

### III. SECTION THREE – EXISTING CONDITIONS

#### A. General Description of the Community Redevelopment Area

##### 1. Existing Land Use

The Pompano Beach East CRA contains approximately 158 gross acres, including the Intracoastal Waterway, generally located along Atlantic Boulevard, extending from East 18<sup>th</sup> Avenue eastward to the Atlantic Ocean. Part of the area is on the mainland, and part is on the barrier island. It generally includes the blocks immediately north and south of Atlantic Boulevard, although it widens to include several blocks north and south of Atlantic Boulevard on the barrier island. A map of the East CRA boundaries and future land uses is depicted in Figure 3.1.

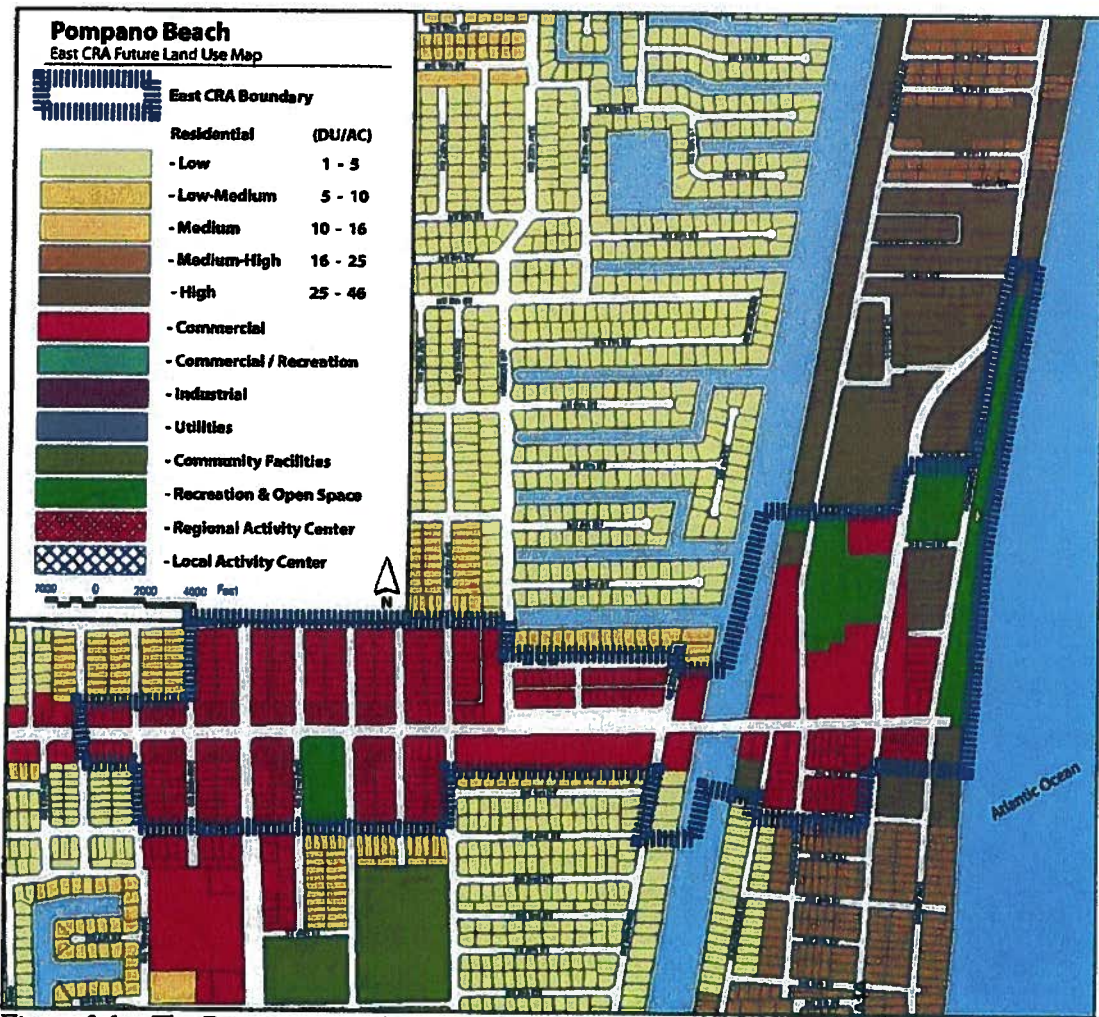


Figure 3.1 – The Pompano Beach East CRA Future Land Uses

The land uses in the East CRA are predominantly commercial along Atlantic Boulevard, consisting mostly of street level retail, mostly in one-story buildings on the mainland, although there are two to five-story buildings scattered throughout the area. The upper stories are typically occupied by office space. Residential uses are concentrated on the barrier island, in several mid to high-rise condominium developments. The City of Pompano Beach owns two large surface parking lots on the barrier island as well as the surface parking on the mainland along the north side of Atlantic Boulevard in front of the Royal Palm Shopping Center (Harbor Village), figures 3.2-3.3. The City also owns and operates McNab Park, a full block fronting on the south side of Atlantic Boulevard, one block east of US 1.



*Figure 3.2- 3.3 - Harbor Village surface parking*

The majority of the building stock appears to have been constructed in the 1960s and 1970s and much of it is in substandard condition. There is one notable exception, the Oceanside Plaza of Pompano Beach condominium development located at Atlantic Boulevard and A-1-A on the barrier island. This is a 17-story contemporary luxury development built around 2005-'06, figures 3.4-3.5.



*Figures 3.4-3.5 – Oceanside Plaza of Pompano Beach Condominiums*

Most of the existing commercial space is occupied, although there is a noticeable vacancy rate. The tenants are primarily small, local businesses, with relatively few nationally branded retailers. Lease rates are below market rates for healthy commercial shopping centers. Figure 3.6 shows the vacant land in the CRA Area.



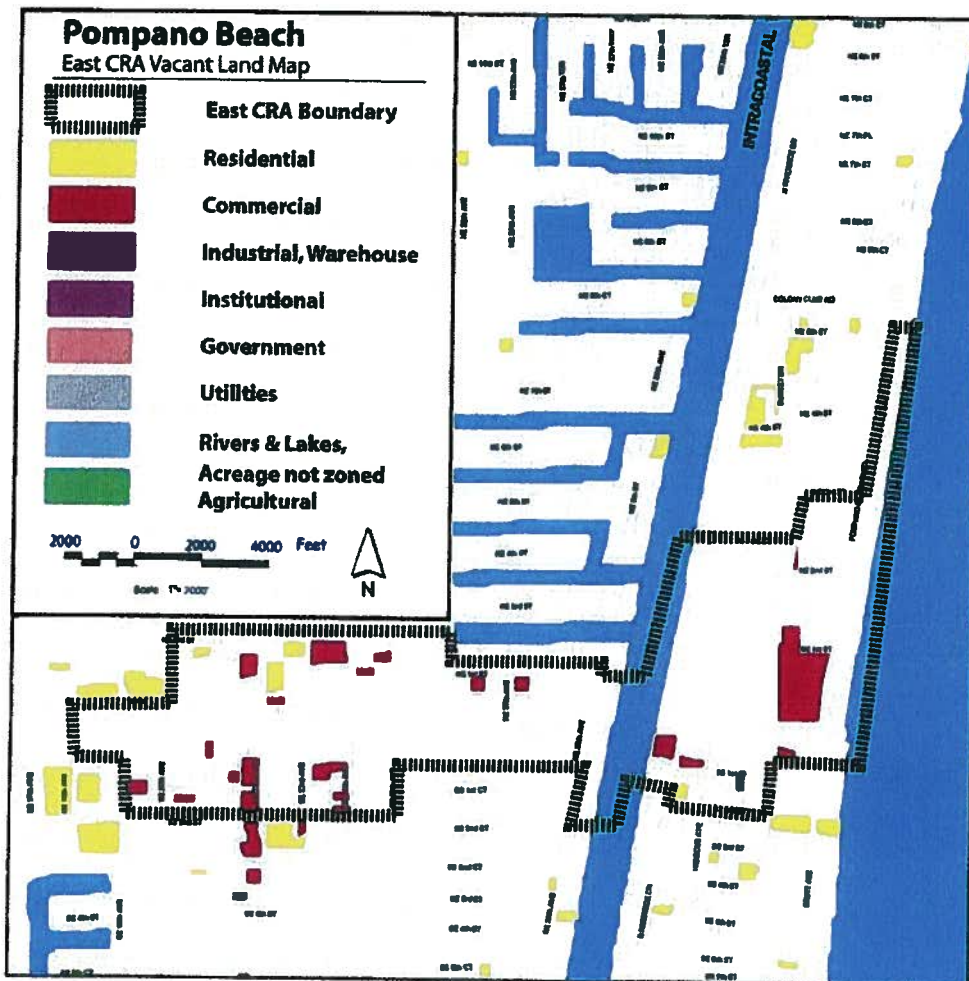


Figure 3.6 – Vacant Land in the East CRA

## 2. Population and Housing Characteristics

According to the 2006 U.S. Census estimate, the population of Pompano Beach was 104,275, which represents an increase of 21% over the 2000 population of 85,932. This compares to a 13.2% growth for the state of Florida over the same period and about an 8% increase for Broward County. This disproportionate growth is due primarily to annexations in the inland areas of the city; the East CRA Area has been substantially built out for some time and has not experienced much growth in the past several decades.

The population and demographic information presented below is based on recent U.S. Census Bureau estimates. Since a detailed census is only conducted every 10 years, with the last one having been completed in 2000, figures for more recent years are city-wide estimates, and are not available at the census tract level. Figure 3.7 shows the representative Census Tracts for the East CRA Area.

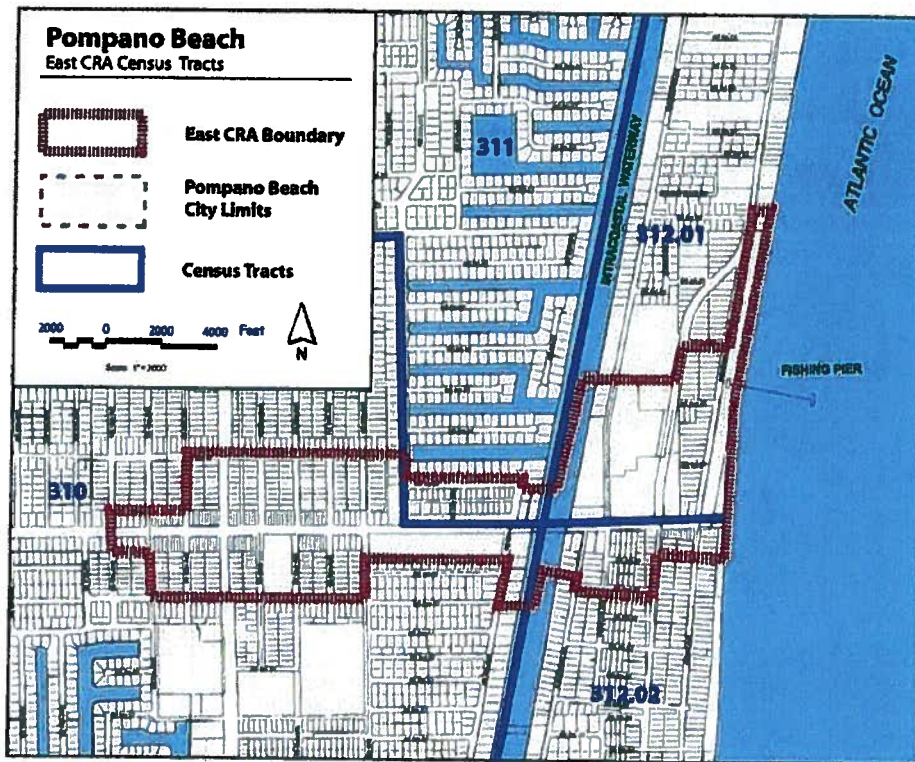


Figure 3.7 – East CRA Census Tracts

A breakdown of the city’s population by race is provided in Tables 3.1. The overall racial composition of the East CRA Area, based on the 2000 Census, is approximately 89% White, 1% Black, 7% Hispanic and 3% Asian. Thus the East CRA, in comparison to the city, has a higher proportion of White residents, and a lower proportion of Black and Hispanic residents. The breakdown by census tract blocks is shown in Table 3.2.

**Table 3.1**  
**2006 - 2008 Population and Race**  
**In the City of Pompano Beach**

Race	Number	Percent
White	68,263	65.5%
Black	27,657	26.5%
Hispanic	17,592	16.9%
Asian	1,011	1.0%
Other	4,270	4.1%
<b>Total</b>	<b>104,275</b>	<b>113.9% *</b>

\* Note: The total exceeds 100% since most Hispanics are also classified as either white or black.

**Table 3.2**  
**2000 Population and Race by Census Tract - Pompano Beach East CRA**

<b>Census Tract</b>	<b>White</b>	<b>Black</b>	<b>Hispanic</b>	<b>Other</b>	<b>Total</b>
310	180	12	46	24	262
311	32	0	1	0	33
312.01	976	6	36	21	1,039
312.02	474	1	37	17	529
<b>Total</b>	<b>1,662</b>	<b>19</b>	<b>120</b>	<b>62</b>	<b>1,863</b>
<b>Percentage %</b>	<b>89.2%</b>	<b>1.0%</b>	<b>6.4%</b>	<b>3.3%</b>	<b>100.0% *</b>

\* Note: The total exceeds 100% since most Hispanics are also classified as either white or black.

The 2000 Census of Population and Housing indicates the Pompano Beach East CRA Area contains approximately 1,091 households, with a resident population of approximately 1,746 persons, as indicated in Table 3.3. Thus, the East CRA contains about 2% of the city's population.

**Table 3.3**  
**2000 Total Households -**  
**Pompano Beach East CRA**

<b>Census Tract</b>	<b>Total Households</b>	<b>Total Residents</b>
310	121	216
311	21	33
312.01	621	1,005
312.02	328	492
<b>Total</b>	<b>1,091</b>	<b>1,746</b>

### **Age Characteristics**

The age groups of the Pompano Beach East CRA are largely unbalanced, with the predominant age group being older aged adults (55 and over), representing close to 63% of the total population of the CRA Area. Middle aged adults (35-54), and young adults (20-34), comprise the other dominant sectors of the CRA population, 21% and 11% respectively. Of the entire East CRA population, less than 10% of the population consists of pre-school and school aged children (ages 0-19). In this regard, the CRA appears to be dominated by older and middle aged adults. The age of the population residing within the East CRA Area is characterized in Table 3.4.

**Table 3.4**  
**2000 Age Distribution by Census Tract - Pompano Beach East CRA**

<b>Census Tract</b>	<b>Ages 0-4 yrs</b>	<b>Ages 5-19 yrs</b>	<b>Ages 20-34 yrs</b>	<b>Ages 35-54 yrs</b>	<b>Ages 55+</b>	<b>Total</b>
310	18	25	69	74	30	216
311	0	0	7	12	14	33
312.01	11	22	72	193	707	1,005
312.02	2	8	41	91	350	492
<b>Total</b>	<b>31</b>	<b>55</b>	<b>189</b>	<b>370</b>	<b>1,101</b>	<b>1,746</b>
<b>Percentage %</b>	<b>1.8%</b>	<b>3.2%</b>	<b>10.8%</b>	<b>21.2%</b>	<b>63.1%</b>	<b>100.0%</b>

**Household Income Characteristics**

In reviewing the 2000 Census data, Census Tracts 310, 311, 312.01 and 312.02 have poverty rates that range from 15% to 25%. Table 3.5 describes the percentage of households that earn less than \$15,000 annually in 1990, which approximates 50% of the median income for the city.

**Table 3.5**  
**2000 Household Income Distribution Below \$15,000 - Pompano Beach East CRA**

<b>Census Tract</b>	<b>Total Households</b>	<b>No. Earn &lt; \$15,000</b>	<b>% of Total</b>	<b>Median Income</b>
310	435	108	24.8%	\$25,956
311	661	96	14.5%	\$53,920
312.01	2,288	366	16.0%	\$38,542
312.02	741	158	21.3%	\$29,188
<b>Total</b>	<b>4,125</b>	<b>728</b>	<b>17.6%</b>	<b>\$36,902</b>

In reviewing the 2000 U. S. Census, particularly the tracts that encompass the CRA Redevelopment Area (Tracts 310, 311, 312.01, 312.02) several important demographic characteristics of the residents are described. The median income for the CRA Area is \$36,902. As a group, just over 67% of the CRA population earned more than \$25,000 annually, while 33% earned less than \$25,000. Refer to Table 3.6 for a description of the distribution of household income.

**Table 3.6**  
**2000 Household Income Distribution by Census Tract - Pompano Beach East CRA**

Census Tract	\$ 0.00 - 9,999	\$ 10,000- 24,999	\$ 25,000 - 49,999	\$ 50,000 - Above	Total	Median Income
310	60	151	122	102	435	\$25,956
311	62	117	139	343	661	\$53,920
312.01	201	484	751	852	2,288	\$38,542
312.02	119	154	249	219	741	\$29,188
<b>Total</b>	<b>442</b>	<b>906</b>	<b>1,261</b>	<b>1,516</b>	<b>4,125</b>	<b>\$36,902</b>
<b>Percentage %</b>	<b>10.7%</b>	<b>22.0%</b>	<b>30.6%</b>	<b>36.8%</b>	<b>100.0%</b>	

### 3. Existing Traffic Circulation

Since the East CRA Area is relatively small, there are only three arterial streets that traverse the area: US 1 and A-1-A run north-south, and Atlantic Boulevard runs east west. Atlantic Boulevard terminates at the Atlantic Ocean, so it really just provides connectivity to the west, although it does provide access to the principal regional highways, Interstate 95 and the Florida Turnpike. It is the only road in the vicinity that allows a crossing of the Intracoastal Waterway, via a four-lane drawbridge.

Other streets within the CRA are low volume local streets, typically only two lane roads. While they are generally laid out in a fairly regular rectilinear grid pattern, many of the streets are interrupted by waterways. At some point, most traffic that wants to travel beyond the East CRA boundaries has to use one of the three major arterials.

#### North-South Roadways

Major north and south arterial roadways include SR A-1-A and US 1.

SR A-1-A is 2 lanes along its entire length within the Redevelopment Area with occasional turn lanes at selected points. The Average Daily Traffic volume (ADT) in 2008 was 12,300 vehicles. It is on the barrier island, with crossings to the mainland occurring at limited intervals, usually several miles apart. Atlantic Boulevard provides the only crossing point within the East CRA. For this reason, traffic on A-1-A is largely limited to local traffic. Although it is possible to travel on A-1-A along most of the Florida East Coast, in practice, very few people travel along it for more than a few miles. State Road A-1-A was designated a State of Florida Scenic Highway in 2009.

US 1 has three lanes each way with turning lanes along the center of the road between the two sets of lanes. There is no on-street parallel parking on either side. The ADT volume in 2008 was 39,000 vehicles. This is a busy arterial, providing access to other cities to the north and south, as well as to the numerous commercial establishments that occur more or less continuously along its length.

The remaining north and south roadway network is composed of small two lane collector streets with some parallel on-street parking available near the major commercial centers along Atlantic Boulevard.

#### **East-West Roadways**

Atlantic Boulevard serves as the sole connection between the beachfront that is located on the barrier island and the rest of the East CRA Area located on the mainland. From the west boundary of the CRA at East 18<sup>th</sup> Avenue to its termination at Pompano Beach Blvd., Atlantic Boulevard is an improved four lane divided roadway with curb and gutters and a landscaped median. It occasionally appears wider due to the occurrence of dedicated right turn lanes at some cross streets. Left turn lanes exist at most intersections and parallel on-street parking is available intermittently. Where Atlantic Boulevard crosses the Intracoastal Waterway a drawbridge allows for the safe passage of watercraft. Atlantic Boulevard serves as the "Main Street" for Pompano Beach, and is lined with a variety of uses, predominantly commercial. Since it terminates at the beachfront, the traffic volume diminishes noticeably as one moves from west to east. The ADT volume just West of US -1 for 2008 was 40,500 vehicles; at a point just west of the Intracoastal Waterway Bridge, the ADT dropped to 25,000 vehicles.

The remaining east-west roadways are minor two lane streets, generally with some parallel on-street parking available near the major commercial centers.

#### **4. General Housing and Building Conditions**

The part of Pompano Beach occurring within the East CRA was originally developed in the 1950s and 1960s, and much of the building stock existing today dates from that era. Thus, the great majority of buildings are around fifty years old or more. They are typically of solid construction, with concrete and concrete masonry being quite common, so they are in reasonable condition so long as they are properly maintained.

As noted before, there is a marked difference in development patterns east and west of the Intracoastal Waterway. West of the Intracoastal, development is low density, with few structures exceeding one or two stories. The uses are predominantly commercial within the CRA, that is to say, lining Atlantic Boulevard, although it transitions to low density residential to the north and south. East of the Intracoastal Waterway, mid and high rise construction is the norm, with the uses being predominantly residential. Although there is some small scale commercial, most of it lining Atlantic Boulevard, large residential condominium complexes are the norm here.

Again, most of this development is around fifty years old. The condominium projects seem to be well-maintained, for the most part. The Sea Monarch and Ocean Monarch buildings, a pair of 16 to 18 story oceanfront condominium buildings, had exterior repairs and painting completed within the last five years. The commercial properties, on the other hand, are, for the most part, in marginal condition. Many of them are likely redevelopment prospects; indeed, the recent Oceanside Pompano Beach condominium project is built on the site of a



former one-story shopping center. The current downturn in real-estate has put this trend on indefinite hold, although several of the commercial properties were exploring redevelopment possibilities.

The Oceanside Pompano Beach project, a 17-story luxury condominium development, is the only recent development of any note within the East CRA Area. The mainland has seen a few new commercial structures along Atlantic Boulevard, just west of US-1. These are small-scale stand alone buildings, although they do reinforce the traditional character of the older commercial around them.

Even with good maintenance, the older buildings will be difficult to keep in an attractive condition that can be competitive with other emerging redevelopment areas in surrounding communities. Rents are below the norm; even so, the vacancy rates are noticeable. The area is ripe for redevelopment, although there does not appear to be any great momentum in that direction yet.

## **5. Geographic Sub-Areas**

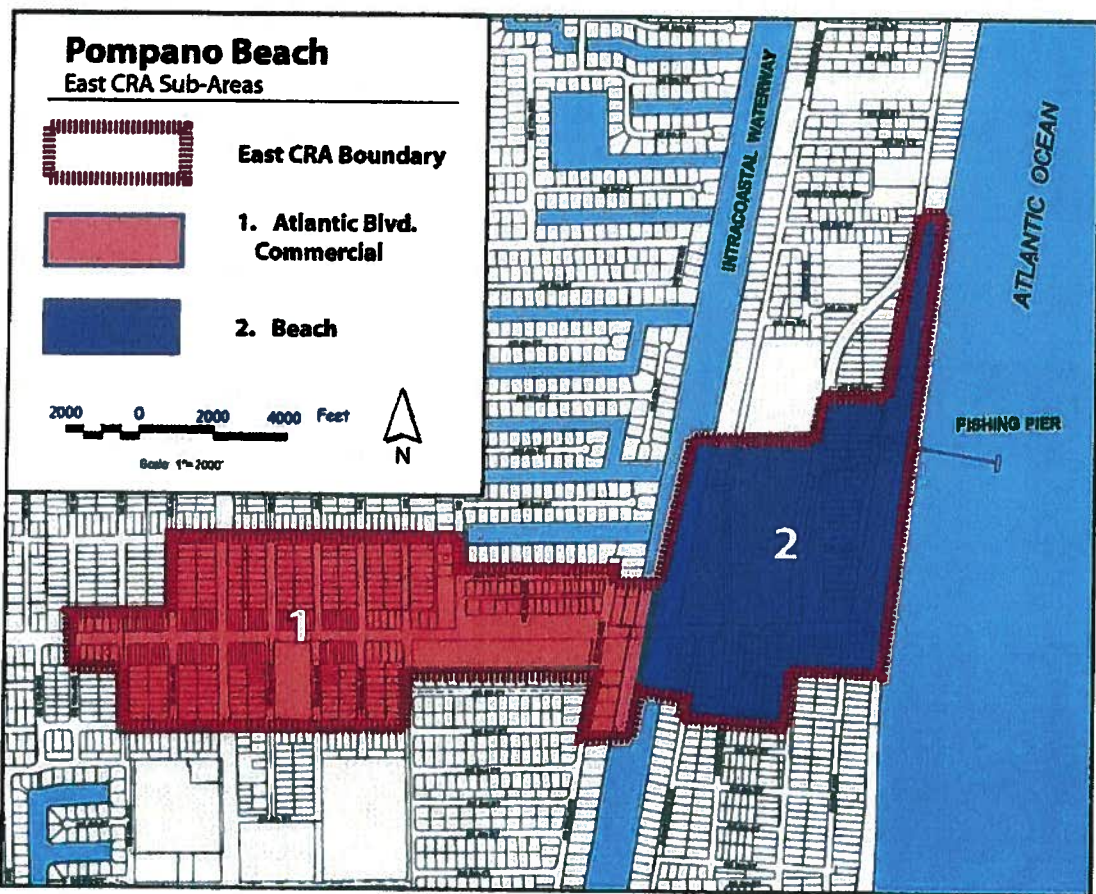
Within the Community Redevelopment Area there are considerable variations in the degree of deterioration, land use patterns and existing socioeconomic conditions. In order to develop an effective plan that is cognizant of these variations, the East CRA has been divided into two distinct geographic sub-areas, depicted in Figure 3.8, each requiring a different redevelopment strategy. In addition to addressing underlying problems and capitalizing on area opportunities, associated redevelopment strategies focus on maintaining and enhancing major assets that provide positive contributions to the redevelopment effort. Physical features such as landmarks, barriers, activity centers, and many others within each sub-area are also considered, since they have a significant influence upon specific urban design decisions that impact the redevelopment strategy for the area.

Another significant factor in the development of effective sub-area redevelopment strategies is the participation of community members including businesses, residents, elected officials and others. The success or failure of stabilization and redevelopment efforts is dependent upon the level of public support.

The two geographic sub-areas are shown in the Table 3.7, which describes in general their major characteristics.

**Table 3.7**  
**General Land Use in the East CRA Sub-Areas**

Sub-Area	Size	Households	Land Use	Zoning Districts
Atlantic Blvd. Commercial	86.3 acres	142	Commercial:	B-1, B-2, B-3, M-1, PR
Beach	71.7 acres	949	Comm./Res.:	B-2, B-3, M-1, M45 RM 45/HR, PR
<b>Total</b>	<b>158 acres</b>	<b>1,091 Households</b>		



*Figure 3.8 – East CRA Sub-Areas*

A detailed description of each of the two geographic sub-areas of the East CRA is provided below. Each description provides an overview of existing conditions, including a list of major physical features and key agencies and special interest groups operating within the sub-area.

### **Sub-Area No. 1 – Atlantic Boulevard Commercial**

The sub-area, containing approximately 86 acres of land, consists of one of the city's primary commercial corridors. Atlantic Boulevard was the original "Main Street" of Pompano Beach when it was experiencing its post World War II growth spurt. As a practical matter, the more viable commercial uses in Pompano Beach are now located along US 1 and in large commercial centers like the Pompano Citi Centre. The current situation gives some indication of the declining fortunes of the Atlantic Boulevard corridor. In a word, the area is dated.

Within the East CRA, the Atlantic Boulevard corridor begins at E 18<sup>th</sup> Avenue, two blocks west of US 1, and proceeds east from there. The area immediately around US 1 seems busier and more commercially viable, with several buildings constructed in the past ten years. Further east, the quality of the buildings, and the tenants, drops off noticeably. Near US 1, there are several nationally branded retailers, further east, the tenants are mostly small, local "mom and pop" establishments. While many have been there many years and are local institutions, the corridor is not a thriving commercial environment. There is a noticeable vacancy rate, particularly in the two long strips just west of the Intracoastal Waterway.



*Figures 3.9-3.10 – Sub Area No. 1 – Atlantic Avenue Commercial*

### **Sub-Area No. 2 – The Beach**

This sub-area, consisting of 72 acres of land, is located on the barrier island. Although the most prominent uses are mid and high-rise residential condominiums, this sub-area is actually quite diverse. There are a number of small commercial strip centers along Atlantic Boulevard and A-1-A, several civic uses and facilities, including a fire station, library and lift station, and several large public parking lots. These serve the beach, which, along with the fishing pier, is the primary public attraction for this area.

The barrier island was first developed in the 1950s and 1960s, and most of the existing buildings date from that time. A prominent exception is Oceanside Plaza of Pompano Beach condominiums at the intersection of Atlantic Boulevard and A-1-A, a 17-story luxury condominium development. There are also several vacant tracts, including a large oceanfront



parcel just east of the Oceanside project. Some of these were intended for redevelopment, but were suspended due to the recent economic downturn.

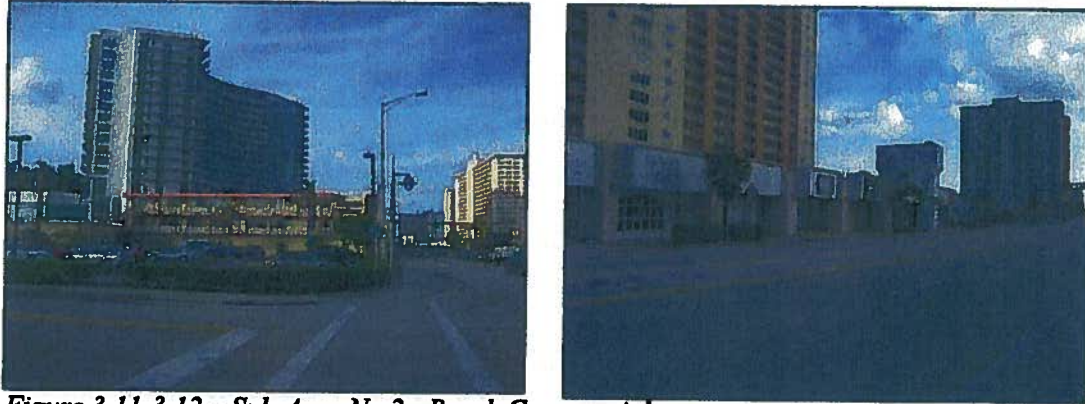


Figure 3.11-3.12 – Sub-Area No.2 - Beach Commercial

## 6. Regulatory Framework

The East CRA Area contains a fairly rigid set of land uses and zoning districts within its boundaries. Generally these districts are defined by the overriding Atlantic Overlay District, (AOD), which supersedes the zoning districts in place.

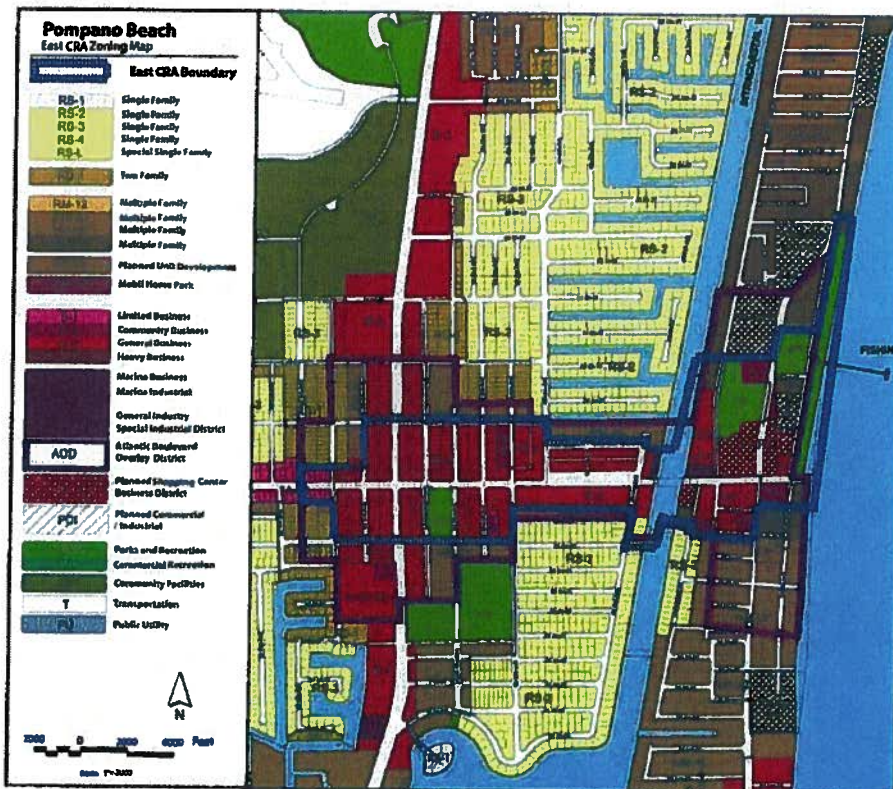


Figure 3.13 – Zoning in the East CRA Area



A review of the zoning regulations for the various districts in the CRA does not reveal any serious issues, at least not within the district regulations. These all seem to adhere to fairly conventional norms of development. Figure 3.13 shows the various zoning districts of the East CRA Area. Some comments regarding specific provisions of the various district regulations follow:

- As the overriding zoning district for the East CRA Area the AOD allows for a wide range and mix of commercial entertainment, office, hotel and residential uses. It is directed at local residents and tourists alike in trying to create a safe pedestrian oriented area through the implementation of stringent design standards, landscaping regulations, public art, and property owner incentives.

Overall the design theme of the AOD is old Florida/Maritime, and is intended to promote pedestrian friendly environments through the use of covered open air walkways, arcades, lighting, and high visibility areas. The design guidelines, which address signage, lighting, fencing, site improvements, and building facades are to be found in the Architectural Design Manual for the Atlantic Overlay District.

- Setback requirements for the AOD are as follows:  
Front setback of zero feet from the right-of-way, which conforms to current development standards near US 1, although the commercial development further east tends to be set back behind parking.

Side street setback of zero feet if a sidewalk exists. When appropriate a sidewalk or walkway shall be required on or off site and should be dedicated to the public.

Side setback: if providing pedestrian walkways, plazas or courtyards to provide access to rear parking areas, side setback shall be a minimum of ten feet from the property line.

**Table 3.8**  
Pompano Beach Zoning Regulations -  
East CRA Area Zoning Districts

Zoning Districts	Min. Lot Area (sf)	Min. Lot Width (ft)	Front Setback (ft)	Side Setback (ft)	Rear Setback (ft)	Max. Lot Coverage	Min. Pervious Area	Max. Height
RM-45	•	•	25	10	10	60%	25	105
B-1	7,000	70	-	-	30	35%	20	50
B-2	10,000	100	-	-	30	45%	20	105
B-3	10,000	100	-	-	30	60%	20	105
M-1	10,000	100	-	-	10	60%	20	40

\* Minimum lot area/ lot width varies according to number of dwelling units, verify with section 155.69 of zoning code for applicable standards.

The Atlantic Overlay District is intended to foster a denser, mixed use and more pedestrian friendly character, as evidenced by several newer buildings near the intersection of US 1. Yet the underlying regulations are still oriented to low intensity development, with relatively high requirements for pervious area and parking ratios.