



P. O. Drawer 1300
Pompano Beach, FL 33061

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MEMORANDUM

DATE: December 1, 2017

TO: Development Services Department, Planning and Zoning Division; and
City Commission

FROM: Max Wemyss, CRA/RMA Planner

THRU: Kim Briesemeister, CRA Executive Director
Chris Brown, CRA Executive Director

RE: **Text Amendment – Daly Real Estate LLC**

Background:

The Community Redevelopment Agency (CRA) has reviewed the request for a Text Amendment to create a new use: "Limited Auto Dealership; Fleet Automobile Sales." This use will now be permitted by Special Exception in B-3, B-4, and PCD Districts and by right in I-1 and I-1X Districts, if approved. The CRA has previously provided a memo opposing the creation of this use to Development Services Staff and to the Planning and Zoning Board. The contents of the memo are as follows:

CRA Position:

The CRA does not support the creation of a used automotive sales category in the CRA boundaries. Large investments have been made on many corridors, on and adjacent to, the CRA. Allowing this use in a B-3 zoning district is not compatible with CRA redevelopment goals and urban design principles. Currently, used automobile sales are not permitted in B-3 Zoning Districts, however used automobile sales are permitted, either by right or by special exception, in B-4, PCD, I-1, and I-1X, therefore, raising the question why this new use needs to also be permitted in all the commercial corridors of B-3. The proposed text mandates that this use must be within ½ mile of a New Automobile and Light Truck Sale use, however that still would open locations and be permitted for most of South Federal Highway (Joey Accardi Chrysler, Dodge, Jeep, Ram), Federal Highway between Copans and Sample (Pompano Ford Lincoln), and West Atlantic between I-95 and Powerline (Lou Bachrodt Chevrolet). This stipulation also does not consider the location of future New Automobile and Light Truck Sales.



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Proposed Action:

If it is determined by the Planning Department and Planning and Zoning Board that this is a necessary use and shall be permitted, the CRA strongly recommends two proposed modifications:

1. Establish a maximum linear street frontage requirement of 100 feet. Without a maximum linear street frontage this use could potentially dominate much of the commercial corridors. Alternatively, a maximum lot area for the use could be established in conjunction with the minimum. However, the CRA suggests that the frontage along a corridor is more critical than the overall lot area.
2. Create a minimum distance separation from the same use.

In summary, the CRA is concerned that this use could potentially occupy a substantial amount of land on the B-3 parcels along the commercial corridors within the CRA and throughout the City. We ask for the exclusion of this use within the CRA boundaries as this use is inconsistent with the redevelopment strategy which does not include "Fleet Automobile Sales."