

# Pompano Beach Transportation Corridor Studies

## Existing Conditions and Development Opportunities Report

Atlantic Boulevard

Dixie Highway

Federal Highway/US 1

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## CITY OF POMPANO BEACH TRANSPORTATION CORRIDOR STUDIES

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# 1. OVERVIEW

Pompano Beach sits in the crossroads of South Florida, with an abundance of opportunities to create a vibrant future and built on past successes. The City is connected with regional transit via the Pompano Tri-Rail station located in the southwest quadrant of the I-95 / Sample Road interchange. Local bus routes crisscross the city and major transit system changes under serious consideration that can significantly improve regional access to and economic prosperity in Pompano Beach include:

- Passenger rail along the FEC corridor with several stops located in Pompano Beach, connecting the city via rail into the region's major urban centers
- A rail connection between the FEC and Tri-Rail that will require a major transfer center. This center will connect via rail into each of the region's three international airports
- High speed bus service along Sample Road that will connect with the existing Tri-Rail Station and with high capacity bus service planned along US 1.

The Mayor's Stimulus Task Force recommends the creation of visions for each of the city's major corridors. The first objective for each corridor is to create an economic development strategy focused on strengthening the existing economic base and finding opportunities to attract new businesses and promote job growth. The set of desired community outcomes will provide a clear picture of what is possible given the unique existing assets and opportunities along the Atlantic Boulevard, Dixie Highway and Federal Highway/US 1 corridors. Implementing activities will be outlined in a corridor plan that clearly connects the present with the possible by identifying the economic development strategies, the public and private transportation and infrastructure investments and the regulatory framework needed to guide and foster corridor revitalization and development.

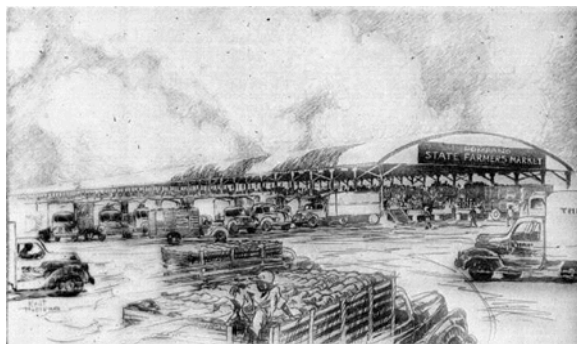


***Centrally located in the South Florida Metropolitan Area, Pompano Beach has a real opportunity to expand its reach and become a prime destination within the region.***



The first phase of this project is an existing conditions and development opportunities assessment, focusing on economic conditions, transportation, water, sewer and stormwater infrastructure, and land use and redevelopment.

The existing conditions and development opportunities report has been developed to provide an overview of analyses that have been undertaken, provide an assessment of plans and studies that have been reviewed, and lay out a base of information and data that will guide the development of the corridor plans for Atlantic Boulevard, Dixie Highway and Federal Highway/US 1. The corridor plans will build upon the data presented here to recommend infrastructure, land use, development and economic development strategies that will enhance each of the three corridors and elevate the “sense of place” in Pompano Beach. Along each of the corridors, a number of centers will be identified, with each having unique characteristics that enhance the corridors and provide an array of living, working and recreational opportunities.



*State Archives of Florida, Florida Memory,  
<http://floridamemory.com/items/show/14651>  
7. by Kent Haaerman*

Each of the three corridors has a unique flare and planning for the future must take this into account. The Atlantic Boulevard corridor serves as the gateway to Pompano Beach, and existing plans and proposed projects promote this theme. Two major projects underway that will elevate the corridor and really address this gateway theme are the TOC land use amendment and associated redevelopment plans as well as the East Atlantic Boulevard Overlay..

Dixie Highway, straddled on the east by the FEC railroad which is likely to become a major transit corridor throughout south Florida, has its own distinct feel, with a high number of warehouse and industrial uses. While this report focuses on existing conditions and development opportunities, the corridor plans will explore ways to keep the character of the corridor intent but enhancing and revitalizing it into a more lively and inviting area, with urban centers spanning the corridor, particularly in the Old Pompano/likely future FEC station location.

The Federal Highway/US 1 corridor is one of the main retail corridors of the City, along with Atlantic Boulevard. The corridor parallels the Intracoastal Waterway and has a number of

marine and boating-oriented uses, one of the industry clusters discussed in more detail in the economic assessment chapter. The abundance of residential neighborhoods within close proximity to the corridor provides a strong opportunity to increase the number of walking and biking trips. Enhancing connections and developing a citywide green network will help with this goal.

### Economics and Demographics

The economic section includes a demographic analysis, overview of business clusters, and a competitive advantage analysis and retail demand analysis to determine the potential economic drivers that can potentially attract private investment and enable industrial growth, job creation, increased tax revenues and expanded economic opportunities. The assessment includes a focus on targeted industry clusters, which are identified below.

- Advanced materials and high tech manufacturing
- Aerospace and aviation
- Cloud technology and mobile communication
- International trade and logistics
- Life sciences
- Marine
- Creative design

The clusters with particular strength in Pompano Beach are advanced materials and high tech manufacturing, with the top two zip codes for this cluster located in Pompano Beach, international trade and logistics and life sciences, with the Powerline Road corridor ranked second in Broward County for both, and the marine industry cluster which is clustered along Federal Highway/US 1 south of Atlantic Boulevard. The City is also home to a major industrial area, particularly in the northwestern quadrant of the City, which is economically significant not only for Pompano Beach but also Broward County and the southeast Florida region. This

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### ***Key Industry Clusters in Pompano Beach:***

- *Advanced materials and high tech manufacturing*
  - *International trade and logistics*
  - *Life sciences*
  - *Marine*
-

concentration of industrial space offers great opportunities to the City in addition to those already being realized.

The retail demand analysis identifies the largest business types located in the corridor study areas. In each of the corridors, eating and drinking places, personal care services, and food and beverage stores have the largest number of establishments while general merchandise, eating and drinking places, and food and beverage stores have the highest sales. Average sales per store are lower in the Dixie Highway corridor than in the Atlantic Boulevard and Federal Highway/US 1 corridors. Although the analysis shows that the retail market is well-served and competitive, redevelopment of retail properties can make sites more competitive in the market and draw in additional development.

The rapid growth that characterized the early 2000's largely came to a halt after 2005, with the number of housing units increased by 24 percent between 2000 and 2005, but only by one percent between 2005 and 2010. This decrease in construction was not unique to Pompano Beach. Median household incomes across the City increased by 12 percent between 2000 and 2005 but decreased by 14 percent between 2005 and 2011. As of 2011, 52 percent of households were owner occupied and 48 percent were renter occupied, representing a significant change from 2000 when 63 percent of households were owner occupied. This data along with other demographic and economic data and analyses will help shape strategies and recommendations in the corridor plans.



***New Bus Transfer Facility near Dixie Highway and Dr. Martin Luther King Boulevard***

### Multimodal Transportation

The transportation section includes a multimodal analysis of bicycle, pedestrian, transit and roadway conditions along each of the three corridors. Atlantic Boulevard, a six lane facility between Florida's Turnpike and Cypress Road, and four lanes between Cypress Road and its eastern terminus, provides access to the City's "Old Downtown" area and the beach. Projected (2035) traffic volumes suggest the corridor will operate at LOS F throughout the city. Therefore, level of service on Atlantic Boulevard and to support long-term economic development and

mobility needs. Transit improvements identified within the Atlantic Boulevard corridor include mobility hubs at Dixie Highway and Powerline Road, and premium rapid bus service. In addition, the South Florida East Coast Corridor (SFECC) study, which is evaluating the feasibility of passenger rail along the FEC corridor, has identified a potential station near Atlantic Boulevard and Dixie Highway. Bicycle facilities are largely absent along Atlantic Boulevard with the exception of the segment between NW 27 Avenue and Andrews Avenue, where designated bike lanes/wide paved shoulders are provided. Sidewalks are present in most areas.

Dixie Highway, a four lane facility with the exception of a one-way pair portion between north of McNab Road and south of SW 2<sup>nd</sup> Street, parallels the Florida East Coast (FEC) railroad. Projected (2035) traffic volumes suggest the corridor is expected to operate at LOS D or better. FDOT's five-year work program includes two resurfacing projects along Dixie Highway between McNab Road and Copans Road. Several transit improvements have been identified in 2035 LRTP and BCT's Comprehensive Operational Analysis. These improvements include rapid bus service along Dixie Highway and mobility hubs at Atlantic Boulevard, Dr. Martin Luther King Boulevard, and Copans Road. The SFECC study has identified three potential stations along the Dixie Highway corridor within the City of Pompano Beach at Sample Road, Atlantic Boulevard, and between Copans Road and Atlantic Boulevard. Continuous sidewalks are provided on the west side of Dixie Highway. Bike lanes are provided on both sides of Dixie Highway except within the one-way pair segment.

Federal Highway/US 1, a six lane facility, providing access to local attractions such as the Pompano Citi Center, Pompano Air Park, and Municipal Golf Course. 2035 daily volume estimates indicate the segments between McNab Road and Atlantic Boulevard, and NE 10 Street and Copans Road are expected to operate at LOS F. These segments should be priority segments for potential improvements. Transit improvements identified within the US 1 corridor include mobility hubs at Sample Road, NE 49<sup>th</sup> Street/Wiles Road, and Copans Road. In addition, premium rapid bus service is proposed along US 1. An assessment of existing pedestrian facilities shows that continuous sidewalks are provided on both sides of US 1. However, bike lanes are limited to the segment between NE 4 Street and NE 36 Street. Overall, level of service



of some segments is expected to deteriorate over the next 20 years. However, roadway capacity enhancements do not appear to be viable due to dense development along the US 1 corridor. Therefore, priority should be given to operational and multimodal improvements to support long-term economic development and mobility needs.

### Infrastructure and Land Uses

The infrastructure analyses evaluate existing infrastructure and its ability to accommodate new development or redevelopment along the three corridors. Existing water, sewer, and stormwater data, plans and studies were reviewed and an overview of each is included. Opportunities and issues identified in the analysis include:

- Wellfields may effect design as related to setbacks of stormwater facilities from wellfields, setbacks of re-use distribution and land application systems from wellfields, particularly where wellfields are clustered in the Dixie Highway corridor between and Atlantic Boulevard and just north of Copans Road and near the northern city limits.
- Classification of the Pompano Canal as an impaired listed water body requires additional treatment of contributing drainage for water quality; developments incorporating low-impact strategies including a greater amount of landscaping and open space area suitable for the provisions of such measures.
- Outfall points – Part of the stormwater management concept effort should be to consider the locations and sizes of off-site pond sites for the project.
- The lack of sanitary sewer facilities in the northern reaches of the Federal Highway and Dixie Highway corridors will impact development potential. Funding strategies to extend City facilities to serve properties will be explored.
- Stormwater improvement projects resulting from stormwater mater plans may benefit future development by reducing flooding in the corridors and other public right-of-way.

The land use section focuses on existing plans and projects, zoning and future land use assessments, and an overview of redevelopment and greenway opportunities. Based on the analysis, in the Atlantic Boulevard corridor vacant and redevelopable parcels are clustered in the transit-oriented corridor (TOC) land use district, near the CSX rail corridor and west of Powerline

Road, with a scattering of parcels throughout the remainder of the study area. The classification of a parcel as redevelopable is based on a number of factors, including land and building values, existing land uses, parcel size, etc. In the Dixie Highway corridor, vacant and redevelopable parcels are clustered in the TOC land use district, between SW 6<sup>th</sup> Street and the southern city limits, and large-scale parcels near NE 48<sup>th</sup> Street. In the Federal Highway/US 1 corridor, vacant and redevelopable parcels are generally more scattered throughout the study area compared with the other corridors. The concentrations and distributions of vacant and redevelopable parcels in each of the corridors will feed into the corridor plans and help strategize redevelopment efforts in given locations.

#### History and Context

The City of Pompano Beach is home to a rich and diverse cultural history. Settlers of the Pompano area hailing from North Florida, Georgia and the Carolinas began to arrive in the 1890s. The warm climate, rich soil and plentiful fish created an opportunity for farming and commerce that drew brave pioneers to tame the primitive territory. The delicious saltwater fish are said to be responsible for naming the city “Pompano,” first used by Frank Sheene, a surveyor for the Florida Coast Line Canal and Transportation Company.

The first incorporation of the town of Pompano occurred in 1908. The town of Pompano and the town of Pompano Beach were combined in 1947 to form the City of Pompano Beach which is located in the northeastern section of Broward County, bordering the Atlantic Ocean to the east. The Hillsboro Inlet in northeastern Pompano Beach just south of Lighthouse Point marks the northern boundary of the Florida Reef. The historic Hillsboro Lighthouse is also located at this inlet.

Farming and small businesses were the first concerns of the residents of Pompano. The center of Old Pompano business activity in the 1920s was east of the Florida East Coast Railroad tracks at NE Flagler Avenue and First Street. In 1939, the Pompano State Farmers Market opened under the control of the Florida Department of Agriculture. The opening of the CSX railroad

about a mile west of the FEC line created an area that drew large scale industrial and warehouse uses due to the access to the freight rail line. Development took place west of the CSX tracks due to the existing development around the FEC line. The State Farmers Market is now located on a 21 acre site on W. Atlantic Avenue just west of Interstate 95.

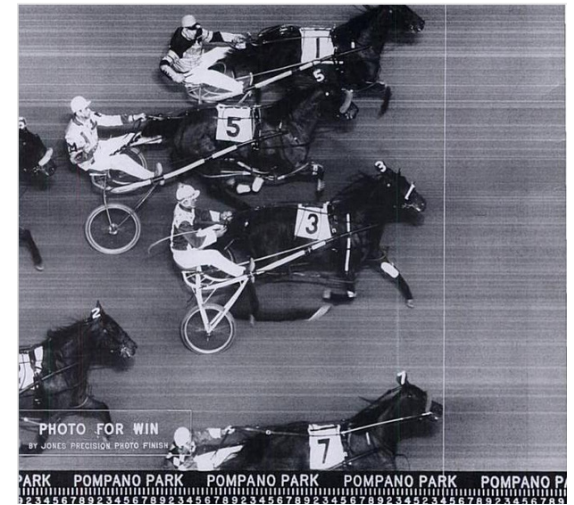
Vital to the development of the area in the early twentieth century was William L. Kester, who served on the city council, took part in farming and cattle raising and contributed to development and tourism in Pompano namely through his construction of “Kester Cottages.” Among the more than 100 homes that were built, is the group of 45 built along the Atlantic Ocean called the Kester Ocean Colony.



<http://www.pompanohistory.com/phc/aboutus/images.shtml>. Kester Cottage.

Also following the conclusion of World War Two was the transferring of the Pompano Beach Air Park over to the City. The Air Park is located just east of N. Dixie Hwy and west of N. Federal Highway and was established in 1938 to serve the Naval Air Station at Fort Lauderdale through the duration of World War Two.

In addition to its colorful history, Pompano Beach has a bright future ahead. Proactive and innovative planning is positioning the City to capture much of the economic and growth through redevelopment in Broward County's future. The corridor studies for Atlantic Boulevard, Dixie Highway and Federal Highway/US 1 are not the only things happening right now. The City recently adopted a transit-oriented corridor district near the historic downtown and along the Dr. Martin Luther King Boulevard corridor. The City was also recently awarded a grant from the Environmental Planning Agency focusing on using neighborhood design to create sustainable neighborhoods for an aging population. These studies, along with other ongoing initiatives and forward think community redevelopment areas and planning staff will continue to position Pompano Beach well for the future.



***Harness Racing photo from Feb 22, 1969,  
source:  
[http://books.google.com/books?id=7TaVO\\_6  
S4f0C&printsec=frontcover&source=gbs\\_ge\\_s  
ummary\\_r&cad=0#v=onepage&q&f=false](http://books.google.com/books?id=7TaVO_6S4f0C&printsec=frontcover&source=gbs_ge_s<br/>ummary_r&cad=0#v=onepage&q&f=false)***





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## 2. ECONOMIC ASSESSMENT

### DEMOGRAPHIC AND ECONOMIC ANALYSIS

This section of the report provides a baseline economic inventory of all major corridors, including a citywide economic and market analysis. The economic assessment identifies existing and potential industry clusters that could drive the City's economic development in the future. The analysis characterizes and assesses the level to which existing business clusters in Pompano Beach and Broward County are developing into mutually reinforcing systems. Analyses included in this section are a **business cluster strategy**, considering the spatial dimensions and linkage characteristics of key industrial sectors, a **competitive advantage analysis**, used to determine potential economic drivers that can attract private investment and enable business growth, job creation, increased tax revenues and expanded economic opportunities, a **demographic analysis**, focusing on demographic shifts, changing market demands and the impact on real estate, and a **retail demand analysis**, determining future demand for retail development based on supply of existing retail uses and the demographics of the trade area.

### POPULATION AND HOUSEHOLDS

According to 2011 American Community Survey (ACS) estimates, the City of Pompano Beach has a current population of 101,632 residents. The City's population increased by 21 percent (16,701 residents) from 2000 to 2005 and by 7 percent (6,740 residents) from 2005 to 2011. The population growth rate (7 percent) of the City of Pompano Beach for 2005-2011 was significantly higher than Broward County's population growth rate (1 percent) during this period.

There are currently 42,420 households in the City which represents a 20 percent increase since 2000. Significantly, the number of households in the City has decreased by 3 percent since 2005. The City's recent household loss is attributed to a 17 percent (2,788 households) decrease in married couples with families.

**TABLE 2-1: POPULATION AND HOUSEHOLDS IN BROWARD COUNTY AND THE CITY OF POMPANO BEACH**

	POMPANO BEACH							BROWARD COUNTY				
	2000	2005	2010	2011	Percentage Change			2000	2005	2011	Percentage Change	
					2000-05	2005-10	2005-11				2000-05	2005-11
POPULATION	78,191	94,892	99,845	101,632	21%	5%	7%	1,623,018	1,757,590	1,780,172	8%	1%
HOUSEHOLDS	35,197	43,641	42,182	42,420	24%	-3%	-3%	654,445	687,331	668,898	5%	-3%

Source: U.S Census Bureau (2011 ACS 1-Year Estimates, 2010 Summary File 1 (SF 1) 100-Percent Data, 2005 American Community Survey and 2000 Summary File 1 (SF 1) 100-Percent Data

The racial and ethnic composition of the City of Pompano Beach has been gradually changing since 2000. While the City’s White (66 percent) and Black or African American (31 percent) populations continue to comprise the largest shares of the City’s racial composition, Hispanic or Latinos of any race have been the fastest growing population, increasing by 118 percent since 2000.

**TABLE 2-2: POPULATION IN BROWARD COUNTY AND THE CITY OF POMPANO BEACH BY RACIAL/ETHNIC ORIGIN**

	POMPANO BEACH							BROWARD COUNTY		
	2000	2005	2010	2011	Percentage Change			2000	2011	Percentage Change
					2000-05	2005-10	2005-11			2000-2011
Total:	78,191	94,892	99,845	101,632	21%	5%	7%	1,623,018	1,780,172	10%
White alone	52,989	63,292	62,515	66,970	19%	-1%	6%	1,145,287	1,144,928	0%
Black or African American alone	19,897	25,950	28,849	31,455	30%	11%	21%	333,304	480,872	44%
American Indian and Alaska Native alone	186	612	285	108	229%	-53%	-82%	3,867	5,130	33%
Asian alone	636	872	1,302	714	37%	49%	-18%	36,581	60,313	65%

	POMPANO BEACH							BROWARD COUNTY		
	2000	2005	2010	2011	Percentage Change			2000	2011	Percentage Change
					2000-05	2005-10	2005-11			2000-2011
Native Hawaiian and Other Pacific Islander alone	22	-	49	-	**	**	**	916	363	-60%
Some Other Race alone	1,602	2,246	4,472	1,659	40%	99%	-26%	48,642	48,744	0%
Two or More Races	2,859	1,920	2,373	726	-33%	24%	-62%	54,421	39,822	-27%
Hispanic or Latino (of any race)	7,770	11,616	17,509	16,948	49%	51%	46%	271,652	459,383	69%
White alone	68%	67%	63%	66%	*	*	*	71%	64%	*
Black or African American alone	25%	27%	29%	31%	*	*	*	21%	27%	*
Hispanic or Latino (of any race)	10%	12%	18%	17%	*	*	*	17%	26%	*

Source: U.S Census Bureau (2011 ACS 1-Year Estimates, 2010 Summary File 1 (SF 1) 100-Percent Data, 2005 American Community Survey and 2000 Summary File 1 (SF 1) 100-Percent Data

### EDUCATIONAL ATTAINMENT

According to 2011 ACS estimates, 43 percent of the City’s population 18-24 years of age have some college or an associate’s degree and higher and 48 percent of the City’s population 25+ years has some college or higher degrees. While overall educational attainment has improved in the City during the last ten years, the City’s 18-24 and 25+ population age groups are generally less educated than Broward County as a whole. For example, 2.1 percent of the City’s population 18-24 and 22.3 percent of the population 25+ have a bachelor’s degree of higher compared to 7.7 percent and 31.2 percent, respectively, for Broward County.

**TABLE 2-3: EDUCATIONAL ATTAINMENT IN BROWARD COUNTY AND THE CITY OF POMPANO BEACH**

	POMPANO BEACH				BROWARD COUNTY	
	2000	2005	2010	2011	2000	2011
Population 18 to 24 years	5,721	8,006	8,158	8,236	115,055	153,457
Less than high school graduate	43%	30.1%	34.4%	29.5%	29%	16.7%
High school graduate (includes equivalency)	29%	44.9%	27.2%	27.4%	31%	30.4%
Some college or associate's degree	22%	23.4%	29.9%	41.0%	33%	45.2%
Bachelor's degree or higher	6%	1.6%	8.5%	2.1%	7.2%	7.7%
Population 25 years and over	58,729	71,085	71,812	74,238	1,126,502	1,234,982
Less than 9th grade	7%	6.2%	8.4%	5.9%	5.4%	5.3%
9th to 12th grade, no diploma	16%	13.5%	10.6%	9.7%	12.6%	6.7%
High school graduate (includes equivalency)	29%	32.2%	34.8%	36.8%	28.4%	28.5%
Some college, no degree	21%	18.8%	18.7%	18.6%	21.6%	20.6%
Associate's degree	6%	6.3%	6.1%	6.7%	7.5%	8.8%
Bachelor's degree	15%	16.1%	14.5%	15.3%	15.8%	19.0%
Graduate or professional degree	7%	6.8%	6.9%	7.1%	8.7%	11.2%

Source: U.S Census Bureau (2011 ACS 1-Year Estimates, 2010 ACS 1-Year Estimates, 2005 American Community Survey and 2000 Summary File 3 (SF 3) Sample Data

**HOUSING SUPPLY AND TENURE**

According to the 2011 ACS, the housing inventory of the City of Pompano Beach increased by 12,793 units (29 percent) since 2000. The most significant net increase from 2000-2010 occurred in the growth of renter-occupied housing units (7,298 units/55 percent growth). Owner-occupied housing units decreased by 52 units during this period. There are currently 42,420 (74.2 percent) occupied housing units and 14,766 (25.8 percent) vacant units in the City. The City’s high residential vacancy rate is largely attributed to “second” or “seasonal” (8,194 vacant units) and “for rent” (3,404 vacant units) properties.

**TABLE 2-4: HOUSING OCCUPANCY BROWARD COUNTY AND THE CITY OF POMPANO BEACH**

	POMPANO BEACH							BROWARD COUNTY		
	2000	2005	2010	2011	Percent Change			2000	2011	Percent Change
					2000-05	2005-10	2005-11			
Total Housing Units	44,393	55,177	56,532	57,186	24%	2%	1%	741,043	810,795	9%
Occupied Housing Units:	35,174	43,641	40,598	42,420	24%	-7%	-3%	654,445	668,281	2%
Owner occupied	21,993	28,443	23,481	21,941	29%	-17%	-23%	454,750	427,804	-6%
Renter occupied	13,181	15,198	17,117	20,479	15%	13%	35%	199,695	240,477	20%
	PERCENTAGE							PERCENTAGE		
Owner occupied	63%	65%	58%	52%				69%	64%	*
Renter occupied	37%	35%	42%	48%				31%	36%	*
Vacant Housing Units	9,219	11,536	15,934	14,766	25%	38%	-7%	86,598	142,514	*
Vacancy rate	21%	21%	28%	26%				12%	18%	*

Source: U.S Census Bureau (2011 ACS 1-Year Estimates, 2010 ACS 1-Year Estimates, 2005 American Community Survey and 2000 Summary File 3 (SF 3) Sample Data

There exists a direct correlation between employment growth and housing supply and demand. Historically, cities that have experienced economic growth have also seen strong housing demand, including appreciating home values. Housing prices tend to rise as jobs and incomes continue to grow. Housing demand is largely driven by several key factor conditions – local employment patterns, shifts in population and household growth, and household income. Employment is the principal driver of population and household growth. Moreover, job availability and the opportunity for career advancement are the magnets for sustained population and household growth, including growth in personal and household income.

### HOUSEHOLD AND FAMILY INCOME

According to 2011 ACS estimates, median household and family incomes have steadily decreased since 2005. The City’s 2011 median household income of \$34,560 represents a 14 percent decrease since 2005. The City’s current median family income of \$37,865 represents a 19 percent decrease during this period. Significantly, the City’s median household and family incomes are well below those of Broward County, as a whole. The City’s median household and family incomes are 70 and 63 percent, respectively, of Broward County.

**TABLE 2-5: MEDIAN INCOME IN BROWARD COUNTY AND THE CITY OF POMPANO BEACH**

	POMPANO BEACH							BROWARD COUNTY		
	2000	2005	2010	2011	Percent Change			2000	2011	Percent Change
					2000-05	2005-10	2005-11			2000-2011
Median Household Income	\$36,073	\$40,390	\$36,122	\$34,560	-14%	-11%	12%	\$41,691	\$48,880	17%
Median Family Income	\$44,195	\$46,669	\$38,219	\$37,865	-19%	-18%	6%	\$50,531	\$59,452	18%

Source: \*\*U.S Census Bureau (2011 ACS 1-Year Estimates, 2010 ACS 1-Year Estimates, 2005 American Community Survey and 2000 Summary File 3 (SF 3) Sample Data



## EMPLOYMENT BY INDUSTRY

According to 2011 ACS estimates, 41,901 (41 percent) of Pompano Beach’s civilian population 16 years and older are employed in various industries. The City had a substantial increase (45 percent) in its employed population 16+ from 2000 to 2005 but experienced a significant decrease (13 percent) in its civilian employment from 2005 to 2011 due to the economic recession. The civilian population of Pompano Beach is employed in a wide variety of industries, most notably educational, health and social services (7,595 employees), retail (96,646 employees), professional, scientific, management, administrative, and waste management services (4,901 employees) and construction (4,625 employees).

**TABLE 2-6: EMPLOYMENT BY INDUSTRY IN BROWARD COUNTY AND THE CITY OF POMPANO BEACH**

	POMPANO BEACH							BROWARD COUNTY		
	2000	2005	2010	2011	Percent Change			2000	2011	Percent Change 2000-11
					2000-05	2005-10	2005-11			
Civilian employed population 16 years+	33,103	47,949	39,133	41,901	45%	-18%	-13%	758,939	847,918	12%
Agriculture, forestry and mining:	180	224	454	52	24%	103%	-77%	2,373	910	-62%
Construction	3,250	6,357	3,491	4,625	96%	-45%	-27%	56,496	49,227	-13%
Manufacturing	2,344	2,438	2,257	3,411	4%	-7%	40%	50,521	41,052	-19%
Wholesale trade	1,558	1,843	721,000	1,289	18%	-61%	-30%	34,578	31,956	-8%
Retail trade	4,508	4,908	5,799	6,646	9%	18%	35%	106,804	114,561	7%
Transportation, warehousing and utilities:	1,814	2,236	1,996	1,088	23%	-11%	-51%	42,891	37,737	-12%
Information	1,351	1,151	633,000	827,000	-15%	-59%	-47%	27,924	20,916	-25%
Finance, insurance, real estate and rental	1,753	4,407	3,473	3,054	151%	-21%	-31%	69,046	68,615	-1%
Prof., scientific, mgmt, admin., and waste mgmt. services:	3,756	6,771	4,006	4,901	80%	-41%	-28%	88,604	116,511	31%
Educational, health and social services:	4,947	7,834	6,376	7,595	58%	-19%	-3%	134,872	186,621	38%

	POMPANO BEACH							BROWARD COUNTY		
	2000	2005	2010	2011	Percent Change			2000	2011	Percent Change
					2000-05	2005-10	2005-11			2000-11
Arts, entertainment, accommodations & food	2,158	5,788	4,386	4,552	168%	-24%	-21%	69,535	92,515	33%
Other services	1,758	2,719	4,004	2,970	55%	47%	9%	41,307	50,407	22%
Public administration	927	1,273	1,537	891,000	37%	21%	-30%	33,988	36,890	9%

Source: U.S Census Bureau (2011 ACS 1-Year Estimates, 2010 ACS 1-Year Estimates, 2005 American Community Survey and 2000 Summary File 3 (SF 3) Sample Data

### ECONOMIC BASE

The economic base of Broward County and the City of Pompano Beach is largely supported by the non-durable service-providing industries. These industries currently comprise nearly 90 percent of the employment base. The majority of these jobs are directly related to South Florida’s tourism industry. However, employment growth in professional and business services, education and health services and retail trade is directly related to the population growth during the past decade.

As noted above, the civilian workforce of the City of Pompano Beach was significantly impacted by the economic recession. However, in the past year notable employment growth has occurred in a number of industries including educational and health care, construction, manufacturing, retail and professional and business services. A current analysis of the City’s major industry sectors (over 100 establishments) at the four-digit level of the North American Industrial Classification System (NAICS) shows a significant level of economic diversification in a range of industry sectors including Construction, Real Estate and Rental and Leasing, Retail Trade, and Professional, Scientific and Technical Services.

TABLE 2-7: INDUSTRY SECTORS WITH OVER 100 ESTABLISHMENTS

NAICS	CLASSIFICATION	ESTABLISHMENTS
7225	Restaurants and Other Eating Places	229
8111	Automotive Repair and Maintenance	222
2382	Building Equipment Contractors	197
2361	Residential Building Construction	186
9999	Other	183
5311	Lessors of Real Estate	162
5617	Services to Buildings and Dwellings	156
6211	Offices of Physicians	150
5312	Offices of Real Estate Agents and Brokers	146
8121	Personal Care Services	146
2383	Building Finishing Contractors	129
4441	Electronics and Appliance Stores	124
5411	Legal Services	120
4239	Miscellaneous Durable Goods Merchant Wholesalers	114
8131	Religious Organizations	112
2381	Foundation, Structure, and Building Exterior Contractors	108
5416	Management, Scientific, and Technical Consulting Services	107
2389	Other Specialty Trade Contractors	101

Source: The Nielsen Company, 2012

Further analysis of industry sectors in the City of Pompano Beach by “number of employees” (over 1,000) shows the industry establishments listed above providing the largest amount of employment in the City. The top industry employment sectors include Retail, Construction, and Accommodation and Food Services.

**TABLE 2-8: INDUSTRY SECTORS WITH OVER 1,000 ESTABLISHMENTS**

NAICS	CLASSIFICATION	TOTAL EMPLOYEES
7225	Restaurants and Other Eating Places	3,176
6111	Elementary and Secondary Schools	1,891
2382	Building Equipment Contractors	1,799
4244	Grocery and Related Product Merchant Wholesalers	1,733
4521	Department Stores	1,600
4411	Automobile Dealers	1,576
2361	Residential Building Construction	1,569
4451	Grocery Stores	1,395
5221	Depository Credit Intermediation	1,303
4441	Electronics and Appliance Stores	1,279
6233	Continuing Care Retirement Communities and Assisted Living Facilities for the Elderly	1,269
4461	Health and Personal Care Stores	1,115
4882	Support Activities for Rail Transportation	1,115
2381	Foundation, Structure, and Building Exterior Contractors	1,103
5617	Services to Buildings and Dwellings	1,089
9211	Executive, Legislative, and Other General Government Support	1,066

Source: The Nielsen Company, 2012

A listing of the City’s top employers provides a representation of the leading industry sectors cited above including Construction and Retail. The list of top employers also includes several local industries classified under Manufacturing and Wholesale Trade.

TABLE 2-9: TOP EMPLOYERS IN THE CITY OF POMPANO BEACH

NAICS DESCRIPTION	YEAR OF 1ST APPEARANCE	LOCAL EMPLOYEES	TOTAL EMPLOYEES	LOCAL ANNUAL SALES
Support Activities for Rail Transportation	2004	1,000	1,000	\$80,000,000
Gambling Industries	2010	800	9,660	\$40,000,000
Grocery and Related Product Merchant Wholesalers	2005	700	1,202	\$102,200,000
Department Stores	2003	700	1,700,000	\$77,700,000
Continuing Care Retirement Communities and Assisted Living Facilities for the Elderly	1984	604	604	\$23,000,000
Business Schools and Computer and Management Training	2004	500	16,600	\$34,000,000
Cut and Sew Apparel Manufacturing	1997	500	500	\$28,000,000
Veneer, Plywood, and Engineered Wood Product Manufacturing	1988	400	1,129	\$35,200,000
Machine Shops; Turned Product; and Screw, Nut, and Bolt Manufacturing	2007	350	350	\$24,900,000
Civic and Social Organizations	2011	300	300	\$5,400,000
Residential Building Construction	2006	300	300	\$80,100,000
Converted Paper Product Manufacturing	2011	300	5,000	\$18,000,000
Other Miscellaneous Store Retailers	2010	300	300	\$52,500,000
Automobile Dealers	1984	300	300	\$121,200,000
Automobile Dealers	1984	300	30,138	\$121,200,000

Source: The Nielsen Company, 2012

A further analysis of the City's leading industry sectors by company shows most of the employment in Wholesale Trade, Retail, Accommodation and Food Services and Construction.

TABLE 2-10: LEADING COMPANIES BY EMPLOYMENT IN TOP EMPLOYMENT SECTORS

NAICS	CLASSIFICATION	NAME	YEAR OF 1ST APPEARANCE	LOCAL EMPLOYEES	TOTAL EMPLOYEES	LOCAL ANNUAL SALES
7225	Restaurants and Other Eating Places	GOLDEN CORRAL STEAKHOUSE	2006	67	37,522	\$2,500,000
		JIMMY JOHN'S	2012	60	44,483	\$3,000,000
		MC DONALD'S HAMBURGERS	2001	60	578,766	\$3,000,000
		BRU'S ROOM WINGS & RIBS	2000	56	56	\$2,800,000
		CAFE MAXX	1985	50	50	\$2,500,000
2382	Building Equipment Contractors	A A ADVANCE AIR INC	2000	100	100	\$17,500,000
		ELCON ELECTRIC	1991	90	90	\$15,800,000
		ELECTRIC DESIGN & LIGHTING	1993	80	80	\$14,000,000
		DECIMAL ENGINEERING	2007	70	70	\$12,300,000
		LINDSTROM AIR CONDITIONING INC	1996	65	65	\$11,400,000
4244	Grocery and Related Product Merchant Wholesalers	GOLD COAST BEVERAGE DISTR	2005	700	1,202	\$102,200,000
		FRESH POINT SOUTH FLORIDA	1999	265	47,800	\$47,400,000
		DI LORETO & SONS VENDING	2010	250	250	\$36,500,000
		SUN CITY PRODUCE INC	1996	100	100	\$17,900,000
		ARIZONA BEVERAGE CORP	2003	50	50	\$7,300,000
4521	Department Stores	WAL-MART DISCOUNT CITIES	2003	700	1,700,000	\$77,700,000
		WAL-MART DISCOUNT CITIES	1996	200	1,700,000	\$22,200,000
		J C PENNEY CO INC	2006	180	199,570	\$20,000,000
		SEARS ROEBUCK	2008	119	235,706	\$13,200,000
		MACY'S	1984	100	178,803	\$11,100,000
4411	Automobile Dealers	LOU BACHRODT CHEVROLET MAZDA	1984	300	300	\$121,200,000
		MERCEDES-BENZ OF POMPANO	1984	300	30,138	\$121,200,000
		VISTA MOTORS	2011	150	150	\$60,600,000
		CHAMPION MOTORS	1984	55	55	\$22,200,000
		TRI COUNTY TRUCK & EQUIPMENT	1987	50	50	\$20,200,000
		PHIL SMITH ACURA	1987	50	50	\$20,200,000

Source: The Nielsen Company, 2012

## INDUSTRIAL AND COMMERCIAL LAND USE

The City's Industrial land use primarily provides for activities which are connected with the manufacturing, assembly, processing or storage of products and goods. According to the City's 2005 Existing Land Use Study, approximately 1,823 acres or 11.5 percent of the City is in active industrial use with about 3.8 percent of the City (or 604 acres) of industrial land set aside for future use. Commercial land uses provide land for activities which are primarily connected with the sale, rental and distribution of products or the provision of services which support the resident and tourist populations of the surrounding area. This category also includes business and professional offices. Existing commercial uses represent about 8 percent of the City or 1,292 acres.

The City of Pompano Beach is one of the largest industrial submarkets in Broward County and Southeast Florida. The Pompano Beach industrial submarket comprises 31 million square feet of total space, most of which is in warehousing and distribution. The Pompano Beach industrial market occupies much of the northwest quadrant of the City as well as the corridor between Andrews Avenue and I-95. The Pompano Beach submarket represents nearly one-quarter of the County's total industrial/distribution inventory of 133 million square feet. According to 2Q2012 statistics from Cushman & Wakefield, the Pompano Beach industry inventory had an overall vacancy rate of 21.5 percent with 2,846 square feet of leasing activity through the first six months. The overall gross rental lease rate for all classes of industrial space was \$17.92 per square foot. The City's office market is concentrated at the Cypress Creek and I-95 Interchange. The Arvida/Pompano Park Development of Regional Impact (DRI) has been designated a Regional Activity Center within the Pompano Beach Land Use Plan. The DRI is located south of Atlantic Boulevard between PowerLine Road and the CSX Railroad. The area encompassed by the DRI must be zoned in a mixed zoning district that limits the density and intensity of land uses to the following:





- Office Land Uses 970,000 square feet
- Industrial Land Uses 1,310,000 square feet
- Commercial Land Uses 320,000 square feet
- Hotel Land Uses 250 rooms

The City’s Manufacturing sector is comprised of over 25 different subsectors that account for over 6,000 jobs. The City’s leading Manufacturing subsectors include Printing (586 jobs), Machinery (563 jobs), Apparel (521 jobs), Fabricated Metals (386 jobs) and Medical Equipment (343 jobs).

### COMPETITIVE ADVANTAGE ANALYSIS

#### Background

The competitive advantage analysis weighs the economic development capacity of the City by assessing certain factor conditions that either enhance or diminish economic opportunity and investment. The enhancement of a city’s factor conditions or inputs including the workforce, land use, inventory of industrial and commercial buildings and public infrastructure is considered an important requisite for gaining competitive advantage in the regional economy.

#### Key Findings

The City’s competitive advantage analysis is based on an environmental scan of the City with a specific focus on the major commercial corridors, an analysis of the economic base, including the City’s industrial, commercial and retail inventories and the previous demographic assessment. The analysis found significant strengths (advantages) based largely on the City’s population, economic base and economic development capacity, but also significant shortcomings (disadvantages) resulting primarily from the recent economic recession and the general appearance and “underdevelopment” of major commercial corridors. The following is a summary of the key findings:

### City Demographics

The City of Pompano Beach is the sixth largest city in Broward County with a population of 101,632 residents. The City has the fourth largest number of housing units (57,186) and households (42,420). Importantly, the City has the sixth largest civilian population 16 years of age and older in the labor force.

The City's educational attainment levels have significantly improved in recent years. The most notable improvement is among the 18-14 age group which now shows 41 percent of the age cohort with some college or an associate's degree which is up from 22 percent in 2000. The City's 25+ year old population also shows an increase in individuals with associate's and bachelor's degrees.

The analysis also found that the several of the City's major commercial corridors, including Atlantic Boulevard, Federal Highway and Dixie Highway are surrounded by stable neighborhoods with significant populations and household incomes. The analysis found that neighborhood demographics create an unmet retail demand which could provide significant economic opportunities along the commercial corridors.

### Location

One of the most important competitive advantages that a City can have is strategic location. The City of Pompano Beach is centrally located in Broward County and the larger Tri-County region. The City has excellent highway access including several interchanges on the Florida Turnpike and I-95.

### Economic Base

The economic base of the City is largely supported by the non-durable service-providing industries. These industries currently comprise nearly 90 percent of the employment base. The majority of these jobs are directly related to South Florida's tourism industry. However, employment growth in professional and business services, education and health services and retail trade is directly related to the population growth during the past decade. Significantly, the

City has a strong manufacturing sector. The City's manufacturing sector is comprised of over 25 different industry groups that account for over 6,000 jobs. The City's leading manufacturing subsectors include Printing (586 jobs), Machinery (563 jobs), Apparel (521 jobs), Fabricated Metals (386 jobs) and Medical Equipment (343 jobs). The analysis also found that the city is well represented in several of Broward County's established industry clusters including Life Sciences, Marine, International Trade & Logistics and Creative Design.

### Industrial and Commercial Inventory

The City's 31 million square feet of industrial space inventory is used primarily for warehousing and distribution. Other industrial uses include manufacturing, assembly and processing. The Pompano Beach industrial market occupies much of the northwest quadrant of the City, the corridor between Andrews Avenue and I-95 and east Dixie Highway. The Pompano Beach submarket represents nearly one-quarter of the County's total industrial/distribution inventory of 133 million square feet. The 2005 Existing Land Use Study found approximately 1,823 acres or 11.5 percent of the City in active industrial use with about 604 acres or 3.8 percent of the City set aside for future industrial use.

The City's commercial land area consists of 1,283.8 acres. The City's commercial inventory is spread throughout the City with the major concentration along Federal Highway north of Atlantic Boulevard. The commercial office market services primarily small, local professional firms. The area's major commercial office submarket lies just south of the City's border along Cypress Creek Road.

### Underdeveloped Commercial Corridors

An environmental scan of the City's major commercial corridors found large sections of "underdeveloped" land including vacant and underutilized buildings. This is particularly evident along Federal Highway north of Atlantic Boulevard. A 2006 study by Michele Mellgren Associates of described the North Federal Highway corridor as "unremarkable." This term could also be used to describe significant sections of Atlantic Boulevard and Dixie Highway both from a physical or aesthetic perspective and also from a land use perspective. Absent from the

corridors are “gateways” that can denote and distinguish the City’s key entrance points and give a sense of city ownership to these important roadways.

## BUSINESS CLUSTER ANALYSIS

### WHAT IS AN INDUSTRY CLUSTER?

Industry clusters are concentrations of interrelated businesses, suppliers, and support institutions that locate within close proximity to one another. The geographic scope of clusters ranges from a region, a state, or even a single city. Companies operating in the same field often cluster together to increase productivity, access a broader base of talent, reduce transportation costs, and share research and knowledge.

Key Characteristics of an Industry Cluster:

- geographically concentrated in a particular city or region;
- Gain a competitive advantage because of their proximity to each other in the city or region;
- Share specialized supplier and buyer advantages because of their location, and
- Are supported by advantageous infrastructure in the region, such as educational and research advantages (community colleges, universities, “think tanks”), physical advantages (seaport access, freight rail service, major highways), financial institutions (venture and equity capital) and labor advantages (formalized workforce development programs)

Groupings of cluster industries do not strictly conform to the North American Industrial Classification System (NAICS) as linkages are formed across industries. More than single industries, clusters encompass an array of linked industries and other entities important to competition. They include, for example, suppliers of specialized inputs such as components, machinery, and services as well as providers of specialized infrastructure. The birth and growth of companies can create a concentration of talent and complementary firms, including

producers, suppliers and support businesses. A critical mass of clusters creates demand for more talent, ideas, and infrastructure, producing a reinforcing cycle that stimulates a region's prospects for competitive advantage. Therefore, sustainable economic development strategies focus on growing clusters of firms, not just individual firms.

### WHY FOCUS ON INDUSTRY CLUSTERS?

Cluster analysis can provide a better understanding of the key wealth drivers of a community or a region. Cluster-based economic development strategies can improve local economic performance by addressing the common needs of local businesses. Addressing the needs of existing businesses is crucial because it is much more efficient to retain existing businesses than to recruit new ones.

Cluster strategies permit the integration and targeting of resources in ways that are consistent with the multiple goals of economic development programs: business recruitment, retention, expansion and new-business creation.

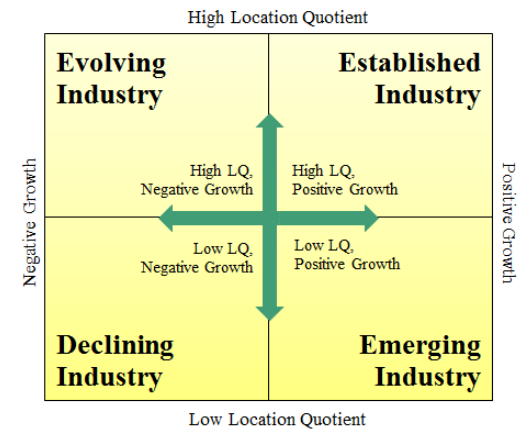
### Cluster Analytical Techniques

The objective of a cluster analysis is to identify a grouping of interrelated industries comprised of businesses that have competitive advantages because they are concentrated in a particular geographic area. In addition to identifying existing industry clusters, another objective of a cluster analysis for economic development purposes is to identify emerging clusters of businesses that may not yet have sufficient size to show up strongly in the standard quantitative analysis.

Highly concentrated and competitive industries are the building blocks of a cluster. Therefore, the first step in identifying existing industry clusters is to examine the growth and competitiveness of all major industries in Broward County. Growth is measured by the rate of new employment over time by industrial sector. Competitiveness is measured by the location quotients (LQs) for each major industry. The location quotient is a technique used to identify the concentration of an industrial sector in a local economy relative to a larger reference

economy. The LQ is shown as a ratio between the percentage of employment in an industry locally to the percentage of employment in the same industry found in the reference economy, typically the nation. An LQ of 1.0 means that the local economy and the reference economy are on par with employment generation in the same industrial sector. An LQ of 1.5 indicates that the local economy has 50 percent more jobs per capita in that industry than witnessed at the national level. An LQ below 1.0 indicates a below-average concentration.

The example diagram below plots industries as in a typical bubble graph on an X-Y axis where the industry’s LQ is on the vertical axis and growth rates are on the horizontal axis. The size of the bubble indicates the local employment base of the sector. Each of the four quadrants provides a different industry growth perspective and potential for cluster groupings. Each quadrant is characterized in detail as follows:



- **Top-Right (growing established industries):** Industries in the upper right quadrant are concentrated and competitive and should be priorities for initial assessment as potentially established clusters. Large clusters in this quadrant are both important and high performing, which means they will have increasing workforce demand. Small clusters in this quadrant may have high-potential export capabilities and should be developed further.
- **Lower-Right (emerging industries):** Industries in the bottom right quadrant have below-average concentrations but are becoming more competitive and concentrated over time. These industries may be part of emerging clusters, having the potential to contribute more to the County’s economic base. They can be new sectors of the economy, or support sectors that are historically under-represented in the County such as professional services or the life sciences.
- **Top-Left (evolving industries):** Industries in the upper left quadrant contains industries that are more concentrated in the County than average, but whose competitiveness is declining. Industries in this quadrant are a significant part of the County’s export base

but are transforming into potential evolving clusters that will require attention to avoid the continue loss of competitiveness and job loss.

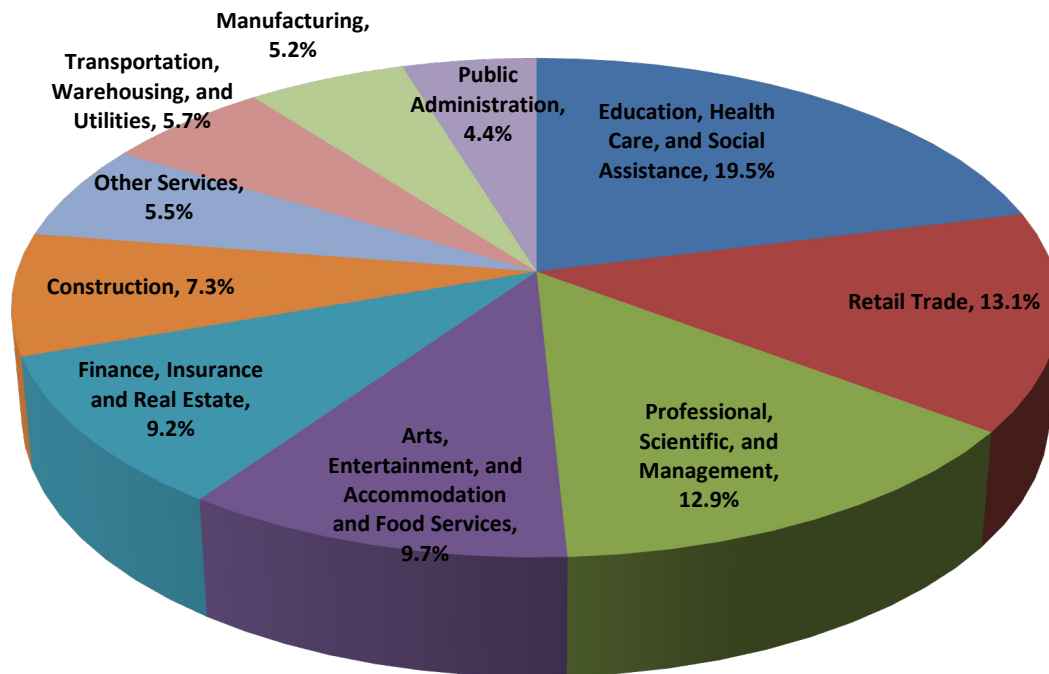
- Bottom-Left (declining industries): Industries in the lower left quadrant are less important regionally than nationally and are also declining in employment. Industries in this quadrant indicate a lack of concentration and competitiveness and should not generally be targeted for industrial development. However, these industries may still be important to the local economy which means there may be a need to attract more businesses in those industries in order to maintain an economy that is sufficiently balanced and diversified in comparison to the national economy.

#### Broward County Industry Analysis

Economic development ultimately concerns the creation of quality jobs and an expansion of the local tax base through the development of businesses and organizations that serve markets beyond a city or region. The basic sector (sometimes called the export sector) is the set of activities that generate wealth from beyond the corporate limits of a city or a region. In most cases, basic sector jobs pay more, have more benefits, and have more promotional and human growth opportunities than the retail, food service and personal service jobs that dominate the non-basic sector. The following section provides an analysis of business and employment growth trends in Broward County by industry sector with a focus on the basic or export sectors.



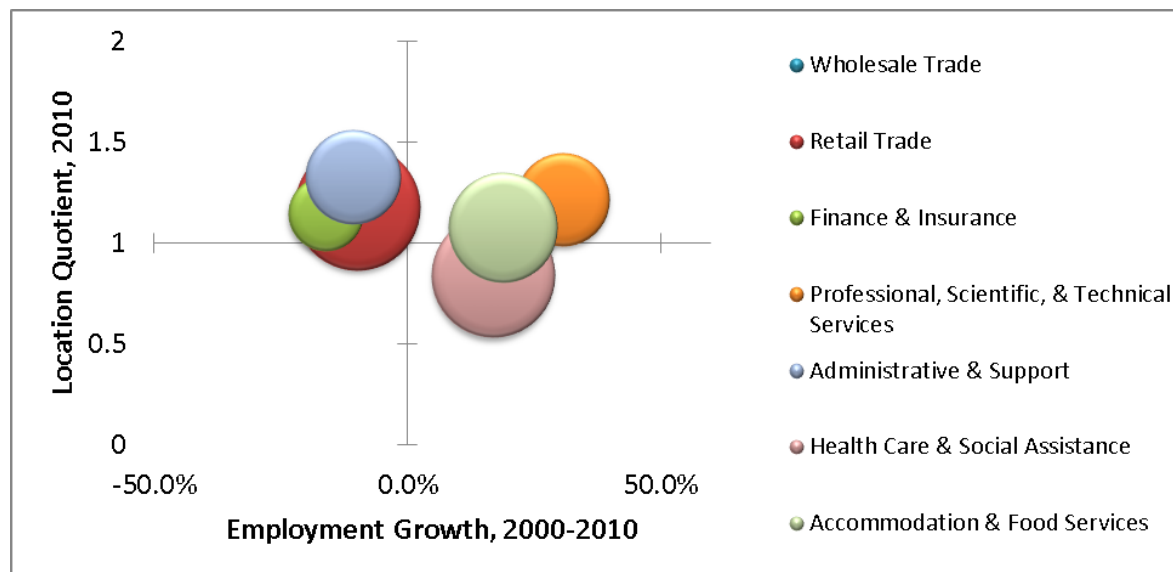
**FIGURE 2-1: BROWARD COUNTY INDUSTRY BASE**



**TABLE 2-2: BROWARD COUNTY EMPLOYMENT GROWTH, 2000-2010**

NAICS CODE	DESCRIPTION	PAID EMPLOYEES, 2010	% GROWTH IN EMPLOYMENT, 2000-2010	LQ, 2010
42	Wholesale Trade	36,627	-10.7%	1.29
44	Retail Trade	91,547	-9.9%	1.18
52	Finance & Insurance	32,484	-16.2%	1.15
54	Professional, Scientific, & Technical Services	49,786	30.7%	1.22
56	Administrative & Support	51,935	-10.8%	1.33
62	Health Care & Social Assistance	87,607	16.9%	0.84
72	Accommodation & Food Services	68,470	18.9%	1.08

**FIGURE 2-2: BROWARD COUNTY EMPLOYMENT GROWTH, 2000-2010**









**MANUFACTURING**

In Broward, manufacturing continues to decline as a whole though there are subsectors that have shown significant growth in the last ten years. According to 2010 statistics from County Business Patterns, employment growth has occurred in NAICS 3391 – Medical Equipment and Supplies Manufacturing, NAICS 3254 – Pharmaceutical and Medicine Manufacturing, NAICS 3345 - Navigational, Measuring, Electrometrical, and Control Instruments Manufacturing and NAICS 3366 – Ship and Boat Building. Significantly, new business establishments under subsector NAICS 3254 - Pharmaceutical and Medicine Manufacturing have nearly doubled.

**TABLE 2-11: MANUFACTURING EMPLOYMENT TRENDS**

MANUFACTURING							
NAICS	Description	# Emp. 2000	# Emp. 2010	Change 2000-10	# Est. 2000	# Est. 2010	Change 2000-10
3231	Printing and related support activities	3674	1918	↓	314	244	↓
3254	Pharmaceutical and medicine manufacturing	222	1419	↑	10	18	↑
3261	Plastics product manufacturing	1777	783	↓	57	35	↓
3273	Cement and concrete product manufacturing	1671	1032	↓	45	42	↓
3323	Architectural & structural metals manufacturing	1531	838	↓	67	45	↓
3327	Mach shops, turn prod, screw, nut, bolt manufacturing	914	592	↓	75	55	↓
3342	Communications equipment manufacturing	4420	425	↓	25	21	↓
3345	Navigational, measuring, electromedical, and control instruments manufacturing	867	920	↑	27	28	↑
3366	Ship and boat building	574	636	↑	56	55	↓

MANUFACTURING							
NAICS	Description	# Emp. 2000	# Emp. 2010	Change 2000-10	# Est. 2000	# Est. 2010	Change 2000-10
3371	Household and institutional furniture and kitchen cabinet manufacturing	1367	345		132	100	
3391	Medical equipment and supplies manufacturing	1346	1982		112	110	
3399	Other miscellaneous manufacturing	1402	841		132	83	

### PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES

Professional, Scientific & Technical Services is one of the fastest growing industrial sectors in Broward County and South Florida. As shown in [Table 2-12](#) below, nearly all of the leading subsectors have seen growth in both employment and new establishments in the past decade. Employment growth has been most significant in NAICS 5411 – Legal Services and NAICS 5415 – Computer Systems Design and Related Services. Growth in new business establishments has been across the board with new businesses under NAICS 5416 – Management, Scientific, and Technical Consulting Services more than doubling in growth in the past ten years.

TABLE 2-12: PROFESSIONAL SERVICES EMPLOYMENT TRENDS

PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES							
NAICS	Description	# Emp. 2000	# Emp. 2010	Change 2000-10	# Est. 2000	# Est. 2010	Change 2000-10
5411	Legal services	9504	15142	↑	1978	2574	↑
5412	Accounting, tax preparation, bookkeeping, and payroll services	5525	6871	↑	1033	1385	↑
5413	Architectural, engineering, and related services	5042	4416	↓	673	735	↑
5415	Computer systems design and related services	4899	8980	↑	783	1014	↑
5416	Management, scientific, and technical consulting services	4117	5499	↑	1030	2118	↑

### HEALTH CARE & SOCIAL ASSISTANCE

Health Care and Social Assistance is one of the fastest growing industrial sectors in Broward County and South Florida. As shown in Table 2-13 below, all of the leading Health Care & Social Assistance subsectors have experienced growth in both employment and new establishments in past ten years. The largest employment increases occurred in NAICS 6233 – Community Care Facilities for the Elderly and NAICS 6244 - Child Day Care Services. Growth in new business establishments occurred in most subsectors with the largest increases in occurring in NAICS 6211 – Offices of Physicians and NAICS 6213 – Offices of Other Health Practitioners.

TABLE 2-13: HEALTH CARE EMPLOYMENT TRENDS

HEALTH CARE AND SOCIAL ASSISTANCE							
NAICS	Description	# Emp. 2000	# Emp. 2010	Change 2000-10	# Est. 2000	# Est. 2010	Change 2000-10
6221	General medical and surgical hospitals	22504	22890	↑	20	20	▬
6211	Offices of physicians	12571	14079	↑	1667	2096	↑
6216	Home health care services	7486	7657	↑	179	283	↑
6244	Child day care services	3818	6066	↑	283	365	↑
6233	Community care facilities for the elderly	2857	5483	↑	101	135	↑
6213	Offices of other health practitioners	3473	4444	↑	962	1400	↑
6212	Offices of dentists	4248	4809	↑	755	913	↑
6231	Nursing care facilities	4337	4929	↑	52	57	↑

### FINANCE & INSURANCE

The Finance & Insurance sector experienced some decline during the post-housing bubble, but has undergone an overall growth trend in recent years. Subsectors NAICS 5242 – Agencies, Brokerages and Insurance Related Activities and NAICS 5241 – Insurance Carriers had the largest employment increases in Broward County in the last ten years. Growth in new business establishments was most observable in NAICS 5242 – Agencies, Brokerages and Insurance Related Activities, NAICS 5241 – Insurance Carriers and NAICS 5239 – Other Financial Investment Activities.

TABLE 2-14: FINANCE &amp; INSURANCE EMPLOYMENT TRENDS













FINANCE AND INSURANCE							
NAICS	Description	# Emp. 2000	# Emp. 2010	Change 2000-10	# Est. 2000	# Est. 2010	Change 2000-10
5221	Depository credit intermediation	7278	7847	↑	484	637	↑
5222	Nondepository credit intermediation	8644	2461	↓	439	362	↓
5223	Activities related to credit intermediation	2556	2602	↑	237	281	↑
5239	Other financial investment activities	1451	1969	↑	235	429	↑
5241	Insurance carriers	5715	7136	↑	319	255	↓
5242	Agencies, brokerages, and other insurance related activities	6269	8836	↑	1100	1309	↑



**ADMINISTRATION AND SUPPORT AND WASTE MANAGEMENT AND REMEDIATION SERVICES**

The Administration and Support and Waste Management and Remediation Services sector in Broward County has shown a mix of employment gains and losses in its leading subsectors in the last ten years. Employment increases were most observable in NAICS 5615 – Travel Arrangement and Reservation Services and NAICS 5617 – Services to Buildings and Dwellings. Growth in new business establishments occurred in most the leading subsectors including NAICS 5617 Services to buildings and Dwellings and NAICS 5616 – Investigation and Security Services.

**TABLE 2-15: ADMINISTRATION AND SUPPORT SERVICES EMPLOYMENT TRENDS**

ADMINISTRATION AND SUPPORT AND WASTE MANAGEMENT AND REMEDIATION SERVICES							
NAICS	Description	# Emp. 2000	# Emp. 2010	Change 2000-10	# Est. 2000	# Est. 2010	Change 2000-10
5611	Office administrative services	5184	3383		387	382	
5613	Employment services	30202	11774		349	391	
5614	Business support services	7153	6902		460	469	
5615	Travel arrangement and reservation services	4645	6290		372	344	
5616	Investigation and security services	6662	7434		267	335	
5617	Services to buildings and dwellings	10209	11977		1371	1542	

## TRANSPORTATION & WAREHOUSING

The Transportation & Warehousing sector has experienced significant growth in Broward County with higher absorption and lowering vacancy rates. The largest increases in employment in the last ten years has occurred in NAICS 4883 – Support Activities for Water Transportation, NAICS 4921 – Couriers and Express Delivery Service and NAICS 4885 Freight Transportation Arrangement. The largest growth in new business establishments occurred in NAICS 4885 Freight Transportation Arrangement, NAICS 4881- Support Activities for Air Transportation and NAICS 4883 – Support Activities for Water Transportation.

**TABLE 2-16: TRANSPORTATION EMPLOYMENT TRENDS**

TRANSPORTATION AND WAREHOUSING							
NAICS	Description	# Emp. 2000	# Emp. 2010	Change 2000-10	# Est. 2000	# Est. 2010	Change 2000-10
4811	Scheduled air transportation	3448	3957	↑	43	33	↓
4841	General freight trucking	1494	1573	↑	183	228	↑
4842	Specialized freight trucking	1520	1287	↓	214	219	↑
4881	Support activities for air transportation	1418	1534	↑	74	117	↑
4883	Support activities for water transportation	1059	1906	↑	67	102	↑
4885	Freight transportation arrangement	473	916	↑	103	165	↑
4921	Couriers and express delivery services	2117	3010	↑	63	90	↑
4931	Warehousing and storage	n/a	2678	n/a	35	71	↑

### WHOLESALE TRADE

The Wholesale Trade sector in Broward County and South Florida experienced significant employment loss during the economic recession. Only NAICS 4238 – Machinery, Equipment, and Supplies Merchant Wholesalers showed an increase in employment in the last ten years. None of the leading Wholesale Trade subsectors showed new business growth during this time period.

**TABLE 2-17: WHOLESALE TRADE EMPLOYMENT TRENDS**

WHOLESALE TRADE							
NAICS	Description	# Emp. 2000	# Emp. 2010	Change 2000-10	# Est. 2000	# Est. 2010	Change 2000-10
4216	Electrical goods whsle	5098			462		
4234	Professional and commercial equipment and supplies merchant wholesalers	5963	3516	↓	502	395	↓
4236	Electrical and electronic goods merchant wholesalers		3396			388	
4238	Machinery, equipment, and supplies merchant wholesalers	4656	5124	↑	576	554	↓
4239	Miscellaneous durable goods merchant wholesalers	3072	2370	↓	511	408	↓
4244	Grocery and related product merchant wholesalers	5050	4798	↓	407	303	↓
4251	Wholesale electronic markets and agents and brokers		3142			800	

## RETAIL SALES

The Retail Sales sector underwent significant employment loss in Broward County since the economic recession but has begun to show growth in the last two years. The largest employment increase in the last ten years in Broward County occurred in NAICS 4481 - Clothing Stores. Growth in new business establishments has been most observable in NAICS - 4461 Health & Personal Care Stores and NAICS and NAICS 4481 – Clothing Stores.

**TABLE 2-18: RETAIL TRADE EMPLOYMENT TRENDS**

RETAIL TRADE							
NAICS	Description	# Emp. 2000	# Emp. 2010	Change 2000-10	# Est. 2000	# Est. 2010	Change 2000-10
4411	Automobile dealers	9895	8936	↓	234	251	↑
4441	Building material & supplies dealers	6173	5357	↓	366	314	↓
4451	Grocery stores	22303	17547	↓	653	667	↑
4461	Health and personal care stores	8277	7139	↓	639	777	↑
4471	Gasoline stations	3238	2582	↓	495	447	↓
4481	Clothing stores	6722	9595	↑	726	793	↑
4521	Department stores	10610	7472	↓	55	49	↓
4539	Other miscellaneous store retailers	1819	1802	↓	362	389	↑

### ACCOMMODATION & FOOD SERVICES

The Accommodation and Food Services sector has shown significant employment growth the last ten years in Broward County. The largest employment growth occurred in NAICS 7223 – Special Food Services and NAICS 7211 – Traveler Accommodation. Growth in new business establishments was most observable in NAICS 7222 – Limited-Service Eating Places.

**TABLE 2-19: ACCOMMODATION & FOOD SERVICES EMPLOYMENT TRENDS**

ACCOMMODATION AND FOOD SERVICES							
NAICS	Description	# Emp. 2000	# Emp. 2010	Change 2000-10	# Est. 2000	# Est. 2010	Change 2000-10
7221	Full-service restaurants	26305	29409	↑	1302	1375	↑
7222	Limited-service eating places	16817	19870	↑	1162	1490	↑
7211	Traveler accommodation	10553	13683	↑	324	303	↓
7223	Special food services	2027	3244	↑	153	189	↑
7224	Drinking places (alcoholic beverages)	1824	2192	↑	200	196	↓

## BROWARD COUNTY INDUSTRY CLUSTERS

The Greater Fort Lauderdale Alliance, Broward County's official public/private partnership for economic development, has identified what they seven (7) “established, strong and growing industry clusters” in Broward County. These industry clusters include:

- Advanced Materials & High Tech Manufacturing
- Aerospace and Aviation
- Cloud Technology and Mobile Communications
- Corporate Headquarters
- Life Sciences
- Marine
- International Trade and Logistics

As previously noted, groupings of cluster industries do not strictly conform to the North American Industrial Classification System (NAICS) as linkages are formed across industries and can encompass an array of linked industries. The following section identifies each of the cluster industry groupings by their respective NAICS definition. The 4-digit NAICS definition is provided for each industry, where available, while 5- and 6-digit NAICS definitions are used where more detailed industry descriptions are offered.

### CLUSTER: ADVANCED MATERIALS & HIGH TECH MANUFACTURING

#### 3261: Plastics Product Manufacturing

This industry group comprises establishments primarily engaged in processing new or spent (i.e., recycled) plastics resins into intermediate or final products, using such processes as compression molding; extrusion molding; injection molding; blow molding; and casting. Within most of these industries, the production process is such that a wide variety of products can be made.

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***Advanced Materials & High Tech Manufacturing:***  
***Plastics Product Manufacturing***  
***Cement Manufacturing***  
***Ready-Mix Concrete Manufacturing***  
***Concrete Pipe, Brick, and Block Manufacturing***  
***Other Concrete Product Manufacturing***  
***Rubber Product Manufacturing***  
***Chemical and Allied Products***  
***Merchant Wholesalers***

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***Aerospace & Aviation:  
Support Activities for Air  
Transportation  
Aerospace Product and Parts  
Manufacturing  
Aircraft Engine and Engine Parts  
Manufacturing  
Aircraft Manufacturing***

**327310: Cement Manufacturing**

This industry comprises establishments primarily engaged in manufacturing portland, natural, masonry, pozzolanic, and other hydraulic cements. Cement manufacturing establishments may calcine earths or mine, quarry, manufacture, or purchase lime.

**327320: Ready-Mix Concrete Manufacturing**

This industry comprises establishments, such as batch plants or mix plants, primarily engaged in manufacturing concrete delivered to a purchaser in a plastic and unhardened state. Ready-mix concrete manufacturing establishments may mine, quarry, or purchase sand and gravel.

**32733: Concrete Pipe, Brick, and Block Manufacturing**

This industry comprises establishments primarily engaged in manufacturing concrete pipe, brick, and block

**327390: Other Concrete Product Manufacturing**

This industry comprises establishments primarily engaged in manufacturing concrete products (except block, brick, and pipe).

**3262: Rubber Product Manufacturing**

This industry group comprises establishments primarily engaged in processing natural, synthetic, or reclaimed rubber materials into intermediate or final products using processes, such as vulcanizing, cementing, molding, extruding, and lathe-cutting.

**4246: Chemical and Allied Products Merchant Wholesalers**

This industry group comprises establishments primarily engaged in the merchant wholesale distribution of chemicals, plastics materials and basic forms and shapes, and allied products

## CLUSTER: AEROSPACE & AVIATION

### 4881: Support Activities for Air Transportation

This industry group comprises establishments primarily engaged in providing services to the air transportation industry. These services include airport operation, servicing, repairing (except factory conversion and overhaul of aircraft), maintaining and storing aircraft, and ferrying aircraft.

### 33641: Aerospace Product and Parts Manufacturing

This industry comprises establishments primarily engaged in one or more of the following: (1) manufacturing complete aircraft, missiles, or space vehicles; (2) manufacturing aerospace engines, propulsion units, auxiliary equipment or parts; (3) developing and making prototypes of aerospace products; (4) aircraft conversion (i.e., major modifications to systems); and (5) complete aircraft or propulsion systems overhaul and rebuilding (i.e., periodic restoration of aircraft to original design specifications).

### 336412: Aircraft Engine and Engine Parts Manufacturing

This U.S. industry comprises establishments primarily engaged in one or more of the following: (1) manufacturing aircraft engines and engine parts; (2) developing and making prototypes of aircraft engines and engine parts; (3) aircraft propulsion system conversion (i.e., major modifications to systems); and (4) aircraft propulsion systems overhaul and rebuilding (i.e., periodic restoration of aircraft propulsion system to original design specifications).

### 336411: Aircraft Manufacturing

This U.S. industry comprises establishments primarily engaged in one or more of the following: (1) manufacturing or assembling complete aircraft; (2) developing and making aircraft prototypes; (3) aircraft conversion (i.e., major modifications to systems); and (4) complete aircraft overhaul and rebuilding (i.e., periodic restoration of aircraft to original design specifications).

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***Cloud Technology/Mobile  
Communication:  
Telephone Apparatus Manufacturing  
Radio and Television Broadcasting  
and Wireless Communications  
Equipment Manufacturing  
Other Communications Equipment  
Manufacturing  
Wireless Telecommunications  
Carriers***



### CLUSTER: CLOUD TECHNOLOGY/MOBILE COMMUNICATION

#### 334210: Telephone Apparatus Manufacturing

This industry comprises establishments primarily engaged in manufacturing wire telephone and data communications equipment. These products may be standalone or board-level components of a larger system. Examples of products made by these establishments are central office switching equipment, cordless telephones (except cellular), PBX equipment, telephones, telephone answering machines, LAN modems, multi-user modems, and other data communications equipment, such as bridges, routers, and gateways.

#### 334220: Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing

This industry comprises establishments primarily engaged in manufacturing radio and television broadcast and wireless communications equipment. Examples of products made by these establishments are: transmitting and receiving antennas, cable television equipment, GPS equipment, pagers, cellular phones, mobile communications equipment, and radio and television studio and broadcasting equipment.

#### 334290: Other Communications Equipment Manufacturing

This industry comprises establishments primarily engaged in manufacturing communications equipment (except telephone apparatus, and radio and television broadcast, and wireless communications equipment). Illustrative examples included fire detection and alarm systems manufacturing and Intercom systems and equipment manufacturing.

#### 517210: Wireless Telecommunications Carriers (except Satellite)

This industry comprises establishments engaged in operating and maintaining switching and transmission facilities to provide communications via the airwaves. Establishments in this industry have spectrum licenses and provide services using that spectrum, such as cellular phone services, paging services, wireless Internet access, and wireless video services. Illustrative examples include cellular telephone services, wireless Internet service providers,

except satellite paging services, except satellite, and wireless telephone communications carriers, except satellite

### **CLUSTER: LIFE SCIENCES**

#### **32541: Pharmaceutical and Medicine Manufacturing**

This industry comprises establishments primarily engaged in one or more of the following: (1) manufacturing biological and medicinal products; (2) processing (i.e., grading, grinding, and milling) botanical drugs and herbs; (3) isolating active medicinal principals from botanical drugs and herbs; and (4) manufacturing pharmaceutical products intended for internal and external consumption in such forms as ampoules, tablets, capsules, vials, ointments, powders, solutions, and suspensions

#### **33911: Medical Equipment and Supplies Manufacturing**

This industry comprises establishments primarily engaged in manufacturing medical equipment and supplies. Examples of products made by these establishments are surgical and medical instruments, surgical appliances and supplies, dental equipment and supplies, orthodontic goods, ophthalmic goods, dentures, and orthodontic appliances

#### **5417: Scientific Research and Development Services**

This industry group comprises establishments engaged in conducting original investigation undertaken on a systematic basis to gain new knowledge (research) and/or the application of research findings or other scientific knowledge for the creation of new or significantly improved products or processes (experimental development). The industries within this industry group are defined on the basis of the domain of research; that is, on the scientific expertise of the establishment

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***Life Sciences:  
Pharmaceutical and Medicine  
Manufacturing  
Medical Equipment and Supplies  
Manufacturing  
Scientific Research and  
Development Services  
Wireless Telecommunications  
Carriers***

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**Marine:**

***Navigational, Measuring, Electromedical,  
and Control Instruments Manufacturing***

***Ship and Boat Building***

***Other Motor Vehicle Dealers***

***Boat Dealers***

***Deep Sea, Coastal, and Great Lakes***

***Water Transportation***

***Port and Harbor Operations***

***Marine Cargo Handling***

**CLUSTER: MARINE**

**33451: Navigational, Measuring, Electromedical, and Control Instruments Manufacturing**

This industry comprises establishments primarily engaged in manufacturing navigational, measuring, electromedical, and control instruments. Examples of products made by these establishments are aeronautical instruments, appliance regulators and controls (except switches), laboratory analytical instruments, navigation and guidance systems, and physical properties testing equipment.

**33661: Ship and Boat Building**

This industry comprises establishments primarily engaged in operating shipyards or boat yards (i.e., ship or boat manufacturing facilities). Shipyards are fixed facilities with drydocks and fabrication equipment capable of building a ship, defined as watercraft typically suitable or intended for other than personal or recreational use. Boats are defined as watercraft typically suitable or intended for personal use. Activities of shipyards include the construction of ships, their repair, conversion and alteration, the production of prefabricated ship and barge sections, and specialized services, such as ship scaling. Illustrative examples include barge building, boat yards (i.e., boat manufacturing facilities), cargo ship building, drilling and production platforms, floating, oil and gas, building, inflatable plastic boats, heavy-duty, manufacturing, inflatable rubber boats, heavy-duty, manufacturing, passenger ship building, rigid inflatable boats (RIBs) manufacturing and rowboats manufacturing.

**4412: Other Motor Vehicle Dealers**

This industry group comprises establishments primarily engaged in retailing new and used vehicles (except automobiles, light trucks, such as sport utility vehicles, and passenger and cargo vans)

**441222: Boat Dealers**

This U.S. industry comprises establishments primarily engaged in (1) retailing new and/or used boats or retailing new boats in combination with activities, such as repair services and selling replacement parts and accessories, and/or (2) retailing new and/or used outboard motors, boat trailers, marine supplies, parts, and accessories. Illustrative examples include boat dealers (e.g., powerboats, rowboats, sailboats), outboard motor dealers and marine supply dealers.

**48311: Deep Sea, Coastal, and Great Lakes Water Transportation**

This industry comprises establishments primarily engaged in providing deep sea, coastal, Great Lakes, and St. Lawrence Seaway water transportation. Marine transportation establishments using the facilities of the St. Lawrence Seaway Authority Commission are considered to be using the Great Lakes Water Transportation System

**488310: Port and Harbor Operations**

This industry comprises establishments primarily engaged in operating ports, harbors (including docking and pier facilities), or canals.

**488320: Marine Cargo Handling**

This industry comprises establishments primarily engaged in providing stevedoring and other marine cargo handling services (except warehousing).

**CLUSTER: INTERNATIONAL TRADE & LOGISTICS****4234: Professional and Commercial Equipment and Supplies Merchant Wholesalers**

This industry group comprises establishments primarily engaged in the merchant wholesale distribution of photographic equipment and supplies; office, computer, and computer peripheral equipment; and medical, dental, hospital, ophthalmic, and other commercial and professional equipment and supplies.

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***International Trade & Logistics:  
Professional and Commercial  
Equipment and Supplies Merchant  
Wholesalers  
Electrical Apparatus and Equipment,  
Wiring Supplies, and Related  
Equipment Merchant Wholesalers  
Freight Transportation Arrangement  
Boat Dealers  
Deep Sea, Coastal, and Great Lakes  
Water Transportation  
Port and Harbor Operations  
Marine Cargo Handling***

**423610: Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers**

This industry comprises establishments primarily engaged in the merchant wholesale distribution of electrical construction materials; wiring supplies; electric light fixtures; light bulbs; and/or electrical power equipment for the generation, transmission, distribution, or control of electric energy.

**4238: Machinery, Equipment, and Supplies Merchant Wholesalers**

This industry group comprises establishments primarily engaged in the merchant wholesale distribution of construction, mining, farm, garden, industrial, service establishment, and transportation machinery, equipment and supplies

**488510: Freight Transportation Arrangement**

This industry comprises establishments primarily engaged in arranging transportation of freight between shippers and carriers. These establishments are usually known as freight forwarders, marine shipping agents, or customs brokers and offer a combination of services spanning transportation modes.

**TOURISM**

Another cluster that has been evaluated is tourism-related activities. The analysis looked at the presence of industries located in the City that lend themselves to tourism, including hotels, attractions such as theatres, museums, sporting facilities, performing arts facilities, food and drink establishments such as full-service restaurants and bars, and the amount of seasonal housing, which Pompano Beach has a significant number of. While certain industries are under-represented in Pompano Beach, such as hotels, the analysis identified implications for each of the corridors and the corridor plans will build off of this information. Specifically, hotel opportunities are identified in the Atlantic Boulevard and Federal Highway corridors, serving both employment centers and tourism markets, such as the beach and downtown areas. Restaurant opportunities are identified as infill along Federal Highway, particularly near areas

with access to the water. Federal Highway and the eastern portion of Atlantic Boulevard are key potential areas, given the proximity to the ocean. While the City has its share of seasonal homes and tourist neighborhoods, it does not match the density level of other communities in Broward County.

### **BROWARD COUNTY CLUSTER ANALYSIS**

An analysis of these established clusters in Broward County was performed to determine their recent performance and current growth potential. The analysis provides a 4-digit NAICS growth calculation for each of the industries that have been identified under their respective industry cluster (analysis excludes the general “corporate headquarters” cluster).

Three benchmarks are used to identify cluster groupings that may have a competitive advantage. The criterion includes employment/business growth, location quotients, and wage levels.

Employment and New Business Growth in a 10-year trend analysis provides a good indication that the industry has grown over a period of years and has withstood downward cycles such as the recent economic recession. Average annual growth is also analyzed to identify industries that in the seven year period are growing faster in the region when compared to average national growth. This indicates that the industry is active and growing to meet increasing demand:

Location Quotient is a ratio that compares employment in a particular industry in the region to the employment in that same industry in the nation. If the location quotient exceeds 1.0 the region’s share exceeds the national share and is thus more concentrated. The analysis focused on industries and clusters with concentrations of 1.25 or higher which indicates the county has a concentration 25% or greater than that found in the United States as a whole;

Wage Levels are an important indicator of a sustainable economy. Wage levels place a value on production of goods and services thereby attracting talented workers and expanding economic opportunity for local residents.

Employment and new business growth was determined for each cluster industry sector for the period 2000 to 2010. The analysis found significant employment and new business growth in several of the established industry clusters including the Life Sciences and Marine clusters and specific industry sectors within the Aerospace & Aviation, Cloud Technology and International Trade & Logistics clusters.

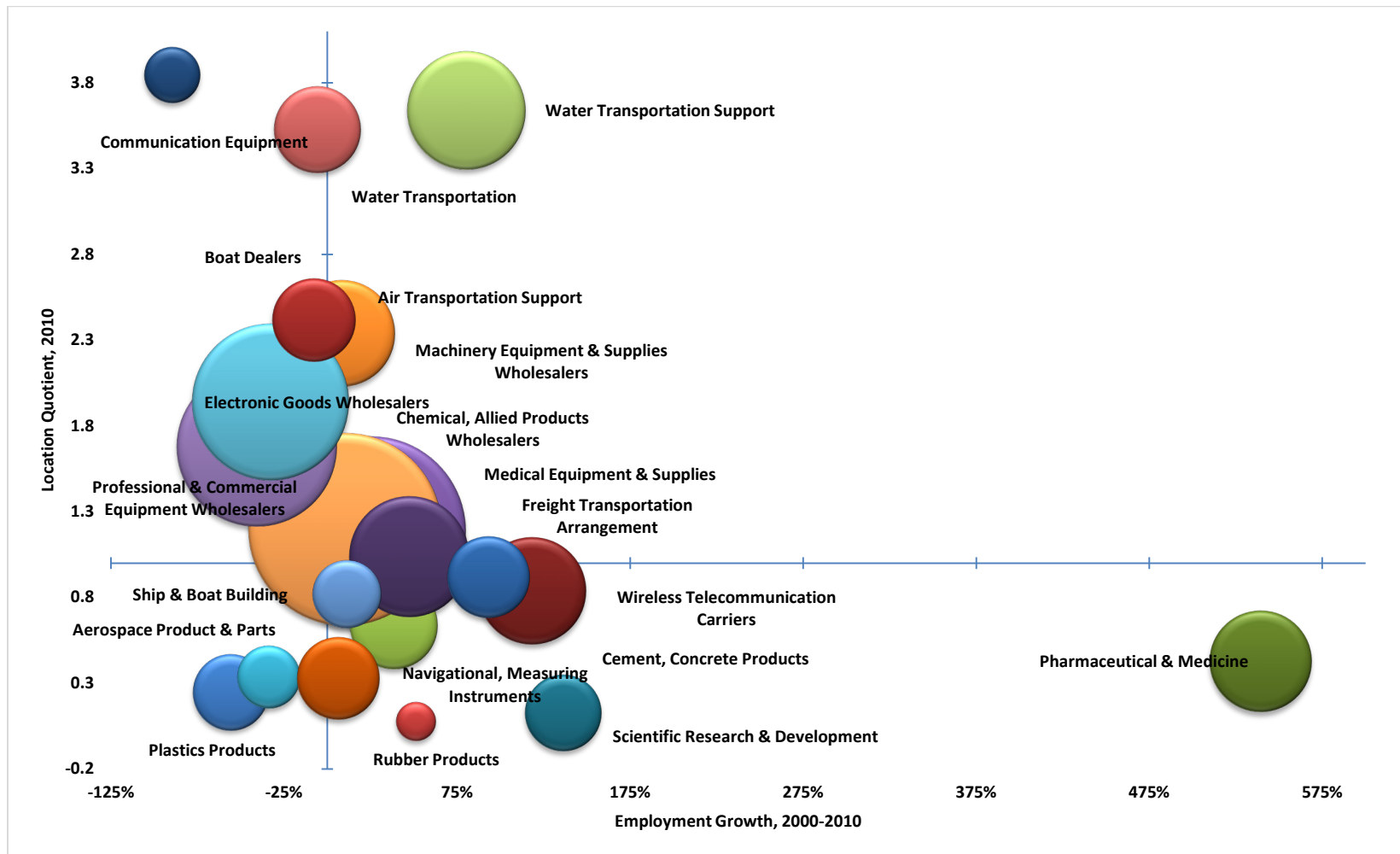
TABLE 2-20: BROWARD COUNTY CLUSTERS

NAICS	INDUSTRY CLUSTER	# OF EMP. 2010	% GROWTH 2000-2010	# OF EST. 2010	% GROWTH 2000-2010	LQ 2010
<b>Advanced Materials &amp; High Tech Manufacturing</b>						
3261	Plastics Products	783	-56.0%	35	-38.0%	0.25
3262	Rubber Products	205	51.0%	7	53.0%	0.08
3273	Cement, Concrete Products	1032	38.0%	42	7.0%	0.64
4246	Chemical, Allied Products Wholesalers	4924	25.0%	716	20.0%	1.19
<b>Aerospace &amp; Aviation</b>						
3364	Aerospace Product & Parts	532	-34.0%	20	25.0%	0.34
4881	Air Transportation Support	1534	8.0%	117	58.0%	2.34
	Cloud Technology/Mobile Communication					
3342	Communication Equipment	425	-90.0%	21	-16.0%	3.85
5172	Wireless Telecommunication Carriers	1578	118.0%	58	-26.0%	0.84
<b>Life Sciences</b>						
3254	Pharmaceutical & Medicine	1419	539.0%	18	80.0%	0.43
3391	Medical Equipment & Supplies	1982	47.0%	110	-0.3%	1.04
5417	Scientific Research & Development	804	136.0%	57	24.0%	0.13
<b>Marine</b>						
3345	Navigational, Measuring Instruments	920	6.0%	28	3.0%	0.33
3366	Ship & Boat Building	636	11.0%	55	-2.0%	0.82
4412	Boat Dealers	946	-8.0%	199	16.0%	2.42
4831	Water Transportation	1033	-6.0%	42	45.0%	3.53
4883	Water Transportation Support	1906	80.0%	102	52.0%	3.64
<b>International Trade &amp; Logistics</b>						
4234	Professional & Commercial Equipment Wholesalers	3516	-41.0%	395	-21.0%	1.68
4236	Electronic Goods Wholesalers	3396	-33.0%	388	-16.0%	1.94
4238	Machinery Equipment & Supplies Wholesalers	5124	10.0%	554	-4.0%	1.20
4885	Freight Transportation Arrangement	916	93.0%	165	60.0%	0.92



The location quotient (LQ) calculation determined that a number of industries within the Broward County cluster groupings have LQs greater than 1.25. The LQ is particularly favorable for industries within the International Trade & Logistics and Marine clusters.

FIGURE 2-3: BROWARD COUNTY CLUSTER BUBBLE CHART



The wage analysis determined that the average annual wages in most of the cluster industry groupings are significantly higher than the average annual wage for “all industries” in Broward County.

**TABLE 2-21: BROWARD COUNTY TARGETED INDUSTRY WAGE TABLE, 2011**

INDUSTRY DESCRIPTION	NAICS CODE	EMPLOYMENT IN DECEMBER 2011	AVERAGE ANNUAL WAGE
<b>Advanced Materials &amp; High Tech Manufacturing</b>			
Plastics Products	3261	522	\$36,745
Rubber Products	3262	37	\$70,013
Cement, Concrete Products	3273	548	\$40,533
Chemical, Allied Products Wholesalers	4246	828	\$63,076
<b>Aerospace &amp; Aviation</b>			
Aerospace Product & Parts	3364	1,153	\$70,422
Air Transportation Support	4881	2,416	\$35,720
<b>Cloud Technology/Mobile Communication</b>			
Communication Equipment	3342	2,429	\$114,616
Wireless Telecommunication Carriers	5172	885	\$66,682
<b>Life Sciences</b>			
Pharmaceutical & Medicine	3254	756	\$49,045
Medical Equipment & Supplies	3391	1,904	\$38,055
Scientific Research & Development	5417	529	\$64,075
<b>Marine</b>			
Navigational, Measuring Instruments	3345	728	\$57,389
Ship & Boat Building	3366	633	\$43,584
Boat Dealers	4412	1,781	\$48,119
Water Transportation	4831	674	\$67,438
Water Transportation Support	4883	1,408	\$41,652
<b>International Trade &amp; Logistics</b>			
Professional & Commercial Equipment Wholesalers	4234	5,945	\$74,187

INDUSTRY DESCRIPTION	NAICS CODE	EMPLOYMENT IN DECEMBER 2011	AVERAGE ANNUAL WAGE
Electronic Goods Wholesalers	4236	3,229	\$75,353
Machinery Equipment & Supplies Wholesalers	4238	4,231	\$62,187
Freight Transportation Arrangement	4885	972	\$57,015

Source: Florida Department of Economic Opportunity, Quarterly Census of Employment and Wages, 2011.

## POMPANO BEACH INDUSTRY CLUSTER OPPORTUNITIES

An analysis of the City's industrial base by the four-digit NAICS determined that many of the industrial subsectors identified in the above cluster analysis are currently located in the City of Pompano Beach. The presence of these industries provides an opportunity for the City to expand and enhance its industrial base by strengthening the linkages within each cluster grouping and targeting these industries for retention and expansion.

The analysis shows the City of Pompano Beach has established industries within each of the cluster groupings. The City is particularly strong within the following clusters: International Trade & Logistics (184 establishments/1,943 employees), Life Sciences (40 establishments/583 employees) and Marine (93 establishments/940 employees).

### Marine

The Marine Industry in Pompano Beach consists primarily of three industry groups: 1) boat dealers, 2) manufacturers of search detection and navigation instruments and 3) boat builders. There are 54 boat dealers in the City which employ 412 workers. The total annual sales of the City's boat dealer industry group is estimated at \$86.6 million. The largest boat dealers in the City are Marine Max, Inc. located on South Federal Highway and Marquit located on SW 10th Street. There are nine navigation instrument manufacturers in the City which employ 182 workers. The total annual sales of the City's navigation instrument manufacturing industry group is estimated at \$11.7 million. The City's largest navigation instrument manufacturer is Micro Typing Systems, Inc. located on SW 29th Avenue. There are also five boat builders and repairers in the City which employ 56 workers. The total annual sales of the City's boat builders industry group is estimated at \$4 million. The City's largest boat builder is Sea Choice Marine Products located on North Andrews Avenue,

### Life Sciences

The Life Sciences Industry in Pompano Beach consists primarily of two industry groups: 1) biotechnology research and development (R&D) and 2) manufacturers of medical instruments, particularly surgical and medical instruments and dental laboratories. There are 22 biotech R&D firms in the City which employ 141 workers. The total annual sales of the City's biotech R&D industry group is estimated at \$12 million. The largest biotech R&D firm in the City is Florida Spectrum Environmental located on West McNab Road. There are 14 manufacturers of medical instruments in the City which employ 378 workers. The total annual sales of the City's medical instrument manufacturing industry group is estimated at \$26.5 million. The City's largest medical instrument manufacturers include Micro Pneumatic Logic Inc. located on Gateway Drive and Kosh Ophthalmic Inc. located on West McNab Road.

### International Trade and Logistics

The International Trade and Logistics Industries in Pompano Beach consists primarily of three industry groups: 1) wholesalers of electrical apparatus and wiring supplies equipment, 2) wholesalers of industrial machinery and equipment and 3) wholesalers of medical, dental, hospital equipment supplies. There are 53 electrical and wiring supplies wholesalers in the City which employ 749 workers. The total annual sales of the City's electrical and wiring supplies wholesalers industry group is estimated at \$137.1 million. The largest electrical and wiring supplies wholesaler in the City is ADT located on Gateway Drive. There are 35 industrial machinery and equipment wholesalers in the City which employ 188 workers. The total annual sales of the industrial machinery wholesalers industry group is estimated at \$34.8 million. The City's largest industrial machinery wholesalers include Grainger Industrial Supply located on SW 22nd Street and MANB & W Inc. located SW 13th Terrace. There are 18 medical, dental, hospital equipment supplies wholesalers in the city which employ 78 workers. The total annual sales of the City's medical, dental and hospital equipment wholesalers industry group is estimated at \$11.3 million. The City's largest medical, dental and hospital equipment wholesalers include Shade Shack located on SW 10th Street and Reliant Medical Services located on NW 15th Court.

TABLE 2-22: CITY OF POMPANO BEACH INDUSTRY CLUSTER ANALYSIS

NAICS	DESCRIPTION	ESTABLISHMENTS	EMPLOYEES	SALES
<b>Life Sciences</b>				
3254	Pharmaceutical and Medicine Manufacturing	1	50	\$3,200,000
3391	Medical Equipment and Supplies Manufacturing	13	343	\$23,300,000
5417	Scientific Research and Development Services	26	190	\$15,500,000
<b>Marine</b>				
3345	Navigational, Measuring, Electromedical, and Control Instruments Manufacturing	9	182	\$11,700,000
3366	Ship and Boat Building	5	56	\$4,000,000
4412	Other Motor Vehicle Dealers (Boat Dealers)	70	661	\$173,900,000
4883	Support Activities for Water Transportation	9	41	\$3,800,000
<b>International Trade</b>				
4234	Professional and Commercial Equipment and Supplies Merchant Wholesalers	41	532	\$82,000,000
4236	Household Appliances and Electrical and Electronic Goods Merchant Wholesalers	63	805	\$145,100,000
4238	Machinery, Equipment, and Supplies Merchant Wholesalers	70	500	\$85,600,000
4885	Freight Transportation Arrangement	10	106	\$18,300,000

**TABLE 2-23: CITY OF POMPANO BEACH INDUSTRY CLUSTER ANALYSIS (CONTINUED)**

NAICS	DESCRIPTION	ESTABLISHMENTS	EMPLOYEES	SALES
<b>Advanced Materials and High Tech</b>				
3261	Plastics Product Manufacturing	7	105	\$7,000,000
3262	Rubber Product Manufacturing	4	25	\$2,200,000
3273	Cement and Concrete Product Manufacturing	3	132	\$6,300,000
4246	Chemical and Allied Products Merchant Wholesalers	3	16	\$2,900,000
<b>Aerospace &amp; Aviation</b>				
4881	Support Activities for Air Transportation	6	30	\$3,200,000
<b>Cloud Technology/Mobile Communication</b>				
3261	Plastics Product Manufacturing	7	105	\$7,000,000
3262	Rubber Product Manufacturing	4	25	\$2,200,000
3273	Cement and Concrete Product Manufacturing	3	132	\$6,300,000
4246	Chemical and Allied Products Merchant Wholesalers	3	16	\$2,900,000

Source: The Nielsen Company, 2012. Analysis by FIU Metropolitan Center.

## CREATIVE DESIGN

Creative design industries in Pompano Beach include four industry groups: 1) architectural and engineering services, 2) specialized design services, 3) computer systems design and related services and 4) motion picture and video Industries. There are 75 architectural and engineering firms in the City which employ 640 workers. The total annual sales of the City's architectural and engineering industry group is estimated at \$64.7 million. The largest architectural and engineering firms in the City include Florida Draw Bridges Inc., located on East Atlantic Boulevard, Structural Preservation Systems located on Blount Road and IBI located on Park Central Boulevard. There are 40 specialized design services firms in the City which employ 216 workers. The vast majority of these firms are either interior or graphic designers. The total annual sales of the City's specialized design services industry group is estimated at \$39.1 million. The City's largest specialized design services firms include Interiors by Steven G Inc. located on Center Port Circle and Synergy Printing & Graphics located on NW 22nd Terrace. There are 28 computer systems design firms in the City which employ 268 workers. Most of these firms provide custom computer programming design services. The total annual sales of the City's computer systems design industry group is estimated at \$33.3 million. The largest computer systems design firms in the City include Concurrent Computer Corporation located on Gateway Drive, Waveguide Communications located on SW 13th Avenue and Onstream Media Corporation located on SW 29th Avenue. There are eight motion picture and video industry firms in the City which employ 29 workers. The total annual sales of the City's motion picture and video industry group is estimated at \$5.9 million.



**TABLE 2-24: CITY OF POMPANO BEACH CREATIVE DESIGN CLUSTER ANALYSIS**

NAICS	DESCRIPTION	ESTABLISHMENTS	EMPLOYEES	SALES
5121	Motion Picture and Video Industries	8	29	\$5,900,000
5413	Architectural, Engineering, and Related Services	75	640	\$64,700,000
5414	Specialized Design Services	40	216	\$39,100,000
5415	Computer Systems Design and Related Services	28	268	\$33,300,000

### GREEN INDUSTRIES

The City of Pompano Beach has an opportunity to benefit from the growth in “green industries.” The Bureau of Labor Statistics (BLS) received funding beginning in Fiscal Year 2010 to develop and implement the collection of new data on green jobs. These activities are being conducted through the Quarterly Census of Employment and Wages (QCEW) and Occupational Employment Statistics (OES) programs. This web page provides information on the BLS green jobs initiative, the status of survey development, the BLS green jobs definition, a link to career information for selected green jobs, and other information.

The goal of the BLS green jobs initiative is to develop information on (1) the number of and trend over time in green jobs, (2) the industrial, occupational, and geographic distribution of the jobs, and (3) the wages of the workers in these jobs.

BLS is using two approaches to measuring green jobs: (1) the output approach, which identifies establishments that produce green goods and services and counts the associated jobs, and (2) the process approach, which identifies establishments that use environmentally friendly production processes and practices and counts the associated jobs.

BLS has developed this definition of green jobs for use in data collection in two planned Green Goods and Services (GGS) surveys. Green jobs are either:

- Jobs in businesses that produce goods or provide services that benefit the environment or conserve natural resources.
- Jobs in which workers' duties involve making their establishment's production processes more environmentally friendly or use fewer natural resources.

Jobs in businesses that produce goods and provide services that benefit the environment or conserve natural resources. These goods and services are sold to customers, and include research and development, installation, and maintenance services. This definition will be used in the BLS survey of establishments in industries that produce green goods and services. Green goods and services fall into one or more of five groups:

- Energy from renewable sources. Electricity, heat, or fuel generated from renewable sources. These energy sources include wind, biomass, geothermal, solar, ocean, hydropower, and landfill gas and municipal solid waste.
- Energy efficiency. Products and services that improve energy efficiency. Included in this group are energy-efficient equipment, appliances, buildings, and vehicles, as well as products and services that improve the energy efficiency of buildings and the efficiency of energy storage and distribution, such as Smart Grid technologies.

Pollution reduction and removal, greenhouse gas reduction, and recycling and reuse. These are products and services that:

- Reduce or eliminate the creation or release of pollutants or toxic compounds, or remove pollutants or hazardous waste from the environment.
- Reduce greenhouse gas emissions through methods other than renewable energy generation and energy efficiency, such as electricity generated from nuclear sources.
- Reduce or eliminate the creation of waste materials; collect, reuse, remanufacture, recycle, or compost waste materials or wastewater.
- Natural resources conservation. Products and services that conserve natural resources. Included in this group are products and services related to organic agriculture and

sustainable forestry; land management; soil, water, or wildlife conservation; and stormwater management.

Environmental compliance, education and training, and public awareness. These are products and services that:

- Enforce environmental regulations.
- Provide education and training related to green technologies and practices.
- Increase public awareness of environmental issues.

Jobs in which workers' duties involve making their establishment's production processes more environmentally friendly or use fewer natural resources. These workers research, develop, or use technologies and practices to lessen the environmental impact of their establishment, or train the establishment's workers or contractors in these technologies and practices. This definition will be used in the BLS survey of establishments across all industries to identify jobs related to green technologies and practices used within the establishment. These technologies and practices fall into one or more of four groups:

- Energy from renewable sources. Generating electricity, heat, or fuel from renewable sources primarily for use within the establishment. These energy sources include wind, biomass, geothermal, solar, ocean, hydropower, and landfill gas and municipal solid waste.
- Energy efficiency. Using technologies and practices to improve energy efficiency within the establishment. Included in this group is cogeneration (combined heat and power).

Pollution reduction and removal, greenhouse gas reduction, and recycling and reuse. Using technologies and practices within the establishment to:

- Reduce or eliminate the creation or release of pollutants or toxic compounds, or remove pollutants or hazardous waste from the environment.

- Reduce greenhouse gas emissions through methods other than renewable energy generation and energy efficiency.
- Reduce or eliminate the creation of waste materials; collect, reuse, remanufacture, recycle, or compost waste materials or wastewater.
- Natural resources conservation. Using technologies and practices within the establishment to conserve natural resources. Included in this group are technologies and practices related to organic agriculture and sustainable forestry; land management; soil, water, or wildlife conservation; and stormwater management.

BLS has identified 333 detailed (6-digit NAICS) industries where green goods and services are classified. The GGS survey identifies establishments that actually produce green goods and services and estimate the number of associated jobs. The industry list is summarized below, showing the industry sector with detailed industries in scope, the number of establishments in these detailed industries, and these establishments as a percent of all establishments in scope. The City of Pompano Beach can benefit from the large number of green industry establishments in prominent sectors of the City's economy including Construction, Professional and Business Services, Information, Manufacturing and Trade and Transportation.

**TABLE 2-25: NUMBER AND PERCENT DISTRIBUTION OF ESTABLISHMENTS IN INDUSTRIES WHERE GREEN GOODS & SERVICES ARE CLASSIFIED, BY INDUSTRY SECTOR, 2009**

INDUSTRY SECTOR	NUMBER OF ESTABLISHMENTS	PERCENT DISTRIBUTION
Construction	820,700	38.1
Professional and business services	779,100	36.2
Other services (Repair and maintenance services, Professional organizations)	183,300	8.5
Natural resources and mining	88,700	4.1
Information	77,000	3.6
Manufacturing	77,700	3.6
Trade, transportation, and utilities	49,300	2.3
Public administration	42,100	2.0
Education and health services	26,400	1.2
All other sectors	10,400	0.5
<b>Total</b>	<b>2,154,700</b>	<b>100.0</b>

*Source: Bureau of Labor Statistics, 2012.*

## TRANSPORTATION CORRIDOR AND ECONOMIC ANALYSIS

### ATLANTIC BOULEVARD CORRIDOR

#### Land Use

The Atlantic Boulevard Corridor in the City of Pompano Beach extends east from the Florida Turnpike to A1A. The land use along the Atlantic Boulevard Corridor and surrounding residential neighborhoods include the following categories:

Atlantic Boulevard Section	Land Use Category
West Atlantic Boulevard to Andrews Ave.	Recreation and open space; commercial and a regional activity center (RAC); bordered by low (1-5 du/acre), medium (10-16 du/acre) and medium-high (16-25 du/acre) residential neighborhoods
Andrews Ave. to Interstate 95	Industrial
Interstate 95 to A1A	Commercial; bordered by low, medium and medium-high residential neighborhoods
West Atlantic Boulevard (west of I-95)	

#### Demographics

The West Atlantic Boulevard Corridor abuts three predominantly residential neighborhoods. The neighborhoods have a combined population of 15,723 and 7,452 households. Families comprise 50 percent (3,757 households) of the total households in the area. A significant number (46 percent) of households in the Palm Aire neighborhood are nonfamily, 1-person households. The population of the West Atlantic Boulevard Corridor is racially and ethnically diverse. Whites (59 percent) comprise the largest population group followed by Blacks or African Americans

- (33 percent). Hispanics or Latinos comprise 22 percent of the area’s population.

**TABLE 2-26: WEST ATLANTIC BOULEVARD DEMOGRAPHICS**

	ISLAND CLUB/GOLF VIEW ESTATES	COLLIER CITY	PALM AIRE
<b>TOTAL POPULATION</b>	<b>3,128</b>	<b>2,805</b>	<b>9,790</b>
White alone	748	453	8,096
Black or African American alone	2,175	1,968	1,023
Hispanic or Latino	360	623	1,817
<b>TOTAL HOUSEHOLDS</b>	<b>1,087</b>	<b>864</b>	<b>5,501</b>
Family households:	738	652	2,365
Husband-wife family	347	282	1,780
Female householder, no husband present	313	276	419
Nonfamily households:	349	212	3,136
Householder living alone	271	157	2,563
1-person household	271	157	2,563
2-person household	322	200	2,105
3-person household	164	167	497
4-person household	137	151	224
5+-person household	193	189	112

**ECONOMIC CHARACTERISTICS**

The West Atlantic Boulevard Corridor is bounded by the neighborhoods of Palm Aire, Collier City and Old Collier. An estimated 50 percent of households in these neighborhoods have annual incomes less than \$35,000. Approximately, 55 percent of households earn less than 80 percent of the area median income (AMI) of \$48,880.

The civilian employed population 16 years and older work primarily in the Educational Services and Health Care (17 percent) and Retail (13 percent) industries.

## Housing

The low to medium-high density residential neighborhoods in the West Atlantic Boulevard Corridor contain an estimated 10,797 housing units of which 7,456 (69 percent) are occupied. Owner-occupied units comprise 62 percent of the area's occupied housing units. Of the 3,341 vacant housing units in the area, 68 percent (2,305 units) are for seasonal, recreational or occasional use. Most of these vacant, seasonal units are found in Palm Aire.

**TABLE 2-27: WEST ATLANTIC BOULEVARD HOUSING CHARACTERISTICS**

	ISLAND CLUB/GOLF VIEW ESTATES	COLLIER CITY	PALM AIRE
<b>TOTAL HOUSING UNITS</b>	<b>1,250</b>	<b>936</b>	<b>8,607</b>
Occupied	1,087	864	5,501
Owned with mortgage	300	232	1,994
Owned without mortgage	294	67	1,709
Renter occupied	493	565	1,798
Vacant	163	72	3,106
For rent	47	42	368
For sale only	20	4	188
For seasonal, recreational, or occasional use	69	6	2,230
Other vacant	23	17	269

*Source: 2011 American Survey. Data analysis by FIU Metropolitan Center*



## EAST ATLANTIC BOULEVARD (EAST OF I-95)

### Demographics

The East Atlantic Boulevard Corridor abuts nine predominantly residential neighborhoods. The neighborhoods have a combined population of 27,624 and 13,729 households. Families comprise 47 percent (6,545) of the all households. The population of the East Atlantic Boulevard Corridor is racially and ethnically diverse. Whites (75 percent) comprise the largest population group followed by Blacks or African Americans (19 percent). Hispanics or Latinos comprise 12 percent of the area's population.

TABLE 2-28: EAST ATLANTIC BOULEVARD DEMOGRAPHICS

DOWNTOWN	BLANCHE ELY/ HARBOR VILLAGE	OLD POMPANO/ AVONDALE	LYONS PARK	SANTA BARBARA ESTATES	GARDEN ISLES	SNUG HARBOR			
<b>Total Population</b>	<b>3,584</b>	<b>1,835</b>	<b>1,019</b>	<b>1,505</b>	<b>2,738</b>	<b>1,125</b>	<b>4,499</b>	<b>3,087</b>	<b>8,232</b>
White alone	205	1,337	922	682	2,059	1,039	4,195	2,542	7,793
Black or African American alone	3,200	364	54	559	456	26	75	337	150
Hispanic or Latino	309	260	104	700	432	100	438	403	590
<b>Total Households</b>	<b>1,234</b>	<b>770</b>	<b>512</b>	<b>447</b>	<b>1,188</b>	<b>609</b>	<b>2,134</b>	<b>1,614</b>	<b>5,221</b>
Family households:	778	426	204	239	678	256	1,244	711	2,009
Husband-wife family	273	262	139	92	446	190	1,024	475	1,748
Female householder, no husband present	384	109	44	86	155	43	135	175	173
Nonfamily households:	456	344	308	208	510	353	890	903	3,212
Householder living alone	343	236	245	116	372	279	691	733	2,743
1-person household	343	236	245	116	372	279	691	733	2,743
2-person household	301	252	171	107	408	216	876	545	2,129
3-person household	190	131	56	62	191	55	296	187	259
4-person household	160	91	26	65	147	48	210	101	61
5+-person household	240	60	14	97	70	11	61	48	29

Source: 2011 American Community Survey. Data analysis by FIU Metropolitan Center.

### ECONOMIC CHARACTERISTICS

The East Atlantic Boulevard Corridor is bounded by the neighborhoods of Old Pompano, Garden Isles, Snug Harbor, Harbor Village, Santa Barbara Estates and the Beach. An estimated 37 percent of households in these neighborhoods have annual incomes of less than \$35,000. An estimated 31 percent of households have annual incomes of \$50,000-\$100,000.

The civilian employed population 16 years and older work primarily in the Educational Services and Health Care (14 percent), Construction (13 percent) and Professional, Scientific, and Technical Services (13 percent) industries.

#### Housing

The low to medium-high density residential neighborhoods along the East Atlantic Boulevard Corridor contain an estimated 19,779 housing units of which 13,729 (69 percent) are occupied. Owner-occupied units comprise 59 percent of the area's occupied housing units. Of the 5,600 vacant housing units in the area, 67 percent (3,780 units) are for seasonal, recreational or occasional use. An estimated 85 of these vacant, seasonal units are located on the Beach.

TABLE 2-29: EAST ATLANTIC BOULEVARD HOUSING CHARACTERISTICS

DOWNTOWN	BLANCHE ELY	OLD POMPANO/ DOWNTOWN	HARBOR VILLAGE	AVONDALE	LYONS PARK	SANTA BARBARA ESTATES	GARDEN ISLES	SNUG HARBOR	BEACH
<b>TOTAL HOUSING UNITS</b>	<b>1,566</b>	<b>870</b>	<b>689</b>	<b>564</b>	<b>1,460</b>	<b>712</b>	<b>2,460</b>	<b>2,114</b>	<b>9,344</b>
Occupied	1,234	770	512	447	1,188	609	2,134	1,614	5,221
Owned with mortgage	150	266	156	8	559	234	1,286	545	1,506
Owned without mortgage	84	96	79	3	178	103	551	315	1,991
Renter occupied	1,000	408	277	436	451	272	297	754	1,724
Vacant	332	100	177	117	272	103	326	500	4,123
For rent	237	46	41	107	81	42	30	142	338
For sale only	-	24	38	-	32	36	51	51	331
For seasonal, recreational, or occasional use	4	7	85	2	47	16	170	239	3,210
Other vacant	56	16	13	8	110	9	65	45	199

Source: 2011 American Community Survey. Data analysis by FIU Metropolitan Center.

### ATLANTIC BOULEVARD CORRIDOR INDUSTRY AND EMPLOYMENT

The Atlantic Boulevard Corridor industrial base is largely comprised of retail stores, restaurants and professional office uses including medical, legal, financial and real estate offices. The primary industry sector is NAICS 7225-Restaurants and Other Eating Places (69 establishments/1,178 employees). Professional office uses include NAICS 6211-Offices of Physicians (46 establishments/103 employees) and NAICS 5411-Legal Services (40 establishments/157 employees). The Retail sector includes NAICS 4451-Grocery Stores (15 establishments/405 employees) and NAICS 4452-Specialty Food Stores (11 establishments/83 employees).

TABLE 2-30: ATLANTIC BOULEVARD CORRIDOR LEADING INDUSTRY SECTORS (OVER 10 ESTABLISHMENTS)

NAICS	CLASSIFICATION	ESTABLISHMENTS	EMPLOYEES
7225	Restaurants and Other Eating Places	69	1178
6211	Offices of Physicians	46	103
5411	Legal Services	40	157
8121	Personal Care Services	35	139
5412	Accounting, Tax Preparation, Bookkeeping, and Payroll Services	32	129
5312	Offices of Real Estate Agents and Brokers	30	115
5221	Depository Credit Intermediation	29	419
6213	Offices of Other Health Practitioners	24	83
6212	Offices of Dentists	23	94
5242	Agencies, Brokerages, and Other Insurance Related Activities	19	106
4461	Health and Personal Care Stores	18	221
5416	Management, Scientific, and Technical Consulting Services	18	48
8111	Automotive Repair and Maintenance	16	65
8131	Religious Organizations	16	117
4451	Grocery Stores	15	405
2361	Residential Building Construction	14	48
5222	Nondepository Credit Intermediation	14	78
5311	Lessors of Real Estate	14	57
4431	Electronics and Appliance Stores	13	77
4481	Clothing Stores	13	31
5239	Other Financial Investment Activities	13	41
2382	Building Equipment Contractors	12	39
4452	Specialty Food Stores	11	83
5617	Services to Buildings and Dwellings	11	31
8133	Social Advocacy Organizations	11	74

The top employers along the Atlantic Boulevard Corridor include major department stores, automobile dealers and grocery stores such as Wal-Mart Discount Cities (700 employees), Lou Bachrodt Chevrolet Mazda (300 employees), Food Services Refrigeration (200 employees) and Publix Super Markets (200 employees).

**TABLE 2-31: TOP EMPLOYERS IN THE ATLANTIC BLVD. AREA (OVER 50 EMPLOYEES)**

BUSINESS NAME	NAICS	NAICS DESCRIPTION	YEAR OF 1ST APPEARANCE	EMPLOYEES	SALES
Wal-Mart Discount Cities	4521	Department Stores	2003	700	\$77,700,000
Lou Bachrodt Chevrolet Mazda	4411	Automobile Dealers	1984	300	\$121,200,000
Food Service Refrigeration	4451	Grocery Stores	2007	200	\$35,600,000
Publix Super Markets	4451	Grocery Stores	2012	150	\$26,700,000
Houston's Restaurant	7225	Restaurants and Other Eating Places	1995	150	\$7,500,000
Turnpike Operations CTR	9211	Executive, Legislative, and Other General Government Support	2001	150	-
Stone Age Pavers INC	2373	Highway, Street, and Bridge Construction	1991	130	\$16,500,000
T & M Environmental Svc INC	8114	Personal and Household Goods Repair and Maintenance	2000	130	\$6,500,000
Florida Turnpike Svc	4471	Gasoline Stations	1984	125	\$22,500,000
Sea View Nursing & Rehab CTR	6231	Nursing Care Facilities (Skilled Nursing Facilities)	2010	102	\$3,900,000
Furniture Power	4421	Furniture Stores	2003	100	\$16,000,000
Florida Draw Bridges Inc	5413	Architectural, Engineering, and Related Services	2007	100	\$10,000,000
Sands Harbor Patio Bar	7139	Other Amusement and Recreation Industries	1984	90	\$15,000,000
Qzina Specialty Foods	4239	Miscellaneous Durable Goods Merchant Wholesalers	2005	80	\$17,400,000
First Baptist Church	8131	Religious Organizations	1999	80	\$4,000,000

BUSINESS NAME	NAICS	NAICS DESCRIPTION	YEAR OF 1ST APPEARANCE	EMPLOYEES	SALES
Macy's	4521	Department Stores	2004	75	\$8,300,000
Pronto Courier & Delivery Svc	4841	General Freight Trucking	1984	75	\$7,500,000
Pompano Interlocking Brick Inc	2373	Highway, Street, and Bridge Construction	2000	73	\$9,300,000
United States Warranty Corp	5241	Insurance Carriers	2006	72	\$17,700,000
Sunshine Parkway RSTRNT	7225	Restaurants and Other Eating Places	2004	72	\$2,700,000
J C Penney Co Inc	4521	Department Stores	2010	70	\$7,800,000
Golden Corral Steakhouse	7225	Restaurants and Other Eating Places	2006	67	\$2,500,000
Architectural Coral Works	2381	Foundation, Structure, and Building Exterior Contractors	2007	60	\$10,800,000
Mc Donald's Hamburgers	7225	Restaurants and Other Eating Places	2001	60	\$3,000,000
Walgreen Drug Stores	4461	Health and Personal Care Stores	1987	54	\$7,000,000
Pompano Beach Building Dept	9211	Executive, Legislative, and Other General Government Support	1991	53	-

Source: The Nielsen Company, 2012. Data Analysis by FIU Metropolitan Center.



### DIXIE HIGHWAY CORRIDOR

#### Land Use

The Dixie Highway Corridor in the City of Pompano Beach extends south from NE 54th Street to the corporate limits of the City of Fort Lauderdale. The land use along the Dixie Highway Corridor and surrounding residential neighborhoods include the following categories:

Dixie Highway Section	Land Use Category
NE 54th Street to Sample Road	Industrial; bordered by low density residential (1-5 du/acre)
Sample Road to Copans Road	Commercial and industrial; bordered by low and low-median density (5-10 du/acre) neighborhoods
Copans Road to Atlantic Boulevard	Commercial; bordered by medium (10-16 du/acre) residential neighborhoods
Atlantic Boulevard to Canal	Commercial and industrial; bordered by low, medium and medium-high (16-25 du/acre) residential neighborhoods

## **NORTH DIXIE HIGHWAY (NORTH OF ATLANTIC BOULEVARD)**

### **Demographics**

North Dixie Highway is bordered by five predominantly residential neighborhoods - Highlands, Cresthaven, Kendall Green, Blanch Ely and Old Pompano. The combined population of the neighborhoods is 23,651. There are 7,961 households of which 66 percent (5,260 households) are families. The North Dixie Highway population is racially and ethnically diverse. Whites (48 percent) comprise the largest population group followed by Blacks or African Americans (42 percent). Hispanics or Latinos comprise 21 percent of the area's population.

TABLE 2-32: NORTH DIXIE HIGHWAY DEMOGRAPHICS

	HIGHLANDS	CRESTHAVEN	KENDALL GREEN	BLANCHE ELY	OLD POMPANO/DOWNTOWN
<b>TOTAL POPULATION</b>	<b>4,507</b>	<b>7,896</b>	<b>5,829</b>	<b>3,584</b>	<b>1,835</b>
White alone	2,925	5,470	1,304	205	1,337
Black or African American alone	938	1,450	4,011	3,200	364
Hispanic or Latino	1,254	2,144	982	309	260
<b>TOTAL HOUSEHOLDS</b>	<b>1,533</b>	<b>2,919</b>	<b>1,505</b>	<b>1,234</b>	<b>770</b>
Family households:	1,018	1,803	1,235	778	426
Husband-wife family	638	1,161	716	273	262
Female householder, no husband present	261	417	350	384	109
Nonfamily households:	515	1,116	270	456	344
Householder living alone	337	788	184	343	236
1-person household	337	788	184	343	236
2-person household	417	858	294	301	252
3-person household	271	480	268	190	131
4-person household	256	380	254	160	91
5+-person household	252	413	505	240	60

Source: 2011 American Community Survey. Data analysis by FIU Metropolitan Center.

### Economic Characteristics

The North Dixie Highway Corridor is bounded by the neighborhoods of Highlands, Cresthaven, Kendall Green, Blanche Ely and Downtown. An estimated 43 percent of households in these neighborhoods have annual incomes less than \$35,000. An estimated 29 percent of households have annual incomes of \$50,000-\$100,000.

The civilian employed population 16 years and older work primarily in the Educational Services and Health Care (17 percent), Retail (15 percent) and Construction (12 percent) industries.

### Housing

The low to medium-high density residential neighborhoods along the North Dixie Highway Corridor contain an estimated 9,124 housing units, of which 6,581 (72 percent) are occupied. Owner-occupied units comprise 69 percent of the area's occupied housing units. Of the 1,163 vacant housing units in the area, 42 percent (485 units) are for rent.

**TABLE 2-33: NORTH DIXIE HIGHWAY HOUSING CHARACTERISTICS**

	HIGHLANDS	CRESTHAVEN	KENDALL GREEN	BLANCHE ELY	OLD POMPANO/DOWNTOWN
<b>TOTAL HOUSING UNITS</b>	<b>1,742</b>	<b>3,297</b>	<b>1,649</b>	<b>1,566</b>	<b>870</b>
Occupied	1,533	2,919	1,505	1,234	770
Owned with mortgage	804	1,514	874	150	266
Owned without mortgage	217	387	139	84	96
Renter occupied	512	1,018	492	1,000	408
Vacant	209	378	144	332	100
For rent	71	84	47	237	46
For sale only	45	69	31	-	24
For seasonal, recreational, or occasional use	11	45	3	4	7
Other vacant	61	125	53	56	16

**SOUTH DIXIE HIGHWAY CORRIDOR (SOUTH OF ATLANTIC BOULEVARD)**

**Demographics**

The South Dixie Highway Corridor is bordered by five predominantly residential neighborhoods - Avondale, John Knox Village, Lyons Park, South Dixie and Boulevard Park. The combined population of the neighborhoods is 10,677. There are 4,184 households of which 52 percent (2,193 households) are families. The area’s largest population is found in the South Dixie neighborhood (4,964 population/1,755 households). The South Dixie Highway Corridor population is racially and ethnically diverse. Whites (60 percent) comprise the largest population group followed by Blacks or African Americans (28 percent). Hispanics or Latinos comprise 11 percent of the area’s population.

TABLE 2-34: SOUTH DIXIE HIGHWAY DEMOGRAPHICS

	AVONDALE	JOHN KNOX VILLAGE	LYONS PARK	SOUTH DIXIE	BOULEVARD PARK
<b>TOTAL POPULATION</b>	<b>1,505</b>	<b>712</b>	<b>2,738</b>	<b>4,964</b>	<b>758</b>
White alone	682	704	2,059	2,339	636
Black or African American alone	559	3	456	1,968	64
Hispanic or Latino	700	6	432	1,773	87
<b>TOTAL HOUSEHOLDS</b>	<b>447</b>	<b>484</b>	<b>1,188</b>	<b>1,755</b>	<b>310</b>
Family households:	239	77	678	1,007	192
Husband-wife family	92	76	446	472	133
Female householder, no husband present	86	1	155	356	36
Nonfamily households:	208	407	510	748	118
Householder living alone	116	396	372	560	77
1-person household	116	396	372	560	77
2-person household	107	88	408	427	124
3-person household	62	-	191	267	43
4-person household	65	-	147	222	45
5+-person household	97	-	70	279	21

2011 American Community Survey. Data analysis by FIU Metropolitan Center.

### Economic Characteristics

The South Dixie Highway Corridor is bounded by the neighborhoods of Avondale, South Dixie, Lyons Park and Boulevard Park. An estimated 37 percent of households in these neighborhoods have annual incomes less than \$35,000. An estimated 30 percent of households have annual incomes of \$50,000-\$100,000.

The civilian employed population 16 years and older work primarily in the Professional, Scientific and Technical Services (17 percent) and Construction (16 percent) industries.

### Housing

The low, medium and medium-high density residential neighborhoods along the South Dixie Highway Corridor contain an estimated 4,928 housing units, of which 4,184 (85 percent) are occupied. Owner-occupied units comprise only 32 percent of the area’s occupied housing units. Of the 744 vacant housing units in the area, 62 percent (462 units) are for rent.

**TABLE 2-35: SOUTH DIXIE HIGHWAY HOUSING CHARACTERISTICS**

	AVONDALE	JOHN KNOX VILLAGE	LYONS PARK	SOUTH DIXIE	BOULEVARD PARK
<b>TOTAL HOUSING UNITS</b>	<b>564</b>	<b>588</b>	<b>1,460</b>	<b>1,964</b>	<b>352</b>
Occupied	447	484	1,188	1,755	310
Owned with mortgage	8	7	559	107	142
Owned without mortgage	3	122	178	164	50
Renter occupied	436	355	451	1,484	118
Vacant	117	104	272	209	42
For rent	107	86	81	162	26
For sale only	-	-	32	11	3
For seasonal, recreational, or occasional use	2	5	47	20	4
Other vacant	8	3	110	13	9

*American Community Survey. Data analysis by FIU Metropolitan Center.*

## DIXIE HIGHWAY CORRIDOR INDUSTRY AND EMPLOYMENT

The Dixie Highway Corridor industrial base is comprised of an assortment of industry sectors. The primary industry sector is NAICS 8111-Automotive Repair and Maintenance (90 establishments/244 employees). Construction establishments are located in the small industrial parks scattered along Dixie Highway and the Florida East Coast (FEC) Railway. These establishments include NAICS 2382 –Building Equipment Contractors (26 establishments/166 employees), NAICS 2383-Building Finishing Contractors (19 establishments/134 employees) and NAICS 2361-Residential Building Construction (16 establishments/264 employees).

**TABLE 2-36: DIXIE HIGHWAY CORRIDOR LEADING INDUSTRY SECTORS (OVER 10 ESTABLISHMENTS)**

NAICS	CLASSIFICATION	ESTABLISHMENTS	EMPLOYEES
8111	Automotive Repair and Maintenance	90	244
4411	Automobile Dealers	32	164
7225	Restaurants and Other Eating Places	30	298
8121	Personal Care Services	29	73
2382	Building Equipment Contractors	26	166
5617	Services to Buildings and Dwellings	25	62
8131	Religious Organizations	22	172
2383	Building Finishing Contractors	19	134
4441	Electronics and Appliance Stores	18	222
4239	Miscellaneous Durable Goods Merchant Wholesalers	17	111
4451	Grocery Stores	17	67
5311	Lessors of Real Estate	17	60
2361	Residential Building Construction	16	264
4412	Other Motor Vehicle Dealers	14	136
5312	Offices of Real Estate Agents and Brokers	13	48
2381	Foundation, Structure, and Building Exterior Contractors	11	226
2389	Other Specialty Trade Contractors	11	31
4413	Automotive Parts, Accessories, and Tire Stores	11	50
5242	Agencies, Brokerages, and Other Insurance Related Activities	11	36

Source: The Nielsen Company, 2012. Data analysis by FIU Metropolitan Center.



The top employers along the Dixie Highway Corridor include Government and Construction establishments. Major Government employers include the City of Pompano Beach Police Department Operations and Traffic Division (300 employees) and the City of Pompano Beach Street Maintenance Department (200 employees). Construction establishments include KD Construction of Florida (200 employees) and Atomassi Roof Testing (200 employees).

**TABLE 2-37: DIXIE HIGHWAY CORRIDOR TOP EMPLOYERS (OVER 50 EMPLOYEES)**

BUSINESS NAME	NAICS	NAICS DESCRIPTION	YEAR OF 1ST APPEARANCE	# EMPLOYEES	SALES
Police Dept.-Operations Div.	9221	Justice, Public Order, and Safety Activities	-	300	-
Police Dept.-Traffic	9221	Justice, Public Order, and Safety Activities	-	300	-
K D Construction of FL	2361	Residential Building Construction	1991	200	\$53,400,000
Atomassi Roof Testing	2381	Foundation, Structure, and Building Contractors	2006	200	\$35,000,000
Pompano Beach Street Maintenance.	9211	Exec., Legislative, and Other General Gov't Support	-	200	-
Turnpike Operations Ctr.	9211	Exec., Legislative, and Other General Gov't	2001	150	-
Florida Turnpike Svc.	4471	Gasoline Stations	1984	125	\$22,500,000
City Utilities	9261	Administration of Economic Programs	1994	113	-
Only The Best Firearms	4511	Sporting Goods, Hobby, and Musical Instrument Stores	2001	107	\$5,400,000
Grand Court Village	6233	Continuing Care Retirement Communities and Assisted Living for the Elderly	2010	100	\$6,200,000
Roll-n-Lock	4412	Other Motor Vehicle Dealers	1994	80	\$22,400,000
Pronto Courier & Delivery	4841	General Freight Trucking	1984	75	\$7,500,000
Sunshine Parkway Restaurant	7225	Restaurants and Other Eating Places	2004	72	\$2,700,000
J C Penney Co Inc.	4521	Department Stores	2010	70	\$7,800,000
Jones Awnings & Canvas Inc.	3149	Other Textile Product Mills	2005	60	\$4,400,000
EastCoast Windows & Doors	4441	Electronics and Appliance Stores	2004	60	\$7,600,000
Pompano Beach Building Dept.	9211	Exec., Legislative, and Other General Gov't	1991	53	-

Source: The Nielsen Company, 2012. Data analysis by FIU Metropolitan Center

## Federal Highway Corridor

### Land Use

The Federal Highway Corridor in the City of Pompano Beach extends south from NE 54th Street to the corporate limits of the City of Fort Lauderdale. The land use along the Federal Highway Corridor and surrounding residential neighborhoods include the following categories:

FEDERAL HIGHWAY SECTION	LAND USE CATEGORY
NE 54th Street to Copans Road	Commercial; bordered by low density residential (1-5 du/acre) neighborhoods
Copans Road to Atlantic Boulevard	Commercial and open space and recreation; bordered by low density (1-5 du/acre), low-medium density (5-10 du/acre), medium density (10-16 du/acre) and medium-high density (16-25 du/acre) residential neighborhoods
Atlantic Boulevard to Fort Lauderdale line	Commercial; bordered by low, medium and medium-high density residential neighborhoods

## NORTH FEDERAL HIGHWAY (NORTH OF ATLANTIC BOULEVARD)

### Demographics

The North Federal Highway Corridor abuts five predominantly residential neighborhoods. The neighborhoods have a combined population of 20,756 and 8,516 households. Families comprise 57 percent (4,874) of all households. The population of the West Atlantic Boulevard Corridor is racially and ethnically diverse. Whites (76 percent) comprise the largest population group followed by Blacks or African Americans (14 percent). Hispanics or Latinos comprise 21 percent of the area’s population.

**TABLE 2-38: NORTH FEDERAL HIGHWAY DEMOGRAPHICS**

	HIGHLANDS	CRESTHAVEN	AVALON HARBOR	HARBOR VILLAGE	OLD POMPANO/ DOWNTOWN
<b>TOTAL POPULATION</b>	<b>4,507</b>	<b>7,896</b>	<b>5,499</b>	<b>1,019</b>	<b>1,835</b>
White alone	2,925	5,470	5,116	922	1,337
Black or African American alone	938	1,450	185	54	364
Hispanic or Latino	1,254	2,144	548	104	260
<b>TOTAL HOUSEHOLDS</b>	<b>1,533</b>	<b>2,919</b>	<b>2,782</b>	<b>512</b>	<b>770</b>
Family households:	1,018	1,803	1,423	204	426
Husband-wife family	638	1,161	1,045	139	262
Female householder, no husband present	261	417	263	44	109
Nonfamily households:	515	1,116	1,359	308	344
Householder living alone	337	788	1,072	245	236
1-person household	337	788	1,072	245	236
2-person household	417	858	1,102	171	252
3-person household	271	480	319	56	131
4-person household	256	380	206	26	91
5+-person household	252	413	83	14	60

Source: 2011 American Community Survey. Data analysis by FIU Metropolitan Center.

## ECONOMIC CHARACTERISTICS

The North Federal Highway Corridor is bounded by the neighborhoods of Highlands, Cresthaven, Avalon Harbor, Old Pompano and Harbor Village. An estimated 39 percent of households in these neighborhoods have annual incomes less than \$35,000. An estimated 31 percent of households have annual incomes of \$50,000-\$100,000.

The civilian employed population 16 years and older work primarily in the Educational Services and Health Care (16 percent), Retail (15 percent) and Construction (12 percent) industries.

### Housing

The low density residential neighborhoods in the North Federal Highway Corridor contain an estimated 10,048 housing units of which 8,516 (85 percent) are occupied. Owner-occupied units comprise 64 percent of the area's occupied housing units. Of the 1,532 vacant housing units in the area, 34 percent (528 units) are for seasonal, recreational, or occasional use and 23 percent (359 units) are for rent.

**TABLE 2-39: NORTH FEDERAL HOUSING CHARACTERISTICS**

DOWNTOWN	HIGHLANDS	CRESTHAVEN	AVALON HARBOR	HARBOR VILLAGE	OLD POMPANO/
<b>TOTAL HOUSING UNITS</b>	<b>1,742</b>	<b>3,297</b>	<b>3,450</b>	<b>689</b>	<b>870</b>
Occupied	1,533	2,919	2,782	512	770
Owned with mortgage	804	1,514	1,180	156	266
Owned without mortgage	217	387	718	79	96
Renter occupied	512	1,018	884	277	408
Vacant	209	378	668	177	100
For rent	71	84	117	41	46
For sale only	45	69	92	38	24
For seasonal, recreational, or occasional use	11	45	380	85	7
Other vacant	61	125	63	13	16

## SOUTH FEDERAL HIGHWAY (SOUTH OF ATLANTIC BOULEVARD)

### Demographics

The South Federal Highway Corridor abuts four predominantly residential neighborhoods. These neighborhoods have a combined population of 7,727 and 3,820 households. Families comprise 49 percent (1,892) of total households in the area. The population of the West Atlantic Boulevard Corridor is racially and ethnically diverse. Whites (88 percent) comprise the largest population group followed by Blacks or African Americans (6 percent). Hispanics or Latinos comprise 12 percent of the area's population.

**TABLE 2-40: SOUTH FEDERAL HIGHWAY DEMOGRAPHICS**

	SNUG HARBOR	SANTA BARBARA ESTATES	SANTA BARBARA SHORES	CYPRESS LAKES
<b>TOTAL POPULATION</b>	<b>3,087</b>	<b>1,125</b>	<b>1,585</b>	<b>1,930</b>
White alone	2,542	1,039	1,457	1,745
Black or African American alone	337	26	60	75
Hispanic or Latino	403	100	177	246
<b>TOTAL HOUSEHOLDS</b>	<b>1,614</b>	<b>609</b>	<b>695</b>	<b>902</b>
Family households:	711	256	415	510
Husband-wife family	475	190	326	405
Female householder, no husband present	175	43	46	75
Nonfamily households:	903	353	280	392
Householder living alone	733	279	216	321
1-person household	733	279	216	321
2-person household	545	216	267	304
3-person household	187	55	103	140
4-person household	101	48	73	108
5+-person household	48	11	36	29

### ECONOMIC CHARACTERISTICS

The South Federal Highway Corridor is bounded by the neighborhoods of Snug Harbor, Santa Barbara Estates, Cypress Lakes, and Santa Barbara Shores. An estimated 32 percent of households in these neighborhoods have annual incomes less than \$35,000. An estimated 32 percent of households have annual incomes of \$50,000-\$100,000.

The civilian employed population 16 years and older work primarily in the Retail (15 percent) Professional, Scientific and Technical Services (14 percent) and Construction (13 percent) industries.

#### Housing

The low to medium-high density residential neighborhoods along the South Federal Highway Corridor contain an estimated 4,728 housing units of which 3,820 (80 percent) are occupied. Owner-occupied units comprise 47 percent of the area’s occupied housing units. Of the 908 vacant housing units in the area, 45 percent (413 units) are for seasonal, recreational, or occasional use.

**TABLE 2-41: SOUTH FEDERAL HIGHWAY HOUSING CHARACTERISTICS**

	SNUG HARBOR	SANTA BARBARA ESTATES	SANTA BARBARA SHORES	CYPRESS LAKES
<b>TOTAL HOUSING UNITS</b>	<b>2,114</b>	<b>712</b>	<b>795</b>	<b>1,107</b>
Occupied	1,614	609	695	902
Owned with mortgage	545	234	366	337
Owned without mortgage	315	103	120	214
Renter occupied	754	272	209	351
Vacant	500	103	100	205
For rent	142	42	30	62
For sale only	51	36	23	7
For seasonal, recreational, or occasional use	239	16	36	122
Other vacant	45	9	8	10

## FEDERAL HIGHWAY CORRIDOR INDUSTRY AND EMPLOYMENT

The Federal Highway Corridor industrial base is comprised of an assortment retail, restaurants and professional offices including medical, financial and legal office. The primary industry sector is NAICS 7225-Resrtaurants and Other Eating Places (51 establishments/70 employees). Major employers include NAICS 4411-Automobile Dealers (12 establishments/381 employees) and NAICS 4461-Health and Personal Care Stores (20 establishments/307 employees).

**TABLE 2-42: FEDERAL HIGHWAY CORRIDOR LEADING INDUSTRY SECTORS (OVER 10 ESTABLISHMENTS)**

NAICS	CLASSIFICATION	ESTABLISHMENTS	EMPLOYEES
7225	Restaurants and Other Eating Places	51	70
6211	Offices of Physicians	38	123
6212	Offices of Dentists	30	118
8121	Personal Care Services	27	132
7139	Other Amusement and Recreation Industries	23	96
5221	Depository Credit Intermediation	21	283
4461	Health and Personal Care Stores	20	307
4412	Other Motor Vehicle Dealers	16	173
5411	Legal Services	16	51
6213	Offices of Other Health Practitioners	15	133
5239	Other Financial Investment Activities	14	66
5312	Offices of Real Estate Agents and Brokers	13	143
4411	Automobile Dealers	12	381
4431	Electronics and Appliance Stores	12	38
4511	Sporting Goods, Hobby, and Musical Instrument Stores	11	65
5222	Nondepository Credit Intermediation	11	154
8111	Automotive Repair and Maintenance	11	96
5242	Agencies, Brokerages, and Other Insurance Related Activities	10	49



The top employers along the Federal Highway Corridor include an assortment of educational, government and retail establishments. Everest University (500 employees) is the largest employer followed by the U.S Post Office (236 employees), Jeep Chrysler Dodge (200 employees) and Broward Children’s Center (200 employees). Restaurants, including Chili’s Grill & Bar (70 employees), Jimmy John’s (60 employees) and Carrabba’s Italian Grill (60 employees) are also prominent employers in the area.

**TABLE 2-43: FEDERAL HIGHWAY CORRIDOR TOP EMPLOYERS (OVER 50 EMPLOYEES)**

BUSINESS NAME	NAICS	NAICS DESCRIPTION	YEAR OF 1ST APPEARANCE	NUMBER OF EMPLOYEES	SALES
Everest University	6114	Business Schools and Computer and Management Training	2004	500	\$34,000,000
U.S. Post Office	4911	Postal Service	1992	236	\$1,200,000
Jeep Chrysler Dodge	4251	Wholesale Electronic Markets and Agents and Brokers	2009	200	\$28,400,000
Broward Children’s Ctr.	6231	Nursing Care Facilities (Skilled Nursing Facilities)	2010	200	\$7,600,000
J C Penney Co. Inc.	4521	Department Stores	2006	180	\$20,000,000
Vista Motors	4411	Automobile Dealers	2011	150	\$60,600,000
Lowe’s	4441	Building Material and Supplies Dealers	2004	150	\$19,100,000
Publix Super Markets	4451	Grocery Stores	2007	150	\$26,700,000
Wal-Mart Discount Cities	4461	Health and Personal Care Stores	2010	150	\$16,700,000
Sears Roebuck	4521	Department Stores	2008	119	\$13,200,000
Florida Draw Bridges Inc.	5413	Architectural, Engineering, and Related Services	2007	100	\$10,000,000
Macy’s	4521	Department Stores	2004	75	\$8,300,000
Balistreri Realty Inc.	5312	Offices of Real Estate Agents and Brokers	1984	75	\$10,000,000
United States Warranty Corp.	5241	Insurance Carriers	2006	72	\$17,700,000

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BUSINESS NAME	NAICS	NAICS DESCRIPTION	YEAR OF 1ST APPEARANCE	NUMBER OF EMPLOYEES	SALES
Marine Max Inc.	4412	Other Motor Vehicle Dealers	1989	70	\$21,000,000
Chili's Grill & Bar	7225	Restaurants and Other Eating Places	2006	70	\$2,700,000
St. Coleman School	6111	Elementary and Secondary Schools	2007	60	\$6,000,000
Jimmy John's	7225	Restaurants and Other Eating Places	2012	60	\$3,000,000
Carrabba's Italian Grill	7225	Restaurants and Other Eating Places	2002	60	\$3,000,000
Bru's Room Wings & Ribs	2000	Restaurants and Other Eating Places	2000	56	\$2,800,000

## RETAIL DEMAND ANALYSIS – EAST ATLANTIC BOULEVARD TARGET AREA

The following Retail Demand Analysis was performed for the East Atlantic Boulevard Target Area to determine whether the competitive market area is well served. The analysis shows service gaps and identifies retail development opportunities based on the comparison of the current inventory and sales volumes of existing stores and the area's population and economic characteristics. The 1/3/5 miles ring-based analysis which originates at the Atlantic Boulevard/Dixie Highway intersection establishes the target service area for stores in four retail categories – Convenience Goods, Personal Service, Entertainment Retail and Shopper Goods.

### Convenience Goods

Convenience goods are common staples which consumers purchase frequently and generally within close proximity to their residences. The typical stores where such goods are found include supermarkets, convenience stores, pharmacies and sundries stores, liquor stores and bakeries.

### Personal Services

Personal service businesses include barber/beauty shops, shoe repair, tailors, laundry or cleaning pickup.

### Entertainment Retail

Entertainment retail establishments are recreational places such as restaurants, nightclubs, pubs, cafes, game and video establishments.

### Shopper Goods

Shopper goods include apparel and accessories stores, including shoes; general merchandise retailers, including department stores; furniture, home furnishings and appliance stores; and specialty stores that include a range of retailers such as books, sporting goods, gifts, office supplies and florists.

## DEMOGRAPHICS OF THE CONVENIENCE GOODS AND PERSONAL SERVICES TRADE AREA

The Convenience Goods and Personal Services Trade Area located within one mile of the retail target area is comprised of over 10,000 households with a total population of approximately 26,000 residents. Less than a quarter of the households (23 percent) have children. The majority (71 percent) of area residents over 25 years of age have less than an Associate's Degree. The unemployment rate of the civilian population in the labor force was 11 percent in 2010. The median income of the households in the area (\$37,185) is slightly higher than the City of Pompano Beach median income of \$36,122 (2010 ACS estimate).

**TABLE 2-44: DEMOGRAPHIC CHARACTERISTICS IN CONVENIENCE GOODS & PERSONAL SERVICES TRADE AREA**

GENERAL CHARACTERISTICS	POPULATION
Total population	25,653
Total households	10,677
With own children under 18 years	2,408
Average Household Size	2.3
<b>Educational Attainment</b>	
Population 25 years and over	18,686
Less than Associate's Degree	13,293
Associate's degree	1,371
Bachelor's degree	2,798
Graduate or professional degree	1,224

Source: 2010 U.S. Census.

**TABLE 2-45: 2010 INCOME IN CONVENIENCE GOODS AND PERSONAL SERVICES TRADE AREA**

CITY OF POMPANO BEACH TRANSPORTATION CORRIDOR STUDIES

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INCOME	POPULATION	PERCENTAGE
Less than \$15,000	7,716	15.3%
\$15,000 to \$34,999	12,977	25.7%
\$35,000 to \$74,999	16,054	31.8%
\$75,000 or more	13,722	27.2%

Source: 2010 U.S. Census.

**TABLE 2-46: EMPLOYMENT BY OCCUPATION IN CONVENIENCE GOODS AND PERSONAL SERVICES TRADE ARE**

OCCUPATION	POPULATION	PERCENTAGE
Civilian employed population 16 years and over	12,538	–
Management, business, science, and arts occupations	2,867	23.3%
Service occupations	2,920	22.7%
Sales and office occupations	2,842	17.8%
Natural resources, construction, and maintenance occupations	2,228	13.4%
Production, transportation, and material moving occupations	1,681	22.9%

Source: 2010 U.S. Census.

### DEMOGRAPHICS OF THE ENTERTAINMENT RETAIL TRADE AREA

The Entertainment Retail Trade Area located within three miles of the target area is comprised of over 50,000 households with a total population of approximately 119,000 residents. More than one-third (38 percent) of residents over 25 years of age have a Bachelor’s degree or higher. The unemployment rate in the area was 9.8 percent in 2010. The median income (\$47,040) of the households in the target area was higher than the City of Pompano Beach median income of \$36,122 (2010 ACS estimate).

**TABLE 2-47: DEMOGRAPHIC CHARACTERISTICS IN ENTERTAINMENT RETAIL TRADE AREA**

GENERAL CHARACTERISTICS	POPULATION
Total population	119,044
Total households	50,469
With own children under 18 years	10,277
Average household size	2.3
Educational Attainment	Population
Population 25 years and over	88,151
Less than Associate’s Degree	59,752
Associate's degree	5,954
Bachelor's degree	15,066
Graduate or professional degree	7,379

TABLE 2-48: 2010 INCOME IN ENTERTAINMENT RETAIL TRADE AREA

INCOME IN 2010 INFLATION-ADJUSTED DOLLARS		
Income	Population	Percentage
Less than \$15,000	7,716	15.3%
\$15,000 to \$34,999	12,977	25.7%
\$35,000 to \$74,999	16,054	31.8%
\$75,000 or more	13,722	27.2%

TABLE 2-49: 2010 EMPLOYMENT BY OCCUPATION IN ENTERTAINMENT RETAIL TRADE AREA

OCCUPATION	POPULATION	PERCENTAGE
Civilian employed population 16 years and over	54,654	–
Management, business, science, and arts occupations	15,600	28.5%
Service occupations	11,463	21.0%
Sales and office occupations	13,817	25.3%
Natural resources, construction, and maintenance occupations	8,106	14.8%
Production, transportation, and material moving occupations	5,668	10.4%

Source: 2010 U.S. Census.



### DEMOGRAPHICS OF THE SHOPPER GOODS TRADE AREA

The Shopper Goods Trade Area located within five miles of the target area is comprised of almost 115,000 households with a total population of over 266,000 residents. Only about 20 percent of households in the area have children. Over a quarter (27 percent) of the residents over 25 years of age have a Bachelor’s degree or higher.

The unemployment rate of the population in the labor force was 9.4 percent in 2010. The median income (\$48,249) of the households in the target area is higher than the City of Pompano Beach median income of \$36,122 (2010 ACS estimate).

**TABLE 2-50: DEMOGRAPHIC CHARACTERISTICS IN SHOPPER GOODS TRADE AREA**

GENERAL CHARACTERISTICS	POPULATION
Total population	266,029
Total households	114,788
With own children under 18 years	23,560
Average household size	2.3
<b>Educational Attainment</b>	
Population 25 years and over	197,936
Less than Associate’s Degree	129,974
Associate's degree	14,336
Bachelor's degree	36,222
Graduate or professional degree	17,404

*Source: 2010 U.S. Census.*

**TABLE 2-51: 2010 INCOME IN ENTERTAINMENT RETAIL TRADE AREA**

INCOME IN 2010 INFLATION-ADJUSTED DOLLARS		
Income	Population	Percentage
Less than \$15,000	15,197	13.2%
\$15,000 to \$34,999	29,078	25.3%
\$35,000 to \$74,999	39,111	34.1%
\$75,000 or more	31,402	27.4%

Source: 2010 U.S. Census.

**TABLE 2-52: EMPLOYMENT BY OCCUPATION IN SHOPPER GOODS TRADE AREA**

OCCUPATION	POPULATION	PERCENTAGE
Civilian employed population 16 years and over	127,476	–
Management, business, science, and arts occupations	39,991	31.4%
Service occupations	26,108	20.5%
Sales and office occupations	34,726	27.2%
Natural resources, construction, and maintenance occupations	14,847	11.6%
Production, transportation, and material moving occupations	11,804	9.3%

Source: 2010 U.S. Census.

### Expenditure Potential

The expenditure potential of the target area is calculated by multiplying the total number of households by the median household income. As the table below shows, the trade area has substantial total expenditure potential which grows exponentially from the one- to the five-mile incremental radii.

**TABLE 2-53: TOTAL EXPENDITURE POTENTIAL, 1/3/5 MILE ANALYSIS HOUSEHOLD DATA**

TRADE AREA	NUMBER OF HOUSEHOLDS	MEDIAN HOUSEHOLD INCOME	TRADE AREA TOTAL EXPENDITURE POTENTIAL
Convenience Goods and Personal Services (1 mile)	10,677	\$37,185	\$397,024,245
Entertainment Retail (3 mile)	50,469	\$47,040	\$2,374,061,760
Shopper Goods (5 mile)	114,788	\$48,249	\$5,538,406,212

Source: 2010 U.S. Census.

**TABLE 2-54: EXPENDITURE POTENTIAL AS A PERCENTAGE OF HOUSEHOLD EXPENSES**

TRADE AREA	PERCENTAGE SPENT ON GOODS WITHIN CATEGORY	EXPENDITURE POTENTIAL FOR CATEGORY WITHIN TRADE AREA
Convenience Goods and Personal Services (1 mile)	16%	\$63,523,879
Entertainment Retail (3 mile)	8%	\$189,924,940.80
Shopper Goods (5 mile)	5%	\$276,920,310.60

Source: 2010 U.S. Census; U.S. Department of Labor, Bureau of Labor Statistics, 2012.

## COMPETITION ANALYSIS

The City of Pompano Beach is traversed by several major roadways with land along them dedicated for commercial use. The one-mile Convenience Goods and Personal Services Trade area includes portions of Atlantic Boulevard, Dixie Highway, as well as two other thoroughfares with commercial land use along them – South Cypress Road, SW/SE 3rd Street and NW/NE 3rd Street.

There are a limited number of retail establishments which provide convenience goods and personal services in the area. The main establishments included in this analysis were food stores, drug stores/pharmacies, barber/beauty shops, and laundry/dry cleaning services. Convenience Goods establishments generate estimated annual sales of \$37.7 million. The only major supermarket in the area is the Publix Supermarket located on Cypress Road.

The one-mile Personal Services area has a significant number of personal service establishments with estimated total annual sales of \$2.4 million.

**TABLE 2-55: NUMBER OF ESTABLISHMENTS AND ANNUAL SALES:**

	NUMBER OF ESTABLISHMENTS	ESTIMATED ANNUAL SALES
<b>Convenience Good Stores</b>		
Beer, Wine and Liquor	1	\$700,000
Confectionery and Nut	1	\$200,000
Convenience	5	\$3,800,000
Fish and Seafood Markets	1	\$300,000
Meat Markets	1	\$500,000
Supermarkets and Other Grocery	11	\$28,500,000
Pharmacies and Drug	4	\$3,700,000
<b>Total</b>	<b>24</b>	<b>\$37,700,000</b>
<b>Personal Services</b>		
Beauty/Barber Shops	19	\$1,900,000
Laundry/Dry Cleaners	3	\$400,000
Pet Care	1	\$100,000
<b>Total</b>	<b>23</b>	<b>\$2,400,000</b>

	NUMBER OF ESTABLISHMENTS	ESTIMATED ANNUAL SALES
<b>Entertainment Retail</b>		
Amusement Arcades	2	\$700,000
Bowling Centers	1	\$1,300,000
Drinking Places, Alcoholic Beverages	23	\$9,500,000
Fitness and Recreational Sports Centers	26	\$11,600,000
Full Service Restaurants	177	\$130,900,000
Golf Courses and Country Clubs	5	\$4,100,000
Limited Service Restaurants	11	\$1,200,000
Snack and Nonalcoholic Beverage Bars	21	10,500,000
Gambling	3	\$41,100,000
Other Amusement and Recreation	12	\$3,400,000
<b>Total</b>	<b>278</b>	<b>\$173,200,000</b>
<b>Shopper Goods</b>		
Children's and Infants Clothing Stores	3	\$700,000
Clothing Accessories Stores	15	\$2,600,000
Department Stores	19	\$177,700,000
Family Clothing Stores	14	\$2,800,000
Specialty Clothing Stores	57	\$40,500,000
Shoe Stores	19	\$9,200,000
<b>Total</b>	<b>127</b>	<b>\$233,500,000</b>

Source: The Nielsen Company, 2012

## DEMAND ANALYSIS

The comparison between the expenditure potential of households in the target area and the sales volumes of establishments in the different trade categories shows substantial gaps between retail supply and demand. A positive gap between the demand generated by the trade area residents and the sales generated by the trade area's existing establishments indicates an "unmet demand" in the retail trade area. The Table below shows that households in the retail category trade areas spend significant dollar amounts outside (leakage) the East Atlantic Boulevard targeted trade area.

Table 2-56: Expenditure Potential and Unmet Demand

TRADE AREA	EXPENDITURE POTENTIAL FOR CATEGORY WITHIN TRADE AREA	ESTIMATED TRADE AREA SALES	UNMET DEMAND
Convenience Goods and Personal Services (1 mile)	\$63,523,879	\$40,100,000	\$23,423,879
Entertainment Retail (3 mile)	\$189,924,940	\$173,200,000	\$16,724,941
Shopper Goods (5 mile)	\$276,920,310	\$233,500,000	\$43,420,311

Source: 2010 U.S. Census; U.S. Department of Labor, Bureau of Labor Statistics; The Nielsen Company, 2012. Data analyzed by the FIU Metropolitan Center.



### 3. TRANSPORTATION ASSESSMENTS

This section summarizes a review of transportation plans, programs, and studies to establish baseline traffic and transit performance indicators for the three study corridors. It also identifies future multi-modal transportation improvements as identified in the following documents:

Broward Metropolitan Planning Organization (MPO) Transportation Improvement Program

- Broward MPO Long Range Transportation Plan
- City of Pompano Beach Comprehensive Plan – Transportation Element
- Broward County Comprehensive Plan - Transportation Element
- Broward County Transit Development Plan
- Broward County Transit Comprehensive Operational Analysis
- South Florida East Coast Corridor Transit Analysis Conceptual Alternatives Analysis/Environmental Screening Report
- SFRTA Strategic Regional Transit Plan
- Broward County Roadway Capacity and Level of Service Analysis
- Broward County Trafficways Plan
- Atlantic Boulevard Multimodal Corridor Study (1999)

Further, a field review was conducted on September 18, 2012, to gather additional roadway facility information. The results are organized below by mode (roadway, transit, and non-motorized).





*Six-lane and four-lane segments of Atlantic Boulevard within Pompano Beach*

## ATLANTIC BOULEVARD CORRIDOR

### ROADWAY

Atlantic Boulevard (SR 814) is an east-west street that provides access to the City’s “Old Downtown” area and the beach. The eastern and western limits of Atlantic Boulevard within the City of Pompano Beach are Pompano Beach Boulevard and Florida’s Turnpike, respectively. The approximate length of the corridor within city limits is 5.4 miles. Within city limits, Atlantic Boulevard is a four-lane road between Cypress Road and Pompano Beach Boulevard and a six-lane road between Florida’s Turnpike and Cypress Road. The corridor provides access to I-95 and Florida’s Turnpike (to and from the South). On-street parking is provided within the segment between NE 4 Avenue and the Intracoastal Bridge [Table 3-4](#) depicts the number of lanes and signalized intersections. Additional corridor characteristics are summarized below.

### FUNCTIONAL CLASSIFICATION: URBAN PRINCIPAL ARTERIAL-OTHER

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Functional classification defines the nature of this hierarchical process by defining the part that any particular road or street should play in serving the flow of trips through a highway network. According to the Federal Highway Administration’s (FHWA) definition of functional classifications, an urban principal arterial street should carry the major portion of trips entering and leaving the urban area, including through traffic. The concept of service to abutting land should be secondary to the provision of travel service to major traffic movements.

## ACCESS CLASS

West of NW 31 Avenue = 3

East of NW 31 Avenue = 5

Florida Administrative Code (FAC) 14-97 defines Access Class 3 roadways as controlled access facilities where direct access to adjacent land is controlled to maximize the operation of the through traffic movement. These roadways are distinguished by existing or planned restrictive medians. FAC requires the traffic signals to be spaced at no less than 2,640 feet apart and driveway connections to be spaced at no less than 440 feet apart (speed limit  $\leq$  45 mph). The full median openings should be spaced at 2,640 feet or greater.

FAC 14-97 defines Access Class 5 roadways as controlled access facilities where adjacent land has been extensively developed and the probability of major land use change is not high. These roadways are distinguished by existing or planned restrictive medians. FAC requires the traffic signals to be spaced at no less than 1,320 feet apart and driveway connections to be spaced at no less than 245 feet apart (speed limit  $\leq$  45 mph). The full median openings should be spaced at 1,320 feet or greater.

Based on approximate measurements made using aerial photography, spacing of the following traffic signals does not meet the FAC guidelines for Class 5 streets.

- NW 27 Avenue and Powerline Road
- Andrews Avenue Extension and I-95 southbound ramps
- Dixie Highway and NE/SW 1 Avenue
- NE/SW 1 Avenue and Cypress Road
- NE/SE 18 Avenue and US 1
- US 1 and NE/SE 24 Avenue
- NE/SE 24 Avenue and NE/SE 26 Avenue
- Hibiscus Avenue and SR A1A

*Closely spaced signals on the eastern end of Atlantic Boulevard corridor*

### SPEED LIMIT

Speed limits vary within the corridor between 30 mph and 45 mph. The approximate transition points of speed limit are listed below.

- Florida's Turnpike to Dixie Highway: 45 mph
- Dixie Highway to Intracoastal Waterway: 35 mph
- Intracoastal Waterway to SR A1A: 30 mph

### TRAFFIC CONTROL DEVICES

A total of 20 signalized intersections are located within the study corridor (see [Table3- 1](#)). Concrete strain-pole mounted traffic signals are provided at 10 intersections and mast-arm supported traffic signals are provided at the other locations. Strain-pole mounted signals are candidates for replacement with mast arms during future projects. Mid-block traffic signals or school speed zone flashers were not observed within the study corridor. Two railroad grade crossings (CSX and FEC) and one drawbridge are located within the corridor.

**FIGURE 3-1: ATLANTIC BOULEVARD CORRIDOR**

**Figure 1  
Atlantic  
Boulevard**

**Number of Lanes  
(One-way)**

- █ 2
- █ 3

**Traffic Signal Locations (west to east)**

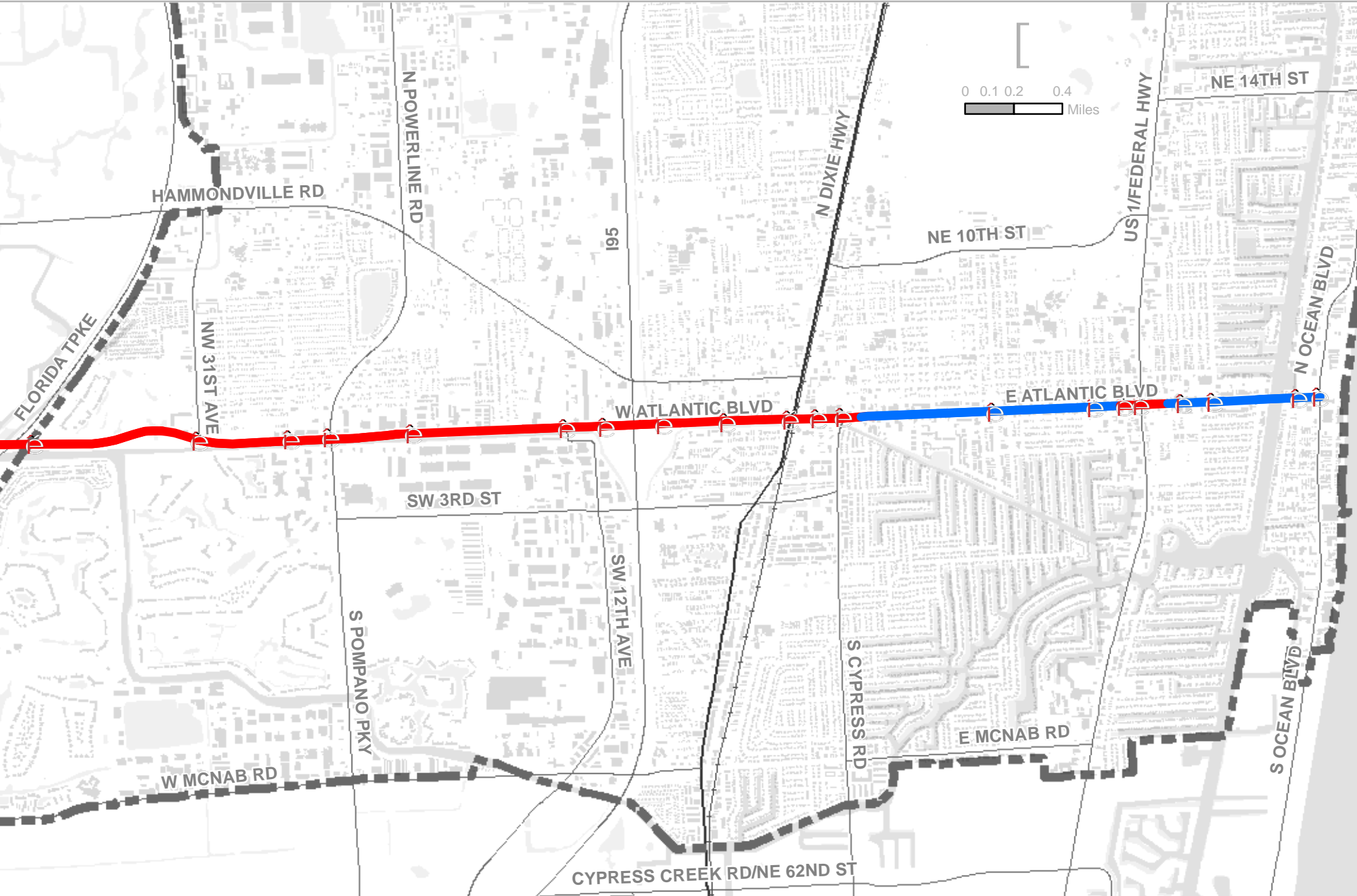
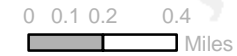


Florida's Turnpike NB Exit Ramp  
NW 31 Avenue  
NW/SW 27 Avenue

Powerline Road  
NW 21 Avenue  
Andrews Avenue  
I-95 Ramps

NW 6 Avenue  
Dixie Highway  
NE 1 Avenue  
S Cypress Road  
NE 11 Avenue  
NE 18 Avenue

NE 20 Avenue  
US 1  
NE 24 Avenue  
NE 26 Avenue  
Hibiscus Avenue  
Ocean Blvd





*Traffic congestion during the p.m. peak on Atlantic Boulevard at Dixie Highway*

### BROWARD COUNTY TRAFFICWAYS PLAN

The Broward County Trafficways Plan is a regional roadway plan that reflects the ultimate right-of-way for each roadway. The Trafficways Plan requires right-of-way designations to be of sufficient width to accommodate the safe movement of vehicular traffic, mass transit and mass transit facilities such as bus pull-out lanes and bays, bicycles, pedestrians, road drainage, and aesthetic features such as landscaping. According to the Plan, Atlantic Boulevard is considered an arterial road with a standard right-of-way of 120 feet. However, in 2001, right-of-way of Atlantic Boulevard between US 1 and SR A1A was reduced to 110 feet.

### TRAFFIC VOLUME AND LEVEL OF SERVICE

**Table 3-1** presents a summary of daily (AADT) and peak hour traffic volumes, and level of service (LOS) for Atlantic Boulevard. The 2011 traffic data was obtained from FDOT and Broward MPO publications whereas, 2035 estimates are from the Broward MPO. Figures 2 and 3 graphically illustrate 2011 and 2035 LOS estimates.

**TABLE 3-1: ATLANTIC BOULEVARD CAPACITY AND LEVEL OF SERVICE ANALYSIS**

FROM	TO	LANES	2011 DAILY			2011 PEAK HOUR			2035 DAILY		
			Volume	Capacity	LOS	Volume	Capacity	LOS	Volume	Capacity	LOS
Florida's Turnpike	Powerline Road	6	47,100	50,300	D	n.a.	4,880	-	61,275	50,300	F
Powerline Road	I-95	6	55,000	50,300	F	4,190	4,880	D	77,940	50,300	F
I-95	Dixie Highway	6	58,000	50,300	F	4,380	4,880	D	72,440	50,300	F
Dixie Highway	NE 18 Avenue	6	45,000	50,300	D	3,400	4,880	C	63,750	50,300	F
NE 18 Avenue	US 1	4	34,000	33,200	E	2,610	3,220	D	68,560	50,300 <sup>2</sup>	F
US 1	SR A1A	4	23,500	28,200	D	n.a.	2,730	-	32,790	28,200	F

Notes: (1) 2011 volumes were obtained from the FDOT and Broward MPO databases, and the 2035 volumes were obtained from the MPO Broward MPO Capacity and LOS spreadsheet (2011-2035). (2) 2035 capacity is based on planned widening of Atlantic Boulevard to 6 lanes between Cypress Road and US 1 (per 2035 LRTP)

**SUMMARY**

Atlantic Boulevard operates at LOS D or worse. The segment between Powerline Road and Dixie Highway operates at LOS F, whereas the segment between NE 18 Avenue and US 1 operates at LOS E. The adopted LOS is D.

The 2035 daily volume estimates indicate the entire corridor within Pompano Beach to be operating at LOS F.

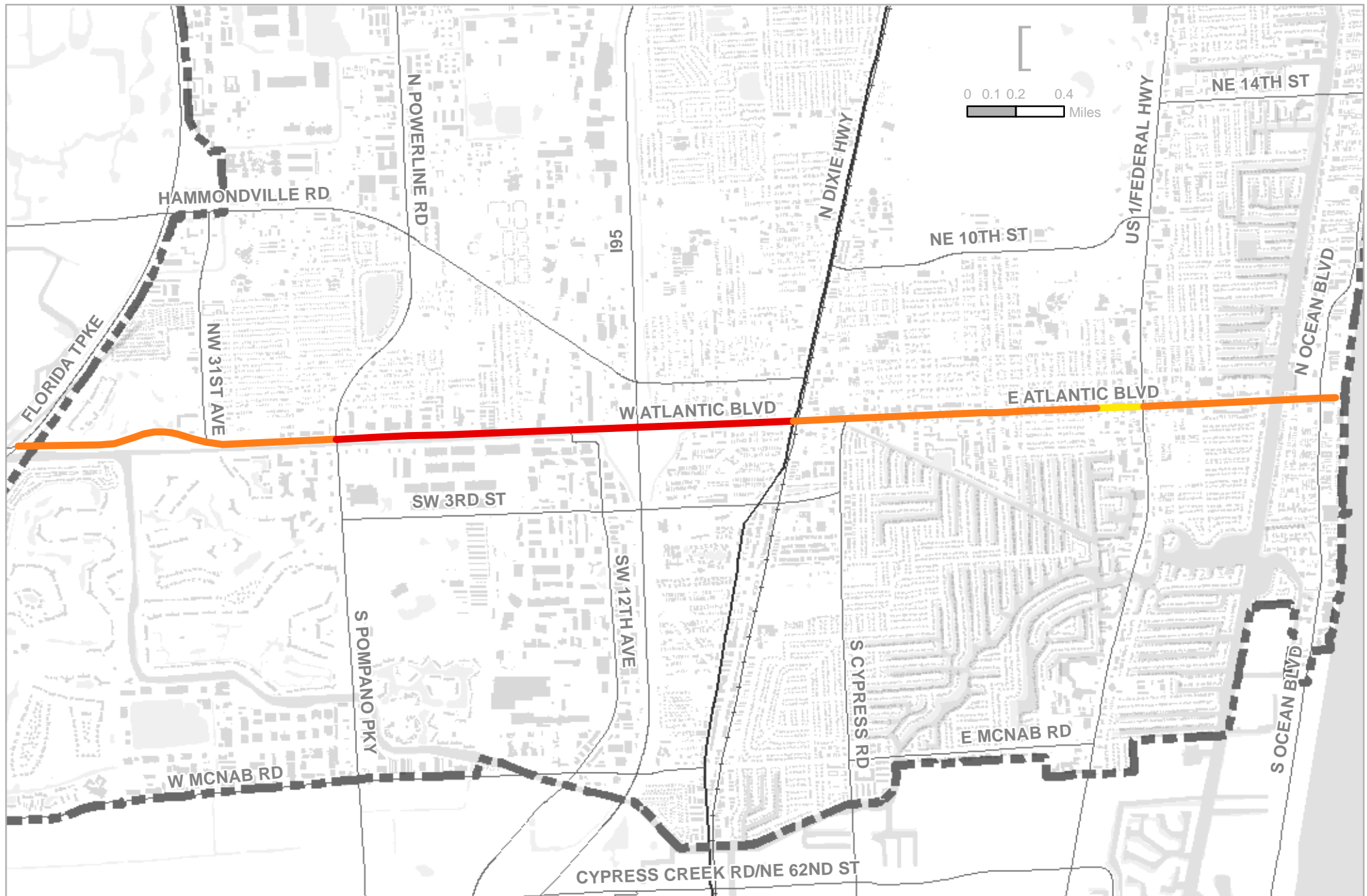
**FIGURE 3-2: ATLANTIC BOULEVARD CORRIDOR – 2011 LEVEL OF SERVICE**



Figure 2  
Atlantic  
Boulevard

# Level of Service (2011)

- LOS D
- LOS E
- LOS F

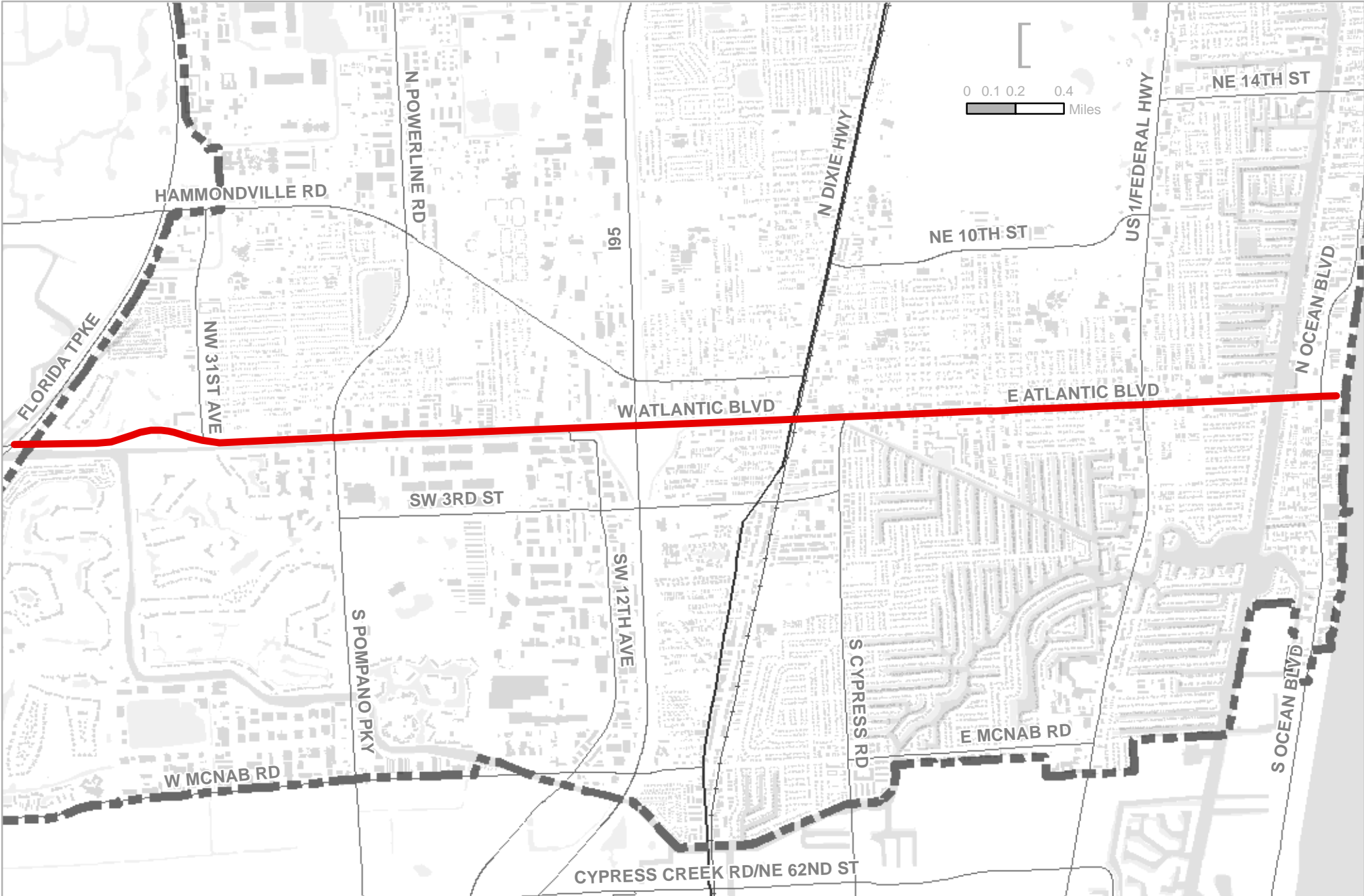


**FIGURE 3-3: ATLANTIC BOULEVARD CORRIDOR – 2035 LEVEL OF SERVICE**

Figure 3  
Atlantic  
Boulevard

# Level of Service (2035)

 LOS F



### PLANNED ROADWAY IMPROVEMENTS

**Table 3-2** summarizes planned short-term and long-term roadway improvements.

**TABLE 3-2: ROADWAY IMPROVEMENTS**

SEGMENT/LOCATION	IMPROVEMENT	YEAR OF IMPLEMENTATION	REFERENCE
Atlantic Boulevard at Florida’s Turnpike Northbound Ramp	Safety and signal upgrades	2015	FDOT Work Program
Cypress Road to US 1	Restripe to 6 lanes	2014-2020	2035 LRTP

### TRANSIT

The Atlantic Boulevard corridor is served by Broward County Transit (BCT) Route 42. As shown in **Table 3-3**, Route 42 runs from Coral Ridge Drive to SR A1A. The City of Pompano Beach’s Green Route also serves Atlantic Boulevard between NW 6 Avenue and SR A1A (see **Table 3-3**). A summary of operating characteristics of the two routes are provided in **Table 3-3**. While the BCT route operates on weekdays and weekends, the City’s bus service operates on weekdays only.

**TABLE 3-3: TRANSIT SERVICE CHARACTERISTICS**

ROUTE	OPERATING HOURS			HEADWAY (MINUTES)		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
BCT Route 42	5:20a – 11:00p	5:40a – 10:15p	8:45a – 8:20p	30	60	60
Pompano Beach Green Route	9:00a – 5:00p	-	-	60	-	-

*The ridership statistics for BCT Route 42 and Pompano Beach Green Route are provided in **Table 3-3**. As seen from **Table 3-3**, ridership on both routes has increased during the 12-month period between July 2011 and July 2012.*

**TABLE 3-4: TRANSIT RIDERSHIP STATISTICS**

ROUTE	JULY 2011	JULY 2012	% CHANGE
BCT Route 42	2,085	2,266	8.68%
Pompano Beach Green Route	106	124	16.98%

*Note: Statistics taken from Broward County Transit July 2012 Ridership Report and July 2011 Ridership Report. Ridership for Pompano Beach Green Route was converted to daily ridership.*

The performance measures for BCT Route 42 are provided in **Table 3-5**. Passengers per revenue hour and subsidy per passenger boarding are the primary parameters used by BCT for performance monitoring. According to BCT's COA, Route 42 is ranked 17 among 40 fixed bus routes with an average performance score.

**TABLE 3-5: BCT ROUTE 42 PERFORMANCE INDICATORS**

DAY	PASSENGERS PER REVENUE HOUR	SUBSIDY PER PASSENGER BOARDING
Weekday	40	\$1.73
Saturday	43	\$1.70
Sunday	32	\$2.31

### PLANNED TRANSIT IMPROVEMENTS

**Table 3-6** summarizes planned transit improvements identified in the BCT's Comprehensive Operational Analysis (COA) and Transit Development Plan (TDP), Broward MPO's 2035 LRTP, and FDOT's South Florida East Coast Corridor (SFECC) study.

**TABLE 3-6: TRANSIT IMPROVEMENTS**

SEGMENT/LOCATION	IMPROVEMENT	YEAR OF IMPLEMENTATION	REFERENCE
At Powerline Road	Community Hub	2014-2015	L RTP
At Dixie Highway	Community Hub	2014-2015	L RTP
Atlantic Boulevard	Premium Rapid Bus	Unfunded	L RTP
At Dixie Highway	FEC Passenger Rail Station	Unfunded	SFECC

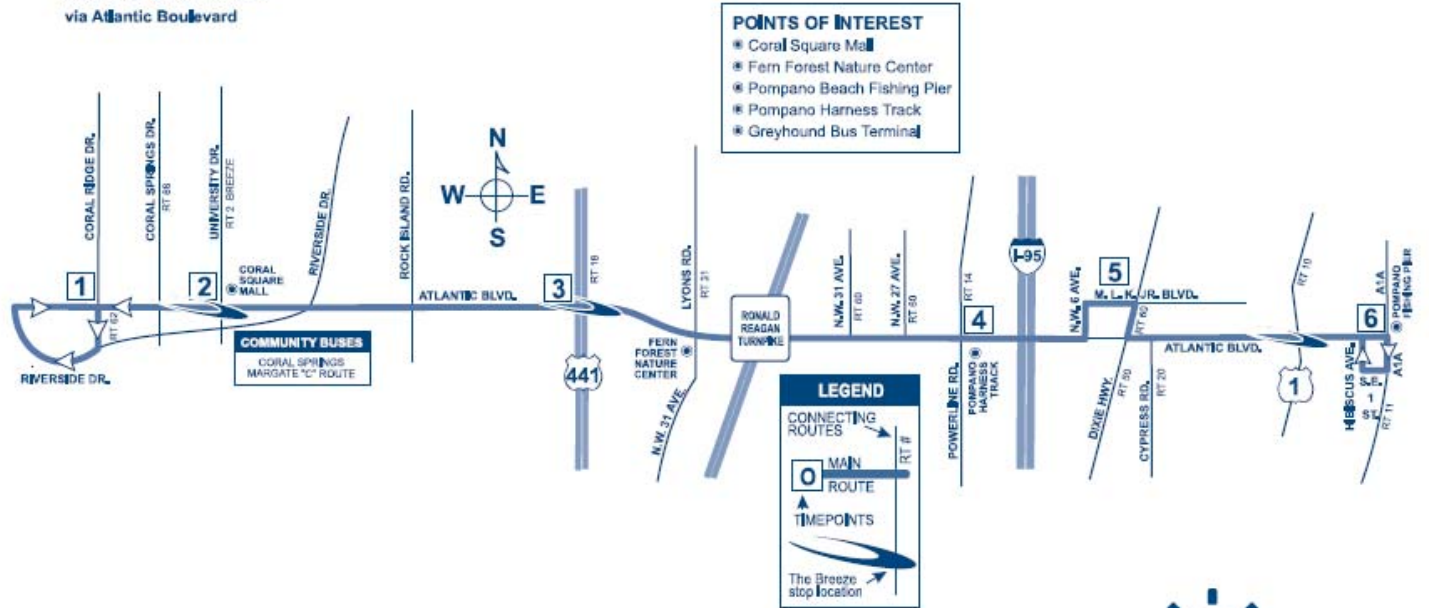
*Note: Mobility hubs are transit access points with frequent transit service, high development potential, and a trip generator/transfer point within the transit system (source: 2035 L RTP - Broward MPO).*

*Further, the Atlantic Boulevard Corridor Multimodal Study recommends queue jumper technology in eastbound and westbound directions at Powerline Road and at Andrews Avenue Extension.*

**FIGURE 3-4: BCT ROUTE 42 MAP**

# ROUTE 42

Atlantic Boulevard and Coral Ridge Drive to  
Atlantic Boulevard and A1A  
via Atlantic Boulevard

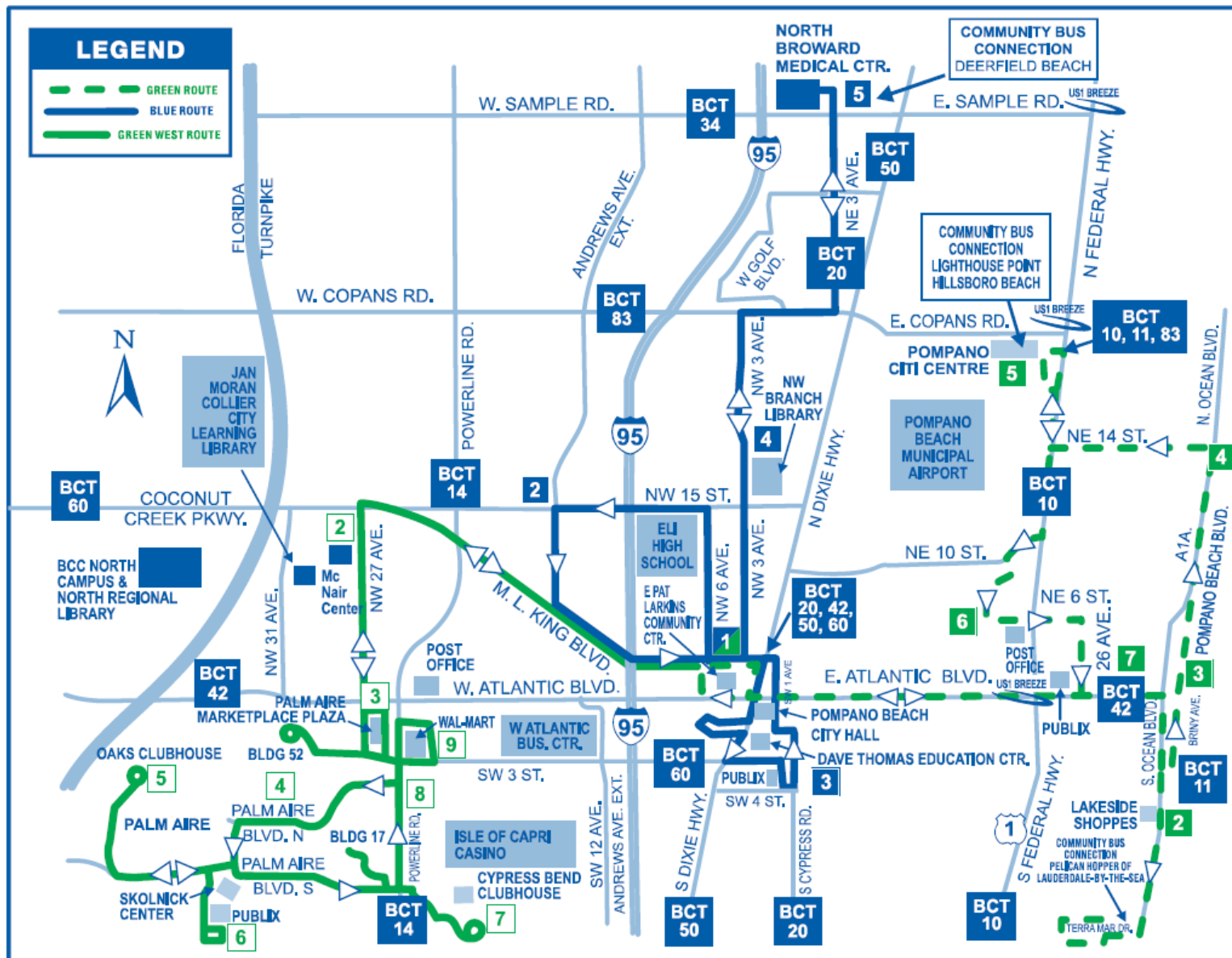


## TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY,  
WE CAN ALWAYS USE AN EXTRA PAIR  
OF EYES AND EARS. BE ALERT.  
CALL 954-357-LOOK (5665).  
TELL US.



FIGURE 3-5: POMPANO BEACH LOCAL TRANSIT CIRCULATOR MAP



### **BICYCLE AND PEDESTRIAN FACILITIES**

Existing bicycle and pedestrian facilities along Atlantic Boulevard were identified using aerial photography and field reviews. Maps were prepared (see Figure 3-6) to illustrate the approximate locations of existing sidewalks and bike lanes within the Atlantic Boulevard corridor. Based on **Table 3-7**, the following observations are made:

- Continuous sidewalks exist on the north side of Atlantic Boulevard between Florida's Turnpike and SR A1A. Gaps in the sidewalk coverage were identified on the south side of Atlantic Boulevard on the following segments:
- Florida's Turnpike to NW 27 Avenue
- Andrews Avenue to west of NW 6 Avenue
- Bicycle facilities are largely absent along Atlantic Boulevard with the exception of the segment between NW 27 Avenue and Andrews Avenue where designated bike lanes/wide paved shoulders are provided.

### **PLANNED PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENTS**

The following projects are included in the 2035 LRTP.

**TABLE 3-7: PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENTS**

SEGMENT/LOCATION	IMPROVEMENT	YEAR OF IMPLEMENTATION	NOTES
I-95 to Dixie Highway	Pedestrian Project <sup>(1)</sup>	2014-2015	Not included in the FY2012/13-2016/17 TIP
Powerline Road to I-95	Pedestrian Project <sup>(1)</sup>	2021-2025	
NW 31 Road to Powerline Road	Pedestrian Project <sup>(1)</sup>	2021-2025	
NE 22 Avenue to SR A1A	Pedestrian Project <sup>(1)</sup>	2026-2030	
NE 1 Avenue to US 1	Bicycle Project <sup>(2)</sup>	2014-2015	Not included in the FY2012/13-2016/17 TIP
US 1 to Briny Avenue	Bicycle Project <sup>(2)</sup>	2021-2025	
Lyons Road to NW 31 Avenue	Bicycle Project <sup>(2)</sup>	2026-2030	
Palm Aire Canal to N Dixie Highway (Cypress Creek Connector)	Greenway Project	2026-2030	

*Note: (1) Pedestrian projects refer to improvements on sidewalks and other facilities intended to improve and promote non-motorized transportation, as well as transit. (2) Bicycle projects refer to improvements on two types of facilities, striped bike lanes on existing pavement and off-road facilities*

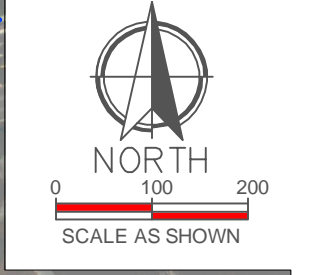
The greenway project listed in **Table 3-7** is part of Broward County’s Cypress Creek Greenways Plan, which is depicted in **Table3- 7**.

**FIGURE 3-6: BICYCLE AND PEDESTRIAN FACILITIES ALONG ATLANTIC BOULEVARD PAGE 1**

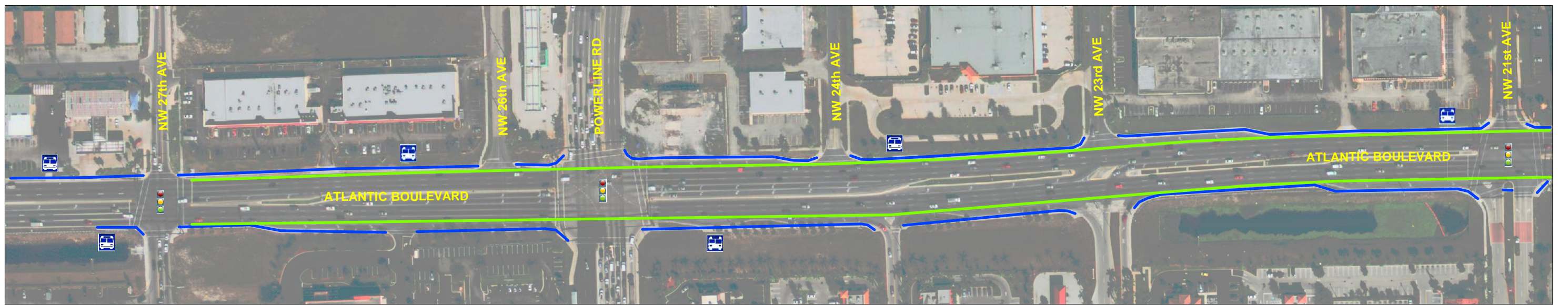


Drawing name: K:\FTL\PTO\44689000 Dixie Corridor Pompano\CADD\Atlantic Corridor REV2.dwg Atlantic 1 Nov 06, 2012 11:47am by: vladimir.velasco

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LEGEND	
	Sidewalk
	Bike Lane/Wide Shoulder
	On-Street Parking
	Bus Stop



No.	REVISIONS	DATE	BY

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FLORIDA REGISTRATION NUMBER:	

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BROWARD COUNTY FLORIDA	

DATE	11/2012
PROJECT NO.	XXXXXX

**FIGURE 6**  
**ATLANTIC BOULEVARD CORRIDOR**  
**MULTIMODAL FACILITIES**

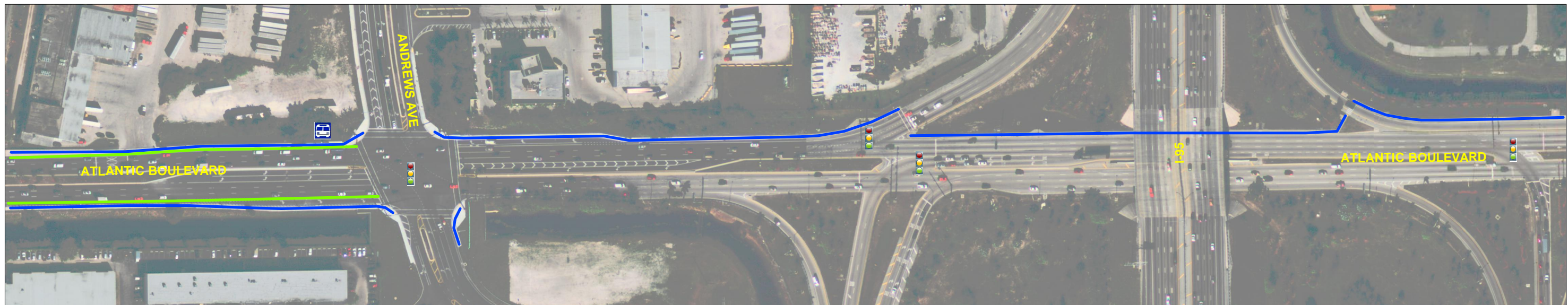
SHEET NUMBER	1
	1 of 4



**FIGURE 3-7: BICYCLE AND PEDESTRIAN FACILITIES ALONG ATLANTIC BOULEVARD PAGE 2**



Drawing name: K:\FTL\PTD\44689000 Dixie Corridor Pompano\CADD\Atlantic Corridor REV2.dwg Atlantic 2 Nov 01, 2012 8:59am by: Vladimir Velasco  
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**FIGURE 6  
ATLANTIC BOULEVARD CORRIDOR  
MULTIMODAL FACILITIES**

SHEET NUMBER  
 2  
 2 of 4



**FIGURE 3-8: BICYCLE AND PEDESTRIAN FACILITIES ALONG ATLANTIC BOULEVARD PAGE 3**



Drawing name: K:\FTL\PTO\44689000 Dixie Corridor Pompano\CADD\Atlantic Corridor REV2.dwg Atlantic 3 Nov 01, 2012 9:00am by: Vladimir Velasco

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BROWARD COUNTY FLORIDA

DATE 11/2012  
PROJECT NO. XXXXXX

**FIGURE 6**  
**ATLANTIC BOULEVARD CORRIDOR**  
**MULTIMODAL FACILITIES**

SHEET NUMBER  
**3**  
3 of 4



**FIGURE 3-9: BICYCLE AND PEDESTRIAN FACILITIES ALONG ATLANTIC BOULEVARD PAGE 4**



Drawing name: K:\FTL\_IPTD\14468000 Dike Corridor Pompano\CADD\Atlantic Corridor REV2.dwg Atlantic 4 Nov 01, 2012 9:02am by: vladimir.velasco  
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DATE 11/2012  
 PROJECT NO. XXXXXXX

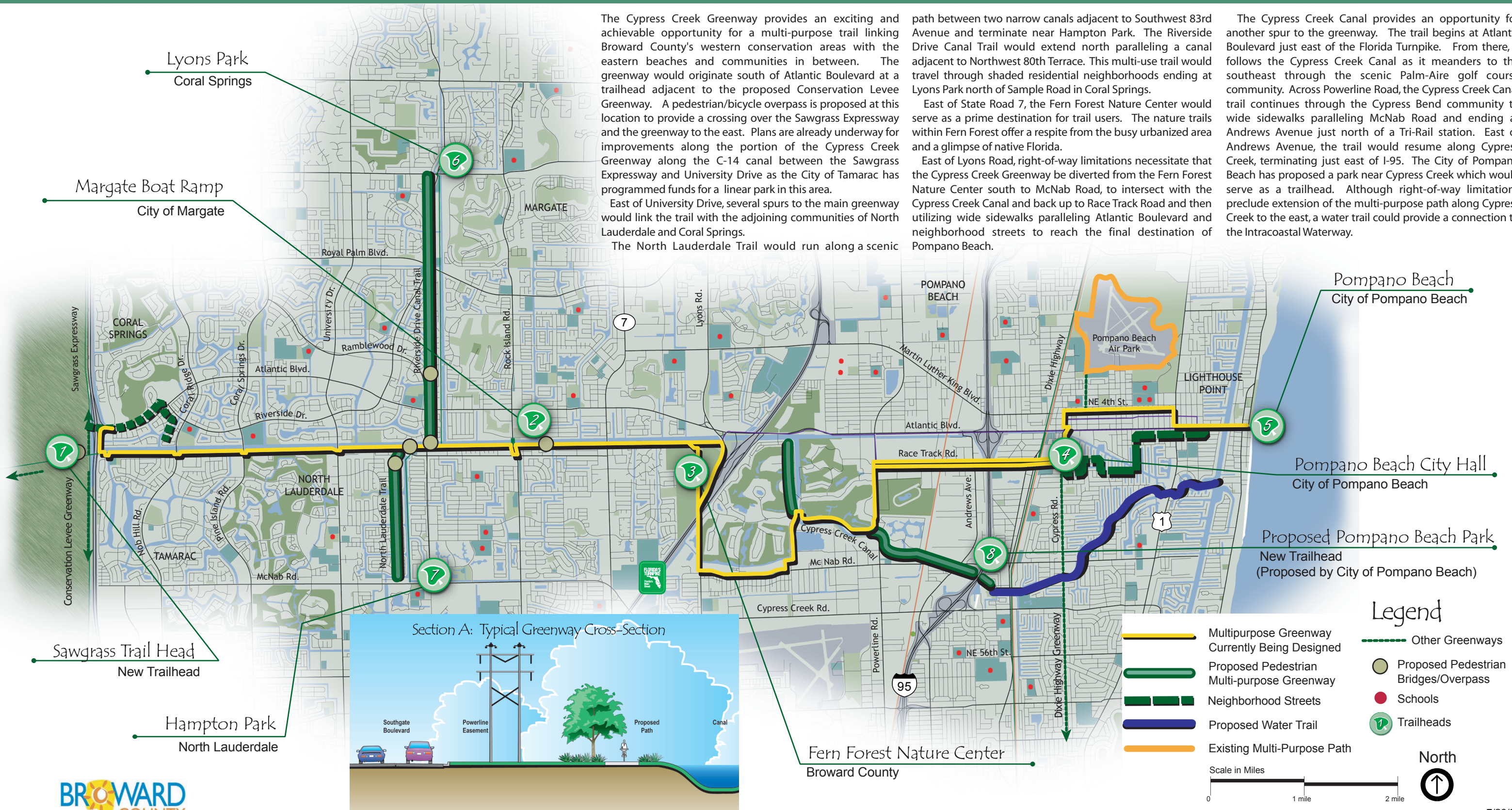
**FIGURE 6**  
**ATLANTIC BOULEVARD CORRIDOR**  
**MULTIMODAL FACILITIES**

SHEET NUMBER  
**4**  
 4 of 4



**FIGURE 3-10: PROPOSED CYPRESS CREEK GREENWAY PLAN**

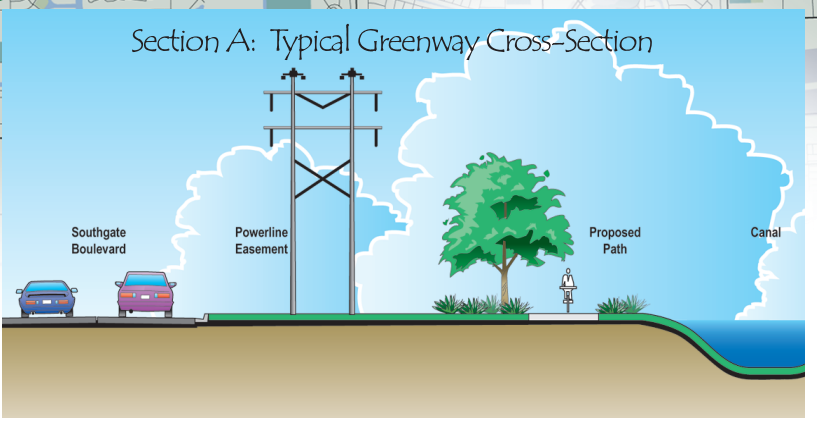
# Cypress Creek Greenway



The Cypress Creek Greenway provides an exciting and achievable opportunity for a multi-purpose trail linking Broward County's western conservation areas with the eastern beaches and communities in between. The greenway would originate south of Atlantic Boulevard at a trailhead adjacent to the proposed Conservation Levee Greenway. A pedestrian/bicycle overpass is proposed at this location to provide a crossing over the Sawgrass Expressway and the greenway to the east. Plans are already underway for improvements along the portion of the Cypress Creek Greenway along the C-14 canal between the Sawgrass Expressway and University Drive as the City of Tamarac has programmed funds for a linear park in this area. East of University Drive, several spurs to the main greenway would link the trail with the adjoining communities of North Lauderdale and Coral Springs. The North Lauderdale Trail would run along a scenic

path between two narrow canals adjacent to Southwest 83rd Avenue and terminate near Hampton Park. The Riverside Drive Canal Trail would extend north paralleling a canal adjacent to Northwest 80th Terrace. This multi-use trail would travel through shaded residential neighborhoods ending at Lyons Park north of Sample Road in Coral Springs. East of State Road 7, the Fern Forest Nature Center would serve as a prime destination for trail users. The nature trails within Fern Forest offer a respite from the busy urbanized area and a glimpse of native Florida. East of Lyons Road, right-of-way limitations necessitate that the Cypress Creek Greenway be diverted from the Fern Forest Nature Center south to McNab Road, to intersect with the Cypress Creek Canal and back up to Race Track Road and then utilizing wide sidewalks paralleling Atlantic Boulevard and neighborhood streets to reach the final destination of Pompano Beach.

The Cypress Creek Canal provides an opportunity for another spur to the greenway. The trail begins at Atlantic Boulevard just east of the Florida Turnpike. From there, it follows the Cypress Creek Canal as it meanders to the southeast through the scenic Palm-Aire golf course community. Across Powerline Road, the Cypress Creek Canal trail continues through the Cypress Bend community to wide sidewalks paralleling McNab Road and ending at Andrews Avenue just north of a Tri-Rail station. East of Andrews Avenue, the trail would resume along Cypress Creek, terminating just east of I-95. The City of Pompano Beach has proposed a park near Cypress Creek which would serve as a trailhead. Although right-of-way limitations preclude extension of the multi-purpose path along Cypress Creek to the east, a water trail could provide a connection to the Intracoastal Waterway.



### Legend

- Multipurpose Greenway Currently Being Designed (Yellow line)
- Proposed Pedestrian Multi-purpose Greenway (Green line)
- Neighborhood Streets (Dark Green line)
- Proposed Water Trail (Blue line)
- Existing Multi-Purpose Path (Orange line)
- Other Greenways (Dashed Green line)
- Proposed Pedestrian Bridges/Overpass (Green circle with bridge icon)
- Schools (Red dot)
- Trailheads (Green circle with '1' icon)

Scale in Miles: 0, 1 mile, 2 miles

North (Up arrow icon)



Broward County Board of County Commissioners:

Ben Graber Sue N. Gunzburger Kristin D. Jacobs Ilene Lieberman Lori Nance Parrish John E. Rodstrom Jr. James A. Scott Diana Wasserman-Rubin

## SUMMARY

Atlantic Boulevard (SR 814) is an east-west street that provides access to the City's "Old Downtown" area and the beach. The approximate length of the corridor within city limits is 5.4 miles. Atlantic Boulevard is a six-lane road from Florida's Turnpike to Cypress Road, and a four-lane road from Cypress Road to its eastern terminus at Pompano Beach Boulevard. The facility provides access to I-95 and Florida's Turnpike (to and from the south).

The existing traffic volumes indicate the corridor operating at LOS D or worse within the city. While the 2035 LRTP includes restriping of Atlantic Boulevard to provide six lanes between Cypress Road and US 1, the projected (2035) traffic volumes suggest the corridor will operate at LOS F throughout the city. Therefore, additional roadway and/or multimodal improvements will be required to maintain satisfactory level of service on Atlantic Boulevard.

BCT's Route 42 and City of Pompano Beach's Green Route operate along Atlantic Boulevard. Annual ridership on Route 42 has increased by approximately two percent from 2010/11 to 2011/12, and ridership on Green Route increased by 12 percent during the same period. Among the transit improvements identified within the Atlantic Boulevard corridor include mobility hubs at Dixie Highway and Powerline Road, and premium rapid bus service (unfunded). Further, the SFECC study, which is evaluating the feasibility of passenger rail along the FEC corridor, has identified a potential station at Dixie Highway.

An assessment of existing pedestrian facilities shows that continuous sidewalks are provided on the north side of Atlantic Boulevard. However, gaps in sidewalks were identified between Florida's Turnpike and NW 27 Avenue, and between Andrews Avenue and west of NW 6 Avenue. Bicycle facilities are largely absent along Atlantic Boulevard with the exception of the segment between NW 27 Avenue and Andrews Avenue, where designated bike lanes/wide paved shoulders are provided. The 2035 LRTP identifies several pedestrian, bicycle, and greenway projects.



Overall, level of service of Atlantic Boulevard is expected to deteriorate over the next 20 years. Unless additional roadway and multimodal improvements are implemented, Atlantic Boulevard may not be able to support long-term economic development and mobility needs.

## DIXIE HIGHWAY

### ROADWAY

Dixie Highway (SR 811) is a north-south street that parallels the Florida East Coast (FEC) railroad. The northern and southern limits of Dixie Highway within the City of Pompano Beach are NE 48 Street and the C-14 Canal, respectively. The approximate length of the corridor within city limits is 6.5 miles. Dixie Highway is primarily a four-lane road with the exception of the one-way pair portion between north of McNab Road and south of SW 2 Street, where three lanes are provided in each direction. **Figure 3-11** depicts the number of lanes and signalized intersections. Additional corridor characteristics are provided below.

### FUNCTIONAL CLASSIFICATION: URBAN MINOR ARTERIAL.

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Functional classification defines the nature of this hierarchical process by defining the part that any particular road or street should play in serving the flow of trips through a highway network. According to the Federal Highway Administration's (FHWA) definition of functional classifications, an urban minor arterial street should interconnect with and augment the urban principal arterials and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those served by urban principal arterials.



*Dixie Highway –southbound one-way segment*



***Strain-pole mounted signal at Copans Road***

### ACCESS CLASS: 6

Florida Administrative Code (FAC) 14-97 defines Access Class 6 roadways as controlled access facilities where adjacent land has been extensively developed, and the probability of major land use change is not high. These roadways are distinguished by existing or planned non-restrictive medians or centerlines. FAC requires the traffic signals to be spaced at no less than 1,320 feet apart and driveway connections to be spaced at no less than 245 feet apart (speed limit  $\leq$  45 mph). It does not specify minimum spacing criteria for median openings.

Based on approximate measurements made using aerial photography, spacing of the following traffic signals does not meet the FAC guidelines for Class 6 streets.

- Pompano Park Place and SW 2 Street
- SW 2 Street and Atlantic Boulevard
- Atlantic Boulevard and Martin Luther King Boulevard
- Martin Luther King Boulevard and NE/NW 6 Street

### SPEED LIMITS

Speed limits vary within the corridor between 30 mph and 40 mph. The approximate transition points of speed limit variations are listed below from south to north.

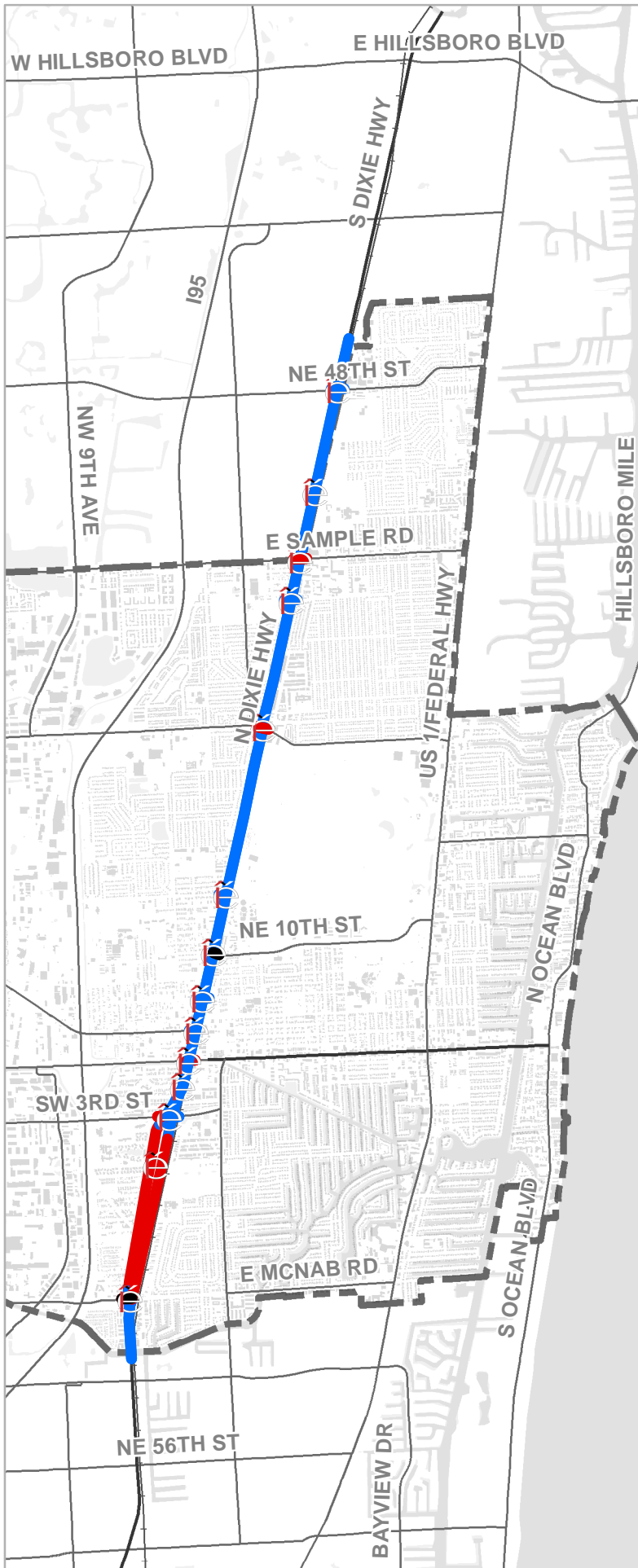
- C-14 Canal to beginning of one-way segment: 35 mph
- Northbound one-way segment: 30/35 mph
- Southbound one-way segment: 35 mph
- SW 2 Street to north of Atlantic Boulevard: 30 mph
- North of Atlantic Boulevard to north of NW 15 Street: 35 mph
- North of NW 15 Street to NE 54 Street: 40 mph
-



### TRAFFIC CONTROL DEVICES

A total of 15 signalized intersections are located within the study corridor (see Table 3-8). Concrete strain pole mounted traffic signals are provided at McNab Road, SW 2 Street, SW 3 Street, SW 6 Street, Atlantic Boulevard, and Copans Road. Mast-arm supported traffic signals are provided at the other locations. Strain-pole mounted signals are candidates for replacement with mast arms during future projects. Mid-block traffic signals or school speed zone flashers were not observed within the study corridor. A railroad grade crossing is provided for a FEC spur between NW 13 Street and NW 14 Street.

**FIGURE 3-11: DIXIE HIGHWAY CORRIDOR**

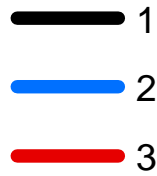


# Dixie Highway

Figure 1

## Number of Lanes and Traffic Signals

Number of Lanes (one-way)



Traffic Signal Locations  
(north to south)

- NE 48 Street
- NE 41 Street
- NE 36 Street/E Sample Road
- NE 33 Street
- Copans Road
- NW 15 Street
- NE/NW 10 Street
- NE/NW 6 Street
- MLK Boulevard
- SR 811/Atlantic Boulevard
- SW 2 Street
- SW 3 Street
- SW 6 Street
- McNab Road



10.02.2012

### **BROWARD COUNTY TRAFFICWAYS PLAN**

The Broward County Trafficways Plan is a regional roadway plan that reflects the ultimate right-of-way for each roadway. The Trafficways Plan requires right-of-way designations to be of sufficient width to accommodate the safe movement of vehicular traffic, mass transit and mass transit facilities such as bus pull-out lanes and bays, bicycles, pedestrians, road drainage, and aesthetic features such as landscaping. According to the Trafficways Plan, Dixie Highway is considered a collector road with a standard right-of-way of 80 feet.

### **TRAFFIC VOLUME AND LEVEL OF SERVICE**

Table 3-8 presents a summary of daily (AADT) and peak hour traffic volumes, and level of service (LOS) for Dixie Highway. The 2011 traffic data was obtained from Florida Department of Transportation (FDOT) and Broward MPO publications, whereas 2035 traffic volume estimates are from the Broward MPO. Figures 2 and 3 graphically illustrate 2011 and 2035 LOS estimates.

**TABLE 3-8: DIXIE HIGHWAY CAPACITY AND LEVEL OF SERVICE ANALYSIS**

FROM	TO	LANES	2011 DAILY			2011 PEAK HOUR			2035 DAILY		
			Volume <sup>1</sup>	Capacity	LOS	Volume <sup>1</sup>	Capacity	LOS	Volume <sup>1</sup>	Capacity	LOS
Cypress Creek Rd	S of McNab Road	4	18,500	33,200	C	1,930	3,220	C	25,750	33,200	<b>D</b>
S of McNab Road	N of SW 3 Street	3 (1-way NB)	9,500	30,180	C	1,110	2,930	C	14,700 <sup>2</sup>	30,180	<b>C</b>
N of McNab Road	N of SW 3 Street	3 (1-way SB)	9,600	30,180	C	960	2,930	C	14,850 <sup>2</sup>	30,180	<b>C</b>
N of SW 3 Street	NW 15 Street	4	24,000	33,200	C	2,230	3,220	C	29,050	33,200	<b>D</b>
NW 15 Street	Copans Road	4	24,500	33,200	C	2,290	3,220	C	30,720	33,200	<b>D</b>
Copans Road	Sample Road	4	21,500	33,200	C	2,250	3,220	C	26,120	33,200	<b>D</b>
<b>Sample Road</b>	<b>NE 48 Street</b>	<b>4</b>	<b>24,500</b>	<b>33,200</b>	<b>C</b>	<b>2,330</b>	<b>3,220</b>	<b>C</b>	<b>n.a.<sup>3</sup></b>	<b>33,200</b>	<b>n.a.</b>

Notes: (1) Volumes were obtained from the FDOT and Broward MPO databases and the 2035 volumes were obtained from the MPO Broward MPO Capacity and LOS spreadsheet (2011-2035). (2) One-way volumes were estimated based on the two-way volume provided in the Broward MPO Capacity and LOS spreadsheet (2011-2035). (3) Per Broward MPO Capacity and LOS spreadsheet (2011-2035), estimated 2035 volume is less than 2011 volume. Therefore, the 2035 volume was not entered.

**SUMMARY**

- Dixie Highway currently operates at LOS C. The adopted LOS standard is D.
- The 2035 traffic volume and LOS estimates indicate the corridor is expected to operate at LOS D or better.
- The one-way pair segment, which has three lanes in each direction, is projected to operate at LOS C in 2035.

**FIGURE 3-12: DIXIE HIGHWAY CORRIDOR – 2011 LEVEL OF SERVICE**

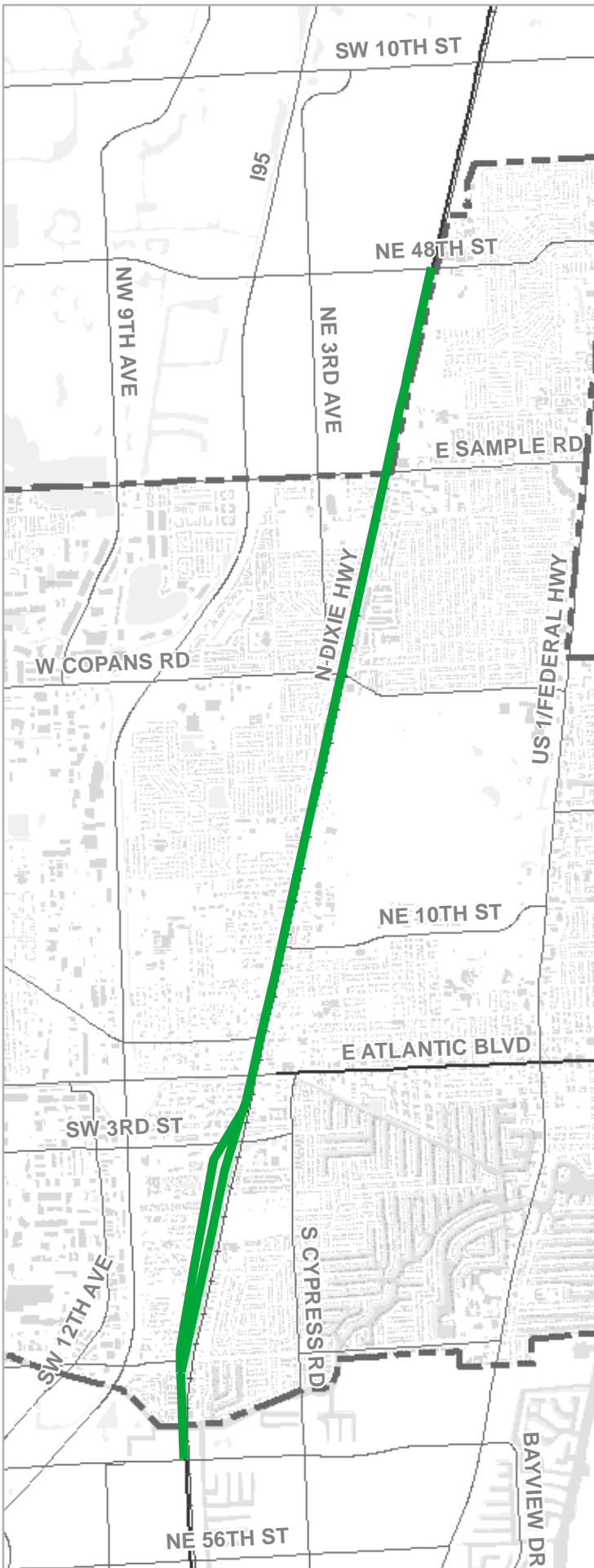
# Dixie Highway

Figure 2

Level of Service

## Level of Service (2011)

 LOS C



10.2.2012

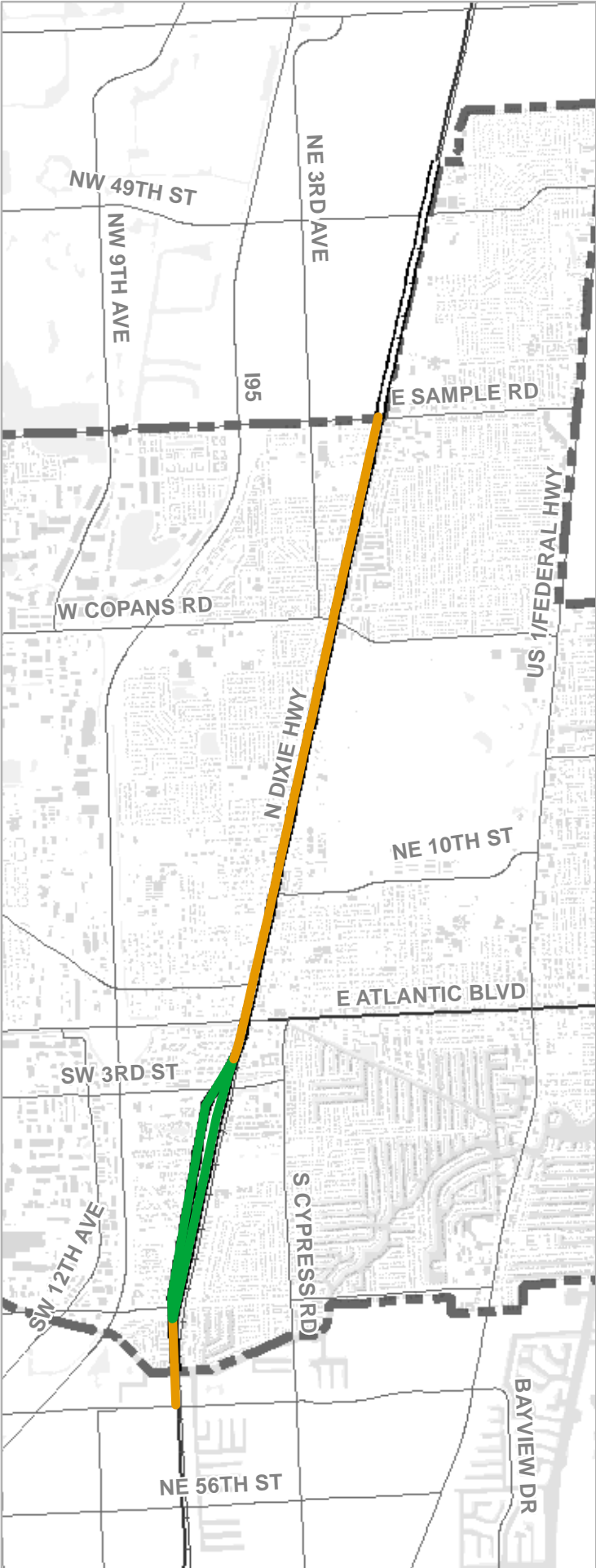
**FIGURE 3-13: DIXIE HIGHWAY CORRIDOR – 2035 LEVEL OF SERVICE**

# Dixie Highway

Figure 3  
Level of Service

## Level of Service (2035)

- LOS C
- LOS D





### PLANNED ROADWAY IMPROVEMENTS

Table 3-9 summarizes planned short-term roadway improvements. The Broward MPO’s 2035 Long Range Transportation Plan (LRTP) does not identify any long-term roadway improvement projects for Dixie Highway within Pompano Beach.

**TABLE 3-9: SHORT-TERM ROADWAY IMPROVEMENTS**

SEGMENT/LOCATION	IMPROVEMENT	YEAR OF IMPLEMENTATION	REFERENCE
Atlantic Boulevard to Copans Road	Resurfacing	2015	FDOT Work Program
South of McNab Road to Atlantic Boulevard	Resurfacing	2013*	Transportation Improvement Program
McNab Road	Traffic signal update and safety improvements	2013	FDOT Work Program
SW 3 Street	Traffic signal update and safety improvements	2013	FDOT Work Program

*\* FDOT may delay this project to incorporate improvements identified in the Dixie Highway Corridor Visioning Study.*

### TRANSIT

The Dixie Highway Corridor is served by Broward County Transit (BCT) Route 50. As shown in Table 4-3, Route 50 runs from the Broward Central Terminal in Downtown Fort Lauderdale to Hillsboro Boulevard/SW 3 Avenue. The City of Pompano Beach’s Blue Route also serves the portion of Dixie Highway between MLK Boulevard and SW 3 Street (see Table 4-3).

A summary of operating characteristics of the two bus routes are provided in Table 3-10. While the BCT route operates on weekdays and weekends, the City’s bus service operates on weekdays only.

**TABLE 3-10: TRANSIT SERVICE CHARACTERISTICS**

ROUTE	OPERATING HOURS						HEADWAY*
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	
BCT Route 50	5:20a – 11:00p	5:30a – 11:00p	7:45a – 9:00p	20/30	45/45	45/45	
Pompano Beach Blue Route	8:45a – 4:45p	-	-	60/60	-	-	

\* Headway is provided for peak and off-peak periods (peak/off-peak).

The ridership statistics for BCT Route 50 and Pompano Beach Blue Route are provided in [Table 3-11](#).

**TABLE 3-11: AVERAGE DAILY TRANSIT RIDERSHIP STATISTICS**

ROUTE	JULY 2011	JULY 2012	% CHANGE
BCT Route 50	4,075	4,360	6.99%
Pompano Beach Blue Route	150	162	8.0%

Statistics taken from Broward County Transit July 2012 Ridership Report and July 2011 Ridership Report. Ridership for Pompano Beach Blue Route was converted to daily ridership.

The performance measures for BCT Route 50 are provided in [Table 3-12](#). Passengers per revenue hour and subsidy per passenger boarding are the primary parameters used by BCT for performance monitoring. According to BCT’s COA, Route 50 is ranked fourth in performance among 40 fixed bus routes.

**TABLE 3-12: BCT ROUTE 50 PERFORMANCE INDICATORS**

DAY	PASSENGERS PER REVENUE HOUR	SUBSIDY PER PASSENGER BOARDING
Weekday	51	\$1.15
Saturday	43	\$1.44
Sunday	38	\$1.81

**PLANNED TRANSIT IMPROVEMENTS**

Table 3-13 summarizes planned transit improvements identified in the BCT’s Comprehensive Operational Analysis (COA) and Transit Development Plan (TDP), and Broward MPO’s 2035 LRTP.

**TABLE 3-13: TRANSIT IMPROVEMENTS**

SEGMENT/LOCATION	IMPROVEMENT	YEAR OF IMPLEMENTATION	REFERENCE
Dixie Highway Corridor	Premium Rapid Bus	2017-2020	COA, LRTP
At Atlantic Boulevard	Community Hub	2014-2015	LRTP
At MLK Boulevard	Anchor Hub	2016-2020	LRTP
At Copans Road	Community Hub	2014-2015	LRTP

*Note: Mobility hubs are transit access points with frequent transit service, high development potential, and a trip generator/transfer point within the transit system (source: 2035 LRTP - Broward MPO).*

In addition, the Northeast Transit Center (NTC), which is located at the southwest corner of Dixie Highway and Martin Luther King Jr. Boulevard, will be opened on November 17, 2012. Among the amenities provided at NTC include six bus bays, “kiss and ride” passenger drop off area, taxi stand, customer information window, and bus schedule displays. This facility will serve BCT routes 20, 42, 50, 60 and City of Pompano Beach Community Bus Service.

**FIGURE 3-14: BROWARD COUNTY TRANSIT ROUTE 50 MAP**

# ROUTE 50

Broward Central Terminal to  
Hillsboro Blvd. / SW 3 Ave.  
via Dixie Highway

## POINTS OF INTEREST

- North Ridge Shopping Center
- Greyhound Bus Terminal

## LEGEND

CONNECTING ROUTES



## BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	
US 1 BREEZE			

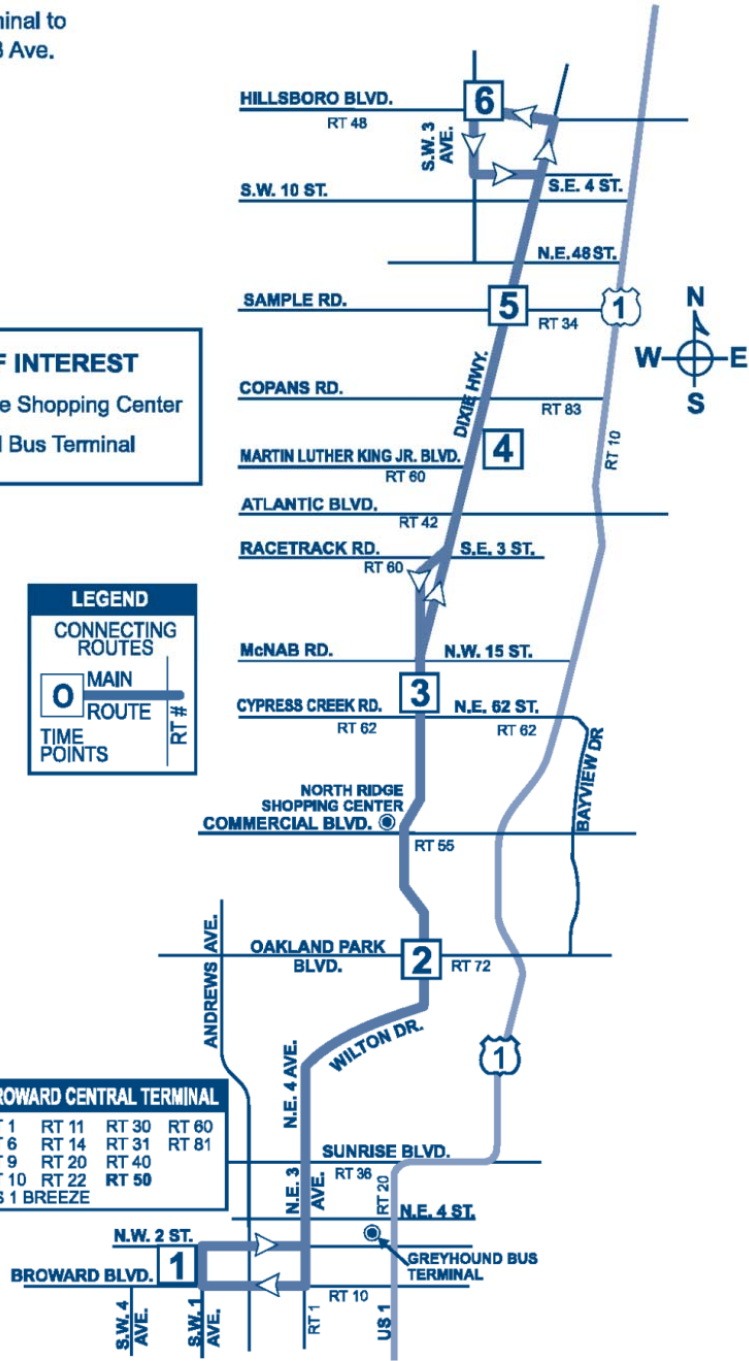
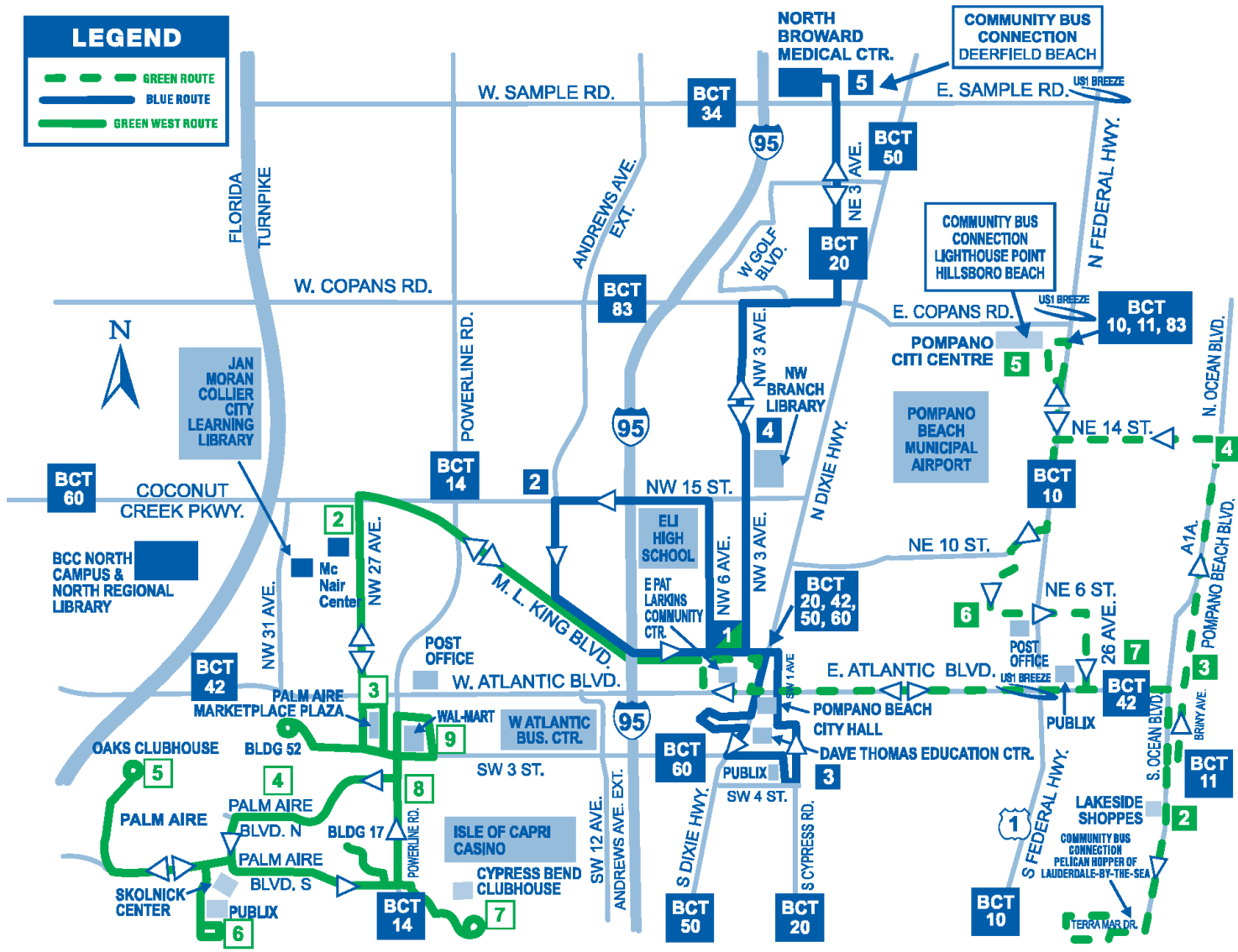


FIGURE 3-15: POMPANO BEACH LOCAL TRANSIT CIRCULATOR MAP



### Regional Transit Planning Studies

The FDOT is conducting the South Florida East Coast Corridor (SFECC) study to reintroduce passenger rail service on the FEC corridor between Miami and Jupiter. While the study is still on-going, a mix of express and local passenger rail service is envisioned. Among the 52 potential station locations identified in the SFECC project, three potential stations are located within the City of Pompano Beach. These potential stations locations are Sample Road, Atlantic Boulevard, and between Copans Road and Atlantic Boulevard. Integration of FEC passenger rail service with Tri-Rail service is also anticipated. To connect the two services, a rail connection to the South Florida Rail Corridor using the existing FEC railroad spur located near NW 14 Street and Dixie Highway will be utilized. Additionally, an operations and maintenance (O&M) facility for the FEC passenger service is under consideration to be located in Pompano Beach near NE 48<sup>th</sup> Street and Dixie Highway. Based on the preliminary assessment, the proposed site for the O&M facility is not an environmentally preferred location. A fact sheet developed by the FDOT to summarize the SFECC study is provided as [Figure 3-16](#) and [3-17](#).



***Railroad spurs near NW 14 Street - potential crossover for future passenger rail services on the FEC corridor with Tri-Rail service on the South Florida Rail corridor***

**FIGURE 3-16: SOUTH FLORIDA EAST COAST CORRIDOR (SFECC) STUDY FACT SHEET PAGE 1**



# South Florida East Coast Corridor (SFECC) Study

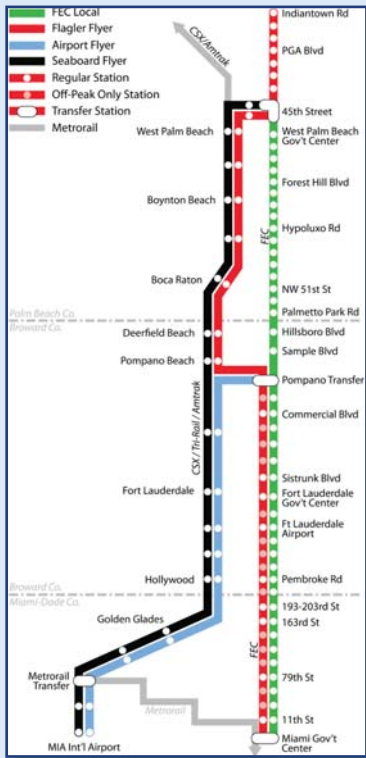
## FACT SHEET - WINTER 2012

For more information, please visit: [www.sfeccstudy.com](http://www.sfeccstudy.com)



### Purpose

- Re-introduce Passenger Rail Service on Florida East Coast (FEC) Corridor – 85 miles from Miami to Jupiter
- Improve freight capacity in FEC Corridor
- Provide an integrated, cost-effective regional mobility option in South Florida
- Provide a vital transportation link between the 28 historic coastal communities along the densely populated Corridor



### History

- 2005 – 2007: Alternatives Development & Screening
  - *Freight Assessment*
  - *Conceptual Definition of Alternatives*
- 2008 – 2010: Detailed Screening of Alternatives
  - *Detailed Definition of Alternatives*
  - *Regional Master Plan/Locally Preferred Alternative (LPA) is Regional Rail*



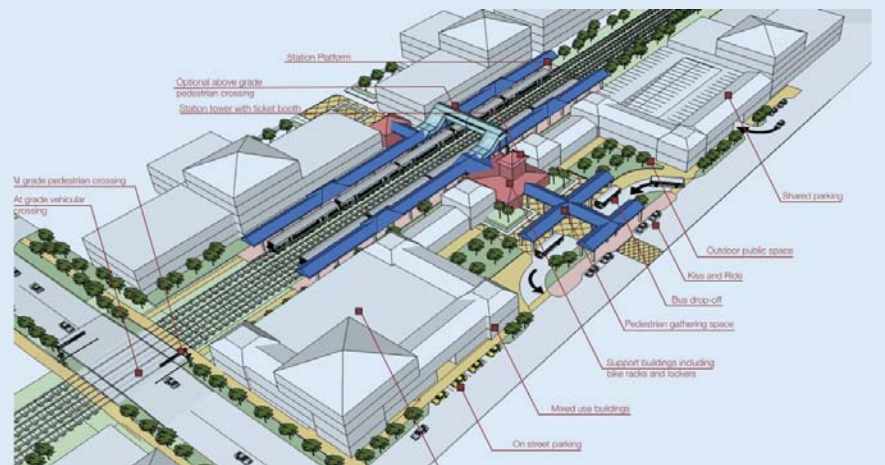
### Next Steps

- 2010 – Present: Project Definition/Phased Implementation
  - *Refine Regional Master Plan/LPA*
  - *Coordination & Negotiations w/ FEC*
  - *Finalize FTA Alternatives Analysis*
  - *Update Travel Demand Forecasts w/ FTA*
  - *Continue Public Outreach*
- *Develop Draft Environmental Impact Statement (DEIS)*
- *Define Project Phases and Implementation Plan*
- *Advance Initial Segment (s) into Preliminary Engineering*



### Build Alternative

- Regional Rail service operating on shared track with freight trains for 85 miles (Master Plan/LPA)
- Up to 52 stations (In Ultimate Master Plan); stations are being re-evaluated as part of the Master Plan refinement process
- Operations (Master Plan/LPA)
  - *Integration of service with Tri-Rail*
  - *Peak period service every 15 minutes, 30-minute off-peak service*
  - *Mix of express and local service*



### Funding

- Federal and state funds (25/75 mix) for the Study – Managed by FDOT
- Partners include Miami-Dade, Broward & Palm Beach MPOs, transit agencies, SFRTA and FEC
- No funds currently available for engineering, right-of-way acquisition or construction
- Capital, Operations & Maintenance and Corridor access costs and funding sources being evaluated
- Wide-spread local support from counties and communities along the 85-mile corridor
- Project will likely be implemented in shorter segments over a period of years



### Benefits

- Expands freight capacity and re-introduces passenger service
- Leverages existing FEC track infrastructure
- Provides a mobility option in congested eastern corridor
- Provides consistent travel time savings
- Potential to create tens of thousands of jobs
- Potential to generate billions in economic impact in Florida
- Greater mobility for transit-dependent population
- Allows employers to access geographically broader talent pool
- Provides connectivity to rail and bus transit, airports and seaports
- Establishes spine of a regional rail network that can be expanded statewide
- Improves sustainability, land use, and environmental stewardship
- Helps mitigate road congestion and accidents
- Encourages transit-oriented development to expand the tax base



**FIGURE 3-17: SOUTH FLORIDA EAST COAST CORRIDOR (SFECC) STUDY FACT SHEET PAGE 2**

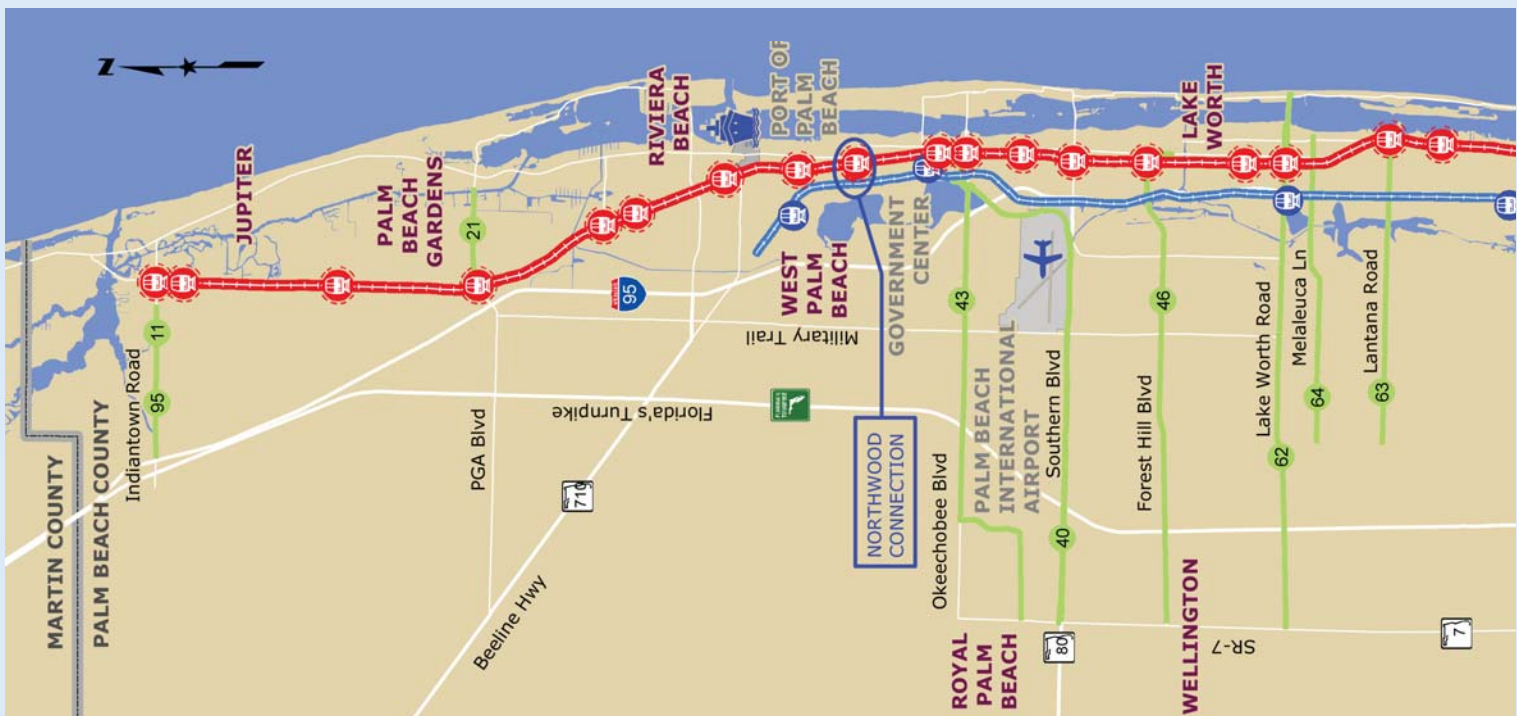




Broward County/Miami-Dade County



Palm Beach County/Broward County



Palm Beach County



*Bus stop on northbound Dixie Highway north of Cypress Creek Canal without sidewalk connections*

### BICYCLE AND PEDESTRIAN FACILITIES

Existing bicycle and pedestrian facilities along Dixie Highway were identified using aerial photography and field reviews. Maps were prepared (see Table 4- 7) to illustrate the approximate locations of existing sidewalks and bike lanes within the Dixie Highway corridor. Based on Table 4-7 the following observations are made:

- Continuous sidewalks exist on the west side of Dixie Highway. Sidewalks are largely absent on the east side of Dixie Highway north of SW 2 Street. The gaps in sidewalk may be due to the proximity to the FEC railroad corridor, which parallels Dixie Highway. As seen in Table 4-7 and the photograph below, the absence of sidewalks makes access to transit stops difficult.
- Bike lanes exist on both sides of Dixie Highway except within the “one-way pair segment”.
- Pedestrian crossing facilities are not provided between NW 15 Street and Copans Road.

### PLANNED PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENTS

The following projects are included in the 2035 LRTP.



**TABLE 3-14: PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENTS**

SEGMENT/LOCATION	IMPROVEMENT	YEAR OF IMPLEMENTATION	NOTES
SW 3rd Street to Atlantic Blvd	Bicycle Project (2)	2014-2015	Not included in the FY2012/13-2016/17 TIP
Atlantic Blvd to NE 10th Street	Pedestrian Project (1)	2014-2015	Not included in the FY2012/13-2016/17 TIP
NE 10th Street to Copans Road	Pedestrian Project (1)	2016-2020	
Copans Road to Sample Road	Pedestrian Project (1)	2016-2020	
Sample Road to NE 48th Street	Pedestrian Project (1)	2021-2025	
McNab Road to NE 51st Street	Pedestrian Project (1)	2014-2015	Not included in the FY2012/13-2016/17 TIP
NE 26th Street to NE 38th Street	Pedestrian Project (1)	2014-2015	Not included in the FY2012/13-2016/17 TIP
SW 15th Street to north of NE 48th Street	Pedestrian Project (1)	2016-2020	
Atlantic Blvd to Commercial Blvd	Greenway Project	2016-2020	
Atlantic Blvd to Pioneer Park (Palm Beach County Line)	Greenway Project	2021-2025	

*Note: (1) Pedestrian projects refer to improvements on sidewalks and other facilities intended to improve and promote non-motorized transportation, as well as transit. (2) Bicycle projects refer to improvements on two types of facilities, striped bike lanes on existing pavement and off-road facilities. The two greenway projects in Table 4-7 will connect with the existing multi-purpose trail, which encircles Pompano Air Park. The proposed greenway projects are part of Broward County's Dixie Highway Greenways Plan, which is depicted in Figure 4-8 through 4-12.*

**FIGURE 3-18: BICYCLE AND PEDESTRIAN FACILITIES ALONG DIXIE HIGHWAY PAGE 1**



Drawing name: K:\FTL\_IPTD\14469000 Dixie Corridor Pompano\CADD\Dixie Corridor REV2.dwg Dixie 1 Nov 06, 2012 11:50am by: vladimir.velasco  
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 BROWARD COUNTY FLORIDA

DATE 09/2012  
 PROJECT NO. XXXXXXX

**FIGURE 7**  
**DIXIE HIGHWAY CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

SHEET NUMBER  
**1**  
 1 of 7



**FIGURE 3-19: BICYCLE AND PEDESTRIAN FACILITIES ALONG DIXIE HIGHWAY PAGE 2**



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**FIGURE 7**  
**DIXIE HIGHWAY CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

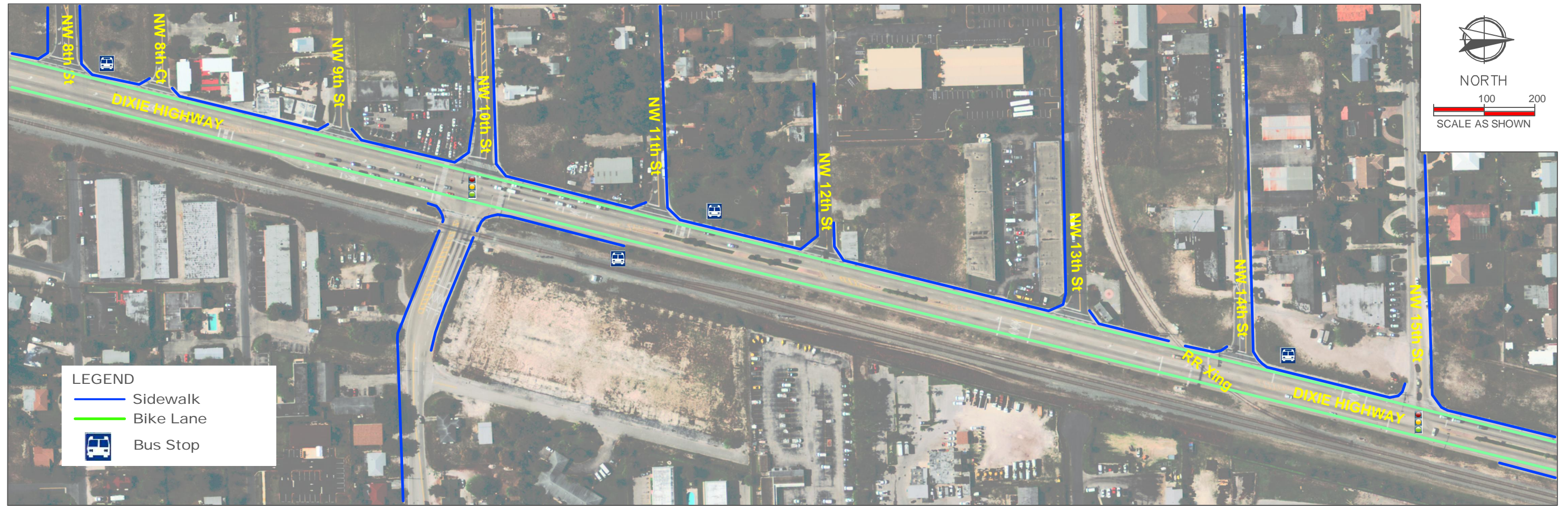
SHEET NUMBER  
**2**  
 2 of 7



**FIGURE 3-20: BICYCLE AND PEDESTRIAN FACILITIES ALONG DIXIE HIGHWAY PAGE 3**



Drawing name: K:\FTL\_IPTD\144689000 Dixie Corridor Pompano\CADD\Dixie Corridor REV2.dwg Dixie 3 Oct 26, 2012 9:01am by: Vladimir.Velasco  
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**FIGURE 7**  
**DIXIE HIGHWAY CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

SHEET NUMBER  
**3**  
 3 of 7



**FIGURE 3-21: BICYCLE AND PEDESTRIAN FACILITIES ALONG DIXIE HIGHWAY PAGE 4**



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**FIGURE 7**  
**DIXIE HIGHWAY CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

SHEET NUMBER  
**4**  
 4 of 7



**FIGURE 3-22: BICYCLE AND PEDESTRIAN FACILITIES ALONG DIXIE HIGHWAY PAGE 5**



Drawing name: K:\FTL\_TPTD\144669000 Dixie Corridor Pompano\CADD\Dixie Corridor REV2.dwg Dixie 5 Oct 26, 2012 9:03am by: Vladimir.velasco

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**FIGURE 7**  
**DIXIE HIGHWAY CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

SHEET NUMBER  
**5**  
5 of 7



**FIGURE 3-23: BICYCLE AND PEDESTRIAN FACILITIES ALONG DIXIE HIGHWAY PAGE 6**



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**FIGURE 7**  
**DIXIE HIGHWAY CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

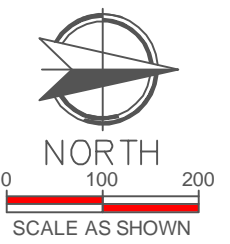
SHEET NUMBER  
**6**  
 6 of 7



**FIGURE 3-24: BICYCLE AND PEDESTRIAN FACILITIES ALONG DIXIE HIGHWAY PAGE 7**



Drawing name: K:\FTL\_IPTD\144689000 Dixie Corridor Pompano\CADD\Dixie Corridor REV2.dwg Dixie 7 Nov 06, 2012 11:49am by: Vladimir Velasco  
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**LEGEND**

- Sidewalk
- Bike Lane
- Bus Stop

Pompano Beach City Limits ←

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**FIGURE 7**  
**DIXIE HIGHWAY CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

SHEET NUMBER  
**7**  
 7 of 7



**FIGURE 3-25: PROPOSED DIXIE HIGHWAY GREENWAY PLAN**

# Dixie Highway Greenway

## Broward County Potential Greenways System



The Dixie Highway corridor presents a unique opportunity to develop a trail connecting the historic main streets and downtowns of Broward's eastern cities. The proposed trail originates at Pioneer Park near the Deerfield Beach City Hall complex and travels south through Deerfield Beach along an existing multi-purpose path. In Pompano Beach, the trail intersects with an existing multi-purpose trail which encircles Pompano Air Park. Two trail heads are proposed in Pompano Beach, one at Pompano Air Park and another to the north of Cypress Creek.

The trail continues south on Cypress Road, turns west on Floranada Rd., then south along the FEC RR to downtown Oakland Park. The City of Oakland Park has plans underway to construct a portion of the trail as part of its redevelopment program. South of Oakland Park Boulevard in Wilton Manors, Dixie Highway and the FEC railway split with Dixie shifting to the west. At this point, the trail turns east on NE 26th St. then south along NE 15th Ave. to Colohatchee Nature Park. Colohatchee Park, located on the South Fork of the Middle River, is a beautiful natural area with a remnant Mangrove forest, nature trails, boat ramp and picnic/play areas.

Entering the City of Ft. Lauderdale, trail will continue south to Holiday Park. Travelling through Holiday Park to the west, the trail then turns south along a wide area adjacent to Flagler Drive. Approaching downtown, the trail moves into the Ft. Lauderdale's signature Riverwalk area which offers a wide variety of parks, entertainment, dining and sightseeing opportunities.

At this point the trail goes south to Florence Hardy Park, turns west along SW 9th and south on SW 4th St, jogs east on SW 15th St., then south on SE 4th St. to Poinciana Park. The trail then moves south along Andrews Ave. to the City of Ft. Lauderdale's 92 acre Snyder Park, which provides a destination for trail users with a diversity of facilities including swimming, bicycling, nature trails, restroom facilities, picnic areas, etc. Across from Snyder Park is the Wildlife Care Center, another facility of interest, which is open to the public.

At Ft. Lauderdale-Hollywood International Airport, the trail will follow Eller Drive to NE 7th Ave. bringing it to the south side of the airport. Here, the Airport Greenbelt provides lush vegetation, trails and views of the south airport runway. The trail then moves along SW 4th Ave. into downtown Dania Beach. Just north of Sheridan Street the trail picks up at Dixie Highway t follows on through Hollywood and Hallandale Beach.

Hollywood's vibrant downtown offers numerous shopping, dining and cultural opportunities for trail users. The trail reaches its final destination in Hallandale Beach at Bluesten Park just north of the Miami-Dade County line. Potentially, the trail could link to Greynolds Park in Miami-Dade.

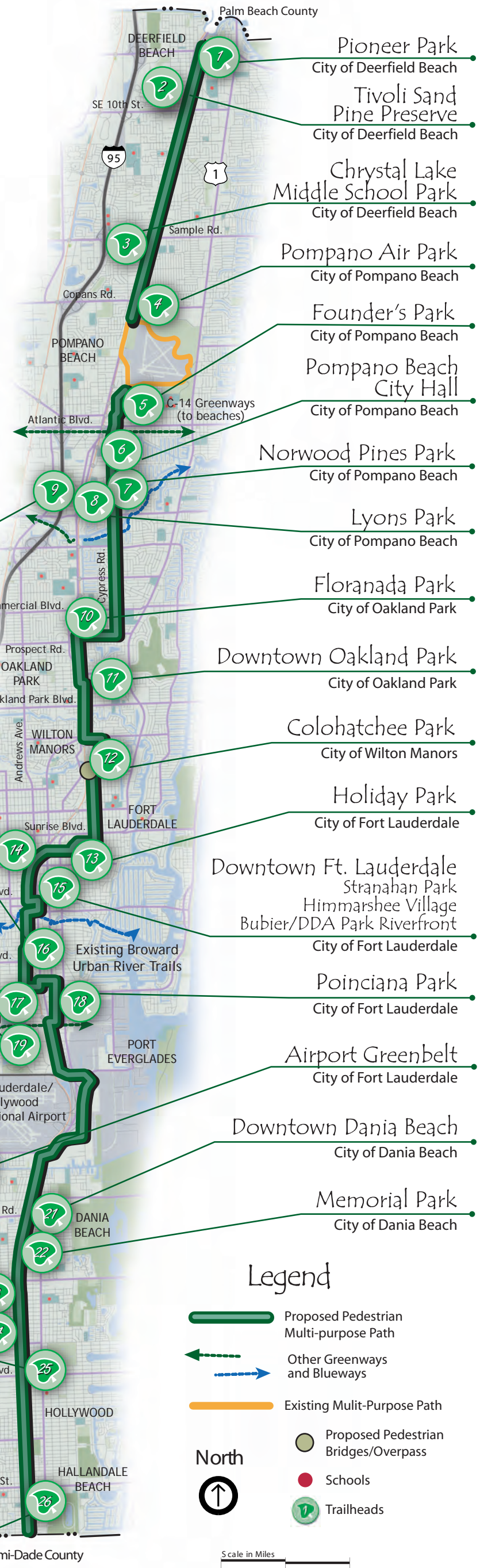


Downtown Hollywood  
City of Hollywood



Bluesten Park  
City of Hallandale Beach

- Proposed Park  
New Trailhead (City of Pompano Beach)
- Sistrunk Park  
City of Ft. Lauderdale
- Florence Hardy Park  
City of Fort Lauderdale
- Croissant/Davis Park  
City of Ft. Lauderdale
- Snyder Park  
City of Ft. Lauderdale
- Boggs Field Park  
City of Hollywood
- Dowdy Field  
City of Hollywood



### Legend

- Proposed Pedestrian Multi-purpose Path
- Other Greenways and Blueways
- Existing Multi-Purpose Path
- Proposed Pedestrian Bridges/Overpass
- Schools
- Trailheads



Scale in Miles  
0 1 mile 2 miles



Broward County Board of County Commissioners:

## SUMMARY

Dixie Highway (SR 811) is a north-south street that parallels the Florida East Coast (FEC) railroad. The approximate length of the corridor within City of Pompano Beach limits is 6.5 miles. Dixie Highway is a four-lane road with the exception of the one-way pair portion between north of McNab Road and south of SW 2 Street, where three lanes are provided each direction. The existing traffic volumes indicate the corridor is currently operating at LOS C, whereas the projected (2035) traffic volumes suggest the corridor is expected to operate at LOS D or better. FDOT's five-year work program includes two resurfacing projects along Dixie Highway between McNab Road and Copans Road. In addition, traffic safety and signal upgrades have been programmed at McNab Road and SW 3 Street.

BCT's Route 50 operates along Dixie Highway. Annual ridership on Route 50 has increased by approximately three percent from 2010/11 to 2011/12. Several transit improvements have been identified in 2035 LRTP and BCT's Comprehensive Operational Analysis. These improvements include rapid bus service along Dixie Highway and mobility hubs at Atlantic Boulevard, MLK Boulevard, and Copans Road. The SFECC study, which is evaluating the feasibility of introducing passenger rail along the FEC corridor, has identified three potential stations within the City of Pompano Beach (Sample Road, Atlantic Boulevard, and between Copans Road and Atlantic Boulevard). Further, a rail crossover between the FEC railroad and South Florida Rail Corridor is envisioned within Pompano Beach.

An assessment of existing bicycle and pedestrian facilities show that continuous sidewalks are provided on the west side of Dixie Highway. However, continuous sidewalks are not provided on the east side of Dixie Highway north of SW 2 Street. Bike lanes are provided on both sides of Dixie Highway except within the one-way pair segment. While the 2035 LRTP identifies several pedestrian and greenway projects, funding has not been identified for these projects.





*Photographs depicting the characteristics of US 1 corridor*

Overall, several multi-modal improvements have been identified along the Dixie Highway corridor. These improvements are expected to have a positive impact on mobility, economic development, and quality of life for the Pompano Beach residents.

## FEDERAL HIGHWAY/US 1

### ROADWAY

Federal Highway/US 1 is a north-south road with northern and southern limits within the City of Pompano Beach of NE 54 Street and Cypress Creek Canal, respectively. The approximate length of this six-lane corridor within city limits is 6.1 miles. The US 1 corridor is characterized by dense commercial land use, closely spaced driveways, and seasonal fluctuation of traffic. US 1 provides access to the beaches and local attractions such as the Pompano Citi Center, Pompano Air Park, and Municipal Golf Course. Table 5-1 depicts the number of lanes and signalized intersections. Additional corridor characteristics are summarized below.

### FUNCTIONAL CLASSIFICATION: URBAN PRINCIPAL ARTERIAL-OTHER

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Functional classification defines the nature of this hierarchical process by defining the part that any particular road or street should play in serving the flow of trips through a highway network. According to the Federal Highway Administration's (FHWA) definition of functional classifications, an urban principal arterial street should carry the major portion of trips entering and leaving the urban area, including through traffic. The concept of service to abutting land should be secondary to the provision of travel service to major traffic movements.

### ACCESS CLASS: 5

Florida Administrative Code (FAC) 14-97 defines Access Class 5 roadways as controlled access facilities where adjacent land has been extensively developed and the probability of major land use change is not high. These roadways are distinguished by existing or planned restrictive medians. FAC requires the traffic signals to be spaced at no less than 1,320 feet apart and driveway connections to be spaced at no less than 245 feet apart (speed limit  $\leq$  45 mph). The full median openings should be spaced at 1,320 feet or greater.

Based on approximate measurements made using aerial photography, spacing of the following traffic signals does not meet the FAC guidelines for Class 5 roadways.

- SE 2 Street and Atlantic Boulevard
- Atlantic Boulevard and NE 2 Street
- NE 2 Street and NE 4 Street
- NE 4 Street and NE 6 Street
- Copans Road and NE 24 Street

### SPEED LIMIT: 45 MPH

The speed limit of US 1 within city limits is 45 mph.

### TRAFFIC CONTROL DEVICES

A total of 20 signalized intersections are located within the study corridor (see Table 5-1). Concrete strain-pole mounted traffic signals are provided at two intersections (SE 7 Street and NE 24 Street) and mast-arm supported traffic signals are provided at the other locations. Strain-pole mounted signals are candidates for replacement with mast arms during future projects. Mid-block traffic signals or school speed zone flashers were not observed within the study corridor.

**FIGURE 3-26: US 1 CORRIDOR**



**Figure 1**  
**US1/Federal Highway**

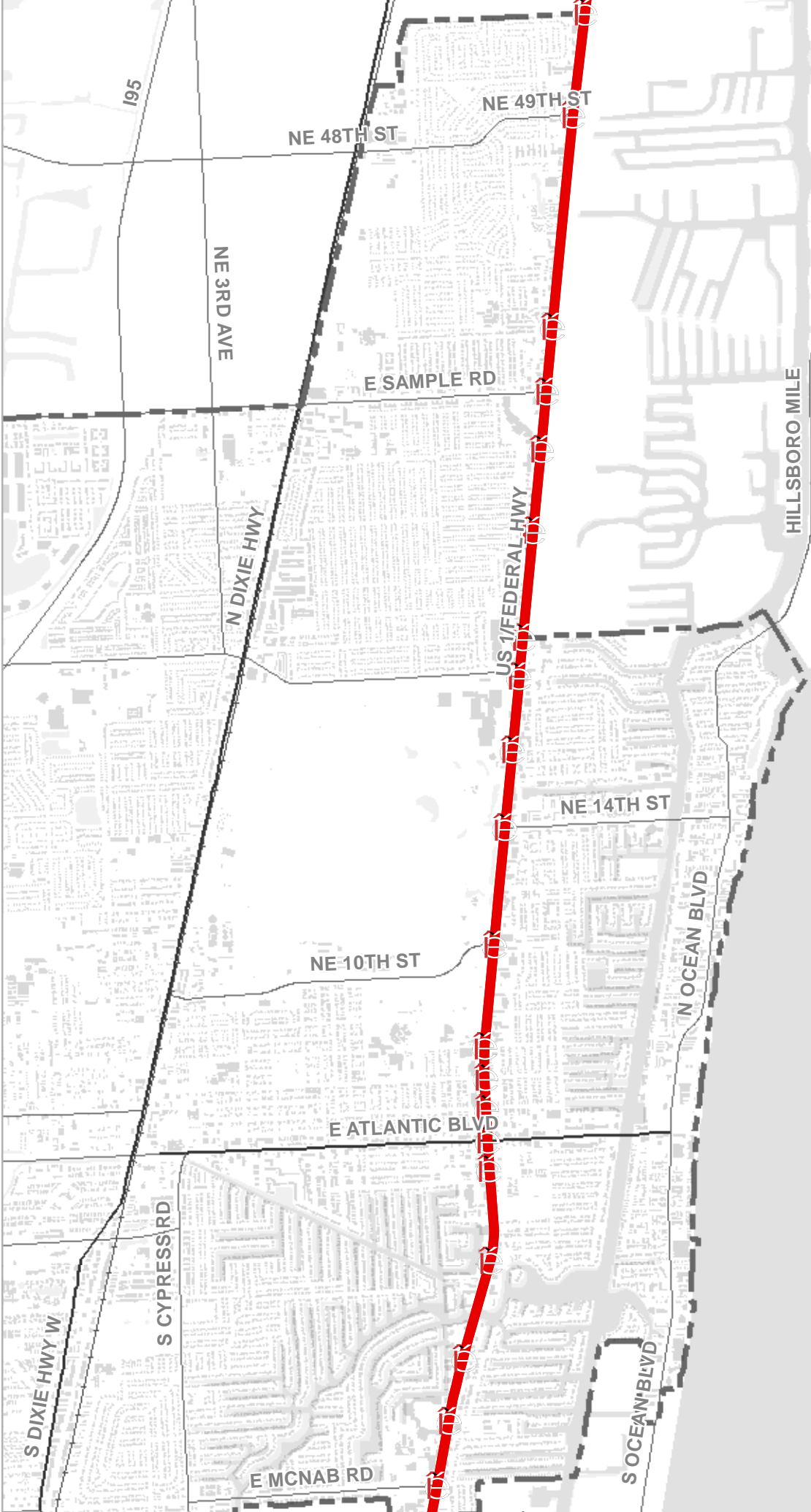
Number of Lanes  
(One-way)

 3

 Traffic Signal  
Locations  
(south to north)

- McNab Road
- SE 12 Street
- SE 9 Street
- SE 7 Street
- SE 2 Street
- Atlantic Blvd
- NE 2 Street
- NE 4 Street
- NE 6 Street
- NE 10 Street
- NE 14 Street
- NE 18 Street
- Copans Road
- NE 24 Street
- NE 29 Street
- NE 33 Street
- Sample Road
- NE 39 Street
- NE 49 Street
- NE 54 Street

0 0.2 0.4  
Miles



### BROWARD COUNTY TRAFFICWAYS PLAN

The Broward County Trafficways Plan is a regional roadway plan that reflects the ultimate right-of-way for each roadway. The Trafficways Plan requires right-of-way designations to be of sufficient width to accommodate the safe movement of vehicular traffic, mass transit and mass transit facilities such as bus pull-out lanes and bays, bicycles, pedestrians, road drainage, and aesthetic features such as landscaping. According to the Plan, US 1 is considered an arterial road with a standard right-of-way of 120 feet.

### TRAFFIC VOLUME AND LEVEL OF SERVICE

Table 3-15 presents a summary of daily (AADT) and peak hour traffic volumes, and level of service (LOS) for US 1. The 2011 traffic data was obtained from FDOT and Broward MPO publications, whereas 2035 estimates are from the Broward MPO. Figures 2 and 3 graphically illustrate 2011 and 2035 LOS estimates.

**TABLE 3-15: US 1 CAPACITY AND LEVEL OF SERVICE ANALYSIS**

FROM	TO	LANES	2011 DAILY			2011 PEAK HOUR			2035 DAILY		
			Volume <sup>(1)</sup>	Capacity	LOS	Volume <sup>(1)</sup>	Capacity	LOS	Volume <sup>(1)</sup>	Capacity	LOS
McNab Road	Atlantic Boulevard	6	40,500	50,300	D	3,950	4,880	D	56,430	50,300	F
Atlantic Boulevard	NE 10 Street	6	38,000	50,300	C	3,660	4,880	C	47,430	50,300	D
NE 10 Street	Copans Road	6	48,500	50,300	D	4,300	4,880	D	55,850	50,300	F
Copans Road	Sample Road	6	43,500	50,300	D	3,820	4,880	D	43,850 <sup>(2)</sup>	50,300	D
Sample Road	NE 54 Street	6	39,000	50,300	C	3,570	4,880	C	46,570	50,300	D

Notes: 2011 volumes were obtained from the FDOT and Broward MPO databases and the 2035 volumes were obtained from the MPO Broward MPO Capacity and LOS spreadsheet (2011-2035). In comparison to the 2011 volume, the 2035 volume appears to be underestimated.

## SUMMARY

US 1 currently operates at LOS D or better. The adopted LOS is D.

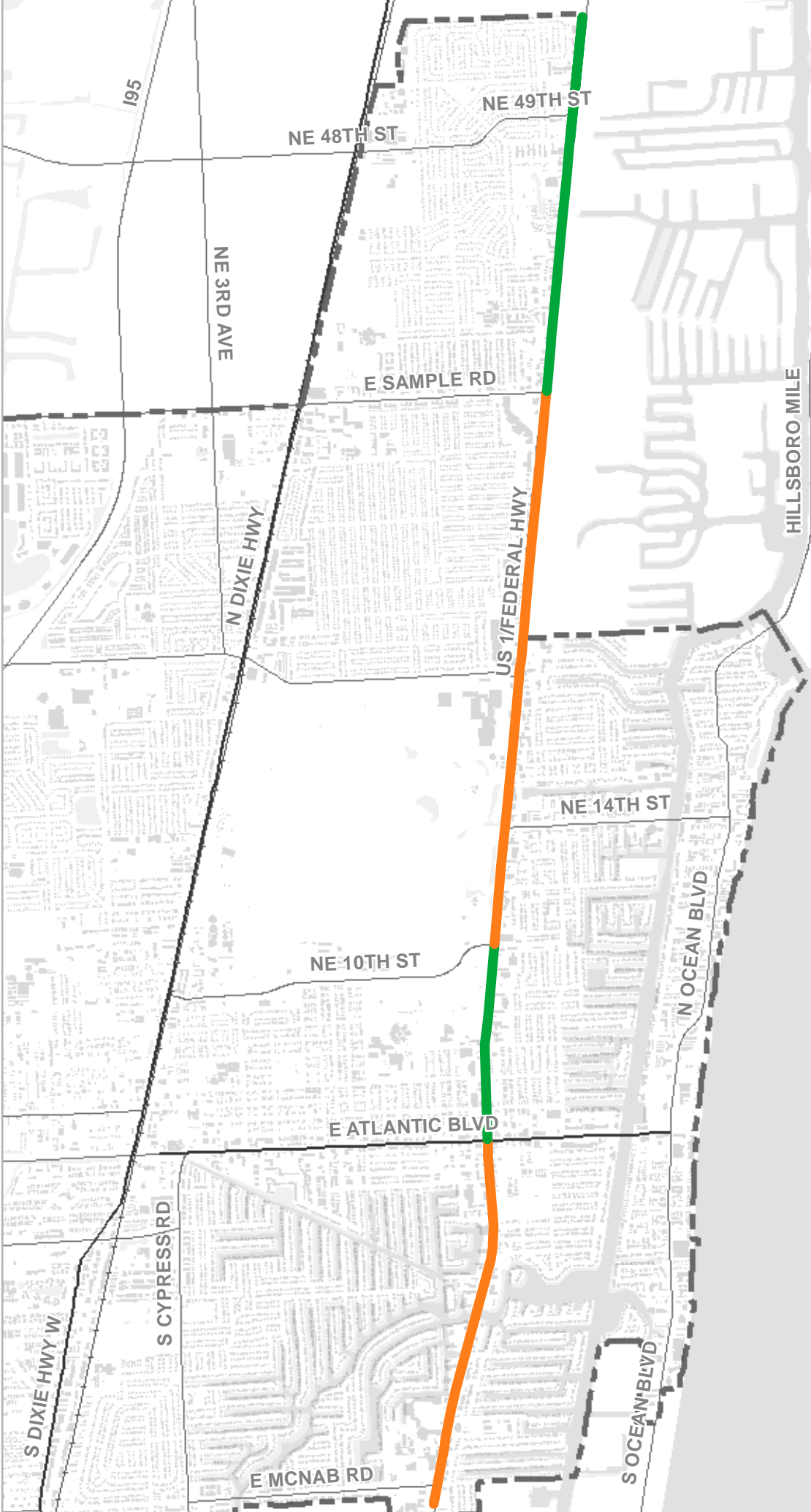
The 2035 daily volume estimates indicate the segments between McNab Road and Atlantic Boulevard, and NE 10 Street and Copans Road are expected to operate at LOS F. The other segments are expected to operate at LOS D. The segments with projected LOS F should be priority segments for potential improvements.

**FIGURE 3-27: US 1 CORRIDOR – 2011 LEVEL OF SERVICE**

Figure 2  
US1/Federal  
Highway

Level of Service  
(2011)

- LOS C
- LOS D

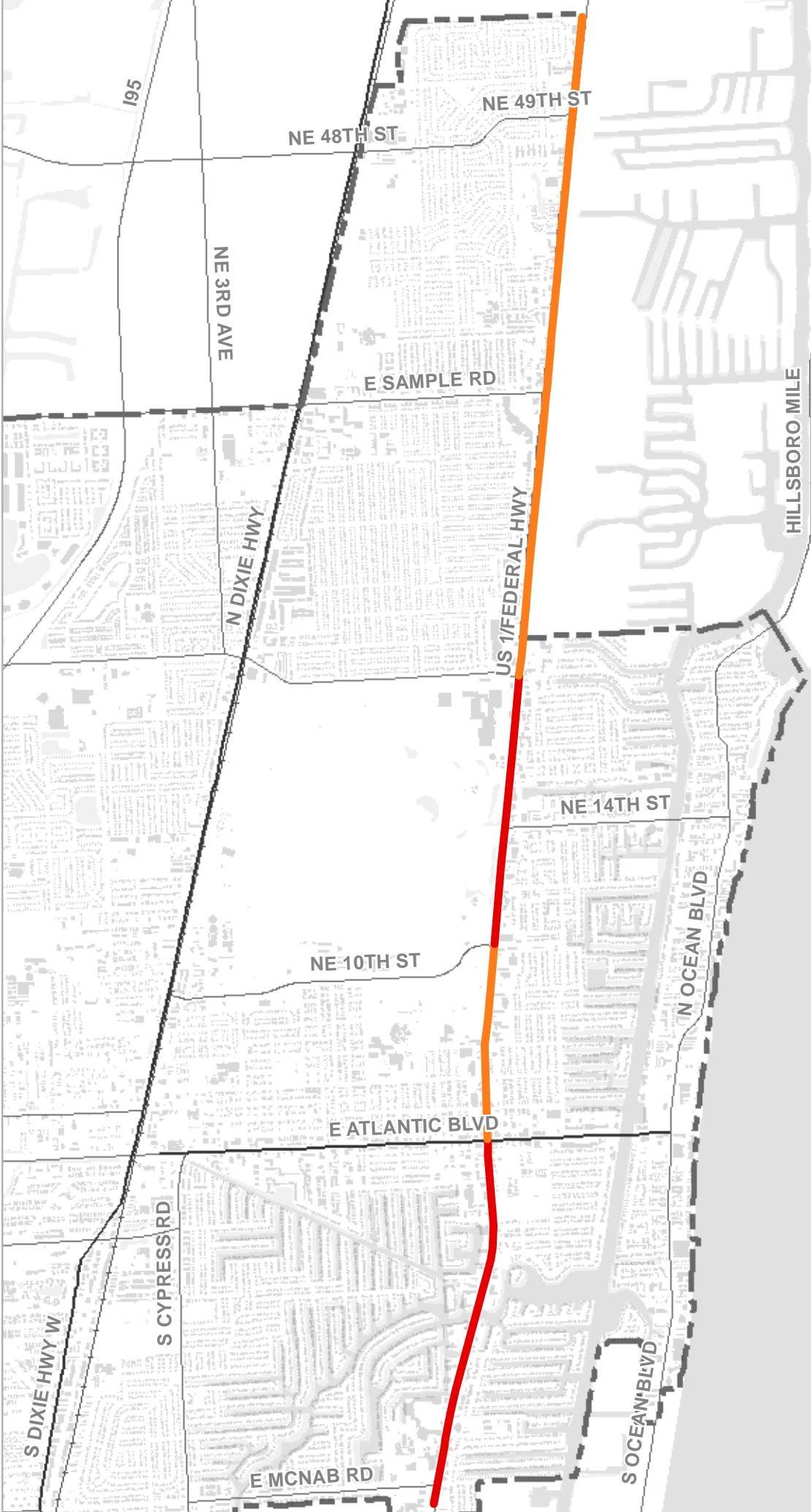


**FIGURE 3-28: US 1 CORRIDOR – 2035 LEVEL OF SERVICE**

Figure 3  
US1/Federal  
Highway

Level of Service  
(2035)

- LOS D
- LOS F



0 0.2 0.4  
Miles

### PLANNED ROADWAY IMPROVEMENTS

A review of Broward MPO's Transportation Improvement Program (TIP) and 2035 Long Range Transportation Plan (LRTP) did not identify any planned roadway improvements within Pompano Beach. FDOT recently resurfaced US 1 between south of SE 7 Street and south of Atlantic Boulevard (project 422998.1).

### TRANSIT

The US 1 corridor is served by Broward County Transit (BCT) Route 10 and US 1 Breeze. As shown in Figure 3-29, Route 10 runs from Broward Central Terminal to Mizner Park in Palm Beach County. The US 1 Breeze route provides limited service on weekdays between Aventura Mall and Sample Road (see Figure 3-29). The City of Pompano Beach's Green Route also serves segments of US 1 between Atlantic Boulevard and Pompano Citi Center (see Figure 3-30). A summary of operating characteristics of the three routes are provided in Table 5-2.



***Bus bay and shelter – US 1 south of Copans Road***



**TABLE 3-16: TRANSIT SERVICE CHARACTERISTICS**

ROUTE	OPERATING HOURS			HEADWAY (MINUTES)		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
BCT Route 10	5:20a – 11:00p	5:00a – 11:00p	8:50a – 8:30p	25	30/35*	40
US 1 Breeze	6:00a-9:30a 3:50p-7:15p	-	-	25/30*	-	-
Pompano Beach Green Route	9:00a – 5:00p	-	-	60	-	-

\* Headway is provided for peak and off-peak periods (peak/off-peak).

The ridership statistics for BCT Routes and Pompano Beach Green Route are provided in [Table 3-17](#). As seen from Table 3-17, ridership on both BCT routes and local route has increased during the 12-month period between July 2011 and July 2012.

**TABLE 3-17: AVERAGE DAILY TRANSIT RIDERSHIP STATISTICS**

ROUTE	JULY 2011	JULY 2012	% CHANGE
BCT Route 10	3,959	4,060	2.55%
US 1 Breeze	935	1,000	6.95 %
Pompano Beach Green Route	106	124	16.98%

*Note: Statistics taken from Broward County Transit July 2012 Ridership Report and July 2011 Ridership Report. Ridership for Pompano Beach Green Route was converted to daily ridership.*

The performance measures for BCT Routes are provided in Table 3-18. Passengers per revenue hour and subsidy per passenger boarding are the primary parameters used by BCT for performance monitoring. According to BCT’s COA, Route 10 is ranked 9 among 40 fixed bus routes with an above average performance score. However, US 1 Breeze is categorized as a poorly performing route, which is a candidate for restructuring.

**TABLE 3-18: BCT ROUTES 10 & US 1 BREEZE PERFORMANCE INDICATORS**

DAY	PASSENGERS PER REVENUE HOUR		SUBSIDY PER PASSENGER BOARDING	
	Route 10	US 1 Breeze	Route 10	US 1 Breeze
Weekday	48	19	\$1.36	\$4.36
Saturday	39	n/a	\$1.79	n/a
Sunday	35	n/a	\$2.06	n/a

**PLANNED TRANSIT IMPROVEMENTS**

**Table 3-19** summarizes planned transit improvements identified in the BCT’s Comprehensive Operational Analysis (COA) and Transit Development Plan (TDP), and Broward MPO’s 2035 LRTP.

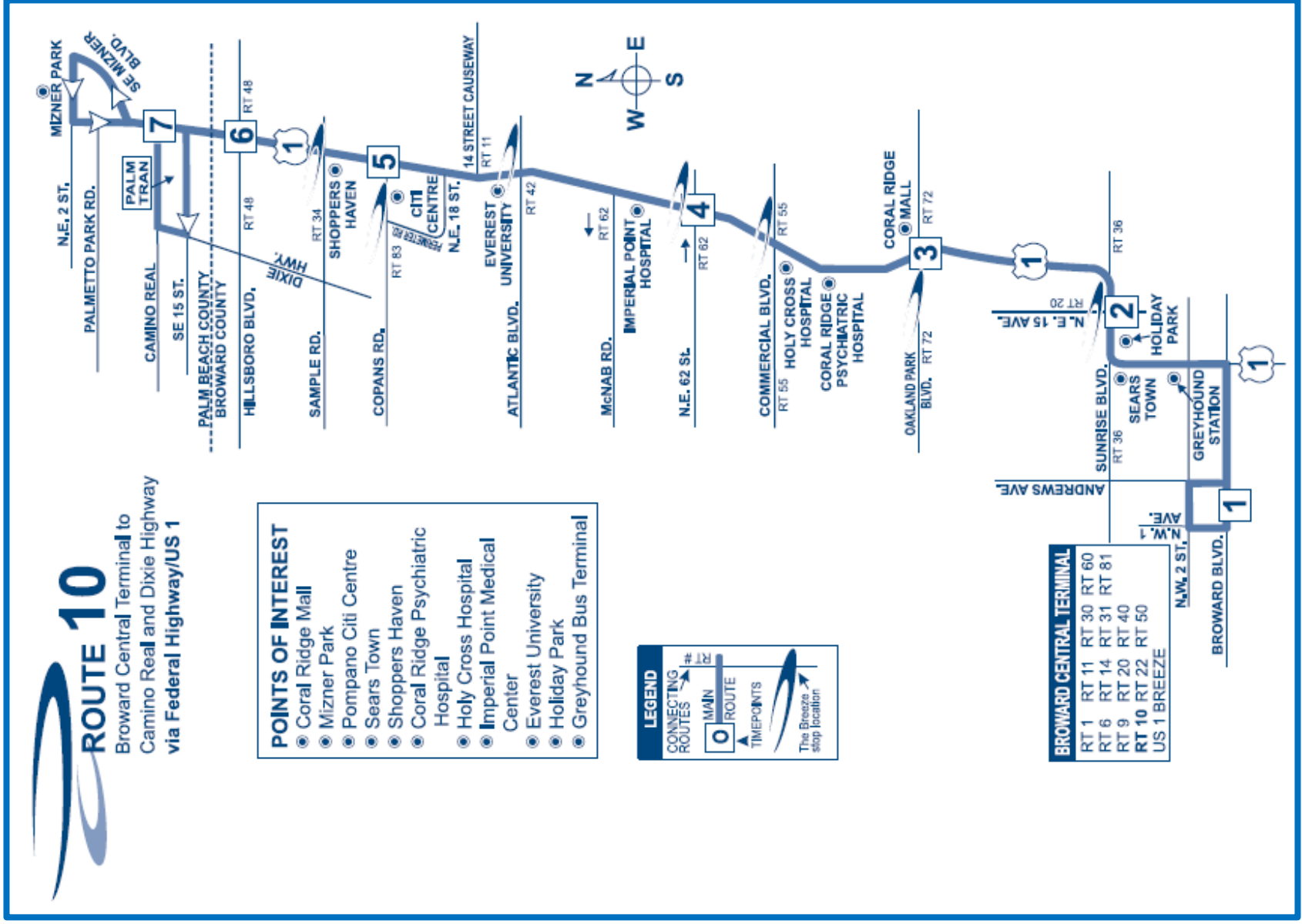
In addition, the Northeast Transit Center (NTC), which is located at the southwest corner of Dixie Highway and Martin Luther King Jr. Boulevard, will be opened on November 17, 2012. Among the amenities provided at NTC include six bus bays, “kiss and ride” passenger drop off area, taxi stand, customer information window, and bus schedule displays. This facility will serve BCT routes 20, 42, 50, 60 and City of Pompano Beach Community Bus Service

**Table 3-19: Transit Improvements**

SEGMENT/LOCATION	IMPROVEMENT	YEAR OF IMPLEMENTATION	REFERENCE
Sample Road	Community Hub	2014-2015	LRTP
Wiles Rd/NE 49th Street	Community Hub	2014-2015	LRTP
Copans Rd	Community Hub	2014-2015	LRTP
US 1	Premium Rapid Bus	2021-2025	LRTP

*Note: Mobility hubs are transit access points with frequent transit service, high development potential, and a trip generator/transfer point within the transit system (source: 2035 LRTP - Broward MPO).*

FIGURE 3-29: BCT ROUTE 10 MAP

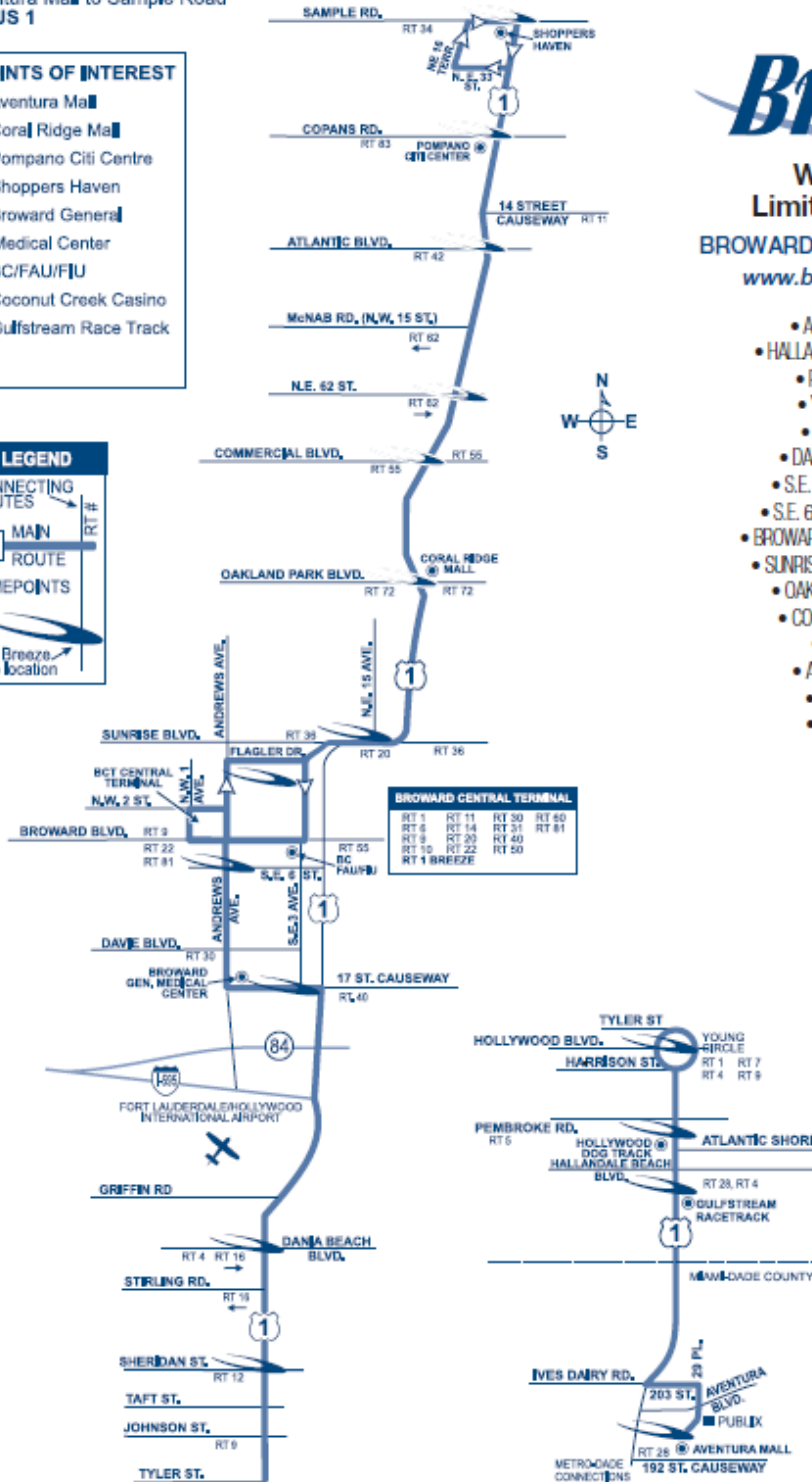


**FIGURE 3-30: BCT US 1 BREEZE ROUTE MAP**

**ROUTE US 1 Breeze**  
 Monday - Friday Limited Service  
 Aventura Mall to Sample Road  
 via US 1

**POINTS OF INTEREST**

- Aventura Mall
- Coral Ridge Mall
- Pompano City Centre
- Shoppers Haven
- Broward General Medical Center
- BC/FAU/FIU
- Coconut Creek Casino
- Gulfstream Race Track



Route  
*U.S. 1*  
**Breeze**

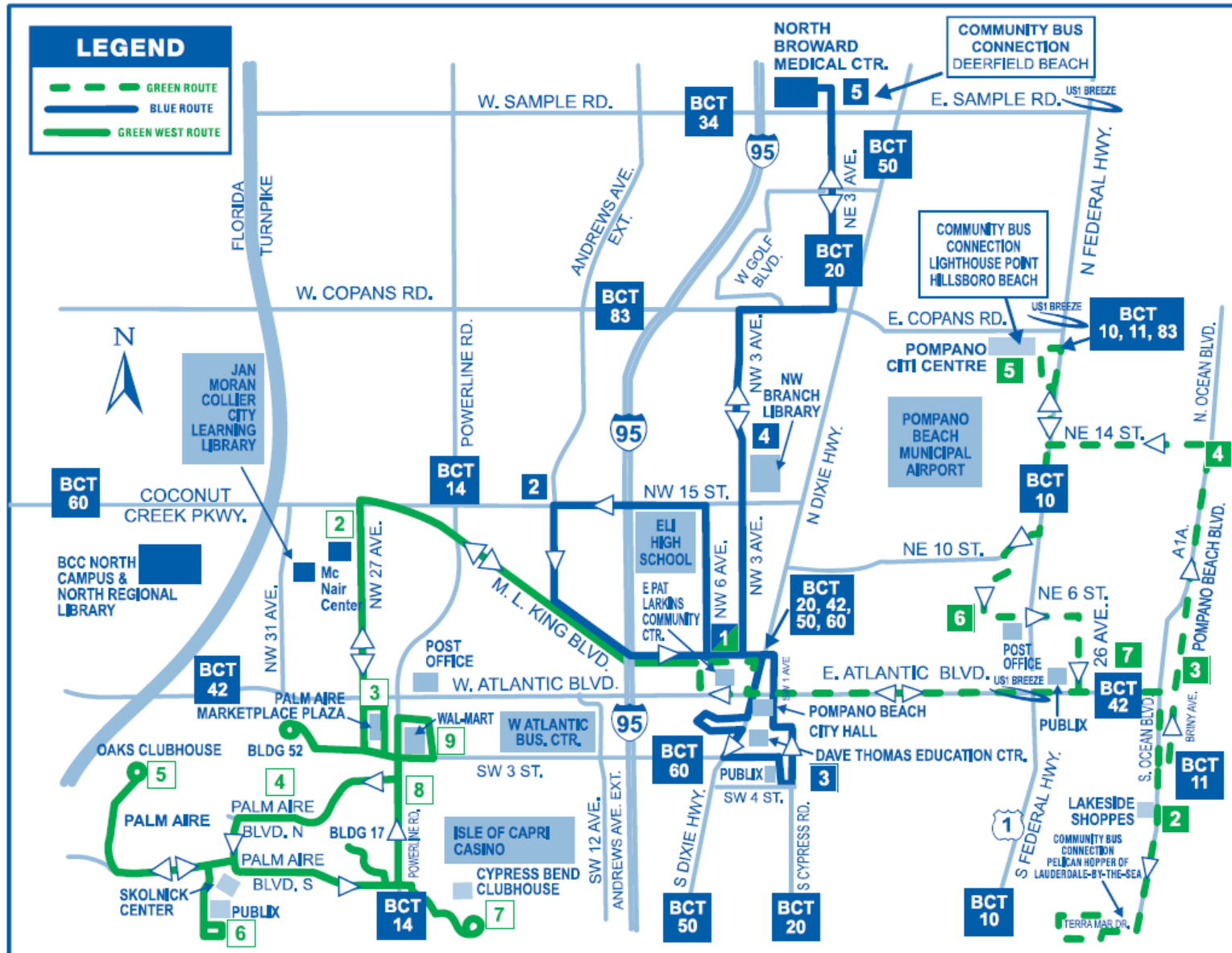
**Weekday  
 Limited Service**

**BROWARD COUNTY TRANSIT**  
[www.broward.org/bct](http://www.broward.org/bct)

- AVENTURA MALL
- HALLANDALE BEACH BLVD.
- PEMBROKE RD.
- YOUNG CIRCLE
- SHERIDAN ST.
- DANIA BEACH BLVD.
- S.E. 17 ST./S.E. 3 AVE.
- S.E. 6 ST./ANDREWS AVE.
- BROWARD CENTRAL TERMINAL
- SUNRISE BLVD./N.E. 15 AVE.
- OAKLAND PARK BLVD.
- COMMERCIAL BLVD.
- N.E. 62 ST.
- ATLANTIC BLVD.
- COPANS RD.
- SAMPLE RD.



FIGURE 3-31: POMPANO BEACH LOCAL TRANSIT CIRCULATOR MAP



### BICYCLE AND PEDESTRIAN FACILITIES

Existing bicycle and pedestrian facilities along US 1 were identified using aerial photography and field reviews. Maps were prepared (see Figure 3-32 through 3-37) to illustrate the approximate locations of existing sidewalks and bike lanes within the US 1 corridor. Based on Table 3-20, the following observations are made.

- Continuous sidewalks exist on both sides of US 1.
- Bicycle facilities are provided between NE 4 Street and NE 36 Street.
- A shared use path is provided on the west side of US 1 between NE 10 Street and NE 18 Street.

### PLANNED PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENTS

The following projects are included in the 2035 LRTP.

**TABLE 3-20: PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENTS**

SEGMENT/LOCATION	IMPROVEMENT	YEAR OF IMPLEMENTATION	NOTES
Atlantic Boulevard to SE 7 Street	Bicycle Project (1)	2021-2025	-
SE 15 Street to Sample Road	Bicycle Project (1)	2031-2035	-

*Note: (1) Bicycle projects refer to improvements on two types of facilities, striped bike lanes on existing pavement and off-road facilities*



***Discontinuities in the bike lane along US 1***

**FIGURE 3-32: BICYCLE AND PEDESTRIAN FACILITIES ALONG US 1 PAGE 1**



Drawing name: K:\FTL\_IPTD\144689000 Dlite Corridor Pompano\CADD\US 1 Corridor REV.dwg US 1-1 Nov 06, 2012 11:55am by: vladimir.velasco

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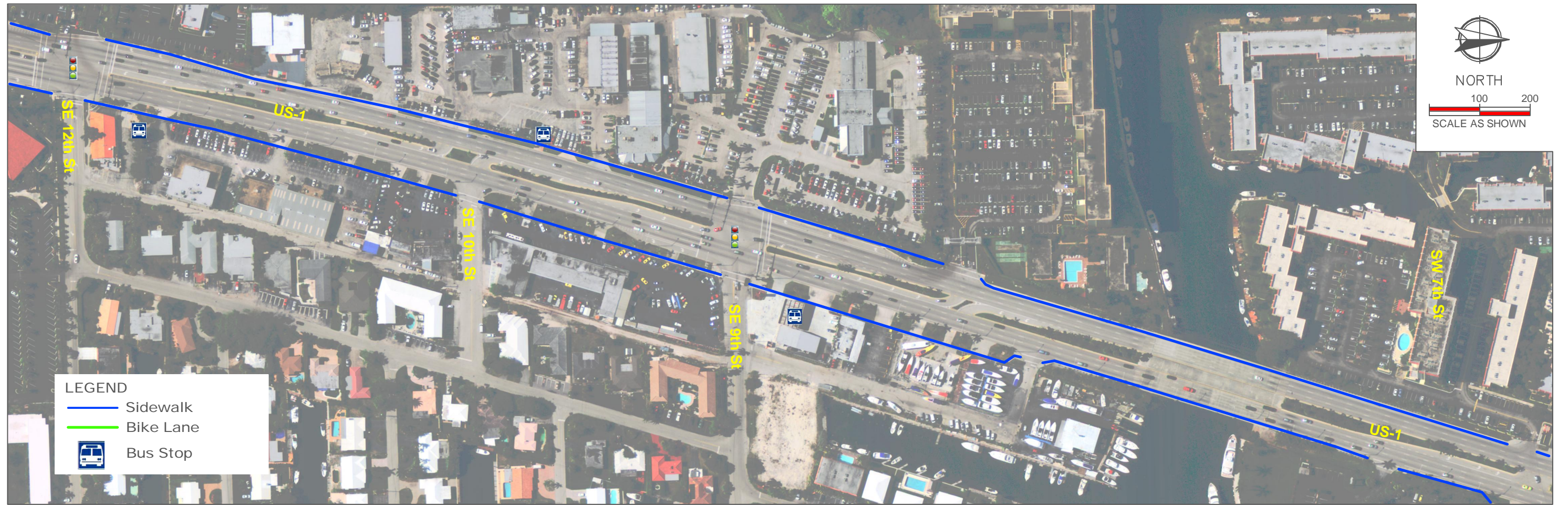


**LEGEND**

- Sidewalk
- Bike Lane
- Bus Stop

NORTH

SCALE AS SHOWN



**LEGEND**

- Sidewalk
- Bike Lane
- Bus Stop

NORTH

SCALE AS SHOWN

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CHECKED BY

**CITY OF POMPANO BEACH**  
BROWARD COUNTY FLORIDA

DATE 11/2012  
PROJECT NO. XXXXXX

**FIGURE 7**  
**US-1 CORRIDOR**  
BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES

SHEET NUMBER  
**1**  
1 of 6



**FIGURE 3-33: BICYCLE AND PEDESTRIAN FACILITIES ALONG US 1 PAGE 2**



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**FIGURE 7**  
**US-1 CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

SHEET NUMBER  
**2**  
 2 of 6



**FIGURE 3-34: BICYCLE AND PEDESTRIAN FACILITIES ALONG US 1 PAGE 3**



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**FIGURE 7**  
**US-1 CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

SHEET NUMBER  
**3**  
 3 of 6

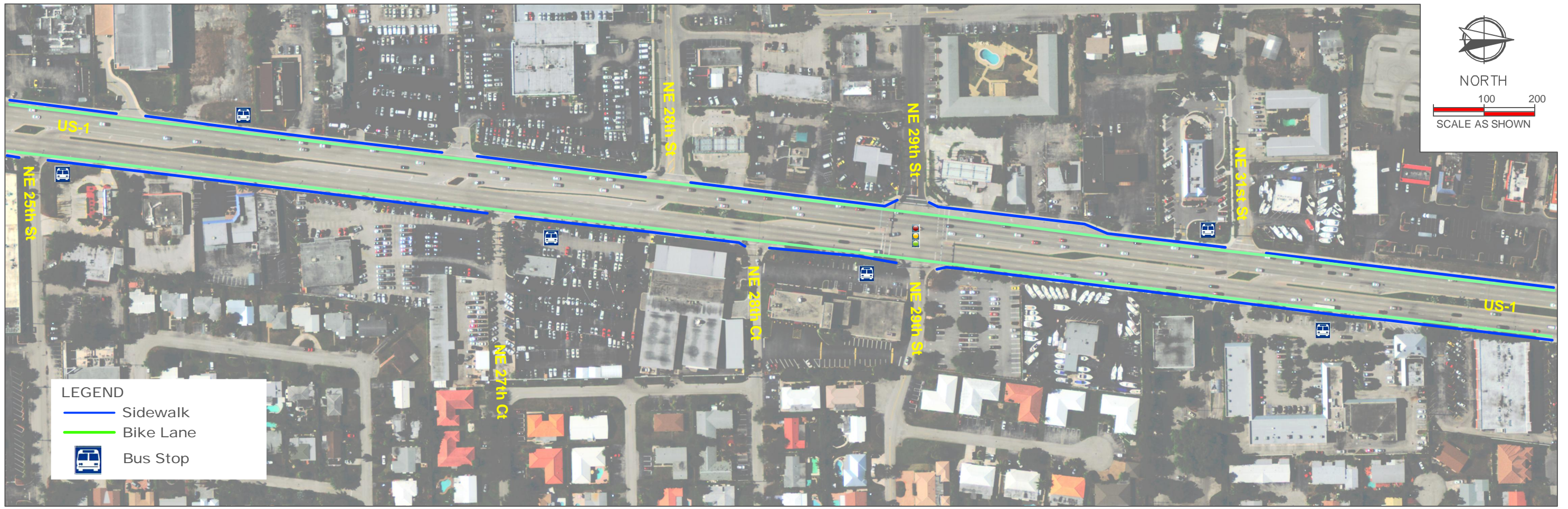


**FIGURE 3-35: BICYCLE AND PEDESTRIAN FACILITIES ALONG US 1 PAGE 4**



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**FIGURE 7**  
**US-1 CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

SHEET NUMBER  
**4**  
4 of 6



**FIGURE 3-36: BICYCLE AND PEDESTRIAN FACILITIES ALONG US 1 PAGE 5**



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**FIGURE 7**  
**US-1 CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

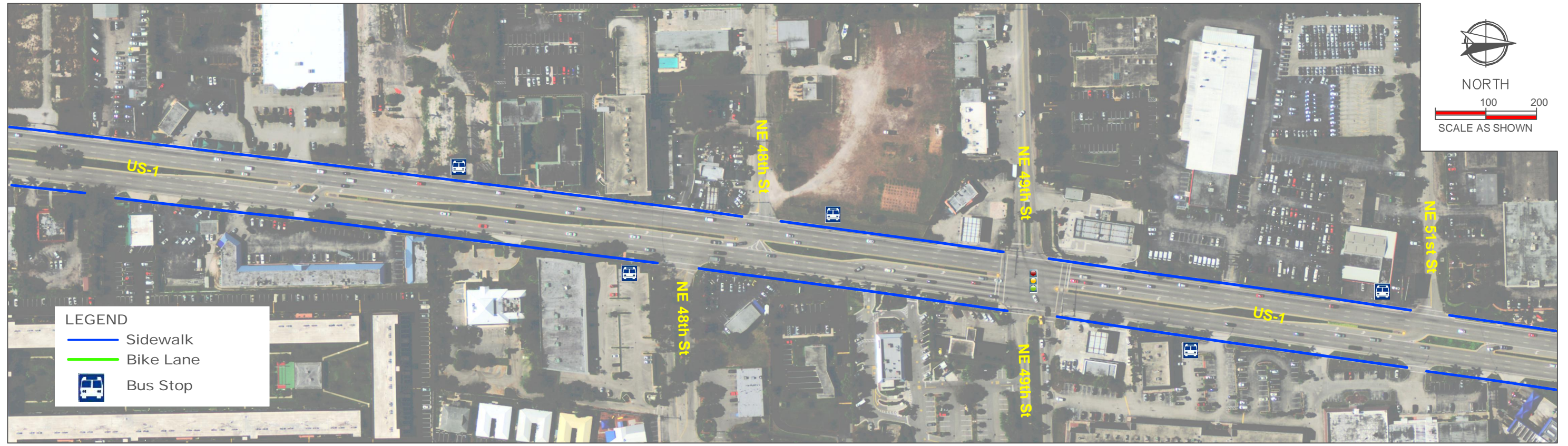
SHEET NUMBER  
**5**  
 5 of 6



**FIGURE 3-37: BICYCLE AND PEDESTRIAN FACILITIES ALONG US 1 PAGE 6**



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**FIGURE 7**  
**US-1 CORRIDOR**  
**BICYCLE, PEDESTRIAN AND TRANSIT FACILITIES**

SHEET NUMBER  
**6**  
 6 of 6



### SUMMARY

Federal Highway/US 1 is a north-south road where the northern and southern limits within the City of Pompano Beach being NE 54 Street and Cypress Creek Canal, respectively. The approximate length of this six-lane corridor within city limits is 6.1 miles. The US 1 corridor is characterized by dense commercial land use, closely spaced driveways, and seasonal fluctuation of traffic. US 1 provides access to the beaches and local attractions such as the Pompano City Center, Pompano Air Park, and Municipal Golf Course.

The existing traffic volumes indicate the corridor is operating at LOS D or better. The 2035 daily volume estimates indicate the segments between McNab Road and Atlantic Boulevard, and NE 10 Street and Copans Road are expected to operate at LOS F. These segments should be priority segments for potential improvements.

BCT's Routes 10 and US 1 Breeze, as well as City of Pompano Beach's Green Route, operate along US 1. Ridership on both BCT routes and city's local route has increased during the 12-month period between June 2011 and May 2012. Among the transit improvements identified within the US 1 corridor include mobility hubs at Sample Road, NE 49<sup>th</sup> Street/Wiles Road, and Copans Road. Further, premium rapid bus service is proposed along US 1, which is expected to replace the existing US 1 Breeze route.

An assessment of existing pedestrian facilities shows that continuous sidewalks are provided on both sides of US 1. However, bike lanes are limited to the segment between NE 4 Street and NE 36 Street. The 2035 LRTP identifies bicycle facilities between Atlantic Boulevard and SE 7 Street, and Sample Road and SE 15 Street.

Overall, level of service of some segments is expected to deteriorate over the next 20 years. However, roadway capacity enhancements do not appear to be viable due to dense development along the US 1 corridor. Therefore, priority should be given to operational and multimodal improvements to support long-term economic development and mobility needs.



## 4. LAND USE ASSESSMENT

This section provides an overview of land use characteristics of the City of Pompano Beach. This assessment helps to organize and define a variety of characteristics of the City that will feed into each of the corridor plans.

### EXISTING CITYWIDE PLANS AND STUDIES

The following provides an overview of existing Pompano Beach plans and studies, with an emphasis on how they guide development and redevelopment as well as design and urban form characteristics. The corridor plans will build upon the existing conditions assessment and include recommendations for modifications to existing plans and studies and new policies that will bring each of the corridor plans to life.

#### COMPREHENSIVE PLAN

The City's Comprehensive Plan was adopted in 2010 and subsequently amended in 2011 and 2012. The following provides an overview of the transportation, land use and recreation and open space elements, specifically identifying policies that most relate to the goal of improving and promoting redevelopment along the Atlantic Boulevard, Dixie Highway and Federal Highway/US 1 corridors.

#### LAND USE ELEMENT

The element includes an objective to address inconsistent land uses and includes policies that address parcels with inconsistent zoning and future land use designations (which are identified later in this report). A number of the policies focusing on preserving existing single family neighborhoods, providing a transition of varying residential land use designations, revising density and intensities to minimize negative impacts on single family areas and requiring buffers between different densities and land uses. The focus of these policies presents potential barriers to redevelopment efforts by emphasizing the need for separating densities and land uses and

---

*Plans for the transit-oriented corridor (TOC) district are a strong starting point for the Atlantic Boulevard and Dixie Highway Corridor Plans.*

---

buffering different uses. These barriers and separating of uses and densities may encourage non-mixed use development that is not walkable or easy to navigate in areas that may otherwise be prime locations for higher intensity, transit-oriented developments.

### TRANSPORTATION ELEMENT

This element contains an objective that encourages transit oriented and/or mixed land uses which promote and support public transportation in high priority public transit corridors or in areas served by major regional transit stations relative to the multimodal system. This objective would be applicable to each of the three corridors currently being studied as well as a number of other major east-west and north-south corridors in the city. A number of policies support the objective and call for transit oriented land use to be identified in designated public transportation corridors, implement the Transit Oriented Corridor (TOC) land use (currently underway), implement the Transit Oriented Development (TOD) land use, prepare transportation impact analyses for the TOC and TOD land uses, investigate a Tri-Rail station at the Isle of Capri, and to support the South Florida FEC Corridor Study.

An objective to help create a “City Sense of Place” is included in the element, supported by a number of policies. Many of the policies focus on better integrating and enhancing the Air Park. Additional policies recommend incorporating features and logos into transportation projects, adding signage or logo features to landscaping at the Atlantic Boulevard and Copans Road interchanges with I-95, and continuing to require street trees and landscaping on the regional roadway network.

The element contains a number of objectives and supporting policies relating to the multimodal network. Many of the policies focus on roadway congestion, collection of impact fees, concurrency, etc. Policies supporting bicycle, pedestrian and transit networks are included. There are also policies to implement local design criteria to improve aesthetics and comfort at multimodal facilities and to require pedestrian and bicycle features at all transit terminals and other multimodal locations.



Source: Curbed Miami

## RECREATION AND OPEN SPACE

The element includes general standards in terms of the amount of parks and open space, using a standard of three acres of parks per 1,000 people. There are policies that call for identifying and purchasing additional acreage for mini-parks or neighborhood parks and requiring residential development undertaken by the City to provide a new park site.

A policy that calls for a uniform and easily recognizable system of signage to direct people to public parks and recreational facilities is an example of a specific project that the corridor plans can support and include recommendations for, as well as a policy calling for the development of a marketing program to inform new residents and seasonal residents about recreational programs.

## TRANSIT ORIENTED CORRIDOR (TOC) LAND USE PLAN AMENDMENT (2011)

The redevelopment analysis includes the intent of the TOC land use, which is to allow for redevelopment consistent with the recommendations of the North West Community Redevelopment Area (CRA) and in the Pompano Beach Comprehensive Plan and to increase flexibility in allocating land uses with the TOC area without the need for individual land use plan amendments on a parcel by parcel basis. The land use designation will help achieve sustainable development principles, such as providing a variety of transportation choices to help limit automobile use, increase the efficient use of land, infrastructure and services while supporting the revitalization of Old Pompano and the City Hall Civic Center. The TOC will lead to a sense of place through mixed-use center that combine residential uses with economic activity. This supporting documentation for the land use application is consistent with the goals of the corridor plans and will directly impact Atlantic Boulevard and Dixie Highway, due to the geographic location of the proposed TOC land use.



Source: Metro Atlantic



### REVISED ZONING CODE

The City's revised zoning code was adopted in September 2012 and became effective January 1st, 2013. The code's Development Standards section is designed to ensure that developments are served by a coordinated multimodal transportation system that permits the safe and efficient movement of motor vehicles, emergency vehicles, transit, bicyclists, and pedestrians. A multimodal transportation system of this nature provides transportation options, promotes walkable communities that foster a sense of place, and increases the feasibility of and likelihood of using mass transit and aids in urban infill and redevelopment projects. One of the overlay districts included in the City's zoning code, the Atlantic Boulevard overlay District, has been designed to promote this area serving as the urban core of Pompano Beach, acting as a center of activity and also serving as the gateway to the City's marine and beach areas. The Atlantic Boulevard corridor plan will include additional assessments of how this will affect redevelopment efforts, including an evaluation of massing and building form.

### COMMUNITY REDEVELOPMENT AREA (CRA) PLANS AND PROJECTS

There are two CRAs within the City, the East and Northwest, both of which are located within our corridor study areas. In addition to CRA master plans, key projects that have been reviewed and will be used in the development of the corridor plans include the following:

#### EAST CRA

##### Pier Redevelopment Master Plan

The redevelopment plan for the pier and surrounding area is geared toward reinvigorating and revitalizing the beach area into a more desirable area that will attract more people to the beach and dining and shopping locations. As part of this redevelopment the City will undertake a Comprehensive Beach Restoration Plan to rebuild the system of dunes for both environmental and flooding issues.



### **East Atlantic Boulevard Improvements Project**

This project will modify Atlantic Boulevard between A1A and Pompano Beach Boulevard/Briny Avenue to add wider sidewalks, enhance the landscaping and revise the parking configurations and lanes, with the main goal being to create a pedestrian friendly and inviting environment that with a lively on-street cafe atmosphere. The CRA will work with businesses along the corridor to enhance building facades. This project will enhance the entry point to the beach area and become a gateway to the improved pier area.

### **Atlantic Boulevard Project**

This project will modify Atlantic Boulevard between Federal Highway/US 1 and A1A and relocate overhead FPL and Comcast facilities underground. Through a partnership with the Florida Department of Transportation (FDOT), landscaping will be enhanced and sidewalks will be widened. One travel lane from both the north and south sides of the roadway will be removed to allow for an enhanced pedestrian experience with outdoor seating and pedestrian-friendly features.

## **NORTHWEST CRA**

### **Pompano Beach Downtown Connectivity Plan**

This project, located between I-95 and Cypress Road/2nd Avenue and between 6th Street west of Dixie Highway and 3rd Street east of Dixie Highway, and Atlantic Boulevard west of Dixie Highway and south of Atlantic Boulevard to include the City Hall area east of Dixie Highway. The project consists of a market assessment, analysis of future land use issues, a traffic analysis, and preliminary concepts for future development. Districts identified within the plan include MLK Hammondville, Old Pompano, and Civic Campus.

Downtown Transit Oriented Corridor Massing and Zoning Analysis- Summarized in the Transit Oriented Corridor Land Use Plan Amendment section

### ECONOMIC DEVELOPMENT STRATEGIES REPORT

The Economic Development Strategies report, completed in 2009, focused on recommended targeted industries for the City and defined economic development strategies to pursue. The industries the report included for targeting were industrial/warehouse, Class A office space, and tourism.

**Industrial/warehouse** – Pompano Beach is home to one of the largest submarkets in Broward County, with more than 30 million square feet of space and will continue to serve as a critical component to job creation and economic stabilization.

**Class A office** – Although the Pompano Beach submarket is relatively small, with less than 1 million square feet of office space, its positioning immediately north of one of the most prominent office markets in Broward County (Cypress Creek) presents an opportunity to tie into this core demand base to support the expansion of office, particularly at the intersection at Atlantic Boulevard and I-95.

**Tourism** – Pompano Beach has two distinct tourist attractions, one of which is the hospitality and recreational activities associated with its miles of coastal frontage and the other the Isle Casino/Racetrack west of I-95. Additionally, the market is home to a 3,000 seat amphitheater and five championship golf courses. Being mindful of past efforts to enhance the coastal tourism market, the City should continue to pursue these revitalization efforts in conjunction with the community and, secondarily, focus on longer-term planning initiatives for the area’s surrounding the casino property.

The identified core essentials of the economic development strategy were:

- Data gathering and dissemination
- Marketing
- Regulations and regulatory management
- Development strategies

- Job linkage
- Incentives
- Communication

## EXISTING LAND USE

Table 4-1 identifies the number of acres of existing land uses within the City of Pompano Beach. The City has a comparatively smaller presence of residential uses than many other communities in South Florida, with 24.3 percent of the land area currently occupied with a residential use. Alternatively, Pompano Beach features a comparatively large amount of industrial uses, at 14.6 percent. Industrial land is concentrated in the central and northwestern portions of the City, largely west of I-95 and along the Andrews Avenue and Tri-Rail corridors and aids in the further development of industrial-oriented business clusters which are described in the economic assessment. Commercial uses represent nearly 15 percent of the land area while government uses account for approximately 12 percent. Nearly one-quarter of the land area consists of infrastructure-related areas such as roadways, retention areas, etc.



**TABLE 4-1: EXISTING LAND USES**

Existing Land Use	Acreage	Percent of Total
Agricultural	80	0.5%
Commercial	2,276	14.5%
Government	1,878	11.9%
Industrial	2,304	14.6%
Institutional	413	2.6%
Miscellaneous	1,082	6.9%
Residential	3,880	24.7%
ROW/Retention/Other	3,816	24.3%
<b>TOTAL</b>	<b>15,729</b>	<b>100.0%</b>

graphically depicts the location of existing land uses throughout the City. It is clear where the industrial base of Pompano Beach is, in the central and northwest portions of the City. This region forms a major industrial cluster not only for the City, but also for Broward County and the South Florida region. Much of the commercial area in the southwest portion of the City is golf course land associated with Palm Aire, not the traditional retail uses typically thought of as being commercial uses. One of the golf courses in Palm Aire has been approved for redevelopment and will feature a mixture of residential and commercial uses. A major contributor to the significant area of government uses in the City is the Air Park, located between Dixie Highway and Federal Highway/US 1, north of Atlantic Boulevard. The distribution of commercial uses along the major corridors of Dixie Highway and Federal Highway/US 1 puts a large number of the City’s residents within a walkable distance to a number of services. The corridor plans will build upon this land use distribution and highlight enhancements that can be made to increase the trip capture of non-automobile trips.



**FIGURE 4-1: EXISTING LAND USE**



### Atlantic Boulevard

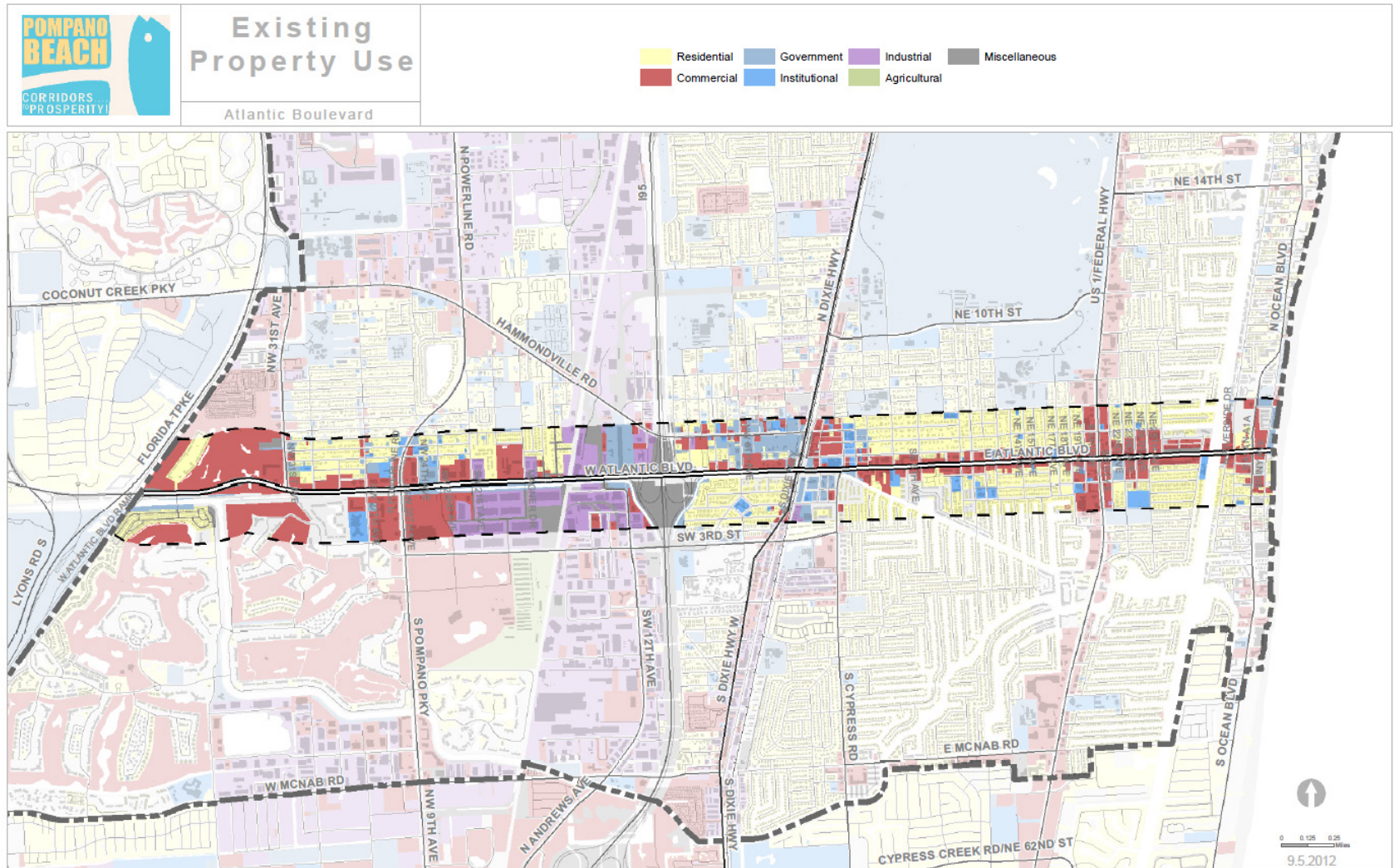
Table 4-2 identifies the existing land uses within a half-mile buffer of Atlantic Boulevard, which is highlighted, as well as the Dixie Highway and Federal/US 1 corridor for comparison purposes. The Atlantic Boulevard corridor contains more of “Other” uses, which include right-of-way, retention, etc. than the other two corridors. In terms of developed areas, the most notable difference is the significantly larger presence of commercial uses in the corridor with 23 percent of all existing uses classified as commercial, compared to eight percent in the Dixie Highway corridor and 15 percent in the Federal/US 1 corridor. The percentage of residential uses is nearly identical across all three corridors, largely due to the typical land use pattern within the City of having non-residential uses located adjacent to the corridors and residential uses further recessed from the roadway.

**TABLE 4-2: ATLANTIC BOULEVARD EXISTING LAND USES**

	ACRES			PERCENT		
	Atlantic	Dixie	Federal/US 1	Atlantic	Dixie	Federal/US 1
Agricultural	1	3	-	0%	0%	0%
Commercial	576	218	390	23%	8%	15%
Government	152	887	889	6%	33%	34%
Industrial	141	271	3	6%	10%	0%
Institutional	55	129	43	2%	5%	2%
Miscellaneous	120	124	52	5%	5%	2%
Residential	461	506	486	18%	19%	19%
Other (ROW, etc)	1,049	580	765	41%	21%	29%
<b>TOTAL</b>	<b>2,556</b>	<b>2,719</b>	<b>2,628</b>			

Figure 4-2 shows the existing land uses within the Atlantic Boulevard corridor study area. A notable exception to the pattern of commercial uses adjacent to the corridor with residential uses further recessed is the central portion of the corridor particularly between I-95 and Powerline Road. This area of the corridor features a high concentration of industrial uses and larger scale commercial uses, or “big box” commercial uses. As the corridor plans will describe, redevelopment recommendations will differ more significantly in these types of areas.

FIGURE 4-2: ATLANTIC BOULEVARD EXISTING LAND USE





### Dixie Highway

Government uses are clustered in the Dixie Highway corridor, representing one-third of the total land area. This is in large part because of the Air Park and surrounding golf course, the City Hall complex, areas within the TOC area along Dr. Martin Luther King Boulevard, and in the vicinity of Sample Road at the site of the water treatment plant north of Sample Road. There are significantly fewer commercial uses than the other corridors, as expected, given the higher concentration of industrial and warehouse type uses along the corridor. The higher concentration of industrial uses along this corridor creates a secondary industrial cluster for the City, although significantly smaller than the industrial conglomeration in the central and northwestern portion of the City. Industrial concentrations in this corridor are more oriented towards automobile and marine industry uses. The amount of residential uses is consistent with the other corridors, previously explained due to the general land use patterns found within the City of non-residential uses clustered along major corridors with residential units directly behind. Table 4-3 identifies existing uses within the Dixie Highway corridor study area.



**TABLE 4-3: DIXIE HIGHWAY EXISTING LAND USES**

	ACRES			PERCENT		
	Atlantic	Dixie	Federal/US 1	Atlantic	Dixie	Federal/US 1
Agricultural	1	3	-	0%	0%	0%
Commercial	576	218	390	23%	8%	15%
Government	152	887	889	6%	33%	34%
Industrial	141	271	3	6%	10%	0%
Institutional	55	129	43	2%	5%	2%
Miscellaneous	120	124	52	5%	5%	2%
Residential	461	506	486	18%	19%	19%
Other (ROW, etc)	1,049	580	765	41%	21%	29%
<b>TOTAL</b>	<b>2,556</b>	<b>2,719</b>	<b>2,628</b>			

The map shown in Figure 4-3 shows the existing land uses within the corridor study area. There are limited residential areas within the corridor study to the east of Dixie Highway, particularly north of NE 10<sup>th</sup> Street. This is partly due to higher concentrations of industrial and government uses as well as the location of the FEC Railroad track to the east of the roadway. Freight rail lines typically draw in these types of non-residential uses. The potential for future passenger rail service will offer a unique opportunity to the City that will be discussed in great detail in the corridor studies.

**FIGURE 4-3: DIXIE HIGHWAY EXISTING LAND USES**

### FEDERAL HIGHWAY/US 1

In terms of existing land uses, The Federal Highway/US 1 corridor has more in common with the neighboring Dixie Highway corridor than Atlantic Boulevard, but there are notable distinctions. Similarly to Dixie Highway, there is a very heavy concentration of government uses, again in part to the Air Park and neighboring golf course falling within both the Federal Highway/US 1 and Dixie Highway corridor study areas. Commercial uses are more prevalent than along Dixie Highway, but at a lower level than Atlantic Boulevard. The Pompano City Centre is located in the corridor study area and is a major commercial hub for the City. The northern portion of the study area at Sample Road and southern portion north of McNab Road make up two other significant commercial hubs. Given how many industrial uses are located within the City it is notable that this corridor has only 3 acres of industrial uses, less than one percent of the total area. Other than small marine industry related industrial uses, this area is not likely to become an area with a concentration of industrial uses, given the high supply levels in other areas. Table 4-4 identifies the existing land uses within the Federal Highway/US 1 corridor study area.

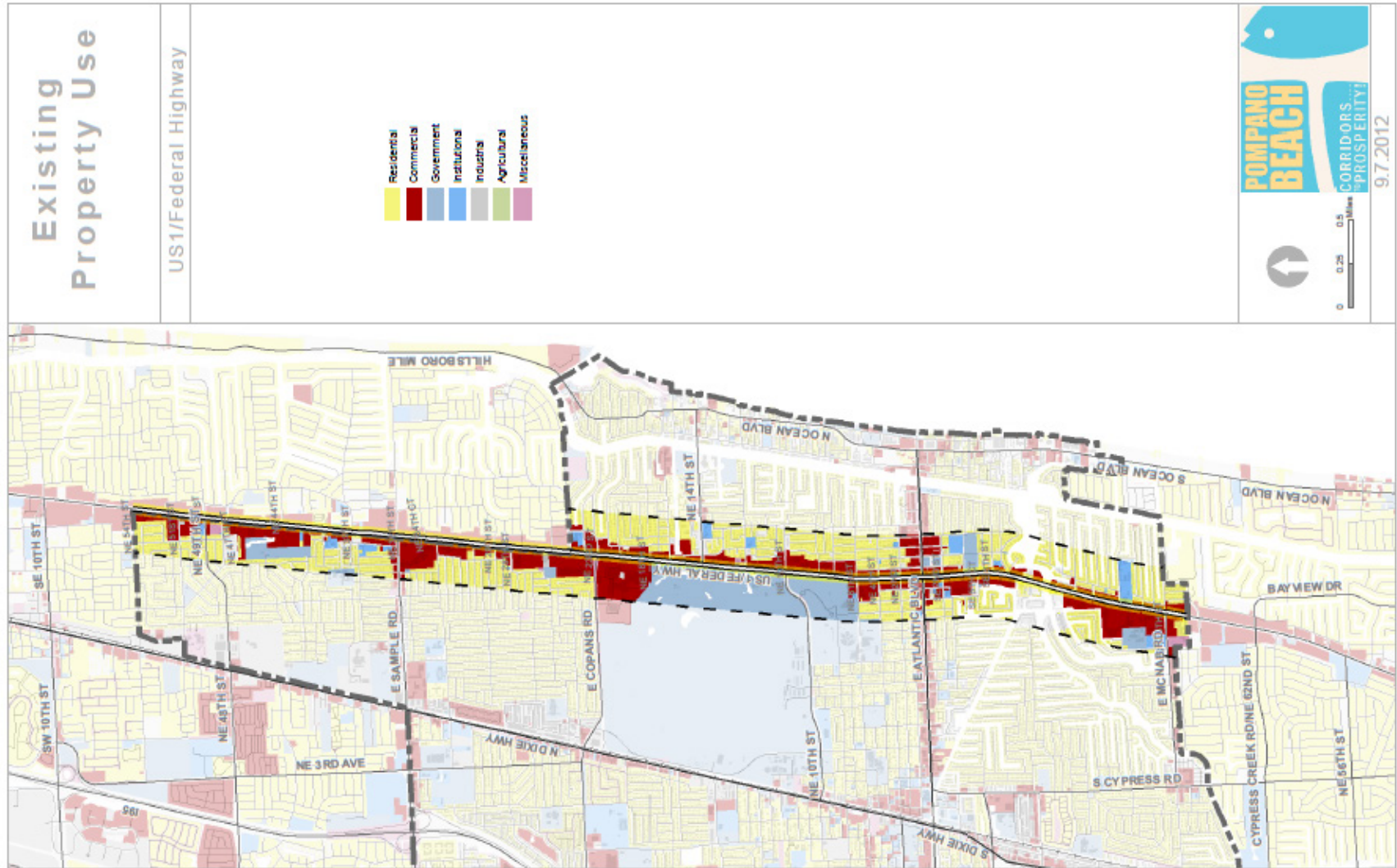
**TABLE 4-4: FEDERAL HIGHWAY/US 1 EXISTING LAND USES**

	ACRES			PERCENT		
	Atlantic	Dixie	Federal/US 1	Atlantic	Dixie	Federal/US 1
Agricultural	1	3	-	0%	0%	0%
Commercial	576	218	390	23%	8%	15%
Government	152	887	889	6%	33%	34%
Industrial	141	271	3	6%	10%	0%
Institutional	55	129	43	2%	5%	2%
Miscellaneous	120	124	52	5%	5%	2%
Residential	461	506	486	18%	19%	19%
Other (ROW, etc)	1,049	580	765	41%	21%	29%
<b>TOTAL</b>	<b>2,556</b>	<b>2,719</b>	<b>2,628</b>			



The map shown in Figure 4-4 shows the existing land uses within the corridor study area. The three significant commercial hubs at Sample Road, Copans Road and McNab Road are clearly evident. The previously discussed pattern of residential area located directly behind the commercial areas adjacent to the roadway is present.

FIGURE 4-4: FEDERAL HIGHWAY/US 1 EXISTING LAND USE MAP



## ZONING

Evaluating the zoning classifications provides for a more detailed look at uses within the City and their spatial orientation. The existing land use assessment allows for a higher level distribution of uses, but looking at the zoning allows for understanding not just where residential uses are, but where low-density single-family units are, high-density single-family units and multi-family units are located, for example. The I-1 (industrial-1) zoning classification is the most prevalent zoning classification in the City, representing just over 14 percent of the land area, followed closely by RS-2 (single-family residential) at 13.5 percent, as shown in Table 4-5. This is consistent with the large concentration of industrial land in the City and predominantly single-family neighborhoods.

TABLE 4-5: ZONING

ZONING CATEGORY	ZONING BASE USE	ACREAGE	PERCENT OF TOTAL
B-1	Commercial	64	0.4%
B-2	Commercial	147	0.9%
B-3	Commercial	1,170	7.5%
B-3/PCD	Commercial	104	0.7%
B-3/PCI	Commercial	108	0.7%
B-4	Commercial	326	2.1%
B-4/PCD	Commercial	10	0.1%
BP	Special	0	0.0%
CF	Special	613	3.9%
CR	Commercial	161	1.0%
I-1	Industrial	2,217	14.2%
I-1/PCD	Industrial	46	0.3%
I-1/PCI	Industrial	532	3.4%
I-1X	Industrial	116	0.7%
LAC	Special	54	0.3%
M-1	Commercial	6	0.0%
M-1/PCD	Commercial	11	0.1%
M-2	Industrial	12	0.1%
MH-12	Residential	103	0.7%
O-IP	Industrial	286	1.8%
O-IP/PCD	Industrial	46	0.3%
O-IP/PCI	Industrial	7	0.0%
PR	Special	1,271	8.1%
PU	Special	209	1.3%
RD-1	Residential	232	1.5%
RM-12	Residential	355	2.3%
RM-20	Residential	735	4.7%
RM-30	Residential	194	1.2%
RM-45	Residential	1,046	6.7%
RM-45/HR	Residential	59	0.4%



ZONING CATEGORY	ZONING BASE USE	ACREAGE	PERCENT OF TOTAL
RM-45/PCI	Residential	13	0.1%
RPUD	Residential	134	0.9%
RPUD-6	Residential	30	0.2%
RS-1	Residential	61	0.4%
RS-2	Residential	2,112	13.5%
RS-3	Residential	1,315	8.4%
RS-4	Residential	490	3.1%
RS-L	Residential	92	0.6%
T	Special	917	5.9%
W	Water	227	1.5%
<b>TOTAL</b>		<b>15,633</b>	<b>100.0%</b>

Figure 4-5 graphically depicts the zoning designations across the city.

**FIGURE 4-5: ZONING MAP**

<Insert Citywide Zoning Map>

A zoning analysis with respect to business clusters, which are further discussed in the economic assessment section, was undertaken to get a sense of where certain key industries are locating. Industries included in this assessment are marine, life sciences, international trade, cloud, aviation, advanced materials and creative employment types. These industries are further discussed in the economic assessment section of this report. The I-1 and B-3 zoning classifications are the most represented across these four industry types. Table 6-6 identifies the breakdown of which zoning classification parcels contain that have these employment types present. The number of parcels with a given zoning classification is a better indicator of the number of establishments than using the total acreage with a given classification. An analysis of zoning and land uses to attract each of these clusters will be examined in the corridor plans.

**TABLE 4-6: BUSINESS CLUSTER ZONING DISTRIBUTION**

MARINE	PARCELS	PERCENT	LIFE SCIENCES	PARCELS	PERCENT	INTERNATIONAL TRADE	PARCELS	PERCENT	CLOUD	PARCELS	PERCENT
B-2	1	1.10%	B-1	2	5.13%	B-2	3	1.64%	B-1	2	7.41%
B-3	22	24.18%	B-2	1	2.56%	B-3	26	14.21%	B-3	11	40.74%
B-3/PCD	3	3.30%	B-3	9	23.08%	B-3/PCD	1	0.55%	B-3/PCD	2	7.41%
B-4	13	14.29%	B-3/PCI	1	2.56%	B-4	13	7.10%	B-4	3	11.11%
I-1	23	25.27%	B-4	1	2.56%	I-1	97	53.01%	I-1	6	22.22%
I-1/PCI	1	1.10%	I-1	18	46.15%	I-1/PCI	14	7.65%	I-1/PCI	1	3.70%
I-1X	1	1.10%	O-IP	3	7.69%	I-1X	4	2.19%	RM-45	1	3.70%
M-1	1	1.10%	RM-20	1	2.56%	MH-12	2	1.09%	RS-3	1	3.70%
M-1/PCD	1	1.10%	RS-2	3	7.69%	O-IP	11	6.01%	<b>TOTAL</b>	<b>27</b>	
MH-12	3	3.30%	<b>TOTAL</b>	<b>39</b>		O-IP/PCD	1	0.55%			
O-IP	5	5.49%				PR	1	0.55%			
RM-20	3	3.30%				RM-20	1	0.55%			
RM-30	1	1.10%				RM-45	3	1.64%			
RM-45	1	1.10%				RM-45/HR	1	0.55%			
RM-45/HR	2	2.20%				RPUD	2	1.09%			
RS-2	9	9.89%				RS-2	3	1.64%			
T	1	1.10%				<b>TOTAL</b>	<b>183</b>				
<b>TOTAL</b>	<b>91</b>										

**CITY OF POMPANO BEACH TRANSPORTATION CORRIDOR STUDIES**

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AVIATION	PARCELS	PERCENT	ADVANCED MATERIAL	PARCELS	PERCENT	CREATIVE	PARCELS	PERCENT
T	3	50.00%	B-3	3	18.75%	B-1	1	4.00%
RS-2	1	16.67%	B-4	3	18.75%	B-3	4	16.00%
B-2	1	16.67%	I-1	5	31.25%	B-4	1	4.00%
RM-30	1	16.67%	I-1X	2	12.50%	I-1	12	48.00%
<b>TOTAL</b>	<b>6</b>		MH-12	1	6.25%	I-1/PCI	1	4.00%
			O-IP	1	6.25%	O-IP	5	20.00%
			RS-3	1	6.25%	RS-4	1	4.00%
			<b>TOTAL</b>	<b>16</b>		<b>TOTAL</b>	<b>25</b>	

### ATLANTIC BOULEVARD

Table 6- 7 identifies zoning classifications within a half-mile buffer of Atlantic Boulevard, which is highlighted, as well as the Dixie Highway and Federal/US 1 corridor for comparison purposes. The percentage of land with a particular zoning classification is largely similar across the three corridors, but there are a few noticeable differences. While not a predominate use in the corridor, the RM-45 zoning classification is found on four percent of the land within the Atlantic Boulevard corridor study area, while the other corridors feature little or none of this higher density residential zoning classification. While some higher density residential uses are more predominant in the corridor, lower density single-family residential uses are less represented in the corridor, with 16 percent of the land area zoned with a single-family residential classification. To provide a better focus on uses with a sizeable presence along the corridor, only those zoning classifications representing two or more percent of the total land area in the corridor study area are included.

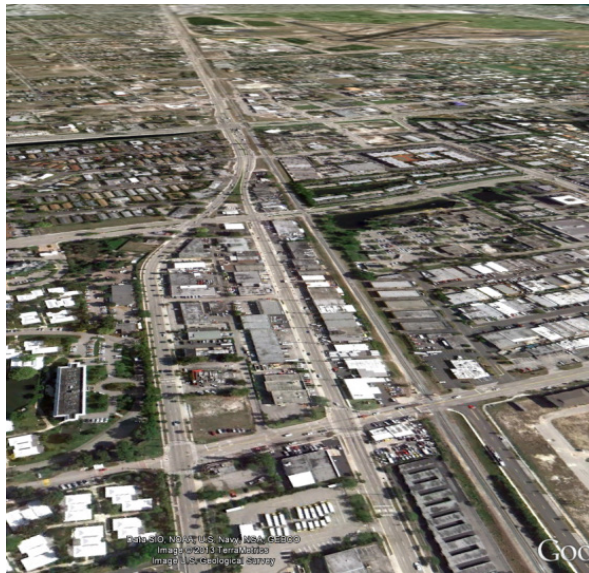


**TABLE 4-7: ATLANTIC BOULEVARD ZONING**

	ACRES			PERCENT		
	Atlantic	Dixie	Federal/US 1	Atlantic	Dixie	Federal/US 1
B-1	51	9	7	3%	0%	0%
B-2	55	26	4	3%	1%	0%
B-3	298	181	428	17%	10%	18%
B-3/PCD	33	5	60	2%	0%	3%
B-3/PCI	42	-	-	2%	0%	0%
CF	27	108	205	2%	6%	9%
I-1	102	176	176	6%	10%	8%
I-1/PCI	62	-	-	4%	0%	0%
PR	131	117	260	8%	6%	11%
RD-1	63	49	81	4%	3%	3%
RM-12	32	61	18	2%	3%	1%
RM-20	150	148	108	9%	8%	5%
RM-30	64	50	41	4%	3%	2%
RM-45	78	-	9	4%	0%	0%
RPUD-6	28	-	-	2%	0%	0%
RS-2	194	182	247	11%	10%	11%
RS-3	57	179	158	3%	10%	7%
T	143	148	163	8%	8%	7%
W	47	2	20	3%	0%	1%
<b>TOTAL</b>	<b>1,743</b>	<b>1,809</b>	<b>2,337</b>			

The map in Figure 6-6 identifies the zoning distribution within the Atlantic Boulevard corridor study area.

**FIGURE 4-6: ATLANTIC BOULEVARD ZONING**



### DIXIE HIGHWAY

Given the reduced concentration of commercial uses in the corridor, at first glance the relatively significant area of land zoned B-4 (11 percent) is surprising. However, this is likely due to the fact that nearly 90 acres in the City zoned industrial also have a B-4 zoning classification, as determined in the land use consistency analysis. The B-3 zoning classification, which is the most prevalent of the commercially-oriented zoning classifications, is significantly less prevalent in the Dixie Highway corridor than the other two, at 10 percent compared to 17 and 18 percent in the others, as shown in Table 6-8. While intensity, height and setback requirements are similar for the B-3 and B-4 zoning classifications, the types of uses differ and are highlighted in the sidebar on this page. To provide a better focus on uses with a sizeable presence along the corridor, only those zoning classifications representing two or more percent of the total land area in the corridor study area are included.

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***General Business (B-3) is intended to include moderate-intensity retail, service, office, recreation/entertainment, visitor accommodation and institutional uses at the community level, as well as complementary residential uses.***

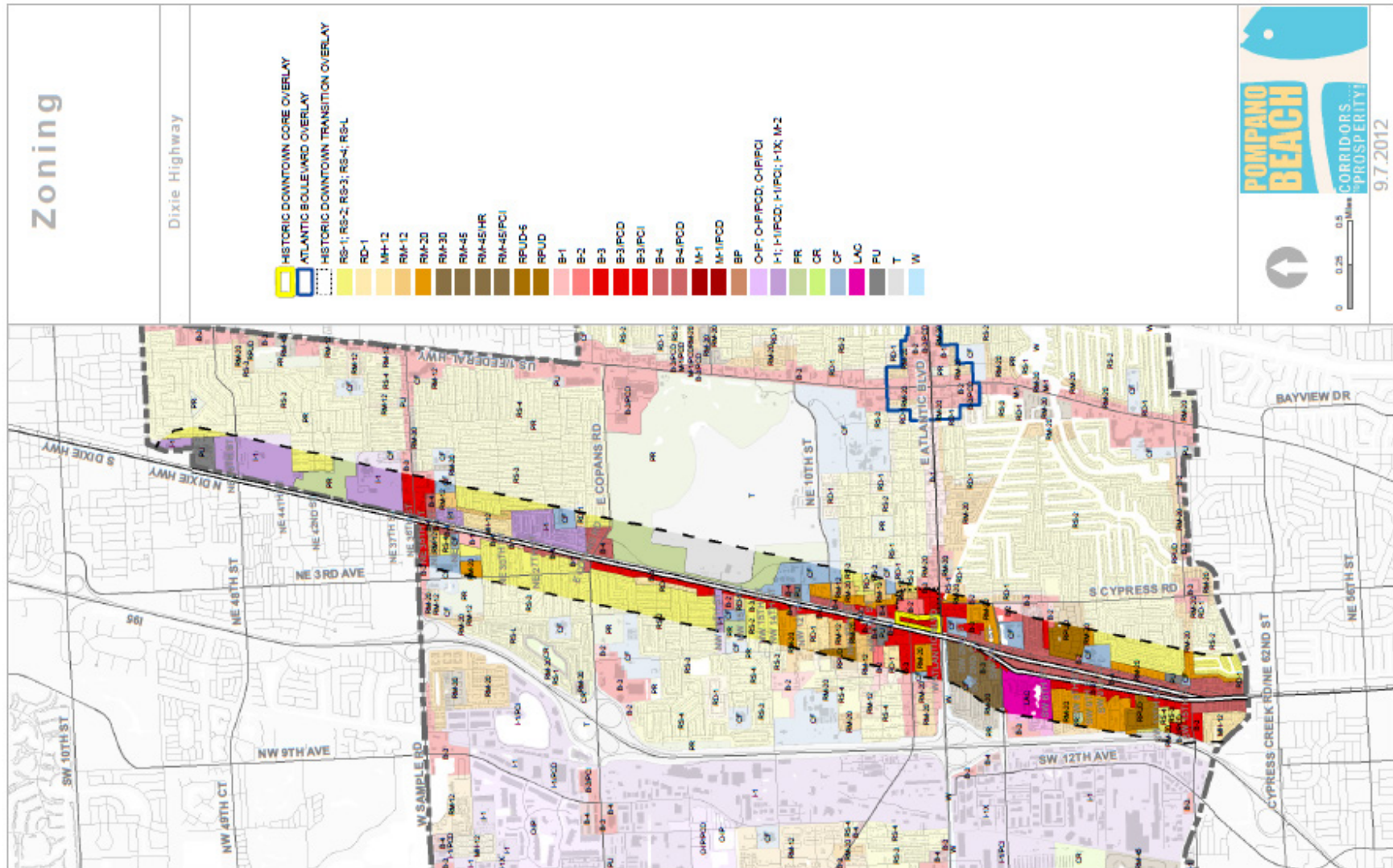
***Heavy Business (B-4) is intended to include moderate- to high-intensity retail, service, office, recreation/entertainment, and institutional uses that provide goods and services at a community, city-wide and regional level***

TABLE 4-8: DIXIE HIGHWAY ZONING

	ACRES			PERCENT		
	Atlantic	Dixie	Federal/US 1	Atlantic	Dixie	Federal/US 1
B-3	298	181	428	17%	10%	18%
B-4	19	199	162	1%	11%	7%
CF	27	108	205	2%	6%	9%
I-1	102	176	176	6%	10%	8%
LAC	-	44	44	0%	2%	2%
MH-12	-	37	-	0%	2%	0%
PR	131	117	260	8%	6%	11%
RD-1	63	49	81	4%	3%	3%
RM-12	32	61	18	2%	3%	1%
RM-20	150	148	108	9%	8%	5%
RM-30	64	50	41	4%	3%	2%
RPUD	-	51	26	0%	3%	1%
RS-2	194	182	247	11%	10%	11%
RS-3	57	179	158	3%	10%	7%
T	143	148	163	8%	8%	7%
<b>TOTAL</b>	<b>1,743</b>	<b>1,809</b>	<b>2,337</b>			

The map in [Figure 6-7](#) identifies the zoning distribution within the Dixie Highway corridor study area.

FIGURE 4-7: DIXIE HIGHWAY ZONING MAP





### **FEDERAL HIGHWAY/US 1**

There is a large spread of zoning classifications across the corridor, as seen in Table 6-9. The B-3 zoning classification is better represented in this corridor than the others, although at a similar percentage to Atlantic Boulevard. The most notable issue is that eight percent of the land area contains the Industrial-1 zoning classification, but the existing use analysis shows nearly no industrial uses in the corridor study area. More than ten percent of land in the corridor is zoned as Parks and Recreation, a great value than the other two corridors. To provide a better focus on uses with a sizeable presence along the corridor, only those zoning classifications representing two or more percent of the total land area in the corridor study area are included.

**TABLE 4-9: FEDERAL HIGHWAY/US 1 ZONING**

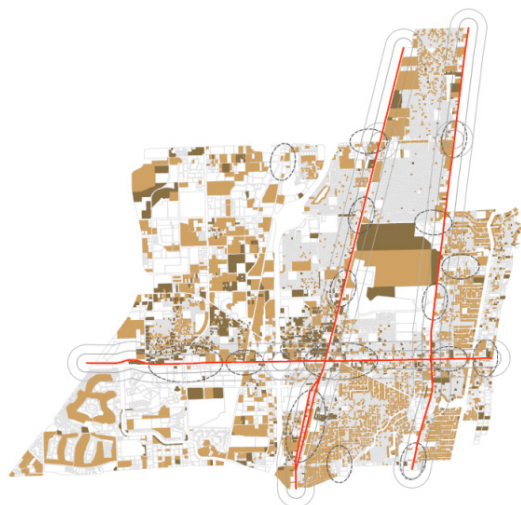
	ACRES			PERCENT		
	Atlantic	Dixie	Federal/US 1	Atlantic	Dixie	Federal/US 1
B-3	298	181	428	17%	10%	18%
B-3/PCD	33	5	60	2%	0%	3%
B-4	19	199	162	1%	11%	7%
CF	27	108	205	2%	6%	9%
I-1	102	176	176	6%	10%	8%
LAC	-	44	44	0%	2%	2%
PR	131	117	260	8%	6%	11%
RD-1	63	49	81	4%	3%	3%
RM-20	150	148	108	9%	8%	5%
RM-30	64	50	41	4%	3%	2%
RS-2	194	182	247	11%	10%	11%
RS-3	57	179	158	3%	10%	7%
RS-4	26	13	70	1%	1%	3%
T	143	148	163	8%	8%	7%
<b>TOTAL</b>	<b>1,743</b>	<b>1,809</b>	<b>2,337</b>			

The map in Figure 6-8 identifies the zoning distribution within the Federal Highway/US 1 corridor study area.

**FIGURE 4-8: FEDERAL HIGHWAY/US 1 ZONING MAP**

### CITY ASSETS AND DEVELOPING CENTERS

While evaluating existing land uses is an important function of the City's design and functionality, defining and locating the city's assets is also an important component in understanding the City's character and helping to shape its future. A number of assets and centers have been identified, including the Air Park and city golf course, the historic downtown, shopping hubs, industry clusters, marine activities and recreation features. Tying these areas into a green infrastructure network and promoting redevelopment activities that address these unique areas will be a key component of the corridor plans. Specific centers, along with school and institutional land uses, are identified in the map below. Each of these areas are considered to be centers of activity and opportunities to expand linkages between them. The corridor plans will use a center-based approach as it outlines redevelopment strategies and opportunities within each of the corridors. Center and corridor types that will be the focus of the corridor plans include:



- Urban Center
  - Emphasizes urban residential uses, office and civic space
- Main Street
  - Emphasizes urban residential and commercial uses
- Mixed Use Center – Commercial
  - Emphasizes commercial uses with a substantial residential presence
- Mixed Use Center – Residential
  - Emphasizes residential uses with a substantial commercial presence
- Employment Center A
  - Emphasizes large-scale commercial uses, office uses and urban residential uses
- Employment Center B
  - Emphasizes
- Mixed Use Corridor – Commercial
  - Emphasizes commercial uses with an urban residential presence

- Mixed Use Corridor – Employment
  - Emphasizes office and commercial uses with an urban residential presence
- Mixed Use Corridor – Residential
  - Emphasizes a range of residential uses with some commercial uses

Another element to consider is how these assets are positioned with relation to existing transportation corridors, mass transit and proposed transit, such as the FEC rail corridor. Through an analysis of these conditions, a “Framework” has been developed which highlights urban centers (regional, community, and neighborhood) as well as industrial areas, open space and recreation areas and water bodies.

This concept and the development of these various centers will help guide the development of corridor plans and include specific recommendations for each corridor and center. Each of the centers has a unique personality and redevelopment must be planned for accordingly. For instance, the center at Dixie Highway and Martin Luther King Jr. Boulevard shouldn't be treated the same way as the center at Atlantic Boulevard and Federal Highway/US 1 is, despite each being classified as a Main Street Center. Each has an important role to the City's economy, downtown enhancement and redevelopment potential, but in unique ways. Figure 6-9 presents the Framework Map for the City.



**FIGURE 4-9: FRAMEWORK MAP**

## GREEN INFRASTRUCTURE NETWORK

Existing trails, parks and open space are a piece of the overall framework of the City's organization and provide a starting point for where to focus future connections. This data, along with a land use suitability analysis, will influence areas to target for redevelopment and areas to promote additional green infrastructure.

The analysis, which was based on indicators such as publicly-owned lands, vacant and low-valued parcels, uses, etc., led to the identification of priority areas for green infrastructure. An expansion of the green infrastructure network can benefit redevelopment efforts and increase mobility options.

The analysis led to the identification of the following greenway priorities which will serve as the focus of the green infrastructure network. A general function and location of each is included.

- Air Park Loop: Generally following the boundary of the Air Park and golf course
- 14th Beach Access: Located along 14th Street between Federal Highway/US 1 and the beach area
- South Canal Trail: Generally located along the C-14 Canal between Andrews Avenue and Florida's Turnpike
- McNab Connector: Located on the north side of McNab Road and connecting the South Canal Trail to the South Dixie Trail.
- North Federal Park Trail: Located west of Federal Highway/US 1 and north of Atlantic Boulevard, serving as a connector between the Air Park Loop and North Federal Connector
- North Federal Connector: Located on the west side of Federal Highway/US 1 and serving as a connector between the North Federal Park Trail and Atlantic Walk
- Atlantic Walk: Serving as a "spine" of the City, generally following along Atlantic Boulevard the width of Pompano Beach
- 10th Street Connector: A short trail along 10th Street connecting the Air Park Loop to the Dixie Connector

- Dixie Connector: Located on the east side of Dixie Highway north of Atlantic Boulevard connecting Atlantic Walk to the Air Park Loop
- South Dixie Trail: Located along Dixie Highway between Atlantic Boulevard and McNab Road
- Dixie Highway Corridor: It is also noted that the County has long identified the Dixie Highway corridor as a top tier priority for a greenway trail. This corridor would serve as the “other spine” of the City, as it would travel the length of the City and intersect with Atlantic Walk.

### FUTURE LAND USE

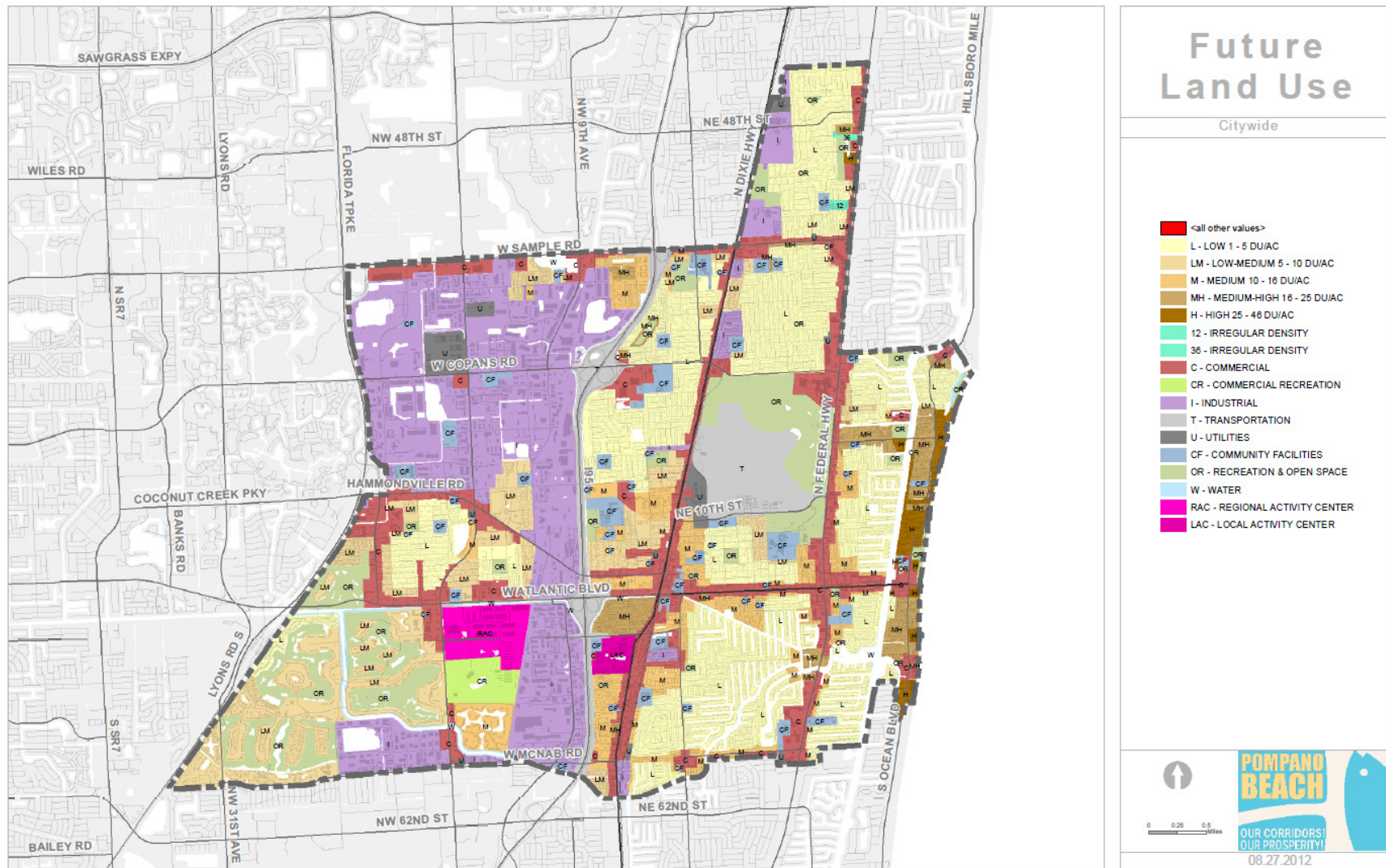
Evaluating the future land use designations provides for a look into both how the City is laid out today but also how it envisioned in the future. The existing land use assessment allows for a higher level distribution of uses, while looking at the zoning allows for understanding not just where residential uses are, but where low-density single-family units are, high-density single-family units and multi-family units are located, for example. The future land use distribution provides a more generalized view of the layout of the City and how the distribution of uses in the future will look. The most predominant future land use designations in the City are industrial and low density residential, consistent with the zoning and existing land use analyses. Table 6-10 identifies the breakdown of future land use designations in the City.

TABLE 4-10: FUTURE LAND USE

FUTURE LAND USE	ACREAGE	PERCENT OF TOTAL
12	9	0.1%
36	6	0.0%
C	1,799	11.5%
CF	467	3.0%
CR	145	0.9%
H	170	1.1%
I	3,343	21.4%
L	3,866	24.7%
LAC	65	0.4%
LM	1,499	9.6%
M	890	5.7%
MH	418	2.7%
OR	1,318	8.4%
RAC	224	1.4%
T	832	5.3%
U	192	1.2%
W	411	2.6%
12	9	0.1%

**Figure 6-10** graphically depicts the future land use distribution along the Dixie Highway corridor. The large expanse of industrial land is evident on the map, concentrated in the northwest portion of the City but also extending the length of the City generally west of I-95. Commercial uses are generally clustered along major corridors including Dixie Highway, Federal Highway/US 1, Atlantic Boulevard, Sample Road, and Dr. Martin Luther King Boulevard. The large Regional Activity Center at the southwest corner of Atlantic Boulevard and Powerline Road is the area around the Isle Casino.

FIGURE 4-10: FUTURE LAND USE MAP





### **ATLANTIC BOULEVARD**

There is a significant range of future land use designations along the Atlantic Boulevard corridor, with commercial at 26 percent the most prevalent, followed by residential low at 17 percent. While all three corridors have a significant presence of commercial future land uses, it is notable how much of the City's commercial uses are clustered along these three corridors. Citywide, only 11.5 percent of uses have a commercial future land use designation, a greatly smaller percentage than in the study corridors. The concentration of commercial future land uses will assist in the City's goal of creating a more vibrant, street-café atmosphere along eastern Atlantic Boulevard. The retail demand analysis in the economics section will discuss future retail uses in more detail. The distribution of future land uses in the Atlantic Boulevard corridor study area is identified in Table 6-11.

**TABLE 4-11 ATLANTIC BOULEVARD FUTURE LAND USE**

	ACRES			PERCENT		
	Atlantic	Dixie	Federal/US 1	Atlantic	Dixie	Federal/US 1
Res- 12	-	-	9	0%	0%	1%
Res- 36	-	-	6	0%	0%	0%
Commercial	454	431	491	26%	24%	32%
Community Facilities	40	75	62	2%	4%	4%
Commercial Recreation	-	-	-	0%	0%	0%
Residential High	12	-	7	1%	0%	0%
Industrial	115	221	-	7%	12%	0%
Residential Low	290	325	473	17%	18%	31%
Local Activity Center	-	52	-	0%	3%	0%
Residential Low Medium	140	149	28	8%	8%	2%
Residential Medium	197	244	148	11%	13%	10%
Residential Medium High	87	59	60	5%	3%	4%
Recreation and Open Space	153	93	191	9%	5%	12%
Regional Activity Center	103	-	-	6%	0%	0%
Transportation	80	85	15	5%	5%	1%
Utility	-	67	8	0%	4%	1%
Water	72	8	27	4%	0%	2%
<b>TOTAL</b>	<b>1,742</b>	<b>1,810</b>	<b>1,525</b>			

Figure 6-12 graphically depicts the future land use distribution in the Atlantic Boulevard corridor.

**FIGURE 4-11: ATLANTIC BOULEVARD FUTURE LAND USE MAP**

### DIXIE HIGHWAY

While the Dixie Highway corridor has fewer areas with commercial existing land uses, at the future land use level it is more consistent with the Atlantic Boulevard and Federal/US 1 corridor, although the 24 percent value in this corridor is less than Atlantic Boulevard, 26 percent, and Federal/US 1, 32 percent. There is a substantial concentration of industrial uses, making this a secondary cluster of these uses behind the large expanse of industrial uses found further west in the City, and particularly in the northwestern area. Future Land Use distributions in this corridor are identified in Table.

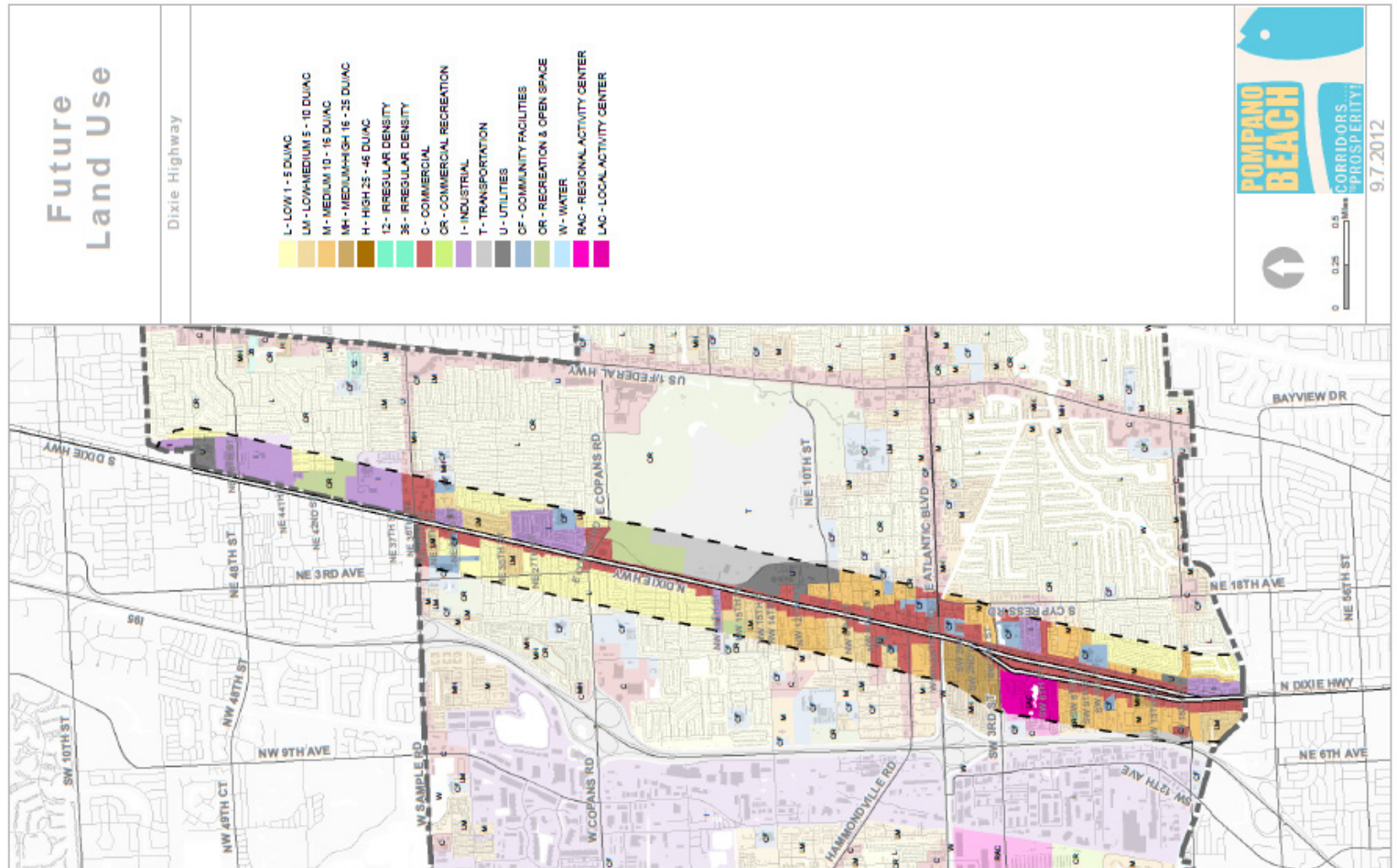
**TABLE 4-12: DIXIE HIGHWAY FUTURE LAND USE**

	ACRES			PERCENT		
	Atlantic	Dixie	Federal/US 1	Atlantic	Dixie	Federal/US 1
Res- 12	-	-	9	0%	0%	1%
Res- 36	-	-	6	0%	0%	0%
Commercial	454	431	491	26%	24%	32%
Community Facilities	40	75	62	2%	4%	4%
Commercial Recreation	-	-	-	0%	0%	0%
Residential High	12	-	7	1%	0%	0%
Industrial	115	221	-	7%	12%	0%
Residential Low	290	325	473	17%	18%	31%
Local Activity Center	-	52	-	0%	3%	0%
Residential Low Medium	140	149	28	8%	8%	2%
Residential Medium	197	244	148	11%	13%	10%
Residential Medium High	87	59	60	5%	3%	4%
Recreation and Open Space	153	93	191	9%	5%	12%
Regional Activity Center	103	-	-	6%	0%	0%
Transportation	80	85	15	5%	5%	1%
Utility	-	67	8	0%	4%	1%
Water	72	8	27	4%	0%	2%
<b>TOTAL</b>	<b>1,742</b>	<b>1,810</b>	<b>1,525</b>			

Figure 6-13 graphically depicts the future land use distribution in the Dixie Highway corridor



FIGURE 4-12: DIXIE HIGHWAY FUTURE LAND USE



### **FEDERAL HIGHWAY/US 1**

The distribution of future land uses is generally consistent with the zoning analysis, as shown in Table 6-13. The Federal Highway/US 1 corridor features a great percentage of commercial future land uses than the other two, and nearly double the level of Residential Low future land uses. Consistent with the higher concentration of the Parks and Recreation zoning classification, the corridor features a higher percentage of the Recreation and Open Space future land use classification than the other two corridors.

**TABLE 4-13: FEDERAL HIGHWAY/US 1 FUTURE LAND USE**

	ACRES			PERCENT		
	Atlantic	Dixie	Federal/US 1	Atlantic	Dixie	Federal/US 1
Res- 12	-	-	9	0%	0%	1%
Res- 36	-	-	6	0%	0%	0%
Commercial	454	431	491	26%	24%	32%
Community Facilities	40	75	62	2%	4%	4%
Commercial Recreation	-	-	-	0%	0%	0%
Residential High	12	-	7	1%	0%	0%
Industrial	115	221	-	7%	12%	0%
Residential Low	290	325	473	17%	18%	31%
Local Activity Center	-	52	-	0%	3%	0%
Residential Low Medium	140	149	28	8%	8%	2%
Residential Medium	197	244	148	11%	13%	10%
Residential Medium High	87	59	60	5%	3%	4%
Recreation and Open Space	153	93	191	9%	5%	12%
Regional Activity Center	103	-	-	6%	0%	0%
Transportation	80	85	15	5%	5%	1%
Utility	-	67	8	0%	4%	1%
Water	72	8	27	4%	0%	2%
<b>TOTAL</b>	<b>1,742</b>	<b>1,810</b>	<b>1,525</b>			

Figure 6-14 graphically depicts the future land use distribution in the Dixie Highway corridor.

FIGURE 4-13: FEDERAL HIGHWAY/US 1 FUTURE LAND USE



## LAND USE CONSISTENCY ANALYSIS

As part of the land use assessment, an evaluation of zoning and future land use designations was performed to determine those parcels with inconsistencies. As an example, there are 27.02 acres of land in the City with a commercial future land use designation but a multi-family residential zoning classification. In total, 3,389 acres of land have inconsistent future land use and zoning classifications, representing approximately 21.7 percent of the City's land. This information will be heavily used in the corridor plans to craft recommendations to address the inconsistencies and what changes are best to encourage redevelopment activities. It is also noted that in residential future land use districts allowing five or more units per acre, flexibility units, or "flex" units, are allowable when tied to affordability. In these instances, previously allocated units to an area may cause the current density to be inconsistent with the designated future land use. The following highlights the future land use and zoning combination inconsistencies that are most prevalent in the City.

- Low Medium Residential Future Land Use (5-10 dwelling units (DU) per acre and RM-45 Zoning designation (45 DU per acre)
  - 737 acres
- Medium Residential Future Land Use (10-16 DU per acre) and RM-20 Zoning designation (20 DU per acre)
  - 426 acres
- Low Medium Residential Future Land Use (5-10 DU per acre) and RM-12 Zoning designation (12 DU per acre)
  - 291 acres
- Medium High Residential Future Land Use (16-25 DU per acre) and RM-30 Zoning designation (30 DU per acre)
  - 185 acres



## **SOCIOECONOMIC CONDITIONS**

The appendix includes a number of 2010 Census-based exhibits identifying median income, median housing values, single-family dwelling units, home ownership, and number of bedrooms. These socio-economic indicators, along with land use, infrastructure and economic data highlighted in this report will feed into the development of the corridor plans.

Areas with the lowest median income and lowest home values are generally in the northwestern quadrant of the City, where industrial uses are most prevalent. The eastern most neighborhoods tend to have the higher values for these two indicators. Areas of the City with the highest levels of home ownership are clustered in the eastern half of the City as well as the southwestern area (Palm Aire).

## **REDEVELOPMENT ANALYSIS**

The vacant/redevelopment analysis used parcel use descriptions and assessed property values for evaluating parcels. All parcels with a vacant use description, except vacant residential, were considered to be vacant for purposes of the analysis. Parcels with a total value, including structural improvements, less than double the value of the land alone are considered to be redevelopable. This variable reflects structures that are not contributing to the parcel's overall value. Improved value was estimated by deducting land value from the assessed value of the parcels. Single family residential parcels, golf courses, and open space/parks with an improved to land value ratio under two were not coded as redevelopment.

The vacant/redevelopment analysis, identified in Figure 6-15, accounts for all other developable parcels based on existing land use description irrespective of improved to land value ratio. Generally, the land use descriptions in this category include commercial, industrial, agricultural, and residential uses such as multifamily and mobile home parks. Single family residential, vacant residential, golf courses, parks, and federal/state/county owned parcels were excluded from this category.

All parcels with development/redevelopment potential were scored as follows:

- Vacant – 6 points
- Redevelopment (improved to land value < 2) – 4 points
- Developable (based on land use description) – 2 point

The “high” redevelopable category corresponds to the improved value to land value variable. The “low” redevelopable category relates to land uses that are more likely to have redevelopment occur.

Redevelopment is generally easiest for large parcels. Smaller parcels may need to be acquired and assembled for development, which can be a time consuming and expensive process. All parcels within the study area were scored based on parcel acreage as follows:

- More than 3 acres – 3 points
- 1 to 3 acres – 2 points
- Less than 1 acre – 1 point

The individual scores based on proximity to major corridors, vacant/redevelopment potential, and parcel size were aggregated to develop a composite score for each parcel. The range of scores in the weighted composite score ranges from 1 to 12 and are grouped as follows:

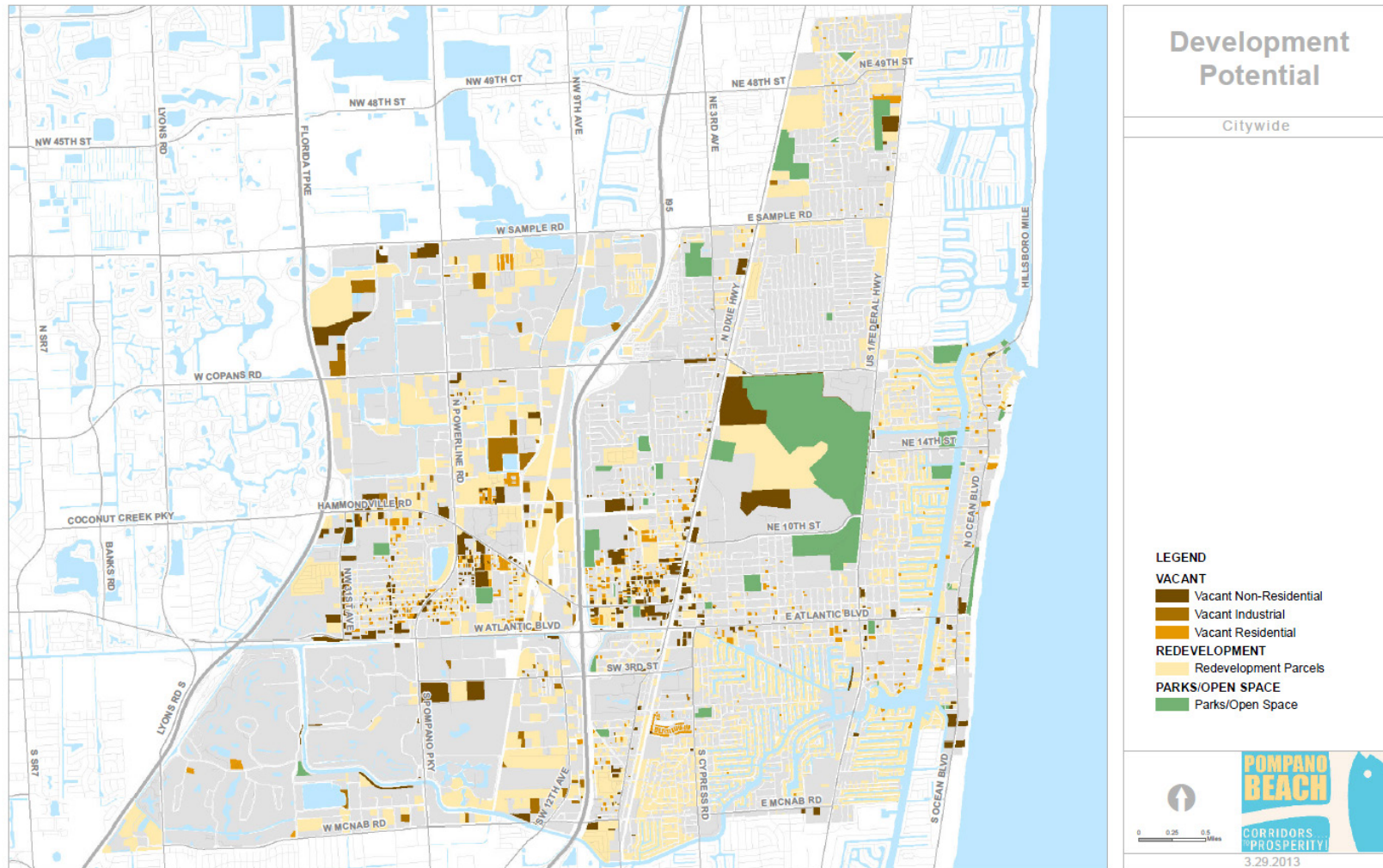
- Low – 1 to 3
- Medium Low – 4 to 6
- Medium High – 7 to 9
- High – 10 to 12

In the Atlantic Boulevard corridor, vacant and redevelopable parcels are clustered in the TOC land use district, near the CSX rail corridor and west of Powerline Road, with a scattering of parcels throughout the remainder of the study area.

In the Dixie Highway corridor, vacant and redevelopable parcels are clustered in the TOC land use district, between SW 6<sup>th</sup> Street and the southern city limits, and large-scale parcels near NE 48<sup>th</sup> Street.

In the Federal Highway/US 1 corridor, vacant and redevelopable parcels are generally more scattered throughout the study area compared with the other corridors. The concentrations and distributions of vacant and redevelopable parcels in each of the corridors will feed into the corridor plans and help strategize redevelopment efforts in given locations.

FIGURE 4-14: DEVELOPMENT POTENTIAL



**FIGURE 4-15: ATLANTIC BOULEVARD DEVELOPMENT POTENTIAL**





# Development Potential

Atlantic Boulevard

### VACANT

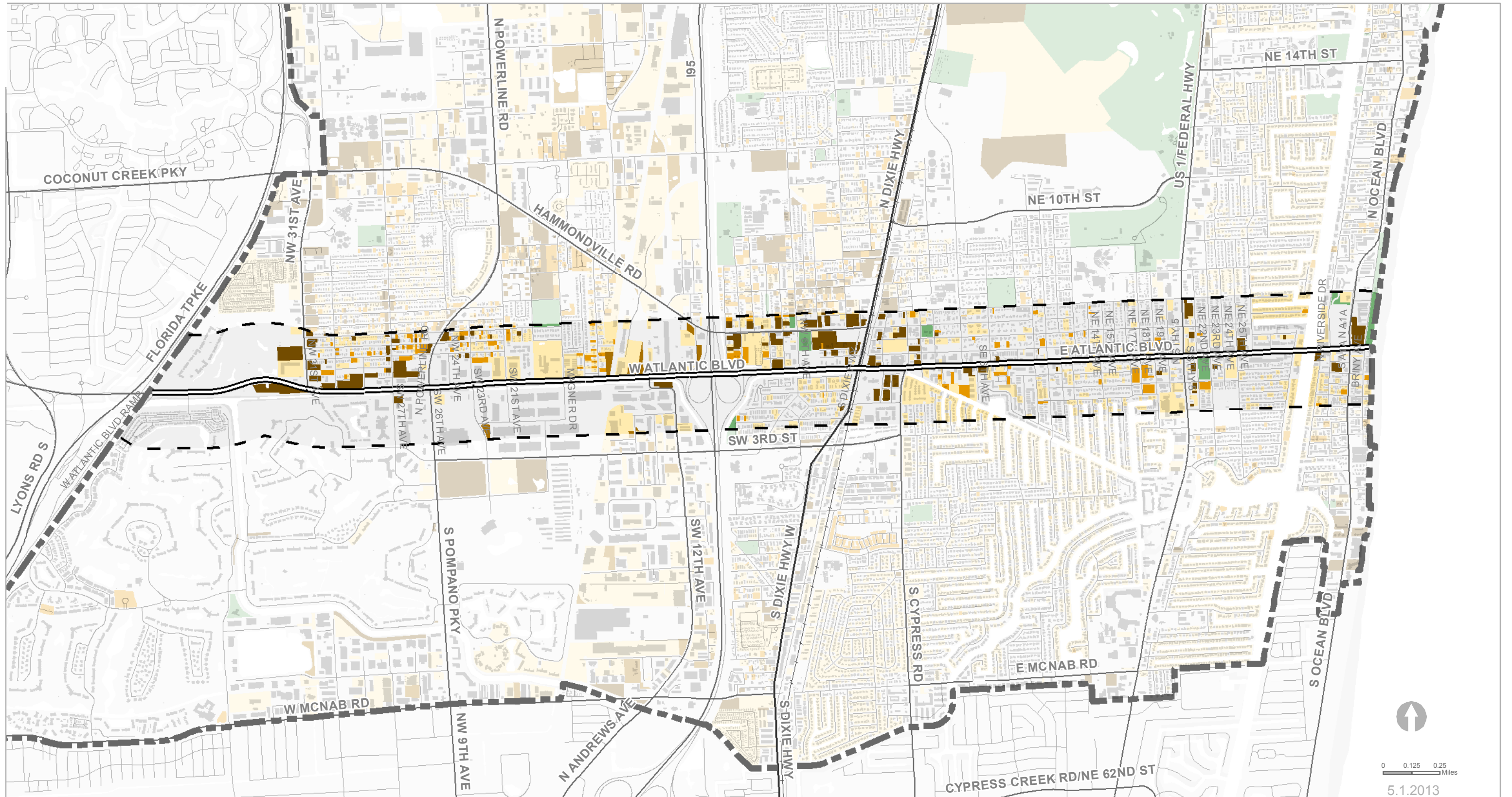
- Vacant Non-Residential
- Vacant Industrial
- Vacant Residential

### REDEVELOPMENT

- Redevelopment Parcels

### PARKS/OPEN SPACE

- Parks/Open Space



0 0.125 0.25 Miles

5.1.2013

**FIGURE 4-16: DIXIE HIGHWAY DEVELOPMENT POTENTIAL**



# Development Potential

Dixie Highway

## VACANT

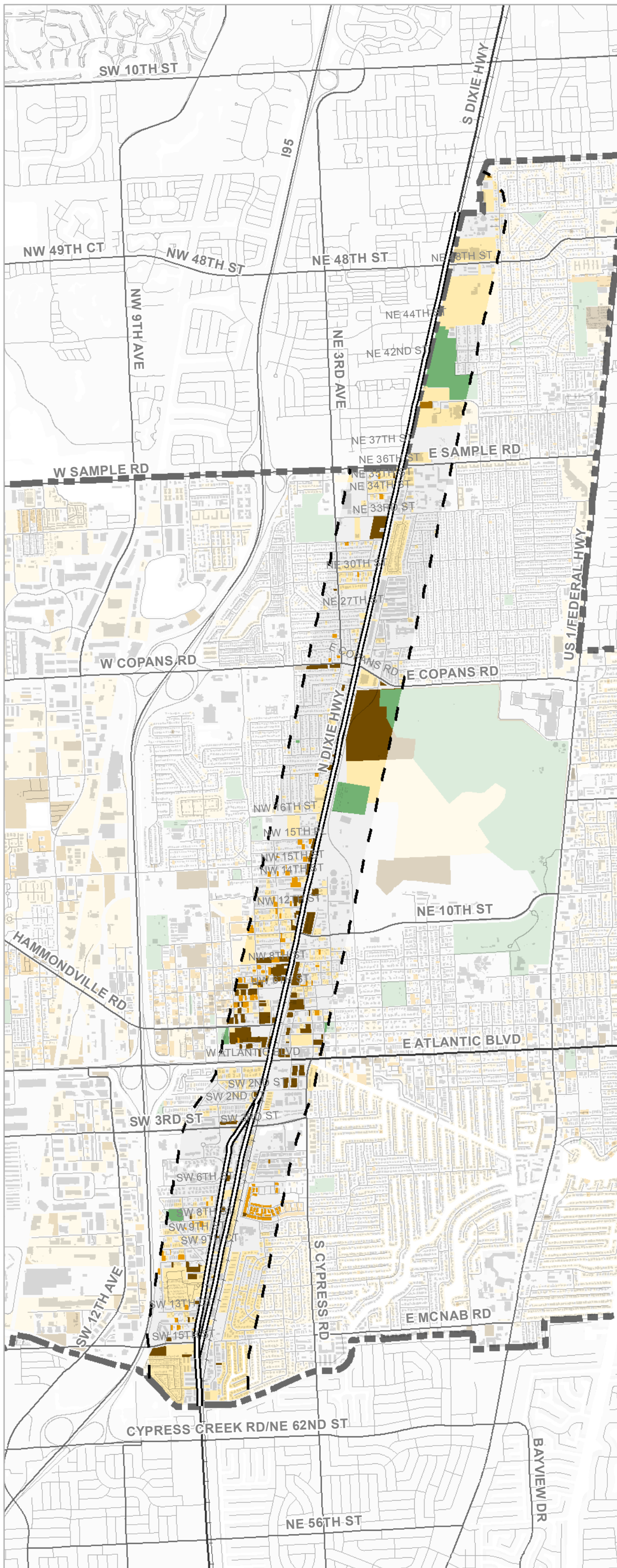
- Vacant Non-Residential
- Vacant Industrial
- Vacant Residential

## REDEVELOPMENT

- Redevelopment Parcels

## PARKS/OPEN SPACE

- Parks/Open Space



0 0.25 0.5 Miles






5.1.2013

**FIGURE 4-17: FEDERAL HIGHWAY DEVELOPMENT POTENTIAL**

# Development Potential

US1/Federal Highway

## VACANT

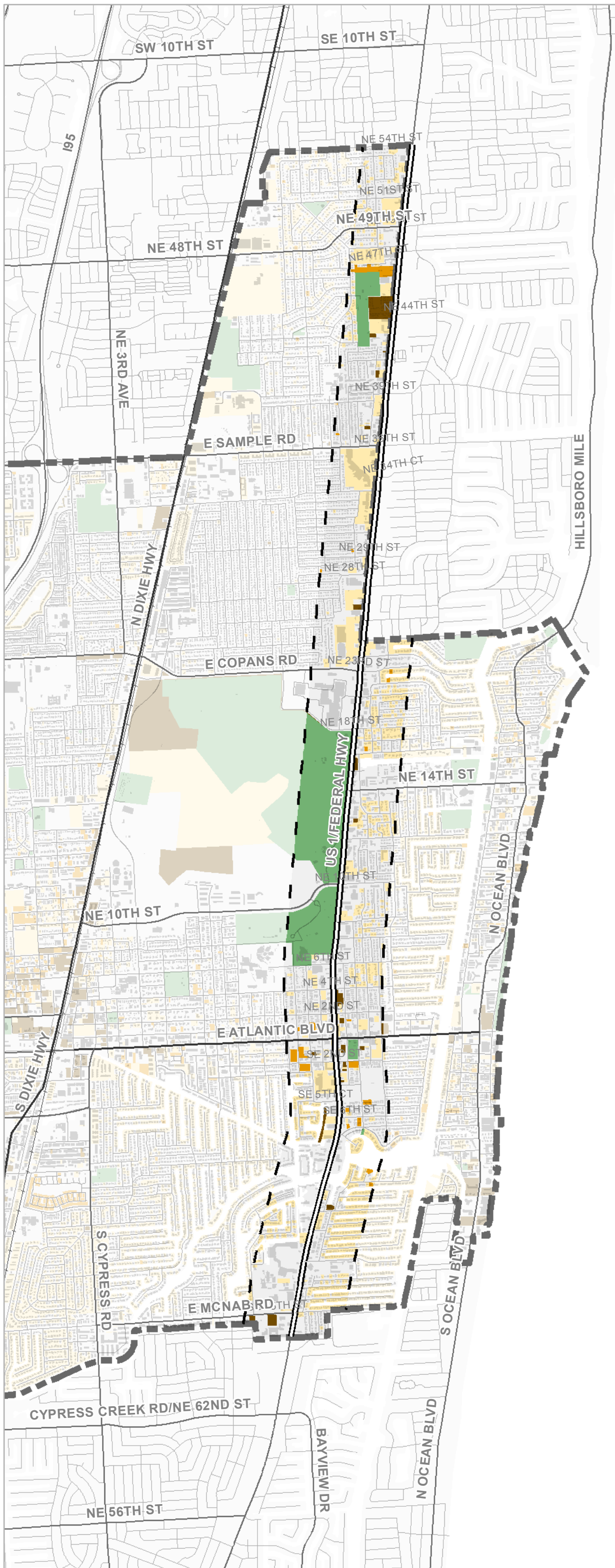
-  Vacant Non-Residential
-  Vacant Industrial
-  Vacant Residential

## REDEVELOPMENT

-  Redevelopment Parcels

## PARKS/OPEN SPACE

-  Parks/Open Space



0 0.25 0.5 Miles



5.1.2013



## WRAP UP

This section of the existing conditions and development opportunities report has focused on land use and redevelopment related items. This directly relates to economic conditions as well as infrastructure conditions, such as transportation, water, sewer and stormwater. The following sections of the report cover each of these topics and will feed into the corridor studies. The analysis of existing conditions will identify opportunities for the City as well as show what modifications are needed to realize redevelopment plans in Atlantic Boulevard, Dixie Highway and Federal Highway/US 1 corridors. The following section focuses on the transportation assessment of each of the three study corridors.

## 5. INFRASTRUCTURE ASSESSMENT

### DIXIE HIGHWAY, US-1 AND ATLANTIC BOULEVARD CORRIDORS

#### INTRODUCTION

The purpose of this section is to identify general opportunities and constraints with respect to development and redevelopment of the corridors as related to water, sewer and stormwater infrastructure.

Several data sources were used for this study including water, sewer and drainage atlas information, the City's draft stormwater master plan as prepared by Chen Moore and Associates, Inc. (Chen Moore), dated August 28, 2012, and aerial photographs of the study areas. Water quality standards with respect to stormwater were obtained from the South Florida Water Management District (SFWMD). In addition, individual meetings were conducted with City and Broward County stormwater and utilities staff to discuss development and redevelopment potential within these corridors, known limitations or constraints associated with existing infrastructure, and ongoing studies or improvement plans that have the potential to affect future development or redevelopment.

#### SUMMARY OF RESEARCH

The study area is currently served by major utilities including storm drainage, sanitary sewer and potable/reuse water. The City provided information related to the availability and size of these existing facilities. Existing sanitary sewer, stormwater, and water sizes and locations are included in Exhibit "B."

#### STORM DRAINAGE

The City of Pompano Beach is in the process of updating their stormwater master plan and intends to implement its findings as part of their CIP for future fiscal years. Please refer to the memorandum, Exhibit "C" dated September 10, 2012 for notes relating to the meeting held

between KHA and the City of Pompano Beach Utilities Department to discuss the Dixie Highway, U.S. 1 and Atlantic Boulevard corridors.

As part of the stormwater master planning efforts, Chen Moore developed a hydraulic and hydrologic computer model of the existing stormwater management system for the entire City and additional areas outside the City limits that contribute drainage into the City's system. The most current update to the master plan, dated August 28, 2012, identifies potential flooding depths within public right-of-way areas throughout the City based on the modeling. Using a combination of modeled flood depths, historical observations of flooding by City staff, flooding complaints by City residents, and FEMA Repetitive Loss Properties (properties filing at least two insurance claims for flood damage within any ten-year period), Chen Moore developed a basin prioritization formula and assigned a prioritization value to each sub-basin from 0.0 (lowest priority) to 11.0 (highest priority). Generally speaking, sub-basins with a prioritization value greater than 4.0 were considered to be worthy of additional study and modeling. Individual sub-basins that are linked together by topography or shared stormwater infrastructure ultimately were grouped together into twenty-four priority study areas. These study areas and the individual sub-basins comprising them are included as Exhibit "D".

The master plan identifies several alternatives for improving the drainage within each study area. Improvement alternatives include installation of exfiltration trench systems, interconnection with adjacent existing stormwater systems, upsizing of existing pipes, construction of retention areas, installation of stormwater pumping stations, implementation of backflow prevention devices at existing outfalls, and installation of drainage wells. The master plan evaluates alternatives for each study area, assigns an estimated construction cost for the improvement alternatives, and recommends the most viable alternative for each study area. Should any of these improvements be implemented as part of a future capital improvement plan (CIP), the affected right-of-ways should be expected to experience reduced flooding, thereby indirectly improving development potential on adjacent properties. It should be noted that development of adjacent properties would still be subject to existing regulations of the City,

County, and SFWMD, but improved downstream conditions could make development more appealing to interested developers or businesses.

As shown on Exhibit “D” no priority study areas were identified west of I-95 within the Atlantic Boulevard corridor, whereas four priority study areas were identified in this corridor between I-95 and Briny Avenue. Four additional priority study areas were identified within the Dixie Highway corridor, the most severe of which are located south of Atlantic Boulevard. Five priority study areas were identified within the Federal Highway corridor. Because the corridors intersect, some of the priority study areas overlap portions of two corridors.

Within the Atlantic Boulevard corridor, proposed improvements included stormwater pumping stations in the two priority study areas located west of Federal Highway with drainage wells and pipe upgrades east of Federal Highway. Within the Dixie Highway corridor, proposed improvements included a combination of pipe upgrades, pipe connections into the I-95 drainage system, stormwater pumping stations, and drainage wells in the three priority study areas south of Atlantic Boulevard and exfiltration trenches in the lone priority study area north of Atlantic Boulevard. Within the Federal Highway corridor, proposed improvements included exfiltration trenches, pipe upgrades, and drainage wells in the three priority study areas south of Atlantic Boulevard and additional pipe upgrades and exfiltration trenches north of Atlantic Boulevard. None of the master plan recommendations included regional stormwater retention areas within or in close proximity to the transportation corridors.

Please refer to the memorandum, Exhibit “E” dated September 6, 2012 for notes relating to the meeting held between KHA and Chen Moore to discuss the Dixie Highway, U.S. 1 and Atlantic Boulevard corridors.

Portions of the study area lie within the SFWMD Pompano Canal basin, primarily portions of the Dixie Highway corridor from approximately Copans Road on the north to just south of SW 3rd Street/Pompano Park Place on the south and portions of the Atlantic Boulevard corridor from NW 31st Avenue on the west to just east of Dixie Highway. Per the Broward County

Environmental Protection & Growth Management Department (BCEPGMD), the Pompano Canal is classified as an impaired water body with respect to its total maximum daily load (TMDL) for phosphorous and nitrogen. A TMDL represents the maximum amount of a given pollutant that a waterbody can assimilate and still meet water quality standards, including its applicable water quality criteria and its designated uses. TMDLs are developed for waterbodies that are verified as not meeting their water quality standards. TMDLs provide important water quality restoration goals that will guide restoration activities.

As a result, the Florida Department of Environmental Protection (FDEP) anticipates a Basin Management Action Plan (BMAP) for TMDL listed basins which requires all new and redevelopment projects within the study areas that contribute off-site discharges to the Pompano Canal watershed to utilize a combination of source control measures, i.e. preventing spills or prohibited discharges from reaching a stormwater drainage system; site design measures; and stormwater treatment systems sized to reduce the volume of pollutant loading in the stormwater runoff.

Site design measures are site planning techniques used to limit the amount of impervious surface area on the site, such as the use of pervious paving materials and directing roof drainage to landscaping or other pervious surfaces.

Other site design approaches include Low Impact Development (LID) which is a sustainable stormwater management plan that can be used to replicate or restore natural watershed functions by implementing engineered small-scale hydrologic controls that infiltrate, filter, store, evaporate, and detain runoff close to its source(s). Examples include green roofs, rain barrels, and underground infiltration storage areas.

At this time City staff expects that the Pompano Canal's TMDL classification may be de-listed soon because of recent improvements in water quality due to the operation of a previously closed canal gate structure. This may minimize special site design, source control, and LID



requirements that would have been required if the Pompano Canal retained its classification as an impaired waterbody.

Further, State standards for water quality require projects be designed and operated so that their off-site discharges meet State water quality standards, as set forth in Chapter 62-302, Florida Administrative Code (FAC). This means that retention, detention, or both retention and detention in the overall system including swales, lakes, canals, greenways, etc., must be provided for in one of the following three criteria or equivalent combinations thereof:

- Wet detention volume shall be provided for the first inch of runoff from the developed project, or the total runoff of 2.5 inches times the percentage of imperviousness, whichever is greater.
- Dry detention volume shall be provided equal to 75 percent of the above amounts computed for wet detention.
- Retention volume shall be provided equal to 50 percent of the above amounts computed for wet detention.

In addition, commercial or industrial zoned projects must provide at least one half inch of dry detention or retention pretreatment as part of the required retention/detention.

In cases of widening of existing roadways, SFWMD may reduce the water quality requirements, if the applicant provides documentation (hardship letter) demonstrating that all reasonable design alternatives have been considered, and which provides evidence that the alternatives are cost-prohibitive.

The Broward County Wellfield Protection Program regulates activities in wellfield protection areas. Broward County Code of Ordinances Chapter 27 – POLLUTION CONTROL defines specific regulations for development activities within wellfield zones of influence, most notably within ARTICLE VIII WELLFIELD PROTECTION. Zones of influence are established around existing or proposed wellfields as specified in wellfield protection maps. Refer to Exhibit “H” for the Broward County Wellfield Map section covering the limits of the City of Pompano Beach.

The level of regulation and licensing for development is based on the types of uses. For example, businesses that are or propose to be located within Zones 1, 2, and 3 may be required to apply for licenses to handle, store, use or produce regulated substances. Transportation corridors can be constructed or expanded within Zones 1 and 2 with specific restrictions that address temporary storage of hazardous chemicals within these zones. It is recommended that newly planned transportation corridors include a 500-foot setback from any public potable water well. Residential properties consisting of less than four live-in units per building are exempted for on-site storage and use of hazardous materials.

With regards to stormwater management, there are separation and additional pollution control requirements for stormwater management facilities near wellfields. Stormwater injection wells are allowable within Zones 1 and 2. Wet retention/detention areas shall not be closer than three hundred (300) feet to a public water supply well. Exfiltration systems are not allowed within the contour for Zone 1. Dry exfiltration systems may be permitted in Zones 2 and 3, but require pollution control devices at all inlets. No other excavations for the purpose of creating permanent water bodies in a wellfield protection zone will be permitted to reduce hydraulic recharge distances to public water supply wells in excess of two percent, nor shall such excavations be closer to public water supply wells than three hundred (300) feet. Based on these requirements, development near wellfields will have to specify locations of stormwater management facilities appropriately and provide additional pollution controls, thus influencing the configuration of development plans for these properties.

Please refer to the memorandum, Exhibit “F” dated September 14, 2012 for notes relating to the meeting held between KHA and the BCEPGMD to discuss the Dixie Highway, U.S. 1 and Atlantic Boulevard corridors.

The Pompano Beach Community Redevelopment Agency (CRA) staff indicated that Chen Moore was also conducting a stormwater master plan for the CRA. The study will investigate use of regional stormwater facilities (ponds) for the area bounded by Atlantic Boulevard to the south, I-95 to the west, 6th Street to the north and NE 3rd Avenue to the east. The CRA owns some

properties in that area and envisions having two ponds, one west and one east of Dixie Highway, to serve potential redevelopment projects. Similar regional facilities outside the CRA area will require property acquisition and require construction of drainage trunkline within public right-of-way and potentially pumping stations to allow redevelopment sites to connect to the system.

The east side of the US-1 corridor may present opportunities for use of vertical drainage wells, a solution which does not require large space as do ponds and to a smaller degree exfiltration trenches. However, drainage wells are limited by their capacity, salinity, and driving head conditions and are not widely recommended in the stormwater master plan with the exception of a few areas. It is reasonable to assume that implementation of drainage wells to serve future developments might be limited to the same general areas.

#### **POTABLE WATER AND RE-USE WATER SUPPLY**

The City of Pompano Beach Water and Wastewater Treatment Plant provides water supply to the plan area. The City indicated that the existing facility is adequate to meet “like kind” domestic water demands for the redevelopment and or development project. Please refer to the memorandum, Exhibit “G” dated September 19, 2012 for notes relating to the meeting held between KHA and the City of Pompano Beach Utilities Department to discuss the Dixie Highway, U.S. 1 and Atlantic Boulevard corridors.

Redevelopment or development with increased water demand may require replacement of existing infrastructure with newer or larger pipes to be located within the planned area public rights-of-way. City Utilities staff currently is unable to estimate the need for future water infrastructure improvements without having a development plan to review. A hydraulic model of the City’s water system is scheduled for the near future which may indicate areas that are likely to require improvements to increase capacity.

Review of the utility atlases indicates mostly 12” watermains along Atlantic Avenue from the Turnpike to I-95 and 12” to 18” watermains east of Dixie Highway. The Dixie Highway corridor has 6”, 8”, and two 12” watermains. City Utilities staff has indicated that the 6” and 8”

watermains along Dixie Highway may be abandoned to improve flushing. The Federal Highway corridor has 8" to 18" watermains. In each of the corridors, it seems likely that any necessary capacity increases would involve upsizing the 8" watermains if proposed developments in these areas had greater demands for water.

Plans for expansion of the City's re-use water system will require all future developments to connect to re-use where available in the plan area. According to the Broward County Wellfield Protection Program, re-use water can be transmitted through or used in Wellfield Protection Zones 1 and 2 if it is produced by a public utility, meets treatment and disinfection criteria, is produced, transported, and applied by facilities that meet FDEP regulatory requirements, and the distribution and land application systems meet minimum setback distances defined in program policies, so future developments in wellfield protection zones should not be further restricted.

#### **SANITARY SEWER**

The City of Pompano Beach collects sewage in the plan area and treats it at their Water and Wastewater Treatment Plant. The City has indicated that the treatment plant has the capacity to serve the redevelopment or development project specific to the plan area of a "like kind" nature. Please refer to the memorandum, Exhibit "G" dated September 19, 2012 for notes relating to the meeting held between KHA and the City of Pompano Beach Utilities Department to discuss the Dixie Highway, U.S. 1 and Atlantic Boulevard corridors.

Redevelopment or development with increased sanitary demand may require replacement of existing infrastructure with newer or larger pipes to be located within the planned area public rights-of-way.

City Utilities staff currently is unable to estimate the need for future sanitary sewer infrastructure improvements without having a development plan to review. Review of the utility atlases indicates existing forcemains through the majority of the Atlantic Boulevard corridor from the Turnpike to east of Dixie Highway and additional forcemains east of Federal Highway.

Nearly all of the adjacent properties have gravity sewer systems. The Dixie Highway corridor has no significant gravity or forcemain systems in its northern reaches above Sample Road. Most of the areas adjacent to Copans Road and continuing south along the west side of Dixie Highway are served by gravity sewer systems with additional forcemains from SW 3rd Street to McNab Road. There is a 54" forcemain along Copans Road from Dixie Highway to Federal Highway as well. Similarly, the Federal Highway corridor has no gravity sewer or forcemain systems in the northern reaches of the corridor north of Sample Road, with gravity sewer and forcemains located in properties east of Federal Highway beginning at approximately Copans Road and continuing south to the southern limits of the corridor. Development in the northern reaches of the Dixie Highway and Federal Highway corridors may require extensions of sanitary sewer infrastructure to remove these areas from septic tank service, but we are unaware of any current plans to extend sanitary sewer service north of existing limits.

## RECOMMENDATIONS

The following general recommendations are grouped into opportunities and constraints.

### OPPORTUNITIES

- Maximize site treatment controls to provide as much on-site stormwater treatment as possible.
- Maximize use of drainage wells along the east side of the US-1 corridor where they are deemed to be practical in consideration of capacity, salinity, and driving head conditions.
- Use LID that may include one or more of the following: bioretention, rain barrels, cisterns, grass swales, tree box filters, filter/buffer strips, vegetated roof covers, infiltration and exfiltration trenches, permeable pavers, inlet devices and soil amendments.
- Install, operate and maintain equivalent off-site treatment at an off-site location in the same watershed, i.e. regional pond or ponds.
- Consider the use of City own lands, i.e. parks and rights-of-way for off-site treatment.



- Consider the purchase of vacant land by the City for regional pond or ponds.
- Install re-use water lines in all existing and new rights-of-way to provide water for irrigation and to reduce demands on the potable water system.
- Future City stormwater improvement projects that result from the stormwater master plan may indirectly benefit future development by reducing flooding in the primary transportation corridors and other public rights-of-way, thereby improving access to the properties during and after storms and potentially providing improved conditions at outfalls.
- The future hydraulic model of the City's water system may identify system upgrades that are needed and can be included in future CIPs. Development potential may be improved in areas receiving increased flows and pressures from upsizing watermains. There is opportunity to influence future CIP projects or prioritization to improve areas with high development potential.

### CONSTRAINTS

- Wellfields may have significant effect on design as related to setbacks of stormwater facilities from wellfields, setbacks of re-use distribution and land application systems from wellfields, and the types of businesses that can develop in these areas. The presence of wellfields may eliminate or restrict stormwater treatment alternatives, i.e. wet retention/detention areas or any other permanent waterbodies shall not be located closer than three hundred (300) feet to a public water supply well; exfiltration trenches are not allowed in Zone 1 and only dry exfiltration trenches are allowed in Zones 2 and 3; and additional pollution control measures are required upstream of exfiltration trenches. In addition, businesses that store, handle, or use certain regulated substances will have to be licensed through Broward County with various levels of reporting requirements based on the regulated substances and may be required to install monitoring wells. This may discourage certain businesses from relocating to properties located near the wellfields. The wellfields are mainly located along the Dixie Highway corridor north of Atlantic Boulevard. Refer to Exhibit "H" for more information.
- Classification of the Pompano Canal as an impaired and or TMDL listed water body requires additional treatment of contributing drainage for water quality/TMDL's. This

may limit development potential for areas discharging into the Pompano Canal to developments incorporating low-impact strategies including a greater amount of landscaping and open space area suitable for the provisions of such measures.

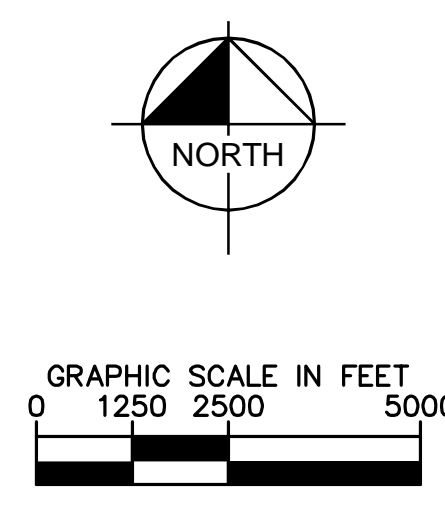
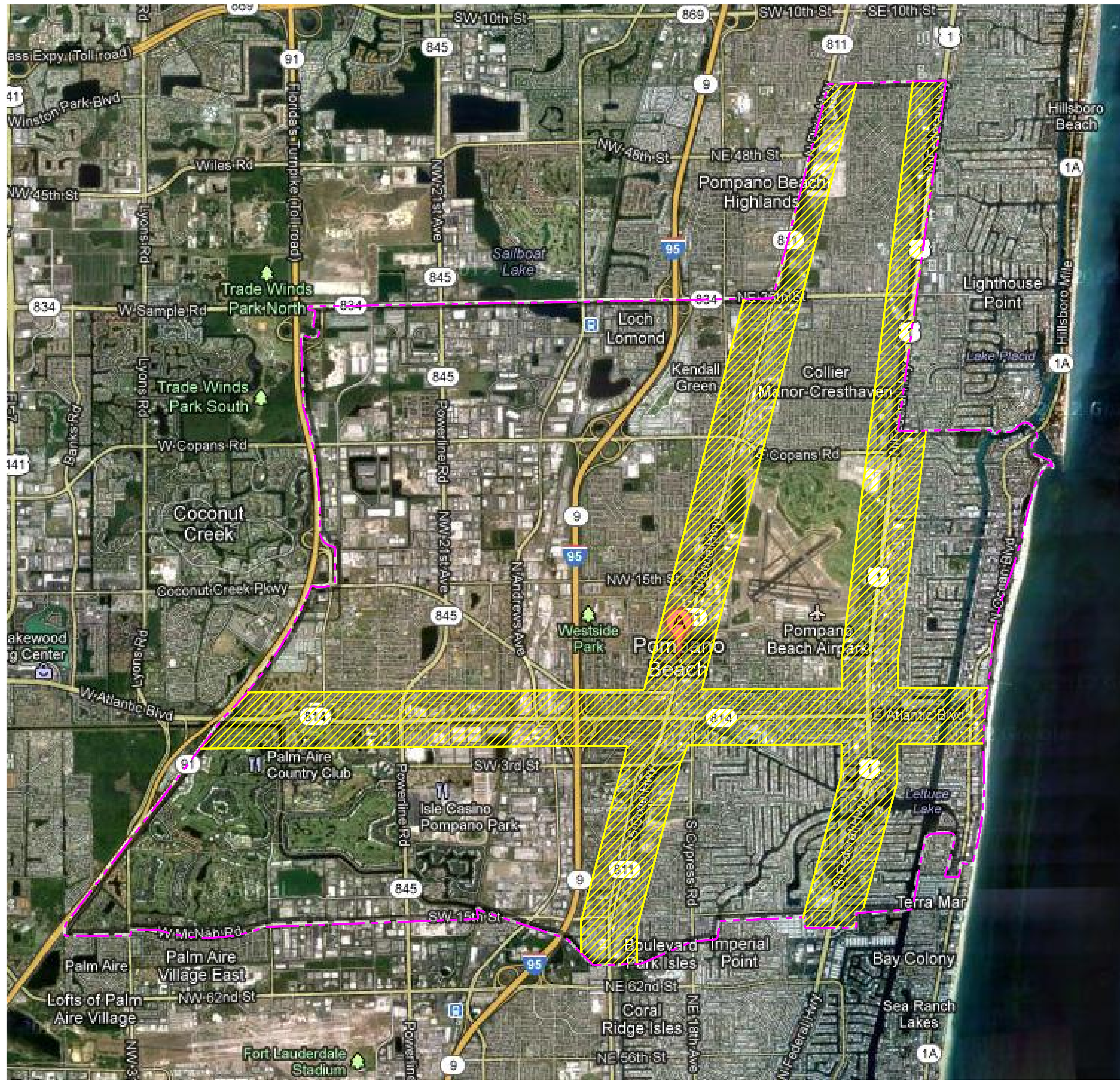
- Outfall points – Part of the stormwater management concept effort should be to consider the locations and sizes of off-site pond sites for the project. The construction of these ponds may prove costly when considering the pumps and force mains associated with having to move stormwater to these sites.
- The lack of sanitary sewer facilities in the northern reaches of the Federal Highway and Dixie Highway corridors may limit development potential. Extending City facilities to serve properties in these areas may be cost-prohibitive, and there does not appear to be plans to do so in the immediate future.
- Certain development intensities may have higher water demands that cannot be satisfied with existing City facilities. Until City facility upgrades are implemented, development in areas with less capacity may be limited to smaller projects with lower demands.

# **EXHIBIT A**

## **Study Area Map**



Plotted By: Ebrahim, Sina - Sheet Set: Kna - Layout: Layout1 - December 27, 2012 - 03:49:30pm - K:\VTL\Civil\144 - Jobs\144669002 - Pompano Beach\_Visioning\CADD\STUDY AREAS.dwg  
 This document, together with the concepts and designs presented herein, is intended only for the specific purpose and client for which it was prepared. Reuse or improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



	CITY BOUNDARIES
	STUDY AREA

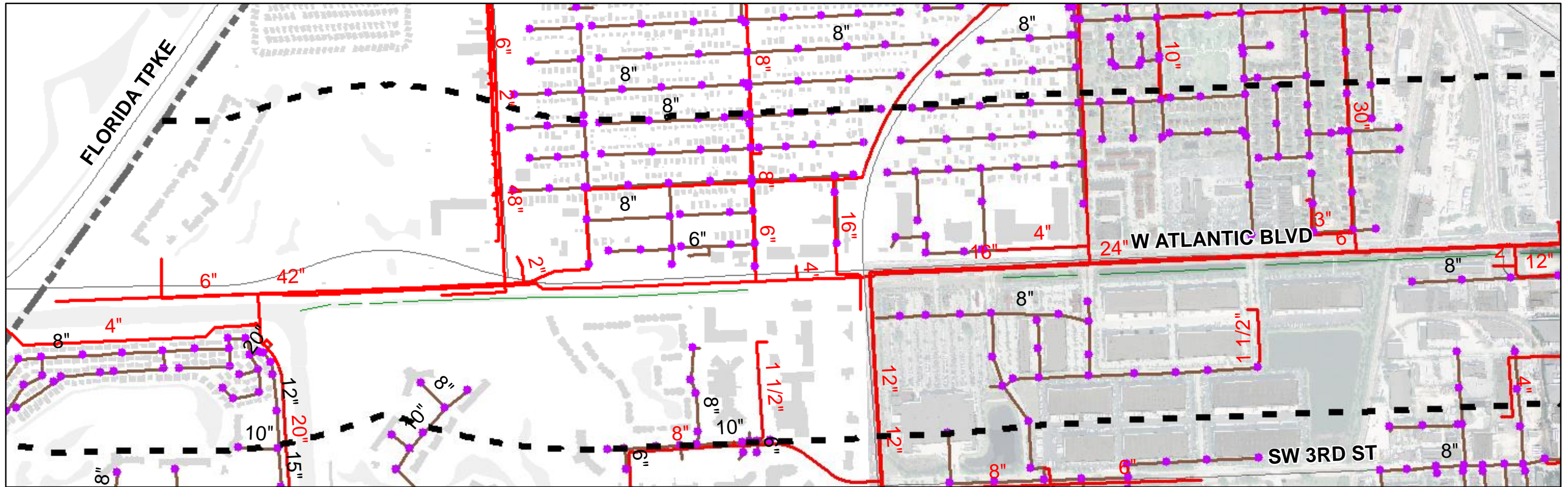
KHA PROJECT 144669002		LICENSED PROFESSIONAL	
DATE 11/07/2012	SCALE AS SHOWN	MARWAN MUFLEH	FLORIDA LICENSE NUMBER
DESIGNED BY SV	DRAWN BY SE	DATE: _____	
CHECKED BY GR	FL	REVISIONS	DATE
CITY OF POMPANO BEACH FLORIDA		No.	BY
		POMPANO BEACH	
STUDY AREA		Kimley-Horn and Associates, Inc. © 2012 KIMLEY-HORN AND ASSOCIATES, INC. 3000 W. STATE ROAD 70, SUITE 200 POMPAHO BEACH, FLORIDA 33069 WWW.KIMLEY-HORN.COM	
SHEET NUMBER EX-A			

# **EXHIBIT B**

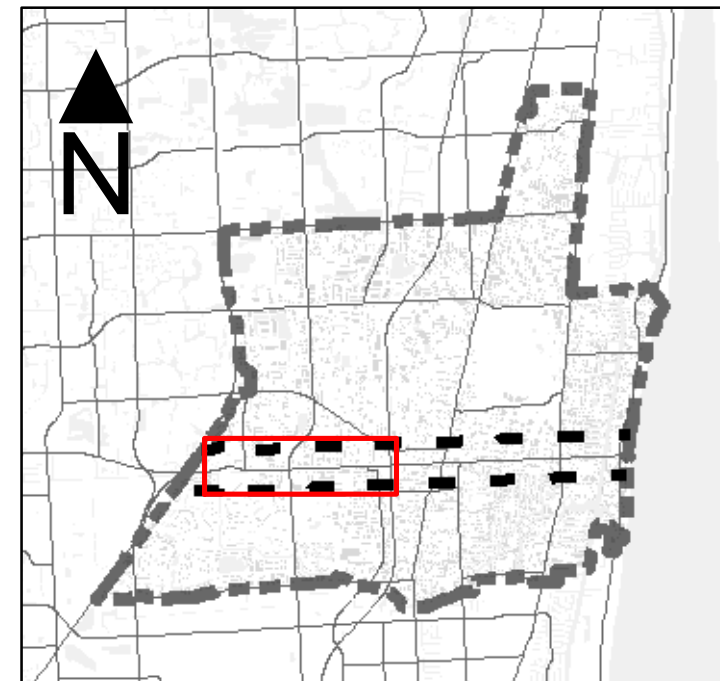
## **Utility Atlases**



# Sanitary Sewer



## Key Map



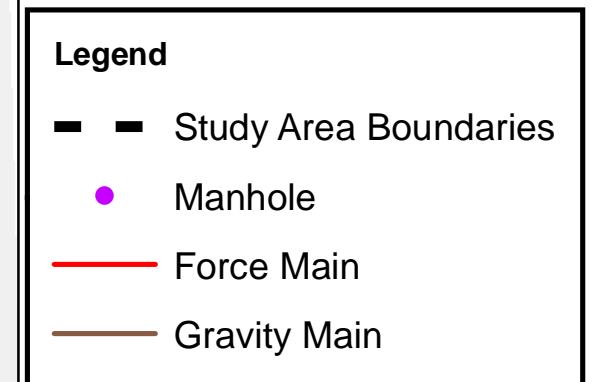
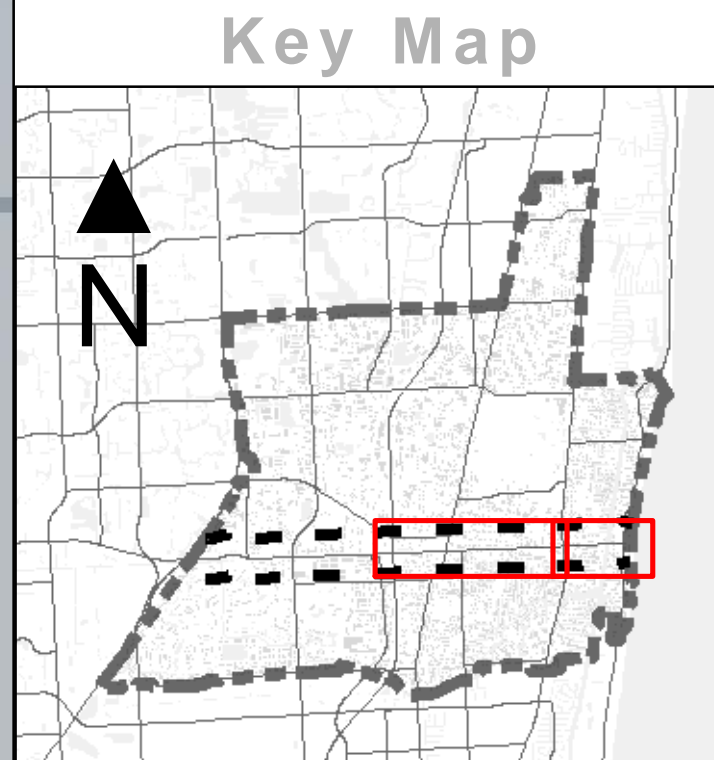
**Legend**

- Study Area Boundaries
- Manhole
- Force Main
- Gravity Main



Exhibit B  
Atlantic  
Boulevard

# Sanitary Sewer





**Legend**

- Study Area Boundaries
- Manhole
- Force Main
- Gravity Main

**Key Map**

A key map showing the study area boundaries in a larger regional context. A north arrow is present. A red rectangle highlights the specific area shown in the main maps.

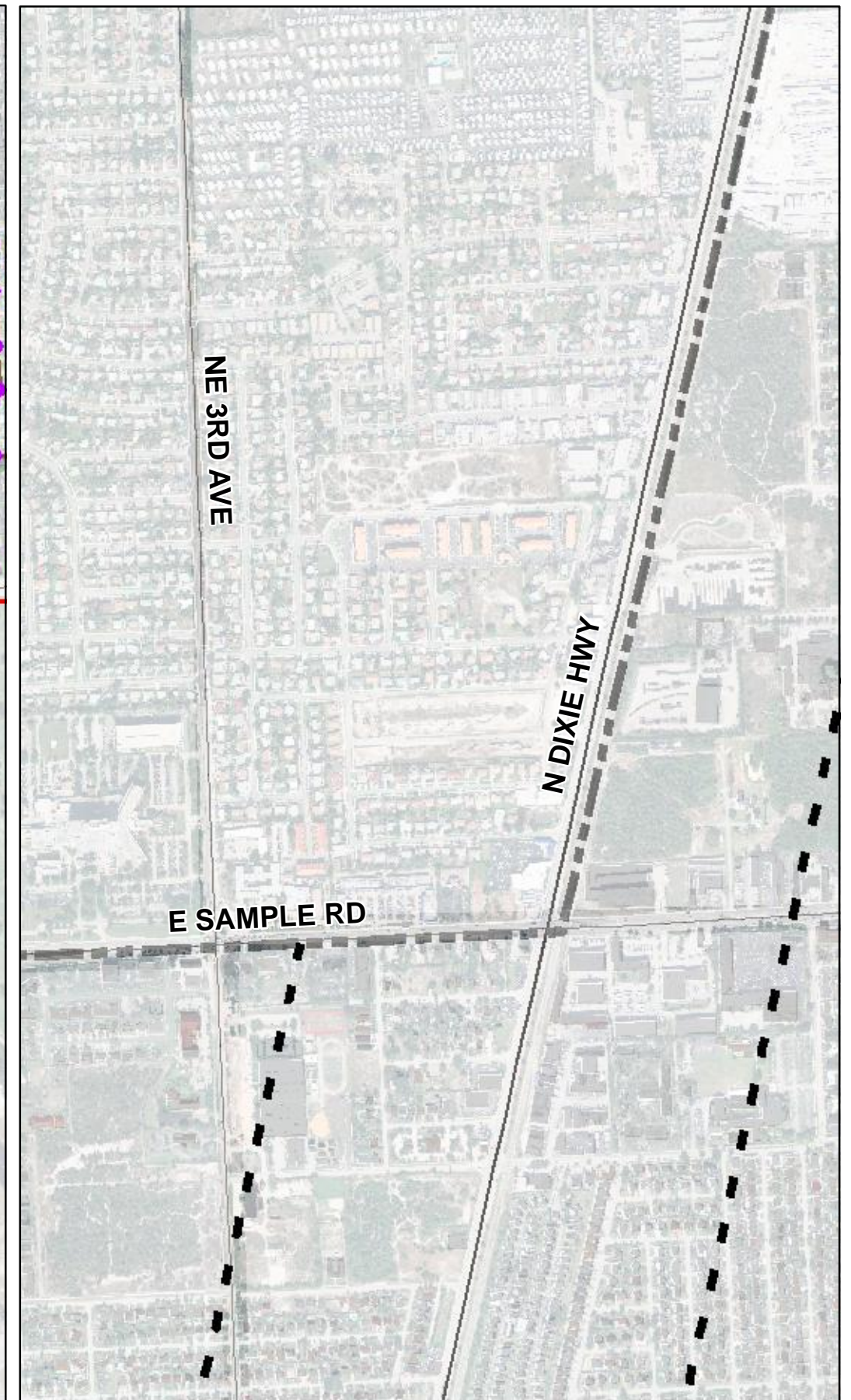
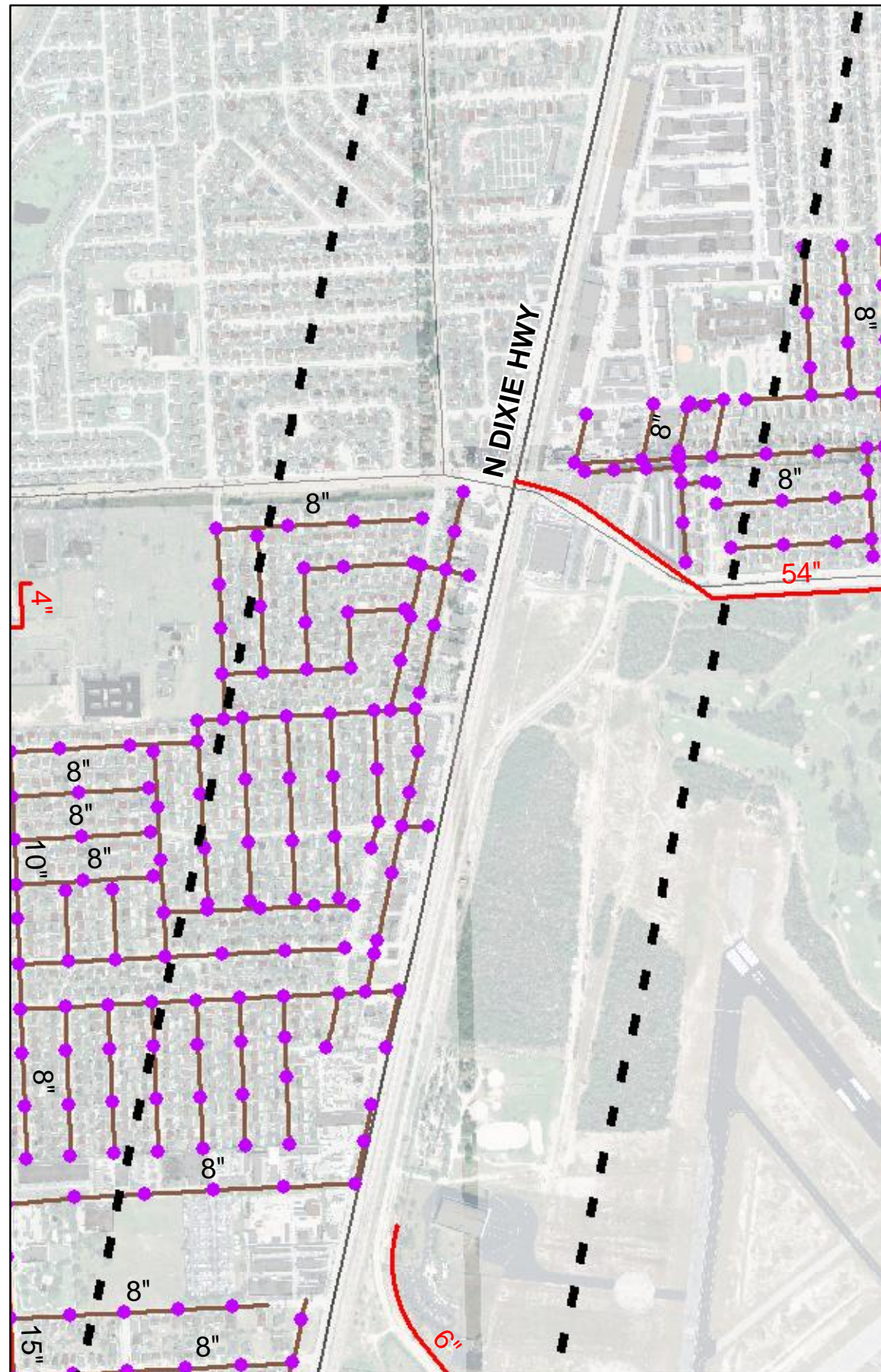
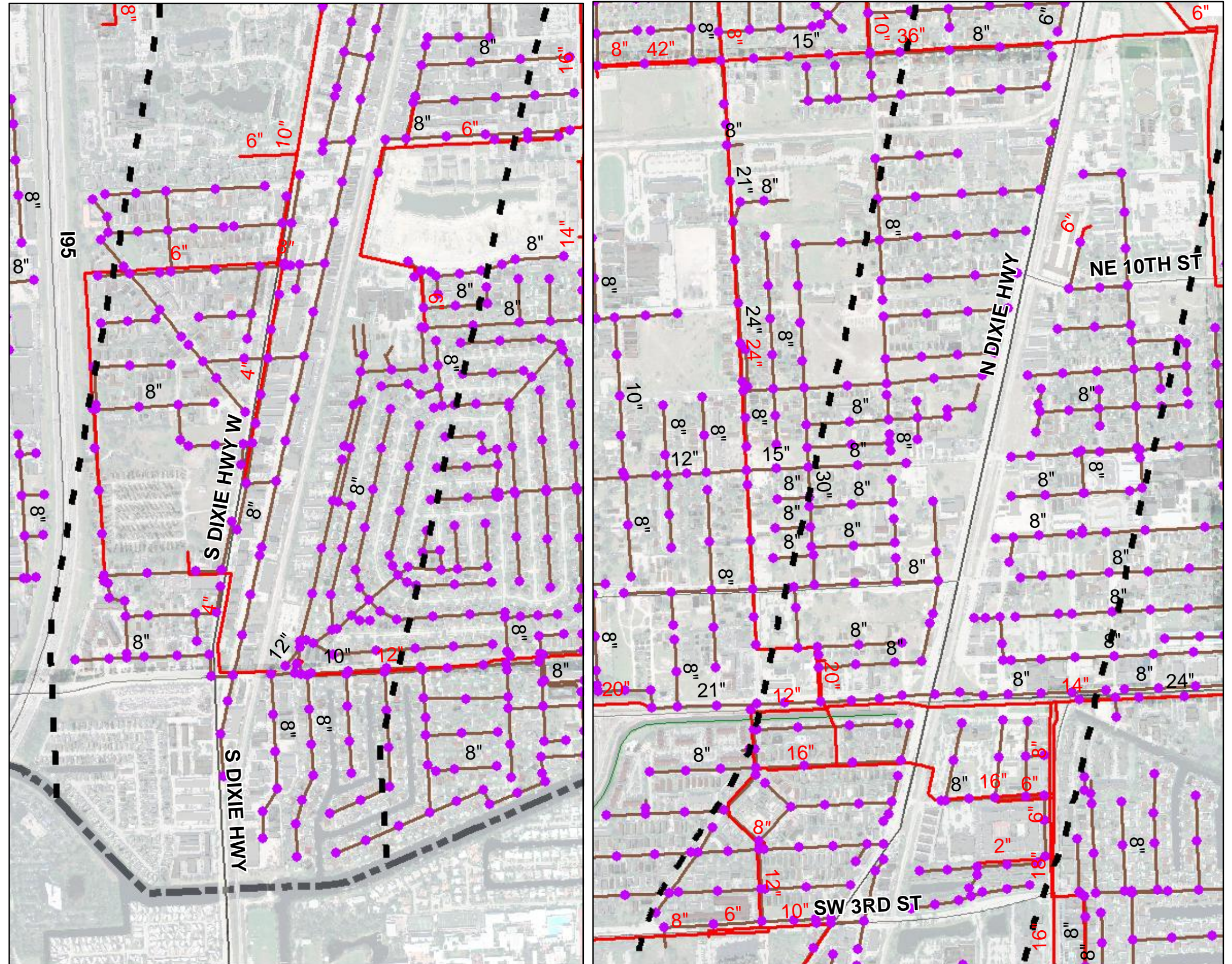




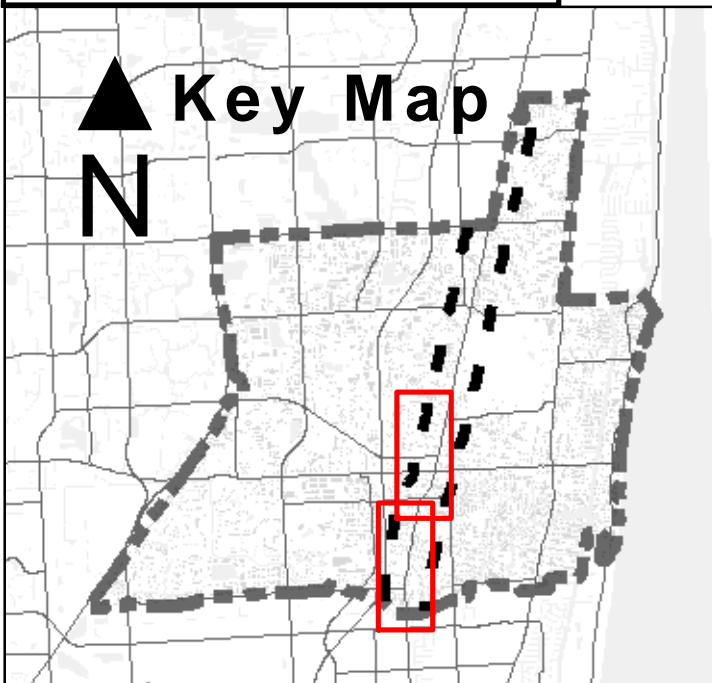
Exhibit B  
Dixie  
Highway

Sanitary Sewer



Legend

- Study Area Boundaries
- Manhole
- Force Main
- Gravity Main

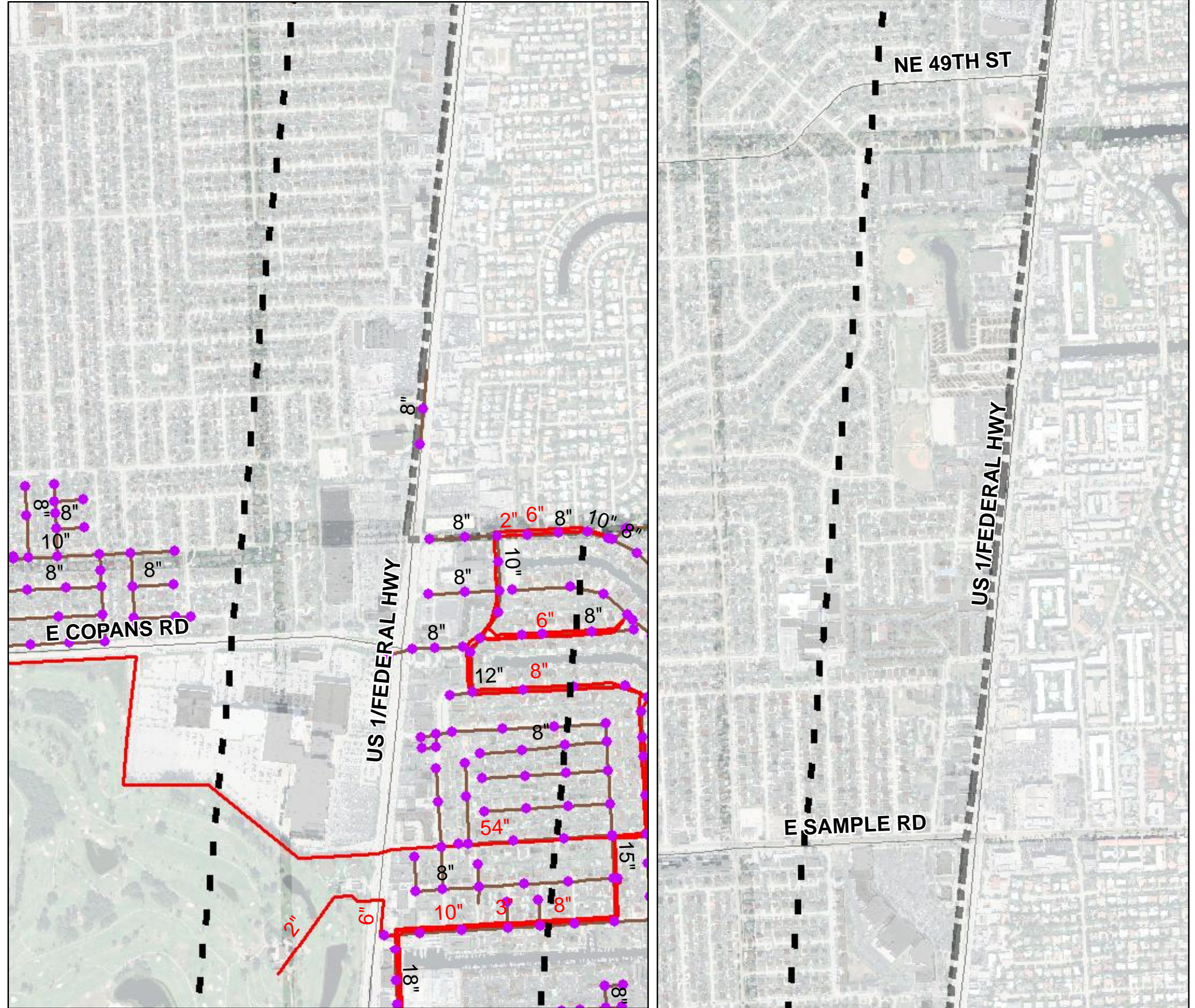
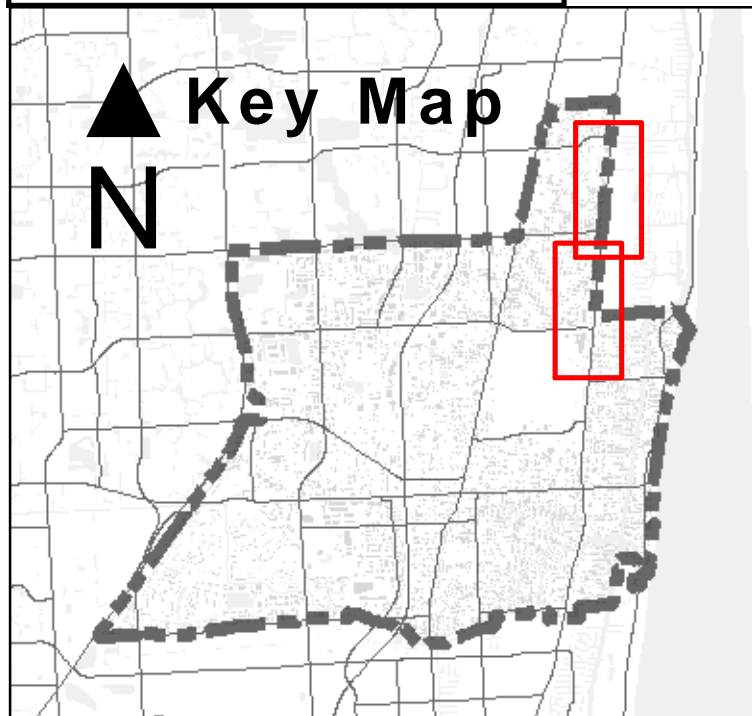




# Sanitary Sewer

**Legend**

- Study Area Boundaries
- Manhole
- Force Main
- Gravity Main





# Sanitary Sewer

**Legend**

- Study Area Boundaries
- Manhole
- Force Main
- Gravity Main

**Key Map**

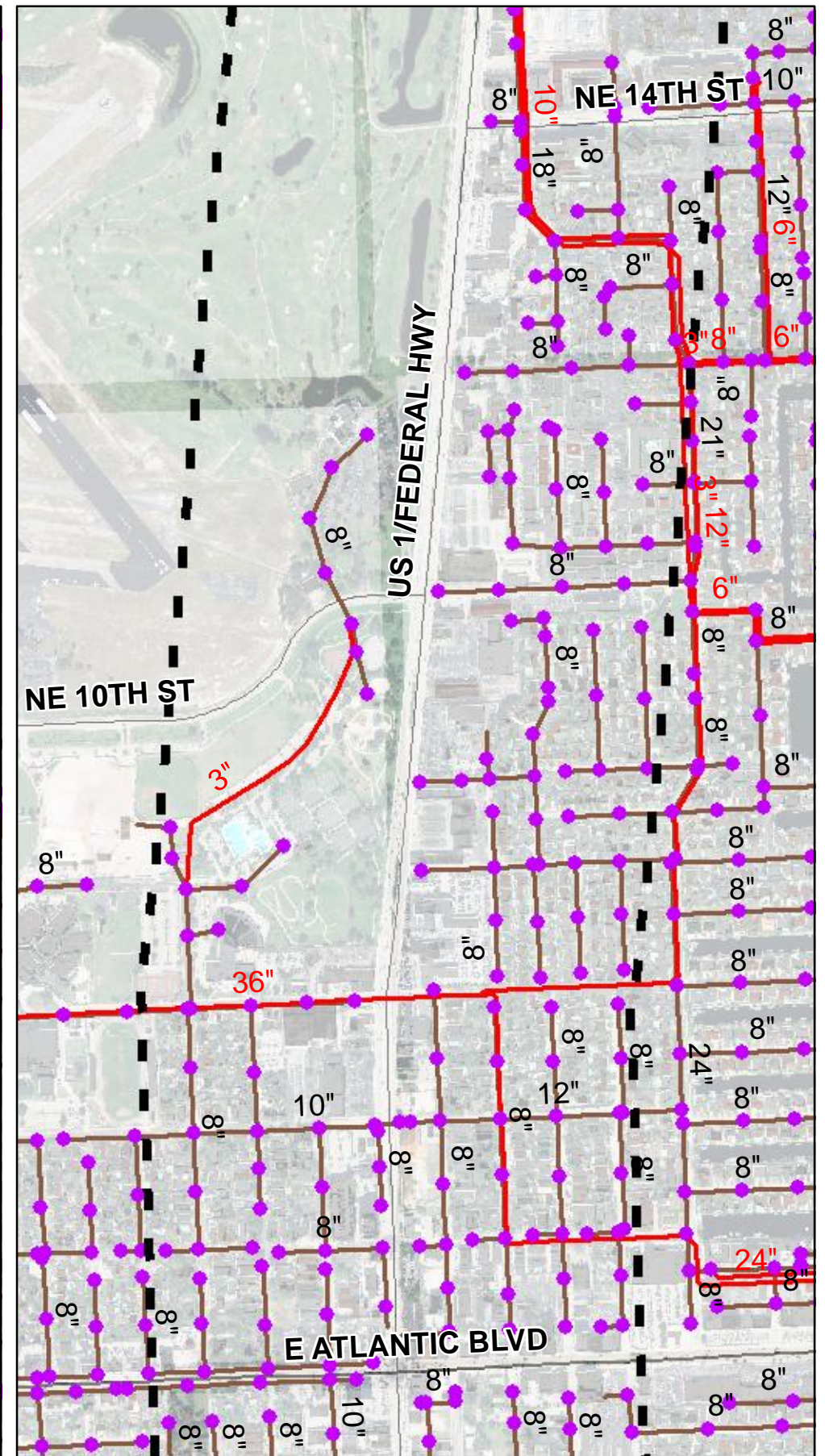
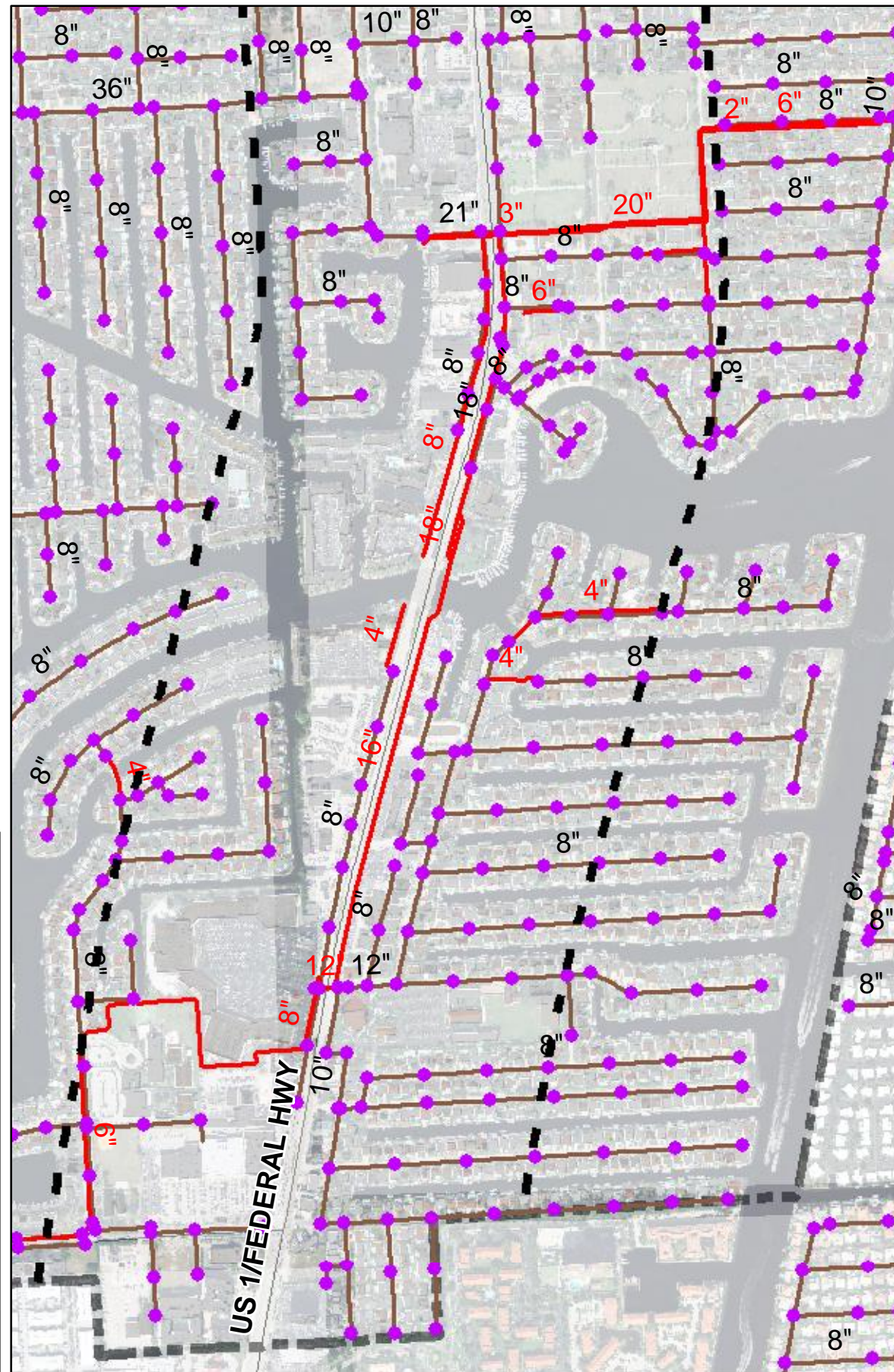
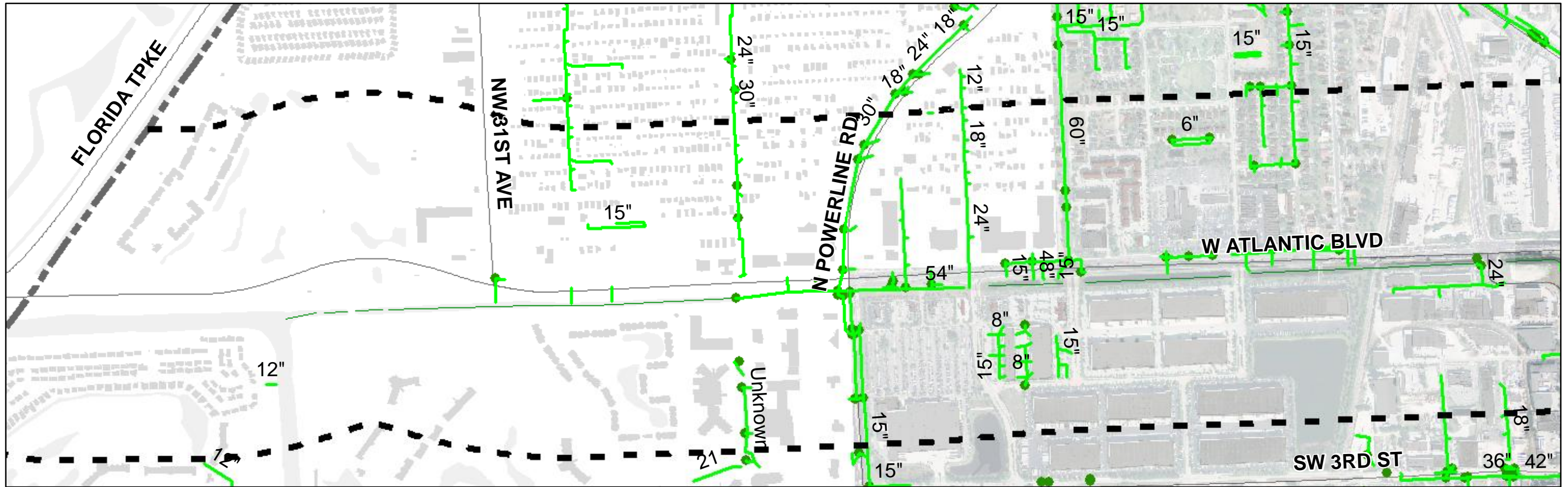




Exhibit B  
Atlantic  
Boulevard

# Stormwater



## Key Map

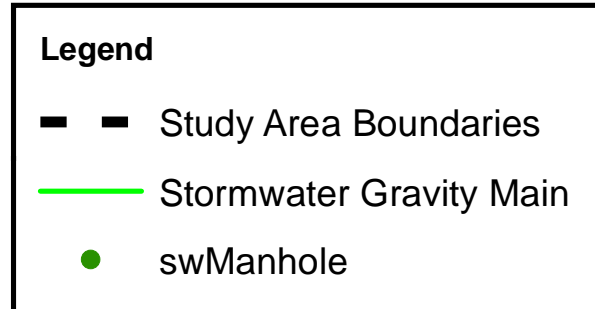
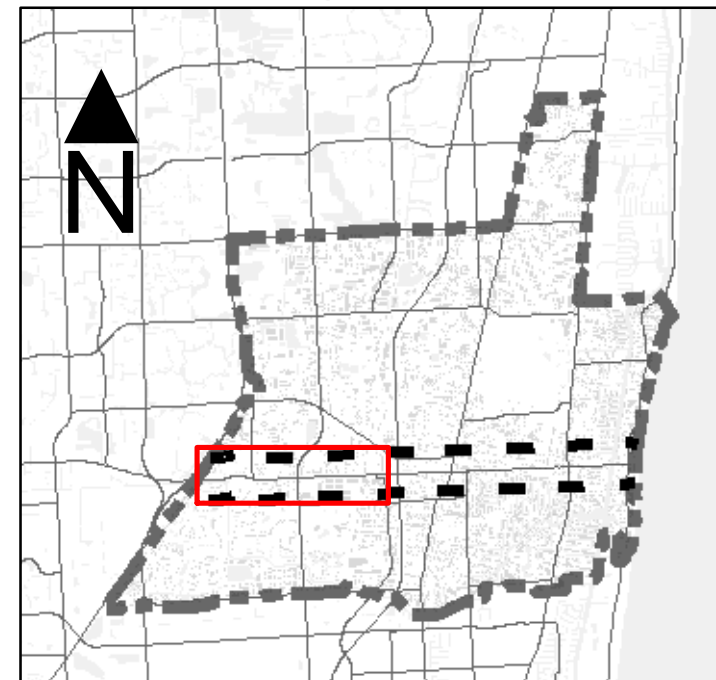




Exhibit B  
Atlantic  
Boulevard

Stormwater

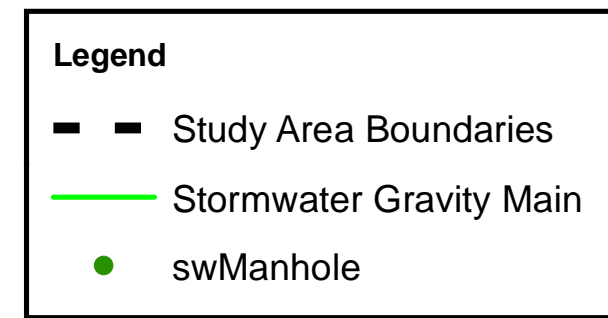
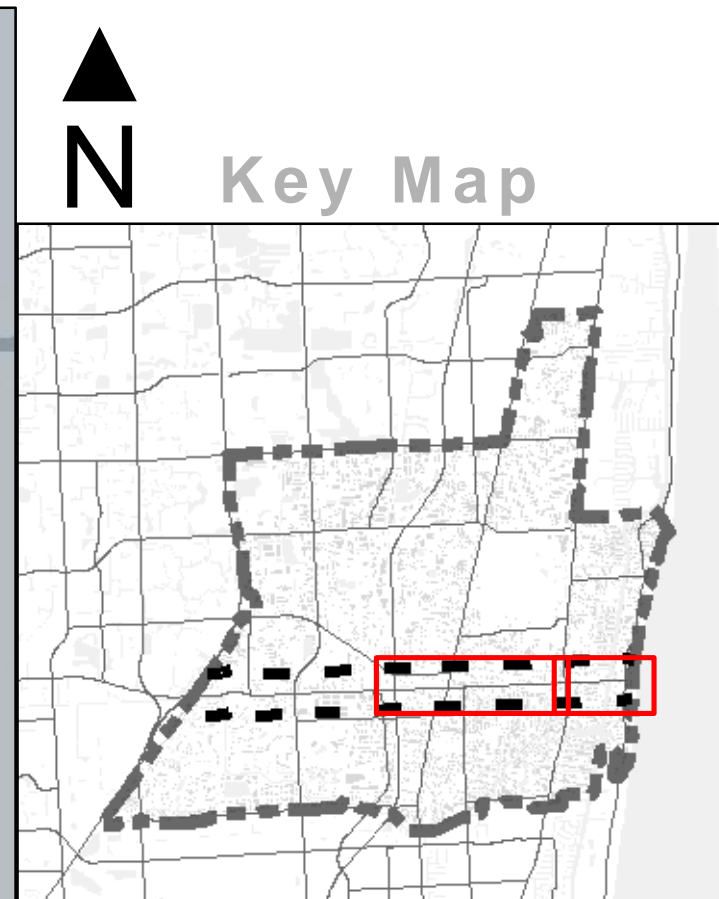
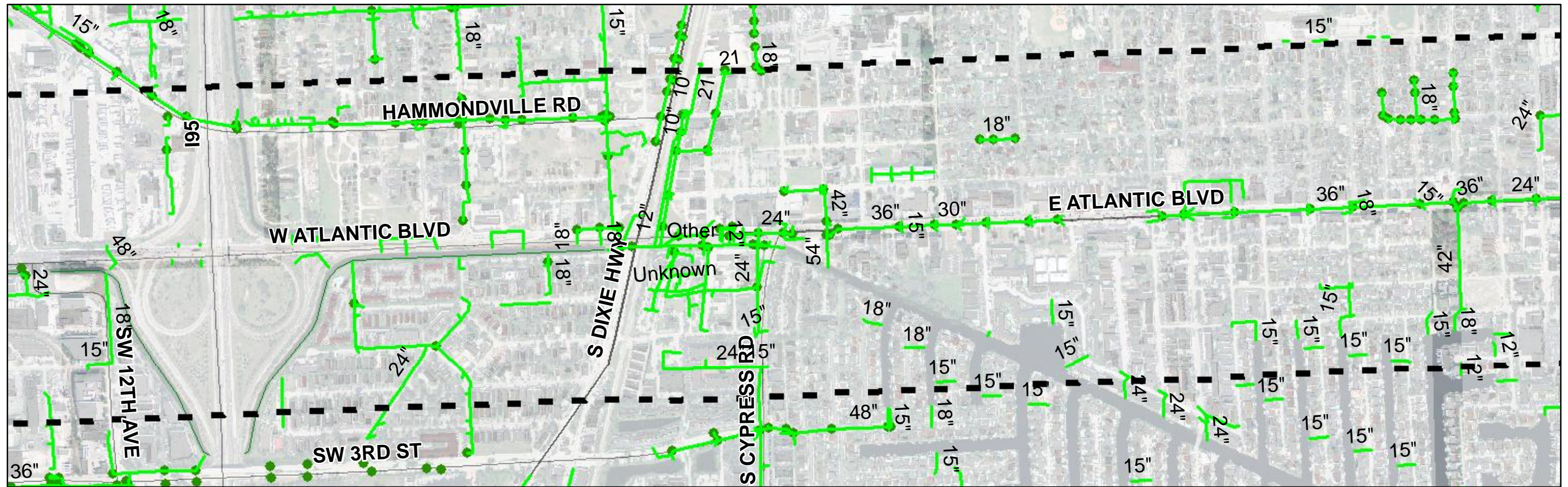
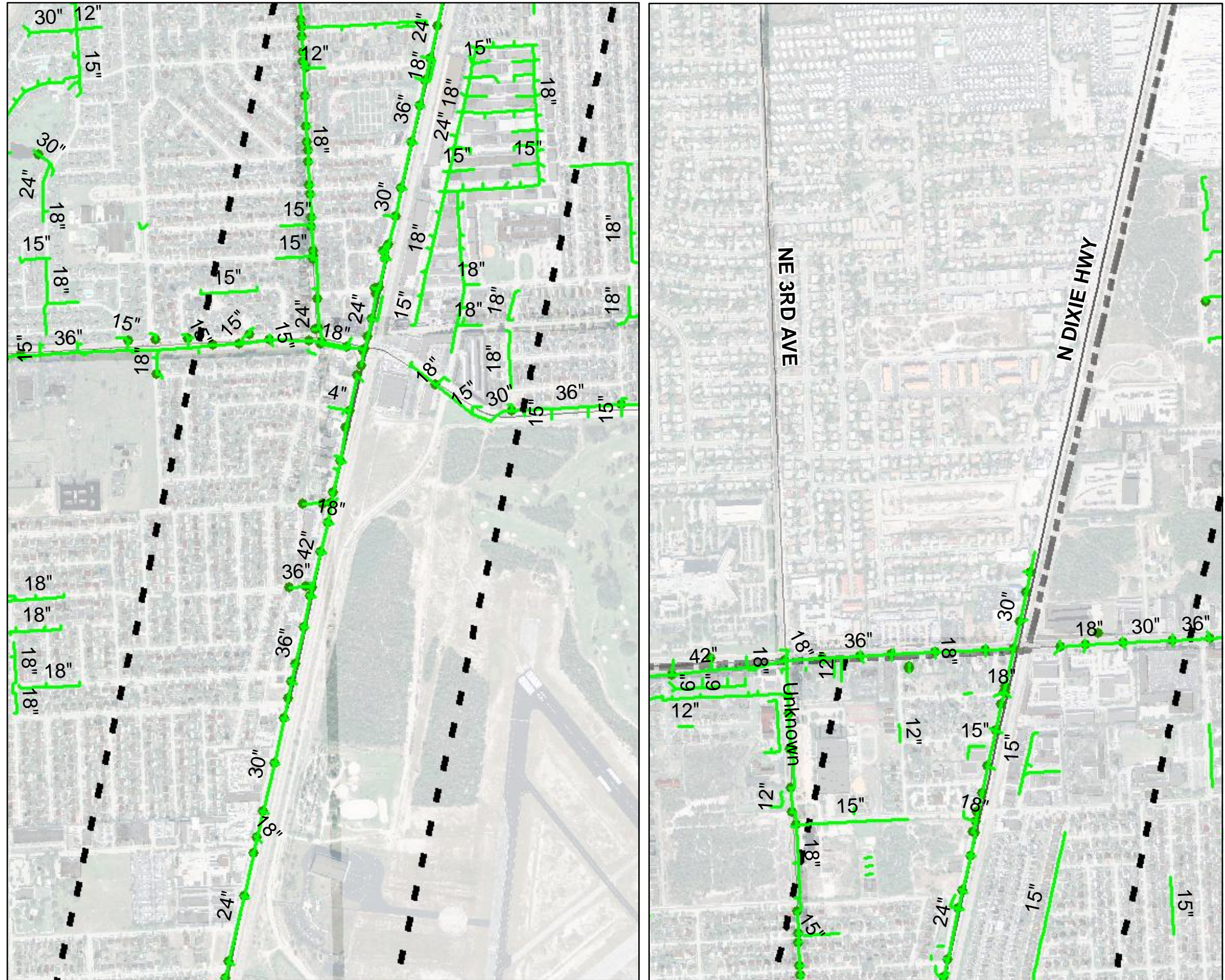




Exhibit B  
Dixie  
Highway

Stormwater



- Legend**
- Study Area Boundaries
  - Stormwater Gravity Main
  - Manhole

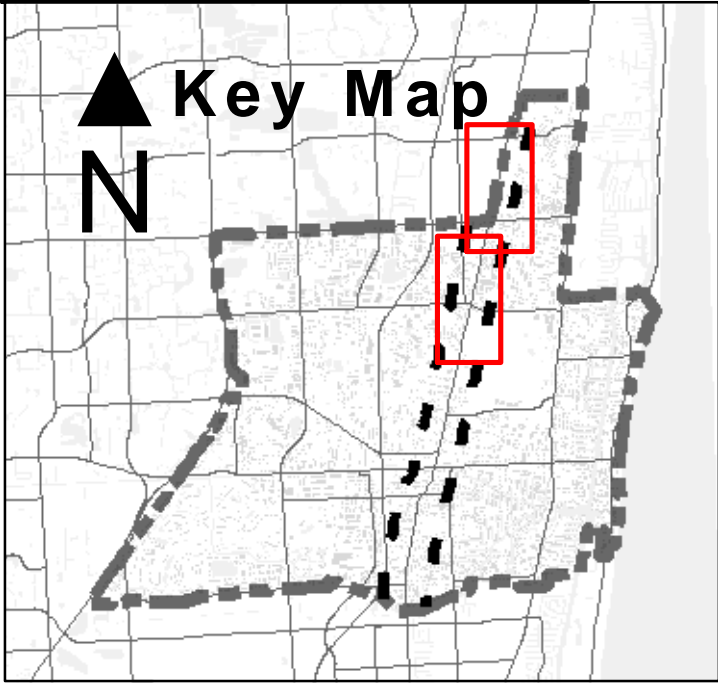
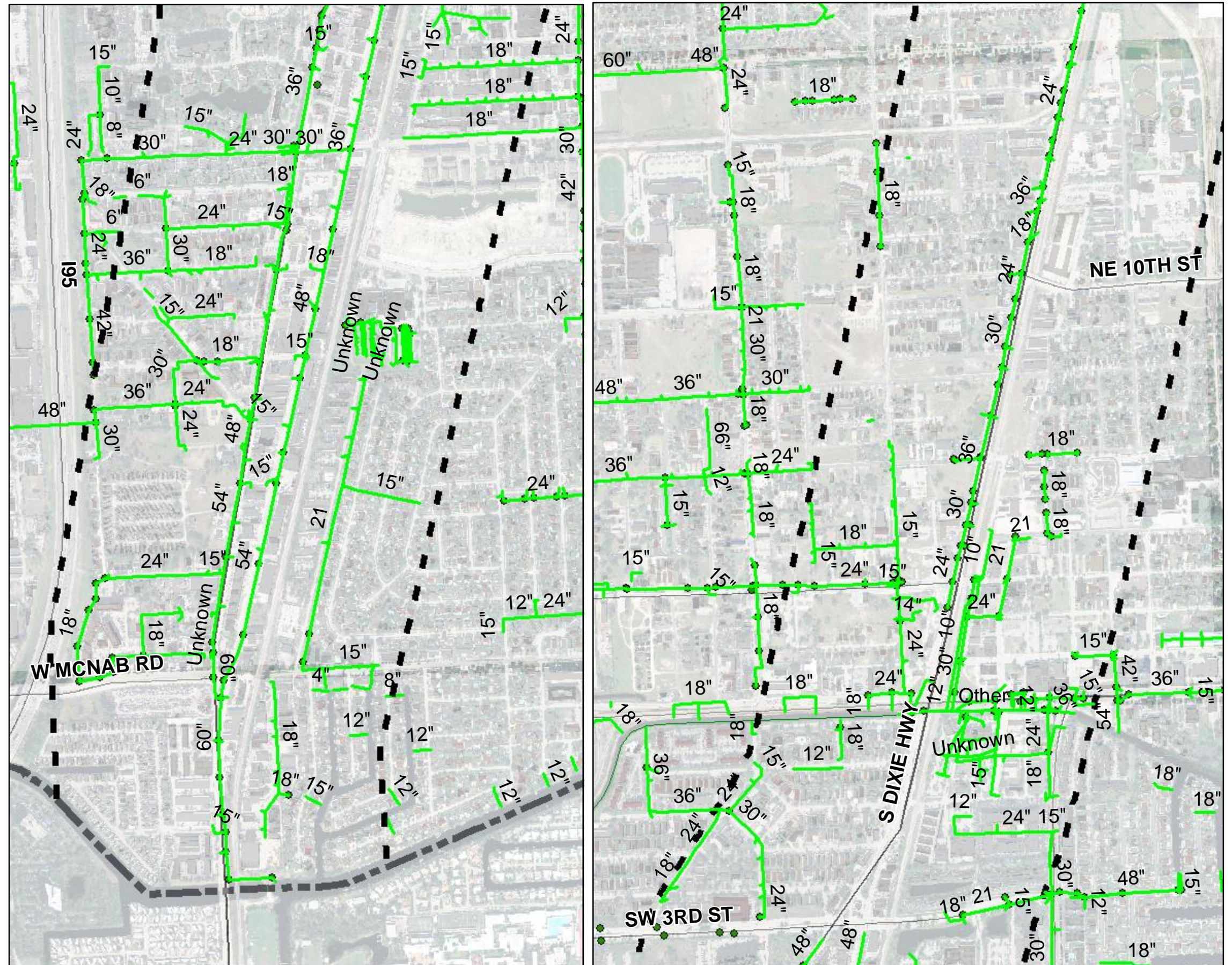




Exhibit B  
Dixie  
Highway

Stormwater



- Legend**
- Study Area Boundaries
  - Stormwater Gravity Main
  - Manhole

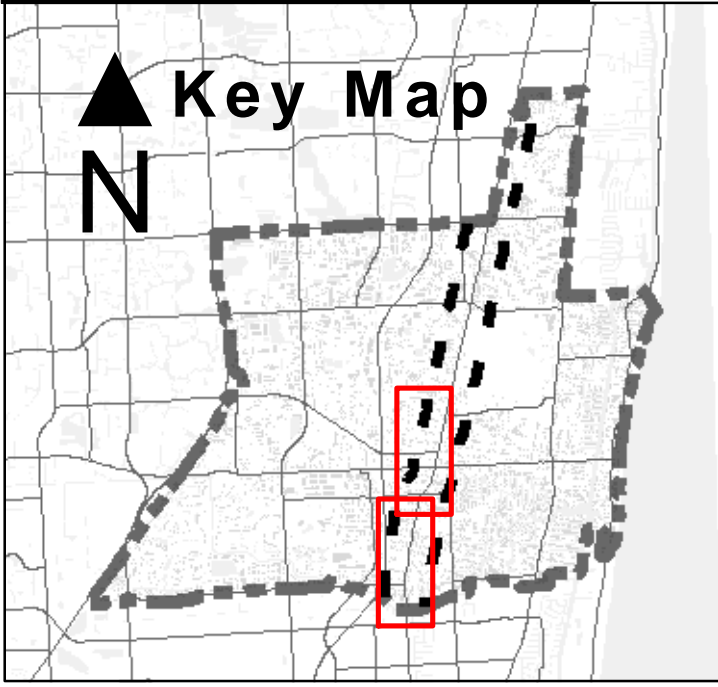




Exhibit B  
Federal  
Highway

# Stormwater

- Legend**
- Study Area Boundaries
  - Stormwater Gravity Main
  - Manhole

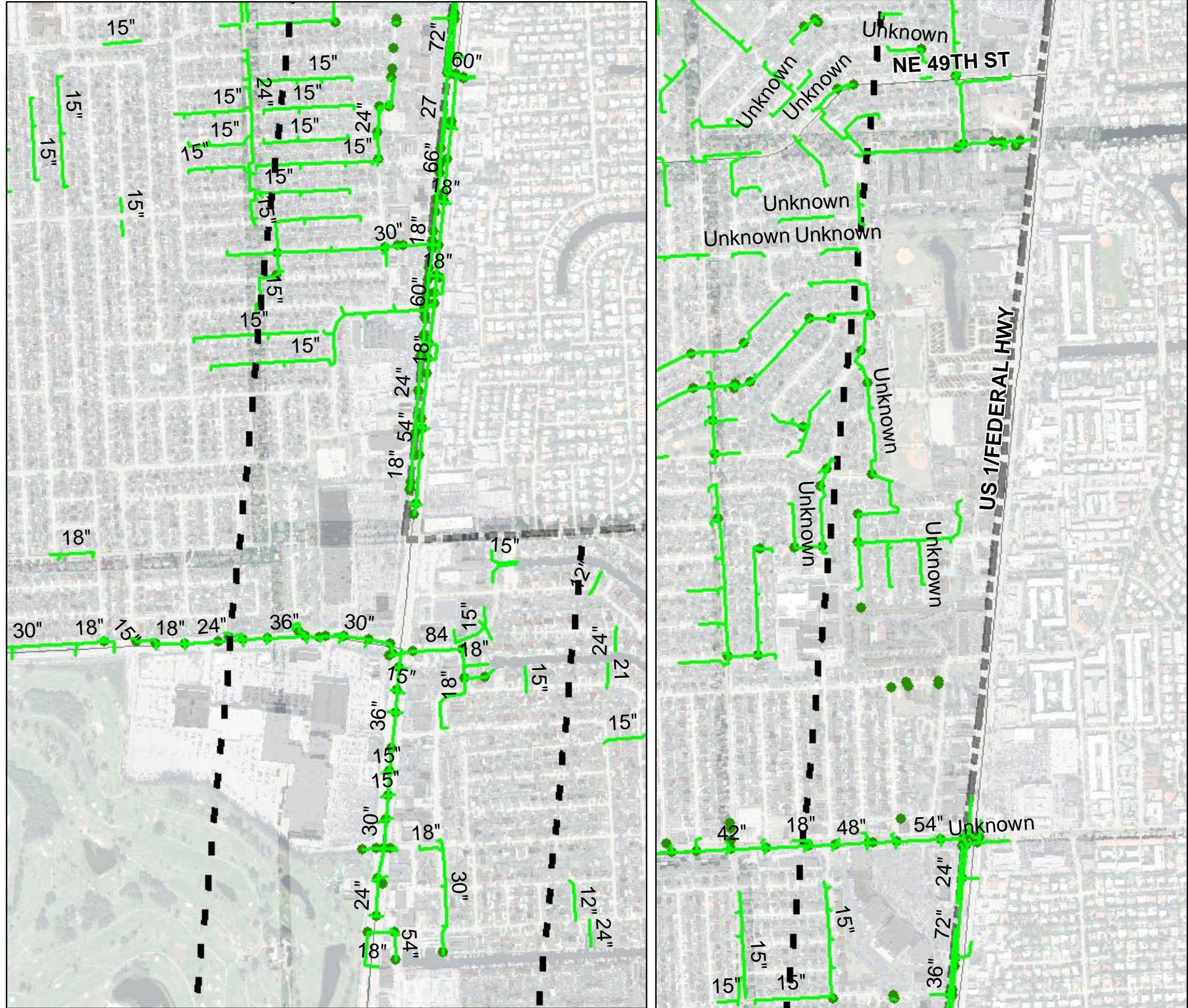
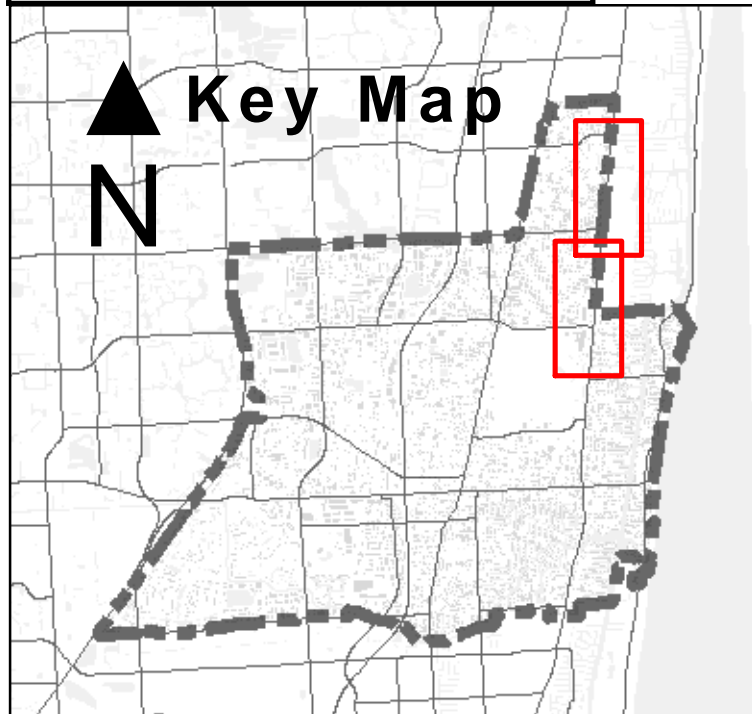




Exhibit B  
Federal  
Highway

# Storm Water

**Legend**

- Study Area Boundaries
- Stormwater Gravity Main
- Manhole

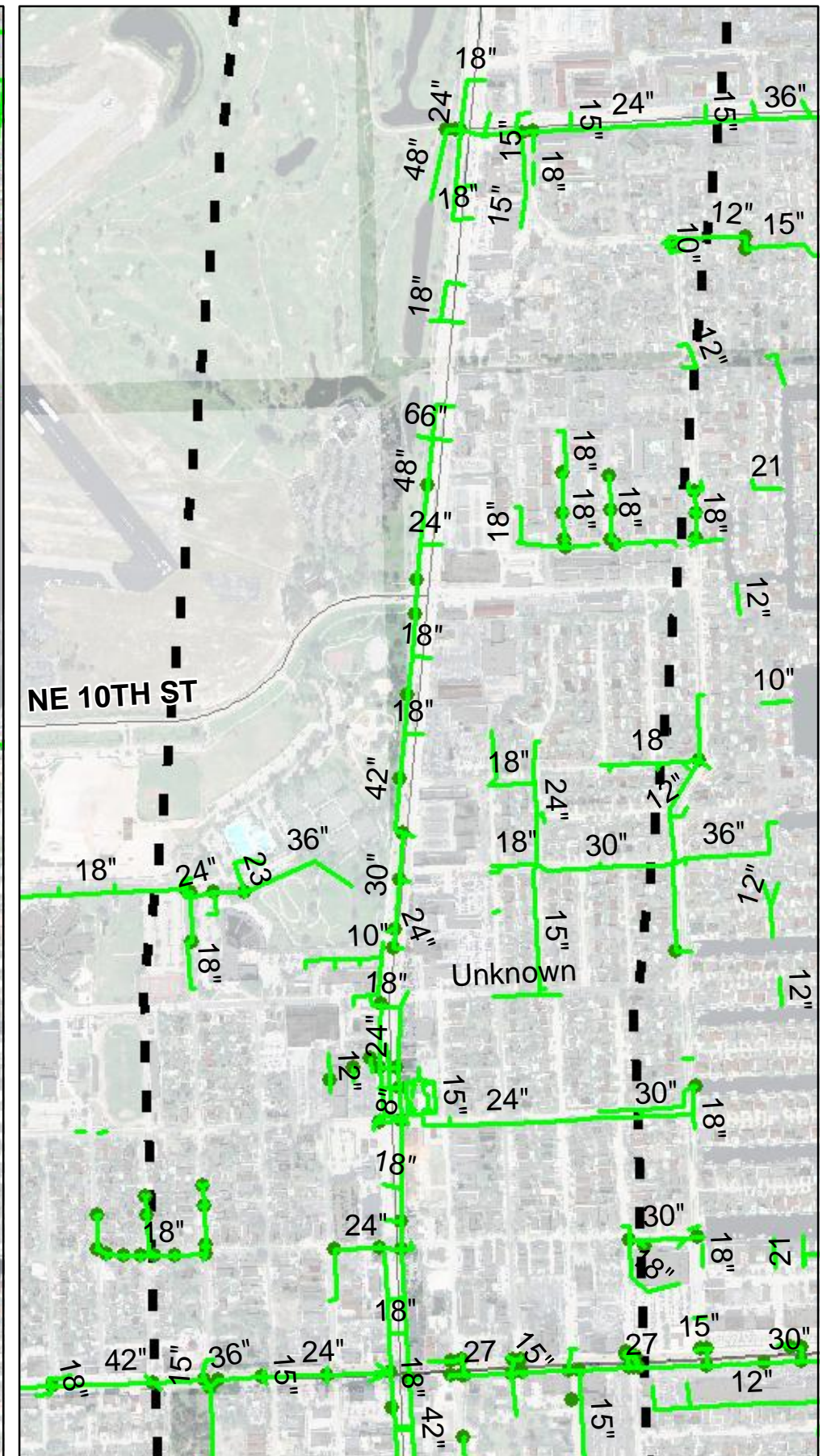
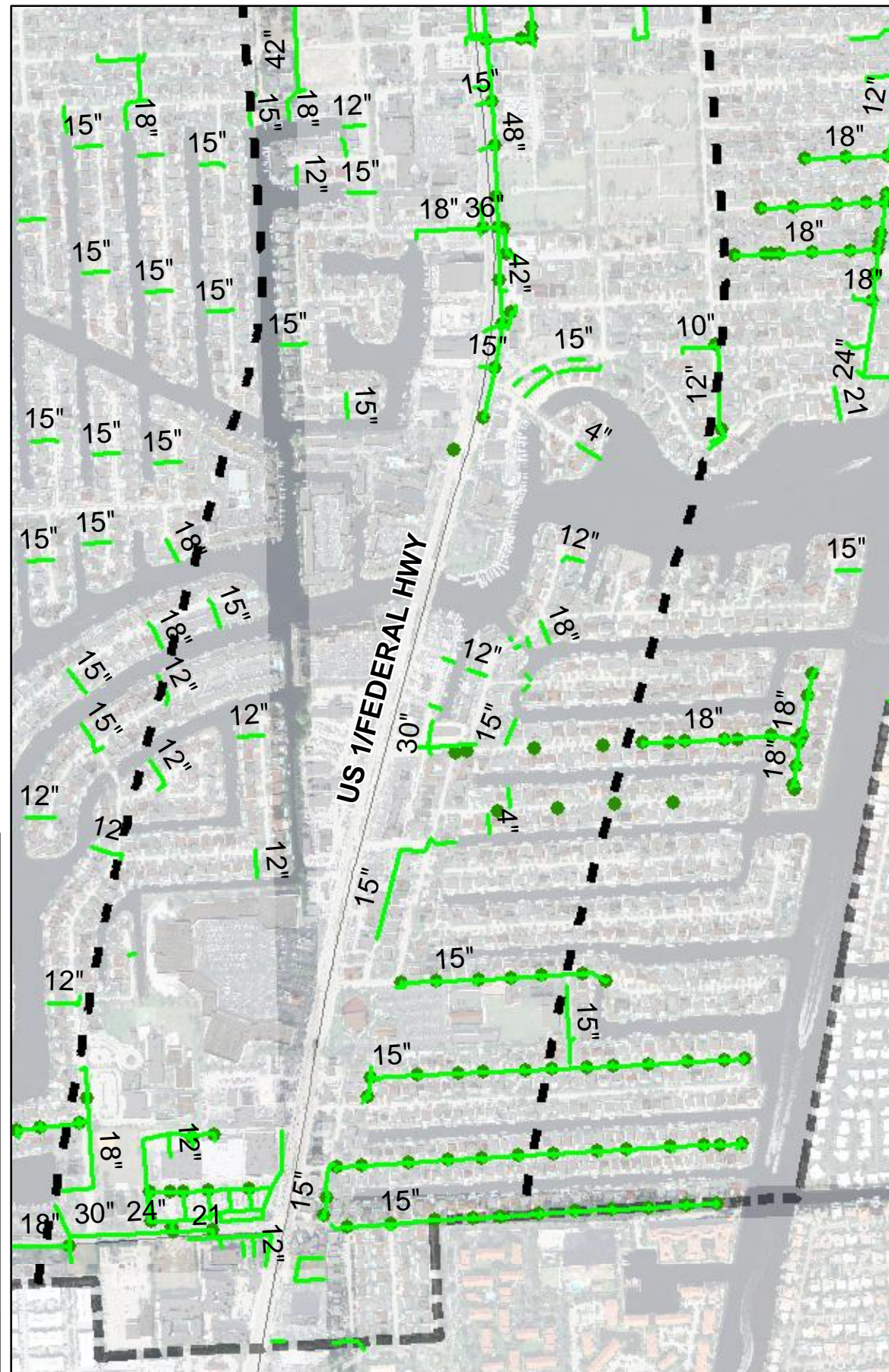
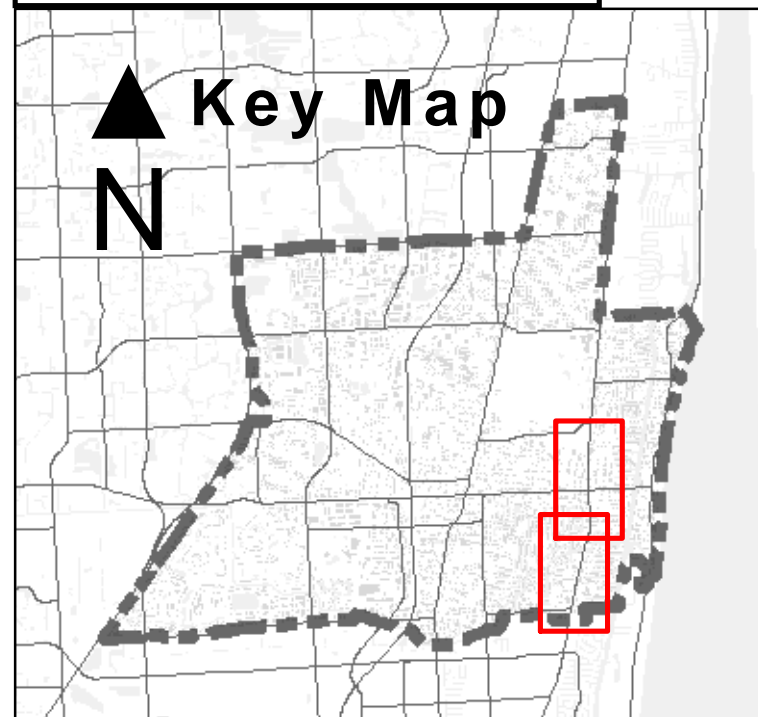


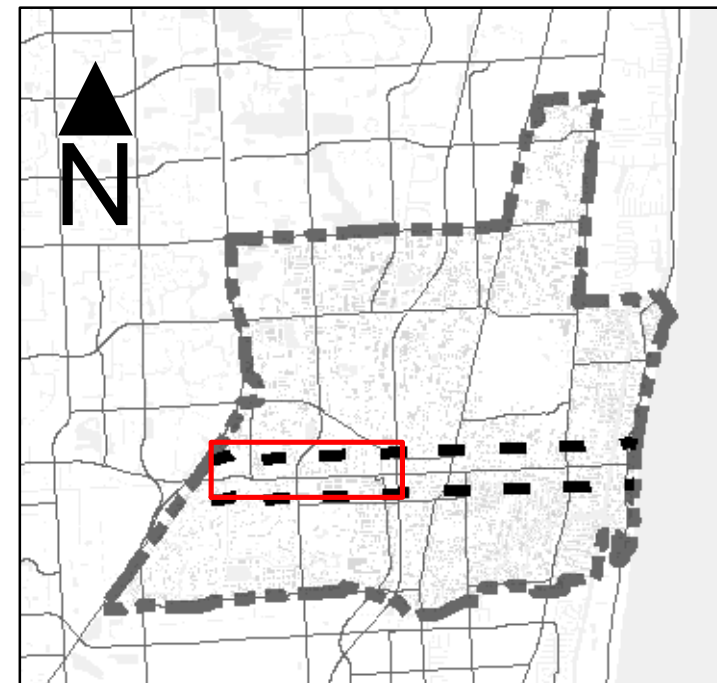


Exhibit B  
Atlantic  
Boulevard

Water



Key Map



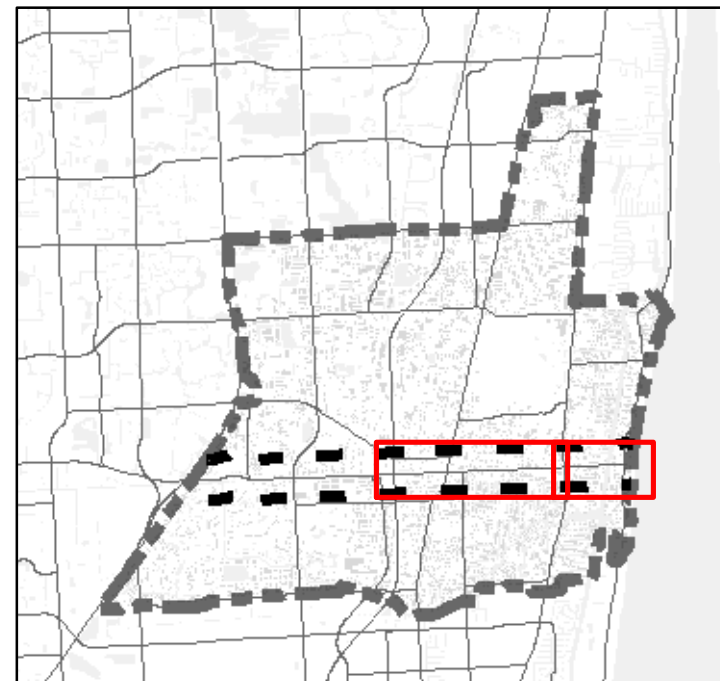
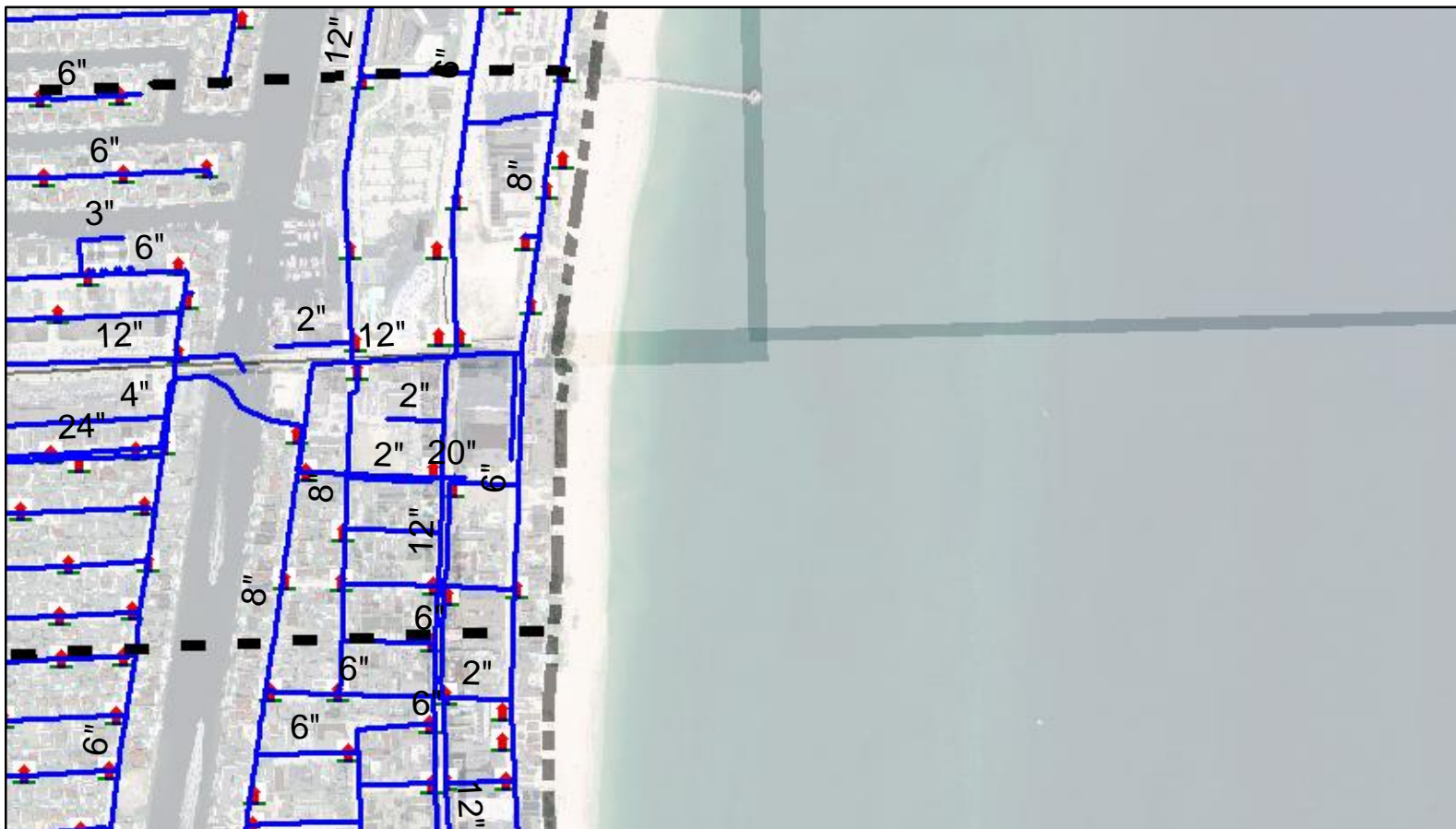
**Legend**

- Study Area Boundaries
- 🚒 Fire Hydrant
- Water Main



Exhibit B  
Atlantic  
Boulevard

Water



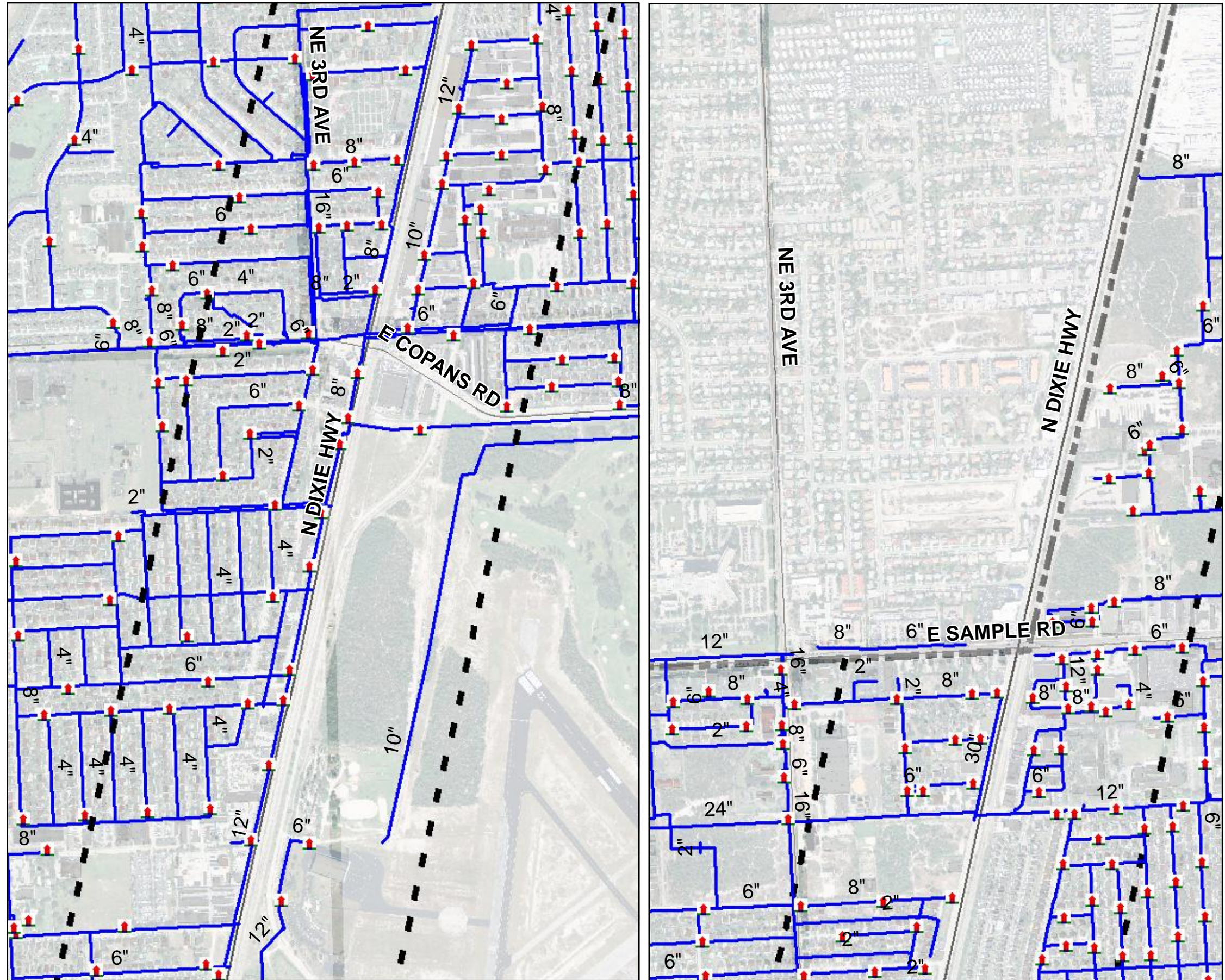
**Legend**

- Study Area Boundaries
- Water Main
- 🔥 Fire Hydrant



Exhibit B  
Dixie  
Highway

Water



**Legend**

- Study Area Boundaries
- Fire Hydrant
- Water Main

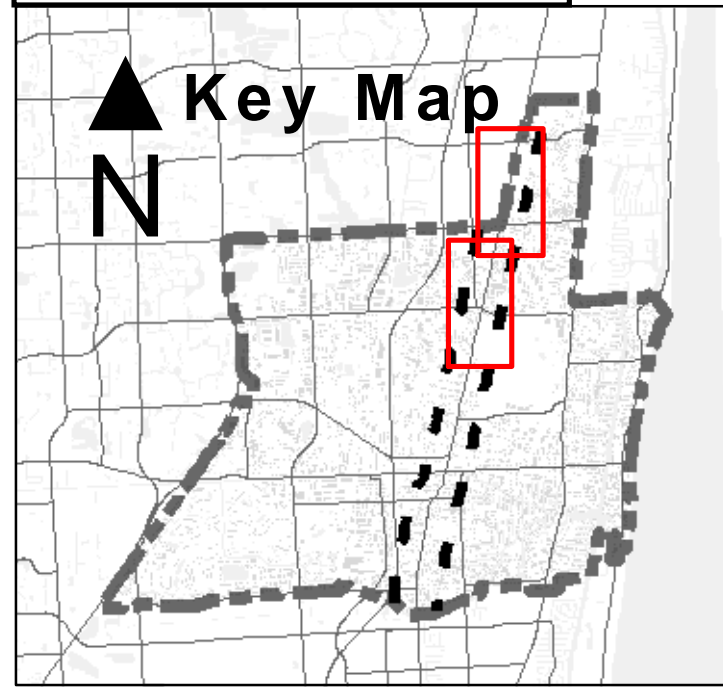
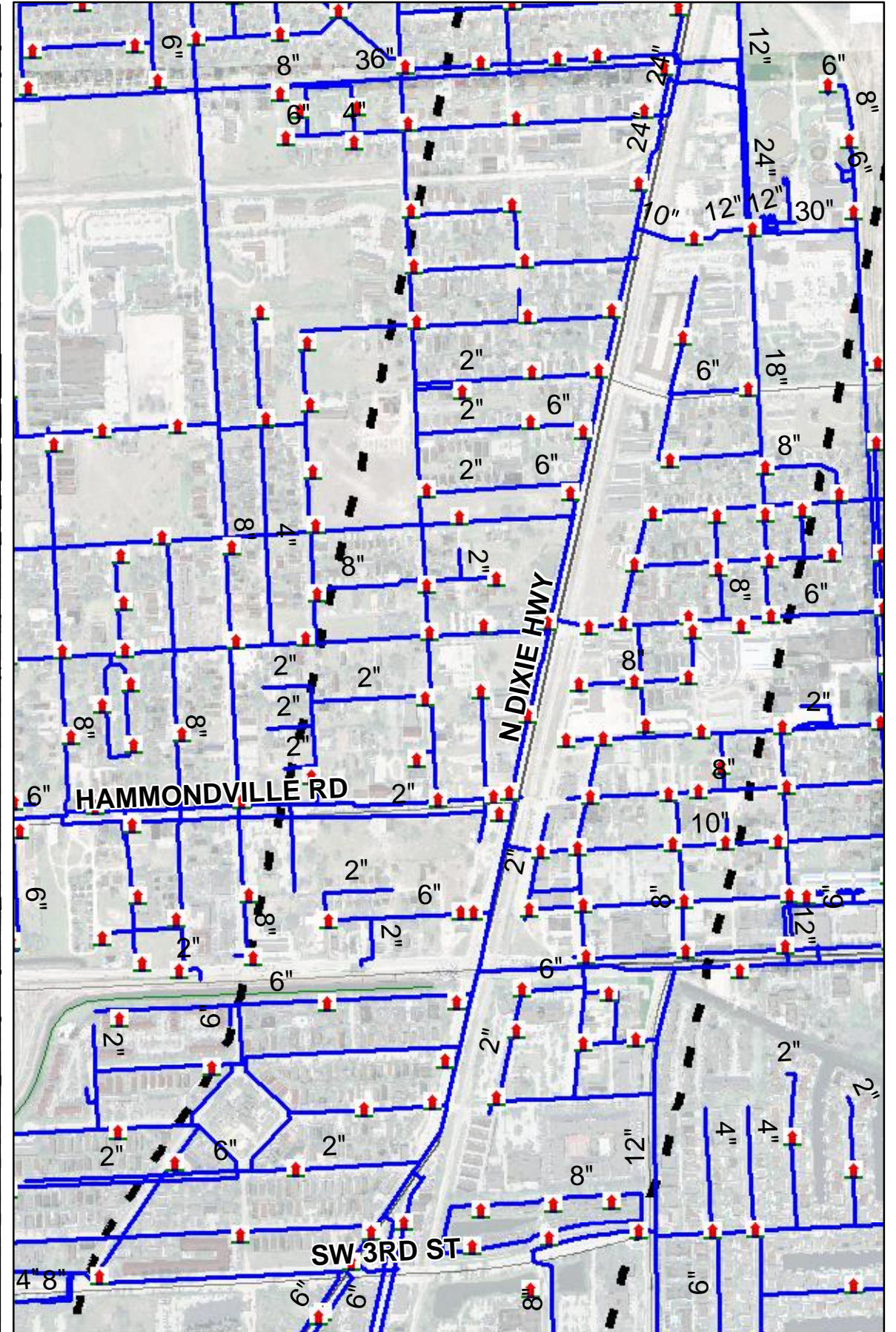
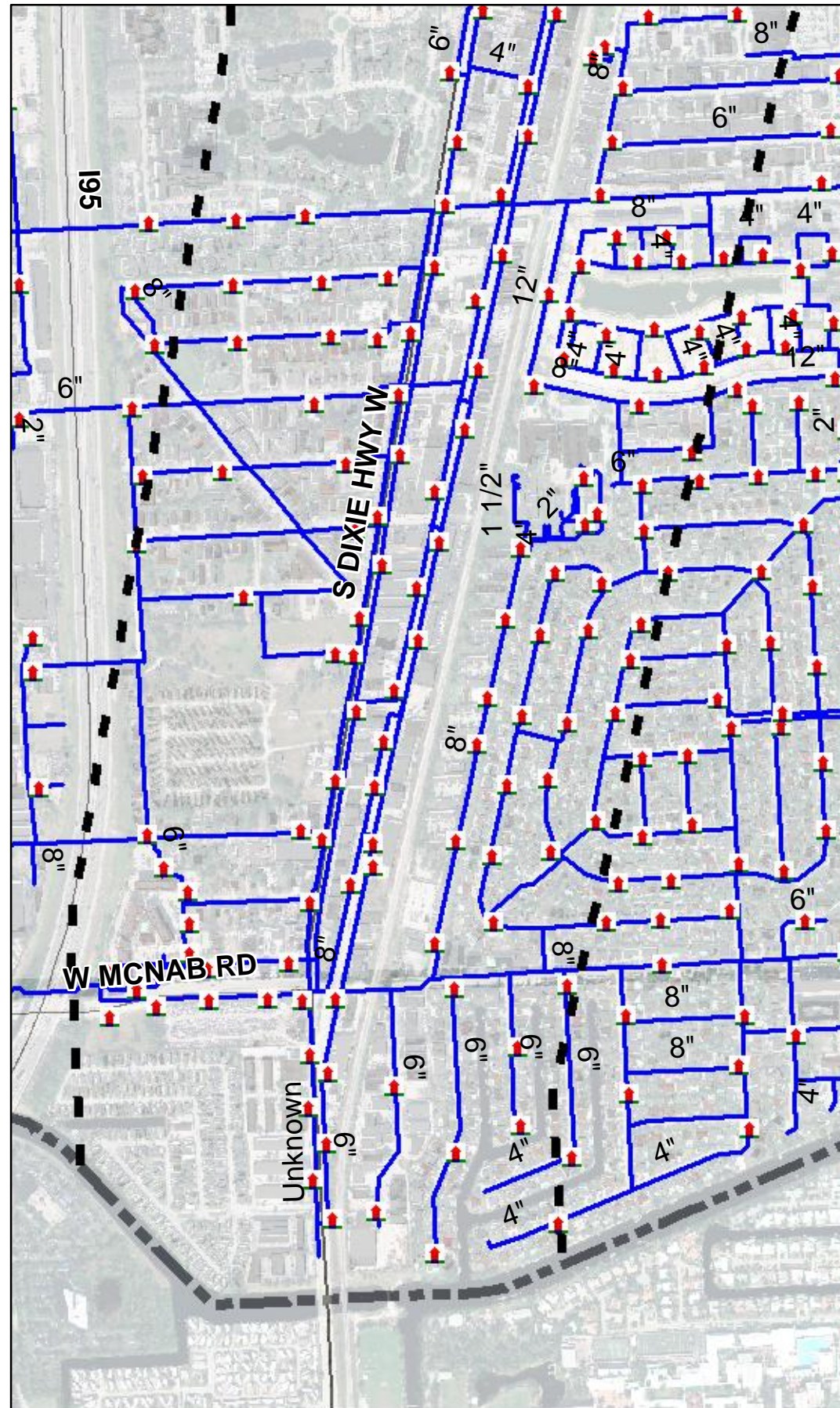




Exhibit B  
Dixie  
Highway

Water



- Legend**
- Study Area Boundaries
  - 🔥 Fire Hydrant
  - Water Main

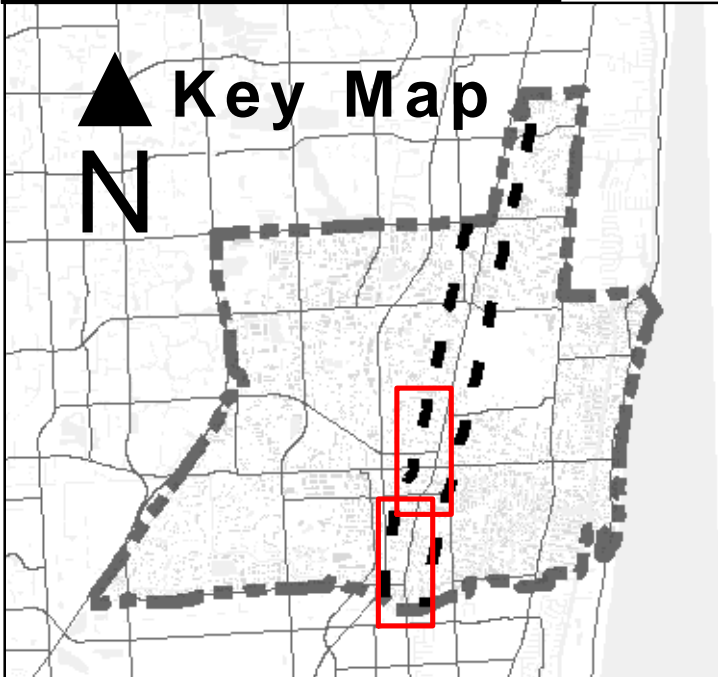




Exhibit B  
Federal  
Highway

Water

**Legend**

- Study Area Boundaries
- Fire Hydrant
- Water Main

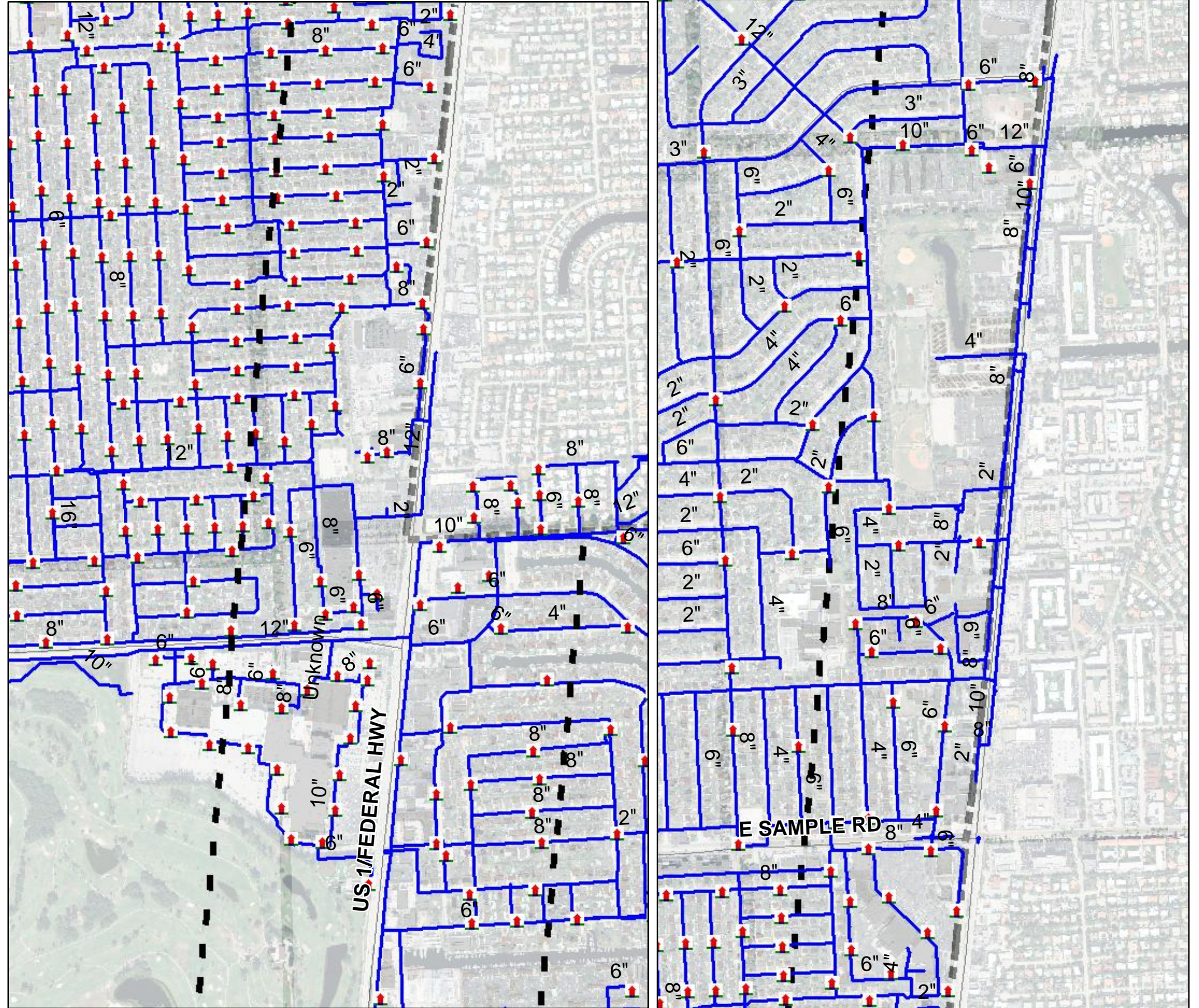
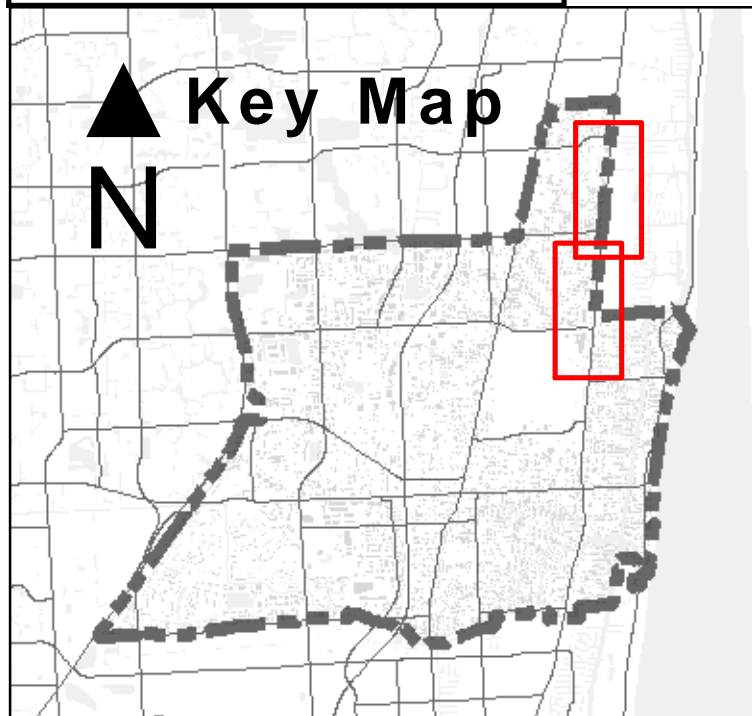
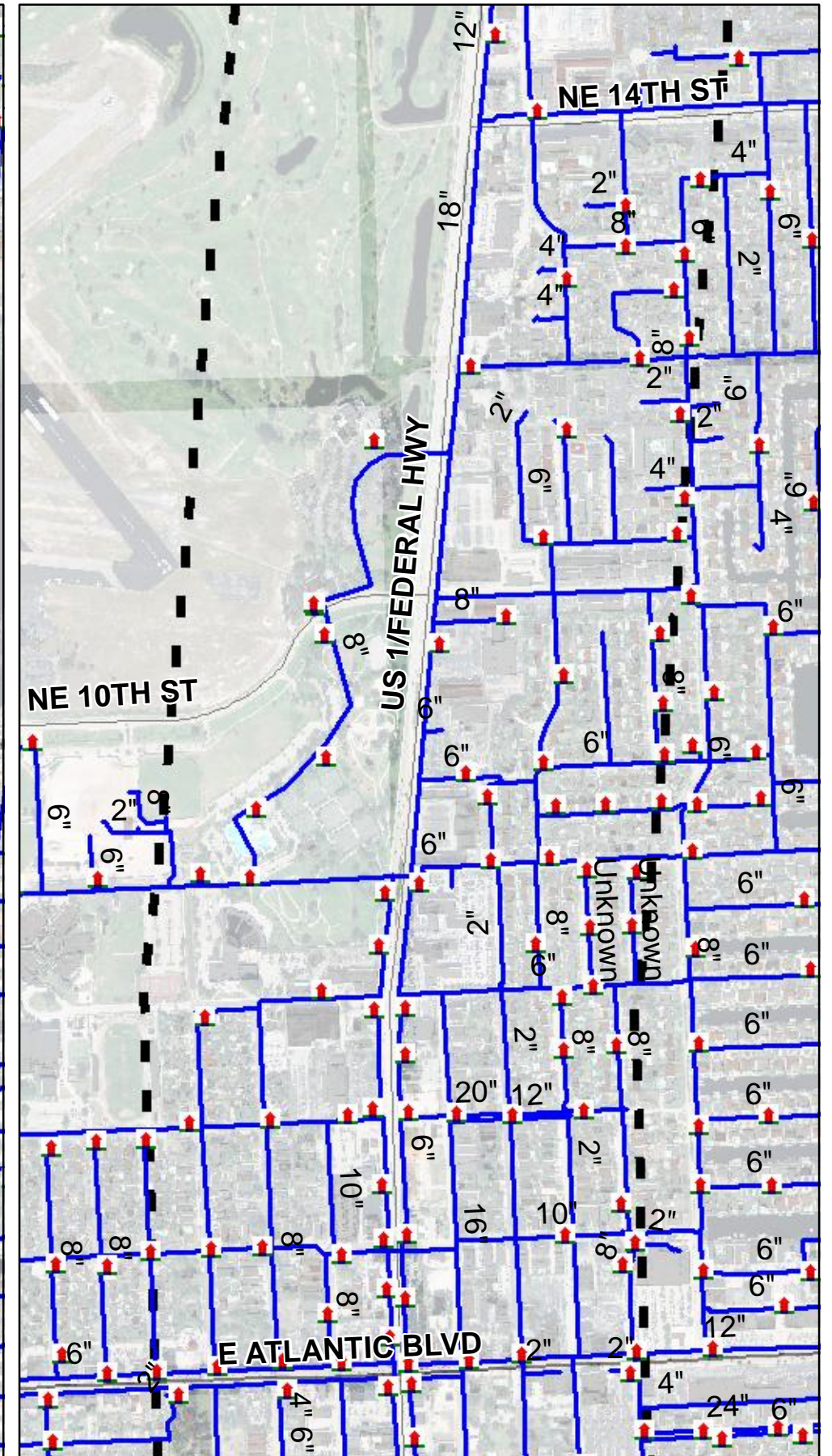
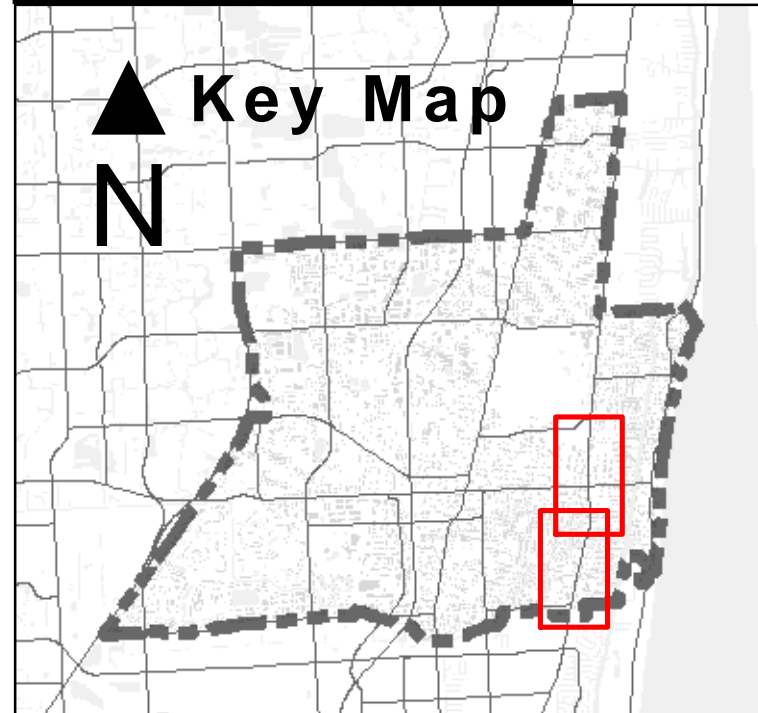




Exhibit B  
Federal  
Highway

Water

- Legend**
- Study Area Boundaries
  - Fire Hydrant
  - Water Main





# **EXHIBIT C**

## **Memorandum**

**(September 10, 2012)**



Memorandum

To: Internal Distribution  
From: David A. Bennett, P.E.  
Date: September 10, 2012  
Subject: Visioning for Transportation Corridors

KHA Proj. No's.: 144669000 Dixie, 144669001 US-1 and 144669002 Atlantic

---

On Monday, September 10, 2012 a meeting was held at the City of Pompano Engineering Department to discuss the Dixie Highway, U.S. 1 and Atlantic Boulevard corridors. The following people were in attendance:

Alissandra Delfico	City of Pompano Bch.	adelfico@copbfl.com
Marwan Mufleh	KHA	marwan.mufleh@kimley-horn.com
David Bennett	KHA	david.bennett@kimley-horn.com

The following items were discussed:

Marwan gave a brief overview of the project that included researching potential constraints and opportunities within the Dixie Highway, Atlantic Blvd and U.S. 1 corridors.

The City has a stormwater utility fund.

Chen and Associates is working on a Stormwater Master Plan for the City.

City to send KHA link to Chen's report.

Nothing has been adopted for stormwater in the CIP but can be amended after Chen's report is finalized.

The City wants to expand Kendall lake due to flooding in the area that once contained HUD home sites that have since been torn down.

No policy is in place to address the Pompano canal TMDL's issues.



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and Associates, Inc.

The City believes the canal may be de-listed soon due to improvements in water quality, the results of flushing by SFWMD.

The Pompano Canal needs to be tested and confirmed that TMDL's are no longer an issue.

The City's consultant is working on a Master Plan for Water Supply due in November.

The municipal golf course has water supply wells on them.

Reuse comes to the airport at its northwest and southwest corners.

Opportunities:

Private drainage systems, i.e. exfiltration trenches may be allowed in Public R/W.

FDOT may have excess R/W available for drainage.

Sent via E-Mail September 17, 2012



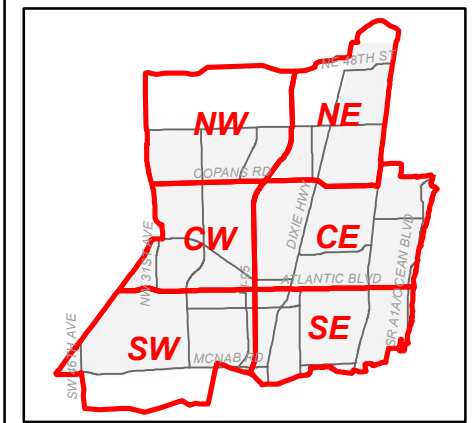
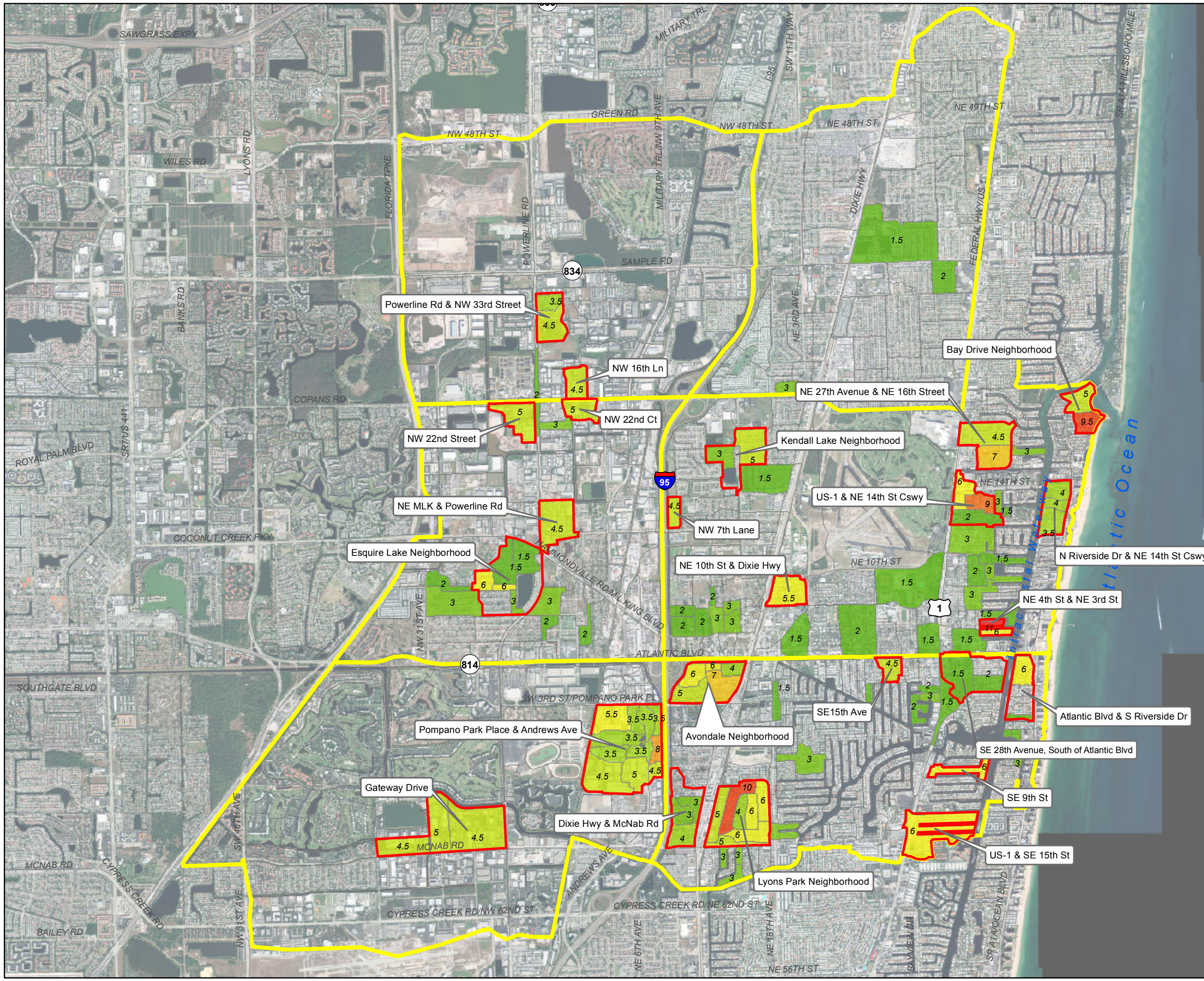
# **EXHIBIT D**

## **Flood Concern Areas**



## City of Pompano Beach Stormwater Master Plan

### Figure A Priority Study Area Locations

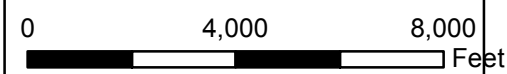
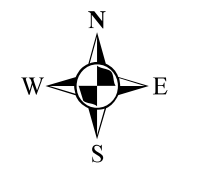


**Legend**

- Study Areas
- Major Basins Boundary

**Sub-Basin Prioritization Value**

0.0 - 1.0
1.1 - 2.0
2.1 - 3.0
3.1 - 4.0
4.1 - 5.0
5.1 - 6.0
6.1 - 7.0
7.1 - 8.0
8.1 - 9.0
9.1 - 10.0
10.1 - 11.0





# **EXHIBIT E**

## **Memorandum**

**(September 6, 2012 )**



Memorandum

To: Internal Distribution  
From: David A. Bennett, P.E.  
Date: September 6, 2012  
Subject: Visioning for Transportation Corridors

KHA Proj. No's.: 144669000 Dixie, 144669001 US-1 and 144669002 Atlantic

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On Thursday, September 6, 2012 a meeting was held at Chen Moore and Associates, Inc. to discuss the Dixie Highway, U.S. 1 and Atlantic Boulevard corridors. The following people were in attendance:

Jason McClair	Chen Moore and Associates	jmcclair@chenmoore.com
Marwan Mufleh	Kimley-Horn and Assoc.	marwan.mufleh@kimley-horn.com
David Bennett	Kimley-Horn and Assoc.	david.bennett@kimley-horn.com
Kevin W. Fischer	Renaissance Planning Group	kfischer@ciesthatwork.com

The following items were discussed:

Chen's work to date has included updating the City's GIS Atlas information for rim, invert and pipe size data. They have prepared specific topographical surveys and are working on a Stormwater Master Plan that includes having gathered as-builts and modeling the entire City. The model consists of over 600 sub basins.

They've created an existing conditions map and identified flooding area as ranked from least to worst with respect to flooding concerns.

The work included reviewing FEMA repetitive loss statements as well as interviewing City staff and residents for known flooding issues.

Some of the Study areas were looked at in more detail.

The areas closest to the ocean are very low lying and have limited opportunities for drainage improvement given the low/high tide and relative elevations of the developed properties.

Properties further west are being considered for possible exfiltration trenches, detention ponds and flap gates.





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and Associates, Inc.

Drainage wells have been considered but are limited by their capacity, salinity, and their driving head conditions.

TMDL's may not be as major an issue given SFWMD has adjusted their control structure discharging into the Pompano Canal there by flushing the system.

Monitoring/Sampling of the canals water quality is ongoing.

Chen is presently focused more on flooding then water quality.

They modeled the 5, 10, 25 and 100 year storms.

They are looking at the NW CRA TOC for possible drainage recommendations.

Sent via E-Mail September 6, 2012

# **EXHIBIT F**

## **Memorandum**

**(September 14, 2012)**



Memorandum

To: Internal Distribution  
From: David A. Bennett, P.E.  
Date: September 14, 2012  
Subject: Visioning for Transportation Corridors

KHA Proj. No's.: 144669000 Dixie, 144669001 US-1 and 144669002 Atlantic

---

On Friday, September 14, 2012 a meeting was held at the Broward County Environmental Protection & Growth Management Department (BCEPGMD) to discuss the Dixie Highway, U.S. 1 and Atlantic Boulevard corridors. The following people were in attendance:

Elissa Taylor	BCEPGMD	<a href="mailto:etaylor@broward.org">etaylor@broward.org</a>
Ashley Resta	BCEPGMD	<a href="mailto:aresta@broward.org">aresta@broward.org</a>
Ashok Raichoudhury	BCEPGMD	<a href="mailto:araichoudhury@broward.org">araichoudhury@broward.org</a>
Marwan Mufleh	KHA	<a href="mailto:marwan.mufleh@kimley-horn.com">marwan.mufleh@kimley-horn.com</a>
David Bennett	KHA	<a href="mailto:david.bennett@kimley-horn.com">david.bennett@kimley-horn.com</a>
Kevin ???		

The following items were discussed:

Marwan gave a brief overview of the project that included researching potential constraints and opportunities within the Dixie Highway, Atlantic Blvd and U.S. 1 corridors.

Ashok Raichoudhury explained that The Pompano canal was deemed an impaired water body in 2006 due to its Total Maximum Daily Load (TMDL) or water quality standards not having been met with respect to phosphorus and nitrogen levels being exceedingly high for the canal.

In 2009 and again in 2011 SFWMD flushed the canal which may have helped to reduce the chlorophyll levels in the canal.

As a result, it may be possible that the canal will be de-listed in the next cycle scheduled for 2016.



Elissa Taylor said that if a project is not presently discharging into the Pompano Canal, then it would not be required to reduce its phosphorus and nitrogen pollutant loading.

If a project has an existing piped outfall or is requesting a new outfall, then it will under the rules have to provide 16% in nitrogen and 13.6% in phosphorus reductions.

Refer to the DEP statewide guide for load reduction formulas/procedures.

Elissa offered that the best way to reduce the load would be by treatment train.

A possible opportunity may exist where by a piece of lands load is reduced only to give or sell the reduction as a credit to another property elsewhere within the same basin.

Another opportunity may exist where a storm water regional pond or dry detention area can be created and hydraulically linked by pipe to other properties.

Exfiltration trenches are used to help reduce TMDL's. However, the use of these trenches becomes increasingly limited the closer you get to a well field. In zone 1 (closest to the well field), no trench is allowed. In zone 2, the bottom of the trench must be at least 1 ft. above the water table.

Sent via E-Mail September 14, 2012



# **EXHIBIT G**

## **Memorandum**

**(September 19, 2012)**



Memorandum

To: Internal Distribution  
From: David A. Barnett, P.E.  
Date: September 19, 2012  
Subject: Visioning for Transportation Corridors

■  
5200 Northwest 33<sup>rd</sup> Avenue  
Suite 109  
Ft. Lauderdale, FL 33309  
33309

KHA Proj. No's.:144669000 Dixie, 144669001 US-1 and 144669002 Atlantic

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On Wednesday, September 19, 2012 a meeting was held at the City of Pompano Beach Utilities Department to discuss the Dixie Highway, U.S. 1 and Atlantic Boulevard corridors. The following people were in attendance:

Randy Brown	COPB Utilities	954-545-7044
Bill Herrman	COPB Utilities	954-786-5511
John Sfiropoulos	COPB Utilities	954-545-7009
Steven Rittenhouse	COPB Utilities	954-786-5507
Maria Loucraft	COPB Utilities	954-545-7004
Marwan Mufleh	KHA	marwan.mufleh@kimley-horn.com
David Barnett	KHA	david.barnett@kimley-horn.com

The following items were discussed:

Marwan gave a brief overview of the project that included researching potential constraints and opportunities within the Dixie Highway, Atlantic Blvd and U.S. 1 corridors. He mentioned that this was not a design study but instead an economic look at what industries, code enhancements and constraints/opportunities might be possible adding, that it could bring Green or Sustainability to the area.

The City said that the plant is currently meeting the needs of the area it serves but that if you modify the projections you may need to upgrade the system.

The City said that until we know the vision they can't fully respond to capacity needs.

The plant has capacity through 2030 based on assumed population projections and land use already set.

New greener plumbing – toilets, irrigation systems are built into the new population figures.

The City's fire coverage rating is good.



CDM's master plan is from 2009.

Unsewered areas in the City are on septic tank.

Regional partnerships outside the City to help lower the cost to Pompano Residents are being explored for the City's reuse water.

The replacement of clay tile pipe is an on-going operation in the City.

As we work in the corridor we may need to line the sewer.

A hydraulic model for reuse is presently being studied.

A hydraulic model for water is scheduled to occur next fiscal year.

If we have reuse in the area, we will be required to connect to it and disconnect wells and or water mains.

Ely High Schools goal is to switch to reuse and no longer use a potable well.

Dixie Highway contains two 12" water mains, one 6" and one 8" water main that is not "turning over". The plan is to rid the 6" and 8" which will in the City's opinion flush the system better.

Nestle is looking at possibly building a new bottled water plant in the City of Pompano.

The City said there is very little asbestos water mains left in the City. And, that almost no 2" water mains are left in the City.

The City is in the process of lining sewer systems now.

There are no discounts on Capital Recovery Fees for extending water and sewer mains.

The City said there are well fields at airport near Dixie Highways and that this will have effects on the use of exfiltration trenches.

Marwan mentioned he is considering the idea of two master stormwater ponds to be located one each on either side of Dixie Highway.

The City mentioned the municipal golf course contains levels of arsenic.

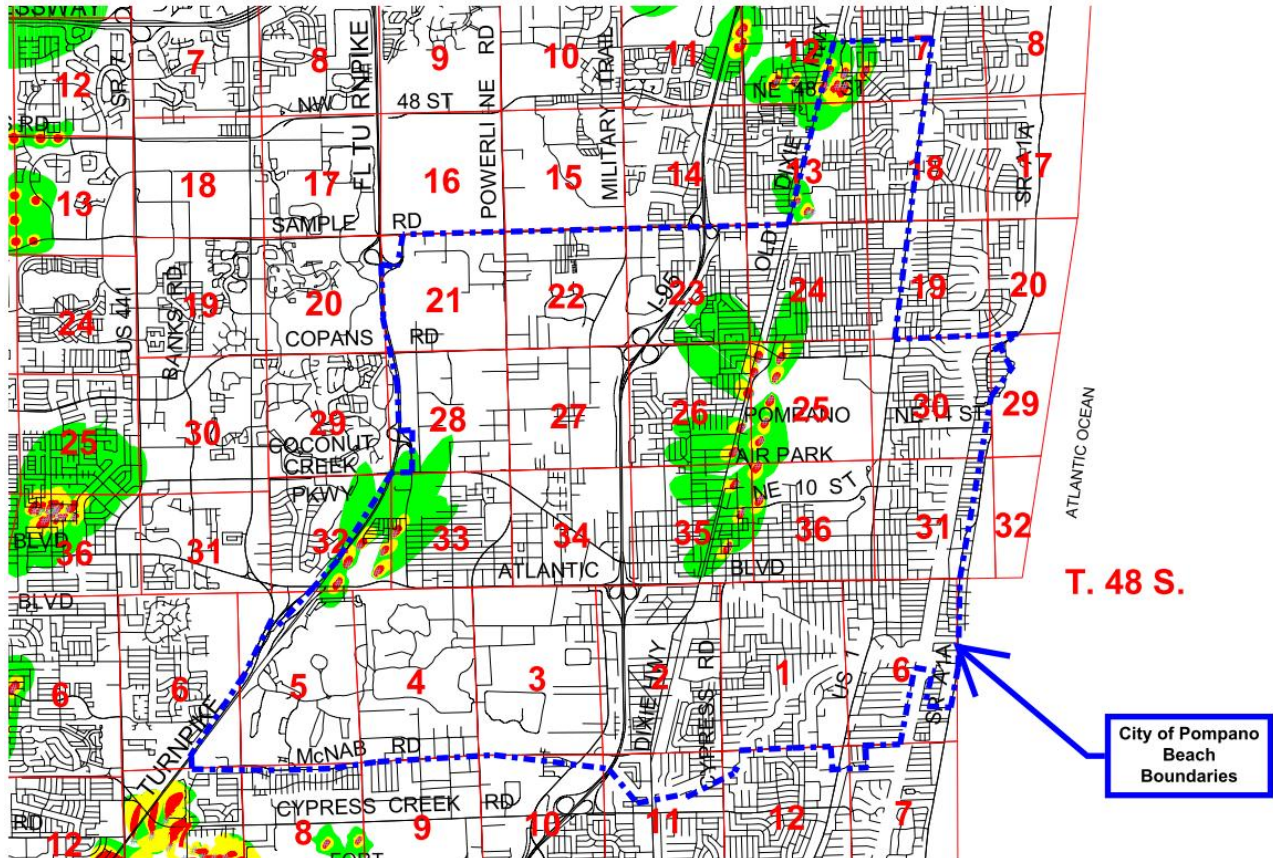
# **EXHIBIT H**

## **Wellfield Map**



# Broward County Wellfield Map

As approved by the Broward County Board of County Commissioners on 11/14/00 and approved by the State of Florida Department of Community Affairs' final order on 2/16/01



Legend	
	Township/Section/Range
	Supply Wells
Zones of Protection	
	Zone 1
	Zone 2
	Zone 3

Prepared by:  
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 BROWARD COUNTY DEPARTMENT OF PLANNING AND ENVIRONMENTAL PROTECTION  
 (Print Date: February 27, 2001)

