CITY of POMPANO BEACH

Transportation Corridor Studies

Transformation Plan

Dixie Highway, Federal Highway/US1, Atlantic Boulevard

December 2013

PREPARED BY:
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The Metropolitan Center
Kimley-Horn and Associates

POMPANO BEACH
CORRIDORS.... TO PROSPERITY!

City of Pompano Beach

TRANSPORTATION CORRIDORS STUDIES FOR

DIXIE HIGHWAY, FEDERAL HIGHWAY/US 1, ATLANTIC BOULEVARD

Transformation Plan

DECEMBER 2013

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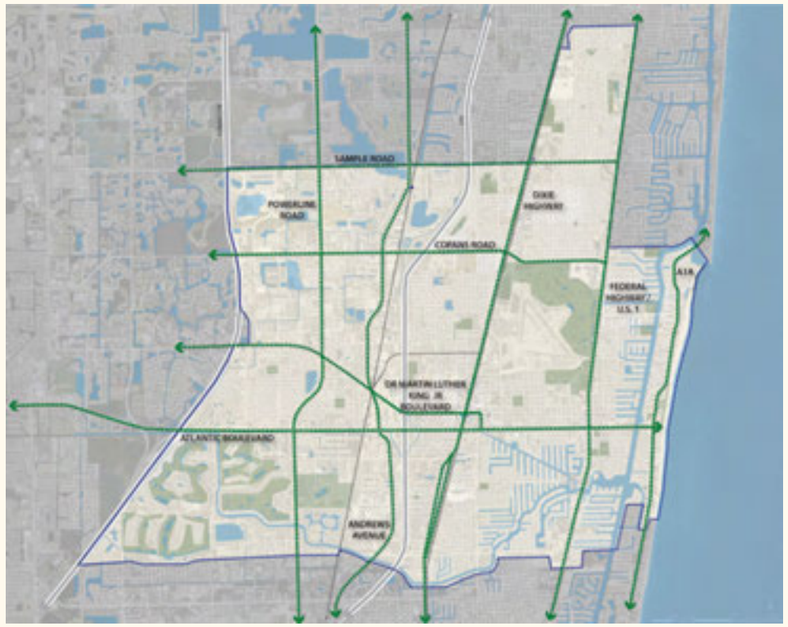
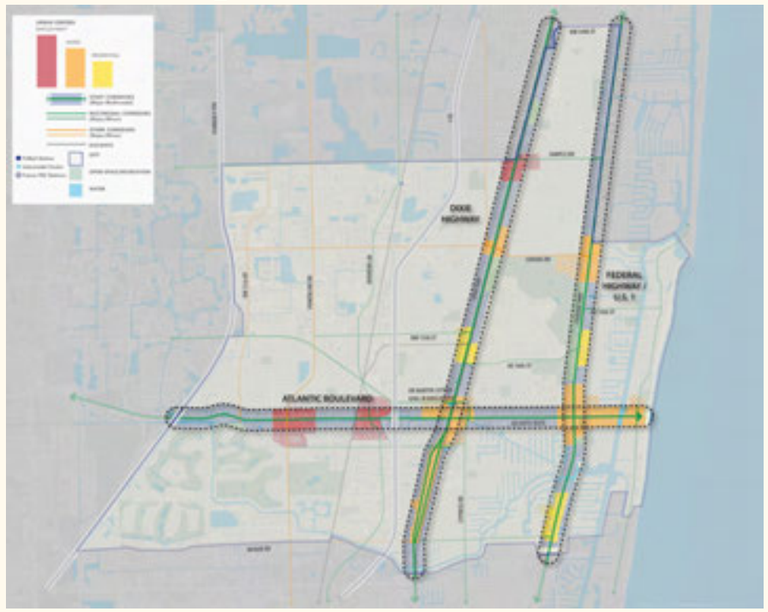
Executive Summary

The City of Pompano Beach is at the geographic center of the three-county South Florida region. Residents prefer to live here because of available housing in a variety of styles and prices; easy access to employment in the City and region; and the wealth of local services, educational, recreational, and entertainment options. Businesses are drawn to Pompano Beach because of its transportation access to the surrounding region and the City's large and diverse supply of industrial and commercial properties. The City understands the importance of a strong economic base to support the community and provide jobs for residents. As such, elected officials had the foresight to create a strategy for the City's future and look to identify desired community outcomes and associated implementation actions for major corridors in the City.



MAJOR CORRIDORS IN POMPANO BEACH

To begin the process, the City made a substantial investment to prepare ***studies on three important corridors: Dixie Highway, Federal Highway/US 1 and Atlantic Boulevard.*** It is through this kind of planning effort that the distinct visions for these corridors set the direction for future development/redevelopment and revitalization. At the public workshops on the plan, attendees commented most positively about the City's leadership in preparing the plan, independent of the actual visions and recommendations. The changes needed only happen by specifying how the City wants to continue to evolve, through a plan such as this.



THREE STUDY CORRIDORS: DIXIE HIGHWAY, FEDERAL HIGHWAY/US 1 AND ATLANTIC BOULEVARD

Why is it important to consider the corridors of a community? Corridors form the bones and connections of a city. They not only provide linkages to regional and local destinations and serve as gateways to the city and its neighborhoods, but they often function as focal points of a community's employment, retail, civic and recreational activities. They are major linkages residents, workers and visitors travel every day to reach destinations; and so, in their daily familiarity, it is easy to overlook the opportunities and energy they provide for defining and enriching the community. To create additional energy for the City of Pompano Beach means creating energy on these corridors. They are the linear catalysts for the continued transformation and change that a city needs to thrive.

This plan's ***objective is to elevate the visibility of the three corridors, provide strategies to ensure the corridors remain economically viable into the future, and help them achieve their full potential.*** The results will enrich the City, and the business and property owners along the corridors, ensuring long term sustainability and prosperity for the corridors. The residential areas surrounding the corridors will benefit from enhanced and varied access to goods and services, the stability of additional attention to the corridors, and the rising property values that comes with improved conditions.

These three corridors span the entire length of the City, north-south and east-west. Dixie Highway and Federal Highway are 6.5 and 6 miles long, respectively, and Atlantic Boulevard is 5.4 miles long. Supporting predominantly retail uses for nearly 18 miles of the City can be economically challenging. Oversaturation of the retail market can lead to economic strain on existing businesses and increase vacancies along the corridors. By clustering retail, new development becomes more feasible as more people are drawn to the area. Historically, development occurred at the intersections and then filled in the linear corridors. Using that same philosophy of focusing and concentrating the activities along a corridor provides a framework for organizing the corridors and prioritizing recommended actions. This plan identifies eight districts along the three corridors, each with unique characteristics and opportunities for growth.

The transportation corridor studies are economic development driven, defining how the City prefers to transition and grow as businesses and properties evolve. To be successful will require private actions based on market demand. However, ***the plan's emphasis is on the actions the public sector should take to achieve desired results***. The intent is to create an enriched community with attractive and sustainable business, workforce and residential characteristics.

In preparing the plan, a subcommittee of the Economic Development Council (EDC) served in an advisory role, offering guidance at key steps. The project team received input from individual property and business owners along the corridors, as well as City and Community Redevelopment Agency (CRA) staff and elected officials. Lastly, three public workshops and a presentation to the City's Planning and Zoning Board were held to present the proposed desired community outcomes (vision) and recommended actions. Comments received have been incorporated into this plan.

The plan's emphasis is on the actions the public sector should take to achieve desired results

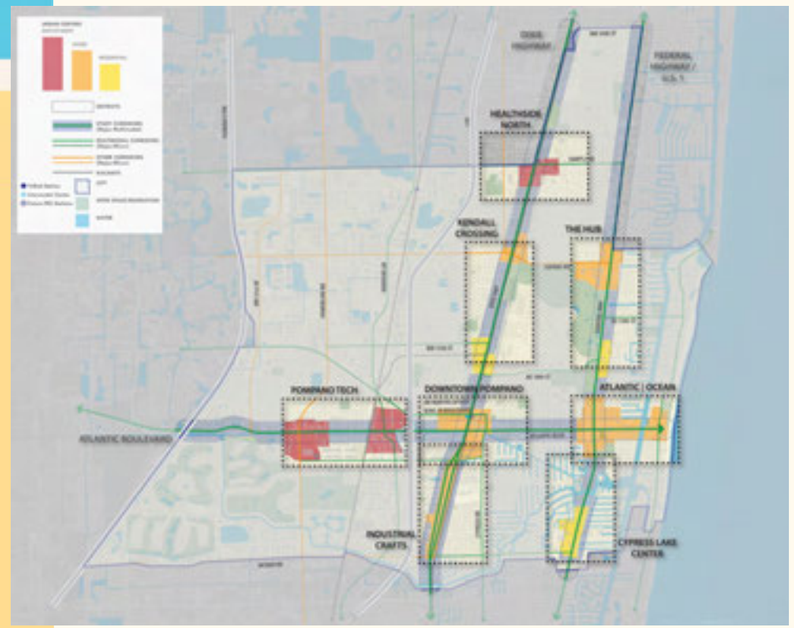
DIXIE HIGHWAY

IDENTITY

Dixie Highway is a workforce corridor, where businesses employing skilled trades are prevalent. The corridor offers industrial and commercial space that is flexible for a variety of uses, serving as an incubator for emerging businesses and addressing demographic changes making medical services in more demand. Businesses and industries not yet thought of will be able to locate here and thrive. This corridor should embrace its railroad and industrial history and entrepreneurial nature, looking to capitalize on a diverse and eclectic brand where experimentation in new endeavors is possible. Transportation access is framing the transformation of the corridor, with a future FEC passenger rail station supplementing an existing high level of neighborhood accessibility.

DISTINGUISHING FEATURES

A pending roadway resurfacing and rehabilitation project by the Florida Department of Transportation (FDOT) along Dixie Highway provides the



EIGHT DIESTRICTS IDENTIFIED ALONG THE STUDY CORRIDORS

impetus to determine how the City wants to modify the corridor to support economic development opportunities and enhance the corridor for the community.

This corridor is the area where employment can be found. On South Dixie Highway, there are many automotive related businesses with skilled workers providing repair and customizing services. Construction materials and building businesses are here as are marine related fabricators and custom parts builders. North Dixie Highway and the area near Sample Road has the potential to capitalize on the Broward Health North Medical Center. Medical services are very stable employment and economic engines, and as the country's population ages, the demand for medical services will grow. A wide range of skills are needed as demand continues to grow with new healthcare advances and as new techniques are created and made available. According to the U.S. Small Business Administration, small businesses in Florida account for approximately 42 percent of private sector employment and adding an employee to each creates as much benefit as luring a big-name large employer.

Access to Dixie Highway is another significant influencing factor, with close proximity to I-95 and nearby neighborhoods. There is a neighborhood transfer center for Broward County Transit at Dr. Martin Luther King, Jr. Boulevard that brings people on four Broward County Transit (BCT) routes and all three of the City's community bus routes to the corridor. More importantly for Dixie Highway is planned passenger rail service on the FEC railway. The City already is taking steps to prepare for a station just north of Atlantic Boulevard and this transformation plan incorporates the station. Another possible station is at Sample Road, with a connection to the Tri-Rail commuter rail station to the west.

The districts identified with Dixie Highway are Industrial Crafts south of Atlantic Boulevard, Kendall Crossing near NW 15th Street, and Healthside North in the vicinity of Sample Road. Downtown Pompano also is located along Dixie Highway and is described in the Atlantic Boulevard discussion.

- The ***Industrial Crafts*** district is characterized by the large number of smaller industrial uses along the corridor. Businesses here tend to rely on skilled workers and craftsmen that use their hands and machines to create goods and services, such as the mechanical and automotive specialties. As a business outgrows a home garage, it might locate here because of the affordable and flexible building spaces. Neighborhood serving uses that are not appropriate for inclusion in a residential area perhaps due to noise or vibration impacts also are here. The central location in the City provides convenient and easy access to goods, services, civic and entertainment prospects for residents and workers of the district.

- ***Kendall Crossings*** is influenced by the existing and historical residential character. It is located near one of the few crossings of the FEC railroad, providing excellent connections to both the east and west areas of the City. There are several vacant parcels in this area and a need to encourage restaurants, markets, barbershops/salons that nearby residents can walk or bicycle to. Filling in vacant parcels with multifamily apartments or townhomes supports the existing residential neighborhoods and builds off the recreational opportunities in the AirPark area.

- The major economic influence at the City's north end of Dixie Highway is the Broward Health North medical complex and related medical offices. As such, the ***Healthside North*** district is designed to embrace and encourage more medical-related serving uses while supporting the surrounding residential communities. Adaptive reuse of some buildings and medical uses in the area east of the railroad tracks are envisioned, along with expansion of residential opportunities for this growing workforce to be in proximity to their jobs.

CAPITALIZING ON OPPORTUNITIES

The City has the opportunity to leverage FDOT investments to create a corridor that promotes access to the jobs located along Dixie Highway while also fostering aesthetic improvements. Reducing the number of travel lanes on South Dixie Highway would safely accommodate travel needs along the corridor while freeing up unneeded right-of-way for functional amenities that enhance the comfort and appearance of the corridor through enhanced landscaping, on-street parking, protected bicycle lanes and wider sidewalks.

There is a growing market demand for additional housing options in the corridor and Pompano Beach. More housing opportunities would complement existing and future employment activities, providing a close linkage with existing and future transit services, and enabling those who can live near their place of employment or a transit station to spend more of their income on activities other than maintaining a car.

The neighborhoods surrounding Dixie Highway are very diverse culturally and ethnically and enabling a commensurate diversity of entertainment and dining is another opportunity for this dynamic area to thrive economically. Fostering a more eclectic Dixie Highway will allow entrepreneurs to tap into emerging markets and create new business opportunities.

ACHIEVING POTENTIAL

To assist Dixie Highway in its transition, the City should continue to make the corridor friendly for worker access by enhancing transit, bicycling, walking, while maintaining the current automobile level of mobility. Reducing the number of lanes and potentially the speed limit along South Dixie Highway and ensuring sidewalks and bicycles lanes are provided along the corridor are important. The City should leverage the existing grid street network and enhance connections to the corridor from the surrounding communities through lower-speed pedestrian- and bicycle-oriented connecting streets.

VIEW: LOOKING NORTHWEST FROM WEST SIDE OF SOUTHBOUND DIXIE HIGHWAY TOWARD SW 8TH STREET

The City should prepare comprehensive plan amendments to support the desired uses along the corridor, including facilitating vertical and horizontal mixing of uses, and enabling additional residential development in designated locations that are compatible with surrounding development. Similarly, the City should prepare zoning code modifications to provide for an urban village development pattern that supports pedestrian access, reinstates alleys and rear access to parcels for parking, and incentivizes reuse and redevelopment of buildings for non-industrial uses. Example code changes include reducing and modifying building setbacks and lot coverage requirements to address building placements, changes to encourage the adaptive reuse of buildings for desired uses, and parking revisions on the amount and location of spaces. Because of the emerging businesses potential and conducive transportation access for Dixie Highway, ***the City should prioritize its resources on the Industrial Crafts district***.

Dixie Highway should be improved by adding landscaping and streetscaping to improve its appearance and encourage people to stop and visit. The City should work with FDOT, other partners and private interests to add or

Executive Summary

enlarge medians, add landscaping with sidewalks, and improve lighting, benches (including transit shelters) and public art indicative of the industrial craft businesses on the corridor. Creating public plazas along South Dixie Highway would help define the corridor as a place instead of a pass-through road, and will provide gateway/entry features and space for everyday use and for festivals/events, such as food truck rallies or car shows. Along North Dixie Highway, transforming the stormwater areas into a natural, park-like setting with benches and lighting will soften the corridor and support the evolution to a more residential character.

Redevelopment is often hindered by the need for on-site parking and stormwater infrastructure. The City should work toward providing shared parking and stormwater facilities, potentially through a supporting business improvement district. To offset the need for stormwater infrastructure, the City should take steps where feasible to use low impact development techniques, such as increased landscaping and bioswales, permeable pavements, and public plaza open space designs.

FEDERAL HIGHWAY/US 1

IDENTITY

Federal Highway/US 1 is the City's "Destination Drive," a corridor where people live, shop and play. While Federal Highway/US 1 once served as the main artery for north-south access throughout south Florida, it has retained much of its regional-serving retail focus, with national, regional and locally branded businesses vying for space along the corridor. It invites people to dine at the many restaurants, shop at myriad retail destinations, and have fun at the City's beach, golf course and nearby outdoor recreational facilities.

DISTINGUISHING FEATURES

With the level of retail and restaurant land uses along Federal Highway/US 1, travel along the corridor consists primarily of short trips from neighborhoods within the city and nearby jurisdictions. People also travel Federal Highway/US 1 in Pompano Beach to access the City's beach to the east and recreation areas at 10th Street. Other entertainment along the corridor includes private enterprises, such as a movie theater and bowling alley.

Frequent travelers of the corridor are the people who live in the residential areas to the west and east of the corridor, including the residents and visitors on the barrier island and Lighthouse Point. These residential areas include the highest income households of the City. Retailers vie for business and look to draw people from neighborhoods with excess buying power. As such, the City is already seeing many new retailers and services seeking space along the Federal Highway/US 1 corridor.

Federal Highway/US 1 is located near to the Intracoastal Waterway and finger canals provide access at the Hillsboro Inlet. These attributes draw marine uses to the corridor, most prominently larger sports boat dealers at the south end of the corridor.

The nearby airport provides a possibility to expand its use by business travelers needing access to Pompano Beach and for leisure travelers visiting second homes or resorts.

The development pattern along the corridor is strip commercial but there are deeper, larger sized lots on this corridor than others in the City. The parcels formerly used for automobile dealerships are prime redevelopment opportunities for housing and mixed uses. The combination of transit/automobile access, proximity to goods and services, and recreational/social opportunities, make the corridor attractive for additional housing. This housing can be in the form of multistory apartment buildings or mixed used buildings that have retail businesses on the first floor.

The districts identified with Federal Highway/US 1 are Cypress Lake Center at the City's south boundary and The Hub at the northern part of the corridor. Atlantic | Ocean also is located along Federal Highway/US 1 and is described in the Atlantic Boulevard corridor discussion. Destinations near Sample Road could also be classified as a district and the recommended implementation section describes this further.

- The ***Cypress Lake Center*** district reflects the shopping and residential areas here. It is characterized by neighborhood and regional serving retail centers that house grocery and department stores, with compatible businesses. This area also is home to the marine uses along the corridor.
- ***The Hub*** is located at the intersection of Federal Highway/US 1 at Copans Road which resembles a bicycle wheel hub and spokes. This area has the most retail and restaurant energy due to the location of Pompano Citi Centre, the retail, restaurant and entertainment uses at all four corners of the intersection and north and south along Federal Highway/US 1.

CAPITALIZING ON OPPORTUNITIES

The retail supply along Federal Highway/US 1 draws people from all areas of Pompano Beach and surrounding communities. Retail is a constantly changing industry and supporting additional demand should be a focus of the City. Providing more "roof tops" along Federal Highway/US 1 will help sustain the market for regional retail.

There are nearly 100 marine related businesses with 1,000 employees in Pompano Beach and marine establishments, retail dealers, and recreational opportunities should continue to be supported. The close proximity to the water can be emphasized by creating view sheds, or areas visible to the human eye, for travelers and residents of the corridor.

The world class public golf course, beaches and nearby AirPark provide tourism opportunities. The City should continue to embrace visitors and seasonal residents who increase the City's population from just over 100,000 to more than 150,000 during the winter season, and provide additional tourism services such as lodging, entertainment, and transportation (car and bicycle) rental.

ACHIEVING POTENTIAL

As a "Destination Drive," Federal Highway/US 1 serves many communities. Distinctive gateway features can better differentiate the Pompano Beach identity from the typical look of the corridor through Broward and Palm Beach Counties. This can help reinforce the corridor's live, shop, play focus by signaling that travelers are entering a quality environment that offers many opportunities. Landscaping, street lighting, signage, benches and public art will help make the corridor attractive to continue to draw people to the corridor. A public plaza at Federal Highway/US 1 and NE 16th Street can set the tone and unify the marine, retail, recreational, and residential aspects of the corridor.

VIEW: LOOKING SOUTHEAST ON FEDERAL HIGHWAY/US 1 NEAR NE 15TH STREET

The City should work to improve the multimodal character of the corridor. The automobile dominates this corridor and given the national level retail and low density form of many of the surrounding residential neighborhoods, will continue to do so for some time. Transit is another travel option and Federal Highway/US 1 has local and express bus (limited stop) transit service that will be improved in the future. The City should work with its transportation partners to enhance the pedestrian and bicycle connections to businesses and transit stops along the corridor and also provide amenities for travelers that offer shade and protection from weather. Continuous bicycle lanes should be included on Federal Highway/US 1 as well as bicycle routes designated on parallel streets with slower speeds. Providing pedestrian and bicycle infrastructure helps promote active lifestyles necessary for healthy living, and addresses demographic changes in the rise of the millennial generation who has an affinity for walking and bicycling.

As new buildings are developed or older ones redeveloped, the City should incentivize development that is more pedestrian friendly through City–initiated comprehensive plan and zoning changes, residential density bonuses, and potential fee abatement. This includes locating storefronts and building

entrances at the sidewalk, relocating parking lots, and requiring parking and landscaping configurations that emphasize pedestrian access from the street or adjacent buildings. The City should create design guidelines/ standards regarding landscaping, lighting, streetscaping and parking. ***For Federal Highway/US 1, the City should prioritize it resources toward introducing residential and mixed uses in The Hub district and south of it on the east side of the corridor.***

The City should investigate creating an economic development airport master plan to better enhance the AirPark's executive airport capabilities. From a land development perspective, the City can support such an approach by encouraging restaurants, hotel and meeting venues on Federal Highway/US 1.

ATLANTIC BOULEVARD

IDENTITY

Atlantic Boulevard is the City's main street and is the geographic, historic, and civic center of the City. The corridor provides access to all areas of the City, from Florida's Turnpike to the Atlantic Ocean. Atlantic Boulevard serves as a commerce corridor in the broadest definition of the term commerce. At the west end, it provides access to big box, regional level retail and commercial and entertainment uses. In the center, near Dixie Highway, the corridor is the historic, civic and cultural downtown, where City Hall is found. Further east, the corridor transitions to a beach village with businesses and goods supporting the waterfront.

DISTINGUISHING FEATURES

The City's historic downtown is located near the FEC railroad and Dr. Martin Luther King, Jr. Boulevard (Rock Road or Hammondville Road). The civic and cultural center of the community is located on the corridor with the City Hall, a new cultural center and library, nearby recreation centers and parks and large religious and social institutions.

The City has two community redevelopment areas (CRAs) that touch the Atlantic Boulevard corridor. These areas are under the auspices of the Community Redevelopment Agency that has additional powers and responsibilities to support redevelopment. This transformation plan is compatible, consistent and supportive of the plans for these areas. Many of the recommendations of this plan are similar to strategies the CRA has already encountered and the City can leverage the professional expertise of the staff.

As noted for Dixie Highway, rail passenger service is being planned for just north of the corridor. This station provides additional access to Pompano Beach from areas outside the City.

Atlantic Boulevard is the key east-west corridor in the City. It provides a variety of experiences as one travels the corridor. For residents and businesses it provides key regional connections via access to I-95 and Florida's Turnpike. Transit service on the corridor, particularly the City's community bus service provides additional travel options.

The western end of the corridor has some of the newest construction in the City and is least likely to change in the near future. Big box retail and mixed commercial/warehouse buildings dominate this segment. The stormwater canal on the south side of the corridor also provides an obstacle for bringing development to the roadway.

For the City to continue to evolve as a prosperous and healthy community, City staff and stakeholders will have to work ever harder, tackling districts and tactics one by one with patience and perseverance.

On East Atlantic Boulevard, there are office buildings and restaurants, many developed during the City's initial growth period of the 1960s. These locally serving businesses are where many creative design businesses have located and nurturing this new economy industry cluster is part of the plan. Creative design businesses include architects, graphic designers and web/app developers that rely on human capital to produce their goods and services.

The districts identified with Atlantic Boulevard are Pompano Tech west of I-95, Downtown Pompano near Dixie Highway, and Atlantic|Ocean from west of Federal Highway/US 1 to the ocean.

- The ***Pompano Tech*** district reflects the regional, large scale retail/ commercial uses near Powerline Road and the potential for green- or technology based businesses near Andrews Avenue. Andrews Avenue is being reconfigured and it, along with Powerline Road, provide entry to the City's large industrial area. With access and visibility to I-95, the area is attractive for office space that can be used for front- or back-office support for the various manufacturing, warehouse and logistics businesses nearby.
- ***Downtown Pompano*** is characterized by its civic and institutional heart at Atlantic Boulevard and Dixie Highway. It links the northwest quadrant near Dr. Martin Luther King, Jr. Boulevard, with Old Pompano in the northeast quadrant, to City Hall and the new cultural center, library and park at the southeast quadrant.
- The ***Atlantic|Ocean*** district spans from west of Federal Highway/US 1 to the Atlantic Ocean. It is the beach village section of the corridor, where restaurants and shops support the neighboring communities and visitors of the City's premier waterfront.

CAPITALIZING ON OPPORTUNITIES

Pompano Beach's main street has been a focus of the City's Community Redevelopment Agency, and a number of studies and projects have been developed and are in various stages of implementation. The Downtown Pompano Transit Oriented Corridor (DPTOC) will revitalize and bring new life to the Dr. Martin Luther King, Jr. Boulevard corridor. The DPTOC will also connect this newly revitalized area to Old Pompano and bring growth and prosperity to Pompano Beach's historic downtown.

VIEW: LOOKING NORTHEAST ON ATLANTIC BOULEVARD JUST WEST OF FEDERAL HIGHWAY/US 1

Further east, the East Atlantic Boulevard Overlay was adopted to create a vibrant outdoor cafe district and the creation of a beach village atmosphere. There is also a focus on including night-time entertainment in this area. his study has built on these efforts already underway in the areas where the Downtown Pompano and Atlantic|Ocean districts are, and focused recommendations to address the remaining areas of Atlantic Boulevard. Providing an attractive connection between the Downtown Pompano and Atlantic|Ocean districts will link these important districts and offer local shops and businesses.

VIEW: LOOKING SOUTH ON ANDREWS AVENUE TOWARD ATLANTIC BOULEVARD

In the area around Pompano Tech there are great economic development opportunities to capitalize on the large industrial zone that encompasses much of northwest Pompano Beach. Pompano Tech is seen as becoming a center of Class A office space focused on green and clean technology, high-tech company and research and development facilities. The area should include buildings and environmentally friendly infrastructure.

Executive Summary

ACHIEVING POTENTIAL

The plan recommends that East Atlantic Boulevard remain four lanes with on-street parking, parklets and bulbouts at intersections, provided to the extent possible. As premium transit services are offered on the corridor, the on-street parking areas can evolve to be used for buses and bicycles (or buses and right-turning vehicles accessing businesses) or ultimately a dedicated transit lane.

East Atlantic Boulevard between the Downtown Pompano and Atlantic | Ocean districts is a highly visible corridor of the City. The Plan recommends revitalization of this area as a strategic community connection. To achieve this result, the City should prioritize its resources for the corridor and create a greener corridor with local businesses and shops. The use of bio swales, permeable pavements, green roofs, and electric charging stations are concepts for implementation. Enhancing and enlarging the landscaped areas will help meet stormwater treatment and retention requirements. A green emphasis will showcase the City's commitment to sustainable living and provide infrastructure support to two key districts.

SUMMARY

The purpose of this plan is to frame the identity of three key corridors in the City of Pompano Beach: Dixie Highway, Federal Highway/US 1 and Atlantic Boulevard. It provides clear direction on the type and style of redevelopment and revitalization needed to foster and promote the identities and visions. The plan puts the City on the path to capitalize on the strengths and opportunities of the corridors and enrich the community – surrounding property and business owners, residents and employees, and the City of Pompano Beach. ***For Dixie Highway, the City should prioritize efforts on the Industrial Crafts district to leverage FDOT projects and the hidden potential of the area. For Federal Highway/US 1, the emphasis is The Hub and establishing residential and mixed uses south of Copans Road along the corridor. For Atlantic Boulevard, the City should pursue the creation of a green corridor providing infrastructure for and connections to the Downtown Pompano and Atlantic | Ocean districts.***

Implementation to achieve the desired community outcomes will rely on the private sector with prodding and incentives from the public sector. ***This plan specifies steps the City must pursue to effectuate change.*** These steps require prioritizing the City's budget and resources to revise policies and codes, plan and program needed infrastructure, and establish programs to assist in and monitor progress. Undertaking the transportation corridor studies and preparing this Transformation Plan is an excellent first step. For the City to continue to evolve as a prosperous and healthy community, City staff and stakeholders will have to work even harder, tackling districts and tactics one by one with patience and perseverance.

This Report Contains...

The next section of this transformation plan provides a brief synopsis of principles guiding development of the plan and how it was created, looking at Citywide demographic, economic and development related information as a starting point. Detailed background information is available in the *Pompano Beach Transportation Corridor Studies Existing Conditions and Opportunities Report* (May 2013).

The context section is followed by individual sections on the Dixie Highway, Federal Highway/US 1, and Atlantic Boulevard corridors. For each corridor, there is a desired community outcomes or vision section. This section elaborates on the topics identified in the executive summary and describes the corridor and theming elements applicable for the entire corridor. For each district along the corridor, the development vision is provided showing the types and locations of uses, the transportation framework, and infrastructure and gateway features. Recommendations on implementation actions for the corridor and districts close the corridor sections.

The final section of the plan summarizes the actions the City should first pursue for the corridors. It describes to how to monitor and measure the success of the plan and its implementation, through evaluation of several factors.

A jug fills drop by drop

-

Buddha

For Dixie Highway, the City should prioritize efforts on the Industrial Crafts district to leverage FDOT projects and the hidden potential of the area.

For Federal Highway/US 1, the emphasis is The Hub and establishing residential and mixed uses south of Copans Road along the corridor.

For Atlantic Boulevard, the City should pursue the creation of a green corridor providing infrastructure for and connections to the Downtown Pompano and Atlantic | Ocean districts.

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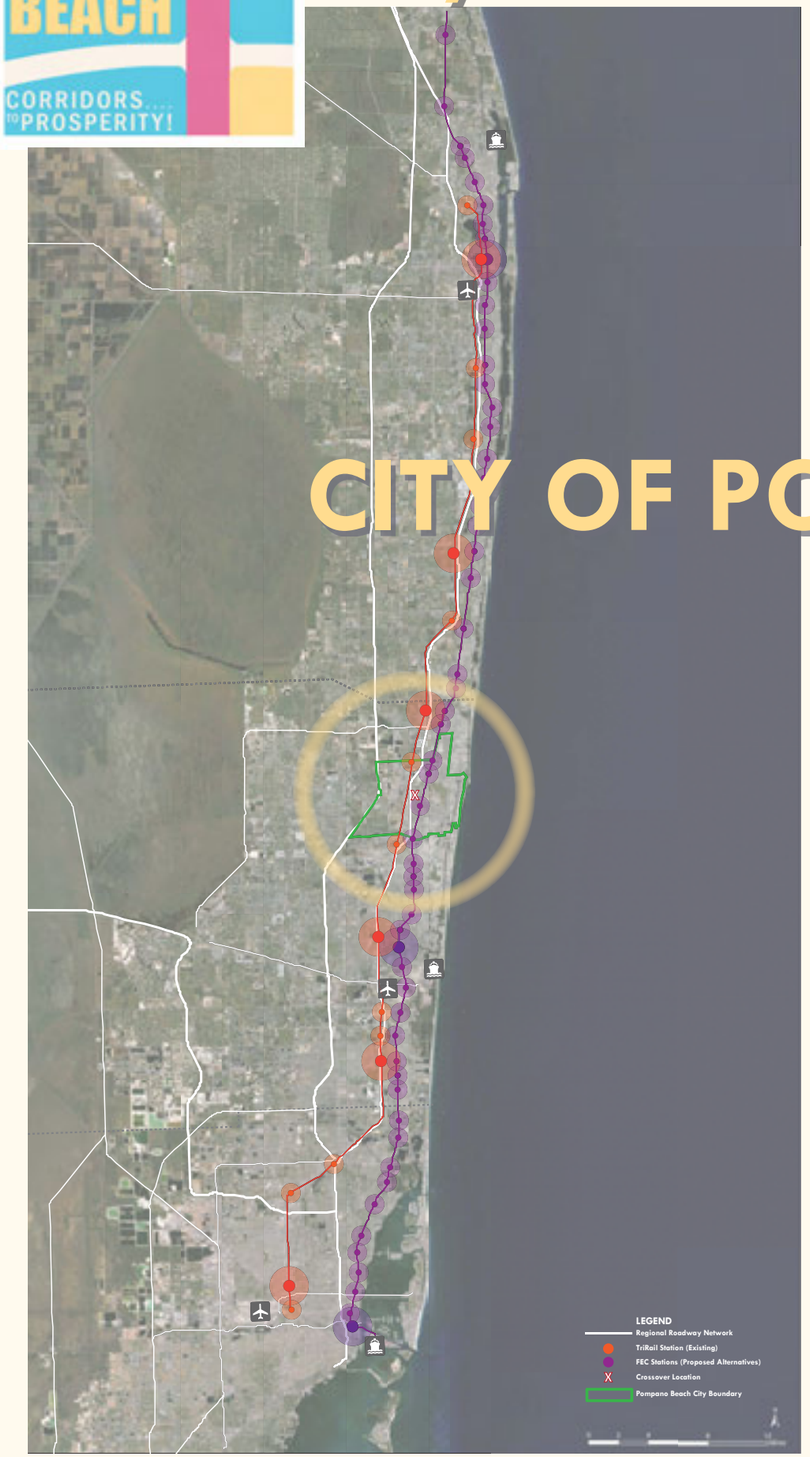


CITY OF POMPANO BEACH

Regional Significance

Pompano Beach sits at the strategic location of the crossroads of South Florida, 35 miles from either Miami or West Palm Beach. It is in the center of a region with three seaports and three airports. It has two interchanges with I-95 and Florida's Turnpike and both the CSX and FEC railways are located here.

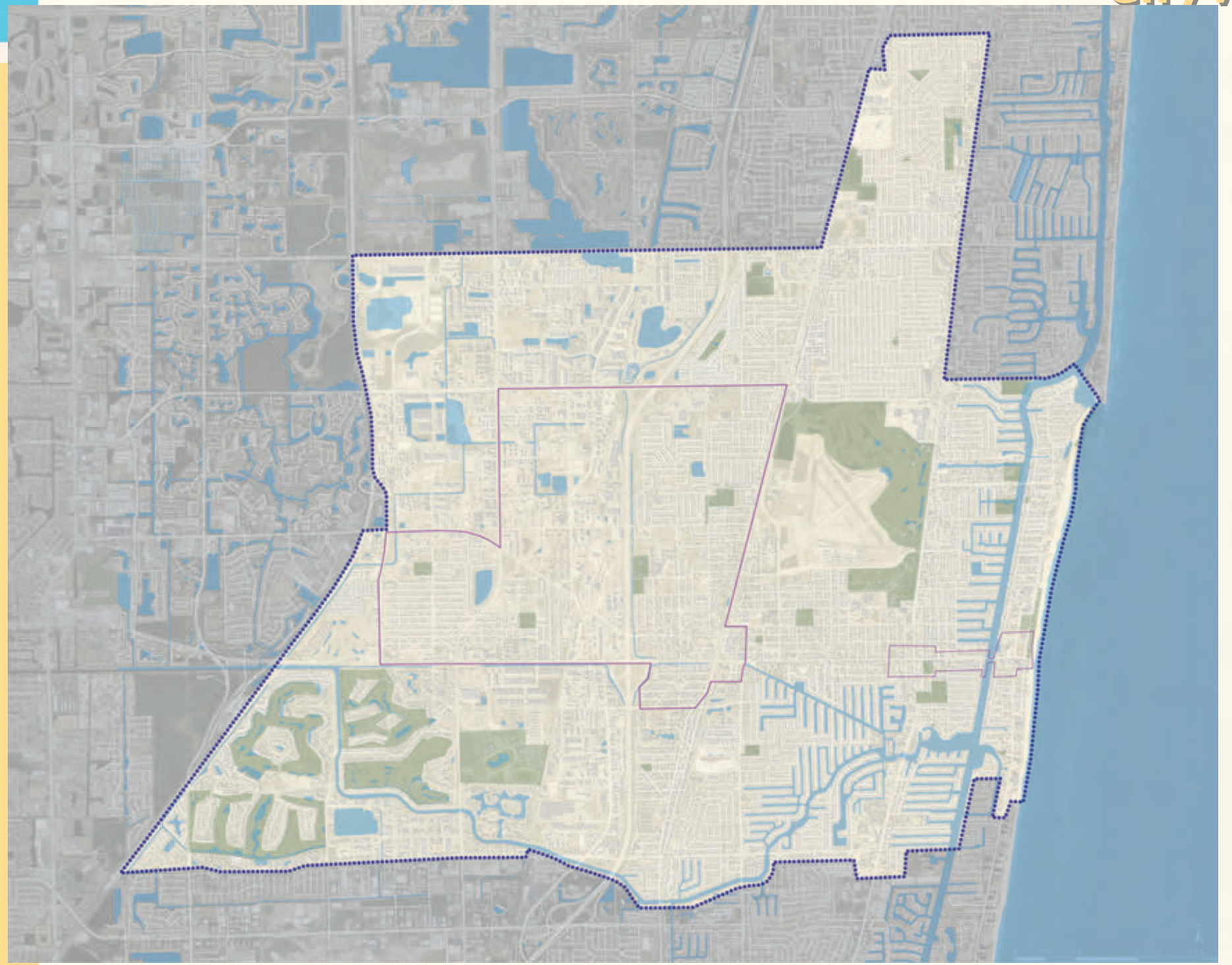
Economic Conditions and Target Industries

Economic development can take many forms and various city and county boards and agencies tirelessly and energetically promote the City of Pompano Beach to new businesses and visitors. This plan relies on those individuals and groups to continue this effort. The focus here is on providing the locational opportunities and development and programmatic incentives to close the deal. The plan also emphasizes supporting local businesses, those existing, growing and emerging on the scene. Small businesses in particular deserve attention. Over two thirds (68%) of all firms in Florida employ 4 or fewer people. If each business can prosper and add a single employee, we would see many new jobs created.

There are several industries in Pompano Beach that have a strong presence and providing additional opportunities to grow and expand is identified here. International trade and logistics is a significant industry that relies on easy and convenience transportation networks and access. The City continues to be in a good position with this sector and should work to maintain available industrial land and transportation access. The marine industry is prevalent in Pompano Beach. Craftsmen and fabricators for materials and goods used on boats are located in the industrial areas, including along Dixie Highway. Federal Highway, especially south of Atlantic Boulevard, has major marine businesses too, primarily boat dealers. Life sciences and biotechnology businesses are in the City, mostly in the manufacturing realm. However, like international trade and logistics, the industrial uses also need good sites and effective office spaces for front and back office activities. The last industry sector targeted with this plan is creative design. This sector includes graphic artists, architects, web designers, for instance, that rely on intellectual capital to create the goods and services provided.

A long standing trend that is not changing for Florida and Pompano Beach is that the economy has grown by accommodating new growth. The sun and sand continue to draw people and the City's population is projected to increase from 103,000 in 2012 to 137,000 in 2035. The city is land locked and adding one person for every three here today in the next 25 years means new housing and employment options are needed. It will have to be created by adding to existing sites and tearing down and rebuilding others increasing density and intensity in desired locations. This is the cycle of evolution and preparing for it lets the City direct the next generations of development.

Citywide Framework



New trends are emerging as the baby boomers retire and the millennial generation comes into the fore. Living styles and preferences are changing. Some are deciding to lead more active lifestyles, walking or bicycling to complete some of their errands or for social, recreation and entertainment plans. They want to be able to live closer to work, work from home or blend working and non-working times. Single family neighborhoods will continue to be popular and garden apartments and townhouse types of development will increase in number. Mixing uses, whether vertically in a single building or horizontally across a block, will be preferred so that people have convenient access to the goods, services, and social activities they want and deserve.

It is important to consider the greater citywide context when identifying desired community outcomes and recommendations for the three corridors. It would be easy to assume all redevelopment and economic development should occur on those corridors but that would not fairly and equitably account for initiatives anticipated for the other corridors and other areas of the City. As such, when preparing these corridors studies, existing economic development, demographic and development conditions were evaluated. A more detailed report was prepared in May 2013. The key factors influencing the desired community outcomes and recommendations are described here.

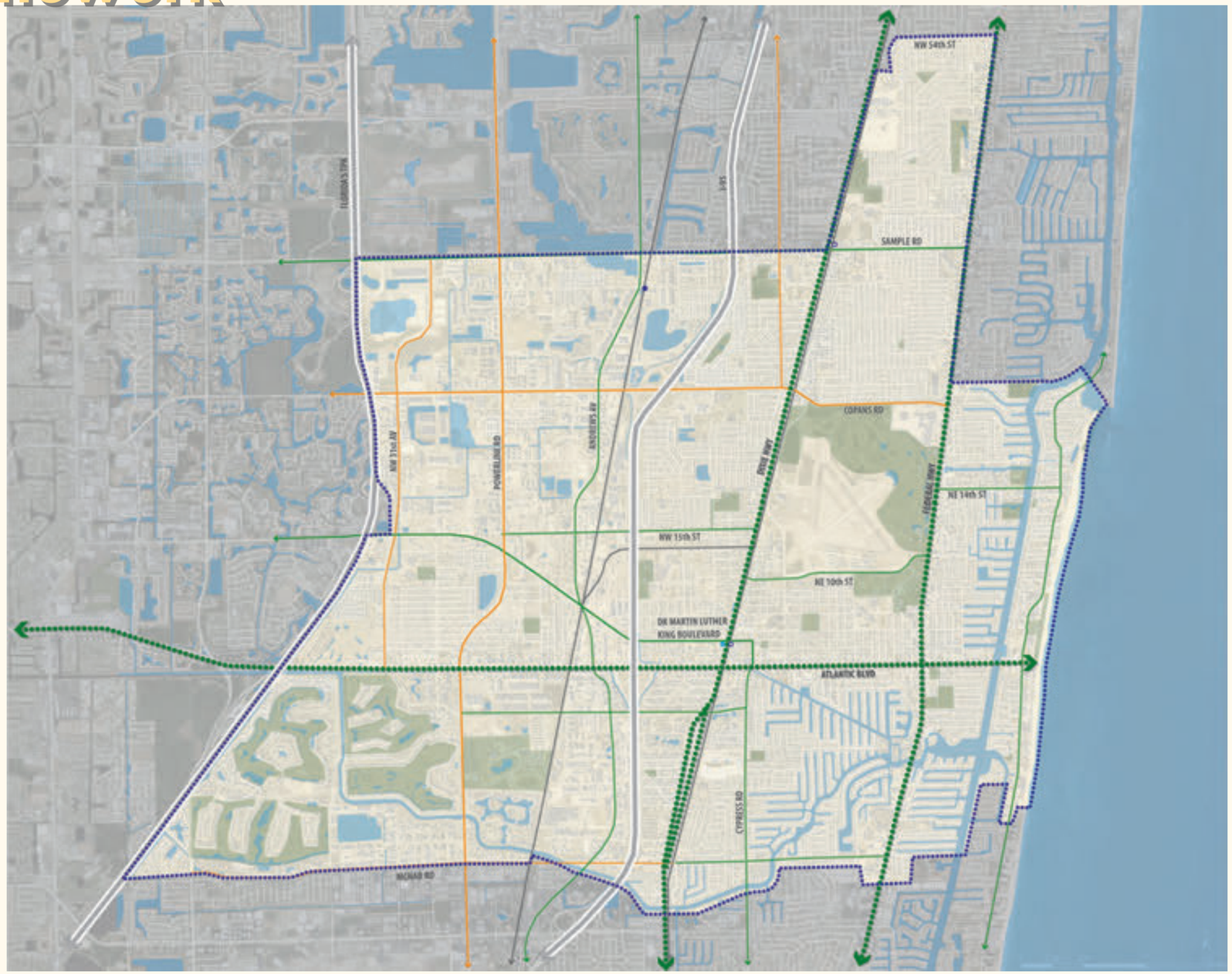
Citywide Framework

Transportation Networks

A key step in specifying desired community outcomes is to consider the transportation systems in place to support the movement of people and goods throughout the City, Broward County and beyond. The City of Pompano Beach is well served by transportation and is in the center of the southeast Florida region. Florida's Turnpike and I-95 provide intraregional access to three seaports – Port of Miami, Port Everglades and Port of Palm Beach, and three airports – Miami International, Fort Lauderdale/Hollywood International and Palm Beach International; and these roadways provide interregional access to the rest of Florida and beyond.

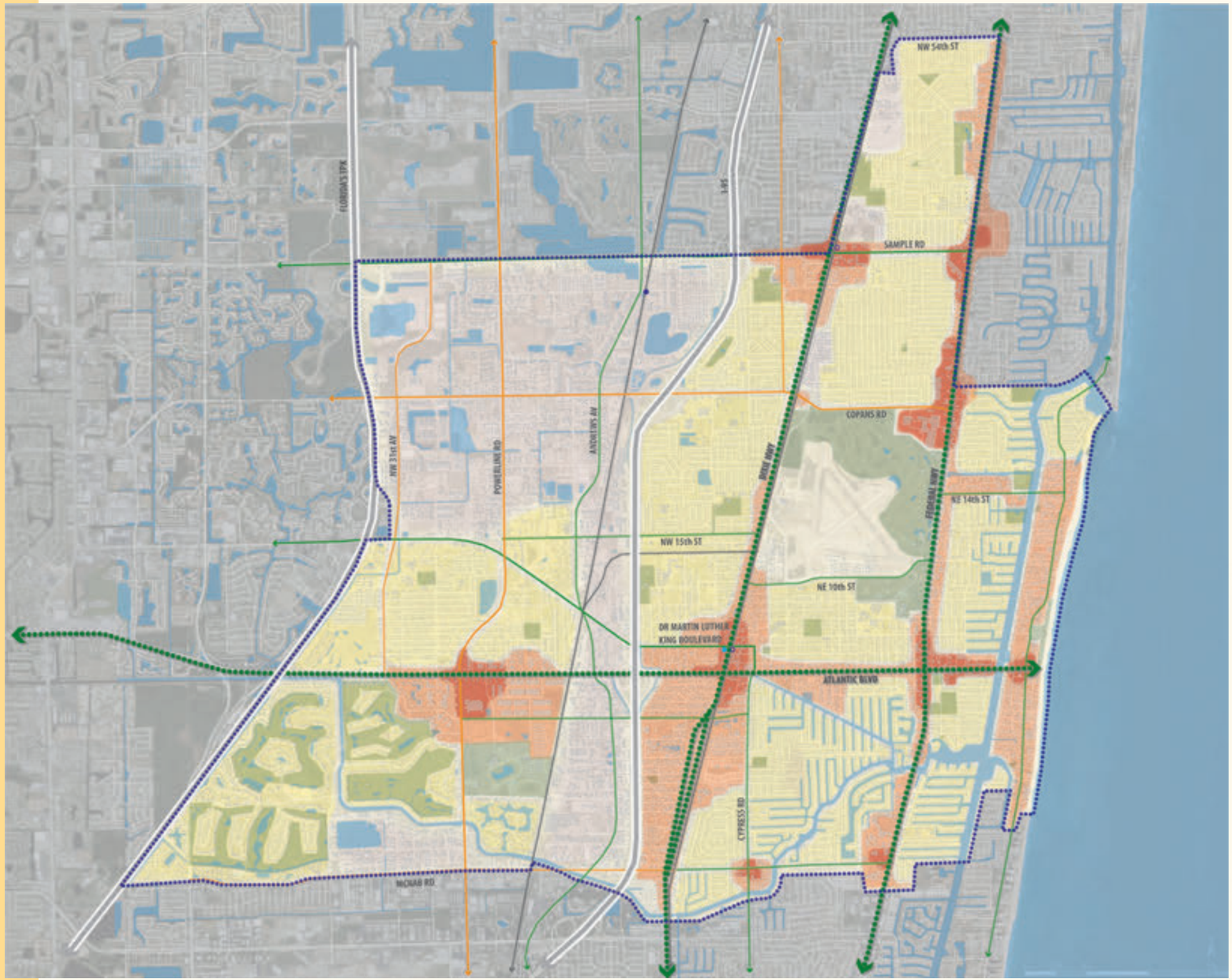
For this plan, the roadway corridors in the city were classified into multimodal and other designations. The term "multimodal" means supporting more than one transportation mode - modes include walking; bicycling; taking transit via a bus, trolley or rail; and driving a vehicle. The multimodal corridor term also means a corridor where non-driving modes may be given priority or at least parity with the driving mode. In Broward County, these corridors are where enhanced transit service is preferred with safe and convenient walking and bicycling connections. The three study corridors are all slated for enhanced transit service in the future and this plan sets the stage for the City of Pompano Beach to take advantage of that transportation decision. Other corridors are those where freight via trucks and automobile priority remains appropriate given the surrounding uses. Major multimodal facilities are where enhanced transit is being planned for the future and minor multimodal facilities are corridors where local bus or trolley service is important and where walking and bicycling is comfortable and safe.

Two railroad lines are located in the city: Florida East Coast (FEC) and the South Florida Rail Corridor (SFRC, CSX). Freight is shipped on both lines and Tri-rail commuter passenger service uses the SFRC with a stop near Sample Road in Pompano Beach. (In fact, the headquarters for the South Florida Regional Transportation Authority that operates Tri-Rail is located here.) There are big plans to return passenger service to the FEC corridor, with All Aboard Florida anticipating to provide inter-city service with stop in Miami, Fort Lauderdale, West Palm Beach and Orlando, in the next year or two. Commuter or local service in this corridor is also being studied. Because the FEC railroad is located in the historic downtowns of many municipalities, the service would link existing activity centers thereby having a built in ridership potential. The City of Pompano Beach proposed station is located near Atlantic Boulevard and Dr. Martin Luther King Jr., Boulevard. A second station near Sample Road is a possibility after service has been established in the corridor. There also is an existing railroad crossing between the two lines in Pompano Beach near NW 15th Street and reestablishing the cross connection is an important component to supporting both freight and passenger service on the two railroad lines. Broward County Transit offers fixed route service throughout the City, on major roadways, and the City's community bus service provides connections from neighborhoods to destinations in the City and other transit services.



The Hillsboro Inlet provides water access to the Atlantic Ocean and the Intracoastal Waterway and other deep water access canals provide opportunities for recreational boating and commercial businesses.

Development Patterns and Land Use



In addition to the transportation network, that help people and goods move from place to place, it is important to understand the city's general development patterns to better understand needs in the corridors and how they can support the areas around them. Pompano Beach is a bedroom community and large sections (shown in yellow) consist of predominately residential housing, with many portions of the City being lower density or single family neighborhoods.

The City also is extremely fortunate to have a large portion of its land slated for industrial uses (shown in purple). In Pompano Beach those uses consist of logistics and warehousing that support the ports and airports and have easy interstate access to other parts of the state and country. Other industrial uses include manufacturing and processing facilities.

The blue areas are major water bodies and green areas are where open space and recreation uses prevail. These include golf courses and the city's ball fields and parks.

Other areas (shown in orange) are where commercial uses – retail and office – are located and where higher density residential uses area located. The darker orange areas are where non-residential uses are congregated.

Showing the City's development pattern in this way makes it easy to see the centers, or pulses, of activity currently in the City. These centers are the focus of the corridor studies' recommendations and desired community outcomes. Additional development intensity and residential units are proposed for these centers to focus any needed public improvements and to account for market demands. Higher intensity uses are located at intersections, with a smaller size and scale of development between centers.

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"How to Guide" for Understanding the Desired Community Outcomes

Corridors and Districts

This section of the transformation plan was developed to lay out a framework for how each corridor is envisioned transitioning in the future, with specific recommendations provided to identify the steps needed to realize the desired community outcomes. The following provides a "how to" read guide for interpreting the information shown in the following citywide, corridor and district sections.

The citywide section lays out the general structure behind each of the three corridors, and the location of urban centers, which can be thought of as pulses, or nodes in the community. The Dixie Highway, Federal Highway/US 1 and Atlantic Boulevard urban centers are broken down into three categories:

EMPLOYMENT urban centers represent areas where a significant concentration of employment-based uses are envisioned, particularly office space, industrial uses or other service-oriented businesses.

RESIDENTIAL urban centers represent areas where a significant concentration of residential units is envisioned, particularly in the form of townhouses, condominiums and apartments; neighborhood-serving retail uses are also envisioned for these centers.

MIXED urban centers represent areas where a strong mix of residential, commercial, and in some cases office uses are envisioned to be horizontally and vertically intertwined.

In addition to centers, the corridor-level graphic also identifies the various types of streets based on "functionality":

STUDY CORRIDORS are the three corridors at the heart of this study; Dixie Highway, Federal Highway/US 1, and Atlantic Boulevard.

MULTIMODAL CORRIDORS are those corridors with a non-automobile travel mode focus and emphasis on walking, bicycling and using transit; These corridors generally have slower travel speeds, are hubs of activity, and provide access to jobs and housing.

OTHER CORRIDORS are those corridors with a focus on moving automobiles and freight; Pedestrian and bicycling facilities are provided and emphasize safety, but alternative parallel corridors are preferred for pedestrians and bicyclists.

Following the citywide section is a focus on each of the study corridors, followed by a focus on the districts within the corridor. The corridor spreads include a branding graphic and corridor theme, along with graphical representation of specific materials and vegetation envisioned for use in the corridor, including:

- ***Street vegetation***
- ***Street trees***
- ***Sidewalk materials***
- ***Public art***
- ***Benches***
- ***Street lighting***

LEGEND
- Framing Streets / Study Corridors
- Pedestrian Emphasis Streets
- Local / Access Streets
- Greenway
- Blueway
- Retail Frontage
- Commercial Mixed Use Frontage
- Residential Mixed Use Frontage
- Residential Frontage
- Industrial Frontage
- Parking Structure

Implementation Section

The implementation section of the transformation plan includes additional specifications and recommendations for each of the branding and streetscaping materials, and what steps are needed to see their inclusion along the corridors.

Following each of the corridor spreads are a series of spreads identifying the districts along the particular study corridor. The districts generally encompass one or two centers and have a unique trait or commonality that is to be applied throughout the district, in terms of economic opportunities, district level branding, streetscaping and public art, infrastructure needs, focus of uses and redevelopment opportunities. Representative roadway cross-sections are included on the districts spreads, with a complete set located in the implementation section. Also found on the spreads are existing condition photos, representative of the district today, as well as future photos which are included to present a visual representation of the recommendations for the district. There are also renderings included to depict how the area will look after the recommendations are implemented. These renderings are included for the Industrial Crafts, The Hub, Pompano Tech districts and one for Atlantic Boulevard between the Downtown Pompano and Atlantic | Ocean districts.

Each district graphic includes the following information:

FRAMING STREETS / STUDY CORRIDORS identify the study corridor and the key economic development program and built environment recommendations.

PEDESTRIAN EMPHASIS STREETS identify streets that are important to move people through non-automobile means, namely walking and bicycling.

LOCAL / ACCESS STREETS identify all other roadways in the study area.

GREENWAY identifies the off-road facilities serving pedestrian and bicycling travel.

BLUEWAY identifies "water trails" accessible by canoe/kayak launch points or boat access points and provide water-based forms of mobility and recreational activities.

RETAIL FRONTAGE identifies the general envisioned building frontage of retail-oriented buildings; the lines/boxes do not represent a "building footprint", but are intended to show the preferred building location on the street.

COMMERCIAL MIXED USE FRONTAGE identifies the general envisioned building frontage of commercial mixed use buildings; the lines do not represent a "building footprint", but are intended to show the preferred building location on the street; A commercial mixed use building is populated with commercial/retail uses, such as stores, restaurants, or other service-providing uses, with lesser amounts of office and/or residential units.

RESIDENTIAL MIXED USE FRONTAGE identifies the general envisioned building frontage of residential mixed use buildings; the lines do not represent a "building footprint", but are intended to show the preferred building location on the street; A residential mixed use building is populated with residential uses, such as townhouse, apartment or condominium units, with smaller amounts of retail or live-work space, or traditional office space.

RESIDENTIAL FRONTAGE identifies the general envisioned building frontage of residential units; the lines do not represent a "building footprint", but are intended to show the preferred building location on the street.

INDUSTRIAL identifies the general envisioned building front of industrial-oriented uses; the lines do not represent a "building footprint", but are intended to show the preferred building location on the street.

Each of these exhibits include specific items related to the desired built form, such as building forms, greenways, pedestrian-oriented streets, potential location of stormwater and sharked parking facilities, and gateway/entry features of buildings or public art. The implementation section elaborates on these items and provides the necessary steps to achieve these desired outcomes.

Citywide Framework

Why look at corridors...?

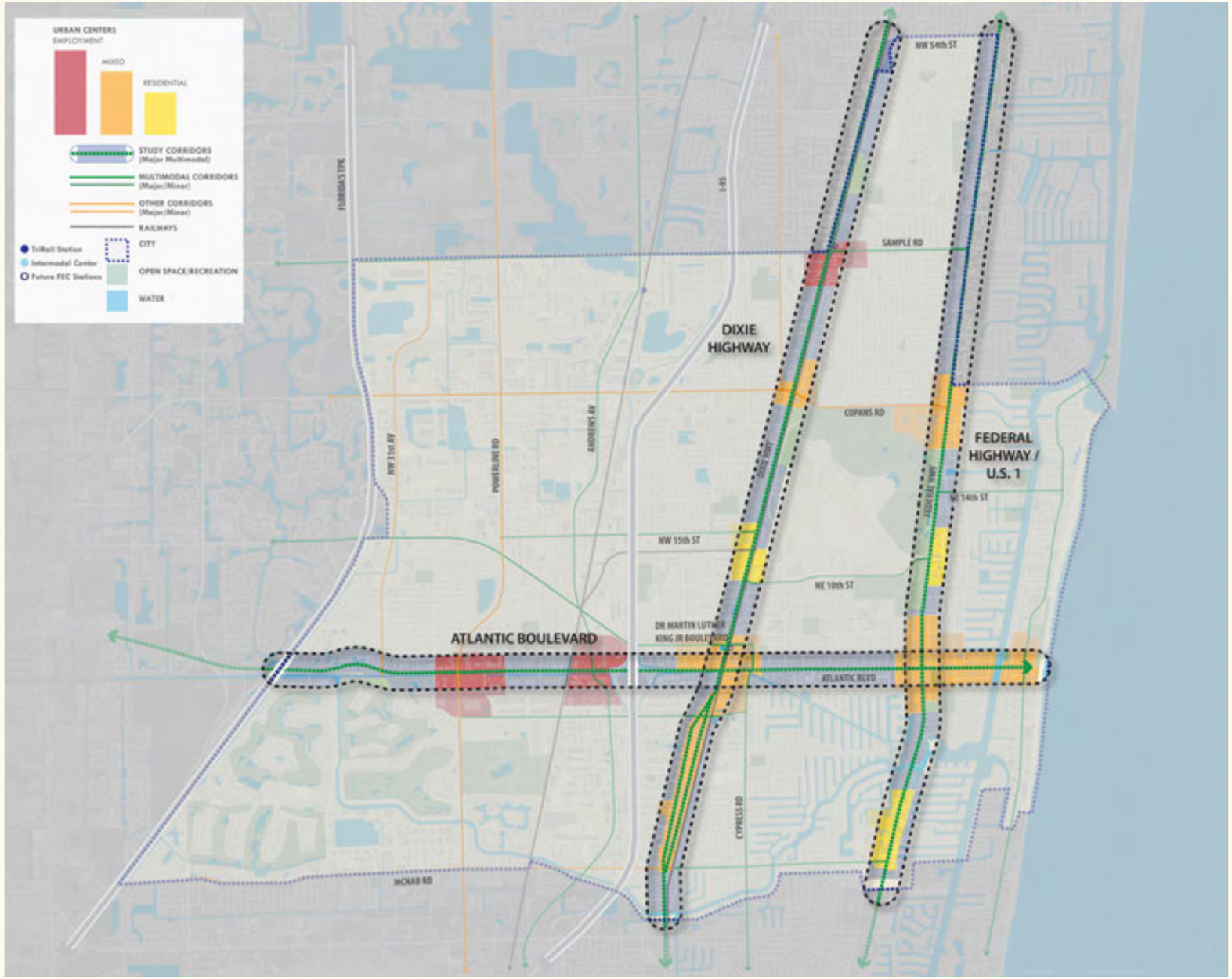
Corridors are where major economic activity of a community occur and provide the access for traveling within and through a community. They historically have been, and continue to be, places where markets and commerce is transacted, and where people meet to share a meal or just the latest news and information. Stores, services, education, recreation, and cultural, religious, and civic institutions locate on corridors, and preferably at the crossroads of two. The location choice provides easy and convenient access for a business's clientele and is designed to draw from the largest geographic area possible.

Corridors also provide connections to other areas and communities. They provide identifiable and direct routes to bring people to a community and provide opportunities for local residents to visit elsewhere. They are the skeleton of a community providing the support structure for the residential areas that locate "behind" them. Having corridors with strong economic, business and market focus helps provide goods and services to local residents and builds the city's economic base to provide municipal services.

The connectivity role that corridors play in society is constant over time but how they provide that connectivity has changed. People came to Pompano Beach via boat and rail and later Federal Highway / US 1 and Dixie Highway were built as the automobile equivalents. The interstates came and allow more people to travel faster and farther. As people moved to Broward County, the roads were widened to allow them to move easily and speedily. This approach is no longer feasible – land costs are too high and the societal costs are higher. As such, corridors must evolve to continue to move people. Complete streets initiatives are seeking to make sure people can move around communities by walking and bicycling, and complete street recommendations prevail throughout this plan. More bicycle lanes and generous sidewalks with shading and protection from the weather are envisioned.

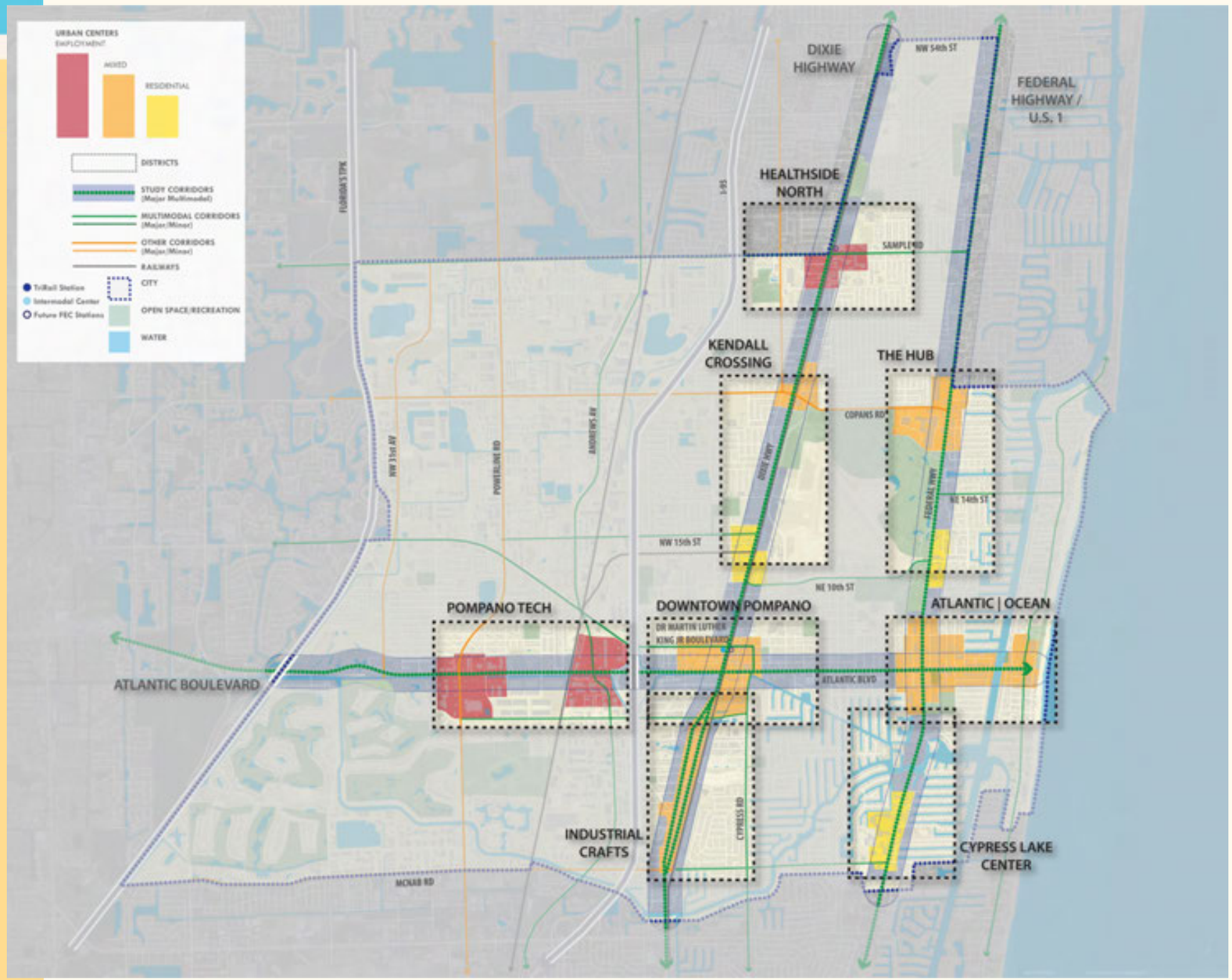
An advantage of an automobile is that a driver can come and go from almost all areas of a community. When it comes to providing transit service, stops and stations are spaced to provide access and yet allow for multiple riders to board or exit in one location. Spacing transit stops/stations is a key part of providing transit services, to create access by large numbers of people and increase ridership potential. Atlantic Boulevard, Dixie Highway, and Federal Highway/US 1 are all slated for enhanced transit service in the future. Enhanced transit service means providing express routes or limited stop service, perhaps with rail, streetcars, or rubber-tired vehicles, in addition to local service provided by Broward County Transit today. This plan sets the stage for ***Pompano Beach to be fully transit ready*** and transit supportive as the services become available. In-fact, the City has already started with the Transit Oriented Corridor (TOC) designation in the Downtown Pompano area.

To be transit supportive, this plan identifies centers or locations where redevelopment should be concentrated. The centers are loosely grouped into eight districts:



Citywide Framework

...and Districts?

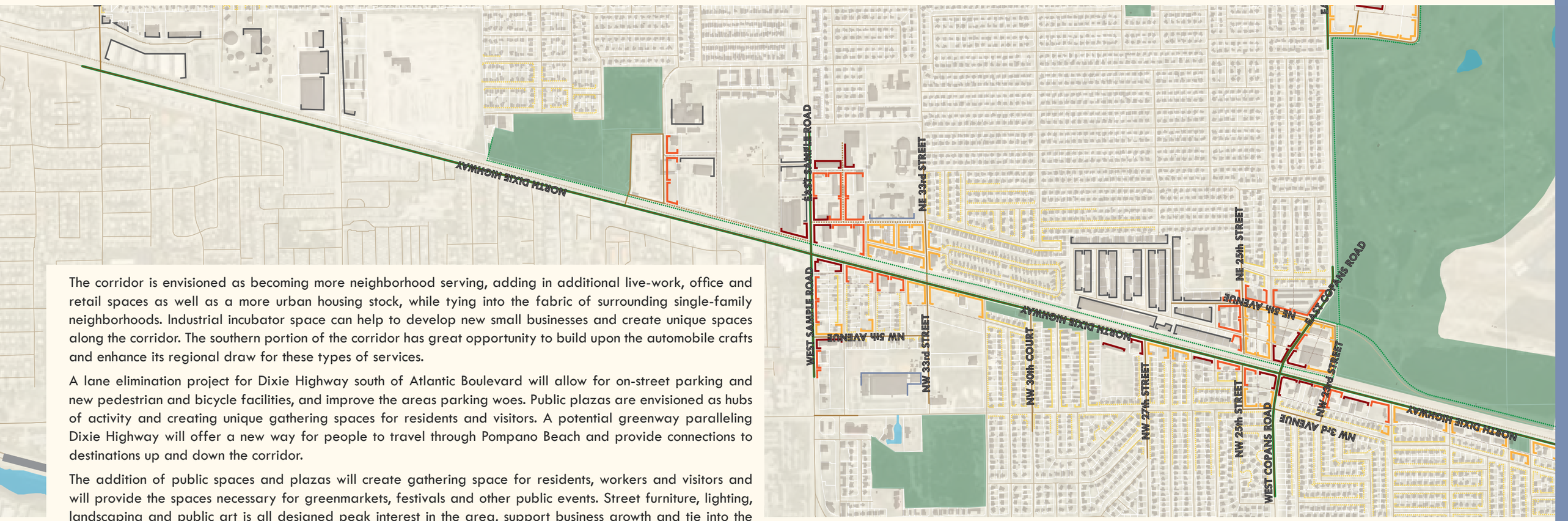


Downtown Pompano, Atlantic | Ocean, Pompano Tech, Cypress Lake Center, The Hub, Healthside North, Kendall Crossing and Industrial Crafts. The centers in each district have similar or compatible characteristics explained in later sections.

There is a second, equally important reason that a centers/districts approach to redevelopment is recommended and this reason is economic development driven. As part of the analysis behind this plan, population projections were evaluated with assessments of non-residential market demand and land supply in Pompano Beach. There is more potential for redevelopment in terms of supply than there is of market demand. To achieve the most efficient and effective economic development strategy, concentrating incentives in centers/districts is prudent. In this fashion, the city can tailor infrastructure needs and place attention in select areas. Because the districts are distributed throughout the corridors, a benefit will apply to all of the corridors and the surrounding neighborhoods. As the market improves, locations between centers and districts will fill in with businesses and housing, evolving the corridors yet again.

DIXIE HIGHWAY making things happen

Making Things Happen. That is the harbinger of things to come for this corridor. Dixie Highway is a key corridor for Pompano Beach and has a bright future, with a future FEC commuter train station proposed just north of Old Pompano. This station, combined with the existing bus transfer station at Dr. Martin Luther King, Jr. Boulevard, will create a mass transportation hub, serving both Pompano Beach and the larger South Florida region.



The corridor is envisioned as becoming more neighborhood serving, adding in additional live-work, office and retail spaces as well as a more urban housing stock, while tying into the fabric of surrounding single-family neighborhoods. Industrial incubator space can help to develop new small businesses and create unique spaces along the corridor. The southern portion of the corridor has great opportunity to build upon the automobile crafts and enhance its regional draw for these types of services.

A lane elimination project for Dixie Highway south of Atlantic Boulevard will allow for on-street parking and new pedestrian and bicycle facilities, and improve the areas parking woes. Public plazas are envisioned as hubs of activity and creating unique gathering spaces for residents and visitors. A potential greenway paralleling Dixie Highway will offer a new way for people to travel through Pompano Beach and provide connections to destinations up and down the corridor.

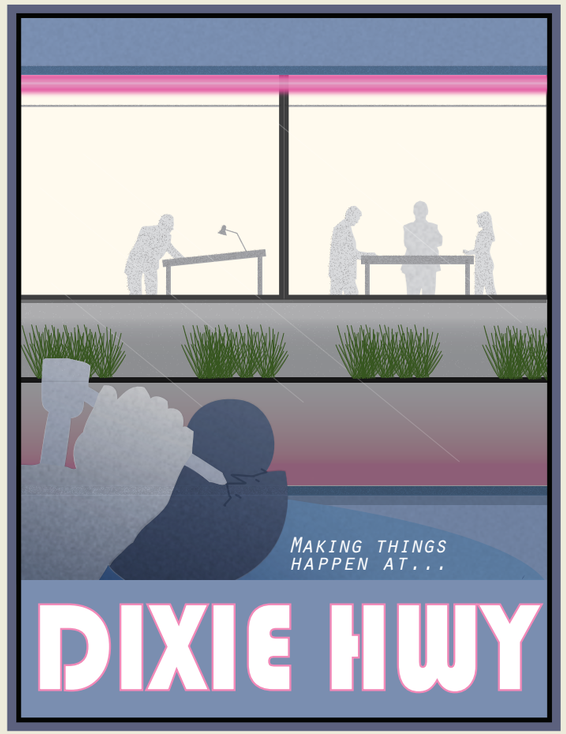
The addition of public spaces and plazas will create gathering space for residents, workers and visitors and will provide the spaces necessary for greenmarkets, festivals and other public events. Street furniture, lighting, landscaping and public art is all designed peak interest in the area, support business growth and tie into the corridors transit facilities, existing and proposed, and promoting non-automobile forms of mobility.

STREET TREE

BENCHES

STREET LIGHTING

Desired Community Outcomes



HEALTHSIDE NORTH

Street Vegetation

Sidewalk Materails

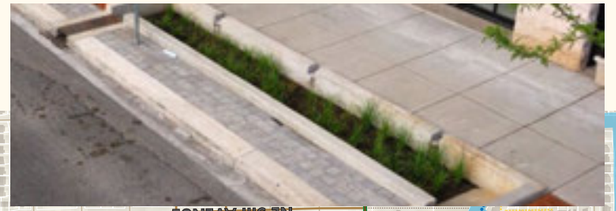
Public Art

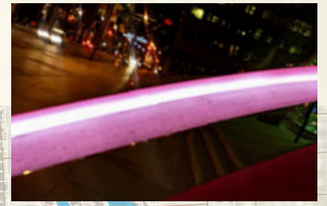
KENDALL CROSSING

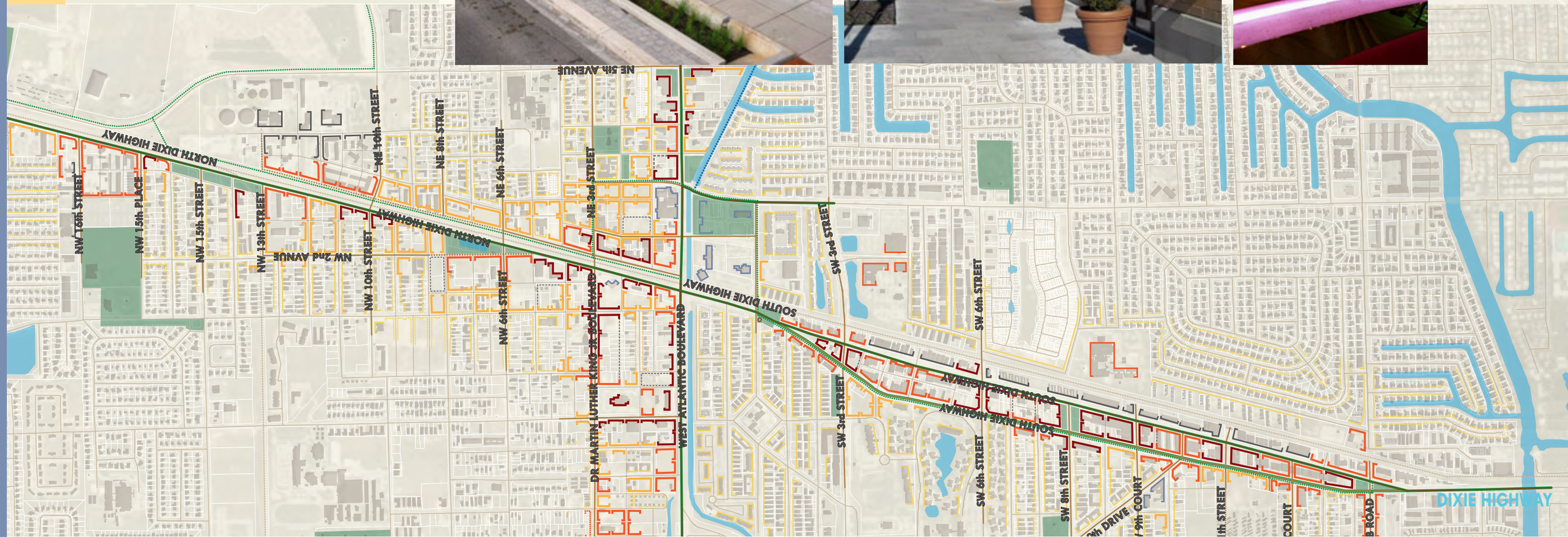
Street Vegetation

INDUSTRIAL CRAFT

Street Vegetation







INDUSTRIAL CRAFTS DISTRICT South Dixie Highway

INDUSTRIAL CRAFTS *is a broad term used to capture a variety of skills and businesses that primarily rely on people creating goods and services with their hands and machines. It includes such skilled trades as automotive repair, service and customization; fabrication of mechanical and other parts and goods such as canvas marine furnishings; commercial printers; metalwork or large-scale artisans and sculptors.*

Dixie Highway south of Atlantic Boulevard

Dixie Highway south of Atlantic Boulevard

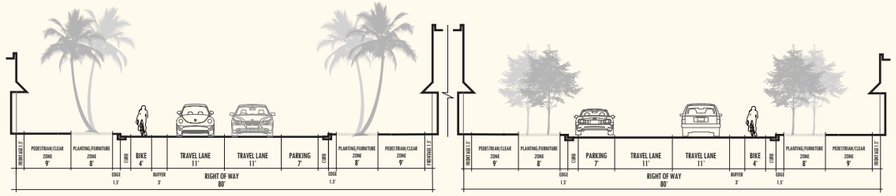
Mid-block alley between north and southbound Dixie Highway

The Industrial Crafts district is envisioned as embracing its historical industrial character and transitioning to an urban workforce dominated corridor that mixes work spaces and housing with shopping, dining and entertainment destinations. This district is a place for startup companies, small local businesses, and creative entrepreneurs, to find affordable and flexible work environments.

The industrial nature of the district continues on the east side of South Dixie Highway where buildings are adjacent to the railroad tracks. However, the types of buildings and uses will change over time, especially on the west side of South Dixie Highway. More retail offerings are available along with mixed commercial, industrial, office and residential uses. Less intense uses and more residential appears west of South Dixie Highway, thereby transitioning and supporting the nearby residential communities.

Reducing the number of travel lanes from three to two in each direction in this district allows for public right-of-way to be used for on-street parking, and the addition of bicycle lanes and enlarged sidewalks, providing multiple travel options for workers. Repurposing the lanes allows the businesses and property owners in the Industrial Crafts district to address parking needs and provide landscaping and aesthetic improvements. Improvements include the return of alleys behind businesses to provide connections to parking lots in the rear of buildings.

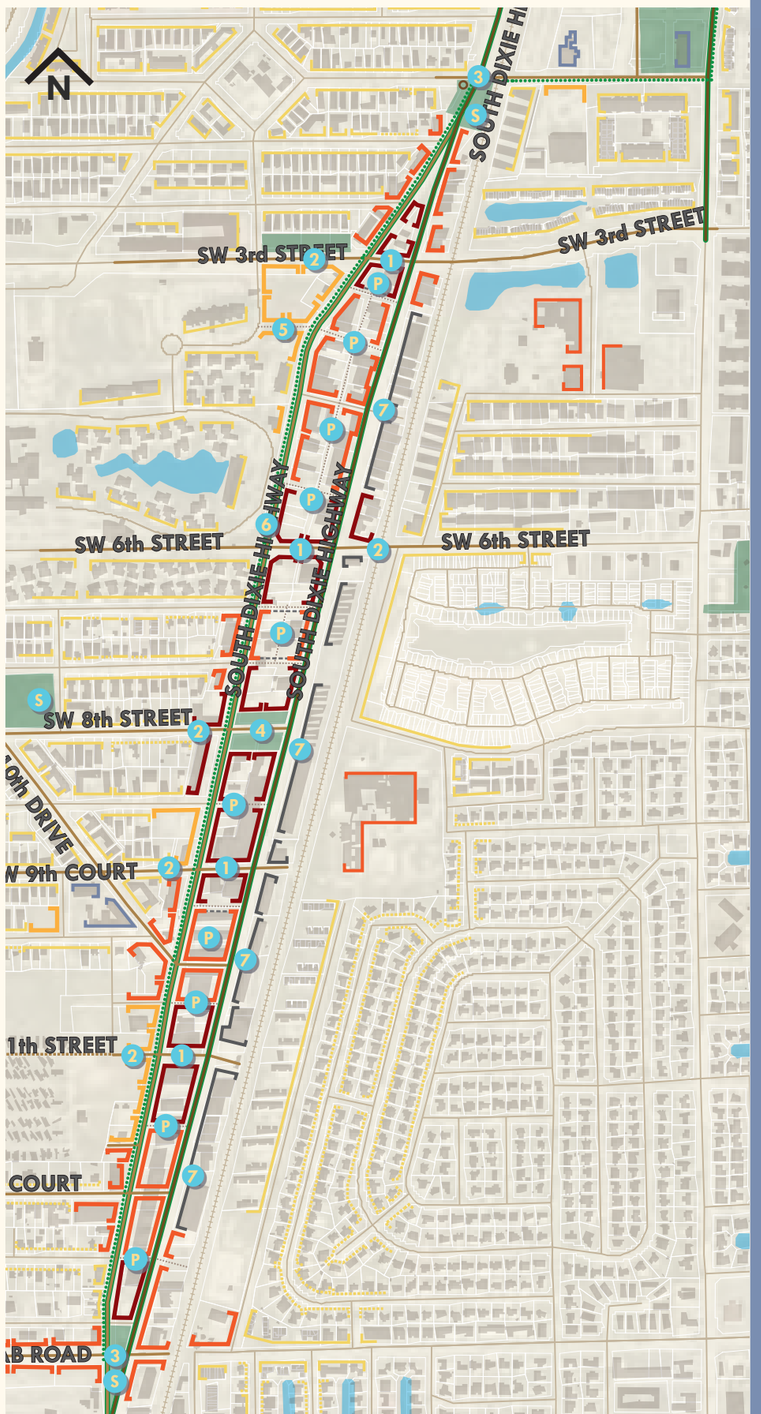
An urban plaza in the center of the district provides a gathering space for residents, workers and visitors and offers opportunities for festivals and events. Green space at the north and south entry points provide gateway features that can be used to denote entry to the district through signage and public art. Street furniture, lighting, landscaping and public art is all designed to evoke a feeling of creative energy, where unique goods, services and experiences await the visitor.



Typical Cross Section - SW 2nd Street to McNab Road

LEGEND

- Framing Streets / Study Corridors
- Pedestrian Emphasis Streets
- Local / Access Streets
- Greenway
- Blueway
- Retail Frontage
- Commercial Mixed Use Frontage
- Residential Mixed Use Frontage
- Residential Frontage
- Industrial Frontage
- Parking Structure



ECONOMIC DEVELOPMENT GOAL

An urban workforce corridor that mixes employment, housing, and entertainment destinations in a stylish way that stands out in the marketplace.

Provide access and opportunities for a skilled workforce and startup companies/creative businesses to find inexpensive, flexible space.

Links to and provides energy and activity to Downtown Pompano and other areas of the City.

PROGRAMATIC TARGETS

RESIDENTIAL - 780,000 sq.ft. or 520 units (new)

Residential units are mostly located in town homes, garden apartments, and in 2 to 3 story mixed use residential buildings. New residential development is located adjacent to existing single family development.

RETAIL - 625,000 sq.ft. (new)

Retail square footage is located in 1 to 2 story retail buildings and 2 to 3 story mixed use buildings - commercial and residential.

OFFICE - 155,000 sq.ft. (new)

Office square footage is largely located in 1 to 2 story commercial mixed use buildings.

DESIRED BUILT FORM

1. **South Dixie Highway Industrial Crafts District**
Future land use designation change and zoning code modifications to support 1 to 2 stories of retail and commercial mixed use frontage located between the South Dixie Highway one-way pair focused on industrial arts.
2. **Connector Streets**
Designate streets to emphasize pedestrian mobility that connect the one-way pair streets and adjacent residential areas.
3. **Gateway Parks**
Land acquisition, future land use/zoning designation changes and development of parks and plazas that serve as gateways into the district.
4. **Industrial Crafts Plaza**
Land acquisition, future land use/zoning designation changes and development of park/open space located centrally within the district that serves as a event space for festivals and markets.
5. **Residential Development**
Encourage 2 to 3 stories residential mixed-use development located within walking distance of retail and adjacent to existing residential development as a tool to enhance neighborhood residential.
6. **Greenway**
Construct a multi-use trail located west of the South Dixie one-way pair that utilizes and expands upon existing sidewalk.
7. **Industrial Zone**
Support the transition of existing industrial development located east of the one-way pair adjacent to the FEC railroad tracks to light and green industrial uses. The southbound portion of the corridor transitions to more commercial and residential uses.

P. **Parking**
Potential location to develop shared surface and structured parking facilities.

S. **Stormwater Management Facilities**
Potential location to develop shared stormwater management facilities including surface retention or detention basins, underground detention vaults and green infrastructure such as bioswales.

N Orange Ave in Orlando is an antique shopping destination with rehabilitated industrial buildings and includes a railroad track in close proximity to the retail/commerce.

Potential for additional green space in the corridor, as seen along N. Orange Avenue in Orlando

New housing under construction along US 1's "Antique Row" south of Downtown West Palm Beach

Street furniture improves the pedestrian realm of Atlantic Boulevard and can serve as a model for this district

The conversion of a former auto service into office space along US 1 in Delray Beach created this unique reuse opportunity

KENDALL CROSSING Dixie Highway and Copans Road / NW 15th Street

Kendall Crossing is envisioned as an area with a concentration of neighborhood-serving development, including a design district with adaptive reuse of industrial buildings, mixed use buildings and a greenway along the FEC Railway and integration with the Pompano Beach Airpark. Opportunities for non-residential uses include restaurants, salons, and ethnic grocery stores, geared toward serving nearby neighborhoods, while development along Copans Road can capitalize on its access to I-95 and high arterial traffic volumes.

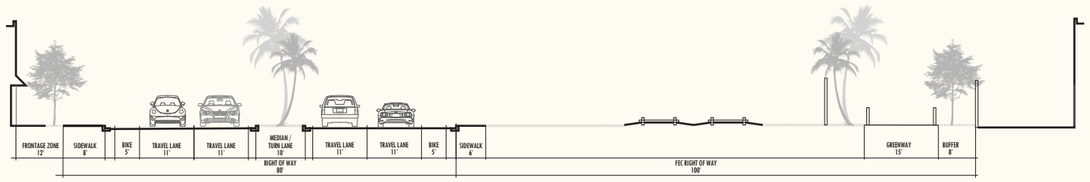
The change in development form and focus on neighborhood-serving uses will create a vibrant district that responds to the needs of local residents and visitors. New opportunities for shared stormwater facilities will allow for additional redevelopment opportunities, with a focus on pedestrian connections to surrounding residential areas. Additional residential development along this segment of Dixie Highway will provide housing in close proximity to skilled trade jobs found up and down the corridor.

A linear park like setting for stormwater facilities will serve a dual purpose of addressing stormwater needs in the district while also providing a recreational amenity for nearby neighborhoods.

FEC rail line near the Dixie Highway and Copans Road intersection

Looking south on Dixie Highway, just south of Copans Road

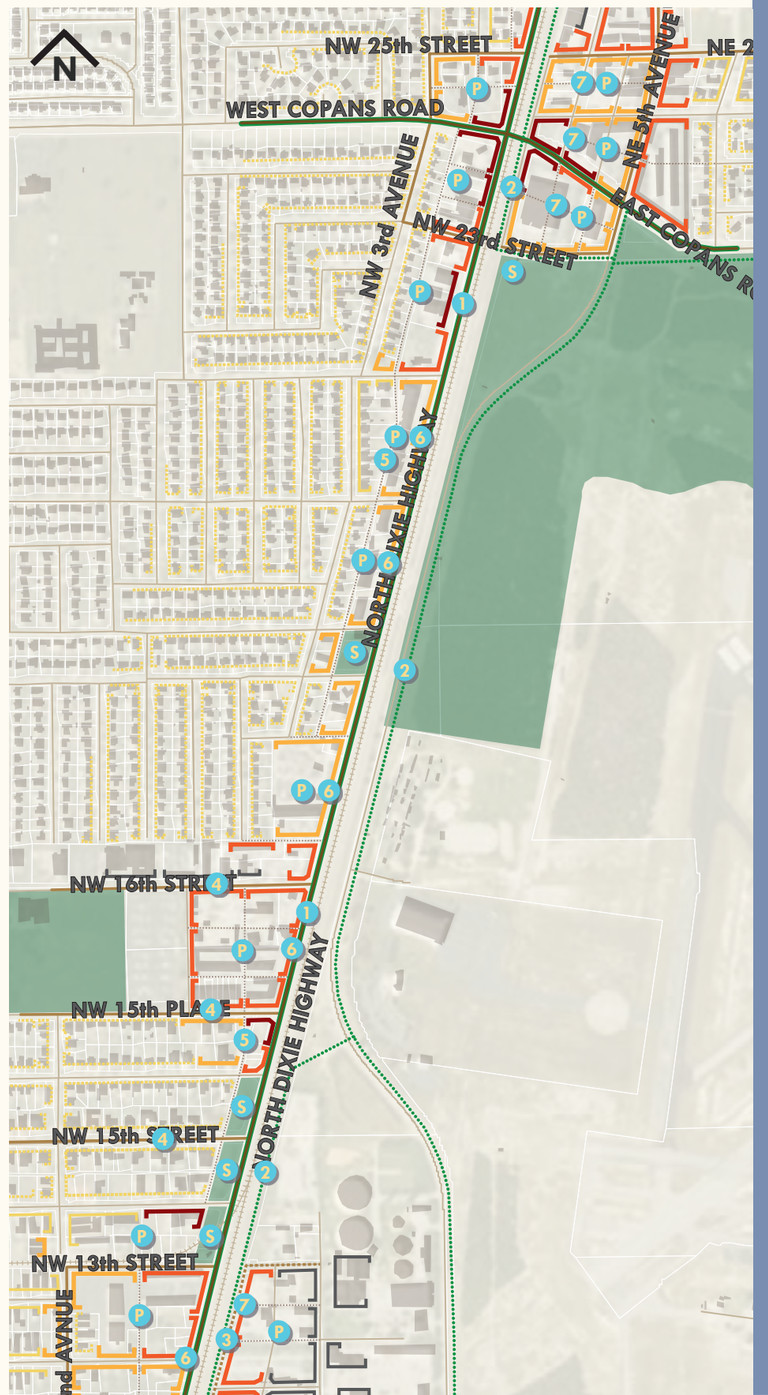
Looking south on Dixie Highway near NW 15th Street



Typical Cross Section - NW 15th Street to NW 6th Street

LEGEND

- Framing Streets / Study Corridors
- Pedestrian Emphasis Streets
- Local / Access Streets
- Greenway
- Blueway
- Retail Frontage
- Commercial Mixed Use Frontage
- Residential Mixed Use Frontage
- Residential Frontage
- Industrial Frontage
- Parking Structure



ECONOMIC DEVELOPMENT GOAL

Neighborhood-serving development opportunities at nodes along the Dixie Highway corridor.

The area around Copans has a major retail component to capitalize on arterial traffic and the nearby I-95 interchange.

The area around NW 15th Street has more of a residential focus, with multifamily apartments, townhomes, and single-family detached homes adjacent to neighborhood-serving retail and services.

PROGRAMATIC TARGETS

RESIDENTIAL - 345,000 sq.ft. or 210 units (new)

Residential units are mostly located in town homes, garden apartments, and in 2 to 3 story mixed use residential buildings. New residential development is located adjacent to existing single family development.

RETAIL - 200,000 sq.ft. (new)

Retail square footage is located in 1 to 2 story retail buildings and 2 to 3 story mixed use buildings - commercial and residential.

OFFICE - 52,000 sq.ft. (new)

Office square footage is largely located in 1 to 2 story commercial mixed use buildings.

DESIRED BUILT FORM

1. **North Dixie Highway**
Modify zoning regulations to support 1 to 3 stories of retail and residential/commercial mixed use frontages located along North Dixie Highway with access to the future FEC station and intermodal center at Dr. Martin Luther King, Jr. Boulevard/Hammondville Road and Dixie Highway.

2. **Greenway**
Coordinate with partners, including FEC railroad, to develop a multi-use trail located east of the FEC railroad tracks that connects to the multiuse trail around the Airpark/golf course.

3. **Flagler Avenue Extension**
Extend Flagler Avenue north along the FEC railroad tracks to create a frontage road with pedestrian emphasis that supports residential and commercial mixed use development.

4. **Connection to Residential**
Designate street to emphasize pedestrian mobility and connect the Dixie Hwy corridor to surrounding residential development.

5. **Rear Access for Parking**
Structure development such that local streets provide access to shared parking - structured and surface lots - located in the rear of the retail fronting Dixie Highway.

6. **Residential Development**
Future land use designation changes to mixed use designation to support 2 to 3 stories residential mixed-use development located along Dixie Highway to enhance existing neighborhood residential.

7. **Industrial Conversion**
Future land use and zoning code changes to support the transition of existing industrial development located east of the FEC railroad tracks to 2 to 3 stories residential and/or commercial mixed use buildings (conditional to environmental mitigation).

P. **Parking**
Potential location to develop shared surface and structured parking facilities.

S. **Stormwater Management Facilities**
Potential location to develop shared stormwater management facilities including surface retention or detention basins, underground detention vaults and green infrastructure such as bioswales. Link and develop the facilities as linear parks to provide open space and walking trails.

Highlands Avenue in Atlanta has developed with neighborhood-oriented uses, with a mix of mid-rise residential and mixed use buildings, that serve surrounding residential neighborhoods.

New two to three story residential development in Pompano Beach envisioned for this district

A new mixed-use residential and commercial project at US 1 and Woolbright Road in Boynton Beach is adding pedestrian activity

Add art to a garbage facility is a simple yet effective way of improving an area's visual appeal

Potted plants can improve a corridor's visual appeal when parcels are shallow (US 1, West Palm Beach)

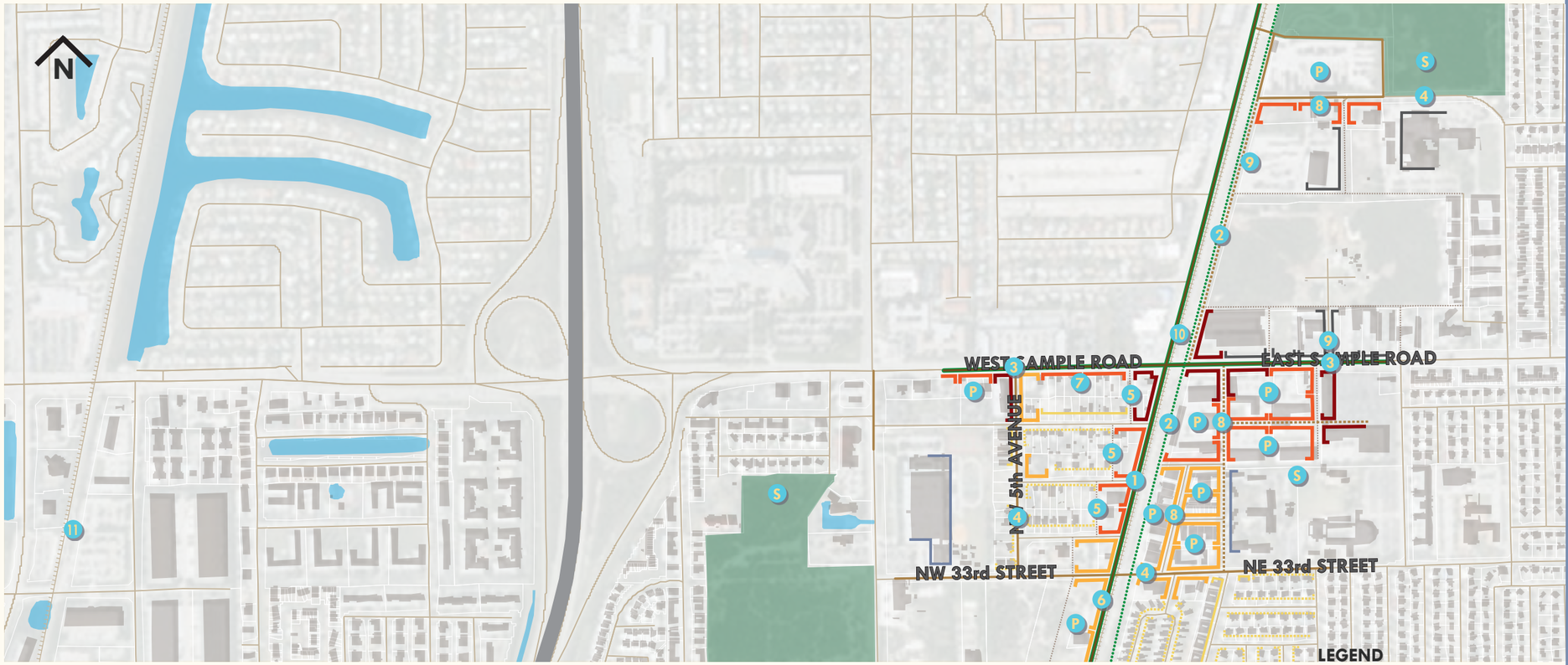
HEALTHSIDE NORTH Dixie Highway and Sample Road

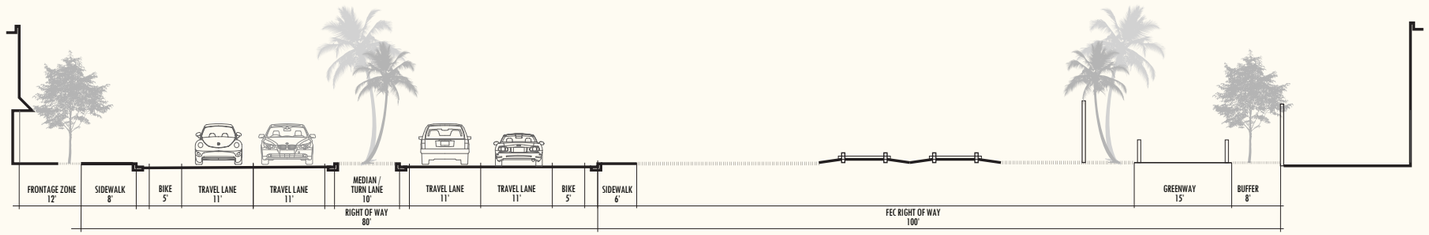
Recommendations and opportunities in Healthside North focus on expanding its role as an employment center by capitalizing on its location near the Broward Health North Medical Center. Opportunities exist to promote health-oriented businesses and services with a mix of medical offices, wellness services, health-related retail, and medical/biotech facilities. The future vision for the area includes a transformation of strip commercial centers in strategic locations to a cluster of health-related services. Enhancing the area to become more transit supportive is a goal, particularly with its proximity to an existing Tri-Rail station and future transit enhancements planned along Sample Road, Dixie Highway and FEC corridors. Future redevelopment emphasizes office and retail uses, focused toward health-related industries, with some additional residential uses and conversion of existing industrial space to support medical facilities.

Example of medical office space south of the Sample Road corridor on NW 5th Avenue

Looking east on Sample Road toward Dixie Highway

Intersection of Sample Road and Dixie Highway





Typical Cross Section - NW 15th Street to NW 6th Street

ECONOMIC DEVELOPMENT GOAL

An employment center for a skilled and professional workforce that capitalizes on its location near the Broward Health North Medical Center focusing on health-oriented research, businesses and services.

A mix of medical offices, wellness services, health-related retail, and medical/biotech facilities.

PROGRAMATIC TARGETS

RESIDENTIAL - 73,500 sq.ft. or 50 units (new)
Residential units are mostly located in town homes, garden apartments, and in mixed use residential buildings.

RETAIL - 80,000 sq.ft. (new)
Residential square footage is located in low scale type retail buildings and mixed use buildings - commercial and residential.

OFFICE - 95,000 sq.ft. (new)
Majority of the office square footage is largely located in Class A or medical office buildings and partially in commercial mixed use buildings.

INDUSTRIAL - 44,000 sq.ft. (new)
Industrial square footage is located east of the FEC railroad and north of Sample Road.

DESIRED BUILT FORM

1. **North Dixie Highway**
Develop zoning code regulations supportive of 1 to 3 stories of retail and residential/commercial mixed use frontages located along North Dixie Highway with access to the potential FEC station at Sample Road and Dixie Highway.

2. **Greenway**
Construct a multi-use trail located east of the FEC railroad tracks that connects to the multiuse trail around the Airpark/golf course.

3. **Sample Road**
Develop zoning code regulations supportive of 1 to 3 stories of retail, residential/commercial mixed use and industrial frontages located along East and West Sample Road with access to the potential FEC station at Sample Road and Dixie Highway.

4. **Connection to Residential**
Repurpose street to emphasize pedestrian mobility and connect the Dixie Highway and Sample Road corridors to surrounding residential development.

5. **Rear Access for Parking**
Structure development such that local streets provide access to shared parking - structured and surface lots - located in the rear of the retail fronting Dixie Highway.

6. **Residential Development**
Develop zoning code regulations supportive of 2 to 3 stories residential mixed-use development located along Dixie Highway adjacent to exist residential development as a tool to enhance existing neighborhood residential.

7. **Residential to Commercial Conversion**
Develop zoning code regulations supportive of the conversion of single family residential to medical arts and health-related commercial mixed use, including offices.

8. **Industrial Conversion**
Future land use/zoning designation changes to transition existing industrial development located east of railroad tracks to 2 to 3 stories residential and/or commercial mixed use buildings (conditional to environmental mitigation).

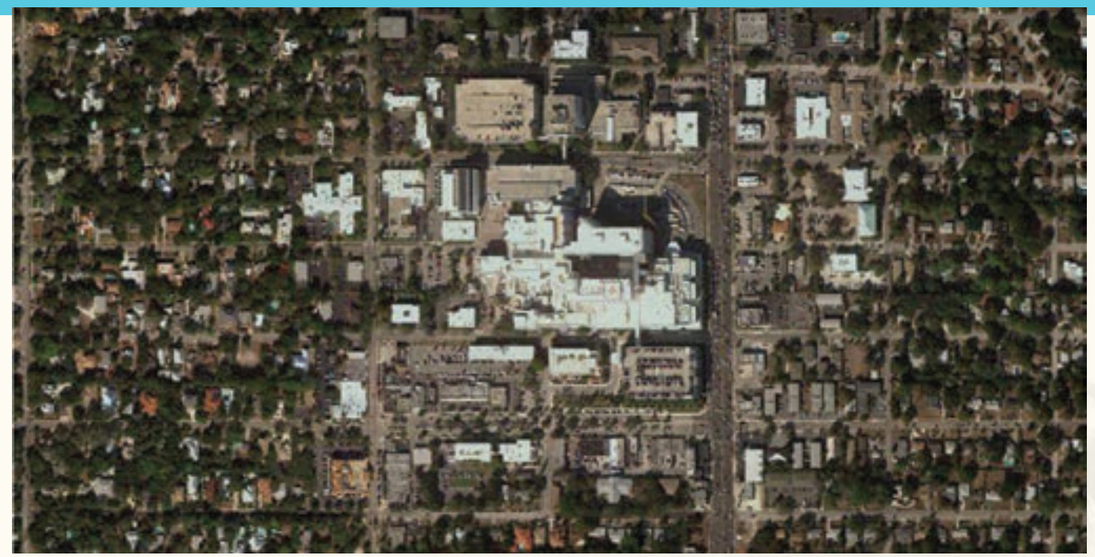
9. **Industrial Development**
Develop zoning code regulations supportive of 1 to 2 stories of industrial frontage primarily focused on medical cluster high tech or R&D type industrial uses.

10. **Second FEC Station Location**
Continue to support a possible second FEC station in Pompano Beach in the vicinity of Dixie Highway and Sample Road.

11. **Pompano Beach Tri-Rail Station**
Existing Tri-Rail Station that serves Pompano Beach and provides connections to jobs on the Dixie Highway corridor.

P. **Parking**
Potential location to develop shared surface and structured parking facilities.

S. **Stormwater Management Facilities**
Potential location to develop shared stormwater management facilities including surface retention or detention basins, underground detention vaults and green infrastructure such as bioswales.



Example of substantial retail, commercial and medical office redevelopment that has occurred around the Sarasota Memorial Hospital

There is potential for additional medical office conversion and expansion along NW 5th Avenue in Pompano Beach

The development of a "medical arts district" or master planning effort can spur additional economic development and vibrancy

Example of midrise mixed-use buildings in West Palm Beach than can incorporate medical, office or retail uses on the ground floor with residential

Delray Beach example of an alley providing rear access garage access to buildings fronting US 1

DIXIE HIGHWAY making things happen

The City of Pompano Beach has many strengths and capabilities to draw upon in taking actions to achieve the desired community outcomes identified above for the three corridors. In particular, the existing strategic planning and annual goal-setting exercises can be used to set priorities for key implementation steps and leverage existing or planned programs and projects. Several of the actions listed here are also identified for the individual corridors and districts. Activities can be pursued citywide or in an individual district or corridor depending on available funding/resources, or the desire to address specific areas or undertake pilot projects. The city is fortunate that the Northwest CRA has tackled many of these items and can lend expertise. To entice private investments in desired locations and of the type and form described above, there are three main strategies for the City to act on:

- Configuration of Roadways
- Policy and Regulatory Guidance
- Infrastructure Enhancements

Associated with the recommendations is a matrix that identifies each of the specific recommendations for the Dixie Highway corridor and the type of recommendation discussed in this section (land use, zoning, economic development, infrastructure, etc.). This tool allows for easy reference of each recommendation, with this section of the Transformation Plan providing specificities for each.

Configure Roadways

Dixie Highway is a key corridor for Pompano Beach and its importance will only grow with a future FEC commuter train station proposed just north of Old Pompano along Dixie Highway. This station, combined with the existing bus transfer station at Dr. Martin Luther King, Jr. Boulevard, will create a public transportation hub, serving Pompano Beach and connecting it with the larger South Florida region. To provide connections to transit and access to jobs along this workforce corridor from surrounding neighborhoods, it is important for the City and its transportation partners to improve pedestrian and bicycle facilities and provide travel options

Dixie Highway is maintained by FDOT and two resurfacing, restoration and rehabilitation (RRR) projects are in different stages. One project between Atlantic Boulevard and Copans Road is in the design phase and the City should work with FDOT to accommodate the desired corridor configuration to the extent feasible. On South Dixie Highway, the resurfacing project is in the planning phase and the City has a better opportunity to leverage the project and request modifications eliminating a lane of travel and adding/enhancing pedestrian and bicycle infrastructure. The lane elimination in the one-way pair section will allow for on-street parking and new pedestrian and bicycle facilities, and address existing parking issues at many businesses in the area, necessitating cars in certain locations to back into the roadway from parking spaces. The project will modify the roadway configuration from its current status of three lane one-way pairs without bicycle lanes or on-street parking to a two lane section with bicycle lanes and on-street parking in the interior (left side of each one-way road). The reduction to a two lane section will make this segment of Dixie Highway consistent with sections north and south, without significantly impairing vehicle mobility, as shown by traffic projections. The new street design will also address existing parking issues at many businesses in this area. As roadway improvements are performed, mast-arms should be installed at signalized intersections that still use span-wire for signals.

TYPICAL CROSS SECTIONS

Typical cross sections for Dixie Highway are provided below. These typical sections identify lane widths, locations for and widths of bicycle lanes and greenways (off-road, shared-use paths), and sidewalks for the full length of Dixie Highway in Pompano Beach. The major focus of changes to roadway is the lane elimination project for Dixie Highway in the one-way pair section of the Industrial Crafts districts to provide on-street parking and enhanced pedestrian and bicycle facilities. The improvement of existing alleys is also recommended, enhancing access to sites and eliminating the entering and existing of parking lots directly from Dixie Highway, thereby eliminating conflict zones between automobiles and bicyclists/pedestrians. A multipurpose shared-use path, generally off-road north of Atlantic Boulevard, most of which is located in FEC Railroad right-of-way, and on-road south of Atlantic Boulevard, is proposed along the entirety of Dixie Highway. An enhanced sidewalk is proposed along the west side of Dixie Highway through the Industrial Crafts district, tying into the Dixie Highway corridor greenway. The proposed modifications will enhance non-motorized mobility and provide additional parking to support redevelopment activities. Proposed enhancements to the corridor, as well as intersecting streets, will make it easier for people to walk to nearby retail uses and services, which will help promote healthy lifestyles taking advantage of active transportation modes and aging in place, meaning as residents age they are not forced to move to a new location in order to meet their needs. The addition of new and extension of existing, landscaped medians will improve the appearance of the corridor. In certain locations bus lanes and bicycle buffer zones (a marked area to the left of the bicycle lane adding separation between bicyclists and vehicles) are included. It is important to note that improvements in excess of FDOT standards, such as enhanced lighting, landscaping, stamped/painted pavement, extending landscaped medians, etc., will require funding by the City when entering into a joint participation agreement (JPA) with FDOT. Funding opportunities should be explored, and grant applications submitted, to alleviate the costs to the City. Options include the Broward MPO's Transportation Alternatives program (defined in MAP-21, see sidebar). The MPO also has established a priority for bicycle and pedestrian projects along transit corridors, and coordination between the City and MPO is necessary to obtain funding through the program.

MAP-21 Transportation Alternative funds are eligible to use for the planning, design and construction costs of improvements. Eligible projects types are:

1. **on-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting;**
2. **safe routes for non-drivers, including children, older adults and individuals with disabilities;**
3. use of abandoned railroad corridor for trails;
4. turnouts, overlooks, and viewing areas;
5. **inventory, control, or removal of outdoor advertising;**
6. historic preservation and rehabilitation of historic transportation facilities;
7. **vegetation management in transportation right-of-way;**
8. archaeological activities; and
9. **environmental mitigation to address stormwater management, control and water pollution prevention or abatement related to runoff.**

Bolded activities are identified as most relevant to the City of Pompano Beach and supporting strategies and recommendations identified in this Transformation Plan. For more information please visit: http://www.ta-clearinghouse.info/funding.

The future cross sections and proposed modifications are designed to provide continuous multimodal networks and support all types of travel. In some cases, the future section is reflective of existing conditions, while in other areas more significant changes are proposed. In addition to physical corridor modifications, other enhancements including dark sky pedestrian lighting, crosswalk and pedestrian signal improvements, and transit stop enhancements. Other pedestrian and bicycle-oriented improvements are included in Section 3. Below is an overview of proposed modifications to the existing configuration of Dixie Highway to support redevelopment along the corridor:`

Travel Lane Widths

- Reduce existing 12 foot travel lanes to 11 feet to enhance bicycle and pedestrian treatments.

Bicycle Lane Widths

- Widen existing four foot bicycle lanes to five feet, with buffer zones included where feasible.

Sidewalk Widths

- Widen existing six foot sidewalks on the southbound side to a minimum of eight feet.
  - Sidewalks in excess of eight feet will enter into private property in some segments and will require the City to enter in use agreements with property owners and liability concerns resolved
- Build six foot sidewalks on the northbound side of North Dixie Highway, located within FEC right-of-way.

Turn Lane/Median Widths

- Reduce 11 foot existing turn lane/median combinations to 10 feet to support bicycle and pedestrian enhancements.
- A number of turn lanes along Dixie Highway exceed a necessary length and are recommended to be reduced in length and construct new or extend existing landscaped medians to enhance the appearance of the corridor and maintain access to parcels and neighborhoods. Coordination with existing businesses and property owners, in conjunction with the adjacent neighborhoods, is needed to support these changes. Locations for these changes along Dixie Highway, outside of districts, are:

Location	Recommendation
NE 27th Street (NB turn lane)	Reduce left turn lane from 300 feet to 185 feet and add landscaped median
NE 33rd Street (NB turn lane)	Reduce left turn lane from 525 feet to 185 feet and add landscaped median
NE 34th Street (NB turn lane)	Add landscaped median
NW 16th Street (Northbound (NB) turn lane)	Reduce left turn lane from 275 feet to 185 feet and extend existing landscaped median
1663, Driscoll's (NB turn lane)	Reduce left turn lane from 275 feet to 185 feet and extend existing landscaped median
NE 17th Court (NB turn lane)	Reduce left turn lane from 300 feet to 185 feet and extend existing landscaped median
1941, Shopping Plaza (NB turn lane)	Reduce left turn lane from 350 feet to 185 feet and extend existing landscaped median
NE 21st Street (NB turn lane)	Reduce left turn lane from 500 feet to 185 feet and add landscaped median
NE 23rd Street (NB turn lane)	Reduce left turn lane from 600 feet to 185 feet and add landscaped median
Copans Road (Southbound (SB) turn lane)	Add landscaped median

Modifications for the intersection of Dixie Highway and Atlantic Boulevard include travel/turn lane width reductions, enhanced bicycle and pedestrian facilities, enhanced pavement design for visibility and emphasis, and removal of some signage to reduce visual clutter, although major structural changes are not proposed to the Dixie Highway and Atlantic Boulevard intersection due to high existing and future traffic volumes as well as constrained sight lines due to the location of the FEC Railroad. Demand for the use of the intersection will be modified, with pedestrian and bicycle crossings of Dixie Highway corridor geared toward the Dr. Martin Luther King, Jr., Boulevard intersection and crossings of Atlantic Boulevard steered toward NE/SE 1st Street.

Prioritized Action Item

Coordinate with FDOT and Broward MPO to program capital improvement projects to modify Dixie Highway to conform to the street typologies for North and South Dixie Highway. Priorities, in order of importance, should be on lighting (crime prevention through environmental design (CPTED) strategies, ADA compliance, landscaping and enhanced medians, sidewalk expansion, and intersection treatments.

Action Item

Coordinate with FDOT and the Broward MPO to program capital improvement projects that modify existing turn lanes on North Dixie Highway to conform with the identified lengths and the extension/addition of landscaped medians. This will require a high level of negotiation and demonstrating of benefits with businesses and property owners impacted by the proposed change.

Action Item

Modify cross-walks at key intersections, focusing on pedestrian emphasis streets (defined in Section 3) and the Dixie Highway and Atlantic Boulevard intersection to use stamped pavement or brick features to bring attention to crosswalks and improve appearance.

Action Item

Develop a program, and adopt necessary land development and zoning code changes, to begin to phase out and prevent the construction of new billboards.

Priority Action Item

Add policy direction in the City's Comprehensive Plan's transportation element and specifications to Chapter 100 (Streets and Sidewalks) of the City's Land Development Code to identify the desired typical cross sections and pedestrian emphasis streets (discussed in Section 3).

Action Item

Explore and apply for funding sources to support transportation enhancements. The City should coordinate with Broward MPO for various funding programs for specific improvements.

INDUSTRIAL CRAFTS DISTRICT

A lane elimination study is underway in the Industrial Crafts District. Because of this, more significant changes to the corridor are proposed and are identified below.

Travel Lanes

- Allow for the enhancement of the bicycle and pedestrian networks:
  - Eliminate one northbound lane and one southbound lane.
  - Reduce existing 12 foot travel lanes to 11 feet.

Parking

- Add on-street parking on the "inside" of each one-way pair to provide relief for businesses that lost parking spaces as a result of past roadway widenings. On-street parking will help alleviate parking that occurs across sidewalks due to limited space.

Bicycle Lane Widths

- Add four foot bicycle lanes, with three foot buffer zones where feasible.

Sidewalk Widths

- Widen existing sidewalks to 12 feet or wider to support a vibrant pedestrian zone on each side of the north and southbound corridors.

Prioritized Action Item:

Continue to coordinate with FDOT on the lane elimination project for Dixie Highway south of Atlantic Boulevard and identify funding sources for proposed improvements outside of the scope of the original FDOT resurfacing project. These items include bicycle lanes, painted/raised, crosswalk and intersection pavement treatments, lighting, wide sidewalks, and landscaping including pedestrian bulb outs at intersections.

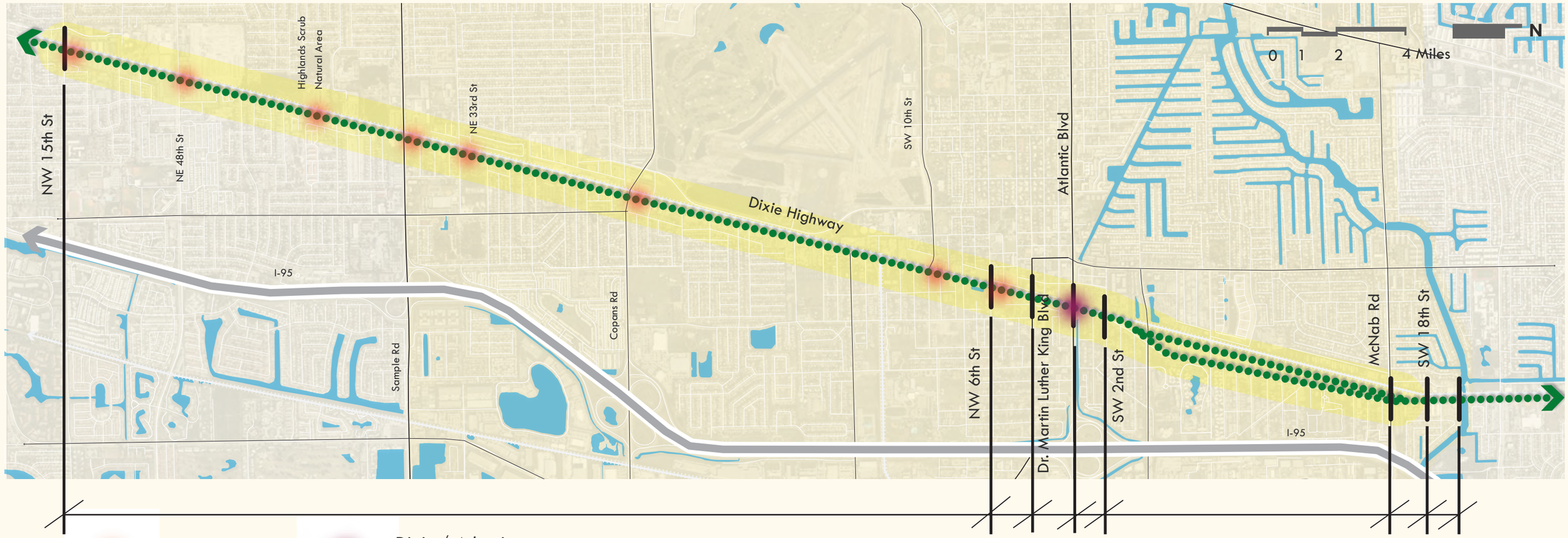
Action Item:

Coordinate with FDOT and Broward County with respect to the Traffic Signal Structural Mast-Arm Upgrade Program to dedicate funding to installing mast-arms at intersections with span-wire traffic signals at the following intersections, with priority given to intersections adjacent to proposed gateways/public plazas:

- *Dixie Highway and Atlantic Boulevard (****Prioritized Action Item***)
- *Dixie Highway and SW 2nd Street (****Prioritized Action Item***)
- Southbound Dixie Highway and SW 3rd Street/Sergeant Chris Reyka Place
- Southbound Dixie Highway and SW 6th Street
- *Southbound Dixie Highway and McNab Road (****Prioritized Action Item***)
- Northbound Dixie Highway and SW 3rd Street/John Knox Village Boulevard

DIXIE HIGHWAY making things happen

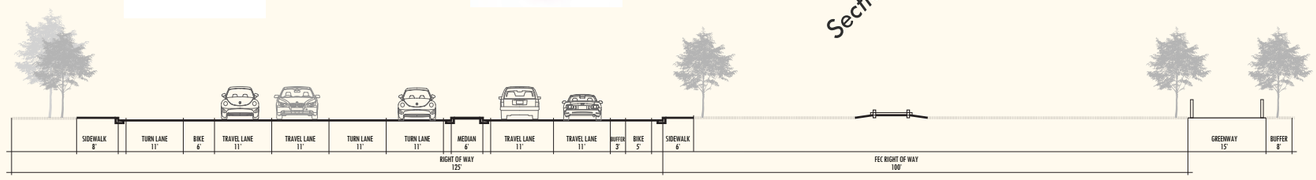
Cross Sections



Additional Turn Lane (s)

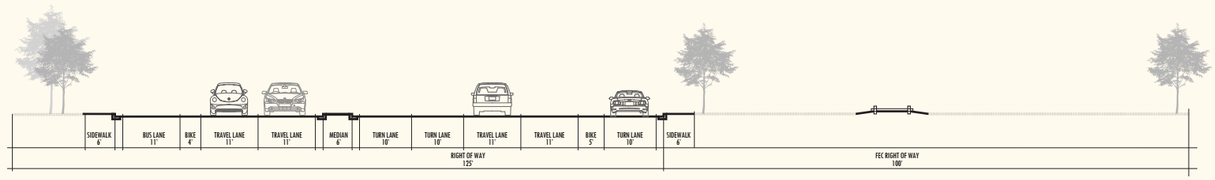
Dixie / Atlantic Intersection

Section: D1



Dixie/Atlantic Intersection - North of Atlantic Blvd

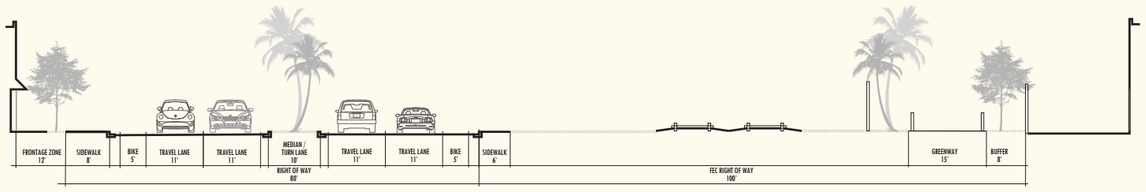
Section: D2 Section: D3 Section: D4 Section: D5 Section: D6 Section: D7



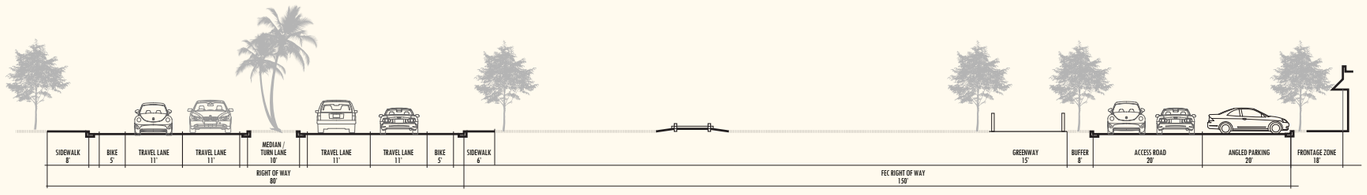
Dixie/Atlantic Intersection - South of Atlantic Blvd

Recommended Implementation Actions

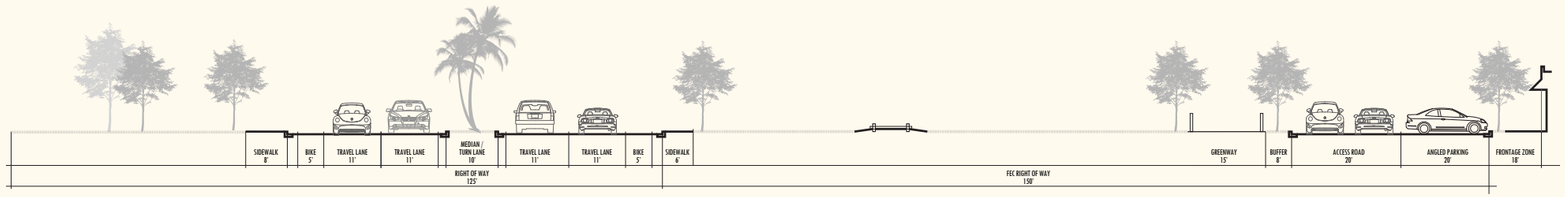
Cross Sections



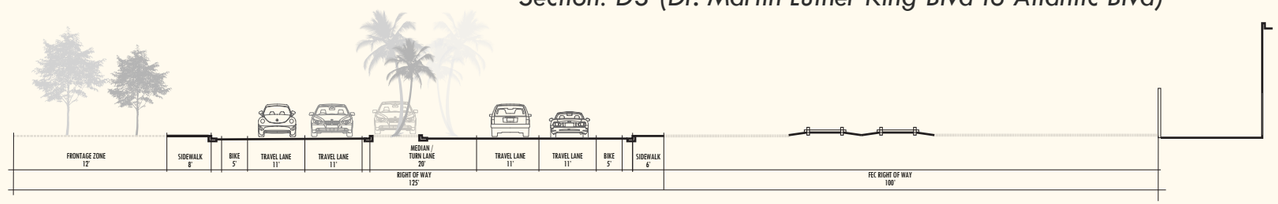
Section: D1 (NW 15th St to NW 6th St)



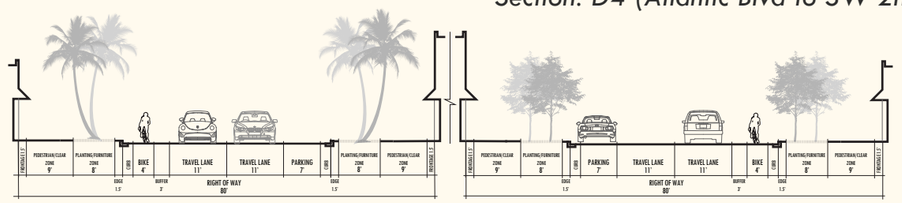
*Section: D2 (NW 6th St to Dr. Martin Luther King Blvd) *FEC Right-of-Way between Atlantic Boulevard and NE 1st Street is 175'*



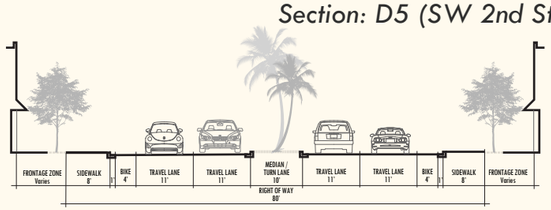
Section: D3 (Dr. Martin Luther King Blvd to Atlantic Blvd)



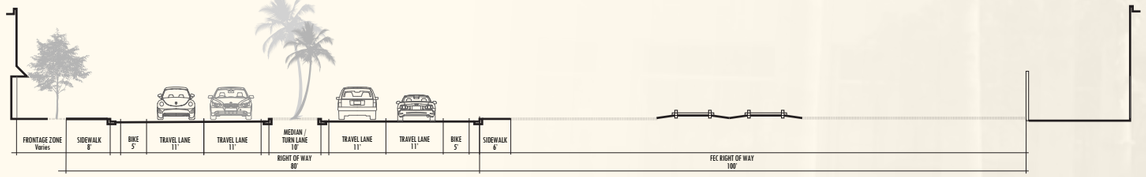
Section: D4 (Atlantic Blvd to SW 2nd St)



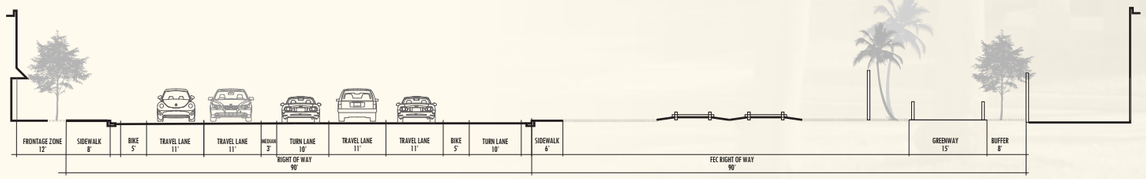
Section: D5 (SW 2nd St to McNab Rd)



Section: D6 (McNab Rd to SW 18th St)



Section: D7 (SW 18th St to City Line)



Additional Turn Lane

- Northbound Dixie Highway and SW 6th Street
- *Northbound Dixie Highway and McNab Road (**Prioritized Action Item*)

TRANSIT

Dixie Highway is well served by transit today and is identified for future premium transit operations (high capacity service with all or part of the route using a fixed guideway such as a streetcar, or rapid bus service that is high frequency with modern/distinctive vehicles and operational enhancements such as traffic signal priority); however, it lacks the accessibility needed for transit to achieve higher levels of success. Shifting development patterns and urban form to be more transit-supportive will improve the viability of significant transit enhancements along the corridor, strengthening transit access to the large workforce along and in close proximity to Dixie Highway. The Dixie Highway Corridor, and bus transfer facility at Dr. Martin Luther King, Jr. Boulevard, is served by Broward County Transit (BCT) Route 50, which runs from the Broward Central Terminal in downtown Fort Lauderdale to Hillsboro Boulevard/SW 3 Avenue. Other BCT routes serving the bus transfer facility include Route 20, which mainly serves neighborhoods west of Dixie Highway and Cypress Road south of Atlantic Boulevard, Route 42, which serves Atlantic Boulevard, and Route 60, which mainly serves Andrews Avenue, Dr. Martin Luther King, Jr. Boulevard and Coconut Creek Parkway. The City of Pompano Beach's Blue Route serves the portion of Dixie Highway between Dr. Martin Luther King, Jr. Boulevard (bus transfer facility) and SW 3 Street and the Orange Route serves Dixie Highway between the bus transfer center and NE 33rd Street. The City's Red and Green routes also serve the bus transfer facility, providing access to the corridor without traveling directly on it. Future transit enhancements planned for this corridor include premium rapid bus service and passenger rail service along the FEC Railroad corridor, with a potential station located along Dixie Highway north of Atlantic Boulevard (near the existing BCT transfer center). A second, longer term potential station is under consideration near Sample Road, and Sample Road is identified for premium transit service, placing the Healthside North district in a fortunate position to capitalize on access to transit. Premium rapid bus service is defined by the MPO as operating at 10 minute service frequency during peak hours and 15 minute frequency off-peak, transit signal priority technology, off-board fair collection and inclusion of real-time passenger information. The typical cross sections identify proposed enhancements to the bicycle, pedestrian and greenway networks, which will support safe and convenient access to existing and future transit stations.

The intersections of Copans Road and Atlantic Boulevard with Dixie Highway are identified by the Broward MPO as community mobility hubs. Just north of the mobility hub at Atlantic Boulevard there is an anchor mobility hub on Dixie Highway in the vicinity of the bus transfer center and future proposed FEC commuter rail station. The Transformation Plan defines districts where increased density and intensity should be targeted at each of these locations; Kendall Crossings at Copans Road and the Downtown Pompano district encompassing the two mobility hubs at and north of Atlantic Boulevard. The district plans are consistent with and supportive of the Broward MPO strategies for these two types of mobility hubs, which focus on bicycle and pedestrian improvements, transit amenities to increase the convenience of transit use, and development patterns supportive of increased transit ridership. The Broward MPO provides funding for the development of mobility hubs, including necessary infrastructure improvements. The City should leverage its resources and work with the MPO and other transit partners on this program to realize the recommendations in this plan.

The City's community bus service provides much needed access to neighborhoods and parts of the City not covered by BCT, often providing one-seat rides to destinations. The City should continue ongoing evaluations of its community bus routes and increase service coverage and frequency in the future as the demand for transit increases and development patterns shift to more transit-oriented and supportive forms. The City should also coordinate with Broward County, specifically Broward County Transit and the MPO, on the addition of transit shelters and amenities at bus stops, focusing first on intersections with two or more routes intersecting (Sample Road, Copans Road, Dr. Martin Luther King, Jr. Boulevard (bus transfer center), Atlantic Boulevard, and SW 3rd Street), the highest ridership locations and within the Industrial Crafts, Kendall Crossing and Healthside North districts. The MPO has dedicated funding for transit shelters through two stimulus grants and the City should choose a shelter design that provides rider protection but also an aesthetic benefits for the corridor.

Action Item

Set policy and regulatory direction for increased densities and intensities around the mobility hubs and within the districts, so the corridor evolves with transit-supportive redevelopment.

Action Item

Coordinate with the Broward MPO to secure funding and make capital improvement investments for pedestrian and bicycle connections to transit stops and stations.

Action Item

Continue to monitor the City's community bus routes and expand service coverage and frequency to support local mobility and access to the corridor, and as feeders into the larger transit system; maintain the existing bus transfer facility at Dixie Highway and Dr. Martin Luther King, Jr. Boulevard as a centrally located facility for the transit system.

Action Item

Enhance bus stop locations with shelters and amenities, such as benches, bicycle racks and real-time information and coordinate with Broward County Transit and the Broward MPO for funding of these improvements. Prioritize bus stops near the Industrial Crafts gateway/entry points to the district at SW 2nd Street and McNab Road, as well as the centrally located future plaza at SW 8th Street. For the Kendall Crossing district, prioritize bus stops at Copans Road and just south of NW 15th Street, which are where the highest activity in the district occurs. For Healthside North, prioritize bus stops at Dixie Highway and Sample Road and the intersection of Sample Road with NE 3rd Avenue.

PEDESTRIAN AND BICYCLE CONNECTIONS

Typical cross sections for the entire length of Dixie Highway identify the location and size of sidewalks, bicycle lanes and greenways. Ensuring safe and convenient bicycle and pedestrian networks was paramount in developing the roadway typical sections. There is a large workforce in close proximity to the Dixie Highway corridor and improving facilities and lighting will improve safety, accessibility and the traveler experience. While Section 1 focused on physical changes to cross sections, there are additional techniques that are critical to develop safe and convenient bicycle and pedestrian network that improves accessibility and the traveler experience. Below is an overview of these proposed enhancements.

- Install dark sky pedestrian lighting (lighting designed to minimize impacts to the sky, neighboring properties, and ecosystems) to improve safety and traveler experience.
- Improve crosswalks to be fully ADA compliant and use techniques such as stamped or painted pavement, brick features, or different textures to increase the visibility of pedestrians, provide more convenient and safe crossing locations and improve the general appearance of the corridor. Pedestrian countdown signals should be added where they are not present today.
- Other pedestrian improvements, such as brick features within sidewalks, benches and drinking fountains, the incorporation of landscaping with an emphasis on shade trees, and building designs with overhangs, awnings and arcades.
- Other bicycle-oriented improvements, such as the use of green paint on bicycle lanes, or at intersections and conflict zones as a more cost-effective but safety-enhancing approach.

FIGURE 1: EXAMPLE OF HOW PAINT EMPHASIZES BICYCLE LANES

- Designate greenways and preferred bicycle routes on parallel corridors and install signage to identify locations. These routes are typically well received by less-frequent bicyclists who may not feel comfortable bicycling on heavily traveled corridors like Dixie Highway. The proposed greenway in the Dixie Highway would provide a safe and convenient facility for bicyclists, as well as parallel facilities

Pedestrian Emphasis Streets in the Dixie Highway Corridor (excluding the Industrial Crafts district):

- Extension of NE 40th Street west to connect to Dixie Highway
- NE/NW 33rd Street, east and west of Dixie Highway NW 5th Avenue, between Sample Road and NW 33rd Street
- NW 30th Court, west of Dixie Highway
- NW 27th Street, west of Dixie Highway
- NE/NW 25th Street, east and west of Dixie Highway
- NE/NW 23rd Street, east and west of Dixie Highway
- NW 16th Street, west of Dixie Highway
- NW 15th Place, west of Dixie Highway
- NW 15th Street, west of Dixie Highway
- NW 13th Street, west of Dixie Highway
- NE/NW 10th Street, east and west of Dixie Highway
- NW 2nd Avenue, between NW 13th Street and NW 5th Street
- Extension of NW 2nd Avenue south of NW 5th Street to Dixie Highway
- Extension of Flagler Avenue north of NE 6th Street to NE 13th Street
- Flagler Avenue between NE 6th Street and Atlantic Boulevard
- NE 8th Street, east of Dixie Highway
- NE/NW 6th Street, east and west of Dixie Highway
- NE 3rd Street/Dr. Martin Luther King, Jr. Boulevard east and west of Dixie Highway
- NE 1st Avenue between NE 3rd Street and SW 2nd Street
- NE 2nd Avenue between NE 3rd Street and SW 3rd Street

such as NE 3rd Avenue between NE 48th Street and Copans Road, NW 3rd Avenue between Copans Road and Dr. Martin Luther King, Jr. Boulevard, and NE 2nd Avenue/Cypress Road between NE 3rd Street and the southern City limits.

• Designate pedestrian emphasis streets, or those streets that are important to move people through non-automobile means, as a tool to prioritize capital improvement projects for bicycle and pedestrian-oriented projects.

CORRIDOR

Bicycle Lanes:

• Widen existing four foot bicycle lanes to five feet or more consistent with the Broward County Complete Streets guide. South of Atlantic Boulevard or other areas as feasible, buffered bicycle lanes are recommended.

Photo: Buffered bike lanes are separated from motor vehicle traffic, providing more comfort for cyclists. Photos © J. Haas

FIGURE 2: BIKE LANE WITH BUFFER

• Use green paint, or other strategies such as more prominent bicycle symbols and/or signage to emphasize the presence of bicycle lanes. These techniques help to raise the visibility of bicycle travel on the corridor. They also require additional cost and maintenance and applying the techniques in locations with frequent bicycle travel, such as around schools or parks, or in conflict areas, such as approaching/leaving intersections might suffice.

Sidewalks

• Widen existing six foot sidewalks on the southbound side of Dixie Highway to a minimum of eight feet.

• Coordinate with the FEC Railroad, particularly prior to rail corridor enhancements including the construction of a second track, to construct six foot sidewalks on the northbound side of Dixie Highway, within the FEC right-of-way.

Crosswalks

• Improve crosswalks to be fully ADA compliant and use techniques such as stamped or painted pavement, brick features, different texture to increase the visibility of pedestrians, provide more convenient and safe crossing locations and improve the general appearance of the corridor. Pedestrian countdown signals should be added where they are not present today.

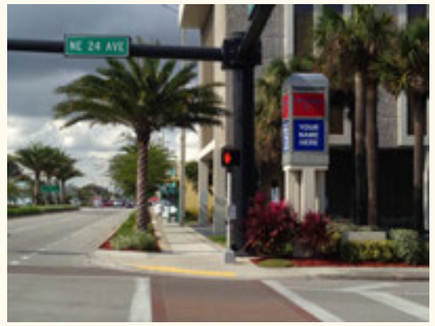


FIGURE 3: USE OF CLEARLY MARKED CROSSWALKS ADD BOTH VISIBILITY TO THE PEDESTRIAN REALM AND ENHANCED AESTHETIC APPEAL (EAST ATLANTIC BOULEVARD, POMPANO BEACH)

Greenway

• The City should coordinate with the FEC Railroad to develop a 15 foot greenway within the FEC right-of-way, east of Dixie Highway. South of Atlantic Boulevard, along SW 2nd Street, the greenway will transition to the west side of Dixie Highway. This greenway has been identified as a priority project by Broward County and would connect to existing greenways surrounding the AirPark. This type of facility would also provide stronger linkages between districts, to Old Pompano, and support mobility and access between existing and proposed transit facilities. This location would tie in well to existing and proposed transit facilities. This facility is also identified as the Dixie Highway/FEC trail in the draft Southeast Florida Regional Greenways and Trails plan, currently underway and being led by the Treasure Coast Regional Planning Council.

FIGURE 4: PROPOSED GREENWAY ROUTED OFF OF DIXIE HIGHWAY NEAR OLD POMPANO AND CITY HALL

Pedestrian Emphasis Streets

While called pedestrian emphasis streets, these roads also typically accommodate on-road bicycle travel because of lower automobile speeds and volumes. Marking them with sharrows and signs to create a bicycle route system and incorporating traffic calming techniques, thereby creating "bicycle boulevards", is important to creating an active transportation culture and provide mobility and access to jobs, goods and services through means other than by automobile.

• Designate streets that are important to move people through non-automobile means in order to prioritize capital improvement projects for bicycle and pedestrian-oriented projects. These streets provide key connections between residential neighborhoods and Dixie Highway, allowing for safe and convenient non-motorized forms of transportation to reach key destinations, shopping, dining or employment. While some of these streets have existing sidewalks, the condition is typically less than ideal and there is a lack of pedestrian amenities, such as shade trees or adequate pavement widths for multiple pedestrians abreast. Improvements should consist of some or all of the following treatments: enhanced sidewalks with lighting, shade trees and pedestrian amenities such as benches, on-road sharrows for bicycles, bulb outs or other traffic calming measures at intersections. The City should also enhance the streets for bicycle travel by slowing vehicular travel with lower speed limits or traffic calming measures, and increase safety and visibility of bicyclists by marking the streets with "share the road" signs or on-street share the road symbols (sharrows).

• Along the Dixie Highway corridor, the following pedestrian emphasis

streets are prioritized for implementation due to their role as key access points to the corridor from surrounding neighborhoods and presence of schools, parks or other uses that generate pedestrian and bicycle activity.

- NE/NW 33rd Street, east and west of Dixie Highway
- NW 27th Street, west of Dixie Highway
- NE/NW 10th Street, east and west of Dixie Highway
- NE 3rd Street/Dr. Martin Luther King, Jr. Boulevard east and west of Dixie Highway
- SE/SW 3rd Street (Race Track Road), east and west of Dixie Highway
- McNab Road, east and west of Dixie Highway

Prioritized Action Item

Coordinate with FDOT to leverage projects and achieve community desired outcomes for Dixie Highway.

Prioritized Action Item

Coordinate with BCT and the Broward MPO to add transit amenities at bus stops and improve bicycle and pedestrian access.

Action Item

Coordinate with the FEC Railroad and Broward County to allow for the development a greenway a greenway along the Dixie Highway corridor to support the overall greenway network and interconnectivity. The City should take advantage of opportunities to achieve this as they are raised by Broward County, the MPO or FEC Railroad.

Action Item

Coordinate with Broward County and begin the evaluation stage to extend NE 40th Street to Dixie Highway.

Action Item

Use the list of pedestrian emphasis streets to program projects into the City's Capital Improvement Plan to dedicate funding to pedestrian and bicycle-oriented projects on these streets, coordinating with the Broward MPO as necessary. Due to generally low traffic volumes, these are appropriate corridors for the use of bike lanes, sharrows and appropriate signage to identify that bicycles are sharing travel lanes with automobiles.

Action Item

Extend NE 40th Street west to Dixie Highway.

INDUSTRIAL CRAFTS DISTRICT

A lane elimination study is underway in the Industrial Crafts District. Because of this, more significant changes to the corridor are proposed and are identified below.

Bicycle Lanes

- Add six foot bicycle lanes, or five foot bicycle lanes with three foot buffer zones included where feasible.

Sidewalks

- Existing sidewalks should be widened to 12 feet or wider on all four sides of Dixie Highway to support a vibrant pedestrian zone.

Pedestrian Emphasis Streets

- In the Industrial Crafts District, these streets are:
  - *SE/SW 3rd Street (Race Track Road), east and west of Dixie Highway (*Prioritized Action Item)
  - SW 6th Street, east and west of Dixie Highway
  - *SW 8th Street, west of Dixie Highway (*Prioritized Action Item)
  - SW 9th Court, east and west of Dixie Highway
  - SW 10th Drive, west of Dixie Highway
  - SW 11th Street, east and west of Dixie Highway
  - SW 13th Court, west of Dixie Highway
  - *McNab Road, east and west of Dixie Highway (*Prioritized Action Item)

Pedestrian Emphasis Streets in the Industrial Crafts district:

- SE/SW 3rd Street (Race Track Road), east and west of Dixie Highway
- SW 6th Street, east and west of Dixie Highway
- SW 8th Street, west of Dixie Highway
- SW 9th Court, east and west of Dixie Highway
- SW 10th Drive, west of Dixie Highway
- SW 11st Street, east and west of Dixie Highway
- SW 13th Court, west of Dixie Highway
- McNab Road, east and west of Dixie Highway

As part of the transportation assessment, the study evaluated specific pedestrian conditions in the Industrial district. The following pedestrian recommendations are proposed. Figure 5 identifies the specific locations for each type of improvement, including:

- New sidewalks and reconstruction of existing sidewalks.
- New crosswalks and restriping of existing crosswalks.
- Installation of detectable warning pads at pedestrian ramps.

Action Item

Seek funding to implement bicycle and pedestrian improvement projects into the City's Capital Improvements Program, coordinating with the Broward MPO as needed.

KENDALL CROSSING DISTRICT

As part of the transportation assessment, the study evaluated specific pedestrian conditions in Kendall Crossing district. The following recommendations are offered. Figure 6 identifies the location for each type of recommendation.

- New sidewalks and reconstruction of existing sidewalks
- New crosswalks and restriping of existing crosswalks
- Installation of detectable warning pads at pedestrian ramps

Action Item

Seek funding to implement bicycle and pedestrian improvement projects into the City's Capital Improvements Program, coordinating with the Broward MPO as needed.

Action Item

Extend Flagler Avenue north to NE 13th Street.

Recommended Implementation Actions

FIGURE 5: SIDEWALK, CROSSWALK AND DETECTABLE WARNING PAD RECOMMENDATIONS

FIGURE 6: SIDEWALK, CROSSWALK AND DETECTABLE WARNING PAD RECOMMENDATIONS

Policy and Regulatory Guidance

This section focuses on policy and regulatory modifications to support and encourage private property owners and investors to locate or expand their businesses or to create new housing and non-residential building options. It is critical that changes make appropriate development "easier" for applicants and create incentives for the types of redevelopment and economic expansion sought for the Dixie Highway corridor.

Branding is a critical component to this plan and should involve the use of branding experts. It is recommended that the City work with a media relations firm and branding experts to finalize design schemes and marketing efforts for the corridor and districts.

1. BRANDING

Dixie Highway is a workforce corridor, where businesses employing skilled trades are prevalent:

Making Things Happen. That is the harbinger of things to come for this corridor. The corridor offers industrial and commercial space that is flexible for a variety of uses, serving as an incubator for emerging businesses and addressing demographic changes that are making medical services more in demand. Businesses and industries not yet thought of will be able to locate here and thrive. This corridor should embrace its railroad and industrial history and entrepreneurial nature, looking to **capitalize on a diverse and eclectic brand identity** where experimentation in new endeavors is possible. Transportation access is framing the transformation of the corridor, with a future FEC passenger rail station supplementing an existing high level of neighborhood accessibility.

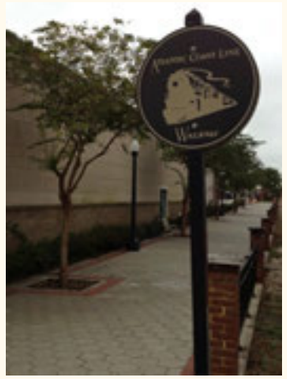


FIGURE 7: EXAMPLE OF SIGNAGE MATERIAL WELL SUITED FOR USE ON THE DIXIE HIGHWAY/FEC RAIL CORRIDOR GREENWAY (LAKELAND, FLORIDA)

Dixie Highway is a workforce corridor, where businesses employing skilled trades are prevalent: Making Things Happen. The corridor offers industrial and commercial space that is flexible for a variety of uses, serving as an incubator for emerging businesses and addressing demographic changes that are making medical services more in demand. Businesses and industries not yet thought of will be able to locate here and thrive. This corridor should embrace its railroad and industrial history and entrepreneurial nature, looking to ***capitalize on a diverse and eclectic brand identity*** where experimentation in new endeavors is possible. Transportation access is framing the transformation of the corridor, with a future FEC passenger rail station supplementing an existing high level of neighborhood accessibility

The INDUSTRIAL CRAFTS DISTRICT is envisioned as embracing its historical industrial character and transitioning to an urban corridor that mixes work spaces and housing with shopping, dining and entertainment destinations. This district is a place for startup companies, small local businesses, and creative entrepreneurs, such as artist, fabricators and caterers, to find affordable and flexible work environments. The industrial nature of the district continues on the east side of South Dixie Highway where buildings are adjacent to the railroad tracks. However, the types of buildings and uses will change over time, especially on the west side of South Dixie Highway. More retail offerings are available along with mixed commercial, industrial, office and residential uses. Less intense uses and more residential appears west of South Dixie Highway, thereby transitioning and supporting the nearby residential communities. An urban plaza in the center of the district provides a gathering space for residents, workers and visitors and offers opportunities for festivals and events. Green space at the north and south entry points provide gateway features that can be used to denote entry to the district through signage and public art.

The ***Industrial Crafts*** district is characterized by the large number of smaller industrial uses along the corridor. Businesses here tend to rely on skilled workers and craftsmen that use their hands and machines to create goods and services, such as the mechanical and automotive specialties. As a business outgrows a home garage, it might locate here because of the affordable and flexible building spaces.

KENDALL CROSSING is envisioned as an area with a concentration of neighborhood-serving development, including a design district with adaptive reuse of industrial buildings, mixed use buildings and a greenway along the FEC Railroad and integration with the Pompano Beach AirPark. Opportunities for non-residential uses focus on supporting the nearby neighborhoods and include restaurants, local shops and services such as barbershops and salons, and ethnic grocery stores, geared toward serving nearby neighborhoods, and development along Copans Road also can capitalize on access to I-95.

The ***Kendall Crossing*** district is influenced by its existing and historical residential character. It is located near one of the few crossings of the FEC Railroad, providing excellent connections to both the east and west areas of the City. There are several vacant parcels in this area and a need to encourage restaurants, markets, barbershops/salons that nearby residents can walk or bicycle to. Filling in vacant parcels with multifamily apartments or townhomes supports the existing residential neighborhoods and builds off the recreational opportunities in the AirPark area.

HEALTHSIDE NORTH is envisioned as an area that further capitalizes on the medical industry cluster and provides new opportunities for medical related research and development jobs, brining high paying jobs to the City. Opportunities for building reuse exist, as well as the introduction of additional residential development. The district is well positioned to capitalize on its access to I-95 and high arterial traffic volumes and the exiting Tri-Rail station just west of I-95. The change in development form and focus on neighborhood-serving uses will create a vibrant district that responds to the needs of local residents and visitors. New opportunities for shared stormwater facilities will allow for additional redevelopment opportunities, with a focus on pedestrian connections to surrounding residential areas.

A major economic influence at the City's north end of Dixie Highway is the Broward Health North medical complex and related medical offices. Demographic shifts and enhancements in technology are leading to increased and diverse health-related economic development opportunities. As such, the ***Healthside North*** District is designed to embrace and encourage more medical-related serving uses while supporting the surrounding residential communities. Adaptive reuse of some buildings and medical uses in the area east of the railroad tracks are envisioned, along with expansion of residential opportunities for a growing workforce to be in proximity to their jobs.

The addition of public spaces and plazas will create gathering space for residents, workers and visitors, and will provide the spaces necessary for greenmarkets, festivals and other public events. Street furniture, lighting, landscaping and public art should be designed to pique interest in the area, support business growth and tie into the corridor's transit facilities, both existing and proposed, and promoting non-automobile forms of mobility. Design elements should focus on a modern, sleek design consistent with an urban trending or art deco design, but incorporating warm elements to reflect

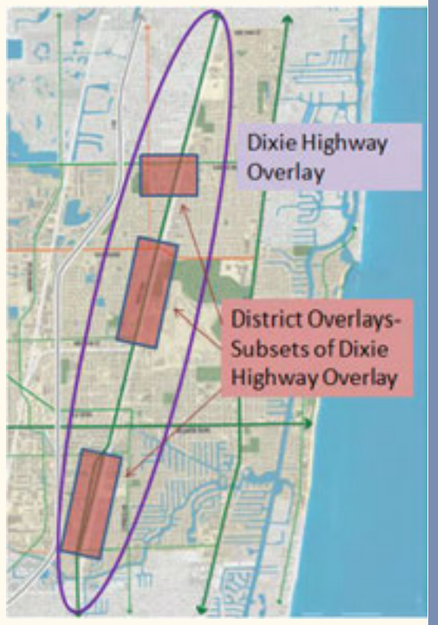


FIGURE 8: PROPOSED DIXIE HIGHWAY OVERLAY

Industrial Crafts District (Dixie Highway)

A new public plaza in the heart of the Industrial Crafts district provides residents, workers and visitors a centrally located space to enjoy the weather, stop by the latest community event, and enjoy the company of neighbors. Surrounding the plaza are repurposed buildings that not only increase the appeal of the district, but also are developed with interesting and eclectic uses that has bring new economic opportunities. Above ground floor retail and antique shops are incubator spaces for start-up business opportunities and support the workforce character of Dixie Highway. The lane elimination project fostered these opportunities by creating a large and appealing pedestrian realm that has led to the transformation you see here. (View: Looking northwest from west side of southbound Dixie Highway toward SW 8th Street.)

the goal of incorporating more neighborhood serving uses. The corridor spreads included in the Transformation Plan include representative examples of street furniture, lighting, landscaping, public art, etc. for use along the corridor.

The Dixie Highway Overlay (further discussed in Section 2) should lay out the general framework for streetscaping, landscaping, street furniture, lighting and other general development standards, with appropriate modifications made to the zoning code and land development regulations to support implementation. The Overlay should focus on the following design elements:

PEDESTRIAN ZONE AND AMENITIES

Design streets with the pedestrian zone in the forefront. Sidewalks should be wide enough to support pedestrian through-traffic and to accommodate pedestrian amenities such as benches, lighting fixtures, signage, trash receptacles, public art, bus shelters, bicycle racks and landscaping/ streetscaping features. Pedestrian-scale lighting should be used to provide for well-lit pedestrian environments that enhance both the pedestrian experience as well as safety. Improvements should adhere to crime prevention through environmental design (CPTED) strategies. Awnings should be incorporated, particularly in areas featuring outdoor seating, to provide refuge from rain as well as direct sunlight.

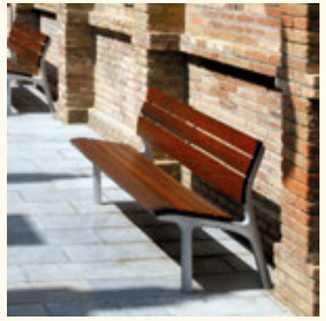


FIGURE 9: EXAMPLE OF BENCH STYLE APPROPRIATE FOR THE CORRIDOR

MATERIALS

Materials in the corridor should be of a consistent theme to highlight the unique attributes of Dixie Highway and the FEC corridor, with more specific focuses within each district to elevate the sense of place and character of specific districts. Material designs in this corridor should focus on a sleek and simple design that incorporates metal, iron and wood features. Benches should incorporate wood design into a base of iron or materials, with other amenities such as trash receptacles, posts, etc. focusing on the dark iron or metallic elements. The color palette should emphasis warm earth tones. The Industrial Crafts district should emphasis the industrial crafts theme and artistic flare, emphasizing use of colors on the top row and first and second columns of Figure 11. The Kendall Crossing district should reflect the more neighborhood-oriented characteristic of the district, emphasizing use of colors in the middle three columns. The Healthside North district should reflect its medical-arts character through healing tones and soothing elements, emphasizing use of colors in the bottom row and right-most column. Public art should focus on the key themes of the corridor, emphasizing handcrafted items, railroad and automobile themes, while using materials consistent with pedestrian amenities (iron, metal, wood). Permeable sidewalk materials should be used, to the extent feasible, to support more efficient stormwater management. Permeable sidewalk materials typically cost approximately twice that of traditional sidewalk materials, but provide key environmental and drainage benefits.

FIGURE 10: METAL AND WOOD RESTAURANT SIGNAGE THAT SUPPORTS A NEIGHBORHOOD'S BRANDING AND SENSE OF PLACE.

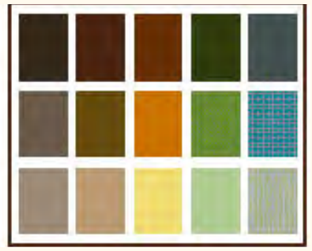


FIGURE 11: EXAMPLE OF EARTH TONE PALETTE (SOURCE: CREATIVE COLOR SCHEMES)

LANDSCAPING

Landscaping should focus on Florida-native plants and trees and incorporate shade trees to support pedestrian comfort. In addition to trees, low-scale materials, such as planters and large-potted plants against buildings, can be incorporated into the corridor to improve its appearance. A potted plant can add visual appeal to an otherwise generic building wall.

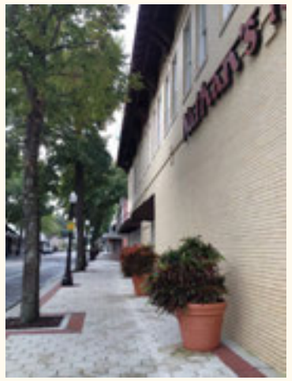


FIGURE 12: POTTED PLANTS AND AWNINGS CAN GREATLY IMPROVE THE APPEAL OF A BUILDING FACADE

SIGNAGE

Incorporate banner signage to light poles using a Dixie Highway "making things happen" logo and design. These banner locations can be used to advertise upcoming community events, such as greenmarkets, holiday events and other community events. Unique signage should also be incorporated onto buildings to highlight business and restaurants, as shown in Figure 10. Design standards included in the Industrial Crafts Overlay should allow for the use of bright and neon features to add unique dimensions to the industrial-focused materials and design.

PUBLIC ART

Public art should be incorporated throughout the corridor, starting with the districts. Art in the Industrial Crafts district should emphasize the industrial and manufacturing history of the district. Public art can serve as a way to showcase creations from artists in the district and a source of interest for visitors and residents. Public art should emphasize the use of materials identified in this section. Priority locations for public art in the district are at the gateway/public plaza proposed at SW 2nd Street, SW 8th Street, and McNab Road. The northern and southern locations provide focal entry points to emphasize one's arrival to the district, while the location at SW 8th Street functions as a central gathering location. Smaller-scale art should also be considered in bulb-outs, which will generally be used on either end of areas of the corridor featuring on-street parking.

FIGURE 13: PUBLIC ART REMINISCENT OF AN AUTOMOBILE CAPTURES THE THEME OF THE INDUSTRIAL CRAFTS DISTRICT (LAKELAND, FLORIDA)

FIGURE 14: METAL ARTWORK AND WIDE SIDEWALKS ADD AESTHETIC APPEAL AND CREATE INVITING PEDESTRIAN ZONES (FERNEAUX STREET, CANBERRA, AUSTRALIA COURTESY OF GOOGLE MAPS)

Priority locations for public art in the Kendall Crossing district are at the entry points to the district, near Copans Road and at NW 13th Street. Public art should also be used in the proposed stormwater management system or linear public park, discussed in the stormwater recommendation section, proposed along the west side of Dixie Highway between NW 13th Street and NW 15th Court.

A strategic location for public art in the Healthside North district is at the Dixie Highway and Sample Road intersection, emphasizing arrival to a medical arts-oriented district.

Prioritized Action Item

Adopt Dixie Highway framework policies into the Comprehensive Plan that identify built form, design and streetscaping guidelines for the corridor, in support of the Dixie Highway Overlay to be adopted in the Zoning Code.

Action Item

Adopt specific design standards, materials, color palettes and placement guidelines into the Zoning Code as part of a Dixie Highway Overlay, an Industrial Crafts Overlay and a Kendall Crafts Overlay, both subsets of the Dixie Highway Overlay. The City should work with branding and marketing experts to develop standards that will most successfully elevate the district's appeal.

Prioritized Action Item

Coordinate with CRA staff in development of specific design and streetscaping standards, incorporating Downtown Pompano Transit Oriented Corridor (DPTOC) standards where appropriate.

2. COMPREHENSIVE PLAN

As identified in the Citywide Framework, each of the corridors includes districts, made up of existing and emerging urban centers that are intended to serve as focal points of redevelopment activities. This structure is intended to create areas with increased densities and intensities supportive of significant

investments in infrastructure, premium transit, and vibrant pedestrian oriented areas that reduce the need for automobile use. Future land use designation changes and zoning changes are focused on these areas to achieve the development pattern envisioned, with more intense centers of development at key intersections and lower intensities between the centers. However, there are a number of changes that are recommended outside of these districts to support a change in form over time and to provide linkages between districts. These modifications include design and façade enhancements, enhancing landscaping, new signage and lighting, pedestrian and bus stop amenities, and new site design as sites are redeveloped.

A Dixie Highway Overlay or series of policies should be developed and incorporated into the city's Comprehensive Plan that allows for a zoning overlay consistent with the desired community outcomes. Content for the corridor-level overlay or policies should be broad and identify the theme for Dixie Highway, specify signage, lighting, streetscape, street furnishing, general use, street frontage, redevelopment and economic development focuses, as well as building orientation, access and parking standards. Additional Comprehensive Plan amendments and recommendations, including specific development targets, types of uses, site design, etc. should be located in district-level designations for Industrial Crafts, Kendall Crossing and Healthside North. The general land use principle for the corridor is to focus the highest intensity development in districts, thereby focusing market demand and associated public resources to create walkable and active places.

Completion of a residential and non-residential supply and demand analysis as well a vacant and redevelopment analysis has guided the identification of development targets. The level of projected demand for residential and non-residential uses through 2035 support the clustering of redevelopment activities into the districts to allow for active places that will support economic development, transit service and walkability goals for the corridor. Without concentrating development into these districts, new development may occur too sporadically along the corridor to reach a "critical mass" that supports transit use and sustains walkable, active environments. For each district, an evaluation of existing development, that is anticipated to remain, was performed using Broward County Property Appraiser data on a residential unit and non-residential square foot basis for parcels that are a focus of redevelopment within the district. Next, those parcels classified as "redevelopable" based on the vacant and redevelopment analysis (included in the appendix) were assessed for existing development, in order to determine a net increase in new development. Subtracting the existing development on "redevelopable" parcels from the total programmatic targets provides the level of **net new development.** Finally, adding the net new development to existing development on all parcels in the focal area provides us with the "build out" development levels for this area.

Comprehensive plan policy modifications and additions are recommended to incorporate the community desired outcomes for each of the corridors into the future land use, housing, transportation and other elements as appropriate. The future land use designations for most parcels immediately adjacent to the Dixie Highway corridor is commercial, which allows for a number of uses, including residential. The commercial category allows the mixing of non-retail non-residential uses as well as residential uses, relying on available flexibility/bonus units. Due to the limited demand and high supply of redevelopable parcels, future land use designation changes are focused on the districts. However, development consistent with the community desired outcomes outside of the districts should not be precluded, and individual future land use map amendments to gain the necessary increase in residential units, particularly those redevelopment activities with a significant number of residential units, may occur at anytime. Redevelopment activities with smaller amounts of residential units can be done without a future land use designation change in many cases, due to the allowance of residential units in commercial designated areas, and may utilize the City's flex units.

Action Item

Adopt a Dixie Highway Overlay or series of policies into the Comprehensive Plan that addresses land use principles, built form, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

INDUSTRIAL CRAFTS DISTRICT

A Comprehensive Plan future land use map amendment to Transit Oriented Corridor (TOC) should be City-initiated for the Industrial Crafts District. The designation will support the district transitioning to an urban mix of housing, work spaces, shopping, dining, and entertainment destinations that entices startup companies and creative businesses to locate with a design orientation toward transit use, walking and bicycling. The designation is appropriate for this location given its proximity to Downtown Pompano, existing bus service and direct access to the City's main bus transfer center, and its proximity to the future FEC commuter rail station proposed for a site just north of Atlantic Boulevard.

The Industrial Crafts District Future Land Use Map identifies parcels for inclusion in the Transit Oriented Corridor land use area (in yellow), as well as parcels that are part of the district but not recommended for a designation change to TOC at this time. The map identifies two types of sub-designations:

- Transit Oriented Corridor Parcels – Parcels envisioned being the focus of redevelopment activities in the district. These are the parcels that the additional development, identified as programmatic targets, are proposed for. A major use change for this area is the addition of residential units. New residential development will provide additional opportunities for the workforce in this district to be able to live near work.
- Non Urban Center District Parcels – Parcels/areas of the district envisioned to emphasize the theme of the district (signage, lighting, landscaping), restructuring streets to emphasize pedestrian and bicycle movement from surrounding neighborhoods into the heart of the district, but not a focus of major redevelopment activities. However, these are areas that façade improvements and other building improvements should be emphasized. As redevelopment fills in within the initial TOC designated area, these parcels should be re-evaluated for a future land use designation change to TOC.

FIGURE 15: INDUSTRIAL CRAFTS DISTRICT FUTURE LAND USE MAP

Programmatic targets, or the total new development, were developed for the Industrial Crafts District, based on a supply and demand analysis in combination with a vacant and redevelopment analysis. Programmatic targets, or the amount of development proposed for vacant and "redevelopable" parcels for the district are:

- Residential: 520 units
- Non-Residential: 780,000 square feet
  - Retail: 625,000 square feet
  - Office: 155,000 square feet

The following table provides a summary of the development figures for the Industrial Crafts district.

	Residential Units	Non-Residential Square Feet
Programmatic Targets	520	780,000
Existing Development	152	1,029,775
Existing Development on "Redevelopable" Parcels	9	118,872
"Net New" Development	511	661,129
Total "Build Out" Development	**663**	**1,690,903**

The Comprehensive Plan future land use designation change to TOC must also focus on strategies and built form for the district, consistent with the Industrial Crafts district's desired community outcomes. Guiding development principles are:

- One to two-story retail and commercial mixed-use building along Dixie Highway focusing on industrial arts including galleries, studios and stores
- Two to three-story residential mixed-use buildings
- Maintaining industrial on the east side of the district near the railroad
- Building form to address the street, rear access alleys
- Supporting existing uses in the district, but improving the form and aesthetics
- Support industrial east of the one-way pair, with a future transition to light and green industrial uses
- Gateway parks SE/SW 2nd Street and at McNab Road
- Industrial Crafts Plaza at SW 8th Street
- Shared parking and shared stormwater facility locations
- Industrial Arts Plaza with park and open space centrally located and serving as event space for festivals and markets along SW 8th Street within the one-way pair of Dixie Highway will require a future land use amendment to Recreation and Open Space
- Public plaza/gateway located at Dixie Highway and McNab Road

Prioritized Action Item

Modify the future land use map designation to TOC on parcels identified in Figure 15.

Prioritized Action Item

Adopt Industrial Crafts district framework policies into the Comprehensive Plan that addresses land use principles, built form, development targets, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

KENDALL CROSSING DISTRICT

A Comprehensive Plan future land use map amendment to Mixed Use Residential should be City-initiated for the Kendall Crossing district, focused on two centers at the northern and southern ends of the district. The designation will support the district transitioning to neighborhood-oriented mix of housing, shopping, dining, and employment opportunities. The designation is appropriate for this location given its proximity to surrounding single-family neighborhoods with a large workforce, and the need for more residential-serving uses. The additional housing along the corridor will provide a new type of housing style, more in tune with the changing desires of many people, particularly younger generations, who seek out more urban, active lifestyles. These centers of activity will be served by transit, providing access to a large transit network someday featuring a commuter rail station along the FEC Railroad, just south of the district.

FIGURE 16: KENDALL CROSSING DISTRICT FUTURE LAND USE MAP

Figure 16 identifies parcels recommended for inclusion in the Mixed Use Residential land use area, as well as those areas of the district proposed for designation changes at a later date.

- Mixed Use Residential Re-Designation – Parcels envisioned being the focus of redevelopment activities in the district. These are the parcels that the additional development, identified as programmatic targets, are proposed for. A major use change for this area is the addition of residential units. New residential development will provide additional opportunities for the workforce in this district to be able to live near work.
- District Parcels – Parcels/areas of the district envisioned to emphasize the theme of the district (signage, lighting, landscaping), restructuring streets to emphasize pedestrian and bicycle movement from surrounding neighborhoods into the heart of the district, but not a focus of major redevelopment activities. However, these are areas that façade improvements and other building improvements should be emphasized. Once redevelopment is underway in the two centers, similar land use designation changes should occur on these parcels to fill in and ultimately connect the two centers.

Programmatic targets were developed for the Kendall Crossing district (for the Residential Mixed Use Parcels), based on a supply and demand analysis in combination with a vacant and redevelopment analysis. Programmatic targets, or the amount of new development proposed for vacant and "redevelopable" parcels for the district are:

- Residential: 210 units
- Non-Residential: 252,000 square feet
  - Retail: 200,000 square feet
  - Office: 52,000 square feet

The following table provides a summary of the development figures for the Kendall Crossing district.

	Residential Units	Non-Residential Square Feet
Programmatic Targets	210	252,000
Existing Development	226	871,863
Existing Development on "Redevelopable" Parcels	45	116,358
"Net New" Development	165	135,642
Total "Build Out" Development	**391**	**1,007,505**

The Comprehensive Plan changes must also provide policy guidance for implementation through the Zoning Code and other regulations on strategies and built form for the district, consistent with the Kendall Crossing desired community outcomes descriptions. Guiding development principles for this district are:

- Development of one to three-story residential and commercial mixed-use buildings and two to three-story residential mixed-use buildings adjacent to existing residential development as a tool to enhance neighborhoods
- Designation of pedestrian emphasis streets to increase connections between single-family residential neighborhoods and higher intensity uses along Dixie Highway
- Extension of Flagler Avenue north along the FEC Railroad with pedestrian emphasis that support residential and commercial mixed-use development
- Providing safe and convenient access to transit, with investments made in adding amenities to improve the comfort and desire to use transit
- Rear access via local streets for parking to minimize direct access from Dixie Highway which creates more conflict zones between cars and bicyclists/pedestrians
- Siting of shared parking and shared stormwater facility locations

Action Item

Modify the future land use map designation to LAC on parcels identified in Figure 16.

Action Item

Adopt Kendall Crossing district framework policies into the Comprehensive Plan that addresses land use principles, built form, development targets, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

Action Item

Amend the Comprehensive Plan transportation element to extend Flagler Avenue north along the FEC Railroad to create a frontage road that supports residential and commercial mixed-use development.

Front Yard Setback (minimum)	0 feet
Front Yard Setback (maximum)	20 feet
Parking	Side and rear parking only
Access	Direct non-residential building pedestrian access to the sidewalk (do not limit to rear access from parking areas)
	Automobile access oriented to local streets, not directly from Dixie Highway
Design	Consistent with the branding recommendations and design guidelines

HEALTHSIDE NORTH DISTRICT

The Comprehensive Plan policies in support of the Healthside North District should focus on strategies and built form for the district, consistent with the Healthside North desired community outcomes. Guiding development principles for this district are:

- Development of two to three-story residential and commercial mixed-use along Dixie Highway
- Support the conversion of single-family residential units to medical arts and health-related offices
- Support additional industrial uses northeast of the Dixie Highway and Sample Road intersection, focusing on medical high tech and research and development uses
- Reuse and repurposing of existing buildings focusing on improved appearances, form and in some case a transition of uses
- Rear access for parking to minimize direct access from Dixie Highway which creates more conflict zones between cars and bicyclists/ pedestrians
- Siting of shared parking and shared stormwater facility locations

In addition to Healthside North specific policies in the future land use element, a future land use designation change is recommended within the district. Existing future land use designations are generally consistent and support the location of uses recommended for the Healthside North District. However, in order to realize development of residential mixed use buildings along Dixie Highway and south of Sample Road, a future land use designation change is needed for the area currently designated as Industrial. The recommended future land use designation change is to Residential Mixed Use. This designation change is recommended for all parcels (north and south of NE 33rd Street and east of Dixie Highway) currently designated as Industrial. The large industrial area north of Sample Road will support the additional high tech and research and development oriented industrial uses envisioned in the district.

Programmatic targets were developed for the Healthside North district, based on a supply and demand analysis in combination with a vacant and redevelopment analysis. Programmatic targets, or the amount of new development proposed for vacant and "redevelopable" parcels for the district are:

- Residential: 50 units
- Non-Residential: 219,000 square feet
  - Retail: 80,000 square feet
  - Office: 95,000 square feet
  - Industrial: 44,000 square feet

FIGURE 17: HEALTHSIDE NORTH DISTRICT FUTURE LAND USE MAP

The following table provides a summary of the development figures for the Healthside North district.

	Non-Residential Square Feet
Programmatic Targets	780,000
Existing Development	566,739
Existing Development on "Redevelopable" Parcels	177,639
"Net New" Development	602,361
Total "Build Out" Development	**1,168,600**

Action Item

Modify the future land use map designation to LAC on parcels identified in Figure 17.

Action Item

Adopt Healthside North district framework policies into the Comprehensive Plan that addresses land use principles, built form, development targets, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

3. LAND DEVELOPMENT REGULATIONS

The corridor plans rely on a transitioning of uses, particularly industrial uses along Dixie Highway that are not adjacent to the FEC Railroad, to less intense industrial uses that are more conducive to enhancing the surrounding neighborhoods. None of the businesses are recommended for being declared non-conforming; this is an economic-driven plan and these areas attract many small businesses. However, the expansion of industrial uses, particularly along North Dixie Highway should be discouraged. A long-term conversion plan could be considered, whereby vacant businesses/ parcels cannot establish an intense industrial use and less intense uses are encouraged for the reuse of industrial sites.

The City should develop and adopt a Dixie Highway Overlay zoning designation to support and provide incentives for the preferred urban form in the corridor and development of mixed use buildings. Standards supportive of reduced setbacks, and development setback maximums, to address the pedestrian and street realm and de-emphasize relationship to the automobile should be developed. Site design standards that require parking to be located in the rear or at the sides of buildings, or at a minimum limit the allowable amount of parking between the sidewalk and building to one row should be defined. Development standards supportive of these changes in form that are recommended for inclusion in the Dixie Highway Overlay zoning designation are included in the table below. The district overlays include additional proposed standards due to the more urban form envisioned in those areas.

Another long-term goal of this corridor is to increase the concentration of neighborhood-serving uses and to support non-automobile forms of mobility for the workforce living in the corridor. To accomplish this goal, the City should consider developing a long term replacement process to reduce the concentration of B-4 zoning designations, particularly north of Copans Road (and north of the Kendall Crossing district). Other specific zoning changes include:

- In the Industrial Crafts district, change the zoning category to Transit Oriented Corridor on the Mixed Urban Center parcels identified in Figure 15. A complementary Industrial Crafts Overlay for both the parcels recommended for the TOC designation as well as the remaining parcels in the district should be adopted into the Zoning Code to specify branding themes, economic development goals, building form and location of preferred uses.
- To support residential mixed use buildings east of Dixie Highway, a zoning designation from I-1 to RM-20 is recommended on parcels east of Dixie Highway and south of Sample Road.

Vignettes have been developed to illustrate how building forms can transition to a form supportive of the redevelopment goals identified in the corridor and district desired community outcomes included in this Transformation Plan. The vignettes are useful to guide building placement on a site, the location of parking (with an emphasis on parking behind the building), and site access points. Note that the vignettes do not reflect the full landscaping requirements to be met. Targeted building heights are included to foster pedestrian friendly environments and allocate anticipated development demand along the corridors, focused within districts. The specific heights are not intended to be the maximum allowable, as it is recognized that higher buildings will likely be developed, and in some areas near transit or key activity sites desired, particularly near the Dixie Highway and Atlantic Boulevard intersection (DPTOC). Vignettes for examples of potential redevelopment, site access and parking along Dixie Highway include:

1. Conversion to commercial mixed use development from industrial uses in the Industrial Crafts district

A. Two to three story commercial mixed use buildings oriented toward Dixie Highway and intersecting streets

B. Parking located to the rear of buildings, accessible via existing alleys

C. Existing retail building locations feature expanded sidewalks, landscaping and materials oriented toward the pedestrian realm

D. Use of pervious materials, where feasible, in parking and landscaping areas

FIGURE 18: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON DIXIE HIGHWAY NORTH OF SW 6TH STREET

2. Development of live-work buildings just east of the FEC tracks (north of Atlantic Boulevard, east of Dixie Highway)

A. Two story loft-style residential units that support home businesses

B. Building orientation toward residential street and away from the FEC Railroad

C. On-street parking along residential street, with additional parking between the building and the railroad, providing additional setback from the tracks

D. Construction of a greenway between the parking area and tracks

FIGURE 19: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON DIXIE HIGHWAY NORTH OF NE 33RD STREET

3. Development of commercial mixed use development just east of the FEC tracks (north of Atlantic Boulevard, east of Dixie Highway)

A. One to two story commercial mixed use buildings oriented toward a local access road with parking

B. Rear parking accessible from existing local street

C. Development of a greenway between the local access road and FEC Railroad

FIGURE 20: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON DIXIE HIGHWAY NORTH OF NE 10TH STREET

4. Development of commercial mixed use development adjacent to Dixie Highway with residential buildings between it and surrounding single-family neighborhoods (north of Atlantic Boulevard, west of Dixie Highway)

A. Two to three story commercial mixed use buildings fronting Dixie Highway

B. Two to three story residential buildings located behind commercial mixed use buildings to provide a transition to existing single-family neighborhoods

C. Mid block pedestrian access connecting the rear located parking area to Dixie Highway and building frontage

D. Access to parking provided by existing local street, not directly from Dixie Highway

FIGURE 21: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENTON DIXIE HIGHWAY NORTH OF NW 8TH STREET

5. Commercial development on shallow lots that can pose site design challenges (corridor-wide where shallow lots are located)

A. One to two story commercial and/or commercial mixed use buildings fronting Dixie Highway

B. Mid block pedestrian access connecting the rear located parking area to Dixie Highway and building frontage

C. Access to parking provided by existing alley

FIGURE 22: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENTON DIXIE HIGHWAY NORTH OF NE 17TH COURT

Action Item

Develop and adopt a Dixie Highway Overlay in the Zoning Code, using the specifications laid out in the branding and land development regulation sections of this plan, to support the workforce corridor and "making things happen" theme and include district overlays as subsets of the corridor overlay.

Action Item

Include vignettes into the Zoning Code (Dixie Highway Overlay section) to provide direction to the private sector about how to design and orient developments. These vignettes can be used by staff during site review meetings to determine whether a site is laid out consistent with the preferred development form.

Prioritized Action Item

Change the zoning designation to Transit Oriented on parcels identified in the Industrial Crafts District future land use map. The zoning designation should address the following items:

- Use: transition of uses consistent with the Industrial Crafts desired community outcomes included in this plan
- Form: consistent with the City's Transit Oriented zoning designation, but with an increase from the 60 percent maximum lot coverage to 80 percent because of proposed shared stormwater and parking facilities that provide additional space for development on individual sites
- Density/Intensity: develop a point system to allocate residential units across the district based on the number of items a developer proposes consistent with the desired community outcomes and branding themes
- Parking/access: focus site access from side streets and alleys, minimizing direct access from Dixie Highway

Action Item

Modify codes to encourage small business start-ups and green technology industrial uses supportive of business incubator spaces that are useful in pooling together office resources for start-up businesses. Potential incentives include the waiving of permitting fees and an expedited review process for targets industries, development a venture capital fund for start-up businesses that create channels to direct funds to local entrepreneurs and development of an Economic Assistance Program for small businesses can create an equity fund established through a banking consortium formed in partnership with local industry trade associations.

4. PROGRAMS

This plan has been designed to use incentives wherever possible to encourage the private sector to make choices in keeping with the community desired outcomes for the corridors. With the reconfiguration of South Dixie Highway, the businesses will have more on-street parking and have the space to provide more landscaping and aesthetic appeal to their properties. Corridorwide, a shift to building forms that address the street and locate parking in the rear will create more welcoming and safe pedestrian environments. A city program working with the businesses to provide on-site improvements, such as façade improvements, painting of murals, installation of awnings or other visually aesthetic items, should be pursued, potentially with small grants or business tax relief in the year of the improvements. Another incentive would entail the City sharing the expertise of staff/City consultants to design and install improvements. Maintaining the improvements over time becomes a code compliance issue, if a business does not maintain the visual attractiveness of its sites.

To achieve the desired community outcomes for Dixie Highway entails a transitioning of uses, particularly industrial uses along Dixie Highway, to less intense industrial or commercial uses that are more conducive to enhancing the surrounding neighborhoods. The expansion of industrial uses should be discouraged in the Kendall Crossing district. A long-term conversion plan could be considered, whereby vacant businesses/parcels cannot establish an intense industrial use. Potential incentives to achieve desired community outcomes include the waiving of application and permitting fees and expedited permitting/plan review and additional building coverage and density/intensity allowance on sites due to the investment in shared parking and stormwater infrastructure.

To accommodate building reuse, the City should develop an incentive program, which could include:

- administrative and technical priority assistance;
- exceptions to and waivers of development regulations regarding improvements and upgrades;
- concurrent reviews of site, civil and building plans;
- dismissal of formal plan submittal process for a change of occupancy;
- possible building vacancy for up to three years without need for a new Certificate of Occupancy using a structural inspection process;
- reduction in the number of required parking spaces; and
- allowance of existing driveways to remain without modification unless on an arterial or collector street.

Prioritized Action Item

Develop an Adaptive Reuse program that offers several policies to accommodate building re-use. Incentives are offered depending on a building's eligibility determined by how the modifications will comply with community desired outcomes (form, uses, design, etc.)

Action Item

Identify business establishments within the Dixie Highway Corridor that support or complement existing industry clusters in the Dixie Highway Corridor, emphasizing industrial and entrepreneurial uses, repair and customizing services, marine-related fabricators and health-related industries. Use the information to form corridor or district business/merchant association to foster a "brand identity" for businesses and manufacturers that create specialized products and services emphasizing industrial and entrepreneurial uses, repair and customizing services, and marine-related fabricators.

Action Item

Create an Economic Assistance Program for small businesses within the Dixie Highway Corridor. Typically, small businesses have difficulty accessing private capital. An Economic Assistance Program for small businesses can create an equity fund established through a banking consortium formed in partnership with local industry trade associations.

Action Item

Continue to collaborate with local education providers, such as the Broward School District, Broward College or Everest University, to develop workforce development programs and business management education/training programs, focusing on skilled labor and small business start-ups. Coordinate with Workforce Alliance, trade schools and colleges to offer training programs, apprentice/interning programs and scholarships to cultivate the skills needed for existing and emerging jobs.

Action Item

Develop a venture capital fund for start-up businesses in the Dixie Highway Corridor and create channels to direct funds to local entrepreneurs.

Action Item

Develop a parcel consolidation strategy in key redevelopment locations to address shallow lots

1. Coordinate with landowners to consolidate parcels and aggregate lots for redevelopment in areas with narrow lot widths

2. Prevent lots under single ownership from being divided at strategic redevelopment locations by including a comprehensive plan policy that prevents lot subdivision in areas targeted for redevelopment and inclusion in the building code of a reference to this policy and the requirement that any lot subdivisions maintain consistency with the policy.

Action Item

- Business improvement districts or other types of special districts should be explored and implemented as funding mechanisms, particularly within districts outside community redevelopment areas. An improvement district is generally structured and funded as follows:
- District Programs: Aesthetic improvements, fund marketing projects, sponsor special events, streetscape improvements, capital improvements, collect and distribute economic development funding and/or research, facilitate access to parking, foster new business relationships and partners with national, state and local organizations
- Approved by a ballot election of all affected property owners
- Funding for the district is through assessments on all properties in the district

Infrastructure Enhancements

This section focuses on parking and stormwater recommendations. These two infrastructure elements require the most emphasis to support the desired redevelopment and economic development goals. Potable water and wastewater systems appear to have the necessary capacity to support the desired outcomes. The recommendations include the use of shared stormwater facilities and parking requirements modifications to support redevelopment activities and increase the amount of available land on parcels for development purposes. As a means to both improve community appearance and minimize outages during storms, the City should underground utility lines where feasible, particularly within districts.

1. PARKING

The city has an in-lieu-of parking fee provision that allows developers to contribute to a general fund in some cases instead of locating all of the required parking on-site. Through an additional process, the use of shared parking may be permitted, but is not currently encouraged or incentivized. Specific code modifications, parking stall size requirements and on-street parking recommendations are included in the district recommendation sections. At the corridor level, parking modifications should be emphasized in higher density and intensity redevelopment projects, emphasizing:

1. As an incentive for uses and form consistent with the desired community outcomes, allow developments to use shared parking by right.

2. Modify Reduced Parking Requirements section to include automatic reduced rates, up to 15 percent, for mixed-use development and neighborhood-serving development that will capture a higher number of trips from walking, bicycling or transit, and up to 20 percent within districts.

3. Within districts, modify 155.5102.F, which does not allow on-street parking to be used to satisfy parking requirements (except as part of an alternative parking plan) to allow for on-street parking and shared parking spaces within one-eighth of a mile to be applied toward a portion of the parking requirement to allow for additional lot coverage and therefore incentivizing redevelopment activities.

They should develop an Industrial Crafts parking master plan, supported by new development and redevelopment within its coverage boundary. The master plan should specify:

1. Reduced parking rate requirements within the district of up to 20 percent (an increase of the 15 percent currently allowed for developments near transit that use various transportation demand management (TDM) strategies, etc.)

2. Introduction of parking maximums, to limit the prevalence of surface parking in the district

3. Construction of shared parking lots and/or structures as development targets are reached

4. Potential sites for shared parking lots and/or structures that can be developed overtime as redevelopment occurs are:

   A. South of SW 3rd Street, between north and southbound Dixie Highway

   B. Along the first alley to the south of SW 3rd Street, between north and southbound Dixie Highway

   C. South of SW 5th Street, between north and southbound Dixie Highway

   D. North of SW 6th Street, between north and southbound Dixie Highway

   E. Between SW 6th Court and SW 7th Street, between north and southbound Dixie Highway

   F. At SW 9th Street, between north and southbound Dixie Highway

   G. At SW 10th Drive, between north and southbound Dixie Highway

   H. South of SW 11th Street, between north and southbound Dixie Highway

   I. North of SW 13th Court, between north and southbound Dixie Highway

   J. South of SW 13th Court, between north and southbound Dixie Highway

   K. Modify parking in lieu fee requirements to allocate funding from a project within the Industrial Crafts District to fund shared parking facilities within the District

5. Reduce on-street parking stall locations to the following specifications:

   A. 8' X 22' on-street parking stalls when parking space is adjacent to a travel lane

   B. 7' X 22', plus a three foot door zone, when on-street parking space is adjacent to a bicycle lane

Reduce parking stall width requirements from 10 to nine feet for residential, institutional, and commercial uses (Zoning Code Table 155.5102.I.1)

Action Item

Amend the parking code to allow for modified parking requirements at mixed-use development and redevelopment sites with limited land available for parking.

Action Item

Coordinate with landowners and identify funding opportunities for shared parking locations.

2. STORMWATER

In order to accommodate redevelopment and minimize the amount of space needed on individual parcels to accommodate stormwater, the City should repurpose existing stormwater management systems to incorporate shared use ponds and employ low impact design and green infrastructure. Between Atlantic Boulevard and Copans Road, the development of a shared stormwater system that also serves as public green and park space, featuring paths, benches and gardens/landscaping, is proposed, addressing both stormwater needs to support redevelopment and provide additional public recreational amenities. At locations near runways and aircraft approach / take-off zones, design features that minimize the attraction of birds and other potential hazards to planes should be incorporated. These stormwater facilities shoudl have a maximum of a 48 hour detention period. Below is a summary of five stormwater basins in the Dixie Highway corridor, with specific potential locations for shared use ponds identified.

South Dixie Highway from just north of SW 3rd Street to the southern City limits

Potential locations identified for shared stormwater facilities are:

- Between Dixie Highway one-way pairs just south of McNab Road
- Area to the northwest of the Dixie Highway and SW 11th Street intersection
- Northeast intersection of SW 8th Street and SW 10th Drive
- North of SW 3rd Street west of Dixie Highway
- Southeast intersection of Dixie Highway and SW 2nd Street

North Dixie Highway from just north of Dr. Martin Luther King, Jr. Boulevard to Copans Road

Potential locations identified for shared stormwater facilities are:

- Northwest intersection of Dixie Highway and NW 6th Street
- Northwest intersection of Dixie Highway and NW 13th Street
- Northwest corner of Pompano AirPark property, just southwest of the Dixie Highway and Copans Road intersection

North Dixie Highway from Copans Road to Sample Road

Potential locations identified for shared stormwater facilities are:

- At the western end of NW 33rd Street, west of Dixie Highway

North Dixie Highway from Sample Road NE 48th Street

Potential locations identified for shared stormwater facilities are:

- Northside of NE 10th Way just west of NE 12th Avenue, east of Dixie Highway

North Dixie Highway from NE 48th Street to NE 54th Street

No locations are identified for shared stormwater facilities within this basin.

Action Item

Prioritize shared stormwater locations, identify funding sources for parcel acquisition and system development, and begin discussion with potentially affected property owners. The City should pursue funding to design and implement shared stormwater. If impractical, other options are the formation of business improvement districts for the Industrial Crafts district, or funding provided by the Northwest Community Redevelopment Agency (CRA).

The City should encourage the use of low impact design and green technologies to improve water quality and be environmentally-friendly. Specific technologies to consider include:

- Green roofs, which significantly reduce the amount of runoff
- Pervious pavements, which prevent sediments from entering water bodies
- Bioswales, nutrient separating baffle boxes, which are designed to remove silt and pollution from runoff
- Underground stormwater storage facilities, which limit the amount of ground level space needed
- stormwater harvesting and reuse, which is the collection, treatment and/or purification of stormwater for reuse

Action Item

Modify the City's Land Development Code to provide for reduced development-related fees or stormwater assessment for those buildings/sites incorporating low impact design and green technologies. To determine the reduction amounts for a specific building or development, the number of technologies and designs used and overall reduction in stormwater should be calculated and applied to a reduction formula.

This table identifies strategies and recommendations for the districts and corridor **The text preceding this matrix includes a more detailed discussion of each recommendation and the steps needed to achieve it**. Additionally, supplemental information regarding specific locations is provided there for general recommendations such as "restripe existing crosswalks".

The Implementation Chapter Location column identifies the section in the report where accompanying text for a particular recommendation can be found.

The Targeted Horizon columns demonstrate the timeframe for implementation, identifying short (less than five years), mid (five to ten years) and long-term (greater than ten years) timeframes.

The columns on the right side of the table are included to categorize each recommendation into a series of seven categories.

Dixie Highway	Implementation Chapter Location	Strategy/Recommendation	Targeted Horizon			Project Type						
			Short Term (< 5 Years)	Mid-Term (5 to 10 Years)	Long-Term (10+ Years)	Comprehensive Plan	Zoning / Code of Ordinances	Economic Development / Branding	Roadway Corridor/Transit	Non-Roadway / Green Infrastructure	Streetscaping / Aesthetics	Redevelopment
Industrial Crafts	*Dixie Highway (DH)- Comprehensive Plan*	Develop and adopt into the Comprehensive Plan a mixed use Future Land Use Designation (Transit Oriented Corridor) for the district •Prioritize this district for Comprehensive Plan amendments	■			■		■				■
	DH- Comprehensive Plan	Develop and adopt into the Comprehensive Plan Industrial Craft district framework policies	■			■		■				■
	DH- Branding; Land Development Regulations	Develop and adopt into the Zoning Code a district overlay specifying development standards for building form such as setbacks and lot coverage, parking orientation, uses, intensity and adaptive reuse •Prioritize this district for Zoning Code amendments	■				■	■				■
	DH- Branding; Land Development Regulations; Programs	Develop and adopt into the Zoning Code specific streetscaping and landscpaping standards, including street furniture, lighting design, public art, color palette, design principles consistent with the branding theme	■				■	■		■	■	
	DH- Land Development Regulations; Programs	Incentivize development and reuse of one to two story retail and commercial mixed-use buildings in one-way pair section focused on industrial arts including galleries, studios and retail	■	■			■	■				■
	DH- Land Development Regulation	Support the transition of existing industrial development located east of the one-way pair to light and green industrial uses	■	■	■		■	■				■
	DH- Comprehensive Plan	Develop an Industrial Crafts Plaza with park and open space centrally located within the one-way pairs to serve as event space for festivals and markets		■		■	■	■		■		■
	DH- Comprehensive Plan	Develop a public plaza located at Dixie Highway and McNab as a gateway		■	■	■	■	■		■		■
	DH- Programs	Develop a parcel consolidation strategy in strategic redevelopment locations to address shallow lots •Coordinate with landowners to consolidate parcels and aggregate lots for redevelopment in areas with narrow lot widths •Prevent lots under single ownership from being divided at strategic redevelopment locations		■	■		■			■		■
	DH- Branding; Programs	Develop a business improvement district or other funding program to provide assistance to property owners for building façade and landscaping improvements and other aesthetic enhancements, to establish shared parking or stormwater improvements		■	■			■		■	■	
	DH- Programs	Modify codes and fee structures to establish financial resources and encourage small businesses and support incubator space and green technology industrial uses		■			■	■				■
	DH- Typical Cross Sections	Undertake lane elimination in the one-way pair section (from three to two lanes each direction), coordinating with FDOT	■	■					■			
	DH- Typical Cross Sections; Pedestrian and Bicycle Connections	Construct a greenway along the west side of Dixie Highway to support the overall greenway network and interconnectivity		■	■					■	■	
	DH- Pedestrian and Bicycle Connections	Construct bicycle lanes and on-street parking to promote travel options		■					■			
	DH- Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets also conducive to bicycling	■	■					■			
	DH- Pedestrian and Bicycle Connections	Install crosswalks and restriping of existing crosswalks, pedestrian signals	■	■					■			
	DH- Stormwater	Develop shared stormwater facilities		■	■				■	■		
	DH- Parking	Modify codes to encourage rear parking access, via alley when feasible, to minimize access points along Dixie Highway	■	■			■		■	■		■
	DH- Parking	Develop Industrial Crafts District parking master plan for shared and on-street parking and modify parking in lieu fee requirement to allocated funding from a project within this district to a fund supporting this particular's district parking master plan		■	■		■					
Kendall Crossing	*DH- Comprehensive Plan*	Adopt Future Land Use Map Amendments to Residential Mixed Use to encourage additional housing and neighborhood serving uses	■	■		■		■				■
	DH- Comprehensive Plan	Develop and adopt into the Comprehensive Plan Kendall Crossing district framework policies	■	■		■		■				■
	DH- Branding; Land Development Regulations	Develop and adopt into the Zoning Code specific streetscaping and architectural standards, including street furniture, lighting design, public art, color palette, design principles consistent with the branding theme	■	■			■	■		■	■	■
	DH- Comprehensive Plan	Extend Flagler Avenue north along the FEC railroad to create a frontage road that supports residential and commercial mixed-use development		■	■				■			■
	DH- Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets also conducive to bicycling		■	■				■			
	DH- Typical Cross Sections	Coordinate with FDOT on turn lane modifications to add and expand landscaped medians at appropriate intersections	■	■					■		■	
	DH- Pedestrian and Bicycle Connections	Construct new sidewalks and reconstruction of existing sidewalks	■	■					■			
	DH- Pedestrian and Bicycle Connections	Construct new crosswalks and restriping of existing crosswalks	■	■					■			
	DH- Stormwater	Develop shared stormwater facilities as a linear park	■	■	■				■	■		
	DH- Parking	Modify codes to support rear parking access via local streets	■	■			■		■	■		■
	DH- Parking	Construct shared surface (short-term)/potentially structured parking (long-term)		■	■		■					■

This table identifies strategies and recommendations for the districts and corridor **The text preceding this matrix includes a more detailed discussion of each recommendation and the steps needed to achieve it**. Additionally, supplemental information regarding specific locations is provided there for general recommendations such as "restripe existing crosswalks".

The Implementation Chapter Location column identifies the section in the report where accompanying text for a particular recommendation can be found.

The Targeted Horizon columns demonstrate the timeframe for implementation, identifying short (less than five years), mid (five to ten years) and long-term (greater than ten years) timeframes.

The columns on the right side of the table are included to categorize each recommendation into a series of seven categories.

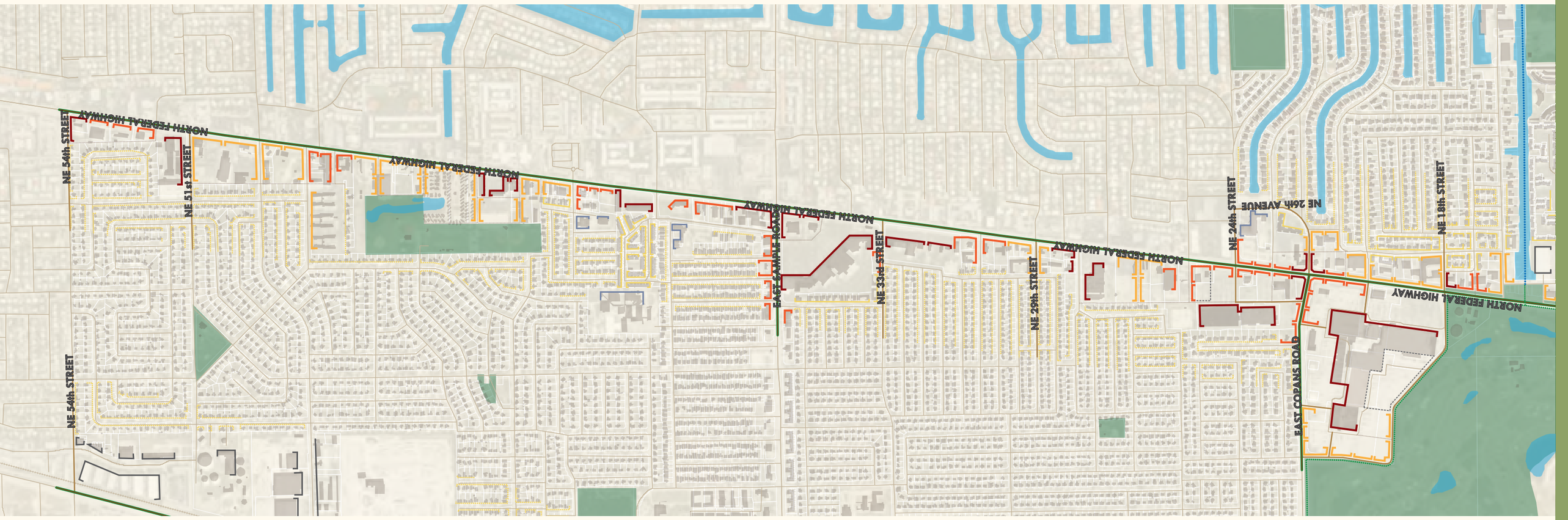
Dixie Highway	Implementation Chapter Location	Strategy/Recommendation	Targeted Horizon			Project Type						
			Short Term (< 5 Years)	Mid-Term (5 to 10 Years)	Long-Term (10+ Years)	Comprehensive Plan	Zoning / Code of Ordinances	Economic Development / Branding	Roadway Corridor/Transit	Non-Roadway / Green Infrastructure	Streetscaping / Aesthetics	Redevelopment
Healthside North	*DH- Comprehensive Plan*	Develop and adopt into the Comprehensive Plan a Healthside North district framework policies		■	■	■		■				
	DH- Branding; Land Development Regulations	Develop and adopt into the Zoning Code a district overlay specifying development standards for building form such as setbacks and lot coverage, parking orientation, uses, intensity and adaptive reuse, streetscaping and architectural standards, including street furniture, lighting design, public art, color palette, design principles consistent with the branding theme		■			■	■				
	DH- Comprehensive Plan; Land Development Regulations	Changes to support transitioning existing industrial development to medical-oriented industrial uses and commercial mixed use buildings, conditional on environmental mitigation		■			■					
	DH- Comprehensive Plan; Land Development Regulations	Allow the conversion of single family residential to medical arts, health-oriented services and commercial mixed use including offices south of Sample Road and west of Dixie Highway		■	■		■					
	DH- Programs	Develop a brand identity for the medical and biotech industry clusters in this district		■	■		■	■				
	DH- Programs	Develop a business improvement district or other funding program to provide assistance to property owners for building façade and landscaping improvements and other aesthetic enhancements		■	■			■		■	■	
	DH- Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets to better connect the Dixie Highway and Sample Road corridor to residential areas	■	■					■			
	DH- Pedestrian and Bicycle Connections	Coordinate with transportation agencies and the railroad to develop a multi-use trail east of the FEC tracks that connects to the trail around the Air Park		■	■		■			■		
	DH- Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets to better connect the corridor to residential areas	■	■					■			
	DH- Stormwater	Develop shared stormwater facilities		■	■					■		
	DH- Parking	Modify codes to support rear parking access via local streets		■					■			
	DH- Parking	Construct shared surface (short-term)/potentially structured parking (long-term)		■	■					■		■
Corridor	*DH- Comprehensive Plan*	Develop and adopt into the Comprehensive Plan Dixie Highway framework policies (covering corridor, including areas linking districts), and include associated development standards in the Zoning Code; Incorporate desired community outcomes and recommendations into Comprehensive Plan to serve as policy direction	■			■	■	■			■	■
	DH- Land Development Regulations	Develop and adopt a Dixie Highway Overlay in the Zoning Code, using the specifications laid out in the branding and land development regulation sections of this plan, to support the workforce corridor and "making things happen" theme and include district overlays as subsets of the corridor overlay	■	■			■					■
	DH- Programs	Support neighborhood-scale uses by developing a long term replacement process to reduce the concentration of B-4 zoning designations, particularly north of Copans Road		■	■		■	■				
	DH- Typical Cross Sections; Pedestrian and Bicycle	Develop a greenway located along the entirety of the Dixie Highway corridor		■	■			■		■	■	
	DH- Programs	Target Community Development Block Grant (CDBG), Tax Increment Financing (TIF) funds, within community redevelopment areas, and other grant and funding sources for infrastructure and building facade improvements; seek grants, such brownfield, energy efficiency, corridor enhancements, affordable housing and home stabilization	■	■	■			■		■		
	DH- Programs	Form a brand identity for businesses and manufacturers that create specialized products and services	■	■				■			■	
	DH- Programs	Create an Economic Assistance Program for small businesses within the corridor		■	■			■				
	DH- Programs	Modify appropriate codes to support an adaptive reuse program to accommodate building re-use	■	■		■	■	■				■
	DH- Programs	Develop and implement a program with the Economic Development Council and Chamber of Commerce to establish and maintain a business registry and database to identify firms, make contacts and respond to feedback	■	■			■	■				■
	DH- Typical Cross Sections	Coordinate wth FDOT and Broward County with respect to the Traffic Signal Structural Mast-Arm Upgrade Program	■	■					■		■	
	DH- Programs	Economic development recommendations for the local/ethnic shops and restaurants	■	■			■	■				■
	DH- Typical Cross Sections	Develop a program and adopt necessary code modifications to begin to phase out and prevent the construction of new billboards		■	■					■	■	
	DH- Transit	Coordinate with Broward County Transit and the MPO to develop and implement transit enhancements (signage, shelters, benches and operational improvements)	■	■	■			■	■		■	■
	DH- Typical Cross Sections	Modify street typology to develop complete streets and support all modes of travel in the short-term with flexibility to transition to premium transit corridor in the future		■	■				■			■
	DH- Typical Cross Sections	For streets connecting to Dixie Highway, take the lead on creating proposed street configurations (e.g., pedestrian orientation) , coordinating with FDOT and Broward County as needed	■	■					■	■	■	■
	DH- Typical Cross Sections	Turn lane modifications to add and expand landscaped medians at appropriate intersections	■	■					■		■	
	DH- Stormwater	Repurpose existing stormwater management systems to incorporate joint use of ponds, low impact design and green infrastructure and develop a stormwater system that jointly acts as public park space on the west side of North Dixie Highway		■	■					■		
	DH- Parking	Parking requirement and sizing modifications in Zoning Code to incentivize shared parking, use of on-street parking, reduced stall sizes	■	■			■	■		■		■
	DH- Parking	Reduce parking requirements and incentivize shared parking for mixed-use projects	■	■			■					■

FEDERAL HIGHWAY live . shop . play

Federal Highway/US 1 will continue to evolve into the City's live, shop and play corridor. Opportunities for redevelopment are more housing options into the corridor and integrate various uses, leading to economic growth as more people are attracted to the area. Given the number of marine businesses along the southern portion of the corridor, this industry cluster should be branded and help drive additional economic growth in this industry.

A big component of the enhancement and economic growth envisioned for this corridor comes from a change in the urban form and focused emphasis on the corridor's role as a hub of destinations. The corridor also has a unique role being an interface between the area beaches and the Pompano AirPark. While automobile transportation will remain as people from surrounding areas come to all of the destinations offered, a focus on the pedestrian-realm is planned to facilitate people walking to shops and restaurants in an inviting environment. These changes will support an influx of the creative class and younger generations who often place significant value on areas that support an urban lifestyle.

There are a number of economic development opportunities in the corridor, not only from the regional shopping and destination type activities. The corridor is filled with industry clusters, such as the marine industry, that with some additional branding will provide solid economic growth going forward.



STREET TREE

BENCHES

STREET LIGHTING

Desired Community Outcomes

THE HUB

Street Vegetation

Sidewalk Materails

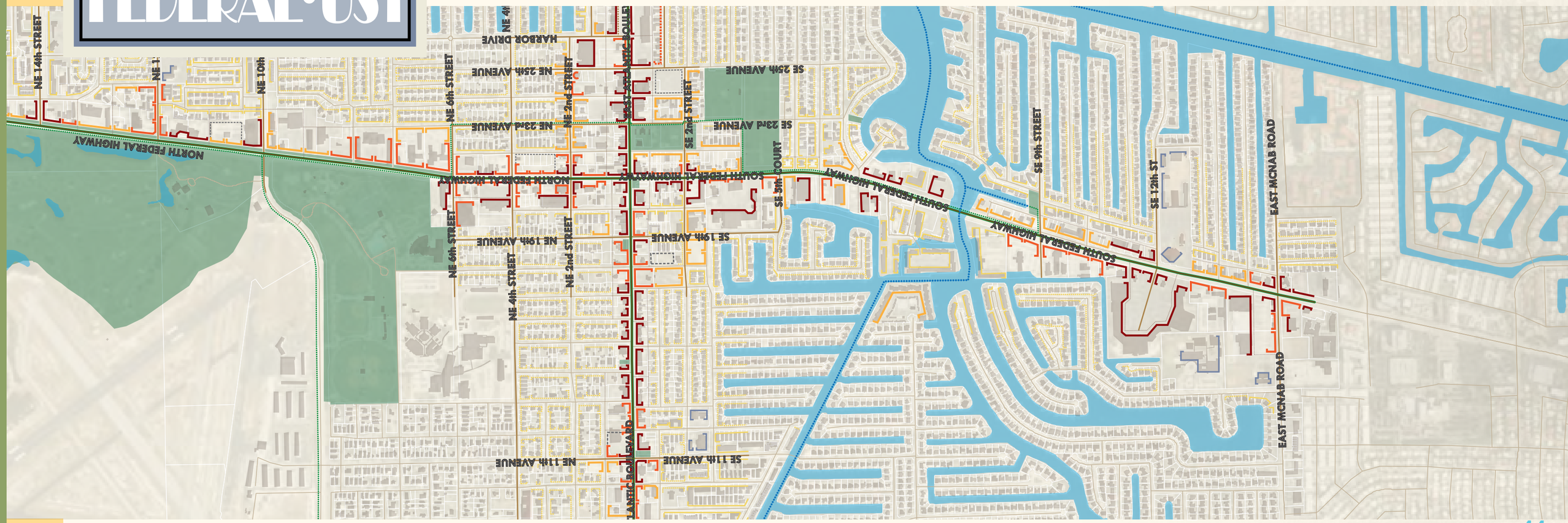
Public Art

CYPRESS LAKE CENTER

Street Vegetation

Sidewalk Materails

Public Art



CYPRESS LAKE CENTER Federal Highway/US 1 and McNab Road

Cypress Lake Center is envisioned as evolving into an area with a strong mix of residential and commercial uses that complements and strengthens the neighborhood-level retail. Changing the urban form and expanding the pedestrian network, in combination with a focus on tying the corridor to surrounding residential areas, will expand the opportunities for non-automobile forms of movement.

New parks and greenway/pedestrian improvements provide a unique opportunity in this district to tie together the greenway and blueway networks. This seamless transition will allow individuals to spend an afternoon hiking, relax in the neighborhood park, and then grab a kayak and explore the City's numerous waterways. These connections provide another form of economic growth opportunity for the district and surrounding areas.

The area should continue to capitalize on being a focal point of Pompano Beach's marine industry and expand marine-oriented retail development. A brand identity for marine businesses that create specialized products and services should be developed, facilitating even more growth and economic development in this already vibrant industry cluster.

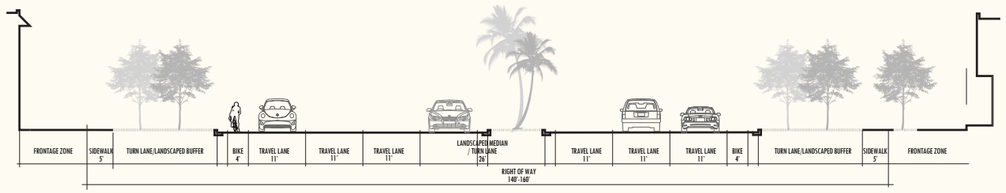
Looking south on Federal Highway/US 1 toward McNab Road

Looking west on McNab Road, just west of Federal Highway/ US 1, with Pompano Marketplace on the right side of the photo

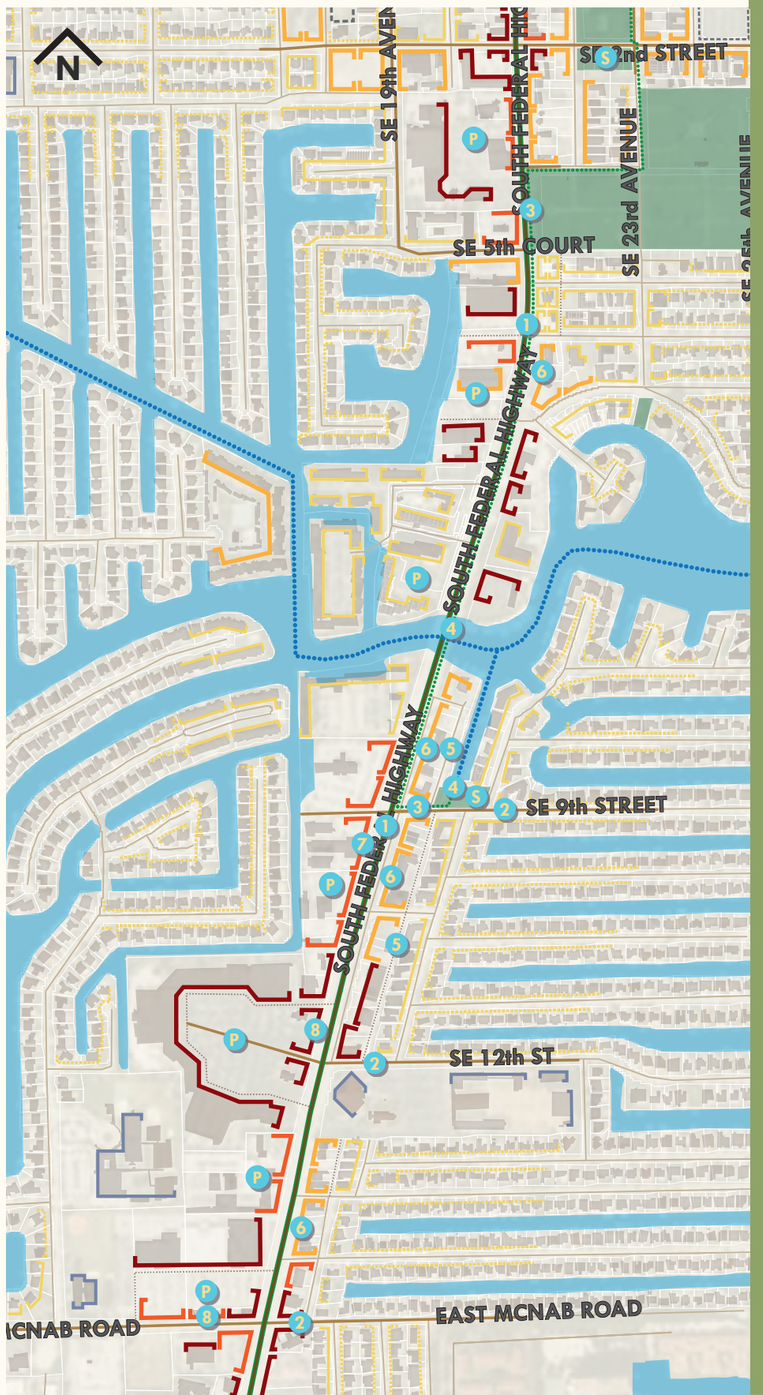
Looking south on Federal Highway/US 1 with Pompano Marketplace on the right side of the photo

LEGEND

- Framing Streets / Study Corridors
- Pedestrian Emphasis Streets
- Local / Access Streets
- Greenway
- Blueway
- Retail Frontage
- Commercial Mixed Use Frontage
- Residential Mixed Use Frontage
- Residential Frontage
- Industrial Frontage
- Parking Structure



Typical Cross Section - SE 4th Street to SE 10th Street



ECONOMIC DEVELOPMENT GOAL

A mix of residential and commercial uses that complements and strengthens the neighborhood-serving retail already present on Federal Highway/US 1.

PROGRAMATIC TARGETS

RESIDENTIAL - 160,000 sq.ft. or 100 units (new)

Residential units are mostly located in town homes, garden apartments, and 2 to 3 story mixed use residential buildings. New residential development is located adjacent to existing single family development.

RETAIL - 68,000 sq.ft. (new)

Retail square footage is located in 1 to 2 story retail buildings and 2 to 3 story mixed use buildings - commercial and residential.

OFFICE - 18,500 sq.ft. (new)

Office square footage is largely located in 1 to 2 story commercial mixed use buildings.

DESIRED BUILT FORM

1. **South Federal Highway**
Future land use designation change to a mixed use designation to support 1 to 3 stories of retail and residential/commercial mixed use frontages located along Federal Highway/US 1.

2. **Connection to Residential**
Designate streets to emphasize pedestrian mobility and connect the Federal Highway/US 1 corridor to surrounding residential neighborhoods.

3. **Greenway**
Construct an on-road bike facility along Federal Highway/US 1.

4. **Greenway/Blueway Connection**
Development of a park with canal access to provide a connection between the greenway with the blueway system.

5. **Rear Access for Parking**
Structure development such that local streets provide access to shared parking - structured and surface lots - located in the rear of the retail fronting Federal Highway/US 1.

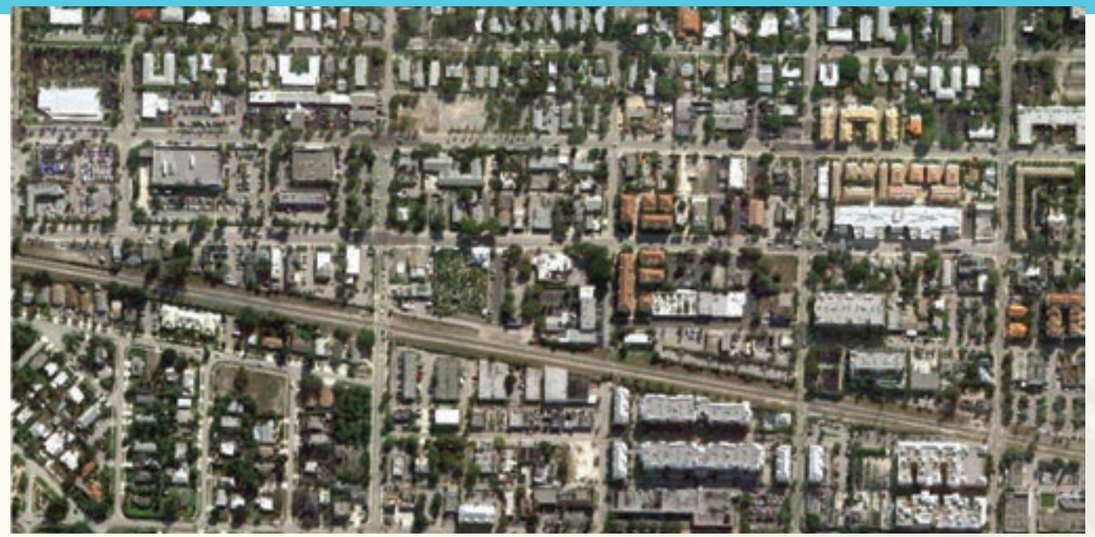
6. **Residential Development**
Future land use/zoning designation change to support 2 to 3 stories residential mixed-use development located along Federal Highway/US 1 adjacent to existing residential development.

7. **Commercial Mixed Use Development**
Zoning code modifications to support 1 to 2 stories of commercial mixed use along Federal Highway/US 1 including sales centers and offices related to the marine cluster.

8. **Retrofit Strip Shopping Center**
Zoning code modifications to support the lining of strip shopping centers with retail and commercial mixed use frontages along primary and secondary street frontages.

P. **Parking**
Potential location to develop shared surface and structured parking facilities.

S. **Stormwater Management Facilities**
Potential location to develop shared stormwater management facilities including surface retention or detention basins, underground detention vaults and green infrastructure such as bioswales.



Federal Highway/US 1 in Delray Beach, north of Atlantic Avenue. This general form, with some relatively new low to midrise buildings along the corridor, and older, more traditional strip center style commercial uses interspersed, is indicative of how the Cypress Lakes area may look in the future.

Example of three-story residential buildings embracing the adjacent canal in Naples.

Parking access to the building pictured at left is located behind the building, off of US 1

Boynton Beach example of how a strip commercial center (behind) can be "lined" with outparcels

Access to the blueway system from a trail at MacArthur State Park in Riviera Beach, representing a greenway-blueway connection

THE HUB Federal Highway and Copans Road / NE 14th Street / NE 10th Street

The Hub will continue its role as a regional shopping destination anchored by Citi Centre and neighboring corners. Complementary residential and retail/restaurant development opportunities are envisioned in the area, adding an urban housing type that will support additional retail and office spaces. Residential mixed-use infill along the corridor north and east of the golf course, stategically located to take advantage of the proximity to numerous destinations along the corridor.

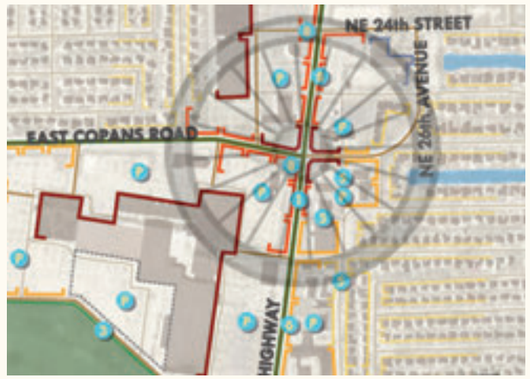
Future transit enhancement along the Federal Highway/US 1 corridor will create a premium transit corridor supportive of higher intensity uses and new, more urban development patterns. Additional bicycle and pedestrian facilities will feed into the transit system, allowing for a truly multi-modal hub of activity.

The designation of this district as a Regional Activity Center will emphasis the regional draw envisioned for the district. Development and design standards will allow for a shift overtime to an environment with people walking to the greenway, shops and to public spaces.

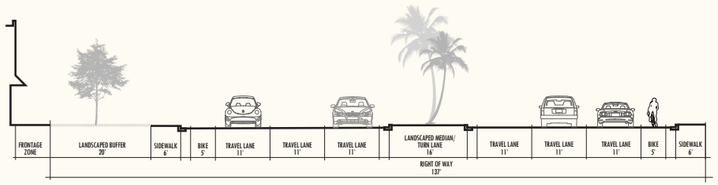
Pompano Citi Centre

Intersection of Federal Highway/US 1 and Copans Road

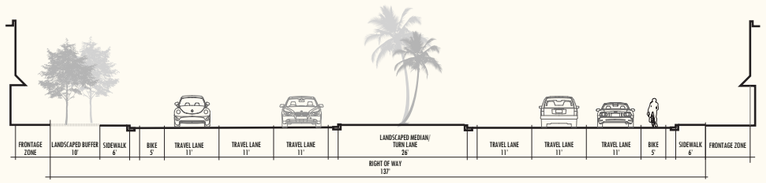
14th Street west of Federal Highway/US 1



Intersection of Federal Highway/US 1 and Copans Road as a bicycle "hub"



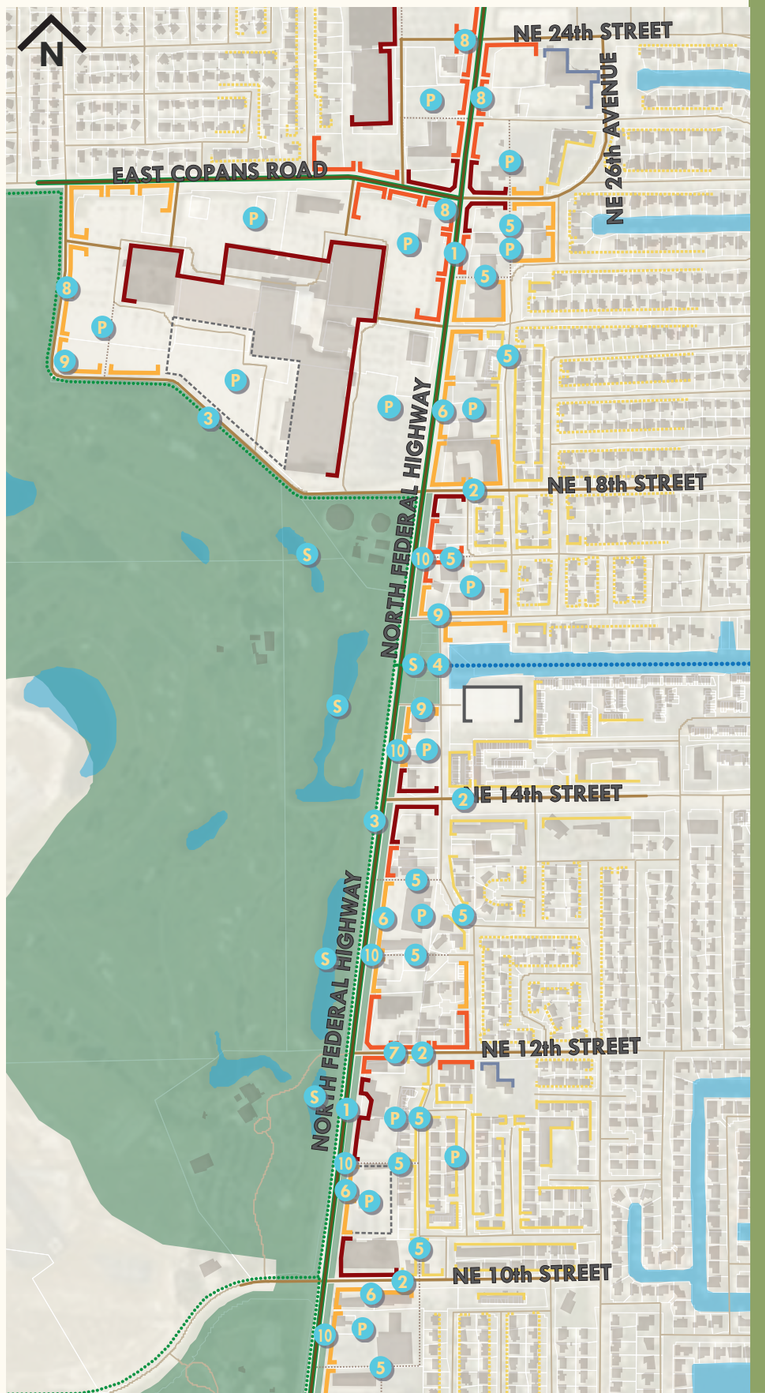
Typical Cross Section - NE 33rd Street to NE 23rd Court



Typical Cross Section - NE 23rd Court to NE 18th Street

LEGEND

- Framing Streets / Study Corridors
- Pedestrian Emphasis Streets
- Local / Access Streets
- Greenway
- Blueway
- Retail Frontage
- Commercial Mixed Use Frontage
- Residential Mixed Use Frontage
- Residential Frontage
- Industrial Frontage
- Parking Structure



ECONOMIC DEVELOPMENT GOAL

A prosperous regional shopping destination with national, regional and local brands evolving physical configuration and mix of tenants.

Complementary residential and retail/restaurant development opportunities are created on the borders of the City-owned golf course property.

NE 14th Street is a small mixed-use center serving the northern beach and Intracoastal neighborhoods, and connects across Federal Highway/US 1 into the AirPark.

PROGRAMATIC TARGETS

RESIDENTIAL - 990,000 sq.ft. or 655 units (new)

Residential units are mostly located in town homes, garden apartments, and in 2 to 3 story mixed use residential buildings. New residential development is located adjacent to existing single family development.

RETAIL - 449,000sq.ft. (new)

Retail square footage is located in 1 to 2 story retail buildings and 2 to 3 story mixed use buildings - commercial and residential.

OFFICE - 112,000 sq.ft. (new)

Office square footage is largely located in 1 to 2 story commercial mixed use buildings.

DESIRED BUILT FORM

1. **North Federal Highway**
Develop and adopt into the Comprehensive Plan a Regional Activity Center (RAC) or other mixed use designation for this district that supports 1 to 3 stories of retail and residential/commercial mixed uses.

2. **Connection to Residential**
Designate streets to emphasize pedestrian mobility that connect the North Federal Highway/US 1 corridor to surrounding residential neighborhoods.

3. **Greenway**
Maintain the existing multi-use trail around golf course.

4. **Greenway/Blueway Connection**
Construct a new park with canal access to provide a connection between the greenway with the blueway systems.

5. **Rear Access for Parking**
Design development such that local streets provide access to shared parking - structured and surface lots - located in the rear of the retail fronting North Federal Highway/US 1.

6. **Residential Development**
Develop comprehensive plan and zoning regulations to encourage 2 to 4 stories of residential or residential mixed-use development located along N Federal Hwy adjacent to exist residential development and with park/golf course access.

7. **Commercial Mixed Use Development**
Develop comprehensive plan and zoning regulations to encourage 1 to 2 stories of commercial mixed use along North Federal Highway/US 1 including sales centers and offices related to the automotive cluster and along key corridors east of the corridor providing neighborhood-serving uses.

8. **Retrofit Strip Shopping Center**
Develop and adopt development regulations that incentivize lining strip shopping centers with retail and commercial mixed use frontages along primary and secondary street frontages.

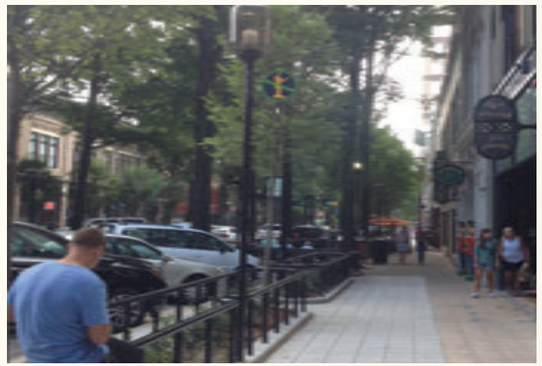
9. **Park Residential Development**
Develop comprehensive plan and zoning regulations to support 2 to 4 stories multifamily residential and/or residential mixed-use development facing the park/golf course.

10. **Pedestrian Plaza**
Develop pedestrian plazas located throughout the district to serve as public gathering and event spaces.

P. **Parking**
Shared surface and structured parking facilities.

S. **Stormwater Management Facilities**
Potential location to develop shared stormwater management facilities including surface retention or detention basins, underground detention vaults and green infrastructure such as bioswales. At the golf course, shared ponds would require coordination and permission from the FAA.

Example of a pedestrian-oriented outdoor "mall" in Downtown West Palm Beach (City Place).



An enhanced pedestrian realm has improved the pedestrian experience in downtown Greenville, South Carolina

Example of a suburban Colorado Mall that developed a vibrant pedestrian atmosphere

Public plazas similar to this one in Downtown Delray Beach will provide public spaces for gathering and events

Example of mixed-use residential development that addresses the pedestrian realm

FEDERAL HIGHWAY live . shop . play

The Hub (Federal Highway/US 1)

A new public plaza serving as a central gathering point of The Hub District is envisioned on the east side of Federal Highway/US 1 near NE 15th Street. The space provides a unique opportunity to tie together open space with public art while providing direct access to the water. This plaza not only creates a central gathering place to enjoy the afternoon, but connects the City's greenway and blueway (water borne) networks. New urban housing types line the plaza, increasing the fulltime population base to support existing and future commercial and entertainment uses. Residents and visitors to The Hub district will enjoy public amenities such as the plaza and water access. In the background you can see boats and existing marine-oriented businesses that are found along the corridor. Through a targeted branding and marketing campaign, these industries can be sustained and expanded, allowing Pompano Beach to be a regional leader for this industry cluster. (View: Looking southeast on Federal Highway/US 1 near NE 15th Street)

Recommended Implementation Actions

The City of Pompano Beach has many strengths and capabilities to draw upon in taking actions to achieve the desired community outcomes identified for Federal Highway/US 1. In particular, the existing strategic planning and annual goal setting exercises can be used to set priorities for key implementation steps and leverage existing or planned programs and projects. Activities can be pursued citywide or in an individual district or corridor depending on available funding/resources or the desire to address specific areas or undertake pilot projects. To entice private investments in desired locations and of the type and form described above, there are three main strategies for the City to act on:

- Configuration of Roadways
- Policy and Regulatory Guidance
- Infrastructure Enhancements

Associated with the recommendations is a matrix that identifies each of the specific recommendations for the Federal Highway/US 1 corridor and the type of recommendation discussed in this section (land use, zoning, economic development, infrastructure, etc.). This tool allows for easy reference of each recommendation, with this section of the Transformation Plan providing specificities for each.

Configure Roadways

Federal Highway/US 1 is a key corridor for Pompano Beach and its importance will only grow with future transit improvements, redevelopment and the inclusion of mixed uses and urban housing styles along the corridor, the corridor's proximity to the Intracoastal Waterway, beaches and recreational opportunities, and the AirPark.

A desired community outcome for the Federal Highway/US 1 corridor is to enhanced bicycle and sidewalk infrastructure, completing gaps and enhancing existing facilities to develop continuous networks. Another key focus is to enhance these networks on streets that feed into the corridor, providing safe and convenient access to services, employment and recreational opportunities. These connections provide access to residents of nearby neighborhoods who are likely driving to these opportunities today, but with enhanced networks would consider altering travel patterns and walk or bicycle. It also provides opportunities for transportation disadvantaged residents to access the many destinations along Federal Highway/US 1.

1. TYPICAL CROSS SECTIONS

Typical cross sections for Federal Highway/US 1 are provided below. These typical sections identify lane widths, locations for and widths of bicycle lanes and greenways, and sidewalks. Due to existing and future high levels of automobile trips, the cross sections maintain six travel lanes for the length of Federal Highway/US 1 in Pompano Beach. In the future, as densities/intensities of development increase and transit service becomes more frequent, the City can consider reducing the number of lanes to support pedestrian environments linked by frequent, quality transit service. Many of the modifications will enhance non-motorized mobility and provide connections to the greenway network. Enhancements to the corridor and intersecting streets will promote the development of complete streets and aging in place, meaning as residents age they are not forced to move to a new location to meet their needs. Because the corridor is FDOT maintained, improvements in excess of FDOT standards, such as lane width reductions impacting curb and gutter, enhanced lighting, landscaping, stamped/painted pavements, or extending landscaped medians, will require funding by the City when entering into a joint participation agreement (JPA). Funding and grant opportunities should be explored for roadway enhancements, and the City should work with the Broward MPO to receive funding from the Transportation Alternatives program (defined in MAP-21, see sidebar). The MPO also has established a priority for bicycle and pedestrian projects along transit corridors, and coordination between the City and MPO is necessary to obtain funding through the program.

MAP-21 Transportation Alternative funds are eligible to use for the planning, design and construction costs of improvements. Eligible projects types are:

1. **on-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting;**
2. **safe routes for non-drivers, including children, older adults and individuals with disabilities;**
3. use of abandoned railroad corridor for trails;
4. turnouts, overlooks, and viewing areas;
5. **inventory, control, or removal of outdoor advertising;**
6. historic preservation and rehabilitation of historic transportation facilities;
7. **vegetation management in transportation right-of-way;**
8. archaeological activities; and
9. **environmental mitigation to address stormwater management, control and water pollution prevention or abatement related to runoff.**

Bolded activities are identified as most relevant to the City of Pompano Beach and supporting strategies and recommendations identified in this Transformation Plan. For more information please visit: http://www.ta-clearinghouse.info/funding.

Separately, the Broward MPO is prioritizing bicycle and pedestrian projects providing connectivity to transit corridors for implementation. Federal Highway/US 1 is a main transit corridor for the county and the City should coordinate with MPO to obtain funding on improvements providing access to the corridor and transit stops.

The future cross sections and modifications are designed to provide continuous multimodal networks and support all types of travel. In some cases, the future section is reflective of existing conditions, while in other areas more significant changes are proposed. In addition to physical corridor modifications, other enhancements including dark sky pedestrian lighting, crosswalk and pedestrian signal improvements, transit stop enhancements. Additionally, the City should coordinate with FDOT and Broward County with respect to the Traffic Signal Structural Mast-Arm Upgrade Program to dedicate funding to install mast-arms at intersections that still have span-wire signals. Additional pedestrian and bicycle-oriented improvements are included in Section 3.

The following is an overview of proposed cross section modifications along Federal Highway/US 1. The modifications are designed to enhance non-motorized mobility and the appearance of the corridor.

Sample Road to Northern City Limits

- Widen sidewalks to eight feet on the southbound portion of the corridor

Sample Road to NE 33rd Street

- Widen bicycle lanes from four feet to five feet
- Reduce twelve foot travel lanes to eleven feet to support widening of bicycle lanes

NE 33rd Street to NE 23rd Court

- Widen bicycle lanes from four feet to five feet
- Reduce twelve foot travel lanes to eleven feet to support widening of bicycle lanes

NE 23rd Court to NE 18th Street

- Focus in this section is on additional pedestrian amenities and frontage zones supportive of pedestrian activity

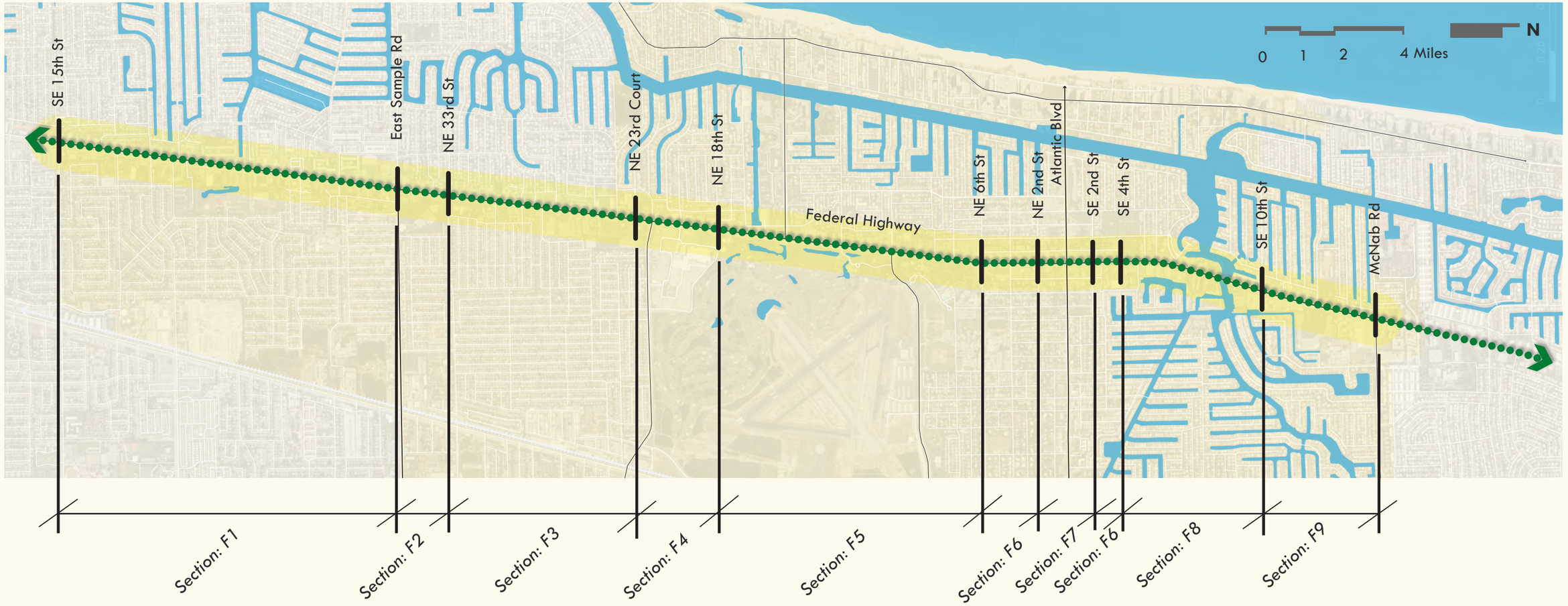
NE 18th Street to NE 6th Street

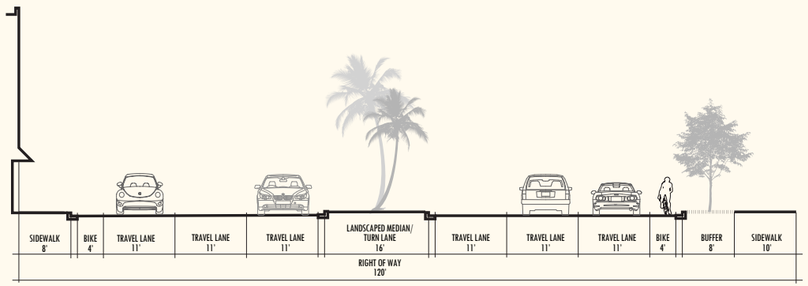
- Widen sidewalks to provide continuous ten feet wide sidewalks on the southbound side and eight feet on the northbound side to support additional pedestrian movement with The Hub district and the additional residential development proposed for this area

NE 6th Street to NE 2nd Street and SE 2nd Street to SE 4th Street

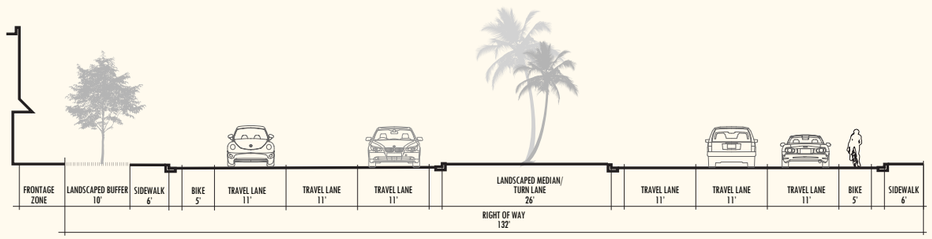
- Reduce the existing median/turn lane zone to fifteen to support adding four foot bicycle lanes, south of NE 4th Street, to complete the bicycle network in this section

Cross Sections



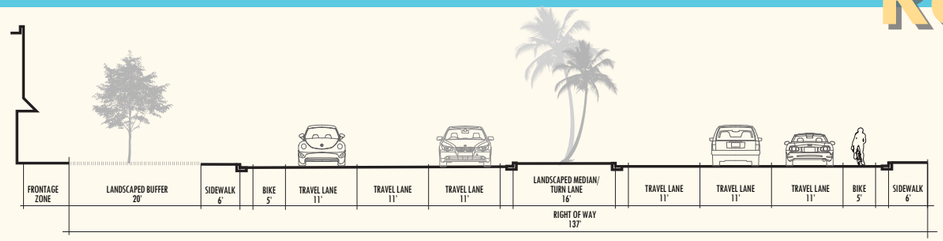


Section: F1 (SE 15th Street to East Sample Road)

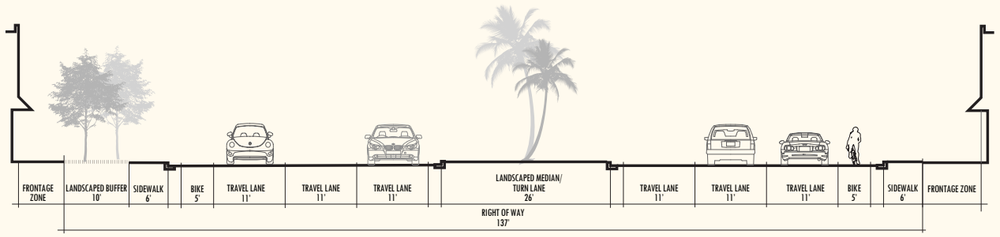


Section: F2 (East Sample Road to NE 33rd Street)

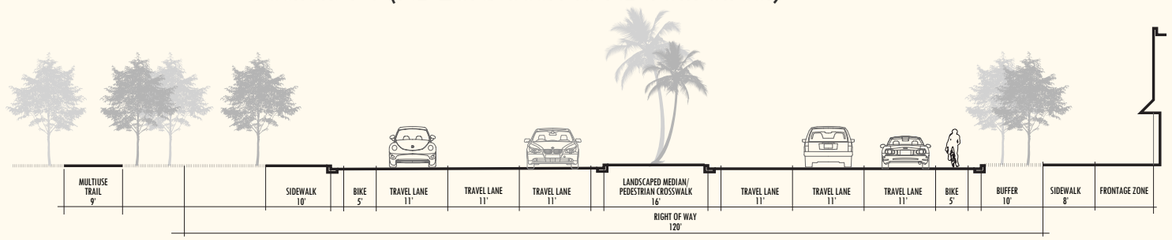
Cross Sections



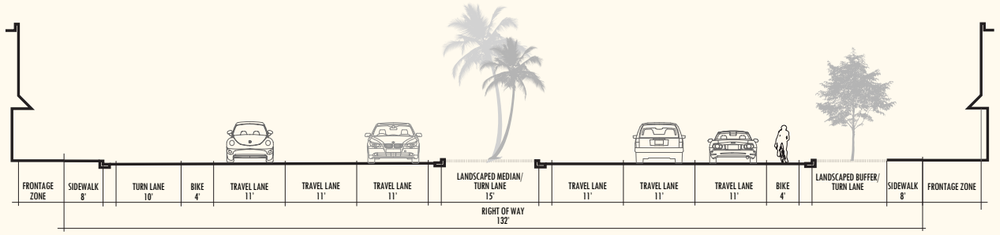
Section: F3 (NE 33rd Street to NE 23rd Court)



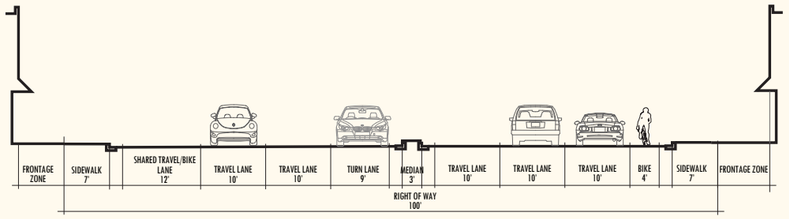
Section: F4 (NE 23rd Court to NE 18th Street)



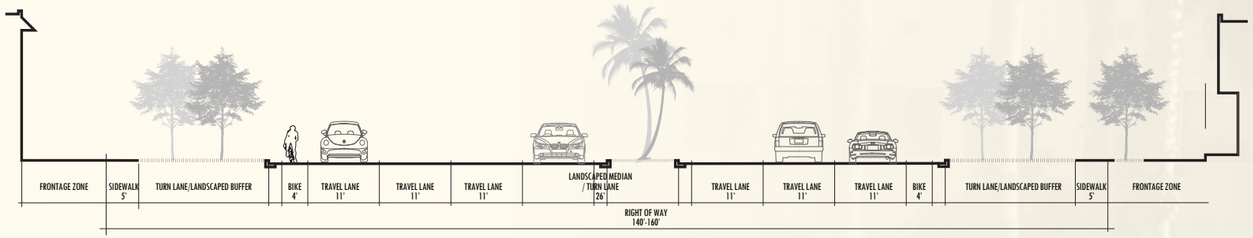
Section: F5 (NE 18th Street to NE 6th Street)



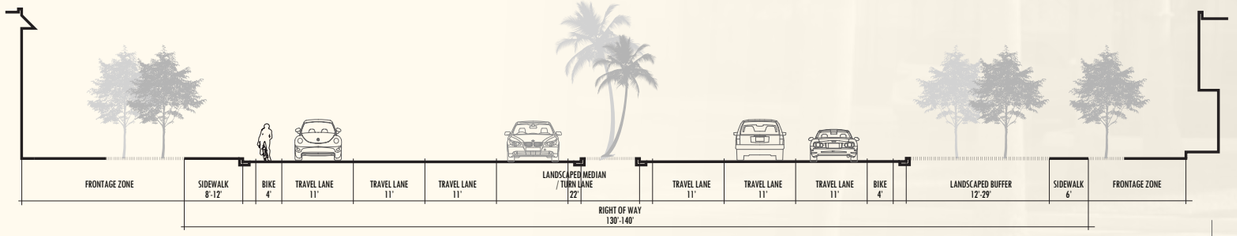
Section: F6 (NE 6th Street to NE 2nd Street) AND (SE 2nd Street to SE 4th Street)



Section: F7 (NE 2nd Street to SE 2nd Street)



Section: F8 (SE 4th Street to SE 10th Street)



Section: F9 (SE 10th Street to McNab Road)

- Focus in this section is on additional pedestrian amenities and frontage zones supportive of pedestrian activity

NE 6th Street to NE 2nd Street and SE 2nd Street to SE 4th Street

- Modify the outside southbound travel lane to twelve feet and designate as a shared bicycle/travel lane
- Add a four foot bicycle lane on the northbound side

SE 4th Street to SE 10th Street

- Reduce travel lanes from twelve feet to eleven feet to support adding four foot bicycle lanes

SE 10th Street to McNab Road

- Reduce travel lanes from twelve feet to eleven feet to support widening sidewalks on the southbound side to between eight and twelve feet

Prioritized Action Item

Coordinate with FDOT and the Broward MPO to program capital improvement projects, to modify existing cross sections to be consistent with cross sections, and to enhance pedestrian and bicyclist comfort and safety. Priorities, in order of importance, should be on completing gaps in bicycle lanes to provide a continuous network, pedestrian lighting (crime prevention through environmental design (CPTED) strategies), and ADA compliance, landscaping and enhanced medians, sidewalk expansion, and intersection treatments.

Action Item

Modify crosswalks at key intersections, focusing on pedestrian emphasis streets (defined in Section 3), and the intersections of Federal Highway/US 1 with Sample Road, Copans Road, and Atlantic Boulevard, to use stamped/painted pavement or brick features to bring attention to crosswalks and improve appearance.

Action Item

Add the typical cross sections to the Transportation Element of the Comprehensive Plan and revise Chapter 100 (Streets and Sidewalks) of the City's Land Development Code to identify typical cross sections and pedestrian emphasis streets (discussed in Section 3).

Action Item

Explore and apply for funding sources to support transportation enhancements. The City should coordinate with Broward MPO for Transportation Alternatives funding and funding for pedestrian and bicycle connectivity to transit projects.

2. TRANSIT

Federal Highway/US 1 is well served by transit today and is identified as a premium rapid bus corridor in the Broward 2035 Long Range Transportation Plan. Premium bus service is defined by the MPO as operating at ten minute headways during peak hours and 15 minute headways off-peak, using transit signal priority technology and off-board fare collection, and providing real-time passenger information. The intersections of Sample Road and Copans Road with Federal Highway/US 1 are identified by the Broward MPO's 2035 Long Range Transportation Plan as community mobility hubs. Mobility hubs provide for enhanced rider services at the juncture of multiple transit routes. The MPO anticipated additional planning to refine the locations of mobility hubs throughout the county and this plan provides direction to the MPO on areas of increased density and intensity suitable for designation. One such location is the intersection of Federal Highway/US 1 and Copans Road, known as The Hub, with the presence of Citi Centre and other commercial enterprises, and additional redevelopment opportunities. The future Sample Road corridor study that Pompano Beach will undertake will include detailed opportunities for this intersection. Due to the existing land use pattern, with stable single-family residential neighborhoods in close proximity to the corridor, except for the shopping center at the southwestern corner, there are limited significant redevelopment opportunities at Sample Road and Federal Highway/US 1. In addition, Federal Highway/US 1 acts as the boundary between Pompano Beach and Lighthouse Point and coordination with Lighthouse Point officials is recommended when creating redevelopment goals for this area. Because the Broward MPO provides funding for the development of mobility hubs, including necessary infrastructure improvements, the City should leverage its resources and work with the MPO to realize the desired community outcomes for The Hub district.

Shifting development patterns will improve the viability of significant transit enhancements along the corridor and provide transit access to residents of Pompano Beach and surrounding communities to the numerous shopping, dining, entertainment and recreational destinations along the corridor. BCT Route 10 and US 1 Breeze (limited stop service) currently operate on the corridor through the City. Routes 34, 83, 42 and 62 intersect the corridor and route 11 serves a small portion of the corridor near Citi Centre. The City of Pompano Beach's Green Route, a part of the community bus program, operates along the corridor between Atlantic Boulevard and Citi Centre. The typical cross sections identify proposed enhancements to the bicycle, pedestrian and greenway networks that will support safe and convenient access to existing and future transit stations.

The City's community bus service provides much needed access to neighborhoods and parts of the City not covered by BCT, often providing one seat rides to destinations. The City should continue ongoing evaluations of its community bus routes and increase service coverage and frequency as the demand for transit increases and development patterns transition to more transit-oriented and supportive forms. The City should also coordinate with Broward County Transit and the MPO on the addition/enhancement of transit shelters and amenities at bus stops, focusing first on the highest ridership locations and within the Cypress Lakes Center and The Hub districts, as well as the Atlantic |Ocean district described in the Atlantic Boulevard section. The City should choose a shelter that provides rider protection and an aesthetic benefit. Funding has been allocated for a number of bus stops in the City to install shelters through two stimulus grants and funding dedicated by the MPO.

Action Item

Increase densities and intensities with a pedestrian-oriented focus within the corridor's districts to create transit-supportive development.

Action Item

Coordinate with the Broward MPO to secure funding and program capital improvement investments at MPO-defined mobility hubs.

Action Item

Continue to monitor the City's community bus routes and expand service coverage and frequency to support local mobility and access feeding into the larger transit system, while providing neighborhoods with access to uses along the Federal Highway/US 1 corridor.

Action Item

Enhance bus stop locations with shelters and amenities, such as benches, bicycle racks and real time information, at high use stops, and coordinate with Broward County Transit and the Broward MPO for funding of these improvements.

3. PEDESTRIAN AND BICYCLE CONNECTIONS

Typical cross sections for the entire length of Federal Highway/US 1 identify the location and size of sidewalks, bicycle lanes and greenways. Ensuring safe and convenient bicycle and pedestrian networks was key in developing the roadway typical sections. There is a large population in close proximity to the Federal Highway/US 1 corridor and improving facilities and lighting will encourage additional non-automobile trips by increasing accessibility and elevating the traveler experience. Below is an overview of the changes to the bicycle and pedestrian networks recommended throughout the corridor.

Bicycle Lanes

- Widen existing four foot bicycle lanes to five feet and add bicycle lanes where they are absent to create a continuous network.
- Identify parallel streets featuring lower traffic speeds and volumes that can serve as alternate bicycle routes and consider the use of sharrows (share the road arrow markings) and bicycle route markings to identify these streets to bicyclists.

Sidewalks

- Widen existing sidewalks in districts to support enhanced pedestrian activity and a frontage zone large enough to support pedestrian amenities and outdoor seating for restaurants.

Crosswalks

- Improve crosswalks to be fully ADA compliant and use techniques such

as stamped or painted pavement, brick features, different textures to increase the visibility of pedestrians, provide more convenient and safe crossing locations and improve the general appearance of the corridor. Pedestrian countdown signals should be added where they are not present today.

PEDESTRIAN EMPHASIS STREETS

While called pedestrian emphasis streets, these roads also typically accommodate on-road bicycle travel because of lower automobile speeds and volumes. Marking them with sharrows and signs to create a bicycle route system and incorporating traffic calming techniques, thereby creating "bicycle boulevards", is important to creating an active transportation culture and provide mobility and access to jobs, goods and services through means other than by automobile.

• Designate pedestrian emphasis streets that are important to move people through non-automobile means, namely walking and bicycling, and prioritize capital improvement projects to enhance the bicyclist and pedestrian experience. These streets provide key connections between residential neighborhoods and Federal Highway/US 1, allowing for safe and convenient non-motorized forms of transportation to reach key destinations - shopping, dining, recreation, or employment. While some of these streets have existing sidewalks, the condition is typically less than ideal and there is a lack of pedestrian amenities, such as shade trees or adequate widths to support a comfortable pedestrian experience. Improvements should consist of some or all of the following treatments: enhanced sidewalks with lighting, shade trees and pedestrian amenities such as benches, on-road sharrows for bicycles, and bulb outs or other traffic calming measures at intersections.

• Along the Federal Highway/US 1 corridor, the following pedestrian emphasis streets are prioritized for implementation due to their role as: a) major access points to the corridor from surrounding neighborhoods, b) locations providing access to high activity destinations, or c) areas in proximity of schools, parks or other uses that generate pedestrian and bicycle activity.

- NE 33rd Street, west of Federal Highway/US 1
- Perimeter road surrounding Citi Centre*
- Two access roads from Sample Road to Citi Centre*
- Access road from Federal Highway/US 1 to Citi Centre*
- Access road from western perimeter road to Citi Centre*
- NE 18th Street, east of Federal Highway/US 1 (across from Citi Centre perimeter road)
- NE 14th Street, east of Federal Highway/US 1
- NE 10th Street, east and west of Federal Highway/US 1
- NE 6th Street, east and west of Federal Highway/US 1
- SE 2nd Street, east and west of Federal Highway/US 1
- McNab Road, east and west of Federal Highway/US 1

**The asterisk notes streets that are not public and will require coordination with the landowner and modification of the development/site plan*

Pedestrian Emphasis Street in the Federal Highway/ US 1 Corridor:

- NE 54th Street, west of Federal Highway/US 1
- NE 51st Street, west of Federal Highway/US 1
- NE 33rd Street, west of Federal Highway/US 1
- NE 29th Street, west of Federal Highway/US 1
- Perimeter road surrounding Citi Centre
- Two access roads from Sample Road to Citi Centre
- Access road from Dixie Highway to Citi Centre
- Access road from western perimeter corridor to Citi Centre
- NE 18th Street, east of Federal Highway/US 1 (across from Citi Centre perimeter corridor)
- NE 14th Street, east of Federal Highway/US 1
- NE 12th Street, east of Federal Highway/US 1
- NE 10th Street, east and west of Federal Highway/US 1
- NE 6th Street, east and west of Federal Highway/US 1
- NE 4th Street, east and west of Federal Highway/US 1
- SE 2nd Street, east and west of Federal Highway/US 1
- SE 5th Court, west of Federal Highway/US 1
- SE 9th Street, east and west of Federal Highway/US 1
- SE 12th Street, east and west of Federal Highway/US 1
- McNab Road, east and west of Federal Highway/US 1

Prioritized Action Item

Coordinate with FDOT and other partners to develop complete streets and support all modes of travel, emphasizing walking and bicycling, consistent with the typical cross sections for Federal Highway/US 1.

Action Item

Coordinate with FDOT to leverage corridor improvement projects and achieve desired community outcomes for Federal Highway/US 1.

Prioritized Action Item

Coordinate with BCT and the Broward MPO to add transit amenities at bus stops and improve bicycle and pedestrian connectivity, focusing at locations where two or more routes meet (Sample Road, Copans Road, Atlantic Boulevard and McNab Road).

Action Item

Use the list of pedestrian emphasis streets, coordinating with Broward County as needed, to program projects into the City's Capital Improvements Plan to dedicate funding to pedestrian and bicycle-oriented projects on these streets.

CYPRESS LAKE CENTER DISTRICT

As part of the transportation assessment, the corridor study evaluated specific pedestrian conditions in the Cypress Lake Center district. The following table identifies recommended pedestrian improvements based on the pedestrian facility assessment, also identified in Figure 24.

Improvement	Location
Install sidewalk	SE 12st Street east of SE 22nd Avenue
Re-stripe pedestrian crosswalk	Federal Highway and SE 9th Street intersection
	Federal Highway and SE 12th Street intersection
Install detectable warning pads	Federal Highway and SE 9th Street intersection
	Federal Highway and SE 10th Street intersection
	Federal Highway and SE 12th Street intersection
	Federal Highway and SE 13th Court intersection
	Federal Highway and SE 14th Street intersection
	Federal Highway and McNab Road intersection

Action Item

Seek funding to implement bicycle and pedestrian improvement projects into the City's Capital Improvements Program, coordinating with the Broward MPO as needed.

Action Item

Coordinate with FDOT and Broward County with respect to the Traffic Signal Structural Mast-Arm Upgrade Program to dedicate funding to install mast-arms at the Federal Highway/US 1 and Circle Drive intersection, which currently has span-wire traffic signals.

THE HUB DISTRICT

As part of the transportation assessment, the corridor study evaluated specific pedestrian conditions in The Hub district. Figure 25 identifies the specific locations for each type of improvement, including:

- New sidewalks and reconstruction of existing sidewalks.
- New crosswalks and restriping of existing crosswalks.
- Installation of detectable warning pads at pedestrian ramps.

Action Item

Seek funding to implement bicycle and pedestrian improvement projects into the City's Capital Improvements Program, coordinating with the Broward MPO as needed.

Policy and Regulatory Guidance

This section focuses on policy and regulatory modifications to support and encourage private investors to locate or expand their businesses or to create new housing and mixed use building options. It is critical that changes make development "easier" for applicants and incentivize the types of redevelopment and economic expansion sought after for the Federal Highway/US 1 corridor.

Branding is a critical component to this plan and should involve the use of branding experts. It is recommended that the City work with a media relations firm and branding experts to finalize design schemes and marketing efforts for the corridor and districts.

1. BRANDING

Federal Highway/US 1 is the City's "destination drive". Historically, Federal Highway/US 1 served as a main north south artery in Pompano Beach and throughout Florida. While the construction of I-95 and Florida's Turnpike have become major through corridors, Federal Highway/US 1 maintains its regional-serving character, with a host of regional-serving retail and commercial uses as well as office space providing employment.

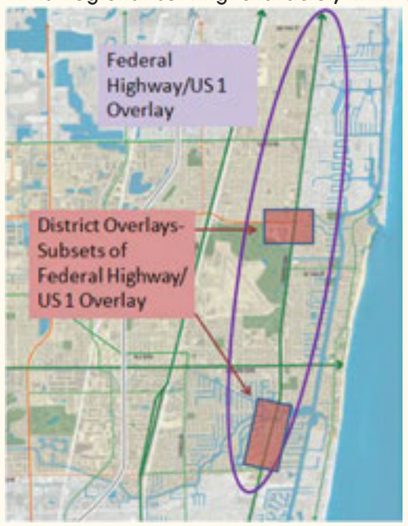


FIGURE 23: PROPOSED FEDERAL HIGHWAY/US 1 OVERLAY

The addition of public spaces and plazas will create gathering spaces for residents, workers and visitors and will provide the areas necessary for greenmarkets, festivals and other public events. The corridor's close proximity to the Intracoastal Waterway and its numerous finger canals provides tremendous opportunities for the City to connect its greenway and blueway systems. A focal point of this connection is envisioned near NE 16th Street, where a public plaza will provide a connection between the waterway behind the plaza and the greenway surrounding the AirPark. Street furniture, lighting, landscaping and public art should be designed to peak interest in the area and give the corridor the destination drive feel it deserves. This will help support business growth, focusing on the marine industry, and the expansion of retail and recreational opportunities. It also will foster the establishment of new housing units planned for the corridor, creating a walkable environment that will draw in all ages, from young professionals seeking an urban style of living to retirees wanting to enjoy the public amenities and close access to services and dining.

The Federal Highway/US 1 corridor intersects Atlantic Boulevard at the heart of the Atlantic | Ocean districts, described in the Atlantic Boulevard section of this plan. The City of Pompano Beach has implemented the Atlantic Boulevard Overlay District (AOD) and many of the design features in the overlay correspond to desired community outcomes Federal Highway/US 1's stature and introducing urban housing types. Design elements should incorporate standards from the tropical contemporary and nautical moderne architectural subsets, included in the City's Zoning Code. The nautical moderne theme is best suited as marine-oriented businesses are expanded or repurposed along Federal Highway/US 1 and new residential and commercial development near blueway connections and along finger canals is built. Generally throughout the remainder of the corridor, and particularly in The Hub district, the tropical contemporary style is the preferred design style.

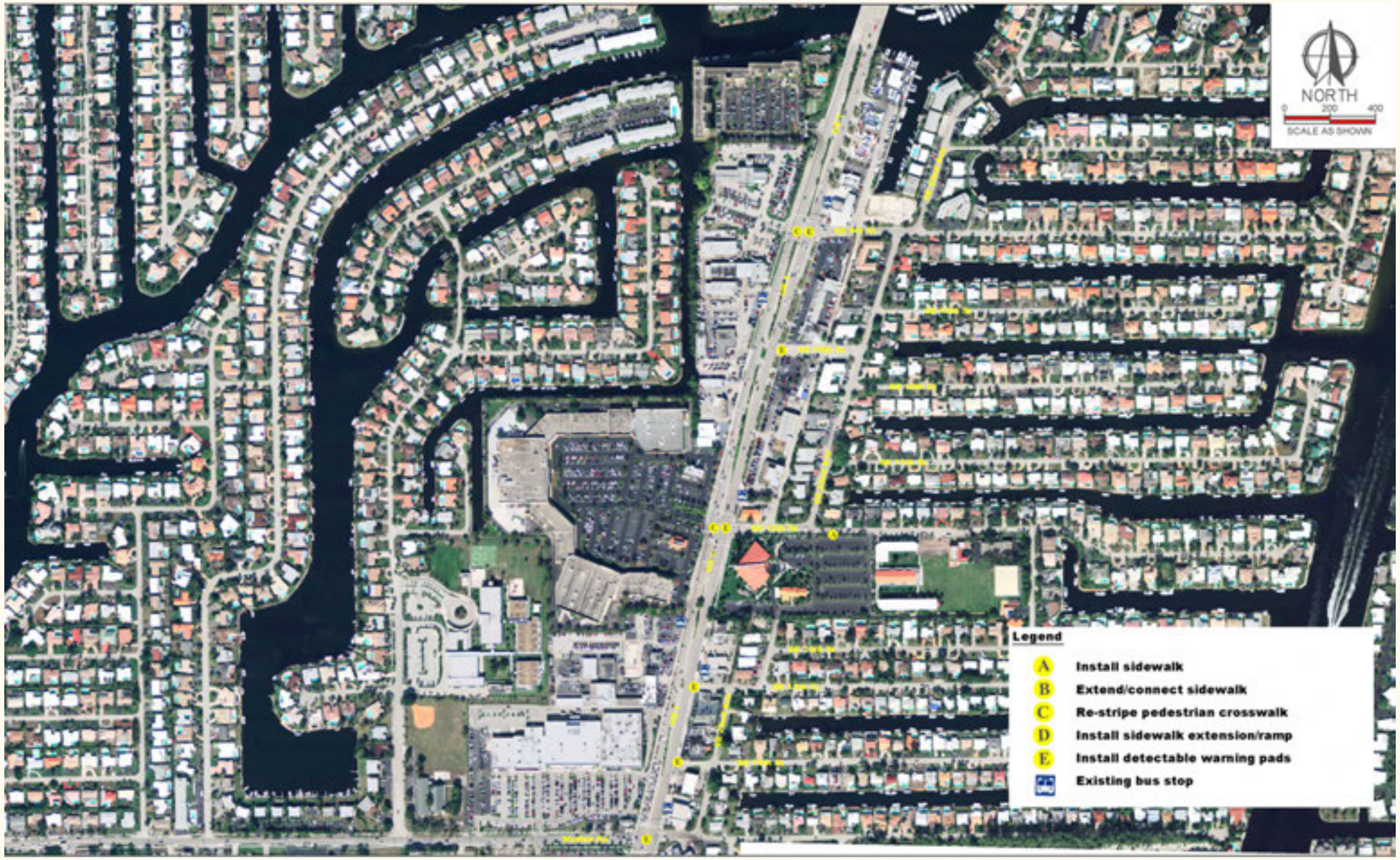


FIGURE 24: SIDEWALK, CROSSWALK AND DETECTABLE WARNING PAD RECOMMENDATIONS

Recommended Implementation Actions

FIGURE 25: SIDEWALK, CROSSWALK AND DETECTABLE WARNING PAD RECOMMENDATIONS

The Federal Highway/US 1 Overlay (further discussed in Section 2) should lay out the general framework for streetscaping, landscaping, street furniture, lighting and other common development standards, with appropriate modifications made to the zoning code and land development regulations to support implementation. The Overlay should focus on the following design elements:

PEDESTRIAN ZONE AND AMENITIES

Design streets with the pedestrian zone in the forefront. Sidewalks should be wide enough to support pedestrian through-traffic and to accommodate pedestrian amenities such as benches, lighting fixtures, signage, trash receptacles, public art, bus shelters, bicycle racks and landscaping/ streetscaping features. Pedestrian-scale lighting should be used to provide for well-lit pedestrian environments that enhance both the pedestrian experience and safety. Improvements should adhere to crime prevention through environmental design (CPTED) strategies. Awnings and arcades should be incorporated, particularly in areas featuring outdoor seating, to provide refuge from rain as well as direct sunlight.

MATERIALS

Materials in the corridor should highlight the live-shop-play theme of Federal Highway/US 1, with each of the districts serving as focal points within the corridor. Material designs in this corridor should focus on light and modern designs. Benches should incorporate simple designs with clean lines, with other amenities such as trash receptacles, posts, and bicycle racks. The color palette should emphasis a mix of light and bright colors, to provide visually appealing mixes of white and other light colors elevated with eye-catching brightness. Public art should focus on the key themes of the corridor, emphasizing the marine industry and AirPark, and be focused at gateway locations and the proposed public plaza near NE 16th Street.

LANDSCAPING

Landscaping should focus on tall palm trees to provide a visually appealing framing of the corridor and incorporate shade trees to increase pedestrian comfort. Florida-native plants and trees should be used. The heights of landscaping should be scaled across the corridor, with The Hub and areas of Federal Highway/ US 1 near Atlantic Boulevard, where taller building are envisioned, containing higher palm trees than areas with low-scale buildings between major intersections.

SIGNAGE

Incorporate banner signage to light poles using a Federal Highway/US 1 "Destination drive - live/shop/ play" logo and design. These banner locations can be used to advertise upcoming community events, such as greenmarkets, holiday events and other community events.

PUBLIC ART

Public art should be incorporated that addresses both the automobile perspective as well as the bicyclist and

FIGURE 26: EXAMPLE OF TROPICAL CONTEMPORARY ARCHITECTURE THAT WILL ELEVATE FEDERAL HIGHWAY/ US 1 (SOURCE: GOOGLE MAPS)

FIGURE 27: SIMPLE YET STYLISH LIGHTING INCORPORATING DARK SKY TECHNOLOGY

FIGURE 28: PEDESTRIAN AMENITIES TO SUPPORT A WALKABLE ENVIRONMENT

FIGURE 29: INCORPORATING TALL LANDSCAPING FEATURES CREATES A VISUALLY APPEALING FRAMING OF THE CORRIDOR

pedestrian users. Large-scale art is envisioned at the gateway locations and at major intersections with cross-city travel, including Federal Highway/US 1 intersections with Sample Road, Copans Road and Atlantic Boulevard. Large, vibrant color art and sculptures are preferred at Copans Road to signify the regional draw of the district and elevate it to the regional activity center level of activity planned. At Atlantic Boulevard, the theme should be consistent with CRA plans and continue the theme along Atlantic Boulevard. At Cypress Lake Center, the public art should reflect the marine themes and could include fishes or water elements.

Federal Highway/US 1 is the City's "Destination Drive," a corridor where people live, shop and play. While Federal Highway/US 1 once served as the main artery for north-south access throughout south Florida, it has retained much of its regional-serving retail focus, with national, regional and locally branded businesses vying for space along the corridor. It invites people to dine at the many restaurants, shop at myriad retail destinations, and have fun at the City's beach, golf course and nearby outdoor recreational facilities.

Action Item

Adopt a Federal Highway/US 1 Overlay, or policy direction in the Comprehensive Plan and incorporate standards in the Zoning Code regarding design and streetscaping aspects of the corridor. These overlays/policy support are intended to lay out the general design, streetscaping and branding themes for areas between districts and enable district-specific recommendations.

Action Item

Adopt specific design standards, materials, color palettes and placement guidelines into the Zoning Code as part of a Federal Highway/US 1 Overlay, coordinating with CRA staff on the area near Atlantic Boulevard.

2. COMPREHENSIVE PLAN

As identified in the Citywide Framework section, each of the corridors includes districts, made up of urban centers, that are intended to serve as focal points of redevelopment activities. This structure is intended to create areas with increased densities and intensities supportive of significant investments in infrastructure, premium transit, and vibrant pedestrian oriented areas that limit the need for automobile use. Future land use designation changes and zoning changes are focused in these areas to achieve the development pattern envisioned, with more intense centers of development at key intersections and lower intensities between the centers. However, there are a number of changes that are recommended outside of these districts to support a change in urban form over time and to provide linkages between districts. These modifications include design and façade enhancements, enhancing landscaping, new signage and lighting, pedestrian and bus stop amenities, and new site designs as sites are redeveloped. As districts begin to redevelop and achieve desired activity levels, similar future land use and zoning changes may become necessary for areas outside of these districts.

A Federal Highway/US 1 Overlay or series of policies should be developed and incorporated into the city's Comprehensive Plan that sets the policy direction for redevelopment and revitalization along the corridor and allows for a zoning overlay consistent with the desired community outcomes. Content for the corridor level overlay or policies should be broad and identify the theme for the corridor, specify signage, lighting, streetscape, street furnishing, general use, street frontage, redevelopment and economic development objectives, as well as building orientation, access and parking standards. Additional Comprehensive Plan amendments and recommendations, including specific development targets, types of uses, and site design should be provided in district-level designations for The Hub and Cypress Lake Center.

Completion of a residential and non-residential supply and demand analysis as well a vacant and redevelopment analysis has guided the identification of development targets. The level of projected demand for residential and non-residential uses through 2035 support the clustering of redevelopment activities into the districts to allow for active places that will support economic development, transit service and walkability goals for the corridor. Without concentrating development into these districts, new development may occur too sporadically along the corridor to reach a "critical mass" that supports transit use and sustains walkable, active environments. For each district, an evaluation of existing development, that is anticipated to remain, was performed using Broward County Property Appraiser data on a residential unit and non-residential square foot basis for parcels that are a focus of redevelopment within the district. Next, those parcels classified as "redevelopable" based on the vacant and redevelopment analysis (included in the appendix) were assessed for existing development, in order to determine a net increase in new development. Subtracting the existing development on "redevelopable" parcels from the total programmatic targets provides the level of **net new development**. Finally, adding the net new development to existing development on all parcels in the focal area provides us with the "build out" development levels for this area.

Comprehensive plan policy modifications are recommended to incorporate the community desired outcomes for the corridor and each of the districts into the future land use, housing, transportation and other elements as appropriate. The future land use designations for most parcels immediately adjacent to Federal Highway/US 1 is commercial, which allows for a number of uses, including residential. The commercial category allows the mixing of non-residential and residential uses, relying on available flexibility/bonus units. In addition to changes to future land use designations in the districts, designation changes to Residential Mixed Use (or other medium-to-high residential designations) on the east side of Federal Highway/US 1 between The Hub district and Atlantic Boulevard are recommended to encourage new housing along the corridor. Development consistent with the desired community outcomes outside of the districts should not be precluded, and individual future land use map amendments to gain the necessary increase in residential units, particularly those redevelopment activities with a significant number of residential units, should be supported by the City at anytime. With respect to new housing on Federal Highway/US 1, the City should take into account the proximity of the AirPark runways. Particularly at the northeast corner of Federal Highway/US 1 and NE 10th Street, the edge of runway 10-28 is only 1,500 feet to the west and housing units may not be appropriate at this particular site. This is also the only site along the corridor located with the 65-DNL (day-night noise level) contour. No areas of the corridor are located in the 70- or 75-DNL zones which are indicative of higher noise levels associated with the airport that would not be conducive for residential development.

Prioritized Action Item

Adopt Federal Highway/US 1 framework policies into the Comprehensive Plan that addresses land use principles, built form, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

Action Item

Target locations east of Federal Highway/US 1 across from the AirPark to change the future land use designations to support additional urban housing styles or residential heavy mixed uses.

CYPRESS LAKE CENTER DISTRICT

The **Cypress Lake Center** district reflects the shopping and residential areas here. It is characterized by neighborhood and regional serving retail centers that house grocery and department stores, with compatible businesses. This area also is home to the marine uses along the corridor.

Due to lesser amounts of redevelopment proposed in this district than most others, existing future land use designations are sufficient to accommodate new development, with the use of flex units. The more significant changes will be in form and included in a Cypress Lake Center Overlay, a subset of the Federal Highway/US 1 Overlay, which will include setback and design standards that supersede existing standards. These standards are elaborated on in the following Land Development Regulations section. However, a specific location within the district is targeted for a future land use map changes, to support residential development without utilizing flex units. Specifically, parcels immediately east of Federal Highway/US 1 and north and south of SE 9th near the envisioned park connecting the greenway and blueway systems are

recommended for future land use map changes to support medium to high density mixed uses or residential only developments.

Cypress Lake Center district framework policies should be adopted into the Comprehensive Plan policies, focusing on strategies and built form for the district consistent with the desired community outcomes. Guiding development principles for this district are:

- Development of one to two story commercial mixed use buildings that support sales centers and offices related to the marine industry
- Retrofitting of existing strip shopping centers to add retail and commercial mixed use frontages along street frontages
- Development of a park that will serve as a connection between the green and blueway networks at SE 9th Street
- Addition of multifamily housing styles to increase housing choices in the district and support commercial development
- Rear access for parking to minimize direct access from Federal Highway/US 1, where feasible and investigate consolidating driveway accesses to reduce the number of driveways on Federal Highway/US 1
- Improve pedestrian and bicycle connection from surrounding single-family neighborhoods to the corridor
- Siting of shared parking and shared stormwater facilities to support redevelopment

Programmatic targets for the Cypress Lake Center district are:

- Residential: 100 units
- Non-Residential: 86,500 square feet
  - Retail: 68,000 square feet
  - Office: 18,500 square feet

The following table provides a summary of the development figures for the Cypress Lake Center district.

	Residential Units	Non-Residential Square Feet
Programmatic Targets	100	86,500
Existing Development	140	676,534
Existing Development on "Redevelopable" Parcels	6	30,134
"Net New" Development	94	56,366
Total "Build Out" Development	**234**	**732,900**

Action Item

Adopt Cypress Lake Center district framework policies into the Comprehensive Plan that addresses land use principles, development targets, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

Action Item

Modify the future land use designation from Commercial to Residential Mixed Use north and south of SE 9th Street (east of Federal Highway/US 1) to support residential mixed use buildings near the proposed park connecting the greenway and blueway networks.

THE HUB DISTRICT

The Hub is located at the intersection of Federal Highway/US 1 at Copans Road which resembles a bicycle wheel hub and spokes. This area has the most retail and restaurant energy due to the location of Pompano Citi Centre, the retail, restaurant and entertainment uses at all four corners of the intersection and north and south along Federal Highway/US 1.

To realize the goal of creating a regional shopping and entertainment destination, with supporting office and residential uses, a future land use map designation change to Regional Activity Center is recommended. The increase in density and intensity is supported by existing transit service as well as planned enhancements to transit along the Federal Highway/US 1 corridor. Realizing the economic development goal of increasing the number of rooftops in the district will provide an influx of activity to the district, help to create a 24/7 environment and make the area more desirable for retailer to located to due to the increased population base. The Regional Activity Center should specify that redevelopment efforts are not proposed for existing single-family lots within the boundary, but these areas are ripe for streetscaping and branding efforts consistent with The Hub district through signage and providing connections between existing single family neighborhoods and non-residential uses along Federal Highway/US 1. The Hub district framework policies adopted into the Comprehensive Plan should focus on strategies and built form for the district, consistent with the desired community outcomes. Guiding development principles for this district are:

FIGURE 30: THE HUB FUTURE LAND USE MAP

- Development of one to three story retail and commercial mixed use buildings along Federal Highway/US 1
- Development of two to four stories of residential or residential mixed-use development along Federal Highway adjacent to existing residential development and at locations with park/golf course access, including on the western edges of the Citi Centre site
- Development of one to two stories of commercial mixed used buildings along Federal Highway/US 1 including sales centers and offices related to the marine industry cluster
- Development of a park that will serve as a connection between the greenway and blueway networks near NE 16th Street
- Development of two to four story residential buildings surrounding the new park
- Retrofit existing shopping centers, including Citi Centre, to line these centers with commercial and retail uses closer to the street
- Addition of multifamily housing styles to increase housing choices in the district and support additional commercial development
- Rear access for parking to minimize direct access from Federal Highway/US 1, where feasible and at a minimum consolidate driveway access to reduce the number of access points on Federal Highway/US 1
- Improve pedestrian and bicycle connection from surrounding single-family neighborhoods to the corridor
- Siting of shared parking and shared stormwater facility locations to support additional development

Programmatic targets were developed for The Hub district, based on a supply and demand analysis in combination with a vacant and redevelopment analysis. Programmatic targets, or the amount of new development proposed for vacant and "redevelopable" parcels for the district are:

- Residential: 955 units
- Non-Residential: 560,000 square feet
  - Retail: 448,000 square feet
  - Office: 112,000 square feet

The following table provides a summary of the development figures for The Hub district.

	Residential Units	Non-Residential Square Feet
Programmatic Targets	955*	560,000
Existing Development	1,231	2,308,459
Existing Development on "Redevelopable" Parcels	243	371,585
"Net New" Development	712*	188,415
Total "Build Out" Development	**1,943***	**2,496,874**

*Includes 300 residential units on the western portion of Citi Centre

Action Item

Modify the future land use map designation to Regional Activity Center on parcels identified in Figure 30.

Action Item

Adopt The Hub district framework policies into the Comprehensive Plan that addresses land use principles, development targets, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

3. LAND DEVELOPMENT REGULATIONS

Zoning and land development regulation related changes that support a change in development form to a more pedestrian-oriented pattern are recommended. The corridor plan for Federal Highway/US 1 focuses on expanding the corridor's role as a regional destination, expanding commercial uses and adding additional urban housing products to create a live/shop/play area. While future land use designation changes are recommended to allow for additional residential units without requiring the use of available flex units, the B-3 zoning designation in this segment allows for multifamily housing as proposed. However, form and design standards should be modified and included in the Federal Highway/US 1 Overlay to be adopted in the Zoning Code.

1. Develop and adopt a Federal Highway/US 1 Overlay zoning designation to support and incentivize the preferred urban form in the corridor and development of mixed use buildings. The City should establish standards supportive of reduced setbacks, and development setback maximums, to address the pedestrian and street realm and de-emphasize relationship to the automobile. Site design standards that require parking to be located in the rear or at the sides of buildings, or at a minimum limit the allowable amount of parking between the sidewalk and building to one row, should be defined. The development of uses with drive-thru facilities, such as fast food restaurants or banks, should be discouraged, or designed to orient the building toward the street with drive-thru facilities oriented toward the rear of the building. Within districts and mixed use developments outside of districts, the development of new drive-thru facilities should be heavily discouraged, and existing drive-thru should be eliminated as sites redevelop over time. Development standards recommended for inclusion in the Federal Highway/US 1 Overlay zoning designation are in the table below. Within Cypress Lake Center and The Hub district additional development standards are recommended to promote a vibrant urban form.

2.

Front Yard Setback (minimum)	0 feet
Front Yard Setback (maximum)	25 feet (20 feet within The Hub district)
Use	Emphasize residential development and residential mixed use buildings
	Districts emphasis is on commercial and mixed use development
	Limit uses with drive-thru facilities
Parking	Side and rear parking only, structured parking preferred in districts
Access	Require direct non-residential building pedestrian access to the sidewalk (do not limit to rear access from parking areas)
	Automobile access from local streets, not directly from Federal Highway/US 1, where feasible
Design	Consistent with the branding recommendations and design guidelines

3. Modify zoning code regulations to support the placement of buildings at the edge of the frontage/public realm. The existing code allows for buildings to have zero front setbacks in the B-2 and B-3 zoning classifications, yet most developers elect to have parking lots fronting the road. As an incentive, the City can increase the allowable lot coverage if zero front setbacks are used. A point system of desired development would allow developers to choose how best to meet the intent of the district/corridor within the constraints of a particular site. For example, if a building will undergo adaptive reuse, the applicant could choose not to reconfigure parking but not provide a direct sidewalk connection to the front door.

Vignettes have been developed to illustrate how building forms can transition to be supportive of the corridor and district desired community outcomes. The vignettes are useful to guide building placement on a site, the location of parking (with an emphasis on parking behind the building), and site access points. Note that the vignettes do not reflect the full landscaping requirements to be met. Targeted building heights are included to foster pedestrian friendly environments and allocate anticipated development demand along the corridors, focused within districts. The specific heights are not intended to be the maximum allowable, as it is recognized that higher buildings will likely be developed, and in some areas near transit or key activity sites desired, particularly near the Federal Highway/US 1 and Atlantic Boulevard intersection. Vignettes for examples of potential redevelopment, site access and parking along Federal Highway/US 1 include:

1. Commercial mixed use buildings and residential units added to existing retail areas

   A. Two to three story commercial mixed use buildings oriented toward Federal Highway/US 1 and intersecting streets

   B. Multi-story residential development behind commercial and retail areas

   C. Parking located to the rear of buildings, accessible via local streets

   D. Existing retail building locations feature expanded sidewalks, landscaping and materials oriented toward the pedestrian realm

   E. Use of pervious materials, where feasible, in parking and landscaping areas

FIGURE 31: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON FEDERAL HIGHWAY/US 1 NORTH OF NE 10TH STREET

2. Redevelopment of commercial strip malls

   A. One to two story retail buildings and two to three story commercial mixed use buildings built to the pedestrian zone

   B. Rear parking accessible from existing local street

   C. Mid-block shared access from Federal Highway/US 1 to rear parking

3. Townhouse development (focused south of Atlantic Boulevard on the east side of Federal Highway/US 1)

   A. Two to three story townhomes, oriented toward Federal Highway/US 1

   B. One-way access in front of the townhomes with on-street parking

C. Rear alley provides access to rear parking

D. Prioritized Action Item: Develop and adopt zoning code regulation modifications to create a pedestrian-oriented corridor connecting residential areas and activity centers.

FIGURE 32: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON FEDERAL HIGHWAY/US 1 NORTH OF NE 36TH STREET

FIGURE 33: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON FEDERAL HIGHWAY/US 1 SOUTH OF SE 9TH STREET

Action Item

Develop and adopt a Federal Highway/US 1 Overlay in the Zoning Code, using the specifications laid out in the branding and land development regulation sections of this plan, to support the "destination drive"-live/shop/play theme and include district overlays as subsets of the corridor overlay.

Action Item

Include vignettes into the Zoning Code (Federal Highway/US 1 Overlay section) to provide direction to the private sector as to how to design and orient developments. These vignettes can be used by staff during site review meetings to determine whether a site is laid out consistent with the preferred development form.

Action Item

In the Cypress Lake Center district, modify the zoning designation from B-3 to RM-20 north and south of SE 9th Street (east of Federal Highway/US 1) to support residential mixed use buildings, while maintaining the existing B-3 development rights to avoid creating non-conforming uses (include in the Cypress Lake Center district overlay).

4. PROGRAMS

This plan has been designed to use incentives wherever possible to encourage the private sector to make choices in keeping with the desired community outcomes for the corridors through increased development intensities that are feasible by developing shared stormwater and parking facilities. With the live/shop/play focus for Federal Highway/US 1 and maintaining of the corridor as a regional destination, incentives and infrastructure improvements should be geared toward changing the urban form to address the pedestrian realm and increase public zones to provide more landscaping, pedestrian and transit amenities. Corridor wide, a transition to buildings that address the street and locate parking in the rear will create more welcoming and safe pedestrian environments.

The City should also focus on expanding the economic potential of the AirPark and develop a long-range strategic plan to set out economic goals and strategies to reach them. The City should also focus on expanding existing industry clusters, particularly the marine industry, and targeted industries including specialty food markets, and national, regional and local retailers.

A city program working with the businesses to provide on-site improvements, such as façade improvements, painting of murals, installation of awnings or other visually aesthetic items, should be pursued, potentially with small grants or business tax relief in the year of the improvements. Another incentive would entail the City sharing the expertise of staff/City consultants to design and install improvements. Maintaining the improvements over time becomes a code compliance issue, if a business does not maintain the visual attractiveness of its site.

FIGURE 34: A MURAL ON THE SIDE OF A BUILDING ON FEDERAL HIGHWAY/US 1 NORTH OF ATLANTIC BOULEVARD.

To accommodate building reuse, the City should develop an incentive program, which could include:

- administrative and technical priority assistance;
- exceptions to and waivers of development regulations;
- concurrent reviews of site, civil and building plans;
- use of the International Existing Building Code (a model building code developed by the International Code Council and are the basis for most buildings codes across the country) to provide relief from strict code provisions;
- dismissal of formal plan submittal process for a change of occupancy;
- permission for building vacancy for up to three years without need for a new Certificate of Occupancy;
- reduction in the number of required parking spaces; and
- allowance of existing driveways to remain without modification unless on an arterial or collector street.

Action Item

Develop an Adaptive Reuse program to accommodate building re-use. Incentives are offered depending on the proposed modification's consistency with desired community outcomes (i.e. form, landscaping, use, etc.).

Action Item

Identify business establishments within the Federal Highway/US 1 Corridor that support or complement existing industry clusters in the corridor, emphasizing marine-related industries, specialty food and organic markets, and national, regional and local retailers. Use the information to form corridor or district business/merchant association to foster a "brand identity" for businesses and manufacturers that create specialized products and services emphasizing these themes.

Action Item

The City should work with marketing and branding experts to develop a long-range strategic plan for the AirPark, focusing on expanding the economic output of the AirPark and marketing the AirPark to the business community to create a regional draw that entices new businesses to locate in Pompano Beach.

Infrastructure Enhancements

Potable water and wastewater systems appear to have the necessary capacity to support the corridor's desired community outcomes. This section focuses on parking and stormwater recommendations. These two infrastructure elements can have large impacts on the design and redevelopment of a site. The recommendations include the use of shared stormwater facilities and parking requirements modifications to support redevelopment activities and increase the amount of available land on parcels for development purposes. As a means to both improve the corridor's appearance and minimize outages during storms, the City should install utility lines underground where feasible, particularly within districts.

1. PARKING

The city has an in lieu of parking fee provision that allows developers to contribute to a general fund in some cases instead of locating all of the required parking on-site. Through an additional process, the use of shared parking may be permitted but is not currently encouraged or incentivized. Specific code modifications, parking stall size requirements and on-street parking, on streets intersecting Federal Highway/US 1, recommendations are included. At the corridor level, parking modifications should be emphasized in higher density and intensity redevelopment projects, emphasizing:

- Allow shared parking by right, focused on areas with a concentration of mixed-use developments and within districts.
- Modify the Reduced Parking Requirements section of the code to include automatic reduced rates, up to 15%, for mixed-use development and neighborhood-serving development that will capture a higher number of trips from walking, bicycling or transit. Allow reduced rates up to 20% within districts.
- Modify 155.5102.F which does not allow on-street parking within districts to be used to satisfy parking requirements (except as part of an alternative parking plan) to allow for on-street parking and shared parking spaces within one-eighth of a mile to be applied toward a portion of the parking requirement to allow for additional lot coverage and therefore incentivizing redevelopment activities.

Action Item

Amend the parking code to allow for modified parking rate requirements at mixed-use development and redevelopment sites with limited land available for parking.

2. STORMWATER

In order to foster redevelopment and minimize the amount of space needed on individual parcels to accommodate stormwater, the City should repurpose existing stormwater management systems to incorporate shared use facilities and employ low impact design and green infrastructure. Existing parks as well as proposed public and green spaces provide opportunities to develop a shared stormwater system that also serve as recreational amenities, featuring paths, benches and gardens/landscaping. Low impact design and green building technologies to consider include:

- Green roofs, which significantly reduce the amount of runoff
- Pervious pavements, which prevent sediments from entering waterbodies
- Bioswales, nutrient separating baffle boxes, which are designed to remove silt and pollution from runoff
- Underground stormwater storage facilities, which limit the amount of ground level space needed
- stormwater harvesting and reuse, which is the collection, treatment and/or purification of stormwater for reuse

Below is a summary of the stormwater basins in the Federal Highway/US 1 corridor, with specific potential locations for shared use ponds identified.

South Federal Highway/US 1 between SW 4th Street and the southern City limits

Potential location identified for shared stormwater facilities is:

- North side of SE 9th Street, east of Federal Highway/US 1

North Federal Highway/US 1 between Copans Road and NE 4th Street

Potential locations identified for shared stormwater facilities are:

- At the proposed public plaza east of Federal Highway/US 1 near NE 16th Street
- Southwest intersection of Federal Highway/US 1 and NE 10th Street

North Federal Highway/US 1 between Sample Road and Copans Road

- Potential locations identified for shared stormwater facilities are:
- Two sites south of NE 28th Street, west of Federal Highway/US 1

North Federal Highway/US 1 between the northern City limits and Sample Road

Potential location identified for shared stormwater facilities is:

- North Broward County Park, west of Federal Highway/US 1 near NE 44th Street

Action Item

Prioritize shared stormwater locations, identify funding sources for parcel acquisition and system development, and begin discussion with potentially impacted property owners. The City should pursue funding to design and implement shared stormwater. An option is to create one or more business improvement districts that will allow for a pooling of resources to develop these infrastructure needs and tax increment funding (TIF) for sites within the East CRA area.

Action Item

The City should encourage the use of low impact design and green building technologies to improve water quality and be environmentally- friendly.

Action Item

Modify the City's Land Development Code to provide for reduced development-related fees or stormwater assessment for those buildings/sites incorporating low impact design and green building (e.g., LEED) technologies. To determine the reduction amounts for a specific building or development, the number of technologies and designs used and overall reduction in stormwater should be calculated and applied to a reduction formula.

This table identifies strategies and recommendations for the districts and corridor **The text preceding this matrix includes a more detailed discussion of each recommendation and the steps needed to achieve it**. Additionally, supplemental information regarding specific locations is provided there for general recommendations such as "restripe existing crosswalks".

The Implementation Chapter Location column identifies the section in the report where accompanying text for a particular recommendation can be found.

The Targeted Horizon columns demonstrate the timeframe for implementation, identifying short (less than five years), mid (five to ten years) and long-term (greater than ten years) timeframes.

The columns on the right side of the table are included to categorize each recommendation into a series of seven categories.

Federal Highway/ US 1	Implementation Chapter Location	Strategy/Recommendation	Targeted Horizon			Project Type						
			Short Term (< 5 Years)	Mid-Term (5 to 10 Years)	Long-Term (10+ Years)	Comprehensive Plan	Zoning / Code of Ordinances	Economic Development / Branding	Roadway Corridor/Transit	Non-Roadway / Green Infrastructure	Streetscaping / Aesthetics	Redevelopment
Cypress Lake Center	*Federal Highway/US 1 (FH)- Comprehensive Plan*	Change future land use designation to Residential Mixed Use to support multi-story mixed use buildings at strategic locations		■	■	■		■				
	FH- Branding; Land Development Regulations	Zoning Code modifications to support development of one to three story residential and commercial mixed-use frontages along Federal Highway/US 1		■	■		■					
	FH- Comprehensive Plan	Develop a park at the north end of the canal bridge to serve as a connection between the greenway and blueway systems		■	■					■		
	FH- Programs	Develop a brand identity for the marine industry clustered in this district	■	■			■	■			■	
	FH- Pedestrian and Bicycle Connections	Construct a continuous bicycle lane along Federal Highway		■	■			■	■		■	
	FH- Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets to better connect the Federal Highway corridor to residential areas	■	■				■	■		■	
	FH- Pedestrian and Bicycle Connections	Construct new sidewalks	■	■					■		■	
	FH- Pedestrian and Bicycle Connections	Restripe and enhance crosswalks	■						■		■	
	FH- Stormwater	Siting of shared stormwater facilities	■							■		
	FH- Parking	Modify codes to support rear parking access via local streets	■	■			■		■	■		
	FH- Parking	Construct shared surface (short-term)/potentially structured parking (long-term)		■	■					■		
The Hub	*FH- Comprehensive Plan*	Develop and adopt into the Comprehensive Plan a Regional Activity Center future land use designation for the district supportive of being a regional commercial hub with a strong mix of residential and entertainment uses	■	■		■		■				
	FH- Branding; Land Development Regulations	Develop and adopt into the Zoning Code a district overlay specifying development standards streetscaping and architectural standards, including street furniture, lighting design, public art, color palette, design principles consistent with the branding theme	■	■			■	■		■	■	
	FH- Comprehensive Plan; Land Development Regulations	Support redevelopment on the Citi Centre site, including additional retail/commercial uses fronting Federal Highway/US 1 and Copans Road, and the additional of residential development adjacent to golf course (support modification of Citi Centre development regulations as needed to support additional development)	■	■			■	■		■	■	
	FH- Programs	Target specialty foods and organic markets that will enhance quality of life and stimulate additional interest in Pompano Citi Centre		■	■			■				
	FH- Comprehensive Plan	Develop a park east of Dixie Highway near NE 16th to serve as a connection between the greenway and blueway systems			■					■		
	FH- Programs	Create an economic development strategy to capitalize on the location of the Pompano AirPark and increase its economic value to the City		■	■			■		■		
	FH- Branding; Land Development Regulations	Develop and adopt design guidelines consistent with the branding theme	■	■				■	■		■	
	FH- Programs	Develop a business improvement district or other funding program to provide assistance for shared stormwater, parking and landscaping improvements	■	■				■		■	■	
	FH- Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets to better connect the Federal Highway corridor to residential areas		■	■				■		■	
	FH- Pedestrian and Bicycle Connections	Install new sidewalks and improve existing sidewalks		■	■				■		■	
	FH- Pedestrian and Bicycle Connections	Install crosswalks and enhance existing crosswalks		■	■				■		■	
	FH- Stormwater	Repurpose existing stormwater management systems to incorporate joint use of ponds, low impact design and green infrastructure		■	■					■		
	FH- Parking	Transform surface parking to structured parking to accommodate redevelopment		■						■		
	FH- Parking	Modify codes to support rear parking access via local streets		■	■		■		■	■		
Corridor	*FH- Comprehensive Plan*	Develop and adopt into the Comprehensive Plan Federal Highway/US 1 framework policies (covering corridor, including areas linking districts), and include associated development standards in the Zoning Code; Incorporate desired community outcomes and recommendations into Comprehensive Plan to serve as policy direction	■			■	■	■			■	
	DH- Branding; Land Development Regulations	Develop and adopt a Federal Highway/US 1 Overlay in the Zoning Code, using the specifications laid out in the branding and land development regulation sections of this plan, to support the "destination drive-live/shop/play" theme and include district overlays as subsets of the corridor overlay	■	■			■	■			■	
	FH- Programs	Modify appropriate codes to support an adaptive reuse program to accommodate building re-use	■	■		■	■				■	
	FH- Programs	Target grant programs, such brownfield, energy efficiency, landscaping and complete streets	■	■	■			■		■	■	
	FH- Programs	Form a brand identity for marine-oriented businesses focused along the corridor and a branding theme to increase the economic opportunities		■	■			■			■	
	FH- Transit	Coordinate with Broward County Transit and the MPO to develop and implement transit enhancements (signage, shelters, benches and operational improvements)	■	■	■			■	■		■	
	FH- Typical Cross Sections	Modify street typology to develop complete streets and support all modes of travel	■	■					■			
	FH- Typical Cross Sections; Pedestrian and Bicycle Connections	Construct a continuous bicycle lane along Federal Highway with connections to blueway system		■	■			■	■		■	
	FH- Typical Cross Sections; Pedestrian and Bicycle Connections	For streets connecting to Federal Highway/US 1, take the lead on creating proposed street configurations (e.g., pedestrian orientation, bicycling conducive) , coordinating with FDOT and Broward County	■	■	■				■		■	
	FH- Stormwater	Repurpose existing stormwater management systems to incorporate joint use of ponds, low impact design and green infrastructure		■	■					■		
	FH- Parking	Parking requirement and sizing modifications in Zoning Code to incentivize shared parking, modified number of spaces, reduced stall sizes		■	■		■			■		
	FH- Parking	Reduce parking requirements in districts and for mixed-use projects	■				■					
	FH- Parking	Incentivize shared parking in mixed use developments	■				■					

ATLANTIC BOULEVARD main street for commerce

Atlantic Boulevard is envisioned as a vibrant street, serving as the main street of the City and as a gateway to the heart of Pompano Beach and the Atlantic Ocean beaches. The corridor features a number of opportunities to evolve into a center of activity for the City, with civic and cultural uses, government buildings, public spaces, walkable retail environments, religious and educational institutions, additional housing opportunities and new green office space.

The corridor will serve local's needs while also becoming a regional draw, bringing in people from neighboring areas to enjoy an evening out or a day at the beach or window shopping while enhancing the historic Old Pompano downtown district. A change in urban form that addresses the pedestrian realm and the incorporation of public art and appealing streetscapes and landscaping will elevate the corridor as a key connection and destination for the City. Strategies for the corridor involve positioning the corridor to become a premium transit corridor in the future, potentially with transit-only lanes. These improvements will provide much needed non-automobile focused regional travel opportunities.

Further west, new office space for green and high-tech industries create an economic center for the City while supporting the large industrial area nearby. The addition of green technology and research and development firms will spur additional economic opportunities, such as the need for additional and new types of housing as well as services to fulfill the needs of workers, residents and visitors. Outside of the districts, especially the linkage between Downtown Pompano and the Atlantic | Ocean district, establishment of a green corridor with bio-swales, parklets and permeable pavement will provide necessary stormwater system improvements and allow for additional redevelopment.

STREET TREE

BENCHES

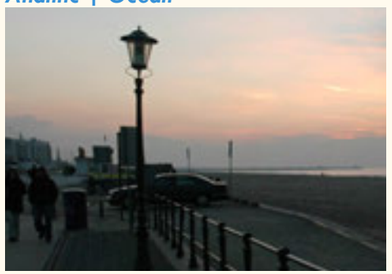
Pompano Tech / Downtown Pompano

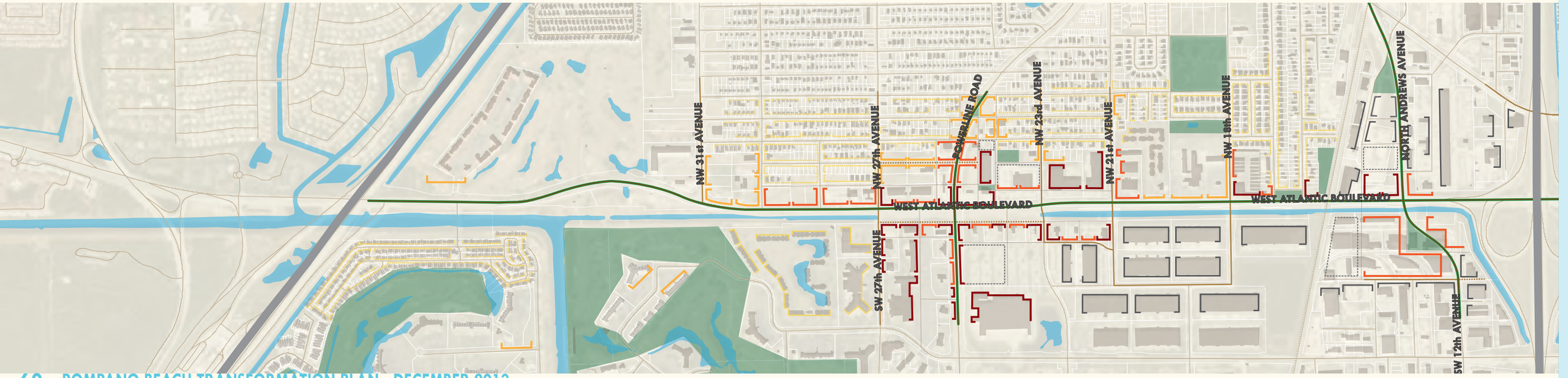
Atlantic | Ocean

STREET LIGHTING

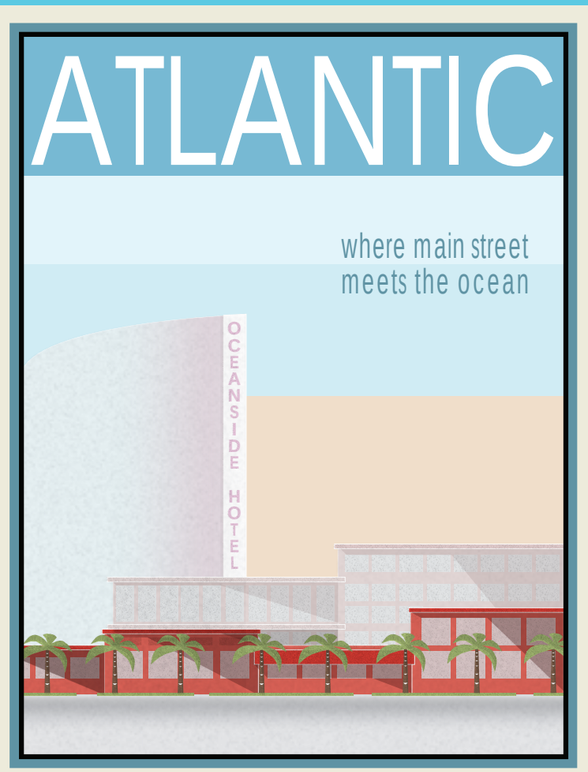
Pompano Tech / Downtown Pompano

Atlantic | Ocean



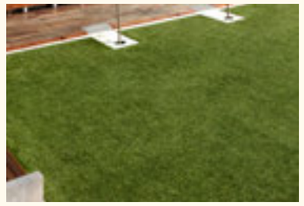


Desired Community Outcomes



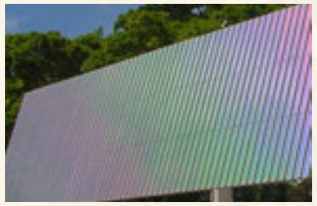
Pompano Tech

Street Vegetation



Sidewalk Materails

Public Art



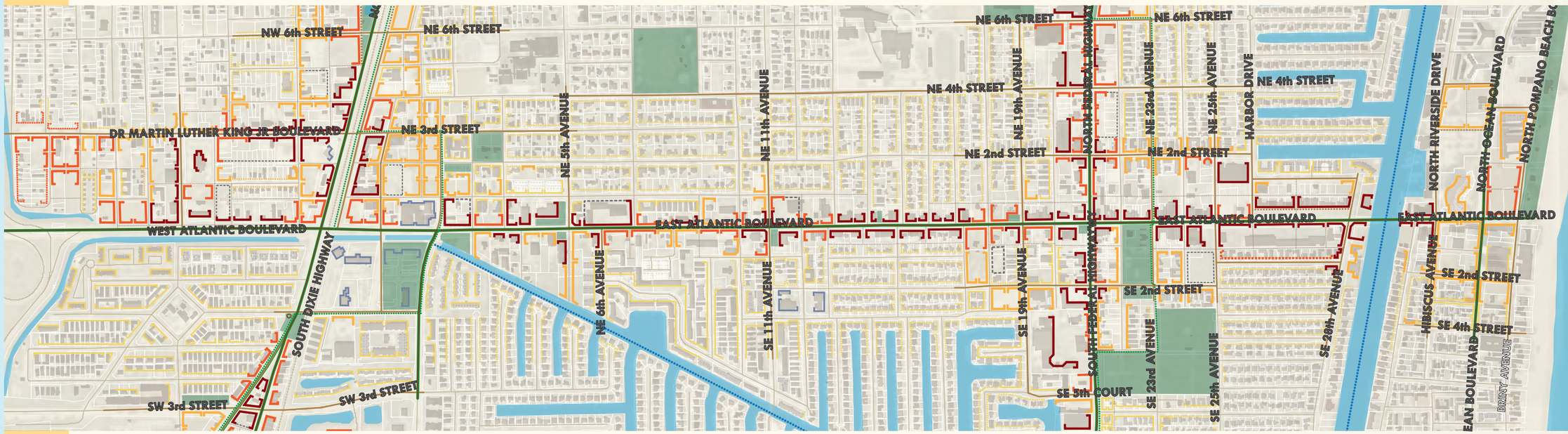
Downtown Pompano

Street Vegetation

Atlantic | Ocean

Street Tree

Street Vegetation



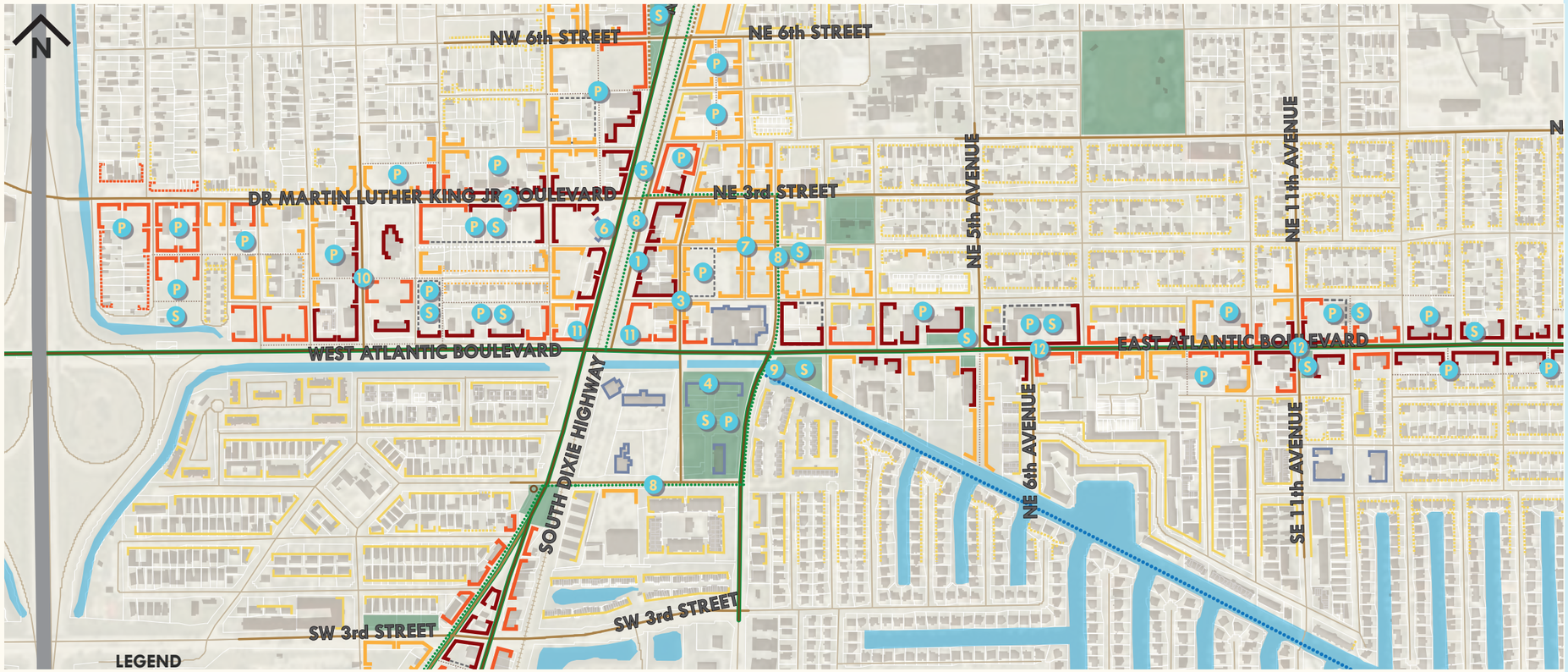
DOWNTOWN POMPANO Atlantic Boulevard and Dixie Highway

Downtown Pompano is solidifying its role as the heart of the City. Plans for this area will capitalize on the rich history of Old Pompano while embracing new efforts such as the transit oriented corridor area focused on Dr. Martin Luther King Boulevard and Community Redevelopment Agency (CRA) plans. A planned civic campus near City Hall will add another layer of vibrancy to the community and become a gathering place for community events. The area is envisioned as a walkable, mixed-use environment with pedestrian-oriented streets with retail shops, local services, office space and a mix of housing types. Downtown Pompano will fill in with a mix of specialty stores, dining establishments, unique work spaces and urban housing types, addressing the nearby bus transfer station and future FEC commuter train station.

Old Pompano retail area on NE 1st Street

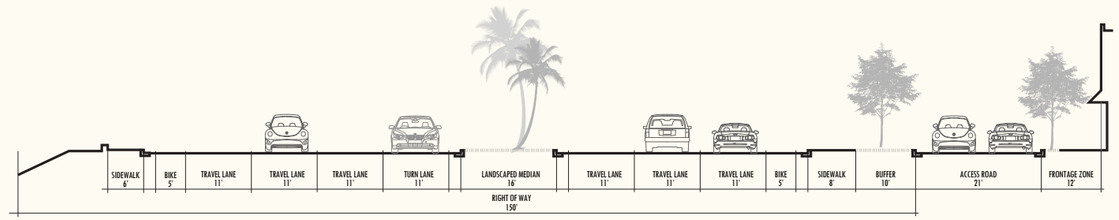
NE 1st Street, looking east toward NE 2nd Avenue

Intermodal Transfer Center at Dixie Highway and Dr. Martin Luther King, Jr. Boulevard

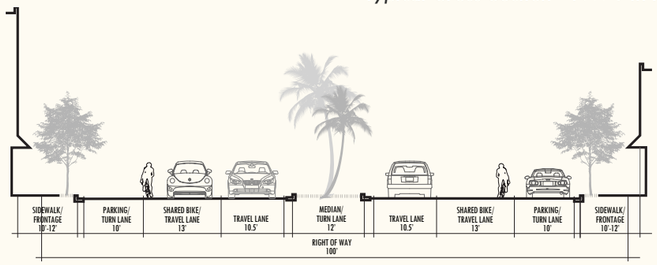


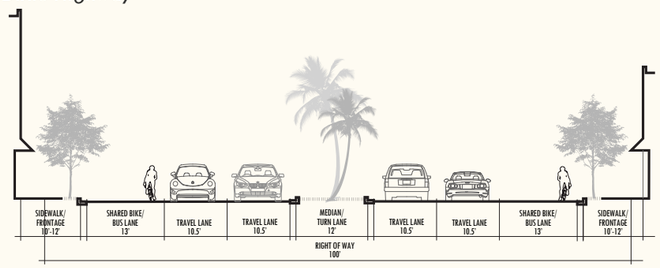
LEGEND

- Framing Streets / Study Corridors
- Pedestrian Emphasis Streets
- Local / Access Streets
- Greenway
- Blueway
- Retail Frontage
- Commercial Mixed Use Frontage
- Residential Mixed Use Frontage
- Residential Frontage
- Industrial Frontage
- Parking Structure



Typical Cross Section - NW 7th Avenue to Dixie Highway





Typical Cross Section - NE 2nd Avenue to Federal Highway

ECONOMIC DEVELOPMENT GOAL

A walkable, mixed-use place that serves as the main street and central gathering place for Pompano Beach residents, but also attracts visitors to its variety of activities.
Dr. Martin Luther King, Jr. Boulevard is a pedestrian-oriented main street that features retail shops, local services, office space, and a mix of housing types.
The Old Pompano area north of Atlantic Boulevard and east of Dixie Highway is an interesting mix of specialty stores, eating and drinking places, unique work spaces, and urban housing types centered on an FEC rail transit station.
The civic campus encompassing City Hall offers civic and cultural destinations complemented by commercial uses that make the site a center of community life and a downtown anchor.

PROGRAMATIC TARGETS

RESIDENTIAL - 1.6 million sq.ft. or 1,000 units (new)

Residential units are mostly located in town homes, garden apartments, and in mixed use residential buildings. Residential units located within walking distance of the future FEC station are emphasized.

RETAIL - 1.1 million sq.ft. (new)

Residential square footage is located in main street type retail buildings and mixed use buildings - commercial and residential. Retail square footage also includes a 30,000 sq.ft. grocery store.

OFFICE - 425,000 sq.ft. (new)

Office square footage is largely located in commercial mixed use buildings.

DESIRED BUILT FORM

1. **Old Pompano Retail District**
Maintain the Downtown Pompano Beach Transit-Oriented Corridor (DPTOC) designation to support retail frontage on Flagler Ave with access to the Greenway.
2. **Dr. Martin Luther King, Jr. Boulevard/Hammondville Road Gateway Street**
Support 1 to 3 stories of retail and commercial mixed-use frontage on Dr. Martin Luther King, Jr. Boulevard/Hammondville Road.
3. **NE and SW 1st Avenue Pedestrian Connection**
Designate street to emphasize pedestrian mobility and connect the Old Pompano Retail District to the planned Civic Campus and City Hall.
4. **Civic Campus**
Develop the proposed civic campus located adjacent to City Hall including a library, cultural center and park.
5. **Future FEC Station**
Continue to support this location for a future FEC station in the vicinity of Atlantic Boulevard and Dixie Highway.
6. **Intermodal Transfer Center**
Maintain existing intermodal transfer center that will support the future FEC station.
7. **TOD Housing**
Maintain the DPTOC to support residential mixed-use development located within walking distance of future FEC station and DPTOC goals.
8. **Greenway**
Coordinate with partners, including FEC railroad, to develop a multi-use trail along FEC rail tracks that connects to AirPark multi-use trail with on-road bike facilities along NE 3rd Street, NE 2nd Avenue/ South Cypress Road, and SW 3rd Street.
9. **Greenway/Blueway Connection**
Development of a park with canal access provides a connection between the greenway with the blueway system.
10. **NW 6th Avenue**
Designate street to emphasize pedestrian activity with commercial mixed use frontage along NW 6th Avenue that provides access to Dr. Martin Luther King, Jr. Boulevard and commercial/office uses.
11. **Gateway Features**
Identify and encourage commercial mixed-use buildings as architectural gateway features at the intersection of Atlantic Boulevard and Dixie Highway and locate public art at the northeast corner of the intersection.
12. **Atlantic Blvd Main Street**
Support retail frontage on Atlantic Blvd with an active public frontage supporting destination shopping and restaurants.

P. **Parking**
Potential location to develop shared surface and structured parking facilities.

S. **Stormwater Management Facilities -** Potential location to develop shared stormwater management facilities including surface retention or detention basins, underground detention vaults and green infrastructure such as bioswales.

San Marco Boulevard in Jacksonville is a main street with continuous retial frontage, on-street parking, pedestrian sidewalks, crosswalks and public art.

Future rendering of Old Pompano

Clematis Street and Olive Avenue, Downtown West Palm Beach

Rendering of how the future commuter rail station may look, well positioned within Downtown Pompano Beach

Recent enhancements to Clematis Street near the new Waterfront Park in Downtown West Palm Beach

ATLANTIC I OCEAN Atlantic Boulevard and Federal Highway/A1A

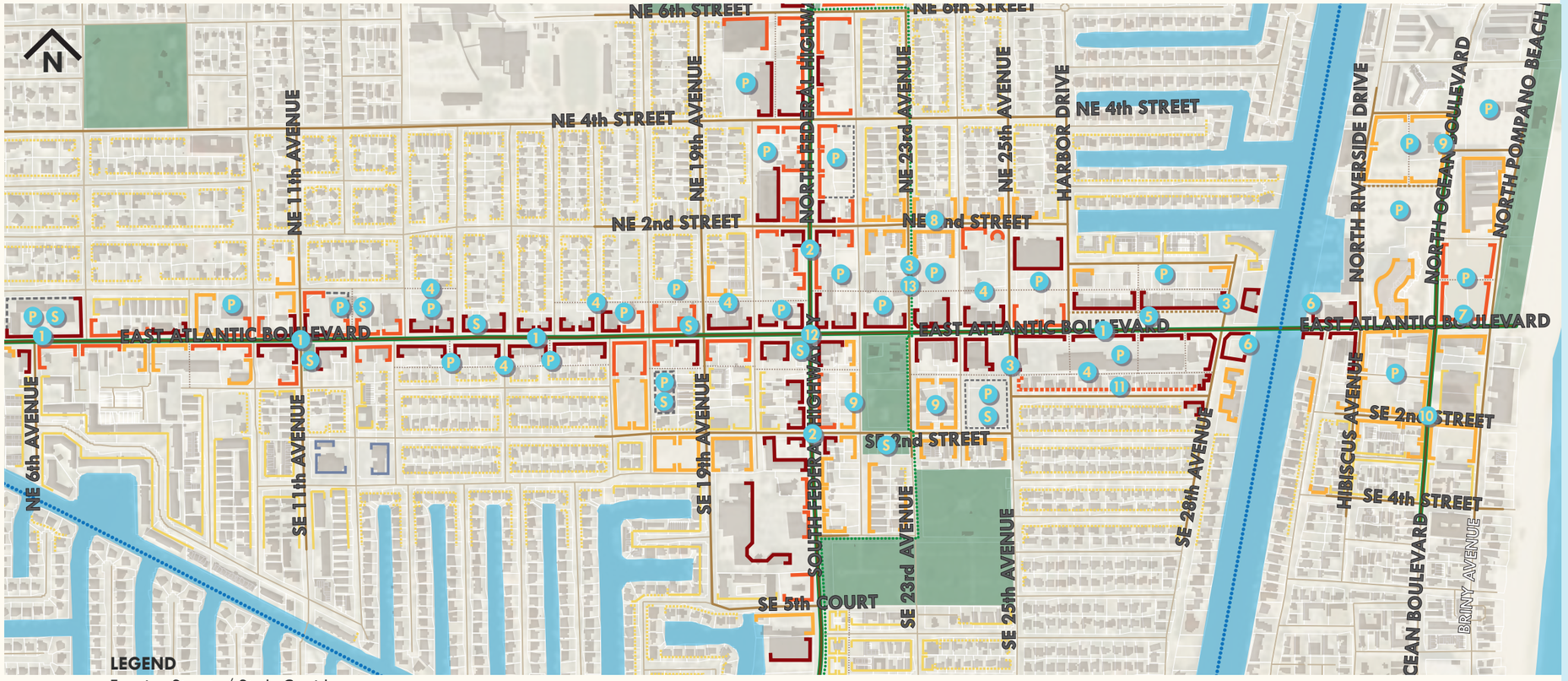
The main street concept continues into this district, with a future filled with shopping and outdoor cafes in a beach village setting. A short stroll over the Intracoastal Waterway leads to the center of a vibrant beach destination, attracting both residents and visitors. Additional housing types will enhance the population base, supporting the additional retail and office uses envisioned.

Strategies and recommendations for this area are inter-connected and supportive of the innovative plans developed by the Community Redevelopment Agency. Areas for public art will be tied into and consistent with the branding theme for the district, elevating the sense of place and arrival to the area.

Looking east on Atlantic Boulevard toward the Intracoastal Waterway

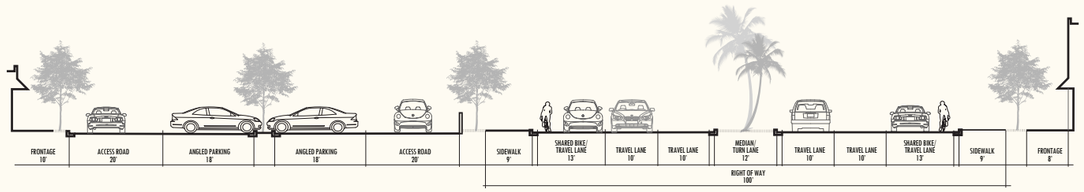
Looking north on Federal Highway/US 1, north of Atlantic Boulevard

Recent residential development at Atlantic Boulevard and A1A

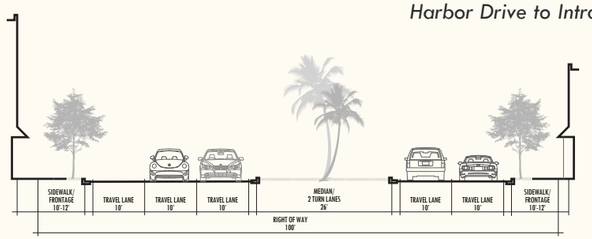


LEGEND

- Framing Streets / Study Corridors
- Pedestrian Emphasis Streets
- Local / Access Streets
- Greenway
- Blueway
- Retail Frontage
- Commercial Mixed Use Frontage
- Residential Mixed Use Frontage
- Residential Frontage
- Industrial Frontage
- Parking Structure



Harbor Drive to Intracoastal



Intracoastal to A1A

ECONOMIC DEVELOPMENT GOAL

Pompano Beach's regional beach destination. A place that attracts visitors but also serves local residents living on or near the oceanfront and intracoastal.

The area around A1A is the primary beach center and is positioned as a major visitor and snowbird destination, with high-rise condos, hotels, and eating and drinking places. The area along Atlantic east of Federal is more of a low-key beach village that supports the A1A area but is more oriented to local residents.

PROGRAMATIC TARGETS

RESIDENTIAL - 1.25 million sq.ft. or 880 units (new) -

Residential units are mostly located in town homes, garden apartments, and in mixed use residential buildings within walking distance of Atlantic Boulevard and on the beach.

RETAIL - 1 million sq.ft. (new) -

Retail square footage is located in main street type retail buildings and mixed use buildings - commercial and residential. Retail square footage also includes a 30,000 sq.ft. hotel at the intersection of Atlantic Blvd and Federal Highway.

OFFICE - 310,000 sq.ft. (new) -

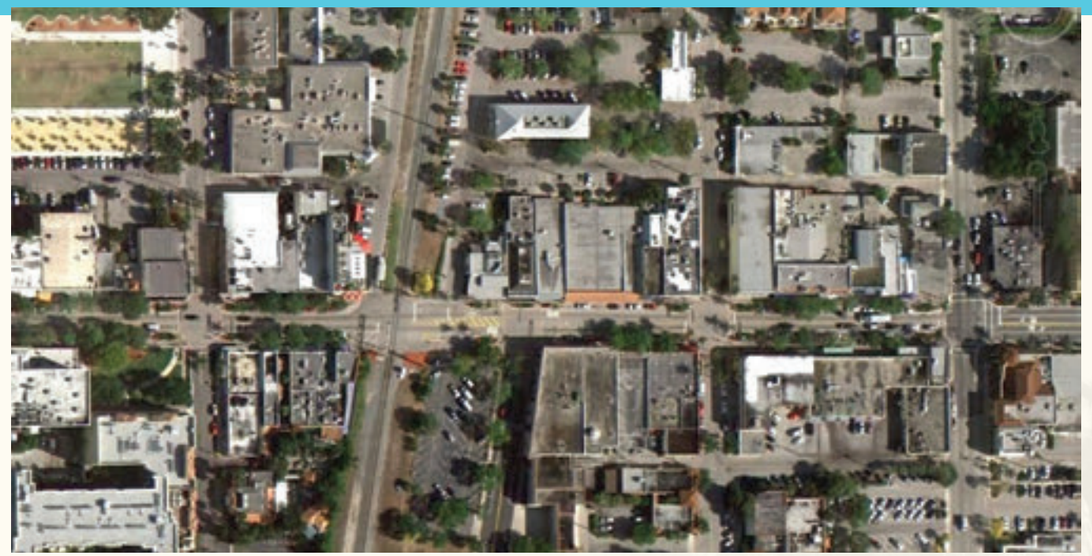
Office square footage is largely located in commercial mixed use buildings.

DESIRED BUILT FORM

1. **Atlantic Boulevard Main Street**
   Maintain East Atlantic Boulevard Overlay in the existing area and exend/update zoning west to NE/SE 5th Avenue to promote 1 to 2 stories of retail frontage on Atlantic Blvd with an active public frontage supporting destination shopping and restaurants.
2. **Federal Highway Retail and Commercial Mixed Use**
   Promote retail and commercial mixed-use frontage along Federal Hwy that supports surrounding residential development.
3. **Connection to Residential**
   Designate street to emphasize pedestrian mobility that connect the Atlantic Boulevard retail to surrounding residential development.
4. **Rear Access for Parking**
   Structure development such that local streets provide access to shared parking - structured and surface lots - located in the rear of the retail fronting Atlantic Blvd.
5. **Parking to Park**
   Existing parking lot located along Atlantic Boulevard can be converted into a event space for festivals and markets.
6. **Waterfront Retail/Restaurant**
   Promote retail frontage along the intercoastal waterfront focused on restaurants, shopping and entertainment.
7. **Beach Mixed Use**
   Promote commercial mixed-use development located along the beach focussed on shopping and restaurants.
8. **Multifamily Residential along NE 2nd St**
   Promote residential mixed use or multifamily residential development within walking distance of the retail on Atlantic Boulevard and Dixie Highway with access to the intercoastal waterway.
9. **Residential around Park**
   Promote residential mixed use or multifamily residential development around community center/cemetery/open space.
10. **Beach Residential**
    Promote residential mixed use or multifamily residential development on the beach, including a resort type hotel/lodging.
11. **Residential to Commercial Conversion**
    Promote the conversion of single family residential to small commercial mixed use including offices, shopping, galleries and studios.
12. **Gateway Features**
    Update the East Atlantic Blvd Overlay to identify commercial mixed-use buildings as architectural gateway features at the intersection of Atlantic Boulevard and Federal Highway and add public art and public plazas at strategic locations.
13. **Greenway**
    Coordinate with partners, including FEC railroad, to develop a multi-use trail located east of traffic heavy Atlantic Boulevard and Federal Highway intersection.

P. **Parking**
   Potential location to develop shared surface and structured parking facilities.

S. **Stormwater Management Facilities**
   Potential location to develop shared stormwater management facilities including surface retention or detention basins, underground detention vaults and green infrastructure such as bioswales. West of the Federal Highway/US 1 the corridor should be designed in an environmentally sustainable fashion.



Atlantic Avenue east of Swinton Avenue in Delray Beach is indicative of a main street atmosphere.

The addition of street furniture and shade structures enhances the pedestrian experience in Northwood Village, West Palm Beach

Outside seating off of 5th Avenue in Downtown Naples has increased vibrancy

Outside seating and active storefronts help create an appealing pedestrian atmosphere along Atlantic Avenue in Delray Beach

Outside seating and landscaping had helped revitalize Northwood Village in West Palm Beach, building a true sense of place

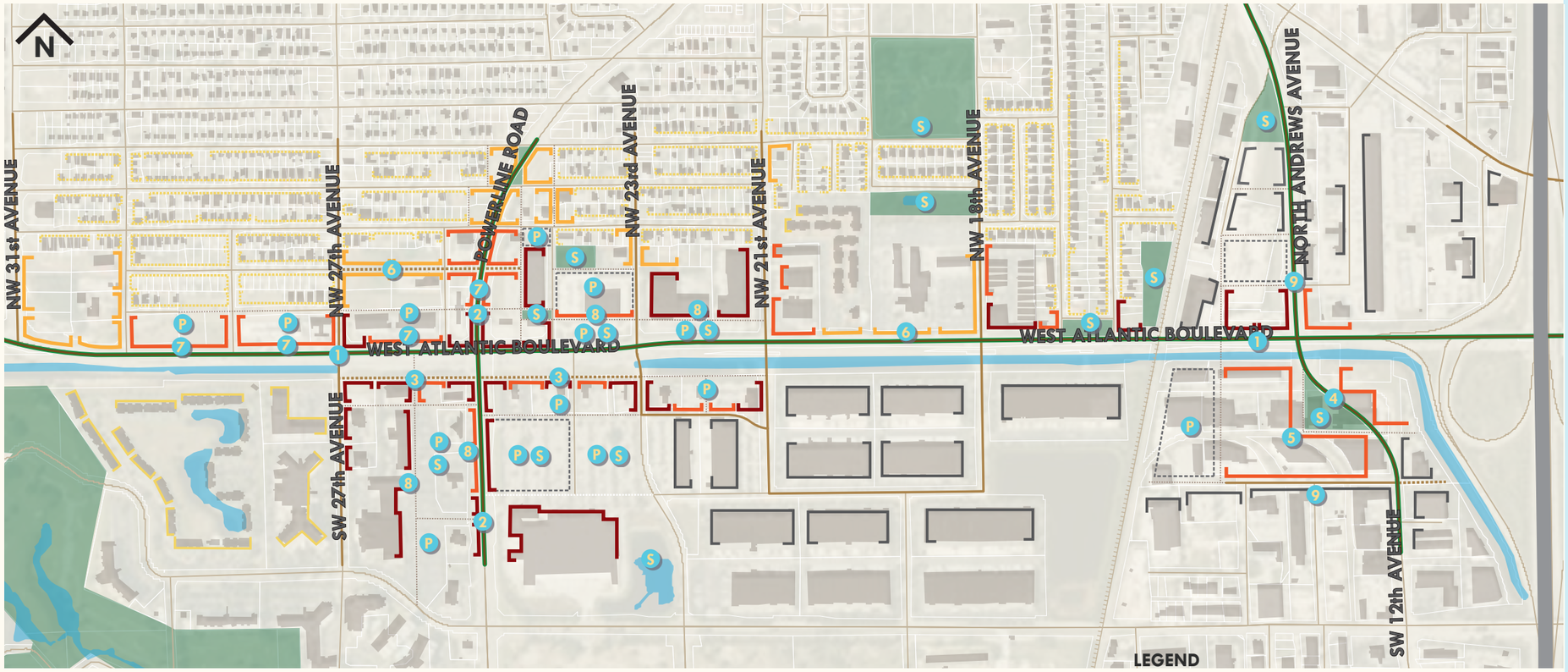
POMPANO TECH Atlantic Boulevard and Powerline Road / Andrews Avenue

Pompano Tech is seen as becoming a major employment center for the City, with the development of Class A office space with an emphasis on green and clean technology uses, high-tech companies and research and development facilities. The areas proximity and visibility to I-95 and access to Florida's Turnpike is a draw for these types of industries. Additional community-level retail uses are envisioned, serving both surrounding neighborhoods as well as the influx of employees who will call this their workplace home in the future. The reconfiguration of Andrews Avenue offers additional redevelopment opportunities.

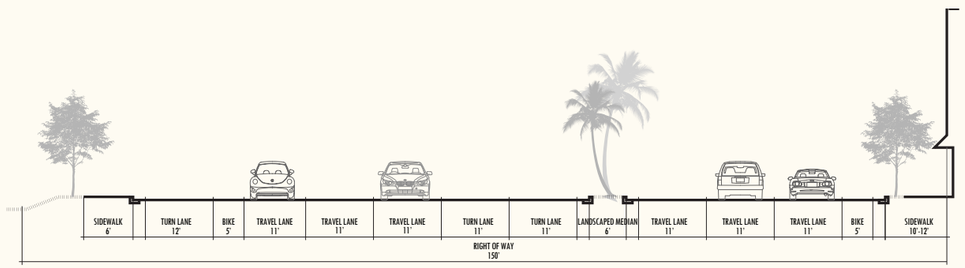
Pompano State Farmer's Market at Atlantic Boulevard and Andrews Avenue

Atlantic Boulevard and Powerline Road Intersection

Isle of Capri Pompano Park Casino & Racing



The district's focus on creating a center of high tech and green technology office spaces and capitalizing on the existing warehouses, logistics, and manufacturing companies in the area will expand the economic opportunities for this district and the City as a whole. The additional office space also creates new economic energy that will spur additional development, such as new housing and services. All of these additions will be supported by infrastructure enhancements to the roadway and pedestrian networks and stormwater systems.



Typical Cross Section - NW 31st Avenue to CSX Railroad

ECONOMIC DEVELOPMENT GOAL

A major employment center that capitalizes on access and visibility to I-95 and Florida's Turnpike.

The area around Powerline Road contains a mix of corporate office space and community-level retail that is primarily auto-oriented.

The area around Andrews Avenue is a master planned business park that focuses on high-tech companies and R&D facilities that seek out high profile locations. Linked physically and thematically to Downtown Pompano amenities.

PROGRAMATIC TARGETS

RESIDENTIAL - 363,000 sq.ft. or 200 units (new)
Residential units are mostly located in town homes, garden apartments, and in mixed use residential buildings.

RETAIL - 380,000 sq.ft. (new)
Residential square footage is located in low scale retail buildings and mixed use buildings - commercial and residential.

OFFICE - 490,000 sq.ft. (new)
Majority of the office square footage is located in Class A office and partially in commercial mixed use buildings.

INDUSTRIAL - 218,000 sq.ft. (new)
Industrial square footage is located in the designated industrial zone along Andrews Avenue.

DESIRED BUILT FORM

1. **West Atlantic Boulevard**
Develop zoning code regulations to support 2 to 3 stories of retail and commercial mixed use frontage on West Atlantic Boulevard.

2. **Powerline Road**
Develop zoning code regulations to support 1 to 2 stories of retail and commercial mixed-use frontage on Powerline Road.

3. **Access/Frontage Road**
Designate street to emphasize pedestrian mobility and develop zoning code regulations to encourage low scale retail and commercial mixed use frontages that support the industrial park and proposed office building.

4. **Andrews Avenue Realignment**
FDOT project to realign Andrews Avenue.

5. **Class A Office Building**
Future land use/zoning changes to allow 8-10 story Class A office building(s) located in the area impacted by Andrews Avenue realignment.

6. **Residential Development**
Develop a zoning code overlay to support 2 to 3 stories of multifamily residential and/or residential mixed use development to increase housing choices.

7. **Commercial Mixed Use**
Develop zoning code regulations to support 2 to 3 stories of commercial mixed use including front offices for industrial uses.

8. **Retrofit Strip Shopping**
Develop zoning code regulations to encourage the lining of existing strip shopping centers with 1 to 2 stories of retail or commercial mixed uses along Atlantic Boulevard and Powerline Road.

9. **Industrial Development**
Establish zoning code regulations to support 1 to 2 stories of industrial frontage primarily focused on high tech or research and development (R&D) type uses.

P. **Parking**
Potential location to develop shared surface and structured parking facilities.

S. **Stormwater Management Facilities**
Potential location to develop shared stormwater management facilities including surface retention or detention basins, underground detention vaults and green infrastructure such as bioswales.

The concentration of Class A office space in Boca Raton, combined with its access and visibility from I-95, has created a regional center of employment for the Southeast Florida region.

Midrise office buildings in the Vista Center (West Palm Beach) has spurred additional economic development

New, modern office building that serves as a model of the type of Class A office space envisioned

Entrance to the Vista Center in West Palm Beach with appealing entrance features that addresses pedestrian access

Example of a shopping center water feature with seating that can enhance existing shopping centers and create focal points

ATLANTIC BOULEVARD main street for commerce

The City of Pompano Beach has many strengths and capabilities to draw upon in taking actions to achieve the desired community outcomes identified for Atlantic Boulevard. In particular, the existing strategic planning and annual goal-setting exercises can be used to set priorities for key implementation steps and leverage existing or planned programs and projects. Activities can be pursued citywide or in an individual district or corridor depending on available funding/resources, or the desire to address specific areas or undertake pilot projects. The City is fortunate that the Northwest and East Community Redevelopment Areas have tackled many of these items and agency staff can lend expertise. To entice private investments in desired locations and of the type and form described above, there are three main strategies for the City to act on:

- Configuration of Roadways
- Policy and Regulatory Guidance
- Infrastructure Enhancements

Associated with the recommendations is a matrix that identifies each of the specific recommendations for the Atlantic Boulevard corridor and the type of recommendation discussed in this section (land use, zoning, economic development, infrastructure, etc.). This tool allows for easy reference of each recommendation, with this section providing specificities for each.

Configure Roadways

Atlantic Boulevard is centrally located through the City, serving as a commerce corridor with different "main street" scales of development. In the eastern half the City, a more traditional main street is present and the west end of the corridor serves as a more automobile-oriented main street. At the corridor level, the desired community outcomes include enhanced bicycle and sidewalk infrastructure and the readiness to transform the corridor into a transit corridor in the future. To the west, completing gaps in the sidewalk network are a main emphasis, while to the east, where right-of-way is more constrained, additional on-street parking and the use of shared lane markings ("sharrows") to designate bicycle travel in the right most travel lane are proposed.

1. TYPICAL CROSS SECTIONS

Typical cross sections for Atlantic Boulevard are provided below. These typical sections identify lane widths, locations for and widths of bicycle lanes and greenways, and sidewalks for the full length of Atlantic Boulevard in Pompano Beach. Where feasible, sidewalk and bicycle lane widths have been increased, consistent with the principles of the Broward County and Pompano Beach Complete Streets initiatives. The proposed modifications will enhance non-motorized mobility and provide additional parking in key locations to support redevelopment activities. Atlantic Boulevard is an FDOT maintained roadway. This means the City must collaborative with and direct FDOT to design and implement a corridor consistent with the desired community outcomes. It is important to note that improvements in excess of FDOT standards, such as enhanced lighting, landscaping, and stamped/painted asphalt, will require funding by the City when entering into a joint participation agreement (JPA) with FDOT. Depending on City funding availability, enhancements may either be made at the time of roadway improvements, at a later date, or a combination of both. Any enhancements made after a roadway improvement project that would require impacts to the asphalt must occur outside of a five year window from the initial project's completion. Funding opportunities should be explored, and grant applications submitted, to alleviate the costs to the City. Options include the Broward MPO's Transportation Alternatives program (defined in MAP-21, see sidebar). The MPO also has established a priority for bicycle and pedestrian projects along transit corridors, and coordination between the City and MPO is necessary to obtain funding through the program.

The future cross sections and proposed modifications are designed to provide continuous multimodal networks and support all types of travel. In some cases, the future section is reflective of existing conditions, while in other areas more significant changes are proposed. In addition to physical corridor modifications, other enhancements including dark sky pedestrian lighting, crosswalk and pedestrian signal improvements, and transit stop enhancements. Other pedestrian and bicycle-oriented improvements are included in Section 3. Below is an overview of proposed modifications to the existing configuration of Atlantic Boulevard to support redevelopment along the corridor:

Florida's Turnpike to NW 31st Avenue

- Addition of a six foot sidewalk on the eastbound portion of the corridor

NW 31st Avenue to North Andrews Avenue

- Complete sidewalk on the eastbound portion of the corridor
- Widen sidewalks to ten or 12 feet on the westbound portion of the corridor

NW 7th Avenue to Dixie Highway

- Widen sidewalk on the westbound portion of the corridor

Dixie Highway to NE 2nd Avenue

- Widen sidewalk to ten or 12 feet on the westbound portion of the corridor

NE 2nd Avenue to Federal Highway/US 1

- Widen sidewalks to ten or 12 feet on the east and westbound portions of the corridor
- Add sharrows to the outer travel lanes to support bicycle travel (parallel bicycle facilities are discussed in Section 3)
- Expand on-street parking to support existing and future businesses

Note- Expansion of sidewalks will enter into private property in some locations, requiring use agreements to be entered into specifying standards and allowable uses, and address potential liability concerns

Federal Highway/US 1 to Harbor Drive:

- Widen sidewalks to ten or 12 feet on the east and westbound portions of the corridor
- Add sharrows to the outer travel lanes to support bicycle travel
- East of NE/SE 23rd Avenue, roadway enhancements, including additional parking, wider sidewalks and improved amenities and landscaping, was constructed as part of a CRA-led project. Further sidewalk widening or other enhancements would be a long-term project as redevelopment in the area continues to occur and if modifications are needed to respond to the additional development

Note-Expansion of sidewalks will enter into private property in some locations, requiring use agreements to be entered into specifying standards and allowable uses, and address potential liability concerns

Harbor Drive to Intracoastal Waterway

- Widen sidewalks to nine feet on the east and westbound portions of the corridor
- Add sharrows to the outer travel lanes to support bicycle travel
- Between Harbor Drive and the Intracoastal Waterway, roadway enhancements, including additional parking, wider sidewalks and improved amenities and landscaping, was constructed as part of a CRA-led project. Further sidewalk widening or other enhancements would be a long-term project as redevelopment in the area continues to occur and if modifications are needed to respond to the additional development

Intracoastal Waterway to A1A

- Widen sidewalks to ten or 12 feet on the east and westbound portions of the corridor
- Between the Intracoastal Waterway and A1A, roadway enhancements, including additional parking, wider sidewalks and improved amenities and landscaping, was constructed as part of a CRA-led project. Further sidewalk widening or other enhancements would be a long-term project as redevelopment in the area continues to occur and if modifications are needed to respond to the additional development

Prioritized Action Item:

Coordinate with FDOT and the Broward MPO to program capital improvement projects to modify existing cross sections to be consistent with cross sections and to enhance pedestrian and bicyclist safety. Priorities, in order of importance, should be on lighting (crime prevention through environmental design (CPTED) strategies and dark sky technology), ADA compliance, enhanced landscaping and use of shade trees, sidewalk expansion, and intersection treatments. Prioritization should be on the segment between I-95 and Federal Highway/US 1, followed by areas west of I-95. East of Federal Highway/US 1, recent enhancement were constructed as part of a CRA-led project.

Action Item:

Modify crosswalks at key intersections, focusing on pedestrian emphasis streets (defined in Section 3) and the Atlantic Boulevard/Dixie Highway intersection, and improve existing enhanced crosswalks at Atlantic Boulevard/Federal Highway/US 1, to use stamped/painted pavement or brick features to bring attention to crosswalks and improve appearance.

Action Item:

Add the typical cross sections to the transportation element of the Comprehensive Plan and revise Chapter 100 (Streets and Sidewalks) of the City's Land Development Code to identify typical cross sections and pedestrian emphasis streets.

Action Item:

Explore and apply for funding sources to support transportation enhancements. The City should coordinate with Broward MPO for Transportation Alternatives funding and funding for pedestrian and bicycle connectivity to transit projects.

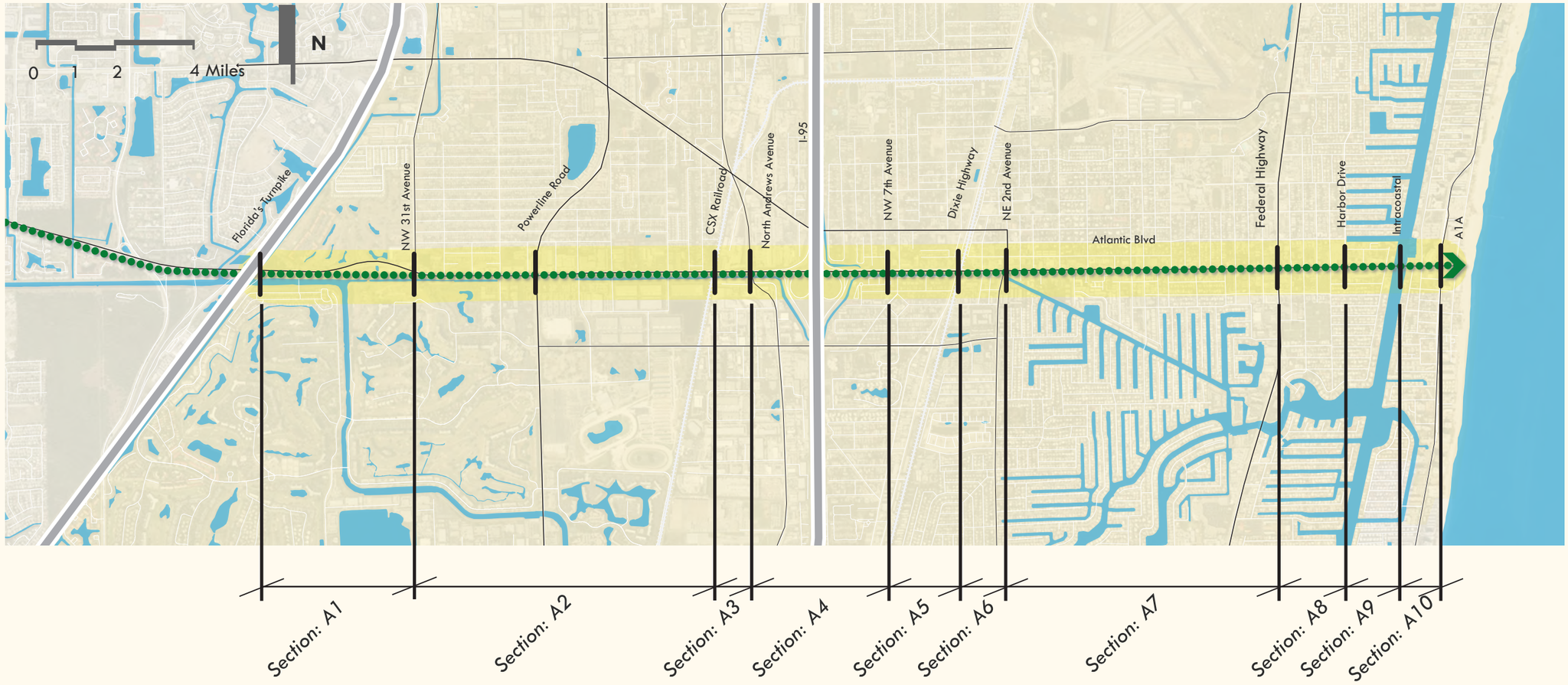
MAP-21 Transportation Alternative funds are eligible to use for the planning, design and construction costs of improvements. Eligible projects types are:

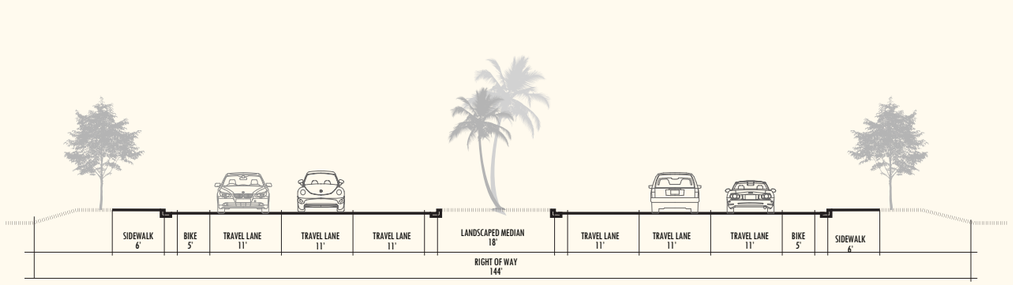
- **on-road and off-road trail facilities, sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming, lighting;**
- **safe routes for non-drivers, including children, older adults and individuals with disabilities;**
- use of abandoned railroad corridor for trails;
- turnouts, overlooks, and viewing areas;
- **inventory, control, or removal of outdoor advertising;**
- historic preservation and rehabilitation of historic transportation facilities;
- vegetation management in transportation right-of-way;
- archaeological activities; and
- **environmental mitigation to address stormwater management, control and water pollution prevention or abatement related to runoff.**

Bolded activities are identified as most relevant to the City of Pompano Beach and implementing recommendations identified in this Transformation Plan. For more information please visit: http://www.ta-clearinghouse.info/funding.

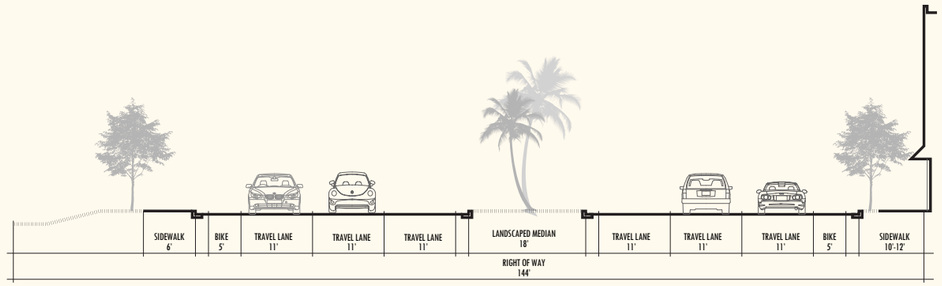
ATLANTIC BOULEVARD main street for commerce

Cross Sections





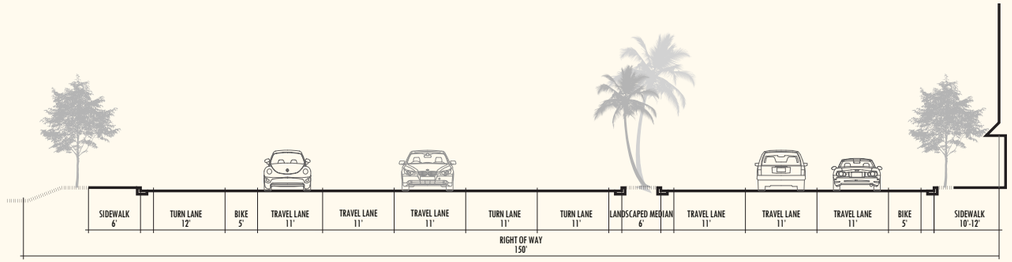
Section: A1 (Florida's Turnpike to NW 31st Avenue)



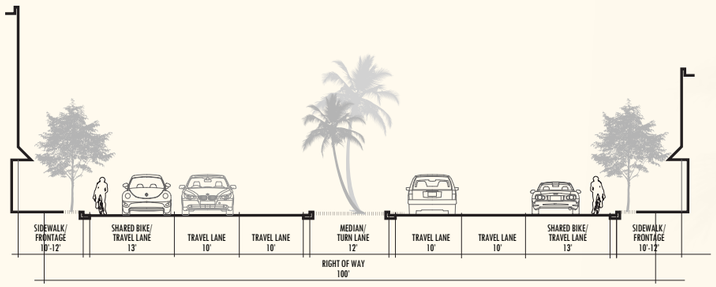
Section: A2 (NW 31st Avenue to CSX Railroad)

Recommended Implementation Actions

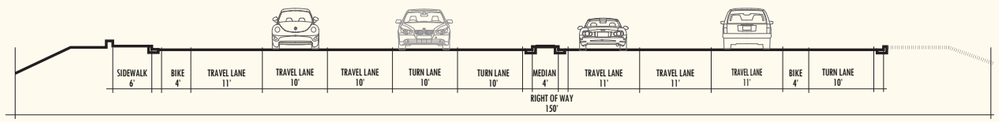
Cross Sections



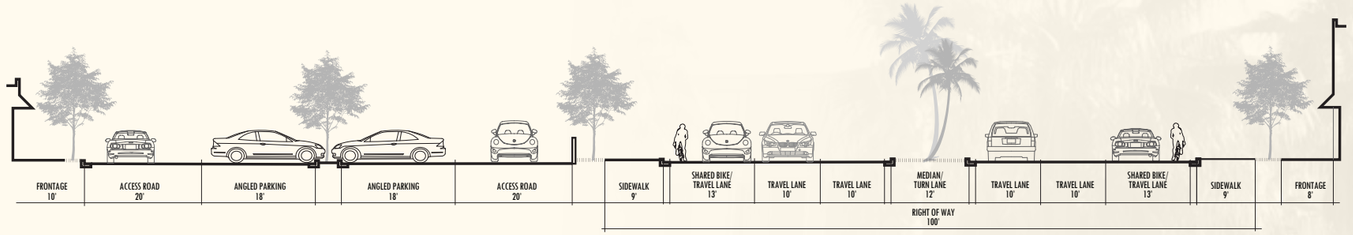
Section: A3 (CSX Railroad to North Andrews Avenue)



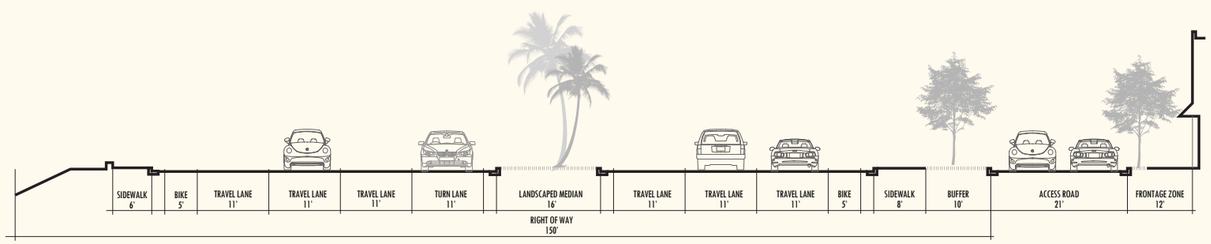
Section: A8 (Federal Highway to Harbor Drive)



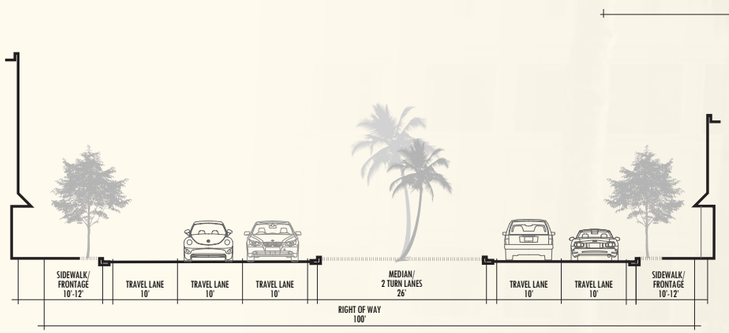
Section: A4 (North Andrews Avenue to NW 7th Avenue)



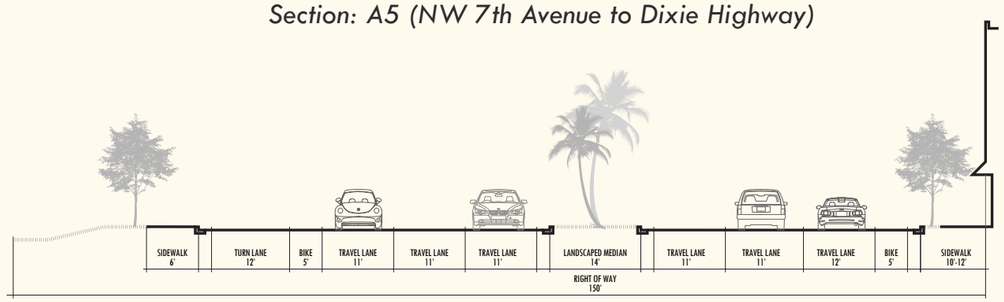
Section: A9 (Harbor Drive to Intracoastal)



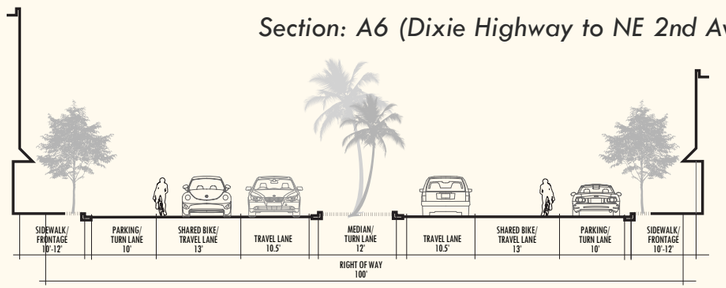
Section: A5 (NW 7th Avenue to Dixie Highway)

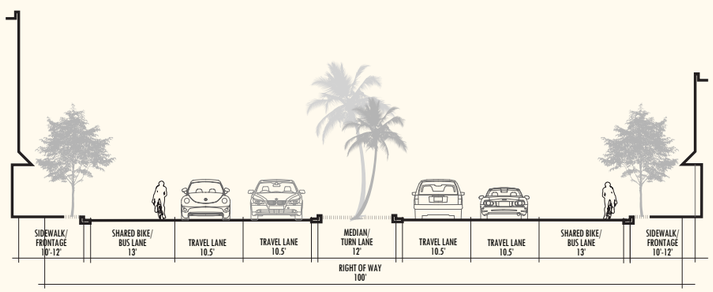


Section: A10 (Intracoastal to A1A)



Section: A6 (Dixie Highway to NE 2nd Avenue)





Section: A7 (NE 2nd Avenue to Federal Highway)

2. TRANSIT

The Atlantic Boulevard Corridor is served by Broward County Transit (BCT) Route 42, which operates between Coral Springs and A1A and also serves the bus transfer facility at Dixie Highway and Dr. Martin Luther King, Jr. Boulevard. Route 60 operates along Atlantic Boulevard between NW31st Avenue and NW 27th Avenue, and further east crosses Atlantic Boulevard at Dixie Highway. The City of Pompano Beach's Blue Route, part of the City's community bus program, serves the portion of Atlantic Boulevard between NW 6th Avenue and Dixie Highway. The Green Route serves the corridor between NW 6th Avenue and Pompano Beach Boulevard and the Red Route serves Palm Aire and nearby areas just south of Atlantic Boulevard. Each of these routes connect to the others and to BCT routes at the bus transfer facility.

Future transit enhancements planned for this corridor include premium rapid bus service and passenger rail service along the FEC Railroad, with a potential station located along Dixie Highway just north of Atlantic Boulevard (near the existing bus transfer facility). The MPO's 2035 Long Range Transportation Plan identifies the intersections of Powerline Road and Dixie Highway with Atlantic Boulevard as community mobility hubs. The Transformation Plan defines districts where increased density and intensity should be targeted at each of these locations; Pompano Tech at Powerline Road and the Downtown Pompano district at Dixie Highway. The district plans are consistent with and supportive of the Broward MPO's strategies for implementing mobility hubs, which focus on bicycle and pedestrian improvements, transit amenities to increase the convenience of transit use, and development patterns supportive of increased transit ridership. The Broward MPO provides funding for the development of mobility hubs, including necessary infrastructure improvements. The City should leverage its resources and work with the MPO and other transit partners on this program to realize the recommendations in this plan.

The City's community bus service provides much needed access to neighborhoods and parts of the City not covered by BCT. The City should continue ongoing evaluations of its community bus routes and increase service coverage and frequency as the demand for transit increases and development patterns transition to more transit-oriented and supportive forms. The City should also coordinate with Broward County Transit and the MPO on the addition of transit shelters and amenities at bus stops, focusing first on intersections with two or more routes intersecting (NW 31st Avenue, NW 27th Avenue, Powerline Road, Dixie Highway, Federal Highway/US 1, and A1A), at bus stops featuring the highest levels of ridership locations and within the Atlantic | Ocean, Downtown Pompano and Pompano Tech districts. The City should choose a shelter design that provides rider protection but also an aesthetic benefit to the community. The Broward MPO has allocated funding for a number of bus stops in the City to install shelters, through two stimulus grants and MPO funds.

Prioritized Action Item:

Coordinate with BCT and the Broward MPO to improve bicycle and pedestrian connectivity, focusing at locations where two or more transit routes meet (NW 31st Avenue, NW 27th Avenue, Powerline Road, Dixie Highway, Federal Highway/US 1, and A1A).

Action Item:

Increase densities and intensities with a pedestrian-oriented focus within the corridor's districts to create transit-ready and transit-supportive development.

Action Item:

Coordinate with the Broward MPO to secure funding and program capital improvement investments at MPO-defined mobility hubs.

Action Item:

Continue to monitor the City's community bus routes and expand service coverage and frequency to support local mobility and access, and as feeders into the larger transit system.

Action Item:

Enhance bus stop locations with shelters and amenities, such as benches, lighting, bicycle racks and real-time information, at high use stops, and coordinate with Broward County Transit and the Broward MPO to secure funding for these improvements.

FIGURE 35: EXAMPLE OF HOW PAINT EMPHASIZES BICYCLE LANES

3. PEDESTRIAN AND BICYCLE CONNECTIONS

Typical cross sections for the entire length of Atlantic Boulevard, broken down into ten segments, identify the location and size of sidewalks, bicycle lanes and frontage zones, where pedestrian amenities and opportunities for outdoor dining are ideal. Ensuring safe and convenient bicycle and pedestrian networks was paramount in developing the roadway typical sections. As the City's "main street", safe and convenient movement of people is a priority, for all modes of travel. While Section 1 focused on physical changes to cross sections, there are additional techniques that are critical to develop safe and convenient bicycle and pedestrian network that improves accessibility and the traveler experience. Below is an overview of these proposed enhancements.

FIGURE 36: USE OF CLEARLY MARKED CROSSWALKS ADD BOTH VISIBILITY TO THE PEDESTRIAN REALM AND ENHANCED THE CORRIDOR'S APPEARANCE (EAST ATLANTIC BOULEVARD, POMPANO BEACH)

- Install dark sky pedestrian lighting (lighting designed to minimize impacts to the sky, neighboring properties, and ecosystems) to improve safety and traveler experience.
- Improve crosswalks to be fully ADA compliant and use techniques such as stamped or painted pavement, brick features, or different textures to increase the visibility of pedestrians, provide more convenient and safe crossing locations and improve the general appearance of the corridor. Pedestrian countdown signals should be added where they are not present today.
- Other pedestrian improvements, such as brick features within sidewalks, benches and drinking fountains, the incorporation of landscaping with an emphasis on shade trees, and building designs with overhangs, awnings and arcades.
- Other bicycle-oriented improvements, such as the use of green paint on bicycle lanes, or at intersections and conflict zones as a more cost-

effective but safety-enhancing approach. Other strategies such as more prominent bicycle symbols and/or signage to emphasize the presence of bicycles.

• Designate preferred bicycle routes on parallel corridors and install signage to identify locations. These routes are typically well received by less-frequent bicyclists who may not feel comfortable bicycling on heavily traveled corridors like Atlantic Boulevard. East of I-95, the study area is fortunate to have a solid street grid that includes continuous parallel routes. NE 2nd and 4th Streets are good potential candidates, and each connects Downtown Pompano to areas east of Federal Highway/US 1.

• Designate pedestrian emphasis streets, or those streets that are important to move people through non-automobile means, as a tool to prioritize capital improvement projects for bicycle and pedestrian-oriented projects.

PEDESTRIAN EMPHASIS STREETS:

While called pedestrian emphasis streets, these roads also typically accommodate on-road bicycle travel because of lower automobile speeds and volumes. Marking them with sharrows and signs to create a bicycle route system and incorporating traffic calming techniques, thereby creating "bicycle boulevards", is important to creating an active transportation culture and provide mobility and access to jobs, goods and services through means other than by automobile.

• Designate streets that are important to move people through non-automobile means, namely walking and bicycling, and prioritize capital improvement projects to enhance the bicyclist and pedestrian experience. These streets provide key connections between residential neighborhoods and Atlantic Boulevard, as well as parallel streets, allowing for safe and convenient non-motorized forms of transportation to reach key destinations, shopping, dining or employment. Streets parallel to Atlantic Boulevard, particularly NE and SE 2nd Streets, have the potential to serve as alternative bicycle routes and signage should be included to identify these routes to cyclists as alternative to using Atlantic Boulevard. While some of these streets have existing sidewalks, the condition is typically less than ideal and there is a lack of pedestrian amenities, shade trees or adequate widths to support safe and convenient travel. Pedestrian and bicycle improvements should consist of some or all of the following treatments: enhanced sidewalks with lighting, shade trees and pedestrian amenities such as benches, on-road sharrows for bicycles, bulb outs or other traffic calming measures at intersections.

• Along the Atlantic Boulevard corridor, the following pedestrian emphasis streets are prioritized for implementation due to their role as: a) key access points to the corridor from surrounding neighborhoods, b) key locations for providing access to high activity destinations, or c) in proximity of schools, parks or other uses that generate pedestrian and bicycle activity.

  – NW 31st Street, north of Atlantic Boulevard
  – Powerline Road, north and south of Atlantic Boulevard
  – Andrews Avenue, north and south of Atlantic Boulevard
  – Dr. Martin Luther King, Jr. Boulevard/NE 3rd Street
  – NW/SW 1st Avenue, north and south of Atlantic Boulevard
  – Cypress Road/NE 2nd Avenue, north and south of Atlantic Boulevard
  – NE 4th Street, east of NE 5th Avenue
  – NE 2nd Street, east of NE 17th Avenue
  – SE 2nd Street between SE 17th Avenue and SE 25th Avenue
  – A1A, north and south of Atlantic Boulevard

Prioritized Action Item

Coordinate with FDOT and other partners to develop complete streets, prioritizing Atlantic Boulevard and strategic pedestrian emphasis streets, to support all modes of travel and encourage walking and bicycling.

Prioritized Action Item:

Coordinate with FDOT to leverage corridor improvement projects and achieve desired community outcomes for Atlantic Boulevard.

Action Item:

Use the list of pedestrian emphasis streets, coordinating with Broward County as needed, to program projects into the City's Capital Improvement Plan to dedicate funding to pedestrian and bicycle-oriented projects on these streets. Due to generally low traffic volumes, these are appropriate corridors for the use of bike lanes, sharrows and appropriate signage to identify that bicycles are sharing travel lanes with automobiles.

Pedestrian Emphasis Streets in the Atlantic Boulevard Corridor (Pompano Tech district and non-district areas):

- NW 31st Avenue, north of Atlantic Boulevard
- NW 27th Avenue, north and south of Atlantic Boulevard
- Powerline Road, north and south of Atlantic Boulevard
- NW 23rd Avenue/Walmart Drive, north and south of Atlantic Boulevard
- NW 21st Avenue/Premier Drive, north and south of Atlantic Boulevard
- NW 18th Avenue/Magner Drive, north and south of Atlantic Boulevard
- Building access road between Walmart Drive/NW 23rd Avenue and Premier Drive/NW 21st Avenue, south of Atlantic Boulevard
- SW 2nd Street between Premier Drive and Magner Drive, south of Atlantic Boulevard
- Andrews Avenue, north and south of Atlantic Boulevard
- SW 2nd Street, west of Andrews Avenue and south of Atlantic Boulevard
- NE/SE 11th Avenue, north and south of Atlantic Boulevard
- NE 4th Street, east of NE 5th Avenue
- NE 2nd Street between Riverside Drive and Pompano Beach Blvd.

ATLANTIC BOULEVARD main street for commerce

DOWNTOWN POMPANO DISTRICT

As part of the transportation assessment, the specific pedestrian and signage conditions were evaluated between I-95 and Cypress Road, centered on the Downtown Pompano district. Figure 37 identifies the specific locations for each type of recommendation, including:

Atlantic Boulevard and Dixie Highway intersection

- Replace existing pedestrians signals with countdown pedestrian signals
- Replace four detectable pads due to the worn condition of the existing ones
- Installation of detectable warning pads at pedestrian ramps

Atlantic Boulevard and NE/SE 1st Avenue intersection

- Install detectable warning pads on the NW, NE and SW corners
- Replace existing pedestrian signals with countdown pedestrian signals

Atlantic Boulevard and NE 2nd Avenue/Cypress Road

- Install/replace detectable warning pads on all four corners
- Replace existing pedestrian signals with countdown pedestrian signals

Atlantic Boulevard and I-95

- Install sidewalks and ramps
- Install crosswalks and detectable warning pads
- Removal of single post signs at the following locations to help with the reduction of sign clutter:
  - Eastbound 814 sign just east of Cypress Road
  - Lane Ends Merge Left sign on eastbound Atlantic Boulevard east of Cypress Road
  - Westbound 814 sign just west of NE 4th Avenue
  - Do Not Stop on Tracks sign on westbound Atlantic Boulevard just east of FEC tracks/Dixie Highway

Action Item

Seek funding to implement bicycle and pedestrian improvement projects, and remove recommended signage near the Atlantic Boulevard intersection/ Dixie Highway intersection, into the City's Capital Improvements Program, coordinating with the Broward MPO as needed.

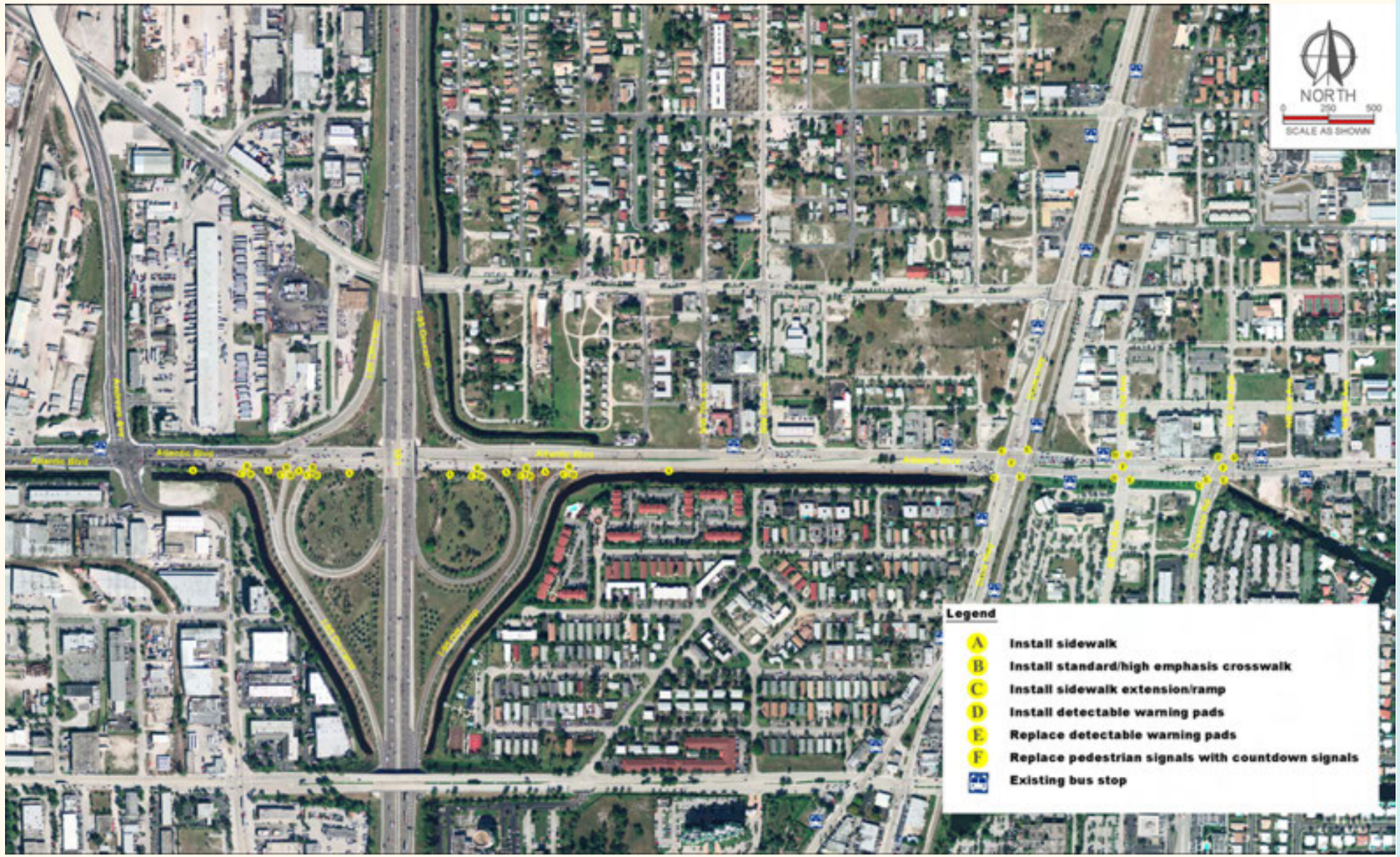


FIGURE 37: SIDEWALK, CROSSWALK AND DETECTABLE WARNING PAD RECOMMENDATIONS

Pedestrian Emphasis Streets in the Downtown Pompano district:

- Dr. Martin Luther King, Jr. Boulevard/NE 3rd Street
- Flagler Avenue, north of Atlantic Boulevard
- NW/SW 1st Avenue, north and south of Atlantic Boulevard
- Cypress Road/NE 2nd Avenue, north and south of Atlantic Boulevard
- NE/SE 5th Avenue, north and south of Atlantic Boulevard
- NE 6th Avenue, south of Atlantic Boulevard

Recommended Implementation Actions

ATLANTIC | OCEAN DISTRICT

A pedestrian facility analysis also was performed for the Atlantic | Ocean district. Most of the recommendations are clustered on NE 2nd Street, SE 1st Street and SE 2nd Street. Figure 38 identifies specific locations for each type of recommendation, including:

- Installation of new sidewalks and improve existing sidewalks completing gaps
- Installation of new crosswalks and restriping of those with worn paint
- Installation of crosswalk ramps and detectable warning pads

Pedestrian Emphasis Streets in the Atlantic | Ocean District:

- NE 2nd Street, east of NE 17th Avenue
- NE/SE 19th Avenue, north and south of Atlantic Boulevard
- SE 2nd Street between SE 17th Avenue and SE 25th Avenue
- NE/SE 25th Avenue, north and south of Atlantic Boulevard
- Harbor Drive, north of Atlantic Boulevard
- SE 28th Avenue, south of Atlantic Boulevard
- Riverside Drive, north and south of Atlantic Boulevard
- A1A, north and south of Atlantic Boulevard
- Pompano Beach Blvd./Briny Avenue, north and south of Atlantic Boulevard
- SE 2nd Street between Hibiscus Avenue and Briny Avenue
- SE 4th Street between Hibiscus Avenue and Briny Avenue
- NE 2nd Street between Riverside Drive and Pompano Beach Boulevard

FIGURE 38: SIDEWALK, CROSSWALK AND DETECTABLE WARNING PAD RECOMMENDATIONS

Action Item

Seek funding to implement bicycle and pedestrian improvement projects into the City's Capital Improvements Program, coordinating with the Broward MPO as needed.

Policy and Regulatory Guidance

This section focuses on policy and regulatory modifications to support and encourage private property owners and investors to locate or expand their businesses or to create new housing and non-residential building options. It is critical that changes make appropriate development "easier" for applicants and create incentives for the types of redevelopment and economic expansion sought after for the Atlantic Boulevard corridor.

Branding is a critical component to this plan and should involve the use of branding experts. It is recommended that the City work with a media relations firm and branding experts to finalize design schemes and marketing efforts for the corridor and districts.

1. BRANDING

Atlantic Boulevard is the City's main street and is the geographic, historic, and civic center of the City. The corridor provides access to all areas of the City, from Florida's Turnpike to the Atlantic Ocean. Atlantic Boulevard serves as a commerce corridor in the broadest definition of the term commerce. At the west end, it provides access to big box, regional level retail and commercial and entertainment uses. In the center, near Dixie Highway, the corridor is the historic, civic and cultural downtown, where City Hall is found. Further east, the corridor transitions to a beach village with businesses and goods supporting the waterfront.

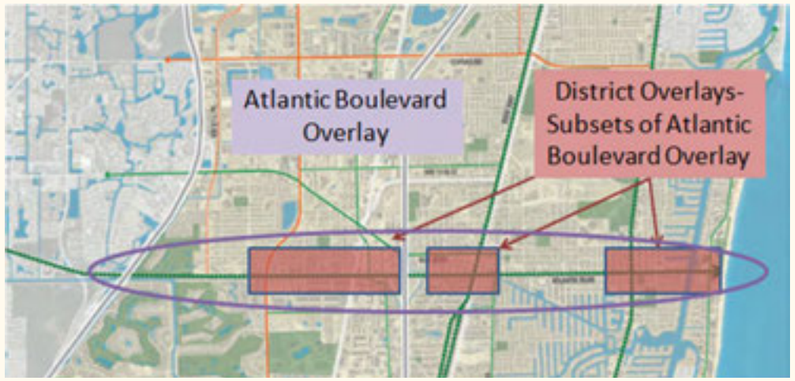


FIGURE 39: PROPOSED ATLANTIC BOULEVARD OVERLAY

The CRA has emphasized a new built form in the Atlantic | Ocean district and the City of Pompano Beach has implemented the Atlantic Boulevard Overlay District (AOD). Many of the design features in the AOD overlay correspond to desired community outcomes which focus on Atlantic Boulevard as the

Atlantic Boulevard is the City's main street and is the geographic, historic, and civic center of the City. The corridor provides access to all areas of the City, from Florida's Turnpike to the Atlantic Ocean. At the west end, it provides access to big box, regional level retail and commercial and entertainment uses. In the center, near Dixie Highway, the corridor is the historic, civic and cultural downtown, where City Hall and the cultural campus is located. At the eastern end, the corridor has a beach village character with businesses and goods supporting the waterfront and neighborhoods.

City's main street. Design elements should incorporate standards from the three architectural subsets, with an emphasis toward more modern elements of the tropical contemporary and nautical modern architectural subsets west of I-95t. Modern design elements will complement the expansion of high tech and green technology oriented office uses. These design concepts should guide the development of the Atlantic Boulevard Overlay in the Zoning Code (further discussed in Section 3). The purpose of the overlay is to lay out the general framework for streetscaping, landscaping, street furniture, lighting and other common development standards, with appropriate modifications made to the zoning code and land development regulations to support implementation. The corridor-wide Overlay should focus on the following design elements:

PEDESTRIAN ZONE AND AMENITIES

As Pompano Beach's main street, a multi-modal network is critical to efficiently move people, whether by foot, bicycle or automobile, to access goods and services, educational and recreational opportunities, and places of employment. These networks need to be supported by amenities that provide safety and comfort and create the type of environments that people want to be in. The pedestrian zone should be sufficiently wide to accommodate high levels of pedestrian through-traffic, benches, lighting fixtures, signage, trash receptacles, public art, bus shelters, bicycle racks and landscaping/ streetscaping features. Frontage zones, as shown on the cross sections, are areas to cluster such amenities and provide outdoor dining space. Pedestrian-scale lighting, using dark sky technology, should be used to provide for well-lit pedestrian environments that enhance both the pedestrian experience and safety. Improvements should adhere to crime prevention through environmental design (CPTED) strategies. Awnings and arcades should be incorporated in building designs, particularly in areas featuring outdoor seating, to provide refuge from rain as well as direct sunlight.

FIGURE 40: LIGHTING ORIENTED TOWARD THE PEDESTRIAN ZONE

BUILDING FORM

The Zoning Code overlay should include modified dimensional and setback requirements, superseding existing zoning standards, to achieve the desired urban form along the corridor. Reduced minimum setbacks and the establishment of maximum setbacks should be used as tools to guide the built form.

MATERIALS

Materials in the corridor should highlight the main street theme of Atlantic Boulevard, with each of the districts serving as focal points within the corridor. Material designs in this corridor should focus on light and modern designs and embrace the nautical theme, particularly in the eastern half of the corridor. Design themes from the Atlantic Overlay District (AOD) and Downtown Pompano Transit Oriented Corridor (DPTOC) should influence the style of materials corridor wide. Benches should incorporate simple designs with clean lines, with other amenities such as trash receptacles, posts, and bicycle racks. The color palette should emphasis light colors and pastels with accent colors incorporated. Public art should focus on the key themes of the corridor, emphasizing the main street, and be focused at gateway locations and along East Atlantic Boulevard.

Downtown Pompano is characterized by its civic and institutional heart at Atlantic Boulevard and Dixie Highway. It links the northwest quadrant near Dr. Martin Luther King, Jr. Boulevard, with Old Pompano in the northeast quadrant, to City hall and the new cultural center, library and park at the southeast quadrant.

The ***Atlantic | Ocean*** district spans from west of Federal Highway/US 1 to the Atlantic Ocean. It is the beach village section of the corridor, where restaurants and shops support the neighboring communities and visitors of the City's premier waterfront.

FIGURE 41: EXAMPLE OF STREET FURNISHINGS ENVISIONED ALONG ATLANTIC BOULEVARD

East Atlantic

As the City's "main street", significant investments to enhance the pedestrian experience increase the vitality of the area and provide a key connection between the City's downtown and beach areas. Redevelopment and wide pedestrian zones will foster new street cafes to open and new shops serving both visitors as well as nearby residents. Facade improvements and additional landscaping help to improve the appearance of buildings and create visually appealing streetscapes. The addition of on-street parking, shared parking facilities and shared stormwater has supported redevelopment efforts by allowing for more redevelopment space on each site. The City's focus on creating a green corridor and sustainable development has created a model for the City and larger region. (View: Looking northeast on Atlantic Boulevard just west of Federal Highway/US 1)

LANDSCAPING

Landscaping should focus on Florida-native plants and trees and incorporate shade trees to support pedestrian comfort. Palm trees and bright plants should be incorporated to elevate the corridor's role as a main access point to the beach. Frontage/pedestrian zones and bulb outs should include vegetation and trees to add improve pedestrian comfort and the appeal of the corridor.

SIGNAGE

Incorporate banner signage to light poles using an Atlantic Boulevard "main street" logo and design. These banner locations can be used to advertise upcoming community events, such as greenmarkets, holiday events and other community events.

PUBLIC ART

Public art should be incorporated to the overall design theme for Atlantic Boulevard, focusing on gateway locations, at the proposed civic campus near City Hall, and at major intersections with cross-city travel, including Powerline Road, Andrews Avenue, Dixie Highway, Federal Highway/US 1, A1A and also at Pompano Beach Boulevard.

FIGURE 42: PUBLIC ART SHOULD CAPTURE THE THEME OF THE CORRIDOR

It is also important to recognize the entrance into Pompano Beach, from Florida's Turnpike via NW 31st Avenue. This access to the City provides gateway and welcoming opportunities, geared toward both residents and visitors as well as freight trips coming into the City via truck. Large-scale public art and "welcome to Pompano Beach" signage is appropriate, as well as enhanced landscaping. Additional "gateway" locations where public art should be emphasized are included in the district sections. Art work should incorporate the large industrial presence in this area, such as a mechanical or manufacturing oriented moving sculpture, emphasizing the City's dedication to expanding its role as the regional leader of industrial uses, including green technology and research and development. Signage should also clearly direct people to the different districts within the City, and at Dr. Martin Luther King Jr., Boulevard emphasize the educational corridor concept, a collaboration between municipalities to link education facilities with a single bus route between Pompano Beach and Coral Springs along Dr. Martin Luther King, Jr. Boulevard, Coconut Creek Parkway, State Road 7 and Sample Road.

The ***Pompano Tech*** district reflects the potential for green- or technology based businesses near Andrews Avenue. Andrews Avenue is being reconfigured and it provides entry to the City's large industrial area. With access and visibility to I-95, the area is attractive for office space that can be used for front- or back-office support for the various manufacturing, warehouse and logistics businesses nearby.

Prioritized Action Item

Adopt Atlantic Boulevard framework policies into the Comprehensive Plan that identify built form, design and streetscaping guidelines for the corridor, in support of the Atlantic Boulevard Overlay to be adopted in the Zoning Code.

Prioritized Action Item

Coordinate with CRA staff in development of specific design and streetscaping standards, incorporating AOD and Downtown Pompano Transit Oriented Corridor (DPTOC) standards where appropriate.

Action Item

Adopt specific design standards, materials, color palettes and placement guidelines into the Zoning Code as part of an Atlantic Boulevard Overlay.

2. COMPREHENSIVE PLAN

As identified in the Citywide Framework, each of the corridors include districts, made up of urban centers, that are intended to serve as focal points of redevelopment activities. The general land use principle for the corridor focuses the highest intensity development in districts, thereby concentrating market demand and associated public resources to create desired walkable and active places. This structure is intended to create areas with increased densities and intensities supportive of significant investments in infrastructure, premium transit, and vibrant pedestrian oriented areas that limit the need for automobile use. A residential and non-residential supply and demand analysis as well a vacant and redevelopment analysis were performed and guided the identification of development targets (see Appendix A).

Completion of a residential and non-residential supply and demand analysis as well a vacant and redevelopment analysis has guided the identification of development targets. The level of projected demand for residential and non-residential uses through 2035 support the clustering of redevelopment activities into the districts to allow for active places that will support economic development, transit service and walkability goals for the corridor. Without concentrating development into these districts, new development may occur too sporadically along the corridor to reach a "critical mass" that supports transit use and sustains walkable, active environments. For each district, an evaluation of existing development, that is anticipated to remain, was performed using Broward County Property Appraiser data on a residential unit and non-residential square foot basis for parcels that are a focus of redevelopment within the district. Next, those parcels classified as "redevelopable" based on the vacant and redevelopment analysis (included in the appendix) were assessed for existing development, in order to determine a net increase in new development. Subtracting the existing development on "redevelopable" parcels from the total programmatic targets provides the level of **net new development**. Finally, adding the net new development to existing development on all parcels in the focal area provides us with the "build out" development levels for this area.

Comprehensive Plan policy modifications and additions are recommended to incorporate the desired community outcomes for each of the corridors into the future land use, housing, transportation and other elements as appropriate. Desired community outcomes for the western half of the corridor, generally west of I-95, focus on improving existing strip shopping centers and big box facilities by lining these centers with new development near the street and improving pedestrian and bicycle access, capitalizing on the solid base of industrial uses and expanding Class A office space emphasizing green technology and high tech industries, as well as adding additional housing opportunities, generally multi-family residential and mixed use building. To the east, the community desired outcomes focus on elevating Atlantic Boulevard as the City's "main street", improving sidewalk and bicycle networks to promote an active corridor, development of cafes with outdoor seating, elevating the cultural and recreational uses to create a regional draw, and the development of a truly green corridor through the use of bio swales, permeable pavements, green roofs and landscaping features.

The future land use designations for most parcels along Atlantic Boulevard corridor is commercial, which allows for a number of uses, including residential. There is a concentration of industrial uses between Andrews Avenue and I-95, and the DPTOC immediately east of I-95. The commercial category allows the mixing of non-retail non-residential uses as well as residential uses, relying on available flexibility/bonus units to establish new dwelling units. Future land use map designation changes are focused on the districts; however, development consistent with the desired community outcomes outside of the districts, such as introducing mixed uses, should not be precluded. To achieve the desired urban form and reuse of buildings, the Atlantic Boulevard Overlay is recommended for adoption into the Zoning Code. Redevelopment activities with smaller amounts of residential units can be done without a future land use map designation change in many cases, due to the allowance of residential units in commercial designated areas, and may utilize the City's flex units.

Action Item

Adopt Atlantic Boulevard framework policies into the Comprehensive Plan that addresses land use principles, building form, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

Pompano Tech (Atlantic Boulevard)

With easy access to and visibility from I-95, the area around Andrews Avenue and Atlantic Boulevard is transformed with a clustering of Class A office space, focusing on green and high tech industries and office space supporting the industrial uses clustered just to the northwest. The area capitalizes on and expands opportunities from the existing base of industrial uses, such as transportation, logistics and manufacturing, and furthering Pompano Beach's position as a Southeast Florida leader for these industries. On the east (left) side you can see the existing Pompano Beach Farmer's Market. With additional investment, this market can grow and become an livelier and more vibrant economic engine for the City. (View: Looking south on Andrews Avenue toward Atlantic Boulevard)

DOWNTOWN POMPANO DISTRICT

Due to the recent adoption of the DPTOC future land use designation in the area centered on Dr. Martin Luther King, Jr. Boulevard and Old Pompano, no future land use designation changes are proposed for the Downtown Pompano district. The desired community outcomes included in this plan are consistent with and in support of the DPTOC goals and the creation of a transit-oriented district. Building form, lighting, streetscaping, parking and other standards are consistent with the DPTOC zoning regulations.

Programmatic targets, or the total new development (based on the supply and demand analyses), were developed for the Downtown Pompano district. Programmatic targets for the Downtown Pompano district are:

- Residential: 1,000 units
- Non-Residential: 1,525,000 square feet
  - Retail: 1,100,000 square feet
  - Office: 425,000 square feet

The following table provides a summary of the development figures for the Downtown Pompano district.

	Residential Units	Non-Residential Square Feet
Programmatic Targets	1,000	1,525,000
Existing Development	234	863,143
Existing Development on "Redevelopable" Parcels	16	52,885
"Net New" Development	864	1,257,115
Total "Build Out" Development	**1,864**	**2,782,115**

Action Item

Adopt Downtown Pompano district framework policies into the Comprehensive Plan that addresses land use principles, built form, development targets, economic development goals consistent with the DPTOC, and branding (discussed in Section 1).

ATLANTIC | OCEAN DISTRICT

The AOD, included in the existing Zoning Code, provides the form and design standards that are consistent with the desired community outcomes include in this plan. In terms of future land uses, a map designation change to Local Activity Center (LAC) is recommended to accommodate the substantial increase in residential, retail and office development proposed by this plan. Programmatic targets for the Atlantic | Ocean district are:

- Residential: 880 units
- Non-Residential: 1,310,000 square feet
  - Retail: 1,000,000 square feet
  - Office: 310,000 square feet

The following table provides a summary of the development figures for the Downtown Pompano district.

	Residential Units	Non-Residential Square Feet
Programmatic Targets	880	1,310,000
Existing Development	872	1,097,157
Existing Development on "Redevelopable" Parcels	106	305,167
"Net New" Development	774	1,004,833
Total "Build Out" Development	**1,646**	**2,101,990**

FIGURE 43: ATLANTIC | OCEAN FUTURE LAND USE MAP

District framework Comprehensive Plan policies should focus on guiding development principles including:

- Gateway features at Atlantic Boulevard and Federal Highway/US 1, incorporating public art and commercial mixed use buildings
- Installation of public art along the corridor and in public spaces
- Retail frontage along Atlantic Boulevard with active public frontage
- Residential development within walking distance of Atlantic Boulevard
- Commercial mixed use development along Federal Highway to support surrounding residential areas
- Commercial mixed use development near the beach focused on shopping and restaurants
- Transition residential units to small commercial mixed uses for gallery, studio and office space along the north side of SE 1st Court
- Designate pedestrian emphasis streets to support walking and bicycling through the district and connecting to transit
- Rear access to parking from local streets
- Discourage additional residential density exceeding current levels on the barrier island to maintain consistency with the Comprehensive Plan policy that discourages land use amendments that increase residential density on the barrier island

Action Item

Modify the future land use map designation to LAC on parcels identified in Figure 43.

Action Item

Adopt Atlantic | Ocean district framework policies into the Comprehensive Plan that addresses land use principles, built form, development targets, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

POMPANO TECH DISTRICT

Within the Pompano Tech district, there are specific targeted future land use map designation changes to allow for an expansion of Class A office space. The targeted location is the area to be impacted by the reconstruction of Andrews Avenue south of Atlantic Boulevard, with a proposed future land use map designation change from Industrial to Commercial. To address potential legal challenges from property owners, the City should proactively reach out to landowners to explain this plan and proposed changes to their specific, site, discuss the property value benefits from the proposed redevelopment activities, in this case preference for approximately ten story Class A office development, and emphasize that land use changes are being structured such that existing uses will not become non-conforming, as the existing allowable uses will be maintained as an allowable use in addition to the new uses allowable under the proposed changes (for both future land use and zoning designations).

To achieve the relatively small increase in the number of residential units, The City should support the use of flex units or targeted future land use map changes to Medium High residential or Residential Mixed Use, concentrated north of Atlantic Boulevard between NW 31st Avenue and NW 18th Avenue. Generally, the form and use changes envisioned for the district are consistent, in terms of allowable densities, intensities and uses, with the existing development pattern and Comprehensive Plan guidance. Building form and design changes needed to realize the desired community outcomes will be specified in the Pompano Tech subset of the Atlantic Boulevard Overlay proposed for the Zoning Code and policy support adopted into the Comprehensive Plan. Programmatic targets for the Pompano Tech district are:

- Residential: 200 units
- Non-Residential: 1,088,000 square feet
  - Retail: 380,000 square feet
  - Office: 490,000 square feet
  - Industrial: 218,000 square feet

The following table provides a summary of the development figures for the Pompano Tech district.

	Residential Units	Non-Residential Square Feet
Programmatic Targets	200	1,088,000
Existing Development	39	1,818,418
Existing Development on "Redevelopable" Parcels	1	266,607
"Net New" Development	199	821,393
Total "Build Out" Development	**238**	**2,639,811**

District framework Comprehensive Plan policies should focus on guiding development principles including:

- Development of Class A office space on Andrews Avenue south of Atlantic Boulevard
- Commercial mixed use and retail development fronting Atlantic Boulevard and Powerline Road
- Retrofit existing shopping centers by lining them with additional uses at the street front
- Allowing additional industrial space, focusing on green technologies and research and development
- Encouraging additional multifamily and residential mixed use development, focused north of Atlantic Boulevard

Action Item

Modify the future land use designation from Industrial to Commercial along Andrews Avenue south of Atlantic Boulevard to support the development of mid-rise Class A office space.

Action Item

Adopt Pompano Tech framework policies into the Comprehensive Plan that addresses land use principles, built form, development targets, economic development goals discussed in this implementation section, and branding (discussed in Section 1).

3. LAND DEVELOPMENT REGULATIONS

The City should develop and adopt an Atlantic Boulevard Overlay zoning designation to support and provide incentives for the preferred urban form in the corridor and development of mixed use buildings. Standards supportive of reduced setbacks, and development setback maximums, to address the pedestrian and street realm and de-emphasize relationship to the automobile should be developed. Site design standards that require parking to be located in the rear or at the sides of buildings, or at a minimum limit the allowable amount of parking between the sidewalk and building to one row should be defined. Areas within the AOD and DPTOC should adhere to existing standards included in the Zoning Code. Principles of the AOD should be used for the section of Atlantic Boulevard between the Downtown Pompano and Atlantic | Ocean districts.

A district overlay should be developed for the Pompano Tech district specifying development standards, streetscaping and architectural standards, including street furniture, lighting design, public art, color palette, design principles consistent with the Atlantic Boulevard branding theme. An emphasis should be placed form modifications, including the retrofitting of existing strip commercial centers and new development built to the sidewalk with rear or side oriented parking, transitioning to pedestrian friendly site design that provides access to transit.

In addition to these Zoning guideline recommendations, specific parcel level recommendations are:

- A rezoning from I-1X to B-3 to support the development of Class A office space along Andrews Avenue south of Atlantic Boulevard.
- A rezoning from RS-4 to RM-20 to support residential mixed-use and/or multifamily residential along portions of Atlantic Boulevard and NW 2nd Street, west of Powerline Road.

Vignettes have been developed to illustrate how building forms can evolve to a form supportive of the redevelopment goals identified as Atlantic Boulevard's desired community outcomes. The vignettes are useful to guide building placement on a site, the location of parking (with an emphasis on parking behind the building), and site access points. Note that the vignettes do not reflect the full landscaping requirements to be met. Targeted building heights are included to foster pedestrian friendly environments and allocate anticipated development demand along the corridors, focused within districts. The specific heights are not intended to be the maximum allowable, as it is recognized that higher buildings will likely be developed, and in some areas near transit or key activity sites desired, particularly near the Atlantic Boulevard and Federal Highway intersection and portions of the Downtown Pompano Beach and Atlantic | Ocean districts. Vignettes for examples of potential redevelopment, site access and parking along the eastern half of Atlantic Boulevard include:

1. Redevelopment within deep blocks

   A. Two to three story commercial mixed use building oriented toward the street

   B. Surface/structured parking located behind the buildings, with appropriate facades to address residential areas

   C. Rear parking access from local streets to minimize driveway access along Atlantic Boulevard

2. Infill block redevelopment with single-family residential units behind

   A. One to two story retail buildings oriented toward along Atlantic Boulevard and side streets

   B. Parking located behind the building, with acquisition of vacant single-family lots to provide additional parking

   C. Alley provides access to rear parking

FIGURE 44: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON ATLANTIC BOULEVARD BETWEEN NE 11TH AND NE 13TH AVENUES

FIGURE 45: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON ATLANTIC BOULEVARD BETWEEN NE 18TH AND NE 19TH AVENUES

3. Redevelopment on shallow lots

   A. One to two story retail development fronting Atlantic Boulevard

   B. Rear parking accessible from existing local streets

   C. Right-in/right-out access to parking from Atlantic Boulevard due to long block widths

Action Item

Develop and adopt an Atlantic Boulevard Overlay in the Zoning Code, using the specifications laid out in the branding and land development

FIGURE 46: POTENTIAL SITE ACCESS AND PARKING CONFIGURATION FOR REDEVELOPMENT ON ATLANTIC BOULEVARD BETWEEN SE 13TH AND SE 15TH AVENUES

regulation sections of this plan, to support the main street theme and include district overlays as subsets of the corridor overlay.

Action Item

Include vignettes into the Zoning Code (Atlantic Boulevard Overlay section) to provide direction to the private sector as how to design and orient developments. These vignettes can be used by staff during site review meetings to determine whether a site is laid out consistent with the preferred development form.

Action Item

Modify the zoning designation from I-1 to B-3 along Andrews Avenue south of Atlantic Boulevard to support the development of mid-rise Class A office space.

Action Item

Modify the zoning designation from RS-4 to RM-20 along portions of Atlantic Boulevard and NW 2nd Street, west of Powerline Road, to support residential mixed-use and/or multifamily residential development.

4. PROGRAMS

This plan has been designed to use incentives wherever possible to encourage the private sector to make choices in keeping with the desired community outcomes for Atlantic Boulevard. A city program working with the businesses to provide on-site improvements, such as façade improvements, painting of murals, installation of awnings or other visually aesthetic items, should be pursued, potentially with small grants or business tax relief in the year of the improvements. Another incentive would entail the City sharing the expertise of staff/City consultants to design and install improvements. Maintaining the improvements over time becomes a code compliance issue, if a business does not maintain the visual attractiveness of its sites.

To accommodate building reuse, the City should develop an incentive program. Incentive policies that include administrative and technical priority assistance as well as exceptions to and waivers of development regulations including concurrent reviews of site, civil and building plans; use of the International Existing Building Code (a model building code developed by the International Code Council and are the basis for most buildings codes across the country) to provide relief from strict code provisions; dismissal of formal plan submittal process for a change of occupancy; permission for building vacancy for up to three years without need for a new Certificate of Occupancy; reduction in the number of required parking spaces; and allowance of existing driveways to remain without modification unless on an arterial or collector street.

Action Item

Develop an Adaptive Reuse program offers several policies to accommodate building re-use. Incentives are offered depending on a building's eligibility determined by how the modifications will comply with community desired outcomes (form, uses, design, etc.).

Action Item

Develop a parcel consolidation strategy in key redevelopment locations in the East Atlantic Boulevard corridor to address shallow lots:

- Coordinate with landowners to consolidate parcels and aggregate lots for redevelopment in areas with narrow lot widths, and
- Prevent lots under single ownership from being divided at strategic redevelopment locations.

Action Item

Target specialty foods, organic markets and other niche retailers along East Atlantic Boulevard that will enhance the quality of life residents and stimulate the interests of businesses and patrons from outside the City.

Action Item

Coordinate with the CRA for funding infrastructure and facade improvements for businesses located within the two CRA jurisdictions.

Action Item

Business improvement districts or other types of special districts should be explored and implemented as funding mechanisms, particularly for the Pompano Tech district. An improvement district is generally structured and funded as follows:

- District Programs: Aesthetic improvements, fund marketing projects, sponsor special events, streetscape improvements, capital improvements, collect and distribute economic development funding and/or research, facilitate access to parking, foster new business relationships and partners with national, state and local organizations
- Approved by a ballot election of all affected property owners
- Funding for the district is through assessments on all properties in the district

Infrastructure Enhancements

This section focuses on parking and stormwater recommendations. These two infrastructure elements require the most emphasis to support the desired redevelopment and economic development goals. Potable water and wastewater systems appear to have the necessary capacity to support the desired outcomes. The recommendations include the use of shared stormwater facilities and parking requirements modifications to support redevelopment activities and increase the amount of available land on parcels for development purposes. As a means to both improve the corridor's appearance and minimize outages due to storms, the City should underground utility lines where feasible, particularly within districts and along East Atlantic Boulevard between the Downtown Pompano and Atlantic | Ocean districts.

1. PARKING

The city has an in lieu of parking fee provision that allows developers to contribute to a general fund in some cases instead of locating all of the required parking on-site. Through an additional process, the use of shared parking may be allowed but is not currently encouraged or incentivized. In districts with higher levels of redevelopment recommended and limited space, east of I-95, parking master plan are recommended that will address the need for, and location of, future shared parking facilities to support future development. At the corridor level, parking modifications should be emphasized in higher density and intensity redevelopment projects, emphasizing:

Allow shared parking by right, focused on areas with a concentration of mixed-use developments and within districts.

- Modify Reduced Parking Requirements section to include automatic reduced rates, up to 15%, for mixed-use development and neighborhood-serving development that will capture a higher number of trips from walking, bicycling or transit and up to 20% **within districts**. This reduction is consistent with the DPTOC, which allows for parking rates of 80 percent of requirements specific in Table 155.5102.D1, Minimum Number of Off-Street Parking Spaces.

- **Within districts,** Modify 155.5102.F which does not allow on-street parking to be used to satisfy parking requirements (except as part of an alternative parking plan) to allow for on-street parking and shared parking spaces within one-eighth of a mile to be applied toward a portion of the parking requirement to allow for additional lot coverage and therefore incentivizing redevelopment activities.

The City should develop parking master plans for the Downtown Pompano and Atlantic | Ocean districts, supported by new development and redevelopment within its coverage boundary. The master plan should specify:

- Reduced parking rate requirements within the district of up to 20 percent (an increase of the 15 percent currently allowed for developments near transit, that use various transportation demand management (TDM) strategies, etc.)
- Introduction of parking maximums, to limit the prevalence of surface parking in the district
- Construction of shared parking lots and/or structures as development targets are reached
- Potential sites for shared parking lots and/or structures are identified on the district maps included in the desired community outcomes section
  - Modify parking in lieu fee requirements to allocate funding from projects within each district to fund shared parking facilities within that particular district, while maintaining the ability to use funds collected outside of districts for prioritized projects within a district
- Reduce on-street parking stall locations to the following specifications:
  - 8' X 22' on-street parking stalls when parking space is adjacent to a travel lane
  - 7' X 22', plus a three foot door zone, when on-street parking space is adjacent to a bicycle lane
- Reduce parking stall width requirements from 10 to nine feet for residential, institutional, and commercial uses (Zoning Code Table 155.5102.I.1)

Action Item

Amend the parking code to allow for modified parking requirements at mixed-use development and redevelopment sites with limited land available for parking.

Action Item:

Adopt parking master plans for the Downtown Pompano and Atlantic | Ocean districts.

Action Item

Coordinate with the CRA on preferred locations for shared parking facilities and funding in areas within the jurisdiction of the two CRAs.

2. STORMWATER

In order to accommodate redevelopment and minimize the amount of space needed on individual parcels to accommodate stormwater, the City should repurpose existing stormwater management systems to incorporate shared use facilities and employ low impact design and green infrastructure.

East Atlantic Boulevard between the Downtown Pompano and Atlantic|Ocean districts is appropriate to create a green corridor and the City should prioritize its resources for the corridor to achieve this result, using bio swales, permeable pavements, and green roofs. Enhancing and enlarging the landscaped areas will help meet stormwater treatment and retention requirements. Enhancing and enlarging the landscaped areas will help meet stormwater treatment and retention requirements. As the City's connection to two key districts, a green emphasis will showcase the City's commitment to sustainable living. The City should seek out grant funding for demonstration or pilot projects, including electric charging stations or low-impact development techniques, for example, and initiate infrastructure improvements needed to support the two districts. The City should begin the process of creating shared stormwater infrastructure to support increased intensity development in the Downtown Pompano and Atlantic | Ocean districts.

Below is a summary of stormwater basins in the Atlantic Boulevard corridor, with specific potential locations for shared use ponds identified.

NORTH OF ATLANTIC BOULEVARD FROM NW 10TH AVENUE TO DIXIE HIGHWAY

Potential locations identified for shared stormwater facilities are:

- South of Dr. Martin Luther King, Jr. Blvd., west of NW 7th Terrace
- South of Dr. Martin Luther King, Jr. Blvd., east of NW 5th Avenue

SOUTH OF ATLANTIC BOULEVARD FROM I-95 EXIT RAMP TO DIXIE HIGHWAY

No potential shared stormwater facilities identified in this area.

ATLANTIC BOULEVARD FROM DIXIE HIGHWAY TO FEDERAL HIGHWAY/ US 1

Potential locations identified for shared stormwater facilities are:

- Proposed civic campus east of City Hall
- Southeast of the NE 2nd Street and NE 2nd Avenue intersection

ATLANTIC BOULEVARD FROM FEDERAL HIGHWAY/US 1 TO BRINY AVENUE

Potential locations identified for shared stormwater facilities are:

- Southwest of the SE 2nd Street and SE 23rd Avenue intersection
- North and south sides of Atlantic Boulevard, west of SE 28th Avenue

Action Item

Designate east Atlantic Boulevard between the Downtown Pompano Beach and Atlantic | Ocean districts as a green corridor.

Action Item:

Prioritize shared stormwater locations, identify funding sources for parcel acquisition and system development, and begin discussion with potentially impacted property owners. The City should pursue funding to design and implement shared stormwater. If impractical, other options are the formation of business improvement districts or the CRA to provide funding.

In addition to siting of shared stormwater facilities, the City should encourage the use of low impact design and green technologies to improve water quality and be environmentally- friendly, with an emphasis in the East Atlantic Boulevard corridor. Specific technologies to consider include:

- Green roofs, which significantly reduce the amount of runoff
- Pervious pavements, which prevent sediments from entering waterbodies
- Bioswales, nutrient separating baffle boxes, which are designed to remove silt and pollution from runoff
- Underground stormwater storage facilities, which limit the amount of ground level space needed
- stormwater harvesting and reuse, which is the collection, treatment and/or purification of stormwater for reuse

Action Item

Modify the City's Land Development Code to provide for reduced development-related fees or stormwater assessment for those buildings/ sites incorporating low impact design and green technologies. To determine the reduction amounts for a specific building or development, the number of technologies and designs used and overall reduction in stormwater should be calculated and applied to a reduction formula.

Action Item

Coordinate with the CRA on preferred locations for shared stormwater facilities and funding in areas within the jurisdiction of the two CRAs.

This table identifies strategies and recommendations for the districts and corridor **The text preceding this matrix includes a more detailed discussion of each recommendation and the steps needed to achieve it**. Additionally, supplemental information regarding specific locations is provided there for general recommendations such as "restripe existing crosswalks".

The Implementation Chapter Location column identifies the section in the report where accompanying text for a particular recommendation can be found.

The Targeted Horizon columns demonstrate the timeframe for implementation, identifying short (less than five years), mid (five to ten years) and long-term (greater than ten years) timeframes.

The columns on the right side of the table are included to categorize each recommendation into a series of seven categories.

Atlantic Boulevard	Implementation Chapter Location	Strategy/Recommendation	Targeted Horizon			Project Type						
			Short Term (< 5 Years)	Mid-Term (5 to 10 Years)	Long-Term (10+ Years)	Comprehensive Plan	Zoning / Code of Ordinances	Economic Development / Branding	Roadway Corridor/Transit	Non-Roadway / Green Infrastructure	Streetscaping / Aesthetics	Redevelopment
Downtown Pompano	*Atlantic Boulevard (AB)- Comprehensive Plan*	Continue implementation of the Downtown Pompano Beach Transit Oriented Corridor, coordinating with CRA and other agencies	■	■	■	■		■		■	■	
	AB- Branding; Land Development Regulations	Develop and adopt into the Zoning Code specific streetscaping and architectural standards, including street furniture, lighting design, public art, color palette, design principles consistent with the branding theme, in coordination with the CRA	■	■			■	■		■	■	
	AB- Comprehensive Plan	Develop a park at the southeast intersection of Atlantic Boulevard and S. Cypress Road to connection the greenway and blueway systems		■	■					■		
	AB- Typical Cross Sections; Pedestrian and Bicycle Connections	Develop a multi-use trail along FEC rail tracks that connects to AirPark multi-use trail with on-road bike facilities along NE 3rd St, NE 2nd Ave/S. Cypress Road and SW 3rd Street	■	■				■	■	■	■	
	AB- Programs	Develop a branding theme for the district as the civic and cultural center of Pompano Beach	■	■				■		■	■	
	AB- Programs	Capitalize on the education corridor and expand educational opportunities, focusing on skilled trades and higher-education oriented jobs	■	■				■				
	AB- Pedestrian and Bicycle Connections	Continue to support and position the City for a FEC commuter rail station north of Atlantic Boulevard	■	■				■	■	■		
	AB- Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets to better connect the Atlantic Boulevard corridor and Old Pompano to residential areas and designate parallel facilities for bicyclists		■	■			■	■		■	
	AB- Pedestrian and Bicycle Connections	Replace existing pedestrian signals with countdown pedestrian signals and install detectable warning pads	■	■				■	■		■	
	AB- Pedestrian and	Install/replace detectable warning pads	■	■				■	■		■	
	AB- Transit	Support and implement the signage recommendations for the Atlantic Boulevard and Dixie Highway intersection	■	■					■		■	
	AB- Parking	Develop a Downtown Pompano District parking master plan for shared and on-street parking	■	■			■					
Atlantic| Ocean	*AB- Comprehensive Plan*	Adopt a LAC designation to support additional redevelopment	■	■	■		■	■				■
	AB- Branding; Land Development Regulations	Continue to support the East Atlantic Boulevard Overlay and expand/add identified uses	■	■	■		■	■				■
	AB- Land Development Regulations	Develop and adopt into the Zoning Code specific streetscaping and architectural standards, including street furniture, lighting design, public art, color palette, design principles consistent with the branding theme, in coordination with the CRA		■	■		■	■		■	■	■
	AB- Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets to better connect the Atlantic Boulevard corridor to residential areas and designate parallel facilities for bicyclists		■	■			■	■		■	■
	AB- Pedestrian and Bicycle Connections	Install new sidewalks and improve existing sidewalks		■	■			■	■		■	■
	AB- Pedestrian and Bicycle Connections	Install crosswalks and enhance existing crosswalks		■	■			■	■		■	■
	AB- Parking	Modify codes to support rear parking access via local streets	■	■			■		■	■		■
	AB- Parking	Develop shared surface (short-term)/structured parking (long-term)		■	■			■				■
Pompano Tech	*AB- Comprehensive Plan*	Develop and adopt into the Comprehensive Plan Pompano Tech framework policies to identify targeted locations for residential, commercial, mixed use and other uses in the district	■	■		■						
	AB- Branding; Land Development Regulations	Develop and adopt into the Zoning Code a district overlay specifying development standards, streetscaping and architectural standards, including street furniture, lighting design, public art, color palette, design principles consistent with the branding theme; Emphasize form modifications focusing on pedestrian friendly site design		■			■	■	■		■	■
	AB- Comprehensive Plan; Land Development Regulations	Future land use and zoning designation changes to support class A office building(s) in area around the Andrews Avenue realignment		■		■	■	■				
	AB- Land Development Regulations	Modify the zoning designation from RS-4 to RM-20 along portions of Atlantic Boulevard and NW 2nd Street, west of Powerline Road, to support residential mixed-use and/or multifamily residential development		■			■	■				
	AB- Programs	Develop a brand identity for the green technology and research and development industries targeted for this district		■	■		■	■				■
	AB- Typical Cross Sections	Support Andrews Avenue realignment and construction (FDOT project)	■	■				■	■		■	■
	AB- Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets to better connect the Atlantic Boulevard corridor to residential areas and designate parallel facilities for bicyclists		■	■			■	■		■	■
	AB- Pedestrian and Bicycle Connections	Identify locations for pedestrian improvements, including crosswalk conditions, sidewalk conditions and gaps, pedestrian signals, etc.		■	■				■	■		
	AB- Typical Cross Sections; Pedestrian and Bicycle	Support additional cross-access between developments to lessen dependency on Atlantic Boulevard for short trips		■					■	■		
	AB- Parking	Develop shared surface (short-term)/structured parking (long-term)			■							■

This table identifies strategies and recommendations for the districts and corridor **The text preceding this matrix includes a more detailed discussion of each recommendation and the steps needed to achieve it**. Additionally, supplemental information regarding specific locations is provided there for general recommendations such as "restripe existing crosswalks".

The Implementation Chapter Location column identifies the section in the report where accompanying text for a particular recommendation can be found.

The Targeted Horizon columns demonstrate the timeframe for implementation, identifying short (less than five years), mid (five to ten years) and long-term (greater than ten years) timeframes.

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Atlantic Boulevard	Implementation Chapter Location	Strategy/Recommendation	Targeted Horizon			Project Type						
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Corridor	*AB- Comprehensive Plan*	Develop and adopt into the Comprehensive Plan Atlantic Boulevard framework policies (covering corridor, including areas linking districts), and include associated development standards in the Zoning Code to support development form; Incorporate desired community outcomes and recommendations as policy/regulatory direction	■			■		■			■	■
	AB- Branding ;Land Development Regulations	Develop and adopt an Atlantic Boulevard Overlay in the Zoning Code, using the specifications laid out in the branding and land development regulation sections of this plan, to support the "main street" and green corridor themes and include district overlays as subsets of the corridor overlay	■	■			■					■
	AB- Programs	Target specialty foods and organic markets that will enhance quality of life and stimulate additional interest in the Atlantic Boulevard corridor	■	■				■				■
	AB- Branding; Land Development Regulations	Maintain support and coordination with the CRA to implement existing CRA plans and expand efforts to address the stretch between the Downtown Pompano and Atlantic | Ocean districts	■	■	■			■			■	■
	AB- Branding	Develop gateway features (public art, signage, enhanced landscaping) along the corridor to signify entry to City and the corridor's districts	■	■				■	■		■	■
	AB- Programs	Develop a parcel consolidation strategy in strategic redevelopment locations to address shallow lots: •Consolidate parcels and aggregate lots for redevelopment in areas with narrow lot widths •Prevent subdivision of larger lots at locations targeted for redevelopment		■	■		■	■			■	■
	AB- Programs	Target Community Development Block Grant (CDBG), Tax Increment Financing (TIF) funds, within community redevelopment areas, and other grant and funding sources for infrastructure and building facade improvements; seek grants, such brownfield, energy efficiency, affordable housing, complete streets, landscaping, healthy/active living	■	■	■			■	■	■	■	■
	AB- Transit	Coordinate with Broward County Transit and the MPO to develop and implement transit enhancements (signage, shelters, benches and operational improvements) and mobility hubs	■	■	■			■	■			■
	AB- Transit	Maintain the City community bus program and continue to serve the Northeast Transit Center	■	■	■			■	■			
	AB- Typical Cross Sections	Modify street typology to develop complete streets and support all modes of travel in the short-term with flexibility to transition to premium transit corridor in the future		■	■			■	■		■	■
	AB- Typical Cross Sections	Limit Atlantic Boulevard between the Downtown Pompano and Atlantic | Ocean districts to four lanes and include on-street parking, where feasible		■	■				■		■	■
	AB- Typical Cross Sections	In the long-term, transition from on-street parking to exclusive transit lane			■			■	■			■
	AB- Pedestrian and Bicycle Connections	Widen sidewalks and create pedestrian emphasis streets to better connect the Atlantic Boulevard corridor to residential areas		■	■			■	■		■	■
	AB- Typical Cross Sections	For streets connecting to Atlantic Boulevard, take the lead on creating proposed street configurations (e.g., pedestrian orientation, bicycle conducive) , coordinating with FDOT and Broward County	■	■					■		■	■
	AB- Programs; Stormwater	Create a green corridor by repurpose existing stormwater management systems through the use of bioswales, shared ponds, bioswales, low impact design, permeable materials, encouragement of green/LEED buildings and underground stormwater (vault) storage		■	■			■		■	■	■
	AB- Parking	Modify codes to support rear and side parking access via local streets	■	■			■		■	■	■	■
	AB- Parking	Parking requirement and sizing modifications in Zoning Code to incentivize shared parking, use of on-street parking, revise number of spaces and stall sizes	■	■			■			■		■
	AB- Parking	Develop shared/structured parking in close proximity to districts to supplement district parking supply	■	■				■		■		■
	AB- Parking	Incentivize shared parking in mixed use developments	■				■	■		■		

Actions Overview, Where to Start and Monitoring

Many recommendations are offered for each of the corridors and districts and this section identifies the actions the City should consider initiating first. It also identifies how the City can measure progress toward achieving the desired community outcomes and how to evaluate and adjust actions over time. Before describing which actions to perform first, this section summarizes the recommended implementation actions from a community wide and high level perspective. More details on a per corridor basis follow.

To entice private investments in desired locations and of the type and form described above, there are three main strategies for the City to act on:

1. Configure the roadways appropriately, addressing the cross section, associated pedestrian and bicycle components, parking, intersections and crossings, lighting, landscaping, and street furniture.

   – For example, to support Dixie Highway as a workforce corridor for skilled trades, the City should take action that improves the travel experiences for all users of the corridor and ensures access to businesses on the corridor, improves bicycle and pedestrian connections to the neighborhoods for workers to safely and conveniently get to jobs, and improves transit amenities to encourage transit ridership.

2. Set the policy and regulatory guidance so the corridors are development-ready, to support the preferred built form and businesses/uses without imposing delays or inordinate overhead.

   – To support redevelopment demand, higher densities and intensities should be concentrated in the districts along the corridors and those districts should be pedestrian focused in their designs. The City should set policy and regulatory direction by establishing appropriate future land use designations, such as housing designations along Federal Highway and designations supporting mixed uses in the districts, and modifying the Zoning Code and land development regulations to incentivize the private sector.

3. Provide stormwater, parking and other infrastructure to meet projected needs and enhance the corridors.

   – Atlantic Boulevard between the Downtown Pompano and Atlantic | Ocean districts has existing stormwater needs and can help support the necessary infrastructure for the two districts through the creation of a green corridor. Also, the City should develop shared parking solutions in the districts, such as Industrial Crafts, where lot sizes and configurations can impede provision onsite.

Configure Roadways

The corridors provide access to destinations within the city and provide access for residents to travel elsewhere. Enhancing the corridors to support a variety of travel options is part of each corridor's strategy. Pompano Beach was originally built with a strong grid network of streets that provide multiple travel paths to get to a destination. This grid network should continue to be embraced and enhanced to provide for multiple routes and support multiple modes of travel.

Recommendations to enhance the configuration and appearance of the corridors include:

- providing for vehicular travel, including on-street parking where appropriate;
- supporting transit service, including Pompano Beach's community bus which provides critical linkages to neighborhoods;
- providing ample, safe and comfortable pedestrian ways or sidewalks to support travel options and promote healthy, active lifestyles;
- providing bicycle ways for bicyclists with a range of comfort levels, to provide access to jobs, education and recreation; and
- making corridors that are pleasing to travel through landscaping, lighting, shade/cover and street furniture and amenities.

All three corridors are FDOT-maintained roadways, which means that FDOT will take the lead in any design changes as part of upgrades or resurfacing projects. The City, however, should take the lead in coordinating with and guiding FDOT to establish the desired configurations of each corridor. For instance, the City is already working with FDOT on Dixie Highway to transition the corridor to be a more pedestrian friendly environment and provide bicycle and transit access without significantly impairing projected vehicle travel. Typical cross sections provided in this plan are subject to change

FIGURE 47: EXISTING CONDITIONS ALONG SOUTH DIXIE HIGHWAY

FIGURE 48: EXISTING CONDITIONS ALONG FEDERAL HIGHWAY/US 1

FIGURE 49: EXISTING CONDITIONS ALONG ATLANTIC BOULEVARD

based on future coordination.

Making investments along the corridors is crucial to attracting private investments and seeing preferred changes in individual businesses and properties. However, the City should not lose sight of roadways that connect to the corridors or provide parallel travel routes for bicyclists and pedestrians. The overall objective is to provide access to housing, jobs, recreation, education, and goods and services along the corridors, and that means ensuring bicycle and pedestrian connectivity. These are identified as pedestrian-oriented streets and form the basis for complete bicycle and pedestrian networks. Creating residential and commercial areas that are walkable will provide benefits to residents and businesses and enrich the community overall.

As an immediate, low cost first step, the City should publicize the corridor initiative and desired community outcomes for Dixie Highway, Federal Highway/US 1 and Atlantic Boulevard. This will help the general public and private and public sectors work toward identified objectives.

As the corridors are resurfaced or reconstructed, additional steps should be taken. The City should coordinate with FDOT to provide mast arms for the signals and coordinate on public works projects and with utility companies to have infrastructure located underground.

Policy and Regulatory Guidance

To remain competitive, Pompano Beach needs places that respond to changing attitudes and behaviors that are driving people and businesses toward urban and urbanizing areas. Enticing private investors to locate or expand their businesses or to create new housing and non-residential building options means making desired types of development "easier" for applicants. The Transformation Plan is structured to be conducive with future market demand. It provides flexibility in the provision of residential and non-residential or mixed uses as driven by the market given the long timeline that will be required to see the fruition of the desired community outcomes. There are several steps to achieving this:

1. Making sure desired uses and types/styles of development are known (education, branding and theming).

2. Setting the policy framework through the comprehensive plan (including city-initiated or supported future land use map and element amendments) to allow and encourage desired development.

3. Modifying the Zoning Code and development regulations to incentivize and enable desired development.

Making sure the desired uses and types and locations of development/redevelopment are known is a matter of publishing and publicizing the desired community outcomes for each of the corridors. Materials from this plan should be prepared for display in City Hall so that city staff and people visiting can learn about and have a frequent reminder about the target futures of the three corridors. Items to include for display could consist of large plots of the corridor framework plans, framed copies of renderings and key strategies needed to move the implementation forward. Brochures (one per corridor) have been prepared that can be distributed in community centers and libraries and provided electronically. These explain the long term initiative to analyze all nine of the major corridors in the City, the desired community outcomes for the specific corridor, and key steps to be performed. A speaker's bureau of city staff or the Economic Development Committee can present information to interested groups.

The City of Pompano Beach identifies itself as Florida's Warmest Welcome and creating welcome gateways is a first catalytic step in drawing interest to the corridors. A wayfinding program is underway for key areas and that is important. What is suggested here is incorporating public art or iconic elements at the districts along the corridors to assist in the branding of each corridor's economic focus. The City is in the process of establishing a gateway park for the Industrial Crafts district on South Dixie Highway. To draw on the workforce corridor and "making things" themes, public artwork in this area could incorporate a metalwork structure with gleaming paint. At Downtown Pompano, the gateway should be a civic or cultural icon, and towers and clocks are traditional elements. At Cypress Lake Center and Atlantic | Ocean, the beach, water and marine focus of the live-shop-play theme can be enhanced by creating fountains or large artwork with fish motifs, for example.

Comprehensive Plan policy changes are recommended to incorporate the desired community outcomes for each of the corridors into the future land use, transportation, infrastructure or other elements as appropriate. For example, the corridor cross sections should be included in the transportation element to provide direction about the configuration of right-of-way for each corridor. The future land use map designations for most parcels immediately adjacent to the roadways are commercial. The commercial category allows the mixing of non-residential and residential uses, relying on available flexibility/bonus units to incorporate housing. The numbers of flexibility and bonus housing units remaining in the citywide pool are insufficient to meet anticipated future population growth. As such, future land use element/map amendments are among the first tasks the City should pursue to implement the desired community outcomes. The City should focus workforce/affordable housing initiatives near proposed premium transit stations/stops to provide transportation options for residents. The current demographics and housing supply support arguments that much of the housing stock is affordable. The City can build on this fact, and the general need in Broward County to identify locations to meet the identified future housing demand, as arguments for addressing affordable housing on a citywide basis.

Zoning overlays are recommended for each of the districts and the corridors to address development pattern topics such as:

- Modify building setbacks to address the pedestrian and street realm. For example, encourage the placement of buildings at the back of the sidewalk
- Encourage adaptive reuse conducive with desired community outcomes
- Increase allowable lot coverage to promote infill/redevelopment along the corridors, and
- Revise parking standards to reduce the amount and sizes of parking needed, encourage shared parking, and address placement.

The recommended development regulations changes also include incentives for developments contributing to achieving the desired community outcomes for the corridors. Incentives broadly include: expedited and streamlined permitting, reduced or combined application processes, application fee waivers or City-initiated Broward County Land Use Plan amendments, and abatement of annual fees.

Each corridor has unique strengths and opportunities concerning the types of businesses that will be attracted to the districts. Many of the programmatic recommendations address working more closely with the business communities and creating a business climate conducive to retention, expansion and creation. To be aware of the types of businesses in the City, with an eye toward better serving their needs, the City should coordinate with the Economic Development Council and/or Chamber of Commerce to create and maintain a business registry and database by corridor and industry sector. A periodic business survey (per district, corridor or citywide) would help gauge infrastructure or other needs to improve the business atmosphere. The collaborative consortium between the City of Pompano Beach, Economic Development Council and Chamber of Commerce could work to form a "brand identity" for target industries, identify firms, make contact and respond to feedback. The Chamber has a visitation and call program that could be expanded in partnering with the City (perhaps using an intern) to target specific geographic areas. If the City decides to be more proactive in supporting a particular targeted industry, it could establish an industry cluster association. This program can be implemented as the City completes the corridor studies for Andrews Avenue and Powerline Road, where large businesses and employers are located. For smaller businesses, a program working with the businesses to provide on-site improvements should be pursued, potentially with small grants or business tax relief in the year of the improvements.

Actions Overview, Where to Start and Monitoring

Infrastructure Enhancements

The City is very fortunate that water availability projections and wastewater treatment and reuse programs are sufficient to support the targeted new growth identified by the corridors' desired community outcomes. If this was not the situation, an additional set of decisions and costly improvements would be necessary. As such, there are two key infrastructure items that have the most impact on the design of development projects for these corridors: parking and stormwater. Both parking and surface retention/detention of stormwater can take a large portion of a parcel's property. By not requiring each parcel to provide parking and stormwater on site and instead providing for shared facilities, an individual developer can build on a larger part of the lot, thus increasing their return and allowing for more economic benefits to the City.

The district and corridor layouts shown in the desired community outcomes section specify locations where shared parking can be considered. In many cases these locations are on the edges of the districts to allow people to drive near to the district and park, walking a short distance to access the destinations in a district. The parking should be configured to support park once strategies and be linked to the City's community shuttle service. Wayfinding kiosks are important to include. The City's payment-in-lieu-of parking mechanism can be used to purchase available locations and provide parking lots, with the intent of eventually building parking structures that could be lined with retail uses. Over time, as the districts grow and become popular, the shared parking can be converted to a fee based system to produce additional revenues. The City could also pursue grant opportunities to build the parking lots/structures. For instance, brownfield grants could be used to acquire locations with real or perceived contamination. Energy efficiency grants to support electric vehicle charging stations or solar panel arrays also are possible. Shared parking locations also provide opportunities for shared stormwater using underground, vaulted treatment systems.

FIGURE 50: UNDERGROUND STORMWATER MANAGEMENT FACILITY DESIGNED TO HANDLE STANDARD TRAFFIC LOADS

The City prepared a study of areas in the City that need improvements for stormwater treatment and retention/detention. Because this plan assumes additional development, additional stormwater infrastructure will be necessary. Low impact development techniques provide a benefit in the provision of stormwater infrastructure and should be considered for all public and private projects. On site infrastructure can be provided in some locations and a shared approach would allow for more urban style development throughout the City. The West Community Redevelopment Area is already preparing a stormwater master plan for the Downtown Pompano area and it includes the use of shared facilities. A similar approach is recommended in other districts. This would require the City to find sites prior to development and identify how connections should be provided so that when development occurs, a project can take advantage of the system.

Financing infrastructure improvements requires a variety of known and creative techniques. Business improvement districts (BIDs) are a recommendation to not only help organize and galvanize the merchants, businesses and residential developments along a corridor, but also to provide some financial assistance in the placement of underground utilities. Bonding of improvements is an option. With three corridors in parallel being primed for redevelopment and revitalization, all areas of the city would benefit from a bonding program.

In addition to acquisitions needed for sharing parking or stormwater, the plan recommends the creation of parks, parklets and public plazas along the corridors. Taking advantage of opportunities as they arise is one approach, and outright purchase will undoubtedly be needed.

Further along in the implementation timeline, or if a developer approaches the City, a public/private partnership approach to establish housing or mixed uses in preferred locations should be considered. The City could purchase a site, for example a parcel along Federal Highway/ US 1 under financial distress, and work with a developer to create a housing or mixed use project. The approach also would support the creation of workforce affordable housing units along a transit oriented corridor.

Where to start....

The City of Pompano Beach has many strengths and capabilities to draw upon in taking actions to achieve the desired community outcomes identified for Dixie Highway, Federal Highway/US 1 and Atlantic Boulevard. In particular, the existing strategic planning and annual goal setting exercises can be used to set priorities for implementation steps and leverage existing or planned programs and projects. Activities can be pursued citywide or in an individual district or corridor depending on available funding/resources or the desire to address specific areas or undertake pilot projects.

A geographic area is recommended as a priority area for each corridor and within each priority area, this plan recommends a series of actions be undertaken first. Generally speaking, these actions relate to setting the development stage through comprehensive plan policy direction and zoning code revisions, and making catalytic public infrastructure investments to support desired development and enhance the corridors. For these corridors the geographic emphasis areas and recommended first steps are:

- **Dixie Highway** – Industrial Crafts district, creating of a sense of place and enhancing the appearance of the corridor

  – Leverage the planned FDOT resurfacing project to reduce the number of travel lanes, add on-street parking, improve bicycle lanes and sidewalks, while adding landscaping, decorative lighting, and special pavements delineating key areas. This will require the City to provide for enhancements above FDOT's typical standards, which entails determining priority treatments, costs associated with them, and funding resources to support implementation. The first step is for the City to approve the lane elimination via resolution. In the near future, the City will need to identify the improvements it wishes to add to FDOT's standard resurfacing project to achieve the vision for the corridor. Given the lane reduction and enhanced pedestrian focus, costs will be significant and the City should start analyzing how it will realize its contributions.

  – Introduce gateway features – Creating a sense of place means adding public art at the north and south gateways to the district.

  – Work with businesses in the district to begin the process of upgrading their buildings and parcels with improved landscaping, facades, and signage. This step will need to begin in earnest when the roadway project is initiated.

  – Make comprehensive plan and zoning code changes to support desired uses in the district, including the addition of residential units.

- **Federal Highway/US 1** – The Hub district, supporting the regional retail presence and enhancing the corridor's travel options

  – Add mixed uses and residential units in The Hub district and south of Copans Road to support the level of retail in the area. Large properties, like former auto dealerships, are good opportunities for the City to seek out property owners interested in introducing mixed uses or residential along the corridor. In the process, the City should undertake City-initiated comprehensive plan and Broward County Land Use Plan amendments.

  – Enhance the bicycle and pedestrian environment along the corridor and connections to the corridor. Federal Highway/US 1 is a high priority transit corridor for the Broward MPO, which is working to enhance non-motorized connections to transit corridors. The City should coordinate and pursue funding opportunities the MPO may have to bolster pedestrian and bicycle connections to the corridor and transit stops in particular.

- **Atlantic Boulevard** – the corridor segment between the Downtown Pompano and Atlantic |Ocean districts, creating a visually attractive green corridor of local uses linking the two districts

  – Incorporate the desired roadway cross section for four

travel lanes and on-street parking in the comprehensive plan to provide policy direction should FDOT look to resurface or modify the corridor.

– Create a green corridor overlay for the segment, outlining public and private initiatives supporting it. The City should seek out grant funding for demonstration or pilot projects, for electric charging stations or low-impact development techniques, for example. The City should pursue creating parklets or plazas along the corridor to provide urban park amenities such as benches and water fountains as stopping places for people that choose to walk or bicycle between the districts.

– Initiate infrastructure improvements to support the two districts. The City should begin the process of creating shared stormwater and parking infrastructure to support increased intensity development in the Downtown Pompano and Atlantic | Ocean districts.

The City's first task is to decide where to start, whether on a specific district such as Industrial Crafts or on a specific topic such as pedestrian and bicycle infrastructure. It likely will be a combination of the two, capitalizing on other activities where feasible. Through its annual strategic planning and budgeting process, the City should identify the tasks it can take on annually to achieve the desired outcomes for Dixie Highway, Federal Highway and Atlantic Boulevard. This annual process sets the framework for a more thorough evaluation of the implementation of this Transformation Plan, which should be performed every five years.

Measuring Success

The City should begin the monitoring of redevelopment and revitalization of the corridors to show progress and demonstrate the benefits of improvements and changes along the corridors. The City's strategic planning initiative forms a basis for evaluation the economic development, redevelopment and revitalization goals for the corridors on a citywide basis. The City should consider creating a "Redevelopment/ Revitalization Index" on its website (similar to, but simpler than, the Florida Chamber's Scorecard). A citywide index is recommended because corridor specific indices would require more staff effort to create and maintain, and more importantly, each corridor contributes in a unique way to enriching the City. Corridor metrics could be incomparable and inequitable, detracting from creating an economically sustainable and desirable City. Sample measures and indicators for the City to track annually are:

FIGURE 51: FLORIDA SCORECARD

- Property values or tax revenues along the corridors, either as a total figure or value per acre which will more accurately reflects increases in densities and intensities
- Number of new development, redevelopment or adaptive reuse applications submitted, and associated affected acreage
- Number of annual business licenses by industry, category or size
- New housing units built
- Investments made in the corridors as a percentage or the City's total capital improvement budget or per capita
- Population, seasonal population and day-time population, where the latter two relate to tourism and employment
- Walkability scores along the corridor (e.g., Walkscore), or the miles of new or enhanced pedestrian and bicycle facilities

FIGURE 52: WALKSCORE FOR POMPANO BEACH (HTTP://WWW.WALKSCORE.COM/FL/POMPANO_BEACH)

- Housing plus Transportation Cost index - these are the largest two expense items for most households, tracking these items relates cost burdens for housing (30%) and housing plus transportation (45%), which also relates to disposable income

The City should consider establishing an annual awards program to showcase private sector projects that support the desired community outcomes for the corridors. The types of awards could vary per year and address such topics as most striking change through façade/landscaping improvements, best adaptive reuse for an existing building or remodel of a building or site. The projects could be recognized via signs and a City Commission resolution, which for businesses would serve as free advertising on the City's television channel.

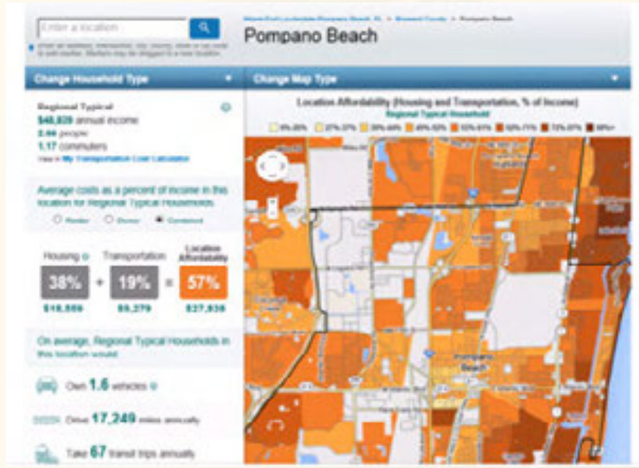

FIGURE 53: TRANSPORTATION AND HOUSING AFFORDABILITY (HTTP://WWW.LOCATIONAFFORDABILITY.INFO/LAI.ASPX)

Monitoring Progress

This plan provides a range of recommendations so that as priorities or opportunities arise, the City can make progress in transforming the Dixie Highway, Federal Highway/US 1 and Atlantic Boulevard corridors so they can achieve their full economic and community development potential. The actions identified here are those most important to initiating change. To ensure implementation is sustained over the long time periods required for redevelopment, the City should establish annual tracking and periodic monitoring and review of the progress in achieving the desired community outcomes.

The metrics identified in the Measuring Success section are items that the City likely already tracks or can be easily obtained. As such, monitoring annually as part of the planning and budgeting process can be readily accomplished. The reporting mechanism will encourage the City to continue to work toward implementation of strategies and help demonstrate to the general public and private sector the benefit of those strategies and actions. Also, the City should periodically perform a more comprehensive review of actions undertaken to achieve desired community outcomes. Every five years is recommended, consistent with the timeframes provided in this Transformation Plan. Every five years, the City should specify the actions that have already been completed or are underway and assess the results or effects of those actions or other forces. The City should evaluate redevelopment and revitalization of the three corridors to identify if changes in direction are needed and to outline in broad strokes the actions for the next five years. For example, a catalytic project may lead the City to shift geographic focus or transportation improvements may lead to a refinement of cross sections or design of the public realm.

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City of Pompano Beach

TRANSPORTATION CORRIDORS STUDIES FOR

DIXIE HIGHWAY, FEDERAL HIGHWAY/US 1, ATLANTIC BOULEVARD

Appendices

Market Supply and Demand Analysis Overview

SUMMARY

In identifying achievable desired community outcomes it is important to have a strong factual basis for the targeted development program. The planning process evaluated both the future real estate demand and the available supply of vacant and redevelopable parcels, moving back and forth between the two to determine a best approach for directing redevelopment. Higher intensity and density uses will be created as redevelopment occurs and the corridors' large supply of commercial properties with aging structures and allowable building limits results in more potential supply than demand. As such, the corridor studies have focused development in the centers and districts of the corridors to concentrate activities and create vibrant places. The appendix provides an overview of the data and analyses driving the recommended development targets (or programs) for the corridors and districts along Dixie Highway, Federal Highway/US 1 and Atlantic Boulevard.

REAL ESTATE DEMAND PROJECTIONS

In order to develop realistic visions for the future of the corridors, it was necessary to first create projections of the future demand for real estate of various types within Pompano Beach over the long term. The time period for the projections is through 2035 since that is the horizon year of the socioeconomic data forecasts contained in the Southeast Florida Regional Planning Model (SEFRPM) of travel demand, and a base year of 2013 was selected. The socioeconomic data are presented in the SEFRPM within geographically specific transportation analysis zones (TAZs) but for the purpose of this analysis, the TAZ forecasts were summed to create a forecast for the City of Pompano Beach as a whole. The assumption is that the City's planning efforts will work to guide development to particular areas in a manner that is not currently reflected in the SEFRPM forecasts for individual TAZs.

The demand projections were prepared for residential and non-residential real estate product types. For residential, the projections address single-family (detached and attached) and multifamily housing units. For non-residential, the projections address square footage of office, retail, hotel, and restaurant/bar space.

RESIDENTIAL PROJECTIONS

The residential projections start with the forecast of the number of households in Pompano Beach in 2035 contained in the SEFRPM. The household forecasts are segmented into households with and without children, which is an important factor in the type of housing demanded. (Typically, households with children prefer single-family units while households without children are much more likely to choose multifamily units.) By subtracting the number of households of each type counted in Pompano Beach by the 2010 Census, the number of new households of each type forecasted to move into the City during this time period was determined. The amount and type of demand for housing stimulated by these new households was projected using the following steps:

- Data from the 2007-2011 American Community Survey (ACS) were used to estimate the preference for single-family versus multifamily housing units by households with and without children. This was derived from the housing type choices of households moving into Pompano Beach within the past year.
- Because of the disruptions caused by the 2007-2009 housing market downturn and economic recession, it was assumed that the current level of housing vacancy in Pompano Beach, as illustrated by data from the 2010 Census, is elevated when compared to long-term averages. For this reason, the equivalent vacancy rate from the 2000 Census was obtained and the number of vacant housing units that would need to be re-occupied in order to return to that "normal" level was calculated. Thus, it is assumed that this number of currently vacant units would be "backfilled" by new households, which reduces the number of new housing units constructed by the same amount. It was assumed that 10 percent of these potential backfill units would not be re-occupied due to their physical condition or other factors.
- Pompano Beach contains a significant number of housing units that are occupied on only a seasonal basis. Some seasonal owners will decide to move into their vacation homes permanently, which counts as a new household moving into the City but is the "backfilling" of an existing housing unit. Data from the 2010 Census were used to identify the number of seasonal homes in Pompano Beach, and data from the 2007-2011 ACS were used to estimate the percentage of seasonal homes that are single-family versus multifamily types. The National Association of Realtors conducts an annual Investment and Vacation Home Buyers Survey that asks buyers if they plan to live in their vacation homes permanently someday. The average of the percentages of those answering "yes" from 2008 to 2012 is 29 percent, but for the purpose of this analysis the assumption was reduced to 15 percent to account for the large proportion of foreign citizens who purchase vacation homes in Southeast Florida (and would presumably choose to live permanently in the U.S. in much smaller numbers), and also the likelihood that some U.S.-citizen survey respondents will have changed their plans when the time comes to move into their vacation homes.

By applying the above factors to the original forecast of new households, the amount of new housing demand for single-family and multifamily units was projected for the 2010-2035 period. The projections include an estimate of new seasonal units that would also be constructed (based on ACS data) but would not house new permanent resident households. The average annual new units constructed was calculated and then used to create a projection for the 2013-2035 period, which is rounded to the nearest hundred because of the inherent imprecision of a 25-year projection. The residential demand projections are summarized in Table 1.

NON-RESIDENTIAL PROJECTIONS

The non-residential projections also start with the SEFRPM forecast, this time of future employment in 2035. Comparing the forecast amount with the base year (2005) amount produces forecasts of new jobs in Pompano Beach in the three employment categories used in the model: industrial, commercial, and service. Using detailed specifications from the SEFRPM along with Broward County data from the U.S. Bureau of Labor Statistics' Quarterly Census of Employment and Wages (QCEW) and Pompano Beach data from the U.S. Census Bureau's Local Employment-Household Dynamics (LEHD) Program, the three employment categories used in the model were linked with the 20 standard industry sectors that are used to classify employment. This link permits the translation of employment forecasts into projections of demand for office, retail, hotel, and restaurant/bar square footage.

Next, the amount and type of demand for non-residential building space stimulated by this new employment growth was projected using the following steps:

- The share of jobs that are office-using within each of the 20 standard industry sectors was obtained from research commissioned by the National Center for Real Estate Research. The 20 sectors were summarized according to the three employment categories used in the SEFRPM to produce office-using percentages for each category.
- The converse of the office-using percentage translates to the percentage of front-line or customer-facing jobs in the retail trade, accommodation (hotels), and food service sectors.
- Research by the U.S. Department of Energy compiled by Professor Chris Nelson of the University of Utah provides the average square feet of building space per worker for the office-using, retail, and lodging/food service sectors. These per-square-foot factors are used to translate the employment forecasts by category into projections of building space demand.

By applying the above factors to the original forecast of new jobs by employment category, the amount of new building space demand was projected for the 2005-2035 period. The average annual new square feet constructed was calculated and then used to create a projection for the 2013-2035 period, which is rounded to the nearest hundred because of the inherent imprecision of a 25-year projection. The non-residential demand projections are summarized in Table 2.

Table 1: Summary of Residential Real Estate Demand Projections

	New HHs*	Preference	New Units	Backfill Vacant	Backfill Seasonal	2010-2035 New Const.	2010-2035 Annual Avg.	2013-2035 New Const.	Rounded Total
Single-Family Demand									
HHs without children	6,181	31%	1,916						
HHs with children	7,940	58%	4,579						
Subtotal	14,121		6,495	(398)	(151)	5,946	238		
Seasonal units	0.7%					41	2		
TOTAL DEMAND						**5,987**	**239**	**5,269**	**5,300**
Multifamily Demand									
HHs without children	6,181	69%	4,265						
HHs with children	7,940	42%	3,361						
Subtotal	14,121		7,626	(1,423)	(993)	5,210	208		
Seasonal units	4.5%					236	9		
TOTAL DEMAND						**5,446**	**218**	**4,793**	**4,800**

* HHs: Households

Table 2: Summary of Residential Real Estate Demand Projections

Office Space Demand

Employment Category	New Jobs	Office-Using Pct.	Office-Using Jobs	SF per Worker	2005-2035 New Office SF	Annual Avg. New SF	2013-2035 Annual New SF	Rounded Total SF
Industrial	7,451	26.28%	1,958					
Commercial	11,725	23.91%	2,803					
Service	10,234	52.28%	5,350					
TOTAL DEMAND	29,410	34.38%	10,112	300	3,033,519	101,117	2,224,581	2,224,600

Retail, Hotel, and Restaurant Space Demand

Commercial Category	New Jobs	Non-Office-Using Pct.	Front-Line Jobs	SF per Worker	2005-2035 New SF	Annual Avg. New SF	2013-2035 Annual New SF	Rounded Total SF
Retail Trade	5,715	77.01%	4,401	605	2,662,388	88,746	1,952,418	**1,952,400**
Accommodation	353	92.57%	327	720	235,606	7,854	172,777	**172,800**
Food Service & Drinking Places	1,636	92.57%	1,515	720	1,090,504	36,350	799,703	**799,700**

Market Supply and Demand Analysis Overview

REAL ESTATE SUPPLY PROJECTIONS

In order to allocate the projected real estate demand realistically and fairly, it is necessary to understand the availability of land for new development and redevelopment and the efficiency and attractiveness factors that influence the propensity for development. In addition to understanding land dynamics, the allocation process also considers existing and future place types that the corridors and centers support.

CORRIDORS AND CENTERS

This land analysis and allocation is primarily focused on the three study corridors. The citywide framework establishes the extents for the analysis and defines the centers/districts that are envisioned along the study corridors.

LAND AVAILABILITY

Availability of land for new development or redevelopment was assessed using improved (value of the improvements or structures on a parcel) to land value (ILV) ratio. ILV ratio is a simple measure of the economic utility of a parcel. An ILV ratio under 1.0 generally implies that the building and/or site improvements on a parcel are valued less than the land. This is indicative of 'underutilization' and propensity to redevelop. The analysis was conducted using property appraiser's data, specifically the assessed values for land and building. In addition to assessed values, land use was a key consideration for the analysis.

Given the high concentration of industrial uses in Pompano Beach, it is important to consider land use in the determination of 'underutilization'. Land use was used as a critical factor in establishing the ILV thresholds that apply to the following land use based categories:

- Single family residential
- Multifamily residential
- Condominiums
- Industrial
- Government
- Other non-residential

Since land value is not assessed separately for condominiums, assessed value per square foot was used to determine underutilized condominium properties. For each land use category, parcels in the lowest quartile were identified as redevelopment parcels.

Since protecting industrial properties is a priority for Pompano Beach, vacant industrial parcels were categorized separate from other vacant parcels. In addition vacant residential parcels were also categorized. Vacant parcels were categorized as follows:

- Residential
- Non-residential
- Industrial

PROPENSITY FOR REDEVELOPMENT

Propensity for redevelopment was based on location based attractiveness and policy factors. The attractiveness factor for centers and corridors was determined using accessibility, activity and land use metrics. Additionally a policy factor is applied to establish the support for redevelopment.

ATTRACTIVENESS

The attractiveness factor is a measure of walkability, accessibility to multimodal facilities, proximity to jobs and housing, and existing and future land use and includes the following metrics:

- Walkability (schools, grocery stores, community centers, retail, parks, and coast/beach within ¼ mile)
- Multimodal access (major roadways, pedestrian, transit, and bicycle facilities within ¼ mile)
- Activity density (total population and employment combined)
- Education level (percentage population with a college degree or higher)
- Parcel size (number of parcels less than 3 acres or more than 3 acres)
- Current land use (vacant, single family residential, industrial, government)
- Future land use (residential, industrial)

POLICY

The policy factor is a measure of support for redevelopment as specified in existing zoning code and the comprehensive plan future land use element and map. It is a location (center/district or corridor) specific measure that includes the following indicators:

- Percent of land area contained within a relevant overlay district – either the Atlantic Boulevard overlay, the Historic Downtown overlay, or the Downtown Transition overlay.
- Percent of land contained within a CRA
- Percent of land eligible for having the Transit Oriented floating zone applied to it – i.e., land within ¼ mile of a priority transit corridor or ½ mile of a rail transit station or regional/neighborhood transit center
- Percent of land designated for a key zoning district that allows the most residential density and commercial intensity simultaneously. The B-3 district is what fulfills this. More on this below.
- Proximity of mobility hubs as defined in the Broward MPO's 2035 Long Range Transportation Plan

The attractiveness and policy factors were combined to create a propensity factor that estimates the likeliness of redevelopment and is applied as a percentage factor.

ESTIMATING DEVELOPMENT POTENTIAL

Development potential within centers and corridors was estimated using a combination of vacant and redevelopment acres, land use efficiency factor and development propensity factor. New development was computed based on land availability and adjusted to factor in the propensity for redevelopment. Building and community types were defined based on existing and future land use and development patterns along the study corridors.

The real estate demand projections were the basis for allocation of population and employment in the corridors and centers. Since the three study corridors support the majority of commercial demand in Pompano Beach, the allocation process applied most of the forecasted commercial square footage to the corridors. On the other hand, residential real estate demand is focused within neighborhoods and not on the study corridors. So the residential allocation process applied only a portion of residential, specifically multifamily residential, along the corridors.

BUILDING TYPES

The basic increment for the allocation process was buildings. Lot coverage, building height and mix of uses were established for the following building types that exist in or are planned for the study corridors and centers:

- Single Family Residential
- Town Homes
- Garden Apartments
- Apartment Building
- High Rise Condo
- Residential Mixed Use Building
- Commercial Mixed Use Building
- Retail Building
- Office Building
- Industrial A - less intense, light-industrial uses
- Industrial B - more intense industrial uses
- Civic Building
- Hotel A - large scale commercial hotels
- Hotel B - small scale hotels, such as a boutique hotel

COMMUNITY TYPES

The building types were assembled together as community types that represent a preferred mix of uses and place character. By emphasizing employment or residential or a balanced mix of employment and residential within centers, the community types create a variety of places along the corridors and encourage a dynamic mix of uses.

- Centers
  - – Employment Center A - limited mixed use buildings and housing generally limited to garden apartments
  - – Employment Center B - higher concentration of mixed uses and variety of residential products
  - – Urban Center
  - – Main Street
  - – Mixed Use Center - Commercial A - even distribution of residential and non-residential uses, typically in low rise buildings
  - – Mixed Use Center - Commercial B - even distribution of residential and non-residential uses, featuring higher buildings
  - – Mixed Use Center - Residential
- Corridors
  - – Mixed Use Corridor - Employment
  - – Mixed Use Corridor - Commercial
  - – Mixed Use Corridor – Residential

EFFICIENCY FACTOR

The efficiency factor accounts for land that is allocated towards infrastructure provision for roads and stormwater facilities. In addition to infrastructure provisions, the efficiency factor also accounts for land allocation towards public open space. So the efficiency factor in effect defines the proportion of land that is available for development. Urban development patterns with small blocks and less wide roads typically demonstrate higher efficiency factors compared to more sprawled suburban development patterns.

ALLOCATION

The building types and community types were translated into density (dwelling units per acre) and intensity (floor area ratio or FAR) and allocated to the available vacant and redevelopment parcels within centers and corridors. The efficiency and propensity factors are applied as adjustments to the resulting residential and non-residential square footage. Assumptions about square feet per residential unit and square feet per job for non-residential uses were used to determine population and employment densities.

	Type	Acres		Development Factors		Intensity		Mix of Uses		Mix Sq. Ft.		Sq.Ft. Assumptions		Residential		Non-Residential	
		Vacant	Redevelopment	Efficiency	Propensity	FAR	Lot Coverage	Non-Residential	Residential	Non-Residential	Residential	Sq.Ft./Job	Sq.Ft./Unit	Units	Density	Jobs	Density
Districts																	
Pompano Tech	Employment Center A/B	30.25	33.96	70%	38%	1.88	69%	75%	25%	1,089,498	363,166	1,000	1,800	202	12	1,089	21
Downtown Pompano	Main Street/Urban Center	49.67	63.92	68%	68%	1.52	56%	50%	50%	1,563,388	1,656,890	875	1,500	1,063	20	1,773	34
Atlantic | Ocean	Main Street/ Mixed Use Center- Commercial B	12.52	32.05	75%	90%	1.90	56%	54%	47%	1,391,541	1,243,967	750	1,350	882	41	1,778	77
Healthside North	Employment Center B	0.68	12.14	65%	45%	1.80	67%	75%	25%	220,514	73,505	750	1,800	41	13	294	31
Kendall Crossing	Mixed Use Center-Commercial A/Residential	9.83	28.26	63%	50%	1.44	58%	43%	58%	254,976	346,376	500	1,650	209	13	510	42
Industrial Crafts	Mixed Use Center - Commercial A	12.88	61.54	65%	50%	1.48	59%	50%	50%	779,637	779,637	1,000	1,500	520	14	780	21
The Hub	Mixed Use Center-Commercial A/Residential	5.08	106.84	60%	38%	1.48	59%	40%	60%	560,775	989,150	917	1,600	655	10	721	17
Cypress Lake Center	Mixed Use Center - Residential	1.71	7.23	65%	70%	1.40	56%	35%	65%	86,513	160,666	1,000	1,800	89	15	87	28
	District Total									**5,946,841**	**5,613,357**			**3,661**		**7,031**	

	Type	Acres		Development Factors		Intensity		Mix of Uses		Mix Sq. Ft.		Sq.Ft. Assumptions		Residential		Non-Residential	
		Vacant	Redevelopment	Efficiency	Propensity	FAR	Lot Coverage	Non-Residential	Residential	Non-Residential	Residential	Sq.Ft./Job	Sq.Ft./Unit	Units	Density	Jobs	Density
Corridors																	
W Atlantic	Mixed Use Corridor - Employment	17.93	43.66	50%	30%	1.54	61%	70.0%	30.0%	432,762	185,469	1000	1800	103	6	433	10
E Atlantic	Mixed Use Corridor - Commercial	12.66	72.87	65%	60%	1.48	59%	50.0%	50.0%	1,075,233	1,075,233	750	1500	717	17	1,434	34
N Dixie	Mixed Use Corridor - Commercial	37.28	118.83	50%	60%	1.48	59%	50.0%	50.0%	1,509,634	1,509,634	1000	1500	1,006	13	1,510	19
S Dixie	Mixed Use Corridor - Commercial	6.72	69.71	50%	65%	1.48	59%	50.0%	50.0%	800,694	800,694	1000	1800	445	12	801	21
N Dixie (of Sample)	Mixed Use Corridor - Employment	19.95	113.17	50%	30%	1.54	61%	70.0%	30.0%	935,368	400,872	750	1500	267	7	1,247	13
N Federal	Mixed Use Corridor - Residential	26.54	24.33	50%	35%	1.41	55%	25.0%	75.0%	136,330	408,989	750	1500	273	7	182	14
S Federal	Mixed Use Corridor - Residential	16.31	64.78	50%	70%	1.41	55%	25.0%	75.0%	434,636	1,303,908	750	1500	869	14	580	29
N Federal (of Sample)	Mixed Use Corridor - Employment	15.80	41.39	50%	30%	1.54	61%	70.0%	30.0%	401,846	172,220	750	1500	115	7	536	13
	Corridors Total									**5,726,502**	**5,857,019**			**3,795**		**6,721**	

MULTIMODAL ASSESSMENT

This multimodal assessment appendix includes graphics referenced in earlier sections of the Transformation Plan. Exhibits included earlier as small images are shown in full here for improved readability. This appendix also summarizes the types of analyses conducted. Graphics identifying specific locations of turn lane reduction/median enhancement recommendations for Dixie Highway also are provided. The information, in order of inclusion, is:

- North Dixie Highway Turn Lane Analysis
- Atlantic Boulevard Pedestrian Facilities and Signage Recommendations (Downtown Pompano District focus)
- Industrial Crafts District Recommendations
- Kendall Crossing District Recommendations
- Cypress Lake Center District Recommendations
- The Hub District Recommendations
- Atlantic | Ocean District Recommendations

NORTH DIXIE HIGHWAY TURN LANE ANALYSIS

The analysis focused on left-turn lanes at unsignalized intersections on North Dixie Highway. A total of 27 northbound left-turn lanes and seven southbound left-turn lanes were observed along the corridor. These left-turn lanes provide access to residential, commercial retail, warehouse, and industrial uses.

The turn-lane assessment was conducted based on the FDOT's Design Standard Index 17346 (sheet 11), which provides guidelines on the minimum left-turn lane lengths based on design speed and number of lanes. The minimum acceptable length of left-turn lanes for the study segment of North Dixie Highway is 185 feet (based on 45 mph design speed). The assessment of which left-turn lanes should be modified was based on existing turn lane length, adjacent land use, impacts, and availability of alternative access routes. The following tables include the locations represented in the exhib

Location	Northbound Left-Turn Lane Length (Existing and Proposed)	Southbound Left-Turn Lane Length (Existing and Proposed)	Location Number (Refer Figure 1)
Atlantic Blvd	Existing: 550 feet Proposed: No Modification	Existing: 400 feet Proposed: No modification and already has landscaped median	#1
Broward County Transit Bus Terminal	Existing: 200 feet Proposed: No Modification	-	#2
MLK Blvd/NE 3rd St	Existing: 250 feet Proposed: No Modification	Existing: 275 feet Proposed: No modification but add landscaped median	#3
429-Auto Tech and Body	Existing: 275 feet Proposed: No modification but add landscaped median to striped area	-	#4
NW/NE 6th St	Existing: 350 feet Proposed: No modification but add landscaped median to striped area	Existing: 275 feet Proposed: No modification but add landscaped median	#5
NW 8th St	Existing: 225 feet Proposed: No modification but add landscaped median to striped area	-	#6
NW 8th Ct	Existing: 100 feet Proposed: No modification and already has landscaped median	-	#7
NW 9th St	Existing: 150 feet Proposed: No Modification	-	#8
NW/NE 10th St	Existing: 165 feet Proposed: No Modification	Existing: 250 feet Proposed: No modification and already has landscaped median	#9
NW 13th St	Existing: 200 feet Proposed: No Modification	-	#10
NW 14th St	Existing: 250 feet Proposed: No Modification	-	#11
NW 15th St	Existing: 225 feet Proposed: No Modification	-	#12
NW 16th St	Existing: 275 feet Proposed: Reduce left-turn lane to 185 feet and extend existing landscaped median	-	#13
1663-Driscoll's	Existing: 275 feet Proposed: Reduce left-turn lane to 185 feet and extend existing landscaped median	-	#14
NE 17th Ct	Existing: 300 feet Proposed: Reduce left-turn lane to 185 feet and extend existing landscaped median	-	#15
1941-Shopping Plaza	Existing: 350 feet Proposed: Reduce left-turn lane to 185 feet and extend existing landscaped median	-	#16
NE 21st St	Existing: 550 feet Proposed: Reduce left-turn lane to 185 feet and add landscaped median	-	#17
NE 23rd St	Existing: 600 feet Proposed: Reduce left-turn lane to 185 feet and add landscaped median	-	#18
Copans Rd	Existing: 350 feet Proposed: No Modification	Existing: 275 feet Proposed: No modification but add landscaped median	#19
NE 26th St	Existing: 150 feet Proposed: No modification and already has landscaped median	-	#20
NE 27th St	Existing: 300 feet Proposed: Reduce left-turn lane to 185 feet and add landscaped median	-	#21
2801-Nuturf	Existing: 100 feet Proposed: No modification but add landscaped median	-	#22
NE 29th St	Existing: 350 feet Proposed: Reduce left-turn lane to 185 feet and add landscaped median	-	#23
NE 31st Ct	Existing: 300 feet Proposed: No modification and already has landscaped median, but it can be extended to the north	-	#24
NE 33rd St	Existing: 525 feet Proposed: Reduce left-turn lane to 185 feet and add landscaped median	Existing: 275 feet Proposed: No modifications	#25
NE 34th St	Existing: 200 feet Proposed: No modification and add landscaped median	-	#26
Sample Rd	Existing: 450 feet Proposed: No modification	Existing: 375 feet Proposed: No modification but already has landscaped median	#27

1
2
3
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5
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7
8
9
10
11
12
Legend
1 Left-Turn Lane Location (see Table 1)
CITY OF POMPANO BEACH
FIGURE 1
DIXIE HIGHWAY CORRIDOR
LEFT-TURN LANE MODIFICATION

13
14
15
16
17
18
19
Legend
1 Left-Turn Lane Location (see Table 1)
CITY OF POMPANO BEACH
FIGURE 1
DIXIE HIGHWAY CORRIDOR
LEFT-TURN LANE MODIFICATION

20
21
22
23
24
25
26
27
Legend
1 Left-Turn Lane Location (see Table 1)
CITY OF POMPANO BEACH
FIGURE 1
DIXIE HIGHWAY CORRIDOR
LEFT-TURN LANE MODIFICATION

MULTIMODAL ASSESSMENT

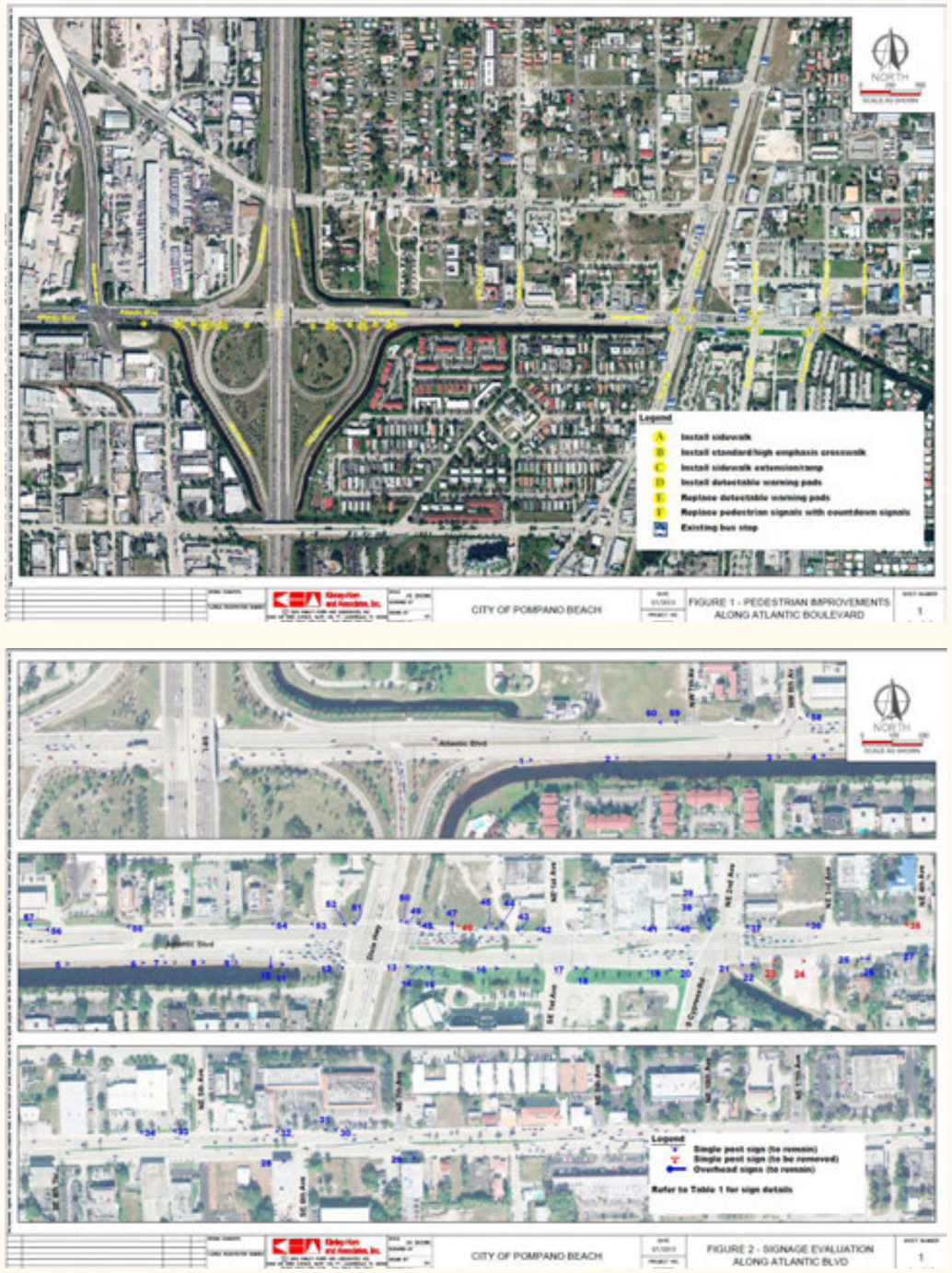
EAST ATLANTIC BOULEVARD PEDESTRIAN/BICYCLE FACILITY AND SIGNAGE EVALUATION

Field observations were conducted on Thursday, July 25, 2013. The observations were conducted on Atlantic Boulevard from Interstate 95 to east of South Cypress Road with focus on the Atlantic Boulevard at Dixie Highway, NE/SE 1st Street, and South Cypress Road intersections. The evaluation consisted of two main components:

- An assessment of pedestrian facilities along Atlantic Boulevard with focus on intersections at Dixie Highway, NE/SE 1st Avenue, and NE 2nd Avenue/South Cypress Road, and
- An assessment of existing signage to identify redundant signs that can be eliminated to improve aesthetics along the Atlantic Boulevard corridor.

The pedestrian facilities on the north and south sides of Atlantic Boulevard from Interstate 95 to east of South Cypress Road were reviewed. East Atlantic Boulevard, from Interstate 95 to east of South Cypress Road contains 29 signs in the eastbound direction and 31 signs in the westbound direction. The signage assessment was conducted to identify signs that could be removed to improve aesthetics. The following types of recommendations are proposed:

- Replace/install detectable warnings pads
- Replace existing pedestrian signals with countdown pedestrian signals
- Opportunities for removing existing signage


NORTH
SCALE AS SHOWN
Legend
A Install sidewalk
B Install standard high emphasis crosswalk
C Install sidewalk extension/ramp
D Install detectable warning pads
E Replace detectable warning pads
F Replace pedestrian signals with countdown signals
Existing bus stop
CITY OF POMPANO BEACH
FIGURE 1 - PEDESTRIAN IMPROVEMENTS ALONG ATLANTIC BOULEVARD
Atlantic Blvd
Legend
Single post sign (to remain)
Single post sign (to be removed)
Overhead signs (to remain)
Refer to Table 1 for sign details
CITY OF POMPANO BEACH
FIGURE 2 - SIGNAGE EVALUATION ALONG ATLANTIC BLVD

MULTIMODAL ASSESSMENT

DISTRICT PEDESTRIAN FACILITY RECOMMENDATIONS

Field observations were conducted on Wednesday, July 3, 2013, and Monday, July 8, 2013 for the Industrial Crafts, Cypress Lake Center and Kendall Crossing districts, and on Thursday, August 1, 2013 for the Atlantic | Ocean and The Hub districts. The observations were conducted to evaluate the existing pedestrian facilities and determine what pedestrian facilities should be recommended to improve the safety and mobility for pedestrians.

The following locations were evaluated for each district:

- Industrial Crafts - east and west sides of Dixie Highway from McNab Road to SW 3rd Street
- Kendall Crossing - east and west sides of Dixie Highway from NW 10th Street to NW 15th Street
- Cypress Lake Center - east and west sides of Federal Highway/US 1 from McNab Road to SE 7th Street
- The Hub - east and west sides of Federal Highway/US 1 from NE 14th Street to NE 24th Street
- Atlantic | Ocean - north and south sides of Atlantic Boulevard from NE 11th Avenue to NE 23rd Avenue

The following district exhibits, in the order listed above, include the following types of pedestrian facility recommendations:

- New sidewalks and reconstruction of existing sidewalks
- New crosswalks and restriping of existing crosswalks
- Installation of detectable warning pads at pedestrian ramps
- Installation of pedestrian crossing sings

NORTH
SCALE AS SHOWN
Legend
A Install sidewalk
B Extend/connect sidewalk
C Re-stripe pedestrian crosswalk
D Install sidewalk extension/ramp
E Install detectable warning pods
Existing bus stop
CITY OF POMPANO BEACH
FIGURE 1
CYPRESS LAKE DISTRICT

NORTH
SCALE AS SHOWN
Legend
A Install sidewalk
B Extend/connect sidewalk
C Install standard/high emphasis crosswalk
D Install sidewalk extension/ramp
E Install detectable warning pods
F Install pedestrian crossing sign
G Restripe crosswalk
Existing bus stop
CITY OF POMPANO BEACH
FIGURE 1
ATLANTIC 1 OCEAN

NORTH
SCALE AS SHOWN
Legend
A Install sidewalk
B Extend/connect sidewalk
C Install standard/high emphasis crosswalk
D Install sidewalk extension/ramp
E Install detectable warning pods
F Replace pedestrian signal heads for countdown
G Install/replace pedestrian crossing sign
H Restripe crosswalk
Existing bus stop
CITY OF POMPANO BEACH
FIGURE 2
THE HUB