



Staff Report

**File #:** LN-676

PLANNING AND ZONING BOARD

Meeting Date: JANUARY 22, 2025

**TEXT AMENDMENT - Chapter 155.3505. Transportation (T) Amendments**

**Request:** Text Amendment  
**P&Z#** N/A  
**Owner:** N/A  
**Project Location:** N/A  
**Folio Number:** N/A  
**Land Use Designation:** N/A  
**Zoning District:** N/A  
**Commission District:** N/A  
**Agent:** N/A  
**Project Planner:** Jean Dolan (954-786-4045 / jean.dolan@copbfl.com)

**Summary:**

Staff is in the process of changing the land use designation on several parcels of land within the Air Park to enable them to be developed in aviation and mixed aviation/industrial uses in accordance with the adopted Air Park Layout Plan. Once the land use plan amendment is adopted, the same parcels will be rezoned to Transportation (T) which is the zoning district that was specifically created for the Air Park Operations Area (AOA).

A close look at the Transportation zoning district requirements resulted in the following proposed changes.

**Article 3, Part 5: Special Base Zoning Districts**

**155.3505. Transportation (T)**

**Part C. Intensity and Dimensional Standards**

The setbacks for the Air Park zoning district were intended to be from the perimeter of the Air Park, not for the interior of individual lease parcels inside the Air Park boundaries (as demonstrated in the “Typical Development Configuration” graphic).

It is preferred that setbacks from the Air Park boundaries along NW 10<sup>th</sup> Street, NW 5<sup>th</sup> Avenue and Copans Road be a minimum of 100 feet to provide for an off-airport tree mitigation area. This will enable trees to be planted along the perimeter multipurpose trail as the currently wooded areas inside the AOA are developed and the trees removed are mitigated.

To accomplish this 100-foot setback and ensure that the setbacks are not misconstrued to apply inside aviation lease parcels on the Air Park, the setbacks in Table C are being eliminated and replaced with footnotes

specifying the intent. Lease parcel interior setbacks (if needed) will be determined on a parcel-specific basis based on compatibility with adjacent aviation uses as determined by the city’s aviation consulting engineers.

Additional footnotes have been added to clarify that building height limits within Air Park lease parcels will be controlled by the vertical and horizontal restrictions related to the aviation function to be determined by the city’s aviation consulting engineers.

Finally, the issue of landscaping on the Air Park is being clarified to ensure we have “right-tree-right-place” methods applied based on height and wildlife attraction restrictions necessary to ensure aviation safety while providing the community-enhancing benefits of increased tree canopy along the perimeter multipurpose path.

## **Article 4, Use Standards: Part 2: Principal Uses and Structures**

### **155.4207 Institutional: Education Uses**

#### **E. Vocational or Trade School**

One of the tenants the city is working to attract to Pompano Air Park is the Barrington Irving Technical Training School (BITTS). BITTS provides a comprehensive technical skills program, offering specialized training in aviation maintenance, repair, and overhaul operations. This initiative provides small cohorts of the local workforce with the necessary skills and resources to secure high-demand, well-paying jobs in the aviation industry, focusing on supporting low-income and underserved populations. A review of the Code revealed that vocation or trade school was not specifically permitted in the Transportation (T) zoning district so that permitted use is being added to ensure that BITTS can locate on Air Park property.

#### **Review Standards for Code Amendments:**

##### **1. Consistency with the Comprehensive Plan**

These proposed zoning text amendments are consistent with the objectives and policies associated with the Air Park in the Transportation Element of the Comprehensive Plan.

#### **Objective 02.06.00 - Pompano Air Park**

Protect the aviation viability of the Pompano Air Park and promote it as an economic driver for aviation business development, as an overall economic asset as well as a location for non-aviation recreational and open space uses compatible with the Air Park’s Airport Layout Plan.

#### **Policy 02.06.01**

Promote the perpetuation of recreation and community facility uses on all Air Park property as depicted on the Air Park’s Airport Layout Plan.

#### **Policy 02.06.02**

During the review of all proposed land use amendments, the City shall determine how the proposed amendments will impact the aviation operations at the Air Park.

#### **Policy 02.06.03**

Implement the Air Park Obstruction regulations in the Land Development Code to ensure that any building that constitutes an obstruction to protected airspace is granted an obstruction permit by the City in coordinate with

the Air Park Manager, the City’s Aviation Consultants, the FAA and FDOT.

**Policy 02.06.04**

Provide access to Air Park property uses through internal roadway improvements, where feasible.

**Policy 02.06.05**

Utilize Air Park Enterprise Funds, as well as FAA and FDOT funding to implement improvements to the Pompano Beach Air Park in a manner consistent with the Air Park Master Plan and the Pompano Beach Capital Improvement Plan.

**2. Does not conflict with any other code provisions.**

The proposed Transportation (T) Zoning district text amendments directly addresses past conflicts between aviation development and landscape code requirements which are not consistent with aviation operations. These amendments will clarify that trees that are not appropriate in the AOA will be planted within the 100’ perimeter tree mitigation receiving areas along NW 10<sup>th</sup> Street, NW 5<sup>th</sup> Avenue and Copans Road.

**3. Is required by changed conditions.**

The changes to the land use designation proposed for several parcels within the Air Park to be consistent with the Airport Layout Plan required review of the Transportation (T) zoning district and brought the need for these amendments to staff’s attention. These clarifications will make reviewing future aviation related site plans on Air Park property more transparent for both Staff and future Applicants. The addition of the Technical School use as a permitted use at the Air Park will support the location of the Barrington Irving Technical Training School (BITTS) which is currently a focus for attraction to the Air Park.

**4. Addresses a demonstrated community need.**

The 1944 deed restrictions that apply to the 1,035-acre Pompano Air Park require the properties within the original boundaries of the Air Park to be used for aviation purposes unless specifically released from the deed restrictions. To date, 385 acres (37%) of the Air Park has been released and are being used primarily for parks and recreation; education (Pompano High and Pompano Middle Schools) and utility purposes. The city is obligated to maximize the use of the remaining 63% of the Air Park for aviation purposes. This Transportation (T) text amendment is consistent with this long-standing requirement and thus meets the community’s need to meet the Surplus Property Act deed restrictions.

**5. Is consistent with the purpose and intent of the zoning districts, or would improve compatibility among uses and would ensure efficient development in the city.**

These code amendments are consistent with the purpose and intent of the Transportation (T) zoning district which is exclusively for use on the Air Park. Amending the “setbacks” to clarify they are from the adjacent public rights-of-way not internal to lease parcels will maximize the use of Air Park property for aviation purposes by applying only those restrictions necessary based on technical aviation needs. Ensuring landscaping is not being required within the AOA where it may not be appropriate and transferring that same landscaping to enhance the public domain adjacent to the perimeter walking path is a win-win for the aviation community and

the general population that will enjoy the additional shade canopy over that very popular recreational amenity.

Adding technical schools to the Transportation permitted uses will ensure a warm welcome to the Barrington Irving Technical Training School, a use that all community members can embrace as it benefits from being on airport property while not increasing airport operations.

**6. Would result in a logical and orderly development pattern.**

As noted in the response to #5, the text amendments support the logical development of the Air Park ensuring future site planning, landscaping and permitted uses are based on aviation-specific requirements rather than general standards that were not written to be sensitive to an aviation-related context.



**7. Would not result in a significantly adverse impact on the natural environment.**

The proposed text amendments support the natural environment by focusing on a “right-tree-right-place” approach to landscaping associated with the Air Park by intentionally planting required trees in the perimeter areas around the very popular and well-used multipurpose trail where they will not become aviation obstructions or wildlife attractors inconsistent with aviation operations.

**Staff Recommendation**

Staff recommends approval of this code amendment.

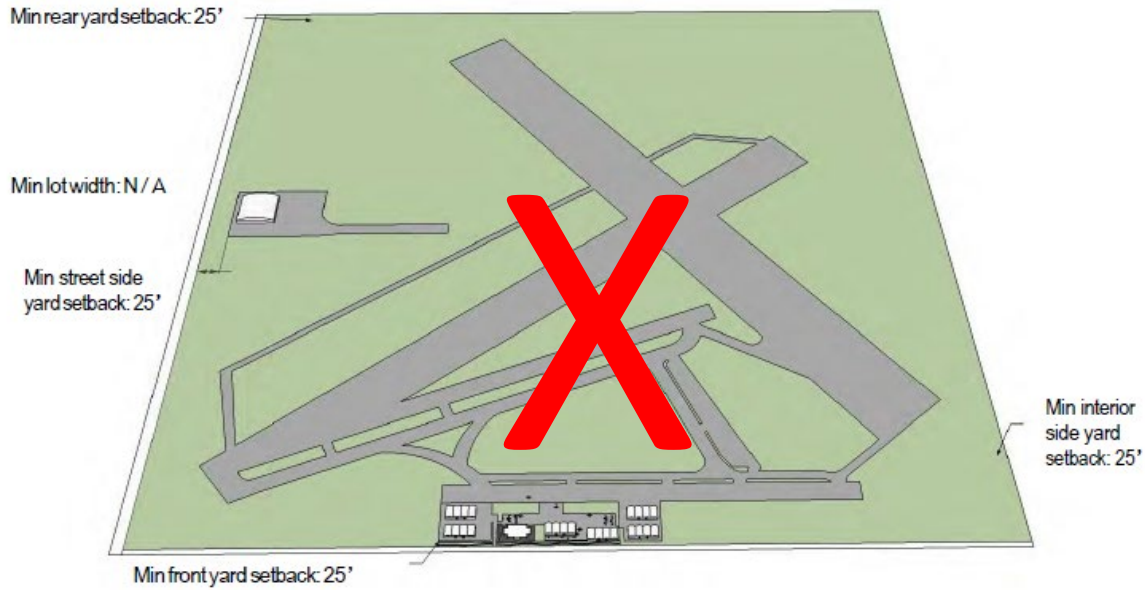
**155.3505. TRANSPORTATION (T)**

A. Purpose		Typical Building Type	
<p>The Transportation (T) district is established and intended to accommodate the Pompano Air Park and related airport facilities (aircraft operation and maintenance facilities, cargo and freight distribution terminals, transit warehousing), and other complementary or compatible uses—including open area and commercial recreation uses.</p>			
B. Use Standards			
<p>See <a href="#">Appendix A</a>: Consolidated Use Table, and use-specific standards in <a href="#">Article 4</a>: Use Standards.</p>			
C. Intensity and Dimensional Standards <sup>1</sup>			
Lot area, minimum (sq ft)	n/a	<th data-bbox="1140 659 1524 722">Typical Lot Pattern</th> 	Typical Lot Pattern
Lot width, minimum (ft)	n/a		
Density, maximum (du/ac)	n/a		
Lot coverage, maximum (% of lot area)	n/a		
Pervious area, minimum (% of lot area)	n/a		
Height, maximum (ft)	n/a <sup>2</sup>		
Front yard setback, minimum (ft)	<del>25</del> <sup>3</sup> n/a		
Street side yard setback, minimum (ft)	<del>25</del> <sup>3</sup> n/a		
Setback from a waterway or canal, minimum (ft)	<del>15</del> n/a		
Interior side yard setback, minimum (ft)	<del>25</del> n/a		
Rear yard setback, minimum (ft)	<del>25</del> n/a		
<del>Dimensional Standards for Accessory Structures</del>		See Accessory Use Specific standards in <a href="#">Article 4: Part 3</a> .	
<p>NOTES: [sq ft = square feet; ft = feet; du/ac = dwelling units/acre]</p>			
<p>1. <del>See measurement rules and allowed exceptions/ variations in Article 9: Part 4. No Air Park lease parcels will be created within a minimum of 100 feet from Copans Road, NE 5<sup>th</sup> Avenue or NE 10<sup>th</sup> Street. The 100 feet between the edge of right-of-way and the interior lease parcels will be available as a tree planting area for tree mitigation associated with the Airport Operations Area (AOA). Tree locations and species for mitigation will be selected based on compatible heights to avoid creating aviation obstructions and bird/wildlife attractions that are incompatible with aviation operations.</del></p>			
<p>2. Structures within the Air Park Overlay (APO) zoning district must also comply with the height limits in Section <a href="#">155.3707</a>. <del>Setbacks and height within a lease parcel on the Air Park will be based on horizontal and vertical restrictions related to the existing runway, hangar and aircraft apron/maneuvering areas on a site-specific basis and will be reviewed by the City’s Aviation Consulting Engineer at the Applicant’s expense.</del></p>			
<p>3. <del>100 ft from N.E. 10th Street right-of-way and N.E. 23rd Street. Landscaping requirements in 155.5203 will not be applied to aircraft aprons. Landscaping in 155.5203 will only be applied within lease parcels in a manner consistent with aviation vertical and horizontal surfaces to ensure no obstructions or wildlife attractions are created and will be reviewed by the City’s Aviation Consulting Engineer for compatibility with aviation design standards at the Applicant’s expense. Existing trees to be removed and mitigated or</del></p>			

trees required by 155.5203 that are not appropriate within the Airport Operations Area will be planted prior to CO within the tree mitigation areas along Copans Road, NE 5<sup>th</sup> Avenue and NE 10<sup>th</sup> Street.

4. Drainage requirements for each lease parcel must be accommodated on the lease parcel as required by the lease agreement.

### Typical Development Configuration



**Article 4: Use Standards; Part 2: Principal Uses and Structures**

**155.4207 Institutional: Education Uses**

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**E. Vocational or Trade School**

**1. Districts Where Permitted**

RS-1	RS-2	RS-3	RS-4	RS-L	RD-1	RM-7	RM-12	RM-20	RM-30	RM-45	MH-12	B-1	B-2	B-3	B-4	
															P	P

M-1	CR	I-1	I-IX	OIP	M-2	TO	PR	CF	PU	T	BP	RPUD	PCD	PD-TO	LAC	PD-1
		P	P	P		P		P		P			P	P	P	

**2. Definition**

A vocational or trade school is an institution, other than a college, teaching specialized curriculum at the postsecondary level, including vocational and specialty trades, examination preparation programs or courses, contract training programs or courses, continuing education, or professional development programs or courses.