



**CITY OF FORT LAUDERDALE AND THE FORT LAUDERDALE  
COMMUNITY REDEVELOPMENT AGENCY**

**APPLICATION FOR FUNDING  
NE 4<sup>TH</sup> AVENUE COMPLETE STREET PROJECT  
BETWEEN SUNRISE BOULEVARD AND NE 13<sup>TH</sup> STREET**

**BROWARD REDEVELOPMENT PROGRAM (BRP)  
Fiscal Year 2018**

**HAND DELIVERED**

***August 4, 2017***

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## **APPENDICES**

### **ATTACHMENTS**

<b>LTR</b>	<b>DESCRIPTION</b>
A	Signed Letter from City Manager Confirming City and CRA Support for Application and Project with attached Resolutions from City Commission and CRA Board Approved July 11, 2017
B	Certified Resolution No 10-108 (Blight Resolution)
C	Legal Description and Map -Documentation that Project Is within Area Meeting Blighting Conditions.
D	GIS Location Map
E	GIS Location Map With Zoning
F	GIS Location Map -Aerial
G	City of Fort Lauderdale Multi Modal Connectivity Map
H	Resolution No. 12-02 -City Commission Approval of Redevelopment Plan
I	Ordinance No. C-12-06
J	Community Redevelopment Plan
K	Detailed Cost Estimates
L	Concept Plans
M	Detailed Preliminary Project Plans-Section
N	GIS Mapping of Bus Stops within a 1/4 mile radius of Project Area
O	Project Development Schedule
P	City Commission Commitment for Funding Match
Q	Letter Funding Commitment/Board Minutes for Central City Advisory Board
R	Reports from National Complete Street Coalition, EPA and Wharton School, University of Penn and Victoria Transport Policy Institute
S	Estimated Increase in Tax Value and Tax Base as a Result of the Project
T	Higher Unemployment Documentation
U	Lower Property Value Growth Documentation
V	Survey of Blighting Conditions of Central City CRA and Summary Tables
W	Florida Statutes Definition of Blighted Area.
X	Crime Statistics
Y	CPTED Guidebook - US Dept of Justice Involvement
Z	US Dept of Transportation - Federal Highway Administration Office Of Safety Requirements.
AA	Existing Businesses along NE 4 <sup>th</sup> Avenue
BB	Consumer Spending Analysis - Claritas Report
CC	Dept of Labor Statistics - Occupational Wage Estimates
DD	Funding Source Information-Contact Persons
EE	Reports from Victoria Transport Institute & National Trust-Barracks Row

PLANNING AND ENVIRONMENTAL REGULATION DIVISION  
BROWARD REDEVELOPMENT PROGRAM (BRP)

**APPLICATION FORM**

(To Be Completed by Applicant)

1. Application Date: August 4, 2017
  
2. Applicant(s): City of Fort Lauderdale and the Fort Lauderdale Community  
Redevelopment Agency  
Address: 914 NW 6<sup>th</sup> Street – Suite 200, Fort Lauderdale, FL 33311  
Contact Person: Donald Morris. Title: CRA Manager  
Telephone #: (954) 828-4518 FAX #: (954) 828-4500  
E-mail: [dmorris@fortlauderdale.gov](mailto:dmorris@fortlauderdale.gov)
  
3. Project: NE 4<sup>th</sup> Avenue Complete Street Project from Sunrise Boulevard to NE 13<sup>th</sup> Street  
Project Address: NE 4<sup>th</sup> Avenue Complete Street Project from Sunrise Boulevard to NE  
13<sup>th</sup> Street  
Project Location (Attach Map and Legal Description): GIS for Map /Surveyor for Legal:  
Legal Description & Map as **Attachment C.** Surveyor is Javier De la Rocha, P.S.M.  
Exacta Commercial Surveyors GIS Location Maps attached as **Attachments D, E & F.**
  
4. Project Start Date: December 1, 2017  
Project Completion Date: December 1, 2020
  
5. Property Owner(s): Public Right-Of-Way in City of Fort Lauderdale (State Road 811)  
Property Owner(s) Address: 100 N Andrews Avenue, Fort Lauderdale, FL 33301  
Telephone #: (954) 828-4518 FAX #: (954) 828-4500  
E-mail:
  
6. Funds Requested: \$1,000,000.00

## APPLICATION FORM *cont'd*

### 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.

#### **Response:**

The project consists of public improvements in the Right-of-Way of NE 4<sup>th</sup> Avenue from Sunrise Boulevard to NE 13<sup>th</sup> Street, a distance of approximately .35 miles. The improvements will be in the form of a Complete Street project in accordance with Broward County's Complete Streets Program Guidelines as approved by Broward County Commission on March 12, 2013 and the Metropolitan Planning Council in July, 2012. The project is located in the Central City Community Redevelopment Area (CRA), formerly known as the Middle River-South Middle River- Sunrise Boulevard CRA and as shown on **Attachments "C", "D", "E" and "F"**. The public improvements to the street will include transportation improvements and streetscape enhancements. The project consists of road Diet that includes lane elimination, buffered bicycle lanes, milling and resurfacing, new signing and markings, median modifications, construction of right turn lane at NE 13<sup>th</sup> Street, intersection lighting improvements , ADA ramps, decorative level pedestrian/security lighting, improved sidewalks, and landscaping and entryway/placemaking design features. The corridor is part of the City of Fort Lauderdale Multimodal Connectivity Map (**Attachment "G"**). The 4<sup>th</sup> Avenue Complete Streets project includes streetscape elements that are designed to create a thoroughfare that provides safe access for all users. Pedestrians, bicyclists, motorist and transit riders of all ages and abilities will be able to safely move along the roadway. Originally requested by the merchant association, supported by the Central City CRA Advisory Board and consistent with recommendations of the approved Community Redevelopment Plan for the area, upon completion the NE 4<sup>th</sup> Avenue Complete Street project will encourage pedestrian activity and make it easier to walk to shops or bicycle to work. The project will improve safety, lower transportation costs, promote economic development, increase property values, foster a green environment and help create a healthier community by encouraging walking and biking.

The community redevelopment area was identified as blighted by the City Commission of the City of Fort Lauderdale on April 20, 2010 (**Attachment "B"**) and the City Commission approved the Community Redevelopment Plan for the area on January 5, 2012 by Resolution No. 12-02. (**Attachment "H"**) The City Commission by Ordinance No. C-12-06 on April 3, 2012 established a Redevelopment Trust Fund for the area (**Attachment "I"**), with the City of Fort Lauderdale being the only taxing authority levying ad valorem taxes within the redevelopment area that will be required to contribute to the fund, a sum

equal to 95% of the incremental increase in ad valorem taxes levied each year by that taxing authority for period of 30 years.

NE 4<sup>th</sup> Avenue along with NE 13<sup>th</sup> Street is identified in the approved Community Redevelopment Plan as an important neighborhood shopping street and that the aging building stock, now occupied by marginal businesses and vacant underutilized land gives the impression of an area neglected and in decline. In addition, the surrounding residential uses, once solidly full of home owners has changed over the years and has now become predominantly rental, have not been as well maintained as the owner occupied units and are a primary contributor to the slum and blight condition of the area. These conditions are substantiated by the fact that the area has lower property value growth than both City of Fort Lauderdale and Broward County (**Page 14**). In addition to deterioration of building conditions in the project area, there are significant adverse environmental conditions and blighting conditions along NE 4<sup>th</sup> Avenue that will be eliminated with the Complete Street Project (**Page 15**). The aging public improvements along this business corridor includes sidewalks of inadequate width and poor condition, missing ramps for ADA accessibility, inadequate street level lighting, inadequate separation between vehicular and pedestrian uses, poorly defined crosswalks, and inadequate landscaping.

The Community Redevelopment Plan identifies the redevelopment of the NE 4<sup>th</sup> Avenue Corridor as an Economic Development Strategy for this area (**P. V-2 of the approved Community Redevelopment Plan-Attachment J**), and as a major street having some of the greatest redevelopment potential in the area. Its serves along with NE 13<sup>th</sup> Street as a “Main Street” and a “Neighborhood Center”. A proposed transit station is recommended in the CRA Plan along the FEC Railroad corridor at NE 13<sup>th</sup> Street in the Central City Area less than 2,000 feet east of NE 4<sup>th</sup> Avenue. Mixed use development and transit oriented development design (TOD) characteristic is part of the housing strategy and economic development strategy under the CRA Plan. The City of Fort Lauderdale has been engaged in planning for the potential of mass transit stations along the FEC Railway corridor in conjunction with the South Florida Regional Transportation Authority’s Fast Start Plan which proposes to move commuter rail service to the more centrally located FEC tracks. The potential for TOD developments near these new stations particularly in Fort Lauderdale is a major factor in the program. The Central City proposed commuter rail stop along the FEC is identified on the City of Fort Lauderdale Multimodal Connectivity Map (**Attachment “G”**) along with a bikeway connecting greenway/bikeway along NE 4<sup>th</sup> Avenue, Dixie Highway, the FEC Railway, Andrews Avenue, NE 13<sup>th</sup> Street and NE 15<sup>th</sup> Avenue. The connecting Dixie Highway greenway/bikeway is funded by the MPO and the NE 13 Street Bikeway funded by the Broward Redevelopment Program in 2014 is nearing completion. The area is currently served by Public Transportation on NE 4<sup>th</sup> Avenue in the form of Broward County Transit with five bus stops in/or in close proximity to the proposed project area (**Page 9**).

The NE 4<sup>th</sup> Avenue Complete Streets Project will be a catalyst for job creation as the project will result in new businesses opening along the corridor, an increase in new private investment and an increase in sales volume in existing businesses resulting in new hires. **(Page 18)** In addition, increased property values of housing in the surrounding neighborhood will attract new residents to the area with higher incomes. Currently the average household income of the district is 50% less than the City's average with poverty (having a median income less than 50% the county average) 2.3 times greater than the City. Unemployment is also greater than the City Wide average **(Page 14)**. The NE 4<sup>th</sup> Avenue Complete Streets Project is expected to create new permanent jobs. These jobs will primarily be in the area of neighborhood oriented commercial retail and office uses. A total of between 35 to 113 Full Time Equivalent (FTE) jobs will be created with a majority of these jobs being able to be filled by lower income neighborhood area residents **(Page 21)**. A cash minimum 15% cash match will be provided to the project from funding approved for NE 4<sup>th</sup> Avenue improvements from State and Federal sources from FDOT and the MPO.

- b. **Property acquisition projects must provide current appraisal(s) (i.e. no older than 6 months), and environmental audits(s), in accordance with the County requirements shown in Appendix II on Page 27. A Contract for Purchase is the minimum required documentation.**

**Response:**

N.A. There is no property acquisition proposed by this project.

- c **In addition to the number of permanent jobs, created, interior build-out project for economic development must identify the project to be undertaken, the long-term tenant or business/property owner, and the term of the lease.**

**Response:**

N.A. There is no tenant build-out proposed as part of this project

- d. **Provide detailed cost information regarding the project. Include design plans and costs estimates, bids, and other available information. Attach project plans and detailed cost estimates. Plans must be to scale. Interior build-out projects must include the cost per square foot, number of square feet, and cost of the interior build-out not including furniture and equipment.**

**Response:**

The project is estimated to cost approximately \$\_\_\_\_\_. Attached as **Attachment "K"** is detailed cost information regarding the project as prepared by engineering staff of the the Fort Lauderdale Transportation and Mobility Department. Also attached are concept plans and a preliminary section for the Complete Street (**Attachments "L" and "M"**).



The final section and plan will be subject to community, City Broward County and FDOT input in accordance with the Broward County Complete Street Guidelines.

- e. **Demonstrate how the project addresses the Criteria, shown on Pages 18-21.**

### **Criteria**

1. **Proximity to Transit and Transit Accommodations: To obtain a high score of “3,” the Application must demonstrate that the project is within ¼ mile of public transportation (attach map) and that the project includes transit accommodations. The low score of “0” will be given if the Application provides no documentation or the project is one mile or more from public transportation. Transit accommodations include, but are not limited to: shuttle service, bicycle racks, private shower, etc.**

### **Response:**

The project is served by Broward County Transit Bus Route 50 which has 5 bus stops along the route of NE 4<sup>th</sup> Avenue in the project area.. These include north bound bus stops at 1122 NE 4<sup>th</sup> Avenue, 1316 NE 4<sup>th</sup> Avenue. (.002 miles from the project), 1428 NE 4<sup>th</sup> Avenue (.087 miles from the project) and south bound bus stops at 1211 NE 4<sup>th</sup> Avenue, and 1401 NE 4<sup>th</sup> Avenue (.051 miles from the project). Route 50 runs north and south starting at the Broward Central Bus Terminal downtown traveling north along NE 4<sup>th</sup> Avenue to Wilton Drive to Dixie Highway terminating at Hillsboro Boulevard in Deerfield Beach at the Northeast Transit Center (where there is also a Tri-Rail and Amtrak Station). The bus stop wait for Route 50 Buses is from 15 to 30 minutes depending on weekday or weekend services. The distance traveled by Buses on Route 50 to the Broward Central Bus Terminal, starting from where it can be boarded in the project area is only 1.5 miles (less than 5 minutes away). From there, the traveler can transfer onto to any one of 17 other bus routes, including the WAVE to anywhere in Broward County. All Route 50 buses include Wheelchair Accessible Bike Racks (transit accommodations) which correlate well to the transit accommodations - ie. bike lanes and bike racks to be constructed and installed as part of the Project. A copy of the Broward County Transit Map, Bus Schedule for Route 50 and GIS mapping showing the bus stop locations are in the project area or within a quarter mile of the Project Area is provided under **Attachment “N”**. Next to the Central Bus Terminal is the location of the new All Aboard Florida Terminal passenger line that will provide service from Miami to Orlando. The project is also within the ½ mile transit neighborhood and core areas.

2. **Environmental Sustainability Components (solar technology, LEED standards, sea-level rise mitigation/adaptation, etc.). To obtain a high score of “3,” the Application must demonstrate that the project contains two (2) or more components that address environmental sustainability. The low score**

of “0” will be given if the Application provides no documentation or there are no environmental sustainability components.

**Response:**

The NE 4<sup>th</sup> Avenue Complete Street Project incorporates a variety of Sustainable Components. These include:

- Color enhanced bicycle lanes and continuous wide sidewalks provided on both sides of the Roadway to encourage alternative transportation;
- LED street lighting for energy savings;
- Increased landscape areas and shade trees to reduce heat island effect.
- Existing pavement removed will be crushed, recycled and reused, keeping it out of landfills;
- Improved traffic flow will reduce emissions and fossil fuel use;
- Existing street widths will be reduced as a result of eliminating traffic lanes and replacing them with dedicated buffered bicycle bike lanes. Wide streets are problematic for both mobility and ecology. Reduced street width reduces the amount of impervious pavement affecting water quality and quantity. It also reduces the urban heat island effect and increases pedestrian safety;
- The project will utilize areas with a high Solar Reflective Index (SRI) further reducing the heat absorption of the street;
- The street design will follow Complete Streets guidelines ensuring benefits for mobility, community and environment. Materials selected for construction will be readily maintained and durable over an extended period of time in consideration of long term maintenance needs;
- The street design will be cost effective taking into consideration lifecycle costing. The street design will also be context sensitive to help define the character of the area;
- The street design will expand usable public space by reallocating underutilized roadway space to create improved walkability and connectivity;
- Bike racks will be installed along the corridor to accommodate bicycle transit stops; and
- Water efficient Xeriscaping will be used using plant material that is both drought resistant and native to South Florida or Adapted Plants.

3. **Ability to Timely Complete Project:** To obtain a high score of “3,” the Application must include a Project Development Schedule and demonstrate that the project will be completed in accordance with the Project Development Schedule. The low score of “0” will be given if the Application provides no documentation regarding a Project Development Schedule or ability to complete within the Project Development Schedule.

**Response:**

The Project Development Schedule is attached as **Attachment “O”**. The project will be managed and designed by FDOT and the City of Fort Lauderdale Transportation and

Mobility Department. The Fort Lauderdale Transportation and Mobility Department is highly qualified to implement the project and keep it on schedule, having recently done the NE 13th Street complete street project and coordinated the Dixie Highway Complete Street Project. The project implementation will be in two stages. The first stage implemented by FDOT which is "Shovel Ready" with FDOT plans 60% complete. The second stage will be designed and implemented by the City of Fort Lauderdale.

- 4 Contribution from non-County Sources: To obtain a high score of "3," the Application must provide detailed project costs and all funding including County and non-County funding, including an in-kind match as defined on Page 12. The low score of "0" will be given if the Application provides no documentation regarding the contribution or there is no non-County contribution.**

**Response:**

Detailed Project Costs is provided on **Attachment "K"**. Contribution of non-County funding consists of a minimum of 15% (\$175,000.00) from FDOT and the MPO from approximately \$700,000 approved for NE 4<sup>th</sup> Avenue street improvements from the DOT and the MPO using state and federal funds for NE 4<sup>TH</sup> Avenue from Sunrise Boulevard to the Middle River Bridge. On **Attachment "P"** is a copy of the Fort Lauderdale City Commission Item R-\_\_ approved July 11, 2017 along with documentation of non-county match by FDOT/MPO.

- 5 Increase in Tax Base: To obtain a high score of "3," the Application must provide calculations of the expected increase in the tax base due to private redevelopment, document the private redevelopment, and show the increase in the tax base. The low score of "0" will be given if the Application provides no calculations or insufficient documentation of private redevelopment or no increase in the tax base.**

**Response:**

On March 12, 2013, the Broward County Commission unanimously approved Complete Streets, approved coordinating efforts with municipalities, the MPO, FDOT and others, to work with partners to identify funding sources to finance improvements associated with Complete Streets and directed staff to take all steps to implement the same including amendments to the Traffic-ways Plan, Comp Plan, Land Use Plan, Administrative Code and all other documents to fully implement the Complete Street Guidelines. Broward's Complete Street Guidelines were approved by the Broward Metropolitan Planning Organization in July, 2012. The National Complete Streets Coalition is a national organization that advocates adoption of complete streets policies, provides technical assistance and research into impacts of this important national initiative. They have documentation that complete streets raise property values. According to their research, In a survey of real estate markets from Jacksonville Florida to Stockton California, a one-

point increase in the walkability of a neighborhood as measured by WalkScore.com increased home values by \$700 to \$3,000. For neighborhoods in the Washington DC region, becoming one step more walkable on a five-point scale can add \$9 per square foot to retail rents and nearly \$82 per square foot to home values. This increase is amplified when walkable neighborhoods are near each other, demonstrating the value of networks of Complete Streets connected throughout a community, (such as the NE 4<sup>th</sup> Avenue Project which is part of the City’s Multi-Modal Connectivity Network). Its not just sidewalks that add value, bike paths add value to neighboring properties as well. One North Carolina neighborhood saw property values rise \$5,000 due to a nearby bikeway, while research showed that bike paths in Delaware could be expected to add \$8,800 to neighboring home values. Even design elements like street trees can raise property values. Having trees on a street in front of homes in Portland Oregon added more than \$7,000 to selling prices.

The US Environmental Protection Agency (EPA) Office of Sustainable Communities have also documented the economic Impacts of public projects that make walking safer and more appealing, such as improving sidewalks, reducing traffic speeds, adding streetlights and street trees and beautifying the streetscape as would occur with the NE 13<sup>th</sup> Street Complete Street Project. According to their 2012 research, in Lodi California, a \$4.5 million streetscape retrofit of a five block area helped attract 60 new businesses, reducing the vacancy rate from 18 to 6 percent. Similarly in West Palm Beach, Florida, streetscape improvements changed the vacancy rate from 80% vacant to 80% occupied with property values increasing more than six fold. EPA has conclude that walkable neighborhoods have higher home prices with one study finding that homes with above average levels of walkability command a premium of about \$4,000 to \$34,000 above homes with average levels of walkability. The walkability premium exists for commercial real estate as well. An analysis of more that 4,200 properties found that walkability was associated with higher property values and higher net operating income for offices, retail and industrial properties. They state that an extensive body of research exist that correlate such transit accessibility to increased property values. The size of the premium will vary among studies and markets with the greatest increase occurring in the office and retail markets as follows:

<b>PROPERTY TYPE</b>	<b>PREMIUM</b>
Single Family Home	2 to 32%
Condominium	2 to 18%
Apartment	4 to 45%
Office	9 to 120%
Retail	1 to 167%

A study by the Wharton School at the University of Pennsylvania examined the economic impact on property values of a range of place-based public investments including commercial corridor improvements and streetscapes in the City of Philadelphia. While it is a well understood in principle that investments in blighted area raise property values, their

research quantifies these benefits through econometric analysis and integration of data from multiple city sources. The study uses 200,000 property sales price observations over a 14 year period and constructed a spatial database at their GIS Lab. They concluded that while being located within ¼ to ½ mile of a commercial corridor adversely affects house values by 13% to 9%, the negative effect of the commercial corridor is reversed if it is in excellent condition increasing their value by as much as 36% and a commercial corridor that was improved with streetscape impacts a considerable increase in surrounding home values as well on the order of a 28% gain in value relative to similar homes in comparable areas without streetscape improvements.

Impact on House Values - Philadelphia	
Variable	% Impact
<+ 1/4 Mile to a Commercial Corridor in Excellent Condition	36%
1/4 to 1/2 Mile to a Commercial Corridor in Excellent Condition	20%
Improvements in Streetscapes of Commercial Corridors	28%
Near New Tree Plantings	9%
Adjacent to a Stabilized and Greened Lot	17%
Located in a Business Improvement District	30%

Copies of these reports are provided as **Attachment “R”**. Considering that the Central City CRA has experienced lower property growth than both the City and the County as documented in Evaluation Criteria (**Page 14**), and that the existing commercial corridor along NE 4<sup>th</sup> Avenue is not in excellent condition with approximately \_\_% of the adjacent property vacant and underutilized as documented in Evaluation Criteria (**Page 15**), it is reasonable to assume that the NE 4<sup>th</sup> Avenue Complete Street Project streetscape improvements will increase property values along NE 4<sup>th</sup> Avenue where the improvements are constructed and in the immediate surrounding areas. The increase in property values directly equate to an increase in the tax base in ad valorem property tax. Using the data produced by the Wharton School at the University of Pennsylvania and conservatively estimating that property values within a ½ mile radius of the streetscape project will increase in value by 20% as a result of the project, the estimated increase in property value of affected properties in the Central City CRA Community Redevelopment Area would be \$17,899,094.00 resulting in an increase in ad valorem property tax revenues of \$360,724.02. This is based on using last years taxable values and the 2012 millage rate for the area of 20.1532 Mills. Because Homesteaded property assessments are capped at a maximum increase of 3% annually, the taxable value of homesteaded properties were subtracted from the total taxable value of all property within a ½ mile radius of the project and are not part of these calculations. If you just look at the impact on surrounding residential property (less homesteaded property) within a ½ mile radius of

the NE 4<sup>th</sup> Avenue project area, the estimated increase of taxable values within the CRA would be \$4,507,716.00 resulting in an annual increase in ad valorem property tax revenues of \$ 90,844.90. A copy of the Excel Spread sheet and calculations which provides the backup for this information, is provided as **Attachment “S”**.

- 6. Higher Unemployment than Municipality and County and/or Lower Property Value Growth for Redevelopment Area than for Municipality and County: To obtain a high score of “3,” the Application must demonstrate higher unemployment and/or lower property value growth in the redevelopment area than those of the Municipality or the County. The low score of “0” will be given if the Application provides no documentation regarding unemployment and property values or if unemployment in the redevelopment area is lower than those of the Municipality and the County and/or property value growth is higher than those of the Municipality and the County.**

**Response:**

There is higher unemployment in the Central City Community Redevelopment Area (CRA) than in the City of Fort Lauderdale and Broward County. In the Central City CRA, \_\_\_% of the labor force is estimated to be employed for the current year. By comparison, in the City of Fort Lauderdale \_\_\_% of the labor force is estimated to be employed in the current year, while in Broward County, \_\_\_% of the labor force is estimated to be employed for the current year. This information is based on Neilsen (Claritas) site reports for the Central City CRA area, City of Fort Lauderdale and Broward County. The 2013 Executive Summary Reports documenting this information along with their methodology is included under **Attachment “T”**. The data was compiled by Neilson who uses the American Community Survey which provides annual data down to the block group level.

There is Lower Property Value Growth for the Central City Community Redevelopment Area than for the City of Fort Lauderdale and Broward County. In the Central City CRA, the market value of all property (consisting of 1,232 parcels) decreased from \$\_\_\_\_\_ in 2014 to \$\_\_\_\_\_ in 2015. This is a decrease of \$\_\_\_\_\_, which equates to a deduction in market value from 2014 to 2015 of \_\_\_%. By comparison, in the City of Fort Lauderdale, the market value of all property increased from \$\_\_\_\_\_ in 2014 to \$\_\_\_\_\_ in 2015, which equates to a increase in market value from 2014 to 2015 of \$\_\_\_\_\_, which is \_\_\_%. By comparison, in Broward County, the market value of all property decreased less than it did in the Central City CRA. In Broward County the market value of all property decreased by only \_\_\_% as compared to the Central City CRA which decreased by \_\_\_%. This information is based on Broward County Property Appraiser Reports for the Central City CRA, City of Fort Lauderdale and Broward County (2014 and 2015 Real Estate Use Code Summary Reports). Copies of these reports documenting these values along with the Excel Spread Sheet providing the comparison is attached as **Attachment “U”**.

**7. Increasing Accredited Child Care Facilities Available: NA**

- 8. Removal of Blighting Conditions: To obtain a high score of “3,” the Application must demonstrate the blighting conditions and how the project will remove such conditions. The low score of “0” will be given if the Application provides no documentation regarding blighting conditions.**

**Response:**

By Resolution No. 10-108, On April 20<sup>th</sup> 2010, the City Commission found the Central City CRA Community Redevelopment Area to be Blighted as defined in Part III, Chapter 163, Florida Statutes. The “Predominance of defective or inadequate street layout, parking facilities, roadways, or public transportation facilities”, “Faulty layout in relation to size, adequacy, accessibility or usefulness” and “Deterioration of improvements “ are some of the factors under this statute which defines whether an area is blighted when such conditions are present. The inadequacy of NE 4<sup>th</sup> Avenue and conditions of blight have been documented by a Conditions Survey which surveyed along NE 4<sup>th</sup> Avenue between Sunrise Boulevard and NE 13<sup>th</sup> street. A copy of the surveys and summary tables of blighting conditions are provided in **Attachment “V”**

The results of the survey indicate that NE 4<sup>th</sup> Avenue Sunrise Boulevard and NE 13<sup>th</sup> Street is blighted as follows:

- Missing sidewalk was present in the R.O.W. fronting \_\_\_ of the adjacent properties;
- Inadequate sidewalk width was found in the R.O.W adjacent to \_\_\_ of adjacent properties;
- Deteriorating sidewalks were found in the R.O.W. fronting \_\_\_ of the adjacent properties; Obstacles or protrusions in the sidewalk were present in the R.O.W. fronting 13.79% of the adjacent properties;
- Changes in sidewalk grade was present in the R.O.W fronting \_\_\_ of the adjacent properties;
- Missing ADA curb ramps with detectable warnings were found in the R.O.W fronting \_\_\_ of the adjacent properties;
- Inadequate existing curb ramps were found in the R.O.W fronting \_\_\_ of the adjacent properties;
- Other hazardous sidewalk conditions such as tripping hazards, signs or trees blocking sidewalks, storm drains in the pathway, raised sidewalks and cars parking in the sidewalk were found in the R.O.W fronting \_\_\_ of the adjacent properties;
- Standing street water was present in the R.O.W fronting \_\_\_ of the adjacent properties;
- Deteriorating street surface was found in the R.O.W fronting \_\_\_ of the adjacent properties;
- Inadequate crosswalks was present in the R.O.W fronting 100% of the adjacent properties;

- Inadequate pedestrian level lighting was found in the R.O.W fronting 100% of the adjacent properties;
- Lack of street trees or landscape exist in the R.O.W fronting \_\_\_ of the adjacent properties;
- Dead or dying street trees or landscaping exist in the R.O.W fronting \_\_\_ of the adjacent properties;
- Deteriorated or inadequate driveways were present in the R.O.W fronting \_\_\_% of the adjacent properties; and
- Other inadequate or deteriorated street conditions were present including missing curb, damaged curb and obsolete driveways located where sidewalk should be in the R.O.W fronting \_\_\_% of the adjacent properties.

The existing aging street does not meet current standards and deteriorating conditions creates safety and design issues. The NE 4<sup>th</sup> Avenue Complete Streets Project will redesign and reconstruct the entire roadways in accordance with the Complete Street Guidelines and Department of Transportation criteria and standards for roadway design. This will eliminate all the blighting conditions described and documented from the Conditions Survey.

In addition to the clear physical indicators of blight that will be removed as a result of the project, other factors leading to economic distress in the blighted area as defined under Florida Statutes will be corrected as a result of the project. These other factors include assessed values of property in the surrounding area failing to show any appreciable increase, and incidence of crime higher in the area than in the county or municipality and unsafe conditions. A copy of Florida Statutes definition of “Blighted Area” is attached as **Attachment “W”**.

Assessed values of property in the surrounding area failing to show any appreciable increase: On **Page 14**, it was documented that there is Lower Property Value Growth for the Central City Community Redevelopment Area than for the City of Fort Lauderdale and Broward County, whereby this area experienced a drop in property value from 2014 to 2015 of \_\_\_%. In the question regarding Increase in the Tax Base as a result of the project, it was shown on **Pages 11** of the Application that the project would remove the blight associated with lower property values by increasing property values of property within a ½ mile radius of the project.

Incidence of Crime Higher Than in the City: Crime Statistics for the South Middle River Neighborhood Association area, where the NE 4<sup>th</sup> Avenue Complete Street Project is located, show that crime has increased \_\_\_ % while crime in the City have increased only \_\_\_, and business burglaries in the neighborhood have increased \_\_\_% over this period while business burglaries for this City have decreased \_\_\_. A copy of the crime statistics for the area and the City as provided by the Fort Lauderdale Police Department are attached as **Attachment “X”**.



CRIME STATISTICS						
OFFENCE	South Middle River			CITY OF FORT LAUDERDALE		
	2011	2012	% CHANGE	2011	2012	% CHANGE
ROBBERY				183	216	18%
BURGLERY - RESIDENTIAL				735	810	10%
VEHICLE BURGLERY				777	576	-25%
BURGLERY-BUSINESS				153	130	-15%
VEHICLE THEFT				168	184	-9%

Source: Fort Lauderdale Police Department

The South Middle River Civic Association has proactively patrolled streets to fight crime. They have invested a lot of time and money. They work closely with the Fort Lauderdale Police, and have anti-crime meetings with City staff. While these actions help, additional tools are needed to help reduce crime.

Installing improved lighting along NE 4th Avenue as part of the Complete Street Project will have an impact on reducing crime in the area. Crime Prevention Through Environmental Design (CPTED) has been promoted and endorsed by the US Department of Justice Office of Community Policing, National Crime Prevention Council as a Best Practice and numerous local policing agencies across the county and internationally for 40 years. It is a multi-disciplinary approach to deterring criminal behavior through the implementation of four principles which can reduce the incidence and fear of crime. The first principle of CPTED is Natural Surveillance. Natural Surveillance is facilitated by adequate sightlines and lighting. Based on the fundamental premise that criminals do not wish to be observed, the primary aim of surveillance is to keep intruders under observation which can be achieved in part (according to the Crime Prevention Through Environmental Design Guidebook), through improved street lighting. CPTED minimum standards is that pedestrian walkways and access routes open to the public spaces provide adequate lighting to allow identification of a face at a distance of about 10 meters (33 feet) for a person with normal vision. With NE 4<sup>th</sup> Avenue being the main business corridor in the South Middle River neighborhood, the blight associated with burglary of business, which has been on the rise and victim crimes such as robbery, which has significantly increased, will be reduced along NE 4<sup>th</sup> Avenue with improved pedestrian lighting as recommended by CPTED. A copy of the CPTED Guidebook highlighting the section on lighting and background on the US Department of Justice involvement with CPTED is attached as **Attachment "Y"**

Unsafe Conditions: The US Department of Transportation – Federal Highway Administration created an Office of Safety to work with state and local partners to promote roadway safety. Their engineering solutions to improve pedestrian safety include buffer or planting strips separating pedestrian on sidewalks from moving vehicles on the road, marked crosswalks indicating where pedestrians can cross the street, curb ramps for a smooth transition between sidewalk and street, raised medians and crossing islands

providing pedestrians a safe place to wait while crossing the street, curb extensions extending the sidewalk that reduces the distance for pedestrians to cross, improved signage and signals, narrowing or eliminating travel lanes and improved street lighting. They recognize that the absence of these elements in a street create an unsafe condition. The NE 4<sup>th</sup> Avenue Street Conditions Survey provided in **Attachment “V”** not only documents blight associated with deteriorating conditions along the street, but also unsafe conditions as recognized by the US Department of Transportation (**Attachment “Z”**). These unsafe conditions will all be eliminated through redesign and construction of a Complete Street which incorporates the The US Department of Transportation Office of Safety Engineering solutions to improve street safety.

**9 Number of Permanent Jobs Created: To obtain a high score of “3,” the Application must demonstrate the number of permanent jobs and/or job training created and how the project contributes to long-term job creation and/or job training .**

**The low score of “0” will be given if the Application provides no documentation regarding the permanent number of jobs created or how the project contributes to long- term job creation. The number of jobs created must be calculated in accordance with the American Recovery and Reinvestment Act of 2009 (ARRA),as described**

**at [http://www.whitehouse.gov/omb/assets/memoranda\\_2010/m10-08.pdf](http://www.whitehouse.gov/omb/assets/memoranda_2010/m10-08.pdf).**

**The number of jobs must be expressed as Full-Time Equivalent (FTE) and must not include indirect and induced jobs.**

**Response:**

The National Complete Streets Coalition and The US Environmental Protection Agency Office of Sustainable Communities has documented the impact of Complete Street policies and smart growth on private investment including job creation (**Attachment “R” and “EE”**). Based on their finding, the investment communities made in implementing Complete Streets-smart growth streetscapes can stimulate far greater private investment especially in retail districts. In Washington DC, \$8.5 million in design improvements along a three-quarter mile corridor in Barracks Row, including new patterned sidewalks, street trees and lighting helped attract 44 new businesses and 200 new jobs (one job per \$42,500 in streetscape improvements), along with increases in sales and foot traffic. Lancaster, California added pedestrian safety features as part of their revitalization effort including wider sidewalks, landscaping and traffic calming that resulted in \$125 million in private investment, a 26% increase in sales tax revenue and 800 new jobs after a public investment of \$10.6 million (one job per \$13,250 in streetscape improvements).

As described in Evaluation Criteria on **Page 12** of the Application, in Lodi California a \$4.5 million streetscape retrofit of a five block area helped attract 60 new businesses and corresponding job creation. There are numerous examples of economic revitalization where public investment in roadway infrastructure which improves safety and comfort create conditions favorable for economic activity to occur and lead to a surge in private

investment at adjacent properties. As documented by the Victoria Transport Policy Institute. in New York City on Ninth Avenue in Manhattan, retail sales increased 49% after the installation of parking protected bike lanes, or 16 times the borough wide retail sales growth. In Brooklyn on streets adjacent to public improvements at Pear Street Plaza, retail sales went up 172%. In Times Square rents doubled following the 2009 Green Light for Manhattan Improvement Project and new flagship stores opened generating \$110 billion in economic activity. Commercial vacancies decreased 49% in the Union Square area following public street improvements including protected bike lanes. Similar impacts occurred on First and Second Avenue in New York where similar improvements resulted in 47% fewer commercial vacancies. Copies of these reports are provided as **Attachment "R" and "EE"**. Decrease in vacancy rates and attraction of new businesses to an area directly results in an increase in jobs. Vacancy rates along the NE 4<sup>th</sup> Avenue Corridor proposed to be improved with a Complete Street streetscape and are also expected to decrease, new businesses will be attracted to the area and an increase in sales for existing businesses is expected to occur based on documented impacts in other areas where similar improvements were constructed. This will result in long term job creation as new permanent jobs will be created. Based on the number of jobs created on similar projects nationally as described above correlated to the dollar amount of public investment in streetscape improvements, one job created for every \$13, 250 to \$42,500 in public improvements along NE 4<sup>th</sup> Avenue would result in 35 to 113 permanent jobs created as a result of the NE 4<sup>th</sup> Avenue Complete Street Project. The jobs would be the result of the attraction of new businesses to the area and new hires by existing businesses from increased sales. The jobs would occur along the commercial corridor of NE 4<sup>th</sup> Avenue. The 35 to 113 jobs would be 35 to 113 Full-Time Equivalent (FTE) based on all positions working a full time work week schedule of 40 hours using guidance for reporting on job estimates from Memoranda M-10-08 from the US Director of the Office of Management and Budget. These jobs are not temporary construction jobs as a result of the project but permanent jobs that contribute to long term job growth as a result of new businesses opening along the corridor, expanded business as a result of increased investment and an increase in sales volume in existing businesses resulting in new hires. There are \_\_\_ existing businesses along the NE 4<sup>th</sup> Avenue Complete Street project area (**Attachment "AA"**) based on Business License holders. The creation of one new job by each existing business as a result of an improved business climate created by this revitalization activity could create \_\_\_ jobs alone.

The likelihood of new job opportunities being created along NE 4<sup>th</sup> Avenue as a result of the project is further supported by the demographics of the area. Retail spending by area residents shows that consumer expenditures of Central City CRA residents far exceed retail sales in the Central City CRA in the following area:

- Food and Beverage – \$2,331,636 Surplus
- Clothing – \$1,477,426 Surplus
- Sporting, Hobby, Books and Music - \$217,103 Surplus
- General Merchandise - \$4,994,310 Surplus; and

- Food Service - \$1,676,227 Surplus

This demonstrates that an opportunity exist for redevelopment of new retail and service establishments along NE 4<sup>th</sup> Avenue once the street is significantly improved since the spending patterns of area residents and their surplus spending outside the area would support new business opportunities in the neighborhood. These would include restaurants, retail shops and specialty stores. A copy of the analysis based on Claritas Reports for the Central City CRA area is attached as follows:

**RETAIL SALES GENERATED BY POPULATION OF THE  
CENTRAL CITY CRA AND DOLLARS SPENT BY THAT  
POPULATION**

<b>CATEGORY</b>	<b>2010 Demand (Consumer Expenditures)</b>	<b>2010 Supply (Retail Sales)</b>	<b>Opportunity Gap/Surplus</b>
Motor Vehicle	\$ 4,005,856	\$ 19,580,527	\$ (15,574,671)
Furniture	\$ 560,501	\$ 6,097,711	\$ (5,537,210)
Electronics	\$ 747,782	\$ 400,897	\$ 346,885
Building Material	\$ 2,577,994	\$ 52,687,766	\$ (50,109,772)
Food/Beverage	\$ 5,866,487	\$ 3,534,851	\$ 2,331,636
Health & Personal	\$ 2,338,699	\$ 9,295,884	\$ (6,957,185)
Gas Stations	\$ 3,559,671	\$ 4,746,881	\$ (1,187,210)
Clothing	\$ 2,032,838	\$ 555,412	\$ 1,477,426
Sporting, Hobby, Book & Music	\$ 629,807	\$ 412,704	\$ 217,103
General Merchandise	\$ 5,714,639	\$ 720,329	\$ 4,994,310
Miscellaneous	\$ 869,346	\$ 1,406,381	\$ (537,035)
Non-Store	\$ 2,599,188	\$ 6,937,218	\$ (4,338,030)
Food Service	\$ 3,840,712	\$ 2,164,485	\$ 1,676,227
<b>TOTAL RETAIL</b>	<b>\$ 35,343,520</b>	<b>\$ 108,541,046</b>	<b>\$ (73,197,526)</b>

Source Claritas, Inc 2011

10. The final Score will be up to two (2) points based on the responses to

each of the following:

- a. **Number of Jobs Created for Area Residents: To obtain the full “2” points, the Application must demonstrate that the permanent jobs created are for residents of the redevelopment area. No points will be given if the Application provides no documentation or none of the jobs created are for residents of the redevelopment area.**

**Response:**

In the Central City CRA, 2.39% walk to work and 0.63% bicycle to work (3.02% combined) with the travel time for 21.5% of the estimated workers age 16+ less than 15 minutes. Based on this demographic profile it can be assumed that of the 35 to 113 new permanent jobs that will be created as a result of new business and improved sales of existing businesses along the corridor, that between 3.02% and 21.5% will be area residents who have less than 15 minutes of travel time to the new jobs created and who would include those that walk or bicycle to work.

Therefore, of those with less than 15 minutes travel time to work, a minimum of 7.5 and a maximum of 24.3 (rounded to a minimum of 7 to a maximum of 24 Full Time Equivalent Jobs) of the new permanent jobs created would be filled by area residents. Within this group, of those that walk or bicycle to work, a minimum of 1.1 and a maximum of 3.4 (Rounded to a minimum of 1 to a maximum of 3 Full Time Equivalent Jobs) of the new permanent jobs would be filled by area residents. With new transit facilities to be constructed along NE 4<sup>th</sup> Avenue as part of the complete streets project, including a designated bicycle lane and bicycle racks, along with new wide handicap accessible sidewalks, these facilities will encourage and attract area residents to new jobs along NE 4<sup>th</sup> Avenue who are most likely to walk and bicycle to work or whose from households who may not own a car (which is 18.68% of all households in this CRA area)

This information is based on Neilsen (Claritas) site reports for the Central City CRA area as provided in **Attachment “BB”**. The data was compiled by Neilson, a nationally recognized demographic source and drawn from Claritas Reports designed for the specific boundaries of the CRA, using American Community Surveys down to the block group level.

ESTIMATED MINIMUM NUMBER OF TOTAL PERMANENT JOBS (FULL TIME EQUIVALENT (FTE)) CREATED AS A RESULT OF THE PROJECT: 35 JOBS		
ESTIMATED NUMBER OF PERMANENT JOBS CREATED FOR AREA RESIDENTS		
Total	Percent	Worker Demographic Profile
1.1	3.02%	Minimum (Workers that Walk or Bicycle to Work)
7.5	21.50%	Maximum (Workers with Less than 15 Minutes Travel Time to Work)

ESTIMATED MAXIMUM NUMBER OF TOTAL PERMANENT JOBS (FULL TIME EQUIVALENT (FTE)) CREATED AS A RESULT OF THE PROJECT: 113 JOBS		
ESTIMATED NUMBER OF PERMANENT JOBS CREATED FOR AREA RESIDENTS		
Total	Percent	Worker Demographic Profile
3.4	3.02%	Minimum (Workers that Walk or Bicycle to Work)
24.3	21.50%	Maximum (Workers with Less than 15 Minutes Travel Time to Work)

Existing businesses in the area predominantly consists of service and retail establishments making up  $\frac{3}{4}$  of the businesses in the Central City CRA district. They also employ the same percentage of workers with  $\frac{3}{4}$  of the CRA workforce employed in the service and retail sector (**Section III-3 –Central City Community Redevelopment Plan – Attachment “J”**). The new jobs created along NE 4<sup>th</sup> Avenue as a result of the Complete Streets Project will also primarily consist of service and retail establishments. With the majority of the CRA workforce experienced and employed in service and retail jobs, the new service and retail jobs that will be created along NE 13<sup>TH</sup> Street will attract area residents who will be the likely recipients of these new jobs. This would suggest that the number of jobs for area residents could be higher than the estimated 24 jobs presented above and could be as high 26 to 84 Full Time Equivalent (FTE) Jobs based on 75% of the new businesses and jobs being in the service and retail area.

**BUSINESS ESTABLISHMENTS IN THE CENTRAL CITY CRA BY  
INDUSTRY AND EMPLOYEES**

<b>CATEGORY</b>	<b>Number of Businesses</b>	<b>Percent of Total Businesses</b>	<b>Number of Employees</b>	<b>Percent of Total Businesses</b>
Agriculture	5	1.90%	15	0.80%
Construction	13	5.00%	99	5.30%
Manufacturing	8	3.10%	88	4.70%
Transportation and Communications	17	6.60%	56	3.00%
Wholesale Trade	10	3.90%	43	2.30%
Retail	81	31.30%	706	37.50%
Finance	18	6.90%	158	8.40%
Service	106	40.90%	713	37.90%
Government	1	0.40%	4	0.20%
<b>TOTAL</b>	<b>259</b>	<b>100.00%</b>	<b>1,882</b>	<b>100.00%</b>
Source Claritas, Inc 2011				

- b. Number of High-Paying Jobs.** To obtain the full “2” points, the Application must demonstrate that the jobs created are permanent high-paying jobs. No points will be given if the Application provides no documentation or no high-paying jobs are created. High-paying jobs are jobs paying at least 115% of the County average wage. Effective January 1, 2013, the Broward County Average Wage, as defined by the “State of Florida Incentives Average Wage Requirements,” is \$43,091; and, 115% of this amount is \$49,555.

**Response:**

On **Pages 19-20**, is provided information on the types of businesses that would be attracted to the area as a result of the project, that would primarily be in the form of restaurants, retail shops and specialty stores. These businesses would be supported by over \$10.600,000 in CRA resident consumer spending surpluses in the following areas, where as spending in these areas is presently spent at businesses outside the area.

- Food and Beverage
- Clothing Sporting, Hobby, Books and
- General Merchandise; and

- Food Service

Department Of Labor Statistics Occupational Employment and Wage Estimates for the Fort Lauderdale-Pompano Beach-Deerfield, FI Metropolitan Division provide the Annual Mean Wage for a full range of Occupational Titles. Some of the typical Occupational Titles for occupations related to the Food and Beverage, Clothing, Sporting, Hobby, Books, General Merchandise and Food Service businesses include the following:

**DEPT OF LABOR OCCUPATIONAL  
EMPLOYMENT STATISTICS  
Fort Lauderdale-Pompano-Deerfield Metro Division  
May, 2012**

<b>Occupation Title</b>	<b>Occupation Code</b>	<b>Mean Hourly Wage</b>	<b>Annual Mean Wage</b>
Food Service Manager.	11 9051	\$ 29.75	\$ 61,890
Head Cook	35 1011	\$ 23.73	\$ 49,350
First Line Super of Food Prep.	35 1012	\$ 16.45	\$ 34,220
Cook-Restaurant	35 2014	\$ 12.61	\$ 26,240
Food Prep Worker	35 2021	\$ 10.57	\$ 21,990
Waitress-Waiter	35 3031	\$ 10.26	\$ 21,350
Counter Attendant	35 3022	\$ 10.47	\$ 21,780
Hostess	35 9031	\$ 9.70	\$ 20,180
Dishwasher	35 9021	\$ 8.91	\$ 18,530
Supervisor of Retail Sales Workers	41 1011	\$ 20.98	\$ 43,640
Cashier	41 2011	\$ 9.96	\$ 20,130
Retail Sales Person	41 2031	\$ 11.36	\$ 23,640
Sales Rep	41 3099	\$ 29.56	\$ 61,490

Within these occupations there is some opportunity for employment in High-paying jobs paying at least 115% of the County average wage. This would occur in the management positions in the food service and retail sales area. With management occupations represented as 3.4% of all jobs in Fort Lauderdale-Pompano Beach-Deerfield, FI Metropolitan area, at least 1 to 3 of the Full-Time Equivalent (FTE) Jobs of the 35 to 113



Full Time Equivalent (FTE) Jobs would be High-paying Full Time Equivalent (FTE) Jobs paying at least 115% of the County average wage.

In addition to jobs created by new businesses opening along NE 4<sup>th</sup> Avenue, there would also be jobs created as a result of increased sales of existing businesses along NE 4<sup>th</sup> Avenue following completion of the project and favorable conditions for economic activity resulting in an increase in private investment including expansion of existing businesses. The types and number of businesses along NE 4<sup>th</sup> Avenue from Sunrise Blvd to NE 13<sup>th</sup> Street was determined by business license holders (**Attachment "AA"**) and from survey information provided on the Survey of Street Conditions (**Attachment "V"**). In addition to jobs in the retail and service sector, a review of business license holders along NE 4<sup>th</sup> Avenue reveals that among existing businesses there are businesses in the \_\_\_\_\_ fields. A list of high paying Full Time Equivalent Jobs that could result from expansion of these businesses along NE 4<sup>th</sup> Avenue as a result of the project are as follows:

**DEPT OF LABOR OCCUPATIONAL  
EMPLOYMENT STATISTICS  
Fort Lauderdale-Pompano-Deerfield Metro Division  
May, 2012**

<b>Occupation Title</b>	<b>Occupation Code</b>	<b>Mean Hourly Wage</b>	<b>Annual Mean Wage</b>
Lawyer	23-1011	\$ 50.48	\$ 105,000
Paralegal and Legal Assistant	23-20111	\$ 20.98	\$ 43,650
Entertainment Producers	27-2012	\$ 33.88	\$ 70,480
Audio Visual Equipment Technician	27-4011	\$ 21.42	\$ 44,560
Sound Engineering Technician	27-40141	\$ 17.59	\$ 36,580
Entertainment Coaches & Scouts	27-2022	\$ NA	\$ 61,290

Music Directors	27-2041	\$ 25.24	\$ 52,490
Construction First Line Supervisor	47-1011	\$ 29.05	\$ 60,430
Construction Manager	11-9021	\$ 44.95	\$ 93,490
Property Manager	11-9141	\$ 29.93	\$ 62,260
Vocational Education Teachers Post Secondary	25-1194	\$ 29.33	\$ 61,000
Editors	27-3041	\$ 32.12	\$ 66,810
Wholesale and Retail Buyers	13-1022	\$ 29.67	\$ 61,700

The information is taken from Department Of Labor Statistics Occupational Employment and Wage Estimates for the Fort Lauderdale-Pompano Beach-Deerfield, FI Metropolitan Division which provides the Annual Mean Wage for these specific Occupational Titles listed (**Attachment “CC”**). With just one new job created among the above occupational titles by each of these businesses could result in an additional 6 High-paying Full Time Equivalent (FTE) Jobs paying at least 115% of the County average wage.

**8 Project Costs and Funding Sources**

**Response:**

The Detailed Engineering Cost Estimate for the Project is provided as **Attachment “K”**. Funding Sources is provided as **Attachment “DD”** and below on the Project Costs Chart.

**Provide detail necessary to identify funding sources.**

**Response:**

<b>PROJECT COSTS</b>					
<b>Itemized Cost</b>	<b>Total Cost</b>	<b>County BRP</b>	<b>FDOT State Funds</b>	<b>MPO Federal Funds</b>	<b>Other: NA</b>
A. Acquisition Cost	N.A	N.A	N.A	N.A.	N.A.
B. Public Improvements				.	

1. Engineering.	\$	\$			
2. Construction	\$	\$	\$		
3. Construction Management	\$	\$			
4. Contingency	\$	\$			\$
5. Other	\$				\$
C. Interior Build-out	N.A	N.A.	N.A	N.A.	N.A
<b>TOTAL</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>		<b>\$</b>

**9 Funding Source Information (Include Match information)**

As an attachment, provide the following for each funding source currently in place to complete this project.

- a. Funding provided
- b. Name, address, telephone number, contact person
- c. Type of funding provided (e.g., grant, loan, other-specify), funding timeframes, and special terms and conditions (e.g., performance-based, interest rate, etc.)
- d. Date funded, requested and expected (Attach commitment or award letters)

**Response**

See Completed table below. Additional Information requested above provided as **Attachment “DD”**

<b>SOURCES OF FUNDS</b>		
<b>Funding Amount</b>	<b>Name of Source</b>	<b>Type of Funding and Terms and Conditions</b>
\$	FDOT	Contribution
\$	MPO	Contribution
\$1,000,000.00	Broward Redevelopment Program	County Grant Funding
<b>Total Funding:</b>		
<b>\$</b>		

**Project Site Control**

**a Applicant currently has control of project site through:**

\_\_\_\_\_ Fee Simple Title

\_\_\_\_\_ Lease

X Other (describe) Public Right of Way

**b. Provide Evidence of Site Control (i.e., copy of Warranty Deed, etc.)**

**Response:**

See **Attachment C** (Legal Description and Map of ROW by Exacta Land Surveyors)

**If site is not under Applicant's control, provide time line and schedule for establishing control. (Contract for Purchase is the minimum required documentation.)**

**Response:**

N.A.

**d If the project site is vacant, describe any prior known use. Also indicate the age of any buildings or other structures currently located on the site.**

**Response:**

N.A.

**e Provide a layout of the project site showing details, including the locations of any existing buildings or other structures and any public improvement projects addressed in the application.**

**Response:**

Detailed Preliminary Project Plan/Section provided as **Attachment “M”**

**f Provide a location map, showing location of the project to the surrounding area.**

**Response:**

GIS Location Maps provided as **Attachments “D”, “E” and “F”**

**g Attach Phase 1 and Phase 2 environmental assessments, as required. Provide mitigation plan, if required.**

**Response:**

N. A.

**11. Project Development Schedule: Provide a Project Development Schedule from start date to completion date and note milestones.**

**Response:**

Project Schedule with Milestones Provided as **Attachment “O”**

