-3.83%	-3.59%
	N of Sample Rd	43,679	50,000	50,000	48,000	38,000	-3.42%	-2.59%
	S of Sample Rd	37,101	50,133	45,773	44,000	43,000	3.76%	5.07%
	N of Copans Rd	46,000	47,000	44,000	45,500	41,500	-2.54%	-2.40%
	N of 14th St	47,500	49,000	48,500	52,500	47,500	0.00%	0.22%
	N of Atlantic Blvd	39,000	42,000	42,500	41,500	42,000	1.87%	1.93%
	S of Atlantic Blvd	39,297	41,000	41,000	39,000	41,000	1.07%	1.15%
	N of McNab Rd	49,500	49,000	45,000	47,500	41,000	-4.60%	-4.33%
	State Road A1A	N of Atlantic Blvd	14,324	13,863	13,070	12,301	12,100	-4.13%
S of Atlantic Blvd		23,000	21,500	22,000	27,000	18,600	-5.17%	-3.14%

Sources: Walter H. Keller, Inc.
Broward County, MPO

DMLKJ Blvd - Dr. Martin Luther King Jr. Blvd

Table 5 – 2015 Traffic Conditions (1 of 2)

Roadway	Location	Func Class	2009				Flex Assignment		2015							
			No of Lanes	LOS D Cap	Pk Season ADT	LOS	Flex ADT	Resv ADT	No of Lanes	LOS D Cap	Pk Season ADT	LOS	w/Flex Unit		w/Resv Unit	
													Total	LOS	Total	LOS
Sample Road (SIS Connector)	W of Powerline Rd	St-PA	6	53,500	62,079	F	0	0	6	53,500	64,253	F	64,253	F	64,253	F
	E of Powerline Rd	St-PA	6	49,200	46,533	C	-30	-10	6	49,200	47,979	C	47,949	C	47,969	C
	E of Military Trail	St-PA	6	49,200	68,339	F	-50	-20	6	49,200	65,780	F	65,730	F	65,760	F
	W of NE 3 Ave	St-PA	6	49,200	55,819	F	-50	-20	6	49,200	54,989	F	54,939	F	54,969	F
	W of Dixie Hwy	St-PA	6	49,200	41,212	D	-50	-20	6	49,200	42,594	D	42,544	D	42,574	D
	E of Dixie Hwy	St-PA	6	49,200	38,604	C	-20	-20	6	49,200	39,249	C	39,229	C	39,229	C
	W of US 1	St-PA	6	49,200	31,300	C	-20	-20	6	49,200	29,985	C	29,965	C	29,965	C
Copans Road	W of US 1	Co-MA	6	49,200	23,475	C	20	20	6	49,200	24,242	C	24,262	C	24,262	C
	E of Dixie Hwy	Co-MA	6	49,200	25,562	C	20	20	6	49,200	27,648	C	27,668	C	27,668	C
	W of Dixie Hwy	Co-MA	6	49,200	34,430	D	0	0	6	49,200	34,054	D	34,054	D	34,054	D
	E of I-95	Co-MA	6	49,200	53,210	F	0	0	6	49,200	49,608	F	49,608	F	49,608	F
	E of Military Trails	Co-MA	6	49,200	53,732	F	0	0	6	49,200	55,155	F	55,155	F	55,155	F
	E of Powerline Rd	Co-MA	6	49,200	39,647	B	0	0	6	49,200	45,036	C	45,036	C	45,036	C
	W of Powerline Rd	Co-MA	6	50,825	33,909	B	0	0	6	50,825	39,583	B	39,583	B	39,583	B
NE 14th St Cswy	W of A1A	St-MA	4	32,700	16,041	C	0	0	4	32,700	15,778	C	15,778	C	15,778	C
	E of US 1	St-MA	4	32,700	20,720	C	0	0	4	32,700	19,308	C	19,308	C	19,308	C
NW 15th St	E of NW 15 Ave	Ci-Col	2	10,000	9,599	D	0	0	2	10,000	9,922	D	9,922	D	9,922	D
	W of Dixie Hwy	Ci-Col	2	10,000	4,486	C	0	0	2	10,000	5,320	D	5,320	D	5,320	D
NE 10th St	E of Dixie Hwy	Ci-Col	2	10,000	9,912	D	0	0	2	10,000	10,163	E	10,163	E	10,163	E
	W of US 1	Ci-Col	2	10,000	8,868	D	0	0	2	10,000	9,176	D	9,176	D	9,176	D
DMLKJ Blvd*	W of Powerline Rd	Ci-MA	4	32,700	26,605	D	130	90	4	32,700	29,535	D	29,665	D	29,625	D
	W of NW 15 Ave	Ci-MA	4	33,915	18,780	B	0	0	4	33,915	24,577	B	24,577	B	24,577	B
	W of Dixie Hwy	Ci-MA	4	33,915	13,355	B	0	0	4	33,915	16,942	B	16,942	B	16,942	B
Atlantic Blvd	W of SR A1A	St-MA	4	28,900	31,191	E	0	-490	4	28,900	30,616	E	30,616	E	30,126	E
	W of US 1	St-PA	4	32,700	41,734	F	0	-490	4	32,700	42,695	F	42,695	F	42,205	F
	E of NE 5th Ave	St-PA	4	32,700	40,690	F	160	150	4	32,700	42,885	F	43,045	F	43,035	F
	E of Cypress Rd	St-PA	4	32,700	43,559	F	220	150	4	32,700	44,769	F	44,989	F	44,919	F
	W of Dixie Hwy	St-PA	6	49,200	46,429	D	-320	-170	6	49,200	49,468	E	49,148	D	49,298	E
	W of I-95	St-PA	6	49,200	65,209	F	-190	-240	6	49,200	62,161	F	61,971	F	61,921	F
	E of Powerline Rd	St-PA	6	49,200	54,254	F	-160	-200	6	49,200	52,510	F	52,350	F	52,310	F
	W of Powerline Rd	St-PA	6	49,200	50,498	E	130	170	6	49,200	56,775	F	56,905	F	56,945	F
McNab Road	W of US 1	Co-MA	2	10,000	15,128	F	0	0	2	10,000	13,587	F	13,587	F	13,587	F
	W of Dixie Hwy	Co-MA	6	50,825	10,329	B	0	0	6	50,825	18,930	B	18,930	B	18,930	B
	E of Powerline Rd	Co-MA	6	50,825	16,276	B	0	0	6	50,825	17,089	B	17,089	B	17,089	B
	W of Powerline Rd	Co-MA	4	33,915	21,493	B	0	0	4	33,915	24,160	B	24,160	B	24,160	B
	E of Lyons Rd	Co-MA	4	33,915	17,632	B	0	0	4	33,915	21,698	B	21,698	B	21,698	B
Florida's Tpke/ (SIS Corridor)	N of Sample Rd	St-PA	6	103,600	74,599	C	0	0	6	103,600	84,476	C	84,476	C	84,476	C
	S of Sample Rd	St-PA	6	103,600	83,154	C	0	0	6	103,600	95,280	D	95,280	D	95,280	D
	N of Atlantic Blvd	St-PA	6	103,600	80,754	C	0	0	6	103,600	89,511	D	89,511	D	89,511	D
	S of Atlantic Blvd	St-PA	6	103,600	92,231	D	0	0	6	103,600	104,870	E	104,870	E	104,870	E
Powerline Rd	S of Sample Rd	St-PA	6	53,500	30,778	B	-100	-50	6	53,500	36,345	B	36,245	B	36,295	B
	S of Copans Rd	St-PA	6	53,500	36,517	B	-190	-110	6	53,500	41,036	B	40,846	B	40,926	B
	S of DMLKJ Blvd*	St-PA	6	53,500	37,560	B	0	0	6	53,500	37,046	B	37,046	B	37,046	B
	S of Atlantic Blvd	St-PA	6	49,200	39,647	C	0	-1,160	6	49,200	46,975	D	46,975	D	45,815	D
	S of McNab Rd	St-PA	6	49,200	39,647	C	0	-550	6	49,200	41,667	D	41,667	D	41,117	D
Military Trail	N of Sample Rd	Co-MA	4	33,915	20,241	B	0	0	4	33,915	22,862	B	22,862	B	22,862	B
	N of Copans Rd	Ci-MA	4	33,915	17,111	B	0	0	4	33,915	19,381	B	19,381	B	19,381	B
Andrews Ave	S of Copans Rd	Co-MA	4	33,915	17,111	B	0	0	4	33,915	19,231	B	19,231	B	19,231	B
	S of Atlantic Blvd	Co-MA	2	10,000	10,433	E	0	-230	4	33,915	19,449	B	19,449	B	19,219	B
	N of McNab Rd	Co-MA	4	33,915	15,128	B	0	-230	4	33,915	18,826	B	18,826	B	18,596	B

continued...

Table 5 – 2015 Traffic Conditions (2 of 2)

Roadway	Location	Func Class	2009				Flex Assignment			2015						
			No of Lanes	LOS D Cap	Pk Season ADT	LOS	Flex ADT	Resv ADT	No of Lanes	LOS D Cap	Pk Season ADT	LOS	w/Flex Unit Total	Unit LOS	w/Resv Unit Total	Unit LOS
Interstate 95/ (SIS Corridor)	S of Sample Rd	St-PA	8	163,900†	226,404	F	-80	-160	8	163,900†	237,919	F	237,839	F	237,759	F
	S of Copans Rd	St-PA	8	163,900†	233,708	F	-100	-200	8	163,900†	241,991	F	241,891	F	241,791	F
	S of Atlantic Blvd	St-PA	8	163,900†	230,578	F	-100	-200	8	163,900†	240,114	F	240,014	F	239,914	F
Dixie Highway	S of NE 54th St	St-MA	4	32,700	31,822	D	0	0	4	32,700	32,071	D	32,071	D	32,071	D
	S of NE 48th St	St-MA	4	32,700	23,997	C	0	0	4	32,700	24,978	C	24,978	C	24,978	C
	S of Sample Rd	St-MA	4	32,700	25,040	C	0	0	4	32,700	26,969	D	26,969	D	26,969	D
	N of NW 15 Street	St-MA	4	32,700	23,997	C	-120	-60	4	32,700	24,632	C	24,512	C	24,572	C
	N of Atlantic Blvd	St-MA	4	32,700	10,955	C	0	430	4	32,700	15,119	C	15,119	C	15,549	C
	N of McNab Rd	St-MA	6	59,040	21,075	C	0	370	6	59,040	21,658	C	21,658	C	22,028	C
	N of Cypress Creek Rd	St-MA	4	32,700	20,241	C	0	0	4	32,700	24,685	C	24,685	C	24,685	C
Cypress Road	S of Atlantic Blvd	Ci-Col	4	31,100	20,345	C	0	0	4	31,100	23,312	D	23,312	D	23,312	D
	N of McNab Rd	Ci-Col	4	31,100	19,615	C	0	0	4	31,100	25,208	D	25,208	D	25,208	D
	S of McNab Rd	Ci-Col	4	31,100	17,841	C	0	0	4	31,100	23,578	D	23,578	D	23,578	D
NE 3rd Ave	N of Sample Rd	Ci-Col	2	10,000	11,998	E	0	0	2	10,000	14,630	F	14,630	F	14,630	F
	S of Sample Rd	Ci-Col	2	10,000	9,912	D	0	0	2	10,000	15,032	F	15,032	F	15,032	F
	N of Copans Rd	Ci-Col	2	10,000	8,868	D	0	0	2	10,000	13,353	F	13,353	F	13,353	F
NE 5th Avenue	N of NE 10th St	Ci-Col	2	10,000	3,443	C	0	0	2	10,000	5,279	D	5,279	D	5,279	D
	N of Atlantic Blvd	Ci-Col	2	10,000	2,921	C	0	0	2	10,000	5,547	D	5,547	D	5,547	D
NE 10th Ave	N of NE 6th St	Ci-Col	2	10,000	835	C	0	0	2	10,000	965	C	965	C	965	C
	N of Atlantic Blvd	Ci-Col	2	10,000	5,008	D	0	0	2	10,000	4,383	C	4,383	C	4,383	C
US Highway 1	S of NE 54th St	St-PA	6	49,200	37,039	C	10	30	6	49,200	39,591	C	39,601	C	39,621	C
	N of Sample Rd	St-PA	6	49,200	39,647	C	10	30	6	49,200	40,790	D	40,800	D	40,820	D
	S of Sample Rd	St-PA	6	49,200	44,864	D	20	50	6	49,200	44,595	D	44,615	D	44,645	D
	N of Copans Rd	St-PA	6	49,200	43,299	D	20	50	6	49,200	46,218	D	46,238	D	46,268	D
	N of 14th St	St-PA	6	49,200	49,559	E	20	50	6	49,200	50,953	E	50,973	E	51,003	E
	N of Atlantic Blvd	St-PA	6	49,200	43,820	D	90	160	6	49,200	44,554	D	44,644	D	44,714	D
	S of Atlantic Blvd	St-PA	6	49,200	42,777	D	220	330	6	49,200	43,901	D	44,121	D	44,231	D
	N of McNab Rd	St-PA	6	49,200	42,777	D	170	260	6	49,200	45,990	D	46,160	D	46,250	D
State Road A1A	N of Atlantic Blvd	St-Col	4	35,700	13,479	B	0	0	4	35,700	12,261	B	12,261	B	12,261	B
	S of Atlantic Blvd	St-Col	2	16,400	20,720	F	0	-490	2	16,400	20,069	F	20,069	F	19,579	F

Sources: Walter H. Keller, Inc.
Broward County, MPO
Florida Department of Transportation

Note: St-PA - State Principal Arterial
St-MA - State Minor Arterial
St-Col - State Collector
Co-MA - County Minor Arterial
Co-Col - County Collector
Ci-MA - City Minor Arterial
Ci-Col - City Collector
*: DMLKJ Blvd - Dr. Martin Luther King Jr. Blvd
† - LOS "E" Capacity

Table 6 – 2035 Traffic Conditions (1 of 2)

Roadway	Location	Func Class	2009				Flex Assignment		2035							
			No of Lanes	LOS D Cap	Pk Season ADT	LOS	Flex ADT	Resv ADT	No of Lanes	LOS D Cap	Pk Season ADT	LOS	w/Flex Unit Total	LOS	w/Resv Unit Total	LOS
Sample Road (SIS Connector)	W of Powerline Rd	St-PA	6	53,500	62,079	F	0	0	6	53,500	71,500	F	71,500	F	71,500	F
	E of Powerline Rd	St-PA	6	49,200	46,533	C	-30	-10	6	49,200	52,800	D	52,770	D	52,790	D
	E of Military Trail	St-PA	6	49,200	68,339	F	-50	-20	6	49,200	57,250	F	57,200	F	57,230	F
	W of NE 3 Ave	St-PA	6	49,200	55,819	F	-50	-20	6	49,200	52,225	F	52,175	F	52,205	F
	W of Dixie Hwy	St-PA	6	49,200	41,212	D	-50	-20	6	49,200	47,200	D	47,150	D	47,180	D
	E of Dixie Hwy	St-PA	6	49,200	38,604	C	-20	-20	6	49,200	41,400	D	41,380	D	41,380	D
	W of US 1	St-PA	6	49,200	31,300	C	-20	-20	6	49,200	25,600	C	25,580	C	25,580	C
Copans Road	W of US 1	Co-MA	6	49,200	23,475	C	20	20	6	49,200	26,800	C	26,820	C	26,820	C
	E of Dixie Hwy	Co-MA	6	49,200	25,562	C	20	20	6	49,200	34,600	C	34,620	C	34,620	C
	W of Dixie Hwy	Co-MA	6	49,200	34,430	D	0	0	6	49,200	32,800	C	32,800	C	32,800	C
	E of I-95	Co-MA	6	49,200	53,210	F	0	0	6	49,200	37,600	C	37,600	C	37,600	C
	E of Military Trails	Co-MA	6	49,200	53,732	F	0	0	6	49,200	59,900	F	59,900	F	59,900	F
	E of Powerline Rd	Co-MA	6	49,200	39,647	B	0	0	6	49,200	63,000	F	63,000	F	63,000	F
	W of Powerline Rd	Co-MA	6	50,825	33,909	B	0	0	6	50,825	58,500	F	58,500	F	58,500	F
NE 14th St Cswy	W of A1A	St-MA	4	32,700	16,041	C	0	0	4	32,700	14,900	C	14,900	C	14,900	C
	E of US 1	St-MA	4	32,700	20,720	C	0	0	4	32,700	14,600	C	14,600	C	14,600	C
NW 15th St	E of NW 15 Ave	Ci-Col	2	10,000	9,599	D	0	0	2	10,000	11,000	E	11,000	E	11,000	E
	W of Dixie Hwy	Ci-Col	2	10,000	4,486	C	0	0	2	10,000	8,100	D	8,100	D	8,100	D
NE 10th St	E of Dixie Hwy	Ci-Col	2	10,000	9,912	D	0	0	2	10,000	11,000	E	11,000	E	11,000	E
	W of US 1	Ci-Col	2	10,000	8,868	D	0	0	2	10,000	10,200	E	10,200	E	10,200	E
DMLKJ Blvd*	W of Powerline Rd	Ci-MA	4	32,700	26,605	D	130	90	4	32,700	39,300	F	39,430	F	39,390	F
	W of NW 15 Ave	Ci-MA	4	33,915	18,780	B	0	0	4	33,915	43,900	F	43,900	F	43,900	F
	W of Dixie Hwy	Ci-MA	4	33,915	13,355	B	0	0	4	33,915	28,900	C	28,900	C	28,900	C
Atlantic Blvd	W of SR A1A	St-MA	4	28,900	31,191	E	0	-490	4	28,900	28,700	D	28,700	D	28,210	D
	W of US 1	St-PA	4	32,700	41,734	F	0	-490	6	49,200	45,900	D	45,900	D	45,410	D
	E of NE 5th Ave	St-PA	4	32,700	40,690	F	160	150	6	49,200	50,200	E	50,360	E	50,350	E
	E of Cypress Rd	St-PA	4	32,700	43,559	F	220	150	6	49,200	48,800	D	49,020	D	48,950	D
	W of Dixie Hwy	St-PA	6	49,200	46,429	D	-320	-170	6	49,200	59,600	F	59,280	F	59,430	F
	W of I-95	St-PA	6	49,200	65,209	F	-190	-240	6	49,200	52,000	F	51,810	F	51,760	F
	E of Powerline Rd	St-PA	6	49,200	54,254	F	-160	-200	6	49,200	46,700	D	46,540	D	46,500	D
	W of Powerline Rd	St-PA	6	49,200	50,498	E	130	170	6	49,200	77,700	F	77,830	F	77,870	F
McNab Road	W of US 1	Co-MA	2	10,000	15,128	F	0	0	2	10,000	8,450	D	8,450	D	8,450	D
	W of Dixie Hwy	Co-MA	6	50,825	10,329	B	0	0	6	50,825	47,600	C	47,600	C	47,600	C
	E of Powerline Rd	Co-MA	6	50,825	16,276	B	0	0	6	50,825	19,800	B	19,800	B	19,800	B
	W of Powerline Rd	Co-MA	4	33,915	21,493	B	0	0	4	33,915	33,050	D	33,050	D	33,050	D
	E of Lyons Rd	Co-MA	4	33,915	17,632	B	0	0	4	33,915	35,250	F	35,250	F	35,250	F
Florida's Tpke/ (SIS Corridor)	N of Sample Rd	St-PA	6	103,600	74,599	C	0	0	8	140,200	117,400	D	117,400	D	117,400	D
	S of Sample Rd	St-PA	6	103,600	83,154	C	0	0	8	140,200	135,700	D	135,700	D	135,700	D
	N of Atlantic Blvd	St-PA	6	103,600	80,754	C	0	0	8	140,200	118,700	D	118,700	D	118,700	D
	S of Atlantic Blvd	St-PA	6	103,600	92,231	D	0	0	8	140,200	147,000	E	147,000	E	147,000	E
Powerline Rd	S of Sample Rd	St-PA	6	53,500	30,778	B	-100	-50	6	53,500	54,900	F	54,800	F	54,850	F
	S of Copans Rd	St-PA	6	53,500	36,517	B	-190	-110	6	53,500	56,100	F	55,910	F	55,990	F
	S of DMLKJ Blvd*	St-PA	6	53,500	37,560	B	0	0	6	53,500	35,333	B	35,333	B	35,333	B
	S of Atlantic Blvd	St-PA	6	49,200	39,647	C	0	-1,160	6	49,200	71,400	F	71,400	F	70,240	F
	S of McNab Rd	St-PA	6	49,200	39,647	C	0	-550	6	49,200	48,400	D	48,400	D	47,850	D
Military Trail	N of Sample Rd	Co-MA	4	33,915	20,241	B	0	0	4	33,915	31,600	C	31,600	C	31,600	C
	N of Copans Rd	Ci-MA	4	33,915	17,111	B	0	0	4	33,915	26,950	B	26,950	B	26,950	B
Andrews Ave	S of Copans Rd	Co-MA	4	33,915	17,111	B	0	0	4	33,915	26,300	B	26,300	B	26,300	B
	S of Atlantic Blvd	Co-MA	2	10,000	10,433	E	0	-230	4	33,915	49,500	F	49,500	F	49,270	F
	N of McNab Rd	Co-MA	4	33,915	15,128	B	0	-230	4	33,915	31,150	C	31,150	C	30,920	C

continued...

Table 6 – 2035 Traffic Conditions (2 of 2)

Roadway	Location	Func Class	2009				Flex Assignment			2035						
			No of Lanes	LOS D Cap	Pk Season ADT	LOS	Flex ADT	Resv ADT	No of Lanes	LOS D Cap	Pk Season ADT	LOS	w/Flex Unit		w/Resv Unit	
													Total	LOS	Total	LOS
Interstate 95/ (SIS Corridor)	S of Sample Rd	St-PA	8	163,900†	226,404	F	-80	-160	12	251,200†	276,300	F	276,220	F	276,140	F
	S of Copans Rd	St-PA	8	163,900†	233,708	F	-100	-200	12	251,200†	269,600	F	269,500	F	269,400	F
	S of Atlantic Blvd	St-PA	8	163,900†	230,578	F	-100	-200	12	251,200†	271,900	F	271,800	F	271,700	F
Dixie Highway	S of NE 54th St	St-MA	4	32,700	31,822	D	0	0	4	32,700	32,900	E	32,900	E	32,900	E
	S of NE 48th St	St-MA	4	32,700	23,997	C	0	0	4	32,700	28,250	D	28,250	D	28,250	D
	S of Sample Rd	St-MA	4	32,700	25,040	C	0	0	4	32,700	33,400	E	33,400	E	33,400	E
	N of NW 15 Street	St-MA	4	32,700	23,997	C	-120	-60	4	32,700	26,750	D	26,630	D	26,690	D
	S of Atlantic Blvd	St-MA	4	32,700	10,955	C	0	430	4	32,700	29,000	D	29,000	D	29,430	D
	N of McNab Rd	St-MA	6	59,040	21,075	C	0	370	6	59,040	23,600	C	23,600	C	23,970	C
	N of Cypress Creek Rd	St-MA	4	32,700	20,241	C	0	0	4	32,700	39,500	F	39,500	F	39,500	F
Cypress Road	S of Atlantic Blvd	Ci-Col	4	31,100	20,345	C	0	0	4	31,100	33,200	F	33,200	F	33,200	F
	N of McNab Rd	Ci-Col	4	31,100	19,615	C	0	0	4	31,100	43,850	F	43,850	F	43,850	F
	S of McNab Rd	Ci-Col	4	31,100	17,841	C	0	0	4	31,100	42,700	F	42,700	F	42,700	F
NE 3rd Ave	N of Sample Rd	Ci-Col	2	10,000	11,998	E	0	0	2	10,000	23,400	F	23,400	F	23,400	F
	S of Sample Rd	Ci-Col	2	10,000	9,912	D	0	0	2	10,000	32,100	F	32,100	F	32,100	F
	N of Copans Rd	Ci-Col	2	10,000	8,868	D	0	0	2	10,000	28,300	F	28,300	F	28,300	F
NE 5th Avenue	N of NE 10th St	Ci-Col	2	10,000	3,443	C	0	0	2	10,000	11,400	E	11,400	E	11,400	E
	N of Atlantic Blvd	Ci-Col	2	10,000	2,921	C	0	0	2	10,000	14,300	F	14,300	F	14,300	F
NE 10th Ave	N of NE 6th St	Ci-Col	2	10,000	835	C	0	0	2	10,000	1,400	C	1,400	C	1,400	C
	N of Atlantic Blvd	Ci-Col	2	10,000	5,008	D	0	0	2	10,000	2,300	C	2,300	C	2,300	C
US Highway 1	S of NE 54th St	St-PA	6	49,200	37,039	C	10	30	6	49,200	48,100	D	48,110	D	48,130	D
	N of Sample Rd	St-PA	6	49,200	39,647	C	10	30	6	49,200	44,600	D	44,610	D	44,630	D
	S of Sample Rd	St-PA	6	49,200	44,864	D	20	50	6	49,200	43,700	D	43,720	D	43,750	D
	N of Copans Rd	St-PA	6	49,200	43,299	D	20	50	6	49,200	55,950	F	55,970	F	56,000	F
	N of 14th St	St-PA	6	49,200	49,559	E	20	50	6	49,200	55,600	F	55,620	F	55,650	F
	N of Atlantic Blvd	St-PA	6	49,200	43,820	D	90	160	6	49,200	47,000	D	47,090	D	47,160	D
	S of Atlantic Blvd	St-PA	6	49,200	42,777	D	220	330	6	49,200	47,650	D	47,870	D	47,980	D
	N of McNab Rd	St-PA	6	49,200	42,777	D	170	260	6	49,200	56,700	F	56,870	F	56,960	F
State Road A 1A	N of Atlantic Blvd	St-Col	4	35,700	13,479	B	0	0	4	35,700	8,200	B	8,200	B	8,200	B
	S of Atlantic Blvd	St-Col	2	16,400	20,720	F	0	-490	2	16,400	17,900	F	17,900	F	17,410	F

Sources: Walter H. Keller, Inc.
Broward County, MPO
Florida Department of Transportation

Note: St-PA - State Principal Arterial
St-MA - State Minor Arterial
St-Col - State Collector
Co-MA - County Minor Arterial
Co-Col - County Collector
Ci-MA - City Minor Arterial
Ci-Col - City Collector
*: DMLKJ Blvd - Dr. Martin Luther King Jr. Blvd
† - LOS "E" Capacity

Flex Zone Modification Traffic Impact Results

The traffic impact results for the Flex Zone Modifications proposed by the City of Pompano Beach indicate very minimal traffic impact (see Tables 5 and 6). While 1,437 dwelling units are located in eight target areas, only four areas have measurable characteristics: Flex Zone 20; Flex Zone 24; Target Area 7; and, Target Area 8.

Flex Zone 20 is the Palm Aire Development. This area has 172 Reserve Units relocated to the City's Target Areas. The removal of the units reduces traffic volumes by 1,160 vehicles per day on portions of Powerline Road.

Flex Zone 24 is the barrier island south of Atlantic Boulevard. Eighty-four (84) Reserve Units are relocated reducing traffic volumes on SR A1A and on Atlantic Boulevard by approximately 440 vehicles per day.

Target Area 7 is Federal Highway South where 120 dwelling units have been added. The additional units will increase traffic on portions of Federal Highway by 550 vehicles per day and on Atlantic Boulevard by 310 vehicles per day.

Target Area 8 is Dixie Highway South where 104 dwelling units are added. The additional dwelling units will increase traffic on portions of Dixie Highway by 430 vehicles per day.

Traffic Study Conclusions

The Traffic Study results reveal the redistribution of Flex and Reserve units to the City's eight Target Areas has minimal traffic impacts. While 1,437 dwelling units are available for redistribution, only 32% of the units are redistributed, thereby minimizing the traffic impact.

Appendix

Flex Zone	Base Flex Units	Base Rsvy.	Ord or Res.	Number	Date Approved	Expiration Date	Flex (+ or -)	Rsvy. (+ or -)	Avail. Flex	Avail. Rsvy.	Address	Project/Name	Notes
10 ^a	0	0	Res.	2005-129	2/22/09	n/a		-1	0	-1	380 NE 30th Street	RGM Enterprises	
			Ord.	2005-65	7/22/05	n/a	104	36	104	35			Adopted land use for Leisureville, Kendall Green
			Res.	2005-257	6/27/06	n/a	-1	0	103	35	540 NE 34th Street	Duncann & Salsky	
11 ^{ab}	0	0				n/a	33	75	33	75			Adopted land use Cresthaven
14	121	142	Res.	2002-323	6/13/06	n/a	-121	-142	0	0	3301 E Atlantic Blvd	Atlantic Point	
			Res.	2002-65	11/21/11	n/a	-8	0	54	102	39 NE 23rd Ave	Rebecca Sway	Original request: 10 (2 returned)
			Res.	2002-337	9/24/02	n/a	-17	0	37	102	35 NE 24th Avenue	Lavish Holdings	Original request: 38 (21 returned)
			Res.	2003-74	11/26/02	n/a	-4	0	33	102	35 NE 24th Avenue	Lavish Holdings	
15	62	102	Res.	2006-115	3/14/06	n/a	-1	-3	32	99	2470 NE 22nd Street	Gaspirini	
									6	52			
16	6	52	Res.	2002-145	3/12/02	n/a	-79	0	79	115	1290 NW 6th Avenue	CRA (Tony Parish)	
			Ord.	2003-35	3/11/03	n/a	85	0	164	115			Novelty LUPA, Res-M to Res-L
			Ord.	2003-36	3/11/03	n/a	122	0	286	115			Parkway LUPA, Res-M to CF
			Ord.	2010-25	4/13/10	10/13/11	-6	0	280	115	NW 3rd Avenue	Highland Oaks	Originally approved by Res. 2008-189. This resolution says they are affordable housing units. Should they be AHU?
18 ^a	186	72	Res.	2003-15	8/10/02	n/a	-1	0	185	72	2221 NW 4th Ct	Jason Rudnick	
			Res.	2005-294	7/26/05	n/a	0	-1	185	71	450 NW 18th Ave	JM Properties	
			Ord.	2005-65	7/12/05	n/a	0	25	185	96			Adopted land use for Loch Lomond
			Res.	2010-226	6/22/10	6/22/12	-22	0	163	96	140 NW 27th Ave	CRA/Alston Group	Assigned to CRA project in Flex Zone 19
19	5	36	Res.	2001-102	1/9/01	n/a	-1	0	4	36	Track 27, Collier City	Ellis & Emma Pope	
			Res.	2001-189	5/8/01	n/a	-1	0	3	36	Lots 999/1000, Collier City	Samuel Pope	
			Res.	2002-335	9/24/22	n/a	-1	0	2	36	2721 & 2741 NW 13th St	CRA	
			Res.	2007-266	9/11/07		0	-10	2	26	3001 NW 8th St	Collier City/ Pomp Beach Dev. Corp/ Najada	
			Res.	2010-226	6/22/10	6/22/12	-2	-26	0	0	140 NW 27th Ave	CRA/Alston Group	Formerly Lania Dev. 2007-110 and 2005-124. 22 flex units from Flex Zone 18 also used for this project.
20 ^a	0	182	Res.	2004-29	10/14/03	n/a	0	-10	0	172	3500 Oaks Clubhouse Dr.	(Usman)	
21	0	36						0	36				
21A	0	0						0	0				
22	51	46	Res.	2001-139	3/13/01	n/a	0	26	51	72			Return 26 units and 100 bonus sleeping rooms from MOB Plat for John Knox Village
			Res.	2002-147	3/12/02	n/a	-51	-69	0	3			What happened to the 100 bonus sleeping rooms?
			Ord.	2004-22	1/27/04	n/a	0	11	0	14			
23	115	160	Res.	2001-119	2/13/01	n/a	-1	0	114	160	2116 East Atlantic Blvd	Patrick Pancaldo	
			Res.	2002-66	11/21/01	n/a	-114	-111	0	49	1551 S Federal Hwy	Commercial Net Lease Realty	
			Res.	2004-104	1/13/04		0	-3	0	46	724 East Atlantic Blvd		Original request for 5. 2 units returned
			Res.	2004-297	7/13/04	n/a	0	-3	0	43	2101 SE 5th St	Santa Barbara Bungalows	
			Res.	2007-215	6/26/07	n/a	0	-14	0	29	2119-2199 E Atlantic Blvd	Fred Bonman	
24	0	82	Ord.	2008-42	6/10/08	n/a	0	1	0	30		Atlantic Riverfront LUPA	
									0	82			
AHU ⁵	80	127	Res.	2002-165	4/9/02	n/a	-192			15	1801 W Atlantic Blvd	Eagle Point Apts (Cornerstone)	
			Res.	2007-267	9/11/07		-1			14	2701 NW 13th Street	CRA (Hawkins Homes)	
							TOTALS		617	820			
										TOTAL	1437		

Updated: 9/2/10
Last BCPC certified: 8/28/08

Last update 3/19/2010. Since that update the following changes were made:

1. The base allocation of flex/reserve units were changed to zero in order to show the net change that added the units to the zones.
2. It appears the 6 units allocated to Highland Oaks were not removed from the allocation.
3. 70 units returned to Flex Zone 18 b/c the New Covenant Church project was never constructed. Twenty-two units were removed from Flex Zone 18 and assigned to a CRA project in Flex Zone 19.
4. 100 units were returned to Flex Zone 20 because the Creative Choice project was never constructed.
5. 10 units were returned to the AHU pool because the Najada Housing project was not built.

EXHIBIT 11

Public School Impact Analysis from 2010 Unification

The School Board of Broward County, Florida
SCHOOL CONSISTENCY REVIEW REPORT

LAND USE FLEX/RESERVE ALLOCATION

SBBC-1002-2011

County No: PCFZBM 11-1

Pompano Beach Modification for BC LUPA Flex

May 26, 2011



Growth Management Department
Facility Management, Planning, and Site Acquisition
600 SE 3rd Avenue, 8th Floor
Fort Lauderdale, Florida 33301
Tel: (754) 321-2177 Fax: (754) 321-2179
www.browardschools.com

SCHOOL CONSISTENCY REVIEW REPORT - LAND USE

PROJECT INFORMATION	IMPACT OF PROPOSED CHANGE	PROPERTY INFORMATION
Date: May 26, 2011	Units Permitted 1,437 Units Proposed 1,437	Existing Land Use: N/A
Name: Pompano Beach Modification for BC LUPA Flex	NET CHANGE (UNITS):	Proposed Land Use: N/A
SBBC Project Number: SBBC-1002-2011	Students Permitted Proposed NET CHANGE	Current Zoning Flex
County Project Number: PCFZBM 11-1	Elem 150 150 0	Proposed Zoning: Flex
Municipality Project Number:	Mid 72 72 0	Section: N/A
Owner/Developer: City of Pompano Beach	High 98 98 0	Township: N/A
Jurisdiction: Pompano Beach	Total 320 320 0	Range: N/A

SHORT RANGE - 5-YEAR IMPACT

Currently Assigned Schools	Gross Capacity	LOS Capacity	20th Day Enrollment	Over/Under LOS	Classroom Equivalent Needed to Meet LOS	% of Gross Capacity
Cypress Elementary	909	909	788	-121	-6	86.7%
Drew Elementary	579	579	622	43	3	107.4%
Palmview Elementary	711	711	604	-107	-5	85.0%
Pompano Beach Elementary	615	615	589	-26	-1	95.8%
Crystal Lake Community Middle	1,640	1,640	1,427	-213	-9	87.0%
Pompano Beach Middle	1,235	1,235	1,109	-126	-5	89.8%
Deerfield Beach High	2,848	2,848	2,402	-446	-17	84.3%
Ely, Blanche High	3,639	3,639	1,947	-1,692	-67	53.5%

Currently Assigned Schools	Adjusted 20th Day Enrollment	Over/Under LOS-Adj. 20th Day Enrollment	% Permanent Capacity Adjusted 20th Day	Projected Enrollment				
				11/12	12/13	13/14	14/15	15/16
Cypress Elementary	837	-72	92.1%	817	844	851	830	800
Drew Elementary	622	43	107.4%	621	623	624	617	605
Palmview Elementary	604	-107	85.0%	617	628	635	647	665
Pompano Beach Elementary	589	-26	95.8%	604	591	636	647	654
Crystal Lake Community Middle	1,427	-213	87.0%	1,515	1,577	1,537	1,499	1,527
Pompano Beach Middle	1,135	-100	91.9%	1,116	1,082	1,072	1,103	1,126
Deerfield Beach High	2,402	-446	84.3%	2,396	2,354	2,256	2,284	2,282
Ely, Blanche High	1,970	-1,669	54.1%	1,938	1,929	1,913	1,899	1,883

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code

LONG RANGE - TEN-YEAR IMPACT

Impacted Planning Area	School District's Planning Area Data			Aggregate Projected Enrollment				
	Aggregate School Capacity	Aggregate 20th Day Enrollment	Aggregate Over/(Under) Enrollment	15/16	16/17	17/18	18/19	19/20
Area B - Elementary	20,058	16,968	-3,090	19,169	19,530	19,892	20,253	20,615
Area B - Middle	9,340	7,278	-2,062	7,820	7,911	8,002	8,092	8,183
Area B - High	13,526	10,366	-3,160	8,821	8,854	8,887	8,920	8,953

CHARTER SCHOOL INFORMATION

Charter Schools within 2-mile radius	2009-10 Contract Permanent Capacity	2009-10 20th Day Enrollment	Over/(Under)	Projected Enrollment		
				11/12	12/13	13/14
Paragon K_5	450	162	-288	162	162	162
Pompano Charter	600	63	-537	63	63	63
Somerset Pines Academy	500	256	-244	256	256	256

**PLANNED AND FUNDED IMPROVEMENTS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN
(Years 1 - 5)**

School(s)	Description of Improvements
Cypress Elementary	Previously budgeted capacity addition, already included in the FISH
Drew Elementary	None
Palmview Elementary	None
Pompano Beach Elementary	None
Crystal Lake Community Middle	None
Pompano Beach Middle	None
Deerfield Beach High	None
Ely, Blanche High	Previously budgeted capacity addition, already included in the FISH

**PLANNED IMPROVEMENTS IN THE ADOPTED DISTRICT EDUCATIONAL FACILITIES PLAN
(Years 6 - 10)**

Improvements for Planning Area B	
School Level	Comments
Elementary	Elementary School (B #1): Land Only; Broadview: concurrent replacement of 35 different classrooms; Margate: remodeling and renovation of classroom; Morrow: 2 classroom additions
Middle	Middle School (B #1): Land Only; Margate: Final Phase Concurrent Replacement; Crystal Lake: 6 classroom additions; Deerfield Beach: 6 classroom additions; Pompano Beach: concurrent replacement of classroom
High	None

Comments

Information contained in the application proposes to collapse the fourteen current flex zone boundaries (Flex Zones 10, 11, 14, 15, 16, 17, 18, 19, 20, 21, 21A, 22, 23, and 24) located within the City of Pompano Beach into citywide unified flex zone. The Broward County Future Land Use Map (FLUM) currently allows a total of 1,437 residential flexibility units (457 two-bedroom townhouse and 980 mid-rise) within the fourteen flex zone boundaries. Staff reviewed this application for 1,437 (457 two-bedroom townhouse and 980 mid-rise) flexibility units for citywide unified flex zone. Information provided by the applicant indicates the residential type and bedroom mix of the existing and proposed units are the same. Therefore, based on the currently adopted student generation rates contained in the Broward County Land Development Code (BCLDC) both the existing and the proposed units would generate 320 students (150 elementary, 72 middle, and 98 high school students) into Broward County Public Schools. THE STUDENTS SHOWN AS GENERATED DUE TO THE COLLAPSING OF THE FLEX ZONES ARE PROVIDED FOR INFORMATION PURPOSES ONLY.

This application was reviewed based on its location in the School District's Long Range Seven Planning Areas, and Ten-Year Long Range Plan contained in the Five-Year Adopted District Educational Facilities Plan (DEFP) FY 2010/11 – 2014/15. However, the statistical data regarding the level of service standard (LOS) status of the actual schools impacted by this land use application in the initial five-year of the ten-year period is depicted herein for informational purposes only.

Schools serving the citywide flex zones in the 2010-11 school year are Deerfield Beach, Norcrest, Cresthaven, Charles Drew, Palmview, Sanders Park, Markham Robert, Pompano Beach, Cypress, and McNab Elementary Schools; Deerfield Beach, Lyons Creek, Crystal Lake, and Pompano Beach Middle Schools; and Deerfield Beach, Coconut Creek, Ely, and Monarch High Schools. Based on the District's Public School Concurrency Planning Document, most of the schools are operating below the adopted LOS of 100% of their capacities in the 2010-11 school year except Charles Drew and McNab Elementary schools. These two elementary schools are operating at 107.4% and 114.7% of their capacities respectively. Incorporating the cumulative students anticipated from approved and vested developments anticipated to be built within the next three years (2010-11 – 2012-13), most of the schools are expected to operate below the adopted LOS of 100% through the 2012-13 school year except Charles Drew and McNab Elementary schools which are expected to operate over the adopted LOS of 100% through the 2012-13 school year. The Schools' permanent capacities and adopted LOS are also reflected herein. It should be noted that the stated capacity status of the primarily impacted schools reflect permanent capacity additions that are planned for the Schools within the first three years of the Five-Year Adopted District Educational Facilities Plan (DEFP) FY 2010/11 – 2014/15.

Charter schools located within a two-mile radius of the unified flex zones in the 2010-11 school year and their relevant information are depicted herein.

Capital Improvements scheduled in the long range section (2015-16 to 2019-20) of the currently Five-Year Adopted District Educational Facilities Plan (DEFP) FY 2010/11 – 2014/15 regarding pertinent impacted schools is depicted above. Additionally, a previously budgeted classroom addition is planned for Norcrest Elementary school.

Based on the School District's Seven Planning Areas, the unified flex zones are located within School District Planning Area "B", and the elementary, middle, and high schools currently assigned to Planning Area "B" and their cumulative twentieth day student enrollment, permanent capacity and ten-year student enrollment projections are depicted herein.

Therefore, Planning Area "B" is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed in the Planning Area. As such, the action regarding collapsing of the flex zones is not anticipated to have a negative impact on Broward County Public Schools. Please be advised that if approved, the units from this project will be subject to a public school concurrency review at the plat, site plan (or functional equivalent) phase of development review, whichever comes first.

The School Board of Broward County, Florida
SCHOOL CONSISTENCY REVIEW REPORT

PROJECT NUMBER: SBBC-1002-2011

Reviewed By:



Signature

Mohammed Rasheduzzaman, AICP

Name

Planner

Title

5 | 26 | 2011

Date

EXHIBIT 12

Resolution 2014-131, adopting corridor studies

RESOLUTION NO. 2014-131

CITY OF POMPANO BEACH
Broward County, Florida

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, ACCEPTING TRANSPORTATION CORRIDOR STUDIES TRANSFORMATION PLAN FOR DIXIE HIGHWAY, FEDERAL HIGHWAY/US 1, AND ATLANTIC BOULEVARD PREPARED BY RENAISSANCE PLANNING GROUP IN PARTNERSHIP WITH FLORIDA INTERNATIONAL UNIVERSITY'S METROPOLITAN CENTER, AND KIMLEY-HORN AND ASSOCIATES, INC., PROVIDING A STUDY TO SET THE DIRECTION FOR FUTURE DEVELOPMENT / REDEVELOPMENT; PROVIDING AN EFFECTIVE DATE.

WHEREAS, Renaissance Planning Group in partnership with Florida International University's Metropolitan Center and Kimley-Horn and Associates, Inc. has prepared a Transportation Corridor Studies Transformation Plan For Dixie Highway, Federal Highway/US 1, and Atlantic Boulevard; now therefore,

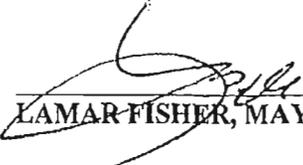
BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA:

SECTION 1. The Transportation Corridor Studies Transformation Plan for Dixie Highway, Federal Highway/US 1 and Atlantic Boulevard prepared by Renaissance Planning Group in partnership with Florida International University, The Metropolitan Center, and Kimley-Horn and Associates, Inc. provides a comprehensive study to set the direction for future development / redevelopment and revitalization along Dixie Highway, Federal Highway/US 1 and Atlantic Boulevard. The plan's objective is to elevate the visibility of the three corridors, provide strategies to ensure the corridors remain economically viable into the future and help

them achieve their full potential. A copy of the transportation corridors study, which is attached hereto and incorporated by reference as if set forth in full, is hereby approved.

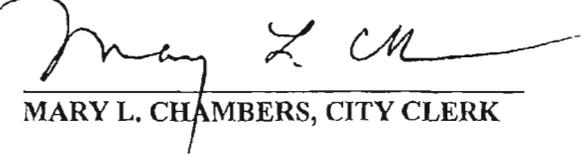
SECTION 2. This Resolution shall become effective upon passage.

PASSED AND ADOPTED this 11th day of February, 2014.



LAMAR FISHER, MAYOR

ATTEST:



MARY L. CHAMBERS, CITY CLERK

:jrm
1/3/14
L:reso/2014-107

EXHIBIT 13

FLU Policies regarding Flex

5. Proposed adjoining uses;
6. Readiness for redevelopment of surrounding uses; and.
7. Proximity to mass transit.

01.03.13 Future industrial land uses shall be located with access to major transportation facilities including highways, airports, railroads, and seaports.

01.03.14 The Future Land Use map and site plans prepared in conformance with the designated land uses will address compatibility with the existing and planned greenways identified on the Broward County Potential Greenways System Map.

Objective Major Corridor Land Use

01.04.00 Support and promote the intermix of residential and commercial uses along major traffic corridors.

Policies

01.04.01 The Planning Department shall support and promote the intermix of residential and commercial uses along major traffic corridors, where mass transit is available, through the allocation of flex and reserve units and approval of land use plan map amendments allowing for residential developments

01.04.02 The City of Pompano Beach shall amend its land development regulations to reduce parking requirements for residential and commercial uses along major corridors where it can be shown that pedestrian amenities are provided, shared parking is provided, or sufficient public parking is nearby.

01.04.03 Except for schools, regional and community facilities shall be located close to major traffic corridors and mass transit routes adequate to carry the volume of traffic generated by such facilities.

Policies

- 01.11.01 All Urban Infill Areas and Community Redevelopment Areas adopted pursuant to Chapter 163, Part III, Florida Statutes shall be mapped on the Urban Infill, Urban Redevelopment and Downtown Revitalization Area Map contained in the Broward County Land Use Plan Map Series.
- 01.11.02 All Urban Infill Areas shall meet the definition of an urban infill area as provided for F.S. 163.3164 (27).
- 01.11.03 Redevelopment activities in the Community Redevelopment Areas shall be guided by their respective Community Redevelopment Plans, adopted pursuant to Chapter 163, Part III, Florida Statutes.

Objective Urban Infill Criteria

- 01.12.00 Establish criteria which encourage development of urban infill and community redevelopment areas to promote economic development, increase housing opportunities and maximize the use of existing public facilities and services.

Policies

- 01.12.01 Designated Urban Infill Areas and Community Redevelopment Areas, adopted pursuant to Chapter 163, Part III, Florida Statutes shall be excepted from any applicable transportation roadway concurrency requirements.
- 01.12.02 Continue to support the allowance of mixed use land at strategic locations within Urban Infill, Urban Redevelopment and Downtown Revitalization Areas.
- 01.12.03 Utilize the existing flexibility provisions to facilitate proposed mixed use developments in urban infill areas provided that the proposed developments are compatible with the community character.

01.12.04 The City shall utilize flexibility units and reserve units to increase residential densities within the flex and reserve receiving areas when consistent with the community character; adjacent land uses; and public school capacity both within Pompano and affected contiguous municipalities; and has undergone a compatibility review relative to potential impacts on Environmentally Sensitive Lands and County or regional parks in accordance with Policy 13.01.10 of the Broward County Land Use Plan.

01.12.05 A pool of "Affordable Housing Units" (AFU's) shall be established which is equal to 10% of the total available flexibility and reserve units. AFU's shall be deducted from the reserve and flexibility units totals and shall be fixed as of the effective date of this policy in Broward County's Land Use Plan.

Objective Dredge Spoil Sites

01.13.00 The City of Pompano Beach shall identify and ensure the availability of dredge spoil sites

Policies

01.13.01 The City shall coordinate with Broward County Department of Natural Resource Protection, Florida Inland Navigation District (FIND) and the Army Corp of Engineers to maintain the development status of existing FIND parcels to allow for use as dredge spoil sites in cases of emergency.

01.13.02 Limit activity on the identified FIND parcels by submitting improvement plans to FIND for approval.

01.13.03 Prior to each Evaluation and Appraisal Report preparation, contact FIND to ensure that existing sites are adequate or to ascertain if new sites have been acquired or are needed.

01.13.04 The following criteria are established for dredge spoil site selection:

EXHIBIT 14

Draft text amendments regarding Flex Allocation and Residential Compatibility

§ 154.61 RESERVE AND FLEXIBILITY UNITS.

- (A) In conformance with the Comprehensive Plan, flexibility and reserve units as defined in § 154.60 of this chapter, may be allocated to authorize ~~multifamily dwellings for residential projects or mixed-use projects~~ on properties with commercial land use designations or additional units on properties with residential land use designations. Approval of a transfer of flexibility and reserve units shall be achieved as outlined below.
- ...
- (C) Procedure.
- ...
- (5) The ~~availability~~ allocation of reserve and flexibility units will become null and void upon the expiration of the following time limits, unless otherwise provided in the resolution allocating said flexibility and reserve units. Time extensions may only be granted for good cause shown if sufficient progress is demonstrated.
- (a) Principal Building Permit. The applicant shall obtain a principal building permit for the proposed principal structure within twenty-four months of the date of the resolution.
- (D) Application review standards. An application shall only be approved on a finding that ~~there is~~ the applicant has provided competent substantial evidence in the record that all of the following standards are met:
- (1) Consistency with applicable goals, objectives and policies of the city's Comprehensive Plan and this chapter.
 - (2) ~~The use of the reserve and flexibility units will produce a reasonable development pattern. The criteria for reasonableness shall include compatibility of adjacent land uses and suitability of the parcel for various development patterns.~~ Compliance with the following:
 - (a) Innovative Development. The proposed development demonstrates innovative land planning and site design concepts that support a high quality of life and achieve a high quality of development.
 - (b) Sustainable Development. The proposed development demonstrates environmental sensitivity and energy efficiency by achieving an additional ten sustainability development points over what would otherwise be required for the relevant development type.
 - (c) Compatible Development. The proposed development demonstrates compatibility with adjacent land uses. The applicant shall demonstrate how the project will comply with compatibility requirements including, but not limited to, Perimeter Buffer Standards in Zoning Code §155.5203.F. and Residential Compatibility Standards in Zoning Code §155.5604.
 - (d) Accessible Development. Public access to waterways, public parks, and/or the beach is dedicated, where applicable.
 - (e) Pedestrian-Oriented Development. Developments abutting an Arterial Roadway shall be designed to enhance the adjacent roadway's streetscape and promote walkable communities by implementing wide sidewalks, pedestrian-scale architecture, pedestrian-oriented site-layout, and context-sensitive landscaping as follows:
 - i. Buildings should be placed as close as possible to the property line abutting the Arterial Roadway, with the bulk of the building oriented towards the Arterial roadway. When setback from the front or street side property line, a plaza or similar public space, including hardscaping and

landscaping, in between the property line and the building shall be provided.

- ii. Architecture shall be human-scaled and a minimum of 50% of the ground-level street-facing façade shall be occupied by transparent window or door openings. In lieu of the 50% transparency requirement, residential facades shall be articulated in a manner that promotes pedestrian activity including the provision of pedestrian-oriented street furniture or other seating surfaces, hardscaping and landscaping, awnings, and alternative paving materials in areas of pedestrian access.
- iii. No off-street parking or vehicular use areas shall be located between the street and the building.
- iv. Sidewalks shall be shaded, a minimum of 10 feet in width, and located at least five feet from the curb. Landscaping shall be located between the edge of curb and the sidewalk. This landscaped area shall not include sod, but shall include drought resistant ground cover. Street Trees shall be selected and placed to offer maximum shade of pedestrians. For properties installing on-street parking, the sidewalk width along the side of the property abutting the on-street parking spaces may be reduced to seven feet and can be located abutting the curb. The required landscape area shall be accommodated as bulb outs and street trees shall be installed.
- vi. When placed along front and/or street sides of a property, walls and fences shall be limited to a maximum 4 ft in height and a minimum 75% transparency.

(f) Mixed Use and Multifamily Development. The proposed development shall be of a use or typology as listed below:

- i. The proposed development meets the Zoning Code's definition and standards for a Live/Work Dwelling;
- ii. The proposed development meets the Zoning Code's definition and standards for a Mixed Use Dwelling;
- iii. Multifamily Dwelling development shall only be permitted if parking is provided in garages and enhanced multi-use trails or other enhanced recreation spaces are provided. In lieu of garage parking, low impact design surface parking may be permitted if, at a minimum, all of the following low impact design components are included in the parking lot design: drought tolerant ground coverings in all landscaped areas, landscaped islands designed to capture and store stormwater, and 25% additional trees.
- iv. The City reserves the right to allocate flex units for other uses and typologies in order to address inconsistencies between the City's Local Land Use Plan and the County's Land Use Plan.

(3) Submittal of an Agreement and Restrictive Covenants addressing at a minimum the applicant's compliance with the standards listed in Section 154.61(D)(2).

§ 155.4202. RESIDENTIAL: HOUSEHOLD LIVING USES

G. ~~Dwelling~~, Mixed Use Residential Development

2. **Definition**

~~A mixed use dwelling residential development is a multi-story building where a majority of the ground floor is used for Commercial Uses and dwelling units are located on the second floor or higher of a building with nonresidential uses located on the ground or street level. For purposes of Intensity and Dimensional Standards in the B-1, B-2, and B-3 Districts, Mixed Use Residential Development shall not be considered a Free-Standing Residential Development.~~

3. **Standards**

~~Mixed use dwelling uses are generally intended to accommodate residential living above street level nonresidential uses. Lobbies, security, and uses incidental to the upper story dwelling use may be allowed on the street level, but all principal living spaces in multi-story or multi-tenant buildings shall be above the first floor.~~

~~A mixed use residential development shall comply with the following standards:~~

- a. ~~Properties with parking provided in a separate structure or in a surface parking lot shall have a minimum of 50% of the ground floor occupied by Commercial Uses. Lobbies, leasing areas, security, and any uses incidental to the upper story dwelling use shall not be considered Commercial Uses. Institutional Uses may be provided in lieu of Commercial Uses provided they are permitted within the applicable Zoning District and are compatible with the residential uses.~~
- b. ~~Properties with structured parking integrated into the principal structure shall comply with following standards:~~
 - i. ~~The ground-level street-facing façade shall provide a minimum of 75% of the width of the façade with habitable space. Such habitable space shall extend at least 20 feet into the structure and shall be occupied by Commercial Uses. Lobbies, leasing areas, security, and any uses incidental to the upper story dwelling use shall not be considered Commercial Uses. Institutional Uses may be provided in lieu of Commercial Uses provided they are permitted within the applicable Zoning District and are compatible with the residential uses.~~
 - ii. ~~Those buildings which face more than one street shall provide the required habitable space on the façade facing the higher classified roadway. The other street-facing façade(s) shall either provide 75% habitable space, or they shall be articulated in a manner that promotes pedestrian activity including the provision of pedestrian-oriented street furniture or other seating surfaces, hardscaping and landscaping, awnings, and alternative paving materials in areas of pedestrian access.~~

§ 155.5604. RESIDENTIAL COMPATIBILITY STANDARDS

A. Purpose

These residential compatibility standards are used to provide a proper transition and compatibility between single-family residential and/or low intensity multifamily development and more intense multifamily residential, nonresidential, and mixed-use development. For purposes of this section low intensity multifamily development shall mean townhouses, duplex, triplex, and quadplex developments no greater than 35 feet in height. More specifically, it is the intent of these standards to:

1. Provide effective transitions between single-family residential and/or low intensity multifamily uses and more intense uses;
2. Protect the character of existing single-family residential and/or low intensity multifamily development from negative impacts resulting from more intense adjacent forms of development;

...

B. Applicability

1. General

~~Unless exempted in accordance with subsection 2 below, these~~ These residential compatibility standards shall apply to the following:

- ~~a. New multifamily residential, commercial, institutional, industrial, and mixed-use development located on land abutting or across a local street or alley from existing single family residential development.~~
- ~~b. Commercial, institutional, industrial, and mixed-use development located on land abutting or across a local street or alley from existing single family residential development which is required to obtain Major Building Design approval.~~
- ~~c. Multifamily residential development located on land abutting or across a local street or alley from existing single family residential development which is required to obtain a Minor or Major Building Design approval.~~
- a. All new multifamily development and new nonresidential development that is located on land abutting or across a local street or alley from existing single-family development, and that is required to obtain Major Site Plan approval. New development required to obtain Minor Site Plan approval shall comply to the maximum extent practicable.
- b. All new multifamily development greater than 35 feet in height and all new nonresidential development that is located on land abutting or across a local street or alley from existing low intensity multifamily development, and that is required to obtain Major Site Plan approval. New development required to obtain Minor Site Plan approval shall comply to the maximum extent practicable.
- c. To the maximum extent practicable, additions to existing multifamily development and additions to existing nonresidential development that is located on land abutting or across a local street or alley from existing single-family development, and that is required to obtain Major Site Plan or Minor Site Plan approval.
- d. To the maximum extent practicable, additions to existing multifamily

development greater than 35 feet in height and additions to existing nonresidential development that is located on land abutting or across a local street or alley from low intensity multifamily development, and that is required to obtain Major Site Plan or Minor Site Plan approval.

C. Compatibility Standards

All ~~multifamily residential, nonresidential, and mixed-use~~ development subject to this section shall comply with the following standards:

1. Use Intensity

For multi-building development that includes varying use and/or development intensities in different buildings, the development shall locate buildings with the least intense use and/or development nearest to the abutting single-family and/or low intensity multifamily residential development.

2. Building Height/Setbacks

~~Any portion of a structure greater than 40 feet in height that is contiguous to existing single-family residential development shall be set back one foot for each foot of height over 40 feet, up to a maximum distance of one-half the height of the structure in addition to the setback required for the structure by district regulations.~~

a. The height of proposed structures on land abutting or across a local street or alley from existing single-family development is limited to 35 feet for the portion of the property within 20 feet of the applicable property line.

b. The height of proposed structures on land abutting or across a local street or alley from existing low intensity multifamily development is limited to 35 feet for the portion of the property within 10 feet of the applicable property line.

3. Bulk and Mass

Building breaks for properties abutting or across a local street or alley from single-family and/or low intensity multi-family development shall be in scale with the applicable development's lot size. For instance a building abutting a single family development with a 50 foot lot width, should have building breaks every 50 feet or as practicable. Wall offsets may be used in lieu of building breaks provided the offsets achieve the intended proportional bulk and mass.

4. Privacy

The placement of windows, balconies, roof top uses, and ground-floor door entrances shall be designed in a manner that optimizes privacy of residents of adjacent existing single-family and/or low intensity residential developments.

35. Retail Facades.

Retail commercial building facades that face single-family and/or low intensity multifamily development shall be designed to appear as a series of discrete storefronts, with no single storefront occupying more than 50 percent of the total facade width.

46. Off-Street Parking Areas

a. Off-street parking on lots adjacent to a single-family and/or low intensity multifamily dwelling shall be located as follows (listed in priority order):

i. Adjacent to off-street parking lots serving nonresidential uses on abutting lots;

- ii. Adjacent to lot lines abutting nonresidential development;
 - iii. Adjacent to lot lines abutting mixed-use development;
 - iv. Within a lot's corner side yard;
 - v. Behind the building;
 - vi. In front of the building; or
 - vii. Adjacent to lot lines for the abutting single-family and/or low intensity multifamily dwelling.
- b. Off-street surface parking areas located adjacent to single-family ~~residential~~ and/or low intensity multifamily development shall be screened by a type C perimeter buffer in accordance with Section 155.5203.F, Perimeter Buffers.
- c. The facade of any parking structure facing adjacent single-family ~~residential~~ and/or low intensity multifamily development shall be designed to appear as an articulated building wall to soften its visual impact.

57. Loading, Service, and Refuse Areas

Loading, service, and refuse areas shall be:

- a. Located at least 12 feet from a lot containing an existing single-family and/or low intensity multifamily dwelling;
- b. Screened from view of abutting single-family and/or low intensity multifamily dwellings using materials that are the same as, or of equal quality to, the materials used for the principal building; and
- c. Incorporated into the overall design of the building and landscape so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent lots containing single-family and/or low intensity multifamily dwellings.

§ 155.5102. OFF-STREET PARKING AND LOADING

...

D. OFF-STREET PARKING SPACE REQUIREMENTS

1. Minimum Number of Off-Street Parking Spaces

...

TABLE 155.5102.D.1: MINIMUM NUMBER OF OFF-STREET PARKING SPACES		
Use Category	Use Type	Minimum Number of Parking Spaces
COMMERCIAL USES		

Retail Sales and Service Uses - Personal Services	Dwelling, mixed-use <u>Mixed Use Residential Development</u>	<u>1 per DU</u> <u>The residential portion shall provide parking per the standards for Multifamily Dwelling.</u> <u>The nonresidential portion shall provide 50% of the parking required per the applicable use type.</u>

...

ARTICLE 9: DEFINITIONS AND INTERPRETATION

...

PART 5 TERMS AND USES DEFINED

The following words, terms, and phrases, when used in this Code, shall have the meaning ascribed to them in this section.

...

Dwelling, Mixed Use Residential Development

A multi-story building where a majority of the ground floor is used for Commercial Uses and dwelling units are located on the second floor or higher of a building with nonresidential uses located on the ground or street level.