

POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY

A RESOLUTION OF THE POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY (CRA) EXPRESSING ITS APPROVAL AND SUPPORT OF THE AMENDED NORTHWEST CRA PLAN; PROVIDING AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

WHEREAS, at its June 7, 2021 meeting, the Northwest CRA Advisory Committee approved and expressed its support for the amended Northwest Community Redevelopment Plan (the Amended NWCRA Plan); and

WHEREAS, the CRA desires to approve and express its support of the Amended NWCRA Plan to the City Commission of the City of Pompano Beach.

BE IT RESOLVED BY THE POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY THAT:

SECTION 1. The Pompano Beach Community Redevelopment Agency approves and supports the Amended Northwest Community Redevelopment Plan (the “Amended NWCRA Plan”), a copy of which Amended NWCRA Plan is attached hereto and incorporated by reference as if set forth in full, and recommends approval of the Amended NWCRA Plan by the City Commission of the City of Pompano Beach.

SECTION 2. This Resolution shall become effective upon passage.

PASSED AND ADOPTED this 20th day of July, 2021.



REX HARDIN, CHAIRPERSON

ATTEST:


MARSHA CARMICHAEL, SECRETARY

NW CRA

Amended and Restated Northwest CRA Plan for the Pompano Beach Community Redevelopment Agency

Adoption Date:
November 9, 2010

Amended Date:
[insert date]

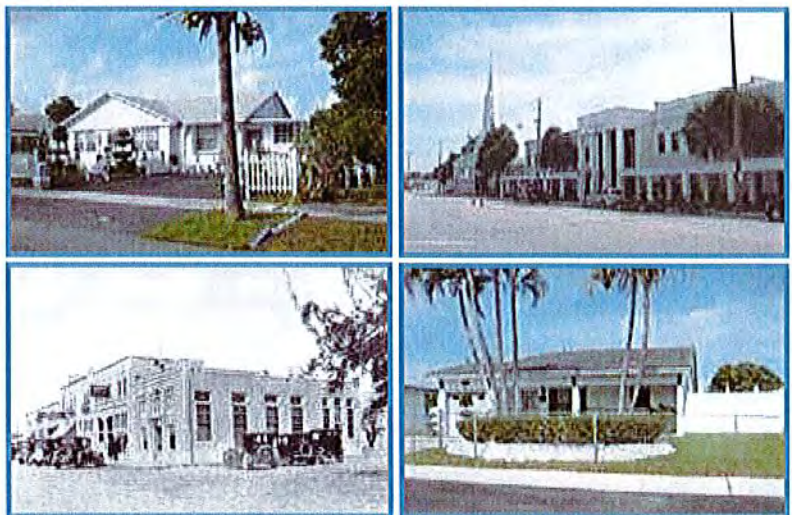


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I. SECTION ONE – EXECUTIVE SUMMARY

A. Introduction

This amendment to the NWCRA Plan (the Plan) for the Northwest CRA District (NWCRA) of the City of Pompano Beach (the City) serves to revise the Plan for the NWCRA to reflect current priorities and market conditions.

On March 17, 1981, the City declared the existence of slum or blighted conditions and designated a certain area appropriate for community redevelopment by Resolution No. 81-139. An additional declaration of slum and blight was made by the City on December 13, 1988, by Resolution No. 89-45. The second finding expanded the original redevelopment area to include areas annexed to the City subsequent to the original resolution.

A community redevelopment agency (CRA) was created by the City on December 20, 1988, by Ordinance No. 89-27. The ordinance authorized preparation of a community redevelopment plan that would meet the requirements of the appropriate state statutes and address the conditions of slum or blight existing in the redevelopment area. A plan was prepared in 1989 and approved on October 31, 1989 by Ordinance No. 90-9.

Much has changed since the 1989 Plan. Previous priorities and projects are underway or have been completed. Existing programs have been reviewed for continuing relevance and new programs have been added to address the conditions of slum or blight. This amended Plan will serve to consolidate and document the cumulative changes in programs and priorities for the NWCRA.

The current boundaries of the NWCRA are shown in Figure 1.1. The total area included is 3,084 acres, representing about 22% of the land area of the City. Various economic indicators in the area, such as median household income or median property value, are lower than the county or the statewide medians.

While the demographic and economic indicators remain a challenge, the NWCRA has been able to make substantial progress in the past decade. Many housing projects have transformed the neighborhoods and a great deal of land has been acquired that will be aggregated and used for new development. Incompatible land uses have been assembled and redeveloped, particularly in the industrial area. Street and infrastructure improvements have been made, and further improvements are scheduled to be completed in the next several years. This Plan will seek to establish a secure base for future growth. The NWCRA is an important partner in the stabilization of neighborhoods and in attracting new commercial and industrial development.

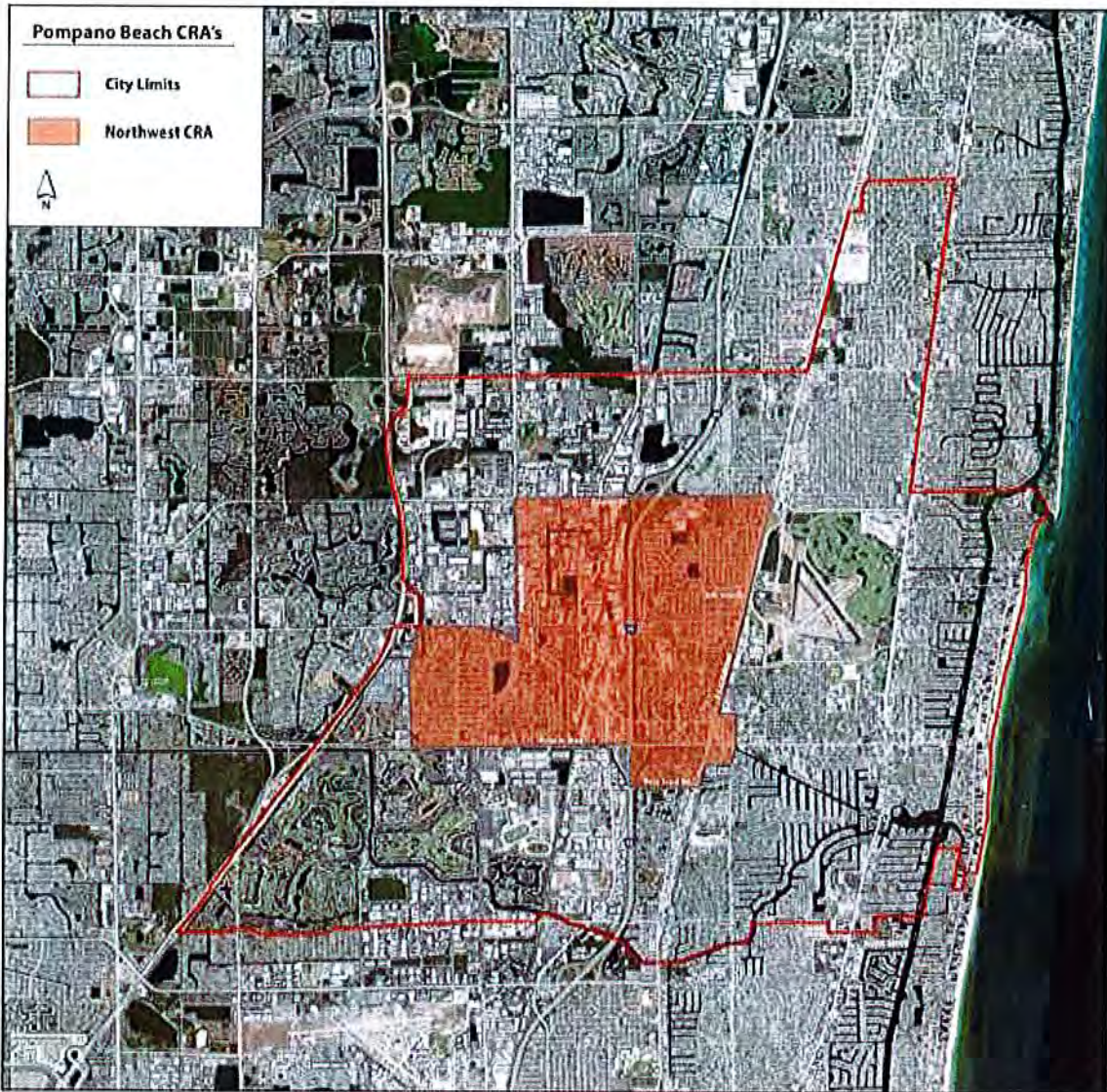


Figure 1.1 - NWCRA Boundaries

B. Background

The NWCRA is a mature district. Originally formed in 1989, its initial focus was the improvement of neighborhoods. The strong real estate market of the early 2000s contributed to substantial tax increment growth so the NWCRA was able to fund a wide variety of programs including land acquisition. Currently, the NWCRA is commencing the disposal of vacant property it acquired since its inception and is attracting private development.

Many projects have been completed or are in the beginning stages of redevelopment in the NWCRA. Since 2010, the CRA has completed infrastructure and streetscape improvements to Dr. Martin Luther King, Jr. Boulevard (MLK Boulevard) from Dixie Highway to NW 6th Avenue. Phase II of the MLK Boulevard streetscape improvements from NW 6th Avenue to the Interstate 95 (I-95) overpass is currently under construction with completion anticipated in early 2021.

Streetscape and parking improvements were completed in Old Town in 2016, to improve the connectivity to MLK Boulevard and the Civic Commons which incorporates the City's Cultural Center and County Library (completed April 2017) next to City Hall. The focal point of Old Town is the construction of a European style plaza with water fire fountain/water feature as the city center within the Downtown. The 1932 Baily "hotel" was repurposed in the Bailey Contemporary Arts Center (BaCA), an exquisite cultural arts venue. BaCA opened on May 14, 2014, and is the center piece of the emerging Creative Arts and Entertainment District in Downtown.

To bolster access to cultural arts, the CRA acquired The Historic Ali Building and invested \$2.5 million in renovations. The renovations transformed the building into a visual and performing arts center which celebrates the history and culture of the African American community. Referred to as the "Ali", the facility is west of Dixie Highway on MLK Boulevard and opened on November 5, 2015. The CRA deeded the Ali and BaCA to the City in 2018, to maintain and manage programming for the facilities.

The 731 Retail Shoppes, completed in 2015, was the first new building in 50 years built on the MLK Boulevard commercial corridor. The project consisted of constructing a new 4,000+ SF building to house six tenant spaces and included improvements to the site, landscaping and reconfiguration of a public parking lot.

City Vista is the first urban style, 111-unit, mixed-use, affordable mid-rise development on MLK Boulevard in the NWCRA. Located in the Downtown Innovation District, City Vista officially opened March 2018. The ground floor includes 7,400 sq. feet of non-residential/commercial space and the CRA leases a portion of that space for CRA office use and a shared co-work area.

Over the years, the CRA acquired several blighted infill housing lots and accepted unsolicited proposals by developers to construct single-family, affordable homes on the various lots located in NWCRA area.

With all the activity, the NWCRA remains disadvantaged in comparison to the rest of the county. New investment still tends to look elsewhere, particularly to the more recently developed and suburban areas of the county, which have experienced very strong growth in the past 20 years. Now that Broward County has become substantially built out, however, these kinds of development opportunities are more limited, and development interests will have to look more carefully at older, previously developed areas. The NWCRA has some significant redevelopment opportunities and needs to position itself to take advantage of this emerging trend. There are still infill opportunities for housing in the neighborhoods, and along MLK Boulevard and other commercial corridors for new commercial retail and office development. There are several large, assembled parcels in prime locations that have substantial redevelopment potential.

C. The Future

The objective for the next several years is to build a downtown which will attract new commercial businesses and developments, attract and retain the existing industrial base, and support improvements to the neighborhoods. A portion of tax increment revenues may be dedicated to future debt service.

An Interlocal Agreement entered into on July 10, 2018 (“Interlocal Agreement”) among the NWCRA, Broward County, North Broward Hospital District and Children’s Services Council reduced Tax Increment Funds (TIF) to only City TIF beginning in Fiscal Year (FY) 2021 and approved extending the life of the CRA until December 31, 2040. The NWCRA will receive project specific funding from the taxing authorities in the amount of \$13,750,000 in years FY 2021-2025 outlined in Exhibit “A” of the Interlocal Agreement. With the reduction in TIF, the key priorities of the NWCRA will focus on the creation of a “Downtown” which incorporates the Innovation District, Old Town, the Civic Commons and surrounding neighborhoods.

The Innovation District is envisioned as a high density, urban area with a mix of uses including residential, commercial, retail and restaurants. Redevelopment of this area is based on a “Smart City” concept that considers the physical and technical integration of people and places such that a downtown will become a hub of activity. The City and CRA own 30 plus acres of land in this area and development of these parcels is top priority. To maximize the development potential of these parcels, an innovative drainage system is contemplated to include a series of waterways inspired by the canal systems in Amsterdam and The Riverwalk in San Antonio, Texas. The waterways will allow developers to capitalize on a shared drainage system for maximum buildout capacity across the parcels by eliminating the need for dry retention ponds. The Innovation District encompasses the area of I -95 on the west, Dixie Highway on the east, MLK Boulevard on the north and Atlantic Boulevard on the south.

Old Town is a historic retail and entertainment district and is being revitalized through several City and CRA projects to become the epicenter of dining and entertainment. Several of the buildings have painted murals and the main focal point is a central urban plaza with a “Fire Fountain.” A private mixed-use development of residential and ground floor commercial space called “Old Town Square” broke ground in 2020 and will begin construction in 2021.

The Civic Commons comprises the existing City Hall and the recently constructed state-of-the-art Cultural Center which includes a digital media center, performing arts venue, exhibit space and public library. Phase 2 of the Civic Commons will feature several acres of developable land.

The residential neighborhoods consist of historic housing, together with an emerging mix of single and multifamily dwellings that offer affordable, work-force and market rate housing. Pursuant to the Interlocal Agreement, Broward County will provide funding to the NWCRA in the amount of \$10,000,000.00 (the “Residential District Funding”). This funding will be controlled and disbursed by the County to eliminate residential slum and blight in the residential areas of the NWCRA referred to as the “Residential District.” The County created a nine-person advisory board to advise and recommend projects that may be funded by the Residential District Funding to improve the Residential District.

The complete streets project is an initiative to redesign stretches of Atlantic Boulevard and Dixie Highway that run through Pompano Beach’s Downtown District. The roadway renovations are essential to the success of the new Downtown because these heavily traveled roads bisect and disconnect the four quadrants of the Downtown. The stretches of road need to become pedestrian and bike friendly by minimizing the number of lanes while maintaining good traffic flow.

Ongoing programs which are funded at a consistent level year after year include a façade improvement program, business attraction and development, and marketing initiatives and support

for special events.

On March 18, 2018, Pompano Beach residents were asked to consider three ballot questions relating to issuance of general obligation bonds (the G.O. Bonds) to raise money for twenty-five projects throughout the City in the amount of \$181,000,000.00. All three passed, and on April 24, 2018, the City Commission approved the G.O. Bonds project prioritization list and sale of the G.O. Bonds in two phases. Some of the projects include street, lighting and park improvements in the NWCRA.

D. Organization of the Plan

The Plan is organized into several sections, briefly described as follows:

- Section I is this section, providing an executive summary of the Plan.
- Section II provides background information and a summary of certain statutory requirements of the Community Redevelopment Act, as provided for in Florida Statutes, Section 163, Part III (the Act).
- Section III provides a summary of the existing conditions in the NWCRA. It provides a physical assessment, as well as economic and demographic information.
- Section IV provides an analysis of the needs and opportunities in the NWCRA.
- Section V itemizes and documents all of the NWCRA programs and initiatives.
- Section VI contains the financial analysis and projections.
- Appendices provide supporting data and documentation, including a boundary description and copies of relevant resolutions and ordinances pertaining to the formation and operation of the NWCRA.

II. SECTION TWO – BACKGROUND

A. Introduction

The City is located in the northeastern part of the Broward County along the shore of the Atlantic Ocean. The population of the City within the incorporated area was estimated at 110,473 in 2015. The City covers approximately 22.15 square miles, or about 14,176 acres. The 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 establishment of the CRA in 1989 was intended to help address the slum and blighted conditions of the northwest area of the City.



Figure 2.1 – Map of Broward County

The purpose of the NWCRA is to revitalize both the physical and economic environment of the area. The NWCRA is dominated by low and medium income residential neighborhoods and a very large industrial area. This area of the CRA can support more mixed-use development.

The City began to focus on its blighted area in the 1980s and viewed revitalization and rehabilitation of its industrial area and its blighted neighborhoods as an important strategy to deal with the declining economic conditions. The areas of decline and deterioration have been incorporated within the geographic boundaries of the NWCRA. The redevelopment area is depicted graphically in Figure 2.2. Appendix A provides a legal description of the boundaries of the NWCRA. The area, which contains a significant amount of vacant, under-developed, or deteriorating residential and commercial property, is viewed as an important growth area for the City.

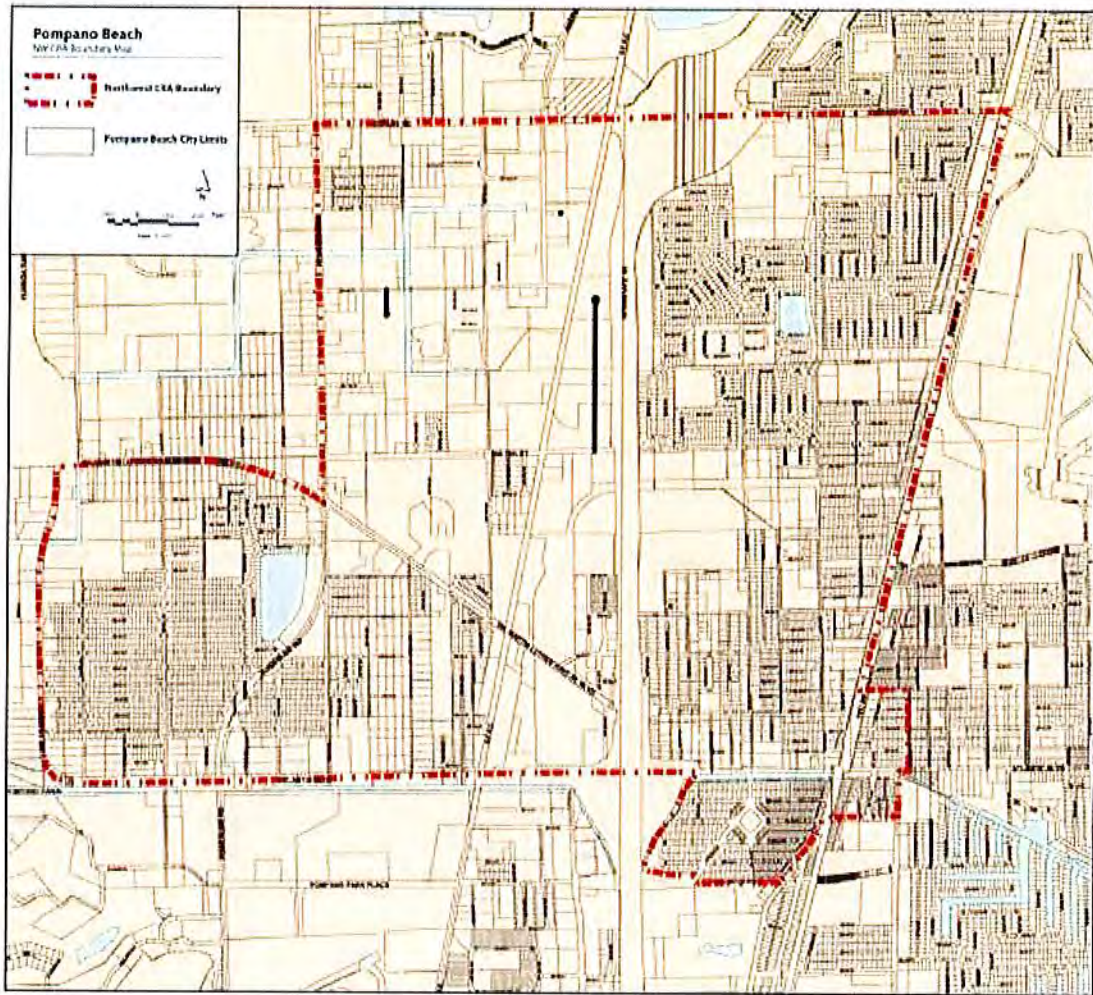


Figure 2.2 –NWCRA Boundary

The City, by Ordinance No. 90-9, formally adopted the original version of the Plan on October 31, 1989. The 1989 Plan, provides the framework for programming redevelopment activities within the NWCRA. Because it is not practical for the NWCRA to fund and implement all redevelopment projects within the community redevelopment area, 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 Plan has subsequently been amended, as described in Section II.D below.

This amended and restated plan, when duly adopted by the City, will serve as the Plan for the NWCRA.

B. Authority to Undertake Community Redevelopment

This document has been prepared under the direction of the CRA in accordance with the Act. In recognition of the need to prevent and eliminate slum and blighted conditions within the community, the Act confers upon counties and municipalities the authority and powers to carry out “community redevelopment.” For the purposes of the Plan, the following definition, taken from the Section 163.340 of the Act, shall apply:

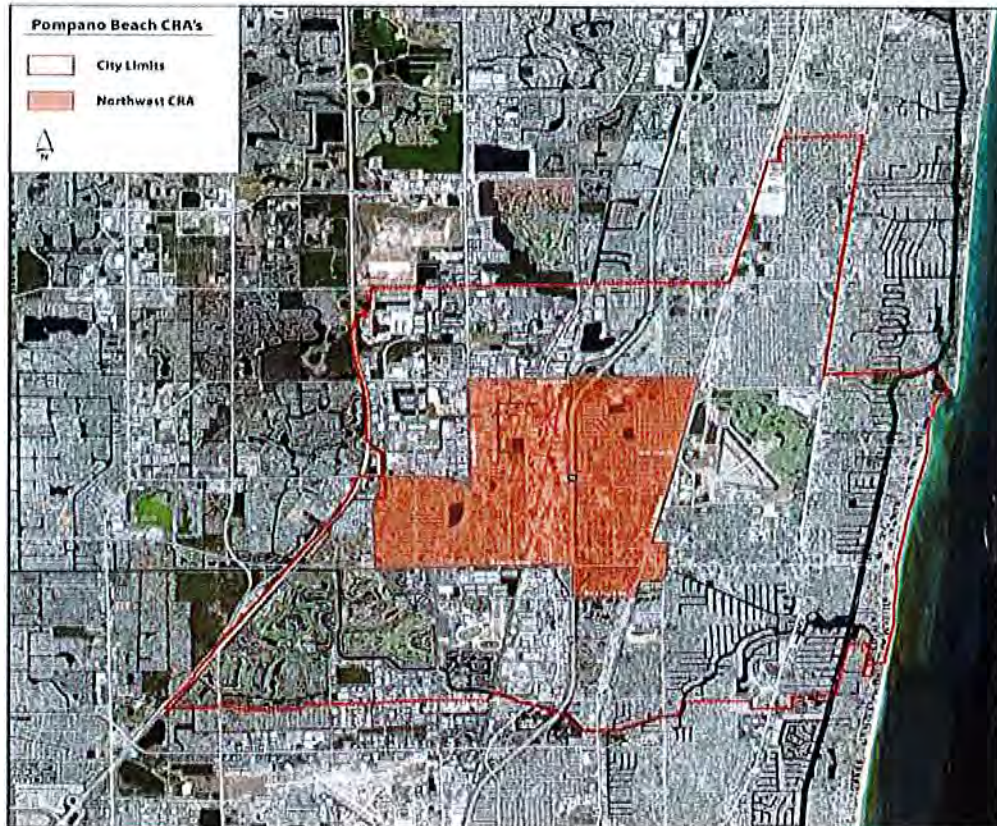


Figure 2.3 – Pompano Beach City limits and NWCRA boundary

“Community redevelopment” or “redevelopment” means undertakings, activities, or projects of a county, municipality, or community redevelopment agency in a community redevelopment area for the elimination and prevention of the development or spread of slum and blight, or for the reduction or prevention of crime, or for the provision of affordable housing, whether for rent or for sale, to residents of low or moderate income, including the elderly, and may include slum clearance and redevelopment in a community redevelopment area or rehabilitation and revitalization of coastal resort and tourist areas that are deteriorating and economically distressed, or rehabilitation or conservation in a community redevelopment area, or any combination or part thereof, in accordance with a community redevelopment plan and may include the preparation of such a plan.”

The ability of a county or municipality to utilize the authority granted under the Act is predicated upon the adoption of a “Finding of Necessity” by the governing body. This finding must

demonstrate, in pertinent part, that:

- (1) One or more slum or blighted areas, or one or more areas in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, exist in the county or municipality; and,
- (2) The rehabilitation, conservation, or redevelopment, or a combination thereof, of such area or areas is necessary in the interest of the public, health, safety, morals, or welfare of the residents of the county or municipality.

The City, on March 17, 1981, determined the existence of slum or blighted conditions and designated a certain area appropriate for community redevelopment by Resolution No. 81-139. An additional declaration of slum and blight was made by the City on December 13, 1988, by Resolution No. 89-45. The second finding expanded the original redevelopment area to include areas annexed to the City subsequent to the original resolution.

C. Creation of the Community Redevelopment Agency

Upon the adoption of a "Finding of Necessity" by the governing body and upon further finding that there is a need for a community redevelopment agency to function in the county or municipality to carry out community redevelopment purposes, any county or municipality may create a public body corporate and politic to be known as a "community redevelopment agency." The agency shall be constituted as a public instrumentality, and the exercise by the agency of the powers conferred by the Act, shall be deemed and held to be the performance of an essential public function.

The CRA was created by the City on December 20, 1988, by Ordinance No. 89-27, and the City approved preparing a community redevelopment plan that would meet the requirements of the Act and address the conditions of slum or blight existing in the redevelopment area. As indicated above, the Plan was prepared in 1989 and approved on October 31, 1989, by Ordinance No. 90-9.

D. Amendment to the Community Redevelopment Plan

Amendment to the Plan is allowed by the Act. The Plan was amended by Ordinance No. 2011-9 to provide an additional 30 years of life of the CRA as provided by the Act. As indicated in Section I.C. above, the CRA and the City, by Resolution Nos. 2018-47 and 2018-221, respectively, approved execution of an Interlocal Agreement among the CRA, the City, Broward County, North Broward Hospital District and Children's Services Council of Broward County. The Interlocal Agreement provides for settlement of all claims by the parties relating to the CRA. Pursuant to the Interlocal Agreement, this amendment expressly incorporates the terms of the Interlocal Agreement, and specifies that the NWCRA shall terminate on or before December 31, 2040. In no event shall the City or the CRA extend the duration of the NWCRA beyond December 31, 2040, without formal approval by the County Commission.

E. Powers of the Community Redevelopment Agency

As authorized by the Act., a wide variety of powers are available to the City to carry out redevelopment activities. These powers were delegated to the City by Broward County pursuant to Resolution Nos. 80-534 and 2001-758. By the adoption of Ordinance No. 89-27, the City

declared itself to be the community redevelopment agency and may exercise the following powers conferred upon it by the Act:

- a. To make and execute contracts and other instruments.
- b. To disseminate slum clearance and community redevelopment information.
- c. To undertake and carry out community redevelopment projects and activities including acquisition of a slum or blighted area, the demolition and removal of buildings, installation of streets, utilities, parks, playgrounds and other improvements, disposition of acquired property at its fair market value, carrying out plans for a program of repair and rehabilitation in accordance with the community redevelopment plan, acquisition of real property in the community redevelopment project area (under the community redevelopment plan) is to be repaired or rehabilitated for dwelling use, acquisition of real property when necessary to eliminate unsafe conditions or eliminate obsolete uses detrimental to the public welfare, and the acquisition of air rights in an area consisting principally of land in highways, railway tracks, bridge entrances or other similar facilities which have a blighted influence on the surrounding area.
- d. Construction of foundations and platforms necessary for the provisions of air rights in an area consisting principally of land in highways, railway, bridge or tunnel entrances or other similar facilities for the provision of housing for low and moderate income persons.
- e. To provide for streets, roads, public utilities or other facilities.
- f. To acquire, lease or option any real property to hold, improve or prepare for redevelopment.
- g. To mortgage, pledge, hypothecate or otherwise encumber to dispose of any real property.
- h. To insure or provide for insurance of any real property against risks or hazards.
- i. To invest community redevelopment funds held in reserve.
- j. To borrow money and to apply for and accept advances, loans, grants, contributions and any other form of financial assistance from the federal government, the state, county or other public body or from any sources, public or private and to give security as may be required.
- k. To make surveys and plans necessary to carry out the purposes of the agency.
- l. To develop and demonstrate new or improved means of providing housing for families and persons of low income.
- m. To prepare plans for and assist in the relocation of persons displaced from a community redevelopment area and to make relocation payments for moving expenses and losses of property.
- n. To develop and implement community policing innovations.

F. The Community Redevelopment Area

Pursuant to the Act, a community redevelopment area must be a slum area, a blighted area, or an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly. The NWCRA generally consists of the older central core of the City and surrounding neighborhoods, which have become deteriorated due to age, obsolescence, and the lack of investment. Unfortunately, a deteriorating area is self-propagating, and as conditions worsen, residents and private businesses become less willing to put their financial resources into the area. This cycle severely limits the ability of private enterprise to stop the spread of slum and

blight without public assistance.

G. The Community Redevelopment Plan

All public redevelopment activities expressly authorized by the Act and funded by tax increment financing must be in accordance with a redevelopment plan approved by the City. Like the City's Comprehensive Plan, the community redevelopment plan is an evolving document, which is evaluated and amended on a regular basis to accurately reflect changing conditions and community objectives.

In accordance with the Act, the community redevelopment plan must include the elements enumerated below. In the following discussion, the language from the statute is shown in italic type, and a brief response to each point follows in normal type.

(1) Contain a legal description of the boundaries of the community redevelopment area and the reasons for establishing such boundaries shown in the plan.

A description of the boundaries of the NWCRA is included in Appendix A. The area within these boundaries was found to contain slum and blight in Resolution 81-139, adopted by the City. This Resolution is included in Appendix B.

(2) Show by diagram and in general terms:

(a) The approximate amount of open space to be provided and the street layout.

(b) Limitations on the type, size, height, number, and proposed use of buildings.

(c) The approximate number of dwelling units.

(d) Such property as is intended for use as public parks, recreation areas, streets, public utilities, and public improvements of any nature.

Maps of the NWCRA, and a general description of the existing physical and regulatory conditions, are included in Section 3. The area within the NWCRA remains subject to the City's Comprehensive Plan and zoning regulations, which stipulate limits on locations, sizes, height, etc. of dwelling units, streets, park and recreations areas, among other things. Recommendations and programs to correct specific deficiencies in any of these elements are detailed in the Plan.

(3) If the redevelopment area contains low or moderate income housing, contain a neighborhood impact element which describes in detail the impact of the redevelopment upon the residents of the redevelopment area and the surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, effect on school population, and other matters affecting the physical and social quality of the neighborhood.

Neighborhood impacts of the redevelopment plan are addressed in Section 4.D of the Plan.

(4) Identify specifically any publicly funded capital projects to be undertaken within the community redevelopment area.

Section 6 of the Plan describes the process for revenue and expense projections over time. A strategic finance plan is adopted for a five-year period and adjusted as needed. Specific public capital projects are identified in the strategic finance plan.

(5) Contain adequate safeguards that the work of redevelopment will be carried out pursuant to the plan.

The Plan requires only CRA-eligible activities shall be performed to achieve the CRA's redevelopment objectives. The strategic finance plan, as prepared for each five-year period, as well as the Interlocal Agreement, identify specific redevelopment activities which provides the necessary safeguards for ensuring that redevelopment will be carried out pursuant to the Plan.

(6) Provide for the retention of controls and the establishment of any restrictions or covenants running with land sold or leased for private use for such periods of time and under such conditions as the governing body deems necessary to effectuate the purposes of this part.

Regulatory and zoning authority over any parcel in the CRA is reserved to the City. The CRA may recommend, draft, and administer certain regulatory amendments and design guidelines to assist with redevelopment efforts, which amendments will be implemented by City ordinance. Most redevelopment projects will be the subject of a development agreement that will provide necessary restrictions and covenants that may run with the land or provide a period of restriction that protects the redevelopment objective of the project.

(7) Provide assurances that there will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the community redevelopment area.

The discussion of neighborhood impacts of redevelopment in Section 4.D calls specifically for the CRA to adopt a relocation policy to provide adequate protections and assistance for any persons displaced by redevelopment activities. On April 18, 2006, the CRA adopted a relocation policy that governs redevelopment projects that involve occupancy requiring relocation.

(8) Provide an element of residential use in the redevelopment area if such use exists in the area prior to the adoption of the plan or if the plan is intended to remedy a shortage of housing affordable to residents of low or moderate income, including the elderly, or if the plan is not intended to remedy such shortage, the reasons therefore.

Large portions of the NWCRA are residential neighborhoods. The Plan contemplates strengthening existing neighborhoods and providing for additional housing to improve and diversify the housing stock, and to create additional housing opportunities with a range of affordability. Over the past few years, the CRA has entered into development agreements

with various contractors to construct affordable homes on CRA acquired single-family infill lots. The Interlocal Agreement provides \$10,000,000 of County funds to address residential slum and blight in the NWCRA. The CRA no longer has the primary responsibility for this aspect of redevelopment, however the CRA will provide support in this regard, by its redevelopment activities in the Innovation District.

- (9) Contain a detailed statement of the projected costs of the redevelopment, including the amount to be expended on publicly funded capital projects in the community redevelopment area and any indebtedness of the community redevelopment agency, the county, or the municipality proposed to be incurred for such redevelopment if such indebtedness is to be repaid with increment revenues.*

Detailed financial projections are established in five-year increments, in the form of a strategic finance plan, as described in Section 6 of the Plan. These financial projections are reviewed and updated at least annually, so that the CRA is always able to look ahead and plan for adequate financial resources to undertake its activities.

- (10) Provide a time certain for completing all redevelopment financed by increment revenues. Such time certain shall occur no later than 30 years after the fiscal year in which the plan is approved, adopted, or amended pursuant to s. 163.361(1). However, for any agency created after July 1, 2002, the time certain for completing all redevelopment financed by increment revenues must occur within 40 years after the fiscal year in which the plan is approved or adopted.*

As stated earlier, in Section II.D, the NWCRA is due to expire on December 31, 2040. Any extension of this date would require approval by Broward County.

- (11) Subsections (1), (3), (4), and (8), as amended by s. 10, chapter 84-356, Laws of Florida, and subsections (9) and (10) do not apply to any governing body of a county or municipality or to a community redevelopment agency if such governing body has approved and adopted a community redevelopment plan pursuant to s. 163.360 before chapter 84-356 became a law; nor do they apply to any governing body of a county or municipality or to a community redevelopment agency if such governing body or agency has adopted an ordinance or resolution authorizing the issuance of any bonds, notes, or other forms of indebtedness to which is pledged increment revenues pursuant only to a community redevelopment plan as approved and adopted before chapter 84-356 became a law.*

H. History of Pompano Beach

The first settlement in the area that became Pompano Beach, came with the extension of Henry Flagler's Florida East Coast Railroad southward into Broward County in the late 1800's. The original rail depot was located in an area referred to as Old Town, just north of Atlantic Boulevard. Old Town 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 farmhouses, that were mainly populated by African American families. Many of these families still live in this area, which remains the center of the African American community in the City. 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 Town and the areas further west were largely ignored during this period of growth. The original African American neighborhoods, west of the railroad 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 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.

With the focus of growth being east of the area, the NWCRA 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 the area is now characterized by a relatively high number of vacant properties. Many of the vacant properties have been acquired by the NWCRA over time and can provide a substantial opportunity for future redevelopment. Indeed, some redevelopment has already been accomplished, notably Carver Homes, the Canal Pointe subdivision, several residential projects in Hunters Manor, several Habitat for Humanity residential projects, and the Pompano Center for Commerce in the industrial area.

III. SECTION THREE – EXISTING CONDITIONS

A. General Description of the Community Redevelopment Area

1. Existing Land Use

The NWCRA area contains approximately 3,084 acres of land that is bounded on the north by Copans Road, on the south by Atlantic Boulevard, on the west by N.W. 31st Avenue and on the east by Dixie Highway. The southeast corner extends beyond the limits mentioned above to include Old Pompano, the original township east of Dixie Highway, and the Avondale neighborhood and City Hall south of Atlantic Boulevard. Figure 3.1 shows the overall boundaries and land use within the NWCRA. A detailed boundary description of the NWCRA boundaries can be found in Appendix A of this report.

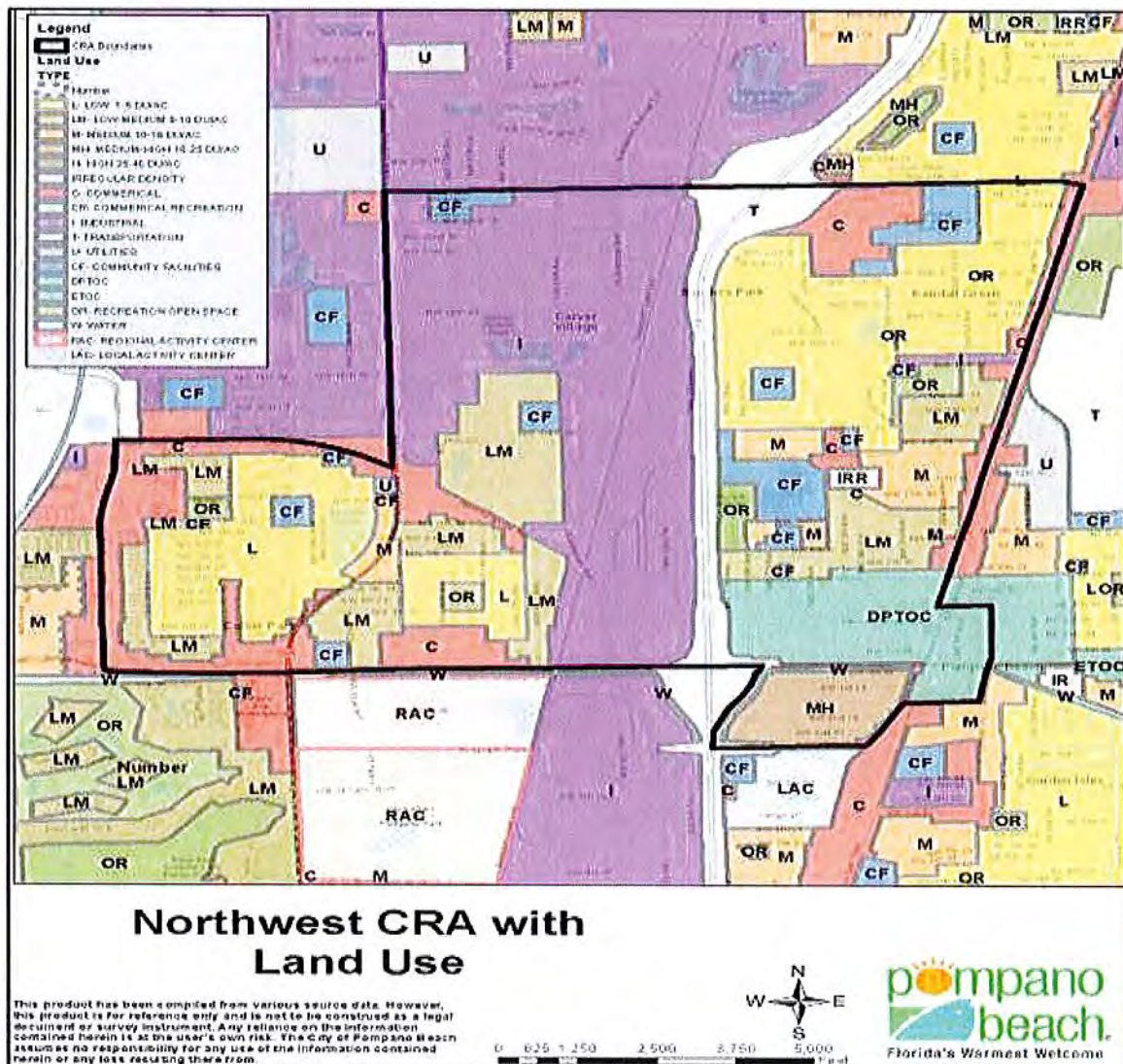


Figure 3.1 – The NWCRA existing land uses

The land uses in the NWCRA are widely varied. Industrial and warehouse uses are the predominant uses in the northwest quadrant, generally west of I-95 and north of NW 15th Street. This industrial area is enhanced by the access to I-95 and the Florida Turnpike, as well as to the CSX and FEC railroad lines. Much of the rest of the area consists of residential neighborhoods with their attendant civic uses such as schools, churches, and parks. Commercial uses tend to be located along the major arterial roads such as Atlantic Boulevard, Copans Road, Powerline Road and Dixie Highway. Smaller, more neighborhood oriented commercial uses are located along MLK Boulevard, NW 27th Avenue, and NW 31st Avenue. Old Town is located along Flagler Avenue, on the east side of the FEC railroad tracks just north of Atlantic Boulevard, consisting mostly of street level retail, mostly in one and two story buildings in a traditional pattern of small scale buildings fronting directly on the sidewalk. Selected images of the NWCRA area are shown in Figures 3.2-3.5.



Figure 3.2 – Industrial areas in NWCRA



Figure 3.3 – Collier City residential area



Figure 3.4 – Church along NW 27th Ave.



Figure 3.5 – Old Town

The age and condition of the building stock are also widely varied. Old Town 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 Town, with many buildings dating from the early to mid 20th century. For the most part, these buildings are in fair condition. Later residential subdivisions date from the 1960s to the 1980s and radiate further westward and northward from the older parts. These include areas such as Hunters Manor, Ortanique Estates and Collier City to the west, and Kendall Green to the north. There are a few pockets of more recent development, notably

Carver Homes, the Canal Point subdivision, and Golden Acres. In the industrial area, the Pompano Center of Commerce is a warehouse/office development that replaced an old, isolated residential subdivision.

There is a significant amount of vacant property throughout the area, as shown in Figure 3.6. A number of other structures are unoccupied and probably not fit for occupancy. Most of the remaining commercial property is occupied by low status uses that could not afford to pay market rate rents. A notable exception is the industrial property; while some of it is fairly old, it is a thriving part of the local economy. Indeed, Pompano Beach is well known in Broward County for these kinds of uses, with a significant share of the county-wide market.

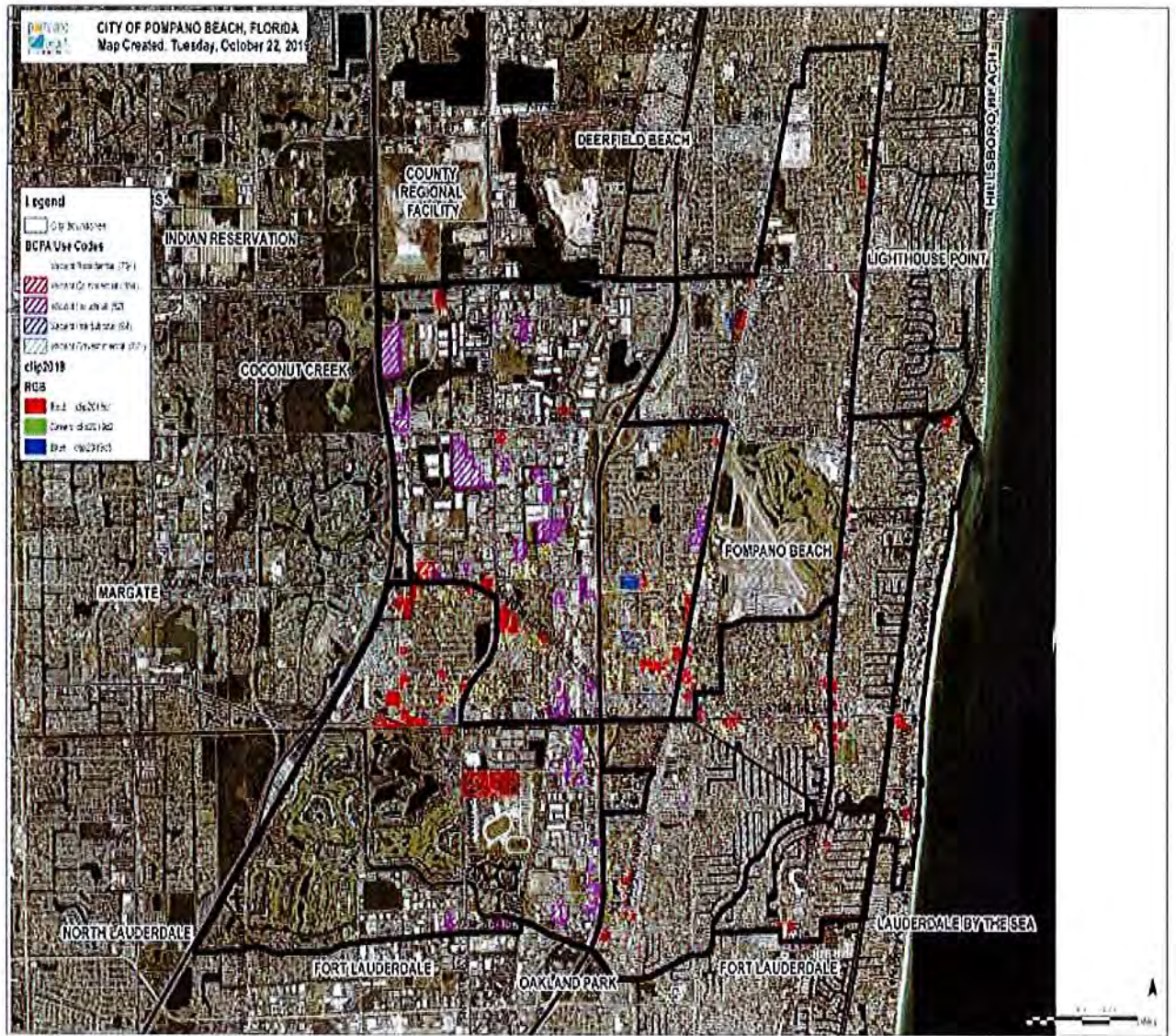


Figure 3.6 – Vacant land within the NWCRA area

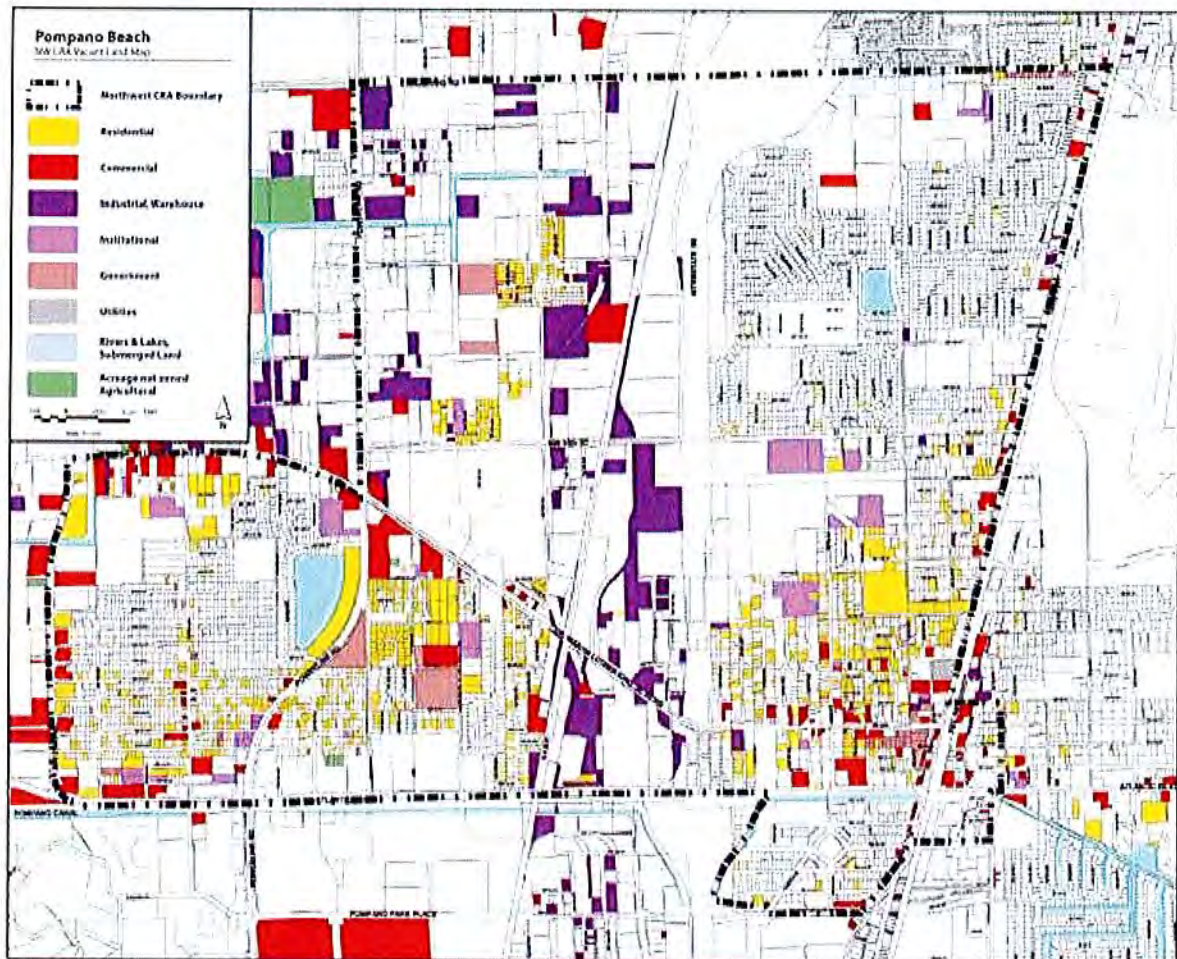


Figure 3.6 – Vacant land within the NWCRA area

2. Population and Housing Characteristics

According to the 2010 U.S. Census estimate, the population of Pompano Beach is 99,845, which represents an increase of 21% over the 2000 population of 85,932; a large amount of this increase was due to annexation. This compares to a 13.2% growth for the state of Florida over the same period and about an 8% increase for Broward County. While the City has been attracting some recent growth, little of it has occurred within the NWCRA. Although the 2020 U.S. Census recently occurred, the data was not available as of the date of this amendment.

The population and demographic information presented below is based on recent U.S. Census Bureau estimates. Since a detailed census is only conducted every 10 years, with the last one having been completed in 2010, figures for more recent years are city-wide estimates, and are not available at the census tract level.

A breakdown of the city's population by race is provided in Table 3.1. The overall racial composition of the NWCRA, based on the 2010 Census, is approximately 59% Black, 20% White, 17% Hispanic and 2% Other. Thus, the NWCRA, in comparison to the City, has a significantly lower proportion of White residents, and a substantially higher proportion of Black residents. It

should be noted there is some variation in these percentages within different neighborhoods of the CRA. The breakdown by census tract is shown in Table 3.2.

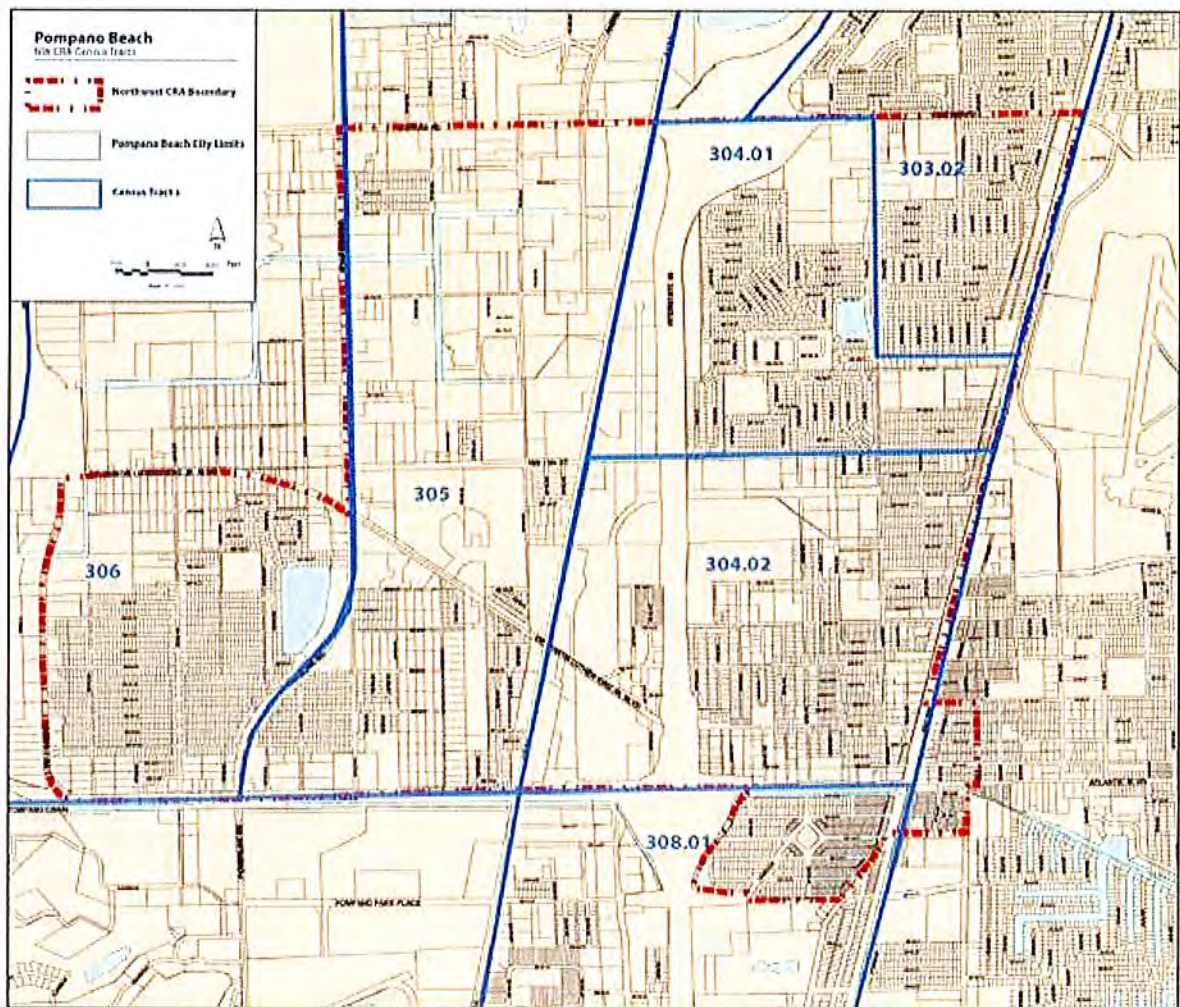


Table 3.1
2010 Population and Race In the City
of Pompano Beach

Race	Number	Percent
White	53,391	53.20%
Black	27,161	27.00%
Hispanic	17,200	17.10%
Asian	1,222	1.20%
Other	1,442	1.40%
Total	100,417	100% *

A map of the relevant census tracts is shown in Figure 3.7., which do not correspond exactly to the CRA boundaries. Thus, any statistics for the CRA area are estimates based on allocating the data for a partial tract by a proportion of the total area.

Figure 3.7: Census Tracts in the NWCRA area

Table 3.2
2010 Population and Race by Census Tract - NWCRA

Census Tract	White	Black	Hispanic	Other	Total
303.02	1890	4484	532	254	7,160
304.01	169	3036	125	0	3,330
304.02	129	3,123	363	0	3615
305	889	2358	1365	148	4760
306	1,462	5,174	610	105	7,351
308.01	2359	2,355	3090	815	8112
Total	6898	20,530	6085	815	34,328
Percentage %	20.10%	59.80%	17.70%	2.40%	100% *

The 2010 Census of Population and Housing indicates the NWCRA contains approximately 10,763 households, with a resident population of approximately 34,328 persons, as indicated in Table 3.3. Thus, the NWCRA contains about 27% of the City's population.

Table 3.3
2010 Total Households - NWCRA

Census Tract	Total Households	Total Residents
303.02	2268	7160
304.01	1039	3330
304.02	1268	3615
305	1607	4760
306	1851	7351
308.01	2730	8112
Total	10,763	34,328

Age Characteristics

The age groups are relatively balanced between pre-school/school age children (0-19), young adults (20-34), middle-aged adults (35-54) and older aged adults (55 and over). The pre-school age group represents the smallest segment of the NWCRA population, with roughly 6% of the total NWCRA residents. This statistic shows that the NWCRA is composed of a mature community with established families. In this regard, the NWCRA appears to be characteristic of the city. The age of the population residing within the NWCRA is characterized in Table 3.4.

Table 3.4
2010 Age Distribution by Census Tract - NWCRA

Census Tract	Ages 0-4 yrs	Ages 5-19 yrs	Ages 20-34 yrs	Ages 35-54 yrs	Ages 55+	Total	Median Age
303.02	432	1427	1289	1861	2151	7160	39.3
304.1	195	877	443	991	824	3330	39.1
304.2	218	1,134	613	1,082	568	3615	29.8
305	431	1365	1087	1411	466	4760	28.7
306	333	1315	2113	2221	1369	7351	34.6
308.01	5235	1,259	2519	2095	1,716	8112	32.51
Total	2,132	7,377	8064	9661	7094	34328	34
Percentage %	6.20%	21.508%	23.50%	28.102%	20.70%	100.0%	100.0%

Household Income Characteristics

In reviewing the 2010 Census data, Census Tracts 303.02, 304.01, 304.02, 305, 306 and 308.01 have poverty rates that range from 15% to 33%. According to this data, 22% of the NWCRA residents are living in poverty, which is relatively high compared to the City average of 12% as a whole. Table 3.5 describes the percentage of households that earn less than \$15,000 annually in 2010, which approximates 50% of the median income for the city.

Table 3.5
2010 Household Income Distribution Below \$15,000 - NWCRA

Census Tract	Total Households	No. Earn < \$15,000	% of Total	Median Income
303.02	2268	383	16.9%	\$316677
304.01	1,039	156	15%	\$36820
304.02	1,268	418	33%	\$22778
305	1607	353	21.9%	\$27299
306	1851	455	24.60%	\$26648
308.01	2,730	621	22.8%	\$35471
Total	10763	2,386	22.2%	\$30,113.83

In reviewing the 2010 U. S. Census, particularly the tracts that encompass the NWCRA Area (Tracts 303.02, 304.01, 304.02, 305, 306 and 308.01), several important demographic characteristics of the residents are described. The median income for the NWCRA area is \$30,0113.83. As a group, 26% of the NWCRA population earned in 2010 less than \$25,000 annually, while 32% earned more than \$25,000. Refer to Table 3.6 for a detailed description of the distribution of household income by individual census tracts.

Table 3.6
2010 Household Income Distribution by Census Tract - NWCRA

Census Tract	\$ 0.00 - 9,999	\$ 10,000- 24,999	\$ 25000 - 49,999	\$ 50,000 - Above	Total	Median Income
303.02	104	691	711	762	2268	\$31667
304.01	70	244	374	351	1039	\$36820
304.02	224	418	409	217	1,268	\$22778
305	259	470	516	362	1,607	\$27299
306	309	573	481	488	1,851	\$26648
308.01	425	449	1041	815	2,730	\$35471
Total	1,391	2,845	3532	2995	10763	\$30113.
Percentage %	13%	26.40%	32.80%	27.80%	100.0%	

Taxable Land Value

Of the 30+ million square feet of industrial space found in the City, close to 5 million of that square footage is found in the NWCRA. This represents roughly 18% of the City's industrial tax base, and roughly 10% of the NWCRA's tax base. Residential uses comprise of another 47% of the Tax Base of the area, and commercial uses make up most of the remaining tax base with 10% of the overall NWCRA tax base.

The NWCRA occupies 25% of the City's land area, it only accounts for roughly 10% of the tax base for the City.

Table 3.7

City of Pompano Beach - Citywide Taxable Value by Land Use	Square Feet	Acreage	Square Mile	Percent
Residential	166,279,738	3,817.3	6.0	32.82%
Single-Family	125,638,906	2,884.3	4.5	24.80%
Multi-Family (<10 Units)	13,312,499	305.6	0.5	2.63%
Multi-Family (>10 Units)	14,976,008	343.8	0.5	2.96%
Manufactured Homes	4,636,489	106.4	0.2	0.92%
Vacant Residential	7,715,836	177.1	0.3	1.52%
Commercial	110,202,373	2,529.9	4.0	21.75%
Vacant Commercial	6,686,196	153.5	0.2	1.32%

Industrial	92,779,352	2,129.9	3.3	18.32%
Vacant Industrial	5,555,227	127.5	0.2	1.10%
Institutional	17,452,353	400.7	0.6	3.45%
Vacant Institutional	1,008,845	23.2	0.0	0.20%
Governmental	52,481,976	1,204.8	1.9	10.36%
Vacant Governmental	6,092,657	139.9	0.2	1.20%
Water	48,032,309	1,102.7	1.7	9.48%
Total City Land	506,571,026	11,629	18	100%

Table 3.8

NWCRA Taxable Value by Land Use	Square Feet	Acreage	Square Mile	Percent
Residential	39,166,529	899.1	1.4	47.12%
Single-Family	24,952,798	572.8	0.9	30.02%
Multi-Family (<10 Units)	3,544,459	81.4	0.1	4.26%
Multi-Family (>10 Units)	6,091,795	139.8	0.2	7.33%
Manufactured Homes	-	-	-	0.00%
Vacant Residential	4,577,477	105.1	0.2	5.51%
Commercial	8,442,711	193.8	0.3	10.16%
Vacant Commercial	1,901,172	43.6	0.1	2.29%
Industrial	8,442,711	193.8	0.3	10.16%
Vacant Industrial	2,349,878	53.9	0.1	2.83%
Institutional	6,668,759	153.1	0.2	8.02%
Vacant Institutional	767,728	17.6	0.0	0.92%
Governmental	10,677,552	245.1	0.4	12.85%
Vacant Governmental	3,084,178	70.8	0.1	3.71%
Water	1,613,684	37.0	0.1	1.94%
Total City Land	83,114,902	1,908	3	100%

3. Existing Traffic Circulation

The NWCRA is a relatively large area encompassing approximately 3,084 acres. It is defined and traversed by several major thoroughfares. There are also several collector streets, as well as numerous local streets. Two railroad lines (C.S.X.R.R. and F.E.C.R.R.) traverse the area diagonally, interrupting many of the smaller streets in the network. Figure 3.8 depicts the major thoroughfares in the area, along with their average daily traffic volumes.

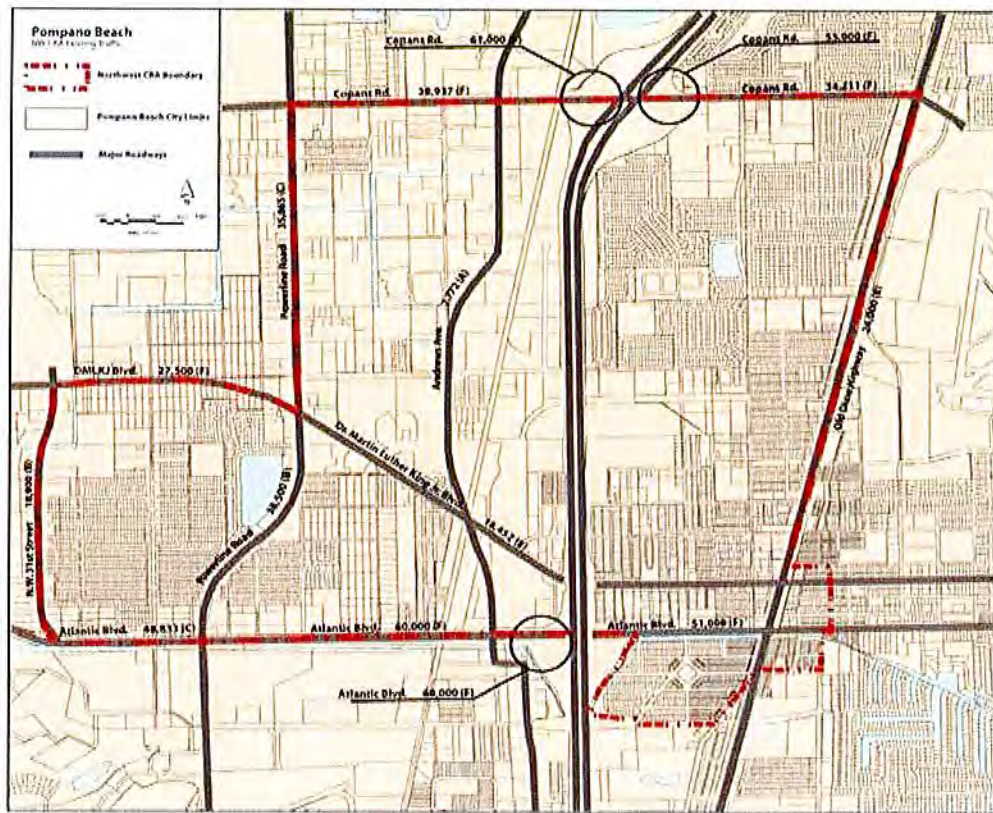


Figure 3.8 – Major Street Network and traffic analysis in NWCRA

North-South Roadways

Major north and south arterial roadways include I-95, Powerline Road, N.W. 31st Ave, and Dixie Highway. Also important, but less heavily traveled, are Andrews Avenue, NW 3rd Avenue, and NW 27th Avenue.

I-95 is the major north-south road that bisects the NWCRA area. It is an eight-lane regional highway with four lanes per direction. While it is the most visible and most used road that runs through the NWCRA, with an Annual Average Daily Traffic (AADT) of 225,000 vehicles, there are only two points of access to it within the NWCRA. These are located at two interchanges located at the north boundary of the NWCRA at Copans Road, and at the south boundary at Atlantic Boulevard. Beyond that, I-95 forms a barrier dividing the east and west portions of the NWCRA. Grade separated crossings exist only at MLK Boulevard and NW 15th Street.

Powerline Road is a six-lane arterial road that runs along the northwestern edge of the NWCRA, then continues south between Collier City and Hunters Manor. It has a landscaped median along the entirety of its length and has left turning lanes at specified locations along its route. Just south of its intersection with Copans Road, Powerline Road has an AADT of 39,500 vehicles. This north leg between Copans Road and MLK Boulevard, serves mainly an industrial area. The south leg of Powerline Road, on the other hand, between MLK Boulevard and Atlantic Boulevard, serves mainly a residential component of the NWCRA but has an equally

high volume of traffic with an AADT of 39,500 vehicles.

Dixie Highway, which runs parallel to the F.E.C. Railroad line, is a four lane arterial road and serves as the easternmost boundary of the NWCRA. It provides two lanes of traffic in each direction with turning lanes at specified locations. It has an AADT of 26,500 vehicles.

North Andrews Avenue was only recently improved and extended through the NWCRA. It connects Atlantic Boulevard and Copans Road, and includes a grade separated crossing over MLK Boulevard and the CSX railroad tracks. It follows the alignment of NW 15th Avenue for part of its length. It is a four-lane divided highway that currently carries a traffic volume of 15,900 vehicles per day and allows a circulation system for the industrial area.

No other roadway provides a through connection between Atlantic Boulevard and Copans Road. NW 3rd Avenue, also called Esther Rolle Avenue, is an important collector road, but only extends as far south as MLK Boulevard. NW 6th Avenue, also called Blanche Ely Avenue, connects to Atlantic Boulevard on the south, but dissolves into local streets in the Canal Pointe neighborhood.

East-West Roadways

Major east-west roadways include Atlantic Boulevard, Copans Road, MLK Boulevard, and NW 15th Street.

Atlantic Boulevard, serves for the most part as the southernmost boundary of the NWCRA. Throughout its entirety in the CRA area, it is an improved six lane divided arterial roadway with curbs and gutters and a landscaped median. Left turn lanes exist at most major street intersections. Atlantic Boulevard is the principal “main street” of Pompano Beach and also serves as a point of access to I-95. At this intersection the AADT is 60,000 vehicles.

Copans Road is a six lane minor arterial that serves as the northernmost boundary of the NWCRA. It has a center median with turning lanes and signal lights at most major intersections. Traffic along this corridor can be characterized by larger vehicles due to the industrial nature of land use along Copans Road. It is also a point of access to I-95. At this intersection, the AADT is 54,500 vehicles.

MLK Boulevard is an urban collector road that runs across the entire length of the NWCRA. It provides four lanes of traffic with left turning lanes at specified locations. From its intersection with NW 31st St., at the westernmost boundary of the NWCRA, to its intersection with Powerline Road, it provides four lanes of traffic with no center median and left turning lanes at specified locations. From Powerline Road to its intersection with N. Dixie Highway, it is an improved roadway with four lanes of traffic and a landscaped median with left turning lanes at specified locations. MLK Boulevard provides access to industrial uses to the north and mainly residential uses to the south. Between I-95 and Dixie Highway, it serves as the traditional main street of the African American community in the City. It carries an AADT of 32,000 vehicles.

NW 15th Street is a two-lane urban collector that runs from the east boundary of the NWCRA, (Dixie Highway) to its westernmost boundary, at Powerline Road. It provides access to most of the north/south streets throughout the NWCRA. The traffic levels carry an AADT of 11,900 and it is an important connector within the NWCRA area. Other than the boundary arterials, it

is one of only two streets (MLK Boulevard is the other), that cross I-95.

The majority of the remaining street network within the CRA is composed of minor two-lane local streets that feed into the larger street network. Generally, these follow a rectilinear grid layout, although some of the newer subdivisions such as Canal Pointe introduce some diagonal and looping streets.

From a regional perspective, I-95 does the majority of the work in the north-south direction and is rated at a Level of Service (LOS) of F. The other north-south through streets in the NWCRA experience relatively light congestion and are rated at LOS C.

By contrast, east-west traffic has no freeway option, and is allocated between Atlantic Boulevard, Copans Road, and MLK Boulevard, all rated at LOS F. NW 15th Street operates at a relatively free-flowing LOS C/D, but it does not continue beyond the boundaries of the NWCRA.

4. General Physical Conditions

The physical conditions of the building stock, as noted earlier, range widely. The older parts of the NWCRA, such as Old Town and the MLK Boulevard neighborhood west of the FEC tracks have seen relatively little recent development, and the buildings are generally at least 60 years old. Many are in poor condition.

Newer areas to the west and north of Old Town have better building stock, ranging from fair to excellent. Although there is relatively little recent development, that which exists is generally of good quality and makes a positive contribution to the surrounding area.

The condition of the industrial buildings also varies widely, but even the older buildings are in serviceable condition. The vacancy rate is relatively low and runs at approximately 9% or less.

All parts of the NWCRA contain a relatively high proportion of vacant properties, although this is most notable in the older parts around MLK Boulevard. Some of these have been assembled into larger tracts and thus present a positive potential for redevelopment.

The infrastructure in the area will need some attention. This is to be expected in older, developed areas. The City prepared a Stormwater Management Master Plan in 1999 that identified several needed improvements in the area. While some of these have been completed, others remain to be done.

The water and sewer system in some areas is quite old, and in many cases, will be inadequate to serve higher intensity redevelopment.

Most roadways in the area are in good condition, although some do experience significant congestion at peak times. Improvements to medians and streetscapes have been done, including MLK Boulevard, Blanche Ely Avenue (NW 6th Avenue) and NW 27th Avenue.

The NWCRA seems to be adequately served by schools and parks. There is a City park in or near all the residential neighborhoods. As infill redevelopment occurs, however, additional

opportunities for smaller scale parks and open spaces should be considered.

5. Geographic Sub-Areas

Within the NWCRA there are considerable variations in the degree of deterioration, land use patterns and existing socioeconomic conditions. To develop an effective plan that is cognizant of these variations, the NWCRA has been divided into seven distinct geographic sub-areas, each requiring a different redevelopment strategy. These are depicted in Figure 3.9. In addition to addressing underlying problems and capitalizing on area opportunities, associated redevelopment strategies focus on maintaining and enhancing major assets, which provide positive contributions to the redevelopment effort. Physical features such as landmarks, barriers, activity centers and many others within each sub-area are also considered because they have a significant influence upon specific urban design decisions that impact the redevelopment strategy for the area.

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

The seven geographic sub-areas are described in Table 3.9, which describes in general their major characteristics.

Table 3.9
General Land Use in the NWCRA Sub-Areas

Sub-Area	Size	Land Use	Zoning Districts
1. Collier City / Esquire Lake	488 acres	Res./Comm.:	RS-2, RS-3, RS-4, RD-1, RM-12, RM-20, RM-30, RPUD B-3, B-4, CF
2. Hunters Manor	466 acres	Res./Comm.:	RS-3, RS-4, RM-12, RM-20, B-3, B-4, CF
3. NW Industrial	850 acres	Ind./Comm.:	I-1, I-1X, RM-12, B-3, B-4, PR
4. Kendall Green / Canal Pointe	582 acres	Res./Comm.:	RS-2, RS-3, RS-4, RD-1, B-2, B-3, I-1, PR, CF
5. MLK / Blanche Ely Neighborhood	582 acres	Res./Comm.	RS-3, RS-4, RD-1, RM-12, RM-20, B-2, B-3, B-4, CF, PU
6. Old Town / City Hall	36 acres	Community Facility	B-2, B-3, CF
7. Avondale	80 acres	Residential:	RM-30, CF, PR
Total	3,084 acres		

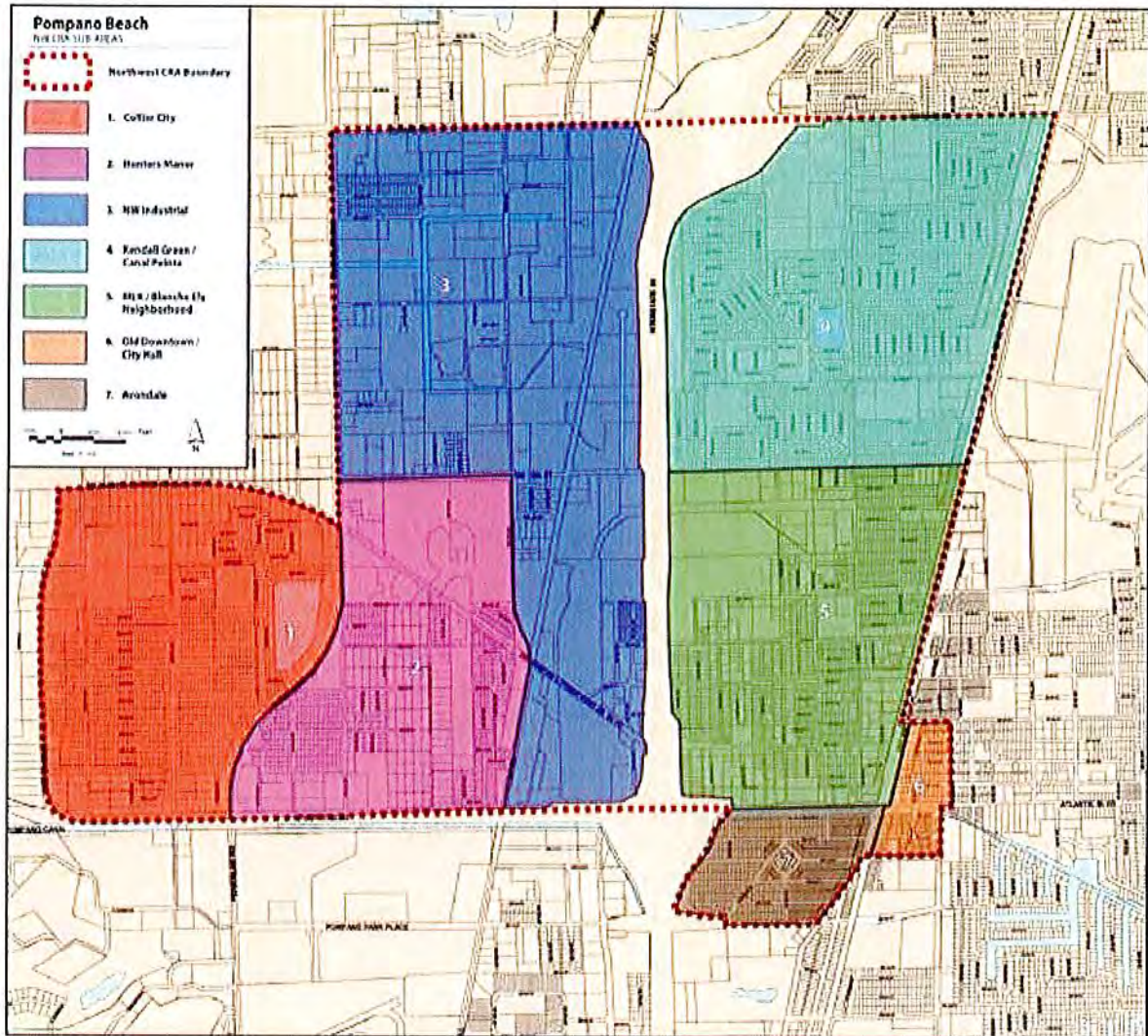


Figure 3.9 – NWCRA Sub-Areas

A general description of each of the geographic sub-areas of the CRA is provided below.

Sub-Area No. 1 – Collier City / Esquire Lake

This sub-area, containing approximately 488 acres, is a predominantly residential area. Most of it is zoned for low density, single family homes, although some duplexes and smaller multi-family developments exist near the western and northern edges. The central spine of this sub-area is NW 27th Avenue, along which are located a number of churches, the McNair Community Center, and a variety of smaller commercial establishments. Most larger commercial uses occur at the edges, primarily along NW 31st Avenue, Atlantic Boulevard, and MLK Boulevard.

This area was developed mostly in the 1970s, so the building stock, while aging, is generally in fair to good condition. It appears to be a stable neighborhood, although there are a number of vacant parcels and under-used commercial properties. Collier City, in fact, was a major focus of the relocation of the African American community from the aging

and deterioration of the older areas west of Old Town. It needs stabilization and enhancement, but not large-scale redevelopment.

Sub-Area No. 2– Hunters Manor

The Hunters Manor neighborhood contains approximately 466 acres and is also predominantly residential, although it has commercial edges along Atlantic Boulevard on the south and MLK Boulevard on the north. The Atlantic Boulevard edge is comprised of a number of large commercial and multi-family developments that are relatively stable. They owe their success to the Atlantic Boulevard frontage, however, they turn their backs to the neighborhood. The MLK Boulevard frontage is largely vacant, but offers an opportunity for commercial development that would serve the neighborhood.

The interior, residential part of the sub-area is, in a word, transitional. While there is some older, deteriorating housing stock, there has already been substantial recent redevelopment of housing. Additionally, the CRA has assembled most of a block near the center of the sub-area. The CRA recently entered into a development agreement for construction of a sixty-five (65) single family home development, which is across the street from the Hunters Manor park, which occupies a block at the geographic center of the area.

Across MLK Boulevard, on the north side, is a large public housing complex with a variety of clusters, including the development of Golden Acres.

Sub-Area No. 3 – Northwest Industrial

This sub-area, containing approximately 850 acres, is predominantly industrial. It occupies the area between I-95 and the CSX tracks, as well as the area west of the CSX tracks and north of NW 15th Street. This is a busy and active area that contributes many jobs to the local economy. It owes its success to an advantageous location with access to two major rail corridors and I-95. The recent extension of Andrews Avenue, through the heart of this area, will only serve to improve its connectivity to the region.

Many of the uses are long-standing and well-established. A recent addition is the Pompano Center for Commerce, located along NW 18th Street west of Andrews Avenue.

Sub-Area No. 4 – Canal Pointe/Kendall Green

This sub-area, containing approximately 582 acres, is also predominantly residential. Some portions of it were developed in recent decades, and most of it appears relatively stable. One of the newer subdivisions is Canal Pointe, an affordable housing development that was facilitated by the CRA.

The eastern edge, along Dixie Highway, is predominantly vehicle-oriented commercial uses of varying quality. There are few crossing points for the railway, so this edge tends to feel like a barrier between the sub-area, and other parts of the City to the east.

Sub-Area No. 5 – MLK / Blanche Ely Neighborhood

This sub-area, containing approximately 582 acres, contains a diverse mix of uses. It is the

heart of the traditional African American community in Pompano Beach. As the name implies, this area is characterized by its major arterial roads, Blanche Ely (NW 6th Avenue) in the north-south direction, and MLK Boulevard (NW 3rd Street) in the east-west direction.

While the major land use is residential, there are some business pockets located at the intersections of 6th Street and 15th Avenue, 6th Street and 6th Avenue, along the eastern edge of Dixie Highway, and along Atlantic Blvd on the southern boundary. MLK Boulevard has historically had small scale, neighborhood-oriented commercial uses along the corridor, but these are now largely vacant or in poor condition. Much of the housing stock is also in poor condition.

Two important community facilities, Weaver Park and Blanche Ely High School, are located at the northwestern sector of this sub-area. Mitchell Moore Park is located in the western part, near I-95. The E. Pat Larkins Community Center (the Larkins Center), completed in 2005, is located along MLK Boulevard.

The FEC Railroad serves as the eastern boundary of this sub-area. Access to eastern parts of the City are located at NE 10th St., NE 6th, and NE 3rd St. The presence of the railroad, with comparatively few crossing points, tends to separate this sub area from the eastern portions of the City.

Sub-Area No. 6 – Old Town / City Hall

This sub-area, containing approximately 36 acres, includes the original downtown, located north of Atlantic Boulevard and east of the FEC Railway. Located south of Atlantic Boulevard, across from Old Town, are City Hall and the library.

Old Town consists of several blocks of small-scale historic buildings, with Flagler Avenue acting as the principal “main street.” The buildings are in fair to poor condition and occupied by marginal commercial uses. City Hall, by contrast, an approximately 30-year-old facility, is in good condition. Due to the width of and busy traffic along Atlantic Boulevard, the two components of this sub-area are quite distinct and separated from each other.

Sub-Area No. 7 – Avondale

This sub-area, which contains approximately 80 acres, is made up primarily by the Avondale neighborhood. It is a multi-family neighborhood that contains a high proportion of renters, appears to be relatively stable. The multi-family buildings are generally in fair condition and consist mostly of smaller scale buildings that have well landscaped grounds.

This is a quiet area that is relatively isolated by limited access. Bounded on three sides by I-95, Atlantic Boulevard, and the FEC Railway, this area has only a few connections to surrounding neighborhoods. While the Avondale neighborhood appears to be relatively stable, it also has a negative perception as being a poor barrio. A drug rehabilitation center, located in the center of the neighborhood, adds to the negative perception of this area.

The next section of this Plan will analyze these sub-areas in greater detail and will outline issues to be addressed as well as opportunities for the future.

6. Regulatory Framework

The NWCRA contains a cross section of many of the uses and zoning districts in the City, ranging from single-family residential to light industrial. In general, the uses are distributed among the geographic sub-areas in an orderly fashion and depict the diverse natures of each of the sub-areas.

A review of the zoning regulations for the various districts in the NWCRA does not reveal any serious issues, at least not within the district regulations. These all seem to adhere to fairly conventional norms of development. Figure 3.10 shows the various zoning districts of the NWCRA. Some comments regarding specific provisions of the various district regulations follow:

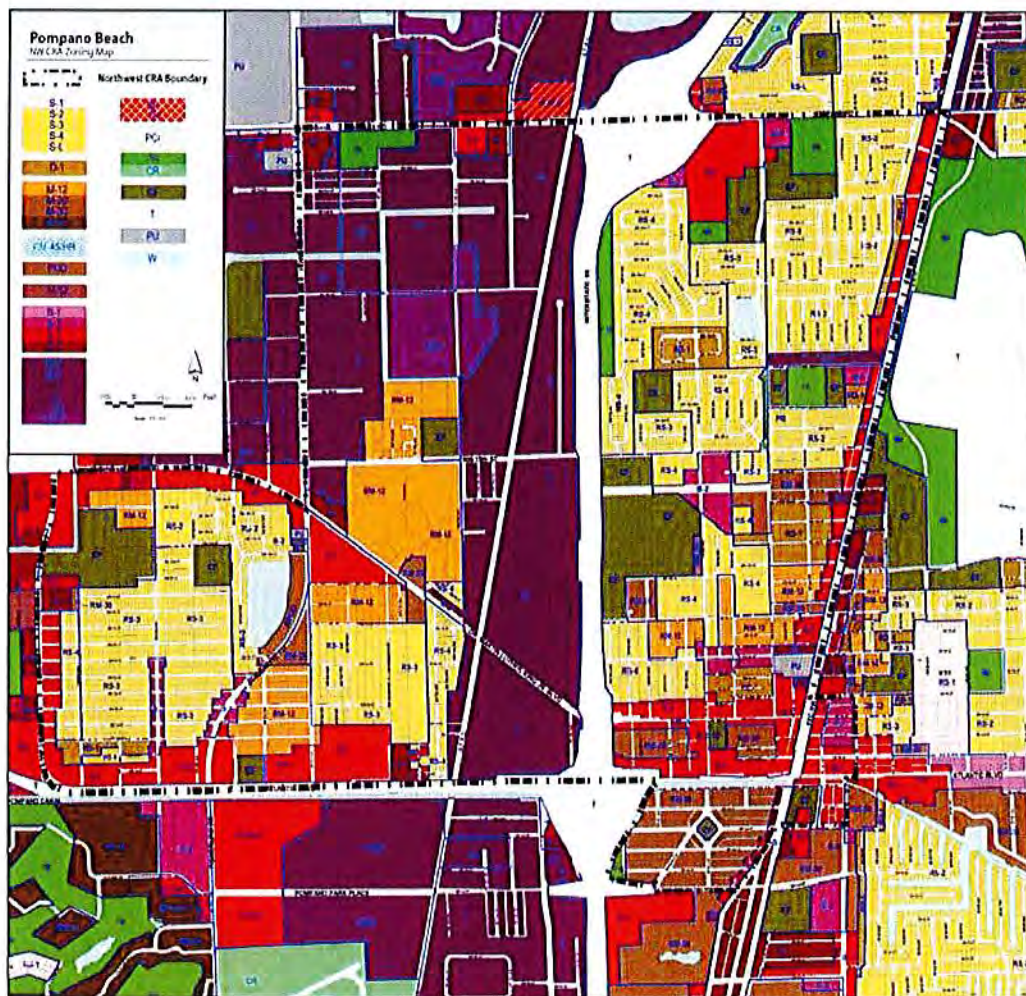


Figure 3.10: Zoning in the NWCRA

- The residential districts of the City's zoning code are regulated by dimensional standards. Lot size, lot width, density, etc. all take part in the designation of lot classification. Single family districts such as RS-1, RS-2, RS-3, RS-4 and RS-L limit the permitted uses to single family detached housing types. Lot sizes, widths, setbacks etc. vary based on the zoning designation of lots, which range from a minimum lot area of 12,000 sf. in RS-1, to RS-4 lots with a minimum lot area of 5,000 sf.

While most of the residential districts of the NWCRA can be categorized within the Single-Family Residential Districts as listed above, some areas of the NWCRA are categorized as Multiple-Family Residential Districts. These districts, RD-1, RM-12, RM-20, RM-30 and RM-45 are intended to provide a full range of housing types, from single family detached housing to high-rise condominiums and apartments. These districts are also governed by dimensional standards, but density requirements must be met when multifamily structures are proposed.

- General Business District, B-3, is the major business district in the NWCRA and are situated mainly along the major arterial streets of the NWCRA. It allows for a wide variety of commercial uses, including highway oriented commercial. The dimensional standards of a B-3 District are a minimum lot size of 10,000 sf. and a minimum lot width of 100 ft.
- The other major land use designation in the NWCRA is the General Industrial District, I-1. It is the main land use in the northwest corner of the NWCRA. This location is ideal, as it is bounded on all sides by major arterial streets that provide easy access to heavy traffic and allows this district to accommodate a wide range of manufacturing, storage and construction industries. It maintains a minimum lot area of 10,000 sf. and a minimum lot width of 100 ft. It incorporates a minimum 25 ft. front setback, minimum 10 ft. side setback and a minimum rear setback of 30 ft.
- The result of these zoning districts is land allocation by use, rather than by form characteristics. Transitions between differing districts are handled by physical separation and by buffering, whether by landscaping or other means.
- The Downtown Pompano Transit Oriented Corridor (DPTOC) overlay district is located within the NWCRA, encompassing the north side of Atlantic Boulevard from I-95 east to NE 5th Avenue, north to NE/NW 6th Street, the east side of NW 6th Court between NW 6th Street to the west side of Dixie Highway. This district strives to promote cohesive development / redevelopment of the area by implementing attractive and pedestrian oriented areas through guidelines regarding uses, development, parking and landscaping.

Table 3.10, shown below, summarizes some of the key zoning provisions for the zoning districts in the NWCRA.

**Table 3.10
Pompano Beach Zoning Regulations
- NWCRA Zoning Districts**

Zoning Districts	Min. Lot Area (sf)	Min. Lot Width (ft)	Front Setback (ft)	Side Setback (ft)	Rear Setback (ft)	Max. Lot Coverage	Min. Pervious Area	Max. Height
RS-1	12,000	90	35	10	20	30%	30	35
RS-2	7,000	70	25	7.5	20	40%	30	35
RS-3	6,000	60	25	7	15	40%	30	35
RS-4	5,000	50	25	6	15	40%	30	35
RD-1	7,000 8,000	60 70	25	8	15	35%	30	35
RM-12	7,000 7,260	60 70	25	8	10	60%	25	35
RM-20	**	**	25	10	10	60%	25	35
RM-30	**	**	25	10	10	60%	25	105
RM-45	**	**	25	10	10	60%	25	105
B-2	10,000	100	-	-	30	45%	20	105
B-3	10,000	100	-	-	30	60%	20	105
B-4	10,000	100	-	-	30	60%	20	105
I-1	10,000	100	25	10	30	65%	20	45
I-1X	10,000	100	25	10	30	65%	20	45

* Minimum lot area / lot width is for a two-family dwelling unit.

** Minimum lot area/ lot width varies according to number of dwelling units, verify with sections 155.167, 155.68, 155.69 of zoning code for applicable standards.

IV. SECTION FOUR – ANALYSIS

A. Problems, Needs and Opportunities within Geographic Sub-Areas

The purpose of this section of the Redevelopment Plan is to provide a list of problems, needs and opportunities identified within each of the geographic sub-areas of the NWCRA. These items are addressed within this Plan through sub-area redevelopment strategies, which include the implementation of specific programs and projects of the NWCRA, the City, and other governmental agencies operating within the NWCRA.

1. Sub-Area 1: Collier City

This sub-area, containing approximately 488 acres, is a predominantly residential area. Most of it is zoned for low density, single family homes, although some duplexes and smaller multi-family development exist near the western and northern edges. The central spine of this sub-area is NW 27th Avenue, along which are a number of churches and smaller commercial establishments. Most of the larger commercial uses occur at the edges, primarily along NW 31st Avenue, Atlantic Boulevard, and MLK Boulevard.

This sub-area is fairly stable, with buildings in fair to good condition. The primary objective here is to stabilize the area and ensure that it does not go into decline. Selective infill and enhancement is appropriate, particularly along NW 27th Avenue.



Figures 4.1-4.2 – Collier City Sub-Area

Problems

- NW 27th Avenue is used as a cut-through street which results in traffic and safety concerns.
- Collier City is somewhat isolated from the rest of the City, despite a good location. Atlantic Boulevard acts as a barrier, and the connection to MLK Boulevard at the northern edge is complicated by uses that frequently result in nuisance and crime issues for the area.
- Powerline Road is also an isolating influence.

- McNair Park is primarily set up for structured activity and does not provide a lot of passive green space. It is anticipated that funds from the G.O. Bonds will be used to make improvements to the park.
- A portion of 31st Avenue, the western-most boundary of the NWCRA, is outside the NWCRA boundaries and, like MLK Boulevard, is complicated by uses that frequently result in nuisance and crime issues for the area.

Needs

- Street lighting to enhance nighttime safety.
- Traffic calming and other measures to offset the issues caused by the cut-through nature of 27th Avenue.
- To the extent possible, eliminate nuisance uses on MLK Boulevard, NW 27th Avenue and 31st Avenue and encourage the City to assist in making improvements along the portion of 31st Avenue, that is outside the NWCRA.
- Uses on MLK Boulevard, NW 27th Avenue and 31st Avenue that will stabilize the area.
- Ensure that the existing residential building stock remains stable and does not slide into deterioration.
- Encourage residential uses along NW 27th Avenue.
- Selective infill housing to improve the overall community image.
- Pocket parks and scattered passive green space.

Opportunities

- This could be a suitable neighborhood for attainable, family housing.
- A better edge along MLK Boulevard could create a quality front door for Collier City and make it a more desirable neighborhood.

2. Sub-Area 2: Hunters Manor

Hunters Manor also referred to as Old Collier City, is predominantly residential, comprised of several residential subdivisions, including Hunters Manor, Ortanique, Pompano Springs and Sable Chase. Hunters Manor has commercial edges along Atlantic Boulevard on the south, and vacant property on MLK Boulevard on the north. The Atlantic Boulevard edge is comprised of a number of large commercial and multi-family developments that are relatively stable. These developments owe their success to the Atlantic Boulevard frontage. Because of the Atlantic Boulevard frontage, however, they turn their backs to the neighborhood. The MLK Boulevard frontage is largely vacant but is an opportunity for both commercial and residential development that would serve the neighborhood.

The interior portion of this sub-area is residential and is in transition. It contains a high proportion of vacant lots, but there has also been some recent residential development in the area. The NWCRA has assembled a full block near the center of the neighborhood, to continue the residential redevelopment.



Figures 4.3-4.4 – Hunters Manor Sub-Area

Problems

- The residential area lacks cohesion due to the large number of undeveloped parcels.
- The Atlantic Boulevard commercial uses turn their backs to the neighborhood and appear unrelated to it.
- There are a number of large open parcels along the MLK Boulevard edge.
- The area does not have a neighborhood service commercial component.

Needs

- Continue residential infill to improve the quality of housing stock
- Encourage neighborhood service uses along MLK Boulevard and Powerline Road.
- Improve the transition and edge conditions between the neighborhood and the commercial uses along Atlantic Boulevard.

Opportunities

- The NWCRA has assembled numerous undeveloped parcels in this area which can facilitate future infill development.
- The vacant MLK Boulevard frontage is an opportunity to incentivize neighborhood service uses.
- Hunters Manor Park, located near the center of the sub-area, is quite attractive and can serve as a neighborhood anchor.

3. Sub-Area 3: NW Industrial

This sub-area, containing approximately 850 acres, is predominantly industrial. It occupies the area between I-95 and the CSX tracks, as well as the area west of the CSX tracks and north of MLK Boulevard. This appears to be a busy and active area that contributes many jobs to the local economy. It owes its success to an advantageous location with access to two major rail corridors, I-95, and Florida's Turnpike. The recent extension of Andrews Avenue through the heart of this area will serve to improve its connectivity to the region.



Figures 4.5-4.6 – NW Industrial Sub-Area

Problems

- There are some incompatible uses scattered throughout, although these are generally buffered from adjacent uses.
- Many of the streets are quite narrow and difficult for truck traffic to negotiate.
- The Pompano Beach Farmers Market area is underused, isolated and contains deed restrictions which limit alternative uses other than the market.
- There is a negative image portrayed along the I-95 corridor.

Needs

- Better sense of uniformity for the scattered industrial areas.
- The infrastructure is old and will need to be upgraded to support further growth.
- While the area is well connected to the regional transportation network, the interior circulation is limited and could be improved.

Opportunities

- This is an area of economic strength for the CRA, as well as the surrounding region.
- There is ample room for growth, particularly at the Pompano Center for Commerce.
- The North Andrews Avenue extension enhances the area's connectivity and provides for further growth.

4. Sub-Area 4: Canal Pointe/Kendall Green

This sub-area, containing approximately 582 acres, is also predominantly residential. Some portions of it were developed in recent decades, and most of it appears relatively stable. One of the newer subdivisions is Canal Pointe, an affordable housing development that was facilitated by the CRA. There are also some newer homes along NW 15th Street that enhance

the neighborhood.

The eastern edge, along Dixie Highway, is a predominantly car-oriented commercial area of varying quality. There are few crossing points for the railway, so this edge tends to feel like a barrier between the sub-area, and other parts of the City to the east.



Figures 4.7-4.8 – Views of Canal Pointe/Kendall Green Sub-Area

Problems

- Poor connectivity in the east-west direction, due to the barriers of I-95 and the FEC railroad.
- Dixie Highway edge has a number of auto-oriented uses that are not very compatible with residential.
- Some residential areas, while in reasonably stable condition, are isolated and insular.
- Kendall Lake is a tremendous asset but its aesthetic value is diminished because of the chain link fence surrounding it.

Needs

- Promote the stability of the area by gradually improving the housing stock in the area
- Improve the variety of uses along Dixie Highway

Opportunities

- There are some newer homes along NW 15th Street that enhance the neighborhood and could encourage residential redevelopment of the adjacent area.
- Redevelopment of the Ben Turner Ridge Apartments.

5. Sub-Area 5: MLK / Blanche Ely Neighborhood

This sub-area, containing approximately 582 acres, forms the heart of the traditional African American community in Pompano Beach. As the name implies, the principal corridors of this area are MLK Boulevard and Blanche Ely Avenue. Land uses are mixed, with commercial along the primary corridors, and residential in the interior.

Much of the building stock in this sub-area is old and in poor condition. There is also a significant amount of vacant property, including some very visible parcels along MLK Boulevard. The area north of MLK Boulevard is predominantly residential and is anchored by Blanche Ely High School near the northern edge of this area.



Figures 4.9-4.10 – Views of the MLK/Blanche Ely Neighborhood Sub-Area

Problems

- High proportion of vacant lots.
- Many buildings are in poor or blighted condition.
- Isolated by I-95, Atlantic Boulevard, and the FEC Railway, which offer limited connections to the surrounding areas on three sides.

Needs

- Street lighting to enhance nighttime safety.
- Infrastructure will have to be improved to support redevelopment.
- Viable commercial uses to revitalize MLK Boulevard and Old Town.
- Infill development for the vacant parcels.
- Renovate or demolish dilapidated and substandard buildings.

Opportunities

- Create a master development to be known as the Innovation District utilizing the CRA's and assembly between Dixie Highway, Atlantic Boulevard and I-95.
- Integrate a new civic complex, including City Hall, into the Innovation District.
- The Broward County Transit facility will improve transit connectivity and access for area residents.
- Blanche Ely Avenue is reasonably attractive, pedestrian friendly, and could become a significant neighborhood connector.

6. Sub-Area 6: Old Town / City Hall

This sub-area, containing approximately 36 acres, includes the original downtown, located north of Atlantic Boulevard and east of the FEC Railway, and the City Hall site, located south of Atlantic Boulevard, across from Old Town.

Old Town consists of several blocks of small-scale historic buildings, with Flagler Avenue acting as the principal “main street.” The buildings are in fair to poor condition and occupied by marginal commercial uses. City Hall, by contrast, is a reasonably new facility in good condition.



Figures 4.11-4.12 – Old Town/City Hall Sub-Area

Problems

- Many properties north of Atlantic Boulevard have tax-exempt ownership.
- Most buildings are in poor condition and do not represent a robust mix of retail and commercial uses.
- The FEC railroad and Dixie Highway act as barriers, separating Old Town from the neighborhood to the west.
- City Hall is not connected to Old Town.
- Increasing homeless population
- Perception of increased vagrancy and crime

Needs

- Street lighting to enhance nighttime safety.
- Old Town lacks an identifiable image.
- Renovate dilapidated historic buildings.
- Improved connection between Old Town and City Hall.
- Improved connectivity between Old Town and Northeast Transit Station / MLK Boulevard.
- Address homeless issues
- Address perception of increased vagrancy and crime

Opportunities

- Old Town has a pedestrian friendly, human scale.
- Area is highly visible and has a strategic location in Pompano Beach.
- Establish connectivity between Old Town and the Innovation District.
- Potential to be a transit hub someday with the prospect of FEC railroad passenger service.

7. Sub-Area 7: Avondale

This sub-area, which contains approximately 80 acres, is made up primarily by the Avondale neighborhood. It is a multi-family neighborhood that contains a high proportion of rental properties and drug-related treatment facilities. The multi-family buildings are generally in fair to good condition and consist mostly of smaller scale buildings. This is a quiet area that is relatively isolated by limited access due to the drainage canal to the north and I-95 to the west.



Figures 4.13-4.14 – Views of Avondale Neighborhood Sub-Area

Problems

- Relatively isolated and difficult to access.
- High proportion of aging multi-family properties.
- High proportion of rental properties.
- Increasing proportion of drug-related treatment facilities.

Needs

- Street lighting to enhance nighttime safety.
- Strategy for the redevelopment of old multi-family properties.
- Sidewalks to provide a pedestrian environment.
- Improve integration of rental properties and drug-related treatment facilities

Opportunities

- This is a quiet, attractive area that fills a need for affordable rental housing.
- Improve connectivity to MLK Boulevard and Old Town.
- Create connection to Atlantic Boulevard.

B. Functional Needs of the NWCRA

As opposed to specific needs identified within the various sub-areas of the NWCRA, these functional needs are area-wide in scope and encompass some of the more serious problems that contribute to the overall state of decline.

1. Removal of Slum and Blight

The NWCRA contains a substantial number of deteriorated structures that are a menace to the health, safety or welfare of area residents. The existence of these slum and blighted conditions contribute substantially to the spread of nuisance activities which decreases the tax base and substantially impairs sound growth. The major charge of the CRA is the removal of these conditions and to subsequently preserve and enhance the tax base of the NWCRA.

2. Land Use Patterns

Land uses in Pompano Beach include substantial industrial, scattered commercial and substantial residential. Such land uses within the City should be balanced so that the commercial, recreational and public service needs of all its residents can be conveniently provided within the community. The NWCRA contains a concentration of the City's poorer, less mobile population, who are very dependent upon convenient commercial and recreational facilities within their neighborhood. Balancing the land uses within the City may require some resident relocation along with redevelopment. The NWCRA must ensure that adequate facilities remain available to meet the needs of area residents when implementing its redevelopment programs, and ensure that residents who are relocated will find adequate replacement facilities.

3. Economic Development

The City's ability to meet the service needs of its residents is dependent upon the generation of adequate tax revenues. Projects that increase the overall marketability of the City as a commercial, recreational and residential area will ultimately increase the tax base.

Slum and blight have a negative impact on the tax base of the City and are self-propagating. Although there is often a tendency to focus on individual redevelopment projects at the expense of resolving underlying problems in order to set the stage for redevelopment, the existing and planned NWCRA projects and programs stress the importance of both. The success of this community redevelopment effort is largely dependent upon the economic vitality of the area. Through programs aimed at the elimination of slum and blighted conditions and improving the standard of living of its residents, the CRA hopes to provide the catalyst for the revitalization of the entire area. Additional projects aimed at increasing jobs, retail sales and other business activity in the area will complement the process and hopefully solve many of the underlying problems, which originally resulted in creating slum and blight.

4. Housing

The provision of adequate housing is one of the key determinants of a community's success. The older profile of much of the housing in the NWCRA indicates that development interest has concentrated elsewhere in recent decades. One area where the city has seen some recent activity has been in multi-family housing, which provides affordable housing in several areas of the NWCRA.



Figures 4.15-4.16 – Varying housing conditions in the NWCRA

The housing market nationwide, but particularly in Florida, has gone through a turbulent boom and bust cycle over time. Housing was overbuilt, yet easy credit kept the prices high. The inevitable downturn, which in 2006, was particularly painful in Florida. It is important for public policy to look beyond short-term market fluctuations and concentrate on long-term fundamentals. Housing will remain a universal need, and the NWCRA needs to position itself to provide an adequate supply of the appropriate types of housing in strategic locations.

For the most part, housing delivery systems are driven by the private sector, which depends upon certain local economic and market conditions, including the price of land, the availability of capital, cost of labor and materials, and demand for housing. Local government, particularly redevelopment agencies, can influence the process through maintaining an adequate supply of buildable land and an adequate infrastructure to serve the future development. Local government in many cases must stimulate the housing delivery system by providing incentives and facilitation of the process, or by actually being a developer itself.

The role of the NWCRA in this process will be one of active participation. By implementing programs that improve the overall area or provide financial opportunities to area residents to improve their living conditions, the NWCRA will create the incentive for additional private investment in the area. The programs found in this document are intended to provide incentives to developers and non-profit community development corporations to enhance housing development, both affordable and market rate.

5. Infrastructure

The provision of infrastructure support and community services will be the responsibility of

the City in most cases; however, the NWCRA will participate when needed and in association with specific redevelopment projects, such as the MLK Boulevard streetscape beautification. On and off-site infrastructure improvements, such as parking, roadways, utility upgrades, drainage innovations and other improvements may be used by the NWCRA as incentives to secure private sector redevelopment.



Figures 4.17-4.18 – Streets are generally in good condition, although utilities may need improvement.

6. Recreational Facilities



Figures 4.19-4.20 – There are a number of parks throughout the NWCRA

As with infrastructure, the City, the County, and others will be responsible for the provision of recreational facilities for the residents, except in cases where the CRA develops a project that incorporates a recreational facility. For example, the NWCRA was instrumental in the development of the Larkins Center in conjunction with redevelopment of MLK Boulevard and Blanche Ely Avenue. The City's recreational facilities are varied and play an important part of the economic development of the NWCRA.

7. Education

Although education is thought to be the sole responsibility of the Broward County School Board, the City, County and CRA will continue to joint venture and assist in the

development of educational facilities in the NWCRA. High quality educational institutions will attract residents to the NWCRA, which in turn will act to improve the quality of the area and assist with the elimination of blight.

8. Market Conditions and Development Potential

The revitalization of the older neighborhoods has been a focus of the NWCRA's efforts for many years. Old Town was seen as the essential center of the community, and the improvement of the entire City was seen as being contingent on re-creating a vibrant core. The strategy has generated significant development and economic activity in the downtown. A review of the history of these efforts should serve to re-affirm the redevelopment objectives, and to suggest some modifications to the strategy, if necessary.

9. Retail Market



Figure 4.21 – Old Town retail



Figure 4.22 – Auto oriented strip retail

Retail within the NWCRA provides some neighborhood-oriented services, but also suffers from numerous vacancies. Old Town provides many neighborhood retail services within a convenient, easily accessible environment, although it is poorly connected to the surrounding neighborhoods. Atlantic Boulevard offers larger retail and services uses that draw their market area from the entire City. They are less dependent on the demographic strength of the immediate area. Neighborhood retail, on the other hand, tends to reflect the needs of the immediately surrounding area. In most areas of the NWCRA, the neighborhood demographics are not strong enough to support an active retail environment.

Old Town has, by default, assumed the role of the local service commercial center for the area. Many of the spaces are too small to attract national branded retailers, so a variety of local uses have occupied them instead.

Over time, the downtown, as the traditional center of economic activity for a city became an outmoded concept. This pattern was true throughout the United States. Revitalized downtown retail environments do exist however, and they typically involve a reconceptualization of the role of downtown retail. A downtown needs to be a unique, niche market. It offers the kind of historic character, walkable streets, and cultural amenities that are difficult to match in a conventional shopping center. As such, it can target a much larger geographic area. While the immediate neighborhoods around downtowns did not experience much growth in the past few decades, this larger radius experienced very strong growth. A grocery store or drugstore

typically relies on a market area of only a few miles, but a properly targeted downtown has to rely on other uses to draw from its larger market area. A true downtown should be an employment center as well, and the employees can help to support the local businesses.

A properly configured downtown environment must also try to accomplish several other objectives:

- The clustering of similar uses to promote synergy and pedestrian flow. This is important for uses such as art and antiques, where shoppers like to browse several similar stores to comparison shop.
- A comprehensive, area-wide approach to parking that relies on the users parking once and then walking. Indeed, the streets should be thought of primarily as pedestrian streets with traffic calming and routed to consolidated parking facilities as soon as possible.
- Continuity of the pedestrian experience. Dead storefronts, vacant lots, blank walls, and large parking lots all serve to diminish the interest of the pedestrian. In contrast, active, permeable and accessible storefronts, directly on the sidewalk serve to engage the pedestrian.

Because a CRA is typically dealing with a multitude of different property owners and development conditions, accomplishing this becomes challenging. A good downtown retail environment that incorporates entertainment can also tap underserved markets that are usually not targeted by the typical consumer establishment. Full-time retirees, seasonal residents, students, and business commuters are all potential markets for a downtown.

The uses best suited to this kind of an environment include:

- Art, antiques, local crafts, and specialty gifts.
- Dining and food specialties such as ice cream, bakeries, cafes, etc., especially those that can offer indoor and outdoor facilities.
- Entertainment, music, bars, and games.
- Specialty apparel and accessories.
- Tourist oriented items such as souvenirs, maritime themed goods, etc.

A downtown needs to be managed as a coordinated retail environment. Consistent image campaigns, marketing programs, and area-wide promotions are essential. A central business directory and wayfinding system serves to unify the area.

10. Office Market

The demand for office space is related to the creation of new businesses as well as the desire among existing businesses to move up to newer or better office space. While the NWCRA does have some office uses, it lacks Class A office space. The office space within the NWCRA has a fairly high vacancy rate due to the level of office space quality. Additionally, the NWCRA lacks the retail space at the ground floor level that would typically support office uses on the upper floors. The intersection of I-95 and Atlantic Boulevard is a prime location

for Class A office space and is integral to the proposed Innovation District. Office space is a good use for the upper floors of a downtown building that features retail or other active uses on the ground floor. Thus, in the historic area, the ground floor space should be reserved for retail or other active uses. Further away from Old Town, small scale stand-alone office buildings could also do well. Due to its location, the proposed Innovation District can support small scale office uses, as well as Class A office space.

11. Industrial Market



Figures 4.23-4.24 – Newer industrial development at the Pompano Center for Commerce

The industrial market in Pompano Beach is quite strong, and much of the available facilities are located in the NWCRA. The area is well served by roadways and railways and has traditionally been a center for industrial and warehouse facilities. Indeed, Pompano Beach captures about 25% of the market for all of Broward County for industrial space.

Industrial uses have traditionally been one of the strengths of Pompano Beach's economy. The industrial uses in the NWCRA are approaching complete build out with approximately a 91% occupancy rate. It is imperative that the NWCRA continue to take steps necessary to foster this robust industrial market.

12. Hotel and Tourism Market

One of Florida's strongest industries is the tourism market. Pompano Beach does not have a strong hotel market. The best opportunities exist in the proposed Innovation District of the NWCRA, as well as locations near the beach. The location of the proposed Innovation District is well-suited for a nationally-branded hotel to anchor the district. Ideally, if Pompano Beach can position itself as a destination, it will enable the City to capitalize on its hotel and tourism market.

13. Housing Market

Ultimately, the success of the redevelopment plan will be determined by the amount of residential development within the NWCRA. Residential uses drive demand for all other uses, especially retail and other commercial uses. As noted earlier in this plan, population growth in the neighborhoods has lagged well behind the pace in the rest of the county. Indeed, this was

one of the principal drivers behind the formation of the NWCRA. The NWCRA has experienced the disinvestment seen in many older, traditional communities, as the residents moved to newer, larger homes with better amenities.

The predominant housing typology in the NWCRA is low-density single-family detached housing. To attract desired retail and commercial uses, the typology should include a balanced mix of medium and high density housing as well. The proposed Innovation District will feature a mix of medium and high density housing and is intended to support the retail and commercial uses in the district.

In recent years, the NWCRA has assembled numerous vacant parcels for infill housing redevelopment. This land assembly allows the NWCRA to influence the quality of the housing stock on vacant parcels, while encouraging a neighborhood with these vacancies to improve the existing housing. The Interlocal Agreement transfers the responsibility for residential needs in the NWCRA to the County, to be addressed by a committee selected by the County to carry out the housing objectives of this Plan. The NWCRA will continue to be responsible for housing that is featured in the proposed Innovation District. This will allow the NWCRA to promote the medium and high density housing that will create a better housing mix in the NWCRA.

C. Neighborhood Impacts of Redevelopment Efforts

The following section describes the potential impacts of redevelopment efforts on the residential neighborhoods of the NWCRA. It should be noted, as described in Section II.D above, that the Interlocal Agreement shifts the responsibility for residential redevelopment to the County with input from an advisory committee. The CRA's responsibility will continue to focus on the impacts of redevelopment efforts in the NWCRA associated with the proposed Innovation District and redevelopment of the downtown. While neighborhood impacts have been considered for the specific redevelopment actions recommended in the Plan, some impacts resulting from their implementation may be determined at a later date, particularly as projects become more clearly defined.

1. Relocation of Displaced Residents and Businesses

To protect the residents and businesses within the NWCRA, the CRA has adopted a relocation policy containing procedures for relocation. When required by redevelopment actions, the relocation of residents and businesses within the NWCRA will follow the officially adopted procedures. Expenses and financial assistance required by these procedures will be the responsibility of the NWCRA.

2. Traffic

Although redevelopment actions will tend to increase overall traffic, the NWCRA has an existing roadway network that serves the entire City. The City and the CRA have made substantial investments in improving the roadways, including street reconstructions, lighting, beautification, landscaping, traffic calming, and pedestrian walkway enhancement. These improvements will result in better traffic flow and, for smaller neighborhood streets, enhanced mobility for pedestrians and non-motorized transport.

The major impacts of the CRA's redevelopment efforts on the existing roadway network within the NWCRA, will occur through its efforts to revitalize Old Town and the neighborhoods. It should be noted that continued development and redevelopment of the compact downtown core should also encourage alternate means of transportation, particularly where employment and housing are within walking distance of each other. A component of the redevelopment effort is the provision of housing units near the Old Town area and other commercial concentrations so that many of the residents of these new housing units will be able to walk or bicycle to shopping or to work.

Although implementation of individual redevelopment projects may require improvements or modifications to the existing roadway network, these localized impacts will be reviewed when specific project designs are undertaken. It is also recommended that architectural and site-specific design solutions be considered to mitigate potential traffic and parking impacts of specific projects on adjacent residential neighborhoods.

3. Environmental Quality

The redevelopment actions proposed in the Plan are intended to improve the environmental quality within the NWCRA. Several incentive programs established by the CRA allow businesses in the area to make exterior improvements to their properties which they could not otherwise fully afford. It is expected that improvements associated with these programs will foster a new sense of community pride and spur additional revitalization efforts throughout the area, thus reducing slum and blighted conditions.

Streetscape and landscape improvements associated with many of the redevelopment projects will, when completed, upgrade the overall appearance of the area. Several projects, involving removal of existing uses, followed by full-scale redevelopment, will improve the appearance of several blocks within the downtown area.

4. Demand for Community Facilities and Services

Because the NWCRA contains the oldest sections of the City, it has the availability of a full range of community services and facilities usually associated with urban areas. However, due to the age of these facilities, there is a potential problem with their conditions and obsolete design. These aging facilities are among numerous projects intended for improvements through the approval of the G.O. Bonds.

The NWCRA is reasonably well supplied with park facilities, mostly in good condition. Opportunities to augment the existing park facilities with smaller pocket parks/dog parks could present themselves as residential infill moves forward. Recreational projects have been funded and will continue to be funded by the City and the County, as well as the NWCRA.

At the present time, there are several existing public schools within the NWCRA. Some of these schools are planned for renovation by the Broward County School Board (the School Board). The School Board plans no other major actions affecting existing school facilities within the NWCRA in the near future. While the existing facilities meet the current needs within the NWCRA, the City will continue to coordinate with the School Board on addressing

facility needs based on population growth within the NWCRA.

D. Consistency with the City's Comprehensive Plan

Section 163.360 of the Act requires that the Plan be consistent with the City's Comprehensive Plan. Projects and proposed redevelopment initiatives within the NWCRA are continually evaluated for such consistency. The CRA will continue to coordinate with the City on amendments to the Plan that are required to maintain the Plan's consistency with the City's Comprehensive Plan.

V. SECTION FIVE – THE REDEVELOPMENT PROGRAM

A. Community Redevelopment Agency Projects and Programs

The projects and programs of the CRA in the NWCRA are designed to solve underlying problems that have a blighting influence on the redevelopment area, satisfy basic needs of the populace or take advantage of opportunities for economic, social or aesthetic improvement. Overall redevelopment strategies of both the CRA and the City are embodied within these projects and programs undertaken by the CRA.

The following sections provide a description of current and proposed projects and programs for which funding is provided, or may be provided, for the NWCRA. For organizational purposes, these projects and programs have been divided into three groups: Group 1: Planning; Group 2: Redevelopment; and Group 3: Community Improvements. This organizational structure is not meant to be mutually exclusive because many projects contain components which fit into more than one category.

1. Group 1: Planning

1.1: Community Redevelopment Area Planning

Background

The City and the CRA, together with many other organizations, businesses and individuals completed a series of charrettes and studies for redevelopment initiatives in the NWCRA. These areas include Old Town, MLK Boulevard, residential neighborhoods, and specific streets. The charrettes and studies produced reports which have laid the groundwork for many of the programs that the CRA and City have implemented over the years. In addition, the studies have set the stage for future planning. The general planning program discussed below provides the framework for future studies and evaluations of specific issues in the NWCRA.

Project Objectives

- Update the Plan as necessary to incorporate new information and changed conditions.
- Update any Sub-Area or neighborhood plans as necessary to incorporate new information or changed conditions.
- Continue the planning process to improve long range strategies.
- Support the City's planning and housing efforts.
- Provide a basis for new ideas and research for grants.
- Identify new issues which meet the objectives of the NWCRA.
- Promote the arts and culture of Pompano Beach and especially the NWCRA.
- Encourage both workforce housing and market rate housing in the district.
- Study the opportunities for the creation of public open spaces.

- Study infrastructure needs.
- Encourage the construction of parking, both public and private, to meet the current and future demand.
- Promote historic preservation.
- Increase business opportunities in the area that result in job creation.
- Improve street appearance by beautification.
- Improve building conditions and appearance.
- Improve street conditions and pedestrian activity through traffic calming.
- Provide continued support for mass transit principals.

Project Description

- Study the parking needs, issues, and requirements in each sub-area, including retaining parking consultants.
- Study the feasibility of creating parking assessment districts to improve the parking in a specific area.
- Evaluate automobile and pedestrian traffic patterns and make recommendations for improving roadways and walkways.
- Evaluate and implement the wayfinding needs of the NWCRA.
- Provide support to the City for updates to historic building and historic site surveys in the NWCRA.
- Create programs for encouraging the preservation of historic structures, including utilizing adaptive reuse.
- Continue to study building codes, zoning regulations and land development regulations to improve the redevelopment process and implementation, particularly housing, commercial and industrial.
- Create design guidelines in sub-areas or neighborhoods to encourage quality development.
- Continue to identify important structures and properties for acquisition and redevelopment.
- Study the feasibility of establishing assessment districts or business improvement districts within the NWCRA to accelerate improvements.
- Study funding sources for housing, commercial, public infrastructure and industrial development, including industrial revenue bonds.
- Evaluate mobile home parks, brownfields, junkyards, foreclosed and tax delinquent and underutilized properties for reuse and redevelopment.
- Create a series of master plans for sub-areas including Old Town, City Hall, MLK Boulevard, Collier City neighborhood, Hunters Manor neighborhood, Blanche Ely High School neighborhood area, and the industrial areas.
- Identify infrastructure requirements which will be needed to accommodate the ultimate level of development intensity.
- Review long-range infrastructure needs.
- Increase housing opportunities, both workforce home ownership and market rate housing.
- Encourage small business and local business development.
- Study and plan all issues that relate to meeting the objectives of the NWCRA.

- Study “green” infrastructure for existing and future public and private structures and facilities.

2. Group 2: Redevelopment

2.1: MLK Boulevard Improvement Program

Background

MLK Boulevard which stretches from Dixie Highway on the east to the CRA’s western boundary at the Turnpike, is an important commercial roadway in the NWCRA. Formerly called Hammondville Road, it historically was an economically vibrant strip, lined with restaurants, jazz spots, hair salons, clothing stores, and other retail catering to the nearby residents. Beginning in the 1960’s, however, the advent of shopping malls in the suburbs doomed the street’s commercial viability.

The CRA has made several important public improvements on MLK Boulevard, including the beautification of the roadway from Dixie Highway to Northwest 6th Avenue. A Tiger grant funded the improvement of the roadway from Powcrline to the Florida Turnpike. Both the City and the CRA have funded additional improvements to MLK Boulevard and adjacent roadways. The G.O. Bond will fund the improvements on MLK Boulevard from 6th Avenue to the I-95 underpass. In addition, the City constructed the Larkins Center in 2005. The community center provides space for theatre, meetings, events, commercial kitchen use and exhibitions. MLK Boulevard can become the area’s new downtown commercial corridor. It is envisioned that it will contain a mix of uses including retail, office and residential.

Project Objectives

- Provide economic stimulation and increase investment on MLK Boulevard.
- Eliminate blighted conditions along MLK Boulevard.
- Encourage small business and local business development.
- Acquire land over a long term to aggregate sites sufficiently large enough to encourage redevelopment.
- Develop programs, events, and projects which attract new consumers to MLK Boulevard.
- Improve the visual appearance of existing structures.
- Improve pedestrian areas.
- Improve parking for consumers and tenants.
- Improve perceptions of nighttime safety for visitors by adding street lighting.
- Support a merchant’s association once a critical mass of merchants is established.
- Enhance the pedestrian nature of streets leading into the MLK Boulevard.
- Assist in promoting MLK Boulevard as a neighborhood shopping destination.

Project Description

- Continue the street beautification of MLK Boulevard.
- Provide reimbursable grants for building façade improvements.

- Support the City’s art in public places program within the NWCRA.
- Support a merchant’s association once formed.
- Work with the sheriff’s department to establish innovative community policing.
- Work with the City to establish uniform sign and design guidelines.
- Maintain a street banner program.
- Research and implement a business improvement district, if feasible.
- Work with the City’s cultural affairs department to attract consumers to MLK Boulevard.
- Provide assistance for infill projects, as authorized by the Act.
- Provide assistance for rehabilitating existing structures as authorized by the Act.
- Provide assistance for businesses that want to locate on MLK Boulevard through various incentive programs established by the CRA from time to time.
- Encourage public/private (P-3) redevelopment projects.

A major component of the program will be site acquisition, assembly and resale for redevelopment. The CRA may also acquire property for construction of centralized parking facilities to service the surrounding areas. The parking lots constructed under this program may be municipal lots entirely for public use, may be sold or leased to private entities or may be a combination of both. Private users located in the surrounding areas may arrange to pay the CRA or other public or private entity a fee to lease or purchase enough parking spaces to meet City parking requirements for their use.

2.2: Downtown Redevelopment – Old Town

Background

The CRA and the City have acquired several parcels of land in the Old Pompano Beach downtown called “Old Town.” A planning study was conducted for the small historic urban center to provide design standards for street improvements, including landscaping of public right of ways. Old Town serves as an anchor of the NWCRA priority area and the redevelopment of MLK Boulevard. The four-block area, more or less, hosts a county-operated mass transit station. The CRA desires the station be converted to multi-modal facility to be located east of Dixie Highway. In recent years, the CRA has rehabilitated two historic vacant buildings, the Bailey Contemporary Arts Center (BaCA) and the Historic Ali Cultural Arts Center (the Ali). Additionally, the CRA has created a public plaza with a unique water feature (a fire fountain). The proposed Innovation District is intended to complete the creation of a true downtown for the city.

Project Objectives

- Encourage economic stimulation and investment in the NWCRA area.
- Improve marketability and demand of the old downtown retail core and provide a stimulus to MLK Boulevard retail.
- Increase nighttime activity in the downtown.
- Preserve remaining historic buildings and history of the area.
- Encourage neighborhood services to the nearby residential neighborhoods.
- Provide an urban retail center for future transit commuters and provide additional parking for transit.
- Encourage job creation in Old Town and on MLK Boulevard.

- Improve connectivity between the MLK commercial corridor, Old Town and the government complex that houses the County’s Library and City’s Cultural Center.

Project Description

- Development of the Innovation District, to include a mix of uses such as hotel, retail, office, and residential.
- Offer incentives to attract major businesses and maintain existing businesses, such as providing infrastructure improvements (utilities, drainage and streetscape), façade improvements, strategic investment for interior improvements, and parking (structured, on and off-street spaces and parking lots).
- The CRA may acquire buildings and land to accelerate the redevelopment process.
- Provide a public park or green space to anchor the commercial center.
- Provide infrastructure for nighttime activity and weekend activity such as a green market.
- Provide basic infrastructure for the area.
- Provide infrastructure for transit and coordinate with Broward County and the State of Florida and FEC Railway.
- Develop local transit complementary with regional transit.
- Construct parking garages and parking lots for local and regional consumers and businesses.
- Beautify the area for pedestrians, retail and office users through streetscapes, park improvements and infrastructure.

2.3: Main Street Pompano Beach

Background

The Main Street program in Pompano Beach does not exist today. However, in the future the program may be a useful tool to organize the businesses in Old Town and MLK Boulevard to execute the principles of Main Street. The Main Street Program was developed by the National Trust for Historic Preservation and has a proven record of success in numerous historic districts. Their four-point approach focuses on Organization, Promotion, Design, and Economic Restructuring. Typical strategies include creating design standards for the new downtown, creating a viable organization to carry forward its programs, promote the downtown through advertising and promotion and be a major catalyst along with the City, CRA, Chamber of Commerce, Economic Development Council, and other organizations in restructuring the economics of the core. Normally Main Street organizations are strongly devoted to historic preservation as a tool for economic revitalization, and the opportunity in the CRA is to join three sub areas: Old Town, the Civic Core (City Hall, the Library and Cultural Center) and MLK Boulevard (“Downtown”).

A Main Street organization would operate under a 501(c) (3), non-profit corporation. The CRA’s approach to downtown revitalization will be one of supporting, assisting and funding CRA-eligible activities, such as infrastructure.

Project Objectives

- Physical and economic revitalization of the older and new downtown areas.

- Create a strong downtown center that will influence revitalization efforts in the adjoining neighborhoods.
- Enhance the pedestrian nature of downtown streets, particularly MLK Boulevard and the City Hall/Library and Cultural Center.
- Enhance security and clean up.
- Provide façade improvement reimbursable grants.
- Assist in promoting Downtown as a destination.
- Recruit businesses to relocate in the Downtown.
- Market the unique qualities of Pompano Beach.

Project Description

- Support the creation and administration of a Main Street program.
- Provide reimbursable grants for eligible redevelopment activities.
- Disseminate information regarding redevelopment activities, including short term and long-term redevelopment projects.
- As a community policing innovation, establish a security ambassadorship program that allows non-law enforcement personnel to canvass neighborhoods to identify crime hotspots, identify nuisance property damage, disseminate redevelopment information, serve as a liaison with law enforcement and enhance perceptions of safety.

2.4: Mixed-Use Commercial and Residential Infill Redevelopment

Background

The City and CRA, as part of their long range strategy for redevelopment, wish to encourage private development on infill sites in all the sub-areas of the NWCRA. The City and CRA have expended great resources on improving the infrastructure and the appearance of many parts of the NWCRA. With the progress that has occurred in acquisition of infill sites and making numerous infrastructure improvements, participation by the private sector is now needed to complete the redevelopment objectives. Infill sites can be as small as a single lot for a new home, or as large as multiacre sites for mixed use or residential redevelopment.

Project Objectives

- Encourage economic stimulation and private investment in the sub-areas of the NWCRA.
- Assemble sites for small, medium and large-scale projects.
- Improve marketability and demand for retail uses in the NWCRA sub-areas.
- Provide additional neighborhood shopping opportunities and services for area residents.
- Increase nighttime activity in the commercial areas.
- Provide housing opportunities both affordable and market-rate.
- Eliminate blighting influences.
- Target redevelopment projects for job creation in the NWCRA.

Project Description

- Development of mixed-use redevelopment projects, housing projects and commercial revitalization projects.
- Offer incentives to encourage mixed-use projects and to attract major tenant(s) such as reimbursable improvement grants, development of parking, and development of utilities and other infrastructure.
- Assist the City to study building, zoning and other land development regulations for infill buildings and make recommendations to the City Commission for changes to the respective codes to encourage infill development.
- Continue to acquire infill sites for the purpose of reselling to the private sector. The sites may require multiple acquisitions, demolition of structures, environmental clean-up, site planning analysis, market research and other investigations by the CRA to enhance the sale of sites.
- Acquire blighted buildings for resale to commercial and industrial users.
- Acquire property for public or private parking.

2.5: Commercial Corridors Improvement Program

Background

The NWCRA contains several commercial corridors including MLK Boulevard (discussed in specific program above), Dixie Highway, Powerline Road and West Atlantic Boulevard, NW 27th Avenue, NW 31st Avenue and several pockets of neighborhood commercial streets. This program is designed to build upon previous redevelopment efforts and set the stage for future initiatives to improve the commercial corridors for business, retail and office.

Project Objectives

- Encourage economic stimulation and increase private investment in the downtown core.
- Encourage increased nighttime activity.
- Provide street lighting to help improve pedestrian accessibility and the perception of nighttime safety.
- Provide reimbursable grants to improve visual appearance of existing structures.
- Improve pedestrian areas in front of commercial land and buildings.
- Improve linkage between parking areas and destinations for downtown workers and visitors.
- Improve perceptions of nighttime safety for downtown visitors.

Project Description

- Assist the City to establish sign programs, including regulations, and design guidelines.
- Continue the improvement of streets, alleys, and other right-of-way improvements.
- Assist the City to establish a sidewalk vendors program.
- Provide reimbursable grants for façade improvements to properties.

- Assist the City to include “art in public places” in redevelopment projects.
- Provide reimbursable grants for the redevelopment of historic structures.
- Development of parking lots and structured parking for public and private spaces.
- Conduct CRA-eligible marketing activities in the NWCRA.
- Encourage the merchants and property owners to establish a merchant’s association.

2.6: Neighborhood Improvement Program

Background

When the NWCRA was established in 1989, the neighborhoods of the northwest were severely blighted. Much has changed since that time. Once severely crime ridden, the area has improved with the clearance of many substandard structures and the building of both multi-family and single-family neighborhoods. The residential neighborhoods contain valuable consumers who must be attracted to the NWCRA’s new downtown to shop. These neighborhoods represent the first band of urban housing outside of the MLK Boulevard area and other commercial corridors such as NW 27th Avenue. They should be preserved, revitalized and enhanced. There is still a need for crime elimination and prevention in the NWCRA and redevelopment activities that further improve public spaces and infrastructure.

Project Objectives

- Elimination of blighting influences.
- Physical and economic revitalization of the neighborhoods.
- Increase resident participation in the revitalization process.
- Maintain the character of the neighborhoods.
- Encourage a mix of income groups in the residential areas.
- Preservation of contributing historic structures displaced by redevelopment.
- Improve the appearance of the area.
- Improve safety for residents and their guests.
- Improve visual appearance of existing structures.
- Improve the livability of the neighborhoods.
- Promote home ownership.
-

Project Description

- Acquire blighted property for redevelopment.
- Partner with the City on neighborhood code enforcement.
- Acquire problem properties, rehabilitate and resell to homebuyers.
- Establish maintenance and clean-up programs to eliminate trash, unsightly structures, and other blighting influences.
- As a community policing innovation, establish a security ambassadorship program that allows non-law enforcement personnel to canvass neighborhoods to identify crime hotspots, identify nuisance property damage, disseminate redevelopment information, serve as a liaison with law enforcement and enhance perceptions of safety.
- Supplement City Housing and Urban Improvement Department (OHUI) emergency

- funds for homeowners in dire need to correct life-threatening housing conditions.
- Provide funds for the upgrading and/or replacement of infrastructure including water distribution, sanitary sewer collection, storm water collection, road building and resurfacing, sidewalk, street lighting, landscaping, and other infrastructure.

2.7: Workforce Housing and Market Rate Housing

Background

The City and the CRA have a goal of improving the NWCRA. The NWCRA has many positive attributes, including historical structures and affordable homes, but the area is also blighted, dominated in certain areas by rental housing and in a state of disinvestment. In addition, there are a substantial number of vacant lots in the area and many of the structures in the area have been converted to multi-family rentals.

The overall objective is to invigorate the neighborhood with new homebuyers and establish the area as a viable home ownership community.

Project Objectives

- Provide affordable and workforce housing for residents. A blend of affordable, workforce and market rate housing is encouraged.
- Encourage market rate housing and mixed income communities.
- Stabilize and preserve the neighborhoods through redevelopment and the elimination of slum and blight.
- Encourage fee simple home ownership.
- Reduce the number of blighted multi-family structures in the neighborhood.
- Work directly with the OHUI on individual single-family homes, subdivisions, workforce and senior housing.

Project Description

- The City's Office of Housing and Urban Improvement (OHUI) is primarily responsible for the development of housing product throughout the City. Additionally, the Interlocal Agreement provides that the County will use \$10,000,000 to remove residential slum and blight in the NWCRA. Accordingly, the CRA's role will be to support the efforts of the City and the County in connection with their housing initiatives.
- Continue to acquire blighted properties for redevelopment as housing stock.
- Continue to establish innovative community policing strategies.
- Where appropriate, convert CRA-owned vacant lots to neighborhood or pocket parks and improved open space.
- Provide funds for the upgrading and/or replacement of infrastructure including water distribution, sanitary sewer collection, storm water collection, road building and resurfacing, sidewalk, street lighting, landscaping, and other infrastructure.

2.8: Historic Preservation

Background

The City and the CRA support historic preservation. The benefits of historic preservation are numerous. Historical neighborhoods and historical commercial areas feature buildings and homes built close to the street. Abundant sidewalks and proliferation of front porches create a pedestrian friendly environment. This creates an increase in social interaction that is good for creating a sense of community and increases “eyes on the street.” This, in turn, results in a reduction of crime. Historic preservation also contributes to the economy.

The CRA’s intent is to disseminate information about the benefits of historic preservation as a tool to remove slum and blight in the NWCRA. Additionally, the CRA has already improved two significant historic structures in the NWCRA, the BaCA and the Ali Building.

Project Objectives

- Preserve the heritage of the NWCRA.
- Use historic preservation as a tool for economic restructuring.
- Utilize historic preservation to combat and eliminate blight.
- Encourage residential restoration of historic buildings.
- Encourage the compatibility of historic structures and new structures in residential and commercial areas.
- Utilize the historic architectural styles of the City as a reference for new construction styles.
- Provide sites for historic buildings displaced by redevelopment.

Project Description

- Support a downtown historic district.
- Purchase vacant lots for use for historic homes displaced by redevelopment in the NWCRA.
- Review and recommend changes to the building codes, zoning codes and other land development regulations for adaptive reuse and renovation of existing historic structures.
- Acquire historic buildings, which are threatened by decay and/or demolition and provide, if required, structural and façade improvements to maintain the historical integrity of a structure.
- Acquire land for purposes of adding property to a historic redevelopment project for parking and open space.
- Acquire land for purposes of providing a site for any historic structure threatened by demolition. Such project may include the acquisition of the threatened structure, the moving of the structure to a new site and the construction of adequate foundation for the structure. The CRA may provide if required, structural and façade improvements to maintain the historical integrity of the structure and repurpose for residential or commercial use.

2.9: Industrial Area Improvement

Background

A portion of the City's industrial area rests in the northwestern part of the NWCRA, west of I 95. In many cities in South Florida older industrial areas are being replaced by residential and commercial uses. New industrial areas are being created in the suburbs. The Pompano Beach industrial area, however, is strategically located close to the interstate and Florida turnpike, as well as close to two major rail lines. In fact, Pompano Beach sits in the middle of a large market area for goods and services and represents one of the largest collections of industrial uses in the State of Florida with over 30,000,000 square feet of leasable space in the City. Uses vary in the industrial area and include warehousing, manufacturing, distribution and office/warehousing.

One characteristic of the City's industrial area is sites vary in size and some lack infrastructure. Many of the older buildings lack adequate parking for employees and streets lack landscaping, lighting and drainage. The challenge of redevelopment is to improve the infrastructure, to aggregate small lots to construct larger, more modern facilities and to market the area as an important location for business. In the NWCRA, the industrial space is largely built-out and leased.

Project Objectives

- Provide economic stimulation and increase investment in the area.
- Create a uniform signage strategy at strategic locations to help "brand" the district.
- Eliminate blighted conditions in the area.
- Improve the infrastructure in the area over time, including but not limited to drainage improvements, lighting, parking, sidewalks, and landscaping.
- Seek to integrate office with the predominant warehouse uses.
- Target industries such as aviation and clean tech.
- Co-locate industrial uses to create connectivity with the Innovation District.
- Investigate the creation of an industrial merchants' association to promote the area.
- Recruit businesses to relocate in the area.
- Encourage incentive opportunities, including the Strategic Investment Program (SIP) and Real Estate Development Accelerator (REDA) Program.
- Clean up any CRA-owned brownfield sites.

Project Description

- Provide reimbursable grants for building restoration, site improvements and infrastructure.
- Review and recommend changes to the building codes, zoning codes and other land development regulations affecting redevelopment in the industrial area.
- Acquire properties and/or vacant land, which are underutilized and are ripe for redevelopment.
- Work with the City on intensifying code enforcement.

- Research and support, if feasible, implementation of an industrial merchants' association.
- Implement the master drainage plan for the Innovation District.

2.10: Cultural and Educational

Background

The NWCRA and the City have determined its downtown and the community as a whole should be an arts and education magnet for its residents and surrounding neighbors in the County. The creation of an arts' district is less a geographical determination, but rather a business and marketing plan. An arts' district would include all the performing, visual arts and culinary arts, which include dance, singing, theatre, music, painting, sculpture, graphic design, cooking, pottery, and many other mediums. The City has the beginning of a cultural and educational district in the downtown with the Ali on MLK Boulevard and BaCA on NE 1st Street.

In 2004, the community expressed the need for two new community schools, a middle school and an elementary school, to be located on MLK Boulevard east of Powerline Road. The CRA will continue to explore this concept with the School Board.

In approximately 2018, the City formed a Cultural Affairs Department and has assumed the responsibility for establishment of a cultural and arts district throughout the City, specifically including the cultural arts facilities located in the NWCRA. The CRA will continue to cross-promote cultural activities that support redevelopment of the area.

3. Group 3: Community Improvement

3.1: Residential – Interlocal Agreement

Background

As indicated in Section II.D above, the Interlocal Agreement provides for \$10,000,000 of County funds to address residential slum and blight in the NWCRA. The CRA no longer has the primary responsibility for this aspect of redevelopment. The CRA will, however, support the County's efforts in this regard, by its redevelopment activities in the Innovation District.

Project Objectives

- To enhance the physical appearance of the NWCRA District.
- To eliminate and prevent the spread of residential slum and blighted conditions.
- To establish the Innovation District to complement the County's redevelopment efforts.

Project Description

- Create an incubator program in which small businesses may use office space provided by the CRA and the private sector can provide training for marketing, finance and other business functions.

- Offer CRA-owned properties, in the form of a reimbursable grant, as an incentive for redevelopment by the private sector.
- Continue to make infrastructure improvements within the NWCRA that complement the County's efforts regarding removal of residential slum and blight.

3.2: Private Sector Redevelopment Efforts

Background

To assist private sector redevelopment efforts, the CRA, through an annual allocation of funds, may provide assistance for private sector projects on a case-by case basis. CRA assistance may include programs such as the REDA, the SIP, and the Strategic Investment Streetscape Program (SISP). The existing programs may be modified or substituted from time to time to accommodate changing circumstances.

Project Objectives

- Encourage private redevelopment initiatives by providing assistance to overcome technical, administrative and economic obstacles to the development of selected projects within the NWCRA.
- Increase private investment through current NWCRA projects and Programs.

Project Description

- Use of the allocated funds for individual projects shall be solely at the discretion of the CRA, and the CRA may adopt from time to time a series of policies and guidelines for the programs.
- Use of loans, grants and direct contracting of work by the CRA for development purposes.
- To preserve the City's historical heritage, the CRA may provide reimbursable grants for the relocation of historical structures. These grants may be paid to the property owner in annual installments, equal to a percentage of the tax increment revenue received by the CRA due to the increased assessment on the property where the structure has been renovated/relocated.
- To assist larger redevelopment projects, the CRA may also provide financing assistance to developers which may include, grants (such as tenant improvement allowance), reimbursable grants, and in certain specific circumstances, gap financing utilizing project tax increment (TIF). Such assistance may be paid in annual installments, equal to a percentage of the TIF received by the NWCRA due to the increased assessment on the property.
- Provide parking and traffic analysis of selected projects. The CRA may also provide financial assistance for construction and maintenance of parking, provided such parking includes shared use of the parking by the public.
- Provide utility relocation if the relocation is deemed critical to the economic feasibility of the project and if the relocation results in an enhanced site design.
- Provide environmental clean-up assistance for selected projects that include CRA or City owned properties.

The CRA will maintain policy guidelines regarding program requirements, financing assistance

types and limits, annual payment amounts (based on percentage of TIF revenue), and time frame over which financing assistance will be provided by the CRA.

3.3: Marketing and Special Events

Background

In the past, the CRA has provided only a small amount of funding for special events and marketing. Because the programs and projects of the CRA have a direct impact on the residents and businesses of the district, the CRA expenditures for marketing and CRA-eligible special events are necessary in order to promote new redevelopment projects and promote existing retail tenants. CRA-eligible special events are also a good source for finding new entrepreneurs for existing and future retail, office and industrial. Finally, such special events are a way of promoting an area and creating a positive impact on consumers.

Program Objectives

- Market the NWCRA area to residents, commercial interests and the surrounding regional market.
- Disseminate information about the NWCRA that will attract consumers to the businesses in the NWCRA.
- Seek new entrepreneurs for the NWCRA.
- Further the goals of the NWCRA through participation in community events.
- Improve the image of the NWCRA in the eyes of the consumer.
- Brand the NWCRA and its sub-areas, including the industrial parks, in order to attract consumers.

Program Description

- Promote and sponsor targeted CRA-eligible special events that promote new businesses locating in the NWCRA and stabilizing existing businesses. Such events are intended to be temporary in nature for the specific targeted areas in the NWCRA.
- Design and implement new marketing tools for the NWCRA for the purpose of communicating with residents, consumers, and the business community.
- Marketing tools may include tools such as branding, logo design, banners, newsletters, web site design and advertising.
- Joint venture with the City, Chamber of Commerce, and other public and private entities in the promotion of NWCRA.

3.4: Downtown Transit System

Background

The City participated in a transportation study funded by the Department of Transportation and its purpose is to develop a community-wide transportation system that links the eastern seaboard communities and the central Florida communities. The study includes the introduction of Amtrak railroad service and eventually over a long-term providing commuter rail on the FEC Railroad tracks.

The City has always been an important transportation hub. The FEC Railroad, established by Henry Flagler, built an important facility in the first decade of the 1900's. While freight is the predominant use of the lines, passenger service existed until the 1960's. A return to providing passenger service is an objective of this program. Most recently, Florida's Brightline, a high-speed rail system has been completed in the tri-county area utilizing the existing FEC tracks. The intention is to ultimately link high-speed rail between Miami and Orlando. It is hoped that development of a community transit system, together with a possible high-speed rail stop, will significantly bolster downtown revitalization efforts. The City's rail infrastructure provides a unique connection between the FEC Railroad line and the CSX Railroad line.

In 2012, Broward County Transit completed a bus transfer station at Dixie Highway and MLK Boulevard, just across the street from the preferred location of the commuter rail station site. On a long-term basis in conjunction with Broward County Transit, the rail commuter service may be linked to the east and west areas by other forms of transit. By providing a direct link to the rail station contemplated in the NWCRA new downtown, the introduction of buses and trolleys will greatly increase the accessibility of the downtown to the residential neighborhoods east and west of I-95.

Program Objectives

- To undertake non-traditional transportation projects, such as ride share and zip cars, that will promote a community/neighborhood approach to urban infrastructure development.
- To improve mobility, intermodal connections and alternative modes of transportation.
- To respond to local transportation needs and priorities.
- Develop an alternative means of transportation between the downtown Amtrak Station and the commercial and residential areas to the west and east.
- Support the development of the Rail Station along the FEC commuter line.
- Encourage more pedestrian-friendly transit options, such as limiting automobile trips in targeted areas within the NWCRA.
- Provide affordable transportation options.
- Support Broward County Transit to include park and ride, educational corridor transit, and Atlantic Boulevard transit from the beach to the Sawgrass Expressway.

Program Description

- The CRA may provide limited trolley service at special events, on a case-by-case basis at the discretion of the CRA. The CRA may provide, on a limited basis, a tram, which would be the precursor to a full-scale transit program.
- The County, or other appropriate transportation agency shall be the lead agency in development of the full-scale transit program. The CRA will work with the City to develop community transit options that may include mobility hubs to complement a full-scale transit program. The CRA will support the addition of a high-speed rail stop within the City.

3.5: Business Development

Background

Increasing economic activity within the NWCRA is a major objective of the overall community redevelopment program. Investments by the CRA that result in increased business opportunities have positive impacts on employment, the tax base, and the physical environment, all of which are positive steps toward the elimination of slum and blighted conditions. Many other CRA programs are aimed at increasing economic activity within the NWCRA. The purpose of this "Business Development Program" is to provide a means to focus the effort. The primary goal of the program is to facilitate small business development within the NWCRA. Types of businesses to be encouraged include arts retail, specialty retail shops, apparel shops, neighborhood retail, restaurants, and other unique businesses that add vitality, attract visitors and help Pompano Beach to find its niche in the market.

The program will encourage and support businesses by providing assistance during their crucial first year of operation or expansion. The program will provide additional benefits to the local economy by helping to eliminate some of the vacant commercial space within the area. This not only improves the overall appearance of the area, but also contributes toward the development of a critical mass of activity, whereby individual businesses draw additional customers for each other.

Program Objectives

- Provide economic stimulation to the area.
- Increase business opportunities.
- Decrease unoccupied commercial space within the area.
- Prevent the spread of slum and blighted conditions.

Program Description

- Provide rental abatement during tenant improvement periods for the early years of multi-year leases of CRA-owned properties.
- Provide rental subsidies during emergencies such as a pandemic or other circumstances that affect the economic stability of existing and new businesses.
- Provide rent forbearance on CRA or City owned properties within the NWCRA during emergencies such as a pandemic or other circumstances that affect the economic stability of existing and new businesses.
- The CRA shall maintain policy guidelines regarding types of assistance, funding limits and eligibility requirements.
- Although the CRA shall make its decision on a case-by-case basis, general assistance shall not be given for uses which do not reinforce and further the redevelopment strategy and goals of the CRA or are non-conforming with regard to the City's Land Development Regulations. Provide master leases to developers on CRA-owned properties.

3.6: Grant Administration Program

Background

To facilitate additional investment within the NWCRA, the CRA will administer grants, which complement the redevelopment efforts of the NWCRA and the goals of the Plan. It is anticipated, this additional investment within the NWCRA will result in increased opportunities for residents, have positive impacts on employment, housing, the tax base, and the physical environment, all of which are effective steps toward the elimination of slum and blighted conditions.

Program Objectives

- Provide economic stimulation to the area.
- Increase business opportunities.
- Increase housing and commercial and industrial opportunities.

Program Description

- The NWCRA may apply for, accept, and administer grants from Federal, State, and local governmental entities, charitable foundations and entities, and such other organizations as may offer grant funds for the planning and carrying out of redevelopment efforts in pursuit of the purposes of the Plan.
- The NWCRA may create a non-profit entity to serve as a grant receiving organization for dispersing funds to the NWCRA or directly to a project.
- Hire grant consultants to assist in securing grants for the redevelopment area.

3.7: Public Space and Public Property Improvement Program

Background

The CRA and City have a strong desire to improve the public spaces within the NWCRA and on public properties. The areas include streets, parks, public building open space, parking lots and garages, and other public property. Of particular priority is MLK Boulevard, including Old Town and extending westward to the limits of the NWCRA. This program is designed to enhance the public spaces created on public property, but also is designed to encourage private developers to create public spaces on their projects as well.

Project Objectives

- Enlarge the public open space in the NWCRA.
- Improve the quality of life.
- Provide recreation in open spaces.
- Provide art in public spaces.
- Provide improved public facilities.

Project Description

- Provide reimbursable grants for public space improvement on both public and private land. These improvements may include but are not limited to design, parking, lighting, landscaping, signage, access road improvements, art in public spaces, utilities, restroom facilities, plazas, bicycle pathways and park furniture.
- Acquire land for public open space for use as recreation and environmental preserves.
- Enhance communication within public spaces with signage, lighting, markers and sound systems.
- Assist in installing artistic neon lighting on the Interstate, bridges and public buildings.
- Assist the City in expanding open space in the NWCRA of existing facilities.
- Acquire and implement neighborhood gardens as small open space facilities.

3.8: Public Buildings Program

Background

This program is a companion to the preceding program concerning public spaces and encourages the development by public and non-profit entities of public buildings. These buildings can have a great impact on a neighborhood or commercial area. An important example is the Ali on MLK Boulevard and the public library located within the City's new Cultural Center. Another example is the Larkins Center. The community center provides meeting space for residents and businesses in the area, and a social setting for residents of all ages, including youth, who are always in need of a space to socialize. Visitors may also utilize the public buildings and the programs which are intended to stimulate this aspect of Pompano Beach's economy.

Project Objectives

- Provide spaces for residents to conduct community business and spaces for social events and educational programs.
- Provide facilities to stimulate the tourist industry.
- Save important historic landmark buildings.
- Promote cultural activities, such as museums and exhibition space.
- Provide a venue for public open space.
- Provide economic stimulation to the area.
- Increase business opportunities.

Project Description

- Build joint venture public buildings in neighborhoods and commercial areas, including community centers, community theatres, libraries, recreation centers for neighborhood parks, public exhibit space for art and community projects, and others that enhance the quality of life in the community.
- Expand the Larkins Center as needed.
- Acquire historic buildings for reuse.
- Assist with the development and funding of public and non-profit cultural buildings.
- Assist the City and County with pre-construction services, such as brownfield clean-

- up and design of public open space.
- Assist the City and County with infrastructure needs that may serve both public and private redevelopment in the area.

3.9: Community Policing Program

Background

The CRA has determined that preventing and combating crime is an especially important part of the redevelopment process and therefore, pursuant to the statute, may fund community policing innovations within the NWCRA. Reducing crime will encourage private investment, the key to a successful redevelopment process.

Project Objectives

- Prevent and reduce crime within the redevelopment area.
- Improve police and community relationships.
- Forge community problem solving collaboration.
- Provide LED street lights throughout the NWCRA neighborhoods.
- Work closely with the County Sheriff's department, the City and the Broward County School Board in preventing crime within the local public schools within the redevelopment area.
- Work closely with code enforcement to stabilize the area.
- Create confidence in the private sector to make investments in the redevelopments area.
- Reinforce other redevelopment activities such as infrastructure improvements, beautification, code enforcement, street lighting, parking, pedestrian friendly sidewalks and many others.
- Work to stabilize the tax base.
- Eliminate the blighting influence of crime.

Project Description

- Work with the sheriffs' department and the City to identify and fund community policing innovations.
- Fund equipment innovations.
- Fund landscaping and other infrastructure improvements, employing such practices as CPTED .
- Use the program to attract other funding sources, such as community policing innovation grants.
- Joint venture with other City and County departments as well as state law enforcement agencies on community policing innovations.
- Use private security for community policing innovations, such as roving ambassadors, to improve the overall perspective regarding reduction of crime in the NWCRA.

3.10: Retail, Commercial and Industrial Incentive Programs

Background

Incentives to stimulate economic activity are important tools for the CRA. This Program provides for the creation of incentives the CRA would approve and amend from time to time. The incentives are primarily targeted to retail, office and industrial uses but may also be used for mixed-use buildings, particularly when residential is situated within the same building as the commercial uses.

The list of incentives described below are not intended to be exclusive, but serve as examples of the types of incentives that may be utilized to accomplish Plan objectives. The CRA may add or substitute incentive programs as needed from time to time.

Program Objectives

- Improve the physical appearance of buildings.
- Provide economic stimulation to the area.
- Increase business opportunities.
- Decrease unoccupied commercial and industrial space within the area.
- Prevent the spread of slum and blighted conditions.

Program Description

- Fund façade and exterior improvements, including but not limited to signage, new windows, parapets, new entrances, canopies, exterior lighting, outdoor café dining facilities and other exterior improvements.
- Fund relocation expenses and tenant assistance for occupied properties acquired by the CRA.
- Fund infrastructure improvements and equipment replacement in CRA-acquired properties.
- Provide funds to new development or the expansion of existing development based on the projected tax increment that will be generated by such development or expansion, pursuant to policy guidelines established by the CRA from time to time.
- Fund interior improvements in CRA-owned properties.
- Fund other incentive programs that may be developed by the CRA from time to time.
- The CRA shall maintain policy guidelines regarding types of assistance, funding limits and eligibility requirements.

B. Programs of Regulatory Actions

The following section describes the changes to existing City regulations that will be required to implement the Plan.

I. Comprehensive Plan Amendments

The City will endeavor to amend its comprehensive plan to reflect the CRA Plan, as amended from time to time.

2. Amendments to the Land Development Regulations

The City will endeavor to amend its Land Development Regulations to reflect the CRA Plan, as amended from time to time.

C. Sources of Redevelopment Funding and Financing

The following section provides a general review of potential sources of funding for redevelopment programs, and a description of the funding sources applicable to each of the improvements or projects identified in the Plan. In general, a variety of financing options are presently available to the CRA and the City. Among these are the following:

1. Tax Increment Revenues

Tax increment revenue is typically the major source of funding for redevelopment projects under the Community Redevelopment Act. This increment, which is determined annually, is equal to 95% of the difference between the amount of ad valorem taxes levied each year by each applicable taxing authority on taxable real property within the community redevelopment area and the amount of ad valorem taxes that would have been produced by the current millage rates prior to establishment of the Redevelopment Trust Fund. Both of these amounts are exclusive of debt service millage of the taxing authorities.

The ability of the CRA to utilize this funding method requires two key actions:

a The establishment of a redevelopment trust fund as required by FS 163.387 as the repository for increment tax funds, and;

b The provision, by ordinance of the City, for the funding of the redevelopment trust fund for the duration of the Community Redevelopment Plan.

2. Redevelopment Revenue Bonds

The provisions of F.S.163.385 allow the CRA to issue "revenue bonds" to finance redevelopment activities, with the security for such bonds being based on the "anticipated assessed valuation of the completed community redevelopment." In this way, the additional annual taxes generated within the community redevelopment area, the "tax increment," is used to finance the long-term bond debt. Prior to the issuance of long-term revenue bonds, the City or CRA may issue bond anticipation notes to provide up-front funding for redevelopment activities until sufficient tax increment funds are available to amortize a bond issue.

3. General Obligation Bonds

For the purposes of financing redevelopment activities, the City may also issue general obligation bonds. These bonds are secured by debt service millage on the real property within the City and must receive voter approval.

4. Special Assessment Districts

The City could also establish special assessment districts or municipal benefit units (MSBU) for the purpose of funding various neighborhood improvements within an area or for the construction of a particular project. Typically, the assessment appears on the tax bill of each property owner within such district and it can be amortized over a short or long period of time, a decision that the City would make. In addition, the City may consider charging interest on the assessment equal to or less than the cost of funds the City is charged.

5. Community Development Block Grants (CDBG)

Between 1990 and 2000, the City received a substantial amount of CDBG grant funds directly from the federal government to improve the area designated as the "Community Development Target Area." These CDBG monies are committed to the demolition of substandard housing units, housing rehab assistance, and home ownership assistance within the target area, which includes much of the community redevelopment area, particularly the NWCRA. All of the total funds expended have been for the benefit very-low, low, and moderate income residents and assistance grants to community-based social service organizations.

6. Historic Preservation Grants

The Department of State (Florida) offers several categories of grants for the restoration and renovation of historic structures. The grants are competitive, and they are available to non-profit organizations and to government agencies, such as a community redevelopment agency. Also, the Department offers planning grants for projects that are in the planning phase or pre- construction phase.

7. Florida Recreation Development Assistance Program (FRDAP)

The annual State of Florida recreation assistance program may be used for recreational land acquisition, park design, and park construction. Active park amenities are normally afforded a higher priority than passive parks. This program has an award limit, requires a local match and may be phased over several years.

8. Land and Water Conservation Fund Grant Program

The annual State of Florida Recreation Assistance Program may be used for recreational land acquisition, park design, and park construction. Active park amenities are normally afforded a higher priority than passive parks. This program has an award limit, which requires a local match and may be phased over several years.

9. Congestion Mitigation Air Quality (CMAQ) Grants

This Department of Transportation grant program is intended for improvements of state and federal highways that have air quality issues. Typical improvements may include bicycle paths, paving improvements, traffic signal standards, and other improvements. The program is administered by the FDOT.

10. 319 Non-Source Point Pollution Grant

This grant program is administered through the US Department of Environmental Protection, and like the Total Maximum Daily Load (TMDL) grants can be used to ameliorate the pollution from stormwater runoff. In the case of projects that would benefit the NWCRA, industrial waste discharge, sewage disposal, stormwater runoff, or non-point source pollution discharges directly to the lagoon could be considered. These projects would include wet and dry retention systems, pollution control devices, and swale construction which will reduce the quantity and improve the quality of stormwater runoff.

11. DOT Transportation Enhancement Grant

The DOT Enhancement Grant is a Department of Transportation grant program for enhancement of state and federal highways and programs for highway safety and transit. Typical improvements may include bicycle paths, landscaping, pedestrian lighting, paving improvements, traffic signal standards, and other aesthetic improvements. The federal program is administered through FDOT and the local MPO. Each year the funding level is determined by FDOT and projects are awarded on a competitive basis.

12. Keep America Beautiful Grant (KAB)

The KAB grant is an annual landscaping program administered through the State Department of Agriculture. This program has an award limit and projects may be phased.

13. Industrial Revenue Bonds (IRB)

Industrial revenue bonds may be used to finance industrial, and some commercial projects. The primary emphasis on such projects is the creation of jobs, and consequently, speculative ventures are not normally financed by this means. The County typically issues such bonds, with repayment pledged against the revenues of the private enterprise being funded. IRB's are tax exempt and consequently are typically some percentage points below prevailing interest rates. Such financing has been used effectively in Florida.

14. Land Sales/Leases

Acquisition of property and its preparation for development are powers available to the CRA under provisions of F.S. 163. The resale or leasing of such land to private developers can provide another source of income within the NWCRA.

15. Contributions and Grants

Voluntary contributions by private companies, foundations and individuals are a potential source of income to the CRA. Although such contributions may only account for a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits.

16. Safe Neighborhoods Act - Chapter 163.519 FS

Neighborhood Improvement Districts created pursuant to the Act may request technical assistance to promote the goals of the Safe Neighborhoods Act and apply for planning grants from the state's Safe Neighborhood Trust Fund on a matching basis. The District may also be authorized to levy an ad valorem tax of up to mills limit provided in the program .

17. Department of Transportation Transit Grants

Transit grants can be used for construction of infrastructure in support of mass transit objectives. Some flexibility exists in the guidelines for this grant program, including a multi-story parking facility, if the facility is part of a distribution plan for other means of mass transit, such as a rail system.

18. Economic Development Administration (EDA) of the U. S. Department of Commerce Grants

The EDA provides funds for economic development in communities. The grant usually requires a governmental sponsor and requires a match. It is a “bricks and mortar” type of grant because it funds capital projects. The real estate must be secured to apply for the grant and matching funds must be appropriated.

19. Florida Community Trust (FTC) Fund Grant

The grant program was established for environmental land acquisition. A percentage of the grant proceeds are distributed from the Preservation 2000 program.

20. Environmental Protection Agency (EPA)

EPA’s Recreational Trails Program provides funding for the construction of nature trails.

21. Florida Main Street Program

Florida Main Street is a technical assistance program of the Bureau of Historic Preservation, Division of Historical Resources, Florida Department of State, which encourages the revitalization of traditional, historic downtown and neighborhood commercial districts through a community-based comprehensive approach. Florida communities are eligible. Assistance available: training, technical assistance and a network of participating communities, both statewide and national.

22. Direct Borrowing from Commercial Lenders

The NWCRA is also authorized to fund redevelopment projects and programs through direct borrowing of funds. Depending on a particular project’s funding requirements, the NWCRA may utilize both short and long-term borrowing. Although terms and conditions may have a direct bearing on use of a particular commercial lending institution, the NWCRA will generally attempt to attain the lowest available interest rate.

VI. SECTION SIX – FINANCIAL PROJECTIONS

Implementation Plan

An implementation plan is required to prioritize the actions and efforts of the NWCRA, and to allocate appropriate funding to accomplish them. Accordingly, the CRA prepares a five-year strategic finance plan that identifies projects and sources of funding. The strategic finance plan can be amended by the CRA from time to time due to changed circumstances and project priorities. Additionally, as provided in Section II.D above, the Interlocal Agreement identifies the projects that the CRA may pursue.

Various redevelopment initiatives will be funded on a recurring basis:

- Façade improvement grants will be made on a reimbursable matching basis to various business and commercial establishments that meet the program criteria established from time to time.
- A strategic incentive program to help offset development costs for projects that meet the program criteria established from time to time.
- Business attraction and development. This will primarily be focused on recruiting businesses that are compatible with the area and will provide needed neighborhood-oriented services.
- Marketing and Special Events. To the extent permitted by the Act, the CRA will support and promote special events and will continue to actively promote redevelopment opportunities in the area.
- Housing and neighborhood stabilization, including supporting the development of single-family infill housing, as well as emergency rehabilitation of housing stock.

5-Year Revenue & Expense Projections

The CRA strategic finance plan can be translated into a budget that anticipates revenues and expenditures over time and seeks to program all the desired improvements, as funding is available. The priority of the various projects is established by the CRA. The strategic finance plan is updated annually to reflect the priority of projects and funding availability.

VII. SECTION SEVEN - APPENDICES

Appendix "A" -
"Northwest CRA Boundary Description"

Pompano Beach Northwest CRA Boundary Description

Beginning at the intersection of Powerline Road and Copans Road;

Thence East on Copans Road to Dixie HWY; Thence

South on Dixie HWY to N.E. 4th Street; Thence East on

N.E. 4th Street to N.E. 2nd Street.; _____

Thence South on N.E. 2nd Street to Atlantic Boulevard;

Thence East on Atlantic Boulevard to the intersection of Cypress Road;

Thence South on Cypress Road to S.W. 3rd Street; _____

Thence West on S.W. 3rd Street to the intersection with I-95 Access Road; _____

Thence North along the I-95 Access Road to the intersection with Atlantic Boulevard;

Thence West on Atlantic Boulevard to the intersection with N.W. 31st Avenue; Thence

North on N.W. 31st Avenue to MLK Boulevard; _____

Thence East on MLK Boulevard to N. Powerline Road;

Thence North on N. Powerline Road to Copans Road, to Point of Beginning.

Appendix “B” – Resolution No. 81-139
“Slum and Blighted Areas”

RESOLUTION NO. 81- 139

CITY OF POMPANO BEACH
Broward County, Florida

A RESOLUTION FINDING THAT A SLUM AND BLIGHTED AREA EXISTS IN THE CITY OF POMPANO BEACH AND THAT THE REHABILITATION, CONSERVATION OR REDEVELOPMENT OF SUCH AREA IS NECESSARY IN THE INTEREST OF THE PUBLIC HEALTH, SAFETY, MORALS AND WELFARE; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the Legislature of the State of Florida has enacted the Community Redevelopment Act of 1969, which Act delegates to counties and municipalities authority to exercise certain powers in carrying out community redevelopment activities in areas where such community redevelopment activities are found to be necessary in the interest of the public health, safety, morals or welfare of the residents of the community; and

WHEREAS, the Board of County Commissioners of Broward County has delegated to the City Commission of the City of Pompano Beach the authority to exercise certain of such powers in the areas found by the City Commission to be slum or blighted areas in which the rehabilitation, conservation, or redevelopment of such areas is necessary in the interest of the public health, safety, morals or welfare of the residents of the municipality; now, therefore

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF POMPANO BEACH,
FLORIDA:

SECTION 1: That the City Commission of the City of Pompano Beach hereby finds and determines that the area hereinafter described is a slum and blighted area as defined by the Florida Legislature in the Community Redevelopment Act of 1969, Section 163.330 et seq. Florida Statutes, 1979:

That certain area bounded as follows:

Beginning at the intersection of Powerline Road and Copans Road; East on Copans Road to N.W. 3rd Avenue; South on N.W. 3rd Avenue to N.W. 16th Street; East on N.W. 16th Street to Dixie Highway; South on Dixie Highway to N.W. 4th Street; East on N.E. 4th Street to N.E. 2nd Avenue; South on N.E. 2nd Avenue to Atlantic Boulevard; West on Atlantic Boulevard to Dixie Highway; South on Dixie Highway to S.W. 3rd Street (Race Track Road); West on S.W. 3rd Street to I-95; North

SECTION 2: The City Commission hereby further finds and determines that the rehabilitation, conservation, or redevelopment, or a combination thereof, of such area is necessary in the interest of the public health, safety, morals or welfare of the residents of the City of Pompano Beach.

SECTION 3: This Resolution shall become effective upon passage.

PASSED AND ADOPTED this 17th day of March, 1981.

Emma Lou Olson
EMMA LOU OLSON MAYOR

ATTEST:

Charlotte Lunz
CHARLOTTE LUNZ CITY CLERK

Appendix “C –
“Jobs Creation Tax Credit Certification”



STATE OF FLORIDA
DEPARTMENT OF VETERAN
AND COMMUNITY AFFAIRS
OFFICE OF THE SECRETARY

DEC 31 '81 AM



BOB GRAHAM
Governor

JOAN M. HEGGEN
Secretary



RECEIVED
CITY OF POMPANO BEACH
CITY COMMISSION

December 16, 1981

Ms. Emma Lou Olson
Mayor
City of Pompano Beach
Post Office Drawer 1300
Pompano Beach, Florida 33061

Dear Mayor Olson:

We have reviewed your application of May 11, 1981 to qualify certain areas of your community for participation in the Jobs Creation Tax Credit (Chapter 220.181, Florida Statutes) and the Tax Credit for New or Expanded Businesses (Chapter 220.182, Florida Statutes).

In response to your request, we have determined that the areas requested (see Addendum A) for distressed designation meet the standards under 9B-15.03(1) and are hereby authorized for participation in both programs.

Please retain this letter since businesses desiring to claim the credits must submit both a copy of this letter and a copy of the Chapter 163.355, Florida Statutes, resolution with their tax return. Your assistance in providing that information to those businesses is appreciated.

We hope these programs will meet their full potential and provide a substantial positive impact on the economic well-being of your community.

Sincerely,

Joan M. Heggen

JMR/EJ/cs

Appendix "D" – Ordinance No. 90-9
"Adoption of Community Redevelopment Plan"

CITY OF POMPANO BEACH
Broward County, Florida

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH PROVIDING FOR FINDINGS OF FACT RELATING TO A COMMUNITY REDEVELOPMENT PLAN; ADOPTING A COMMUNITY REDEVELOPMENT PLAN FOR THE COMMUNITY REDEVELOPMENT AREA OF THE CITY OF POMPANO BEACH; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Pompano Beach, Florida has made certain findings and declarations as set forth in Resolution No. 89-45, the "Resolution of Necessity", as required by Section 163.335, Florida Statutes; and

WHEREAS, the City Commission of the City of Pompano Beach, Florida, by the adoption of this ordinance reaffirms such findings and declarations; and

WHEREAS, the City Commission of the City of Pompano Beach, Florida established by the adoption of Ordinance No. 89-27, the "Pompano Beach Community Redevelopment Agency" to, among other things, prepare or cause to be prepared a community redevelopment plan; and

WHEREAS, the Pompano Beach Planning and Zoning Board, the local planning agency for the City of Pompano Beach, at its September 27, 1989 meeting found the Community Redevelopment Plan to be in conformity with the Pompano Beach Comprehensive Plan; and

WHEREAS, the Pompano Beach Community Redevelopment Agency has approved the Community Redevelopment Plan and submitted said plan to the City Commission recommending that the City Commission approve the Community Redevelopment Plan; and

WHEREAS, pursuant to law, ten (10) days notice has been given in a newspaper of general circulation in the City notifying the public of this proposed ordinance and of a public hearing to consider this proposed ordinance; and

WHEREAS, the City has at least fifteen (15) days before the public hearing, mailed by registered mail, a notice to each taxing authority which levies ad valorem taxes on taxable real property contained within the geographic boundaries of the redevelopment area, notifying said taxing agencies of the public hearing to consider this ordinance; and

WHEREAS, a public hearing before the City Commission was held pursuant to the published notice and mailed notice described above in which hearing the parties in interest and all other citizens so desiring had an opportunity to be, and were in fact, heard; NOW, THEREFORE,

BE IT ENACTED BY THE CITY OF POMPANO BEACH, FLORIDA:

SECTION 1: The City Commission of the City of Pompano Beach, Florida finds that the Plan provides for the following:

a. A feasible method for the location of families who will be displaced from the Community Redevelopment Area in decent, safe and sanitary dwelling accommodations within their means and without undue hardship to such families;

b. The Community Redevelopment Plan conforms to the Pompano Beach Comprehensive Plan;

c. The Community Redevelopment gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of children residing in the Community Redevelopment Area; and

d. The Community Redevelopment Plan affords maximum opportunity, consistent with the sound needs of the City as a whole, for the rehabilitation and redevelopment of the Community Redevelopment Area by private enterpriss.

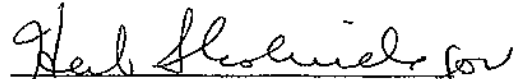
SECTION 2: The City Commission of the City of Pompano Beach, Florida hereby adopts and approves the Community Redevelopment Plan presented by the Community Redevelopment Agency and attached hereto as Exhibit "A".

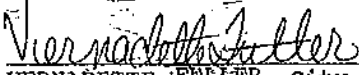
SECTION 3: If any provision of this ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of this ordinance that can be given effect without the invalid provisions or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 4: This ordinance shall become effective upon passage.

PASSED FIRST READING this 24th day of October,
1989.

PASSED SECOND READING this 31st day of October,
1989.


E. PAT LARKINS, Mayor

ATTEST:

VERNADETTE FULLER, City Clerk

Appendix “E” – Resolution No. 2018-47
“Interlocal Agreement Among CRA, Broward County, City of Pompano Beach, North Broward
Hospital District and Children’s Service Council of Broward County”

RESOLUTION NO. 2018-47

POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY

A RESOLUTION OF THE POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY (CRA) APPROVING AND AUTHORIZING THE PROPER OFFICIALS TO EXECUTE AN INTERLOCAL AGREEMENT AMONG THE CRA, BROWARD COUNTY, THE CITY OF POMPANO BEACH, NORTH BROWARD HOSPITAL DISTRICT AND CHILDREN'S SERVICES COUNCIL OF BROWARD COUNTY REGARDING THE POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY; PROVIDING FOR CONFLICTS AND SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, in Resolution No. 81-139, the City Commission of the City of Pompano Beach, Florida (the City), declared that slum and blighted areas exist within the corporate limits of said city; and

WHEREAS, the City determined that a community redevelopment agency was necessary to carry out the community redevelopment purposes of the Community Redevelopment Act of 1969, as amended, within said city; and

WHEREAS, in accordance with the authority conferred to it by the Board of County Commissioners of Broward County, Florida (the County), the City, in Ordinance No. 89-27, created a community redevelopment agency to carry out the community redevelopment purposes of the Community Redevelopment Act of 1969, as amended, for the northwest area of the city (the CRA); and

WHEREAS, the City, by Ordinance No. 90-9 adopted and approved a community redevelopment plan (the CRA Plan); and

WHEREAS, the City, based upon the recommendation of the CRA, modified and amended the CRA Plan in Ordinance No. 2011-9; and

WHEREAS, the County contended that the CRA Plan as amended in Ordinance No. 2011-9 was invalid; and

WHEREAS, In 2014, after complying with the requirements of Florida Statutes Chapter 164, the City and the CRA filed a lawsuit against the County in an action titled *Pompano Beach Community Redevelopment Agency et al. v. Broward County*, Case No. 14-009654(18) (Broward Cir. Ct.) (the “Litigation”); and

WHEREAS, after extensive discovery and motion practice in the Litigation, the parties thereto have agreed to resolve the Litigation in order to maximize the efficacy of their collective tax dollars to remedy slum and blight in the Northwest District of the CRA by entering into the Interlocal Agreement Regarding the City of Pompano Beach Community Redevelopment Agency (the “Interlocal Agreement”), which is attached hereto as Exhibit “A”; and

WHEREAS, the Interlocal Agreement is intended to replace provisions of the CRA Plan as amended in Ordinance No. 2011-9 to the extent the Interlocal Agreement is inconsistent therewith, and to supplement the CRA Plan as amended in Ordinance No. 2011-9 to the extent the Interlocal Agreement addresses matters not heretofore addressed in the CRA Plan; now therefore,

BE IT RESOLVED BY THE POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY THAT:

SECTION 1: The Interlocal Agreement regarding the Pompano Beach Community Redevelopment Agency (the Interlocal Agreement), a copy of which Interlocal Agreement is attached hereto as Exhibit A and incorporated herein as if set forth in full, is hereby approved.

SECTION 2: The proper officials are hereby authorized to execute the Interlocal Agreement, together with such other documents as may be required to effectuate the Interlocal Agreement.

SECTION 3: All ordinances and resolutions or parts of ordinances or resolutions in conflict herewith shall be and the same hereby are repealed to the extent of such conflict.

SECTION 4: If any provision of this Resolution or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Resolution that can be given effect without the invalid provision or application, and to this end the provisions of this Resolution are declared to be severable.

PASSED AND ADOPTED this 10th day of July, 2018.


LAMAR FISHER, MAYOR

ATTEST:

MARSHA CARMICHAEL, SECRETARY

PLEASE RETURN TO:

Ascleeta Hammond, CMC
City Clerk
P.O. Drawer 1300, Suite 253
Pompano Beach, FL 33061

CITY OF POMPANO BEACH,
BROWARD COUNTY, FLORIDA
I HEREBY CERTIFY that the foregoing is a true and
correct copy of Interlocal Agreement
as filed in the office of City Clerk
WITNESS my hand and official Seal in the CITY OF
POMPANO BEACH, FLORIDA, this 29 day of
Aug, A.D. 2018
Kevin A. Smith Deputy City Clerk

**INTERLOCAL AGREEMENT REGARDING THE
CITY OF POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY**

This Interlocal Agreement ("Agreement") is entered into by and between Broward County, a political subdivision of the State of Florida (the "County"), the City of Pompano Beach, a Florida municipal corporation (the "City"), the City of Pompano Beach Community Redevelopment Agency (the "CRA"), the North Broward Hospital District ("Hospital District"), an independent special district, and the Children's Services Council of Broward County ("CSC"), an independent special district. Collectively, the County, the City, the CRA, the Hospital District, and the CSC are referred to herein as the "Parties."

RECITALS

A. On or about October 14, 1980, through Broward County Resolution No. 80-534, the County delegated to the City certain authorities under the Community Redevelopment Act of 1969, Chapter 163 of the Florida Statutes, and on or about June 13, 1989, through Broward County Resolution No. 89-1893, the County delegated to the City certain additional authority. On or about December 13, 1988, through Pompano Beach Resolutions Nos. 89-27 and 89-45, the City created a Community Redevelopment Agency consisting of certain property in the northwest region of the City (the "Northwest District").

B. By Interlocal Cooperation Agreement between the County, the City, and the CRA, dated December 4, 2001 ("East District Interlocal Agreement"), a separate region was included within the CRA consisting of certain property in the eastern and beach portion of the City (the "East District"). Although the East District is a geographical region within the CRA, nothing in this Agreement is intended to affect the East District (except for the modification to Broward County Resolution No. 80-534 pursuant to Section 2.2 of this Agreement).

C. In 1999, following extensive discussions between the County and the municipalities within Broward County, the County adopted County Resolution 1999-1398, which included a requirement in the Broward County Administrative Code that prior County approval is required for any modification of a redevelopment plan by a community redevelopment agency where such modification involves a boundary change, an extension to the term of the redevelopment plan involving the continuing contribution by the taxing authorities, or a change of such magnitude as would require a County or municipal land use plan amendment. The County contended that these actions applied to the Northwest District, but the City and the CRA disagreed.

D. The Northwest District of the CRA was originally scheduled to terminate on December 31, 2019. However, the CRA has been increasingly active in the Northwest District in the last several years. The CRA has identified specific redevelopment projects that, if implemented, the City and CRA believe will significantly reduce slum and blight in the Northwest District. The City and the CRA believe that these additional projects require a longer term to complete beyond December 31, 2019.

E. In 2010, subsequent to the adoption of Resolution 1999-1398, the City and the CRA took action purporting to extend the term of the Northwest District of the CRA without prior County approval. The County contended that the attempted extension was ineffective, but the City and the CRA disagreed.

F. On January 14, 2014, the County adopted County Resolution 2014-25, which expressly stated that any delegation to any municipality or other entity within Broward County was revoked to the extent inconsistent with Resolution 1999-1398, and that prior County approval was required for any modification of a redevelopment plan of any community redevelopment agency where such modification involves a boundary change, an extension to the term of the redevelopment plan involving the continuing contribution by the taxing authorities, or a change of such magnitude as would require a County or municipal land use plan amendment. The County asserts that Resolution 2014-25 confirmed the impact of Resolution 1999-1398. The City and the CRA have disputed the legal effect of Resolution 2014-25.

G. In 2014, after complying with the requirements of Florida Statutes Chapter 164, the City and the CRA filed a lawsuit against the County, and the County filed a counterclaim against the City and the CRA, in an action titled *Pompano Beach Community Redevelopment Agency, et al. v. Broward County*, Case No. 14-009654 (18) (Broward Cir. Ct.) (the "Litigation"). After extensive discovery and motion practice in the Litigation, the Parties have agreed to resolve this dispute in order to maximize the efficacy of their collective tax dollars to remedy slum and blight in the Northwest District of the CRA.

H. The Parties acknowledge that the terms of Broward County Resolution No. 80-534 and the actions taken by the City and CRA in 2010 are unique to the City and the CRA, and that, but for the fact that the City's and the CRA's actions purporting to extend the duration of the Northwest District occurred prior to the adoption of Broward County Resolution 2014-025, the City's and the CRA's claim would have been substantially diminished as compared to the claim actually asserted in the Litigation and now being resolved pursuant to this Agreement.

I. The Parties believe they have reached a settlement that is in the best interests of all Parties as well as the affected citizens and taxpayers. The purpose of this settlement is to allow the Parties to reallocate and maximize the tax dollars that can be allocated to the remediation of slum and blight in the Northwest District of the CRA.

J. The County, the City, and the CRA desire to resolve the Litigation and all claims asserted therein, including all claims that were or could have been raised in the Litigation relating to the Resolutions authorizing the creation of and delegating certain authorities to the CRA, as well as to collaboratively support and collectively fund specific development projects in geographical areas within the City affected by slum and blight.

Now, therefore, for good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereto agree as follows:

ARTICLE 1. DEFINITIONS

- 1.1 Annual Funding. The monies to be paid by the Participating Taxing Authorities to the CRA pursuant to Section 2.5 and to be used solely for Approved Projects.
- 1.2 Approved Projects. The projects identified on Exhibit 1 hereto, including as modified pursuant to Section 2.9 of this Agreement.
- 1.3 CRA Redevelopment Plan. The redevelopment plan for the Northwest District of the CRA.
- 1.4 Effective Date. The day on which this Agreement is executed by the last of the Parties, provided that day is on or before August 20, 2018.
- 1.5 Extension Period. The period of time from January 1, 2020 until December 31, 2040.
- 1.6 Participating Taxing Authorities. The County, the Hospital District, and the CSC. For clarity, the term "Participating Taxing Authorities" does not include the City.
- 1.7 Project Funding. The monies to be paid by the Participating Taxing Authorities to the CRA pursuant to Section 2.4 and to be used solely for Approved Projects.
- 1.8 TIF Obligation(s). Any and all amounts that the applicable taxing authority would be obligated to pay to the redevelopment trust fund of the CRA relating to the Northwest District pursuant to Section 163.387. The TIF Obligation for any given year refers to the amount due for that fiscal year, rather than the amount paid within that fiscal year: e.g., the fiscal year 2019 TIF Obligation is the tax increment obligation owed for the time period October 1, 2018 through September 30, 2019, although that amount may be paid on or before December 31, 2019.

ARTICLE 2. TERMS AND CONDITIONS

- 2.1 Northwest District. The Parties agree that this Agreement governs the Parties' respective rights and obligations relating to any and all TIF Obligations of the Parties with respect to the Northwest District.
- 2.2 Term Modification. Within sixty (60) days after the Effective Date of this Agreement, the County and the City will respectively adopt the Resolutions in substantially the form attached hereto as Exhibit 2 and Exhibit 3, approving an extension of the term of the CRA for the Northwest District for the Extension Period, and, *nunc pro tunc*, authorizing the City to create the CRA, to issue bonds, and to delegate powers from the City to the CRA that were delegated by the County to the City, and affirming that the CRA was properly created, has the power to issue bonds, has the power delegated from the City, and is in full force and effect. Within sixty (60) days after the adoption of the referenced County and City Resolutions, the City and the CRA will approve an amendment to the CRA Redevelopment Plan that will expressly incorporate the terms of this Agreement and specify that the Northwest District shall terminate on or before December

31, 2040. In no event shall the City or the CRA extend the duration of the Northwest CRA beyond December 31, 2040, without formal written approval by the County Commission.

2.3 Northwest District TIF Obligations. All TIF Obligations of the Participating Taxing Authorities pertaining to the Northwest District of the CRA shall cease after the payment of their respective TIF Obligation for the fiscal year 2019, which amount is due to the CRA on or before December 31, 2019. Thereafter, the Participating Taxing Authorities shall not be obligated to pay any TIF Obligations to the CRA whatsoever for the Northwest District. All TIF Obligations of the City pertaining to the Northwest District of the CRA shall be unaffected by this Agreement, and shall continue in accordance with Section 163.387, Florida Statutes, throughout the remainder of the duration of the CRA, unless sooner terminated pursuant to an agreement between the City and the CRA.

2.4 Project Funding. In addition to the TIF Obligations for fiscal years 2018 and 2019 referenced in Section 2.3, the Participating Taxing Authorities shall pay to the CRA the amount of Seven Million Dollars (\$7,000,000) in Project Funding, which shall be paid to the CRA in the following amounts: \$5,200,000 on or before December 31, 2020; and \$1,800,000 on or before December 31, 2021. The Project Funding stated in this Section 2.4 shall be funded by the Participating Taxing Authorities as stated in Section 2.7. The Project Funding shall be utilized by the CRA solely for Approved Projects. In no event shall any portion of the Project Funding be utilized, pledged, loaned, transferred, allocated, or appropriated to any project or activity other than an Approved Project.

2.5 Annual Funding. The Participating Taxing Authorities shall pay to the CRA the amount of One Million Five Hundred Thousand (\$1,500,000) on an annual basis for a total of four (4) years, with the first payment due on or before December 31, 2021, and the last payment due on or before December 31, 2024. The Participating Taxing Authorities shall also pay to the CRA one additional annual payment in the amount of Seven Hundred Fifty Thousand Dollars (\$750,000) on or before December 31, 2025. The Annual Funding stated in this Section 2.5 shall be funded by the Participating Taxing Authorities as stated in Section 2.7. The Annual Funding shall be utilized by the CRA solely for Approved Projects. In no event shall any portion of the Annual Funding be utilized, pledged, loaned, transferred, allocated, or appropriated to any project or activity other than an Approved Project.

2.6 Residential District Funding. To address residential slum and blight in the Northwest District, the County will provide funding in the amount of Ten Million Dollars (\$10,000,000) ("Residential District Funding"), which funds shall be possessed, controlled, and disbursed by the County, to directly eliminate residential slum and blight in the residential area within the geographical region that comprises the Northwest District ("Residential District"). These funds shall be used for projects that will improve the Residential District and remediate slum and blight. These amounts shall be funded by the County in accordance with the Funding Schedule in Section 2.7 below, and shall be fully expended or encumbered by December 31, 2025.

2.6.1 Residential District Advisory Board. The County shall create a nine-person advisory board (the "Residential District Advisory Board") to advise and recommend

projects to the County that may be funded by the Residential District Funding and that will improve the Residential District. Up to three members of the Residential Advisory Board may be County Commissioners, which shall include (a) the County Commissioner who represents the County Commission District that encompasses the Residential District and (b) a County Commissioner significantly familiar with the needs of the Residential District. The remaining members of the Residential District Advisory Board shall be at-large members appointed by the County Commission, each of whom must be either a resident of the Residential District or a full-time employee of a religious, cultural, or social services entity that primarily serves residents in the Residential District, but no appointed at-large member may be or may have been within the past 5 years either an employee or vendor of the City or the CRA, or a family member of any current board member of the City or the CRA.

2.6.2 Project Recommendations. The Residential District Advisory Board shall recommend projects to be performed by the County within the Residential District. Such recommendations are advisory only, and are not binding on the County. The County may impose any additional terms on the use or expenditure of the funds that the County determines are beneficial to the CRA or the residents of the CRA.

2.7 Funding by Participating Taxing Authorities.

2.7.1 Hospital District Funding. The Hospital District will pay to the CRA the amounts listed in the Funding Schedule in Section 2.7.4 as the "Hospital District Share" in accordance with the timing listed therein.

2.7.2 CSC Funding. The CSC will pay to the CRA the amounts listed in the Funding Schedule in Section 2.7.4 as the "CSC Share" in accordance with the timing listed therein.

2.7.3 County Funding. The County shall pay to the CRA the amounts listed in the Funding Schedule in Section 2.7.4 as the "County Share" in accordance with the timing listed therein. For clarity, the Residential District Funding listed in Section 2.7.4 is possessed, controlled, and disbursed by the County pursuant to Section 2.6, and not included in the calculation pursuant to this Section 2.7.3.

2.7.4 Funding Schedule. The amounts due to the CRA under this Agreement shall be paid in accordance with the following Funding Schedule:

Funding Schedule

Payment Deadline	Residential District Funding¹	Project Funding	Annual Funding	County Share	Hospital District Share	CSC Share	Total
12/31/20	—	5.2M		3.85M	1M	350K	5.2M
12/31/21	2.1M	1.8M	1.5M	1.95M	1M	350K	5.4M
12/31/22	2.7M	--	1.5M	450K	750K	300K	4.2M
12/31/23	2.6M	--	1.5M	450K	750K	300K	4.1M
12/31/24	2.6M	--	1.5M	450K	750K	300K	4.1M
12/31/25	—	--	750k	375K	275K	100K	750k
TOTAL	10M	7M	6.75M	7.525M	4.525M	1.7M	23.75M

2.7.5 Pursuant to this Funding Schedule, the CRA shall receive a total of Thirteen Million Seven Hundred Fifty Thousand Dollars (\$13,750,000) (shown in the columns "Project Funding" and "Annual Funding") during the Extension Period from the Participating Taxing Authorities. All such amounts shall be utilized by the CRA only for Approved Projects.

2.8 Annual Audits. The CRA will obtain an annual, independent audit of the CRA redevelopment trust fund by an independent auditing firm (which may be the same firm retained by the City for an audit of the City's annual financial report). The scope of the audit opinion will expressly include auditing the CRA's compliance with Section 163.387, Florida Statutes. The Project Funding and Annual Funding paid by any Party to this Agreement shall not be considered TIF Obligations and are not subject to the requirements of Section 163.387(7), Florida Statutes.

2.9 Modifications to Approved Projects List. If requested by the CRA, the County Administrator, the City Manager, and the Executive Director of the CRA, or their respective designees, will periodically review the list of Approved Projects to determine if any modifications should be made to the list. Upon written approval of the aforementioned representatives of a modified list of Approved Projects, the modified list shall be deemed to automatically replace Exhibit 1 hereto as of the commencement of the next fiscal year (or on such date as otherwise agreed to in writing by all of the representatives).

2.10 Compliance with Redevelopment Act of 1969. The Parties agree and stipulate that the provisions of this Agreement are in accord with and constitute full satisfaction of the Participating Taxing Authorities' TIF Obligations for the Northwest District of the CRA under the Redevelopment Act of 1969 (the "Act"), Florida Statutes Section 163.330 et seq., for the Extension Period. The Parties agree and stipulate that the provisions of this Agreement shall be construed in order that the payments made pursuant to this Agreement shall fully satisfy the TIF

¹ Residential District Funding is not paid to the CRA, and is possessed, controlled, and disbursed solely by the County pursuant to Section 2.6. The inclusion of Residential District Funding in this Funding Schedule is for informational purposes only.

Obligations of the Participating Taxing Authorities that would otherwise be due to the Northwest District redevelopment trust fund for the Extension Period. The Parties agree and stipulate that this Agreement constitutes an interlocal agreement containing alternate provisions between the taxing authorities and the governing body that created the CRA, and therefore supersedes the Act and the provisions of Florida Statutes Section 163.387. Notwithstanding any contrary provision in the Act, including without limitation Section 163.387(3)(a), the Participating Taxing Authorities shall not be obligated to fund the CRA or the redevelopment trust fund for the Northwest District after December 31, 2019, except as expressly stated herein, and in the event the City or the CRA undertakes or obligates any loan, advance, bond, or other indebtedness, the City and the CRA shall be solely responsible for any such loan, advance, indebtedness, bond, and any associated fees or interest, and any such loan, advance, bond, or other indebtedness shall have no effect or impose any obligation upon the Participating Taxing Authorities. In the event any court or governmental body determines that the provisions of this Agreement are not in compliance with the Act or that any provision of this Agreement is invalid or unenforceable, or to the extent otherwise necessary to effectuate the purposes of this Agreement, then the Parties agree and stipulate that the Agreement shall be construed or reformed to the extent necessary to meet the intent of the Parties as stated herein.

2.11 Broward County Administrative Code Application. The Parties agree and stipulate that at least as of January 14, 2014 (which is the adoption date of Broward County Resolution 2014-025), Broward County Administrative Code Section 18.87 is binding on the City and the CRA and prior written approval of the County is required for any modification of a redevelopment plan where such modification involves a boundary change, extension to the term of the redevelopment plan involving the continuing contribution by the taxing authorities, or a change of such magnitude as would require a County or municipal land use plan amendment.

2.12 Dismissal of Litigation and Full Release. Within five (5) business days after the Effective Date, the parties to the Litigation will file a joint motion to dismiss the Litigation in its entirety, including all claims asserted by any party to the Litigation by way of complaint or counterclaim, with prejudice. By entering into this Agreement, each Party hereby knowingly and voluntarily releases, waives, and forever discharges any and all claims, rights, demands, actions, or causes of actions, of any kind whatsoever, known or unknown, foreseen or unforeseen, foreseeable or unforeseeable, and any consequences thereof, which it may have against any other Party to this Agreement at any time prior to the Effective Date of this Agreement, relating to the claims asserted in the Litigation, including without limitation all claims relating to the authorities of the City or the CRA and all claims regarding compliance with Section 163.387(7), Florida Statutes, for all time periods prior to the Effective Date of this Agreement.

ARTICLE 3. MISCELLANEOUS

3.1 Effective Date; Time is of the Essence. The Agreement shall become effective as of the Effective Date, provided that the Effective Date is on or before August 20, 2018. In the event this Agreement is not fully executed on or before August 20, 2018, by an authorized representative of each of the Parties, namely the County, the City, the CRA, the Hospital District, and the CSC,

this Agreement shall be null and void and of no force or effect. Time is of the essence for all performance required under this Agreement.

3.2 Termination; Breach; Challenge. This Agreement may not be terminated for cause or for convenience. The sole and exclusive remedies for any breach of this Agreement shall be specific performance or injunctive relief. In the event of a breach of this Agreement, the Parties agree and stipulate that the Agreement shall continue in full force and effect as to the other Parties, and further agree and stipulate that the nonbreaching Party or Parties are entitled, at their election, to specific enforcement of the terms of this Agreement, and the Parties expressly agree and stipulate that the Agreement is valid and enforceable, fair and just in all its terms, and that damages resulting from a breach of this Agreement are sufficiently uncertain and indefinite that specific performance is an appropriate equitable remedy. In the event of an action by the City or the CRA for nonpayment against a breaching Party, the other Participating Taxing Authorities shall provide any cooperation reasonably requested, but in no event shall any Participating Taxing Authority be responsible for any payment obligation in excess of the total amount stated as that entity's share in Section 2.7.4 and, if applicable, Section 2.6.

3.3 Third Party Beneficiaries. The Parties expressly agree and stipulate that there are no third party beneficiaries under this Agreement.

3.4 Notices. In order for a notice to a party to be effective under this Agreement, notice must be sent via U.S. first-class mail, with a contemporaneous copy via e-mail, to the addresses listed below and shall be effective upon mailing. The addresses for notice shall remain as set forth herein unless and until changed by providing notice of such change.

NOTICE TO COUNTY:

Broward County Administrator
Attn: Bertha Henry
115 S. Andrews Ave., Suite 409
Fort Lauderdale, Florida 33301
Email address: bhenry@broward.org (with copy to ameyers@broward.org)

NOTICE TO CITY:

City of Pompano Beach
Attn: City Manager
100 West Atlantic Blvd.
Pompano Beach, FL 33060
Email address: greg.harrison@copbfl.com

NOTICE TO CRA:

Pompano Beach Community Redevelopment Agency
Attn: Executive Director
100 West Atlantic Boulevard
2nd Floor Suite 276
Pompano Beach, FL 33060
Email address: greg.harrison@copbfl.com

NOTICE TO HOSPITAL DISTRICT:
North Broward Hospital District
Attn: General Counsel
1800 NW 49th Street
Fort Lauderdale, FL 33309
Email address: lmbarratt@browardhealth.org

NOTICE TO CSC:
Children's Services Council of Broward County
Attn: President & CEO
6600 West Commercial Blvd
Lauderhill, Florida 33319
Email address: carenberg@cscbroward.org

3.5 **Joint Preparation.** This Agreement has been jointly prepared by the Parties hereto, and shall not be construed more strictly against any party.

3.6 **Headings and Interpretation.** The headings contained in this Agreement are for reference purposes only and shall not in any way affect the meaning or interpretation of this Agreement. All personal pronouns used in this Agreement shall include the other gender, and the singular shall include the plural, and vice versa, unless the context otherwise requires. Terms such as "herein," "hereof," "hereunder," and "hereinafter" refer to this Agreement as a whole and not to any particular sentence, paragraph, or section where they appear, unless the context otherwise requires.

3.7 **Governing Law, Venue and Waiver of Jury Trial.** This Agreement shall be interpreted and construed in accordance with, and governed by, the laws of the State of Florida. The Parties agree that the exclusive venue for any lawsuit arising from, related to, or in connection with this Agreement shall be in the state courts of the Seventeenth Judicial Circuit in and for Broward County, Florida. **BY ENTERING INTO THIS AGREEMENT, THE PARTIES HEREBY EXPRESSLY WAIVE ANY AND ALL RIGHTS ANY PARTY MAY HAVE TO A TRIAL BY JURY OF ANY CAUSE OF ACTION OR CLAIM ARISING FROM, RELATED TO, OR IN CONNECTION WITH THIS AGREEMENT.**

3.8 **Amendments.** Except as otherwise expressly stated herein, no modification or amendment to this Agreement shall be effective unless it is in writing and executed by the governing bodies of each party.

3.9 **Incorporation by Reference.** Any and all Recital clauses stated above are true and correct and are incorporated herein by reference.

3.10 **Integrated Agreement.** This Agreement represents the final and complete understanding of the Parties regarding the subject matter hereof and supersedes all prior and contemporaneous negotiations and discussions regarding that subject matter. There is no commitment, agreement, or understanding concerning the subject matter of this Agreement that is not contained in this written document.

3.11 Sovereign Immunity. Except to the extent execution of this Agreement may be deemed a limited waiver under applicable law, nothing in this Agreement is intended to serve as a waiver of sovereign immunity by the County, the City, the CRA, the Hospital District, or the CSC, to the extent sovereign immunity may be applicable.

3.12 Successors and Assigns. This Agreement is intended to be binding on each party's successors and assigns.


3.13 Counterparts. This Agreement may be executed in multiple originals, and may be executed in counterparts, each of which shall be deemed to be an original, but all of which, taken together, shall constitute one and the same agreement.

(The remainder of this page is intentionally left blank.)


IN WITNESS WHEREOF, the Parties hereto have made and executed this Agreement: BROWARD COUNTY through its BOARD OF COUNTY COMMISSIONERS, signing by and through its Mayor or Vice-Mayor, authorized to execute same by Board action on the 14th day of August, 2018; the CITY OF POMPANO BEACH, signing by and through its Mayor or Vice-Mayor, duly authorized to execute same; the POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY, signing by and through its Chairperson, duly authorized to execute same; the NORTH BROWARD HOSPITAL DISTRICT, signing by and through its Chair, duly authorized to execute same; and the CHILDREN'S SERVICES COUNCIL OF BROWARD COUNTY, signing by and through its Chair, duly authorized to execute same.

COUNTY

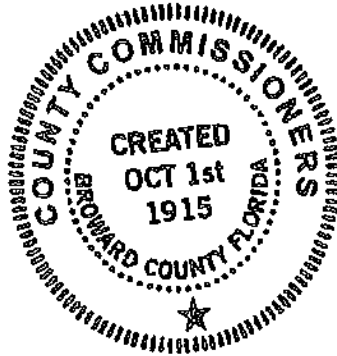
ATTEST




Broward County Administrator, as
Ex-officio Clerk of the Broward County
Board of County Commissioners

BROWARD COUNTY, by and through
its Board of County Commissioners
By: 

_____ day of _____, 2018



Approved as to form by
Andrew J. Meyers
Broward County Attorney
Governmental Center, Suite 423
115 South Andrews Avenue
Fort Lauderdale, Florida 33301
Telephone: (954) 357-7600
Telecopier: (954) 357-7641
By:  7/30/2018
René D. Harrod (Date)
Deputy County Attorney

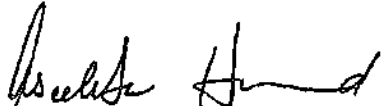
RDH
2018-06-29 Pompano Beach CRA Interlocal Agreement
6/29/18
#294278.8

**INTERLOCAL AGREEMENT REGARDING THE
CITY OF POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY**

CITY

ATTEST:

CITY OF POMPANO BEACH



CITY CLERK

By: 

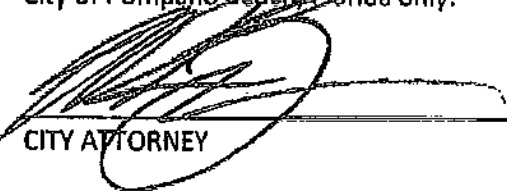
CITY MAYOR

Lamar Fisher

Print Name

10th day of July, 2018

APPROVED AS TO FORM & LEGALITY
for the use and reliance of the
City of Pompano Beach, Florida only:




CITY ATTORNEY

INTERLOCAL AGREEMENT REGARDING THE
CITY OF POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY

CRA

ATTEST:

POMPANO BEACH COMMUNITY REDEVELOPMENT
AGENCY




SECRETARY

By: 

CHAIRPERSON

10th day of July, 2018

APPROVED AS TO FORM & LEGALITY
For the use and reliance of the
Pompano Beach Community Redevelopment
Agency only:



CRA ATTORNEY

INTERLOCAL AGREEMENT REGARDING THE
CITY OF POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY

NORTH BROWARD HOSPITAL DISTRICT

ATTEST:

NORTH BROWARD HOSPITAL DISTRICT

CITY CLERK

By:

Andrew M. Klein

CHAIR or VICE CHAIR

Andrew M. Klein

Print Name

31st day of July, 2018

APPROVED AS TO FORM & LEGALITY:

Francis J. Ingully

GENERAL COUNSEL

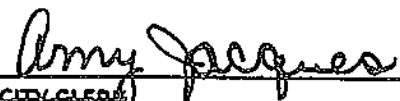
Disagree

INTERLOCAL AGREEMENT REGARDING THE
CITY OF POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY

CHILDREN'S SERVICES COUNCIL OF BROWARD COUNTY

ATTEST:

Children's Services Council of Broward County



CITY CLERK
SPECIAL ASSISTANT

By: 

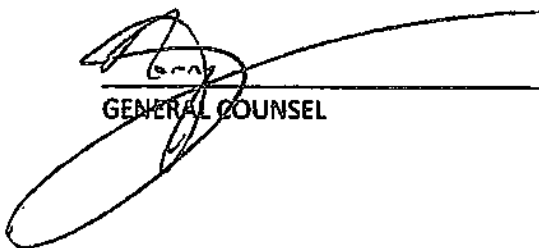
DIRECTOR CHAIR

Beam Furr

Print Name

9th day of July, 2018

APPROVED AS TO FORM & LEGALITY:



GENERAL COUNSEL

EXHIBIT 1
Approved Projects

The following projects constitute "Approved Projects":

- A. MLK Blvd. Streetscape (NW 6th Ave to I-95 Underpass & Old Town)
- B. Downtown District Infrastructure (Drainage System/Intersections)
- C. 8 Acre Site – Infrastructure (Southside of MLK, E. of NW 6 Ave, W. of Dixie)
(Underground utilities, drainage, streetscape/landscaping/lighting/sidewalk, garage/parking)
- D. Dixie/Atlantic Infrastructure (Intersection of Dixie Highway & Atlantic Blvd.)
(Underground utilities, drainage, streetscape/landscaping/lighting/sidewalk, garage/parking)
- E. MLK/Gateway Infrastructure (MLK / Dixie Hwy / NW 2 Ave / NW 3 Ave.) (Underground utilities, drainage, streetscape/landscaping/lighting/sidewalk, garage/parking)
- F. MLK Commercial Center 1 (MLK Blvd. / NW 7 Ave.) (Site preparation, underground utilities, drainage, streetscape/landscaping/lighting/sidewalk, garage/parking)
- G. MLK Commercial Center 2 (MLK Blvd. / NW 8 Ave.) (Site preparation, underground utilities, drainage, streetscape/landscaping/lighting/sidewalk, garage/parking)
- H. 370 Mixed-Use Infrastructure (NE corner of NE 3 St & Flagler Ave.) (Underground utilities, drainage, streetscape/landscaping/lighting/sidewalk, garage/parking)
- I. Avondale Improvements (Southwest corner Atlantic Blvd & Dixie Hwy.) (Underground utilities, drainage, streetscape/landscaping/lighting/sidewalk, garage/parking)
- J. Residential gap financing for affordable housing
- K. Project(s) up to \$300,000 annually that the Children's Services Council of Broward County has approved as having a significant or primary benefit to children.
- L. Any project that (1) meets at least one of the Additional Qualifying Criteria listed below *and* (2) does not fall within any of the Disqualifying Criteria. To the extent the project is part of a larger project, any other project or portion of the larger project must be independently qualified.

Additional Qualifying Criteria

- 1. Actual expenses for planning, designing, or implementing horizontal infrastructure (i.e., drainage, wastewater, water supply, solid waste, lighting, paving, bridges, roadways, canals, or transportation) –
- 2. Affordable housing design and construction
- 3. Public transit design and construction
- 4. Acquisition of real property for a specifically-identified project that meets at least one of the Qualifying Criteria Nos. 1-3 above.
- 5. Specific projects (up to a total of \$300,000 annual expenditures) approved by the CSC as a project that will help enhance the lives of children in Broward County and help empower them to become responsible, productive adults
- 6. Specific projects approved by the governing bodies of both the City and the County

Disqualifying Criteria

1. Administrative or overhead expenses
2. Acquisition of real property except as permitted by Qualifying Criteria No. 4
3. Repayment of principal, interest, or other debt or financing
4. Marketing or advertising
5. Special events, community programs, or holiday programming
6. Security (including equipment, staffing, and technology)
7. Projects that will not be completed within five (5) years from the date any funding is first appropriated or allocated to the project

EXHIBIT 2

RESOLUTION NO. 2018-

1
2 A RESOLUTION OF THE BOARD OF COUNTY
3 COMMISSIONERS OF BROWARD COUNTY, FLORIDA,
4 AUTHORIZING AN EXTENSION OF THE TERM OF THE
5 NORTHWEST DISTRICT OF THE POMPANO BEACH
6 COMMUNITY REDEVELOPMENT AGENCY;
7 AUTHORIZING THE CREATION OF THE POMPANO
8 BEACH COMMUNITY REDEVELOPMENT AGENCY AND
9 DELEGATING CERTAIN AUTHORITIES, *NUNC PRO TUNC*;
10 AUTHORIZING THE AMENDMENT OF THE
11 REDEVELOPMENT PLAN FOR THE NORTHWEST
12 DISTRICT OF THE POMPANO BEACH COMMUNITY
13 REDEVELOPMENT AGENCY; AND PROVIDING FOR
14 SEVERABILITY AND AN EFFECTIVE DATE.

11 WHEREAS, on or about October 14, 1980, through Broward County Resolution
12 No. 80-534, Broward County (the "County") delegated to the City of Pompano Beach (the
13 "City") certain authorities under the Community Redevelopment Act of 1969 (the "Act"),
14 Chapter 163, Florida Statutes; and

15 WHEREAS, on or about December 13, 1988, through Pompano Beach Ordinance
16 No. 89-27 and Resolution No. 89-45, the City created a Community Redevelopment
17 Agency (the "CRA") consisting of certain property in the northwest region of the City (the
18 "Northwest District"); and

19 WHEREAS, on or about June 13, 1989, through Broward County Resolution No.
20 89-1893, the County delegated to the City certain additional authority under the Act; and

21 WHEREAS, by Interlocal Cooperation Agreement between the County, the City,
22 and the CRA, dated December 4, 2001, a separate region was included within the CRA
23 consisting of certain property in the eastern and beach portion of the City (the "East
24 District"); and

1 WHEREAS, in 1999, following extensive discussions between the County and
2 municipalities within Broward County, the County adopted County Resolution 1999-1398,
3 which expressly established a Broward County Administrative Code requirement that
4 prior County approval is required for any modification of a redevelopment plan by a
5 community redevelopment agency where such modification involves a boundary change,
6 an extension to the term of the redevelopment plan involving the continuing contribution
7 by the taxing authorities, or a change of such magnitude as would require a County or
8 municipal land use plan amendment; and

9 WHEREAS, on January 14, 2014, the County adopted County Resolution 2014-
10 25, which expressly clarified that any delegation to any municipality or other entity within
11 Broward County was revoked to the extent inconsistent with Resolution 1999-1398, and
12 that prior County approval was required for any modification of a redevelopment plan of
13 any community redevelopment agency where such modification involves a boundary
14 change, an extension to the term of the redevelopment plan involving the continuing
15 contribution by the taxing authorities, or a change of such magnitude as would require a
16 County or municipal land use plan amendment; and

17 WHEREAS, the City and the CRA filed a lawsuit against the County in an action
18 titled *Pompano Beach Community Redevelopment Agency, et al. v. Broward County*,
19 Case No. 14-009654 (18) (Broward Cir. Ct.) (the "Litigation"), seeking a declaration as to
20 the authority of the City and the CRA to extend the term of the CRA for the Northwest
21 District; and

22 WHEREAS, after extensive discovery and motion practice in the Litigation, the
23 Parties agreed to resolve their dispute in order to maximize the efficacy of their collective
24 tax dollars to remedy slum and blight in the Northwest District of the CRA by

1 collaboratively supporting and collectively funding specific development projects in
2 geographical areas within the City that are affected by slum and blight; and

3 WHEREAS, the Northwest District of the CRA was originally scheduled to
4 terminate on or before December 31, 2019, but the County, the City, and the CRA believe
5 that specific redevelopment projects, if implemented, will significantly reduce slum and
6 blight in the Northwest District, and the City and the CRA believe that these additional
7 projects require a longer term to complete beyond December 31, 2019, NOW,
8 THEREFORE,

9

10 BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF
11 BROWARD COUNTY, FLORIDA:

12

13 Section 1. The delegations by the Broward County Board of County
14 Commissioners (the "Board"), pursuant to Broward County Resolution Nos. 80-534 and
15 No. 89-1893, of the following powers under the Community Redevelopment Act of 1969,
16 Sections 163.330 through 163.463, Florida Statutes, to the City Commission of the City
17 of Pompano Beach, Florida (the "City"), are hereby reaffirmed and ratified, *nunc pro tunc*:

18 (a) The power to create a community redevelopment agency;
19 (b) The power to determine an area to be a slum or blighted area, or
20 combination thereof, to designate such area for redevelopment project(s), and to hold any
21 public hearings required with respect thereto;

22 (c) The power to delegate to the community redevelopment agency created by
23 the City any authority granted herein to the City;

24

1 (d) The power to adopt community redevelopment plans and modify same,
2 provided that prior County approval is required for any modification of a redevelopment
3 plan of any community redevelopment agency where such modification involves a
4 boundary change, an extension to the term of the redevelopment plan involving the
5 continuing contribution by any the taxing authority, or a change of such magnitude as
6 would require a County or municipal land use plan amendment;

7 (e) All powers conferred by Section 163.370, Florida Statutes;

8 (f) All powers as to the disposal of property in community redevelopment areas
9 conferred by Section 163.380, Florida Statutes;

10 (g) The power to determine areas in which there is a shortage of housing
11 affordable to residents of low or moderate income, including the elderly; and

12 (h) The power to issue bonds pursuant to Section 163.385, Florida Statutes.

13 Section 2. The Board hereby affirms that the Pompano Beach Community
14 Redevelopment Agency was properly created, has the specific powers delegated to it by
15 the City, and is in full force and effect.

16 Section 3. The County hereby authorizes the City to extend, and to authorize
17 the CRA to amend the redevelopment plan to extend, the duration of the Northwest
18 District of the CRA for an additional period through and including December 31, 2040,
19 provided that in no event shall any taxing authority other than the City have any tax
20 increment financing obligation under Section 163.387, Florida Statutes, to fund or
21 otherwise appropriate any funds to the redevelopment trust fund of the CRA for the
22 Northwest District after December 31, 2019. In no event shall the duration of the
23 Northwest District of the CRA continue beyond December 31, 2040.

24

1 Section 4. Nothing in this Resolution shall have any effect upon the funding
2 obligations of any entity with respect to the East District of the CRA, for which the funding
3 obligations of the County are governed by Interlocal Cooperation Agreement between the
4 County, the City, and the CRA, dated December 4, 2001.

5 Section 5. The terms and conditions of the Interlocal Agreement Regarding the
6 City of Pompano Beach Community Redevelopment Agency, approved by the County by
7 Board action on _____, 2018, are incorporated as if fully set forth herein.

8 Section 6. SEVERABILITY.

9 If any portion of this Resolution is determined by any Court to be invalid, the invalid
10 portion shall be stricken, and such striking shall not affect the validity of the remainder of
11 this Resolution. If any Court determines that this Resolution, or any portion hereof, cannot
12 be legally applied to any individual(s), group(s), entity(ies), property(ies), or
13 circumstance(s), such determination shall not affect the applicability hereof to any other
14 individual, group, entity, property, or circumstance.

15 Section 7. EFFECTIVE DATE.

16 This Resolution shall become effective upon adoption.

17
18 ADOPTED this _____ day of _____, 2018.

19
20 Approved as to form and legal sufficiency:
Andrew J. Meyers, County Attorney

21
22 By /s/ _____ 00/00/00
René D. Harrod (date)
23 Deputy County Attorney

24 RDH/ab
05/07/2018
#297259.1

EXHIBIT 3

RESOLUTION NO. 2018-_____

CITY OF POMPANO BEACH
Broward County, Florida

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA, RATIFYING AND AFFIRMING THE ACTIONS OF THE CITY REGARDING THE POMPANO BEACH COMMUNITY REDEVELOPMENT AGENCY AND AFFIRMING THE AMENDMENT OF THE REDEVELOPMENT PLAN FOR THE NORTHWEST DISTRICT *NUNC PRO TUNC*; PROVIDING FOR A TERMINATION DATE OF THE NORTHWEST DISTRICT OF THE COMMUNITY REDEVELOPMENT AGENCY; AND PROVIDING FOR CONFLICTS, SEVERABILITY, AND AN EFFECTIVE DATE.

WHEREAS, on or about October 14, 1980, through Broward County Resolution No. 80-534, Broward County (the "County") delegated to the City of Pompano Beach (the "City") certain authorities under the Community Redevelopment Act of 1969 (the "Act"), Chapter 163, Florida Statutes; and

WHEREAS, on or about June 13, 1989, through Broward County Resolution No. 89-1893, the County delegated to the City certain additional authority under the Act; and

WHEREAS, on or about December 13, 1988, through Pompano Beach Ordinance No. 89-27 and Resolution No. 89-45, the City created a Community Redevelopment Agency (the "CRA") and the northwest geographical region of the CRA (the "Northwest District"); and

WHEREAS, the County has reaffirmed and ratified the delegation of certain powers under the Act to the City, *nunc pro tunc*, including delegating authority to the City to further delegate such powers to the CRA; now, therefore

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF POMPANO BEACH, FLORIDA AS FOLLOWS:

SECTION 1. The actions and delegations by the City of Pompano Beach set forth in Ordinance No. 89-27 and Resolution No. 89-45, and all other actions of the City relating to the Pompano Beach Community Redevelopment Agency, including adoption and approval of the community redevelopment plan as set forth in Ordinance No. 2011-9, are hereby reaffirmed and ratified, *nunc pro tunc*, subject to the terms and conditions of the Interlocal Agreement Regarding the City of Pompano Beach Community Redevelopment Agency, dated _____, 2018 (“Interlocal Agreement”), which is adopted and incorporated as if fully set forth herein.

SECTION 2. To the extent of any conflict between any Ordinance, Resolution, or action by the City or the Pompano Beach Community Redevelopment Agency and the terms and conditions of the Interlocal Agreement, the terms of the Interlocal Agreement shall take precedence and prevail.

SECTION 3. Notwithstanding any provision to the contrary in the Pompano Beach Community Redevelopment Agency redevelopment plan, Chapter 163 of the Florida Statutes, or any Ordinance or Resolution of the City of Pompano Beach or the Pompano Beach Community Redevelopment Agency, no tax increment financing shall be due under Section 163.387, Florida Statutes, after December 31, 2019, for the Northwest District of the Pompano Beach Community Redevelopment Agency from any taxing authority other than the City of Pompano Beach. Nothing in this Resolution shall affect any funding obligation otherwise due from any taxing authority for the East District of the Pompano Beach Community Redevelopment Agency.

SECTION 4. If any provision of this Resolution or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application, and to this end the provisions of this Resolution shall be declared to be severable.

SECTION 5. This Resolution shall become effective upon passage.

PASSED AND ADOPTED this day of , 2018.

LAMAR FISHER, MAYOR

ATTEST:

ASCELETA HAMMOND, CITY CLERK