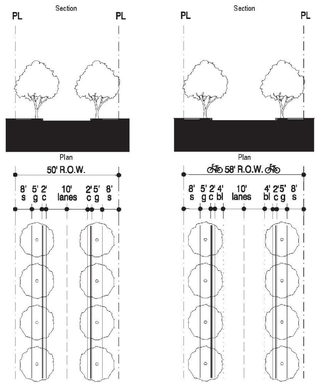
DOWNTOWN POMPANO BEACH OVERLAY DISTRICT: STREET DEVELOPMENT REGULATING DIAGRAMS

KEY

MS - 60 - 39
- Thoroughfare Type
- Right of Way Width
- Pavement Width

bl: bike lane
c: curb and gutter
p: parking
s: sidewalk
Max.: Maximum
Min.: Minimum
mph: miles per hour
O.C.: on center
R.O.W.: right - of - way

MINOR STREET - Two Lane - No Parking (EDGE)



Thoroughfare Type	Minor Street	Minor Street
Sub-District	Edge	Edge
Right-of-Way Width	50'	58'
Pavement Width	23'	31'
Movement	Slow	Slow
Vehicular Design Speed	35 mph	35 mph
Traffic Lanes	2	2
Parking Lanes	N/A	N/A
Bike Lanes	N/A	4' on each side
Walkway Type	5' concrete sidewalk	5' concrete sidewalk
Planter Type	5' continuous landscape strip	5' continuous landscape strip
Curb Type	Raised Curb	Raised Curb
Landscape Type	Street trees at 15' - 40' O.C.	Street trees at 15' - 40' O.C.
Median Note:	N/A Sharrows are permitted.	N/A

1 A-003 STREET DESIGN
SCALE: NTS

TABLE 155.3708.G.2.a: Minimum and Maximum Front and Street Side Setbacks

Sub-Area	Building Type	Minimum Setback (1)(2)	Maximum Setback (2)	Minimum % of front and street side build-to zones that must contain a principal building
Core	Tower, Liner, Courtyard Building, Flex	0 feet	20 feet	90%
	Townhouse	0 feet	10 feet	90%
Center	Tower, Liner, Courtyard Building, Flex	0 feet	20 feet	80%
Center	Townhouse, Zero-Lot Line with Alley (Courtyard or Sideyard House)	0 feet	10 feet	Townhouse = 80% Courtyard House with Alley = 70% Sideyard House with Alley = 60%
Edge	Courtyard Building, Flex, Townhouse	10 feet	20 feet	Courtyard Building = 70% Flex = 50% Townhouse = 70%
	Zero-Lot Line with Alley (Courtyard or Sideyard House)	0 feet	10 feet	Courtyard House with Alley = 70% Sideyard House with Alley = 60%
	Zero-Lot Line without Alley (Courtyard or Sideyard House)	0 feet	25 feet	Courtyard House without Alley = 70% (Except a minimum of 50% shall be required when providing a two-car garage along the front. The garage shall not count towards the building frontage requirement. The two-car garage shall not be on the same building line as the building and shall be setback a minimum of 25' from the property line.) Sideyard House without Alley = 60% (Except a minimum of 50% shall be required when providing a two-car garage along the front. The garage shall not count towards the building frontage requirement. The two-car garage shall not be on the same building line as the building and shall be setback a minimum of 25' from the property line.)
	Detached SF with or without an Alley	15	25	40%

2 A-003 FRONT AND STREET SIDE SETBACKS
SCALE: NTS

E. Building Height Regulating Plan and Modified Height Standards

1. Building Height Regulating Plan

All new and modifications to existing development shall comply with the standards found within the Building Height Regulating Plan. In addition, the following shall apply:

a. Areas intended for commercial uses on the ground floor of all non-residential and mixed-use buildings shall be a minimum of 12 feet in height; and

b. Buildings higher than 6 stories shall be developed according to the tower building type standards.

2. Height Bonus Options

In addition to the maximum building height shown in the Building Height Regulating Plan, properties within the DPOD may be eligible for a height bonus in accordance with Table 155.3708.E.1. In no case shall a property be permitted to utilize more than one height bonus.

Table 155.3708.E.1: Height Bonus Options

TABLE 155.3708.E.1: Height Bonus Options

Bonus Option	Sub-Area	Height Bonus	Requirement
#1	Core and Center	28 ft.	Properties whose front lot line or street side lot line is directly abutting or located across a street from the designated public open space.
#2	All	12 ft.	Buildings at the end of a street vista. The additional height / story shall occupy up to 15% of the floor area of the story immediately below.
#3	All	12 ft.	Properties located within the 1/4 mile radius (1,320 feet) of the BCT North East Transit Center, that provide public parking in accordance with the following: a. The minimum number of spaces required for off-street parking are provided using one or more of the Off-street Parking Alternatives; b. A minimum of 10% of the parking spaces are reserved for public parking. The 10% of parking spaces shall be calculated including the spaces required for the height bonus. c. A lease agreement with the City, at a rate established by the City, shall be recorded for a term not less than 50 years.
#4	All	12 ft.	All new non-residential, multi-family residential and mixed-use construction that provide public art using one or a combination of the following strategies: 1. A fee equal to 1 percent of the project's construction costs; 2. A piece of artwork valued at 1 percent of the project's construction costs. a. The artwork shall be accessible to the public and may be displayed in the building's common areas, public open spaces or areas along the street abutting the building . b. Public art proposed for public areas shall be required to receive approval from the City Commission .
#5	Core and Center	12 ft.	Development which achieves at least 28 points per Table 155.5802, Sustainable Development Options and Points.

3 A-003 BUILDING HEIGHT BONUS
SCALE: NTS

F. Density Regulating Plan and Modified Density Standards.

1. Density Regulating Plan

All new and existing development shall comply with the standards found within the Density Regulating Plan. The Density Regulating Plan separates the DPOD into twelve density areas. The density areas, along with their required minimum and maximum residential density are shown on the Density Regulating Plan and specified on the legend. Density Areas with an (OR) signifies the density area does not require residential units; rather residential density is optional. However if residential units are developed they shall comply with the minimum and maximum residential density per net acre requirements. In order to incentivize development around public transportation, Density Areas that fall within the Transit Core Area boundary shall be required to provide the minimum density as specified in the Density Regulating Plan, where residential is required, and shall not be subject to a maximum number of dwelling units per acre. The maximum density for residential development within the Transit Core Area boundary shall be limited by only the building envelope, which is prescribed by the maximum permitted building height, tower floorplate sizes and building length. The maximum density for residential development outside of the Transit Core Area boundary shall be limited by both the maximum permitted density as specified in the Density Regulating Plan, and the building envelope, which is prescribed by maximum permitted building height, tower floorplate sizes, and building length.

2. Density Bonus Options

In addition to the maximum densities found within the Density Regulating Plan, properties within the DPOD may be eligible for a density bonus in accordance with Table 155.3708.F.1. In no case shall a property be permitted to utilize more than one density bonus.

TABLE 155.3708.F.1: Density Bonus Options

Note: This table is best viewed in PDF, click HERE

TABLE 155.3708.F.1: Density Bonus Options

Bonus Option	Sub-Area	Density Bonus	Requirement
#1	Core and Center	20 units/acre	Properties whose front lot line or street side lot line is directly abutting or located across a street from the designated public open space.
#2	All	10 units/acre	Properties located within the 1/4 mile radius (1,320 feet) of the BCT North East Transit Center, that provide public parking in accordance with the following: a. The minimum number of spaces required for off-street parking are provided using one or more of the Off-street Parking Alternatives; b. A minimum of 10% of the parking spaces are reserved for public parking. The 10% of parking spaces shall be calculated including the spaces required for the density bonus. c. A lease agreement with the City, at a rate established by the City, shall be recorded for a term not less than 50 years.
#3	All	10 units/acre	All new non-residential, multi-family residential and mixed-use construction that provide public art using one or a combination of the following strategies: 1. A fee equal to 1 percent of the project's construction costs; 2. A piece of artwork valued at 1 percent of the project's construction costs. a. The artwork shall be accessible to the public and may be displayed in the building's common areas, public open spaces or areas along the street abutting the building . b. Public art proposed for public areas shall be required to receive approval from the City Commission .
#4	Core and Center	10 units/acre	Development which achieves at least 28 points per Table 155.5802, Sustainable Development Options and Points.

TABLE 155.3708.G.2.b: Minimum Setbacks for Specific Streets

4 A-003 BUILDING HEIGHT REGULATING PLAN
SCALE: NTS

TABLE 155.3708.G.2.b: Minimum Setbacks for Specific Streets

Street Frontage	Minimum Front/Street Side Setback
Dr. Martin Luther King (MLK) Jr. Blvd.	6 feet
Dixie Highway	6 feet
NW 6th Avenue	6 feet
NW 7th Ave. (Between Atlantic Blvd. & MLK Blvd.)	6 feet

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SEAL

TO THE BEST OF MY KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM BUILDING CODES AND THE APPLICABLE FIRE-SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY IN ACCORDANCE WITH THIS SECTION AND 633 FLORIDA STATUES.

STEPHANE L'ECUYER
AR 93637

STATE OF FLORIDA · STEPHANE L'ECUYER · AR93637 · REGISTERED ARCHITECT

Stephane L'Ecuyer
Digitally signed by Stephane L'Ecuyer
DN: c=US, st=Florida, l=Miami, o=IDEA Architect LLC, cn=IDEA Architect LLC, cn=0.9.2342.19200300.100.1.1=AR93637
Date: 2024.03.27 18:13:43-04'00'

#	Date	Description

Notes

DRC (DEVELOPMENT REVIEW COMMITTEE)
Not for construction

Professionals

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PATAGONIA
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Title
ZONING CODE ANALYSIS - REGULATION PLANS & BONUSES

Drawn	Field
Daniel Dussan	Architecture
Verified	Scale
Nicol Tremblay	= 1'-0
Approved	
Juan Idis	3-27-24
Project Manager	Plot no. Page
Jacob Yu	

DRC
PZ23-12000048
07/03/2024

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