





ADMINISTRATIVE MEMORANDUM NO. 17-431

TO: Planning and Zoning Board and City Commission

FROM: David L. Recor, Acting Development Services Director 
Jennifer Gomez, AICP, Assistant Development Services Director 

VIA: Pamela Stanton, RLA, Planner 
Jean E. Dolan, AICP, Principal Planner 

DATE: December 8, 2017

SUBJECT: Zoning Code Text Amendments for the Transit Oriented Corridor (TO) and East Overlay District (EOD)
Planning and Zoning Board Hearing – December 20, 2017

In 2016, the City of Pompano Beach initiated a change in the future land use designation of the East Atlantic Boulevard Corridor to create the East Transit Oriented Corridor (ETOC) which connects the City from the Intracoastal to the Downtown Pompano Transit Oriented Corridor (DPTOC) at Atlantic Boulevard and I-95. The ETOC is 279 gross acres bounded on the east by the Intracoastal Waterway and at the westernmost point by S. Cypress Road. The northern and southern boundaries bordering Atlantic Boulevard are varied with the furthest northern extent being generally NE 6th Street and the furthest southern extent being generally SE 4th Street. The land use change has received all but the second reading which will occur concurrently with the public hearings for the rezoning.

The Zoning Code text amendments associated with the ETOC were presented at the October 9, 2017 P&Z and City Commission workshops. Some changes have been made to the draft Code based on comments received at those workshops and through the Development Review Committee (DRC) review process. The changes are summarized in Attachment 1 to this report.

The intent of the Zoning Code amendments is to allow a mixture of residential and commercial uses, particularly within the blocks fronting on Federal Highway and Atlantic Boulevard, and provide a comprehensive approach to redevelopment while creating compatible transitions to the adjacent residential development. The proposed amendments are to the current Transit Oriented (TO) Special Base Zoning District and the new East Overlay District (EOD), which is being created. The Zoning Code amendments establish standards for new development and redevelopment that address building placement and design, streetscape enhancements, traffic and neighborhood compatibility.

The TO Special Base Zoning District is intended to encourage transit use as an alternative to auto dependency by accommodating moderate to high intensity, compact, mixed-use and pedestrian-oriented development. As a form-based code, the current TO regulations are proposed to be amended to more closely align with the desired outcome for TOCs in the City, including the DPTOC and the ETOC. Standards regarding specific lot development, such as the massing and dimensional standards found in the Building Typology and Placement Regulating Diagrams were previously included in the Downtown Pompano Overlay Zoning District regulations of Article 3 and have been moved to the TO for the purpose of providing continuity throughout all existing and future TO Districts within the City. The resulting amendments to 155.3708 Downtown Pompano Overlay District (DPOD) are provided with this Code amendment.

The East Overlay District (EOD) is intended to regulate permitted uses, density, street network connectivity, open space and greenways, street setbacks, and building heights. A series of Regulating Plans has been developed to govern these standards and are included as part of the Text Amendment package for your review.

Several sections of the general Zoning Code were amended to accommodate the TO/EOD regulations. All amended sections of the Code are provided in the backup for your review.

A fact sheet is provided as Attachment 2 to this Staff Report which summarizes the most critical facts about the ETOC and the intent of the associated TO/EOD Zoning regulations.

Staff Recommendation:

Staff recommends approval of the package of Code changes (which may be subject to minor edits and scrivener's error corrections prior to City Commission approval) to accommodate the Transit Oriented (TO) base district and East Overlay District (EOD) and the associated general City Code amendments provided herein, to implement the vision for redevelopment of the East Transit Oriented Corridor (ETOC) land use designation.

ATTACHMENT 1
CHANGES MADE TO TO/EOD CODE AFTER THE OCTOBER 9, 2017 WORKSHOP

TO Edits:

1. TO District: 155.3501.J.3: Street tree soil volume planting specification was added to TO landscape requirements and engineered soil option was removed in favor of suspended pavement system.
2. TO District 155.3501.K.5.d: Tree standards were clarified on street sections and in the Code language.
3. TO District 155.3501.O.2: Forecourts allowed to replace building separation for buildings longer than 300 feet when affected by airport height limits.
4. TO District Building Configuration and Design (previously 155.3051.O.2.l and 155.3501.O.2.o): Removed awning and rooftop regulations.
5. TO District - General: Removed language describing what is shown on regulating plans and building type diagrams.
6. TO District Table 155.3501.O.5: Note added to clarify that revocable license agreement may be necessary for right-of-way encroachments, even of the airspace above the right-of-way.
7. TO District Tower Building Typology Diagram: Clarification to floorplate tower standards on tower building typology and regulating diagram.
8. TO District Residential Building Typology and Regulating Diagrams: Added language to clarify parking design on the residential building typology and regulating plan diagrams.
9. TO District 155.3501.l.2.c: Modified parking garage standards to only require active use liners on 70% of the garage façade on tertiary streets and to allow a 20% administrative adjustment from that figure in the Core and Center. Provided additional detail regarding garage façade design.

EOD Edits:

1. EOD Street Development Regulating Diagrams: Clarified language on street sections to provide additional flexibility when a “typical” street design can be applied.
2. EOD Overlay 155.3709.J.1.a.ii: EOD parking standards were modified to require parking per current code for multifamily development in the Edge subarea.
3. EOD Overlay 155.3709.E.1.e.vii: Modified use standards for medical office to allow emergency procedures after hours by only limiting hours when the office is “open to the public”. Changed language to clearly allow medical office on first floor by changing language to only limit the location of “patient examination” areas in the first 20-feet of depth on the first floor fronting Atlantic Boulevard.
4. EOD Overlay 155.3709.K: Added Traffic Analysis requirements.
5. EOD Building Heights Regulating Plan: Increased height of parcel adjacent to and east of the Koi Development to 105/80 feet, Core designation with transition of height to the east and south. Added Harbor Village PCD to Core subarea.
6. EOD Use Area/Density Regulating Plan: Added Harbor Village PCD to MM 0-90 use area; changed color of RM 24 designated half-block west of NE 18th Avenue between NE 1st and NE 2nd Street.
7. EOD Designated Publicly Accessible Open Space and Greenway Systems Plan: Created several themed streets by identifying preferred tree species on most significant greenway streets.

8. EOD Permitted Use Table: Modified Note 5 to allow up to 50% of the first 20' feet of depth fronting on Federal Highway and Atlantic Boulevard to be used for residential lobby entrance rather than limiting it to nonresidential active use.

Changes to Other Code Sections to Support TO/EOD:

1. Table 155.2421.B.1: Created Administrative Adjustments to give some flexibility to fixed standards such as:
 - Block length and width (10%)
 - Distance between access points along front property line (10%)
 - Minimum lot depth and width (10%)
 - Floor Plate size above 5th floor (10%)
 - Ground floor active use liner depth (20%)
 - Maximum building length (10%)
 - Active use percentage on tertiary streets in Core and Center (20%)
 - Minimum size of open space dedication (unrelated to density bonus) (20%)
2. 155.4303.V and 155.4501.B Added East Overlay District to the same exceptions for outdoor seating and alcoholic beverage establishment separation requirements that were created for the Atlantic Overlay District (AOD).

RESPONSE TO DRC COMMENTS

The undersigned has reviewed and evaluated the **REZONING APPLICATION** submitted to the City of Pompano Beach to determine its conformity with applicable City codes and requirements. Below are my comments and/or recommendations:

P&Z # 16-13000006

Owner: City of Pompano Beach

Project name: East Transit Oriented Corridor (ETOC)

Project location: City of Pompano Beach, within the ETOC boundary

Request: The applicant is the REZONING of the property located within the ETOC boundary.

Agent: Jean Dolan

Project Planner: Pamela Stanton

Commission District:

PLANNING

Plan Reviewer: Maggie Barszewski; maggie.barszewski@copbfl.com

Status: Review Complete Pending Development Order

Comments:

1. The LUPA must be approved before second reading of this Rezoning Ordinance per Chapter 163 F.S.

Response: Acknowledged.

2. In order to address the pedestrian-oriented nature of certain segments of Atlantic Blvd., ultimate width dimensions for portions of Atlantic Blvd. will warrant an amendment to the Broward County Trafficways Plan. This can be initiated by City in accordance with Article 3 of the Broward County Trafficways Plan.

Response: Acknowledged.

ENGINEERING DEPARTMENT

Plan Reviewer: David McGirr; david.mcgirr@copbfl.com

Status: Review Complete Pending Development Order

Comments:

11-7-17

Prior to the Final approval of the code amendment changes to Sec. 100.01 Please look to schedule a meeting with City Engineer John Sfiropoulos and staff.

Response: Acknowledged.

FIRE DEPARTMENT

Plan Reviewer: Jim Galloway; jim.galloway@copbfl.com

Status: Review Complete Pending Development Order

Comments:

This P&Z application is able to meet all of the Fire Department requirements at this time for Site Plan Review. However, the petitioner shall maintain all proper fire department access and water supply requirements as per chapter 18 of NFPA 1 as amended from time to time.

*Additional comments may follow throughout the remainder of the permitting process. The buildings shall be in compliance with All NFPA Standards prior to receiving Fire Department approval.

Response: Acknowledged.

BUILDING DIVISION

Plan Reviewer: Sal Pravata; salvator.pravata@copbfl.com

Status: Review Complete Pending Development Order

Comments:

11/07/2017

BSO

Plan Reviewer: Patrick Noble; Patrick.Noble@sheriff.org

Status: Review Complete Pending Development Order

Comments:

Disclaimer: The services of an experienced, qualified and certified Security Crime Prevention/ CPTED Consultant are highly recommended. This review does not guarantee a crime will never occur; it is an effort to mitigate opportunities for crime and to help avoid any present and future security deficiencies, conflicts, or liabilities that might occur without any review.

Note: DRC submissions require a CPTED/ Security Strengthening Narrative Folder and a separate Drawing Folder for review. All mandatory compliance condition requirements **MUST BE LISTED AND SPECIFICALLY ADDRESSED WITH DETAILS** on Narrative and Drawing plans.

I recommend a resource impact study in regards to law enforcement staffing.

Response: This application is not for specific development but only establishes a zoning district and zoning regulations. Future development in the District will address police resource impacts as required for site plan approval.

CRA

Plan Reviewer: Max Wemyss; max@rma.us.com

Status: Review Complete Pending Development Order

Comments:

11-9-17:

I have attached recommended revisions to the Building Typology (please use V2: version 2) and Street Development Regulating Diagrams and the Heights/Sub-Areas, Use/Density Regulating Plans.

Revisions Summary- Building Typology

1. Tower. Modified language on Tower Floorplate Size standards to clarify calculation of average for multiple towers and maximum size for any individual tower.

Response: Revision was accepted.

Revisions Summary - Street Development

1. Modified legend to be consistent on all.
2. Corrected sidewalk labeling on sections C. and D.
3. Clarified landscape type (strip or tree grates) and Street Tree standards (spacing and calculation) on all.

4. Added greenway standards to typical street sections to provide flexibility for street designs when located on a greenway.
5. Removed "includes:" labeling from typical streets to allow for flexibility in street design depending on site specific circumstances.

Response: Revisions were accepted.

Revisions Summary- Sub-Area/Building Heights Regulating Plan

1. Modified permitted heights on the property and adjacent property located at 598 E ATLANTIC BLVD to create transitions and accommodate redevelopment.

Response: Revisions were accepted.

Revisions Summary- Use-Areas/Density Regulating Plan

1. Modified note on Table for the location of residential uses within MM fronting on Atlantic and Federal. We will now permit residential lobbies in these locations for no greater than 50% of the building frontage.

Response: Revisions were accepted.

TO text amendment recommendations:

TO.I.2.c Parking Garages: We should not require 100% of garages fronting on a tertiary street to be lined with active use when we are already requiring 70% of active use (this may be too high and we could consider an admin adjustment) for the entire street frontage. My recommendation is to modify the language as follows:

- i. Except along a tertiary street, an alley/service road, or a pedestrian passage the ground floor of the garage shall be screened along all frontages by a liner building containing a minimum depth of 20 feet of active use. Above the ground floor, a liner building shall not be required. All levels of the building shall comply with the standards below:
 - a. All building facades that are visible from a street or an open space shall compliment and contain architectural treatments consistent and harmonious with that of the principal structure and habitable space;
 - b. Any frontage of a garage along a tertiary street that is not lined with active use along the ground floor shall provide (..... this language needs to be determined with staff.....)

Response: A 20% administrative adjustment in the Core and Center was added for the percentage of active use on a Tertiary Street. The parking structure design language was modified as follows (and Section 155.5605 was created with the other standards which will not apply Citywide):

a. Parking Garages

In addition to the parking garage design requirements in Section 155.5605, Multi-level parking garage structures, whether stand-alone or part of a larger development, shall comply with the following standards:

- i. Along a primary and secondary street, the ground floor of the garage shall be screened along all frontages by a liner building containing a minimum depth of 20 feet that may be used to achieve the minimum Active Use requirement in the Overlay District. Above the ground floor, a liner building shall not be required habitable space.
- ii. Exhaust air fans and associated louvers for the parking garage may be allowed on secondary or tertiary garage frontages above the first floor only.
- iii. The garage shall be accessed from an alley/service road or tertiary street, when possible where feasible.

...

UTILITIES

Plan Reviewer; Nathaniel Watson; nathaniel.watson@copbfl.com

Status: Review Complete Pending Development Order

Comments:

11-8-2017

1. Please note that additional comments may be forthcoming contingent upon future submittals and the development review process.
2. Given the submittal, the City of Pompano Beach Utilities Department has no comment at this time with regard to the requested Rezoning of the noted subject properties with various current zoning to a collective EOD zoning.

LANDSCAPE REVIEW

Plan Reviewer

Status

Comments: No comments were available as of 11/15/2017.

ZONING

Plan Reviewer: Pamela Stanton; pamela.stanton@copbfl.com

Paola West; paola.west@copbfl.com

Scott Reale; scott.reale@copbfl.com

Jean Dolan; jean.dolan@copbfl.com

Status: Review Complete Pending Development Order

Comments:

- (1) Tower Regulations on Building Type Regulating Diagram – clarify that “average tower floorplate size” only applies when there are multiple towers. *JD*

Response: The tower building type regulating diagram was amended to clarify this point.

- (2) Add Harbor Village parking lot to Core designation on Building Height/Sub-Area Regulating Plan and MM 0-90 on Use Area/Density Regulating Plan. *JD*

Response: Regulating Plans were amended as noted.

- (3) New tertiary streets are shown as if existing on the Regulating Plans. Staff needs to be aware of this or it looks like some properties are not designated. *JD*

Response: Noted.

- (4) Consider changing the property east of and adjacent to Koi to 105' with a transition to 35 feet on the south and 55 feet on the east sides to more closely match existing B-3 zoning while still accomplishing the height transition. *JD*

Response: Regulating Plan was amended as noted.

- (5) Parking structures on tertiary streets – remove requirement that the structure has to be fully lined with 20-foot deep active uses. Add language to require the façade to be designed to appear to

be active use. Note: 70% of tertiary streets in the Core have to be active use anyway so this is really only giving the garage a 30% reduction in active use area. *JD*

Response: This point was addressed. Note that a new code section was prepared 155.5605 with general parking structure design requirements that will apply Citywide as well as to the TO base district and the standards in the TO were modified to reference the Citywide standards as well as those specific only to the TO base district.

(6) Change Use Areas/Density Regulating Plan and Table EOD E.1 and Foot note 5 on Principal Uses Regulating Table to allow up to 50% of the frontage on Federal Highway and Atlantic Boulevard to be the lobby entrance for residential uses above the ground floor. *JD*

Response: These changes were made in the noted locations.

(7) Street Section Note: Max has removed the "included" streets from Street Sections T-7 and T-8. Also, the intent for non-greenway streets with on-street parking is to have a 10' paved sidewalk with tree grates. This is being clarified on the street sections. *JD*

Response: The amended street sections have been provided.

(8) Table 155.3709.E.1: All occurrences where it states "... East Atlantic *and* Federal Hwy" change to "... East Atlantic *or* Federal Hwy." *JD*

Response: This change was made to the documents for adoption.

(9) Section 100.0 1A & B – revise language generally exempt streets within "any" overlay District that has a corresponding Street regulating plan or diagram. *PW*

Response: This change was made.

(10) Add a cross reference to the overlays at the end of section 100.07. *PW*

Response: After clarification, this comment was withdrawn.

(11) In Article 4, revise language for convenience store to read standards under section 3A the same as the grocery store standards under 3A. The language is not the same. *PW*

Response: After further review, this comment was withdrawn.

(12) Re-number the convenient store and the grocery store uses to not be under the same section 155.4222. F1 and F2 are confusing and not consistent with the code. *PW*

Response: This section was renumbered as requested.

(13) Remove the language under section 155.3501 transit oriented district under use standards "a list of permitted and/or prohibited uses may be established during the rezoning process". *PW*

Response: The language was deleted.

(14) Under section 155.3501H "TO district Street standards", revise 2. to read that the improvements specified within that dedicated space, to accommodate the sidewalk and/or landscape feature as specified within the specific street design standards established for each district." *PW*

Response: The text was modified as noted.

(15) Section 155.3501 H.6.c.vi.l will be difficult to enforce at permitting. Suggest removing. *PW*

Response: This section refers to street design only and zoning will not need to enforce at permitting.

(16) Section 155.3501H.6.vi.g, suggest using different language other than “feasible”. This word may be construed as subjective. Possibly use where practicable. *PW*

Response: After determining that feasible and practicable are synonyms, this comment was withdrawn.

(17) Suggest providing diagrams for items a through k in section 155.3501H.6.c.vi. *PW*

Response: The street section diagrams illustrating these street design principles are provided in the EOD Overlay District.

(18) Section 155.3501I.1.b and c remove as this is already required in Article 5. *PW*

Response: So noted and removed.

(19) Section 155.3501 I 2 vii and viii remove as this is already required in Article 5. *PW*

Response: So noted and removed

(20) Provide a definition for “active use”. *PW*

Response: The definition of active use was previously provided in the project amendments to Article 9 included with this submission.

(21) Continuous use of word “feasible” should be changed to something else, such as where practicable. *PW*

Response: After determining that feasible and practicable are synonyms, this comment was withdrawn.

(22) Section 155.3 501 I 2h revise remove all language except “Racks or lockers shall be located inside the building served or within 100 feet of a primary entrance to the building served.” *PW*

Response: The language was not changed as it is slightly more stringent than general code language.

(23) Section 155.3501 I2d include language subject to valet agreement in accordance with 155.5102 J6. *PW*

Response: The language was added as requested.

(24) 155.3501.B.1 – Definition of mixed-use development here conflicts with the definition of mixed-use development in Article 9, Part 5. Residential is NOT one of the required uses in Article 9. Example: A project containing Institutional and Commercial is considered mixed-use development under today’s Code. However, the TO’s proposed definition specifically requires one of the uses to be residential. *SR*

Response: The definition of mixed use in Article 9 was amended to specify that mixed use in a TO base district must include a residential component.

(25) 155.3501.B.3 – Additional or stand-alone auto-oriented uses are prohibited. This conflicts with EOD 155.3709.B.2.a.ii which states auto-oriented uses can be redeveloped as the same principal use. *SR*

Response: The intent is to not allow “new” auto oriented uses but to avoid creating nonconforming uses for the existing auto oriented uses noted in the EOD.

(26) 155.3501.F.7.a should be 155.3501.F.8. *SR*

Response: This error was corrected as noted.

(27) 155.3501.H.6.c.vi.k – Language suggests all features listed are required. Not every block needs phone booths and newspaper dispensers. Recommend changing from “Street furniture shall be provided including but not limited to...” to “Street furniture shall be provided, which may include but not be limited to...” *SR*

Response: This language was modified as noted.

(28) 155.3501.I.1.d – Recommend adding the following language: “... shall be limited to 1 point of access for every 250 feet of frontage, unless the Fire Marshal determines an additional point of access is required for Life Safety.” *SR*

Response: This language was modified as noted.

(29) 155.3501.I.2.b – Recommend requiring parking lots and garages to provide a minimum amount of designated electronic vehicle (EV) parking and recharging stations. *SR*

Response: Further research is required to determine the appropriate standard.

(30) 155.3501.I.2.b.vii – Wheel stops language is unnecessary. Code section 155.5102.C.9.a: Except for off-street parking areas serving single-family dwellings, each off-street parking space shall include a continuous curb. *SR*

Response: The language was deleted.

(31) 155.3501.K.1.a – Minimum size of new designated publicly accessible open space shall be 4,800 SF. Seems excessive and arbitrary. *SR*

Response: To address this issue, we included a 20% administrative adjustment to the minimum size which does not apply if the open space is being used to achieve a density bonus.

(32) 155.3709.B.1.b – Prohibition of PDs is already noted in TO Base Zoning 155.3501.D. No need to add it to Overlay Districts. *SR*

Response: Since this is a point we feel strongly about, we are leaving the language to intentionally be redundant to add emphasis.

(33) 155.3709.B.2.a – Consider changing Auto-Oriented Uses to Auto-Oriented Development or Auto-Centric Development. Most people think of gas stations, auto repair, drive-through, etc. when they think of auto-oriented uses. *SR*

Response: Added the term “auto-centric”.

(34) 155.3709.B.2.a – Single Family Dwellings have never gone through site plan approval, so strike that language: “...provided they shall only be permitted at locations that had a site plan approved for such use development prior to the date of the adoption of this ordinance.” *SR*

Response: Language was corrected as noted.

(35) 155.3709.B.2.a.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. What Zoning standards would apply to a property with a single-family home in a TO District? RS-2? SR

Response: The previous zoning district will apply as noted in the text.

(36) Table 155.3709.E.1 – Nonresidential column typo: ...20-feet of depth onf the 1st Floor fronting... SR

Response: Typo was corrected.

(37) 155.3709.E.1.e.viii.c – Is the public entrance considered the storefront of the business or to property entrance/driveway? SR

Response: Language was modified to ensure that it was clearly the pedestrian entrance to the building.

(38) 155.3709.E.2.c.ii.a states, “the total number of units built does not exceed the total number of units permitted for each parcel.” However, the following section provides several density bonus options which, if applicable, could easily exceed the total number of units permitted. SR

Response: Added “plus eligible density bonuses...” to clarify intent.

(39) Table 155.3709.E.2 – Density Bonus Option #2: Are public open spaces the same as designated publicly accessible open spaces (TO 155.3501.K.1)? What about semi-public open spaces (TO 155.3501.K.2)? SR

Response: Added publicly accessible but it does not include semi-public.

(40) Table 155.3709.E.2 – Density Bonus Option #3: Considering including bonus for projects obtaining LEED Gold or LEED Platinum status. SR

Response: Added these types of credentials to the density bonus table as an alternative to sustainability points from the general code requirements.

(41) 155.3709.F.1.a.i – Why so many requirements for the property on the east side of SE 3rd Avenue? A Dunkin’ Donuts was recently built, and the City owns the vacant parcel along the canal. It is doubtful there will be any redevelopment here for decades. SR

Response: There was a particular vision for this area where there was a retail space lining the park where the current street is now and outdoor seating was provided in the park. A very long-term vision.

(42) 155.3709.H – What level of development/redevelopment triggers waterfront promenade design standards? If one of the older waterfront apartment buildings along NE 1st Street is renovated, will the owner be required to provide an 8-foot public access easement? SR

Response: The 49% of market value threshold from Ch. 152 was added to the applicability of this section.

(43) 155.3709.J.1.a.iii.B.4 – Recommend eliminating the provision that parking reductions will not applicable to a nightclub or hall for hire. Increased use in ride-sharing services and autonomous vehicles will significantly reduce parking demand. SR

Response: Point well taken, however, the community expressed concern over this type of use and so no parking reductions are being offered at this time.

(44) 155.3709.K – What is the purpose Traffic Analysis Requirements? If an applicant complies with parking and all other base and overlay development standards, why require a traffic study? Also, Article 5, Part 1 of the Code already has a Transportation Demand Management option. (See 155.5102.K) SR

Response: The community was very concerned about traffic and the analysis in the EOD will require traffic calming and neighborhood impacts to be considered as well as TDM improvements.

(45) Federal Highway and US-1 are both used throughout the document. This may be confusing to a developer not familiar with Broward County. SR

Response: All the references to US 1 were replaced with Federal Highway to bring clarity.

(46) Rooftop bars/lounges are increasingly popular. Consider explicitly making this a permitted use in EOD (and possibly elsewhere) SR

Response: Rooftop bars/lounges are permitted in the MM Subdistrict per the proposed Principal Uses Regulating Table.

(47) Table EOD E.1: all occurrences where it states "...East Atlantic *and* Federal Hwy" change to "...East Atlantic *or* Federal Hwy.

Response: Not noted and modified.

SOLID WASTE AND RECYCLING

Plan Reviewer

Status

Comments: No comments were available as of 11/15/2017.

ATTACHMENT 2
The East Transit Oriented Corridor
Summary Fact Sheet

WHAT IS THE EAST TRANSIT ORIENTED CORRIDOR (ETOC)?

The ETOC or East Transit Oriented Corridor is a designated area where the City is proposing major land use plan and zoning code changes to implement a district that allows mixed use development with commercial uses on the first floor, primarily along US 1 and Atlantic Boulevard, and residential units on upper floors. The ETOC provides the connection between the east Atlantic neighborhoods, the Beach area and the Downtown district at Atlantic Boulevard and Dixie Highway. The City is taking the lead on this effort to ensure that the planning for the District is not done on a piecemeal basis by individual developers seeking their own Comprehensive Plan amendment and rezoning to Planned Development (PD).

To create the ETOC district, the City has processed a Comprehensive Plan map and text amendment, has prepared a form-based zoning code which addresses neighborhood height and design compatibility and has completed a traffic analysis. This project is listed as a “High Priority” in the City’s Strategic Plan. A summary of the most pertinent facts related to each of these efforts is provided below.

COMPREHENSIVE PLAN MAP AND TEXT AMENDMENT

Fact 1 Entitlements: The Comprehensive Plan amendment establishes the entitlements for development in the area which includes 2,399 additional residential units and a reduction in commercial square footage from 38 million square feet to 7 million square feet.

Fact 2 Affordable Housing: To meet County requirements, 15% or 360 units, of the additional 2,399 units will be affordable housing or the developer will have to pay an in lieu of fee into the City’s Affordable Housing Trust Fund to buy out of the affordable housing requirement.

ZONING MAP AND ZONING CODE AMENDMENT

Fact 3 Rezoning: All properties within the ETOC boundary will be rezoned to the Transit Oriented (TO) base zoning District, which regulates the standards that apply to all TO Districts, and is subject to the East Overlay District (EOD) which includes custom regulations that apply just to the East Transit Oriented Corridor. The TO/EOD zoning is organized by regulating plans which (among other things) create the subdistricts called the Core (most intense); Center (less intense) and Edge (residential). The regulations vary within each of these subdistrict in regard to height, density and permitted uses.

Fact 4 Building Heights: Within the Core sub-district, proposed projects with residential units, regardless of density, are limited to a maximum 80-feet in height and must transition to lower heights where adjacent to the Center subdistrict. The properties in the Core that were previously zoned B-3 were allowed to build up to 105 feet in height and that right is being continued for commercial (only) projects that don’t take advantage of the residential units now allowed by right within the ETOC. The Center subdistrict is limited to 55-feet in height and the Edge subdistrict is limited to 35 feet in height.

Fact 5 Density: The maximum density by right within the Core sub-district (lots fronting on Atlantic Boulevard and Federal Highway east of NE 19th Avenue) is 90 units per acre. Maximum density in the Center subdistrict is 60 units per acre. Density bonuses can be applied in the Core subdistrict to approach 150 du/acre max and in the Center subdistrict to approach 120 du/acre max if certain public benefits are delivered, however, the height is fixed so maximum density is ultimately limited by the maximum building size.

Fact 6 Compatibility: The TO/EOD is more stringent than the current zoning code in addressing compatibility between single-family zoning and more intense commercial and multi-family zoning. A height transition is required to reduce heights to 55 feet where mixed use buildings are adjacent to multi-family areas and to 35 feet when mixed use or multi-family development is adjacent to single family areas.

Fact 7 Permitted Uses: New Auto-Oriented uses will not be permitted within the TO/EOD. The Use Regulating Plan controls where nonresidential and residential uses are required and where they are optional. The permitted use table in the EOD overlay specifically addresses the permitted uses within the area to be rezoned TO/EOD.

Fact 8 Pedestrians: Building and street design regulations adopted through the TO/EOD encourage structured parking, wider sidewalks, shade trees along a system of designated greenways, bike lanes and shared use paths, ground floor active uses and pedestrian amenities to accommodate increased pedestrian activity and reduce automobile trips.

Fact 9 Transit: Higher density, compact development is a prerequisite for significant transit usage and is a primary goal of the TO/EOD regulations.

Traffic Analysis:

Fact 10: Traffic Increase: Based on the Metropolitan Planning Organization (MPO) Regional Traffic Model, the projected 2030 traffic growth rate on Atlantic Boulevard is 0.5% without the 2,399 additional residential units proposed within the ETOC. Assuming buildout by 2030 of all 2,399 units within the ETOC, the projected traffic growth rate increases to 0.9%.

Fact 11: Travel Time Delay: The time to drive from the Intracoastal bridge to Dixie Highway will increase by 1 minute based on projected 2030 traffic growth rates without approval of the 2,399 units proposed for development within the ETOC. This travel time is projected to increase by 1.8 minutes in 2030 with buildout of the 2,399 units in the ETOC.

Fact 12: Neighborhood Protection and Enhancement: The traffic analysis recommends that specific neighborhood traffic calming studies be completed as dictated by need which will likely be based on where new projects are built in the ETOC. These new projects, particularly full block redevelopment projects, will be required to provide bike and pedestrian enhancements along all adjacent street frontages.

Fact 13: Traffic Studies: Proposed projects within the ETOC over a specified size are required to perform a traffic study. Regulations have been developed and included in the EOD code which define the traffic study methodology
