911 E. Atlantic Blvd.

KEITH PROJECT NUMBER: 13376.01

TRAFFIC IMPACT STATEMENT

NOVEMBER 2023

KEITH
Engineering Inspired Design.

Florida Engineering Business License: CA7928
Florida Surveyor and Mapper Business License: LB6860
Florida Landscape Architecture Business License: LC26000457
301 E. Atlantic Boulevard, Pompano Beach, FL 33060
954-788-3400

DRC
PZ23-12000043
02/21/2024

911 E ATLANTIC BLVD.
POMPANO BEACH, FL 33060

TRAFFIC IMPACT STATEMENT

Prepared For:

Yuri Gurfel

Phone No.- 954-822-1865

Prepared By:

KEITH

301 East Atlantic Boulevard

Pompano Beach, Florida 33060

DRC

PZ23-12000043

02/21/2024

Engineer's Certification

I, Niles T. Warrick, PE, PE number 94320, certify that I currently hold an active Professional Engineer's License in the State of Florida, and I am competent through education or experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions and recommendations made herein are true and correct to the best of my knowledge and ability.

Project Description: Traffic Impact Statement – 911 E Atlantic Blvd. Project

This item has been digitally signed and sealed by **NILES T. WARRICK, P.E.** on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

NILES T. WARRICK
LICENSE
No. 94320
STATE OF FLORIDA
PROFESSIONAL ENGINEER

2024.01.16 16:38:55-05'00'

Niles T. Warrick, P.E.
Florida Registration P.E. No. 94320
Project Manager, KEITH

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02/21/2024

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1 PROJECT OVERVIEW

1.1 Introduction

KEITH was retained by *Yuri Gurfel* to complete a Traffic Impact Statement for the proposed Mixed-Use development of 5-Story Multifamily Residential with 8212 SF retail/commercial on the ground floor at 911 E Atlantic Blvd. in Pompano Beach, Florida. The Traffic Impact Statement was prepared based on the City of Pompano Beach Zoning Code, Chapter 155: Zoning Code. **Figure 1.1** shows the project location, and a conceptual site plan is included in **Appendix A**.

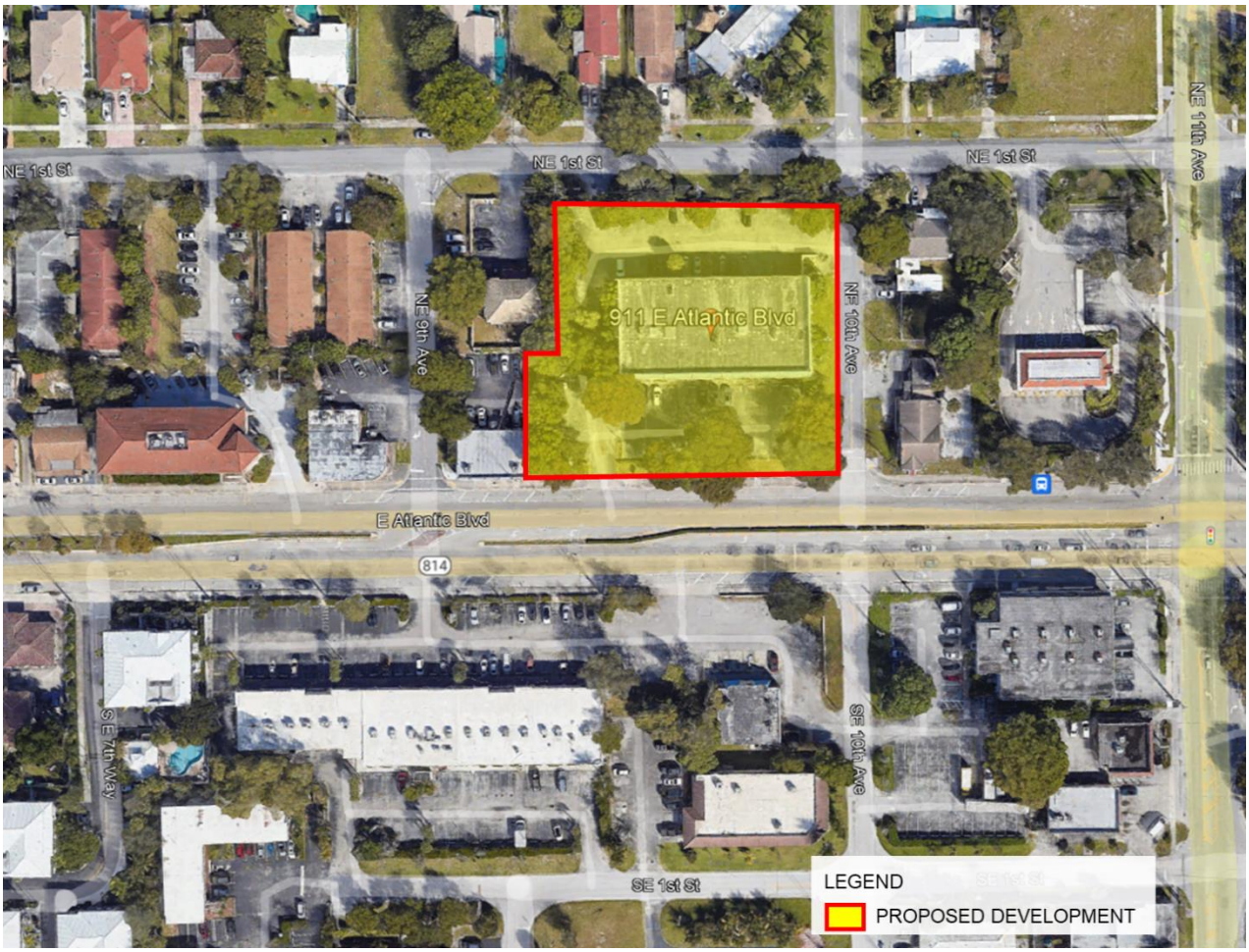

Figure 1.1: Project Location

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1.2 Existing Conditions

The existing site contains an Office building and a parking lot. The property consists of two parcels that include folio numbers 484236050960 and 484236050990 and the OWNER of the property is listed as JSA 911 POMPANO LLC. A copy of the existing property information for the parcels is included in **Appendix B.**

1.3 Existing Roadway Characteristics

E Atlantic Blvd.: This roadway facility is a four-lane, divided road and functionally classified as Principal Arterial. It runs in the East/West direction and is currently maintained by City of Pompano Beach. The current posted speed limit is 35 miles per hour.

NE 1st Street: This roadway facility is a two-lane, undivided local road. It runs in the North/South direction and is currently maintained by the City of Pompano Beach.

NE 9th Avenue: This roadway facility is a two-lane, undivided local road. It runs in the North/South direction and is currently maintained by the City of Pompano Beach.

NE 10th Avenue: This roadway facility is a two-lane, undivided local road. It runs in the East/West direction and is currently maintained by the City of Pompano Beach.

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2 PROPOSED DEVELOPMENT

2.1 Proposed Land Use

The proposed development comprises of a 5-Story Multifamily Residential with 78 units. It also consists of a commercial/retail space of 8212 SF. A copy of the conceptual site plan is included in **Appendix A**.

2.2 Trip Generation

Trip generation for the proposed development was calculated using trip generation rates and equations by the *Institute of Transportation Engineers* (ITE) *Trip Generation Manual*, 11th Edition. The existing land use is the General Office Building with land use code (LUC) 710. Based on the proposed land use, the Multifamily Residential (Mid-Rise) with (LUC) 221 and Strip Retail Plaza (<40k), with LUC 822, were applied to the proposed trip generation calculations.

- ***ITE Trip Generation Rates – LUC 710 General Office Building:***

Daily Trips: Ln(T) = 0.87Ln(X) + 3.05

AM Peak Hour: Ln(T) = 0.86Ln(X) + 1.16

PM Peak Hour: Ln(T) = 0.83Ln(X) + 1.29

- ***ITE Trip Generation Rates – LUC 222 Multifamily Housing (Mid-Rise):***

Daily Trips: T = 4.54(X)

AM Peak Hour: T = 0.37(X)

PM Peak Hour: T = 0.39(X) + 0.34

- ***ITE Trip Generation Rates – LUC 822 Strip Retail Plaza (<40k):***

Daily Trips: T = 42.20(X)+229.68

AM Peak Hour: Ln(T) = 0.66Ln(X) + 1.84

PM Peak Hour: Ln(T) = 0.71Ln(X) + 2.72

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A multimodal reduction of 2.6% was applied to account for the transit trips. The multimodal reduction was calculated using U.S. Census tract data. The data has been included in **Appendix D**.

The ITE internal capture tool was used to calculate the internal rate for the mixed use proposed development and get the net external trips. The tables are included in **Appendix E**.

The trip generation results are summarized in **Table 2.1** for the Daily, A.M. peak hour, and P.M. peak hour, and a copy of the ITE Trip Generation Sheets are included in **Appendix C**. The proposed development is expected to generate 555 Net New Daily Trips, 1 Net New AM Peak Hour Trips and 21 Net New PM Peak Hour trips.

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Table 2.1: Trip Generation

Daily Trip Generation

Land Use	ITE Code	Intensity		Trip Generation Rate	Directional		Baseline Trips			Multimodal Reduction		Gross Trips			Internal Capture		Net Trips		
		Quantity	Units		% Entering	% Exiting	Entry	Exit	Total	%	Total	Entry	Exit	Total	Entry	Exit	Entry	Exit	Total
Existing Development																			
General Office Building	710	25358	SF	Ln(T) = 0.87Ln(X) + 3.05	50%	50%	176	176	352	0%	0	176	176	352			176	176	352
Existing Daily Trips							176	176	352			176	176	352			176	176	352
Proposed Development																			
Multifamily Housing (Mid-Rise)	221	78	DU	T = 4.54 (X)	50%	50%	177	177	354	2.6%	10	172	172	344			172	172	344
Strip Retail Plaza (<40k)	822	8212	SF	T = 42.20 (X) + 229.68	50%	50%	288	288	576	2.6%	14	281	281	563			281	281	563
Proposed Daily Trips							465	465	930			453	453	907			453	453	907
Estimated Net New Daily Trips (Proposed - Exisiting)							289	289	578			277	277	555			**277**	**277**	**555**

A.M. Peak Hour Trip Generation

Land Use	ITE Code	Intensity		Trip Generation Rate	Directional		Baseline Trips			Multimodal Reduction		Gross Trips			Internal Capture		ExternalTrips		
		Quantity	Units		% Entering	% Exiting	Entry	Exit	Total	%	Total	Entry	Exit	Total	Entry	Exit	Entry	Exit	Total
Existing Development																			
General Office Building	710	25358	SF	Ln(T) = 0.86Ln(X) + 1.16	88%	12%	45	6	51	0%	0	45	6	51			45	6	51
Existing Daily Trips							45	6	51			45	6	51			45	6	51
Proposed Development																			
Multifamily Housing (Mid-Rise)	221	78	DU	T = 0.37 (X)	23%	77%	7	22	29	2.6%	1	7	21	28	0	0	7	21	28
Strip Retail Plaza (<40k)	822	8212	SF	T = 0.66 Ln (X) + 1.84	60%	40%	15	10	25	2.6%	1	14	10	24	0	0	14	10	24
Proposed Daily Trips							22	32	54			21	31	52			21	31	52
Estimated Net New AM Trips (Proposed - Exisiting)							-23	26	3			-24	25	1			**-24**	**25**	**1**

P.M. Peak Hour Trip Generation

Land Use	ITE Code	Intensity		Trip Generation Rate	Directional		Baseline Trips			Multimodal Reduction		Gross Trips			Internal Capture		ExternalTrips		
		Quantity	Units		% Entering	% Exiting	Entry	Exit	Total	%	Total	Entry	Exit	Total	Entry	Exit	Entry	Exit	Total
Existing Development																			
General Office Building	710	25358	SF	Ln(T) = 0.83Ln(X) + 1.29	17%	83%	9	44	53	0%	0	9	44	53			9	44	53
Existing Daily Trips							9	44	53			9	44	53			9	44	53
Proposed Development																			
Multifamily Housing (Mid-Rise)	221	78	DU	T = 0.39 (X) + 0.34	61%	39%	19	12	31	2.6%	1	18	12	30	8	3	10	9	19
Strip Retail Plaza (<40k)	822	8212	SF	T = 0.71 Ln (X) + 2.72	50%	50%	34	34	68	2.6%	2	33	33	66	3	8	30	25	55
Proposed Daily Trips							53	46	99			51	45	96			40	34	74
Estimated Net New PM Trips (Proposed - Exisiting)							44	2	46			42	1	43			**31**	**-10**	**21**

Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition

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3 CONCLUSION

A Traffic Impact Statement has been prepared to evaluate and estimate any traffic-related impacts of the proposed development based on the City of Pompano Beach Zoning Code. Chapter 155, Section 155.3709 East Overlay District (EOD) (**see Appendix F**) states that a Traffic study is not required if the proposed development is expected to generate less than 100 external trips during the AM and PM peak hours. Based on the trip generation analysis, the proposed development is expected to generate 555 Net New Daily Trips, 1 Net New AM Peak Hour Trips and 21 Net New PM Peak Hour trips, therefore a Traffic Impact Study is not required, and a Traffic statement has been prepared. The proposed development is not expected to adversely impact any surrounding roadways within the project area.

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APPENDIX A

Conceptual Site Plan

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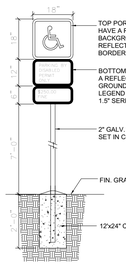
PARKING DETAILS



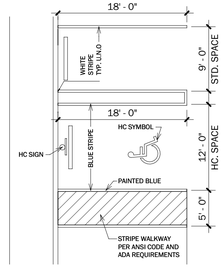
SYMBOLS, COLORS, AND LETTERING PER D.O.T. AND A.D.A. DOT #FTP-25

NOTE:

ALL H.C. STALLS SHALL MEET THE FLORIDA ACCESSIBILITY CODE FOR BLDG. ALL STRIPING, MARKING AND SIGNAGE SHALL CONFORM TO CITY'S STANDARD DWGS. AS NOTED ON THIS SHEET.

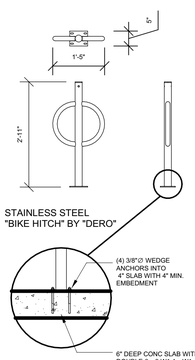
STRIPE WALKWAY & CROSSOVER MARKING ON DRIVEWAY TO COMPLY W/ ADA AND LOCAL CODES.

ADA PARKING SIGN DETAIL
3/8" = 1'-0"

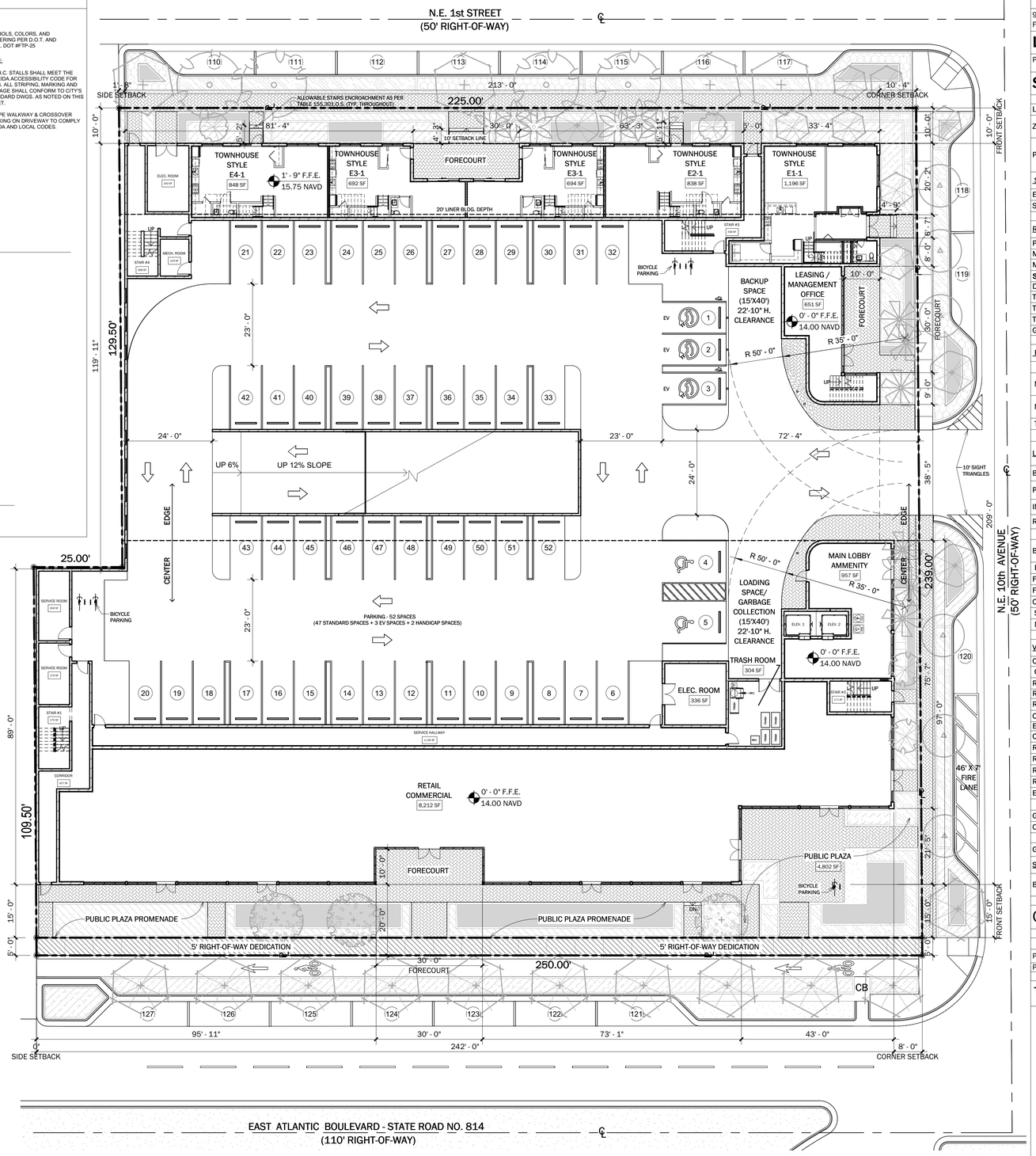


PARKING DETAIL
1" = 10'-0"

SITE DETAILS



2 A1.0 BIKE RACK DETAIL
1/2" = 1'-0"



1 A1.0 PROPOSED SITE PLAN
1/16" = 1'-0"

N

ADDRESS

911 E ATLANTIC BLVD , POMPANO BEACH, FL 33060
FOLIO NUMBER: 484236050960

LEGAL DESCRIPTION

PINE CREST FIRST ADD 7-34 B LOTS 1 THRU 8 INCL,LOTS 15 THRU 24 INCL LESS S 20FOR ST BLK 10

SITE DATA

LAND USE DESIGNATION	EAST TRANSIT ORIENTED CORRIDOR (ETOC)
ZONING DESIGNATION	TRANSIT ORIENTED (TO) WITHIN EAST OVERLAY DISTRICT (EOD)
PROPOSED PROJECT DESCRIPTION	MIXED-USE WITH RESIDENTIAL COMPONENT, OVER COMMERCIAL USE AT GROUND FLOOR AND INTEGRATED PARKING GARAGE.

SITE AREA	AREA	ACREAGE
EXISTING SITE AREA	56,513 S.F.	1.297 ACRES
SITE AREA POST 5'-0" RIGHT OF WAY DEDICATION	55,263 S.F.	1.269 ACRES

RESIDENTIAL DENSITY BREAKDOWN	AREA	UNITS PROVIDED	UNITS ALLOWABLE
PARCEL #1			
MM (0-60) - MIXED-USE MAIN STREET / CENTER SUB-AREA	27,813 S.F. (0.638)	-	38.28 UNITS
MM (0-24) - MIXED-USE MAIN STREET / EDGE SUB-AREA	27,450 S.F. (0.630)	-	15.12 UNITS
SUBTOTAL			55.14 UNITS
DENSITY BONUS OPTION #1 & #2 - "CENTER" PORTIONS AT (40) UNITS PER ACRE	27,813 S.F. (0.638)	-	25.52 UNITS
TOTAL APARTMENTS UNITS (CENTER SUB-AREA)		63 UNITS	
TOTAL APARTMENTS UNITS (EDGE SUB-AREA)		10 UNITS	
TOTAL TOWNHOUSE STYLE UNITS (EDGE SUB-AREA)		5 UNITS	
GRAND TOTAL		78 UNITS	78.92 UNITS

RETAIL / AMENITIES BREAKDOWN	AREA PROVIDED	AREA REQUIRED
MM (0-60) - MIXED-USE MAIN STREET / CENTER SUB-AREA	12,551 S.F. (RETAIL + AMENITIES)	-
MM (0-24) - MIXED-USE MAIN STREET / EDGE SUB-AREA	16,973 S.F. (AMENETIES)	-
TOTAL RETAIL + AMENETIES	29, 524 S.F.	-

LOT COVERAGE	% COVERAGE (PROVIDED)	% COVERAGE (REQUIRED)
BUILDING LOT COVERAGE	46,209 S.F.(83.62%)	49,737 S.F.(90% MAX)
PERVIOUS AREA	5,512 S.F. (9.97%)	5,526 S.F.(10% MIN)
IMPERVIOUS AREA	2,904 S.F. (6.41%)	--
RIGHT OF WAY AREA	1,250 S.F.	--

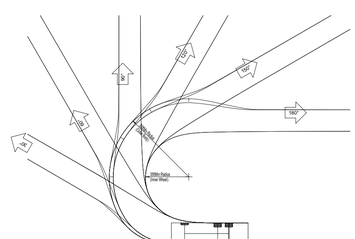
BUILDING HEIGHTS AND SETBACKS	CENTER		EDGE	
	PROVIDED	REQUIRED	PROVIDED	REQUIRED
BUILDING HEIGHT	53'-6"	55'-0" MAX	33'-6"	35'-0" MAX
FRONT SETBACK (SOUTH - E ATLANTIC BLVD)	15'-0"	0'-0" MIN - 20'-0" MAX	N/A	N/A
FRONT SETBACK (NORTH - NE 1ST ST)	N/A	N/A	10'-0"	10'-0" MIN - 30'-0" MAX
CORNER SETBACK (EAST - NE 10TH AVE)	8-0"	0'-0" MIN - 20'-0" MAX	10'-4"	10'-0" MIN - 30'-0" MAX
SIDE SETBACK (WEST)	0'-0"	0'-0" MIN - 20'-0" MAX	1'-8"	0'-0" MIN.
NUMBER OF STORIES	5 STORIES	5 STORIES	3 STORIES	3 STORIES

VEHICULAR PARKING DATA	PROVIDED	REQUIRED
CENTER		
COMMERCIAL/RETAIL - 8,212 S.F. AT 1 SPACE PER 300 S.F.	-	27.37 SPACES
RESIDENTIAL (APARTMENTS) - (20) STUDIO UNITS AT 1.0 SPACES PER UNIT	-	20.00 SPACES
RESIDENTIAL (APARTMENTS) - (33) 1-BEDROOM UNITS AT 1.0 SPACES PER UNIT	-	33.00 SPACES
RESIDENTIAL (APARTMENTS) - (10) 2-BEDROOM UNITS AT 1.0 SPACES PER UNIT	-	10.00 SPACES
CENTER TOTAL PARKING	-	90.37 SPACES
EDGE		
COMMERCIAL/RETAIL - 895 S.F. AT 1 SPACE PER 300 S.F.		2.98 SPACES
RESIDENTIAL (TOWNHOUSE STYLE) - (5) UNITS AT 1.0 SPACES PER UNIT	-	5.00 SPACES
RESIDENTIAL (APARTMENTS) - (5) 1-BEDROOM UNITS AT 1.5 SPACES PER UNIT	-	7.50 SPACES
RESIDENTIAL (APARTMENTS) - (4) 2-BEDROOM UNITS AT 1.5 SPACES PER UNIT	-	6.00 SPACES
RESIDENTIAL (APARTMENTS) - (1) 3-BEDROOM UNITS AT 2.0 SPACES PER UNIT	-	2.00 SPACES
EDGE TOTAL PARKING	-	23.48 SPACES
GARAGE PARKING	109 SPACES	-
ON -STREET PARALEL PARKING	18 SPACES	-
GRAND TOTAL PARKING	127 SPACES	113.85 SPACES (113)
SUPLEMENTAL PARKING DATA	PROVIDED	REQUIRED
BICYCLE RACK PARKING	20 SPACES (10 RACKS)	20 SPACES (MAX PER 155.5102.I.1)

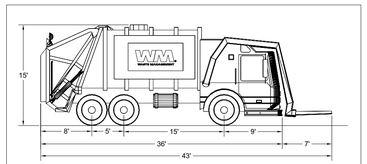
OPEN SPACE REQUIREMENTS

	PROVIDED	REQUIRED
PUBLIC OPEN SPACE (OVERALL SITE)	7,198.5 SF	-
PRIVATE OPEN SPACE (OVERALL SITE) 10% (MIN.)	18,902 SF (34.2%)	10% MIN. (5,526.3 SF)

TRASH VEHICLE DETAILS



Notes:
Turn(s) based upon a design speed of 5.00mph
Vehicle Tracking V23.00.2518(20220215) (c) Autodesk, Inc. www.Autodesk.com



Front Load Refuse truck

Overall Length	36ft
Overall Width	8ft (10ft with mirrors)
Overall Body Height	10.546ft
Min Body Ground Clearance	1.376ft
Track Width	8ft
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	29.300ft

SEAL:

STEVEN L. COHEN AND ASSOCIATES, P.A.
LICENSE NO.: 06319

Steven L. Cohen and Associates, P.A.
Architects - Interior Designers
5296 TOWN CENTER ROAD, SUITE 202
BOCA RATON, FLORIDA 33486
P: (954) 971 - 1010
E: info@SLCARCHITECTS.com

PROJECT NAME:
911 EAST ATLANTIC
MIXED-USE PROJECT

PROJECT ADDRESS:
911 EAST ATLANTIC BLVD, POMPANO BEACH, FL 33060

DRAWING NAME:
PROPOSED SITE PLAN

ALL IDEAS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED BY AND THE SUBMITTED TO THE OFFICE FOR APPROVAL BEFORE PROCEEDING WITH FABRICATION ON ITEMS SO NOTED. WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS DESIGNS ARRANGEMENTS AND PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE PROPERTY OF THIS OFFICE AND WERE CREATED, EVOLVED, AND DEVELOPED FOR USE ON AND IN CONNECTION PRECEDENCE OVER SCALE DIMENSIONS. DO NOT SCALE DRAWINGS. ALL DIMENSIONS AND CONDITIONS MUST BE CHECKED ON THE JOB AND ANY DISCREPANCIES MUST BE NOTIFIED OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. SHOP DETAILS OF ARCQUIRT SHALL MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL BEFORE PROCEEDING WITH FABRICATION ON ITEMS SO NOTED.

Principal:	SLC
Project Manager:	SDY
Drawn by:	JQ/VB

REVISIONS

No	DATE:	DESCRIPTION:

Project No: 12622

Issue Date: 10/11/2023

Drawing No: A1.0

CONSTRUCTION DOCUMENTS - BID/PROGRESS SET

DRC
PZ23-2000043
02/2/2024

C:\Users\CAD-8\Documents\12622-911 EAST ATLANTIC-JHIGAN.rvt
10/11/2023 9:38:13 AM

APPENDIX B

Existing Property Information

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02/21/2024

MARTY KIAR BROWARD COUNTY PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024
Property ID: 484236050960
Property Owner(s):JSA 911 POMPANO LLC
Mailing Address:433 PLAZA REAL STE 275 BOCA RATON, FL 33432
Physical Address:911 E ATLANTIC BOULEVARD POMPANO BEACH, 33060

Property Use: 18-02 Office building, multi tenant - 2 or more stories
Millage Code: 1511
Adj. Bldg. S.F: 25358
Bldg Under Air S.F:
Effective Year: 1986
Year Built: 1985
Units/Beds/Baths: 0 / /

Deputy Appraiser: Alec Rosales
Appraisers Number: 954-357-6835
Email: commercialtrim@bcpa.net
Zoning : TO-EOD - TRANSIT ORIENTED
Abbr. Legal Des.: PINE CREST FIRST ADD 7-34 B LOTS 1 THRU 8 INCL,LOTS 15 THRU 24 INCL LESS S 20FOR ST BLK 10

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$898,370	$1,770,830	0	$2,669,200	$2,669,200	
2023	$898,370	$1,770,830	0	$2,669,200	$2,591,630	
2022	$898,370	$1,457,660	0	$2,356,030	$2,356,030	$57,557.57

EXEMPTIONS ND T XING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$2,669,200	$2,669,200	$2,669,200	$2,669,200
Portability	0	0	0	0
Assessed / SOH	$2,669,200	$2,669,200	$2,669,200	$2,669,200
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	$2,669,200	$2,669,200	$2,669,200	$2,669,200

S LES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
03/30/2023	Multi Special Warranty Deed Excluded Sale	$3,600,000	118767549
08/22/2011	Multi Special Warranty Deed Disqualified Sale	$1,175,000	48175 / 560
03/02/2011	Multi Certificate of Title Disqualified Sale	$5,100	47850 / 1255
11/02/2010	Multi Certificate of Title Non-Sale Title Change	$100	47539 / 1566
02/13/2008	Multi Warranty Deed Disqualified Sale	$4,000,000	45150 / 1812

L ND C LCULATIONS

Unit Price	Units	Type
$16.25	55,284 SqFt	Square Foot

RECENT S LES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
484236050450	09/21/2023	Personal Representatives Deed	Excluded Sale	$490,000	119121768	301 NE 10 AVE POMPANO BEACH, FL 33060
484236050060	09/06/2023	Warranty Deed	Qualified Sale	$465,000	119106812	913 NE 5 ST POMPANO BEACH, FL 33060
484236050790	07/20/2023	Warranty Deed	Qualified Sale	$490,000	119006726	118 NE 10 AVE POMPANO BEACH, FL 33060
484236050750	05/22/2023	Warranty Deed	Qualified Sale	$550,000	118883363	913 NE 1 ST POMPANO BEACH, FL 33060
484236050960	03/30/2023	Multi Special Warranty Deed	Excluded Sale	$3,600,000	118767549	911 E ATLANTIC BLVD POMPANO BEACH, FL 33060

SPECI L ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Pompano Beach Fire Rescue (15)								
Commercial (C)								
25,358								

SCHOOL

Pompano Beach Elementary: B
Pompano Beach Middle: C
Blanche Ely High: C

E ECTED OFFICI LS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	4	Lamar P. Fisher	23	Jared Moskowitz

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
100	Chip LaMarca	37	Jason W. B. Pizzo	Nora Rupert

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MARTY KIAR BROWARD COUNTY PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024
Property ID: 484236050990
Property Owner(s):JSA 911 POMPANO LLC
Mailing Address:433 PLAZA REAL STE 275 BOCA RATON, FL 33432
Physical Address:NE 1 STREET POMPANO BEACH, 33060

Property Use: 28-01 Parking lot
Millage Code: 1511
Adj. Bldg. S.F: 0
Bldg Under Air S.F:
Effective Year: 1998
Year Built: 1997
Units/Beds/Baths: 0 / /

Deputy Appraiser: Alec Rosales
Appraisers Number: 954-357-6835
Email: commercialtrim@bcpa.net
Zoning : TO-EOD - TRANSIT ORIENTED
Abbr. Legal Des.: PINE CREST FIRST ADD 7-34 B LOT 9 BLK 10

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$54,390	$3,870	0	$58,260	$58,260	
2023	$54,390	$3,870	0	$58,260	$49,740	
2022	$54,390	$3,870	0	$58,260	$45,220	$1,011.02

EXEMPTIONS ND T XING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$58,260	$58,260	$58,260	$58,260
Portability	0	0	0	0
Assessed / SOH	$58,260	$58,260	$58,260	$58,260
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	$58,260	$58,260	$58,260	$58,260

S LES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
03/30/2023	Multi Special Warranty Deed Excluded Sale	$3,600,000	118767549
08/22/2011	Multi Special Warranty Deed Disqualified Sale	$1,175,000	48175 / 560
03/02/2011	Multi Certificate of Title Disqualified Sale	$5,100	47850 / 1255
11/02/2010	Multi Certificate of Title Non-Sale Title Change	$100	47539 / 1566
02/13/2008	Multi Warranty Deed Disqualified Sale	$4,000,000	45150 / 1812

L ND C LCULATIONS

Unit Price	Units	Type
$16.25	3,347 SqFt	Square Foot

RECENT S LES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
484236050450	09/21/2023	Personal Representatives Deed	Excluded Sale	$490,000	119121768	301 NE 10 AVE POMPANO BEACH, FL 33060
484236050060	09/06/2023	Warranty Deed	Qualified Sale	$465,000	119106812	913 NE 5 ST POMPANO BEACH, FL 33060
484236050790	07/20/2023	Warranty Deed	Qualified Sale	$490,000	119006726	118 NE 10 AVE POMPANO BEACH, FL 33060
484236050750	05/22/2023	Warranty Deed	Qualified Sale	$550,000	118883363	913 NE 1 ST POMPANO BEACH, FL 33060
484236050960	03/30/2023	Multi Special Warranty Deed	Excluded Sale	$3,600,000	118767549	911 E ATLANTIC BLVD POMPANO BEACH, FL 33060

SPECI L ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Pompano Beach Fire Rescue (15)								
Vacant Lots (L)								
1								

SCHOOL

Pompano Beach Elementary: B
Pompano Beach Middle: C
Blanche Ely High: C

ELECTED OFFICI LS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	4	Lamar P. Fisher	23	Jared Moskowitz

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
100	Chip LaMarca	37	Jason W. B. Pizzo	Nora Rupert

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APPENDIX C

ITE Trip Generation Sheets

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02/21/2024

Land Use: 710
General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator

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The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

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General Office Building
(710)

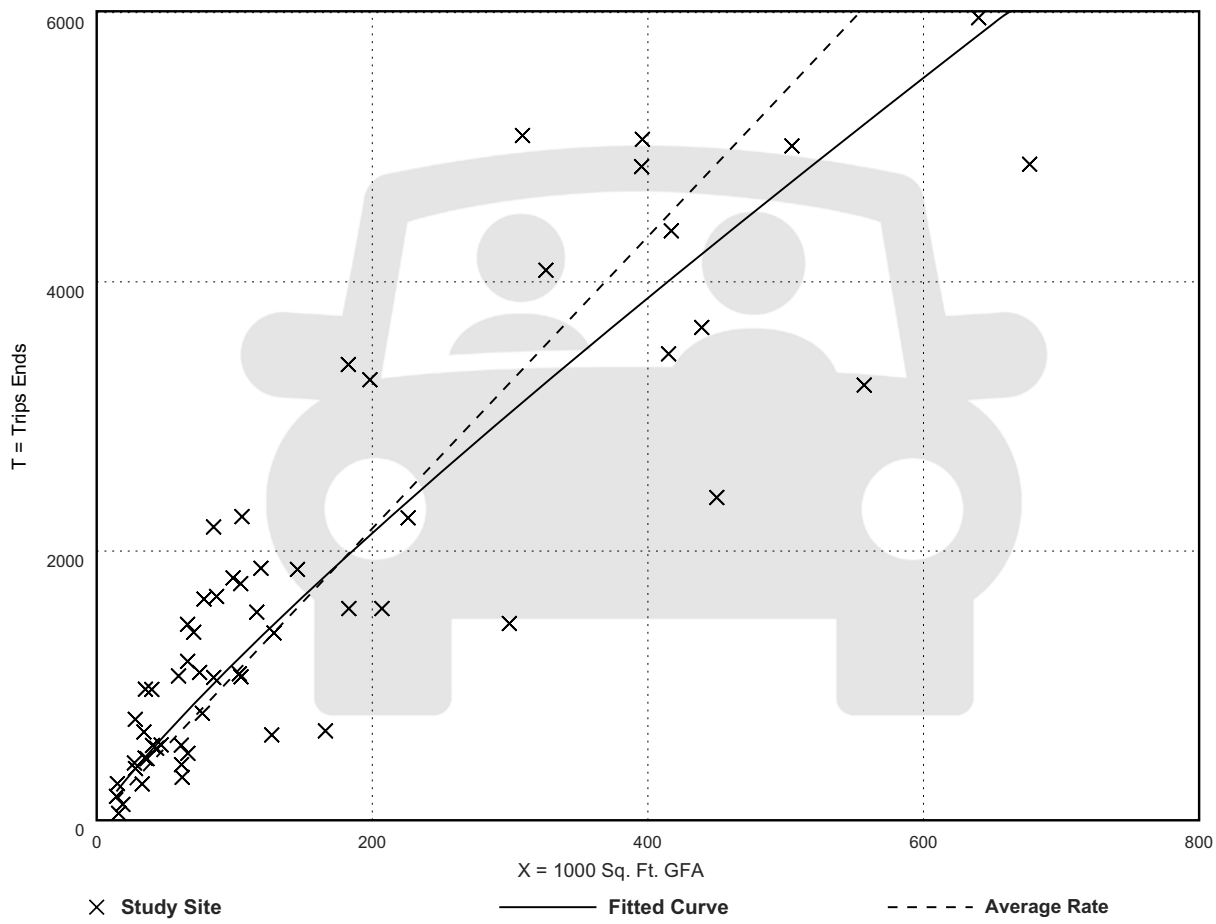
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 3.05

R^2= 0.78

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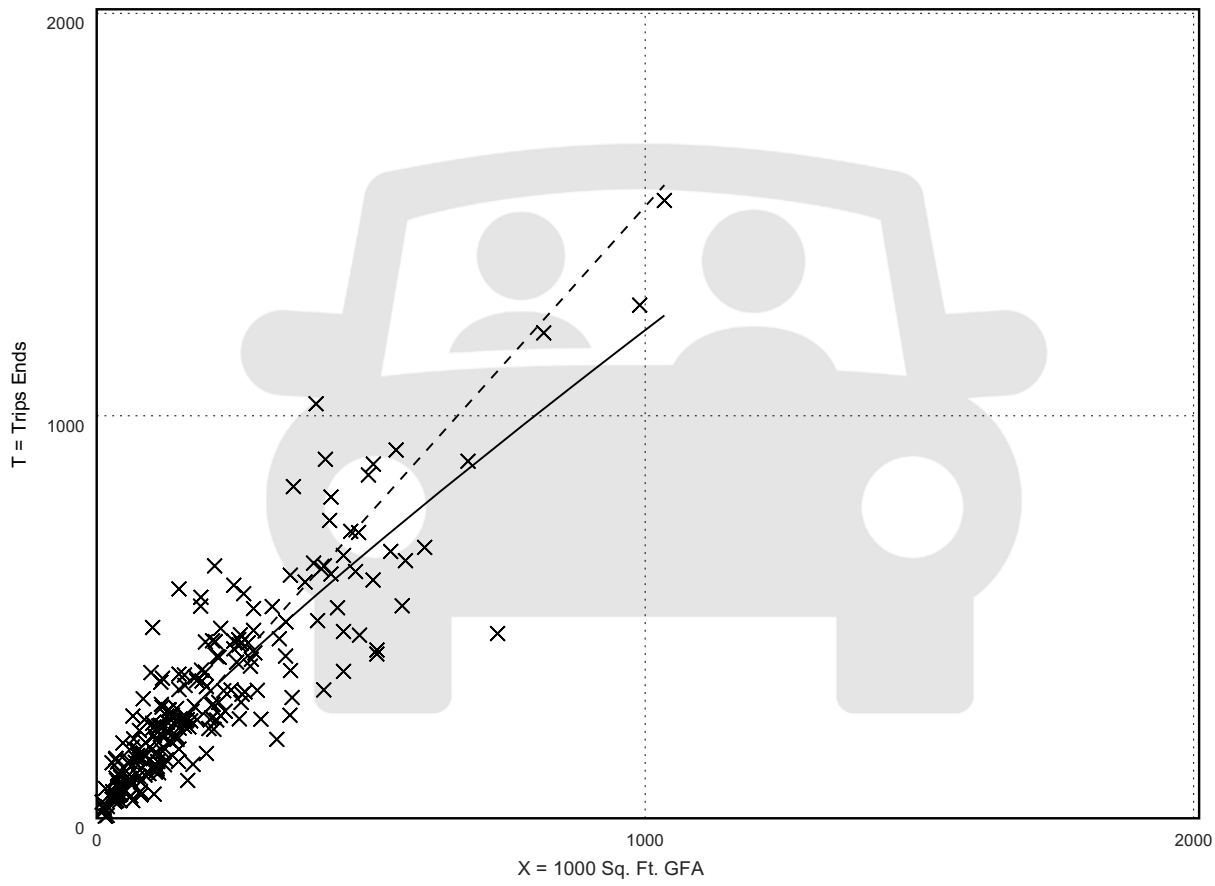
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



× Study Site ——— Fitted Curve - - - - - Average Rate

Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16

R^2= 0.78

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02/21/2024

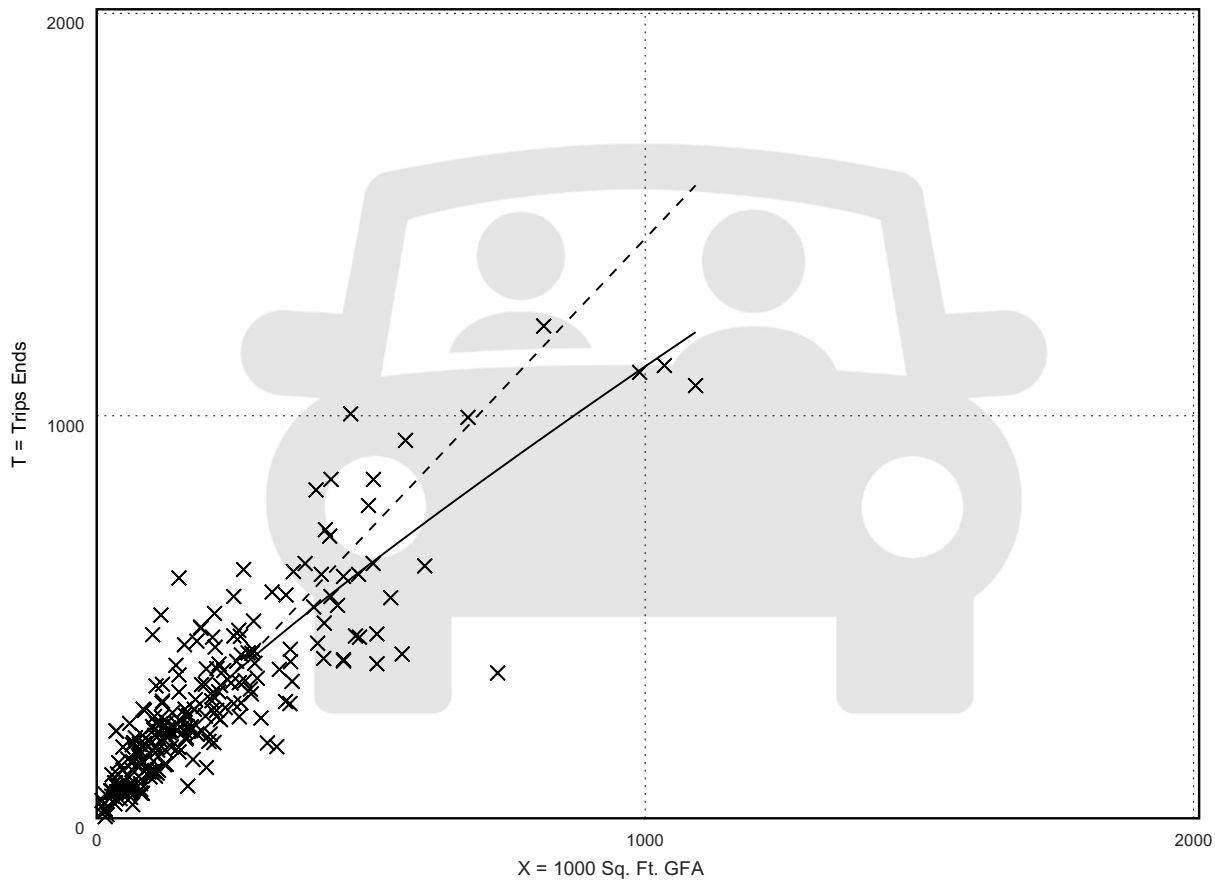
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



× Study Site ——— Fitted Curve - - - - - Average Rate

Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29

R^2= 0.77

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Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

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Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

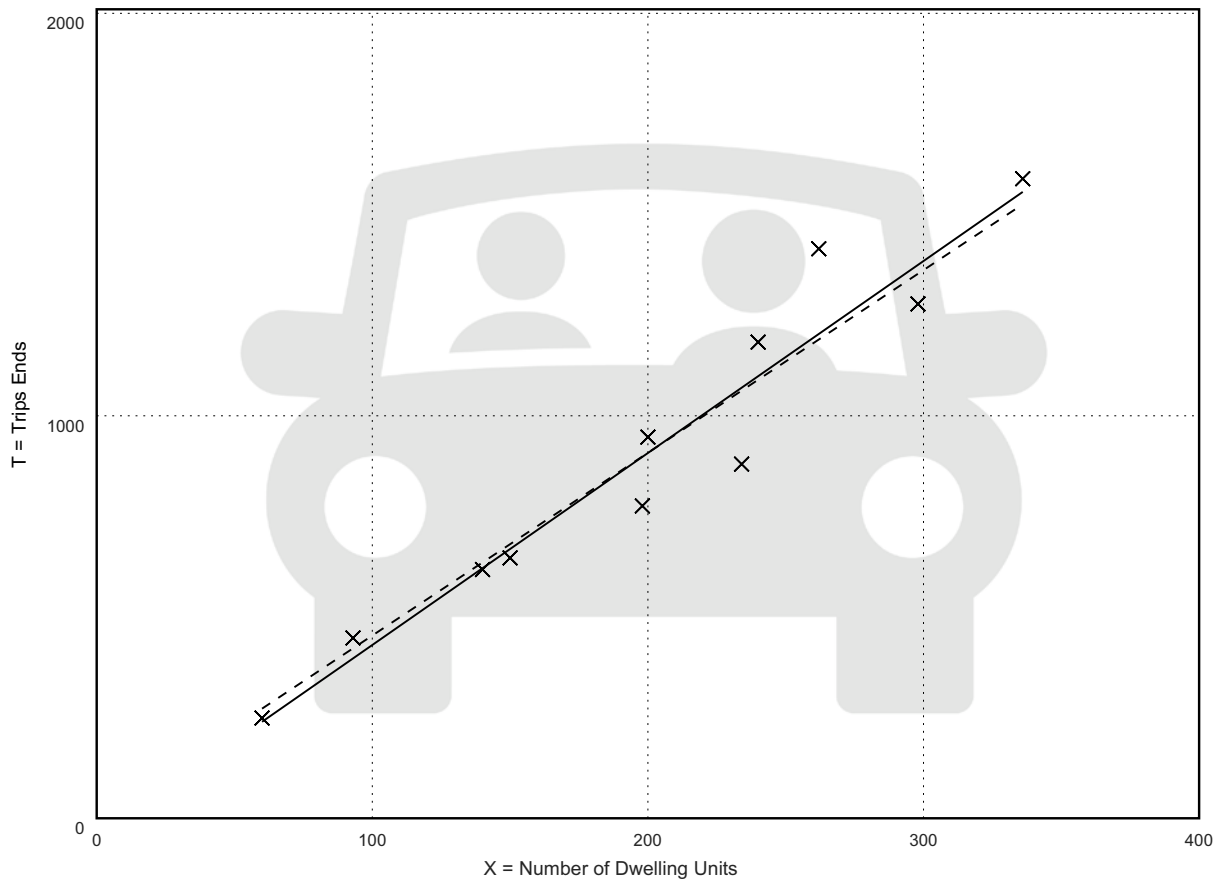
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



× **Study Site** ——— **Fitted Curve** - - - - - **Average Rate**

Fitted Curve Equation: T = 4.77(X) - 46.46 **R^2= 0.93**

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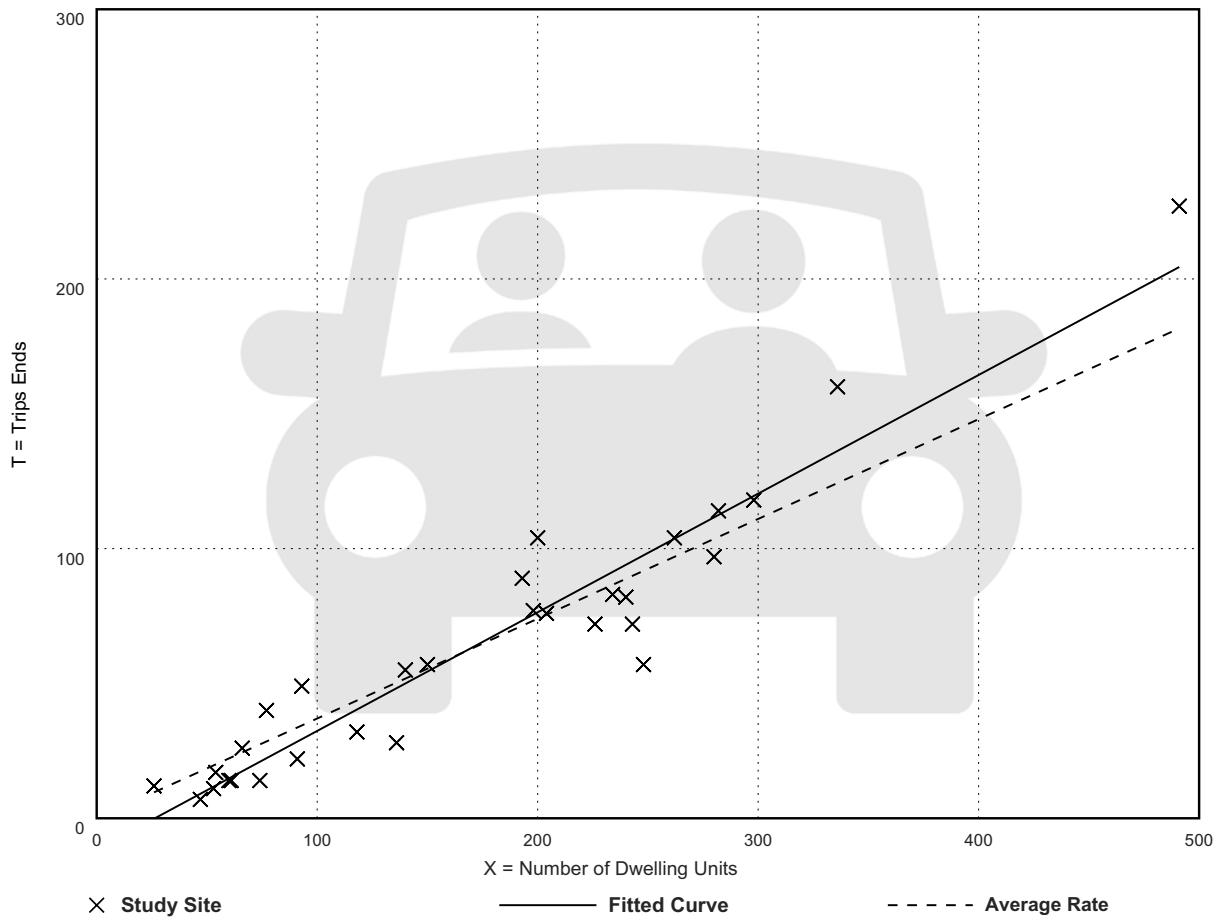
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Fitted Curve Equation: T = 0.44(X) - 11.61 **R^2= 0.91**

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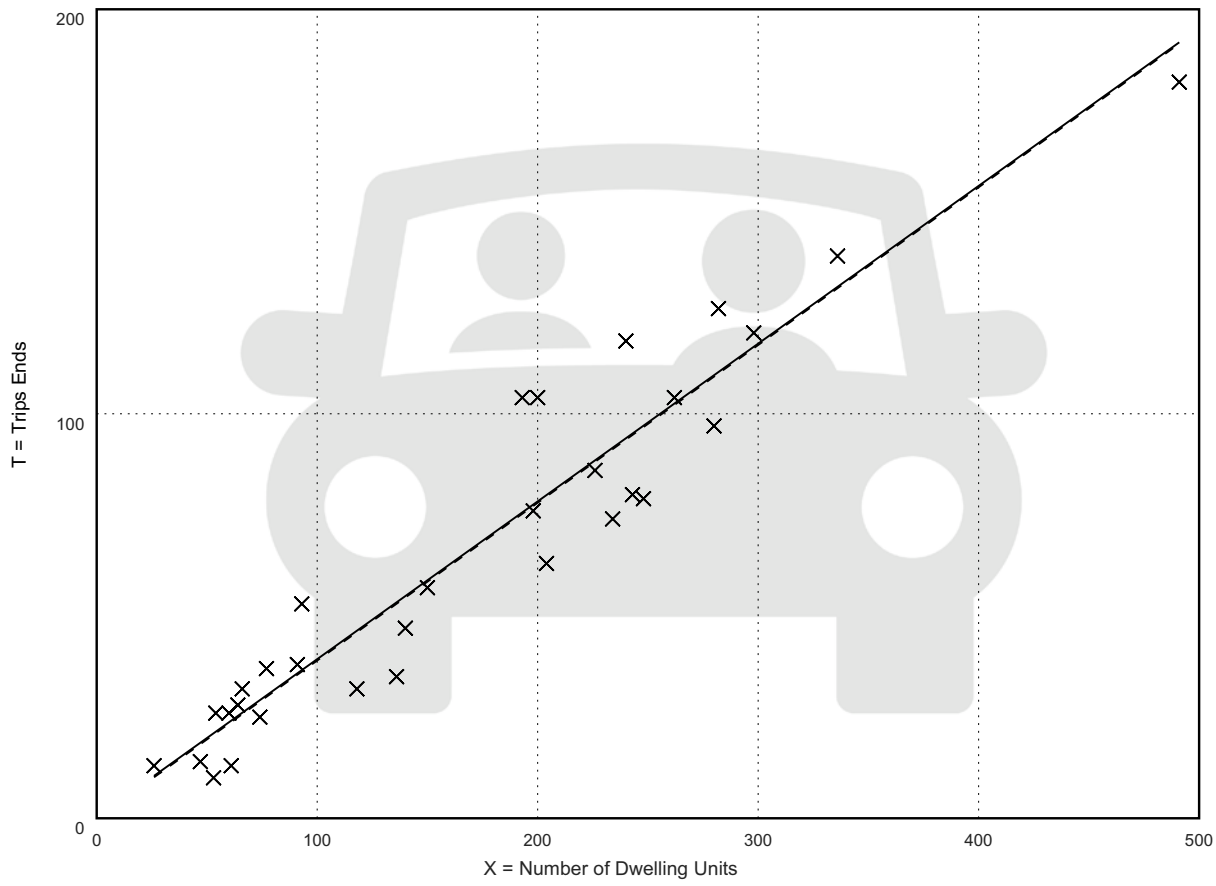
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



× Study Site ——— Fitted Curve - - - - - Average Rate

Fitted Curve Equation: T = 0.39(X) + 0.34

R^2= 0.91

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Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

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Strip Retail Plaza (<40k)
(822)

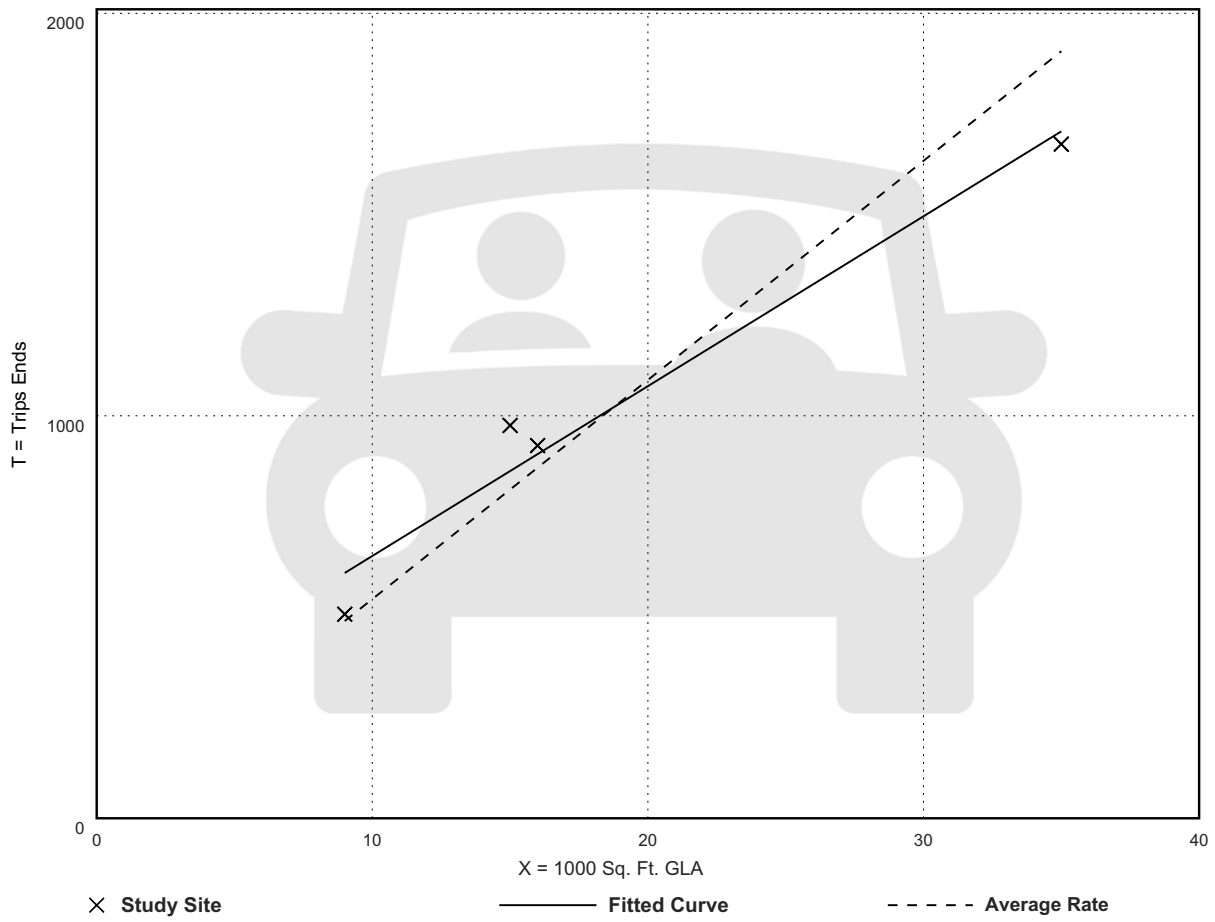
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

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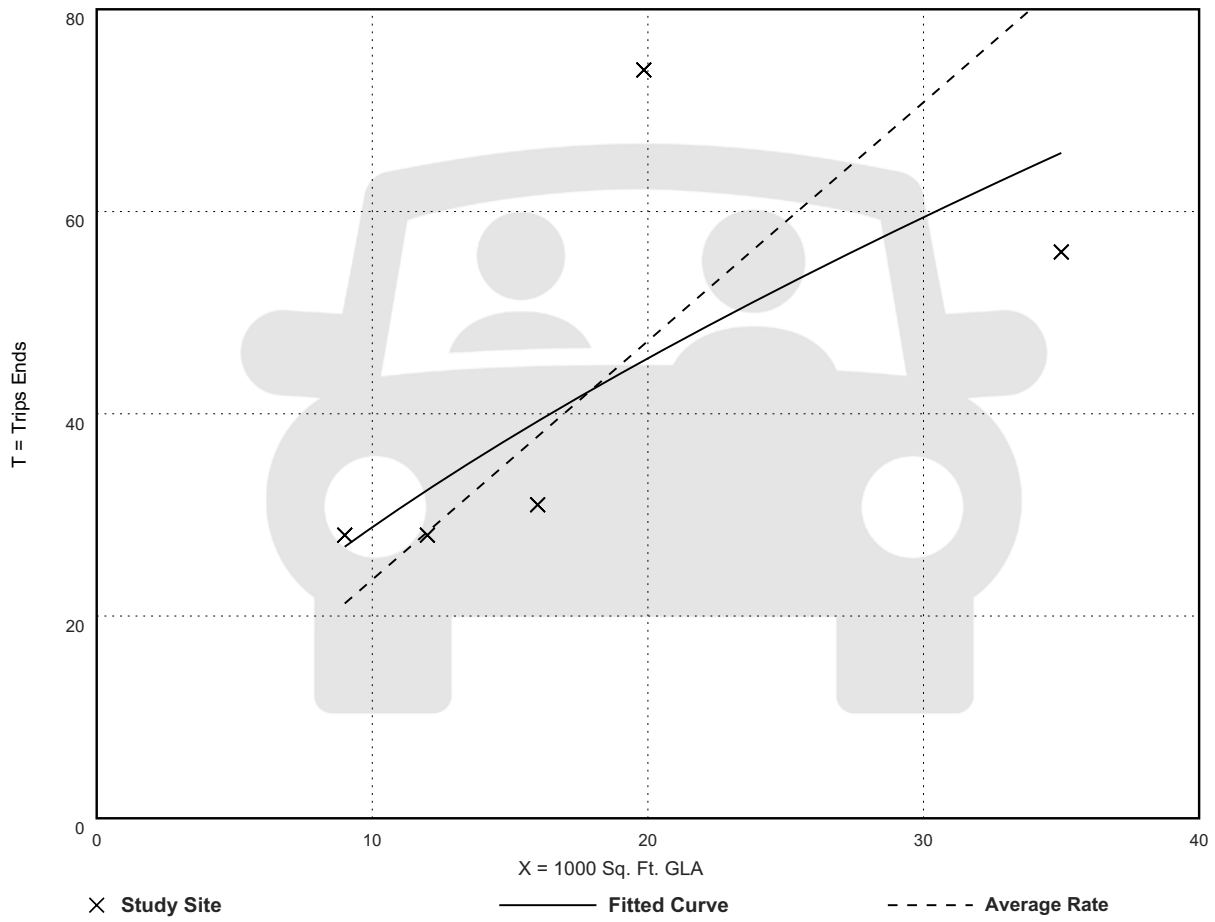
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

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02/21/2024

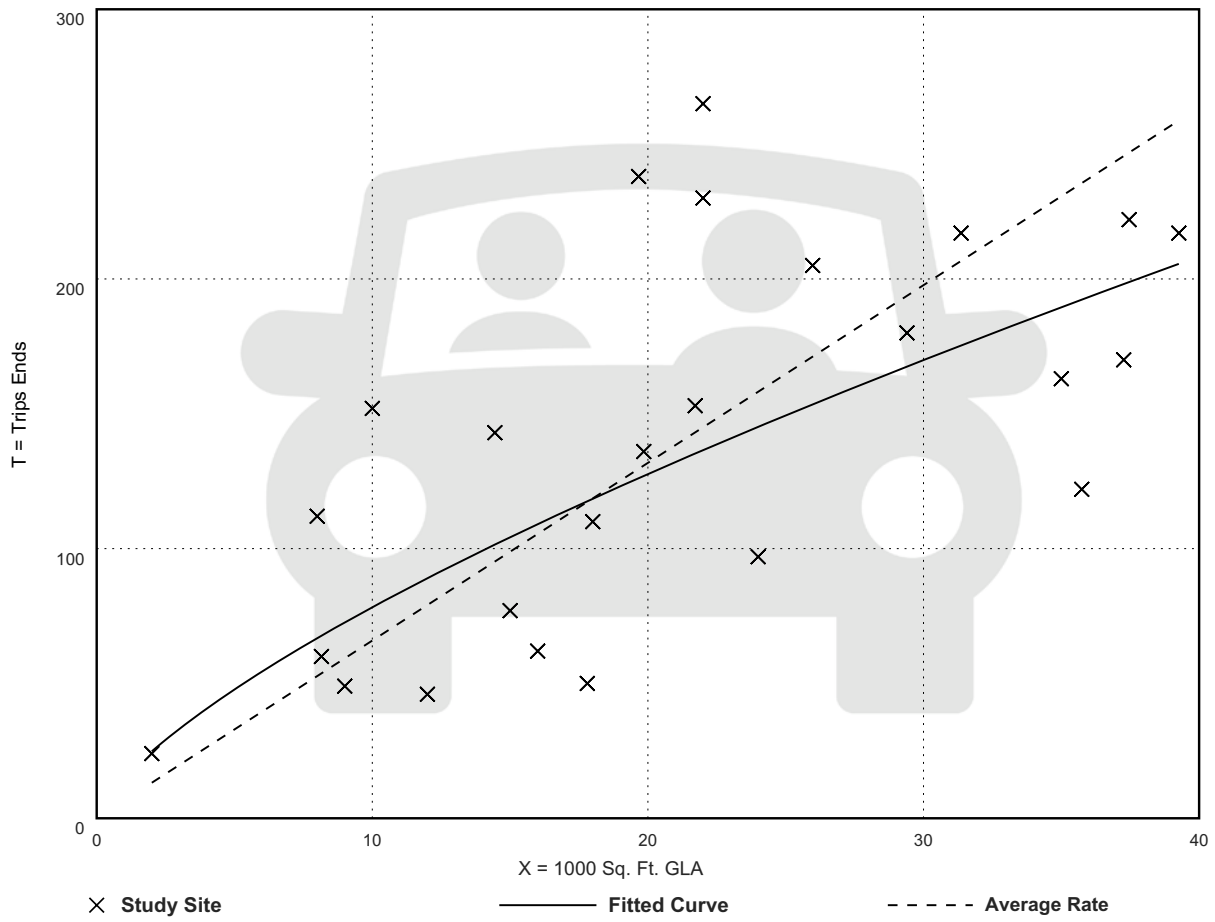
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

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APPENDIX D

U.S. Census Data

DRC
PZ23-12000043
02/21/2024

MEANS OF TRANSPORTATION TO WORK BY AGE

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Census Tract 310.01, Broward County, Florida

Label	Estimate	Margin of Error
Total:	1,511	±331
16 to 19 years	40	±46
20 to 24 years	137	±81
25 to 44 years	537	±168
45 to 54 years	378	±133
55 to 59 years	194	±171
60 to 64 years	157	±126
65 years and over	68	±58
Car, truck, or van - drove alone:	1,232	±315
Car, truck, or van - carpooled:	104	±93
Public transportation (excluding taxicab):	0	±14
Walked:	40	±42
Taxicab, motorcycle, bicycle, or other means:	46	±46
Worked from home	89	±60

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APPENDIX E

ITE Internal Capture

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PZ23-12000043
02/21/2024

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	911 E Atlantic Blvd	**Organization:**	KEITH
Project Location:	Pompano Beach, FL	**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:	2023	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	8,212	SF	25	15	10
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	78	DU	28	7	21
Hotel				0		
All Other Land Uses[2]				0		
				53	22	31

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	53	22	31
Internal Capture Percentage	0%	0%	0%
External Vehicle-Trips[5]	53	22	31
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	0%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	0%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

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Project Name:	911 E Atlantic Blvd
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	15	15	1.00	10	10
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	7	7	1.00	21	21
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	3		1	0	1	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	4	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	1	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	15	15	15	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	7	7	7	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	10	10	10	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	21	21	21	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

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NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	911 E Atlantic Blvd	**Organization:**	KEITH
Project Location:	Pompano Beach, FL	**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:	2023	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	8,212	SF	66	33	33
Restaurant				0		
Cinema/Entertainment				0		
Residential	221	78	DU	30	18	12
Hotel				0		
All Other Land Uses[2]				0		
				96	51	45

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	8	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	0	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	96	51	45
Internal Capture Percentage	23%	22%	24%
External Vehicle-Trips[5]	74	40	34
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	9%	24%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	44%	25%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

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Project Name:	911 E Atlantic Blvd
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	33	33	1.00	33	33
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	18	18	1.00	12	12
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		10	1	9	2
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	5	3	0		0
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	0	0	1	0
Retail	0		0	0	8	0
Restaurant	0	17		0	3	0
Cinema/Entertainment	0	1	0		1	0
Residential	0	3	0	0		0
Hotel	0	1	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	3	30	33	30	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	10	18	10	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	8	25	33	25	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	9	12	9	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

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APPENDIX F

City of Pompano Beach Zoning Code

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Retail/Personal Services (155.4221)	Artist's, photographer's, or musician's studio	P	P (1)	P	P	P		P			P	P	P				P
	Bank or financial institution																
	Dry cleaning or laundry drop-off establishment																
	Fortune-telling establishment (2) (3)																
	Funeral home or mortuary (2)																
	Laundromat																
Retail/Personal Services (155.4221)	Personal and household goods repair establishment	P	P (1)	P	P	P		P			P	P	P				P
	Personal services establishment																
	Tattoo or body piercing establishment (2) (3)																
Retail/Retail Sales (155.4222)	Antique store	P	P (1)	P	P	P		P			P	P	P				P
	Art gallery																
	Auction house (2) (3)																
	Book or media shop																
	Consignment boutique (2) (3)																
	Drug store or pharmacy																
	Farmers' market																
	Grocery store	P	P (1)	P	P	P		P			P	P	P				P
	Regional liquor or package store (2) (3)	S		S		S		S			S	S	S				S
	Beer or wine store	S		S		S		S			S	S	S				S
	Other retail sales establishment	P	P (1)	P	P	P		P			P	P	P				P
Visitor Accommodation Uses (155.4225)	Condo Hotel	P	P (1)	P	P	P		P			P	P	P				P
	Bed and Breakfast inn																
	Hotel or Motel																

(Ord. 2013-75 , passed 9-24-13; Am. Ord. 2014-16, passed 1-28-14; Am. Ord. 2014-48, passed 7-22-14; Am. Ord. 2015-40, passed 3-24-15; Am. Ord. 2016-50, passed 3-8-16; Am. Ord. 2017-28 , passed 2-28-17; Am. Ord. 2017-34, passed 4-11-17; Am. Ord. 2018-40, passed 2-27-18; Am. Ord. 2018-60, passed 6-12-18; Am. Ord. 2019-110 , passed 9-24-19; Am. Ord. 2022-36, passed 3-22-22; Am. Ord. 2023-50, passed 5-9-23; Am. Ord. 2023-64, passed 7-25-23)

155.3709. EAST OVERLAY DISTRICT (EOD)

A. Purpose

The East Overlay District (EOD) is established and intended to encourage an urban form that promotes transit usage and pedestrian oriented development in the area connecting the Downtown Pompano Beach Overlay District and the Atlantic Boulevard Overlay District. The purpose of the district standards is to stimulate economic revitalization, create a pedestrian-friendly environment and promote mixed-use development. It is also intended to help implement the Pompano Beach Transportation Corridor Study Transformation Plan and the Pompano Beach Community Redevelopment Plan for the East Pompano Beach Redevelopment District.

B. Applicability

1. General

a. These standards apply to all land within the East Overlay District (EOD), as delineated on the Official Zoning Map.

b. These standards replace or supplement the use, intensity, dimensional, and development standards applicable to the underlying base district. If EOD standards directly conflict with those governing an underlying base district, the EOD standards shall govern. If land within the district is classified as a planned development (PD) zoning district, the planned development district's regulations shall govern. New Planned Development Zoning Districts (PDs) shall not be permitted after the date of the adoption of this ordinance.

2. Existing Uses

a. Permitted Auto-Oriented Uses

i. Notwithstanding the standards applicable in Transit Oriented (TO) District or in the EOD, the following auto-oriented/auto-centric uses and auto-oriented/auto-centric use categories shall be permitted in the EOD, provided they shall only be permitted at locations approved for such use prior to the date of the adoption of this ordinance:

(A) Section 155.4202.E: Dwelling, Single Family.

(B) Section 155.4202.G: Dwelling, Two-Family.

ii. The permitted auto-oriented uses shall be exempt from compliance with all TO and EOD Standards and can be redeveloped as the same principal use.

iii. Until such time that the permitted auto-oriented use converts to a new principal use, the permitted auto-oriented uses, including the structures and lots, shall be governed by the development standards for the previous zoning district, including but not limited to all applicable Application Specific Review Procedures in Article 2, Use Standards in Article 4, Development Standards in Article 5, Nonconformities Standards in Article 7, and Interpretation Standards in Article 9.

b. Existing Structures and Lots Used for Places of Worship

i. Structures and lots approved for use as a place of worship, including lots approved for off-street parking for a place of worship, prior to the date of the adoption of this ordinance shall be exempt from compliance with all Transit Oriented (TO) and EOD Standards until such time that the place of worship converts to a new principal use type.

ii. Until such time that the place of worship converts to a new principal use type, the structures and lots approved for a place of worship shall be governed by the development standards for the previous zoning district, including but not limited to all applicable Application Specific Review Procedures in Article 2, Use Standards in Article 4, Development Standards in Article 5, Nonconformities Standards in Article 7, and Interpretation Standards in Article 9.

c. Existing parks and recreational areas designated as PR in the Use-Areas/Density Regulating Plan shall be governed by the Parks and Recreation (PR) Zoning District regulations, Section 155.3502.

C. Regulating Plans

The Regulating Plans applied to the EOD are intended to govern development standards, designating the locations where the various standards apply. Unless otherwise noted, all development shall be in compliance with the Regulating Plans. The Regulating Plans for the EOD include the following:

1. The Sub-Areas/Building Heights Regulating Plan, Diagram 155.3709.D (Specified in Part D).
2. The Use-Areas/Density Regulating Plan, Diagram 155.3709.E (Specified in Part E).
3. The Street Network Connectivity Regulating Plan, Diagram 155.3709.F.1 and the Street Development Regulating Diagrams, Diagram 155.3709.F.2 (Specified in Part F).
4. The Designated Publicly Accessible Open Space and Greenway System Regulating Plan, Diagram 155.3709.H (Specified in Part H).
5. The Building Typology and Placement Regulating Diagrams, Section 155.3501.O.4 (Specified in Part I).

D. Sub-Areas/Building Heights Regulating Plan

The Sub-Areas/Building Heights Regulating Plan is intended to delineate the areas where different types of development intensities are permitted in order to establish compatibility with the single-family neighborhoods.

1. Sub-area Designations

The area where the most intense development is permitted is within the core sub-area. The area where a transitional intensity is permitted is within the center sub-area. The area where the least intensity is permitted is within the edge sub-area.

2. Building Height Designations

All new and modifications to existing development shall comply with the building height standards found within the Sub-Areas/Building Heights Regulating Plan. When one property or parcel is regulated by two different height standards, the Sub-Areas/Building Heights Regulating Plan shall be referred to for the depth of each building height zone. 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.

c. For properties with buildings greater than 6 stories in height that are abutting Atlantic Boulevard between NE 19th Avenue and NE 25th Avenue, the minimum stepback along the front and street side property lines shall be 20 feet from the face of the building. The stepback shall begin above the fifth floor only, for all other properties abutting Atlantic Boulevard, there shall be no minimum stepback required.

d. For properties with buildings greater than 6 stories in height that are abutting US1 between NE 4th Street and SE 4th Street the minimum stepback along the front and street side property lines shall be 20 feet from the face of the building. The stepback shall begin above the fifth floor only, for all other properties abutting US1, there shall be no minimum stepback required.

E. Use-Areas/Density Regulating Plan

The Use-Areas/Density Regulating Plan is intended to delineate the areas where different types of land uses and densities are permitted in order to establish compatibility with the single-family neighborhoods.

1. Use-area Designations and Standards

The core sub-area of moderate- to high-intensity, compact, mixed-use, and pedestrian-oriented development, within walking distance of the commercial core and transit routes and facilities, is intended to provide a critical mass of housing and improve walkability of the district.

a. The following is encouraged:

i. High-activity nonresidential uses such as retail shops and restaurants at street level along E Atlantic Blvd and Federal Hwy, to enable the appropriate natural surveillance of the public realm to ensure safety and activity along the corridors and create the sense of a vibrant and active urban center.

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ii. A compatible transition between the district's commercial/mixed-use areas and lower-intensity residential neighborhoods and between the district and adjacent residential neighborhoods, where applicable.

b. The following shall apply:

i. All new and existing development shall comply with the standards found within the Use-Areas/Density Regulating Plan and the Principal Uses Regulating Table 155.3709.E.2. The Use-Areas/Density Regulating Plan separates the EOD into use areas. Table 155.3709.E.1 lists the use areas and the requirements of residential and nonresidential uses within the two mixed-use use areas (MM and MUR) of the EOD.

TABLE 155.3709.E.1: MIXED-USE USE AREAS WITH REQUIREMENTS FOR RESIDENTIAL AND NONRESIDENTIAL USES

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

TABLE 155.3709.E.1: MIXED-USE USE AREAS WITH REQUIREMENTS FOR RESIDENTIAL AND NONRESIDENTIAL USES		
USE AREA	RESIDENTIAL	NONRESIDENTIAL
MM: Mixed Use Main Street	For buildings abutting East Atlantic Blvd or Federal Highway. Not permitted on the first 20-feet of depth on the 1st floor fronting East Atlantic Blvd and US-1 except residential lobby entrances can be up to 50% of frontage, optional on 2nd floor and above. For portions of buildings not abutting East Atlantic Blvd or Federal Highway optional on 1st floor and above.	For buildings abutting East Atlantic Blvd or Federal Highway. Required on the first 20-feet of depth on the 1st floor fronting East Atlantic Blvd or Federal Highway, optional on 2nd floor and above. For portions of buildings not abutting East Atlantic Blvd and US-1, optional on 1st floor and above.
MUR: Mixed Use Residential	Optional on 1st and 2nd floor Required on 3rd floor and above	Optional on 1st and 2nd floor

c. Principal Uses Regulating Table

Table 155.3709.E.2 includes the principal uses permitted in the EOD along with any required restrictions on such uses, for each of the use areas listed above. Principal uses not included in Table 155.3709.E.2 are not permitted in the EOD. Principal uses in the EOD shall be subject to the use-specific standards as provided for in Part 2, of Article 4, unless specifically noted otherwise in Section 155.3709.E.1.e (Modified Use Standards).

d. Permitted Accessory Uses and Structures

Accessory uses and structures in the EOD shall be subject to the use-specific standards as provided for in Part 3, of Article 4. The following accessory uses shall be allowed by right in the EOD:

i. Walk-up window service as accessory to an eating or drinking establishment.

ii. Outdoor display of merchandise for sale or rental as accessory to a retail sales and service use, in accordance with the standards in Section 155.4303.U, Outdoor Display of Merchandise, and the following:

a. Outdoor display of merchandise is permitted only on private property and private sidewalks.

iii. Outdoor seating as accessory to an eating or drinking establishment (including sidewalk cafes), in accordance with the standards in Section 155.4303.V.

e. Modified Use Standards

The following use-specific standards are modified for the EOD:

i. Community center, library, and civic centers owned or operated by the city or CRA are permitted to have accessory use of outdoor musical performances (located not totally and permanently enclosed within a building) and are exempt from the requirements to obtain a permit in accordance with City Code Section 132.26 (Outdoor Musical Performance).

ii. Civic centers shall be exempt from the requirement to be located on a lot with an area of at least five acres in accordance with Section 155.4211.A.3.a (Civic Center).

iii. Arena, stadium, or amphitheater shall be exempt from the requirement to be located on a lot with an area of at least five acres in accordance with Section 155.4217.B.3.a (Arena, Stadium, or Amphitheater).

iv. Parking deck or garage (as a principal use) shall be designed in a manner that encourages pedestrian and transit usage.

v. In the core sub-area, eating and drinking establishments with outdoor seating, fronting on Atlantic Blvd and Federal Hwy only, shall be exempt from the restriction on sound production or reproduction machine or device in accordance with Section 155.4303.V.3.a (Outdoor Seating, including sidewalk cafes as accessory to an eating and drinking establishment).

vi. A consignment boutique shall only be permitted outside of the first 20-feet of depth of a building that fronts on Atlantic Boulevard or Federal Hwy.

vii. A medical office shall only be permitted provided it complies with the following standards:

a. Hours of operations open to the public for treatment are limited to 7:00 a.m. until 7:00 p.m.

b. Medical offices fronting on Atlantic Boulevard shall not have any space used for patient examination in the first 20-feet of depth of the building abutting Atlantic Boulevard.

viii. A personal services establishment whose principal services are massage therapy shall only be permitted provided it complies with the following standards:

a. Hours of operations for treatment are limited to 7:00 a.m. until 7:00 p.m.

b. Public access is limited to a storefront abutting a street.

c. Special exception approval is required if the establishment is located less than 1,000 feet from another personal services establishment whose principal services are massage therapy. For purposes of this subsection, the distance shall be measured from the pedestrian building entrances.

ix. Brewpubs may be permitted to produce up to 930,000 gallons of fermented malt beverage annually, provided they comply with the following standards:

a. No more than 75% of the total gross floor area of the brewpub shall be used for the brewery function including, but not limited to, the brew house, boiling and water treatment areas, bottling and kegging lines, malt milling and storage, fermentation tanks, conditioning tanks and serving tanks;

b. At least 10% of the total gross floor area or 1,000 square feet whichever is greater, shall be used for an accessory commercial component (i.e., tasting room and retail showroom); and

c. The brewery function shall be carried out so as to not allow the emission of objectionable or offensive odors or fumes in such concentration as to be readily perceptible at any point at or beyond the brewpub.

2. Density Area Designations and Standards

a. All new and existing development shall comply with the standards found within the Use-Areas/Density Regulating Plan which separates the EOD into seven density areas.

b. The density areas, along with their required minimum and maximum residential densities are shown on the Use-Areas/Density Regulating Plan. Density areas with a minimum density of 0 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 densities in accordance with the net acre requirement.

c. Density Calculations:

i. Parcels with two or more density area designations shall determine the number of units permitted on the parcel by calculating the number of units permitted in each density area separately.

a. For example, a parcel has 10 acres of which 5 acres are in the MM(0-24) density area and 5 acres are in the MM(0-60) density area.

5 acres x 24 units/acre = 120 units

5 acres x 60 units/acre = 300 units

Total units permitted = 420 units

ii. Development parcels with two or more density area designations shall unify for development purposes and may cluster units within the most intense density area of the development parcel, provided:

a. the total number of units built does not exceed the total number of units permitted for each parcel (see the example above), and including eligible density bonuses;

b. the maximum permitted building height as shown in the Sub-Areas/Building Height Regulating Plan is not exceeded; and

d. Density Bonus Options

In addition to the maximum densities demonstrated on the Use Areas/Density Regulating Plan, properties within the EOD may be eligible for a density bonus in accordance with Table 155.3709.E.3. In no case shall a property be permitted to utilize a density bonus option more than once, however, any combination of options shall be permitted. In no case shall a property be permitted to exceed 150 dwelling units per acre.

TABLE 155.3709.E.3: Density Bonus Options

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

TABLE 155.3709.E.3: Density Bonus Options			
Bonus Option	Sub-Area	Density Bonus	Requirement
TABLE 155.3709.E.3: Density Bonus Options			
Bonus Option	Sub-Area	Density Bonus	Requirement

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#1	Core and Center	20 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% of the project's construction costs or $250,000 whichever is less; 2. A piece of artwork valued at 1% of the project's construction costs or a maximum of $250,000. whichever is less. a. The artwork shall be accessible to the public and may be displayed in public open spaces or areas along the street abutting the building. b. Public art shall be required to receive a recommendation by the Public Art Committee and approval from the City Commission. c. Funds, or an appropriate bonding instrument, shall be placed in escrow at the time of building permit and will be held until the art is approved after installation.
#2	Core and Center	20 units/acre	Properties that provide a designated public open space or publically accessible open space a minimum of 4,800 square feet or a combination of up to three designated public open spaces or publicly accessible open space a total of 4,800 square feet
#3	Core and Center	20 units/acre	Development which achieves at least 28 points in accordance withTable 155.5802, Sustainable Development Options and Points or is designated LEED Gold or Platinum
#4	Core	10 units/acre	Properties that provide cross block connection through a pedestrian passage a minimum of 15 feet wide.
#5	Core	40 units/acre	Properties 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 by multiplying the required spaces for the total units including any density bonuses x 10%. (Total required parking spaces X 0.1 = public parking spaces). 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
#6	Core	20 units/acre	Properties that provide structured parking to accommodate 100% of the total required parking need for the development.
#7	Core	20 units/acre	Properties that provide a minimum of 25% of residential units as small studio or 1 bedroom units. This shall be units that are 600 square feet or less.

F. Street Network Connectivity Regulating Plan and Street Design Standards

The Street Network Connectivity Regulating Plan is intended to show the approximate location of existing and required new streets needed to create the prescribed network of streets within the EOD. This plan also establishes the hierarchy of the streets within the EOD. All streets shall be located according to the Street Network Connectivity Regulating Plan for the EOD. The intent of the street design standards is to ensure that streets are improved based on street design parameters that enhance the streetscape and encourage walking and biking.

1. Modified Street Standards

The street standards specified in Section 155.3501.H shall apply except as modified herein:

a. Only specific existing alleys and tertiary streets, as specified in the Street Network Connectivity Regulating Plan, may be deleted for the purpose of assembling parcels for development. All other existing and new alleys/service roads and tertiary streets shall be required and may be modified with respect to alignment only. In addition, the following shall apply:

i. The vacation of SE 3rd Avenue shall only be permitted to occur if the proposed development to the east of the existing public park provides the following:

(A) Building frontage and active uses along the ground floor for the first 20-feet of depth of the building fronting the public park, Atlantic Boulevard and waterway;

(B) Vehicular access off a new alley/service road located on the east side of the proposed development;

(C) Public parking: In addition to the minimum number of spaces required for off-street parking, the developer shall reserve a minimum of 10%, of the required off-street parking spaces, for public parking to serve the patrons of the park. A lease agreement with the city, at a rate established by the city, shall be recorded for a term not less than 50 years; and

(D) Service access for the South Florida Water Management Facility along the waterway.

2. Street Development Regulating Diagrams

All streets shall be designed according to the typical street sections and standards specified in the Street Development Regulating Diagrams to the extent possible in coordination with the City Engineer. Streets not specifically mentioned shall follow one of the typical sections that corresponds with the width of the right-of-way, the sub-area the building is within, and whether the street is a designated greenway.

G. Block Requirements.

The following standards for blocks shall apply to property with a minimum area of 2.3 acres (100,000 sq ft):

a. The maximum length of a block in the EOD shall be 530 feet for properties east of US1 and 630 feet for properties west of US1.

b. The maximum perimeter of a block in the EOD shall be 1,560 feet for properties east of US1 and 1,760 feet for properties west of US1.

c. The Director of Development Services or his/her designee shall have the authority to adjust administratively the requirements for maximum block length and/or perimeter, for up to 10% of the required measurement.

H. The Designated Publicly Accessible Open Space and Greenway System Regulating Plan.

The Designated Publicly Accessible Open Space and Greenway System Regulating Plan is intended to locate existing public open spaces, the new designated publicly accessible greenway system, and the new designated publicly accessible waterway system which shall be shown in all development plans.

1. The intent of the waterfront promenade design standards is to ensure continuous public access and open space along the waterfront as a public amenity.

2. General Waterfront Design Standards for Properties Abutting the Intracoastal Waterway

Development along the Intracoastal Waterway shall be required to provide the following:

a. Pedestrian passageway providing access to the waterfront and the nearest sidewalk adjacent to public right-of-way, where applicable;

b. Wayfinding signage shall be provided that indicates the public access point from the public R.O.W., where applicable;

c. Public access along waterfront promenade;

d. Pervious pavement and/or heat reducing pavement;

e. Shading, either via landscaping or canopies or both;

f. Lighting, including the use of solar lighting within the promenade, where practical; and

g. Pedestrian features such as benches and trash receptacles.

3. Specific Waterfront Promenade Design Standards

All waterfront promenades shall be designed according to the typical promenade sections and standards specified below.

a. Residential waterfront promenade - The dedication and development of the residential waterfront promenade is applicable to any repair, reconstruction, rehabilitation, addition, or other improvement of a building or structure, the cost of which equals or exceeds 49% of the market value of the building or structure before the improvement or repair is started.

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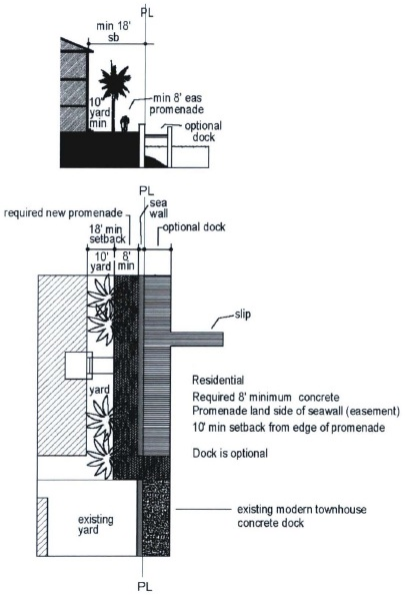


i. An 8-foot easement shall be required on the waterfront, as redevelopment occurs, for the establishment of a concrete waterfront promenade along the land side of the seawall for residential development.

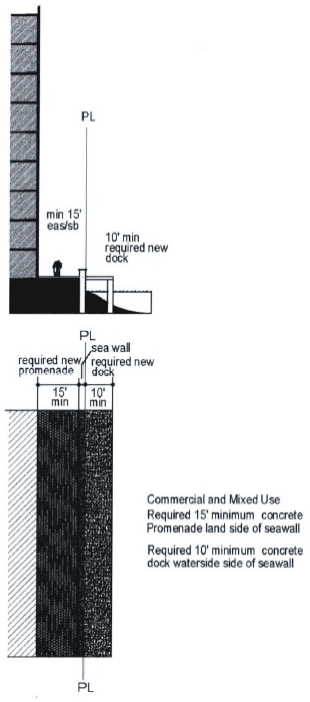
ii. The setback shall be a minimum of 18 feet from the waterfront property line.

iii. Docks are optional on the water side of the seawall and shall not be required to be publicly accessible.

iv. One hundred percent of the easement/promenade shall be publicly accessible, clear and unobstructed for pedestrians.

v. Minimum building frontage (active-use) requirements for the first 20-feet of depth of the building fronting the promenade are 90% in the core, 80% in the center, and 70% in the edge sub-area.

b. Commercial/Mixed-Use Waterfront Promenade



i. A 15-foot setback/easement shall be required from the waterfront property line, as redevelopment occurs, for the establishment of a concrete waterfront promenade a long the land side of the seawall for commercial and/or mixed-use development.

ii. A 10-foot concrete dock shall be required on the water side of the sea wall.

iii. One hundred percent of the easement/promenade and docks shall be publicly accessible, clear and unobstructed for pedestrians.

iv. Minimum building frontage (active-use) requirements for the first 20-feet of depth of the building fronting the promenade are 90% in the core, 80% in the center, and 70% in the edge sub-area.

I. Building Typology and Placement Regulating Diagrams and Modified Dimensional Standards

1. Building Typology

All new buildings shall conform to one of the permitted building typologies. The building typologies are demonstrated in the Building Placement Regulating Diagrams of the TO District, Section 155.3501.O.4 Building Placement Regulating Diagrams provide a schematic representation of the various building typologies, based on their sub-area. The diagrams demonstrate the required setbacks, lot standards, and profiles of structures. Not all building typologies are permitted in every sub-area of the EOD. (For instance, the tower and liner building typologies are considered the most intense and are not permitted in the edge sub-area.) Existing buildings that do not fit a prescribed typology shall follow the standards required for the flex building typology. The building typologies permitted in the EOD and their allowable sub-area locations are demonstrated on the Sub-Areas/Building Heights Regulating Plan.

2. Setbacks and Building Frontage

The interior side and rear side setback standards demonstrated on the Building Typology and Placement Regulating Diagrams shall apply. In addition, the following shall also apply in the EOD:

a. Front and street side setbacks are determined based on the sub-area in which the building is located and the streetscape associated with the property as demonstrated on the Street Development Regulating Diagrams.

Table 155.3709.I.2.a: Minimum and Maximum Front and Street Side Setbacks (1)

Note: This table is best viewed in PDF click HERE

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Table 155.3709.I.2.a: Minimum and Maximum Front and Street Side Setbacks (1)			
	Minimum Setback (2)	Maximum Setback (2)	Exception See Street Development Regulating Diagrams for additional information on exceptions and specific and typical street designs

Core	0 feet	20 feet	1. In addition to the minimum setback, buildings along Atlantic Blvd (Section A) and Federal Hwy (Section B), where indicated on the Sub-Area/Building Heights Plan, shall provide a 20 foot stepback of the building above the 5th floor. 2. Federal Highway (Section B): 5-foot minimum setback, as an easement/dedication, may be required to accommodate expansion of the sidewalk. 3. Atlantic Blvd (Section A): A 0-foot setback is required, where a 110-foot ultimate right-of-way exists. A 5-foot setback may be requested, where sufficient lot depth exists, to be consistent with abutting development and accommodate expansion of the sidewalk. 4. Intersection with turning lane (Section T-5): 5-foot minimum setback, as an easement/dedication, may be required to accommodate expansion of the sidewalk. 5. 50' ROW (Section F or T-2): 1-foot setback, as an easement/dedication, may be required to accommodate on-street parking.
Center	0 feet	20 feet	1. Federal Highway (Section B): 5-foot minimum setback, as an easement/dedication, may be required to accommodate expansion of the sidewalk. 2. Intersection with turning lane (Section T-5): 5-foot minimum setback, as an easement/dedication, may be required to accommodate expansion of the sidewalk. 3. 50' ROW: 1-foot (Section F or T-2) to 5-foot (Section H) setback, as an easement/dedication, may be required to accommodate on-street parking.
Edge	10 feet	30 feet	1. Intersection with turning lane (Section T-5): 5-foot minimum setback, as an easement/dedication, may be required to accommodate expansion of the sidewalk. 2. 50' ROW (Section F or T-2): 1-foot setback, as an easement/dedication may be required to accommodate on-street parking.
Note	(1) Setbacks shall be measured from the property lines. (2) Minimum and maximum setback shall be as specified plus the dimension necessary for the exception.		

b. The percentage of building frontage required is determined based on the sub-area in which the building is located and the street type the building fronts, and shown in Table 155.3709.I.2.b.

i. All buildings shall provide a minimum percentage of active use along the front and street side building frontages.

ii. Building facades along alley/service drives shall not be required to provide a minimum percentage of building frontage or active use.

Table 155.3709.I.2.b: Minimum Building Frontage (Active Use) Percentage per Street Type

Table 155.3709.I.2.b: Minimum Building Frontage (Active Use) Percentage per Street Type			
	Primary	Secondary	Tertiary
Core	90%	80%	70%
Center	80%	70%	60%
Edge	70%	60%	50%

3. Lot Standards

Lot standards, including but not limited to lot width and lot coverage, are determined based on the selected building typology. The lot standards are demonstrated on the Building Typology and Placement Regulating Diagrams.

a. The Director of Development Services or his/her designee shall have the authority to adjust administratively the requirements for minimum lot depth and lot width, for up to 10% of the required measurement.

4. Minimum Unit Sizes for Residential Development

Table 155.3709.I.4: Minimum Unit Sizes for Residential Development

Table 155.3709.I.4: Minimum Unit Sizes for Residential Development Floor area per dwelling unit, minimum (square feet)		
SF	950	
MF	Efficiency Units	450
	1 Bedroom	575
	2 Bedroom	750
	3 Bedroom	850
	Additional Bedroom	100

5. Additional EOD Standards

In addition to the Regulating Plans, the following standards apply to properties within the EOD.

a. Reduced and/or Modified Off-Street Parking Standards

i. Properties developed in full compliance with the Use-Areas/Density Regulating Plan and the Density Regulating Plan are eligible for reduced parking. However in no case shall a property be permitted to utilize one of the following parking reductions and a parking reduction found in Section 155.5102.K (Reduced Parking Requirements for Parking Demand Reduction Strategies) or Table 155.5803.A: Sustainability Bonuses.

(A) Multifamily dwellings in the core and center sub-area: No off-street parking spaces are required for any multifamily dwellings that are constructed by, or have a valid building permit as of, the adoption date of this ordinance. Multifamily dwellings permitted thereafter shall provide a minimum of one off-street parking space per unit or one off-street parking space per 1,000 square feet of gross floor area or fraction thereof, whichever is greater.

(B) Multifamily dwellings in the edge sub-area shall refer to Table 155.5102.D.1: Minimum Number of Off-Street Parking Spaces for parking requirement.

(C) Selected off-street parking reductions for retail sales and service uses, eating and drinking establishments, professional office, or hotel uses constructed by or having a valid building permit as of January 4, 2026.

(1) Retail sales and service use: off-street parking is reduced only for the following.

(a) No additional off-street parking spaces are required for a change in use of an existing building.

(2) Eating and drinking establishments: off-street parking is reduced as follows:

(a) No additional off-street parking spaces are required for a change in use of an existing building.

(b) One parking space per eight persons of maximum occupancy capacity of customer service area is required for a new principal or accessory structure located on property greater than one acre.

(c) New principal or accessory structures located on property one acre or less shall refer to Table 155.5102.D.1: Minimum Number of Off-Street Parking Spaces for parking requirement.

(d) The above reductions in (a) and (b) are not applicable to nightclub or hall for hire.

(3) Professional office use: No additional off-street parking spaces are required for a change in use of an existing building.

(4) Hotel use: Off-street parking is reduced as follows:

(a) No additional off-street parking spaces are required for a change in use of an existing building.

(D) Selected off-street parking reductions for residential uses vertically integrated within a mixed-use development constructed by or having a valid building permit as of January 4, 2026.

(1) For purposes of this subsection, mixed use development shall mean developments that vertically integrate residential uses with retail sales and service uses, professional office uses, bar or lounges, brewpubs, restaurants, or specialty eating or drinking establishments.

(2) The off-street parking requirement for the residential use is reduced as follows:

(a) No additional off-street parking spaces are required for a change in use of an existing building.

(E) No Nonconforming Site Feature

The temporary waiver of off-street parking requirements provided in subsections (A) and (B) above shall not be deemed to create any nonconforming site feature with respect to the lack of parking spaces that otherwise would have been required of a development during the waiver period.

6. Modified Perimeter Buffer Standards

Development that is required to obtain Major Site Plan or Minor Site Plan approval shall provide a perimeter buffer to separate it from abutting property that is a less intensive use or inconsistent use, including developed or vacant property in accordance with Table 155.5203.F.3 Required Buffer Types and Standards with the following modifications:

(a) A Type C Buffer is required between a proposed non-residential or mixed-use development and land designated as "RS: Residential Single Family" or "RM: Residential Multi-family." However, if an alley/service road is provided, the buffer may be reduced to [illegible] feet and the location of the wall or semi-opaque fence and associated landscaping within the buffer will be at the discretion of the Development Services Director. Consideration will be given to the location of existing fencing, curb cuts and existing development patterns.

7. Modified Residential Compatibility Standards

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Residential compatibility standards throughout the TO and EOD supersede the residential compatibility standards found in Section 155.5604 which do not apply.

J. Traffic Analysis Requirements

The traffic study requirements shall be based on trip generation thresholds. The traffic study requirements are as follows:

1. If the proposed development is expected to generate less than 100 external trips per hour during the a.m. or p.m. peak hour of the adjacent street, a traffic study is not required unless the city determines that a traffic study is necessary due to special circumstances. If the proposed development is expected to generate more than 100 external trips per hour during the a.m. or p.m. peak hour of the adjacent street then a traffic study is required. Cost recovery fees will be charged to the applicant for evaluation of the required traffic analyses.

a. Prior to initiating a traffic study, the applicant's traffic engineer must schedule a methodology meeting with the city and the city's consultant to determine:

- Study time periods and intersections
- Data to be collected
- Methodology for trip generation, trip generation factors, trip distribution, and growth rate
- Programmed roadway improvements and committed developments to be considered in the study
- Traffic analysis software/level of service standards and analysis factors to be utilized in the analyses and any other pertinent analyses to be included on site-specific basis (entry gate, queueing, neighborhood impact, etc.)
- The results of this meeting should be summarized in a memorandum by the applicant's traffic engineer to be submitted to the city for review and approval prior to initiating the traffic study.

b. A traffic study prepared and signed and sealed by a licensed professional engineer should include:

i. Cover Page

ii. Executive Summary

iii. Table of Contents

iv. Introduction including:

- Development details including location, uses and size, build out year
- Project location map/figure
- Reference to a site plan to be included in an appendix
- Reference to approved methodology memorandum to be included in an appendix

v. Project Traffic

- Description of project access and access diagram (to scale) depicting ingress and egress access for the site and internal circulation routes.
- Trip generation calculations.
- Description of trip distribution and assignment procedures including distribution and assignment figures. Note that assignment must account for neighborhood streets.

vi. Data Collection

vii. Existing conditions including existing volume figure

viii. Future background conditions (buildout year without project) including background volume figure

ix. Future total conditions (buildout year with project) including total volume figure

x. Capacity analyses

xi. Intersection approach queueing

xii. Mitigation strategies (if necessary)

xiii. Maneuverability analyses for loading areas/parking garages (if necessary)

xiv. Consistency with any adopted city neighborhood protection and enhancement plans

xv. Bicycle and pedestrian facility inventory in the surrounding area

xvi. Any other items to be included per the approved methodology

xvii. Conclusions

K. Affordable Housing

The ETOC land use plan amendment created 2,399 new residential units and a minimum of 15% of those units (360 units) are required to be affordable or to contribute to the implementation of the city's policies, methods and programs to achieve and/or maintain a sufficient supply of affordable housing in the city. The city has adopted a policy to require the use of the County's mixed income housing density bonus policies 2.16.3 or 2.16.4 for any project in the ETOC with seven or more units. This requirement can only be waived by the City Commission in a duly noticed public hearing upon the finding that additional affordable housing is not required at the specific location presented and public benefits will be derived by allowing the Applicant to use the city's in lieu of fee provision in Section 154.80.

The city may apply to new housing projects one or a combination of the following affordable housing strategies, without limitation:

1. Each residential development may be required to set aside a minimum of 15% of their proposed units as affordable housing to provide all or a portion of the required 360 affordable housing units as vertically integrated affordable housing; or

2. If the project is awarded their entitlements from the District's basket of rights, until such time as all 360 affordable housing units have been provided, each residential development shall contribute in-lieu-of fees per Code of Ordinances, Chapter 154 (Planning). These funds will be used to promote one or more of the following:

(a) programs that facilitate the purchase or renting of the existing affordable housing stock;

(b) programs which facilitate the maintenance of the existing supply of affordable housing;

(c) programs which facilitate the use of existing public lands, or public land-banking, to facilitate an affordable housing supply;

(d) other programs or initiatives designed and implemented by the city to address specific affordable housing market needs and challenges in the city that may arise, including but not limited to, strategies that reduce the cost of housing production; promote affordable housing development; prevent displacement; prevent homelessness; promote economic development; and promote transit amongst low-income populations.

3. If the project is awarded entitlements through Broward County policies 2.16.3 or 2.16.4, affordable housing will be provided as required by those policies as long as the minimum 15% of the units are affordable per the land use regulations. No buyout is allowed if using County Policy 2.16.3. The buyout if using County Policy 2.16.4 will be per that policy as it may be amended from time-to-time.

Regulating Plans/Maps for East Overlay District

Diagram 155.3709.D. Sub-Areas/Building Heights Regulating Plan [PDF]

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