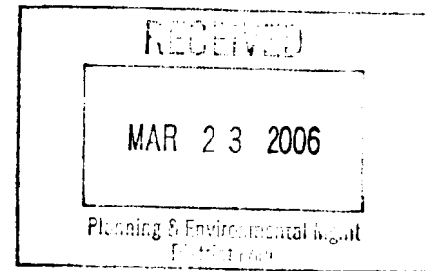




City of
OAKLAND PARK
F L O R I D A

March 21, 2006



Mr. Scott Seeburger
Special Projects Manager
Florida Department of Transportation
3400 West Commercial Boulevard
Fort Lauderdale, Florida 33309-3421

Dear Mr. Seeburger,

Please accept this letter as an expression of the City of Oakland Park's support for the South Florida East Coast Corridor Transit Analysis that you are overseeing and also as an expression of our commitment to and justification for the eventual location of a transit station in the City's Downtown Mixed-Use District located along Dixie Highway and Northeast 12th Avenue just north of Oakland Park Boulevard. As you gather information and contemplate various transit options and station location alternatives, we ask that you consider the following:

- A Local Activity Center (LAC) has been established for the Downtown Area encompassing 150 acres and bounded by Oakland Park Boulevard on the south, Northeast 10th Avenue on the west, Northeast 13th Avenue on the east and Northeast 42nd Street on the north. In November, 2004, the City Commission passed a resolution adopting a new Downtown Mixed Use Zoning Ordinance and Design Guidelines for the district. Allowable density in the core of the district ranges from 35 to 55 dwelling units per acre.
- Conceptual plans for the heart of the Downtown, known as Park Place, call for an eventual transit station at Northeast 34th Court and Dixie Highway with a pedestrian bridge connecting the west side of Dixie Highway and the east side of Northeast 12th Avenue.
- In 2005, the City Commission approved the creation of a Mixed Use Land Development Ordinance that encourages a mix of uses and a maximum allowable density of 30 dwelling units per acre with a maximum floor area ratio of 2.0 for commercial uses along the major transit corridors of Federal Highway, Oakland Park Boulevard and Commercial Boulevard. All of these corridors are located within the Corridor Transit Analysis study area with close and easy pedestrian and transit access to our downtown and the potential station location.

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- On March 1st of this year, the City Commission adopted an ordinance creating the Federal Highway Mixed Use Business and Entertainment Overlay District. This district is located within one mile of the FEC corridor and is easily accessible by bus. The ordinance encourages a mix of uses with a maximum residential density, including incentives for townhomes facing adjacent neighborhoods and green buildings, of 50 units per acre.
- The City of Oakland Park operates its own Community Bus System providing convenient transit access between the City's neighborhoods, commercial areas and major transit corridor.
- The CRA contains a large transit-dependent population in terms of age and income. Consider the following:
 - 70% of students in the two elementary schools located within the CRA participate in the free lunch program
 - 28% of residents without high school diplomas
 - 74% of households are rental
 - Median household income (MHI) 20% below County's MHI
 - 179 Section 8 housing units
- The CRA in the vicinity of the FEC corridor is also a major employment center. Located adjacent to or within just a few blocks of the FEC corridor is almost 9 million square feet of light industrial uses employing predominantly blue collar workers and potential transit riders.

As you can see, not only is Oakland Park ideally suited for the future location of a transit station, we have for several years been putting in place the necessary plans and regulatory structure to provide maximum support for such a station. The nature and characteristics of our nearby residents and our daytime worker population also support the location of a station in our community.

While we strongly support bringing passenger rail to the FEC corridor, we do have a few concerns that we ask you to keep in mind as you study the various alternatives and issues involved in this large and complex project. Among those concerns are the following:

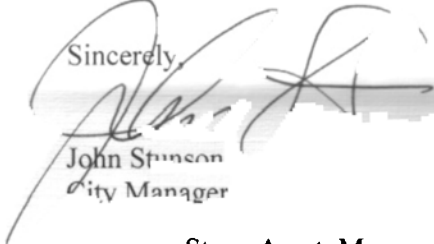
- Train horn noise is an impediment to bringing multi-family residential to the corridor. Funding and creating "quiet zones" along the corridor should be an important consideration in your planning efforts.
- Grade-crossing safety is another important issue that must be considered.
- In the heart of Oakland Park's downtown, the FEC right-of-way extends well into Dixie Highway. Double-tracking the FEC corridor, e.g., could have a significant impact on this corridor. It is important that any such potential impact is considered and accounted for in plans that are developed.

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On April 5, 2006, I will be presenting a copy of this letter to our City Commission for their review and concurrence. I will forward any changes or comments they may wish to add immediately following that meeting.

We look forward to receiving serious consideration for the location of a transit station in our downtown and to continuing to work closely with you as you consider the options. Should you have any questions or desire additional information regarding any of the above, please do not hesitate to contact me

Sincerely,



John Stinson
City Manager

cc: Steve Arnst, Mayor
Larry Gierer, Vice Mayor
Allegra Webb Murphy, Commissioner
Layne Dallett Walls, Commissioner
Suzanne Boisvenue, Commissioner
Hal Miksch, Redevelopment Manager