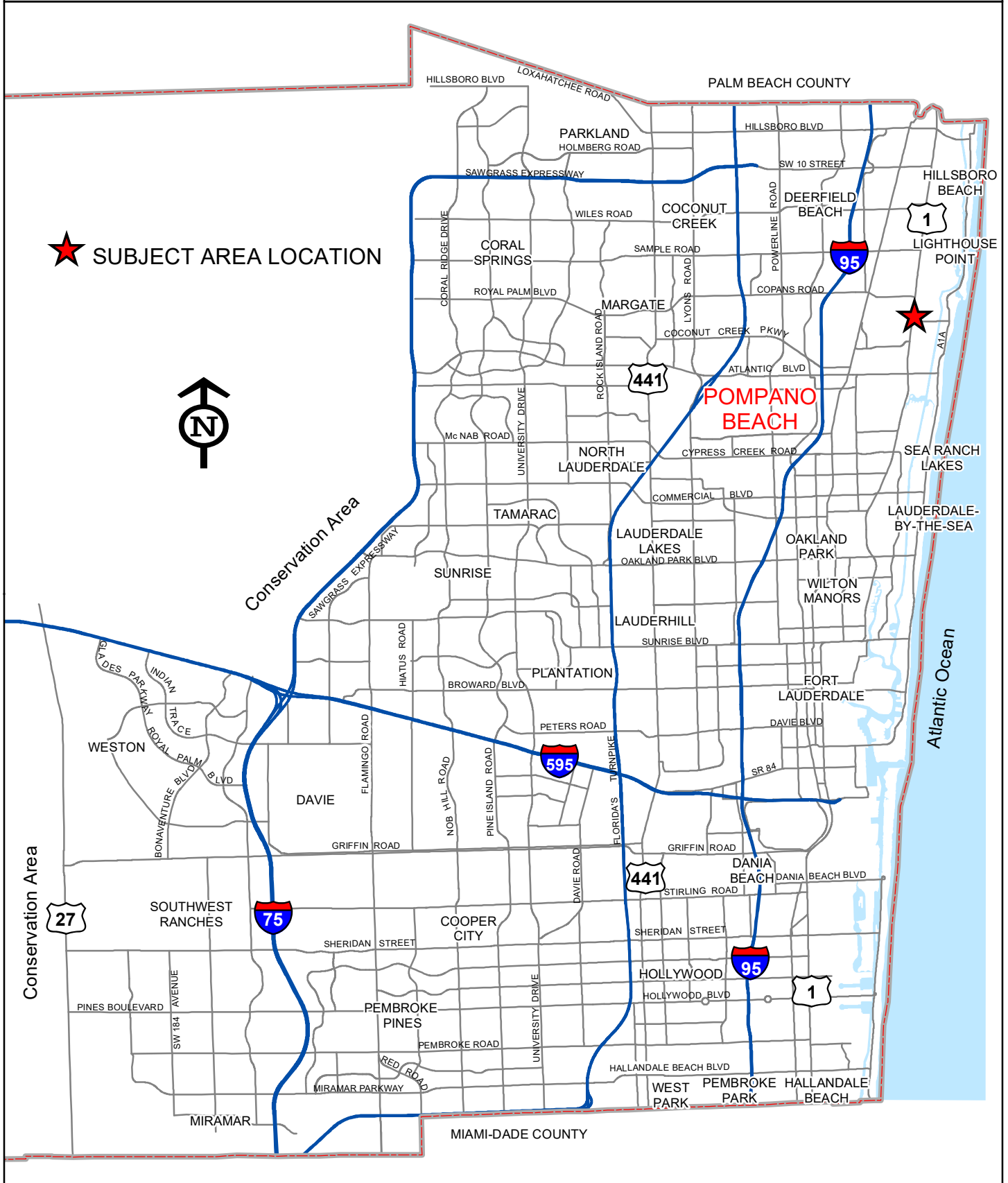
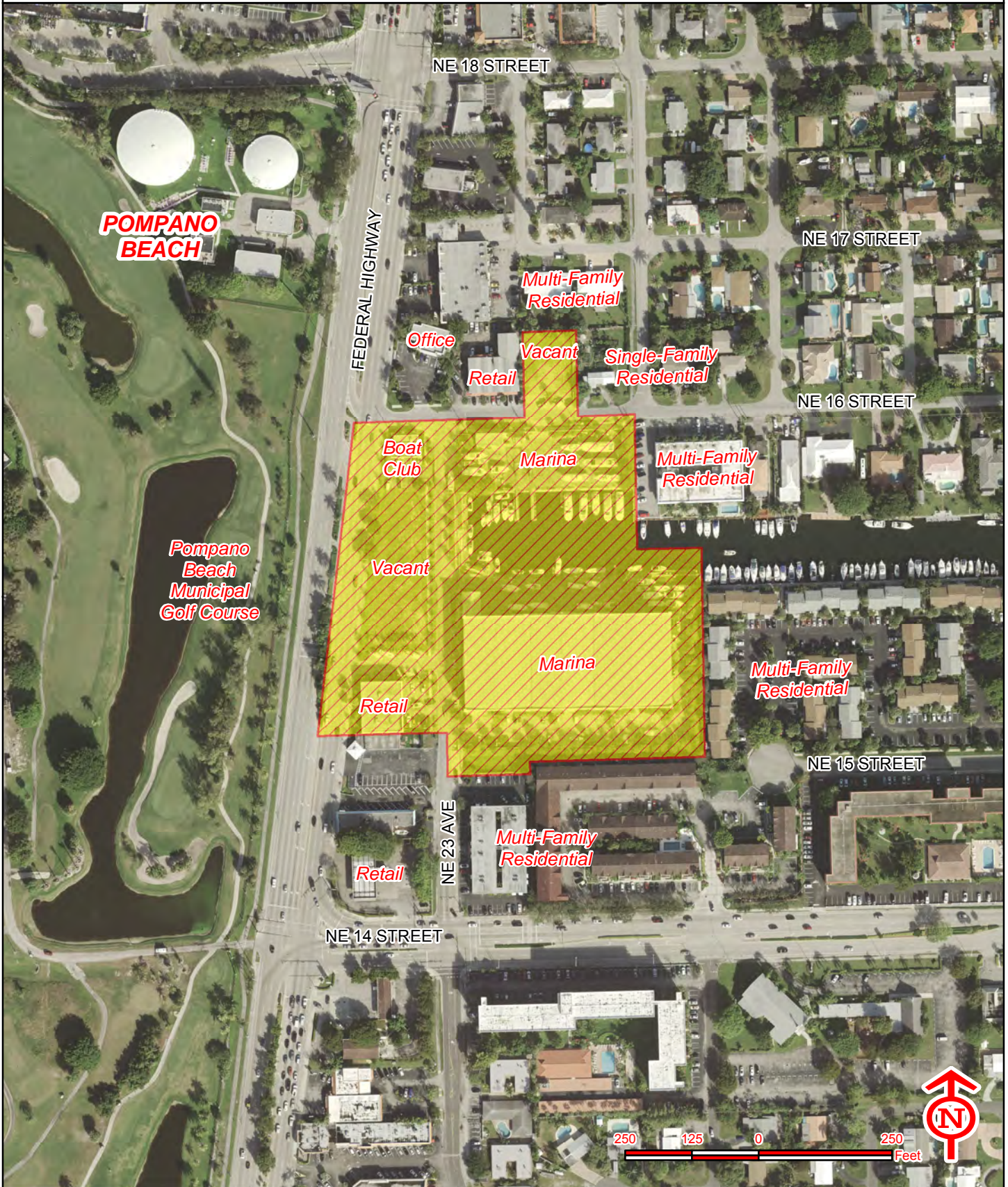


EXHIBIT 2

BROWARDNEXT - BROWARD COUNTY LAND USE PLAN
GENERALIZED LOCATION MAP
AMENDMENT PC 18-5



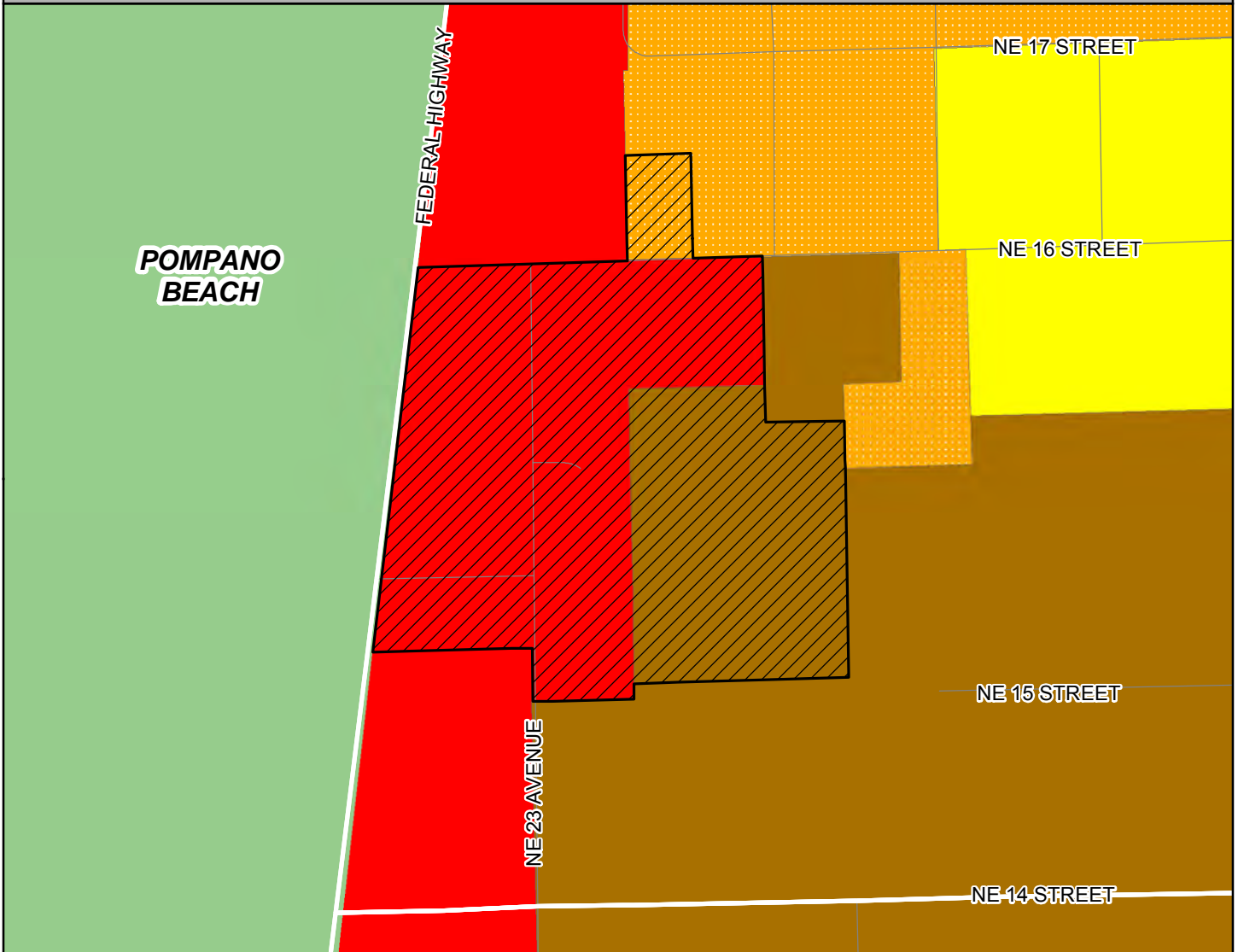
MAP 1
BROWARDNEXT - BROWARD COUNTY LAND USE PLAN
AERIAL PHOTOGRAPH
AMENDMENT PC 18-5









MAP 2
BROWARDNEXT - BROWARD COUNTY LAND USE PLAN
CURRENT FUTURE LAND USE DESIGNATIONS
AMENDMENT PC 18-5

Current Land Uses: 6.0 acres of Commerce, 3.2 acres of Medium-High (25) Residential and 0.4 acres of Low-Medium (10) Residential

Gross Acres: Approximately 9.6 acres



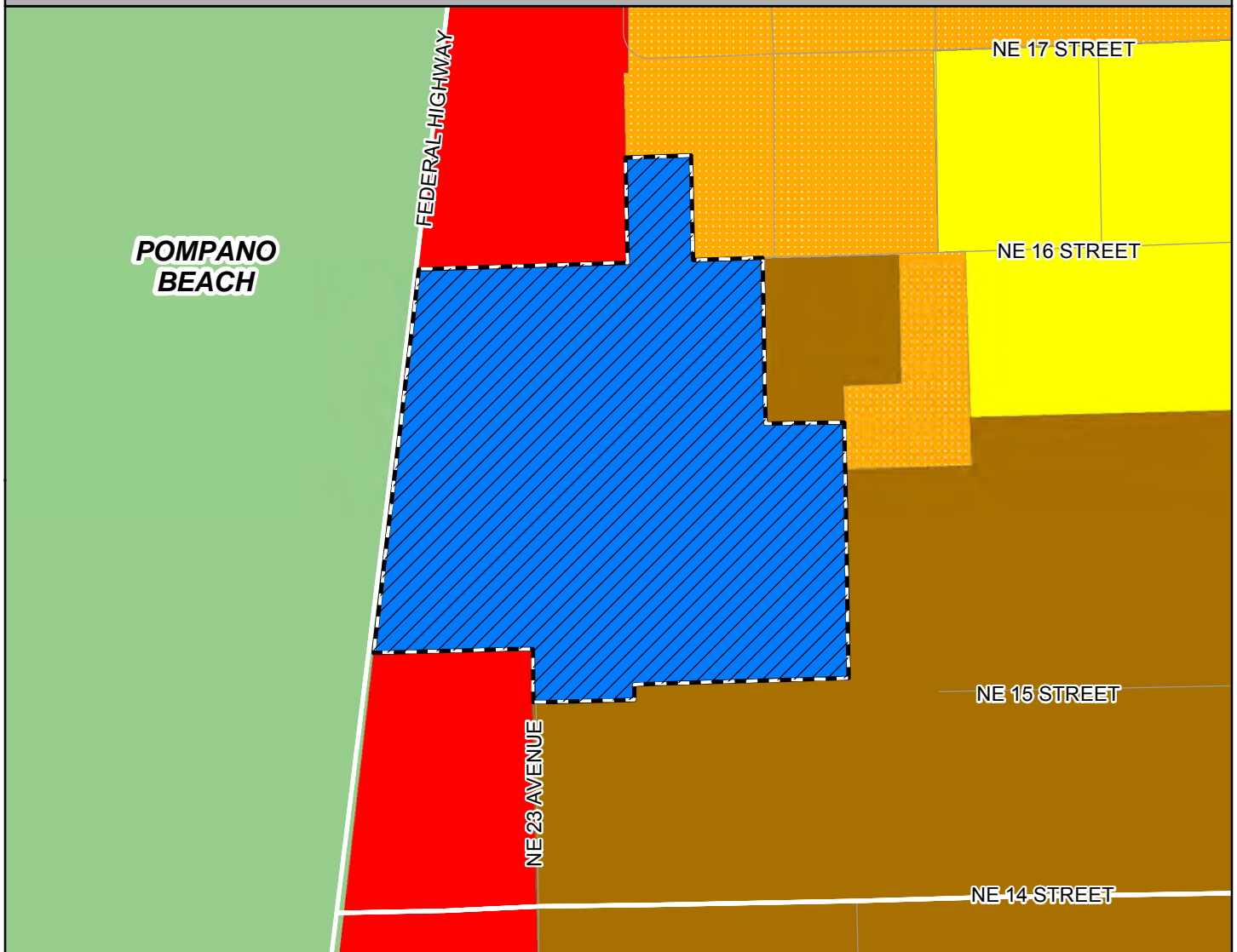
- | | |
|---|--|
|  Site |  Medium-High (25) Residential |
|  Low (5) Residential |  Commerce |
|  Low-Medium (10) Residential |  Recreation & Open Space |










MAP 3
BROWARDNEXT - BROWARD COUNTY LAND USE PLAN
PROPOSED FUTURE LAND USE DESIGNATIONS
AMENDMENT PC 18-5

Proposed Land Use: **Activity Center**

Gross Acres: **Approximately 9.6 acres**



- | | |
|--|---|
|  Site |  Activity Center |
|  Low (5) Residential |  Commerce |
|  Low-Medium (10) Residential |  Recreation & Open Space |
|  Medium-High (25) Residential | |



SECTION I
AMENDMENT REPORT
BROWARD COUNTY LAND USE PLAN
PROPOSED AMENDMENT PC 18-5
(POMPANO BEACH)

RECOMMENDATIONS/ACTIONS

DATE

I. Planning Council Staff Recommendation

March 13, 2018

(Please see updated staff recommendation on page I-2)

Due to concerns regarding emergency shelter capacities consistent with BrowardNext – Broward County Land Use Plan (BCLUP) Policy 2.12.8 which states that “Broward County shall discourage land use plan amendments which negatively impact hurricane evacuation clearance times and/or emergency shelter capacities,” Planning Council staff is unable to support the amendment as of this writing.

It is noted that it is generally Planning Council staff’s practice to not support amendments that do not demonstrate compliance or consistency with the policies of the BCLUP, regardless of whether the amendment is being presented for the Planning Council’s first or second public hearing. It is noted that the subject amendment is being presented for the Planning Council’s first public hearing as part of a small scale review (less than 10 acres) and the second public hearing is traditionally scheduled for the following month.

Should the Planning Council choose to make a positive recommendation, Planning Council staff would submit that said recommendation be subject to the following:

- Recognizing the applicant’s voluntary commitment to restrict development to a mix of uses that will result in no more than 1,377 total p.m. peak hour trips as reflected in Attachment 1 of corresponding text amendment PCT 18-3, as well as Attachment 15 of this report;
- Provision of written notification to potential renters or buyers of potential noise issues, etc. related to the proximity to Pompano Air Park airspace, as well as the commitment to submit an Airspace Study Checklist to the Federal Aviation Administration (FAA). See Attachment 9;
- Recognizing the applicant’s voluntary commitment to create a hurricane evacuation contingency plan for future residential development. See Attachment 16; and
- Address consistency with BCLUP Policy 2.12.8, which may or may not include clarification of hurricane contingency plan, prior to the Planning Council’s second public hearing to the satisfaction of Broward County.

Further, effectiveness of the approval shall not occur until after the recordation in the public records of Broward County, Florida, to the satisfaction of Broward County, of the

RECOMMENDATIONS/ACTIONS (continued)

DATE

I. Planning Council Staff Recommendation (continued)

March 13, 2018

voluntary commitments regarding the notification of potential renters or buyers of proximity to Pompano Air Park airspace and submittal of an Airspace Study Checklist to the FAA, as well as the hurricane evacuation contingency plan, as proffered by the applicant, as an inducement for Broward County to favorably consider its application.

In addition to the recommendations noted above, Planning Council staff recommends that the Planning Council initiate a review of the Commerce and Residential land use designations to evaluate the potential for a category to address redevelopment of multi-use and mixed-use developments on a smaller scale, as opposed to utilizing the Activity Center designation.

II. Planning Council First Public Hearing Recommendation

March 22, 2018

Planning Council recommended approval of the proposed amendment subject to the 1) resolution of the issue of consistency with BCLUP Policy 2.12.8 regarding hurricane evacuation sheltering, prior to the Planning Council’s second public hearing, and further subject to the applicant’s voluntary commitments to 2) restrict development to a mix of uses that will result in no more than 1,377 total p.m. peak hour trips, 3) provide written notification to potential renters or buyers of potential noise issues, etc. related to the proximity to Pompano Air Park airspace, 4) submit an Airspace Study Checklist to the Federal Aviation Administration (FAA) and 5) create a hurricane evacuation contingency plan for future residential development.

In addition, the Planning Council initiated a review of the Commerce and Residential land use designations to evaluate the potential for a category to address redevelopment of multi-use and mixed-use developments on a smaller scale, as opposed to utilizing the Activity Center designation.

(Vote of the board; 15-3; Yes: Blattner, Breslau, Brunson, Castillo, DiGiorgio, Ganz, Gomez, Good, Graham, Moraitis, Rosenof, Rosenzweig, Ryan, Williams and Stermer. No: Blackwelder, Grosso and Udine)

III. Planning Council Staff Second Public Hearing Recommendation

April 17, 2018

Regarding concerns related to emergency shelter capacities consistent with BrowardNext – Broward County Land Use Plan (BCLUP) Policy 2.12.8, the City of Pompano Beach has provided correspondence restating its commitment to cooperating with the County and other partners to meet the emergency evacuation shelter needs of the community, as well as a commitment to provide City trained staff in the event a Broward County “Zone B” storm evacuation order is issued. See Attachments 19 and 20. Correspondence from Broward County staff indicates that the City’s commitment removes its concern regarding

RECOMMENDATIONS/ACTIONS (continued)

DATE

III. Planning Council Staff Second Public Hearing Recommendation (continued) April 17, 2018

BCLUP Policy 2.12.8 and the potential emergency evacuation shelter impacts resulting from the proposed amendment. See Attachment 21.

Planning Council staff finds that the proposed amendment is generally consistent with the policies of the BrowardNext - Broward County Land Use Plan. Therefore, it is recommended that the proposed amendment be approved, subject to the following:

- Recognizing the applicant’s voluntary commitment to restrict development to a mix of uses that will result in no more than 1,377 total p.m. peak hour trips as reflected in Attachment 1 of corresponding text amendment PCT 18-3, as well as Attachment 15 of this report;
- Provision of written notification to potential renters or buyers of potential noise issues, etc. related to the proximity to Pompano Air Park airspace, as well as the commitment to submit an Airspace Study Checklist to the Federal Aviation Administration (FAA). See Attachment 9;
- Recognizing the applicant’s voluntary commitment to create a hurricane evacuation contingency plan for future residential development. See Attachment 16; and
- Recognizing the City of Pompano Beach’s commitment to provide eligible and trained emergency evacuation shelter managers and support staff in the event a Broward County “Zone B” storm evacuation order is issued. See Attachment 20.

Further, effectiveness of the approval shall not occur until after the recordation in the public records of Broward County, Florida, to the satisfaction of Broward County, of the voluntary commitments regarding the notification of potential renters or buyers of proximity to Pompano Air Park airspace and submittal of an Airspace Study Checklist to the FAA, as well as the hurricane evacuation contingency plan, as proffered by the applicant, as an inducement for Broward County to favorably consider its application.

Additionally, if the Broward County Land Use Plan amendment is adopted by the County Commission, this action by the Planning Council shall be considered the “conditional” recertification of the municipal land use plan amendment which directly correlates to the referenced Broward County Land Use Plan amendment. The recertification will not be deemed effective until such time as the Planning Council Executive Director and Attorney determine that the municipality has fulfilled all application requirements for recertification of local land use plans, as outlined in the Administrative Rules Document: BrowardNext. The Planning Council Executive Director will issue a written letter of effectiveness to the municipality upon satisfaction of the same.

RECOMMENDATIONS/ACTIONS (continued)

DATE

IV. Planning Council Second Public Hearing Recommendation

April 26, 2018

Approval per Planning Council staff recommendation, with a further recommendation that the City of Pompano Beach’s voluntary commitment to provide eligible and trained emergency evacuation shelter managers and support staff in the event of a Broward County “Zone B” storm evacuation order be formalized in a legally binding agreement. (Vote of the board; Unanimous: 16-0; Blattner, Breslau, Brunson, Castillo, DiGiorgio, Gomez, Good, Graham, Grosso, Moraitis, Rosenof, Rosenzweig, Ryan, Udine, Williams and Stermer)

SECTION II
AMENDMENT REPORT
PROPOSED AMENDMENT PC 18-5

INTRODUCTION AND APPLICANT'S RATIONALE

- I. Municipality: Pompano Beach
- II. County Commission District: District 4
- III. Site Characteristics
- A. Size: Approximately 9.6 acres
- B. Location: In Section 30, Township 48 South, Range 43 East; generally located on the east side of Federal Highway/U.S. 1, between Northeast 14 Street and Northeast 17 Street.
- C. Existing Uses: Marina, retail and vacant
- IV. Broward County Land Use Plan (BCLUP) Designations
- A. Current Designations: 6.0 acres of Commerce
3.2 acres of Medium-High (25) Residential
0.4 acres of Low-Medium (10) Residential
- B. Proposed Designation: Activity Center consisting of:
343 multi-family dwelling units
510,000 square feet of commercial use, including but not limited to boat sales, offices, showrooms and related uses
75,000 square feet of marina use, including boat storage, boat repair and a maximum of 15 wet slips
- C. Estimated Net Effect: Addition of 259 dwelling units
(84 dwelling units currently permitted by the Broward County Land Use Plan)
343 total dwelling units
Addition of 39,552 square feet of commercial use
Addition of 75,000 square feet of marina use

INTRODUCTION AND APPLICANT’S RATIONALE (continued)

V. Existing Uses and BCLUP Designations Adjacent to the Amendment Site

- A. *Existing Uses:*
 - North:* Office, retail, multi-family residential and single-family residential
 - East:* Single-family residential and multi-family residential
 - South:* Multi-family residential and retail
 - West:* Golf course and retail

- B. *Planned Uses:*
 - North:* Commerce, Low-Medium (10) Residential and Medium-High (25) Residential
 - East:* Low-Medium (10) Residential and Medium-High (25) Residential
 - South:* Medium-High (25) Residential and Commerce
 - West:* Commerce and Recreation and Open Space

VI. Applicant/Petitioner

- A. *Applicant:* AMP IV Hidden Harbour, LLC

- B. *Agent:* Bercow Radell Fernandez & Larkin

- C. *Property Owner:* AMP IV Hidden Harbour, LLC

VII. Recommendation of Local Governing Body:

The City of Pompano Beach recommends approval of the proposed amendment. The City anticipates adoption of the corresponding local amendment in June of 2018.

VIII. Applicant’s Rationale

The applicant states: “The Hidden Harbour assemblage that forms the Amendment Site offers a unique opportunity to link together new residential development with historically important water-serving uses along one of the City’s most important corridors. The application represents one of the first opportunities for the City to implement the vision approved through the “Transformation Plan” portion of the City’s Transportation Corridor Study completed over the last several years.”

SECTION III
AMENDMENT REPORT
PROPOSED AMENDMENT PC 18-5

REVIEW OF PUBLIC FACILITIES AND SERVICES

I. Potable Water/Sanitary Sewer/Solid Waste/Drainage/Parks & Open Space

Adequate potable water facility capacity and supply, sanitary sewer facility capacity, solid waste services, drainage, and park and open space acreage will be available to serve the proposed land use. See Attachment 1.

Regarding the long-range planning horizon for potable water supply, it is noted that the City of Pompano Beach adopted its 10-year Water Supply Facilities Work Plan on March 24, 2015.

II. Transportation and Mobility

The proposed amendment from various land use designations to establish the Pompano Beach Hidden Harbour Activity Center is projected to increase the net number of p.m. peak hour vehicle trips on the regional transportation network at the long-term planning horizon by approximately 678 p.m. peak hour trips. See Attachment 2. Planning Council staff notes that the Activity Center land use designation reflects a mixed-use development pattern more supportive of transit and internalized traffic patterns. Therefore, a standard 7% credit for such transit/internalized traffic patterns within these designations is applied to the transportation analysis.

The MPO Year 2040 Transportation Plan model analysis distribution indicates that the proposed amendment is projected to **adversely impact** four (4) regional roadway segments:

- **Dixie Highway**, between Atlantic Boulevard and Northwest 15 Street;
- **Federal Highway**, between McNab Road and Atlantic Boulevard;
- **Federal Highway**, between Northeast 10 Street and Copans Road; and
- **Copans Road**, between Interstate 95 and Dixie Highway.

The first three (3) of these roadway segments denigrate from an acceptable level of service (LOS) "D" to an unacceptable LOS "F," with the addition of the trips generated by the proposed amendment. The last roadway segment is currently operating at and projected to operate at an unacceptable LOS "F," with or without the proposed amendment. See Attachment 2.

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation & Mobility (continued)

Further, the MPO Year 2040 Transportation Plan model analysis distribution indicates a significant impact to three (3) roadway links (greater than 3% impact to capacity, but maintains an acceptable LOS, with or without the proposed amendment):

- **Federal Highway**, between Copans Road and Sample Road, which is currently operating at and projected to operate at an acceptable LOS “D,” with or without the proposed amendment;
- **Copans Road**, between Dixie Highway and Federal Highway, which is currently operating at and projected to operate at an acceptable LOS “C,” with or without the proposed amendment; and
- **Northeast 10 Street**, between Northwest 6 Avenue and Federal Highway, which is currently operating at and projected to operate at an acceptable LOS “D,” with or without the proposed amendment. See Attachment 2.

Planning Council staff utilizes a “significance” threshold corresponding to additional p.m. peak hour trips in excess of three-percent (3%) of such capacity of a regional roadway link at the long-range planning horizon. Planning Council staff utilizes this significance threshold for several reasons, including a) per Policy 2.14.9 of the BrowardNext – Broward County Land Use Plan, a “significance” threshold corresponding to additional p.m. peak hour trips in excess of three-percent (3%) of such capacity of a regional roadway link at the long-range planning horizon, b) the threshold is also considered a margin of error to recognize that there is a range of potential permitted uses and development scenarios for any given land use plan designation, and c) recognition that all new development, independent of any land use plan amendment traffic analysis, is required to comply with Broward County traffic concurrency mitigation provisions, which is assessed at the plat/site planning stage.

To address the anticipated adverse impacts to the regional transportation network, the applicant has voluntarily committed to restrict development within the proposed Activity Center to the equivalent of no more than 1,377 total p.m. peak hour traffic trips, inclusive of existing development. See Attachment 15. The 1,377 p.m. peak hour vehicle trip restriction reflects no net trips based on the vehicle trips attributed to the current land use designations of the amendment site as calculated in Attachment 2. If the Activity Center is adopted, it will be the City’s responsibility to track development proposals within the Activity Center to ensure the maximum number of trips is not exceeded. It is also understood that the peak hour vehicle trips for the existing development within the Activity Center must be established and documented as part of the City’s tracking system. The required Interlocal Agreement between the City and County for the Monitoring of Development Activity and Enforcement of Permitted Land Uses within an Activity Center,

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation & Mobility (continued)

as required by BCLUP Policy 2.4.20, will ensure the appropriate municipal tracking of proposed development, as well as establishing the existing baseline development in both square footages and peak hour trips. The corresponding text amendment PCT 18-3 reflects the proposed restriction.

Based on the proposed maximum development thresholds and maximum 1,377 peak hour traffic trips, a potential development scenario may include:

- **Example:**
343 multi-family dwelling units, 75,000 square feet of marina and 269,000 square feet of commercial result in 1,377 peak hour trips*
(p.m. peak hour trips by use: 214 trips for residential use, 81 trips for marina use and 1,082 trips for commercial use).

* Planning Council staff notes that the Activity Center land use designation reflects a mixed-use development pattern more supportive of transit and internalized traffic patterns, therefore, the calculated trips reflect a standard 7% credit for such transit/internalized traffic patterns that is also consistent with the Institute of Transportation Engineers guidelines.

Planning Council staff notes for informational purposes the following roadway levels of service for adjacent regional roadway network segments:

- The roadway segment of Northeast 14 Street, between Federal Highway and A1A, is currently operating at and projected to continue operating at LOS "D," with or without the subject amendment.
- Four (4) roadway segments of Atlantic Boulevard, between Interstate 95 and A1A, are currently operating at and projected to continue operating at LOS "F," with or without the subject amendment.

It is notable that this amendment site is along the *City of Pompano Beach's Transportation Corridor Studies – Transformation Plan* which supports redevelopment of the Federal Highway Corridor to include several multi-modal transportation opportunities, including enhanced bicycle and sidewalk infrastructure, completing gaps and enhancing existing facilities to develop continuous networks to provide safe and convenient access to services, employment and recreational opportunities. The plan also envisions redevelopment along the Federal Highway Corridor to include a mix of residential, retail and water-serving uses. See Attachment 11 for an excerpt of the Transformation Plan. The Plan specifically notes this site as mixed residential and retail frontage, as well as industrial (marine) uses on the parcel.

REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)

II. Transportation & Mobility (continued)

The Broward County Transit (BCT) staff report states that current and future fixed-route county bus service, as well as the Pompano Beach and Hillsboro Beach community bus services, is provided to the proposed amendment site, and can accommodate additional transit demand. Further, the BCT staff recommends the proposed redevelopment be designed in a manner to provide safe movement of pedestrians and bicycles including connectivity to the existing sidewalk and bicycle network along Federal Highway. See Attachment 3.

The Broward County Planning and Development Management Division (PDMD) report notes that several transit routes are conveniently located near the proposed amendment site. In addition, the PDMD report identifies the existing mix of pedestrian and bicycle amenities along the adjacent corridors of Federal Highway, Northeast 14 Street and Northeast 16 Street, and recommends addressing the sidewalk gaps along the south side of Northeast 16 Street through redevelopment. The PDMD report also recommends that future development in the Activity Center is designed to include safe and convenient connections between the development and the surrounding transportation network. To further enhance the pedestrian and bicycle quality of service, consider including amenities, such as pedestrian-scale lighting, shade trees, bicycle racks, and bicycle repair stations within and around the development. To reduce the development's carbon footprint, the provision of electric vehicle charging stations should be considered. See Attachment 4.

III. Public Schools

The School Board of Broward County staff report states that the proposed amendment would generate 112 additional students into Broward County Public Schools, consisting of 50 elementary school students, 30 middle school students and 32 high school students. The report further states that Cresthaven and Pompano Beach Elementary, Crystal Lake and Pompano Beach Middle and Blanche Ely and Deerfield Beach High schools are all under-enrolled in the 2016/2017 school year, and are anticipated to operate below the adopted level of service (LOS) of 100% of gross capacity through the 2018/2019 school year. In addition, the School Board report indicates that there is one (1) charter school located within a two-mile radius of the proposed amendment site. See Attachment 5.

The School Board report indicates that there are no planned short-term (1-5 years) or long-term (5-10 years) improvements in the adopted District Educational Facilities Plan for the affected elementary, middle and high schools. See Attachment 5. Based on the School District's Seven Long Range Planning Areas, the proposed amendment site is located within School District Planning Area "B," which is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed in the Planning Area. In addition, the residential dwelling units will be subject to a public school concurrency review at the plat or site plan phase of development review, whichever comes first. See Attachment 5.

SECTION IV
AMENDMENT REPORT
PROPOSED AMENDMENT PC 18-5

REVIEW OF NATURAL RESOURCES

I. Designated Protected/Regulated Areas

The Broward County Environmental Protection and Growth Management Department (EPGMD) report indicates that Natural Resource Areas, Local Areas of Particular Concern, or Urban Wilderness Inventory sites do not exist within the boundaries of the proposed amendment area. See Attachment 6.

II. Wetlands

The EPGMD report indicates that the proposed amendment area does not contain wetlands within its boundaries. Therefore, the proposed land use designation is not expected to have a negative impact on wetland resources. The report notes that any work in, on, over or under waters of Broward County requires an Environmental Resource License. See Attachment 6.

III. Sea Level Rise

The EPGMD report states that the proposed amendment area does not contain, fall within, or overlap with an area for planning consideration, as indicated on the Priority Planning Areas for Sea Level Rise Map. See Attachment 6.

IV. Other Natural Resources

The EPGMD report states that the subject area contains mature tree canopy. Development of the site must comply with the Tree Preservation regulations of the City of Pompano Beach. The applicant is required to minimize the number of trees to be removed by incorporating suitable existing trees in the site plan design. If trees cannot be incorporated into the site plan in their current location, the applicant is required to relocate suitable trees. Any removed trees must be replaced. If the above recommendations are adhered to, the proposed amendment is not expected to have a negative impact on upland resources. See Attachment 6.

It is further noted that development of the proposed amendment area should be coordinated with the NatureScape Broward Program for guidance in development of any related landscaping plans. See Attachment 6.

REVIEW OF NATURAL RESOURCES (continued)

V. Historical/Cultural Resources

The Broward County Planning and Development Management Division (PDMD) report states that the proposed amendment will not have an adverse effect on any known historical or archaeological resources or areas of archaeological or paleontological sensitivity. See Attachment 4.

VI. Emergency Management

The Broward County Environmental Protection and Growth Management Department (EPGMD) supplemental report indicates that the proposed amendment site is located within the designated mandatory Broward County Hurricane Evacuation Zone. The EPGMD report also indicates that a high demand was placed on Broward County's evacuation shelters during Hurricane Irma, where overall capacity was reached or exceeded due to limits on available evacuation sheltering space and adequacy of staffing. As a result, it is felt that additional shelter capacity space and staff is not available. In addition, the shelter capacity situation was exacerbated by the number of hotels that are also within the mandatory evacuation zone and thus place additional demands on shelters and hotels in the region. Many hotels outside the evacuation area were at capacity due to demand from Hurricane Irma evacuees and stranded tourists. The situation during the days leading up to Hurricane Irma was severe enough to require the early departure of cruise ships from the area to transport stranded passengers out of the region. See Attachment 7.

Planning Council staff notes that the subject amendment proposes a maximum of 343 dwelling units which would impact the shelter capacity in the event of a hurricane evacuation. In consideration of the foregoing, BrowardNext – Broward County Land Use Plan Policy 2.12.8 states that "Broward County shall discourage land use plan amendments which negatively impact hurricane evacuation clearance times and/or emergency shelter capacities."

Representatives of Broward County staff, the City of Pompano Beach and the applicant met on February 15, 2018, to open the dialogue regarding Broward County's hurricane evacuation shelters and capacity needs. The City of Pompano Beach has provided correspondence summarizing said meeting, as well as its ongoing disaster related activities and trainings that are coordinated with the County. See Attachment 14. In addition, the applicant has provided confirmation that a hurricane evacuation contingency plan will be developed in consultation with County Emergency Management Division staff, and incorporated after the site plan is more fully developed. See Attachment 16.

REVIEW OF NATURAL RESOURCES (continued)

VI. **Emergency Management (continued)**

The EPGMD staff acknowledges and appreciates the City's participation and leadership in support of Emergency Management efforts and has indicated that continued dialogue is necessary to address evacuation shelter needs. See Attachment 17.

Update: March 22, 2018: The City of Pompano Beach has provided correspondence restating its commitment to coordinate with the County and other partners regarding emergency evacuation shelters and commits to working together to recruit public volunteers to build a temporary-evacuation shelter workforce. See Attachment 19.

Update: April 17, 2018: The City of Pompano Beach has provided additional correspondence outlining its commitment to provide City employees for service, meeting the appropriate eligibility and training requirements, consisting of four (4) evacuation shelter managers and 15 evacuation shelter support staff, in the event a Broward County "Zone B" storm evacuation order is issued. See Attachment 20. Correspondence from Broward County staff indicates that the City's commitment to provide the pledged City staff as emergency shelter managers and support staff removes its concern regarding BCLUP Policy 2.12.8 and the potential emergency evacuation shelter impacts resulting from the proposed amendment. See Attachment 21.

SECTION V
AMENDMENT REPORT
PROPOSED AMENDMENT PC 18-5

OTHER PLANNING CONSIDERATIONS/INFORMATION

I. Affordable Housing

The proposed land use plan amendment is subject to Broward County Land Use Plan (BCLUP) Policy 2.16.2, as it proposes 259 additional residential units to be permitted by the BCLUP.

The Broward County Planning and Development Management Division (PDMD) report indicates that the City of Pompano Beach has adopted Ordinance 2014-19, providing that either affordable housing units be provided on-site or an “In lieu fee” would be charged for all development that is required to provide affordable housing under the BCLUP Policy 2.16.2. The Ordinance has been codified as Section 154.80 of the City’s Code, below:

§ 154.80 AFFORDABLE HOUSING CONTRIBUTIONS.

- (A) In lieu of providing affordable housing units on-site or off-site as required by regulations within Chapter 155 (Zoning) or pursuant to a land use plan amendment, a property owner may elect to contribute a fee in lieu of to be deposited into the city's Local Affordable Housing Trust Fund.
- (B) The fee to be paid to the city shall be \$2,333 per market-rate unit.
- (C) The fee shall be paid to the city at the time of building permit.
- (D) The fee shall be reviewed a minimum of once every three years. The fee may be adjusted by the City Commission to reflect updated housing sales costs, development costs, land values and other considerations.
(Ord. 2014-19, adopted February 11, 2014)

Based on the information regarding City of Pompano Beach Ordinance 2014-19, the PDMD staff has indicated that the application meets the requirements of BCLUP Policy 2.16.2. See Attachment 4. The applicant has also submitted written correspondence confirming that it will pay the City’s required \$2,333 per market rate unit in lieu of fee. See Attachment 9.

In addition, Planning Council staff notes that the City of Pompano Beach submitted an affordable housing study on May 2, 2017, as part of adopted BCLUP amendment PC 17-11, and demonstrated compliance with Policy 2.16.2 of the BCLUP and Article 5.4(E) of the *Administrative Rules Document: BrowardNext*. Based on said Article, the affordable housing study is valid for a period of 18 months (i.e. through November 2018).

OTHER PLANNING CONSIDERATIONS/INFORMATION (continued)

II. BrowardNext - Broward County Land Use Plan Policies

The proposed amendment is found to be generally consistent with the policies of the BrowardNext - Broward County Land Use Plan (BCLUP), with the exception of BCLUP Policy 2.12.8, which states that “Broward County shall discourage land use plan amendments which negatively impact hurricane evacuation clearance times and/or emergency shelter capacities.” It is recommended that the applicant and City continue to coordinate with the Broward County Environmental Protection and Growth Management Department to address this Policy and the related emergency shelter capacities prior to the second Planning Council public hearing.

Update: April 17, 2018: Based on the correspondence provided by the City of Pompano Beach outlining its commitment to provide City trained staff in the event a Broward County “Zone B” storm evacuation order is issued, the concern regarding Policy 2.12.8 is removed. See Attachments 20 and 21.

In addition, the proposed amendment has been evaluated for consistency and compliance with the policies of the Broward County Land Use Plan regarding “Activity Centers.” See Attachment 10.

III. Other Pertinent Information

This is a small scale amendment pursuant to Chapter 163.3187, Florida Statutes, along with corresponding text amendment PCT 18-3. Therefore, the amendment review process includes two Planning Council public hearings and only one subsequent County Commission adoption hearing. The small scale amendment is not subject to Florida Department of Economic Opportunity (DEO) review; therefore, no report will be issued by the DEO, or other State review agencies.

The proposed amendment site is located in proximity to the City of Pompano Beach’s Airport. Planning Council staff solicited comments from the municipal facility. Comments from the City Airport identify that the developer should submit an Airspace Study Checklist to the Federal Aviation Administration (FAA) prior to any construction on the site, as well as notify prospective residential buyers of the airport noise, including over flights of airplanes and helicopters, that may be experienced living in close proximity to the airport. See Attachment 8. The applicant has submitted written correspondence confirming that an Airspace Study Checklist will be submitted to the FAA prior to construction and that it will memorialize its voluntary commitment to inform prospective residential occupants of the potential airport noise. See Attachment 9. Planning Council staff recommends this notification be memorialized in a legally enforceable agreement to ensure that prospective renters or buyers are notified of potential noise issues, etc. related to the proximity to Pompano Air Park airspace.

OTHER PLANNING CONSIDERATIONS/INFORMATION (continued)

III. Other Pertinent Information (continued)

It is noted that the proposed Hidden Harbour land use plan amendment proposes to establish an Activity Center land use designation on the Broward County Land Use Plan and a Mixed Use Residential designation on the City's land use plan. The differing designations are a result of the BrowardNext – Broward County Land Use Plan that streamlined the County's land use designations, including creating the Activity Center designation, which is an umbrella land use category that was created based on the language and permitted uses of the Regional Activity Center, Local Activity Center, Transit Oriented Development, Transit Oriented Corridor and Mixed Use Residential land use categories. It is further noted that although the County land use plan offers this umbrella category, municipal land use plans may be more restrictive and continue to use the foregoing traditional land use categories or any combination of the same. At present, the City of Pompano Beach has opted to maintain the former, traditional land use categories, therefore the proposed amendment will be reflected as Mixed Use Residential on the local plan.

Planning Council staff notes that although the proposed amendment meets the minimum criteria of an Activity Center, the actual development of the site may not be reflective of the intensity and mix of uses being proposed, in part because of the limited size of the amendment site. In an effort to encourage positive redevelopment and not burden local governments/applicants with meeting the extensive criteria to establish an Activity Center, Planning Council staff proposes consideration of a new land use category that would be appropriate for areas in need of redevelopment that may be best suited for a limited mix of uses that has access to transit and offers multi-modal opportunities but on a less intense scale than is encouraged in Activity Centers.

The applicant has provided a summary of its public outreach efforts, including conducting three (3) major meetings and other smaller meetings with interested area residents and property owners. See Attachment 9.

Further, it is noted that the Broward County Planning Council staff sent approximately 344 courtesy notices to all property owners within the land use plan amendment boundaries, as well as within 300 feet of the boundaries.

Update: March 22, 2018: Planning Council staff has received correspondence from interested parties regarding the proposed amendment. See Attachment 18.

SECTION VI
AMENDMENT REPORT
PROPOSED AMENDMENT PC 18-5

PLANNING ANALYSIS

The applicant is proposing to establish the Hidden Harbour Activity Center. The 9.6 acres of Activity Center is adjacent to the Federal Highway corridor and is primarily surrounded by multi-family residential and retail uses to the north, east and south, as well as municipal golf course uses to the west. The applicant has stated that the purpose of the Activity Center is to provide an opportunity for redevelopment to implement the City's vision of its Transportation Corridor Studies - Transformation Plan, which encourages mixed-use redevelopment and is specifically identified for this parcel. See Attachment 11 for an excerpt of the Transformation Plan.

Our review indicates that the amendment is generally in compliance with the Broward County Land Use Plan policies concerning the Activity Center land use designation, noting that the subject area proposes a mix of residential, retail and marina/water-serving uses along an important transportation corridor with several multi-modal transportation opportunities.

Planning Council staff's analysis also finds that adequate **potable water plant capacity and supply, sanitary sewer, drainage, and solid waste capacity and park acreage** will be available to serve the proposed land use. In addition, no adverse impacts to **natural or cultural resources** were identified.

Regarding **affordable housing**, the applicant will be required to pay the fee associated with the City of Pompano Beach's Affordable Housing Ordinance 2014-19, currently \$2,333 per market-rate dwelling unit or a total of up to \$800,219 based on the proposed 343 market-rate dwelling units. The Broward County Planning and Development Management Division, based on the information regarding City of Pompano Beach Ordinance 2014-19, has indicated that the application meets the requirements of BCLUP Policy 2.16.2. See Attachment 4.

Concerning impacts to **public schools**, the Broward County School Board staff report states that the proposed amendment would generate 112 additional students into Broward County Public Schools, consisting of 50 elementary school students, 30 middle school students and 32 high school students. Based on the School District's Seven Long Range Planning Areas, the amendment site is located within School District Planning Area "B," which is anticipated to have sufficient excess capacity to support the students generated by the residential units proposed in the Planning Area. In addition, the residential dwelling units will be subject to a public school concurrency review at the plat or site plan phase of development review, whichever comes first. See Attachment 5.

Regarding impacts to the **regional transportation network**, distribution of the additional 678 p.m. peak hour trips indicate that the proposed amendment will adversely impact the operating conditions of the regional transportation network. The proposed amendment would exacerbate impacts on four (4) affected roadway links. The three (3) of the roadway segments denigrate from

PLANNING ANALYSIS (continued)

an acceptable level of service (LOS) “D” to an unacceptable LOS “F,” with the addition of the trips generated by the proposed amendment. The last roadway segment is currently operating at and projected to operate at an unacceptable LOS “F,” with or without the proposed amendment. See Attachment 2. **To address the anticipated adverse impacts to the regional transportation network, the applicant has voluntarily committed to restrict development within the proposed Activity Center to the equivalent of no more than 1,377 peak hour traffic trips. See Attachment 15.** The 1,377 peak hour vehicle trip restriction reflects no net trips based on the vehicle trips attributed to the current land use designations of the amendment site as calculated in Attachment 2. If the Activity Center is adopted, per BCLUP Policy 2.4.20, the City and County will execute the required interlocal agreement to ensure the proper monitoring of development activity and enforcement of permitted land uses within the Activity Center.

Regarding **proximity to the City of Pompano Beach Airport**, the agency submitted comments identifying that the developer should submit an Airspace Study Checklist to the Federal Aviation Administration (FAA) prior to any construction on the site. In addition, the comments recommend that prospective residential buyers be notified, prior to purchase or rental, of the airport noise, including over flights of airplanes and helicopters, that may be experienced living in close proximity to the airport. See Attachment 8. The applicant has submitted written correspondence confirming that an Airspace Study Checklist will be submitted to the FAA prior to construction and that it will memorialize its voluntary commitment to inform prospective residential occupants of the potential airport noise. See Attachment 9. Planning Council staff recommends this notification be memorialized in a legally enforceable agreement to ensure that potential renters or buyers are notified of potential noise issues, etc. related to the proximity to Pompano Air Park airspace.

Concerning **hurricane evacuation sheltering space and capacity**, the Broward County Environmental Protection and Growth Management Department (EPGMD) supplemental report indicates that the proposed amendment site is located within the designated mandatory Broward County Hurricane Evacuation Zone. The EPGMD report also indicates that a high demand was placed on Broward County’s evacuation shelters during Hurricane Irma, where overall capacity was reached or exceeded due to limits on available evacuation sheltering space and adequacy of staffing. As a result, it is felt that additional shelter capacity space and staff is not available. See Attachment 7. Broward County staff met with representatives from the City of Pompano Beach and the applicant to open the dialogue regarding Broward County’s hurricane evacuation shelter needs. The City of Pompano Beach has provided correspondence summarizing said meeting, as well as its ongoing disaster related activities and trainings that are coordinated with the County. See Attachment 14. In addition, the applicant has provided confirmation that a hurricane evacuation contingency plan will be developed in consultation with County Emergency Management Division staff, and incorporated after the site plan is more fully developed. See Attachment 16.

The EPGMD staff acknowledges and appreciates the City’s participation and leadership in support of Emergency Management efforts and has indicated that continued dialogue is necessary to

PLANNING ANALYSIS (continued)

address evacuation shelter needs. See Attachment 17. Based on the EPGMD correspondence, it is recommended that prior to the second Planning Council public hearing, the outstanding shelter capacity concern between County staff, the City and applicant be addressed to the satisfaction of Broward County.

In conclusion, acknowledging the foregoing emergency management issue, Planning Council staff finds that the proposed amendment has not yet demonstrated consistency with Policy 2.12.8 of the BrowardNext - Broward County Land Use Plan and does not support the amendment at this time.

Update: March 22, 2018: The City of Pompano Beach has provided correspondence restating its commitment to coordinate with the County and other partners regarding emergency evacuation shelters and commits to working together to recruit public volunteers to build a temporary-evacuation shelter workforce. See Attachment 19.

Update: April 17, 2018: The City of Pompano Beach has provided additional correspondence outlining its commitment to provide City employees for service, meeting the appropriate eligibility and training requirements, consisting of four (4) evacuation shelter managers and 15 evacuation shelter support staff, in the event a Broward County “Zone B” storm evacuation order is issued. See Attachment 20. Correspondence from Broward County staff indicates that the City’s commitment to provide the pledged City staff as emergency shelter managers and support staff removes its concern regarding BCLUP Policy 2.12.8 and the potential emergency evacuation shelter impacts resulting from the proposed amendment. See Attachment 21.

Therefore, Planning Council staff recommends approval of the proposed amendment, subject to the following:

- Recognizing the applicant’s voluntary commitment to restrict development to a mix of uses that will result in no more than 1,377 total p.m. peak hour trips;
- Provision of written notification to potential renters or buyers of potential noise issues, etc. related to the proximity to Pompano Air Park airspace, as well as the commitment to submit an Airspace Study Checklist to the Federal Aviation Administration (FAA);
- Recognizing the applicant’s voluntary commitment to create a hurricane evacuation contingency plan for future residential development; and
- Recognizing the City of Pompano Beach’s commitment to offer City staff assistance to provide emergency evacuation shelter managers and support staff in the event a Broward County “Zone B” storm evacuation order is issued.

SECTION VII
AMENDMENT REPORT
PROPOSED AMENDMENT PC 18-5

ATTACHMENTS

1. Broward County Planning Council Supplemental Report of January 2018
2. Broward County Planning Council Traffic Analysis of December 12, 2017
3. Broward County Transit Division Report of December 15, 2017
4. Broward County Planning and Development Management Division Report of January 5, 2018
5. School Board of Broward County Consistency Review Report of December 18, 2017
6. Broward County Environmental Protection and Growth Management Department Report of January 11, 2018
7. Broward County Environmental Protection and Growth Management Department Supplemental Report of February 2, 2018, regarding Hurricane Evacuation Analysis
8. Email correspondence from Steven P. Rocco, C.M., ACE, Airport Manager, City of Pompano Beach, to Dawn Teetsel, Senior Planner, Broward County Planning Council, dated January 9, 2018
9. Correspondence from Graham Penn, Esquire, Bercow Radell Fernandez & Larkin, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated February 1, 2018
10.
 - A. BrowardNext - Broward County Land Use Plan Policies, "Activity Center," Planning Council Staff Review Comments
 - B. Map – Amendment area within ¼ mile of transit routes
 - C. City of Pompano Beach Adopted Goals, Objectives and Policies
11. Excerpt of the City of Pompano Beach Transportation Corridors – Transformation Plan
12. Broward County Parks and Recreation Division Report of December 12, 2017
13. Broward County Water Management Division Report of January 8, 2018

ATTACHMENTS (continued)

14. Correspondence from Greg Harrison, City Manager, City of Pompano Beach, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated March 2, 2018
15. Correspondence from Graham Penn, Esquire, Bercow Radell Fernandez & Larkin, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated March 5, 2018
16. Correspondence from Graham Penn, Esquire, Bercow Radell Fernandez & Larkin, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated March 6, 2018
17. Correspondence from Henry A. Sniezek, Director, Broward County Environmental Protection and Growth Management Department, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated March 9, 2018, updating comments dated February 2, 2018

Update: March 22, 2018:

18. Correspondence from Interested Parties
19. Correspondence from Greg Harrison, City Manager, City of Pompano Beach, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated March 21, 2018

Update: April 17, 2018:

20. Correspondence from Greg Harrison, City Manager, City of Pompano Beach, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated March 28, 2018
21. Email correspondence from Henry A. Sniezek, Director, Broward County Environmental Protection and Growth Management Department, to Dawn Teetsel, Senior Planner, Broward County Planning Council, dated April 5, 2018

ATTACHMENT 1

BROWARD COUNTY PLANNING COUNCIL SUPPLEMENTAL REPORT PUBLIC SERVICES AND FACILITIES

BROWARD COUNTY LAND USE PLAN AMENDMENT NUMBER PC 18-5

Prepared: January 2018

POTABLE WATER

The proposed amendment site will be served by the Pompano Beach Water Treatment Plants, which have a current combined capacity of 50 million gallons per day (mgd). The current and committed demand on the treatment plants is 13.62 mgd, with 36.38 mgd available. The wellfield serving the amendment site has a permitted withdrawal of 17.75 mgd, with 4.13 mgd available for water withdrawal, which expires on September 14, 2025. The amendment will result in a net increase in demand of 0.07 mgd. Planning Council staff utilized a level of service of 0.1 gallons per day (gpd) per square foot for commercial and marine uses, 0.2 gpd per square foot for office uses and 350 gpd per dwelling unit for residential uses. Sufficient potable water supply and treatment capacity will be available to serve the proposed amendment site.

SANITARY SEWER

The proposed amendment site will be served by the Broward County North Regional Wastewater Treatment Plant, which has a current capacity of 95 mgd. The City of Pompano Beach has an allocated capacity of 17 mgd. The current and committed demand on Pompano Beach's portion of the treatment plant is 12.9 mgd, with 4.1 mgd available. The amendment will result in a net increase in demand of 0.06 mgd. Planning Council staff utilized a level of service of 0.1 gpd per square foot for commercial and marine uses, 0.2 gpd per square foot for office uses and 300 gpd per dwelling unit for residential uses. Sufficient sanitary sewer capacity will be available to serve the proposed amendment site.

SOLID WASTE

The proposed amendment site will be served by Waste Management for solid waste disposal service. Waste Management collects and transports the City's solid waste to the Monarch Hill landfill, which has a capacity of 10,000 tons per day (tpd) and a demand of 3,500 tpd, with 6,500 tpd available. The amendment will result in a net increase in demand of 10.3 tpd. Planning Council staff utilized a level of service of 5 pounds (lbs.) per 100 square feet per day for commercial uses, 2 lbs. per 100 square feet per day for marine uses, 1 lb. per 100 square feet per day for office uses and 7.8 lbs. per capita (2.27 persons per household) per day for residential uses. Sufficient solid waste capacity will be available to serve the proposed amendment site.

DRAINAGE

The proposed amendment site is located within the jurisdiction of the Broward County Environmental Protection and Growth Management Department (EPGMD). A surface water management permit from EPGMD may be required prior to any construction.

PARKS AND OPEN SPACE

The City of Pompano Beach has 506.45 acres in its parks and open space inventory. The projected 2040 population (114,682) requires approximately 344.05 acres to meet the community parks acreage requirement of 3 acres per one thousand persons population. The proposed land use amendment will result in an increase of 1.76 acres on the projected demand for local parks. The City of Pompano Beach continues to meet the community parks acreage requirement of the Broward County Land Use Plan of 3 acres per one thousand persons population.

ATTACHMENT 2

TRAFFIC ANALYSIS PC 18-5

Prepared: December 12, 2017

INTRODUCTORY INFORMATION

Jurisdiction: City of Pompano Beach

Size: Approximately 9.6 acres

TRIPS ANALYSIS

Potential Trips - Current Land Use Designations

Current Designations: 6.0 acres of Commerce
3.2 acres of Medium-High (25) Residential
0.4 acres of Low-Medium (10) Residential

Potential Development: 156,816 square feet of retail use
313,632 square feet of office use
80 garden apartments
4 townhouse units

Trip Generation Rates: "ITE Equation (820) Shopping Center"*
"ITE Equation (710) General Office Building"
"ITE Equation (220) Apartment"
"ITE Equation (230) Residential Condominium/Townhouse"

Total P.M. Peak Hour Trips: $810 + 467 + 63 + 37 = 1,377$ peak hour trips

Potential Trips - Proposed Land Use Designation

Proposed Designation: Activity Center

Potential Development: 510,000 square feet of commercial use
75,000 square feet of marina use and 15 wet slips
343 multi-family dwelling units

Trip Generation Rates: "ITE Equation (820) Shopping Center"
"ITE Equation (420) Marina"**
"ITE Equation (220) Apartment"

Total P.M. Peak Hour Trips: $1,760 + 81 + 214 = 2,055$ peak hour trips***

Potential Trips - Proposed Land Use Designation (continued)

Net P.M. Peak Hour Trips +678 peak hour trips

PLANNING COMMENTS

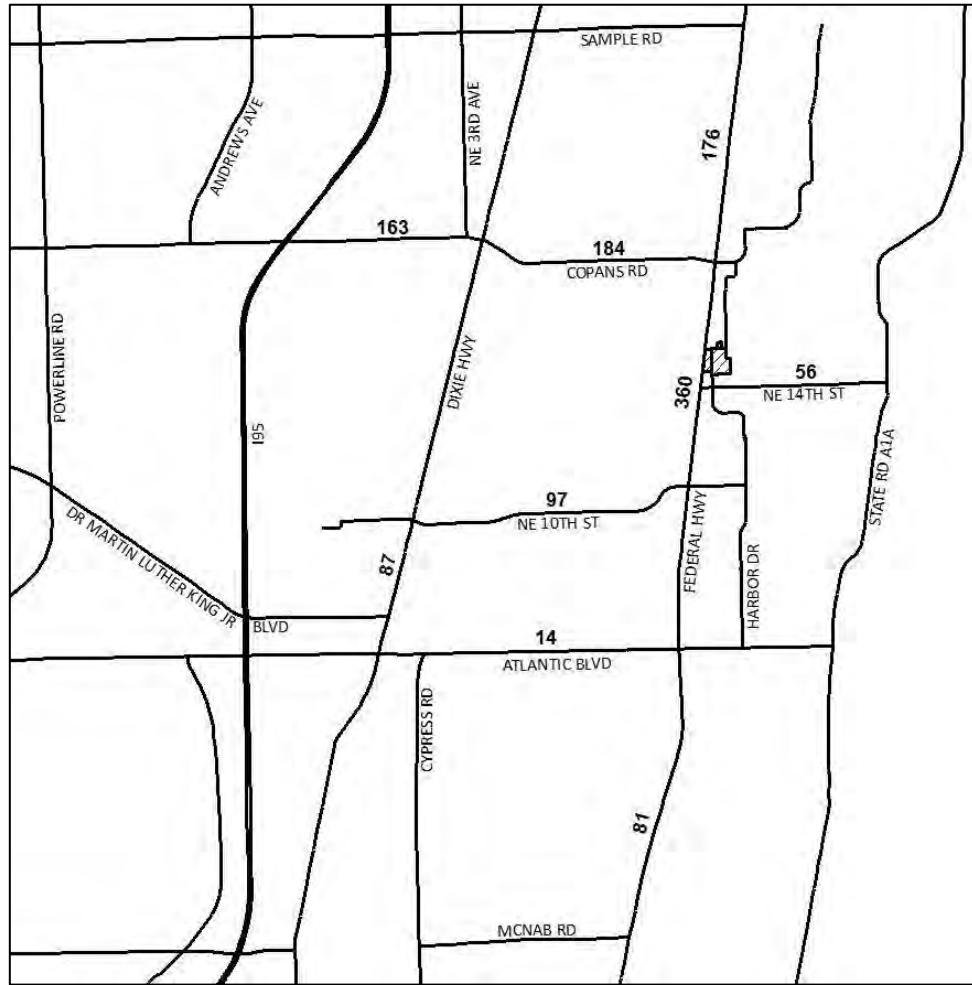
The proposed amendment is projected to increase traffic on the regional roadway network by approximately 678 peak hour trips at the long-range planning horizon.

Notes:

*Institute of Transportation Engineers (ITE) traffic generation equations from "Trip Generation - Ninth Edition," the professionally accepted methodology for estimating the number of vehicle trips likely to be generated by a particular land use.

**Potential development of 75,000 square feet of marina use and 15 wet slips calculated as 415 berths to perform the "ITE Equation (420) Marina."

***Reflects an internal capture rate of 7% consistent with the ITE guidelines.



Affected Regional Transportation Network Without the Proposed Amendment: Traffic 2040:

<u>Trafficway</u>	<u>Section</u>	<u>VOL</u>	<u>CAP</u>	<u>LOS</u>
1. Dixie Highway	Atlantic Boulevard to Northwest 15 Street	2,919	2,920	D
2. Federal Highway	McNab Road to Atlantic Boulevard	5,361	5,390	D
3. Federal Highway	Northeast 10 Street to Copans Road	5,306	5,390	D
4. Federal Highway	Copans Road to Sample Road	4,165	5,390	C
5. Copans Road	Interstate 95 to Dixie Highway	5,169	5,121	F
6. Copans Road	Dixie Highway to Federal Highway	4,038	5,121	C
7. Northeast 10 Street	Northwest 6 Avenue to Federal Highway	869	1,197	D

Affected Regional Transportation Network With the Proposed Amendment: Traffic 2040:

<u>Trafficway</u>	<u>Section</u>	<u>VOL</u>	<u>CAP</u>	<u>LOS</u>
1. Dixie Highway	Atlantic Boulevard to Northwest 15 Street	3,006	2,920	F
2. Federal Highway	McNab Road to Atlantic Boulevard	5,442	5,390	F
3. Federal Highway	Northeast 10 Street to Copans Road	5,666	5,390	F
4. Federal Highway	Copans Road to Sample Road	4,341	5,390	C
5. Copans Road	Interstate 95 to Dixie Highway	5,332	5,121	F
6. Copans Road	Dixie Highway to Federal Highway	4,222	5,121	C
7. Northeast 10 Street	Northwest 6 Avenue to Federal Highway	966	1,197	D

PLANNING COMMENTS

The proposed amendment is projected to increase traffic on the regional transportation network by approximately 678 p.m. peak hour trips at the long-term planning horizon. Distribution of the projected additional p.m. peak hour trips indicates that the proposed amendment would exacerbate impacts on four (4) affected roadway segments, as follows:

1. Dixie Highway, between Atlantic Boulevard and Northwest 15 Street;
2. Federal Highway, between McNab Road and Atlantic Boulevard;
3. Federal Highway, between Northeast 10 Street and Copans Road; and
4. Copans Road, between Interstate 95 and Dixie Highway.

The first three of these roadway segments denigrate from an acceptable level of service (LOS) "D" to an unacceptable LOS "F," with the addition of the trips generated by the proposed amendment. The last roadway segment is currently operating at and projected to operate at an unacceptable level of service LOS "F," with or without the proposed amendment.



Transportation Department
TRANSIT DIVISION-Service and Capital Planning
 1 N. University Drive, Suite 3100A • Plantation, Florida 33324 • 954-357-8300 • FAX 954-357-8482

VIA EMAIL

December 15, 2017

Barbara Blake Boy, Executive Director
 Broward County Planning Council
 115 South Andrews Ave, Room 307
 Fort Lauderdale, FL 33301

RE: Proposed Amendment to Broward County Land Use Plan PC 18-5

Dear Ms. Blake Boy,

Broward County Transit (BCT) has reviewed your correspondence dated November 28, 2017 regarding the proposed Land Use Plan Amendment (LUPA) for PC 18-5 located in the City of Pompano Beach for current and planned transit service. The current transit service provided within one-quarter mile from the amendment site includes BCT fixed-routes 10, 11, 83 and Community Bus routes 706 Pompano Beach Orange, 708 Pompano Beach Green and the 721 Hillsboro Beach. Please refer to the following table for detailed information:

BUS ROUTE	DAYS OF SERVICE	SERVICE SPAN A.M. – P.M	SERVICE FREQUENCY
10	Weekday	5:10a – 11:56p	20 Minutes
	Saturday	5:10a – 11:22p	30 Minutes
	Sunday	8:20a – 9:35p	40 Minutes
11	Weekday	5:00a – 11:47p	35 Minutes
	Saturday	5:00a – 11:21p	45 Minutes
	Sunday	7:00a – 9:23p	55 Minutes
83	Weekday	5:45a – 9:25a	35 Minutes
	Saturday	6:15a – 8:57a	60 Minutes
	Sunday	9:00a – 7:46p	60 Minutes
Pompano Beach Orange Route (706)	Weekday	9:00a – 5:00a	68 Minutes
	Saturday	Not In Service	Not In Service
	Sunday	Not In Service	Not In Service



Transportation Department

TRANSIT DIVISION-Service and Capital Planning

1 N. University Drive, Suite 3100A • Plantation, Florida 33324 • 954-357-8300 • FAX 954-357-8482

Pompano Beach Green Route (708)	Weekday	9:00a – 5:00a	68 Minutes
	Saturday	Not In Service	Not In Service
	Sunday	Not In Service	Not In Service
Hillsboro Beach (721)	Weekday	9:00a – 5:00p	60 Minutes
	Saturday	9:00a – 5:00p	60 Minutes
	Sunday	Not In Service	Not In Service

Future fixed-route bus improvements including shorter headways, increased span of service, and rapid bus are specified in the Broward County Transit Development Plan (TDP) or Broward MPO 2040 Long Range Transportation Plan (LRTP).

Transit Division has no objections to this LUPA, however BCT recommends that any proposed redevelopment on the amendment site is designed to provide safe movement for pedestrians and bicycles including connectivity to the existing BCT stops along Federal Highway.

Please feel free to call (954) 357-8554 or email me mmittelberg@broward.org if you require any additional information or clarification on this matter.

Sincerely,

Mabelle Mittelberg
Service Planner
Service and Capital Planning

ATTACHMENT 4



Environmental Protection and Growth Management Department
PLANNING AND DEVELOPMENT MANAGEMENT DIVISION
115 S. Andrews Avenue, Room 329K • Fort Lauderdale, Florida 33301 • 954-357-6634 • FAX 954-357-8655

DATE: January 5, 2018
TO: Barbara Blake Boy, Executive Director
Broward County Planning Council
FROM: Josie P. Sesodia, AICP, Director
Planning and Development Management Division
SUBJECT: Broward County Land Use Plan
Review of Proposed Amendment – Pompano Beach PC 18-5



Digitally signed by JOSIE
SESODIA
Date: 2018.01.05
10:59:31 -05'00'

The Broward County Planning and Development Management Division (PDMD) staff has reviewed proposed amendment PC 18-5. The subject site is located in Pompano Beach involving approximately 9.6 gross acres. The amendment proposes:

Current Designations: 6.0 acres of Commerce
3.2 acres of Medium-High (25) Residential
0.4 acres of Low-Medium (10) Residential

Proposed Designation: Activity Center consisting of:
343 multi-family dwelling units
510,000 square feet of commercial use. Including but not limited to boat sales, offices, showrooms and related uses.
75,000 square feet of marina use, including boat storage, boat repair; and a maximum of 15 wet slips.

Estimated Net Effect: Addition of 259 dwelling units [84 dwelling units currently permitted by the BLUP].
Addition of 39,552 square feet of commercial use.
Addition of 75,000 square feet of marina use and 4 wet slips.

Item 7 – Analysis of Historic Resources

- A. The County's archaeological consultant determined, based on the available information including archival documents, maps, the Broward County Land Use Plan and the Florida Master Site File (FMSF), that the proposed project will not have an adverse effect on any known historical or archaeological resources or areas of archaeological or paleontological sensitivity.
- B. Comments and recommendations pertaining to this land use plan amendment for historic/archaeological resources:
1. The subject property is located within the City of Pompano Beach outside jurisdiction of the Broward County historic preservation ordinance (B.C. Ord. 2014-32). The property owner / agent is advised to contact the municipality to seek project review for compliance with municipal historic preservation regulations.

Contact: Attn: Maggie Barszewski, Historic Preservation
Development Services Department
City of Pompano Beach
100 West Atlantic Boulevard, #3
Pompano Beach, Florida 33060
Maggie.barszewski@copbfl.com
Tel.: (954) 786-7921

2. In the event that unmarked burials are discovered, then, pursuant to Florida State Statutes, Chapter 872.05, "all activity that may disturb the unmarked burial shall cease immediately, and the district medical examiner shall be notified. Such activity shall not resume unless specifically authorized by the district medical examiner or State Archaeologist."

Contact: Broward County Medical Examiner
5301 S.W. 31st Avenue
Fort Lauderdale, Florida 33312
Telephone: (954) 357-5200
Fax: (954) 327-6580
Email: Med_Exam_Trauma@broward.org
Website: <http://www.broward.org/MedicalExaminer>

Item 8 - Affordable Housing

Amendments which propose to add 100 or more residential dwelling units to the existing densities approved by the Broward County Land Use Plan (BCLUP) are subject to the requirements of BCLUP Policy 2.16.2. Policy 2.16.2 requires the involved municipality to provide those professionally accepted methodologies, policies, and best available data and analysis, which the municipality has used to define affordable housing needs and solutions within the municipality. A total of 84 dwelling units are currently permitted under the BCLUP and a total of 343 multi-family units are proposed, representing an increase of 259 dwelling units; **therefore, Policy 2.16.2 applies.**

The City of Pompano Beach Code of Ordinances, Section 154.80, Affordable Housing Contributions addresses affordable housing. The ordinance requires development of affordable housing units or payment of a \$2,333 fee per market rate unit to the City's Local Affordable Housing Trust Fund, as follows:

- A. In lieu of providing affordable housing units on-site or off-site...pursuant to a land use plan amendment, a property owner may elect to contribute a fee in lieu of to be deposited into the city's Local Affordable Housing Trust Fund.
- B. The fee to be paid to the city shall be \$2,333 per market-rate unit.
- C. The fee shall be paid to the city at the time of building permit.
- D. The fee shall be reviewed a minimum of once every three years. The fee may be adjusted by the City Commission to reflect updated housing sales costs, development costs, land values and other considerations.

The application states that affordable housing will be addressed through payment into the City's Affordable Housing Trust Fund. If the maximum number of proposed dwelling units are constructed, a payment of \$800,219 would be required.

The Planning and Development Management Division staff finds the applicant's proposed affordable housing commitment consistent with Broward County Land Use Plan Policy 2.16.2 and recommends the following:

- The developer's affordable housing commitment be incorporated into the proposed Declaration of Covenants.
- The applicant's voluntary commitment be subject to a legally enforceable agreement approved by the Broward County Attorney's Office.

Item 10 - Hurricane Evacuation Analysis

The amendment site is located in a Hurricane Evacuation Zone Plan B Category 3 or Higher Hurricane based on the Broward County Land Use Plan's "Natural Resource Map Series Eastern Broward County: Hurricane Evacuation Zones". According to the Broward County Comprehensive Plan Map Series Map 11-1, "Hurricane Evacuation Map", the nearest hurricane shelter is Pompano Beach High School, located at 1400 NE 6th Street, approximately 1¼-mile southwest of the proposed amendment site.

Item 11 – Redevelopment Analysis

The amendment site is not located within a Community Redevelopment Area.

Item 12 – Intergovernmental Coordination

The nearest local governmental jurisdiction is the City of Lighthouse Point, located approximately 0.6 miles north of the proposed amendment site.

Complete Streets

Broward County strongly supports Complete Streets and the expansion of bicycle, pedestrian and greenway networks. The redevelopment site (PC 18-5) is conveniently located along existing transit routes 10 and 11. The site location is also less than ¼ mile to the Pompano Citi Center super stop that provides accessibility to BCT routes 10, 11, 88, Town of Hillsboro Beach community bus, and City of Pompano Beach Community Bus. The BCT Transit Development Plan includes service span and/or headway improvements for routes in this area. The level and connectivity of existing and future transit services in close proximity to the site is ideal for the transit-oriented land use.

Three primary corridors surround the site: Federal Highway (US 1), NE 14th Street, NE 16th Street. Existing pedestrian and bicycle amenities surrounding the site are mixed. Federal Highway and NE 14th Street have sidewalks and dedicated bicycle lanes. NE 16th Street has some gaps in sidewalk network and no bicycle lanes. Gaps in southside sidewalk along NE 16th Street should be addressed with the redevelopment. It is recommended that site be designed to include safe and convenient connections between the development and the surrounding transportation network. If part of NE 23rd Avenue is vacated, provide clear and adequate pedestrian pathways to access site. To further enhance the pedestrian and bicycle quality of service, consider including amenities, such as pedestrian-scale lighting, shade trees, bicycle racks, and bicycle repair stations within and around the development. For the convenience of future residents or community staff who wish to reduce their carbon footprint, consider providing electric vehicle charging stations.

If you have any questions, please contact Maribel Feliciano, Assistant Director of the Planning and Development Management Division at 954-519-1424 or mfeliciano@broward.org.

Attachment – Site Map

cc: Henry Sniezek, Director, Environmental Protection and Growth Management Department

Barbara Blake-Boy, Broward County Planning Council

PC 18-5

Page 4

January 5, 2018

Suzanne Fejes, Acting Director, Housing Finance and Community Redevelopment Division
Maribel Feliciano, AICP, Assistant Director, Planning and Development Management Division
Sara Forelle, AICP, Planning Section Supervisor, Planning and Development Management Division
Nick Sofoul, AICP, Senior Planner, Planning and Development Management Division
Heather Cunniff, AICP, Senior Planner, Planning and Development Management Division
Susanne Carrano, AICP, Senior Planner, Planning and Development Management Division
Richard Ferrer, Broward County Historic Preservation Officer

JS/hc

ATTACHMENT 5

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

LAND USE
SBBC-1919-2015
County No: PC 18-5
Hidden Harbour



December 18, 2017



Growth Management
Facility Planning and Real Estate Department
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: December 18, 2017	Units Permitted: 84 Units Proposed: 343	Existing Land Use: Commercial/Medium																				
Name: Hidden Harbour	NET CHANGE (UNITS): 259	Proposed Land Use: Mixed Use High/Activity																				
SBBC Project Number: SBBC-1919-2015	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;"><u>Students</u></th> <th style="width: 15%;"><u>Permitted</u></th> <th style="width: 15%;"><u>Proposed</u></th> <th style="width: 15%;"><u>NET CHANGE</u></th> </tr> </thead> <tbody> <tr> <td>Elem</td> <td>16</td> <td>66</td> <td>50</td> </tr> <tr> <td>Mid</td> <td>9</td> <td>39</td> <td>30</td> </tr> <tr> <td>High</td> <td>10</td> <td>42</td> <td>32</td> </tr> <tr> <td>Total</td> <td>35</td> <td>147</td> <td>112</td> </tr> </tbody> </table>	<u>Students</u>	<u>Permitted</u>	<u>Proposed</u>	<u>NET CHANGE</u>	Elem	16	66	50	Mid	9	39	30	High	10	42	32	Total	35	147	112	Current Zoning:
<u>Students</u>		<u>Permitted</u>	<u>Proposed</u>	<u>NET CHANGE</u>																		
Elem		16	66	50																		
Mid		9	39	30																		
High		10	42	32																		
Total	35	147	112																			
County Project Number: PC 18-5		Proposed Zoning:																				
Municipality Project Number: 15-91000001		Section: 30																				
Owner/Developer: AMP IV Hidden Harbour, LLC		Township: 48																				
Jurisdiction: Pompano Beach		Range: 43																				

SHORT RANGE - 5-YEAR IMPACT

Currently Assigned Schools	Gross Capacity	LOS Capacity	Benchmark* Enrollment	Over/Under LOS	Classroom Equivalent Needed to Meet LOS	% of Gross Capacity
Cresthaven Elementary	705	705	696	-9	0	98.7%
Pompano Beach Elementary	615	615	507	-108	-6	82.4%
Crystal Lake Community Middle	1,622	1,622	1,253	-369	-16	77.3%
Pompano Beach Middle	1,227	1,227	1,054	-173	-7	85.9%
Deerfield Beach High	2,848	2,848	2,516	-332	-13	88.3%
Ely, Blanche High	2,786	2,786	2,127	-659	-26	76.3%

Currently Assigned Schools	Adjusted Benchmark	Over/Under LOS-Adj. Benchmark Enrollment	% Gross Capacity Adjusted Benchmark	Projected Enrollment				
				17/18	18/19	19/20	20/21	21/22
Cresthaven Elementary	696	-9	98.7%	702	687	712	706	701
Pompano Beach Elementary	508	-107	82.6%	502	492	483	474	465
Crystal Lake Community Middle	1,295	-327	79.8%	1,227	1,193	1,158	1,123	1,089
Pompano Beach Middle	1,073	-154	87.4%	1,094	1,119	1,154	1,187	1,143
Deerfield Beach High	2,521	-327	88.5%	2,558	2,587	2,599	2,620	2,653
Ely, Blanche High	2,198	-588	78.9%	2,148	2,167	2,186	2,206	2,225

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code. A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml>. The annual benchmark enrollment is used to apply individual charter school enrollment impacts against school facility review processes.

*The first Monday following Labor Day
 INFORMATION CONTAINED HEREIN IS CURRENT AS OF THE DATE OF REVIEW

LONG RANGE - TEN-YEAR IMPACT

Impacted Planning Area	School District's Planning Area Data			Aggregate Projected Enrollment				
	Aggregate School Capacity	Aggregate Enrollment	Aggregate Over/(Under) Enrollment	21/22	22/23	23/24	24/25	25/26
Area B - Elementary	20,237	16,495	-3,742	19,169	19,530	19,892	20,253	20,615
Area B - Middle	9,033	7,314	-1,719	7,820	7,911	8,002	8,092	8,183
Area B - High	12,673	10,326	-2,347	8,821	8,854	8,887	8,920	8,953

CHARTER SCHOOL INFORMATION

Charter Schools within 2-mile radius	2016-17 Contract Permanent Capacity	2016-17 Benchmark* Enrollment	Over/(Under)	Projected Enrollment		
				17/18	18/19	19/20
Somerset Pines Academy	500	415	-85	415	415	415

Students generated are based on the student generation rates contained in the currently adopted Broward County Land Development Code. A traditional cohort survival methodology is used to project school-by-school District traditional school enrollment out over the next five years, and a proportional share of charter school enrollment is used to project future charter school enrollment by school level Districtwide. For more information: <http://www.broward.k12.fl.us/dsa/EnrollmentProj.shtml>. The annual benchmark school enrollment is used to apply individual charter school enrollment impacts against school facility review processes.

*The first Monday following Labor Day
 INFORMATION CONTAINED HEREIN IS CURRENT AS OF THE DATE OF REVIEW

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

School(s)	Description of Capacity Additions
Cresthaven Elementary	There are no capacity additions scheduled in the ADEFP that will impact the FISH capacity of the school.
Pompano Beach Elementary	There are no capacity additions scheduled in the ADEFP that will impact the FISH capacity of the school.
Crystal Lake Community Middle	There are no capacity additions scheduled in the ADEFP that will impact the FISH capacity of the school.
Pompano Beach Middle	There are no capacity additions scheduled in the ADEFP that will impact the FISH capacity of the school.
Deerfield Beach High	There are no capacity additions scheduled in the ADEFP that will impact the FISH capacity of the school.
Ely, Blanche High	There are no capacity additions scheduled in the ADEFP that will impact the FISH capacity of the school.

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

Capacity Additions for Planning Area B	
School Level	Comments
Elementary	None
Middle	None
High	None

*The first Monday following Labor Day
INFORMATION CONTAINED HEREIN IS CURRENT AS OF THE DATE OF REVIEW

Comments

Information contained in the application indicates that the approximately 9.6-acre site is generally located at the east side of Federal Highway between NE 15th and NE 17th Street in the City of Pompano Beach. The current land use designations for the site are Commercial, Low-Medium (10) Residential, and Medium-High (25) Residential which allow 4 townhouse (all three or more bedroom) and 80 Garden Apartment (all three or more bedroom) residential units. The applicant proposes to change the land use designation to Activity Center to allow 343 garden apartment (all three or more bedroom) residential units which are anticipated to generate 112 additional students (50 elementary, 30 middle, and 30 high school) into Broward County Public Schools.

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 Adopted District Educational Facilities Plan (DEFP). However, the statistical data regarding the Level of Service (LOS) standard status of the actual schools impacted by this land use application in the initial five years of the ten-year period is depicted herein for informational purposes only.

Please be advised that this application was reviewed utilizing 2016-17 school year data because the current school year (2017-18) data will not be available until updates are made utilizing the Benchmark Day Enrollment Count.

Schools serving the amendment site in the 2016-17 school year were Cresthaven and Pompano Beach Elementary, Crystal Lake and Pompano Beach Middle, and Blanche Ely and Deerfield Beach High. Based on the District's Public School Concurrency Planning Document, all of the schools are operating below the adopted LOS of 100% of their gross capacities in the 2016-17 school year. The same schools are serving the amendment site in the 2017-18 school year. Incorporating the cumulative students anticipated from approved and vested developments anticipated to be built within the next three years (2016-17 – 2018-19), all the schools are expected to operate below the adopted LOS of 100% of gross capacities through the 2018-19 school year. It should be noted that the school capacity or Florida Inventory of School Houses (FISH) for the impacted schools reflects compliance with the class size constitutional amendment and the permanent capacity additions that are planned for the schools within the first three years of the Five-Year Adopted DEFP, FY 2017-18 – 2021-22. Also, to ensure maximum utilization of the impacted Concurrency Service Areas, the Board may utilize other options such as school boundary changes to accommodate students generated from developments in the County. The charter school located within a two-mile radius of the subject site in the 2016-17 school year is depicted herein.

Capital Improvements scheduled in the long range section of the currently Adopted DEFP Fiscal Years 2017-18 – 2021-22 regarding pertinent impacted schools are depicted above. Based on the School District's Seven Long Range Planning Areas, the amendment site is located within School District Planning Area "B" and the elementary, middle, and high schools currently serving Planning Area "B" and their cumulative student enrollments, cumulative capacities, and pertinent 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.

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-1919-2015

12/18/2017
Date

Reviewed By:


Signature

Mohammed Rasheduzzaman, AICP

Name

Planner

Title

ATTACHMENT 6

EP&GMD COMMENTS
PC 18-5
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ENVIRONMENTAL PROTECTION & GROWTH MANAGEMENT DEPARTMENT REVIEW AND COMMENTS ON PROPOSED BROWARD COUNTY LAND USE PLAN MAP AMENDMENT

For: Broward County Planning Council

Applicant: AMP IV Hidden Harbour, LLC Residential

Amendment No.: PC 18 – 5

Jurisdiction: Pompano Beach **Size:** Approximately 9.6 acres

Existing Use: Marina, retail, and vacant

Current Land Use Designation: 6.0 acres of Commerce
3.2 acres of Medium-High (25) Residential
0.4 acres of Low-Medium (10) Residential

Proposed Land Use Designation: Activity Center consisting of:
343 multi-family dwelling units
510,000 square feet of commercial use, including but not limited to boat sales, offices, showrooms and related uses
75,000 square feet of marina use, including boat storage, boat repair, and a maximum of 15 wet slips

Location: Section: 30 Township: 48 South Range: 43 East; generally located on the east side of Federal Highway/US 1, between Northeast 14 Street and Northeast 17 Street

Note: Findings and Recommendations do not constitute waivers from any federal, state or local law.

ANALYSIS AND FINDINGS:

ENVIRONMENTAL LICENSING AND BUILDING PERMITTING DIVISION

Wetlands - [CP Policies 7.5.9, 7.5.11, 13.8.1, 13.8.2, 13.8.3, 13.8.5, 13.8.6, 13.9.3, 13.9.4, 13.9.6, 13.10.1, 13.10.3, 13.10.4; BCLUP Policies 2.22.01, 2.22.2] No wetlands present on property. Any

EP&GMD COMMENTS

PC 18-5

Page 2

work in, on, over or under waters of Broward County (i.e., canal bank reshaping, boat ramps, culverts, etc.) will require an Environmental Resource License.

Upland Resources (including Tree Preservation and Greenways) - [CP Policies 13.6.11, 13.6.13, 13.6.14; BCLUP Policies 2.20.17] Review of aerial photographs indicates that the subject site contains mature tree canopy. Development of the site must comply with the tree preservation regulations of the City of Pompano Beach. The applicant is required to minimize the number of trees to be removed by incorporating suitable existing trees in the site plan design. If trees cannot be incorporated into the site plan in their current location, the applicant is required to relocate suitable trees. Any trees permitted for removal must be replaced. If the above requirements are adhered to, the proposed land use plan amendment is not expected to have a negative impact on upland resources.

Solid Waste - [CP Policies 6.1.2, 6.1.3, 13.2.7; BCLUP Policies 3.4.2, 3.4.3, 2.11.8] There **are no** active solid waste facilities located within one mile of the amendment site. There **are no** inactive solid waste facilities located within one-quarter mile of the site. There are a couple outside the mile radius that are of no concern for the land use amendment site. See map in the attached documentation. (*SMS 12/22/17*)

ENVIRONMENTAL ENGINEERING AND PERMITTING DIVISION

Air Quality - [CP Policy 13.1.15, BCLUP Policy 2.25.1] The preliminary traffic analysis indicates that the proposed amendment would result in an increase by 832 PM peak hour trips per day compared to trips associated with the current designation. Based upon the trips generated and the projected levels of service on surrounding roadways, an amendment to the proposed land use designation can reasonably be assumed to have a moderate impact on air quality. There are facilities in the area with no existing or potential odor or noise problems. Due to the attraction of mobile sources to commercial areas, if the applicant incurs the construction of parking facilities, the Broward County Code of Ordinances, Parking Facility Rule might be applicable.

The Air Quality Program recommends pro-active long term planning methods that will result in the prevention of any further deterioration of our air quality and quality of life. The Air Quality Program recommends that the plan for development includes air quality measures or provisions that will support alternative methods of transportation. These measures include promoting the use of transit, promoting the use of ridesharing, promoting the use of alternative fuel vehicles (AFV) where appropriate and AFV infrastructure, bikeways and bike storage facilities, and the use of pedestrian friendly designs which will include native tree shaded areas. (*MP JG 1/11/2018*)

Contaminated Sites - [CP Policies 13.2.1, 13.2.6, 13.2.7; BCLUP Policies] The list of known

EP&GMD COMMENTS

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contaminated sites (from EPGMD's GIS Database of Contaminated Locations in Broward County) has been reviewed. **Seven** listed contaminated sites were found on or adjacent to the proposed amendment location. See attached map and databased for further information as it relates to the land use amendment site. (SMS 12/22/17)

ENVIRONMENTAL AND CONSUMER PROTECTION DIVISION

Wellfield Protection - [CP Policies 4.2.10, 4.4.13, 7.5.2, 7.5.3, 7.5.4, 13.2.2, 13.3.3; BCLUP Policies 2.26.2, 2.26.3, 2.11.5] The proposed amendment site is not currently within a wellfield zone of influence. No special restrictions apply under Broward County's Wellfield Protection regulations.

SARA TITLE III (Community Right to Know) - [CP Policy 13.2.7;]; BCLUP Policies] GIS Database of SARA Title III Facilities in Broward County indicates there are no SARA Title III facilities on or adjacent to the proposed amendment site.

Hazardous Material Facilities - [CP Policies 13.2.1, 13.2.6, 13.2.7; BCLUP Policies] GIS Database of Hazardous Material Facilities in Broward County indicates 2 active Hazardous Material facility(s), 2 Storage Tank facility(s) on, adjacent, or in close proximity (.25m miles) to the proposed amendment site.

ENVIRONMENTAL PLANNING & COMMUNITY RESILIENCE DIVISION:

Specially Designated Areas - [CP policies 13.6.1, 13.6.4, 13.6.6, 13.6.7, 13.6.9, 13.6.10, 13.7.2, 13.7.5; BCLUP Policies 2.23.1, 2.23.2, 2.23.3, 3.3.9, 3.3.10]

County specially designated areas, e.g. Natural Resource Areas, Native Vegetative Communities Category Local Areas of Particular Concern, Urban Wilderness Inventory sites, do not exist within the boundaries of the proposed amendment site.

Protected Natural Lands – The project site is not included in the Protected Natural Lands Inventory and not adjacent to a site in the inventory. The Protected Natural Lands Inventory is a comprehensive database of public and private native vegetative communities that have been protected through acquisition or regulatory mechanisms and are managed for conservation purposes. The Inventory provides information regarding the ownership and management for each of the Protected Natural Lands and may be accessed at:

<http://www.broward.org/NaturalResources/LandStewardship/Pages/NaturalLands.aspx>.

Marine and Riverine Resources - [CP Policies 7.5.10, 13.2.3, 13.5.3, 13.7.6, 13.7.8; BCLUP Policies 3.3.4, 2.11.6, 2.27.1, 2.27.2, 2.27.3, 2.11.7, 3.3.12, 2.27.4, 2.24.2] The proposed land use designation is not expected to have an impact on marine or riverine resources. Impacts to resources require review and licensing under Article XI of Chapter 27, Broward County Code of Ordinances.

EP&GMD COMMENTS

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Priority Planning Areas for Sea Level Rise – [CP Policies 19.2.2, 19.3.7, 19.3.12, 19.3.13; BCLUP Policies 2.21.1, 2.21.2, 2.21.3, 2.21.5]

The Priority Planning Areas for Sea Level Rise Map identifies areas that are at increased risk of flooding due to, or exacerbated by, sea level rise by the year 2060. In review of land use plan amendments, the County requires the applicant to demonstrate that the project will not increase saltwater intrusion or areawide flooding, not adversely affect groundwater quality or environmentally sensitive lands, and that subsequent development will be served by adequate stormwater management and drainage facilities.

The County also strongly discourages those amendments which would place additional residential and non-residential development at risk of flooding from sea level rise. The County will take into consideration sea level rise and flood protection mitigation strategies and requirements included within the city's local comprehensive plans and/or development regulations, or improvements committed to by the applicant which would mitigate or enhance flood protection and adaptation from rising sea levels.

While the County encourages applicants to consider these and other impacts from climate change during the site planning process, the proposed amendment site does not contain, fall within, or overlap with an area for planning consideration, as indicated on the Priority Planning Areas for Sea Level Rise Map. Therefore, Policy 2.21.1 and portions of policy 2.21.5 do not apply to the review of this project.

However, it is important for the applicant to note that areas of concern are identified near the proposed site, and that certain infrastructure, such as access roads, may be at risk to climate change impacts in the near future.

Please see the attached PPA map zoomed to the proposed amendment site for more information.

NatureScape Program – [CP Policies 4.4.8, 13.3.5, 13.3.7, 19.4.11; BCLUP 2.20.14] –

NatureScape is about creating Florida-friendly landscapes that conserve water, protect water quality, and create wildlife habitat. Development of the proposed amendment site should be coordinated with the NatureScape Broward Program for guidance in development of any related landscaping plans. Information regarding NatureScape can be accessed at:

<http://www.broward.org/NaturalResources/NatureScape/Pages/Default.aspx>

Surface Water Management - [CP Policies 7.4.2, 7.4.3, 7.5.2, 7.5.9, 13.2.4, 13.3.12; BCLUP Policies 2.24.1, 2.24.2, 2.21.5] The property is within the jurisdiction of Broward County and the South Florida Water Management District. Successful compliance with the criteria established by these entities should result in reducing the potential danger from flooding and maintaining the quality of surface waters. A surface water management permit may be required prior to any construction on

EP&GMD COMMENTS

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the site.

Tracts within the proposed amendment site are located within the Federal Emergency Management Agency (FEMA) flood insurance zone AE with NAVD 88 elevation of 5 feet (areas encompassing and surrounding the waterway). The remaining are under Zone X.

Water Recharge - [CP Policies 7.4.3, 7.5.2, 7.5.3, 7.5.4, 7.5.7, 7.5.9, 7.5.11, 7.5.12, 13.3.12, 13.3.13; BCLUP Policies 2.26.1] The proposed land use designation would involve a major percentage of impervious area. The development resulting from the proposed land use designation would result in a net decrease in the volume of water available for recharge. The change in recharge capacity resulting from development under the proposed designation would be insignificant.

This impact level is determined by factoring the size of the site with the percent change of impervious area from the current designation to the proposed designation.

See attached Water Recharge Questionnaire.

BROWARD COUNTY PLANNING COUNCIL
WATER RECHARGE QUESTIONNAIRE

as completed by

ENVIRONMENTAL PROTECTION & GROWTH MANAGEMENT DEPARTMENT

I. Introductory Information

- A. Amendment No.:*** PC 18-5
- B. Municipality:*** Pompano Beach
- C. Applicant:*** Hidden Harbour

II. Site Characteristics

- A. Size:*** Approximately 9.6 acres
- B. Location:*** Section: 30 Township: 48 South Range: 43 East; generally located on the east side of Federal Highway/US 1, between Northeast 14 Street and Northeast 17 Street
- C. Existing Use:*** Marina, retail, and vacant

III. Broward County Land Use Plan Designation

Current Land Use Designation: 6.0 acres of Commerce
3.2 acres of Medium-High (25) Residential
0.4 acres of Low-Medium (10) Residential

Proposed Land Use Designation: Activity Center consisting of:
343 multi-family dwelling units
510,000 square feet of commercial use, including but not limited to boat sales, offices, showrooms and related uses
75,000 square feet of marina use, including boat storage, boat repair, and a maximum of 15 wet slips

IV. Water Recharge Review

A. Describe the general impacts of the current land use designation on water recharge:

The current land use designation is 6.0 acres of Commerce
3.2 acres of Medium-High (25) Residential
0.4 acres of Low-Medium (10) Residential

A typical value for an impervious area produced by this type of development is approximately 73 percent.

B. Describe the general impacts of the proposed land use designation on water recharge:

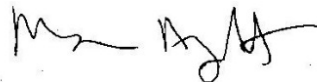
The proposed land use designation is : Activity Center.
A typical value for an impervious area produced by this type of development is approximately 77 percent.

V. Impact of Change in Land Use Designation

The proposed land use designation would involve a major percentage of impervious area. The development resulting from the proposed land use designation would result in a net decrease in the volume of water available for recharge. The change in recharge capacity resulting from development under the proposed designation would be insignificant.

This impact level is determined by factoring the size of the site with the percent change of impervious area from the current designation to the proposed designation.

VI. Comments



By: _____

Date 12/22/17

Maena Angelotti

Environmental Planning and Community Resilience Division

BROWARD COUNTY PLANNING COUNCIL
WETLAND RESOURCE QUESTIONNAIRE
as completed by the
ENVIRONMENTAL PROTECTION & GROWTH MANAGEMENT DEPARTMENT

I. Introductory Information

- A. *Amendment No.:*** PC 18-5
- B. *Municipality:*** Pompano Beach
- C. *Project Name:*** Hidden Harbour

II. Site Characteristics

- A. *Size:*** Approximately 9.6 acres.
- B. *Location:*** Section 30, Township 48 South, Range 43 East; generally located on the east side of Federal Highway/US 1, between Northeast 14 Street and Northeast 17 Street.
- C. *Existing Use:*** Marina, retail, and vacant.

III. Broward County Land Use Plan Designation

- A. *Current Designation:*** 6.0 acres of Commerce
3.2 acres of Medium-High (25) Residential
0.4 acres of Low-Medium (10) Residential
- B. *Proposed Designation:*** Activity Center consisting of:
 - 343 multi-family dwelling units
 - 510,000 square feet of commercial use, including but not limited to boat sales, offices, showrooms and related uses
 - 75,000 square feet of marina use, including boat storage, boat repair, and a maximum of 15 wet slips

IV. Wetland Review

- A. *Are wetlands present on subject property?*** No.
- B. *Describe extent (i.e. percent) of wetlands present on subject property.*** N/A.
- C. *Describe the characteristics and quality of wetlands present on subject property.***

Wetland Resource Questionnaire
PC 18-5

N/A.

D. Is the property under review for an Environmental Resource License? No.

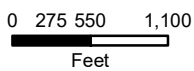
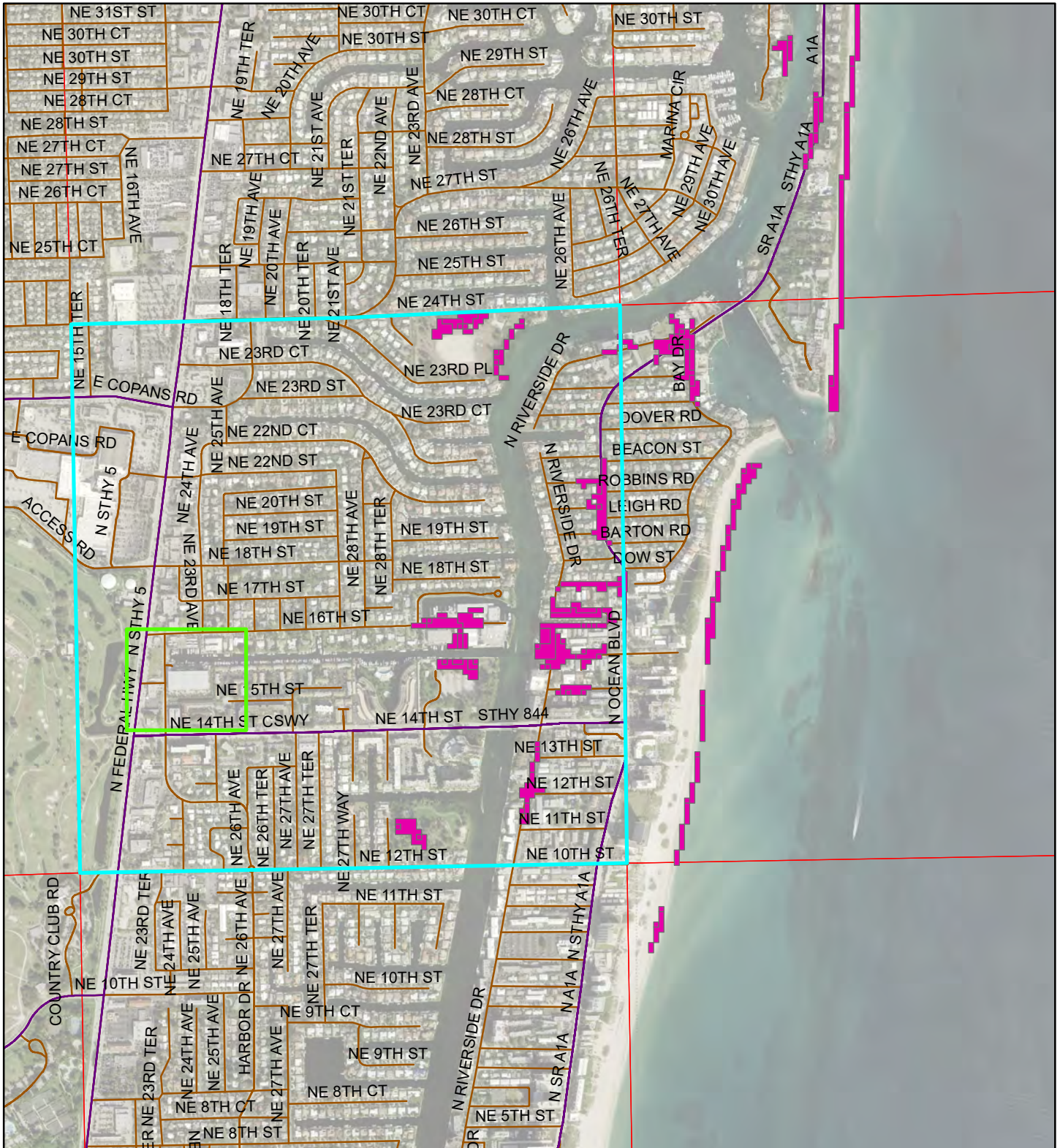
E. Has the applicant demonstrated that should the proposed Land Use designation be approved, the proposed project will be consistent with the requirements of Article XI, Chapter 27 of the Broward County Code of Ordinances? No.

V. Comments:

No wetlands present on property. Originally licensed under DF03-1143. Currently licensed under MFOL08-0049. Current slip count: 320 total slips (10 wet slips, 310 dry slips and 0 trailer parking spaces). If the slip count changes and there is any dredge or fill work required, then an Environmental Resources License will be necessary. If the owner changes than a license transfer will be necessary. If the dock configuration changes or any in- or over-water work is conducted, it will also need to be licensed.

Completed by: Brandon Justice, NRS
Natural Resources Specialist

Broward County Land Use Plan Proposed Amendment PC 18-5



Proposed Land Use Plan Amendment

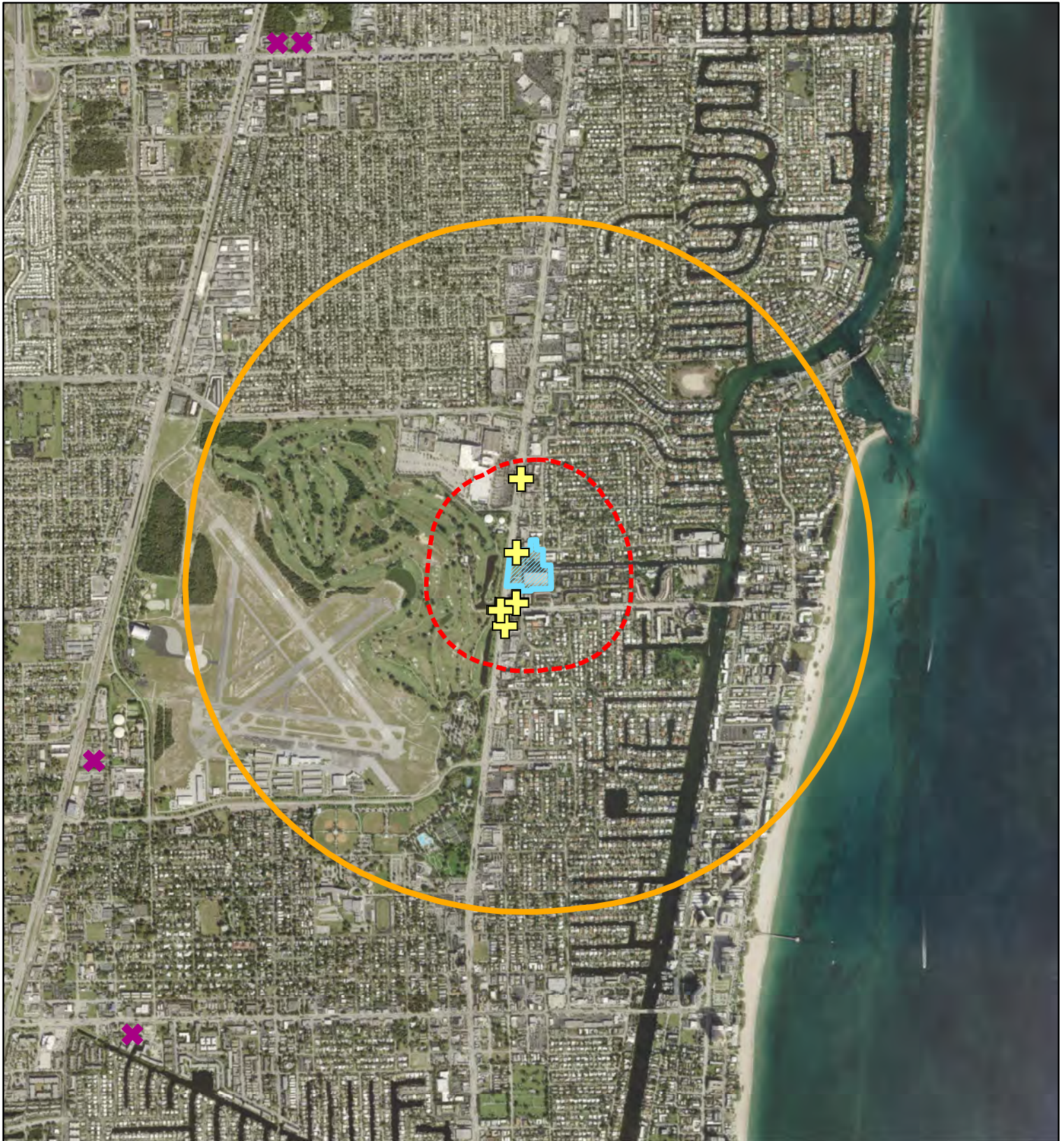







Priority Planning Areas for Sea Level Rise: Areas near tidal water bodies at an increased risk of inundation under a 2 foot sea level rise scenario, projected to occur by 2060.

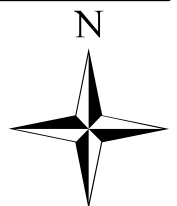
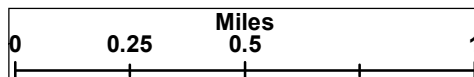
Contaminated Sites

Site Number	Facility Number	Street Address	City	Zip Code	Pollutant	Type of Facility	Dept Facility Number	Active
NF-1452B	CHEVRON STATION, #47236	1400 N FEDERAL HWY	Pompano Beach	33062	Gasoline	Gas Station	068501686	N
NF-1651B	POMPANO GOLF COURSE MAINT	1401 N FEDERAL HWY	Pompano Beach	33062	Arsenic	Golf Course	<null>	Y
SF-1188	SHELL #1161 POMPANO CAR WASH	1360 N FEDERAL HWY	Pompano Beach	33062	Gasoline	Gas Station	068502625	Y
SF-1452A	CHEVRON STATION, #47236	1400 N FEDERAL HWY	Pompano Beach	33062	Gasoline	Gas Station	068501686	Y
SF-1545	MOBIL STATION	1600 N FEDERAL HWY	Pompano Beach	33062	Gasoline; Petroleum	Gas Station	068502781	Y
SF-1651A	POMPANO GOLF COURSE MAINT	1401 N FEDERAL HWY	Pompano Beach	33062	Petroleum	<null>	069101219	Y
NF-2795	1990 ASSOCIATES	2050 N FEDERAL HWY	Pompano Beach	33062	Arsenic Petroleum	Gas Station	069808955	Y

Land Use Amendment Comments Site LUA PC 18-5



-  LUA_PC_18-5_Perimeter
-  1 Mile Buffer
-  1/4 Mile Buffer
-  Contaminated Sites
-  Solid Waste Sites



ATTACHMENT 7



Environmental Protection and Growth Management Department
115 S. Andrews Avenue, Room 329 • Fort Lauderdale, Florida 33301 • 954-357-6612 • FAX 954-357-8655

DATE: February 2, 2018

TO: Barbara Blake Boy, Executive Director
Broward County Planning Council



FROM: Henry A. Sniezek, Director
Environmental Protection and Growth Management Department

SUBJECT: Broward County Land Use Plan Amendment – Pompano Beach PC 18-5

This memorandum supplements our previous comments dated January 5, 2018.

Hurricane Evacuation Analysis

BCLUP amendment PC 18-5 proposes 259 additional multi-family units within the designated mandatory hurricane evacuation zone.

A high demand was placed on Broward County's evacuation shelters during Hurricane Irma, where overall capacity was reached or exceeded due to limits on available evacuation sheltering space and adequacy of staffing. As a result, it is felt that additional shelter capacity space and staff is not available. Additionally, the shelter capacity situation was exacerbated by the number of hotels that are also within the mandatory evacuation zone and thus place additional demands on shelters and hotels in the region. Many hotels outside the evacuation area were at capacity due to demand from Hurricane Irma evacuees and stranded tourists. The situation during the days leading up to Hurricane Irma was severe enough to require the early departure of cruise ships from the area to transport stranded passengers out of the region.

In this light, it is noted that **Policy 2.12.8**, of the BCLUP states that "Broward County shall discourage land use plan amendments which negatively impact hurricane evacuation clearance times and/or emergency shelter capacities."

Thank you for the opportunity to submit additional comments. If you have any questions, please feel free to contact me at your convenience, at 954-357-6670, or hsniezek@broward.org.

cc: Jo Sesodia, Director, AICP, Planning and Development Management Division
Miguel Ascarrunz, Director, Emergency Management Division
Sara Forelle, AICP, Planning Section Supervisor, Planning and Development Management Division

ATTACHMENT 8

From: Steve Rocco
To: [Teetsel, Dawn](#)
Cc: [Chris Clemens](#)
Subject: RE: Comments re: PC 18-5 Hidden Harbour
Date: Tuesday, January 09, 2018 10:56:12 AM

Hello Ms.Teetsel,

I did receive your letter advising of the Hidden Harbor proposed development order. I have reviewed the plans and the only comment I have is to please ensure the developer prepares an Airspace Study Checklist for submittal to the FAA prior to any construction. The airspace study is used to determine what impacts the proposed development will have on airport operations and more specifically if there will be any penetration of obstructions (Building) to the airport approach surfaces for the most impacted runway (6-24 for this project). I reviewed the plans and could not determine what the tallest height of the proposed buildings would be, it appeared to me that the tallest building would be about 45' or so in height. The building plans looked very aesthetically pleasing. I only hope that when the developer goes to sell the units in the building that the buyers are made aware that there is an airport across the street and that there is a possibility that they could experience over flights of airplanes and helicopters which can create some noise concerns because of their close proximity to the airport. If you need any additional information please let me know. Thank you.



From: Teetsel, Dawn [mailto:DTEETSEL@broward.org]
Sent: Tuesday, January 09, 2018 10:28 AM
To: Steve Rocco
Subject: Comments re: PC 18-5 Hidden Harbour

Hi Mr. Rocco,

As you may recall, last month, Broward County Planning Council staff mailed you a proposed land use plan amendment to the Broward County Land Use Plan: PC 18-5 (Hidden Harbour), located in the City of Pompano Beach. Since the City's Air Park is adjacent to the proposed site, we extended the airport an opportunity to review the proposed land use plan amendment.

Said comments are voluntary, and requested to be provided to our office by January 5, 2018 – if the airport would like to submit comments, it would be greatly appreciated if you could forward them at

your earliest convenience. If the airpark does not have any comments, please kindly respond stating same.

Please feel free to contact me if you have any questions.

Thank you kindly,
Dawn Teetsel

Dawn B. Teetsel, Senior Planner

115 South Andrews Avenue, Room 307

Fort Lauderdale, Florida 33301

954.357.7571 (direct) www.Broward.org/PlanningCouncil

Under Florida law, most e-mail messages to or from Broward County employees or officials are public records, available to any person upon request, absent an exemption. Therefore, any e-mail message to or from the County, inclusive of e-mail addresses contained therein, may be subject to public disclosure.

ATTACHMENT 9



BERCOW RADELL FERNANDEZ & LARKIN ZONING, LAND USE AND ENVIRONMENTAL LAW

DIRECT LINE: (305) 377-6229
E-MAIL: gpenn@brzoninglaw.com
www.brzoninglaw.com

February 1, 2018

VIA ELECTRONIC MAIL AND HAND DELIVERY

Barbara Blake Boy
Director
Broward County Planning Council
15 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

Re: PC File 18-5, AMP IV Hidden Harbour Land Use Plan Amendment.

Dear Ms. Blake Boy:

Our firm represents AMP IV Hidden Harbour, LLC (the "Applicant") in connection with the above-referenced application. I am writing to respond to several requests for confirmation/information made by Planning Council staff regarding the application.

Affordable Housing Commitment. As explained in our application, Pompano Beach has established policies wherein a development can either provide affordable housing units on site or, in the alternative, contribute a fee in lieu to the City's Local Affordable Housing Trust Fund pursuant to Section 154.80 of the City Code. Although a specific development plan for the site has not yet been formulated, the Applicant has determined it will pay into the Trust Fund. As we understand it, the current fee is \$2,333 per market rate unit in the project.

Airpark Issues. As you know, the amendment area is near the Pompano Beach Airpark. As such, the Applicant has agreed to add to its proffered "Declaration of Restrictions" the following:

- (1) The Applicant will submit the required Airspace Study Checklist to the Federal Aviation Administration ("FAA") prior to construction activity.
- (2) The Applicant will provide written notification of the proximity of the

Barbara Blake Boy
Director
Broward County Planning Council
February 1, 2018
Page 2

Airpark in any leases or deeds for residential units to ensure that eventual residents are aware of potential noise impacts.

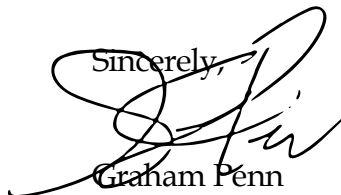
Environmental Resource License (ERL). The Applicant hereby acknowledges that an Environmental Resource License (ERL) will be obtained for any work over, in, on under waters of Broward County as required by the comments from the Environmental Protection and Growth Management Division.

Public Outreach. The Applicant began public outreach regarding the instant application early in the City's review process and continued to meet with the surrounding community prior to the City's approval on first reading over a year ago. Several meetings were held at the property. The Applicant provided mailed notice of the meetings to area residents and posted the property with signs. Each major meeting provided area residents with opportunities to discuss the potential redevelopment of the site. The Applicant also held smaller meetings with interested area residents and property owners.

Major meetings occurred on the following dates:

February 2, 2016
November 30, 2016
December 8, 2016

If you have any questions or concerns regarding this letter, please do not hesitate to phone my direct line at (305) 377-6229 or send me an email at gpenn@brzoninglaw.com.

Sincerely,

Graham Penn

ATTACHMENT 10.A.

BROWARDNEXT-BROWARD COUNTY LAND USE PLAN POLICIES “ACTIVITY CENTER”

Planning Council Staff Review Comments Regarding Proposed Amendment PC 18-5/PCT 18-3 City of Pompano Beach

STRATEGY TR-1: Prioritize new development and redevelopment to existing and planned downtowns and major transit corridors and transit hubs.

Broward County must efficiently accommodate population and economic growth, while also recognizing and protecting areas which currently display characteristics, such as rural and estate communities and established single-family neighborhoods, which may not be appropriate to support additional growth and development. Broward County supports new development and redevelopment activities within established and planned “Activity Centers,” such as municipal downtowns, and established and planned “transit oriented” corridors and hubs, as long as such areas have sufficient public facilities and services to serve the area, and a mixed-use character which supports a high quality live, work and play community for residents and businesses, including viable multi-modal transportation choices, a range of housing choices (including affordable housing), green spaces and recreational amenities, community gathering spots, and a variety of services and establishments to support life and business activities.

Planning Council Staff Comment

The adopted City of Pompano Beach Comprehensive Plan Objectives 01.16.00 and 01.21.00 and the related policies include language to satisfy the above requirement. It is felt that the information submitted with the application, as described in the following Planning Council staff comments regarding the City’s consistency with the Broward County Land Use Plan’s “Activity Center” policies, demonstrates that the proposed “Activity Center” would generally further Strategy TR-1.

POLICY 2.4.2 Local governments may propose a specific area for designation on the Broward County Land Use Plan as an Activity Center. The municipality shall include within their land use element policies that ensure the proposed Activity Center will support the location of uses in a manner oriented around the five-minute (i.e. quarter-mile) walk and/or within approximately quarter-mile on either side of a transit corridor. Multiple nodes of activity oriented around the five-minute (i.e. quarter-mile) walk or transit corridor may be included within one Activity Center. The municipality shall include within their land use element policies that ensure that the proposed Activity Center will support the location of uses and internal circulation such that pedestrian mobility is a priority. All land uses in an Activity Center shall be directly accessed via pedestrian ways, and accessible to existing or future alternate public transportation modes, including bicycle and transit.

Planning Council Staff Comment

The proposed Activity Center consists of a specific, contiguous land area containing approximately 9.6 gross acres. Planning Council staff notes that all of the proposed Activity Center is located within one-quarter mile of transit routes, including Broward County Transit (BCT) Routes 10, 11 and 83 along Federal Highway, as well as Pompano Beach and Hillsboro Beach Community Bus routes. In addition, the amendment site is within proximity of the Pompano Citi Centre super stop. Further, the adopted City of Pompano Beach Comprehensive Plan Objective 01.21.00 and Policy 01.21.03 include language to satisfy the above requirement. See Attachments 10.B. and 10.C.

POLICY 2.4.3 Residential use is required as a principal component within an Activity Center. Maximum residential density must be specified by the local government, and must be described in the permitted uses section of the Broward County Land Use Plan. Residential densities may be specified either as units per gross acre in geographically designated areas and/or as a maximum number of permitted units (e.g. pool of units in the Activity Center).

Planning Council Staff Comment

The proposed Activity Center consists of a maximum total of 343 multi-family dwelling units within the approximately 9.6 gross acres.

POLICY 2.4.4 At least two non-residential uses must be permitted in the Activity Center as a principal use: e.g. retail, office, restaurants and personal services, hotel/motel, light industrial (including “live work” buildings), research business, civic and institutional.

Planning Council Staff Comment

The proposed Activity Center non-residential uses consist of commercial and marina uses, including wet slips.

POLICY 2.4.5 Minimum and Maximum Floor Area Ratio (FAR) for non-residential uses within an Activity Center must be specified by the local government and described in the permitted uses section of the Broward County Land Use Plan. Minimum non-residential FARs (Gross) of 2 are encouraged. Non-residential intensities may vary along transit corridors and may be specified at the option of the local government, either as a maximum FAR in geographically designated areas and/or as an overall maximum square footage by use [e.g. pool of square footage by permitted use (retail, office etc.) or land use category (commercial)].

Planning Council Staff Comment

The proposed Activity Center non-residential uses consist of 510,000 square feet of commercial, 75,000 square feet of marina and 15 wet slips. The adopted City of Pompano Beach Comprehensive Plan Mixed Use Residential Permitted Uses and Densities Section includes language to satisfy the above requirement. See Attachment 10.C.

POLICY 2.4.7 Local governments shall consider community needs for affordable housing when proposing an Activity Center and include within their local land use element policies which encourage affordable housing opportunities, through various mechanisms such as the direction of public housing program funds into the Activity Center, reduced lot size for dwelling units, construction of zero lot line and cluster housing, vertical integration of residential units with non-residential uses, the allowance of accessory dwelling units, or through other mechanisms proven effective in increasing the affordable housing stock. To promote Activity Centers which propose to include “low income” housing as a viable component, Broward County shall support all reasonable means and methods to mitigate potential negative impacts to public facilities and services which may result from the amendment.

Planning Council Staff Comment

The adopted City of Pompano Beach Comprehensive Plan Policies 01.07.21 and 01.07.22 include language to satisfy the above requirement. In addition, the City of Pompano Beach Ordinance 2014-19 requires either affordable housing units be provided on-site or an “In lieu fee” will be charged for each market rate unit. See Attachment 10.C.

POLICY 2.4.8 Local governments shall include within their local land use element policies that promote the preservation, rehabilitation and use of historic buildings within a proposed Activity Center.

Planning Council Staff Comment

The adopted City of Pompano Beach Comprehensive Plan Objective 01.06.00 and related Policy 01.06.03 include language to generally satisfy the above requirement. See Attachment 10.C.

POLICY 2.4.9 Local land use elements shall require design guidelines that incorporate pedestrian and bicycle paths and greenways to accomplish fully-connected routes to all destinations within the Activity Center. The paths should be spatially defined by buildings, trees and lighting, and should incorporate designs which discourage high speed traffic.

Planning Council Staff Comment

The adopted City of Pompano Beach Comprehensive Plan Objective 01.21.00 and related Policies 01.21.01 through 01.21.04 include language to generally satisfy the above requirement, as well as the Mixed Use Residential Permitted Uses and Densities Section. See Attachment 10.C.

POLICY 2.4.10 To reduce reliance on automobile travel, local governments shall ensure convenient access to high use mass transit stops or multi-modal facilities within a proposed Activity Center.

Planning Council Staff Comment

The adopted City of Pompano Beach Comprehensive Plan Objective 01.04.00 and related Policy 01.04.01 includes language to generally satisfy the above requirement. See Attachment 10.C.

POLICY 2.4.11 Local governments shall include within their local land use element policies that encourage internal transit systems to serve the residents and employees within the proposed Activity Center (e.g. trolley, community transit services). Transit shelters should be incorporated in the local design guidelines to provide safe and comfortable service and to encourage transit usage.

Planning Council Staff Comment

The adopted City of Pompano Beach Comprehensive Plan Objective 01.21.00 and related Policies 01.21.01 through 01.21.04 include language to generally satisfy the above requirement, as well as the Mixed Use Residential Permitted Uses and Densities Section. See Attachment 10.C.

POLICY 2.4.14 Park land, public plazas, urban open space or green space/pocket park uses that are accessible to the public must be provided as an integrated component within a proposed Activity Center.

Planning Council Staff Comment

The adopted City of Pompano Beach Comprehensive Plan Objective 01.21.00 and related Policy 01.21.03 include language to generally satisfy the above requirement, as well as the Mixed Use Residential Permitted Uses and Densities Section. See Attachment 10.C.

POLICY 2.4.15 The municipality shall include within their land use element policies that ensure that areas designated as Activity Centers include design features that promote and enhance pedestrian mobility, including connectivity to transit stops and stations, based on the following characteristics:

- **Integrated transit stop with shelter, or station (within the area).**
- **Wide (5 feet shall be the minimum consistent with ADA requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements.**
- **Buildings should front the street (zero or minimal setbacks are encouraged).**
- **Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios).**
- **Streets (internal and adjacent to the area) should be designed to discourage isolation and provide connectivity (such as streets in the grid pattern).**

Planning Council Staff Comment

The adopted City of Pompano Beach Comprehensive Plan Objective 01.21.00 and related Policies 01.21.01 through 01.21.04 include language to generally satisfy the above requirement, as well as the Mixed Use Residential Permitted Uses and Densities Section. See Attachment 10.C.

POLICY 2.4.16 Local plan policies must include requirements for internal pedestrian and transit amenities to serve the residents and employees within the area designated as an Activity Center (such as seating on benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, bicycle parking) or other amenities that could be incorporated into adjacent publicly accessible areas and plaza (such as clocks, fountains, sculpture, drinking fountains, banners, flags and food and refreshment vendor areas.)

Planning Council Staff Comment

The adopted City of Pompano Beach Comprehensive Plan Policy 01.21.03 includes language to generally satisfy the above requirement. See Attachment 10.C.

POLICY 2.4.18 Municipalities which propose an Activity Center designation shall include policies within their land use element which establish design guidelines for mixed use within their land development codes. Policies should promote an urban form which creates well integrated land use combinations, balances intensity and density, and promotes the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement. Policies should integrate the public realm, through open space, urban public plazas and/or recreational areas.

Planning Council Staff Comment

The adopted City of Pompano Beach Comprehensive Plan Objective 01.21.00 and related Policies 01.21.01 through 01.21.04 include language to satisfy the above requirement, as well as the Mixed Use Residential Permitted Uses and Densities Section. See Attachment 10.C.

POLICY 2.4.19 Municipalities which propose an Activity Center designation shall include policies within their land use element which establish appropriate design standards, within their land development codes, to ensure a mixed-use development is compatible with adjacent land uses and adjacent adopted Future Land Use designations.

Planning Council Staff Comment

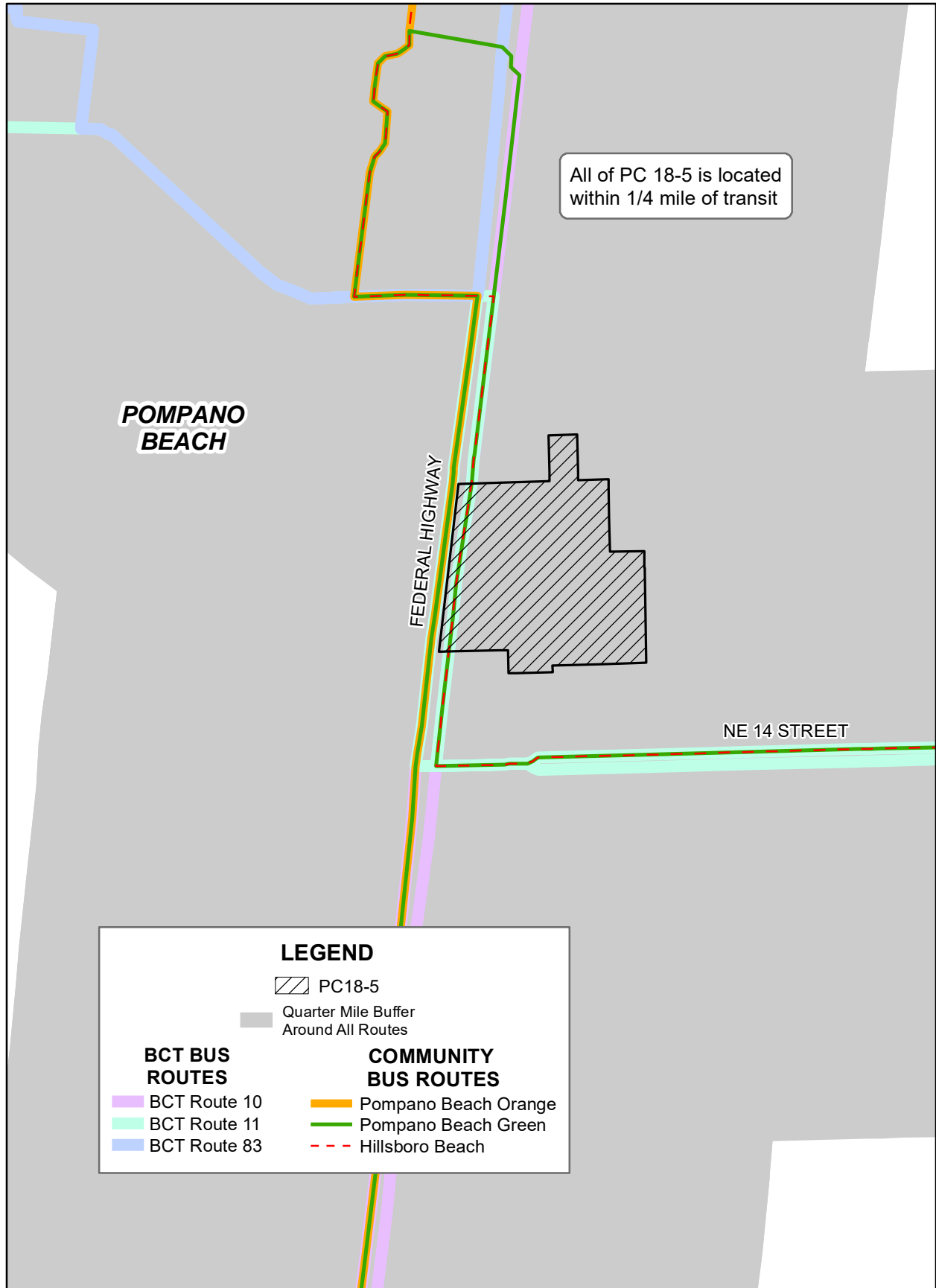
The adopted City of Pompano Beach Comprehensive Plan Policy 01.21.04 includes language to satisfy the above requirement, as well as the Mixed Use Residential Permitted Uses and Densities Section. See Attachment 10.C.

POLICY 2.4.20 An interlocal agreement between the municipality and Broward County must be executed no later than six months from the effective date of the adoption of an Activity Center which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the affected municipality.

Planning Council Staff Comment

As required BrowardNext-Broward County Land Use Plan Policy 2.4.20., the City of Pompano Beach and Broward County will enter into an interlocal agreement.

ATTACHMENT 10.B. PC 18-5 Transit Routes



All of PC 18-5 is located within 1/4 mile of transit

**POMPANO
BEACH**

FEDERAL HIGHWAY

NE 14 STREET

LEGEND

PC18-5
 Quarter Mile Buffer Around All Routes

BCT BUS ROUTES	COMMUNITY BUS ROUTES
 BCT Route 10	 Pompano Beach Orange
 BCT Route 11	 Pompano Beach Green
 BCT Route 83	 Hillsboro Beach



ATTACHMENT 10.C.

EXCERPTS FROM CITY OF POMPANO BEACH COMPREHENSIVE PLAN

I. FUTURE LAND USE ELEMENT GOALS, OBJECTIVES AND POLICIES

- .
- .
- .

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.

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- .

Objective Natural Resources & Historic Preservation

01.06.00 Protect natural resources and historic properties in all land use considerations.

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- .
- .

Policies

01.06.03 Refer to the listing of historic properties, buildings and houses worthy of continued preservation prior to issuance of any building or demolition permits.

- .
- .
- .

Policies

01.07.21 Annually evaluate the effect of land development regulations and permitting on the affordability of housing and take appropriate actions to support the affordability of housing. Continue to implement the incentives for providing affordable housing currently in the land development regulations including the use of flex units for affordable housing and the expedited permit review process for developments primarily aimed at providing affordable housing.

01.07.22 The city's land development code shall include provisions to encourage or enable a variety of housing opportunities in varying price ranges, including housing for low and moderate income families in large scale residential developments.

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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 multi-modal transportation options, make public transportation viable, reduce infrastructure costs and take advantage of recycled building materials.

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Objective Mixed Use Residential

01.21.00 Promote mixed use land development patterns which combine residential and nonresidential uses to achieve an attractive, well integrated, and pedestrian and transit friendly environment through the establishment of residential mixed land use categories.

Policies

01.21.01 The residential mixed land use designation allows a combination of residential, commercial, employment-based and other appropriate uses as described in the permitted uses section of the Future Land Use Element.

01.21.02 Mixed Use Residential designations shall be classified as Low, Medium, Medium/High or High Intensity Mixed Use Residential. Residential use will be a permitted use within each mixed land use category.

01.21.03 The Mixed Use Residential designation shall promote an urban form which creates well integrated land use combinations, balances intensity and density, and promotes the safe, interconnectivity of vehicular, pedestrian and other nonmotorized movement while integrating the public realm, through open space, urban public plazas and/or recreational areas.

01.21.04 Applications for the Mixed Use Residential designation shall reflect the design standards in the City’s land development code, to ensure the mixed use development is compatible with adjacent land uses and adjacent Future Land Use designations.

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Section 3. Zoning as to Permitted Uses and Densities

3.01 City zoning as to permitted uses and densities must be in compliance with or be more restrictive than the requirements of the Land Use Plan. For purposes of this section “more restrictive” means zoning which permits less than all of the uses permitted by the Land Use Plan on a parcel of land, or, for a parcel of land designated residential by the Land Use Plan Map, a lower residential density than permitted by the Land Use Plan.

3.02 City zoning as to permitted uses and densities shall be in compliance with the City’s Land Use Plan if the following requirements are met:

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Q. Mixed Use Residential

Within the Mixed Use Residential category, urban form could include several variations; *vertical* mixed use, where commercial/retail uses are located on the ground floor with residential uses located on upper floors. It may also include *horizontal (attached)* mixed use; where separate uses are located side by side in the same building. In addition, it may include *horizontal (detached)* mixed use; where separate uses are located in separate buildings within the same site.

1. Density and Intensity Standards

Mixed Use areas can be shown on the Future Land Use Map according to four (4) ranges of density and intensity:

- The Low 5 Mixed Use (permits up to 5 residential dwelling units per gross acre and a FAR of 1.0 for combined development - residential and nonresidential).
- The Medium 16 Mixed Use (permits up to 16 residential dwelling units per gross acre and a FAR of 1.5 for combined development - residential and nonresidential).
- The Medium/High 25 Mixed Use (permits up to 25 residential dwelling units per gross acre and a FAR of 2.0 for combined development - residential and nonresidential).
- The High 50 Mixed Use (permits up to 50 residential dwelling units per gross acre and a FAR of 2.5 for combined development - residential and nonresidential).

The residential density shall not exceed the units per acre and the floor area ratio permitted. There is a minimum of two (2) uses required within the development and a minimum percentage of 10% for any one use. Residential development is a required use. These categories may be applied to parcels up to fifty (50) gross acres in size. For example, a development on a one gross acre (43,560 sq. ft.) within an M/U Low Intensity-5 category with a FAR of 1.0 could be represented as follows:

$$\text{Gross Site Area} = \text{One Gross Acre} * \text{Net Site Area} = 0.9 \text{ acre}^{**}$$

Use	Percentage of Use	Square Footage of Use
Residential	25.5%	5 units @ 2,000 sq. ft. = 10,000 sq. ft.
Commercial	74.5%	39,204 - 10,000 = 29,204 sq. ft.
Total	100%	39,204 (residential 10,000; commercial 29,204)

* Includes dedicated adjacent public rights-of-way

** Excludes dedicated adjacent public rights-of-way

Floor area ratio calculations are based on the Net Site Area. Net Site Area is the entire acreage of the site located inside the parcel boundary.

Residential density is based on gross acreage as defined in the Plan Implementation Requirements of the Broward County Land Use Plan.

2. Design Guidelines

The design guidelines for Mixed Use Residential shall promote an urban form which creates well integrated land use combinations, balances intensity and density, promotes the safe, interconnectivity of vehicular, pedestrian and other non-motorized movement and promotes the public realm. These guidelines may include:

- Buildings should front the street. (zero or minimum setbacks are preferable).
- Vehicle parking strategies which lessen conflicts with bicycles and pedestrians and promote transit usage. (i.e. parking structures, off-site parking, reduced parking ratios, shared parking facilities and parking which does not front the street).
- Other design features which promote transit (e.g. integrated transit stop, shelter or station on site).

- A circulation system designed to strengthen bicycle and pedestrian connectivity to all areas of the site/area, including recreation areas, parks, adjacent uses, transit facilities and activity nodes.
- Integration of the public realm through open space or urban public plazas and/or recreational areas.
- The physical separation, such as walling off neighborhoods from adjacent development or roadways, is discouraged where it disrupts the connectivity of compatible uses, pedestrian and/or bicycle access. If a buffer is necessary, adequate landscaping could be used in place of a continuous wall.

Design guidelines shall ensure a mixed use development is compatible with surrounding land uses and/or adjacent adopted Future Land Use Plan designations. These guidelines should address the following:

- Complement and support adjacent existing land uses and/or adopted Future Land Use Plan designations through the effective use of density, massing and other design elements.
- Protect the integrity of existing single family neighborhoods through design elements which maintain consistency and/or improve the aesthetic quality of the neighborhood. (i.e. maintaining an architectural style or quality of building materials and construction predominant in the neighborhood).
- Promote connectivity, open space, pedestrian and other non-motorized networks and landscaped streetscapes.
- Incorporate designs which are environmentally sensitive (i.e. reduction of impervious surfaces, alternative material for spillover parking).

3. Uses permitted under the Mixed Use Residential category

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AFFORDABLE HOUSING CONTRIBUTIONS

§ 154.80 AFFORDABLE HOUSING CONTRIBUTIONS.

(A) In lieu of providing affordable housing units on-site or off-site as required by regulations within Chapter 154 and Chapter 155 (Zoning) or pursuant to a land use plan amendment, a property owner may elect to contribute a fee in lieu of to be deposited into the city's Local Affordable Housing Trust Fund. If this in lieu of option is taken for the allocation of flex or redevelopment units, the in lieu of fee will apply to every flex and redevelopment unit allocated to the project that is not classified as affordable in accordance with the requirements in § 154.61 (E).

(B) The fee to be paid to the city shall be \$2,333 per market-rate unit.

(C) The fee shall be paid to the city at the time of building permit.

(D) The fee shall be reviewed a minimum of once every three years. The fee may be adjusted by the City Commission to reflect updated housing sales costs, development costs, land values and other considerations.

(Ord. 2014-19, passed 2-11-14; Am. Ord. 2018-06, passed 10-10-17)

CITY of POMPANO BEACH

Transportation Corridor Studies



Transformation Plan

Dixie Highway, Federal Highway/US1, Atlantic Boulevard

December 2013



PREPARED BY:
Renaissance Planning Group
IN PARTNERSHIP WITH:
Florida International University
The Metropolitan Center
Kimley-Horn and Associates

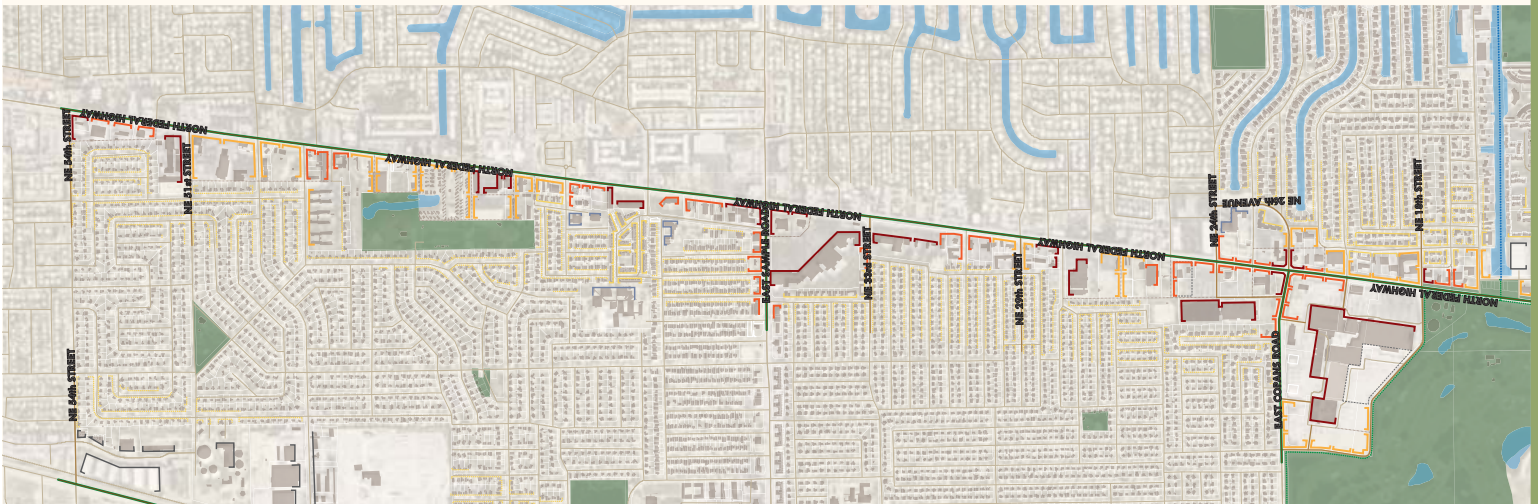


FEDERAL HIGHWAY *live . shop . play*

Federal Highway/US 1 will continue to evolve into the City's live, shop and play corridor. Opportunities for redevelopment are more housing options into the corridor and integrate various uses, leading to economic growth as more people are attracted to the area. Given the number of marine businesses along the southern portion of the corridor, this industry cluster should be branded and help drive additional economic growth in this industry.

A big component of the enhancement and economic growth envisioned for this corridor comes from a change in the urban form and focused emphasis on the corridor's role as a hub of destinations. The corridor also has a unique role being an interface between the area beaches and the Pompano AirPark. While automobile transportation will remain as people from surrounding areas come to all of the destinations offered, a focus on the pedestrian-realm is planned to facilitate people walking to shops and restaurants in an inviting environment. These changes will support an influx of the creative class and younger generations who often place significant value on areas that support an urban lifestyle.

There are a number of economic development opportunities in the corridor, not only from the regional shopping and destination type activities. The corridor is filled with industry clusters, such as the marine industry, that with some additional branding will provide solid economic growth going forward.



STREET TREE

BENCHES

STREET LIGHTING



Desired Community Outcomes



THE HUB Street Vegetation



Sidewalk Materials



Public Art



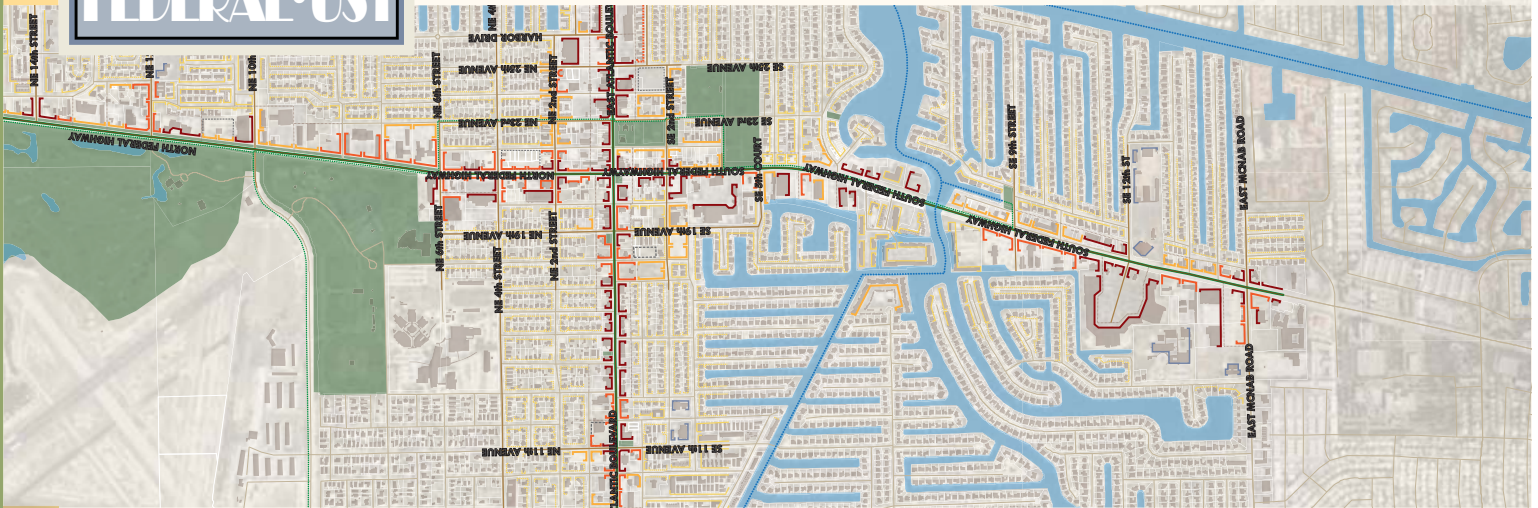
CYPRESS LAKE CENTER Street Vegetation



Sidewalk Materials



Public Art



CYPRESS LAKE CENTER Federal Highway/US 1 and McNab Road

Cypress Lake Center is envisioned as evolving into an area with a strong mix of residential and commercial uses that complements and strengthens the neighborhood-level retail. Changing the urban form and expanding the pedestrian network, in combination with a focus on tying the corridor to surrounding residential areas, will expand the opportunities for non-automobile forms of movement.

New parks and greenway/pedestrian improvements provide a unique opportunity in this district to tie together the greenway and blueway networks. This seamless transition will allow individuals to spend an afternoon hiking, relax in the neighborhood park, and then grab a kayak and explore the City's numerous waterways. These connections provide another form of economic growth opportunity for the district and surrounding areas.

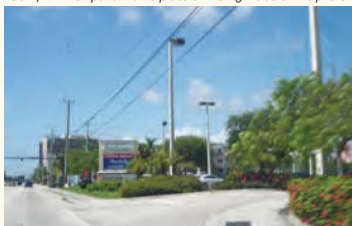
The area should continue to capitalize on being a focal point of Pompano Beach's marine industry and expand marine-oriented retail development. A brand identity for marine businesses that create specialized products and services should be developed, facilitating even more growth and economic development in this already vibrant industry cluster.



Looking south on Federal Highway/US 1 toward McNab Road

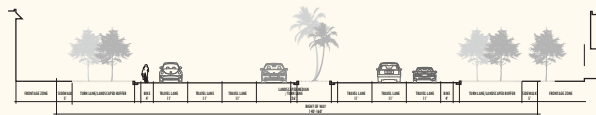


Looking west on McNab Road, just west of Federal Highway/US 1, with Pompano Marketplace on the right side of the photo

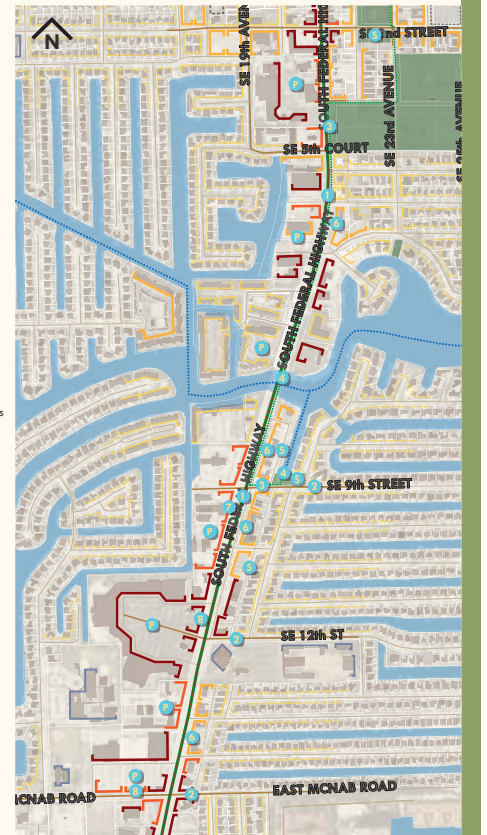


Looking south on Federal Highway/US 1 with Pompano Marketplace on the right side of the photo

- 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 - SE 4th Street to SE 10th Street



ECONOMIC DEVELOPMENT GOAL

A mix of residential and commercial uses that complements and strengthens the neighborhood-serving retail already present on Federal Highway/US 1.

PROGRAMATIC TARGETS

- RESIDENTIAL - 160,000 sq.ft. or 100 units (new)**
Residential units are mostly located in town homes, garden apartments, and 2 to 3 story mixed use residential buildings. New residential development is located adjacent to existing single family development.
 - RETAIL - 68,000 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 - 18,500 sq.ft. (new)**
Office square footage is largely located in 1 to 2 story commercial mixed use buildings.
- ### DESIRED BUILT FORM
- 1 South Federal Highway**
Future land use designation change to a mixed use designation to support 1 to 3 stories of retail and residential/commercial mixed use frontages located along Federal Highway/US 1.
 - 2 Connection to Residential**
Designate streets to emphasize pedestrian mobility and connect the Federal Highway/US 1 corridor to surrounding residential neighborhoods.
 - 3 Greenway**
Construct an on-road bike facility along Federal Highway/US 1.
 - 4 Greenway/Blueway Connection**
Development of a park with canal access to provide a connection between the greenway with the blueway system.
 - 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 Federal Highway/US 1.
 - 6 Residential Development**
Future land use/zoning designation change to support 2 to 3 stories residential mixed-use development located along Federal Highway/US 1 adjacent to existing residential development.
 - 7 Commercial Mixed Use Development**
Zoning code modifications to support 1 to 2 stories of commercial mixed use along Federal Highway/US 1 including sales centers and offices related to the marine cluster.
 - 8 Retrofit Strip Shopping Center**
Zoning code modifications to support the lining of strip shopping centers with retail and commercial mixed use frontages along primary and secondary street frontages.
 - 9 Parking**
Potential location to develop shared surface and structured parking facilities.
 - 10 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.



Federal Highway/US 1 in Delray Beach, north of Atlantic Avenue. This general form, with some relatively new low to midrise buildings along the corridor, and older, more traditional strip center style commercial uses interspersed, is indicative of how the Cypress Lakes area may look in the future.



Example of three-story residential buildings embracing the adjacent canal in Naples.



Parking access to the building pictured at left is located behind the building, off of US 1



Boynton Beach example of how a strip commercial center (behind) can be "lined" with outparcels



Access to the blueway system from a trail at MacArthur State Park in Riviera Beach, representing a greenway-blueway connection



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

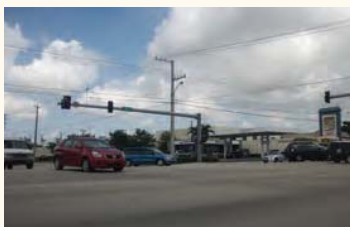
The Hub will continue its role as a regional shopping destination anchored by Citi Centre and neighboring corners. Complementary residential and retail/restaurant development opportunities are envisioned in the area, adding an urban housing type that will support additional retail and office spaces. 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.



Pompano Citi Centre



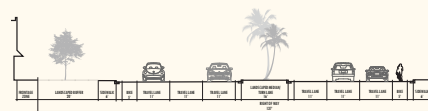
Intersection of Federal Highway/US 1 and Copans Road



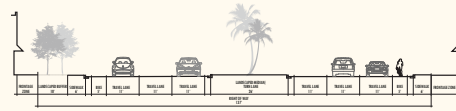
14th Street west of Federal Highway/US 1



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

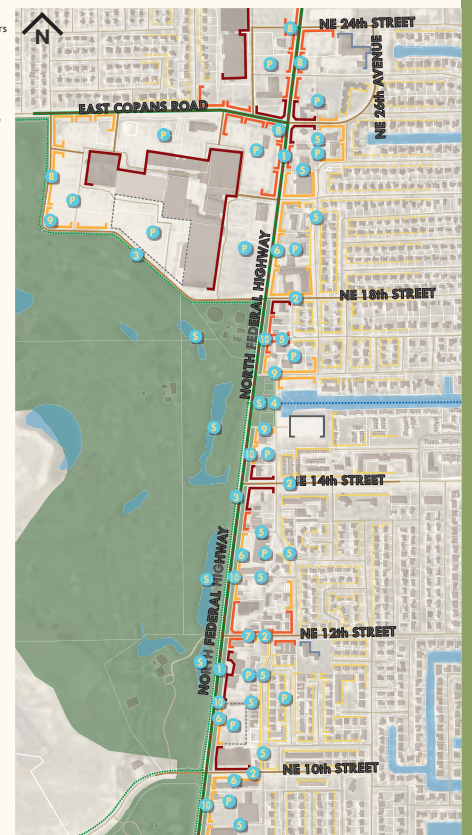


Typical Cross Section - NE 33rd Street to NE 23rd Court



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

- 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



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 AirPark.

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

1 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

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

Greenway

3 Maintain the existing multi-use trail around golf course.

Greenway/Blueway Connection

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

Rear Access for Parking

5 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

6 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

7 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

8 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

9 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

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

Parking

11 Shared surface and structured parking facilities.

Stormwater Management Facilities

12 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



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The Hub (Federal Highway/US 1)

A new public plaza serving as a central gathering point of The Hub District is envisioned on the east side of Federal Highway/US 1 near NE 15th Street. The space provides a unique opportunity to tie together open space with public art while providing direct access to the water. This plaza not only creates a central gathering place to enjoy the afternoon, but connects the City's greenway and blueway (water borne) networks. New urban housing types line the plaza, increasing the fulltime population base to support existing and future commercial and entertainment uses. Residents and visitors to The Hub district will enjoy public amenities such as the plaza and water access. In the background you can see boats and existing marine-oriented businesses that are found along the corridor. Through a targeted branding and marketing campaign, these industries can be sustained and expanded, allowing Pompano Beach to be a regional leader for this industry cluster. (View: Looking southeast on Federal Highway/US 1 near NE 15th Street)



Recommended Implementation Actions

The City of Pompano Beach has many strengths and capabilities to draw upon in taking actions to achieve the desired community outcomes identified for Federal Highway/US 1. In particular, the existing strategic planning and annual goal setting exercises can be used to set priorities for key implementation steps and leverage existing or planned programs and projects. Activities can be pursued citywide or in an individual district or corridor depending on available funding/resources or the desire to address specific areas or undertake pilot projects. To entice private investments in desired locations and of the type and form described above, there are three main strategies for the City to act on:

- Configuration of Roadways
- Policy and Regulatory Guidance
- Infrastructure Enhancements

Associated with the recommendations is a matrix that identifies each of the specific recommendations for the Federal Highway/US 1 corridor and the type of recommendation discussed in this section (land use, zoning, economic development, infrastructure, etc.). This tool allows for easy reference of each recommendation, with this section of the Transformation Plan providing specificities for each.

Configure Roadways

Federal Highway/US 1 is a key corridor for Pompano Beach and its importance will only grow with future transit improvements, redevelopment and the inclusion of mixed uses and urban housing styles along the corridor, the corridor's proximity to the Intracoastal Waterway, beaches and recreational opportunities, and the AirPark.

A desired community outcome for the Federal Highway/US 1 corridor is to enhance bicycle and sidewalk infrastructure, completing gaps and enhancing existing facilities to develop continuous networks. Another key focus is to enhance these networks on streets that feed into the corridor, providing safe and convenient access to services, employment and recreational opportunities. These connections provide access to residents of nearby neighborhoods who are likely driving to these opportunities today, but with enhanced networks would consider altering travel patterns and walk or bicycle. It also provides opportunities for transportation disadvantaged residents to access the many destinations along Federal Highway/US 1.

1. TYPICAL CROSS SECTIONS

Typical cross sections for Federal Highway/US 1 are provided below. These typical sections identify lane widths, locations for and widths of bicycle lanes and greenways, and sidewalks. Due to existing and future high levels of automobile trips, the cross sections maintain six travel lanes for the length of Federal Highway/US 1 in Pompano Beach. In the future, as densities/intensities of development increase and transit service becomes more frequent, the City can consider reducing the number of lanes to

support pedestrian environments linked by frequent, quality transit service. Many of the modifications will enhance non-motorized mobility and provide connections to the greenway network. Enhancements to the corridor and intersecting streets will promote the development of complete streets and aging in place, meaning as residents age they are not forced to move to a new location to meet their needs. Because the corridor is FDOT maintained, improvements in excess of FDOT standards, such as lane width reductions impacting curb and gutter, enhanced lighting, landscaping, stamped/painted pavements, or extending landscaped medians, will require funding by the City when entering into a joint participation agreement (JPA). Funding and grant opportunities should be explored for roadway enhancements, and the City should work with the Broward MPO to receive funding from the Transportation Alternatives program (defined in MAP-21, see sidebar). The MPO also has established a priority for bicycle and pedestrian projects along transit corridors, and coordination between the City and MPO is necessary to obtain funding through the program.

MAP-21 Transportation Alternative funds are eligible to use for the planning, design and construction costs of improvements. Eligible projects types are:

1. on-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting;
2. safe routes for non-drivers, including children, older adults and individuals with disabilities;
3. use of abandoned railroad corridor for trails;
4. turnouts, overlooks, and viewing areas;
5. inventory, control, or removal of outdoor advertising;
6. historic preservation and rehabilitation of historic transportation facilities;
7. vegetation management in transportation right-of-way;
8. archaeological activities; and
9. environmental mitigation to address stormwater management, control and water pollution prevention or abatement related to runoff.

Bolded activities are identified as most relevant to the City of Pompano Beach and supporting strategies and recommendations identified in this Transformation Plan. For more information please visit: <http://www.ta-clearinghouse.info/funding>.

Separately, the Broward MPO is prioritizing bicycle and pedestrian projects providing connectivity to transit corridors for implementation. Federal Highway/US 1 is a main transit corridor for the county and the City should coordinate with MPO to obtain funding on improvements providing access to the corridor and transit stops.

The future cross sections and modifications are designed to provide continuous multimodal networks and support all types of travel. In some cases, the future section is reflective of existing conditions, while in other areas more significant changes are proposed. In addition to physical corridor modifications, other enhancements including dark sky pedestrian lighting, crosswalk and pedestrian signal improvements, transit stop enhancements. Additionally, the City should coordinate with FDOT and Broward County with respect to the Traffic Signal Structural Mast-Arm Upgrade Program to dedicate funding to install mast-arms at intersections that still have span-wire signals. Additional pedestrian and bicycle-oriented improvements are included in Section 3.

The following is an overview of proposed cross section modifications along Federal Highway/US 1. The modifications are designed to enhance non-motorized mobility and the appearance of the corridor.

Sample Road to Northern City Limits

- Widen sidewalks to eight feet on the southbound portion of the corridor

Sample Road to NE 33rd Street

- Widen bicycle lanes from four feet to five feet
- Reduce twelve foot travel lanes to eleven feet to support widening of bicycle lanes

NE 33rd Street to NE 23rd Court

- Widen bicycle lanes from four feet to five feet
- Reduce twelve foot travel lanes to eleven feet to support widening of bicycle lanes

NE 23rd Court to NE 18th Street

- Focus in this section is on additional pedestrian amenities and frontage zones supportive of pedestrian activity

NE 18th Street to NE 6th Street

- Widen sidewalks to provide continuous ten feet wide sidewalks on the southbound side and eight feet on the northbound side to support additional pedestrian movement with The Hub district and the additional residential development proposed for this area

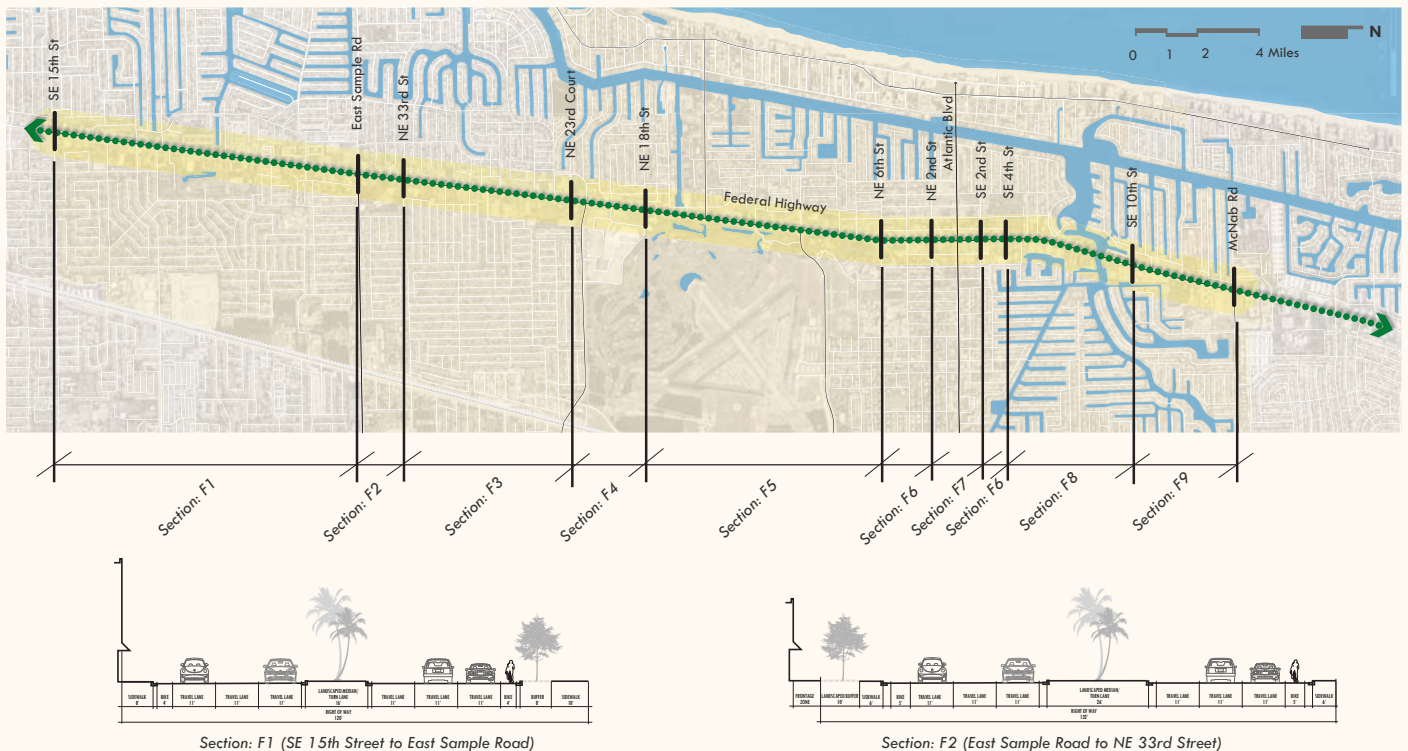
NE 6th Street to NE 2nd Street and SE 2nd Street to SE 4th Street

- Reduce the existing median/turn lane zone to fifteen to support adding four foot bicycle lanes, south of NE 4th Street, to complete the bicycle network in this section



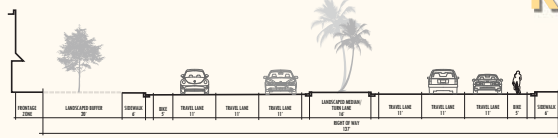
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Cross Sections

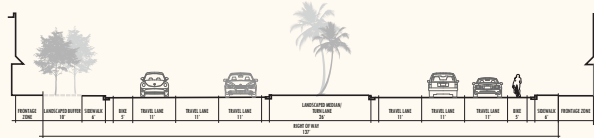


Recommended Implementation Actions

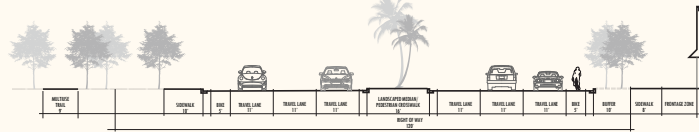
Cross Sections



Section: F3 (NE 33rd Street to NE 23rd Court)



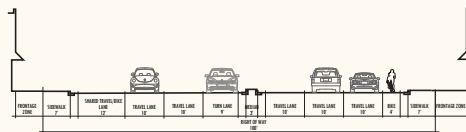
Section: F4 (NE 23rd Court to NE 18th Street)



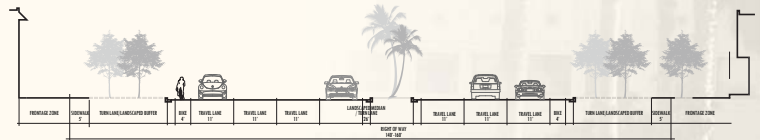
Section: F5 (NE 18th Street to NE 6th Street)



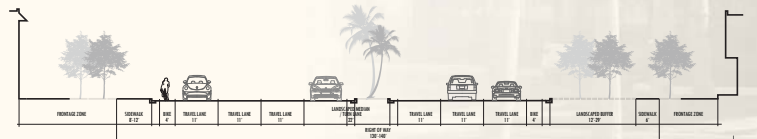
Section: F6 (NE 6th Street to NE 2nd Street) AND (SE 2nd Street to SE 4th Street)



Section: F7 (NE 2nd Street to SE 2nd Street)



Section: F8 (SE 4th Street to SE 10th Street)



Section: F9 (SE 10th Street to McNab Road)



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• Focus in this section is on additional pedestrian amenities and frontage zones supportive of pedestrian activity
NE 6th Street to NE 2nd Street and SE 2nd Street to SE 4th Street

- Modify the outside southbound travel lane to twelve feet and designate as a shared bicycle/travel lane
- Add a four foot bicycle lane on the northbound side

SE 4th Street to SE 10th Street

- Reduce travel lanes from twelve feet to eleven feet to support adding four foot bicycle lanes

SE 10th Street to McNab Road

- Reduce travel lanes from twelve feet to eleven feet to support widening sidewalks on the southbound side to between eight and twelve feet

Prioritized Action Item

Coordinate with FDOT and the Broward MPO to program capital improvement projects, to modify existing cross sections to be consistent with cross sections, and to enhance pedestrian and bicyclist comfort and safety. Priorities, in order of importance, should be on completing gaps in bicycle lanes to provide a continuous network, pedestrian lighting (crime prevention through environmental design (CPTED) strategies), and ADA compliance, landscaping and enhanced medians, sidewalk expansion, and intersection treatments.

Action Item

Modify crosswalks at key intersections, focusing on pedestrian emphasis streets (defined in Section 3), and the intersections of Federal Highway/US 1 with Sample Road, Copans Road, and Atlantic Boulevard, to use stamped/painted pavement or brick features to bring attention to crosswalks and improve appearance.

Action Item

Add the typical cross sections to the Transportation Element of the Comprehensive Plan and revise Chapter 100 (Streets and Sidewalks) of the City's Land Development Code to identify typical cross sections and pedestrian emphasis streets (discussed in Section 3).

Action Item

Explore and apply for funding sources to support transportation enhancements. The City should coordinate with Broward MPO for Transportation Alternatives funding and funding for pedestrian and bicycle connectivity to transit projects.

2. TRANSIT

Federal Highway/US 1 is well served by transit today and is identified as a premium rapid bus corridor in the Broward 2035 Long Range Transportation Plan. Premium bus service is defined by the MPO as operating at ten minute

headways during peak hours and 15 minute headways off-peak, using transit signal priority technology and off-board fare collection, and providing real-time passenger information. The intersections of Sample Road and Copans Road with Federal Highway/US 1 are identified by the Broward MPO's 2035 Long Range Transportation Plan as community mobility hubs. Mobility hubs provide for enhanced rider services at the juncture of multiple transit routes. The MPO anticipated additional planning to refine the locations of mobility hubs throughout the county and this plan provides direction to the MPO on areas of increased density and intensity suitable for designation. One such location is the intersection of Federal Highway/US 1 and Copans Road, known as The Hub, with the presence of Citi Centre and other commercial enterprises, and additional redevelopment opportunities. The future Sample Road corridor study that Pompano Beach will undertake will include detailed opportunities for this intersection. Due to the existing land use pattern, with stable single-family residential neighborhoods in close proximity to the corridor, except for the shopping center at the southwestern corner, there are limited significant redevelopment opportunities at Sample Road and Federal Highway/US 1. In addition, Federal Highway/US 1 acts as the boundary between Pompano Beach and Lighthouse Point and coordination with Lighthouse Point officials is recommended when creating redevelopment goals for this area. Because the Broward MPO provides funding for the development of mobility hubs, including necessary infrastructure improvements, the City should leverage its resources and work with the MPO to realize the desired community outcomes for The Hub district.

Shifting development patterns will improve the viability of significant transit enhancements along the corridor and provide transit access to residents of Pompano Beach and surrounding communities to the numerous shopping, dining, entertainment and recreational destinations along the corridor. BCT Route 10 and US 1 Breeze (limited stop service) currently operate on the corridor through the City. Routes 34, 83, 42 and 62 intersect the corridor and route 11 serves a small portion of the corridor near Citi Centre. The City of Pompano Beach's Green Route, a part of the community bus program, operates along the corridor between Atlantic Boulevard and Citi Centre. The typical cross sections identify proposed enhancements to the bicycle, pedestrian and greenway networks that will support safe and convenient access to existing and future transit stations.

The City's community bus service provides much needed access to neighborhoods and parts of the City not covered by BCT, often providing one seat rides to destinations. The City should continue ongoing evaluations of its community bus routes and increase service coverage and frequency as the demand for transit increases and development patterns transition to more transit-oriented and supportive forms. The City should also coordinate with Broward County Transit and the MPO on the addition/enhancement of transit shelters and amenities at bus stops, focusing first on the highest ridership locations and within the Cypress Lakes Center and The Hub districts, as well as the Atlantic | Ocean district described in the Atlantic Boulevard section. The City should choose a shelter that provides rider protection and

an aesthetic benefit. Funding has been allocated for a number of bus stops in the City to install shelters through two stimulus grants and funding dedicated by the MPO.

Action Item

Increase densities and intensities with a pedestrian-oriented focus within the corridor's districts to create transit-supportive development.

Action Item

Coordinate with the Broward MPO to secure funding and program capital improvement investments at MPO-defined mobility hubs.

Action Item

Continue to monitor the City's community bus routes and expand service coverage and frequency to support local mobility and access feeding into the larger transit system, while providing neighborhoods with access to uses along the Federal Highway/US 1 corridor.

Action Item

Enhance bus stop locations with shelters and amenities, such as benches, bicycle racks and real time information, at high use stops, and coordinate with Broward County Transit and the Broward MPO for funding of these improvements.

3. PEDESTRIAN AND BICYCLE CONNECTIONS

Typical cross sections for the entire length of Federal Highway/US 1 identify the location and size of sidewalks, bicycle lanes and greenways. Ensuring safe and convenient bicycle and pedestrian networks was key in developing the roadway typical sections. There is a large population in close proximity to the Federal Highway/US 1 corridor and improving facilities and lighting will encourage additional non-automobile trips by increasing accessibility and elevating the traveler experience. Below is an overview of the changes to the bicycle and pedestrian networks recommended throughout the corridor.

Bicycle Lanes

- Widen existing four foot bicycle lanes to five feet and add bicycle lanes where they are absent to create a continuous network.
- Identify parallel streets featuring lower traffic speeds and volumes that can serve as alternate bicycle routes and consider the use of sharrow (share the road arrow markings) and bicycle route markings to identify these streets to bicyclists.

Sidewalks

- Widen existing sidewalks in districts to support enhanced pedestrian activity and a frontage zone large enough to support pedestrian amenities and outdoor seating for restaurants.

Crosswalks

- Improve crosswalks to be fully ADA compliant and use techniques such

Recommended Implementation Actions

as stamped or painted pavement, brick features, different textures to increase the visibility of pedestrians, provide more convenient and safe crossing locations and improve the general appearance of the corridor. Pedestrian countdown signals should be added where they are not present today.

PEDESTRIAN EMPHASIS STREETS

While called pedestrian emphasis streets, these roads also typically accommodate on-road bicycle travel because of lower automobile speeds and volumes. Marking them with sharrows and signs to create a bicycle route system and incorporating traffic calming techniques, thereby creating "bicycle boulevards", is important to creating an active transportation culture and provide mobility and access to jobs, goods and services through means other than by automobile.

- Designate pedestrian emphasis streets that are important to move people through non-automobile means, namely walking and bicycling, and prioritize capital improvement projects to enhance the bicyclist and pedestrian experience. These streets provide key connections between residential neighborhoods and Federal Highway/US 1, allowing for safe and convenient non-motorized forms of transportation to reach key destinations - shopping, dining, recreation, or employment. While some of these streets have existing sidewalks, the condition is typically less than ideal and there is a lack of pedestrian amenities, such as shade trees or adequate widths to support a comfortable pedestrian experience. Improvements should consist of some or all of the following treatments: enhanced sidewalks with lighting, shade trees and pedestrian amenities such as benches, on-road sharrows for bicycles, and bulb outs or other traffic calming measures at intersections.

- Along the Federal Highway/US 1 corridor, the following pedestrian emphasis streets are prioritized for implementation due to their role as: a) major access points to the corridor from surrounding neighborhoods, b) locations providing access to high activity destinations, or c) areas in proximity of schools, parks or other uses that generate pedestrian and bicycle activity.

- NE 33rd Street, west of Federal Highway/US 1
- Perimeter road surrounding Citi Centre*
- Two access roads from Sample Road to Citi Centre*
- Access road from Federal Highway/US 1 to Citi Centre*
- Access road from western perimeter road to Citi Centre*
- NE 18th Street, east of Federal Highway/US 1 (across from Citi Centre perimeter road)
- NE 14th Street, east of Federal Highway/US 1
- NE 10th Street, east and west of Federal Highway/US 1
- NE 6th Street, east and west of Federal Highway/US 1

- SE 2nd Street, east and west of Federal Highway/US 1
- McNab Road, east and west of Federal Highway/US 1

*The asterisk notes streets that are not public and will require coordination with the landowner and modification of the development/site plan

Pedestrian Emphasis Street in the Federal Highway/US 1 Corridor:

- NE 54th Street, west of Federal Highway/US 1
- NE 51st Street, west of Federal Highway/US 1
- NE 33rd Street, west of Federal Highway/US 1
- NE 29th Street, west of Federal Highway/US 1
- Perimeter road surrounding Citi Centre
- Two access roads from Sample Road to Citi Centre
- Access road from Dixie Highway to Citi Centre
- Access road from western perimeter road to Citi Centre
- NE 18th Street, east of Federal Highway/US 1 (across from Citi Centre perimeter road)
- NE 14th Street, east of Federal Highway/US 1
- NE 12th Street, east of Federal Highway/US 1
- NE 10th Street, east and west of Federal Highway/US 1
- NE 6th Street, east and west of Federal Highway/US 1
- NE 4th Street, east and west of Federal Highway/US 1
- SE 2nd Street, east and west of Federal Highway/US 1
- SE 5th Court, west of Federal Highway/US 1
- SE 9th Street, east and west of Federal Highway/US 1
- SE 12th Street, east and west of Federal Highway/US 1
- McNab Road, east and west of Federal Highway/US 1

Prioritized Action Item

Coordinate with FDOT and other partners to develop complete streets and support all modes of travel, emphasizing walking and bicycling, consistent with the typical cross sections for Federal Highway/US 1.

Action Item

Coordinate with FDOT to leverage corridor improvement projects and achieve desired community outcomes for Federal Highway/US 1.

Prioritized Action Item

Coordinate with BCT and the Broward MPO to add transit amenities at bus stops and improve bicycle and pedestrian connectivity, focusing at

locations where two or more routes meet (Sample Road, Copans Road, Atlantic Boulevard and McNab Road).

Action Item

Use the list of pedestrian emphasis streets, coordinating with Broward County as needed, to program projects into the City's Capital Improvements Plan to dedicate funding to pedestrian and bicycle-oriented projects on these streets.

CYPRESS LAKE CENTER DISTRICT

As part of the transportation assessment, the corridor study evaluated specific pedestrian conditions in the Cypress Lake Center district. The following table identifies recommended pedestrian improvements based on the pedestrian facility assessment, also identified in Figure 24.

Improvement	Location
Install sidewalk	SE 12st Street east of SE 22nd Avenue
Re-stripe pedestrian crosswalk	Federal Highway and SE 9th Street intersection
	Federal Highway and SE 12th Street intersection
Install detectable warning pads	Federal Highway and SE 9th Street intersection
	Federal Highway and SE 10th Street intersection
	Federal Highway and SE 12th Street intersection
	Federal Highway and SE 13th Court intersection
	Federal Highway and SE 14th Street intersection
	Federal Highway and McNab Road intersection

Action Item

Seek funding to implement bicycle and pedestrian improvement projects into the City's Capital Improvements Program, coordinating with the Broward MPO as needed.

Action Item

Coordinate with FDOT and Broward County with respect to the Traffic Signal Structural Mast-Arm Upgrade Program to dedicate funding to install mast-arms at the Federal Highway/US 1 and Circle Drive intersection, which currently has span-wire traffic signals.

THE HUB DISTRICT

As part of the transportation assessment, the corridor study evaluated specific pedestrian conditions in The Hub district. Figure 25 identifies the specific locations for each type of improvement, including:

- New sidewalks and reconstruction of existing sidewalks.
- New crosswalks and restriping of existing crosswalks.
- Installation of detectable warning pads at pedestrian ramps.



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Action Item

Seek funding to implement bicycle and pedestrian improvement projects into the City's Capital Improvements Program, coordinating with the Broward MPO as needed.

Policy and Regulatory Guidance

This section focuses on policy and regulatory modifications to support and encourage private investors to locate or expand their businesses or to create new housing and mixed use building options. It is critical that changes make development "easier" for applicants and incentivize the types of redevelopment and economic expansion sought after for the Federal Highway/US 1 corridor.

Branding is a critical component to this plan and should involve the use of branding experts. It is recommended that the City work with a media relations firm and branding experts to finalize design schemes and marketing efforts for the corridor and districts.

1. BRANDING

Federal Highway/US 1 is the City's "destination drive". Historically, Federal Highway/US 1 served as a main north south artery in Pompano Beach and throughout Florida. While the construction of I-95 and Florida's Turnpike have become major through corridors, Federal Highway/US 1 maintains its regional-serving character, with a host of regional-serving retail and commercial uses as well as office space providing employment.

The addition of public spaces and plazas will create gathering spaces for residents, workers and visitors and will provide the areas necessary for greenmarkets, festivals and other public events. The corridor's close proximity to the Intracoastal Waterway and its numerous finger canals provides tremendous opportunities for the City to connect its greenway and blueway systems. A focal point of this connection is envisioned near NE 16th Street, where a public plaza will provide a connection between the waterway behind the plaza and the greenway



FIGURE 23: PROPOSED FEDERAL HIGHWAY/US 1 OVERLAY

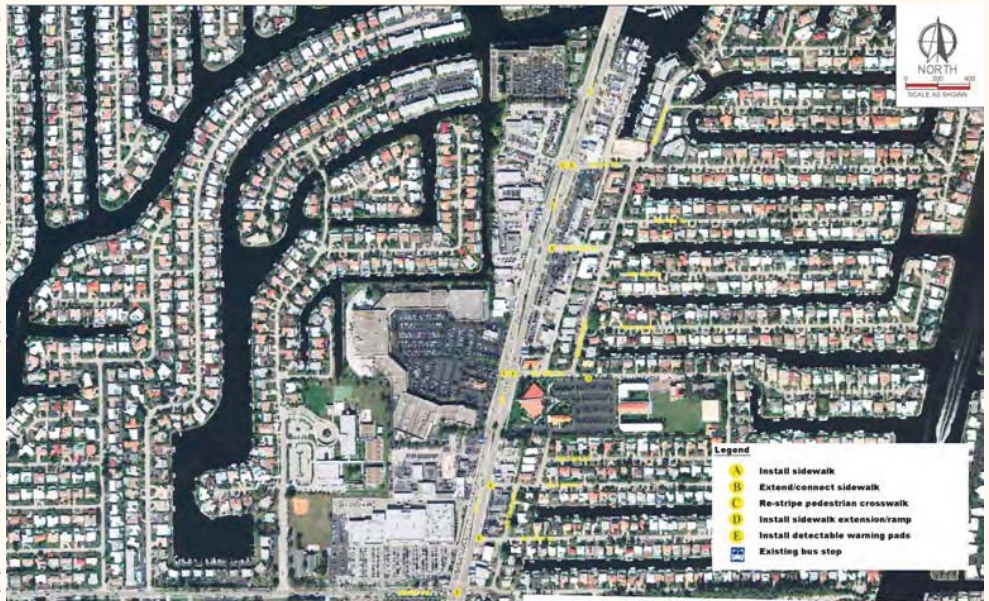


FIGURE 24: SIDEWALK, CROSSWALK AND DETECTABLE WARNING PAD RECOMMENDATIONS

surrounding the AirPark. Street furniture, lighting, landscaping and public art should be designed to peak interest in the area and give the corridor the destination drive feel it deserves. This will help support business growth, focusing on the marine industry, and the expansion of retail and recreational opportunities. It also will foster the establishment of new housing units planned for the corridor, creating a walkable environment that will draw in all ages, from young professionals seeking an urban style of living to retirees wanting to enjoy the public amenities and close access to services and dining.

The Federal Highway/US 1 corridor intersects Atlantic Boulevard at the heart of the Atlantic | Ocean districts, described in the Atlantic Boulevard section of this plan. The City of Pompano Beach has implemented the Atlantic

Boulevard Overlay District (AOD) and many of the design features in the overlay correspond to desired community outcomes Federal Highway/US 1's stature and introducing urban housing types. Design elements should incorporate standards from the tropical contemporary and nautical moderne architectural subsets, included in the City's Zoning Code. The nautical moderne theme is best suited as marine-oriented businesses are expanded or repurposed along Federal Highway/US 1 and new residential and commercial development near blueway connections and along finger canals is built. Generally throughout the remainder of the corridor, and particularly in The Hub district, the tropical contemporary style is the preferred design style.

Recommended Implementation Actions



FIGURE 25: SIDEWALK, CROSSWALK AND DETECTABLE WARNING PAD RECOMMENDATIONS

The Federal Highway/US 1 Overlay (further discussed in Section 2) should lay out the general framework for streetscaping, landscaping, street furniture, lighting and other common development standards, with appropriate modifications made to the zoning code and land development regulations to support implementation. The Overlay should focus on the following design elements:

PEDESTRIAN ZONE AND AMENITIES

Design streets with the pedestrian zone in the forefront. Sidewalks should be wide enough to support pedestrian through-traffic and to accommodate pedestrian amenities such as benches, lighting fixtures, signage, trash

receptacles, public art, bus shelters, bicycle racks and landscaping/streetscaping features. Pedestrian-scale lighting should be used to provide for well-lit pedestrian environments that enhance both the pedestrian experience and safety. Improvements should adhere to crime prevention through environmental design (CPTED) strategies. Awnings and arcades should be incorporated, particularly in areas featuring outdoor seating, to provide refuge from rain as well as direct sunlight.

MATERIALS

Materials in the corridor should highlight the live-shop-play theme of Federal Highway/US 1, with each of the districts serving as focal points

within the corridor. Material designs in this corridor should focus on light and modern designs. Benches should incorporate simple designs with clean lines, with other amenities such as trash receptacles, posts, and bicycle racks. The color palette should emphasize a mix of light and bright colors, to provide visually appealing mixes of white and other light colors elevated with eye-catching brightness. Public art should focus on the key themes of the corridor, emphasizing the marine industry and AirPark, and be focused at gateway locations and the proposed public plaza near NE 16th Street.

LANDSCAPING

Landscaping should focus on tall palm trees to provide a visually appealing framing of the corridor and incorporate shade trees to increase pedestrian comfort. Florida-native plants and trees should be used. The heights of landscaping should be scaled across the corridor, with The Hub and areas of Federal Highway/US 1 near Atlantic Boulevard, where taller building are envisioned, containing higher palm trees than areas with low-scale buildings between major intersections.

SIGNAGE

Incorporate banner signage to light poles using a Federal Highway/US 1 "Destination drive - live/shop/play" logo and design. These banner locations can be used to advertise upcoming community events, such as greenmarkets, holiday events and other community events.

PUBLIC ART

Public art should be incorporated that addresses both the automobile perspective as well as the bicyclist and

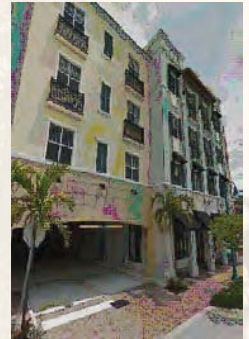


FIGURE 26: EXAMPLE OF TROPICAL CONTEMPORARY ARCHITECTURE THAT WILL ELEVATE FEDERAL HIGHWAY/US 1 (SOURCE GOOGLE MAPS)



FIGURE 27: SIMPLE YET STYLISH LIGHTING INCORPORATING DARK SKY TECHNOLOGY



FIGURE 28: PEDESTRIAN AMENITIES TO SUPPORT A WALKABLE ENVIRONMENT



FIGURE 29: INCORPORATING TALL LANDSCAPING FEATURES CREATES A VISUALLY APPEALING FRAMING OF THE CORRIDOR



FEDERAL HIGHWAY live . shop . play

pedestrian users. Large-scale art is envisioned at the gateway locations and at major intersections with cross-city travel, including Federal Highway/US 1 intersections with Sample Road, Copans Road and Atlantic Boulevard. Large, vibrant color

art and sculptures are preferred at Copans Road to signify the regional draw of the district and elevate it to the regional activity center level of activity planned. At Atlantic Boulevard, the theme should be consistent with CRA plans and continue the theme along Atlantic Boulevard. At Cypress Lake Center, the public art should reflect the marine themes and could include fishes or water elements.

Federal Highway/US 1 is the City's "Destination Drive," a corridor where people live, shop and play. While Federal Highway/US 1 once served as the main artery for north-south access throughout south Florida, it has retained much of its regional-serving retail focus, with national, regional and locally branded businesses vying for space along the corridor. It invites people to dine at the many restaurants, shop at myriad retail destinations, and have fun at the City's beach, golf course and nearby outdoor recreational facilities.

Action Item

Adopt a Federal Highway/US 1 Overlay, or policy direction in the Comprehensive Plan and incorporate standards in the Zoning Code regarding design and streetscaping aspects of the corridor. These overlays/policy support are intended to lay out the general design, streetscaping and branding themes for areas between districts and enable district-specific recommendations.

Action Item

Adopt specific design standards, materials, color palettes and placement guidelines into the Zoning Code as part of a Federal Highway/US 1 Overlay, coordinating with CRA staff on the area near Atlantic Boulevard.

2. COMPREHENSIVE PLAN

As identified in the Citywide Framework section, each of the corridors includes districts, made up of urban centers, that are intended to serve as focal points of redevelopment activities. This structure is intended to create areas with increased densities and intensities supportive of significant investments in infrastructure, premium transit, and vibrant pedestrian oriented areas that limit the need for automobile use. Future land use designation changes and zoning changes are focused in these areas to achieve the development pattern envisioned, with more intense centers of development at key intersections and lower intensities between the centers. However, there

are a number of changes that are recommended outside of these districts to support a change in urban form over time and to provide linkages between districts. These modifications include design and façade enhancements, enhancing landscaping, new signage and lighting, pedestrian and bus stop amenities, and new site designs as sites are redeveloped. As districts begin to redevelop and achieve desired activity levels, similar future land use and zoning changes may become necessary for areas outside of these districts.

A Federal Highway/US 1 Overlay or series of policies should be developed and incorporated into the city's Comprehensive Plan that sets the policy direction for redevelopment and revitalization along the corridor and allows for a zoning overlay consistent with the desired community outcomes. Content for the corridor level overlay or policies should be broad and identify the theme for the corridor, specify signage, lighting, streetscape, street furnishing, general use, street frontage, redevelopment and economic development objectives, as well as building orientation, access and parking standards. Additional Comprehensive Plan amendments and recommendations, including specific development targets, types of uses, and site design should be provided in district-level designations for The Hub and Cypress Lake Center.

Completion of a residential and non-residential supply and demand analysis as well as a vacant and redevelopment analysis has guided the identification of development targets. The level of projected demand for residential and non-residential uses through 2035 support the clustering of redevelopment activities into the districts to allow for active places that will support economic development, transit service and walkability goals for the corridor. Without concentrating development into these districts, new development may occur too sporadically along the corridor to reach a "critical mass" that supports transit use and sustains walkable, active environments. For each district, an evaluation of existing development, that is anticipated to remain, was performed using Broward County Property Appraiser data on a residential unit and non-residential square foot basis for parcels that are a focus of redevelopment within the district. Next, those parcels classified as "redevelopable" based on the vacant and redevelopment analysis (included in the appendix) were assessed for existing development, in order to determine a net increase in new development. Subtracting the existing development on "redevelopable" parcels from the total programmatic targets provides the level of **net new development**. Finally, adding the net new development to existing development on all parcels in the focal area provides us with the "build out" development levels for this area.

Comprehensive plan policy modifications are recommended to incorporate the community desired outcomes for the corridor and each of the districts into the future land use, housing, transportation and other elements as appropriate. The future land use designations for most parcels immediately adjacent to Federal Highway/US 1 is commercial, which allows for a number of uses, including residential. The commercial category allows the mixing of non-residential and residential uses, relying on available flexibility/bonus units. In addition to changes to future land use designations in the

districts, designation changes to Residential Mixed Use (or other medium-to-high residential designations) on the east side of Federal Highway/US 1 between The Hub district and Atlantic Boulevard are recommended to encourage new housing along the corridor. Development consistent with the desired community outcomes outside of the districts should not be precluded, and individual future land use map amendments to gain the necessary increase in residential units, particularly those redevelopment activities with a significant number of residential units, should be supported by the City at anytime. With respect to new housing on Federal Highway/US 1, the City should take into account the proximity of the AirPark runways. Particularly at the northeast corner of Federal Highway/US 1 and NE 10th Street, the edge of runway 10-28 is only 1,500 feet to the west and housing units may not be appropriate at this particular site. This is also the only site along the corridor located within the 65-DNL (day-night noise level) contour. No areas of the corridor are located in the 70- or 75-DNL zones which are indicative of higher noise levels associated with the airport that would not be conducive for residential development.

Prioritized Action Item

Adopt Federal Highway/US 1 framework policies into the Comprehensive Plan that addresses land use principles, built form, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

Action Item

Target locations east of Federal Highway/US 1 across from the AirPark to change the future land use designations to support additional urban housing styles or residential heavy mixed uses.

CYPRESS LAKE CENTER DISTRICT

The Cypress Lake Center district reflects the shopping and residential areas here. It is characterized by neighborhood and regional serving retail centers that house grocery and department stores, with compatible businesses. This area is also home to the marine uses along the corridor.

Due to lesser amounts of redevelopment proposed in this district than most others, existing future land use designations are sufficient to accommodate new development, with the use of flex units. The more significant changes will be in form and included in a Cypress Lake Center Overlay, a subset of the Federal Highway/US 1 Overlay, which will include setback and design standards that supersede existing standards. These standards are elaborated on in the following Land Development Regulations section. However, a specific location within the district is targeted for a future land use map changes, to support residential development without utilizing flex units. Specifically, parcels immediately east of Federal Highway/US 1 and north and south of SE 9th near the envisioned park connecting the greenway and blueway systems are

Recommended Implementation Actions

recommended for future land use map changes to support medium to high density mixed uses or residential only developments.

Cypress Lake Center district framework policies should be adopted into the Comprehensive Plan policies, focusing on strategies and built form for the district consistent with the desired community outcomes. Guiding development principles for this district are:

- Development of one to two story commercial mixed use buildings that support sales centers and offices related to the marine industry
- Retrofitting of existing strip shopping centers to add retail and commercial mixed use frontages along street frontages
- Development of a park that will serve as a connection between the green and blueway networks at SE 9th Street
- Addition of multifamily housing styles to increase housing choices in the district and support commercial development
- Rear access for parking to minimize direct access from Federal Highway/US 1, where feasible and investigate consolidating driveway accesses to reduce the number of driveways on Federal Highway/US 1
- Improve pedestrian and bicycle connection from surrounding single-family neighborhoods to the corridor
- Siting of shared parking and shared stormwater facilities to support redevelopment

Programmatic targets for the Cypress Lake Center district are:

- Residential: 100 units
- Non-Residential: 86,500 square feet
 - Retail: 68,000 square feet
 - Office: 18,500 square feet

The following table provides a summary of the development figures for the Cypress Lake Center district.

	Residential Units	Non-Residential Square Feet
Programmatic Targets	100	86,500
Existing Development	140	676,534
Existing Development on "Redevelopable" Parcels	6	30,134
"Net New" Development	94	56,366
Total "Build Out" Development	234	732,900

Action Item

Adopt Cypress Lake Center district framework policies into the Comprehensive Plan that addresses land use principles, development targets, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

Action Item

Modify the future land use designation from Commercial to Residential Mixed Use north and south of SE 9th Street (east of Federal Highway/US 1) to support residential mixed use buildings near the proposed park connecting the greenway and blueway networks.

THE HUB DISTRICT

The Hub is located at the intersection of Federal Highway/US 1 at Copans Road which resembles a bicycle wheel hub and spokes. This area has the most retail and restaurant energy due to the location of Pompano Citi Centre, the retail, restaurant and entertainment uses at all four corners of the intersection and north and south along Federal Highway/US 1.

To realize the goal of creating a regional shopping and entertainment destination, with supporting office and residential uses, a future land use map designation change to Regional Activity Center is recommended. The increase in density and intensity is supported by existing transit service as well as planned enhancements to transit along the Federal Highway/US 1 corridor. Realizing the economic development goal of increasing the number of rooftops in the district will provide an influx of activity to the district, help to create a 24/7 environment and make the area more desirable for retailer to located to due to the increased population base. The Regional Activity Center should specify that redevelopment efforts are not proposed for existing single-family lots within the boundary, but these areas are ripe for streetscaping and branding efforts consistent with The Hub district through signage and providing connections between existing single family neighborhoods and non-residential uses along Federal Highway/US 1. The Hub district framework policies adopted into the Comprehensive Plan should focus on strategies and built form for the district, consistent with the desired community outcomes. Guiding development principles for this district are:

- Development of one to three story retail and commercial mixed use buildings along Federal Highway/US 1
- Development of two to four stories of residential or residential



FIGURE 30: THE HUB FUTURE LAND USE MAP

mixed-use development along Federal Highway adjacent to existing residential development and at locations with park/golf course access, including on the western edges of the Citi Centre site

- Development of one to two stories of commercial mixed use buildings along Federal Highway/US 1 including sales centers and offices related to the marine industry cluster
- Development of a park that will serve as a connection between the greenway and blueway networks near NE 16th Street
- Development of two to four story residential buildings surrounding the new park
- Retrofit existing shopping centers, including Citi Centre, to line these centers with commercial and retail uses closer to the street
- Addition of multifamily housing styles to increase housing choices in the district and support additional commercial development
- Rear access for parking to minimize direct access from Federal Highway/US 1, where feasible and at a minimum consolidate driveway access to reduce the number of access points on Federal Highway/US 1
- Improve pedestrian and bicycle connection from surrounding single-family neighborhoods to the corridor
- Siting of shared parking and shared stormwater facility locations to support additional development

Programmatic targets were developed for The Hub district, based on a supply and demand analysis in combination with a vacant and redevelopment analysis. Programmatic targets, or the amount of new development proposed for vacant and "redevelopable" parcels for the district are:

- Residential: 955 units
- Non-Residential: 560,000 square feet
 - Retail: 448,000 square feet
 - Office: 112,000 square feet

The following table provides a summary of the development figures for The Hub district.

	Residential Units	Non-Residential Square Feet
Programmatic Targets	955*	560,000
Existing Development	1,231	2,308,459
Existing Development on "Redevelopable" Parcels	243	371,585
"Net New" Development	712*	188,415
Total "Build Out" Development	1,943*	2,496,874

*Includes 300 residential units on the western portion of Citi Centre



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Action Item

Modify the future land use map designation to Regional Activity Center on parcels identified in Figure 30.

Action Item

Adopt The Hub district framework policies into the Comprehensive Plan that addresses land use principles, development targets, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

3. LAND DEVELOPMENT REGULATIONS

Zoning and land development regulation related changes that support a change in development form to a more pedestrian-oriented pattern are recommended. The corridor plan for Federal Highway/US 1 focuses on expanding the corridor's role as a regional destination, expanding commercial uses and adding additional urban housing products to create a live/shop/play area. While future land use designation changes are recommended to allow for additional residential units without requiring the use of available flex units, the B-3 zoning designation in this segment allows for multifamily housing as proposed. However, form and design standards should be modified and included in the Federal Highway/US 1 Overlay to be adopted in the Zoning Code.

1. Develop and adopt a Federal Highway/US 1 Overlay zoning designation to support and incentivize the preferred urban form in the corridor and development of mixed use buildings. The City should establish standards supportive of reduced setbacks, and development setback maximums, to address the pedestrian and street realm and de-emphasize relationship to the automobile. Site design standards that require parking to be located in the rear or at the sides of buildings, or at a minimum limit the allowable amount of parking between the sidewalk and building to one row, should be defined. The development of uses with drive-thru facilities, such as fast food restaurants or banks, should be discouraged, or designed to orient the building toward the street with drive-thru facilities oriented toward the rear of the building. Within districts and mixed use developments outside of districts, the development of new drive-thru facilities should be heavily discouraged, and existing drive-thru should be eliminated as sites redevelop over time. Development standards recommended for inclusion in the Federal Highway/US 1 Overlay zoning designation are in the table below. Within Cypress Lake Center and The Hub district additional development standards are recommended to promote a vibrant urban form.

2.

Front Yard Setback (minimum)	0 feet
Front Yard Setback (maximum)	25 feet (20 feet within The Hub district)
Use	Emphasize residential development and residential mixed use buildings Districts emphasis is on commercial and mixed use development Limit uses with drive-thru facilities
Parking	Side and rear parking only, structured parking preferred in districts
Access	Require direct non-residential building pedestrian access to the sidewalk (do not limit to rear access from parking areas) Automobile access from local streets, not directly from Federal Highway/US 1, where feasible
Design	Consistent with the branding recommendations and design guidelines

3. Modify zoning code regulations to support the placement of buildings at the edge of the frontage/public realm. The existing code allows for buildings to have zero front setbacks in the B-2 and B-3 zoning classifications, yet most developers elect to have parking lots fronting the road. As an incentive, the City can increase the allowable lot coverage if zero front setbacks are used. A point system of desired development would allow developers to choose how best to meet the intent of the district/corridor within the constraints of a particular site. For example, if a building will undergo adaptive reuse, the applicant could choose not to reconfigure parking but not provide a direct sidewalk connection to the front door.

Vignettes have been developed to illustrate how building forms can transition to be supportive of the corridor and district desired community outcomes. The vignettes are useful to guide building placement on a site, the location of parking (with an emphasis on parking behind the building), and site access points. Note that the vignettes do not reflect the full landscaping requirements to be met. Targeted building heights are included to foster pedestrian friendly environments and allocate anticipated development demand along the corridors, focused within districts. The specific heights are not intended to be the maximum allowable, as it is recognized that higher buildings will likely be developed, and in some areas near transit or key activity sites desired, particularly near the Federal Highway/US 1 and Atlantic Boulevard intersection. Vignettes for examples of potential redevelopment, site access and parking along Federal Highway/US 1 include:

1. Commercial mixed use buildings and residential units added to

existing retail areas

- A. Two to three story commercial mixed use buildings oriented toward Federal Highway/US 1 and intersecting streets
- B. Multi-story residential development behind commercial and retail areas
- C. Parking located to the rear of buildings, accessible via local streets
- D. Existing retail building locations feature expanded sidewalks, landscaping and materials oriented toward the pedestrian realm
- E. Use of pervious materials, where feasible, in parking and landscaping areas



FIGURE 31: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON FEDERAL HIGHWAY/US 1 NORTH OF NE 10TH STREET

2. Redevelopment of commercial strip malls

- A. One to two story retail buildings and two to three story commercial mixed use buildings built to the pedestrian zone
- B. Rear parking accessible from existing local street
- C. Mid-block shared access from Federal Highway/US 1 to rear parking

3. Townhouse development (focused south of Atlantic Boulevard on the east side of Federal Highway/US 1)

- A. Two to three story townhomes, oriented toward Federal Highway/US 1
- B. One-way access in front of the townhomes with on-street parking

Recommended Implementation Actions

- C. Rear alley provides access to rear parking
- D. Prioritized Action Item: Develop and adopt zoning code regulation modifications to create a pedestrian-oriented corridor connecting residential areas and activity centers.



FIGURE 32: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON FEDERAL HIGHWAY US 1 NORTH OF NE 36TH STREET



FIGURE 33: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON FEDERAL HIGHWAY US 1 SOUTH OF SE 9TH STREET

Action Item

Develop and adopt a Federal Highway/US 1 Overlay in the Zoning Code, using the specifications laid out in the branding and land development regulation sections of this plan, to support the "destination drive"-live/

shop/play theme and include district overlays as subsets of the corridor overlay.

Action Item

Include vignettes into the Zoning Code (Federal Highway/US 1 Overlay section) to provide direction to the private sector as to how to design and orient developments. These vignettes can be used by staff during site review meetings to determine whether a site is laid out consistent with the preferred development form.

Action Item

In the Cypress Lake Center district, modify the zoning designation from B-3 to RM-20 north and south of SE 9th Street (east of Federal Highway/US 1) to support residential mixed use buildings, while maintaining the existing B-3 development rights to avoid creating non-conforming uses (include in the Cypress Lake Center district overlay).

4. PROGRAMS

This plan has been designed to use incentives wherever possible to encourage the private sector to make choices in keeping with the desired community outcomes for the corridors through increased development intensities that are feasible by developing shared stormwater and parking facilities. With the live/shop/play focus for Federal Highway/US 1 and maintaining of the corridor as a regional destination, incentives and infrastructure improvements should be geared toward changing the urban form to address the pedestrian realm and increase public zones to provide more landscaping, pedestrian and transit amenities. Corridor wide, a transition to buildings that address the street and locate parking in the rear will create more welcoming and safe pedestrian environments.

The City should also focus on expanding the economic potential of the AirPark and develop a long-range strategic plan to set out economic goals and strategies to reach them. The City should also focus on expanding existing industry clusters, particularly the marine industry, and targeted industries including specialty food markets, and national, regional and local retailers.

A city program working with the businesses to provide on-site improvements, such as façade improvements, painting of murals, installation of awnings or other visually aesthetic items, should be pursued, potentially with small



FIGURE 34: A MURAL ON THE SIDE OF A BUILDING ON FEDERAL HIGHWAY/US 1 NORTH OF ATLANTIC BOULEVARD

grants or business tax relief in the year of the improvements. Another incentive would entail the City sharing the expertise of staff/City consultants to design and install improvements. Maintaining the improvements over time becomes a code compliance issue, if a business does not maintain the visual attractiveness of its site.

To accommodate building reuse, the City should develop an incentive program, which could include:

- administrative and technical priority assistance;
- exceptions to and waivers of development regulations;
- concurrent reviews of site, civil and building plans;
- use of the International Existing Building Code (a model building code developed by the International Code Council and are the basis for most buildings codes across the country) to provide relief from strict code provisions;
- dismissal of formal plan submittal process for a change of occupancy;
- permission for building vacancy for up to three years without need for a new Certificate of Occupancy;
- reduction in the number of required parking spaces; and
- allowance of existing driveways to remain without modification unless on an arterial or collector street.

Action Item

Develop an Adaptive Reuse program to accommodate building re-use. Incentives are offered depending on the proposed modification's consistency with desired community outcomes (i.e. form, landscaping, use, etc.).

Action Item

Identify business establishments within the Federal Highway/US 1 Corridor that support or complement existing industry clusters in the corridor, emphasizing marine-related industries, specialty food and organic markets, and national, regional and local retailers. Use the information to form corridor or district business/merchant association to foster a "brand identity" for businesses and manufacturers that create specialized products and services emphasizing these themes.

Action Item

The City should work with marketing and branding experts to develop a long-range strategic plan for the AirPark, focusing on expanding the economic output of the AirPark and marketing the AirPark to the business community to create a regional draw that entices new businesses to locate in Pompano Beach.



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Infrastructure Enhancements

Potable water and wastewater systems appear to have the necessary capacity to support the corridor's desired community outcomes. This section focuses on parking and stormwater recommendations. These two infrastructure elements can have large impacts on the design and redevelopment of a site. The recommendations include the use of shared stormwater facilities and parking requirements modifications to support redevelopment activities and increase the amount of available land on parcels for development purposes. As a means to both improve the corridor's appearance and minimize outages during storms, the City should install utility lines underground where feasible, particularly within districts.

1. PARKING

The city has an in lieu of parking fee provision that allows developers to contribute to a general fund in some cases instead of locating all of the required parking on-site. Through an additional process, the use of shared parking may be permitted but is not currently encouraged or incentivized. Specific code modifications, parking stall size requirements and on-street parking, on streets intersecting Federal Highway/US 1, recommendations are included. At the corridor level, parking modifications should be emphasized in higher density and intensity redevelopment projects, emphasizing:

- Allow shared parking by right, focused on areas with a concentration of mixed-use developments and within districts.
- Modify the Reduced Parking Requirements section of the code to include automatic reduced rates, up to 15%, for mixed-use development and neighborhood-serving development that will capture a higher number of trips from walking, bicycling or transit. Allow reduced rates up to 20% within districts.
- Modify 155.5102.F which does not allow on-street parking within districts to be used to satisfy parking requirements (except as part of an alternative parking plan) to allow for on-street parking and shared parking spaces within one-eighth of a mile to be applied toward a portion of the parking requirement to allow for additional lot coverage and therefore incentivizing redevelopment activities.

Action Item

Amend the parking code to allow for modified parking rate requirements at mixed-use development and redevelopment sites with limited land available for parking.

2. STORMWATER

In order to foster redevelopment and minimize the amount of space needed

on individual parcels to accommodate stormwater, the City should repurpose existing stormwater management systems to incorporate shared use facilities and employ low impact design and green infrastructure. Existing parks as well as proposed public and green spaces provide opportunities to develop a shared stormwater system that also serve as recreational amenities, featuring paths, benches and gardens/landscaping. Low impact design and green building technologies to consider include:

- Green roofs, which significantly reduce the amount of runoff
- Pervious pavements, which prevent sediments from entering waterbodies
- Bioswales, nutrient separating baffle boxes, which are designed to remove silt and pollution from runoff
- Underground stormwater storage facilities, which limit the amount of ground level space needed
- stormwater harvesting and reuse, which is the collection, treatment and/or purification of stormwater for reuse

Below is a summary of the stormwater basins in the Federal Highway/US 1 corridor, with specific potential locations for shared use ponds identified.

South Federal Highway/US 1 between SW 4th Street and the southern City limits

Potential location identified for shared stormwater facilities is:

- North side of SE 9th Street, east of Federal Highway/US 1

North Federal Highway/US 1 between Copans Road and NE 4th Street

Potential locations identified for shared stormwater facilities are:

- At the proposed public plaza east of Federal Highway/US 1 near NE 16th Street
- Southwest intersection of Federal Highway/US 1 and NE 10th Street

North Federal Highway/US 1 between Sample Road and Copans Road

- Potential locations identified for shared stormwater facilities are:
- Two sites south of NE 28th Street, west of Federal Highway/US 1

North Federal Highway/US 1 between the northern City limits and Sample Road

Potential location identified for shared stormwater facilities is:

- North Broward County Park, west of Federal Highway/US 1 near NE 44th Street

Action Item

Prioritize shared stormwater locations, identify funding sources for parcel acquisition and system development, and begin discussion with potentially impacted property owners. The City should pursue funding to design and implement shared stormwater. An option is to create one or more business improvement districts that will allow for a pooling of resources to develop these infrastructure needs and tax increment funding (TIF) for sites within the East CRA area.

Recommended Implementation Actions

This table identifies strategies and recommendations for the districts and corridor. The text preceding this matrix includes a more detailed discussion of each recommendation and the steps needed to achieve it. Additionally, supplemental information regarding specific locations is provided here for general recommendations such as "restripe existing crosswalks".

The Implementation Chapter Location column identifies the section in the report where accompanying text for a particular recommendation can be found.

The Targeted Horizon columns demonstrate the timeframe for implementation, identifying short (less than five years), mid (five to ten years) and long-term (greater than ten years) timeframes.

The columns on the right side of the table are included to categorize each recommendation into a series of seven categories.

Implementation Chapter Location	Strategy/Recommendation	Targeted Horizon			Project Type										
		Short Term (< 5 Years)	Mid-Term (5 to 10 Years)	Long-Term (10+ Years)	Comprehensive Plan	Zoning / Code of Ordinances	Economic Development / Branding	Roadway Corridor/Transect	Non-Roadway / Green Infrastructure	Streetscaping / Aesthetics	Redevelopment				
Federal Highway/US 1	Federal Highway/US 1/FH/ Comprehensive Plan	Change future land use designation to Residential Mixed Use to support multi-story mixed use buildings at strategic locations													
	FH - Zoning Land Use Regulations	Zoning Code modifications to support development of one to three story residential and commercial mixed-use frontages along Federal Highway/US 1													
	FH - Comprehensive Plan	Develop a park at the north end of the canal bridge to serve as a connection between the greenway and blueway systems													
	FH Programs	Develop a brand identity for the marine industry clustered in this district													
	FH - Pedestrian and Bicycle Connections	Construct a continuous bicycle lane along Federal Highway													
	FH - Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets to better connect the Federal Highway corridor to residential areas													
	FH - Pedestrian and Bicycle Connections	Construct new sidewalks													
	FH - Stormwater	Restripe and enhance crosswalks													
	FH - Stormwater	Signage of shared stormwater facilities													
	FH - Parking	Modify codes to support rear parking access via local streets													
	FH - Parking	Construct shared surface (short-term)/potentially structured parking (long-term)													
	FH - Comprehensive Plan	Develop and adopt into the Comprehensive Plan a Regional Activity Center future land use designation for the district supportive of being a regional commercial hub with a strong mix of residential and entertainment uses													
	FH - Land Use Regulations	Develop and adopt into the Zoning Code a district overlay specifying development standards streetscaping and signage street furniture, lighting design, public art, color palette, design principles consistent with the branding theme													
	FH - Land Use Regulations	Support and enhance the CFI Center (including additional retail/commercial uses) using Federal Highway/US 1 and create base and additional incentives for support adjacent to support additional development													
	FH Programs	Target specialty foods and organic markets that will enhance quality of life and stimulate additional interest in the district													
FH - Comprehensive Plan	Develop a park east of Diner Highway near NE 16th to serve as a connection between the greenway and blueway systems														
FH Programs	Create an economic development strategy to capitalize on the location of the Pompano AirPark and increase its economic value to the City														
FH - Land Use Regulations	Develop and adopt design guidelines consistent with the branding theme														
FH Programs	Develop a business improvement district or other funding program to provide assistance for shared stormwater, parking and landscaping improvements														
FH - Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets to better connect the Federal Highway corridor to residential areas														
FH - Pedestrian and Bicycle Connections	Install new sidewalks and improve existing sidewalks														
FH - Stormwater	Install crosswalks and enhance existing crosswalks														
FH - Stormwater	Repair existing stormwater management systems to incorporate joint use of ponds, low impact design and green infrastructure														
FH - Parking	Transform surface parking to structured parking to accommodate redevelopment														
FH - Parking	Modify codes to support rear parking access via local streets														
FH - Comprehensive Plan	Develop and adopt into the Comprehensive Plan Federal Highway/US 1 formwork policies (covering corridor including areas looking districts) and include associated development standards in the Zoning Code; incorporate desired community outcomes and recommendations into Comprehensive Plan to serve as policy direction														
FH - Land Use Regulations	Develop and adopt a Federal Highway/US 1 Overlay in the Zoning Code using the specifications laid out in the branding and land development regulations sections of this plan, to support the "destination drive-see/show/play" theme and include district overlays as subsets of the corridor overlay														
FH Programs	Modify appropriate codes to support an adaptive reuse program to accommodate building re-use														
FH Programs	Target grant programs, such as brownfield, energy efficiency, landscaping and completes streets														
FH Programs	Form a brand identity for marine-oriented businesses focused along the corridor and a branding theme to increase the economic opportunities														
FH - Transit	Coordinate with Broward County Transit and the MPO to develop and implement transit enhancements (signage, shelters, benches and operational improvements)														
FH - Typical Cross Sections	Modify street typology to develop complete streets and support all modes of travel														
FH - Typical Cross Sections	Construct a continuous bicycle lane along Federal Highway with connections to blueway system														
FH - Pedestrian and Bicycle Connections	For streets connecting to Federal Highway/US 1, take the lead on creating proposed street configurations (e.g., pedestrian orientation, bicycling conducive), coordinating with FDOT and Broward County														
FH - Stormwater	Repurpose existing stormwater management systems to incorporate joint use of ponds, low impact design and green infrastructure														
FH - Parking	Parking requirement and signage modifications in Zoning Code to incentivize shared parking, modified number of spaces, reduced stall sizes														
FH - Parking	Reduce parking requirements in districts and for mixed-use projects														
FH - Parking	Incentivize shared parking in mixed-use developments														

ATTACHMENT 12



PARKS AND RECREATION DIVISION • Administrative Offices
950 N.W. 38th St. • Oakland Park, FL 33309-5982 • 954-357-8100 • TTY 954-537-2844 • FAX 954-357-5991

*Winner of the National Gold Medal Award for Excellence in Park and Recreation Management
Accredited by the Commission for Accreditation of Parks and Recreation Agencies (CAPRA)*

MEMORANDUM


RECEIVED


DEC 13 2017

December 12, 2017

To: Barbara Blake Boy, Executive Director
Broward County Planning Council

BROWARD COUNTY
PLANNING COUNCIL

Thru:  Dan West, Director
Parks and Recreation Division

From: John R. Fiore, Planner
Parks and Recreation Division 

Re: **Land Use Plan Amendment Comments
February 22, 2018 Meeting**

The Broward County Parks and Recreation Division has reviewed the proposed amendment to the Broward County Land Use Plan scheduled for the Planning Council’s first public hearing at their January 2018 meeting. Our comment is as follows:

PC 18-5 No objections. However, regional park impact fees will be required at the time of platting, to reflect the regional park impact fees to be paid for the total 343 residential dwelling units which will be permitted by this land use amendment. Additionally, the Broward County Parks and Recreation Division supports the Declaration of Restrictions which retains the existing marina uses currently located on this site.

If you or your staff has any questions about our comments, please call me at 954-357-8133.

Broward County Board of County Commissioners

Mark D. Bogen • Beam Furr • Steve Geller • Dale V.C. Holness • Chip LaMarca • Nan H. Rich • Tim Ryan • Barbara Sharief • Michael Udine
Broward.org/Parks • Facebook.com/BrowardCountyParks • Twitter.com/BrowardParks • YouTube.com/BrowardCountyParks

ATTACHMENT 13



Public Works Department - Water and Wastewater Services

WATER MANAGEMENT DIVISION

2555 West Copans Road • Pompano Beach, Florida 33069 • 954-831-0751 • FAX 954-831-3285

MEMORANDUM



January 8, 2018

TO: Barbara Blake Boy
Executive Director Broward County Planning Council

FROM: Joe Heilman
Broward County Water Management Division

SUBJECT: LAND USE PLAN AMENDMENT
PC 18-5

I have reviewed the information in the package for the referenced Land Use Plan Amendment. The drainage information in the package is generally correct.

- PC 18-5

Our office has no objections or comments for this amendment.

Respectfully,

A handwritten signature in black ink, appearing to be "J. Heilman", written over a light blue circular background.

Joe Heilman
Construction Project Manager
Broward County Water Management Division
2555 W. Copans Road, Pompano Beach, FL 33069
Office:(954)-831-0764
Fax:(954) 831-3285
E-mail: JHeilman@Broward.org



CITY MANAGER'S OFFICE

Greg Harrison, City Manager

E: greg.harrison@copbfl.com | P: 954.786.4601 | F: 954.786.4504

March 2, 2018



Barbara Blake Boy
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

Re: Pompano Beach Proposed Hidden Harbour Land Use Plan Amendment Referenced as BCLUP amendment PC 18-5

Dear Ms. Blake Boy,

We have received the memorandum dated February 2, 2018 to you from the Director of Environmental Protection and Growth Management Department (EPGMD), Henry Sniezek, regarding the Hidden Harbour Land Use Plan Amendment (BCLUP amendment PC 18-5). As you are aware, Mr. Sniezek has concerns with this amendment's impact on the demand for providing adequate public shelter. Specifically the comments indicate that EPGMD is initiating a requirement that Cities provide some level of commitment toward addressing Hurricane evacuation-shelter needs for all amendments increasing populations within the high-hazard area.

On February 15, I had a meeting with Mr. Sniezek that included representatives from our Development Services Department and our Emergency Manager to discuss the issues that have arisen with this amendment. At the meeting, we discussed the City's year round and ongoing efforts in coordinating with the County for planning, training and disaster-exercise activities. Examples of recent activities include:

- Staff having served as Chair and Co-Chair of the Broward County Emergency Coordinating Council (ECC) as well as Co-Chair for the ECC Vulnerable Population Registry (VPR) Sub-Committee.
- Staff serving on the Broward County Disaster Exercise Design Team for the June 2017 Shelter Exercise (of which the City had close to 40 participants).
- Planning and full participation in the Broward County March 2017 Terrorism Exercise.
- Active member of the Local Mitigation Working Group.
- Numerous annual emergency preparedness training sessions including Rapid Impact Assessment (RIA), Municipal Services Branch (MSB) training, WebEOC and many others.
- Acting as host for Broward County National Incident Management System (NIMS) training courses at the City's Emergency Operations Center (EOC).

Barbara Blake Boy, Broward County Planning Council

March 2, 2018


Page 2

Additionally, for the last two years, the City's Emergency Manager has held the role of Chair for the Southeast Regional Domestic Security Task Force's (SERDSTF) Emergency Management Functional Workgroup which is the group responsible for ensuring grant funding has been provided to Broward County for WebEOC, the software system used to manage the impact of disasters.

Most recently during Hurricane Irma's recovery phase, the City was instrumental in partnering with Broward County along with the State and FEMA to initiate the first Mobile Recovery Intake Center (MRIC) at one of the City's community centers to ensure the community's needs were being met. Supplies including food, water, a generator and fuel were also provided until the function was ultimately moved indoors due to the heat.

The City of Pompano Beach looks forward to continuing our work with Broward County to improve our common goals for public safety, and is fully committed to providing the level of commitment your Department and EPGMD are seeking.

Sincerely,


Greg Harrison
City Manager

Cc: Mayor Lamar Fisher
Bertha Henry, Broward County Administrator

ATTACHMENT 15



DIRECT LINE: (305) 377-6229
E-MAIL: gpenn@brzoninglaw.com
www.brzoninglaw.com



March 5, 2018

VIA ELECTRONIC MAIL AND HAND DELIVERY

Barbara Blake Boy
Director
Broward County Planning Council
15 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

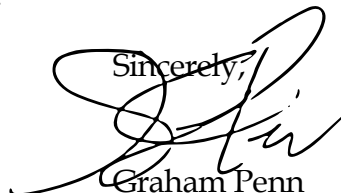
Re: PC File 18-5, AMP IV Hidden Harbour Land Use Plan Amendment.

Dear Ms. Blake Boy:

Our firm represents AMP IV Hidden Harbour, LLC (the "Applicant") in connection with the above-referenced application. I am writing to confirm an adjustment to the application in order to reduce its external impacts. I am also enclosing the City of Pompano Beach's written responses to the comments issued by the County's Environmental Protection and Growth Management Department regarding the availability of hurricane evacuation shelter capacity.

Development Limits. As you will note from the attached revised note for the proposed Pompano Beach Hidden Harbour Activity Center, the Applicant has agreed to add a total external PM peak hour trip limit of 1,377 trips to the previously proposed floor area and use limitations. The amended limits will be included in the Declaration of Restrictions proffered to the City as part of this process.

If you have any questions or concerns regarding this letter, please do not hesitate to phone my direct line at (305) 377-6229 or send me an email at gpenn@brzoninglaw.com.

Sincerely,

Graham Penn

Pompano Beach Hidden Harbour Activity Center

Acreage: Approximately 9.6 acres

General Location: Located on the east side of Federal Highway, between 14th and 16th Streets.

The Pompano Park Hidden Harbour Activity must be zoned in a mixed-use zoning district that limits the density and intensity of the land uses to the following:

Multi-Family Residential: 343 units

Commercial Development (including, but not limited to, boat sales, offices, showrooms, and related uses): 510,000 square feet

Marina Use (including boat storage, boat repair, and slips): 75,000 square feet and 15 wet slips

The development within the Pompano Park Hidden Harbour Activity may not, in aggregate, generate more than 1,377 PM peak hour external vehicle trips, to be determined by the following table:

Use	Rate/Formula
Residential (ITE LUC 220)	$0.55(\text{units}) + 17.65$
Retail, including marine retail (ITE LUC 820)	$0.76 \text{Ln} (1,000 \text{ sq. ft}) + 3.31$
Office (ITE LUC 720)	$1.12(1,000 \text{ sq. ft.}) + 78.45$
Marina (ITE LUC 420)	$0.19(\text{number of berths})$
Rates and Formula established by the Institute of Transportation Engineers Trip Generation Manual, 9 th Edition.	

March 2, 2018

Barbara Blake Boy
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

Re: Pompano Beach Proposed Hidden Harbour Land Use Plan Amendment Referenced as BCLUP amendment PC 18-5

Dear Ms. Blake Boy,

We have received the memorandum dated February 2, 2018 to you from the Director of Environmental Protection and Growth Management Department (EPGMD), Henry Sniezek, regarding the Hidden Harbour Land Use Plan Amendment (BCLUP amendment PC 18-5). As you are aware, Mr. Sniezek has concerns with this amendment's impact on the demand for providing adequate public shelter. Specifically the comments indicate that EPGMD is initiating a requirement that Cities provide some level of commitment toward addressing Hurricane evacuation-shelter needs for all amendments increasing populations within the high-hazard area.

On February 15, I had a meeting with Mr. Sniezek that included representatives from our Development Services Department and our Emergency Manager to discuss the issues that have arisen with this amendment. At the meeting, we discussed the City's year round and ongoing efforts in coordinating with the County for planning, training and disaster-exercise activities. Examples of recent activities include:

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- Active member of the Local Mitigation Working Group.
- Numerous annual emergency preparedness training sessions including Rapid Impact Assessment (RIA), Municipal Services Branch (MSB) training, WebEOC and many others.
- Acting as host for Broward County National Incident Management System (NIMS) training courses at the City's Emergency Operations Center (EOC).

Barbara Blake Boy, Broward County Planning Council

March 2, 2018

Page 2

Additionally, for the last two years, the City's Emergency Manager has held the role of Chair for the Southeast Regional Domestic Security Task Force's (SERDSTF) Emergency Management Functional Workgroup which is the group responsible for ensuring grant funding has been provided to Broward County for WebEOC, the software system used to manage the impact of disasters.

Most recently during Hurricane Irma's recovery phase, the City was instrumental in partnering with Broward County along with the State and FEMA to initiate the first Mobile Recovery Intake Center (MRIC) at one of the City's community centers to ensure the community's needs were being met. Supplies including food, water, a generator and fuel were also provided until the function was ultimately moved indoors due to the heat.

The City of Pompano Beach looks forward to continuing our work with Broward County to improve our common goals for public safety, and is fully committed to providing the level of commitment your Department and EPGMD are seeking.

Sincerely,


Greg Harrison
City Manager

Cc: Mayor Lamar Fisher
Bertha Henry, Broward County Administrator



DIRECT LINE: (305) 377-6229
E-MAIL: gpenn@brzoninglaw.com
www.brzoninglaw.com



March 6, 2018

VIA ELECTRONIC MAIL AND HAND DELIVERY

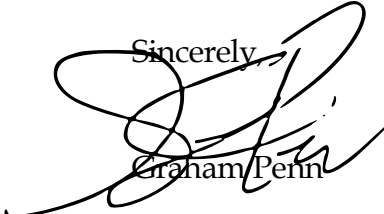
Barbara Blake Boy
Director
Broward County Planning Council
15 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

Re: PC File 18-5, AMP IV Hidden Harbour Land Use Plan Amendment.

Dear Ms. Blake Boy:

Our firm represents AMP IV Hidden Harbour, LLC (the "Applicant") in connection with the above-referenced application. I am writing in response to the comments issued by the County's Environmental Protection and Growth Management Department related to hurricane evacuation. Please consider this letter our confirmation that the Applicant will create a hurricane evacuation contingency plan in consultation with County staff at the time a detailed site plan is prepared for the property.

If you have any questions or concerns regarding this letter, please do not hesitate to phone my direct line at (305) 377-6229 or send me an email at gpenn@brzoninglaw.com.

Sincerely,

Graham Penn

ATTACHMENT 17




Environmental Protection and Growth Management Department
115 S. Andrews Avenue, Room 329 • Fort Lauderdale, Florida 33301 • 954-357-6612 • FAX 954-357-8655

DATE: March 9, 2018

TO: Barbara Blake Boy, Executive Director
Broward County Planning Council



FROM: Henry A. Sniezek, Director 
Environmental Protection and Growth Management Department

SUBJECT: Broward County Land Use Plan Amendment – Pompano Beach PC 18-5 – Hurricane
Evacuation Analysis

This memorandum supplements our previous comments dated February 2, 2018.

Hurricane Evacuation Analysis

County staff has received the letter addressed to you, dated March 2, 2018, from Mr. Greg Harrison, City Manager, City of Pompano Beach. Consistent with Mr. Harrison's comments, the City's active participation and leadership role in support of many countywide Emergency Management decision making bodies and exercises is outstanding, and very much appreciated.

The issue raised in our correspondence to you dated February 2, 2018, however, indicating that additional shelter capacity space and staff to accommodate the proposed amendment is not available, remains.

During the Hurricane Irma emergency response activation, approximately 14,000 persons were sheltered at 27 evacuation shelters. During the activation, the available resources of County staff, assigned School Board staff, and other partners such as the Red Cross and Humane Society (for pet friendly sheltering) were fully utilized. After the event, an analysis indicated that an overcapacity situation existed in most shelters.

It is noted that additional shelter capacity can be achieved within existing designated shelters if additional shelter staff became available. Such staff would be able to be stationed in additional portions of the storm-hardened shelter areas (e.g. classrooms, offices) to achieve "line of sight" coverage.

County staff is currently in discussion with the Broward County School Board staff, Red Cross, and Humane Society, and have also reached out to all municipal managers and County Charter agencies to

request evacuation shelter staffing assistance. The County's internal staffing capabilities are also being re-evaluated to seek additional resources.

In light of the current status, it is County staff's finding that evacuation sheltering capacity to accommodate new residential development within the identified evacuation areas is not available. Therefore, it is recommended that proposed BCLUP amendment PC 18-5 not be approved at this time.

It is recognized that a plan to address evacuation sheltering staff and capacity sufficient to accommodate the additional development contemplated by amendment PC 18-5 may be identified without participation of the subject applicant or municipality. However, as such a plan has not been identified to date, County staff welcomes discussion with the city of Pompano Beach and the applicant to identify a plan of action to address the proposed land use plan amendment. During our recent meeting with City staff, it was suggested that, consistent with the recent correspondence sent to all municipalities, the city of Pompano Beach may wish to consider a commitment to staff an evacuation shelter (e.g. Pompano Beach High – 4 shelter managers and 15 shelter support staff). Such a commitment would have no dollar cost to the City, as any expenses associated with compensating staff for their time is reimbursable by FEMA at 75%, by the State at 12.5%, and by the County at 12.5%. With such a commitment, County and other staff that would have been assigned could be reassigned to another shelter, and thereby create additional capacity.

Thank you for the opportunity to submit supplemental comments. If you have any questions, please feel free to contact me at your convenience, at 954-357-6670, or hsniezek@broward.org.

cc: Greg Harrison, City Manager, City of Pompano Beach
George Platt, Esq.
Jo Sesodia, Director, AICP, Planning and Development Management Division
Lori Vunkannon, Assistant Director, Emergency Management Division
Sara Forelle, AICP, Planning Section Supervisor, Planning and Development Management Division

ATTACHMENT 18

Justen and Melissa
Shiff

2725 NE 23rd Ct. Pompano Beach, FL 33062
954-532-5446
jds@shiff.com

March 19, 2018

Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301



Distinguished Members of the Board:

I am a resident of the great City of Pompano Beach. I am writing in support of the proposal from AMP IV Hidden Harbour LLC to re-designate the Aquamarine Hidden Harbour Marina site. I live in proximity to the site and believe the proposed mixed-use designation is appropriate for the area and will further add to the City's inviting and livable environment.

The Federal Highway corridor has undergone tremendous improvements over the past few years and I believe the addition of sensitive mixed-use developments along this corridor will allow the City Commission to continue this trend of improvement.

Nearly 10 years ago, my father and I built what was then the first mixed-use project in Fort Lauderdale, a retail and residential development on Las Olas Blvd. It was this type of development that helped further spur additional improvements in the area and I believe the Pompano Beach Federal Highway Corridor and the proposed site is a perfect area for such designation.

The re-designation of this property will ultimately have a positive impact on the community and I ask for your support of this important proposal.

Sincerely,



Justen Shiff



March 21, 2018

Barbara Blake Boy
Executive Director
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301



Dear Ms. Boy,

As President of 14th Street Townhomes for over 17 years, a pioneer of water conservation & re-use expansion efforts, I write to you today to express my full backing of the proposal from AMP IV Hidden Harbour LLC to update the Land Use designations of the Aquamarina Hidden Harbour site. I am certain that these changes will ensure the continued growth and stable development of our neighborhood.

The proposed changes for this property will make it possible to develop a new mixed-use project on this site. This is consistent with the City of Pompano Beach Federal Highway corridor study and a better use of property along the Federal corridor, which is critical to the economic viability and image of our city. For over 20 years our district has patiently awaited this endeavor and economic transition opportunity.

I fully support the proposed Land Use designation for this property and believe it makes better use of our community's land assets. It is just this very type of targeted and future-oriented growth that we should be bringing to the City of Pompano Beach, and I urge you to support this proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "Nick Damasceno". The signature is written in a cursive style and is followed by a long, horizontal flourish line that extends across the page.

Nick Damasceno
President
14th Street Townhomes Association, Inc.

To: Broward County Planning Council

Att: Dawn Teetsel, Planner



From: Emily Del Vecchio

2677 NE 15th Street, Pompano Beach, Fl. 33062

Re: Concerns regarding Plan Amendment PC 18-5

Hidden Harbor Proposal

Thank you for the opportunity to voice my concerns regarding this proposed amendment and the Hidden Harbor Proposed project. My concerns:

1. Probable increase in local traffic. With 343 dwelling units proposed, I anticipate an increase of approximately 700 vehicles. It seems that would be a significant increase in traffic on NE 14th Street, NE 23rd Ave, NE 16th Street as well as on Federal Hwy (Rt 1), when these roadways are already heavily traveled.
2. Parking! In looking at the space involved with this project, I am concerned about parking for that number of vehicles. None of the local roads within the bounds of this proposed project can support on-street parking, so the parking would all need to be included in the areas proposed for development. That is a lot of vehicles to accommodate, and that is just the residents. What about parking for their guests? Note: I have noticed that in some smaller developments in the area, there really is no parking for anyone but homeowners & their parking barely seems adequate – in some cases it is almost impossible to park anything except small vehicles in the provided parking areas. This provision for parking seems like short-sighted planning from my view & more accommodating to adding extra units (\$\$) then in providing a comfortable space for homeowners.
3. Proposed height of the buildings. This is a concern for several reasons: a) the Municipal Airport is directly across Federal Highway from the proposed project and a very tall building could be subject to problems with planes taking off and landing, planes with problems once they leave the ground, planes flying in bad weather conditions, etc. b) Tornadoes! A tall building would be a bigger problem in the event of a tornado & the developer needs to be aware of that possibility!! (We have had tornadoes in this exact area in the past several years! C) A tall building would destroy the western canal view-scape for homeowners in Sun Harbor. While this may seem trivial to the developer, for homeowners who paid more for their property along the canal & who have a lovely view of the sunset every day, it is a serious negative impact on their quality of life.
4. Is there adequate provision for shelter for those dwelling in the proposed residential units in the event of a hurricane, tornado or other disasters where residents would need to evacuate their dwellings? We have had several tornadoes that impacted this exact area as well as hurricanes and we recently had a high-rise fire in this area that displaced almost 100 people.
5. I'm concerned about NE 23rd Ave being closed to traffic. It is within the bounds of the proposed development and I am concerned that it may be closed during the construction and would it possibly be closed to traffic permanently?

6. Noise during construction? Will the noise during construction be within specific hours? Is there a way to limit the amount of noise for the sake of those who already live in the area?
7. The following concerns are for the actual dwelling units: How many bedrooms? To whom will these dwellings be marketed? What will the approximate cost of each dwelling be or the range of costs? Will dwellings include "affordable housing" units & how many?
8. Environmental Impact Statement: has one been completed and/or will one be done for this proposed project? I am concerned about the canal and any construction impacting the canal negatively.

Thank you for allowing me to address my concerns.

Sincerely,
Emily Del Vecchio
2677 NE 15th Street
Pompano Beach, Fl 33062
609-306-8071 (cell #)

ATTACHMENT 19



CITY MANAGER'S OFFICE

Greg Harrison, City Manager

E. greg.harrison@copbfl.com | P. 954 786 4601 | F. 954 786 4504

March 21, 2018



Barbara Blake Boy
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

Re: Pompano Beach Proposed Hidden Harbour Land Use Plan Amendment Referenced as BCLUP amendment PC 18-5

Dear Ms. Blake Boy,

We are in receipt of the letter from Henry Sniezek, Director of Environmental Protection and Growth Management Department, requesting assistance with emergency evacuation shelters. In my last communication to you dated February 22, I clarified how the City of Pompano Beach has been extremely cooperative in working with the county to prepare for emergency management. We understand the issues that the County and the Broward County School Board are facing with regard to meeting the statutory requirement for emergency management. Therefore to continue our mutual cooperation to improve public safety, the City of Pompano Beach will work with the County, as well as with our municipal partners to recruit public volunteers to build a temporary-evacuation shelter workforce.

I am certain that this issue can be resolved to improve our common goals for public safety, and this City is fully committed to providing the level of commitment your Department is seeking.

Sincerely,

Gregory P. Harrison
City Manager



ATTACHMENT 20

CITY MANAGER'S OFFICE

Greg Harrison, City Manager

E: greg.harrison@copbfl.com | P: 954.786.4601 | F: 954.786.4504

March 28, 2018



Barbara Blake Boy
Broward County Planning Council
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301

Re: Pompano Beach Proposed Hidden Harbour Land Use Plan Amendment Referenced as BCLUP amendment PC 18-5

Dear Ms. Blake Boy,

We are in receipt of the email from Henry Sniezek, Director of Environmental Protection and Growth Management Department, requesting assistance with emergency evacuation shelters. Based on the discussion at the March 22nd Broward County Planning Council Meeting, the previous commitments and efforts outlined by the City did not adequately address the County's concern regarding evacuation shelter staff. We understand the issues that the County and the Broward County School Board are facing with regard to meeting the statutory requirement for emergency management. Therefore, in an effort to comply with the County requirements, the City of Pompano Beach will work with the County to provide the support staff needed to assist at the evacuation shelters when a storm evacuation is ordered.

In the event a Broward County "Zone B" storm evacuation is ordered, the City of Pompano Beach commits to provide City employees for service, meeting the appropriate eligibility and training requirements, consisting of four (4) evacuation shelter manager, and fifteen (15) evacuation shelter support staff. Evacuation shelter staff provided via the City of Pompano Beach are to be assigned and deployed to evacuation shelters in the City of Pompano Beach, unless, due to the scale of the evacuation emergency and/or the unavailability of evacuation shelter facilities, such would reasonably pose an imminent threat to the safety of those in the general public seeking shelter.

The City will make all reasonable efforts to provide these nineteen (19) City Staff members with the proper training for the upcoming storm season, May 2018.

Sincerely,

Handwritten signature of Greg Harrison

Gregory P. Harrison
City Manager

ATTACHMENT 21

From: [Snizek, Henry](#)
To: [Teetsel, Dawn](#)
Cc: [Blake Boy, Barbara](#); [Von Stetina, Deanne](#); kimberly.spill-cristiano@copbfl.com; "George I. Platt"; [Vunkannon, Lori](#)
Subject: Re: Hidden Harbour (PC 18-5) - Hurricane Evacuation
Date: Thursday, April 05, 2018 9:10:00 PM

Good evening,, Dawn. Thank you for the correspondence from the city of Pompano Beach dated March 28, 2018. The City Manager's commitment to offer City staff assistance to provide evacuation shelter managers and support staff is very much appreciated. In light of the city's commitment, County staff feels the potential emergency evacuation shelter impacts resulting from proposed land use plan amendment PC 18-5 will be addressed. At this time, County staff removes its concern regarding consistency with Broward County Land Use Plan Policy 2.12.8.

Thank you for your attention to this matter. Please feel free to contact me at your convenience if you have any questions.

Henry Snizek, Director
Broward County Environmental Protection and Growth Management Department

From: Teetsel, Dawn
Sent: Thursday, April 5, 2018 10:34:38 AM
To: Snizek, Henry
Cc: Blake Boy, Barbara; Von Stetina, Deanne
Subject: Hidden Harbour (PC 18-5) - Hurricane Evacuation

Hi Henry,

Attached is correspondence from the City of Pompano Beach regarding staffing of hurricane evacuation shelters. Please provide comments at your earliest convenience.

Thanks so much,
Dawn

Dawn B. Teetsel, Senior Planner
115 South Andrews Avenue, Room 307
Fort Lauderdale, Florida 33301
954.357.7571 (direct) www.Broward.org/PlanningCouncil