

7. Project Description:

a. Provide brief narrative of the proposed project including project objectives, major project characteristics, number and type of permanent jobs created, removal of blighting conditions, population served, public purpose, proximity to public or other transportation, and non-County funding sources. Identify any in-kind match.

Project objectives:

1. Connectivity: The intent of the Old Pompano Streetscape Project is to design and construct roadways connecting to Downtown Pompano using the same design parameters. Pedestrian connectivity will allow local residents and businesses to link up to the rest of the area and increase public participation and awareness. The areas of the project supported by BRP and Section 108 funds will help assure that its improvements both connect and buffer the service area neighborhoods, bridging them to the redevelopment area.
2. Redevelopment: The Downtown Pompano Transit Oriented Corridor (DPTOD) encourages a logical, coherent development pattern that has already been targeted for redevelopment and areas that include incentives for rehabilitation and façade improvement. For the DPTOD to be developed into an area that both connects and buffers the existing and proposed transit hubs, redevelopment plans include changes in densities, building heights and land uses, particularly mixed-uses which help transition the area from retail/commercial to single family residential. These are areas that have the potential for additional enhancements because of the larger available right-of-ways and their location adjacent to future higher density development envisioned by the City.
3. Sense of place: One of the main objectives of Old Pompano Streetscape Project is the development of a sense of place for the project area. By planning for a “place”, the project area need not become just another stop along the railway or an unappealing walk to someplace else, but can become its own destination. The easily walkable grid street pattern and historic value of the buildings create a strong foundation and the basic building blocks for a thriving downtown.

Major Project Characteristics:

Downtown Pompano has been the subject of major improvements including revitalization of numerous streets (i.e., NE 1 Avenue, NE 2 Street, Flagler Avenue, etc.). The CRA spent over \$5 million in streetscape improvements. In addition, the CRA spent upwards of \$1.5 million refurbishing a historically significant building (old Bailey Hotel, which was converted to the Bailey Contemporary Arts Center – BaCA), and \$1.4 million designing and constructing a Downtown Plaza, which will be used to host numerous public gathering events.

The Old Pompano Streetscape Project will improve the following roadway segments (in sequential order):

- 1) NE 1 Street (entire right-of-way) between NE 2 Avenue (west right-of-way line) and NE 3 Avenue (east right-of-way line)
- 2) NE 2 Avenue (entire right-of-way) between NE 1 Street (south right-of-way line) and NE 4 Street (north right-of-way line)
- 3) NE 4 Street (entire right-of-way) between Flagler Avenue (centerline of the road) and NE 2 Avenue (east right-of-way line)
- 4) NE 3 Avenue (entire right-of-way) between NE 1 Street (south right-of-way line) and NE 4 Street (north right-of-way line)
- 5) Flagler Avenue (east half of the road) between NE 3 Street (south right-of-way line) and NE 4 Street (north right-of-way line)
- 6) NE 3rd Street (entire right-of-way) between NE 2 Avenue (west right-of-way line) and NE 3 Avenue (east right-of-way line)

Each street in the project area will receive roadway improvements; water, sewer and reclaimed water utility improvements; signing and pavement markings; new landscaping and irrigation, and new lighting. In addition, streets will have the number of traffic lanes reduced and chronic drainage problems will be repaired. None of these streets is presently pedestrian-friendly.

Located within a short distance of each other are the city's Historic Downtown District, proposed civic campus, regional bus transit station, proposed FEC commuter rail station, Transit Oriented Corridor and eastern portion of the NW CRA. The City's detailed planning process focused initially on the CRA area west of Dixie Highway and was extended to include the area south of NE 10th Street, east of Dixie Highway, west of NE 5th Avenue, north of Atlantic Boulevard and including the Civic campus.

Number and type of permanent jobs created:

Removal of blighting conditions:

The non-TIF funded streets in Old Pompano where the BRP grant funds will supplement Section 108 loan funds are located in census tracts 310 and 304.02; 60% LMI. The Project will focus on removal of blighting conditions described in Chapter 163, Part III, F.S. as set forth in Attachment C with street and infrastructure improvements designed to encourage redevelopment in the area adjacent to, but not part of, the City's TIF Redevelopment area (CRA). Old Pompano hasn't seen significant private investment in many years, but the area is adjacent to Downtown Pompano, a CRA-targeted area for improvements and redevelopment.

Population Served:

Block group data from the 2000 Census indicate that the area within a one-half mile radius of the project has a 25% poverty rate and suffers from over a 7% unemployment rate. The enclosed map identifies the service area of the three sites for the installation of public facilities funded by the BRP grant and Section 108 loan funds. All of the sites are in close proximity to each other and the service area reflects the nature and location of the public facilities. The service area is comprised of two census tracts. Census tract 304.02 is just west of the project areas and consists of only one block group. The project areas are located in census tract 310.00, which consists of seven block groups. The entire service area has a LMI percentage in excess of 60% (see enclosed spreadsheet), exceeding the 51% Low/Moderate Income threshold necessary to qualify as an area benefit for HUD's purposes in approving the CDBG Section 108 loan.

Public Purpose:

The DPTOD's three key goals are Connectivity, Redevelopment and Creation of a Vision/Sense of Place. The infrastructure improvements within the project area are integral to reaching these goals. The connectivity plan has the potential to connect the east and west sides of Dixie Highway, ameliorating its effect as a negative physical divider of the City. It also includes the north and south sides of Atlantic Boulevard, connecting the Civic Campus with Historic Downtown. Connecting the neighborhood bus station on the west side of Dixie Highway to the future commuter rail site on the east side of Dixie Highway would also support redevelopment to effectively support the Dixie Highway transit hub.

Proximity to Public transportation:

The Downtown Pompano Transit Oriented Corridor has the potential to act as an integral part of the transit oriented district. Western project boundaries are 1 block away from a recently constructed Broward County Bus Transit Station (SW corner of Dixie Highway and MLK Boulevard). The City anticipates construction of a passenger train station (Brightline) on Dixie Highway north of Atlantic Boulevard and South of NE 6 Street (about 1-2 blocks away). And, bus transit service exists on Atlantic Boulevard (1 block south of NE 1 Street) travelling east-west; on Dixie Highway (travelling north-south). In addition, the City of Pompano Beach Community Bus System (Green Route) (a partnership with Broward County Transit) provide service on NE 4 Street (east-west) connecting to Broward County mass transit system. In essence, local residents have access to public mass transit no further than 1-2 blocks away from their homes.

Non-County funding sources. Identify any in-kind match:

The City will use the full \$4,308,000 available from its Section 108 Loan funding for construction of this project.