



OAKLAND PARK

Community Redevelopment Area (CRA) Plan

December, 2005



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Community Redevelopment Area (CRA) Plan

Final

December 2005

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
I. INTRODUCTION.....	6
A. Redevelopment Planning process	7
B. Public Participation Program	8
II. EXISTING CONDITIONS	9
A. Regional Relationships.....	9
B. Community Redevelopment Area.....	9
<i>CRA Boundary</i>	<i>9</i>
<i>Private Development in the CRA</i>	<i>13</i>
C. Land Use and Zoning	15
D. Public Facilities.....	22
<i>Publicly-owned Properties.....</i>	<i>22</i>
<i>Municipal Properties</i>	<i>22</i>
<i>Parks.....</i>	<i>22</i>
<i>Other Publicly-owned facilities:</i>	<i>23</i>
<i>Infrastructure</i>	<i>26</i>
E. Redevelopment Needs	41
F. Demographic and Economic Overview	46
<i>Demographic and Economic Overview Summary.....</i>	<i>46</i>
<i>Detailed Economic and Demographic Overview</i>	<i>50</i>
<i>Employment.....</i>	<i>53</i>
III. PROPOSED REDEVELOPMENT PLAN	67
A. Goals and Objectives.....	67
B. Capital Improvements	72
<i>Current City Commitment to Capital Improvements in the CRA</i>	<i>72</i>
<i>Proposed Capital Improvement Projects.....</i>	<i>76</i>
C. Public/private partnerships.....	86
D. Policies and Programs	88
<i>Land Use Changes in the CRA.....</i>	<i>88</i>
<i>Specific Redevelopment Programs.....</i>	<i>91</i>
<i>CRA-Wide Redevelopment Programs.....</i>	<i>92</i>
E. Community Redevelopment Agency Administration	95
F. Community Redevelopment Plan Expenditures	95
IV. REQUIRED CRA PLAN ELEMENTS	100
A. Neighborhood Impact and Affordable Housing.....	100
<i>Land and Building Acquisition</i>	<i>100</i>

B. Conformance with Oakland Park Comprehensive Plan and Broward County Land Use Plan.....	102
<i>Broward County Land Use Plan</i>	102
<i>Oakland Park Comprehensive Plan</i>	103
V. FINANCIAL FEASIBILITY	107
A. Tax Collection Analysis	107
B. Project Financing.....	115
<i>Committed Funds</i>	115
<i>Optional Funding Sources</i>	115
<i>Revenue/Cost Balance</i>	118
C. Project phasing	119
D. Financial Strategy.....	123
E. Conclusion and plan implementation.....	127
VI. OPERATIONAL PROCEDURES	128
A. CRA Term.....	128
B. Annual Reporting	128
C. Plan Update and Amendments	129

LIST OF TABLES

<i>Table 1: Future Land Use</i>	15
<i>Table 2: Existing Zoning</i>	16
<i>Table 3: Existing and Future Level of Service</i>	26
<i>Table 3: Migration Into and Out of Broward County, 2002-2003</i>	50
<i>Table 4: Population and Household Trends, County, City & CRA, 2000-2020</i>	52
<i>Table 5a: Housing Resale Activity Trends (Zip Codes 33309 & 33334)</i>	57
<i>Fourth Quarter 1998 and 2004</i>	57
<i>Table 5b: CRA Associated Capital Improvement Projects Funding Sources</i>	75
<i>Table 6: Tax Increments with Capital Improvements</i>	109
<i>Table 7: Land Use Conversion Analysis: Industrial to Residential (Townhome)</i>	110
<i>Table 8: Real Property Tax Assessment & Tax Collection Analysis</i>	111
<i>Table 9: Estimate of Real Property Tax Growth (High "Probability" Development 2006 to 2015)</i>	112
<i>Table 10: Estimate of Real Property Tax Revenue Growth: "Long Term" (City/County Induced) Development - 2006 to 2015</i>	113
<i>Table 11: Estimate of Real Property Tax Revenue Growth: Existing and Projected New Development (2006 to 2015) with Capital Improvement Projects</i>	114
<i>Table 12: Total Funding Available for CRA Plan Projects</i>	125

LIST OF FIGURES

<i>Figure A: Redevelopment Concept Plan</i>	5
<i>Figure 1: Regional Location Map</i>	11
<i>Figure 2: CRA Context</i>	12
<i>Figure 3: Current Development</i>	17
<i>Figure 4: Existing Land Use Map</i>	18
<i>Figure 5: Vacant Land Map</i>	19
<i>Figure 6: Future Land Use Map</i>	20
<i>Figure 7: Zoning Map</i>	21
<i>Figure 8: Public-owned Properties</i>	24
<i>Figure 9: Parks and Open Spaces</i>	25
<i>Figure 10: Existing Level of Service</i>	28
<i>Figure 11: Future Level of Service</i>	29
<i>Figure 12: Broward County Trafficways Plan</i>	30
<i>Figure 13-a: Transit Development Plan- Existing Conditions (Fixed Route)</i>	31
<i>Figure 13-b: Transit Development Plan- 5 Year Improvements</i>	32
<i>Figure 13-c: Transit Development Plan- 20 Year Improvements</i>	33
<i>Figure 14-a: Classified Roads with Missing Sidewalks</i>	34
<i>Figure 14-b: Cost Feasible Pedestrian Projects</i>	35
<i>Figure 14-c: Cost Feasible Bicycle Projects</i>	36
<i>Figure 14-d: Existing and Designed Bicycle Facilities</i>	37
<i>Figure 15: Drainage Deficient Areas</i>	39
<i>Figure 16: Current Capital Improvement Projects</i>	40
<i>Figure 17-a: Inventory and Analysis</i>	42
<i>Figure 17-b: Inventory and Analysis</i>	43
<i>Figure 17-c: Inventory and Analysis</i>	44
<i>Figure 17-d: Inventory and Analysis</i>	45
<i>Figure 18: City of Oakland Park and Oakland Park CRA Location (TAZ) Map</i>	51
<i>Figure 19-a: Total Employment, Broward County 2001-2004</i>	53
<i>Figure 19-b: Employment by Industry, Broward County 2001-2012</i>	54
<i>Figure 20: Residential Building Permits Issued in Broward County, 1980-2004</i>	55
<i>Figure 21-a: Broward County Office Market (by sub-market)</i>	60
<i>Figure 21-b: Broward County Office Market-Absorption Development Trend</i>	61
<i>Figure 21-c: Broward County Office Market – Occupancy and Rate Trend (2001-2004)</i>	61
<i>Figure 21-d: Broward County Retail Market – Lease Rate and Vacancy Trend – 2002 to 2004</i>	63
<i>Figure 21-e: Broward County Industrial Market Lease Rate, Development and Absorption Trend – 2002 to 2004</i>	66
<i>Figure 22: Proposed Changes to the Future Land Use Map</i>	89
<i>Figure 23: Proposed Future Land Use Plan</i>	96
<i>Figure 24: Proposed Changes to the Zoning Map</i>	97

Figure 25: Proposed Zoning Map 98
Figure 26: Existing and Proposed Parks, Open Space, and Streetscape Plan 99
Figure B: Phase I Projects, Redevelopment Concept Plan .**Error! Bookmark not defined.**

APPENDICES

APPENDIX A. SLUM AND BLIGHT STUDY

APPENDIX B. DOWNTOWN MIXED USE DISTRICT ORDINANCE AND DESIGN GUIDELINES

APPENDIX C. COMMENTS AND QUESTIONS RECEIVED AT THE TOWN HALL MEETING (SEPTEMBER 14, 2005)

EXECUTIVE SUMMARY

Background

In 2002, the Board of County Commissioners of Broward County delegated and conferred upon the City Commission of Oakland Park the authority to create a Community Redevelopment Agency and prepare a Community Redevelopment Plan.

The City of Oakland Park Community Redevelopment Area (CRA) Plan is the result of community involvement, extensive analysis of existing conditional uses, and market trends. It is intended to guide redevelopment in Downtown Oakland Park and the whole Community Redevelopment Area which consists of approximately 1,007 acres of industrial, residential, and commercial uses.

This CRA Plan was recommended by the Community Redevelopment Agency on November 9, 2005 for approval and the City Commission approved the Plan on November 30, 2005. Subsequently, the Board of County Commissioners of Broward County approved the CRA Plan on December 13, 2005.

The Oakland Park Community Redevelopment Agency was created to encourage reinvestment in the area through catalytic projects. Community Redevelopment Areas have three primary benefits in promoting redevelopment, which include:

1. Access to the Broward County Redevelopment Capital Program funding and tax increment financing for redevelopment projects;
2. Increased eligibility for federal and state grants that can be used for infrastructure improvements, business development, and property acquisition; and
3. A master planning approach and implementation strategy for the Community Redevelopment Area.

Redevelopment Concept Plan

The Redevelopment Concept Plan (Figure A) provides an overview of redevelopment projects within the Community Redevelopment Area. Potential redevelopment projects include:

Proposed Capital Improvement Projects:

Downtown Infrastructure Projects
Reconstruction of the intersection of Oakland Park Boulevard and Dixie Highway
Reconstruction of the intersection of NE 34th Court and Dixie Highway
NE 12th Terrace Extension
Reconstruction of NE 13th Avenue from NE 38th Street to NE 32nd Street
Miscellaneous Downtown Mixed Use District (DMUD) drainage improvements
NE 12th Avenue lift station upgrade/replacement
Train Whistle Quieting

NE 34th Court Improvements
Downtown Park Gateway
Carter G. Woodson Park Improvements and Expansion
Floranada Industrial District Improvements
Improvements to Prospect Road
Improvements to Andrews Avenue
Improvements to NE 38th Street
Improvements to NW/NE 41st Street
Improvements to NE 6th Avenue
Improvements to NE 5th Avenue
Improvements to NE 8th Avenue
Wimberly Athletic Complex Parking Improvement and
Expansion of Collins Community Center
Commercial Boulevard and Dixie Highway Gateway
Prospect Road and I-95 Gateway
South Dixie Highway and Gateway
Buffer Prospect Gardens Neighborhood from I-95
Improvements to Guisti Park
Expansion of Public Boat Ramp/Park along Middle River
Traffic Improvements to Kimberly Lake Neighborhood
Oakland Park Elementary School Pedestrian Improvements
Lloyd Estate Elementary School Pedestrian Improvement
Major Intersection Improvements
Minor Intersection Improvements

Proposed Public/Private Partnerships:

Park Place Development
Dixie Mixed Use (East) Development
Dixie Mixed Use (West) Development
Watts Estate Housing Development

Proposed Policies and Programs:

East Harlem McBride Land Use Change
Oakland Festival Center Land Use Change
H and S Subdivision Land Use Change
NE 12th Terrance Land Use Change
Central Park Industrial Center Land Use Change
Kmart Site Land Use Change
Future Prospect Gardens Pocket Park Land Use Change
Waterfront Promenade along the Middle River
Floranada Design District
Midtown Commercial Regulations
Attainable Housing Program
Community Appearance Program

Condominium Conversion Program
Public Art Program
Historic Oakland Park
Green Building Program
Arts District
Retail Market Analysis
Commercial Façade Program
Adjacent Land Use Buffer Study
Community Policing Program

The linchpin of the Community Redevelopment Plan is the Downtown Mixed Use District (DMUD). The DMUD is located along Dixie Highway, north of Oakland Park Boulevard. This area was designated a Local Activity Center in 2004, a land use category designation that promotes compact, mixed use development. Specific land development regulations and design guidelines were adopted by the City in 2004 for the DMUD. Capital Improvement Projects described in this plan will enhance and distinguish Downtown Oakland Park as a local destination.

While Downtown Oakland Park is important to the Community Redevelopment Area, other commercial and residential areas receive special attention as well. Improving neighborhoods, pedestrian circulation, green spaces and connections to downtown are key elements of the Redevelopment Plan. These basic principles form the basis for plan initiatives. For example, streetscape improvements will connect residential neighborhoods to the downtown while improving blighted conditions. Harlem McBride and other residential areas will be enhanced by decreasing incompatible industrial uses, increased park space and attainable housing. A Design District along Floranada Road will continue to attract home improvement businesses and consumers. A designated Midtown centering on Prospect Road and Andrews Avenue with unique streetscaping will enhance long-standing, favorite local businesses. An Arts District will attract artists that will call Oakland Park home and attract visitors and residents to their studios.

The capital improvement projects, policies, and programs in the CRA will total approximately \$92 million. Projects will include Downtown infrastructure improvements including a pedestrian bridge and public parking, facilities for the expansion of Carter G. Woodson Park, and streetscape improvements across the Community Redevelopment Area. Private/public partnerships include Park Place development (the focus point of the Downtown Mixed-use District), Dixie Mixed Use (East) Development and public parking, Dixie Mixed Use (West) demonstration block, and the Watts Estate housing development.

These projects are supported by strong goals and policies to guide redevelopment in the Oakland Park Community Redevelopment Area. They support Oakland Park's vision that:

By 2008, Oakland Park will be recognized as a friendly "small town" with safe and attractive neighborhoods, quality schools, outstanding parks and exceptional recreation programs, with the social, cultural and business opportunities of a big city.

The Community Redevelopment Agency is expected to generate \$30 to \$35 million during the first ten years assuming it receives the full amount of the tax increment financing (95%) contributed by the City and County. Tax millage rates will not increase in the CRA as a result of this plan.

Projects will be funded and scheduled in two phases. Phase I projects total \$38 million and Phase II projects total \$54 million. Principal sources of funding for projects will likely be a combination of tax increment and Broward County redevelopment funds for both phases. Given current tax rates, by 2010 it is estimated that there will be a total of approximately \$2.5 million in tax increment available from the City and County. The City can issue a 30-year bond, which would net \$23.75 million in capital funding. The estimated gap in financing for Phase I projects (\$12.1 million) may be supported by the County's Redevelopment Capital Program. The following table details the funding strategy:

Total Funding Available for Phase I CRA Plan Projects

	<u>Funding Potential</u>
2010 Expected Increment	\$2,500,000
Debt Service Coverage	1.20
Bond Term (Years)	30
Interest Rate (Annual)	6.00%
Supportable Debt	\$28,805,000
Fees (2%)	(\$576,000)
Shortfall Reserve	(\$1,345,000)
Bond Reserve Fund (1.5 years)	(\$3,123,000)
Net Funds Available (1/1/07)	<u>\$23,753,000</u>

A financial strategy for Phase II will be determined when the CRA plan is updated in the future and the results of Phase I project implementation is reviewed. It is expected that the CRA Plan will be reviewed every five years and Phase II financing will be based upon the successful completion of the projects and the existing financial status of the Community Redevelopment Agency at that time.

This Community Redevelopment Plan including the proposed capital improvement projects, public/private partnerships, programs and policies coupled with continued public involvement will ensure the success of the Community Redevelopment Area throughout its 40-year term.

Figure A: Redevelopment Concept Plan

I. INTRODUCTION

The City of Oakland Park has recognized that significant areas of Downtown Oakland Park and other sections of the city are in need of redevelopment. After a 1981 study of slum and blight conditions, the City established a CDBG target area and the Main Street Program to invest and create redevelopment and economic development programs.

In 2001, the City Commission authorized the preparation of a slum and blight study to identify a specific area in need of redevelopment and to establish the existence of slum and blight. The slum and blight study is the first step in creating a Community Redevelopment Agency to oversee redevelopment of a Community Redevelopment Area. The designation of a Community Redevelopment Area, as noted in the Florida statutes, creates a tool for local governments to initiate the process of redevelopment. In 2002 Broward County approved the Oakland Park Community Redevelopment Agency according to regulations set in Florida State Statutes Chapter 163, Part III.

The City's Vision is that, "By 2008, Oakland Park will be recognized as a friendly "small town" with safe and attractive neighborhoods, quality schools, outstanding parks and exceptional recreation programs, with the social, cultural and business opportunities of a big city." The Community Redevelopment Plan will guide the community through the transformation to the "small town with the opportunities of a big city."

As part of the redevelopment process, both the City's and County's comprehensive plans were amended to designate a Local Activity Center in the Community Redevelopment Area along Dixie Highway. The Local Activity Center land use designation promotes compact, mixed-use development. The City designated this area as the Downtown Mixed Use District (DMUD) and established specific land development regulations and design guidelines for this area in 2004.

The City of Oakland Park through this Community Redevelopment Plan intends to expand on the establishment of the Downtown Mixed Use District to set goals and objectives, capital improvement projects, public/private partnerships and programs that stimulate economic growth, enhance neighborhoods, and improve the overall livability of the Community Redevelopment Area.

A. REDEVELOPMENT PLANNING PROCESS

The Oakland Park Community Redevelopment Plan is intended to serve as a guide for effective redevelopment and enhancement of the Community Redevelopment Area. A multidisciplinary team of urban planners, urban designers and engineers worked with the City of Oakland Park staff, residents and business owners to prepare the Plan.

The following planning process was utilized in the preparation of the Oakland Park Community Redevelopment Area Plan:

1. Assess existing conditions in the Oakland Park Community Redevelopment Area
2. Conduct public meetings and workshops to establish a community vision
3. Use public input to determine guiding principles
4. Identify problems and opportunities
5. Outline land use and zoning changes necessary to facilitate appropriate redevelopment
6. Identify public projects to help solve problems and initiate redevelopment
7. Review private redevelopment plan for consistency
8. Identify opportunities for public/private partnerships
9. Prepare a realistic Redevelopment Plan

These steps allow for a logical, yet creative Community Redevelopment Plan based upon the desires of the Oakland Park community.

Florida State statutes also regulate community redevelopment plans. Per Chapter 163.360 of the Florida statutes, Community Redevelopment Plans shall:

- Conform to the comprehensive plan for the county or municipality
- Indicate redevelopment activities such as land acquisition, demolition or removal of structures
- Detail redevelopment improvements and rehabilitation in the community redevelopment area
- Provide zoning and planning changes, land uses, maximum densities, and building requirements
- Provide for affordable housing
- Provide for community policing
- Provide for a feasible method of relocation of families who will be displaced
- Due consideration to provision of park and recreational areas
- Afford maximum opportunity for community redevelopment by private enterprise.

This plan meets both Florida State statutory requirements and Broward County requirements.

B. PUBLIC PARTICIPATION PROGRAM

Community involvement was a critical component in the planning process of the Community Redevelopment Plan.

A design charette held in 1999 established that citizens of the City of Oakland Park desired a redeveloped Downtown Oakland Park, including design guidelines, an improved civic center, pedestrian accessibility, and more tree canopy.

During the development of the Downtown Mixed Use District land development regulations and design guidelines, the design team met with the public in March and July of 2004. In May of 2004, the team specifically held an informational workshop on the CRA with residents and business owners. Participants voiced concerns in regard to pedestrian safety, train noise, absentee landlords, height and density. They also indicated a desire for a local destination with shops and restaurants, more sidewalks, and gateway features. Comments were also received regarding future development concepts and potential capital improvement projects. Public participation and the comments received from Oakland Park residents and business owners through the planning process form the basis of this Community Redevelopment Plan.

A Town Hall meeting was held on September 14, 2005 to review the CRA Conceptual Plan. Residents and business owners had the opportunity to ask questions, voice concerns and support the plan. Comments from the Town Hall meeting are included in Appendix C.

II. EXISTING CONDITIONS

A. REGIONAL RELATIONSHIPS

The City of Oakland Park is located in east central Broward County. The City of Fort Lauderdale lies to the east of Oakland Park with Wilton Manors lying to the south and Lauderdale Lakes to the west. Interstate 95 splits the eastern and western halves of Oakland Park. It is a five-minute drive from the eastern boundary of the City to the beach and twelve miles to the Fort Lauderdale-Hollywood International Airport and Port Everglades. Oakland Park is also just over thirty miles from the City of Miami, Miami International Airport and the Port of Miami.

Considering the City's proximity to these major economic centers, the City of Oakland Park is an ideal location for redevelopment and future economic success. Figure 1 shows the geographic relationship of the City of Oakland Park to Broward County.

B. OAKLAND PARK COMMUNITY REDEVELOPMENT AREA

The Slum and Blight Study (Appendix A) provided demographic and economic analyses regarding median household income of the Community Redevelopment Area (CRA) in comparison to the City of Oakland Park and Broward County. It showed that the income of CRA households was significantly lower than the average Oakland Park household. A more detailed demographic and economic analysis is provided in Section F of this chapter.

CRA Boundary

Figure 2 shows the boundary. The legal description is as follows:

Beginning at north side of the North Fork of the Middle River, proceed along the west side of the right-of-way of NE 6 Avenue; along the south side of the right-of-way of East Oakland Park Boulevard; along the west side of the right-of-way of North Andrews Avenue; along the south side of the right-of-way of NW 40 Street; along the west side of the right of way of Powerline Road; along the east side of the right-of-way of I-95; along the Northern City boundary; along the east side of the right-of-way of NW 3rd Avenue; along the south side of the right-of-way of NE 45th Street; along the west side of the right-of-way of NE 1st Terrace; along the north side of North Andrews Gardens 2nd Addition (31-39 B) Lot 11; along the Northern City boundary; along the Western City boundary;

along the Northern City Boundary; along the centerline of the of NE 6th Avenue; along the north side of the right-of-way of NE 46th Court; along the west side of the right-of-way of Dixie Highway; along the north side of the right-of-way of Commercial Boulevard; along the west side of the FEC Railroad to the Northern and Eastern City boundaries; along the east side of Coral Ridge Isles (45-47B) Block 49 Lots 6 and 8; along the south side of the right-of-way of Commercial Boulevard; to the east side of the right-of-way of NE 14th Lane; along the south side of Coral Heights Section 3(47-19B) Block 26 Lot 4; along the east side of the right-of-way of NE 12th Terrace; along the south side of Coral Heights Section 2 (45-8 B) Block 29 Lots 25 through 27; along the north side of the right-of-way of NE 40th Drive; along the east side of the right of way of NE 14th Avenue; along the south side of the right-of-way of NE 40th Place; along the east side of the right-of-way of NE 13th Avenue; along the south side of the right of way of East Oakland Park Boulevard; along the east side of the right-of-way of NE 13th Avenue; along the east side of Ocean Boulevard Park (21-45 B) Block 5 Lot 3 E 15; to the north side of the North Fork of the Middle River ending at the beginning point.

The Community Redevelopment Area is made up of 1,007 acres urban development, which represents slightly more than 19% of the City's land area.

Figure 1: Regional Location Map

Figure 2: CRA Context

Private Development in the CRA

As of October 2005, there were 25 development projects within the CRA pending approval by the City of Oakland Park Development Review Committee. The development projects included the following:

- Casanova Townhomes, 333 NW 41 Street (5 Townhouse dwelling units)
- Ivan I Townhomes, 431 NW 40 Court (4 Townhouse dwelling units)
- Forman Townhouses, 464 NW 41 Street (7 Townhouse dwelling units)
- Watts Estates Plat, 3600 Block of NE 3 Avenue (20 Single-Family dwelling units)
- Walgreens Pharmacy Store, 3100 N. Andrews Ave (14,550 square foot Retail store)
- Royal Palm Oil & Gas LLC Auto Wash, 423 E.O.P.B. (6,164 square foot Multi-Purpose Car Wash Building)
- Diadem Townhomes, 670 NE 43 Street (20 Townhouse dwelling units)
- Parktown Villas, 701 NE 43 Street (14 Townhouse dwelling units)
- Oakland Bay Warehouses, 1001 NE 46 Court (36,690 square foot of Warehouse Buildings)
- Bonilla Townhomes, 800 NE 43 Street (3 Townhouse dwelling units)
- Oakland Park Station, 1201 NE 38 Street (314 Townhouse/Condo dwelling units)
- Recalt & Montiel Townhomes, 1047-1049 NE 37 Street (3 Townhouse dwelling units)
- Luis Perez Townhomes, 1042 NE 35 Street (3 Townhouse dwelling units)
- Alster Townhomes, 1265-1279 NE 35 Street (8 Townhouse dwelling units)
- Villas Verona Townhomes, 1022-1028 NE 33 Street (6 Townhouse dwelling units)
- The Pointe at Middle River, 2900 NE 12 Terrace (102 Townhouse/Condo dwelling units)
- Color Lab Renovation, 3400 NE 11th Avenue and 3401 N. Dixie Highway (Commercial renovation)
- Thomas Smith Townhomes, 495 NW 43rd Street (3 Townhouse dwelling units)
- Sobel Office Building, 3301/3305 N Dixie Highway (5,373 square feet, 2-story office building)
- Oakland Manors Townhomes, 3520 NE 10th Avenue (4 Townhouse dwelling units)
- Guevara Townhomes, 1287/1299 NE 25th Street (4 Townhouse dwelling units)
- Oceanic Townhomes, 610 NE 43rd Street (6 Townhouse dwelling units)
- Prospect Plaza, 480 West Prospect Road (Commercial development)
- Premier Animal Hospital, 550 East Prospect Road (Commercial development)
- 496 NW 43 Street Townhouses, 496 NW 43rd Street (10 Townhouse dwelling units)

New development and redevelopment in the CRA is primarily residential with five new commercial and one new industrial development (plus one commercial renovation.) The most common type of new development seen in the Oakland Park CRA is townhome development. One hundred townhomes and 416 townhome/condo units have been proposed for development. Oakland Park Station, scattered townhome developments, and The Pointe and Middle River have a high probability of being built within two to three years and are considered in the financial analysis in Chapter IV.

Of particular concern is the high number of condominium conversions in South Florida and the City of Oakland Park. Condominium conversions can potentially and harmfully reduce the supply of affordable rental housing. Regulations considering the affordability of condominium conversions, tenant relocation, and conformance with the City's current land development regulations should be considered.

An important proposed single-family development is the Watts Estate, which is an affordable housing project planned on land currently owned by the Broward County Housing Authority with the restriction that the land is to be used to assist low-income families.

C. LAND USE AND ZONING

Figure 4 shows existing land uses in the Community Redevelopment Area and Figure 5 depicts the location of the 51 acres of vacant land in the CRA.

Figure 6 shows future land uses in the Community Redevelopment Area. Table 1 shows the total acreage of each land use. The predominant future land uses are Commercial (25%), Industrial (22%), Low Density Residential (18%) and Local Activity Center (15%). Downtown Oakland Park, which is also referred to as the Downtown Mixed Use District (DMUD), was given the Local Activity Center land use designation.

Parks/Recreation land use makes up only 2% of the overall land uses in the Community Redevelopment Area.

Table 1: Future Land Use

Symbol	Land Use	Area (Acres)	Percentage of CRA Area
L5	Low Density Residential (up to 5 DU/acre)	178.07	17.68%
CF	Community Facilities	31.36	3.11%
LM	Low-Medium Density Residential (up to 10 DU/Acre)	11.26	1.12%
M	Medium Density Residential (up to 16 DU/Acre)	129.96	12.91%
PR	Parks/Recreation	21.26	2.11%
C	Commercial	251.91	25.02%
MH	Medium-High Density Residential (up to 25 DU/Acre)	3.66	0.36%
U	Utilities	8.66	0.86%
I	Industrial	222.66	22.11%
LAC	Local Activity Center	148.2	14.72%
	Total	1,007	100%

Source: EDSA, 2005 (Table revised in December 2005.)

Figure 7 shows existing zoning. Zoning within the Community Redevelopment Area naturally reflects the land use composition. Predominant zoning categories include Single Family Residential (22%), Light Industrial (19%), Downtown Mixed Use District (15%), Community Business (10.5%), and Commercial-Industrial (9%). Besides the Downtown Mixed Use District (DMUD) there are few areas that are zoned for mixed use.

Table 2: Existing Zoning

Symbol	District	Area (Acres)	Percentage of CRA Area
CF	Community Facilities	31	3%
B-1	Community Business	106	10.50%
B-2	General Business	51	5%
B-3	Commercial-Industrial	91	9%
I-1	Light Industrial	192	19%
DMUD	Downtown Mixed Use District	148.2	15%
OS	Open Space	21	2%
PCC-2	Planned Business Center	2	0.10%
PU	Public Utility	6	0.50%
R-1	Single Family Residential	225.8	22%
R-2	Two-Family Residential	31	3%
RM-16	Medium Density Multi-Family Residential	51	5%
RM-25	Medium-High Density Multi-Family Residential	51	5%
	Total	1,007	100%

Source: EDSA, 2005 (Table revised in December 2005.)

Figure 3: Current Development

Figure 4: Existing Land Use Map

Figure 5: Vacant Land Map

Figure 6: Future Land Use Map

Figure 7: Zoning Map

D. PUBLIC FACILITIES

Publicly-owned Properties

Oakland Park City Hall lies in the heart of the new Downtown Mixed Use District on NE 12th Avenue. The City of Oakland Park Public Library is just west of City Hall. Figure 8 shows the location of all publicly-owned properties in the Community Redevelopment Area.

City-owned and other publicly-owned properties in the CRA include:

Municipal Properties

- 1) City Hall-Complex and Library- 3650 N.W. 12th Avenue
- 2) Public Works Administration Building-250 N.E. 33rd Street
- 3) Police Station and Fire Rescue #9- 301 NE 38th Street
- 4) Spiher Recreation Center-1246 N.E. 37 Street
- 5) City of Oakland Park Fire Station #9-301 NE 38th Street
- 6) Water Treatment Plant- 5100 NE 12th Terrace
- 7) MCI Lot- NW Corner of NE 39th Street and NE 6th Avenue

Parks

The Oakland Park Community Redevelopment Area does not have sufficient park area. There are 25.07 acres of park within the Community Redevelopment Area. With a population of 10,537 in the CRA, only 2.38 acres of park space are available for every 1,000 residents. (The City's comprehensive plan requires a park level of service of 3 acres per 1,000 people.) Increasing park space is critical to community vitality in the CRA. Parks with various levels of passive and organized activities are needed. Figure 9 illustrates the location of existing parks within the CRA.

Existing City parks include:

- 1) Collins Community Center-3900 N.E. 3rd Avenue
- 2) Wimberly Athletic Field-4000 N.E. 3rd Avenue
- 3) Dillon Tennis-4091 N.E. 4th Avenue

- 4) Lloyd Estates Park- 3490 N.E. 3rd Avenue
- 5) Oakland Park Athletic Complex East- Corner of N.E. 38th Street and N.E. 6th Avenue
- 6) Carter G. Woodson Park- 3940 N.E. 3rd Avenue
- 7) Boat Ramp- N.E. 12th Terrace and N.E. 30th Court
- 8) Guisti Heart Parcourse-Southeast corner of N.E. 38th Street and N.E. 6th Avenue
- 9) Pioneer House and Museum- Corner of NE 39th Street and NE 6th Avenue
- 10) Future Downtown Park- NE Corner of NE 38th Street and Dixie Highway

Other Publicly-owned facilities:

Broward County Schools:

- 1) Lloyd Estates Elementary School- 750 NW 41st Street.
- 2) Oakland Park Elementary-936 NE 33rd Street.

Broward County

Elderly and Veterans Services Division –2995 North Dixie Highway

Broward County Sheriff's Office

Oakland Park District Office (same building as City of Oakland Park Fire Station #9-301 NE 38th Street)

U.S. Post Office

- 1)4350 N. Andrews Avenue
- 2) 3350 Northeast 12th Avenue

U.S. Department of State

Regional Service Center- 4000 N. Andrews Avenue

Figure 8: Public-owned Properties

Figure 9: Parks and Open Spaces

Infrastructure

A great deal of the existing infrastructure within the CRA is relatively old and in need of rehabilitation and/or replacement. Although water, sanitary sewer, storm, roadways, and sidewalk have been periodically repaired or replaced, much of the infrastructure is inadequate to service the level of future development anticipated within the CRA boundaries.

Transportation Conditions

Figures 11a-14b show existing and future transportation conditions. Significant roadways in Oakland Park such as Dixie Highway, Prospect Road, N.E. 38th Street, and Oakland Park Boulevard are expected to reach a level of service "F."

Table 3: Existing and Future Level of Service

Roadway	Existing Level of Service (2003 Daily Conditions)	Future Level of Service (2025 Daily Conditions)
Dixie Highway	C	F
N.E. 38 th Street	D	F
Oakland Park Boulevard	F	F
N.E. 6 th Avenue	D	F
Commercial Boulevard	F	F
Prospect Road (I-95 to Andrews Avenue)	C	D
Prospect Road (Andrews Avenue to Dixie Highway)	C	C
Prospect Road (Dixie Highway to N.E. 10 th Terrace)	E	F

Oakland Park Boulevard consistently fails to meet the adopted level of service standard and congestion is severe.

The local roads within the CRA have sufficient capacity in most cases; however, many have exceeded their design life and are deteriorating. The major collector roadway, Dixie Highway, does not function in a satisfactory manner under current circumstances, a condition that will be greatly exacerbated after future development should no improvements be implemented. The roadway will require additional turn lane improvements along with some road widening. Minor right-of-way acquisition will most likely be necessary. The City is currently working with FDOT on getting dual left turn lanes installed on all four legs of the Oakland Park Boulevard/Dixie Highway intersection as a part of a year 2007 FDOT project. The City is currently designing and permitting

improvements on N.E. 12th Avenue from Oakland Park Boulevard to N.E. 38th Street. Also, the City is currently working on NE 38th Street from Federal Highway to N.E. 13th Avenue, and is in the process of designing the extension of those improvements to Dixie Highway.

Looking at the public transportation system, Broward County is preparing for headway improvements to 15 minutes on Andrews Avenue and Dixie Highway (Figure 13b). Headways will improve to 10 minutes on Oakland Park Boulevard. A rapid bus line is planned for Oakland Park Boulevard by Broward County Transit within the next twenty years (Figure 13c).

In addition, the Florida Department of Transportation, District IV is managing a multi-jurisdictional study examining transit alternatives along the Florida East Coast (FEC) corridor. The potential for a transit station within the Downtown Mixed Use District has been addressed as part of the district's design Guidelines, however the City of Oakland Park should continue to position itself for a transit station by adopting policies and regulations that promote the use of transit downtown.

Lack of sidewalk continuity (Figure 14a) in the Oakland Park CRA prevents easy pedestrian circulation. Floranada Road, Dixie Highway, and N.E. 34th Court lack continuous sidewalks. These routes provide important passageways for pedestrians to commercial areas including the future Design District, Downtown Oakland Park, and City parks. A greenway has been completed along the FEC Corridor from Oakland Park Boulevard to N.E. 38th Street. This greenway is expected to continue as bicycle and pedestrian lanes along Dixie Highway north of N.E. 38th Street. Bicycle lane projects are also planned for Prospect Road and N.E. 6th Avenue. Other improvements include a bicycle/pedestrian bridge planned at N.E. 38th Street and Andrews Avenue (Figure 14c).

Figure 10: Existing Level of Service

Figure 11: Future Level of Service

Figure 12: Broward County Trafficways Plan

Figure 13-a: Transit Development Plan- Existing Conditions (Fixed Route)

Figure 13-b: Transit Development Plan- 5 Year Improvements

Figure 13-c: Transit Development Plan- 20 Year Improvements

Figure 14-a: Classified Roads with Missing Sidewalks

Figure 14-b: Cost Feasible Pedestrian Projects

Figure 14-c: Cost Feasible Bicycle Projects

Figure 14-d: Existing and Designed Bicycle Facilities

Wastewater and Potable Water

The City of Oakland Park receives wastewater treatment and potable water from the City of Fort Lauderdale.

The City is currently undertaking a large watermain replacement program within the CRA, and more specifically within the Downtown Mixed Use District. Watermains in areas outside of the Downtown Mixed Use District within the CRA may need replacement due current conditions of the underground pipes and their materials. With respect to water supply, the primary needs are upsizing of the lines and installation of additional fire hydrants to achieve adequate fire flows.

The existing sanitary sewer system is sufficient to serve the existing homes and businesses within the CRA. However, after redevelopment, the lift stations and forcemains may not be able to serve the higher density development. It is recommended that the City perform an analysis of the CRA sanitary sewer system for both existing and future development. In addition, based on the age and material of the piping, it would be in the best interest of the City to test the sanitary sewer system for groundwater infiltration in the CRA area. The cost of the replacement or lining of existing piping will be recaptured with the reduction in the volume of sewage treated.

Drainage

The City has its own stormwater utility. Figure 15 shows problem drainage areas. Storm drainage is of great concern throughout the City. The CRA has a number of areas which are in need of upgrade. Recently the City has designed and permitted two large drainage projects that will alleviate the major drainage concerns within the CRA boundaries. These two projects are the NE 6th Avenue 72" trunk line and the Kimberly Lake 72" trunk line. The NE 6th Avenue trunk line is essential to drain the central area of the CRA. This pipe will run from NE 38th Street South to the North Fork of the Middle River, which lies south of Oakland Park Boulevard. The City has many east-west feeder lines in place that will eventually tie into the new 72" pipe. However, additional lines will need to be constructed. The Kimberly Lake trunk line will greatly enhance drainage in the flood prone Kimberly Lake area at the north end of the CRA.

Figure 16 shows capital improvement projects currently planned by the City in the Community Redevelopment Area as well as the whole City of Oakland Park.

Figure 15: Drainage Deficient Areas

Figure 16: Current Capital Improvement Projects

E. REDEVELOPMENT NEEDS

The Slum and Blight Study attached as Appendix A provides details on the slum and blight conditions found in the Community Redevelopment Area. The slum and blight conditions were found to meet statutory requirements. Figures 17a- 17d illustrates the inventory and analysis of the area completed as part of the CRA master planning process.

Significant slum and blight findings in the analysis included:

1. High number of code enforcement violations
2. Dilapidated and abandoned structures
3. Aging infrastructure including poor drainage
4. Insufficient parking
5. Non-conforming and incompatible uses
6. Small, irregular lot sizes

Figures 17a-17d illustrate an extensive inventory and analysis of the Community Redevelopment Area. This analysis finds the additional negative characteristics of the area:

- Insufficient park and open space
- Lack of building aesthetics
- Poor pedestrian facilities
- Minimal tree canopy and landscaping
- Inadequate traffic circulation
- Awkward and unsafe parking configurations
- Community character and history hidden and not celebrated

These conditions of slum and blight and other negative characteristics indicate opportunities for redevelopment and a need for community enhancement.

Figure 17-a: Inventory and Analysis

Figure 17-b: Inventory and Analysis

Figure 17-c: Inventory and Analysis

Figure 17-d: Inventory and Analysis

F. DEMOGRAPHIC AND ECONOMIC OVERVIEW

In order to understand the broader economic context of the potential redevelopment of the Oakland Park CRA, an economic and demographic overview of the CRA district, the City of Oakland Park and the surrounding metropolitan area was conducted. The analysis that follows summarizes research related to population, income, employment, and housing trends. The work completed as part of this analysis includes a comprehensive analysis of economic, demographic, and real estate market conditions that promote long-term redevelopment within the CRA. The market analysis will help to determine and/or support redevelopment opportunities within the CRA by real estate use and, furthermore, utilized to support certain funding initiatives considered herein. A summary and more detailed analysis are included in this section.

Demographic and Economic Overview Summary

The methodology for supporting the Oakland Park CRA's opportunities included analyzing the current and future demand for key real estate uses including residential (for-sale and rental), office, retail, and industrial. The analysis considers regional economic and demographic trends, inherent market strengths and weakness of the CRA and surrounding areas, as well as competitive implications for commercial real estate activity in and around Oakland Park.

Economic Overview

The market analysis indicates that Oakland Park, and the CRA, is well situated in an area that continues to strengthen economically. Specific conclusions from economic/demographic trends include:

- Although population growth in the City of Oakland Park trailed that of the County from 1990 to 2000 (1.7 percent versus 2.6 percent, respectively), future growth projections through 2020 indicate Oakland Park's population will moderate slightly to 1.4 percent per annum, while the County growth will slow to 1.7 percent per annum.
- Specific to the CRA, the Broward County Planning Department projects population growth from roughly 10,500 currently to 12,900 in 2020. Accordingly, the CRA is expected to add approximately 700 new households during this period. However, it is apparent that with recent residential planning activity, and promotion of a successful redevelopment plan, the CRA is in a position to capture considerably more growth than originally forecast.

- Both short term and long-term growth and revitalization of infill areas throughout the County, namely established communities east of I-95, will be fueled in large part by diminishing land availability in the western portions of the County.
- The City's median age in 2000 was 35.8, which is lower than that of the County's median age of 37.8. Notably, the City is well below the County in the 65+ age category, 10 percent of the population versus the County's 16 percent. From a retail (consumption) and housing standpoint, the City's current age classification bodes well for future growth, as the stronger purchasing power associated with households in the 35 to 65 age classification should have an impact on the redevelopment opportunities in the area.
- Employment growth in Broward County has been strong for the past several years, led by growth in the Business and Professional Services sector. County anticipates an average 15,000± new jobs per year through 2012. While the largest employment in the City of Oakland Park (and the CRA) is within government and retail sectors, an opportunity to capture employers (commercial space) and employees (housing) in the services sector may be enhanced through the redevelopment plan.
- With strong regional employment growth, the City's young resident profile, and a changing development environment, from an economic/demographic standpoint there is a strong opportunity for housing and commercial development within the CRA during the next several years.

Real Estate Market Overview

A local and regional market assessment by real estate use was completed to provide some indication of the redevelopment potential for the CRA. Key findings by real estate use include:

- *For-Sale Residential* – There has been limited new housing development in Oakland Park during the past several years. Based upon an analysis of resale activity in the City, single family home prices increased more than 15 percent per annum from 1998 to 2004, with average sale price increasing from \$101,000 to \$235,000, or \$69 per square foot to \$166 per square foot. Accordingly, condominium resale price for the area increased an average 18 percent per year from 1998 to 2004, with average unit sale price increasing from \$52,500 to \$142,500, or \$53 per square foot to \$144 per square foot. The resale market continues to strengthen, increasing substantially in terms of volume and pricing. In terms of new development, there are more than 416 townhome/condominiums planned within Oakland Park Station and The Pointe at Middle River, with more than 70 additional units planned throughout the CRA.

- *Rental Residential* – The broader Oakland Park rental apartment sub-market comprises more than 7,900 apartment units. The sub-market has a reported occupancy greater than 96 percent, with lease rates in the mid-\$900 range. The unprecedented trend in rental conversions to condominium (both locally and regionally) will put pressure on rental apartment supply during the next few years.
- *Office* – There has been no notable new office development in the City of Oakland Park in more than 15 years. The market comprises approximately 620,000± square feet of space and is reporting occupancy of almost 81 percent and lease rates generally in the \$12 to \$16 per square foot (gross) range. Although current conditions within the Oakland Park office market do not support new large-scale office development, opportunities to incorporate office as a supporting use within a broader mixed-use development plan are plausible.
- *Retail* – Oakland Park is situated within the East Central retail submarket, which also includes primarily Fort Lauderdale, Wilton Manors and portions of Lauderdale Lakes. There are approximately 39 centers with a total of 3,500,000 square feet in the submarket, with an average rental rate of \$16.26 per square foot. Despite strong occupancy (greater than 90 percent), Oakland Park's local competitive market is not to a large extent achieving lease rates in-line with the broader market.
- *Industrial* – The Oakland Park industrial market comprises approximately 400,000 square feet of multi-tenant industrial space, most of which is warehouse space as opposed to a limited amount of flex/showroom space. The market is approximately 86 percent occupied, with lease rates generally ranging in the range of \$7.50 to \$8.50 per square foot (gross), and roughly \$10.00 per square foot for flex build-out. Notably, there has been no new development activity in several years, as the majority of existing inventory was built more than 20 years ago. Considerable portions of the industrial properties are in fair to poor condition, yet they have exposure to abutting/nearby residential neighborhoods. These uses, which encompass relatively large land areas, may provide key opportunities to redevelopment within core areas of the CRA.

Conclusions and Opportunities

Oakland Park's CRA is in a position to leverage relatively strong market dynamics and trends to capture or recapture demand for retail, office, and residential development during the next several years. A successful redevelopment plan, bolstered by the

proposed capital improvement projects, should provide the impetus for on-going private investment and redevelopment within the area.

While it is difficult to assess development opportunities over an extended period of time, there is a strong opportunity for residential and mixed-use development during the next five years to ten years. This momentum alone should support continued growth over a longer-term horizon. Based upon the economic and market conclusions provided herein, the following provides a summary of the proposed development parameters for Oakland Park's CRA:

Residential: As noted above, planning projections and forecasts for the CRA indicate there will be 700 new households within the CRA during the next fifteen years. However, considering the amount of recent interest in redevelopment (e.g. private development projects pending approval by the City) and presuming the redevelopment plan (and associated capital improvement) is implemented, demand for housing should be considerably higher. Presently, there are roughly 450 to 500 units in pending approval by the City within the CRA, we estimate additional demand for housing (above the planned projects) to be 900 to 1,000 units within the next ten to fifteen years. While most development currently planned is for-sale (mid to higher density product), opportunities to balance the mix with rental development should emerge within a three to five year period.

Office: For this, incorporating office as a supporting use, a broader mixed-use plan may be warranted. However, from a long-term development perspective, the opportunity to develop an additional 150,000 square feet in the CRA is possible, assuming economic conditions remain stable.

Retail: While retail market conditions in the broader market surrounding Oakland Park are relatively strong, the next five to ten year period is one of repositioning of the retail space in the CRA. To a large extent, this considers retail use as a core component to a mixed-use plan; particularly along the main commercial arteries. Opportunities for new retail development of critical mass would likely occur beyond the near term period (within five years), however, the opportunity to add 80,000 to 100,000 square feet of new space within a ten year timeframe is considered strong.

Detailed Economic and Demographic Overview

Population/Households

General Population Growth Trends. From 1990 to 2000, Oakland Park's population increased steadily, growing by nearly 21 percent during the period (or 1.7 percent per annum) to reach approximately 31,000 residents (which does not include recently annexed land). In comparison, during the last decade, Broward County's population increased at an average annual rate of 2.6 percent, surpassing 1.6 million residents in 2000. The tremendous growth in the County was particularly fueled by development in the southwestern areas of Broward in the post-Hurricane Andrew period.

From a broader perspective, the County's population growth during the past decade has been supported by strong in-migration trends. According to county-to-county migration data from the Internal Revenue Service, Broward County averaged more than 13,000 net new migration during 1990, 1995 and 2000 with an in-migration peak of over 24,000 persons from Miami-Dade County alone during 1994-1995 following Hurricane Andrew.

Table 3: Migration Into and Out of Broward County, 2002-2003

County	In	Out	Net
Miami-Dade, FL	28,561	13,886	14,675
Palm Beach, FL	7,409	15,668	(8,259)
Queens, NY	1,870	481	1,389
Kings, NY	1,404	507	897
Orange, FL	1,380	1964	(584)
Nassau, NY	945	356	589
Cook, IL	910	446	464
Hillsborough, FL	897	1387	(490)
Bronx, NY	828	277	551
Suffolk, NY	738	418	320
Totals	44,942	35,930	9,552

Source: IRS County-to-County Migration Data, 2005

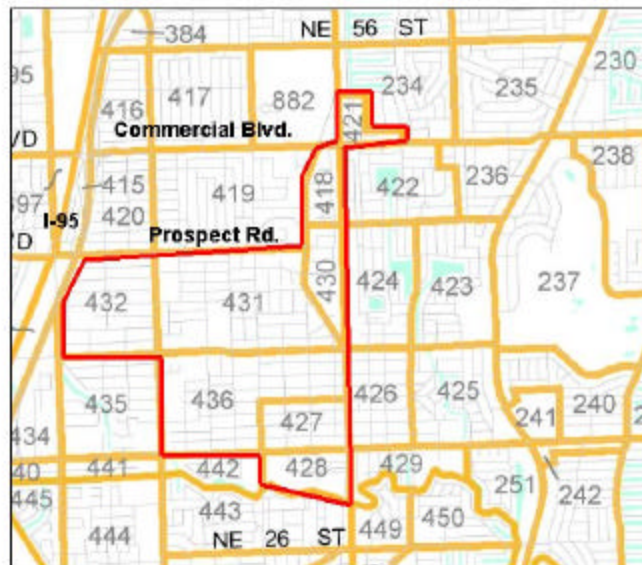
For the past ten years, the strongest inflow into the County was from Miami-Dade County, while the largest outflow went to Palm Beach County. Although regional migration is significant, the County also attracts substantial migration (particularly of retirees) from the Northeast, especially from New York and New Jersey.

Although the in-migration helped fuel population growth throughout the County, communities in the southern portion of the County including Miramar, Pembroke Pines, and Weston captured a significant portion of this growth. This was largely the result of the abundance of competitively priced land and more affordable housing. Oakland Park's supply of both had dwindled. Nonetheless, the City's growth during the past

decade has been stable, and population forecasts indicate that Oakland Park’s population is likely to follow regional trends over the next fifteen to twenty years, increasing at an estimated 1.0% annually through 2020¹ to reach roughly 38,500 persons (not including the annexed land). Although this growth projection is somewhat slower than that of the countywide projections, which is estimated to be 1.7 percent per year through 2020, it is in-line with the region’s moderating growth trends.

Oakland Park CRA: To focus more narrowly on economic/demographic trends in the CRA district, we have identified the eight Traffic Area Zones (TAZ) for which a more comprehensive profile of demographic trends was completed (shown in the map below).

Figure 18: City of Oakland Park and Oakland Park CRA Location (TAZ) Map



Source: Broward County Planning Department

As summarized in the table below, total population within Oakland Park’s CRA in 2000 was 10,020, increasing to an estimated 10,537 in 2005. Annual population growth rates in both the City and CRA are anticipated to trail that of the County through 2020 (1.3 percent per annum versus 1.7 percent per annum); however, the differential in the projected growth rate between the City /CRA and the County is smaller in comparison to historical growth trends. This is due, in large part, to the County approaching “buildout.” It is anticipated that during the next five years, growth will be concentrated in those areas with available developable land – tracts to the south and west of the City/CRA – and thereafter, will move east, with a marked increase in redevelopment and reuse.

¹ Source: Broward County Planning Department. Projections are based upon evaluation of Traffic Analysis Zones (TAZ) - a special area delineated by state and/or local transportation officials for tabulating traffic-related data- especially journey -to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.

Table 4: Population and Household Trends², County, City³ & CRA⁴, 2000-2020

	City of Oakland Park - CRA			City of Oakland Park			Broward County		
	2000	2005	2020	2000	2005	2020	2000	2005	2020
Population	10,020	10,537	12,905	32,250	33,849	41,048	1,602,828	1,724,043	2,236,313
% Annual Growth		1.0%	1.4%		1.0%	1.3%		1.5%	1.7%
% Annual Growth 2000 to 2020			1.3%			1.2%			1.7%
Households	3,862	4,022	4,695	13,143	13,594	15,317	654,345	692,387	869,617
% Annual Growth		0.8%	1.0%		0.7%	0.8%		1.1%	1.5%
Avg. PP/HH	2.59	2.62	2.75	2.45	2.49	2.68	2.45	2.49	2.57
% Annual Growth 2000 to 2020			1.0%			0.8%			1.4%
Housing Units	4,038	4,147	4,847	13,869	14,094	15,877	740,879	796,046	940,945
% Annual Growth		0.5%	1.0%		0.3%	0.8%		1.4%	1.6%
% Annual Growth 2000 to 2020			0.9%			0.7%			1.2%
Median Age	N/A			35.8			37.8		
% 5 years and under				6.7%			6.3%		
% 18 years and over				79.1%			76.4%		
% 65 years and over				10.2%			16.1%		
Median HH Income	\$29,695			\$35,493			\$41,691		
Origin (one race) - %	N/A			95.4%			96.6%		
White				66.0%			70.6%		
Black (or African American)				22.6%			20.5%		
Other				6.8%			5.5%		
(Latino, Hispanic of any race)				17.9%			16.7%		

Source: US Census; Broward County Planning Services; Lambert Advisory

Current US Census projections show 4,700 households in the CRA by 2020 – an increase of 700 households (and housing units) during the next fifteen years. This projection assumes “natural” growth with no CRA plan. It obviously does not consider current residential real estate demand or CRA plan implementation. Therefore, with a successful CRA plan, the demand for housing units will most likely increase over this level (discussed further herein).

Cultural Trends. Overall population in Broward County is diversifying; a study released by the Center of Immigration Studies in October 2001 indicated that there were 60,627 legal immigrants who settled in Broward County between 1991 and 1998. However this figure does not include legal immigrants through the 1986 amnesty for illegal aliens; with these people included, the figure rises to 812,157. Of the 812,157 immigrants 36 percent were originally from Haiti and Jamaica. Other countries of origin were Colombia,

² Population and Household estimates and forecast for the City of Oakland Park (and the CRA) and Broward County represents a compilation of data by TAZ as per the Broward County Planning Department. There may be a marginal disparity between TAZ estimates and those indicated within the US Census at the City and CRA level, as the TAZ's do not exactly match the respective boundaries (for which differential in population is less than 5 percent).

³ Estimate of Households for Year 2005 (City and CRA) represent an approximation by Lambert Advisory utilizing historic and projected growth population and household growth trends. All other current and future estimates of population and household trends provided by Broward County Planning Services and/or US Census.

⁴ Broward County Planning Department TAZ. Household Income for the Oakland Park CRA represents US Census 2000 data for census tracts 57.01 and 57.02 (primary boundaries of the CRA).

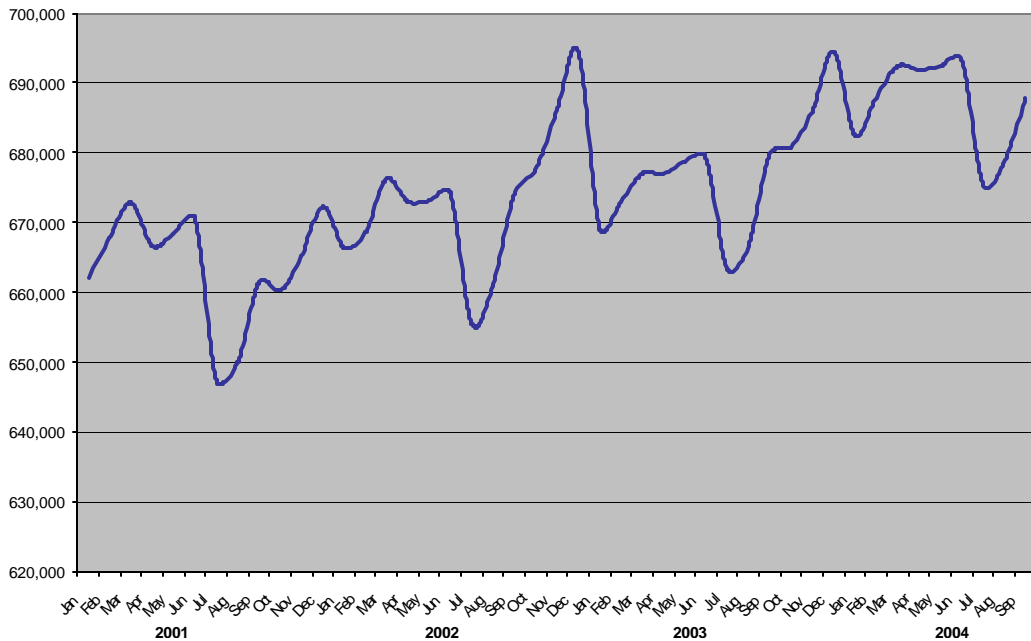
Canada, Cuba, Portugal, Cape Verde, and China. Although it is difficult to ascertain these trends on at the municipal level, cultural diversification in Oakland Park is evident. This diversification trend enhances the cultural richness of the County and City, and differentiates the areas.

In terms of the City’s resident age profile, the median age in 2000 was 35.8, which is lower than that of the County’s median age of 37.8. Notably, the City is well below the County in the 65+ age category, 10 percent of the population versus the County’s 16 percent. Overall, from a retail (consumption) and housing standpoint, the City’s current age classification bodes well for future growth, as the stronger purchasing power associated with households in the 35 to 65 age classification should have an impact on the redevelopment opportunities in the area.

Employment

The following tables and charts illustrate the solid employment growth that occurred in Broward County during the past several years. From 2001 to 2004, total employment in Broward County added nearly 18,000 jobs each year, an average increase of over 2 percent annually.

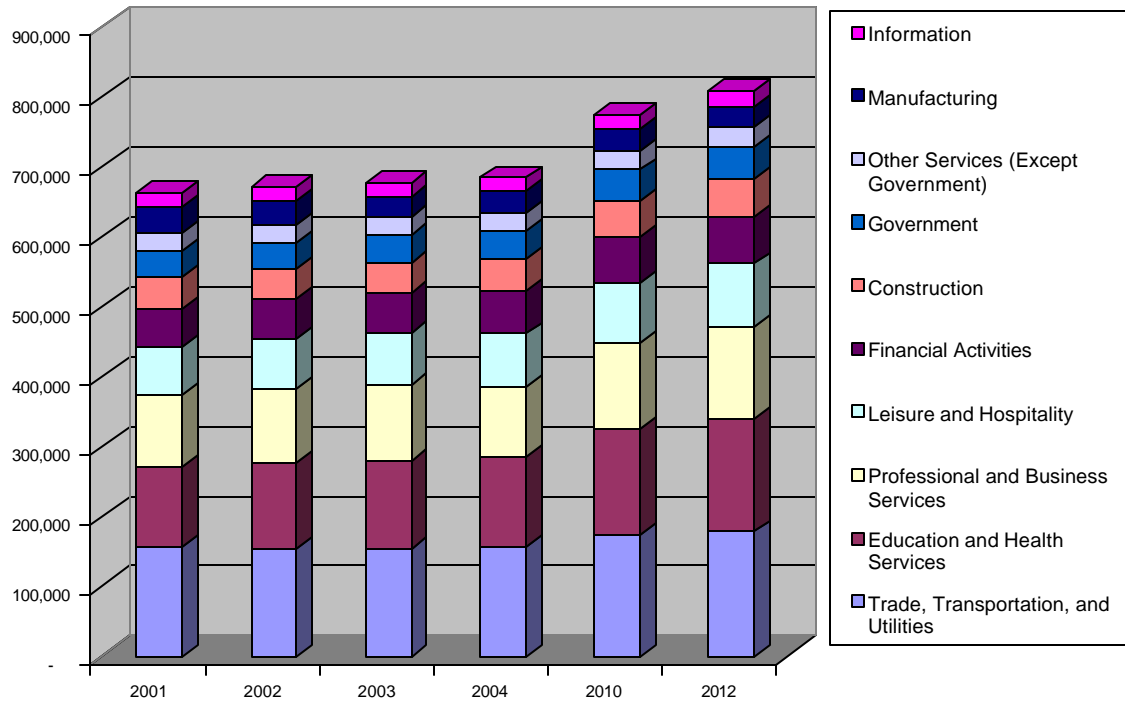
Figure 19-a: Total Employment, Broward County 2001-2004



Source: Florida Agency for Workforce Innovation, 2005

As illustrated below, Broward County’s employment averaged roughly 687,000 through 2004 and is projected to increase by over 15,000 jobs annually through 2012.

Figure 19-b: Employment by Industry, Broward County 2001-2012



Source: Florida Agency for Workforce Innovation, 2005

The services sector is particularly strong, representing nearly 90% of total employment since 2000 and adding nearly 30,000 jobs over the same period. The services sector benefits from the County’s tourism; however, small business expansion also helps to fuel the growth. Within Services, Financial Activities (which includes finance, insurance, and real estate rental and leasing) has shown the strongest growth since 2000, at 4 percent annually. The three largest sectors are Trade, Transportation, and Utilities (includes wholesale and retail trade, transportation, warehousing, and utilities, and represented nearly a quarter of total employment in 2004), Education and Health Services (19% of total employment in 2004), and Professional and Business Services (15% of total employment in 2004). These same three sectors are also projected to grow at the highest rates through 2012. The strength of the Professional and Business Services sector is notable, in particular, as it is a key driver of demand for office space.

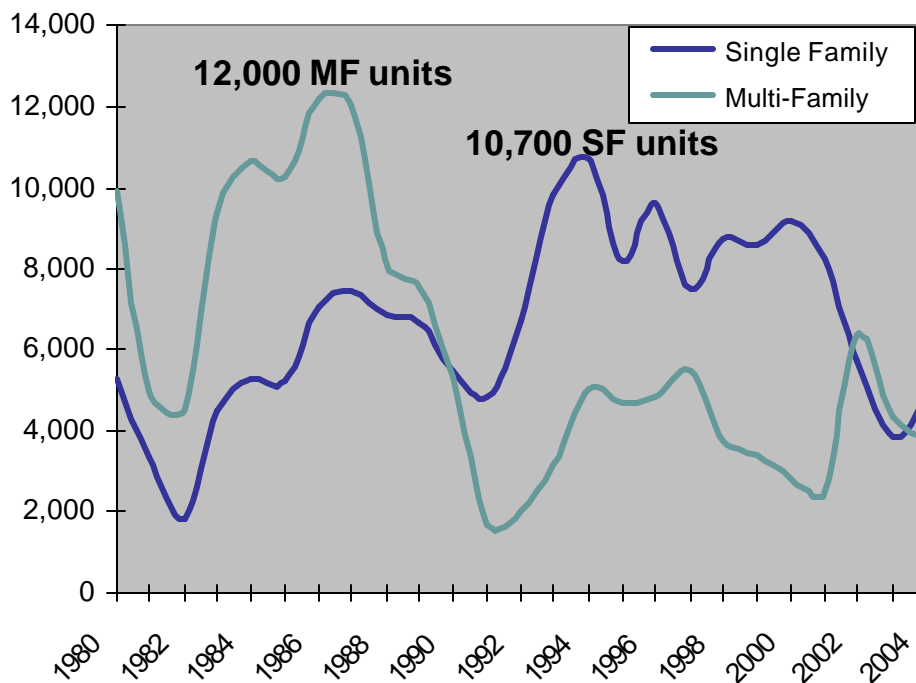
According to US Census 2002 (Selected Statistics), The City of Oakland Park has approximately 13,770 total jobs, among a total of 1,186 establishments (or an average of 12± persons per place of work). The largest employment sector is within Administrative and Support (waste management, remediation services) with 4,122 employees, followed by Retail Trade with 2,601 employees. Specific to the CRA and immediate surroundings, the largest employers are government with the City employing 277 employees and the United Postal Service reporting 125 total employees. The other large employees in the

area are within the retail sector including Lowe's (200± employees) and Publix (180 employees). The majority of businesses in the professional services sector within the City and CRA have fewer than 10 employees.

Housing Permits and Income

General Housing Trends. Corresponding to the County's growth in households, 314,000 total housing permits (single family and multi-family) were issued from 1980 to 2004. Following unprecedented growth in the late 1980's, with nearly 20,000 total housing permits issued in 1988 alone, the Broward County's housing market has moderated during the past several years.

Figure 20: Residential Building Permits Issued in Broward County, 1980-2004



Source: Broward County Planning Services Division, 2005

Perhaps the most notable change in housing trends during the past 25± years is the change in composition of housing stock. During the 1980's, multi-family development - condominiums along the eastern fringes of the County and large-scale multifamily retirement communities – dominated the housing market. This trend reversed in the 1990's as large-scale master planned communities exploded along the western fringes of the County.

During the past few years, however, the diversity in Broward County's housing type is beginning to change again, as land availability to the west diminishes and a renewed housing market emerges to the east (largely driven by development in downtown Ft. Lauderdale and along the coast). This trend is expected to continue and will be detailed further in following sections.

Income: Based upon 2000 US Census data, the City of Oakland Park median household income is \$35,500, which is 15 percent lower than the County median of \$41,700. Accordingly, on a per capita income basis, Oakland Park's per capita income in 2000 was \$18,900, compared to \$23,200 for the County. Specific to the Oakland Park CRA, median household income (based upon US Census 2000 data for census tracts 57.01 and 57.02) is estimated to be \$29,695, with per capita income estimated at \$13,079. Based upon per capita (personal income) growth data provided by the Bureau of Economic Analysis, Lambert Advisory has estimated current average household incomes, which may be used to support retail demand forecasts that may be considered in later phases of the analysis. Those estimates are as follows: Broward County: \$59,700; City of Oakland Park: \$49,600; and, Oakland Park CRA: \$41,530.

Summary. Following decades of existence as a "tropical paradise" for retirees and tourists, Broward County has been transformed by a dramatic socio-economic change. Strong economic and business growth, combined with positive cultural diversity has led to significant reinvestment in Broward in both business and home ownership. It has also created a multi-lingual culture characteristic of an international business center that now rivals the Counties to the north and south for corporate regional and international headquarters.

Geographically, the City of Oakland Park is within the central portion of the County and proximate to the Fort Lauderdale/Hollywood International Airport and Port Everglades; furthermore, the City has good accessibility to major transportation arteries and area resources. Strategically located within the eastern quadrant of the City, the CRA district is positioned to capitalize on certain economic/demographic factors, which will support both short- and long-term plans to revitalize the area.

Housing Market Overview

For-Sale Market. In an effort to understand general housing trends in the City of Oakland Park and surrounding areas, and in the absence of new housing development in this area, a "snapshot" profile of single family and condominium resale activity was completed. This process entails an analysis of resale activity for the 4th quarter of 1998 and 2004 to identify sales activity trends among single- and multi-family units within two Zip Codes (33309 and 33334). These two Zip Codes largely encompass the City of Oakland Park (as well as nominal portions of neighboring City of Fort Lauderdale, and Wilton Manors) and, in particular, Zip Code 33334 overlays a significant portion of the CRA. Therefore, this data is telling as to the type of housing (condominium versus single family), sales volume and pricing trends that exist for the CRA and its surrounding area.

**Table 5a: Housing Resale Activity Trends (Zip Codes 33309 & 33334)
Fourth Quarter 1998 and 2004**

	33309			33334			Total		
	1998	2004	%CAGR	1998	2004	%CAGR	1998	2004	%CAGR
Condominium									
Number of Sales (4th Q)	25	101		12	25		37	126	
Average Sale Price	\$50,703	\$146,518	19.3%	\$56,725	\$126,208	14.3%	\$52,656	\$142,488	18.0%
Average Price/Sq.Ft.	\$51.81	\$142.24	18.3%	\$55.86	\$156.61	18.7%	\$53.20	\$144.76	18.2%
Single Family									
Number of Sales (4th Q)	60	169		38	129		98	298	
Average Sale Price	\$96,471	\$209,011	13.8%	\$110,732	\$270,309	16.0%	\$101,586	\$235,458	15.0%
Average Price/Sq.Ft.	\$63.74	\$144.15	14.6%	\$78.14	\$195.59	16.5%	\$69.04	\$165.74	15.7%

Source/Notes: DataQuick; Lambert Advisory; CAGR represents Compound Annual Growth Rate.

As illustrated in the table above, the most notable trends in the for-sale housing market in the Oakland Park area include:

- Although sales activity represents one quarter of each year (1998 and 2004) sales activity increased nearly three-fold in the total area, from 98 sales to nearly 300 sales;
- Of the total re-sale units in the area, roughly one-third of the mix is condominium and two-thirds single family;
- Condominium resale price for the aggregate area increased an average 18 percent per year from 1998 to 2004, with average unit sale price increasing from \$52,500 to \$142,500, or \$53 per square foot to \$144 per square foot;
- Single family home prices increased more than 15 percent per annum from 1998 to 2004, with average sale price increasing from \$101,000 to \$235,000, or \$69 per square foot to \$166 per square foot.
- Specific to the single family housing market, home sales east of I-95 (identified as Zip Code 33334 and for which a large portion of the CRA exists) reported average home re-sales in 2004 of \$270,000 compared to \$210,000 for homes west of I-95.
- Although Broward County has yet to publish official single-family home resale values for 2004, it is estimated that at that point in time, the average existing single family home sold for approximately \$275,000. With an average sale single-family resale price in the \$240,000 range, the Oakland Park area (including both Zip Codes) is slightly lower than that of the County. However, homes within the eastern quadrant of the City are more closely aligned with the County average.

In terms of new housing development, there has been limited single family housing product introduced to central Broward County (east of US 441). To this extent, new

product is primarily condominium development, most of which is situated along the eastern fringes of the County (including downtown Fort Lauderdale and the beaches), with increasing development activity occurring west of I-95, including Plantation and Sunrise. While the City of Oakland Park has a number of residential developments planned, notably Oakland Park Station (314 townhome/condominium units) and The Pointe at Middle River (102 townhome/condominium units), they are mostly in the planning stages with approvals pending. Nonetheless, based upon an analysis of new condominium development within the surrounding market, the following provides a general profile of market characteristics:

- Most new condominium development outside of downtown Fort Lauderdale is a mix of townhome and mid-rise (4 to 10 story) condominium generally accommodating 30 to 40 units per acre;
- One bedroom units average 800± square feet at an average price of \$285,000±, or \$330 per square foot;
- Two bedroom units average 1,275± square feet at an average price of \$350,000±, or \$300 per square foot;
- Three bedroom units average 1,500± square feet at an average price of \$430,000±, or \$290 per square foot;
- Most projects provide common areas including clubhouse, fitness center, and/or business center. The properties west of I-95 are more expansive in terms of property amenities (such as lake views, walking paths), while the properties east of I-95 promote more of an urban life-style (with limited amenities);
- Although some projects are still in the reservation (pre-planning) stage, it appears that most development in the “sales” stages are reporting an average sales absorption between 20 to 30 units per month; and,
- Sales representatives indicate that the buyer profile for several developments is a mixed group, comprising retirees, second home buyers, young primary individuals and couples, and investors. It is estimated that more than 75 percent of these buyer segments is local (South Florida) demand, with the balance representing buyers from the northeast US, and marginal demand from South America. Accordingly, most projects indicate that in the range of 25 percent of buyers are investors, or purchasing for speculation with the goal to sell (or “flip”) their contract prior closing. However, with further conversations with developer contacts, and industry experts not affiliated with the developments interviewed herein, the investor market appears to be significantly larger than sales representatives are reporting. To this extent, there have been estimates made in public documents that indicate investors represent at least 50 percent and as much

as 75 percent of the current buyers. Although it is very difficult to verify due to the fact that the current wave of sales activity will not move to closing for another six to twenty four months, accounts of this investor volume cannot be ignored.

Rental Market. The Broward County rental market comprises more than 130,000 apartment units, spread among more than 10 major sub-markets. Apartment development in Broward County has been strong during the past several years, with the addition of more than 1,500 units per year since the late 1990's. With Broward County nearly 97 percent built out, apartment developers have been forced to focus on redevelopment areas. More than 58 percent of the 4,719 units delivered in 2004 and expected to be delivered in 2005 are in Fort Lauderdale and Coral Springs. As evidence of the development shift to infill areas, 40 percent of 2004 and 2005's deliveries are mid- and high-rise communities versus only 13 percent for the previous 4 years. Accordingly, there are more than ten major projects (estimated to represent more than 2,500 units) recently completed, or in the construction/planning process within the County, the majority of which are situated in the northwest and southwest sectors of the County and Downtown Fort Lauderdale⁵.

Although there has been a steady flow of apartment development within the region, there has been a significant push in apartment conversions (to condominiums), which impact the market. Apartment communities in areas where there have been substantial conversion activity, such as Coral Springs, are benefiting from decreased competition. Coral Springs apartment communities are being positively affected by four recent condominium conversions, reducing the supply of apartments by 1,235 units. Broward County's apartment performance should continue to improve in 2005 as the employment market expands and the supply is reduced through condominium conversions.

Overall, occupancy remains very strong at approximately 96 percent. Of the apartment stock in major apartment projects, roughly 34 percent of the units are one bedroom, 52 percent are two bedroom and 14 percent are three-plus bedroom. The average rental rate among all unit types is approximately \$925 per month.

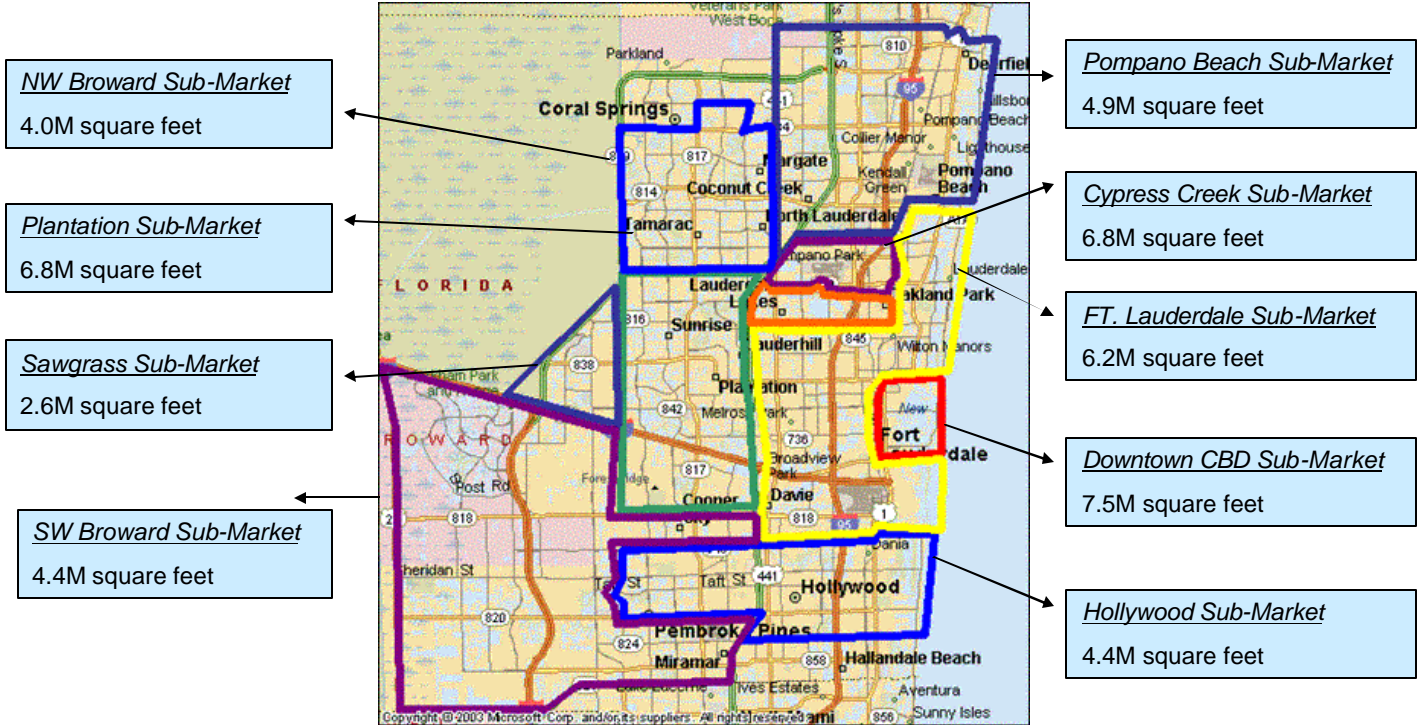
The Fort Lauderdale/Oakland Park rental apartment sub-market (defined by RPW, Inc.) comprises more than 7,900 apartment units. The Oakland Park sub-market has a reported occupancy greater than 96 percent and average rental rates in the mid-\$900 per month range, which is consistent with most sub-markets in Broward County.

Office Market Overview

From a regional perspective, the Broward County office market is comprised of roughly 50 million square feet of space. The office development is scattered among more than ten sub-markets.

⁵ Southeast Real Estate Business – February 2005

Figure 21-a: Broward County Office Market (by sub-market)

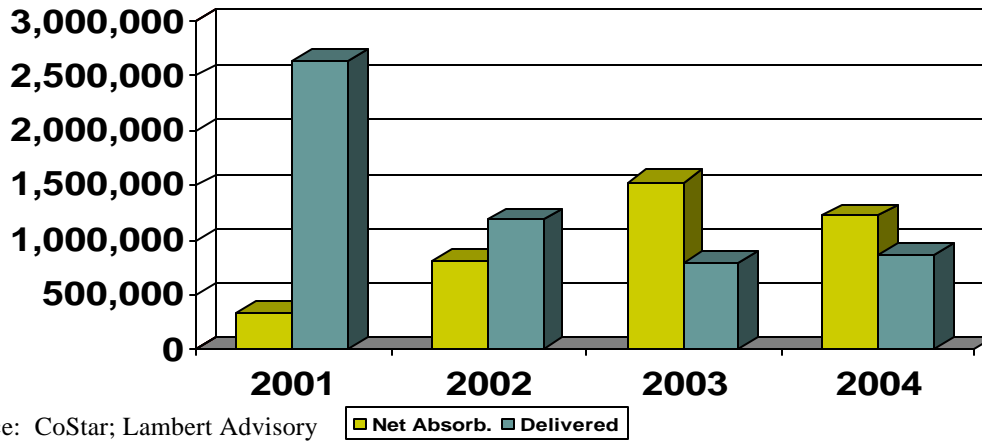


Source: CoStar; Lambert Advisory

During the past four years, there was approximately 5.5 million square feet of office space built in Broward County, or 1.2 million square feet per year. Although development slowed to less than 800,000 square feet in 2003, due in large part to the global economic downturn and 9/11, construction activity increased in 2004 to more than 850,000 square feet, and there was roughly 500,000 square feet under-construction in the County during the first quarter of 2005.

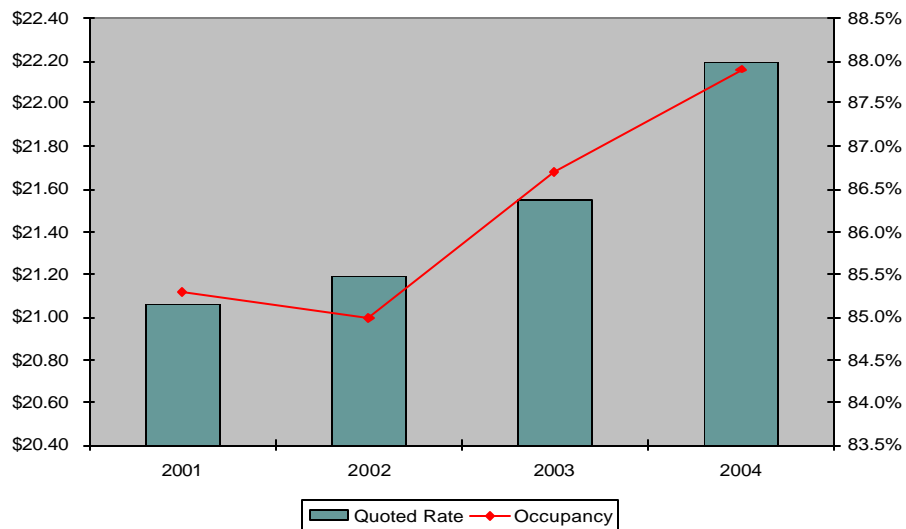
Overall, the County is experiencing 87.9± percent occupancy, which is an improvement over the decade low of 84 percent (2002). Accordingly, lease rates are averaging \$22.20 per square foot, an increase of more than 4 percent per year from 2001.

Figure 21-b: Broward County Office Market-Absorption Development Trend



Source: CoStar; Lambert Advisory

Figure 21-c: Broward County Office Market – Occupancy and Rate Trend (2001-2004)



Source: CoStar; Lambert Advisory

Oakland Park (and primarily the commercial district) is situated within the Fort Lauderdale office submarket and is comprised of a total 6.2 million square feet of office space. This submarket encompasses a large sector of the eastern portion of the County (as far south as Dania and as far north as Pompano Beach, but not including Downtown Fort Lauderdale). However, Oakland Park is bounded to the north by one of the County’s strongest office submarkets, which is Cypress Creek (6.8 million square feet).

According to the Broward County Property Appraiser, Oakland Park comprises 275,000 square feet of office space; however, as reported by Black's office guide, there are approximately 620,000 square feet of office space within roughly 17 buildings⁶ - the majority of which are situated along Oakland Park Boulevard. The discrepancy is assumed to be partially attributed to the fact that certain buildings that are effectively leasing office space may be identified as industrial or other land use code. Nonetheless, there is in the range of 118,000 square feet of available office space, or a market vacancy of 19 percent. Accordingly, lease rates range from a low of \$9.00 per square foot (gross) to a high of nearly \$19.00 per square foot (gross). Notably, this level of rent does not support new development, which would generally be defined within the low- to mid-\$20.00 per square foot range.

Nearly 50 percent of the buildings in the Oakland Park office market are larger than 30,000 square feet; Oakland Commerce Center represents the largest office facility, totaling 155,000 square feet among 12 buildings built in 1983 and renovated in 2003. Although several buildings have undergone considerable renovation during the past several years, there has been no new office inventory built since 1989.

Based upon current conditions within the Oakland Park office market, the level of rent does not support new development. Although there is no new office product available in the market to achieve premium rent levels, the market is well below the level to support new development (generally defined to be at least in the low- to mid- \$20.00 per square foot range). This is not to say that there may not be an opportunity to integrate a limited amount of office within a broader mixed-use plan for which a small segment of demand will support this use.

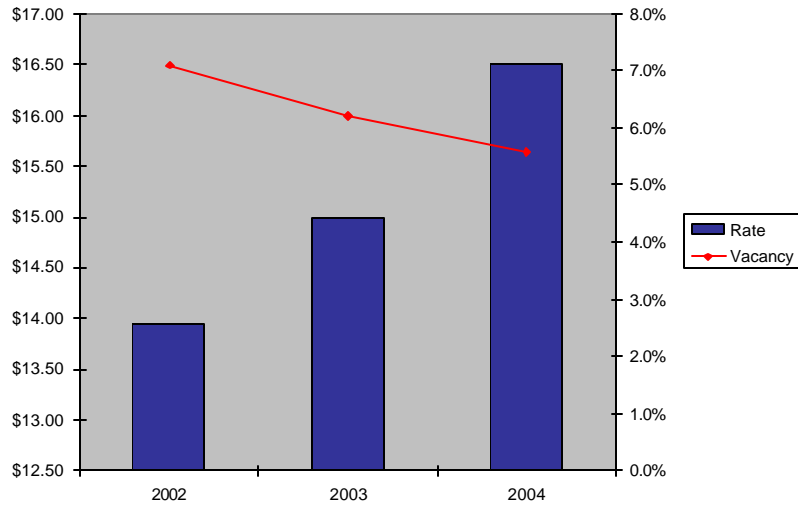
Retail Market Overview

There is more than 33 million square feet of retail space in Broward County⁷. As land becomes increasingly scarce, redevelopment is on the rise and a trend towards vertical development is moving north from Dade County. In particular, the repositioning of older centers in prime locations has been the trend for the past few years and is expected to continue during the near term. Accordingly, these older centers are being replaced with newer development formats such as the "power strip centers," typically having big-box anchors alongside a significant amount of other retail. Furthermore, there has been a strong movement toward mixed-use development, whereby many large-scale residential projects incorporate ground floor retail as a critical component of the overall plan, particularly in urban infill redevelopment areas.

⁶ Black's Guide 2005 (on-line)

⁷ CB Richard Ellis – Broward County Retail MarketView

Figure 21-d: Broward County Retail Market – Lease Rate and Vacancy Trend – 2002 to 2004



Source: CB Richard Ellis; Lambert Advisory

As a result of increasing redevelopment, the market continues to strengthen, with lease rates increasing more than 15 percent from 2002 to 2004, while vacancy declined from over 7.0 percent to nearly 5.5 percent during the period. As of late 2004/early 2005, there was nearly 1.2 million square feet of new retail space under construction in Broward County, most of which was located in the County’s southwest and northwest quadrants.

According to the Broward County Property Appraiser, Oakland Park CRA comprises approximately 1.1 million square feet of retail. As defined by CB Richard Ellis, Oakland Park is situated within the East Central submarket, which also includes primarily Fort Lauderdale, Wilton Manors and portions of Lauderdale Lakes. There are approximately 39 centers having a total of 3,500,000 square feet in the submarket, with an average rental rate of \$16.26 per square foot. Harbor Shops, located on Cordova Road in Fort Lauderdale, represents the newest development in this submarket. It includes a 200,000 square foot Publix-anchored center near completion/lease-up. Inverrary Falls, located on West Oakland Park Boulevard, is a 90,000 square foot Publix-anchored development currently under construction, and is reportedly 94 percent occupied with lease rates in the low to mid \$20.00 per square foot range. Victoria Park Shoppes, which is located on Federal Highway, is a 65,000 square foot strip center anchored by Winn Dixie completed in 2004.

Perhaps the two most notable shopping centers in the immediate Oakland Park market area are the Northridge Shopping Center and Oakland Park Festival Center. Based upon information provided by National Research Bureau Shopping Center Database (2005), two facilities are noted:

Northridge Shopping Center: Located at the intersection of Old Dixie Highway and Commercial Boulevard, the property is comprised of a total 235,000 square feet of space. The property was built in 1972 with recent renovations completed in 1999. The property is anchored by Publix, Bally Fitness, and Ross. Additional in-line stores and/or outparcels include Denny's, Jo-Ann Fabrics, and Payless Shoes. The center is reportedly 93 percent occupied, with in-line lease rate generally ranging from \$9.00 to \$12.00 per square foot, net.

Oakland Park Festival Center: The property, which comprises a total 132,000 square feet, was built in 1965 and renovated in 1994. Winn-Dixie anchors the center, with in-line space including Auto Zone. The property is reportedly 89 percent occupied, with lease rates ranging from \$10 to 12 per square foot (net.) The center is located at 3500 North Andrews Avenue.

Overall, the regional retail market is relatively stable. However, despite strong occupancy, the Oakland Park's local competitive market is not to a large extent achieving lease rates in-line with the broader market.

In an effort to identify opportunities that may help better understand the retail market affecting the Oakland Park CRA, it is necessary to analyze current and future retail demand by segmentation. This is accomplished through conventional forecast methodologies based upon the economic composition of the retail trade area, as well as feedback from the community. While we subscribe to the importance of utilizing this standardized retail demand analysis to quantify the opportunities, we feel that this method alone will not answer a critical question: how do we position the property to increase retail demand for existing businesses, as well as attract new complementary retail providers? This may be the strategy in the following phases of work to be competed as part of the Oakland Park CRA redevelopment plan.

Industrial Market Overview

Broward County is among the largest industrial markets in the US, with more than 85 million square feet of space⁸. Following several years of growth and absorption, the regional industrial market has been experiencing cycles during recent quarters. However, the Broward County industrial leasing market posted a decrease in overall vacancy by 20 basis points dipping to 7 percent by the close of first quarter 2005, representing the lowest vacancy level recorded in the past several years⁹.

Although strong growth numbers over the past 12 months have been responsible for the recent decline in vacancy, a few sub-markets within the county have been experiencing higher vacancy levels. For instance, in the Southwest Broward submarket, which has emerged as one of the most active markets during the past few years, warehouse/distribution product currently measures vacancy at 32.6 percent, and is

⁸ Fort Lauderdale Downtown Development Authority

⁹ Colliers International – Industrial 2004 Year End

responsible for driving overall vacancy up to 14.2 percent within that submarket. In contrast, two major submarkets, Pompano Beach and Southeast Broward, both have a vacancy of less than 4.0 percent.

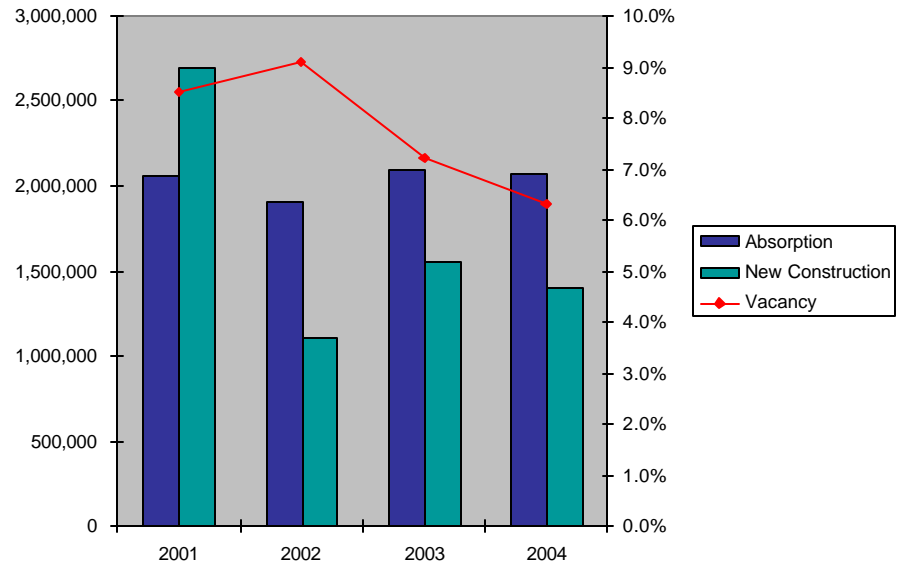
The County's industrial market is driven by a broad range of tenant activity, as tenants whose aim is to be within close proximity to Port Everglades choose Southeast Broward, while other tenants seeking a mid-point between Miami-Dade and Palm Beach County have easy access to major highways in Pompano Beach. As large blocks of space are nearly non-existent, FedEx Ground recently announced plans for a 215,000 square foot facility in Pompano Beach that will employ more than 350 workers when it opens in 2006.

As the market absorption experienced recent strengthening trends, rents reported a slight decrease of \$0.11 per square foot per year to \$7.59 per square foot per year. Nevertheless, the general outlook is bright for continued growth and measured expansion within a few remaining parcels of developable land. Particularly, R&D/flex product is expected to make gains, as the area is fast becoming a biotechnology hub.

According to the Broward County Property Appraiser, the Oakland Park CRA has a total of more than 4 million square feet of industrial space; however, this is presumed to include public buildings (maintenance), utility buildings and/or single tenant building, as well as some quasi-industrial space that may be used as office, other use. In terms of the multi-tenant industrial market, Black's Guide indicates the Oakland Park industrial market comprises approximately 400,000 square feet of industrial space, most of which is warehouse space as opposed to a limited amount of flex space. The market is approximately 86 percent occupied, with lease rates generally ranging in the range of \$7.50 to \$8.50 per square foot (gross), and roughly \$10.00 per square foot for flex build-out. Notably, there has been no new development activity in several years, as the majority of existing inventory was built more than 20 years ago.

In all, the redevelopment of Oakland Park's CRA will not be supported by large-scale industrial development. As a matter of fact, there has been consideration to allow for the conversion of land use from industrial to residential or mixed-use with commercial, which would most likely have a positive impact on the redevelopment process. However, for certain areas of the district (and surrounding community), the opportunity to provide limited supporting use through warehouse and flex space may be considered. With strong industrial development activity in surrounding municipalities such as Pompano Beach and Deerfield Beach, Oakland Park may serve to provide newer, functional industrial type-space (including flex) to certain tenants being priced out of these more established markets.

Figure 21-e: Broward County Industrial Market Lease Rate, Development and Absorption Trend – 2002 to 2004



Source: Colliers International; Lambert Advisory

III. PROPOSED REDEVELOPMENT PLAN

The City of Oakland Park is dedicated to creating a “small town with big city opportunities.” This Community Redevelopment Plan establishes the existing conditions, reiterates conditions of slum and blight, and sets the stage for transformation of the Community Redevelopment Area. Projects and programs that will increase community appearance and vitality, create a local destination, strengthen neighborhoods and promote economic activity are outlined in detail in this Chapter.

The Redevelopment Concept Plan presented in the Executive Summary combines a number of strategies for the CRA. The strategies can be separated into the following categories:

- A. Goals and Objectives
- B. Capital Improvement Program
- C. Public Private Partnerships
- D. Programs and Policies
- E. Community Redevelopment Agency Administration

A. GOALS AND OBJECTIVES

By definition, the Plan, its goals and objectives and the catalytic projects and programs will promote further investment and momentum toward achieving the City’s vision. The City of Oakland Park’s vision is as follows:

By 2008, Oakland Park will be recognized as a friendly "small town" with safe and attractive neighborhoods, quality schools, outstanding parks and exceptional recreation programs, with the social, cultural and business opportunities of a big city.

Likewise, the Community Redevelopment Plan reflects Broward County’s goals and principles for redevelopment:

- 1- Sustainable transportation choices
- 2- Civic beauty
- 3- Accommodation for a diverse population
- 4- Economic vitality and sustainability
- 5- Sense of place

The goals and objectives are aimed at developing a sound Community Redevelopment Plan with a focus on catalytic investment and/or projects for the Community Redevelopment Area. The goals and objectives summarize five main aspirations of the Community Redevelopment Agency.

- ❖ Redevelopment of Downtown
- ❖ Connections to Downtown
- ❖ Strengthen neighborhoods

- ❖ Increase green space
- ❖ Increase attainable housing options.

The Goals and Objectives of the Community Redevelopment Area in detail are as follows:

Goal 1 – Promote Community Involvement and Citizen Participation

Objectives:

- Maintain and enhance community website and newsletters
- Well advertised public meetings and workshops
- Encourage home owner associations, non-for-profit and economic agency participation

Goal 2 - Build a positive community image and identity

Objectives:

- Increase regional public awareness and identity through public relations and advertising
- Eliminate land use incompatibilities where feasible
- Improve visual quality of public roadway corridors and streets
- Develop perimeter gateway improvements
- Improve building facades
- Develop “Clean-up Fix-up” program through consistent code enforcement
- Enhance and maintain existing parks and build new parks and open spaces for public recreation and community wellness in existing neighborhoods
- Create opportunities for cultural activities and advanced educational facilities
- Provide opportunities for public art
- Promote sound urban design principles and smart growth concepts

Goal 3 – Create a Community Redevelopment Plan consistent with City’s Comprehensive Plan and long-term vision.

Objectives:

- Incorporate recommendations from the Community Redevelopment Plan into City’s Comprehensive Plan
- Replicate successful Community Redevelopment Plans and Programs to other areas in the City

Goal 4 – Establish improved quality and safety of housing, neighborhoods, and districts.

Objectives:

- Encourage a diversity of housing types (products) structured around parks and open spaces where feasible

- Enhance and maintain existing parks and build new parks and open spaces for public recreation and community wellness in existing neighborhoods
- Provide for safe and convenient access to community amenities (parks, downtown, public facilities, schools, etc.)
- Initiate improved streetscape lighting program
- Encourage innovative community policing programs
- Promote consistent code enforcement
- Address excessive train noise along the FEC Corridor

Goal 5 – Build upon the planned Park Place downtown destination by concentrating higher intensity and density with mixed-use development that provides for social, cultural and economic opportunities.

Objectives:

- Provide for downtown parking
- Provide for an effective and safe connection to both sides of Dixie Highway through a architecturally significant statement
- Consistently and rigorously administer the Downtown Mixed Use District Ordinance and Design Guidelines adopted by the City.
- Provide for announcement of downtown through signage, hardscape, architectural statement and landscape improvements
- Prioritize improvement project(s) or demonstration project in the Downtown
- Provide for pedestrian connectivity to the Downtown

Goal 6 - Improve mobility, parking, circulation, and safety and plan for multi-modal transportation and transit

Objectives:

- Create open space connections through community redevelopment area
- Initiate a sidewalk program throughout the redevelopment area, including Safe Routes to schools
- Enhance and improve bike mobility
- Provide access to waterways
- Provide and enhance bus transit stops
- Plan for downtown transit station along the FEC
- Address mobility issues through traffic calming and access management
- Provide for structured parking in the Downtown
- Improve pedestrian and vehicular safety through intersection improvements
- Improve and enhance connectivity of existing local transportation system

Goal 7 - Create plan and incentives for positive land use changes that contribute to a higher quality of life for the community.

Objectives:

- Eliminate land use incompatibilities
- Investigate inclusionary requirement for attainable housing

- Improve neighborhood compatibility and buffering from industrial and commercial activities
- Encourage compatible in-fill residential development
- Improve enforcement and policing of hazardous and toxic materials in industrial areas

Goal 8 - Encourage local and regional economic growth by leveraging capital sources for funding.

Objectives:

- Promote inter-jurisdictional partnerships and leverage private funding resources and/or investment
- Promote public/private partnerships for redevelopment projects
- Broaden tax base
- Educate city staff to evaluate Community Redevelopment Area projects and opportunities
- Provide incentives and encourage entrepreneurship for small business
- Support and expand and improve existing businesses
- Investigate Business Improvement District (BID) to promote economic development
- Improve technology to promote economic development

Goal 9 - Improve and enhance existing infrastructure.

Objectives:

- Improve storm drainage capacity and conveyance
- Improve level of service for water and sewer
- Initiate improved streetscape lighting program
- Recognize fiber optics, wireless internet and communications as a vital City feature

Goal 10 - Create opportunities for Attainable Housing

Objectives:

- Encourage diversity of housing options (products)
- Investigate inclusionary requirements and density bonuses for attainable housing
- Provide relief for all existing residents potentially impacted by Community Redevelopment Area activities
- Initiate housing rehabilitation program
- Investigate opportunities to assist senior resident housing
- Encourage compatible in-fill residential
- Consider a tax credit for existing attainable rental projects

Goal 11 – Encourage development and redevelopment that fosters environmental sustainability through creative and practical solutions

Objectives:

- Provide incentives to development and redevelopment utilizing recognized principles of “Green Building”
- Establish programs and educational outreach to promote reduction in resource consumption
- Enhance and improve existing recycling program
- Improve water quality through infrastructure improvements

B. CAPITAL IMPROVEMENTS

Current City Commitment to Capital Improvements in the CRA

As previously noted, the Community Redevelopment Area including the Downtown Mixed Use District needs significant capital improvements to catalyze and support redevelopment. The City is already committed to a number of infrastructure improvements including streetscaping and beautification, stormwater, park, and pedestrian crossings.

The following is a list of capital improvements that the City has recently completed, has in process, or has committed funding for:

Powerline Road Beautification

Median beautification of Powerline Road including installation of trees and other landscaping material between Oakland Park Boulevard and Prospect Road will improve the aesthetics in that area. Committed funding- \$100,000.

NE 6th Avenue Trunkline

Average rain events force the closing of this county collector roadway thus damaging nearby residents and businesses. The City was awarded a FEMA pre-disaster mitigation grant for \$2,433,750 for this project. The project is located on the NE 6th Avenue corridor from just north of Prospect Road at NE 47th Street south to Oakland Park Boulevard. Committed funding- \$4,000,000.

Downtown Park Development

This 3.48 acre site is located on Dixie Highway immediately north of NE 38th Street and west of the Florida East Coast Railroad. The development of this site would allow for greater pedestrian access to open space in the Downtown. Committed funding- \$1,200,000.

Kimberly Lake Drainage

Identified in 2002 as the #1 problem stormwater area, moderate storms create undesirable flood levels, while severe storms create FEMA documented floods. The City was awarded FEMA pre-disaster mitigation grant for \$2,625,075 for this project. This project is located on the eastern boundary of the CRA bordered by NE 38th Street on the south, Floranada Boulevard on the north, the FEC Railway to the west and NE 16th Avenue to the east. Committed funding- \$4,500,000.

NE 12th Avenue Reconstruction

This project includes design and construction of improved drainage and beautification of the downtown area. The completed project will incorporate decorative lighting,

landscape enhancements, sidewalks, and several plazas to encourage the revitalization of the downtown area. Committed funding- \$3.4 million.

FEC ROW Beautification

Beautification of the Florida East Coast Railroad right-of-way includes landscaping enhancements, decorative fencing, and lighting. This project improves the aesthetics while increasing pedestrian safety along the FEC corridor. Committed funding- \$850,000.

Downtown Waterline Improvements

Public improvements in the downtown area to replace and upgrade waterlines to address deficiencies and increase capacity in anticipation of redevelopment and accommodate increased activity in the downtown area are planned. Committed funding- \$1,800,000.

Central Prospect Business District Drainage Project

This drainage project is designed to relieve flooding along NE 5th Terrace from NE 43rd Street to NE 46th Street and NE 8th Avenue to NE 46th Street. The project consists of replacement of the existing drainage system with new and larger drainage pipes and exfiltration trenches. Pavement, swale, and sidewalk restoration is also included. Committed funding- \$646,000.

Dixie Highway Slip Ramp / NE 38th Street Realignment

The slip ramp off Dixie Highway to NE 38th Street has become the FLC Dixie Highway Project; it will relieve congestion on Dixie at NE 38th Street and preserve neighborhoods by eliminating a left turn lane onto NE 38th Street from southbound Dixie Highway. Committed funding- \$1,200,000.

Carter G. Woodson Park Acquisition

This is a small (0.85 acres) irregularly shaped park in an older neighborhood, which does not allow space for organized sports. It was awarded a \$200,000 Florida Recreation Development Assistance Program Grant. Committed funding- \$400,000.

Prospect Road and NE 6th Terrace Drainage

Identified in 2002 as a priority project, this project includes the construction of improved drainage infrastructure to alleviate flooding problems in the Prospect Road and NE 6th Terrace area. Committed funding- \$733,000.

Dixie Highway Enhancement

The project consists of the construction of sidewalks on the east side of Dixie Highway, south of Oakland Park Boulevard. It includes landscaping enhancements, and decorative street lighting. Committed funding- \$115,000.

Pedestrian Crossing Arms

The installation of pedestrian crossing arms along the FEC Corridor between Dixie Highway and NE 12th Avenue between NE 32nd Street and NE 38th Street will increase pedestrian safety in the downtown area. Committed funding- \$334,000.

The following table outlines the City's capital improvement projects in the CRA by funding source.

Community Redevelopment Plan

Table 5b: CRA Associated Capital Improvement Projects Funding Sources

PROJECT	STATUS	EST COST	CITY	COUNTY	FDOT	FEMA	EPA	CDBG	FRDAP
Powerline Road Beautification - OP Blvd - Commercial Blvd - Landscape medians	Awaiting Grant Award. Design 100% Complete.	100,000	50,000		50,000				
NE 6th Avenue Trunkline - Waterline replacement - NE 38th to OP Blvd	Design/Permitting Stage. FDOT permit required before FEMA contract execution.	3,800,000	1,100,000	300,000		2,400,000			
Downtown Park - North of NE 38th St & Dixie Hwy - Acquisition and development	Conceptual Stage.	4,000,000	2,000,000	2,000,000					
Kimberly Lake Drainage & waterline replacement - 71 acre basin - drainage project NE 13th Ave to C-13 Canal	Bid document preparation stage. Expect to go out to bid in 12/05.	5,200,000	2,215,000			2,600,000	385,000		
NE 12th Ave Reconstruction - NE 38th St to OP Blvd - Drainage, lighting, sidewalks, streetscape	Design 95% complete. Bid documents prepared.	4,000,000	4,000,000						
FEC ROW beautification - OP Blvd to NE 38th St - Fencing, landscaping	Completed in 06/04.	850,000	295,000					555,000	
Downtown Waterline Improvements - Waterline upgrade in downtown district	Construction closeout. As built being reviewed for certification.	1,800,000	1,500,000					300,000	
Central Prospect Business Drainage Project - NE 5th Terrace - NE 8th Ave - Drainage	Construction 100% complete. Change order for additional work being processed.)	646,000	368,000					278,000	
Dixie Hwy Slip Ramp / NE 38th St realignment	Conceptual stage.	1,000,000	500,000		500,000				
Carter Woodson Park Acquisition - Expansion of Park	Conceptual stage.	400,000	200,000						200,000
Prospect Rd & 6th Terrace (NE 45th St from Dixie Hwy to Prospect) - Drainage	Design at 30%.	650,000	360,000					290,000	
Dixie Hwy Enhancement (OP Blvd - South to City Limits) - Landscaping, fencing	Design at 60%.	115,000			115,000				
Pedestrian Crossing Arms- NE 34 CT to NE 38th St	Construction at 50%. Work is being done by the FEC and costs are billed to the City.	334,000	50,000		284,000				
TOTAL	\$22,895,000		\$12,638,000	\$2,300,000	\$949,000	\$5,000,000	\$385,000	\$1,423,000	\$200,000

Proposed Capital Improvement Projects

In order to attract redevelopment and assure appropriate infrastructure, a number of additional Capital Improvement Projects are needed in the Community Redevelopment Area. Particular attention has been paid to improvements that will support the redevelopment of the Downtown area while supporting, enhancing, and beautifying other areas of the CRA. These Capital Improvement Projects have been developed to meet three main objectives: traffic, drainage and place-making.

TRAFFIC

A number of the recommendations in the Post Buckley Traffic Study (2004) are intended to be implemented in the CRA Plan. The major difference will occur at Dixie and NE 38th Street.

The City constructed a new section of NE 38th Street from Federal Highway to NE 13th Avenue. The developed cross-section was designed to slow traffic and deter “cut through” traffic. Based on the Post Buckley report, two southbound left-turn lanes were to be constructed on Dixie Highway at NE 38th Street which would encourage high volumes of thru traffic. As a compromise alternative, we have recommended no southbound left-turn lanes on Dixie Highway at NE 38th Street; however, we have introduced a slip ramp off of Dixie onto 38th West of Dixie Highway. The traffic going east can then make a left turn and cross the intersection of NE 38th Street and Dixie Highway from the west leg of the intersection. While not optimizing the traffic flow as the Post Buckley report had suggested, the conflicting movement of the southbound thru left-turn lane is removed and the performance of the intersection will be improved. The level of service change could be determined in a future study.

In addition, since the Post Buckley report was finalized, a new traffic pattern was developed for the DMUD. The main change is the one-way couplet on NE 12th Avenue and NE 12th Terrace. This will not have a major impact on Dixie Highway. The improvements proposed at NE 34th Street and Dixie Highway will be implemented with the possible exception of the three westbound lanes on NE 34th Court.

The intersection of Oakland Park Boulevard and Dixie Highway is intended to be constructed as indicated in the Post Buckley report, by the Florida Department of Transportation (FDOT). This is the most critical intersection with the worst level of service.

In conclusion, it is recommended that a new study be performed to reflect developments since the original traffic report.

DRAINAGE

The City is currently preparing to construct two major drainage improvement projects within the CRA. These are the Kimberly Lake Drainage improvement project and the NE 6th Avenue trunk line.

The Kimberly Lake project will address a major drainage problem in the far eastern section of the CRA. The NE 6th Avenue trunk line will tie together the existing piping in the western central CRA area and provide a positive outfall to the C -13 canal.

The major remaining area for drainage improvement is the DMUD while drainage improvements are currently being designed for NE 12th Avenue. The remainder of Downtown will require more detailed study, and further improvements will need to be implemented.

PLACE-MAKING

The City of Oakland Park is planning for a series of improvements, as part of this redevelopment plan, that will not only resolve a number of infrastructure issues, but will also contribute to an enhanced quality of life in Oakland Park, and Broward County as a whole. The CRA Plan calls for a number of improvements to corridors, schools, parks and open spaces, gateways and neighborhoods that are aimed at improving the livability of residents and the success of businesses. Simply, the plan recommends five main points; strengthening the downtown; strengthening and revitalizing neighborhoods; providing strong pedestrian connections to the downtown; increasing parks and green space; and increasing attainable housing options within the CRA. These five points contribute to place-making within the downtown district and surrounding neighborhoods in the CRA. The impact of place-making will reach beyond the borders of the CRA and will have a positive impact on all the residents of Oakland Park and nearby cities.

These projects are vital steps in transforming Oakland Park into the City's vision, as well as meeting the goals and objectives outlined in this plan. These projects are graphically depicted in Figure A, Redevelopment Concept Plan.

The following list provides descriptions of proposed capital improvement projects related to the Redevelopment Concept Plan and approximate construction costs.

1. Downtown Infrastructure Improvements

There are several vital downtown infrastructure improvements that are necessary to the future growth of the downtown area. They are geared at resolving traffic, drainage, noise and utility improvements. These infrastructure improvements will set the foundation for upcoming public and private investment in the downtown district (DMUD). The below projects estimated have an estimated construction cost of \$12,425,000. The breakdown of these costs is described below.

a. Reconstruction of the intersection of Oakland Park Boulevard and Dixie Highway

The State is currently funding the design and reconstruction of the intersection of Oakland Park Boulevard and Dixie Highway. However, the state will not fund any right-of-way acquisition, and therefore, the City must plan for a cost for additional right-of-way acquisition as necessary. Estimated construction cost - \$1,000,000.

b. Reconstruction of the intersection of NE 34th Court and Dixie Highway

There are no designated left only turn lanes going north or south on Dixie Highway. As is the case at NE 38th Street, this creates a great deal of conflict with thru lane traffic and greatly reduces capacity. We will seek to add left turn only lanes on the north, south, and west legs of the intersection. This will require some additional right-of-way not currently owned by the city. Miscellaneous drainage and other utility relocation and adjustment will also be necessary. Estimated construction cost - \$1,500,000.

c. NE 12th Terrace Extension

As part of the Downtown Mixed Use District (DMUD), an extension of NE 12th Terrace is a necessary for the redevelopment of the Park Place sub-area. This north street extension will improve vehicular and pedestrian circulation in the Downtown. Estimated construction cost: \$1,750,000 (Includes estimated street ROW acquisition).

d. Miscellaneous DMUD drainage improvements

There are numerous areas within the DMUD that are isolated, low areas and have no means of draining other than eventual seepage into underlying soils. Therefore it will be necessary to construct infiltration trenches, drainage wells, and positive outfall connections wherever possible in those areas. Estimated construction cost - \$1,000,000.

e. NE 12th Avenue lift station upgrade/replacement

The existing station should be monitored closely. It is anticipated that as the DMUD develops, a larger, more efficient station will be necessary. Estimated construction cost - \$175,000.

2. NE 34th Court Improvements

NE 34th Court is the central east-west road in the DMUD. Improvements of NE 34th Court will extend from NE 13th Avenue to the east, to Andrews Avenue to the west (dependent on the Oakland Festival Center land use change and redevelopment.) If the Oakland Festival Center parcel does not redevelop, then improvements to NE 34th Court will extend to NE 2nd Avenue to the west. Improvements to this corridor will also act as the linkage to the central section of the CRA. As NE 34th Court will become a high profile road, it is our intent to create a prominent boulevard along this roadway. This will include more hardscape and landscape than on a typical local road in order to create a high quality and aesthetically pleasing streetscape.

There is an opportunity, as part of the streetscape improvements of the CRA, to relocate the existing utilities underground. Other items to be constructed will be sidewalks, bike lanes and drainage improvements. Estimated construction cost - \$6,400,000.

3. Downtown Park Gateway

Oakland Park's Downtown Mixed Use District (DMUD) is in need of a gateway into downtown and a central green space. The northern area of the Downtown Mixed Use District (north of NE 38th Street and Dixie Highway) is a prime location for such use, as the City owns approximately 3 acres of green space. This park and gateway will help beautify the once industrial area and add a recreational and aesthetic value to the downtown. The City owns two parcels of land, on the east and west sides of Dixie Highway, north of NE 38th Street, that serve as an ideal location for a Downtown park gateway. Its location makes it a visible element when traveling north or south along Dixie Highway. The Downtown Park Gateway will require demolition of existing asphalt, rehabilitation of an existing building to be used for community gatherings, high quality hardscape, landscape, signage and environmental graphics. Architectural gateway, lighting improvements, upgrade of utilities

and site furnishings to create space and identity for the park and gateway to downtown are included. The estimated construction cost supplements the investment already allocated by the City of Oakland Park. Estimated construction cost - \$3,238,000.

4. Carter G. Woodson Park Improvements and Expansion

The Harlem McBride Neighborhood is presently surrounded by a number of industrial parcels. Carter G. Woodson Park is located within the center of the neighborhood, but is in need of improvements that would help enhance the surrounding neighborhood, as well as the quality of the park. Needed improvements consist of expansion of existing facilities, new play equipment, landscape improvements, and upgrading utilities and sidewalks. The City has allocated \$400,000 toward acquisition. Those funds are not included in the estimated construction cost, but will supplement the City's investment. Estimated construction costs - \$590,000. (Construction estimate does not include potential parcel acquisitions).

5. Commercial Boulevard and Dixie Highway Gateway

At the intersection of Commercial Boulevard and Dixie Highway, there is an opportunity to announce arrival into Oakland Park and the CRA. This can be accomplished by implementing a gateway statement at or near the intersection. The proposed gateway may include new bus stations to improve the mass transit experience, intersection improvements that will include special paving and median improvements along Dixie Highway leading up to the intersections, signage, landscaping that add to the identity of the gateway. Shade, lighting, signal improvements, and site furnishings that will also improve and announce the area. Estimated construction costs - \$957,000.

6. South Dixie Highway Gateway

At the southern entrance into the CRA, there is another opportunity to announce arrival into Oakland Park and the Downtown through gateway improvements. The proposed gateway would be located at the Middle River bridge and approaches located south of Oakland Park Boulevard. Proposed improvements would include improvements to the bridge, lighting, landscape, hardscape, signage, site furnishings, and utility upgrades. Estimated construction costs - \$1,453,000.

7. Buffer Prospect Gardens Neighborhood from I-95

The I-95 corridor is located adjacent to the Prospect Gardens neighborhood and is an eyesore, as well as a source of noise pollution for the residents. There is an opportunity to screen and buffer the neighborhood from the highway with a combination of a sound wall and landscaping. The landscaping would soften the appearance of the sound wall, while adding aesthetic value to the residential area. Estimated construction costs - \$2,650,000.

8. Traffic Improvements to Kimberly Lake Neighborhood

The Kimberly Lake neighborhood currently experiences unsafe speeding within the core of the neighborhood, which creates a great deal of conflict in the neighborhood. These conflicts can be reduced through the implementation of traffic calming measures and streetscape improvements. These improvements include landscape, roadway improvements such as curb and gutter, sidewalks, lighting, and where necessary, utility improvements. Estimated construction costs - \$100,000.

9. Oakland Park Elementary School Pedestrian Improvements

The Oakland Park Elementary School is located west of the Downtown Mixed Use District (DMUD) and is an asset for the neighborhood. The school is in need of a series of upgrades that will not only improve the visual quality of the school, but also improve the pedestrian environment of walking to, from and within the property. Improvements include hardscape, landscape, lighting and site furnishings that will enhance the school environment. The Community Redevelopment Agency will coordinate these improvements with the Broward County School Board. Estimated construction costs - \$665,000.

10. Lloyd Estates Elementary School Pedestrian Improvements

The Lloyd Estate Elementary School is located within the Prospect Gardens neighborhood and is an asset for the neighborhood. The school is in need of a series of upgrades that will not only improve the visual quality of the school, but also improve the pedestrian environment of walking to, from and within the property. Improvements include hardscape, landscape, lighting and site furnishings that will enhance the school environment. The Community Redevelopment Agency will coordinate these improvements with the Broward County School Board. Estimated construction costs - \$769,000.

11. Floranada Industrial District Improvements

North of the Downtown Mixed-Use District (DMUD) is an industrial area that is composed of a number of commercial and light industrial business that are divided from the downtown district and Dixie Highway frontage. The intent of the capital improvements to the Floranada Industrial Area is to assist in the physical creation of a district. Improvements to this area would include primarily perimeter treatments and streetscape improvements including street trees, lighting, site furniture, signage and roadway and utility improvements. All improvements would be in an effort to market the district as a Design District within the community. Estimated construction costs - \$1,484,000.

12. Improvements to Prospect Road

Prospect Road is in need of improvements to the corridor. The corridor connects many residential neighborhoods and businesses to the Downtown area and other areas of the City. Improvements to the corridor include hardscape, crosswalk improvements, landscape, lighting and site furnishings. Estimated construction costs - \$4,024,000.

13. Improvements to Andrews Avenue

Andrews Avenue is in need of improvements to the corridor. The corridor connects many residential neighborhoods and businesses to the Downtown area and other areas of the City. Improvements to the corridor include hardscape, crosswalk improvements, landscape, lighting and site furnishings. Estimated construction costs - \$4,408,000.

14. Improvements to NE 38th Street

NE 38th Street is in need of improvements to the corridor. The corridor connects many residential neighborhoods and businesses to the Downtown area and other areas of the City. There is an opportunity, as part of the streetscape improvements of the CRA, to relocate the existing utilities underground. This would greatly enhance the visual quality of the corridor and the image of the neighborhood. Improvements to the corridor include hardscape, crosswalk improvements, landscape, lighting and site furnishings. Estimated construction costs - \$5,539,000.

15. Improvements to NW/NE 41st Street

NW/NE 41st Street is in need of improvements to the corridor. The corridor connects many residential neighborhoods and businesses to the Downtown area and other areas of the City. Improvements to the corridor include hardscape, crosswalk improvements, landscape, lighting and site furnishings. Estimated construction costs - \$2,459,000.

16. Improvements to NE 6th Avenue

NE 6th Avenue is in need of improvements to the corridor. The corridor connects many residential neighborhoods and businesses to the Downtown area and other areas of the City along the north south corridor. Improvements to the corridor include hardscape, crosswalk improvements, landscape, lighting and site furnishings. Estimated construction costs - \$4,192,000.

17. Improvements to NE 5th Avenue

NE 5th Avenue is in need of improvements to the corridor. The corridor connects many residential neighborhoods and businesses to the Downtown area and other areas of the City. Improvements to the corridor include hardscape, crosswalk improvements, landscape, lighting and site furnishings. Estimated construction costs - \$3,414,000.

18. Improvements to NE 8th Avenue

NE 8th Avenue is in need of improvements to the corridor. The corridor connects many residential neighborhoods and businesses to the Downtown area and other areas of the City. Improvements to the corridor include hardscape, crosswalk improvements, landscape, lighting and site furnishings. Estimated construction costs - \$1,775,000.

19. Wimberly Athletic Complex Parking Improvements and Expansion of Collins Community Center

The Wimberly Athletic Complex and the Collins Community Center are located in the heart of the Community Redevelopment Area. It is an active recreation complex used by citizens for tennis, baseball, softball, roller hockey, basketball, community gatherings and passive recreational spaces. Currently, the area is short on on-site parking. Street parking is difficult

because the area is surrounded by many light industrial and commercial businesses that have back-out parking on the majority of the streets. On-site parking would enhance this community resource and improve accessibility to the residents of the City.

There is also a need for a Parks Needs Assessment and Master Plan created for the City to determine future Capital Improvement Projects for parks and recreation centered around the Wimberly Athletic Complex. This study should also take into account the future growth of the City, as redevelopment occurs.

In addition, the Collins Community Center should be enhanced and enlarged so that it can host more community-based activities. Estimated construction costs - \$6,659,000.

20. Prospect Road and I-95 Gateway

As part of the overall gateway improvements, the intersection of Prospect and I-95 presents another opportunity to better announce arrival into the CRA. The area is currently composed of a number of dilapidated properties that do not properly announce the area. There is an opportunity to implement a gateway feature that will enhance the aesthetic quality of the area. Gateway improvements may include removal of asphalt, special paving, signage, signal improvements, landscape improvements and bus shelters. Estimated construction costs - \$843,000.

21. Improvements to Guisti Park

Guisti Park is a very popular fitness course located in the heart of the City. The course serves hundreds of Oakland Park and Broward County residents that can be found throughout the day running, walking and recreating on the mile long path. The fitness course experienced some damage following the hurricane of 2004 and is in need of upgrades that would improve the functionality of the park and the overall aesthetics of the recreation center. Proposed improvements include a new crushed lime rock pathway, new exercise stations located along the path, and upgrades to the landscaping lighting and site furnishings. This includes a revitalization of the entire park area in addition to recent City improvements. Estimated construction costs - \$443,000. (Construction estimate does not include potential parcel acquisition to secure the park's future and protect it from potential Florida Power & Light (FP&L) expansion of the substation immediately adjacent to the park).

22. Expansion of Public Boat Ramp along the Middle River

The City currently has an existing public boat dock that is in need of expansion (south of the Downtown Mixed Use District (DMUD) on NE 12th Terrace.) Local residents use this boat dock as an access point to the Middle River, as well as a small pocket park. Consistent with the Treasure Coast Design Charrette 1999 report, this is an opportunity to expand public access to the waterfront. Proposed improvements would include an addition of a small shelter, landscape improvements, upgrade of utilities as well as seawall improvements, boat ramp improvements, lighting, utilities upgrade, signage and site furniture. Estimated construction costs - \$559,000.

23. Reconstruction of NE 13th Avenue from NE 38th Street to NE 32nd Street

There is an active watermain replacement project along NE 13th Avenue and the planned Kimberly Lake trunk line along the length of this road segment. At the close of these projects, the roadway will be a patchwork of asphalt. Therefore, it benefits redevelopment of the DMUD to reconstruct the entire roadway. This would include exfiltration trench and possibly two to three drainage wells. Estimated construction cost - \$3,000,000.

24. Train Whistle Quieting

In order for limitations to be placed on the blowing of the train whistle during nighttime hours, a number of modifications must be made to the rail crossings. Modifications include the following: installation of an advanced detector system prior to the crossing; gates on both sides of each lane to prevent cars from bypassing the gate; a barrier median at the approach to the tracks; and overhead flashing trusses at each crossing. Four crossing would be improved. Estimated construction cost- \$4,000,000.

25. Major Intersection Improvements

There are a variety of major intersections within the CRA that are in need of improvement. There is an opportunity, while upgrading the functionality of the intersections, to implement aesthetic improvements to enhance the visual quality of the corridors. These improvements would include traffic signal improvements, special paving, utility upgrades, crosswalks and landscape where allowable. The major intersections include:

- Prospect Road and Andrews Avenue
- Prospect Road and Dixie Highway

- Oakland Park Boulevard and Andrews
- Oakland Park Boulevard and NE 6th Avenue
- NE 38th Street and Andrews Avenue
- Dixie Highway and Floranada Boulevard
- Andrews Avenue and NE/NW 41st Street

These improvements are depicted within the corridor improvements in Figure A: Redevelopment Concept Plan. Estimated construction costs - \$6,562,500.

26. Minor Intersection Improvements

There are a variety of minor intersections within the CRA that are in need of improvement. There is an opportunity, while upgrading the functionality of the intersections, to implement aesthetic improvements to enhance the visual quality of the neighborhoods. These improvements would include traffic signal improvements, special paving, utility upgrades, crosswalks and landscape where allowable. The minor intersections include:

- NE 6th Avenue and NE 38th Street
- NE 38th Street and NE 8th Avenue
- NE 34th Court and NE 8th Avenue
- NE 41st Street and NE 5th Avenue
- NW 41st Street and NW 5th Avenue

These improvements are depicted within the corridor improvements in Figure A: Redevelopment Concept Plan. Estimated construction costs - \$2,187,500.

Total estimated cost of Capital Improvement Projects: \$73,796,000.

C. PUBLIC/PRIVATE PARTNERSHIPS

Four public/private partnerships are proposed as part of this Plan. For the following projects, the budgeted “gap” funding will be analyzed and reviewed on a project-by-project basis prior to determine the actual amount of the gap to be proposed for funding. Gap funding commitments will be at the discretion of the Board of Directors of the Community Redevelopment Agency.

- I. Park Place Development.** Park Place is the focal point of the Downtown Mixed Use District. In order for Park Place to develop as outlined in the DMUD regulations and design guidelines, properties need to be aggregated to develop viable mixed-use buildings with plazas. Land acquisition to ensure the appropriate amount of developable space may be needed to encourage Park Place development. Further acquisition would be necessary to extend NE 12th Terrace to NE 36th Street.

A pedestrian bridge crossing the FEC Corridor will ensure that pedestrians will be able to take advantage of both sides of Park Place and cross the FEC and traffic lanes safely. The pedestrian bridge would also augment a potential rail station here. The pedestrian bridge should be constructed with unique and eye-catching architecture to make it Park Place's landmark.

New structured parking facilities on both sides of Dixie Highway are essential for the successful development of the Downtown Mixed Use District, not only for future residents and visitors, but also for a future passenger rail station.

Public art would be placed in plazas as required by the Downtown Mixed Use District Design Guidelines. Other improvements in Park Place include creating a one-way pair using NE 12th Avenue and the extended NE 12th Terrace to improve traffic circulation.

The Community Redevelopment Agency would provide some funding to a qualified developer to cover the needed amenities for Park Place. Estimated cost- \$6,000,000 for "gap" funding.

II. Dixie Mixed Use (East) Development. Existing and future businesses need parking to attract customers in Downtown Oakland Park. A public parking facility in this area east of Dixie Highway and south the NE 38th Street would provide needed parking in this area. The CRA might acquire land for parking. Through a public/private joint venture, a developer would construct the parking as a public amenity under the DMUD regulations.

The Community Redevelopment Agency would provide some funding to a qualified developer to cover the parking facility in Dixie Mixed Use (East). Estimated cost- \$3,000,000 for "gap" funding.

III. Dixie Mixed Use (West) Development. A Request for Proposals should be issued to find an appropriate developer that can create an exciting mixed-use demonstration development including retail shops and public art displays. The Community Redevelopment Agency would provide seed money for this important project. The City owns the triangle-shaped lot north of NE 38th Street west of Dixie Highway within this DMUD sub-area, which may accommodate green space, parking, or traffic improvements. Estimated cost- \$1,000,000 for "gap" funding.

IV. Watts Estate Housing Development. This land owned by the Broward County Housing Authority is expected to provide 20 single-family residences for low-income families. Two roadway segments are needed to connect this site to NE 38th Street (an extension of NE 2nd Avenue and a one way road from the northeast corner of the site.) The new homes will enhance the existing Harlem McBride neighborhood. Non-profit housing development firms or developers wishing to fulfill attainable housing requirements suggested in this Plan could develop these residences. Estimated cost-\$1,620,000 for land purchase from Broward County, site infrastructure, and administration.

Total estimated cost for Public/Private Partnerships - \$11,620,000

D. POLICIES AND PROGRAMS

Land Use Changes in the CRA

The Downtown Mixed Use District has already undergone regulatory changes in order to catalyze redevelopment (the Local Activity Center land use designation and Downtown Mixed Use District regulations). A number of other regulatory changes in land use and zoning will be necessary to increase neighborhood compatibility, economic development, throughout the CRA.

Proposed land use changes are shown on Figure 22. Each land use change and the intent is described following the figure.

Figure 22: Proposed Changes to the Future Land Use Map

- A. East Harlem McBride Land Use Change.** (Industrial Area east of the Harlem McBride area that stretches along NE 5th Avenue from NE 32nd to Carter G. Woodson Park.) The industrial area between Andrews Avenue and NE 6th Avenue in the central part of the Community Redevelopment Area lies close to many single-family homes. This industrial area lies within a residential area with no buffering and was formerly the City outskirts before Harlem McBride was annexed. The City should consider changing the land use to residential uses will enhance the surrounding neighborhoods. It is recommended that the land use be changed to Medium Density Residential (up to 16 dwelling units per acre) to allow townhome development.
- B. Oakland Festival Center Land Use Change.** This area along Andrews Avenue currently encompasses primarily commercial uses. The City should consider changing the land use designation from commercial to a new Mixed Use land use designation to enhance Andrews Avenue commercial activity. A mixed-use development combining residential and commercial uses would bring more commercial business customers to all of Andrews Avenue businesses. The new Mixed Use land use designation would allow a mix of uses and up to 30 dwelling units per acre. This area could be developed under the Mixed Use Land Development Code.
- C. H and S Subdivision Land Use Change.** The existing industrial area east of NE 2nd Avenue between NE 33rd Street and NE 34th Court is incompatible with surrounding commercial and residential uses. It is recommended that the City consider changing the area to Medium-Density Residential (up to 16 dwelling units per acre) to allow townhome development. Changing this area to residential would support businesses along Andrews Avenue and enhance neighborhoods in the Harlem McBride area.
- D. NE 12th Terrace Land Use Change.** (Industrial Area on NE 12th Terrace.) The City should consider changing the land use in this area of NE 12th Terrace from its current Industrial designation to a mixed-use designation. A mix of uses will complement redevelopment within the area. A pedestrian right-of-way along the Middle River should be included with policy changes. The area along NE 12th Terrace south of Oakland Park Boulevard has potential for Arts District development and should be studied for this purpose. The land use should be changed from Industrial to a new Mixed Use land use designation that would allow a mix of uses and up to 30 dwelling units per acre. This area could be developed under the Mixed Use Land Development Code.
- E. Central Park Industrial Center Land Use Change.** To enhance existing surrounding residential areas, changing a section of the industrial area north of Stevens Field between NE 5th Avenue and NE 6th Avenue in the central part of the Community Redevelopment Area to residential use should be considered.

The City should consider changing the land use to Medium Density Residential (up to 16 dwelling units per acre) to allow townhome development.

- F. Kmart Site Land Use Change.** To increase neighborhood compatibility, the City should consider changing the Commercial land use of properties in this neighborhood to a new Mixed Use land use (up to 30 dwelling units per acre). A policy providing pedestrian right-of-way along the Middle River should be considered to allow for a Waterfront Promenade Park.
- G. Future Prospect Gardens Pocket Park Land Use Change.** The Prospect Gardens neighborhood does not have direct access to an open space within the neighborhood. The City should pursue the acquisition of a site for a pocket park within the neighborhood. The land use of the area is primarily designated as Medium Density Residential, mixed with some Single Family residences. The City should consider changing an appropriate parcel from residential to Parks/Recreation to accommodate a pocket park for the neighbors.

Specific Redevelopment Programs

To implement the goals and objective of the Oakland Park Community Redevelopment Area, a number of specific redevelopment programs are proposed. These include a variety of regulatory measures to transform the Community Redevelopment Area, while protecting existing residents and neighborhoods. These programs are depicted in Figure A: Redevelopment Concept Plan.

- H. Waterfront Promenade along the Middle River.** The North Fork of the Middle River is located to the south of Downtown and it flows adjacent to a number of underutilized properties within the CRA. Public access to the waterways was originally discussed during the Treasure Coast Design Charrette in August of 1999, specifically along the Middle River. In addition to their original concept, there is an opportunity to enhance the entire waterfront to include a public walkway and respite areas to bring people to the water and provide public access to the waterfront. The walkway has the opportunity to stretch from the bridge at NE 6th Avenue to Dixie Highway. The improvements may include the introduction of shelters, boardwalk/promenade, site furnishings, landscape and lighting improvements along the waterfront. This would be a much needed addition to the area and an effort to revitalize the areas overlooked waterways and waterway properties. This could be achieved through redevelopment incentives. The specifics of this program and the planning, design and implementation of this program should be developed in more detail for the City as part of a study. Estimated cost for study: \$250,000

I. Floranada Design District. Floranada Road is the home to interior design, architecture, and home furnishing businesses. A natural progression toward evolving into a Design District can be enhanced by creating Design District zoning regulations that attract businesses specializing in interior design, architecture, furniture design and sales, art studios and galleries, supporting businesses, and related retail. A marketing program for the Floranada Design District would attract regional attention to these home design businesses. Estimated cost-\$107,000 for regulations, \$12,000 per year for marketing.

J. Midtown Commercial Regulations. Prospect Road and Andrews Avenue constitute Oakland Park's "Midtown," an area of secondary commercial activity. In addition to previously stated capital improvements, there is a need to generate aesthetic regulations that improve the appearance of commercial businesses without affecting the neighborhood character of favorite establishments. As noted in the 2005 Design Institute Report, this node may be a candidate for transit-oriented (TOD) style development. A study should be conducted to investigate how the community shuttle integrates with Broward County Transit and appropriate TOD-style development regulations. Other considerations from the report include a plaza in the vicinity of Andrews Avenue and Prospect Road to create opportunities for a farmer's market or other community gatherings. Estimated cost- \$43,000 for study, \$118,000 for regulations.

CRA-Wide Redevelopment Programs

To implement the goals and objective of the Oakland Park Community Redevelopment Area, a number of CRA-wide redevelopment programs are proposed. These include marketing and regulatory measures to transform the Community Redevelopment Area while protecting existing residents and neighborhoods.

1. Attainable Housing. Rising home prices in South Florida prohibit a large number of young professionals and working families from owning homes. New development and redevelopment projects should offer a percentage of new units at attainable prices. A density bonus can be offered as an incentive for developers to provide attainable housing and should be available throughout the Community Redevelopment Area. Developers may opt out of the density bonus by contributing to a land trust. The land trust would provide the Community Redevelopment Agency with funds for purchasing land for future attainable housing projects. Estimated cost- \$63,000 for regulations.

- 2. Community Appearance Program.** A Community Appearance Program enforces appropriate standards for the maintenance, appearance, and occupancy of residential and non-residential areas. Additionally, “Clean up Fix Up” Programs can coordinate volunteers to give elderly or disabled homeowners assistance in their property improvement and maintenance, keeping vacant lots and unoccupied areas mowed and kept free of litter, removing or improving dilapidated houses, and create a community free of old car bodies. Funding for these programs can be coordinated with future neighborhood planning programs. Estimated cost- \$57,000 per year for administration.
- 3. Condominium Conversion Program.** Apartment buildings in the CRA that will be converted to condominiums should be required to meet all current zoning regulations including the DMUD regulations and conform to the CRA Plan. Conformity to the CRA Plan includes retaining the CRA’s affordable housing opportunities. Any conversion should provide existing residents a right of first refusal and an opportunity to purchase with mortgage payments similar to their former rent payment. A Condominium Conversion Program adopted into the land development regulations can require property owners to apply to the City for permission to convert rental apartments to condominiums. Such regulations have been adopted by other cities in the U.S. and it has been found that cities can regulate condominium conversions in Florida as long as there is no conflict with state law. The program would require apartment owners to provide the City with details on tenant purchases, tenant relocation, plat changes, and site plans. Any conversion would need approval by the Planning Board to ensure conformance with land development regulations. If regulatory action does provide enough protection of affordable housing, the Community Redevelopment Agency can consider acquisition of potential conversions. Estimated cost- \$88,000 for regulations.
- 4. Public Art Program.** Distinctive public artworks in Oakland Park will create local landmarks, rendezvous spots, and add to the aesthetic and creative atmosphere of the City. A Public Art Program guided by a Public Art Master Plan would ensure proper placement and coordination of public art installations. The Master Plan process should be guided by a public art committee made up of artists, landscape architects, urban planners, and community leaders. Estimated cost-\$56,000 per year for administration, \$34,000 for a Public Art Master Plan
- 5. Historic Oakland Park.** Incorporated in 1929, Oakland Park has a long history that should be highlighted. Harlem McBride, a historic black

neighborhood, was forged by sharecroppers from Georgia, Louisiana and South Carolina in the 1930s. Harlem McBride's history and other unique Oakland Park historic features should be celebrated through artistic and interpretive facilities. Emphasizing local history increases a sense of place and community cohesiveness. Estimated cost- \$44,000 per year for administration.

- 6. Green Building Program.** New development and redevelopment should receive incentives for green building design and meet standards from the LEED (Leadership in Energy and Environmental Design) Green Building Rating system. The LEED Green Building Rating System is a national green building standard developed by the U.S. Green Building Council. Green buildings not only decrease negative effects on the environment; they also generate substantial cost savings for building owners and tenants, reduce dependency on imported energy, and enhance resident and worker health and productivity. Estimated cost \$126,000 for regulations.
- 7. Arts District.** An arts district can take various forms. One model allows financial incentives to encourage artists to purchase homes in a designated area (Village of the Arts, Bradenton, Florida). Zoning regulations that would allow artists to sell work from their homes and streetscaping would enhance the development of an Arts District. Placing the arts district adjacent to the Downtown Mixed Use District or on NE 12th Terrace south of Oakland Park Boulevard would add to local destination being created here. A study should be conducted for the most potentially successful location. Estimated cost- \$54,000 for study.
- 8. Retail Market Analysis.** In order to determine how to increase retail demand for existing businesses and attract new retail complementary providers, a retail market analysis to determine demand by type of good should be conducted. The study should include a detailed merchandising analysis that would identify prospective tenants as well. Estimated cost- \$50,000 for study.
- 9. Commercial Façade Program.** A number of businesses along Floranada Road, Prospect Road, Andrews Avenue and Oakland Park Boulevard would benefit for grants that support façade improvements. Additional support to businesses can come in the form of grants for tenant improvements and small business loans. Estimated cost of program- \$250,000 per year.

- 10. Adjacent Land Use/Buffer Study.** There are a number of areas within the CRA where there are incompatible land uses and a need for buffering. A study should be conducted to study rear setbacks along the boundary lines of different zoning districts. Existing regulations regarding setbacks and buffering should be considered. Estimated cost for study- \$24,000.
- 11. Community Policing Program.** Community policing is a public safety strategy used to increase the quality of life for low and middle-income residents. Community policing or community-oriented policing usually includes programs with the following components: shared responsibility and communication (officers attending community meetings, foot patrol, and assigned beats), prevention, and increased officer discretion. These components, plus adequate facilities and public accessibility to police officers through neighborhood substations, can facilitate community policing procedures. This program will be coordinated with the Broward County Sheriff's Office. Estimated cost- To be determined.

E. COMMUNITY REDEVELOPMENT AGENCY ADMINISTRATION

The Community Redevelopment Agency will need funding for staff, marketing, and administration of the Community Redevelopment Plan. It is estimated that the costs will be approximately \$300,000 in Years 1-2 and \$350,000 in Year 3-5 and \$400,000 in Year 6.

F. COMMUNITY REDEVELOPMENT PLAN EXPENDITURES

The following provides an estimate of expenditures based upon this Community Redevelopment Plan.

Capital Improvement Projects	\$73,796,000
Public/Private Partnerships	\$11,620,000
Programs	\$4,582,000
Administration (first phase of administrative costs only)	\$2,050,000

It is anticipated that the plan will be updated every five years at a minimum. In FY 2015, the CRA Board will update this Plan and implement a second phase of CRA projects, partnerships, and programs for the 2016-2025 period. The update should include updating the comprehensive plan, land development regulations, and design guidelines as needed.

Figure 23: Proposed Future Land Use Plan

Figure 24: Proposed Changes to the Zoning Map

Figure 25: Proposed Zoning Map

Figure 26: Existing and Proposed Parks, Open Space, and Streetscape Plan

IV. REQUIRED CRA PLAN ELEMENTS

A. NEIGHBORHOOD IMPACT AND AFFORDABLE HOUSING

Land and Building Acquisition

The proposed CRA Plan may necessitate land acquisition and building demolition. It is intended that private market land and building transactions be used to the maximum extent possible in the implementation of this Plan. The City already owns several key properties in the Community Redevelopment Area. Eminent domain will only be utilized for the most critical redevelopment projects and when all concerted efforts to acquire key properties and/or buildings through private transactions have failed.

Several proposed projects - notably a demonstration project and public parking in the Downtown Mixed Use District- may use properties already owned by the City. City-owned properties should have their ownership transferred to the Community Redevelopment Agency for development or redevelopment as specified in this Plan.

Affordable and Replacement Housing.

The Community Redevelopment Plan is not expected to significantly impact households in the low and moderate-income range. The implementation of the Plan is expected to create a greater diversity of housing and job opportunities for current CRA Area residents and persons relocating to the Area. The Plan does not propose acquisitions of any low or moderate-income housing units, or any housing units. The City shall prepare a relocation assistance plan should any future redevelopment require displacing existing residents.

The Plan does propose increasing residential uses in the CRA. Already the Downtown Mixed Use District land development regulations expanded residential use by rezoning some areas from industrial to mixed-used designations. Inclusionary housing programs are suggested so that developers are required to include attainable housing development as part of their development. The Plan also intends to expand the variety of housing opportunities. Also, the CRA Proposed Conceptual Plan suggests land use changes from Industrial to Residential of some existing industrial areas and junkyards to increase neighborhood compatibility.

A significant CRA affordable housing project will take place on the Watts Estate. This land owned by the Broward County Housing Authority is expected to provide 20 single-family residences to assist low-income families. A condominium conversion program will protect tenants in affordable rentals.

Traffic Circulation. A major component of the Plan focuses on improving traffic circulation patterns along Dixie Highway and vehicular and pedestrian crossings of the FEC Railroad. A Circulation Plan included with the Oakland Park Downtown Mixed

Use District Design Guidelines in Appendix B also shows traffic improvements including the following:

- Improve alignment of NE 38th Street
- Improve left turn onto NE 38th Street for southbound traffic on Dixie Highway
- Improved circulation east of Dixie Highway including a one-way pair with traffic flowing southbound on NW 12th Avenue and northbound traffic flowing northbound on N. 12 Terrace
- Improved pedestrian facilities on NE 34th Court

Transit.

The Redevelopment Plan accommodates a potential rail transit stop within the CRA. The potential for a transit station within the Downtown Mixed Use District has been addressed as part of the District's Design Guidelines, however the City of Oakland Park should continue to position itself for a transit station by adopting policies and regulations that promote the use of transit downtown.

Environmental Quality.

The Redevelopment Plan should have a positive impact on environmental quality in the residential neighborhoods within the CRA Area through streetscape improvements including landscaping, bicycle and pedestrian improvements, and burying electric lines. Green building practices in new development and redevelopment will be implemented as well contributing to a decrease in energy usage and pollution.

Availability of Community Facilities and Services.

Improvements have been suggested in this Plan that will enhance the availability of facilities and services with the CRA Area. Pedestrian and bicycle access improvements are proposed, as well as traffic circulation improvements that will improve access to Downtown Oakland Park including public buildings, facilities, and public parks. Further, this Plan supports and recommends public parking facilities in the Downtown Mixed Use District.

Parks and Recreation.

The Plan calls for the development of additional parks and open space in the Community Redevelopment Area. The City has already committed new park space in the northern section of the Downtown Mixed Use District.

Effect on School Concurrency.

Any residential development that takes place within the CRA will be subject to school concurrency review in the development review process.

This plan proposes a net increase of 56.16 acres of residential (16 dwelling units per acre to allow townhome development) and 32.1 acres of mixed-use property (30 dwelling units per acre). According to the Broward County School Board, townhomes generally

generate 0.171 students per dwelling. Therefore, new townhome development catalyzed by the land uses in this plan will generate 154 new students.

Residential development that is 4 stories or greater such as the future mixed use land use designation proposed in this plan is considered “high-rise apartments” by Broward County and the Broward County School Board (30 dwelling units per acre.) Each high-rise apartment generates 0.047 students according the Broward County School Board. The properties designated to change to a new Mixed Use land use designation will generate 45 new students.

The Watts Estate affordable housing project will result in 20 new single-family homes resulting in 7 new school students.

Overall, this plan will generate 219 students. In early 2006, the Broward County School Board will release a student generation rate for “mid-rise” apartments. The new mid-rise generation rate should be considered, when available, to determine school concurrency for new developments.

Other Matters Affecting the Physical and Social Quality of the Neighborhood.

The Plan proposes improvements that will have a positive impact on the quality of life in existing residential neighborhoods by providing new park land, landscaping, improved drainage, burying electrical lines, and traffic circulation improvements. Over time, these improvements will increase property values in the Community Redevelopment Area, and the City of Oakland Park overall, and provide a local destination for residents in the Downtown District.

B. CONFORMANCE WITH OAKLAND PARK COMPREHENSIVE PLAN AND BROWARD COUNTY LAND USE PLAN

Broward County Land Use Plan

The proposed Oakland Park Community Redevelopment Plan has been developed in a manner consistent with the Broward Count Land Use Plan (LUP) and Plan Map. The Local Activity Center (LAC) has already been adopted by the County and this area has been rezoned to adapt to the LAC designation. The most significant land uses changes in this Plan are the suggested changes in industrial land use to residential land use for increase neighborhood compatibility in the central CRA and to a land use designation that allows for an Arts District south of Oakland Park Boulevard.

The Oakland Park Redevelopment Plan furthers several important goals, objectives, and policies in the Broward County Land Use plan as follows:

OBJECTIVE 10.03.00 LOCAL ACTIVITY CENTER

Encourage compact development reflecting characteristics which include a mixture of community serving uses such as commercial, office, employment, civic and institutional, recreation and open space and residential, characterized by an efficient infrastructure, close-knit neighborhoods and sense of community, preservation of natural systems, promotion of pedestrian circulation and convenient access to mass transit facilities through the establishment of a Local Activity Center land use category within the Broward County Land Use Plan. (See also Policies 10.03.01-10.03.10)

OBJECTIVE 14.01.00 REDEVELOPMENT OF BLIGHTED AND DETERIORATING AREAS

Develop and implement land use programs to encourage redevelopment activities within identified blighted and deteriorating areas. (See also Policies 14.01.01-14.01.04)

OBJECTIVE 14.02.00 ENCOURAGE ELIMINATION OR REDUCTION OF INCOMPATIBLE OR INCONSISTENT LAND USES

Develop and implement land use programs to encourage the elimination or reduction of existing incompatible land uses and prevent future incompatible land uses. (See Policies 14.02.01-14.02.04.)

OBJECTIVE 17.02.00 LAND USE, PUBLIC FACILITIES AND SERVICES AND EMPLOYMENT INTENSITIES

Establish criteria, which encourage development of urban infill, urban redevelopment and downtown revitalization area(s) to promote economic development, increase housing opportunities, and maximize use of existing public facilities and services. (See Policies 17.02.01-17.03.07)

These objectives and policies from the Broward County Land Use Plan (LUP) support the preparation and implementation of Community Redevelopment Plans such as the Oakland Park Community Redevelopment Plan. The Broward County Land Use Plan also favors the use of innovative planning techniques such as mixed-use, inclusionary housing, reduction of incompatible uses, community design, infill development and redevelopment. The proposed City of Oakland Park Community Redevelopment Plan is in conformance with, and furthers a number of these objectives and policies adopted in the Broward County LUP. In addition, no inconsistencies with the County's Land Use Plan were found in this review.

Oakland Park Comprehensive Plan

The Oakland Park Comprehensive Plan furthers several important goals, objectives, and policies in the Future Land Use Element (FLUE) of the Comprehensive Plan as follows:

GOAL 1. Protect and enhance the single-family residential, multiple-family residential, non-residential and natural resource areas of Oakland Park.

POLICY 1.2 Develop traffic control strategies to minimize through-traffic on residential streets.

OBJECTIVE 1.2 By 2000, detail a revised redevelopment strategy for 3 three redevelopment areas cited in this plan.

POLICY 1.2.1 Prepare an urban design and parking plan for Dixie Highway redevelopment area.

OBJECTIVE 1.3 By 2010, eliminate uses incompatible with this land use plan in all areas shown on Figure 2.15 Support Document.

POLICY 1.4.2 Bi-annually review sign and landscaping codes to determine refinements needed to upgrade character and image.

POLICY 1.4.2.1 By 1999, develop a mixed use zoning district for the Dixie Highway Corridor.

POLICY 1.4.6 Minimize the impacts of incompatible land uses through the Land Development and Zoning Codes.

POLICY 1.12.5 Direct new development into areas where necessary regional and community facilities and services exist.

POLICY 1.12.6 Except for schools, regional and community facilities shall be located close to major traffic corridors and mass transit routes adequate to carry the volume of traffic generated by such facilities.

OBJECTIVE 1.13 The City shall continue to implement subdivision and other regulations promoting well planned, orderly, and attractive development which is consistent with locally adopted Capital Improvement elements and the Goals, Objectives, and Policies of the Broward Land Use Plan.

POLICY 1.13.1 The City shall continue to regulate the land use categories as depicted on the future land use map according to the Land Use implementation section of this Comprehensive Plan.

OBJECTIVE 1.15 Ensure through the City's future land use process that public elementary and secondary education facilities will be available to meet the current and future needs of Broward County's school population.

OBJECTIVE 1.16 The City shall encourage compact development reflecting characteristics which include a mixture of community service uses such as commercial,

office, employment, civic and institutional, recreation and open space and residential, characterized by an efficient infrastructure, close-knit neighborhoods and sense of community, preservation of natural systems, promotion of pedestrian circulation and convenient access to mass transit facilities with a Local Activity Center Land Use category.

POLICY 1.16.1 The City will support the location of uses in a manner oriented around a five-minute (i.e., quarter-mile) walk within any proposed Local Activity Center. Multiple nodes of activity oriented around the five-minute (i.e., quarter-mile) walk will be included within a Local Activity Center. A Local Activity Center will support the location of uses and internal circulation such that pedestrian mobility is a priority. All land uses in a Local Activity Center shall be directly accessed via pedestrian ways, and accessible to existing or future alternate public transportation modes, including bicycle and transit.

POLICY 1.16.2 The City include park and/or open space that is accessible to the public as a functional component within a proposed Local Activity Center.

POLICY 1.16.3 The City will include housing opportunities as a functional component within a proposed Local Activity Center.

POLICY 1.16.4 The City shall consider community needs for affordable housing when proposing a Local Activity Center. The City encourages affordable housing opportunities, through various mechanisms such as the utilization of “affordable housing units,” the direction of public housing program funds into the Local Activity Center, reduced lot size for dwelling units, construction of zero lot line and cluster housing, vertical integration of residential units with nonresidential uses, the allowance of accessory dwelling units, or through other mechanisms proven effective in increasing the affordable housing stock. To promote Local Activity Centers which propose to include “low income” housing as a viable component, the Broward County Land Use Plan currently supports all reasonable means and methods to mitigate potential negative impacts to public facilities and services which may result from the amendment.

POLICY 1.16.6 The City shall require design guidelines that incorporates pedestrian and bicycle paths and greenways to accomplish full-connected routes to all destinations within the Local Activity Center. The paths should be spatially defined by buildings, trees, and lighting, and should incorporate designs which discourage high speed traffic.

POLICY 1.16.7 The City shall ensure convenient access to mass transit or multi-modal facilities within a proposed Local Activity Center to ensure the reduction of reliance on automobile travel.

POLICY 1.16.9 The development of key intersections or major transit stops to create nodes of development should be promoted within a proposed Local Activity Center.

POLICY 1.16.10 Require pedestrian and bicycle facilities for all new development or redevelopment projects within the Local Activity Center or in related to any other highway improvement projects.

POLICY 1.16.11 Require pedestrian sidewalk connections to all building entrances, transit stops, and to multiple building sites for all new development or redevelopment projects in the Local Activity Center.

POLICY 1.16.12 Incorporate into the proposed Downtown Local Activity Center Zoning District regulations that require pedestrian sidewalk and bicycle facilities for all new development or redevelopment projects with appropriate connections being made to other facilities and any transit stops.

These selected objectives and policies from the adopted City of Oakland Park Comprehensive Plan all emphasize the need for the City to redevelop, eliminate incompatible uses, increase mobility, and improve community identity and aesthetics. The proposed Oakland Park Community Redevelopment Plan is in conformance with and furthers a number of these objectives and policies adopted in the City's Comprehensive Plan. In addition, no inconsistencies with the Oakland Park Comprehensive Plan were found in this review.

V. FINANCIAL FEASIBILITY

A significant benefit of any Community Redevelopment Agency (CRA) is the ability to manage future incremental ad valorem tax revenues within the CRA Area from both county and city sources. Following the first year of the CRA Area (base year), ninety-five percent of ad valorem taxes collected annually on the incremental growth in property values since the base year are returned to the CRA Area by eligible authorities including, but not limited to, Broward County and City of Oakland Park for use in implementing the approved Community Redevelopment Plan.

These tax revenues can be combined with other funding sources such as grants and impact fees to help finance initial projects prioritized by the Redevelopment Plan. After three to four years of positive tax base growth, the incremental tax revenues of the CRA Area should also be “bondable”. This enables the Agency to receive a large up-front infusion of funds to implement public and public/private projects designed to “grow” the tax base and repay the bonds with future tax revenues.

This section will provide estimated projections of incremental tax base growth in the Oakland Park Community Redevelopment Area and resulting tax revenues, which may be expected to be received by the Agency. Other potential revenue sources will also be discussed to complete the ten-year CRA Area revenue picture.

Fulfilling the vision of the Oakland Park Community Redevelopment Plan is contingent upon the ability to obtain funds to finance the public improvements and revitalization program. One goal of the Community Redevelopment plan is to provide capital improvement projects, which will encourage and foster private sector redevelopment within CRA.

Establishment of the Redevelopment Trust Fund. Subsequent to approval of the Redevelopment Plan, the Oakland Park City Commission must then establish and approve the fund by ordinance in order to allocate future tax increments to the fund. Upon establishment of the trust fund, the Agency must also obtain approval for the issuance of tax increment revenue bonds to finance redevelopment programs when such a program is proposed.

A. TAX COLLECTION ANALYSIS

The tax collection analysis completed as part of the “draft” CRA Plan provides an analysis of real property tax assessment and tax collection estimates through 2015. The analysis herein contemplates a base set of assumptions (or inputs) utilized to generate estimates of future ad valorem tax assessments and tax collections. The primary set of assumptions for this tax collection analysis includes:

- 1.) ***Projected Tax Assessment on Existing Properties:*** In an effort to derive annual growth in ad valorem tax assessments for existing properties within the CRA through 2015, an analysis of historical ad valorem tax assessments was completed to derive an estimated long-term growth factor. Table 8 provides a summary of total tax assessment within the CRA for each year between 2000 and 2004 by major land use category. Accordingly, from 2000 to 2004, the CRA tax assessment basis increased from \$357.9 million to \$545.2 million, or an average annual increase of 9.9 percent during the period. However, it should be noted that while five years of tax assessment history provides relevant insight into assessment trends, a longer-term history may be warranted as Broward County's real estate market has reached nearly unprecedented growth levels during the past few years. Typically, an analysis of tax assessment trends for the Broward County CRAs, that longer-term growth would likely be in the 6 percent to 8 percent range. Therefore, for this analysis for the Oakland Park CRA, we assume an annual growth rate for the CRA tax assessment on existing properties to be *8.0 percent* per annum during the analysis period.

In addition to the annual growth in property tax assessment, an additional one-time (static) increase in property assessments for the CRA upon completion of the capital improvement projects is assumed. Based upon research conducted by the Trust for Public Land, the immediate impact on property values from roadway/streetscape and green-space improvements generally range from 6 to 10 percent. Therefore, for this analysis, a one-time increase to the CRA property assessment of 9 percent in 2009 was assumed.

- 2.) ***High Probability Development:*** There have been three major developments proposed (and currently in the City's development review process) within the CRA, and referred to as: Oakland Park Station, New Scattered Town Home Development, and The Pointe at Middle River as previously mentioned in Chapter II. In aggregate, these projects total 492 residential townhome/condominium units. (proposed in the CRA as of June 2005). While there are several other developments currently in planning within the district, these represent the largest projects with the highest probability of being completed within the next two to three years. Table 9 provides a summary of development assumptions, including development/delivery timeline and estimated pricing utilized to determine tax assessment and tax collection through 2015.
- 3.) ***Long Term Development:*** The long term development considers "other" projects referred to above, which includes a combination of residential and commercial development that may be realized during the next ten years. For this analysis, it was assumed that long-term development represents 950 residential units (in addition to the high probability development), 150,000 square feet of office, and 85,000 square feet of retail. Table 10 provides a summary of

development/delivery timeline and pricing estimates for the long-term development projects.

- 4.) **Millage Rate:** The millage rate utilized to calculate tax collection to Broward County and the City of Oakland Park is based upon Broward County’s 2004 Millage Rates. See Table 11.

As summarized in the table below, the total incremental real property tax (over estimated 2005) from existing and new development (high probability and long term) to the CRA from 2006 to 2015 is estimated to be \$31.5 million. As detailed further in Table 11 herein, the incremental tax increases steadily on an annual basis from \$405,445 in 2006 to \$6.1 million in 2015.

Table 6: Tax Increments with Capital Improvements

Source	Tax Increment with Capital Improvements
Broward County	\$17,113,000
City of Oakland Park	\$14,344,470
Total	\$31,457,539

Industrial Land Conversion Analysis

The City of Oakland Park is considering converting industrial land (use) to residential land (use) as part of the CRA redevelopment plan. In order to understand the difference in tax assessment value that may be created by this land use conversion, an order-of-magnitude analysis has been completed, with the following underlying assumptions:

- there are no regulatory issues associated with the conversion analysis;
- the conversion is based upon a one acre site that allows for industrial building site coverage of 50 percent, and a residential (townhome) development of 16 units; and,
- property assessment value is based upon a general market evaluation (including land and improvements) for new development of the two property types.

Considering the assumptions noted above, the following table provides a summary of the variance in property value between industrial and residential uses:

Table 7: Land Use Conversion Analysis: Industrial to Residential (Townhome)

City of Oakland Park Land Use Conversion Analysis Industrial to Residential (Townhome)		
	<u>Industrial</u>	<u>Residential</u>
Site Size (acres)	1.0	1.0
Site Size (Sq.Ft.)	43,560	43,560
Coverage	<i>50% of area sq.ft.</i>	<i>16 units/acre</i>
Building Sq.Ft./Units	21,780 sq.ft.	16 units
Property Value per Unit/Sq.ft.	<u>\$95.00 /sq.ft.</u>	<u>\$275,000 /unit</u>
Total Property Value	<u>\$2,069,100</u>	<u>\$4,400,000</u>

City of Oakland Park CRA
Table 8: Real Property Tax Assessment & Tax Collection Analysis
2000 and 2004

Land/Improvement Use (Total Taxable Value)	2000		2001		2002		2003		2004		Avg. % Growth 2000 to 2004
	Value	% Growth	Value	% Growth	Value	% Growth	Value	% Growth	Value	% Growth	
Single Family	\$38,594,160	-	\$40,529,780	4.8%	\$47,161,730	14.1%	\$55,272,860	14.7%	\$66,249,270	16.6%	12.5%
Multi Family ¹	\$88,027,890	-	\$93,440,220	5.8%	\$103,798,120	10.0%	\$116,143,460	10.6%	\$139,188,570	16.6%	10.7%
Other	\$3,973,310	-	\$2,847,540	-39.5%	\$3,052,270	6.7%	\$3,405,170	10.4%	\$3,680,430	7.5%	-3.7%
<i>Sub-Total Residential</i>	\$130,595,360	-	\$136,817,540	4.5%	\$154,012,120	11.2%	\$174,821,490	11.9%	\$209,118,270	16.4%	11.0%
Retail ²	\$50,649,180	-	\$53,514,020	5.4%	\$60,921,250	12.2%	\$63,162,180	3.5%	\$74,603,160	15.3%	9.1%
Office ³	\$17,178,580	-	\$16,881,280	-1.8%	\$18,292,520	7.7%	\$19,799,380	7.6%	\$21,542,120	8.1%	5.4%
Other	\$18,296,990	-	\$19,576,170	6.5%	\$22,112,240	11.5%	\$24,537,410	9.9%	\$28,380,090	13.5%	10.4%
<i>Sub-Total Commercial</i>	\$86,124,750	-	\$89,971,470	4.3%	\$101,326,010	11.2%	\$107,498,970	5.7%	\$124,525,370	13.7%	8.7%
Industrial	\$136,601,370	-	\$152,159,930	10.2%	\$168,307,020	9.6%	\$173,407,090	2.9%	\$205,382,760	15.6%	9.6%
Agricultural	\$0	-	\$0	0.0%	\$0	0.0%	\$0	0.0%	\$0	0.0%	0.0%
Institutional	\$1,874,670	-	\$2,013,790	6.9%	\$2,053,770	1.9%	\$2,852,960	28.0%	\$3,026,770	5.7%	10.7%
Government	\$1,503,960	-	\$1,445,830	-4.0%	\$1,357,520	-6.5%	\$1,810,040	25.0%	\$1,731,130	-4.6%	2.5%
Miscellaneous (eg. utility)	\$1,170,690	-	\$1,273,720	8.1%	\$1,287,420	1.1%	\$1,405,670	8.4%	\$1,428,310	1.6%	4.8%
Acreage (not zoned)	\$72,650	-	\$29,660	-144.9%	\$30,150	1.6%	\$42,020	28.2%	\$45,660	8.0%	-26.8%
Total	\$357,943,450	-	\$383,711,940	6.7%	\$428,374,010	10.4%	\$461,838,240	7.2%	\$545,258,270	15.3%	9.9%

Notes:

- 1.) All Multi Family Units
- 2.) Retail includes stores, department stores, supermarkets, local/regional centers, restaurants/lounge, and entertainment
- 3.) Office includes non-professional, professional services, financial institutions.
- 4.) Based upon 2004 millage rate

**City of Oakland Park CRA
Table 9: Estimate of Real Property Tax Growth
"High Probability" Development - 2006 to 2015**

"High Probability" Development			2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Oakland Park Station												
No. of New Units Completed (recorded on Tax Roll)			0	0	100	100	114					
Cumulative Units Completed			0	0	100	200	314	314	314	314	314	314
Avg. Unit Value (net of Homestead Exemption)					\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000
Avg. Unit Value (Assessment at 90% of Value)	90%				\$247,500	\$247,500	\$247,500	\$247,500	\$247,500	\$247,500	\$247,500	\$247,500
plus: Annual Growth Rate on Assessed Value @:	2.5%				\$253,688	\$260,030	\$266,530	\$273,194	\$280,024	\$287,024	\$294,200	\$301,555
Sub-Total Taxable Value (Assessment) on New Development					\$25,368,750	\$52,005,938	\$83,690,555	\$85,782,819	\$87,927,389	\$90,125,574	\$92,378,713	\$94,688,181
less: Current 2005 Assessment (Value)	2.5%				(\$5,286,040)	(\$5,286,040)	(\$5,286,040)	(\$5,286,040)	(\$5,286,040)	(\$5,286,040)	(\$5,286,040)	(\$5,286,040)
Net Taxable Value for Increment Calculation					\$20,082,710	\$46,719,898	\$78,404,515	\$80,496,779	\$82,641,349	\$84,839,534	\$87,092,673	\$89,402,141
<i>Eligible Tax Revenue (by Tax District at 2004 Millage Rate)</i>												
Broward County (at 95%)- millage @:	7.0230	95%			\$133,989	\$311,708	\$523,103	\$537,062	\$551,371	\$566,037	\$581,069	\$596,478
City of Oakland Park (@ 95%) - millage @:	5.8868	95%			\$112,312	\$261,279	\$438,474	\$450,175	\$462,168	\$474,462	\$487,062	\$499,978
Other	0.0000	95%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Tax Increment over 2005					\$246,301	\$572,987	\$961,577	\$987,237	\$1,013,539	\$1,040,498	\$1,068,132	\$1,096,456
Annual Tax Growth - CRA					\$246,301	\$326,687	\$388,590	\$25,660	\$26,302	\$26,959	\$27,633	\$28,324
Total 2006 to 2015												
												\$6,986,727
New Scattered Townhome Development (76 Units)												
No. of New Units Completed (recorded on Tax Roll)			0	0	76	0	0	0	0	0	0	0
Cumulative Units Completed			0	0	76	76	76	76	76	76	76	76
Avg. Unit Value (net of Homestead Exemption)					\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000
Avg. Unit Value (Assessment at 90% of Value)	90%				\$247,500	\$247,500	\$247,500	\$247,500	\$247,500	\$247,500	\$247,500	\$247,500
plus: Annual Growth Rate on Assessed Value @:	2.5%				\$253,688	\$260,030	\$266,530	\$273,194	\$280,024	\$287,024	\$294,200	\$301,555
Sub-Total Taxable Value (Assessment) on New Development					\$19,280,250	\$19,762,256	\$20,256,313	\$20,762,720	\$21,281,788	\$21,813,833	\$22,359,179	\$22,918,159
less: Current 2005 Assessment (Value)					(\$760,000)	(\$760,000)	(\$760,000)	(\$760,000)	(\$760,000)	(\$760,000)	(\$760,000)	(\$760,000)
Net Taxable Value for Increment Calculation					\$18,520,250	\$19,002,256	\$19,496,313	\$20,002,720	\$20,521,788	\$21,053,833	\$21,599,179	\$22,158,159
<i>Eligible Tax Revenue (by Tax District at 2004 Millage Rate)</i>												
Broward County (at 95%)- millage @:	7.0230	95%			\$123,564	\$126,780	\$130,076	\$133,455	\$136,918	\$140,468	\$144,106	\$147,836
City of Oakland Park (@ 95%) - millage @:	5.8868	95%			\$103,574	\$106,269	\$109,032	\$111,864	\$114,767	\$117,743	\$120,793	\$123,919
Other	0.0000	95%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Tax Increment over 2005					\$227,138	\$233,050	\$239,109	\$245,320	\$251,686	\$258,211	\$264,899	\$271,755
Annual Tax Growth - CRA					\$227,138	\$5,911	\$6,059	\$6,211	\$6,366	\$6,525	\$6,688	\$6,855
Total 2006 to 2015												
												\$1,991,166
Pointe at Middle River												
No. of New Units Completed (recorded on Tax Roll)					102	0	0	0	0	0	0	0
Cumulative Units Completed					102	102	102	102	102	102	102	102
Avg. Unit Value (net of Homestead Exemption)					\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000
Avg. Unit Value (Assessment at 90% of Value)	90%				\$288,000	\$288,000	\$288,000	\$288,000	\$288,000	\$288,000	\$288,000	\$288,000
plus: Annual Growth Rate on Assessed Value @:	2.5%				\$295,200	\$302,580	\$310,145	\$317,898	\$325,846	\$333,992	\$342,341	\$350,900
Sub-Total Taxable Value (Assessment) on New Development					\$30,110,400	\$30,863,160	\$31,634,739	\$32,425,607	\$33,236,248	\$34,067,154	\$34,918,833	\$35,791,804
less: Current 2005 Assessment (Value)					(\$1,762,770)	(\$1,762,770)	(\$1,762,770)	(\$1,762,770)	(\$1,762,770)	(\$1,762,770)	(\$1,762,770)	(\$1,762,770)
Net Taxable Value for Increment Calculation					\$28,347,630	\$29,100,390	\$29,871,969	\$30,662,837	\$31,473,478	\$32,304,384	\$33,156,063	\$34,029,034
<i>Eligible Tax Revenue (by Tax District at 2004 Millage Rate)</i>												
Broward County (at 95%)- millage @:	7.0230	95%			\$189,131	\$194,153	\$199,301	\$204,578	\$209,986	\$215,530	\$221,212	\$227,037
City of Oakland Park (@ 95%) - millage @:	5.8868	95%			\$158,533	\$162,743	\$167,058	\$171,481	\$176,014	\$180,661	\$185,424	\$190,306
Other	0.0000	95%			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Tax Increment over 2005					\$347,664	\$356,896	\$366,359	\$376,059	\$386,000	\$396,191	\$406,636	\$417,343
Annual Tax Growth - CRA					\$347,664	\$9,232	\$9,463	\$9,699	\$9,942	\$10,190	\$10,445	\$10,706
Total 2006 to 2015												
												\$3,053,148

Notes:
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City of Oakland Park CRA
Table 10: Estimate of Real Property Tax Growth
"Long Term" (City/County Induced) Development - 2006 to 2015

"Long Term" Development (County/City Induced)		2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	
Residential Development												
No. of New Units Completed (Rental & For-Sale - recorded on Tax Roll)		0	0	0	0	0	150	250	200	150	200	
Cumulative Units Completed		0	0	0	0	0	150	400	600	750	950	
Avg. Unit Value (net of Homestead Exemption)							\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	
Avg. Unit Value (Assessment at 90% of Value)	90%						\$202,500	\$202,500	\$202,500	\$202,500	\$202,500	
plus: Annual Growth Rate on Assessed Value @:	2.5%						\$202,500	\$207,563	\$212,752	\$218,070	\$223,522	
Sub-Total Taxable Value (Assessment) on New Development							\$30,375,000	\$83,025,000	\$127,650,938	\$163,552,764	\$212,346,005	
less: Current 2005 Assessment (Est. Value):							(\$1,650,000)	(\$4,800,000)	(\$7,800,000)	(\$10,500,000)	(\$14,250,000)	
Net Real Property Tax Assessment on New Development							\$28,725,000	\$78,225,000	\$119,850,938	\$153,052,764	\$198,096,005	
Eligible Tax Revenue (by Tax District at 2004 Millage Rate)												
Broward County (at 95%)- millage @:	7.0230	95%					\$191,649	\$521,905	\$799,627	\$1,021,145	\$1,321,667	
City of Oakland Park (@ 95%)- millage @:	5.8868	95%					\$160,643	\$437,470	\$670,262	\$855,941	\$1,107,844	
Other	0.0000	95%					\$0	\$0	\$0	\$0	\$0	
Total Tax Increment over 2005							\$352,292	\$959,376	\$1,469,889	\$1,877,087	\$2,429,511	\$7,088,154
Annual Tax Growth - CRA							\$352,292	\$607,083	\$510,513	\$407,197	\$552,424	\$2,429,511
Office Development												
Sq.Ft. Completed (recorded on Tax Roll)		0	0	0	0	50,000	0	50,000	0	50,000	0	
Cumulative Sq.Ft. Completed		0	0	0	0	50,000	50,000	100,000	100,000	150,000	150,000	
Avg. Sq.Ft. Value						\$150	\$150	\$150	\$150	\$150	\$150	
Avg. Sq.Ft. (Unit) Value (Assessment at 90% of Value)	90%					\$135	\$135	\$135	\$135	\$135	\$135	
plus: Annual Growth Rate on Assessed Value @:	2.5%					\$135	\$138	\$142	\$145	\$149	\$153	
Sub-Total Taxable Value (Assessment) on New Development						\$6,750,000	\$6,918,750	\$14,183,438	\$14,538,023	\$22,352,211	\$22,911,016	
less: Current 2005 Assessment (Est. Value):						(\$675,000)	(\$675,000)	(\$675,000)	(\$675,000)	(\$2,235,221)	(\$2,235,221)	
Net Real Property Tax Assessment on New Development						\$6,075,000	\$6,243,750	\$13,508,438	\$13,863,023	\$20,116,990	\$20,675,795	
Eligible Tax Revenue (by Tax District at 2004 Millage Rate)												
Broward County (at 95%)- millage @:	7.0230	95%					\$40,531	\$41,657	\$90,126	\$92,492	\$134,218	\$137,946
City of Oakland Park (@ 95%)- millage @:	5.8868	95%					\$33,974	\$34,918	\$75,545	\$77,528	\$112,503	\$115,629
Other	0.0000	95%					\$0	\$0	\$0	\$0	\$0	
Total Tax Increment over 2005							\$74,506	\$76,575	\$165,672	\$170,020	\$246,721	\$253,574
Annual Tax Growth - CRA							\$74,506	\$2,070	\$89,096	\$4,349	\$76,701	\$6,853
												\$253,574
Retail Development												
Sq.Ft. Completed (recorded on Tax Roll)			0	0	0	25,000	0	0	60,000	0	0	
Cumulative Sq.Ft. Completed			0	0	0	25,000	25,000	25,000	85,000	85,000	85,000	
Avg. Sq.Ft. Value						\$150	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	
Avg. Sq.Ft. (Unit) Value (Assessment at 90% of Value)	90%					\$135	\$180,000	\$180,000	\$180,000	\$180,000	\$180,000	
plus: Annual Growth Rate on Assessed Value @:	2.5%					\$135	\$138	\$142	\$145	\$149	\$153	
Sub-Total Taxable Value (Assessment) on New Development						\$3,375,000	\$3,459,375	\$3,545,859	\$12,357,320	\$12,666,253	\$12,982,909	
less: Current 2005 Assessment (Est. Value):						(\$337,500)	(\$337,500)	(\$337,500)	(\$1,235,732)	(\$1,235,732)	(\$1,235,732)	
Net Real Property Tax Assessment on New Development						\$3,037,500	\$3,121,875	\$3,208,359	\$11,121,588	\$11,430,521	\$11,747,177	
Eligible Tax Revenue (by Tax District at 2004 Millage Rate)												
Broward County (at 95%)- millage @:	7.0230	95%					\$20,266	\$20,829	\$21,406	\$74,202	\$76,263	\$78,375
City of Oakland Park (@ 95%)- millage @:	5.8868	95%					\$16,987	\$17,459	\$17,943	\$62,197	\$63,925	\$65,696
Other	0.0000	95%					\$0	\$0	\$0	\$0	\$0	
Total Tax Increment over 2005							\$37,253	\$38,288	\$39,348	\$136,399	\$140,187	\$144,071
Annual Tax Growth - CRA							\$37,253	\$1,035	\$1,061	\$97,050	\$3,789	\$3,884
												\$144,071

Notes:

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- 2.) Assumes roughly 80% of new residential development is for-sale, and 20% is rental.
- 3.) All "Current 2005 Assessments" for existing land/improvement is estimated.

City of Oakland Park CRA
Table 11: Estimate of Real Property Tax Revenue Growth
Existing and Projected New Development (2006 to 2015) with Capital Improvement Projects

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015		
1.) Incremental Real Property Tax Revenue Growth from Existing Uses													
Net Real Property Tax Assessment on Existing Development	9.0%	\$588,878,932	\$635,989,246	\$693,228,278	\$755,618,823	\$885,396,356	\$965,082,028	\$1,051,939,411	\$1,146,613,958	\$1,249,809,214	\$1,362,292,043	\$1,484,898,327	
<i>Eligible Tax Revenue (by Tax District at 2004 Millage Rate)</i>													
Broward County (at 95%)	7.0230	\$3,928,912	\$4,243,225	\$4,625,115	\$5,041,375	\$5,907,232	\$6,438,883	\$7,018,382	\$7,650,036	\$8,338,540	\$9,089,008	\$9,907,019	
City of Oakland Park (at 95%)	5.8868	\$3,466,612	\$3,556,744	\$3,876,851	\$4,225,768	\$4,951,544	\$5,397,183	\$5,882,929	\$6,412,393	\$6,989,508	\$7,618,564	\$8,304,234	
Other	0.0000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Tax Collected		\$7,395,524	\$7,799,969	\$8,501,967	\$9,267,143	\$10,858,775	\$11,836,065	\$12,901,311	\$14,062,429	\$15,328,048	\$16,707,572	\$18,211,253	2006 to 2015
Annual "Natural" Tax Increment - CRA		\$930,414	\$404,445	\$701,997	\$765,177	\$1,591,632	\$977,290	\$1,065,246	\$1,161,118	\$1,265,619	\$1,379,524	\$1,503,681	\$10,815,729
2.) Incremental RP Tax Revenue Growth From "High Probability" Dev.													
Net Real Property Tax Assessment on New Development			\$0	\$0	\$66,950,590	\$94,822,544	\$127,772,797	\$131,162,337	\$134,636,615	\$138,197,751	\$141,847,915	\$145,589,333	
<i>Eligible Tax Revenue (by Tax District at 2004 Millage Rate)</i>													
Broward County (at 95%)			\$0	\$0	\$446,684	\$632,642	\$852,481	\$875,095	\$898,275	\$922,035	\$946,388	\$971,350	
City of Oakland Park (at 95%)			\$0	\$0	\$374,418	\$530,291	\$714,564	\$733,520	\$752,950	\$772,865	\$793,279	\$814,203	
Other			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Tax Increment over 2005			\$0	\$0	\$821,103	\$1,162,933	\$1,567,045	\$1,608,616	\$1,651,225	\$1,694,900	\$1,739,667	\$1,785,553	\$12,031,041
3.) Incremental RP Tax Revenue Growth From "Long Term" Development													
Net Real Property Tax Assessment on New Development			\$0	\$0	\$0	\$0	\$9,112,500	\$38,090,625	\$94,941,797	\$144,835,549	\$184,600,275	\$230,518,977	
<i>Eligible Tax Revenue (by Tax District at 2004 Millage Rate)</i>													
Broward County (at 95%)			\$0	\$0	\$0	\$0	\$60,797	\$254,135	\$633,437	\$966,321	\$1,231,625	\$1,537,988	
City of Oakland Park (at 95%)			\$0	\$0	\$0	\$0	\$50,961	\$213,020	\$530,958	\$809,987	\$1,032,370	\$1,289,168	
Other			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Total Tax Increment over 2005			\$0	\$0	\$0	\$0	\$111,759	\$467,155	\$1,164,396	\$1,776,308	\$2,263,995	\$2,827,156	\$8,610,769
SUMMARY - INCREMENTAL RP TAX REVENUE EXISTING & ESTIMATED GROWTH													
	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2006 to 2015	
Broward County (at 95%)		\$220,020	\$381,890	\$862,945	\$1,498,498	\$1,444,929	\$1,708,730	\$2,163,367	\$2,576,859	\$2,928,482	\$3,327,349	\$17,113,069	
City of Oakland Park (95%)		\$184,425	\$320,107	\$723,335	\$1,256,067	\$1,211,164	\$1,432,287	\$1,813,372	\$2,159,968	\$2,454,704	\$2,789,041	\$14,344,470	
Other		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Incremental Annual Tax over 2005 - CRA	\$930,414	\$404,445	\$701,997	\$1,586,280	\$2,754,565	\$2,656,093	\$3,141,017	\$3,976,739	\$4,736,827	\$5,383,186	\$6,116,390	\$31,457,539	

Reflects one-time increase to Property Assessment upon completion of Capital Improvement Projects in 2009 of: 7.5%

Notes:
 1.) The information and analysis contained herein represents a preliminary estimate of projected real property tax revenue growth for the City of Oakland Park CRA. Certain assumptions and calculations have not been verified and may be subject to alteration and/or correction. Any change to the estimates and calculations herein may have a material impact on the results presented within this presentation. Therefore, this analysis is subject to further review and is intended for the internal review of the City of Oakland Park (and/or its independent consultants) and Broward County only. The material presented herein may not be relied upon for fiscal budgeting either by the City of Oakland Park or Broward County.

B. PROJECT FINANCING

Committed Funds

The CRA has three potential sources of financing: City tax increment financing, County tax increment financing, or the County's Redevelopment Capital Program (RCP).

City and County tax increments generated within the district may be used to secure bonds for public improvements or expended directly on CRA Projects. The tax increment is that portion of tax revenue based upon increased property values from CRA inception (base year) that has increased from the year the CRA was established. Approximately, \$32 million of tax increment is expected to be collected in the first ten years. All improvements funded by CRA revenues must be located within the CRA Area district.

Broward County's Redevelopment Capital Program has \$36 million available for redevelopment projects. The Capital budget provides additional funding through 2010. The County will consider funding for projects based upon value added to the tax base and the need for public improvements.

The City and Community Redevelopment Agency should create a trust fund for any tax increment financing received and other funding including those from the RCP. The trust fund must be created by a City ordinance.

Optional Funding Sources

Optional Funding Sources for the Community Redevelopment Area include grants and other funding sources from the federal government, State of Florida, Broward County, a the City of Oakland Park and Oakland Park Main Street.

Federal funds: Federal funding sources include:

- The Department of Housing and Urban Development offers Community Development Block Grant funds, which may be utilized for infrastructure improvements in redevelopment areas and west of the FEC tracks.
- The HOME program, also administered by the Department of Housing and Urban Development, provides formula grants local governments to fund a wide range of activities that build, buy, and/or rehabilitate affordable housing for rent or homeownership or provide direct rental assistance to low-income people.

State of Florida: The State of Florida has various funding sources for improvements in the CRA Area, including:

- Funding through FDOT may be allocated towards some transportation improvements within the CRA.

- The State Housing Initiatives Partnership (SHIP) Program is a multifaceted program intended to increase affordable housing construction and homeownership including a Multi-Family Development Program, a Homeowner Rehabilitation Program and a Down Payment Assistance Program.
- The Secretary of State maintains a grant program for local parks and recreation improvements, which may be utilized in the CRA Area for improvements to the park areas and greenway connections.
- Urban and community forestry grants for special landscape improvements, which may include improvements within the CRA Area.
- The State Division of Historical Resources offers grant programs for rehabilitating historic structures, which may be a resource for restoring select commercial and/or civic structures in the CRA Area.
- Florida Inland Navigation District provides funds for waterway improvements. These funds may be used in the CRA Area to create and expand marina facilities, for dredging, and to create or improve docking facilities.

Broward County: In addition to the RCP, the County has other funding sources that may be valuable to the CRA such as:

- County capital improvements fund, including roads and public facilities.
- Broward Cultural Council provides funds for art in public places, such as the entry features being recommended for the CRA Area.
- The Metropolitan Planning Organization allocates funds for road and mass transit improvements. These funds may be a potential source of funding for bus lanes, bus shelters/kiosks, transit route improvements, and other transit-related traffic circulation improvements.

City of Oakland Park: City funding sources include:

- Special assessments may be utilized to fund improvements through taxes levied on benefiting properties in the CRA Area.
- General fund reserves may be used on a loan basis to initially fund the CRA.
- Capital Improvement Funds including the following revenue sources may be used:
 - Neighborhood and Citywide Capital Improvement Fund
 - Recreation and Culture Capital Improvement Fund

- City Facility Capital Improvement Fund
- Public Utilities Capital Improvement Fund
- Stormwater Capital Improvement Fund
- Community Redevelopment Agency Capital Improvement Fund

- City bond issues can be utilized for capital improvements in the CRA Area, including streetscaping, parking, and related improvements.
- Gas tax funds may be used for transportation improvements.
- Developers producing buildings in the Downtown Mixed Use District over three stories must provide public amenities equal in value to 0.5% or more of the construction cost for each story above three stories. Construction cost is based upon \$200.00 per square foot in 2004 dollars.
- Impact fees. Three fees have been instituted to offset development impacts:

Park and Open Space Charge. A park and open space charge of \$1,500 for every dwelling unit developed or redeveloped within the Downtown Mixed Use District to offset the costs of increasing park and open space within this District. The Park and Open Space charge may be reviewed and adjusted on an annual basis by the City Commission.

Park Land Acquisition Fee. A neighborhood park acquisition impact fee of \$1,500 per new dwelling unit is required throughout the City of Oakland Park. The City may use the funds for expansion or improvement of existing parks.

Local Transportation Fee. The City of Oakland Park shall collect a Local Transportation Fee of \$526 for every dwelling unit and every 1000 gross square feet of commercial space developed or redeveloped within the area designated as the Downtown Mixed Use District to offset the costs of infrastructure improvements within the District or areas that are outside the District that are impacted by Downtown improvements. The Local Transportation Fee may be reviewed and adjusted on an annual basis by the City Commission.

Oakland Park Main Street: Oakland Park Main Street, a non-profit corporation, can provide promotion and marketing of the downtown area including banners and signage, coordinate special events (such as Oktoberfest), and manage façade improvement programs. Oakland Park Main Street also maintains an Arts Committee and Economic Development Committee, which can provide assistance as well.

Revenue/Cost Balance

The 10-year revenue and cost projections for the CRA reveal a significant revenue shortfall of approximately \$60 million by the year 2015. The City and Community Redevelopment Agency will consider several options to address this estimated funding gap including bonding, aggressive pursuit of optional funding sources, and extension of project implementation schedules (if necessary).

C. PROJECT PHASING

CRA Plan project will be done in phases. Phase I will have five year duration and Phase II will have a ten year duration. This section details cost for each project in both phases.

PHASE 1

Capital Improvement Projects

Downtown Infrastructure Improvements	\$5,425,000.00
NE 34th Court Improvements	\$6,400,000.00
Downtown Park Gateway	\$3,238,000.00
Carter G. Woodson Park Improvements and Expansion	\$590,000.00
Commercial Boulevard and Dixie Highway Gateway	\$957,000.00
South Dixie Highway Gateway	\$1,453,000.00
Buffer Prospect Gardens Neighborhood from I-95	\$2,650,000.00
Traffic Improvements to Kimberly Lakes Neighborhood	\$100,000.00
Oakland Park Elementary School Pedestrian Improvements	\$665,000.00
Lloyd Estates Elementary School Pedestrian Improvements	\$769,000.00

TOTAL CIP **\$22,247,000.00**

Public Private Partnerships

Park Place	\$6,000,000.00
Dixie Mixed Use (East) Development	\$3,000,000.00
Dixie Mixed Use (West) Development	\$1,000,000.00
Watts Estate Housing Development	\$1,620,000.00

TOTAL PPP **\$11,620,000.00**

Policies and Programs (5 year program)

East Harlem McBride Land Use Change	\$0.00
Oakland Festival Center Land Use Change	\$0.00
H and S Subdivision Land Use Change	\$0.00
NE 12th Terrace Land Use Change	\$0.00
Central Park Industrial Center Land Use Change	\$0.00
Kmart Site Land Use Change	\$0.00
Future Prospect Gardens Pocket Park Land Use Change	\$0.00
Attainable Housing	\$63,000.00
Community Appearance Program	\$285,000.00

Condominium Conversion Program	\$88,000.00
Public Art Program	\$314,000.00
Commercial Façade Program	\$1,250,000.00

TOTAL PP **\$2,000,000.00**

CRA Administration \$2,050,000.00

TOTAL PHASE 1 **\$37,917,000.00**

PHASE 2

Capital Improvement Projects

Floranada Industrial District Improvements	\$1,484,000.00
Improvements to Prospect Road	\$4,024,000.00
Improvements to Andrews Avenue	\$4,408,000.00
Improvements to NE 38th Street	\$5,539,000.00
Improvements to NW/NE 41st Street	\$2,459,000.00
Improvements to NE 6th Avenue	\$4,192,000.00
Improvements to NE 5th Avenue	\$3,414,000.00
Improvements to NE 8th Avenue	\$1,775,000.00
Wimberly Athletic Complex Parking	\$6,659,000.00
Prospect Road and I-95 Gateway	\$843,000.00
Improvements to Guisti Park	\$443,000.00
Expansion of the Public Boat Ramp along the MR	\$559,000.00
Reconstruction of NE 13 th Avenue (NE 38 th Street to NE 32 nd Street)	\$3,000,000.00
Train Whistle Quieting	\$4,000,000.00
Major Intersection Improvements	\$6,562,500.00
Minor Intersection Improvements	\$2,187,500.00

TOTAL CIP **\$51,549,000.00**

Public Private Partnerships

n/a \$0.00

TOTAL PPP **\$0.00**

Policies and Programs (10 year period)

Waterfront Promenade along the Middle River	\$250,000.00
Floranada Design District	\$227,000.00
Midtown Commercial Regulations	\$161,000.00
Historic Oakland Park	\$440,000.00
Green Building Program	\$126,000.00
Arts District	\$54,000.00
Retail Market Analysis	\$50,000.00
Commercial Facade Program	\$1,250,000.00
Adjacent Land Use/Buffer Study	\$24,000.00
Community Policing Program	To be determined.

TOTAL PP **\$2,582,000.00**

CRA Administration To be determined.

TOTAL PHASE 2 **\$54,131,000**

Figure B show just Phase I projects.

Figure B: Phase I Projects, Redevelopment Concept Plan

D. FINANCIAL STRATEGY

Elements of the \$35.8 million Phase I (which is net of any administrative cost in the CRA) and \$54 million Phase II capital programs are likely to be funded through a variety of sources.

However, because the City is currently investing more than \$22.89 million in City (\$12.6 million), FEMA (\$5.0 million), County (\$2.3 million), CDBG (\$1.4 million), FDOT (\$0.95 million) and other sources of grant funding to complete over twenty major projects in the CRA, the ability of turning to such sources for future investment is going to be quite limited. Therefore, given the scale of investment outlined in this plan and the fact that the investments delineated as part of the plan are targeted to yield direct returns through enhanced property tax benefit, the principal sources of funding for the Phase I and Phase II program improvements will likely need to be some combination of tax increment financing (TIF) or Broward County redevelopment funds. As a result, this section details a preliminary indication of how the proposed capital program might be funded assuming that a large majority of funding could not be sourced from city, block grant, state, transportation, or other federal, county and state grant/lending programs. Further delineation of the funding strategy will have to come out of more specific discussions with Broward County as well as through any underwriting process that may be associated with a debt instrument. However, in this section the basic parameters of a funding program with particular emphasis on the Phase I capital improvements are discussed.

There are several general elements that guide recommendations as it relates to funding capital improvements within the CRA. These include:

- Given the nature of how the capital markets view tax increment in today's environment, the plan assumes that any financing instrument that utilizes tax increment as the source of repayment is going to be secured by reasonable proven/certain sources of tax increment revenue and will be financed without long term secondary guarantee of tax revenue. As a result, and given the scale of likely tax revenue growth in the district over the next several years, the plan focuses recommendations on how the City could fund the \$35.8 million Phase I capital program (which is net of \$2.05 million in CRA administration costs). Phase II efforts (assuming a secondary pledge or guarantee is not available) will need to be scheduled once enough tax revenue growth exists to further support the debt service associated with a financing instrument that funds the second round of investment in the district.
- As will be shown below, to fully fund Phase I and II will require the commitment of Broward County to the redevelopment effort in the Oakland Park CRA over a long time period through the establishment of a "95% tax increment district" and a firm commitment of redevelopment fund monies over time.

- For the purposes of increment estimates, the strategy assumes that the current valuation of existing properties in the district grow at 9 percent per year which is below the level of growth (approximately 10 percent annually) seen during the past several years. Additionally, because there is likely to be a relatively short time gap between the time when the Phase I financing is sourced (which we assume to be January 1, 2007) and when new tax increment producing projects including Oakland Park Station (314 units), New Scattered Townhome Development (76 units), and Pointe at Middle River (102 units) now in design and development are complete in the next few years, there is going to be a need for some form of secondary guarantee or interest reserve during this “bridge” period.

Given current tax rates, by 2010 it is estimated that there will be \$1.13 million in “likely” annual City tax increment and \$1.35 million of “likely” annual County tax increment produced in the Oakland Park CRA district, for a total of approximately \$2.48 million. “Likely” increment comes from two sources: growth in taxable value of existing properties in the district and the estimated taxable value of the three projects noted above now in planning and development. For purposes of this funding strategy, we have not included any estimated increment from new development or “bumps” in existing property values that are certain to occur as capital improvements to the district are made but are not now part of a clearly delineated and specific development project. The capital markets generally demand (in today’s lending environment) proven increment to size a financial instrument if no long term secondary guarantee exists. In fact, this plan recommends against the City providing long term secondary guarantees given the potential negative impact on the City’s bond ratings and broader investment efforts the City may be contemplating.

For the preliminary funding analysis that will have to be confirmed through specific structuring and underwriting, the plan assumes that a 30-year bond can be issued carrying a 6 percent coupon, with a required 1.20 debt service coverage. Furthermore, for the purposes of the funding strategy, this plan has assumed that fees associated with the issuance will be two (2) percent of the total value of the face amount, that the bonds will be interest only for the first two years, and that the purchaser will require a interest reserve consistent with shortfalls in increment during the first several years (which shortfalls in the end might trigger a staggered release of funds to get beyond the 2007 to 2009 bridge period) and a capital reserve equivalent to 18 months of principal and interest. Finally, the plan assumes that the City will loan the CRA operating costs of for up to two years (or as needed and dependent on the sizing of the bond instrument) so the full increment can be utilized for debt service repayment and concurrently meet the debt service requirements. After the two year period is up, and based exclusively on the “likely” increment the CRA will be self-funding and be able to begin to repay the City for the operating loan.

It should be stressed that the structure detailed herein is very preliminary and will require significant refinement through the underwriting process, which answers many more questions. For example, is it reasonable to assume that interest only can be obtained for a two-year period or that the interest reserve only covers direct shortfalls and not broader shortfalls that would meet the coverage requirements? Likewise, there are a number of ways to handle the shortfall period that may leave more revenue for improvements including the staggered release of funding. All of which will have to be worked out during underwriting.

The table below indicates estimated total funding available for CRA plan projects based upon the 2010 increment estimate and the assumptions noted above. Overall, with both City and County property tax rates being included in the increment calculation, we estimate the City would be able to net \$23.75 million in capital funding which would pay for more than 66 percent of the Phase I improvement program.

Table 12: Total Funding Available for CRA Plan Projects

	<u>Funding Potential</u>
2010 Expected Increment (Rd)	\$2,500,000
Debt Service Coverage	1.20
Bond Term (Years)	30
Interest Rate (Annual)	6.00%
Supportable Debt	\$28,805,000
Fees (2%)	(\$576,000)
Shortfall Reserve	(\$1,345,000)
Bond Reserve Fund (1.5 years)	(\$3,123,000)
Net Funds Available (1/1/07)	<u>\$23,753,000</u>

The challenges in the funding strategy detailed above are twofold. First, the net proceeds from the initial bond supported from likely increment will pay only 66 percent of the Phase I capital need meaning that there is another source that is going to have to be tapped to fund \$12.1 million of the Phase I program that cannot be raised in the initial years through the bond. Second, there is a gap of 36 months between the time the funds are estimated to be needed and when the tax increment revenue would meet the debt service coverage requirement based upon the schedule for completion of new projects now in planning and development. Therefore, this plan proposes several options to address these challenges.

First, as it relates to the gap of \$12.1 million in need to complete Phase I and what can be supported by a bond instrument, this plan proposes that this gap will be sourced primarily from some mix of Broward County redevelopment funds and the gap should be able to be reduced to some degree because the City is likely to spread the implementation of Phase I over a number of years with bond fund releases be able to be staggered as increment beyond the “likely” or confirmed increment begins to be collected.

As it relates to the challenge of the time gap between the issuance of the bond instrument and the increment being available to repay the bonds at the required coverages, there are several initial options that the plan proposes for dealing with this issue:

- The bond holders may agree to a deferral of principal for several years to allow the increment to reach a level that allows the principal to be paid at the agreed upon debt service coverage requirement. This option still requires the bondholders to be almost certain that the future increment is eminent.
- A short term secondary pledge from Broward County's Redevelopment Fund or some City source of revenue can be used to support that portion of the bond that will rely on increment from the projects due to come on the tax rolls over the three year period.
- A structure that staggers the release of bond funds based upon increment becoming available and the coverage ratios being met also helps with regard to the short-term gap as well. One caveat is that while a staggered release strategy is quite attractive, it may more costly in the long run if the structure requires interest to accrue or be paid on the unused portion or if fees were required to be paid at every release.

With regard to Phase II and because the Phase II efforts are critical to the long term revitalization of the Oakland Park CRA, this plan strongly recommends that any interlocal agreement between the City of Oakland Park and Broward County include provision for the release of funding for the second phase of investment once certain milestones are met. These milestones might include the successful completion of the Phase I investment efforts and a clear indication of increment available to support a significant majority of the Phase II investment efforts in the future but should not be subject to the changing priorities over time given the importance of continuity of long term investment to achieve the goals of the CRA.

Overall, there is reasonably clear understanding of where targeted funding for the Phase I investment effort may come from given growth in values of existing properties in the CRA today and projects well along the development and planning continuum. The exact source of Phase II funding is less clear only because the specific development projects and efforts that the capital markets demand to be essentially on-line before they forward fund increment have not yet come to fruition and are somewhat dependent upon the improved development climate created by the Phase I investments. Therefore, it is critical that the City under any financing method (i.e. traditional tax increment financing utilizing City and County tax increment, utilization of County redevelopment funds, etc.) have a structure and foundation for tapping into future investment funding as the market allows. This is particularly important given that the broader redevelopment of the Oakland Park CRA will be based upon the promotion of the momentum that currently exists and will be further driven by the Phase I capital investment program. As the CRA

Plan is revised, financing for Phase II projects can be more accurately determined based upon successful financing and completion of Phase I projects.

E. CONCLUSION AND PLAN IMPLEMENTATION

In order for the Community Redevelopment Agency to achieve its aspirations of redeveloping Downtown, improving connections to Downtown, strengthening neighborhoods, increasing green space, and increase attainable housing options, a number of steps must be taken.

First, the Community Redevelopment Area (CRA) Plan must be adopted by the Community Redevelopment Agency and City Commission and approved by the Broward County Commission. A trust fund ordinance must be pursued immediately after approval by the City in order for Community Redevelopment Agency to receive funding for projects.

The Community Redevelopment Agency must obtain funding needed for Phase I by establishing a 95% tax increment district for which the City and County will contribute millage for 40 years. Gap funding for Phase I should be obtained through the Broward County Redevelopment Capital Program. An interlocal agreement which allows for long-term funding for Phase I projects should be agreed upon with Broward County. Finally, the Community Redevelopment Agency should identify the first projects to be completed in Phase I.

VI. OPERATIONAL PROCEDURES

A. CRA TERM

The term of the Oakland Park Community Redevelopment Agency (CRA) Plan will be forty (40) years from the date of Agency creation. This length of operational term is absolutely necessary to provide the best opportunity for the CRA to successfully complete the redevelopment process within the redevelopment area and ensure the greatest potential property value enhancement resulting from initial public-sponsored projects and programs. This does not mean the entire CRA Area will be redeveloped within that timeframe, but rather that the major principles and associated improvements envisioned in the Redevelopment Plan, as amended and updated in the future, will be fully implemented and private development will be well on the way toward helping the City of Oakland Park attain its vision for a “small town with big city opportunities.”

Although the initial capital improvements process is estimated over a ten-year period, the Plan will be updated periodically over the forty-year CRA term to reflect changing financial and development conditions in Oakland Park. In addition, the CRA may engage in bond financing after three to five years of operation in order to provide an up-front infusion of dollars for public improvements with repayment from enhanced tax increment proceeds over an extended period, typically twenty to twenty-five years. Obviously, bond underwriters will require that the term of the CRA extend through and beyond the final payoff of any bonds they sponsor. It is also not unusual for successful CRAs to implement multiple bond issues over the forty-year redevelopment period, and second and third issues would also need long-term payback periods to keep interest rates within reason for the Agency.

Another area of Plan implementation where the forty-year term is crucial is in the development of public/private partnerships. CRAs have been appropriately referred to as “developers in the public interest”, and this aspect of the CRA role is very important to realize the tax base enhancements expected from publicly funded improvements. Expedited approval of development consistent with the Redevelopment plan may be the difference between a high or low growth of tax base in the redevelopment area. In addition, successful CRAs often enter into long-term agreements with developers to address issues such as parking. These issues typically extend far into the future.

B. ANNUAL REPORTING

The Oakland Park CRA will prepare an annual budget for consideration and approval prior to October 1st of the fiscal year in which the budget will be implemented. In addition, an annual report will also be prepared, which will outline progress made toward

achieving Plan goals, objectives and policies. This report will also include a comparison of current-year tax base in contrast to the base year value. In addition, financial statements will be prepared according to Florida Statutes. The annual report and financial statements will be provided to Broward County on or before March 31 following the end of the fiscal year.

C. PLAN UPDATE AND AMENDMENTS

The Oakland Park Community Redevelopment Plan will be updated and revised to reflect changing conditions every five years. The standard updating process will involve the following steps:

1. Updated data and analysis;
2. Revised capital improvements program and other redevelopment strategy recommendations;
3. Review by Local Planning Agency; and
4. Consideration by CRA Board and City Commission.

In addition the County Commission shall either approve or disapprove any changes to the plan involving the following:

- CRA boundary changes
- Extensions to the original term of the Plan and/or CRA beyond the forty-year period specified herein; or
- A change to the plan of such magnitude as would require a county or municipal land use plan amendment.

APPENDIX A. SLUM AND BLIGHT STUDY

APPENDIX B. DOWNTOWN MIXED USE DISTRICT REGULATIONS AND DESIGN GUIDELINES

**APPENDIX C. COMMENTS AND QUESTIONS
RECEIVED AT THE TOWN HALL MEETING
(SEPTEMBER 14, 2005)**

CRA MEETING 9/14/05 - Responses and comments

	How did you hear	% of total	Meeting Informative	% of total	Location acceptable	% of total	Status	% of total
Newspaper	13	17.1%						
Posted Notice	4	5.3%						
Word of Mouth	22	28.9%						
Public TV	2	2.6%						
Sign board	4	5.3%						
Water Bill	2	2.6%						
Web Site	7	9.2%						
Other	22	28.9%						
Very			38	73.1%	47	88.7%		
Somewhat			10	19.2%	6	11.3%		
Not at all			4	7.7%				
Resident							34	45.9%
Business Owner							6	8.1%
Property Owner							25	33.8%
Other							9	12.2%

Total cards returned 57

NOTE: Some questions have more than one response, while others where not answered; therefore the total number of answers does not match the total number of cards.

Comments/suggestions

Alternate location of meetings between east and west sides
Neighborhood signs and plenty of them
Display a model of downtown area instead of maps
Will the steel fabrication business on Prospect Rd. and 4th Ave be replaced? They operate all night long and create noise for residents just north of that block!
More definitive material
Attach microphone to speakers rather than hand-held or static
More advertisement for a bigger Oakland Park input
Ask people to go outside when talking on cell phones and business conversations
It was very good and I appreciated excellent sound system
Improve Floranada Road with landscape and sidewalks
Taxes on low-income property? How can they be made manageable?
Ask participants to be quiet so that everyone can hear.
Move forward! Great Job!
Advertise in water bill the month before!
Better visuals. Perhaps more in print. Power point difficult to see unless in front rows.
Get to the point and tell us how it affects the people
Tell details of plans and contacts for each phase with phone numbers
Let the residents be informed of proposed improvements before deciding for them. You always have to find money for what residents want.
Explain the costs of this project - where will the money come from
Have all the persons involved sit up front - not behind the residents who attend the meeting. Parking is a problem.
The refreshments were great. Do it again.
Listing of detailed agenda.
Good forum, possibly have a written agenda. Chairs were not too comfy.
Good job!
Better maps - something you can read!! Especially the handout!
I think you did a great job.
Please include all areas of Oakland Park. Even though you stated areas of slum and blight, we, too, in the Rock Island area need many of the same improvements.

CRA MEETING 9/14/05

QUESTIONS FROM THE RESIDENTS

FINANCIAL
How much and where is the money coming from for this ambitious project?
Sounds like someone is going to make a lot of money. How can I get in on this?
What a pipe dream. Where is the money? Do this within the current budget and no future tax increase in the future. Where is the money coming from?
How much of our taxes will you be using for redevelopment of <u>your vision</u> ?
Does the CRA provide a way to fund some of these projects?
What portion of residential property taxes fund the CRA and LAC. County, state and City?
Was CRA or LAC funds used to fund the improvements on NE 38 St. East of NE 13 Ave.?
A tiny number of people who do not like any change call developers greedy. Explain how developers contribute to the City financially with their projects.
RELOCATION ASSISTANCE
Are there any planned incentives for the residents affected by this?
What is going to happen to the people in the homes where you want to redevelop?
How will you plan to relocate the business to one district?
Where would the industrial area be relocated?
If I own W. Hooper and it is change residential, how are you handling the existing W. H.?
ZONING
How will the industrial property be acquired? If those who don't want to sell, how will it be acquired?
Why high density north of 38 th east of Dixie?
Will Hardy Junk yard and Rays be "out"?
What will happen to the existing residential areas? Will they be converted to town homes?
Why is the density 4/ac at the Watts Estate?
SCHEDULE
What is the time frame of these projects?

What is the timetable for sewers and sidewalks on NE 5 th Ave. off 46 th St.? (south of

Commercial Blvd.)
Why does it take so long? What can be done to expedite the redevelopment? Can we spark redevelopment?
When 38 St will be finished. When 37 St be re-done. Why only <u>dead end</u> ½ block 40 St is being done. What happens to the rest? My driveway is “been path” in 2 or 3 places etc. Work very poor in 38 St. No new projects. Finish the one that is not yet done.
EMINENT DOMAIN
Will eminent domain come into play?
What property do you have pinpointed for Eminent Domain?
Will the CRA use eminent domain? If so, where and for what?
There is major concern about eminent domain. How will the City deal with and explain this issue?
APPEARANCE
Cleanup, fix-up program – how will the City help homeowners who can’t afford to fix up their property either because of fixed income or low income?
I strongly urge the City to REQUIRE FPL to underground electricals, or STANDARDIZE and raise the height of power poles to allow for tree canopy and uninterrupted power and better visuals.
Code enforcement is a concern since in the past there has been a definite adversarial relationship between the City and home property owners.
Will there be underground utilities on the 34 th Ct. streetscape
What are you going to do about the sod farm and other dilapidated building and properties (i.e. the taxi junkyard etc.)? What is the timeframe?
OTHER NEIGHBORHOODS
Why are you staring out your windows and looking past the majority of O.P.?
Why not start on the outlying areas and bring it into a finish at City Hall?
How about the exit off Commercial Blvd. when you talk about beauty?
Decorative wall. Re-zone the Labor Agencies proliferating on Commercial. Bringing an undesirable element to a residential area.
What is the east boundary of the City between Oakland Park Blvd. and NE 38 St., and what are the plans along this boundary?
O.P. exit off I95 is no pretty site. Why start at Andrews?
I see your plans for improvement, but how does it affect or improve my area if monies are allocated for Oakland Park. My address is 2780 S. Oakland Forest Dr.
Why does LAC stop at Oakland Park Blvd.? Would stretching LAC south of

Oakland Park Blvd. strengthen the entry of City?
Can the CRA area be expanded? The ENTIRE NANA AREA is not addressed. NANA brought O.P. nearly 10,000 voters and 4,000 residential tax properties. Why are we invited to CRA meeting? As the paying stepchild who will pay 25% of the funding needed and not even get one of our streets included.
From the presentation, it appears that much consideration was given to improved community development. However, I did not hear of any of these improvements mentioned for the Rock Island Community. When will the Rock Island Community be considered?
What type of development is being planned for the newly annexed area of North Andrews Garden area?
How can other neighborhoods not in the CRA adopt these changes (e.g. the Powerline Road corridor)?
PARKS
How much park space will you actually add? What is your current level of service standard for parks?
Will Harlem McBride Park have bathrooms?
43 RD ST
What type of improvement will be made on 43 St. area?
What specific improvements are being considered for the Harlem-McBride area? How much input will the residents have on these improvements? How will the residents who reside near 43 St. be affected on the City's plan concerning downtown renovations?
WATTS
Re WATTS: Harlem-McBride 5-acre parcel – I've read about developments where homes surround a common green space and cars are restricted to perimeter. Is this the sort of development you would consider?
What small part of residential will be changed to commercial or industrial? Why not build townhouses in the area for low income vs. 20 homes?

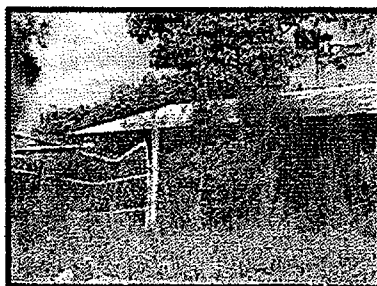
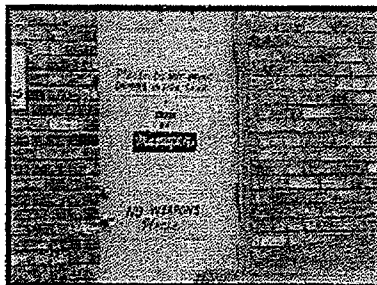
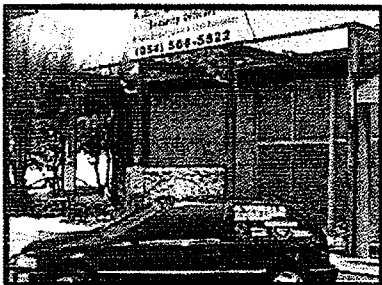
WINN-DIXIE
NE 39 Ct. connecting to Andrews Ave.? Traffic is bad as it is now through residential areas. Won't that create more traffic? Also what about Winn Dixie – are there going to be 6-story condos along Dixie Hwy? How will this affect residents and their homes west of Dixie Hwy. and East of 10 th Ave.? If parking was looked into and resolved first a lot of redevelopment would follow. If not, then a lot of good plans will go by the waste side.
If/when Winn Dixie closes, what could be done to improve the character and shopping at that complex?
PARKING
LAC needs parking structure first. W & E of Dixie. It will allow progressive development faster without as much eminent domain claims.
NE 34 Court west of Dixie Hwy. is not a parking lot for downtown. This is a residential street and needs to remain one.
BIKEWAYS
New connecting roads should have bike paths.
I strongly urge bike lanes be adopted across the City and tie-in with the county bike lanes. N.E. 38 th St. is conspicuously lacking this.
STREETS
Would you consider improving Floranada Road through the proposed design district to connect it to the residential neighborhood to the East?
ADMINISTRATIVE
Who is on the CRA committee and how did they get there?
Why are all the people you introduced standing in the back and not visible?
How can we get minutes of these meetings?
How can I get involved?
Have you considered a property for property trade as a displacement alternative?
What are you guys smoking? Can I be on the “art in public places” committee?
Renaissance Center?
Ft. Lauderdale, Wilton Manors and Dania Beach are embracing redevelopment. Are there any downsides to improving Oakland Park?
Do businesses that are interested in bidding on the upcoming projects have to be registered MBE's or WMBE's?

During the street renovations, what can handicapped persons do to access their homes

if your car cannot be parked in your driveway?
Will RV's / boat trailers and motorcycles be allowed on driveways?
Improving recycling to make mandatory recycling to all business because all businesses make a lot of trash all kind much to be recycled!



Slum and Blight Study City of Oakland Park



Prepared by:
Williams, Hatfield & Stoner, Inc.
March, 2002



*"The Small Town
in the Big City"*

Mayor
Caryl R. Stevens

Vice Mayor
Joseph M. Maus

Commissioners
Layne Dallett Walls
Don Migliore
Larry Gierer

City Manager
John Stunson

Table of Contents

Section 1: Executive Summary	1-1
Section 2: Slum and Blight Study	2-1
Introduction	2-1
Background and Purpose	2-2
Describe The Slum And Blight Conditions.	2-2
Describe The Statutory Basis For Finding Of Slum And Blight In Terms Of Chapter 163, Part III F.S. And Broward County Resolution 99-1398.	2-5
■ Chapter 163, Part III Florida Statutes	2-5
■ Broward County Resolution 99-1398	2-6
Define The Purpose For Creating A CRA.	2-6
Provide Justification As To Why A CRA Is The Only Means To Overcome Slum And Blight.	2-7
Describe The Redevelopment Area And Provide Maps For The Redevelopment Area And For Immediate Adjacent Areas In Terms Of:	2-8
■ Boundaries	2-8
■ Existing Land Use	2-9
■ Future Land Use	2-9
■ Zoning	2-9
■ Contaminated Sites/Brownsfields	2-15
Describe Activities Undertaken To Engage Public Interest In The CRA.	2-15
Describe The Impact Of CRA On Residents And Businesses.	2-16
Describe Public/Private Partnerships.	2-17

Demographic and Economic Analysis	2-18
Describe In Detail Deteriorated Demographic And Economic Conditions And Provide Support Data And Photos.	2-18
Provide Historical Data On Vacancy Rates And Rental Rates For Commercial And Residential Properties In The Redevelopment Area.	2-18
Provide Data On The Population Densities For The Redevelopment Area And For The Municipality And The County.	2-22
Describe Conditions Of Overcrowding, Unemployment, Poverty, Age Of Housing Stock, Affordable Housing, Crime, Economic Distress, Etc., And Compare To Data For The Municipality And The County.	2-22
Construction and Infrastructure Analysis	2-26
Describe In Detail Conditions Of Physical Deterioration And Provide Support Data And Photos.	2-26
■ Residential	2-26
■ Commercial And Industrial Areas	2-30
■ Infrastructure	2-32
Compare Size (Acres) Of Redevelopment Area To Size Of Municipality.	2-33
Describe Existing Infrastructure And Planned Infrastructure Improvements (Including Those Aside For CRA Projects) For Drainage, Roads, Water And Sewer Utilities, Street Lighting, Parks, Etc.	2-34
Describe Existing Plans (Including Those Aside From CRA Projects) For Housing, Commercial And Industrial Site Improvements.	2-34
If The Basis For The Finding Of Slum And Blight Is Faulty Street Layout, Lot Size, Poor Parking, Or Other Physical Conditions, Describe And Quantify The Impact And How A CRA Would Lead To Change.	2-35

Fiscal Impact Analysis	2-36
Provide Data On Assessed Values And Taxable Values Over The Past Three Years Of The Redevelopment Area, The Municipality And The County.	2-36
Provide Data On The Number Of Tax Exempt Properties And Types Of Exemptions.	2-39
Describe How Slum And Blight Have Contributed To A Decline In The Tax Base And How A CRA Can Reverse The Decline.	2-39
Compare The Amount Of Taxable Value In The Redevelopment Area To That Of The Municipality.	2-40
Conclusion	2-40
Section 3: Photographic Documentation of Slum and Blight	
Section 4: Finding of Necessity	
Section 5: Notice Requirements Pursuant to Chapter 163, Part III Florida Statutes	

Section 1:

Executive Summary

On June 27, 2001, the City Commission authorized the preparation of a Slum and Blight Study as the first step in creating a community redevelopment agency for the City of Oakland Park. A community redevelopment area is a district designated by city and county officials as an area of slum or blight. This designation, provided for by the Florida Legislature, gives the local government additional tools that would not otherwise be provided to local governments to revitalize slum or blighted areas. Under this act, the community redevelopment agency (CRA) prepares and adopts a community redevelopment plan for a designated area. After its adoption, the agency is responsible for implementing the plan and providing a means of redevelopment financing. In creating a CRA, the City hopes to generate economic vitality for the area by revitalizing the commercial district and improving the living conditions for the area's residents.

Approximately 1,000 acres of land in central Oakland Park have been identified by this study as having slum or blight characteristics, thus establishing the boundaries of the proposed community redevelopment area. The slum or blighted conditions are generally located within the area bounded by Oakland Park Boulevard, North Andrews Avenue, Northeast 13th Avenue and the northern city limits. Forty-four percent of the City's abandoned housing units are located in this district. The area also includes 74% of the City's total code violations, 117 dilapidated and 24 abandoned structures. In the commercial sections within these boundaries, aging infrastructure, poor drainage, undersized lots and insufficient parking have resulted in a depressed district in need of revitalization.

Over the years, the City has invested heavily in this area to improve the blighted conditions. Following the County's 1981 passage of a resolution identifying slum and blight conditions for a smaller version of this district, the City established a CDBG target area, an associate Main Street program and a Stormwater Utility program within the original study's boundaries. Over the past 20 years, the City has spent millions of dollars in infrastructure and park improvements within the district and has recently secured an \$18.5 million loan to repair and replace the City's aging infrastructure, create public parking lots and provide additional parks and open space. These projects will take place citywide. However, \$13 million of the planned improvements will occur within the proposed CRA boundaries. Finally, the City has taken aggressive action in revitalizing the downtown commercial corridor. With assistance from City staff, Oakland Park citizens have created a master plan for the downtown area. Design guidelines, proposed land development regulations, and a citizen's oversight committee have been created to ensure the document's implementation.

This study establishes the existence of slum or blight conditions within the proposed community redevelopment area even though the City has been aggressive in creating and implementing the programs to eliminate blight in the area. The document clearly identifies the City's need for the additional tools afforded a community redevelopment agency to successfully revitalize this proposed district.

To create the CRA, the City Commission must approve and formally adopt a resolution supporting this document's findings and identifying the necessity for establishing this community redevelopment agency. After its approval by the County Commission, it is the City's responsibility to create a redevelopment plan for the blighted area.

The City, with assistance from its consultants, will create the redevelopment plan to stop the spread of slum and blight within the community in two phases. The first part of the redevelopment plan will be the implementation of several of the goals and objectives outlined by citizens in the Downtown Master Plan to encourage the pedestrian friendly revitalization of Oakland Park's downtown. To succeed in this venture, the City will adopt a new zoning category for the downtown that will allow mixed use developments. The zoning designations within this downtown redevelopment district will be changed to this new zoning category and the City will actively encourage property owners and developers to pursue new developments following these guidelines. Following the adoption of the zoning category and the redevelopment of key parcels in the downtown district, the plan's second phase will focus on various programs to provide quality housing stock, safe and attractive neighborhoods and enhanced social and cultural opportunities for residents and other stakeholders.

A key part in the success of this plan is the development of the fifteen acre Dixie Landmark parcel following these guidelines. This parcel's development has the potential to provide a much needed transition between industrial uses and the downtown commercial district. Its successful development can also serve to establish the pedestrian as an active participant in the downtown experience, which is pivotal in the area's revitalization.

This Slum and Blight Study identifies the drastic measures the City has taken to try to eliminate slum and blighted conditions for the area's residents. It also identifies the need for additional tools to successfully revitalize this significant area of Oakland Park. With the creation of a community redevelopment agency and the subsequent development and implementation of a redevelopment plan, the City will finally be able to eliminate the existing blighted conditions, redevelop the downtown area and preserve the City's tax base for future generations.

Section 2:

Slum And Blight Study

City of Oakland Park

Introduction

The Florida Legislature provides, in Florida Statutes Chapter 163 Part III (as amended), tools for local communities to establish districts to revitalize slum or blighted areas. Under this act, a local government has the power to create a community redevelopment agency (CRA) which is responsible for the preparation of a redevelopment plan for a designated area. Once these plans are adopted by the local elected officials, the agency is responsible for implementing the plan and providing means of redevelopment financing.



Overflowing trash receptacles, deteriorated landscaping and abandoned vehicles contribute to the neighborhood's slum and blight conditions.

On June 23, 1981, Broward County passed a resolution designating the area between Oakland Park Boulevard and Prospect Road and Andrews Avenue and Dixie Highway as an area of slum and blight as defined under Florida Statutes Chapter 163. At the same time, this area was designated by the Florida Department of Community Affairs as an Enterprise Zone under Chapter 220 F.S. These approvals enabled the County to develop a plan which called for freezing the tax base in the designated area at 1984 levels and using the tax increment to pay debt service on TIF bonds. While the County prepared a redevelopment plan for the area in 1986, they opted not to implement the plan or establish a redevelopment trust fund.

Twenty years have passed since the County adopted the original resolution designating the area as one of slum and blight. Since this time, the City established within the previously designated target area an associate Main Street Program, a CDBG target area and a Stormwater Utility Program. In addition to these steps, an \$18.5 million loan through the Florida League of Cities has been acquired to repair and replace the City's aging infrastructure, create public parking lots and provide parks and open space. While these programs affect the entire City, a vast majority of the improvements will occur in the proposed CRA area.

Although the City has taken this aggressive action, the area continues to exhibit characteristics which support slum and blighted conditions. Therefore, the City is proposing to re-establish the CRA district from the original 1981 slum and blight study and increase its boundaries by approximately 30 percent to include additionally deteriorated areas within the City of Oakland Park.

The following document will establish the slum and blight conditions, describe the statutory basis for a finding of slum and blight in terms of Chapter 163 F.S., and provide justification as to why a CRA is the only means to overcome slum and blight in this area.

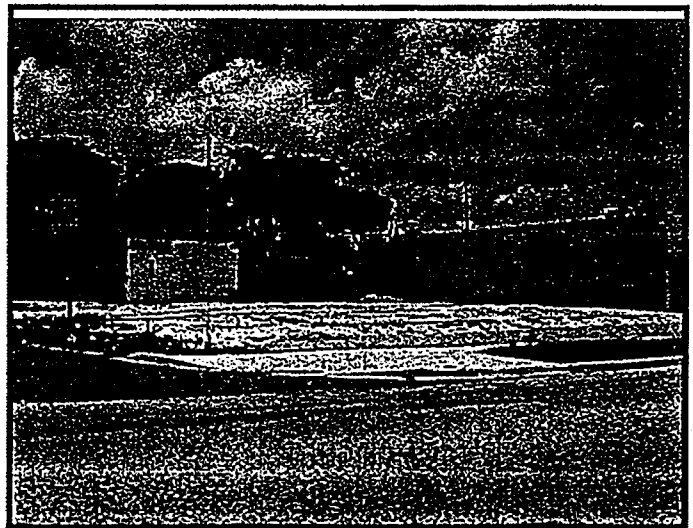
Background and Purpose

The proposed CRA boundary includes a number of partial United States Census block groups. Where necessary, information has been extrapolated to provide the most complete estimate for the proposed area as possible. In some situations, this process provided varying results as data was available for some areas and not for others. The type of data utilized in various sections is clearly identified. Though complete statistical data was not always readily available for the proposed CRA boundaries, visual documentation clearly identifies the slum and blight conditions and the need to establish a CRA for this area.

Describe The Slum And Blight Conditions.

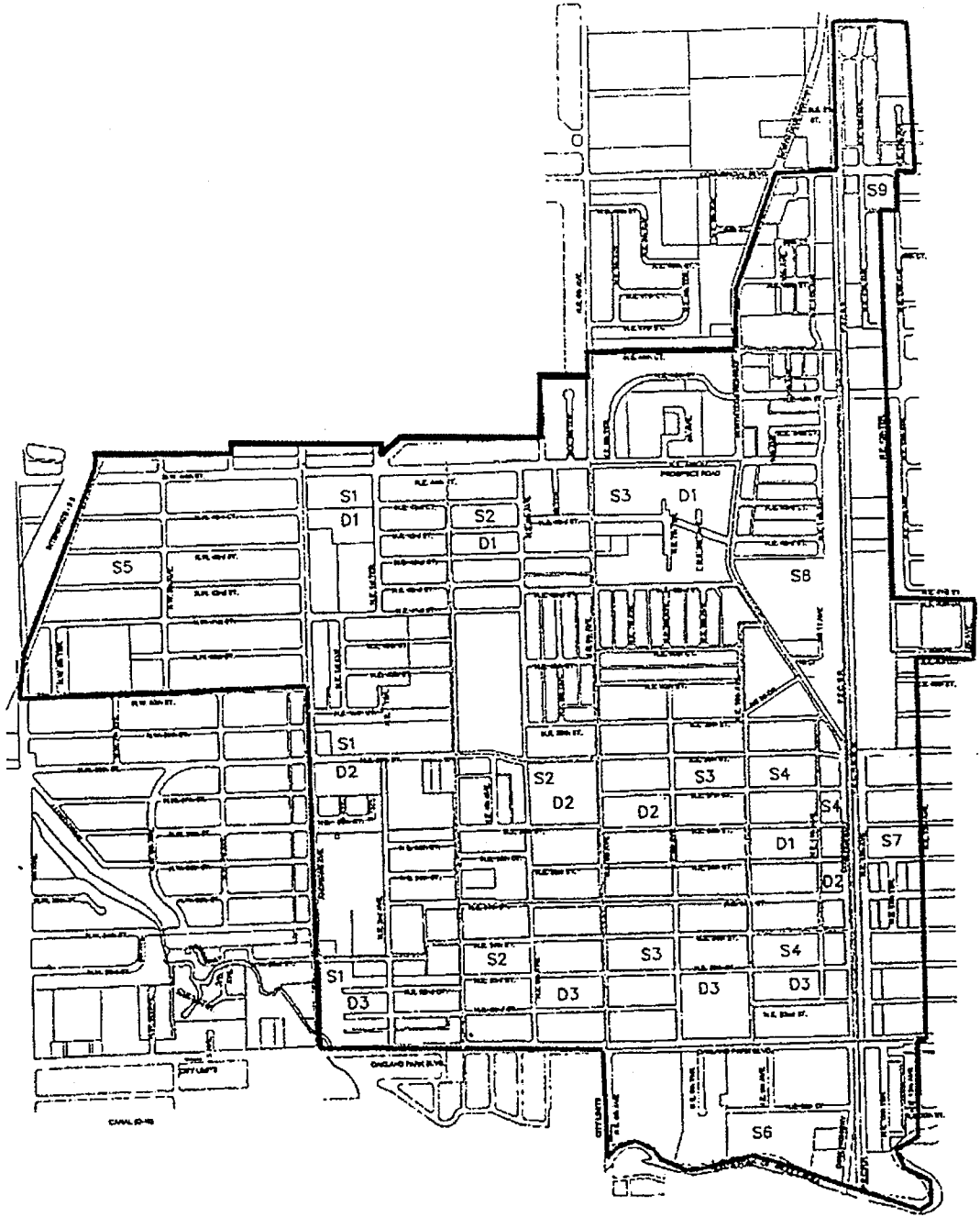
The proposed CRA area is composed of approximately 1,000 acres of mostly residential uses in central Oakland Park. (Refer to Proposed Community Redevelopment Area Map on Page 2-3.) Over 700 acres of the area was previously designated as slum or blighted by Broward County in 1981. That designation made it eligible for treatment as a Community Redevelopment Area under the provisions of Chapter 163, Part III, Florida Statutes. A Redevelopment Plan was written for the Oakland Park CRA in 1986. However, neither the County nor the City established a Community Redevelopment Agency or established a Redevelopment Trust Fund to allow tax increment financing to implement the plan. The remaining 300 acres of the CRA as proposed in this document is composed of a mix of residential, commercial, and industrial uses, along with several community facilities.

The City of Oakland Park established the 1981 CRA as a Community Development Block Grant (CDBG) Target Area. The City has been very successful over the past two decades in receiving CDBG monies for the area. Most of the grant money has been spent on drainage and water line improvements. More recently, the grant money has been used for park enhancements and affordable housing. Despite those efforts, the area remains blighted. The commercial corridor on the west side of Dixie Highway suffers from the effects of under utilized and vacant property, disinvestment by owners, and a predominance of non-conforming buildings. The widening of Dixie Highway

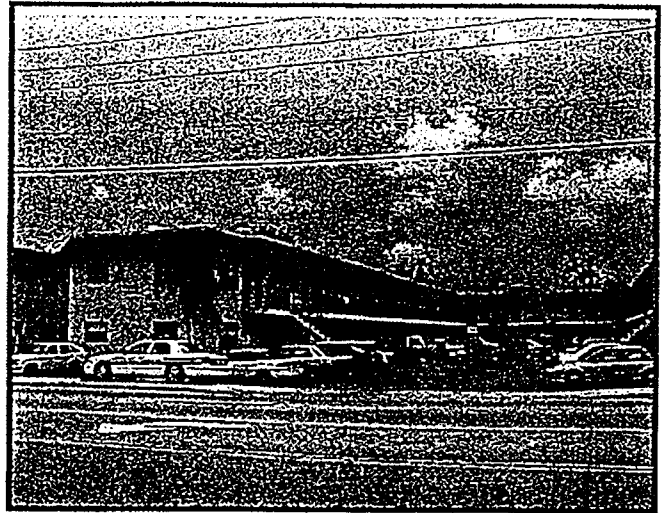


This vacant property along Federal Highway is one of several in the proposed CRA area.

Figure 1
City of Oakland Park
Proposed Community
Redevelopment Area



in the early 1990s eliminated much of the required parking for the businesses along the right-of-way. That resulted in a situation in which the existing uses were grandfathered in with the remaining parking. However, new uses were discouraged because they would have to meet all existing parking requirements. Small lot sizes and diversity of ownership made assembling property difficult, so few new businesses filled the vacant storefronts.



Typical multi-family housing development in the proposed CRA area.

The housing in the CDBG Target Area is predominantly low value single family, although the eastern edge includes medium to high density residential. The multi-family housing is generally low value rentals of varying quality. The single family neighborhoods are burdened by the presence of non-conforming or incompatible uses in their midst. For example, two automotive salvage yards occupy two acres of the Harlem Park Subdivision, adjacent to single family homes and a neighborhood park.

The Prospect Gardens subdivision comprises about 120 acres in the westernmost portion of the study area, between Andrews Avenue and I-95. It is the only residential area in the City that directly abuts I-95. Although zoned R-1, the housing stock includes a large number of non-conforming duplexes, triplexes, and multifamily structures, many of which are in deteriorated condition. Lloyd Estates Elementary School, the neighborhood school for Prospect Gardens, has 70% of its students participating in the free lunch program, another indicator of the distressed economic conditions of the surrounding community.

The portion of the study area east of Dixie Highway includes residential, commercial, and industrial uses. There are also several public buildings and facilities in this sector, including the Oakland Park City Hall, Library, and a U.S. Post Office. A 120-bed homeless shelter for women and children, owned and operated by the Archdiocese of Miami, is located on the eastern edge of the study area.

As indicated in the description above, the proposed CRA area can be characterized as a highly dense and aging district with deteriorated infrastructure and incompatible land uses. These characteristics, which are clearly identified in Section 3 - Photographic Documentation and further described in the study's narrative, coupled with a relatively high crime rate and poor living conditions for the area's residents, clearly establish the need for the proposed CRA.

Describe The Statutory Basis For The Finding Of Slum And Blight In Terms Of Chapter 163, Part III F.S. And Broward County Resolution 99-1398.

■ **Chapter 163, Part III Florida Statutes**

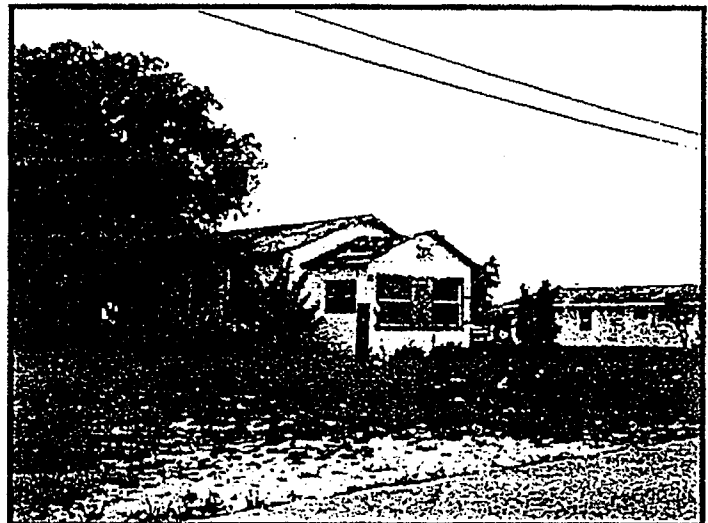
For the local government to establish a community redevelopment agency, a "Finding of Necessity" must be found in accordance with Subsection 163.335 F.S. which states that: "the existence of slum and blighted areas constitutes a serious and growing menace, injurious to the public health, safety, morals and welfare to residents of the state; and that the existence of such areas constitutes an economic and social liability imposing onerous burdens, which decrease the tax base and reduce the tax revenues."

The Florida Statutes continue by defining a blighted area as: "an area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use:

1. Predominance of defective or inadequate street layout;
2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
3. Unsanitary or unsafe conditions;
4. Deterioration of site or other improvements;
5. Tax or special assessment delinquency exceeding the fair value of the land; and
6. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or

an area in which there exists faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction."

As further outlined in the narrative below, the proposed CRA district meets the criteria as outlined in F.S. Chapter 163. Specifically, the proposed district has a faulty lot layout in terms of size and crime statistics show that there are unsafe conditions for the area residents and the citizens of Oakland Park. Site improvements have deteriorated to a point considered to be blighted and a large number of properties have been abandoned. The infrastructure in the area was neglected and, over time, has



One of the many deteriorated houses in the proposed CRA area.

further deteriorated the condition of the proposed CRA area. Furthermore, the diverse ownership of substandard sized lots within the proposed CRA boundaries prevents the free alienability of the subject land.

■ **Broward County Resolution 99-1398**

As a county with a home rule charter, Broward County is required to approve the City's CRA application before the proposed area is formally designated. On October 5, 1999, the Broward County Board of County Commissioners adopted Resolution 99-1398 identifying guidelines to assist cities in establishing Community Redevelopment Agencies within the County. As with Chapter 163 of the Florida Statutes, the County requires that two documents (a Finding of Necessity and a Slum and Blight Study) be submitted to the Board of County Commissioners. This documentation must meet the criteria required by the Florida Statutes as described in the preceding page as well as present a statistical and narrative analysis of the taxable values in a proposed community redevelopment area for at least the three year period preceding the year in which the Slum and Blight Study is prepared. After County staff has reviewed the application, the County Commission, based upon the County Administrator's recommendation, may vote to approve or disapprove the application. If the application is approved, the City is given the authority to create a Community Redevelopment Agency and prepare a Redevelopment Plan.

This Slum and Blight Study will show that the proposed district meets both the requirements as outlined in F.S. Chapter 163 and the additional fiscal requirements of Broward County. It will identify that the building assessments in the proposed CRA area have steadily declined and the total assessment for properties in this area have shown a much smaller increase than that of the City and Broward County. In addition, the study will recognize the conditions of slum and blight in the area and how they have resulted in a declining tax base for the proposed CRA area. This decline negatively affects not only the citizens of Oakland Park but the entire County as well.

Define The Purpose For Creating A CRA.

The City realizes the deficiencies in this target area and has initiated several programs to improve the project area's conditions. Although the City has already committed approximately \$13 million of a Florida League of Cities loan to the infrastructure and open space improvements within the area, that alone will not be sufficient to eliminate the conditions contributing to the blight. It will also be necessary to acquire property, prepare it for development through platting and proper zoning, and convey it to developers willing to build according to the City's vision. However, without the tools afforded a CRA, specifically tax increment financing, the power to condemn and aggregate property, and the ability to enter into agreements with developers, improvement to the area will be limited. In fact, the blighted area has spread, requiring the City to expand the proposed boundaries beyond the area recognized in the 1981 study. The purpose, therefore, in creating a CRA area is to enable the City to have all the tools necessary to ensure the successful revitalization of the central part of the City of Oakland Park, including its downtown commercial corridor.

The goals of these initiatives have been to create economic vitality for the area by revitalizing the target area commercial district and to improve the living conditions for the area's residents by providing quality housing stock, reducing crime, improving the infrastructure and eliminating the incompatible land and zoning uses in the area.

Specific outcomes that the City is seeking from the creating of a CRA are:

- Economic vitality along the commercial arterials of Dixie Highway, Oakland Park Boulevard, Andrews Avenue and Prospect Road;
- Establishment of a traditional "downtown" that is recognized as the City's center of activity for residents and visitors;
- Quality housing stock, both owner occupied and rental, in a mix of price ranges and types throughout the CRA area;
- Safe and attractive neighborhoods and business communities; and
- Enhanced social, cultural and business opportunities for residents and other stakeholders.

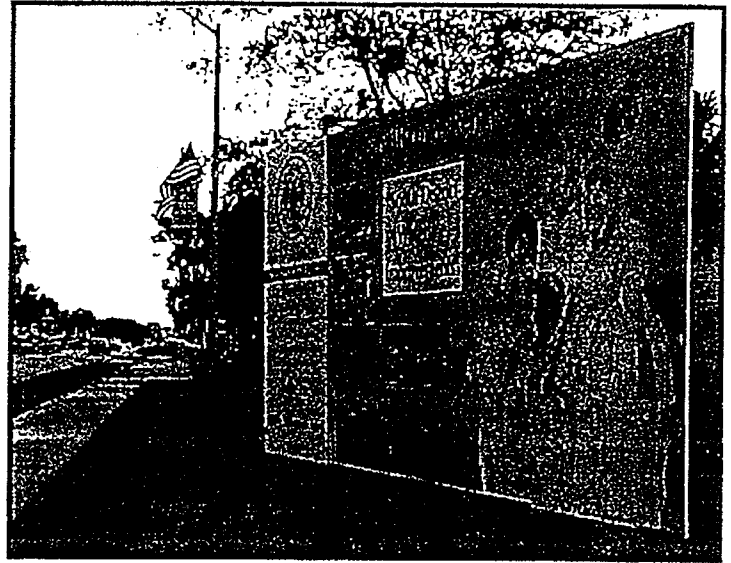


Vacant storefronts along Oakland Park's main commercial corridor are common.

Provide Justification As To Why A CRA Is The Only Means To Overcome Slum And Blight.

Twenty years ago, Broward County identified the Oakland Park target area as an area of slum and blight. The City has since taken measures to improve the area. Virtually all of the City's Community Development Block Grants, averaging approximately \$300,000 per year for the past twenty years, have been invested within the boundaries of the proposed CRA. Money has been invested for infrastructure improvements and an urban design plan and a redevelopment plan were developed to improve the Dixie Highway commercial corridor and eliminate the abandoned conditions. Although the City has taken these measures, the blight continues and has expanded past its original 1981 boundaries.

Recently, the City has further evaluated the conditions which have perpetuated the slum and blight conditions in the area. Additional steps have been taken to improve the area, including the establishment of the Main Street program, the coordination with Broward County Housing Finance Authority to provide infill housing in the residential neighborhood and the investment of \$18.5 million to improve the infrastructure throughout the City, with \$13 million of these improvements located specifically within the target area. Historically, the City's Community Development Block Grant funding has been spent on infrastructure improvements. This area's boundaries are located entirely within the proposed CRA area. To ensure the



Sign identifying one of the many infrastructure improvements currently under construction in the proposed CRA district.

To ensure the success of the above mentioned endeavors, community leaders have concluded that the tools provided to a designated CRA are necessary to successfully revitalize the study area. By assuring the redevelopment of this slum and blighted neighborhood, the health, safety, and welfare of all of Oakland Park's residents will be improved.

The very conditions that cause blight are the reason that only a CRA can resolve many of the worst problems in the target area. For example, the disinvestment by property and business owners on Dixie Highway is due to a combination of small lot sizes, diversity of ownership, inadequate access, and non-conforming parking and other site specific limitations. The City government cannot assemble parcels of land, package them with infrastructure improvements or other developer's incentives and then sell them for private development. A CRA can carry out these activities which will facilitate the revitalization of the area and eliminate slum and blight conditions that have existed for over twenty years.

Describe The Redevelopment Area And Provide Maps For The Redevelopment Area And For Immediate Adjacent Areas In Terms Of:

■ **Boundaries**

The boundaries for the proposed redevelopment area are generally described as: the Middle River and NE 6th Avenue to Oakland Park Boulevard to North Andrews Avenue to 40th Street to I-95 to the northern City limits to NE 6th Avenue to 46th Court to Old Dixie Highway to Commercial Boulevard to FEC Railroad to the Northern City boundary to Commercial Boulevard to NE 13th Avenue to NE 12th Terrace to 40th Drive to 14th Avenue to 40th Place to NE 13th Avenue to the Middle River. (Refer to Proposed Community Redevelopment Area on Page 2-3.)

■ **Existing Land Use**

An examination of the existing land use map indicates a large number of vacant properties. The commercial and industrial uses as they exist in the district are primarily located along three corridors. The area along both Andrews Avenue and Dixie Highway includes industrial and commercial activity while NE 5th Avenue includes solely commercial activity. There are also a large number of commercial properties that are zoned industrial. The Dixie industrial corridor is immediately adjacent to low density residential property. This area of incompatible land uses contributes to the low property values and deteriorated site conditions found in the proposed CRA district. The existing land uses in the eastern quadrant of the proposed CRA area are mostly single family homes. The southern section of the proposed area has a preponderance of substandard lots. There is also a fair share of community facility sites, which include churches, schools and government facilities. (Refer to Existing Land Use Map on Page 2-10.)

■ **Future Land Use**

Future land uses in the Oakland Park target area follow closely the existing land use pattern. The northeast quadrant of the proposed CRA area is entirely industrial and commercial. The central core, west of Dixie Highway, is predominantly a residential district that includes a large range of densities. In this area, there are also several community facility and park and recreation categories. The traffic way corridors of Prospect Road, Oakland Park Boulevard, Andrews Avenue and Dixie Highway are designated commercial. Finally, the industrial areas are located along the FEC Railroad. However, there are several properties of significant size that are designated commercial in this area. In the target area's central core, there is also a significant sized property designated medium density. No pattern is apparent for the medium and medium-high density categories. Rather, it is interspersed west of Dixie Highway. (Refer to Future Land Use Map on Page 2-11.)

Both the Broward County Planning Council and the Broward County Board of County Commissioners have approved a request to approve a local activity center mixed use land use designation. This proposal allows Broward County's smaller communities, such as Oakland Park, to incorporate new urbanism ideals into their existing commercial corridors. If approved by the Department of Community Affairs, this proposal would work in harmony with the tools afforded to a CRA and increase the City's ability to revitalize the area.

■ **Zoning**

The proposed redevelopment area includes a mix of medium-density residential uses along with a significant amount of industrial and commercial areas. There is also a number of community facility designated properties which include several churches, two elementary schools, a park with ballfields and the City's government offices. The industrial uses proliferate along the railroad corridor at the eastern boundary of the proposed CRA district, as well as in the heart of the target area. It is common for these heavily industrial uses to be surrounded by residentially zoned land. The proximity of the industrial uses to the residential properties has a negative impact on the properties and has hindered the City's past revitalization efforts.

Figure 2
City of Oakland Park
Community Redevelopment Area
Existing Land Use Map

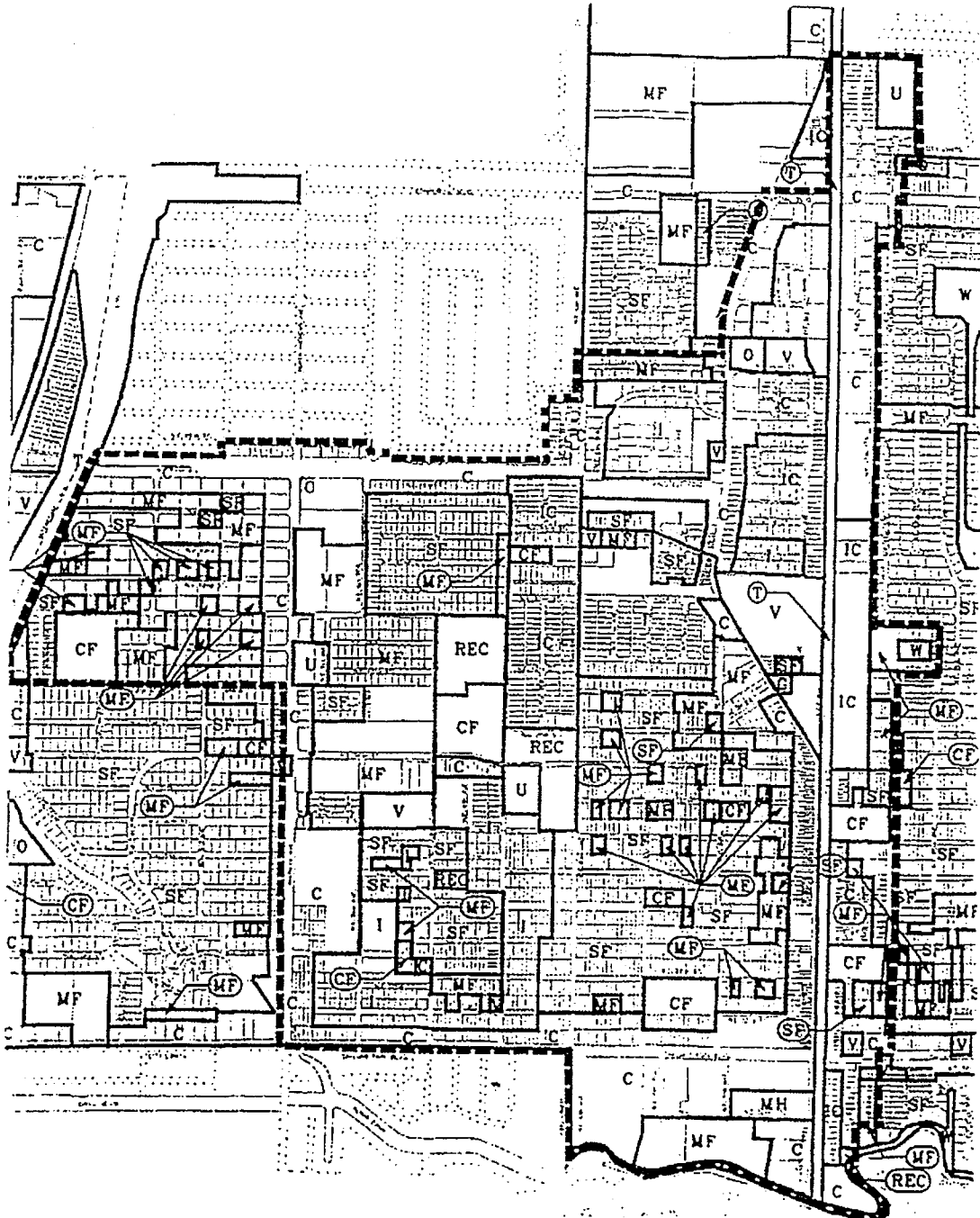
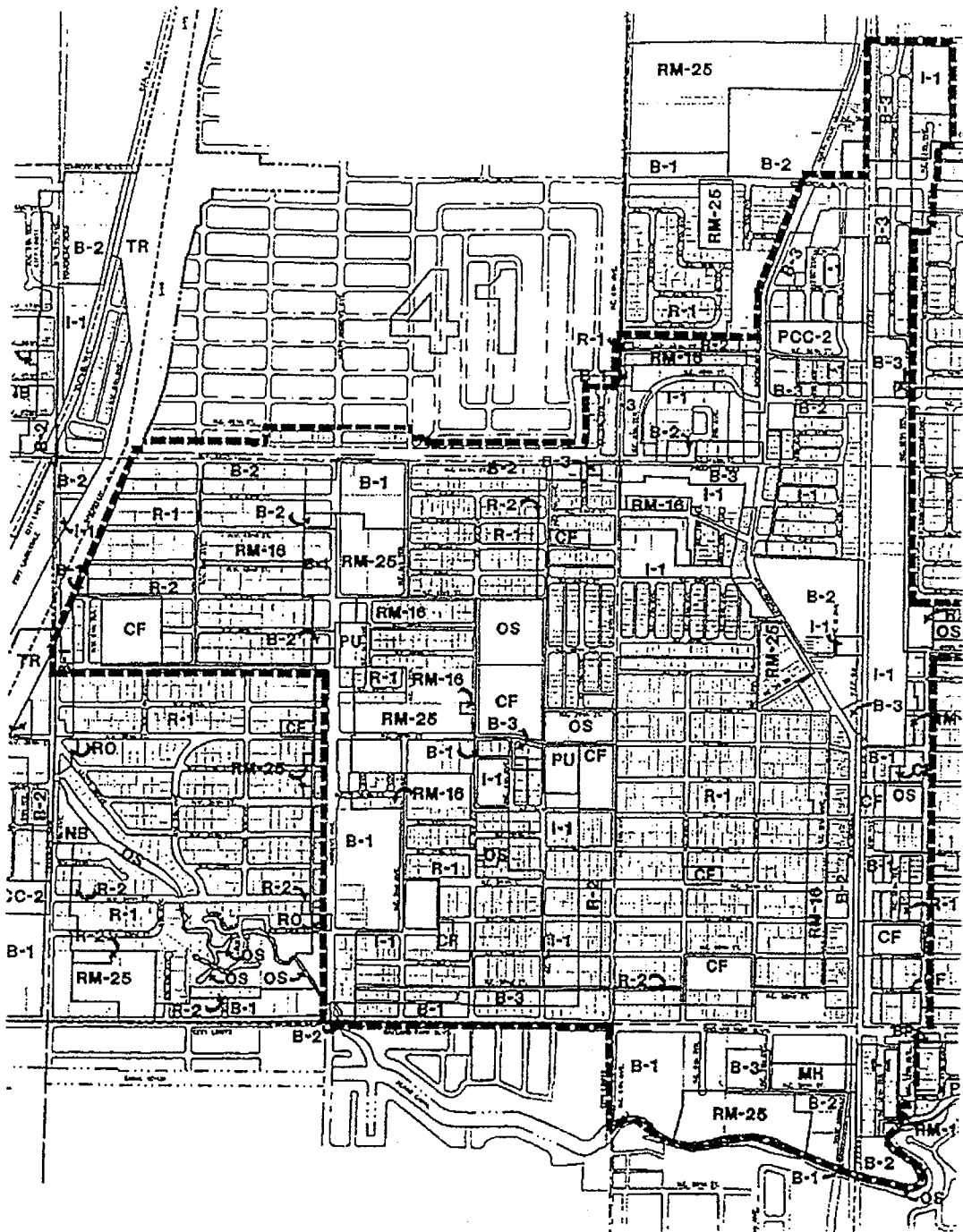


Figure 3
City of Oakland Park
Community Redevelopment Area
Future Land Use Map



The proposed CRA district includes twelve individual zoning categories. (Refer to CRA Zoning Map on Page 2-13.) However, there are 94 individual zoning districts within the target area. The number of districts in this area coupled with the small size of each district, creates challenges for redevelopment programs in the target area. (Refer to Proposed CRA Zoning Distribution Table on Page 2-14.)

Forty-one percent of the proposed district is residentially zoned, 57% of which has a single-family zoning category. The overall density of the proposed CRA is 9.94 persons per acre. This density is much higher than the City (7.14) and that of the County (6.18) (See Demographic Summary Table on Page 2-19. If only the residential properties of the CRA are included in the tabulation, the density of the CRA increases to 25.37 persons per acre. This is attributed to the small lot sizes and multi-family districts included in the residential areas as further described in the following paragraph.

The current City Land Development Code has certain specified minimum lot sizes for each of its zoning categories. The standard minimum lot size for R-1, R-2 and RM-16 districts is 60 feet in width and 6,000 square feet in area. Many of residential lot sizes in the target area are substandard having a width of 40 feet and total square footage of 4,400 feet.



The vacant substandard size lot is commonly found in the proposed CRA.

Thirty-one percent of the proposed CRA area is designated commercial/industrial or commercial and 21% of the area is designated business. Many of the land parcels in these areas share the residential problem of substandard lot sizes. Outlined in the City Code are exceptions which allow for the redevelopment of substandard sized lots in the B-1 zoning category. These exceptions are strictly for the redevelopment of commercial lots in the proposed CRA area. However, by allowing redevelopment of such substandard lots, the problems caused by the outdated codes are perpetuated. Unfortunately, the only other option is to require the lots to be brought up to current codes when redevelopment occurs. This is not feasible as the substandard lot sizes in the area do not support viable development if required to meet current code requirements. This theory is tested when a building is demolished. At this point, the property must meet all current codes. This is not often possible, resulting in poor redevelopment options at best, abandoned buildings or vacant properties at worst.

Figure 4
City of Oakland Park
Community Redevelopment Area
Zoning Map

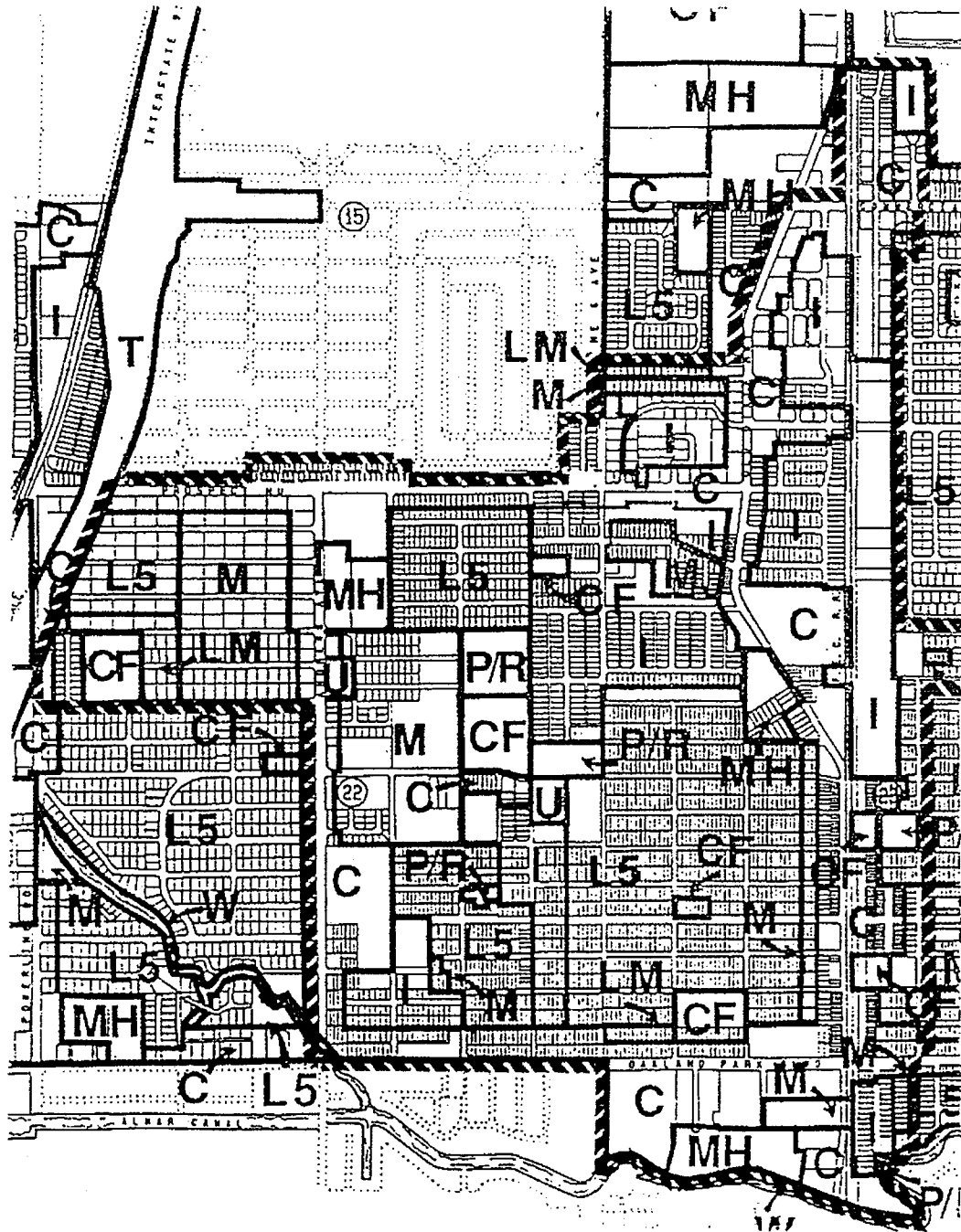


Table 1
City of Oakland Park
Community Redevelopment Area

Zoning Distribution Table

Zone		Acreage	Percent	# Zones
R-1	Single-Family Residential	236	23%	9
R-2	Two-Family Residential	30	3%	6
RM-16	Medium Density Multi-Family Residential	84	8%	9
RM-25	Medium-High Density Multi-Family Residential	65	6%	6
B-1	Community Business	126	13%	11
B-2	General Business	79	8%	12
B-3	Commercial-Industrial	86	9%	12
I-1	Light Industrial	224	22%	10
CF	Community Facilities	44	4%	11
OS	Open Space	19	2%	5
PU	Public Utilities	7	1%	2
PCC-2	Planned Business Center	7	1%	1
Total		1007	100%	94

Adding to this situation is the high degree of ownership diversity in the target area. Revitalization would occur more readily with the grouping of several individual properties to bring about more efficient development patterns. This is a difficult task for the private sector because many of the properties are owned by different individuals or entities. Aggregating properties for redevelopment is an important tool that will be available to the area once it receives CRA designation.

■ **Contaminated Sites/Brownsfields**

There are no sites in Oakland Park that currently meet the State's definition as "brownsfields" sites or areas.

Describe Activities Undertaken To Engage Public Interest In The CRA.

The City Commission first considered the establishment of a CRA in 1981 when it was the subject of a public hearing. On July 2, 1986, the Commission held a public hearing on the 163 Redevelopment Plan created by Broward County. The Commission approved the Plan at that meeting and authorized the Broward County Community Redevelopment Division to function as the Community Redevelopment Agency for the Oakland Park Target Area (Resolution R-86-69). Broward County apparently subsequently opted not to act as the CRA for target areas within municipalities and the plan was never implemented.

Over the years, the City has initiated several studies and implemented many plans to improve and reverse the decline of the target area. For example, in 1992 a Dixie Highway Urban Design Plan was developed which led to a Redevelopment Strategy for Central Oakland Park. In 1993, the City received CDBG funding in the amount of \$110,000 for a Dixie Highway Facade Renovation Program. The grant was utilized for architectural design services and to assist property owners in making improvements consistent with the City's design guidelines. The property/business owners along Dixie Highway were contacted and given the opportunity to participate. However, only one owner chose to upgrade her property under the program.

More recently, in May 1999, the City held a week-long design charrette. More than 100 citizens and design professionals participated in this program with the result being the development of a plan which was presented to the City Commission on August 26, 1999.



Citizens participating in the creation of a "new" downtown for Oakland Park.

The Oakland Park Design Charrette Master Plan was formally adopted by the City Commission on April 5, 2000. The City has invested both time and money to ensure that the goals outlined in this plan are adopted. For example, the City created a staff position and hired an urban design professional to implement the vision of the charrette.

In addition to the creation of this new position, mixed-use Land Development Regulations for the downtown district were developed with assistance from the public. In January, 2001, City staff presented the proposed Land Development Regulations to the City's Planning and Zoning Board at an advertised meeting. Afterwards, an informational meeting was scheduled and advertised within the affected neighborhood encouraging residents and the business community to participate. Upon the completion of revisions suggested from the public and the Planning and Zoning Board, future public informational meetings will be held with the final document being presented to the Planning and Zoning Board and City Commission for its approval and adoption.

In June of this year, the City Commission held two public meetings to explain the process for developing a Community Redevelopment Agency and approving the work product to initiate the procedure. On June 27, 2001, the Commission authorized the preparation of this slum and blight study. The City also holds annual advertised public meetings to solicit public input on proposed CDBG projects. As stated previously, the City's CDBG area is located entirely within the proposed CRA boundaries. Citizens also regularly participate in Main Street initiatives and the Downtown Task Force.

These initiatives identify the extraordinary means that the City has taken to involve the public in the planning process. The City has provided a strong foundation of including the public in its redevelopment ventures and will continue to do so to ensure the success of projects initiated through the proposed CRA.

Describe The Impact Of The CRA On Residents And Businesses.

A finding of necessity for a CRA in this area will greatly affect the residents and businesses of Oakland Park. Approximately 1/4 of the land area in Oakland Park and 1/3 of the City's population is included in the proposed CRA district. The adoption of the CRA will allow City officials the tools needed to stimulate private redevelopment in this area. This will, in turn, increase property values in the area and improve the quality of life for the residents and businesses of the proposed CRA area. With increased property values and improved conditions, the City will be able to focus its time and money on a variety of other issues, therefore improving the quality of life for all residents of Oakland Park.

Describe Public/Private Partnerships.

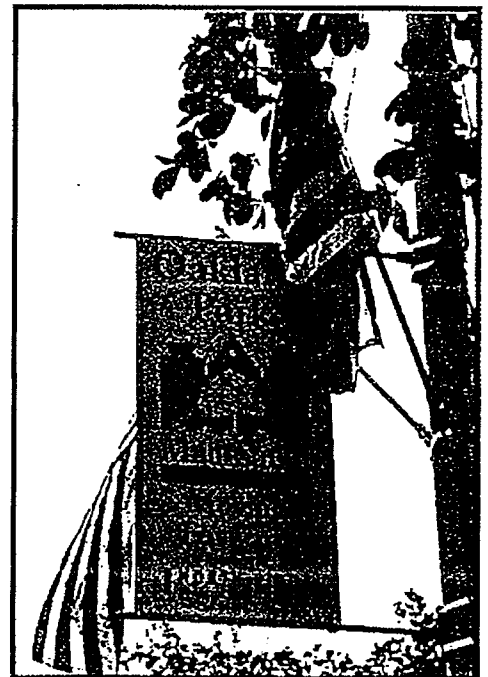
There have been several public/private initiatives instituted in the proposed CRA area. These initiatives can be divided into two categories: commercial and residential. One of the most successful initiatives undertaken for the City's commercial area was the aforementioned Oakland Park Design Charette Master Plan. Citizens and business professionals participated in a week-long event that resulted in a working plan to improve the Dixie Highway commercial corridor, which is entirely located within the proposed CRA district. Further partnerships resulting from the Oakland Park Design Charette Master Plan included the creation of the Downtown Task Force.

This group was formed to develop implementation and funding strategies for projects identified in the Plan and includes volunteers from the community and City staff. Its mission was also to develop the Downtown Land Development Regulations. The City also created a Renaissance Review Committee. This group includes citizens and City officials who review the progress of the projects included in the previously mentioned Renaissance program.

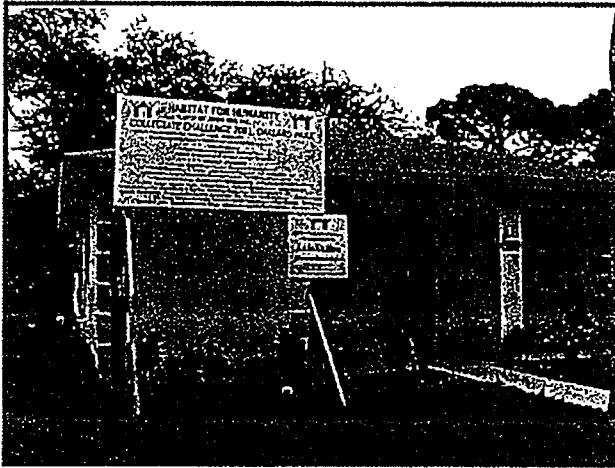
Another public/private partnership initiative located in the proposed CRA area is the City's "Main Street" program. The City, along with a group of local citizens and downtown property owners, decided in 1997 to create a local "Main Street" program and applied to the State for designation as a "Associate Main Street Community." Oakland Park Main Street, Inc. is the resulting nonprofit organization whose membership comprises the downtown businesses, community residents and downtown property owners. In the past two years, Oakland Park Main Street, Inc. has partnered with the City to support downtown revitalization plans, teamed with the local high school to develop light pole banners and a newsletter, and worked with area businesses to establish and/or participate in downtown activities such as Dog Day in the Park, Youth Day and Art in the Park.



Design Charette Master Plan document developed from input of Oakland Park citizens.



They also have plans to establish quarterly block parties in the Main Street district. The "Main Street" district is located entirely within the proposed CRA boundaries.



One of the several Habitat for Humanity homes located in the area.

The City has identified the need to build quality affordable housing for the residents of Oakland Park. To that end, City leaders have encouraged non-profit entities to construct affordable homes in the area. To support this policy, the City has partnered with the Broward County Housing Finance Authority to build 20 low to moderate income homes in the CRA target area. In addition, the City cooperates with Habitat for Humanity by encouraging construction through the waiver of permit fees for Habitat built homes and also by donating vacant lots purchased with CDBG money. To date, the community has constructed several Habitat homes in the proposed CRA area.

Demographic And Economic Analysis

Describe In Detail Deteriorated Demographic And Economic Conditions And Provide Support Data And Photos.

The following demographic information was gathered from the 1990 and 2000 U.S. Census. Wherever possible, the most recent information has been used. The demographic information described below is included in tabular form on pages 2-19 and 2-20.

Provide Historical Data On Vacancy Rates And Rental Rates For Commercial And Residential Properties In The Redevelopment Area.

In 2000, the U.S. Census identified 4% of the residential units in the proposed CRA area as vacant. This includes properties which were for sale or rent, seasonal units and abandoned units. The City's overall vacancy rate averaged 7%, while the County's vacancy rate was 12%. That the vacancy rate was below that of the City and County's, can be explained by the relatively low number of seasonal units, 10%, in the proposed CRA. In comparison, 41% of the City's vacant property was identified as seasonal while the County had 53% of vacant property as seasonal. More telling to the condition of the proposed CRA is the percentage of vacant property considered abandoned. The 2000 Census identifies 21% of the proposed CRA's vacant properties as abandoned. The City has 14% and the County has 16%, respectively. The 1990 Census identifies the median rent within the CRA area at \$424. This was 15% below the Broward County median rent of \$497 and 10% below the City of Oakland Park's median rent of \$471.

Table 2
1990 Census
Demographic Comparison
CRA / Oakland Park / Broward County

	CRA Area ^	Oakland Park	Broward County
Unemployment Rate	?	4.6%	5.4%
Median Household Income	\$21,757	\$27,708	\$30,571
% Population Without High School Diploma	27.9%	18.2%	18.8%
Median Value of Owner Occupied Houses	\$68,225	\$89,200	\$91,800
Median Rent of Rental Units	\$424	\$471	\$497

Source: American Fact Finder at www.factfinder.census.gov

? Unavailable on a block group or tract level from neither the 1990 nor the 2000 census.

^ Based on whole census block groups, which comprise approximately half of the total CRA Area. See 1990 Block Group Map and 1990 Whole Block Group Demographic Table.

Table 3
2000 Census
Demographic Comparison
CRA / Oakland Park / Broward County

	CRA Area	Oakland Park	Broward County
Population	10,017	30,966	1,623,018
Land Area (acres)	1,007	4,333	262,300 •
Density (population/acre)	9.94	7.14	6.18
Number of Households	3,844	13,502	654,445
# of Housing Units	4,017	14,509	741,043
# of Total Vacant Units ^	173	1,007	86,598
% of Units Vacant	4.3%	6.94%	11.68%
# of Units for Rent or Sale	119	456	26,104
% of Rental Households	74%	49%	31%
# of Seasonal Units	18	408	46,470
% of Units Abandoned **	20.80%	14.20%	16.19%

- Broward County covers a total of 775,000 acres. However, 512,800 acres of it are unpopulated Everglades. This area has not been included in our comparison.
- ^ All units are housing units.
- ** Number of abandoned units determined by subtracting number of units for rent, sale, and seal, from total number of vacant units.

Table 4
City of Oakland Park - Community Redevelopment Area
Crime Statistics
County - City - Area Comparison 1998 - 2000

2000											
	Pop.*	Murder	Forcible Rape	Robbery	Aggrv. Assault	Burglary	Larceny	Vehicular Theft	Total Crimes	Rate Per 100,000	Pop./ Total Crime
Broward County	1,623,018	63	930	2,873	5,927	12,631	45,604	9,214	77,242	4,759.2	21.01
Oakland Park	30,966	2	13	96	203	377	1,362	291	2,344	7,569.6	13.21
CRA Area	10,510	0	10	28	68	159	495	94	854	8,125.6	12.31
1999											
Broward County	1,490,289	69	846	2,929	5,874	1,4971	49,080	11,073	84,842	5,693.0	17.66
Oakland Park	28,236	4	14	123	205	554	1,669	393	2,962	10,490.2	9.53
CRA Area	10,322	2	4	29	51	147	376	74	682	6,607.2	15.13
1998											
Broward County	1,460,890	73	857	3,679	6,169	18,308	55,062	11,843	95,991	6,570.7	15.22
Oakland Park	28,087	2	17	155	281	648	1,924	525	3552	1,2646.4	7.90
CRA Area	10,133	0	15	53	84	187	579	141	1059	1,0451.0	9.57

As the housing rental market in Broward County is very strong, the lower than average rental rates support the deteriorated condition of the neighborhood.

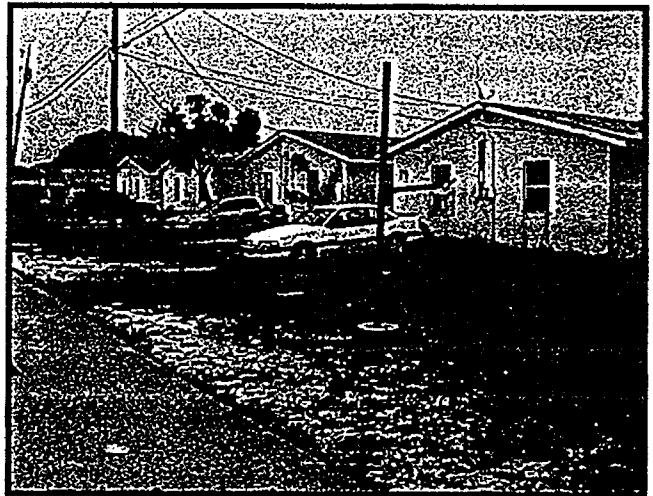
Based on information provided by CB Richard-Ellis Industrial Market Brief for the second quarter of 2001, the average asking lease rate for the Broward County office market was \$20.63 per square foot. While information is not readily available for the proposed CRA area, the average asking rate for greater Fort Lauderdale, exempting the downtown and Commercial Boulevard areas, is \$18.00. This area would include Oakland Park's entire commercial district. City staff recently conducted a brief survey of leasable space within the CRA commercial district and determined that the approximate asking rate for leasable space to be \$8.50 per square foot. This figure is significantly lower than the rate identified by the above-mentioned market brief.

Provide Data On The Population Densities For The Redevelopment Area And For The Municipality And The County.

At 10,017 persons, the population in the proposed CRA area is 23% of the City's total population based on the 2000 U.S. Census data. This correlates to a density of 9.9 persons per acre, which is significantly higher than 7.1 in Oakland Park and 6.2 in Broward County (excluding Everglades acreage).

Describe Conditions Of Overcrowding, Unemployment, Poverty, Age Of Housing Stock, Affordable Housing, Crime, Economic Distress, Etc., And Compare To Data For The Municipality And The County.

The density as described in the above section indicates that there is significant overcrowding in the proposed CRA area. The area has several multi-family structures and substandard single family homes. The substandard lot sizes contribute to overcrowding experienced in the residential neighborhoods of the proposed CRA area. As the lots do not meet current code, setbacks for the properties are lower, adding to the already crowded conditions. The City allows these setbacks to continue to meet the lower standards when redevelopment occurs. This policy, while enabling redevelopment on smaller lots, perpetuates the overcrowded conditions in the area.



Each of these duplex residences is located on a substandard sized lot.

Unemployment figures for the CRA target area were not available. However, the unemployment rate for Oakland Park is 4.6% based on 1990 census statistics. This is lower than Broward County's rate of 5.4%. In the target CRA area, the median household income is \$23,973. This is far lower than the City's median of \$27,708 and the County's median income of \$30,571. This information, along with the percentage of population without a high school diploma (23.1% in the CRA target area),

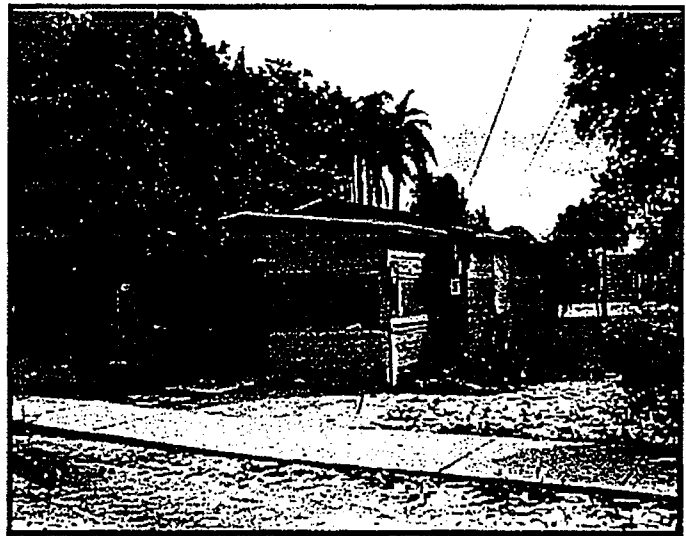
indicates that the target area includes the working poor, those people that hold jobs but have difficulty meeting basic expenses.

Another indicator of the economic distress of the target area is the number of children at area elementary schools that participate in the free and reduced lunch program. In the Oakland Park Elementary and Lloyd Estates Elementary schools, a full 70% of children participate in these federal programs. Both of these schools are located within the proposed CRA boundaries.

The largest concentration of Section Eight housing units within the City is located in the Whale Pond Apartment Complex, which is outside of the proposed CRA area. Excluding this apartment complex, the City has 164 Section Eight housing units. Of these units, 79 are located in the proposed CRA district. (Refer to Section Eight Housing Units Map on Page 2-25.) These housing units are disproportionately congregated in the northwest and southern sections of the proposed CRA area. In addition to the Section Eight households, there are six assisted living facilities which are also located in north west section of the target area. These facilities have a capacity to house a total of 144 persons. (Refer to Assisted Living Facilities Map on Page 2-26.)

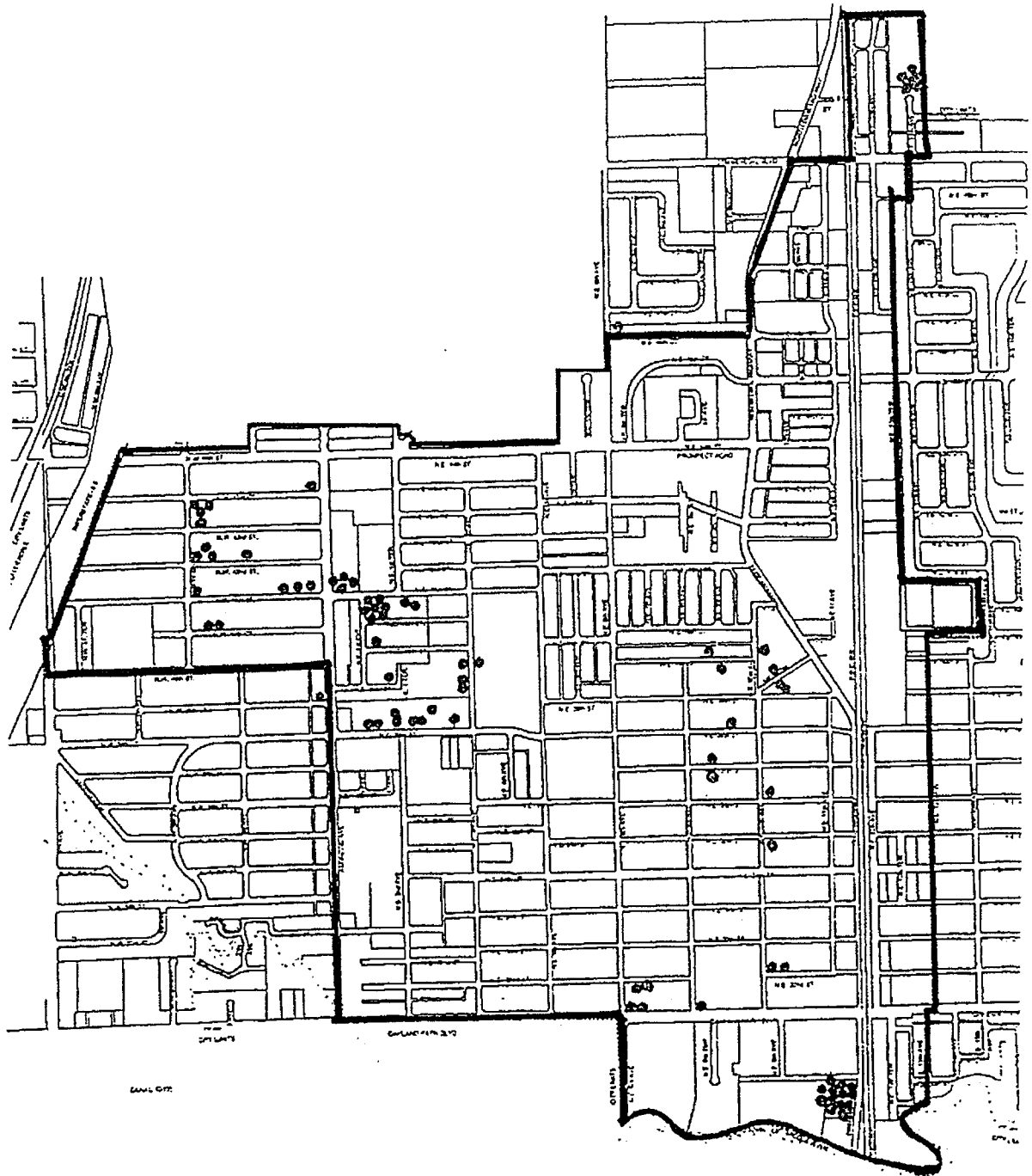
In the year 2000, the City of Oakland Park's crime rate per 100,000 persons was 7,570. This rate was significantly higher than Broward County's rate of 4,759, yet it was still lower than the proposed CRA area which was 8,126. In that year, 77% of the City's rapes and 42% of the City's burglaries occurred in the proposed CRA area. This identifies a distressing trend where the proposed CRA area's crime per 100,000 surpassed similar statistics for the City as a whole. From 1998 through 2000, the crime rate for Broward County is significantly lower than that of the City and the proposed CRA area. The crime statistics utilized in this report are based on 2000 data and include only those properties within the proposed CRA boundary. It should be noted that an average of the population growth of Broward County and Oakland Park was used to estimate the population for the proposed CRA area for 1998 and 1999.

The condition of the homes in the area has an enormous impact to the vitality of the area. A high amount of vacant and abandoned housing indicates a low demand for the area. As discussed previously, 21% of the vacant properties within the proposed CRA area are considered abandoned. Abandoned properties were determined by subtracting the total number of housing units that were for rent or sale (including seasonal) from the total number of vacant housing units in the area. Properties are generally abandoned for a reason. These reasons could include deteriorated condition of housing stock or infrastructure, high crime rate or low job availability in the area. In the case of the proposed CRA area,



This abandoned house is located directly in front of a neighborhood park.

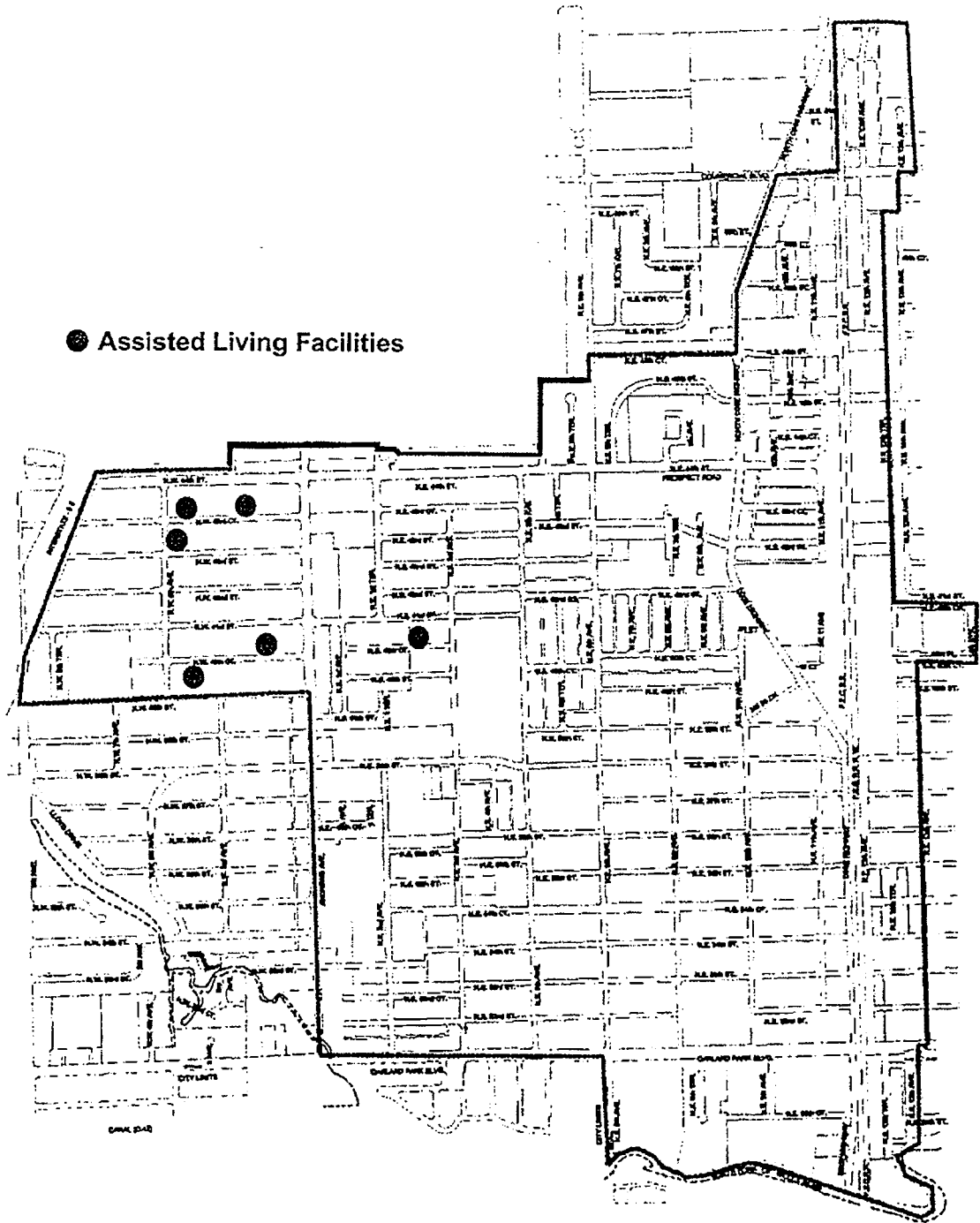
Figure 6 City of Oakland Park Community Redevelopment Area Section 8 Housing Units



N.T.S.



Figure 7
City of Oakland Park
Community Redevelopment Area
Assisted Living Facilities



all of the mentioned conditions apply. These structures are further detailed in the analysis below.

Construction and Infrastructure Analysis

Describe In Detail Conditions Of Physical Deterioration And Provide Support Data And Photos.

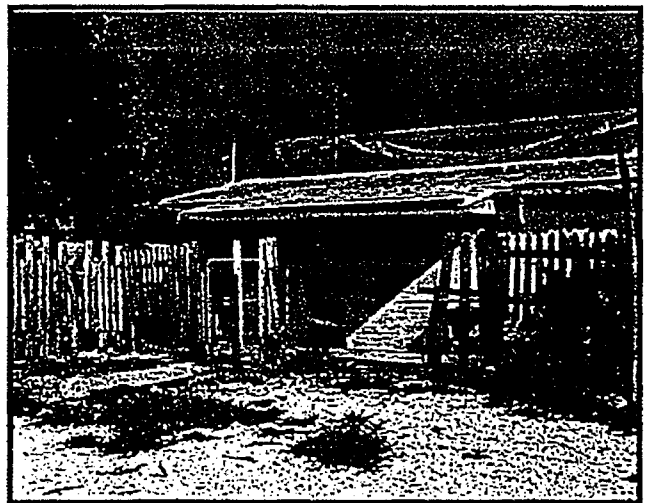
■ Residential

The residential areas of the proposed CRA area include several problems which contribute to the current blighted conditions. Photographic documentation highlighting these problems is included in Section 3 of this document. In this section, the proposed CRA is divided into specific districts with the major problems of each district highlighted and depicted in photographs.

The 1986 Redevelopment Plan that the County created for the original Oakland Park CRA identified the overall housing condition in the target area as standard. Fifteen years have passed since this original plan, with little or no improvement to the plan area's housing stock. This status can be documented through the number of code violations in the area, deteriorated and dilapidated buildings, and vacant land.






The number of code violations in an area is a good indicator of the area's overall condition. The City issued 4,887 citations for code violations citywide from January 1 through August 1, 2001. Approximately, 74% of these violations (3,616) were on properties within the proposed CRA boundaries. Statistics show that for the year 2001, the City is averaging 1.1 violations per acre. However, within the CRA boundaries, this figure jumps to 3.6 violations per acre. (Refer to the Estimated Code Violations Map on Page 2-28.)

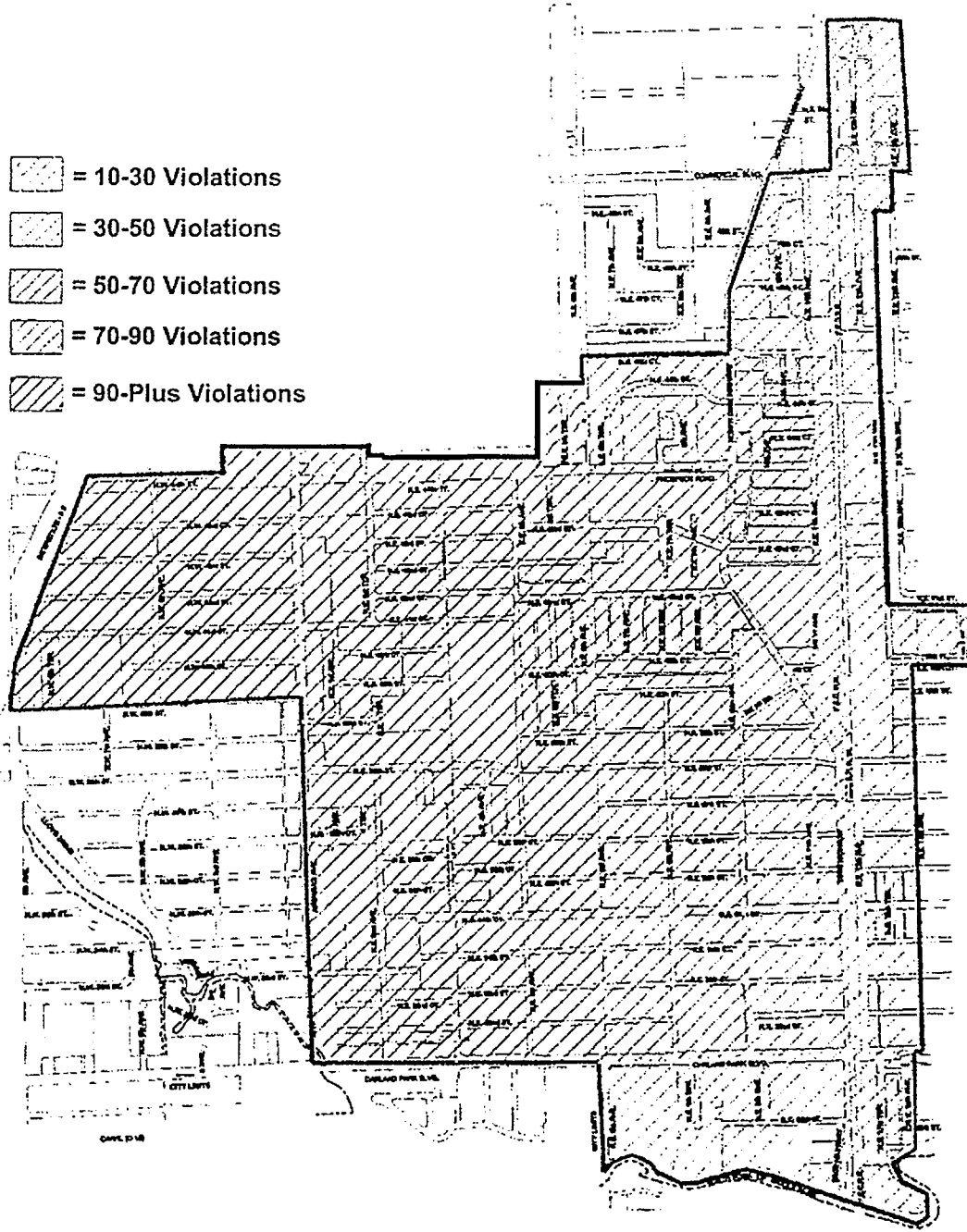
Three separate studies regarding the condition of properties in Oakland Park's target area have been conducted over the past 15 years. The previously mentioned 1986 Redevelopment Plan identified 32 deteriorated buildings and 34 dilapidated buildings in the proposed CRA area. In 1992, a windshield survey was conducted. This survey labeled 50 houses in the area deteriorated and 10 dilapidated. The number of dilapidated houses decreased due to an aggressive stance by the City to have them demolished.



Until recently, a family was living in this unsafe, dilapidated house.

Figure 8 City of Oakland Park Community Redevelopment Area Estimated Code Violations

-  = 10-30 Violations
-  = 30-50 Violations
-  = 50-70 Violations
-  = 70-90 Violations
-  = 90-Plus Violations

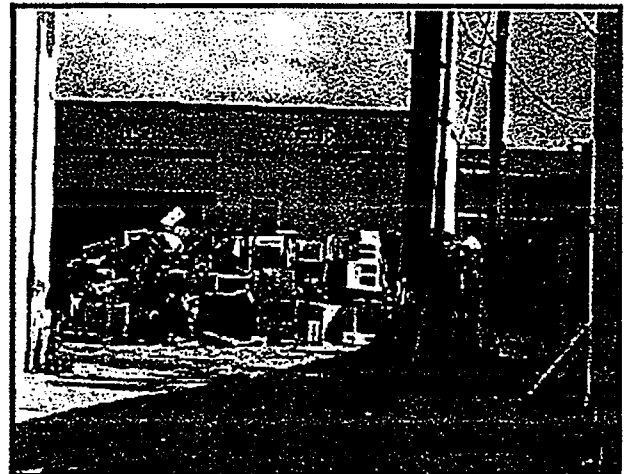


However, during this time, there was a significant increase in the number of deteriorated structures. The increase in the number of deteriorated housing highlighted a disturbing trend for standard housing to decline due to deferred maintenance.

The City staff repeated their windshield survey in 2001 focusing on dilapidated and boarded structures and vacant lots. Dilapidated sites were defined as those structures with major structural problems, visible from the street. Staff also increased the survey area to include the proposed CRA expansion areas. This survey supports the trend established in 1992. City staff identified 117 dilapidated structures in the proposed CRA target area of which 45% were located in the "expansion area" of the original survey conducted in 1986. If nonresidential structures are omitted, approximately 27 dilapidated residential structures exist in the 1986 Redevelopment Plan area. This represents an increase of 170% over the last nine years for the original survey area. Not included in this calculation is the number of boarded/abandoned structures in the area. Staff identified 24 abandoned structures in the target area. Fifty-eight percent of these structures were located in the expansion area. This further proves the theory that the slum and blight identified in the original 1981 study has expanded, supporting the City's request to increase the size of the proposed CRA district. (Refer to CRA Substandard Housing Units Map on Page 2-30.)

In 1998, the City spent 49% of its demolition budget for the removal of unsafe structures within the proposed CRA boundary. These figures rose in 1999 to 91% and then fell slightly to 78% in 2000. This expenditure is remarkable since the proposed district is only 23% of the City's total land area. In addition to the removal of unsafe structures, 50% of the FY 2000 City budget for lot clearing was expended in the proposed CRA district.

There are several factors, other than the structural conditions of the houses that CRA contribute to the slum and blighted conditions of the proposed CRA area. First, the majority of properties in the target area are 40 to 50 years old and require constant care and maintenance. As addressed in the preceding pages, residents in the target area are relatively poor. Therefore, they often have had to forego necessary home repairs and

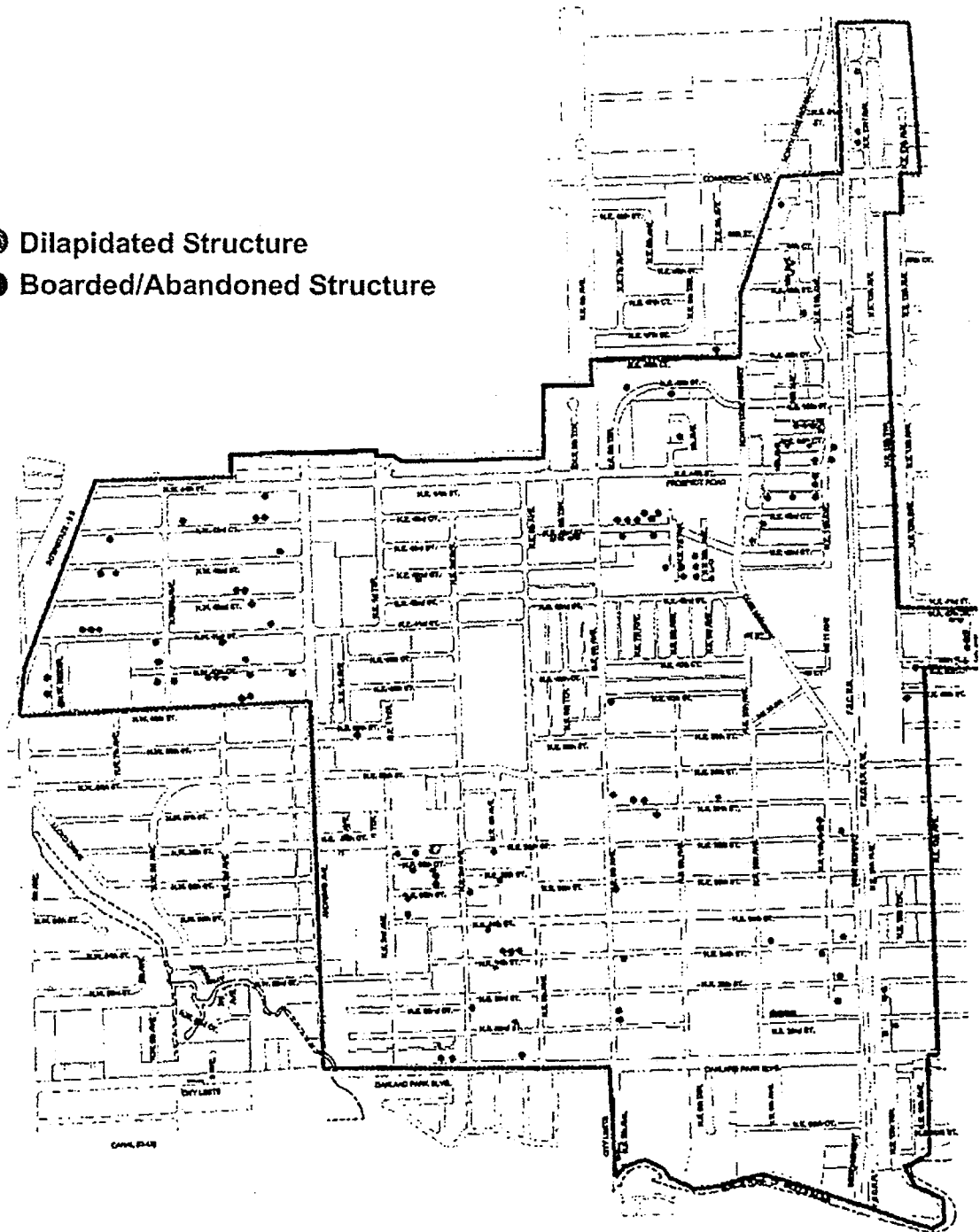


Overflowing garbage dumpsters and illegal dumping are major problems in the area.

general maintenance to concentrate on basic living expenses. Because of this, the majority of the properties in the target area are not properly maintained. In addition, both the amount and size of parking spaces for the multi-family structures are considered substandard by today's society. The proposed CRA area also has many areas in which there is an obvious conflict between commercial and residential properties. The lack of adequate buffer zones

Figure 9
City of Oakland Park
Community Redevelopment Area
Substandard Housing Units

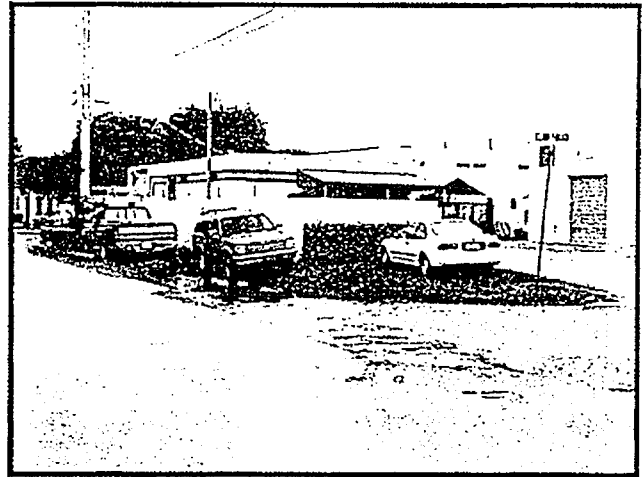
- ⊙ Dilapidated Structure
- Boarded/Abandoned Structure



in these areas contribute to the decline of the neighborhood's residential character. Other conditions which add to the area's decline include improper street lighting, the absence of sidewalks, neglected or absent landscaping and illegal and overflowing trash dumpsters.

■ **Commercial and Industrial Areas**

Commercial and industrial districts in the target area have numerous deficiencies which have led to the area's deterioration. Many areas have inadequate loading zones and also have insufficient parking. This situation causes traffic congestion problems for these and adjacent residential zoning districts. Contributing to the traffic problem is the poor street layout for the commercial areas and overgrown landscaping. This landscaping causes blind corners, placing pedestrians and drivers in danger. In other areas, the landscaping is nonexistent, contributing to the deterioration of the area.



Parking on the right-of-way due to insufficient parking available on commercial property.

Standing water, trash and debris and vacant and abandoned buildings add to the blight of the proposed CRA area.

Much of the industrial area west of Dixie Highway and north of NE 38th Street either abuts residential or includes non-conforming residential uses within industrial zones. The industrial uses are largely businesses such as roofing companies, automotive repair, and construction contractors. The platted lots in these areas are inadequate in size and accessibility for those uses. Most of the industrially zoned lots are 50' or 60' in width and are accessed from local streets not designed for large truck traffic. Many of the structures are deteriorated, especially the single family homes in the area. In recent years, several buildings in the area have been declared unsafe by the Building Official and demolished. The vacant lots resulting from those demolitions create both a threat and an opportunity. The newly vacant property often remains undeveloped because of substandard lot size, diversity in ownership and amount of liens and judgements that cloud titles. These



Overgrown, vacant lots are a key contributor to slum and blight conditions.

vacant lots, in turn, become overgrown and are often convenient places for dumping and

other illegal activities which contribute to the blight in the neighborhood. The vacant lots present opportunities for assembly of property or infill development. The establishment of a CRA for the area would facilitate the City's ability to create opportunities not otherwise available to governments for the successful redevelopment of these parcels.

The Dixie Landmark Parcel (Delegal Farm) is a property which exemplifies the problems existing in the commercial districts of the proposed CRA area. This parcel of land is zoned B-3, which allows commercial and industrial uses and is adjacent to industrial zoned land to the north. Currently, the land contains a single family home on an open site area of approximately fifteen acres. The site borders the FEC railroad and Dixie Highway and is the first property as one enters the commercial redevelopment area from the north on Dixie Highway. The house on the site has been vacant for nearly seven years. There have been a series of land fill projects on portions of the open land over the last few years which have left the land an eyesore. The site is presently lacking any significant aesthetic attributes. The owner has proposed warehouse developments for the site at various times, however, these proposals have been unsuccessful to date.



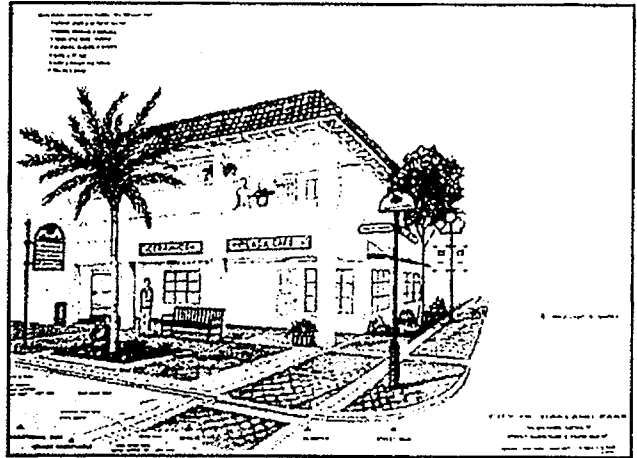
The Dixie Landmark property is unique in that it contains approximately fifteen acres of virtually undeveloped land along the City's commercial corridor. The large size of the property provides flexibility that is unique in the downtown area. To amass such a large parcel of land would be virtually impossible as most commercial lots are relatively small and are under several different ownerships. Even if the properties could be privately aggregated, the land mass would still not match the development potential of the Dixie Landmark property without the vacation of existing roads and rights-of-way. The bureaucratic effort to accumulate property in this amount make it virtually impossible for the private sector and extremely time consuming for the public sector.

In its current condition, this property is a visual blight to downtown commercial corridor and the proposed CRA area. Deteriorating industrial uses, including a warehouse district, are situated to the north of the property. To the south lies a vacant and underdeveloped corridor of commercial properties which constitute the City's downtown district.



The current condition of the Dixie Landmark property serves as a catalyst of blight as its vast acreage does nothing to create interest to the area but instead further disengages the pedestrian from involving themselves in the area. If this property were developed with the proposed warehouse facility, the blight would likely continue and the potential for the success of the City's current revitalization efforts for the CRA area would be significantly diminished.

To ensure that this parcel becomes an anchor to the revitalized Oakland Park CRA and downtown, City staff and the community have included this land in the proposed downtown redevelopment district. What the City envisions for this district is a mixed-use development which encourages pedestrian traffic and creates visual interest to the proposed downtown district. The desired development in this proposed redevelopment district would be two to three stories in height with office and/or residential uses on the second and third floors and retail establishments on the ground floor. A park and attractive public spaces would also be included to further lure pedestrians to the area. Finally, an arts and entertainment district is envisioned as part of the development of the area. This district would further draw visitors to the downtown, generating customers for area businesses. This type of development is essential to establish the pedestrian in the downtown and provide a successful transition from the existing industrial uses to the north to the downtown commercial corridor.



This drawing is a visual interpretation of the proposed downtown development district.

The City realizes that the current zoning and land use designations are incompatible with the above mentioned development. To resolve this problem, the City's Community Development staff has worked closely with Broward County planners to create a mixed-use land use designation for the County's smaller cities. The proposed land use designation has been approved by the Broward County Planning Council and the Broward County Board of County Commissioners and has been transmitted to the Florida Department of Community Affairs for further review. This land use designation, in conjunction with a new zoning category already drafted by the City, would set the foundation for the ability to successfully redevelop the land in the downtown corridor.

■ **Infrastructure**

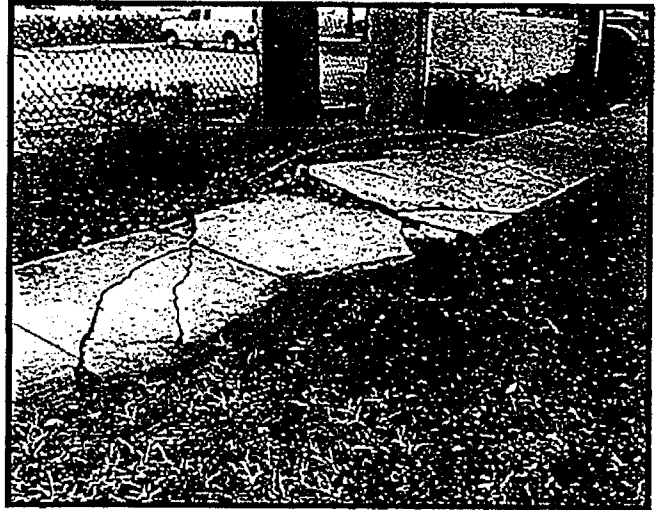
Much of the City's existing infrastructure is antiquated and in many areas in poor condition. CDBG funds have been spent to resolve these conditions for the past twenty years, however the problems caused by insufficient infrastructure persist. For example, the wastewater system pipes in the proposed CRA area are extremely expensive to replace due to the depth

of the line. For this reason continual maintenance of the system is necessary as it is extremely expensive to replace the entire system.

The City of Oakland Park purchases its water supply from the City of Fort Lauderdale. The current water system has some undersized lines which do not adequately supply water for fire protection. In addition to this problem, existing asbestos cement pipe must be replaced as the material is too fragile for today's standards. Finally, many residential properties in the target area have undersized pipes that are 2" - 4" which results in poor water pressure for residents.

Poor drainage is a recurring problem in the proposed CRA target area. The area is not graded for proper drainage as the inlets are higher than the street. This leads to standing puddles of water in anything but minor storms. Following recommendations from the Renaissance Review Committee, the City has outlined a plan to review and update drainage, water and sewer infrastructure throughout the City. Incorporated in the construction of these improvements are streetscape improvements and additional landscaping in the commercial corridor. This area is entirely within the proposed CRA district.

A common feature in the residential areas is the absence of safe sidewalks. The neighborhoods either have sidewalks that are severely broken and are in dire need of repair or have no sidewalks at all. Even the heavily-traveled areas, such as the streets surrounding the elementary schools, have poorly maintained sidewalks.



Conditions such as these are typical for sidewalks within the proposed CRA.

Infrastructure problems in the residential areas also include the lack of proper curbs and gutters. Streets in these neighborhoods are in need of repaving and repair. Street striping is faded or nonexistent. Street lighting is inadequate.

As discussed previously, many of the infrastructure issues are scheduled for repair and/or replacement through the Renaissance Program and are further described below.

Compare Size (Acres) Of Redevelopment Area To Size Of Municipality.

The proposed CRA area is 1,007 acres or 23% of the City's total land area (4,333 acres).

Describe Existing Infrastructure and Planned Infrastructure Improvements (Including Those Aside for CRA Projects) For Drainage, Roads, Water And Sewer Utilities, Street Lighting, Parks, Etc.

The Oakland Park City Commission has identified the achievement of economic revitalization and downtown redevelopment as one of the City's prime objectives. To that end, the City conducted a design charrette to involve citizens in the revitalization process. The resulting Oakland Park Design Charrette Master Plan was adopted by the City Commission on April 5, 2000. The Renaissance Program, a three-year capital improvement program to prioritize the specific infrastructure projects identified in the Oakland Park Design Charrette Master Plan, has been developed. On November 1, 2000, the City secured a \$18.5 million loan from the Florida League of Cities to implement this program. The loan covenants require construction on the planned projects to be completed by December 2003. The Renaissance Program includes funding for the addition of eight new parks, five of which are contained in the CRA target area. Roadway improvement projects included in this project are: the installation of brick paver pedestrian crosswalks and decorative street lights, drainage improvements, landscaping and irrigation replacement and repair, and utility relocations. The downtown will also receive stormwater improvements to reduce the frequency and severity of localized flooding. Other stormwater improvements will upgrade fire protection and potable water service. Inadequate steel and asbestos water mains will be replaced with 15,000 feet of new lines to increase water pressure and improve fire service protection.

In addition to these plans, the City has, over the past several years, heavily invested in park improvements. Improvements have been made to parks within the proposed CRA area to replace aging playground equipment, update restroom facilities and improve recreational facilities. The funding for these improvements has been from the City's CDBG funding, as well as the general fund.

Describe Existing Plans (Including Those Aside From CRA Projects) For Housing, Commercial And Industrial Site Improvements

The City is cooperating with the Broward County Housing Finance Authority to build approximately 20 low to moderate homes in the CRA target area. As discussed previously, the City also assists Habitat for Humanity, encouraging building in the City by waiving permit fees for homes constructed by Habitat for Humanity. The Habitat Homes constructed in Oakland Park have been within the proposed CRA target area.

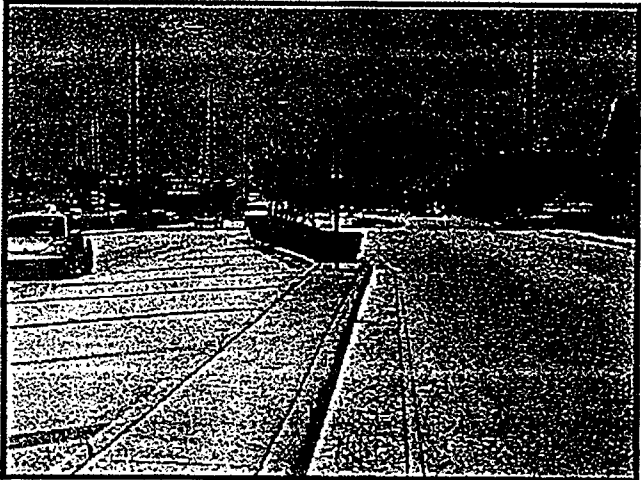
The Bennett Auto Parts Store building was built in 2001 at the corner of 39th Street and Dixie Highway. This building was designed to meet the proposed Downtown Design Guidelines. In addition, a new townhouse development has been approved for the construction of approximately 12 townhome units. These homes will be approximately 2,000 square feet and are currently priced to sell for \$185,000. This project has also been designed to meet the proposed Downtown Design Guidelines.

The existing "Old" Sears Distribution Center has been closed for approximately 13 years. The building contains approximately 185,000 square feet of industrial warehouse space. This site, which is under extensive renovation to enhance the physical structure of building, also follows the proposed Downtown Design Guidelines. The Oakland Park Charrette Master Plan identified this building as key component in the City's downtown revitalization. Future plans for this site may include a mixed-use, public/private development project.

If The Basis For The Finding of Slum and Blight Is Faulty Street Layout, Lot Size, Poor Parking, Or Other Physical Conditions, Describe And Quantify The Impact And How A CRA Would Lead To Change.

The City of Oakland Park was developed following a grid pattern. This pattern is a fairly efficient model in today's society. However, the small size of the existing blocks and the large number of individually owned properties in each block have caused several problems regarding traffic flow and redevelopment. These undersized blocks, specifically in the downtown district, may have as many as ten property owners with many of the individual parcels having as little as 25 feet of frontage. This results in numerous access points along major thoroughfares with no control of ingress and egress to and from the site.

The two principal north-south roads within the study area are Dixie Highway and Andrews Avenue. These also form the spine of the majority of the commercially zoned districts. In both cases the adjacent properties suffer from the after effects of the widening of roadways. Required parking has been lost and the depth of the commercial zoned parcels have been reduced. These losses created non-conforming properties and businesses that cannot be expanded or changed because they cannot meet code requirements. The result is vacant or under utilized property and disinvestment by owners.



View of major thoroughfare in Oakland Park.

Adjacent residential neighborhoods feel the effects of the decline of the neighborhood businesses. The lack of an active business district leads to vandalism and other criminal activity that spills into the residential neighborhood. Those effects, when coupled with the problems associated with incompatible or non-conforming land uses, are devastating to these adjacent residential areas.

As previously indicated, the target area is also riddled with inadequate infrastructure. In addition, both the commercial and residential areas in the proposed CRA district have non-working alleyways. These alleys are a haven for the illegal dumping of trash. Residential properties lack curbs, allowing residents to park in swale areas, exacerbating stormwater drainage problems.

The designation of a CRA in the study area would allow the City to purchase and combine lots to bring lot sizes in both residential and commercial areas to current code standards. Combining these substandard parcels would allow the City to control the redevelopment of the area as to the amount of individual uses within a block. This would eliminate several traffic issues within the downtown corridor. Due to the diverse ownership of properties, this is not easily accomplished by the private sector without government assistance.

The aggregation of property will also reduce the density of the area, bringing it closer to citywide standards. In addition, the City will be able to leverage the monetary improvements already planned for the area through the tax increment financing funds. This will increase the overall investment in the area and allow for more rapid improvement. All of these factors will encourage redevelopment, increase private sector activity and improve the standard of living for the residents of the proposed CRA, the citizens of Oakland Park as a whole and also the residents of Broward County.

Fiscal Impact Analysis

Provide Data On Assessed Values And Taxable Values Over The Past Three Years Of The Redevelopment Area, The Municipality And The County.

Table 5 (Refer to Tax Base Relationship Table on Page 2-37) provides the taxable values for Broward County, the City of Oakland Park and the proposed CRA area for the last four years. This Table shows that the value of the CRA as a percent of the total City value over this time period has been flat. The analysis set forth in the preceding pages of this document clearly identifies that slum and blighted conditions exist in the proposed CRA area. The movement in property value, as indicated in this Table does not therefore follow logical characteristics.

There are two specific issues which are affecting this information. First, the percent of rental residential properties increased from 66.1% in 1990 to 74.2% in 2000. A conversion from owner occupied to renter occupied properties results in the owner's loss of homestead exemptions and a correspondingly artificial increase in the tax base. (Refer to Figure 10 - Percent of Renter Occupied Units on Page 2-38.) This would not account for all of the modest growth experienced over the past several years, however, it would account for a significant portion. In 1980, 51% of the residential units in the CRA were homesteaded - today only 23% are, a significant decline. Over the past few years, there has also been a significant turnover in property in the area. This change in ownership causes residential property values to increase more than the 3% per year otherwise allowed by law. This sales-driven increase in value is a secondary reason that the assessed value information does not show the significant decline to correspond with the other data presented in this study.

Table 5

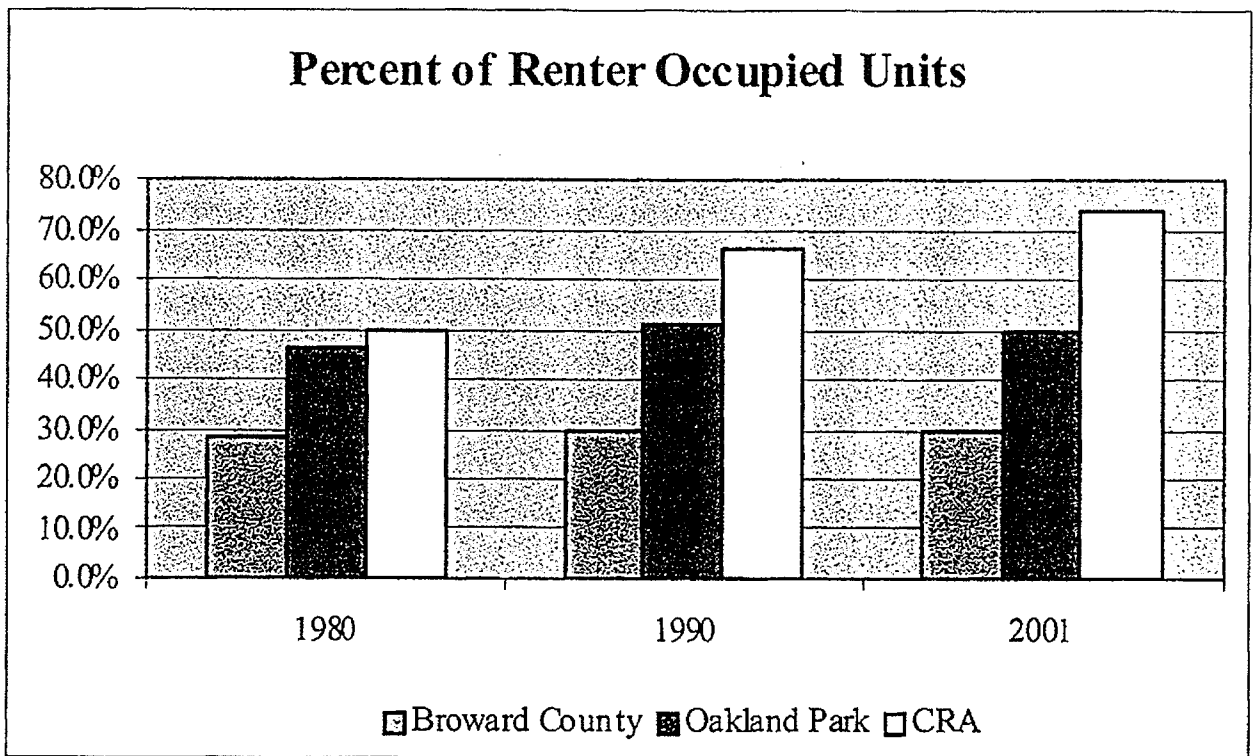
**Tax Base Relationship
City of Oakland Park**

Year	Broward County Taxable Value (\$ millions)	City of Oakland Park Taxable Value (\$ millions)	Percent of County	CRA Taxable Value (\$ millions)	Percent of City
1998	\$ 60,356	\$1,045	1.73%	\$ 329	31.49%
1999	\$ 65,587	\$1,099	1.68%	\$ 354	32.18%
2000	\$ 70,294	\$1,181	1.68%	\$ 375	31.79%
2001	\$ 75,882	\$1,321	1.74%	\$ 417	31.54%

Source: Appraisers Office of Broward County

CRA Totals: A compilation of the folio numbers identified by staff members of the Community Development Department using source data from the Appraisers Office of Broward County.

Figure 10



Provide Data On The Number Of Tax Exempt Properties And Types Of Exemptions.

There is a total of 2,832 tax folio numbers within the proposed CRA area. Approximately 5% of these (137) are designated tax exempt. The largest tax exempt category in the proposed CRA district is government related. Thirty-six percent of exempt properties are owned by government: the City of Oakland Park (24 properties); the federal government (17 properties) and miscellaneous government (9 properties). The next largest tax exempt category, with 30% of exempt parcels in the City, is religious institutions. There are 41 properties having exempt status because they are owned by a religious institution. Also notable is the number of properties that have claimed senior exemption. Nineteen properties, totaling 14%, claim a senior exemption.

Describe How Slum And Blight Have Contributed To A Decline In The Tax Base And How A CRA Can Reverse The Decline.

Traditionally, the property appraiser determines the value of a property based on the market demand of the area, condition of the property and a comparison price of similar properties in the area. As previously discussed, the residential section of the proposed CRA area includes small substandard sized lots that do not readily support current market rate housing. The infrastructure in these neighborhoods is substandard and the condition of neighboring homes is steadily declining as the number of dilapidated and abandoned homes in the area increase. The decline in the condition of properties can also be attributed to the high percentage of rental properties in the proposed CRA (74%). The fact that the proposed CRA has 27% of the City's residential units, but accounts for only 19% of the City's residential values is yet another indicator as to how the slum and blight characteristics have contributed to a decline in the tax base. Together, these factors contribute to a low market demand which is exemplified by the increasing number of vacant lots that remain undeveloped despite the strong economy the nation has enjoyed over the last several years.



Boarded and vacant home located within proposed CRA area.

Similarly, in the commercial areas, substandard lot sizes provide poor redevelopment options. In its current state, vacant land cannot be redeveloped to its highest and best use due to the inability for these small lots to meet the requirements of the current City codes. Aging and neglected infrastructure exacerbate these problems. Furthermore, the deteriorated condition of the area's neighborhood provides an unstable market which does not support redevelopment. As this area includes 31% of the City's total tax base, all citizens of Oakland Park are negatively affected by these conditions. Broward County residents are negatively affected as well since a portion of the City's property tax is included in the County general fund.

The City has begun the process to stop the decline of the proposed area. However, there are certain tools available to community redevelopment agencies that would encourage reinvestment in the area. With the creation of a CRA, the City would be able to condemn and aggregate property. This would support redevelopment that could meet current development standards and would greatly improve their existing market value, thus increasing the area's tax base. Also important to reverse the decline of the tax base is the City's ability to establish a tax increment financing district within the CRA. By reinvesting the tax increment in the specific area, the CRA will hasten the revitalization efforts already underway. This will enhance the ability of the City to focus on programs and projects requiring the highest level of attention to include infrastructure improvements, vacant and abandoned properties, crime abatement and overall revitalization.

Compare The Amount Of Taxable Value In The Redevelopment Area To That Of The Municipality.

The 2001 taxable value for the City of Oakland Park is \$1.32 billion. The taxable value in the proposed CRA area is approximately 31% of the City's total value or \$.42 billion.

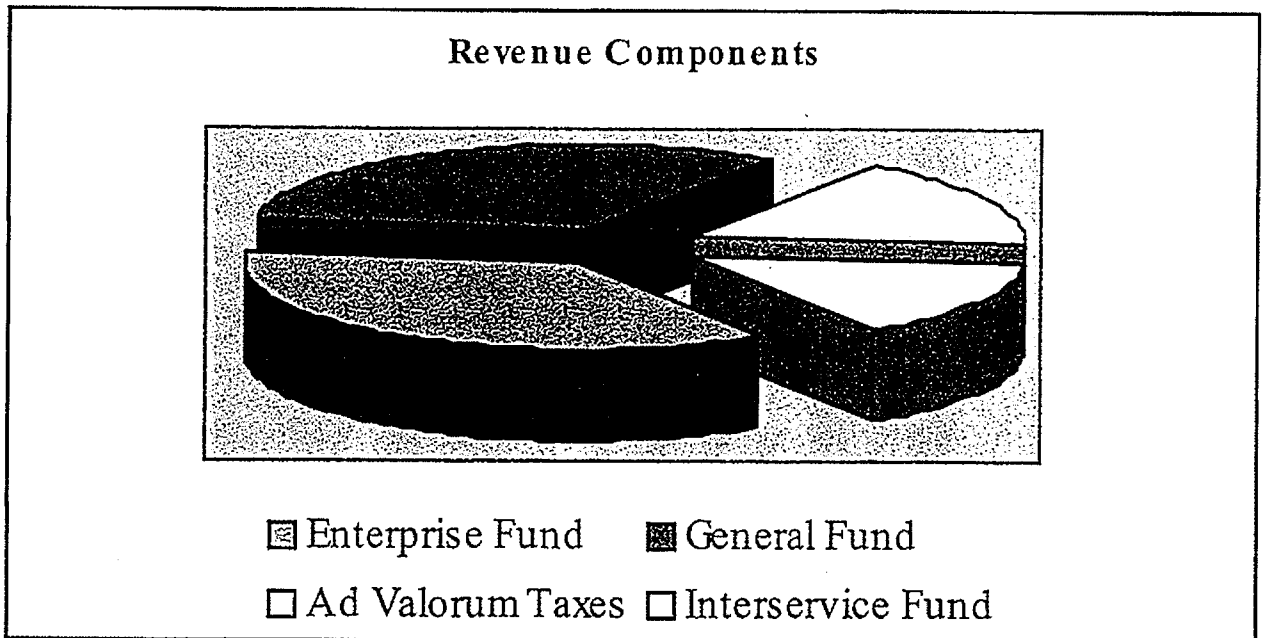
The fiscal impact of the tax increment on the City's current and future operating budget will be insignificant, despite the implied impact of the above percentage. Ad valorem tax revenues in Oakland Park, like many of Broward County's municipalities, represent a small portion of the City's operating budget. (Refer to Figure 11 - Revenue Components on Page 2-41.) In absolute dollars, the proposed CRA's full contribution in 2001, based on its aggregated assessed value, represented only 5% of the City's \$50.5 million operating budget. The designated CRA area, as a direct result of its continued decline, demands far more services and dollars than its tax base contributes. The fiscal impact of the future loss of the tax increment from the proposed CRA on the overall city operating budget will be minimal.

Conclusion

The Florida Legislature provides, in Florida Statutes Chapter 163 Part III (as amended), tools for local communities to establish districts to revitalize slum areas. The Florida Statutes define blighted area as: "an area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use:

1. Predominance of defective or inadequate street layout;
2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
3. Unsanitary or unsafe conditions;
4. Deterioration of site or other improvements;
5. Tax or special assessment delinquency exceeding the fair value of the land; and
6. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or

Figure 11



an area in which there exists faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction.”

The City has proven in this document that it meets these criteria by identifying:

- That the proposed CRA area has substandard lot sizes which result in overcrowding and poor redevelopment options;
- That the population density in the proposed CRA is much higher at 9.94 persons/acre than that of the City (7.14) or County (6.18),
- That dilapidated housing in the proposed CRA area has increased over the last nine years by 170%; and 45% of the substandard housing is located in the proposed CRA expansion area;
- That infrastructure is substandard and is in continuous need of replacement and/or repair; and
- That 74% of the properties within the CRA are rental, as compared to 49% in the City of Oakland Park and 30% in Broward County.

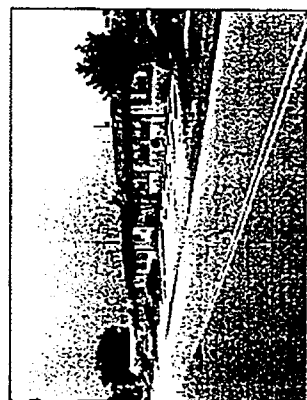
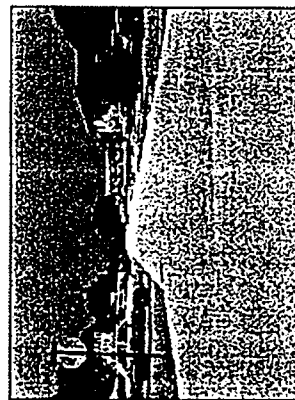
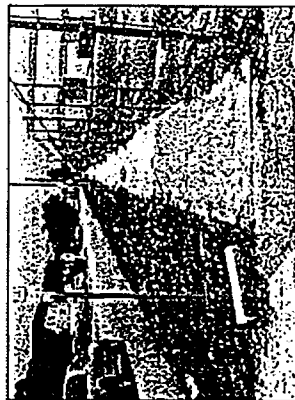
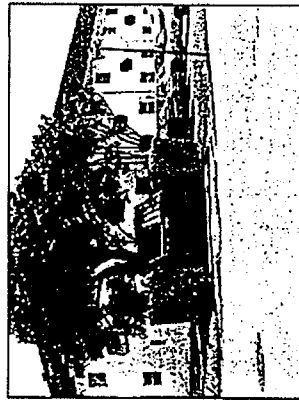
The proposed area is obviously in decline despite the City’s aggressive actions to reverse this trend. This document also outlines the steps that the City has taken to improve the area and stop the spread of deterioration. These steps include:

- The investment of millions of CDBG dollars for the improvement of infrastructure in the proposed CRA area;
- The creation of an Associate Main Street Program, whose boundaries are located entirely within the proposed CRA area;
- The adoption of the Oakland Park Charrette Master Plan and the development of proposed Downtown Design Guidelines; and
- The acquisition of a \$18.5 million dollar loan to begin citywide infrastructure improvements, of which \$13 million is being spent within the proposed CRA area.

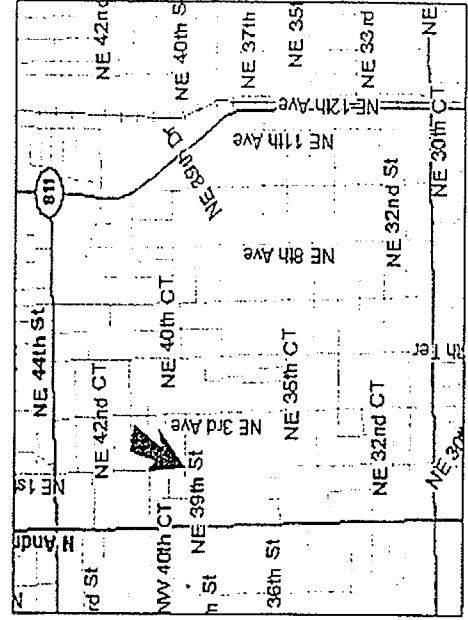
Twenty years have passed since the County originally recognized this part of the City of Oakland Park as an area of slum and blight. The City has shown through statistical data that, in 2001, the area still qualifies as one of slum and blight. The City has also shown that the area has not been ignored. The City has taken aggressive measures to invest in the area for the betterment of the community. The foundation is set for the revitalization of the proposed CRA area. The area must be designated a CRA to give the City the necessary tools to ensure the successful revitalization of the study area, thus preserving the City’s tax base for future generations.

SECTION 1, DISTRICT 1
Residential area

CRA study



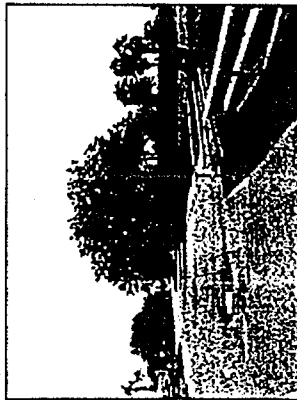
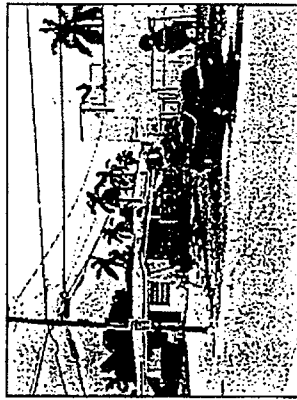
- This area is composed of multi-family dwellings and single family homes, which either have no sidewalks or they are unsafe, cracked and broken.
- There is also an evident lack of curbs and gutters throughout the area, as well as poor, faded, or no street striping.
- Also visible in this area are poorly placed dumpsters, a lack of green space, and proper street lighting.
- Building designs are outdated with poor maintenance and color schemes.



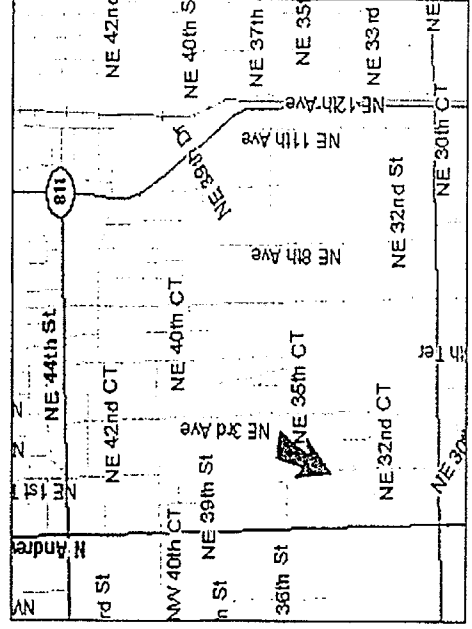
SECTION 1, DISTRICT 2
Multi-family/light commercial



CRA study



- This section is characterized by multi-family homes surrounded by commercial businesses and the City's ball fields.
- Outdated and unmaintained parking along the ball fields as well as the lack of proper lighting are visible. Also noticeably lacking are proper safeguards between parking and pedestrian amenities.
- Unsafe, outdated, and improperly placed street furniture line the main thoroughfares.
- There is also unsafe, antiquated housing structures located in the area. These buildings add to the economic decline of the area
- Adequate buffer zones between mixed use areas are also lacking.

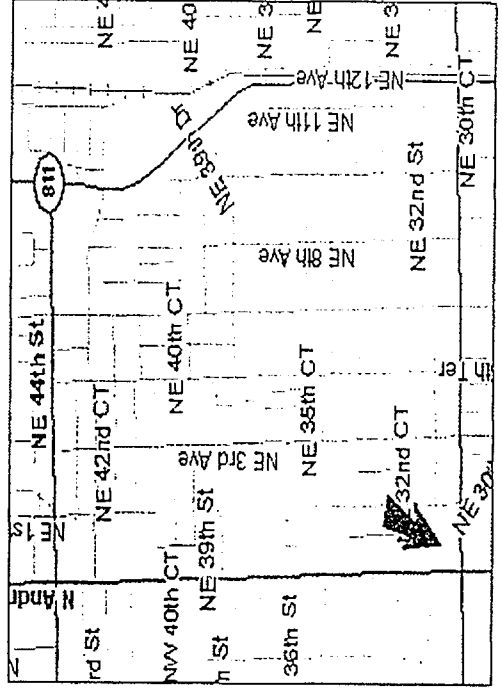
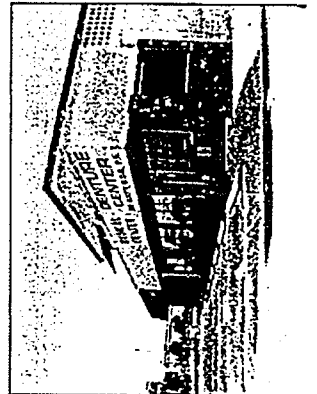
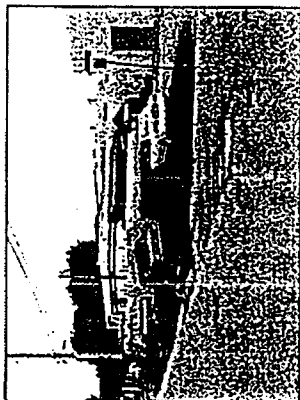
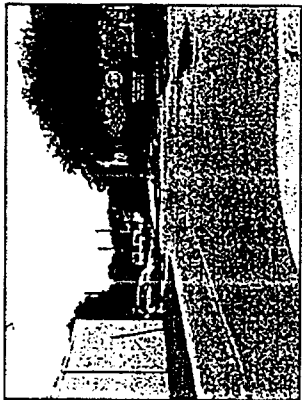


SECTION 1, DISTRICT 3
Light industrial/business



CRA study

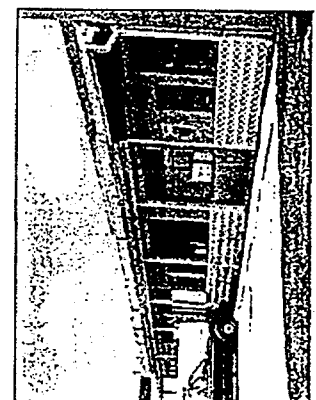
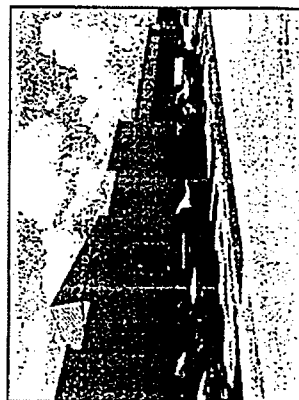
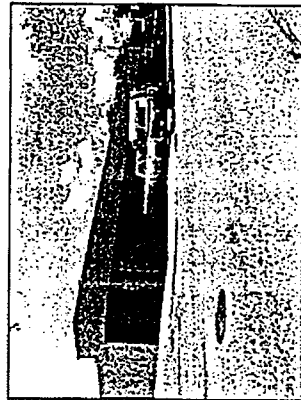
- This area is made up of primarily 1960's style warehouse and small business structures.
- Street layout in the area is poor, consisting of blind corners, hidden driveways, no striping, and narrow lanes. Street repaving is also needed throughout the area.
- Clearly needed in the vicinity are appropriate loading/unloading zones, as well as more adequate parking.
- There is also a need for more unified and updated building facades and signs.



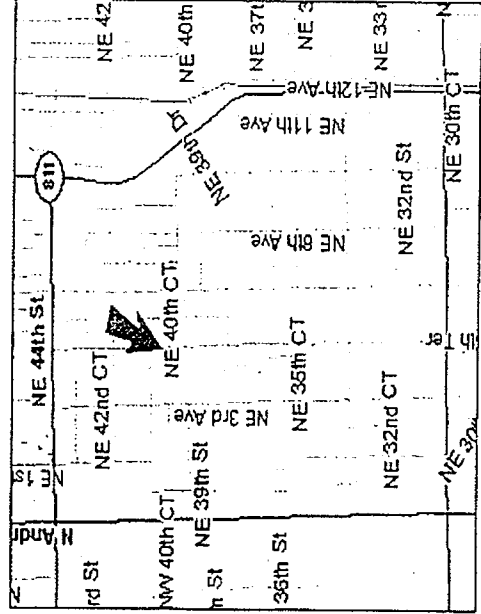
SECTION 2, DISTRICT 1 Commercial/warehouse area



CRA study

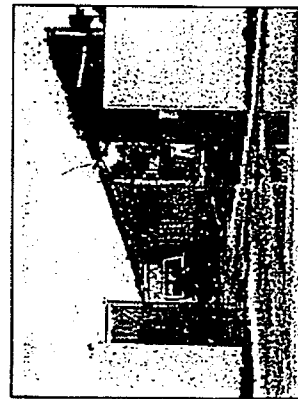


- There is abundant evidence of sight deterioration and blighting conditions in this area.
- Existing are a number of dilapidated buildings in need of major repair to bring back into current code requirements.
- The pattern of development in this section reflects commercial facades and signage that are generally unplanned and uncoordinated.
- Instances of unmaintained and unmanicured landscaping throughout the area are causing unsafe traffic and pedestrian flows, such as blind corners.
- The area is also riddled with improperly disposed of trash/debris and standing water.

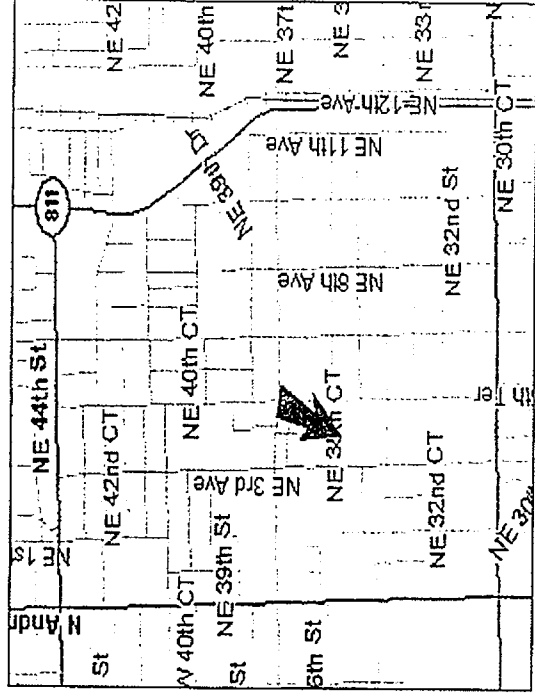


SECTION 2, DISTRICT 2
 City park and commercial business

CRA study

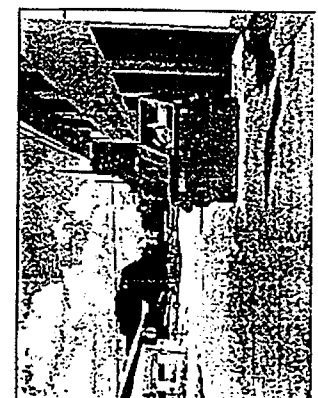
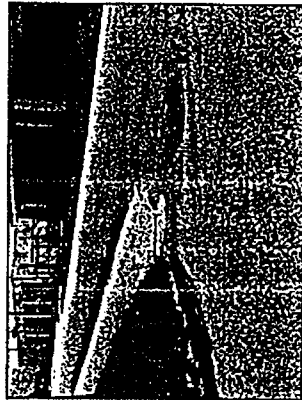


- This section is characterized by multi-family housing, commercial/light industrial warehouses, and one of the City's parks.
- This particular park is a jogging/walking track that is open 24 hours a day. Seeing that it is open during this time frame, more adequate lighting is needed. The lack of proper paved parking is also very apparent here causing dangerous points of ingress and egress from the park.
- Directly behind the park to the west, and adjacent to a residential area is a non-conforming junk yard.

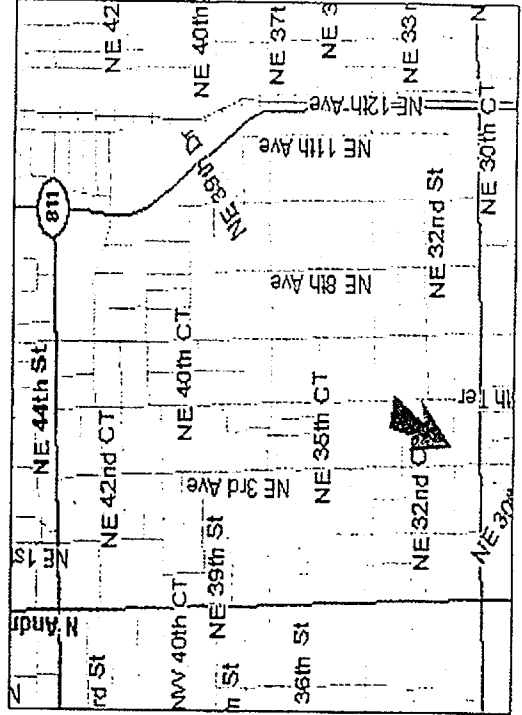


SECTION 2, DISTRICT 3 Residential/light industrial

CRA study



- A feature of this area is the obvious conflict between commercial and residential properties. The shortage of adequate buffer zones in the area adds to the decline of the residential character.
- Existing problems of this district include inappropriate loading/unloading zones, and improperly located dumpsters.
- The surrounding streets are in dire need of repair, as they are uneven, cracked, and broken. Also in need of attention are the unsafe sidewalk connections to the streets.
- Also visible is the need for proper curbs and street striping.

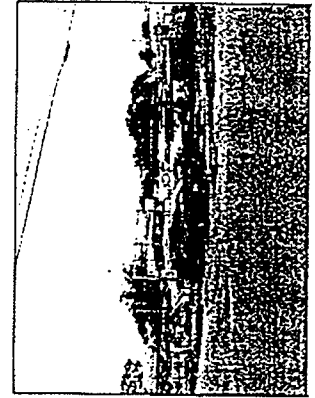
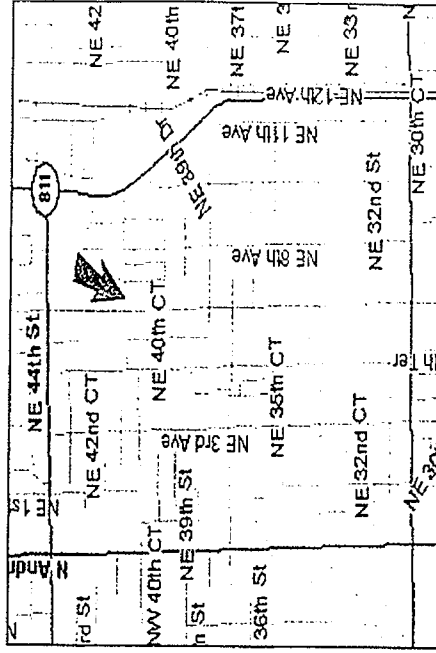
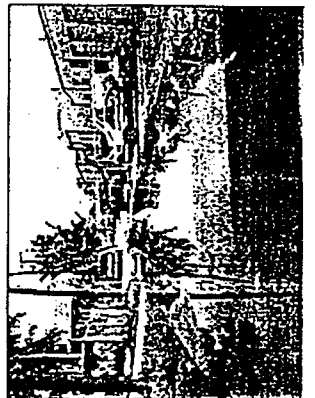
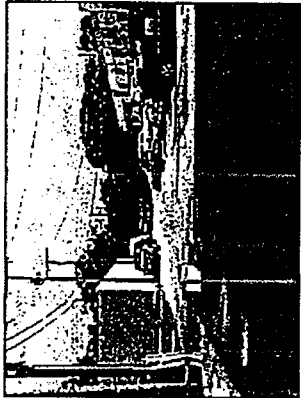
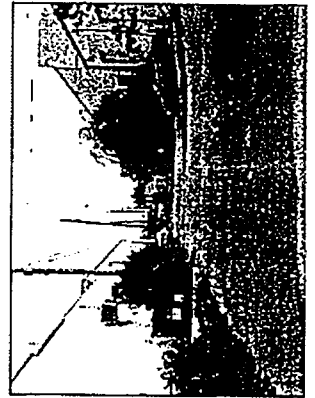


SECTION 3, DISTRICT 1
Warehouse district



CRA study

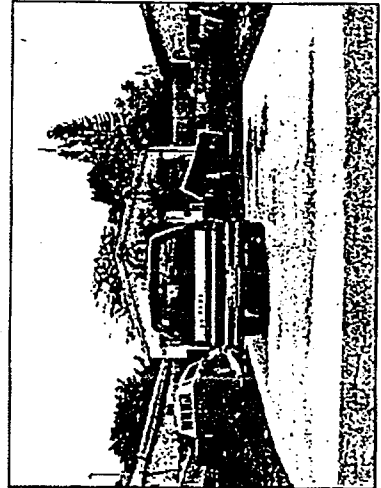
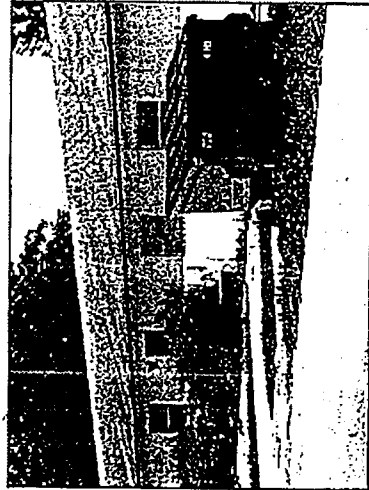
- This area, which consists of light industrial/commercial properties, has substantial evidence of improper parking and inadequate drainage.
- There is also illegal outside storage and trash/debris throughout the area.
- In addition, extensive street maintenance, including the filling of pot holes and repaving, is needed.



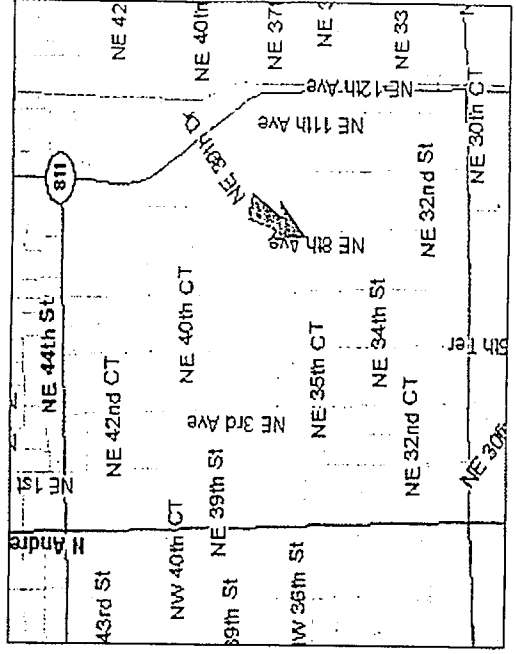


SECTION 3, DISTRICT 2 Multi and single family residential

CRA study



- This area is composed of single and multi-family homes that are old and outdated.
- There are a number of deteriorating and dilapidated structures in the neighborhood. Several of which are either boarded up or uninhabited. These buildings are in such poor condition that they cause serious blight to the area.
- Common to the area are such problems as improperly placed dumpsters, trash/debris, overgrowth of grass and weeds, and an obvious lack of landscaping.

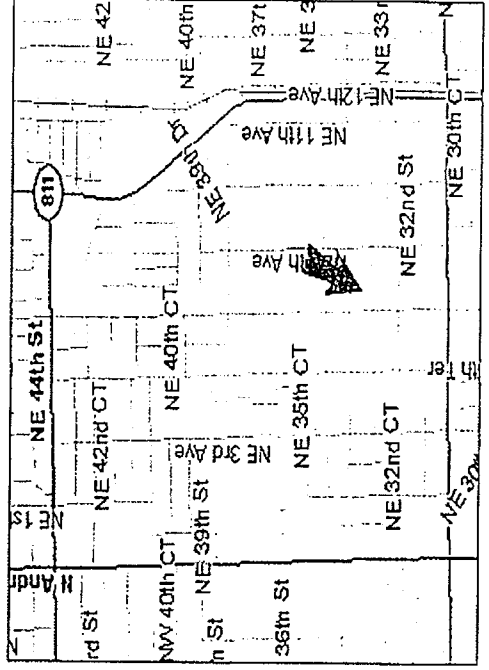
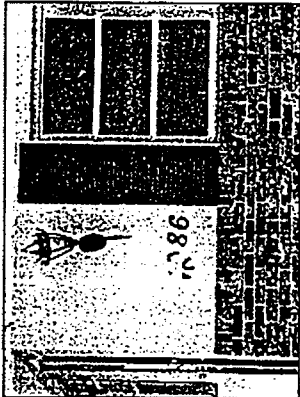
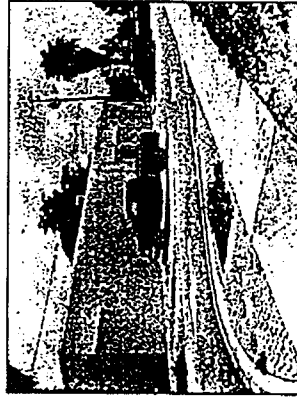


SECTION 3, DISTRICT 3
Multi-family mixed with business



CRA study

- Composed of structures built with 1960's design and architecture, the homes in this area are old and outdated. This area is surrounded by small business and also includes one of the schools located in the City.
- The school itself is being improved but does not provide ample or adequate paved parking.
- Poor maintenance on several of the multi-family structures includes insufficient address numbers and lack of landscaping.
- Also visible in the area are inefficient buffer zones separating residential from business structures.
- Ineffective and unmaintained sidewalks and off street parking is also evident.

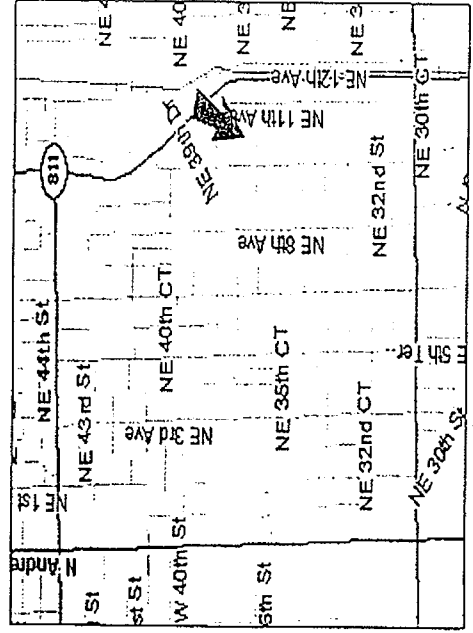
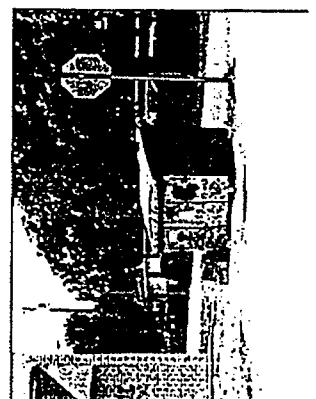
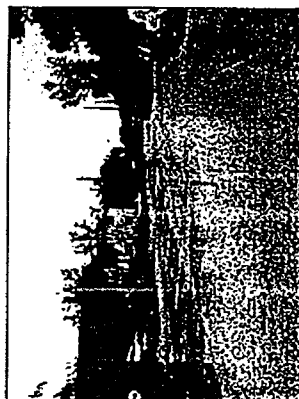
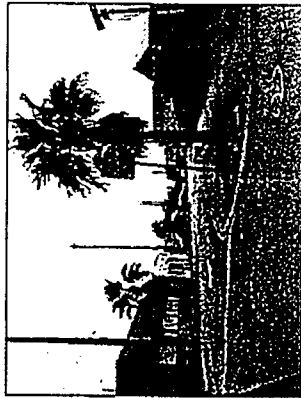


SECTION 4, DISTRICT 1
Residential area



CRA study

- This area backs up to Oakland Park's new Main Street district. It is composed of mainly multi-family homes with sporadic single family homes.
- Inadequate street lighting and no street striping are clearly visible in this district. Also noticeable is the lack of proper pedestrian amenities such as sidewalks and curbs, which are necessary for safe travel along the streets.
- Vacant/boarded-up structures also litter the area causing unsightly neighborhood, as well as economic, distress.
- Unmaintained and unused off street parking with a poor design layout are also present in the area.
- Poorly placed dumpsters are also scattered throughout the district.

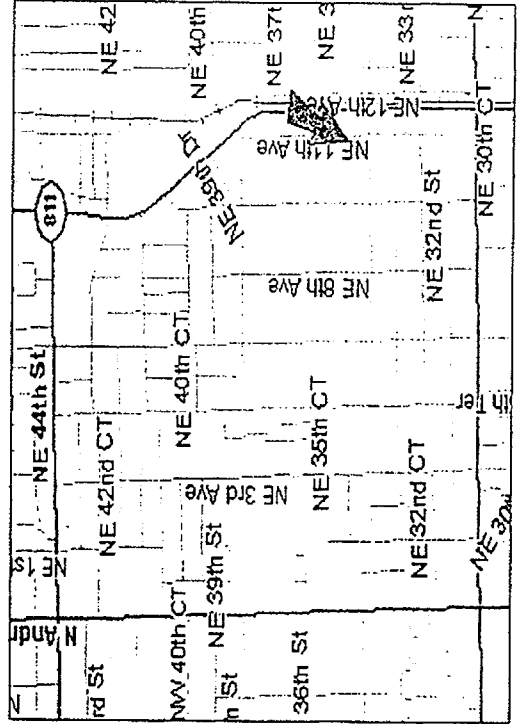
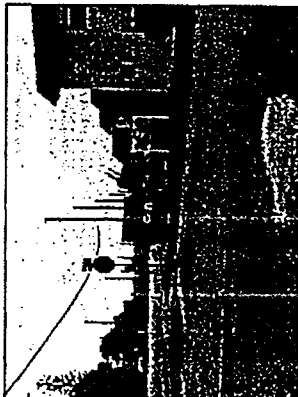
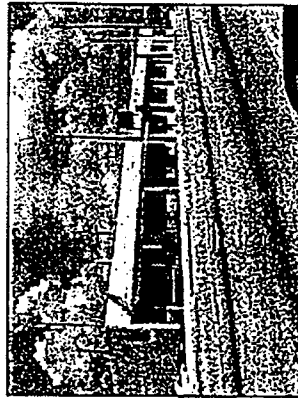


SECTION 4, DISTRICT 2
Downtown area



CRA study

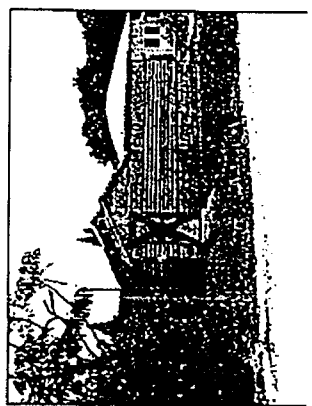
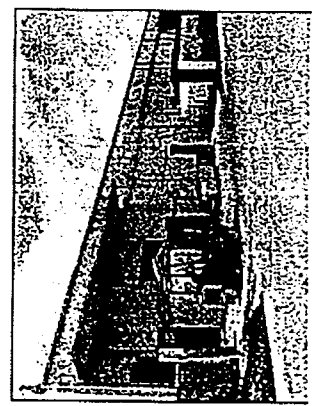
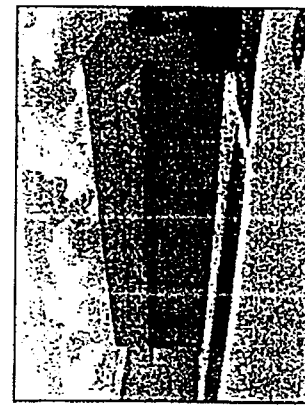
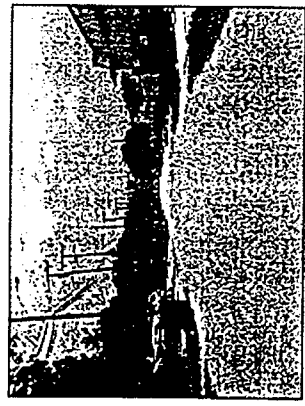
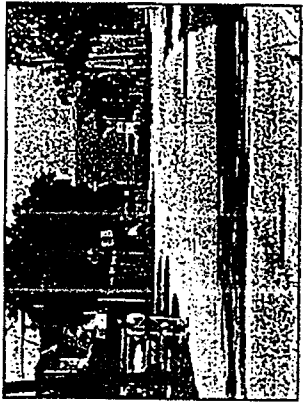
- This area is currently being characterized as Oakland Park's new Downtown Main street district.
- One of the most obvious blighting and economic problems of the area are the vacant, abandoned buildings along Dixie highway. These approximately 4 buildings not only create an eyesore on the community, but also take up marketable property in the City's new district.
- Other visible signs of distress are the number of outdated, uncoordinated, and unplanned business facades in this area.
- Poorly placed dumpsters and overgrowth of grass and weeds are also prominent in this section.



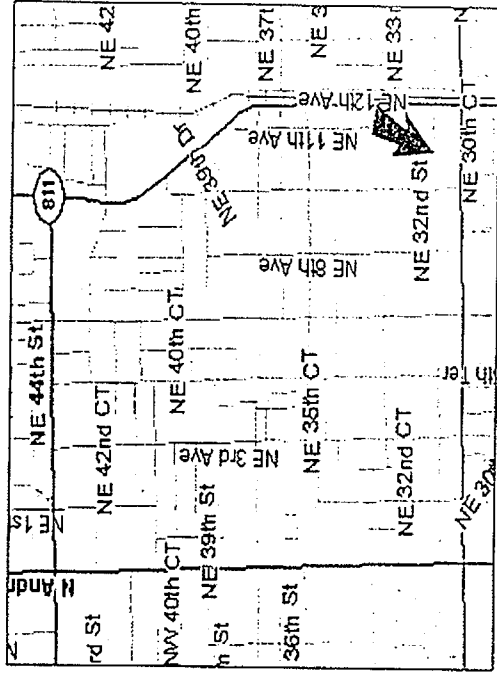
SECTION 4, DISTRICT 3
Residential mixed with business



CRA study



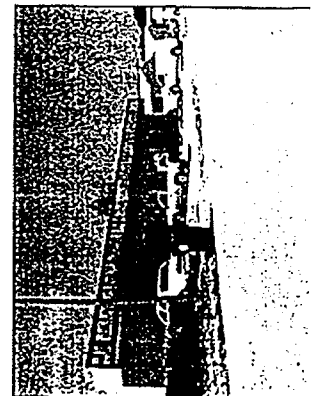
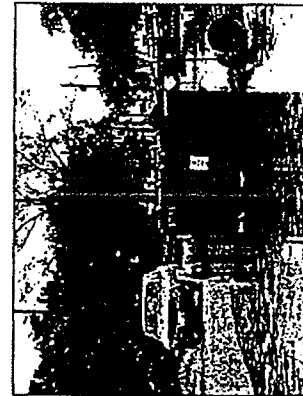
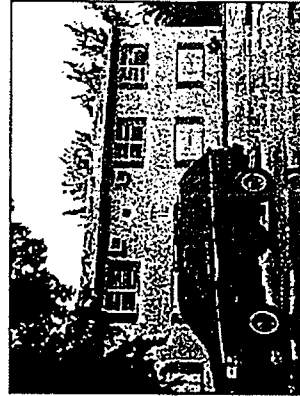
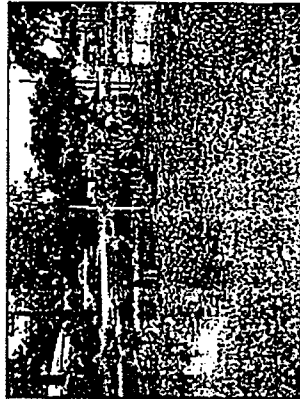
- This area can generally be described as single and multi-family homes abutting adjacent business sectors.
- There is an obvious lack of sidewalks and curbs needed for safe pedestrian travel.
- Adding to the unsightly presence of the neighborhood are poorly placed dumpsters, overgrowth, and boarded/abandoned buildings.



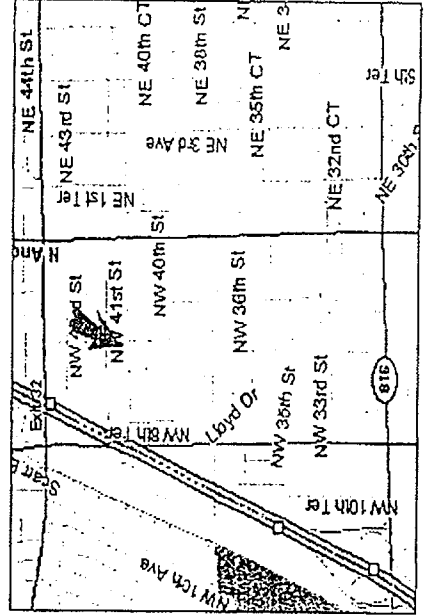
SECTION 5
Residential area



CRA study



- The majority of this district is composed of single and multi-family dwellings.
- The severe flooding of the area promotes unsafe vehicular and pedestrian ingress and egress.
- The sidewalks encompassing Lloyd Estates Elementary School, are in urgent need of repair as they are uneven, cracked, and broken.
- The existence of buffer zones between residential and commercial are insufficient.
- Inappropriately placed dumpsters throughout the area is aesthetically unappealing and encourages dumping.
- Boarded and abandoned buildings throughout the area also add to the decline of the residential character.

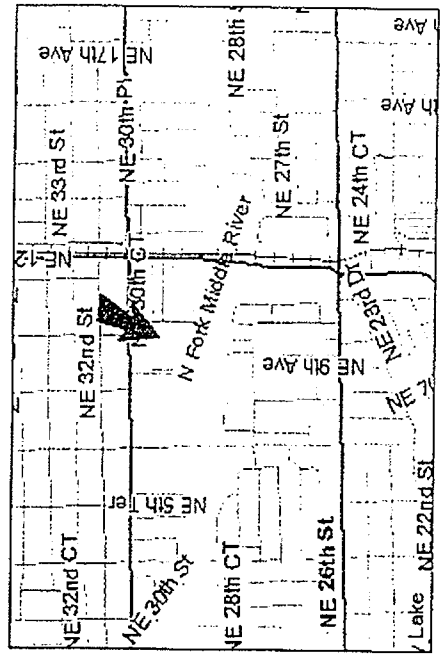
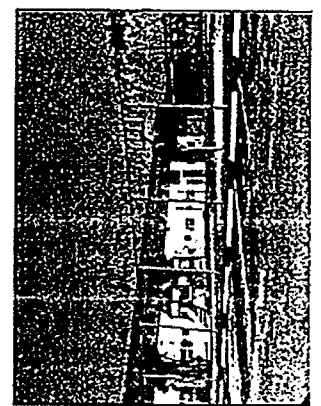
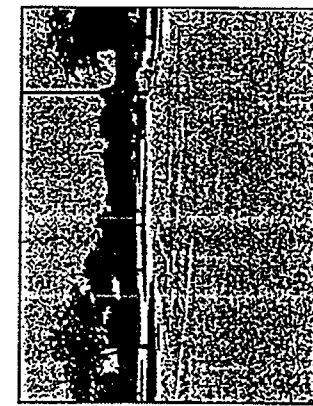
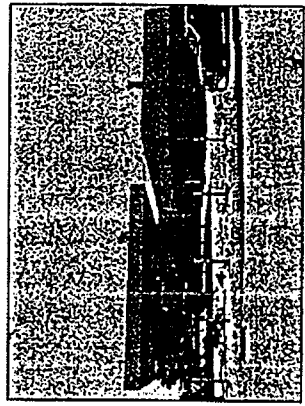
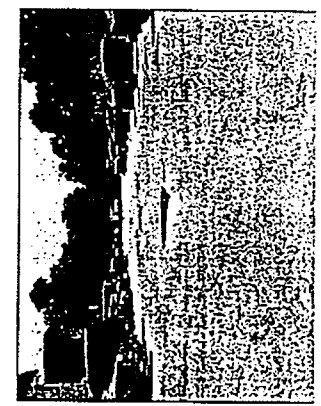
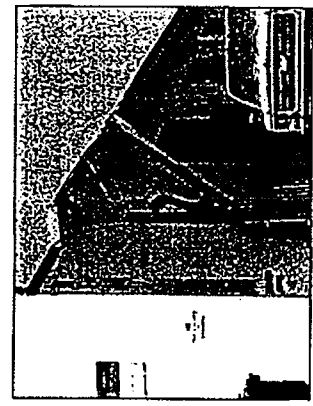


SECTION 6
Business and multi-family



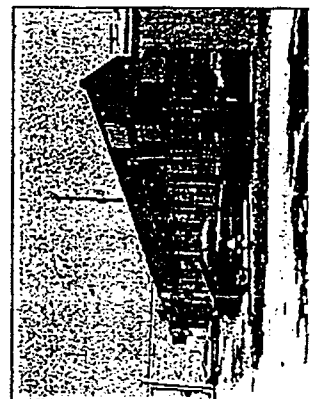
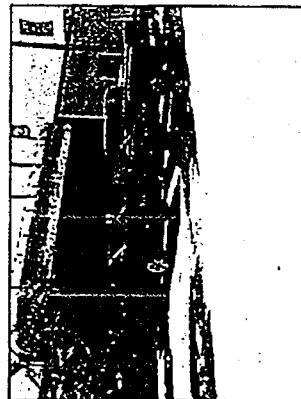
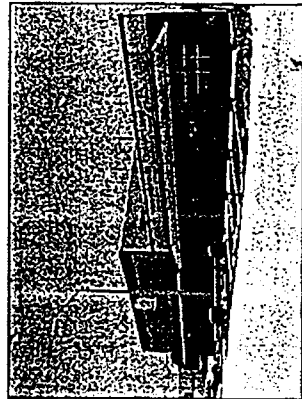
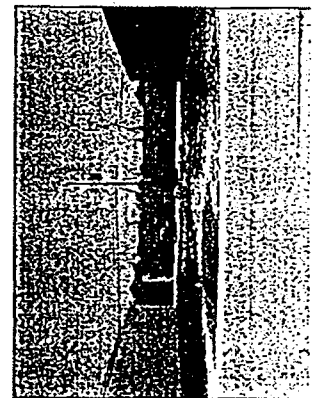
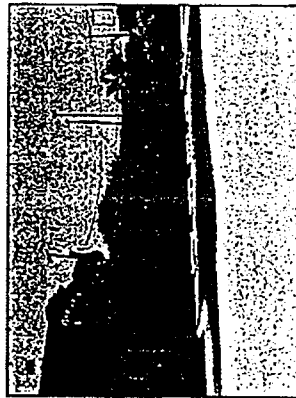
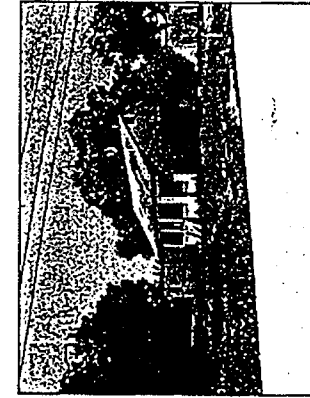
CRA study

- This district has multiple warehouse and business structures that are characterized by their architectural obsolescence.
- A number of these structures are either vacant and boarded-up, or in a state of disrepair.
- The service alleys in the area are inefficient and do not provide proper parking.
- Located In this section is one of Oakland Parks largest multi-family apartment complexes. The upgrading of residential amenities at this complex is needed, as well as the repaving of all parking areas.
- The parking facility located at Oakland Park Boulevard and N. E. 6th avenue is also in need of striping and repaving.

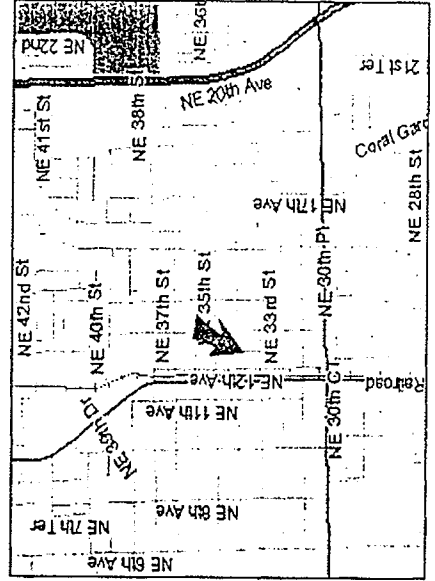


SECTION 7
Residential and business area

CRA study



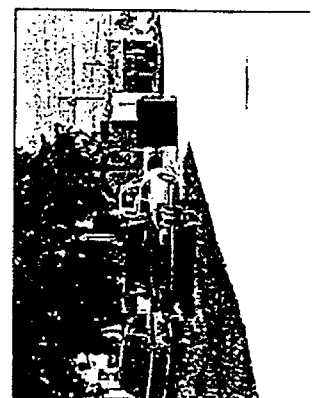
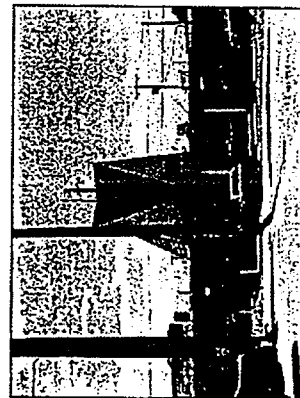
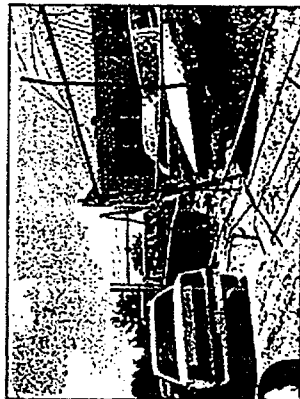
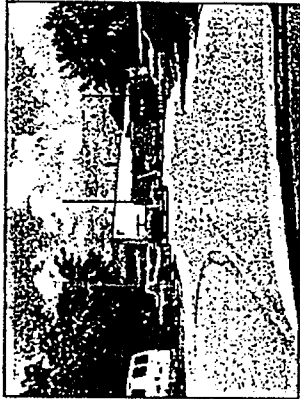
- The downtown district of Oakland Park has numerous dilapidated and unused buildings as well as vacant parcels.
- The business fronts in this area are characteristic of unplanned and uncoordinated design elements.
- Other characteristics of the area include boarded and abandoned housing along with vacant parcels of land that encourage illegal dumping.



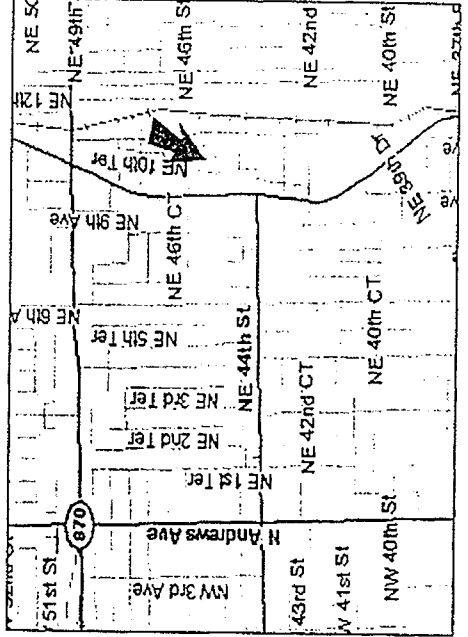
SECTION 8 Business/light industrial



CRA study



- This district is generally characterized by numerous industrial and storage warehouses.
- The area is predominantly defective with inadequate street layout, including blind corners and no striping, curbs, or gutters.
- Presence of blighting conditions include outdated and unmaintained building structures and facades.
- The alleys and streets in the area are in a state of disrepair requiring repaving and new drainage.
- The storage of abandoned/inoperable and unlicensed vehicles in the area is a recurring problem; in addition to improperly disposed of trash and debris.
- Visible sight triangle violations in the area include poorly placed dumpsters.

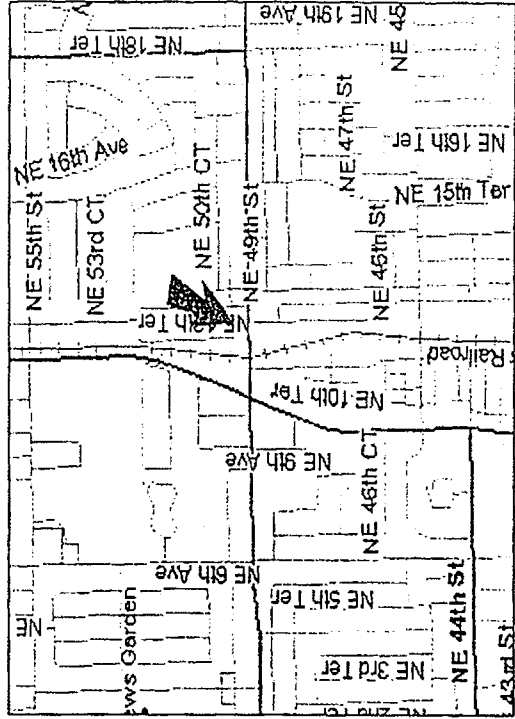
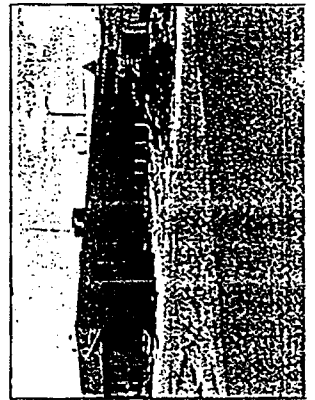
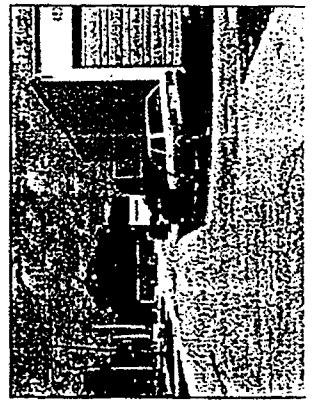
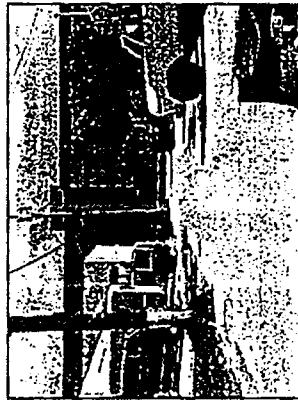
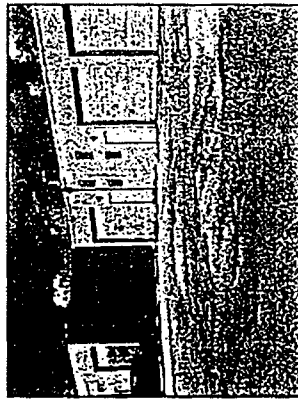
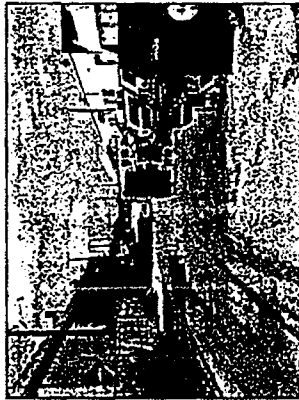
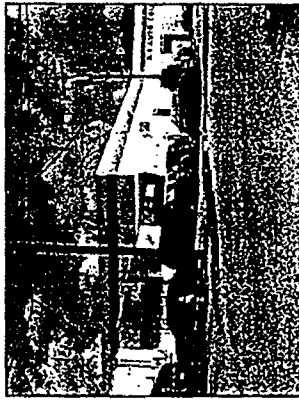


SECTION 9
Light industrial/warehouse



CRA study

- This district is composed mainly of light industrial/business warehouses.
- The area indicates inadequate street layout as indicated by narrow right-of-ways, and improper drainage.
- Other blighting conditions apparent in this section are inadequately placed dumpsters, illegal dumping, and the need for repaving of streets and alleys.
- Better planned and coordinated building facades are needed in the area.



RESOLUTION R-2001-153

1
2
3 A RESOLUTION OF NECESSITY OF THE CITY OF OAKLAND
4 PARK, FLORIDA PROMULGATED PURSUANT TO CHAPTER
5 163.355, FLORIDA STATUTES, IN ORDER TO BEGIN THE
6 FORMAL PROCESS OF CREATING A COMMUNITY
7 REDEVELOPMENT AGENCY TO FUNCTION WITHIN THE
8 CITY OF OAKLAND PARK, FLORIDA; APPROVING A SLUM
9 AND BLIGHT STUDY; DEFINING THE REDEVELOPMENT
10 AREA; DETERMINING THAT THE REDEVELOPMENT AREA
11 SUFFERS FROM ONE OR MORE INDICATORS OF BLIGHT;
12 DETERMINING THAT THE REDEVELOPMENT AREA IS
13 APPROPRIATE AND CRITICALLY NECESSARY IN THE
14 INTEREST OF THE PUBLIC HEALTH, SAFETY, MORALS AND
15 WELFARE OF THE RESIDENTS OF THE CITY; MAKING
16 CERTAIN OTHER REQUIRED FINDINGS AND
17 DETERMINATIONS; AND PROVIDING AN EFFECTIVE DATE.
18

19 WHEREAS, on June 23, 1981, Broward County passed a resolution designating the area
20 between Oakland Park Boulevard and Prospect Road and Andrews Avenue and Dixie Highway as
21 an area of Slum and Blight as defined under Florida Statutes Chapter 163;

22 WHEREAS, on July 2, 1986, the City Commission held a public hearing on and approved
23 the Chapter 163 Redevelopment Plan created by Broward County and authorized the Broward
24 County Community Redevelopment Division to function as the Community Redevelopment Agency
25 for the Oakland Park Target Area (Resolution R-86-69);

26 WHEREAS, on April 5, 2000, the Oakland Park Charrette Master Plan was formally adopted
27 by the City Commission of the City of Oakland Park;

28 WHEREAS, on June 27, 2001, the City Commission of the City of Oakland Park
29 commissioned a "Slum and Blight Study" ("Study") under the provisions of Chapter 163, Part III,
30 Florida Statutes to determine whether the City of Oakland Park has areas which displayed sufficient

1 indications of blight, as required by the Florida Statutes, to warrant designation of the area as a
2 community redevelopment area;

3 WHEREAS, blight constitutes a serious menace injurious to the public health, safety, morals
4 and welfare to the residents of the State, County and the City, and that the existence of such areas
5 constitutes an economic and social liability;

6 WHEREAS, blighted areas are areas in which there are substantial number of slum,
7 deteriorated, or deteriorating structures and conditions which endanger life or property by fire or
8 other causes or imposing onerous burdens which decrease the tax base and reduce tax revenues,
9 substantially impairing or arresting sound growth and that the diversity of ownership prevents the
10 free alienability of land within the deteriorated area;

11 WHEREAS, the City Commission of the City of Oakland Park has determined that a
12 community redevelopment agency should be established for a 1,000 acre area within Oakland Park,
13 as identified in Exhibit A - "Proposed CRA Area," and that this area demonstrates conditions of
14 blight, and that it can be conserved and rehabilitated through appropriate public action as authorized
15 under the Florida Statutes, therefore preserving and enhancing the tax base for the residents of the
16 City and for the benefit of all taxing authorities;

17 WHEREAS, Broward County is a charter county and is authorized under Florida law to
18 delegate such powers provided for in Part III Section 163 to the governing bodies of municipalities
19 within the County;

1 WHEREAS, Section 18.86 of Broward County's Administrative Code provides procedures
2 for creating community redevelopment agencies;

3 NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY
4 OF OAKLAND PARK, BROWARD COUNTY, FLORIDA, as follows:

5 **SECTION I. Findings.** The City Commission hereby finds:

6 (a) Based upon the facts and evidence presented to and considered by the City Commission, the
7 following conditions exist in the proposed CRA area identified in Exhibit A:

- 8 1. Conditions are present in the proposed CRA area that are detrimental to the sound
9 growth of the City and substantially impair or arrest the growth of the City and
10 present conditions and uses in the proposed CRA area that are detrimental to the
11 public health, safety, morals and public welfare;
- 12 2. Lot layout in the proposed CRA area is faulty in relation to its size, adequacy,
13 accessibility, or usefulness;
- 14 3. There are examples of unsanitary and unsafe conditions in the proposed CRA;
- 15 4. There are examples of deterioration of site and other improvements in the proposed
16 CRA;
- 17 5. There are inadequate transportation and parking facilities in the proposed CRA;
- 18 6. There is a diversity of ownership and defective or unusual conditions of title which
19 prevent the free alienability of land within the proposed CRA.

20 (b) The notices required by Section 163.346, Florida Statutes, have been timely published or
21 mailed in accordance with said statutes;

1 (c) Action must be taken immediately to prevent further blight and deterioration and to protect
2 and enhance public expenditures previously made in the proposed CRA area.

3 (d) The preservation or enhancement of the tax base from which a taxing authority realizes tax
4 revenues is essential to its existence and financial health; that the preservation and
5 enhancement of such tax base is implicit in the purposes for which a taxing authority is
6 established; that tax increment financing is an effective method of achieving such
7 preservation and enhancement in areas in which such tax base is declining, that community
8 redevelopment in such areas, when complete, will enhance such tax base and provide
9 increased tax revenues to all affected taxing authorities, increasing their ability to accomplish
10 their other respective purposes; and that the preservation and enhancement of the tax base
11 in such areas through tax increment financing and the levying of taxes by such taxing
12 authorities and the appropriation of funds to a redevelopment trust fund bears a substantial
13 relation to the purposes of such taxing authorities and is for the benefit of their respective
14 purposes and concerns.

15 **SECTION TWO: Finding of Necessity.** The City Commission, based upon evidence presented
16 to it and in the public record, does hereby find that a "blighted area," as defined in the Florida
17 Statutes, exists in the proposed CRA Area (Exhibit A) that is deteriorating and economically
18 distressed due to substandard lot sizes, deteriorated and substandard infrastructure, high population
19 densities, poor housing conditions, low building assessments, and faulty lot layout and does further
20 find that the rehabilitation, conservation or development or a combination thereof, of such Area
21 described is necessary in the interest of the public health, safety, morals, or welfare of the residents

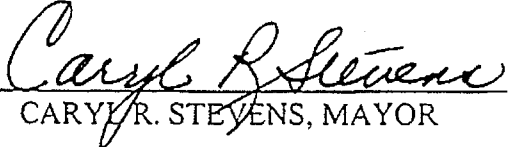
1 of the City of Oakland Park, Florida and that such area constitutes a "community redevelopment
2 area" as defined by Florida Statutes.

3 **SECTION THREE: County Approval.** The City hereby requests that the Board of County
4 Commissioners delegate the exercise of all powers and responsibilities conferred upon Broward
5 County by Chapter 163.410, Florida Statutes to the City of Oakland Park for the purpose of
6 establishing a Community Redevelopment Agency and the preparation of a Redevelopment Plan to
7 be submitted to the County for approval.

8 **SECTION FOUR: Severability.** If any section or portion of a section of this resolution proves to
9 be invalid, unlawful, or unconstitutional, it shall not be held to invalidate or impair the validity,
10 force, or effect of any other section or part of this resolution.

11 **SECTION 5: Effective Date.** This resolution shall become effective immediately upon its passage
12 and adoption.

13 PASSED AND APPROVED this 5th day of December, 2001.

14
15 By: 
16 CARYL R. STEVENS, MAYOR
17

18
19 L. GIERER YES

20
21 J. MAUS YES

22
23 D. MIGLIORE YES


24
25 L. WALLS YES

26
27 C. STEVENS YES

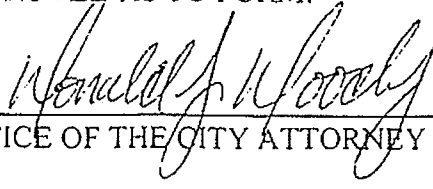
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ATTEST:


NANCY IRENE BALL, CITY CLERK

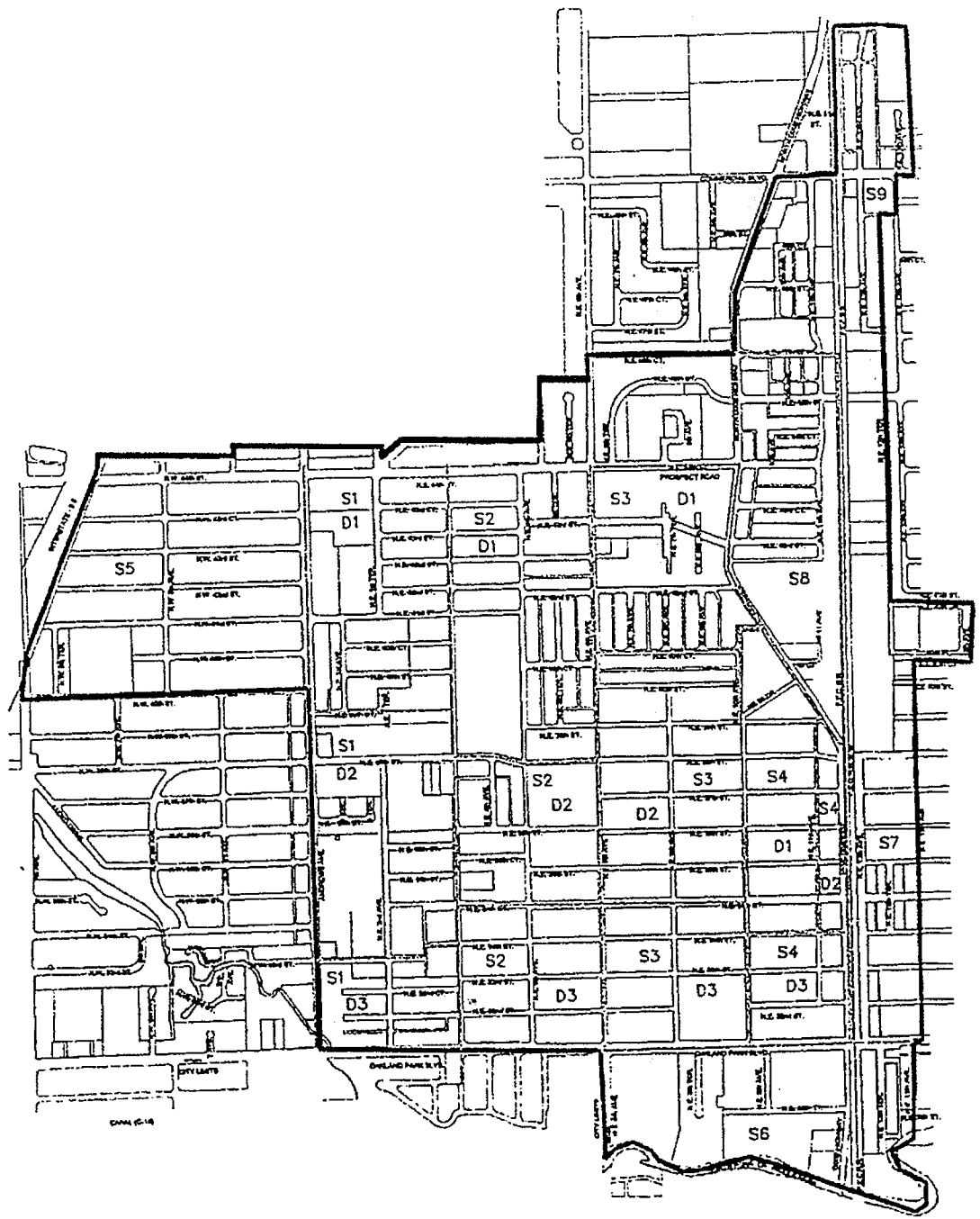
APPROVED AS TO FORM:


OFFICE OF THE CITY ATTORNEY

NOTE: Pursuant to Chapter 163 of the Florida Statutes, the

Exhibit A

City of Oakland Park Community Redevelopment Area Boundary



SUN-SENTINEL
PUBLISHED DAILY
FORT LAUDERDALE, BROWARD COUNTY, FLORIDA
BOCA RATON, PALM BEACH COUNTY, FLORIDA
MIAMI, MIAMI DADE COUNTY, FLORIDA

STATE OF FLORIDA
COUNTY OF BROWARD/PALM BEACH/MIAMI DADE
BEFORE THE UNDERSIGNED AUTHORITY, PERSONALLY APPEARED

[Signature] WHO, ON OATH, SAYS THAT
HE/SHE IS A DULY AUTHORIZED REPRESENTATIVE OF THE CLASSIFIED
DEPARTMENT OF THE SUN-SENTINEL, DAILY NEWSPAPER PUBLISHED
IN BROWARD/PALM BEACH/MIAMI DADE COUNTY, FLORIDA, AND THAT THE
ATTACHED COPY OF ADVERTISEMENT, BEING A:

BLIGHT STUDY

IN THE MATTER OF:

Blight Study

IN THE CIRCUIT COURT, WAS PUBLISHED IN SAID NEWSPAPER IN THE
ISSUES OF:

11/25,1

10651949

AFFIANT FURTHER SAYS THAT THE SAID SUN-SENTINEL IS A NEWSPAPER
PUBLISHED IN SAID BROWARD/PALM BEACH/MIAMI DADE COUNTY, FLORIDA,
AND THAT THE SAID NEWSPAPER HAS HERETOFORE BEEN CONTINUOUSLY
PUBLISHED IN SAID BROWARD/PALM BEACH/MIAMI DADE COUNTY, FLORIDA,
EACH DAY, AND HAS BEEN ENTERED AS SECOND CLASS MATTER AT THE
POST OFFICE IN FORT LAUDERDALE, IN SAID BROWARD COUNTY, FLORIDA,
FOR A PERIOD OF ONE YEAR NEXT PRECEDING THE FIRST PUBLICATION OF
ATTACHED COPY OF ADVERTISEMENT; AND AFFIANT FURTHER SAYS THAT
HE/SHE HAS NEITHER PAID, NOR PROMISED, ANY PERSON, FIRM, OR
CORPORATION, ANY DISCOUNT, REBATE, COMMISSION, OR REFUND, FOR THE
PURPOSE OF SECURING THIS ADVERTISEMENT FOR PUBLICATION IN SAID
NEWSPAPER.

[Signature]
(SIGNATURE OF AFFIANT)

SWORN TO AND SUBSCRIBED BEFORE ME
ON: 25-November-2001, A.D.

[Signature]
(SIGNATURE OF NOTARY PUBLIC)



Tara L. Bezak
MY COMMISSION # DD024939 EXPIRES
July 20, 2005
BONDED THRU TROY FAIR INSURANCE, INC.

(NAME OF NOTARY, TYPED, PRINTED, OR STAMPED)

PERSONALLY KNOWN ✓ OR

PRODUCED IDENTIFICATION _____

CITY OF OAKLAND PARK
LEGAL NOTICE

A Public Hearing before
the Oakland Park City
Commission will be held
on Wednesday, December
5, 2001, at 6:30 PM or as
soon thereafter as may be
heard, in the Commission
Chambers of City Hall at
3450 NE 12th Avenue,
Oakland Park, Florida, to
consider the following:

A Resolution of Neces-
sity of the City of Oakland
Park, Florida promulgated
pursuant to Chapter
163.355, Florida Statutes,
in order to begin the for-
mal process of creating a
Community Redevelop-
ment Agency to function
within the City of Oakland
Park, Florida; approving a
Slum and Blight Study; de-
fining the redevelopment
area; determining that the
redevelopment area suf-
fers from one or more in-
dicators of blight; deter-
mining that the redevel-
opment area is appropri-
ate and critically neces-
sary in the interest of the
public health, safety, mor-
als and welfare of the
residents of the City; mak-
ing certain other required
findings and determina-
tions; and providing an ef-
fective date.

If a person decides to
appeal any decision made
by the above City Com-
mission with respect to
any matter considered at
such hearing, they will
need a record of the pro-
ceedings, and for such
purpose they may need to
ensure that a verbatim
record of the proceedings
is made, which record in-
cludes the testimony and
evidence upon which the
appeal is to be based.

All interested parties
are invited to attend and
be heard with respect to
the above. In accordance
with the Americans with
Disabilities Act, persons
needing a special accom-
modation or an interpret-
er to participate in this
proceeding should con-
tact the City Clerk's office
at (954) 561-6231 at least
two days prior to the date
of hearing.
Nancy Irene Ball
City Clerk
November 25, 2001

'01 NOV 30 PM 2:5



CITY OF OAKLAND PARK

Vision: "Small Town in the Big City"

3650 N.E. 12th Avenue • Oakland Park, Florida 33334

November 19, 2001

South Florida Water Management District
Henry Dean, Executive Director
3301 Gun Club Road
West Palm Beach, FL 33416-4680

RE: Intent to Establish a Community Redevelopment Agency (CRA) for the City of
Oakland Park, FL

To Whom It May Concern:

Pursuant to Florida Statutes 163.346, the City of Oakland Park, by this letter, does hereby notify you of its intent to establish a CRA within its boundaries. The proposed CRA is further described in the attached map.

The resolution identifying the Finding of Necessity and approving the Slum and Blight Study will be presented to the Oakland Park City Commission on December 5, 2001 at 6:30 p.m. or as soon thereafter as may be heard.

Should you have questions or concerns regarding this proposal, please contact Jo Godfrey, Community Development Director at (954) 561-6272.

Sincerely,

John Stunson
City Manager

cc: Norman Taylor, Director, Office of Economic Development

01-180



PRINTED ON RECYCLED PAPER

Oakland Park Taxing Districts

Florida Inland Navigation District

Ted B. Moorhead, Chair
David Roach, Executive Director
1314 Marcinski Road
Jupiter, Florida 33477

North Broward Hospital District

Paul Sallarulo, Chair Board of Commissioners
Wil Trower, Chief Executive Officer
303 SE 17th Street
Fort Lauderdale, FL 33316

South Florida Water Management District

Trudi K. Williams, Chair
Henry Dean, Executive Director
3301 Gun Club Road
West Palm Beach, FL 33416-4680

Broward County School Board

Paul D. Eichner, Esq., Chair
Dr. Frank Till, Superintendent
Kathleen C. Wright Administration Building
600 SE 3rd Avenue
Fort Lauderdale, FL 33301

Broward County Board of County Commissioners

John E. Rodstrom, Jr., Chair
115 South Andrews Avenue, Room 421
Fort Lauderdale, Florida 33301

Roger Desjarlais, County Administrator
115 South Andrews Avenue, Room 409
Fort Lauderdale, Florida 33301

ORDINANCE NO. O-2004-000

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF OAKLAND PARK, FLORIDA, AMENDING CHAPTER 24 OF THE CODE OF ORDINANCES BY SPECIFICALLY CREATING ARTICLE XX, ENTITLED "OAKLAND PARK DOWNTOWN MIXED USE DISTRICT REGULATIONS," AS MORE PARTICULARLY SET FORTH IN NEWLY CREATED SECTIONS 24-254 THROUGH AND INCLUDING SECTION 24-275; PROVIDING FOR THE CREATION A NEW ZONING CATEGORY REFERRED TO AS THE DOWNTOWN MIXED USE DISTRICT; ESTABLISHING THE PURPOSE FOR THE CREATION OF THE DOWNTOWN MIXED USE DISTRICT ZONING CATEGORY; ENUMERATING THE AUTHORIZED USES WITHIN THE DOWNTOWN MIXED USE ZONING DISTRICT; PROVIDING DEFINITIONS; PROVIDING FOR EXISTING NONCONFORMING USES; DESIGNATING THE CREATION OF THE OAKLAND PARK DOWNTOWN MIXED USE DISTRICT DESIGN GUIDELINES; PROVIDING FOR DEVELOPMENT REGULATIONS WITHIN THE DOWNTOWN MIXED USE DISTRICT ZONING CATEGORY INCLUDING LANDSCAPING, ACCESSORY STRUCTURES, PROHIBITED STRUCTURES, BUILDING HEIGHT, OFFSITE DRAINAGE AND PARKING; CREATING THE OAKLAND PARK PUBLIC ART PROGRAM; ESTABLISHING A DEVELOPMENT REVIEW PROCEDURE AND FEE STRUCTURE ASSOCIATED WITH PROJECTS WITHIN THE OAKLAND PARK DOWNTOWN MIXED USE DISTRICT; PROVIDING FOR CODIFICATION; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, a design charrette in 1999 demonstrated and established that citizens of the City of Oakland Park desired a redeveloped Downtown Oakland Park which would provide for an improved civic center, pedestrian accessibility, and more tree canopy;

WHEREAS, a Slum and Blight Study initiated by the City and completed in 2002 established conditions of blight in specific locations within the City of Oakland Park according to Florida State Statutes Chapter 163, Part III;

WHEREAS, the Slum and Blight Study provided the basis for the City of Oakland Park to establish a Community Redevelopment Area which has approved by the Broward County Commission in May 2002;

WHEREAS, the future land use element of the comprehensive plan of the City of Oakland Park encourages compact development which includes a mixture of community serving uses such as commercial, office, employment, civic and

1 institutional, recreation and open space, and residential characterized by an efficient
2 infrastructure, close-knit neighborhood and sense of community, preservation of
3 natural systems, promotion of pedestrian circulation and convenient access to mass
4 transit facilities within a Local Activity Center;

5
6 **WHEREAS**, the Broward County Land Use Plan requires that a Local Activity
7 Center designation include criteria for access to mass transit, use of flex or reserve
8 units before adding density, no net loss of park land, a mix of uses, and an area 160
9 acres or less;

10
11 **WHEREAS**, on June 29, 2004 the Broward County Commission designated a
12 section of the City of Oakland Park as a Local Activity Center on the County land
13 use plan and the City Commission approved the land use amendment on July 21,
14 2004;

15
16 **WHEREAS**, relying on a extensive public participation process, the City
17 Commission of the City of Oakland Park has determined that it wishes to create a
18 Downtown Oakland Park Mixed Use District in the designated Local Activity Center;

19
20 **WHEREAS**, it is the intent of the City Commission that “Downtown Oakland
21 Park” will be the City’s traditional commercial center with a unique Florida character
22 offering a mix of retail and service business, outdoor dining, and community parks
23 and open space in an aesthetically pleasing, safe, and friendly environment for
24 residents of all ages and visitors to the area;

25
26 **NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY**
27 **OF OAKLAND PARK, FLORIDA THAT:**

28
29 **Section 1.** The City Commission hereby ratifies and confirms the “Whereas”
30 clauses set forth above as being true and correct and is hereby made a specific part
31 of this Ordinance.

32
33 **Section 2.** The City Commission of the City of Oakland Park, Florida, hereby
34 amends the Code of Ordinances, specifically, Chapter 24 to create Article XX to be
35 entitled “Oakland Park Downtown Mixed Use District Regulations” of the Code of
36 Ordinances to provide as follows:

37
38 **Section 24-254. Title.**

39 These regulations shall be known as, cited as, and referred to as the “Oakland Park
40 Downtown Mixed Use District Regulations.”

41
42 **Section 24-255. Table of Contents.**

43 Section 24-256. Authority.

44 Section 24-257. Conflicts with other Chapters and Regulations.

- 1 Section 24-258. Purpose and Intent.
- 2 Section 24-259. Definitions.
- 3 Section 24-260. Area of Downtown Mixed Use District.
- 4 Section 24-261. Development Regulations.
- 5 Section 24-262. Effective Date.
- 6 Section 24-263. District Sub-areas.
 - 7 (1) Boulevard Commercial.
 - 8 (2) North End Urban Residential.
 - 9 (3) Park Place.
 - 10 (4) Civic Use.
 - 11 (5) Dixie Mixed Use.
 - 12 (6) Residential Office Buffer.
 - 13 (7) The Neighborhoods.
- 14 Section 24-264. Urban Design.
- 15 Section 24-265. Downtown Mixed Use District Use Table.
- 16 Section 24-266. Accessory Structures.
- 17 Section 24-267. Non-conforming Uses and Structures.
- 18 Section 24-268. Landscaping.
- 19 Section 24-269. Additional Building Height Program.
- 20 Section 24-270. Parking.
- 21 Section 24-271. Fees.
- 22 Section 24-272. Development Review Procedure.
- 23 Section 24-273. Prohibited Structures.
- 24 Section 24-274. Offsite Drainage.
- 25 Section 24-275. Public Art Program.

26
27 **Section 24-256. Authority.**

28 These regulations are adopted pursuant to Chapter 163, Part II, Florida Statutes.

29
30 **Sec. 24-257. Conflicts with other Chapters and Regulations.**

31 When conflicts with other City of Oakland Park land development code regulations
32 occur, this Article XX shall take precedence. For subjects not contained in this
33 Article, the City of Oakland Park land development code shall be utilized. All
34 development within the Downtown Mixed Use District shall be consistent with the

1 Local Activity Center Land Use Plan Text Amendment as recertified by the Broward
2 County Planning Council on October 28, 2004.

3
4 **Sec. 24-258. Purpose and Intent.**

5 (a) The purpose of these regulations is to create a structure for the
6 redevelopment of "Downtown Oakland Park" as set forth in the Downtown
7 Oakland Park Master Plan. Through a planning process it was determined
8 that the Downtown Mixed Use District would be redeveloped based on a
9 community vision, allowing mixed-use opportunities, encouraging desirable
10 downtown redevelopment, fostering smart growth and economic
11 development, a focus on transit, bike and pedestrian orientation, public
12 parking and creating locations for public events and activities. These
13 Downtown Mixed Use District Regulations set forth to carry out the Downtown
14 Oakland Park Master Plan through City direction of building form,
15 architecture, land uses, and addition of public amenities.

16 (b) The City Commission deems it the interest of the public health, safety,
17 morals, comfort and general welfare of the City and its residents to establish a
18 general plan for the redevelopment of the City designated as the Local
19 Activity Center.

20 (c) The City Commission of the City of Oakland Park finds that the enactment of
21 this ordinance shall serve and better the public welfare and benefit the
22 citizens and residents of the City providing for a orderly and structured
23 development process for the area of the City designated as the Oakland Park
24 Downtown Mixed Use District. In setting about to create the Downtown Mixed
25 Use District, the City Commission takes into account the findings,
26 interpretations, and narrowing constructions incorporated in numerous cases
27 including but not limited to *Louis vs. City of Atlantic Beach* 467 So. 2d 751
28 (Fla 1st DCA 1985); *The City of Miami Beach vs. Arlen King Cole*
29 *Condominium Association, Inc.* 302 So. 2d 777 (3rd DCA 1974); *3M National*
30 *Advertising Co. vs. City of Tampa Code Enforcement Code* 587 So. 2d 640
31 (Fla 2nd DCA 1997); and *Hobbes vs. Department of Transportation* 831 So. 2d
32 745 (Fla 5th DCA 2002) and finds that:

- 33
34 1. The enactment of this ordinance creating the Downtown Mixed use District will
35 serve to promote and benefit the welfare and safety of the City.
36 2. The redevelopment of the area adjacent to the Dixie Highway corridor which
37 makes up the Downtown Mixed Use District will serve the public welfare by
38 creating and providing financial viability for the City of Oakland Park.
39 3. The creation of the Downtown Mixed Use District will serve to protect and
40 enhance the residential character of the City and promote the sense of
41 community.
42 4. Creation of the Downtown Mixed Use District will serve to conserve and protect
43 property and property values and will secure an appropriate use of the land

1 within the District to insure that the long standing sense of community, an intregal
2 component of the City of Oakland Park, is preserved.

3
4 **Sec. 24-259. Definitions.**

5 Alteration. Any change, rearrangement, enlargement, extension, or reduction
6 of any structure, or any change in a category of occupancy of a structure.

7 Alteration includes any of the following:

8 a. Changes to the facade of a building;

9 b. Changes to the interior of a building;

10 c. Increases or decreases in floor area of a building;

11 d. Changes to other structures on the zoning lot, or the construction of a
12 new structure;

13 e. Changes to exterior improvements; and

14 f. Change in use.

15
16 Arcade. A covered walkway located on the ground floor of a building, which is
17 open to the street, except for supporting columns or piers. Arcades are
18 recommended along Dixie Highway and NE 12th Avenue. They may range from
19 10-15' in depth from face of column to face of building.

20
21 Block. A combination of building lots, the perimeter of which abuts streets.

22
23 Buildings. Any structure that encloses or covers the space use for sheltering any
24 occupancy.

25
26 Canopy. Fabric covering pedestrian path to protect pedestrians from
27 environmental elements.

28
29 Change of Use. For purposes of this section, any proposed change of use
30 redevelopment or modification of the character, type or intensity of use of an
31 existing building or site.

32
33 Commercial. Any activity conducted with the intent of realizing a profit from the
34 sale of goods or services to others.

35
36 Cornice. An ornamental horizontal molding that spans the top of a building's
37 structural beam. A cornice is a decorative feature that frames or crowns a
38 building.

39
40 Development. Construction, reconstruction, conversion, structural alteration,
41 relocation, enlargement, or demolition of a structure.

42
43 Frontage. The property line or lines of a lot which coincide with a roadway's
44 right-of-way.

1 Habitable space. A space devoted to residential, commercial or other uses
2 permitted by these regulations and not including parking.

3
4 Height. Measure of the overall height of a building or structure, measured from
5 the minimum floor elevation as per Sections 24-131 and 24-134(B) of the City of
6 Oakland Park Land Development Code, to top of beam of the uppermost story.
7 Roof structures are not included in the overall height of the building; however,
8 they must not exceed an average of 12' in height, with a maximum of 15'
9 allowance for elevator shafts, stairwells and roof pitch.

10
11 Land Development Code. Those portions of the Code of Ordinances of the City
12 of Oakland Park which regulate the development and or use of real property
13 within the City and which are consistent with in which implement the
14 comprehensive plan.

15
16 Loft. Residential unit with two floors, where the uppermost floor is overlooking
17 the primary living floor within the unit's barrier walls. The loft residential unit shall
18 not be located at the street level.

19
20 Mixed-use. A combination of residential uses with commercial, civic and/or office
21 uses within a single building.

22
23 Net area. The total area measured to the property lines of the parcel or lot
24 excluding public right-of-ways.

25
26 Net density. The number of residential dwelling units constructed or proposed to
27 be constructed within a parcel of land, divided by the net area of the parcel of
28 land.

29
30 Open Space. An outdoor, at grade, space which is accessible to the public all or
31 most of the time including parks, squares, paseos, pedestrian paths, and
32 landscaped areas. Rooftop gardens and terraces open to the public could also
33 be considered as open space, and fulfill any open space requirements within a
34 development.

35
36 Paseo. A cross-block, primarily pedestrian passage connecting one right-of-way
37 or similar passage to another.

38
39 Pedestal. The bottom portion of a building that creates street frontage.

40
41 Pervious Area. Landscaped and/or grassed area of a lot which allows water flow
42 to flow directly to the ground.

43

1 Plaza. An open space where a majority of the space is paved. Plazas are
2 fronted with buildings that continue the adjacent street frontage requirements and
3 uses.

4
5 Private open space. The outdoor living area directly adjoining a dwelling unit or
6 building intended for the private enjoyment of the residents or occupants of the
7 dwelling unit or building. Private open spaces may include patios and
8 landscaped areas but does not include off-street parking, maneuvering, loading,
9 or delivery areas.

10
11 Public amenity. Aesthetic or other character of a development that increase its
12 desirability to a community or its marketability to the public. Such public
13 amenities will be placed in publicly accessible areas or areas visible from the
14 sidewalk or right-of-way.

15
16 Public Open Space. Open space maintained for the use and enjoyment of the
17 general public. Public open space includes areas which are accessible to the
18 public all or most of the time including: parks, squares, paseos, pedestrian paths,
19 and landscaped areas. Rooftop gardens and terraces open to the public could
20 also be considered as open space, and fulfill any open space requirements within
21 a development.

22
23 Residential. Regularly used by its occupants as a permanent place of abode.

24
25 Retail Use. The selling of goods, wares, or merchandise directly to the ultimate
26 consumer or persons without a resale license.

27
28 Setback.The minimum distance by which any building or structure must be
29 separated from a property line. This distance will be measured from the property
30 line to the building or structure wall base.

31
32 Shared parking. Parking used by more than one use or one building. Shared
33 parking can be used to meet parking requirements subject to the approval of the
34 City.

35
36 Story. A habitable space in a building between the surface of any floor and the
37 surface of the next floor above, or if there is no floor above, then the space
38 between such floor and the roof beam above. To be considered a story, the
39 habitable space must exceed 50% of the floor area per story.

40
41 Street. A thoroughfare to facilitate the movement of pedestrians and/or vehicles.

42
43 Sub-area. Zoning category depicting regulations over a designated area.

44
45 Townhome. Interrelated single family dwelling units which are joined to one
46 another side-to-side by a common party wall or garage, and/or with

1 connecting permanent and architecturally unified structures such as
2 breezeways, carports, or walls, which structures continue the design, pattern
3 and/or materials of the facade from one dwelling unit to another. Connecting
4 structures and outdoor living space may be so designed as to provide access
5 between front and rear yards. Each unit shall have its own outside entrance
6 and not be occupied by more than one family. Ownership of individual
7 dwelling units and land is fee simple.

8
9 **Sec. 24-260. Area of Downtown Mixed Use District.**

10 These regulations apply to the area defined in the City of Oakland Park Future Land
11 Use map designated “Local Activity Center.” This area will be referred to in the
12 following regulations as the “Downtown Mixed Use District.”

13
14 **Sec. 24-261. Development Regulations.**

15 Any alteration, development, or redevelopment within the Downtown Mixed Use
16 District shall conform to the regulations set forth in this Chapter 24 Article XX.

17
18 **Sec. 24-262. Effective date.**

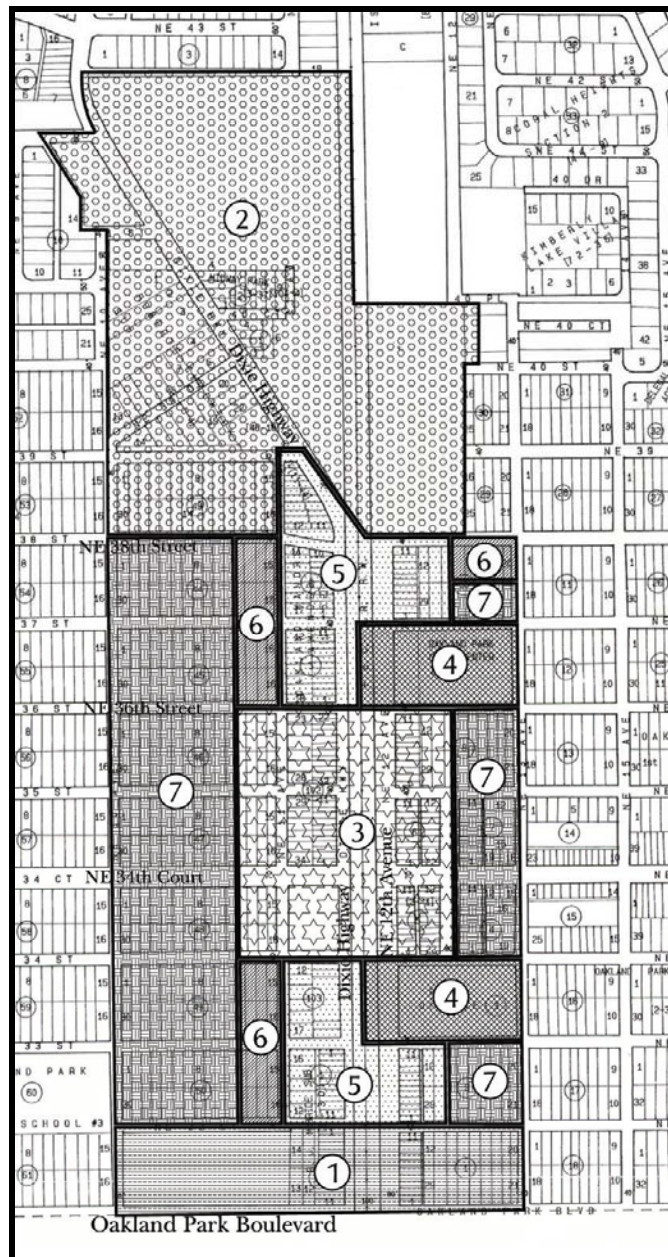
19 This Chapter 24 Article XX Downtown Mixed Use District Regulations shall be
20 effective as of the approval and passage by the Oakland Park City Commission.

21

Sec. 24-263. District Sub-areas.

There shall be seven Sub-areas existing in the Downtown Mixed Use District whose locations are depicted on the map in this Section. The Sub-areas as follows:

- (1) Boulevard Commercial.
- (2) North End Urban Residential.
- (3) Park Place
- (4) Civic Use.
- (5) Dixie Mixed Use.
- (6) Residential Office Buffer.
- (7) The Neighborhoods.



1 **(1) Boulevard Commercial Sub-area.**

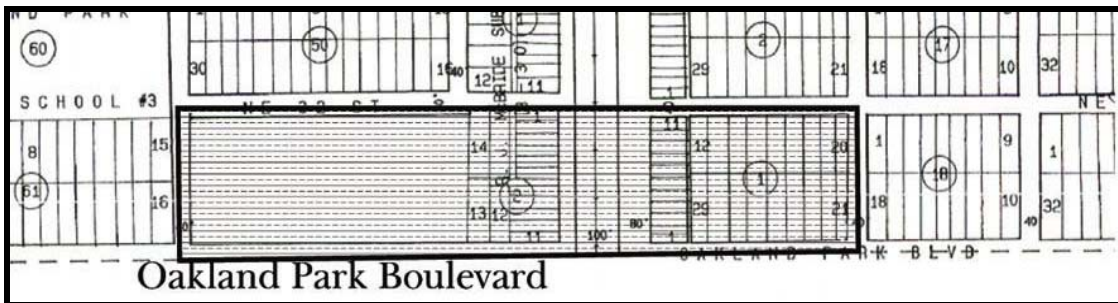
2 (A) Purpose. The Boulevard Commercial sub-area is designated as the southern
 3 entryway into the Downtown Mixed Use District. Potential public amenities include a
 4 gateway feature. The sub-area will continue to have commercial uses with buildings
 5 orientated to Oakland Park Boulevard.

6
 7 (B) Design Requirements. Refer to Section 24-264. Oakland Park Downtown Mixed
 8 Use District Design Guidelines.

9
 10 (C) Uses. Refer to Section 24-265. Downtown Mixed use District Use Table.

11
 12 (D) Sub-area boundaries. The Boulevard Commercial sub-area is bounded by East
 13 Oakland Park Boulevard to the south, NE 10th Avenue to the west, NE 32nd Street to
 14 the north and NE 13th Avenue to the east.

15
 16 The map below designates the Boulevard Commercial sub-area:



18
 19
 20
 21 **(E) Dimensional Requirements Table.**

22

Building Height	Three stories with a maximum height of thirty-six (36) feet. If requirements of the Additional Building Height Program (Sec. 24-269) are met, six stories with a maximum height of seventy-six (76) feet shall be allowed.	
Parking	See Sec. 24-270. Parking.	
Setbacks (See Design Guidelines for additional requirements.)	Front	15' minimum
	Side	15' minimum
	Rear	20', with buffering to residential properties as required in the Design Guidelines.
Minimum Pervious Area	20% of net area.	

1 **(2) North End Urban Residential Sub-area.**

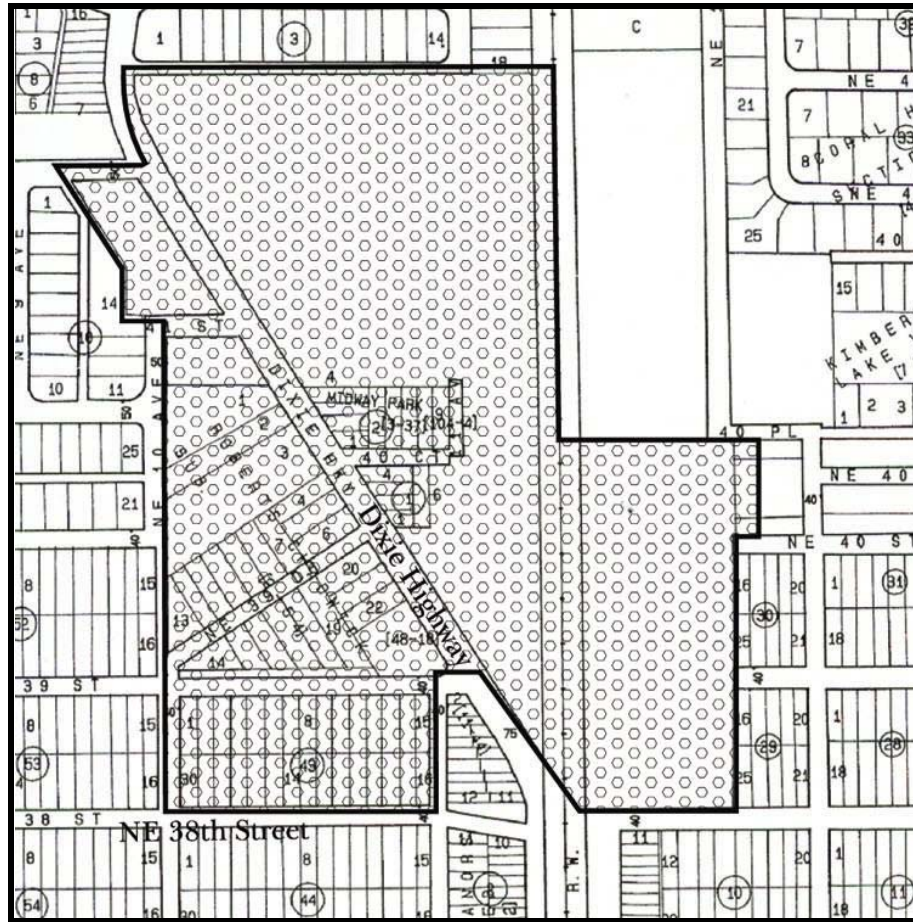
2 (A) Purpose. The North End Urban Residential sub-area shall have a residential
3 focus with some neighborhood serving businesses. Commercial uses shall not
4 exceed 5% of the total building gross floor area of the sub-area. The North End
5 Urban Residential sub-area also provides an entryway to the Downtown District for
6 traffic approaching from the north.

7
8 (B) Design Requirements. Refer to Section 24-264. Oakland Park Downtown Mixed
9 Use District Design Guidelines.

10
11 (C) Uses. Refer to Section 24-265. Downtown Mixed use District Use Table.
12

13 (D) Sub-area boundaries. The North End Urban Residential sub-area is bounded by
14 the north right-of way line of NE 38th Street at the south property line of Oakland
15 Station and crossing over the FEC right-of-way to the east right-of-way line of Dixie
16 Highway at the northeast corner of NE 38 Street and Dixie Highway moving north to
17 NE 39 Street, the east side of Oakland Park 2nd Addition (1-39), Block 43, Lots 15
18 and 16, the south side of Oakland Park 2nd Addition (1-39), Block 43, Lots 16-30, the
19 west side of Oakland Park 2nd Addition (1-39), Block 43, Lots 1 and 30 and NE 38th
20 Street on the south; NE 10th Avenue, the rear property line of the unrecorded
21 acreage property located on the west side of Dixie Highway between NE 41 and NE
22 42 Streets and north along the west right-of-way line of Dixie Highway on the west;
23 NE 42 Street, the north property line of the Dixie-Landmark Plat, 100 feet across the
24 FEC Railroad and the north property line of Oakland Station on the north; and the
25 east right-of-way line of the FEC Railroad and the east property line of Oakland
26 Station on the east.

1 The map below designates the North End Urban Residential sub-area:
 2



3
 4
 5
 6 (E) Dimensional Requirements Table.

Building Height	Three stories with a maximum height of thirty-six (36) feet. If requirements of the Additional Building Height Program (Sec. 24-269) are met, six stories with a maximum height of seventy-six (76) feet shall be allowed.	
Residential Unit Area	1,100 square feet average gross floor area. Minimum 900 square foot gross floor area.	
Parking	See Sec. 24-270. Parking	
Residential Density	35 units per net acre.	
Setbacks See Design Guidelines for additional requirements.	<i>Front</i>	15' minimum
	<i>Side</i>	15' minimum
	<i>Rear</i>	15' minimum
Minimum Pervious Area	20% of net area.	

7

1 **(3) Park Place Sub-area.**

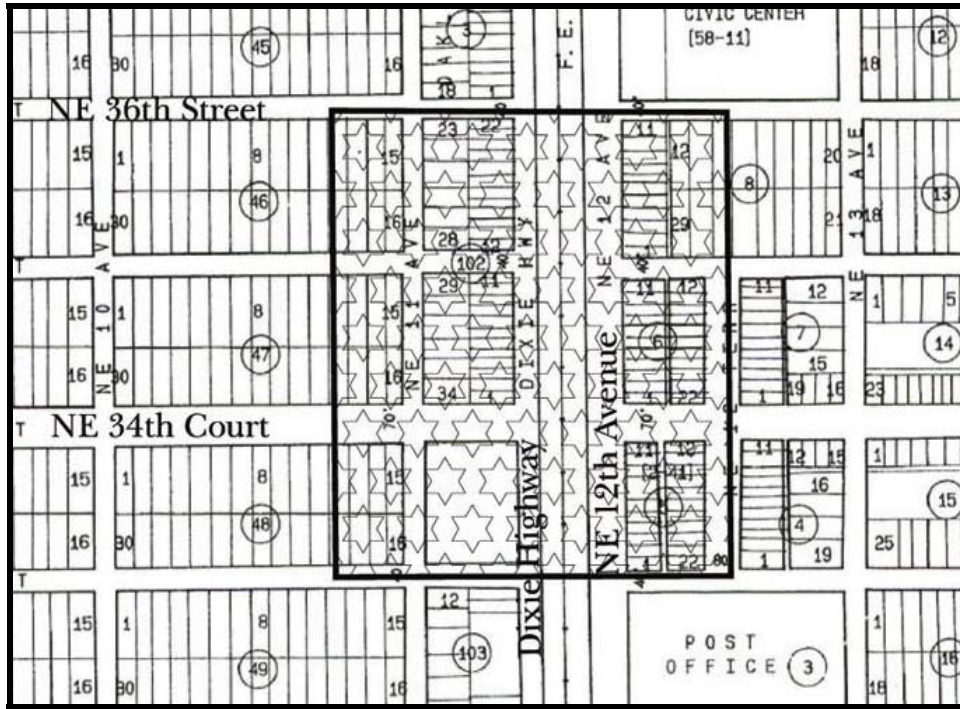
2 (A) Purpose. Park Place is designated as the epicenter of the Oakland Park
3 Downtown District. It is intended to become a local destination with a signature
4 architectural design, mixed-use buildings with commercial uses on the first floor, and
5 public gathering areas. Residential uses are prohibited on the ground floor of all
6 buildings developed under the Downtown Mixed Use District Regulations.

7
8 (B) Design Requirements. Refer to Section 24-264. Oakland Park Downtown Mixed
9 Use District Design Guidelines.

10
11 (C) Uses. Refer to Section 24-265. Downtown Mixed use District Use Table

12
13 (D) Sub-area boundaries. The Park Place sub-area is bounded by NE 34th Street on
14 the south; the eastern side of Oakland Park 2nd Addition (1-39), Block 48, Lots 11
15 and 20, Oakland Park 2nd Addition (1-39), Block 47, Lots 11 and 20, Oakland Park
16 2nd Addition (1-39), Block 46, Lots 11 and 20 on the west; NE 36th Street on the
17 north; the western side of Oakland Park 1st Addition (2-38), Block 8, Lots 15 and 26
18 and NE 12 Terrace on the east.

1 The map below designates the Park Place sub-area:
 2



3
 4
 5
 6
 7

(E) Dimensional Requirements Table.

Building Height	Three stories with a maximum height of thirty-six (36) feet. If requirements of the Additional Building Height Program (Sec. 24-269) are met, six stories with a maximum height of ninety (90) feet shall be allowed.	
Residential Unit Area	1,100 square feet average gross floor area. Minimum 900 square foot gross floor area.	
Parking	See Sec. 24-270. Parking.	
Residential Density	55 units per net acre.	
Setbacks See Design Guidelines for additional requirements.	<i>Front</i>	Dixie Highway: 12' minimum NE 12 th Avenue: 0'
	<i>Side</i>	10' minimum
	<i>Rear</i>	10' minimum
Minimum Pervious Area	5% of net area.	

8

1 **(4) Civic Use Sub-area.**

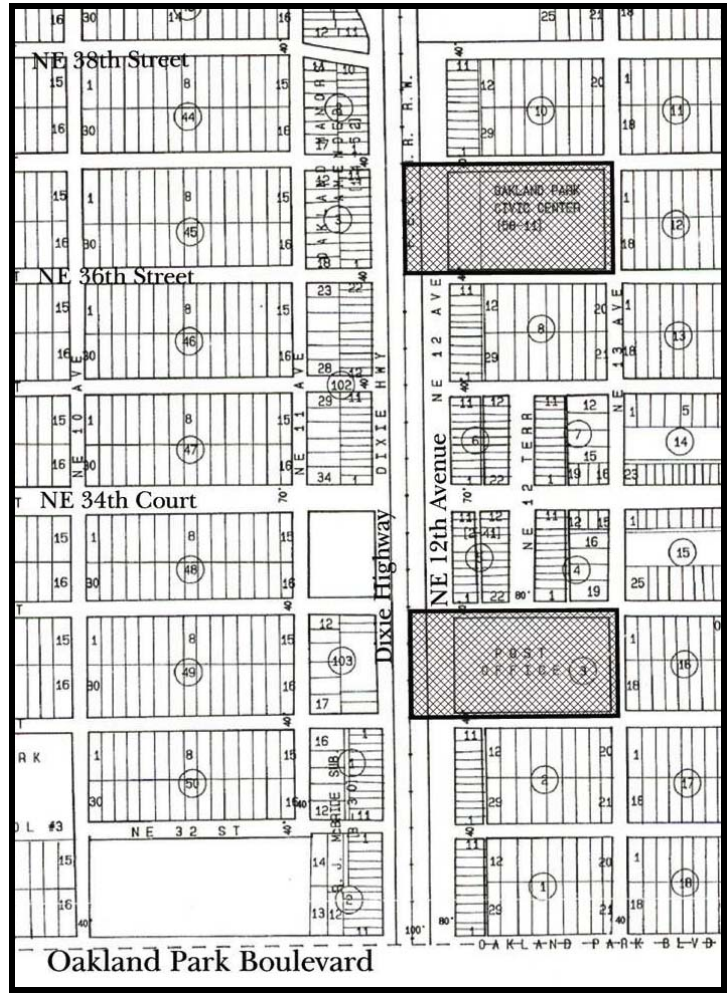
2 (A) Purpose. The Civic Use sub-area is intended to provide space for civic,
3 government, and postal uses as well as areas for community facilities including
4 libraries and museums.

5
6 (B) Design Requirements. Refer to Section 24-264. Oakland Park Downtown Mixed
7 Use District Design Guidelines.

8
9 (C) Uses. Refer to Section 24-265. Downtown Mixed use District Use Table.

10
11 (D) Sub-area boundaries. The Civic Use sub-area has two sections. 1) This section
12 is bounded by NE 36th Street to the south; NE 12th Avenue to the west; NE 37th
13 Street to the north; and NE 13th Avenue to the east. 2) This section is bounded by
14 NE 33rd Street to the south; NE 12th Avenue to the west; NE 34th Street to the north;
15 and NE 13th Avenue to the east.

1 The map below designates the Civic Use sub-area:
 2



3
 4
 5
 6 (E) Dimensional Requirements Table.
 7

Building Height	Three stories with a maximum height of thirty-six (36) feet. If requirements of the Additional Building Height Program (Sec. 24-269) are met, five stories with a maximum height of sixty-eight (68) feet shall be allowed.	
Parking	See Sec. 24-270. Parking.	
Setbacks See Design Guidelines for additional requirements.	<i>Front</i>	None.
	<i>Side</i>	5' minimum, 0 lot line in allowable town home developments and 0 lot line single family lots, where the adjacent side is a minimum of 10' from lot line and minimized window at 0 lot line.
	<i>Rear</i>	15' minimum
Minimum Pervious Area	5% of net area.	

1 **(5) Dixie Mixed Use Sub-area.**

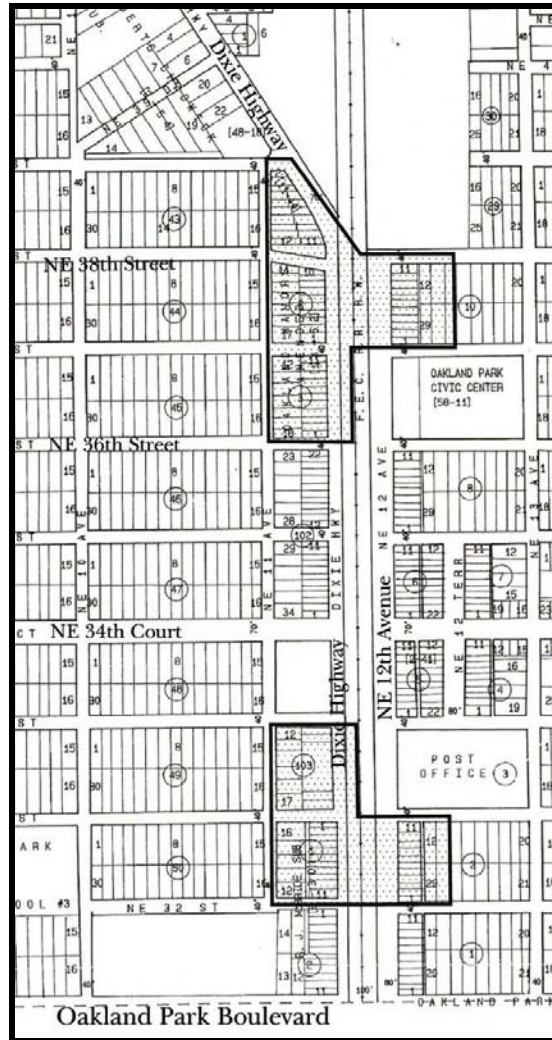
2 (A) Purpose. The Dixie Mixed use sub-area regulations will encourage a mix of
3 commercial and residential uses. Residential uses are prohibited on the ground
4 floor of all buildings developed under the Downtown Mixed Use District Regulations.

5
6 (B) Design Requirements. Refer to Section 24-264. Oakland Park Downtown Mixed
7 Use District Design Guidelines.

8
9 (C) Uses. Refer to Section 24-265. Downtown Mixed use District Use Table.
10

11 (D) Sub-area boundaries. The Dixie Mixed Use sub-area has two sections. 1) This
12 section is bounded by NE 32nd Street to the south; NE 11th Avenue to the west; NE
13 34th and NE 33rd Streets to the north; and the west right-of-way line of the FEC
14 Railroad and the western side of Oakland Park 1st Addition (2-38), Block 2, Lots 13
15 and 28 on the east. 2) This section is bounded by NE 36th and 37th Streets on the
16 south; NE 11th Avenue to the west; the west right-of-way line of the FEC Railroad,
17 the east right-of-way line of Dixie Highway and the western side of Oakland Park 1st
18 Addition (2-38), Block 10, Lots 15 and 26 on the east; and NE 39 Street on the north.

1 The map below designates Dixie Mixed Use sub-area:
 2



3
 4
 5 (E) Dimensional Requirements Table.
 6

Building Height	Three stories with a maximum height of thirty-six (36) feet. If requirements of the Additional Building Height Program (Sec. 24-269) are met, five stories with a maximum height of sixty-eight (68) feet shall be allowed.	
Residential Unit Area	1,100 square feet average gross floor area. Minimum 900 square foot gross floor area.	
Parking	See Sec. 24-270. Parking.	
Residential Density	45 units per net acre.	
Setbacks See Design Guidelines for additional requirements.	<i>Front</i>	Dixie Highway: 12' minimum NE 12 th Avenue: 0'
	<i>Side</i>	10' minimum
	<i>Rear</i>	10' minimum from back of curb to building face
Minimum Pervious Area	5% of net area.	

1 **(6) Residential Office Buffer Sub-area.**

2 (A) Purpose. The Residential Office Buffer sub-area is a transitional, low intensity
3 commercial area that will buffer the primarily residential North End Urban Residential
4 and The Neighborhoods sub-areas. Residence in the form of condominiums or
5 townhomes can be built in this subarea. Low intensity offices and commercial uses
6 with residential look area allowed. Proper buffering when adjacent to single family
7 homes is required.

8 Buildings will be oriented on NE 11th Avenue in the western section and on NE 38th
9 Street in the eastern section.

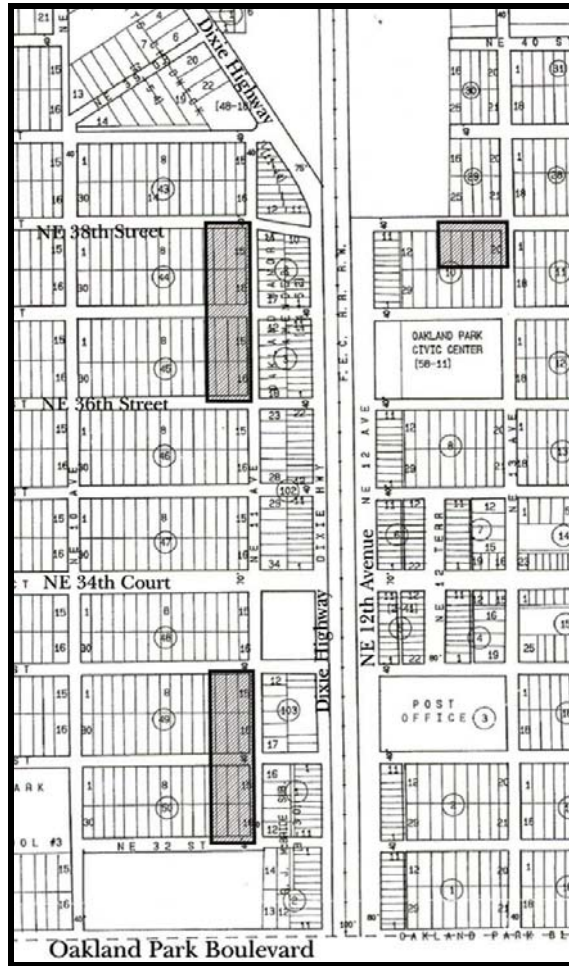
10
11 (B) Design Requirements. Refer to Section 24-264. Oakland Park Downtown Mixed
12 Use District Design Guidelines.

13
14 (C) Uses. Refer to Section 24-265. Downtown Mixed use District Use Table.

15
16 (D) Sub-area boundaries. The Residential Office Buffer sub-area has three
17 sections: 1) This section is bounded by NE 36th Street on the South; the western
18 side of Oakland Park 2nd Addition (1-39), Block 45, Lots 12 and 19 and the western
19 side of Oakland Park 2nd Addition (1-39), Block 44, Lots 12 and 19 on the west; NE
20 39th Street to the north; and NE 11th Avenue on the east. 2) This section is bounded
21 NE 32nd Street on the south; the western side of Oakland Park 2nd Addition (1-39),
22 Block 50, Lots 12 and 19, and the western side of Oakland Park 2nd Addition (1-39),
23 Block 49, Lots 12 and 19 on the west; NE 34th Street on the north; and NE 11th
24 Avenue on the east. 3) This section is bounded by the south side of Oakland Park
25 First 1st (2-38), Block 10, Lots 20-25, on the south; the west side of Oakland Park 1st
26 Addition (2-38), Block 10, Lot 25, on the west; NE 38th Street on the north; and NE
27 13th Avenue to the east.

28

1 The map below designates the Residential Office Buffer:
 2



3
 4
 5 (E) Dimensional Requirements Table.
 6

Building Height	Three stories with a maximum height of thirty-six (36) feet.	
Residential Unit Area	1,100 square feet average gross floor area. Minimum 900 square foot gross floor area.	
Parking	See Sec. 24-270. Parking.	
Residential Density	16 units per net acre.	
Setbacks See Design Guidelines for additional requirements.	<i>Front</i>	10' minimum
	<i>Side</i>	5' minimum, 0 lot line in allowable townhome developments and 0 lot line single family lots, where the adjacent side is minimum of 10' from lot line and minimized window at 0 lot line.
	<i>Rear</i>	15' minimum
Minimum Pervious Area	20% of net area.	

7

1 **(7) The Neighborhoods Sub-area.**

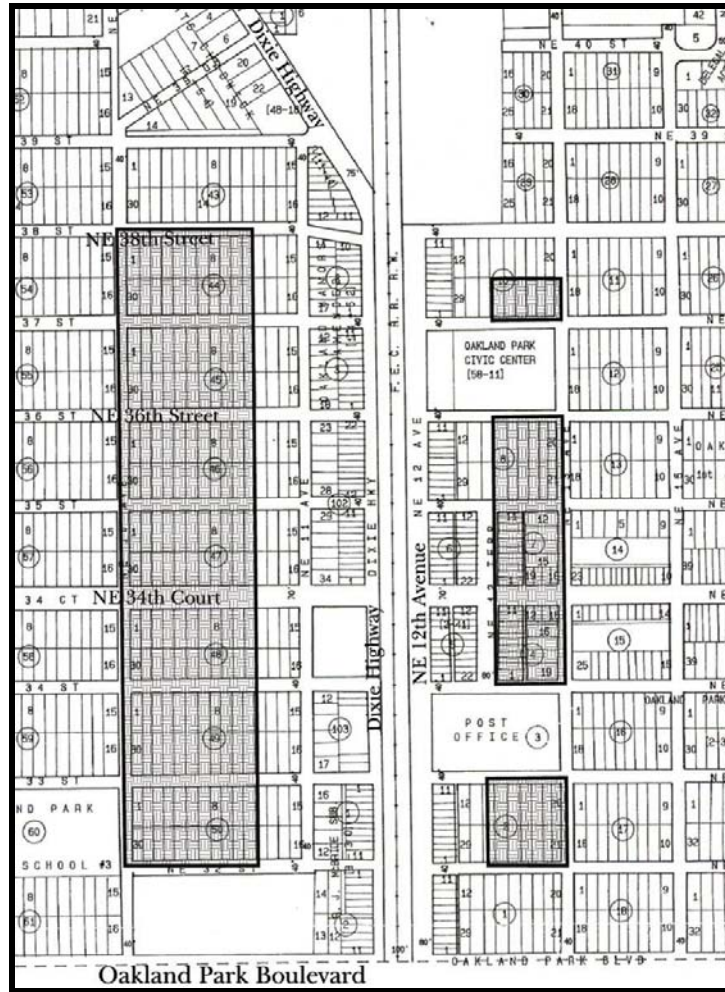
2 (A) Purpose. This sub-area will maintain strong residential community feeling.
3 Homeownership is to be encouraged in form of single family and townhomes.

4
5 (B) Design Requirements. Refer to Section 24-264. Oakland Park Downtown Mixed
6 Use District Design Guidelines.

7
8 (C) Uses. Refer to Section 24-265. Downtown Mixed use District Use Table.

9
10 (D) Sub-area boundaries. The Neighborhoods sub-area has four sections 1) This
11 section is bounded by NE 32 Street to the south; NE 10th Avenue to the west; NE
12 38th Street to the north; and the eastern side of Oakland Park 2nd Addition (1-39),
13 Lots 11 and 20 on Blocks 43 through 50 on the east. 2) This section is bounded by
14 NE 32nd street to the south; the western side of Oakland Park 1st Addition (2-38),
15 Block 2, Lots 14 and 27 on the west; NE 33rd Street on the north; and NE 13th
16 Avenue on the east. 3) This section is bounded by NE 34th Street to the south; the
17 western side of Oakland Park 1st Addition (2-38), Block 4, Lots 1-11, Block 7, Lots 1-
18 11 and Block 8, Lots 15 and 26, on the west; NE 36th Street on the north; and NE
19 13th Avenue on the west. 4) This section is bounded by NE 37th Street on the south;
20 the western side of Oakland Park 1st Addition (2-38), Block 10, Lot 26 on the west;
21 the northern side of Oakland Park 1st Addition (2-38), Block 10, Lots 21-26 on the
22 north; and NE 13th Avenue on the east.

1 The map below left designates The Neighborhoods sub-area:
 2



3
 4
 5
 6 (C) Dimensional Requirements Table.
 7

Building Height	Three stories with a maximum height of thirty-six (36) feet.	
Residential Unit Area	Minimum 1,000 square foot gross floor area.	
Parking	See Sec. 24-270. Parking.	
Residential Density	16 units per net acre.	
Setbacks See Design Guidelines for additional requirements.	<i>Front</i>	12' minimum
	<i>Side</i>	5' minimum, 0 lot line in allowable townhome developments and 0 lot line single family lots, where the adjacent side in minimum of 10' from lot line and minimized window at 0 lot line.
	<i>Rear</i>	15' minimum
Minimum Pervious Area	20% of net area.	

1 **Sec. 24-264. Urban Design**

2 (1) Oakland Park Downtown Mixed Use District Design Guidelines. All development
3 including but not limited to buildings, open space, signage, and streetscaping are
4 subject to the criteria stated in the Oakland Park Downtown Mixed Use District
5 Design Guidelines. The City Commission shall approve all development in the
6 Downtown Mixed Use District in accordance with the Design Guidelines as adopted
7 by the City Commission and the Development Review Procedure in Section 24-268
8 of this Article to ensure good aesthetics and livability. The Oakland Park Downtown
9 Mixed Use District Design Guidelines will include criteria on the following: urban
10 form, architectural design, streetscaping, landscaping and signage. The Oakland
11 Park Downtown Mixed Use District Design Guidelines will also be referred to as the
12 “Design Guidelines” in the Downtown Oakland Park Mixed Use District Regulations.

13
14 (2) Approval and revision of Oakland Park Downtown Mixed Use District Design
15 Guidelines. The City Commission must approve the Downtown Oakland Park Mixed
16 Use Design Guidelines by resolution and may time to time revise the Design
17 Guidelines with the recommendation of City staff and an urban designer.

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Sec. 24-265. Downtown Mixed Use District Use Table.

Downtown Mixed Use District Use Table							
(Y=Allowed, N= Not permitted, C=conditional)							
Business Listings	Boulevard Commercial	North End Urban Residential	Park Place	Civic Use	Dixie Mixed Use	Residential Office Buffer	The Neighborhoods
Adult entertainment, book stores, movie theaters	N	N	N	N	N	N	N
Amusement enterprises: coin operated games	Y	N	Y	N	Y	N	N
Antique shop, retail	Y	Y	Y	N	Y	C	N
Appliances, retail	Y	N	Y	N	Y	N	N
Art galleries, retail	Y	Y	Y	N	Y	Y	N
Artisan/craftsman workshop	Y	Y	Y	N	Y	C	N
Artist's studio	Y	Y	Y	N	Y	Y	N
Assembly hall	Y	C	C	Y	C	N	N
Athletic/fitness club (up to 10,000 square feet)	Y	N	Y	N	Y	N	N
Auctions (antiques and fine arts only)	C	N	C	N	C	N	N
Auto body fender and repair	N	N	N	N	N	N	N
Auto rental/leasing (office only)	Y	Y	Y	N	Y	N	N
Auto tag agency	Y	N	N	N	Y	N	N
Auto wash	N	N	N	N	N	N	N
Automotive maintenance and repair services	N	N	N	N	N	N	N
Automotive parts, new (except tires and hubcaps)	Y	C	N	N	N	N	N
Automotive sales and related uses	N	N	N	N	N	N	N
Bail bonds.	N	N	N	N	N	N	N
Bakeshops, retail	Y	Y	Y	N	Y	N	N
Banks (no drive thru) ^a	Y	Y	Y	N	Y	N	N
Barber shops	Y	Y	Y	N	Y	Y	N
Bars/nightclubs	Y	N	Y	N	Y	N	N
Beauty parlors	Y	Y	Y	N	Y	Y	N
Beauty supply store, retail	Y	Y	Y	N	Y	N	N
Bed and breakfast inns	N	Y	Y	N	Y	C	C
Bicycle stores and repair shop	Y	Y	Y	N	Y	N	N
Bingo Parlors	N	N	N	N	N	N	N

Downtown Mixed Use District Use Table (Y=Allowed, N= Not permitted, C=conditional)							
Business Listings	Boulevard Commercial	North End Urban Residential	Park Place	Civic Use	Dixie Mixed Use	Residential Office Buffer	The Neighborhoods
Bookstore	Y	Y	Y	N	Y	N	N
Bottle Clubs	N	N	N	N	N	N	N
Bowling alley	Y	C	C	N	C	N	N
Broadcast studios	Y	Y	Y	N	Y	N	N
Business machines	Y	N	Y	N	Y	N	N
Butcher shop	Y	Y	Y	N	Y	N	N
Candy stores, retail	Y	Y	Y	N	Y	N	N
Carpet, rugs and floor covering, retail	Y	Y	Y	N	Y	N	N
Child care and adult day care	C	C	C	Y	C	C	C
China, crockery, glassware, earthenware, retail	Y	Y	Y	N	Y	N	N
Cigar store-retail	Y	Y	Y	N	Y	N	N
Cineplex movie theater (except drive-ins)	Y	N	Y	N	N	N	N
Clothing store, except secondhand	Y	Y	Y	N	Y	N	N
Clubs-civic, fraternal, non-commercial	Y	C	C	Y	C	C	C
Coffeeshouses	Y	Y	Y	Y	Y	N	N
Community care facilities and community residential homes	N	N	N	N	N	N	N
Community centers	Y	C	C	Y	C	N	N
Consignment shop	N	N	N	N	N	N	N
Convenience stores	C	C	N	N	C	N	N
Delicatessen-retail	Y	Y	Y	N	Y	N	N
Devaluating Uses	N	N	N	N	N	N	N
Dinner theater	Y	N	C	N	C	N	N
Discount store	N	N	N	N	N	N	N
Dormitory, Fraternity and Sorority Houses	N	N	N	N	N	N	N
Drive-through windows in connection with any use	N	N	N	N	N	N	N
Dry Cleaner	Y	Y	Y	N	Y	Y	N
Dry cleaning and pressing – pickup and delivery only	Y	Y	Y	N	Y	Y	N

Downtown Mixed Use District Use Table (Y=Allowed, N= Not permitted, C=conditional)							
Business Listings	Boulevard Commercial	North End Urban Residential	Park Place	Civic Use	Dixie Mixed Use	Residential Office Buffer	The Neighborhoods
Electrical fixtures and supplies, retail	Y	Y	Y	N	Y	N	N
Fabrics store, retail	Y	Y	Y	N	Y	N	N
Financial institutions	Y	Y	Y	N	Y	N	N
Fish-retail	Y	Y	Y	N	Y	N	N
Flea markets and bazaars	N	N	N	N	N	N	N
Florists	Y	Y	Y	N	Y	N	N
Food caterers	Y	N	Y	N	Y	N	N
Fruit stores-retail	Y	Y	Y	N	Y	N	N
Garden supplies	Y	N	N	N	N	N	N
Gasoline service stations	C	N	N	N	N	N	N
Gift shops, new-retail	Y	Y	Y	N	Y	N	N
Government offices	N	N	N	Y	C	N	N
Green market	Y	Y	Y	N	Y	Y	N
Group homes	N	C	C	N	C	C	C
Guns-retail	N	N	N	N	N	N	N
Hardware store	Y	Y	Y	N	Y	N	N
Hobby shop, retail	Y	Y	Y	N	Y	N	N
Home occupations	N	Y	Y	N	Y	Y	Y
Hospitals	N	N	N	N	N	N	N
Hotels and motels	Y	N	Y	N	Y	N	N
Ice cream-retail	Y	Y	Y	N	Y	N	N
Industrial uses	N	N	N	N	N	N	N
Interior decoration shop (including alterations)	Y	Y	Y	N	Y	N	N
Internet Cafe	Y	Y	Y	N	Y	N	N
Jewelry store-watch repair	Y	Y	Y	N	Y	N	N
Key shop/locksmith	Y	Y	Y	N	Y	N	N
Laundries, coin operated	N	N	N	N	N	N	N

Downtown Mixed Use District Use Table (Y=Allowed, N= Not permitted, C=conditional)							
Business Listings	Boulevard Commercial	North End Urban Residential	Park Place	Civic Use	Dixie Mixed Use	Residential Office Buffer	The Neighborhoods
Laboratories	N	N	N	N	N	N	N
Lawn care equipment (new)	Y	N	N	N	N	N	N
Laundry establishment	N	N	N	N	N	N	N
Leather goods store, retail	Y	Y	Y	N	Y	N	N
Library	C	N	N	Y	C	N	N
Liquor stores	Y	Y	Y	N	Y	N	N
Manufacturing uses	N	N	N	N	N	N	N
Marine supplies, retail	Y	N	Y	N	Y	N	N
Massage parlors	N	N	N	N	N	N	N
Massage, state licensed	Y	Y	Y	N	Y	Y	N
Membership Stores or facilities over 10,000 square feet	N	N	N	N	N	N	N
Miniature golf course	N	N	N	N	N	N	N
Multi-family dwelling units	N	Y	Y	N	Y	Y	Y
Museums	C	N	C	Y	C	N	N
Music and radio store, retail	Y	Y	Y	N	Y	N	N
Neighborhood Food Store (up to 10,000 square feet)	Y	N	N	N	Y	N	N
Newsstand	Y	Y	Y	N	Y	N	N
Office equipment and supplies	Y	N	Y	N	Y	N	N
Office furniture store	Y	N	Y	N	Y	N	N
Offices for doctors, dentists, podiatrists and related professions	Y	N	Y	N	Y	Y	N
Optical store	Y	N	Y	N	Y	N	N
Outdoor storage	N	N	N	N	N	N	N
Paint, wallpaper stores, retail only	Y	N	N	N	Y	N	N
Parking garage, commercial	Y	N	Y	N	Y	N	N
Parking lot, commercial	Y	N	Y	N	Y	N	N
Park and open space	Y	Y	Y	Y	Y	Y	Y
Pawn shops	N	N	N	N	N	N	N

Downtown Mixed Use District Use Table (Y=Allowed, N= Not permitted, C=conditional)							
Business Listings	Boulevard Commercial	North End Urban Residential	Park Place	Civic Use	Dixie Mixed Use	Residential Office Buffer	The Neighborhoods
Pet boarding/kennel	Y	N	N	N	N	N	N
Pet day care facilities	C	C	C	C	C	N	N
Pet grooming	Y	N	Y	N	Y	N	N
Pet supplies, retail	Y	N	Y	N	Y	N	N
Pharmacy	Y	Y	Y	N	Y	N	N
Photograph galleries or studios	Y	N	Y	N	Y	N	N
Photographers, commercial	Y	N	Y	N	Y	N	N
Photographic equipment and supplies	Y	N	Y	N	Y	N	N
Places of worship	Y	C	C	Y	C	N	N
Post offices	C	N	N	Y	C	N	N
Printing and publishing	Y	C	C	N	Y	N	N
Professional offices	Y	Y	Y	N	Y	Y	N
Psychic Consulting	N	N	N	N	N	N	N
Real estate offices	Y	Y	Y	N	Y	Y	N
Restaurants and dining rooms	Y	Y	Y	N	Y	N	N
Retail stores or shops over 10,000 square feet	N	N	N	N	N	N	N
School, arts and crafts	Y	N	N	Y	Y	Y	N
School, martial arts	Y	N	N	Y	Y	N	N
School, modeling	Y	N	N	Y	Y	N	N
Schools, beauty	Y	N	N	Y	Y	N	N
Schools, business	Y	N	N	Y	Y	N	N
Schools, dancing	Y	N	N	Y	Y	N	N
Schools, driving	Y	N	N	Y	Y	N	N
Schools, gymnastics	Y	N	N	Y	Y	N	N
Schools, music	Y	N	N	Y	Y	Y	N
Schools, photography	Y	N	N	Y	Y	Y	N
Schools, public, private and charter (all grades)	Y	N	N	Y	Y	N	N
Second-hand store	N	N	N	N	N	N	N
Self-storage facilities	N	N	N	N	N	N	N
Shoe stores	Y	Y	Y	N	Y	N	N
Single-family dwelling units	N	Y	Y	N	Y	Y	Y
Skating rink	Y	C	C	C	C	N	N
Small tool and appliance repair	Y	Y	Y	Y	Y	N	N
Souvenir stores	Y	Y	Y	Y	Y	N	N
Sporting goods, rental	Y	Y	Y	Y	Y	N	N
Sporting goods, retail	Y	Y	Y	Y	Y	N	N
Tailor and seamstress shop	Y	Y	Y	Y	Y	Y	N

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Downtown Mixed Use District Use Table (Y=Allowed, N= Not permitted, C=conditional)							
Business Listings	Boulevard Commercial	North End Urban Residential	Park Place	Civic Use	Dixie Mixed Use	Residential Office Buffer	The Neighborhoods
Tattooing and body piercing	N	N	N	N	N	N	N
Teen center	Y	C	C	C	C	N	N
Theater (single room establishment)	C	C	C	C	C	N	N
Thrift store	N	N	N	N	N	N	N
Townhome	N	Y	Y	N	Y	Y	Y
Trailer Parks/Recreational vehicle parks	N	N	N	N	N	N	N
Travel bureau	Y	Y	Y	N	Y	Y	N
Two-family dwelling units	N	N	Y	N	Y	Y	Y
Veterinary clinics	C	C	C	N	C	C	C
Video/DVD rental (except for what is excluded under adult entertainment)	Y	Y	Y	N	Y	N	N
Warehouse/storage	N	N	N	N	N	N	N
Wearing apparel stores	Y	Y	Y	N	Y	N	N
Wholesale sales	N	N	N	N	N	N	N

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(1) Conditional Uses:

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Use determined to be conditional within the Downtown Mixed Use District must meet certain criteria to be allowed within the district and require a public hearing and approval by the City Commission. Such criteria include consideration of (a) appropriateness, (b) traffic impact, (c) parking, and (d) compatibility with adjacent properties. Conditional uses shall be subject to Section 24-165 of the Oakland Park Land Development Code.

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1 **Sec. 24-266. Accessory Structures.**

2 See Chapter 24 Section 24-68, 24-69, and 24-70 for reference to accessory
3 structures.

4
5 **Sec. 24-267. Non-conforming Uses and Structures**

6 (A) It is the general policy of the City to allow uses, structures and lots that came into
7 existence legally and in conformance with then applicable requirements but do not
8 conform to all the applicable requirements of this code specifically those sections
9 applying to the Downtown Mixed-Use District to continue to exist and to be put to
10 productive use, but to bring as many aspects of such situations into conformance
11 with the current code as is reasonably practical all subject to limitations of this
12 section. The limitations of this section are intended to recognize the interest of the
13 property owner in continuing to use the property but to preclude the expansion of the
14 non-conforming situation and to preclude the reestablishment of an abandoned use
15 or lot or of a building or structure that has been substantially destroyed. It is not the
16 intent of this section to limit the right of a property owner to continue the uses of land
17 and structures as were in existence at the time of the adoption of this section, since
18 it would be an injustice and unreasonable hardship to compel immediate removal or
19 suppression of an otherwise lawful business or use already established within the
20 district.

21 (B) This section shall apply to circumstances, uses and buildings that become non-
22 conforming by the enactment of this section to the code or an amendment to this
23 section. It shall also apply to non-conforming situations that were legal non-
24 conforming uses or other situations, use and buildings under similar provision of a
25 previously applicable section of the code and that remain non-conforming with one
26 or more provisions of this section even if the type or extent of non-conformity is
27 different.

28 (C) Any non-conforming use, building, structure, or other non-conforming situations
29 which exists lawfully on the date of the adoption of the ordinance enacting this
30 section of the code or which becomes non-conforming upon the adoption of any
31 amendment to this section of the code may be continued in accordance with
32 provisions of this article. Where two or more provisions of this article apply, the more
33 restrictive requirements applies.

34 (D) The burden of establishing that any non-conforming situation is a legal non-
35 conforming situation as defined by this section of the code, shall in all cases, be
36 upon the property owner of such non-conformity and not upon the City of Oakland
37 Park or any other person or entity.

38 (E) Definitions:

39 (a) Legal Non-Conforming Situations. A legal non-conforming situation is any
40 land use, structure, lot of record, or other situation, related to the use or
41 development of land that was legally established prior to the effective date of the
42 ordinance adopting this section of the Code of Ordinances of the City of Oakland

1 Park, or any subsequent amendment thereto and that it does not now fully conform
2 to the requirements of this section, as amended to the applicable date.

3 (b) Non-Conforming Use. A non-conforming use is a use of land, building(s), or
4 other structure(s), or any combination thereof that is legally non-conforming under
5 subsection (a) above.

6 (c) Non-conforming Structure. A non-conforming structure is any building or
7 structure which does not fully conform with the standards imposed by the provisions
8 of this section, but which is legally non-conforming under subsection (a) above. For
9 purposes of this section, non-conforming structure shall be considered either major
10 or minor as defined herein:

11 A major non-conforming structure is any non-residential building or structure located
12 on a lot, parcel, or track which at any point borders a residential use in which
13 exceeds the minimum density or intensity standards for the Downtown Mixed-Use
14 district.

15 A minor non-conforming structure is any non-conforming building or structure which
16 is not a major non-conforming building or structure.

17 Other non-conforming situations include other aspects of an established land use or
18 development that does not fully conform with the requirements of this section or any
19 amendment thereto but which is legally non-conforming under subsection "A" above.
20 Such other non-conforming situations include, but are not limited to, requirements for
21 off street parking, landscaping requirements, and buffering requirements.

22 (F) Non-Conforming Uses.

23 (1) Continuance permitted. A non-conforming use may continue, subject to
24 requirements to this section.

25 (2) Expansion prohibited. A non-conforming use shall not be enlarged or
26 expanded.

27 (3) Change of use. A non-conforming use may be changed only to a use
28 conforming to the requirements of the Downtown Mixed Use District.

29 (4) Non-Conforming structures. A non-conforming structure may be used for
30 any permitted use in the Downtown Mix Used District or for any applicable legally
31 non-conforming use.

32 (5) Expansion prohibited. Any expansion of a non-conforming structure, which
33 serves to expand the extent of the non-conformity use, is prohibited.

34 (6) Moving prohibited. A non-conforming structure or use shall not be moved, in
35 whole or in part, for any distance whatsoever, to any other location on the same or
36 any other parcel within the Oakland Park Downtown Mixed Used District unless the
37 entire structure shall thereafter conform to the regulations of the Downtown Mixed
38 Use District.

39 (7) Maintenance, Repairs, and Remodeling. Maintenance and repairs of a non-
40 conforming structure are permitted. Remodeling of the structure within the existing

1 building footprint is permitted without a variance, provided that the remodeling does
2 not increase the degree of non-conformity and that applicable building and life safety
3 codes are complied with the fullest extent.

4 (8) Termination of Non-Conforming Situations.

5 (a) Termination by abandonment. Discontinuance of a non-conforming use or
6 structure for a period more than six months shall be determined to be an
7 abandonment. In the case of use, such use shall not be then reestablished in any
8 subsequent use and shall conform to the requirements of the Downtown Mixed Use
9 District. For purposes of this section, abandonment shall be defined and determined
10 to occur when the property owner intentionally and voluntarily forgoes further non-
11 conforming use of the property. Hobes vs. The Department of Transportation 831
12 So. 2d 745 (Fla. 5th DCA 2002) and Louis vs. City of Atlantic Beach 467 So. 2d 751
13 (Fla. 1st DCA 1985).

14 (b) Termination by Damage or Destruction.

15 (i) In the event that any minor non-conforming structure or use is
16 destroyed by any means to the extent of 50%, or any major non-
17 conforming structure or use is destroyed, by any means, to the
18 extent of more than 25% of the cost or replacement of such
19 structure or use, said structure or use shall not be rebuilt, restored,
20 re-established or reoccupied, except in conformance with the
21 applicable requirements of this section of the code pertaining to the
22 Downtown Mixed Use District.

23 (ii) When a non-conforming structure or use is damaged or destroyed
24 to a lesser percentage of the replacement costs and specified in
25 subsection (a) above, no repairs or rebuilding shall be permitted
26 except in conformity with the sections of the code and the
27 applicable requirements of this section pertaining to the Downtown
28 Mixed Use District.

29 (iii) It is the expressed intention of the City Commission that the legal
30 requirement, set forth in the Code of Ordinances, that all non-
31 conforming uses must be brought into conformity by the year 2010,
32 shall not apply to non-conforming situations located within the
33 Downtown Mixed Use District.

34 (9) Violations, Penalties, and Enforcement. It is the intent of the City
35 Commission that the Code Enforcement Division and the Building Department shall
36 share responsibilities for enforcing this section of the code to the extent that such
37 enforcement falls within the scope of each of the department's administrative
38 responsibilities under this section. Responsibility for brining enforcement actions
39 shall lie with the building officials for violations involving buildings, with the code
40 enforcement officers for all other violations, and both of them for violations involving
41 both buildings and other matters under this code.

1 (10) Compliance Required. Any individual or legal entity utilizing land or building
2 or other structure, or any other individual or legal entity subdividing land, or any
3 individual legal entity using or developing land or engaged in any other action
4 subject to the scope of this section of the code within municipal boundaries of the
5 City of Oakland Park shall comply with all requirements of this code.

6 (11) Violations. It shall be a violation of this section to do any of the following:

7 (a) To use to attempt to use land or buildings in any way not consistent
8 with requirements of this section;

9 (b) To erect or attempt to erect a building or any structure in any way not
10 consistent with requirements of this section;

11 (c) To engage or attempt to engage in the development or subdivision of
12 land in any way not consistent with requirements of the regulations set forth in this
13 section of the code or the Design Guidelines.

14 (d) To install or use a sign in any way not consistent with the
15 requirements of this section.

16 (e) To engage in a building or land, the use or installation of a sign, the
17 subdivision or development of land or any other activity requiring one or more
18 permits or approvals under this section without first obtaining all such required
19 permits or approvals.

20 (f) To engage in the use or a building or land, the use or installation of a
21 sign, subdivision or development of land or any other activity requiring one or more
22 permits under this section in any way inconsistent with any such permit or approval
23 or any conditions imposed thereon.

24 (g) To violate the terms of any permit or approval granted under this
25 section or any condition imposed in such permit or approval.

26 (h) To violate any lawful order issued by any person or entity under this
27 section.

28 (i) To continue any violations as defined above, with each day of
29 continued violations to consider a separate violation for purposes of computing
30 cumulative civil or criminal penalties.

31 (12) Authorize Enforcement Action. The City building official or the City's code
32 enforcement division may take any one or more of the following actions to remedy a
33 violation of this section of the code:

34 (a) Withhold building or zoning permits or both;

35 (b) Issue stop work orders against any work undertaken by an entity not
36 having a proper building or zoning code or both;

37 (c) Revoke permits issued under this section;

38 (d) Issue stop orders against any actions or violation of this section;

1 (e) Seek authorization from the city commission to have the city bring an
2 action for an injunction or mandamus if required, to prevent the
3 violation and or prevent the occupancy or use of any building or
4 structure involved in the violation;

5 (f) Provide recommendations to the City Commission that it bring an
6 action for injunction or mandamus to abate a violation.

7 (13) Enforcement Procedures. A Code Enforcement Officer or Building
8 Official shall rely upon existing code provisions of State law for purposes of
9 suspending or revoking a zoning certificate or permit for any of the violations listed
10 above. Furthermore, a Code Enforcement Officer or Building Official may bring the
11 matter before the appropriate Board for an immediate review so as to ensure that
12 the integrity of this section of the code is maintained.

13
14 **Sec 24-268. Landscaping.**

15 All development and redevelopment must comply with Article VIII Section 24-105 of
16 the Code of Ordinances, as amended from time to time and follow additional
17 requirements as stated in the *Oakland Park Downtown Mixed Use District Design*
18 *Guidelines.*

19
20 **Sec. 24-269. Additional Building Height Program.**

21 (A) Building height. Property owners may obtain approval to construct additional
22 stories provided they contribute toward public amenities. In the Park Place and
23 Dixie Mixed Use sub-areas, owners must also meet the aggregation requirements in
24 Section 24-269.(E) below to obtain additional height.

25
26 (B) Sub-area regulations. Three additional stories may be added in the following
27 sub-areas:

- 28 (1) North End Urban Residential
- 29 (2) Boulevard Commercial
- 30 (3) Park Place

31 Two additional stories may be added in the following sub-areas:

- 32 (1) Dixie Mixed Use
- 33 (2) Civic Use (except within 225 feet west of NE 13th Avenue)

34 (C) Neighborhood compatibility requirement in North End Urban Residential sub-
35 area. Buildings in the North End Urban Residential Sub-area closest to the
36 perimeter of the sub-area, unless adjacent to the Dixie Mixed Use Sub-Area, shall
37 not exceed three stories with a maximum of thirty six (36) feet.

38 (D) Density Bonus. A density bonus may be granted by the City Commission of up to
39 five (5) units per acre if said density bonus is consistent with:

- 40 (1) the adopted goals, objectives and priority improvement projects of the
41 City's Community Redevelopment Plan adopted pursuant to Section
42 163.360 of the Florida State Statutes, and;

1 (2) the adopted City of Oakland Park Downtown Mixed Use District Design
2 Guidelines, and;

3 (3) when a property owner terminates or voluntarily abandons a
4 nonconforming use.

5 (E) Required aggregation in Park Place and Dixie Mixed Use sub-areas. Property
6 owners in the Park Place and Dixie Mixed Use sub-areas must also assemble all
7 parcels within a city block measured from right-of-way to right-of-way and provide
8 site plans for the entire area within the right-of-way block to participate in the
9 Additional Building Height Program. Property may also be assembled to include
10 former right-of-ways to increase property size for development or to create a plaza
11 or equivalent area for public assembly. In the Park Place sub-area, owners
12 assembling entire blocks must also obtain the NE 11th Avenue right-of-way,
13 additional land to the west, and create a new roadway according to the Oakland
14 Park Downtown District Master Plan as approved in 2004 by City Commission in
15 order to participate in the additional height program.

16
17 (F) Developer contribution for public amenities. Developers shall be required to
18 provide public amenities equal in value to 0.5% or more of the construction cost for
19 each story above three stories. Construction cost will be calculated based upon
20 \$200.00 per square foot (in 2004 dollars) for each story above three stories. The
21 method of calculating construction cost may be reviewed and adjusted on an annual
22 basis by the City Commission.

23
24 (G) Public amenities to be provided. Public amenities include the following:

25 (a) Additional Public Open Space or Public Park

26 (b) Water Feature

27 (c) Community Facility (i.e. Amphitheater)

28 (d) Additional Public Art

29 (e) Additional Pedestrian Connection Features

30 (f) Critical Infrastructure Enhancements

31 (g) Special Downtown Entry Features (Boulevard Commercial and North End Urban
32 Residential sub-areas only)

33 (h) Public Parking

34 (i) or as determined by the City Commission.

35
36 (H) Additional Building Height Program procedure.

37 (1) Funds for public amenity. Developers shall provide the city with an
38 irrevocable letter of credit or bond, which is acceptable to the City and will guarantee
39 the developer's construction of the public amenity as described 24-269. (F).

40
41 (2) Approval of public amenity by City Commission. The developer must provide
42 appropriate drawings and documentation regarding the cost of the public amenity
43 from a certified engineer to City staff for review by the Development Review
44 Committee and an urban designer. City staff and an urban designer shall submit a
45 report for City Commission approval of the proposed public amenities.

1
2 (3) The public amenity must be installed within six months of the issuance of the
3 certificate of occupancy and receive final approval from City staff and an urban
4 designer.

5
6 (4) A developer may ask for an extension of the six-month period referred to in Sec.
7 24-269 (H)(3) above from the City Commission.

8
9 (5) In the event that the developer fails to construct the public amenity as
10 approved by City Commission or if the value of the public amenity is determined by
11 the City to be less than the required contribution as stated in 24-269. (F), the City
12 shall be entitled to withdraw from the letter of credit or bond stated in 24-269. (H)(1)
13 for the cost of the public amenities. The funds from any withdrawal shall be used by
14 the City exclusively for capital improvements in the Downtown Mixed Use District.

15
16 (6) In the event the City draws on the letter of credit or bond in
17 accordance Sec 24-269. (H)(5), the City shall be responsible for the City's
18 reasonable cost incurred in drawing against the security.

19
20 **Sec. 24-270. Parking.**

21 (A) *General Provisions.* All development and redevelopment within the Downtown
22 Mixed Use District shall follow the parking provisions provided within this Article.

23
24 (1) Off-street parking facilities, including access aisles and driveways, shall be
25 provided with pavement having an asphalt or Portland cement binder, or other
26 approved paver bricks and subject to approval by City Engineer.

27
28 (2) As of the effective date of this article, private, on-site, back out parking facilities
29 are prohibited except for detached single family and residential townhomes, or as
30 otherwise consistent with minimum City of Oakland Park standards and the Oakland
31 Park Downtown Mixed Use District Design Guidelines.

32
33 (3) Minimum parking lot aisle widths and parking space dimensions shall be as set
34 forth in Section 24-80; except, however, the stall width of a parallel, on-street parking
35 space (other than those on Dixie Highway) shall be eight (8) feet.

36
37 (4) Parking lots shall provide for pedestrian and vehicular cross access to existing
38 and prospective adjacent parking lots.

39
40 (5) Pedestrian entries to parking garages shall be directly from the adjacent street or
41 paseo as well as from the contiguous building. Pedestrian entries to garages shall
42 be linked to cross-block paseos wherever possible.

43
44 (6) Vehicular entries and exits to garages shall be allowed only from rights-of-way,
45 and alleys. Vehicular entries shall have a minimum width of twenty-four (24) feet with

1 a minimum separation of seventy (70) feet between entries.

2

3 (7) Parking stall dimensions and spaces for persons with disabilities and/or strollers
4 shall be in accordance with the Americans with Disabilities Act and Article VI, of this
5 Chapter.

6

7 (8) Bicycle racks shall be required on all sites over 4,000 square feet and all parks.
8 The bicycle rack and design must follow the Downtown Oakland Park Mixed Use
9 Design Guideline requirements.

1 (B) Number of Spaces Required – Single Use Properties. Except as elsewhere set
 2 forth in this Section, on-site parking for single-use properties shall be provided as set
 3 forth in the following table:
 4

Use	Parking Requirement Spaces
Residential use	2 per dwelling unit
Hotel, bed and breakfast inn	3 per 4 rooms (plus 35% of required space for restaurants, etc.)
Community care facilities, community residential homes, group home	1 per 2 bedrooms plus 1 for each employee
Cineplex, theaters	1 per 4 seats
Community center, library, gallery or museum, fitness club, skating rink, teen center	1 per 300 gross sq. ft.
Assembly hall	1 per 100 gross sq. ft.
Places of worship	1 per 150 sq. ft. auditorium area
Restaurant, coffeehouse	1 per 40 sq. ft. of customer area
Restaurant bar	1 per 100 sq. ft. of gross floor designated as restaurant bar area
Bar, nightclub	1 per 70 gross sq. ft.
Office, medical office, retail stores, personal service (including adult child, and pet care facilities and internet cafe), artisan/craftsman workshop, artist studio, auctions, bank, financial institution, broadcast studio, convenience store, key shop/locksmith, laboratory, neighborhood grocery store, printing or publishing establishment, repair shops, rental shops	Up to 30,000 sq. ft. gross floor area: 1 per 200 sq. ft. gross floor area. More than 30,000 sq. ft. gross floor area: 1 per 250 sq. ft. gross floor area.
School	1 per classroom, plus 1 per 8 auditorium seats
Bowling Alley	2 per alley

5

1 (C) Number of Spaces Required – Mixed Use Parcels or Lots. Except as elsewhere
 2 set forth in this Section, the number of required on-site parking for mixed-use parcels
 3 or lots shall be calculated as follows:

4
 5 Determine the minimum amount of parking required for each land use as though it
 6 were a separate use;

7
 8 Multiply each amount by the corresponding percentage as shown in the following
 9 “Parking Credit Schedule” for each of the five (5) time periods;

10
 11 Calculate the column total for each time period;

12
 13 The column total that generates the highest number of parking spaces then
 14 becomes the parking requirement.

15 **Parking Credit Schedule**

	<i>Weekday</i>		<i>Weekend</i>		<i>Nighttime</i>
	<i>Daytime (6 a.m. – 6 p.m.)</i>	<i>Evening (6 p.m. – midnight)</i>	<i>Daytime (6 a.m. – 6 p.m.)</i>	<i>Evening (6 p.m. – midnight)</i>	<i>(Midnight – 6 a.m.)</i>
Office, medical office, personal service (including adult child, and pet care facilities), artisan/craftsman workshop, artist studio, auctions, bank, financial institution, key shop/locksmith, laboratory, printing or publishing establishment, repair shops, rental shops	100%	10%	10%	5%	5%
Retail	60%	90%	100%	70%	5%
Hotel, bed and breakfast inn	75%	100%	75%	100%	75%
Restaurant/ Restaurant Bar	50%	100%	100%	100%	10%
Community center, library, gallery or museum, fitness club, skating rink, teen center, places of worship	40%	100%	100%	100%	10%
All Other Uses	100%	100%	100%	100%	100%

1
2 (D) Example for calculating Mixed-Use (shared) parking requirement.

3 A 3-Story building located on a Downtown Main Street houses the following uses:

4 1st Story — 6,000 sq. ft. of restaurant and 4,000 sq. ft. of retail

5 2nd Story — 10,000 sq. ft. of offices

6 3rd Story — 8 dwelling units

7
8 The parking required for this hypothetical property would be calculated by using
9 the four (4) steps in paragraph (c) (1) through (4), above, as follows:

10
11 (1) Determine the parking required for each use as though it were a separate
12 use:

13	<u>Restaurant (3,600 sq. ft. of customer area)</u>	<u>90 spaces</u>
14	<u>4,000 sq. ft. Retail</u>	<u>20 spaces</u>
15	<u>10,000 sq. ft. Office</u>	<u>50 spaces</u>
16	<u>8 dwelling units</u>	<u>16 spaces</u>
17	<u>(A total of 236 parking spaces would be required if uses were</u>	
18	<u>separate)</u>	

19
20 (2) Multiply each amount as shown in the Parking Credit Schedule for each of the
21 five (5) time periods (the results are shown in the table below).

	<i>Weekday</i>		<i>Weekend</i>		<i>Nighttime</i>
	Daytime	Evening	Daytime	Evening	
Office	50	5	5	2.5	2.5
Retail	12	18	20	14	10
Hotel, Inn	-	-	-	-	-
Restaurant	45	90	90	90	9
Theater	-	-	-	-	-
Dwelling Units	16	16	16	16	16
Other	-	-	-	-	-
Total	123	129	131	122.5	37.5

22
23 (3) Calculate the column total for each time period (shown in row labeled “Total”
24 in the table above).

25
26 (4) The highest column total becomes the parking requirement (circled above
27 rounded up to the nearest whole number (in this example, 131).

1 (E) The following conditions apply to any parking facility that is accessory to
2 mixed-use development and availing itself of the above Schedule:

3
4 (1) The mixed-use property and its parking facility shall be owned by the same
5 party, or be under a joint use agreement. Parking shall be located on-site or
6 within a 700-foot walking distance of the entrance to the establishment(s) served.
7 Any parking arrangement under a joint use agreement shall meet the
8 requirements of Article VI of this Chapter.

9
10 (2) Shared parking spaces may not be reserved.

11
12 (3) The City will determine, at the time of the parking facility's plan approval,
13 which shared parking is possible and appropriate at the location proposed.
14 Particular attention is needed to assure that sufficient and convenient short-term
15 parking will be available to commercial establishments during the weekday
16 daytime period. The shared parking spaces is required to be located in the most
17 convenient and visible area of the parking facility nearest the establishment being
18 served.

19
20 (4) A subsequent change in use shall require a new use-and-occupancy permit
21 and proof that sufficient parking will be available.

22
23 (F) Payment-In-Lieu of On-Site Parking. From the effective date of the ordinance
24 to October 1, 2005, this current cost shall be \$15,000 for every parking space
25 required but not provided. The City Commission shall annually review the
26 amount of the In-Lieu Fee and the administrative procedure by which it shall be
27 paid.

28
29 (1) The fee to be paid (the "In-Lieu Fee") shall be a one-time fee per space for
30 each parking space required.

31
32 (2) The In-Lieu Fee shall be paid in accordance with the administrative procedure
33 established from time to time by the City Commission.

34
35 (3) All In-Lieu Fees collected by the City, and all interest earned thereon, shall be
36 placed in a special fund established by the City Commission and shall be used
37 solely for the acquisition of land for, development of, and maintenance of public
38 parking facilities in and/or directly serving the District.

39
40 (4) Notwithstanding the provisions of this sub-paragraph, not more than fifty
41 (50%) percent of the required on-site parking for non-residential uses shall be
42 satisfied by payment of the In-Lieu Fee. All parking spaces required for
43 residential uses must be provided on-site.

1
2 **Sec. 24-271. Fees.**

3 (A) Cost Recovery Fee. To offset the costs of planning the Oakland Park
4 Downtown Mixed Use District, a Cost Recovery Fee shall be paid before
5 issuance of a building permit for any development or redevelopment within the
6 Mixed Use District. A fee of \$310 shall be paid for every dwelling unit and every
7 1000 gross square feet of commercial space developed or redeveloped within
8 the area designated as the Downtown Mixed Use District.

9
10 (B) Park and Open Space Charge. A park and open space charge of \$1,500 for
11 every dwelling unit shall be paid before issuance of a building permit for
12 development and redevelopment within the Downtown Mixed Use District to
13 offset the costs of increasing park and open space within this District. The Park
14 and Open Space charge may be reviewed and adjusted on an annual basis by
15 the City Commission.

16
17 (C) Student Station Fee. Broward County shall collect a student station fee as
18 determined by the School Board of Broward County. The amount of the fee will
19 be determined through an interlocal agreement between the City of Oakland Park
20 and the School Board of Broward County.

21
22 (D) Local Transportation Fee. The City of Oakland Park shall collect a Local
23 Transportation Fee of \$526 for every dwelling unit and every 1000 gross square
24 feet of commercial space developed or redeveloped within the area designated
25 as the Downtown Mixed Use District before issuance of a building permit from
26 development and redevelopment within the Oakland Park Downtown Mixed Use
27 District to offset the costs of infrastructure improvements within the District or
28 areas that are outside the District that are impacted by Downtown improvements.
29 The City Commission will set the fee after review and study by City staff. The
30 Local Transportation Fee may be reviewed and adjusted on an annual basis by
31 the City Commission.

32
33 (E) Development Review Fee. The City of Oakland Park intends to collect a
34 Development Review Fee for review of applications for development within the
35 Oakland Park Downtown Mixed Use District. A fee of \$1200.00 will be charged
36 for buildings three stories and lower and a fee of \$2400.00 will be charged for
37 buildings four stories and higher. One half of the Development Review fee must
38 be paid to the City before the pre-application meeting with the Development
39 Review Committee. One half must be paid to the City before formal review of
40 completed site plans by the Development Review Committee. The Development
41 Review Fee may be reviewed and adjusted on an annual basis by the City
42 Commission to determine the cost and applicability.

1 (F) Each fee set forth herein shall be placed in a separate account and shall be
2 expended only for the purpose of its collection. Expenditures will be limited
3 solely to the purpose for which it was charged.

4
5 **Sec. 24-272. Development Review Procedure.**

6 The Development Review Committee, which shall include an urban designer and
7 any other designees assigned to the Committee by the City, will review all
8 development applications pertaining to any property located in the Downtown
9 Mixed Use District for compliance with the provisions of this Article XX and its
10 companion Oakland Park Downtown Mixed Use District Design Guidelines. The
11 purpose of the review is to ensure that the requested modification is compatible
12 with the desired character of the Downtown Mixed Use District and is consistent
13 with the provisions of this Article and the Oakland Park Downtown Mixed Use
14 District Design Guidelines.

15
16 (A) Process for development approval.

17 (1) Pre-application meeting. A developer or property owner shall submit a
18 development application at least two weeks before a scheduled Development
19 Review Committee meeting to be scheduled for a pre-application meeting on that
20 date. The Development Review Committee may provide oral or written
21 comments on plans at the pre-application meeting.

22
23 (2) Formal Development Review Committee Meeting. A developer or property
24 owner shall submit the complete development application at least two weeks
25 before a scheduled Development Review Committee meeting to be scheduled for
26 a formal development review committee meeting on that date. The Development
27 Review Committee (DRC) shall provide written comments on the development
28 application at the scheduled meeting.

29
30 (3) Required developer response. The developer or property owner shall
31 respond to the Development Review Committee's comments within thirty days of
32 the formal Development Review Committee Meeting. The Development Review
33 has a right to table development applications due to lack of response or
34 incomplete response by a developer or property owner. An application may be
35 reconsidered with a new development review fee with a written request after
36 three months of inactivity.

37
38 (4) Staff discretion. City staff has the sole discretion to hold a second formal
39 Development Review Committee meeting with the developer within two weeks of
40 receipt of the developer's modifications if the developer is deemed non-
41 responsive to the Development Review Committee's comments and or the
42 submittal includes major amendments

1 (5) Revisions to approved site plan.

2 (a) Minor amendment: The Development Review Committee, after receiving staff
3 recommendations may approve "minor" changes and deviations from the
4 approved site plan which are in compliance with the provisions and intent of this
5 article, and which do not depart from the principal concept of the approved site
6 plan. All other requested changes and deviations shall be referred to the City
7 Commission.

8
9 (b) Major amendment: The City Commission may review and determine that
10 requested changes and deviations from an approved site plan constitute a
11 substantial alteration to the character of the development and thus require that
12 the requested changes be subject to the same procedure as required for new
13 application. Substantial changes would include alteration of the intensities,
14 density, design, public amenities or modifications to minimum code requirements
15 and approved conditions.

16
17 (6) Final approval. City staff shall report to the Planning and Zoning Board and
18 City Commission on site plans reviewed by the Development Review Committee
19 submitted for development and redevelopment in the Downtown Mixed Use
20 District.

21
22 (a) Planning and Zoning Board Consideration. City staff shall report on the
23 Development Review Committee's comments at the first possible Planning and
24 Zoning Board meeting. The Planning and Zoning Board will determine if the site
25 plan meets the standards and requirements of the Oakland Park Land
26 Development Code. The Planning and Zoning Board will forward its
27 recommendation to the City Commission.

28
29 (b) City Commission Consideration. The City Commission reserves the right to
30 schedule and to hold a formal hearing within 46 days of the Planning and Zoning
31 Board's review of the Development Review Committee's comments. If no formal
32 hearing is scheduled within the 46 days, development may proceed as approved
33 by the Development Review Committee.

34
35 (B) Development Applications. Applications shall be accompanied by site plans
36 and exhibits, as appropriate for the permit requested, prepared by design
37 professionals (e.g., architects, landscape architects, engineers, etc.) that include,
38 at minimum, the following plus any additional material required by the Oakland
39 Park Downtown Mixed Use District Design Guidelines:

40 (1) Lot lines and setbacks

41 (2) Gross and net acreage.

42 (3) Total square footage of all land uses.

- 1 (4) Total number of dwelling units.
- 2 (5) Location, shape, size, and height of existing and proposed building
3 construction and landscaping.
- 4 (6) Amount of building coverage at ground level, in square feet and as a
5 percentage of the total site.
- 6 (7) Typical floor plans and elevations of all structures, including total gross
7 square foot area of each floor and all dimensions relating to the requirements of
8 this Article.
- 9 (8) Location, size and total amount of open space, if applicable.
- 10 (9) Total amount of paved area in square feet and percentage of entire site.
- 11 (10) Location of on-street and off-street parking, loading facilities and all
12 utilities.
- 13 (11) Location and dimensions of proposed parking and service areas,
14 including typical parking space dimensions and/or narrative regarding payment of
15 In-Lieu Fee for Parking.
- 16 (12) Proposed means of vehicular and pedestrian access from the site(s)
17 within the development to adjacent streets and/or alleys, showing all proposed or
18 existing curb cuts and sidewalks.
- 19 (13) Adjacent roadway widths (paved right-of-way), including elevation of road
20 plus any dedications required by the City of Oakland Park.
- 21 (14) Location, shape, and size of signage.
- 22 (15) Indication of any site or building design methods used to conserve energy
23 and/or water.
- 24 (16) Indication of any site or building design methods used to incorporate the
25 principals of Crime Prevention and Public Safety Through Environmental Design
26 ("CPPSTED"), as set forth in City Resolution No. R-95-46.
- 27 (17) Location and method of screening of refuse stations, storage areas and
28 off-street loading areas. Refuse collection areas; dumpsters and recycling
29 containers shall be placed on a twelve-foot by twelve-foot concrete pad with a
30 twelve-by-six-foot apron of three thousand (3,000) PSI concrete. All containers
31 must be enclosed as prescribed in Section 24-265 (D) (1) of the Oakland Park
32 Land Development Code.
- 33 (18) Conceptual landscape plans including trees/palm massing, landscape
34 areas, and parking landscape treatment.
- 35 (19) Location and method of buffering from adjacent residential zoning
36 districts.

1 (20) Proposed or existing utility easements or fire hydrants and distance to
2 structures.

3 (21) Location and method of stormwater retention or detention.

4 (22) Schematic engineering drawing, which included an outline of the plan to
5 provide water, sewer, roads, and drainage for the proposed project. This plan
6 shall be a preliminary conceptual design signed and sealed by a registered
7 engineer attesting that the public infrastructure planned will be in accordance
8 with all federal, state, and local regulations. At minimum the drawing shall
9 contain the following: Utility pipe sizes, (lengths, material, and preliminary
10 locations), roadway cross-section (width, depth of base and subgrade), typical
11 sections across property lines, and offsite utility and roadway public infrastructure
12 necessary to serve the site. The information contained on the schematic
13 engineering drawing must be reviewed and approved by the public works
14 department.

15 (23) Method of maintaining any common or joint use area.

16 (24) Design data as may be needed to evaluate the project such as

17 (a) Building elevation

18 (b) Samples of materials including roofing tiles, pavers, exterior paint, or
19 exterior materials

20 (c) Drawing or images of street furniture

21 (d) Detailed drawings of signage and wayfinding

22 (25) If buildings in the proposed development are over three stories, site
23 plans, appropriate exhibits and narrative regarding participation in the Building
24 Height Incentive Program shall be provided.

25 (26) The City may ask for additional documentation and studies as necessary.
26 The costs of such document and studies shall be born by the property owner.

27
28 **Sec. 24-273. Prohibited Structures.**

29 Telecommunication towers, unless they meet the Oakland Park Downtown Mixed
30 Use District Design Guidelines, are prohibited.

31
32 **Sec. 24-274. Offsite Drainage.**

33 (A) The City shall maintain an inventory of public stormwater drainage facilities
34 serving the Downtown Mixed Use District for the purpose of allocating capacity to
35 one hundred (100%) percent of the required drainage for permitted Downtown
36 Mixed Use District developments or uses.

37 (B) Public drainage capacity will be reserved by the City for each development
38 within the District.

1 (C) Each property within the District shall have the option to connect, direct or
2 otherwise ensure that up to one hundred (100%) percent of onsite stormwater
3 runoff is conveyed to the public stormwater system. The manner of connection
4 shall be as permitted by the City Engineer.

5 (D) A one-time per property connection fee, as provided in the Community
6 Development Department fee schedule, shall be charged to cover the cost of
7 stormwater service and connection. The fee shall be charged to any District
8 property requiring a Broward County Department of Environmental Protection
9 permit. The fee shall be paid prior to City building permit issuance.

10
11 **Sec. 24-275. Public Art Program.**

12 This article creates the “Oakland Park Public Art Program” and allows for the
13 administration of such program. The City through the Public Art Program may
14 collect a fee on development and redevelopment in the Downtown Mixed Use
15 District for placement of public artworks in publicly accessible areas. The Public
16 Art Program will require the formation of a Public Art Committee appointed by the
17 City Commission and Public Art Guidelines, which regulate the Committee,
18 commissioning of public art, criteria for artwork selection.

19
20 **Section 3.** If any clause, section or other part of this Ordinance shall be held by
21 any Court of competent jurisdiction to be unconstitutional or invalid, such
22 unconstitutional or invalid part shall be considered as eliminated and in no way
23 affecting the validity of the other provisions of this Ordinance.

24
25 **Section 4.** All Ordinances or parts of Ordinances in conflict herewith are hereby
26 repealed to the extent of such conflicts.

27
28 **Section 5.** It is the intention of the City Commission of the City of Oakland Park,
29 that the provisions of this Ordinance shall become and be made a part of the
30 Code of Ordinances of the City of Oakland Park, Florida, and that the Sections of
31 this ordinance may be renumbered, re-lettered and the word “Ordinance” may be
32 changed to “Section”, “Article”, or such word or phrase in order to accomplish
33 such intention.

34
35 **Section 6.** This Ordinance shall be effective upon its passage and adoption by
36 the City Commission of the City of Oakland Park.

1 **PASSES BY THE CITY COMMISSION OF THE CITY OF OAKLAND PARK,**
2 **FLORIDA, ON FIRST READING THIS ____ DAY OF NOVEMBER 2004.**

3
4 A. MURPHY _____

5
6 S. ARNST _____

7
8 L. GIERER _____

9
10 D. MIGLIORE _____

11
12 L. WALLS _____

13
14 **PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF**
15 **OAKLAND PARK, FLORIDA, ON SECOND AND FINAL READING, THIS**
16 **_____ DAY OF _____, 2004.**

17
18 CITY OF OAKLAND PARK, FLORIDA

19
20
21 BY: _____
22 LAYNE DALLETT WALLS, MAYOR

23
24 A. MURPHY _____

25
26 S. ARNST _____

27
28 L. GIERER _____

29
30 D. MIGLIORE _____

31
32 L. WALLS _____

33
34
35 ATTEST:

36
37 _____
38 NANCY IRENE BALL, CMC
39 CITY CLERK

1 LEGAL NOTE:
2 I hereby certify that I have
3 approved the form of this Ordinance.

4
5 _____
6 DONALD J. DOODY
7 CITY ATTORNEY

8
9
10
11
12
13
14

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Design Guidelines



E D S A



Carter Burgess

Table of Contents

Introduction	1
Image of Downtown Oakland Park	1
Statement of Intent	2
Overview	3
Urban Design: Architectural Massing Guidelines	5
Introduction	5
Overall Building Height	5
Cornice Height	5
Vertical Plane Moderation	6
Setbacks	7
Façade Treatments	7
Arcades	7
Canopies	8
Rooftop Guidelines	9
Overstreet Connections	9
Urban Design: Street Level Guidelines	10
Introduction	10
Active Use	10
Structured Parking	10
Plazas	11
Architectural Fenestration	11
Fences & Walls	12
Water Features	12
Public Art	13
Special Paving	13
Intersection Treatments	14

Oakland Park Downtown Mixed Use District Design Guidelines

Barrier Free Design	14
Trash/Loading Facilities	15
Sidewalks	16
Bikeways	17
Landscape Planting	18
Introduction	18
General Requirements	19
Streetscape Plantings	19
Signature Trees	20
Open Space Plantings	21
Screening Plantings	22
Perimeter Landscaping	24
Parking Lot Landscaping	24
Irrigation	24
Residential Landscaping	25
Signage & Graphics	26
Introduction	26
Private Sector Signage	26
Building/Business Identification	26
Entry Monuments	27
Public Sector Signage	28
Informational Identification	28
Street Identification	28
Directional Signage	29
Traffic Regulatory	29
Specialty Signage/Banners	30

Oakland Park Downtown Mixed Use District
Design Guidelines

Site Furnishings	31
Introduction	31
Recommended Materials	31
Bike Racks	31
Bollards	32
Flagpoles	32
Benches	33
Tree Grates	33
Planters	34
Trash Receptacles	34
Drinking Fountains	35
Parking Meters	35
Site Lighting	36
Introduction	36
Streetscape Lighting	37
Pedestrian Lighting	38
Landscape Lighting	38
Traffic, Parking & Circulation	39
Introduction	39
Traffic Oriented Development	39
Traffic Circulation	39
NE 12th Avenue (between NE 34th Street and NE 36th Street)	40
NE 12th Terrace (between NE 34th Street and NE 36th Street)	40
NE 37th Street (between NE 12th Avenue and NE 13th Street)	40
Turning Movements off Dixie Highway onto NE 38th Street	40
NE 12th Avenue Parking	41

Oakland Park Downtown Mixed Use District
Design Guidelines

Appendix

Illustrative Plan	A1
Section A: NE 12th Avenue in Park Place	A2
Section B: NE 12th Avenue in Dixie Mixed Use	A3
Section C: NE 12th Terrace in Park Place	A4
Section D: Dixie Highway in Park Place	A5
Section E: Dixie Highway in Dixie Mixed Use	A6
Section F: NE 11th Avenue in Park Place	A7
Section G: NE 34th Court in Park Place	A8
Circulation Plan	A9

Introduction

Image of Downtown Oakland Park

Oakland Park is a quaint small town tucked into the sub-tropical urban environment of Broward County. The downtown district of Oakland Park is located along two of the area's major arterial corridors, Oakland Park Boulevard and Dixie Highway, therefore making it an accessible destination from many locations. The area is also less than two miles from world-famous South Florida beaches, schools, shopping centers and employment centers, making it attractive for both the homebuyer and the visitor. Downtown Oakland Park is surrounded by a number of established neighborhoods which are accessible by both pedestrians and vehicles.

The downtown district is intended to be a vibrant and compact urban area that will foster smart growth and stimulate economic development. Emphasis on new urbanism will be encouraged with a mixed-use city center that will have spacious pedestrian walkways and arcades, beautiful parks and open spaces and aesthetically-pleasing facades. Characteristics and components of the revitalized downtown will also include mixed-use development, enhanced housing opportunities, historic preservation and improved transportation facilities that will further the objective and policies applicable to the Local Activity Center Land Use Designation.



Oakland Park Downtown Illustrative Plan

Oakland Park Downtown Mixed Use District Design Guidelines

Statement of Intent

These guidelines are adopted as a companion document to Article XX, Downtown District Regulations, of Chapter 24, Land Development Code of the City of Oakland Park, Florida.

The following guidelines are designed to facilitate the development of a livable, walkable, workable and enjoyable downtown in the City of Oakland Park. The area of the Downtown includes all properties, corridors and areas north of Oakland Park Boulevard, east of NE 10th Avenue, west of NE 13th Avenue and south of NE 42nd Street.

The guidelines are organized in the following sections; Urban Design: Architectural Massing Guidelines, Urban Design: Street-level Guidelines, Landscape Planting, Signage & Graphics, Site Furnishings, and Site Lighting. The purpose of these guidelines is to enhance the existing Oakland Park Code, not to supercede the ordinance currently enacted by the City of Oakland Park.

Overview

These guidelines are divided into seven (7) sections including an introductory section and six (6) sections governing different site development issues. Each of the areas addressed in these design guidelines must be addressed and adhered to through the redevelopment process. These sections may be summarized as follows:

Section 1: Introduction

A review of Downtown Oakland Park's unique characteristics and image is accompanied by a statement of intent. Also included is a brief overview of the design guidelines, herein.

Section 2: Urban Design: Architectural Massing Guidelines

The architectural massing guidelines govern the aesthetic quality of the architecture within the downtown area. More specifically, the guidelines address architectural massing such as overall building height, cornice height, vertical plane moderation, setbacks, façade treatments, arcades, canopies, rooftop elements and overstreet connections.

Section 3: Urban Design: Street Level Guidelines

The street level guidelines govern all functional and aesthetic quality of elements along streets

and corridors. Street level elements such as active use, structured parking, plazas, architectural fenestration, fences/walls, water features, public art, special paving, intersection treatments, barrier free design, trash loading facilities, sidewalks and bikeways are addressed.

Section 4: Landscape Plantings

The landscape plantings guidelines pertain to all landscaping within the downtown district. These landscape planting guidelines enhance the existing Oakland Park regulations and include landscape elements such as streetscape plantings, signature trees, open space plantings, screening plantings, perimeter landscaping, parking lot landscaping, irrigation and residential landscaping.

Section 5: Signage and Graphics

The signage and graphics guidelines govern all signage with the downtown district. Signage and graphics relating to both the private sector and public sector are addressed.

Section 6: Site Furnishings

The site furnishings guidelines govern the specific function and visual characteristics of the actual site furnishings within the downtown area. Site furnishings, such as; bike racks, bollards, flagpoles, benches, tree grates, planters, trash receptacles, drinking fountains

and parking meters are addressed and in several cases, specific products to be utilized are included.

Section 7: Site Lighting

The site lighting guidelines govern the functional and visual quality of the lighting within the downtown district. Lighting typology addressed includes streetscape lighting, pedestrian lighting and landscape lighting.

Urban Design: Architectural Massing Guidelines

Introduction

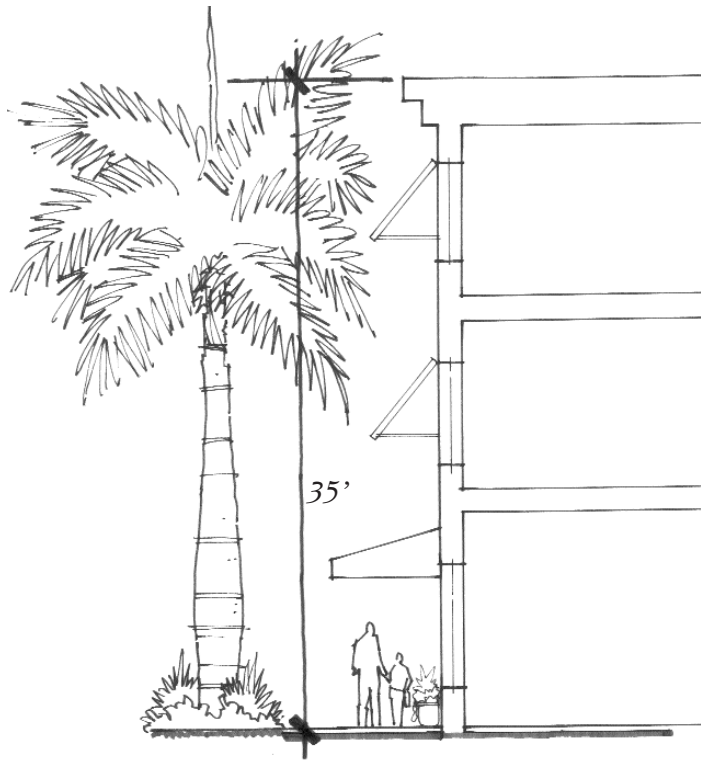
The Architectural Massing Guidelines are intended to offer guidelines towards the massing of the architecture, not the style of the building. Variation in architectural style is desired within the Oakland Park Downtown, with restrictions guiding setbacks, step backs, arcades, canopies and other urban design elements.

Overall Building Height

Building height refers to the overall height of a building mass from the finished floor elevation (FFE) to the uppermost part of space that can be occupied (top of beam). Maximum building heights and definitions are specified within the Oakland Park Downtown Mixed-Use District Zoning Ordinance. Infrastructure supporting roof activity, such as an elevator tower, stair tower, trellis, mechanical equipment or architectural fenestration, does not reflect in the overall building height, but must not exceed twelve (12') in height above top of beam of uppermost story or cover over 10% of the roof area. Tennis court lighting and plant material are exempt from this height restriction.

Cornice Height

All buildings which front either Dixie Highway or NE 12th Avenue in the Park Place sub-area, Dixie Mixed Use sub-area or Civic Use sub-areas are encouraged to display a uniform cornice height of thirty-five (35') feet measured from sidewalk grade. This cornice may take varying architectural forms to fit the individual style of the building. Cornice heights in other zoning sub-areas do not apply.

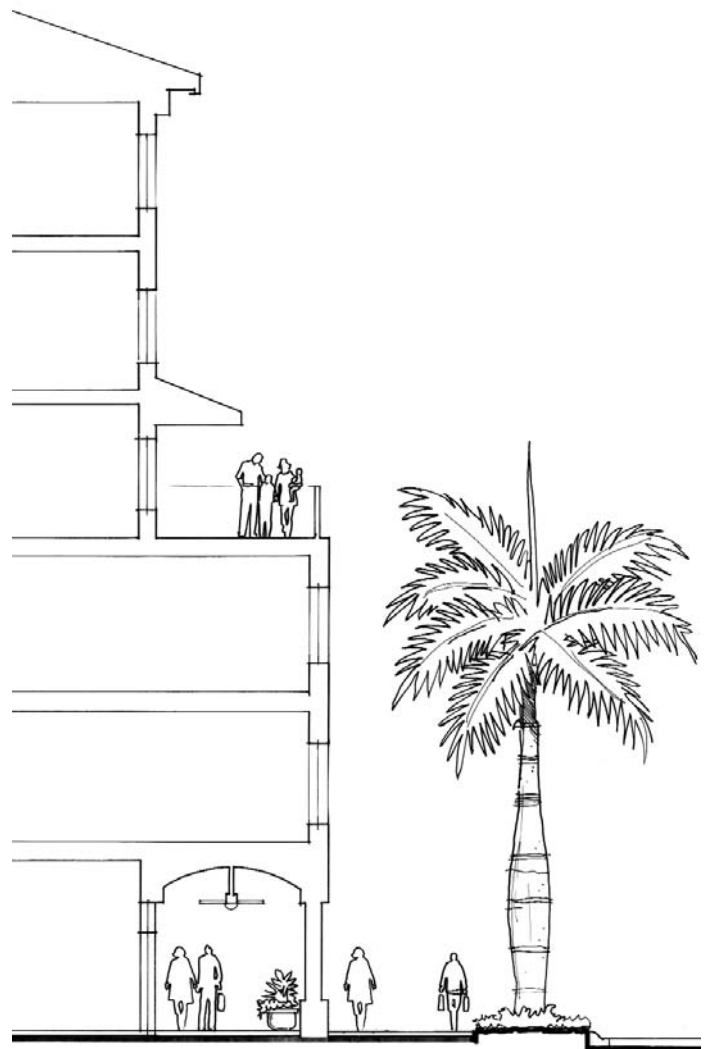


Cornice height is measured from the ground plane to the top of facade cornice

Vertical Plane Moderation

Buildings exceeding 35' in height are required to maintain no more than three stories without horizontal moderation in the vertical surface plane. A step back is required above the third floor, which may serve as a balcony or outdoor living space for residential or office uses. Such step backs should occur on a minimum of two building faces: the building side facing a major corridor (Dixie Highway and NE 12th Avenue) and the side facing the residential neighborhoods on both the east and west side of the Florida East Coast (FEC) tracks (See Sections A, B, C, D, E and F in the Appendix). The step back must be between 8' to 12' in depth from building face to edge of step back.

Where step backs create outdoor residential livable spaces, a number of items are not permitted in these areas, including grills, clothes lines, clothes drying racks and bicycles. Storage of any kind is not permitted. Potted plants and patio furniture are desired. The City reserves the right to determine what is permitted or not permitted in these areas.



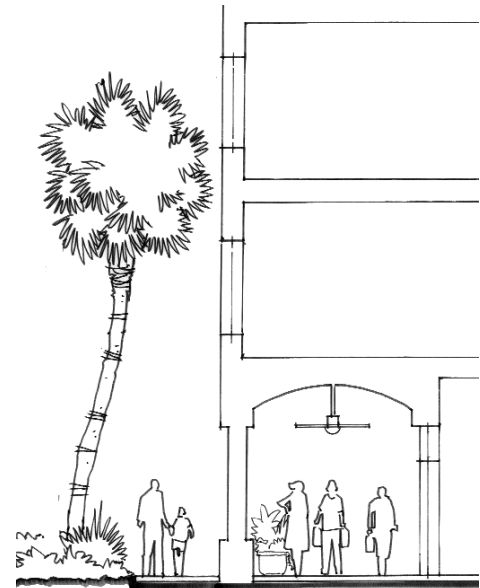
Vertical plane moderation shown between the third and fourth stories

Setbacks

Setbacks are required in all zoning sub-areas within the Oakland Park Downtown district and must be consistent with the requirements identified in the Oakland Park Downtown Mixed-Use District Zoning Ordinance. Setbacks are measured from the property line. Areas set back along Dixie Highway and NE 12th Avenue are opportunities for streetscape plantings, site elements, sidewalks and gathering spaces. Other areas within the downtown will provide for streetscape plantings, signage, drainage swales and green space. Setback requirements are specified in the Oakland Park Downtown Mixed-Use District Zoning Ordinance.

Façade Treatments

The first thirty five (35') of exterior façade vertical plane must enhance the pedestrian environment by incorporating appropriate architectural features. These features must include cornice detailing, ornamentation, moldings, changes in materials and colors, and other sculpting of the architectural surface which add special interest and appeal at the ground level. These features will complement the design integrity of the Oakland Park Downtown.



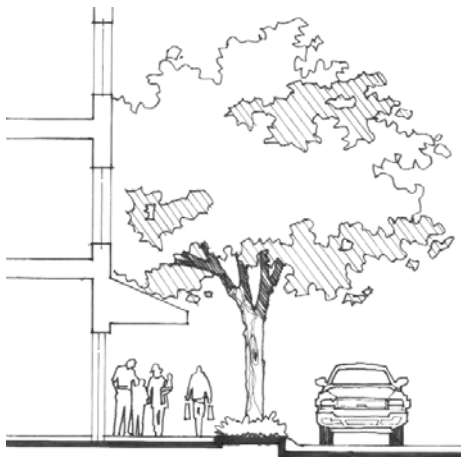
Arcades provide protection from the elements and comfort for pedestrians

Arcades

Arcades are required within the Park Place sub-area along the frontages of the major thoroughfares (Dixie Highway and NE 12th Avenue). Pedestrian flow and outdoor dining will take place within the arcade area. Arcades are recommended within the Dixie Mixed Use sub-area and the Civic Use sub-areas along the frontages of Dixie Highway and NE 12th Avenue (See Sections A, B, D and E in the Appendix). The architectural features of the arcade may vary, but the required minimum width of 12' clear is mandatory in Park Place. If introduced in the Mixed-Use sub-areas, a minimum width of 10' clear is required.

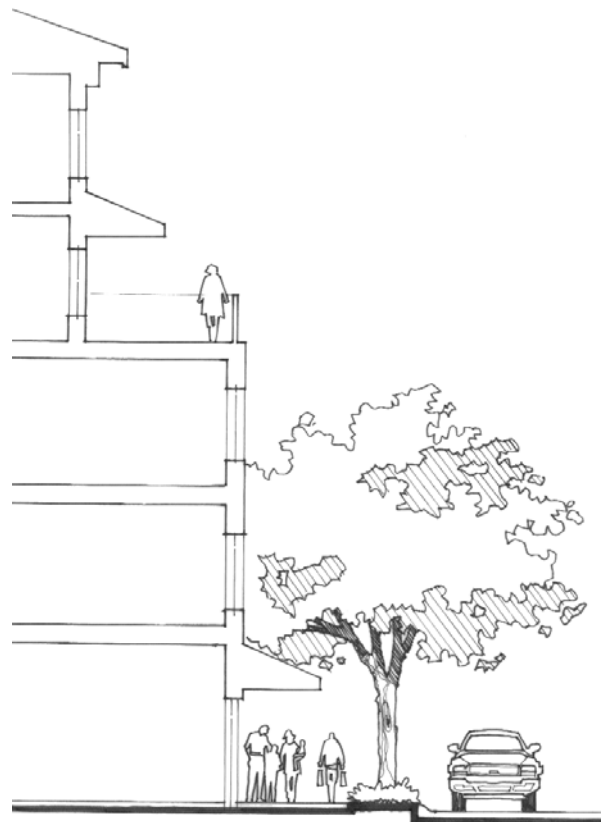
Canopies

Canopies are required where arcades are not included along Dixie Highway and NE 12th Avenue to provide pedestrians comfort and facilitate movement along the frontages. Continuous architectural canopies should reflect the design integrity of the structure. Either flexible or rigid materials are acceptable, providing they are compatible with site elements. Canopies may incorporate retractable elements, and may be permitted to intrude within the setback zone pending specific approval by variance or the Design Review Committee (DRC) process. Canopies should in no way interfere with street light fixtures or with the growth and maintenance of street trees, signature trees and landscape materials. All state and local building regulations shall apply to the construction and installation of canopies.



Canopies provide protection from the elements and interest along sunny streets

Canopies are desired within the step backed areas of buildings exceeding 35' in overall height. If canopies are used in both the step backed areas and at the street level, then they should be coordinated in color and design.



Canopies located on the ground plane and stepped back areas must coordinate

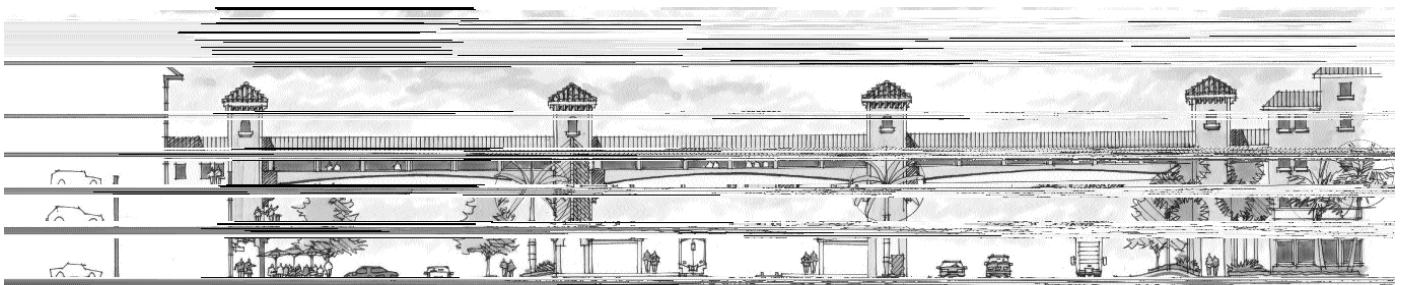
Rooftop Guidelines

Where possible, rooftops must be designed to maximize various forms of activities in the private sector. Activities could include sun decks, roof gardens, tennis courts, outdoor cafes, pool decks, parking and much more. In instances where rooftops are utilized for parking, the perimeter of the lot should include a trellis, canopies and/or landscape to mitigate views. Roof surfaces not allocated to activity should be finished with a material which reflects the architectural integrity of the building and creates interest from surrounding buildings. All rooftop mechanical equipment, stair and elevator towers shall be designed as an integral part of the building, which will not count in the overall building height, but must not exceed 12' from the rooftop floor elevation to the uppermost element of the rooftop. All infrastructure within a rooftop should be designed as an integral part of the building volume. All unsightly elements must be screened from both users of the rooftop and neighboring buildings.

Overstreet Connections

Connections between buildings which pass over a public right-of-way may be permitted providing those connections have secured legitimate air rights over the public corridor and meet all applicable codes. A connection over Dixie Highway, the Florida East Coast (FEC) tracks and NE 12th Avenue is desired north of NE 34th Court to safely transport pedestrians over Dixie Highway and the Florida East Coast (FEC) tracks within the Park Place sub-area, as well as, set in motion the infrastructure needs of a future Florida East Coast (FEC) commuter station (See Illustrative Plan in the Appendix). The pedestrian bridge at NE 34th Court should be of exceptional design to enhance the corridor and serve as a statement of the Oakland Park Downtown.

Other over-street connections may be permitted only in the Dixie Mixed Use sub-area and the Civic Use sub-area, as well as the Park Place.



A pedestrian bridge will transport pedestrians safely over Dixie Highway and the FEC Railway tracks and serve as a iconographic element of the Oakland Park Downtown

Urban Design: Street Level Guidelines

Introduction

The Street-level Guidelines are intended to create an attractive urban environment welcoming a host of activities, store fronts, residential units, restaurants, businesses, offices and open spaces.

Active Use

The first floors of all buildings facing Dixie Highway and NE 12th Avenue in the Park Place sub-area, Dixie Mixed Use sub-area and Civic Use sub-areas must be designed to encourage pedestrian activity along these major corridors. Retail uses such as restaurants, shops, galleries, cafes and other active uses must be located at the ground level, providing direct and visual access to pedestrian areas.

Buildings which are situated along major roadways (Dixie Highway and NE 12th Avenue) intersecting NE 34th Court within the Park Place sub-area, are required to include a public gathering space at the corner of the intersecting streets to achieve a unique urban space (See Illustrative Plan in Appendix). Building frontages are to be setback at the corners to create a plaza with a minimum outdoor area of 1,500 square feet (see Plazas) and should incorporate landscape materials that offers shade and enhances the aesthetic quality. All displays, furnishings and other outdoor elements associated with these outdoor spaces

should be designed and maintained to enhance the visual and functional quality of the downtown. To be considered, specific design of these public spaces should be submitted for approval through the Design Review Committee (DRC) process.

Structured Parking

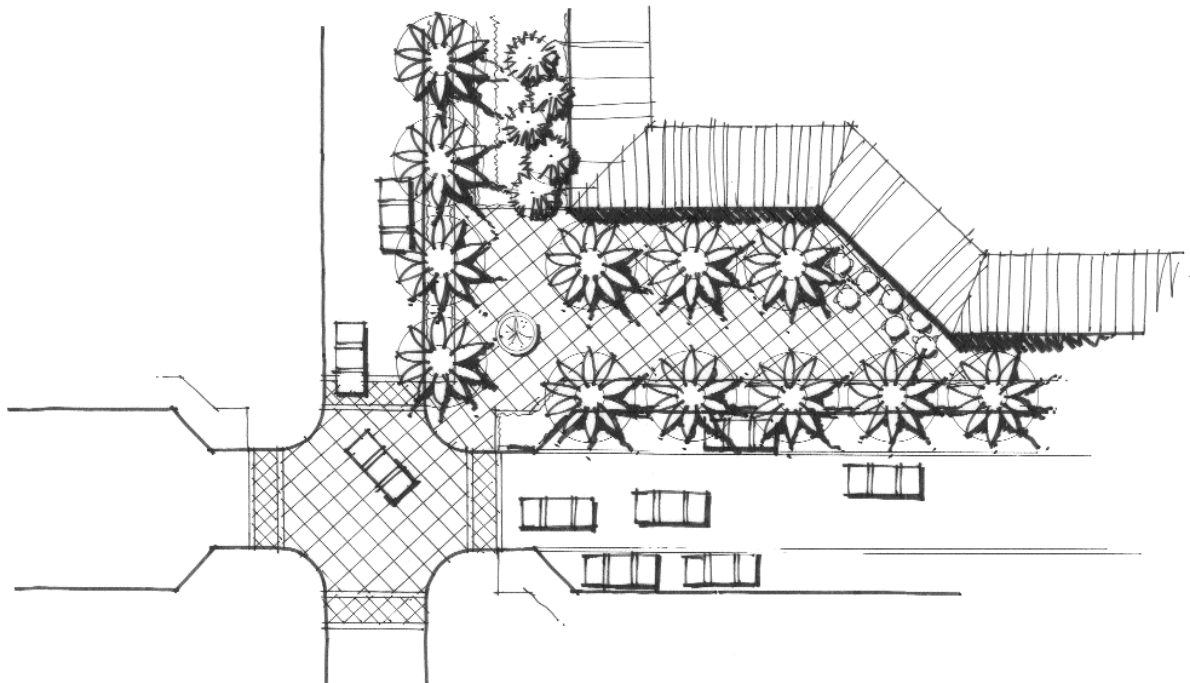
Structured parking facilities are strongly desired along Dixie Highway and NE 12th Avenue. These parking facilities must be designed with ground level frontage (or liner buildings) situated on Dixie Highway and NE 12th Avenue in the Park Place sub-area, Dixie Mixed Use sub-area and the Civic Use sub-area. In addition to retail frontages, all exposed parking must be designed with architectural screening and landscape planting. Vehicular access to structured parking facilities cannot occur along Dixie Highway and NE 12th Avenue. Access must be located on an east/west connector (i.e. NE 34th Street, NE 37th Street, etc.) or NE 11th Avenue (behind frontages on Dixie Highway) and NE 12th Terrace (behind frontages on NE 12th Avenue).

Plazas

Open plazas for public congregation should be encouraged to the extent that these spaces do not interfere with pedestrian and vehicular flow, as well as activities occurring at the building edge. Open plaza spaces of a minimum area of 1,500 square feet are required within the Park Place sub-area along the intersection of NE 34th Court and NE 12th Avenue and the intersection of NE 34th Court and Dixie Highway. The streetscape edge should be maintained by architectural features (arcades and canopies), site furnishings and landscape that offer shade. Special paving is required in these areas.

Architectural Fenestration

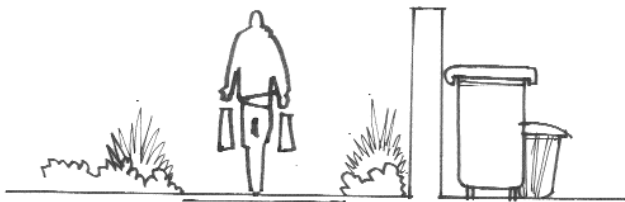
To complement pedestrian scale activity on NE 12th Avenue and Dixie Highway, a majority of the ground floor façades facing these streets should include transparent windows and doors to attract activity along the corridors. Transparent windows must make up a minimum of 65% of the building face at the ground level, therefore limiting expanses of solid walls along streets with pedestrian activity. Reflective surfaces are not permitted so pedestrians may view the interior activities. Architectural detailing is highly desired and recommended.



Plazas are required along major intersections within the downtown to host street level activities

Fences & Walls

Fences and walls within the downtown district may be useful to create views, as well as, provide screening, separate uses, and establish physical barriers between different land uses or spaces. Walls for screening should not be obtrusive. Height and proximity of the wall to the use area should not be imposing; therefore walls cannot exceed six feet (6') in height. Walls which face pedestrian spaces must introduce a two foot (2') wide minimum strip of landscape between the wall and the pedestrian space to soften the appearance. This landscape strip must be planted with groundcover or shrubs, sod is not acceptable.

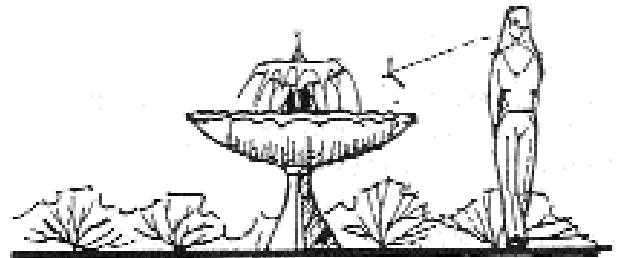


Screening undesirable areas from pedestrians is required.

Water Features

The use of water in a variety of forms is highly encouraged within the downtown district. Fountains add valuable accents to the setting and provide a sense of relaxation to the urban

environment that is integral to the enjoyment of the sub-tropical South Florida climate. They can mask noise, direct attention, cool a small area and create positive images. Water features should avoid interference with circulation. Participatory fountains are encouraged within the Park Place sub-area to invite interaction and recreation. Nighttime lighting is strongly recommended near water features to add visual



Water features add visual interest and soothing sounds

appeal and added security. Visual aesthetic should be carefully considered in the design of the fountain. A variety of effects are encouraged, such as bubbles, sprays, falls, mists, pools, basins and water interaction. Durable, solid materials should be used for containment. Water feature mechanical equipment should be remote and completely unobtrusive to the pedestrian areas. Exposed motors, piping, and electrical panels are not permitted. All water features must comply with all local codes and regulations.

Public Art

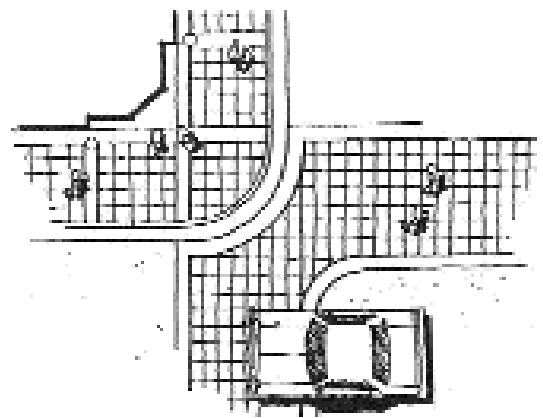
Public art is strongly recommended throughout the downtown area to establish space and identity, as well as, celebrate the local art community within Oakland Park. Any public art piece introduced to the downtown must be durable and free of sharp or obtrusive objects. Any public art recommended within the public realm of the downtown, must be reviewed by a public art committee (established and assigned by the City Commission) and the City for approval.

Special Paving

Paving becomes an important element within the urban environment in creating space on the ground plane and establishing identity within the downtown district. It is strongly recommended that special paving be utilized at major intersections (NE 38th Street and Dixie Highway, NE 34th Court and Dixie Highway, Oakland Park Boulevard and Dixie Highway, etc.), pedestrian crosswalks, sidewalks, plazas and bus stops. Additionally, special paving is required along NE 12th Avenue between NE 36th Street and NE 34th Street so that this area can be used as a flexible plaza for special and civic events. Paving materials at streetscape intersections and sidewalks should reflect the intensity of pedestrian traffic, and create identifiable ground plane links throughout the downtown area. Well marked pedestrian routes

marked with special paving will also aid in the circulation system along the downtown district.

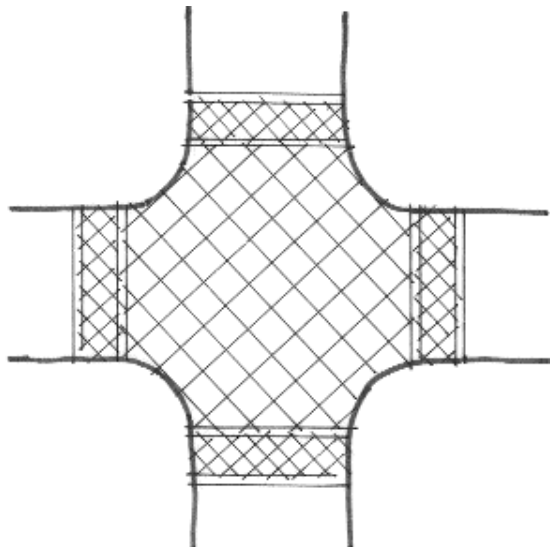
Pedestrian paving can define uses along the streetscapes. By varying the appearance of the surface materials, distinctions can be made between public sidewalks and private outdoor areas (i.e. outdoor eating patio, etc.). It is recommended that all special paving in heavily used areas (i.e. bus stops, cross walks, etc.) be a tropical blend of colors and shaped in the deco style to match existing paving established along the Florida East Coast (FEC) corridor and NE 38th Street improvements.



Special paving must be incorporated into crosswalks and sidewalks

Intersection Treatments

Intersections within the downtown must accommodate pedestrian, bicycle and vehicular traffic traveling in a variety of directions with a variety of purposes. Intersection treatments within the downtown are opportunities for accent plantings, special paving, street furnishings and iconographic elements. Extreme care must be taken in the coordination of these elements with the necessary functions of the intersection in a way that maximizes safety, functions and aesthetics. Special care must be given to the intersections along both Dixie Highway and NE 12th Avenue, as they are the major visual corridors within the downtown.

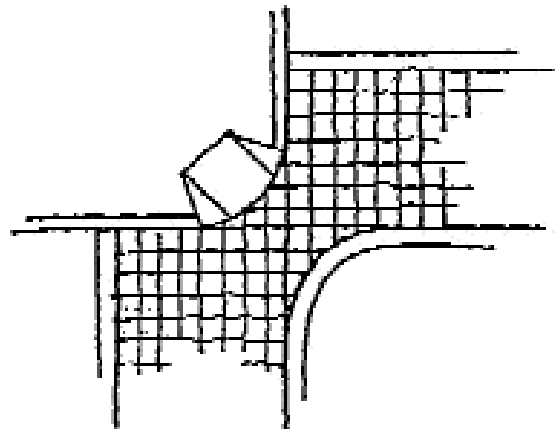


Intersection treatments are opportunities for special paving

Barrier Free Design

Barrier free design should be implemented through the downtown. Where pedestrian circulation crosses vehicular traffic, appropriate drop curbs and ramps should be provided. Drop curbs should be located in all directions pedestrian circulation is directed. Ramps should also be provided at buildings entrances and along stairs. Ramps should be an integral part of the streetscape and building design.

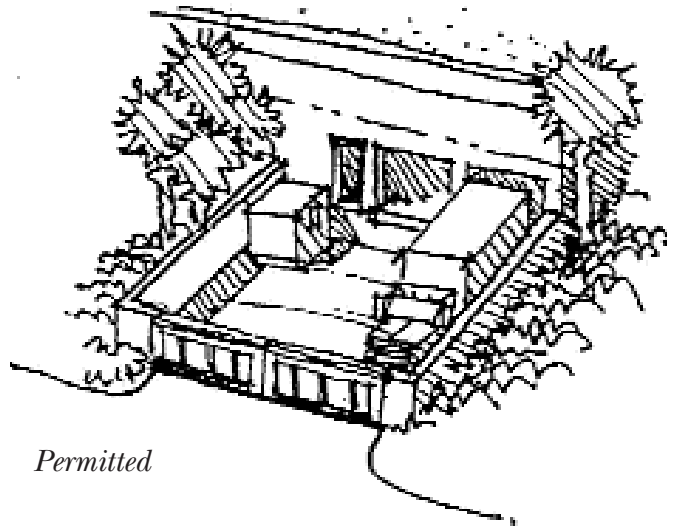
A public elevator must be incorporated into the pedestrian bridge to ensure safe mobility.



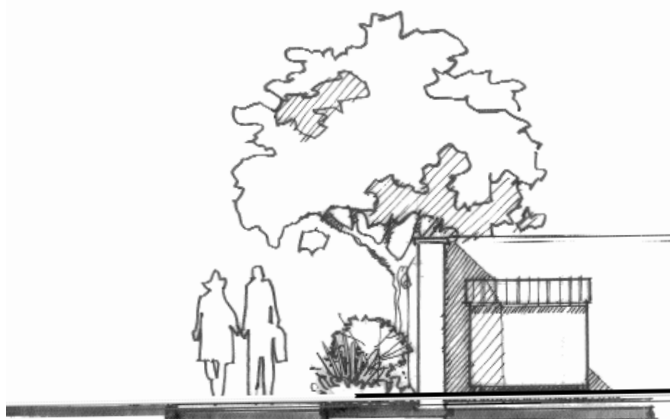
Barrier free ramps should be located along every intersection

Trash/Loading Facilities

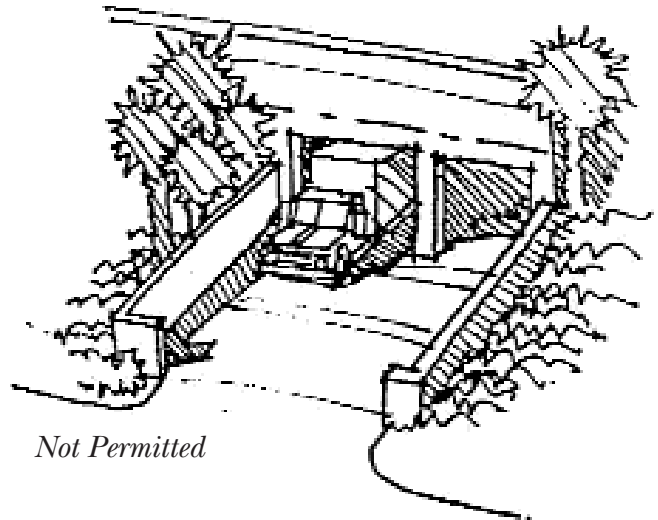
All building facilities for loading, trash and service should be incorporated within the building volume and screened with either a decorative wall, fence or landscaping (see Landscape Planting, Screening Plantings). These areas must not be visible from the street or pedestrian areas. Where buildings are of inadequate volume to accommodate these facilities, trash/loading facilities should be architecturally treated as a part of the building mass, and must be screened. Where trash/loading area entrance is visible from pedestrian circulation, they are to be gated with solid panels. All trash/loading facilities must allow for access by garbage maintenance vehicles.



Permitted



Trash loading facilities with dumpsters must have solid panels separating the area from pedestrians

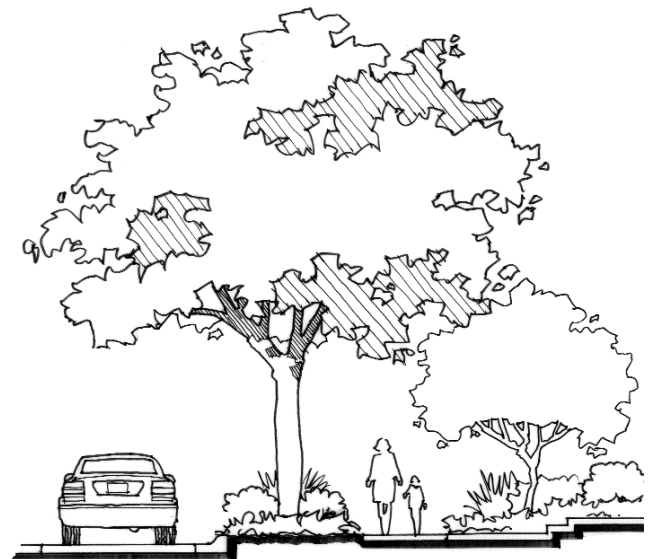


Not Permitted

Trash loading facilities must be properly screened from public areas

Sidewalks

Pedestrian circulation is one of the most important aspects of the downtown. Sidewalks within the downtown area should connect major points of interest within the downtown, as well as connect with the future Broward Greenways project. The pedestrian pavement system of the streetscape will function to direct circulation and movement, as well as, serve as a place to implement site elements (benches, trash receptacles, water features, etc.) within the downtown. The pavement should be easily negotiated by all sidewalk users. It should not present any unnecessary obstructions and should not be composed of a material that will be dangerous or uncomfortable under any conditions. Special paving is required on the sidewalks along Dixie Highway and NE 12th Avenue, or in the Park Place sub-area, Dixie Mixed Use sub-area and the Civic Use sub-area to provide for pedestrian connectivity. Sidewalk dimensions in these areas shall range between 5' to 12' in width to accommodate a large number of pedestrians (See Sections A, B, C, D, E, F and G in Appendix). Sidewalks on all neighboring areas should be a minimum of 5' in width and should be introduced along all roadways in the downtown.

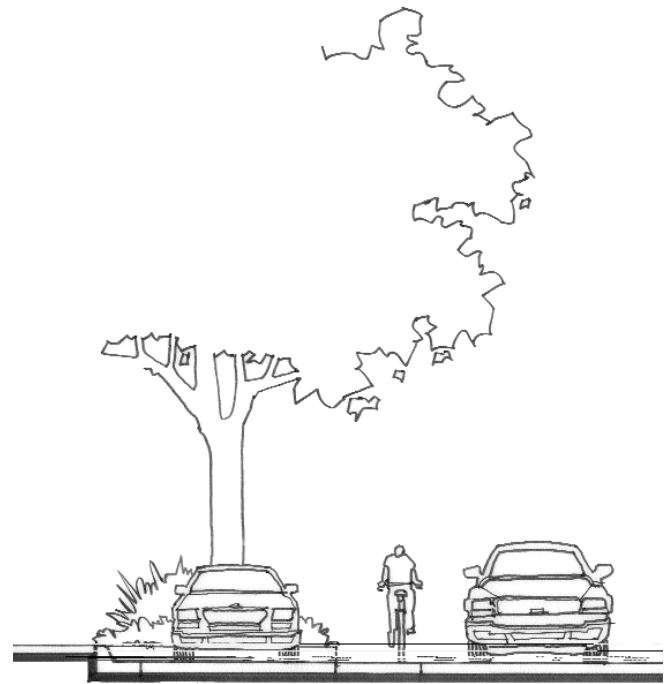


Sidewalks should connect the neighborhoods to the downtown district

Bikeways

Roadway surfaces must be designed to accommodate bicyclists and should connect to the surrounding bicycle systems and link the downtown to parks, open spaces, schools, libraries, civic buildings and neighborhoods within the area. Bike lanes shall meet all local transportation and state regulations. Bikeway lanes shall be properly located along neighborhood streets into the downtown district. Accommodations for bicyclists should be primarily for the recreational or leisure cyclist. Traveling at relatively slow speeds, the cyclists will likely make frequent stops along the downtown district. Therefore bike racks should be located at various locations throughout the downtown to provide safe and convenient temporary storage.

Areas that are designated for bicyclists should use paving materials that are smooth and free of obstruction. There must be a clearly designated separation between bicycle zones and vehicular areas. This separation can visually be established by using varying colors or materials, where possible.



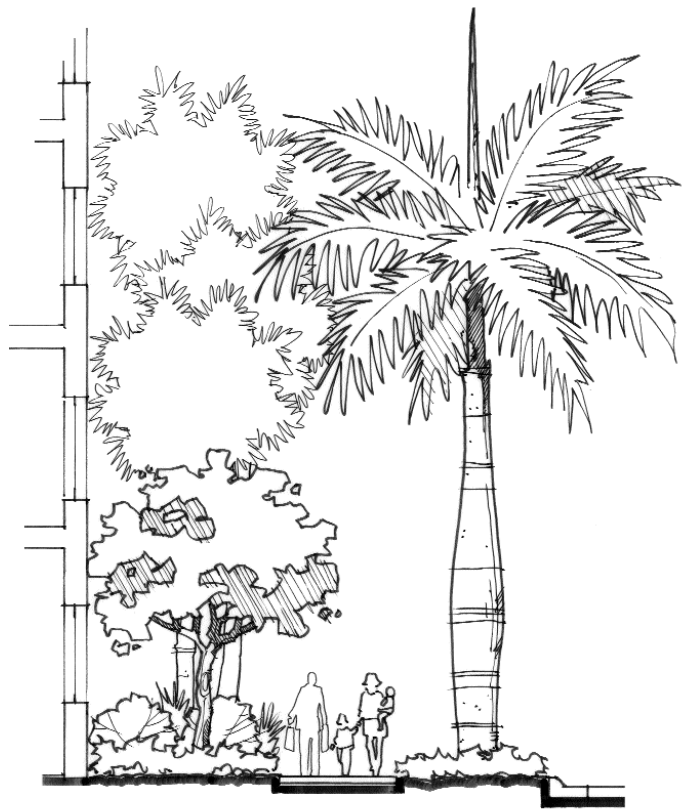
Bikeways should be located along neighborhood streets into the downtown district

Landscape Planting

Introduction

To establish a strong image for the Oakland Park Downtown, the landscape treatments must be bold, layered and consistent. Plantings should provide a common framework and be governed by both the aesthetic qualities of the varying materials, and the functional concerns of the downtown. Landscape plantings must be of the highest caliber.

Landscape plantings will provide important spatial definitions to the downtown area. They will aid in establishing a strong identity for the downtown while visually unifying its streets, sidewalks, medians, open spaces and yards. Full and healthy landscape plantings will also help mitigate the South Florida climate and create year round habitable outdoor spaces, as well as, screen unsightly views of exposed utility areas, loading zones and parking garages. Proper use of landscape plantings will also aid in directing pedestrian traffic throughout the downtown area.



Landscape plantings will add character to the downtown district

General Requirements

All plant material must be Florida #1 or better, in accordance with "Grades and Standards of Nursery Plants," published by the Division of Plant Industry, Florida Department of Agriculture. The minimum overall height of a shade tree must be eighteen feet (18') at the time of installation. The minimum height of a palm used as a street tree must be twelve feet (12') of gray wood or clear trunk at the time of installation. Shrubs and groundcover must be full in size and true to form. The minimum height for all required hedge material must be twenty four (24") inches at the time of installation and the plants must be spaced twenty-four (24") inches on center to form a hedge.

Streetscape Plantings

Streetscape plantings will serve two major purposes in the Oakland Park Downtown; first, it will provide much needed shade along sidewalks and streets; and second, it will be an important visual element in creating the overall character in the downtown (See Sections A, B, C, D, E, F and G in the Appendix). Trees and palms should be planted along major roadways, sidewalks and medians in a consistent distance from one another to create an organized and green urban environment. Trees and/or palms located along streets, adjacent to retail, must be single trunk. Multi-trunk species are not

allowed in these areas. Streetscape planting must be Florida #1, in accordance with "Grades and Standards of Nursery Plants," published by the Division of Plant Industry, Florida Department of Agriculture. Below is a partial list of allowable shade trees. Please note, minimum height standards are eighteen (18') overall height with eight (8') to the lowest branch.



Street trees will unify the area and offer shade to pedestrians

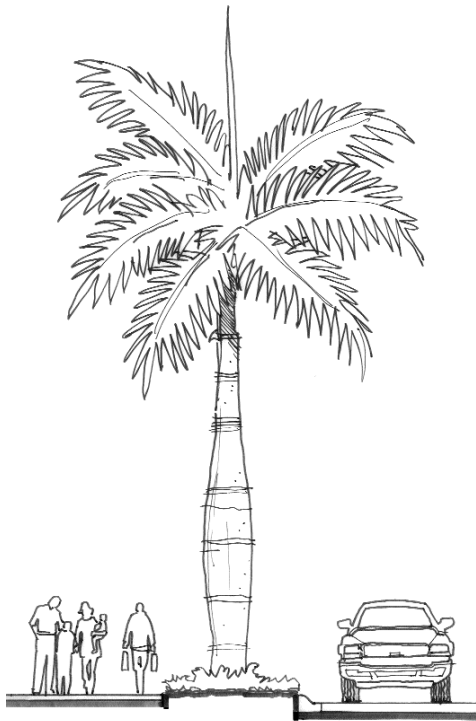
SHADE TREES

Bursera simaruba	Gumbo Limbo
Persea borbonia	Redbay
Swietenia mahagoni	Mahogany
Quercus laurifolia	Laural Oak
Quercus virginiana	Live Oak

Signature Trees

To establish a strong statement in the Park Place sub-area, signature trees are required as the standard street tree. The signature tree will take the place of streetscape plantings along roadways, sidewalks and medians (See Sections A, D, F and G in the Appendix). The signature

tree is required to be a Florida Royal Palm, planted at a minimum height of twelve (12') of gray wood. It is important that these signature trees are matched, therefore consistent in form and stature throughout the Park Place sub-area to make a strong statement and to create identity. It is recommended that these trees be spaced tightly on center along all roadways, sidewalks and medians. Other Palm species, such as Date Palms are allowable within the Park Place sub-area in public gathering spaces, such as plazas, parks and open spaces. Signature trees must be Florida #1, in accordance with "Grades and Standards of Nursery Plants," published by the Division of Plant Industry, Florida Department of Agriculture.



The Florida Royal Palm is the Park Place sub-area signature tree

SIGNATURE TREES

Roystonea elata	Florida Royal Palm
Phoenix dactylifera 'Medjool'	Date Palm

Open Space Plantings

Open Space Plantings must be lush and layered with a variety of plant material. All reasonable efforts shall be to use native landscape material. When available, it is recommended that all open space plantings include, at a minimum, 35% of native plant materials. The following is a partial list of native plant materials which can be used:

NATIVE PLANT MATERIAL

PALMS

Acoelorrhaphe wrightii	Paurotis Palm
Coccothrinax argentata	Silver Palm
Pseudophoenix sergentii	Buccaneer Palm
Rhapidophyllum hystrix	Needle Palm
Roystonea elata	Florida Royal Palm
Sabal minor	Dwarf Palmetto
Sabal palmetto	Sabal Palm
Thrinax radiata	Florida Thatch Palm

TREES

Acer rubrum	Red Maple
Bursera simaruba	Gumbo Limbo
Conocarpus erectus	Buttonwood
Lysiloma latisiliqua	Wild Tamarind
Pinus elliottii	Slash Pine
Quercus laurifolia	Laural Oak
Quercus virginiana	Live Oak
Swietenia mahagoni	Mahogany
Taxodium distichum	Bald Cypress

SHRUBS/GROUNDCOVER

Chrysobalanus icaco	Cocopulm
Hamelia patens	Firebush
Lantana involucrate	Lantana/Wild Sage
Lyonia ferruginea	Rusty Lyonia
Zamia pumila	Coontie

Plant diversity is strongly recommended in open space planting areas. A palette of plant material will create interest and offer a strong aesthetic quality to the area.

Screening Plantings

Dense plantings along parking structures, the Florida East Coast (FEC) Railroad and busy streets can soften edges and buffer noise from habitable areas (i.e. residential neighborhoods, open spaces, schools, etc.). Proper placement of under story plantings, coupled with climbing vines, medium shrubs, palms and trees are strongly desired to minimize unsightly views (See Sections C and G in the Appendix). Any proposed screening plantings adjacent to the Florida East Coast (FEC) corridor's right-of-way needs to be coordinated with Florida East Coast (FEC) Railway. Planting along the Florida East Coast (FEC) corridor should continue the design character of the existing plantings located between Oakland Park Boulevard and

NE 38th Street along the Florida East Coast (FEC) tracks. The following is a list of plant materials considered acceptable for screening purposes:

PALMS

Acoelorrhapha wrightii	Paurotis Palm
Caryota mitis	Fishtail Palm
Cocos nucifera	Coconut Palm
Sabal palmetto	Sabal Palm

TREES

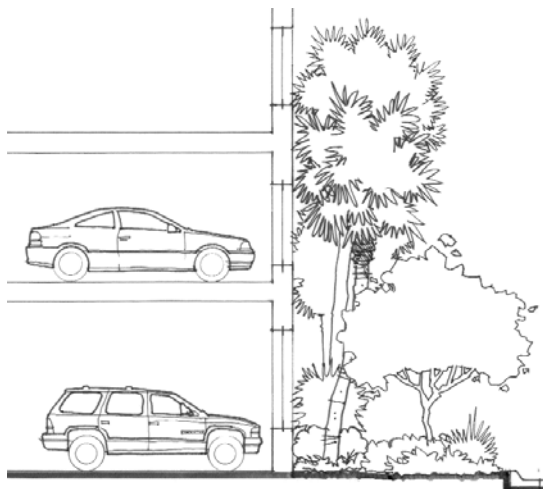
Ligustrum japonicum	Wax Privet
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ORNAMENTAL TREES

Cassia surattensis	Glaucous Cassia
Lagerstroemia indica	Crepe Myrtle
Plumeria acuminata	Plumeria
Tabebuia heterophylla	Pink Tabebuia

TALL/MEDIUM SHRUBS

Chrysobalanus icaco	Cocopulm
Ixora coccinea	Red Ixora
Jasminum multiflorum	Star Jasmine
Murraya paniculata	Orange Jasmine
Philodendron selloum	Philodendron
Plumbago auriculata	Plumbago



Varying landscape material screens a structured parking garage in the downtown district

Oakland Park Downtown Mixed Use District
Design Guidelines

Raphiolepis indica
'Magestic Beauty' Indian Hawthorn
Tripsacum dactyloides Fakahatchee Grass
Zamia furfuracea Scurfy Zamia

UNDERSTORY SHRUBS/GROUNDCOVER

Gamolepis
chrysanthemoides African Bush Daisy
Nephrolepis exaltata Sword Fern
Polypodium phymatodes Wart Fern
Rhoeo discolor Oyster Plant

CLIMBING VINES

Allamanda cathartica Golden Trumpet
Bougainvillea sp. Bougainvillea
Senecio confuses Mexican Flame
Vine
Trachelosperma
jasminiodes Confederate
Jasmine

Perimeter Landscaping

Perimeter landscaping, or buffer landscaping, should be used to separate different land uses from one another (i.e. residential and commercial, etc.) and/or screen unsightly areas and utility zones. Perimeter strips, at a minimum of five (5') in width, must be introduced between the abutting property line and any off-street parking areas. Two (2) trees and a hedge, or other durable landscape material, must be planted for each thirty (30) linear feet within this strip between a nonresidential district is adjacent to a residential lot.

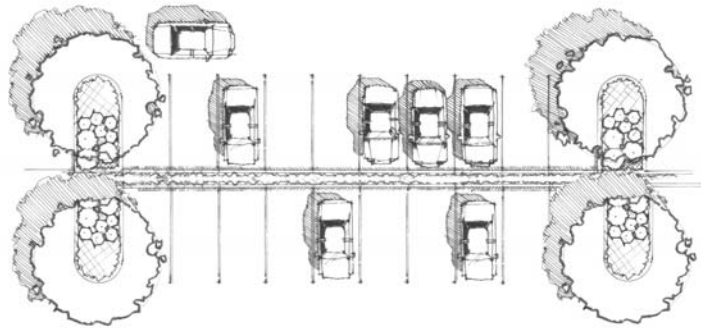
Irrigation

All planted areas will require irrigation systems providing 100% coverage with “head to head” or 50% overlap throughout the Downtown. Irrigation systems should be capable of distributing 1 ½" of water per week during a maximum eight (8) hour watering cycle. All irrigation systems must be entirely automatic, with the ability to switch to manual operation in emergency situations. In high pedestrian areas, bubblers or drip irrigation is encouraged. Due to the intense pedestrian activity within the downtown zone, irrigation systems should be designed to avoid over spray into public and pedestrian areas. All irrigation systems should be equipped with automatic rain sensors for water conservation. Planting areas with native

plant materials and xeriscape planting practices are encouraged.

Parking Lot Landscaping

Landscaping is required both within the interior area of a surface parking lot, as well as, along the perimeter of a surface parking lot to soften and screen the parking facility. A shade tree (see shade tree list) at a minimum height of twelve (12') must be planted in a planting bed island nine (9) feet in width, between every ten (10) parking spaces in a surface parking lot. Parking lot plantings are not required within a structured parking facility. One (1) tree and eight (8) shrubs must be planted in every parking island bed.



A planted island is required between every ten parking spaces

Residential Landscaping

Landscaping within the Neighborhoods zoning sub-area is intended to improve the appearance of certain yard areas. In the Neighborhoods, where properties are solely used for residential purposes, it is required that all lots under 6,000 square feet have a minimum of three (3) trees (overall heights over twelve [12']). In lots between 6,000 to 7,499 square feet, properties are required to have a minimum of four (4) trees (overall heights over 12'). In lots between 7,500 and 9,999 square feet, properties are required to have a minimum of five (5) trees (overall heights over 12'). Lastly, in lots exceeding 10,000 square feet in area, properties are required to have a minimum of six (6) trees (overall heights over 12'); or two (2) trees per unit, whichever is greater.

In the North End Urban Residential area where single family or town homes are platted and introduced, landscape requirements shall be consistent with those described above. Where multifamily units are introduced in a condominium, or loft style, residential landscaping shall apply to off-street parking facilities, open space, entrance yards and buffer areas (see Perimeter Landscape). For every dwelling unit within a building structure, two trees and three shrubs must be introduced in the areas specified herein.

Signage & Graphics

Introduction

Signage and graphics should functionally communicate information while fitting aesthetically into the Downtown. The signage graphics system should be a simple and coordinated signage system, and contribute to the overall design unity and identity of the area. This section is divided into private sector signage and public sector signage. It is pertinent that signage compliments other streetscape elements to direct the public to their destinations within the downtown area.

Private Sector Signage

The guidelines below are intended to regulate signage that is developed in the private sector.

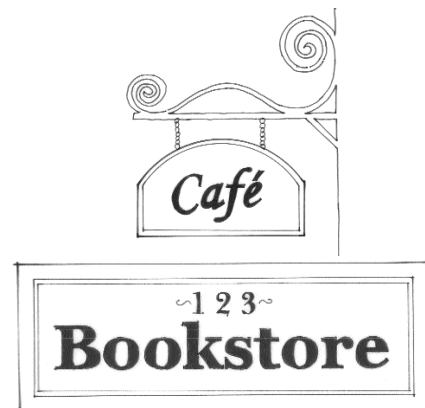
Building/Business Identification

Building and business identification signs should state the name and address number of the building/business. Each building/business is allowed to display one sign on the building face, except in the case where a business is located at the corner of the building. In that case, one sign is permitted on two (2) sides of the building face fronting the establishment.

Signs must offer design integrity and individuality, but must not impede on the overall quality of the downtown district. Signs within the Park Place sub-area should follow a

similar style. Signage painted directly on the building face is strictly prohibited within the entire downtown. Neon is permitted upon special approval. The sizes of the building/business identification signage should not exceed twelve inches (12") in letter or number height. No signage shall exceed twenty (20) square feet in area. Logos are preferred over lettering in identifying buildings and/or businesses. The type of identification signage may vary from a plaque mounted on a wall to a sign hanging perpendicular to the building face over an entrance.

All building/business identification signage typology must go through approval by an urban designer of the City's Development Review Committee (DRC) at the City of Oakland Park and shall meet applicable City land development codes.



Building/business identification signage examples

Entry Monuments

Entry monument signage shall be supported by a solid structure containing a sign face which is supported solely by its own ground-mounted base which is not affixed to a building. Entry monument signs shall be used as entry statements into neighborhoods, parks and future projects. They must be readable from the vehicles, but not overbearing. Entry signage shall not exceed thirty-two (32) square feet in size. Letters shall not exceed 16" in height. All entry monument signage must offer design integrity and individuality, but must not impede on the overall quality of the downtown area.

Public Sector Signage

The guidelines below are intended to regulate signage that is developed in the public sector, by the City of Oakland Park. It is recommended that a way-finding sign program be established and followed for all signage within the public sector; including, Informational Identification Signage, Street Identification Signage, Directional Signage and Traffic Regulatory.

Informational Identification Signage

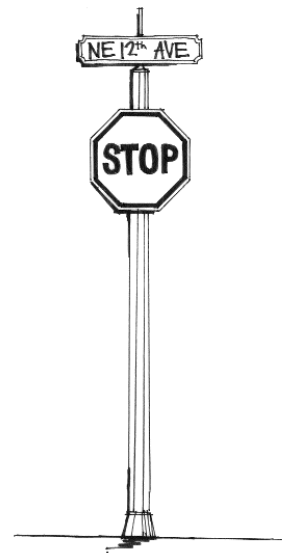
This type of signage will provide important information to the Downtown District to identify key places, focal areas or entries. Other types of informational identification signage may include:

- Entry Signs into the downtown district
- Public transit stops (Bus and future FEC commuter)
- Public facilities - Parks, Oakland Park Library, City Hall, Post Office, etc.

Street Identification Signage

Street identification signage should be adopted in the downtown to unify the area and create a strong sense of place. Street identification signage will be combined with other categories of signage, such as traffic regulatory and directional signs to minimize the number of individual streetscape elements.

Whenever possible, street identification signs within the downtown should incorporate custom posts and frames around a standard sign blade. In some cases, such as in major intersections, the street identification sign should be incorporated within the structure that supports the traffic signals and regulatory signage. The typeface or font of these signs should remain consistent with the City's overall



Consistent character should be implemented into Street Identification signage

style and graphic system. The addition of a simple icon or City logo can be included in the signage border or post to help distinguish this area as a special district.

Directional Signage

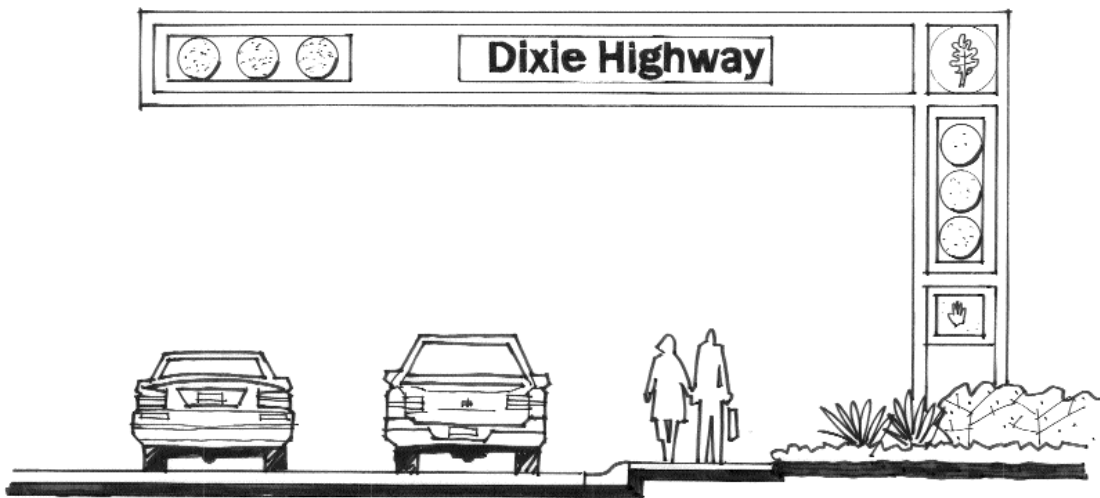
Directional signage shall identify major destination points or circulation routes within and near the Downtown District. To emphasize the character of the downtown, a series of signs directing vehicles and pedestrians through the area is recommended. The redirection of traffic northbound from NE 12th Avenue to NE 12th Terrace for three blocks (between NE 34th Street and NE 36th Street) in the Park Place (east) sub-area will slightly change the roadway circulation for northbound cars. Directional signs should be used to identify how businesses can be best accessed.

There are two (2) major types of users for directional signs: vehicles and

pedestrians/cyclists. In many cases, messages for both could be combined. Directional signs should only be separated when the areas for each group are located far from one another.

Traffic Regulatory

This category includes signs and traffic signals that direct and regulate the flow of vehicular traffic. All traffic regulatory systems should be replaced with mast arms designated to incorporate signal lights, street identification signage, and regulatory information. They shall also follow any state or federal regulations and be clear of obstructions.

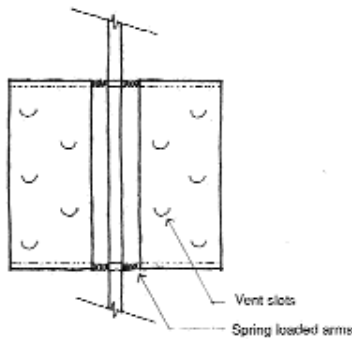


Mast arms better organize traffic regulatory signage and graphics

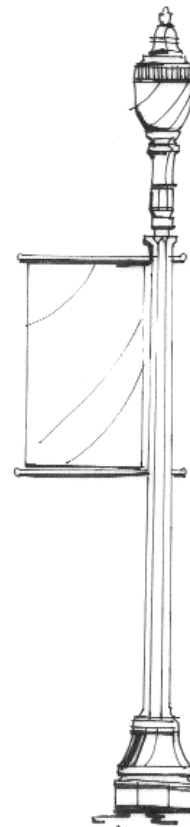
Specialty Signage/Banners

Specialty banners are highly recommended on light fixtures located along Dixie Highway and NE 12th Avenue. Banners are intended to advertise special events throughout the city, celebrate holidays, and add color during off times. They are intended to sustain a sense of excitement and change within the downtown. They are designed to be changeable, as opposed to disposable.

Due to the strength and intensity of the South Florida sun, it is recommended that all banner fabrics be made from marine canvas and/or vinyl fabrics. These types of fabrics will withstand prolonged exposure to the sun and will allow air movement through the banner and discourage damage by strong winds.



Vent slots and spring loaded arms help make banners durable



Banners create interest along streets

Site Furnishings

Introduction

Site furnishings play an important role in the overall character of Downtown Oakland Park. Careful consideration must be given to the selection of site furnishings, such as those listed below. Coordination of materials and colors, functionality, durability and handicap accessibility are paramount to the selection and implementation of furnishings.

Recommended Materials

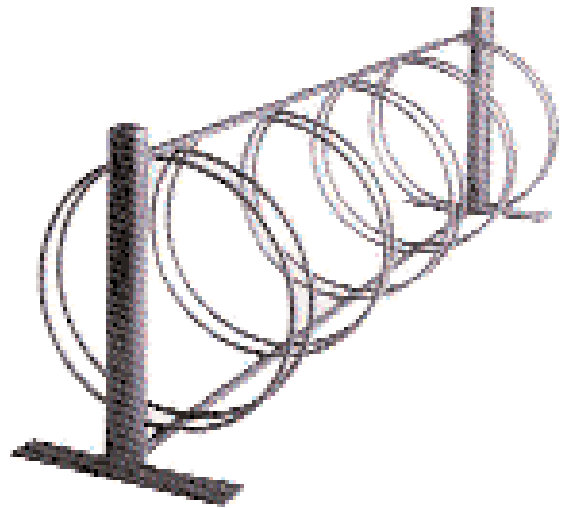
- Aluminum/Cast Aluminum
- Stainless Steel
- Concrete
- Specialty hardwoods
- Cast iron (with epoxy based paint)

Bike Racks

Bike Racks will provide a safe and secure place for residents and visitors to lock bicycles and participate in retail and civic activities. The placement of bike racks should be out of way of pedestrian traffic at the sides of buildings and sidewalks, but also within sight, or under a light fixture, for security purposes. Racks might be architecturally treated as significant items or minimized for their visual impact. Bike racks may be integrated with light standards or other site elements to reduce their visual impact.

The image below depicts the specified bike rack to be used within the downtown district:

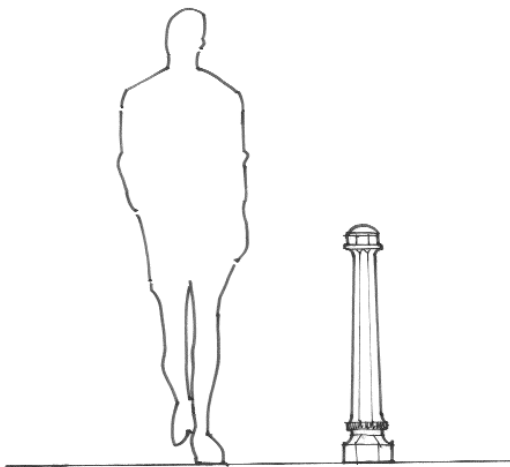
Manufacturer: Urban Accessories
Model: D, Bike Rack
Color: Pioneer Sq. Green



Bike racks offer visitors a safe and secure place to temporarily store bicycles

Bollards

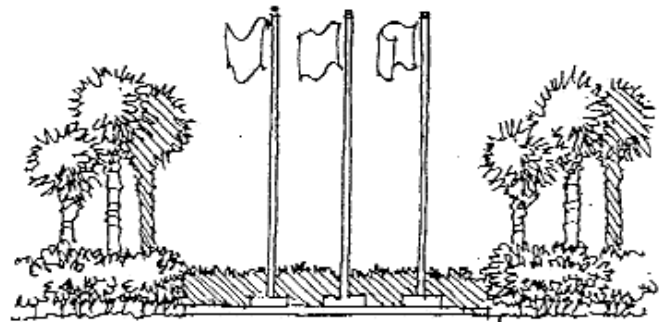
Bollards should be designed to be both functional and aesthetically pleasing. The main function of the bollard is to discourage vehicular intrusion into pedestrian dominated spaces. Bollard design, location and durability, however, must consider emergency and maintenance vehicles. Design should respond to the architectural style of the downtown area and streetscape elements.



*Bollards separate areas within the groundplane and
ass character to the downtown district*

Flagpoles

Flagpoles should be located in groups of three or five (3 or 5) to create focal points at portals and major statement areas. It is recommended that flags and banners be changed during various times of the year to add visual quality to the downtown area. Up-lighting on flagpoles is encouraged for nighttime interest.



Flagpoles announce major statement areas

Benches

Seating within the downtown will be used for social interaction, people watching, waiting and resting. Seating must occur along streetscapes, plazas and open spaces, and shall be consistent with site furnishings implemented throughout the downtown. Commercial advertisements on benches are not permitted. Benches should be placed outside of the main pedestrian flow, but within close proximity to pedestrian zones. Seating should be placed in shaded open spaces; plazas, parks and bus stops; to invite longer stays. Special attention should be taken in the selection and placement of benches within the Oakland Park downtown. The image below depicts the specified bench to be used in the downtown district:

Manufacturer: Landscape Forms
Model: Scarborough 72" backed bench with no center arm, woven metal
Color: Ivy powdercoat

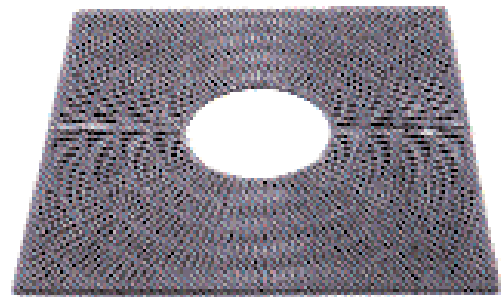


Benches provide seating in the downtown

Tree Grates

Tree grates must be provided for trees planted in paved areas. Tree grates shall be designed with small openings to be walkable, yet porous and moveable for maintenance purposes. Tree grates must be accessible per local American with Disabilities (ADA) codes and regulations. The style of the trees grates should be consistent with the style of other site furnishings selected within the Oakland Park downtown. The image below depicts the specified tree grate to be used within the downtown district:

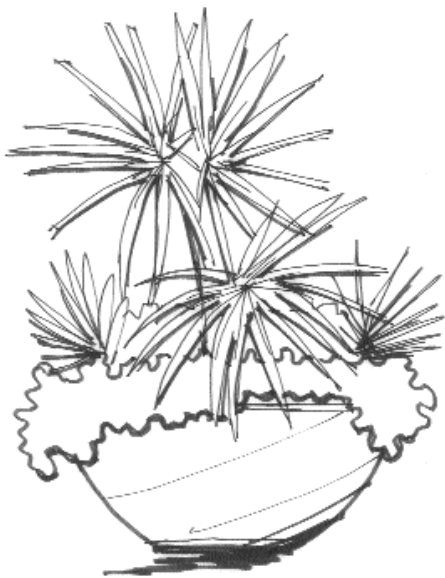
Manufacturer: Urban Accessories
Model: Kiva 5' Sq. Cast Aluminum ASTM B26



Tree grates protect tree roots and adds walkable area to the sidewalk

Planters

As special site elements, planters and flower pots can visually enhance a space and provide areas for landscape relief, as well as reduce or accent an architectural mass. Planters should be designed with consideration to both the physical form of the planters, as well as the plants used within each planter.



Planters help decorate the streetscape environment

Trash Receptacles

Trash receptacles must be consistent in terms of color, materials and style with other streetscape elements. They shall compliment other furnishings and help to unify the image of downtown. The major consideration when

providing trash receptacles is their location. Trash receptacles must be located on each city block facing both Dixie Highway and NE 12th Avenue so they are accessible and well located for pedestrian. They should also be located at portals, pedestrian nodes, intersections and seating areas, but not to impede views or expel unpleasant odors. Trash receptacles should not interfere with pedestrian traffic and therefore should be located within planting beds near or along curbs for easy maintenance access. The below image depicts the specified trash receptacle to used in the downtown district:

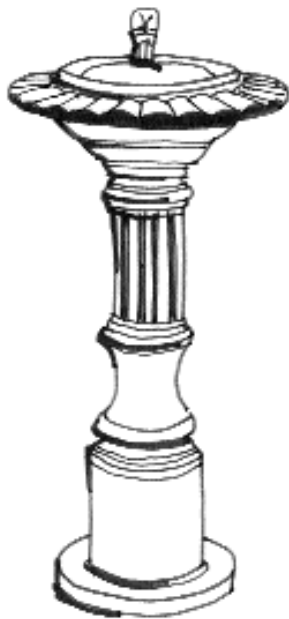
Manufacturer: Landscape Forms
Model: Scarborough receptacle side opening,
vertical strap side panel
Color: Ivy powdercoat



Trash receptacles to used in the downtown

Drinking Fountains

Drinking fountains offer refreshment to downtown users. When located under shade and near seating, they help to create a refreshing oasis in the hot South Florida sun. Drinking fountains can be freestanding or attached to a wall or building surface. They should compliment other site furnishings within the downtown by incorporating similar materials. Fountains must also provide for handicap use and must have self closing controls to minimize inefficient or improper water usage.



Drinking fountains offer refreshment to the visitors of the downtown district

Parking Meters

Parking meters shall be provided for public parking spaces. Parking meters must clearly designate the time of operation and cost. Meters shall be uniform in color, material and style to ensure continuity within Downtown Oakland Park. Where possible, individual meters per space are discouraged and modern electronic group meters are encouraged. The City or parking authority shall designate a parking fee collection and equipment, once the downtown is established. However, individual parking meters per space are prohibited within the downtown.



Modern electronic group parking meters are encouraged to better organize parking lots

Site Lighting

Introduction

A well coordinated lighting system is a very effective way of establishing a sense of security and unity throughout the Oakland Park downtown. Although the primary function of site lighting is to provide nighttime orientation and security, light fixtures become very visible site elements in creating a downtown image. Light fixtures should be cohesive within the downtown district with thematic variations consistent between streetscape lighting, pedestrian lighting and any added decorative fixtures. Light fixtures must be metal halide with "master color" bulbs for truest color rendition.

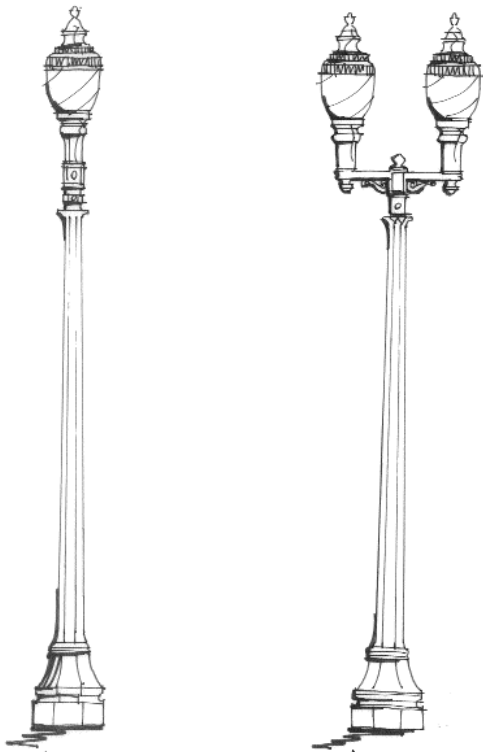
Careful consideration must be given to the proper relation between the scale of a light fixture and the scale of the areas where it is to be located. In general, the larger the scale of the area, the higher the mounting height should be of the luminaire. The size of the light fixture shall also be in proportion to the height of its pole to avoid awkward proportions.

Fixtures should be economical, durable and aesthetically pleasing. The selection of the fixtures throughout the downtown should be based on the following:

- Quality of fixture in terms of materials, lens, constructions, etc.
- Longevity
- Ease of maintenance
- Aesthetics and style
- Initial costs versus long term cost

Streetscape Lighting

The main objective of the streetscape lighting is to provide sufficient illumination for vehicular and pedestrian safety and to elevate the aesthetic quality of the downtown streets, in daylight and in nighttime darkness. Lighting should be hierarchal varying in intensity between major thoroughfares and side streets.



Light fixture examples of the Cambridge acorn light with dark green Barrington fluted poles

All poles should be located a minimum of 4' from the curb face and maintained plumb and secure. The placement of poles should not create undesirable obstructions in pedestrian thoroughfares and all lighting fixtures shall meet all regulatory requirements. It is recommended that light poles along Dixie Highway and NE 12th Avenue be outfitted for specialty banners. The specified streetscape light of the downtown district is a Sternberg Vintage fixture:

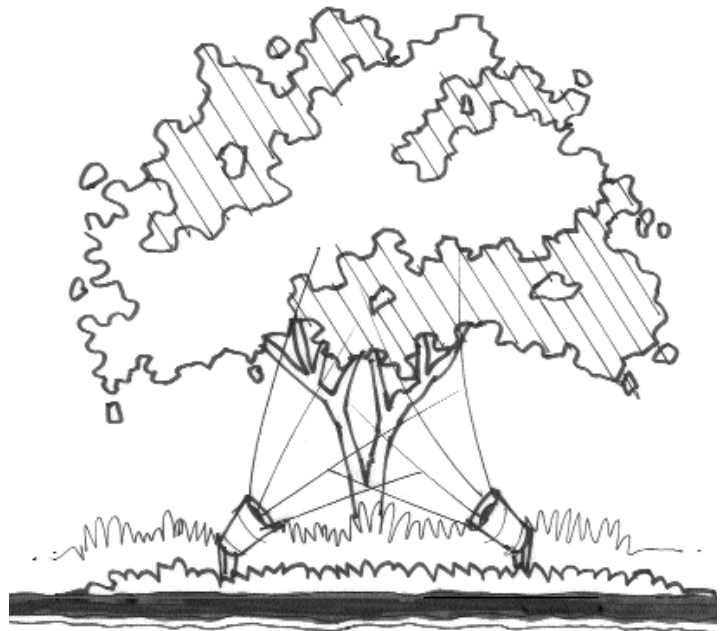
Manufacturer: Sternberg Vintage Lighting
Top Fixture: Cambridge A783
Metal Halide 175 watt
Medallions: City logo
Color: Park Green
Ornamental Pole: Barrington 5214-TFP6
Fluted 6" shaft, 14' pole
Color: Park Green

Pedestrian Lighting

Pedestrian lighting within the Oakland Park Downtown District must serve a variety of functions. This lighting must establish a safe and secure atmosphere for nighttime use and provide a distinct ambiance, which differentiates pedestrian areas from adjacent vehicular areas. The fixtures, poles and bollards must have a human scale and offer visual appeal, which compliments the other streetscape elements in creating a unique image for the Oakland Park Downtown.

Landscape Lighting

Landscape lighting, or up lighting, is an efficient way to achieve pleasant accent effects throughout the downtown district. Accent light fixtures directed upwards into a tree or palm foliage provides low intensity but often dramatic illumination of nearby pedestrian zones.



Landscape up-lighting adds interest to the landscaping during nighttime hours

Traffic, Parking & Circulation

Introduction

Creating a vibrant, exciting urban environment where pedestrians feel safe and comfortable directly relates to how vehicular circulation and parking works within the urban environment. The City of Oakland Park's Downtown area has all the typical issues associated with an urban environment related to traffic calming, shortage of parking, as well as both Dixie Highway and the FEC corridor bisecting the Downtown area.

As previously discussed in the Downtown Mixed-Use District Zoning Ordinance, the proposed center of Downtown is Park Place. Park Place is generally bounded by NE 11th Avenue to the west and NE 12th Terrace to the east, and NE 36th Street to the north, and NE 34th Street to the south.

Transit Oriented Development

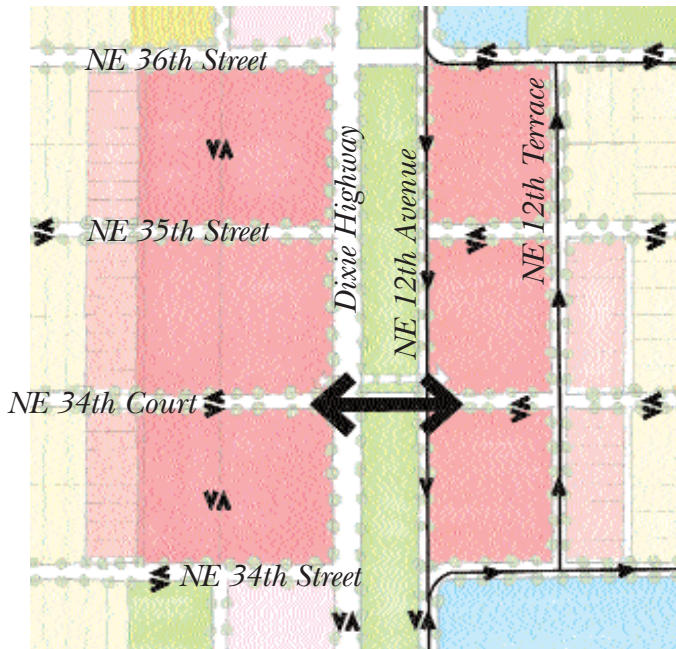
As well as being centrally located within the Downtown, the Park Place sub area is bisected by Dixie Highway and the FEC corridor. Although bisected by these major transportation corridors, this presents a unique opportunity for the City of Oakland Park to promote the principles of Transit Oriented Development and Design. As described and defined by Peter Calthorpe in "The Next American Metropolis," Transit Oriented Development (TOD) is a "mixed-use community within an average 2,000 feet walking

distance of a transit stop and core commercial center. TOD's mix residential, retail, office, open space, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot or car."

The City of Oakland Park's Park Place sub area includes retail, office, and residential, which is consistent with the mix of uses included in a TOD. Currently, the FEC in conjunction with the Florida Department of Transportation, the South Florida Regional Transit Authority and the Metropolitan Planning Organizations of several South Florida counties are commissioning a study to examine potential commuter traffic on the FEC corridor. The City of Oakland Park has a unique opportunity to position the Downtown for a possible commuter station located within Park Place. The proposed mix of uses, structured parking and pedestrian circulation is consistent with Transit Oriented Development.

Traffic Circulation

Traffic circulation and parking are key components to the Downtown Master Plan. In most cases, the existing street grid is respected, however, traffic flow is modified in several areas to facilitate the redevelopment of the downtown, specifically, Park Place. This new circulation is illustrated below in the diagram and is described on the following page.



Circulation around Park Place

NE 12th Avenue (between NE 34th Street and NE 36th Street)

Northbound traffic on NE 12th Avenue will be redirected to NE 12th Terrace via NE 34th Street, therefore making NE 12th Terrace a two-lane one way street for three (3) blocks. NE 34th Street will become a one way street with traffic moving east between NE 12th Avenue and NE 13th Avenue. NE 12th Terrace will have stop signs at NE 34th Court, NE 35th Street and NE 36th Street. At NE 36th Street, one way northbound traffic on NE 12th Terrace will have the opportunity to turn either left (westward) or right (eastward). NE 36th Street will remain a two-way corridor.

NE 12th Terrace (between NE 34th Street and NE 36th Street)

Southbound traffic on NE 12th Avenue will become a one way south thoroughfare for three (3) blocks between NE 36th Street and NE 34th Street. At the intersection of NE 12th Avenue and NE 34th Court, a stop sign will be added to allow traffic moving in the east/west direction on NE 34th Court to safely cross the intersection and the FEC tracks. There will be a right turn lane for cars on NE 12th Avenue to safely turn right across the tracks in the westerly direction.

NE 37th Street (between NE 12th Avenue and NE 13th Avenue)

The existing one way eastbound traffic on NE 37th Street will be converted to two way traffic both eastbound and westbound.

Turning Movements off Dixie Highway onto NE 38th Street

Southbound traffic on Dixie Highway will no longer be able to turn left onto NE 38th Street. An s-curve exit will occur before the light on 11th Avenue, vehicles will safely exit of Dixie Highway, turn left at the four way stop on NE 38th Street and continue across Dixie Highway and NE 12th Avenue to the east. NE 39th Street will no longer connect to Dixie Highway, instead a cul-de-sac and one way alley south to

NE 38th Street will safely separate these traffic movements.

NE 12th Avenue Parking

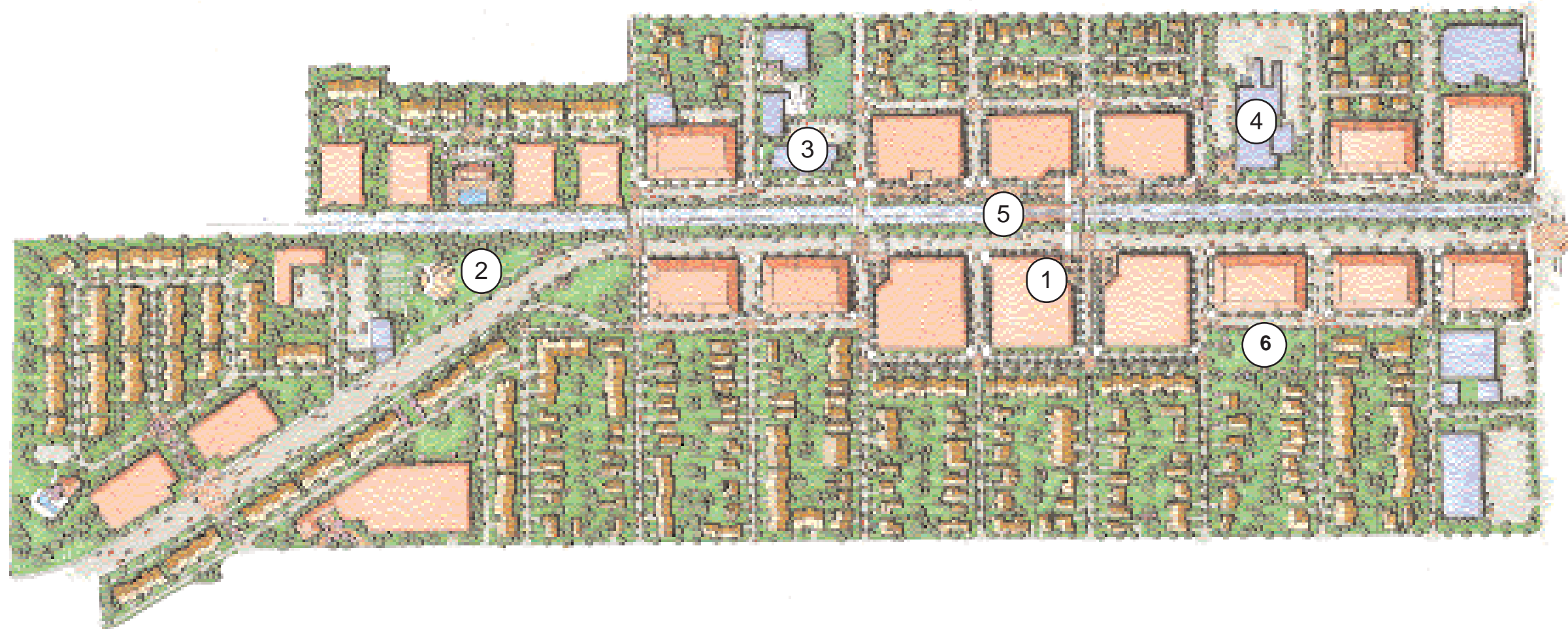
In addition to the traffic circulation in Park Place, parking remains an important issue. Although the ultimate cross section of NE 12th Avenue illustrates both one way and two way circulation with parallel parking, there is a need for developing an interim solution for the businesses that currently exist in the Downtown with respect to parking. Currently, the Oakland Park Downtown has a need for parking.

Therefore, as an interim step to the ultimate cross section of NE 12th Avenue, the City can implement a portion of the NE 12th Avenue improvements as an incentive to spark redevelopment in the Downtown. The interim step in the implementation includes reconstructing NE 12th Avenue with storm drainage and utility improvements as well reconfiguring circulation and parking. The interim step will examine the possibilities of including angled parking on both the east and west sides of NE 12th Avenue, where possible, as well as sidewalks and swale areas to improve drainage problems. In some places, parallel parking may be included due to drainage and roadway building elevations issues.

The reconstruction of NE 12th Avenue in the interim solution will have a negative impact on

the parking, however, less than previously considered plans. The City is considering alternative solutions to the parking which include the construction of surface parking lots on City owned lands, parking lease agreements with neighbors within the Downtown area, and public private partnerships in the development of parking garages within the Downtown redevelopment area.

Illustrative Plan



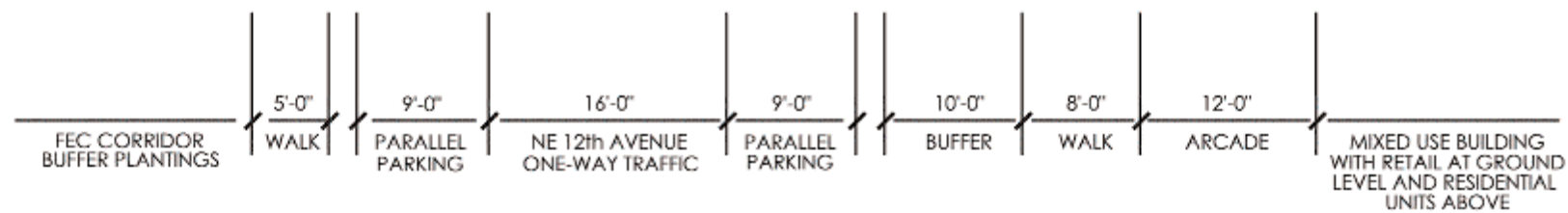
Legend

- 1 - Park Place
- 2 - Downtown Park
- 3 - Civic Campus:
City Hall
Library
Proposed Spier
Community Center
- 4 - Post Office
- 5 - Future FEC Commuter
Station
- 6 - Future Neighborhood Park

▲ NORTH
NOT TO SCALE

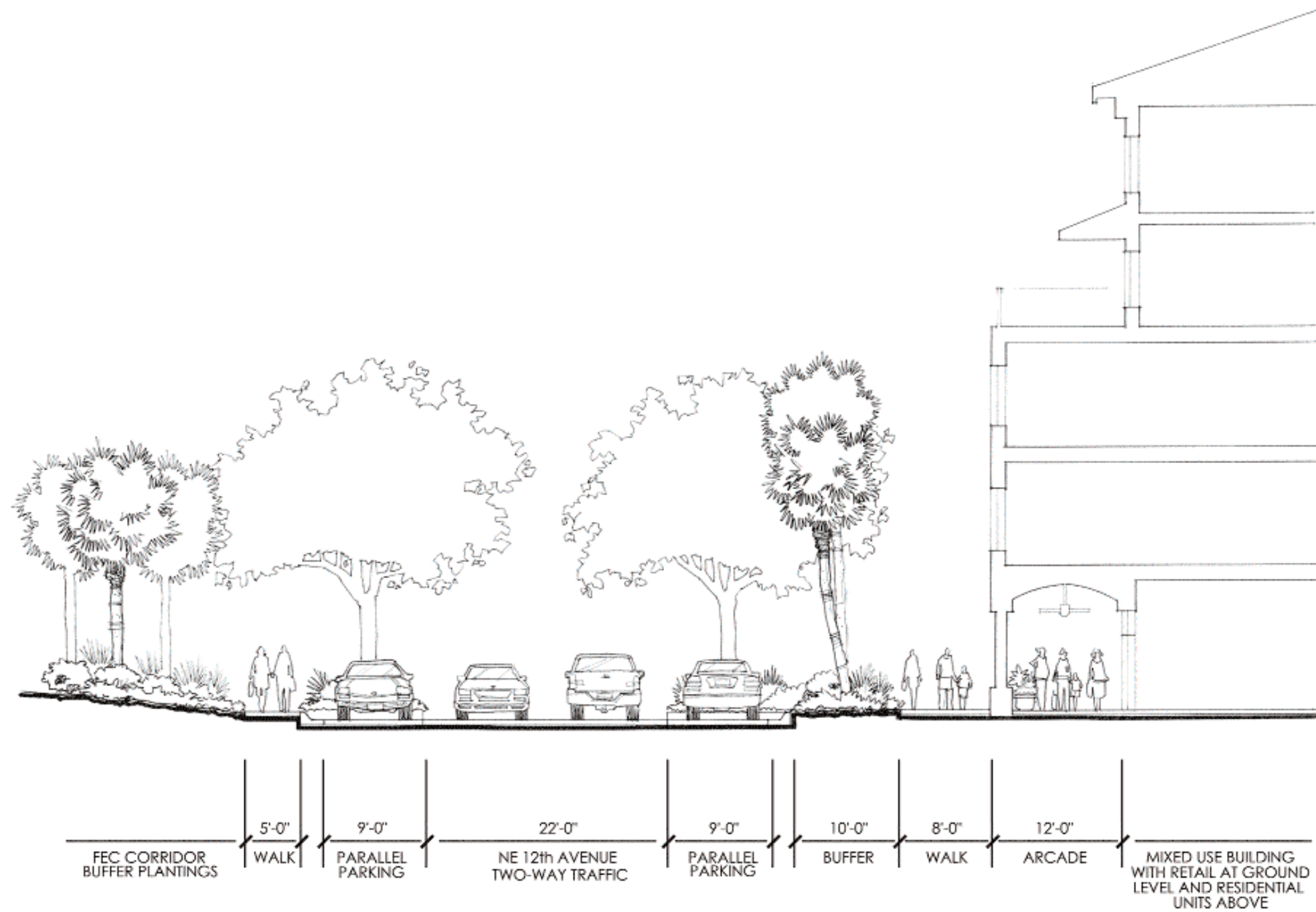
Section A

NE 12th Avenue in Park Place



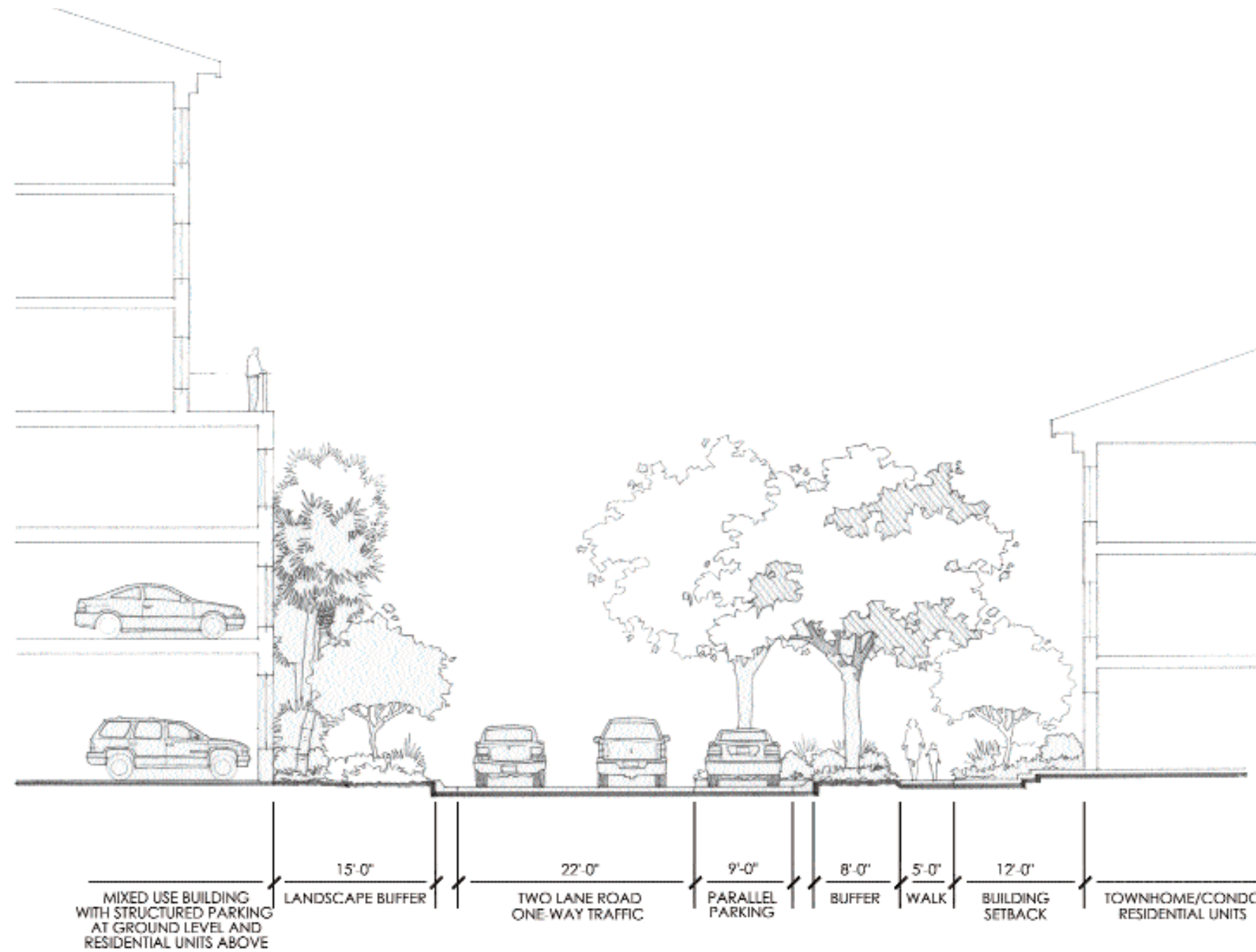
Section B

NE 12th Avenue in Dixie Mixed Use



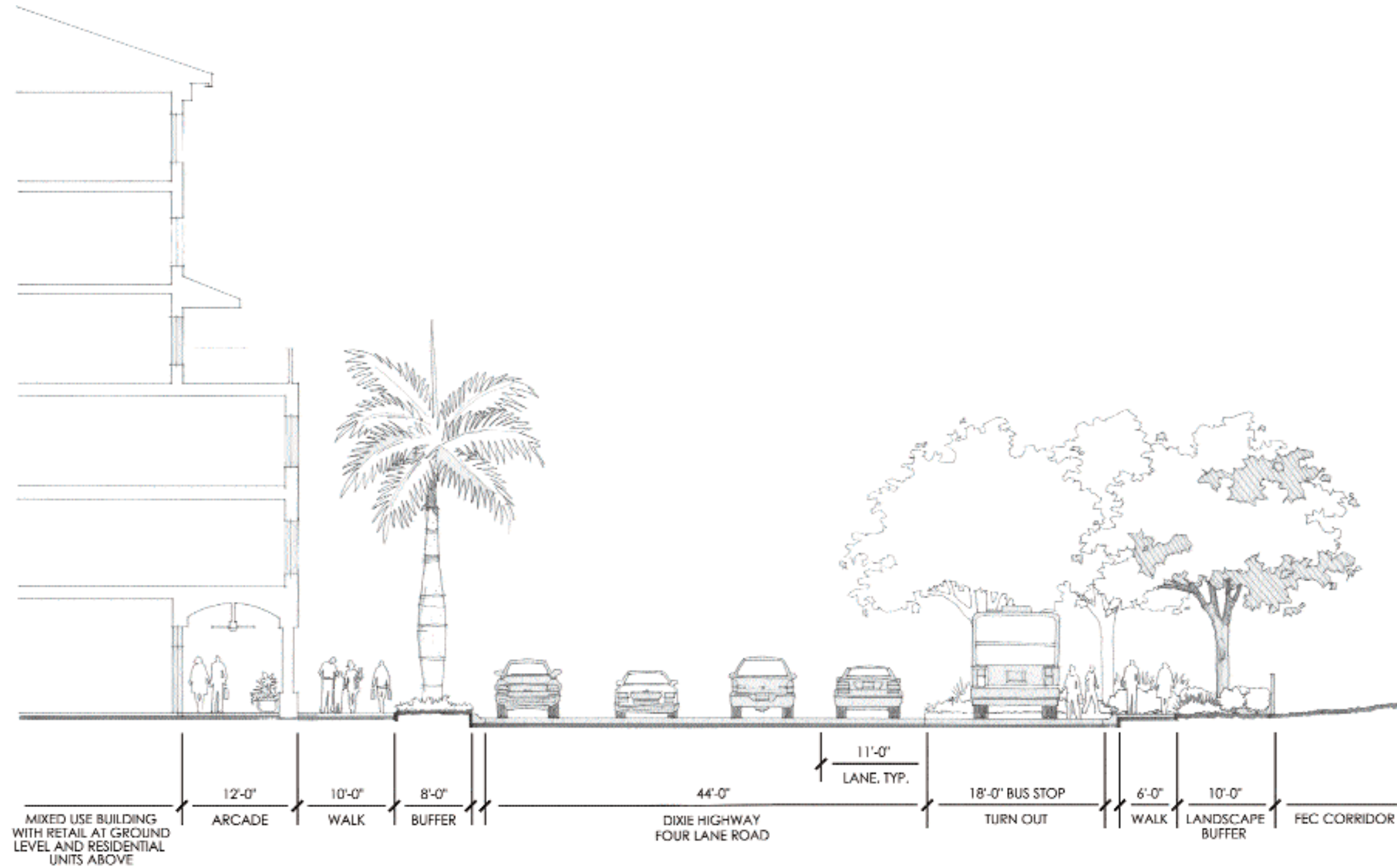
Section C

NE 12th Terrace in Park Place



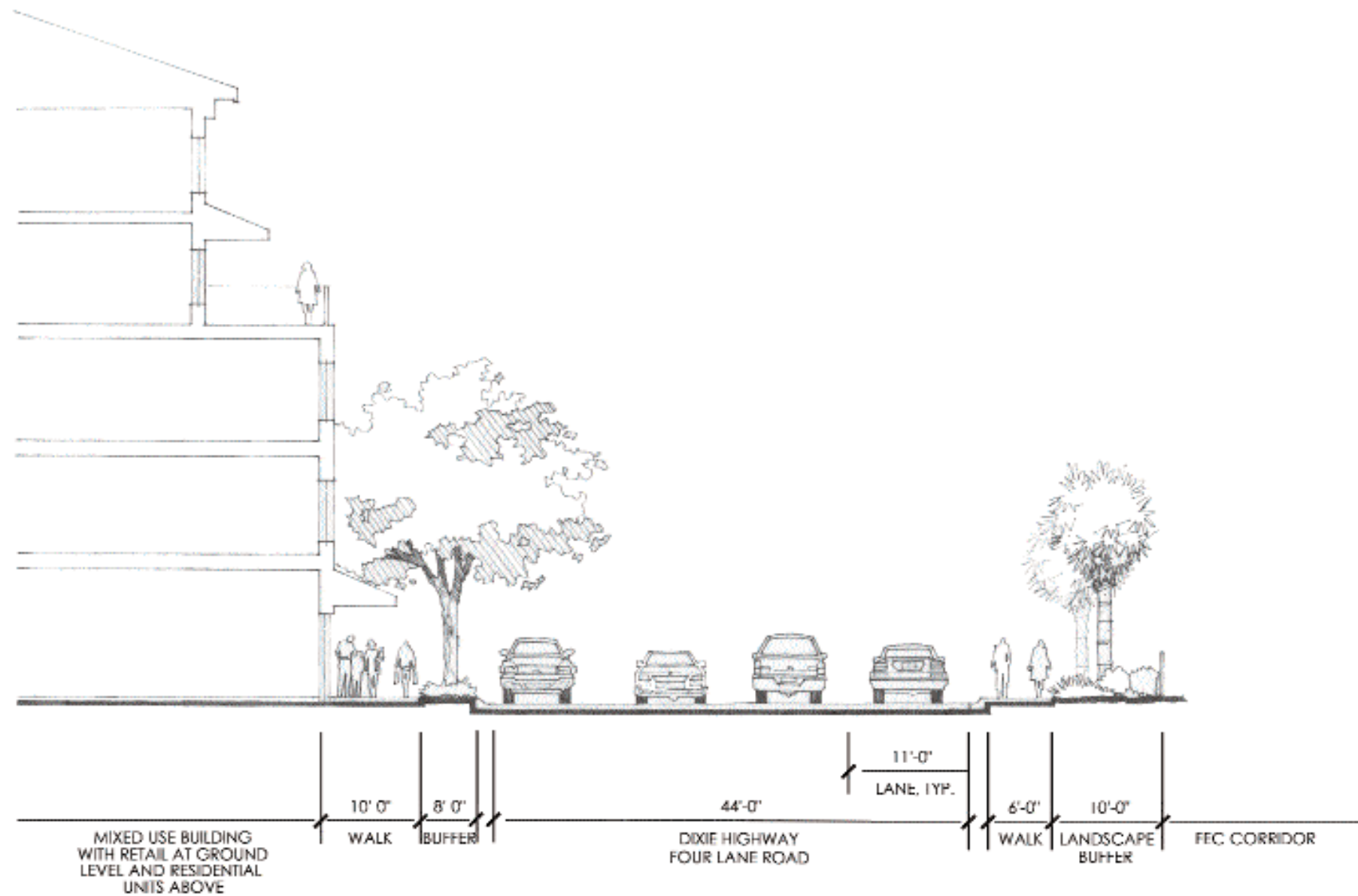
Section D

Dixie Highway in Park Place



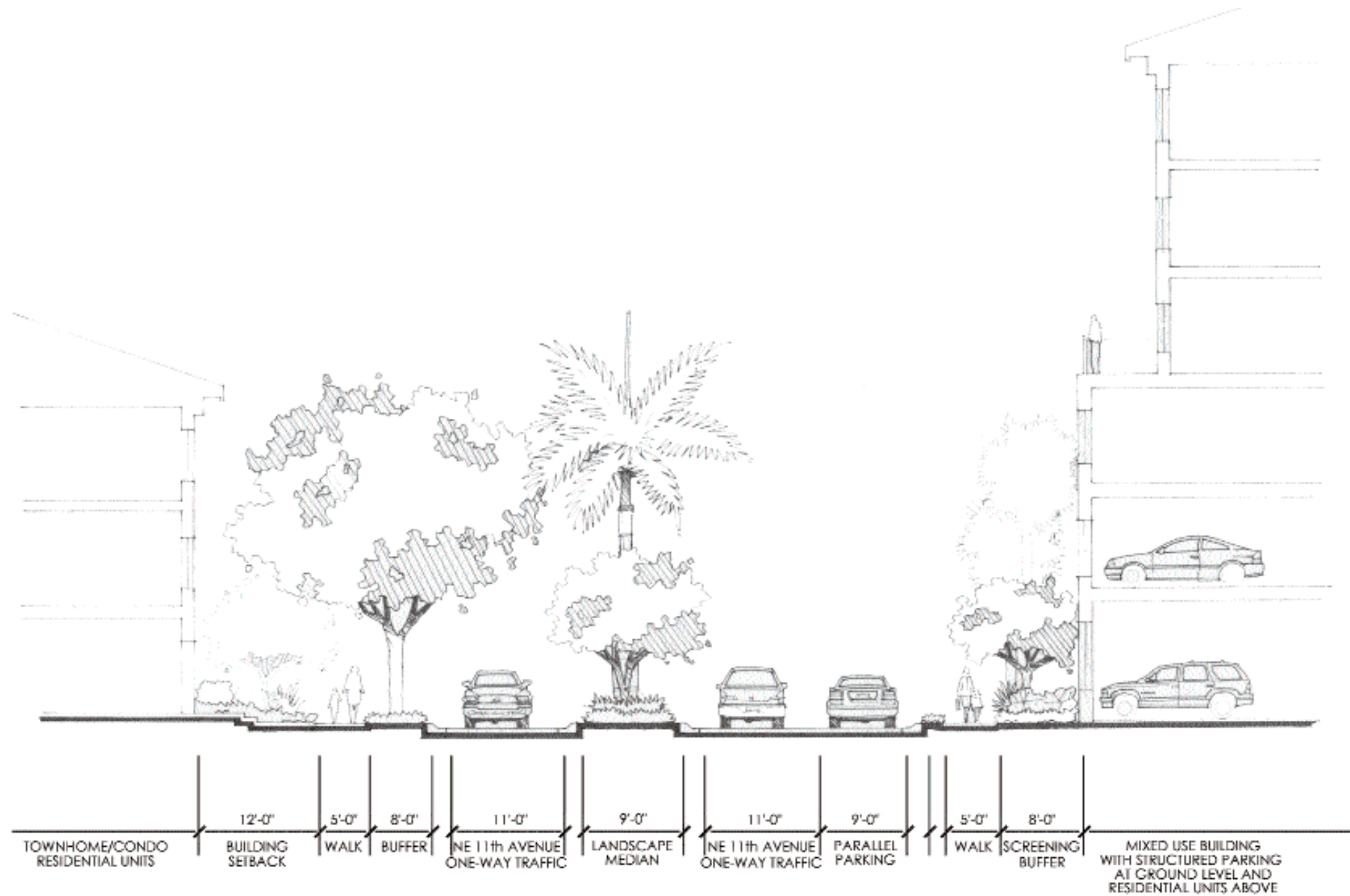
Section E

Dixie Highway in Dixie Mixed Use



Section F

NE 11th Avenue in Park Place



Section G

NE 34th Court in Park Place

