



City of Pompano Beach

100 West Atlantic Blvd.
Pompano Beach, FL 33060

Detailed Minutes - Final

City Commission

Rex Hardin, Mayor
Alison Fournier, Vice Mayor
Audrey Fesik, Commissioner
Beverly Perkins, Commissioner
Rhonda Sigerson-Eaton, Commissioner
Darlene Smith, Commissioner

Gregory P. Harrison, City Manager
Mark Berman, City Attorney
Kervin Alfred, City Clerk

Wednesday, January 29, 2025

2:00 PM

Commission Chamber

City Commission Workshop

CALL TO ORDER

The Honorable Rex Hardin, Mayor called the City Commission Workshop to order at 2:02 p.m.

ROLL CALL

Present: Commissioner Audrey Fesik
Commissioner Rhonda Sigerson-Eaton
Commissioner Darlene Smith
Vice Mayor Alison Fournier
Mayor Rex Hardin

Absent: Commissioner Beverly Perkins

PLEDGE OF ALLEGIANCE

Led by Kervin Alfred, City Clerk

APPROVAL OF AGENDA

A motion was made by Vice Mayor Fournier, seconded by Commissioner Sigerson-Eaton, that the Agenda be APPROVED AS SUBMITTED. The motion carried by unanimous voice vote.

A. REGULAR AGENDA

1. Overview and discussion on the Atlantic Overlay District (AOD), the East Overlay District (EOD) and the Downtown Pompano Overlay District (DPOD) regulations with a focus on the density bonuses possible and the parking regulations.

(Staff Contact: Max Wemyss)

Max Wemyss, Principal Planner, explained that the workshop was organized to review the overlay districts,

with specific attention to the incentives and bonuses available. He outlined the three districts: Atlantic Boulevard Overlay District, Downtown Pompano Overlay District, and East Atlantic Boulevard Overlay District. He described their establishment as a means to promote redevelopment, pedestrian-oriented environments, and transit-supportive development. He provided an overview of the boundaries and key developments within each district, starting with the AOD. He detailed the AOD's historical and ongoing development projects, including the pier area redevelopment, Riverside Promenade, and several residential and commercial projects. He presented before-and-after images of these developments and emphasized that much of the redevelopment was incentivized by zoning regulations that increased permitted heights, adjusted parking requirements, and encouraged adaptive reuse. He explained that parking reductions in the AOD were set to expire in January 2026, at which point standard code requirements would apply. He also outlined how height regulations within the AOD allowed for increased building heights, with special provisions for slenderized hotels. He then shifted to the DPOD, describing completed and upcoming projects such as Downtown Pompano Apartments and tax credit housing developments. He explained the district's emphasis on form-based codes, mixed-use development, and reduced parking requirements. He detailed the height and density bonuses available and explained how parking reductions aimed to support commercial and residential projects while encouraging transit-oriented development. He discussed the EOD, established in 2018, which focused on controlled building heights, mixed-use development, and design standards. He highlighted several completed projects, including Morea, Celeste, and Progressive Point, showing their transformation from underutilized properties into active developments. He noted that, unlike other overlay districts, the EOD did not offer height bonuses but rather set strict height limitations. He also outlined the district's parking reductions and density bonuses, emphasizing that some incentives, such as parking exemptions for adaptive reuse, were set to expire in January 2026. He concluded by summarizing the differences between the three overlay districts in terms of density, height, and parking incentives. He provided a consolidated table for discussion and offered printed materials containing zoning regulations and incentive details. Attached as **Exhibit 1** is a copy of Mr. Wemyss' entire presentation.

Mayor Hardin thanked Mr. Wemyss for the presentation and reminded attendees that, as a workshop, no official actions could be taken. He then opened the floor for public input.

Jocelyn Jackson, a resident, commended Mr. Wemyss for the clarity of the presentation and asked for details about the location of the Ritz-Carlton. Mayor Hardin clarified that it was on A1A, south of Atlantic. Ms. Jackson expressed excitement about the City's progress and redevelopment, particularly with the Ritz-Carlton project. She inquired about the status of the W Hotel. Mayor Hardin explained that it was planned for Atlantic and A1A but had not yet been constructed. Ms Jackson requested a copy of the materials presented. Mayor Hardin confirmed that a PDF file would be provided to the Clerk's office for public access.

David Miller, an attorney from Mysco Bachman law firm, spoke about the positive impact of Pompano Beach's zoning regulations on redevelopment. He emphasized that redevelopment improved aesthetics and increased the tax base, which funded infrastructure upgrades, job growth, and city projects. He urged the Commission to continue fostering redevelopment through incentives.

Dennis Mele, a land use consultant, shared his experience working on projects within the overlay districts. He compared two projects-the Aviary Building, developed before incentives were available, and the Mailla Building, which benefitted from the overlay regulations. He noted that while the newer regulations required

more design and architectural elements, they did not significantly alter building sizes but made development more feasible.

Dodie Keith, a resident and a property owner in an overlay district, supported the districts in concentrating redevelopment in specific areas and preventing uncontrolled growth. She appreciated the regulations for fostering smart development and pointed out that the resulting projects had greatly contributed to the City's tax base. She cautioned against making drastic changes to the regulations and emphasized that bonuses provided additional community benefits such as landscaping and amenities.

Matthew Scott, a zoning attorney, discussed how Pompano Beach's zoning regulations had successfully guided thoughtful development. He brought up the Live Local Act, which allowed developers to bypass local zoning for high-density, high-rise projects if they included affordable housing. He warned that significant changes to Pompano Beach's zoning regulations could push developers toward using the Live Local Act, which would limit the City's control over development.

Lior Avital, a resident, praised Pompano Beach's regulatory environment for attracting world-class developers and architects. He credited the overlay districts with making Pompano a desirable destination for high-quality developments and encouraged the City to continue supporting pro-development policies.

Mayor Hardin closed the public input session and reminded attendees that the Commission could not take formal action but could direct staff to bring proposals forward at future meetings. He then invited the Commission to discuss the workshop topics.

Vice Mayor Fournier commended Mr. Wemyss for the detailed presentation and explained that the workshop was initiated in response to community feedback. She suggested reviewing specific developments to understand their impact. She raised concerns about parking requirements, particularly for hotels built without parking, and asked if the parking reduction policies were set to expire in 2026. Mr. Wemyss confirmed that the parking reductions for properties one acre or smaller would expire in 2026.

Vice Mayor Fournier asked to revisit the parking requirement slide, confirming that the reduction applied to retail, hotel, and mixed-use residential developments but would expire in 2026. Mr. Wemyss clarified that the parking requirements would default to the general code once it expired.

Vice Mayor Fournier inquired whether any projects in the pipeline would qualify for the parking reduction. Mr. Wemyss stated that the Pompano Hotel was one of two hotel sites utilizing the slenderized height allowance but confirmed there were no active applications for additional slenderized buildings beyond those already described in the presentation. He noted that although the parking reduction permitted minimal off-street parking, no projects had been proposed with zero parking spaces unless part of a larger phased development.

Vice Mayor Fournier emphasized that hotel projects typically could not secure financing without parking, even in centrally located areas. Mr. Wemyss agreed, explaining that developers generally included parking within larger plans, and standalone projects without parking were rare.

Vice Mayor Fournier then asked if a mixed-use residential project in the Atlantic Overlay District (AOD) on a

parcel of one acre or less could provide minimal off-street parking under the current regulations. Mr. Wemyss confirmed that they could do so until January 2026, but the Commission had the option to extend or allow the regulation to expire.

Vice Mayor Fournier shifted the discussion to development along the beachfront, particularly 580 Briny, and questioned whether the intent was always to allow that scale of development. Mr. Wemyss acknowledged that while it had always been permitted, the recent increase in activity had drawn more public attention. He mentioned that new applications like Solato and 580 Briny were being processed alongside existing developments like Christopher House.

Vice Mayor Fournier moved the discussion to the East Atlantic Overlay District (EOD) and asked for the history behind a controversial project that residents frequently cited due to its height, setbacks, and proximity to single-family homes. She noted that some residents had lost privacy due to apartments overlooking their backyards. Mr. Wemyss explained that the project had been approved before the overlay district was established, which meant it was not subject to the district's regulations.

Vice Mayor Fournier raised concerns about setbacks, particularly regarding the Celeste project, which had encroached upon a light pole. Mr. Wemyss confirmed that the general requirement was a zero-foot setback unless additional space was needed for sidewalks or street trees. He explained that the goal was to create a consistent street wall for an inviting pedestrian experience but acknowledged that this approach could feel uncomfortable in some locations.

Vice Mayor Fournier pushed back on the concept of a "street wall," stating that she preferred a more open, green, and pedestrian-friendly design. She noted that parents with children often felt unsafe walking in areas with large buildings directly adjacent to sidewalks. Mr. Wemyss explained that the perceived lack of space was more a result of curb placement and Florida Department of Transportation (FDOT) road design than the building setbacks themselves.

Vice Mayor Fournier asked about a new project on the Wells Fargo site and its expected height. Mr. Wemyss stated that the proposal included commercial frontage with 8 residential stories above, tapering to townhomes in the rear around a parking garage.

Vice Mayor Fournier questioned why commercial buildings in the EOD were allowed a height of 105 feet while mixed-use residential developments were capped at 80 feet. Mr. Wemyss explained that the 105-foot limit aligned with prior commercial zoning, while the 80-foot cap for residential was a compromise made during the overlay district's adoption.

Vice Mayor Fournier brought up the Envy development, a planned project approved before the overlay district was established. Mr. Wemyss confirmed that its height was set at approximately 105 feet and that any significant changes would require Commission approval.

Vice Mayor Fournier raised concerns about increasing flood risks, noting that developments had replaced green spaces with concrete, exacerbating drainage issues. She asked whether the City had considered stricter drainage requirements beyond county regulations. Mr. Wemyss explained that private developments were

required to retain their own stormwater on-site, but broader city-wide drainage concerns would need to be addressed separately.

Vice Mayor Fournier questioned whether residential projects in the overlay districts were required to include mixed-use components. Mr. Wemyss explained that it depended on the location, with some areas mandating ground-floor commercial space while others allowed entirely residential developments.

Vice Mayor Fournier asked whether the mixed-use requirement applied mostly to properties along Atlantic Boulevard and other major roads and if the requirement was removed as developments moved into neighborhoods. Mr. Wemyss confirmed that the requirement was indeed focused on major corridors and did not apply to more residential areas.

Vice Mayor Fournier asked about the northern and western yellow pins on the map, seeking clarification on their significance. Mr. Wemyss explained that those pins represented City Vista and Heritage Pompano Station, both of which were tax credit projects from 2015 and 2017. He noted that these developments differed from market-rate projects, which were the primary focus of the overlay districts. He also pointed out that such tax credit projects could have been built regardless of zoning regulations under the Live Local Act, which allowed affordable housing developments to bypass certain local restrictions.

Vice Mayor Fournier inquired about the potential maximum height of 157 feet within the downtown overlay district and whether that applied to both east and west of Dixie Highway. Mr. Wemyss referred to the height regulating plan, explaining that the dark red areas on the map permitted base heights of 105 feet, with additional height bonuses bringing the maximum to 157 feet.

Vice Mayor Fournier clarified that this was based on layered bonuses, including parking bonuses, and asked whether the new downtown plan would alter these regulations. Mr. Wemyss explained that the new downtown plan was more of a conceptual master plan and that any regulatory changes needed to support it had not yet been fully analyzed.

Vice Mayor Fournier noted that she had reviewed renderings of the downtown plan and counted buildings with more than 20 stories, which seemed inconsistent with current zoning regulations. Mr. Wemyss stated that he had not closely analyzed those renderings but agreed that adjustments to the zoning regulations might be necessary to align with the vision presented.

Vice Mayor Fournier raised concerns about the height bonus granted for developments adjacent to parks, particularly a project by Adam Adache. She questioned whether there was a minimum green space requirement for a park to qualify as an adjacent open space. Mr. Wemyss explained that the bonuses were designed to be achievable and to stimulate redevelopment, so there was no strict requirement regarding the amount of green space in a designated open space.

Vice Mayor Fournier pointed out that the park in question primarily consisted of tennis courts and a small playground rather than open green space, making it less suitable for granting height bonuses. She suggested that the City reconsider how open spaces were defined when awarding such incentives. Mr. Wemyss confirmed that the code language simply required adjacency to a designated open space or greenway and did not specify

a minimum amount of green space.

Vice Mayor Fournier recalled discussing this issue previously and emphasized that some designated open spaces might not function as parks. She remained concerned that the height bonus was being granted in areas where additional height might not be appropriate.

Mayor Hardin invited other commissioners to join the discussion, recognizing Comr. Fesik.

Comr. Fesik thanked Mr. Wemyss for his thorough explanation and acknowledged the importance of the workshop. She shared that, during her campaign and previous public meetings, she had encountered many community concerns regarding the overlay districts. She praised Mr. Wemyss and his team for their hard work, noting that their role was often misunderstood. She acknowledged that they had to enforce the code as written despite facing criticism from both developers and the public. Comr. Fesik then called on City Attorney Mark Berman to clarify the legal framework surrounding overlay districts and property rights.

Mark Berman, City Attorney, explained that he had not prepared a formal presentation on the topic but emphasized that any zoning changes had to comply with the Bert J. Harris Private Property Rights Protection Act. He warned that restricting previously granted development rights could lead to costly litigation. He noted that Florida's laws heavily favored property owners and developers, meaning the City had to be cautious when considering changes to zoning regulations or density bonuses. He stressed that developers had legal rights to build according to existing zoning codes and that those rights could not be arbitrarily revoked. He explained that density bonuses might not constitute vested rights if they had not yet been awarded, but reducing them could still lead to legal challenges. He pointed out that developers who lost incentives might turn to the Live Local Act, which could allow them to bypass local zoning altogether. He also mentioned that public concerns about traffic, infrastructure, and views were common in every development discussion. He noted that many residents were given unrealistic expectations about future development when purchasing their properties, often by real estate agents who had no authority over zoning laws.

Comr. Fesik clarified that her intention was to help residents understand the legal constraints on the Commission's ability to make zoning changes. She noted that many people assumed the City could simply block development projects when, in reality, property owners had established rights. Mr. Berman agreed, reiterating that while the City could regulate growth within legal parameters, it could not infringe on vested property rights. He emphasized that the City aimed to balance responsible development with community concerns while maintaining legal compliance.

Comr. Fesik shifted the discussion to existing property owners' rights, particularly regarding privacy concerns. She referenced past Commission discussions about issues such as RVs in backyards and site triangle regulations for waterfront properties. She noted that while developers had the right to build, existing homeowners also had the right to privacy and enjoyment of their properties. She asked Mr. Berman to elaborate on how the City balanced these competing interests. Mr. Berman explained that while property owners have a right to the enjoyment of their property, regulations must balance those rights with community protections. He noted that excessive restrictions on property use could be considered a governmental taking, which would require compensation. Using the example of RVs in backyards, he explained that while residents were allowed to store them under specific conditions, living in them or renting them out was prohibited. He

emphasized that regulations must have a clear public purpose, such as environmental protection or community safety. He also highlighted the complexity of balancing development regulations, noting that while not everyone would agree, the goal was to create a reasonable and legally defensible framework for growth.

Comr. Fesik appreciated the explanation, stating that it helped clarify what the Commission could and could not do regarding zoning and property rights. She noted that it was important for residents to understand the legal constraints the City faced. She then shifted the discussion to the Live Local Act, recalling that Matthew Scott had mentioned that it allowed the highest permitted building height within a mile radius. She asked how this applied to the new downtown plan and whether current zoning regulations would need adjustments.

Mr. Wemyss explained that the City had adopted regulations to implement the Live Local Act, which applied to areas designated as activity centers, such as the downtown and East Overlay District. He clarified that the City's interpretation limited the maximum height to 105 feet, as that was the highest by-right height permitted in any commercial or overlay district. He also referenced an ongoing lawsuit in Hollywood, where a developer was attempting to apply a height approved through a planned development to a Live Local project.

Comr. Fesik asked how the Live Local Act would impact existing low-rise buildings in the downtown area. Mr. Wemyss confirmed that while the act allowed for increased height, the City had structured its regulations to encourage compliance with existing zoning rather than allowing unchecked development.

Comr. Fesik stated that she was thinking long-term and wanted to ensure that future development did not inadvertently create problems for the City. She clarified that she was not opposed to development but wanted to attract responsible, long-term partners rather than developers seeking short-term profits. Mr. Wemyss noted that Comr. Fesik's concerns extended into economic development but reassured her that the City's zoning regulations were designed to encourage responsible development while discouraging projects that might disregard community needs.

Comr. Fesik asked about commercial space requirements in mixed-use developments, specifically whether a minimum percentage was required. Mr. Wemyss explained that commercial space was required in overlay districts where commercial use was historically predominant. He stated that along Atlantic Boulevard and Federal Highway, buildings had to dedicate a minimum of 20 feet of depth for commercial space, with a certain percentage of frontage also required. He provided the Morea project as an example, where the leasing office occupied ground-floor space along Federal Highway.

Comr. Fesik asked how commercial requirements were handled in areas outside of major corridors. Mr. Wemyss explained that in areas designated as mixed-use activity centers, commercial space was required on major streets but optional in internal areas. He noted that in some cases, the ground floor was reserved for commercial use but allowed for residential amenities or leasing offices.

Comr. Fesik inquired whether developers could meet the commercial requirement by creating small, non-functional spaces, such as storage rooms. Mr. Wemyss responded that fenestration requirements ensured that commercial spaces were active and had clear glass frontage to maintain an engaging streetscape. He stated that regardless of use, the front of buildings had to contribute to the pedestrian experience.

Comr. Fesik shifted the discussion to concerns about creating a continuous "street wall" of development. She worried that if too many buildings were constructed without adequate setbacks, Pompano Beach might lose its character and become overly urbanized. She also noted that limiting setbacks could prevent future infrastructure changes, such as widening sidewalks or adding bike lanes. Mr. Wemyss acknowledged her concerns and stated that the City had adopted street section plans for Atlantic Boulevard and Federal Highway. He noted that while right-of-way adjustments were possible, the focus was on creating a pedestrian-friendly environment rather than expanding roadways.

Comr. Fesik emphasized that her concern was not about adding more traffic lanes but ensuring that the City remained flexible for future needs, such as wider sidewalks or dedicated bike lanes. She mentioned that riding a bike on A1A was currently dangerous due to narrow bike lanes and distracted drivers. Mr. Wemyss explained that the City's street sections accounted for multi-modal transportation, including bike lanes and shared-use paths, but that implementing these changes would take time.

Comr. Fesik reiterated the importance of planning for various transportation modes, including bikes, golf carts, and pedestrian routes. She emphasized that buildings could not be easily moved once constructed, so the City needed to preserve flexibility. Mr. Wemyss agreed and mentioned that some existing buildings were already positioned in ways that complicated future right-of-way improvements.

Comr. Fesik revisited the upcoming expiration of parking reductions in January 2026. She asked Mr. Wemyss to clarify the parking requirements that would apply once the reductions expired. Mr. Wemyss explained that residential multi-family developments would be required to provide 1.5 parking spaces for one- and two-bedroom units, two spaces for three-bedroom units, and one guest space per 5 units. Retail parking requirements would revert to a general ratio of one space per 400 square feet.

Comr. Fesik asked whether the expiration of the parking reduction would affect hotel developments. Mr. Wemyss confirmed that hotel parking requirements would also revert to the general code, requiring one space per lodging unit if the hotel had fewer than 100 rooms.

Comr. Fesik expressed concern that newer luxury residential buildings were increasing the number of large units, such as three- and four-bedroom condos, which typically housed multiple car-owning residents. She noted that the City needed to consider whether parking requirements aligned with the realities of modern developments. Mr. Wemyss acknowledged that while developers could provide more parking than the minimum required, the general code would set the baseline after January 2026. He reiterated that the City had the ability to review and adjust regulations if needed.

Vice Mayor Fournier had a few follow-up questions regarding the Live Local Act. She asked if the 157-foot height could be used as an example for Live Local applications. Mr. Wemyss confirmed that the City applied the 105-foot height standard until legally challenged.

Vice Mayor Fournier shifted the discussion to parking in the East Overlay District (EOD), using Atlantic One as an example. She pointed out that earlier versions of the plan did not seem to include enough parking and asked where the parking requirements for the EOD were listed. Mr. Wemyss directed her to the section of the regulations covering reduced parking standards for multi-family units.

Vice Mayor Fournier expressed concern that cars would spill into nearby neighborhood streets if parking was insufficient, particularly in areas with limited street parking. She asked for clarification on parking requirements in different areas of the EOD. Mr. Wemyss explained that core and center areas required one space per unit, while edge areas followed a different table with 1.5 spaces for one- or two-bedroom units and two spaces for three-bedroom units.

Vice Mayor Fournier asked about parking for townhomes. Mr. Wemyss stated that requirements varied based on location, with one space per unit in the core and center areas and 1.5 to 2 spaces in the edge areas.

Vice Mayor Fournier noted that Atlantic One was a hybrid development with different parcels subject to different requirements. She expressed concern that a one-size-fits-all parking requirement, particularly one space per unit for three-bedroom apartments, could create parking shortages. She asked if the City could modify the parking bonuses to ensure adequate parking. Mr. Berman confirmed that the City had the legal authority to adjust parking regulations moving forward as long as existing development rights were not revoked.

Vice Mayor Fournier suggested further exploration of the issue, noting that economic conditions had changed and that people were not abandoning cars at the rate previously anticipated. She cited Orchid Grove as an example of a development that struggled with insufficient parking, leading to ongoing resident complaints. Mr. Wemyss cautioned that changes to parking requirements could impact development feasibility. He noted that developers often cited parking costs as a major factor in their project calculations. He warned that eliminating reductions entirely could discourage new market-rate projects.

Vice Mayor Fournier agreed that eliminating parking reductions entirely might not be the best approach but suggested exploring minor adjustments, such as modifying square footage thresholds. She then shifted the discussion to height bonuses in the Downtown Pompano Overlay District (DPOD), specifically those related to open space. She questioned whether the definition of "open space" was too broad, allowing projects to qualify for bonuses even if they were not truly adjacent to a park. Mr. Wemyss acknowledged her concerns and took note of the issue, along with other topics, such as sidewalk width and parking adjustments.

Vice Mayor Fournier also raised concerns about setbacks and green space, stating that residents were more concerned about how buildings "felt" in relation to the street rather than their actual density. She noted that terms like "street wall" worried residents and suggested reconsidering setback policies.

Mayor Hardin clarified that there were maximum building lengths, required breaks, and step-backs after the fifth floor to prevent a continuous street wall. He noted that many older buildings in the area were already built on the sidewalk and that the goal of pushing new development closer to the street was to create a pedestrian-friendly environment. He acknowledged that walkability had not yet been fully realized but emphasized that the goal was to create a city where people could rely less on cars over time. He also defended the requirement for ground-floor commercial spaces, arguing that eliminating them would lead to purely residential developments, reducing future walkability.

Comr. Fesik clarified that her concerns about commercial space were related to mixed-use developments in residential areas that used small commercial spaces to qualify for density bonuses. She reiterated her support

for legitimate commercial development in designated areas. She also emphasized that while walkability was a desirable goal, the current transit system was not sufficient for all residents, particularly families. She supported efforts to improve pedestrian and bike infrastructure but noted that the City needed to balance long-term planning with current realities.

Vice Mayor Fournier reiterated concerns about walkability, stating that sidewalks adjacent to high-speed roads did not create a safe walking environment. She suggested that setbacks and wider pedestrian zones would be necessary to make major corridors more walkable.

NO ACTION WAS TAKEN ON THE ITEM.

C. ADJOURNMENT

The meeting adjourned at 4:05 p.m.

DocuSigned by:

Kervin Alfred

D1C913A8ED334CA...

Kervin Alfred, City Clerk
Signed by:

Signed by:

Rex Hardin

502CB780EB3F480...

Rex Hardin, Mayor



Commission Workshop Pompano Overlay Districts



- Atlantic Boulevard Overlay District (AOD)
- Downtown Pompano Overlay District, Transit Oriented (TO/DPOD)
- East Atlantic Boulevard Overlay District, Transit Oriented (TO/EOD)



Purpose

Atlantic Boulevard Overlay District (AOD)

Downtown Pompano Overlay District, Transit Oriented (TO/DPOD)

East Atlantic Boulevard Overlay District, Transit Oriented (TO/EOD)

Development Activity (primarily 2017-2024)

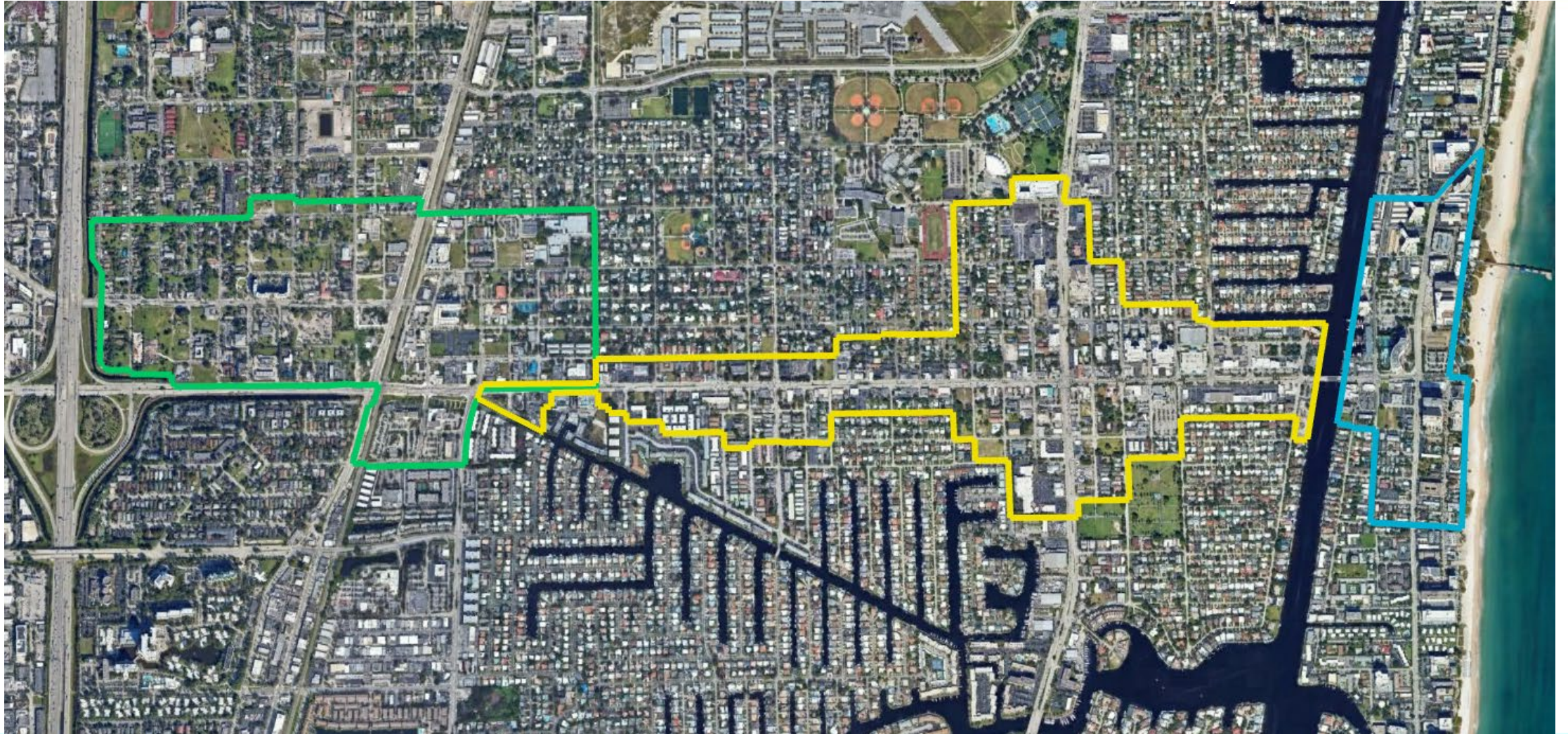
Review/context Overlay Districts

Particular focus on bonuses or incentives

- Density
- Height
- Parking



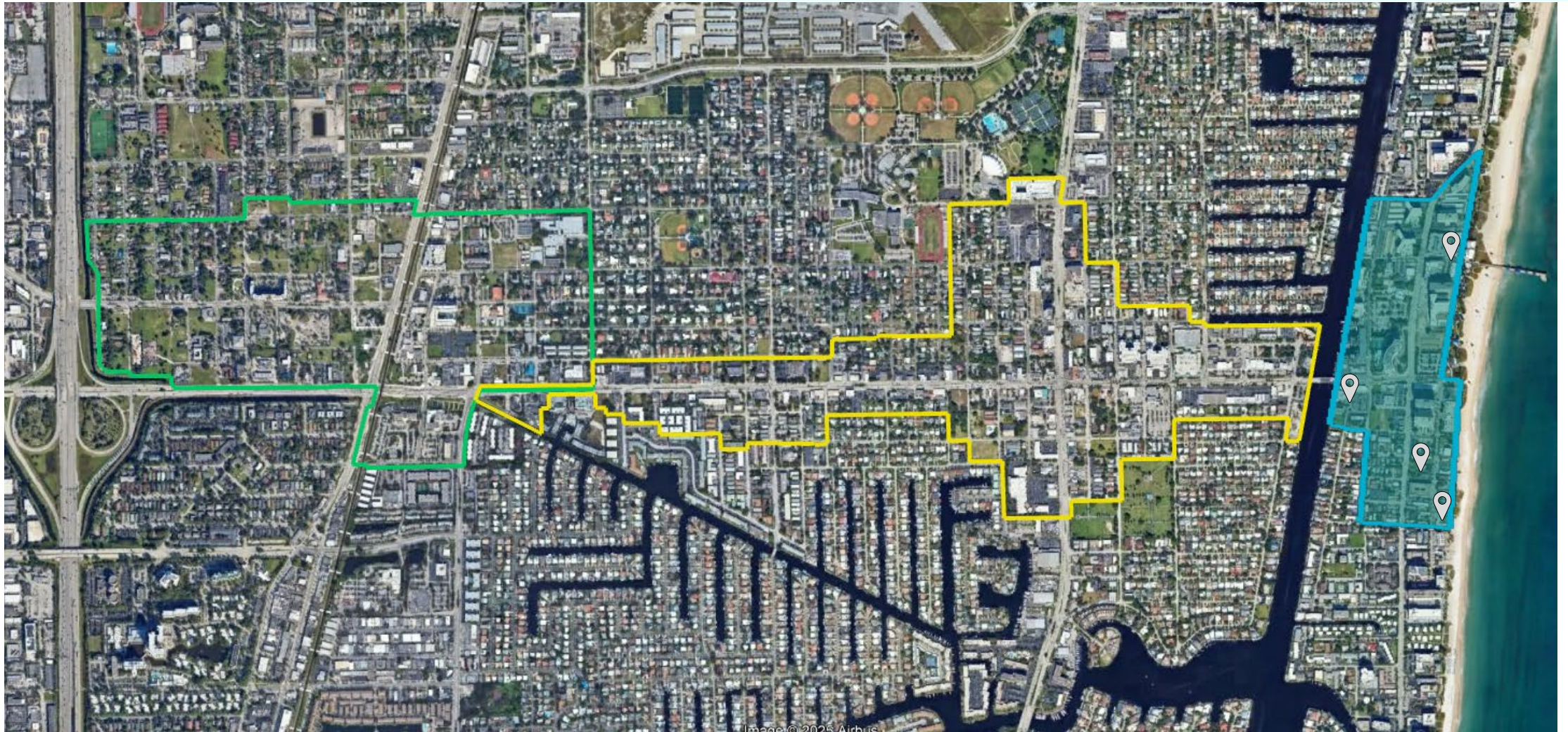
Overlay Districts





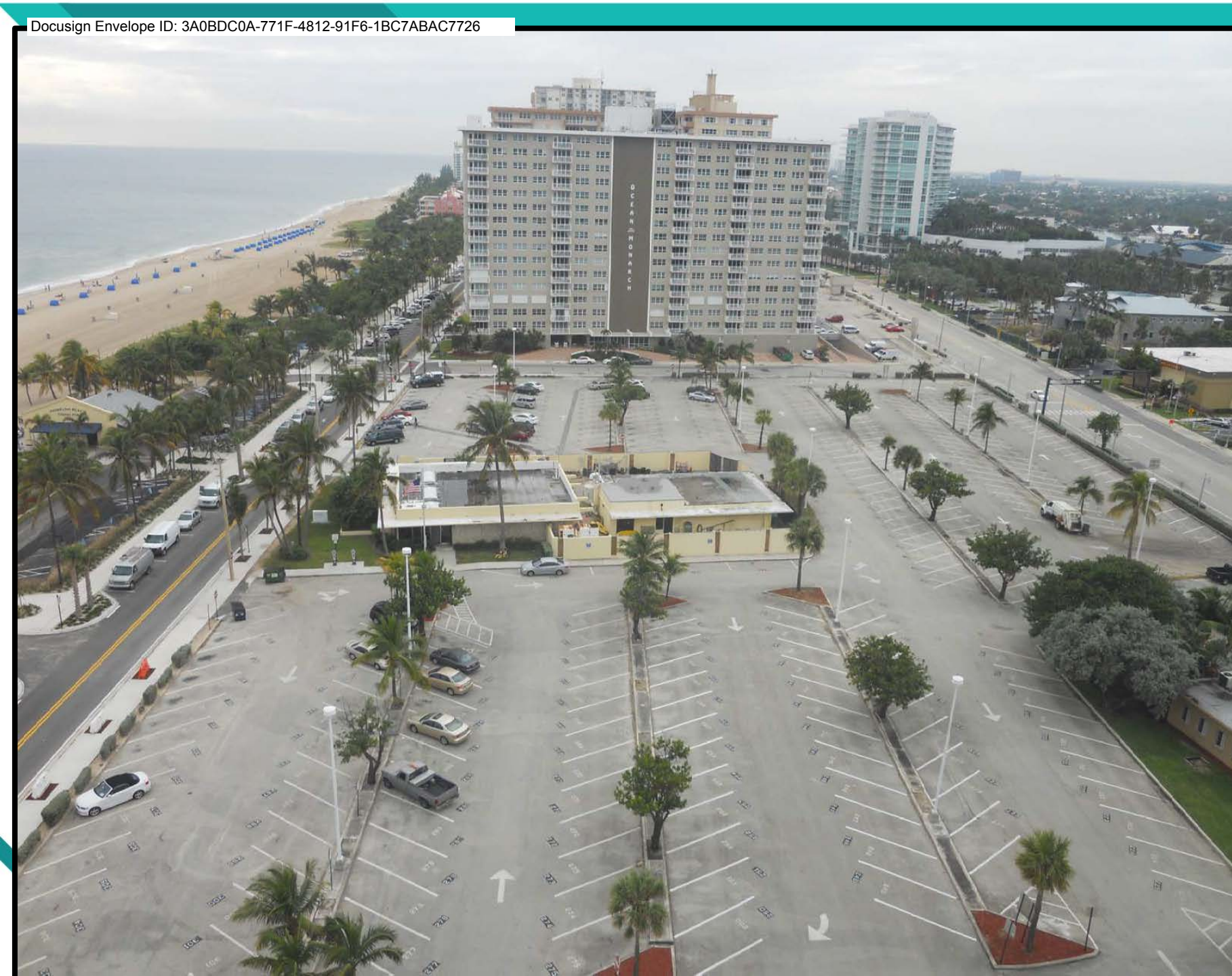
AOD

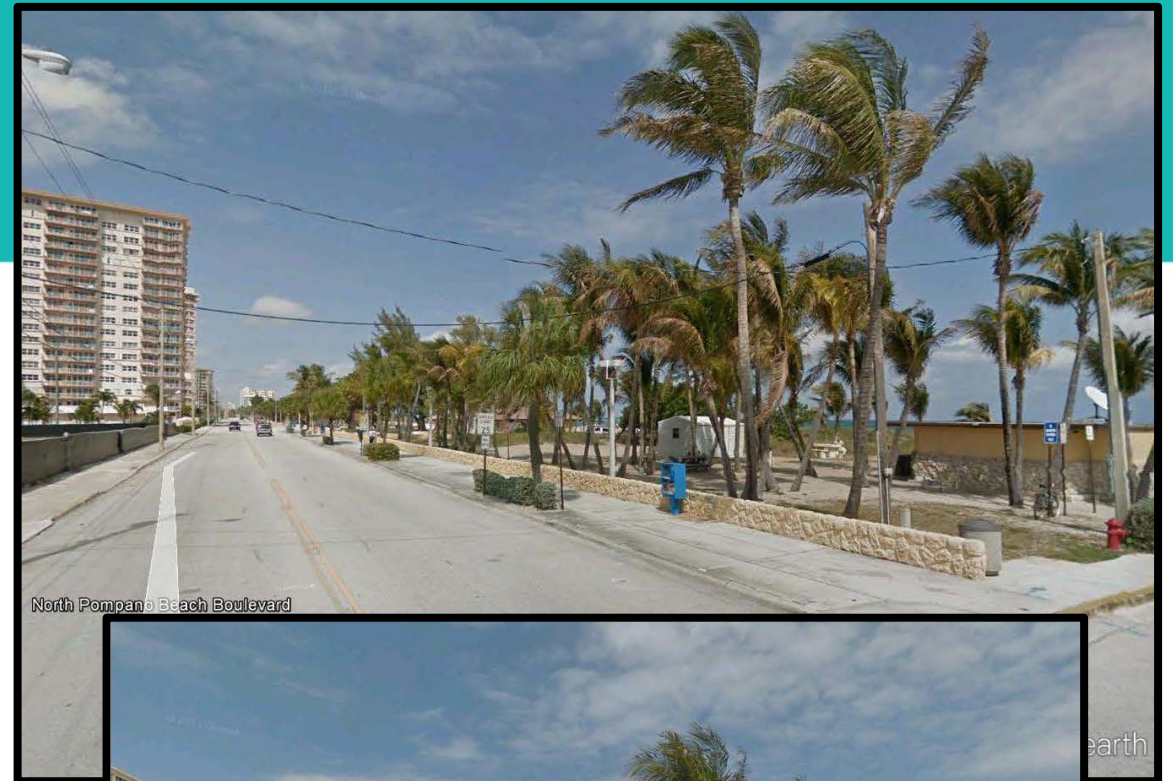
Atlantic Boulevard Overlay District

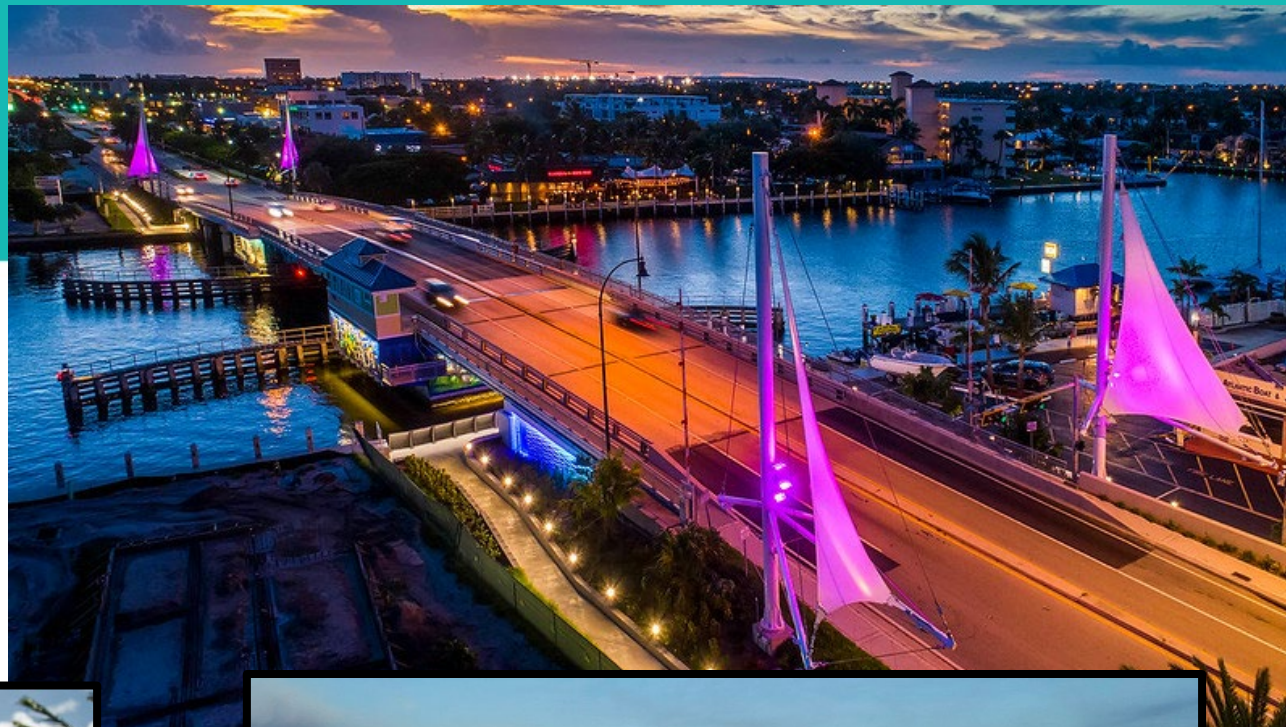


Pier Parking Lot

2012 Aerial Photograph









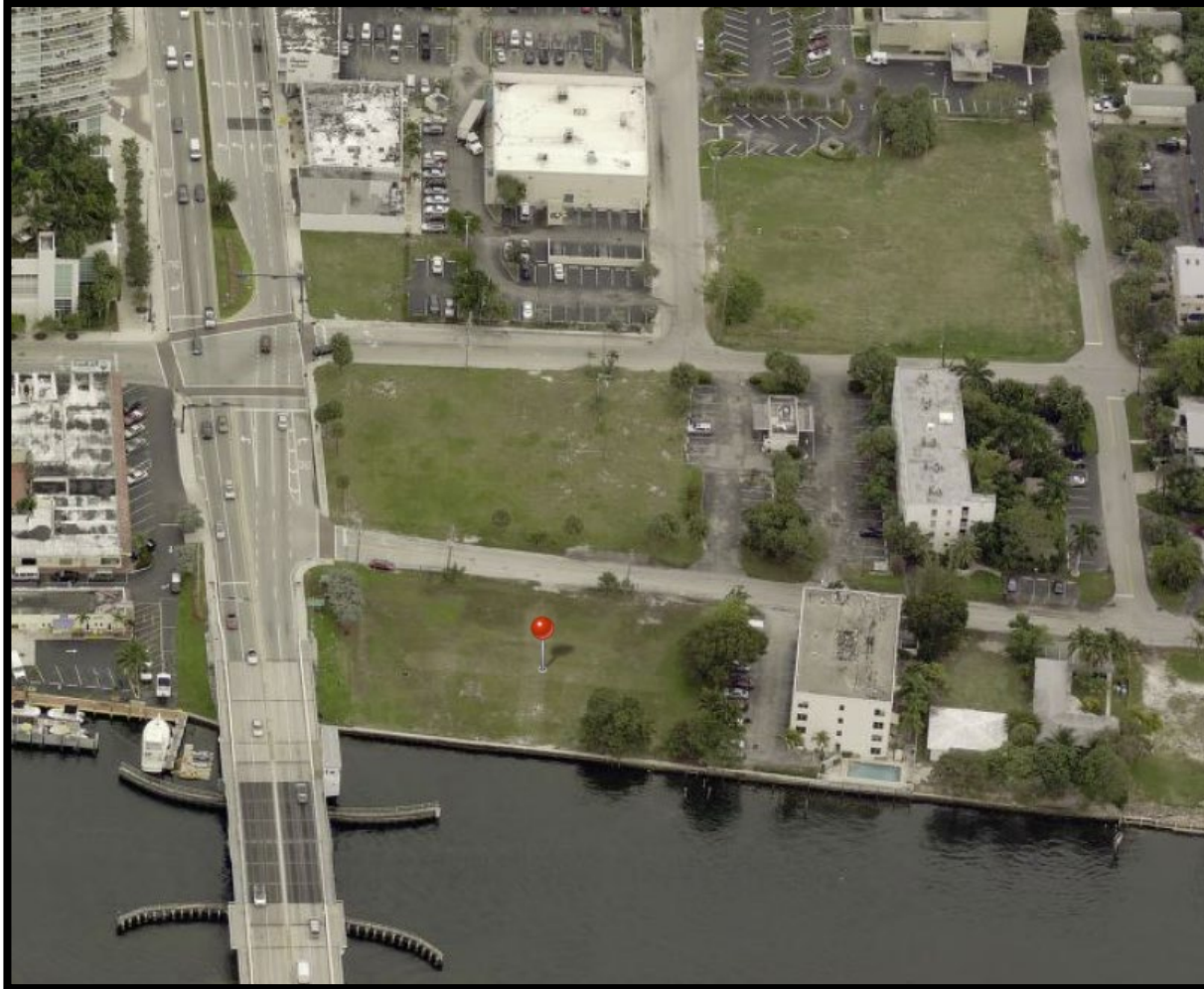
Pier Parking Lot

2023 Image – View Down
the New Pier Street





Riverside Promenade 3100 E Atlantic Blvd

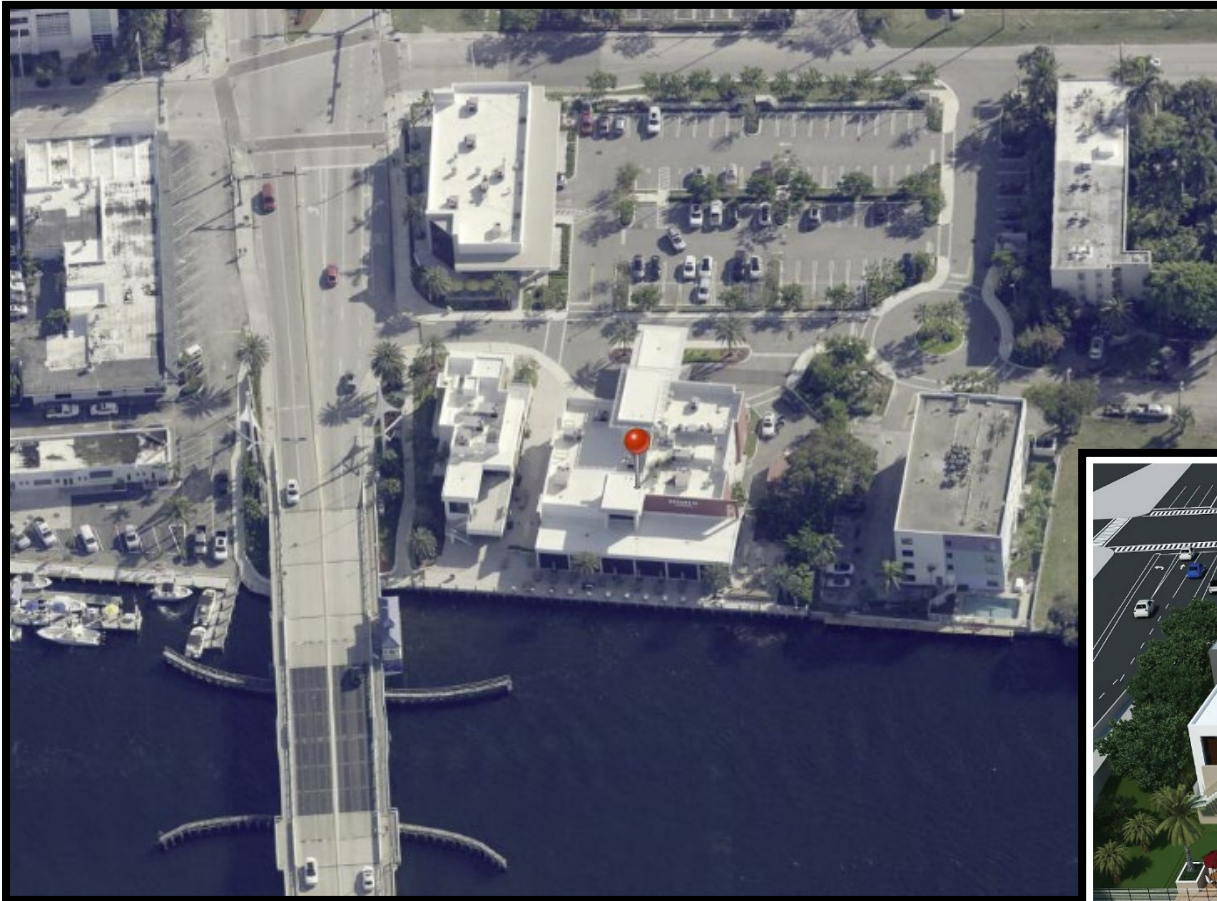


2016 Photos,
vacant since 2006





Riverside Promenade 3100 E Atlantic Blvd



2024 Aerial Photo /
Project Rendering





Salato - 305 Briny Avenue

2022 Photo





Salato – 305 Briny



Condominium Sales
Website Rendering – 2025
Facing A1A



Salato – 305 Briny



Condominium Sales Website
Rendering – 2025
Facing Briny

580 Briny

2022 Photo





580 Briny



Building Rendering – Facing Briny

- Site Plan Approved 2024
- Building Permits Under Review



580 Briny

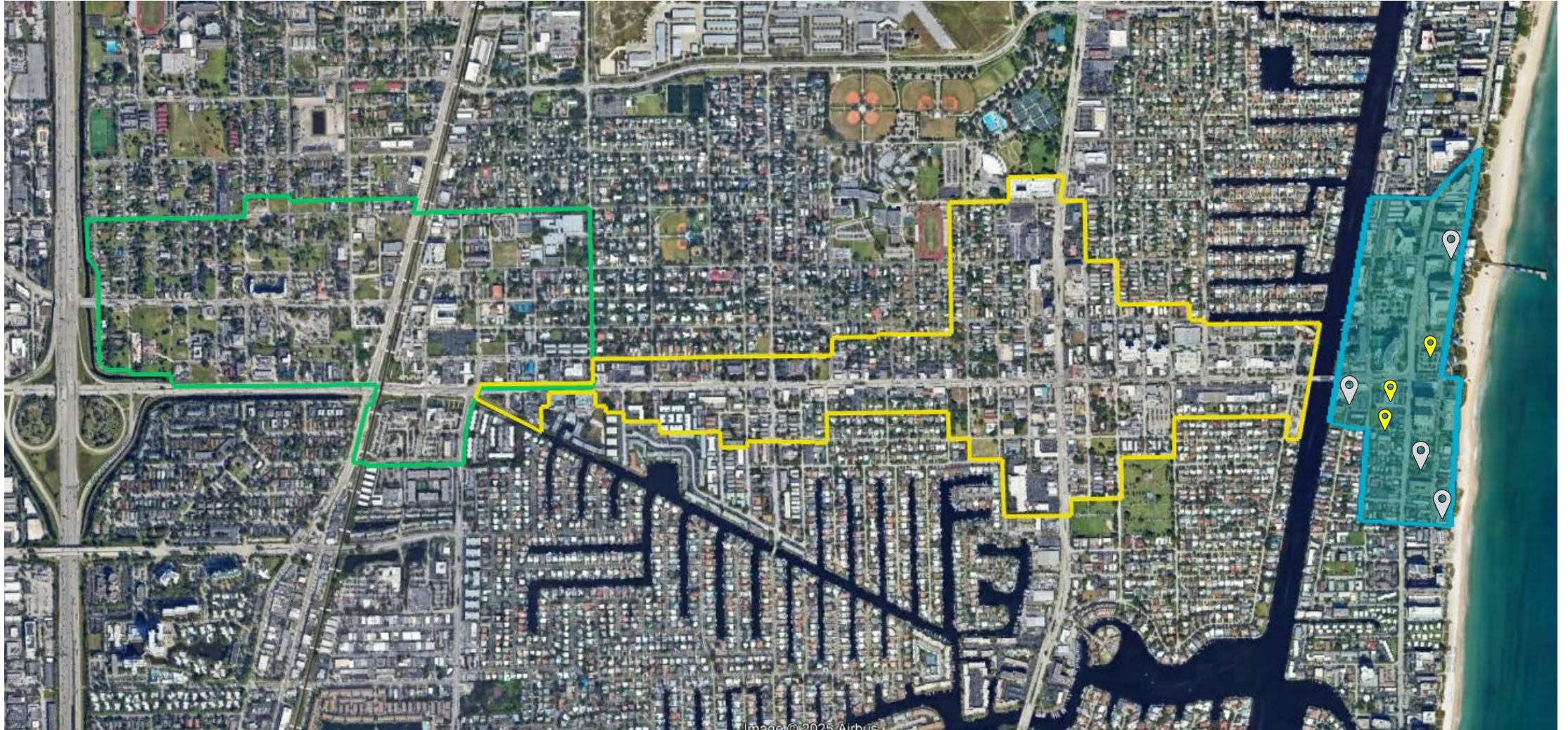


Context
Rendering
Looking South



AOD

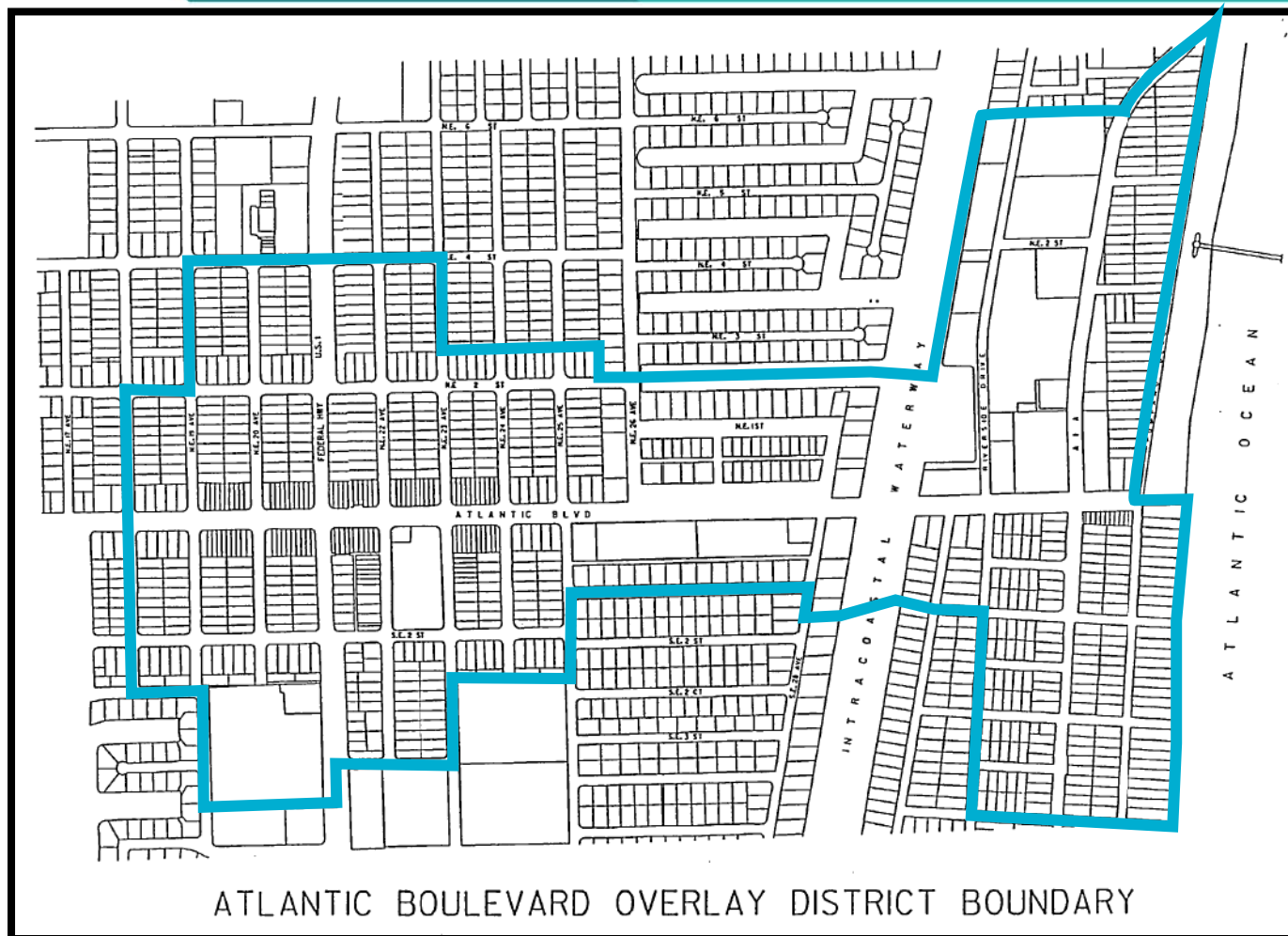
Atlantic Boulevard Overlay District



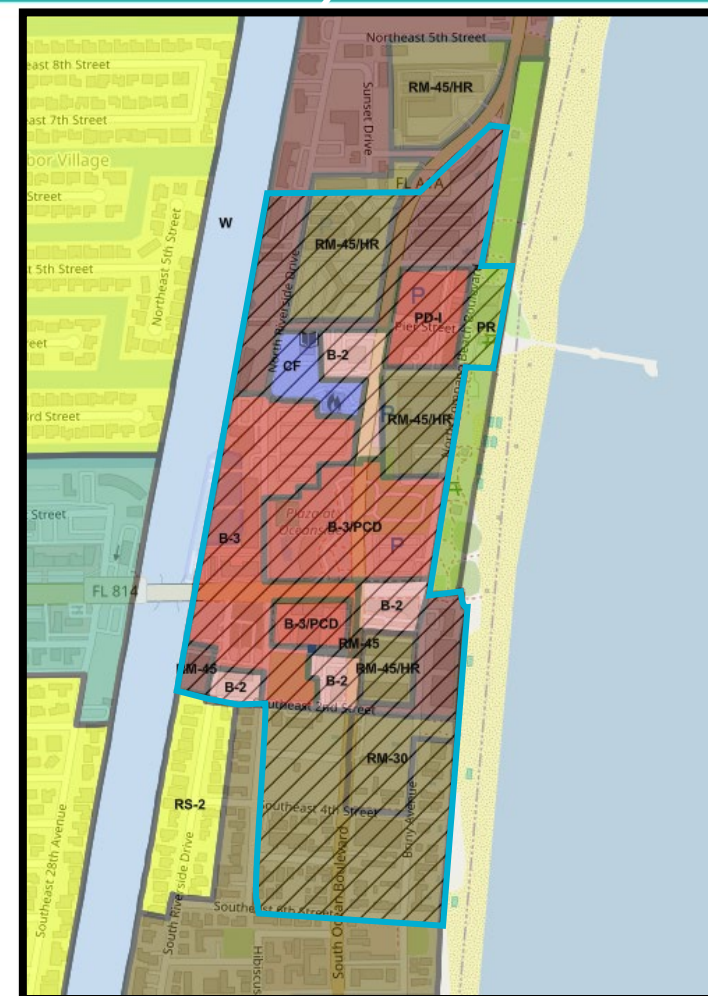


AOD

Atlantic Boulevard Overlay District



Established in 1999



Amended in 2018



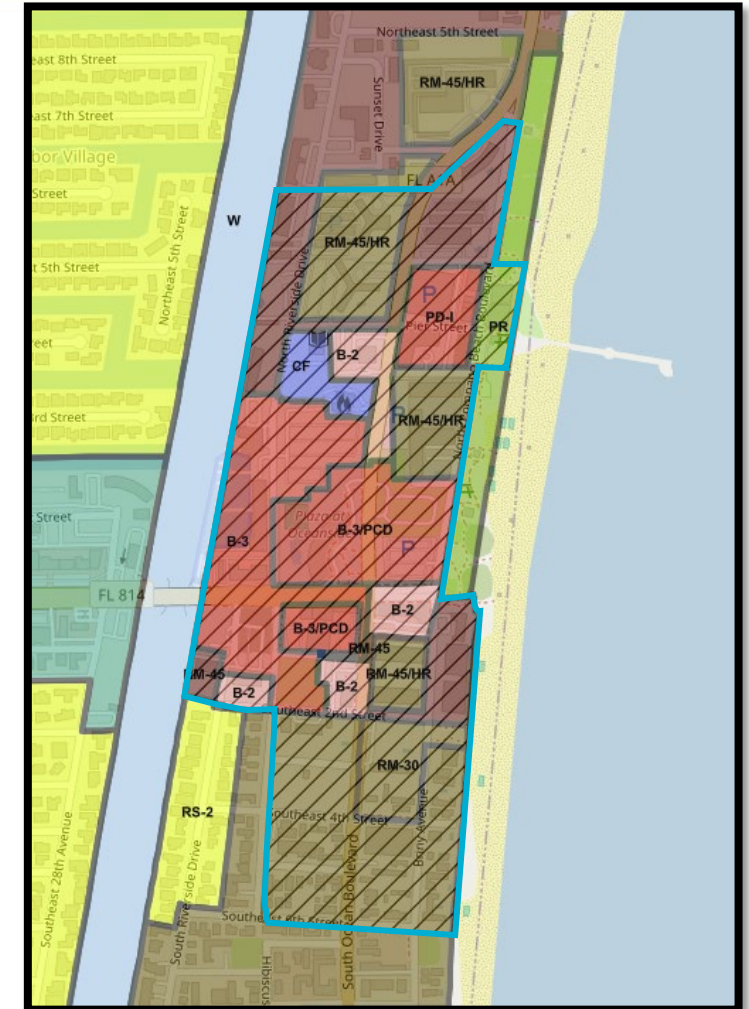
AOD

Atlantic Boulevard Overlay District

AOD Regulations – Incentives / Bonuses

Note: Some additional use regulations/restrictions, heavy on design standards, promotion of mixed-use

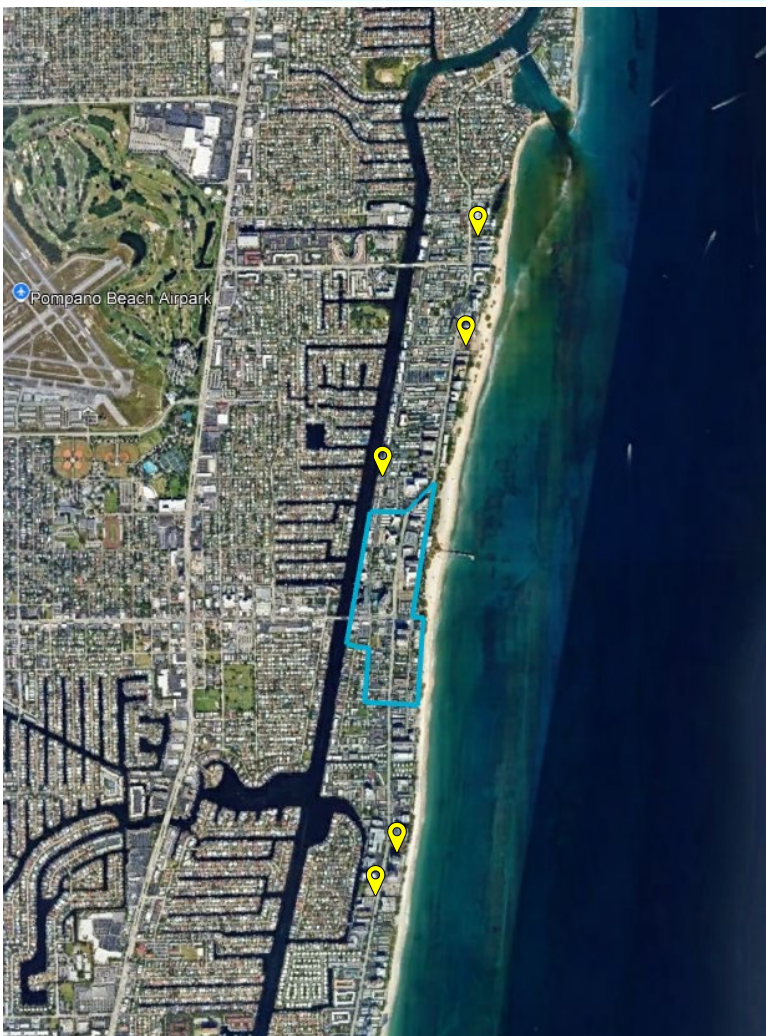
1. Maximum Lot Coverage – 20% increase
 - a. Development must include residential OR any development that incorporates a public plaza
2. Minimum Pervious Area – 25% for residential development, 0% for nonresidential or mixed-use development
3. **Height** – 105 feet regardless of underlying zoning
 - a. 210 for a “slenderized” hotel – 50 foot podium; tower floorplate is 50% of base floorplate; not exceeding overall volume of otherwise permissible building.
4. Setbacks – generally, reduced street frontages; buildings built along frontages
5. **Parking** –
 - a. reduction in points of access permitted off Atlantic or Ocean Blvd
 - b. Amount of required parking reductions (Expiring January 2026):
 - a. Retail/Hotel/Mixed-Use Residential: No off-street required for property of one-acre or less.
 - b. Retail/Restaurant/Office/Hotel/Mixed-Use Residential: No additional parking will be required for a change of use of an existing building.





AOD

Atlantic Boulevard Overlay District



Duet Towers 21-12000037

19 Story, 28 Units, Developers Agreement (Park Improvements)

Development Order obtained

Permits In Review

Casamar 21-13000002 / 21-12000006

119 Units, 21 Stories, ground floor commercial

Under Construction

Entourage 22-12000011

42 Units, 10 Stories

Development Order Issued

Under Construction

WH Pompano Phase 2 (1350 S Ocean Blvd) 15-12000002

92 Units, 27 Stories

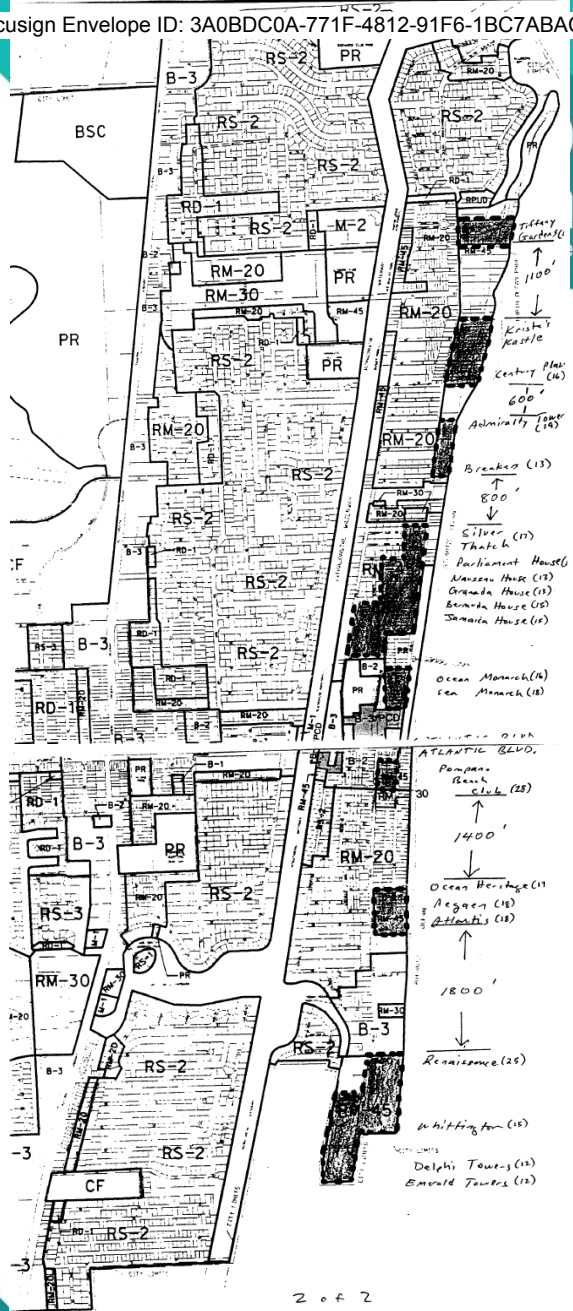
Under Construction

Ritz Carlton (1380 S Ocean Blvd) 16-13000005 / 18-12000019

210 Units, 31 Stories, Spa/Commercial Spaces

Under Construction

RM-45/HR

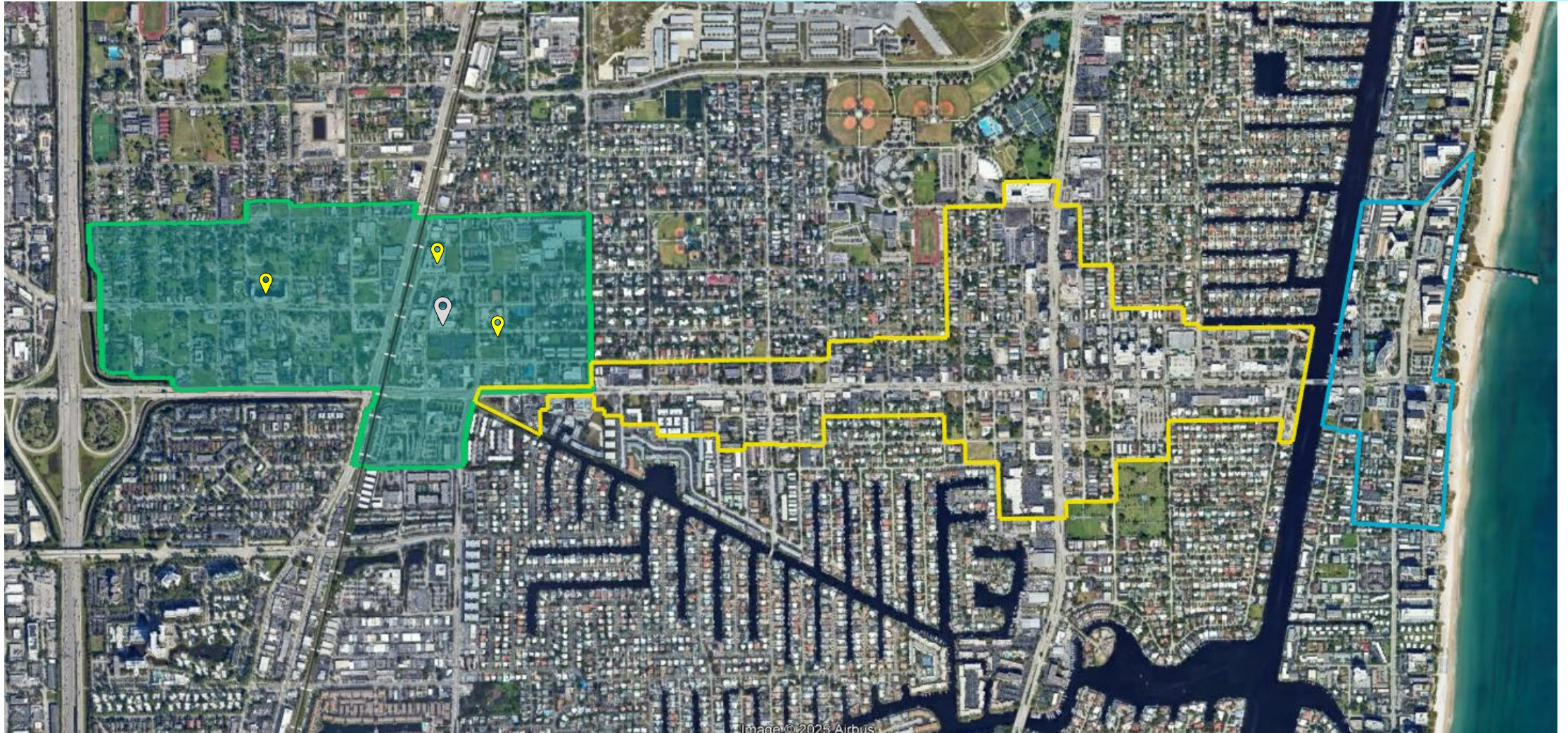


| | Structure | Floors | Units | Acres |
|----|--------------------|--------|-------|-------|
| 1 | Tiffany Gardens | 14 | 195 | 5 |
| 2 | Century Plaza | 16 | 187 | 3.5 |
| 3 | Admiralty Towers | 19 | 173 | 3.75 |
| 4 | Breakers | 13 | 139 | 1.5 |
| 5 | Silver Thatch | 17 | 360 | 2.5 |
| 6 | Parliament House | 18 | 432 | 19 |
| 7 | Bermuda House | 15 | 114 | |
| 8 | Jamaica House | 15 | 172 | |
| 9 | Nassau House | 13 | 152 | |
| 10 | Grenada House | 13 | 152 | |
| 11 | Ocean Monarch | 16 | 164 | |
| 12 | Sea Monarch | 18 | 238 | |
| 13 | Pompano Beach Club | 28 | 596 | 3 |
| 14 | Ocean Heritage | 13 | 47 | 1.5 |
| 15 | Aegean | 18 | 240 | 4.5 |
| 16 | Atlantis | 18 | 239 | 3.0 |
| 17 | Aristocrat | 18 | 134 | 1 |
| 18 | Claridge | 24 | 198 | 1.5 |
| 19 | Renaissance | 25 | 400 | 5.0 |
| 20 | Delphi Towers | 12 | 106 | 2 |
| 21 | Emerald Towers | 12 | 105 | 1.5 |
| 22 | Wittington | 15 | 84 | 2.75 |



DPOD

Downtown Pompano Overlay District





Old Town Square 200 NE 1st Ave



2016 Photos





Old Town Square 200 NE 1st Ave



Apartments, now for rent
2024 photo, looking northeast



DPOD

Downtown Pompano Overlay District

DPOD Regulations – Incentives / Bonuses

Established in 2013

Note: Some additional use regulations/restrictions, heavy on design standards, promotion of mixed-use

Bonuses: Height / Density

Parking Reductions:

Properties developed in full compliance with the Use Regulating Plan and the Density Regulating Plan are eligible for reduced parking. However in no case shall a property be permitted to utilize one of the following parking reductions and a parking reduction per Section [155.5102.K](#) (Reduced Parking Requirements for Parking Demand Reduction Strategies) or per [Table 155.5803.A](#): Sustainability Bonuses.



DPOD

Downtown Pompano Overlay District

Parking Reductions:

Properties developed in full compliance with the Use Regulating Plan and the Density Regulating Plan are eligible for reduced parking. However in no case shall a property be permitted to utilize one of the following parking reductions and a parking reduction per Section [155.5102.K](#) (Reduced Parking Requirements for Parking Demand Reduction Strategies) or per [Table 155.5803.A](#): Sustainability Bonuses.

- 80% of required parking
 - All developments, except single family detached dwellings and eating and drinking establishments, shall provide at least 80 percent of the minimum number of off-street parking spaces required per [Table 155.5102.D.1](#), Minimum Number of Off-Street Parking Spaces.
- Eating and drinking establishments shall provide a minimum of six spaces per 1,000 sq ft of customer service area.
 - Rather than 1 per 4 persons of maximum occupancy
- Parking not required for small commercial spaces proximate to transit
 - Off-street parking is not required for non-residential uses with a maximum 10,000 sf gfa and whose primary pedestrian entrance is located within 800 feet of the BCT North East Transit Center.
- Additional parking spaces not required for adaptive reuse within Historic Districts
 - When directly abutting MLK Boulevard, or located within the Historic Core and Historic Transition Areas, locally designated historic buildings and existing commercial buildings located, shall not be required to provide parking in addition to that which exists.



DPOD

Downtown Pompano Overlay District

| | | | |
|----|-----------------|--------|--|
| #1 | Core and Center | 28 ft. | Properties whose front lot line or street side lot line is directly abutting or located across a street from the designated public open space. |
| #2 | Core and Center | 24 ft. | Properties that provide a minimum of 100 public parking spaces, acceptable to the City. |
| #3 | All | 12 ft. | Properties located within the 1/4 mile radius (1,320 feet) of the BCT North East Transit Center, that provide 10% of the required parking spaces as public parking (in addition to the required parking spaces), acceptable to the City. |
| #4 | All | 12 ft. | All new construction that provides a fee (for public art) or piece of artwork equal to 1 percent of the project's construction costs. |
| #5 | Core and Center | 12 ft. | Development which achieves at least 28 points per Table 155.5802 , Sustainable Development Options and Points. |

Height Bonus

- Properties may use one height bonus except when using Height Bonus Option #2. When using Height Bonus Option #2, properties are permitted to use up to two bonuses; however, Height Bonus Option #2 is not permitted in combination with Height Bonus Option #3.
- The tallest height permitted by right is 105 feet (Core) + 28 feet (#1) = 133 feet
- The only height bonus option which may be used in combination with any other is 100 public parking spaces (#2) so 133 feet + 24 feet = 157 feet



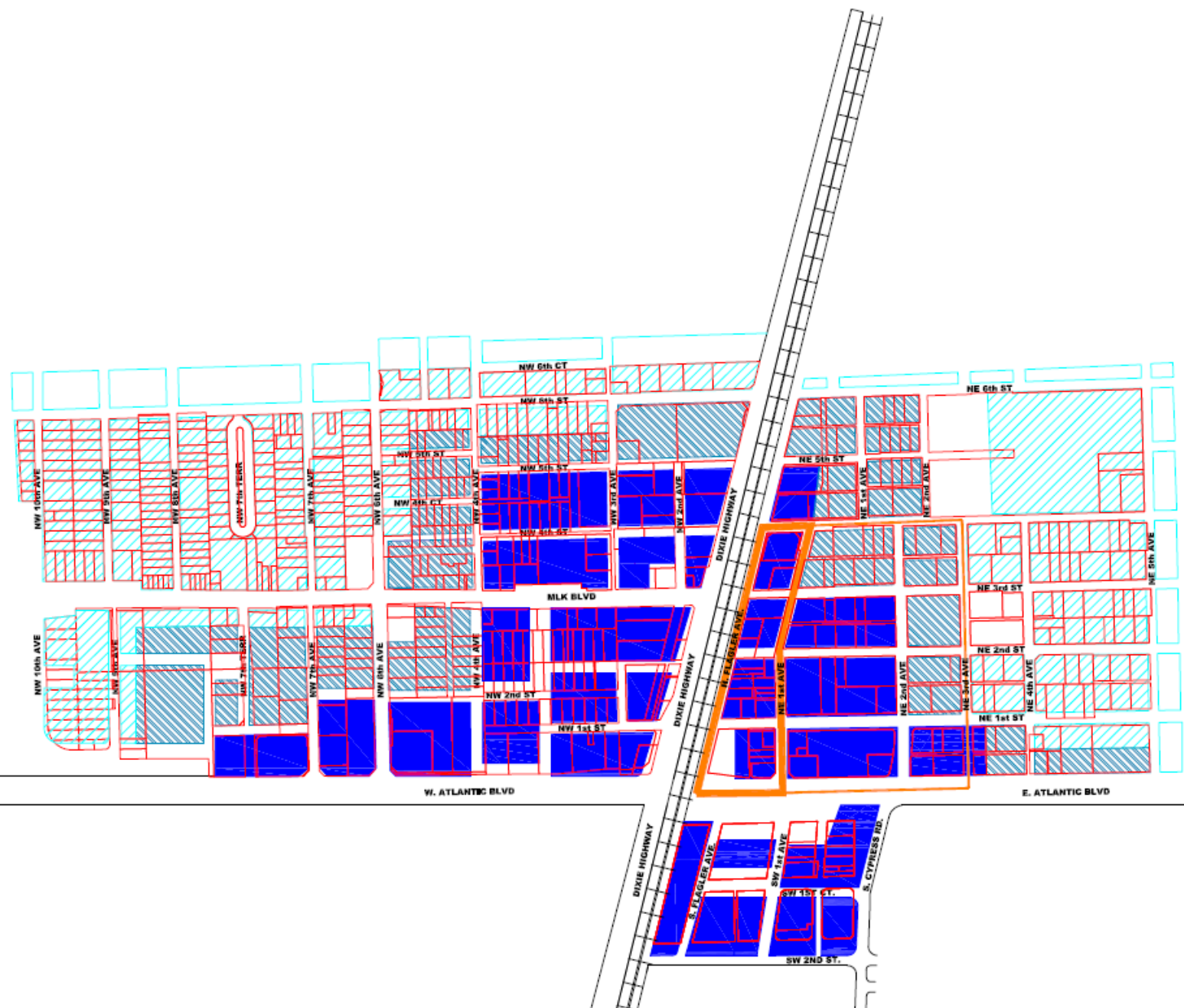
DPOD

Downtown Pompano Overlay District







| | | | |
|----|-----------------|---------------|--|
| #1 | Core and Center | 20 units/acre | Properties whose front lot line or street side lot line is directly abutting or located across a street from the designated public open space. |
| #2 | All | 10 units/acre | Properties located within the 1/4 mile radius (1,320 feet) of the BCT North East Transit Center, that provide 10% of the required parking spaces as public parking (in addition to the required parking spaces), acceptable to the City. |
| #3 | All | 10 units/acre | All new construction that provides a fee (for public art) or piece of artwork equal to 1 percent of the project's construction costs. |
| #4 | Core and Center | 10 units/acre | Development which achieves at least 28 points per Table 155.5802 , Sustainable Development Options and Points. |

Density Bonus

- In no case shall a property be permitted to utilize more than one density bonus.
- Additionally, properties within the Transit Core Area are not subject to a density maximum and are limited by building envelope.










SUB-AREAS REGULATING PLAN

| | |
|---|---------------------|
|  | CORE SUB-AREAS |
|  | CENTER SUB-AREAS |
|  | EDGE SUB-AREAS |
|  | * F.E.C. RAILWAY |
|  | HISTORIC CORE |
|  | HISTORIC TRANSITION |

* FLORIDA EAST COAST RAILWAY

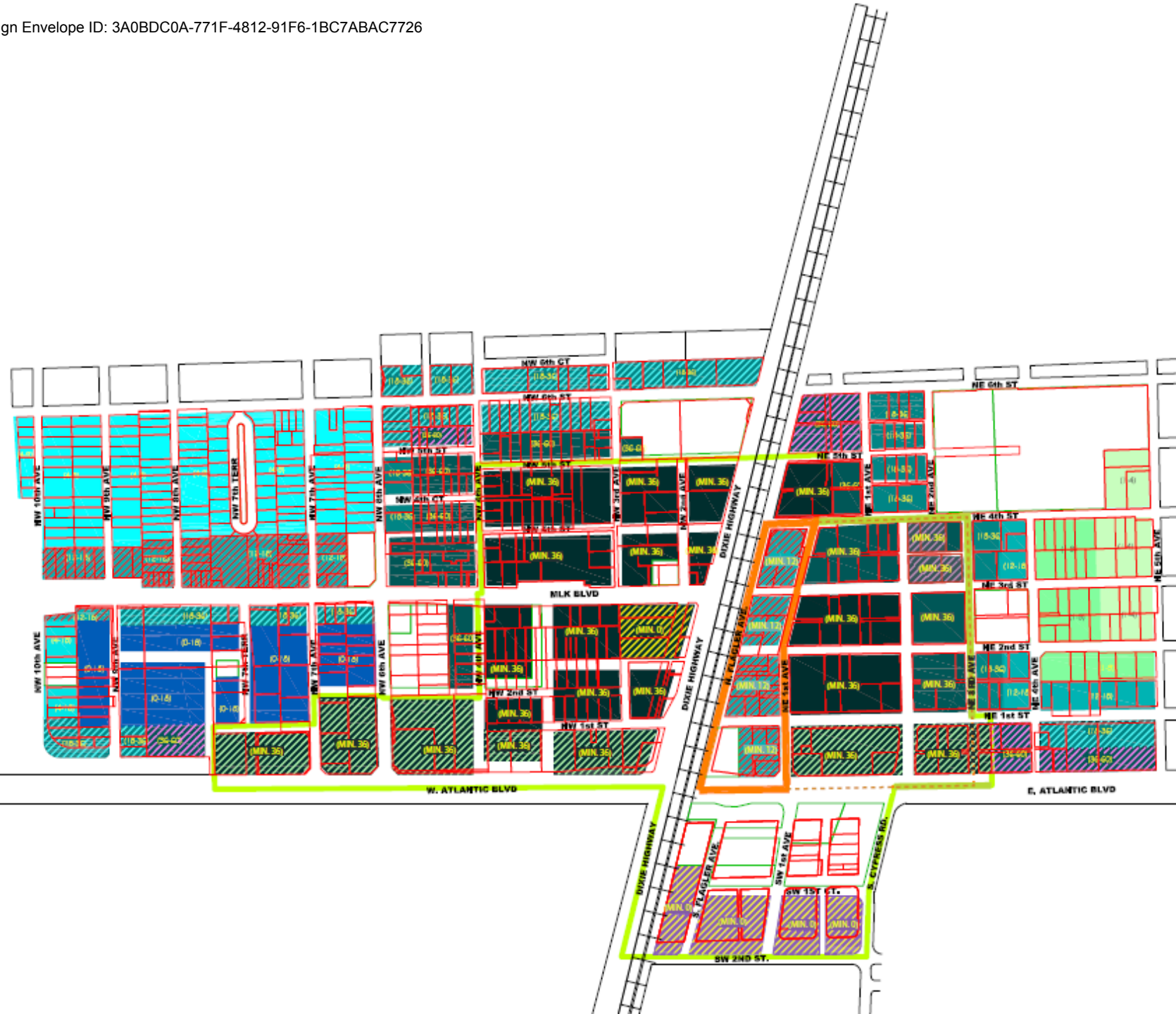


BUILDING HEIGHTS REGULATING PLAN

| | |
|---|---------------------|
|  | MAX 105 FEET |
|  | MAX 80 FEET |
|  | MAX 55 FEET |
|  | MAX 35 FEET |
|  | * F.E.C. RAILWAY |
|  | HISTORIC CORE |
|  | HISTORIC TRANSITION |

NOTE:

* FLORIDA EAST COAST RAILWAY



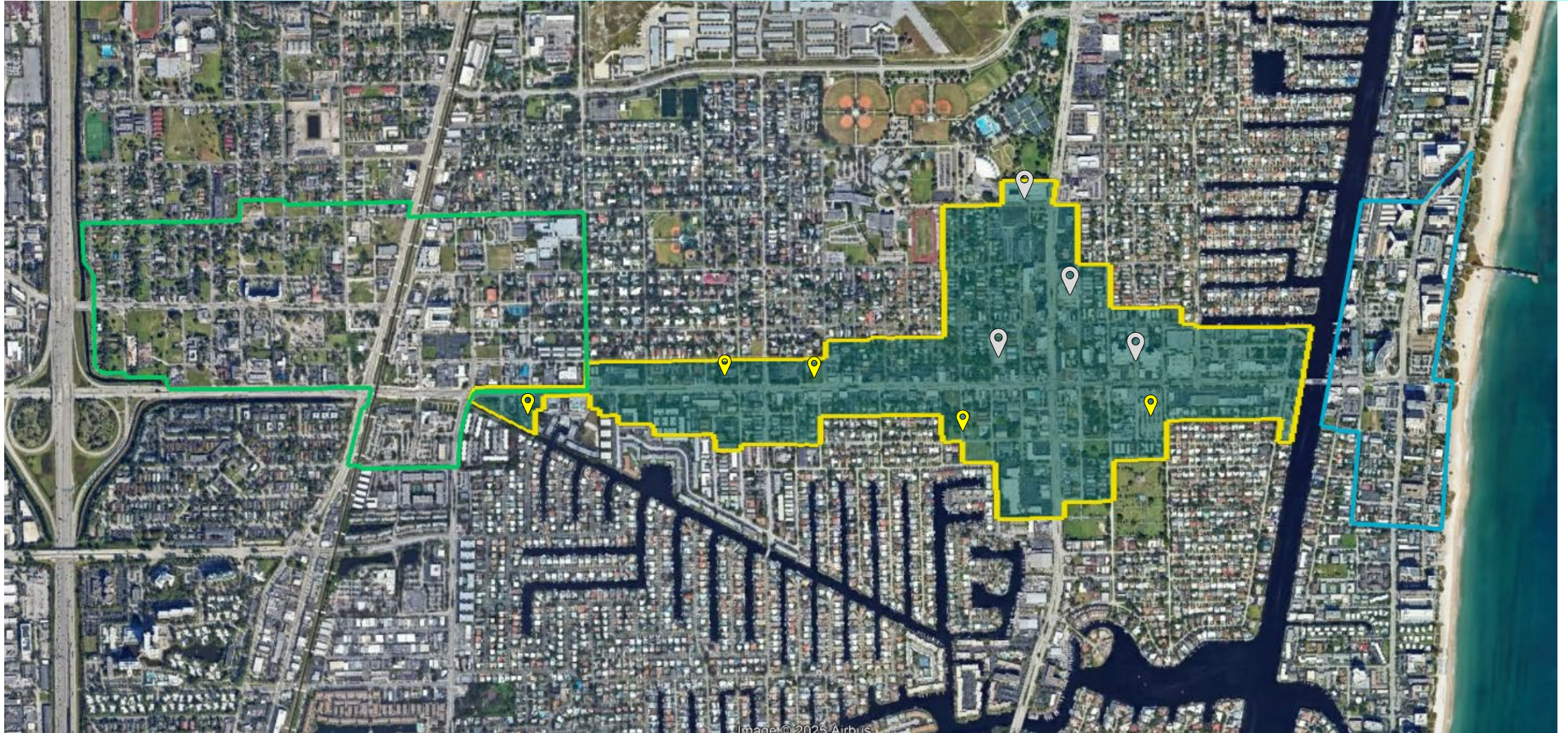
| LEGEND | |
|-------------------------|---|
| DENSITY REGULATING PLAN | |
| (36-80) | (R.R.) RESIDENTIAL REQUIRED: (MIN. 36 UNITS / ACRE NET, MAX. 80 UNITS / ACRE NET). |
| (36-80) (O.R.) | (O.R.) OPTIONAL RESIDENTIAL: (1) (MIN. 36 UNITS / ACRE NET, MAX. 80 UNITS / ACRE NET). |
| (36-60) | (R.R.) RESIDENTIAL REQUIRED: (MIN. 36 UNITS / ACRE NET, MAX. 60 UNITS / ACRE NET). |
| (36-60) (O.R.) | (O.R.) OPTIONAL RESIDENTIAL: (1) (MIN. 36 UNITS / ACRE NET, MAX. 60 UNITS / ACRE NET). |
| (18-36) | (R.R.) RESIDENTIAL REQUIRED: (MIN. 18 UNITS / ACRE NET, MAX. 36 UNITS / ACRE NET). |
| (18-36) (O.R.) | (O.R.) OPTIONAL RESIDENTIAL: (1) (MIN. 18 UNITS / ACRE NET, MAX. 36 UNITS / ACRE NET). |
| (12-18) | (R.R.) RESIDENTIAL REQUIRED: (MIN. 12 UNITS / ACRE NET, MAX. 18 UNITS / ACRE NET). |
| (12-18) (O.R.) | (O.R.) OPTIONAL RESIDENTIAL: (1) (MIN. 12 UNITS / ACRE NET, MAX. 18 UNITS / ACRE NET). |
| (4-18) | (R.R.) RESIDENTIAL REQUIRED: (MIN. 4 UNITS / ACRE NET, MAX 18 UNITS / ACRE NET). |
| (4-9) | (R.R.) RESIDENTIAL REQUIRED: (MIN. 4 UNITS / ACRE NET, MAX 9 UNITS / ACRE NET). |
| (1-9) | (R.R.) RESIDENTIAL REQUIRED: (MIN. 1 UNIT / ACRE NET, MAX 9 UNITS / ACRE NET). |
| (1-4) | (R.R.) RESIDENTIAL REQUIRED: (MIN. 1 UNIT / ACRE NET, MAX 4 UNITS / ACRE NET). |
| (0-18) (O.R.) | (O.R.) OPTIONAL RESIDENTIAL: (MIN. 0 UNITS / ACRE NET, MAX 18 UNITS / ACRE NET). |
| (0-60) (O.R.) | (O.R.) RESIDENTIAL OPTIONAL: (MIN. 0 UNITS / ACRE NET, MAX 60 UNITS / ACRE NET) |
| (0-80) (O.R.) | (O.R.) OPTIONAL RESIDENTIAL: (MIN. 0 UNITS / ACRE NET, MAX 80 UNITS / ACRE NET) |
| (T.C.A.) | (T.C.A.) TRANSIT CORE AREA BOUNDARY |
| | HISTORIC CORE |
| | HISTORIC TRANSITION |

NOTE: (1): The maximum permitted density shall not apply to residential developments within the T.C.A. boundary. The maximum density for residential development within the T.C.A. boundary shall be limited by the building envelope, which is prescribed by the maximum permitted building height, tower floor plate sizes, and building length.



EOD

East Atlantic Boulevard Overlay District





MOREA (aka Fairfield) Before (2017-18)

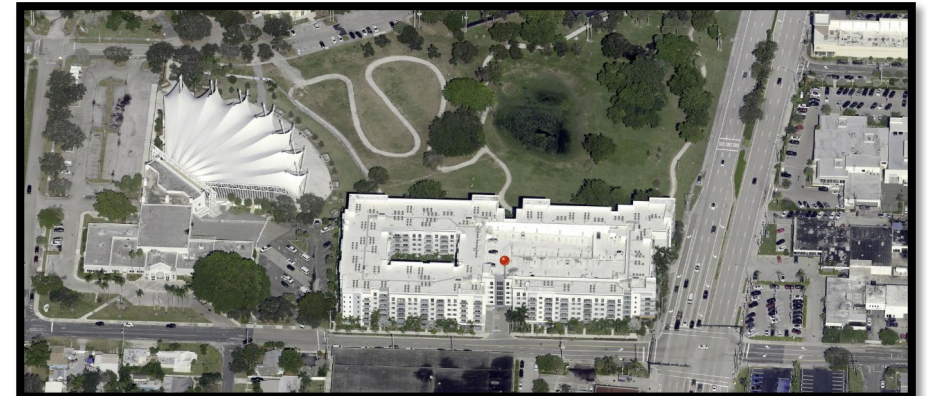




Morea (After)



2021





Mayla (aka Pompano Station) Before (2021-22)





Mayla



2024



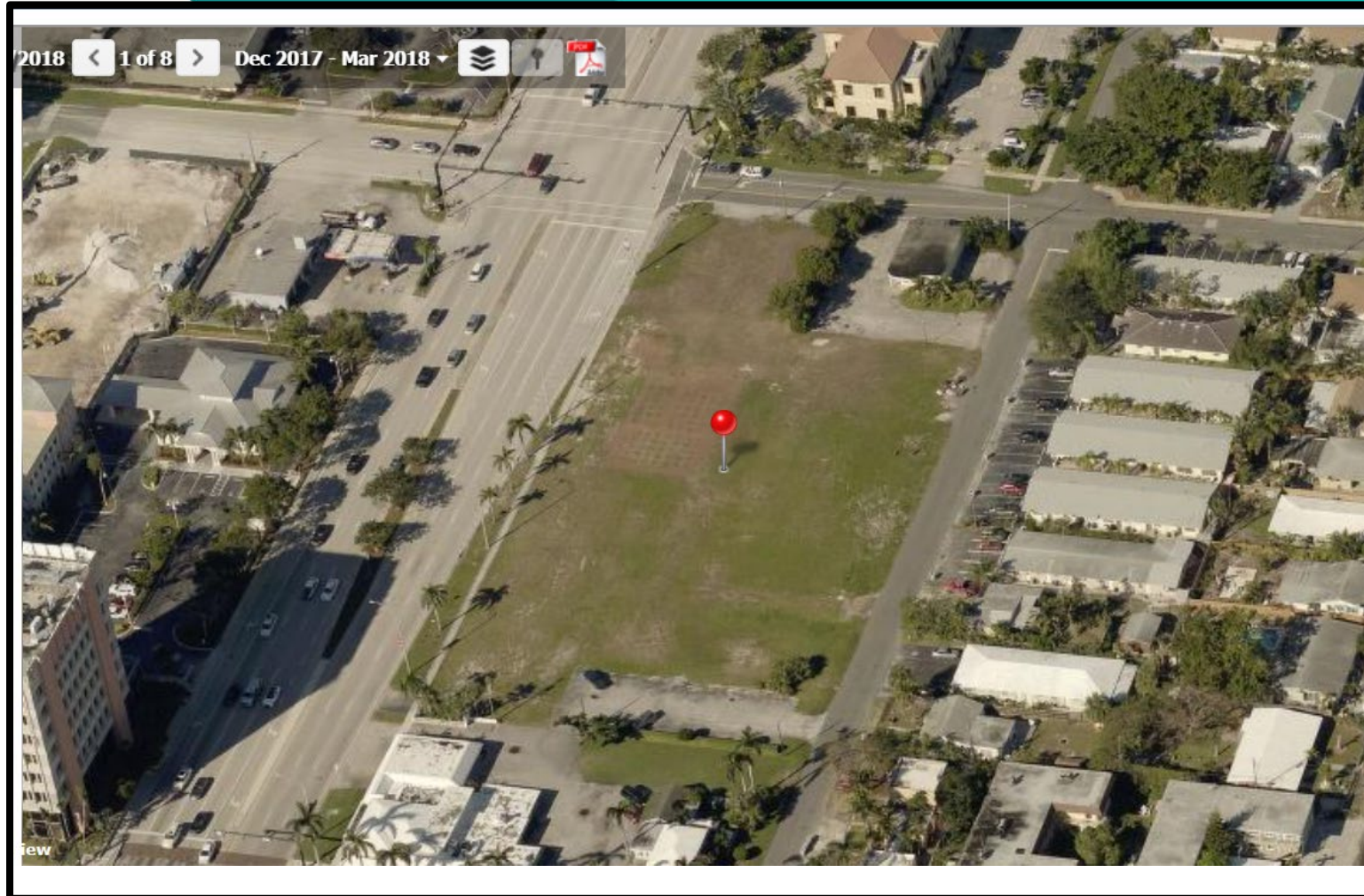
Mayla

2024





Soleste (Before)



Vacant since at
least 2006
(18 years)



Soleste (Before)



2022 – Small
vacant building on
Soleste site



Soleste (After Rendering)

Under Construction





Progressive Point (Before)



Lot Vacant since
at least 2006
(18 years)



Progressive Point (After Renderings)



1
SOUTHWEST 3D CORNER VIEW
SCALE: NTS



Under Construction



December 2024



EOD

East Atlantic Boulevard Overlay District

EOD Regulations – Incentives / Bonuses

Established in 2018

Note: Some additional use regulations/restrictions, heavy on design standards, promotion of mixed-use

Bonuses: Density (no height bonuses)

Parking Reductions:

Properties developed in full compliance with the Use Regulating Plan and the Density Regulating Plan are eligible for reduced parking. However in no case shall a property be permitted to utilize one of the following parking reductions and a parking reduction per Section [155.5102.K](#) (Reduced Parking Requirements for Parking Demand Reduction Strategies) or per [Table 155.5803.A](#): Sustainability Bonuses.



EOD

East Atlantic Boulevard Overlay District

Parking Reductions:

Properties developed in full compliance with the Use Regulating Plan and the Density Regulating Plan are eligible for reduced parking. However in no case shall a property be permitted to utilize one of the following parking reductions and a parking reduction per Section [155.5102.K](#) (Reduced Parking Requirements for Parking Demand Reduction Strategies) or per [Table 155.5803.A](#): Sustainability Bonuses.

- A) Multifamily dwellings in the core and center sub-area:
a minimum of one off-street parking space per unit or one off-street parking space per 1,000 square feet of gross floor area or fraction thereof, whichever is greater.
- (B) Multifamily dwellings in the edge sub-area shall refer to [Table 155.5102.D.1](#): Minimum Number of Off-Street Parking Spaces for parking requirement.
- (C) Residential uses within a mixed-use development (expires January 4, 2026)

Adaptive Reuse: No additional off-street parking spaces are required.

- (D) Retail sales and service uses / Eating and drinking establishments / Professional office / Hotel uses (expires January 4, 2026)

Retail sales and service use: No additional off-street parking spaces are required for a change in use of an existing building.

Eating and drinking establishments:

Adaptive reuse: No additional off-street parking spaces are required;

Property greater than one acre: One parking space per eight persons of maximum occupancy

Property one acre or less: refer to [Table 155.5102.D.1](#): Minimum Number of Off-Street Parking Spaces for parking requirement (general code)

The above reductions in (a) and (b) are not applicable to nightclub or hall for hire.

Professional office use: No additional off-street parking spaces are required for a change in use of an existing building.

Hotel use: No additional off-street parking spaces are required for a change in use of an existing building.



EOD

East Atlantic Boulevard Overlay District

| | | | |
|----|-----------------|---------------|--|
| #1 | Core and Center | 20 units/acre | All new construction that provides a fee (for public art) or piece of artwork equal to 1 percent of the project's construction costs. |
| #2 | All | 20 units/acre | Provision of 4,800 square feet of public open space |
| #3 | Core and Center | 20 units/acre | Development which achieves at least 28 points in accordance with Table 155.5802 , Sustainable Development Options and Points or is designated LEED Gold or Platinum. |
| #4 | Core | 10 units/acre | Properties that provide cross block connection through a pedestrian passage a minimum of 15 feet wide. |
| #5 | Core | 40 units/acre | Properties that provide 10% of the required parking spaces as public parking (in addition to the required parking spaces), acceptable to the City. |
| #6 | Core | 20 units/acre | Structured parking for 100% of required parking. |
| #7 | Core | 20 units/acre | Properties that provide 25% of units as small studio or 1 bedroom units that are 600 square feet or less. |

Density Bonus

- In no case shall a property be permitted to utilize a density bonus option more than once,
- However, any combination of options shall be permitted. In no case shall a property be permitted to exceed 150 dwelling units per acre.

LEGEND

Diagram 155.3709.D.Sub-Areas/Building Heights Regulating Plan

CORE

MAX 105 FEET FOR COMMERCIAL
MAX 80 FEET FOR RESIDENTIAL AND MIXED USE

Properties greater than 6 stories in height, with frontage along Federal Hwy and Atlantic Blvd where shown, the minimum tower setback along the front and street side property lines shall be 20 feet from the podium (above the 5th floor only).

MAX 80 FEET

CENTER

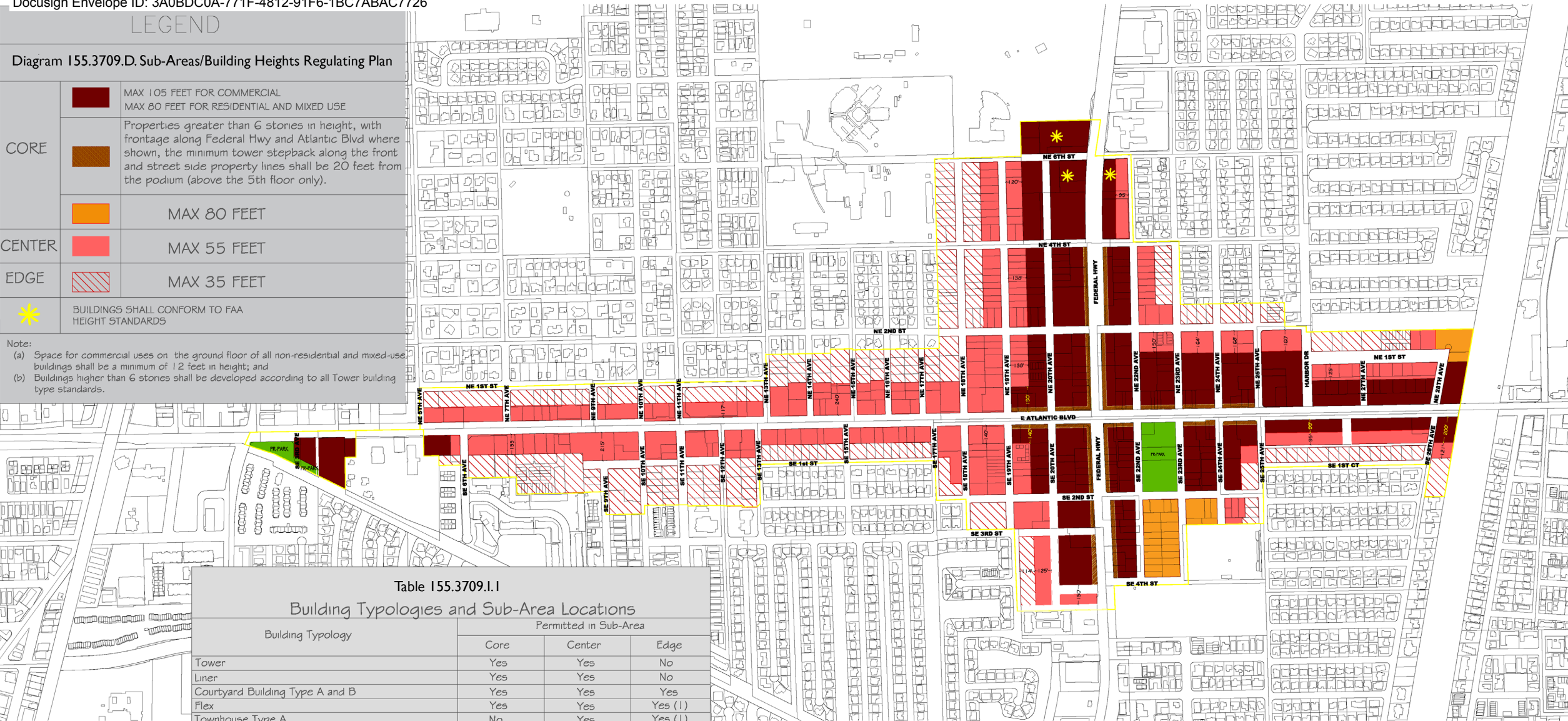
MAX 55 FEET

EDGE

MAX 35 FEET

BUILDINGS SHALL CONFORM TO FAA
HEIGHT STANDARDS

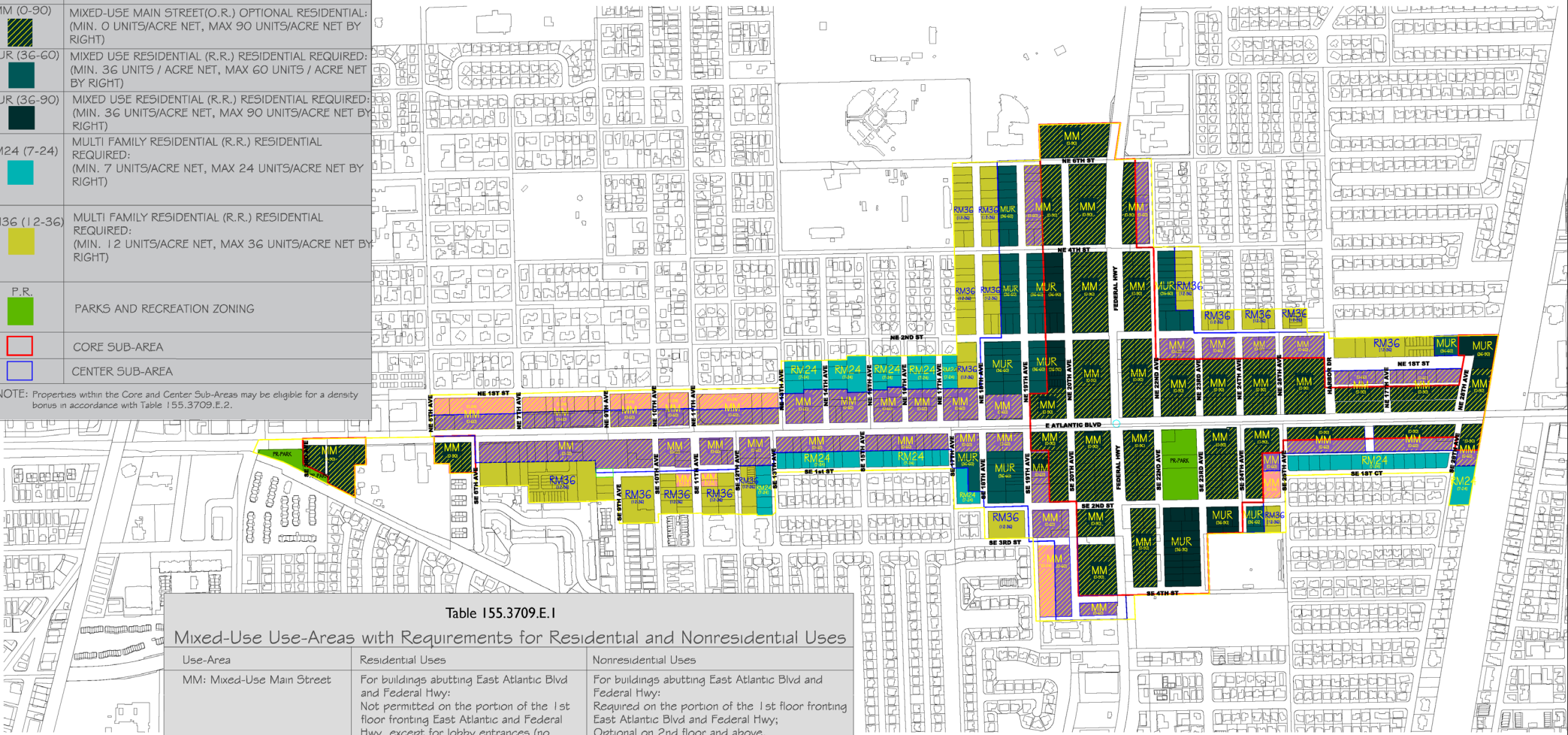
Note:
(a) Space for commercial uses on the ground floor of all non-residential and mixed-use buildings shall be a minimum of 12 feet in height; and
(b) Buildings higher than 6 stories shall be developed according to all Tower building type standards.



| Table 155.3709.I.1 | | | |
|--|-----------------------|--------|------------|
| Building Typologies and Sub-Area Locations | | | |
| Building Typology | Permitted in Sub-Area | | |
| | Core | Center | Edge |
| Tower | Yes | Yes | No |
| Liner | Yes | Yes | No |
| Courtyard Building Type A and B | Yes | Yes | Yes |
| Flex | Yes | Yes | Yes (1) |
| Townhouse Type A | No | Yes | Yes (1) |
| Townhouse Type B | Yes | Yes | Yes (1) |
| Zero Lot Line (with Alley/Service Road) | No | Yes | Yes (1) |
| Zero Lot Line (without Alley/Service Road) | No | No | Yes (1)(2) |
| Detached Single Family (with Alley/Service Road) | No | No | No |
| Detached Single Family (without Alley/Service Road) | No | No | No |
| Note: (1) In RM24 use areas located between NE 18th and NE 13th Ave (between NE 2nd Street and East Atlantic Blvd), the building typologies permitted for new developments shall be Townhouse, or Zero Lot Line only. Except for Zero Lot Line Building Types, the proposed new development shall have a minimum of 230 feet of frontage along the street. (2) Not permitted if rear access from an alley/service road is possible. | | | |

Diagram 155.3709.E. Use-Areas/Density Regulating Plan

| | |
|--|--|
| MM (0-24) | MIXED-USE MAIN STREET(O.R.) OPTIONAL RESIDENTIAL: (MIN. 0 UNITS/ACRE NET, MAX 24 UNITS/ACRE NET BY RIGHT) |
| MM (0-60) | MIXED-USE MAIN STREET(O.R.) OPTIONAL RESIDENTIAL: (MIN. 0 UNITS/ACRE NET, MAX 60 UNITS/ACRE NET BY RIGHT) |
| MM (0-90) | MIXED-USE MAIN STREET(O.R.) OPTIONAL RESIDENTIAL: (MIN. 0 UNITS/ACRE NET, MAX 90 UNITS/ACRE NET BY RIGHT) |
| MUR (36-60) | MIXED USE RESIDENTIAL (R.R.) RESIDENTIAL REQUIRED: (MIN. 36 UNITS / ACRE NET, MAX 60 UNITS / ACRE NET BY RIGHT) |
| MUR (36-90) | MIXED USE RESIDENTIAL (R.R.) RESIDENTIAL REQUIRED: (MIN. 36 UNITS/ACRE NET, MAX 90 UNITS/ACRE NET BY RIGHT) |
| RM24 (7-24) | MULTI FAMILY RESIDENTIAL (R.R.) RESIDENTIAL REQUIRED: (MIN. 7 UNITS/ACRE NET, MAX 24 UNITS/ACRE NET BY RIGHT) |
| RM36 (12-36) | MULTI FAMILY RESIDENTIAL (R.R.) RESIDENTIAL REQUIRED: (MIN. 12 UNITS/ACRE NET, MAX 36 UNITS/ACRE NET BY RIGHT) |
| P.R. | PARKS AND RECREATION ZONING |
| | CORE SUB-AREA |
| | CENTER SUB-AREA |
| NOTE: Properties within the Core and Center Sub-Areas may be eligible for a density bonus in accordance with Table 155.3709.E.2. | |



| Table 155.3709.E.1 Mixed-Use Use-Areas with Requirements for Residential and Nonresidential Uses | | |
|--|---|---|
| Use-Area | Residential Uses | Nonresidential Uses |
| MM: Mixed-Use Main Street | For buildings abutting East Atlantic Blvd and Federal Hwy: Not permitted on the portion of the 1st floor fronting East Atlantic and Federal Hwy, except for lobby entrances (no greater than 50% of building frontage); Optional on 2nd floor and above. For portions of building not abutting East Atlantic Blvd and Federal Hwy: Optional on 1st floor and above. | For buildings abutting East Atlantic Blvd and Federal Hwy: Required on the portion of the 1st floor fronting East Atlantic Blvd and Federal Hwy; Optional on 2nd floor and above. For portions of buildings not abutting East Atlantic Blvd and Federal Hwy: Optional on 1st floor and above. |
| MUR: Mixed-Use Residential | Optional on 1st and 2nd floor. Required on 3rd floor and above. | Optional on 1st and 2nd floor. |
| Note: (1) In RM24 use areas located between NE 18th and NE 13th Ave (between NE 2nd Street and East Atlantic Blvd), the building typologies permitted for new developments shall be Townhouse, or Zero Lot Line only. Except for Zero Lot Line Building Types, the proposed new development shall have a minimum of 230 feet of frontage along the street. | | |



Commission Discussion

| AOD | DPOD | EOD |
|---|--|---|
| <p>Parking</p> <ul style="list-style-type: none"> - Expires 2026 | <p>Parking</p> <ul style="list-style-type: none"> - 80% of required parking - Parking not required for small commercial spaces proximate to transit - Not required for adaptive reuse in Historic Districts | <p>Parking</p> <ul style="list-style-type: none"> - 1 per unit (core, center) or general code (edge) - Adaptive reuse, expires 2026 |
| <p>Height</p> <ul style="list-style-type: none"> - 105 feet | <p>Height</p> <ul style="list-style-type: none"> - 105 feet + Bonus where applicable | <p>Height – N/A</p> <ul style="list-style-type: none"> - 80 feet residential or mixed-use - 105 feet commercial only |
| <p>Density – N/A</p> | <p>Density</p> <ul style="list-style-type: none"> - Transit Core Area or 60 DU/Acre + Bonus where applicable | <p>Density</p> <ul style="list-style-type: none"> - 90 DU/Acre + Bonus where applicable - Not to exceed 150 DU/Acre |