

July 2, 2026

City of Pompano Beach
100 W. Atlantic Blvd
Pompano Beach, FL 3300

RE: Downtown Pompano – Roadway and Infrastructure
Project #: 26-1200001
KEITH Project No.: K15083.00

Dear City of Pompano Beach Reviewers:

Based on your Development Review comments date May 13, 2026, KEITH and the project team offer the following responses to your comments/questions:

LANDSCAPE DEPARTMENT

Wade Collum | Wade.Collum@copbfl.com

Status: Resubmittal Required

1. All comments discussed with Planning / Zoning staff.

RESPONSE: All comments with Planning/Zoning staff have been discussed and addressed accordingly.

2. Please verify all plans are in accordance with 155.5203, 155.3501 (TO), and/or 155.3708 (DPOD), as applicable for the site.

RESPONSE: All plans are in accordance with section 155.5203, 155.3501 and 155.3708 as applicable for the site.

3. Please verify 'canal' retention area on sheet CP-103 is correct as it relates to the 'waterway' for the project overall. Clearly define the scope of work as it relates to managing large open areas and the areas immediately adjacent to the back of the sidewalk. Based on the comment response, please provide our standard site restoration note for Bahia sod for areas impacted by work. I.e Sheet LP-109.

RESPONSE: The canal has been removed and replaced with an underground storage system. This is reflected on the landscape plans to match CP-103. The standard site restoration note has been added to sheet LP-109.

4. Clearly define the scope of work as it relates to managing large open areas and the areas immediately adjacent to the back of the sidewalk. Based on the comment response, please provide our standard site restoration note for Bahia sod for areas impacted by work. I.e Sheet LP-109.

RESPONSE: The site restoration note has been added to sheet LP-109.

5. Please meet with staff to discuss tree disposition and preservation approach on the tree Disposition.

RESPONSE: We met with City staff to discuss the proposed mitigation approach. We will continue coordinating with the City to ensure the mitigation bank process remains on track and can be effectively monitored throughout implementation.

DRC

PZ26-12000001
08/05/2026

www.KEITHteam.com

pompano beach (HQ) • miami • west palm beach • orlando • port saint lucie

6. Is it possible to carve out an area to store relocated Sabals with a temporary irrigation system to check the preservation box and help to offset mitigation? Maybe the border of Sheet LP-109? Based on response, please provide a location for the holding area with temporary irrigation with connections noted

RESPONSE: The temporary holding area is now shown on sheet LP-104 and LI-104. This is closer to our water source therefore a better location than on sheet LP-109.

7. Staff suggests creating a mitigation bank for the project and would like to discuss how we will manage that bank as a team.

RESPONSE: We met with City staff to discuss the proposed mitigation approach. We will continue coordinating with the City to ensure the mitigation bank process remains on track and can be effectively monitored throughout implementation.

8. As per 155.3501.J.3.f. Street trees are to be calculated at 1:30. It appears more trees have been added to meet the requirement however the tree count on the plant list remains unchanged. Please verify and recalculate.

RESPONSE: Additional trees were added to meet the street tree requirement. The plant list and landscape requirements table reflect this on sheet LP-101.

9. Grading Detail on CP-301, Roadway Typical Section 1 shows grade declining, and according to the topo lines on the grading plan shows grade inclining, clarify and correct please. Comment response for canal being removed, staff is unsure how to process.

RESPONSE: CP-301 has been revised to show the proper slope as it relates to the grading. In regards to the canal, it was intended for drainage but is no longer needed and has been removed from the project.

10. As per 155.3501.H.6.c.vi.g. Overhead utilities are not permitted. Existing overhead utilities shall be relocated underground. NW 1st.

RESPONSE: Comment acknowledged. Developers are working with FPL to obtain final layout, the intention is to bury all overhead utilities.

11. As per 155.3501.J.3; Provide Modular Suspended Pavement System with aggregate sub base (such as Silva Cell) for trees in landscape areas directly abutting paved areas. Required tree soil volume shall be provided in accordance with Figure 155.3501.J.3.a: Required Tree to Soil Volume Ratio Graph below. Please show on the colored Separate Suspended Pavement sheet.

RESPONSE: We provided a separate suspended pavement exhibit, please refer to sheets LP-201-LP-203.

12. Show all suspended pavement on the Civil / PGD Plans. Comment responses only refers to 1 Civil sheet and 1 W&S Plan. Correct and clarify.

RESPONSE: Sheets CP-104 and CU-104 are the only sheets where we are proposing soil cells. This matches sheet LP-104.

13. Provide Root Barrier specifications on the plan. Staff strongly recommend a hard physical root barrier, such as Deep Root hard plastic at least 24" in depth in all area bordering hardscapes or utilities. Please show on the colored Separate Suspended Payment sheet.

RESPONSE: Root barriers were added to the landscape set. Please refer to sheets LP-101-LP-105 for location. The root barrier detail is located on sheet LP-501.



14. Clarify how the plans comply with Downtown Pompano Overlay District (DPOD) Regulating Diagrams. Diagram 155.3798.I, Open Public Open Space & Greenway System Regulating Plan, Diagram 155.3708.J., Street Network Connectivity Regulating Plan. Please provide examples open to discussions with staff for clarity.
15. Correct comment #3 under section O of the notes page to reflect 2 ½ x 3 times the size of the rootball.
RESPONSE: The note has been corrected on sheet LP-001.
16. Provide a tree grate or pervious aggregate detail for palms and trees proposed in paver or walkway areas. Staff could not locate any notes on sheet LP-104
RESPONSE: A tree grate detail has been added to sheet LP-502 and they are called out on the plan on sheet LP-104. This detail is subject to change during the permitting process, to ensure it matches the specifications of the east side of the road for the City Hall permit.
17. Please provide a detailed comment response sheet as to specifically how comments have been addressed at time of resubmittal.
RESPONSE: A comment response sheet has been provided.
18. Additional comments may be rendered a time of resubmittal.
RESPONSE: Comment Acknowledged.

PLANNING DEPARTMENT

Max Wemyss | Max.Wemyss@copbfl.com

Status: Resubmittal Required

1. The narrative does not address the phasing and transition of the overall site to individual development sites. The assumption is that fill is being brought in to accommodate future development sites. Are those pads determined or not determined at this time? What will the configuration of development be? Include information on the strategic locations of fill, particularly linear graded features that are not identified as a site feature on any plan. What is assumed to be the water feature area shown on the key is different from what is shown on sheets 102, 103, and 104. It was previously understood that all of phase 1 and 2 stormwater needs were being captured within the City Hall garage. Please include description of the area reserved for the water feature amenity and any stormwater needs in the narrative. Ensure the depictions of these areas are consistent across the key and sheets.
RESPONSE: Paving, Grading, and Drainage plans show mass grading with the future buildings taken into account. The wet detention pond is no longer necessary to support storm water as stormwater is being handled efficiently through the strategic use of underground vaults, exfiltration trenches, and filtration technologies. The City/CRA is contemplating various water features to replace the long linear wet detention pond, the precise details of which will be finalized during a comprehensive master planning effort. The overall key sheet and CP-10X sheets have been updated to remove the pond and clarify the revised baseline grading and drainage configuration.
2. What is the reason we are not providing sidewalks along the south side of nw 1st Street? Sufficient ROW appears to exist.
RESPONSE: While there appears to be adequate right-of-way, the installation of a sidewalk along the south side of NW 1st Street is constrained by existing underground and/or above-ground utilities that would conflict with the proposed improvements.



3. According to the master plan, the development should front onto a linear central plaza. Assuming this ultimate design is not yet determined, is there a minimum width or area for this amenity that can be identified on an overall plan?

RESPONSE: The City/CRA, as the property owner and applicant, will undertake an upcoming comprehensive master planning effort that will establish the definitive design, configuration, and location of the future rectangular central plaza. As part of this targeted effort, the appropriate size, dimensions, and overall programmatic elements of the amenity will be evaluated and determined to ensure it meets the true intent of the master plan without fragmenting the future building pads.

4. Comment for discussion: If on-street parking is desired/required, how (or where) can this be accommodated? Is it impractical to expect that anywhere? Is it practical to expect double frontages and structured parking from new development? What will the requirement of a central plaza do to the available area of a development site?

RESPONSE: The City/CRA will evaluate the feasibility, placement, and practicality of on-street parking, double frontages, and structured parking through a comprehensive master planning effort and subsequent individual pad development processes. The integration of these components—including how they interface with the rectangular central plaza—will be carefully balanced during that design phase to support functional site layouts while protecting the long-term integrity of the master plan.

5. Once site work is complete, will the development pads be sodded or seeded?

RESPONSE: The City/CRA will ensure that all development pads are appropriately stabilized with sod or seed following completion of this baseline infrastructure phase, in accordance with applicable municipal standards and erosion control requirements.

6. Acknowledge that what is proposed does not perfectly align with the street's hierarchy regulating plan nor the open space regulating plan. This is acceptable so long as certain criteria are met. Please add responses to those criteria to your narrative.

Street: Tertiary streets and alleys/service roads shown on the Street Network Connectivity Regulating Plan are encouraged to promote connectivity and to conform to block length requirements. Unless otherwise specified in the TO district, tertiary streets and alleys/service roads may be modified or deleted for the purpose of assembling parcels for development.

The modification or deletion of tertiary streets and alley/service roads as shown on the Street Network Connectivity Regulating Plan requires the following conditions are met:

- i. The Director of Development Services shall approve the modification or deletion of tertiary streets and alleys/service roads provided the following conditions are satisfied:
- ii. The modification/deletion is reviewed and recommended by the City's Urban Design Professional who shall review the proposed modification for compliance with sound urban design principles.
 - The modification/deletion maintains connectivity to the surrounding area; b) The modification/deletion enhances pedestrian safety; c) The modification/deletion is compatible with the surrounding area; d) The modification/deletion allows for the appropriate use of private property; and e) The modification/deletion does not create block lengths that exceed the maximum allowed herein, thereby limiting walkability.
- iii. The modification/deletion is reviewed and recommended by the Director of Public Works who shall review the proposed modification for traffic and safety issues.
- iv. The modification/deletion does not diminish the general size and location of an open space shown in the Designated Public Open Space and Greenway System Plan.



- v. The modification/deletion complies with the requirements for vacating and closing streets and alleys, as applicable, in accordance with the City of Pompano Beach Code of Ordinances.

Response: The City/CRA notes that all existing A/Primary Streets and existing B/Secondary Streets are fully compliant, with only minimal modifications proposed for the New C/Tertiary Streets shown on the Street Network Connectivity Regulating Plan. The minor adjustments to the tertiary street alignment consider property ownership limitations, while providing adequate space for the long linear plaza and water feature contemplated by the City/CRA. The proposed layout honors the core intent of the Regulating Plan by maintaining the primary external access points, including the connection along NW 6th Avenue midway between Martin Luther King Boulevard and Atlantic Boulevard, two connections along MLK Boulevard, and one connection along Dixie Highway. While ingress and egress along Atlantic Boulevard remains a high priority for the City/CRA, its future implementation will be contingent upon subsequent property acquisition in that area.

This initial submission establishes the baseline infrastructure required to allow for preliminary grading and utility installation. Circulation and access are fully provided throughout the site via a robust internal roadway network that ensures multiple ingress/egress points, safe traffic circulation, and enhanced pedestrian safety by minimizing unnecessary conflict points. Rather than diminishing open space, this modified network safely organizes traffic around the core of the site, ensuring excellent walkability and compatibility with the surrounding area while successfully creating the necessary spatial depth to physically realize the central plaza and water feature. As the site develops further, additional points of connectivity will be provided.

Greenways/Open Spaces:

The general location shall conform with the Designated Publicly Accessible Open Space and Greenways System Regulating Plan. (Note: Which of the new streets will be the greenways? Is a greenway required along the water feature area?)

Provided that all other parameters on the Regulating Plans are met and that an individual/developer owns the entire designated publicly accessible open space area and an adjacent area, the final location of the publicly accessible open space may be proposed onto such adjacent area.

RESPONSE: The Designated Public Open Space & Greenway System Regulating Plan depicts a restrictive, L-shaped open space configuration that is not conducive to high-quality programming or efficient public utilization. To remedy this, the City/CRA has envisioned a cohesive, rectangular central plaza area. This reconfigured space provides the necessary scale and geometry to effectively hold community events and serve as a central gathering place for the community. Rather than reducing the public realm, this adjustment reallocates the open space to an area where it can deliver maximum public value. The City/CRA intends to evaluate the central plaza area—including the specific layout of the plaza, greenways, sidewalks, and supporting site elements—through a comprehensive master planning effort. This strategic approach will ensure all pedestrian amenities are right-sized, properly integrated with the future central water feature, and fully optimized for public use.

7. Please provide a master plan/phasing plan.
- Include the locations/area for the linear central plaza.
 - Note that the water feature is to be completed by others and the general location is only shown for reference. The water feature shall receive a building permit prior to any vertical building permit approval. The design of the water feature is subject to change, as approved by the City/CRA. Including site plan information at this phase, enables this aspect of the project to proceed to building permit directly, once feasible.
 - Note that a legal mechanism, such as a declaration requiring improvements of future site plan development applications, such as pedestrian amenities and landscaping and/or a travel lane with parking,



on the north side of the water feature area will be required.

- Include notations on the orientation of any development (primary/secondary/tertiary frontages). Fronts need to be along the central canal/plaza/water feature area. Additional frontages along the water feature area shall be consistent with a “Secondary Street” as defined by code.
- Include locations that may be practical for on-street parking or any other roadway configuration that may be practical in the future.
- Include notations on the phasing for the identification of any development pads, inclusive of any sodding or seeding interim periods.
- Include locations for any open space or greenway required by the regulating plan or permitted modifications to the regulation plans.

RESPONSE: The City/CRA, as both the sole property owner and the applicant, will maintain full oversight over the execution of this district and will ensure that all municipal requirements, design standards, and public amenities are fully met. The current infrastructure plan set is strictly intended to establish the core, essential site infrastructure—such as grading, major utilities, and the preliminary road layout. This framework will naturally evolve over time to integrate the linear central plaza, water feature, specific building orientations, future parking configurations, and pedestrian amenities. These features will be subject to an extensive, upcoming master planning effort by the City/CRA to ensure everything is properly designed and installed at the right time and place. Deploying these high-quality civic amenities and finished site elements too early in the infrastructure phase risks having them damaged or destroyed by the heavy construction of surrounding and adjacent vertical developments. This phased, deliberate planning approach protects the long-term integrity of the public investment while guaranteeing a highly coordinated, functional layout at build-out.

