

The Charrette Plan

A. Introduction

The charrette plan was developed by the consultants during the week of June 12 through 19 as a synthesis of the public vision expressed during the Saturday workshop. During this process it became clear that the South Andrews study area represents a significant redevelopment opportunity that has been hampered by a variety of circumstances that show indications of turning around.

Historically, South Andrews Avenue has been a major commercial corridor connecting downtown Fort Lauderdale to the neighborhoods to the south. The location of the airport south of the study area naturally made this a strong area for commerce, but the construction of I-595 in the 1980's cut off the end of Andrews and diverted much of the through traffic onto US 1. Meanwhile, the thrust of growth in Broward County concentrated in the new suburban areas west of Interstate 95, with the older, established communities on the coast remaining fairly stable in terms of population growth, although the infrastructure and building stock in many areas experienced gradual deterioration through neglect. According to US Census Bureau figures for the decade from 1990 to 2000, Broward County experienced a robust population growth of almost 30 percent, while the City of Fort Lauderdale itself grew by a paltry 2 percent.

As the 21st Century dawned, however, several significant trends came into sharp focus. The first was that Broward County had virtually exhausted its supply of developable land, largely by spreading its growth over the western areas in a very low density suburban pattern. This pattern not only consumed an inordinate amount of land, but was, in the accepted manner of the late 20th century, characterized by an insistent separation of uses that relied almost exclusively on automobile transport to make the necessary connections. The result, predictably, is a level of traffic congestion that is becoming increasingly

unmanageable, as well as a general sense of disenchantment with the monotony of the suburban lifestyle.

This gave rise to the second major trend, the rediscovery of the downtown as a desirable area, not simply as a business district, but as a true 24-hour center of urban life. There has been a veritable boom in the construction of downtown residential units, while areas like Las Olas blossomed to offer a vibrant urban experience that simply cannot be matched by the typical suburban shopping center. The rediscovery of the traditional urban experience shows signs of radiating beyond the core, and certain neighborhoods near downtown have experienced sharp increases in property values.

Other areas, the South Andrews study area included, have lagged behind in participating in this urban renaissance. Many factors contribute to this, including a fragmented property ownership pattern that makes it difficult to assemble significant redevelopment sites, land development regulations conceived around more suburban development patterns, high land costs, and capacity and condition of existing infrastructure. Nevertheless, determined jurisdictions throughout the country have created success stories in just such neglected inner city neighborhoods, and it is even becoming a public policy priority as the limitations of the suburban pattern become increasingly evident.

The South Andrews study area potentially stands poised to become Fort Lauderdale's next "hot" area. Many factors are in place, and many others can be introduced to help this happen. The vision that emerged from the charrette clearly reflects this.

The redevelopment plan for South Andrews envisions a lively, mixed-use urban neighborhood characterized by low to mid-rise buildings, constructed close to the right-of-way lines that define a pedestrian-friendly environment at the street level with a variety of commercial and residential uses. The buildings have active street frontages with

parking located behind the buildings or at the interior of the blocks, frequently in parking garages. An overall plan of the study area depicting a conceptual eventual build-out is shown in Figure 4.1.



Figure 4.1 The Charrette Plan

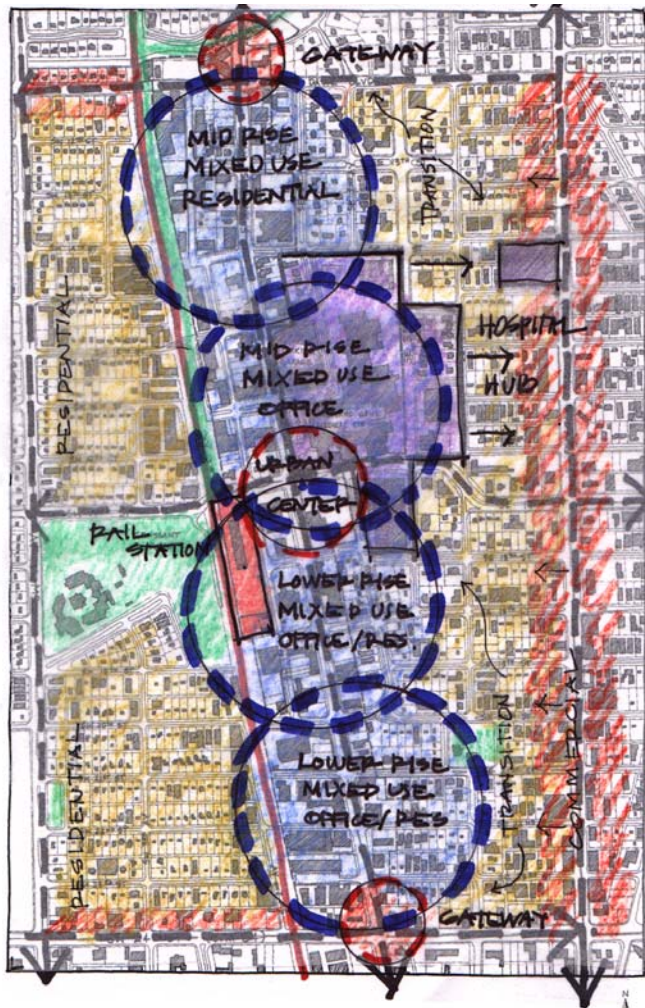


Figure 4.2 South Andrews Study Area

B. Elements of the Plan

Overall Organizing Principles

Existing Street Grid. The South Andrews study area consists of an established grid of streets creating blocks of a fairly regular dimension, usually no more than 400 feet in length. This street pattern is well suited for an urban development pattern, though the row of blocks on the west side of Andrews between 14th and 20th Streets have fairly shallow depths. This grid is a strong organizing element that serves as a clear orienting device and is easy to subdivide into areas of different characteristics.

Sub-Areas. The study area extends for over a mile along South Andrews Avenue, a distance too long to walk comfortably, and also too long to be perceived as a discrete area with only one distinctive character. The study area thus needs to be subdivided into a series of smaller planning units, which can then respond to a finer grain of development types. In evaluating the existing conditions, it became apparent that the area naturally seems to form four smaller areas of roughly equal size. These areas are identified in Figure 4.2 and may be described as follows:

- The North End, spanning from the Tarpon River to 15th Street, is characterized by smaller scale buildings with a variety of commercial uses. These include some of the older buildings in the area. Buildings along the railroad tracks are larger, predominantly one story in height and house a variety of storage and quasi-industrial commercial uses. The buildings along Andrews are smaller, one and two story buildings, some of which were originally residential, but are now converted to office use. Many are occupied by attorneys, who enjoy the proximity to the downtown courthouses and the visibility of individual offices. This area is seen as a fairly eclectic mixed-use district that could accommodate a variety of

uses from warehouse to office to several types of medium to high density construction. Since this area is closest to downtown and farthest from the airport, it is anticipated that the taller buildings (perhaps 8 to 10 stories) will tend to concentrate here.

- The Hospital District, extending from 15th Street to approximately 18th Street. This area is dominated by Broward General Medical Center, which occupies much of the property east of Andrews. There are a variety of other commercial uses in this area, mostly located on the west side of Andrews. The hospital is likely to continue expanding and improving its facilities in the future, and has plans for a professional office tower on the west side of Andrews.
- Town Center, extending from 17th Street to 20th Street. This area is proposed to evolve into the heart of the South Andrews neighborhood, with potential for a large civic square and the possibility of tying into regional transit service running along the FEC corridor. This location would contain a diverse mix of uses and would be ideal for a higher concentration of retail uses, due to the potential for increased foot traffic between the hospital and a possible transit center.
- South End is quieter than the rest of the study area, and would be a natural location for higher concentrations of residential uses ranging from two to five stories in height, small scale commercial buildings, and possibly storage and warehouse uses abutting the railroad line.

Roadway Improvements. Improvements to the existing streets will be an important factor in channeling vehicular traffic, enhancing the pedestrian experience, and providing additional convenient, curbside parking. A successful streetscape program is also helpful in establishing a distinctive image and identity for an area. The plan proposes the following improvements to the streets:

- South Andrews Avenue. This is currently a four-lane divided roadway within a 100-foot wide right-of-way. In places, there is a landscaped median, although the width is frequently minimized to provide left turn lanes. A curbside lane for parallel parking exists along both sides for most of the road's length, with parking meters in the immediate vicinity of the hospital. The sidewalks vary in width, but, for the most part, offer minimal pedestrian amenities. Figures 4.3 and 4.4 show typical photos of the existing conditions.



Figure 4.3 South Andrews at SE 17th



Figure 4.4 South Andrews Sidewalk at SR 84

Traffic counts along this section of South Andrews are fairly light; indeed, additional traffic would be beneficial to the prospects for future commercial and street level development. This could be accomplished by making South Andrews more of a through street by improving the connection to US 1 at SE 30th Street. Although this segment is beyond the study area, available vacant land exists to realign this intersection to create a more deliberate connection to US 1. In time, this connection would divert additional traffic from other congested streets onto South Andrews, which would then see the additional activity.

Within the study area, the proposed improvements to South Andrews include formalizing and enhancing the existing section. (Figure 4.5.) It would remain a 4-lane divided section, with a center median that would accommodate a left turn lane as needed. The curbside parallel parking lane is maintained and better defined with the addition of flare-outs at the

intersections and at regular intervals along the block faces. The flare-outs help make the parallel parking lane less vulnerable and exposed, while also providing additional areas for accent landscaping. The lanes are narrowed from 12 feet to 11 feet, and the center median is narrowed to 12 feet. The additional width is added to the sidewalks on either side, which include a 5 foot wide zone for landscaping and a 9 foot wide sidewalk extending to the edge of the right-of-way.

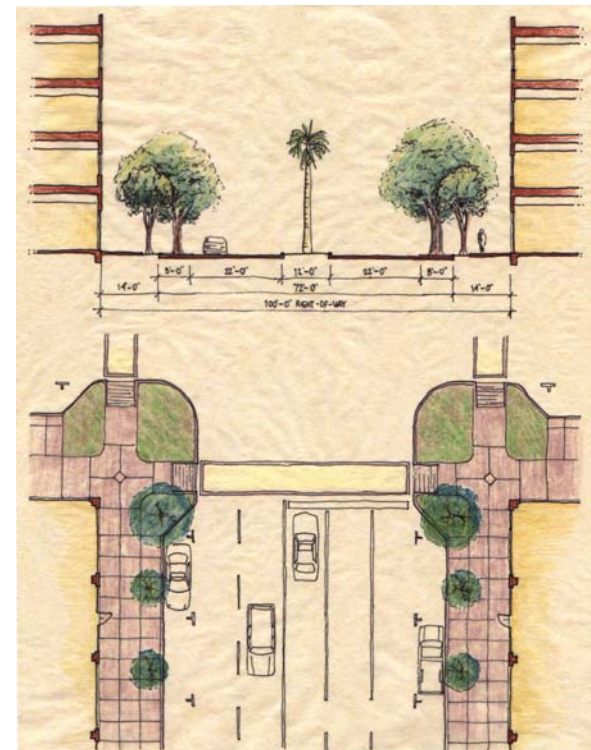


Figure 4.5 South Andrews Street Section

This section does not indicate bicycle lanes, which have subsequently been discussed as a possibility. The standard placement would be a 5-foot wide lane occurring between the outside vehicle lane and the parking lane. The bicycle alternative section is depicted in Figure 4.6. The addition of bike lanes can be accomplished by narrowing each of the other lanes slightly, but the sidewalk zone is reduced from 14 feet to 11 feet 6 inches. Allowing for an 8-foot wide clear walking path, a curbside zone of 42 inches in width is left for street trees, light fixtures and other street furniture. This is somewhat more cramped, but still generous by most standards. Again, this would assume that the building face would be placed at the right-of-way line, so that additional width could be achieved by setting back the building face. While the current code requires a 5-foot setback for the first nine feet of vertical height, most of the original existing buildings are placed at the edge of the right-of-way. This is the most appropriate placement for an urban district such as this one, and is the recommended setback for this plan.

The South Andrews street section is an urban one, with a relatively high proportion of hard surfaces. Nevertheless, landscaping should play an important role in softening the overall character, lending scale, and providing shade. There are two rhythms of tree spacing occurring along the curb. Smaller trees are placed alongside the parking lane, spaced at intervals of 20 to 30 feet, while more substantial canopy trees can be placed at the curb flare-out zones, where more space is available. Oak trees similar to those found along certain sections of the median would be an appropriate choice for these locations. The flare-outs are also opportunities for ground cover and seasonal color.

Construction materials and street elements can take a number of different approaches to help establish a distinctive character

for the area. The drawings indicate accent paving materials at crosswalks, which could also be extended to the sidewalks themselves. The new hospital garage has added light fixtures along South Andrews in a handsome, contemporary design that could be replicated throughout the area. Additionally, other thematic elements such as consistent street furniture, banners, seasonal decorations, and public art can help to reinforce the image of the area. The South Andrews Business Association has already expressed an interest in providing lighting enhancements and organizing artists to provide distinctive touches to selected areas of the sidewalks. While these efforts will be important to provide scale, character and quality to the pedestrian environment, it should not detract from the primary objective of encouraging redevelopment in the area.

- Southwest First Avenue. This street runs parallel to South Andrews within a 50 foot right-of-way. It takes a hard jog at 14th Street and dies into 20th Street. It is thus not a through street and has been functionally relegated to acting as a service road for many of the uses along Andrews. Nevertheless, it has some character, and features such attractions as the Antique Car Museum. Also, if passenger rail service is ever re-introduced along the FEC corridor, the station will likely front on SW First.
- SW 1st Street is currently a two-lane section with curbside parallel parking permitted on both sides. The proposed improvements leave this functionally unchanged but make simple enhancements, particularly to the parking lanes, which are formally defined by curb flare-outs. This allows for only a 6-foot sidewalk on either side, but the flare-out zones provide opportunities for landscaping to be introduced at regular intervals. The two-lane section with relatively narrow 11-foot moving lanes, coupled with the curbside parking should ensure

that this street will remain a fairly calm street with relatively slow moving traffic. It is seen as more of a quiet neighborhood street in contrast to the busier and more urban Andrews.

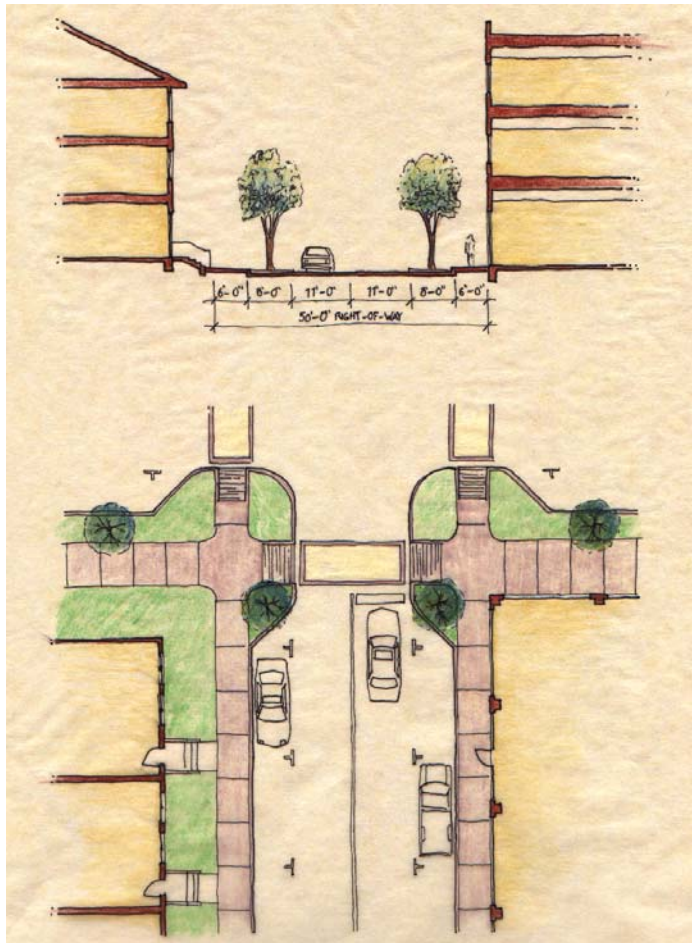


Figure 4.6 SW 1st Section

- **Cross Streets.** The east west streets that intersect Andrews at regular intervals are an important feature of this plan. This part of Fort Lauderdale was originally developed with a fairly regular grid pattern of streets that is very effective at dispersing traffic. There are multiple routes possible between any two points, so that any potential congestion can be quickly re-routed. The presence of the FEC rail corridor allows only every third or fourth street to cross, but this is nevertheless a fairly efficient traffic grid. Most of the right-of-ways are 80 feet in width. Other than Davie Boulevard (South 12th Street) and State Road 84 (South 24th Street) at either end of the study area, South 17th Street is the only street that carries any significant traffic volume.

The relatively wide streets with small traffic flows allow for these side streets to accommodate a generous amount of on-street parking, and every opportunity should be taken to add to the supply. Many of them already incorporate parking in a variety of configurations. The plan proposes to add additional on-street parking along all of these side streets. This is generally done in conjunction with additional landscaping and streetscape improvements.

The common goal for all of the streets in the study area is that they become more pedestrian friendly. The addition of on-street parking in as many locations as possible adds to the potential supply of pedestrians as well as serving as a protective buffer between the sidewalk and the moving lanes. Other improvements such as a consistent treatment of landscaping, paving materials, lighting, street furniture, and public art will help to create a coherent visual environment and a distinctive character for the South Andrews area.

It is important to emphasize that these streetscape improvements need not be expensive. While brick pavers can

provide a pleasant scale and texture to the sidewalk, they are significantly more costly than more ordinary paving materials such as concrete or asphalt. Limiting their use to certain accent features such as crosswalks can be quite effective. Ultimately, it is the quality of the buildings fronting the streets, especially the uses occurring at the street level, that have the most effect on the pedestrians perception of the level of interest and richness of the urban environment.

C. Community Amenities

While the quality of the streets are an important component of the overall community amenities, other amenities must be provided. A central one is public open space, which becomes all the more important in a dense, urban setting. The South Andrews corridor should have at least one significant public square, located near the center.



Figure 4.8 The Hotel At Town Center

Central Plaza. The plan proposes a new urban plaza located on the southeast block of the Andrews / 17th Street intersection. This

strategic location in the neighborhood center sub area situates the plaza near the center of the entire study area. It is close to the hospital, to be used by the many workers and visitors, as well as to capitalize on the increased pedestrian and commuter traffic. The design of this block, depicted in Figure 4.8, makes several assumptions about the future development in the surrounding area. The first is that the 17th Street frontage (the north side of the block) would be reserved for a development parcel for a use that complements the hospital activities; a hotel was mentioned by several as a possibility. The second assumption is that a future commuter transit stop would be located on the current FEC owned tract located between 17th and 19th Streets on the east side of the tracks, thus making 18th Street a potential pedestrian link for commuter traffic traveling between the station and various destinations along the Andrews corridor.

The illustration shows this proposed square as seen looking northward along Andrews, shown at the left of the image. The proposed hotel is shown in the background, the mid-rise structure occupying the north end of the block. It forms a backdrop for the square, a fairly formal design, bordered by tree-lined promenades along the bounding streets, with the center left open as a passive play field. The drawing also suggests that the hotel could be designed as a backdrop for this field, so that it could have an open air terrace facing the square that could double as a stage area for public performances, with the audience seated in the field. The southern edge of the square, facing SE 18th Street is shown as a wider, more hardscaped area, anticipating the increased pedestrian activity from the transit station. This would be a logical location for concession stands and street vendors, as well as serving as support for public gatherings in the square.

The presence of this square, while using a significant amount of valuable land, should enhance the values of the properties fronting it. The development standards for the area should reflect this with incentives to provide active, pedestrian-friendly frontages along these three sides. One of them (on the east side) is currently occupied by an older parking garage serving the hospital that will be a likely

redevelopment candidate within the next ten years. The potential plaza block and all of the fronting blocks should be designated as priority blocks in terms of influencing development decisions.

Greenway. Greenways are another aspect of a public open space system that provides linear green spaces for pedestrian and bicycle routes. They can be used to link major public destinations and parks into an integrated network of public parkland. Currently, there is a proposal under study to use part of the FEC rail corridor as a greenway to link the linear park along the Tarpon River to 17th Street. It could be extended further south along the corridor, particularly if the commuter rail station can be realized, thereby creating another destination along the route. 17th Street (or, better, 18th Street, again, if the rail station occurs as anticipated here) becomes an east-west connection of the greenway system, connecting to the square and continuing to the hospital. Greenways should be regarded not just as park spaces, but can also be routed along urban streets when appropriately treated with streetscape elements.

Pocket Parks. Smaller open spaces should also be introduced at various locations to provide some relief to the urban street experience. These can take the form of simple pedestrian passageways through a block, a landscaped courtyard, an enhanced median space, or a small park on a leftover parcel. They can be provided by the public sector by acquiring the land outright or by the private sector by providing appropriate incentives within the development regulations. The proposed plan suggests several locations for such spaces; typically these can be easily accomplished by minor adjustments to development plans. For example, the setback along the north side of the proposed medical office building could be enhanced to form a pleasant pedestrian passageway leading from Andrews to the Antique Car Museum. Other possibilities include enhancements to the medians on 13th Street and the stubs of the streets that do not cross the railroad tracks.

Civic Uses. Civic uses, for purposes of this plan, are defined as non-commercial uses that are open to the public. They may include such facilities as government service offices, libraries, churches, and schools. The allocation of such facilities is typically determined from a wider, regional planning perspective, and is beyond the scope of this study. Nevertheless, the intensity of future development proposed in this plan is likely to impact the civic uses in the area, so the provision of additional civic uses within the study area should be considered.

The civic use that is likely to cause the largest impact is schools. The existing schools in the area and their capacities are discussed in Section II of this report. The addition of additional residential units within the study area has a proportionate effect on student population, and thus has an impact on the public schools serving the area. This effect can be mitigated by the addition of a charter school.

D. Redevelopment Opportunities

Redevelopment is the essence of the South Andrews Plan. The study area has, for the most part, languished as development activity concentrated in the western areas of Broward County. With the imminent build-out of easily developed greenfield areas, attention has once again turned to neglected inner city areas. Property values have already anticipated this trend, and the asking prices for many of the parcels in the study area indicate a much more intensive level of development. On the one hand, it could be argued that speculative interest has run ahead of market realities, but, on the other hand, it is evident that the South Andrews area is poised for a significant re-alignment of its development pattern. The redevelopment proposal presented here is an aggressive one that accommodates a substantial increment in new development, one that will permit steady growth in the area for a number of years to come. Growth trends in Broward County would seem to support such levels of development, although

they have heretofore been concentrated in the western portions of the county.

Before delving into the details of the redevelopment proposal, it should be noted that it implies changes to current land development regulations, but, more importantly, will require Broward County approval for additional residential units in the study area. This will be discussed in greater detail in Section VI of this report.

In broad terms, there are few parcels in the study area that are not redevelopment candidates. Much of the existing building stock is older and nearing the end of its useful life. The cost of remodeling in compliance with contemporary life safety codes is probably prohibitive, given the opportunity cost of a new structure that could be built on the same site. There are several structures designated as historic buildings that need to remain. Certain other buildings, such as the one housing the Antique Car Museum, have had substantial improvements made and appear to be stable for the foreseeable future.

Redevelopment on the scale proposed here will also involve a major shift in land uses. There are currently few residential uses in the study area, and demand for close-in, urban housing will likely be strong in the future. On the other hand, many existing uses are light industrial uses such as repair, warehousing, and various trades. These are concentrated primarily on the west side of Andrews, near the railroad tracks. While these uses are essential for a healthy, well-rounded economy, there will be increasing pressure for them to relocate as property values increase and the character of the area improves. No forced relocation is proposed; it is assumed that the inherent value of the property will eventually make moving to a more appropriate location a compelling proposition. Nevertheless, the presence of an active railroad track does pose some difficulties for certain uses. Many examples can be cited of innovative buffering for successful residential and office developments near rail lines, but it does remain a questionable proposition. There will still be a demand for warehouse

and other passive uses that would be appropriate for sites bordering the tracks, particularly those that can develop vertically.

Land Uses. The South Andrews area is anticipated to attract the following land uses for redevelopment activity:

- Medium to high density residential. This would range from townhouses of 2-3 stories, live-work townhomes with a ground level office, to mid-rise flats, both rental and for-sale.
- Retail space, limited to smaller, specialty tenants and service businesses supporting the hospital. This would be concentrated in the area around the hospital and the neighborhood center, and would occupy ground level space along the busier pedestrian streets. Retail, as defined here, would also include such uses as restaurants, cafes, and service businesses that have public traffic.
- Office space, primarily targeted at smaller, niche tenants that are not interested in the anonymity of downtown office towers. This could take the form of smaller, stand-alone buildings, or certain floors of mixed occupancy buildings.
- Warehouse and storage. The close proximity of the coast, downtown, and many of the upscale neighborhoods of Fort Lauderdale creates a strong demand for space to store small boats, exotic cars, jet-skis and other accessories of the good life, as well as the normal storage needs of affluent areas. Much of the warehouse space in the area is used for these purposes already. The presence of the railroad tracks and the existing warehouse uses makes this

area a good candidate to locate an upgraded, stacked storage use.

- Hospital support. The hospital will likely expand its facilities in the future, and other related uses such as professional office, pharmacy, medical devices, etc., should be in demand in the immediate vicinity of the hospital campus itself.
- Hotel. A large facility in close proximity to the hospital could accommodate extended treatment situations, family members of inpatients, etc. This could be a full-service hotel with additional support from increased pedestrian traffic.
- Public and civic uses. The most important such use that is contemplated for this area is a transit station. The possibility of commuter rail along the FEC corridor and the proximity of the hospital make this a natural location for a transit stop. This could also function as a multi-modal facility to transfer bus and rail passengers.

E. The Redevelopment Scenario

Based on the public improvements proposed for the streets and public spaces, an evaluation of the real estate and development market, an assumed allocation of land uses, and public input to the overall vision, a conjectural development scenario was derived for the study area. This represents an idealized build-out of the entire area, looking forward about twenty years. While specific redevelopment suggestions are made for each parcel, these should not be interpreted as the only options. The development scenario is done to assess the overall scale and impact of the proposed development and then to guide the

formulation of policies and implementation strategies to achieve a result in general accordance with the vision.

The scenario will be presented here as a narrative and visual tour through the study area, generally proceeding from north to south.

The North End. The area between the Tarpon River and approximately 15th Street is closest to downtown and farthest from the airport. (Figure 4.9) For these reasons, it is likely to see the densest and tallest developments in the study area, in some cases extending 8 to 10 stories in height. Land use will likely concentrate on office and denser residential. The taller buildings will cluster along the Andrews frontage, with heights tapering down toward the railroad tracks and the neighborhoods to the east. Andrews will see more mixed-use buildings, with office, residential, and some limited retail at the ground level. SW First Avenue will be a quieter street, more residential in character, with heights in the four to five story range, and possibly some urban townhouses. Some of the parcels along the railroad could also accommodate stacked warehouse/storage uses.



Figure 4.9 The North End

Figure 4.10 shows a view of South Andrews as it crosses the Tarpon River. This view looks southwest, towards the women's center. The Tarpon River crossing is the gateway into the South Andrews area, and this view suggests how simple improvements can make this a special place. Currently, one is barely aware of crossing the river, but simply pruning the trees lining the banks would open up a view of the water. Adding special light fixtures and paving would mark this as a transition into a new urban district and encourage one to look to the side at the water. The view also suggests that the women's center will eventually improve its facilities with the mid-rise buildings shown on the far side. These could include administrative offices, residential units, and communal facilities and would fit in very well into the character of the redeveloped neighborhood.



Figure 4.10 The Tarpon River Crossing

Figure 4.11 illustrates a view up SW First Avenue. This view shows the general character anticipated for the area, a relatively narrow and intimate street section with predominantly residential buildings placed close to the sidewalk. The buildings shown are three stories, but anything from two to five stories would be considered compatible with the general scale of the street. This view also suggests that the architectural style of the buildings could also express a more modern tradition, in keeping with the existing character of the area, which, while eclectic, does have some handsome examples of early twentieth century contemporary architecture. These buildings could house traditional apartment flats, taller loft spaces, or even office uses.



Figure 4.11 SW 1st Avenue

Village Center/Hospital District. This is really the heart of the South Andrews study area, and redevelopment activity here will be driven by two factors: the continued growth of the hospital and its associated uses, and the deliberate objective of establishing this area as a neighborhood center. Figure 4.12 shows a plan of this area.

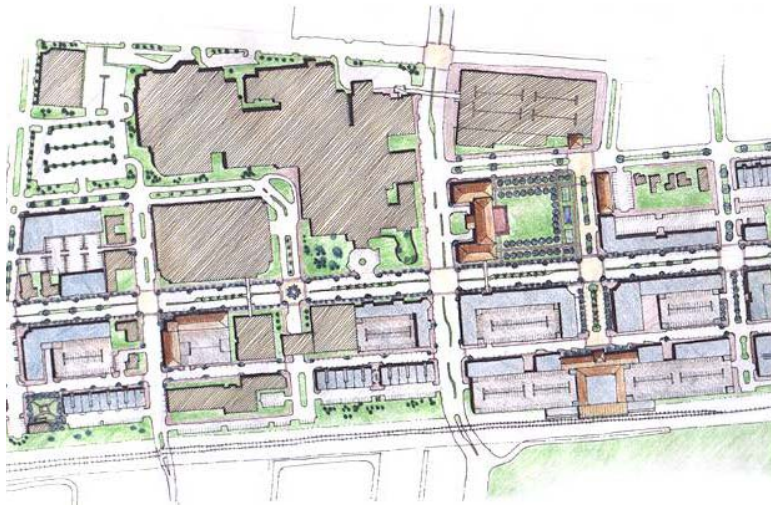


Figure 4.12 Hospital District/Town Center

The hospital is currently constructing a significant expansion, and construction of an eight story professional building is scheduled to begin soon on the west side of Andrews. Future expansion of the hospital campus itself will likely continue to concentrate on the east side, along SE 3rd Avenue, but there should be opportunities for related businesses and uses to fill in along Andrews. As one of the major employers in the region, the hospital will continue to bring significant daytime activity to the area. A goal of this plan is to encourage both patients and employees to explore the area beyond the hospital and to thereby add to the vital mix of pedestrian activity in the area.

The area just to the south of the hospital defines the center of the study area, includes a major east-west connector (17th Street) that leads eastward to the beaches, and could become the heart of the revitalized South Andrews neighborhood. The plan proposes several key elements that will help this happen. The first is the introduction of a major civic square, as was previously discussed, and as illustrated in Figure 4.8. The second element is the potential introduction of passenger rail service along the FEC corridor. Whether or not this will happen is a matter extending well beyond the scope of this study, but from a cursory examination, there is a growing congestion problem in Broward County, limited options for addressing it, and the rail corridor is already in place. There seems to be compelling logic to assume that this is a real possibility. Assuming that this will be the case, and narrowing our focus back to the study area, it seems logical that a stop should be located near the hospital. One potential site is already owned by the FEC Railway and is currently an industrial site. Rather than just having a trackside stop located in the rail right-of-way, this plan proposes that this site be used to create a true multi-modal transit facility, with several other features that will have beneficial effect on the type of development proposed here.

First, this site is large enough to serve as a park-and-ride facility. A significant amount of public parking could be accommodated on this

site, making it a good transfer point for traffic from surrounding neighborhoods to come here, park, and ride the train into downtown – or other destinations. Several east-west bus routes could also be brought to this site to transfer to the train. Finally, this stop itself should support the street life in the area, since the hospital/town center will become a destination in itself. The transit station is seen as a traditional station that is a civic center of life, with retail and service uses that support the pedestrian traffic. It is anticipated that most of the rail traffic will be going to or from the hospital, so the blocks between the two will be the most valuable in terms of reinforcing the feeling of the town center.

Figure 4.13 shows a view along SW 18th Street, looking west toward the proposed transit station. The station is treated as a civic destination, with a clock tower on axis at the end of the street. The buildings lining SW 18th Street should have active, pedestrian oriented uses such as service retail to help serve the pedestrian traffic. Upper floors could be a variety of uses, but offices seem to be the most likely.



Figure 4.13 The Transit Station at SW 18th Street

The pedestrian activity between the hospital and the transit stop will also help to generate activity around the square, located on the east side of Andrews. As previously discussed, the hotel site is proposed to occupy the north side of this block, both to form a backdrop for the square as well as to place the hotel in an advantageous position, with an address on 17th Street and close proximity to both the hospital and transit stop. The only difficulty is parking for the hotel, which has to be located on an adjacent block.

The hotel parking could be accommodated in one of two locations, on the block to the west or to the east. For purposes of this plan, it was assumed to be on the west side, across Andrews, in a new mixed use development that would include a parking garage large enough to accommodate the hotel parking as well. The other possibility is for the parking to be shared with hospital staff parking in a facility on the east side. This is currently occupied by a parking garage that has flooding problems, and will be redeveloped in the future. Hopefully, the eventual redevelopment of that block will also incorporate some more pedestrian friendly uses to border the east side of the square.

If the hotel parking is across Andrews, it might include a pedestrian bridge connection over Andrews. While this is not generally encouraged, since it takes pedestrian activity off the street, it could be arranged to be a relatively single-purpose bridge, primarily useful for those going from the hotel to their car. A similar pedestrian bridge is proposed to connect the new hospital garage with the professional building, so the two could be used to frame a special part of Andrews that would give the hospital enhanced visibility. Figure 4.14 shows a view looking north along Andrews, with the hotel at right and the proposed mixed-use development on the left. It also shows the general feeling of the town center environment, with active sidewalks lined with retail, and mid-rise buildings housing office and residential uses.



Figure 4.14 South Andrews at Proposed Hotel

South End. The south part of the study area is currently less developed, with small offices, and some service uses related to the airport. This is seen as a quieter area, with lower, less dense development. The blocks on the west side of Andrews are larger, and many are already assembled under common ownership. These could be easily redeveloped as upscale, well-amenitized townhome communities that would appeal to a buyer looking for something between suburban and an urban high-rise, sufficiently close to a proper urban neighborhood. The east side is smaller parcels, difficult to redevelop, but that could accommodate small, stand-alone office buildings. This area must also be sensitive to the neighborhood to the east, which has already begun to see encroachment by small commercial uses. The plan proposes to concentrate the commercial in smaller buildings along Andrews, with parking located behind. This allows the buildings to front on Andrews directly while using the parking to act as a buffer to the neighborhoods behind.

Figure 4.15 depicts a street scene along this part of Andrews. The scale of the buildings is smaller and more intimate, while the parking behind still allows them to front directly on the sidewalk. Curbside parking and enhanced landscaping complete the feeling of a pleasant, urban neighborhood.

This vision for South Andrews proposes a significant increase in overall development intensity, but it does respond to what appear to be several strong trends occurring in Fort Lauderdale. The main goal of this study is to anticipate these trends and to position the South Andrews area to take advantage of them while also helping to control its own destiny. The remaining sections of this report will look more closely at the strategies necessary to achieve this vision.



Figure 4.15 South Andrews Sidewalk Scene

