



City of Pompano Beach, Florida

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Ms. Sibble confirmed that Mayor Fisher is correct, as it was one of the points discussed as to why people are issued tickets for back in parking. In fact, one of the changes suggested in the ordinance is that a warning ticket would be issued for those vehicles parked by backing in, and then cited upon that vehicle's second offense.

Comr. Dockswell noted that he wanted to alert residents of District 1 and the city at large that rates are not being raised, but they are bringing in some parking spaces on the side streets of the barrier island into the enforcement system. Some of those spaces you can only pay for with a pay by phone app. Therefore, everyone should note the expected changes.

Comr. Phillips concurs with Comr. Hardin's position as it relates to the back in parking. A specific area should be designated where no back in is allowed. He is concerned regarding the pay by phone app and asked for an explanation of this method.

Ms. Sibble explained that the City contracts with a vendor password parking so a person can download the application from their website if they have a smart device to include a phone or tablet. There is a phone number posted on the signs next to the spaces that will allow a person to call and pay by phone with a credit card. This is available in limited parts of the City, where it is not economical to invest into a pay station device. Nevertheless, they would ensure that the residents are educated on the use of this device.

P.H. 2016-73; ORD. NO. 2016-....: TIME 01:13:11 ITEM 16

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, ADOPTING A COMPREHENSIVE PLAN MAP AMENDMENT FOR THE EAST TRANSIT ORIENTED CORRIDOR (ETOC); PROVIDING FOR A DETERMINATION THAT A LOCAL PLANNING AGENCY HEARING WAS HELD ON MAY 25, 2016; PROVIDING THAT A TRANSMITTAL AND ADOPTION PUBLIC HEARING WILL BE HELD; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; PROVIDING AN EFFECTIVE DATE.

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The Ordinance was read by title only.						
MOTION: To approve Ordinance upon first reading as amended.						
		<u>ROLL CALL</u>				
		Dockswell		x	x	
		Hardin	x		x	
		Moss			x	
		Phillips			x	
		Burrie			x	
		Fisher			x	
Robin M. Bird, Development Services Director, indicated that staff would make one presentation for items 16 and 17, therefore, when Item 17 comes up for discussion, all the facts will remain the same. The first item presented was the Map Amendment and the second item was the Text Amendment. Since last year, the Commission gave authority to staff to move forward with the City initiated Land Use Amendment.						
Subsequently, Mr. Bird noted that a team was assembled and tasked to look into this issue. The team included Robin M. Bird, Director, Jennifer Gomez, Assistant Director, and the department staff of Development Services, Jean Dolan, former City Planner, and expert in Land Use, Kim Briesemeister, Community Redevelopment Agency (CRA) team and Redevelopment Management Associates (RMA) Co-Director, Natasha Alfonso, RMA Design Team, and John McWilliams, Traffic Consultant Kimbley-Horn.						
Mr. Bird indicated this is an important step in the City of Pompano Beach's future. Currently, the City is subject to the present land use and zoning that is Euclidean style, which is very old in the initial style the way a land use was done, and the comprehensive plan was adopted in the 80's through Florida Statutes.						
Currently, there are the East and West CRA and a gap in between. Staff is examining the Land Use plan amendment to include all that area from the West CRA and the TOD that was adopted there to the intercostal to make it continuous in a form based zone. Therefore, staff is looking at the entire area, which was devised of stripped development.						

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On the map presented, Mr. Bird indicated that the lines of red on the corridors where it is all inter-mixed, the areas marked red are indicating commercial land use which showed it was all t-shirt shops, fruit stands and things of that nature they did in tourism “way back when,” which created a drive-thru scenario. However, staff is seeking for it to become a drive to instead. Notwithstanding, there are plans for a destination area, which he indicated on the map.

Mr. Bird stated that “there is no such thing as a status quo” and a city can do only one of three (3) things, develop, redevelop or decline. Besides, change is inevitable; therefore, the presented map depicts that change. Therefore, the comprehensive plan is the ultimate authority on how the city is being developed. The average person relies on zoning but it is the comprehensive plan, which decides what goes where, how much and what is done through the zoning ordinance. The contents are dictated by Florida statutes, established gross maximum entitlements for the district and the Objective 19.1.1.1, and Policies 1.19.2-1.19.14 defines the Transit Oriented Corridor (TOC) land use category, which staff would like to utilize in this case. It would allow staff the next step in adopting a form based code. As well as to allow the design of a block by block determination of what they would like to see in certain areas.

Additionally, Mr. Bird indicated that this is a Land Use Plan Amendment and staff is trying not to get it wrapped too much into the zoning, which they desire an intense amount of work with the public and the commission, as well as being very clear and transparent on what will be accomplished at the end of the day. There will be a discussion on the timeline on when they would return with the zoning. In sum, the benefit of the TOC allows the adoption of the form based code.

Continuing Mr. Bird stated that the main principles being considered are the protection of the single-family neighborhoods, maintain 105 feet for commercial, mixed use and residential height reduction to an 80 foot max, and height transitions adjacent to residential from tiered of 55 down to 35 to have compatibility.

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Thereafter, Mr. Bird provided a detailed update on the current processes of the Comprehensive Plan. Lastly, Mr. Bird mentioned that they are hoping for the project completion in May 2017, then staff will have a clear vision of what to expect in the City of Pompano Beach for the next 25-35 years and then staff will have a great dependency of where to go after that is complete.

Jean Dolan, Planning Consultant provided an overview of what is going to be done from an agenda standpoint for items 16 and 17. The first item is the comprehensive plan map amendment for the TOC and the second one is the text amendment. Therefore, they will present both the map and text amendment, then both items will be opened for public hearing and when it is time to vote they will be separated for two separate votes.

Ms. Dolan reiterated what Mr. Bird stated earlier regarding the TOC map amendment and its policies that are in the City's plan. The ETOC boundaries include the East CRA and the connector piece between the DPTOC and the East CRA. Therefore, the approved map will depict the TOC land use designated area, which will connect to the other TOC in the downtown, so there will be one continuous designation to allow mixed use from I-95 to the beach.

Additionally, Ms. Dolan explained the steps involved in any comprehensive plan amendment application, which includes identifying what entitlements are on the existing comprehensive plan, as well as how to change that in the amendments to determine the public facility needs and changes. Ms. Dolan went on to explain how that process is achieved and pointed that out on the map presented.

Furthermore, RMA created a master plan to determine how they are going to change this with the TOC, which they have originally done for their East CRA redevelopment plan and then they extended it to include the connector piece in some of the areas that are outside of the Atlantic Overlay District (AOD) and the CRA. Therefore, it looks at every single block and lots in the block and what is likely to redevelop and draws a plan for that area that will fit based on the proposed zoning regulation for the mixed use district. The master plan has about the same amount to commercial development at build out as there is today. Therefore, the vision is one story of non-residential and residential units above.

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Continuing, the first challenge in establishing the comprehensive plan is to determine how much residential to bring in for the first 15-year planning horizon. Based on several factors to include the growth rate of the City, entitlements already in place and other factors, staff decided to go for 2,399 additional units in the area, which they would decrease the commercial entitlements by 37 million square feet. Besides, the numbers worked out because they desired to keep 7 million square feet of commercial entitlements and a total 3,718 units in the district. Ms. Dolan explained why they would keep 7 million square feet of commercial if they only need 1.8 million square feet.

Impact Analysis of Changes and Entitlements

Ms. Dolan indicated that because they are reducing so much commercial, almost all of the impact analysis looks negative. Therefore, she reiterated Mr. Bird's comments made earlier that any developer who come in to do a piece by piece comprehensive plan amendment when he has a commercial entitlement but wants to go to residential, it always shows a net reduction in public facility impacts.

Ms. Dolan indicated on the presented chart the total impact demand for the 7 million square feet and the 3,718 units, and for sewer and water, it highlighted the 1.4 million gallons per day. Therefore, the final column indicates how much capacity the City has. So, if it was all new development the City could still accommodate that amount of water and sewer. The same thing applies to the solid waste because the county does not provide an actual number of what the capacity is but staff reduced the solid waste demand and they can also accommodate that 0.65 MGD.

Traffic - Theoretically, a reduction in the traffic is depicted because they are losing 37 million square feet of entitlements. A traffic study was done with the MPO traffic model. Compared to the MPO's projection for growth, with what would have been added with the TOC Land Use Plan Amendment. As a result, the overall impact of the project is not changing. Also, the CRA is partnering and contracting with Kimley-Horn for a master transportation plan, which would include a traffic calming plan to protect the single-family neighborhood, which is a primary concern.

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Transit Improvements – The entire project gives staff an opportunity to implement a funding source for local transit improvements to get more people interested in utilizing the transit and making it more efficient. The plan will also look at pedestrian and bike improvements some of which are already in the regulating plans that are already being worked on through zoning and exist in the Parks and Recreation master plan.

Finally, the transportation consultants are looking at the current zoning to realize how the site plan review process can be improved to ensure that ingress and egress patterns are considered, so that cut through traffic is not allowed into the neighborhoods.

Additionally, there are two (2) aspects of the impact analysis where there is an increase in demand for the needs because the population increased. Residential increases population whereas commercial does not. Therefore, where there is an increase in population the impacts are felt in both parks and schools.

Parks – The additional population that is going to be generated by the 2,399 units, 42.2 additional acres of parks will be needed based on 5 acres per thousand. Existing surplus have 51.3 acres additional based on the 5 acres per thousand, so demand can still be accommodated with current supply.

Schools – Generate approximately 155 net new students with the units, and all the schools currently show a surplus, which can be accommodated. The School data goes to the year 2021, so as these students come on line the School Board will be considering their capacities.

Net Positive Impacts

In addition, there are some opportunities with the Comp plan amendment to gain some net positive impacts to include mass transit - TOC providing more people into a tighter corridor. Ms. Dolan explained that it is good for mass transit and noted that Broward County gave the City a review and expressed that they foresaw the benefits to the transit system. Nonetheless, the county charges a transit fee so every project has to pay \$1,380 per trip upon entry. The TOC land use designation allows the developers to have an opportunity to get up to a 50% discount on the \$1,380 per trip fee. Besides, only projects within a mixed-use land use category are eligible for the full 50% discount.

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Drainage – There are two (2) projects in the stormwater management Water Plan located at SE 28th and SE 15th Avenue, which are programmed for the 2021 and 2022 fiscal year.

Housing – Affordable housing is an area where there is a net positive impact with the amendment. Therefore, 15% of the units are required to be affordable or if they are not going to be provided as affordable they would have to be bought out with a in lieu of fee, which the City has recently adopted an amendment to establish the fee, which is one of the highest fees in the county.

Ms. Dolan highlighted other considerations that do not show as anything that would stop the project to include hurricane evacuation, historic preservation, and compatibility, which is one of the items in the Comp Plan Amendment application. Therefore, the recommendation is to approve the TOC Land Use Map Amendment subject to the approval of the Text Amendment.

Ms. Dolan then addressed Item 17, which is the first reading of the Text Amendment, which goes together with the Map Amendment. She then explained what the Text Amendment does, to include responding to the portion of Goals, Objectives, and Policies for a TOC, which require that you establish the total entitlements together. It is a little different from the typical Land Use Designation. In sum, the Text Amendment establishes the entitlements and any kind of special conditions to be placed on the distribution of those entitlements.

Additionally, Ms. Dolan indicated that there are a “basket of rights” as previously discussed, to keep 7 million square feet of commercial and a total 3,718 units. They will hold the park, recreation, open space and community facility acreages the same as a minimum.

Continuing, there are some design principle and procedures adopted into the plans, which is approximately verbatim from DPTOC Comp Plan Amendment. More importantly, is the compatibility with adjacent land uses, which she explained in details. Moreover, it is important to add the Whereas Clause into the ordinance that addresses these compatibility transitions and points out that it would be addressed specifically in the TOC zoning code.

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Furthermore, Ms. Dolan mentioned about the design principles address the connectivity for the pedestrian who is equally as important as the car and it relates to the streets policy, which is also in the DPTOC.

For the affordable housing requirements, 15% of the units will be affordable or the developers would have to buyout of the option, which there is an established amount in the City's ordinance.

Finally, Ms. Dolan indicated that they recommend the Commission approve the TOC Land Use Text Amendment subject to the Map Amendment.

Natasha Alfonso, Pompano Beach CRA and RMA, stated that this portion of the presentation is intended to give the Commission, as well as the community a brief update on where staff is currently with the zoning, specifically to deal with two (2) issues that Ms. Dolan mentioned earlier as it relates to traffic and height. Also, the purpose of the presentation is to give an overview of what staff has been discussing for the past several months.

Ms. Alfonso stated that the two (2) main things that staff will be addressing in the next several months as the Comp plan amendment goes before the County and State for review are the transportation master plan and the zoning amendments. There has been discussion regarding the zoning amendments for several months since the beginning of the project with the understanding that a general vision cannot be created for the ETOC without knowing the specific issues relating to traffic and height in the TOC. There have been several public meetings where they had the opportunity to speak with residents and staff to understand where the issues with incompatibility are. The key places or critical points for traffic issues will be created as the amendment moves forward.

Additionally, Ms. Alfonso noted that she would like to talk about the two (2) components that are currently being worked on; besides, Ms. Dolan has briefly mentioned the transportation master plan. However, she added that they are finalizing the scope with the consultants, so this would be the third phase in the project.

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Ms. Alfonso emphasized that in the zoning regulations, they will be adding towards the end of the district regulations, specific conditions of approval for developments that come forward in the TOC, to ensure that any development that comes forward at site plan review does provide some traffic operations analysis for their specific site.

In addition, Ms. Alfonso recalled several presentations and stated that staff will be enforcing the urban design principles through the zoning the regulations, and how the public realm will be shaped by the new development. The urban design principles are specific to improving the quality of life for residents in and abutting the district. That means ensuring there is enough regular connectivity within the district and so forth. In addition, the building standards are key to the redevelopment of the district, ensuring that there is provision for specific regulation that deals with the height transition.

Ms. Alfonso indicated that in terms of the urban design principles that are key to the redevelopment of the district relates to the building standards. This will ensure that the City provide specific regulations that addresses the height transitions, and the compatibility of existing neighborhoods with the new development.

Ms. Alfonso stated that the two main things that are critical to everyone is the traffic and height compatibility.

Furthermore, Ms. Alfonso reiterated what Ms. Dolan spoke about earlier that there are concerns that a lot of the parcels along the Atlantic Boulevard corridor RB-3, which allow property owners to build commercial properties at 105 feet in height. Besides, they have examined very carefully each parcel to ensure that they understand the development rights and what can be done with the new zoning amendments to ensure better compatibility.

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Staff will be addressing the language of any kind of standards and regulations that will ensure the protection of the single-family neighborhoods. In addition, for height, there will be a separation of the standards for commercial and mixed-use development, in order to avoid issues of taking with Burt Harris claims. However, mixed-use development height will be reduced to 80 feet, besides, none of the commercial (B3) properties have the right to build residential. They only have the right to apply for a flex allocation. Ms. Alfonso then explained in details the commercial and mixed-use standards that will ensure that there is more compatibility in terms of the mass and scale of the building.

Furthermore, staff will be adding two (2) things in the zoning to include any kind of variances and to prohibit any Plan Developments (PD) because PD's allow a developer to write their own rules.

Ms. Alfonso mentioned that the presentation has a number of slides that are technical in nature and is an important portion because it provides an idea on the specific issue of height transition, which she explained in details. She mentioned that there are three (3) main conflict areas within the TOC. One is towards the western part along the corridor, the area west of 18th Avenue, the portion between 18th Avenue and 25th Avenue, and the portion east of 25th Avenue on approaching the intercostal.

Finally, Ms. Alfonso indicated on the presented map a building height regulation plan that was also adopted for the Downtown TOC, which she explained the highlighted colors and what they represent that will be used in designating those areas of transition with the TOC.

In sum, Ms. Alfonso presented a very extensive overview of an example of one of the three main areas for the transition zones, which has the most concerns due to its close proximity to single-family residential development on both the south as well as the eastern portion.

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Ms. Dolan stated that should the Commission approve the amendment on first reading, it would then be submitted to the County and the State to go through a nine (9) months review process. Therefore, during the nine months the team will be working on the detailed drafting and outreach related to the zoning, as well as working on the transportation master plan so upon the return of the item for second reading, the zoning, the land use, and the transportation plan will be together as a package.

Comr. Dockswell indicated that he appreciated the opportunity to propose the amendment that will provide the residents a greater comfort level. He indicated that the City is at the Land Use Plan Amendment stage, which involves the County and at a higher level than the City's zoning.

In sum, Comr. Dockswell stated that even though the City is not obligated at this stage it is important to give residents a level of assurance that the City make an honorary commitment to doing the kind of height limits and transitions that are in the charts presented earlier.

Finally, Comr. Dockswell proposed to amend the ordinance of both items for an additional Whereas Clause to read as follows:

“Whereas, the City provides assurance that when the zoning is established, the maximum proposed height for residential and mixed use properties would be 80 feet. For residential and mixed use property these heights would be transitioned down to a maximum of 55 feet and 35 feet as properties approach single-family neighborhoods and other residential areas.”

Comr. Dockswell indicated that this will be put into the record that the City is vastly improving the potential of what could be developed. If the City can entice the developer not to hold on to the idea of building a 105 foot commercial building, which could be a hotel or flex units or do their own land use plan amendment. Therefore, to avoid all those possible ways that we can get unacceptable structures and have much less control over what comes out, then this proposal would “nail it down,” so that once the zoning is complete and they follow these height limitations and transitional requirements then

Names of Commrs.	M	S	V Y	V N
<u>VOICE VOTE</u>				
Dockswell	x		x	
Hardin			x	
Moss			x	
Phillips			x	
Burrie		x	x	
Fisher			x	

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there would be no need to negotiate, as this would be the way. So, if the parcel owner does not desire to build a 105 foot commercial building, which they have the right to do, it would be hard to take away. The technique is to entice the partial owner to build something less intense at less height, more mixed use, more balanced, and better for the overall development of the corridors.

MOTION: To include the additional Whereas Clause in the ordinance as stated by Comr. Dockswell.

VOICE VOTE

Dockswell	x	x
Hardin		x
Moss		x
Phillips		x
Burrie	x	x
Fisher		x

Comr. Hardin asked if the motion is approved and it goes through the entire process and a property owner decides they do not want to adhere to the City's policy, could the property owner pursue their own land use change, and still go to the 105 feet.

Ms. Dolan responded that the property owner can always propose their own Comp plan amendment but if the TOC is approved it would be very difficult for them to show a net reduction. Then, they would have to look at an impact analysis that showed an increase in all their impacts, and then the Commission would be able to say they do not want to.

Mayor Fisher noted that owners can build at 105 feet if they desire a commercial or office building but the likelihood of that probably would not happen because the mixed use would be more effective for them in the long run.

Comr. Phillips asked if it extends to the I-95 on the Atlantic corridor.

Ms. Dolan replied that the ETOC stops at the DPTOC, which goes all the way to I-95, which is already in place.

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Bruce Voelkel, 2700 S.E 2nd Street, Pompano Beach, thanked staff for their presentation and asked if the PowerPoint presentation will be placed on the City's website for viewing.

Mayor Fisher responded that it will.

Mr. Voelkel asked if there was an actual traffic study done, and if so can he request a copy.

Ms. Dolan responded that the traffic model they used was the MPO's, which has built-in estimates for growth to 20-40, which the team backed down to 20-30. So they used their estimates and put the City's land use numbers on top of those numbers to see the effect on traffic.

John McWilliams, Kimley-Horn and Associates replied that a traffic analysis was done and stated that they used the MPO's model based on the projected growth of development in the area. He emphasized that there will be increased traffic with the amendment on Atlantic Boulevard. Notwithstanding, he will work with staff to ensure that Mr. Voelkel receives a copy of the traffic study.

Mr. Voelkel expressed concerns about cut thru traffic in his neighborhood.

Roy Rogers, 5141 N.E 31st Avenue, Lighthouse Point, stated that the presentation was excellent and he recommends approval. Also, as a member of the Economic Development Council (EDC), they reviewed the proposal and with his extensive experience with things of this nature, it is the beginning of a process, which he recommends.

Ken Steele, 1805 N.E 4th Street, Pompano Beach, indicated that he has voiced his concerns to some members of the Commission regarding the process, which is all on supposition/maybe/if and there are no facts to it. Besides, he is very disappointed with the process, the CRA, and the ETOC. Finally, he desires to see less traffic cutting through his neighborhood.

Fred Stacer, 2501 S.E 9th Street, Pompano Beach, stated that if the overlay district moves forward they would need to reexamine the segmented piece of the AOD that is going to remain east of the intercostal waterway. He encouraged the Commission to move the item forward.



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Tom Terwilliger, 3160 N.W. 1st Avenue, Pompano Beach, expressed his concerns regarding the development and the impacts it will have on the residents of single-family homes to include the increase in traffic. Moreover, he did not get a clear answer on the traffic study provided by Mr. McWilliams.

Doug Matthes, 500 N.E 6th Street, Pompano Beach, stated that the land change will have a negative impact on the adjacent neighborhoods especially old Pompano residential area. Besides, the issues need to be addressed prior to approval. Mr. Matthes quoted some excerpts from the original community presentation and recommended steps the City could take to prevent traffic.

David Ventura, 2501 S.E 2nd Street, Pompano Beach, thanked staff for all their hard work. He asked for clarification on the height and the direction they would face. In addition, Mr. Ventura expressed concerns relating to traffic and the preservation of the neighborhood.

Ms. Alfonso replied that the 80 feet would be facing Atlantic Boulevard, 35 feet facing the neighborhood and 55 feet in between.

Cindy Peters, 1736 East Atlantic Boulevard, Pompano Beach, stated that she is in favor of the plan for Atlantic Boulevard.

Frank Natali, 2500 S.E 2nd Street, Pompano Beach, expressed that if more units are being put in, he is concerned that there is a possibility he might not get accepted into Pompano Beach High School.

Comr. Dockswell stated that he became excited when he realized that the City is beginning to put together a road map for the development of the Atlantic Boulevard Corridor. Furthermore, he believed if the amendment is approved the City will have a very good road map.

Comr. Hardin asked Mr. Bird to explain how he chose the boundaries.

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Mr. Bird replied that it was discussed extensively at the workshop and the Planning and Zoning Board meetings and explained the layout of the boundaries and the need to capture straight lines and the capturing of unused density. In sum, he mentioned that what is classified as single-family currently will remain single-family.

Comr. Hardin noted that residents in Old Pompano were extremely concerned about the boundary lines and how it will impact their house. In addition, Comr. Hardin mentioned that a previous speaker, Mr. Steele commented on the height issues on 18th Avenue and asked Mr. Bird if the City is allowing taller buildings than what is currently in place.

Mr. Bird responded that is correct. He clarified that there is no place where height is increasing.

Comr. Hardin indicated that he understands the valid concerns about traffic in the Old Pompano area. However, part of the process, as staff indicated, the traffic consultants will be providing recommendations as to how this problem can be solved in the neighborhoods. Moreover, the entire process will take time to evolve.

Comr. Phillips stated that he is going to pay close attention because there are a few things relating to the height that stuck out at him. He asked if staff could state that they prefer a specific height in a specific area.

Mr. Bird explained that they have done neighbor regulating plans on a DPDOD. Moreover, staff is setting guidelines with the land use that the zoning cannot exceed.

Ms. Alfonso noted that west of 18th Avenue is permitted to be 50 feet and new zoning regulation is allowing 55 feet based on building standards.

Comr. Phillips stated that he is hearing a lot of talk about traffic but he does not think anyone has an answer. He asked if staff is including the ability to narrow the roads.

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Mr. Bird replied that the land use does not specifically deal with the road design. Therefore, road design will be an important component as time moves forward. Therefore, there is no anticipation to narrow the roads currently; nevertheless, traffic would continually be addressed.

Comr. Phillips questioned the expansion of the sidewalks and if there is any intrusion with the existing roads, which may cause some decreasing of the roads.

Ms. Alfonso provided Comr. Phillips with a response to his questions.

Comr. Phillips expressed some concerns that may arise in the neighborhoods and how it may affect the residents.

Mayor Fisher noted that they are missing the zoning component that staff is going to be working on. For example, residents in the N.E 15th Avenue and Atlantic Boulevard areas were concerned that their zoning would be changed. However, Mayor Fisher reassured the residents that the City would not allow it. Furthermore, staff has protected the residential neighborhoods and they are going to commit to protecting those neighborhoods.

P.H. 2016-74; ORD. NO. 2016-...: TIME 03:05:21 ITEM 17

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, AMENDING THE COMPREHENSIVE PLAN, FUTURE LAND USE ELEMENT TEXT TO PROVIDE DEVELOPMENT RIGHTS WITHIN THE DESIGNATION OF THE EAST TRANSIT ORIENTED CORRIDOR (ETOC); PROVIDING FOR A DETERMINATION THAT A LOCAL PLANNING AGENCY HEARING WAS HELD ON MAY 25, 2016; PROVIDING THAT A TRANSMITTAL HEARING AND AN ADOPTION PUBLIC HEARING WILL BE HELD; PROVIDING FOR SEVERABILITY; PROVIDING FOR CONFLICTS; PROVIDING AN EFFECTIVE DATE.

The Ordinance was read by title only.

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<u>VOICE VOTE</u>				
Dockswell	x		x	
Hardin			x	
Moss			x	
Phillips			x	
Burrie		x	x	
Fisher			x	

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Mr. Bird reminded the commission that they discussed the public notice, which staff noticed everyone, living within 500 feet, about the workshop. In fact, there were over 3,500 mailings. Also, for the Planning and Zoning Board the public was noticed, which is similar to the mailings for the commission meeting. As well as, a lot of outreach was done at the workshop, which had many people participating. In November, when the zoning is done, staff intends to notify the public of the workshop. In the meantime, the Development Services Department is open to the public for any further questions or details necessary.

Comr. Hardin indicated that the notices were good.

Mayor Fisher announced that he would take Item 26 out of order at this time to accommodate those persons who had come out to the meeting regarding the matter.

TIME 03:08:20

ITEM 26

Consideration to designate NW 26th Avenue as a dual named street, "J. Mohorn, Jr. Avenue."

Robert A. McCaughan, Public Works Director, indicated that the item is requesting the Commission to consider dual naming Northwest 26th Avenue as J Mohorn, Jr. Avenue. The Community was invited to attend the meeting.

Pastor Mohorn is currently pastoring the Word of the Living God Ministries Church and he has been a resident of the City of Pompano Beach since 1947. The renaming of the street would be bounded by Atlantic Boulevard going south and northwest 2nd Street on the north.

Additionally, if the Commission agrees to make the change then it will be formalized at the next commission meeting.