

Broward County

Copans Transit Operations Facility

Project Narrative

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Arcadis Project Number 136677

AAC

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Copans Transit Operations Facility
Major Site Plan & Building Design
Major Site Plan Review - Project Narrative



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MAJOR SITE PLAN & BUILDING DESIGN APPLICATION

Location: 3201 W. Copans Road, Pompano Beach, FL 33069
Parcel ID: 484228070040 (Main), 484221000201 (NW), 484221000221 (E)
Total Site Area: 26.979 acres
Zoning: No change is proposed.
 Current: I-1 (General Industrial)
 Proposed: I-1 (General Industrial)
Land Use Designation: No change is proposed.
 Current: I (Industrial)
 Proposed: I (Industrial)

Background:

The planned redevelopment of the Broward County Transit (BCT) Copans Road Transit Operations Facility will accommodate a fully battery-electric bus (BEB) fleet on-site. Development of the new facility will be undertaken in phases planned for commissioning between 2027 and 2035. The number of BEBs on-site is anticipated to increase corresponding to these phases, with implications on the projected power loads for vehicle charging and required charging equipment quantities. The nature of the new bus fleet will require significant upgrades to the facilities and infrastructure of the site so it can adapt to the new Operations and Maintenance needs of BCT.

Existing Use:

The existing Copans Transit Operations Facility consists of approximately 27 acres, including 25.5 acres for the existing facility and 1.5 undeveloped acres and is zoned County Owned Land – Improved. The Broward County Transportation Department began operating at this property in 1988. The property is now in need of updates to the buildings and grounds based on an increase in personnel and buses. The security and energy efficiency of the property are also proposed to be updated for continued operations at this facility.

Use Classifications:

The proposal to update Copans Transit Operations Facility has two principal uses: Government maintenance, and Professional Office. The site is located in the Industrial I-1 where these two uses are permitted as principal uses.

The Appendix A (Consolidated Use Table) describes how the proposed uses are permitted. Under the City of Pompano Beach Code (155.4101 Principal Use Classification System), there are three levels of uses: Use classifications, Use categories, and Use Types. The first level, Use classification (or general classification), for both principal uses is Industrial Districts - I1. Then, the second and third level for grouping uses can be seen in the table below, which is an extract of Appendix A applied to the project:

PROPOSED USES	<u>GOVERNMENT MAINTENANCE</u>	<u>OFFICE</u>
Use Category (major sub-group)	Government uses	Office uses
Use Type (specific)	Government maintenance, storage, or distribution facility (Permitted Principal Use)	<u>Professional Office</u> (Permitted Principal Use)

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Surrounding Property Information:

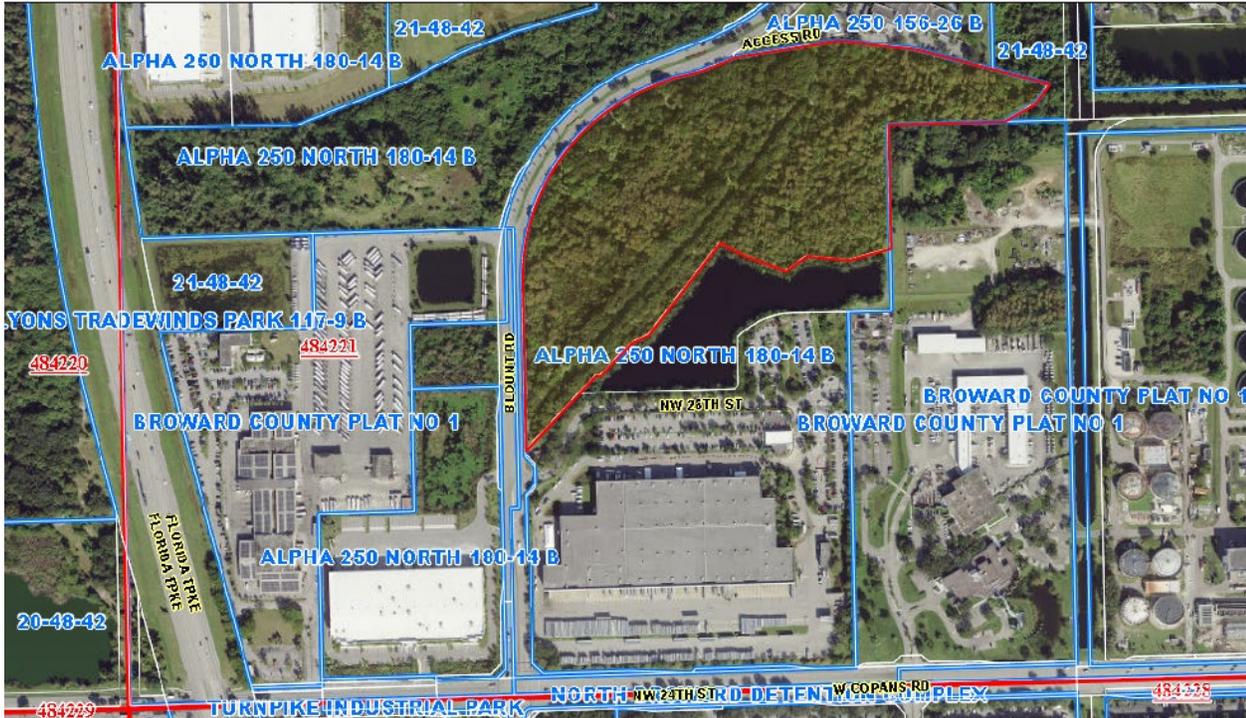
North: Undeveloped property owned by Broward County, zoned I-1/PCI

East: Blount Road right-of-way and an industrial project (Marble of the World), zoned I-1

South: Copans Road right-of-way

West: Florida's Turnpike (Toll Road) right-of-way





Proposed Use:

The proposed project shall include the following: demolition of the existing Bus Maintenance Building and a new Maintenance Building shall be constructed to service and maintain the existing diesel bus fleet as well as the County’s planned electric bus fleet expansion. The new facility will provide improved ventilation and exhaust systems at the maintenance bay areas, safety, and security upgrades throughout and the additional square footage necessary to accommodate the scheduled maintenance for the fleet.

The existing buildings: Fuel (Building 2), Wash (Building 3) and Operations (Building 4) shall be renovated (as required) to address the agency’s latest operational needs and standards. The existing Maintenance facility will be removed and replaced with the proposed Maintenance Building (Building 1).

The existing stormwater retention/management area (*located to the Northwest of site- SW1*) will be upgraded to provide both dry and wet retention. Additionally, the existing management pond (*located to the Northeast of site*) shall be decommissioned and leveled for future construction. The replacement stormwater retention/management area will be relocated and constructed to the southern end of the property (*SW2*).



Proposed Site Plan

Buildings
Storm Water Retention Areas (SW)

Proposed buildings:

On the site there are three existing buildings that will remain: Buildings 2 (Existing Fuel Building), 3 (Existing Vehicle Wash Building), and 4 (Existing Administration Building). The proposed buildings are Buildings 1 and 5 as follows:

Building 1: Maintenance and Operations Building, which will provide bus maintenance, repairs, charging and materials management, as well as the revenue collection (Vault) and a new pass-through wash area.

Building 4: This is an existing Administration building that is to be renovated and updated.

Building 5: This is a future building which will address the additional needs of the facility.

Proposed site improvements:

Extensive site work and regrading; site perimeter fencing; site access improvements; complete site and interior building security enhancements consistent with Crime Prevention Through Environment Design (CPTED) Guidelines (including incorporation of CCTV technology); pavement markings and surface parking upgrades (bus, visitors and employee); site lighting improvements; landscaping enhancements; storm water drainage improvements; site circulation improvements (pedestrian and vehicular); required utility upgrades; lightning protection advancement; irrigation and incorporation of rainwater collection system, including above or below grade collection tanks (as applicable); incorporation of photo-voltaic panels; electrical improvements, and any other improvement that is needed.

The new site layout creates an efficient circulation loop, for both the bus fleet (that minimizes right hand turns,) deliveries and for privately-owned-vehicles (staff and visitors). The primary bus entrance off Blount Road and the facility's main public entrance off West Copans Road remains the same. The security checkpoint at Blount entrances will be enhanced and the security checkpoint at Blount Rd. will be relocated to the east to

accommodate the preferred stacking and sequencing. From the W. Copans Rd. entrance, personally owned vehicles (POV's) and Facilities Maintenance vehicles would enter and circulate along the west property boundary to access both the existing on-grade parking areas and structures to remain after construction has been completed. Delivery vehicles destined for the proposed Fleet Maintenance Building and Materials Management can enter and exit the site via Blount Rd. The bus fleet and POV's will not share circulation paths.

Additional site improvements are described as follows:

- Site security perimeter controls (concrete walls, chain link, coyote rollers)
- Site and interior building security enhancements consistent with Crime Prevention through Environment Design (CPTED) Guidelines
- Site lighting
- Landscaping enhancements
- Stormwater drainage
- Site circulation
- Utility upgrades
- Reclaimed water irrigation supply
- Photo-voltaic system for energy supply
- FPL undergrounding along Copans frontage
- Superior architectural design
- Innovative fire protection
- Sustainability and resilience

Compliance with the Zoning Criteria:

155.3402. GENERAL INDUSTRIAL (I-1)

Purpose:

The General Industrial (I-1) zoning district is established and intended to accommodate a wide range of light and moderate manufacturing, assembly, fabrication, processing, distribution, warehousing, research and development, and other industrial uses—but not heavy or hazardous manufacturing processes. The district may also include some uses that are ancillary to industrial development (e.g., freight terminal and business support services) or provide convenience services to industrial employees (e.g., child-care facilities, gasoline filling stations, banks), as well as some uses that may be inappropriate in residential or commercial districts (e.g., animal shelter, kennel, sport shooting range).

Principal Use Type Proposed:

Type G.1: Industrial Uses: repair or servicing of industrial, business or consumer machinery equipment.

Type G-1: Institutional Uses: building(s) containing offices of a governmental agency.

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The referenced classifications are identified on the following exhibit:



<table border="1"> <thead> <tr> <th>SLICE NO.</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	SLICE NO.	DESCRIPTION	DATE					PROJECT NAME COPANS TRANSIT OPERATIONS FACILITY EXHIBIT NAME SITE LANDUSE EXHIBIT	PROJECT NO. 130677 GROUP NO. CMP	SHEET NO. SLU1 <small>This drawing has been prepared solely for the purposes and use specified in the contract. It is not to be used for any other purpose without the written consent of the engineer. The engineer is not responsible for any conditions and conditions of use not shown or specified on this drawing. The engineer is not responsible for any conditions and conditions of use not shown or specified on this drawing. The engineer is not responsible for any conditions and conditions of use not shown or specified on this drawing.</small>
SLICE NO.	DESCRIPTION	DATE								

Compliance with General Purposes of Industrial Base Zoning Districts:

- A. Provide appropriately located lands for the full range of commercial uses needed by the city’s residents, businesses, and workers, consistent with the goals, objectives, and policies of the comprehensive plan and any functional plans and small area plans and small area plans adopted the city’s Community Redevelopment Areas (CRAs):

Response: The facility is intended to service and maintain the BCT Bus Fleet. Which ultimately enhances the community as a whole and provides much needed public transportation throughout Broward County.

- B. Strengthen the city’s economic base, and provide employment opportunities close to home for residents of the city and surrounding communities:

Response: This project will provide employment opportunities for the local residents and surrounding communities.

- C. Create suitable environments for various types of uses, and protect them from the adverse effects of incompatible uses:

Response: The principal uses of this project are compatible with the industrial and institutional uses.

- D. Minimize the impact of industrial development on residential and commercial uses; and

Response: This project is a redevelopment of an existing facility and there are no residential or commercial uses in the vicinity of the project. The closest residential project is located southwest of the Turnpike, and there is no impact to it because is separated by the highway infrastructure.

- E. Promote sustainable development in terms of energy efficiency and conservation, greenhouse gas reductions, food security, materials recycling, and similar sustainability goals.

Response: The primary function of this project is to provide for the service and maintenance of the County’s expanding electric bus fleet. A large roof mounted photovoltaic system is being added to increase the energy supply and offset the changing needs of the project. Moreover, it is promoting the use of public transportation that will help reduce greenhouse gases to the environment when replacing private vehicles, with internal combustion engines, on the road.

Sustainability:

Per Code Criteria, Part 8, Article 155.5802.a.3, all applications for approval of a Major Site Plan, for nonresidential and mixed-use development, shall achieve at least 12 points of Sustainable Development Options.

Sustainability Options achieved are provided as noted in the following table.

TABLE 155.5802: SUSTAINABLE DEVELOPMENT OPTIONS AND POINTS

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Green Design Feature	Feature Description	MAX POINTS	POINTS ACHIEVE
Efficient Cooling	All air conditioners are Energy Star qualified.	2	2
Efficient Water Heating	At least 75 percent of hot water onpremises is heated via tankless water heaters or solar water heaters.	2	2
Hurricane Resistant Structures	The principal building is constructed to meet increased wind loads.	150 mph load minimum	4
		200 mph load minimum	
Permeable Path or Trail Surfaces	Permeable or natural surfacing materials are used for all bike and pedestrian paths and trails.	1	1
Rain Gardens (Bioretention System)	The development includes rain gardens where each has an area of at least 100 square feet, is sized to hold stormwater runoff from between 5 and 10 percent of the impervious area draining to it, and consists of native plants planted in a sand/soil matrix soil bed with a mulch cover layer.	1 rain garden	
		2 rain gardens	
		3 rain gardens	
		4 or more rain gardens	4
Solar Panels	A portion of the energy used by the primary building is generated using solar panels located onsite.	15 percent minimum	
		30 percent minimum	8
		45 percent minimum	
Other	The development includes other green features that conserve energy, promote a healthy landscape, support public health and safety, or increase sustainability —points to be awarded at the discretion of the Development Services Director.	6	6
TOTAL		57	27

PROJECT IMPACTS:

1. Construction Sequence Phasing will begin with the water management areas on the west side of the property, followed by infrastructure and site grading.
2. FLOODPLAIN IMPACTS: According to the 1983 South Florida Water Management General Permit No. 06-00458-S (Application No. 09232-B), the control water table is 9.00 ft NGVD (7.5 ft NAVD), which was confirmed by Broward County Water Control Section. The drainage system will feature exfiltration trench and wet and dry retention to meet the water quality and water quantity requirements. The north/central and south portions of the project site are located in FEMA Flood Zone AH, with a Base Flood Elevation of 13 Feet NAVD and the central portion of the site is located in Zone X, which is where the new Maintenance Building is proposed, with a 0.2% Annual Chance Flood Hazard or areas of 1% annual chance flood with average depth less than one foot. The FEMA National Flood Hazard Map is included below, with the project site indicated.



3. IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS & COASTAL ZONES: The proposed project will not have any impacts on water quality, navigable waterway or coastal zones. Best Management Practices (BMPs) and erosion and sediment control (ESC) measures as outlined by EPA will be followed by the site construction and/or demolition contractor. Storm drain inlets will be inspected and protected during construction and demolition operations to make sure they remain functional during rain events. Treatment of stormwater and wastewater from bus washing facilities prior to leaving the property will be addressed by the civil engineer for the project.
4. IMPACTS ON ECOLOGICALLY SENSITIVE AREAS AND ENDANGERED SPECIES: There is a remnant cypress wetland on the project site and two (2) water retention areas. There is an offsite mitigation area bordering the site on the east property line, which consists of an open water pond with planted littoral shelves and an upland berm surrounding it. This mitigation area will not be impacted by the proposed improvements and will be protected by BMPs and ESC measures during construction activities. The two (2) water retention areas on site will remain. The cypress wetland will not be impacted with the development of a bus parking lot. None of these areas are considered to be ecologically sensitive or habitat for threatened or endangered species.

5. **IMPACTS ON SAFETY AND SECURITY:** There is a security guard currently posted at the entrance to the property. No one is permitted on to the property without proper clearance and a badge. This process will continue after the proposed improvements are complete. The property is secured by a perimeter fence along the entire property. This fence will remain or be replaced where needed during the construction process. There are cameras and security lighting currently on the buildings and throughout the property that will remain or be replaced as needed.
6. **IMPACTS CAUSED BY CONSTRUCTION:** The proposed project will not have any impacts on safety and security, disruptions of traffic and access to businesses or residential property. The project site is located in an industrial area surrounded by the Turnpike, a Broward County park, and other industrial warehouses and businesses. All work will be confined to the interior of the property. Perimeter fencing will remain in place during construction. Noise associated with construction and demolition will only occur during working hours and be no louder than Turnpike traffic noise. There will be no disruption in utilities on the site or in the surrounding area due to site improvements. Best Management Practices (BMPs) and erosion and sediment control (ESC) measures as outlined by EPA will be followed by the site construction and/or demolition contractor.

VARIANCES AND ADMINISTRATIVE ADJUSTMENTS

Due to program and site constraints, there are some non-conforming conditions, for which we will request approval of such deviations from the code through the following Variances and Administrative Adjustments. Please refer to the Variance Narrative for more detailed information.

Variance #1: Maximum building height: An increase of 26' is requested to 71'-0" total height, which includes the solar panel canopy height. We will dimension to all elements in the elevations from average grade. We will need a +21'-0" deviation from code for the height of the solar canopy. Curved canopy is maximum 32' tall (above roof). This variance is required to maintain the aesthetic of the building, support structure for solar array, and provide proper clearance for bus charging equipment. We are making efforts to reduce this height. This is a significant green renewable energy contribution to the community.

Variance #2: Due to security constraints requiring the proposed placement of the two entry guardhouses, the canopy encroachment into the north and east setback will require a variance request. Placement of the north guardhouse, located on the Blount Road entrance drive, a variance is requested, to allow canopy a 16' encroachment into the north 30' setback. It should be noted that Broward County owns the property to the north, which is undeveloped. Placement of the south guardhouse, which is a replacement of an existing building, the resulting 5' canopy encroachment into the 10' setback. In both cases, the guardhouse building does not encroach in either location.

The referenced Variance Requests, P&Z #24-1100008, were approved by the Zoning Board of Appeals, on September 18, 2024.

Administrative Adjustments:

There are no proposed Administrative Adjustments.