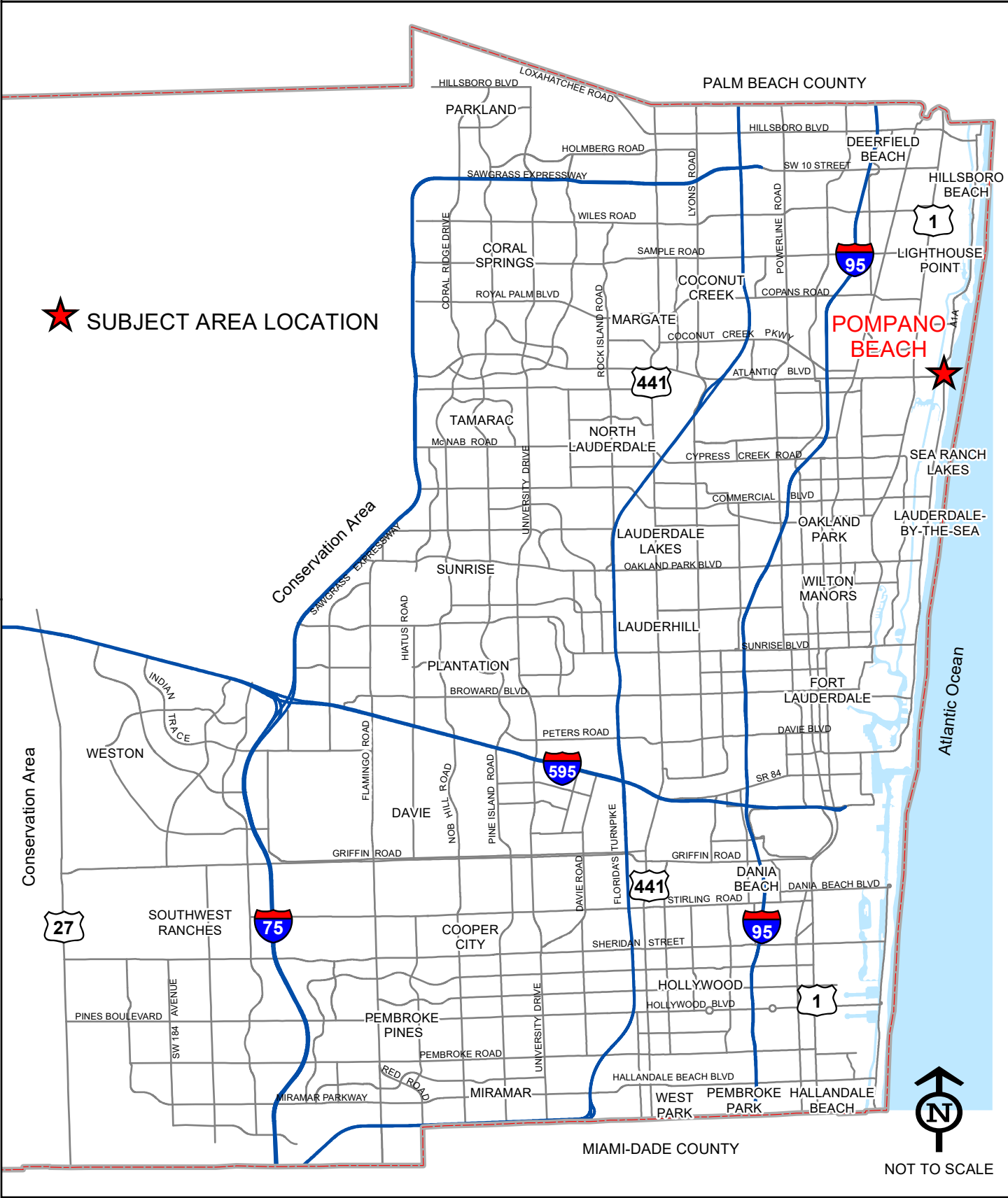


EXHIBIT 2

BROWARDNEXT - BROWARD COUNTY LAND USE PLAN  
GENERALIZED LOCATION MAP  
AMENDMENT PC 20-3



★ SUBJECT AREA LOCATION



NOT TO SCALE

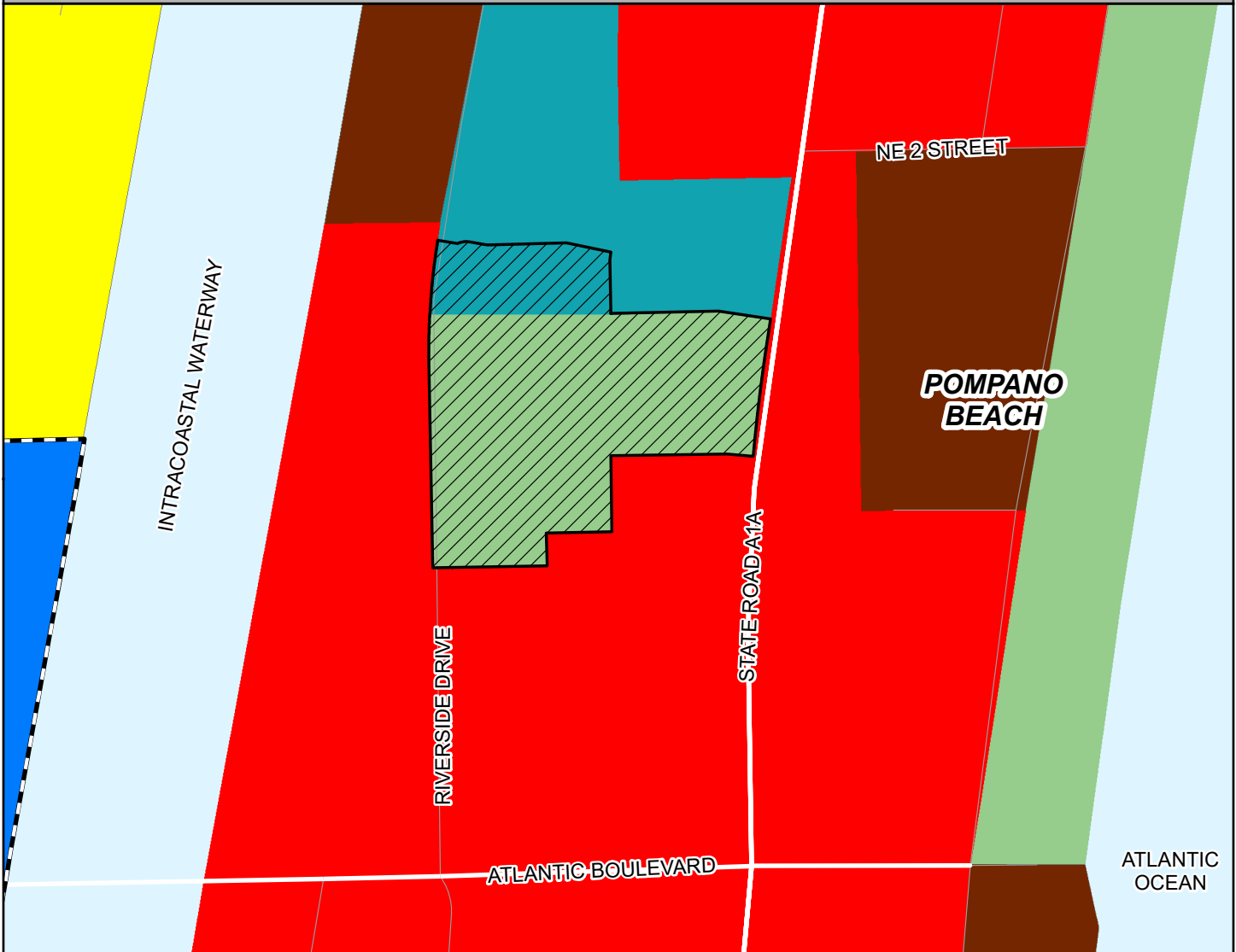
MAP 1  
BROWARDNEXT - BROWARD COUNTY LAND USE PLAN  
AERIAL PHOTOGRAPH  
AMENDMENT PC 20-3











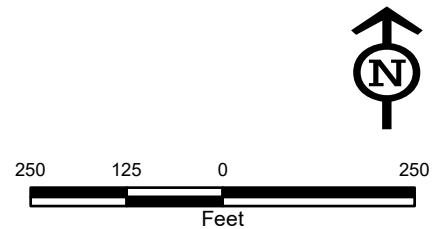
**MAP 2**  
**BROWARDNEXT - BROWARD COUNTY LAND USE PLAN**  
**CURRENT FUTURE LAND USE DESIGNATIONS**  
**AMENDMENT PC 20-3**

**Current Land Uses:** 3.5 acres of Recreation and Open Space and 0.7 acres of Community

**Gross Acres:** Approximately 4.2 acres



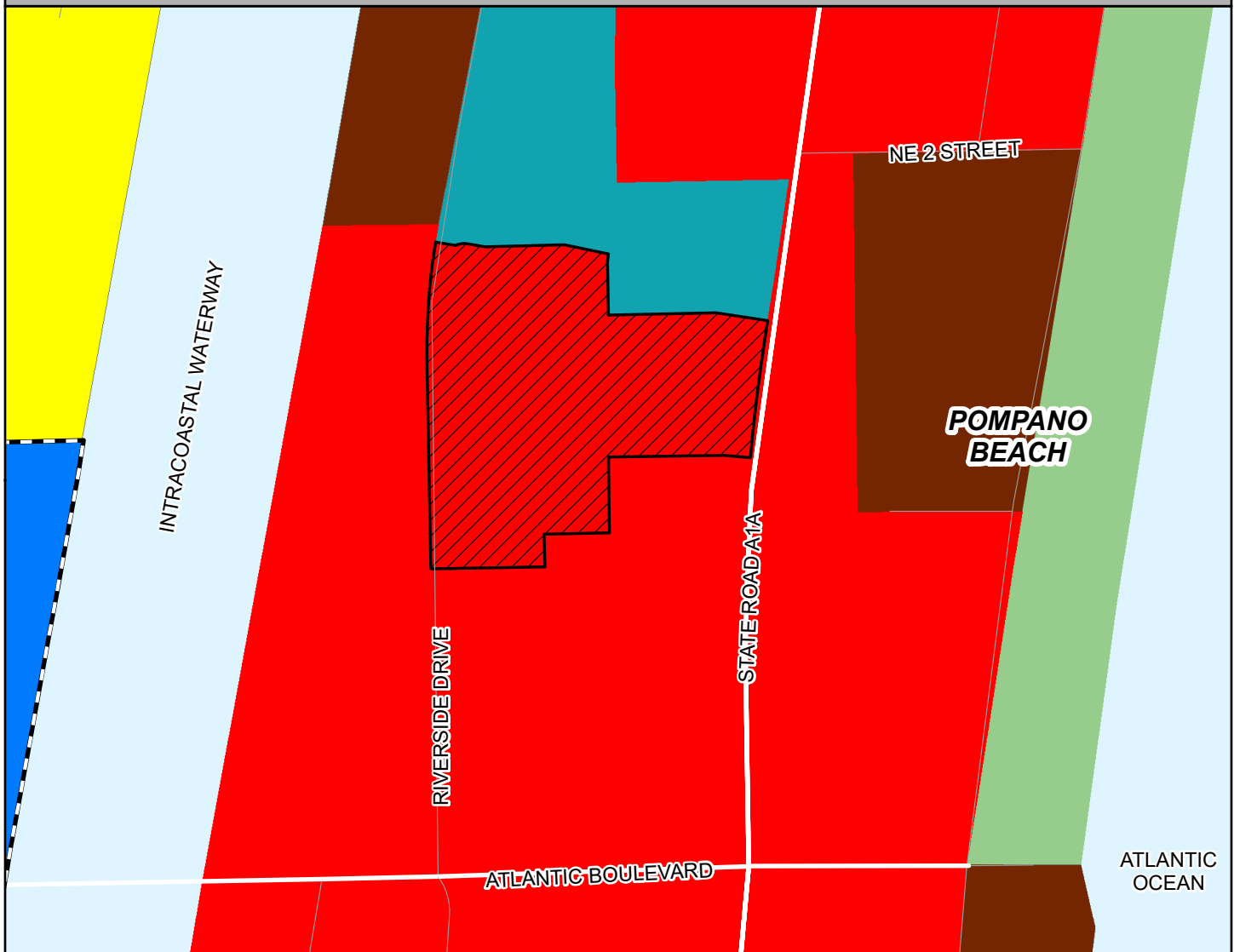
- |   |                       |   |                           |
|---|-----------------------|---|---------------------------|
|  | Site                  |  | Commerce                  |
|  | Low (5) Residential   |  | Recreation and Open Space |
|  | High (50) Residential |  | Community                 |
|  | Activity Center       |  | Water                     |











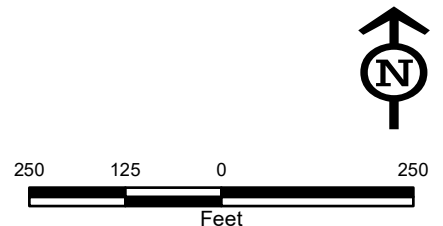
**MAP 3**  
**BROWARDNEXT - BROWARD COUNTY LAND USE PLAN**  
**PROPOSED FUTURE LAND USE DESIGNATIONS**  
**AMENDMENT PC 20-3**

**Proposed Land Use:** Commerce

**Gross Acres:** Approximately 4.2 acres



- |   |   |
|---|---|
|  Site                  |  Commerce                  |
|  Low (5) Residential   |  Recreation and Open Space |
|  High (50) Residential |  Community                 |
|  Activity Center       |  Water                     |



**SECTION I**  
**AMENDMENT REPORT**  
**BROWARD COUNTY LAND USE PLAN**  
**PROPOSED AMENDMENT PC 20-3**  
**(POMPANO BEACH)**

**RECOMMENDATIONS/ACTIONS**

**DATE**

- I. Planning Council Staff Recommendation December 3, 2019

As the proposed amendment has not yet demonstrated compliance with BrowardNext - Broward County Land Use Plan (BCLUP) Policy 2.14.9, Planning Council staff would generally recommend denial. However, due to the unanticipated delay regarding the review of the applicant's proposed transportation methodology and mitigation strategy, Planning Council **staff recommends approval subject to compliance with BCLUP Policy 2.14.9, prior to a second Planning Council public hearing.**

- II. Planning Council Recommendation December 12, 2019

Approval, recognizing the City of Pompano Beach's General Obligation Bond Complete Street project for State Road A1A and its micro-transit program along Atlantic Boulevard, including not requiring a second Planning Council public hearing. (Vote of the board; Unanimous: 12-0; Blackwelder, Breslau, Brunson, Castillo, Fernandez, Gomez, Graham, Hardin, Maxey, Parness, Rosenof and Stermer)

**SECTION II**  
**AMENDMENT REPORT**  
**PROPOSED AMENDMENT PC 20-3**

**INTRODUCTION AND APPLICANT'S RATIONALE**

- I. Municipality: Pompano Beach
- II. County Commission District: District 4
- III. Site Characteristics
- A. Size: Approximately 4.2 acres
- B. Location: In Section 31, Township 48 South, Range 43 East; generally located north of Atlantic Boulevard, between Riverside Drive and State Road A1A.
- C. Existing Use: Surface parking lot
- IV. Broward County Land Use Plan (BCLUP) Designations
- A. Current Designations: 3.5 acres of Recreation and Open Space  
0.7 acres of Community
- B. Proposed Designation: Commerce
- C. Estimated Net Effect: **Addition** of 42,000 square feet of commerce use  
**Reduction** of 3.5 acres of recreation and open space  
**Reduction** of 7,000 square feet of community use
- V. Existing Uses and BCLUP Designations Adjacent to the Amendment Site
- A. Existing Uses: *North:* Fire station  
*East:* Retail and multi-family residential  
*South:* Multi-family residential  
*West:* Marina and hotel
- B. Planned Uses: *North:* Community  
*East:* Commerce  
*South:* Commerce  
*West:* Commerce

**INTRODUCTION AND APPLICANT’S RATIONALE (continued)**

VI. Applicant/Petitioner

- A. *Applicant:* City of Pompano Beach
- B. *Agent:* City of Pompano Beach
- C. *Property Owner:* City of Pompano Beach

VII. Recommendation of Local Governing Body:

The City of Pompano Beach recommends approval of the proposed amendment.

VIII. Applicant’s Rationale

The applicant states: “The subject property is within the East Community Redevelopment Agency (ECRA) area in Pompano Beach. The property is currently split into two land use categories. The north portion of the site has a Community (C) land use, which was changed from Recreation and Open Space (R/OS) in 2010 and is developed as a City fire station and library. Both the fire station and the library have their own parking.

The south portion of the parcel has R/OS land use designation and is developed as a public surface parking lot for the beach area. It currently supports beach users as well as the Sands hotel, restaurants along the Intracoastal and provides overflow public parking for the newly developed commercial uses at the Pier. The land use at the Pier was changed in 2013 from R/OS to Commerce to allow development of the City’s public beach parking garage, several restaurants, some retail space and a hotel built under a City/Developer agreement. The project is still building out and is already a popular destination for both residents of and visitors to Pompano Beach.

The City and ECRA are now looking to build a public parking structure on the subject property along with hotel uses, a beach grocery store and other potential commercial uses (retail or office). The hotel rooms, beach grocery store and other commercial uses will supplement the revenues generated by the public parking structure to help pay for construction and operation of the public parking structure. The beach grocery store will also replace the grocery store that was previously in the Oceanside Shopping Center which was redeveloped many years ago as the Plaza at Oceanside Condominium. The location of the beach grocery store on the barrier island will reduce traffic over the Intracoastal Bridge for residents and visitors needing healthy provisions and will make the barrier island more sustainable and resilient during times when the Intracoastal Bridge is inaccessible. The grocery store and fire station on the adjacent site can serve as the community hub and staging area to facilitate post-disaster recovery efforts for the neighborhood.”

**SECTION III**  
**AMENDMENT REPORT**  
**PROPOSED AMENDMENT PC 20-3**

**REVIEW OF PUBLIC FACILITIES AND SERVICES**

*I. Potable Water/Sanitary Sewer/Solid Waste/Drainage/Parks & Open Space*

Adequate potable water facility capacity and supply, sanitary sewer facility capacity, drainage and solid waste services, and park and open space acreage will be available to serve the proposed land use. See Attachment 1. Planning Council staff notes that the proposed amendment site is currently included within the City of Pompano Beach's park and open space inventory and is utilized as a surface parking lot with 279 existing surface parking spaces. Planning Council staff notes that the proposed amendment is subject to Broward County Land Use Plan Policy 2.5.4, as 3.5 acres of the site is currently designated Recreation and Open Space. The City of Pompano Beach has 614.14 acres in its parks and open space inventory to serve its residents, including the removal of 3.5 acres of recreation and open space with this proposed amendment, and requires approximately 419.28 acres to meet its level of service (LOS). The City has provided additional information about park and open space enhancements and initiatives. See Attachment 10.

Regarding the long-range planning horizon for potable water supply, it is noted that the City of Pompano Beach adopted its 10-year Water Supply Facilities Work Plan on March 24, 2015.

*II. Transportation & Mobility*

The proposed amendment from the Recreation and Open Space and Community land use categories to the Commerce land use category is projected to increase the number of p.m. peak hour vehicle trips on the regional transportation network at the long-term planning horizon by approximately 257 p.m. peak hour trips. See Attachment 2.

The Broward Metropolitan Organization (MPO) Year 2040 Transportation Plan model analysis distribution of the additional p.m. peak hour trips indicates that the proposed amendment is projected to **adversely** impact two (2) roadway segments:

- An additional **118** projected p.m. peak hour trips on **State Road A1A**, between Atlantic Boulevard and Northeast 14 Street. This roadway segment is projected to operate at an unacceptable Level of Service (LOS) "F," with or without the addition of the trips generated by the proposed amendment; and
- An additional **151** projected p.m. peak hour trips on **Atlantic Boulevard**, east of Federal Highway/US 1. This roadway segment is projected to operate at an unacceptable LOS "F," with or without the addition of the trips generated by the proposed amendment.



**REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)**

**II. Transportation & Mobility (continued)**

Planning Council staff utilizes a “significance” threshold corresponding to additional p.m. peak hour trips in excess of three-percent (3%) of such capacity of a regional roadway link at the long-range planning horizon. Planning Council staff utilizes this significance threshold for several reasons, including a) per Policy 2.14.9 of the BrowardNext – Broward County Land Use Plan, a “significance” threshold corresponding to additional p.m. peak hour trips in excess of three-percent (3%) of such capacity of a regional roadway link at the long-range planning horizon, b) the threshold is also considered a margin of error to recognize that there is a range of potential permitted uses and development scenarios for any given land use plan designation, and c) recognition that all new development, independent of any land use plan amendment traffic analysis, is required to comply with Broward County traffic concurrency mitigation provisions, which is assessed at the plat/site planning stage.

The City of Pompano Beach submitted information stating that a credit of 34% for pass-by capture should be applied to the traffic analysis performed by the Planning Council staff to determine the number of trips generated by the proposed amendment. Further, to address the anticipated adverse impact to the regional transportation network the City has committed to \$162,755.10 in mitigation funding towards the City’s General Obligation Bond Complete Street project for State Road A1A and its micro-transit program along Atlantic Boulevard. The City states that these improvements would provide greater benefits to mitigate traffic impacts from the project in a more sustainable manner while fully supporting the County’s multi-modal vision as stated in the Broward County Land Use Plan. See Attachment 9.

The Broward County Traffic Engineering Division (TED) staff has reviewed the City’s updated trip reduction methodology and recommends that a 30% pass-by capture rate would be professionally acceptable per the Institute of Transportation Engineers guidelines. Further, TED is unclear on how the City’s Complete Street projects would create additional capacity on the affected roadways and that the County’s Surtax program should evaluate the proposal. See Attachment 11.

Planning Council staff has prepared an alternative traffic analysis based on the recommended 30% pass-by capture rate, which indicates that the proposed amendment is projected to increase the number of p.m. peak hour trips on the regional transportation network at the long-term planning horizon by approximately 155 p.m. peak hour trips. See Attachment 12. The MPO Year 2040 Transportation Plan revised model analysis distribution indicates that the proposed amendment is projected to continue to **adversely** impact two (2) roadway segments:

## **REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)**

### **II. Transportation & Mobility (continued)**

- An additional **71** projected p.m. peak hour trips on **State Road A1A**, between Atlantic Boulevard and Northeast 14 Street. This roadway segment is projected to operate at an unacceptable LOS “F,” with or without the addition of the trips generated by the proposed amendment; and
- An additional **91** projected p.m. peak hour trips on **Atlantic Boulevard**, east of Federal Highway/US 1. This roadway segment is projected to operate at an unacceptable LOS “F,” with or without the addition of the trips generated by the proposed amendment.

Planning Council staff notes that the City of Pompano Beach will be required to comply with Policy 2.14.9 to alleviate or neutralize the anticipated adverse impacts to State Road A1A and Atlantic Boulevard prior to a second Planning Council public hearing.

**Update: December 12, 2019:** The Planning Council recommended approval of the subject amendment, recognizing the City of Pompano Beach’s General Obligation Bond Complete Street project for State Road A1A and its micro-transit program along Atlantic Boulevard, including not requiring a second Planning Council public hearing.

The Broward County Transit Division (BCT) report states that current and planned fixed-route county transit service, as well as community shuttle service, is provided to the proposed amendment site. In addition, the BCT Mobility Advancement Program (MAP) identifies planned transit improvements to the county routes serving the amendment area. Further, the BCT staff recommends that any proposed development be designed to provide safe movement for pedestrians and bicycles, including transit connectivity to the existing sidewalk/bicycle network and bus stops. See Attachment 3.

The Broward County Planning and Development Management Division (PDMD) report identifies that North Riverside Drive and A1A are the primary corridors providing connectivity to the amendment site. The PDMD report also notes that the existing sidewalk and bicycle infrastructure adjacent to the amendment site is sufficient, but that the addition of dedicated bicycle lanes or sharrows along North Riverside Drive should be considered. Further, the report recommends that future development be designed to include safe and convenient connections between the development and the surrounding transportation network. The PDMD staff also recommends that amenities such as pedestrian-scale lighting, shade trees, bicycle racks, lockers and bicycle repair stations be considered, as well as the provision of electric vehicle charging stations. See Attachment 4. The City has provided detailed information regarding its Complete Street project that will provide improved pedestrian and bicycle access and amenities along State Road A1A. See Attachment 9.

**REVIEW OF PUBLIC FACILITIES AND SERVICES (continued)**

*III. Public Schools*

The Broward County School Board staff report states that the amendment as proposed would not generate additional students into Broward County Public Schools. In addition, the amendment site is not located directly adjacent to existing public schools and as proposed will not have a direct physical impact on Broward County Public Schools. See Attachment 5.

**SECTION IV**  
**AMENDMENT REPORT**  
**PROPOSED AMENDMENT PC 20-3**

**REVIEW OF NATURAL RESOURCES**

*I. Designated Protected/Regulated Areas*

The Broward County Environmental Protection and Growth Management Department (EPGMD) report indicates that the proposed amendment site does not contain Natural Resource Areas, Local Areas of Particular Concern, Urban Wilderness Inventory sites, or Protected Natural Lands within its boundaries. See Attachment 6.

*II. Wetlands*

The EPGMD report indicates that the proposed amendment site does not contain wetlands within its boundaries. Therefore, the proposed amendment is not expected to have a negative impact on wetland resources. See Attachment 6.

*III. Sea Level Rise*

The EPGMD report indicates that the proposed amendment site does not contain, fall within, or overlap with an area for planning consideration, as indicated on the Priority Planning Areas for Sea Level Rise Map. However, EPGMD staff does note that areas of concern are identified near the proposed amendment site and that certain infrastructure, such as access roads, may be at risk to climate change impacts in the near future. See Attachment 6. In this regard, the City has provided information on the various activities and initiatives the City has been implementing in order to promote climate resiliency. See Attachment 9.

*IV. Other Natural Resources*

The EPGMD report states that the subject site contains mature tree canopy. Development of any site must comply with the Tree Preservation regulations of the City of Pompano Beach. The applicant is required to minimize the number of trees to be removed by incorporating suitable existing trees in the site plan design. If trees cannot be incorporated into the site plan in their current location, the applicant is required to relocate suitable trees. Any trees permitted for removal must be replaced. If the above requirements are adhered to, the proposed land use plan amendment is not expected to have a negative impact on upland resources. It is further noted that development of the proposed amendment site should be coordinated with the NatureScape Broward Program for guidance in development of any related landscaping plans. See Attachment 6.

## **REVIEW OF NATURAL RESOURCES (continued)**

### **V. Historical/Cultural Resources**

The Broward County Planning and Development Management Division (PDMD) report states that the proposed amendment will not have an adverse effect on any known historical or archaeological resources or areas of archaeological or paleontological sensitivity. See Attachment 4.

### **VI. Emergency Management**

The Broward County Emergency Management Division (EMD) staff report indicates that the proposed amendment is located within a Broward County Hurricane Evacuation Zone for a Category 1 or higher storm. Further, the report indicates that it is not anticipated that the project would significantly diminish the level of service for the designated hurricane evacuation routes nor the shelter capacity at this time. However, EMD staff strongly recommends that the City of Pompano Beach public safety officials develop a suitable hurricane evacuation and reentry plan for the possible guests and commercial tenants of this development. See Attachment 7. The City of Pompano Beach has provided a response to the EMD's comments. See Attachment 9.

**SECTION V**  
**AMENDMENT REPORT**  
**PROPOSED AMENDMENT PC 20-3**

**OTHER PLANNING CONSIDERATIONS/INFORMATION**

*I. Affordable Housing*

The land use plan amendment is not subject to Broward County Land Use Plan (BCLUP) Policy 2.16.2, as it does not propose any additional residential units to the BCLUP. See Attachment 4.

*II. BrowardNext - Broward County Land Use Plan Policies*

The proposed amendment is found to be generally consistent with the policies of the BrowardNext - Broward County Land Use Plan (BCLUP), with the exception of BCLUP Policy 2.14.9, which states that “the impact analysis for proposed amendments to the Broward County Land Use Plan shall continue to consider as significant those regional roadway segments that are projected to experience, as a result of the net effect from the proposed amendment, an impact of three percent (3%) or greater than the p.m. peak hour level of service capacity for those regional roadway segments.” However, due to the unanticipated delay regarding the review of the City of Pompano Beach’s proposed transportation methodology and mitigation strategy, Planning Council staff is recommending a second Planning Council public hearing to allow the City to comply with Policy 2.14.9 to alleviate or neutralize the anticipated adverse impacts to the regional transportation network.

In addition, the proposed amendment has been evaluated for consistency and compliance with the Policy 2.5.4 of the BrowardNext - Broward County Land Use Plan regarding “Parks/Conservation,” as 3.5 acres of the amendment site is currently designated Recreation and Open Space. See Attachment 8.

*III. Other Pertinent Information*

This is a small scale amendment pursuant to Chapter 163.3187, Florida Statutes. Therefore, the amendment review process includes up to two (2) Planning Council public hearings and only one subsequent County Commission adoption hearing. The small scale amendment is not subject to Florida Department of Economic Opportunity (DEO) review; therefore, no report will be issued by the DEO, or other State review agencies.

**OTHER PLANNING CONSIDERATIONS/INFORMATION (continued)**

**III. Other Pertinent Information (continued)**

The proposed amendment site is located within the City of Pompano Beach East Community Redevelopment Area (CRA) and supports several goals of the City's CRA Plan, as it would encourage redevelopment opportunities to meet current and future demands of area residents and visitors, as well as increase employment and business opportunities in the area. Planning Council staff notes that the existing 279 space surface parking lot will be replaced with a 750 space parking structure, which will more than double the amount of available parking spaces and enhance public access to the beach and to potential commercial development.

Regarding notification of the public, the Broward County Planning Council staff sent approximately 825 courtesy notices to all property owners within the land use plan amendment boundaries, as well as within 300 feet of the boundaries.

**SECTION VI**  
**AMENDMENT REPORT**  
**PROPOSED AMENDMENT PC 20-3**

**PLANNING ANALYSIS**

Our analysis finds that the proposed land use designation of Commerce would be generally compatible with surrounding existing multi-family residential land uses, as well as the non-residential land uses, including retail, marina, hotel and fire station, generally located along Atlantic Boulevard and State Road A1A.

Planning Council staff's analysis finds that adequate **potable water plant capacity and supply, sanitary sewer, drainage, and solid waste capacity and park acreage** will be available to serve the proposed land use. See Attachment 1. Planning Council staff notes that the proposed amendment is subject to Broward County Land Use Plan (BCLUP) Policy 2.5.4, as 3.5 acres of the site is currently designated Recreation and Open Space. In this regard, the City of Pompano Beach has provided information about park enhancements and initiatives in the surrounding area. See Attachment 10. In addition, the proposed amendment has also been evaluated for consistency and compliance with BCLUP Policy 2.5.4 regarding "Parks/Conservation." See Attachment 8. Further, no adverse impacts to **historical or cultural resources** were identified.

Regarding the projected impacts to the **regional transportation network**, Planning Council staff's alternative traffic analysis, which includes a trip reduction credit of 30% for pass-by capture, indicates that the proposed amendment is projected to increase the number of p.m. peak hour vehicle trips on the regional transportation network at the long-term planning horizon by approximately 155 p.m. peak hour trips. See Attachment 12. As such, the proposed amendment would adversely impact the operating conditions of Atlantic Boulevard, east of Federal Highway/US 1, and State Road A1A between Atlantic Boulevard and Northeast 14 Street. Planning Council staff notes that the City of Pompano Beach will be required to comply with Policy 2.14.9 to alleviate or neutralize the anticipated adverse impacts to Atlantic Boulevard and State Road A1A prior to a second Planning Council public hearing.

Concerning impacts to **public schools**, the Broward County School Board staff report states that the proposed amendment would not generate additional students into Broward County Public Schools. In addition, the amendment is not located directly adjacent to existing public schools or currently vacant school sites; therefore, the amendment will not have a direct physical impact on Broward County Public Schools. See Attachment 5.

Regarding impacts to **natural resources**, the EPGMD report indicates that Priority Planning Areas of concern are identified near the proposed amendment site and that certain infrastructure, such as access roads, may be at risk to climate change impacts in the near future. See Attachment 6. The City has provided information on the various activities and initiatives the City has been implementing in order to promote climate resiliency. See Attachment 9.



**PLANNING ANALYSIS (continued)**

Concerning **hurricane evacuation**, the Emergency Management Division (EMD) staff has indicated that the proposed amendment is located within a Broward County Hurricane Evacuation Zone for a Category 1 or higher storm. Further, EMD staff strongly recommends that the City of Pompano Beach public safety officials develop a suitable hurricane evacuation and reentry plan for the possible guests and tenants of this development. See Attachment 7. The City of Pompano Beach has provided a response to the EMD's comments. See Attachment 9.

Regarding **affordable housing**, the proposed land use plan amendment is not subject to Broward County Land Use Plan (BCLUP) Policy 2.16.2, as no residential dwelling units are being specifically proposed by the applicant. See Attachment 4.

In conclusion, as the proposed amendment has not yet demonstrated compliance with Broward County Land Use Plan Policy 2.14.9, Planning Council staff would generally recommend denial. However, due to the unanticipated delay regarding the review of the applicant's proposed transportation methodology and mitigation strategy, Planning Council **staff recommends approval subject to compliance with BCLUP Policy 2.14.9, prior to a second Planning Council public hearing.**

**Update: December 12, 2019:** The Planning Council recommended approval of the subject amendment, recognizing the City of Pompano Beach's General Obligation Bond Complete Street project for State Road A1A and its micro-transit program along Atlantic Boulevard, including not requiring a second Planning Council public hearing.

**SECTION VII**  
**AMENDMENT REPORT**  
**PROPOSED AMENDMENT PC 20-3**

**ATTACHMENTS**

1. Broward County Planning Council Supplemental Report of September 2019
2. Broward County Planning Council Traffic Analysis of September 12, 2019
3. Broward County Transit Division Report of October 1, 2019
4. Broward County Planning and Development Management Division Report of September 27, 2019
5. School Board of Broward County Consistency Review Report of October 14, 2019
6. Broward County Environmental Protection and Growth Management Department Report of October 31, 2019
7. Broward County Emergency Management Division Report of October 11, 2019
8. BrowardNext - Broward County Land Use Plan Policies, "Parks/Conservation," Planning Council Staff Review Comment
9. Correspondence from Greg Harrison, City Manager, City of Pompano Beach, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated October 30, 2019
10. Correspondence from Greg Harrison, City Manager, City of Pompano Beach, to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated November 5, 2019
11. Email correspondence from Andrew G. Sebo, P.E., PTOE, Interim Director, Broward County Traffic Engineering Division to Barbara Blake Boy, Executive Director, Broward County Planning Council, dated November 21, 2019
12. Broward County Planning Council Alternative Traffic Analysis of November 25, 2019
13. Broward County Water Management Division Report of October 14, 2019
14. Broward County Parks and Recreation Division Report of October 16, 2019

# ATTACHMENT 1

## BROWARD COUNTY PLANNING COUNCIL SUPPLEMENTAL REPORT PUBLIC SERVICES AND FACILITIES

### BROWARD COUNTY LAND USE PLAN AMENDMENT NUMBER PC 20-3

Prepared: September 2019

#### **POTABLE WATER**

The proposed amendment site will be served by the Pompano Beach Water Treatment Plants, which have a current combined capacity of 50 million gallons per day (mgd). The current and committed demand on the treatment plants is 15.06 mgd, with 34.94 mgd available. The wellfield serving the amendment site has a permitted withdrawal of 17.75 mgd, with 2.69 mgd available for water withdrawal, which expires on September 14, 2025. The amendment will result in a net increase in demand of 0.003 mgd. Planning Council staff utilized a level of service of 0.1 gallons per day (gpd) per square foot for commerce uses and 0.2 gpd per square foot for community uses. Sufficient potable water supply and treatment capacity will be available to serve the proposed amendment site.

#### **SANITARY SEWER**

The proposed amendment site will be served by the Broward County North Regional Wastewater Treatment Plant, which has a current capacity of 95 mgd. The City of Pompano Beach has an allocated capacity of 17 mgd. The current and committed demand on Pompano Beach's portion of the treatment plant is 14.7 mgd, with 2.3 mgd available. The amendment will result in a net increase in demand of 0.003 mgd. Planning Council staff utilized a level of service of 0.1 gpd per square foot for commerce uses and 0.2 gpd per square foot for community uses. Sufficient sanitary sewer capacity will be available to serve the proposed amendment site.

#### **SOLID WASTE**

The proposed amendment site will be served by Waste Management for solid waste disposal service. Waste Management collects and transports the City's solid waste to the Monarch Hill landfill, which has a capacity of 10,000 tons per day (tpd) and a demand of 3,500 tpd, with 6,500 tpd available. The amendment will result in a net increase in demand of 1.0 tpd. Planning Council staff utilized a level of service of 5 pounds (lbs.) per 100 square feet per day for commerce uses and 1 lb. per 100 square feet per day for community uses. Sufficient solid waste capacity will be available to serve the proposed amendment site.

#### **DRAINAGE**

The proposed amendment site is located within the jurisdiction of the Broward County Environmental Protection and Growth Management Department (EPGMD). A surface water management permit from EPGMD may be required prior to any construction.

#### **PARKS AND OPEN SPACE**

The City of Pompano Beach has 614.14 acres in its parks and open space inventory, including the removal of 3.2 acres of recreation and open space with this proposed amendment. The projected 2045 population (139,760) requires approximately 419.28 acres to meet the community parks acreage requirement of 3 acres per one thousand persons population. The proposed land use amendment will result in no net impact on the projected demand for local parks. The City of Pompano Beach continues to meet the community parks acreage requirement of the Broward County Land Use Plan of 3 acres per one thousand persons population.

## ATTACHMENT 2

### TRAFFIC ANALYSIS

#### PC 20-3

Prepared: September 12, 2019

MPO Model Run Received: October 23, 2019

#### **INTRODUCTORY INFORMATION**

Jurisdiction: City of Pompano Beach

Size: Approximately 4.2 acres

#### **TRIPS ANALYSIS**

##### **Potential Trips - Current Land Use Designation**

Current Designations: 3.5 acres of Recreation and Open Space  
0.7 acres of Community

Potential Development: 3.5 acres of recreation and open space uses  
7,000 square feet of community uses

Trip Generation Rates: "ITE Equation (411) Public Park"\*  
"ITE Equation (730) Government Office Building"

Total P.M. Peak Hour Trips:  $23 + 22 = 45$  peak hour trips

##### **Potential Trips - Proposed Land Use Designation**

Proposed Designation: Commerce

Potential Development: 42,000 square feet of commerce uses

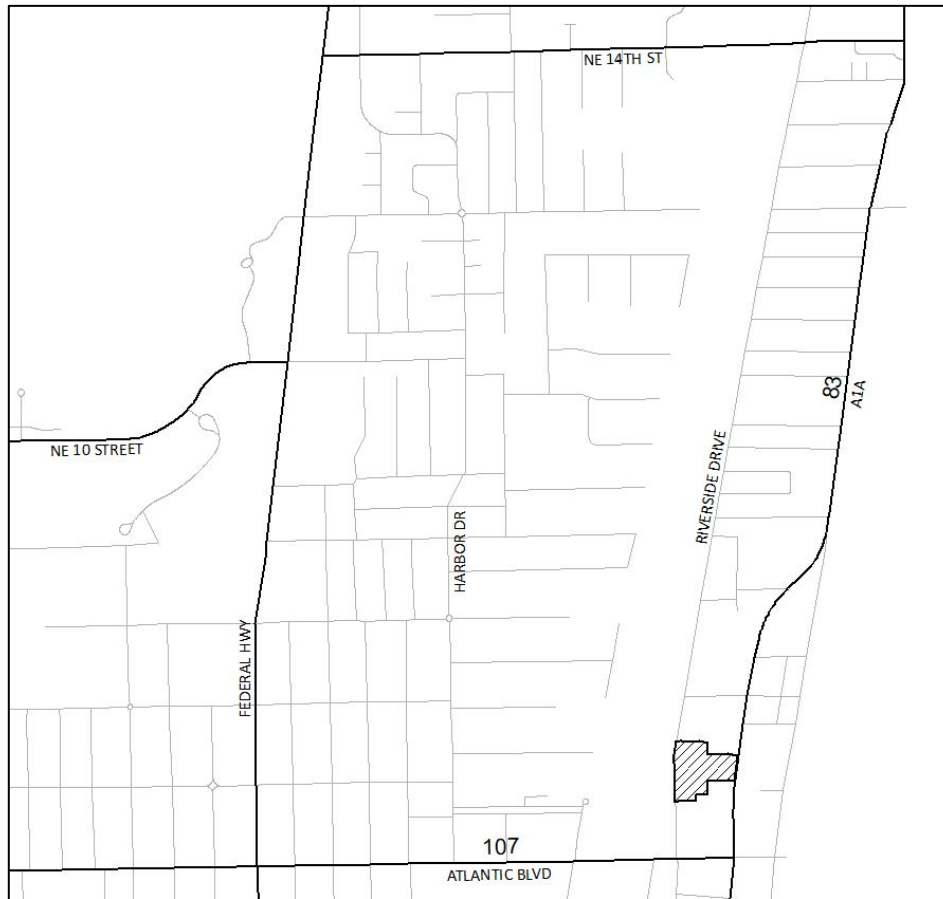
Trip Generation Rate: "ITE Equation (820) Shopping Center"

Total P.M. Peak Hour Trips: 227 peak hour trips\*\*

**Net P.M. Peak Hour Trips** +182 peak hour trips

\*Institute of Transportation Engineers (ITE) traffic generation equations from "Trip Generation Manual - Tenth Edition," the professionally accepted methodology for estimating the number of vehicle trips likely to be generated by a particular land use.

\*\* Reflects an internal capture analysis and a pass-by traffic capture rate of 25% consistent with professionally accepted (ITE) guidelines.



*Affected Regional Transportation Network Without the Proposed Amendment: Traffic 2040:*

<u>Trafficway</u>	<u>Section</u>	<u>VOL</u>	<u>CAP</u>	<u>LOS</u>
1. Atlantic Boulevard	East of Federal Highway/US 1	3,667	2,920	F
2. State Road A1A	Atlantic Boulevard to Northeast 14 Street	1,739	1,330	F

*Affected Regional Transportation Network With the Proposed Amendment: Traffic 2040:*

<u>Trafficway</u>	<u>Section</u>	<u>VOL</u>	<u>CAP</u>	<u>LOS</u>
1. Atlantic Boulevard	East of Federal Highway/US 1	3,774	2,920	F
2. State Road A1A	Atlantic Boulevard to Northeast 14 Street	1,822	1,330	F

**PLANNING COMMENTS**

The proposed amendment is projected to increase traffic on the regional roadway network by approximately 182 p.m. peak hour trips at the long-term planning horizon. Distribution of the projected additional p.m. peak hour trips indicates that the proposed amendment would adversely impact two (2) affected roadway segments, Atlantic Boulevard, east of Federal Highway/US 1 and State Road A1A, between Atlantic Boulevard and Northeast 14 Street. These roadway segments are projected to operate at an unacceptable LOS “F,” with or without the addition of the trips generated by the proposed amendment.

# ATTACHMENT 3



Transportation Department

## TRANSIT DIVISION- Service and Capital Planning

1 N. University Drive, Suite 3100A • Plantation, Florida 33324 • 954-357-8300 • FAX 954-357-8382

### VIA EMAIL

October 1, 2019



Diego B. Munoz  
Planner  
Broward County Planning Council  
115 South Andrews Ave, Room 307  
Fort Lauderdale, FL 33301

RE: Land Use Plan Amendment PC 20-3

Dear Mr. Munoz:

Broward County Transit (BCT) has reviewed your correspondence dated September 10, 2019 regarding the proposed Land Use Plan Amendment (LUPA) PC 20-3 located in the City of Pompano Beach for current and planned transit service. The current transit service provided within a quarter mile of the amendment site is limited to BCT fixed routes 11 and 42 and the City of Pompano Beach Community Shuttle Green Route. Please refer to the following table for detailed information.

BUS ROUTE	DAYS OF SERVICE	SERVICE SPAN A.M. – P.M	SERVICE FREQUENCY
11	Weekday Saturday Sunday	5:00a – 11:47p 5:00a – 11:21p 7:00a – 9:23p	34 minutes 45 minutes 57 minutes
42	Weekday Saturday Sunday	5:20a – 10:55p 5:40a – 10:19p 8:45a – 8:24p	33 minutes 60 minutes 60 minutes
Pompano Beach Community Shuttle Green Route (BCT 708)	Weekday	9:00a – 4:52p	68 minutes

The BCT Mobility Advancement Program specifies fixed route bus improvements, including shorter headways and increased span of service on weekdays and weekends, for BCT Route 11 and 42. Planned improvements for FY 2020 include the truncation of Route 11 at Broward Central Terminal to provide more direct service and improve on-time performance along the A1A corridor and the extension of the route to service Galleria Mall. In addition, the western segment of Route 42 will be extended to Lakeview Dr and Coral Ridge Drive via Atlantic Blvd.



Transportation Department

**TRANSIT DIVISION- Service and Capital Planning**

1 N. University Drive, Suite 3100A • Plantation, Florida 33324 • 954-357-8300 • FAX 954-357-8382

BCT can accommodate additional transit demand, as described in the Mass Transit Analysis, with planned fixed route bus service to the amendment site.

Please be advised that the future needs of the bus stops located adjacent or within the amendment site will be addressed during the project's development review process. Please note that bus stop 1148 has an existing dedicated bus landing pad and a bus shelter easement.

BCT has no objections to this LUPA but recommends that any proposed development on the amendment site be designed to provide safe movement for pedestrians and bicycles including transit connectivity between the existing sidewalk / bicycle network and bus stops.

Please feel free to call me at 954-357-6543 or email me at [luortiz@broward.org](mailto:luortiz@broward.org) if you require any additional information or clarification on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "LRS", is written over a light blue circular stamp.

Luis R. Ortíz Sánchez  
Service Planner  
Service and Capital Planning

## ATTACHMENT 4



Environmental Protection and Growth Management Department

### PLANNING AND DEVELOPMENT MANAGEMENT DIVISION

115 S. Andrews Avenue, Room 329K • Fort Lauderdale, Florida 33301 • 954-357-6634 • FAX 954-357-8655

**DATE:** September 27, 2019

**TO:** Barbara Blake Boy, Executive Director  
Broward County Planning Council



**FROM:** Josie P. Sesodia, AICP, Director  
Planning and Development Management Division *J. Sesodia*

**SUBJECT:** Broward County Land Use Plan  
*Review of Proposed Amendment – Pompano Beach PC 20-3*

The Broward County Planning and Development Management Division (PDMD) staff has reviewed proposed amendment PC 20-3. The subject site is located in Pompano Beach involving approximately 4.2 acres. The amendment proposes:

*Current Designations:* 3.5 acres of Recreation and Open Space  
0.7 acres of Community

*Proposed Designation:* Commerce

*Estimated Net Effect:* Addition of 42,000 square feet of commerce use  
Reduction of 3.5 acres of recreation and open space  
Reduction of 7,000 square feet of community use

### Item 7 – Analysis of Natural and Historic Resources

Broward County's archaeological consultant conducted the following reviews:

- A. A review of available information including archival documents, maps, the Broward County Land Use Plan and the Florida Master Site File (FMSF) has been conducted.
  1. The amendment is adjacent to previously identified and recorded Linear Resource SR-A1A (BD4776). This resource is recorded as ineligible for the National Register of Historic Places. It is not expected the LUPA and planned project will have an adverse effect on BD4776.
  2. The consultant determined that the proposed project will not have an adverse effect on any other known historical or archaeological resources or areas of archaeological or paleontological sensitivity.
- B. Broward County's archaeological consultant offers the following recommendations:
  1. The subject property is located within the City of Pompano Beach outside jurisdiction of the Broward County historic preservation ordinance (B.C. Ord. 2014-32). The property owner/agent is advised to contact the municipality to seek project review for compliance with municipal historic preservation regulations.



Contact: Attn: Maggie Barszewski, Historic Preservation  
Development Services Department  
City of Pompano Beach  
100 West Atlantic Boulevard, #3  
Pompano Beach, Florida 33060  
[Maggie.barszewski@copbfl.com](mailto:Maggie.barszewski@copbfl.com) Tel.: (954) 786-7921

2. In the event that unmarked burials are discovered, pursuant to Florida State Statutes, Chapter 872.05, "all activity that may disturb the unmarked burial shall cease immediately, and the district medical examiner shall be notified. Such activity shall not resume unless specifically authorized by the district medical examiner or State Archaeologist."

Contact: Broward County Medical Examiner  
5301 S.W. 31<sup>st</sup> Avenue  
Fort Lauderdale, Florida 33312  
Telephone: (954) 357-5200  
Fax: (954) 327-6580  
Email: [Med\\_Exam\\_Trauma@broward.org](mailto:Med_Exam_Trauma@broward.org)  
Website: <http://www.broward.org/MedicalExaminer>

#### Item 8 - Affordable Housing

Amendments which propose to add 100 or more residential dwelling units to the existing densities approved by the Broward County Land Use Plan (BCLUP) are subject to the requirements of BCLUP Policy 2.16.2 and Article 5 of the BrowardNEXT Administrative Rules Document. Policy 2.16.2 requires the involved municipality to provide those professionally accepted methodologies, policies, and best available data and analysis, which the municipality has used to define affordable housing needs and solutions within the municipality. This site is within the City of Pompano Beach's East Community Redevelopment Agency (CRA). The application states that the subject site, which currently serves as a surface parking lot, will be redeveloped as a public parking structure with a mixture of hotel, retail and office uses. **No residential dwelling units are specifically proposed by this application; therefore, Policy 2.16.2 does not apply.**

#### Item 11 – Redevelopment Analysis

The amendment site is located within the East Community Redevelopment Area in Pompano Beach.

#### Item 12 – Intergovernmental Coordination

The proposed amendment site is not adjacent to or in close proximity to any Broward County Unincorporated Area lands or County-owned facilities/property. Staff notes the proposed amendment site is not adjacent to any other local government.

#### Complete Streets

Broward County strongly supports Complete Streets and the expansion of bicycle, pedestrian and greenway networks. The amendment site is served by Broward County Transit (BCT) Routes 42 and 11, as well as the City of Pompano Beach Community Shuttle. The 2019-2028 Vision Plan component of the BCT Transit Development Plan includes service span, headway improvements, and route extensions.

North Riverside Drive and A1A are the primary corridors providing connectivity to the amendment site. Existing sidewalk and bicycle infrastructure adjacent to amendment site is sufficient. The addition of dedicated bicycle lanes or sharrows along North Riverside Drive should be considered. The PDMD recommends that development within the site, including along the new connector roadway, be designed to include safe and convenient connections to the surrounding transportation network. To further enhance the pedestrian and bicycle quality of service, consider including amenities, such as pedestrian-scale lighting, shade trees, bicycle racks/lockers, and bicycle repair stations within and around the development. For the convenience of visitors and employees who wish to reduce their carbon footprint, consider providing electric vehicle charging stations.

cc: Henry Sniezek, Director, Environmental Protection and Growth Management Department  
Ralph Stone, Director, Housing Finance and Community Redevelopment Division  
Darby Delsalle, AICP, Assistant Director, Planning and Development Management Division  
Sara Forelle, AICP, Planning Section Supervisor, Planning and Development Management Division  
Nicholas Sofoul, AICP, Planning Section Supervisor, Planning and Development Management Division  
Susanne Carrano, Senior Planner, Planning and Development Management Division  
Heather Cunniff, AICP, Senior Planner, Planning and Development Management Division  
Richard Ferrer, Historic Preservation Officer, Planning and Development Management Division

JS/slf/hec/sh

The School Board of Broward County, Florida  
**SCHOOL CONSISTENCY REVIEW REPORT**

**LAND USE NON-RESIDENTIAL**  
**SBBC-2767-2019**  
County No: PC 20-3  
PC 20-3 Non Residential



October 14, 2019



Growth Management  
Facility Planning and Real Estate Department  
600 SE 3rd Avenue, 8th Floor  
Fort Lauderdale, Florida 33301  
Tel: (754) 321-2177 Fax: (754) 321-2179  
[www.browardschools.com](http://www.browardschools.com)

**SCHOOL CONSISTENCY REVIEW REPORT  
LAND USE**

PROJECT INFORMATION	IMPACT OF PROPOSED CHANGE	PROPERTY INFORMATION
<b>Date:</b> October 14, 2019	Units Permitted _____ Units Proposed _____	Existing Land Use:
<b>Name:</b> PC 20-3 Non Residential	<b>NET CHANGE (UNITS):</b>	Proposed Land Use: TBD
<b>SBBC Project Number:</b> SBBC-2767-2019		Current Zoning
<b>County Project Number:</b> PC 20-3	<b>Students</b>	Proposed Zoning:
<b>Municipality Project Number:</b>	Elem _____	Section: 31
<b>Owner/Developer:</b> City of Pompano Beach	Mid _____	Township: 48
<b>Jurisdiction:</b> Pompano Beach	High _____	Range: 43
	Total _____	

**Comments**

This land use plan amendment does not include residential use and as such, is not anticipated to generate additional students into Broward County Public Schools. Additionally, the site is not located directly adjacent to existing public schools and as proposed, will not have direct physical impact on Broward County Public Schools.

October 14, 2019  
\_\_\_\_\_

Date

Reviewed By:  
  
\_\_\_\_\_

Signature

Mohammed Rasheduzzaman, AICP  
\_\_\_\_\_

Name

Planner  
\_\_\_\_\_

Title

# ATTACHMENT 6

EP&GMD COMMENTS  
PC 20-3  
Page 1

## ENVIRONMENTAL PROTECTION & GROWTH MANAGEMENT DEPARTMENT REVIEW AND COMMENTS ON PROPOSED BROWARD COUNTY LAND USE PLAN MAP AMENDMENT

**For:** Broward County Planning Council

**Applicant:** City of Pompano Beach

**Amendment No.:** PC 20-3

**Jurisdiction:** Pompano Beach

**Size:** Approximately 4.2 acres

**Existing Use:** Parking lot

**Current Land Use Designation:** 3.5 acres of Recreation and Open Space  
0.7 acres of Community

**Proposed Land Use Designation:** Commerce

**Location:** In Section 31, Township 48 South, Range 43 East; generally located north of Atlantic Boulevard between Riverside Drive and State Road A1A

Note: Findings and Recommendations do not constitute waivers from any federal, state or local law.

### ANALYSIS AND FINDINGS:

#### ENVIRONMENTAL ENGINEERING AND PERMITTING DIVISION

**Wetlands** - [CP Policies 7.5.9, 7.5.11, 13.8.1, 13.8.2, 13.8.3, 13.8.5, 13.8.6, 13.9.3, 13.9.4, 13.9.6, 13.10.1, 13.10.3, 13.10.4; BCLUP Policies 2.22.1, 2.22.2]

There are no wetlands or regulated surface waters on this parking lot site.

**Upland Resources (including Tree Preservation and Greenways)** - [CP Policies 13.6.11, 13.6.13, 13.6.14; BCLUP Policies 2.20.17]

Review of aerial photographs indicates that the subject site contains mature tree canopy. Development of the site must comply with the tree preservation regulations of the City of Pompano Beach. The applicant is required to minimize the number of trees to be removed by incorporating suitable existing trees in the site plan design. If trees cannot be incorporated into the site plan in their current location, the applicant is required to relocate suitable trees. Any trees permitted for removal



## EP&GMD COMMENTS

PC 20-3

Page 2

must be replaced. If the above requirements are adhered to, the proposed land use plan amendment is not expected to have a negative impact on upland resources.

### **Air Quality** - [CP Policy 13.1.15, BCLUP Policy 2.25.1]

The preliminary traffic analysis indicates that the proposed amendment would result in an increase by **182** PM peak hour vehicles per day compared to trips associated with the current designation. Based upon the trips generated and the projected level of service on surrounding roadways, an amendment to the proposed land use designation can reasonably be assumed to have a **moderate impact** on air quality. Based on the Broward County Roadway Capacity and Level of Service Analysis 2017 and 2040, the current level of service rating on all roadways is currently degraded and the long-term traffic impact on the level of service rating will continue to be degraded. There are **no** Air State Permitted facilities within half a mile of the amendment site. Therefore, there are no existing or potential odor or noise concerns.

The proposed site is situated along heavily trafficked intersections; therefore, the Air Quality Program recommends pro-active long-term planning methods that will result in the prevention of any further deterioration of our air quality and quality of life. The Air Quality Program recommends that the plan for development includes air quality measures or provisions that will support alternative methods of transportation. These measures include promoting the use of transit, promoting the use of ridesharing, promoting the use of alternative fuel vehicles (AFV) where appropriate and AFV infrastructure, and the use of pedestrian friendly designs which will include native tree shaded areas. *(MO 10/31/2019)*

### **Contaminated Sites** - [CP Policies 13.2.1, 13.2.6, 13.2.7; BCLUP Policies]

The list of known contaminated sites (from EPGMD's GIS Database of Contaminated Locations in Broward County) has been reviewed. There are **five** listed contaminated sites within one-quarter mile of the proposed amendment location. If there are any proposed dewatering locations, the applicant must submit a pre-approval from Broward County's Environmental Engineering and Permitting Division.

See attached map and database for further information as it relates to the land use amendment site. *(MO 10/1/2019)*

### **Solid Waste** - [CP Policies 6.1.2, 6.1.3, 6.2.6, 6.2.7, 13.2.7; BCLUP Policies 2.26.1, 2.26.2, 2.26.3, 2.11.5, 3.4.2, 3.4.3, 2.11.8]

There are **no** active or inactive solid waste facilities located near the proposed amendment site. *(MO 10/1/2019)*

## **ENVIRONMENTAL AND CONSUMER PROTECTION DIVISION**

### **Wellfield Protection** - [CP Policies 4.2.10, 4.4.13, 6.2.6, 6.2.7, 7.5.2, 7.5.3, 7.5.4, 13.2.2, 13.3.3, WM3.6, WM3.18; BCLUP Policies 2.26.1, 2.26.2, 2.26.3, 2.11.5]

The proposed amendment site is not currently within a wellfield zone of influence. No special restrictions apply under Broward County's Wellfield Protection regulations. *(CB 09/26/2019)*

## EP&GMD COMMENTS

PC 20-3

Page 3

**SARA TITLE III (Community Right to Know)** - [CP Policy 13.2.7, WM3.18;]; BCLUP Policies 6.2.6]

The list of known SARA Title III Facilities in Broward County has been reviewed. There are no known SARA Title III Facilities on or adjacent to the proposed amendment site. *CB 09/26/2019)*

**Hazardous Material Facilities** - [CP Policies 13.2.1, 13.2.6, 13.2.7, WM3.18; BCLUP Policies 6.2.6]

The list of known hazardous material facilities and storage tank facilities (from ECPD's GIS Database of hazardous material facilities in Broward County) has been reviewed. There are seven (7) known hazardous material/storage tank facilities on, adjacent to, or within ¼ mile of the amendment site. Of the 7 facilities, two (2) are storage tank facilities, two (2) are hazardous material facilities, and three (3) are facilities that have both hazardous materials and storage tanks. (*CB 09/26/2019)*

### **ENVIRONMENTAL PLANNING & COMMUNITY RESILIENCE DIVISION:**

**Specially Designated Areas** - [ CP policies 13.6.1, 13.6.4, 13.6.6, 13.6.7, 13.6.9, 13.6.10, 13.7.2, 13.7.5; BCLUP Policies 2.23.1, 2.23.2, 2.23.3, 3.3.9, 3.3.10]

County specially designated areas, e.g. Natural Resource Areas, Native Vegetative Communities Category Local Areas of Particular Concern, Urban Wilderness Inventory sites, do not exist within the boundaries of the proposed amendment site.

**Protected Natural Lands** – The project site is not included in the Protected Natural Lands Inventory and not adjacent to a site in the inventory. The Protected Natural Lands Inventory is a comprehensive database of public and private native vegetative communities that have been protected through acquisition or regulatory mechanisms and are managed for conservation purposes. The Inventory provides information regarding the ownership and management for each of the Protected Natural Lands and may be accessed at:

<http://www.broward.org/NaturalResources/LandStewardship/Pages/NaturalLands.aspx>

**Marine and Riverine Resources** - [CP Policies 7.5.10, 13.2.3, 13.5.3, 13.7.6, 13.7.8; BCLUP Policies 3.3.4, 2.11.6, 2.27.1, 2.27.2, 2.27.3, 2.11.7, 3.3.12, 2.27.4, 2.24.2] The proposed land use designation is not expected to have an impact on marine or riverine resources. Impacts to resources require review and licensing under Article XI of Chapter 27, Broward County Code of Ordinances.

**Priority Planning Areas for Sea Level Rise** – [CP Policies 19.2.2, 19.3.7, 19.3.12, 19.3.13; BCLUP Policies 2.21.1, 2.21.2, 2.21.3, 2.21.5]

The Priority Planning Areas for Sea Level Rise Map identifies areas that are at increased risk of flooding due to, or exacerbated by, sea level rise by the year 2060. In review of land use plan amendments, the County requires the applicant to demonstrate that the project will not increase saltwater intrusion or areawide flooding, not adversely affect groundwater quality or

## EP&GMD COMMENTS

PC 20-3

Page 4

environmentally sensitive lands, and that subsequent development will be served by adequate stormwater management and drainage facilities.

The County also strongly discourages those amendments which would place additional residential and non-residential development at risk of flooding from sea level rise. The County will take into consideration sea level rise and flood protection mitigation strategies and requirements included within the city's local comprehensive plans and/or development regulations, or improvements committed to by the applicant which would mitigate or enhance flood protection and adaptation from rising sea levels.

While the County encourages applicants to consider these and other impacts from climate change during the site planning process, the proposed amendment site does not contain, fall within, or overlap with an area for planning consideration, as indicated on the Priority Planning Areas for Sea Level Rise Map. Therefore, Policy 2.21.1 and portions of policy 2.21.5 do not apply to the review of this project.

However, it is important for the applicant to note that areas of concern are identified near the proposed site, and that certain infrastructure, such as access roads, may be at risk to climate change impacts in the near future.

Please see the attached PPA map zoomed to the proposed amendment site for more information.

**NatureScape Program** – [CP Policies 4.4.8, 13.3.5, 13.3.7, 19.4.11; BCLUP 2.20.14] –

NatureScape is about creating Florida-friendly landscapes that conserve water, protect water quality, and create wildlife habitat. Development of the proposed amendment site should be coordinated with the NatureScape Broward Program for guidance in development of any related landscaping plans. Information regarding Naturescape can be accessed at:

<http://www.broward.org/NatureScape/Pages/Default.aspx>

**Surface Water Management** - [CP Policies 7.4.2, 7.4.3, 7.5.2, 7.5.9, 13.2.4, 13.3.12; BCLUP Policies 2.24.1, 2.24.2, 2.21.5]

The proposed amendment site is located within the jurisdiction of South Florida Water Management District and the City of Pompano Beach. Development within the site will be required to meet the drainage standards of Broward County and the South Florida Water Management District. Successful compliance with the criteria established should result in reducing the potential danger from flooding and maintaining the quality of surface waters. A surface water management permit may be needed prior to any construction on the site.

Tracts within the proposed amendment site are located within the Federal Emergency Management Agency (FEMA) flood insurance zone X .



EP&GMD COMMENTS

PC 20-3

Page 5

**Water Recharge** - [CP Policies 7.4.3, 7.5.2, 7.5.3, 7.5.4, 7.5.7, 7.5.9, 7.5.11, 7.5.12, 13.3.12, 13.3.13; BCLUP Policies 2.26.1]

The proposed land use designation would involve a major percentage of impervious area. The development resulting from the proposed land use designation would result in a net decrease in the volume of water available for recharge. The change in recharge capacity resulting from development under the proposed designation would be minor.

This impact level is determined by factoring the size of the site with the percent change of impervious area from the current designation to the proposed designation.

Please see attached Water Recharge Questionnaire.

**BROWARD COUNTY PLANNING COUNCIL**  
**WATER RECHARGE QUESTIONNAIRE**

as completed by

**ENVIRONMENTAL PROTECTION & GROWTH MANAGEMENT DEPARTMENT**

***I. Introductory Information***

- A. Amendment No.:*** PC 20-3
- B. Municipality:*** Pompano Beach
- C. Applicant:*** City of Pompano Beach

***II. Site Characteristics***

- A. Size:*** Approximately 4.2 acres
- B. Location:*** In Section 31, Township 48 South, Range 43 East; generally located north of Atlantic Boulevard between Riverside Drive and State Road A1A
- C. Existing Use:*** Parking lot

***III. Broward County Land Use Plan Designation***

***Current Land Use Designation:*** 3.5 acres of Recreation and Open Space  
0.7 acres of Community

***Proposed Land Use Designation:*** Commerce

***IV. Water Recharge Review***

***A. Describe the general impacts of the current land use designation on water recharge:***

The current land use designation is Recreation and Open Space and Community. A typical value for an impervious area produced by this type of development is approximately 20 percent.

***B. Describe the general impacts of the proposed land use designation on water recharge:***

The proposed land use designation is Commerce.

A typical value for an impervious area produced by this type of development is approximately 72 percent.

***V. Impact of Change in Land Use Designation***

The proposed land use designation would involve a major percentage of impervious area. The development resulting from the proposed land use designation would result in a net decrease in the volume of water available for recharge. The change in recharge capacity resulting from development under the proposed designation would be minor.

This impact level is determined by factoring the size of the site with the percent change of impervious area from the current designation to the proposed designation.

***VI. Comments***

*Maena Angelotti*

By: \_\_\_\_\_

Date 10/2/2019

Maena Angelotti

Environmental Planning and Community Resilience Division

**BROWARD COUNTY PLANNING COUNCIL**

**WETLAND RESOURCE QUESTIONNAIRE**  
**as completed by the**  
**ENVIRONMENTAL PROTECTION & GROWTH MANAGEMENT DEPARTMENT**

***I. Introductory Information***

- A. *Amendment No.:*** PC 20-3
- B. *Municipality:*** Pompano Beach
- C. *Project Name:*** Oceanside Parking Lot Redevelopment

***II. Site Characteristics***

- A. *Size:*** Approximately 4.2
- B. *Location:*** In Section 31, Township 48 South, Range 43 East; generally located north of Atlantic Boulevard between Riverside Drive and State Road A1A ilton Manors
- C. *Existing Use:*** Parking lot

***III. Broward County Land Use Plan Designation***

- A. *Current Designation:*** 3.5 acres of Recreation and Open Space  
0.7 acres of Community
- B. *Proposed Designation:*** Commerce

***IV. Wetland Review***

- A. *Are wetlands present on subject property?*** No
- B. *Describe extent (i.e. percent) of wetlands present on subject property.*** 0%
- C. *Describe the characteristics and quality of wetlands present on subject property.***
- D. *Is the property under review for an Environmental Resource License?*** No.
- E. *Has the applicant demonstrated that should the proposed Land Use designation be approved, the proposed project will be consistent with the requirements of Article XI, Chapter 27 of the Broward County Code of Ordinances?*** No license is required for work within the existing parking lot under Article XI.

Wetland Resource Questionnaire  
PC 20-3

V. Comments:

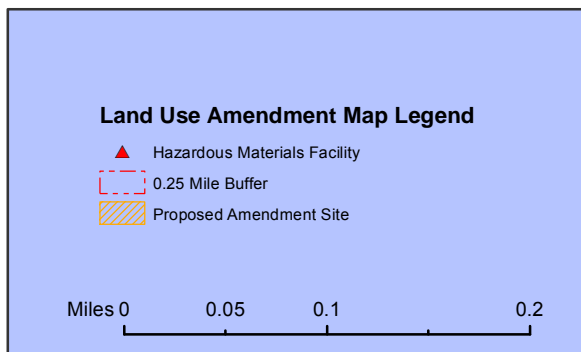
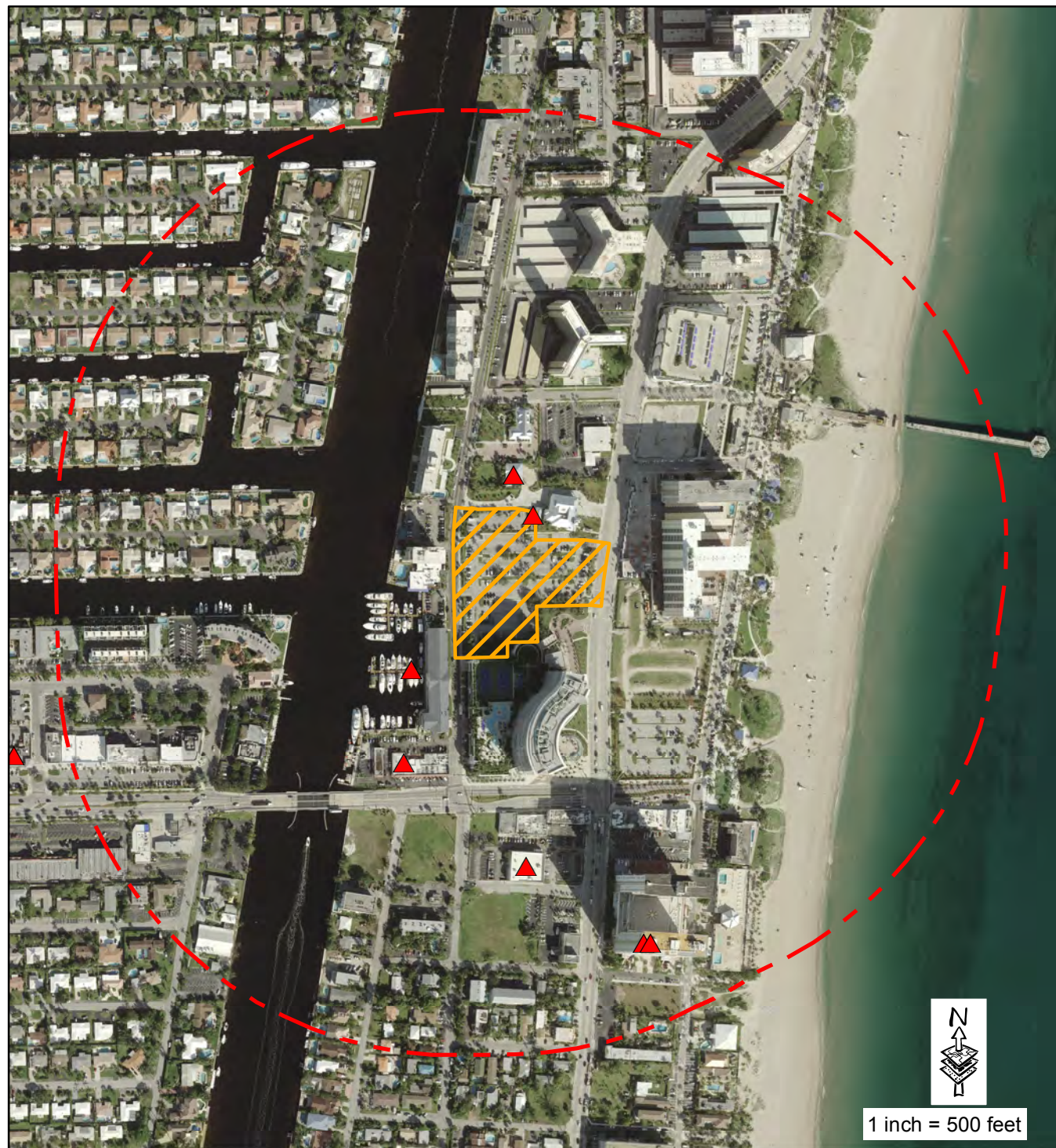
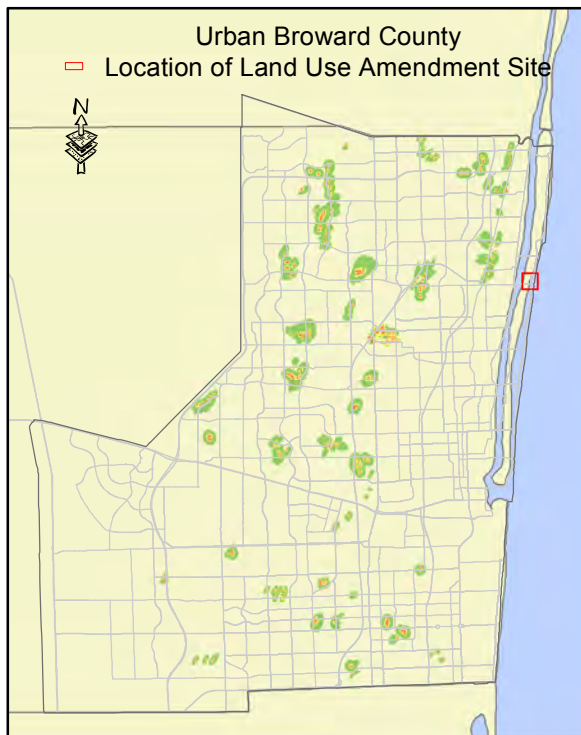
Completed by: Linda Sunderland, NRS  
Natural Resources Manager

<b>Hazardous Materials Facilities within, adjacent to, or in close proximity (.25 miles) of Land Use Amendment</b>			
<b>Name of Facility</b>	<b>Address</b>	<b>Type of Facility based on SIC</b>	<b>Type of License</b>
City of Pompano Beach - Fire Station #11	109 N OCEAN BLVD Pompano Beach 33062	6512 - Operators of Nonresidential Buildings	Hazardous Materials and Storage Tank
City of Pompano Beach - Master L.S. 12	190 N RIVERSIDE DR Pompano Beach 33062	4952 - Sewerage Systems	Hazardous Materials and Storage Tank
New Cingular Wireless CDXO	111 BRINY AVE Pompano Beach 33062	4812 - Radiotelephone Communications	Hazardous Materials
Pompano Beach Club Condo	111 BRINY AVE Pompano Beach 33062	6513 - Operators of Apartment Buildings	Storage Tank
Sands Harbor Hotel & Marina	125 N RIVERSIDE DR Pompano Beach 33062	4493 - Marinas	Hazardous Materials and Storage Tank
Taha Marine Center	3109 E ATLANTIC BLVD Pompano Beach 33062	4493 - Marinas	Storage Tank
Walgreens #2082	15 S OCEAN BLVD Pompano Beach 33060	5912 - Drug Stores and Proprietary Stores	Hazardous Materials

## Contaminated Sites

Site Number	Facility Name	Street Address	City	Zip Code	Pollutant	Facility Type	DEP Facility Number	Active
SF-1258	TEXACO POMPANO BEACH	2798 E ATLANTIC BLVD	Pompano Beach	33062	Petroleum	Gas Station	68837430	Y
SF-1881	TRIPLE M SEAFOOD	2821 E ATLANTIC BLVD	Pompano Beach	33062	Petroleum		69100158	Y
SF-1587	STANDARD, W MINER & SON	106 N OCEAN BLVD	Pompano Beach	33062	Gasoline	Gas Station	68944000	N
SF-1864	SANDS HARBOR MARINA	125 N RIVERSIDE DR	Pompano Beach	33062	Petroleum	Marina	68838265	Y
SF-1354	MOBIL SERVICE STATION, #0	3300 E ATLANTIC BLVD	Pompano Beach	33062	Petroleum	Gas Station	68501612	Y

# Land Use Amendment Site: LUA PC 20-3



Environmental and Consumer Protection Division review of Land Use Amendments for presence of hazardous materials and community right to know sites within urban Broward County. Review includes also the location of Wellfield Protection Zones. The display is generated for location purposes only. Marker (if present) is a visual aid and neither represents exact location nor distance to project site. If data are associated, data are provided "as is".

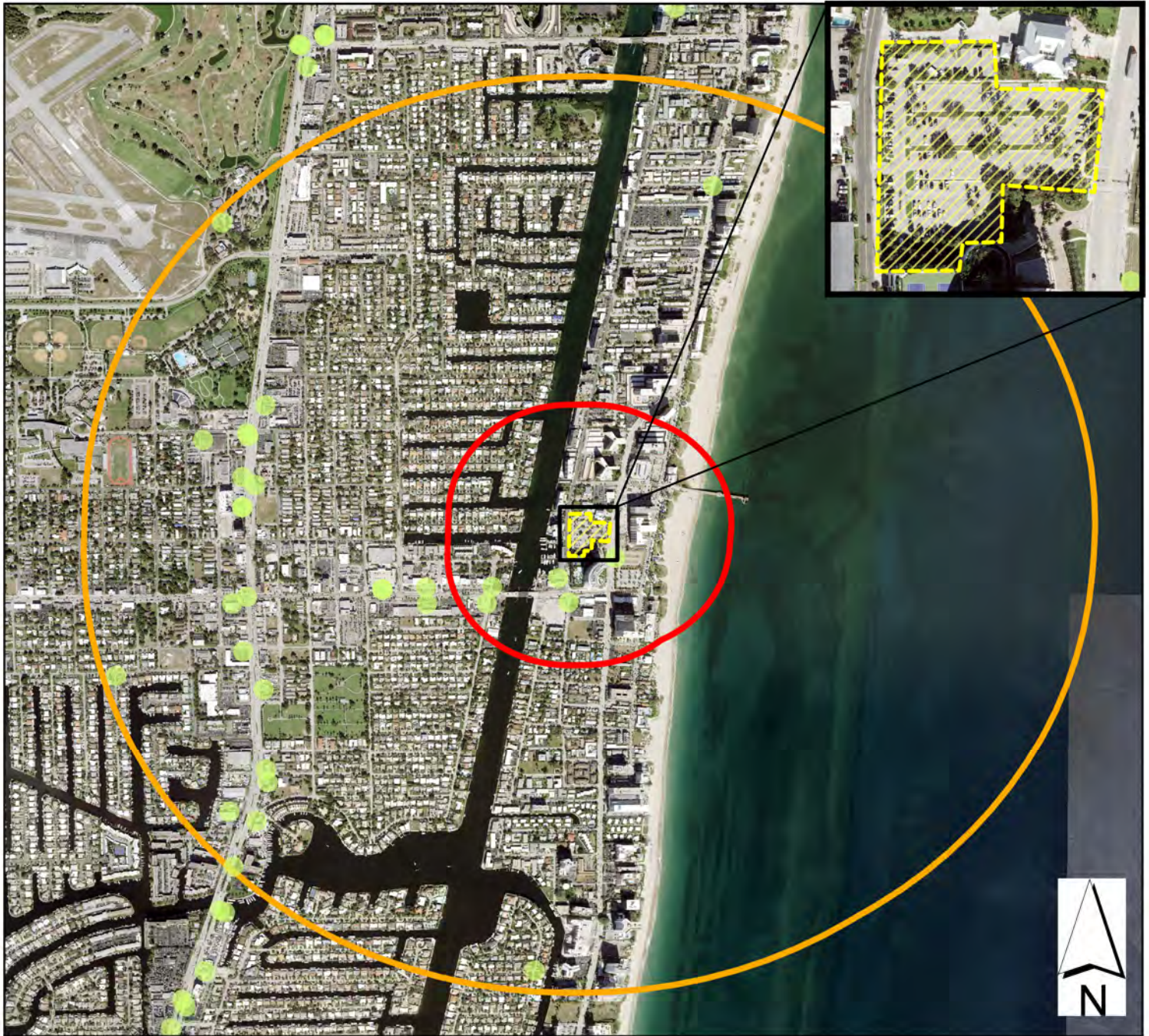
The division does not accept responsibility for damages suffered as a result of using, modifying, contributing or distributing the materials.

Prepared by: VMEBANE - September 2019  
Environmental and Consumer Protection Division








1 inch = 500 feet





0 0.5 1 2 Miles

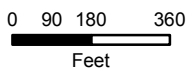
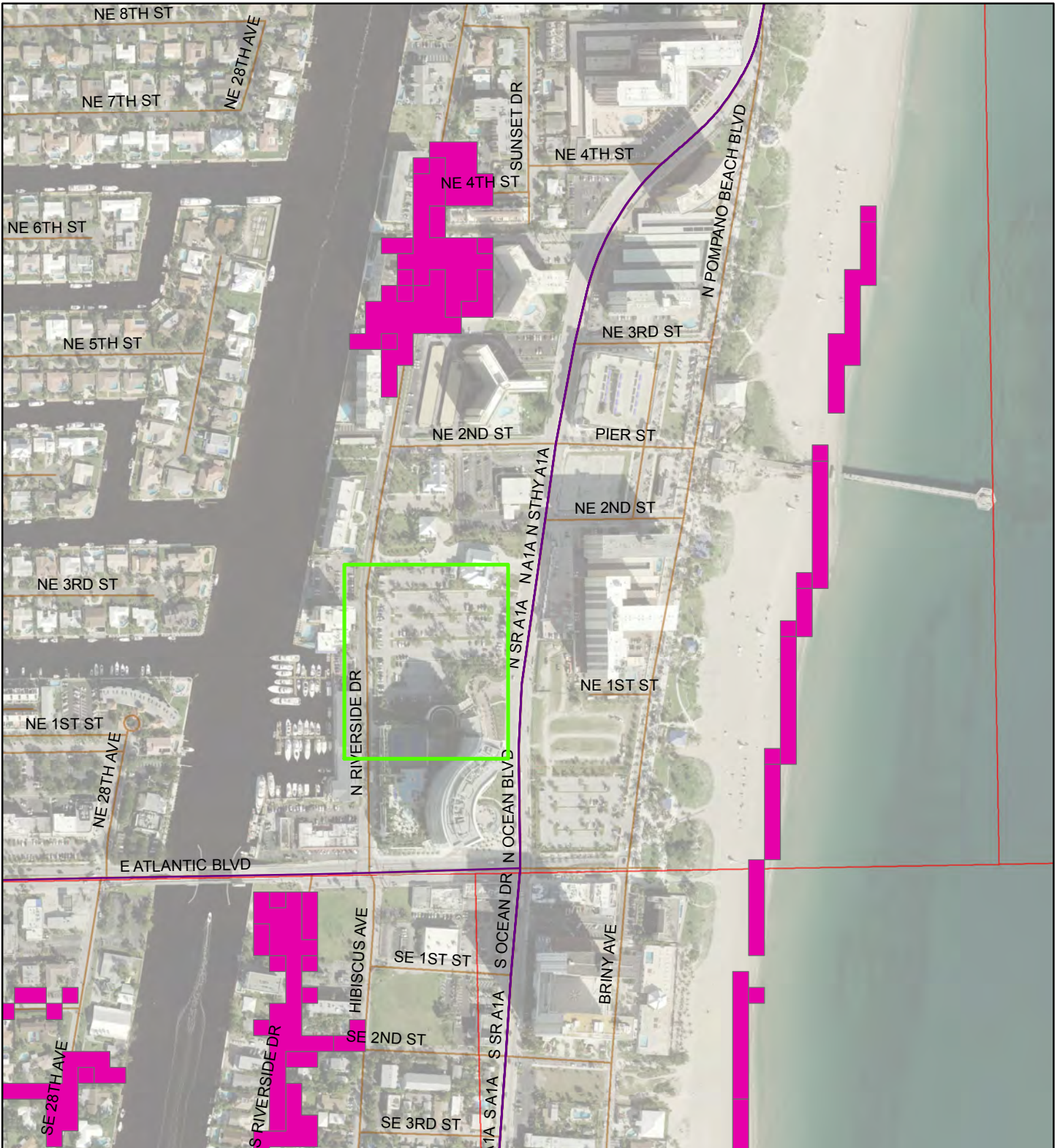
**Legend**

-  Proposed Site
-  Solid Waste Facilities
-  Contaminated Sites
-  Air State Permitted Facilities
-  One Mile Buffer
-  Quarter Mile Buffer

Generated for location purposes only. Marker size is a visual aid and neither represents exact location nor area of designated facility.

Prepared by: MOSPINA- September 2019  
Environmental Engineering and Permitting Division

# Broward County Land Use Plan Proposed Amendment PC 20-3

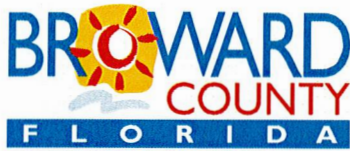


Proposed Land Use Plan Amendment



Priority Planning Areas for Sea Level Rise: Areas near tidal water bodies at an increased risk of inundation under a 2 foot sea level rise scenario, projected to occur by 2060.

ATTACHMENT 7



Regional Emergency Services and Communications  
EMERGENCY MANAGEMENT DIVISION  
201 N.W. 84<sup>th</sup> Avenue • Plantation, Florida 33324-1895 • 954-831-3900 • FAX 954-382-5805

October 11, 2019

19.065

Ms. Barbara Blake Boy, Executive Director  
Broward County Planning Council  
115 S. Andrews Ave., Room 307  
Fort Lauderdale, FL 33301



RE: PC 20-3 Pompano Beach Oceanside Parking Lot Redevelopment

Dear Ms. Blake Boy:

We are in receipt of the proposal for the redevelopment of the Oceanside Parking Lot that is owned by the City of Pompano Beach. It is our understanding that the proposal would include an addition of 42,000 sq. feet of commerce use with retail space, office space, a beach grocery store and a 300 room hotel with a net effect of reduction of 3.5 acres of recreation and open space and 7,000 sq. feet of community use.

Hurricane Evacuation Analysis

Policy 2.12.8 of the BCLUP states that "Broward County shall discourage land use plan amendments which negatively impact hurricane evacuation clearance times and/or emergency shelter capacities".

The proposed Project is located in a designated Broward County Hurricane Evacuation Zone for typically a Category 1 or higher storm. Currently, it is not anticipated that the project would significantly diminish the level of service for the designated hurricane evacuation routes nor the shelter capacity at this time. However, it is strongly recommended that the City of Pompano Beach public safety officials develop a suitable hurricane evacuation and reentry plan for the possible guests, and tenants of this development.

Sincerely,

*TLJ*  
*for Tracy L. Jackson*  
Tracy L. Jackson  
Director

## ATTACHMENT 8

### BrowardNext - Broward County Land Use Plan Policies "Parks/Conservation"

#### Planning Council Staff Review Comments Regarding Proposed Amendment PC 20-3 City of Pompano Beach

**POLICY 2.5.4 Broward County shall strongly encourage the preservation of open space areas. Amendments to the Broward County Land Use Plan which would result in the loss of open space shall be strongly discouraged and be required to address how open space and recreation needs of the existing and projected residents of the community will be met, including how the negative impacts of the loss of open space on surrounding neighborhoods will be minimized or mitigated.**

#### Planning Council Staff Comment

The subject site is 4.2 gross acres and is currently designated as 3.5 acres of Recreation and Open Space and 0.7 acres of Community. The proposed amendment site would change the land use designation to Commerce.

For informational purposes, the City of Pompano Beach has 614.14 acres in its parks and open space inventory to serve its residents, including the removal of 3.5 acres of recreation and open space with this proposed amendment. The City's 2045 projected population (139,760) requires approximately 419.28 acres to meet its level of service (LOS). The City continues to meet both its adopted LOS and the BCLUP community parks acreage requirement of 3 acres per one thousand existing and projected population. See Attachment 1.

The City has indicated that the amendment site is currently utilized as a surface parking lot and does not reduce the amount of green or open space in the area. The site is part of the overall redevelopment of the City's public beach park, and may include a hotel, grocery store and parking structure with approximately 750 parking spaces, which would replace the existing 279 surface parking lot spaces. The additional parking will allow more members of the community and visitors access to the beach, the new \$9 million pier and the 3.2-mile, \$16.9 million Complete Street renovation of State Road A1A from the Hillsboro Bridge to the southern City limits, which is being funded through the City's General Obligation (GO) Bond. These improvements will serve to enhance the open space and recreational opportunities of the community by adding bicycle facilities, wide pedestrian sidewalks and landscaping to provide shade and beautification, thus encouraging more people to walk and bike to the beach park. In addition, the City has provided information regarding many of its planned and programmed open space and public use improvements and transformations. See Attachment 10.



# CITY MANAGER'S OFFICE

Greg Harrison, City Manager

E: [greg.harrison@copbfl.com](mailto:greg.harrison@copbfl.com) | P: 954.786.4601 | F: 954.786.4504

October 30, 2019

Barbara Blake Boy, Executive Director  
Broward County Planning Council  
115 South Andrews Avenue, Room 307  
Fort Lauderdale, FL 33301

Via: Email



Dear Ms. Blake Boy,

## RESPONSE TO COUNTY COMMENTS OCEANSIDE PARKING LOT LUPA – PC 20-3

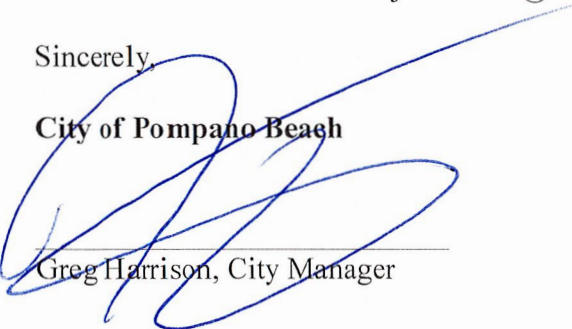
The County staff review of the City of Pompano Beach proposed amendment to the County Land Use Plan to change the underlying land use of the Oceanside Parking Lot from Recreation to “Commerce” (Commercial on the City’s Plan) to allow a public parking structure, hotel and beach grocery store resulted in the following three staff comments:

- The Emergency Management comments identify that a hurricane evacuation program for the hotel needs to be provided. (See Attachment 1)
- The Environmental Planning and Growth Management Division identified that Priority Planning Areas are in proximity to the amendment site and the City should provide their approach to adaptation to sea level rise and mitigation of climate change impacts. (See Attachment 2)
- The MPO/BCPC staff theoretical traffic analysis resulted in the conclusion that two links of the road network are significantly impacted (defined by the project theoretically increasing traffic on those roadways by 3% or more) and those links are currently operating at LOS “D” and are projected to operate at a LOS “F” *without* the proposed amendment. The two links are:
  - Atlantic Boulevard, east of US1
  - SR A1A, between Atlantic Boulevard and NE 14 Street. (See Attachment 3)

The attachments to this letter explain the City’s approach to addressing these three issues. Should you need any additional information or have any questions, please do not hesitate to contact Jean Dolan at 954.786.4045 or via email at [jean.dolan@copbfl.com](mailto:jean.dolan@copbfl.com).

Sincerely,

City of Pompano Beach



Greg Harrison, City Manager

## **ATTACHMENT 1**

### **HOTEL HURRICANE EVACUATION PLANS**

The County's Land Use Plan identifies the need to create a methodology to determine the impacts of residential and hotel uses on hurricane evacuation clearance times and shelter capacities. In absence of that methodology, the Behavioral Study prepared by the South Florida Regional Planning Council (SFRPC) and available on the SFRPC's website is the best available data to use to estimate those impacts. According to that study the maximum hotel occupancy assumed during Hurricane Season is 86% and only 2% of those people are projected to evacuate to a shelter. The 86% maximum occupancy assumption results in 258 out of the 300 maximum proposed hotel rooms being occupied during hurricane season. If 2% of those room occupants choose to go to hurricane shelters, a total of 9 rooms could possibly go to a public hurricane shelter. Assuming an average of 2.3 persons per room, an estimated 20 people could arrive at a hurricane shelter from these proposed 300 hotel rooms.

It should be noted that Emergency Management professionals have long supported the evacuation to friends and family or inland hotels NOT to shelters. It is almost unheard of for people with the financial resources to vacation in a beach-side resort to choose to evacuate to a public hurricane shelter. The hospitality industry has made great strides in their abilities to make internal arrangements for their guests who can't return home when a visitor evacuation is ordered. The coastal hotels coordinate with their inland "sister" hotels to accommodate guests in a safer location, whenever possible. Better hurricane forecasting and tracking give the hoteliers greater confidence in identifying safer locations for their guests. The internet makes finding accommodations much easier than in the past when phone calls were the only methodology. These realities have greatly improved the hospitality industry's ability to serve their guests in evacuation situations. To support the trend in the hospitality industry and forward the public goal of not increasing hurricane evacuation clearance times, the city will condition approval of the hotel and require the hotel operator to make a reasonable attempt to find alternative accommodations for any guests that need such assistance during a mandatory visitor evacuation.

It should also be noted that Pompano Beach currently has two additional land use plan text amendments into the County for consideration, the LIVE! Resorts Pompano project and the Downtown Pompano TOC project. Both of these LUPA text amendments propose a significant increase in the number of hotel rooms as part of the property rights being modified for those districts (total proposed is 870 rooms). This will increase the number of available rooms during hurricane season by at least 122 rooms (given the 86% maximum occupancy assumption) that can be used to shelter any remaining tourists staying on the beach during hurricane season.

A final and important point is the City is more restrictive than the County in regard to land use policy in the hurricane evacuation zone on the barrier island. The City of Pompano Beach currently discourages residential land use plan amendments on the barrier island per the City's Comprehensive Plan Future Land Use Element Policy 01.09.01 and has taken the barrier island out of the Flexibility Receiving Area, which is more restrictive than the County policy related to flex unit allocations east of the Intracoastal Waterway. The City, therefore, has a clear policy that commercial development on the barrier island, primarily hotels, is the most appropriate use in that vulnerable area. It is also clear that the beach area is not an appropriate location for an employment center of any significant scale. The County, therefore, should revisit their policy of discouraging hotel uses on the barrier island because it is the most reasonable use of the property with a commercial land use.

## ATTACHMENT 2 CLIMATE CHANGE AND SEA LEVEL RISE

The City is aware of the location of the Priority Planning Areas in the vicinity of the properties on the barrier island. Though the higher elevations of the coastal ridge provides some level of flood protection to the barrier island, the elevations become significantly lower adjacent to the Intracoastal Waterway which is the primary source of tidal flooding in the City. For this reason, the impact areas closest to the Oceanside Parking Lot are those west of Riverside Drive. The Riverside Drive Streetscape and Drainage Improvements is one of the projects identified in the City's Capital Improvements Plan. The City has estimated the need for over \$400,000 for the design phase of this project. The project specifically addresses the segment of Riverside Drive between the NE 14th Street Causeway and NE 8th Street and can be used as a model for the remainder of the Riverside Drive improvements to accommodate projected sea level rise. The ground surface elevation along the centerline of North Riverside Drive is as low as 1.3 feet NAVD at some locations. Due to the very low elevation of the road, the flooding problems in the area are directly influenced by the tidal fluctuations within the Intracoastal Waterway. The City has already installed drainage backflow prevention valves on many of the outfall pipes into the Intracoastal Waterway and continues to fund additional installations on an annual, phased basis based on the frequency of tidal flooding that is already occurring.

The City is also taking other steps to address climate change impacts which include, but are not limited to, the imminent threat of sea level rise. Some of those many initiatives are listed below:

**Comprehensive Plan Update:** Policies regarding private sector development regulations and public sector capital improvement projects to adapt to sea level rise are being addressed in the City's Comprehensive Plan. The scope of work for the update to the Comprehensive Plan, therefore, integrates sea level rise and sustainability as a central theme around which the updated elements are organized. This is the best way to elevate the importance of the sea level rise issue, as well as other issues that affect the short and long term sustainability of the City, and create a policy document that the City Commission can adopt as the basis for moving forward with expensive capital improvements to rebuild the city's roads and underground infrastructure systems at higher elevations to adapt to sea level rise. It will also serve to establish the enabling policies to be converted into land development regulations that require higher finished floor elevations and water retention and mechanical discharge (pumping) strategies for private property. The impact of implementing such land development regulations on the private sector will also be expensive but imperative to adapt to the adopted projection of 2-feet of sea level rise by 2060.

**Sustainability Coordinator:** Hiring a Sustainability Coordinator and working with the County to incorporate sea level rise into the FEMA flood maps will lead directly to improved regulations and a framework for adapting local infrastructure and adjacent development to sea level rise. The approach to sea level rise adaptation must be adopted County-wide to avoid the scenario where the cities that are prepared become isolated by surrounding cities that do not adapt and flood to the point of inaccessibility.

**Seawall Heights:** An ordinance to establish the minimum 5-foot NAVD seawall height recommended by the County is being brought forth to the City Commission. The increase in seawall heights is the first step in adapting to the increased water levels in the Intracoastal and the primary drainage system, however, higher sea walls will not prevent the drainage system from failing when outfall pipes are under water so that no rainfall can be discharged via gravity. While pumping will be a short term adaptation

strategy for the lowest lying areas, true adaptation to sea level rise must include raising the elevation of the streets and all of the underground infrastructure, with particular emphasis on the drainage system.

**Reuse, Water and Wastewater Infrastructure Plans:** The reuse system has extended the life of our fresh water wells by reducing the amount of raw water Pompano pumps out of the aquifer. Continued salt water intrusion into the aquifer, however, is inevitable as sea level rises. The reuse, water and wastewater master plans are updated every 5-years and incorporate sea level rise projections and look at actual strategies to raise the infrastructure so it will not be completely inundated. The plan for future raw water supply includes adding 8 new wells to the western wellfield to accommodate demand after saltwater intrusion has taken the eastern wellfield out of service.

Other SLR and sustainability efforts conducted by the City include:

- Ongoing: The City has been an All American Tree City for 25 years thus maximizing carbon sequestration.
- 2009: The City proclaimed October 24, 2009 as “International Climate Action Day”.
- 2012: Zoning Code Article 5, Part 8: Sustainable Development Standards, was first adopted by the City in 2012 in conjunction with the adopting of the revised Zoning Code. The purpose of these regulations is to promote sustainable development practices as a means of addressing global climate change, protecting natural resources, and ensuring a high quality of life for future city residents.
- 2013: Resolution 2013-134, the City Commission affirmed its endorsement of the Mayor’s Climate Action Pledge and the City’s support for the Southeast Florida Regional Climate Change Compact. By adopting this resolution the City Commission re-affirmed its support for addressing issues related to sea level rise and its impact on the City.
- 2013: The City of Pompano Beach Stormwater Master Plan contains detailed inundation maps that reflect the impact of storm events and sea level rise. These maps define the vulnerable facilities the stormwater plan focuses on.
- 2016: The Mayor of Pompano Beach joins (and continues to be active on) the US Conference of Mayor’s Climate Change Committee.
- 2016: The City adopted Resolution 2016-134, which is the City of Pompano Beach’s formal adoption of the 2015 Update of the Unified Regional Sea Level Rise Projection. This data will form the basis for future engineering and planning activities associated with SLR.
- 2016: The 2016 Regional Climate Action Plan (RCAP) Municipal Implementation Survey Report produced by the Southeast Florida Regional Climate Change Compact provides an update on the participating Southeast Florida municipalities, including Pompano Beach, in their progress in implementing the RCAP.
- 2017: Development Services staff participated in the Sea Level Rise Solutions Conference held by the Greater Miami Chamber of Commerce which discussed regional collaboration and building solutions regarding sea level rise.
- 2017: In order to assess the current rain-related flood mitigation practices of the City, find new ways to reduce rain-related flood risk (and possibly obtain a lower classification and increase flood insurance discounts that cover all flood related hazards including SLR), and to convert practices to the “new” Community Rating System (CRS) manual standards, the City hired CRS Max Consultants. CRS Max Consultants identified a few areas where changes in the regulations in Chapter 152 could help obtain additional CRS points and those changes have been adopted by the City Commission. Additionally, the City has created a Program for Public Information (PPI) Committee to find additional ways to obtain CRS credits through outreach.



- 2018: City Staff participates in the Broward County Mitigation team and the City Commission recently adopted the updated Enhanced Local Mitigation Strategy (ELMS) Plan.  
2018: As part of the FY 2018 budget, the City Commission approved cost sharing with the Broward County 100 year community flood map update which incorporates sea level rise projections into the FEMA flood maps which are currently only based on rain-induced flood events and do not address “blue sky flooding” from high tides.
- 2018: Staff is currently evaluating the existing heights and conditions of existing sea walls in the City to determine how best to support the implementation of the new 5 foot NAVD design standard for seawall reconstruction.
- 2018: The City’s adopted Strategic Plan includes the following initiatives which are being implemented:
  - Requires LEED standards in new facilities and retrofitting existing facilities (ongoing);
  - Monitoring and adoption of energy efficient practices and technologies (ongoing);
  - Requires an analysis of SLR on the City (included in SMMP and continuing);
  - Integration of SLR in Comprehensive Plan;
  - Implement saltwater intrusion abatement projects (ongoing).
- 2019: City hired RS&H to complete a City Sustainability Strategy which has been drafted and is under review and will be presented to City Commission for adoption.
- 2019: City institutes a 4 day work with 10-hour days to save energy at City facilities.

The City’s utility, public works and engineering divisions are actively planning for and hardening the infrastructure system to address SLR. Those initiatives and actions include:

- 1986: Sanitary manhole lining/coating program to prevent groundwater intrusion (ongoing with increasing quality of technologies)
- 1987: Lining wastewater lines to prevent groundwater intrusion (ongoing with increasing quality of technologies)
- 1996: MS4 permit compliance (ongoing with increasing complexity)
- 2003 Manhole rain-guards to protect wastewater system from flooding and stormwater overloads
- 2003: Development of wastewater force main system model with updates
- 2006: Saltwater intrusion abatement using reuse water and operation of a second wellfield to the west
- 2006: Outreach program to expand connections to reuse system and promote water conservation (ongoing)
- 2006: Development of drinking water system hydraulic model
- 2008: Installation of backflow valves to prevent tidal flooding of the stormwater system during high tide events (ongoing with increasing quality of technologies)
- 2010: Staff attends climate change meetings & webinars (ongoing)
- 2010: Infrastructure hardening study conducted by FAU
- 2012: Sea Wall improvements (Code amended in 2012 for higher seawall elevations)
- 2012: Development of reuse water hydraulic model
- 2013: Lidar data points (Lidar is a form of aerial survey of elevations) evaluation of City stormwater system in conjunction with implementation of Stormwater Master Plan adopted in 2013 which incorporates climate change impacts
- 2015: Implementation of best practices and LEEDS methods and use of impervious pavers
- 2013: City GIS used to track horizontal utilities infrastructure maintenance for water, wastewater, reuse and stormwater pipes, valves, hydrants, etc.

- 2014: Funding Stormwater Master Plan projects by increasing stormwater utility rates for the next 10-years
- 2014: Have applied for stormwater management program grants (ongoing)
- 2016: Installed sea level gauge on the Intracoastal for continuous reads at a known flooding location, a second was installed in 2018
- 2016: Asset Management System implementation began at Water and Reuse Plants (completed at Reuse Plant in 2016) as well as City Buildings and Public Works.
- 2016: Wastewater masterplan incorporates SLR
- 2017: Hardening projects at water plant
- 2017: Rates were approved for the next 5-years for the water, wastewater and reuse system
- 2017: Funding package for stormwater through the state revolving loan fund
- 2018: Drinking water masterplan update underway which continues to incorporate SLR
- 2018: Reuse water masterplan update underway which continues to incorporate SLR
- 2019: The City offers the Dropcountr App to utility customer for free. This app allows a real time view of water use to identify leaks, peak hours of use and other information to promote water conservation and reduced costs to customers.

## ATTACHMENT 3 TRANSPORTATION MITIGATION

The City's transportation consultant, Kimley Horn, has provided a technical review and response to the Broward County MPO and Broward County Planning Council staff traffic analysis which is part of this attachment. The consultant has also proposed a dollar figure representing a proportionate share of a Surtax project on Atlantic Boulevard as mitigation for the theoretical traffic impact of the proposed land use change in the amount of \$162,755.10. The reason the Surtax project was selected as a mitigating project is because, traditionally, the County will only consider projects that "increase road capacity" to be a qualifying projects for impact mitigation. The City chose to present the dollar figure based on this Surtax project to establish a dollar value for mitigation in a manner that would be accepted by County Staff.

That said, the City believes, and will present to the BCPC Board members and the County Commission, that the \$162,755.10 in mitigation funding would be better allocated to the City's General Obligation Bond Complete Street project for A1A and micro-transit program which will provide greater benefits to mitigate traffic impacts from the project in a more sustainable manner while fully supporting the County's multi-modal vision as stated in the Broward County Land Use Plan as follows:

### MULTI-MODAL VISION

*The predominant development pattern in Broward County has historically been a suburban model with a focus on auto-oriented, low-density, separated land use, and sprawling development. Today, however, Broward County's urbanized "developable" area, consisting of approximately 431 square miles of the eastern portion of the County, can be characterized as essentially built-out. This built-out character physically and fiscally constrains the ability to increase roadway capacity through the construction of additional travel lanes for automobiles. However, Broward County expects to add approximately 235,000 new residents by the year 2040 and strives to enhance its economic base. In this light, the County is committed to support a full range of multi-modal transportation options, in coordination with municipalities and partner agencies, aligned with emerging land use patterns necessary to safely and adequately serve the County's current and future residents, businesses and visitors and strengthen the local economy.*

In addition, allocating these funds to the City's carbon-reducing A1A Complete Street and micro-transit projects will support the County's goal of reducing greenhouse gas emissions as stated in the County's Land Use Plan as follows:

- *Decreasing fuel consumption by 10% by 2020 by improving and integrating multi-modal transportation and land uses that encourage a reduction in single occupancy vehicle trips and GHG emissions, encourage an increase in walking, bicycling and transit trips and provide affordable housing proximate to urban work centers and transit.*

## A1A GENERAL OBLIGATION BOND COMPLETE STREET PROJECT

Details on the scope of the \$16.9 million A1A Complete Street project, which is FULLY FUNDED by the City's GO bond program, is attached following the traffic analysis from Kimley Horn. This project will increase person trip capacity by providing wider sidewalks, bike lanes and traffic calming from the Hillsboro Inlet south to Sunset Lane which fully encompasses the segment of A1A impacted by the theoretical traffic analysis done for the Oceanside LUPA. It is far more productive and direct to support the City's efforts to improve A1A as a Complete Street than to apply the \$162,755.10 to a Surtax project on Atlantic Boulevard. This approach to traffic mitigation fully supports the following strategy for Complete Streets as established in the County's Land Use Plan as follows:

➡ **STRATEGY MM-1:** Make the best use of the regional transportation network to move people, goods and services safely and efficiently while incorporating and promoting Complete Streets principles where appropriate in a context sensitive manner.

- *"Complete Streets" are roadways designed and constructed for all modes of transportation – automobiles, buses, bicycles, pedestrians, and freight vehicles, and for all users, regardless of age or ability. Complete Streets enhance the community's quality of life, results in positive health benefits, and have a positive impact on the economy. Broward County's transportation network is largely defined and the ability to add new links and lanes for cars is limited. The County must utilize the existing and planned regional transportation network to move people, goods and services safely and efficiently, making use of all modes of transportation, including pedestrian, bicycle and transit.*
- *Broward County shall promote, accommodate, and construct Complete Streets features throughout the County, consistent with the County's jurisdictional responsibilities, and in a "context sensitive" fashion (e.g. consideration of the surrounding area, the primary existing and planned function of the roadway, including the prevalence of freight traffic and safety).*

The Oceanside Parking Lot LUPA is within the City's East Community Redevelopment Area (CRA). As such, identifying the A1A Complete Street project as a project that qualifies as traffic mitigation for the Oceanside LUPA is consistent the County policy 2.18.2 provided below:

- **POLICY 2.18.2** *By 2018, Broward County and the Broward County Planning Council shall study and recommend integrated levels of service standards for bicycle, transit, and pedestrian facilities and services within, at a minimum, designated or proposed and eligible "Activity Centers," or municipal and county approved community redevelopment areas. If a proposed development fails to meet levels of service standards for automobile roadway capacity in such areas, the proposed development may be recommended for approval if levels of service for bicycle, transit, and pedestrian facilities and services are acceptable after considering effects from the proposed development.*

## **THE CITY'S MICRO-TRANSIT PROGRAM**

With the MPO's support, the City has just been awarded an FDOT 50% matching grant for a \$1.6 million micro-transit program which is directly targeted to reducing auto trips along Atlantic Boulevard bringing people to all the City's destinations from the Beach to the LIVE! Resorts Pompano project on Powerline Road. This micro-transit project should also qualify as mitigation for the theoretical trips being generated by the Oceanside Parking Lot LUPA project.

The map illustrating both existing and future park and ride lots and destination stops for the micro-transit system is provided as part of this attachment. The major purpose of the transit system is to reduce the traffic caused by service workers driving to work and to assist them to find affordable parking. A secondary objective is to provide convenient and dependable service to major points of entertainment and recreation, such as Pompano Beach's public beaches and surrounding amenities, and to reduce vehicle trips to and from those destinations. The program will commence moderately with at least four transit vehicles such as a 6-passenger short haul vehicle and a 9-12 passenger vehicle for longer hauls. Both systems will work hand in hand during peak demand. Mobility hubs will be established at several points in the City for drop-off and connection to other shuttles and/or bike/pedestrian facilities. As the system is introduced and the public becomes more aware of the opportunity (using marketing to advertise the system), it is expected that more vehicles and routes will be established. The City has estimated first year operations to cost \$472,000, with costs/funding increasing annually as operations are expanded. The FDOT awarded a grant of \$832,000 and the City will match these funds with an additional \$832,000 to cover the anticipated operating costs for the first three years of the micro-transit program. The City contends that redirecting \$162,755.10 of limited City funds to a Surtax project which is already fully funded from other sources will detract from the financial viability of the micro-transit program which has a greater likelihood of sustainably mitigating the traffic impact estimated to occur as a result of the Oceanside Parking Lot LUPA and should be accepted by the County as a qualifying mitigation project given the emphasis on supporting transit as a means to implement the multi-modal vision in the County's land use plan.

## **CONCLUSION**

The conclusions that the City is promoting with this attachment are as follows:

- (1) The dollar amount for mitigation of the Oceanside LUPA traffic impact is reasonably estimated as \$162,755.10 using a traditional "road capacity" project (the Atlantic Boulevard Surtax Project) which is typically the only type of project the County staff will allow be used for mitigation.
- (2) Given the County's multi-modal vision, Complete Street objectives and desire to mitigate climate change by reducing greenhouse gas emissions, it is time for the County to accept projects that reduce the demand for vehicle trips, improve pedestrian facilities and provide additional, effective and convenient transit options as qualifying mitigation projects in addition to projects that increase road capacity for cars.
- (3) The City requests the County agree to redirect the proposed \$162,755.10 in traffic mitigation funding to support local initiatives such as the A1A Complete Street project and the City's micro-transit program.

**KIMLEY HORN TRAFFIC STUDY EVALUATION AND  
PROPOSED MITIGATION FOR THE OCEANSIDE  
PARKING LOT**



October 30, 2019

Ms. Jean E. Dolan, AICP, CFM  
Sustainability Coordinator  
City of Pompano Beach Planning and Zoning Department  
100 West Atlantic Boulevard  
Pompano Beach, Florida 33060

**RE: Oceanside Parking Lot – Land Use Plan Amendment (PC20-3)  
Broward County Planning Council Traffic Analysis  
Technical Review/Proposed Mitigation Plan**

Dear Ms. Dolan:

Kimley-Horn and Associates, Inc. has reviewed the draft peak hour traffic analysis for the above-mentioned land use plan amendment application prepared by the Broward County Planning Council received on October 29, 2019 (Attachment A). The following sections summarize our review of the draft traffic analysis as well as our proposed mitigation plan for the roadway segment considered to be significantly and adversely impacted by the proposed amendment.

## **TRAFFIC ANALYSIS REVIEW**

### **Potential Trips - Proposed Land Use Designation**

#### *Gross Peak Hour Trip Generation*

The gross trip generation calculation for the proposed Commerce land use designation utilized the equations published by the Institute of Transportation Engineers (ITE) in the *Trip Generation Manual*, 10<sup>th</sup> Edition for Land Use Code (LUC) 820: Shopping Center. However, the trip generation rate applied appears to be the ‘peak hour of generator’ rate rather than the more appropriate ‘peak hour of adjacent street traffic’. The peak hour of generator rate reflects trips generated by a specific land use at the peak time of the day for that land use independent of the peak hour of the traffic on the adjacent street network. Per the table on page 635 of ITE’s *Trip Generation Manual*, 10<sup>th</sup> Edition (Volume 2), the peak hour of LUC 820 occurs mid-day (12:00 PM to 1:00 PM) on a weekday (See Attachment B). Given that the peak hour of adjacent street traffic typically occurs during a single hour between 4:00 PM and 6:00 PM, it is clear that these two (2) peak hours (generator and adjacent street traffic) do not coincide. The Southeast Florida Regional Planning Model (SERPM), used in the traffic analysis to distribute traffic and forecast future volumes, is intended to forecast traffic volumes for the peak hour of the roadway network and not a particular use. Therefore, the appropriate gross trip generation rate for this analysis is the rate coinciding with the peak hour of adjacent street traffic. Per Page 140 of ITE’s *Trip Generation Manual*, 10<sup>th</sup> Edition; the appropriate trip generation equation for use in this analysis is “ $\ln(Y) = 0.74 \ln(X) + 2.89$ ”, where Y is the number of peak hour trips and X is the size of the development in 1,000 s.f. increments (See Attachment C). The use of this equation yields 286 gross peak hour trips.

#### *Pass-By Capture Reduction*

The pass-by capture reduction applied in the analysis provided for ITE LUC 820 is 25% percent. Per Table E.9 on Page 190 of ITE’s *Trip Generation Handbook*, 3<sup>rd</sup> Edition (Attachment D), the average pass-by rate for the p.m. peak period is 34 percent for this LUC. Applying a 34 percent pass-by rate to the 286 gross peak hour trips yields a total of 97 pass-by trips.

It should be noted that FDOT’s *Site Impact Handbook*, 2019 states that pass-by trips should not exceed 10 percent of the adjacent street traffic (Attachment E). Per the volume data provided in the analysis, the two (2) way peak hour volume along SR A1A alone is reported as 1,739 vehicles per hour. Therefore, the maximum pass-by trip reduction per FDOT standards is 173 trips. Since the proposed pass-by reduction of 97 trips is less than that maximum, the reduction is considered appropriate.

*Total P.M. Peak Hour Trips*

The total p.m. peak hour trips for the proposed designation is the difference between the gross trip generation and the pass-by trip reduction, which is 189 trips.

**Net P.M. Peak Hour Trips**

Utilizing the trip generation analysis provided in this document and the existing land use designation’s credit of 45 trips, the revised net p.m. peak hour trip total is 144 p.m. peak hour trips, which represents a reduction of 38 trips or 20.9 percent when compared the initial traffic analysis provided by the Broward County Planning Council.

**Roadway Segment Analysis**

*Significant Impact (3%) Results*

Utilizing the revised net p.m. peak hour trip estimate for the amendment reduces the number of amendment trips assigned to the two (2) roadway segments identified in the initial traffic analysis. Table 1 below summarizes the revised results of the revised significance analysis.

Table 1: Significant Impact Analysis Summary					
Trafficway	Section	Initial LUPA Assignment	Initial Significance Test	Revised LUPA Assignment	Revised Significance Test
Atlantic Boulevard	East of Fed Hwy/US 1	107 trips	3.67% (Yes)	85 trips	2.90% (No)
SR A1A	Atlantic Blvd to NE 14 St	83 trips	6.24% (Yes)	66 trips	4.94% (Yes)

As indicated, Atlantic Boulevard is no longer significantly impacted as a result of the updated trip generation estimates.

*Adverse Impact Results*

The 1.3-mile segment of SR A1A from Atlantic Boulevard to NE 14<sup>th</sup> Street continues to be adversely impacted as a result of the revised analysis. However, the number of trips assigned to the segment has been recalculated as 66 peak hour trips.



## PROPOSED MITIGATION PLAN

### Broward County Transportation Surtax Program

The Broward County transportation surtax program includes the Atlantic Boulevard Adaptive Signal Control Upgrade Project which is currently planned for FY 2023/2024. The limits of this project include the entire Atlantic Boulevard corridor from University Drive to and including SR A1A (Attachment F) . Additionally, the limits include intersections along north-south corridors in the vicinity of Atlantic Boulevard including US 1/Federal Highway north of Atlantic Boulevard to NE 6<sup>th</sup> Street. The project estimated total cost is \$5.8 million, with a total project length of approximately 11.2 miles including side street limits. Therefore, the estimated cost per mile is \$517,857.14.

### Mitigation Methodology

Although the proposed adaptive signal improvement project includes only a portion of the remaining adversely impacted segment, improved operations at the SR A1A/Atlantic Boulevard intersection as well as along the parallel and adjacent segments of US 1/Federal Highway are expected to provide additional capacity within the local transportation network. Therefore, we recommend providing a proportionate share contribution to the subject surtax project for 1.3 miles of the 11.2 miles which is equivalent to the length of the adversely impacted segment along SR A1A from Atlantic Boulevard to NE 14<sup>th</sup> Street.

The associated capacity increase per mile (273 trips per mile) for the signalization system improvement was previously established by Broward County's Development Management and Environmental Review Section in an August 2, 2013 email as part of the review and approval of the mitigation plan for the Pompano Pier Parking Lot land use plan amendment (PC 13-10). Refer to Attachment G for previous correspondence on the established capacity increase.

### Proportionate Share Estimate

Given the proposed methodology, the proportionate share costs are estimated as follows:

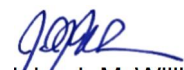
$$\frac{\$517,857.14}{\text{mile}} \times 1.3 \text{ miles} \times \frac{66 \text{ LUPA trips assigned}}{273 \text{ trips capacity increase}} = \$162,755.10$$

In summary, we recommend that a proportionate share contribution towards this project totaling \$162,755.10 be proffered to Broward County Planning Council to mitigate the traffic impacts associated with this proposed land use plan amendment.

Please contact us if you have any questions regarding this information.

Sincerely,

**KIMLEY-HORN AND ASSOCIATES, INC.**



John J. McWilliams, P.E.

Attachments

CC: Suzette Sibble, City of Pompano Beach  
Horacio Danovich, City of Pompano Beach

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# **ATTACHMENT A:**

**Broward County Planning Council Draft Traffic Analysis**

**ATTACHMENT**  
**DRAFT**  
**TRAFFIC ANALYSIS - Peak**  
**PC 20-3**

Prepared: September 12, 2019  
MPO Model Run Received: October 23, 2019

**INTRODUCTORY INFORMATION**

Jurisdiction: City of Pompano Beach  
Size: Approximately 4.2 acres

**TRIPS ANALYSIS**

**Potential Trips - Current Land Use Designation**

Current Designations: 3.5 acres of Recreation and Open Space  
0.7 acres of Community  
Potential Development: 3.5 acres of recreation and open space uses  
7,000 square feet of community uses  
Trip Generation Rates: "ITE Equation (411) Public Park" \*  
"ITE Equation (730) Government Office Building"  
Total P.M. Peak Hour Trips:  $23 + 22 = 45$  peak hour trips

**Potential Trips - Proposed Land Use Designation**

Proposed Designation: Commerce  
Potential Development: 42,000 square feet of commerce uses  
Trip Generation Rate: "ITE Equation (820) Shopping Center"  
Total P.M. Peak Hour Trips: 227 peak hour trips\*\*

**Net P.M. Peak Hour Trips** +182 peak hour trips

\*Institute of Transportation Engineers (ITE) traffic generation equations from "Trip Generation Manual - Tenth Edition," the professionally accepted methodology for estimating the number of vehicle trips likely to be generated by a particular land use.

\*\* Reflects an internal capture analysis and a pass-by traffic capture rate of 25% consistent with professionally accepted (ITE) guidelines.



*Affected Regional Transportation Network Without the Proposed Amendment: Traffic 2040:*

<u>Trafficway</u>	<u>Section</u>	<u>VOL</u>	<u>CAP</u>	<u>LOS</u>
1. Atlantic Boulevard	East of Federal Highway/US 1	3,667	2,920	F
2. State Road A1A	Atlantic Boulevard to Northeast 14 Street	1,739	1,330	F

*Affected Regional Transportation Network With the Proposed Amendment: Traffic 2040:*

<u>Trafficway</u>	<u>Section</u>	<u>VOL</u>	<u>CAP</u>	<u>LOS</u>
1. Atlantic Boulevard	East of Federal Highway/US 1	3,774	2,920	F
2. State Road A1A	Atlantic Boulevard to Northeast 14 Street	1,822	1,330	F

**PLANNING COMMENTS**

The proposed amendment is projected to increase traffic on the regional roadway network by approximately 182 p.m. peak hour trips at the long-term planning horizon. Distribution of the projected additional p.m. peak hour trips indicates that the proposed amendment would adversely impact two (2) affected roadway segments, Atlantic Boulevard, east of Federal Highway and State Road A1A, between Atlantic Boulevard and Northeast 14 Street. These roadway segments are projected to operate at an unacceptable LOS “F,” with or without the addition of the trips generated by the proposed amendment.

## **ATTACHMENT B:**

**Trip Generation Manual, 10<sup>th</sup> Edition LUC 820 Weekday Hourly  
Distribution**

Land Use	820 Shopping Center		840 Automobile Sales (New)		841 Automobile Sales (Used)		842 Recreational Vehicle Sales		843 Automobile Parts Sales		848 Tire Store	
	General Urban/ Suburban		General Urban/ Suburban		General Urban/ Suburban		General Urban/ Suburban		General Urban/ Suburban		General Urban/ Suburban	
Setting	General Urban/ Suburban		General Urban/ Suburban		General Urban/ Suburban		General Urban/ Suburban		General Urban/ Suburban		General Urban/ Suburban	
Time Period	Weekday		Weekday		Weekday		Weekday		Weekday		Weekday	
Trip Type	Vehicle		Vehicle		Vehicle		Vehicle		Vehicle		Vehicle	
# Data Sites	10		6		14		5		7		6	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0.2	10.0	0.0	9.4	0.0	9.1	0.0	10.9	0.0	8.6	0.0	7.4
12:15	0.1	10.1	0.0	8.7	0.0	9.9	0.0	10.5	0.0	8.9	0.0	8.7
12:30	0.2	9.8	0.0	9.0	0.0	9.9	0.0	10.7	0.0	9.2	0.0	9.4
12:45	0.1	9.6	0.0	8.9	0.0	9.4	0.0	8.7	0.0	9.8	0.0	11.3
1:00	0.1	9.3	0.0	9.5	0.0	8.3	0.0	8.3	0.0	8.6	0.0	11.8
1:15	0.1	9.2	0.0	9.8	0.0	7.5	0.0	8.5	0.0	7.8	0.0	11.9
1:30	0.0	9.2	0.0	10.2	0.0	7.1	0.0	7.7	0.0	7.4	0.0	12.9
1:45	0.0	9.2	0.0	10.2	0.0	6.3	0.0	8.2	0.0	6.7	0.0	11.0
2:00	0.0	9.0	0.0	10.0	0.0	7.7	0.0	8.2	0.0	7.0	0.0	10.4
2:15	0.0	8.8	0.0	9.8	0.0	8.5	0.0	9.0	0.0	7.8	0.0	9.1
2:30	0.0	8.8	0.0	9.1	0.0	8.5	0.0	8.0	0.0	8.4	0.0	8.3
2:45	0.0	8.8	0.0	8.9	0.0	8.6	0.0	7.8	0.0	9.0	0.0	9.3
3:00	0.0	8.8	0.0	8.3	0.0	8.4	0.0	7.8	0.0	8.7	0.0	10.1
3:15	0.0	8.9	0.0	8.1	0.0	8.9	0.0	7.0	0.0	8.7	0.0	10.0
3:30	0.0	9.0	0.0	8.1	0.0	9.8	0.0	9.2	0.0	8.4	0.0	9.4
3:45	0.0	9.0	0.0	7.7	0.0	10.9	0.0	9.0	0.0	8.2	0.0	9.5
4:00	0.0	9.2	0.0	7.4	0.0	11.0	0.0	10.0	0.0	8.8	0.0	9.4
4:15	0.0	9.2	0.0	7.5	0.0	11.1	0.0	9.3	0.0	8.5	0.0	9.1
4:30	0.1	9.3	0.0	8.0	0.0	11.4	0.0	8.0	0.0	8.2	0.2	8.4
4:45	0.1	9.4	0.0	8.1	0.0	10.8	0.0	8.8	0.0	7.6	0.2	8.3
5:00	0.1	9.3	0.0	8.2	0.0	10.2	0.0	6.7	0.0	7.5	0.4	6.9
5:15	0.1	9.1	0.0	8.1	0.0	9.6	0.0	5.8	0.0	7.3	0.5	6.1
5:30	0.2	8.7	0.1	6.8	0.0	7.7	0.0	4.3	0.0	7.0	0.5	5.4
5:45	0.2	8.3	0.2	5.9	0.0	6.3	0.0	2.0	0.1	6.7	0.5	3.8
6:00	0.2	8.0	0.7	5.0	0.0	4.5	0.0	1.3	0.3	6.6	0.4	3.0
6:15	0.4	7.6	1.7	4.1	0.0	3.2	0.3	0.8	0.8	5.5	0.7	2.3
6:30	0.6	7.1	2.9	3.6	0.2	2.4	0.3	0.7	1.0	5.3	1.0	1.9
6:45	0.8	6.7	4.3	3.0	0.7	1.8	2.3	0.5	1.5	5.5	1.8	1.4
7:00	1.1	6.1	5.7	2.9	1.9	1.9	5.5	0.2	2.1	5.0	2.9	1.2
7:15	1.4	5.8	6.6	1.7	3.7	1.7	6.5	0.0	2.5	5.4	3.4	0.7
7:30	1.6	5.5	7.8	1.2	4.3	1.6	8.5	0.0	4.3	5.5	4.9	0.3
7:45	1.8	4.9	8.2	0.7	4.9	1.6	7.0	0.0	4.8	5.2	6.6	0.5
8:00	2.0	4.4	8.3	0.0	5.0	1.1	6.3	0.0	5.5	4.3	7.2	0.5
8:15	2.3	4.2	8.4	0.0	7.2	0.4	9.3	0.0	6.6	3.5	7.7	0.3
8:30	2.6	3.8	7.9	0.0	7.7	0.2	9.5	0.0	6.7	2.7	7.8	0.3
8:45	3.1	3.4	8.2	0.0	9.0	0.0	12.5	0.0	7.6	1.9	8.3	0.0
9:00	3.6	2.9	7.5	0.0	11.0	0.0	14.0	0.0	8.2	1.7	9.4	0.0
9:15	4.1	2.3	7.8	0.0	9.7	0.0	12.2	0.0	8.1	1.3	10.9	0.0
9:30	4.7	1.7	7.6	0.0	10.4	0.0	12.7	0.0	7.8	0.8	11.3	0.0
9:45	5.1	1.4	7.8	0.0	11.0	0.0	12.4	0.0	8.0	0.5	10.9	0.0
10:00	5.6	1.1	8.2	0.0	10.2	0.0	12.4	0.0	8.4	0.1	10.7	0.0
10:15	6.3	0.8	8.4	0.0	9.7	0.0	12.5	0.0	8.0	0.0	9.9	0.0
10:30	6.9	0.7	8.7	0.0	10.4	0.0	11.2	0.0	8.5	0.0	9.2	0.0
10:45	7.6	0.5	8.5	0.0	9.7	0.0	11.7	0.0	8.5	0.0	8.9	0.0
11:00	8.3	0.5	8.8	0.0	9.8	0.0	8.3	0.0	8.6	0.0	8.3	0.0
11:15	8.9	0.4	9.4	0.0	9.0	0.0	8.0	0.0	9.3	0.0	8.5	0.0
11:30	9.5	0.3	9.1	0.0	8.5	0.0	9.2	0.0	8.8	0.0	8.6	0.0
11:45	9.8	0.3	9.4	0.0	9.0	0.0	9.0	0.0	8.4	0.0	7.7	0.0

# **ATTACHMENT C:**

**ITE Land Use Code 820 Trip Generation Data**

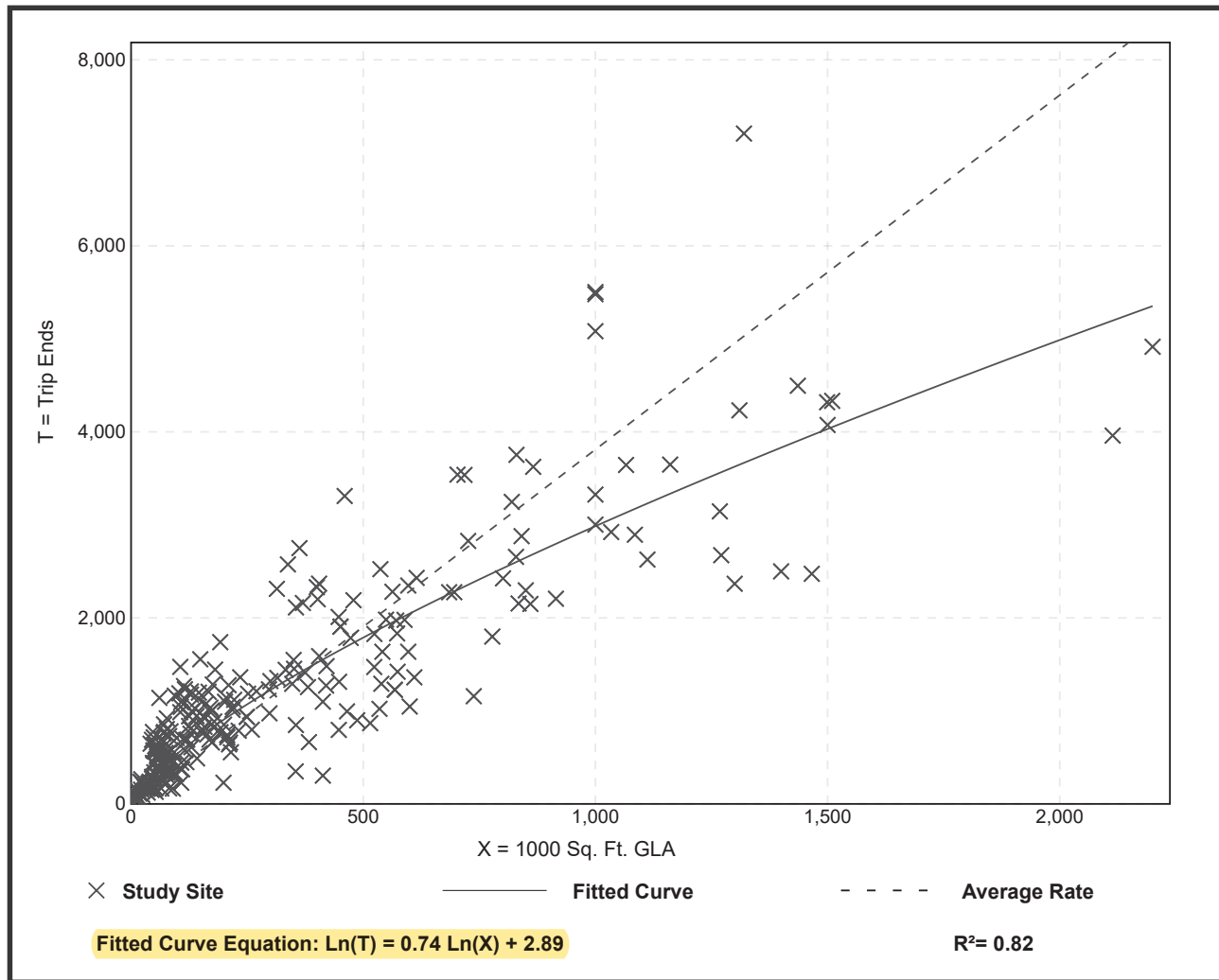
# Shopping Center (820)

**Vehicle Trip Ends vs: 1000 Sq. Ft. GLA**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**  
**Setting/Location: General Urban/Suburban**  
 Number of Studies: 261  
 1000 Sq. Ft. GLA: 327  
 Directional Distribution: 48% entering, 52% exiting

## Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

## Data Plot and Equation





## **ATTACHMENT D:**

**ITE Pass-By Capture Rate information**

**Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center**

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
921	Albany, NY	July & Aug. 1985	196	4:00–6:00 p.m.	23	42	35	77	—	60,950	Raymond Keyes Assoc.
108	Overland Park, KS	July 1988	111	4:30–5:30 p.m.	26	61	13	74	—	34,000	—
118	Overland Park, KS	Aug. 1988	123	4:30–5:30 p.m.	25	55	20	75	—	—	—
256	Greece, NY	June 1988	120	4:00–6:00 p.m.	38	62	—	62	—	23,410	Sear Brown
160	Greece, NY	June 1988	78	4:00–6:00 p.m.	29	71	—	71	—	57,306	Sear Brown
550	Greece, NY	June 1988	117	4:00–6:00 p.m.	48	52	—	52	—	40,763	Sear Brown
51	Boca Raton, FL	Dec. 1987	110	4:00–6:00 p.m.	33	34	33	67	—	42,225	Kimley-Horn and Assoc. Inc.
1,090	Ross Twp, PA	July 1988	411	2:00–8:00 p.m.	34	56	10	66	—	51,500	Wilbur Smith and Assoc.
97	Upper Dublin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	41	—	—	59	—	34,000	McMahon Associates
118	Tredyffrin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	24	—	—	76	—	10,000	Booz Allen & Hamilton
122	Lawnside, NJ	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	20,000	Pennoni Associates
126	Boca Raton, FL	Winter 1988/89	—	4:00–6:00 p.m.	43	—	—	57	—	40,000	McMahon Associates
150	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	39	—	—	61	—	26,000	Booz Allen & Hamilton
153	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	50	—	—	50	—	85,000	McMahon Associates
153	Arden, DE	Winter 1988/89	—	4:00–6:00 p.m.	30	—	—	70	—	26,000	Orth-Rodgers & Assoc. Inc.
154	Doylestown, PA	Winter 1988/89	—	4:00–6:00 p.m.	32	—	—	68	—	29,000	Orth-Rodgers & Assoc. Inc.
164	Middletown Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	25,000	Booz Allen & Hamilton
166	Haddon Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	20	—	—	80	—	6,000	Pennoni Associates
205	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	55	—	—	45	—	62,000	McMahon Associates

**Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center**

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
237	W. Windsor Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	48	—	—	52	—	46,000	Booz Allen & Hamilton
242	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	26,000	McMahon Associates
297	Whitehall, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	26,000	Orth-Rodgers & Assoc. Inc.
360	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	44	—	—	56	—	73,000	McMahon Associates
370	Pittsburgh, PA	Winter 1988/89	—	4:00–6:00 p.m.	19	—	—	81	—	33,000	Wilbur Smith
150	Portland, OR	—	519	4:00–6:00 p.m.	68	6	26	32	—	25,000	Kittelson and Associates
150	Portland, OR	—	655	4:00–6:00 p.m.	65	7	28	35	—	30,000	Kittelson and Associates
760	Calgary, Alberta	Oct.-Dec. 1987	15,436	4:00–6:00 p.m.	20	39	41	80	—	—	City of Calgary DOT
178	Bordentown, NJ	Apr. 1989	154	2:00–6:00 p.m.	35	—	—	65	—	37,980	Raymond Keyes Assoc.
144	Manalapan, NJ	July 1990	176	3:30–6:15 p.m.	32	44	24	68	—	69,347	Raymond Keyes Assoc.
549	Natick, MA	Feb. 1989	—	4:45–5:45 p.m.	33	26	41	67	—	48,782	Raymond Keyes Assoc.

Average Pass-By Trip Percentage: 34

“—” means no data were provided

# **ATTACHMENT E:**

**FDOT Site Impact Handbook 2019 Information**

### 2.4.4 Explanation of the 10 Percent of the Adjacent Street Traffic

Final pass-by trips are estimated following trip assignment when the number of pass-by trips considered can be compared with the total traffic on the facility. Proper application of pass-by trips requires that the following check for a reasonableness or “common sense” check, involving a comparison of the number of pass-by trips and assuring that they do not exceed 10 percent of the peak hour two-way traffic on the adjacent street. Explanation is provided in the next section.

FDOT-approved methodology for determining the 10 percent reasonableness check divides the total pass-by trip reduction by the adjacent-street traffic volume. This process ensures the resulting pass-by volume is less than 10 percent of the adjacent street traffic. The calculation would become more complex when the development is served by more than one arterial roadway. Another consideration is the availability of median openings directly serving the property. This 10 percent value is a rule-of-thumb and not a statistically studied factor and should only be used as a measure of reasonableness.

Historically, some applicants and reviewers determined the maximum allowable pass-by trips by taking 10 percent of the adjacent-street traffic and allowing this number of trips to enter and then exit the retail development. FDOT does not accept this method because it results in up to 20 percent of adjacent street traffic to be subtracted from the base trip generation as pass-by trips.

#### Comparing ITE Pass-By Trips with FDOT guidance

(FDOT suggest that Pass-By Trips should be no more than 10% of adjacent street traffic)

For example, refer to the *Trip Generation Manual 10<sup>th</sup> Edition* and the *Trip Generation Handbook 3<sup>rd</sup> edition*. The information is based on Land Use Code (LUC) 820, Shopping Center on a weekday between 4 and 6 p.m.

**Example:** A 500,000 gross square foot (Sq.Ft.) of shopping center is proposed on a roadway that has 3000 peak hour two-way traffic.

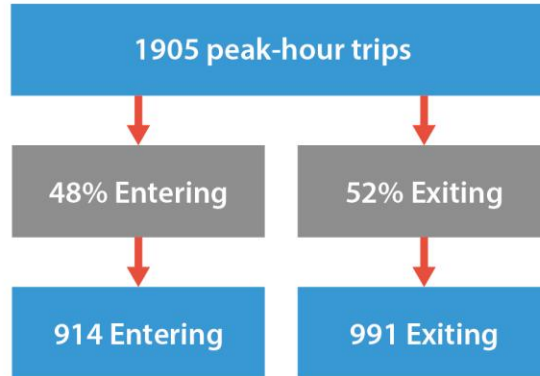
**STEP 1** Calculate trips generated for the proposed development.

*The average rate for the LUC 820 is 3.81 (Exhibit #8)*

Square Feet	x	Average Rate	=	Peak Hour Trips Generated
500	x	3.81	=	1905 Peak Hour Trips Generated

**STEP 2** Calculate the directional distribution volumes.

*As shown in Exhibit #8, the Directional Distribution for this LUC is 48% entering and 52% exiting.*



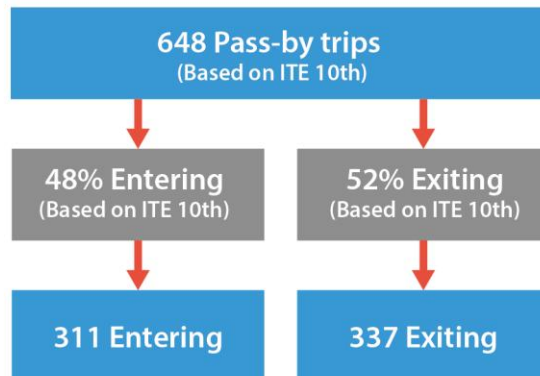
**STEP 3** Calculate the Pass-by trips reduction and its directional distribution.

*Based on ITE Trip Generation 3rd edition, the Average Pass-By Trips Percentage for the LUC 820 is 34% (Exhibit #10)*

$$\text{Peak Hour Trips} \times \text{Average Pass-By Trips Percentage} = \text{Pass-By Trips}$$

$$1905 \times 34\% = 648 \text{ Pass-By Trips}$$

**DIRECTIONAL DISTRIBUTION**



**STEP 4** Compare ITE's Pass-by Trips reduction vs FDOT's Pass-by Trips guidance.

*The Adjacent Street Traffic is 3000.*



*Since 648 > 10% of the adjacent street traffic, the Pass-by trips should be 300.*

**STEP 5** Calculate the directional distribution based on the 300 Pass-by trips.



*Exhibit 10 - Trip Generation Handbook 3rd Edition-  
Pass-By Trips Land Use Code 820*

**Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period  
Land Use Code 820—Shopping Center**

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
237	W. Windsor Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	48	—	—	52	—	46,000	Booz Allen & Hamilton
242	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	26,000	McMahon Associates
297	Whitehall, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	26,000	Orth-Rodgers & Assoc. Inc.
360	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	44	—	—	56	—	73,000	McMahon Associates
370	Pittsburgh, PA	Winter 1988/89	—	4:00–6:00 p.m.	19	—	—	81	—	33,000	Wilbur Smith
150	Portland, OR	—	519	4:00–6:00 p.m.	68	6	26	32	—	25,000	Kittelson and Associates
150	Portland, OR	—	655	4:00–6:00 p.m.	65	7	28	35	—	30,000	Kittelson and Associates
760	Calgary, Alberta	Oct.-Dec. 1987	15,436	4:00–6:00 p.m.	20	39	41	80	—	—	City of Calgary DOT
178	Bordentown, NJ	Apr. 1989	154	2:00–6:00 p.m.	35	—	—	65	—	37,980	Raymond Keyes Assoc.
144	Manalapan, NJ	July 1990	176	3:30–6:15 p.m.	32	44	24	68	—	69,347	Raymond Keyes Assoc.
549	Natick, MA	Feb. 1989	—	4:45–5:45 p.m.	33	26	41	67	—	48,782	Raymond Keyes Assoc.

Average Pass-By Trip Percentage: 34

“—” means no data were provided

## **ATTACHMENT F:**

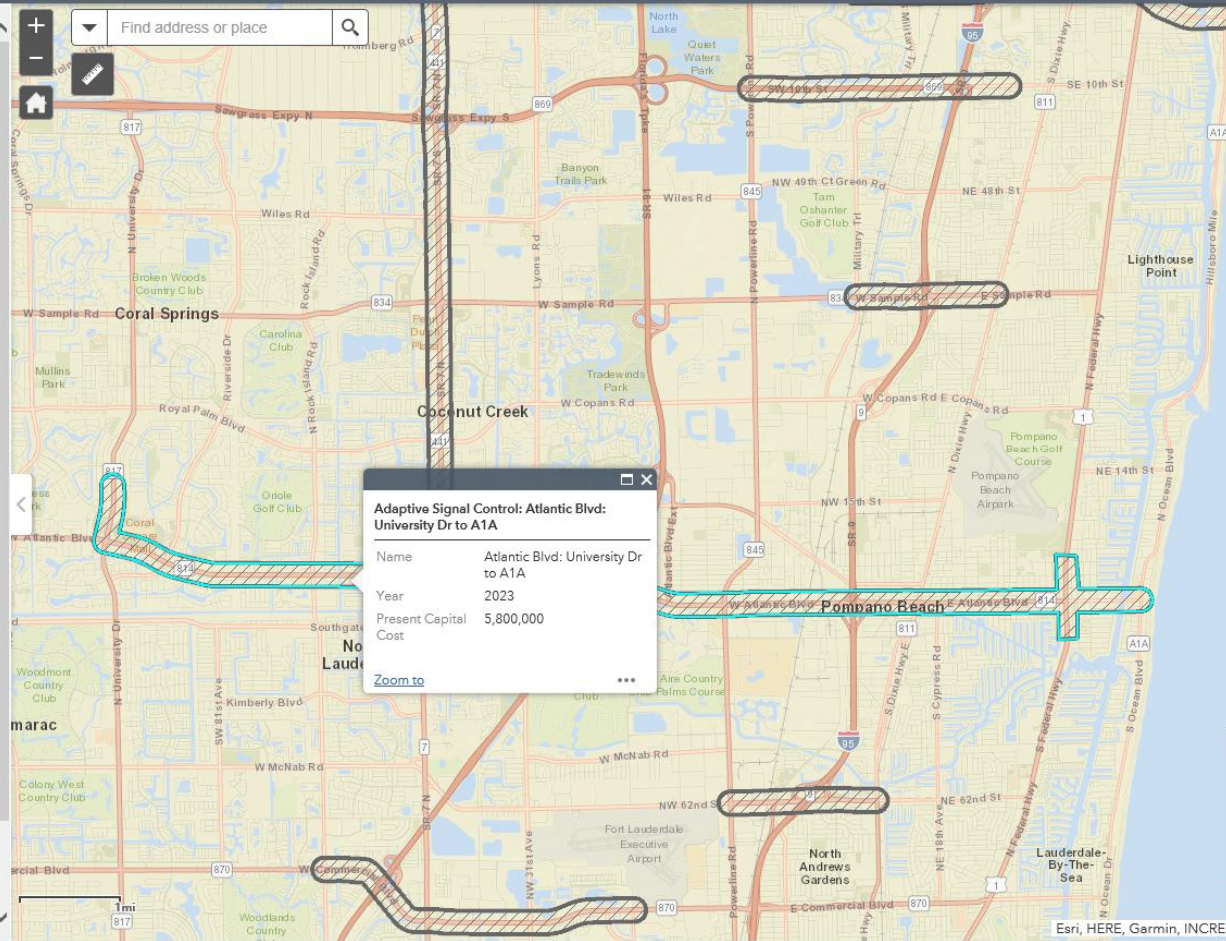
**Broward County Transportation Surtax Program Information**





Layers

- 2018 SURTAX Initiative (Click Here to Expand & Turn on Layers)
- Road Capacity Expansion
- Intersection Improvement
- Adaptive Signal Control
- Fiber Optic Network
- School Zone Safety Improvement
- Climate Resiliency Improvement
- Mast Arm Intersection Upgrades
- Greenway
- Bridge and Overpasses
- Bike Lanes
- New Sidewalks
- Street Lighting
- Drainage Replacement
- Video Detection Predictive Maintenance
- Future Technology Adaptation
- Rapid Bus Routes
- Express Bus Routes
- New Local Bus Routes
- Local Bus Extensions & Realignment



**Adaptive Signal Control: Atlantic Blvd: University Dr to A1A**

Name	Atlantic Blvd: University Dr to A1A
Year	2023
Present Capital Cost	\$,800,000

[Zoom to](#) ...



## **ATTACHMENT G:**

**Broward County Development Management Staff Correspondence**

McWilliams, John

---

From: Berger, Martin <MABERGER@broward.org>  
Sent: Tuesday, August 6, 2013 4:04 PM  
To: Heggen, Chris  
Subject: RE: Pompano Pier Parking Lot - Traffic Analysis

Chris,

You're right, the cost per trip should be based on 290 trips. However, even that is problematic if the payments are phased, because of the logarithm, and because of the various rates we could use to assess a use, such as a hotel or restaurant.



Martin Berger  
Planning Section Manager  
Development Management and Environmental Review Section  
Planning and Redevelopment Division  
Environmental Protection and Growth Management Department  
1 North University Drive, Suite 102A, Plantation, Florida 33324  
Phone: (954) 357-6623 Fax: (954) 357-6521  
[maberger@broward.org](mailto:maberger@broward.org)



---

From: Chris.Heggen@kimley-horn.com [mailto:Chris.Heggen@kimley-horn.com]  
Sent: Tuesday, August 06, 2013 3:56 PM  
To: Berger, Martin  
Subject: RE: Pompano Pier Parking Lot - Traffic Analysis

Marty-

Thanks again for your review & calculations on this matter. My client contact returned from vacation and I was able to speak with her today. It sounds like the City has some heartburn over the cost, although I have explained the analysis that we had to undertake and the factors that led to this point. The city staff members will be reviewing this further and will let us know how they want to proceed with the application.

In the meantime, I did have a question regarding the cost per trip outlined in your e-mail below. As stated in my previous e-mail, I did follow the math that got us to the \$137,138 cost for this mitigation. However, if the costs are paid at time of environmental review, it seems that the calculation of cost per trip should be calculated based upon net trips generated by the project (290 trips), not based on number of trips assigned to that link (177 trips). In other words, at the time of environmental review, the County will be looking at the trips generated by the application when they calculate the fee, not the trips specifically assigned to this link. In that case, I came up with a cost per trip of:

$\$137,138 / 290 \text{ trips} = \$472.89 \text{ per PM peak hour trip.}$

Let me know if you have questions or if you come up with a different result. Also, it is possible that, if they agree to this, they might want to pay for it all up front in order to avoid the uncertainty of the Oct 1 annual price inflator. Let me know if that would be a problem if they want to go that route. Thanks!

-Chris

**KIMLEY-HORN AND ASSOCIATES, INC.**

Christopher W Heggen, P.E. (FL)  
1920 Wekiva Way, Suite 200  
West Palm Beach, FL 33411

TEL 561 840 0248  
[chris.heggen@kimley-horn.com](mailto:chris.heggen@kimley-horn.com)

---

From: Berger, Martin [<mailto:MABERGER@broward.org>]  
Sent: Friday, August 02, 2013 2:59 PM  
To: Heggen, Chris  
Subject: FW: Pompano Pier Parking Lot - Traffic Analysis

But the payments can be phased and paid similar to the TOC fees. We would recommend something similar to:

The applicant must record a Declaration of Restrictive Covenants stating that the recommended payment(s) for the Signal Engineering Improvements would be made at the rate of \$774.79 per trip during the review of construction plans submitted for County environmental review approval for each building permit, and shall be adjusted every October 1 by the amount of change reflected for previous twelve (12) month period in the Implicit Price Deflator of the Gross National Product prepared by the United States Department of Commerce Bureau of Economic Analysis. The obligation may also be satisfied at any time prior to county environmental review approval by paying the total mitigation amount as adjusted annually. The mitigation payment is in addition to the payment of any applicable transportation concurrency fees assessed in accordance with the fee schedule specified in the Broward County Land Development Code during the review of construction plans submitted for County Environmental Review Approval.



Martin Berger  
Planning Section Manager  
Development Management and Environmental Review Section  
Planning and Redevelopment Division  
Environmental Protection and Growth Management Department  
1 North University Drive, Suite 102A, Plantation, Florida 33324  
Phone: (954) 357-6623 Fax: (954) 357-6521  
[maberger@broward.org](mailto:maberger@broward.org)



---

From: Berger, Martin  
Sent: Friday, August 02, 2013 2:40 PM  
To: 'Chris.Heggen@kimley-horn.com'  
Subject: RE: Pompano Pier Parking Lot - Traffic Analysis

This is in addition – it's a voluntary commitment associated with the Land Use Plan Amendment.



Martin Berger  
 Planning Section Manager  
 Development Management and Environmental Review Section  
 Planning and Redevelopment Division  
 Environmental Protection and Growth Management Department  
 1 North University Drive, Suite 102A, Plantation, Florida 33324  
 Phone: (954) 357-6623 Fax: (954) 357-6521  
[maberger@broward.org](mailto:maberger@broward.org)




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From: [Chris.Heggen@kimley-horn.com](mailto:Chris.Heggen@kimley-horn.com) [<mailto:Chris.Heggen@kimley-horn.com>]  
 Sent: Friday, August 02, 2013 2:32 PM  
 To: Berger, Martin  
 Subject: RE: Pompano Pier Parking Lot - Traffic Analysis

Marty-  
 Thanks, I had used 0.7 miles which is why I had a slightly different number. I updated my calculation and mine now matches your result. I will hopefully have an answer from the Client on Monday morning as to whether or not they accept the condition to pay \$137,138 as the mitigation measure for this land use plan amendment. One additional question—is this payment in addition to TOC fees that will be owed by the project or does this offset a portion of those fees? Thanks again for all of your assistance.  
 -Chris

**KIMLEY-HORN AND ASSOCIATES, INC.**  
 Christopher W Heggen, P.E. (FL)  
 1920 Wekiva Way, Suite 200  
 West Palm Beach, FL 33411

TEL 561 840 0248  
[chris.heggen@kimley-horn.com](mailto:chris.heggen@kimley-horn.com)

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From: Berger, Martin [<mailto:MABERGER@broward.org>]  
 Sent: Friday, August 02, 2013 2:07 PM  
 To: Heggen, Chris  
 Subject: RE: Pompano Pier Parking Lot - Traffic Analysis

Chris,

Here's my calculation for the proportionate share contribution:

$$[(0.74 \text{ miles} \times \$285,833) / 273 \text{ trips}] \times 177 \text{ trips} = \$137,138$$



Martin Berger  
Planning Section Manager  
Development Management and Environmental Review Section  
Planning and Redevelopment Division  
Environmental Protection and Growth Management Department  
1 North University Drive, Suite 102A, Plantation, Florida 33324  
Phone: (954) 357-6623 Fax: (954) 357-6521  
[maberger@broward.org](mailto:maberger@broward.org)



---

From: [Chris.Heggen@kimley-horn.com](mailto:Chris.Heggen@kimley-horn.com) [<mailto:Chris.Heggen@kimley-horn.com>]  
Sent: Thursday, August 01, 2013 4:36 PM  
To: Goldstein, Matthue; [jdolan@calvin-giordano.com](mailto:jdolan@calvin-giordano.com)  
Cc: Berger, Martin; Blake Boy, Barbara; Von Stetina, Deanne; Schwarz, Pete  
Subject: RE: Pompano Pier Parking Lot - Traffic Analysis

Matthue-

Thanks for providing the updated analysis. I will coordinate with Marty Berger to identify a mitigation plan for this adversely impacted roadway segment. We will strive to identify that by Monday, 8/5.

-Chris

**KIMLEY-HORN AND ASSOCIATES, INC.**

Christopher W Heggen, P.E. (FL)  
1920 Wekiva Way, Suite 200  
West Palm Beach, FL 33411

TEL 561 840 0248  
[chris.heggen@kimley-horn.com](mailto:chris.heggen@kimley-horn.com)

---

From: Goldstein, Matthue [<mailto:MGOLDSTEIN@broward.org>]  
Sent: Thursday, August 01, 2013 2:16 PM  
To: Heggen, Chris; [jdolan@calvin-giordano.com](mailto:jdolan@calvin-giordano.com)  
Cc: Berger, Martin; Blake Boy, Barbara; Von Stetina, Deanne; Schwarz, Pete  
Subject: Pompano Pier Parking Lot - Traffic Analysis

Good afternoon, Chris.

Attached is the revised traffic analysis for Broward County Land Use Plan amendment PC 13-10 (Pompano Pier Parking Lot), as per previous correspondence. The Atlantic Boulevard segment, from Federal Highway to State Road A1A, is adversely impacted. Please provide Planning Council staff with mitigation options for the effected link no later than Monday, August 5<sup>th</sup>. Feel free to contact me with any questions.

Thank you,

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Matthue Goldstein  
Associate Planner  
Broward County Planning Council  
Phone: 954.357.6687 Fax: 954.357.6685

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Under Florida law, most e-mail messages to or from Broward County employees or officials are public records, available to any person upon request, absent an exemption. Therefore, any e-mail message to or from the County, inclusive of e-mail addresses contained therein, may be subject to public disclosure.

CITY OF POMPANO BEACH GENERAL OBLIGATION BOND  
\$16.9 MILLION A1A COMPLETE STREET  
IMPROVEMENT PROJECT



Prime Consultant: 	CITY OF POMPANO BEACH GO BOND DIRECTOR:	HORACIO DANOVICH
	CURRENT PHASE:	CONCEPT DESIGN PHASE
	APPROVED BUDGET:	(Phase 1) 16.9 MILLION DOLLARS

**PROJECT OBJECTIVES**

The SR A1A Streetscape project involves various improvements from Hillsboro Inlet to Sunset Lane (South of Terra Mar Drive) such as undergrounding overhead utilities to reduce power outages during storms and improve the aesthetics of the corridor. Additional improvements include widening of sidewalks, bike lanes, traffic calming features, lighting and other landscaping elements.

**PROJECT UPDATES**

The Public Outreach meetings are completed and comments incorporated into the final conceptual plan. Primarily, the efforts will focus on better access management with new planted median and openings, improved mobility and safety, pedestrian crosswalks and traffic calming measures. Initial discussions have begun with FDOT Traffic Operations about this conceptual access management plan (median modifications). Consultant has also performed the preliminary lighting analysis for the corridor and provided lampadaire alternatives for the City review. Coordination is also ongoing with utility owners /agencies. Finally, a kick-off meeting with the project Team (consultant,CMAR and various City Departments) took place on September 12 where various relative to permitting requirements and project timeline were outlined.

PUBLIC OUTREACH MEETING NO 1: 5-Jun-19

PUBLIC OUTREACH MEETING NO. 2: 24-Jul-19

**PROJECT FORECAST**

Consultant will be working on a pedestrian study count in order to substantiate proposed cross walk locations shown in the conceptual plan. Results will be reviewed by Traffic Ops and validated before a formal access management plan with supporting traffic study can be considered. These engineering plans (60% construction documents) are tentatively scheduled to be completed and presented to the public by January 2020.Coordination between the consultant and CMAR will continue on construction and an initial GMP is expected by the end of the first quarter of 2020.

**PROJECT SCHEDULE**

DESIGN PHASE:	Begins May 2019	Ends: June 2020
	There are 5 phases before starting construction.	
	1. Concept Phase	4. Construction Documents
	2. Schematic Phase	5. Permitting for Construction
	3. Design Development Phase	

CONSTRUCTION PHASE: Anticipated Start date November 2020- End date September 2021 (Phase 1)

**PROJECT SITE LOCATION**



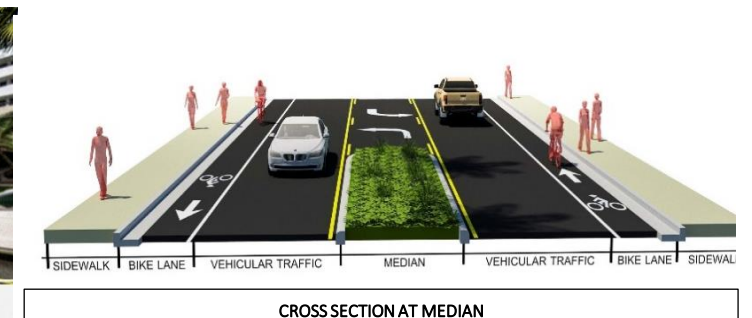
TOTAL LENGTH: +/- 3.2 Miles

PHASE 1: Terra Mar Drive to East Atlantic Boulevard (construction complete 09/30/21)  
PHASE 2: East Atlantic Boulevard to Hillsboro Inlet (construction complete 10/01/24)

**EXISTING CONDITIONS**



**PROPOSED IMPROVEMENTS**



MAP OF PARK AND RIDE LOTS AND DESTINATIONS  
FOR THE CITY'S FDOT GRANT-AWARD WINNING  
MICRO-TRANSIT SYSTEM

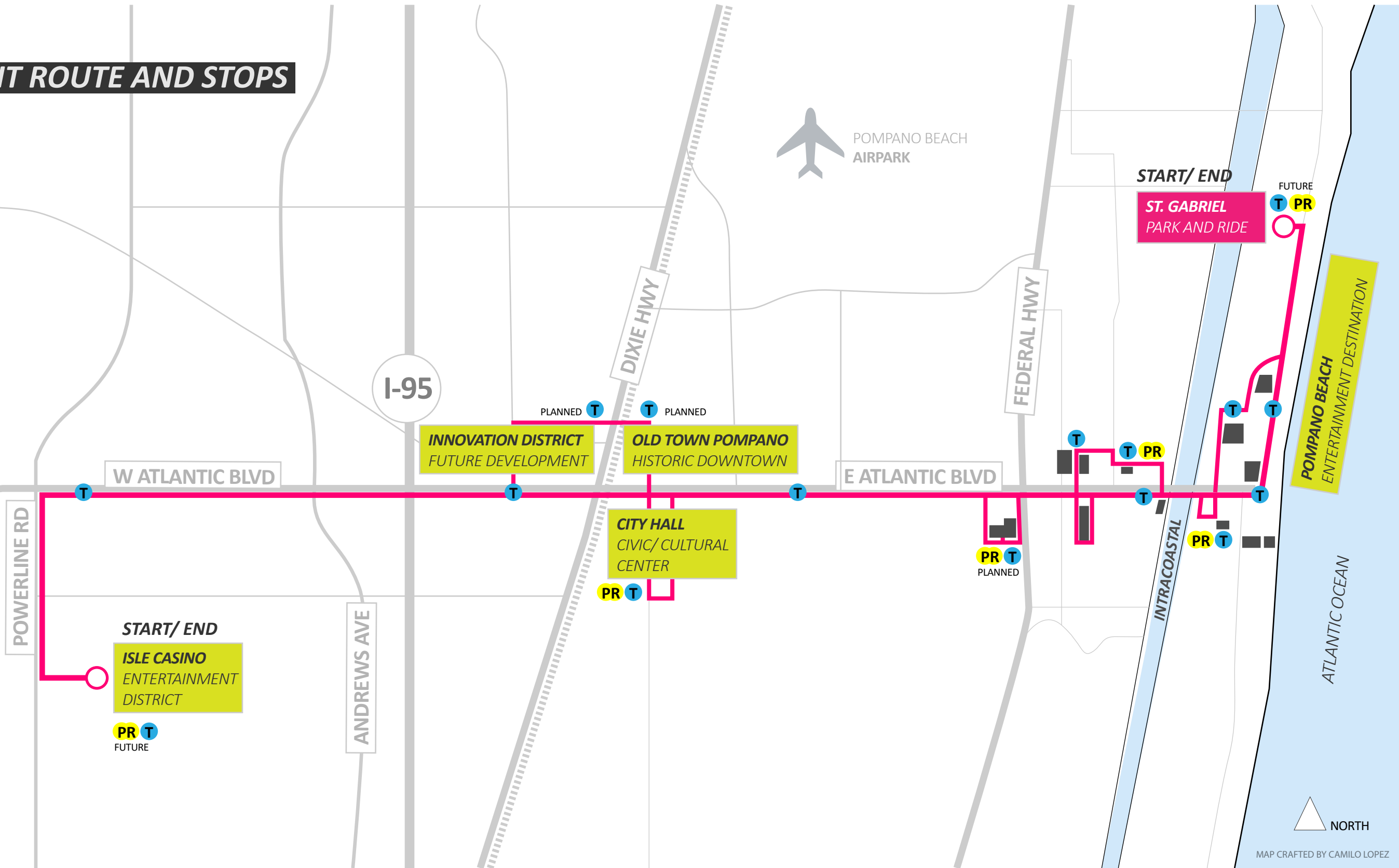
"EXHIBIT A"

POMPANO BEACH CRA

**PROPOSED TRANSIT ROUTE AND STOPS**

**MAP KEY**

- TROLLEY ROUTE
- T TROLLEY STOP
- PR PARK & RIDE HUB
- PARKING AREA
- WORK/ PLAY AREA



NORTH



# CITY MANAGER'S OFFICE

Greg Harrison, City Manager

E: [greg.harrison@copbfl.com](mailto:greg.harrison@copbfl.com) | P: 954.786.4601 | F: 954.786.4504

November 5, 2019

Barbara Blake Boy, Executive Director  
Broward County Planning Council  
115 South Andrews Avenue, Room 307  
Fort Lauderdale, FL 33301

Via: Email



Dear Ms. Blake Boy,

**RESPONSE TO COUNTY COMMENT REGARDING COUNTY POLICY 2.5.4  
OCEANSIDE PARKING LOT LUPA – PC 20-3**

The Broward County Planning Council staff review of the City of Pompano Beach proposed amendment to the County Land Use Plan to change the underlying land use of the Oceanside Parking Lot from Recreation to “Commerce” (Commercial on the City’s Plan) to allow a public parking structure, hotel and beach grocery store resulted in the following staff comment:

*Please address the County’s Open Space Policy 2.5.4: “Broward County shall strongly encourage the preservation of open space areas. Amendments to the Broward County Land Use Plan which would result in the loss of open space shall be strongly discouraged and be required to address how open space and recreation needs of the existing and projected residents of the community will be met, including how the negative impacts of the loss of open space on surrounding neighborhoods will be minimized or mitigated.”*

The response to this comment is attached. Should you need any additional information or have any questions, please do not hesitate to contact Jean Dolan at 954.786.4045 or via email at [jean.dolan@copbfl.com](mailto:jean.dolan@copbfl.com).

Sincerely,

City of Pompano Beach

  
\_\_\_\_\_  
Greg Harrison, City Manager

**ATTACHMENT 1**  
**RESPONSE TO COUNTY POLICY 2.5.4**

**Broward County Planning Council Comment:** Please address the County’s Open Space Policy 2.5.4: “Broward County shall strongly encourage the preservation of open space areas. Amendments to the Broward County Land Use Plan which would result in the loss of open space shall be strongly discouraged and be required to address how open space and recreation needs of the existing and projected residents of the community will be met, including how the negative impacts of the loss of open space on surrounding neighborhoods will be minimized or mitigated.”

**Response:** The change in land use on the Oceanside Parking lot does not reduce the amount of open space or negatively affect the recreational needs of the community. The Oceanside Parking lot provides parking for the public beach which is the open space and recreational amenity being enhanced and made more accessible by this land use plan amendment. By adding additional parking in a parking structure, more members of the community and visitors can enjoy the beach, the brand new \$9 million pier, which is about to open, and all the attractions associated with the newly redeveloped Pier located on the former pier parking lot.

**A1A Improvements:** The Oceanside Parking lot redevelopment is another project in the overall redevelopment of Pompano Beach’s public beach park. It is soon to be coupled with the 3.2 mile, \$16.9 million complete street renovation of State Road A1A from the Hillsboro Bridge to the southern City limits (Terra Mar Drive) which is being funded through the City’s General Obligation (GO) Bond. This renovation will enhance the open space and recreational opportunities of the community by adding bike facilities, wide pedestrian sidewalks and lush landscaping to provide shade and beautification, thus encouraging more people to walk and bike to the beach park and to the new beach grocery store planned for development on the Oceanside Parking lot. The first phase of the project is expected to be completed in 2021 and the final phase in 2023.

**GO Bond Improvements City-Wide:** In addition to the \$9 million pier and the \$16.9 million complete street upgrade for A1A, the City’s GO Bond is providing another \$45.1 million to fully develop one brand new 10.4 acre park, a brand new \$8 million senior recreation center and implement specific upgrades to 7 existing parks located throughout the City (see attached GO Bond project descriptions). The brand new 10.4 acre park being added is on the former Elks Club property which the City purchased in 2017. The Senior Center is located adjacent to a brand new affordable (tax credit) senior residential community on the south side of Dr. Martin Luther King, Jr. Boulevard.

Pompano Beach is committed to providing a world class, up-to-date recreation system for residents and visitors of all ages which is proven by this current, massive investment in the City’s park system. The conversion of the Oceanside Parking Lot to a parking structure with a hotel and beach grocery store will have no effect on the quality or quantity of park facilities, park land or recreational programming offered by the City of Pompano Beach. On the contrary, it will enhance the beach park by providing additional parking and will improve the quality of life for visitors and residents by providing an option for grocery shopping that doesn’t require driving over the Atlantic Boulevard bridge.

**CITY OF POMPANO BEACH  
GENERAL OBLIGATION (GO) BOND PROJECTS**

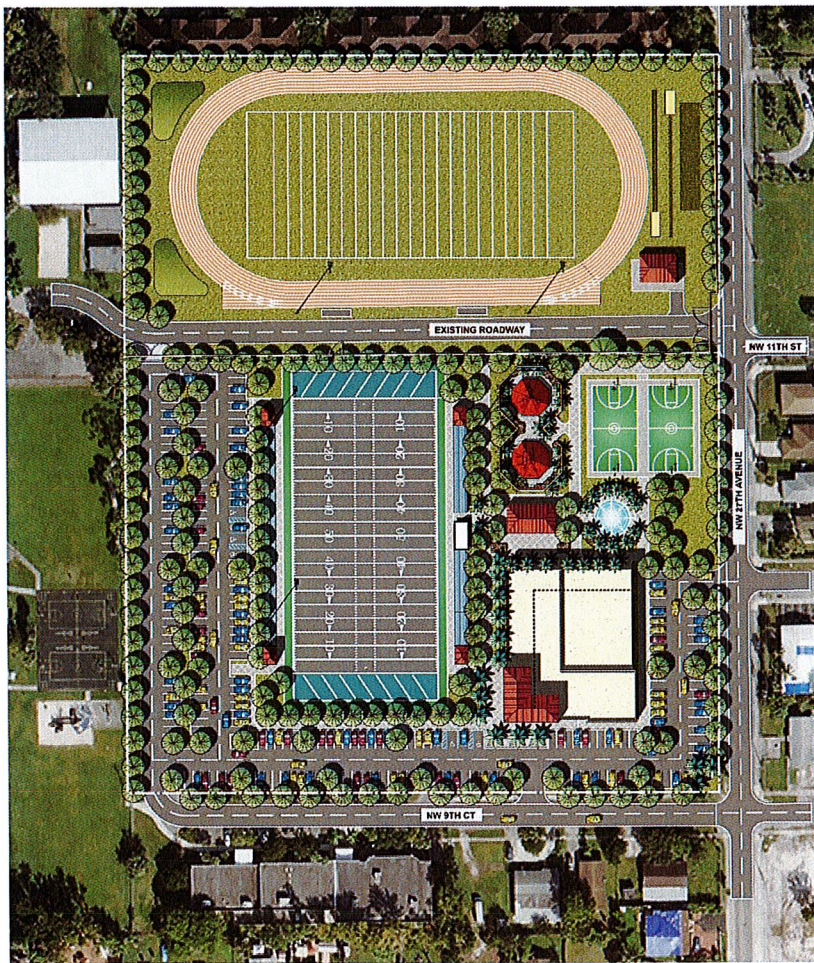
*(Note: These conceptual-level renderings may be modified slightly as the projects go through the design and construction process)*

<b>Project Name</b>	<b>Total Project Cost</b>	<b>District</b>	<b>Phase I</b>	<b>Phase II</b>	<b>Comments</b>	<b>Project Description</b>
McNair Park Renovations (BA)	\$10,647,000	5	\$10,647,000		Design and construction - Phase I	Expand, renovate and equip this multi-functional facility to include lighted synthetic football/soccer field, running track, tennis court, basketball court, playground with water features to include splash pad, meeting rooms, concession and senior center.

Address/Folios: 951 NW 27 AVE

[484233053200](#)

[484233440010](#)



<b>Project Name</b>	<b>Total Project Cost</b>	<b>District</b>	<b>Phase I</b>	<b>Phase II</b>	<b>Comments</b>	<b>Project Description</b>
<i>Amphitheater Renovations</i>	\$3,500,000	2	\$3,500,000		Design and construction - Phase I	Construct an open-air shade structure over the amphitheater seating area built in 1990, including new bathrooms, audio/video, stage lighting and upgrades to ticket booth and concession stand.

Address/Folios: 1300 NE 10 ST

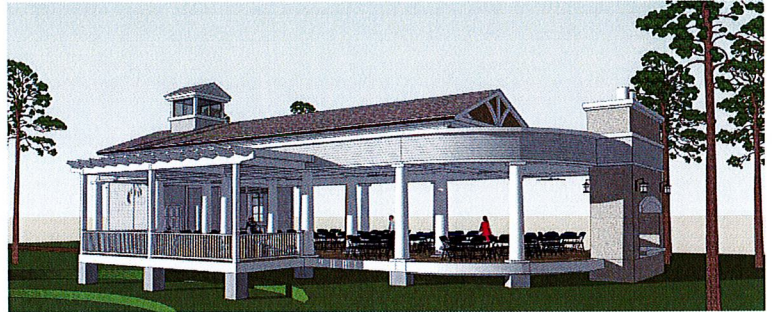
[484236230010](#)



<b>Project Name</b>	<b>Total Project Cost</b>	<b>District</b>	<b>Phase I</b>	<b>Phase II</b>	<b>Comments</b>	<b>Project Description</b>
<i>Centennial Park Improvements (Sample McDougal House site)</i>	\$1,100,000	2	\$137,500	\$962,500	Design in Phase I and construction in Phase II	Construct an open-air facility for special events, including City-sponsored and resident events, such as weddings, quinceañeras, bar/bat mitzvah's, parties, anniversaries, receptions, fundraisers and family reunions.

Address/Folios: 450 NE 10th St

[484235000010](#)



<b>Project Name</b>	<b>Total Project Cost</b>	<b>District</b>	<b>Phase I</b>	<b>Phase II</b>	<b>Comments</b>	<b>Project Description</b>
<i>Fishing Pier Replacement</i>	\$9,000,000	1	\$9,000,000		Design and construction - Phase I	Replace existing fishing pier located at 222 N. Pompano Beach Boulevard with a new higher and wider pier to include pedestrian lighting, shade structures, fishing stations and a bait and tackle shop.

Address/Folio: 222 N Pompano Beach Blvd

[484331010201](#)





<b>Project Name</b>	<b>Total Project Cost</b>	<b>District</b>	<b>Phase I</b>	<b>Phase II</b>	<b>Comments</b>	<b>Project Description</b>
<i>Kester Park Improvements</i> <i>(BA)</i>	\$1,452,000	3	\$181,500	\$1,270,500	Design in Phase I and construction in Phase II	Modernizing this 26-year old park by expanding the playground, open fields, ball fields, replacing dug outs and installation of perimeter fencing.

Address/Folio: 801 NE 4 ST

[484236000330](#)



<b>Project Name</b>	<b>Total Project Cost</b>	<b>District</b>	<b>Phase I</b>	<b>Phase II</b>	<b>Comments</b>	<b>Project Description</b>
<i>Mitchell Moore Park Improvements</i>	\$1,396,000	4	\$1,396,000		Design and construction - Phase I	Upgrades to this facility built in 1991 will include replacement of a grass field with synthetic (field turf), a new scoreboard, additional bleachers and shade structures over the bleacher area.

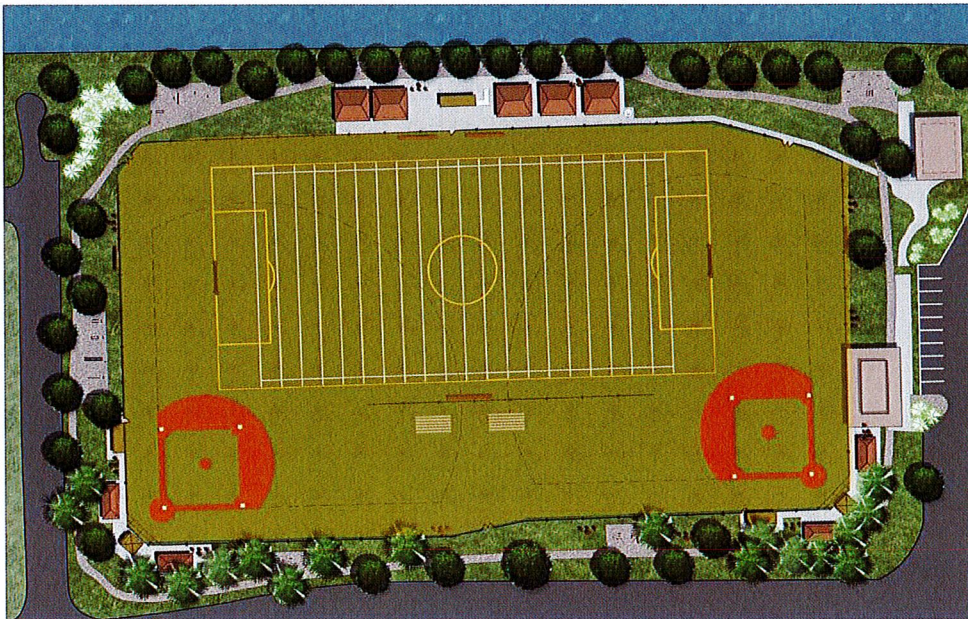
Address/Folio: 861 NW 9 AVE

[484234120090](#)

## Mitchell Moore Park



# PROJECT COMPONENTS



Project Name	Total Project Cost	District	Phase I	Phase II	Comments	Project Description
North Pompano Park Improvements	\$3,190,000	2	\$3,190,000		Design and construction - Phase I	Upgrades to football/soccer field, playground and park, including land acquisition for expansion.

Address/Folio: 4400 NE 18 AVE

[484318000210](#)  
484318440040

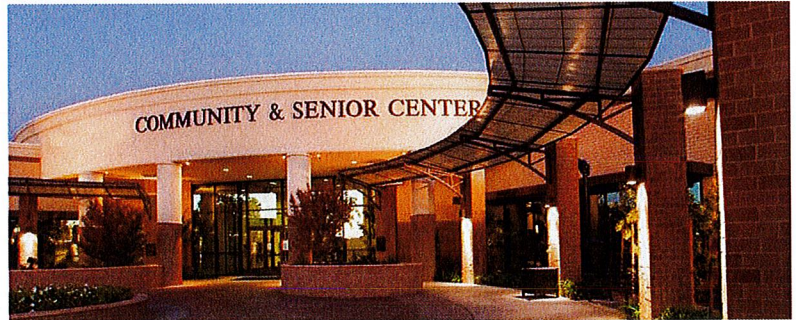
# CONCEPT 1



<i>Project Name</i>	<b>Total Project Cost</b>	<b>District</b>	<b>Phase I</b>	<b>Phase II</b>	<b>Comments</b>	<b>Project Description</b>
<i>Senior Citizens Center</i>	\$8,000,000	4	\$8,000,000		Design and construction - Phase I	Construct new senior citizens center to handle increased demand for senior programs in the northwest sector of City. An upscale building will be constructed on property that needs to be acquired.

Address/Folio: 2000 and 2002 Dr. Martin Luther King Jr. Blvd.

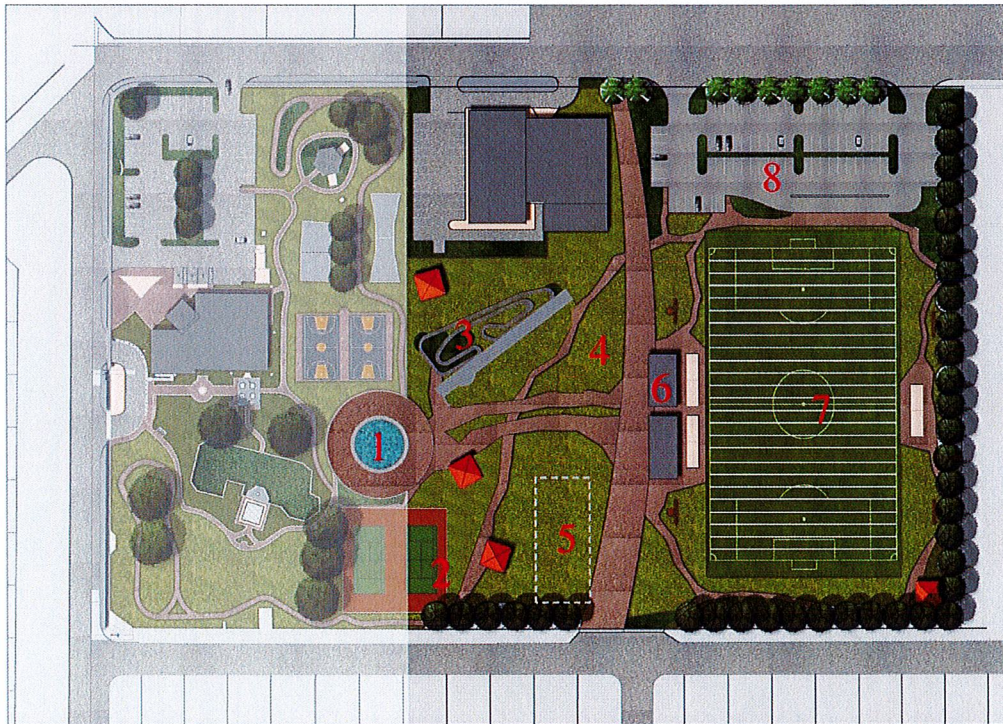
484234270010  
484234000440  
[484234270011](#)



<b>Project Name</b>	<b>Total Project Cost</b>	<b>District</b>	<b>Phase I</b>	<b>Phase II</b>	<b>Comments</b>	<b>Project Description</b>
<i>Ultimate Sports Park</i>	\$4,521,000	4	\$1,431,000	\$3,090,000	Design funds and adequate funding to construct skate park component in Phase I. Phase II will include construction of remaining components of the park	A new skate park, soccer/football field and concession/restroom building to be located adjacent to Apollo Park at 1580 NW 3rd Ave.

Address/Folio: 212 NW 16 ST

[484226000470](#)



1. Interactive Water Feature
2. Relocated Tennis Court
3. Skate Park / Bike Trail 6000 s.f.
4. Pavilions
5. Exercise Area
6. Concession / Restroom/ Storage
7. Multipurpose Field
8. Parking

Project Name	Total Project Cost	District	Phase I	Phase II	Comments	Project Description
Youth Sports Complex	\$11,088,000	3	\$8,316,000	\$2,772,000	Design and construct 50% of the project in Phase I. Remaining components constructed in Phase II	Multi-use fields for youth sports and activities to include land acquisition, to be located at 700 NE 10th Street, the former Elks Club property, near Community Park.

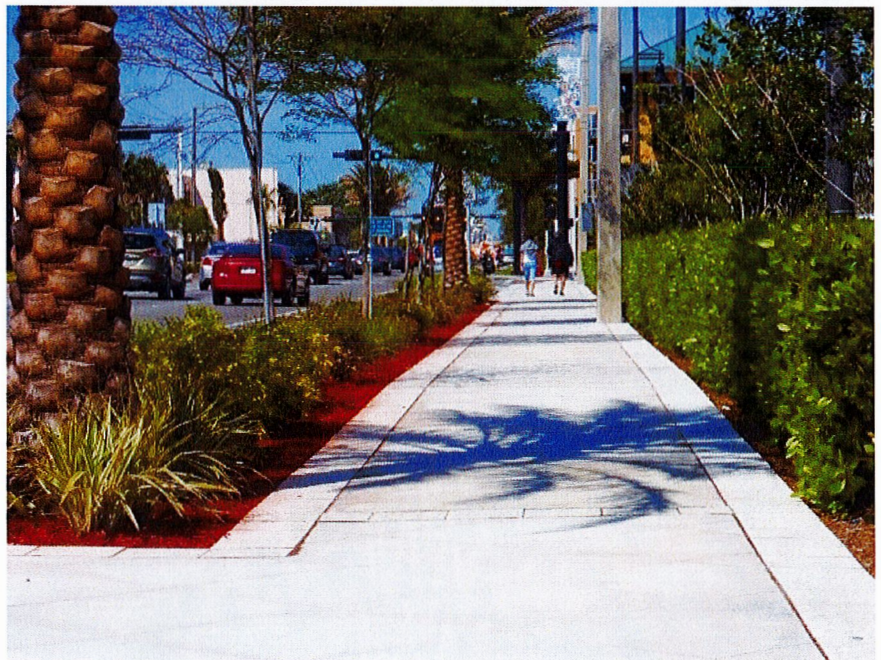
Address/Folio: 700 NE 10 ST

[484236210010](#)

# CONCEPT 1



<i>Project Name</i>	<i>Total Project Cost</i>	<i>District</i>	<i>Phase I</i>	<i>Phase II</i>	<i>Comments</i>	<i>Project Description</i>
A1A Improvements	\$16,940,000	1	\$8,470,000	\$8,470,000	Project divided in 2 phases. Start from Terramar to Atlantic Boulevard. Phase I to include design and construction of about 50% of the project. Phase 2 to include construction of remaining component	Undergrounding overhead utilities on A1A from Hillsboro Inlet to Terra Mar Drive to reduce power outages during storms and improve the aesthetics of the corridor. Improvements to include widening sidewalks, bike lanes, traffic calming, lighting and other streetscape improvements.



# ATTACHMENT 11

**Munoz, Diego**

---

**From:** Sebo, Andrew  
**Sent:** Thursday, November 21, 2019 8:17 PM  
**To:** Blake Boy, Barbara  
**Cc:** Munoz, Diego; Teetsel, Dawn; Von Stetina, Deanne; Caratozzolo, Carmelo  
**Subject:** RE: Transportation Analysis Assistance - PC 20-3  
**Attachments:** ITE Table E.9.pdf; Figure E.8 Shopping Center Data Plot- Peak Hour Traffic on Adjacent Street.pdf

Good Evening Barbara,

The Kimley-Horn study proposes the use of a 34-percent pass-by rate, which is the overall average rate provided in ITE Trip Generation Handbook 3<sup>rd</sup> Edition, Table E.9. However, the 34-percent rate takes into consideration all the studies conducted in the ITE Trip Generation Handbook 3<sup>rd</sup> Edition. Chapter 10 of the Handbook provides recommended guidelines for use of the data in Table E.9:

**Recommended guidelines for using data presented in these figures and tables are provided in Chapter 10 of this Handbook. In particular, the guidelines recommend when to use data and how to select a pass-by percentage.**

Chapter 10, Section 10.3, indicates that the pass-by estimate should be derived from the national database presented in Appendix E (Table E.9) and provides a discussion of using the data plots presented in Appendix E.

As mentioned above, the consultant used the overall average pass-by, 34 percent from Table E.9. However, the pass-by rate study results in Table E.9 vary by land use size and time of the PM peak periods (various PM peak periods were 2 PM to 6 PM, 3 PM to 7 PM and 4 PM to 6 PM). The study trip generation calculation was based on the "Peak Hour of Adjacent Street Traffic - One Hour Between 4 and 6 PM." Congruently, considering data in Table E.9 for studies completed for peaks occurring during the 4 PM to 6 PM peak period, an average pass-by rate of 31 percent was identified.

The Kimley-Horn study also mentions consideration of average pass-by trip percentage based on the "PM Peak Hour of Adjacent Street Traffic" which is quoted to be 1,739 vehicles per hour (VPH). Using the plot points in Figure E.8 and considering the adjacent street traffic of 1,739, the pass-by capture rate falls below 30 percent.

In consideration of the above, the Traffic Engineering Division is comfortable allowing a rounded pass-by capture rate of 30 percent. Additionally, I agree with your below notes regarding the need for further clarification regarding the applicant's proposed mitigation.

Please feel free to contact me if the Division may be of further assistance.

Sincerely,  
Andrew



Andrew G. Sebo, P.E., PTOE, Interim Director  
Broward County Traffic Engineering Division  
2300 West Commercial Boulevard, Fort Lauderdale, FL 33309  
Office Tel. No.: 954.847.2600, Facsimile Transmittal No.: 954.847.2700  
[asebo@broward.org](mailto:asebo@broward.org) [www.broward.org](http://www.broward.org)





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**From:** Blake Boy, Barbara  
**Sent:** Tuesday, November 19, 2019 2:11 PM  
**To:** Sebo, Andrew  
**Cc:** Munoz, Diego ; Teetsel, Dawn ; Von Stetina, Deanne  
**Subject:** Transportation Analysis Assistance - PC 20-3

Hi Andrew—

Thank you for your ongoing assistance related to Broward County Land Use Plan amendments and associated applicant proposed reductions for pass-by rates and improvements to potentially mitigate the impacts of proposed land use changes. As a follow up to our earlier discussions, it would be appreciated if you could weigh in on the following regarding proposed amendment PC 20-3, Pompano Beach:

- The applicant’s proposal for increased pass-by from 25% to 34%

If the referenced rate is generally and professionally acceptable, Planning Council staff will recalculate the net trips and impacts to the regional transportation network.

Further, the applicant has proposed the following potential mitigation:

- The applicant’s proposal to mitigate the impacts via funded City bond projects related to pedestrian and bicycle improvements, as well as the micro-transit program.

Please confirm the following:

- Based on our discussions, it is unclear how the referenced projects would create additional capacity and there is also a concern with the relationship to the County’s surtax program.



Please feel free to call me if you have any questions. Thanks.  
Barbara

**Barbara Blake Boy**, Executive Director

115 South Andrews Avenue, Room 307  
Fort Lauderdale, Florida 33301  
954.357.6982 (direct) [www.Broward.org/PlanningCouncil](http://www.Broward.org/PlanningCouncil)

# ATTACHMENT 12

## ALTERNATIVE TRAFFIC ANALYSIS PC 20-3

Prepared: November 25, 2019

MPO Model Run Received: October 23, 2019

### **INTRODUCTORY INFORMATION**

Jurisdiction: City of Pompano Beach

Size: Approximately 4.2 acres

### **TRIPS ANALYSIS**

#### **Potential Trips - Current Land Use Designation**

Current Designations: 3.5 acres of Recreation and Open Space  
0.7 acres of Community

Potential Development: 3.5 acres of recreation and open space uses  
7,000 square feet of community uses

Trip Generation Rates: "ITE Equation (411) Public Park"\*  
"ITE Equation (730) Government Office Building"

Total P.M. Peak Hour Trips:  $23 + 22 = 45$  peak hour trips

#### **Potential Trips - Proposed Land Use Designation**

Proposed Designation: Commerce

Potential Development: 42,000 square feet of commerce uses

Trip Generation Rate: "ITE Equation (820) Shopping Center"

Total P.M. Peak Hour Trips: 200 peak hour trips\*\*

**Net P.M. Peak Hour Trips**      **+155 peak hour trips**

\*Institute of Transportation Engineers (ITE) traffic generation equations from "Trip Generation Manual - Tenth Edition," the professionally accepted methodology for estimating the number of vehicle trips likely to be generated by a particular land use.

\*\*Reflects a pass-by capture rate of 30% consistent with professionally accepted (ITE) guidelines.



*Affected Regional Transportation Network Without the Proposed Amendment: Traffic 2040:*

<u>Trafficway</u>	<u>Section</u>	<u>VOL</u>	<u>CAP</u>	<u>LOS</u>
1. Atlantic Boulevard	East of Federal Highway/US 1	3,667	2,920	F
2. State Road A1A	Atlantic Boulevard to Northeast 14 Street	1,739	1,330	F

*Affected Regional Transportation Network With the Proposed Amendment: Traffic 2040:*

<u>Trafficway</u>	<u>Section</u>	<u>VOL</u>	<u>CAP</u>	<u>LOS</u>
1. Atlantic Boulevard	East of Federal Highway/US 1	3,758	2,920	F
2. State Road A1A	Atlantic Boulevard to Northeast 14 Street	1,810	1,330	F

**PLANNING COMMENTS**

The proposed amendment is projected to increase traffic on the regional roadway network by approximately 155 p.m. peak hour trips at the long-term planning horizon. Distribution of the projected additional p.m. peak hour trips indicates that the proposed amendment would adversely impact two (2) affected roadway segments, Atlantic Boulevard, east of Federal Highway/US 1 and State Road A1A, between Atlantic Boulevard and Northeast 14 Street. These roadway segments are projected to operate at an unacceptable LOS “F,” with or without the addition of the trips generated by the proposed amendment.

## ATTACHMENT 13



Public Works Department – Water and Wastewater Services

**WATER MANAGEMENT DIVISION**

2555 West Copans Road • Pompano Beach Florida 33069 • PHONE: 954-831-0751 • FAX: 954 831-3285

October 14, 2019



Diego B. Munoz, Planner  
Broward County Planning Council  
115 South Andrews Avenue, Room 307  
Fort Lauderdale, FL 33301

SUBJECT: PC 20-3 "Oceanside PC 20-3"  
Land Use Plan Amendment – Drainage Analysis

Dear Mr. Munoz:

The information in the above-captioned land use plan amendment (LUPA) is essentially correct. Our office has no objection to this LUPA.

Sincerely,

A handwritten signature in blue ink that reads "Susan Juncosa".

Susan Juncosa  
Natural Resource Specialist  
Broward County Water Management Division  
2555 W. Copans Road, Pompano Beach, FL 33069  
Office:(954)-831-0778  
E-mail: [sjuncosa@Broward.org](mailto:sjuncosa@Broward.org)

## ATTACHMENT 14



PARKS AND RECREATION DIVISION • Administrative Offices  
950 N.W. 38<sup>th</sup> St. • Oakland Park, FL 33309-5982 • 954-357-8100 • TTY 954-537-2844 • FAX 954-357-5991

*Winner of the National Gold Medal Award for Excellence in Park and Recreation Management  
Accredited by the Commission for Accreditation of Park and Recreation Agencies (CAPRA)*

### MEMORANDUM



October 16, 2019

To: Barbara Blake Boy, Executive Director  
Broward County Planning Council

Thru: <sup>DW</sup> Dan West, Director  
Parks and Recreation Division

From: Edgar J. Ruiz, Senior Program/Project Coordinator  
Parks and Recreation Division

A handwritten signature in blue ink, appearing to be "E. Ruiz".

Re: **Oceanside Parking Lot Land Use Plan Amendment (LUPA)**  
**PC 20-3**

The Broward County Parks and Recreation Division has reviewed the proposed amendment to the Oceanside Parking Lot Land use Plan Amendment. Our comment is as follows:

**PC 20-3** Broward County Parks and Recreations has no objections to this LUPA.

Please feel free to call me at 954-357-7084 or email me at [Eruiz@broward.org](mailto:Eruiz@broward.org) if you require any additional information or clarification on this matter.