

## **Pompano Station** **Major Administrative Adjustment Narrative**

G&C Platinum 2400 Investors, LLC and G&C Platinum 2500 Investors, LLC (the "Applicant"), is the owner of the 2.85+/- acres of property generally located on the north side of East Atlantic Boulevard east of Federal Highway on the east and west sides of NE 24<sup>th</sup> Avenue and south of NE 2<sup>nd</sup> Street (the "Property") within the City of Pompano Beach (the "City"). The Property has a land use designation of East Transit-Oriented Corridor (the "ETOC") and is zoned Transit Oriented (the "TO") within the Core subarea of the East Overlay District (the "EOD") of the TO zoning district. The Applicant submitted an application for a Major Site Plan and Major Building Design (PZ#19-12000047) for the construction of two midrise buildings consisting and concealed structured parking. In addition, the Applicant submitted a Code text amendment application to modify the provisions of Section 155.3709.D.2.b. to allow the proposed structure to be designed in accordance with the Courtyard Type A building typology up to a maximum height of eight (8) stories. Additionally, the Applicant submitted an application to the Architectural Appearance Committee in which the Applicant proposed superior design alternatives. On October 6, 2020, the Architectural Appearance Committee ("AAC") determined that the criteria of the superior design alternatives were met and approved the project subject to certain conditions.

At this time, the Applicant is submitting the enclosed Major Administrative Adjustment application in accordance with Section 155.2421 of the City's Code of Ordinances (the "Code"). Specifically, the Applicant is requesting an adjustment as to the active use requirements in the TO/EOD. As outlined herein, the Major Administrative Adjustment request satisfies the requirements of Section 155.2421.E.1 as described in more detail below.

### **155.2421.E. Administrative Adjustment Review Standards**

#### **1. Major Administrative Adjustment**

A Major Administrative Adjustment shall be approved only on a finding that there is competent substantial evidence in the record that the limitations in Table 155.2421.B.1, Allowable Administrative Adjustments, are met and that the Administrative Adjustment:

- a. Achieves the intent of the subject standard to the same or a higher degree than the subject standard**

The Applicant is seeking an adjustment for the frontage length due to the

necessitation for a certain percentage of the frontage to be occupied by essential building elements such as the Fire Command and Fire Pump Rooms as required by the Fire Department to be on the front of the building. See Sheet A-0.1 for frontage percentages provided. Pursuant to Section **155.3709.I.2.b of the Code**, the percentage of building frontage required is determined based on the subarea in which the building is located and the street type the building fronts, and shown in Table 155.3709.I.2.b. NE 23<sup>rd</sup> Avenue and NE 25<sup>th</sup> Avenue are tertiary streets and NE 24<sup>th</sup> Avenue is a secondary street in the Core. Building frontage percentage is defined as the percentage of a building facade that is generally parallel, facing, or oriented toward a street and that lies within the minimum and maximum setback area allowed and includes a principal building and active uses. Active Use, Ground Floor, is defined as a use that attracts pedestrian activity, provides access to the general public, and conceals uses designed for parking and other non-habitable spaces. In this regard, design elements were incorporated into the proposed development project. For example, a mid-block pedestrian promenade is proposed at the northern edge of the property between NE 23<sup>rd</sup> Avenue and NE 24<sup>th</sup> Avenue which is an element of superior design enhancement. The promenade is intended for use by the neighborhood (public accessibility) to provide an enhanced pedestrian experience. The promenade has also been designed as a pocket park incorporating seating, site furniture, and as an ideal space for dog walkers. Further, on NE 23<sup>rd</sup> Avenue and NE 25<sup>th</sup> Avenue the design incorporates residential lobbies in order to better service those avenues and provide better connectivity throughout the project. Further, the proposed structured parking was designed to be concealed.

**b. Is consistent with the comprehensive plan and advances the goals of this Code to the same or a higher degree than the subject standard**

Pursuant to Section 155.2407.E of the Code, the following portion of this project narrative addresses the site plan review standards established by the City. The Applicant believes they have provided competent substantial evidence to the City to support the Pompano Station residential development plan as proposed.

**Comprehensive Plan.** The proposed development is consistent with the Transit Oriented land use designation of the Property and other elements of the City's Comprehensive Plan, including the following specific policies and objectives:

**Objective 01.04.00** Support and promote the intermix of residential and commercial uses along major traffic corridors.

**Objective 01.12.00** Establish criteria, which encourage development of urban infill and community redevelopment areas to promote economic development, increase housing opportunities, and maximize the use of existing public facilities and services.

**Policy 01.16.01** The City shall emphasize re-development and infill, which concentrates the growth and intensifies the land uses consistent with the availability of existing urban

services and infrastructure in order to conserve natural and man-made resources.

**Goal 05.00.00** The area wide availability of structurally safe, affordable, uncrowded and otherwise adequate residential shelter for all existing and anticipated future residents of the City of Pompano Beach and utilize energy efficient design and construction principles and renewable energy resources.

**Policy 05.01.03** In order to provide affordable housing, the City shall consider and, where appropriate, support revisions to land development regulations to recognize and locally implement technical innovations in housing construction and site development.

**Policy 05.03.02** Through the review of development proposals, the City shall support public and private sector efforts to create and/or preserve affordable housing for very-low, low and moderate-income groups in areas designated for residential land use for future and current residents. While the review of such proposals shall be based on overall compatibility with already established residential areas and the failure to discourage market based housing, the approval of a proposal may also include modifications in site density, lay-out and construction techniques in order to further implement the City's overall housing goal.

**Policy 05.08.02** Encourage new housing, including housing at higher densities, to be directed toward areas designated as Urban Corridors, Regional Intermodal Centers, Intermodal Centers and Regional Centers as depicted on the Livability and Connectivity Illustration of the Strategic Regional Policy Plan (SRPP).

**Policy 05.09.01** The City shall use incentives and educational efforts to promote new housing projects, which contain compact building design principles, mixed use, medium to medium high densities, promote pedestrian activity and support multi-modal transportation options.

**c. Imposes no greater impacts on adjacent lands than would occur through compliance with the specific requirements of this Code**

The requested administrative adjustment imposes no greater impacts on adjacent lands than would occur through compliance with specific requirements of the Code as the overall proposed project creates improved walkability and active pedestrian use areas. Further, there is an existing bus stop adjacent to the project that will serve the proposed residential development in addition to the existing nonresidential developments along Atlantic Boulevard.

**d. Provides the following public benefits to an extent sufficient to compensate for the requested modification of standards**

- i. Deed-restricted workforce and/or affordable housing.  
The Applicant is committed to entering into an agreement declaring 15% of the proposed units as workforce housing units per the City's definition pursuant to Section 154.02 of the Code for a period of 15 years from the issuance of a temporary certificate of occupancy.

ii. Public Art.

The Applicant is prepared to provide a public art contribution of \$250,000.

iii. Other Benefits.

- a. A pedestrian bridge connects the two midrise residential buildings which is a unique and distinct architectural feature in the City. This modern craftsman style is intended to provide a relatable pedestrian scale at the ground floor public realm level that is visually attractive to the public and motivates enhanced user experience for the neighborhood and the residents.
- b. Individual residential stoop entries have been incorporated into the design at the ground floor along the NE 24<sup>th</sup> Avenue streetscape corridor and are also located on NE 23<sup>rd</sup> Avenue and on NE 25<sup>th</sup> Avenue. The inclusion of framed stoops in combination with the modern architectural style of the upper floors achieves a design that is not only aesthetically pleasing but also creates a positive social impact for the residents as well as the renaissance of the surrounding community as a whole.
- c. Although separate and apart from the Major Site Plan Application and the instant Major Administrative Adjustment Application, it should be noted that the Applicant also submitted a separate application for a minor site plan (PZ#20-000013) for a new public pedestrian plaza. A new and iconic pedestrian plaza is proposed at the northwest intersection of NE 24<sup>th</sup> Avenue and East Atlantic Boulevard adjacent to the existing commercial building addressed as 2335 E. Atlantic Boulevard formerly known as the Bank of America building. The proposed plaza will occupy what is currently the off-street parking for the commercial building and will serve to further activate the streetscape and enhance the comfortable pedestrian environment in and around the proposed residential development and existing commercial buildings.

Further details on the proposed Development Project can be found throughout the digital submittal package. Please contact me at (954) 527-2443 should you have any questions or require additional information.