

March 10, 2025

Pamela Stanton, RLA
Urban Design Planner
City of Pompano Beach, Planning and Zoning
100 West Atlantic Boulevard
Pompano Beach, FL 33060

RE: PZ24-12000011- Atlantic One
Justification Statement for Major Site Plan Application

Dear Ms. Stanton;

We are pleased to submit this Major Site Plan Application for revisions to the previously approved Atlantic One development (“Project”) on behalf of Collier Atlantic Blvd LLC (“Applicant”), which is affiliated with The Collier Companies (“Applicant”). Our revised design aims to maintain all of the successful design factors of the previous proposal, including its compliance with all zoning requirements, while improving on the overall Project.

As discussed herein, the application, plans, and supporting documents demonstrate compliance with the pertinent criteria and requirements of the Pompano Beach Zoning Code (“Code”), and therefore the Applicant respectfully requests approval.

Description of Project

The Applicant proposes developing a +/- 4.97 acre site comprising three parcels (folio IDs #4842 3601 2970, -2900, and -2990), which is generally located on the south side of E. Atlantic Blvd. between SE 17th Ave. & SE 18th Ave., and along SE 18th Ave. between SE 2nd ST. & SE 3rd St., (collectively referred to herein as “Property”), within the municipal boundaries of the City of Pompano Beach (“City”), into a vibrant mixed-use development. Specifically, the Applicant envisions developing 303 multifamily residential units with amenities and approximately 5,729 square feet of retail/commercial space. The Project would provide 345 parking spaces with EV charger spaces and bike racks on site. The uses will be distributed across three parcels and multiple interconnected structures designed with a consistent yet dynamic architectural theme.

The Property is designated with a base zoning of Transit Oriented (TO) and is located in the East Overlay District, the City’s newest mixed-use zoning district. The City’s land use designation is ETOC (East Transit Oriented Corridor) and the County’s land use designation is Pompano Beach East Activity Center. These land use and zoning designations are newly adopted districts that were created specifically for the area generally located around Atlantic Blvd. between the Intracoastal Waterway and NE 5th Ave. Accordingly, the Property is suitable for development as a mixed-use

community under its land use and zoning designation, as the use, which is a combination of residential and retail/commercial, is permitted in the TO-EOD district.

The Project's development is summarized in the table below for ease of reference. Parcel 1 refers to folio #4842 3601 2970 which is the parcel bounded by E Atlantic Blvd, SE 17th Ave, SE 18th Ave, and SE 2nd Street. Parcel 2 refers to folio #4842 3601 2900 which is the parcel to the east of Parcel 1, bounded by E Atlantic Blvd, SE 18th Ave, and SE 2nd Street. Parcel 3 refers to folio #4842 3601 2990, which is the parcel to the south of both Parcels 1 and 2, bounded by SE 2nd Street, SE 18th Ave, SE 19th Ave, and SE 3rd Street.

| Location | Zoning Sub-Area | Zoning Use-Area | Use | Height |
|----------|-----------------|--------------------------|---|------------------|
| Parcel 1 | Center | MM (0-60) | Bldg 1000 – 131 units and 2,409 SF retail | 54'2"/5 stories |
| | | MUR (34-60) | | |
| | Edge | RM24 (7-24) | Clubhouse and amenity building | 15'6"/1 story |
| Parcel 2 | Center | MM (0-60) MUR (34-60) | Bldg 2000 -70 units and 3,320 SF retail | 54'2"/5 stories |
| | | MUR (34-60) | Bldg 3000 – 56 units | 54'2"/5 stories |
| Parcel 3 | Edge | RM36 (12-36) | Bldg 4000 - 46 units | 34'10"/3 stories |

Notes:

MM – Mixed-Use Main Street

MUR – Mixed Use Residential

RM – Multi Family Residential

Changes from Previous Approval

Applicant is proposing changes to the building layouts in order to increase the amount of private and public open space, to improve the functionality of the parking areas and residential spaces, and to encourage more pedestrian activity both between the parcels and with the urban fabric beyond the site. Surface parking has been designed to be obscured from view by the proposed buildings and tree coverage. This is achieved by shifting units within Parcel 1 to create combined open private space and a standalone clubhouse/amenity building.

The previously approved Atlantic One development paid \$706,899 in affordable housing in-lieu fees. Per correspondence with the City, the Project is vested for their affordable housing contribution.

Neighborhood Context and Design

The Project's immediate surrounding neighborhood is comprised of a combination of single-family homes, duplexes, multi-family buildings, and a variety of commercial uses catering to these residential uses. The Project's contemporary design will subtly complement its surrounding neighborhood's aesthetics by combining simple color tones (white, blue, and gray) with clean materials, such as wood tone siding, stone veneer and stone lintels. The Project will feature a spacious public plaza strategically located for residents and the community to enjoy. The Project will also provide six separate private open space areas exclusively for residents. The private open spaces will be fenced and gated and may be accessed by residents either from the street sidewalks or from the Project interior. The programming for the private open spaces will include seating and lawn areas, as well as a fully enclosed dog park.

The Project seeks to provide the community a mixed-use residential option that is consistent with the new zoning regulations adopted by the City which were carefully crafted to smoothly transition the development patterns in the area. Of note, considering the single-family residences near the Property, the proposed buildings will rise no higher than five stories; Bldg. 4000, which is closest to the single-family, will be only three stories tall and the clubhouse will be single-story. The Project also spreads five separate buildings, including a single-story clubhouse, across three parcels. Rather than having three large buildings, having five smaller buildings makes the design more human-scale and encourages a greater sense of community with the largest building having 131 units and the smallest building having 46 units (as compared with the standard large-scale apartment building, which typically has 300+ units). It also breaks up the monotony of a larger building, providing visual interest at the street level.

The Project will be implemented and executed in a way that integrates it with the surrounding commercial and residential uses and benefits the community: both Project residents and other community members alike will enjoy the convenient and unique retail/restaurant experiences abutting Atlantic Blvd., as well as the bus routes and improved pedestrian experience created by the Project's landscaped sidewalks.

Code Criteria Analysis

For the proposed use, the primary focus of the Code criteria analysis is compliance with the Review Standards listed in Section 155.2407(E) of the Code. Each requirement is listed below with the Applicant's response.

Sec. 155.2407(E) - Review Standards

1. Is consistent with the comprehensive plan

The Applicant is proposing a mixed-use development that includes general multi-family residential units, commercial retail areas, public open space, private open space, and parking areas, all collectively designed with a focus on preserving the aesthetics of the area and maintaining an integration between the Project and the community. As mentioned above, the Property's land use designation is ETOC, and the uses proposed for the Project are explicitly consistent with the goals, objectives, and policies of the City's comprehensive plan. The ETOC, in fact, was adopted with the fundamental purpose of encouraging mixed-use development.

2. *Complies with the applicable district, use, and intensity and dimensional standards of this Code (Articles 3, 4, and 5).*

Uses

The Applicant is proposing a mixed-use development that includes multi-family units, retail areas, parking areas, public open space areas, and private open space areas. All of these uses are permitted in a base zoning district of TO with an overlay district of EOD. Along Atlantic Boulevard, Bldg. 2000 has retail along its entire frontage, while Bldg. 1000 has both retail and a residential lobby along its frontage. The residential lobby comprises less than 50% of the Atlantic Boulevard frontage, in compliance with Code Table 155.3709.E.1.

Density and Public Open Space

Parcel #1 allows for 102.6 units, as of right. This number is based on 24,339 square feet of the Parcel being located in the Mixed-Use Main Street/Center Sub-Area, 38,875 square feet of the Parcel being located in the Mixed-Use Residential/Center Sub-Area, and 27,968 square feet being located in the Multi-Family Residential/Edge Sub Area.

Parcel #2, as of right, permits 94.9 units. This number is based on 15,416 square feet of the Parcel being located in the Mixed-Use Main Street/Center Sub-Area District, and 53,514 square feet of the Parcel being located in the Mixed-Use Residential/Center Sub-Area District.

Parcel #3, as of right, permits 46.6 units. This number is based on 56,440 square feet of the Parcel being located in the Multi-Family Residential/Edge Sub-Area District. Collectively, 244.1 units are permitted as of right on the Property.

The Project also seeks to utilize bonus density option #2 (“Public Open Space”), based on the requirements in Table 155.3709.E.3 of the Code (“Bonus Density Table”). The Bonus Density Table authorizes an increase in residential density in the EOD if the Applicant provides Public Open Space according to the following requirement: “Properties that provide a designated public open space or publicly 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.” The Project’s site plan (“SP-1”) clearly marks the location of a 4,800-square-foot open space on Parcel 3, where the historic live oak was relocated.

Per the Bonus Density Table, the acreage of the Project located within the City’s Core and Center subareas of the EOD can be applied to increase the density by 20 additional units per acre. Parcel #1 has 63,214 square feet that qualifies for the bonus density option, permitting an additional 29.1 units on the Property, and Parcel #2 has 68,930 square feet that qualifies for the bonus density option, permitting an additional 31.6 units on the Property, together providing for an additional 60.7 units on the Property. Thus, with the bonus density option, 304 units ($244.1 + 60.7 = 304.8$) are permitted on the Property.

Height, Building Typology

In addition to meeting all density and intensity requirements of the Code, the Project also complies with all height and building typology requirements. The Center Sub-Area has a maximum height

of 55 feet and allows all building typologies except detached single family and certain types of zero lot line developments. The Project has three buildings in the Center Sub-Area – Bldgs. 1000, 2000, and 3000, all of which are 5 stories and just under 55 feet high, and are ‘Flex’ typologies. The Edge Sub-Area has a maximum height of 35 feet and allows Courtyard, Flex, Townhouse, and Zero Lot Line typologies. The Project has two buildings in the Edge Sub-Area – Bldg. 4000, which is 34 feet 10 inches high and 3 stories and is classified as a Flex building, and the clubhouse/amenity building, which is 15 feet 6 inches high and is an accessory structure.

Design Requirements

Per Code section 155.3501.O.2, buildings shall not exceed 300 feet in length and any building frontage that exceeds 160 feet shall incorporate a building break of at least 30 feet in width and 10 feet in depth. The Project meets this requirement. Bldg. 1000 is 160’ long along the Atlantic Blvd frontage and 280’ long along the SE 17th Ave frontage; it incorporates a 30’5” wide and 10’1” deep break along this frontage. Bldg. 3000 is 84’ long along the SE 2nd Street frontage and 198’ long along the SE 18th Ave frontage; it features a 30’ wide and 10’ deep break along this frontage. Bldg. 4000 is 130’ long along the SE 2nd and SE 3rd Street frontages and 191’ long along the SE 18th Ave frontage; the building incorporates a 47’5” wide and 10’ deep break along this frontage. Bldgs. 1000 and 2000 have parking lot entries along SE 18th Ave; accordingly, their building frontages along this roadway are already broken up by the driveway entrances.

Per Code Table 155.3709.1.2.b, buildings are required to provide a specific percentage of their frontage as active uses depending on the Sub-Area and street classification. The Project buildings generally provide 100% of their frontage as active uses, either as retail, residential lobby, amenity space, or ground floor residential units. The only exceptions are the frontages of Bldgs. 1000 and 2000 along SE 18th Ave, where the buildings provide 71% and 72% active uses, respectively, due to having parking lot entrances along those frontages. This still exceeds the Code’s 70% active use requirement along SE 18th Ave.

Additionally, the Project’s building typologies meet all additional Code-prescribed dimensional standards including setbacks.

Private Open Space

The Project meets and exceeds the 10 percent private open space requirement by providing six separate private open spaces, totaling 22,144 square feet, interspersed between the three parcels.

3. Complies with the applicable development standards of this Code (Article 5).

The Applicant is proposing a mixed-use development that includes multi-family units, retail areas, parking areas, and green space areas. The proposed Project complies with the applicable development standards of this Code.

Below is a table summarizing the green design elements that will be incorporated into the Project to achieve the required 18 sustainable development points (“SDP”):

| <u>Green Design Feature</u> | <u>Description</u> | <u># of points = 18</u> |
|------------------------------------|---|--------------------------------|
| Efficient Cooling | All air conditioners in the Project will be Energy Star rated. | 2 |
| Efficient Water Heating | At least 75 percent of the hot water on premises in the Project will be heated via tankless water heaters or solar water heaters. | 2 |
| Hurricane Resistant Structures | All principal buildings in the Project will be constructed to meet increased wind loads of 150 miles per hour minimum. | 4 |
| Infill or Mixed-Use Development | The Project constitutes infill and mixed-use development. | 4 |
| White Roof | The Project's roof surfaces will be painted white. | 2 |
| Permeable Parking Surfaces | Permeable surfacing materials are used for some or all of surface parking areas (25% minimum) | 2 |
| Overhangs | Overhangs are present on all south windows for energy efficiency purposes. | 2 |

Access, circulation, parking, and loading:

The Project's proposed access, circulation, parking, and loading comply with the standards required by the Code. The Project was designed to provide for vehicle connectivity to enhance the safe and convenient mobility within and between the different areas of the Project to help integrate and connect neighborhoods, improve the opportunity for comprehensive and convenient transit service, and enhance efficient provision of public services. The Project provides two-way cross access for vehicular traffic between Parcels of the development to encourage shared parking and minimum access points along the abutting roads. The Project also encourages bicycle access and circulation throughout the Project by providing for ample bicycle parking facilities, and bicycle cross-access throughout the Project. Finally, the Project will also feature well-lit, 5-foot sidewalks and walkways on the perimeter and throughout parking lots to encourage pedestrian mobility, connectivity, and safety.

Per Code section 155.3709.I.5, the three multifamily buildings in the Center Sub-Area are subject to a reduced parking requirement of one parking space per unit, while Bldg. 4000, which is in the Edge Sub-Area, is subject to the standard parking requirement of 1 space per studio unit and 1.5 spaces per 1-bedroom or 2-bedroom unit. The proposed 345 vehicular parking spaces at the Project exceed the required 342 parking spaces for the dwelling units and retail. As part of the Project, the Applicant will install 72 of those spaces as on-street parallel spaces along all adjacent street frontages, where none currently exist. This will have the desirable effect of allowing those spaces to be used by the broader public, as well as slowing down traffic on the roadways due to drivers having to watch out for cars pulling in/out of the parking spaces.

The parking lots are creatively screened by being positioned in the center of the Parcels, with the upper stories of the buildings cantilevered over the surface parking so that most of it is not visible from the street. A minimum of 25% of the surface parking (i.e., 80 of the 319 on-site parking spaces) is designed to be constructed with pervious asphalt pavement. In addition, the Project will have 20 bike rack spaces and 8 electric vehicle charging stations.

The Project provides off-street loading zones for residents' use, and public service departments. The Project also accounted for and designed ample turn-around space for garbage trucks to utilize when picking up solid waste to ensure that backing up onto streets is not required.

Landscaping and tree preservation:

The Project complies with all landscaping and tree preservation requirements provided in the Code. The Project will be designed with a combination of shade trees and medium/large flowering trees, to shield the Project's residents and visitors from the heat, while providing a picturesque canopy. The Project has already relocated Oak tree #522, as described in the tree survey provided in the submittal packet, to the proposed public open space plaza in Parcel 3. The location of the public plaza in Parcel 3 was strategically designed so the community can enjoy the tree while not invading the privacy of the abutting residential properties.

The proposed buildings will have base plantings of shrubs and grasses to blend the Project into the surrounding residential landscaped properties. The surface parking areas will be designed with long landscape strips, generally around 10 feet wide, to separate the head-to-head parking spaces. These strips would be planted with trees such as live oaks, tamarinds, pink trumpet trees, and Japanese blueberries. Paved areas such as sidewalks and parking spaces that are adjacent to trees will be constructed using a suspended modular pavement system. This is a relatively new technology where a rigid base rests on top of a separate cell structure with loosely compacted soil, which provides sufficient air and water for tree roots.

Additionally, as was described above, the Project provides a 4,800-square-foot public open space, which will include benches and grass areas as well as the relocated historic oak. The Project also exceeds the Code's private open space requirements. Finally, per Section 155.5509, all overhead utilities for the Project will be buried underground with the exception of the FPL transmission lines along Atlantic Blvd which will remain. Applicant contacted FPL regarding whether burying the powerlines along Atlantic Boulevard will be detrimental to the overall safety and/or reliability of the circuit. FPL has communicated that it does not recommend burying powerlines for spans as short as what is being proposed for this project as it will in fact be detrimental to the safety and reliability of the circuit. Applicant will provide further documentation from FPL.

Screening, fences and walls:

The Project complies with all screening, fences, and walls development standards provided in the Code.

Exterior lighting:

The Project complies with all exterior lighting development standards provided in the Code.

Environmental protection/infrastructure:

The Project complies with all environmental protection/infrastructure standards provided in the Code.

Design standards:

The Project complies with all Design standards provided in the Code. The Project was designed to encourage a vibrant, pedestrian-friendly development along Atlantic Boulevard. The Project features multiple buildings per Parcel that are strategically broken up into a series of smaller blocks, and the primary building entrances are oriented toward external streets, internal streets, or open spaces areas where practical. The buildings were designed to include a clearly recognizable base, middle, and top configured in accordance with the Code's standards.

Lots:

The Project complies with all Lots standards provided in the Code.

Sustainable development standards:

The Project complies with all sustainable development standards in the Code; see Code criteria analysis number 3 above for specific compliance information.

Performance and maintenance:

The Project complies with all Performance and Maintenance standards provided in the Code.

Sign structure design standards:

A formal sign package for the Project will be submitted to the City at a later stage in the process.

4. *Complies with all other applicable standards in this Code.*

The proposed mixed-use development complies with all other applicable standards in the Code.

5. *Complies with all requirements or conditions of any prior applicable development orders.*

N/A.

6. *Is issued a concurrency review certificate in accordance with Chapter 154 (Planning) of the Code of Ordinances.*

N/A.

7. *Is designed to provide safe, adequate, paved vehicular access between buildings within the development and streets as identified on the Broward County Trafficways Plan;*

The Project was designed to provide safe, adequate, paved vehicular access between buildings within the development and streets as identified on the Broward County Trafficways Plan. The Project also complies with the Broward County Trafficways Plan with regard to roadway width.

8. *Complies with any applicable hazardous material licensing requirements in the Broward County Wellfield Protection Ordinance.*

N/A.

9. *Complies with crime prevention security strengthening and CPTED standards for natural surveillance, natural access control, territorial reinforcement, maintenance, and activity support.*

The Project complies with crime prevention, security strengthening and CPTED standards for natural surveillance, natural access control, territorial reinforcement, maintenance, and activity support. Please refer to CPTED Plan for further details.

10. *Complies with the approved Transportation Corridor Study, unless in direct conflict with another zoning code provision.*

The Project complies with the approved Transportation Corridor Study.

Thank you for reviewing this Application. Please contact me if you require additional information. On behalf of the Applicant, we look forward to working through the site plan review process with you and your team.

Sincerely,

GREENSPOON MARDER LLP

A handwritten signature in blue ink, appearing to read "Matthew H. Scott".

Matthew H. Scott, Esq. and Julian Bobilev, AICP