


East Transit-Oriented Corridor

Land Use Amendment

Community Meeting April 16, 2016



Presentation Outline

- Introduction
- Land Use vs. Zoning
- Boundaries
- Vision
- Urban Design Analysis
- Preliminary Traffic Analysis
- Next Steps

Introduction

September-October 2015

- Boundaries for EATOC Land Use Designation
- Parcel Analysis (Existing entitlements, built entitlements and remaining entitlements)
- Market Study

November 2015 - February 2016

- **November 12, 2015 - Commission/Stakeholder Kick-off Meeting**
- 2011 Master Plan and parcel analysis update
- Preliminary traffic analysis of existing conditions plus 15-Yr. ETOC basket of rights
- Prepare draft LUPA Application

Planning Approach

Comprehensive (Pro-active)

- District-wide land use amendment
- Analyzes the entire district as a whole to understand past, current and future problems with streetscapes, traffic and development patterns
- Provides a framework for addressing those issues collectively and holistically
- Establishes standards for new development to address:
 - Required additional streetscape enhancements
 - Required traffic impact mitigation
 - Required neighborhood compatibility

V
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Piecemeal (Reactive)

- Individual project requests a land use amendment
 - i.e. KOI, Captiva Cove, Orchid Grove, Vintage Parks, The Jefferson
- Net change analysis shows a reduction in impacts (streetscapes, traffic, water, sewer, drainage etc.)
 - Individual COMP Plan amendments don't look at the cumulative impact of past, present and future development
 - Difficult for County and City to deny request based on the "net reduction"
 - No specific requirements to address neighborhood compatibility

Comprehensive Plan Vs. Zoning

Comprehensive Plan:

- Contents dictated by Ch. 163 F.S. and subject to Broward County and State review
- Establishes vision, purpose and philosophy of the district. Very broad principles that will ALWAYS apply in ALL circumstances. INFLEXIBLE.
- Establishes gross MAXIMUM entitlements for the district (dwelling units and/or maximum SF of nonresidential development).
- All amendment related concurrency impact analysis based on 100% buildout of approved vs. proposed entitlements (not relative to existing conditions).

Zoning:

- Creates sub-areas (Core, Center, Edge for mixed use land use categories) or specific zoning districts applicable to a particular land use category (Commercial Land Use can have B-1, B-2, B-3, etc. zoning designations).
- Establishes NET entitlements (within parcel lines for traditional density/intensity calculations or allocations from the “basket of rights” for proposed mixed use districts)
- Further restricts development with required street connections, buffers and open spaces, greenways, setbacks (building placement), and building types (for form based codes).
- Concurrency impact analysis based on a specific project’s proposed development which may be less than or equal to the maximum allowed per the underlying land use category but no greater. Impact analysis relative to existing conditions.

Where we are now..

Comprehensive Plan:

- Staff review of Land Use Plan Amendment Application and Public Workshops (Public and P&Z) in April, 2016
- First set of public hearings May – July, 2016

Zoning:

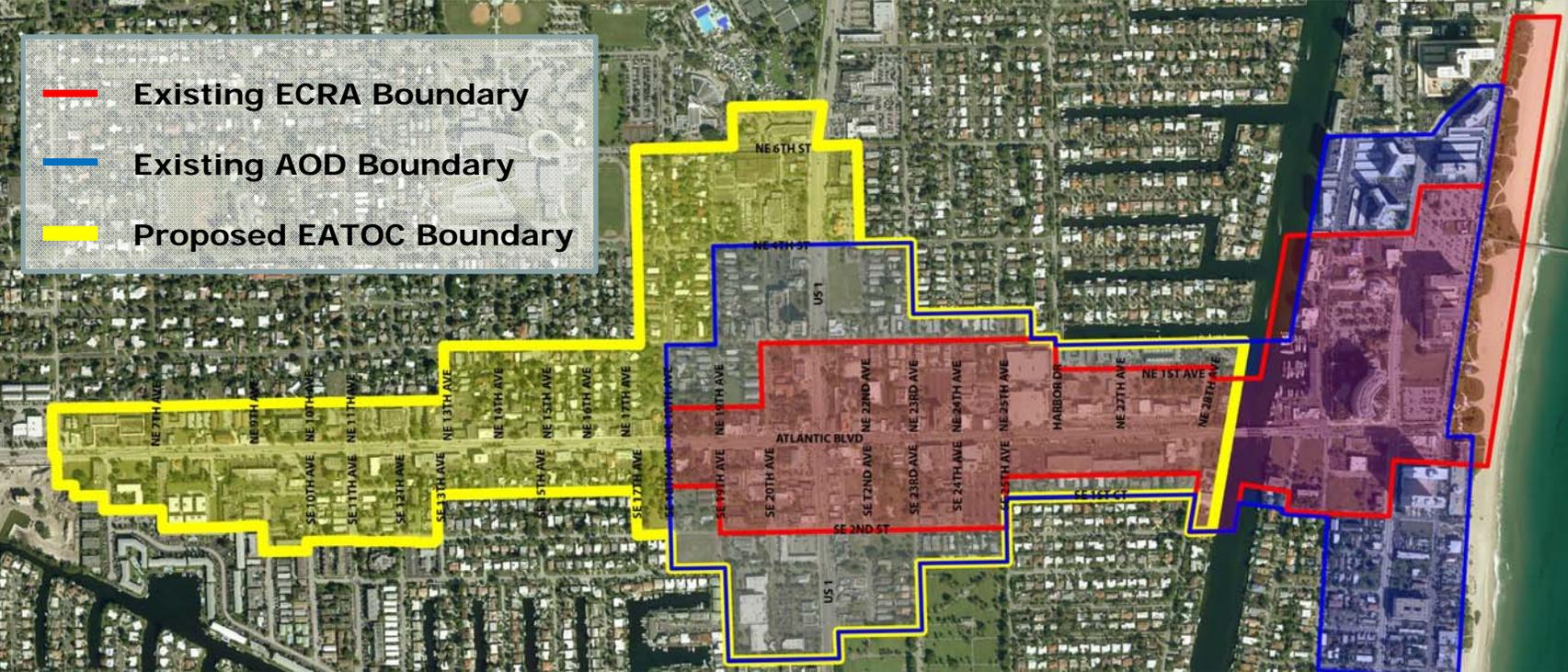
- Specific zoning regulations being drafted
- Zoning to be presented in workshops starting in November, 2016

BOUNDARIES:

Comprehensive Plan: Principles of a Transit Oriented Corridor
Objective 1.19.1 and associated policies

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

Boundaries



Vision

The Vision

East CRA Parking &
Massing Analysis:
September 26-30, 2011

- 2000 - Planning began
- 2001 - ECRA was established
- 2001 - ECRA Plan adopted
- 2010 – ECRA Plan was amended
- 2011 - ECRA Parking and Massing Analysis

Guiding Principles:

- Plan for streetscape improvements and improve pedestrian activity
- Revise development regulations
- Incentivize Redevelopment
 - Attract new commercial businesses, hotels etc.
 - Encourage market rate housing
- Increase property values (Tax Base)
- Improve the neighborhoods

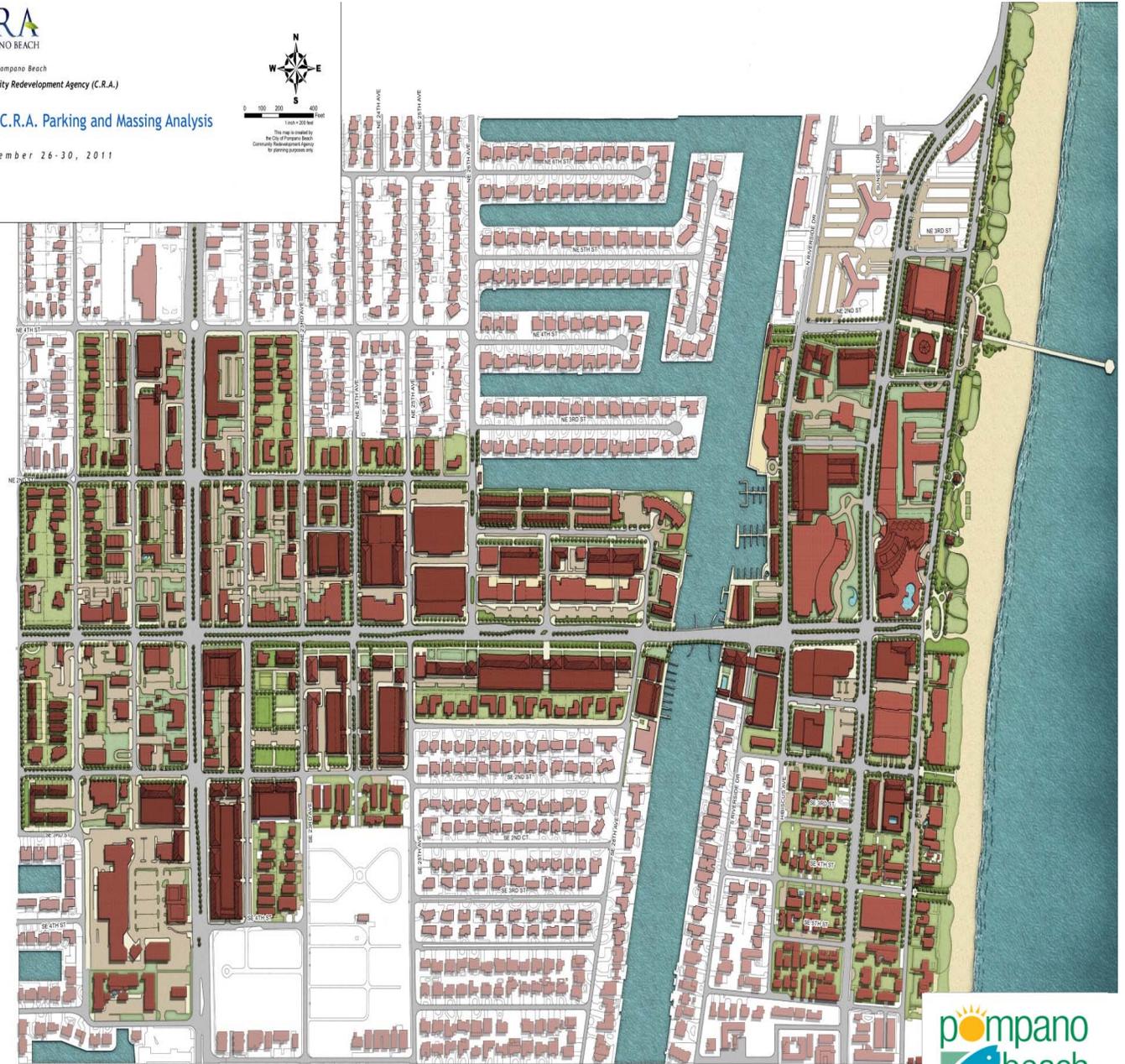
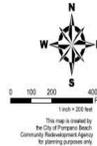


2010

CRA
POMPANO BEACH
City of Pompano Beach
Community Redevelopment Agency (C.R.A.)

East C.R.A. Parking and Massing Analysis

September 26-30, 2011



- Harbor Village Site Improvements
- E. Atlantic Blvd. Streetscape Improvements
- Beach Improvements
- Pier Redevelopment
- Beach Library

Vision Plan

Implementing Goals:

- Connect the Downtown and East TOCs
- Analyze improvements needed and potential sites for redevelopment
- Establish the proper development standards based on good urban design principles



Urban Design Principles

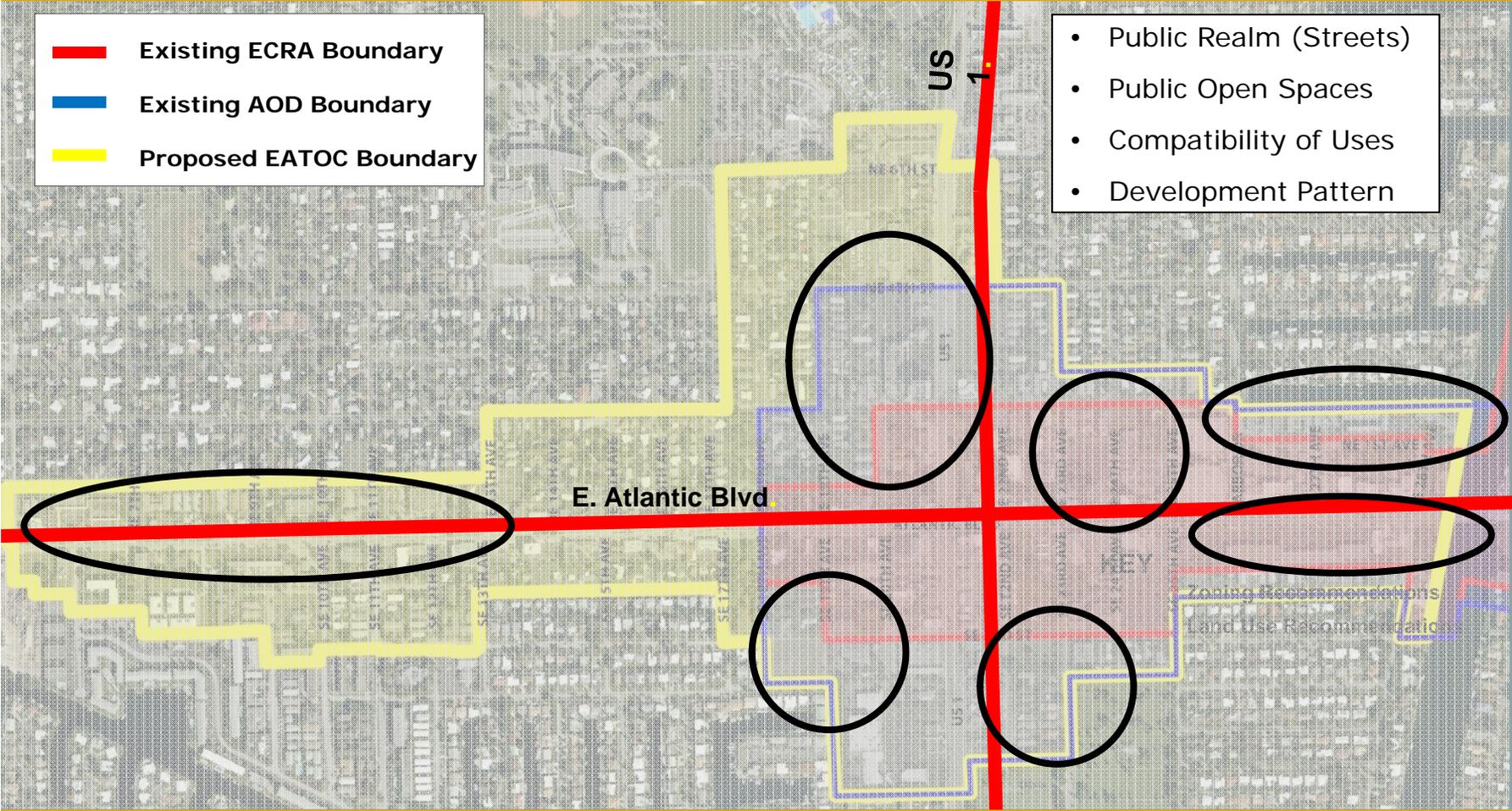


- ✓ **Vehicular Connectivity (minimize impact to surrounding neighborhoods)**
- ✓ **Transportation alternatives (reduce traffic)**
- ✓ **Pedestrian connectivity and walkability (enhance streetscapes)**
- ✓ **Enhanced public open spaces**
- ✓ **Waterfront access and beautification**
- ✓ **Building standards to ensure compatibility with existing residential neighborhoods in terms of height and mass**

Urban Design Analysis

-  Existing ECRA Boundary
-  Existing AOD Boundary
-  Proposed EATOC Boundary

- Public Realm (Streets)
- Public Open Spaces
- Compatibility of Uses
- Development Pattern



E. Atlantic Blvd

US 1

Zoning Recommendations
Land Use Recommendations

Public Realm – lack of development



Existing Conditions on NE 24th Avenue

PROBLEMS

- Parking dominates streetscape
- No landscape strips (shade) along street edge
- Wide streets (excessive pavement)
- Narrow sidewalks

SOLUTIONS

- Establish a hierarchy of streets
- Establish minimum setbacks needed to encourage public plazas and the use of colonnades
- Require a minimum percentage of active use and shading along all streets



Public Realm – lack of frontage



Existing Conditions on NE 1st Street



PROBLEMS

- Rear of commercial building fronts single family
- No sidewalks on south side

SOLUTIONS

- Encourage mixed use development on commercial parcels with residential fronting single family
- Require a minimum percentage of active use along NE 1st Street



Public Realm – conflicts in the street



Existing Conditions on NE 1st Street

Existing Conditions on NE 1st St. (behind Harbor Village)

PROBLEMS

- Wide Right-of-way (100 feet)
- Narrow sidewalks
- No landscaping along street edge (Back-out parking on north)
- Existing lift station limits the streetscape improvements
- Depth of lots are too small to build structured parking (100')
- Insufficient parking for existing buildings



Existing Conditions on NE 1st Street

Public Realm – conflicts in the street

SOLUTIONS

- Evaluate possible streetscape improvements
- Rear alley has been vacated (increases lot depth to 125' total, which is suitable for structured parking)
- CRA/City are exploring possibilities for building public parking garages behind Harbor Village



Streets Regulating Plan

LEGEND

STREET NETWORK CONNECTIVITY REGULATING PLAN

 EXISTING A / PRIMARY STREET

 EXISTING B / SECONDARY STREET

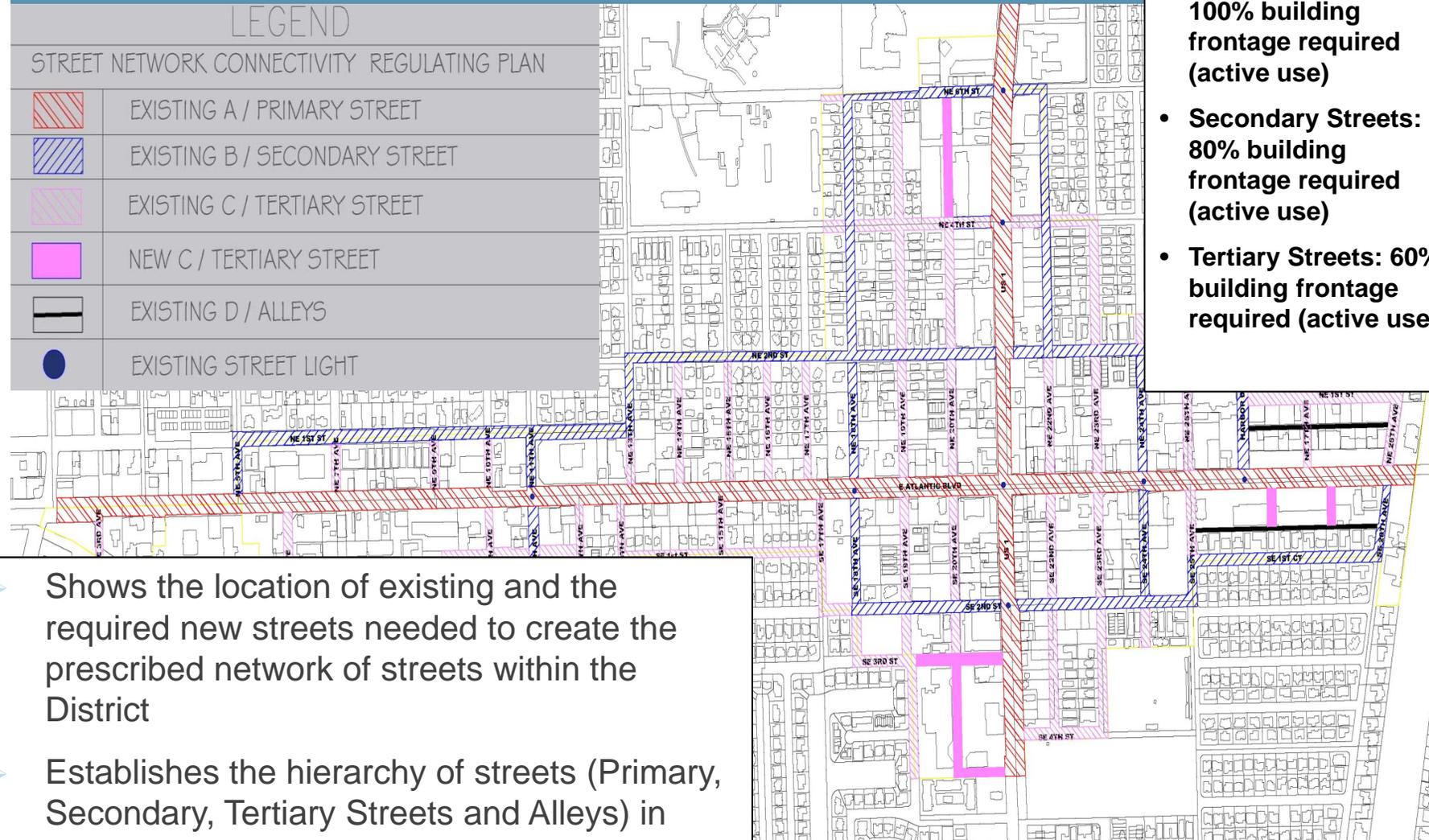
 EXISTING C / TERTIARY STREET

 NEW C / TERTIARY STREET

 EXISTING D / ALLEYS

 EXISTING STREET LIGHT

- **Primary Streets:** 100% building frontage required (active use)
- **Secondary Streets:** 80% building frontage required (active use)
- **Tertiary Streets:** 60% building frontage required (active use)



- Shows the location of existing and the required new streets needed to create the prescribed network of streets within the District
- Establishes the hierarchy of streets (Primary, Secondary, Tertiary Streets and Alleys) in terms of pedestrian connectivity
- Establishes criteria for where active use along the ground floor is required

Public Open Space

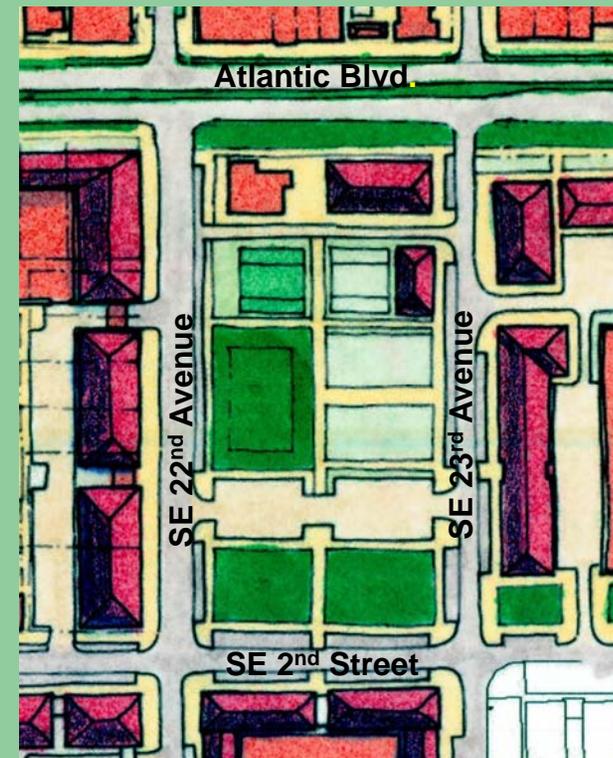


PROBLEMS

- Primarily commercial uses surrounding park (9-5 businesses)
- Several vacant parcels abutting (No “Eyes” on the Park)
- Vagrancy

SOLUTIONS

- Encourage mixed-use and residential development around park to establish more activity at all hours of the day (natural surveillance)



Public Open Space



PROBLEMS

- Primarily commercial use surrounding park (9-5 businesses)
- No active use or building frontage on park (No “Eyes” on the Park)
- Vagrancy

SOLUTIONS

- Encourage concessions stands or mixed-use and residential development around park to establish more activity at all hours of the day (natural surveillance)



Park on Cypress Rd. and Atlantic Blvd. Existing Conditions



Forsyth Park Café in Savannah, GA

Public Greenways

City's Parks Master Plan

- Connecting all city parks with bicycle routes
- Within EATOC:
 - Atlantic Blvd.
 - US1
 - Harbor Drive
 - NE 11th and 18th Avenue
 - NE 4th Street
- Connections to Downtown
 - NE 1st Street
 - NE 2nd Street



Bicycle Routes Access to City Parks **13**

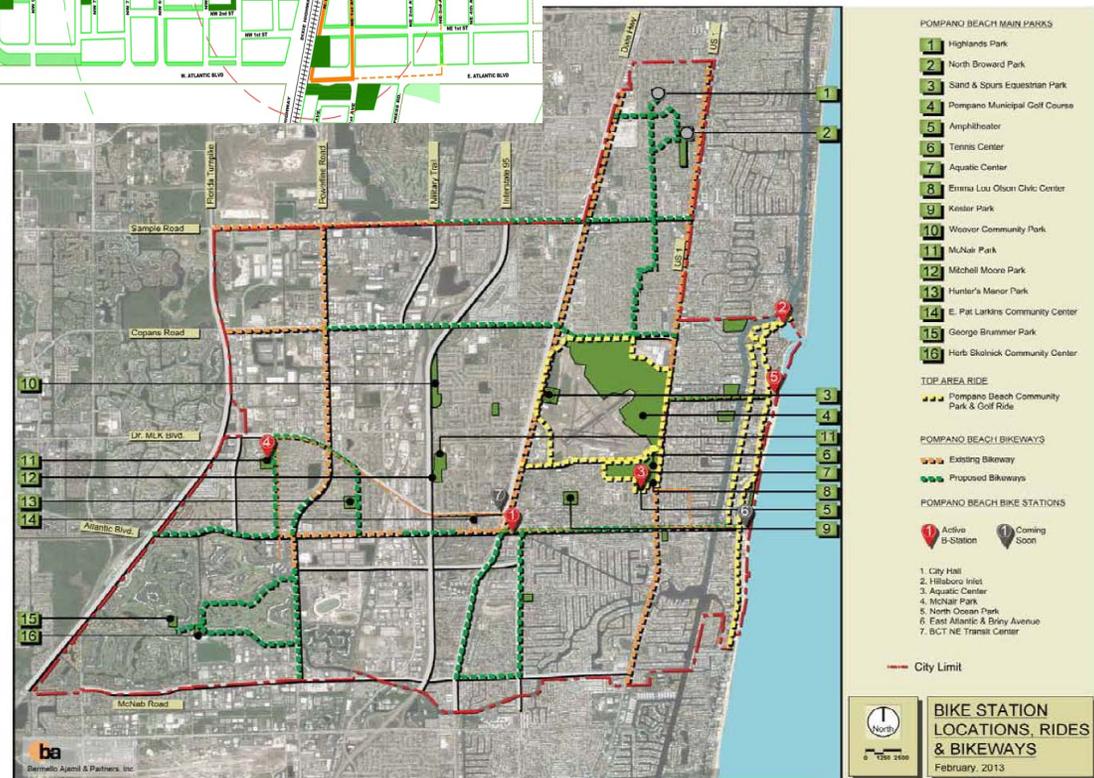
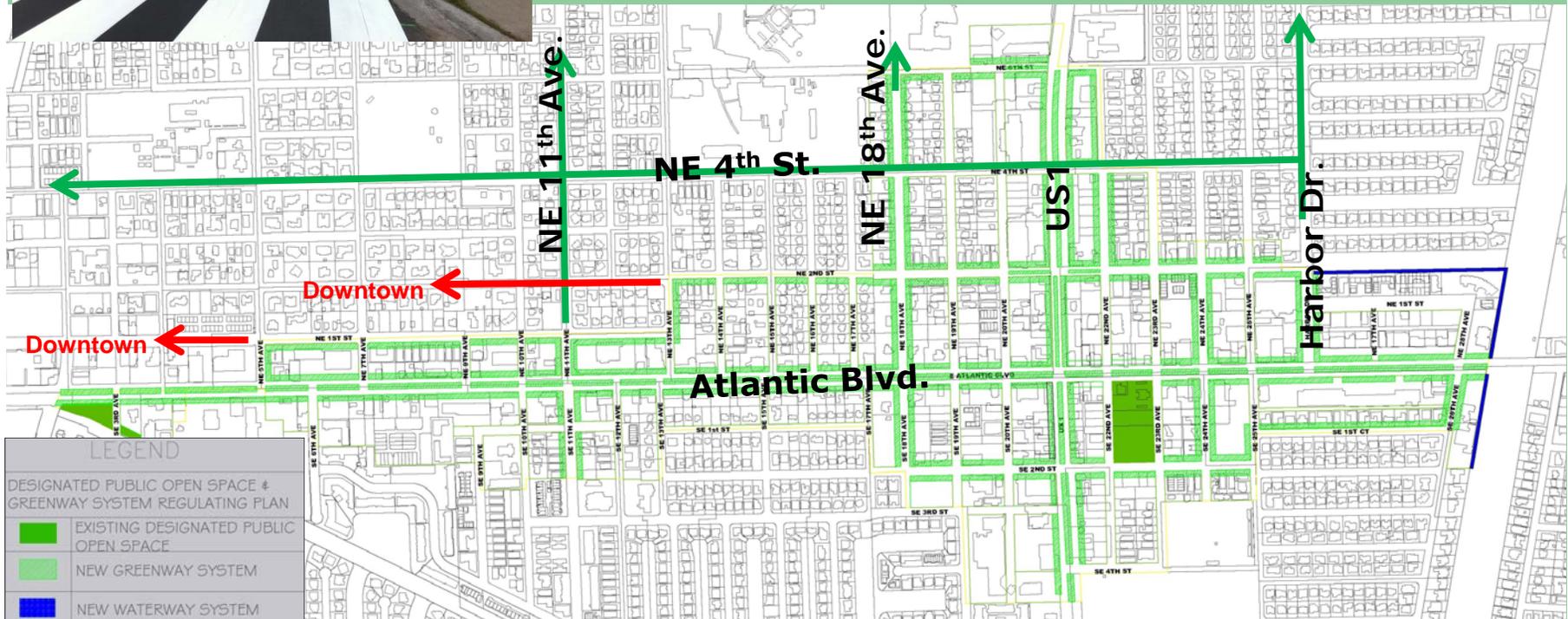


Figure 13.A - Bike Station Locations, Rides & Bikeways

Public Open Space and Greenway Systems Regulating Plan



- Designates the open spaces and greenway systems
- Establishes the design standards for open spaces and urban greenways



Public Waterways



Incompatible Uses



PROBLEMS

- Rear of existing commercial fronts residential to the east (no active use and no landscape buffers)
- No landscape strips along street edge
- No sidewalks
- Wide streets (excessive pavement)



View of SE 22nd Avenue
Existing Conditions on SE 22nd Avenue

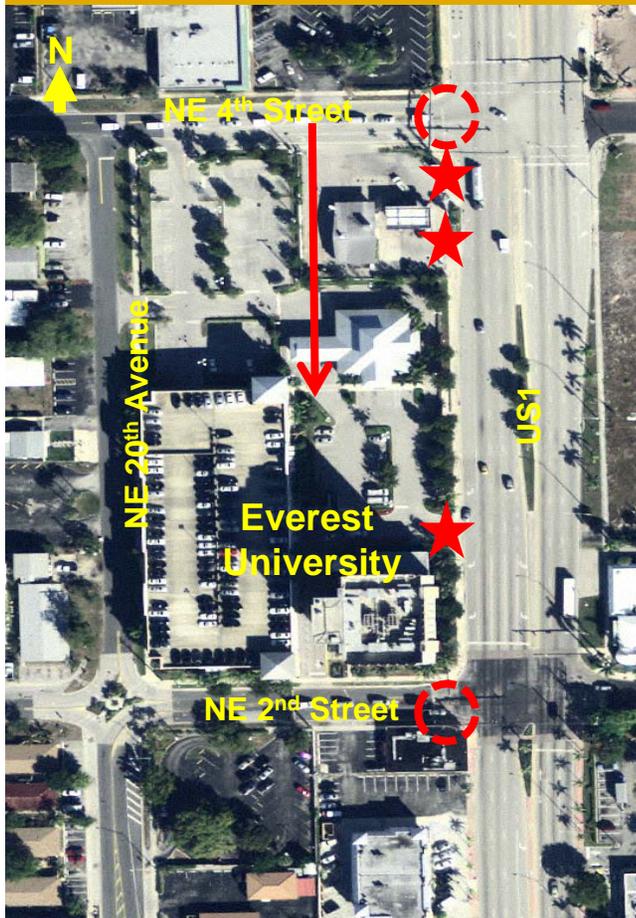
Use Regulating Plan

SOLUTIONS

- Prohibit auto-oriented uses such as:
 - Drive-thrus
 - Auto retail and sales, rental, storage and service
 - Boat retail and sales, rental, storage and service
 - Car washes
 - Gas stations
- Require active use along all streets especially in residential streets
- Prohibit service areas along street edges
- Encourage mixed-use and multi-family residential development



Development Pattern – Infill Development



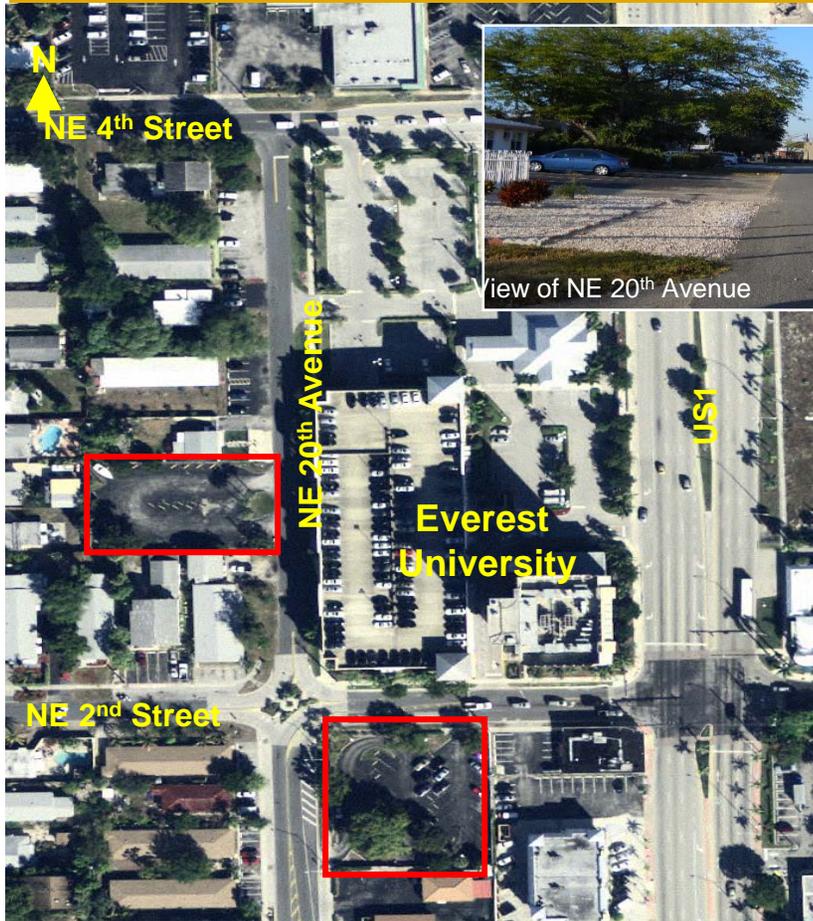
PROBLEMS

- No internal connectivity through block (all access is off surrounding streets)
- Too many curb cuts along US1 (drive thru entrance for bank and access to gas station is along front) ★

SOLUTIONS

- Require an internal access road, through block, to minimize entrances off US1 and surrounding streets →

Development Pattern – Infill Development



PROBLEMS

- Existing Zoning permits parking and access in the front setback
- Existing Zoning permits parking lots as principal uses

SOLUTIONS

- Prohibit parking as principal uses in residential areas
- Prohibit parking in the front

Development Pattern - Vacant Parcels

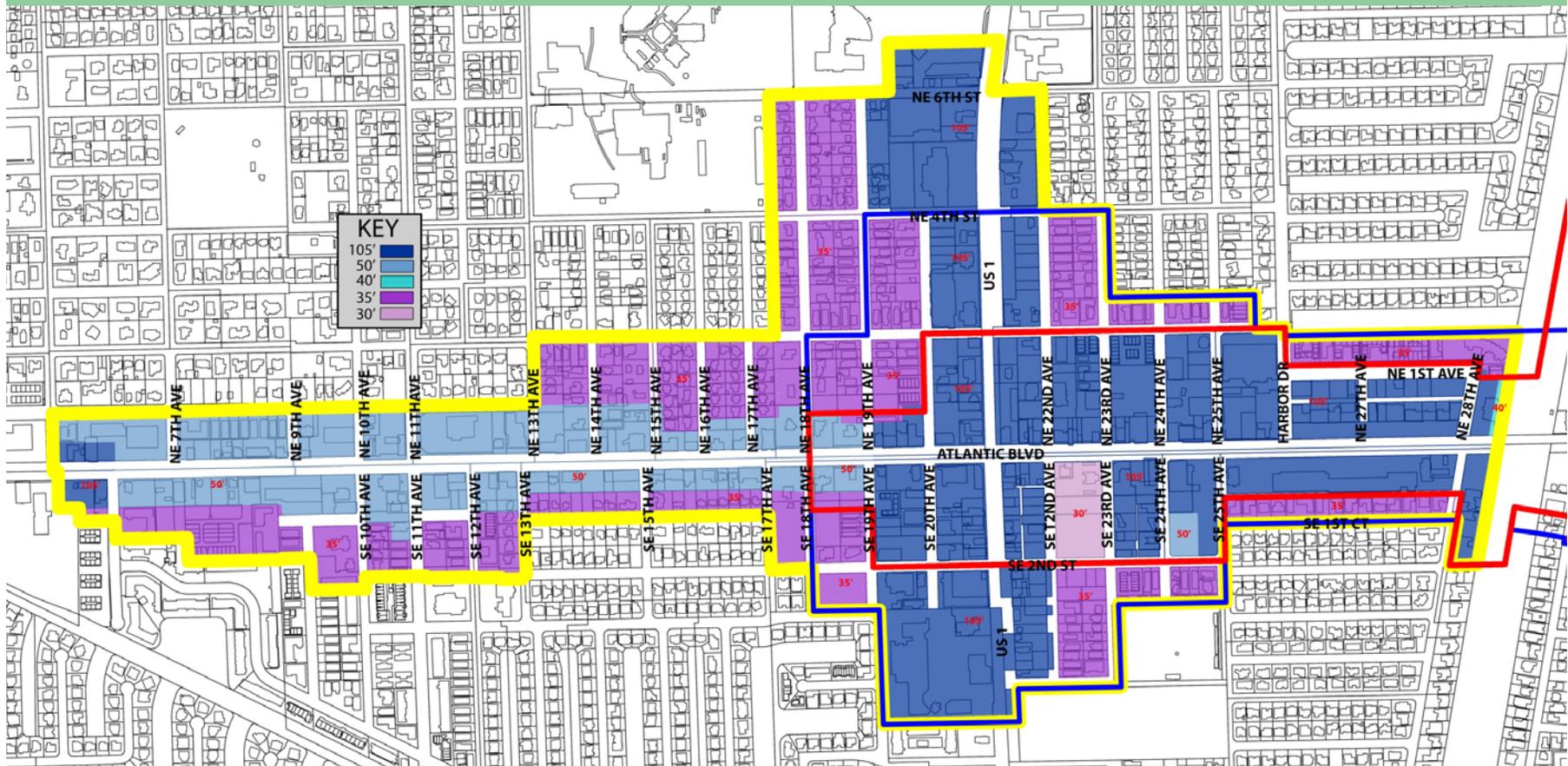


Undesired



Desired

Development Pattern - Massing



Existing Permitted Heights

Development Pattern - Massing



Heights Regulating Plan

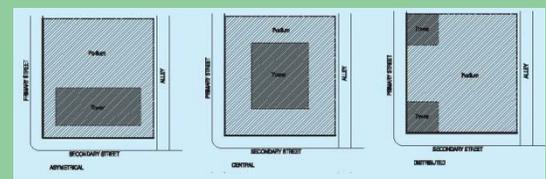
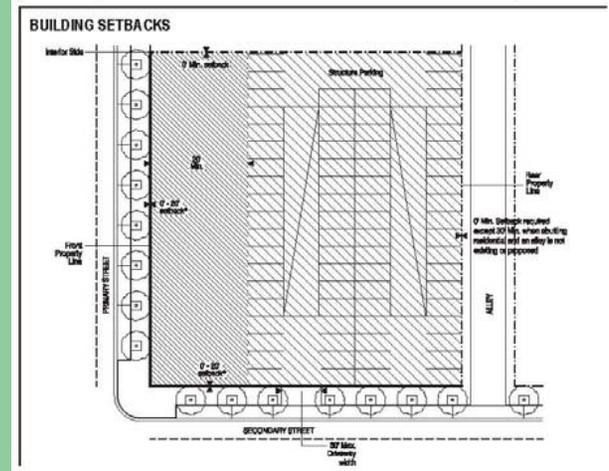
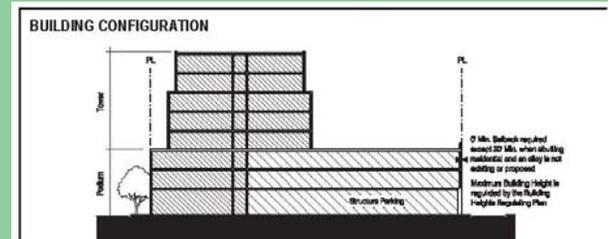
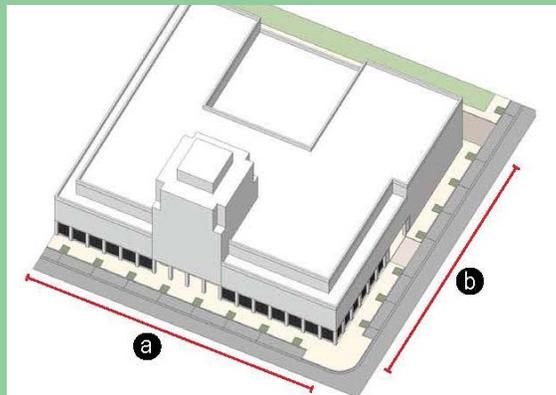


Zone 1: Between NE 5th Avenue and NE 19th Avenue

View along US1: West of NE 19th Avenue

Building Mass and Scale

- Maximum Building Length
- Maximum Tower Footprint Size
- Setbacks from the Street
- Setbacks from adjacent property



Traffic Analysis

Entitlements and Phasing

- Basket-of-Rights
- 15 Year Phasing for Traffic Study

Overview

- How is traffic measured
- EATOC Master Plan
- 15-Year Basket of Rights
- Traffic Model Data
- Traffic Results

Traffic – How is it measured?

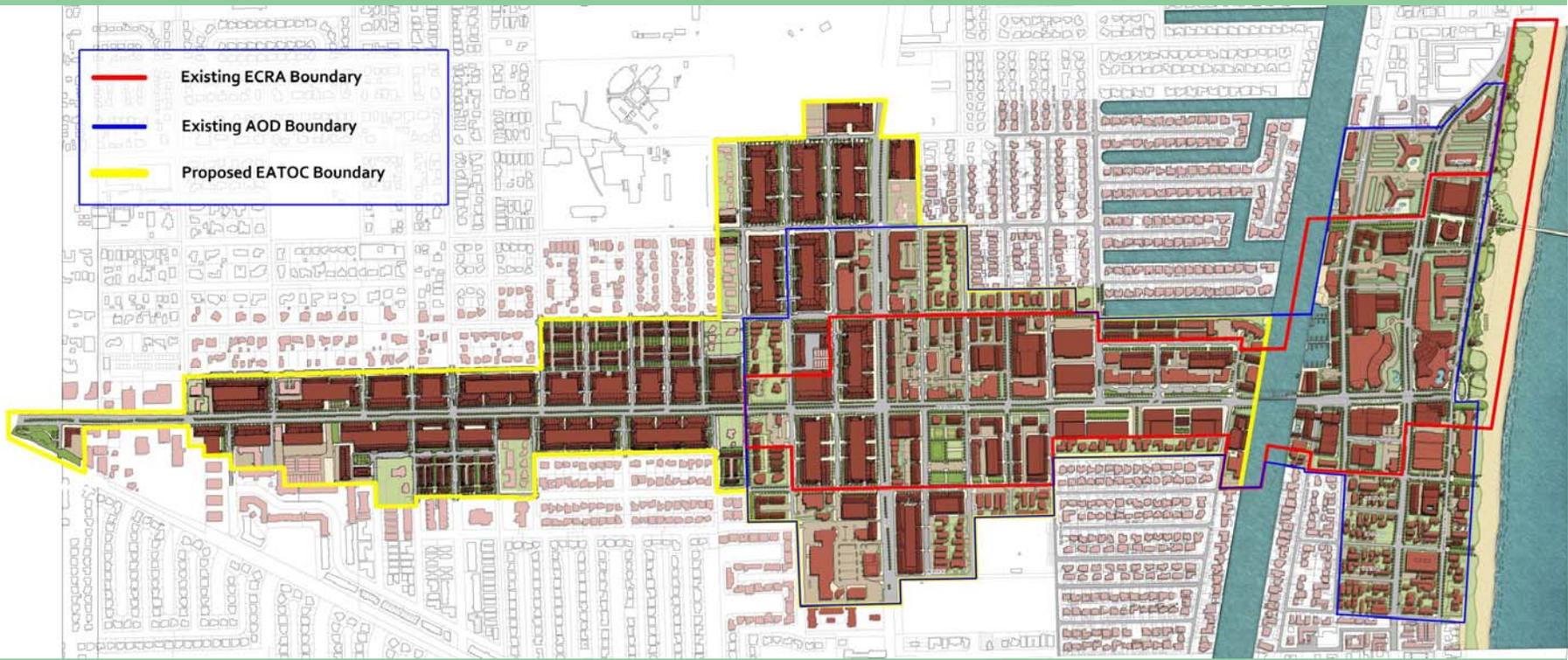
Institute of Transportation Engineers (ITE) Common Trip Generation Rates (PM Peak Hours)

Uses:

Commercial:	Trips/1,000 sf
General Office	1.49
Medical/dental office	3.57
Shopping Center	3.71
Quality Restaurant	7.49
Supermarket	9.48
Banks (no drive-thru)	12.13
Fast food restaurants (no drive-thru)	26.15
Convenience stores (24 hr)	52.41
Residential:	Trips/unit
Apartments	0.62



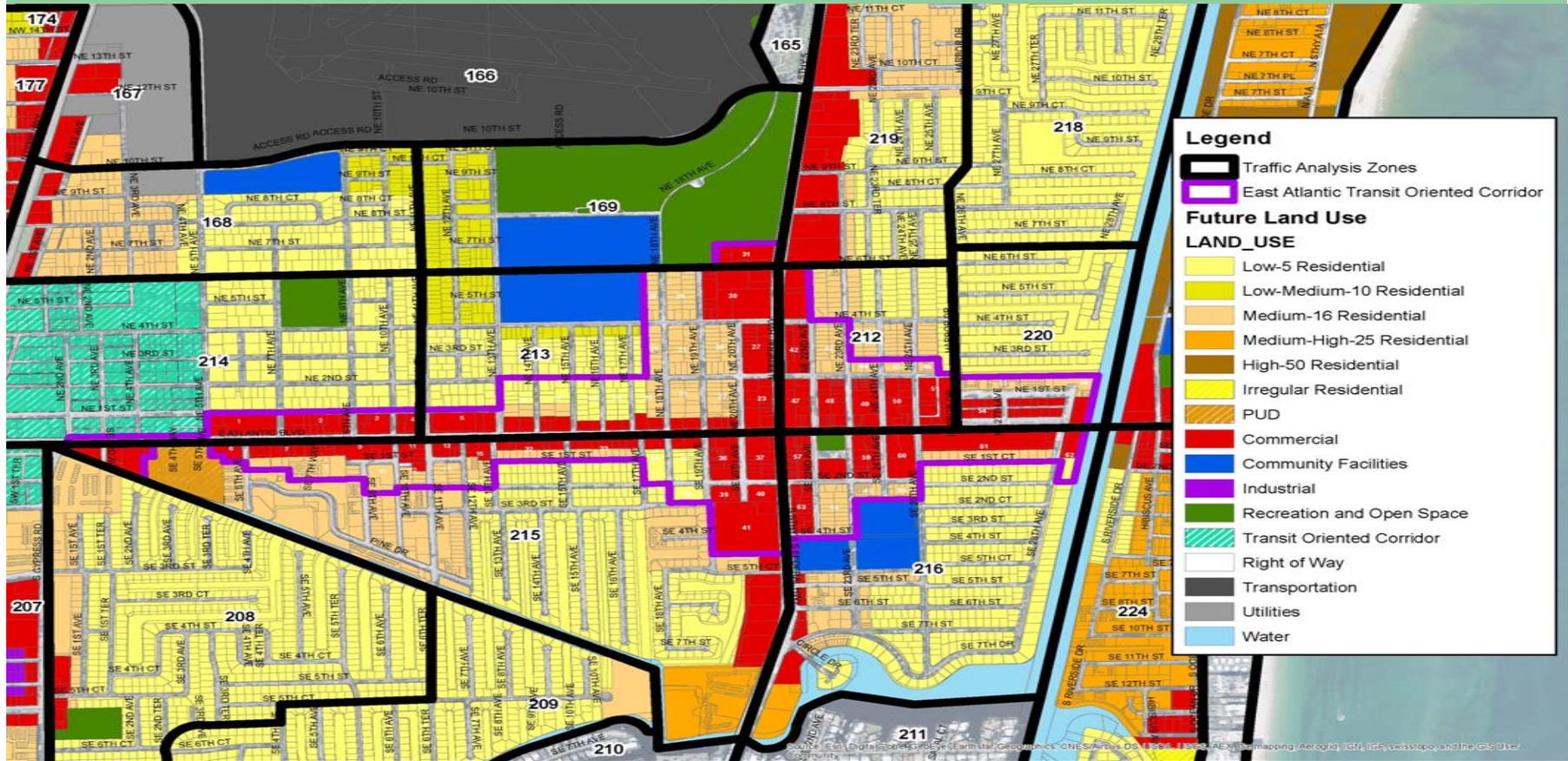
EATOC Master Plan



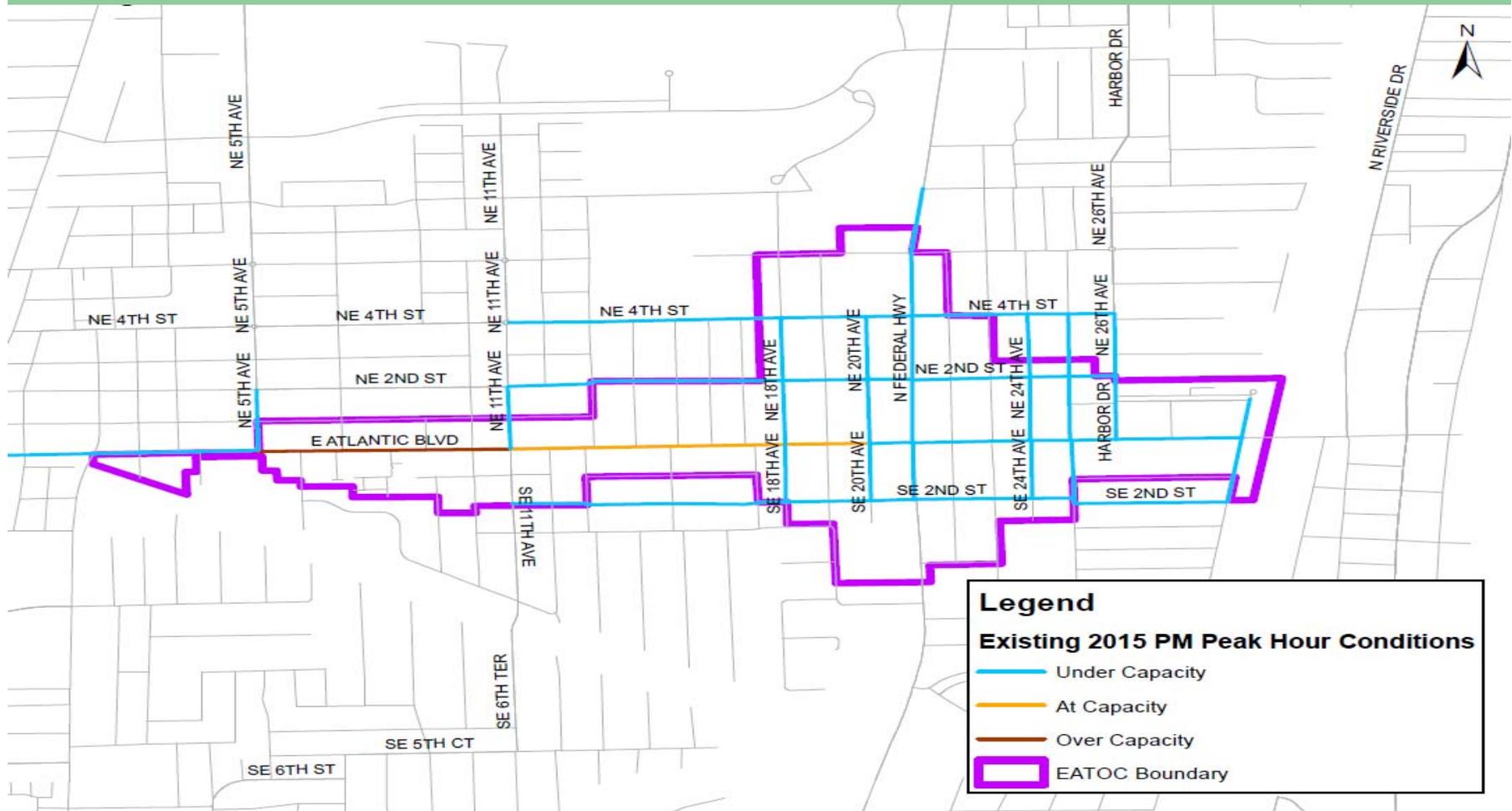
EATOC Master Plan



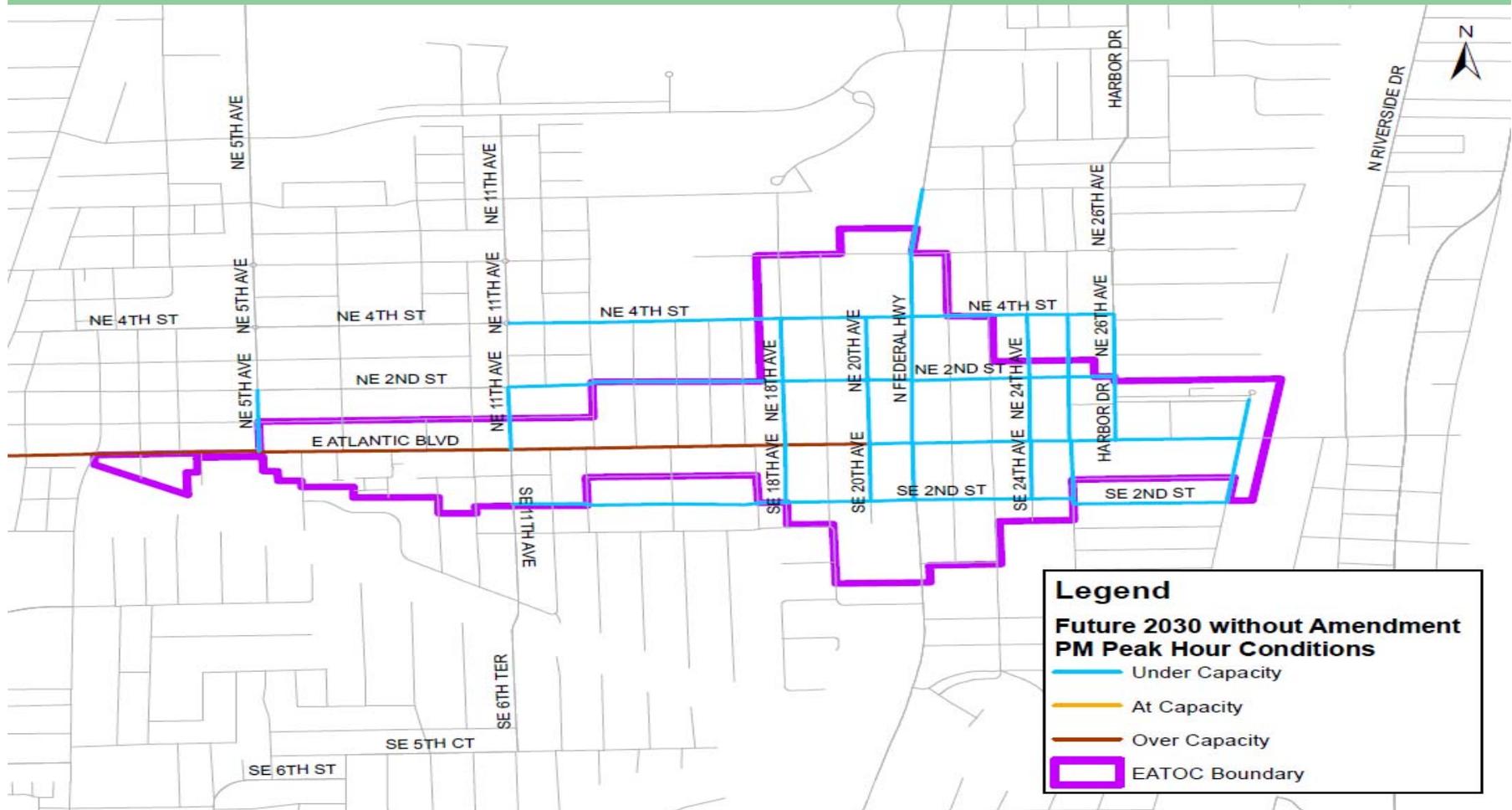
TAZ Boundaries on Future Land Use Map



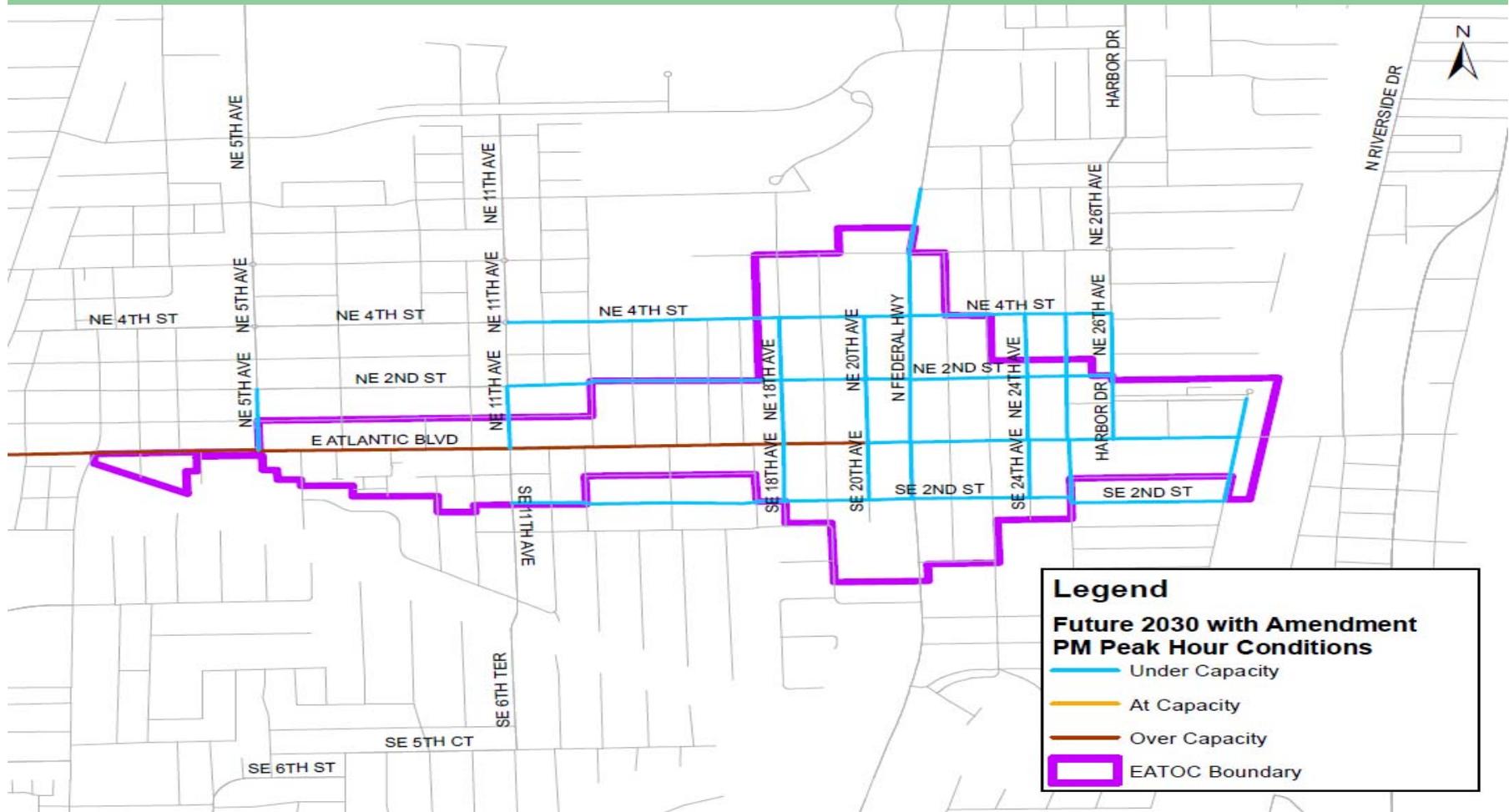
Existing PM Peak Hour Conditions



2030 without Amendment (PM Peak Hour Conditions)

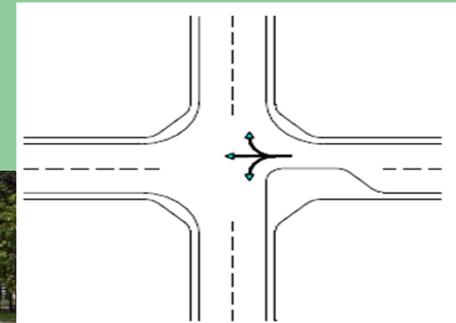


2030 with Amendment (PM Peak Hour Conditions)



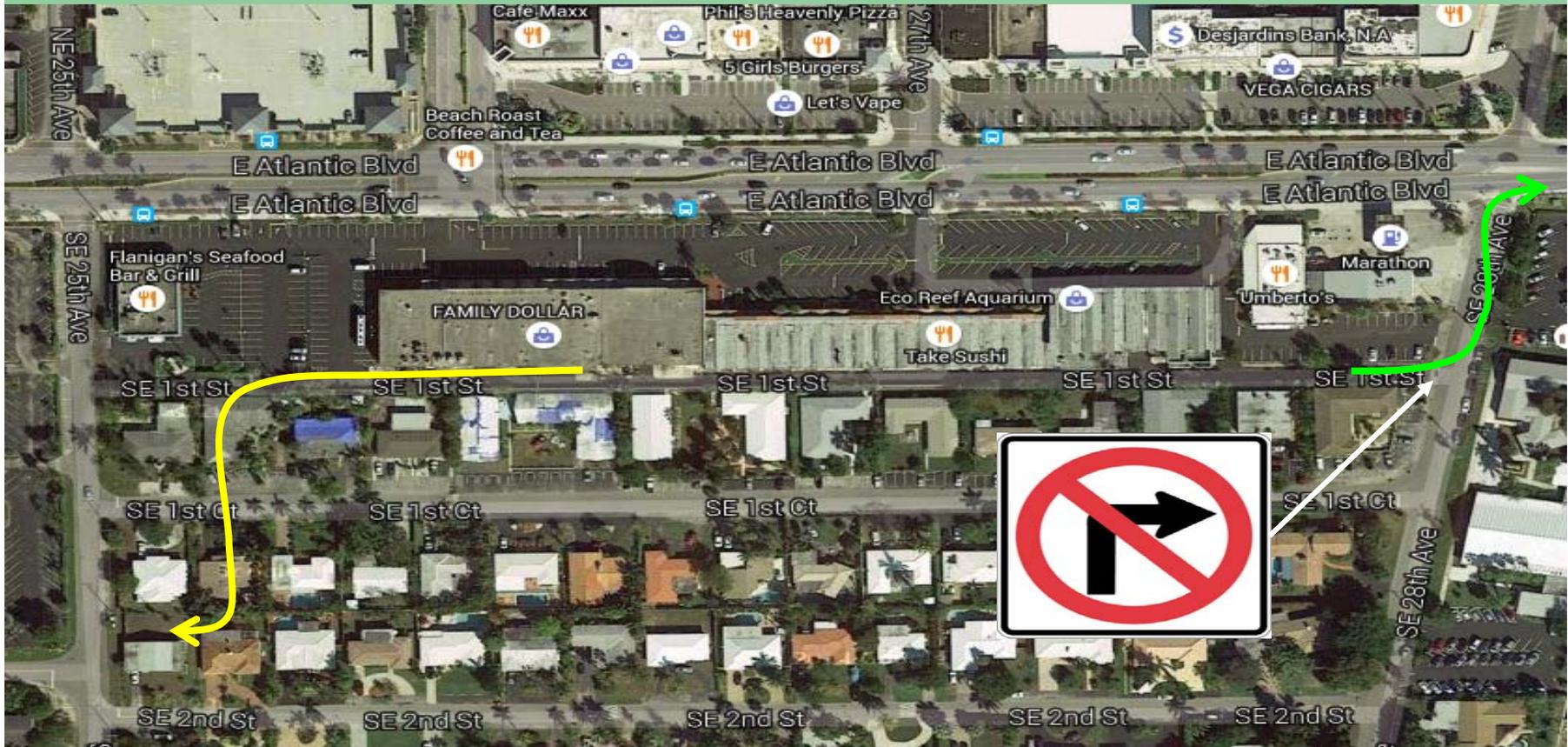
Neighborhood Impact Mitigation Strategies

- Develop a Traffic Calming Master Plan
- Traffic calming measures
 - Raised intersections
 - Speed cushions
 - Raised crosswalks
 - Median plantings
 - Diverters



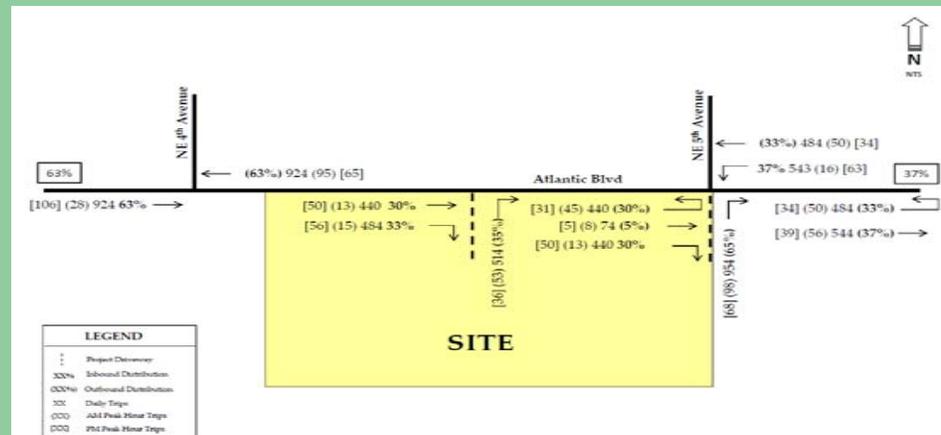
Neighborhood Impact Mitigation Strategies

- Turn Restrictions
 - Direct vehicles to major roadways to protect neighborhood streets



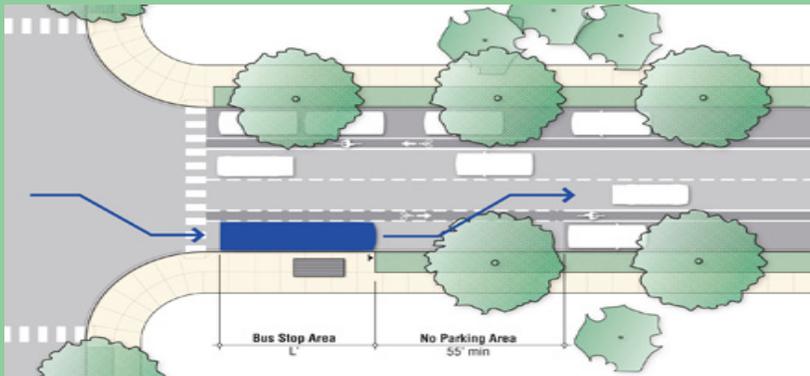
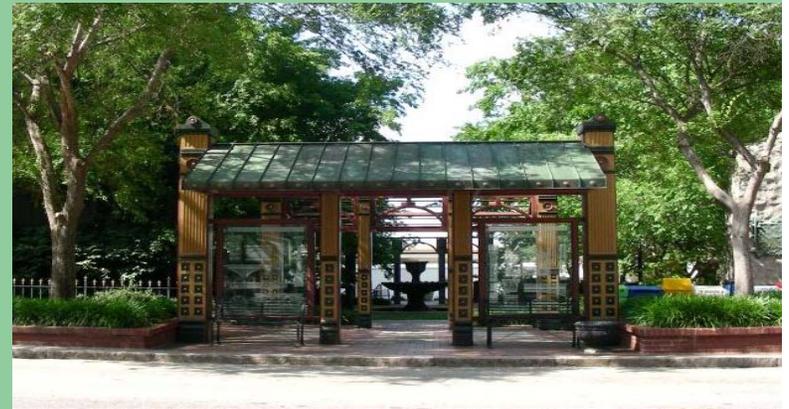
Neighborhood Impact Mitigation Strategies

- Required Access/Traffic Impact Studies
 - Review site access for every proposed development
 - Review potential cut through routes into residential neighborhoods
 - Identify access improvements/modifications
 - Review local traffic impacts for proposed developments over specific threshold (i.e. 1,000 daily trips, etc.)
 - Similar to other local municipalities land development codes
- Require a Transportation Impact Fee
 - Cost per trip basis
 - Fund predetermined improvements to address overall system impacts
 - Potential Transportation Master Plan



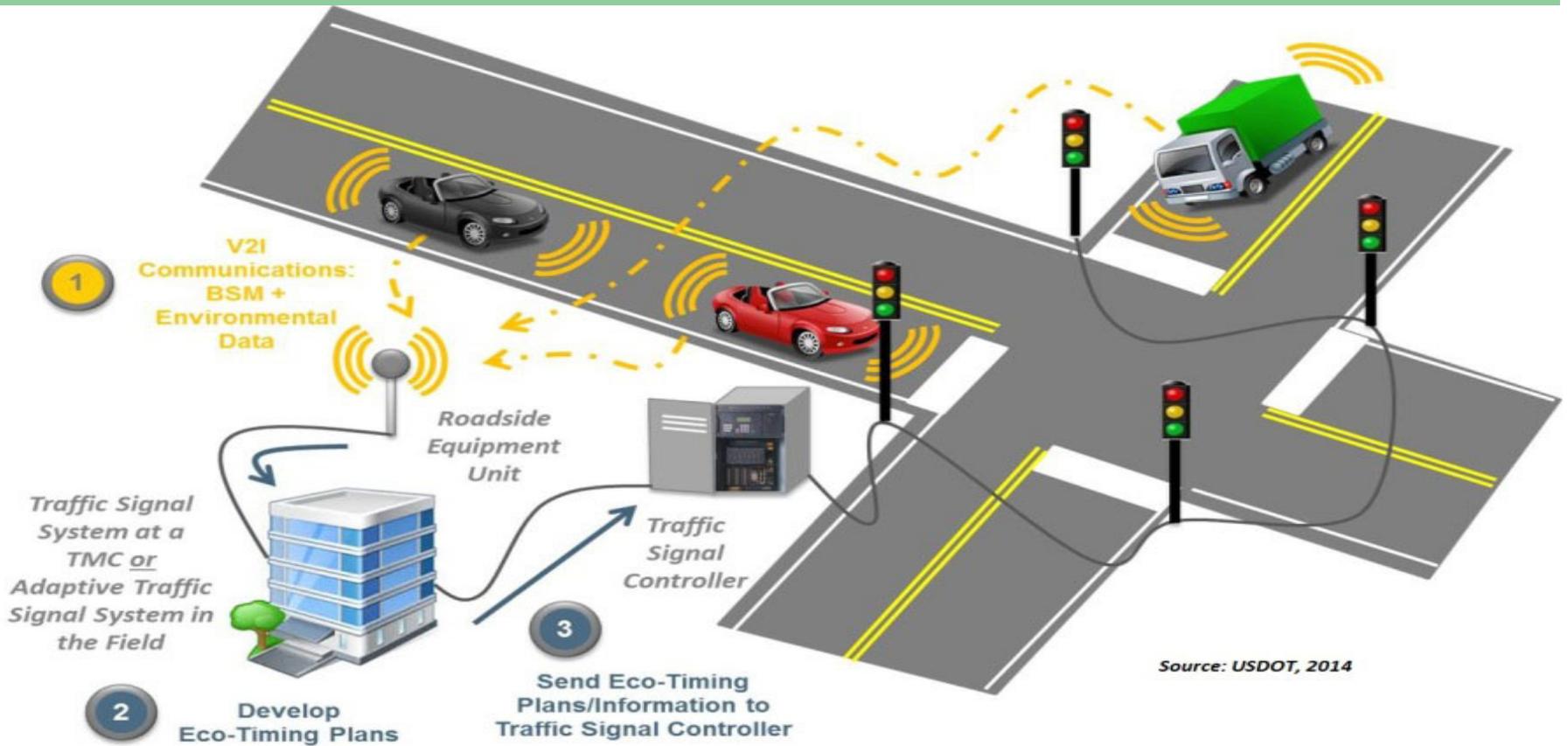
Capacity Impact Mitigation Strategies

- Transportation Systems Management (TSM) Improvements
 - Turn lanes at major intersections (R/W dedication may be required)
 - Bus stops/pullouts/shelters
 - Signal timing optimization



Capacity Impact Mitigation Strategies

- Adaptive signal control

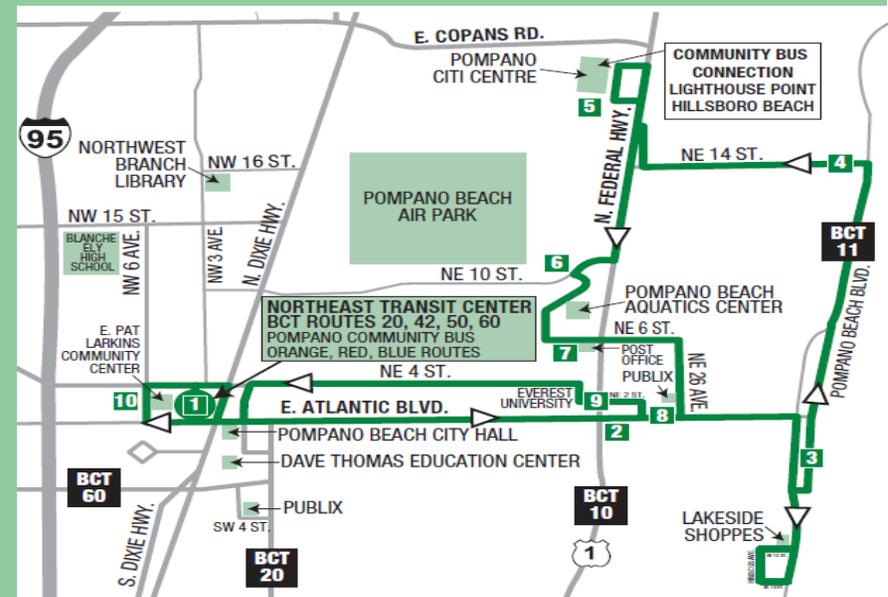


Capacity Impact Mitigation Strategies

- Community Bus Improvements
 - Green Route serves the study area
 - Decrease headways (currently 68 minutes)
 - Expand hours of operation (currently ends at 4:52 PM)
 - Potential for new hub on east side of route
 - Community Bus Impact Fee

GREEN Route
Every 68 minutes
from the Northeast Transit Center beginning at 9:00 a.m.

NORTHEAST TRANSIT CENTER KISS & RIDE	ATLANTIC BLVD US 1	ATLANTIC BLVD POMPANO BEACH BLVD	NE 14 ST A1A	POMPANO CITI CENTRE	POMPANO BEACH AQUATIC PARK	NE 6 ST US 1 POST OFFICE	ATLANTIC BLVD NE 26 AVE PUBLIX	EVEREST UNIVERSITY	E. PAT LARKINS CENTER	NORTHEAST TRANSIT CENTER KISS & RIDE
1	2	3	4	5	6	7	8	9	10	1
9:00a	9:10a	9:19a	9:24a	9:30a	9:38a	9:41a	9:46a	9:51a	10:01a	10:03a
10:08a	10:18a	10:27a	10:32a	10:38a	10:46a	10:49a	10:54a	10:59a	11:09a	11:11a
11:16a	11:26a	11:35a	11:40a	11:46a	11:54a	11:57a	12:02p	12:07p	12:17p	12:19p
12:24p	12:34p	12:43p	12:48p	12:54p	1:02p	1:05p	1:10p	1:15p	1:25p	1:27p
1:34p	1:44p	1:53p	1:58p	2:04p	2:12p	2:15p	2:20p	2:25p	2:35p	2:37p
2:42p	2:52p	3:01p	3:06p	3:12p	3:20p	3:23p	3:28p	3:33p	3:43p	3:45p
3:49p	3:59p	4:08p	4:13p	4:19p	4:27p	4:30p	4:35p	4:40p	4:50p	4:52p



Downtown Connectivity Plan



Capacity Impact Mitigation Strategies

- Multimodal Improvements



Next Steps

REVISED

Proposed Project Timeline and Public Input Process

March 2016

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

April, 2016

- DRC Hearing and review comments for LUPA (4/6)
- One-on-One Commissioner meetings (4/11-4/15)
- Workshop – Stakeholder (Saturday, 4/16, 2016 from 9-11 AM)
- P&Z Workshop for LUPA (4/20, 2016 at 6 PM)

May, 2016

- P&Z Hearing for LUPA (5/25)

June, 2016

- City Commission First Reading (6/28) and County transmittal for LUPA

July, 2016

- Submit to BCPC for County LUPA review

KEY

Text in Red: Public Meetings/Workshops

Text in Blue: Public Hearings

* Dates are subject to change

July - August, 2016

- Receive County Staff Comments
- Address County staff comments on LUPA

September, 2016

- BCPC Hearing (9/22)

November, 2016

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

December, 2016 – January, 2017

- DRC hearing on rezoning 12/7
- State LUPA Review and Address comments
- P&Z Hearing on Zoning Code Amendments (1/25/17)

February, 2017

- BCPC Second Reading LUPA

KEY

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* Dates are subject to change

April, 2017

- BCC Second Reading and Adoption of LUPA
- City Commission first reading of Zoning Code Amendments and rezoning

May, 2017

- City Commission second reading of LUPA and adoption
- City Commission second reading of Zoning Code Amendment and rezoning adoption

June, 2017

- Submit LUPA to State for compliance review
- Submit LUPA to BCPC for Recertification

July, 2017

- BCPC LUPA Recertification

July, 2017

- LUPA and Rezoning become effective

KEY

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