

Infrastructure Improvement Needs

I. General Overview

Collier City Neighborhood

As identified in the Phase II Report, many vacant parcels exist along the Atlantic Boulevard corridor, and existing strip commercial is blighted along 27th Avenue. Provisions for suitable utility infrastructure for expected commercial development in this area should be made to allow vacant parcels in this area to become more attractive to potential developers.

The City currently has a redevelopment project for NW 27th Avenue designed and scheduled for construction. As part of that project, it would be beneficial to include the ideas targeted in the final SIP Plan. New utility infrastructure to support potential future multi-family properties along 27th as suggested in the SIP could be installed while the reconstruction of NW 27th Avenue is underway. Adjustments to roadway layout and consideration of potential street closures outlined in the SIP may also be addressed as part of this potential design-build process.

The City also has a redevelopment project currently in the design process for a segment of the MLK Jr. Boulevard corridor. The area, which is currently in the design process, is located from Powerline Road to Florida's Turnpike. That project is entering the final stages of its design process over the next several months. The SIP suggests creating a greenway paths & a landscape component to MLK. Landscaping design is not currently part of the scope of design for the project. Recommendations made in the SIP for the MLK Jr. Boulevard corridor should be addressed as part of the overall design and construction process.

Golden Acres / Hunters Manor

Enhancement of the MLK corridor is also part of the SIP recommendations as a conceptual strategy. It will be important to include provisions for future utility infrastructure here, as many of the vacant parcels in this area are not currently served by utility infrastructure.

The existing utilities in this area appear to be adequate to serve the type of development shown in the SIP, however future development in the adjacent areas will also create an additional burden to the existing infrastructure. There is also a significant amount of vacant land in this area, which is less attractive to potential developers when suitable utility infrastructure does not exist to support new large-scale developments.

At a minimum, efforts should be made to ensure that the primary corridors in this area provide adequate utility infrastructure, sized to accommodate the future expected needs of the areas. Streetscape improvements are also part of the SIP and will provide a benefit to attract future development.

Pompano Business Park

The ongoing extension of Andrews Avenue is continuing northward and through this area. It is expected that many businesses will have high interest in this area due to its close proximity and easy access to I-95.

Numerous properties in this area suffer from a lack of readily available sanitary sewer service capable of serving large-scale development. In some portions of this area available sanitary sewer does not exist at all.

The lack of available infrastructure again results in a high development premium, which would typically need to be absorbed by potential developers looking to bring new projects to the area. As a result, developers considering new projects for this area may often decide to take their business elsewhere.

Kendall Green/Sanders Park

This area is fairly well served by existing utility infrastructure as compared to other areas within the NW CRA Area. The primary area for commercial development is adjacent to the I-95 ramp, and is currently well-served and occupied by several successful commercial uses.

Recommendations regarding pedestrian connectivity network and greenway system are essential to better assemble this otherwise disjointed area. Even smaller scale roadway improvement projects in this area would be a significant benefit.

MLK District/Old Downtown

Many portions of the old downtown area are setup for more residential-type infrastructure. As part of the SIP, the plan intends to attract commercial developments to the old downtown area. Many parcels in this area are vacant, or currently consist of residential use.

Suitable utility infrastructure for proposed larger scale commercial developments must be made available to make this area more attractive to potential developers looking to bring businesses to the area. Portions of the existing roadway system are also designed for residential type development. Proposed roadway improvements along with potential roadway widening will need to be addressed as this area gears up to attract commercial developments.

The primary corridors for east/west travel through the NW CRA Area are Martin Luther King Boulevard, and Atlantic Avenue. In many areas, Martin Luther King Boulevard lacks the proposed utility infrastructure to install new developments without substantial off-site improvements. The end result is a high premium is placed on the development of these lands, due to the high cost of off-site improvements required to facilitate these developments.

This area is also very disjointed by the presence of Atlantic Avenue and Dixie Highway. The SIP suggests providing new connectivity for the Avondale Neighborhood, City Hall, The proposed Library Site, and the Old Downtown Areas. An improvement to

connectivity of some sort is also a critical component, which should be considered as part of the proposed infrastructure improvements.

The Farmer's Market area is also poorly served by utility infrastructure. A separate study for the City was performed for this neighborhood area in 2000, and then further study was done in 2002. The study detailed infrastructure considerations for the Farmers Market area, as well as the neighboring industrial parcels as far north as 15th Street. Many areas in this neighborhood are lacking *any* available sanitary sewer service, and as a result are forced to utilize on-site septic disposal systems as an alternative. Infrastructure improvements are very much overdue in this area, which is an area that is so well located for development potential.

II. Storm Water Drainage System

In August of 1999, PBS&J prepared a Stormwater Management Master Plan (SMMP) for the City of Pompano Beach. Under that plan, the SMMP listed numerous potential drainage improvements projects in locations throughout the City. Many areas within the NW CRA were identified as being in need of improvements, and the City has been following through in recent years with addressing improvement project recommendations made in that report.

Although the City has undertaken numerous projects per recommendations of the SMMP, there are still many projects yet to be completed. The current master plan has generated an extensive list of areas that are in need improvements, and ranked them based on several criteria.

Since the preparation of the SMMP preceded this SIP, the list of storm water drainage projects in the NW CRA area will need to be revisited, in order to consider the new areas targeted by this plan. Areas that were previously considered to be of less importance now may become a much higher priority when the recommendations of the SIP are fully considered. Areas now targeted for dense development may become higher priorities, as proper drainage will be necessary to foster these future developments.

As the City is currently working on numerous drainage improvements projects, funding for drainage improvements within the NW CRA could also allocated as a combined effort with Capital Improvements Project Funds.

III. Water Distribution System

The City water distribution system within the NW CRA Area currently consists of many areas with aged infrastructure. Also, there are numerous areas, which are currently residential areas or vacant parcels. Those areas are now being slated for new large-scale commercial developments, due to their proximity to primary transportation corridors, and superior access from area highways.

In many cases, the utility infrastructure in existing areas will be inadequate to serve new large-scale developments, and will need to be rehabilitated/upgraded as roadway improvements are implemented.

The primary areas of concern are major roadway corridors, which will be adjacent to future large-scale development. As part of the future development process, an assessment of existing facilities will need to be made to determine the condition of the existing utilities.

In most areas, water mains will need to be upsized to 12" diameter pipes, or larger. As exists, many of the water distribution segments are undersized to support any new substantial development, and will need to be replaced regardless of their condition. The upsizing of water mains should be incorporated into the roadway redevelopment projects in order to keep the cost as low as possible.

In the MLK Downtown Area, Hammondville Road from Dixie Highway to I-95 spans approximately 3,500 +/- linear feet. Also, 6th Avenue from Atlantic Boulevard to 6th Street spans 1,800 +/- feet. Those two roadways would be the primary core for underground utilities to service the new MLK Downtown Area. Large underground water mains sized to provide domestic water service for the buildings proposed in the area, as well as fire service, will be required. Other minor roadways would also be utilized to further distribute water service throughout the area

Provisions for Reclaimed Water Service should also be considered as part of the utility infrastructure design process. Many of the new developments will require large parking areas, which will include new landscaping. Also, many of the redeveloped roadway corridors are planned to have new landscaping as well. The installation of Reclaimed Water Service will assist in reducing the burden of future potable water service requirements, and provide a further benefit to developers interested in the area.

By comparison, the Golden Acres/Hunters Manor area is well served by existing utilities that would support the type of developments proposed in the SIP. The main difference here is that in addition to more substantial facilities being available, the types of developments proposed for this area by the SIP require a much less intense impact to utilities. Infrastructure in this area should be evaluated as part of the final development efforts to ensure that vacant properties in the surrounding areas will have an acceptable means to acquire utility services.

As with the MLK Downtown Area, an evaluation of the existing utilities in the Golden Acres/Hunters Manor area would need to be performed. It appears however at this stage that the need for extensive infrastructure improvements in this area is far less substantial.

III. Sanitary Sewer Facilities

As was the case with the water distribution system, the City sewer facilities within the NW CRA Area currently consist of many areas with aged infrastructure. In areas where older sewer pipe is deteriorated, the underground pipes can form cracks and broken joints, which allow infiltration of ground water into the sewer system. This condition increases the quantity of water delivered to the treatment plant for the area, and increases the City's cost of sewage treatment.

Numerous gravity sewer lines exist in the MLK Downtown area, which in some cases may be useable for proposed developments depending on their current condition. An inspection and report should be completed for areas where substantial change in developments is planned.

Assuming an inspection report reveals that the existing gravity sewers are in acceptable condition, it is probable that many of the existing 8" gravity sewer and various force mains could be re-used for the developments planned in the SIP.

In some cases, utility infrastructure in existing areas will be inadequate to serve new large-scale developments, and will need to be rehabilitated/upgraded. In areas where sewer mains will need to be rehabilitated/upgraded, the proposed improvements should be incorporated into future roadway redevelopment projects (when applicable) to keep the cost as low as possible.

Within the Farmer's Market and MLK Downtown Area, considerations will need to be made for relocating existing sewer lift stations, which may be in conflict with the proposed developments. In some cases, existing lift stations may be able to remain in-place, and new developments could be installed without impact.

The NW CRA Farmer's Market Area, as well as the adjacent industrial area extending northward to 15th Street is in need of new or rehabilitated infrastructure in most areas. Development potential in most of these areas carries an unusually high premium, as there is a lack of infrastructure existing.

IV. Parking Facilities

The NW CRA will generate a need for parking facilities as part of the proposed SIP development recommendations. The quantity of parking required will be a factor of the amount of development undertaken, and the type of development projects undertaken.

Under existing conditions, there are no areas in which a clear deficiency in parking within the NW CRA Area exists. This is due in part to the fact that in general, the NW CRA area is sparsely developed.

As the SIP recommendations are applied to future redevelopment efforts, the need for new parking facilities will grow exponentially. It is important that considerations for parking facilities be a key component of future redevelopment efforts. This will avoid

creating parking deficiencies, which would have a direct negative impact on existing areas, as well as newly developed areas.

The future transit center will also be a critical element in the determination of parking facilities required in the MLK Downtown Area. As always, surface parking is more cost-effective than structured parking, however in the MLK Downtown Area it may be advisable to include some structured parking to achieve a greater development density