

### A. Introduction to the Plan

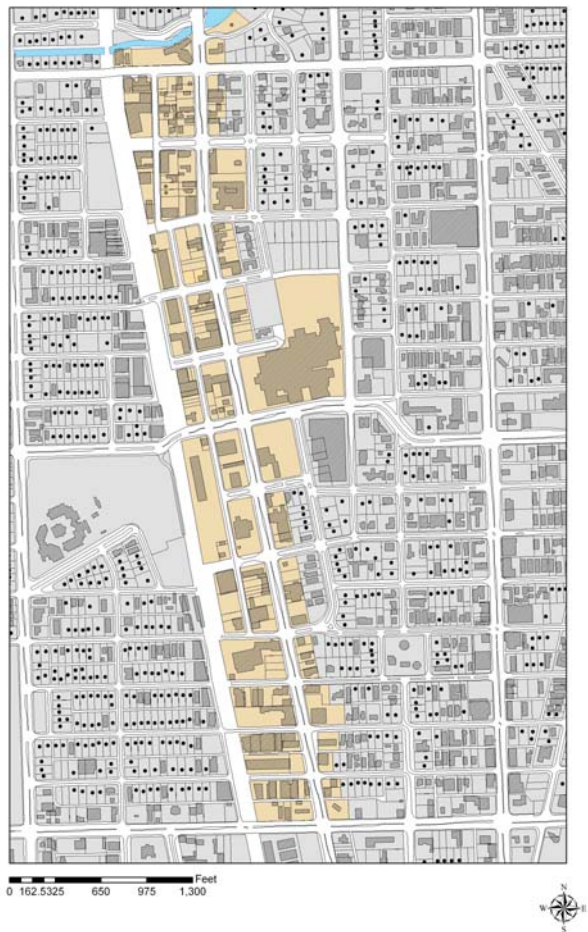
The South Andrews Avenue study area is generally situated between Tarpon River on the north, SR 84 on the south, SE 1<sup>st</sup> Avenue on the east and the FEC railroad tracks on the west. The area was originally platted in the early 1900's and contains approximately 96 acres of land. The bridge over the New River was constructed in 1904. Although Andrews Avenue was not the original "main street," it became the downtown's main street as buildings were constructed along the corridor in the early 1900's. The early buildings included the Broward Hotel, Maryland Hotel, Brown's Good Food, the Sweet Building, the Bryan Arcade, Burdine's City Hall, several banks and many shops, all located in the area north of the bridge, which was considered downtown, while the area south of the bridge was considered an extension of downtown: a neighborhood shopping street. Andrews Avenue became the dividing line between streets with east and west designations. The street was named after Captain George E. Andrews, who worked for Henry Flagler in charge of entertainment features of the Florida East Coast Hotel System. Refer to the Appendix for a historical sketch by Florence C. Hardy written in 1971.

The area is dominated by a county road, South Andrews Avenue. Outside of the study area to the east and west are important residential neighborhoods. Two important neighborhood associations and a business association dominate the area including the South Andrews Business Association, the Croissant Park Association, and the Poinciana Park Association. The most significant entity in the study area is the Broward General Medical Center, a public hospital that employs over 3,500 people. It is situated in the center of the study area with additional ancillary facilities located nearby, adjacent to the study area.



*Figure 2.1 Aerial Photo of the Study Area*

## II. Background and Existing Conditions



*Fig. 2.2 Map of the Study Area*

The commercial corridor along South Andrews Avenue is a mixture of land uses including retail, office, industrial, institutional, and limited residential. The Avenue evolved as a retail corridor during the boom period of the 1930's when the subdivisions to the east and west of the corridor were developed, including Croissant Park and Poinciana Park.

With the advent of the Florida East Coast Railroad, industrial uses appeared during this same time period. As the airport and port developed, office and warehouse uses followed, particularly those servicing the marine industries.

The residential areas to the east and west of the corridor, once zoned predominantly as single family residential districts, have changed over the years as the zoning has changed to permit multi-family residential. Now the area between South Andrews Avenue and US 1 and between the FEC Railroad tracks and SW 4<sup>th</sup> Avenue, once solidly full of home owners, is predominantly a rental and professional office area. Multi-family zoning has encouraged duplex, triplex and four-plex construction, and these structures are predominantly rental apartments. Unfortunately over the years the owners of the rental multi-family apartments have not maintained their property and slum and blight has infested sections of the neighborhood. However, Croissant Park is positioning itself to create a new master plan for its area and ideas to redevelop the area will evolve.



*Fig. 2.3 Photograph of South Andrews Avenue*



*Fig. 2.4 Photo of Broward General Medical Center*

**B. Existing Conditions**

The following discussion describes some of the existing conditions of the study area including land use and building conditions.

**1. Population and other characteristics:** the study area is situated within several United States Census Tracts, including CT423, Block Groups 2, 3, and 4, and CT 433, Block Groups 1, 2, 3, and 4. Although the study area is only a small portion of these tracts, for purposes of analysis they were used to provide a general description of the area that is closely associated with the commercial corridor. An additional tract has been added to the area for this purpose as well, CT 433, Block Group 5.

The total population of these eight block-groups in 2000 amounts to approximately 7,154 persons. The following describes the breakdown

of the population by age group. The majority of the population falls within the range of ages between 25 and 64 years. A conclusion could be reached that the neighborhoods to the east and west of South Andrews contain a variety of household types. These include families with children, young couples without children, young singles, middle-aged couples and singles without children, and retirees. Based upon the real estate activity in the neighborhoods, especially to the west, the demographics are likely to change. Households will likely become younger. It is not clear from the data if the number of children in the census tracts will increase.

Ages 0-17	988 persons	14%
Ages 18-24	686 persons	10%
Ages 25-64	4,627 persons	65%
Ages 65+	853 persons	12%

Other data from the 2000 Census describes the community as fairly evenly divided between male and female inhabitants. Male residents comprise 54% of the population and females, 46%. Twenty five percent of the population is under 25 years of age. The median age of the area is approximately 52 years versus the median age of 49 years for the City. The area is predominantly white, representing 82% of the population. Blacks or African Americans comprise 9% of the population, and Hispanics, 18%.

Owner occupied homes comprise 38% of the housing units compared with rentals, which comprise 52%. The rentals are predominantly found in the area between SW 4<sup>th</sup> Avenue and the FEC Railroad.

**2. Household Income:** The median household income for the block groups is \$33,825 annually. Eleven percent of the households fall below the poverty level. The area can be described as middle income as illustrated below:

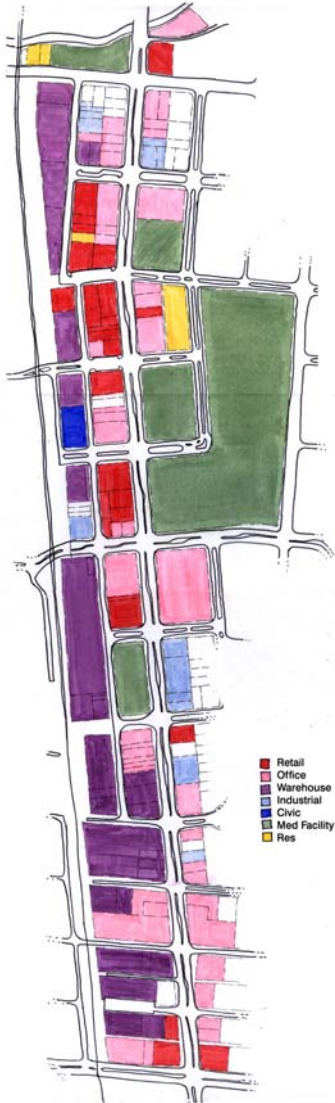
Income	\$0-\$12,500	443	11%
Income	\$12,500-\$20,000	467	13%

**II. Background and Existing Conditions**

Income	\$20,000-\$29,999	497	14%
Income	\$30,000-\$39,999	571	16%
Income	\$40,000-\$49,999	483	14%
Income	\$50,000-\$74,999	583	16%
Income	\$75,000-\$99,999	282	8%
Income	\$100,000+	228	6%

**3. Existing Land Use:** The planning consultants, Civic Design Associates, conducted a windshield survey of all the structures and parcels of land in the study area. The following is a summary of the data. Refer to Figure 2.6 for a graphic description of the land use in the study area. Refer to a photographic survey of the area, found in the Appendix of this report.

- Commercial – 20 acres or 18.3%
- Industrial – 4 acres or 3.7%
- Residential – 55 acres or 50.5%
- Community Facilities – 10 acres or 9.1%
- Hospital – 20 acres or 18.3%
- Vacant Land – 138 parcels or 7.2 %



*Figure 2.6 South Andrews Avenue Existing Land Use Map*

## II. Background and Existing Conditions

**Building Patterns and the Urban Design.** The South Andrews area's street patterns were first set in place in the early 1900's and were completed by the late 1920's and early 1930's. In the early years of development buildings were placed along the front of the street and parking was arranged in the streets as well as in the rear of buildings. This pattern was changed during the boom period of the 1950's when the first strip shopping centers appeared. The design pushed the buildings to the rear of sites and parking was placed in the front. Today both building patterns coexist.

Flagler Street was developed as part of the street pattern in response to the construction of the Florida East Coast Railroad. It served as a construction pathway and later as a service road to the railroad. Today much of the right of way has been abandoned but it still serves a useful purpose as a truck service drive for those businesses backing up to the railroad.

Building types along the Avenue and on the side streets may be categorized into two types. The South Andrews Avenue structures are generally one and two story buildings, with commercial on the ground floor and offices on the upper floor. Many of the ground floor spaces also contain office spaces. Over the years, retail stores have been replaced by offices. The second building type is the one story industrial office/ warehouse structure. These buildings are generally found along SW 1<sup>st</sup> Avenue and many have access to the FEC Railroad. The architectural character of the office/warehouse buildings is plain and practical. Several of the buildings on South Andrews, particularly those dating back to the 1930's, are historically significant and have a great deal of character. An example is shown below. A photographic inventory of the buildings in the study area was conducted in May and June of 2003 and is an attachment to this report.



*Figure 2.7 Historical Building along South Andrews Avenue*



*Figure 2.8 Office/Warehouse building on SW 1<sup>st</sup> Avenue*

**4. Employment.** Employment in the study area is a mixture of employment types including those found in office, industrial, and medical. The area can be characterized as being a healthy employment environment since the uses are dominated by businesses serving the marine industries and by the largest employer, Broward General Medical Center. Andrews Avenue’s proximity to the airport is also an influence on employment but not as great as the marine industries.

**5. Land Use and Zoning.** The zoning along the South Andrews corridor is dominated by two commercial districts, Community Business (“CB”) and Heavy Commercial/Light Industrial Business (B-3).

### Land Use

The primary land use designation for the entire study area is Regional Activity Center (RAC). However, there are two parcels within the study boundary that are designated Community Facility (Broward General Medical Center.) Two other areas are classified as medium-high residential in the southeast corner and commercial in the southern portion the study area.

When the situation arises where there are no more residential units available for development, there are two separate processes that must be used to get additional residential units approved. If no flex units are available, the City and County will have to amend their Land Use Plans before additional residential units are allocated for development. If there are flex units available, but the development plan requires more residential units than the City’s Land Use Plan allows, the City’s Land Use Plan must be re-certified before additional units can be allocated. Both processes require the approval of the City and County Commissions.

### Zoning

In review of the zoning, there are several zoning designations within the study area. Refer to Fig. 2.9. They include:

- Residential Zoning Districts
  - a) Residential Single Family/Low Medium Density (RS-8)
  - b) Residential Multifamily Mid Rise/Medium High Density (RMM-25)
- Residential Office Zoning Districts
  - a) Limited Residential Office (ROA)
  - b) Residential Office (RO)
  - c) Planned Residential Office (ROC)
- Public Purpose Districts
  - a) Parks, Recreation and Open Space (P)
  - b) Community Facility (CF)
  - c) Community Facility/House of Worship and School (CF-HS)
- Nonresidential Districts
  - a) Community Business (CB)
  - b) Boulevard Business (B-1)
  - c) Heavy Commercial/Light Industrial Business (B-3)

The two critical zoning districts for the study area are CB and B-3. These two zoning districts are summarized in more detail in *Appendix B* of this report.

## II. Background and Existing Conditions

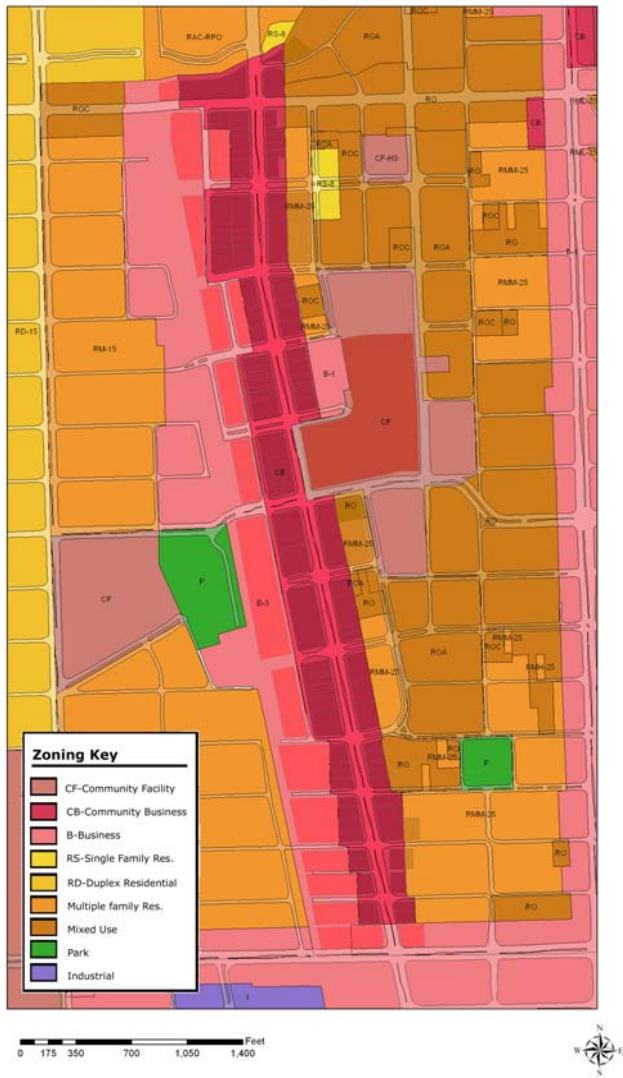


Figure 2.9 South Andrews Zoning Map

**TABLE 2.1 - ZONING SUMMARY**

	ZONING DISTRICT	
	COMMUNITY BUSINESS (CB)	HEAVY COMMERCIAL/LIGHT INDUSTRIAL (B-3)
<b>GENERAL CATEGORY OF PERMITTED USE (including conditional uses)</b>	Automotive, Boats, Watercraft and Marinas, Commercial Recreation, Food and Beverage Sales and Service, Lodging, Mixed Use Developments (MXU), Public Purpose Facilities, Retail Sales, Services/Office Facilities, and Accessory Uses, Buildings and Structures. Sec 47-6.10	Automotive, Boats, Watercraft and Marinas, Commercial Recreation, Food and Beverage Sales and Service, Light Manufacturing, Lodging, Public Purpose Facilities, Retail Sales, Services/Office Facilities, Wholesale Trade, Storage and Warehousing, and Accessory Uses, Buildings and Structures. Sec 47-6.13
<b>DENSITY</b>	MXU for Commercial Zoned Districts – no more than 50 du per acre, except when there is existing residential, land is zoned commercial, and or dwelling was permitted at a greater density. Business uses - must be less than 10,000 sqft (gross), except department stores and offices can be > 10,000 sqft. Sec 47-18.21	
<b>LANDSCAPING OPEN SPACE*</b>	One tree for each 1,000 sqft of net area. Sec 47-21.10 <u>For MXU within CB Districts</u> MXU - 25 du or 15 du per acre or less must have 250 sqft of open space per unit. 26-100 du or 15-25 du per acre must have a min of 200 sqft. Of open space per unit. More than 100 or 25 du per acre must have a min of 150 sqft of open space per unit. A MXU must contain a Public Plaza that is a min of 1,400 gross sqft. Sec 47-18.21	1. One tree for each 1,000 sqft of net area. 2. See MXU requirements under CD Districts Sec 47-18.21 & Sec 47-21.10



## II. Background and Existing Conditions

<b>DIMENSIONAL REGULATIONS</b>	<p>Max FAR, Lot Size, &amp; Lot Width - None            Min front yard – 5 ft            Min corner yard – 5 ft            Min Side yard – 10 ft when next to residential and none for all others            Min Rear yard – 15 when next to residential and none for all others. Sec 47-6.20</p> <p><b>For MXU within CB Districts</b></p> <p>Min lot size – 10,000 gross acres            Max length – 200 ft for single use residential            Max height – 150 ft            Max airport height – subject to review process            Min Floor area – 400 sqft per multifamily unit.            Sidewalks – min 7 ft. Sec 47-18.21</p> <p>*Note: Setbacks are measured from ultimate r-o-w line. In the case of Andrews Ave., additional r-o-w may require dedication according to the Broward County Traffic ways Plan.</p>	<p>Max FAR, Lot Size, &amp; Lot Width - None            Min front yard – 5 ft            Min corner yard – 5 ft            Min Side yard – 20 ft when next to residential and none for all others except buildings &gt; 100 ft the structure shall be set back 1ft for every 1ft of building height.            Min Rear yard – 25 when next to residential and none for all others except buildings &gt; 100 ft the structure shall be set back 1ft for every ft of building height. Sec 47-6.20</p>
<b>SIDEWALK CAFE</b>	<p>Min of 5 ft wide clear pedestrian path at all times, depending on whether located on public or private sidewalk. Sec 47-19.9 &amp; Sec 25-186</p>	
<b>MIXED USE (MXU) REQUIREMENTS</b>	<ol style="list-style-type: none"> <li>1. Must have approved flex units for residential.</li> <li>2. Residential floor area cannot exceed 50% of gross floor area for building.</li> <li>3. Development &lt; 5 acres, single use residential buildings are permitted.</li> <li>4. Development &gt; 5 acres, single use multifamily buildings are permitted.</li> </ol>	
<b>PARKING REQUIREMENTS</b>	<p>MXU – requirements equal the sum of each individual use requirements. See 47-18.21 &amp; 47-20.2</p>	

Notes: RAC has Pedestrian Priority Streets, Image Streets, and All Other RAC Streets. These concepts might be something to consider for this corridor

\*Covered arcades with a minimum width of ten feet and one side open to a street can be credited towards open space.

### 6. Public Schools

There are four existing elementary and secondary schools serving the area, which includes a Charter and Magnet school. However, only Croissant Park Elementary and the Charter School are located in the study area. The four schools include:

- Croissant Park Elementary
- Charter School of Excellence Elementary K-5
- New River Middle School & Magnet Program of Marine Science
- Stranahan High School & Magnet Program of Medical Science and Pre-Engineering

The student capacity at each school has been previously estimated and projected by the Broward County School Board staff and the Florida Inventory of School Houses (FISH). FISH is used to identify the permanent capacity of the school, i.e. the number of students a school is designed to accommodate. *Tables 2.2-2.5* provide student capacity estimates and projections for the four schools that serve the study area.

It is important to note, however, that due to an amendment to Florida's Constitution, the current definition of overcrowding and FISH capacity is required to change. Accordingly, within the next month the Broward County School District will be issuing a new survey of school capacity. The staff of the School Board has advised the "Working Group" that more than 40 schools will be classified as "critically overcrowded". The "Working Group" is a committee of City Planners who are working with the School Board staff to improve school and land use planning, pursuant to a state required Interlocal Agreement. It is not yet known how the new classification will affect the study area.

Following the tables is a brief summary of the projected student generation as a result of the proposed residential development within

the Master Plan. In addition, the Broward County School Board's generation rate table for determining school capacity is provided along with other several other Florida counties in *Appendix A* of this document for comparative purposes.

**Table 2.2 - School Capacity and Enrollment for 2002-2003**

School	Projected Enrollment	2002 FISH*	Over/(Under) Enrollment
Croissant Park Elementary	866	923	(57)
Charter School of Excellence Elementary K-5	293	315**	(22)
New River Middle	1,917	1,737	180
Stranahan High	2,141	2,174	(33)

\* Florida Inventory of School Houses (2002 FISH does not include portables)

\*\* According to Charter School staff, the maximum allowable student capacity is 315.

**Table 2.3 - School Capacity and Enrollment Projections for 2003-2004**

School	Projected Enrollment	2002 FISH*	Over/(Under) Enrollment Under Current Land Use Designation
Croissant Park Elementary	861	923	(62)
Charter School of Excellence Elementary K-5	315	315**	0
New River Middle	1,794	1,737	57
Stranahan High	2,131	2,174	(43)

\* Florida Inventory of School Houses (2002 FISH does not include portables)

\*\* According to Charter School staff, the maximum allowable student capacity is 315. Due to the fact that projections are not available for the Charter School of Excellence, its future projection was assumed to be at full capacity and no new students were assigned to this school.

**Table 2.4 - School Capacity and Enrollment Projections for 2004-2005**

School	Projected Enrollment	2002 FISH*	Over/(Under) Enrollment Under Current Land Use Designation
Croissant Park Elementary	848	923	(75)
Charter School of Excellence Elementary K-5	315	315**	0
New River Middle	1,870	1,737	133
Stranahan High	2,118	2,174	(56)

\*Florida Inventory of School Houses (2002 FISH does not include portables)

\*\* According to Charter School staff, the maximum allowable student capacity is 315. Due to the fact that projections are not available for the Charter School of Excellence, its future projection was assumed to be at full capacity and no new students were assigned to this school.

**Table 2.5 - School Capacity and Enrollment Projections for 2005-2006**

School	Projected Enrollment	2002 FISH*	Over/(Under) Enrollment under FLUM
Croissant Park Elementary	860	923	(63)
Charter School of Excellence Elementary K-5	315	315**	0
New River Middle	1,779	1,737	42
Stranahan High	2,111	2,494***	(383)

\*Florida Inventory of School Houses (2002 FISH does not include portables)

\*\*According to Charter School staff, the maximum allowable student capacity is 315. Due to the fact that projections are not available for the Charter School of Excellence, its future projection was assumed to be at full capacity and no new students were assigned to this school.

\*\*\* A 12-classroom addition at Stranahan High School is funded in the 2003/2004 School Board budget. It is anticipated that the classrooms will be completed for the 2005/2006 school year. Capacity information was derived from the Broward County School Board Staff Report for Broward County Land Use Plan Amendment Application PC99-16.

### Master Plan Enrollment Projections

The Master Plan proposes 1,150 new residential units for the South Andrews study area. Using this proposed number and the Broward County School Board’s student generation rate(s), it is projected that there will be an additional:

- 120 students who will be in the Kindergarten through 5<sup>th</sup> grade range.
- 56 students who will be in the 6<sup>th</sup> through 8<sup>th</sup> grade range.
- 53 students who will be in the 9<sup>th</sup> through 12<sup>th</sup> grade range.

The enrollment projections are based upon Broward County’s “highest” student generation rates, which follows Broward County’s standard procedures for determining student generation. See *Appendix D* for the Broward County Student Generation Rates used to calculate the above student generation and see *Appendix E* for the data used in the Master Plan Enrollment Projections.

*Note:* Numbers shown are based upon complete build-out of the proposed residential units specified within the Master Plan. The term build-out does not mean the area is completely built-out; it only refers to the completion of the Master Plan.

### School Site Requirements

The State Legislature required local governments to amend their comprehensive plans by 1999 to identify where schools are “allowable uses” as well as to include criteria for location and “co-location” of schools with other public facilities. Thus the City Commission of the City of Fort Lauderdale adopted policies 3.8 through 3.11 in 1999 to address these requirements.

In addition, the City adopted amendments to the policies to plan for the “co-location” of schools with parks. Yet, the amendments did not

specify that schools could not be permitted on land designated as “Park-Open Space” by the Broward County Plan. Accordingly, the County refused to certify the section of the City’s Plan that allowed co-location of schools and parks. Therefore, this section will be eliminated by the City in future amendments.

Broward County has several requirements for building proposed schools. These requirements include location, accessibility, acreage and dimensions, parking and the need for a new school. According to the *Broward County Code of Ordinances*, Sections 5-182 and 39-228 of the Development Review Requirements, schools should:

*Generally:*

- Schools shall be located in areas that are free from health or safety hazards.
- Elementary schools should be at least one (1) mile away from other elementary schools.
- Middle schools should be at least two (2) miles away from other middle schools.
- High Schools should be at least three (3) miles away from other high school locations.
- The school shall be accessible from two different public streets (preferably a collector), adequate sidewalks and pedestrian crossings.

*Acreage and dimensions*

- An elementary school site should be at least twelve (12) acres in size. The recommended site is rectangular in shape with 700 feet of frontage and 750 feet of depth.
- A middle school site should be at least twenty (20) acres in size. The recommended site is rectangular in shape with 1200 feet of frontage and 730 feet of depth.
- A high school site should be at least forty-five (45) acres in size. The recommended site is rectangular in shape with 1320 feet of frontage and 1480 feet of depth.

### *Parking*

- Elementary and Middle Schools parking requirements are one (1) parking space per classroom, plus (1) parking space per 400 square feet (sf) of auditorium or other assembly area, plus six (6) in-bound vehicle spaces, and four (4) outbound vehicle spaces.
- Senior high school parking requirements are (1) parking space per classroom, plus (1) parking space per each 5 students, plus (1) parking space per 400 sf of administration office and assembly areas.

### *Need*

- For each 1,000 elementary students generated by residential development, one (1) elementary school site is required.
- For each 1,700 middle school students generated by residential development, one (1) middle school site is required.
- For each 1,700 middle school students generated by residential development, one (1) middle school site is required.

## 7. Mobility and Traffic

In general, the Master Plan study area is a mixed-use sector with commercial uses in the east (along US-1) and south and residential and institutional uses dominating the remaining areas. It lays within the designated exception area subject to transit impact fees (Broward County Department of Planning and Environmental Protection). The most significant facility in the project area is the Broward General Medical Center, which has the largest effect on local traffic.

### **Existing Roadway Classification**

The following is a description of the functional classification of each of the major roadways that surround and/or intersect the project area, based on the Broward County Highway Functional Classification, January 8, 2002. The major roadways include:

- Davie Boulevard is designated as a four-lane divided state minor arterial from SW 9<sup>th</sup> Avenue to Federal Highway/US-1.
- SE/SW 17<sup>th</sup> Street is designated as a four-lane divided city collector from SW 4<sup>th</sup> Avenue to Federal Highway/US-1 and a six-lane divided state minor arterial east of Federal Highway/US-1.
- SE/SW 24<sup>th</sup> Street is designated as a six-lane divided state minor arterial from SW 9<sup>th</sup> Avenue to Federal Highway/US-1 and a four-lane divided city collector east of Federal Highway/US-1.
- South Andrews Avenue is designated as a four-lane undivided county minor arterial from Broward Boulevard to SE/SW 24<sup>th</sup> Street. South of SE/SW 24<sup>th</sup> Street, South Andrews Avenue is classified as a county collector.
- SE 3 Avenue is designated as a four-lane undivided county collector from Broward Boulevard to SE 17<sup>th</sup> Street.
- Federal Highway/US-1 is designated as a six-lane divided state principal arterial from Broward to I-595.
- SW 4<sup>th</sup> Avenue is designated as a four-lane divided county collector from Broward Boulevard to SW 24<sup>th</sup> Street and a two-lane undivided county collector south of SW 24<sup>th</sup> Street.
- Broward Boulevard is designated as a six-lane divided state principal arterial from SW 7<sup>th</sup> Avenue to Federal Highway/US-1.
- I-595 is designated as an eight-lane freeway state principal arterial from I-95 to Federal Highway/US-1.

Existing Roadway Level of Service (LOS)

The functional classification, the number of travel lanes, the existing year Annual Average Daily Traffic (AADT), and the current level of service (where available) for the regional, collector and local roadways within the immediate site influence area are provided in the table titled “Year 2001 Traffic Conditions” in *Appendix C* of this document. The City and County’s adopted roadway level of service is Level of Service (LOS) D. The following describes the LOS for several roadway segments within and surrounding the study area that operate below the adopted standard LOS D. *Figure 2.10* describes the roadway LOS conditions graphically.

- SW 4<sup>th</sup> Avenue, between SW 24<sup>th</sup> Street and I-595 (LOS E)
- Federal Highway/US-1, between Broward Boulevard and Las Olas Boulevard (LOS E), between Las Olas Boulevard and Davie Boulevard (LOS F), between SE 17<sup>th</sup> Street and I-595 (LOS F)
- Broward Boulevard, between NW 7<sup>th</sup> Avenue and Andrews Avenue (LOS E)
- Davie Boulevard, between SW 4 Avenue and Andrews Avenue (LOS E)

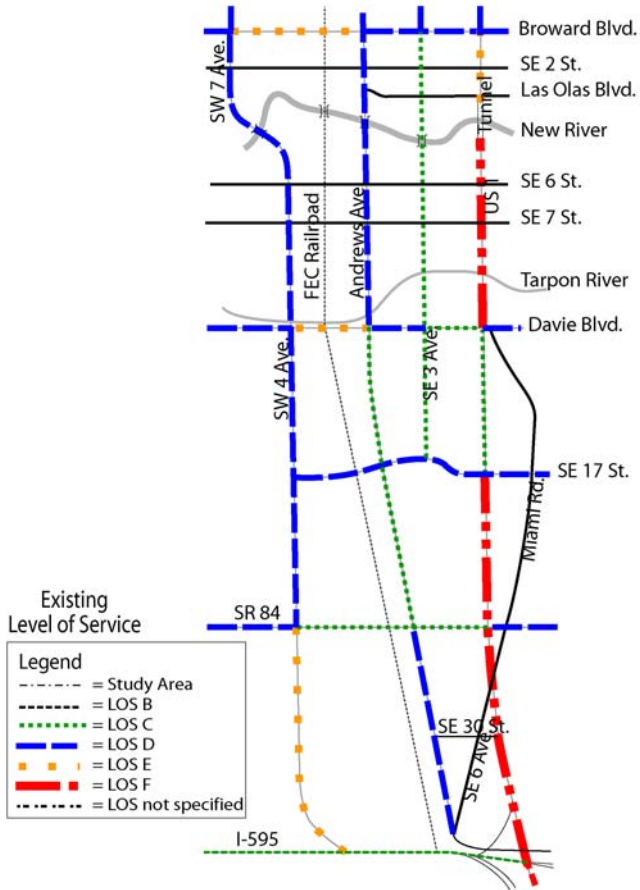


Fig. 2.10 - Existing LOS

### Existing Transit Services

The Master Plan area is served directly by three (3) Broward County Transit (BCt) bus routes. The following describes the primary service areas of these routes, which are shown graphically in *Figure 2.11*.

- Route 1 has service between Aventura Mall and the Broward Central Terminal. This route travels along SE 3<sup>rd</sup> Avenue between Broward Boulevard and SE 17<sup>th</sup> Street. It then proceeds to US 1 and turns south on US 1.
- Route 30 has service between the Broward Central Terminal and the West Regional Terminal. This route travels south along South Andrews Avenue, and turns west along Davie Boulevard towards Plantation.
- Route 40 has service between the Broward Central Terminal, Galleria Mall and Lauderhill Mall. This route operates along Andrews Avenue from Broward Boulevard to SE 17<sup>th</sup> Street. It continues along SE 17<sup>th</sup> Street (SR A1A) to and beyond Fort Lauderdale Beach.

BCt daily passenger boardings and alightings within the Master Plan's study area are approximately 687 and 913, respectively for year 2000. Thus, a total of approximately 1,600 daily bus trips are generated in the area.

### Future Transit Services

There is only one future transit service that is scheduled to be provided, which is part of Broward County's Community Bus Service. However, this route only travels south from Broward Boulevard along SE 3<sup>rd</sup> Avenue and turns west at Davie Road away from the study area. The location of this route is depicted in *Figure 5.1* in the *Existing Transit Service* section.

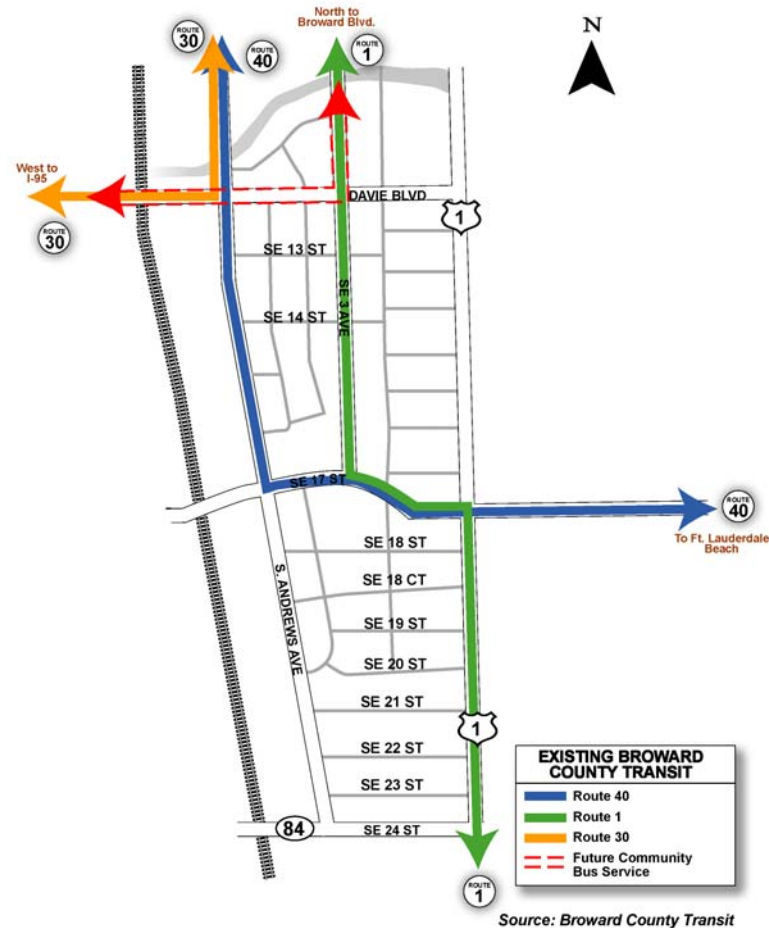


Fig. 2.11 - Existing Transit Services



## II. Background and Existing Conditions

### Future Transportation Improvement Projects

The County's Transportation Improvement Plan (TIP) currently has two projects that transverse the study area. The first is the resurfacing of Davie Boulevard east of SW 9<sup>th</sup> Avenue to US-1, which is part of Broward

County's Metropolitan Planning Organization's TIP (TIP # 21). The second is corridor improvements to Andrews Avenue and SE/SW 3<sup>rd</sup> Avenue from Davie Boulevard to Sunrise Boulevard, which is part of Broward County's MPO TIP in the un-funded list (priority # 23).

**TABLE 2.6 - EXISTING TRAFFIC CONDITIONS**

YEAR 2001 TRAFFIC CONDITIONS

ROADWAY FROM TO		[1] FUNCTIONAL CLASSIFICATION	FACILITY TYPE EXISTING LANES	[2] COUNT STATION		[2] 2001 AADT	[3] DAILY MSV	2001 LOS
				NUMBER	SOURCE			
<b>SW 7 AVENUE/SW 4 AVENUE</b>		<b>COUNTY COLLECTOR</b>	4LD	9026	COUNTY	18,445	21,700	D
BROWARD BLVD	LAS OLAS BLVD		4LD	7582	COUNTY	14,763	21,700	D
LAS OLAS BLVD	DAVIE BLVD		4LD	9017	COUNTY	14,142	21,700	D
DAVIE BLVD	SW 17 STREET		4LD	9333/7921	COUNTY	13,511	21,700	D
SW 17 STREET	SW 24 STREET		2LU	9006	COUNTY	10,978	10,000	E
SW 24 STREET	I-595							
<b>ANDREWS AVENUE</b>		<b>COUNTY MINOR ARTERIAL</b>	4LU	7746	COUNTY	18,837	30,300	D
BROWARD BLVD	LAS OLAS BLVD		4LU	9018	COUNTY	20,154	30,300	D
LAS OLAS BLVD	DAVIE BLVD		4LD	7643	COUNTY	19,544	32,700	C
DAVIE BLVD	SE 17 STREET		4LD	9008	COUNTY	17,126	32,700	C
SE 17 STREET	SW 24 STREET		4LD	7919	COUNTY	11,338	21,700	D
SW 24 STREET	I-595							
<b>SE 3 AVENUE</b>		<b>COUNTY COLLECTOR</b>	4LD	7744	COUNTY	19,984	31,100	C
BROWARD BLVD	LAS OLAS BLVD		4LD	9019	COUNTY	13,844	31,100	C
LAS OLAS BLVD	DAVIE BLVD		4LD	9085	COUNTY	8,440	31,100	C
DAVIE BLVD	SE 17 STREET							
<b>US-1</b>		<b>STATE PRINCIPAL ARTERIAL</b>	6LD	7373	COUNTY	51,007	49,200	E
BROWARD BLVD	LAS OLAS BLVD		6LD	346	FDOT	53,000	49,200	F
LAS OLAS BLVD	DAVIE BLVD		6LD	5015	FDOT	50,000	53,500	C
DAVIE BLVD	SE 17 STREET		6LD	428	FDOT	60,500	53,500	F
SE 17 STREET	SW 24 STREET		6LD	5002	FDOT	61,500	53,500	F
SW 24 STREET	MIAMI RD	6LD	415	FDOT	67,500	53,500	F	
MIAMI RD	I-595							

## II. Background and Existing Conditions

<b>BROWARD BLVD</b>									
W 7 AVENUE	ANDREWS AVE	<b>STATE PRINCIPAL ARTERIAL</b>	6LD	7367	COUNTY	45,831	45,800	E	
ANDREWS AVE	E 3 AVENUE		6LD	7368	COUNTY	33,869	45,800	D	
E 3 AVENUE	US-1		6LD	24	FDOT	34,000	45,800	D	
<b>DAVIE BLVD</b>									
SW 9 AVENUE	SW 4 AVENUE	<b>STATE MINOR ARTERIAL</b>	4LD	442	FDOT	32,500	32,700	D	
SW 4 AVENUE	ANDREWS AVENUE		4LD	202	FDOT	34,000	32,700	E	
ANDREWS AVENUE	NE 3 AVENUE		4LD	[4]	[4]	26,500	32,700	D	
NE 3 AVENUE	US-1		4LD	5140	FDOT	19,000	32,700	C	
<b>SW 17 STREET</b>									
SW 4 AVENUE	ANDREWS AVENUE	<b>CITY COLLECTOR</b>	4LD	[5]	[5]	14,698	21,700	D	
ANDREWS AVENUE	NE 3 AVENUE		4LD	[5]	[5]	14,698	21,700	D	
NE 3 AVENUE	US-1	<b>STATE MINOR ARTERIAL</b>	4LD	7583	COUNTY	14,698	21,700	D	
US-1	MIAMI RD		6LD	5235	FDOT	41,000	49,200	D	
MIAMI RD	EISENHOWER BLVD		6LD	[5]	[5]	41,000	49,200	D	
<b>SR 84/SW 24 STREET/SPANGLER BLVD</b>									
W. OF SW 9 AVENUE	SW 9 AVENUE	<b>STATE MINOR ARTERIAL</b>	8LD	417	FDOT	53,500	63,800	D	
SW 9 AVENUE	SW 4 AVENUE		6LD	208	FDOT	41,500	49,200	D	
SW 4 AVENUE	ANDREWS AVENUE		6LD	5019	FDOT	23,000	49,200	C	
ANDREWS AVENUE	US-1		6LD	5020	FDOT	18,800	49,200	C	
US-1	MIAMI RD	<b>CITY COLLECTOR</b>	4LD	9459	COUNTY	12,684	21,700	D	
MIAMI RD	EISENHOWER BLVD		4LD	9616	COUNTY	11,153	21,700	D	
<b>I-595</b>									
I-95	US-1	<b>STATE PRINCIPAL ARTERIAL</b>	EXPWY8	2807	FDOT	98,000	221,100	B	

NOTES:

- [1] CLASSIFICATION OBTAINED FROM THE "BROWARD COUNTY HIGHWAY FUNCTIONAL CLASSIFICATION" DATED JANUARY 8, 2002.
- [2] OBTAINED FROM BROWARD COUNTY MPO YEAR 2001 ANNUAL AVERAGE DAILY TRAFFIC MAP DATED MARCH 28, 2002.
- [3] DAILY MAXIMUM SERVICE VOLUMES ARE OBTAINED FROM FDOT'S 2002 QUALITY/LEVEL OF SERVICE HANDBOOK OR FROM THE LOCAL GOVERNMENT OF JURISDICTION COMPREHENSIVE PLAN.
- [4] AADT OBTAINED BY AVERAGING THE ADJACENT COUNT STATIONS.
- [5] THE ADJACENT AADT WAS APPLIED FOR THESE ROADWAY SEGMENTS.

8. Public Utilities

The City’s proposed drinking water and wastewater improvements are provided in *Figure 2.12* below. All improvement projects shown are scheduled to be completed by the year 2011. These new improvements are part of the City of Fort Lauderdale’s Water and Wastewater Capital Improvement Program (Waterworks 2011). Future improvements are programmed and based upon population forecasts that extend through the year 2020. The population forecasts provide information for estimating future water demands and wastewater flow in the planning area. Population estimates are based on the Broward County Department of Strategic Planning and Growth Management data.

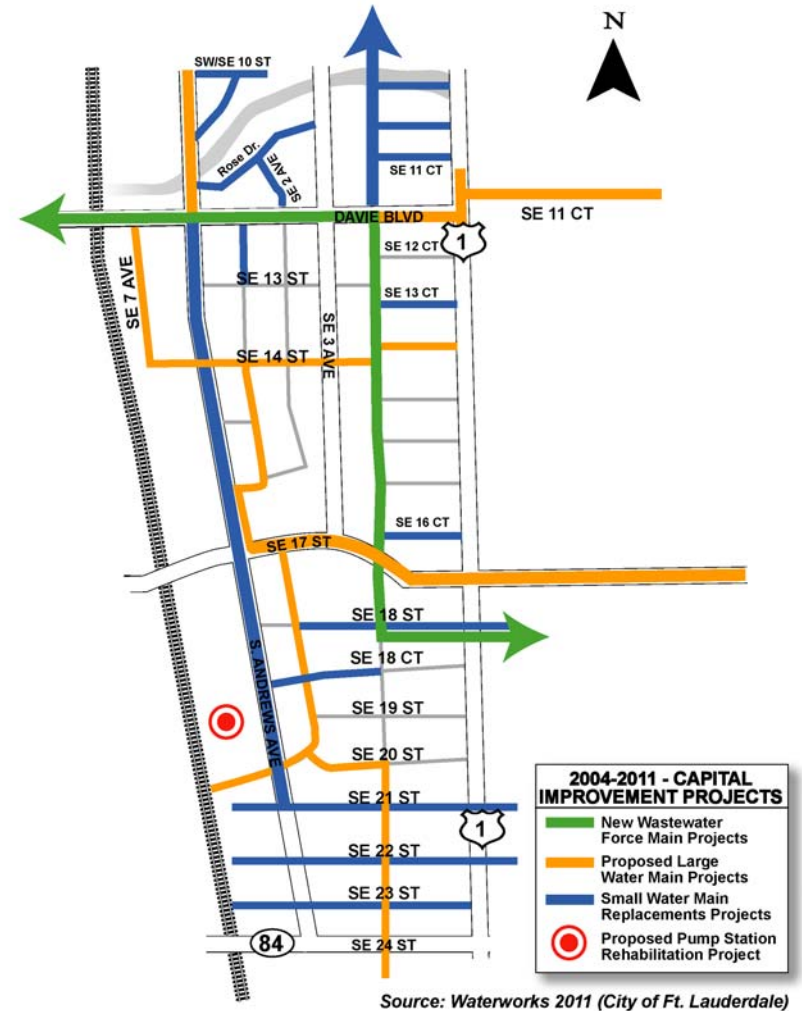


Fig. 2.12 - Water and Wastewater Improvement Projects

9. Greenways and Bike Paths/Lanes

There are currently no existing greenway or bike path/lanes that transverse the study area and there are none planned in the near future. However, there are several planned bike routes within the study area, which are scheduled for the year 2015. The planned routes are part of Broward County’s 2015 Bicycle Facilities Network Plan. The 2015 planned routes are shown below in *Figure 2.13*.

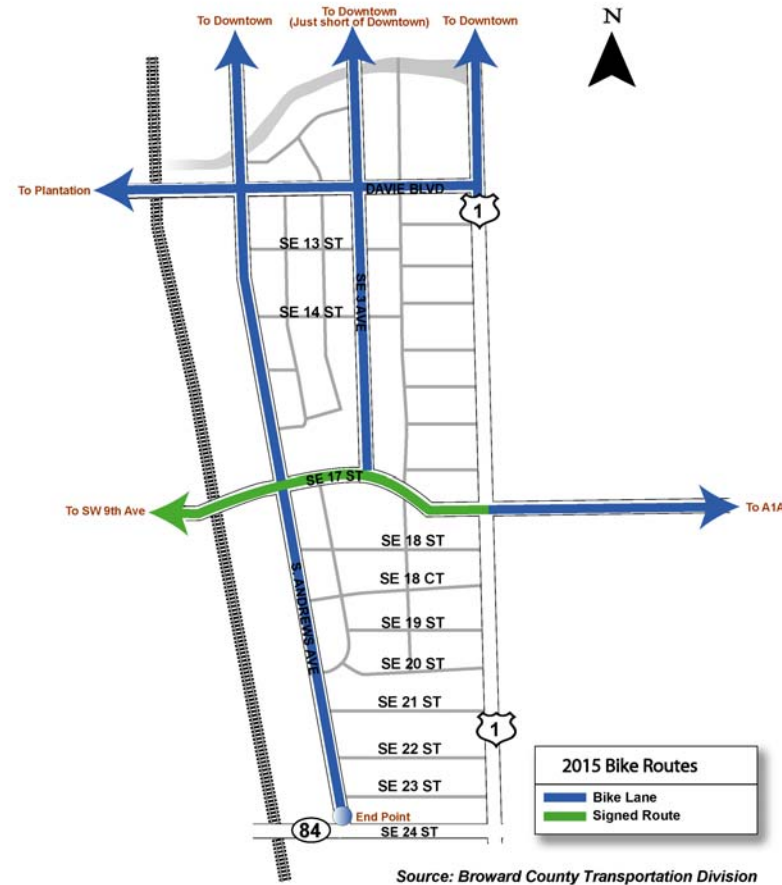


Figure 2.13- Future Bike Routes

### 10. Parks and Open Space

There are several City parks located in close proximity the study area, which are shown graphically in *Figure 8.0*. The City's current level of service for parks and open space are:

- One (1) acre for neighborhood and school-parks land for each one thousand residents. (City of Fort Lauderdale Comprehensive Plan, Policy 1.1.3)
- Two (2) acres of community and large urban parkland for each one thousand residents. (City of Fort Lauderdale Comprehensive Plan, Policy 1.1.4)

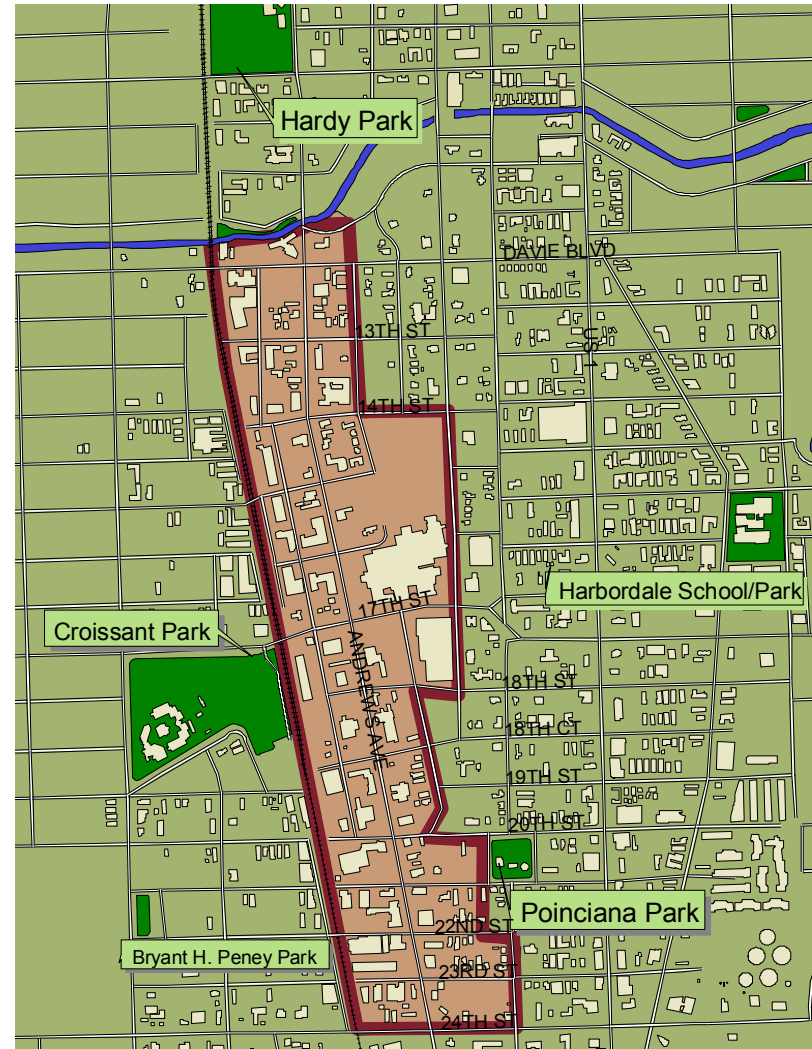


Figure 2.14 – Parks and Open Space