



3650 N.E. 12th Avenue • Oakland Park, Florida 33334 • 954.630.4200 • [www.oaklandparkfl.org](http://www.oaklandparkfl.org)

March 10, 2017

Michael Busha  
Executive Director  
Treasure Coast Regional Planning Council  
421 SW Flagler Avenue  
Stuart, FL 34994

**Re: City of Oakland Park - South Florida Transit Oriented Development (SFTOD) Grant Application**

On behalf of the City Oakland Park City Commission, we are very excited by the prospect of being awarded with a transit oriented development grant to assist the City with the planning for a new Coastal Link Rail Station in our downtown design district. It is gratifying to see the implementation of this phase of the commuter rail service that will eventually expand and accelerate new development and redevelopment in the area located north of E. Oakland Park Blvd. from NE 13 Avenue on the east to NE 10 Avenue on the west and then as far north to E. Prospect Road.

A Resolution of Support and Authorization will be forthcoming following the City Commission meeting on March 15, 2017. Please accept this letter and application as our commitment to provide the required 20% cash match. The City Commission and the residents of the City enthusiastically support the SFRTA and all other agencies involved in the Tri-Rail Coastal Link TOD grant application process. I want to thank everyone involved in the planning of the new commuter rail service and for their commitment to this project, and for keeping the residents informed and involved from conception to construction and eventually to completion of the rail station.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Hebert". The signature is stylized and slanted upwards to the right.

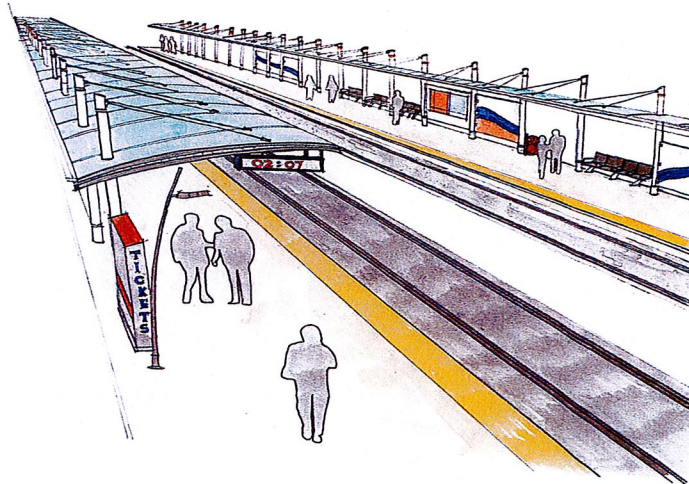
David Hebert  
City Manager



## South Florida Transit Oriented Development (SFTOD)

Grant Application, March 10<sup>th</sup> 2017

“Planning Assistance for a potential Tri-Rail Coastal Link (TRCL) Rail Station in the City of Oakland Park”



**I. SFTOD APPLICATION FORM**

Name of Project:	Downtown Oakland Park Train Rail Station
Jurisdiction & County:	City of Oakland Park, Broward County
Closest Planned TCRL Station:	NE 34 <sup>th</sup> Court and NE 12 <sup>th</sup> Avenue
Name of Applicant(s):	City of Oakland Park
Mailing Address:	Engineering and Community Development Department 5399 N. Dixie Highway, Suite #3 Oakland park, FL. 33334
Email Address:	rickb@oaklandparkfl.gov
Phone Number:	943-630-4345
Type of Project (check one):	<input type="checkbox"/> Station Area Master Plan <input checked="" type="checkbox"/> Station Area TOD Land Development Regulations or Zoning Code <input type="checkbox"/> Station Area TOD Overlay Zoning Regulations <input type="checkbox"/> Station Area Comprehensive Plan Amendments
	<input checked="" type="checkbox"/> Location Map <input checked="" type="checkbox"/> Project Description Narrative (maximum of five pages) that explains how project addresses the following three criteria: <ul style="list-style-type: none"> <li><input type="checkbox"/> Sustainable Land Use Mix</li> <li><input type="checkbox"/> Improved Access and Mobility for All Users</li> <li><input type="checkbox"/> Expanded Economic Development Opportunities</li> </ul> <input checked="" type="checkbox"/> Statement on Agency Letterhead (1) authorizing application to be submitted, and (2) committing to a funding match of not less than 20% from a non-federal source <input checked="" type="checkbox"/> Project Implementation Schedule (maximum of one page)

## **II. OAKLAND PARK DOWNTOWN DESIGN DISTRICT (OP3D) GOAL**

The goal of the City of Oakland Park is to have a new rail station adjacent to the FEC railway in the Oakland Park Downtown Design District (OP3D), also known as the Downtown Mixed Use District, based on recommendations and guidelines developed as part of two recent studies conducted by consultants hired by the City (Downtown Mixed Use District Zoning Challenges and a Transit and Mobility Study, each presented to the City Commission on February 1, 2017). Presently, the City's OP3D is transforming into a transit oriented type redevelopment area, which is currently designated as a Local Activity Center on the City and County's future land use plans, a TOD-supportive designation. This area was planned with a sustainable mix of land uses, improved access and mobility for all users, expanded economic development opportunities, and a unique regulatory framework. In addition, the City has created a unique cultural destination within the downtown area. The area surrounding the proposed rail station is being transformed into a vibrant cultural event area where residents and visitors can enjoy concerts and special events. These events already draw thousands of visitors each year and the development of a rail station would provide greater access from the whole region as well as reducing automobile traffic and parking concerns.

The downtown is governed by zoning provisions as a Downtown Mixed Use District that are in need of updating to encourage the right type of residential development and business uses in order to leverage and benefit a proposed rail station in the downtown. Having recently completed the DMUD and Transit and Mobility reports, the City is poised and ready to immediately begin the process of re-writing its downtown development code and land use provisions to better support a modern transit oriented philosophy, and to promote density and encourage economic development. However, given that many of these changes would be complex and far reaching (some actually requiring Land Use Plan Amendments), the scope of work would require the expertise of outside consultants.

The public /private investment occurring throughout the downtown area is furthering the implementation of the goals & objectives of the LAC and the concepts of a TOD along the future Tri-Rail Coastal Link corridor.

## **III. BACKGROUND AND PURPOSE**

Both, the City's 1999 Downtown Design Charrette that was presented and prepared by the Treasure Coast Regional Planning Council (TCRPC), and the 2005 CRA plan identified numerous design and redevelopment measures centered adjacent to the FEC railway corridor. Many of these ideas were developed in conjunction with possible future passenger rail access. Measures included greater pedestrian and transit access in the area surrounding the FEC line, sophisticated urban design, beautification efforts for the FEC right-of-way, and measures to improve traffic circulation. Subsequently, the City has further taken steps to accommodate mixed-use developments within the station area by adopting new urbanism type zoning.

The CRA plan also states that the City "should continue to position itself for a transit station by adopting new policies and regulations that promote the use of transit friendly downtown". This

will result in a community that will have enhanced transit connectivity to meet the competitive criteria for federal transit funding that is necessary to accomplish this goal. The Plan's main objective being to have viable, sustainable, enhanced and improved quality of life and an outstanding commuter rail/transit service. Using the objectives developed by past planning efforts the City has made tremendous strides with other public sector investments and infrastructure improvements that are now encouraging a new wave of private investments that are ongoing or nearly completed. The new rail station will enhance the quality of life not only for residents and homeowners, but also for anyone who travels and does business in the area.

#### **IV. PROJECT DESCRIPTION NARRATIVE**

*Justification of need:* Recently, the South Florida Regional Transportation Authority (SFRTA) identified Oakland Park's OP3D as one of the potential future locations of a train station for the Tri-Rail Coastal Link Service. Since the Brightline Florida project will provide high speed train service from Miami to Orlando, with stops at Fort Lauderdale and West Palm Beach, which are already under construction, the time has come for the City to work with the RTA, MPO and FDOT to plan, design, and build a train station in Oakland Park. The area of the FEC railroad between NE 34<sup>th</sup> Street and NE 36<sup>th</sup> Street was identified as one of the ideal locations for the rail station. The City is an ideal candidate for the station as it owns several parcels that are adjacent to railway on the City's Main Street (NE 12<sup>th</sup> Ave) and on the west side of N. Dixie Highway. These sites have the potential to be developed into a rail train station with parking on both sides of the tracks.

The City is requesting \$150,000 in this application for Code change consulting for the Downtown Mixed Use District (OP3D) near the proposed rail station, as well as assistance from a Planning perspective with re-writing code provisions to better meet the needs of a downtown that includes access to the proposed rail station. The City has already invested in at least two studies, one analyzing challenges in current zoning and land use regulations in the Downtown Mixed Use District, and another analyzing Transit and Mobility challenges in the downtown. With recommendations from both reports, the City is very well positioned and has identified as a key next step, the need for assistance from an outside firm to bring those recommendations to fruition with Code changes. Funding from this grant would assist significantly with costs related to that effort. It is estimated that costs would approximate \$150,000 for this project. The project include multiple community outreach efforts, City Commission meetings, a re-writing of the Downtown Mixed Use District Code section, Land Use Plan Amendments, and coordination with both the County and State. To reiterate, because the ground work has already been laid with previous consultant reports, the City is ready to begin immediately with these efforts and is in the ideal position to leverage these grant funds if awarded.

The City of Oakland Park is also in the midst of an exciting effort to rebrand OP3D as a Culinary Arts District, and to attract residents who want to live, work and play in a vibrant, yet still intimate community in the very neighborhood the proposed rail station would be located. The City's downtown is the home of numerous City and private events that take place on its Main Street (in front of City Hall) and at Jaco Pastorius Park, which is directly adjacent.

Last year, the station project was added to the City's FY 17 Capital Improvement Program as a funding priority. Moreover, within the last 15 years the City has appropriated at least \$150 million citywide and within the City's OP3D area for new and improved infrastructure, site acquisitions, greenways and cultural enhancements. This assistance was accomplished with intergovernmental efforts of the County's MPO, the State Department of Transportation (District 4), Federal and State grant funding and FEMA floodplain commitments.

*Sustainable Land Use Mix:* More competitive applications will include justification of need or documentation of the community's experience planning for or implementing mixed-use land use, zoning, districts, or development:

**Factors in this reference include:**

- The City's 1999 Downtown Design Charrette that was presented and prepared by the Treasure Coast Regional Planning Council (TCRPC) is specific to this area along Dixie Hwy. and the FEC and encourages new urbanism, compact redevelopment and transit mobility.
- The 2005 CRA plan, including the downtown design district, identified several design and redevelopment measures centered adjacent to the FEC railway corridor.
- With the City's successful local activity center and a mix of existing municipal buildings, repurposed commercial buildings & office space, new residential developments, and the vacant/underutilized properties in the OP3D, the commuter rail station location is expected to spur on and accelerate other new development in the immediate area.
- The expected development growth between 2020 and 2030 within the rail station area is expected to outpace growth if no station or service is put in place by 1,370 dwelling units and 40,000 square feet of non-residential development. Under the "high" development case, 425,000 square feet of non-residential development could be expected within the rail station area will be maximized:

*Improved Access and Mobility for All Users:* Applications should include justification of need or documentation of the transit, bicycle, pedestrian, and vehicular planning and improvements within station area and immediate vicinity

**Factors in this reference include:**

- The City's commitment and promotion of equity and equality in the community
- Higher population density surrounding the station
- Better station spacing between Pompano and Ft. Lauderdale
- Higher ridership numbers predicted
- Better access to existing transportation network and other transit
- Higher density and intensity of residential and employment uses
- Property available for station parking and station platform location
- More redevelopment opportunities with Transit Oriented Development in Downtown Zoning
- The project area is bound by Oakland Park Blvd. the highest volume roadway in Broward County and Dixie Hwy. which also has high volumes of traffic and a heavy volume of transit use.

*Expanded Economic Development Opportunities:* Applications should include descriptions of existing economic conditions in station area, development trends, and land ownership patterns, and pending development projects within the station area:

**Factors in this reference include:**

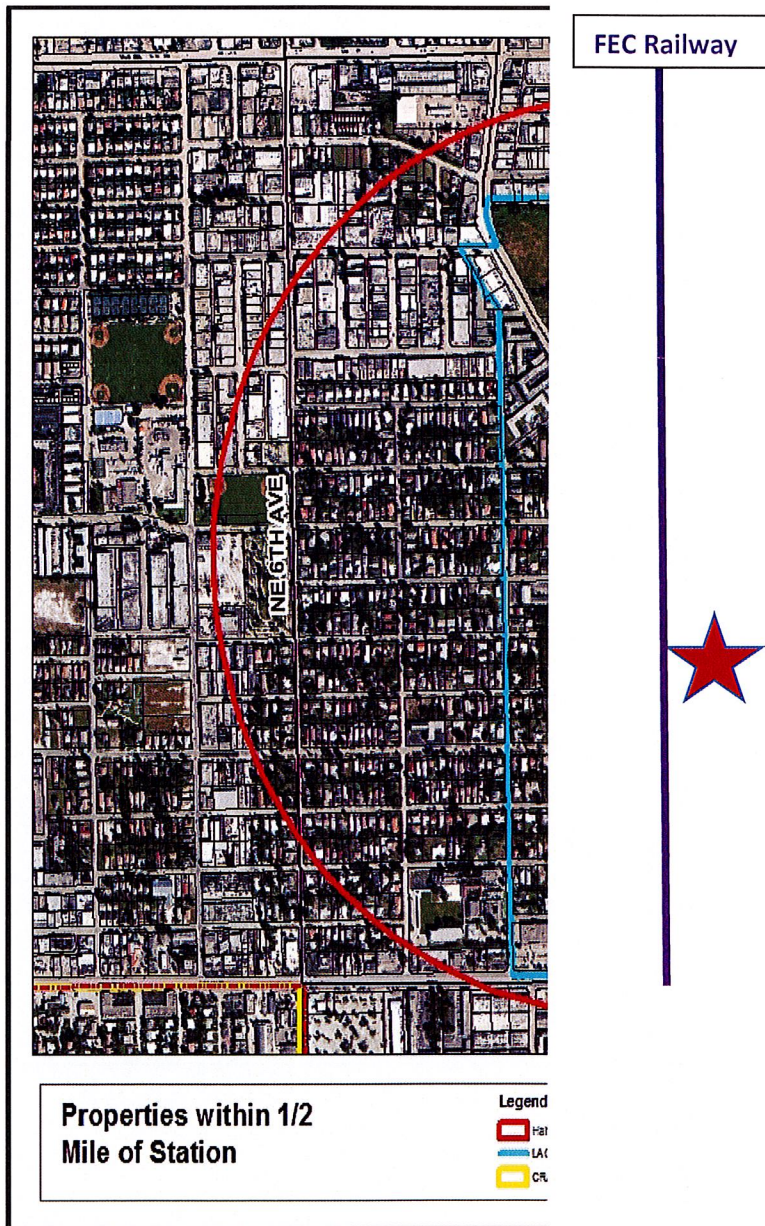
New residential developments including the approximately 14-acre parcel northwest of the station site and other new retail stores and restaurants have been moving forward regardless of commuter rail service, and development and redevelopment opportunities abound. The City itself owns parcels in excess of two acres that present an ideal opportunity for a public/private partnership for potential residential/multi-family/mixed use project(s). Connections to the new rail station will exponentially increase and accelerate the amount of density and intensity expected in the OP3D area that will support commuter rail ridership.

- The OP3D area will benefit significantly from this project in terms of new jobs and output during construction and from productivity gains after construction. Over 500 temporary jobs will be created during development and construction of the project, which will immediately impact unemployment levels in the City. Additional jobs will be created in the real estate construction and retail sectors to build the incremental vertical development around the station area.
- The City has a large and untapped potential for additional mixed used development in City and privately owned vacant and underused parcels along the FEC corridor area.
- New residential projects currently underway and within walking distance of the proposed new station include East Side Village Townhomes, Urban Village Apartments, The Pointe at Middle River, Oakland Preserve Apartments (approximately 400 Units) along with smaller miscellaneous residential developments throughout the downtown and the City.
- Current and upcoming commercial projects include Lucky's Market, Wal Mart, Funky Buddha Brewery, Switchbox Coffee, Allied Kitchen and Bath, Green Wheel Gym, Crunch Gym, Albertes Restaurant, Dapur Restaurant, Le Cirque Bakery, Project Rock, Holy Cross Hospital, Northridge Shopping Center.
- The CRA holds many stellar events in the downtown area. Music on Main is a monthly concert series in front of City that attracts residents, visitors and investors. January through May, the CRA holds the Culinary Arts Showcase, featuring a local chef and a presentation of their unique menu items. This year, the CRA added the Holiday Village, patterned after traditional European Holiday Villages. The event featured local vendors, a tree decorating contest for businesses, music and culinary demonstrations. Another new event was The Taste of Oakland Park, featuring local restaurants and beverage companies, as well as craft vendors and music. The City has several signature events that are held annually within the CRA, including Oktoberfest and Youth Day. Oktoberfest is a three-day event held at Jaco Pastorius Park featuring German food, beer and entertainment. This past year the City partnered with our local craft Brewery, Funky Buddha Brewery, located adjacent to the park. Youth Day is held at Wimberly

Park, a few blocks from downtown. It features the longest running parade in Broward County.

### V. LOCATION MAP

The potential rail train station would be located Oakland Park Downtown Design District (OP3D) along the FEC at NE 34th Court and NE 12<sup>th</sup> Avenue (see location map below):



 Proposed rail station location

**VI. LEVERAGES OTHER FUNDING**

The City will be providing a cash match of not less than 20% of non-Federal funds to support the success of the analysis.

**VII. DEVELOPMENT READINESS**

The City is prepared to begin work on the project as soon as the grant period would begin. The anticipated amount of time needed to complete the project is 9 months. The City’s project schedule or timeline that includes, but is not limited to, the amount of time needed to implement the proposed planning work is noted below:

DATE	ACTION
May 2017 – January 2018	Project Implementation
<u>May 26, 2017</u>	<u>Submittal of technical analysis</u>
<u>June 30, 2017</u>	<u>Submittal of draft master plan</u>
<u>August 4, 2017</u>	<u>Submittal of final master plan</u>
<u>September, 2017</u>	<u>Presentation to City Commission</u>
<u>January, 2018</u>	<u>Adoption of Resolution by City Commission accepting the master plan</u>

**VIII. DEMONSTRATED LOCAL SUPPORT (letter from CM)**

Letter with adopted Resolution (forthcoming) authorizing the City to apply for the grant.