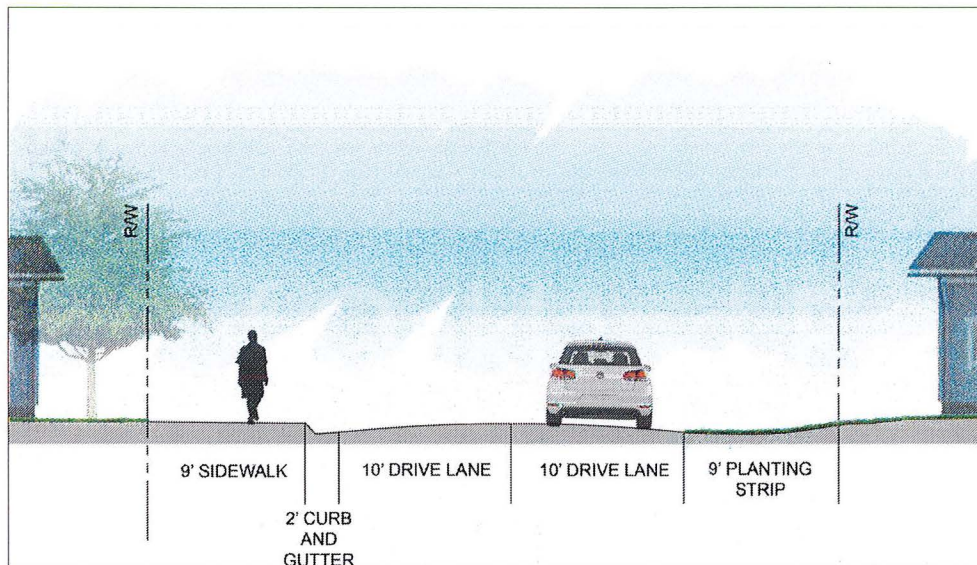


City of Oakland Park NE 13th Avenue Improvements

BROWARD COUNTY MPO
FLORIDA DEPARTMENT OF TRANSPORTATION



COMPLETE STREETS and LOCAL INITIATIVES PROGRAM
November 15, 2017



CONFIRMATION

The following project information was submitted:

Success: A proper connection to MySQL was made! Host information: Localhost via UNIX socket
There are no IsPageValid Errors

All data was written to the database

A. Account Number: 10051

1. Project Name:

NE 13th Avenue Improvements

2. Of the four project categories, select the one that best represents the project.
Complete Streets (bicycle pedestrian and transit facility)

3. Facility Type:

Local Road

4. Roadway or Greenway Name:

13th Avenue and cross streets between 12th Avenue and NE 16th Avenue

5.a. Start Location:

Oakland Park Blvd (SR 816) to the South N.E. 12th Avenue to the West

5.b. End Location:

N.E. 40 Place to the North N.E. 16th Avenue to the East

6. Upload a map of the project location.

uploads/10051-1000013-FIELD007.pdf

7. Upload a typical cross section.

uploads/10051-1000013-FIELD008.pdf

8. Does the applicant have ownership of the associated right-of-way where the project is proposed?
Yes

8.a. If no, does the agency that owns the associated right-of-way support the project?
Not applicable

9. Does the applicant have ownership or property rights sufficient to construct the project?
Yes

9.a. If no, does the agency that has ownership or property rights support the project?
Not applicable

10. Is the applicant prepared to fund the operations and maintenance (O&M) associated with the project?
Yes

10.a. If no, is another agency prepared to fund the O&M?
Not applicable

11. Resolution from the applicants governing board approving the specific project.
uploads/10051-1000013-FIELD015.pdf

12. Resolution from the governing board that has ownership of the associated right-of-way where the project is proposed approving the specific project.
uploads/10051-1000013-FIELD016.pdf

13. Resolution from the responsible governing board confirming commitment to fund the projects O&M.
uploads/10051-1000013-FIELD017.pdf

14. Page(s) from local plan or program that references the project.
uploads/10051-1000013-FIELD018.pdf

15. Demonstrated public support (e.g., meeting minutes, meeting reports, letters of support or public workshop results).
uploads/10051-1000013-FIELD019.pdf

16.a. Existing Width (feet):
40 feet

16.b. Proposed Width (feet):
40 feet

17.a. Existing Number of Travel Lanes:
2

- 17.b. Proposed Number of Travel Lanes:
2
- 17.c. Existing Lane Width (feet):
10 feet
- 17.d. Proposed Lane Width (feet):
10 feet
- 17.e. Existing Total Roadway Width (feet):
20 feet
- 17.f. Proposed Total Roadway Width (feet):
20 feet
- 17.g. Posted Speed Limit:
25 mph
- 17.h. Design Speed:
25 mph
- 17.i. Re-stripe for bike lane?
No
- 17.j. Widen for bike lane?
No
- 17.k. Existing Bike Lane Width (feet):
N/A
- 17.l. Proposed Bike Lane Width (feet):
N/A
- 17.m. Existing Buffer Width (feet):
0
- 17.n. Proposed Buffer Width (feet):
2 feet around shared path and 5 feet around proposed sidewalks
- 17.o. Curb and gutter to remain?
Yes
- 18.a. Existing Median Width (feet):
N/A
- 18.b. Proposed Median Width (feet):
No medians proposed
- 19.a. Widen, Northside or Eastside - Existing Width (feet):
- 19.b. Widen, Northside or Eastside - Proposed Width (feet):
- 19.c. Widen, Southside or Westside - Existing Width (feet):
- 19.d. Widen, Southside or Westside - Proposed Width (feet):
- 19.e. Replace, Northside or Eastside - Existing Width (feet):
- 19.f. Replace, Northside or Eastside - Proposed Width (feet):
- 19.g. Replace, Southside or Westside - Existing Width (feet):
5 Feet
- 19.h. Replace, Southside or Westside - Proposed Width (feet):
5 feet
- 19.i. Materials (concrete, asphalt, paver, other):
Concrete
- 20. Provide the following related to swale:

20.a. Existing Width (feet):
9 feet

20.b. Proposed width (feet):
9 feet

21. Provide a detailed scope of work.
uploads/10051-1000013-FIELD050.pdf

22.a. Is access management needed?
Yes

22.b. If yes, provide a description of the access management needs.
The project will require integration of driveways and intersections that are located within the project area. Effective and safe integration of these elements into the project will be accomplished during final design and in accordance with FDOT guidelines.

23.a. Do all proposed improvements comply with ADA standards?
Yes

23.b. If yes, provide a description of the proposed ADA items.
5 ft. wide sidewalks will have detectable warnings at the ramps. Design and construction of these elements will meet the current ADA standards.

24.a. Is an off street bicycle path proposed?
Yes

24.b. If yes, provide a description of the street bicycle path proposed.
Shared path on the west side of NE 13th Ave from Oakland Park to NE 38th Street.

25.a. Is an on street bicycle path proposed?
Yes

25.b. If yes, provide a description of the on street bicycle path proposed.
Sharrows are proposed on cross streets from 12 Ave to 16 Ave.

26.a. Are bicycle rack(s) proposed?
Yes

26.b. If yes, provide a description of the bicycle rack(s) proposed.
5 grid bike racks with capacity for up to 9 bikes.

27.a. Are pedestrian bridge(s) proposed?
No

27.b. If yes, provide description of the pedestrian bridge(s) proposed.

28.a. Are there bridge(s) proposed for replacement?
No

28.b. If yes, provide a description of the bridge(s) proposed for replacement.

29.a. Are there bridge(s) proposed to be widened?
No

29.b. If yes, provide a description of the bridge(s) proposed to be widened.

30.a. Are there bus bulbout(s) proposed?
No

30.b. If yes, provide description of the bus bulbout(s) proposed.

31.a. Are there bus queue jump(s) proposed?
No

31.b. If yes, provide a description of the bus queue jump(s) proposed.

32.a. Will the improvements increase the frequency of service along existing bus route(s)?
No

32.b. If yes, provide a description of the service improvements to existing bus route(s).

33.a. Is a new bus route proposed?

No

33.b. If yes, provide a description of the new bus route proposed.

34.a. Are bus shelter(s) proposed?

No

34.b. If yes, provide a description of the bus shelter(s) proposed.

35.a. Are crossing signal(s) proposed?

No

35.b. If yes, provide a description of the crossing signal(s) proposed.

36.a. Are crosswalk(s) proposed?

Yes

36.b. If yes, provide a description of the crosswalk(s) proposed.

Crosswalks will be required for the east west connections of the 5 ft. wide sidewalk and the north south connections for the 8-10 ft. shared use pathway. These crosswalks are shown on the project plans attached.

37.a. Will the improvements effect an existing closed drainage system?

No

37.b. If yes, provide a description of the existing, closed drainage system.

38.a. Will the improvements effect an existing open drainage system?

Yes

38.b. If yes, provide a description of the existing, open drainage system.

The project corridor has an existing open stormwater drainage system that drains into the middle river. At this time the project will be constructed to incorporate the existing conveyance system. However the City will assess the current system and determine if improvements are needed. If so these improvements will be completed at the expense of the City and not part of the proposed project.

39.a. Are greenway(s) proposed?

No

39.b. If yes, provide a description of the greenway(s) proposed?

40.a. Will the improvements include the use of information management technologies?

No

40.b. If yes, provide a description of the information management technologies proposed.

41.a. Is an irrigation system proposed?

No

41.b. If yes, provide a description of the irrigation system proposed.

42.a. Is landscaping within the median proposed?

No

42.b. If yes, provide a description of the landscaping proposed within the median.

43.a. Is other landscaping proposed?

Yes

43.b. If yes, provide a description of the other landscaping elements proposed.

The project will include the installation of sod and other low-level planting materials within the swales and available opportunities along the shared path to be defined during the design phase. These areas may be impacted during the construction of the new sidewalks and shared path. They are shown on the project plans attached

44.a. Is pedestrian lighting proposed?

Yes

44.b. If yes, provide a description of the pedestrian lighting proposed.
The City will work with FPL to install lighting on the existing utility poles.

45.a. Is roadway lighting proposed?

No

45.b. If yes, provide a description of the roadway lighting proposed.

46.a. Is a mobility hub proposed?

No

46.b. If yes, provide a description of the mobility hub proposed.

47.a. Is a multi-use path proposed?

Yes

47.b. If yes, provide a description of the multi-use path proposed.

Construction of approximately 2600 linear feet of shared bike and pedestrian pathways. The concrete pathways will be 8-10 ft. wide.

48.a. Is a park & ride facility proposed?

No

48.b. If yes, then provide a description of the park & ride facility proposed.

49.a. Are there proposed pavement repairs and/or gaps to be filled?

Yes

49.b. If yes, then provide a description of pavement repairs proposed and/or gaps to be filled.

The project will require driveway repair along the project corridor where new sidewalks or path are proposed.

50.a. Are there railroad crossing(s) proposed?

No

50.b. If yes, then provide a description of the railroad crossing(s) proposed.

51.a. Are there existing railroad signal equipment and gates to be replaced?

No

51.b. If yes, then provide a description of the proposed signal equipment and railroad gates to be replaced.

52.a. Is a roadway improvement proposed?

No

52.b. If yes, then provide a description of the roadway improvement proposed.

53.a. Is a safety island/median proposed?

No

53.b. If yes, then provide a description of the safety island/median proposed.

54.a. Is a safe routes to school program proposed?

No

54.b. If yes, then provide a description of the safe routes to schools program proposed.

55.a. Are there flashing signal(s) for a school zone proposed?

No

55.b. If yes, then provide a description of the flashing signal(s) for a school zone proposed.

56.a. Are there crosswalk(s) for a school zone proposed?

No

56.b. If yes, then provide a description of the crosswalk(s) proposed.

57.a. Is there new signalization for pedestrians proposed?

No

57.b. If yes, then provide a description of the new signalization proposed for pedestrians.

58.a. Is the existing pedestrian signalization to be replaced?

No

58.b. If yes, then provide a description of the proposed pedestrian signalization to be replaced.

59.a. Is there new traffic signalization proposed?

No

59.b. If yes, then provide a description of the proposed new traffic signalization.

60.a. Is the existing traffic signalization to be replaced?

No

60.b. If yes, then provide a description of the proposed traffic signalization to be replaced.

61.a. Are traffic calming measures proposed?

No

61.b. If yes, then provide a description of traffic calming measures proposed.

62.a. Is a transit center proposed?

No

62.b. If yes, then provide a description of the proposed transit center.

63.a. Is utility coordination needed?

Yes

63.b. If yes, then provide a description of the utility coordination needed.

The project may require the relocation of utility poles along the corridor. The City with FDOT will assist in the coordination of this work with the responsible entities to ensure proper placement and avoid disruption of service.

64.a. Is utility relocation needed?

Yes

64.b. If yes, then provide a description of the proposed utility relocation.

The project may require the relocation of utility poles along the corridor.

65. The project solves the problem of...

The City of Oakland Park has embarked on a major redevelopment effort of its downtown district. The City has completed numerous major infrastructure projects such as the Jaco Park Downtown Connector Park Lane East Roadway Improvements and Oakland Station Plaza. These improvements have made the downtown a destination for new businesses and visitors enjoying the cultural corridor. The growth of the commercial area and the creation of the Culinary Arts District has led to an increased demand for non-motorized access. In 2017 the City completed the Oakland Park Culinary District Transportation Mobility Plan. The plan focused on the downtown area including the commercial center of the city and surrounding residential neighborhoods. The objectives of the planning document were to assess the current conditions of the area and develop recommendations for future actions leading to enhance mobility for residents and visitors. The goals of the plan included:

- Get people to the District in an easy manner
- Reduce reliance on personal automobile
- Provide Infrastructure to support alternative modes
- Encourage foot traffic once within the District to promote economic development

The small downtown district posed several challenges the greatest being the FEC railway corridor that creates an East-West divide. Other identified obstacles included the level of service of the roadways parking availability and non-motorized use opportunities. The proposed CSLIP project will further the recommendations of the plan by constructing an 8-10 ft. shared use pathway along the western side of 13th Avenue. The concrete pathway will stretch almost 3600 linear feet from Oakland Park Blvd. to Park Lane East (NE38th St). With only a 40 foot right of way and intermittent sidewalks the corridor has proven to be a challenge in providing safe and efficient access for bicycle and pedestrians access. The CSLIP project will allow the City to overcome the existing conditions and significantly enhance non-motorized access within the downtown district. To further enhance connectivity to the downtown area including public transit the project will also construct approximately 10 000 linear feet of sidewalks on connector roadways from 12th Avenue to 16th Avenue. The concrete sidewalks will be 5-foot-wide and run east to west providing access to the downtown from the larger shared use path on 13th Avenue. The CSLIP project will allow the City to meet the challenge of the existing multi-modal system by adding a network of shared-use paths for pedestrians and bicyclists enhancing access to the downtown area.

66. The project is the best solution because...

This multi-modal project will encourage non-vehicular forms of transportation in and around the City's downtown and connect to other multi-modal projects providing connectivity throughout the City and increasing access for the surrounding commercial and residential areas.

67. The project fulfill Commitment 2040 goals and objectives by...

The proposed project will further the following goals and objectives of the Commitment 2040 Plan: Improve accessibility for all users of the system – The shared used pathway and new sidewalks will meet ADA guidelines and provide universal accessibility. The project will also provide a safe and affordable transportation options for low-income users. The project will create an interconnected multi—modal system in and around the City's downtown to promote walkability and non-vehicular modes of travel. Reduce travel time to economic centers- The project will provide direct access to the Oakland Park downtown commercial area. The pathways and sidewalks will provide multi-modal forms of transportation with a focus on non-motorized access to the economic center. Reduce accidents injuries and fatalities – The design of the project will ensure sufficient width of the shared use pathway to avoid accidents among users. The creation of buffers within the right of way area will also allow for safe operation of vehicles and non-motorized uses. Promote redevelopment – The project area is within the Oakland Park

Community Redevelopment Area. The project will increase access for residents and visitors to the areas businesses parks government facilities and residential neighborhoods. The development of effective multi-modal system within the CRA is critical in furthering the City's redevelopment efforts. Ensure projects consider aesthetic improvements – The project will beautify the 13th Ave. corridor. The construction of a new paved pathways and landscaped swales will allow the City to enhance transportation facilities while improving the aesthetics of the roadway corridor. Provide options for nonmotorized travel – The development of shared use pathways and new sidewalks will significantly enhance non-motorized travel in the area. These improvements will address the need for bike and pedestrian in an area where limited access currently exists.

68. Provide any supporting data and technical analysis referenced in the Purpose and Need.
uploads/10051-1000013-FIELD140.pdf

69. If the project is part of a Broward MPO endorsed corridor study, upload page(s) where the project is referenced.
uploads/10051-1000013-FIELD141.pdf

70. If the project is adjacent to any upcoming or currently underway projects, then provide available documentation verifying adjacent projects.
uploads/10051-1000013-FIELD142.pdf

71. Estimated total project cost (use present day cost):
\$1 325 696.89

72. Upload completed FDOT Cost Estimate Form.
uploads/10051-1000013-FIELD144.pdf

73. Estimated annual O&M costs (use present day cost)
\$13 257

MPO Staff will provide a follow up email regarding the completeness of the application after the closing date.

CLOSE



COMPLETE STREETS AND OTHER LOCALIZED INITIATIVES PROGRAM






Attachments

Tab A	Project Location
Tab B	Typical Section
Tab C	Resolution
Tab D	Local Plans
Tab E	Public Engagement
Tab F	Detailed Scope of Work
Tab G	Project Need Info
Tab H	MPO Corridor Plan
Tab I	Upcoming/Adjacent Projects
Tab J	Cost Estimate

PROJECT LOCATION
NE 13th Avenue Improvements
CSLIP Application



Legend

-  Bid Pack 8
-  NE 34 Ct Future Project
-  Proposed Sidewalk
-  Existing Sidewalk
-  Shared Use Path

Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, OpenStreetMap contributors, and the GIS User Community, Esri, HERE, DeLorme, MapmyIndia, OpenStreetMap contributors, and the GIS user community. Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

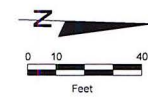
0 0.05 0.1 0.2 Miles



MATCH LINE - SHEET NO. 2

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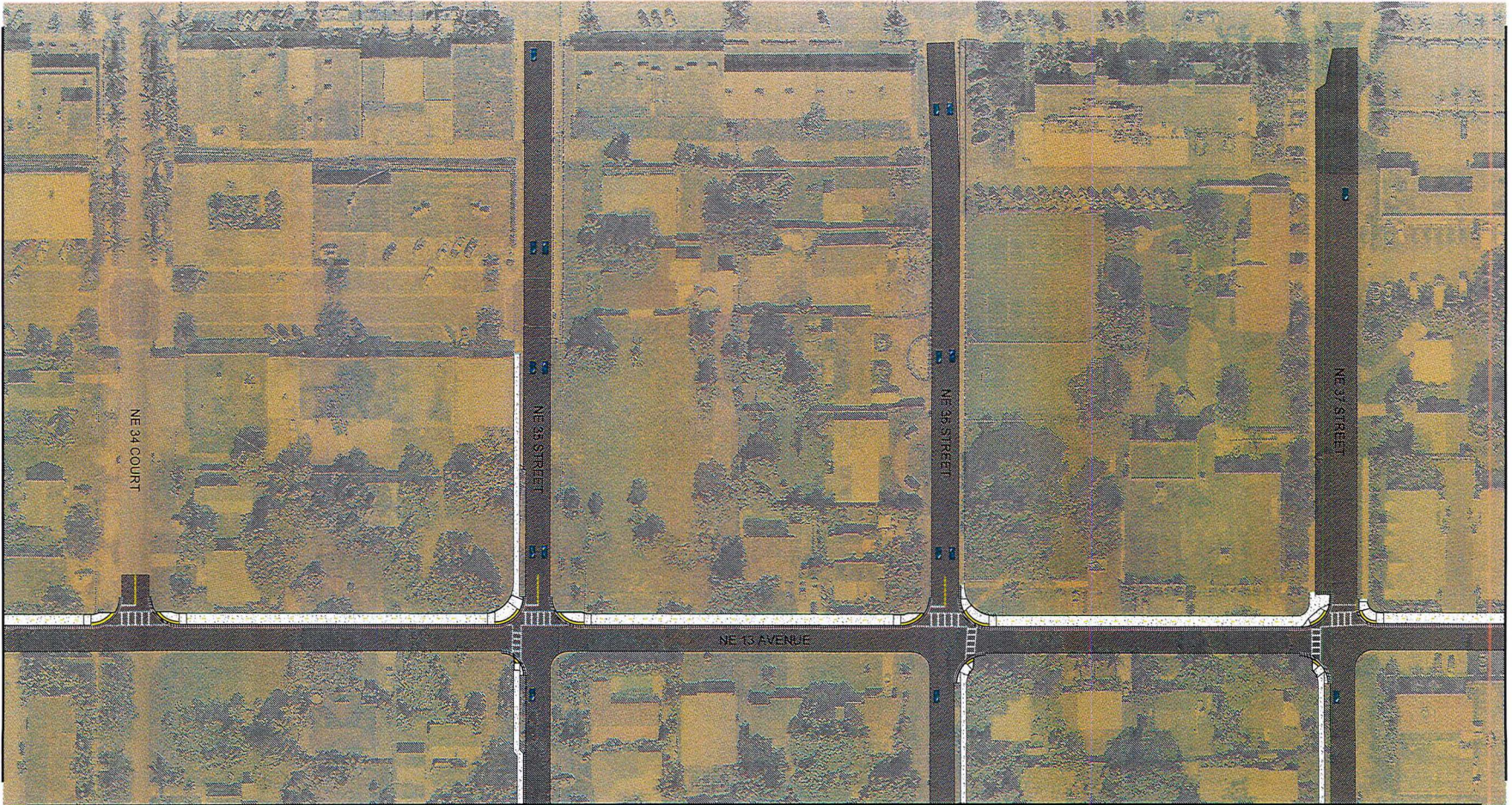
NE 13 AVENUE IMPROVEMENTS
 CSLIP GRANT APPLICATION CITY OF OAKLAND PARK
 PROPOSED IMPROVEMENTS - PLAN VIEW



SHEET NO.
 1



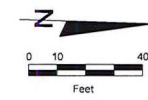
MATCH LINE - SHEET NO. 1



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NE 13 AVENUE IMPROVEMENTS
 CSLIP GRANT APPLICATION CITY OF OAKLAND PARK
 PROPOSED IMPROVEMENTS - PLAN VIEW



SHEET NO.
 2

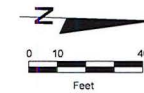


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NE 13 AVENUE IMPROVEMENTS CSLIP GRANT APPLICATION CITY OF OAKLAND PARK PROPOSED IMPROVEMENTS - PLAN VIEW



SHEET NO.
3

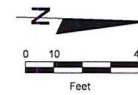


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NE 13 AVENUE IMPROVEMENTS
CSLIP GRANT APPLICATION CITY OF OAKLAND PARK
PROPOSED IMPROVEMENTS - PLAN VIEW

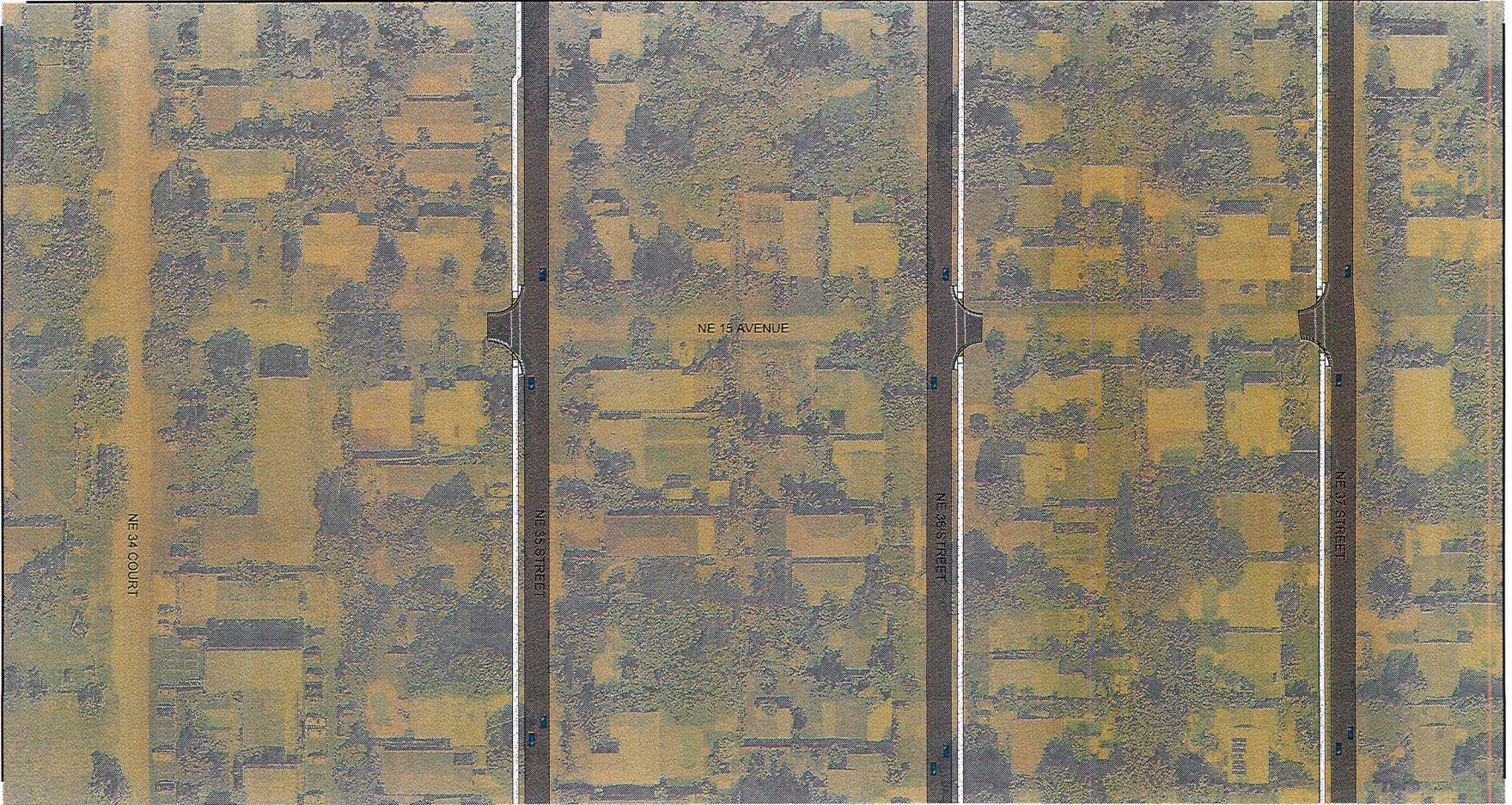


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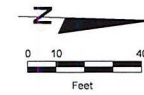
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NE 13 AVENUE IMPROVEMENTS CSLIP GRANT APPLICATION CITY OF OAKLAND PARK PROPOSED IMPROVEMENTS - PLAN VIEW



SHEET NO.
5

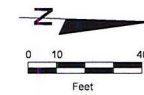


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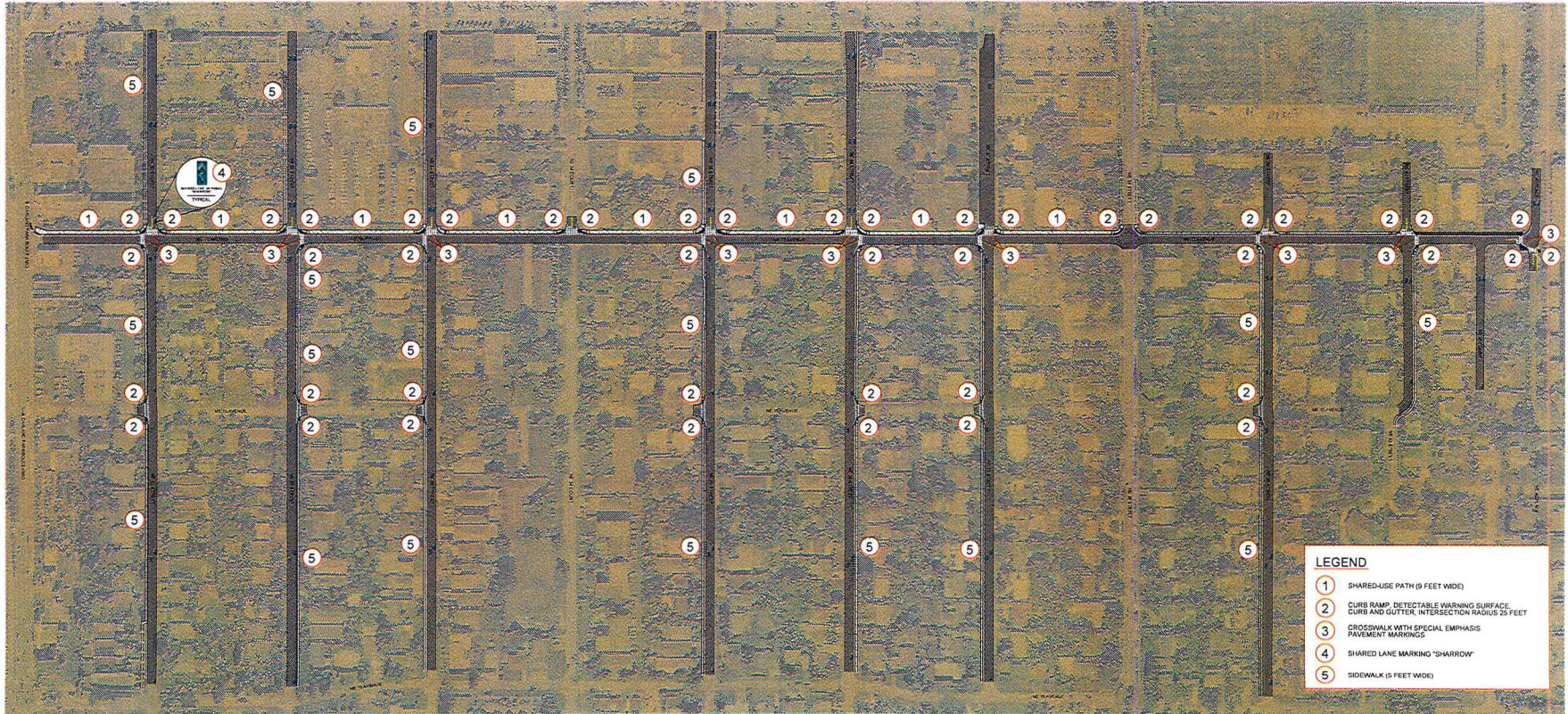


NE 13 AVENUE IMPROVEMENTS
CSLIP GRANT APPLICATION CITY OF OAKLAND PARK
PROPOSED IMPROVEMENTS - PLAN VIEW



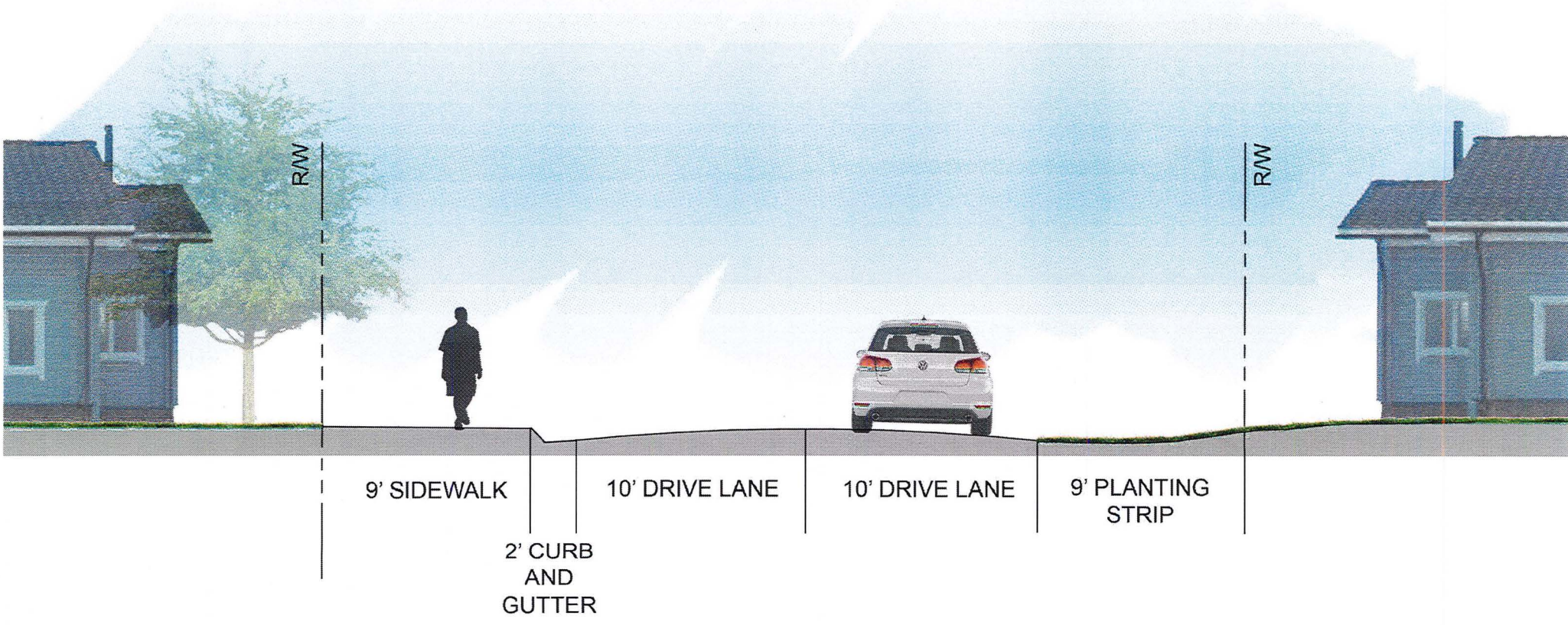
SHEET NO.
6





NE 13 AVENUE IMPROVEMENTS
 CSLIP GRANT APPLICATION CITY OF OAKLAND PARK
 PROPOSED IMPROVEMENTS - OVERVIEW





9' SIDEWALK

2' CURB
AND
GUTTER

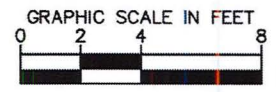
10' DRIVE LANE

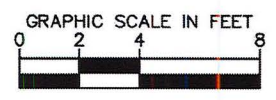
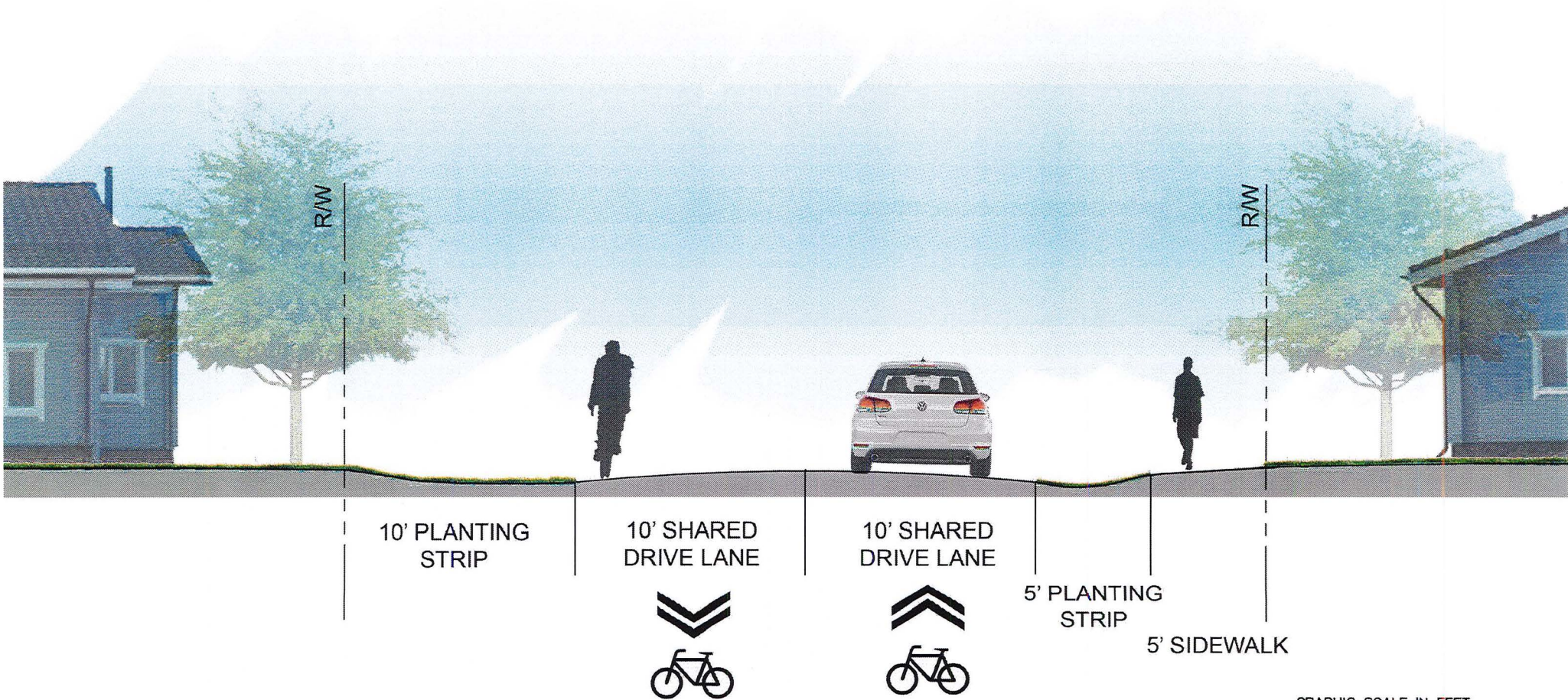
10' DRIVE LANE

9' PLANTING
STRIP

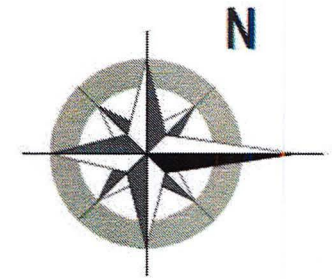
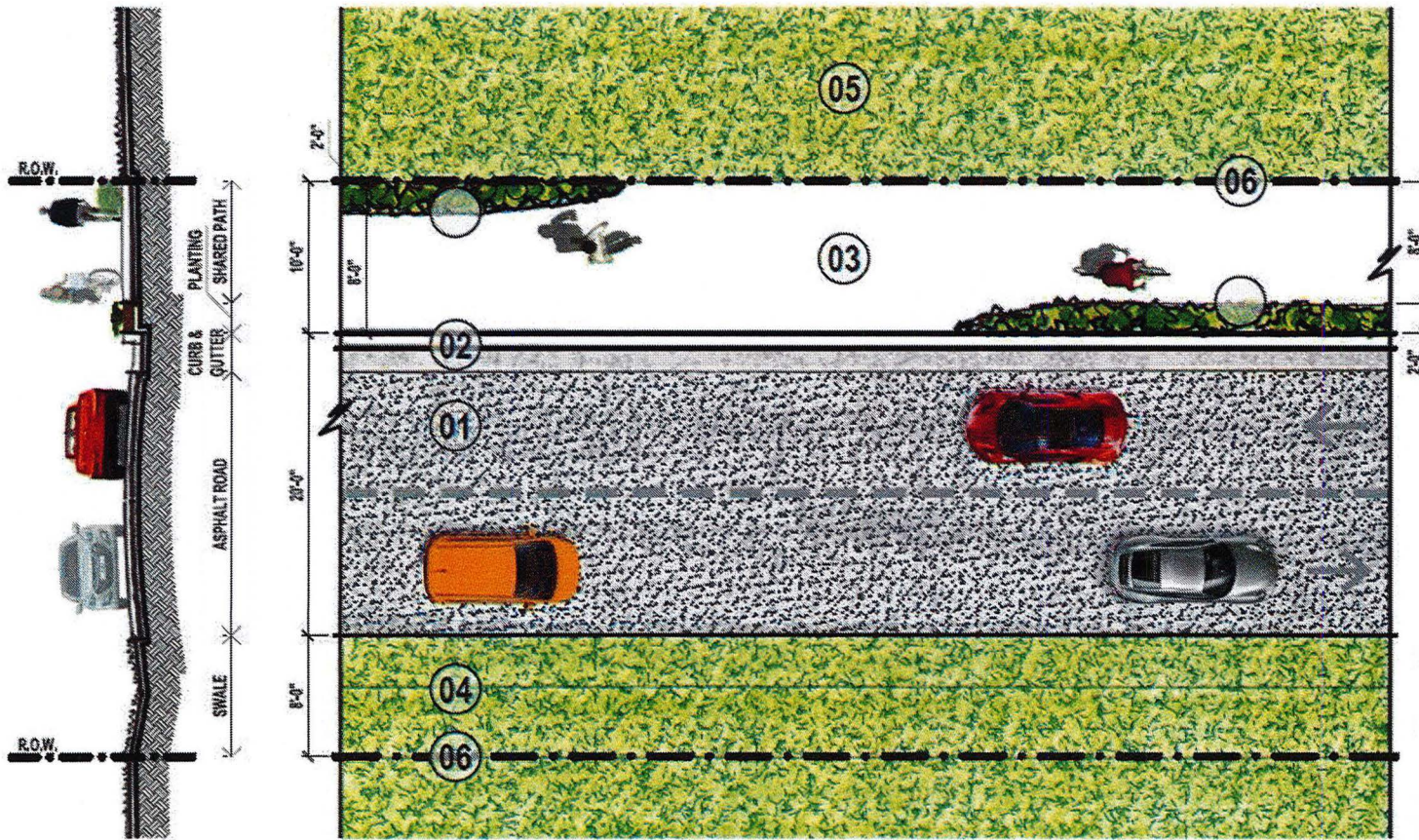
R/W

R/W





Shared Path – Conceptual



Scale: 1/8"=1'-0"

LEGEND:

- 1) Existing Asphalt Roadway
- 2) Concrete Curb & Gutter
- 3) Shared Path in Concrete
- 4) Grass Swale - East Side
- 5) Private Property - West Side
- 6) Right of Way Limit
- 7) Planting Area (**)

Notes:

(*)The city will seek to include landscaping opportunities where viable.

(**) Alternating planting areas of (2'-0") wide on both sides of the shared path (sometimes attached to the street side or to the property limits) with planting beds at the same level than the concrete shared path. With xeriscape/not irrigated (groundcover-ornamental grasses) Florida Friendly plant pallet.

NE 13th AVE SHARED PATH CONCEPTUAL DESIGN

The above dimensions are conceptual and may be revised during design in accordance with the survey and other environmental conditions.

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RESOLUTION NO. R-2017-135

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF OAKLAND PARK, FLORIDA, APPROVING AND AUTHORIZING THE PROPER CITY OFFICIALS TO SUBMIT THE GRANT APPLICATION FOR THE COMPLETE STREETS AND OTHER LOCAL INITIATIVES PROGRAM (CSLIP) FOR THE FUNDING OF THE NE 13TH AVENUE IMPROVEMENTS PROJECT; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.

15 **WHEREAS**, the City Commission deems it to be in the best interests of the City to
16 approve and authorize the proper city officials to submit the Grant applications for the
17 Complete Streets and other Local Initiatives Program (CSLIP) for the funding of the NE 13th
18 Avenue Project;

19
20 **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE**
21 **CITY OF OAKLAND PARK, FLORIDA THAT:**

22
23 **SECTION 1.** The foregoing "WHEREAS" clauses are true and correct and hereby
24 ratified and confirmed by the City Commission. All exhibits attached hereto are hereby
25 incorporated herein.

26
27 **SECTION 2.** The City Commission of the City of Oakland Park, Florida, hereby
28 approves and authorizes the proper city officials to submit the Grant application and receive
29 funding from the Complete Streets and other Local Initiatives Program (CSLIP) for the funding
30 of the NE 13th Avenue Improvement Project.

31
32 **SECTION 3.** The City endorses the Florida Department of Transportation (FDOT)
33 delivering the project on the City's behalf, fully administering the design and construction
34 phases of the project.

35
36 **SECTION 4.** The City will be responsible to maintain or coordinate the maintenance of
37 the roadways after the project's completion.

38
39 **SECTION 5.** The appropriate City officials are authorized and directed to execute the
40 necessary documents to comply with this Resolution.

41
42 **SECTION 6.** All Resolutions or parts of Resolutions in conflict herewith, be and the
43 same are repealed to the extent of such conflict.

44
45 **SECTION 7.** If any clause, section or other part of this Resolution shall be

46 held by any court of competent jurisdiction to be unconstitutional or invalid, such
47 unconstitutional or invalid part shall be considered eliminated and will in no way affect the
48 validity of the other provisions of this Resolution.
49

50 **SECTION 8.** This Resolution shall become effective immediately upon its passage and
51 adoption.
52

53 **ADOPTED** by the City Commission of the City of Oakland Park, Florida this 1st, day of
54 November, 2017.
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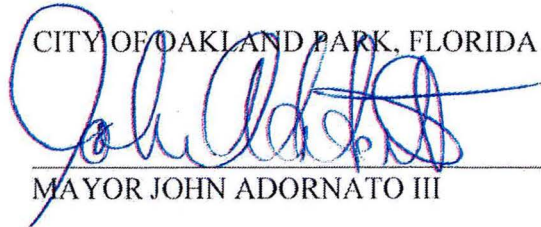
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CITY OF OAKLAND PARK, FLORIDA

MAYOR JOHN ADORNATO III

T. LONERGAN	<u>YES</u>
S. GUEVREKIAN	<u>YES</u>
M. SPARKS	<u>YES</u>
M. CARN	<u>YES</u>
J. ADORNATO	<u>YES</u>

ATTEST: .



RENEE M. SHROUT, CMC
CITY CLERK



3650 N.E. 12th Avenue • Oakland Park, Florida 33334 • 954.630.4200 • www.oaklandparkfl.gov

November 13, 2017

Gregory Stuart, Executive Director
Broward County Metropolitan Planning Organization
100 West Cypress Creek Road, Suite 650
Fort Lauderdale, Florida 33309-2112

RE: Complete Streets and other Localized Initiatives Program - Oakland Park Project.

Dear Mr. Stuart:

The City of Oakland Park is pleased to submit the attached application for the N.E. 13th Avenue Improvements Project eligible for funding through the Complete Streets and other Localized Initiatives Program. The City is requesting the funding for construction of an 8-10 ft. shared use pathway along the western side of NE 13th Avenue, as well as, improving the network of sidewalks along the side streets connecting downtown to the surrounding neighborhood. This project will significantly enhance multi-modal non-motorized access in and around the downtown district.

The City is committed to the maintenance of the improvements once construction is completed. The City will appropriate the necessary funds as part of its annual operating budget. Should we be able to provide any additional information on our efforts, please feel free to contact me at 954-630-4212 or Jennifer Frastai at 954-630-4477.

Sincerely,
City of Oakland Park


A handwritten signature in blue ink, appearing to read "David Hebert". The signature is stylized and overlaps the printed name below it.

David Hebert
City Manager

Cc: Ana Alvarez, Assistant City Manager
Jennifer Frastai, Director of Engineering & Community Development

**CITY OF OAKLAND PARK
CAPITAL IMPROVEMENT PROGRAM
FY2018 - FY2022**

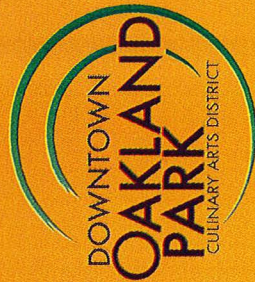
PROJECT INFORMATION

Project Name: NE 13th Ave Improvements	
Department/Division: Public Works	Project Manager: Albert Carbon
Strategic Plan Performance Area(s): Infrastructure Needs and Smart Growth and Redevelopment	
Project Location: NE 13th Ave from Oakland Park Blvd north to NE 40th Drive.	
<p>Project Description: Improvements to NE 13th Ave from Oakland Park Blvd to NE 40th Place including cross streets one block east and west. Improvements included water, sewer, and stormwater, sidewalks, lighting, landscaping, irrigation. Where possible curb and gutter. Cross streets include NE 32nd Street, NE 33rd Street, NE 34th Street, NE 34th Court, NE 35th Street, NE 36th Street, NE 37th Street, NE 39th Street, NE 40th Street, NE 40th Court and NE 40th Place.</p> <p>Improvements along NE 13th Ave would be 3,600 linear feet of roadway. Cross streets would be 900 feet of 7 different streets and 550 feet of 4 other streets.</p>	
Need, Justification, Benefit: To further improvement the downtown redevelopment.	
Design Start Fiscal Year	Construction Start Fiscal Year
Location & Area Map	Project Graphic
	
Explanation of Projected Operating Costs:	

CITY OF OAKLAND PARK
Culinary Arts District

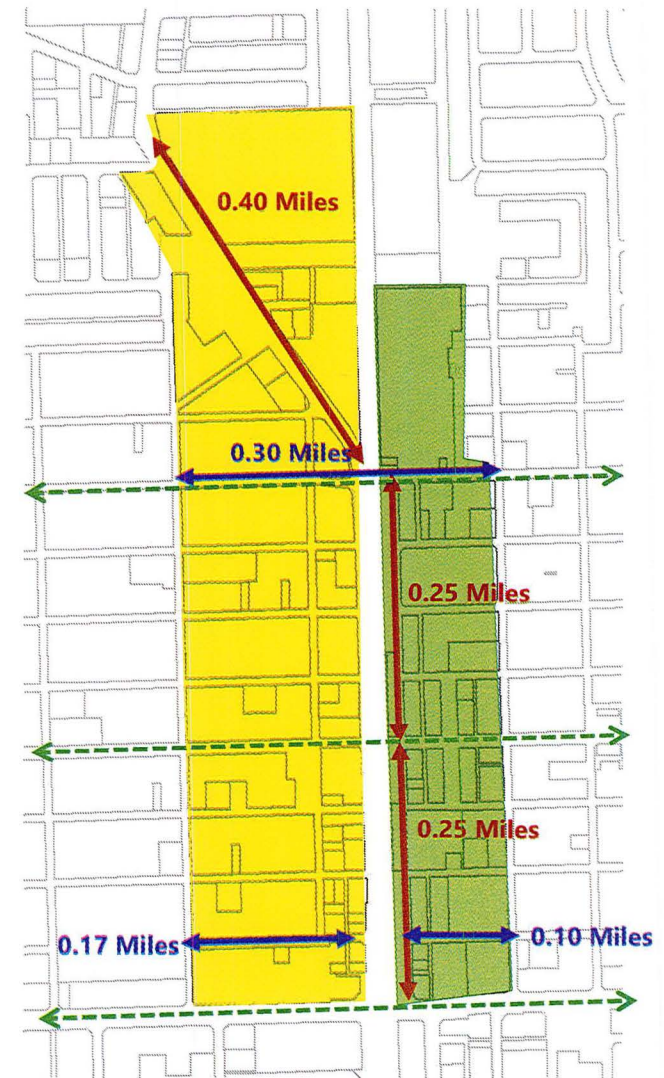
TRANSPORTATION MOBILITY PLAN

February 2017



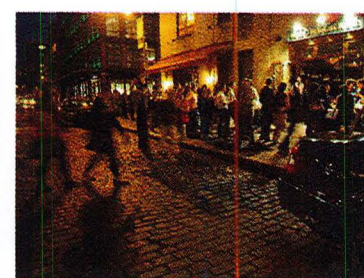
Pedestrian Internal Circulation

- Average person will walk 0.25 miles, upwards of 0.5 miles in optimal conditions
- Barrier between subdistricts
- All streets in District should have either a sidewalk or shared use path
- Minor side streets should have minimum of 6' of sidewalk
- For standards: Consider main street for shops, offices should have minimum 8', upwards of 10' for seating for restaurants, etc.



Pedestrian Amenities

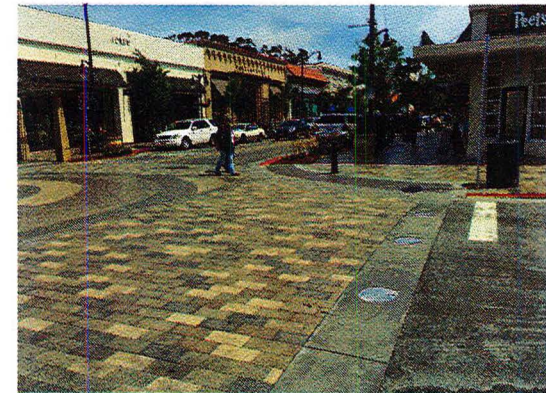
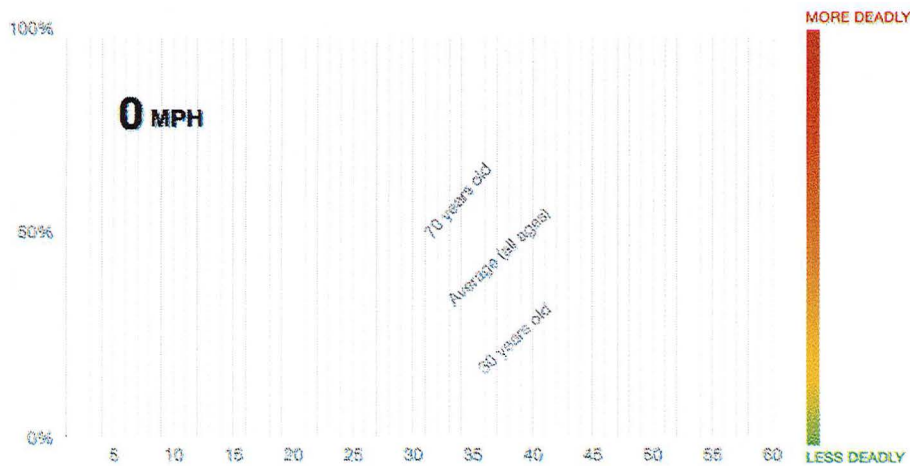
- **Complete Network**
- **Shade:** Was lacking during field study, Additional shade via structures or plants necessary. Some areas are very well done. Other areas need improvement.
- **Lighting:** As a culinary arts district, expect more foot traffic at night. Need more lighting throughout, as well as considering crosswalk flashers on N Dixie Highway and Oakland Park Blvd.
- **Seating:** Seating along NE 12th Avenue is well done. However, the rest of the DMUD will also need seating as it develops.
- **Wayfinding:** Wayfinding may increase effectiveness of district branding as well as enhance the pedestrian realm.



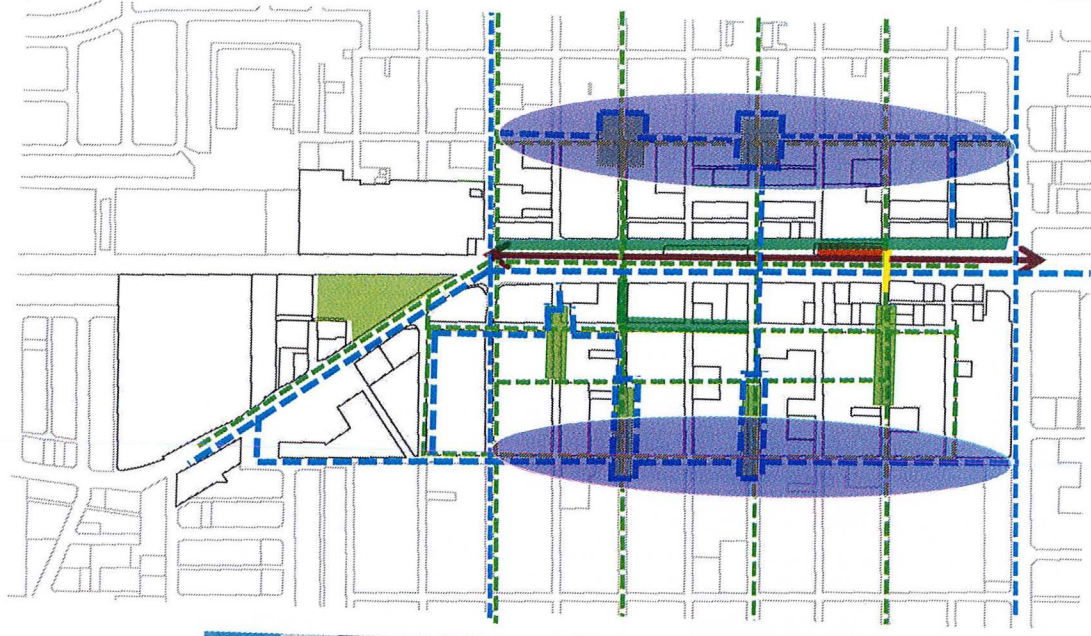
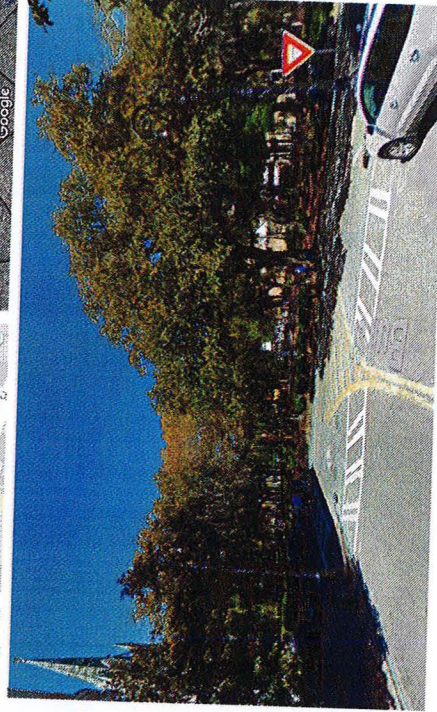
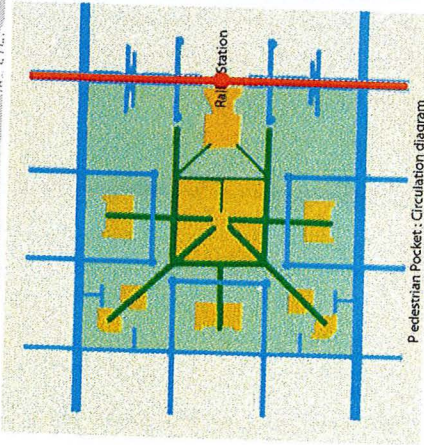
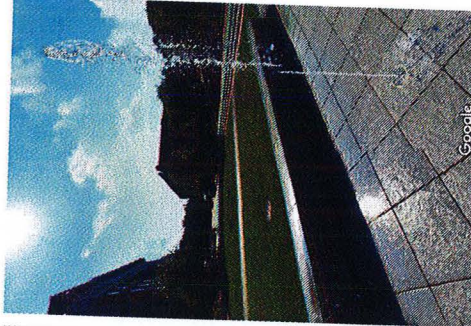
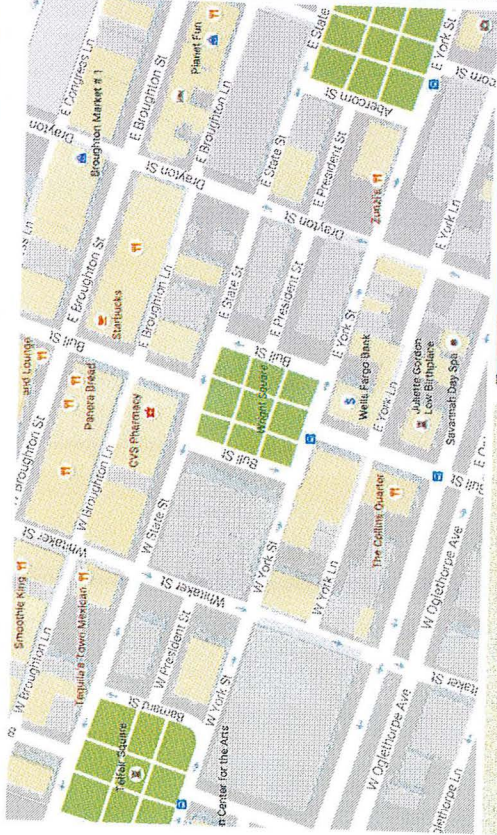
Pedestrian Amenities

- **Pavement:** Markings and materials to reduce speed within district. You already see these at some intersections.
- **Speed:** Reduce local district speed to 15 mph or less.

A Pedestrian's Risk of Getting Killed by a Car Going:



Pedestrian Internal Connections



Pedestrian

Short Term

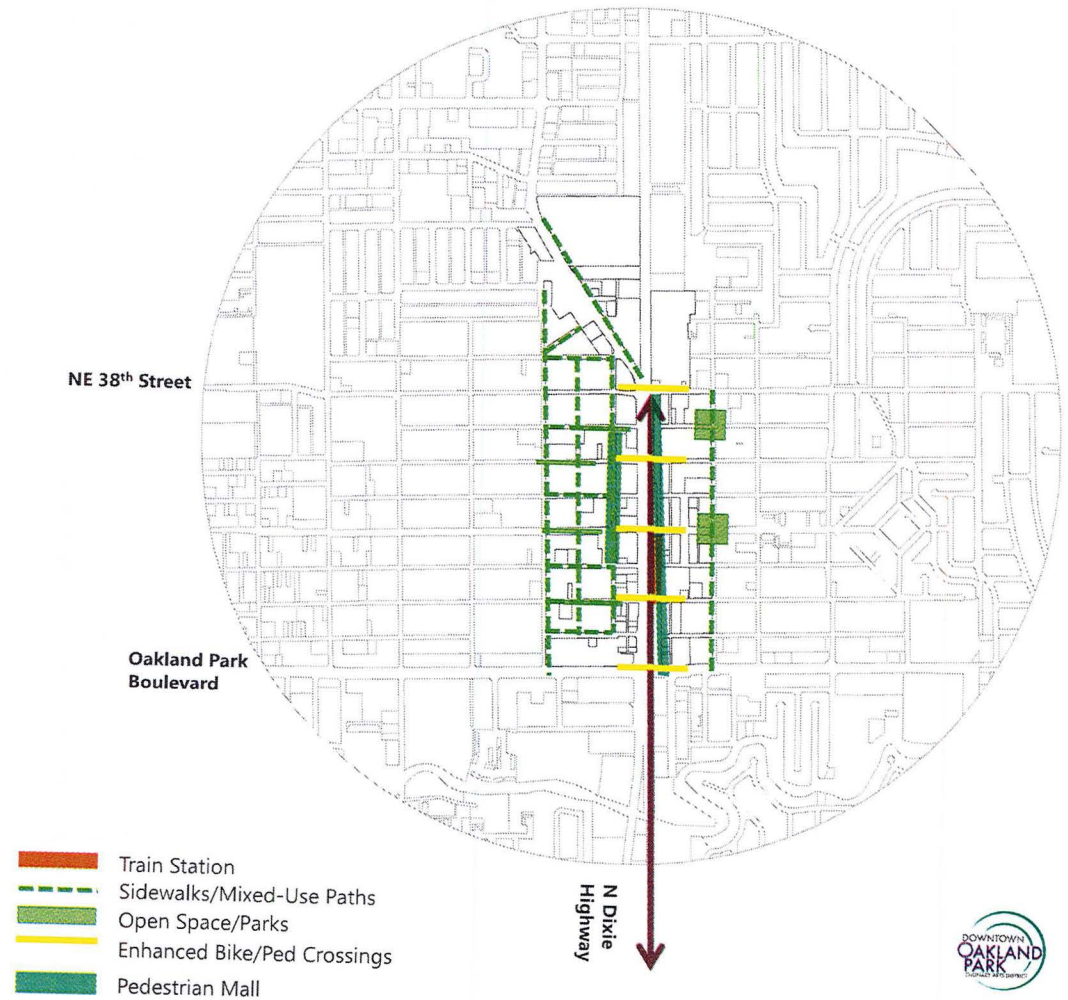
Land Acquisition
Complete Sidewalk Network

Mid Term

Mixed-Use Paths
Greenways
Enhanced Crossings

Long Term

Pedestrian Malls
Greenways
provide safe routes
and programming
space connecting the
neighborhood



Bicycle Internal/External Connections

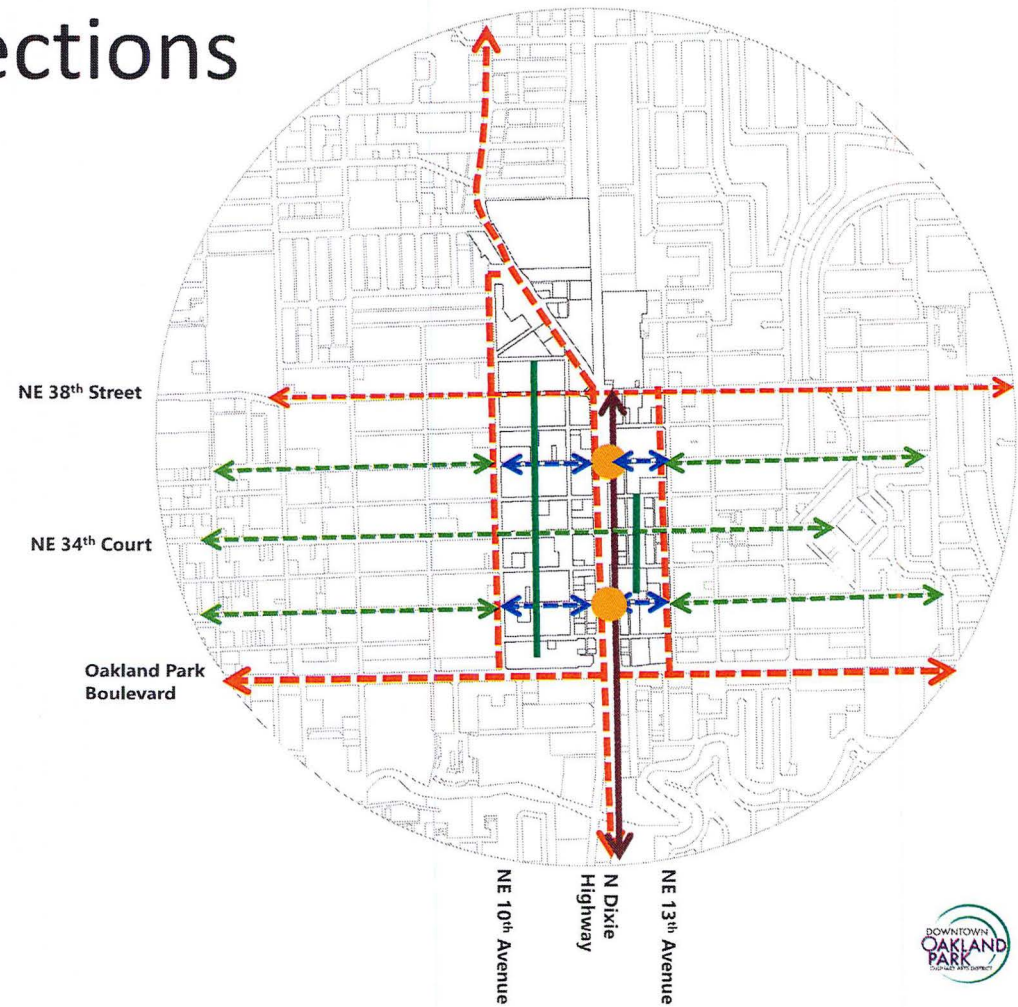
Vital Connections

To and from the region

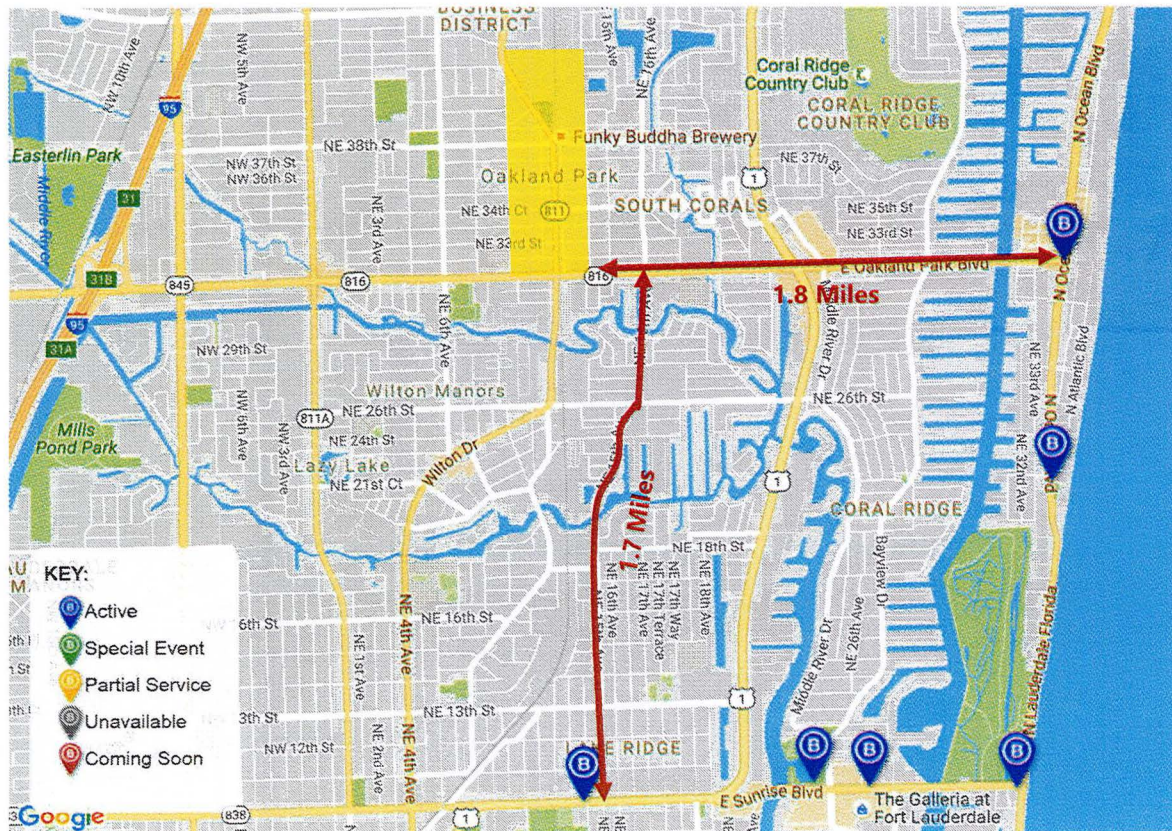
To integrate the district and the neighborhoods

To create ease in internal mobility

To better connect east and west



Bicycle External Connections



- Bikeshare – B-cycle
 - Closest Station to east is Appx. 2 miles
 - Closest Station to south is appx. 2 miles
 - Threshold: 30 minute ride/5 miles
 - Inter-local cooperation will help provide intermediate stations
 - Enhanced crossing at NE 16th Avenue and Oakland Park Blvd will facilitate connection to Culinary Arts (DMUD) district

Bicycling

Short Term

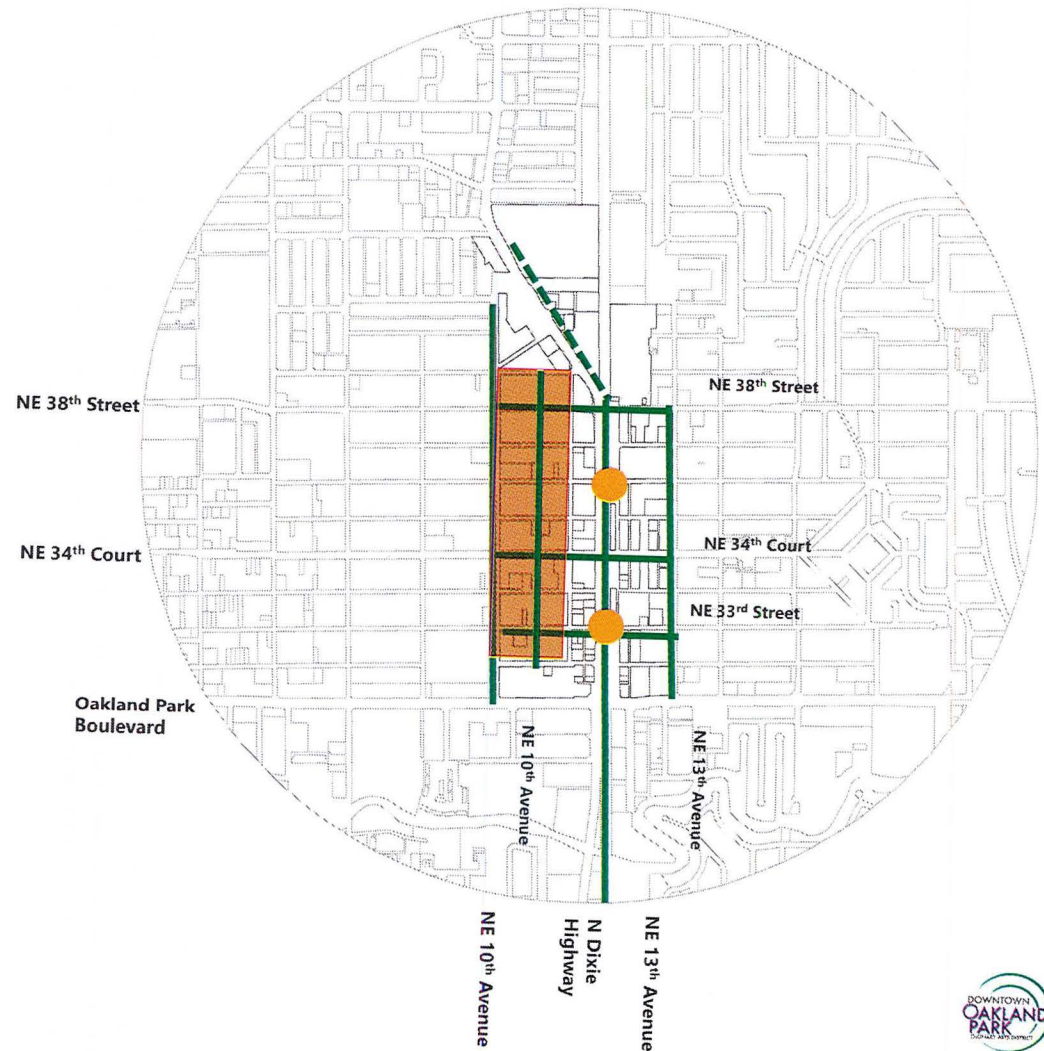
Bicycle Facilities on
main roadways
More Bicycle Racks

Mid Term

Break up larger blocks
Bikeshare stations
Begin Internal
Greenways

Long Term

Complete Network
More bikeshare
and bike racks as
needed



OPCRA

OAKLAND PARK
COMMUNITY
REDEVELOPMENT
AGENCY

2017 - 2022

CRA STRATEGIC ACTION PLAN



Prepared by: R. Miller Consulting Group, LLC
April 19, 2017

PHASE I – CRA PROJECTS NOT YET COMPLETE

Capital Improvement Projects	City/CRA Funds Used
Commercial Boulevard and Dixie Highway Gateway	TBD

The Commercial Boulevard and Dixie Highway Gateway Project as originally proposed was intended to improve mass transit amenities at this intersection. The project also proposed funding for intersection improvements and special paving and median improvements along Dixie Highway. Due to the fact that a new bus shelter has already been installed and the Dixie Highway improvements will be otherwise addressed through various mobility improvements, it is recommended that this project be removed from future consideration in the CRA plan.

Capital Projects – Phase II

The CRA worked in collaboration with the City to leverage funding during the economic decline and was successful in securing alternate funding sources for a majority of the projects listed in Phase II of the redevelopment effort. The Phase II capital improvement program included seventeen (17) projects with a budget estimate of \$51.5 M. To date, the CRA has completed six (6) of the seventeen (17) projects with an additional nine (9) projects partially complete or currently underway. This leaves only two (2) incomplete projects to be included in the current Strategic Action Plan. The Phase II project status is detailed below:

PHASE II – COMPLETED CRA PROJECTS

Capital Improvement Projects	City/CRA Funds Used
Improvements to NE 38th Street	Y
Prospect Road and I-95 Gateway	Y
Improvements to Guisti Park	Y
Expansion of the Public Boat Ramp along the MR	Y
Reconstruction of NE 13 Avenue (NE 38 to St to NE 32 St)	Y
Train Whistle Quieting	N-MPO

encouraging well planned movement of all modes of transportation to promote economic development.

Therefore, in 2016, the City and the CRA engaged The Corradino Group to complete a Mobility Study for the Downtown District. The goal of the Mobility Plan was to:

- Get people to the District in an easy manner
- Reduce reliance on personal automobiles
- Provide infrastructure to support alternative modes of transportation
- Encourage foot traffic once within the district to promote economic development

The Downtown Mobility Plan established strategies to improve the downtown in six categories:

- Parking
- Vehicular Circulation
- Pedestrian Connectivity
- Bicycle Connectivity
- Transit – Rail
- Transit- Local

Parking Strategies

- Abandon the practice of issuing parking impact fee waivers
- Establish a new parking impact fee calculation that increases the cost per space to be in line with current cost of constructing structured parking
- Structure new impact fee requirements to give exemptions or lesser parking impact fee requirements for businesses that embrace multi-modal services
- Acquire land to develop surface lots at the edge of the district to encourage foot traffic into the core
- Revise current suburban parking codes to be in line with the urban condition of the downtown
- Encourage new structured parking facilities to be mixed use

Vehicular Circulation Improvement Strategies

- Implement roadway improvements along NE 12th Avenue to facilitate 2-way traffic from Oakland Park Boulevard North to NE 38th Street in the Short Term
- Reduce traffic into the district by reducing access to on-street parking
- Set specific times for loading zones/freight to businesses
- As the district matures, implement partial closures along NE 12 Avenue to promote long term goal of full closure
- Repurpose NE 12 Avenue as a pedestrian Mall

Pedestrian Improvement Strategies

- Acquire land to complete the sidewalk network and improve amenities that create a walkable district (shade, lighting, seating, improved wayfinding)
- Once land has been acquired, implement greenways over time to connect district edge parking to the core of the district
- Once land has been acquired, construct mixed use paths, greenways, and enhanced crossings to ensure connectivity of the east and west side of the district

Bicycle Connectivity Improvement Strategies

- Include Bicycle facility improvements on future main roadway improvements throughout the district
- Install more bicycle racks and Bikeshare stations

Transit Rail

- Continue talks with FEC to plan for proper placement in the Downtown and planning for parking near the platform

Transit Local Shuttle

- Establish micro-transit shuttles in the downtown

Updated Downtown Mixed-Use District Land Use and Zoning:

The City of Oakland Park Downtown Mixed Use District (DMUD) is a Local Activity Center spanning approximately 1 square mile centered by Dixie Highway and the Florida East Coast Railway (FEC). In 2004, the City of Oakland Park amended its Land Development Code to establish the DMUD and adopted the accompanying Oakland Park Mixed Use District Design Guidelines. The DMUD process and resulting legislation embodied the best practices as it relates to fostering smart growth, economic development, and created locations for public events and activities. However, subsequent to the adoption of this thoughtful policy and the creation of the CRA, the economic downturn occurred which limited the City's ability to test the effectiveness of this legislation, due to the lack of development.

The City Commission and the CRA Board of Directors expressed concern that the 2004 DMUD codes may need to be reevaluated to assess current relevance. In an effort to address these concerns the redevelopment working group gathered concerns, ideas, and best practices from local businesses, residents, economic development, and culinary industry professionals to identify potential gaps in the DMUD that need to be addressed to move the downtown into the future.

VI. CRA PROJECT LIST

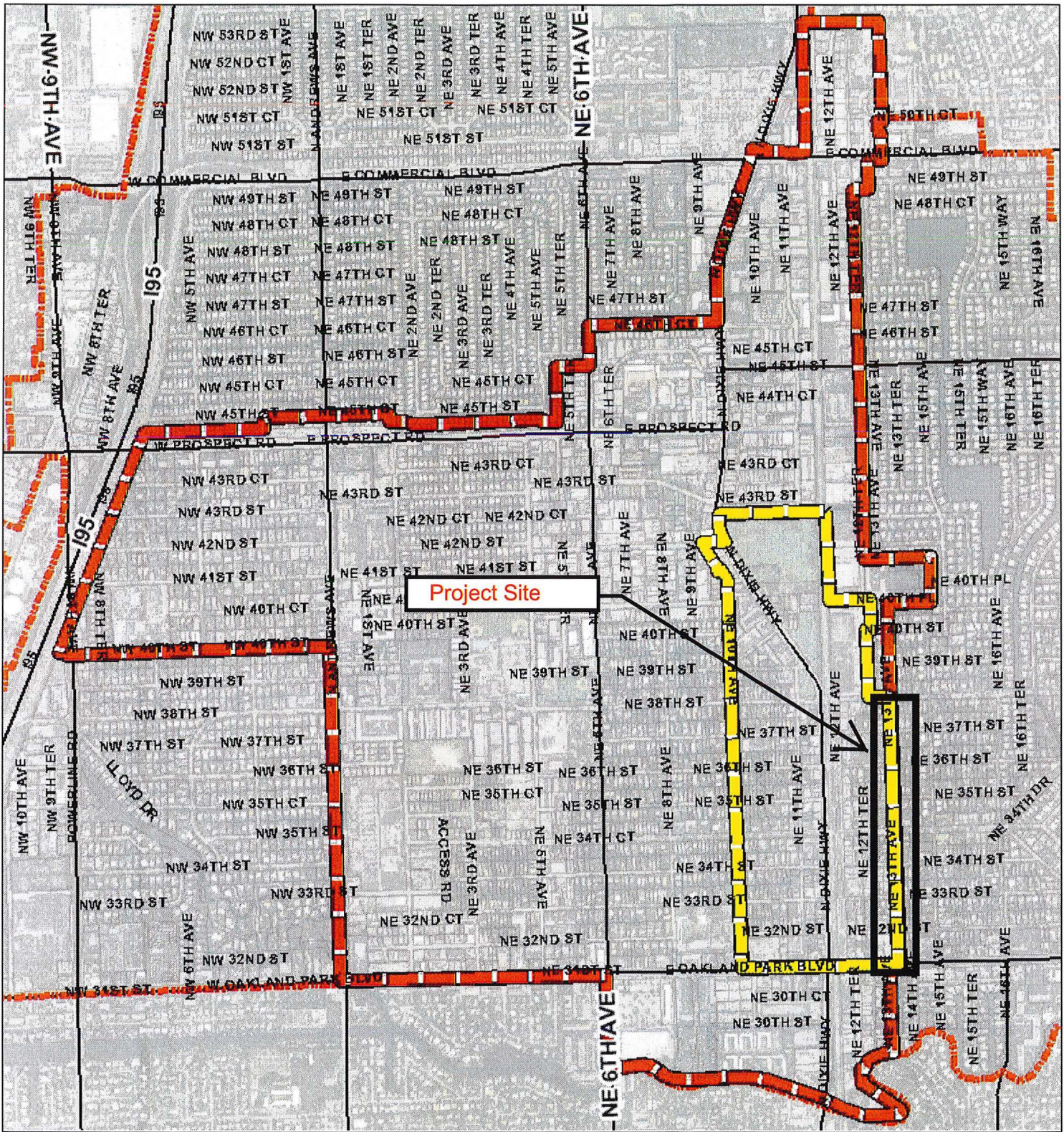
The following charts provide a full list of all projects currently contemplated within the CRA district. They are separated into four (4) categories; Capital Projects; Public Private Partnerships, Land Acquisition, and Policies and Programs. It is estimated that in order to complete all of the projects contemplated within the CRA district will require a financial investment of \$48 million dollars.

Capital Projects

Project Title	Estimate
Downtown Infrastructure Improvements: Reconstruction of intersection of OPB and Dixie Highway NE 12 th Terrace Extension (North of Park Lane)	\$ 2,750,000
Traffic Improvements to Kimberly Lakes Neighborhood - Planning and Design	\$ 100,000
Improvements to NE 8th Avenue - Planning and Design	\$ 100,000
Improvements to NE 12 Terrace (South of OPB) - Planning and Design	\$ 100,000
Mobility - Development of Surface lots	\$ 1,800,000
Mobility- Parking Management System	\$ 50,000
Mobility - Vehicular Circulation changes NE 12 Ave	\$ 180,000
Mobility- Pedestrian Improvements throughout Downtown	\$ 8,200,000
Mobility - Streetscape Improvements throughout Downtown	\$ 250,000
Mobility - Expanded Bike Share and Station Installation plus annual maintenance	\$ 1,335,000
Mobility - Micro Transit Downtown Circular Plan	\$ 80,000
Total Capital Projects	\$ 14,945,000

Public Private Partnerships

Project Title	Estimate
Development of West Dixie Lots - Long Term Mixed Use	\$ 2,500,000
Jaco Pastorius Park Culinary Marketplace Construction	\$ 3,269,000
Long Term Mixed Use SE Corner of 38 th Street and Main Street	\$ 1,500,000
Coastal Link Train Station	TBD
South Gateway Fountain and Plaza	\$ 1,481,200
Redevelopment of Post Office Site	\$ 10,000,000
Total Public Private Partnerships	\$ 18,750,200



0 350700 1,400 2,100 2,800 Feet



1 in = 1,312 ft

Exhibit "C"

CRA and LAC Map

Legend

-  LAC_Bnd
-  CRA_Poly



NOTICE OF COMMUNITY MEETING



NE 13TH AVENUE PROJECT

October 24, 2017
5:30 P.M.

Commission Chambers
3650 N.E. 12th Avenue
Oakland Park, FL 33334

The City of Oakland Park is seeking community input for a NE 13th Avenue improvement project. Project limits include NE 13th Avenue from Oakland Park Blvd. to NE 40th Place, as well, as the east/west cross streets to NE 12th Avenue.





The City will be applying for funding under the MPO Complete Streets Program to add pedestrian and bicycle components along the corridor. Funding for the construction is not until 2024, however a public meeting is a pre-requisite for the application.

FOR MORE INFORMATION:

Diana Carrillo
Project Manager
954-630-4482
Diana.Carrillo@oaklandparkfl.gov

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5:30 PM - City Hall Chambers**

▼ **Formatted HTML message**

< The City of Oakland Park is seeking community input on October 24, 2017 5:30 PM at City Hall Chambers, 3650 NE 12 Ave, Oakland Park, FL 33334, for a NE 13th Avenue improvement project. Project limits include NE 13th Avenue from Oakland Park Blvd. to NE 40th Place, as well, as the east/west cross streets to NE 12th Avenue.>

▼ **Plain text message**▼ **SMS message**

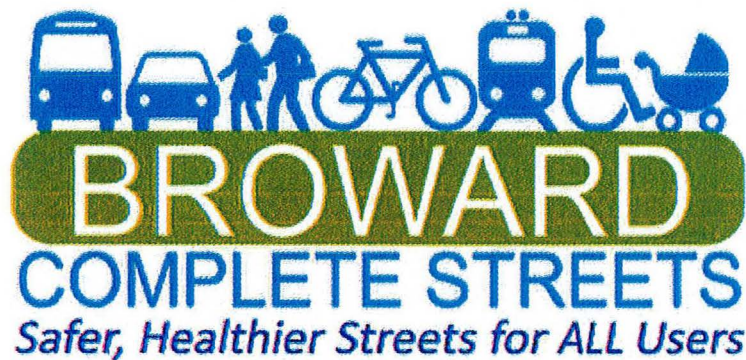
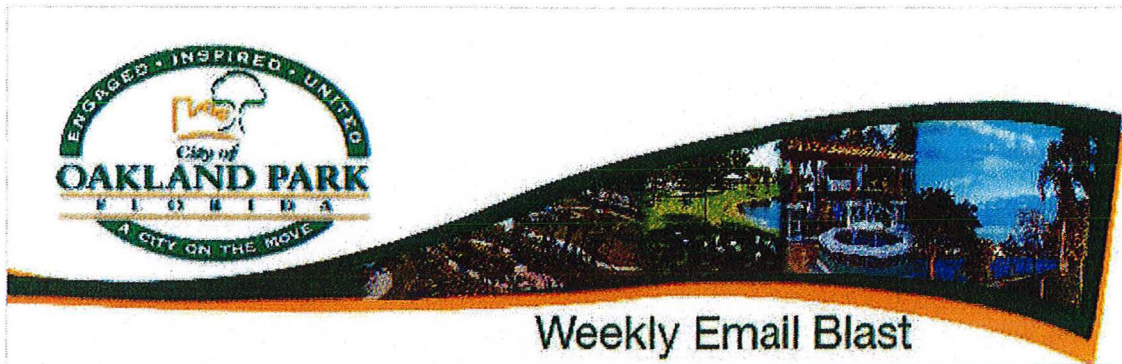
Oakland Park Community Meeting for NE 13th Avenue Project - October 24, 2017 6:00 PM - City Hall Chambers, 3650 NE 12 Ave, Oakland Park, FL 33334

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City of Oakland Park Update: October 13, 2017



**Notice of Community Meeting
Powerline Road Project
October 26 at 7 p.m. at Collins Community Center**

This City [transportation improvement project](#) entails the re-engineering of the six-lane Powerline Road corridor to a four-lane roadway.

Project goals include improving safety, spurring economic development, encouraging multi-modal transportation initiatives, and enhancing beautification efforts.

The planned project features include:

- Landscape enhancement within existing medians.
- Improved safety of the roadway, for motorists, bicyclists, and pedestrians.
- Addition of bicycle lanes.
- Enhanced appearance along the corridor.

- Funding was awarded through the Broward MPO "TIGER" grant for its "Complete Streets" initiative.

The grant will help fund \$19.1 million dollars for bike and pedestrian improvements within Broward County which includes the Powerline Road Project. Download/view the meeting notice [here](#) or call 954-630-4475 to [learn more](#).



City Commission Meeting October 18

The City Commission [meeting agenda](#) for Wednesday, **October 18** is posted to the City's homepage under "View Meetings and Agendas." Residents can attend the 6:30 p.m. meeting or view via the City's live web streaming link, to keep informed with what is going on in the community. The City Commission agenda features presentations of a certificate of recognition from the International City/County Management Association and "Proud to be Oakland Park Business" award recipients. There will also



Active Adults Health Talk October 19

Oakland Park's Active Adults group hosts a monthly "[Health Talk](#)" from 11 a.m. to noon at Collins Community Center, 3900 NE 3 Avenue. This month's topic – scheduled next Thursday, **October 19** – is "Aging Happily." Other popular topics include discussions on nutrition, fitness and general health tips. To [learn more](#) about the City's Active Adults program and its upcoming programs, please contact Recreation Specialist Steve Mattair at **954-630-4494**.



Community Meeting for NE 13 Avenue Project

The City of Oakland Park is seeking [community input](#) for the NE 13th Avenue improvement project. Project borders include NE 13th Avenue from Oakland Park Blvd. to NE 40th Place, as well, as the east/west cross streets between NE 12th Avenue & NE 15th Avenue. This community meeting is scheduled for Tuesday, **October 24**, in the City Commission Chambers at 5:30 p.m. The City will apply for funding under the Broward Metropolitan Planning Organization's "Complete Streets" program to add

be a resolution on
Disaster Debris Removal
& Disposal Services, as
well as a [meeting](#) of the
City's Community
Redevelopment Agency.

pedestrian & bicycle
components along this
downtown corridor. To
[learn more](#) about this
meeting & project, please
call **954-630-4482**.



Other Upcoming Public Meetings & Events
All Meetings in City Commission Chambers
Oakland Park City Hall, 3650 NE 12 Avenue
Unless otherwise noted

View City's [online calendar](#) for complete details

Special Magistrate Meeting, October 17 at 3 p.m.

Art & Culture Board Meeting, October 19 at 6 p.m.

School Advisory Board Meeting, October 23 at 5 p.m.

Development Review Committee Meeting, October 26 at 4 p.m.

Beautification Advisory Board Meeting, October 26 at 5 p.m.

'Music on Main Street' Halloween Bash, October 27 at 6 p.m.
In front of City Hall, Library & Spiher Recreation Center

To learn more, please call the City Clerk's Office
954-630-4300

Or read about City activities/events in:

Oakland Park LIVE Magazine: [Fall/Winter Issue](#)

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City of Oakland Park Update: October 20, 2017



Weekly Email Blast



Regular Bulk Trash Collection Resumes Starting This Monday, October 23

Regular Bulk Trash collection service will resume this Monday, October 23. This is the collection week for Zone 4 (fourth Monday of the month) in the western area of Oakland Park.

View the [Bulk Trash collection announcement](#) to see the schedule for the City's other three collection zones. The collection zones/weeks can also be found on the City's website and [Oakland Park LIVE magazine](#).

City staff worked seven days a week to remove Hurricane Irma debris from city streets, parks and right-of-ways. The "first pass" of vegetation debris collection covered more than 9,000 homes and businesses. The "second pass" to collect piles of vegetation debris is nearing completion.

More than 50,000 cubic yards of vegetation debris was collected – mostly by City staff and equipment. This is the equivalent of our bulk trash volume for an average year.

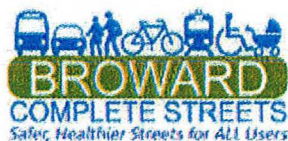
REMINDERS: Mixing piles of vegetation with other debris or placing vegetation debris in plastic trash bags will delay removal. Please continue to separate vegetation debris in one pile and other debris in a second pile. For regular trash collection, the cart lids must be completely closed with no items placed on top of or sticking out from the trash carts.

Please call the City's Solid Waste Division at **954-630-4452** for [additional information](#).



Community Meeting for NE 13 Avenue Project

The City of Oakland Park is seeking community input for the NE 13th Avenue [improvement project](#). Project borders include NE 13th Avenue from Oakland Park Blvd. to NE 40th Place, as well, as the east/west cross streets between NE 12th Avenue & NE 15th Avenue. This community meeting is scheduled for Tuesday, **October 24**, in the City Commission Chambers at 5:30 p.m. The City will apply for funding under the Broward Metropolitan



Community Meeting for Powerline Road Project

Join us for this [community meeting](#) at 7 p.m. on Thursday, **October 26** at Collins Community Center. This project entails the restructuring of a six-lane roadway, to a four-lane roadway, with the goal of improving safety, spurring economic development, encouraging multi-modal transportation initiatives, and enhancing beautification efforts. Features include: landscape enhancement within existing medians and improved safety of the roadway for motorists, bicyclists, and



Community Meeting for NW 21 Ave. Project

The [NW 21st Avenue](#) Project entails improvements on NW 21st Avenue from Oakland Park Boulevard to Commercial Boulevard. The project includes road widening to provide bicycle lanes with a two-foot buffer on both sides of the road, adding medians and the replacement of the bridge. This community meeting is scheduled for 6 p.m. on Monday, **October 30** at Fire Rescue Station #87,

Planning Organization's "Complete Streets" program to add pedestrian & bicycle components along this downtown corridor. To [learn more](#) about this meeting & project, please call Project Manager Diana Carrillo at **954-630-4482**.

pedestrians. Funding was awarded through the Broward MPO "TIGER" grant for its "Complete Streets" initiative. The grant will help fund \$19.1 million dollars for bike and pedestrian improvements within Broward County which includes the Powerline Road Project. Please call **954-630-4475** for [more information](#).

2100 NW 39th Street
(corner of NW 21st Avenue). To [learn more](#) about the City's role in this project and meeting, please call **954-630-4482**.



Other Upcoming Public Meetings & Events
All Meetings in City Commission Chambers
Oakland Park City Hall, 3650 NE 12 Avenue
Unless otherwise noted
View City's [online calendar](#) for complete details

School Advisory Board Meeting, October 23 at 5 p.m.

Police & Fire Pension Fund Meeting, October 23 at 5:30 p.m.

[NE 13th Avenue Project Meeting](#), October 24 at 5:30 p.m.

Development Review Committee Meeting, October 26 at 10 a.m.

Beautification Advisory Board Meeting, October 26 at 5 p.m.

[Powerline Road Project Meeting](#), October 26 at 7 p.m.
Collins Community Center, 3900 NE 3rd Avenue

'Music on Main Street' Halloween Bash, October 27 at 6 p.m.
In front of City Hall, Library & Spier Recreation Center

[NW 21st Avenue Project Meeting](#), October 30 at 6 p.m.

Fire Rescue Station # 87, 2100 NW 39th Street
To learn more, please call the City Clerk's Office
954-630-4300

Or read about City activities/events in:
Oakland Park LIVE Magazine: [Fall/Winter Issue](#)

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**NE 13th Avenue Project
Community Meeting
October 24, 2017 @ 5:30 p.m.**

Name	Number	E-mail	Address
DOUGLAS WISE	954-383-6932	dbw03d@gmail.com	3561 NE 13 AVE
BRIAN WEINIS	954-817-5544	BRIANWEINIS@AOL	1499 NE. 34 ST NORTH VILLS
Glen Sterling	207-332-2344	glensterling@yahoo.ca	3438 NE 13 th Avenue OP
Veronica DePadua	954-921-1031	DePaduaV@comcast.com	3455 NE 12 TR #6 OP
Carlos Florian	954-768826	Carlos.Florian@Kimley-Horn.com	600 N PINE Island Rd Plantations, FL
MATTHEW SPARK	954-560-6384	M.SPARKS@ME.COM	4241 NE 13 th AVE OP
Caryl Averett	954-566-9959	CARSLRYN@COMCAST.NET	1311 N.E. - 42 nd St. O.D. 33384
SCOTT HINDLEY	954-655-9779	SCOTT.HINDLEY@ICLOUD.COM	4241 NE 13 th AVE
JIMMIE BROWN	954-588-9282	JIMMIE@PETTIBROWN.COM	364 NW 48 CT.

Purpose

The MPO's Complete Streets and other Localized Initiatives Grant Program (CSLIP) provides funding for small local transportation projects which improve the safety and mobility for all transportation users in Broward

Request to submit Grant Application for the Complete Streets Local and Other Localized Initiatives Program (CSLIP):

- **13th Avenue Improvement Project**



What is a Complete Street?

A complete street is a street where the entire right of way is planned, designed, and operated for all modes of transportation and all users regardless of age or ability.

- Safety
- Equity
- Capacity
- Public Health

CSLIP Grant criteria:

- ✓ Project must be between \$500,000 to \$2 Million
- ✓ Project must be a transportation Project and be accessible to the public 24 hours/7 days a week:
 - Focus on non-vehicular forms of transportation and be open to the public 24 hours per day
- ✓ Project must be in Right of Way and/or in current ownership by the City
- ✓ Project Reference in City Plan: CIP & Mobility Plan
- ✓ Project to be designed and constructed by FDOT
- ✓ City responsible for FDOT non-eligible expenses: i.e. utility conflicts, landscaping, sidewalk repair, road resurfacing, etc.
- ✓ Funding Cycle: Design in 5 years, Construction in 7 years

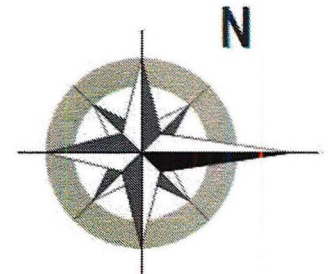
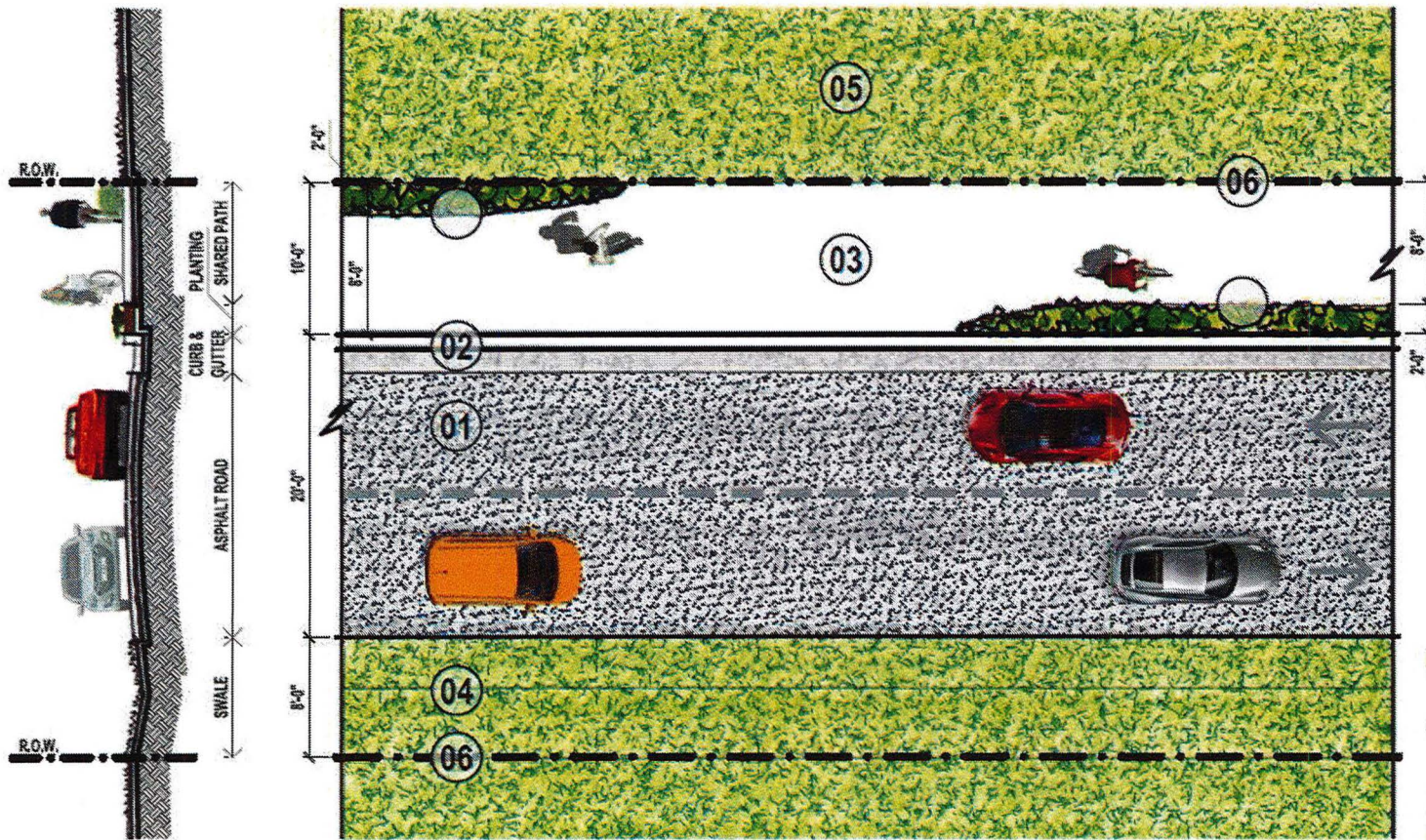
Project Location/Details

The project will provide a continuous network of sidewalks for pedestrian safety for patrons in and around the downtown.

- Shared pedestrian/bicycle path along N.E. 13th Avenue from Oakland Park Boulevard to Park Lane East
- Continuous sidewalk network connecting downtown (12th Avenue) to 16th Avenue.



Shared Path – Conceptual



Scale: 1/8"=1'-0"

LEGEND:

- 1) Existing Asphalt Roadway
- 2) Concrete Curb & Gutter
- 3) Shared Path in Concrete
- 4) Grass Swale - East Side
- 5) Private Property - West Side
- 6) Right of Way Limit
- 7) Planting Area (**)

Notes:

(*)The city will seek to include landscaping opportunities where viable.

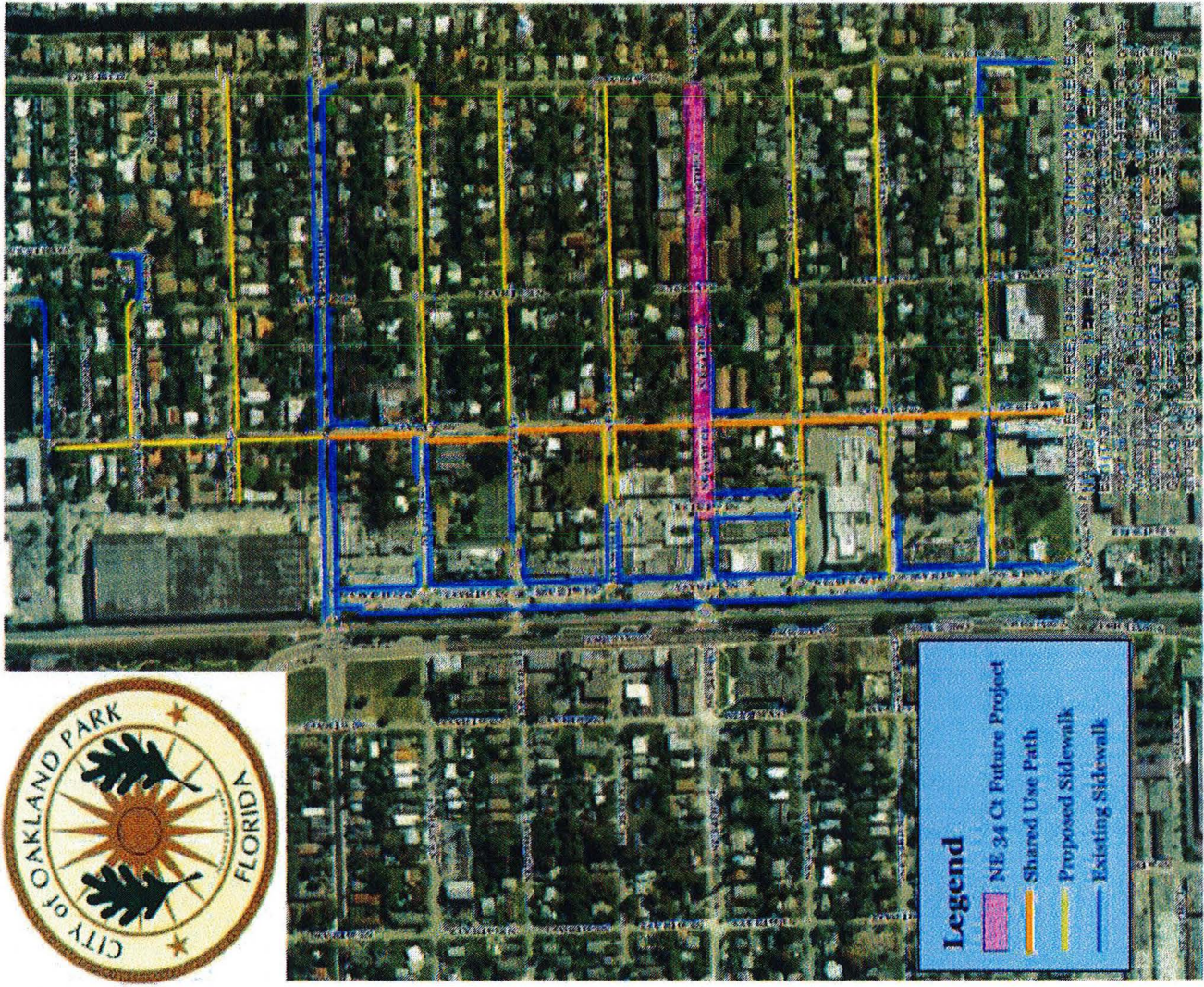
(**) Alternating planting areas of (2'-0") wide on both sides of the shared path (sometimes attached to the street side or to the property limits) with planting beds at the same level than the concrete shared path. With xeriscape/not irrigated (groundcover-ornamental grasses) Florida Friendly plant pallet.

NE 13th AVE SHARED PATH CONCEPTUAL DESIGN

The above dimensions are conceptual and may be revised during design in accordance with the survey and other environmental conditions.

Project Map

Sidewalk Network



Legend

- NE 34 Ct Future Project
- Shared Use Path
- Proposed Sidewalk
- Existing Sidewalk



Timeline:

- 10/24/17: Community Meeting
- 11/1/17: Commission Consideration of Grant Application
- 11/15/17: Submission of Grant Application



NE 13th Avenue Improvements Project
Community Meeting Minutes
October 24th, 2017 @ 5:30 p.m.
City Commission Chambers

- The meeting was called to order at 5:31 p.m. by Jennifer Frastai, Director of Engineering and Community Development (*The sign-in sheet is attached*).
- Residents were shown a PowerPoint presentation on the proposed project for the improvement of NE 13th Ave.
 - The project will provide a continuous network of sidewalks for pedestrian safety in and around the downtown.
 - It includes a shared pedestrian/bicycle path along N.E. 13th Avenue from Oakland Park Boulevard to Park Lane East as well as a continuous sidewalk network connecting downtown (12th Avenue) to 16th Avenue.
 - The project will be designed and constructed by the Florida Department of Transportation (FDOT). Design would start in 5 years with construction taking place 2 years later.
 - These improvements will follow other CIP projects along NE 34 Ct and NE 16 Ave.
- Following the presentation, Ms. Frastai opened the floor for public comments. There were several questions posed to Ms. Frastai and Ms. Diana Carrillo, Project Manager. Most residents who attended live along NE 13th Avenue and expressed support for the project. They were excited at the thought of being able to walk and/or ride their bikes safely along NE 13th Avenue. Residents were also happy to know that they could also ride along the cross streets where shared lane markings or sharrows are proposed. This would serve to increase more non-vehicular forms of transportation in the downtown area.
- Residents had several suggestions to improve the proposed project. One suggestion was the inclusion of bike racks along the shared path. Another suggestion from residents was to add lighting along the shared path for safety reasons which would encourage more use of the path. Ms. Frastai took note of these suggestions for staff to consider in the final plan.
- With no further questions or comments, the meeting ended at 6:25 p.m.

November 15, 2017

Ms. Jennifer Frastai, ICMA-CM,
Director of Engineering & Community Development
Engineering and Community Development
5399 N. Dixie Highway, Suite #3
Oakland Park, FL 33334

RE: Complete Streets Grant – NE 13th Avenue Improvements, Letter of Support

Dear Ms. Frastai,

I recently attended a community meeting held on October 24th, 2017 by the City of Oakland Park for a proposed project on NE 13th Avenue. This project includes installation of a shared path for pedestrians and bicyclists as well as new and missing sidewalk segments throughout the neighborhood. At that meeting, we were informed that the City will be applying for a Complete Streets & other Localized Initiative Program Grant to help fund the project.

As someone who enjoys walking around the neighborhood, I currently feel unsafe having to walk on the roadway rather than being able to use a sidewalk. The same goes for when I ride my bike along the streets. We do not have protected lanes or even shoulders to allow us to get out of the way of oncoming vehicular traffic. I strongly believe that this project will enhance our neighborhood making it safer to travel by bike and foot along NE 13th Ave and the surrounding streets. As well, such a project would help to facilitate a feeling of community by creating a more welcome and safe environment.

Therefore, it is my hope that the grant is approved for this project. Please let me know if there is anything further I can do to show my support. Thank you.

Sincerely,

A handwritten signature in blue ink that reads "Glen Sterling". The signature is written in a cursive style with a horizontal line extending from the end.

Glen Sterling
3438 NE 13th Avenue
Oakland Park, FL 33334

Detailed Scope of Work

The City of Oakland Park will utilize CSLIP funding to improve bicycling and walking safety along Northeast 13 Avenue and the intersecting cross streets in the neighborhood. The proposed improvements will enhance the pedestrian and bicycling level of service in the residential neighborhood immediately east of the downtown Oakland Park area and will improve residential connectivity to the burgeoning shopping and entertainment district.

The City proposes a nine (9)-foot wide, shared-use path along the west side of Northeast 13 Avenue. The proposed shared-use path will begin at East Oakland Park Boulevard and will end at Northeast 38 Street, a distance of approximately one-half mile. The shared-use path will provide a connection to an existing sidewalk along the north side of East Oakland Park Boulevard and to an existing sidewalk along the south side of Northeast 38 Street. Currently there are no bicycling or walking facilities on Northeast 13 Avenue.

North of Northeast 38 Street, a five (5)-foot wide sidewalk is proposed along the west side of Northeast 13 Avenue. The proposed sidewalk will begin at Northeast 38 Street and will end at Northeast 40 Place. The sidewalk will provide a connection to an existing sidewalk along the north side of Northeast 38 Street and to an existing sidewalk along the north side of Northeast 40 Place.

Additional sidewalks (5-feet wide) are proposed at the following locations*:

- Northeast 32 Street
- Northeast 33 Street
- Northeast 34 Street
- Northeast 35 Street
- Northeast 36 Street
- Northeast 37 Street
- Northeast 39 Street
- Northeast 40 Street

*actual location varies along each cross street

Other improvements associated with the shared-use path and sidewalks include the following:

- Curb and gutter between the proposed shared-use path and existing vehicular roadway

- Florida Department of Transportation (FDOT) Standard Curb Ramps where the proposed shared-use path or sidewalk intersect with vehicular roadways
- American with Disabilities Act (ADA) Detectable Warning Surfaces on proposed curb ramps
- 25-foot Intersection Curb Returns

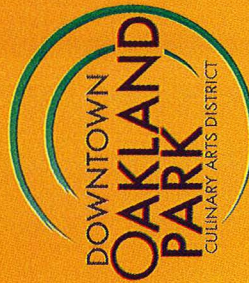
Green shared lane markings “Sharrows” are proposed on the following streets to enhance bicycle mobility.

- Northeast 32 Street
- Northeast 33 Street
- Northeast 34 Street
- Northeast 35 Street
- Northeast 36 Street
- Northeast 37 Street
- Northeast 39 Street
- Northeast 40 Street
- Northeast 40 Court

CITY OF OAKLAND PARK
Culinary Arts District

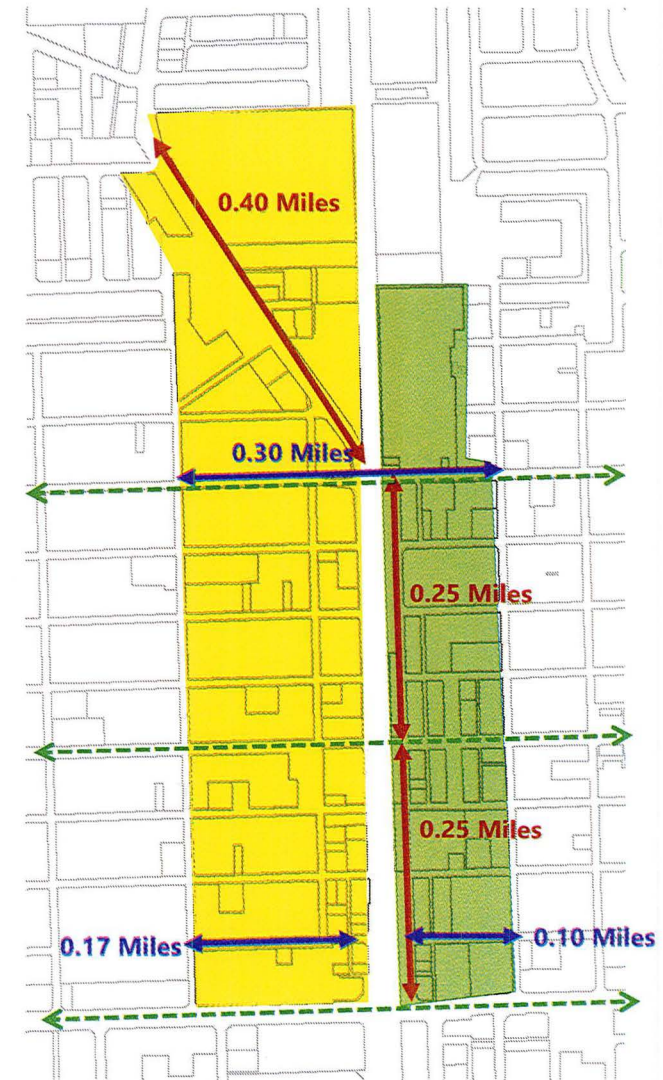
TRANSPORTATION MOBILITY PLAN

February 2017



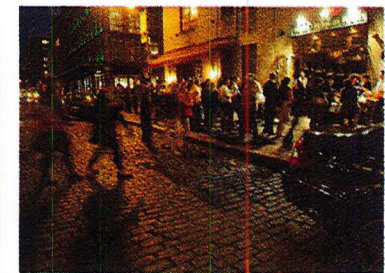
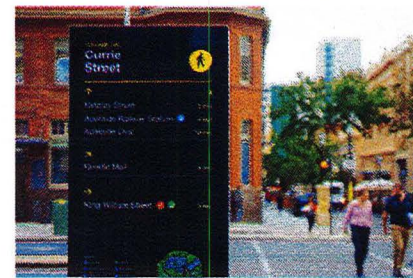
Pedestrian Internal Circulation

- Average person will walk 0.25 miles, upwards of 0.5 miles in optimal conditions
- Barrier between subdistricts
- All streets in District should have either a sidewalk or shared use path
- Minor side streets should have minimum of 6' of sidewalk
- For standards: Consider main street for shops, offices should have minimum 8', upwards of 10' for seating for restaurants, etc.



Pedestrian Amenities

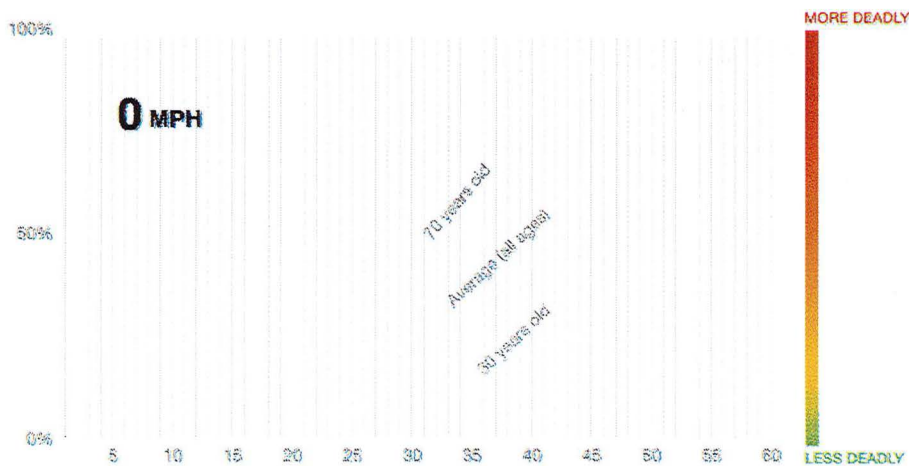
- **Complete Network**
- **Shade:** Was lacking during field study, Additional shade via structures or plants necessary. Some areas are very well done. Other areas need improvement.
- **Lighting:** As a culinary arts district, expect more foot traffic at night. Need more lighting throughout, as well as considering crosswalk flashers on N Dixie Highway and Oakland Park Blvd.
- **Seating:** Seating along NE 12th Avenue is well done. However, the rest of the DMUD will also need seating as it develops.
- **Wayfinding:** Wayfinding may increase effectiveness of district branding as well as enhance the pedestrian realm.



Pedestrian Amenities

- **Pavement:** Markings and materials to reduce speed within district. You already see these at some intersections.
- **Speed:** Reduce local district speed to 15 mph or less.

A Pedestrian's Risk of Getting Killed by a Car Going:



Pedestrian

Short Term

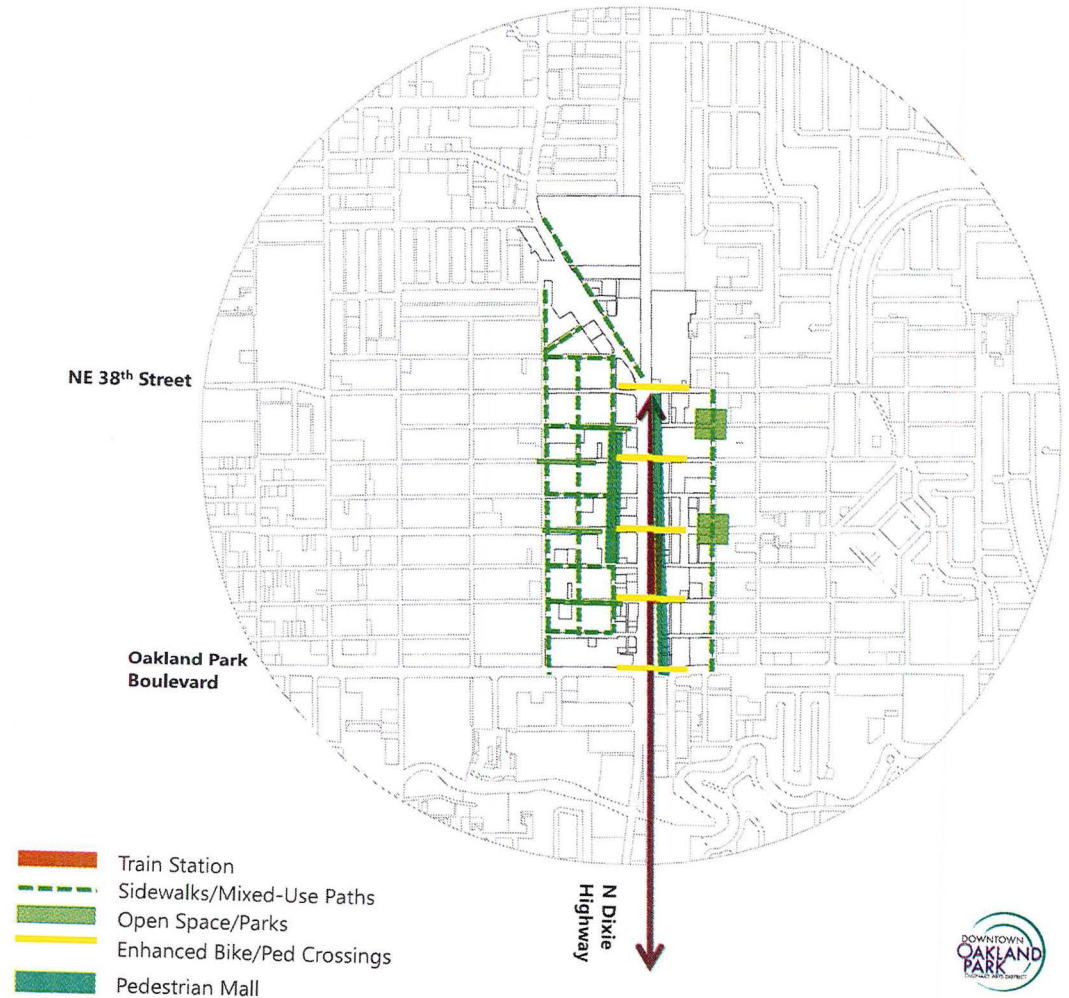
Land Acquisition
Complete Sidewalk Network

Mid Term

Mixed-Use Paths
Greenways
Enhanced Crossings

Long Term

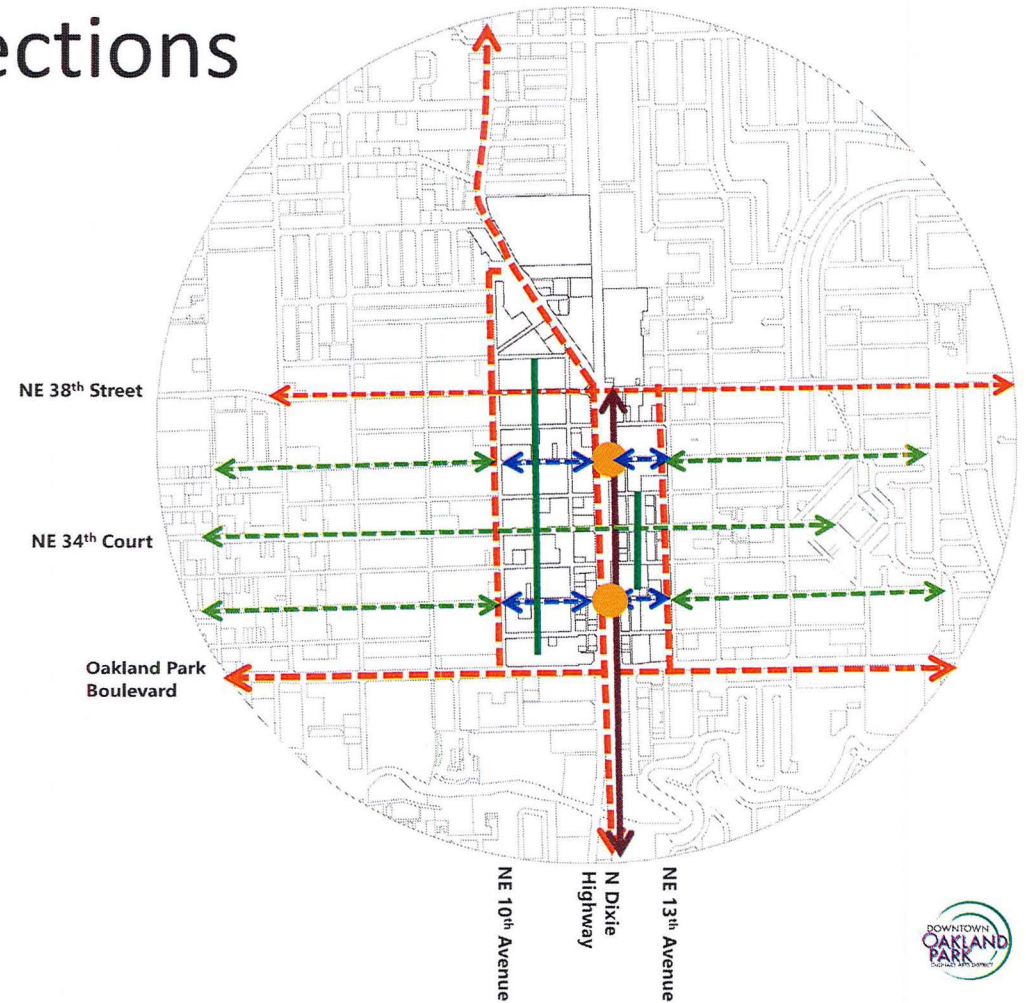
Pedestrian Malls
Greenways
provide safe routes
and programming
space connecting the
neighborhood



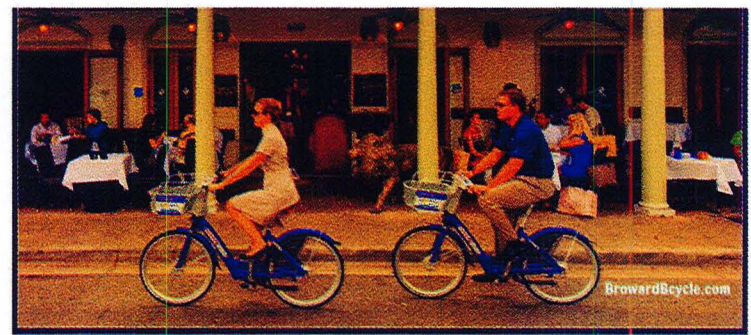
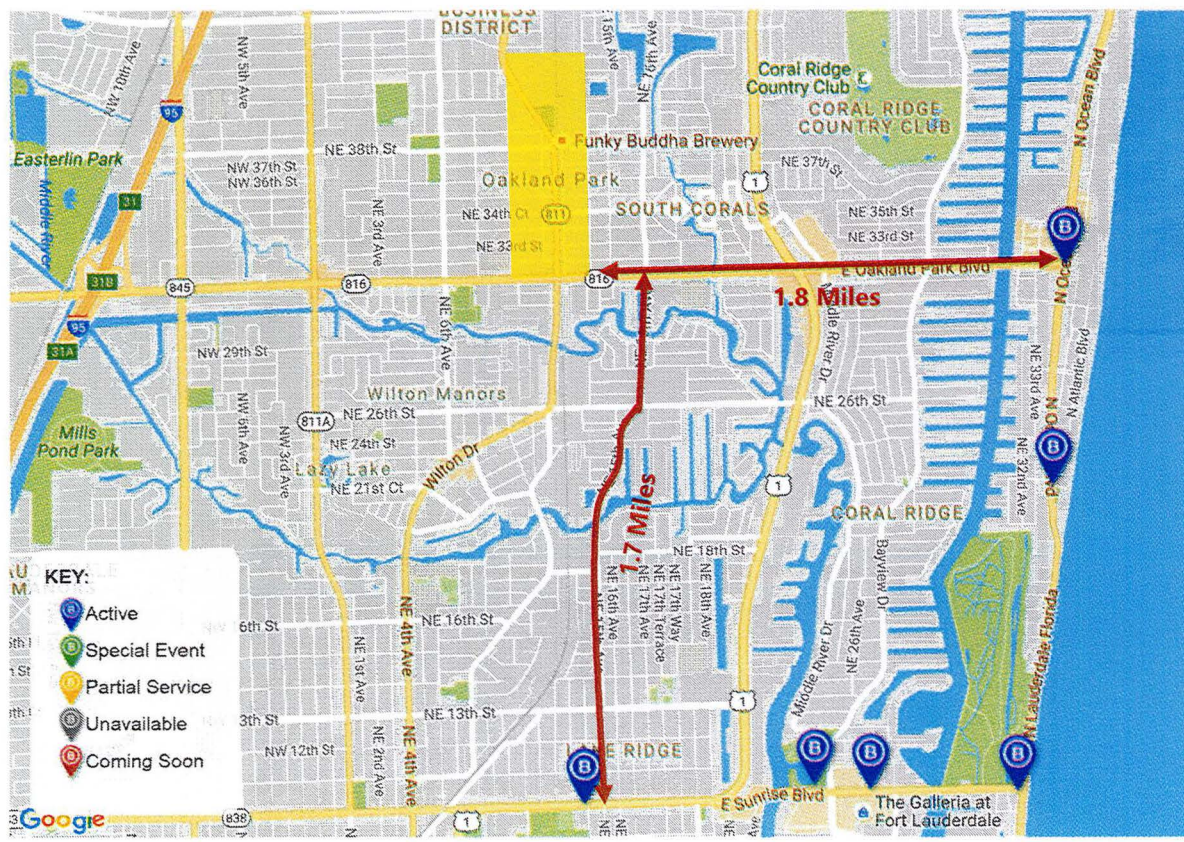
Bicycle Internal/External Connections

Vital Connections

- To and from the region
- To integrate the district and the neighborhoods
- To create ease in internal mobility
- To better connect east and west



Bicycle External Connections



- Bikeshare – B-cycle
 - Closest Station to east is Appx. 2 miles
 - Closest Station to south is appx. 2 miles
 - Threshold: 30 minute ride/5 miles
 - Inter-local cooperation will help provide intermediate stations
 - Enhanced crossing at NE 16th Avenue and Oakland Park Blvd will facilitate connection to Culinary Arts (DMUD) district



Bicycling

Short Term

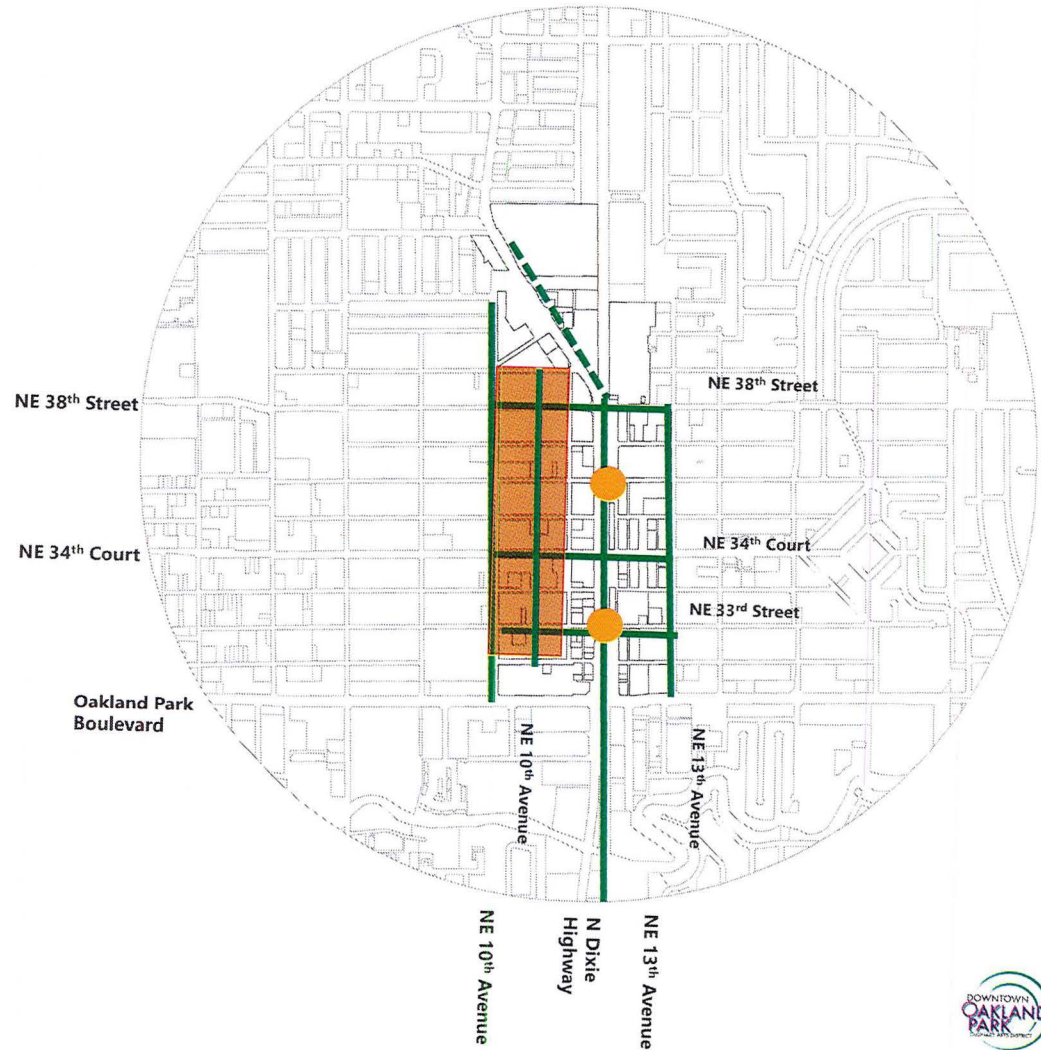
Bicycle Facilities on main roadways
More Bicycle Racks

Mid Term

Break up larger blocks
Bikeshare stations
Begin Internal Greenways

Long Term

Complete Network
More bikeshare and bike racks as needed



special pavements, upgrades to utilities, crosswalks and landscaping.¹⁷ Additional building height and density are provided under Section 24-269 Additional Building Height Program. Three additional stories may be added within Sub Area 1, and two within Sub Area 5 subject to land aggregation requirements of at least one entire city block. Parking requirements include minimum of 2 spaces per dwelling unit. Shared parking is not reserved.

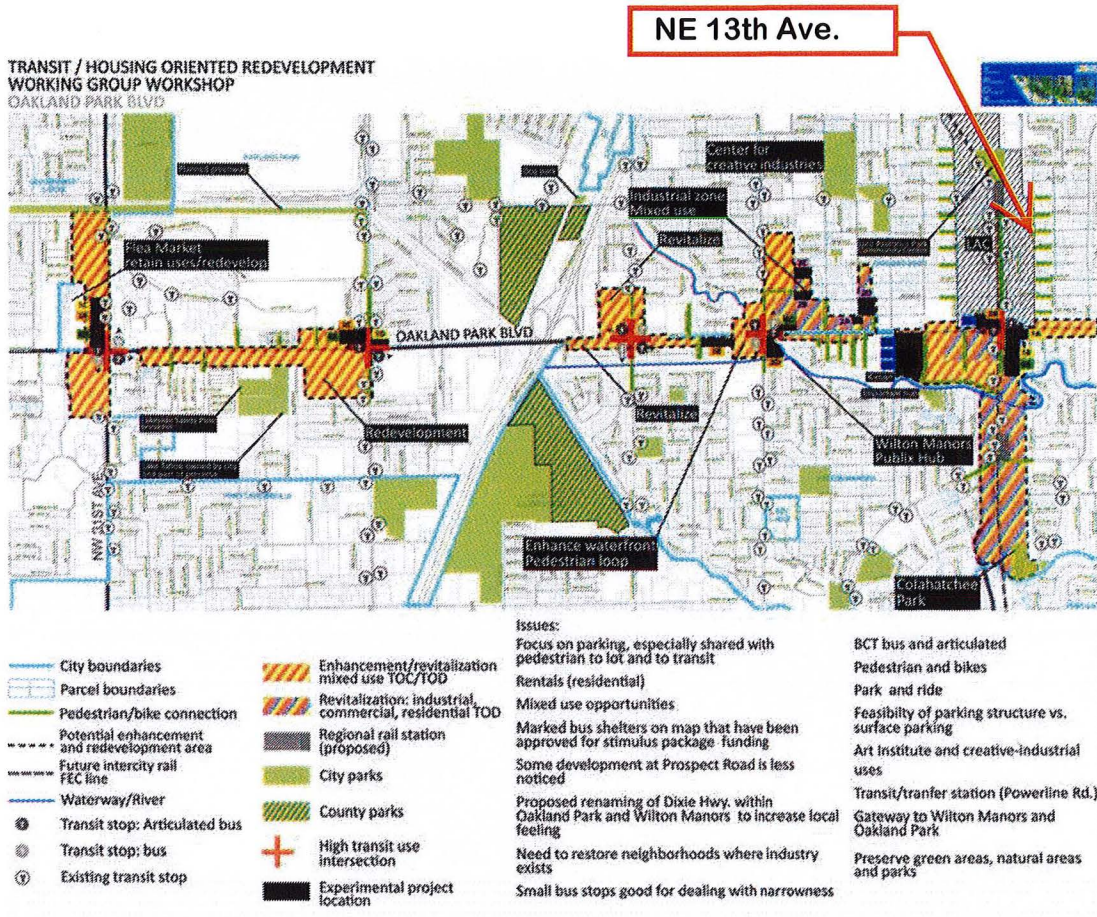


Fig 19. Strategic Area Plan developed at the Project Management Team charrette. Source: Broward Community Design Collaborative, Kevin Cruz and Anthony Abbate. (Spring 2009)

A selection of features from the highest rated schemes are presented in the following illustrations (See Figs. 20 through 25). Additional typological elements extracted from the student work were used to develop illustrations of recommended practices. (See Figs. 26 through 32).

Adjacent/Upcoming Projects -NE 13th Ave.

The City is preparing a \$6 Million underground infrastructure project which will include a sidewalk network beginning at N.E. 16th Avenue. This CSLIP application proposes to connect sidewalks from Dixie Highway/N.E. 12th Avenue to 16th Avenue. The 16th Avenue sidewalks will continue from NE 38th Street to Oakland Park Boulevard. In addition, the City continues our redevelopment efforts in and around the downtown. This include the continuation of our Main Street Enhancements which will include the design and construction of a fountain Plaza at Oakland Park Boulevard and N.E. 12th Avenue with an integrated sound system from the Plaza all the way to Jaco Pastorius Park. The City is in the process of soliciting a public private partnership to redevelop the two vacant owned City lots on N. Dixie Highway and Park Lane East (N.E. 38th Street). See attached schematic designs for that improvement. Lastly, the City will be redeveloping the City's downtown land use regulations to encourage smarter urban development and connectivity as identified in the City's redevelopment plan.

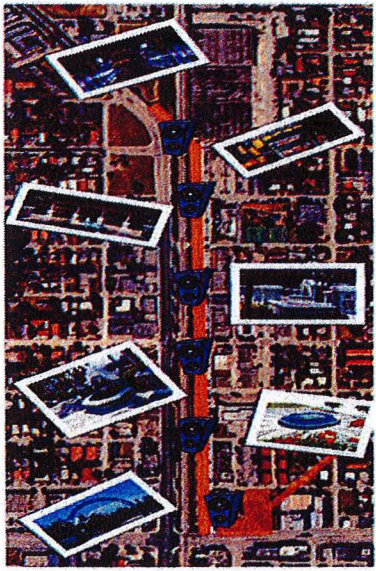

**CITY OF OAKLAND PARK
CAPITAL IMPROVEMENT PROGRAM
FY2018 - FY2022**

PROJECT INFORMATION

Project Name:	Bid Pack 8		
Department/Division:	Public Works	Project Manager:	Albert Carbon
Strategic Plan Performance Area(s):	Infrastructure Needs		
Project Location: Bid Pack 8 is located in the SE portion of the City. With the south and eastern city limits as two boundaries with the north being Park Lane and the west being Dixie Hwy.			
Project Description: Bid Pack 8 is an infrastructure improvement project that addresses water, drainage, and roadway improvements, across approximately 318 acres in the Southeast section of the City. The project will mostly entail watermain replacement and pavement restoration. Fire hydrants will be added where needed to keep the maximum linear separation less than or equal to 500'. Project anticipates replacement of 9,000' of 2" watermain; 12,500' of 8" Master Plan watermain replacement, and the addition of 55 fire hydrants. Project will also include the rehabilitation of Lift station B-1. Scope of project has been increased to include adding a sidewalk on NE 16 Ave from the end of the existing sidewalk south to the bridge.			
Need, Justification, Benefit: Replacement and improvement of the City's water, sewer and stormwater system. Additional sidewalk for better conductivity. These improvements will provide the require fire-flow pressures to meet the present and future needs of the system in this area. The existing 2" galvanized pipes are over 30 years old and need to be replaced. Lift Station B-1 is in rehabilitation to meet the future needs of the City. The sidewalk on NE 16 Ave will improve the safety for pedestrians on this road.			
Design Start Fiscal Year	2016	Construction Start Fiscal Year	2018
Location & Area Map		Project Graphic	
Explanation of Projected Operating Costs: Small Increase in sidewalk and stormwater maintenance.			

**CITY OF OAKLAND PARK
CAPITAL IMPROVEMENT PROGRAM
FY2018 - FY2022**



PROJECT INFORMATION

Project Name:	Mainstreet Enhancements		
Department/Division:	ECD	Project Manager:	ECD
Strategic Plan Performance Area(s):	Focus on Oakland Park's Image/Maintaining Parks. Leisure Facilities and Activities		
Project Location: Entrance of Main street of Oakland Park Boulevard.			
<p>Project Description: This project contemplates the installation of a South Plaza Fountain (signature lighted and musical fountain within the roundabout at the entrance to Main street of Oakland Park Blvd). In conjunction with the Downtown Archway, this project will invite, draw, and welcome many new patrons to the businesses in our Downtown area. Additionally the project will add an audio system throughout Main street to convert this entire are into an outdoor cultural facility. The City will also apply for a Broward Redevelopment Program grant from the County.</p>			
<p>Need, Justification, Benefit: This project will invite, draw, and welcome many new patrons to the businesses in our Downtown area. The City has been awarded a Cultural Facilities Grant to create an outdoor cultural experience throughout the Main Street corridor. The cornerstones of the Main Street Cultural Facility will be defined by the Downtown Connector at Jaco on one end and with the Main Street Entryway Fountain at the entrance to our downtown at OP Blvd. As Main Street is utilized as the City's outdoor theatre to hold musical and artistic events, the roundabout fountain will become the southern plaza for public viewing and access. This project meets the strategic goals of the City by enhancing the City's image and providing events that promote the welfare of our citizens.</p>			
Design Start Fiscal Year		Construction Start Fiscal Year	
Location & Area Map		Project Graphic	
			
Explanation of Projected Operating Costs: Maintenance and utilities of Fountain.			

**CITY OF OAKLAND PARK
CAPITAL IMPROVEMENT PROGRAM
FY2018 - FY2022**

PROJECT INFORMATION

Project Name:	Dixie Lots Development		
Department/Division:	ECD	Project Manager:	ECD
Strategic Plan Performance Area(s):	Smart Growth and Redevelopment		
Project Location: The City of Oakland Park and the Oakland Park CRA currently hold two vacant parcels located on the northwest and southwest corner of Dixie Highway and NE 38 Street.			
Project Description: In line with the CRA Plan, the City and the CRA desire to redevelop two parcels through the issuance of a Request for Proposals (RFP) for a public private partnership development agreement. This RFP process would secure a qualified private partner to develop a high-quality mixed use project that includes residential, retail, public art and or gathering space and public parking.			
Need, Justification, Benefit: This project is across the street from Funky Buddha Brewery and is meant to be the embodiment of the desired future development aesthetic for the surrounding area.			

Design Start Fiscal Year	Construction Start Fiscal Year
Location & Area Map	Project Graphic
	



OPCRA

OAKLAND PARK
COMMUNITY
REDEVELOPMENT
AGENCY

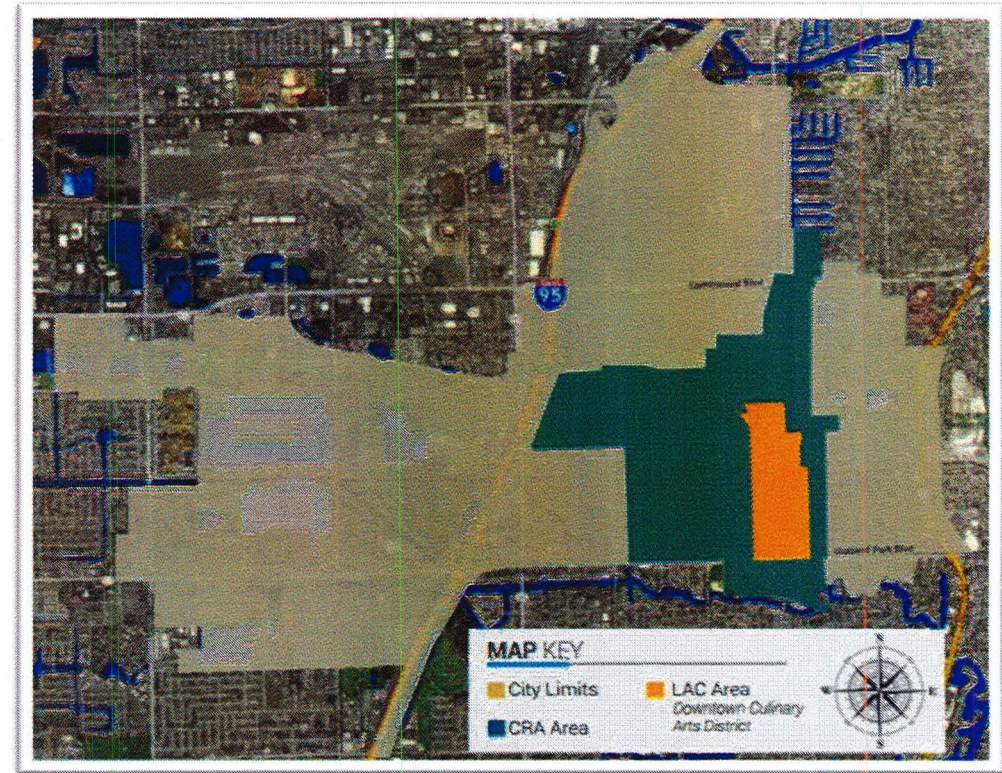
WEST DIXIE LOTS COMMUNITY MEETING

November 2, 2017



CRA HISTORY

- 2005** CRA Plan approved by the City and County
- 2007** The County Interlocal Agreement, to fund CRA activities using the Redevelopment Capital Program is executed
- 2011** CRA Board adopts the CRA 2012 -2017 Strategic Action Plan
- 2015** Redevelopment Planning Team is established to comprehensively implement a multifaceted approach to redevelopment
- 2016** Oakland Park initiates a CRA Planning Year in preparation for the 2017 action plan
- 2017** Board considers 2017-2022 Strategic Action Plan
- 2045** CRA will sunset



OPCRA

CRA STRATEGY REVIEW

In keeping with the CRA Plan, the 2017- 2022 Strategic Action Plan Activities are separated into three categories:

PUBLIC-PRIVATE PARTNERSHIPS

- Including Land Acquisition

CAPITAL PROJECTS

POLICIES & PROGRAMS

OPCRA



**FOCUSING
ON DOWNTOWN
REDEVELOPMENT
OPPORTUNITIES
FOR THE FUTURE**

OPCRA

2017-2022 CRA STRATEGIC ACTION PLAN

RFQ for Development of West Dixie Lots

- Hire consultant to conduct massing study and design plan
- Select private partner to develop mixed-use project with retail, residential, and parking



OPCRA

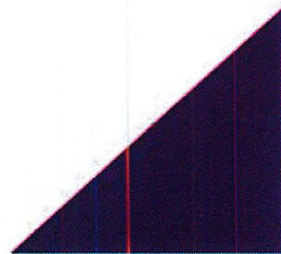
Challenges and Opportunities

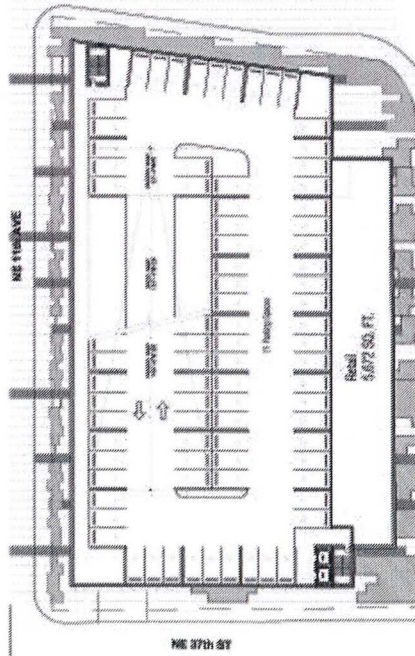
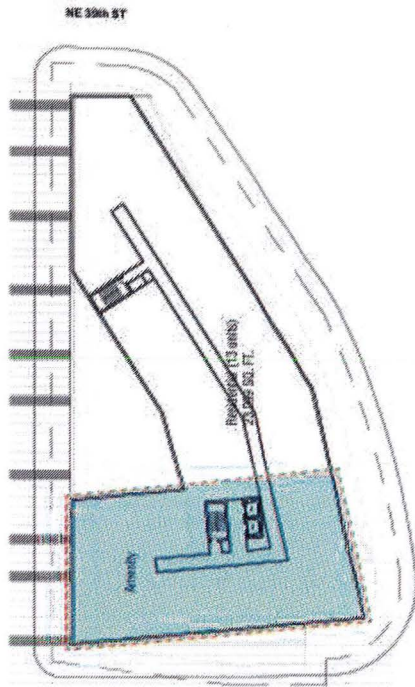
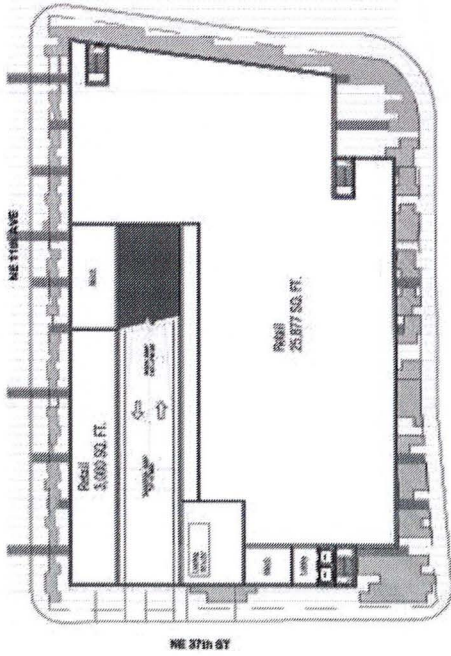
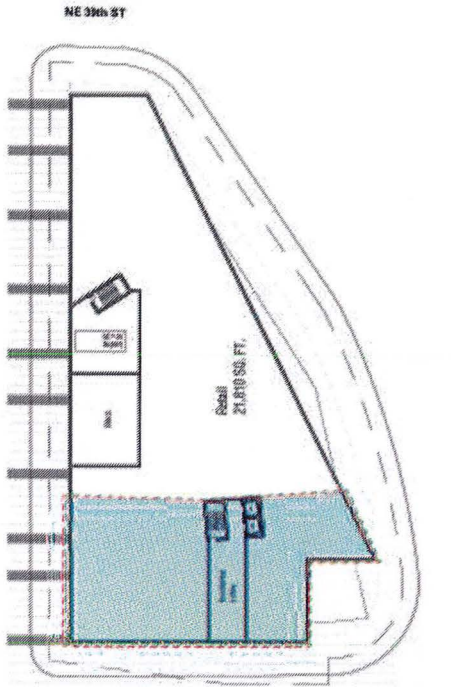
CHALLENGES

- Size of the site
- Contamination on North Lot
- Connecting the North and South lots (NE 38th Street)
- Determining Scale vs. Viability

OPPORTUNITIES

- Location
- Development Interest
- Positive Real Estate Climate
- Demand





Ground Floor

Second Floor



July 18, 2017

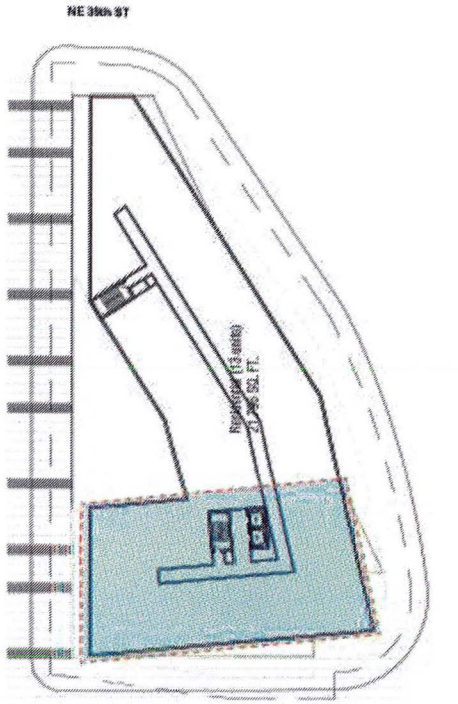
14451 Magnolia Blvd, Suite 11
Miami, FL 33127-3434
1 305.432.3323
1 305.331.9033
a.jeddy@zyscovich.com
www.zyscovich.com

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ARCHITECTS

Oakland Park, Florida

Eggs

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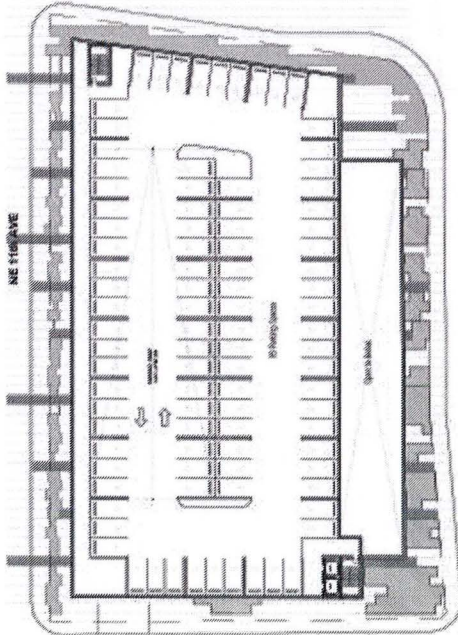
NE 39th ST

NE 38th ST



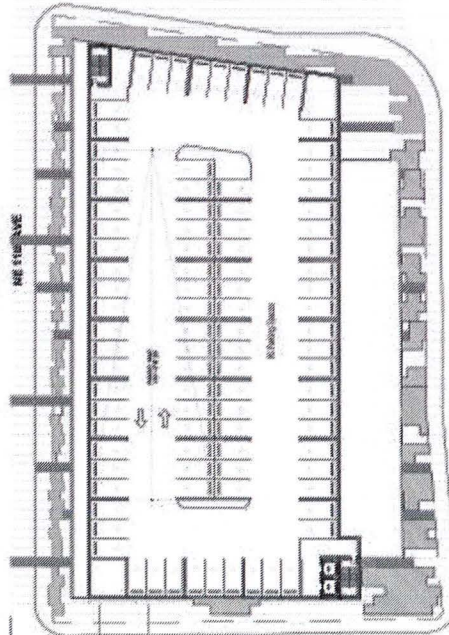
NE 39th ST

NE 38th ST



NE 37th ST

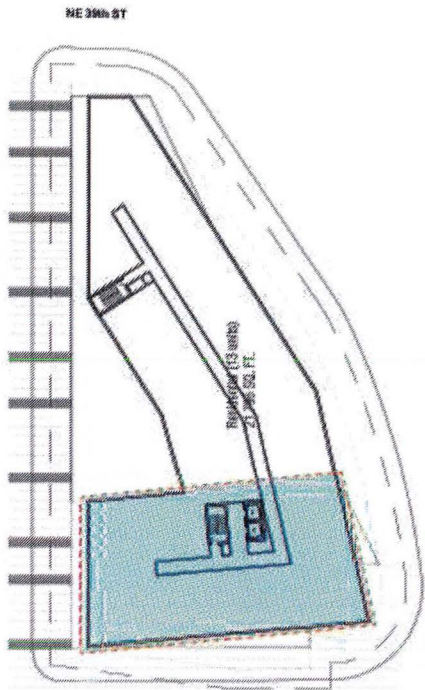
Third Floor



NE 37th ST

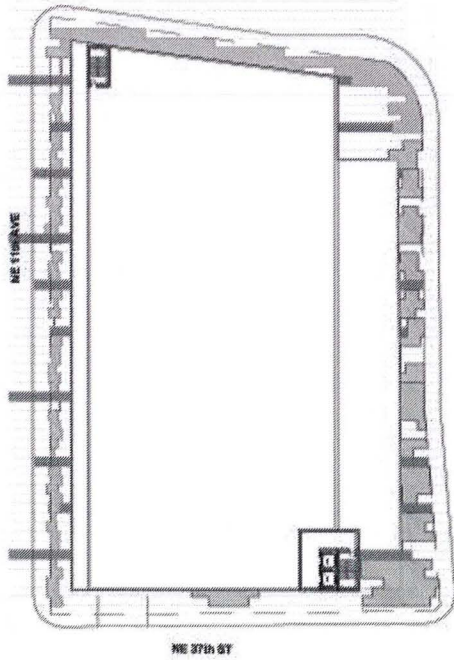
Fourth Floor





**Lot Two
Summary**

Retail 21,810 SF
Residential 64 units



**Lot One
Summary**

Retail 31,549 SF
Parking 261 Spaces

Fifth Floor



July 18, 2017

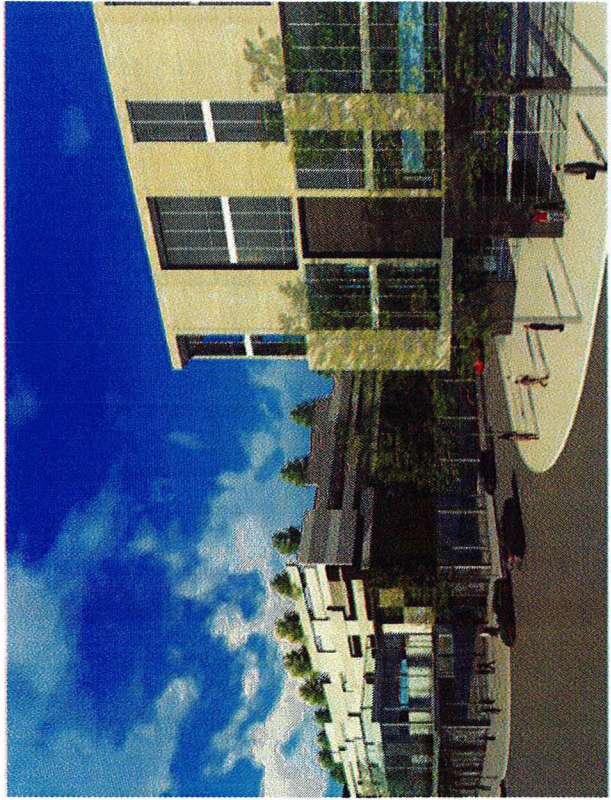
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Oakland Park, Florida

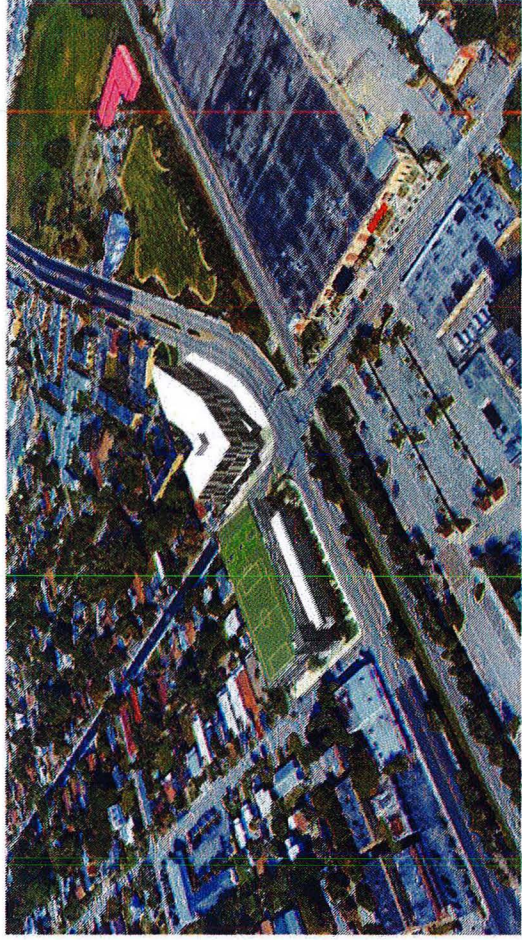
1625 N. University Blvd., Suite 205
Oakland Park, FL 33411-2124
T 561.870.4324
F 561.371.4220

www.zyscovich.com

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Design Aesthetic



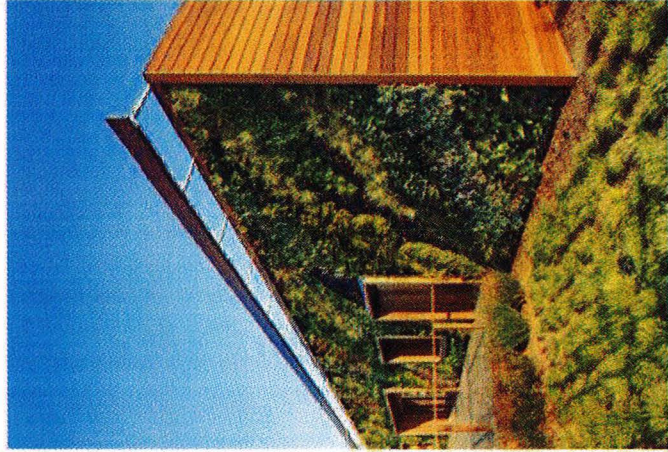
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Architecture
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Gaithers Park, Florida

July 18, 2017

Integrated to the Community



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Belmont Park, Fremont

Green-Walk

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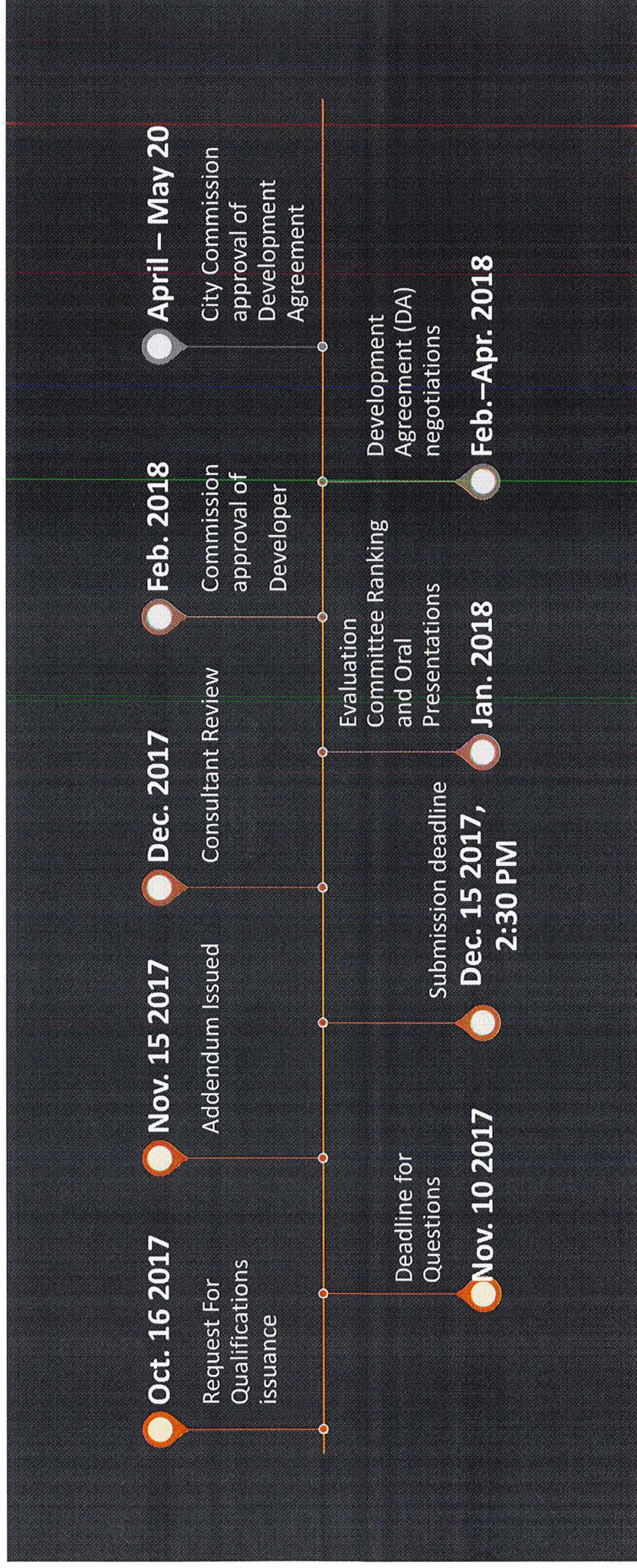
July 10, 2017

info@zyscovich.com
www.zyscovich.com

Incorporate Urban Green Space

Request for Qualifications Process

designop.org





R. Miller
Consulting Group



OPCRA

ENGINEERS COST ESTIMATE
Project Description: NE 13TH AVE IMPROVEMENT PROJECT

Pay Item Number*	Pay Item Description*	Participating				Non-participating (Local funds)				Total Quantity	Total Engineer's Cost
		Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost		
0522 2	CONCRETE SIDEWALK AND CONCRETE DRIVEWAYS, 6"	12221	SY	\$ 49.47	\$ 604,572.87				\$ -	12221	\$ 604,572.87
0527 2	DETECTABLE WARNINGS	1836	SF	\$ 27.93	\$ 51,279.48				\$ -	1836	\$ 51,279.48
0520 1 10	CONCRETE CURB & GUTTER, TYPE F	13330	LF	\$ 19.26	\$ 256,735.80				\$ -	13330	\$ 256,735.80
0710 90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	1	LS	\$ 23,809.14	\$ 23,809.14				\$ -	1	\$ 23,809.14
0700 1 11	SINGLE POST SIGN, F&I GM, <12 SF	10	AS	\$ 348.37	\$ 3,483.70				\$ -	10	\$ 3,483.70
0570 1 2	PERFORMANCE TURF, SOD	9896	SY	\$ 2.74	\$ 27,115.41				\$ -	9896	\$ 27,115.41
0590 70 1	IRRIGATION SYSTEM REPAIRS	1	LS	\$ 11,473.01	\$ 11,473.01				\$ -	1	\$ 11,473.01
0104 18	INLET PROTECTION SYSTEM	60	EA	\$ 148.15	\$ 8,889.00				\$ -	60	\$ 8,889.00
	ASPHALT DRIVEWAY RESTORATION	2444	SY	\$ 18.00	\$ 43,989.00				\$ -	2444	\$ 43,989.00
	MAIL BOX ADJUSTMENT	30	EA	\$ 30.00	\$ 900.00				\$ -	30	\$ 900.00
	FENCE RELOCATION	1000	LF	\$ 20.00	\$ 20,000.00				\$ -	1000	\$ 20,000.00
	BICYCLE RACKS	5	EA	\$ 500.00	\$ 2,500.00				\$ -	5	\$ 2,500.00
	CLEARING AND GUBBING	1	LS	\$ 50,000.00	\$ 50,000.00				\$ -	1.00	\$ 50,000.00
		Funds for Construction				Local Funds for Construction				Subtotal	\$ 1,104,747.41
	DESIGN (FDOT IN-HOUSE/CONSULTANT)										
	MOBILIZATION/DEMOBILIZATION (5%)										
	MAINTENANCE OF TRAFFIC (5%)										
	PERMITTING										
	DESIGN (15%)										
	CONSTRUCTION ADMINISTRATION (8%)										
	TESTING (3%)										
	CONTINGENCY (20%)				0	1	LS	\$ 220,949.48	\$ 220,949.48		
	CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (12%)				0						
						FDOT In-House Support must be included as an FHWA Participating Item					
		\$ 1,104,747.41				\$ 220,949.48				\$ 1,325,696.89	
		Subtotal FHWA Participating				Subtotal FHWA Non-Participating				Total Construction Cost Estimate	

NOTE: CONTINGENCY TO BE USED FOR INELIGIBLE EXPENSES TO INCLUDE BUT NOT BE LIMITED TO UTILITY POLE RELOCATION, IF NEEDED AND LANDSCAPING.

Estimate Prepared by: Diana Carrillo
PE Number: 74689

Date: 11/09/2017