

Proposed Text Amendment

Pompano Beach, Florida Zoning Code

155.3507. LOCAL ACTIVITY CENTER (LAC)

A. Purpose

The Local Activity Center (LAC) district is established and intended to support a balanced mix of land use characterized by compactness, pedestrian friendly design, neighborhood scale and framed by architecture and landscape design appropriate to local history and ecology. Development patterns within LAC districts shall generally reflect planning and design principles such as walkable neighborhoods oriented around the five-minute walk, primary orientation towards public transit systems, a centrally located community-serving land use or land uses and greater integration of housing, employment; shopping and recreation at the neighborhood level. The property known as John Knox Village was rezoned to LAC on September 23, 2008 via Ordinance 2008-59.

B. Use standards

See Appendix A : Consolidated Use Table, and use-specific standards in Article 4: Use Standards. A list of Permitted Uses is provided in subsection D below.

C. Intensity, Dimensional, and Development Standards

The Intensity and Dimensional Standards as listed in Table 155.3507.E, Intensity and Dimensional Standards for LAC – John Knox Village, shall apply to the property known as John Knox Village. The Local Activity Center (LAC) district shall comply with ARTICLE 5: DEVELOPMENT STANDARDS unless Development Standards are specified or identified in the adopted Master Plan.

D. Permitted Uses for LAC – John Knox Village

1. Permitted Use Categories

Unless prohibited in Article 4: or specifically prohibited/excepted below, all use types within the following Use Categories are Permitted in the property known as John Knox Village. The applicable use-specific standards in Article 4: Use Standards shall apply.

- a. Household Living Uses;

- b. Group Living Uses;
- c. Community Service Uses;
- d. Open Space Uses, except Cemetery or Mausoleum;
- e. Eating and Drinking Establishments, except Nightclub;
- f. Office Uses, except Contractor's Office;
- g. Retail Sales and Service Uses – Personal Services;
- h. Retail Sales and Service Uses – Retail Sales; and
- i. Visitor Accommodation Uses.

2. Permitted Use Types

In addition to the use categories permitted in subsection 1 above, the following Use Types are Permitted in the property known as John Knox:

- a. Medical or Dental Clinic; and
- b. Nursing Home Facility.

3. Prohibited Uses

Use Categories and Types not listed as permitted in subsections 1 or 2 above, are prohibited in the property known as John Knox Village unless it is demonstrated that the unidentified use is an ancillary use, as defined in accordance with Subsection E below.

E. Intensity and Dimensional Standards for LAC - John Knox Village

The Intensity and Dimensional Standards as listed in Table 155.3507.E, Intensity and Dimensional Standards for LAC - John Knox Village, shall apply to the property known as John Knox Village.

TABLE 155.3507.E: INTENSITY AND DIMENSIONAL STANDARDS FOR LAC - JOHN KNOX VILLAGE

Note: This table is best viewed in PDF, click [HERE](#)

TABLE 155.3507.E: INTENSITY AND DIMENSIONAL STANDARDS FOR LAC - JOHN KNOX VILLAGE	
INTENSITY AND DIMENSIONAL STANDARDS ¹	
District area, minimum	65 acres
Density, maximum	1,224 dwelling units ²
Commercial Use, maximum (sq ft)	42,300

Office Use, maximum (sq ft)	96,000
Recreation and Open Space, minimum	4.28
Ancillary Use	Unlimited ²
Lot coverage, maximum (% of lot area)	60%
Pervious area, minimum (% of lot area)	25%
Height, maximum (ft)	250 ³
Setback abutting public right-of-way, minimum (ft)	25 ⁴
Distance between residential structures, minimum (ft)	10 ⁵
Dimensional Standards for Accessory Structures	See Accessory Use-Specific standards in Article 4: Part 3.

**TABLE 155.3507.E: INTENSITY AND DIMENSIONAL
STANDARDS FOR LAC - JOHN KNOX VILLAGE**

INTENSITY AND DIMENSIONAL STANDARDS ¹

NOTES: [sq ft = square feet; ft = feet; du/ac = dwelling units/acre]

1. See measurement rules and allowed exceptions/variations in Article 9: Part 4.

2. Ancillary uses include uses to provide services and support to John Knox Village residents which are not intended to attract customers that do not reside in John Knox Village. Employment supporting the ancillary use is expected and the impacts of that employment were considered in the land use plan amendment granting the unlimited ancillary use entitlements.

3. Any new structure/building greater than 105 feet in height may be subject to obtaining approval of an Airpark Obstruction Permit in accordance with Section 155.2422., Airpark Obstruction Permit. Airpark Obstruction Permits shall be approved prior to the submittal of an application for a Zoning Compliance Permit.

4. Buildings over 50 feet, the setback shall increase one foot for every four feet of building height or major fraction thereof, above the first 50 feet of building height. Buildings over 200 feet in height shall provide at least 200 foot setback from any public right-of-way.

5. Buildings over 20 feet, the distance between residential structures shall increase one foot for every four feet of building height or major fraction thereof, above the first 20 feet of building height. There is no distance required between commercial structures.

F. Process for Master Plan and Site Plan Approval

1. Approval of Master Plan

An illustrative build out Master Plan for John Knox Village, in accordance with Section 155.3507.A, Purpose, shall be submitted to and recommended by the Planning and Zoning Board. The Master Plan for John Knox Village is approved by the City Commission via City Resolution No. _____.

2. Minor Deviations from Approved Master Plan

Minor deviations may be permitted by the Development Services Director in accordance with the procedural requirements of Section 155.2405.J. Planned Development, Minor Deviations from Approved PD Plan. Any changes not determined to be a minor deviation shall be reviewed and approved via City resolution. Notwithstanding the foregoing, the following changes shall not be deemed Minor Deviations:

- a. Changes in building size and location for buildings fronting Dixie Highway;
- b. Changes to the orientation of buildings fronting Dixie Highway;
- c. Major changes to the primary internal roadway configuration; and
- d. Shifts in any building location for buildings that are greater than ten (10) stories in height.

3. Approval of Site Plans

Any site plans for buildings or land areas that are part of the illustrative build out Master Plan shall be reviewed in accordance with the procedural standards of Section 155.2407.D. Minor Site Plan Approval Procedures and Section 155.2408.B.1. Building Design. All development standards otherwise required for a Major Site Plan approval shall be required.

4. Traffic Study Required

The traffic study requirements, based on trip generation thresholds, are as follows:

- a. If the proposed development is expected to generate less than 100 external trips per hour during the a.m. or p.m. peak hour of the adjacent street, a traffic study is not required unless the city determines that a traffic study is necessary due to special circumstances. If the proposed development is expected to generate more than 100 external trips per hour during the a.m. or p.m. peak hour of the adjacent street then a traffic study is required. Cost recovery fees will be charged to the applicant for evaluation of the required traffic analyses.

- i. Prior to initiating a traffic study, the applicant's traffic engineer must schedule a methodology meeting with the city and the city's consultant to determine:
 - Study time periods and intersections
 - Data to be collected
 - Methodology for trip generation, trip generation factors, trip distribution, and growth rate
 - Programmed roadway improvements and committed developments to be considered in the study
 - Traffic analysis software/level of service standards and analysis factors to be utilized in the analyses and any other pertinent analyses to be included on site-specific basis (entry gate, queueing, neighborhood impact, etc.)
 - The results of this meeting should be summarized in a memorandum by the applicant's traffic engineer to be submitted to the city for review and approval prior to initiating the traffic study.
- ii. A traffic study prepared and signed and sealed by a licensed professional engineer should include:
 - Cover Page
 - Executive Summary
 - Table of Contents
 - Introduction including:
 - Development details including location, uses and size, build out year
 - Project location map/figure
 - Reference to a site plan to be included in an appendix
 - Reference to approved methodology memorandum to be included in an appendix
 - Project Traffic
 - Description of project access and access diagram (to scale) depicting ingress and egress access for the site and internal circulation routes.
 - Trip generation calculations.
 - Description of trip distribution and assignment procedures including distribution and assignment figures. Note that assignment must account for neighborhood streets.
 - Data Collection

- Existing conditions including existing volume figure
- Future background conditions (buildout year without project) including background volume figure
- Future total conditions (buildout year with project) including total volume figure
- Capacity analyses
- Intersection approach queueing
- Mitigation strategies (if necessary)
- Maneuverability analyses for loading areas/parking garages (if necessary)
- Consistency with any adopted city neighborhood protection and enhancement plans
- Bicycle and pedestrian facility inventory in the surrounding area
- Any other items to be included per the approved methodology
- Conclusions

G. Signage

Signs in the John Knox Village LAC shall comply with the standards in Chapter 156, Signs, except that one (1) animated sign shall be permitted on Cassels Tower (as identified in the approved Master Plan) facing I-95. The animated sign shall be no larger than 225 square feet and the lowermost portion of the bottom of the sign shall be a minimum of 105 feet above grade. In addition to the animated sign, one flat sign that is no larger than 65 square feet shall be permitted on Cassels Tower facing I-95.