



Northwest Community Redevelopment Area Massing and Zoning Analysis Report



February 2012
City of Pompano Beach, Florida
Community Redevelopment Agency

DRAFT
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ACKNOWLEDGEMENTS

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STATEMENT OF LEGISLATIVE INTENT

This statement is applicable to these recommendations in its entirety and is declared to be incorporated by reference into each part thereof.

1. Nothing in the recommendations of the NW CRA Massing and Zoning Analysis Report (‘the Report’) shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist by the Code of ordinances of the City of Pompano Beach.
2. The recommendations of the Report shall not be construed to preempt considerations of fundamental fairness that may arise from their strict application. Accordingly, these recommendations shall not be deemed to require any particular action where they are incomplete or internally inconsistent, or that would constitute a taking of property without due process or just compensation, or would deny equal protection of the laws.
3. The recommendations of the Report are intended to set general guidelines concerning its purposes and contents. They are not a substitute for land development regulations.
4. The recommendations of the Report contain long-range policies for the redevelopment of the Downtown Pompano area. Nothing in these recommendations shall require the immediate changing of existing uses or structures. It is the intent of these recommendations that they be applied as redevelopment occurs naturally or is precipitated by the destruction of the property to the extent that redevelopment in its original form is not economically feasible. The recommendations of the Report are not intended to preempt the processes whereby applications may be filed for relief from land development regulations.



Lamar Fisher, Mayor

CITY COMMISSIONERS

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The NW CRA Massing and Zoning Analysis Report was made possible with the assistance of the City of Pompano Beach Development Services Planning and Zoning Department.

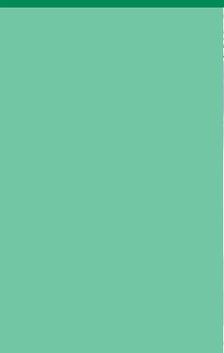
This Report prepared by:
Pompano Beach
Community Redevelopment Agency
February 2012



Northwest Community Redevelopment Agency Massing and Zoning Analysis Report

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EXECUTIVE SUMMARY

The City of Pompano Beach (City) is currently in the process of applying for a land use amendment, for a specific geographic area in the City known as the future Downtown Pompano Transit Oriented Corridor (DPTOC). The basis for this reclassification is due to the existing transit system and the future Broward County Transit Center, currently under construction at the intersection of Dr. Martin Luther King Jr. Blvd. (MLK Blvd.) and S. Dixie Hwy., which will provide improved bus transit service to the area.

As a result of this future amendment, the Pompano Beach Community Redevelopment Agency (CRA) conducted a massing and zoning analysis workshop in December 2011, in light of creating an overall zoning plan for the future DPTOC. This workshop was a staff initiative, however, the public was invited to participate in the design process and had the opportunity to make comments and give input on the items presented.

This report is a summary of the recommendations set forth by the massing and zoning analysis. The CRA together with the City's Department of Development Services will give the community a series of presentations on the recommendations of the workshop beginning in the first quarter of 2012. This will be a time for further citizen input and direction and will represent the first step toward the implementation of the future DPTOC District zoning regulations.

Once the land use amendment takes place, some time in the last quarter of 2012, the underlying land use and zoning designations will no longer apply. As a result, the City has to adopt new zoning regulations for the future DPTOC. The new zoning regulations will be drafted in the second quarter of 2012 and presented to the community in a series of presentations as well. This will also be a time for community input and direction. After the staff has incorporated the citizen's comments into the zoning regulations, the documents will be presented to the CRA Board, the Planning and Zoning Board, and finally the City Commission for adoption. This process takes several months to complete and the adoption may occur as early as the end of 2012 or beginning 2013, after the Land Use Amendment takes place.

The DPTOC Vision Plan (the Plan) generated during the Massing and Zoning Analysis workshop is a longrange vision of which portions can be realized as early as five years. The total redevelopment proposed by the Plan could take as long as 50 years. This plan will serve as the base for the future zoning regulations and for the prioritization of the proposed improvements within the future DPTOC District.

On the next page is the vision plan that was created during the Massing and Zoning Analysis workshop, which highlights the points of interest of the proposed redevelopment of the Downtown area.

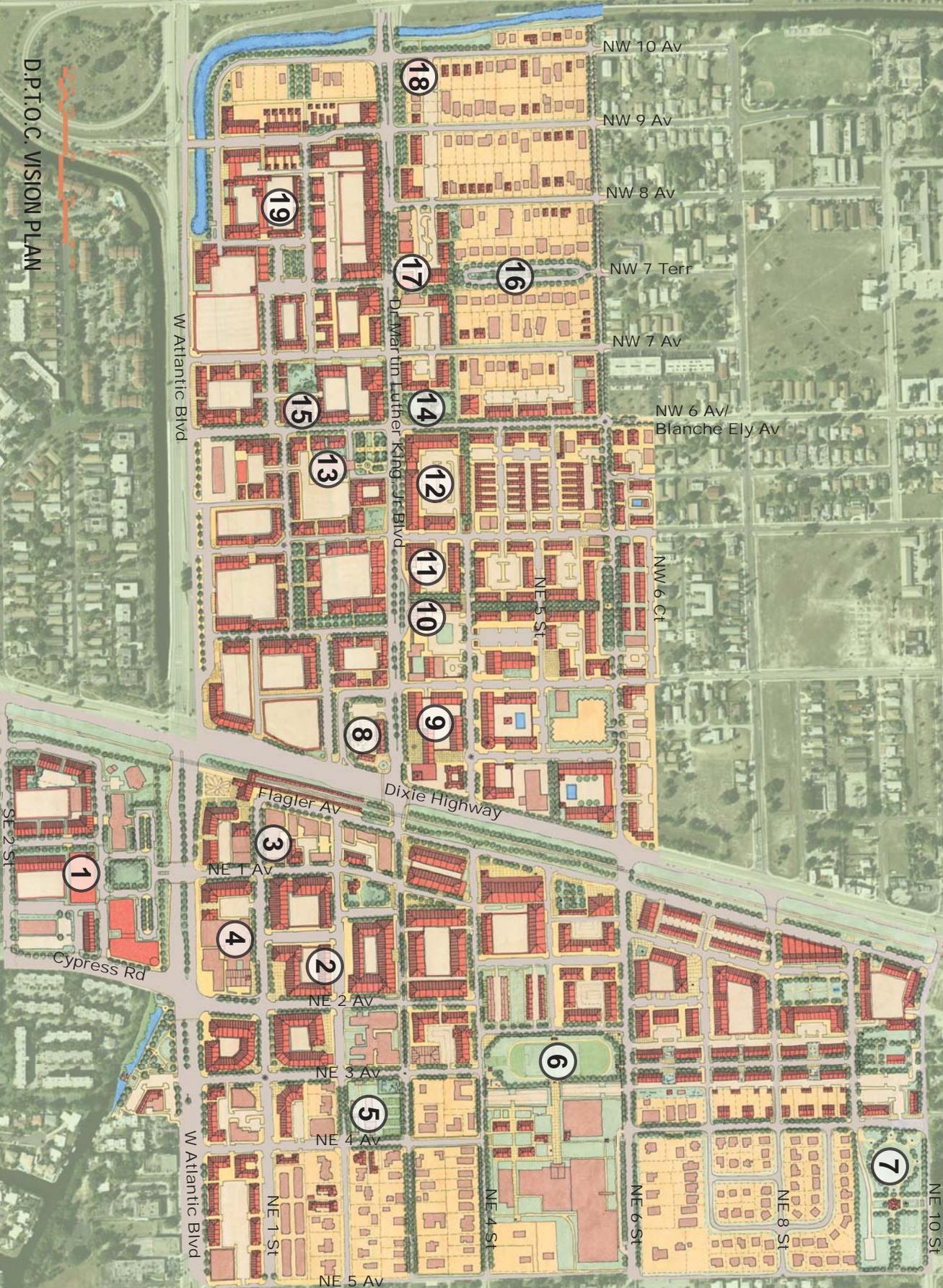
POINTS OF INTEREST

1. Proposed Civic Campus
2. Old Pompano Neighborhood
3. Historic Hotel Bailey and Bank of Pompano
4. First Baptist Church
5. Founders Park
6. Pompano Beach Middle School
7. Sample-McDougald House
8. Broward County Transit Center
9. Gateway Site
10. First Haitian Baptist Church
11. Historic Ali House
12. Future Blanche Eiy Retail Shops
13. E. Pat Larkins Center
14. Annie Adderly Gillis Park
15. Broward County Health Dept.
16. Coleman Park
17. Future 731 Building
18. Future Eta Nu Building
19. Proposed Commerce Park Village

KEY

-  Existing Buildings
-  Proposed Buildings

D.P.T.O.C. VISION PLAN



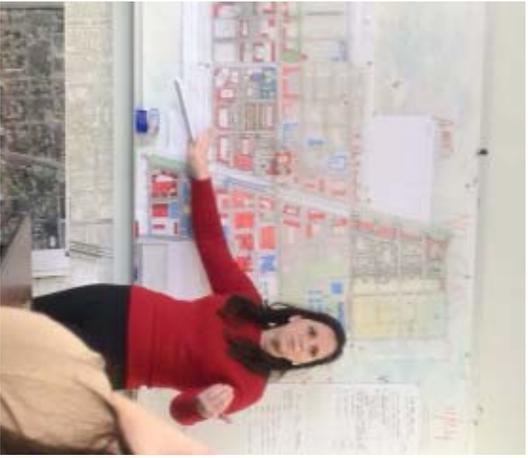
WHY DO A “MASSING AND ZONING ANALYSIS”?

The need to do a massing and zoning analysis of the area grew out of the Pompano Beach Community Redevelopment Agency's (CRA) and City's recognition of the unique characteristics of the Downtown. Downtown Pompano is the area currently in the process of undergoing a Land Use Amendment, specifically designating it as the Downtown Pompano Transit Oriented Corridor District (DPTOC). The basis for this reclassification is due to the existing rail transit system that is anticipated to provide passenger commuter and intensity rail service along the Florida East Coast (FEC) Corridor, as well as the Broward County Transit Center under construction at the intersection of Dr. Martin Luther King Jr. Boulevard (MLK Blvd) and S. Dixie Highway. This designation will encourage the area to become an urban center of intense business and residential development around which a more compact and efficient urban structure will evolve with residential development along its edge. Urban centers are places where people can live, work and shop within a convenient walking distance while having access to other areas of Broward County by way of the transit systems. This urban center and/or transit oriented corridor should have its own identity, mix of residential and business uses, architectural character and sense of place characterized by physical cohesiveness, direct accessibility by mass transit service, and high quality urban design.

The CRA conducted a massing and zoning analysis, with the view of creating an overall zoning plan for the future DPTOC District, on December 5-13, 2011. During the week of the workshop, a design studio was set up next to the Business Resource Center, which is located at 44 NE 1st Street in Old Pompano. Over the course of the week the CRA staff and a team of designers developed in further detail the massing for the future DPTOC District. Although this was a staff initiative, the public was invited to participate in the design process and had the opportunity to make comments and give input on the items presented. This planning process supports the development policies and implementation strategies for the NW/CRA in order to ensure proper urban growth patterns and to provide for well-planned transit supportive communities containing a variety of uses, housing types and public services.

Through the Downtown Connectivity Plan, the CRA is investing in the public infrastructure, with the future streetscape improvements along Martin Luther King Jr. Blvd, Blanch Ely/NW 6th Avenue, Fagler Avenue, NE 3rd Street, NE 1st Street, NE 2nd Street, and NE 1st Avenue. The CRA has also started the redevelopment process on parcels they already own by building structures that will bring services to the community, such as the 731 Hammondville Road project already underway. It is anticipated that the public investment will thus

attract and promote new private investment in the area. The CRA will then be able to “capture” the tax revenues generated by the value of the redevelopment sites within its boundaries and utilize those funds to further improve infrastructure, landscaping, and streetscapes. Developing a “zoning plan” for the area is imperative to ensure proper coordination among agencies and private development, efficient administration of public funds and most importantly establish a sense of civic pride within the community.



INTRODUCTION



BACKGROUND

The City of Pompano Beach (City) is located in Broward County (County), Florida (Figure 1); more specifically in the northeastern part of the County along the shore of the Atlantic Ocean. The population of the City within the incorporated area is estimated at 99,845 in 2010. The City covers approximately 22.15 square miles, or about 14,176 acres. In 1989, the City established the Pompano Beach Community Redevelopment Agency (CRA), which later became the Northwest Community Redevelopment District and the East Community Redevelopment District established on October 31, 1989 and October 9, 2001 respectively. The Northwest Community Redevelopment Area (NWCRA), as the name implies, covers about 3,084 acres in the northwest portion of the City, or about 22% of the City's area. The purpose of this agency is to help address the slum and blighted conditions in this area, and to revitalize both the physical and economic environment of the Northwest area.

The geographic boundary of the NW CRA is depicted graphically in Figure 2. The area is dominated by low and medium income residential neighborhoods and a very large industrial zone. Revitalizing these areas is an important strategy to deal with the declining economic conditions. The significant amount of vacant, under-developed, or deteriorating residential and commercial property is viewed as an important potential growth area for the City.

The NW CRA Advisory Board was established and is comprised of various stakeholders and community members that meet monthly to discuss specific issues within the Northwest CRA.

Over the years, the Pompano Beach CRA has adopted various plans, including the original one in 1989, followed by a Strategic Plan in 2003. The 1989 document, "The City of Pompano Beach Community Redevelopment

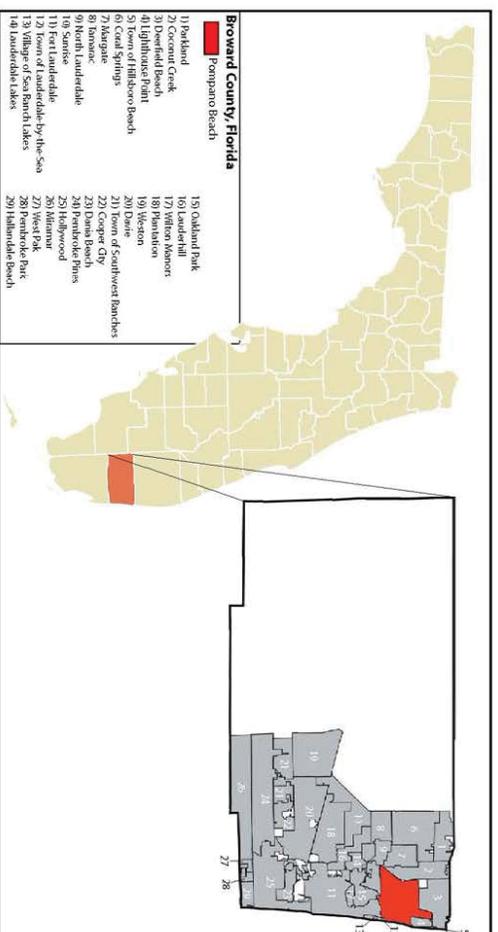


Figure 1- Map of Broward County

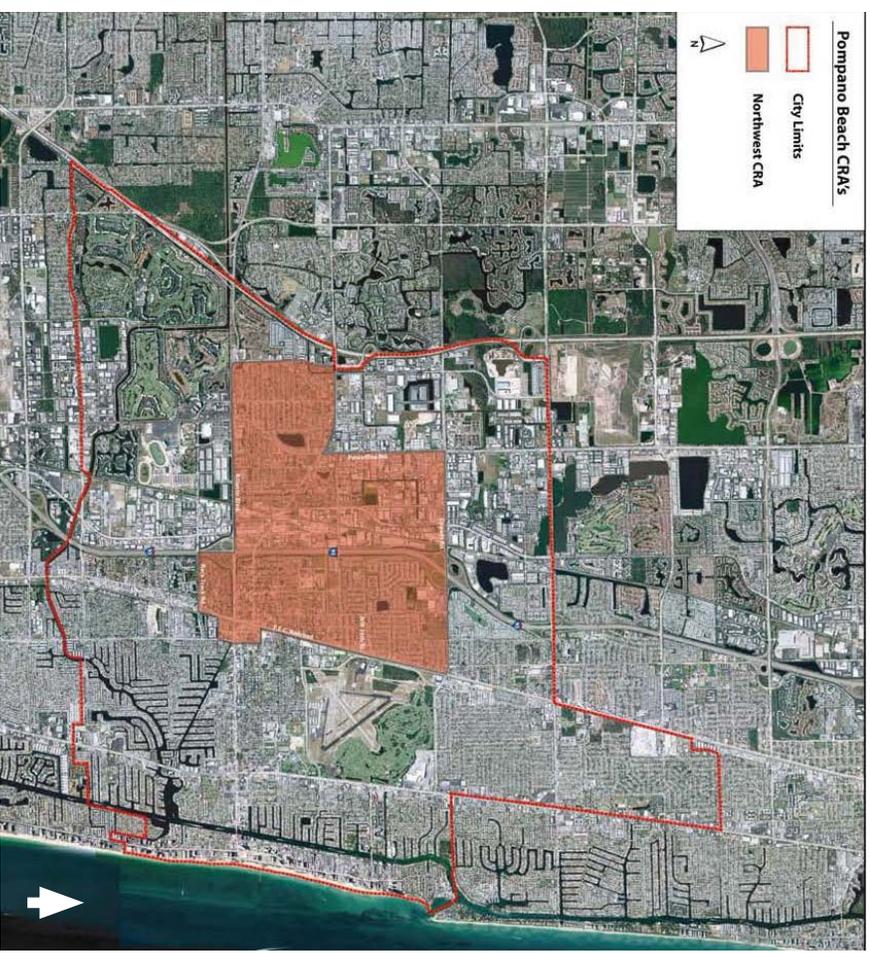


Figure 2- Pompano Beach Northwest CRA District Boundary

Plan," provides the framework for programming redevelopment activities within the CRAs. Since it is not practical for the Pompano Beach CRA to fund and implement all redevelopment projects within the community redevelopment areas, the Plan sets forth a series of implementation steps and specific projects intended to leverage or stimulate the type of public interest and private investment necessary to achieve the revitalization. The NW CRA has its own

adopted redevelopment plan that was updated in late 2010.

In the last couple of years, additional studies have been conducted of specific areas within the NW CRA. The Downtown Pompano Connectivity Plan, for instance, was an effort that began in April 2010 to establish new connections within the Downtown Pompano area and encourage safe, pedestrian-friendly areas and on-street activity as a way to re-

LAND USE CHANGES

The City of Pompano Beach has applied for a Land Use Plan amendment to the Broward County Comprehensive Development Master Plan (CDMP) for a specific geographic region of the NW CRA. This land use amendment was requested on the basis that the area is served by a major transit corridor, the Florida East Coast Railroad (FEC). As part of the South Florida East Coast Corridor Transit Analysis (SFECCCTA) Study, which is sponsored by the South Florida Regional Transportation Authority (SFRTA) and the Metropolitan Planning Organizations (MPOs) of Palm Beach, Broward and Miami-Dade Counties, the FEC corridor is intended in the future to expand its passenger service, connecting various Counties along the East coast of Florida. (For additional information on this study please visit the following link: <http://www.sfeccstudy.com/faq.html>) As a

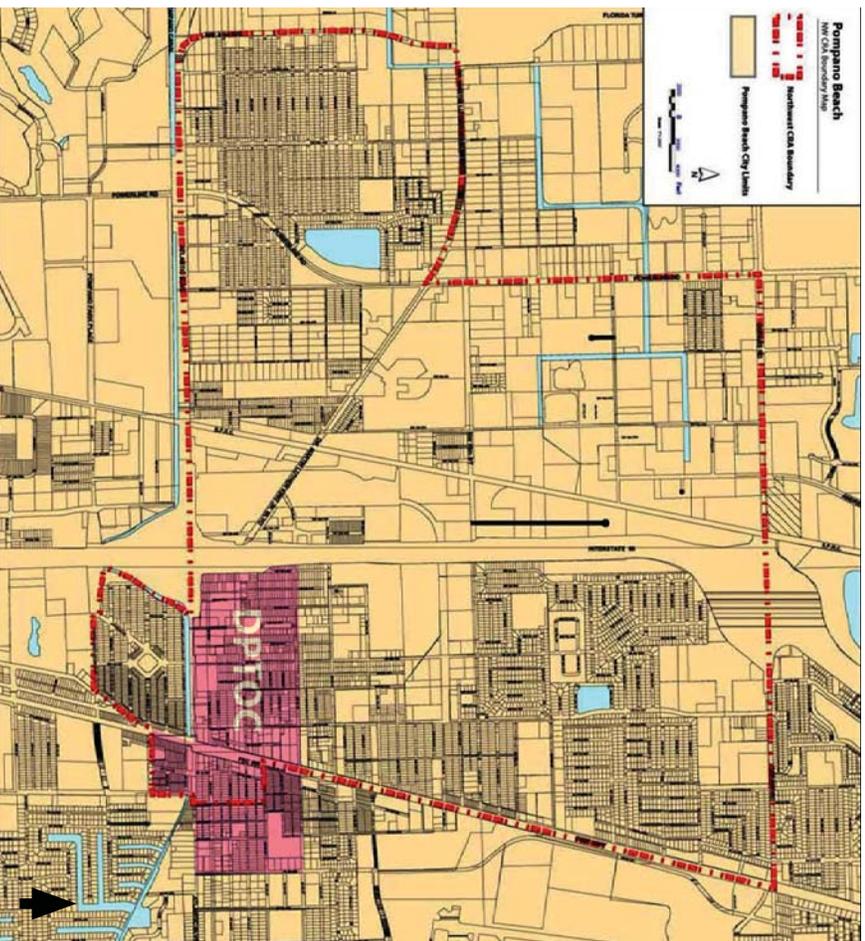


Figure 3 - Pompano Beach Northwest CRA District and Future DPTOC Boundary

energize the historic district. The Connectivity Plan was adopted in November 2010. The NW CRA has requested the Urban Land Institute (ULI), through their local District Council, to provide them with a technical assistance panel to discuss specific issues related to creating a public/private development strategy along the MLK Blvd. in Downtown Pompano. The study area was the MLK Blvd. corridor and some of the surrounding area from S. Dixie Highway west to I-95. This panel met in September 2011 and produced a report, which is currently being reviewed by the Agency. Both the Connectivity Plan and the ULI Report will serve as the basis for the discussions for future redevelopment in the area.

result, the land use amendment proposes to re-designate this area to the "Downtown Pompano Transit Oriented Corridor" (DPTOC) (Figure 3), a future mixed-use district that will support transit and establish an urban center. Many Counties have already undergone this effort and have written new zoning regulations in support of transit oriented developments.

Once the land use amendment takes place (some time in the last quarter of 2012), the CRA staff along with the Department of Development Services for the City will propose adoption of the specific zoning district regulations for the future DPTOC geographic area. In order to begin to understand what the future mix of uses would be needed to encourage new capital investment, public-private partnerships and future redevelopment, the CRA has conducted a Massing and Zoning Analysis, of which this report is a summary of. This analysis will help

the staff determine the appropriate development patterns and the amount of density that will be needed to support the future transit in the Downtown.

The NW CRA has developed a financial plan that is updated annually to allocate funds for redevelopment projects, incentive programs, street improvements, etc. in the NW area. In an effort to further resolve the issue of slum and blight in the area, the agency has developed a strategy for acquiring vacant and/or dilapidated property. The NW CRA has identified specific areas in the future DPTOC District area for land acquisition, which is divided in two phases of implementation. Within these areas, several projects have been identified for specific redevelopment.

PROGRAMS

Specific incentive programs have been established to encourage private commercial property redevelopment and improvements such as the Facade and Site Improvement Program. A Microenterprise Business Loan Fund has also been created to help small businesses grow. The NW CRA is brainstorming ideas for a possible future "art in public places" program that will bring art to public places other than museums and enrich the public realm. One of the goals of the program is to enhance and preserve the artistic heritage of Pompano Beach while improving our public streets and streetscapes with art. A detailed marketing plan is also underway for the NW CRA, which has targeted strategies for business development/retention and growth in the area. This has led to numerous promotions and advertising events as well as the branding of the City of Pompano Beach.

HISTORY OF THE AREA

The first settlement in the area that became Pompano Beach came with the extension of Henry Flagler's FEC Railroad southward into Broward County in the late 1800's (Figures 4 & 10). The original rail depot (Figure 5) was located near the site of the current "Old Downtown Pompano", just north of Atlantic Boulevard. "Old Downtown" grew on the east side of the rail line, along Flagler Avenue and Cavendish's general store. As with many other railway towns on the FEC, Flagler built a worker community on the west side of the tracks, which consisted mainly of farmlands and farm houses that were populated by African-American families. Many of these families still live in this area, which remains the center of the black community in Pompano Beach. As the surrounding area continued to grow over the years, the farmlands began to slowly disappear. In areas now part of the NWCRA, industrial uses were introduced into the rural areas west of the rail lines.

Pompano Beach was first incorporated as a city in 1947, and most of its growth has occurred since then. The focus of growth was eastward, along Atlantic Boulevard toward the beach. Old Downtown and the areas further west were largely ignored by this period of growth. The original African-American neighborhoods west of the railroad became gradually deteriorated and blighted. Many of the residents moved to newer communities nearby, westward to Hunters Manor and Collier City, and northward to Kendall Green and Sanders Park. These areas all form part of the current NWCRA.

The location of the FEC and the subsequent arrival of the CSX railroad, roughly parallel and about one mile west, made the area a natural attractor of large scale industrial and warehouse uses that required convenient freight rail access. Since the area near the FEC was already developed, much of this industrial development located west of the



Figure 4 - Railroad tracks and distribution center along Flagler Avenue



Figure 5 - Original Rail Station

CSX tracks, in what is now the northwest quadrant of the NWCRA. A regional farmer's market near I-95 and Atlantic Boulevard capitalized on the arrival of the freeway to form a trucking distribution area for produce (Figure 6).

With the focus of growth being east of the area, Downtown Pompano did not experience robust growth. The Pompano Beach Housing Authority purchased a large tract north of Hammondville Road (now MLK Boulevard) and west of the CSX railway in the 1950's and built the Golden Acres development. More recently, two other affordable housing developments, Blanche Ely and Ben Turner Estates, have been built in the area. Blanche Ely High School (named for a prominent local educator) was built in 1952 on NW 6th Avenue and remains an important community anchor today.

With the relative lack of development in the area, many portions, particularly the older areas west of the FEC railway, became dilapidated and blighted. Much of this construction has been cleared, so that the area is now characterized by a relatively high number of vacant properties. Much of this has been purchased and assembled by the NWCRA in the past 20 years, and can provide a substantial opportunity for future development. Indeed, some recent redevelopment has already been accomplished, notably Carver Homes, the Canal Pointe subdivision, several residential projects in Hunters Manor, and the Pompano Center for Commerce in the industrial area.



Figure 6 - Farmers Market on Flagler Avenue



Figure 8 - First United Methodist Church



Figure 7 - Kester Cottage



Figure 9 - Old Pompano Fire Station



Figure 10 - Flagler Avenue circa the 1940s



Figure 11 - Historic Hotel Bailey and Bank of Pompano

In the future DPTOC District there are a few historically significant structures. Some of these structures are on the national register of historic places or locally designated historic sites. The First United Methodist Church (Chapel) (Figure 8), located at 201 NE 2nd Street, is a largely unaltered gothic revival style church built in 1934. It is one of the oldest religious buildings standing in Pompano Beach. The Kester Cottage (Figure 7), which is located in Founder's Park, is composed of two restored cottages that were moved to this site in the 1930s. Owned by the Pompano Beach Historical Society, one cottage was restored as a typical residence of the late 1940s, the other houses exhibits and artifacts relating to the history

of Pompano Beach. Built in 1925 as the City's first fire station, the Old Pompano Fire Station (Figure 9) has been restored and houses two antique fire engines, as well as photographs and artifacts relating to the history of fire fighting in the City. While not historically designated, the All Building, the Farmer's Bank of Pompano and the Hotel Bailey (Figure 11) are structures built over 50 years ago and have been recognized by the local historical society in 1992 by their inclusion on the Florida Master Site File. These structures have historical significance in Pompano Beach because of its association with the lives of persons significant to the City's past and therefore are on the list of sites recommended to be designated.

PRESENT CONDITIONS

The future DPTOC District is approximately 269 acres of land, which is generally bounded by NW 6th Street/NW 6th Court on the North, Interstate 95 on the West, W. Atlantic Blvd / SW 2nd Street on the South, and NW 5th Avenue on the East (Figure 14). This area is enhanced by its proximity and access to I-95. The existing land uses within the future DPTOC are widely varied (Figures 12-13). Commercial uses are predominantly along MLK Blvd., W. Atlantic Blvd., NW 6th Street, S. Dixie Hwy. and in the "Old Pompano" area.

Old Pompano is located along Flagler Avenue, on the east side of the FEC railroad tracks just north of Atlantic Boulevard. It consists mostly of street level retail, in one and two story buildings, in a traditional pattern of small scale buildings, fronting directly on the sidewalk. Much of the rest of the area consists of residential neighborhoods with their attendant civic uses such as schools, churches, and parks.

The age and condition of the building stock is also widely varied. Old Pompano dates from the turn of the 20th century, although some of the buildings were built in subsequent decades. The oldest neighborhood is across the railroad tracks from Old Pompano, with many buildings dating from the early to mid 20th century. For the most part, these buildings are in poor condition. Later residential subdivisions date from the 1960s to the 1980s and radiate further westward and northward from the older parts into the rest of the City.

Currently, the Broward County Comprehensive Plan (BCCP) and the City's Zoning Code has restrictions for Mixed-use developments in Commercially designated areas. The maximum amount of residential area that can be built is limited to 50% of the total floor area of the proposed building. In addition, the maximum density that can be built is 46 units/acre. The 50% rule limits the amount of residential that can be built and in some parcels it results in less units than what the site is entitled for. In addition, the allowable density is too low for the area immediately around the future transit center. These regulations make the construction of mixed-use buildings costly and unfeasible, hence the reason for the land use amendment.

As per the currently adopted Future Land Use designations, the area has a total of 1,368 entitled dwelling units. Of the 1,368 entitled units only 422 residential units exist today. Approximately 143 of the existing units are single family dwellings and 279 units are multi-family dwellings. This leaves a total of 946 units that can be built today. In order to realize the long-range ultimate build-out, the Plan suggests, that the entitlements within this area will have to be increased in the future. The existing infrastructure will also have to be enhanced to support the future redevelopment.

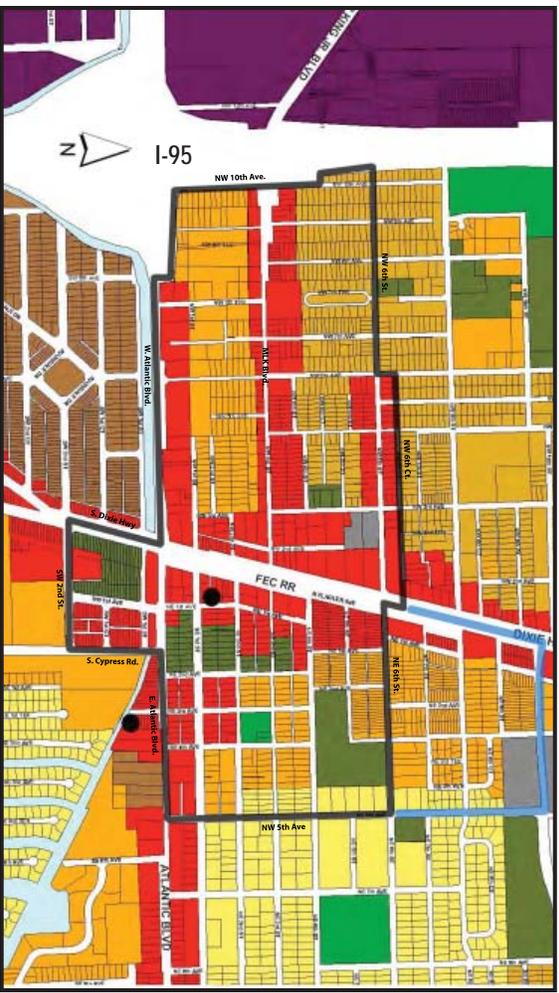


Figure 12 - Current Future Land Use Plan

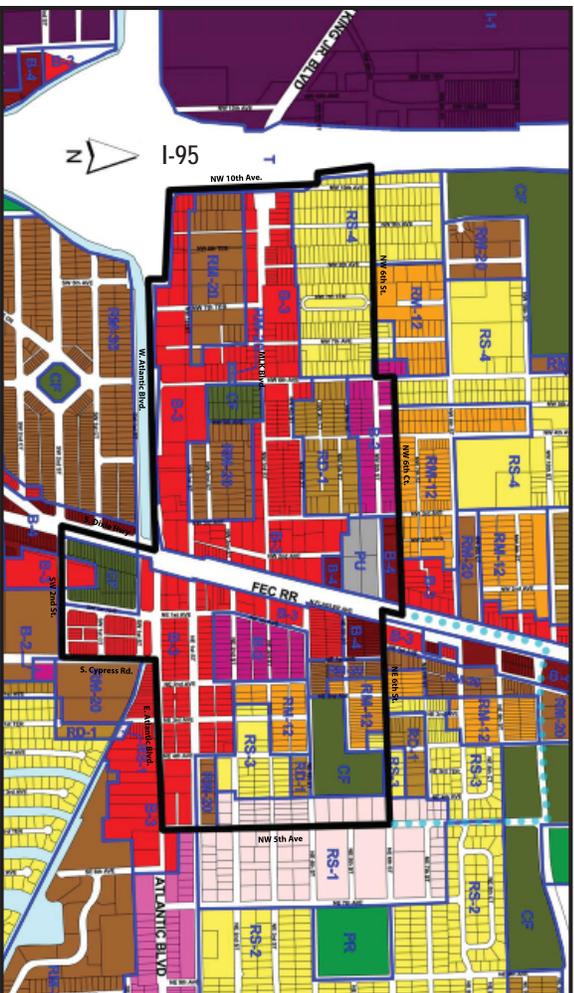


Figure 13 - Current Official Zoning Plan

SYMBOL	CLASSIFICATION
RS-1	SINGLE-FAMILY RESIDENCE
RS-2	SINGLE-FAMILY RESIDENCE
RS-3	SINGLE-FAMILY RESIDENCE
RS-4	SINGLE-FAMILY RESIDENCE
RS-5	SINGLE-FAMILY RESIDENCE
RS-6	SINGLE-FAMILY RESIDENCE
RS-7	SINGLE-FAMILY RESIDENCE
RS-8	SINGLE-FAMILY RESIDENCE
RS-9	SINGLE-FAMILY RESIDENCE
RS-10	SINGLE-FAMILY RESIDENCE
RS-11	SINGLE-FAMILY RESIDENCE
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RS-98	SINGLE-FAMILY RESIDENCE
RS-99	SINGLE-FAMILY RESIDENCE
RS-100	SINGLE-FAMILY RESIDENCE

SYMBOL	CLASSIFICATION
RESIDENTIAL (DU/AC)	Low 1-5
	Low-Medium 5-10
	Medium 10-15
	Medium-High 15-20
	High 20-25
	High 25-30
	High 30-35
	High 35-40
	High 40-45
	High 45-50
	High 50-55
	High 55-60
	High 60-65
	High 65-70
	High 70-75
	High 75-80
	High 80-85
	High 85-90
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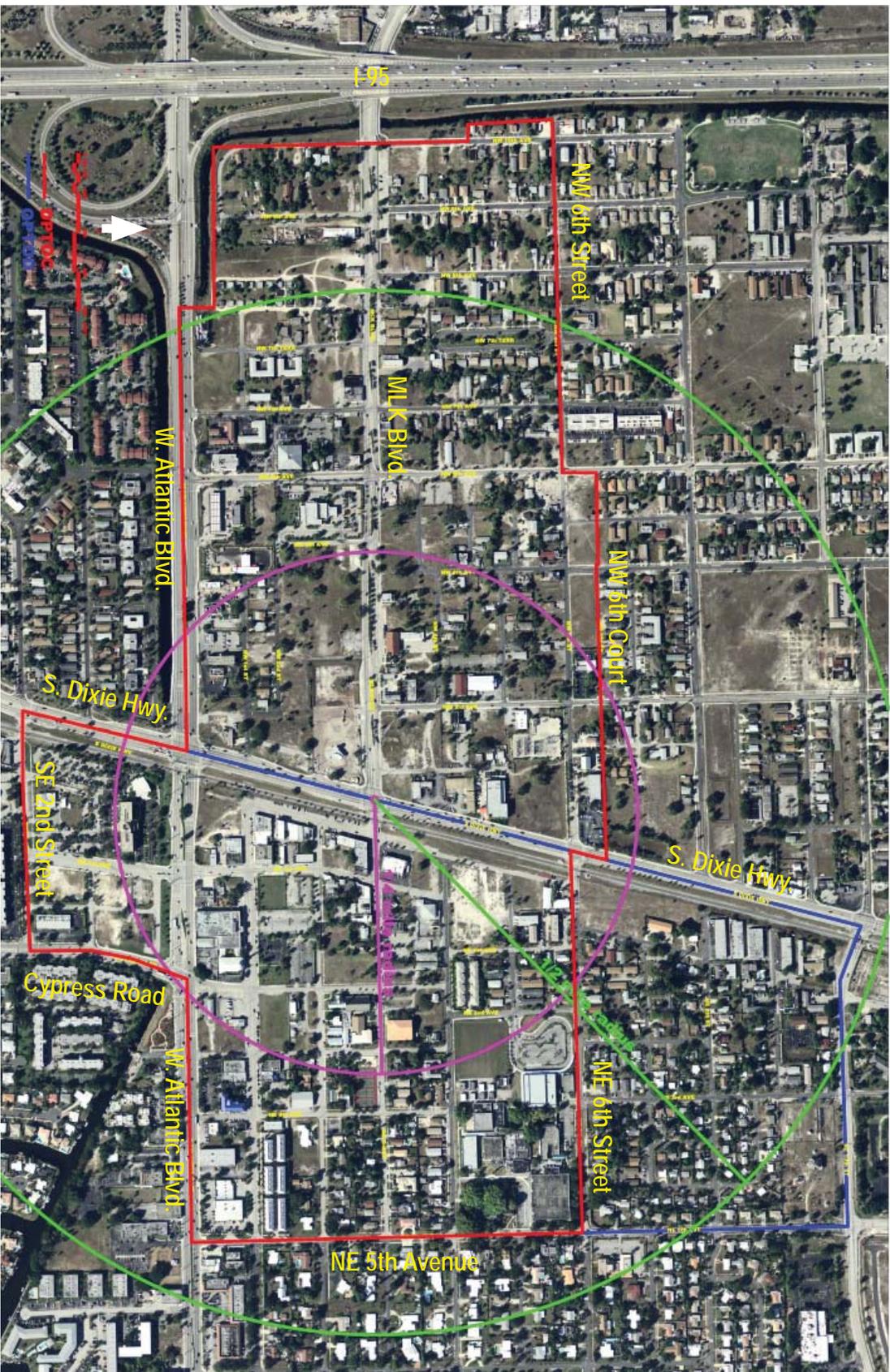


Figure 14 - Future DPTOC District and Study Area Boundary

UNDEVELOPED LAND

There is a significant amount of undeveloped property within the future DPTOC district. Of the 269 acres, approximately 80 percent is vacant (Figure 15). The CRA and the City own a large number of sites within the future DPTOC District, of which most are vacant (Figure 16).

EXISTING PARKS AND OPEN SPACES

There are several park, open space and recreational facilities located within the future DPTOC District (Figure 17). The following is a list of the facilities:

1. Annie Adderly Gillis Park (601 MLK Blvd.);
2. Coleman Park (480 NW 7th terrace);
3. Founder's Park (316 NE 3rd Street); and
4. Pat Larkins recreation Center (520 MLK Blvd.)
5. Centennial Park (1190 NE 3rd Avenue)
6. Iguana Park (220 E. Atlantic Blvd.)

Kester Park is an 8.4 acre neighborhood park that is located just outside the boundaries of the future DPTOC District (450 NE 7th Avenue) but serves the area as well.

EXISTING MAJOR THOROUGHFARES

The following is a list of the major thoroughfares (Figure 17) within the future DPTOC District and their current and adopted levels of service:

- Atlantic Boulevard provides access to I-95. It is the corridor along which an approximately 0.25 mile area, mostly to the north, defines the future DPTOC land use boundary. Within the proposed district the roadway design is six-lane divided from I-95 east to Cypress Road, and four-lane divided from Cypress Road east to NE 5th Avenue. The current level of service in the AM Peak Hour is E

to F and in the PM Peak Hour is also E to F. The adopted level of service (2015 and 2030) in the Peak Hours will remain the same.

AM Peak Hour Traffic Volumes: Westbound (2392), Eastbound (2256); PM Peak Hour Traffic Volumes: Westbound (2597), Eastbound (2104)

- S. Dixie Highway is a four-lane roadway through the future DPTOC District. The distance along S. Dixie Hwy. within the boundary is approximately 0.3 miles and includes the intersection at Atlantic Boulevard. The current level of service in the AM Peak Hour is D to F and in the PM Peak Hour is also D to F. The adopted level of service (2015 and 2030) in the Peak Hours will be D or better.

AM Peak Hour Traffic Volumes: Northbound (1093), Southbound (1403); PM Peak Hour Traffic Volumes: Northbound (1142), Southbound (1137)

- Dr. Martin Luther King, Jr. Blvd. (Hammondville Road) is a four lane divided roadway within the future DPTOC District, from I-95 east to S. Dixie Hwy.-approximately 0.5 miles. The current level of service in the AM Peak Hour is D or better and in the PM Peak Hour is also D or better. The adopted level of service (2015 and 2030) in the Peak Hours will remain the same.

AM Peak Hour Traffic Volumes: Westbound (454), Eastbound (580); PM Peak Hour Traffic Volumes: Westbound (659), Eastbound (600)

KEY

- City Owned
- CRA Owned
- Broward County Owned
- State Owned

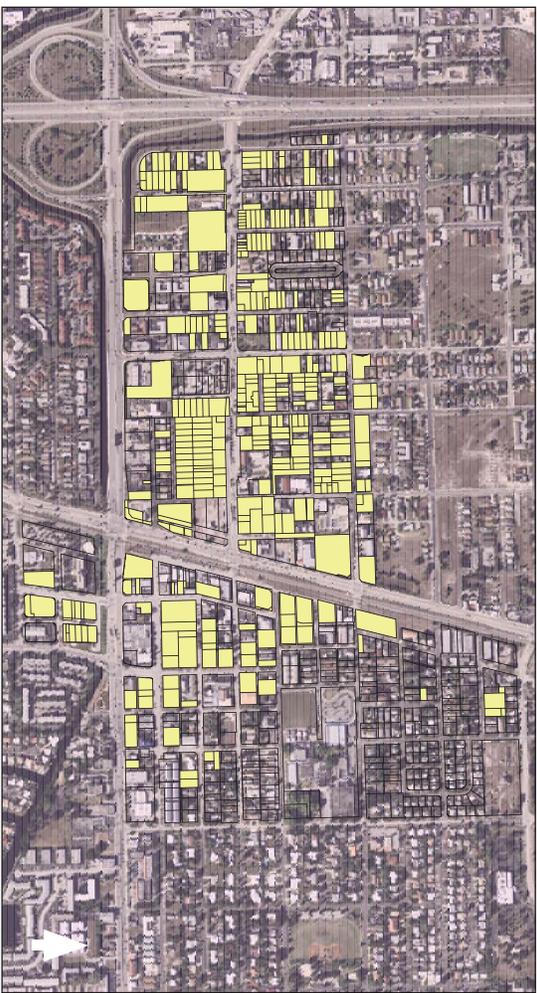


Figure 15 - Undeveloped Parcel Inventory



Figure 16 - Property Ownership Map

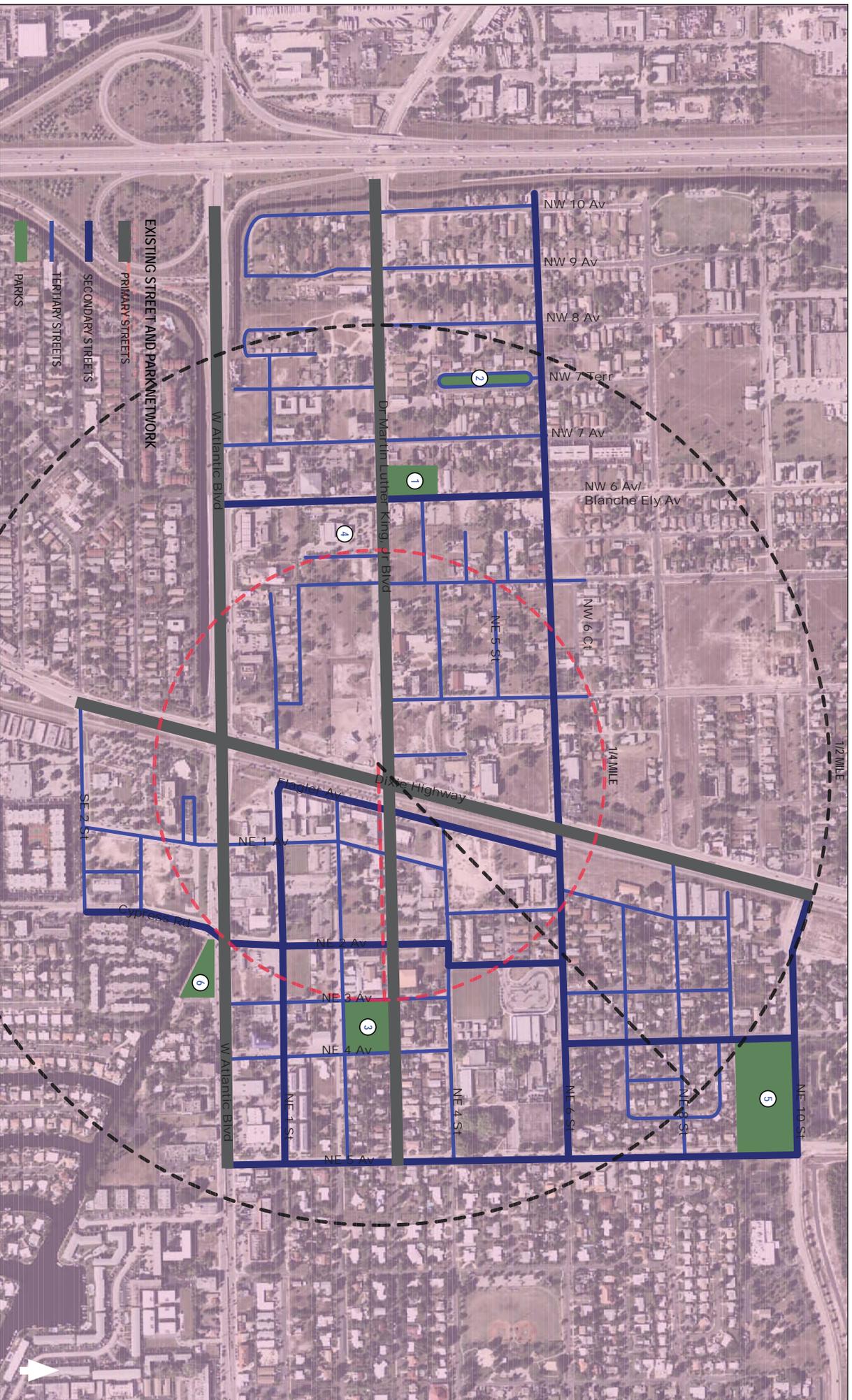


Figure 17 - Existing Parks and Thoroughfares Diagram

URBAN DESIGN RECOMMENDATIONS



NEIGHBORHOOD STRUCTURE

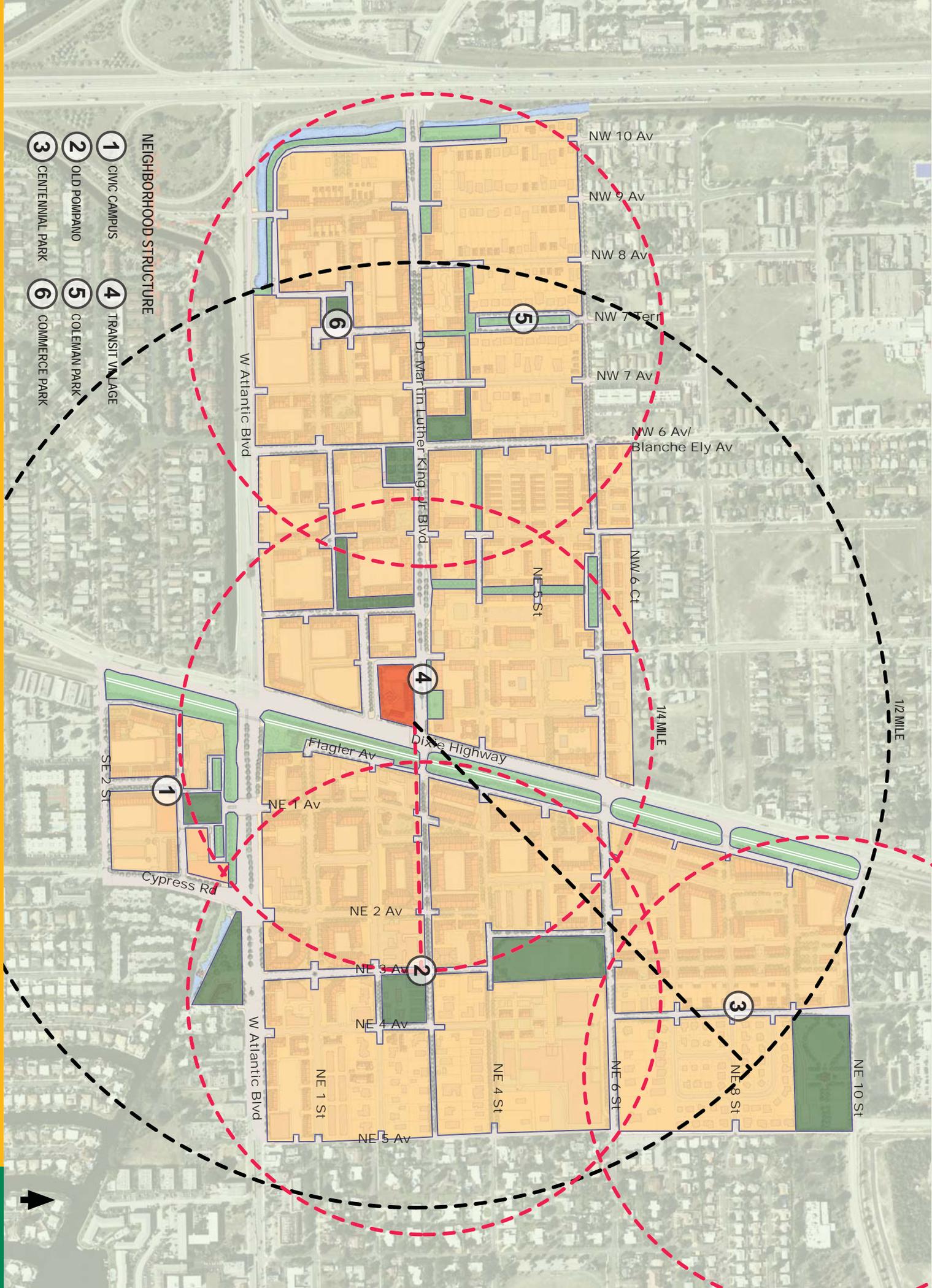
The Downtown Pompano area is generally bounded by NW 6th Street/Court on the North, I-95/NW 10th Avenue on the West, NE 5th Avenue on the East, and W. Atlantic Blvd/ SE 2nd Street on the South. Two major thoroughfares, W. Atlantic Boulevard and S. Dixie Highway physically divide the Downtown into three distinct areas: The Civic Campus site south of W. Atlantic Boulevard, the Old Pompano neighborhood east of S. Dixie Highway and the traditional African-American settlement west of S. Dixie Highway. The Downtown Pompano area also includes the neighborhood between NE 6th Street and NE 10th Street and S. Dixie Highway and NE 5th Avenue. This area, while it is not a part of the future DPTOC District, was part of the massing and zoning analysis because it is the subject for another future land use amendment by the City. The City is currently exploring the possibility of

redesignating this area into the Old Pompano Transit Oriented District (OPTOD), therefore, it was important to analyze the existing land use and zoning designations and recommended changes.

The Downtown Pompano Connectivity Plan developed a concept for unifying the three distinct areas of the Downtown through various streetscape improvement projects. The massing and zoning analysis looked at those three areas in more detail and created a development concept plan for each. The center of the entire Downtown area is geographically located at the intersection of S. Dixie Highway and Marlin Luther King Jr. Boulevard, which is the area where the Broward County Transit Center is located, therefore making it the heart of the Downtown Pompano Transit Oriented Corridor (DPTOC). Figure 18 is a diagram of the proposed neighborhood structure of the

DPTOC. The circles in red depict a 1/4 mile radius, while the circle in black depicts a 1/2 mile radius. The Downtown Pompano area can be further divided into neighborhoods and districts. The red circles define each neighborhood and represent a five-minute walking distance from center to edge, the ideal size of a neighborhood. Each neighborhood is centered on an open space or green. Districts are areas that are characterized by a special single use but follow the principles of neighborhood design as well. The Plan proposes the future Civic Campus and the proposed Commerce Park as the districts in the future DPTOC area. The proposed redevelopment improvements for each neighborhood and district are described in detail on the following pages.

Figure 18- Neighborhood Structure Diagram



NEIGHBORHOOD STRUCTURE

- 1 CIVIC CAMPUS
- 2 OLD POMIPANO
- 3 CENTENNIAL PARK
- 4 TRANSIT VILLAGE
- 5 COLEMAN PARK
- 6 COMMERCE PARK



CIVIC CAMPUS

The City owns approximately 12 acres of land immediately around the City Hall building (Figure 19), which is located between W. Atlantic Blvd. and SE 2nd Street, and between Cypress Road and S. Dixie Hwy. (Figure 23). The Connectivity Plan envisioned this site to be the future civic campus of Pompano Beach. Through an inter-local agreement, Broward County granted the City a total of \$7.2 million to build a public library on the site.

In the latter part of 2011, the City put out a Request For Qualification (RFQ) for the design and construction of the public library and civic campus. A total of 22 firms responded to this RFQ. A selection committee was established to review the submittals and short-listed 7 firms for further evaluation. On December 20, 2011 the committee heard presentations from each of the 7 short-listed firms and recommended a top ranked firm to the City Commission. The Commission accepted the recommendation in January 2012. The City is currently negotiating a contract for the design and construction of the future library with the selected architectural firm.

LIBRARY & CULTURAL CENTER

As part of the inter-local agreement between the City and the County, the date of completion of the Library is set for mid 2014. Because this timeframe is so constrained, both the City and CRA staff analyzed ways to shorten the process in specific areas without compromising the integrity of the project. As a result, the City decided to hold a pre-design workshop to help resolve some of the main issues prior to the design team coming on board, therefore reducing the amount of time that is normally spent on site explorations and analysis. The

pre-design team (City and CRA staff) focused on the existing site constraints, the future location of the generator for the City Hall complex, and the possible site configuration for the future civic campus. The City has hired Webb Management Services to do a "needs analysis" for cultural uses within the City. This study will determine the types of cultural activities that are missing in the community (i.e. performance theatre etc.) As part of their analysis, the firm is analyzing various buildings within in the Downtown, such as the All building and the Hotel Bailey, to determine if they are suitable for the types of cultural uses they are investigating. In addition, they will be determining if the construction of the second floor of the Library will be needed for future cultural uses. If it's determined that it is needed, the City will have to fund the construction of the second floor entirely.

PRELIMINARY SITE ANALYSIS

During a preliminary site analysis, conducted several years ago, it was found that the SE corner (between SW 1st Court and SW 1st Avenue) of the civic campus site was contaminated with arsenic and petroleum (Figure 22). The City was asked by the County to remove the contamination and, as a result, the site underwent a removal process. Monitoring wells have been installed in the site and must remain there until the County gives the clearance for them to be removed. The County requires no further action at this point and development is allowed to proceed. As a precautionary method, the City will not allow irrigation nor drainage on the site. Currently on the site exist two facilities that are not part of the City Hall, the American Legion (Figure 20)



Figure 19 - Pompano Beach City Hall



Figure 21 - Existing Retail Strip

Figure 22 - Contamination Location Plan



Figure 20 - American Legion



Figure 23 - Existing conditions

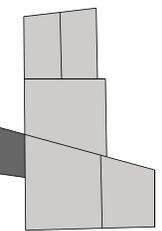


Figure 24 - Phase one



Figure 26 - Phase three



Figure 25 - Phase two



Figure 27 - Phase four



Figure 28 - Phase five - Ultimate Buildout

on the SW corner and a strip retail center on the SE corner (Figure 21). Both of these facilities remain a part of the civic campus site throughout its initial redevelopment phases or until negotiations are in place to either purchase those sites and/or relocate them.

PHASED DEVELOPMENT

The CRA staff developed a conceptual site plan for the future civic campus (Figure 28). The program for the site includes additional civic uses with the construction of the future Library, a stand alone proscenium theatre, retail and office development. The concept of the Plan is to develop a network of streets and blocks with a clearly defined civic green at the termination

of NE 1st Avenue along W. Atlantic Blvd. The civic green is surrounded by the future 25,000-30,000 sf Library and the proposed 30,000 sf theatre. In the event that the stand alone theatre is not feasible, the site is perfectly suitable for future office/retail development. Along W. Atlantic Blvd. two smaller linear plazas are arranged terminated by the Commission Chambers on the West and the proposed theatre on the East. During the pre-design workshop it was found that at several times throughout the day people walk through the City Hall site to get to the Dave Thomas Educational Facility, which is located on the south side of SW 2nd Street. A bus stop currently exists along W. Atlantic Blvd. directly across from the Commis-

sion Chambers building, encouraging people to walk along the FEC tracks. Another location where people gather informally to wait for public transportation is along SW 2nd Street. The Plan proposes a network of landscaped streets where people can easily, safely and comfortably walk through the campus.

Understanding that development doesn't usually occur all at once, due to financial constraints and/or land acquisition, the conceptual plan was developed to occur in a series of phases (Figures 24-27). During Phase 1, the civic green, linear plazas and the Library would be constructed. The parking for the Library would be built at grade immediately to the East of the building. Also in this phase, both the new chill-

er plant and generator for the City Hall complex would be constructed. In Phase 2, the vacant piece of land behind the Library building would be redeveloped. A multi-level parking garage that would serve the library as well as the stand alone theatre is proposed to be constructed on that site. By building the garage here, the Library could remain operational during construction. Once the facility is completed, the surface parking lot East of the Library could be redeveloped into the proposed theater and/or office retail building as shown in Phase 3. If the American Legion relocates to another facility within the City, the Plan proposes an office development on that site as shown in phases 4-5.

OLD POMPANO NEIGHBORHOOD

As previously stated, Pompano was first settled in the late 1800's during the extension of Henry Flagler's Florida East Coast Railroad southward into Broward County. The original rail depot was located near the current Old Downtown (Figures 29-30), just north of Atlantic Boulevard East of the tracks. While Old Downtown grew East of the rail line along Flagler Avenue a worker community was established on the west side of the tracks, which consisted mainly of farmlands and farm houses, that were populated by African-American families. The Old Downtown was the place for business (Figure 32). The general stores and trading posts were found there. The first bank, The "Farmers Bank of Pompano" was established on NE 1st Street around the same time period. Next to the bank was the City's first hotel, Hotel Bailey (Figure 31). Both structures exist today and represent a piece of the architectural heritage of Pompano that should be preserved. The CRA is in the process of negotiating to purchase the hotel building and later rehab it. If the Hotel Bailey is purchased, the CRA proposes to convert the building into an artist co-op, providing studio spaces where artists can produce as well as display their work.

FUTURE PASSENGER RAIL SERVICE

The Old Pompano neighborhood is defined on the Plan as the area between NE 6th Street and W. Atlantic Blvd. and between S. Dixie Hwy. and Ne 5th Avenue (Figure 33). As part of the South Florida East Coast Corridor Transit Analysis (SFECCCTA), which is sponsored by the South Florida Regional Transportation Authority (SEFRTA) and the Metropolitan Planning Organizations (MPOs) of Palm Beach, Broward and Miami-Dade Counties, the FEC corridor is intended in the future to expand its pas-



Figure 29 - Original rail station



Figure 30 - Dixie Highway & NE 3rd Street



Figure 31 - Historic Bank of Pompano and Hotel Bailey



Figure 32 - Flagler Avenue, circa 1940s



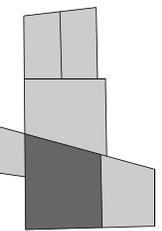
Figure 33 - Existing conditions

senger service, connecting various Counties along the East coast of Florida. The Florida Department of Transportation (FDOT) is anticipating the construction of the future rail station in Downtown Pompano as early as seven years. They are currently in the design phase of the various station platforms along the FEC Corridor and have assigned Pompano a "Town Center" station. This designation is appropriate for Pompano because of its location within the future Downtown Pompano district. The land use amendment and rezoning of this area to become a transit-oriented district will support

the future station. FDOT has met on several occasions with the City and CRA staff as their plans for the station are developed. This is a perfect opportunity to merge both efforts of the design of the future station with the City's overall plan for the Downtown. The design team proposed two alternatives for the location of the future FEC rail station.

Alternative One:

The first alternative proposes to locate the future FEC rail station between NE 3rd Street and W. Atlantic Blvd. along the East side of the FEC



tracks (Figure 34). In addition, it proposes to create a signature plaza on the NE corner of W. Atlantic Blvd. and S. Dixie Hwy. (Figure 36). The plaza is intended to be lined on one side by the future station building, which would house the transit pay/information kiosk as well as the Farmer's Market headquarter offices. Along

the other side of the plaza the Plan proposes a new building with cafes and outdoor seating. The plaza is large enough to have fountains, seating and landscaping and can be utilized for outdoor events and gatherings.

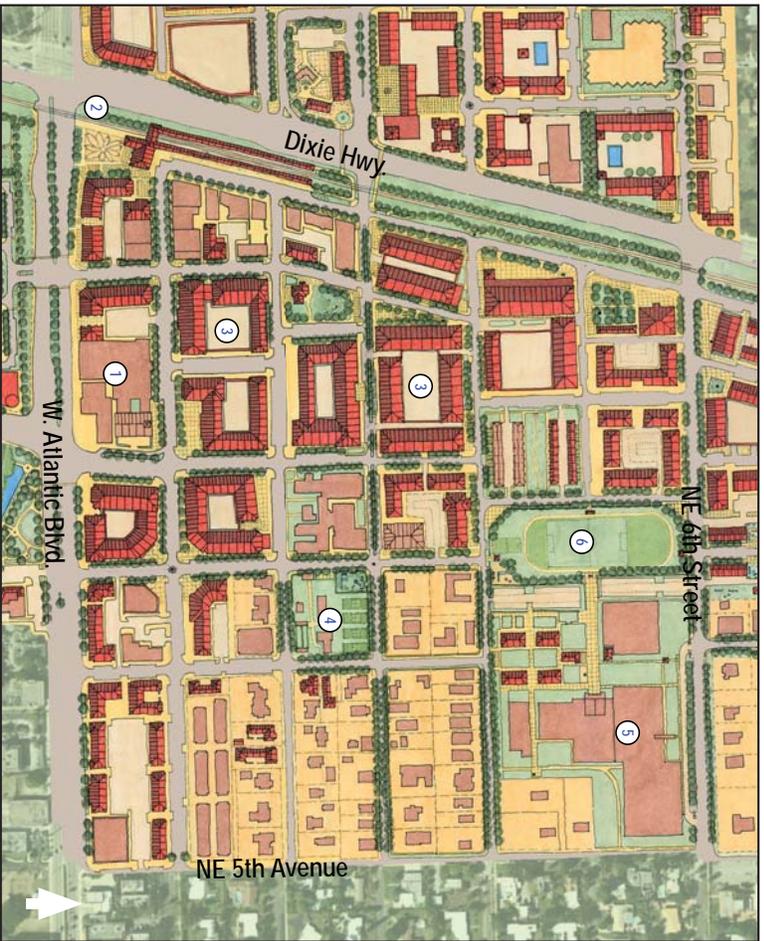


Figure 34 - Detail of proposed improvements to Old Pompano Neighborhood and location of future rail station alternative 1



Figure 35 - View of Flagler Ave. looking South with proposed street improvements & train station

KEY

- 1. First Baptist Church
- 2. Proposed Rail Station & Plaza
- 3. Mixed-use Development
- 4. Founders' Park
- 5. Pompano Middle School
- 6. Proposed Public Park

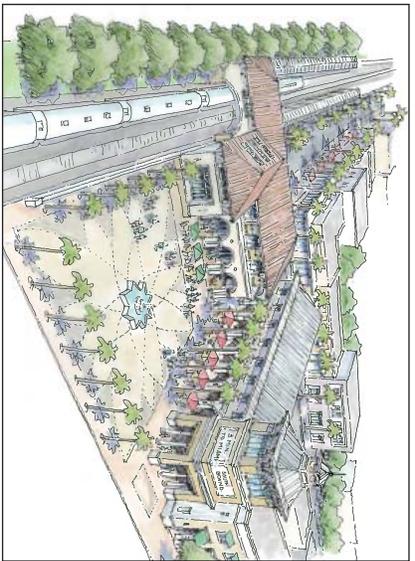


Figure 36 - View of Proposed Plaza

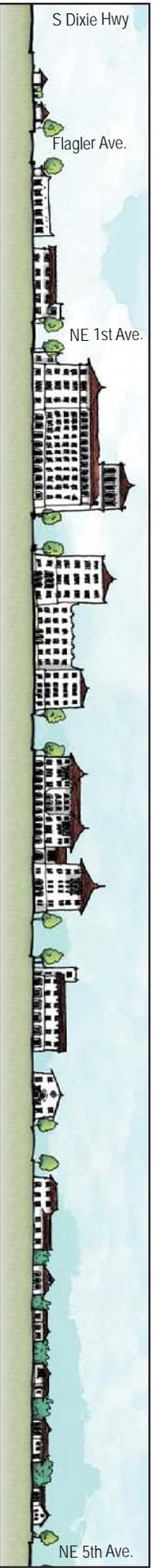


Figure 37 - Section through Old Pompano from S. Dixie Hwy. to NW 5th Avenue

Alternative Two:

During the massing and zoning analysis, the designers explored an alternate location for the future train station. In this alternative the facility would be designed as a multi-modal transit center, integrating the Broward County bus transit system with the future FEC passenger rail service (Figures 38-39). One thought was that perhaps by the time the train station is built, which could be up to 10 years from now, part of the proposed residential development is in place creating a greater need for an integrated transit center. This, of course, can only happen along the FEC tracks on the site the City is currently in negotiations to purchase, between NE 3rd Street and NE 6th Street as shown in Figure 39. Figure 39 also illustrates the possible vehicular and bus traffic circulation within the site providing an area for the kiss and ride and bus drop offs. In addition to the multi-modal transit center, the Plan proposes a mixed-use building on the East side, which would provide retail uses on the ground floor and residential development on the upper floors (Figures 41-43).

If the multi-modal transit center is built, the land where the bus transit center is currently located can be redeveloped as a mixed use building with retail, office and residential uses. The retention area that is currently being used by the bus transit center can be used as a passive open space for the proposed developments in the surrounding neighborhood (Figure 40).

KEY

1. Proposed Train Station
2. Proposed Bus Drop-off
3. Proposed Kiss & Ride
4. Proposed Mixed Use Building
5. Proposed Neighborhood Park



Figure 38 - Proposed Multi-modal Transit Center

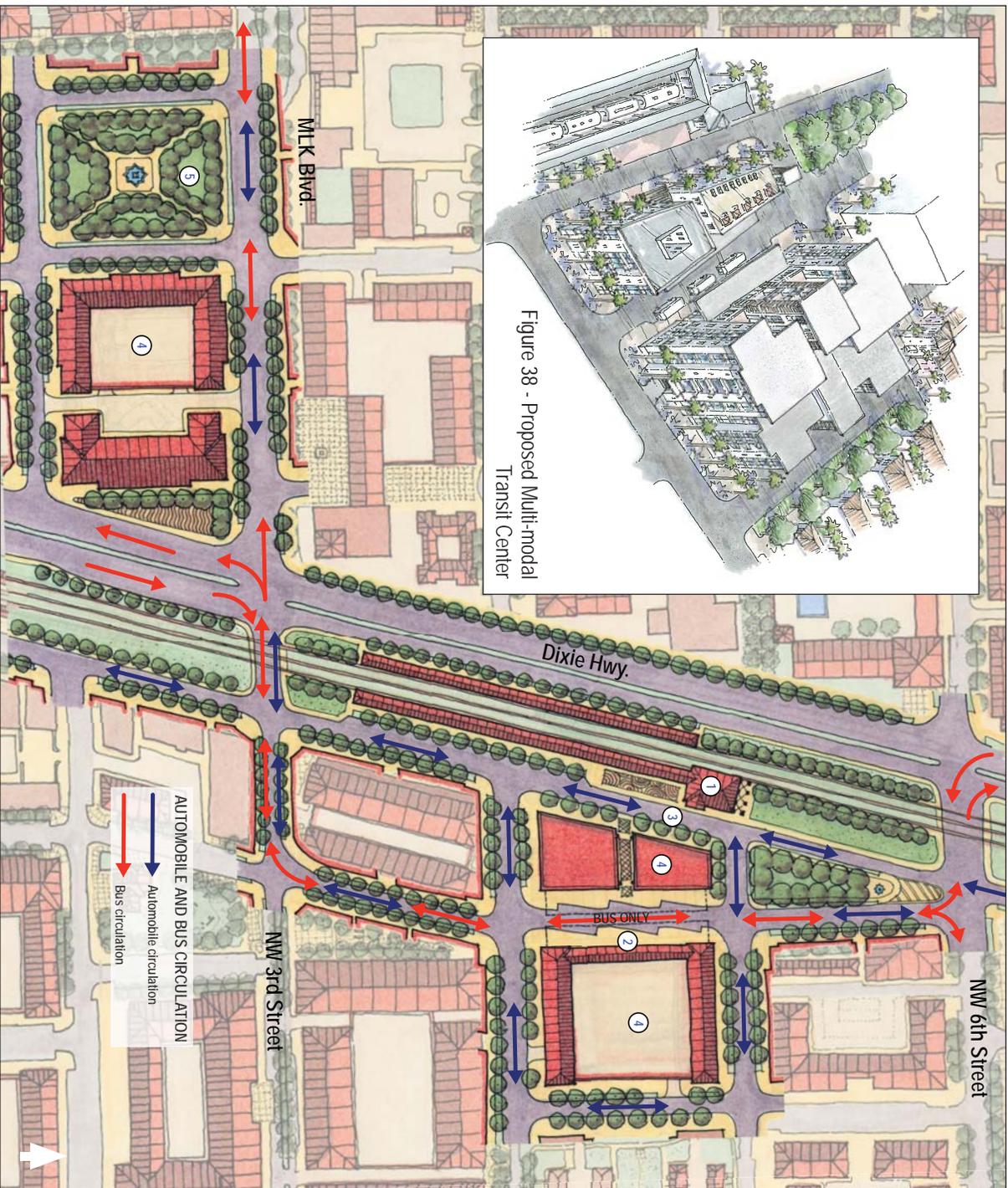


Figure 39 - Proposed Multi-modal Transit Center and Bus Circulation

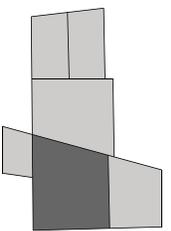


Figure 40 - Proposed Broward County Transit Site Redevelopment

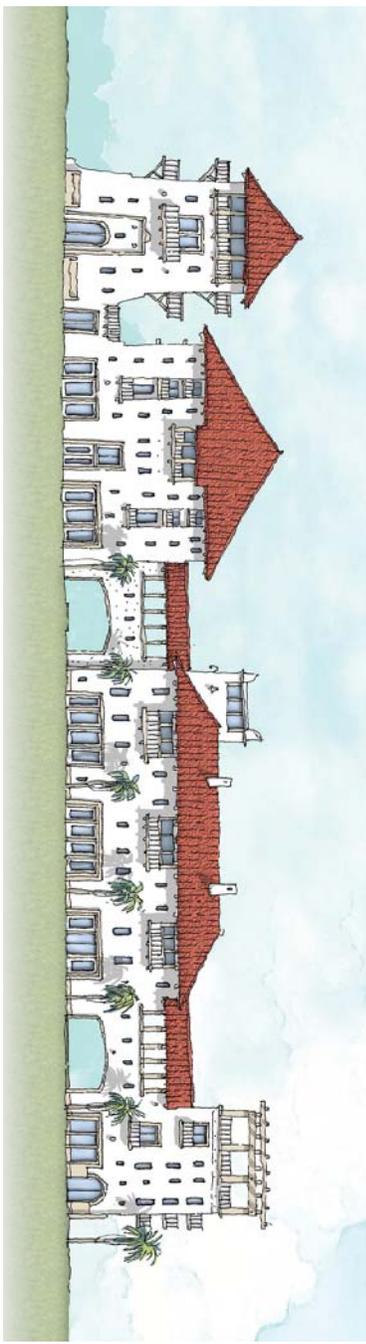


Figure 43 - Conceptual Elevation of Proposed Mixed-Use Building



Figures 41-42 - Proposed Mixed-use Bldg. Ground and Typical Floor Plans

STREETSCAPE AND FAÇADE IMPROVEMENTS AND REDEVELOPMENT OPPORTUNITIES

The CRA is currently investing several millions of dollars to improve the streetscapes along Flagler Avenue, NE 3rd Street, NE 1st Street, and NE 1st Avenue. The streetscapes will be dramatically enhanced over the next few years. New sidewalks, pavement, landscaping, parking and lighting are just a few of the interventions that will make the Old Pompano business district more attractive and inviting. Flagler Avenue, for example, is currently being re-designed to include wider sidewalks (along the building side), landscaping and parallel parking. The sidewalks will be wide enough to allow outdoor seating and cafes. On the West side of the road, a continuous sidewalk and parking lane will be built. On the FEC right-of-way the Plan proposes to build a covered platform where riders can wait for the train (Figure 35). The farmer's market is proposed to extend north to NE 6th Street along Flagler Avenue.

The CRA, through its incentive programs, is also helping to improve the facades of the existing buildings in the historic business district. They developed architectural guidelines, which identify the architectural styles found in Pompano. This illustrated handbook is used as a guide for the renovation of the facades to ensure certain architectural standards are adhered to (i.e. percentage of fenestration, proportions of openings etc.).

In the Old Pompano neighborhood there are a few vacant properties immediately around the historic business district. The Plan proposes to allow mixed use development and multi-family residential near the station to help support the businesses in Old Pompano. Figure 37 is a section through Old Pompano starting at S. Dixie Hwy. on the west and ending on NE 5th

Avenue on the East. This drawing illustrates the transition of density and intensity through the neighborhood as it reaches the existing single family residential on the East. The zoning district regulations will provide provisions that regulate the maximum height of the buildings adjacent to single family to two floors.

POMPANNO BEACH MIDDLE SCHOOL

During the workshop the design team analyzed the existing site configuration of the Pompano Beach Middle School, which is located between NE 5th Avenue and NE 2nd Avenue (Figure 44). A new general bill (HB 431) is being considered nationwide that will allow public access to outdoor recreational and sport facilities on school properties. With that in mind, the design team proposed to reconfigure the school's drop off area to be linearly aligned along the north wall entrance of the school. In addition, the staff parking was also reconfigured to be linear within the site, spanning north-south along the west side of the building. By doing so, the entire west side of the site can be converted into a recreational open space for the community. Some additional recreational uses could include a soccer field and a running track around the perimeter. In the future, if the school needs to expand its building, the Plan also proposes to replace the existing portable structures with permanent two-story buildings around a smaller green (Figure 45).

CENTENNIAL PARK NEIGHBORHOOD

Immediately north of the Old Pompano Neighborhood is the future Old Pompano Transit Oriented District (Figure 48). This

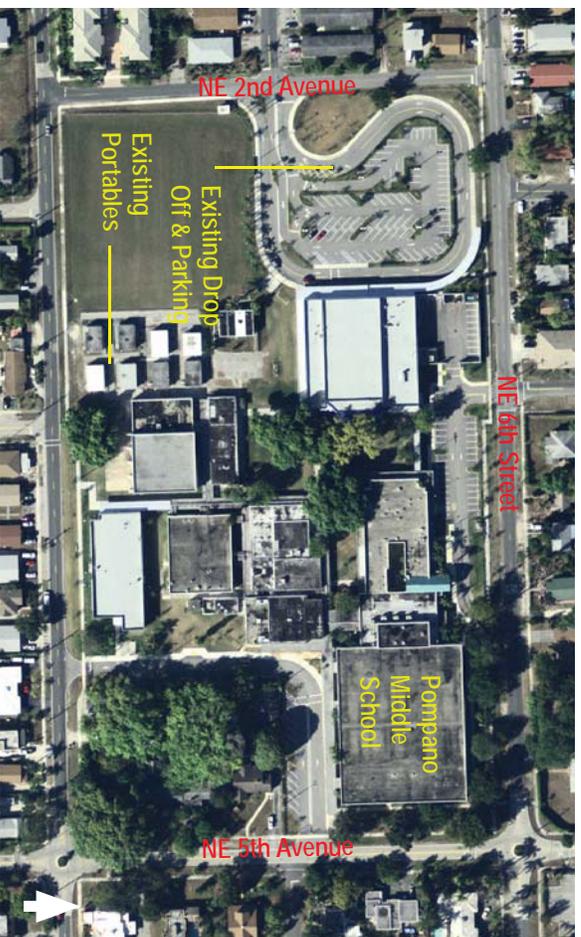


Figure 44 - Pompano Middle School Existing Conditions

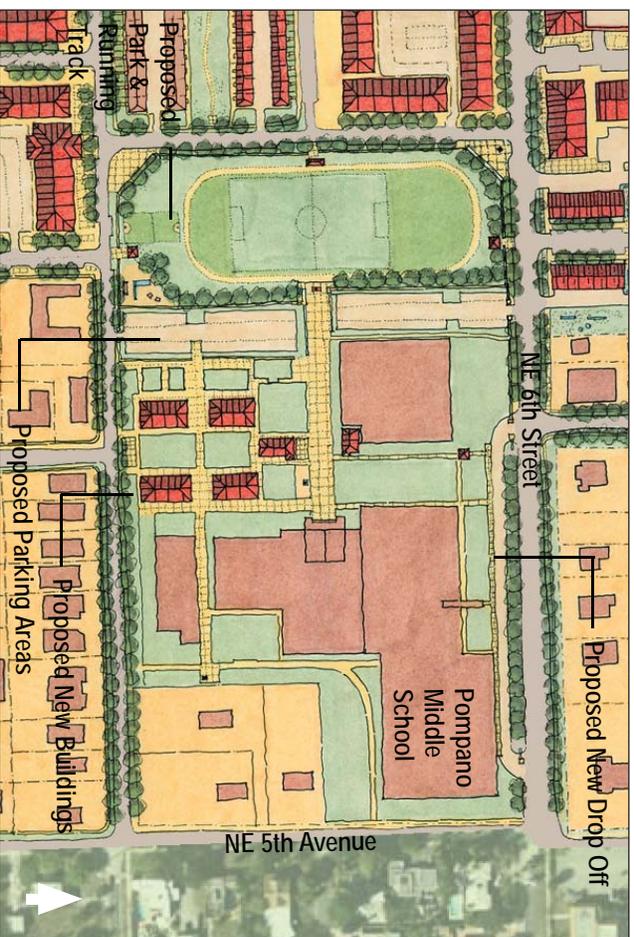
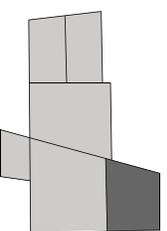


Figure 45 - Pompano Middle School Proposed Improvements



area was the subject of a study by the City for another land use amendment in the future to allow transit oriented development. While it is not part of the current land use amendment, the designed team analyzed this area for future possible redevelopment opportunities as well as for the removal of blight and slum. The Plan names this neighborhood after the site where the Sample McDougald House (Figure 46) is located, which is on the SE corner of NE 10th Street and NE 5th Avenue. The center of this neighborhood is proposed to be this site. "The Sample-McDougald House, is one of South Florida's most historic structures, dating from the pioneer era of northern Broward County." The house was built on Dixie Highway, but was moved in 2001 to its current site to insure its preservation. "The home served as the

base for Mr. Sample's farming operations that stretched from Lighthouse Point out west past what is today Powerline Road. Mr. Sample funded and constructed a road in 1917 for reaching his cropland. Today that thoroughfare, Sample Road, bears his name. In the days when Pompano was a farming community and the recently completed Dixie Highway was the only passable highway leading into Miami, the Sample-McDougald home was a stopover for motorists. The home stands as a stately reminder of the promising beginnings for the north-south corridor." (The Sample McDougald House Preservation Society Inc.) The renovation of the house began in 2005 after significant damage from Hurricane Wilma. In 2008, during the celebration of Pompano's 100th year anniversary, the City Commission

passed a resolution to name this site Centennial Park. In 2010, they also approved expanding the site by 50 percent to incorporate a tree nursery in the park.

The house is currently a museum and is a beautiful architectural landmark that can be used for special events such as weddings. The plan proposes to redesign the landscaping around it and create beautiful gardens and landscape follies that can become scenic areas for special event photography (Figure 47). The Plan also proposes to expand the tree nursery on the West side of the site into a community garden that can serve the local residents. Between NE 3rd Avenue and Dixie Hwy, the Plan proposes a smooth transition of low density residential on the East to higher density residential on the West.



Figure 46 - Sample McDougald House

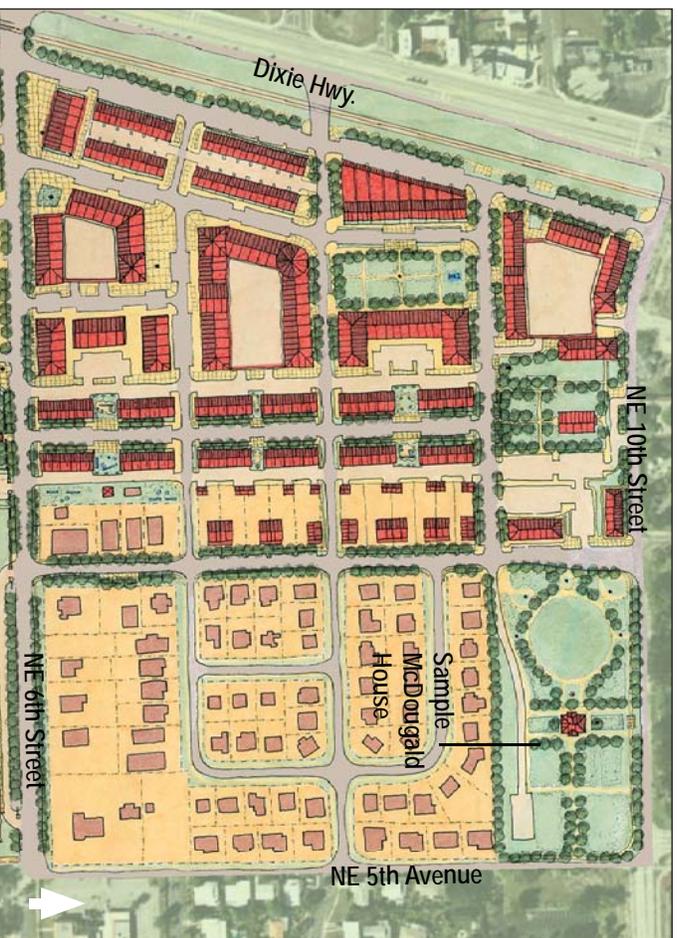


Figure 47 - Detail of proposed improvements to the Centennial Park Neighborhood

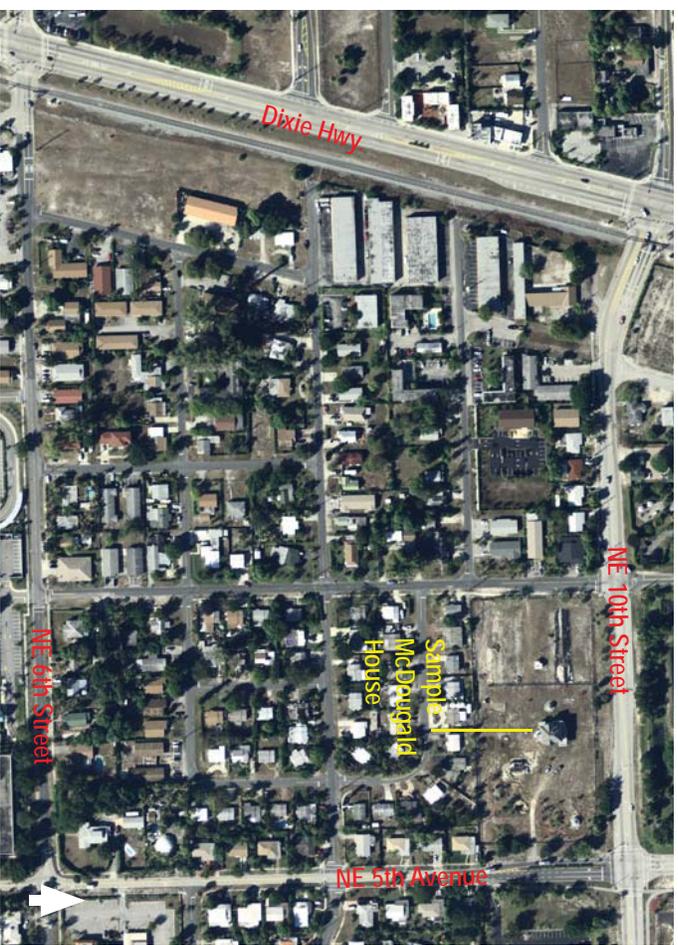


Figure 48 - Centennial Park Neighborhood Existing Conditions

TRANSIT VILLAGE

With the construction of the future Broward County Transit Center along MLK Blvd. and S. Dixie Hwy., the area immediately around it is an ideal place for people to live (Figure 49). For various reasons, a greater number of people are moving into areas that are near major transit lines. For one, it offers a convenient way to get to work without sitting in traffic on heavily congested roads. Secondly, most residential developments near transit offer the community services such as retail and office, in the form of mixed-use buildings, all within a 5 minute walking distance. This, of course, encourages healthier habits and contributes to an overall better quality of life.

The Plan (Figure 51) proposes to create a "transit village" immediately around the Broward County Transit Center with mixed-use buildings that provide retail on the ground floor and office/institutional/residential above. A network of streets are designed to ensure that all roadways connect for easy accessibility. The maximum size of blocks is limited to 400 feet to support the network of streets. In addition, a system of greens, pedestrian paths and public open spaces are also designed to encourage people to walk while having places to rest or gather as a community.

The CRA is currently working on the design of MLK Blvd. The proposed streetscape improvements will convert this thoroughfare into a neighborhood Main Street (Figures 53-55). The CRA is in the process of applying for a change in the designation of MLK Blvd. to a "Context Sensitive" roadway. By doing so, the lane widths can be reduced to 10.5 feet, making the allowable speed much slower than what it is today. This will help make the street pedestrian friendly as well as prevent people from simply

passing through the neighborhood. The inner travel lanes are proposed to be used for parking during off-peak hours. The sidewalks will be widened with continuous landscaping lining the streets. These improvements will encourage more retail development along MLK Blvd.

Across from the Transit Center on the North side of MLK Blvd. is the property known as the Gateway Site. This site is currently owned by the CRA and the City. The CRA is in the process of conveying the land entirely to the City in order to unify the parcels so development can occur. The Plan illustrates a long range vision of the site to be a mixed use building. The Blanch Ely site, another property owned by the CRA, is located at the NE corner of NW 6th Avenue and MLK Blvd. The site is currently being platted. The CRA plans to post an RFP to build retail uses along MLK Blvd. with parking in the rear (Figure 52). The historic Ali Building, which is located between Blanch Ely and the Gateway Site is planned to be rehabbed and used for cultural events such as jazz festivals and a Black History Museum (Figure 50).

BROWARD COUNTY TRANSIT CENTER (BCTC)

The Broward County Transit Center (BCTC) is in the final stages of construction and will provide a much needed service to the community. Currently, the way the center has been designed creates a few challenges in terms of the connectivity of the center to the proposed development to the south and west. Figure 58 is an illustration of the future configuration of the site. The bus bays are located along the west and south edges. For safety reasons the bus bays are solely for buses and are not allowed to be crossed by pedestrians or vehicles. As a re-



Figure 49 - Transit Village Existing Conditions



Figure 50 - Historic Ali Building

KEY

1. Broward County Transit Center
2. Future Gateway Site
3. E. Pat Larkins Center
4. Proposed Grocery Store
5. Future Blanch Ely Retail Stores
6. First Haitian Baptist Church
7. Historic Ali Building

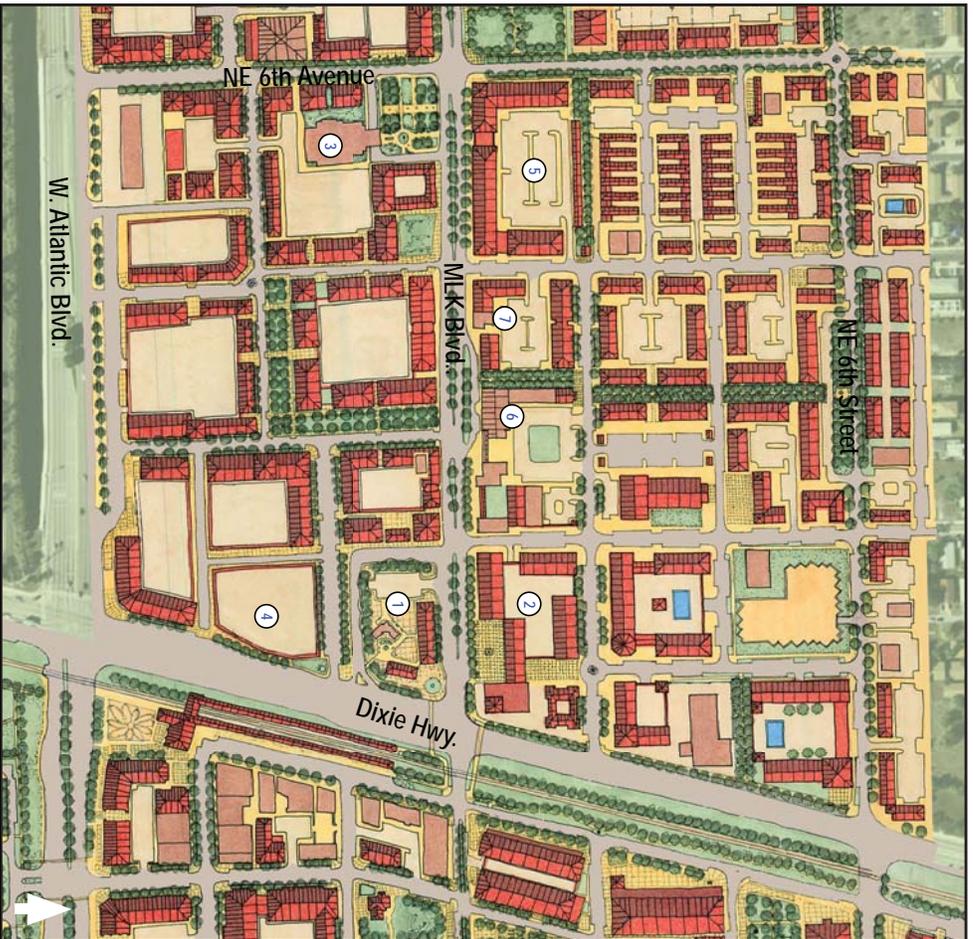
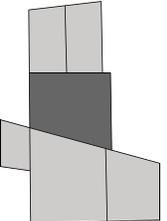


Figure 51 - Detail of proposed improvements to the Transit Village



Figures 53-54 - MLK Blvd. Existing Conditions (left) & Prop. Landscape Improvements (above)

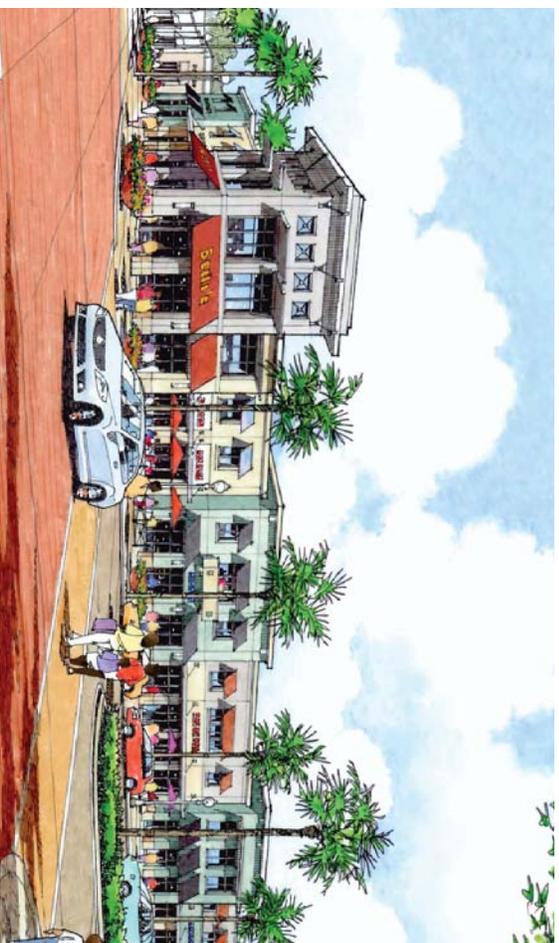


Figure 52 - View of Proposed Blanch Ely Retail Stores (rendering by Dorsky Yue Architects)



Figure 55 - MLK Blvd. Proposed Streetscape Improvements and Ultimate Buildout

sult, code requires the placement of a 6 foot high fence that surrounds the west and south sides of the site (Figure 57). Unfortunately, this creates an unfriendly environment for pedestrians. The visible and physical barrier discourages people from going to the retail businesses that are proposed to be around the transit center. The Plan proposes that a lower wall be constructed instead along the edge with lush landscaping and seating areas to soften the edge of the bus bays. In addition, it proposes to construct a promenade on the development side that connects to the pedestrian cross points on MLK Blvd. and S. Dixie Hwy. The proposed mixed use buildings will front the transit center along all edges to encourage people to access the surrounding businesses while they wait for the bus (Figure 59). The Plan also proposes to reconfigure the patron parking lot within the site in order to create space for future retail buildings on site and additional parking. Currently, the building houses only the ticketing facility. It would be advantageous to create opportunities for smaller convenient type retail stores such as flower shops, newspaper and magazine shops as well as a cafe. The revenue generated from the lease of the spaces can be utilized to maintain the facility and its grounds.

E. PAT LARKINS COMMUNITY CENTER

The design team analyzed ways to address the intersection of NW 6th Avenue and MLK Blvd with respect to the E. Pat Larkins Center (Figure 56). Currently, the community center sits far away from MLK Blvd. The area in front of the building is currently all parking with the exception of the monument attributed to the memory of Mr. Larkins. The design team felt it was appropriate to reconfigure this site in order to create a significant entrance for this building. The Plan proposes to relocate the parking to the rear and east side of the building in order to free up the space along

Blanch Ely and MLK Blvd. for a proper civic plaza. This plaza is a perfect place for public art.

PROPOSED GROCERY STORE

The west side of the future DPTOC District would greatly benefit from a larger scale grocery store. The design team analyzed various locations within this area to determine the best site. The area with the best visibility from both W. Atlantic Blvd. and S. Dixie Hwy. as well as the most vacant land available is the future transit village. The Plan proposes a 30,000 sf grocery store along S. Dixie Hwy. While this site is ideal because of its visibility from the main thoroughfares, it has a few constraints posing challenges with accessibility to the site. Currently, the only way to enter the site from W. Atlantic Blvd. is to turn onto NW 6th



Figure 56 - E. Pat Larkins Community Center



Figure 57 - Existing Fence

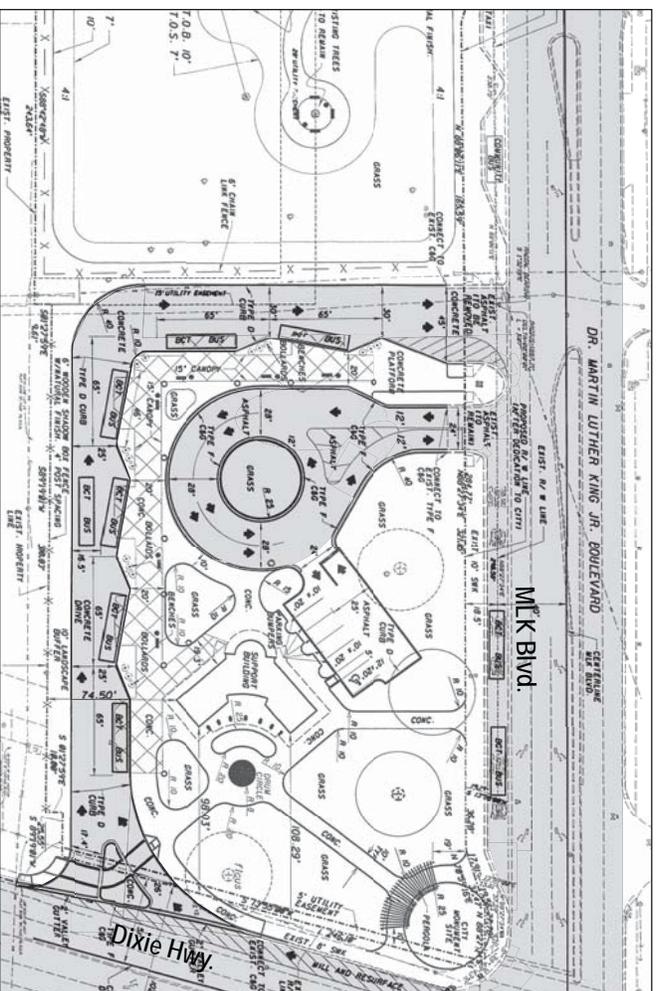


Figure 58 - Existing Site Configuration of Broward County Transit Center



Figure 59 - View of proposed Improvements to the Broward County Transit Center and Transit Village

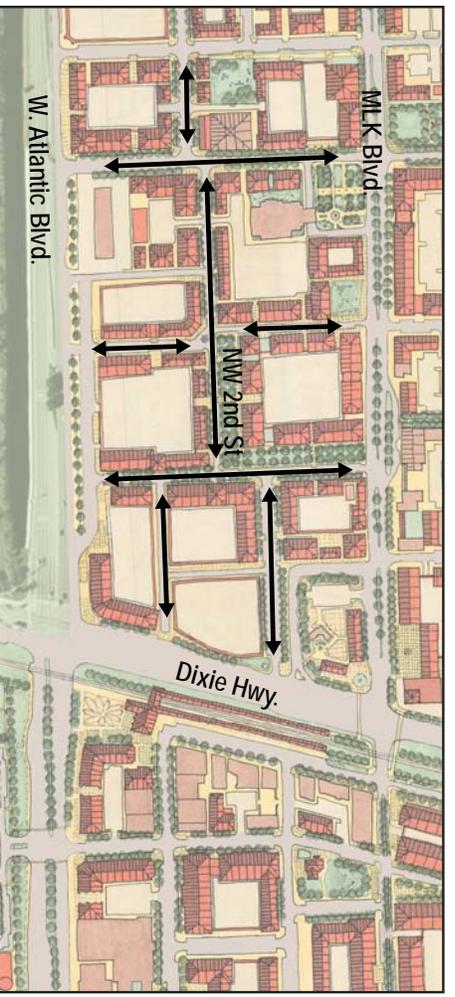
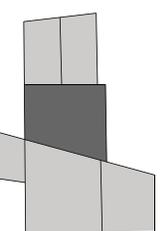


Figure 60 - Proposed Street Connections

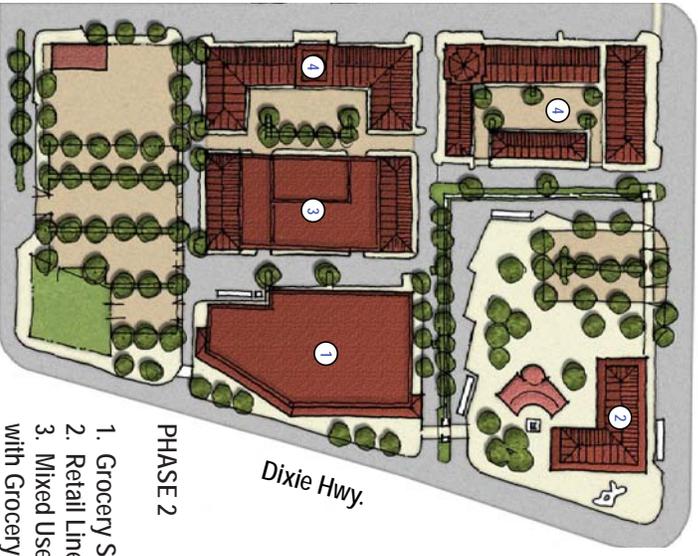
Avenue, head East on MLK Blvd., south on NW 5th Avenue, and East on NW 2nd Street. The lack of interconnecting streets and parcels within this area creates a problem for any future grocery chain to be successful on this site. The Plan (Figure 60) proposes a couple of solutions. One option is to build a frontage road parallel to W. Atlantic Blvd. on the north side of the road, within the site. This frontage road partially exists today and connects the Taco Bell to the Housing Authority

complex. If this road were to be extended east and west, a direct connection going North from W. Atlantic Blvd. can be established into the neighborhood and, therefore, the grocery site. Secondly, the Plan proposes to extend NW 2nd Street to NW 6th Avenue, providing a secondary entrance to the site. Figure 61 illustrates the possible site configuration for a grocery store in the Transit Village and the proposed phases of redevelopment for that portion of the neighborhood.



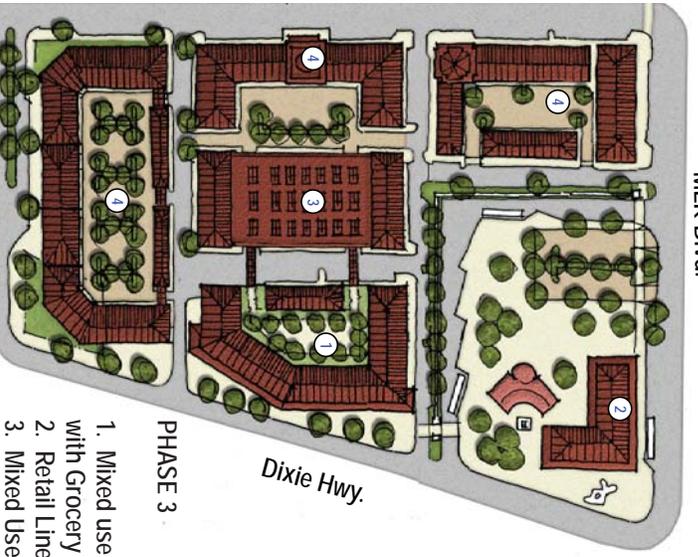
MLK Blvd.

- PHASE 1
1. Grocery Store
 2. Retail Liner (BCTC)
 3. Surface Parking Areas



MLK Blvd.

- PHASE 2
1. Grocery Store
 2. Retail Liner (BCTC)
 3. Mixed Use Building with Grocery Parking
 4. Mixed Use Building



MLK Blvd.

- PHASE 3
1. Mixed use Building with Grocery Store
 2. Retail Liner (BCTC)
 3. Mixed Use Building with Grocery Parking
 4. Mixed Use Building

Figure 61 - Proposed Grocery Store Development Phases 1-3

COLEMAN PARK NEIGHBORHOOD

The Plan names this neighborhood within the DPTOC after Coleman Park, which is located along NW 7th Terrace. This area is primarily a single family neighborhood with a few community churches and small businesses along Martin Luther King Jr. Blvd. (Figure 64). While the residential area is comprised of only five blocks, it is the area within the DPTOC that has the greatest number of residents living in it. These residents will be the greatest beneficiaries of the redevelopment of the Downtown. The neighborhood is in great need of street improvements such as lighting, landscaping and overall beautification. It has two very distinct parks, the Coleman Park (Figure 62) and the Annie Gilles Park (Figure 63). The Coleman Park is a smaller neighborhood park with a lot for children to play in while the Annie Gilles Park is a formal passive open space named after one of the pioneers of the City of Pompano Beach.

The Plan proposes to enhance this neighborhood by expanding the retail uses along MLK Blvd. (Figure 67). The CRA is currently applying for site plan approval to construct a 4,000 sf commercial building at 731 MLK Blvd. (Figure 65-66). On the lots immediately behind the future building exist single family residential units. The Plan proposes to construct single family residential on the rear of the lot to create a compatible use for the residential. A pedestrian path is proposed to circulate through the neighborhood and will ultimately run along the East side of the 731 building. The CRA is currently searching for tenants for this building and is in negotiations to bring a local business to establish a restaurant with an outdoor cafe on the East side of the building fronting the proposed pedestrian path (Figure 68).

The CRA owns property immediately around the Annie Gilles Park. The Plan proposes to create buildings that front the park in order to create a sense of security for those using the park. The “Eyes on the street” concept is fully employed here as a way to create natural surveillance. Along Blanch Ely Avenue, the Plan proposes to change the zoning to allow residential as well as smaller institutional uses such as schools and churches that can serve the local community. Charter schools are a perfect prototype for inner city downtown schools.

On the West end of the Coleman Park Neighborhood is the future site of the Eta Nu Chapter of the Supreme Council of Omega Psi Phi Fraternity. The CRA is currently in negotiations to deed this property to this non-profit organization, which will bring services to the community.

“The Eta Nu Chapter of OMEGA PSI PHI, Inc. tutors elementary students, mentors disadvantaged young males, assist the Florida Department of Children and Families in the adoption of young children, nurtures the elderly and raises funds for scholarships. Ultimately, Eta Nu is a group of men dedicated to helping the disadvantaged improve their quality of life by uplifting the less fortunate and providing hope wherever they can make significant difference.”

KEY

1. Annie Gilles Park
2. Coleman Park
3. Future 731 Building
4. Future Eta Nu Building



Figure 62 - Coleman Park



Figure 63 - Annie Gilles Park



Figure 64 - Coleman Park Neighborhood Existing Conditions

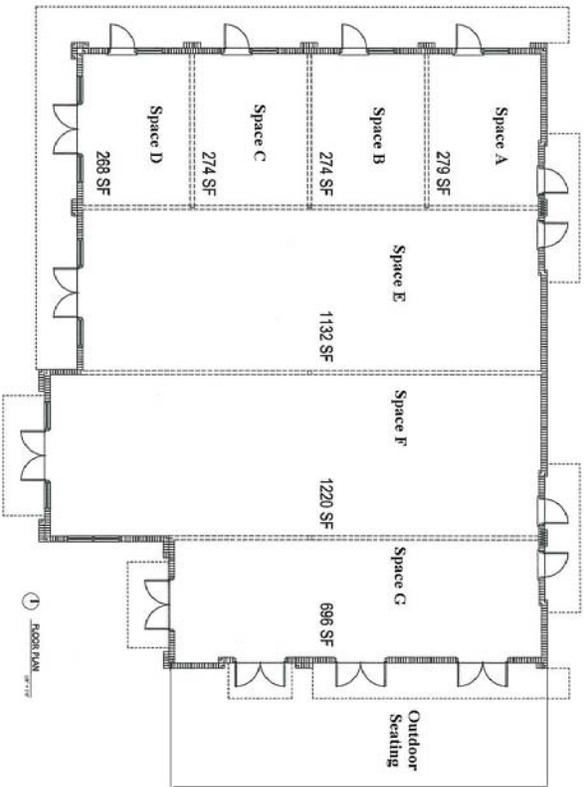


Figure 65 - Ground Floor Plan of future 731 Building (Rendering by Dorsky Yue Architects)



Figure 67 - Coleman Park Neighborhood Proposed Improvements



Figure 66 - View of future 731 Building (Rendering by Dorsky Yue Architects)

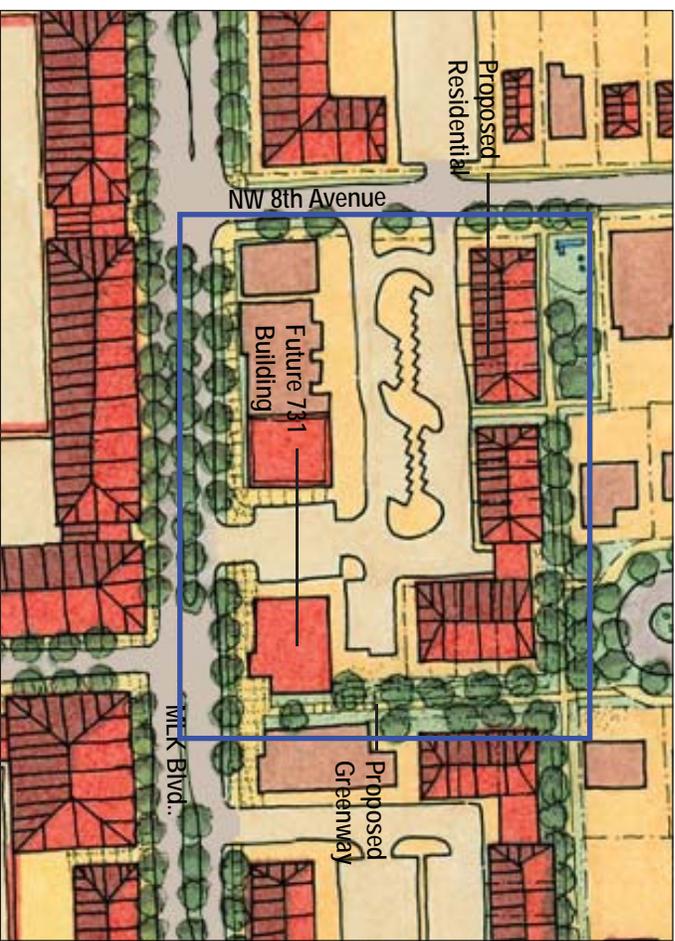
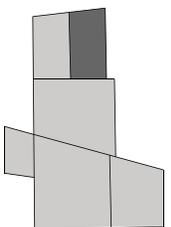


Figure 68 - Site Plan of proposed 731 Building Ultimate Site Buildout



COMMERCE PARK

The CRA is not only responsible for creating redevelopment in the Downtown but it is also responsible for creating employment centers that bring jobs to the community. The CRA has plans to create a commerce park in the SW quadrant of the DPTOC District. This commerce park is envisioned to have new office buildings, large retail stores, a hotel as well as housing (Figure 70). This area is perfect for this type of use because of its proximity and visibility to I-95.

This site is also hindered by the lack of accessibility from W. Atlantic Blvd. (Figure 69). The CRA has had several discussions with FDOT to discuss the possibility of a north bound, at grade connection from I-95 straight into the site. Studies are currently underway to analyze the possibility of creating a signalized intersection here. This entrance is crucial to the viability of the commerce park.

Along the West side of this area exists a group of single-family residential lots that have been a part of this community for a long time. These residents will be primary benefactors of the redevelopment of this area. The Plan also proposes to expand the residential uses within this neighborhood in order to create affordable housing for those individuals that will be employed by the new businesses within the commerce park. The Plan proposes to subdivide

the area into various blocks with the opportunity for a few public open spaces. Along W. Atlantic Blvd. the Plan proposes a small scale hotel building overlooking the South Florida Water Management canal. This canal has the potential to be beautiful with lush landscaping, walking trails, and public seating areas. On the east end of the canal, the Plan proposes to create a restaurant that overlooks the waterway, with a plaza for outdoor dining. A junior size anchor retail store, is also proposed within the site with visibility and access off W. Atlantic Blvd.

Broward County's Health Department owns approximately three acres of land within this area (Figures 73-74). The facility is currently housed in two separate buildings with parking in between. Because access into the commerce park is so crucial and yet limited, the Plan proposes to establish a secondary entrance off NW 6th Avenue. This entrance is proposed to go through the Broward County Health Department's site. The design team explored possibilities of reconfiguring their site by consolidating their parking and moving their existing building, along W. Atlantic Blvd., to the north into one structure. By doing so, part of their site can be freed up for retail development along the SE corner of the (along NW 6th Avenue and W. Atlantic Blvd.) and a new entrance into the commerce park can be established (Figures 71-72).

KEY

1. Existing Broward County Health Building and proposed site reconfiguration
2. Proposed Junior Anchor store site
3. Proposed Hotel Site
4. Proposed Office/Retail Building
5. Proposed Residential Building
6. Proposed Restaurant Site



Figure 69 - Commerce Park Neighborhood Existing Conditions

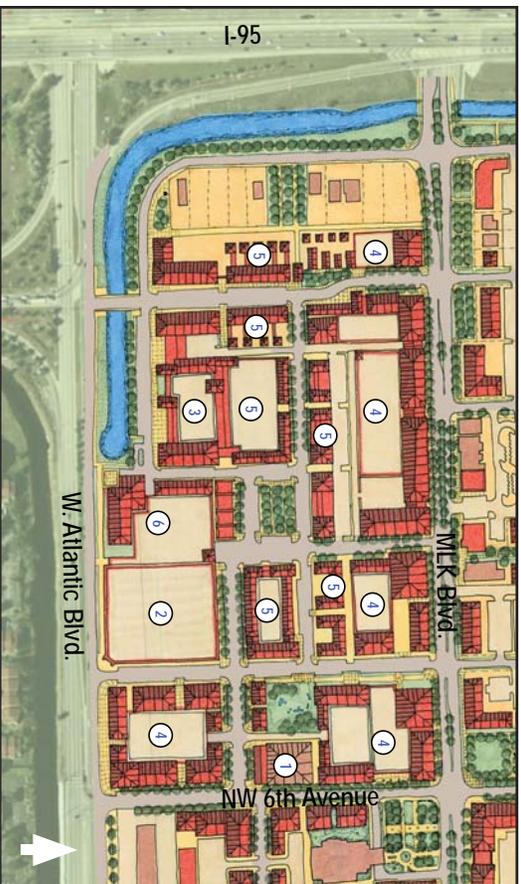
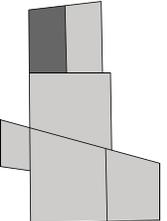


Figure 70 - Commerce Park Neighborhood Proposed Improvements



Figures 71-72- Broward County Health Dept. Existing Conditions and Proposed site reconfiguration



Figure 73 - Broward County Health Dept. Existing Building 1

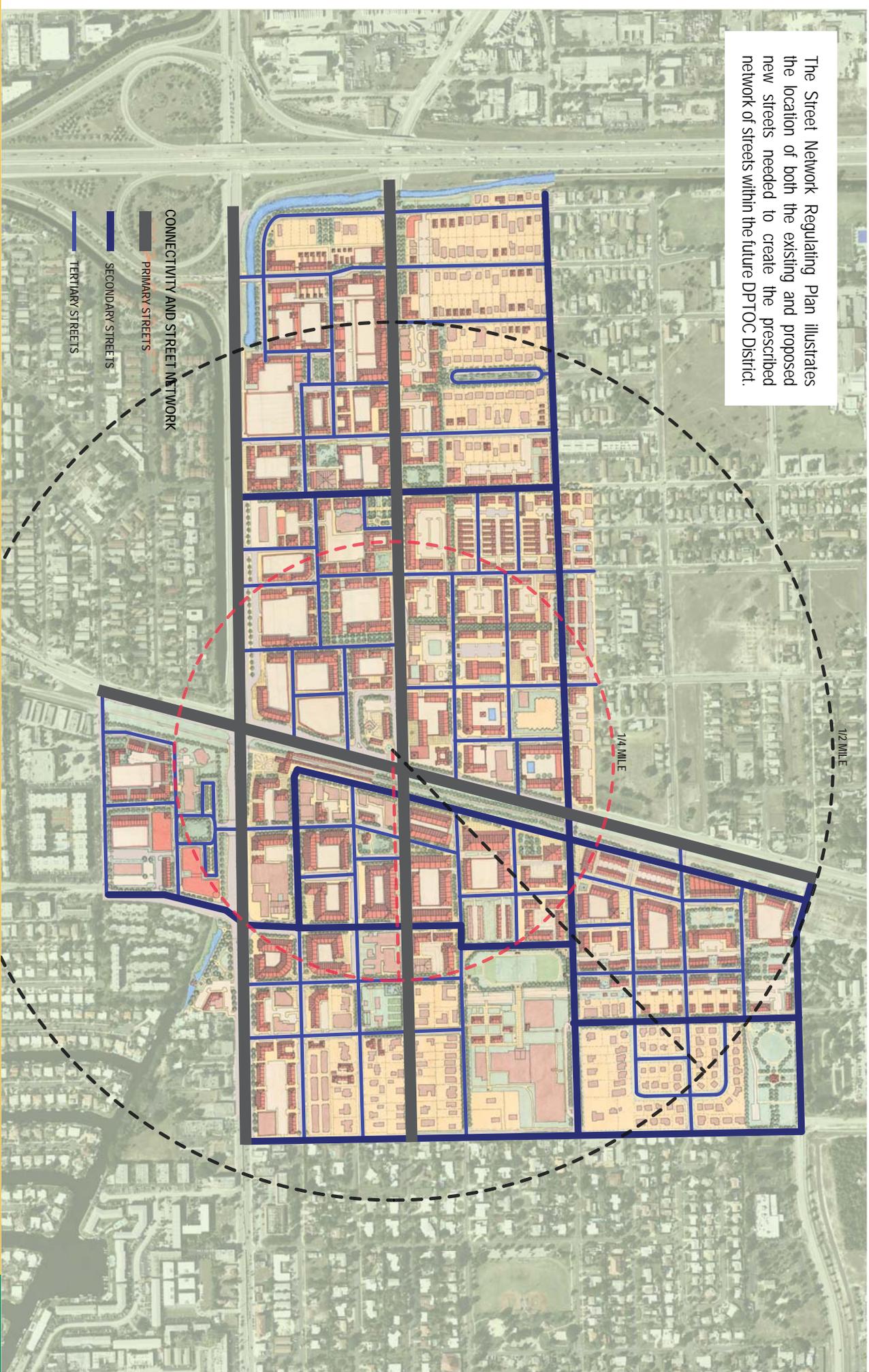


Figure 74 - Broward County Health Dept. Existing Building 2

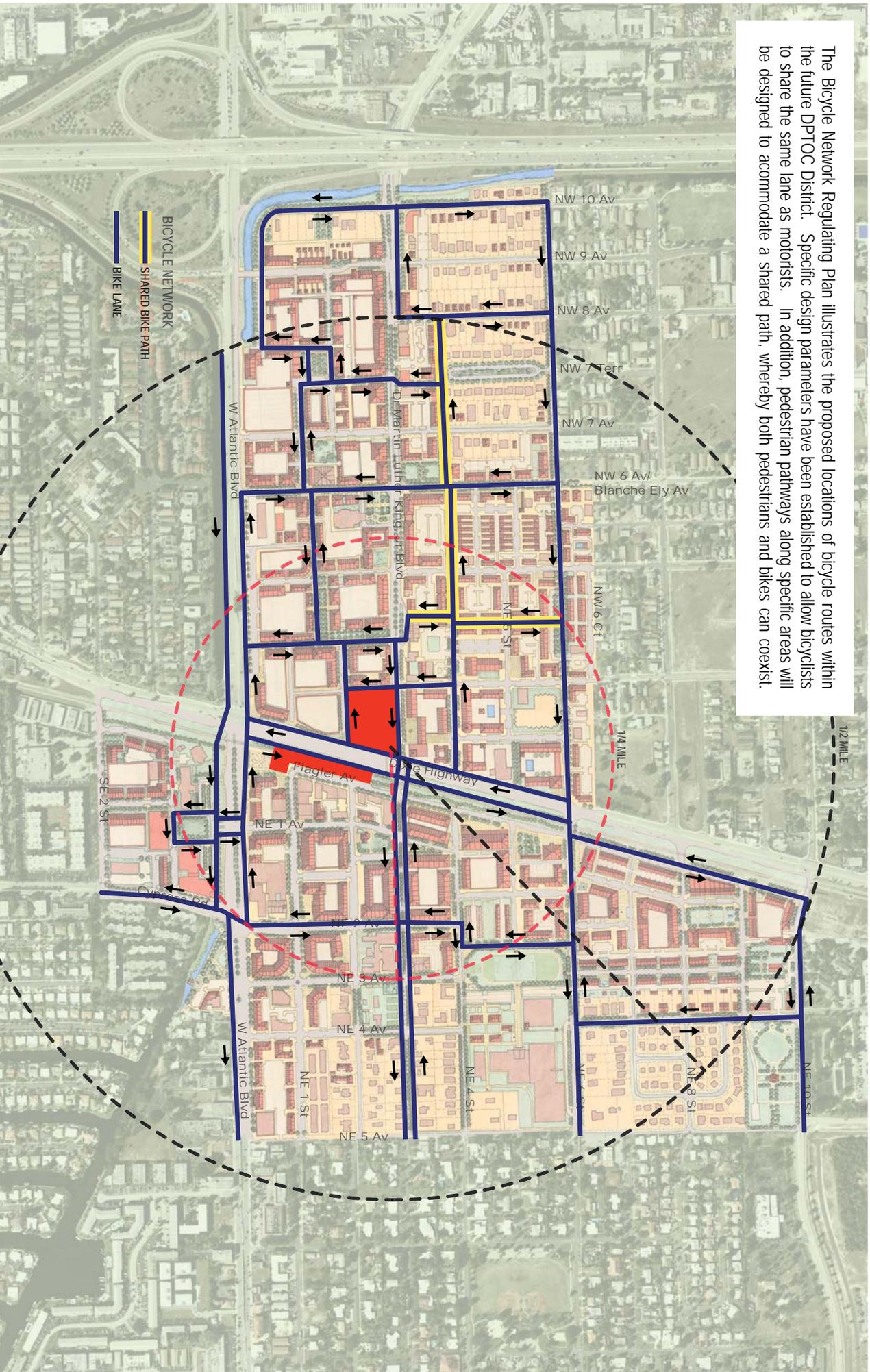
REGULATING PLANS

The following regulating plans are a series of diagrams developed during the Massing and Zoning Analysis, in preparation for the zoning district regulations that will be drafted in the next few months. These diagrams represent the initial recommendations being explored by the City and CRA staff as it relates to the proposed massing and zoning of the future DPTOC District. The purpose of these plans is to help begin the discussions with the community about the proposed density and intensity.

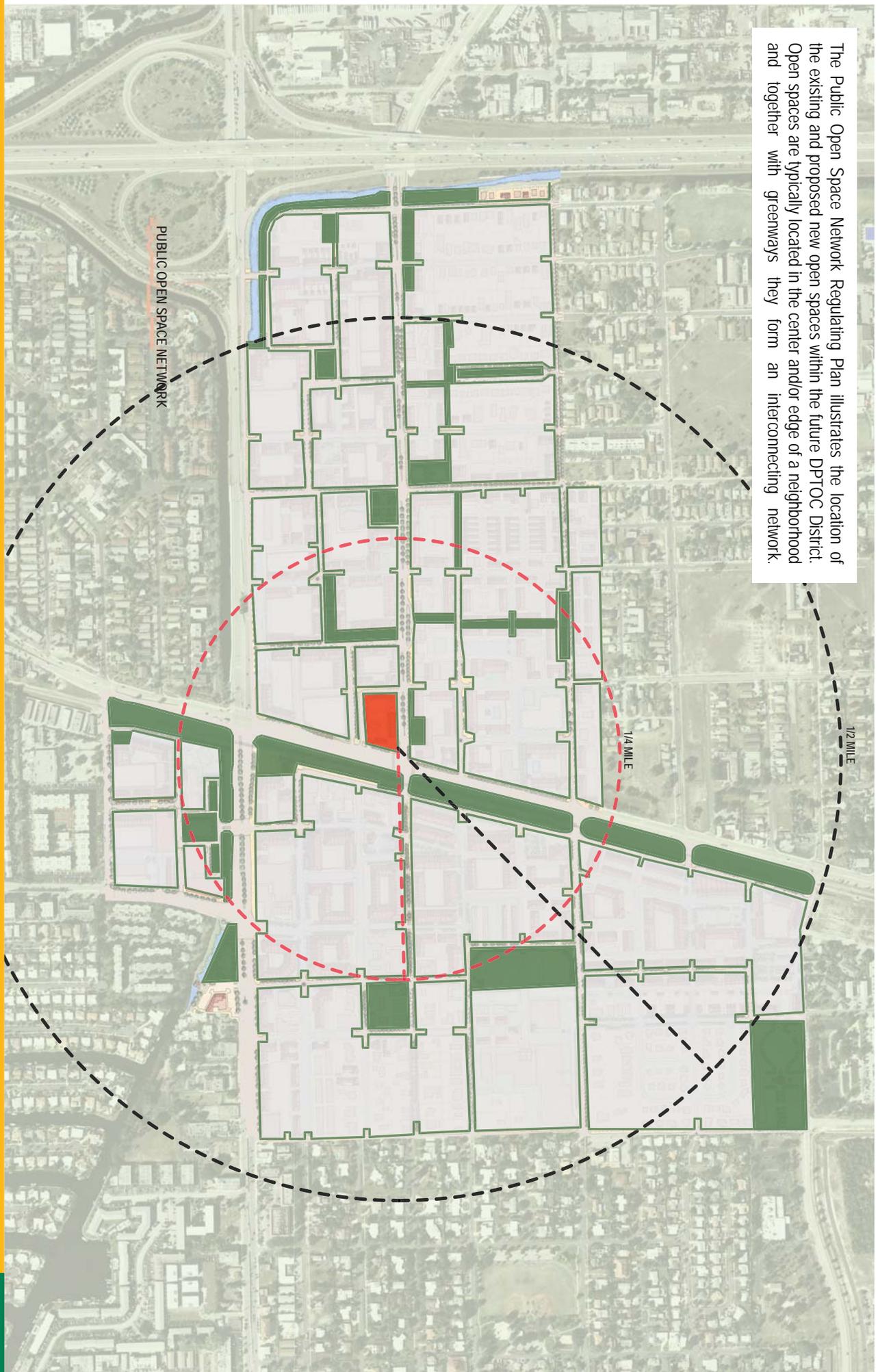
The Street Network Regulating Plan illustrates the location of both the existing and proposed new streets needed to create the prescribed network of streets within the future DPTOC District.



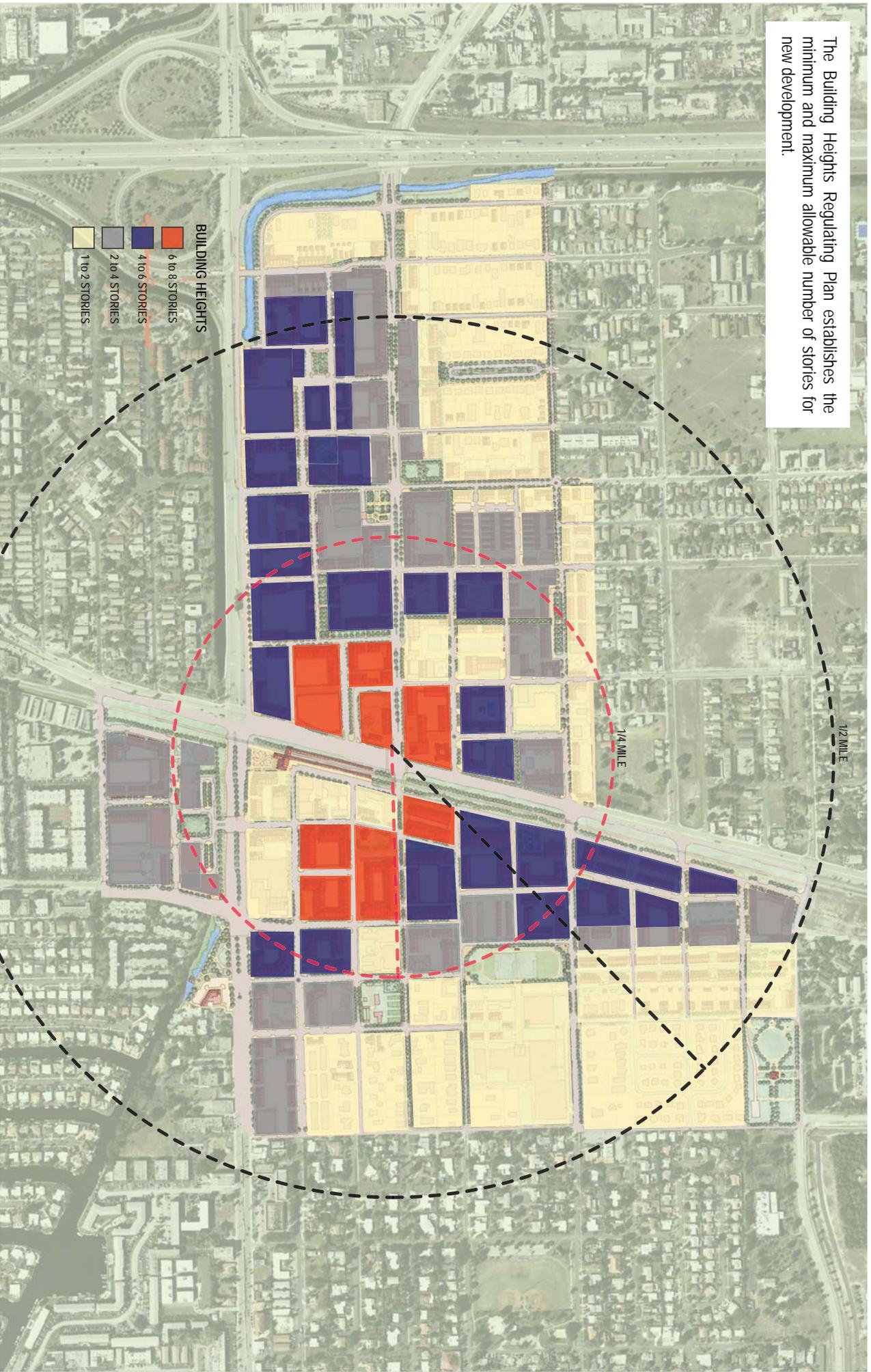
The Bicycle Network Regulating Plan illustrates the proposed locations of bicycle routes within the future DPTOC District. Specific design parameters have been established to allow bicyclists to share the same lane as motorists. In addition, pedestrian pathways along specific areas will be designed to accommodate a shared path, whereby both pedestrians and bikes can coexist.



The Public Open Space Network Regulating Plan illustrates the location of the existing and proposed new open spaces within the future DP/OC District. Open spaces are typically located in the center and/or edge of a neighborhood and together with greenways they form an interconnecting network.



The Building Heights Regulating Plan establishes the minimum and maximum allowable number of stories for new development.



ARCHITECTURAL TYPOLOGIES

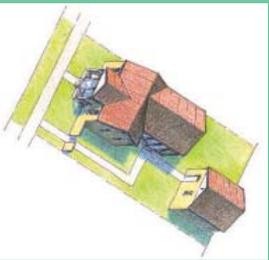
A successful urban center is one that is comprised of a variety of architectural typologies for both residential and non-residential buildings. Typologies vary depending on the use, scale and intensity of the proposed structure. In the future DP10C District, the Plan proposes mixed use buildings around the transit center in order to encourage people to walk as well as to help support transit and the surrounding businesses. An example of this typology is shown below. This illustration highlights the key components of the building that are important for a successful mixed use building. Residential typologies can also take on various forms depending on the scale of the proposed building. Multi-family buildings in the future DP10C District, for example, are intended to be mid-rise buildings with parking structures to maximize the amount of density around the transit center. Single family residential can range from Townhomes to single family detached dwellings as illustrated in the figures to the right.



MIXED USE BUILDING

Mixed use buildings provide retail on the ground floor and residential on the upper floors.

The following images are examples of effective housing typologies that are appropriate for many types of neighborhoods regardless of the architectural character chosen. Their basic massing and site layout provide a well defined frontage along the street and a clear public and private space definition. In addition, they encourage community interaction by providing key elements such as porches, stoops and balconies.



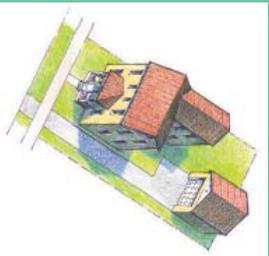
PERIMETER YARD WITH ALLEY/SERVICE ROAD

This variation of the typical single-family detached house is recommended to have automobile access oriented toward the rear of the lot in order to take advantage of the provision of an alley. The front of the lot is then freed from serving as a parking lot which is typical when garages and driveways face the street frontage.



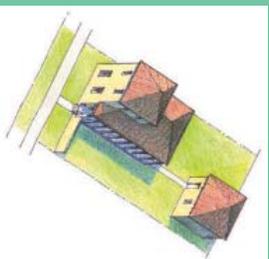
PERIMETER YARD WITHOUT ALLEY/SERVICE ROAD

For single-family detached houses, without access to an alley, parking on the lot is recommended to occur toward the side and the rear. A porte cochere at the side of the house may be used along with a single lane driveway to allow for the tandem parking of two cars. A garage may also be placed at the rear of the lot accessed by a single lane driveway leading from the street.



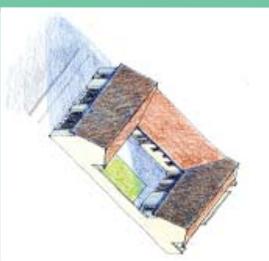
SIDEYARD

Modeled after the 'single house' commonly found in Charleston, South Carolina, the sideyard house has an extensive porch along the side of the house, oriented to a wide and deep side yard. The sideyard house may be placed along one of the side property lines with no setback in order to enclose the side of the adjacent lot. Parking should be accessed from an alley or service road for this type of dwelling.



COURTYARD

Similar to the courtyard buildings typical of Spanish colonial architecture, a courtyard house should have an outdoor court or atrium surrounded on at least three sides by interior space. A covered colonnade may surround the court, which can provide access between rooms and substitute for interior hallways or corridors. Courtyard houses may extend across the full width of a lot, which results in a street frontage similar to a townhouse. A gated passageway known as a zaguan may be used to access the courtyard from the street.



LIVELWORK

Dwellings combining living and working spaces in a single building are typically known as 'livework.' The most typical configuration of a livework is where a single living space is located above a single workspace. Other possible configurations include living and work spaces occurring side-by-side or separated by a courtyard.



TOWNHOUSE/ROWHOUSE

Townhouses or rowhouses are attached single-family dwellings typically occupying narrow lots and two to three stories in height. To avoid the 'parking lot effect' commonly found in front of townhouses, it is recommended that parking occur in individual garages accessed from alleys or service roads or in parking courts located to the rear of townhouse lots.



ARCHITECTURAL STYLES AND GUIDELINES

Since the settlement of Pompano, several architectural styles flourished including the Frame Vernacular, Prairie, Colonial Revival, Gothic Revival, Mediterranean Revival, Mission Style, Bungalow, Art Deco/Art Moderne, Streamline Moderne, Mino and International Style. The following are illustrations of the most common styles found within Pompano. The drawings provide a clear definition of the architectural elements that compose each one of these styles as it relates to the facade and roof articulations, for example, as well as the appropriate building mass and composition.

FRAME VERNACULAR

Frame Vernacular is the common wood frame construction of self-taught builders. In South Florida, the wood of choice was rot- and termite-resistant Dade County Pine, which is extinct due to over-harvesting. The typical frame vernacular building is rectangular in plan and mounted on masonry piers of Dade County Pine and balloon frame construction.

surface materials. Vertical board and batten is used at times in early construction.

Decoration is sparse. Wall shingles, porch columns, roof brackets and oolitic limestone details on porches and chimneys are usually the only source of decoration.

sometimes extends over the carport or garage entrance to one side of the main building mass. Applied decoration is kept to a minimum.

BUNGALOW

Developed at the turn of the 20th century through the Arts and Crafts Movement, Bungalow advocated the pre-industrial ideas of craftsmanship, simplicity, honest expression of materials and harmony with nature. Bungalow structures are usually low, gabled, one or one-and-a-half storied houses with the front pitch of roof extended to shelter a large porch. Bungalows in South Florida are of wood frame construction, with porch railing walls and vertical supports, foundations and chimneys generally built of oolitic limestone.

The building form is well suited to the local climate, with features such as broadly pitched gable roofs with wide, overhanging eaves, deep porches, large sash windows arranged in cross ventilation patterns and dormer windows or louvered vents in the attic space to facilitate upward air circulation. Exposed structural members and unfinished surfaces

are part of the building's vocabulary. Horizontal weatherboards and wood shingles are the most commonly used materials for exterior surfaces.

the latest materials and construction methods available. Forms are angular, and facades often step back, especially in taller buildings.

MISSION STYLE

Inspired by the early Spanish mission churches in California, these buildings are simple in design and details. Surfaces are stuccoed, sometimes roughly textured. Flat roofs are hidden behind flat or curved parapets.

The same parapet lines are often repeated over the front porch. Parapets may be topped with a simple stucco molding, or with a single row of sloping Mission tiles. Secondary roofs are sloped, covered with Mission tiles. Cylindrical tiles, or scuppers, grouped in different patterns pierce the parapet, letting rain water drain off the flat roofs. Arched openings are common but not the rule. Windows may be sash or casement type. An arch motif on the facade openings or on the front porch

Porch supports are one of the major distinguishing features of a bungalow. Broad masonry piers, generally tapering up, rise to about half the height of the porch. A wood post or a combination of smaller posts reach to support the roof beams. The most popular variety of these posts are called elephantine columns because of their broad, squatly appearance, reminiscent of elephant's feet. The variety of expression on these posts is as individual as the builders who created them.

Decorative elements range from industrial symbols to Egyptian, Mayan and American Indian themes. Building forms and decoration generally have a vertical orientation. In South Florida, especially in Miami Beach, nautical and tropical motifs are the main source of artistic inspiration. Palm trees, flamingoes, pelicans, the moon and the ocean are among the favorite decorative themes, expressed in bas-relief stucco panels, etched glass and murals.

ART DECO/ART MODERNE

These styles came on the scene in the mid-1920s and lasted through to the 1940s. Art Deco first came to light in America after the Paris Exposition of 1925, where the style was featured as a reconciliation between the decorative arts and the advancements in the industry and technology. It offered a new language for applied decoration, based on abstracted organic forms and geometric patterns, executed in

These styles came on the scene in the mid-1920s and lasted through to the 1940s. Art Deco first came to light in America after the Paris Exposition of 1925, where the style was featured as a reconciliation between the decorative arts and the advancements in the industry and technology. It offered a new language for applied decoration, based on abstracted organic forms and geometric patterns, executed in

The introduction of this style is another movement aimed to bring American Architecture closer to the mainstream of the International Style. The term "streamline" refers to the shape that facilitates the rapid displacement of a body through air or liquid. As speed and travel were among the growing influences of society in the 1930s, designers depicted the laws of aerodynamics in their brand of architecture. Building forms are

Wood shingles are used as a roof surfacing in the earlier buildings, but composition shingles in a variety of shapes and colors replaces wood as the most popular roofing material. Horizontal weatherboard siding and the more elaborate drop siding are the most widely used exterior wall

facade openings or on the front porch

Exposed structural members and unfinished surfaces

based on abstracted organic forms and geometric patterns, executed in

of architecture. Building forms are

inspired by automobiles, trains, ocean liners and airplanes. Building massing in abstract, simplified forms, devoid of most applied decoration is the main vehicle for the Streamline Moderne.

The angularity of Art Deco is replaced by soft forms and rounded corners. Horizontal compositions, banding of windows, racing stripes and flat roofs with parapets are among the major features of this architectural movement. A major feature of these buildings is the cantilevered slabs which serve as canopies or "eyebrows" over the windows, reducing the penetration angle of the sun. Porthole windows, pipe railings, sun decks, and flag poles are some of the ocean liner symbols widely employed. Materials such as vitrolite, glass blocks, chrome, stainless steel and terrazo, as well as neon and indirect lighting, are all integral elements of the Streamline Moderne.

MAMI MODERN ARCHITECTURE

Miami Modernist Architecture or better known as MiMo, is a style of architecture from the 1950s and 1960s that originated in Miami,

Florida as a resort vernacular unique to Miami. It was a popular response to the various Modernist and Post-World War architectural movements that were taking place in other parts of the world, adding glamour, fun, and material excess to otherwise stark, minimalist, and efficient styles.

Miami Modernism was heavily concentrated in Middle and Upper Miami Beach along Collins Avenue, as well as, along the Biscayne Boulevard corridor starting from around Edgewater, through the Design District and into the Upper Eastside.

Today, the area along Biscayne Boulevard is the designated MiMo Biscayne Boulevard Historic District or also known as "MiMo on BiBo", for "Miami Modern on Biscayne Boulevard". The MiMo Historic District runs roughly from 50th Street to 77th Street along Biscayne Boulevard, although MiMo can be found heavily in the Design District and the Upper Eastside. Many annual festivals are held to promote MiMo architecture, such as "Cinco de MiMo" a play on "Cinco de Mayo" in early May.

The umbrella term "Miami

Modernism", or "MiMo" for short has only recently been coined to recognize this particular style native to Miami. The term was coined by Miami Beach resident Randall C. Robinson and interior designer Teri D'Amico. Prime examples of "MiMo" architecture include the Fontainebleau Hotel, Eden Roc, Seacoast Towers, Deauville, and Didi Lido hotels by famed architect Morris Lapidus and Norman Gillier's Carillon Hotel which was voted Miami Beach's "Hotel of the Year" in 1959, and the original Diplomat Hotel in Hollywood, Florida.

INTERNATIONAL STYLE

The International style was a major architectural style that emerged in the 1920s and 1930s, the formative decades of Modernist architecture. The term had its origin from the name of a book by Henry-Russell Hitchcock and Philip Johnson written to record the International Exhibition of Modern Architecture held at the Museum of Modern Art in New York City in 1932 which identified, categorized and expanded upon characteristics common to Modernism across the world.

As a result, the focus was more on the stylistic aspects of Modernism. Hitchcock's and Johnson's aims were to define a style of the time, which would encapsulate this modern architecture. They identified three different principles: the expression of volume rather than mass, balance rather than preconceived symmetry and the expulsion of applied ornament.

All the works which were displayed as part of the exhibition were carefully selected, as only works which strictly followed the set of rules were displayed. Previous uses of the term in the same context can be attributed to Walter Gropius in Internationale Architektur, and Ludwig Hilberseimer in Internationale neue Baukunst.

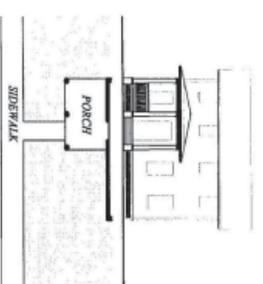
SOURCES:

Pompano Beach Historic Preservation Advisory Board and Fl. Historic Preservation Division of Dade County (1982).

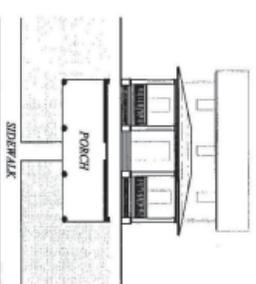
From Wilderness to Metropolis: The History and Architecture of Dade County, Florida, 1825-1940. Miami, FL: Miami Dade County

Wikipedia, the free encyclopedia
City of Miami Beach Planning Department

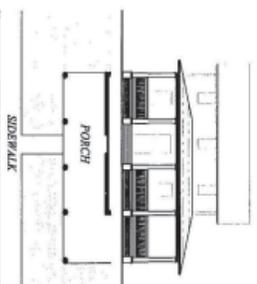
FRAME VERNACULAR



SMALL PORCH
1 or 2 story front porch that covers a minimum of 50% of the front facade and encroaches the allowable depth into the building's front setback.

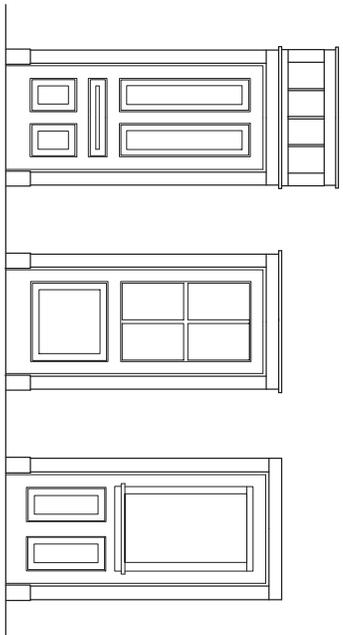


LARGE PORCH
1 or 2 story front porch that covers a minimum of 80% of the front facade and encroaches the allowable depth into the building's front setback.



CORNER LOT PORCH
1 or 2 story front porch that covers a minimum of 50% of the front facade and extends at least two column bays along the side street facade (at corner lots only). This porch also encroaches the allowable depth into the building's front and side setback.

DOORS

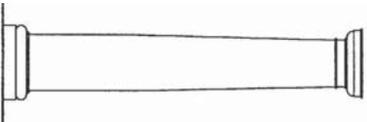


SOLID 5-PANELED
WITH FIXED TRANSOM
LIGHTS

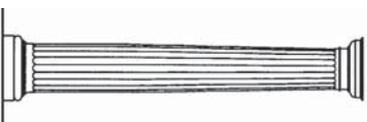
SOLID 1-PANEL
WITH FIXED GLASS AND FOUR
LIGHTS

SIMPLIFIED FRAME
WITH FIXED UNDIVIDED
GLAZING

COLUMNS



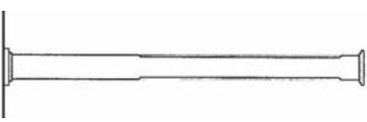
ROUNDED SMOOTH
TUSCAN COLUMN



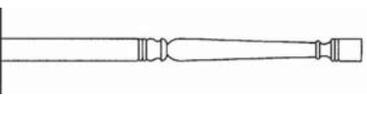
ROUNDED FLUTTED
DORIC COLUMN



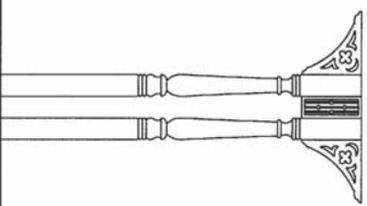
SQUARE WOODEN
POST WITH COLLAR



SQUARE WOODEN
POST WITH CHAMFER

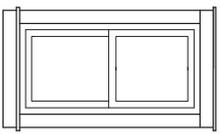


TURNED WOODEN
POST

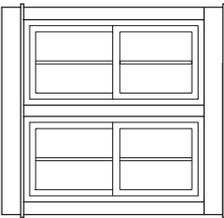


COUPLED TURNED WOODEN
POSTS WITH ORNAMENTAL
BRACKETS

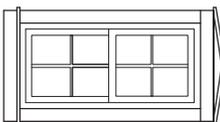
WINDOWS



DOUBLE-HUNG
SINGLE LIGHT PER SASH

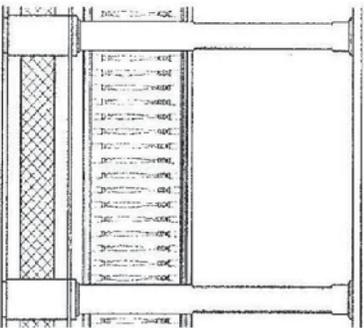


GROUPED DOUBLE-HUNG
WITH DIVIDED SASH

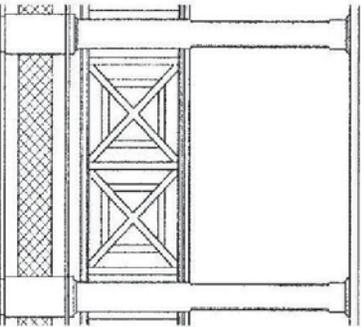


1 OVER 4 DOUBLE-HUNG
WITH PEDIMENTED FRAME

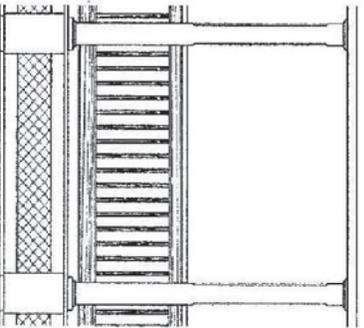
RAILINGS AND BALUSTRADES



TURNED SPINDLES



DECORATIVE WOODEN BALUSTRADE



STRAIGHT SQUARE SPINDLES



POMPAÑO RAILROAD STATION



SAMPLE MCDUGALD HOUSE (450 NE 10TH ST)

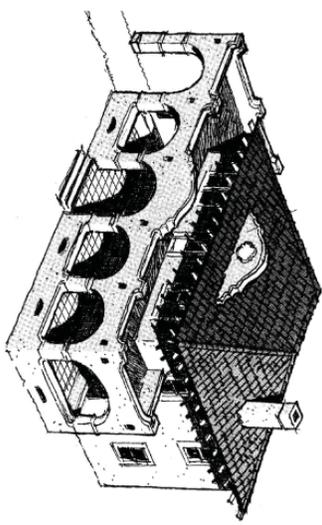
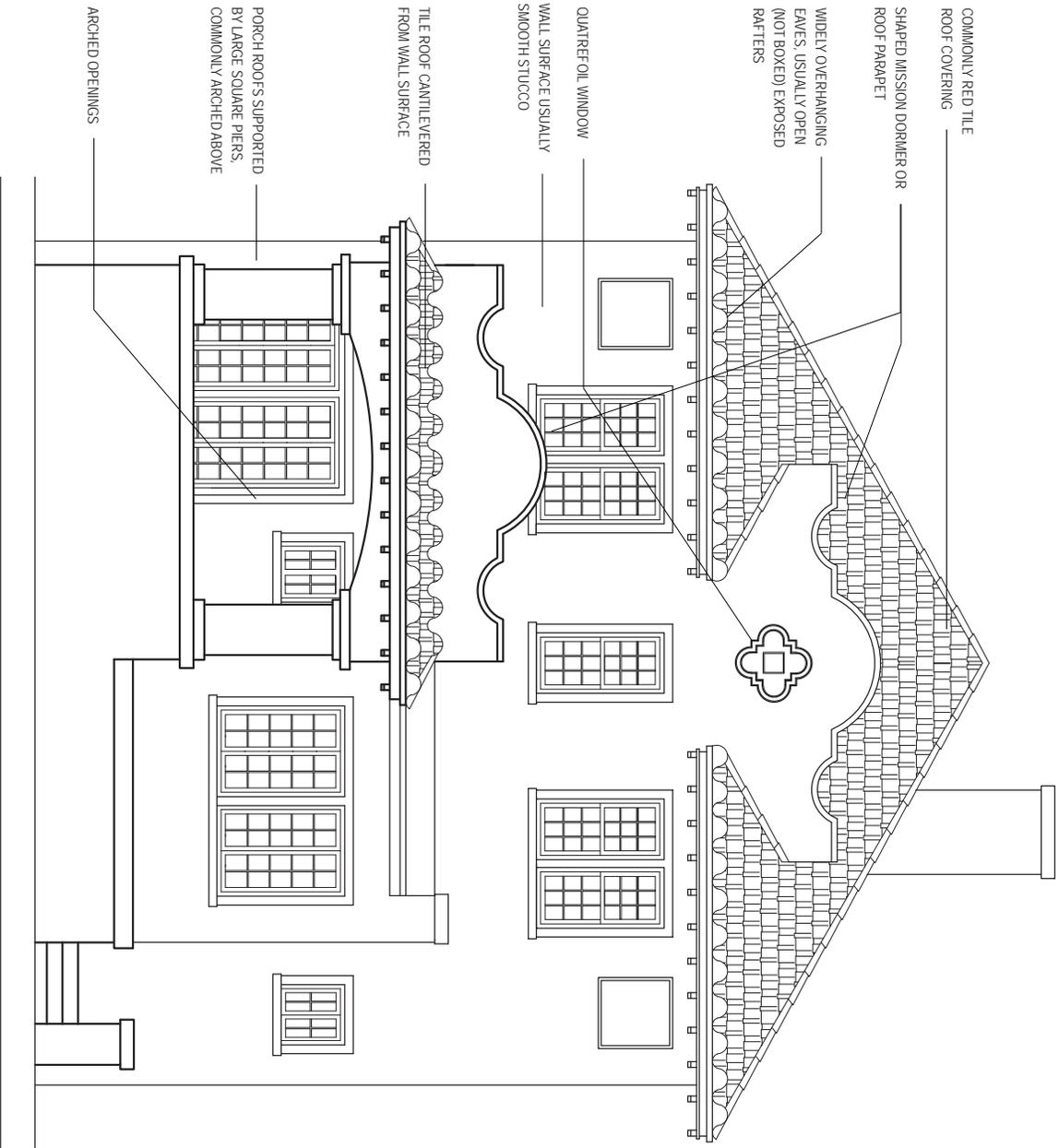


CAP CAMPBELL HOUSE (300 NE 4TH AVE)



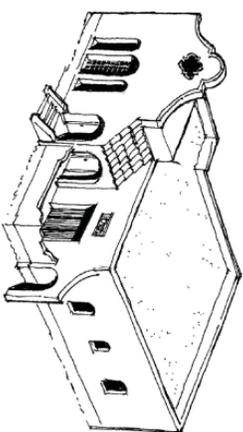
HORACE ROBINSON HOUSE (405 NE 5TH AVE)

MISSION STYLE



SYMMETRICAL

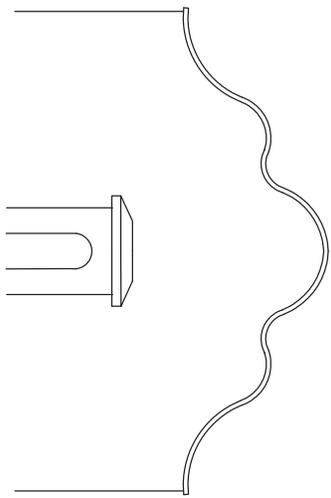
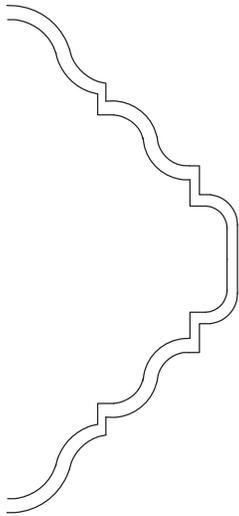
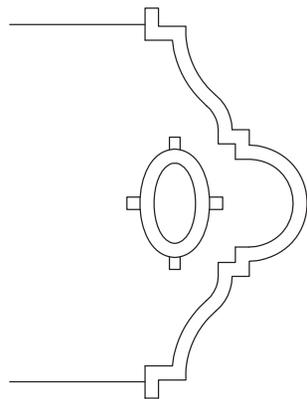
Balanced symmetrical facades. These are most commonly of simple square or rectangular plan with hipped roofs.



ASYMMETRICAL

Usually the facade asymmetry is superimposed on a simple square or rectangular plan.

ROOF ARTICULATIONS (TYPICAL DORMERS AND PARAPETS)



WALLACE ROBINSON HOUSE (400 NE 5TH AVE)

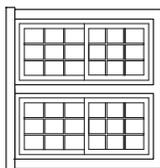
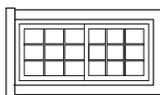
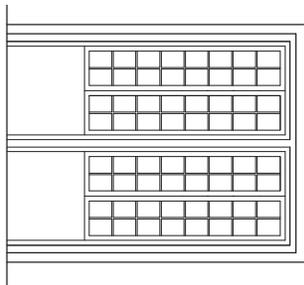


ROBINSON-NORTHWAY HOUSE (406 NE 5TH AVE)

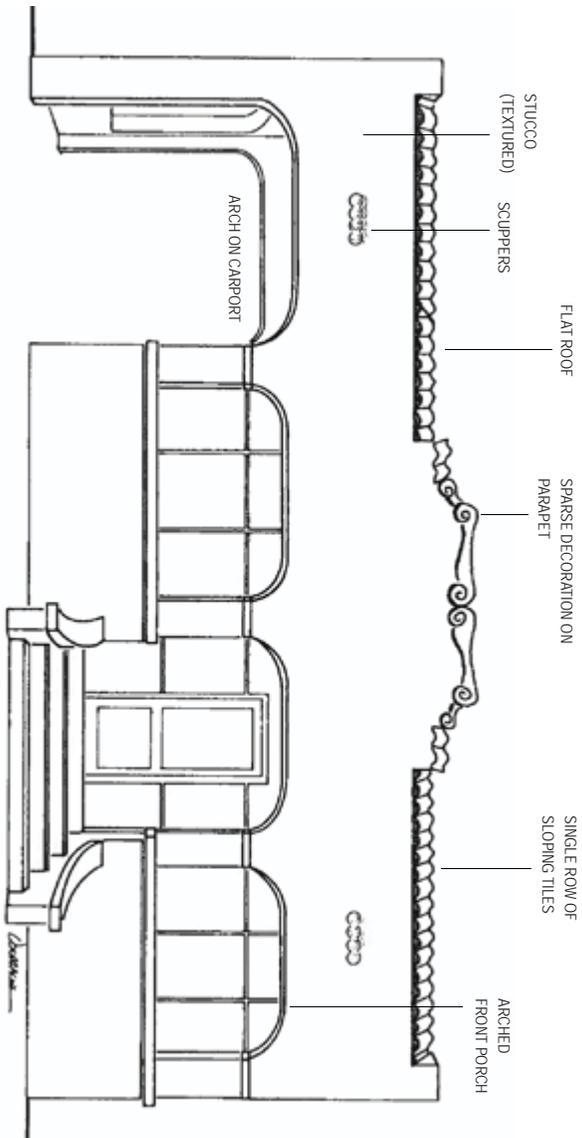


BAILEY-SAXON HOUSE (500 NE 4TH ST)

WINDOWS AND DOORS



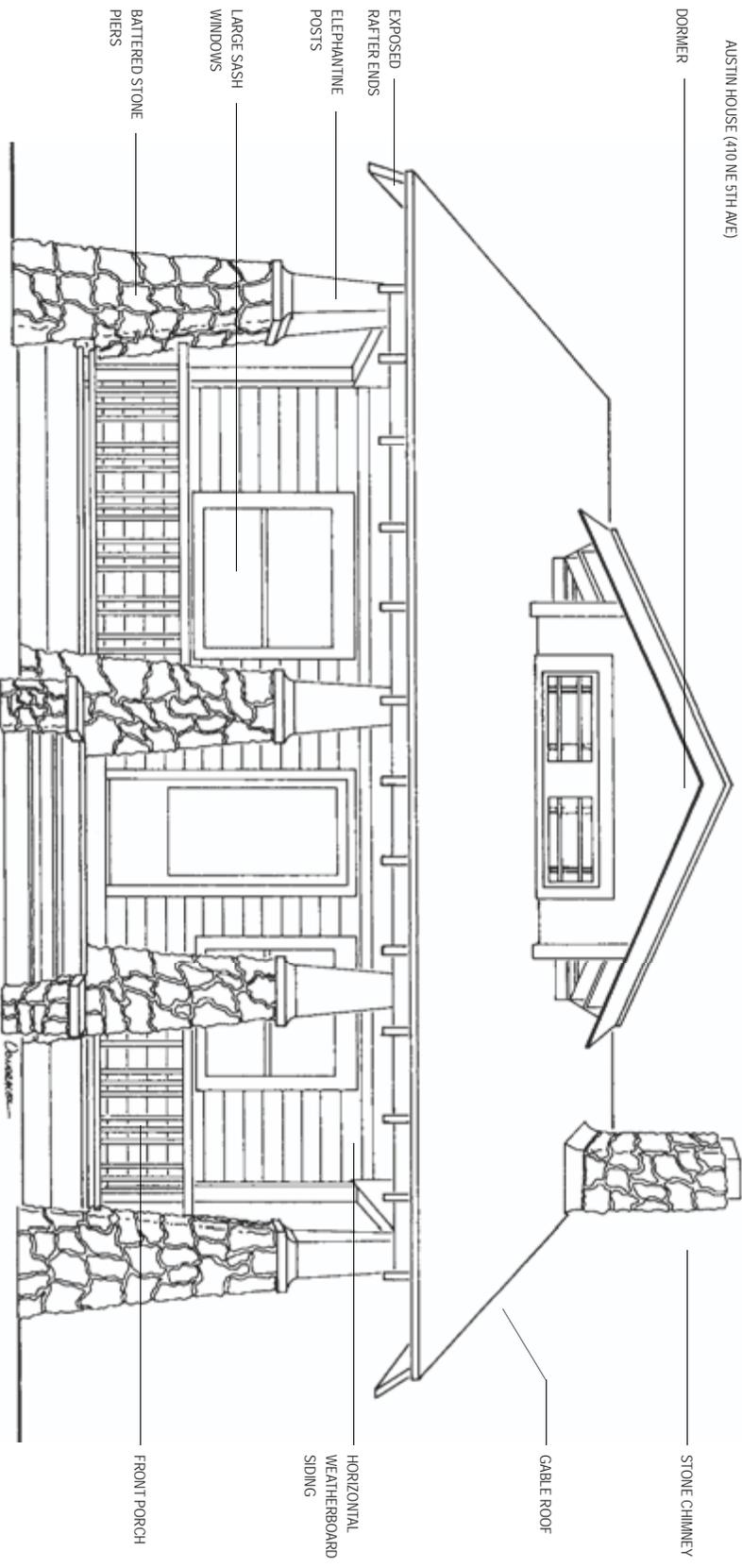
SINGLE STORY RESIDENTIAL

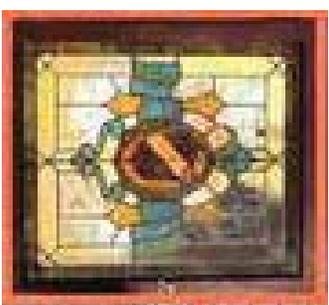


BUNGALOW

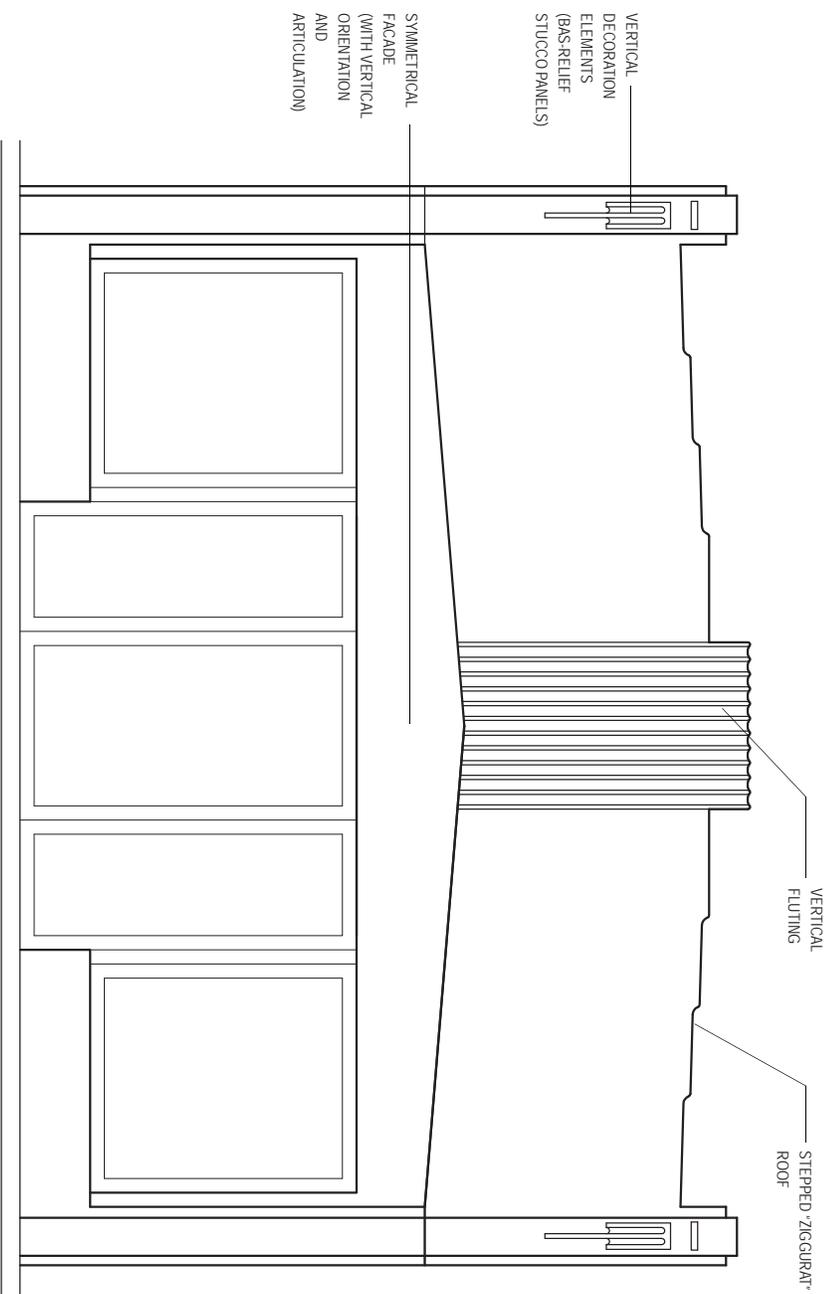


AUSTIN HOUSE (410 NE 5TH AVE)



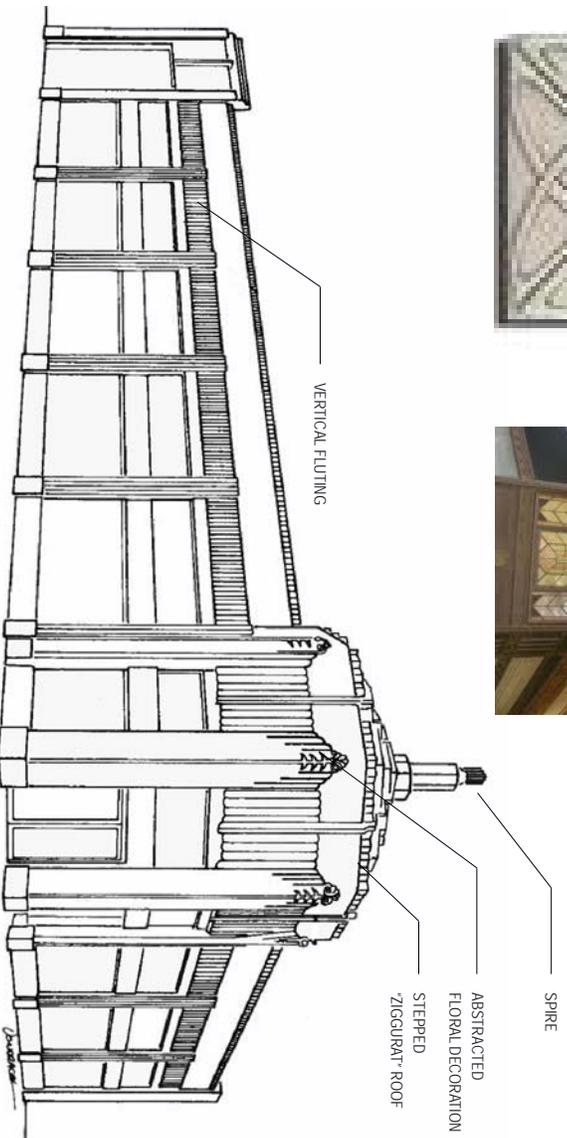
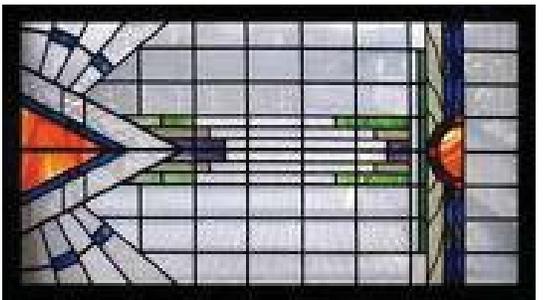


ART DECO AND ART MODERNE

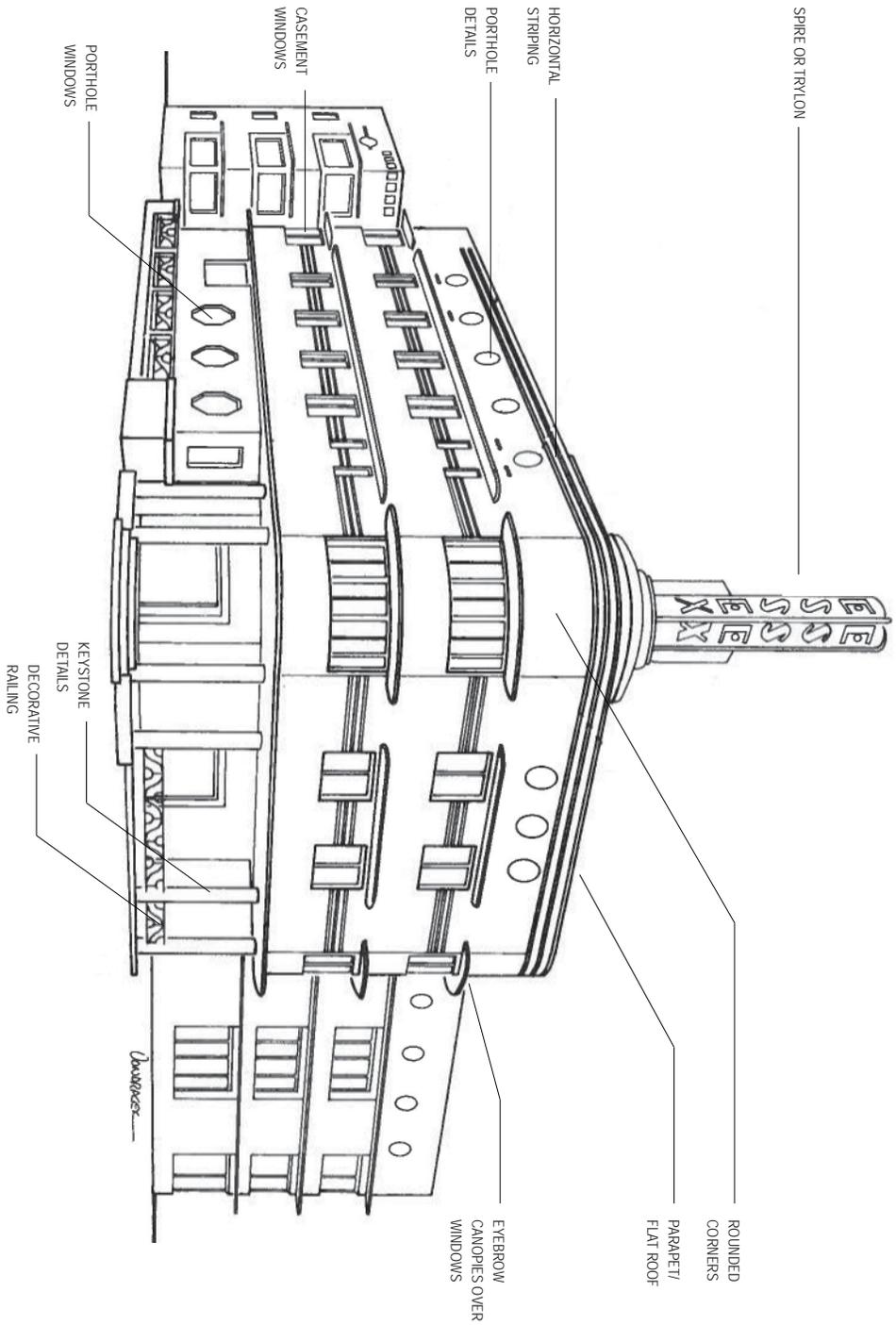


EXISTING COMMERCIAL BUILDING (FLAGLER AVE)

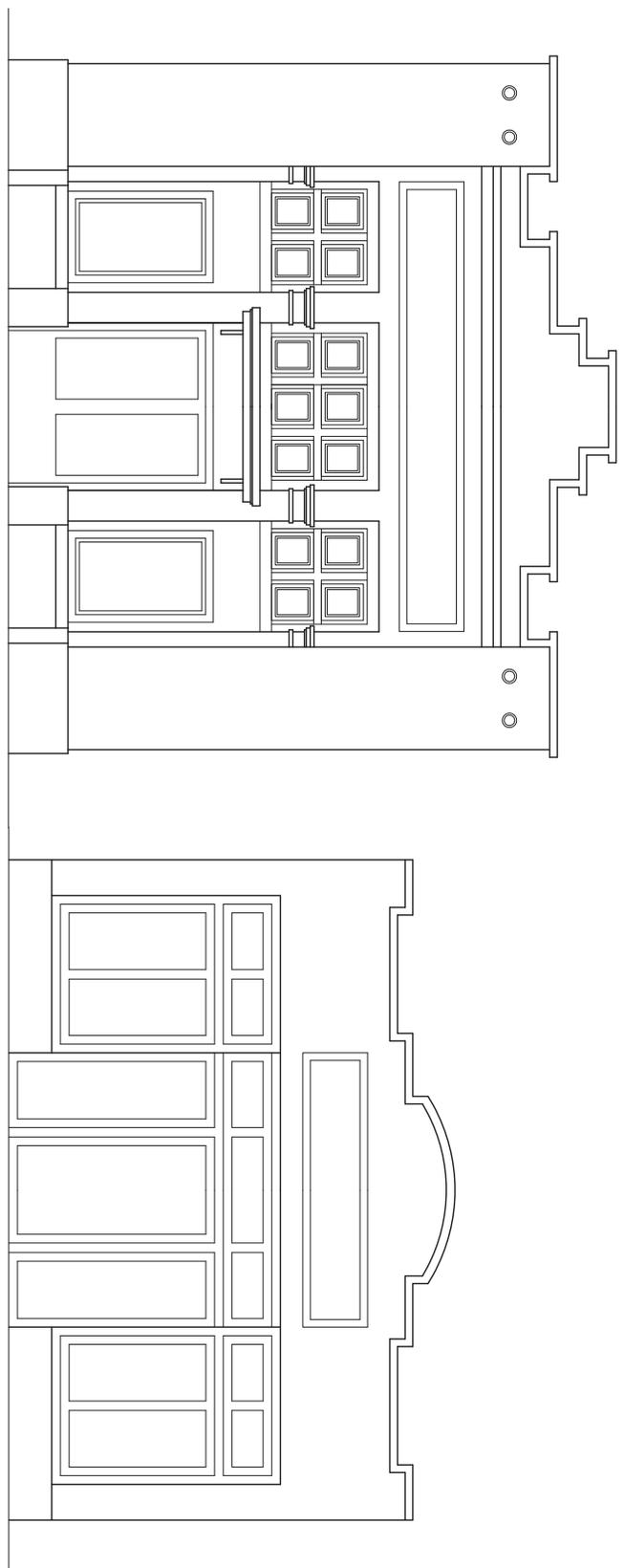




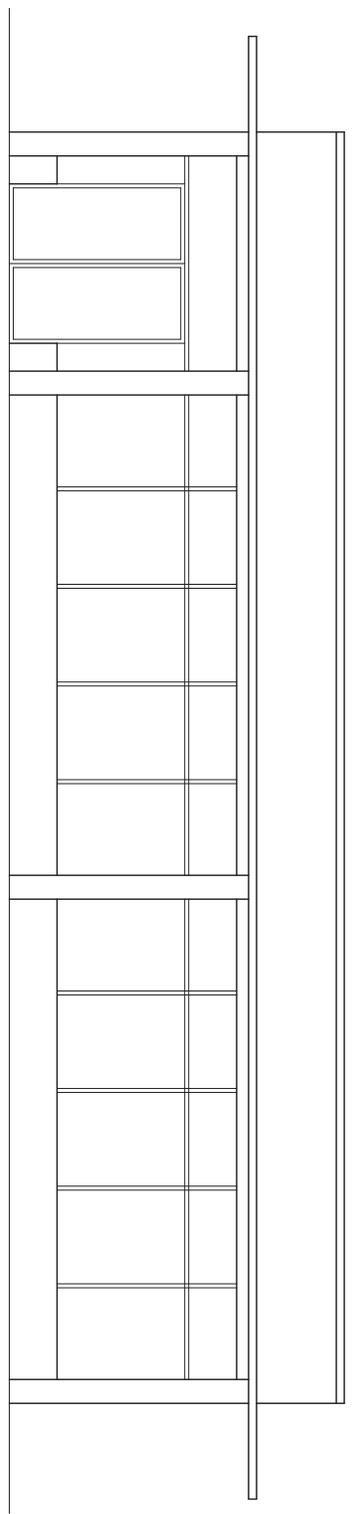
STREAMLINE MODERNE



COMMERCIAL VERNACULAR



The commercial vernacular in Pompano developed from a combination of styles, creating an eclectic design. The old bank, for instance, has a mix of mission and classic style elements. The mission elements on the facade are the stepped parapet and scuppers. The stepped roof line is also an element of the art deco style. The uscan columns and symmetrical articulation of the facade are classic style elements.



Other commercial buildings look on a more streamlined design approach and adopted elements from the art moderne period. Elements of this period are characterized by simple facade articulations devoid of applied decoration. Horizontal compositions, banding of windows, racing stripes and flat roofs with parapets are common features as well as cantilevering slabs.

MIMO STYLE

After World War II, architects, influenced by the international modern movement, began to play with form and geometry. Horizontal proportions became even more pronounced, often exhibiting a flat roof with broad overhanging eaves, echoed by the horizontal projections of the catwalks or balconies and anchored to the ground with long low planter boxes. Eyebrows evolved into window boxes and windows were grouped together with bands of contrasting texture and color to create bold patterns. The axis of symmetry often shifted to the outside of the building where two identical buildings form a mirror image of one another facing a central courtyard.

Like their Art Deco predecessors, the earliest post-war modern buildings were built with interior circulation. Entrance to apartments is gained through interior corridors and staircases. Later MIMO buildings incorporated exterior circulation with entry via outdoor corridors and open-air staircases. These exterior staircases are often symmetrical and are significant design features.

The MIMO style is seen in the following three very distinct districts of Miami:

neighborhood commercial buildings. Unlike the luxury oceanfront hotels located nearby, the North Shore and Normandy Isles districts developed out of a need for modest housing for the burgeoning postwar population and affordable tourist lodgings for seasonal visitors.

2. THE NORTH BEACH RESORT HISTORIC DISTRICT is located along Collins Avenue between approximately 63 and 71 Streets. After World War II, this area developed into a major tourist and entertainment attraction with large, luxurious resort hotels fronting the Atlantic Ocean. These resort hotels usually featured grand lobbies, cocktail lounges, supper clubs, a variety of thematic restaurants, ballrooms, banquet halls, meeting rooms, retail shops, enormous swimming pools, extensive sun decks, solariums, and a sweeping array of highly popular private beach cabanas. These grand hotels, which include the Deauville, Carillon, Casablanca, Sherry Frontenac, and the former Monte Carlo, define the special character of this unique mid-century historic district.

1. NORTH SHORE AND NORMANDY ISLES NATIONAL REGISTER DISTRICTS: Miami Beach's northern neighborhood, known as North Beach, has one of the largest and most cohesive concentrations of MIMO buildings in South Florida. The two districts that were recently honored with listing on the National Register of Historic Places are made up of over 800 small apartment buildings, hotels and

3. THE MORRIS LAPIDUS / MID 20TH CENTURY HISTORIC DISTRICT is situated within a one-mile long stretch of Collins Avenue between 44 Street and the 5300 block. Twelve of the fourteen properties located here contain architecturally significant mid-20th century structures, all built between 1954 and 1966. A remarkable five of these are among the most distinctive, grand, and architecturally dramatic mid-century structures designed by internationally acclaimed Miami Beach architect, Morris Lapidus. This extraordinary collection of Lapidus masterpieces, together with seven mid-century structures designed by other highly respected and successful South

Florida architects, embodies the full aesthetic, social, economic and historic impact that this one single mile stretch would have on the evolution of "Miami Modern" design, and indeed the future of post war modern leisure and apartment living in South Florida and beyond.

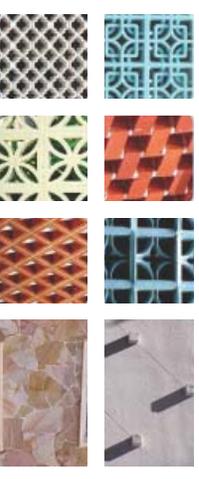
BROAD OVERHANGING EAVES WITH CURVED UNDERSIDE: SOFT EAVES



SYMMETRICAL FACADE WITH PLAYFUL USE OF ANGLES AND LINES



DECORATIVE BLOCK WALLS & EXTERIOR SURFACE MATERIALS



PROSCENIUMS: DESIGN FEATURE THAT VISUALLY CONNECTS TWO STRUCTURES SO THEY READ AND FUNCTION AS A SINGLE BUILDING WITH AN ENCLOSED COURTYARD



IRON WORK & STEEL PIPE COLUMNS



PROJECTED MASONRY WINDOW FRAMES



EDEN ROC HOTEL MIAMI BEACH (MORRIS LAPIDUS)



ANDAMIO'S RESTAURANT AND CAR WASH



FRANK'S RESTAURANT AND COMMERCIAL BLOCK ON ATLANTIC BLVD (MIMO STYLE BUILDING WITH PLAYFUL ANGLES AND LINES)



FRANK'S RESTAURANT AND COMMERCIAL BLOCK ON ATLANTIC BLVD (SOFT FINE DETAIL)



BACARDI BUILDING IN MIAMI (ENRIQUE GUTIERREZ)



COURTYARDS



MASONRY ELEMENTS OF NAUTICAL THEMES



FONTAINEBLEAU HOTEL MIAMI BEACH (MORRIS LAPIDUS)



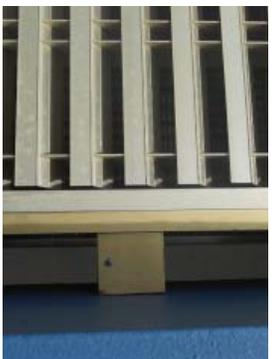
INTERNATIONAL STYLE

The typical International Style high-rise usually consists of the following:

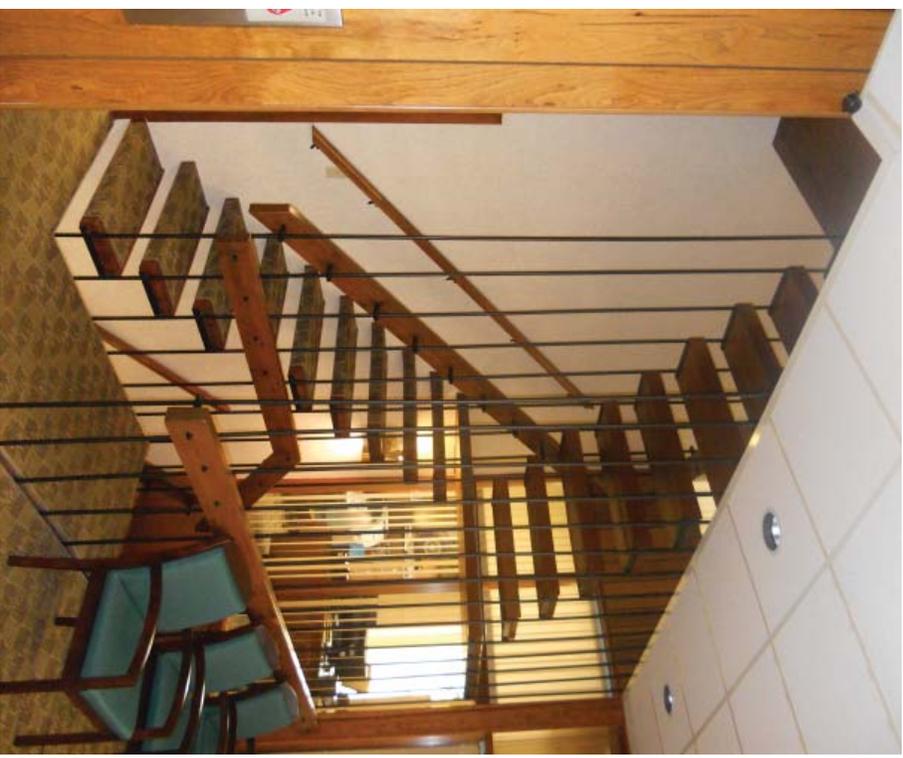
1. Square or rectangular footprint
2. Simple cubic "extruded rectangle" form
3. Windows running in broken horizontal rows forming a grid
4. All facade angles are 90 degrees.



DES JARDINS BANK (EAST CRA)



H&R BLOCK BUILDING (EAST CRA)



INTERIOR OF FRANK FURMAN'S INSURANCE AND REAL ESTATE BUILDING ON ATLANTIC BLVD



EXAMPLES OF WALL MATERIALS



INTERIOR OF FRANK FURMAN'S INSURANCE AND REAL ESTATE BUILDING ON ATLANTIC BLVD



WELLS FARGO BANK (EAST CRA)

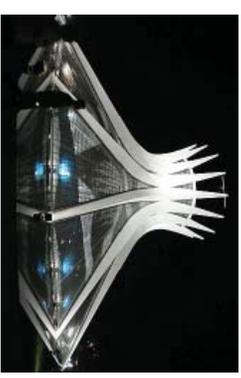


BANK OF AMERICA (EAST CRA)

INTERNATIONAL EXAMPLES



FARNSWORTH HOUSE (MIES VAN DER ROHE)



METROPOLITAN CATHEDRAL (OSCAR NIEMEYER)



PALAZZETTO DELLO SPORTI (PIER LUIGI NERVI)



VILLA SAVOYE (LE CORBUSIER)

CONCLUSION AND IMPLEMENTATION

port • NW CRA Massing and Zoning Analysis Report • NW CRA Massing and Zoning Analysis Report • NW CRA Massing and Zoning Analysis Report • NW CRA Massing and Zoning Analysis



The preliminary recommendations set forth in this report will be presented to the community in a series of meetings beginning in the first quarter of 2012. This will be a time for citizens to provide further input and direction, and will represent the first step toward the implementation of the future DPTOC District Zoning Regulations. The zoning regulations will be drafted in the second quarter of 2012 and presented to the community in a series of presentations as well. This will also be a time for community input and direction. After the staff has incorporated the citizen's comments into the zoning regulations, the document will be presented to the CRA Board, the Planning and Zoning Board, and finally the City Commission for adoption. This process takes several months to complete and the adoption may occur as early as the end of 2012 or beginning 2013, after the Land Use Amendment takes place.

THE TEAM



THE DESIGN TEAM

Pompano Beach Community Redevelopment Agency

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Adriane Esteban, Project Manager

City of Pompano Beach, Development Services Planning and Zoning Department

Kevin Gurley, Planning Intern

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Maricei Chael Cooper, Chael Cooper & Associates

Maria de Leon-Fleites, De Leon-Fleites & Garcia-Pons, Inc.

Cesar Garcia-Pons, De Leon-Fleites & Garcia-Pons, Inc.

THE AGENCIES

BROWARD COUNTY SHERIFF

Al Lambert, Sheriff
Captain Wayne Adkins, Executive Officer

BROWARD COUNTY TRANSIT AUTHORITY

Corwin Gibbs, Operations Manager
Barney McCoy, Transit Manager

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Chris Brown, Co-Executive Director
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Louis Friend, Construction Project Manager
Neil Fritz, Downtown Pompano Project Manager
Sharon McCormick, Communications Director
Carlton Moore, NW CRA Liaison
Jeanine Parisi, Marketing Director

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Jennifer Gomez, Principal Planner
Vicky Newson, Principal Planner
Paola West, Planner
Christopher Clemens, Planner
Amanda Bassiely, Planner

CITY OF POMPANO BEACH DEVELOPMENT SERVICES URBAN FORESTRY DIVISION

Kimberly Pearson, Urban Forester

CITY OF POMPANO BEACH FIRE DEPARTMENT

Harry Small, Chief
Peter McGinnis, Fire Marshall

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Miriam Carrillo, Director
Tomas Calderon, Administrative Coordinator

CITY OF POMPANO BEACH PARKS & RECREATION DEPARTMENT

Mark Beaudreau, Recreation Programs Administrator
Scott Moore, Recreation Manager

CITY OF POMPANO BEACH PUBLIC WORKS DEPARTMENT

Robert McCaughan, Director
Alessandra Delfico, Engineer
Tammy L. Good, Engineer

CITY OF POMPANO BEACH UTILITIES DEPARTMENT

Randy Brown, Director
Steve Almyda, Wastewater Collections Supervisor
Duncan Bethel, Utilities Maintenance Supervisor

FLORIDA DEPARTMENT OF TRANSPORTATION

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