

East Transit Oriented Corridor (ETOC) Land Use / Zoning Code Amendments and Transportation Analysis: Community Meeting #2



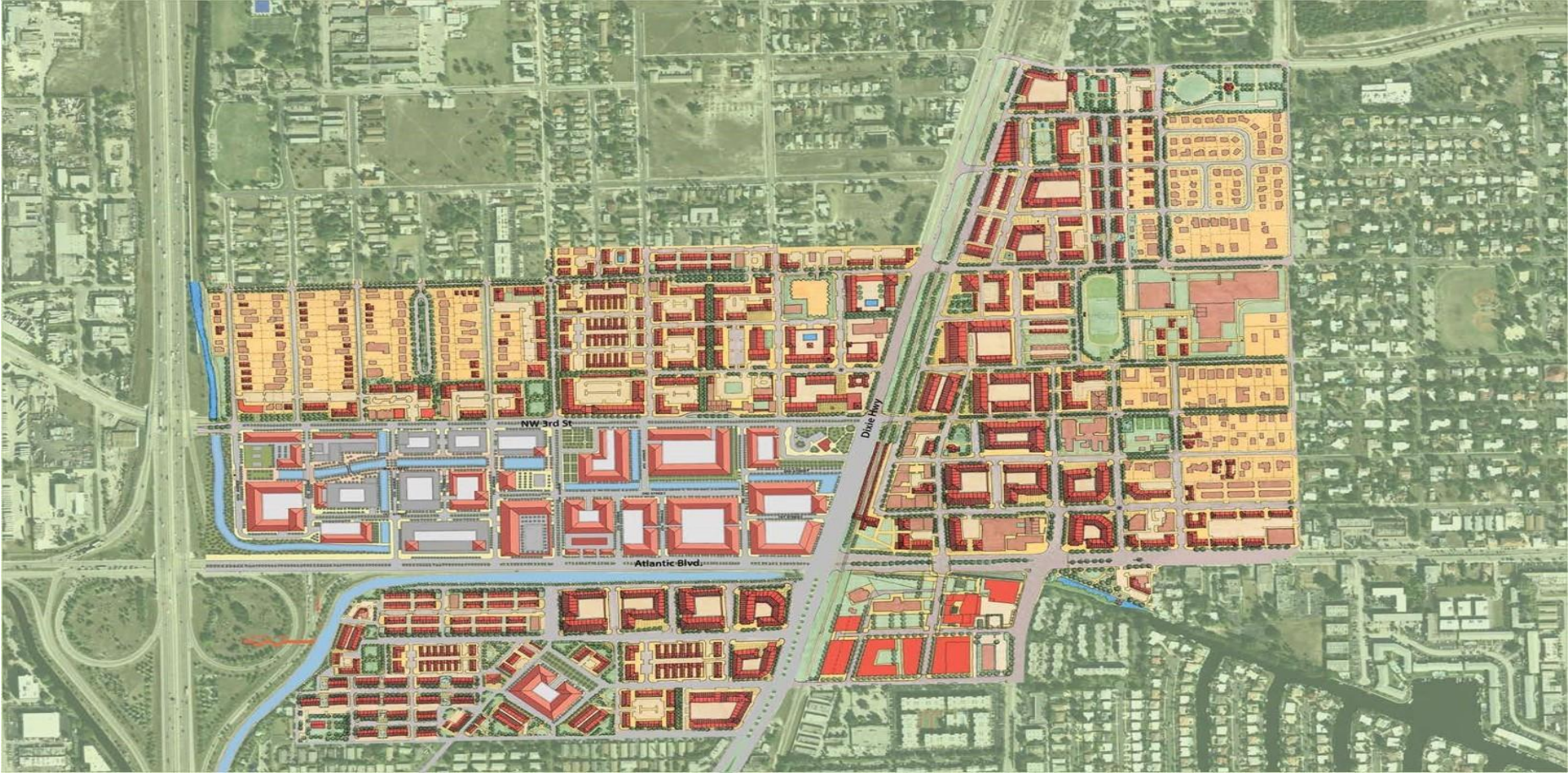
Introduction

- East Transit Oriented Corridor (ETOC)
 - Land Use
 - Zoning Amendment
 - Traffic Analysis
 - Properties within the ETOC will be rezoned
- Team
- Community Meeting #2 of 3

Why are we here?

- Historically, there has been a desire to connect Downtown to the Beach and to connect the Beach to Downtown.
- This was reaffirmed when the City of Pompano Beach completed the Transportation Corridor Study.
- Continuation of the vision established in the NWCRA Master Plan, Connectivity Plan and ECRA Master Plan dating back to 2010, that were the impetus for improvements to Pompano Beach Boulevard, Harbor Village, Atlantic Boulevard (east of US 1), Old Town, MLK Boulevard, the Ali Cultural Arts building, Bailey Contemporary Arts, the Civic Plaza, and the new Cultural Arts Center.

NWCRA Master Plan



Connectivity Plan



ECRA Master Plan



NWCRA



Historical Timeline - NWCRA

- Connectivity Plan (2010)
- Cultural Center planning and design (2010)
- NWCRA massing and zoning analysis (2011)
- Downtown Pompano TOC Land Use and Overlay District adopted (2013)
- MLK Boulevard improvements completed (2015)
- Old Town streetscape completed (2016)
- Civic plaza and fire fountain completed (2016)
- Cultural Center construction completion (May 11, 2017)

ECRA



Pier Garage



Pompano Beach Blvd.



Atlantic Blvd.



Beach Block



Harbor Village

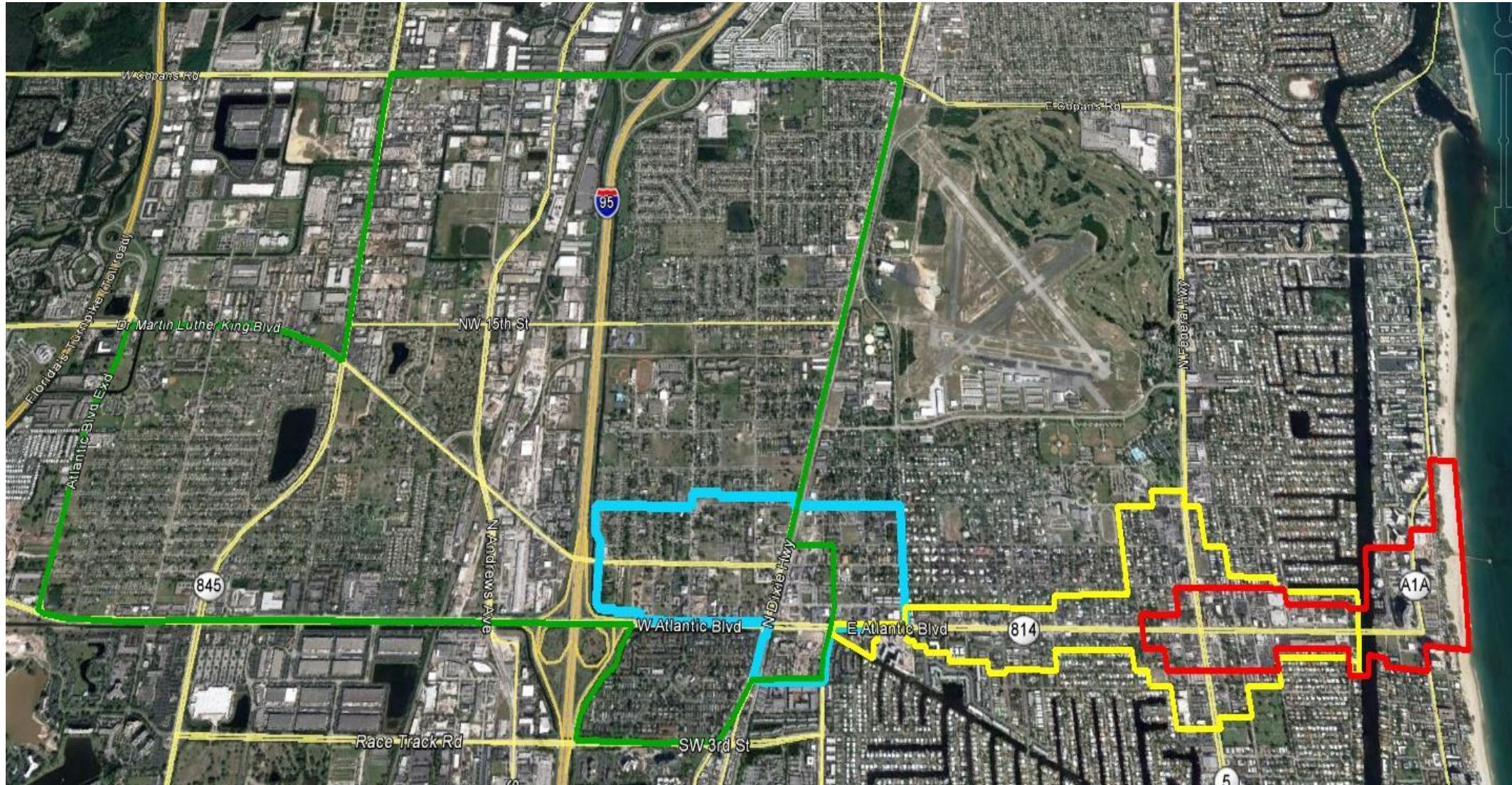
Historical Timeline - ECRA

- Pompano Beach Boulevard Improvements (completed 2012)
- Harbor Village Improvements (completed 2012)
- Atlantic Boulevard (east of US 1) improvements (completed 2012)

Projects

- East Transit Oriented Corridor (ETOC)
 - Land Use
 - Zoning Amendment
 - Traffic Analysis

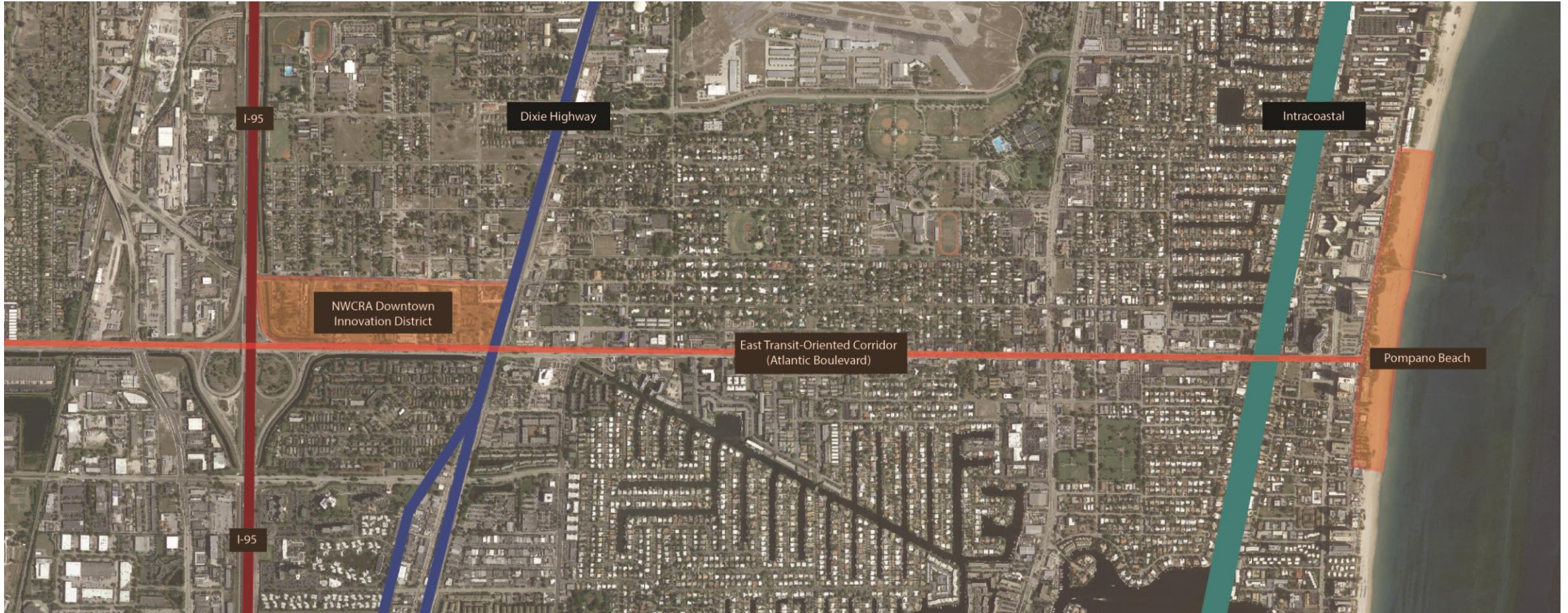
Downtown Innovation District and City Connectivity



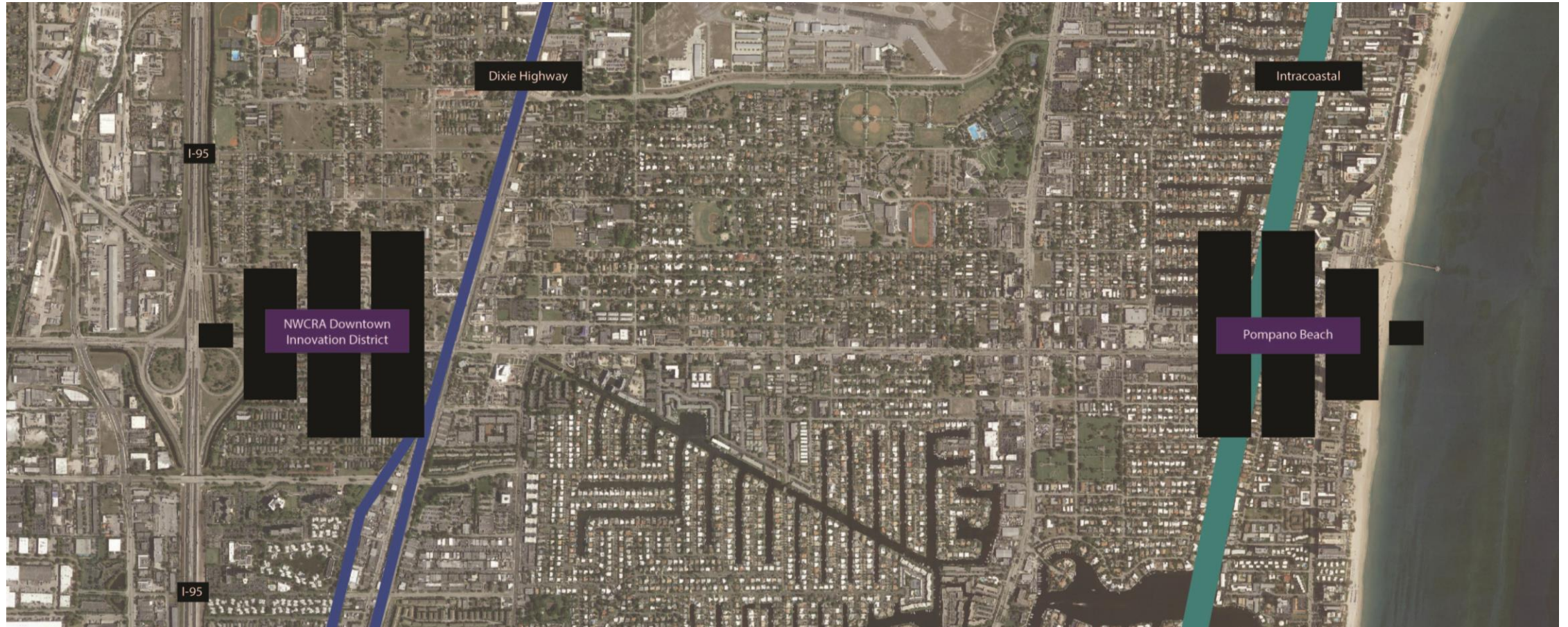
LEGEND:

- ETOC
- ECRA
- Downtown Innovation District and Downtown Master Plan
- NWCRA

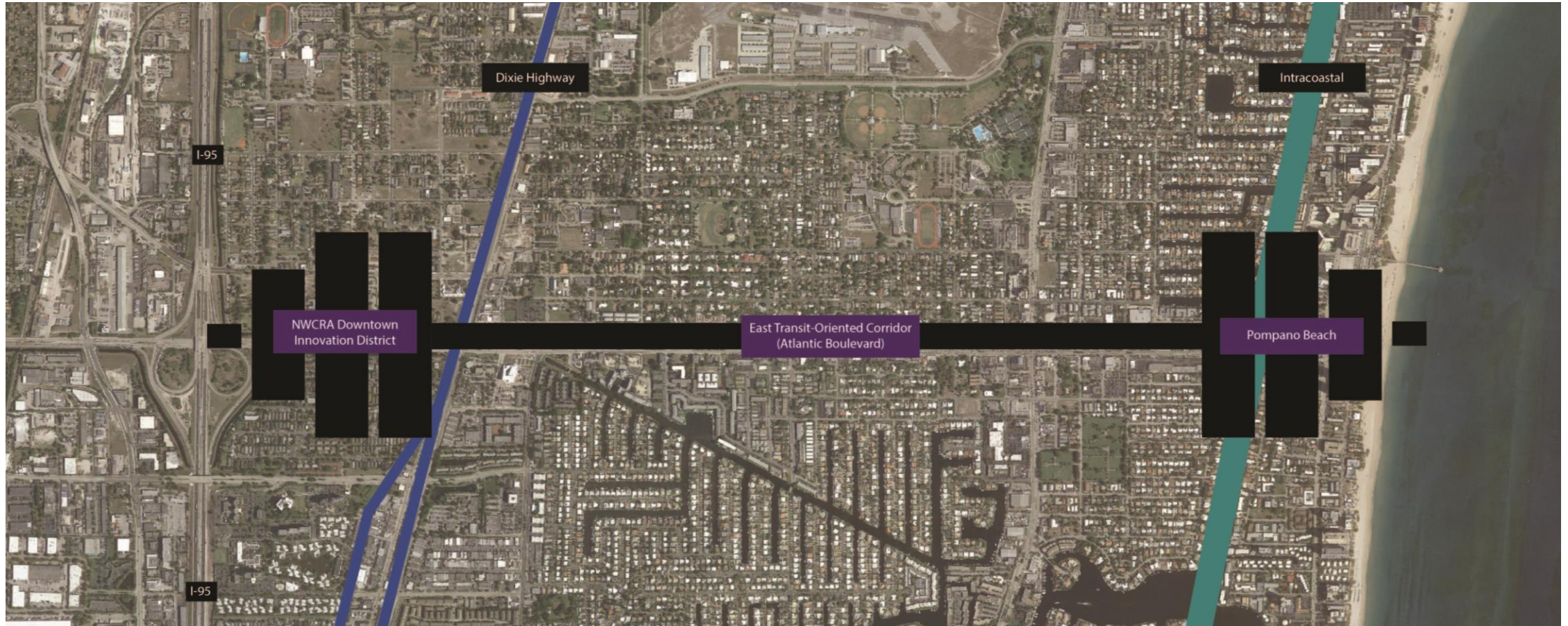
The “Barbell” Concept



The “Barbell” Concept



The “Barbell” Concept



The “Barbell” Concept

- The downtown is one end of the barbell, the beach is the other end of the barbell, and the East Transit Oriented Corridor zoning and land use is the bar that connects them.
- Catalyze the private sector to redevelop within the study area that is based on community input.
- Currently the City is in the process of obtaining more residential units – two options, let the private sector drive the number of additional units or the Community can.

Purpose of Meeting

- Present the preliminary recommendations regarding the zoning and traffic analysis of the study area.
- Solicit feedback from public so that planning team can move into developing recommendations. This will be completed through the use of information stations.

East Transit Oriented Corridor (ETOC)

-
- Principles of a Transit Oriented Corridor Land Use
 - Urban Design Principles
 - Urban Design Analysis and Preliminary Zoning Recommendations
 - Public Realm (Streets)
 - Public Open Spaces and Waterfront
 - Compatibility of Uses
 - Development Pattern

Planning Approach

Comprehensive (Pro-active)

VS

Piecemeal (Reactive)

- District-wide land use amendment
- Analyzes the entire district as a whole to understand past, current and future problems with streetscapes, traffic and development patterns
- Provides a framework for addressing those issues collectively and holistically
- Establishes standards for new development to address:
 - Required additional streetscape enhancements
 - Required traffic impact mitigation
 - Required neighborhood compatibility

- Individual project requests a land use amendment
 - i.e. KOI, Captiva Cove, Orchid Grove, Vintage Parks, The Jefferson
- Individual COMP Plan amendments **do not** look at the cumulative impact of past, present and future development
- No specific requirements to address neighborhood compatibility

Transit Oriented Corridor Land Use

Comprehensive Plan: Principles of a Transit Oriented Corridor
Objective 1.19.1 and associated policies

- Facilitate Mixed Use Development
- Generally ¼ mile from main transit routes
- Residential principal component in “basket of rights” to be allocated in accordance with zoning
- Nonresidential use included in “basket of rights” to be allocated in accordance with zoning
- Design principles to address transitions to adjacent uses and transit facilities; Integrated public open spaces; pedestrian mobility and amenities; building placement and street connectivity.

Urban Design Principles



- ✓ **Vehicular Connectivity (minimize impact to surrounding neighborhoods)**
- ✓ **Transportation alternatives (reduce traffic)**
- ✓ **Pedestrian connectivity and walkability (enhance streetscapes)**
- ✓ **Enhanced public open spaces**
- ✓ **Waterfront access and beautification**
- ✓ **Building standards to ensure compatibility with existing residential neighborhoods in terms of height and mass**

Public Realm (Streets)



PROBLEMS

- Parking dominates streetscape
- No landscape (shade) along street edge
- Wide streets (excessive pavement)
- Narrow sidewalks











SOLUTIONS

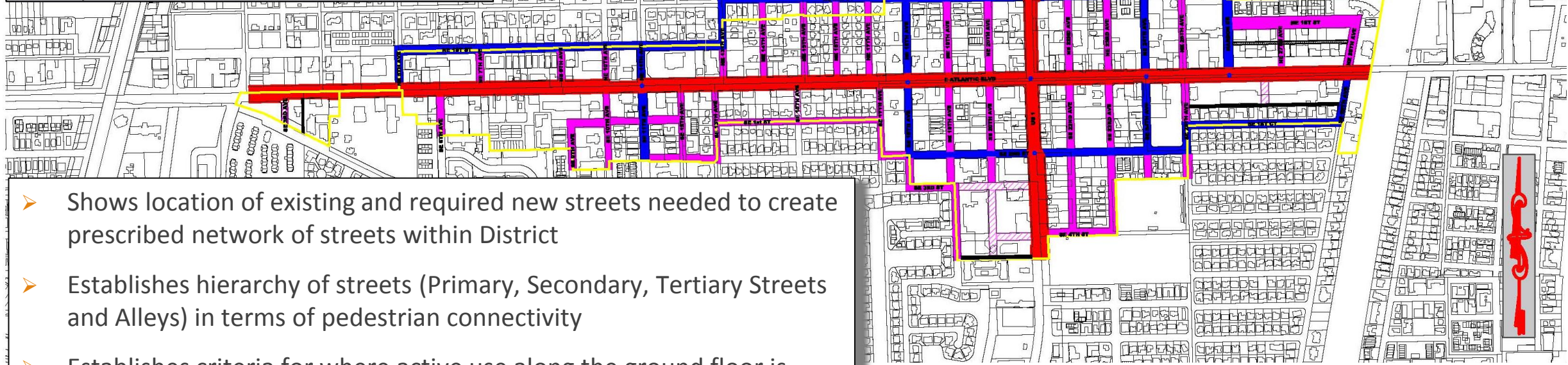
- Establish hierarchy of streets
- Establish minimum setbacks to encourage public plazas and use of colonnades
- Require minimum percentage of active use and shading along all streets



Streets Regulating Plan

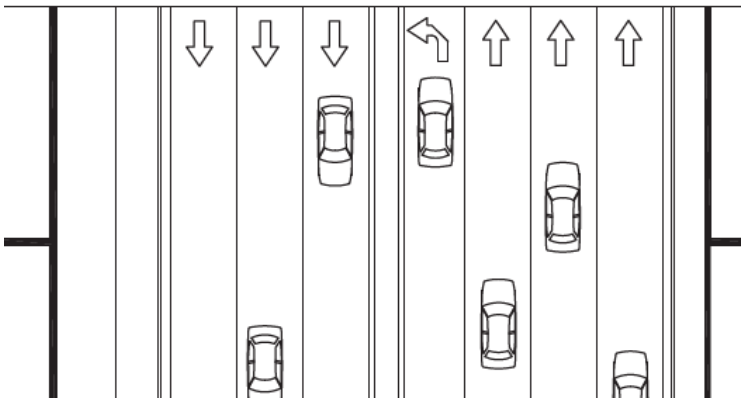
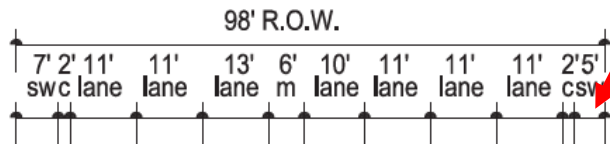
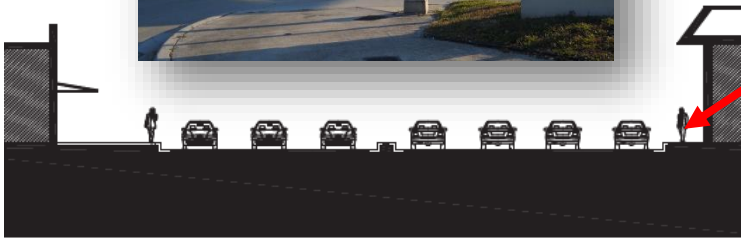
LEGEND	
STREET NETWORK CONNECTIVITY REGULATING PLAN	
	EXISTING A / PRIMARY STREET
	EXISTING B / SECONDARY STREET
	EXISTING C / TERTIARY STREET
	NEW C / TERTIARY STREET
	EXISTING C/TERTIARY (TO BE VACATED FOR ASSEMBLY OF PARCELS ONLY)
	EXISTING ALLEY (TO BE VACATED FOR ASSEMBLY OF PARCELS ONLY)
	NEW D / ALLEYS
	EXISTING STREET LIGHT

- **Primary Streets: 100% building frontage required (active use)**
- **Secondary Streets: 80% building frontage required (active use)**
- **Tertiary Streets: 60% building frontage required (active use)**



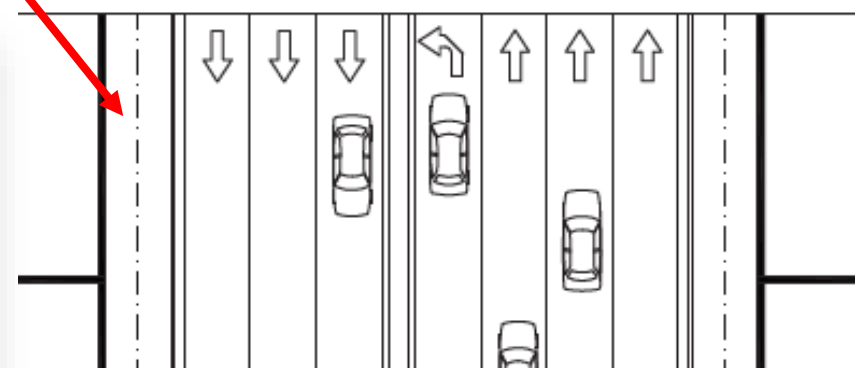
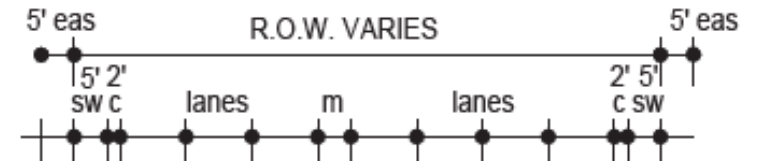
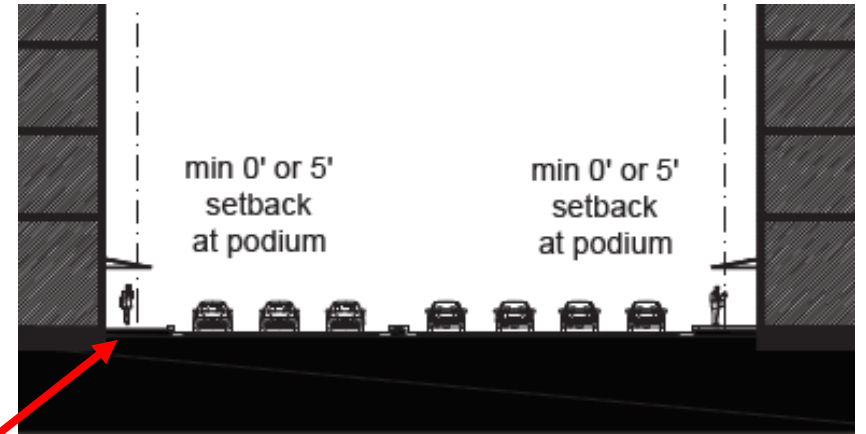
- Shows location of existing and required new streets needed to create prescribed network of streets within District
- Establishes hierarchy of streets (Primary, Secondary, Tertiary Streets and Alleys) in terms of pedestrian connectivity
- Establishes criteria for where active use along the ground floor is required

Street Design Parameters



Federal Highway Existing Conditions

- Existing sidewalk 5'
- No landscape along street edge
- Proposed 5' easement or dedication to expand sidewalk and provide landscape along street edge (as redevelopment occurs)



Federal Highway Proposed Improvements

Public Open Spaces and Waterfront



PROBLEMS

- Commercial uses surrounding parks (9-5 businesses)
- Several vacant parcels abutting (No “Eyes” on the Park)
- Vagrancy around parks
- Limited public access to waterfront

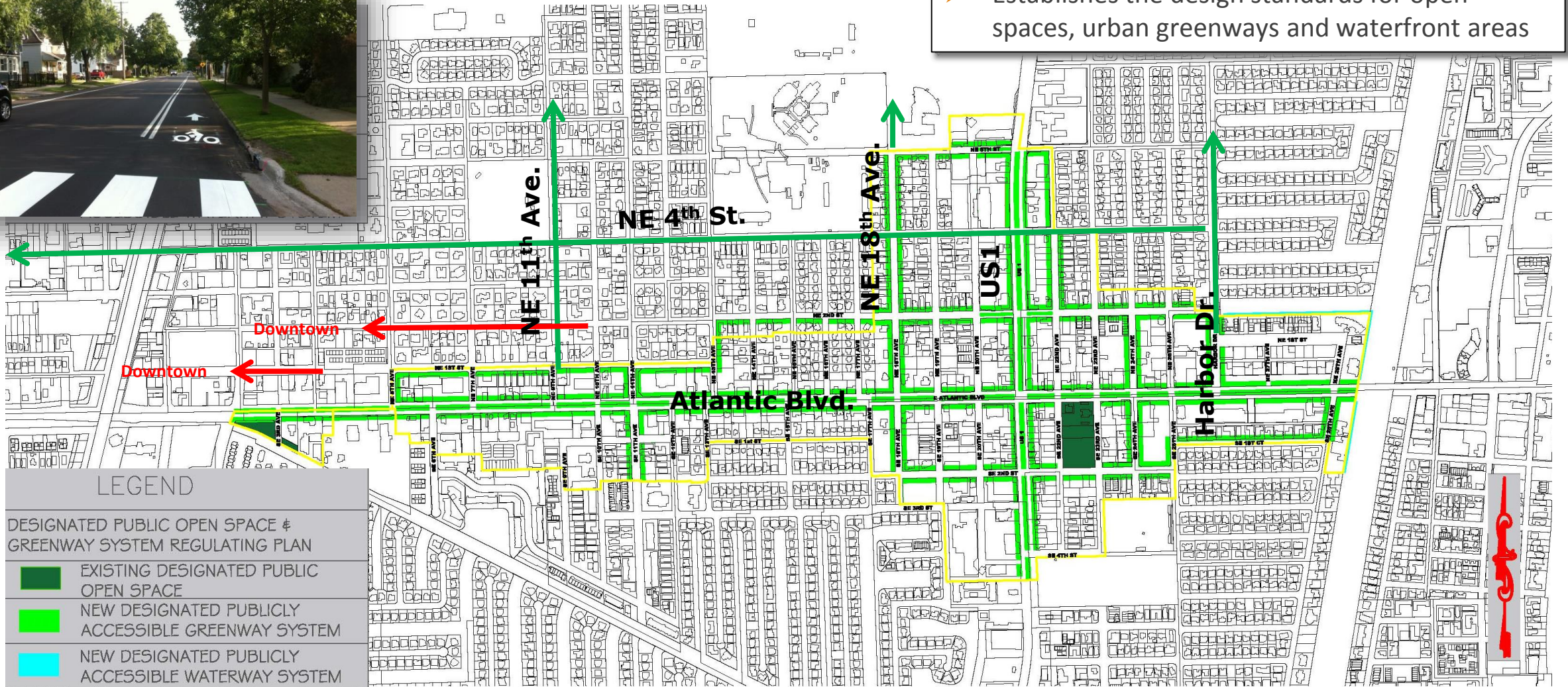
SOLUTIONS

- Encourage mixed-use and residential development around park to establish more activity at all hours of the day (natural surveillance)
- Encourage active uses and public access along waterfront



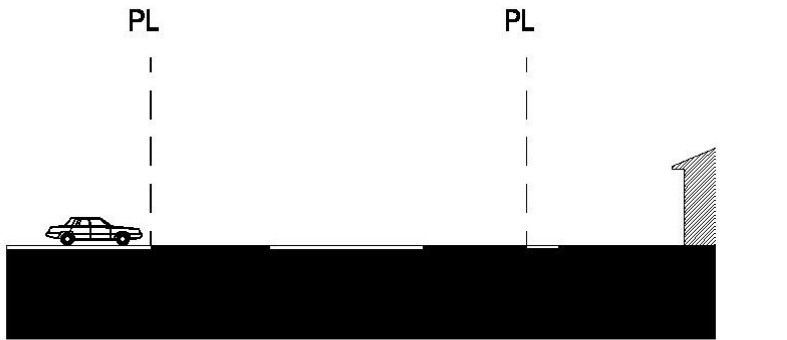
Public Open Space and Greenway Systems Regulating Plan

- Designates the open spaces, greenway and waterway systems
- Establishes the design standards for open spaces, urban greenways and waterfront areas



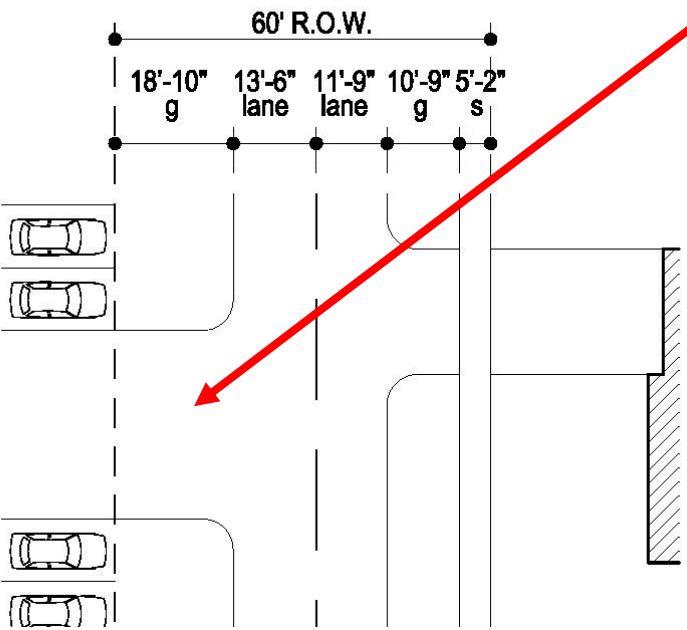
LEGEND	
DESIGNATED PUBLIC OPEN SPACE & GREENWAY SYSTEM REGULATING PLAN	
	EXISTING DESIGNATED PUBLIC OPEN SPACE
	NEW DESIGNATED PUBLICLY ACCESSIBLE GREENWAY SYSTEM
	NEW DESIGNATED PUBLICLY ACCESSIBLE WATERWAY SYSTEM

Greenway Design Parameters

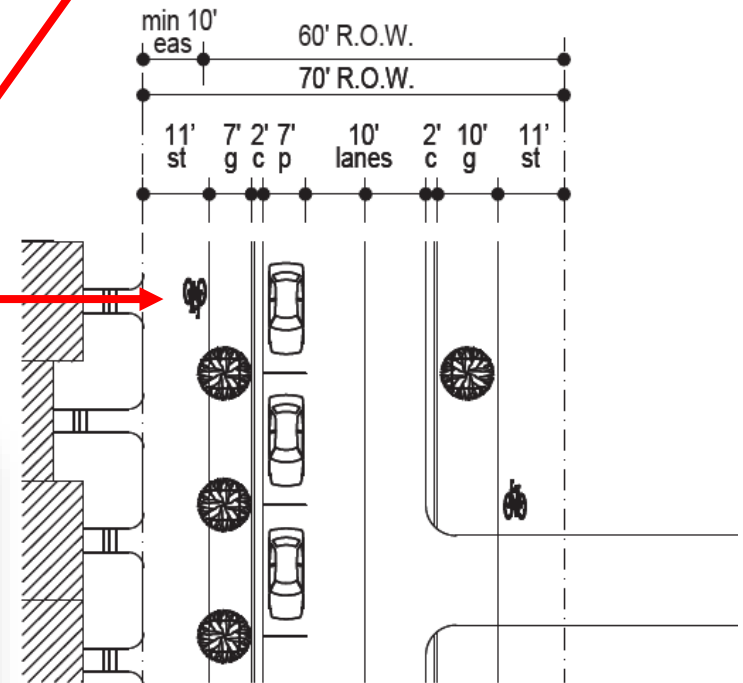


➤ No sidewalk and inconsistent landscape along street edge on south side

➤ Proposed 10' easement or dedication to provide sidewalk and shared trail (bicycles and pedestrians) on south side as redevelopment occurs



NE 1st Street
(between NE 5th Ave and NE 13th Ave)
Existing Conditions



NE 1st Street
(between NE 5th Ave and NE 13th Ave)
Proposed Improvements

Compatibility of Uses



PROBLEMS

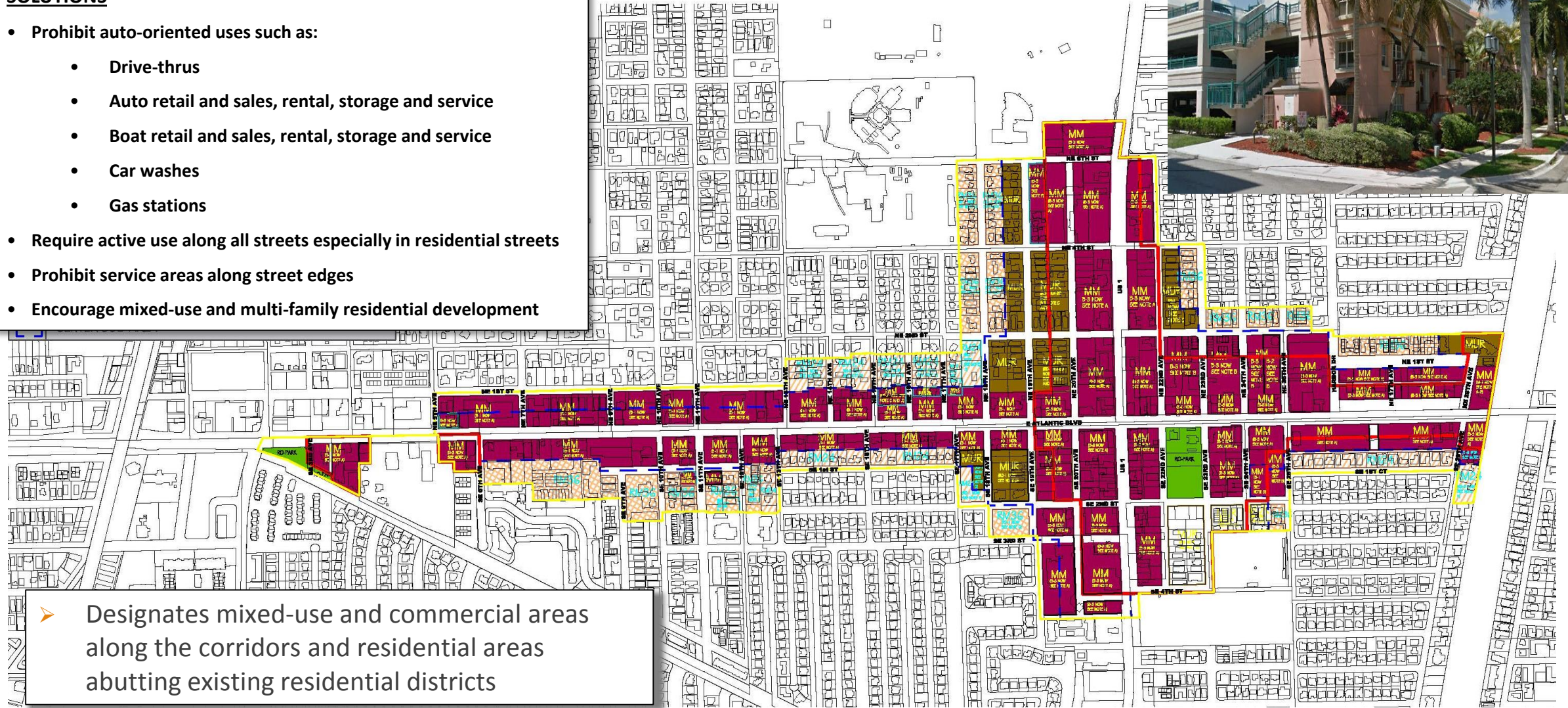
- Rear of existing commercial uses (i.e. service, loading and trash areas) front residential
- No active uses along street edge
- No landscape buffers
- No sidewalks



Use Regulating Plan

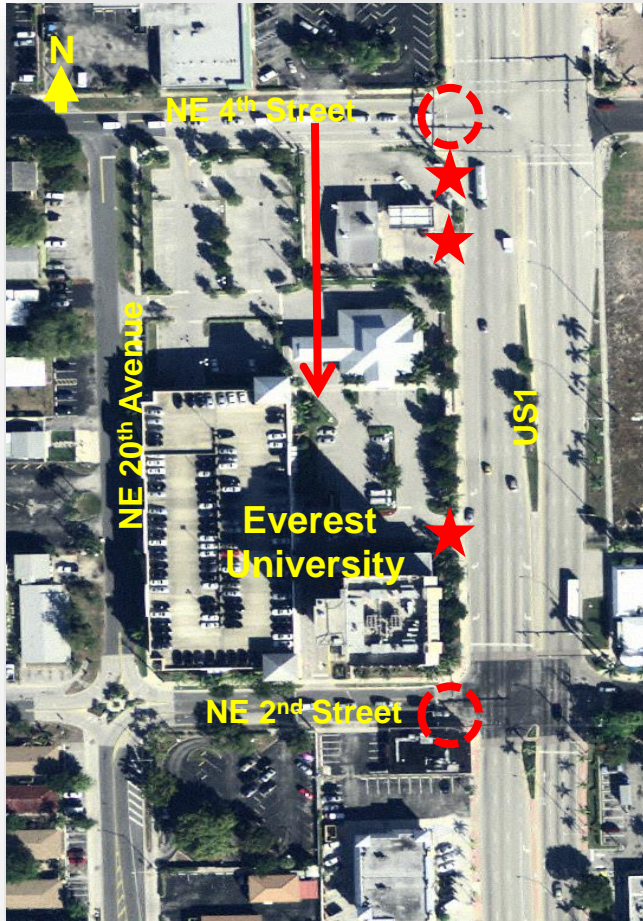
SOLUTIONS

- Prohibit auto-oriented uses such as:
 - Drive-thrus
 - Auto retail and sales, rental, storage and service
 - Boat retail and sales, rental, storage and service
 - Car washes
 - Gas stations
- Require active use along all streets especially in residential streets
- Prohibit service areas along street edges
- Encourage mixed-use and multi-family residential development



- Designates mixed-use and commercial areas along the corridors and residential areas abutting existing residential districts

Development Pattern



Auto Oriented vs. Pedestrian Oriented



PROBLEMS

- No internal connectivity through block (all access is off surrounding streets)
- Too many curb cuts along US1 (drive thru entrance for bank and access to gas station is along front) ★

SOLUTIONS

- Require internal access roads, through blocks, to minimize entrances off main roadways and surrounding streets →

Development Pattern



Massing and Height

PROBLEMS

- Current regulations allow B-3 commercial properties to be a maximum of 105 feet
- Current regulations do not protect single family neighborhoods adjacent to B-3 commercial properties
- Current regulations do not address building mass, compatibility etc.



Development Pattern

Massing and Height

SOLUTIONS

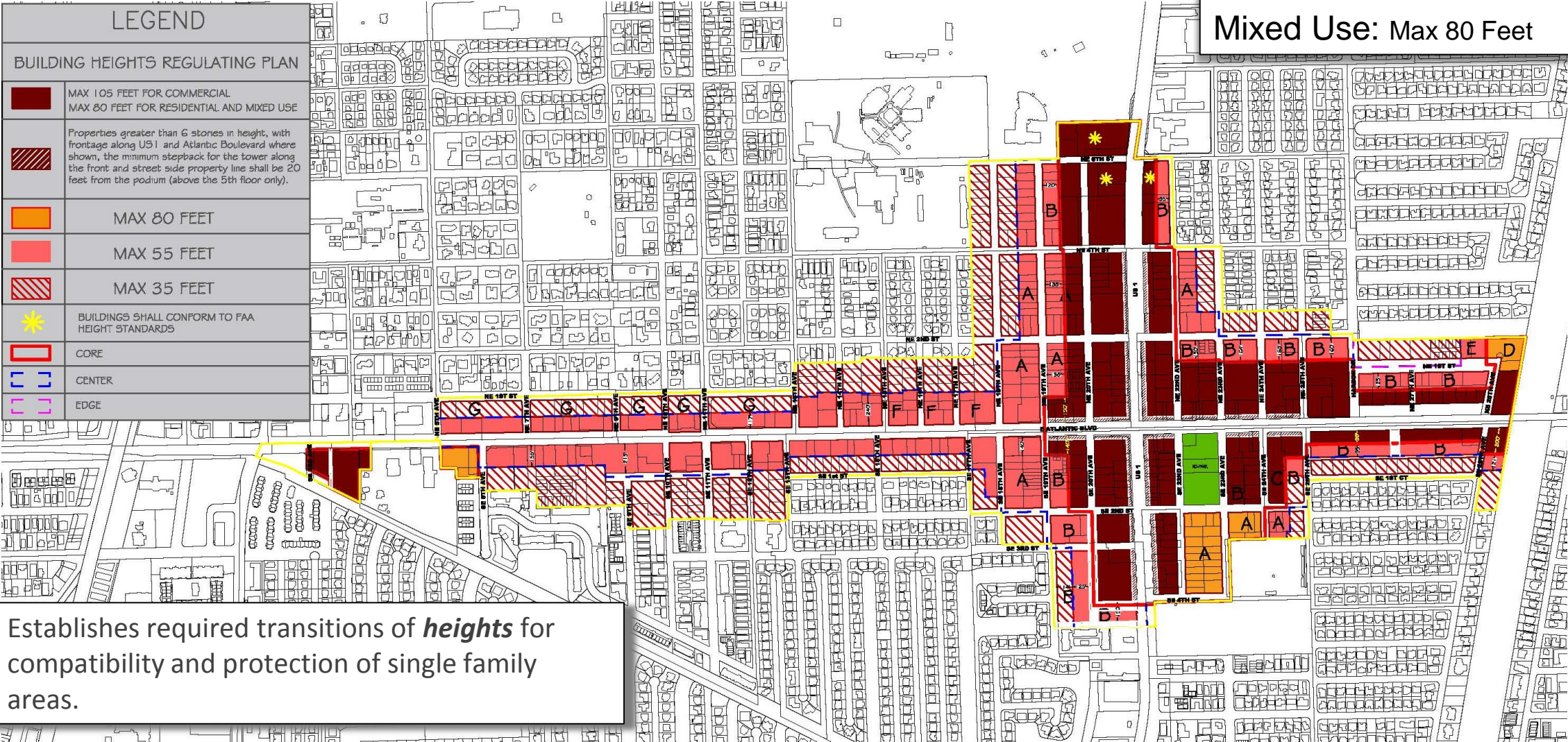
- Establish height regulations while protecting property rights:
 - Commercial: Maintain 105 feet height maximum
 - Mixed use: Height reduction (80 feet max)
- Establish design standards to ensure compatibility:
 - Increased lot coverage
 - Max. tower floorplate sizes
 - Min. tower setbacks
 - Maximum Building Length
 - Height Transition: LOWER heights adjacent to residential developments
- Prohibit variances of maximum height
- Prohibit PDs



Heights Regulating Plan

Commercial: Max 105 Feet
Mixed Use: Max 80 Feet

LEGEND	
BUILDING HEIGHTS REGULATING PLAN	
	MAX 105 FEET FOR COMMERCIAL MAX 80 FEET FOR RESIDENTIAL AND MIXED USE
	Properties greater than 6 stories in height, with frontage along US 1 and Atlantic Boulevard where shown, the minimum setback for the tower along the front and street side property line shall be 20 feet from the podium (above the 5th floor only).
	MAX 80 FEET
	MAX 55 FEET
	MAX 35 FEET
	BUILDINGS SHALL CONFORM TO FAA HEIGHT STANDARDS
	CORE
	CENTER
	EDGE

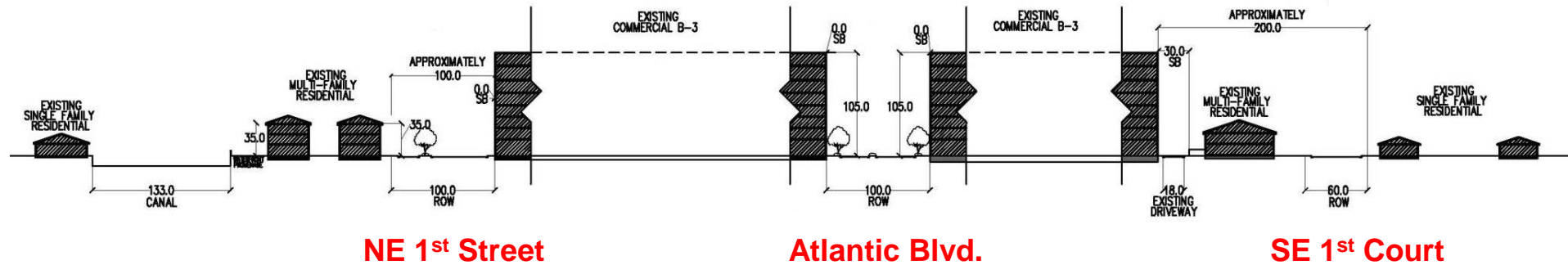


➤ Establishes required transitions of *heights* for compatibility and protection of single family areas.

Height Transition Example



East of NE 25th Avenue

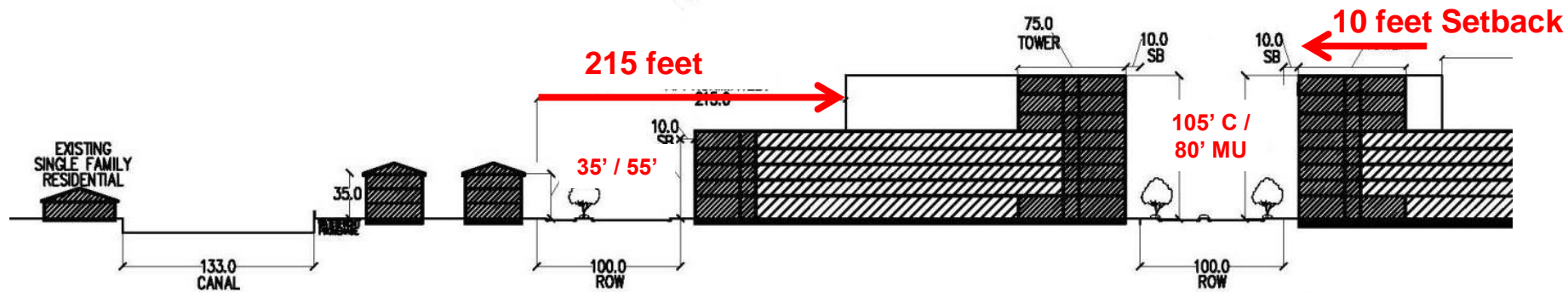
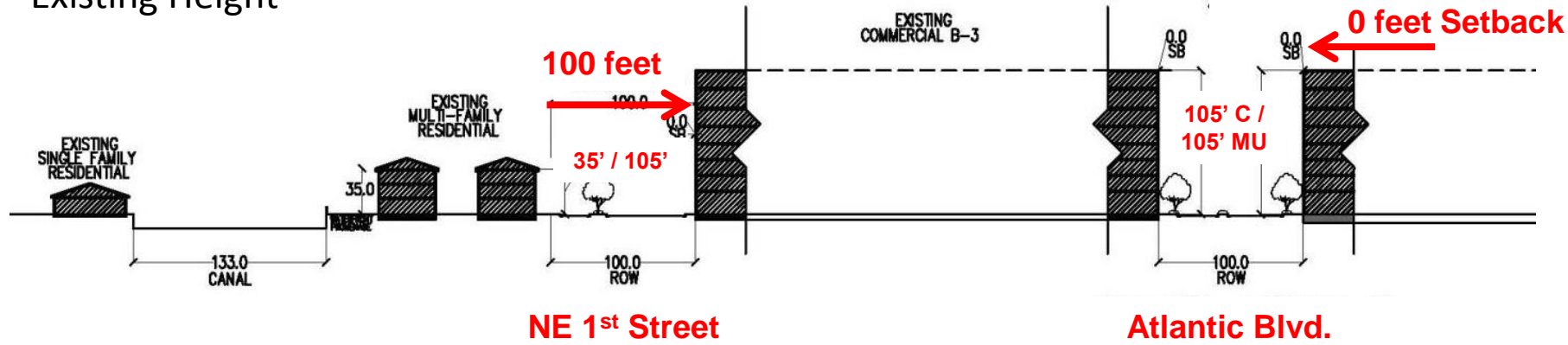


Height Transition Example



East of NE 25th Avenue

Existing Height



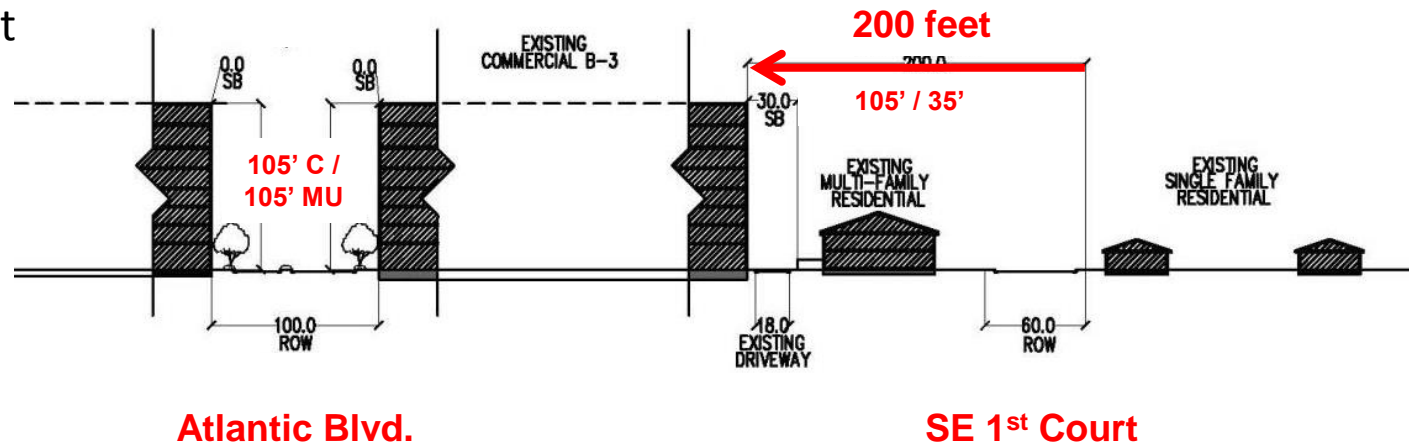
Proposed Height Transition

Height Transition Example

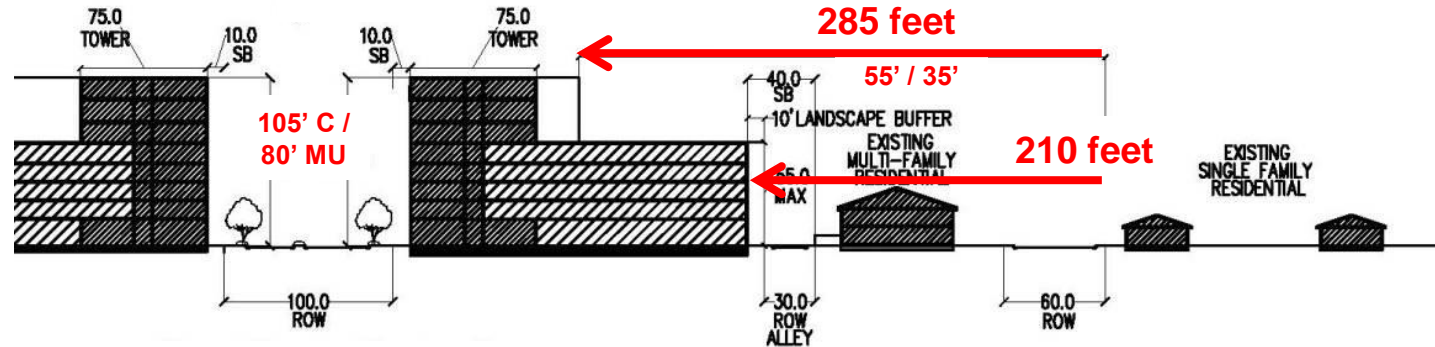


East of NE 25th Avenue

Existing Height

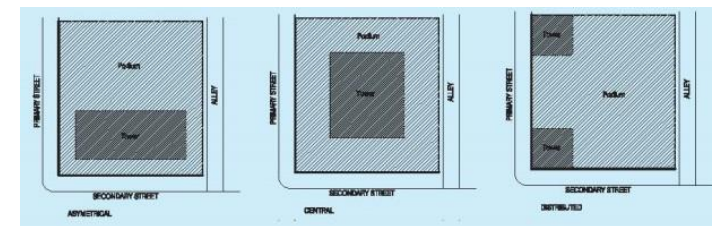
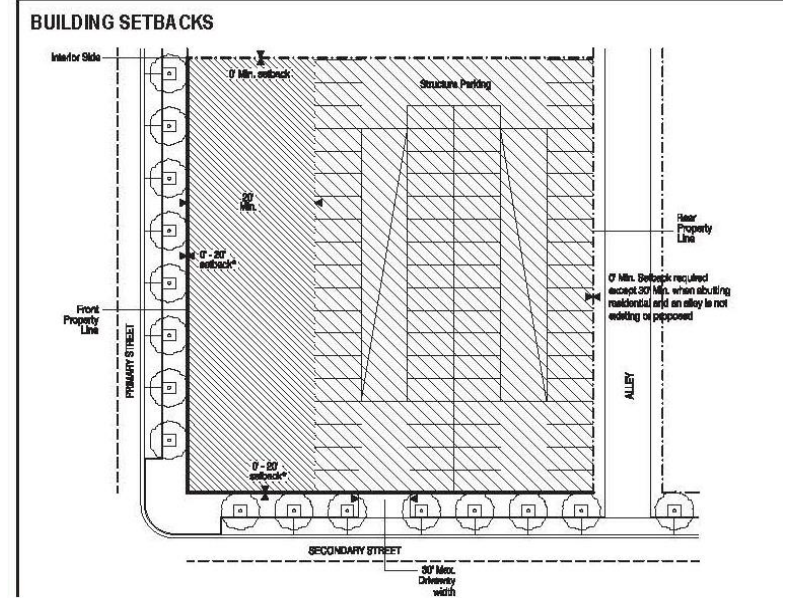
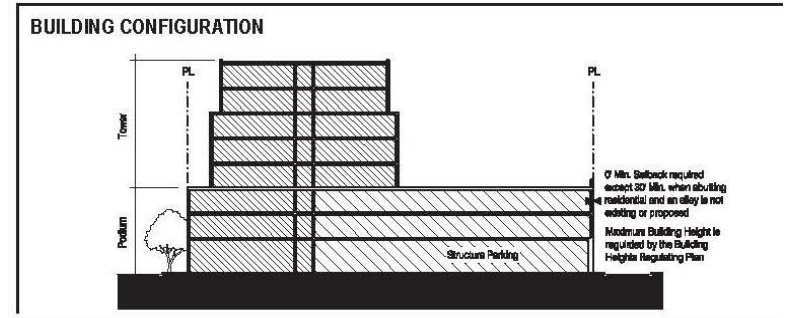
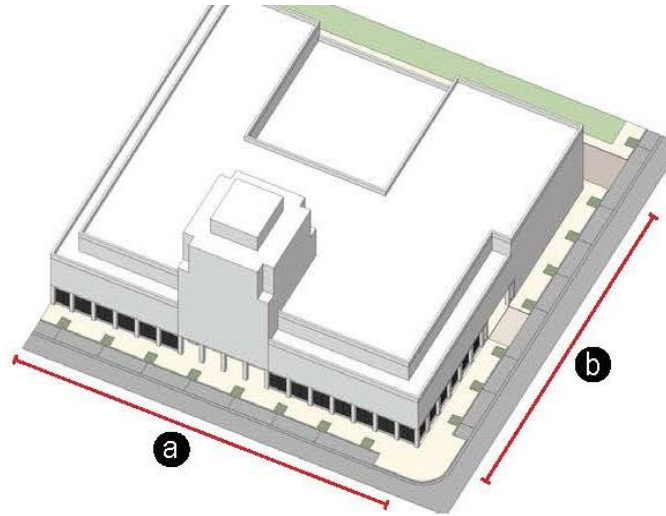


Proposed Height Transition



Development Standards:

- Maximum Building Length
- Maximum Tower Footprint Size
- Tower Stepbacks
- Setbacks from the Street
- Setbacks from adjacent property



Building Mass and Scale



Development Pattern

Density

PROBLEMS

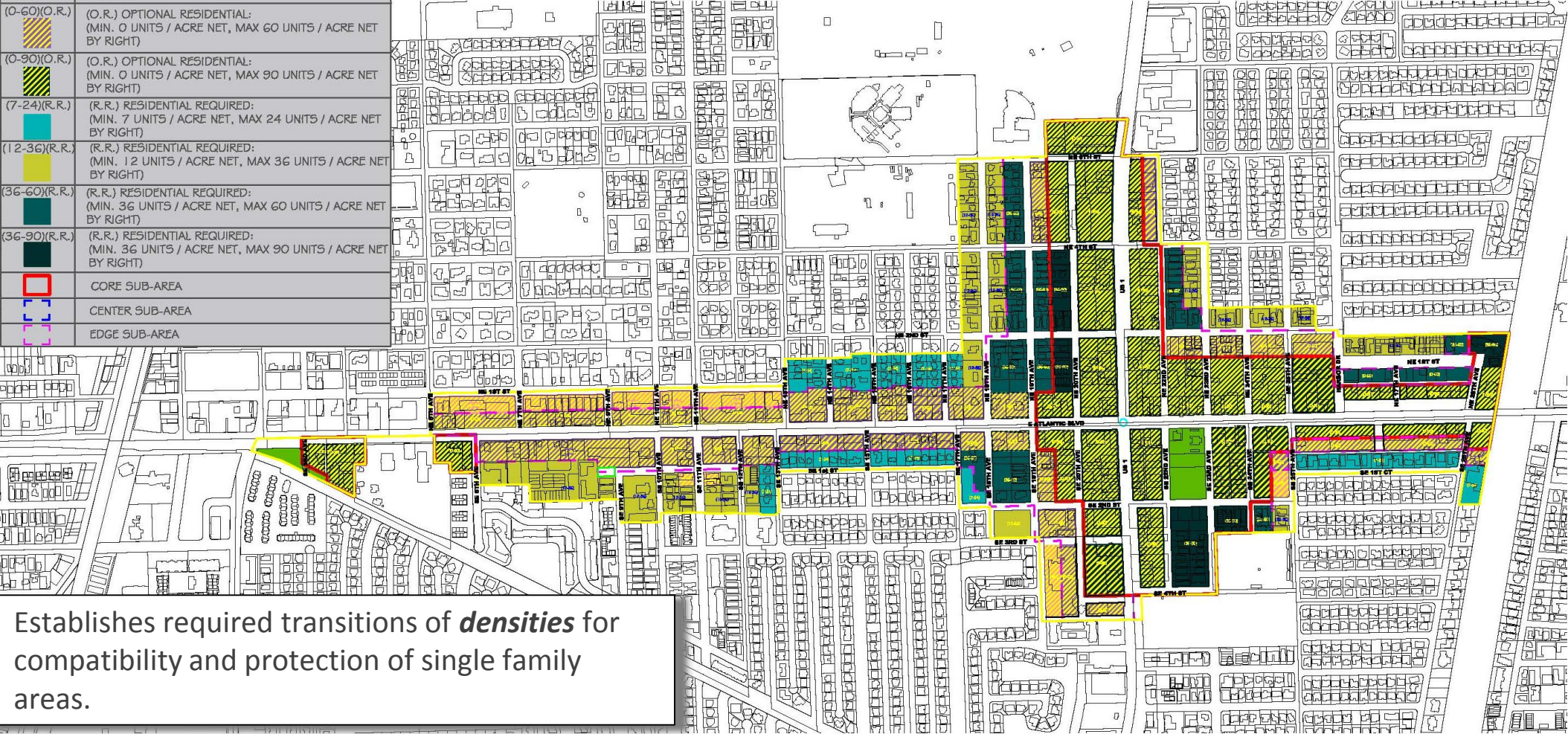
- Current regulations do not permit residential, as of right, on commercial properties
 - does not address market realities and development pressures
 - has resulted in:
 - developers requesting individual land use amendments to change commercial to residential
 - developers rezoning properties to Planned Developments (PDs) to establish their own density, height and development standards
 - piecemeal development
 - no specific requirements to address neighborhood compatibility
- How much density do we need to allow?

SOLUTIONS

- In order to prevent piecemeal development, provide market feasibility and address impacts comprehensively:
 - allow residential on commercial corridors as of right
 - evaluate the impact of future development on traffic and establish general strategies to address impact (traffic analysis by KHA)
 - require developers to provide traffic studies for each development (traffic analysis by KHA)
 - establish density regulations:
 - base density (as-of right)
 - bonus system, whereby additional density can *only* be obtained in exchange for public benefits
 - cap maximum density at 150 units/acre
- Variances for maximum density *not* permitted

Density Regulating Plan

LEGEND	
DENSITY REGULATING PLAN	
(0-24)(O.R.)	(O.R.) OPTIONAL RESIDENTIAL: (MIN. 0 UNITS / ACRE NET, MAX 24 UNITS / ACRE NET BY RIGHT)
(0-60)(O.R.)	(O.R.) OPTIONAL RESIDENTIAL: (MIN. 0 UNITS / ACRE NET, MAX 60 UNITS / ACRE NET BY RIGHT)
(0-90)(O.R.)	(O.R.) OPTIONAL RESIDENTIAL: (MIN. 0 UNITS / ACRE NET, MAX 90 UNITS / ACRE NET BY RIGHT)
(7-24)(R.R.)	(R.R.) RESIDENTIAL REQUIRED: (MIN. 7 UNITS / ACRE NET, MAX 24 UNITS / ACRE NET BY RIGHT)
(12-36)(R.R.)	(R.R.) RESIDENTIAL REQUIRED: (MIN. 12 UNITS / ACRE NET, MAX 36 UNITS / ACRE NET BY RIGHT)
(36-60)(R.R.)	(R.R.) RESIDENTIAL REQUIRED: (MIN. 36 UNITS / ACRE NET, MAX 60 UNITS / ACRE NET BY RIGHT)
(36-90)(R.R.)	(R.R.) RESIDENTIAL REQUIRED: (MIN. 36 UNITS / ACRE NET, MAX 90 UNITS / ACRE NET BY RIGHT)
	CORE SUB-AREA
	CENTER SUB-AREA
	EDGE SUB-AREA



➤ Establishes required transitions of *densities* for compatibility and protection of single family areas.

Density Examples



Example One (Palm Aire Country Club):

- Site area: 3.9 acres
- 9 stories
- 108 units (12 units/floor)
- Density: 27 units/acre



Density Examples



Example Two (Camden Luxury Apartments in Downtown Boca Raton):

- Site area: 2.3 acres
- 7 stories
- 261 units
- Density: 113 units/acre



Neighborhood Amenities:

- Walkability score is 85
- Walking distance to Mizner Park and Royal Palm Place for shopping, casual and fine dining, bars and entertainment like iPic Movie Theater
- Easy access to West Palmetto Park Road, I-95 and US-1
- Nearby Organic Market plus Trader Joe's and Publix for groceries
- 1.5 miles from white sandy Florida beaches

Building Amenities:

- Fitness studio with cardio and free weights
- Heated pool with cabanas
- Outdoor grilling stations
- Resident game lounge with billiards and flat screen TVs
- Yoga Studio
- Sky Terrace rooftop lounge
- Coffee station in the lobby

Density Bonus Options

Following Public Benefits:

- Public Art
- Public Open Space
- Additional Sustainability Points
- Pedestrian Connections
- Public Parking
- Structured Parking
- Smaller residential units

Where are we now?

Land Use:

- City Commission First Reading: June 28, 2016
- Broward County Second Reading: April 25, 2017

Zoning:

- Draft Amendments

Transportation Analysis

Traffic Analysis



Agenda

- Atlantic Boulevard Corridor Travel Time Analysis
- Neighborhood Protection Analysis
- Neighborhood Enhancement Analysis
- Traffic Study Requirements

Atlantic Boulevard Corridor Analysis

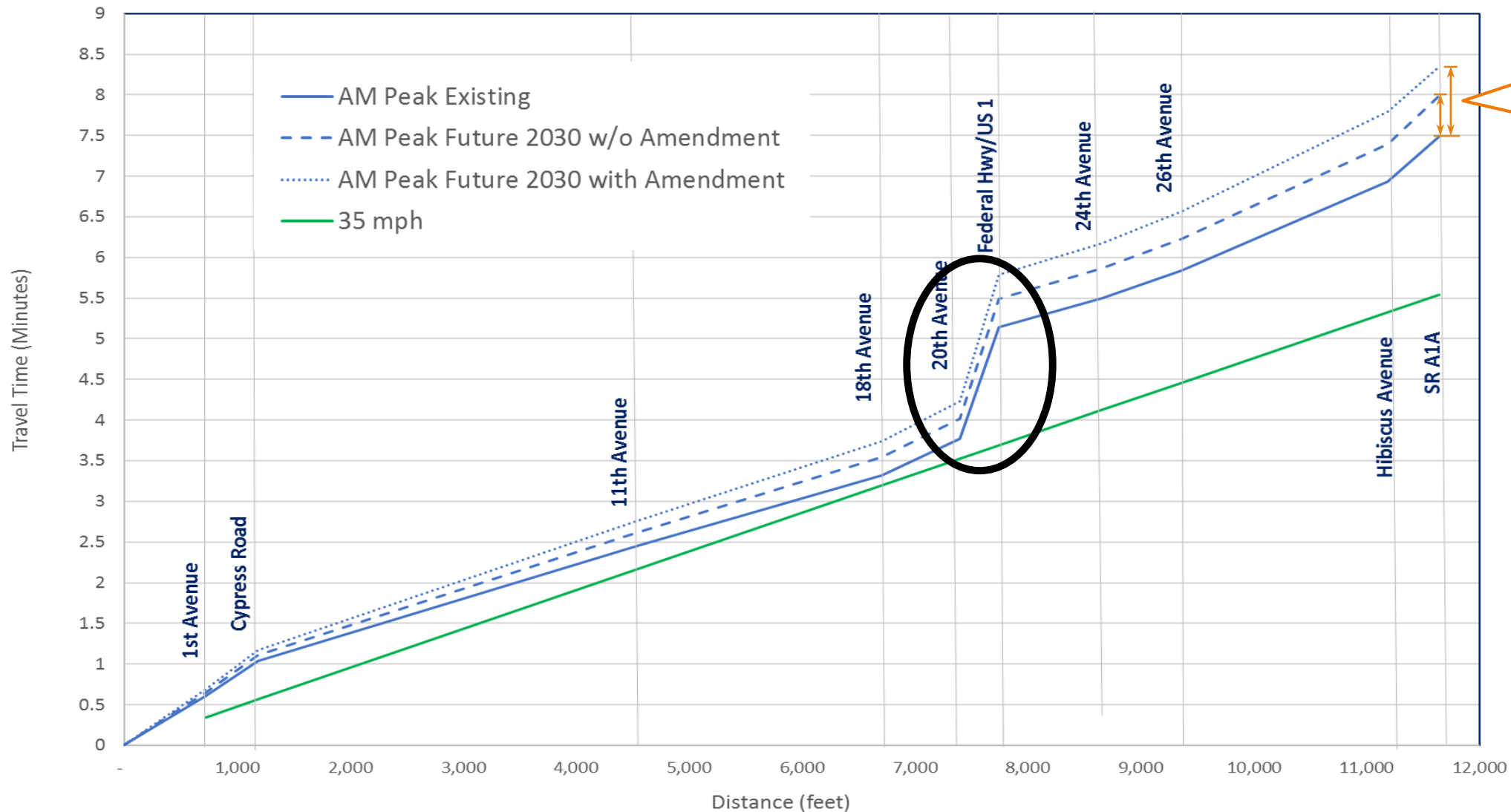
Travel Time and Speed Analysis

- Future scenarios without and with the amendment were projected to compare to the existing conditions travel time and speed graphs showed in the previous meeting.

Annual Growth Rate		
Street	2030 Without Amendment	2030 With Amendment
	Annual Growth Rate	Annual Growth Rate
Atlantic Boulevard	0.5%	0.9%
US 1	0.5%	0.7%

Atlantic Blvd Travel Time Analysis: EB AM Peak

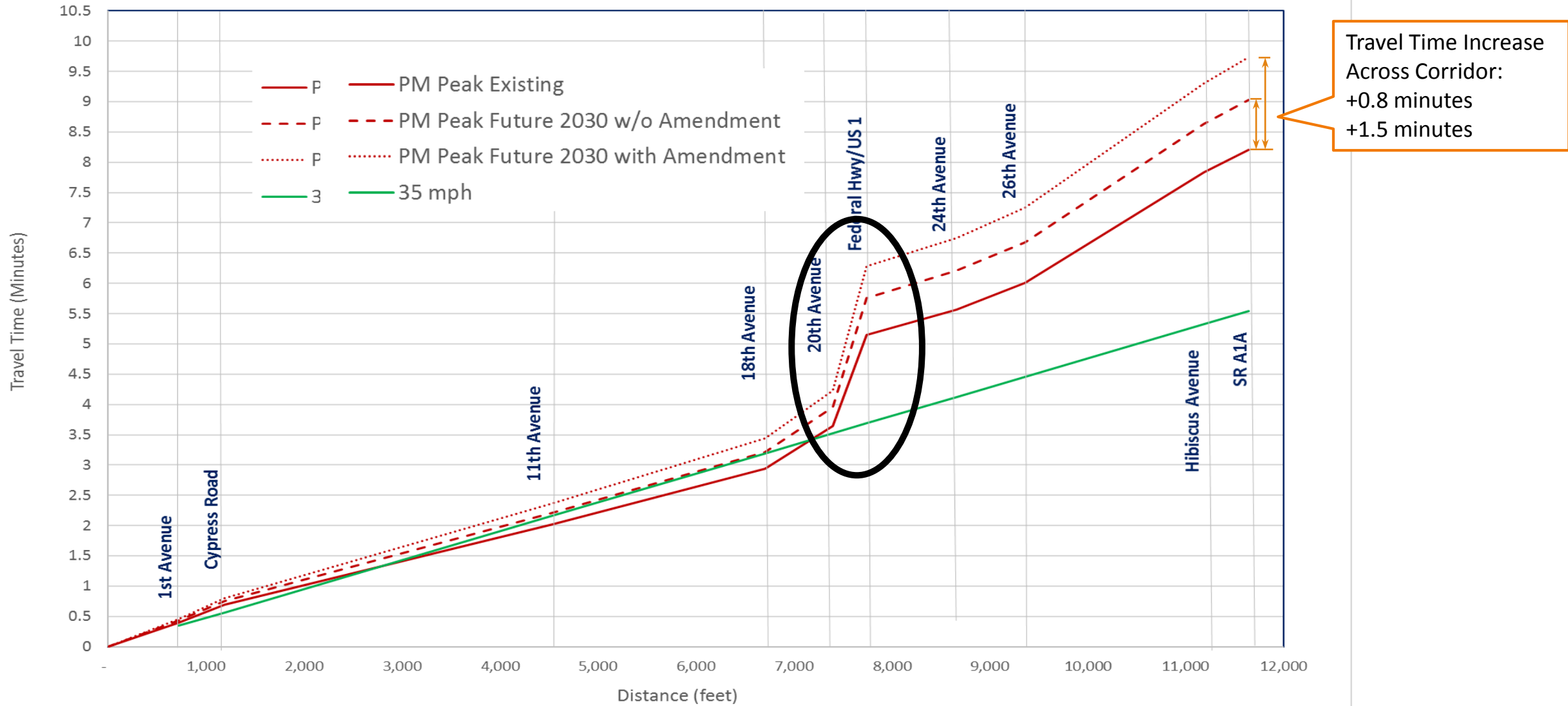
Eastbound Travel Time



Travel Time Increase Across Corridor:
+0.5 minutes
+0.8 minutes

Atlantic Blvd Travel Time Analysis: EB PM Peak

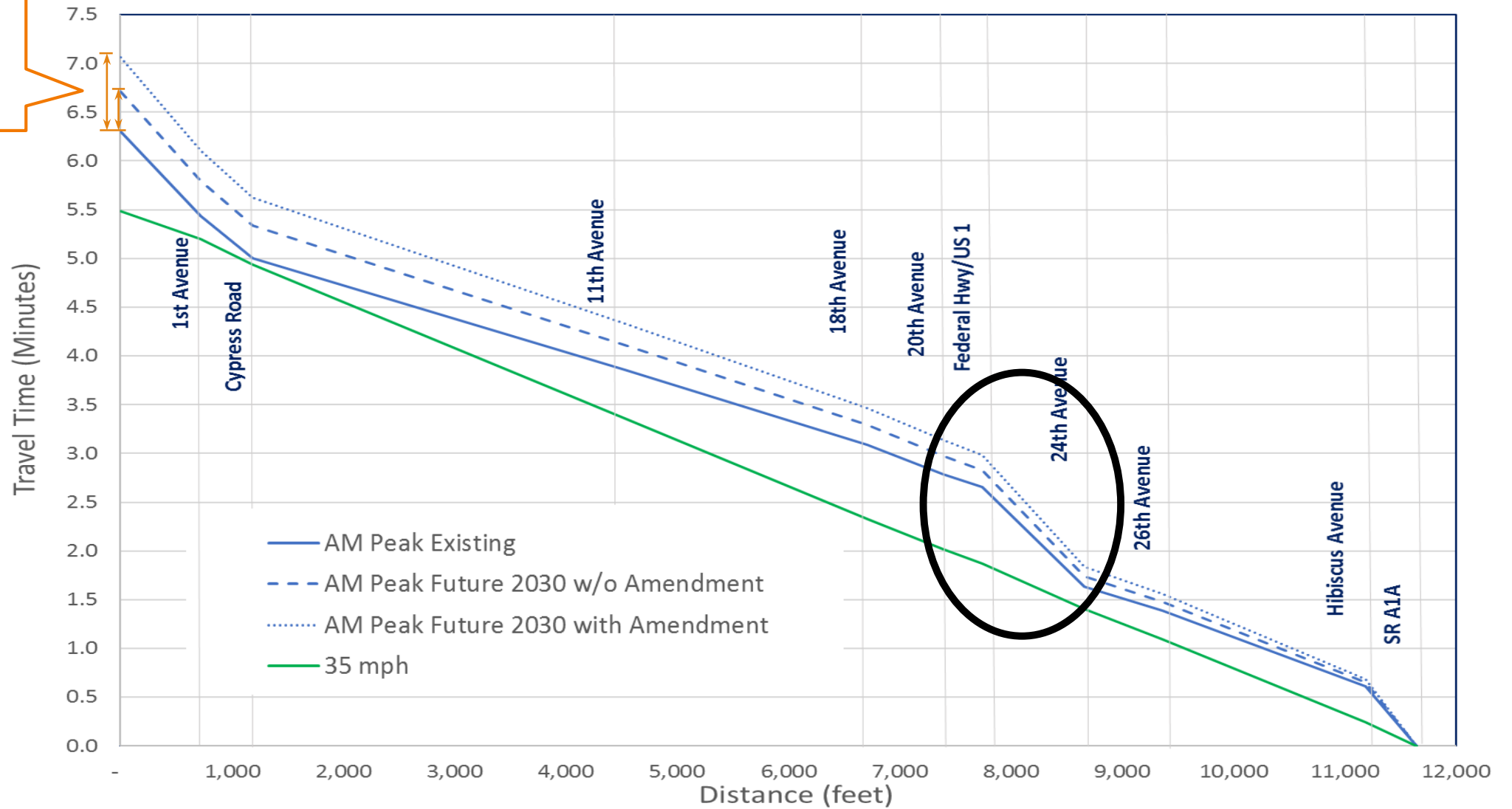
Eastbound Travel Time



Atlantic Blvd Travel Time Analysis: WB AM Peak

Westbound Travel Time

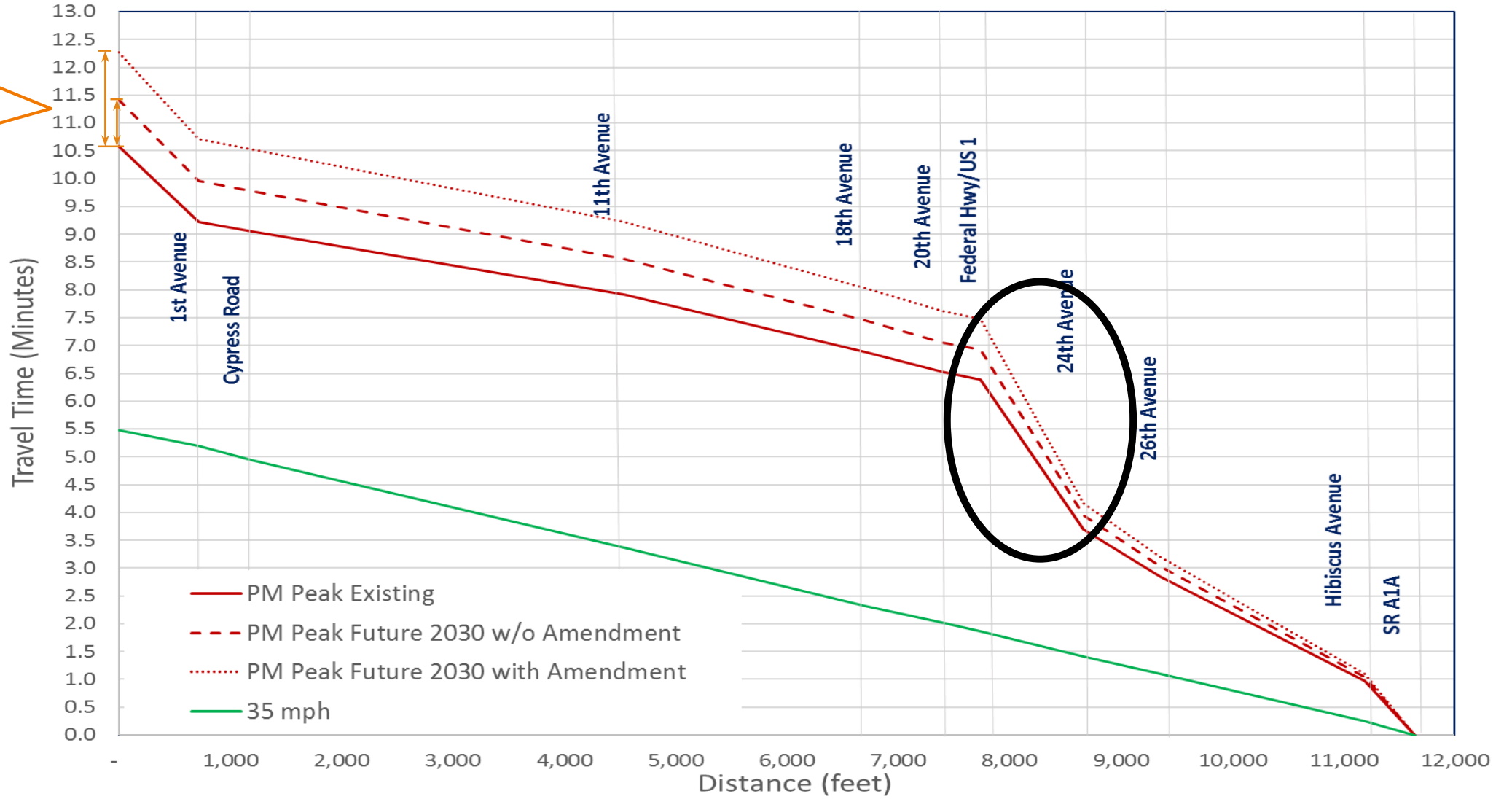
Travel Time Increase
Across Corridor:
+0.3 minutes
+0.6 minutes



Atlantic Blvd Travel Time Analysis: WB PM Peak

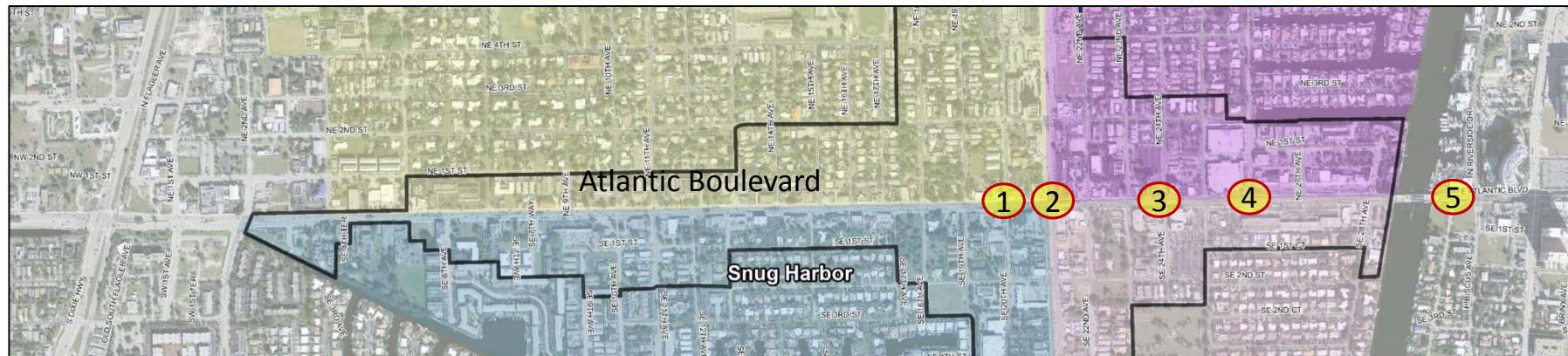
Westbound Travel Time

Travel Time Increase
Across Corridor:
+1.0 minutes
+1.8 minutes



Data Collected: TMCs

- Turning movement counts were collected at the following 5 intersections identified as the busiest on Atlantic Boulevard:
 1. NE/SE 20th Avenue
 2. US 1/Federal Highway
 3. NE/SE 24th Avenue
 4. NE/SE 26th Avenue/Harbor Dr.
 5. Hibiscus Avenue/N. Riverside Dr.



Future 2030 with Amendment

- Intersection Capacity Analyses were performed on the intersections below during the AM and PM peak hours with a calculated growth rate per street assumed for future 2030 conditions with and without the amendment in place.

% Increase in Delay from Future 2030 without Amendment
AM = +8%
PM = +11%



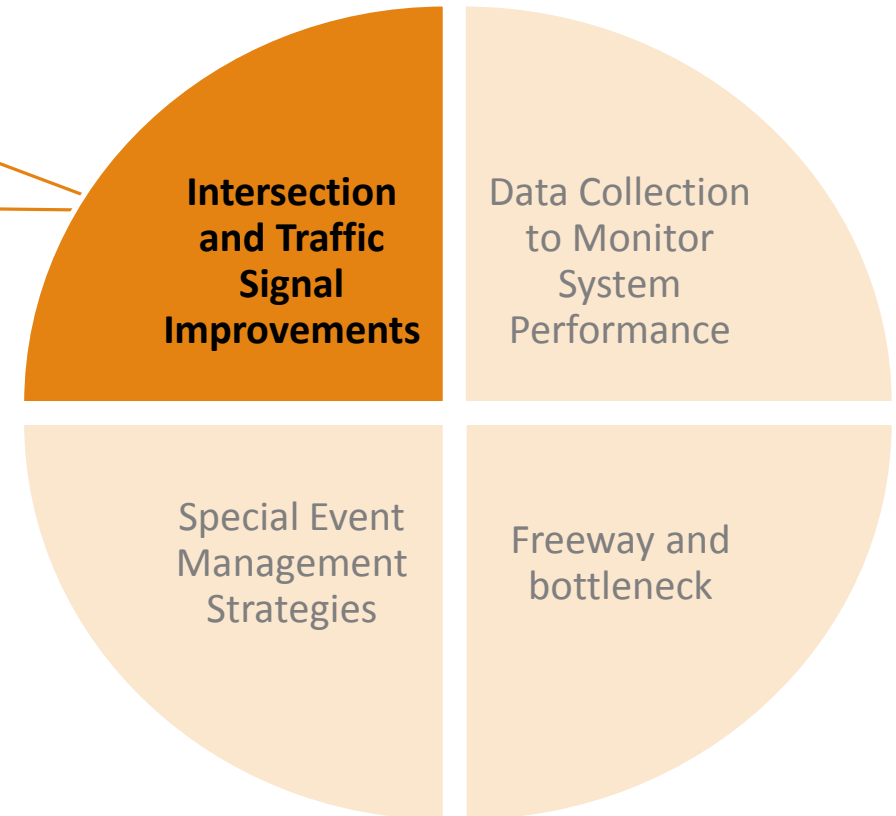
TSM Improvements

- TSM = Transportation System Management Improvements
 - Seeks to identify improvements of operational nature to enhance the capacity of an existing system

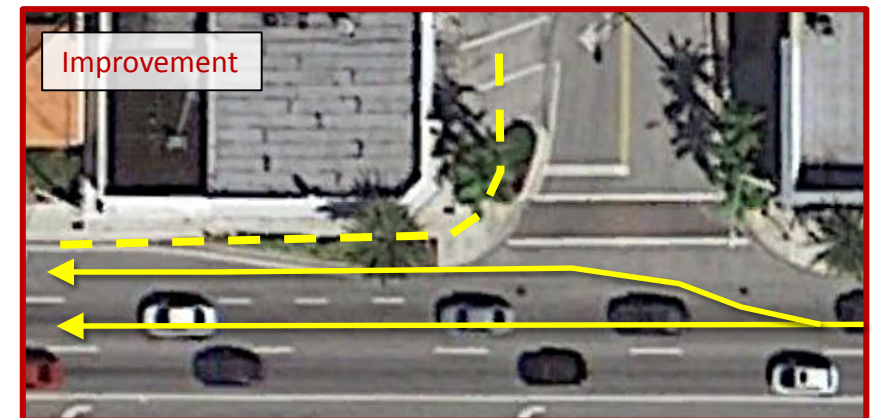
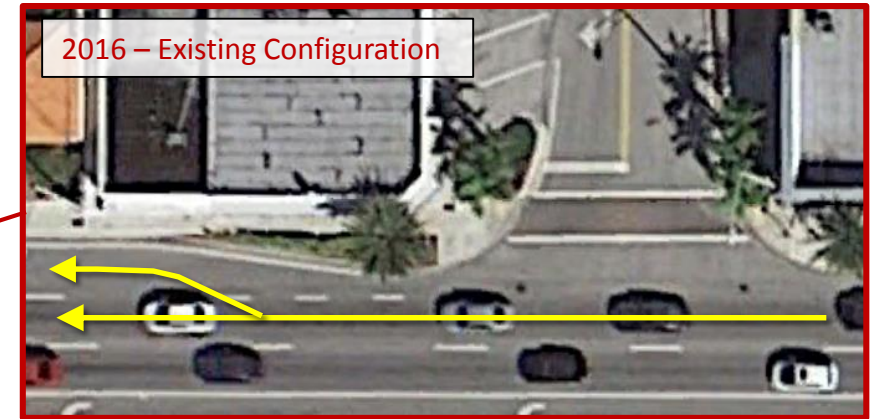


Potential TSM Improvements

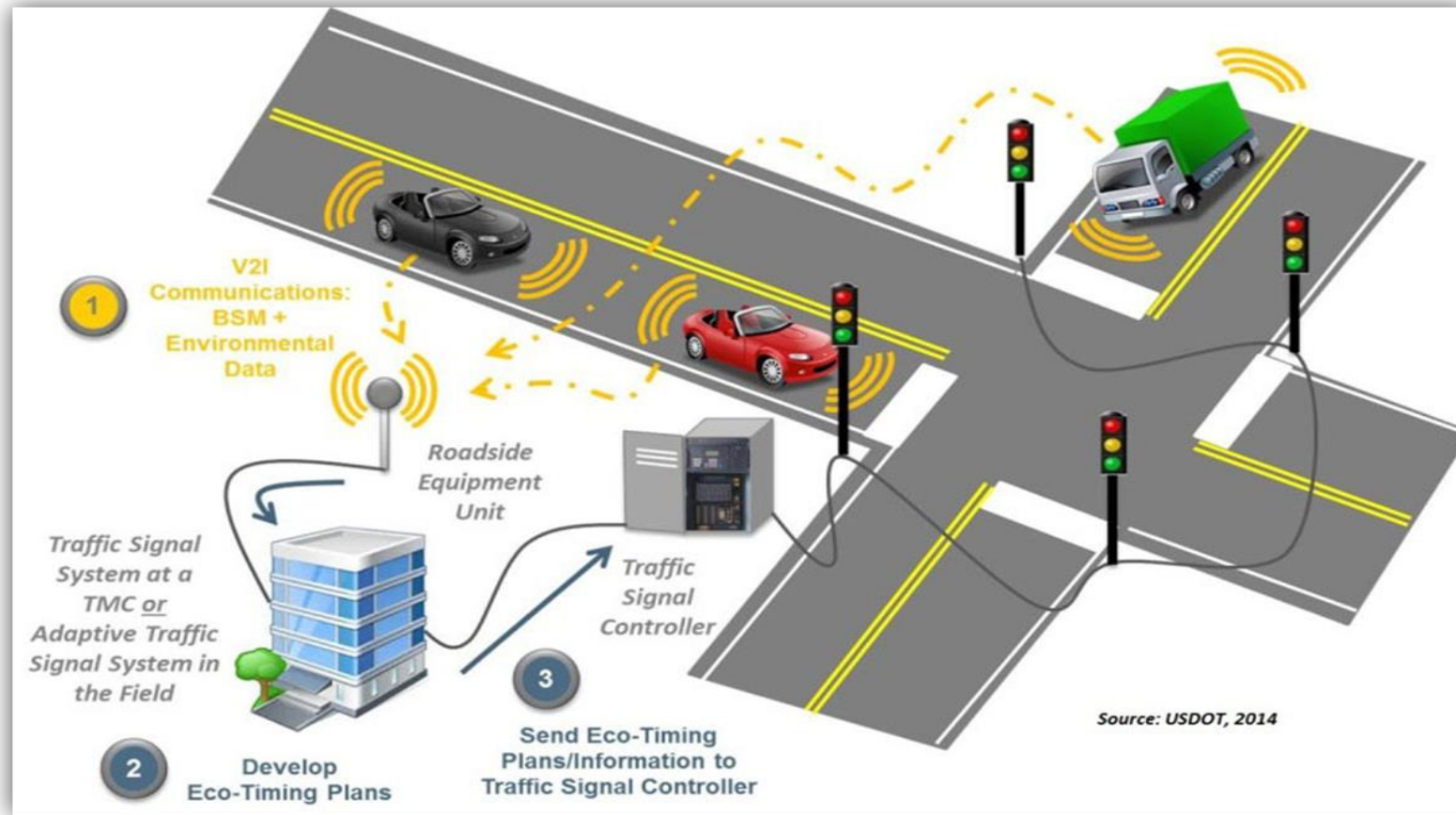
- Signal optimization
- Controller and signal head upgrades
- Vehicle detectors repair/replacement
- Adaptive signal control (By BCTED)
- Turning lanes
- Pavement striping
- Lane assignment changes
- Signage and lighting



Turn Lane Improvements

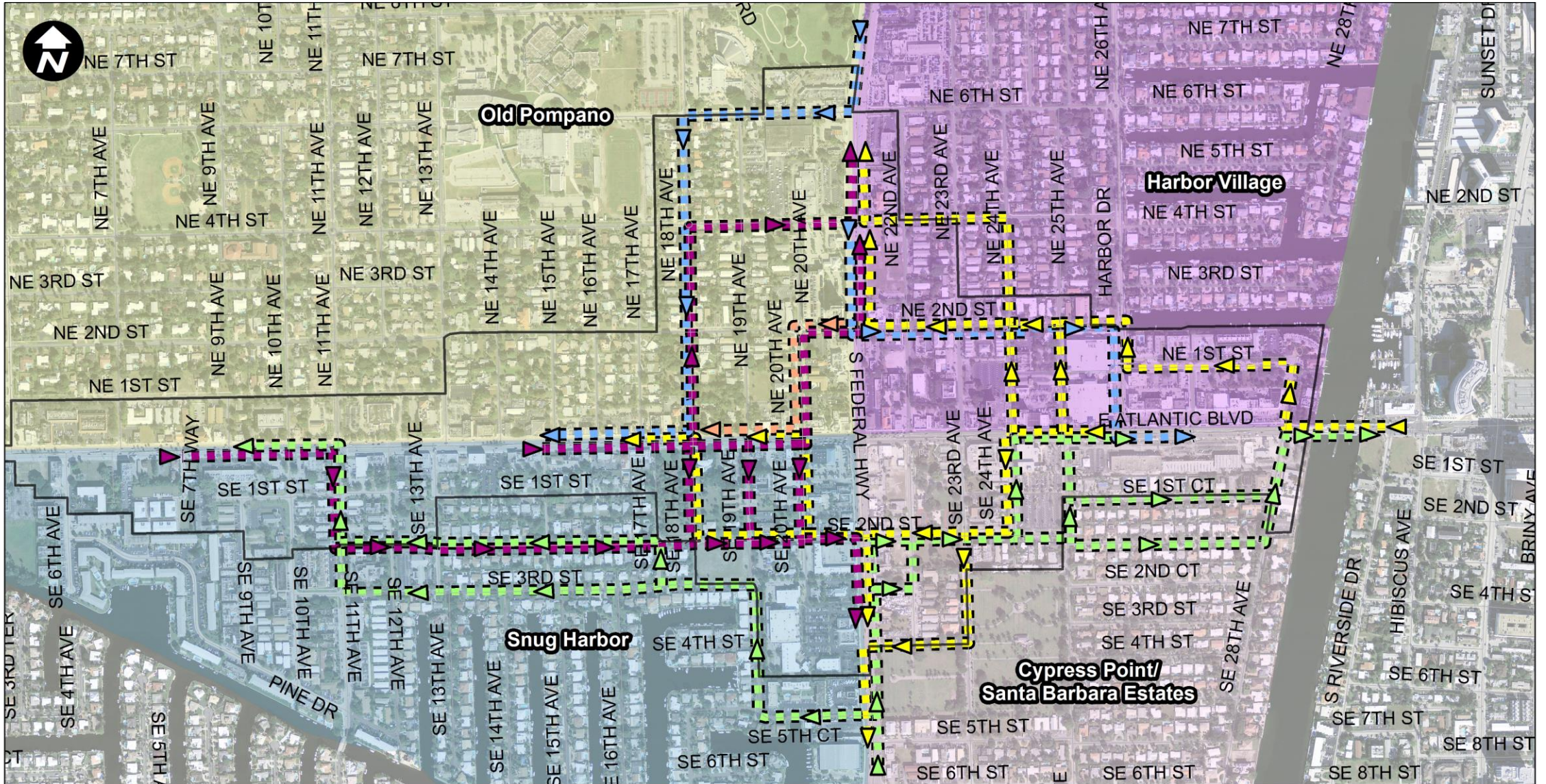


Adaptive Signal Control

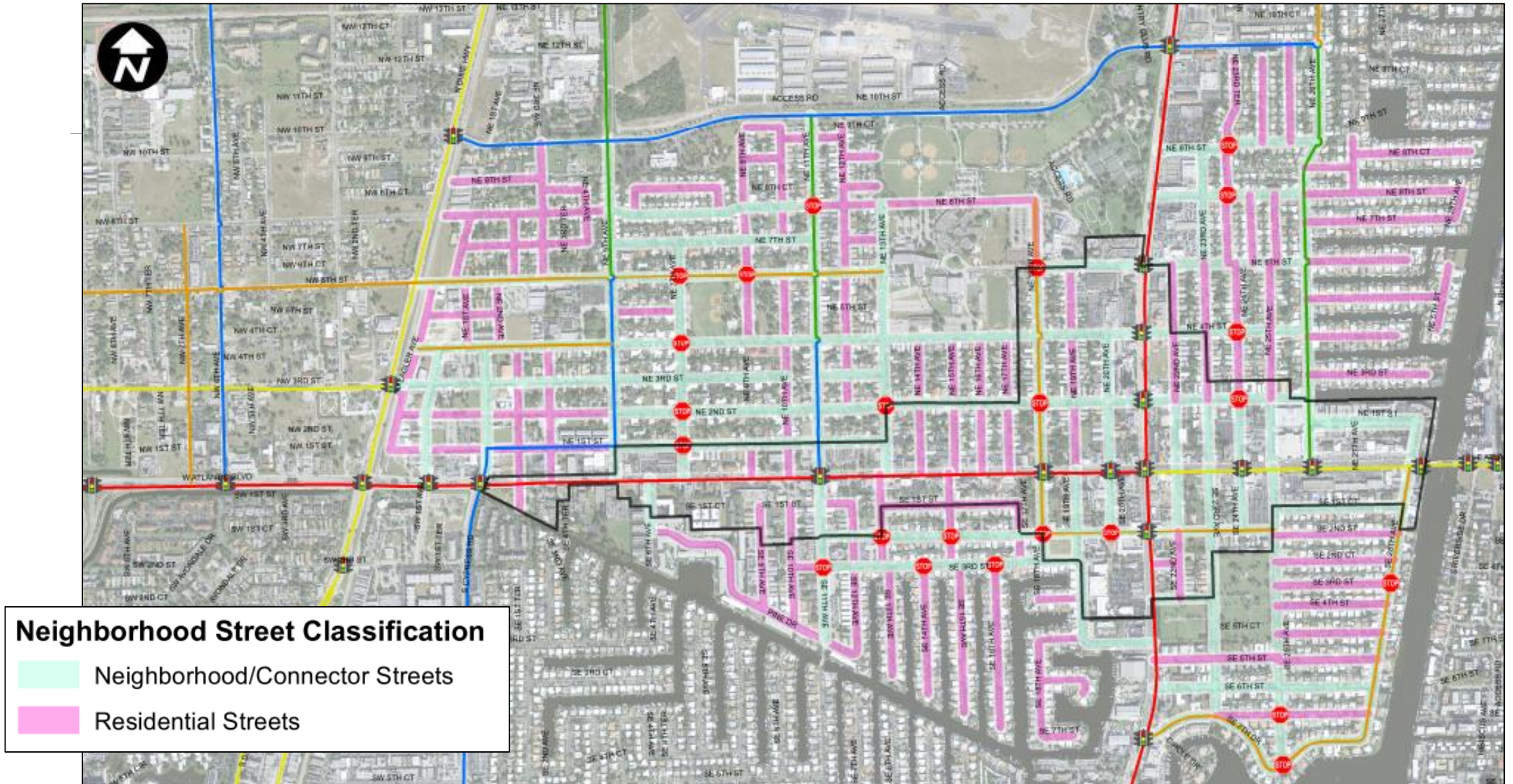


Neighborhood Protection Analysis

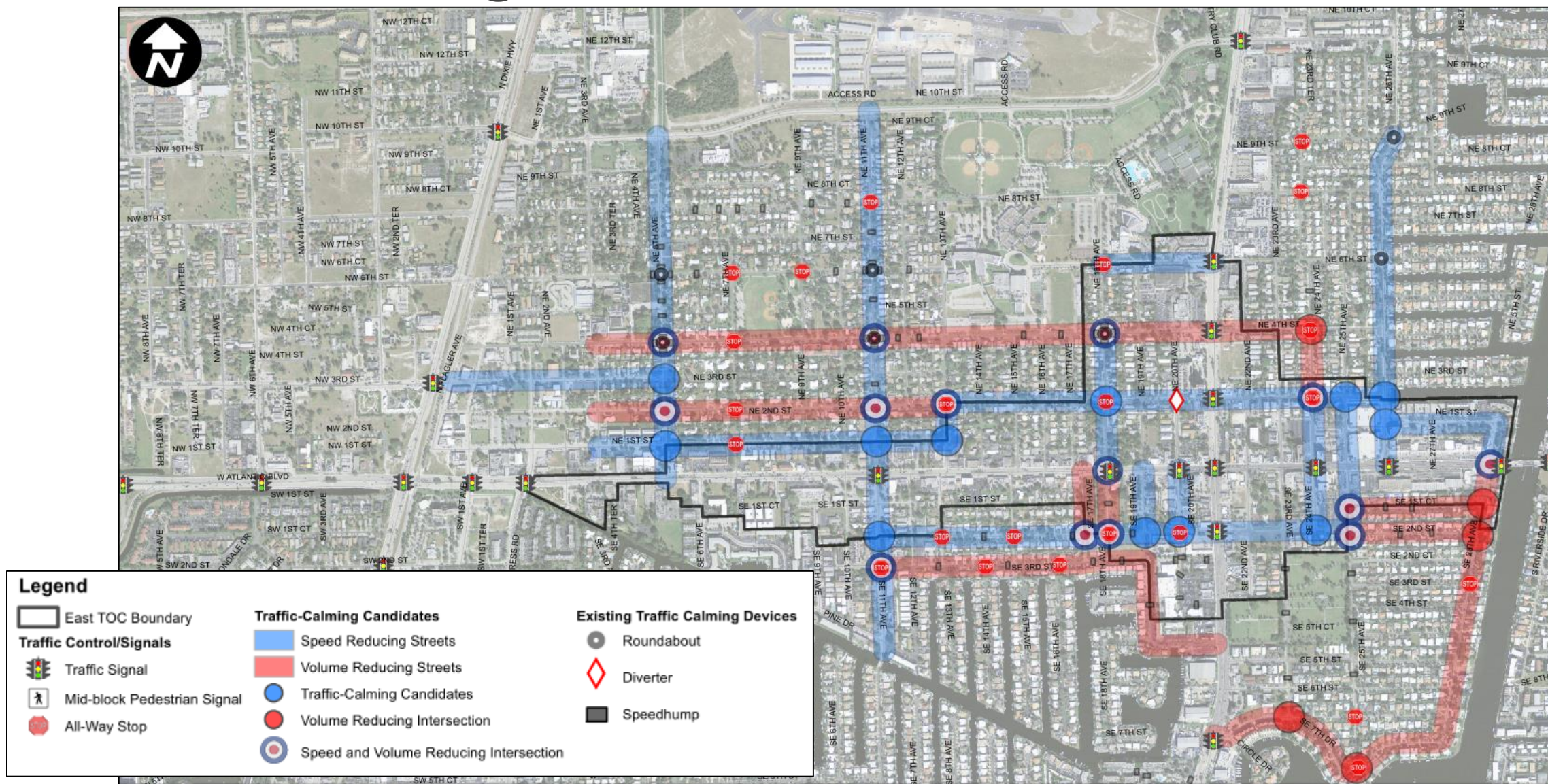
Existing Cut-Through Patterns



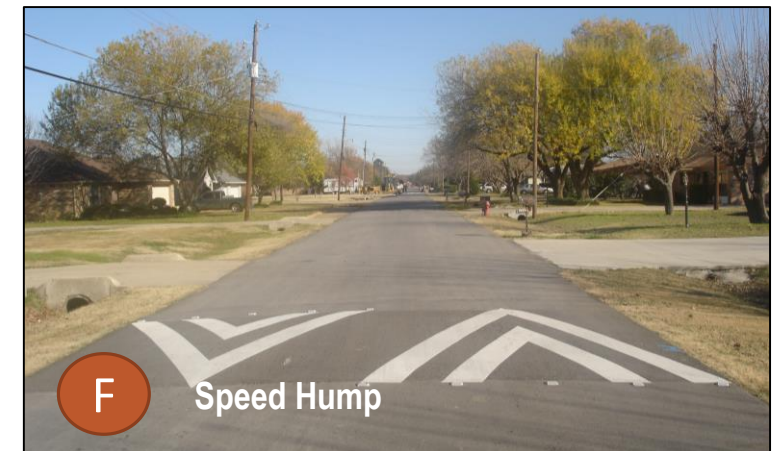
Existing Street Classifications



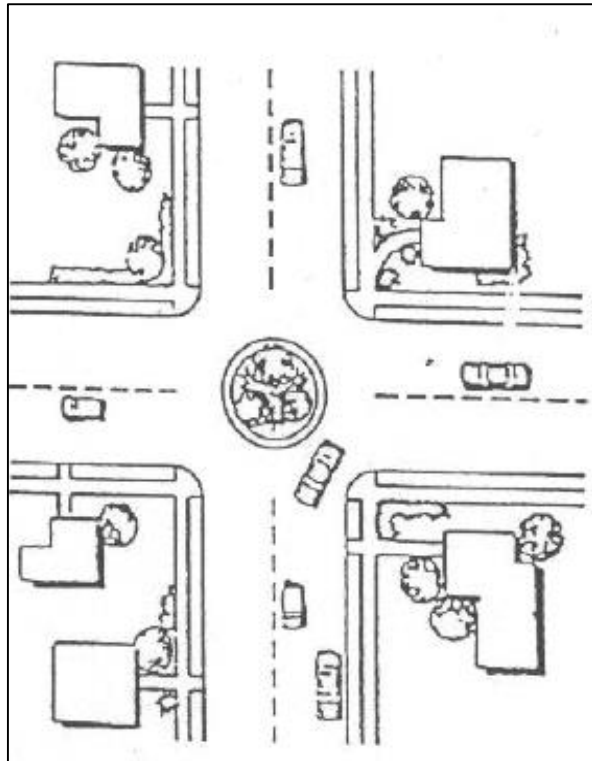
Potential Neighborhood Protection Corridors



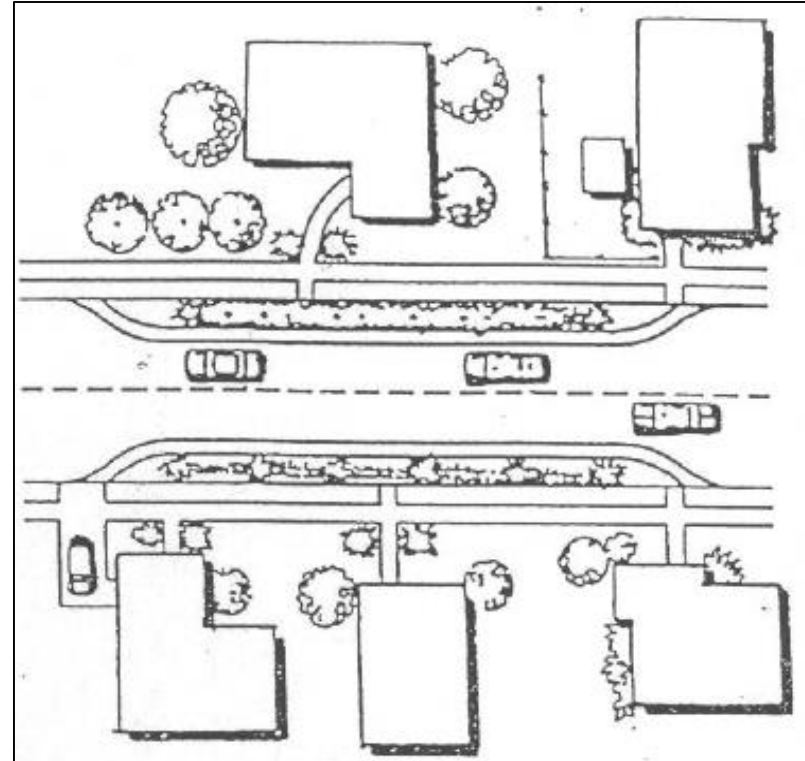
Speed Reducing Traffic Calming Treatments



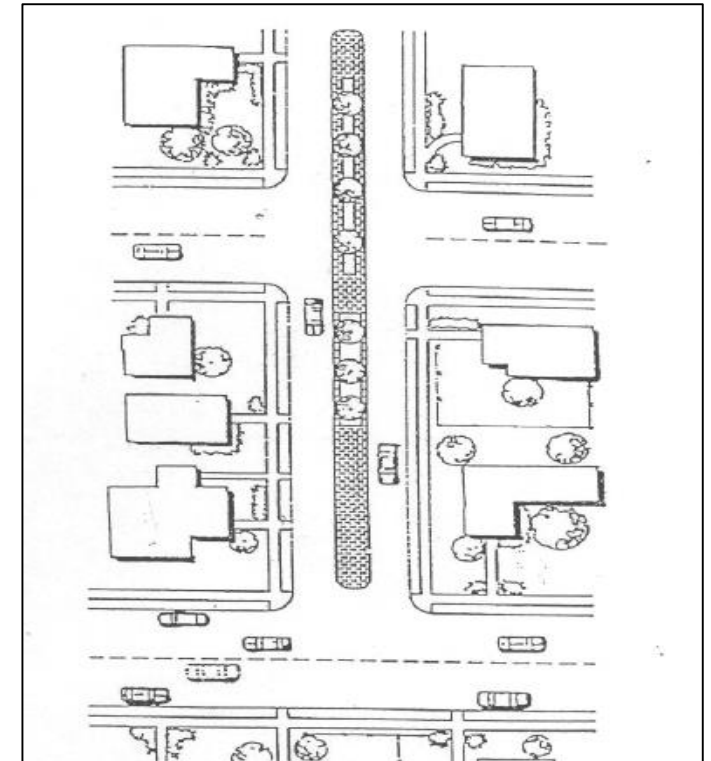
Speed Reducing Traffic Calming Treatments



G Neighborhood Roundabout



H Lane Narrowing



I Traffic Median

Source: Broward County

Volume Reducing Traffic Calming Treatments

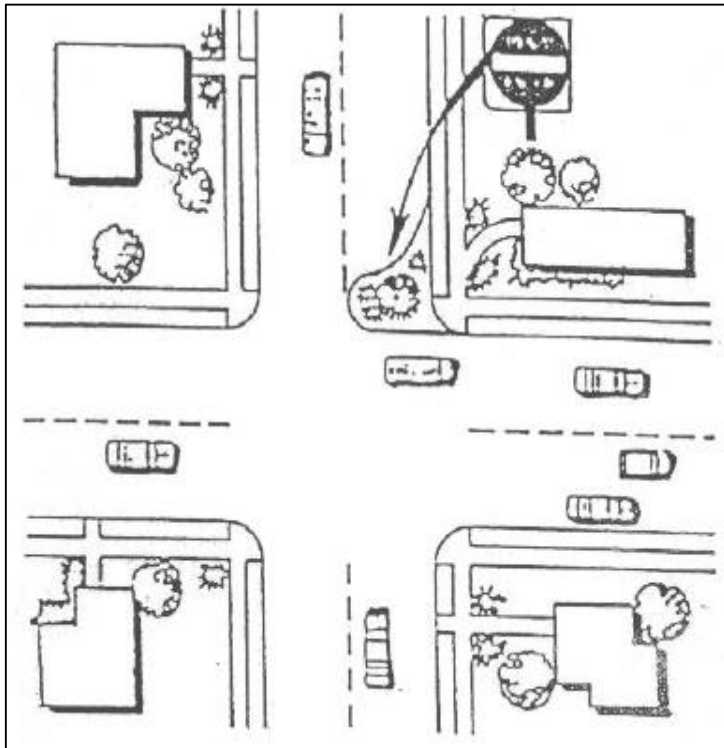


A Diagonal/Semi Diverters

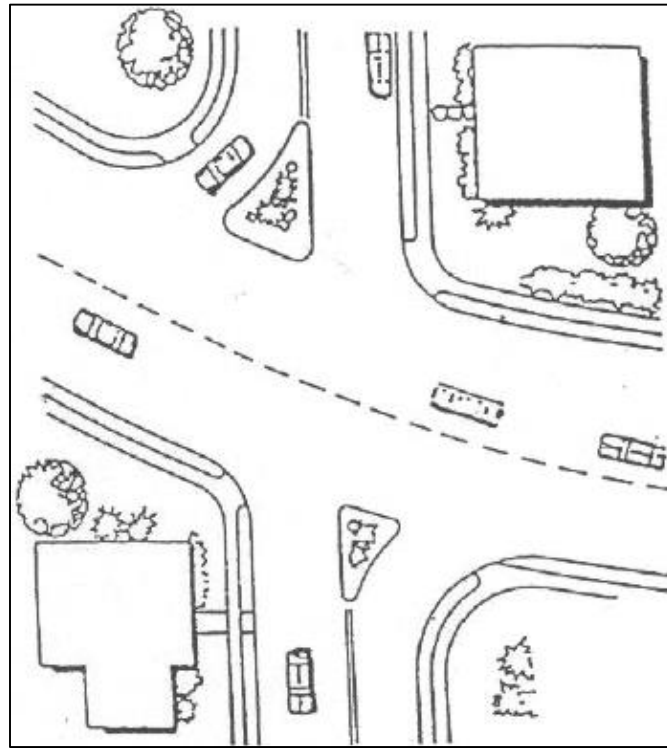


B Neighborhood Signs

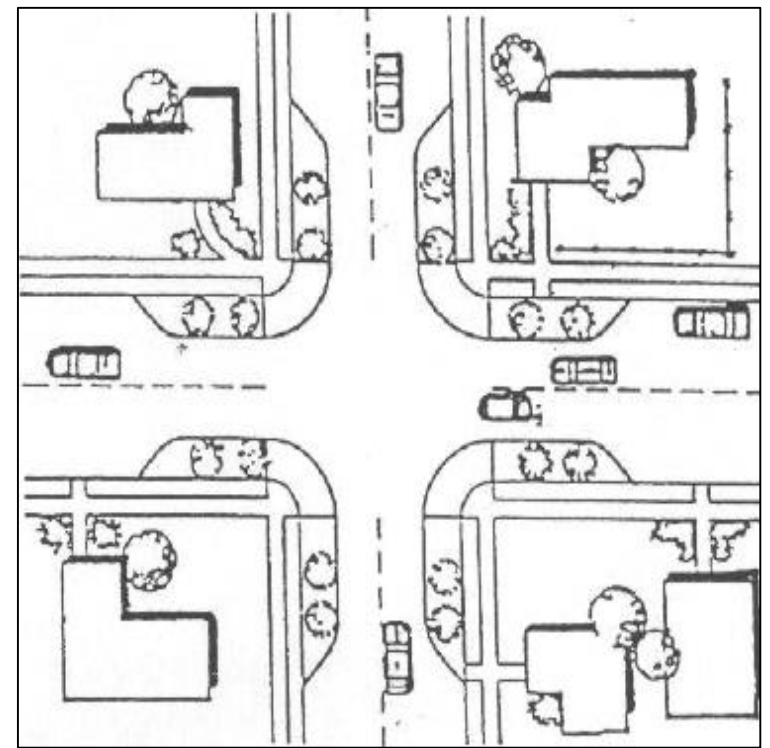
Volume Reducing Traffic Calming Treatments



C Turn Prohibition



D Channelization



E Neckdowns

Source: Broward County

Neighborhood Enhancement Analysis

Existing Pedestrian/Bicycle Activity



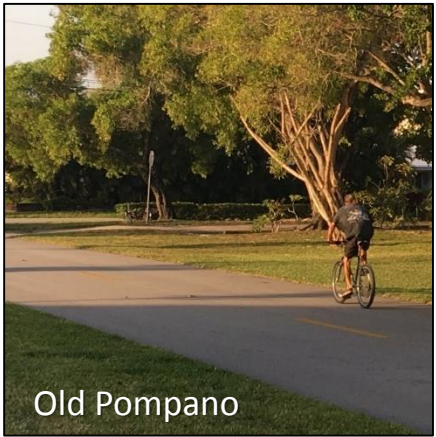
Old Pompano



Cypress Point



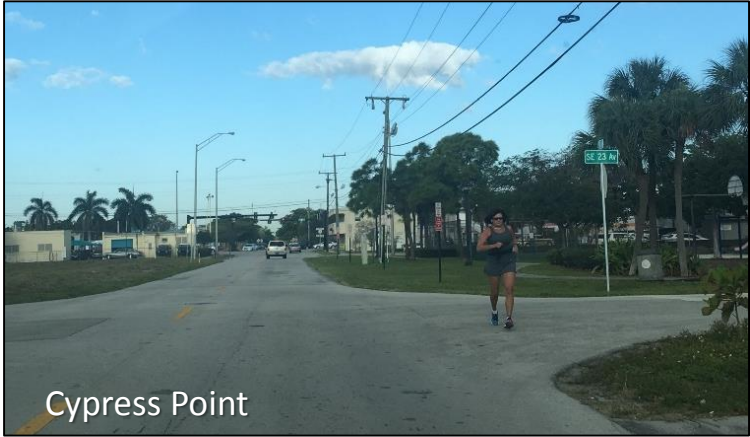
Snug Harbor



Old Pompano

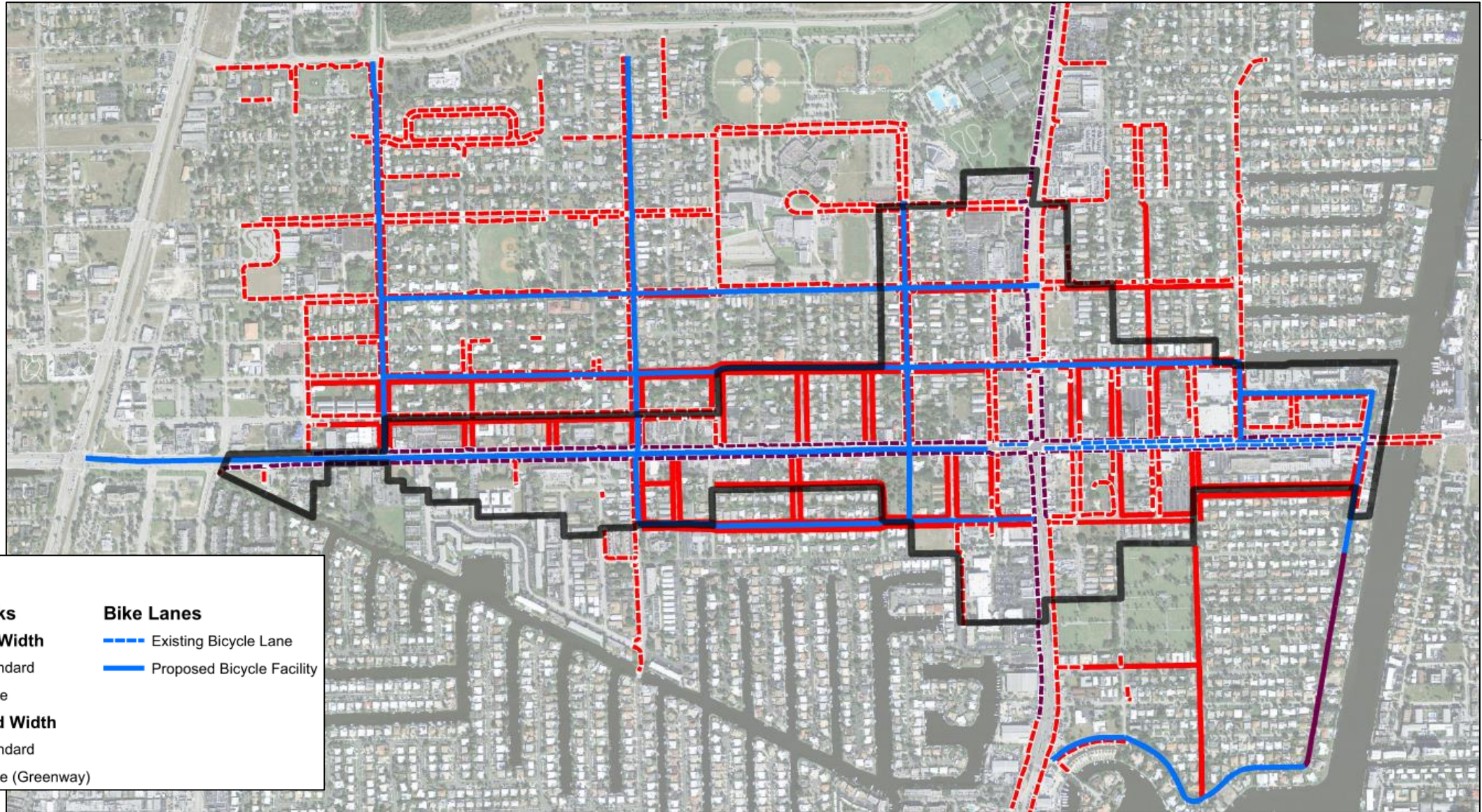


Snug Harbor



Cypress Point

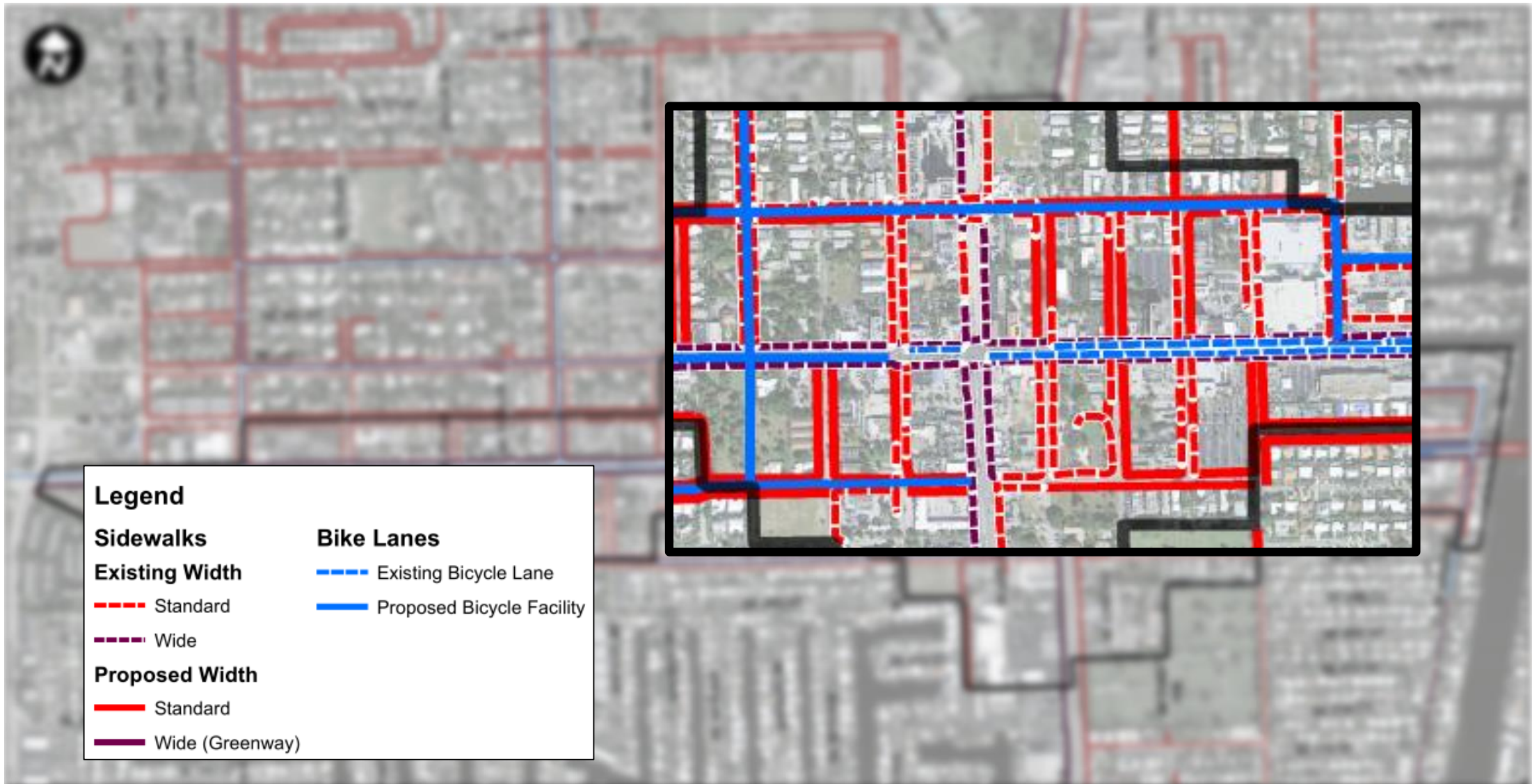
Pedestrian/Bicycle Connectivity Map



Legend

Sidewalks	Bike Lanes
Existing Width	--- Existing Bicycle Lane
--- Standard	— Proposed Bicycle Facility
--- Wide	
Proposed Width	
— Standard	
— Wide (Greenway)	

Connectivity Sample



Bicycle Connectivity Samples



A Bike lanes



B Sharrows



C Shared-Use Paths (Harbor Village)

Traffic Study Requirements

Traffic Study Requirements

- Traffic study requirements goals: maintain consistency with ETOC vision, minimize impacts to neighborhoods, implement enhancement improvements.
 - Study requirements/scope based upon trip generation.
 - Study methodology submitted to City for review and approval.
 - Focus on minimizing project traffic through residential areas.
- City will retain outside consultant to review studies.
- Developer will pay for review through cost recovery at no additional costs to the City.

Next Steps

August, 2017

- ETOC Land Use Plan/Zoning Code Amendment and Traffic Analysis: Community Meeting 3 of 3 (August 30)
(present final recommendations and zoning)
- Submit rezoning application to Staff for DRC Review (8/3)

September, 2017

- DRC hearing on rezoning (9/6)
- P&Z Board Workshop Zoning (9/27)

October, 2017

- P&Z Board Hearing Zoning (10/25)

November, 2017

- City Commission first reading of Zoning Code Amendment (11/14)
- City Commission second reading of LUPA and adoption (11/28)
- City Commission second reading of Zoning and adoption (11/28)

December, 2017

- BCPC LUPA Recertification

KEY

Text in Red: Public Meetings/Workshops

Text in Blue: Public Hearings

* Dates are subject to change

Thank you!

Please join us at a Break-out Table:

- Traffic Analysis Q&A
- Zoning Q&A