A Summary of Projects and Recommendations to Transform Broward Boulevard
ACKNOWLEDGEMENTS

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This master plan document represents the citizens’ ideas and vision for the future of Broward Boulevard in downtown Fort Lauderdale, Florida. The designs, illustrations, and graphics included within this report are meant to convey that vision and are conceptual in nature.
# Broward Boulevard Gateway Implementation Plan

## Table of Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Executive Summary</strong></td>
<td>4</td>
</tr>
<tr>
<td><strong>The Public Process</strong></td>
<td>6</td>
</tr>
<tr>
<td><strong>The Vision</strong></td>
<td>8</td>
</tr>
<tr>
<td><strong>Neighborhoods &amp; Districts</strong></td>
<td></td>
</tr>
<tr>
<td>A Corridor of Neighborhood &amp; Districts</td>
<td>10</td>
</tr>
<tr>
<td>Districts of Broward Boulevard</td>
<td>11</td>
</tr>
<tr>
<td>TOD Districts</td>
<td>12</td>
</tr>
<tr>
<td><strong>The Corridor</strong></td>
<td></td>
</tr>
<tr>
<td>Projects on Broward Boulevard</td>
<td>13</td>
</tr>
<tr>
<td><strong>The Riverbend District</strong></td>
<td></td>
</tr>
<tr>
<td>Existing Conditions</td>
<td>16</td>
</tr>
<tr>
<td>Recommendations</td>
<td>17</td>
</tr>
<tr>
<td>Project 1: Large Format Retail Center</td>
<td>18</td>
</tr>
<tr>
<td>Project 2: The Riverbend North Parcel</td>
<td>20</td>
</tr>
<tr>
<td>Project 3: Tri-Rail &amp; Broward Boulevard</td>
<td>22</td>
</tr>
<tr>
<td><strong>North Fork District</strong></td>
<td></td>
</tr>
<tr>
<td>Existing Conditions</td>
<td>26</td>
</tr>
<tr>
<td>Recommendations</td>
<td>27</td>
</tr>
<tr>
<td>Project 4A: The Salvation Army Site</td>
<td>28</td>
</tr>
<tr>
<td>Project 4B: The North Fork Bridge</td>
<td>30</td>
</tr>
<tr>
<td><strong>Broward Boulevard Core District</strong></td>
<td></td>
</tr>
<tr>
<td>Existing Conditions</td>
<td>34</td>
</tr>
<tr>
<td>Recommendations</td>
<td>35</td>
</tr>
<tr>
<td>Project 5: The Police Station Site</td>
<td>36</td>
</tr>
<tr>
<td>Project 6: Streetscape Improvement Strategies</td>
<td>38</td>
</tr>
<tr>
<td><strong>Arts &amp; Entertainment District</strong></td>
<td></td>
</tr>
<tr>
<td>Existing Conditions</td>
<td>42</td>
</tr>
<tr>
<td>Recommendations</td>
<td>43</td>
</tr>
<tr>
<td>Project 7: 5th Avenue Roundabout</td>
<td>44</td>
</tr>
<tr>
<td><strong>Downtown District</strong></td>
<td></td>
</tr>
<tr>
<td>Existing Conditions</td>
<td>48</td>
</tr>
<tr>
<td>Recommendations</td>
<td>49</td>
</tr>
<tr>
<td>Project 8: Broward Boulevard Lane Reduction</td>
<td>50</td>
</tr>
<tr>
<td>Project 9: Las Olas Plaza</td>
<td>58</td>
</tr>
<tr>
<td><strong>Broward Boulevard East District</strong></td>
<td></td>
</tr>
<tr>
<td>Existing Conditions</td>
<td>62</td>
</tr>
<tr>
<td><strong>Land Development Code Analysis</strong></td>
<td></td>
</tr>
<tr>
<td>Land Development Code Recommendations</td>
<td>68</td>
</tr>
<tr>
<td>Comprehensive Plan Recommendations</td>
<td>69</td>
</tr>
<tr>
<td>TOD District Standards</td>
<td>70</td>
</tr>
<tr>
<td>Recommended Frontage Standards</td>
<td>71</td>
</tr>
<tr>
<td>Parking Recommendations</td>
<td>77</td>
</tr>
<tr>
<td>Streamlined Approval Process</td>
<td>80</td>
</tr>
<tr>
<td><strong>Implementation Matrix</strong></td>
<td>81</td>
</tr>
<tr>
<td><strong>Appendices</strong></td>
<td></td>
</tr>
<tr>
<td>A. Background, Data, and Analysis</td>
<td></td>
</tr>
<tr>
<td>B. Public Involvement Plan</td>
<td></td>
</tr>
<tr>
<td>C. Market and Economic Study</td>
<td></td>
</tr>
<tr>
<td>D. Walkability Analysis</td>
<td></td>
</tr>
<tr>
<td>E. Traffic Analysis</td>
<td></td>
</tr>
<tr>
<td>F. Summary of Previous Studies</td>
<td></td>
</tr>
</tbody>
</table>
EXECUTIVE SUMMARY
Broward Boulevard Gateway
Implementation Plan

The Broward Boulevard Gateway Implementation Plan envisions Broward Boulevard evolving into a signature entry to the City, characterized by wide, shaded sidewalks; urban redevelopment that creates a sense of place through the careful positioning of buildings, parking, and landscaping; a rich mix of uses that serve the daily needs of residents, visitors, and businesses; safe and attractive facilities for bicycles and transit; and many convenient transportation choices.

The Plan has been developed in a climate of renewed interest, both locally and nationally, in the benefits of sustainable urban environments and the links among livability, mobility, and quality of life. A Core Partners Committee, comprised of nine different public agencies and local governments, was formed to work with the City to improve long-term mobility and quality of life. The Core Partners Committee helped guide the process of creating the Plan as well as review its findings and recommendations.

This Plan is the result of a multi-step, public process. The first step included collecting and analyzing the planning, transportation, and visioning studies that had been conducted over the course of previous years. Not surprisingly, improved quality of life, protecting existing neighborhoods, and providing a healthy climate for business opportunities were identified as common themes that are reinforced by this Plan.

Public involvement was critical during this process. Over 23 public presentations, nearly 50 individual interviews, and a day-long public design workshop were part of the public involvement campaign. These efforts facilitated the incorporation of information and ideas from a wide range of community stakeholders.

After gathering public input, the following steps were taken:
• existing conditions (property ownership patterns, future land use, and zoning) along the Broward Boulevard corridor were analyzed;
• major parcels and their redevelopment potential was studied;
• key projects and potential design scenarios were identified throughout the study area;
• incremental, implementable improvements to bring multi-modal balance to the corridor were identified.

The result is a series of analyses and recommendations for implementing a range of projects, including infrastructure improvements, regulation updates, and potential redevelopment opportunities that will advance the corridor towards achieving the overall vision.
EXECUTIVE SUMMARY
Broward Boulevard Gateway Implementation Plan

BROWARD BOULEVARD KEY RECOMMENDATIONS

1. Maintain the Core Partners Committee for project oversight and implementation.
2. Coordinate with Riverbend retail developers to provide excellent pedestrian environments on Broward Boulevard and W 27th Avenue.
3. Build vertical circulation, transit shelters, and new access ramps at Broward Boulevard and I-95.
4. Coordinate Salvation Army redevelopment, improvements to the North Fork River Park, the proposed riverfront multi-purpose path, and the Broward Boulevard Bridge to create a major gateway element on Broward Boulevard.
5. Update the Land Development Code to enhance streetscapes and livability.
6. Implement an Infill Shade Tree Planting Program.
7. Build a roundabout at 5th Avenue and Broward Boulevard.
8. Reduce the number of travel lanes on Broward Boulevard east of 7th Avenue to emphasize Broward Boulevard as the gateway to Downtown.
10. Build the Las Olas Plaza to establish a critical pedestrian link between east and west Las Olas Boulevard.

Broward Boulevard existing conditions looking west.

Proposed view of Broward Boulevard with shade trees, enhanced sidewalk width, and a disciplined urban form.

No shade makes for a hot wait for the bus and will not attract “choice” riders.

The existing shelters provide some shade, however, the greatest shade on the corridor, as seen above, could be provided by the addition of shade trees.
Purpose
To ensure participation in the Broward Boulevard Implementation Project by actively encouraging and facilitating the involvement of citizens, business owners, special interest groups, partner agencies as well as elected and appointed officials.

Public involvement and input has been a fundamental element of the development of the Broward Boulevard Gateway Implementation Project. Over 23 public presentations, nearly 50 individual interviews, and a day-long public design workshop were part of the public involvement campaign that has been instrumental in crafting priorities and recommendations for the project. In addition, the Core Partners Committee has provided continual oversight from a multi-agency, multi-discipline perspective.

The Core Partners Committee was formed by the City of Fort Lauderdale in conjunction with South Florida Regional Transportation Authority (SFRTA), Broward Metropolitan Planning Organization (MPO), Florida Department of Transportation District 4 (FDOT), Broward County Transit (BCT), Fort Lauderdale Community Redevelopment Agency (CRA), and the Fort Lauderdale Downtown Development Authority (DDA).

In February 2012, the Core Partners Committee engaged Treasure Coast Regional Planning Council to develop the Broward Boulevard Gateway Implementation Project. With substantial public input, the result is a series of analyses and recommendations for implementing projects that will advance the corridor towards achieving the overall corridor vision.
On August 4, 2012, the planning team hosted a Public Design Workshop from 9:30 am until 3:00 pm at the Broward Center for the Performing Arts. The workshop was advertised with flyers and a press release that were distributed digitally and in hard copy. Over 60 people attended the workshop and their ideas and concerns were documented in the drawings and presentations they made. This input was critical in establishing key projects and priority issues for the corridor.

The efforts of many community and business leaders have made this effort possible. A huge thanks goes to:

Beverly Heights Homeowners Association; City View Townhomes Association; Colee Hammock Homeowners Association; CRA Advisory Board; Dorsey-Riverbend Homeowners Association; Downtown Civic Association; Durrs Homeowners Association; Flagler Village Civic Association; Fort Lauderdale Downtown Development Authority; Fort Lauderdale Alliance; Riverland Civic Association; Riverside Park Residents Association; Sailboat Bend Civic Association; Sweeting Estates Homeowners Association; Tarpon River Civic Association; Victoria Park Civic Association.

**Key Ideas**

- Humanize Broward Boulevard to the greatest extent possible;
- The North Fork Bridge is an opportunity to create a proper entry;
- Raise the North Fork Bridge to accommodate pedestrian underpass and larger vessels;
- Provide mixed-uses on Broward Boulevard;
- Extend The Wave to Tri-Rail;
- Retail development site at SW 27th Street should provide “Mainstreet” look on Broward Boulevard;
- 7th Avenue is the effective entry to downtown – the place to create aesthetic change;
- Protect the neighborhoods;
- Brand the City logo and provide consistent monuments at key points along the corridor.
Broward Boulevard Overall Corridor Vision

Broward Boulevard is envisioned to evolve into a high-quality pedestrian realm, characterized by wide, shaded sidewalks; an urban redevelopment that creates a sense of place through the careful positioning of buildings, parking, and landscaping; a rich mix of uses; safe and attractive facilities for bicycles and transit; and many, convenient transportation choices.

A view of Broward Boulevard looking westward from downtown provided by Kittelson and Associates.

Proposed roundabout at SW 5th Avenue and Broward Boulevard. The roundabout would have a dramatic effect on the entry to the Arts District and downtown Fort Lauderdale.

The Wave Streetcar project is poised to forever improve the mobility of downtown Fort Lauderdale.

This rendering illustrates how proposed out parcels and retail frontages could address Broward Boulevard creating a more interesting, transit-supportive environment.
THE VISION

Implementation Plan

To support the positive progress and urban redevelopment ongoing in Fort Lauderdale, Broward Boulevard must transition from an auto-dominant, pedestrian-hostile, placeless arterial into a multi-modal, mixed-use, and aesthetically pleasing Gateway to Downtown. This transformation will occur over time, and must respect and protect the adjacent neighborhoods. Change will be delivered in large and small projects, through public and private investments, policies, and commitments. A single, transformative intervention will not achieve the goals laid out in this Vision; rather, the implementation of a series of strategic steps, coordinating the efforts of many stakeholders will begin to shift the corridor towards this Vision and balance its function and purpose for all users. Strategies to begin achieving this Vision are illustrated in this Report.

An overall “Master Plan” drawing was developed, shown above, to illustrate how distinct projects might be implemented into the corridor. The following pages illustrate those projects in greater detail.
In addition to the east-west gateway to downtown Fort Lauderdale, Broward Boulevard is the front door to many in-town neighborhoods. The map above identifies the primary neighborhoods adjacent to the corridor.

Input provided by the public, in conjunction with the existing physical characteristics of the corridor, suggest that Broward Boulevard is actually comprised of segments or districts, each with their own opportunities and constraints.
By identifying distinct districts that comprise Broward Boulevard, attention was focused on what unique and defining characteristics of each should be improved upon. While the Overall Corridor Vision applies to all districts, each of these segments has specific opportunities and challenges. These recommendations and projects are organized by district, providing a vision for each district and recommended projects to implement that vision.
Two significant mobility hubs are located in the study area: the existing Tri-Rail Station and the future Wave/FEC passenger rail station, planned north of Broward Boulevard. These hubs provide opportunities for viable, successful TOD, which utilizes transit infrastructure to maximize development potential. The area within a quarter-mile of each hub (Transit Core) should develop as a high-density, mixed-use, walkable environment with strong pedestrian and bicycle links extending through the second quarter-mile area (Transit Neighborhood) to facilitate access and capture ridership.
In order to implement the Overall Corridor Vision, a series of distinct and implementable projects and policies have been identified. The “Master Plan” drawing above identifies the primary projects and recommendations. Organized by district, the following pages describe these projects in greater detail.
The Riverbend District

West 27th Avenue to I-95; NW 2nd Street to SW 1st Street and SW 2nd Court
The Riverbend District is typified by large undeveloped parcels, transit infrastructure, and a bleak pedestrian environment. Despite having destinations such as the Broward County Sheriff’s Office, Strayer University, and the Fort Lauderdale Tri-Rail/Amtrak Station, this district is challenging for transit riders and pedestrians, and needs to be unified through redevelopment of the vacant parcels.

Neighborhood in the District:
Riverland

Issues in the Area:
Residents were supportive of project elements that were presented in a conceptual plan for a large format retail store redevelopment at SW 27th and Broward Boulevard to reduce potential impacts to the neighborhood.
THE RIVERBEND DISTRICT RECOMMENDATIONS

Implementation Projects

1. High design standards should be applied to redevelopment along SW 27th Avenue and Broward Boulevard to enhance the entry to downtown Fort Lauderdale (public rights-of-way should not be dominated by backs of buildings, parking lots, or loading areas).

2. Successful multi-modal transportation and a superior pedestrian realm should be ensured by a high percentage of building frontage along streets with wide, shaded sidewalks.

3. Development in the district should take advantage of the sites’ unique features, including Develoe Park Lake and access to premium transit.

4. The area within a quarter-mile of the Tri-Rail Station should be developed as TOD, transitioning from high-intensity buildings to medium-scale, mixed-use buildings to primarily residential neighborhoods.

5. The uncomfortable and potentially dangerous experience of walking across the Broward Boulevard Bridge over I-95 to Tri-Rail should be improved.

6. Two vertical circulation towers with shelters should be built along the existing outside lanes of Broward Boulevard to provide direct access to the Tri-Rail Station (Project 3).

District Strategy

The Riverbend District has the opportunity to realize the overall corridor vision and to foster significant TOD around the Tri-Rail/Amtrak Station. The intercity commuter service will transfer to planned express bus service on Broward Boulevard, which provides direct access to the downtown core and the forthcoming Wave streetcar system. Two large sites, one on each side of the corridor, have significant potential for private redevelopment that could transform the area. In order to maximize both transit investments and redevelopment potential, critical public infrastructure is necessary for these premium transit services to fully engage the corridor and the city.
**Opportunities**
- 32-acre parcel under consideration for redevelopment as a large format retail store.
- With nearly 2,200 linear feet of frontage along SW 27th Avenue and Broward Boulevard, the site has great potential to enhance the corridors and intersection.

**Recommendations**
- Large format stores and parking should be located to the rear of the property and smaller out parcels with retail frontages should address the corridors.
- Replace the typical deep landscape buffers and setbacks with one of the following treatments:

**Enhanced Sidewalk Condition:** generous sidewalks, proper building placement, and landscape treatments create a transit-supportive and attractive environment.
LARGE FORMAT RETAIL CENTER

Enhanced Sidewalk

Street section showing the Enhanced Sidewalk Condition, which uses hardscaping in the front setback to augment the sidewalk to create a broad promenade.
**THE RIVERBEND NORTH PARCEL**

**Opportunities**
- 17.34 acre development site.
- Adjacent to Strayer University.
- Located just south of Develoe Park and along the southern shore of the Park’s lake.
- Unique lakeside location and proximity to I-95 and transit.

**Recommendations**
- Integrate intense commercial uses (retail, office, institutional etc.) along Broward Boulevard and ensure at least 70% building frontage to create the desired street-wall.
- Take full advantage of the tall building heights allowed and establish a required, minimum height of two stories along Broward Boulevard.
- Accommodate parallel parking on all streets and within parking structures to achieve the greatest development potential.
- Use existing infrastructure as the framework for a street and block structure for the site.
- Ensure a mix of uses and building scales are provided, transitioning from high-intensity commercially-oriented buildings to high-density mixed-use buildings, to a medium-density, primarily residential neighborhood in the north along the Develoe Park Lake.
- Create a lakefront promenade along Develoe Park Lake to establish a desirable residential address.
- Achieve a minimum density of 40 du/ac to create a more active and transit supportive corridor.
Model view of the future proposed development at the Riverbend North Parcel clearly shows the transition in building height and mass from Broward Boulevard; the medium-scaled residential fabric facing the lake; and the publicly accessible lakefront promenade and plaza.
Opportunities
• Create a direct connection between Tri-Rail and Broward Boulevard, reducing the travel time for the planned express bus service, providing pedestrians and riders with a safe environment, and improving the regional link to downtown Fort Lauderdale.

Recommendations
• Create two vertical circulation towers and shelters serving the planned express bus service as independent structures adjacent to the existing outside travel lanes.
• Provide two new ramps to eliminate the potential conflict of buses stopping on the I-95 access lanes.
• Convert the existing I-95 access lanes to landscape islands, alleviating the current practice of motorists jumping the light queue.
A plan of the preferred I-95/Broward Boulevard Interchange Condition, providing Tri-Rail/Amtrak access to express bus shelters on Broward Boulevard, improved vehicular circulation, and potential future stops for the Wave Streetcar.

**Broward Boulevard/I-95 Interchange Free Flow Ramps and Shelters Cost Estimate**

$8,150,000*

*Includes 35% allocation for unknowns, landscape and irrigation costs; Costs estimated as 2013 year of expenditure.

**Clarification:**
The cost estimates provided in this document are for those projects that are quantifiable in their scope and provide a significant public benefit.
North Fork District

I-95 to NW 15th Avenue; NW 2nd Street to SW 2nd Street
**NORTH FORK DISTRICT**
Broward Boulevard Gateway
Implementation Plan

**EXISTING CONDITIONS**

**Neighborhoods in the District:**
Dorsey-Riverbend, Sailboat Bend, Riverside Park

**Issues in the Area:**
1. General safety for pedestrians and transit riders on Broward Boulevard, especially children who must cross to get to school.
3. Broward Boulevard needs shade.

Just east of the I-95/Broward Boulevard Interchange lies the North Fork Bridge. The North Fork Bridge is actually comprised of two bridges adjacent to one another as a result of the expansion and widening of Broward Boulevard over time. The desires of the neighborhoods north of the River are to provide safe pedestrian passage across Broward Boulevard and to raise the height of the existing bridge in order to accommodate larger vessels. Many children are forced to cross Broward Boulevard in route to school. Immediately south of Broward Boulevard, the North Fork of the New River is navigable to many vessels, including sailboats. As part of this plan, several concepts were developed to illustrate how these two opportunities might be accommodated.

The north fork of the New River, as seen from the Broward Boulevard Bridge looking North, is quite beautiful and provides relief from the corridor.

The Broward Boulevard Bridge of the north fork of the New River has very low clearance.

The Salvation Army campus on Broward Boulevard immediately east of I-95.

The city’s North Fork Riverfront Park sits on the southern banks of the north fork and is hidden from view of Broward Boulevard.
1. Raise the bridge to a) create a safe pedestrian passage underneath the bridge and b) increase navigability north of the bridge.
2. Create iconic elements to demarcate the bridge as the gateway into downtown as well as to emphasize the presence of the bridge.
3. Improve visibility and access to the existing North Fork Park by promoting the connection of Broward Boulevard to the Park via a promenade along the River.
4. Integrate the new bridge design with the potential Salvation Army future redevelopment concept.
5. Work with Salvation Army to create a more compact and livable campus that takes full advantage of the North Fork River and North Fork River Park.

Key projects identified for the North Fork District are illustrated above and described in greater detail in the following pages.

District Strategy

The North Fork District has the opportunity to realize the overall corridor vision through two main redevelopment opportunities. The design concepts illustrated in this plan call for iconic elements to demarcate the bridge as the gateway into downtown, as well as to emphasize the presence of the bridge itself rather than the current condition as an undistinguishable segment of roadway. The new bridge design should also be incorporated with the potential Salvation Army future redevelopment concept as well as improving visibility and access to the existing city park.
Opportunities
- Create a connection between the existing North Fork Riverfront Park and the new Broward Boulevard Bridge and pedestrian underpass.
- Provide residential uses facing the promenade that would be a focal point of passive and active uses and help provide access and energy to the existing park.

Recommendations
- The connection between the existing Park and new bridge and underpass will require cooperation from the Salvation Army who owns the parcel south of the Park.
- The connection should be a passive trailhead that could offer portage to the North Fork for kayak and canoes.
- Synergies with North Fork Elementary School (a Marine Science magnet school) should be explored including natural and marine science education opportunities.
- Future redevelopment concepts should provide for housing opportunities along the river bank.
- Improve access to the Salvation Army Campus from Broward Boulevard and I-95.
This plan illustrates a long-term redevelopment concept for the Salvation Army site to consolidate their uses and provide housing opportunities along the river banks.
Opportunities
- Improve the pedestrian experience, travelling north-south, while crossing Broward Boulevard.
- Create an iconic element as a true entry feature along Broward Boulevard.

Recommendations
- Raise the height of the bridge to create a safe pedestrian passageway across Broward Boulevard and increase navigability.
- It is very important that the future underpass provide lots of natural light during the day and be well-lit at night.
- Incorporate decorative and civic features into the bridge design to demarcate the bridge as the gateway into downtown.

**TOP RIGHT:** The West Palm Beach Middle Bridge pedestrian underpass is shown in this image. A similar, but much smaller, concept is envisioned for the future North Fork Bridge reconstruction.
**BOTTOM RIGHT:** This sectional drawing shows the proposed underpass connection to be incorporated into the new bridge.
This plan illustrates opportunities to provide a pedestrian underpass as part of the reconstruction of the Broward Boulevard Bridge. The underpass is important to provide safe passage for pedestrians, transit riders, and children who must cross the corridor to get to school.
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Broward Boulevard Core District

NW 15th Avenue to Avenue of the Arts; NW 2nd Street to SW 2nd Court
The core area of Broward Boulevard, between NW 15th Street and Avenue of the Arts, is comprised of primary small commercial uses, social services, Dr. Kennedy Homes, and the City of Fort Lauderdale Police Station, Parks and Recreation facility, and public works and city fleet.

The Police Station campus is approximately 18-acres, with nearly 10-acres devoted to Public Works and the city fleet. The police station is approximately 80,000 s.f. and was built in 1967. Despite the condition of the building, the current location of the facility is considered good, providing close proximity to downtown, I-95, and many downtown neighborhoods.

The image above is of the new Dr. Kennedy Homes housing development on Broward Boulevard. This redevelopment project replaced an aging Housing Authority development and is widely considered a great benefit to Broward Boulevard.

The existing City of Fort Lauderdale Police Station on Broward Boulevard.

The City’s Public Works Department and city vehicle fleet are exposed to the Sailboat Bend Neighborhood.
1. Build a new police headquarters and Parks and Recreation facility on the current site in a campus design that:
   • Replaces most of the existing surface parking with two parking garages.
   • Is consistent with the Mid-century Modern architecture of the existing police station and headquarters.
   • In the long-term, relocates the Public Works facility and restores the neighborhood fabric to establish a compatible transition to the surrounding areas.

2. Establish an Infill Tree Planting Program to partner with property owners to plant shade trees along Broward Boulevard to improve the aesthetics and pedestrian experience.

3. Narrow travel lanes on Broward Boulevard to provide space for a bike lane in each direction.

4. Revise the Code to establish new requirements that enhance the pedestrian realm and creates an urban gateway to Downtown.

Key projects identified for the Broward Boulevard Core District are illustrated above and described in greater detail in the following pages.
Opportunities
• Upgrade the current condition of the Police Headquarters campus.
• Incorporate residential uses in order to restore the neighborhood fabric.

Recommendations
Phase I
• Build a new Police Headquarters and Parks and Recreation facility in two buildings, totaling approximately 120,000 s.f.
• Replace the majority of existing surface parking with two on-site garages.
• Convert the existing police station headquarters to other city or public use, if desired.
• In this phase the Public Works facility would remain until a suitable site and funds for relocation were identified.

Phase II
• Relocate the public works facility, once a site and funds are secured - estimated cost $30 million (FY 2013 Dollars).
• After cleaning the site, the existing grid of neighborhood streets should be continued through the site, parcels should be platted and sold, and the area restored to neighborhood fabric of single and multi-family residential units.
This is the overall plan after all improvements and relocations are completed for the City of Fort Lauderdale Police Department.

- Close attention is paid to building orientation so that the fronts of buildings face fronts of other buildings and the parking garages are to the side or rear of buildings.
- Restored neighborhood fabric becomes an extension of the Sailboat Bend Neighborhood District in a future phase after the Public Works facility has been relocated.
Opportunities
• Create a more pleasant experience on Broward Boulevard by providing bicycle lanes, wider sidewalks, and more shade trees.
• Though presented in this district, the strategies are applicable to the entire corridor.

Recommendations
• In the near-term, establish an Infill Tree Planting Program. This city-run program would provide and install shade trees on the private property of those owners willing to participate in the program. The city would incur the cost of the tree and planting, and the owner would agree to water and maintain the trees.
• The city should re-stripe Broward Boulevard, narrowing travel lanes in order to achieve adequate bike lanes.
• Revise the Code so that new development will increase sidewalk widths and landscaping over time:
  • 15-20 ft. build-to zone.
  • 50% building frontage on the corridor and 70-80% building frontage in TOD areas.
  • Hardscaped front setback to create a multi-use path.
  • Planting street trees in the public ROW.
  • 35% facade transparency and main pedestrian access from the sidewalk.
  • Parking areas located to the side or rear of buildings.

Many buildings are located closer to the street than currently permitted by the Code, likely a result of road widening over time. This is Broward Boulevard looking east.

Urban design landscape solution for buildings on wide commercial corridors is shown on Federal Highway and NE 6th Street.
Locations for planting shade trees were identified for the Corridor. The map above shows the locations identified in the Broward Boulevard Core District. The potential candidate sites for the Program are designated with a green “x”. This strategy, applied throughout the boulevard, could result in approximately 56 new shade trees.
Sidewalk Improvements

Photograph taken from the north side of Broward Boulevard at NW 10th Avenue looking west. This image illustrates a typical condition along the corridor, where the eight-foot sidewalk is completely devoid of any shade.

This single tree creates a rare respite of shade on Broward Boulevard.

This rendering shows the provision of shade trees on private property as part of the Infill Tree Planting Program. In this scenario the travel lanes have been re-striped to two 10 1/2’ and one 11’ lanes and the extra room is used to create a 4’ designated bike lane.

This rendering shows the longer-term scenario where through re-development the sidewalk and street frontage is reconfigured to provide wide sidewalks, shade trees, and a bike lane.
Arts & Entertainment District

Avenue of the Arts to FEC Corridor; NW 2nd Street to the New River
Many refer to 7th Avenue, Avenue of the Arts, as the defacto entry to downtown Fort Lauderdale. 7th Avenue is the western edge of the Downtown Regional Activity Center (RAC) and the official edge of the city’s Arts District. The Arts District includes the Broward Center for the Performing Arts, the Museum of Science and Discovery, the Himmarshee Entertainment Corridor, and a number of restaurants and night clubs.

There is also an interesting geographic condition that occurs in the Arts District. The New River, including Sailboat Bend, Esplanade Park, and the city’s world famous Riverwalk, reach to within 900 feet of Broward Boulevard; however, one would never know it from traveling the corridor. In many instances along Broward Boulevard amazing neighborhoods, cultural amenities, and nightlife are located just off the roadway, yet their presence is masked by the chaos of visual noise and sameness that typifies the corridor. There is agreement among many that have participated in this Gateway planning process; something dramatic should occur either in, or along, Broward Boulevard to mark points of interest and entrances to different districts.

**Neighborhoods in the District:**
City-View Townhomes, Sailboat Bend.

**Issues in the Area:**
1. The corridor needs wider sidewalks and more shade.
2. There is no visual presence on Broward Boulevard of the arts and cultural amenities in the district.
3. There is a significant amount of juror traffic going downtown that could be shuttled in from off-site.
4. Need to emphasize and build upon the synergies of the Center for the Performing Arts, Museum of Discovery and Science, Esplanade Park, and Himmarshee Street.

Sailboat Bend, as viewed from the Broward Center for the Performing Arts, is only 900 feet from Broward Boulevard yet there are no visual connections. Exposing this amenity to the corridor is a goal.

The 200 Block of Himmarshee (2nd) Street is an excellent example of all the elements that make a great urban street.
ARTS & ENTERTAINMENT DISTRICT RECOMMENDATIONS

1. Create a roundabout as an entry feature to downtown and the Arts District. This roundabout is not intended to fix any particular traffic circulation problem, but is conceived as a civic monument, a place-making device that adds interest and uniqueness to the corridor. It also has the potential to increase pedestrian and motorist safety.

2. The location of the roundabout is recommended to be at 5th Avenue and Broward Boulevard.

3. Reduce Broward Boulevard, east of 7th Avenue, from six through lanes to four through lanes.

4. Consistent, pedestrian-scaled street lighting that is unique to the district, will not only enhance the experience of visitors but also distinguish the area.

Key projects identified for the Arts & Entertainment District are illustrated above and described in greater detail in the following pages.
Opportunities
- Distinguish the individual district visually by providing an iconic element on Broward Boulevard.

Recommendations
- Create an entry feature to downtown and the Arts District.
- The design of the roundabout at 5th Avenue also includes the reduction of Broward Boulevard, east of 7th Avenue, from six through lanes to four through lanes. This reduction in travel lanes is justified in part by the reduction of eastbound vehicular trips east of 7th Avenue that will be discussed in greater detail later. If executed correctly, the roundabout is one sure way to create a “postcard” moment at Broward Boulevard.
5TH AVENUE Roundabout

ABOVE: This drawing shows the proposed roundabout geometries laid over the aerial of Broward Boulevard and SW 5th Avenue.

BELOW: The proposed conditions drawing highlights the outside lane in the east and west-bound directions that are considered for modifications, including the 5th Avenue roundabout proposal.

Clari

The cost estimates provided in this document are for those projects that are quantifiable in their scope and provide a significant public benefit.
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Downtown District

FEC Corridor to E 9th Avenue; NW 4th Street to New River
**Neighborhoods in the District:**
Flagler Village, Downtown Fort Lauderdale Civic Association, Beverly Heights, Victoria Park.

**Issues in the Area:**
1. Pedestrian safety is paramount on Broward Boulevard.
2. Shade trees and general aesthetic improvements are needed.
3. Broward Boulevard should be narrowed if possible to provide more room for pedestrians and bicyclists – especially with new transit services coming.
4. The intersection of Las Olas Boulevard and the Henry E. Kinney Tunnel is very challenging to pedestrians and motorists due to limited visibility and narrow sidewalks.

Las Olas Boulevard is one of the most recognized and desirable destinations in the southeastern United States. Las Olas Boulevard (east of Federal Highway) in particular is world renowned for its fine dining, shopping, and historical ambience. Recent downtown development and improvements have only added to the excitement and energy of the area. While technically still “East” Las Olas, the stretch of the boulevard west of Federal Highway in downtown Fort Lauderdale has a decidedly more corporate and institutional character. The link between downtown Las Olas and historical Las Olas Boulevard occurs at Federal Highway where the Henry E. Kinney Tunnel depresses the roadway underneath the New River.

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**EXISTING CONDITIONS**

Las Olas Boulevard, looking east, is a world-renowned destination for shopping and dining.

This view looking eastbound at the intersection of Las Olas and the southbound Federal Highway access road shows the challenging pedestrian crossing at the tunnel. Note that the barrier wall of the tunnel is taller than the windshield of the approaching vehicle, making it nearly impossible to see crossing pedestrians.
1. Reduce Broward Boulevard, east of 7th Avenue, from six through lanes to four through lanes.
2. Create Las Olas Plaza on the north side of Las Olas Boulevard to improve pedestrian connectivity, provide a respite for visitors to get information and get oriented, and vastly improve the visibility of motorists negotiating the Las Olas intersection.

Key projects identified for the Downtown District are illustrated above and described in greater detail in the following pages.

District Strategy

The Downtown District has the opportunity to realize the overall corridor vision through two main projects. The Broward Boulevard Lane Reduction Project will improve the pedestrian experience slowing down traffic and providing wider sidewalks and connectivity. The Las Olas Plaza will improve the pedestrian connectivity between Historic Las Olas Boulevard and Downtown Las Olas.
Opportunities
• To enhance the “walkability” and “bikability” of Broward Boulevard by increasing sidewalk widths and connectivity, the provision of bicycle facilities, and the narrowing of roadways.

Recommendations
• Remove a lane in each direction east of 7th Avenue as traffic volumes drop off significantly where the impacts of removing a lane in each direction into downtown would be manageable.
• Use the reclaimed asphalt to provide for an enhanced pedestrian experience, provide more shade trees and bicycle facilities, on-street parking, and BAT (Business Access and Transit) lanes.

The City of Fort Lauderdale has already begun a campaign to balance mobility options. This dedicated bike lane on NE 3rd Street was painted by city staff and residents during a weekend event to promote a healthier and more mobile city.

Increasingly cities across America are committed to including bicycle and transit facilities as part of their transportation programs.
The proposed conditions drawing above highlights the outside lane in the east and west-bound directions that are considered for modifications.
**ALTERNATIVE 1: RECONSTRUCT OUTSIDE SIDEWALK**

**Broward Boulevard Lane Reduction**

**Lane Reduction Scenario**
This option removes the outside lanes from vehicular movements entirely.

**Recommendation**
Widen the sidewalk the partial or full width of the removed travel lane
a) This option could enable more robust shade tree planting
b) This option could increase the width of the existing bike lane or become a raised multi-purpose path serving both pedestrians and cyclists
c) This option would immediately enhance the drainage and roadway elevations
d) This option would preclude a continuous dedicated transit lane in that location

**Broward Boulevard Lane Reduction**
**Alternative 1**
**Reconstruct Outside Sidewalk**

$3,794,000.00

*Includes 35% allocation for unknowns, landscape and irrigation costs.
Costs estimated as 2013 year of expenditure.

**Clarification:**
The cost estimates provided in this document are for those projects that are quantifiable in their scope and provide a significant public benefit.
**ALTERNATIVE 2: BULB-OUTS AT INTERSECTIONS**

**Bulb-Out Scenario**
This option creates landscaped bulb-outs at corners and mid-block locations.

**Recommendation**
Only widen the sidewalk at intersections and incorporate landscaping and bulb-outs
a) This option could include on-street parking between bulb-outs, which is positive for businesses
b) This option would not impact the drainage and roadway elevations as significantly as the previous option
c) This option would also preclude a continuous dedicated transit lane in place of the travel lane, but allows for easier retrofitting in the future compared to installing a wide sidewalk along the full length.

**Clariification:**
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**ALTERNATIVE 4**: MILL & RESURFACE OUTSIDE LANE

**BAT/Parking Scenario**
This option converts the outside lanes to Business Access Transit (BAT) lanes and on-street parking during off-peak transit times.

**Recommendation**
Incorporate only on-street parking in place of the travel lane:
- a) This option only requires striping and would not enhance the sidewalk or landscaping
- b) This option would have little to no impact on the drainage or roadway elevations
- c) This option could accommodate peak-hour transit movements by restricting parking hours
- d) This option might include expansion of the existing bike lanes but would preclude a multi-purpose path

* Alternative three is illustrated in the Background document, but was not included in this report as it is not a preferred option.

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**Clarification:**
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**Multi-Purpose Path Scenario**
This option converts the outside lanes to primarily a multi-purpose pathway with the option for transit during peak ridership hours.

**Recommendation**
Convert the travel lane to a dedicated bike/multi-purpose lane
a) This option only requires striping and would not enhance the sidewalk or landscaping
b) This option has little to no impact on the drainage and roadway elevations
c) This option would preclude on-street parking but might accommodate peak-hour transit movements.
Dedicated Transit Lane Scenario
This option converts the outside lanes to a dedicated transit lane with the option of off-peak parking or multi-purpose pathway.

Recommendation
Convert the travel lane to a dedicated transit lane
a. This option has little to no impact on drainage and roadway elevations.
b. This option precludes any sidewalk or landscaping enhancements.
c. This option could include off-peak hour parking or off-peak hour multi-purpose path but not both.
Opportunities
• Improve the pedestrian experience crossing Federal Highway, which is presently characterized by poor vehicular visibility, high guard walls surrounding the tunnel opening, and a narrow northern sidewalk.
• Strengthen the link between the two sides of the tunnel - Historic Las Olas Boulevard and Downtown Las Olas.

Recommendations
• Expand the “roof” of the tunnel northwards to create a pedestrian plaza where the narrow sidewalk is today
• Create Las Olas Plaza on the north side of Las Olas Boulevard to improve the pedestrian connectivity, provide a respite for visitors to get information and get oriented, and vastly improve the visibility of motorists negotiating the Las Olas intersection.

Las Olas Plaza Cost Estimate

$840,170.00

*Includes 35% allocation for unknowns, landscape and irrigation costs.
Costs estimated as 2013 year of expenditure.

Clarification:
The cost estimates provided in this document are for those projects that are quantifiable in their scope and provide a significant public benefit.
This computer rendering of the same view shows the extent of the proposed plaza and the significant area of refuge and open space created for pedestrians. The expansion of the "roof" of the tunnel is only about 26’ yet makes a great difference to the overall environment.

Aerial view, looking north, of the existing conditions at the Las Olas crossing of the Kinney Tunnel.
Street view, looking east, of the existing conditions at the Las Olas crossing of the Kinney Tunnel.

This computer rendering of the same view shows the proposed plaza, which provides an improved pedestrian experience at the Federal Highway crossing.
Broward Boulevard East District

E 9th Avenue to Victoria Park Road;
NE 2nd Street to E Las Olas Boulevard
**BROWARD BOULEVARD EAST DISTRICT**
Broward Boulevard Gateway Implementation Plan

**EXISTING CONDITIONS**

**Neighborhoods in the District:**
Victoria Park, Colee Hammock, Beverly Heights.

**Issues in the Area:**
- Fort Lauderdale beach access, between Broward Boulevard and Las Olas Boulevard, needs to be clarified to reduce neighborhood intrusion.
- E 15th Street and the Federal Highway service roads should carry east-bound traffic.
- Stacking traffic west-bound on Las Olas at E 15th Street leads to neighborhood cut-through traffic in Colee Hammock.

While the official boundary of the Broward Boulevard Gateway Implementation Master Plan extends to NE/SE 8th Avenue, the public outreach efforts extended into the eastern neighborhoods including Victoria Park, Beverly Heights, and Colee Hammock. Between NE/SE 8th and NE/SE 15th Avenue, the character of Broward Boulevard begins changing to a more residential, mixed-use street and is primarily a four-lane section (with turning lanes at most intersections). East of NE/SE 15th Avenue, Broward Boulevard changes dramatically to a two-lane exclusively residential street. This section of Broward Boulevard continues east for three blocks until the boulevard turns northward and becomes N Victoria Park Road.

The primary concerns of the eastern neighborhoods is the “cut-through” traffic created by many motorists en route to the beach or Las Olas Boulevard. Some motorists are simply lost in Victoria Park trying to find their destination when the corridor narrows to a residential street. The misalignments of Broward Boulevard (the downtown gateway from I-95) and Las Olas Boulevard (the shopping/dining destination and beach access) creates significant north-south trips between the two roads, which impacts the eastern neighborhoods. This non-intuitive network along with the New River tributary, which runs north along SE 12th Avenue in Beverly Heights, create pinch-points for traffic flow to Las Olas Boulevard.

**This view of East Broward Boulevard, in the Victoria Park neighborhood, illustrates the dramatic change in scale and character as this major east-west corridor enters the neighborhood.**

**This is the view of the waterfront Victoria Park, namesake of this cherished east Fort Lauderdale neighborhood.**
SE 15th Avenue is the primary connection between Broward Boulevard and Las Olas Boulevard for beach goers and those heading east of downtown.

SE 15th Avenue, which contains both commercial and residential uses, is a primary connector between Las Olas and Broward Boulevards. Overtime, however, the inclusion of on-street parking on SE 15th Avenue between SE 2nd Court and SE 1st Avenue has prompted the installation of stop signs at SE 2nd Street. While the stops signs and the on-street parking are good elements for slowing down traffic and improving the pedestrian environment on SE 15th Avenue, there are concerns these constraints are prompting some motorists to use other strictly residential streets to make the connection between Broward Boulevard and Las Olas Boulevard.

District Strategy

The city of Fort Lauderdale Transportation and Mobility Department is currently conducting a mobility study east of SE 11th Avenue for the purpose of assessing and developing strategies to mitigate neighborhood cut-through traffic. The Las Olas Traffic/Mobility Study will take a close look at the mobility issues affecting this area.
The image above illustrates one of the conflicts created by the road alignments in Fort Lauderdale. Broward Boulevard (in red) has an I-95 interchange and is a major east-west connector; however, it terminates into the Victoria Park neighborhood and is not a beach connector. Las Olas Boulevard (shown in yellow) is the beach connector but does not link to I-95. The area highlighted in green is where incidents of cut-through traffic is most pronounced.
High traffic volumes, mixture of business access and thru traffic trip-making, and off-peak period travel speeds adversely impact the safety of pedestrians, cyclists, and motorists attempting to navigate Las Olas Boulevard. To promote safety and enhance the overall quality of the corridor, the Las Olas Traffic/Mobility Study will:

- Identify strategies to manage travel speeds along the corridor;
- Identify strategies to provide for bicycle and pedestrian mobility along and across Las Olas Boulevard, including the location and design of mid-block crosswalks;
- Assess general safety issues by analyzing the corridor’s crash history and evaluate the extent to which design and operational safety best-practices may be implemented along the corridor;

Traffic traversing the Colee Hammock neighborhood between Broward Boulevard and Las Olas Boulevard utilizes local neighborhood streets in order to avoid signal delay encountered along 15th Avenue—the designated collector roadway. To address this issue, the Las Olas Traffic/Mobility Study will also:

- Recommend operational and design strategies to reduce delay for drivers making the “Z” movement between Broward Boulevard and Las Olas Avenue along 15th Avenue while promoting the safety of all roadway users.
- Identify traffic calming/diversion strategies to discourage cut-thru traffic along 12th, 13th, 16th, and 17th Avenues while minimizing the impact of these strategies on the convenience and mobility of Colee Hammock neighborhood residents.

The Las Olas Traffic/Mobility Study is currently underway and should be substantially complete by the Fall of 2013.
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Land Development Code Analysis
**LAND DEVELOPMENT CODE RECOMMENDATIONS**

**Strategy**

Establish new land development criteria for properties located in the blocks adjoining Broward Boulevard and those located within the potential TOD areas to achieve the Vision.

Within the Comprehensive Plan, implement a mixed use land use designation for properties outside of the Downtown or Northwest RACs. Identify intended TOD areas.

Within the ULDR, utilize an overlay with standards, such as building and parking placement, landscaping, etc. to improve the physical environment, as well as allow for mixed-use development to foster transit-supportive conditions.

1. Encourage mixed-use developments outside of the RACs to foster the Vision of the Broward Boulevard Gateway.
2. Designate TOD areas in the Comprehensive Plan and Downtown Master Plan.
3. Utilize a zoning overlay with development standards to achieve the Vision over time.
4. Within TOD areas, require high intensity and density, active uses, and maximum parking quantities.
5. Adopt frontage requirements to establish a cohesive, attractive physical condition along Broward Boulevard as redevelopment occurs.
6. Reduce the required number of parking spaces for new development and require parking areas be located to the side or rear of buildings. Provide on-street parking where feasible.
7. Improve cross-access between parcels to reduce the number of driveways on Broward Boulevard.
8. Streamline the approval process for development proposals consistent with the Vision for the corridor.
COMPREHENSIVE PLAN RECOMMENDATIONS

Opportunities

• Foster transit-supportive land uses along the corridor and within potential TOD areas.

Recommendations

• Emphasize the value and desire for mixed-use development along the Broward Boulevard corridor.
• Allow residential uses without the need for flex units.
• Identify intended TOD areas in the Comprehensive Plan and adopt targets for intensity and density as well as number of residential units and jobs for each Station Area.
TOD DISTRICT STANDARDS

Opportunities
• Foster TOD in areas with or planned for premium transit service access.

Recommendations
• Identify intended TOD areas in the Comprehensive Plan, Land Development Code, Downtown Master Plan, South RAC-South Andrews Master Plan and/or other appropriate areas.
• Adopt TOD standards:
  • Minimum intensity (FAR and buildings at least two stories tall).
  • Required density range 15-55 du/acre (preferred min. 40 du/ac).
  • Reduce parking requirements by an appropriate percentage and adopt a cap to limit the maximum number of spaces permitted.
  • Prohibit or limit auto-oriented uses such as drive throughs, car sales, etc.
  • Minimum building frontage of 70-80%.

<table>
<thead>
<tr>
<th>Location in TOD Station Area</th>
<th>Factor Applied</th>
</tr>
</thead>
<tbody>
<tr>
<td>Within 500 feet of Transit System</td>
<td>0 (no parking required)</td>
</tr>
<tr>
<td>Transit-Core</td>
<td>.50</td>
</tr>
<tr>
<td>Transit Neighborhood</td>
<td>.75</td>
</tr>
</tbody>
</table>

The minimum off-street parking requirements will be multiplied by these factors to produce modified off-street parking requirements for the TOD districts. Development and redevelopment shall not provide more parking than required without the reduction offered by the factor. Source: Florida TOD Guidebook.

TOP: Perspective view of the Riverbend District TOD area. BOTTOM: Plan view shows high-quality, multi-modal environment.
RECOMMENDED FRONTAGE STANDARDS

Opportunities
• Create a more attractive and functional environment by coordinating public improvements and the design of private redevelopment along the corridor.

Recommendations
• Revise the land development code to include frontage standards:
  • Provide a build-to zone of 15-20 feet along the corridor.
  • Ensure a minimum building frontage of 50% along the corridor in general and of 70-80% in TOD areas.
  • Require the front setback area be hardscaped to augment the public ROW and incorporate a multi-use path and street trees.
  • Define main building entry design and access standards.
  • Limit parking and loading areas to the side or rear of buildings.
  • Require the installation of uniformly spaced street trees (30 feet O.C.)

In this view of Broward Boulevard looking east, sidewalk and landscaping areas are too narrow (likely as a result of roadway widening over time) to establish a comfortable or attractive environment.

Publix faces S. Andrews Avenue, which is designated as an Image Street under the D-RAC. (Image Source: Fisher Architects)

This is the longer-term redevelopment scenario where through redevelopment the sidewalk and front setback areas are coordinated and configured to provide a multi-use path, shade trees, and bike lane.
LAND DEVELOPMENT
CODE ANALYSIS
Broward Boulevard Gateway
Implementation Plan

RECOMMENDED FRONTAGE STANDARDS

Frontage Road

Enhanced Sidewalk

Dimensional Recommendations for Frontage Roads on Broward Boulevard

<table>
<thead>
<tr>
<th>Slip Street Dimensions</th>
<th>Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Building Setback</td>
<td>60 feet</td>
</tr>
<tr>
<td>B Existing ROW</td>
<td>varies</td>
</tr>
<tr>
<td>C New Multi-Use Path</td>
<td>10 feet</td>
</tr>
<tr>
<td>D New Landscape Area</td>
<td>5 feet</td>
</tr>
<tr>
<td>E New One Way Aisle with Parallel Parking</td>
<td>20 feet</td>
</tr>
<tr>
<td>F New Sidewalk Adjacent to Building</td>
<td>20 feet</td>
</tr>
</tbody>
</table>

Dimensional Recommendations for Enhanced Sidewalk on Broward Boulevard

<table>
<thead>
<tr>
<th>Enhanced Sidewalk Dimensions</th>
<th>Minimum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Building Setback</td>
<td>15 feet</td>
</tr>
<tr>
<td>B Existing ROW for new street trees and lights</td>
<td>8 feet (varies)</td>
</tr>
<tr>
<td>C New Multi-Use Path</td>
<td>15 feet</td>
</tr>
</tbody>
</table>
RECOMMENDED FRONTAGE STANDARDS

Storefront Frontage Type

Storefront Character Example

Storefront

The storefront is typically associated with retail and mixed-use buildings. Storefronts must be designed to promote an attractive, convenient shopping experience and, as such, are usually shaded by awnings or arcades. In order to achieve these objectives, certain criteria is recommended:

1. Storefronts extend across at least 70% of the commercial/retail space.
2. Storefronts are directly accessible from sidewalks; storefront doors may be recessed up to six-feet.
3. Storefronts have transparent glazing of at least 70% of the sidewalk level facade area, comprised of storefront windows and doors.
4. Storefront windows have a base one foot six inches to three feet high with transparent glazed areas extending from the base to at least eight feet in height as measured from sidewalk grade. Transparent glazing transmits at least 50% of visible daylight.

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A  Building Setback</td>
<td></td>
<td>varies</td>
</tr>
<tr>
<td>B  Storefront Width</td>
<td>70%</td>
<td>100%</td>
</tr>
<tr>
<td>C  Storefront Base</td>
<td>1.5 feet</td>
<td>3 feet</td>
</tr>
<tr>
<td>D  Glazing Height</td>
<td>8 feet</td>
<td>No Max.</td>
</tr>
<tr>
<td>E  Glazing Area</td>
<td>70%</td>
<td>100%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maximum Allowable Encroachment of Elements</th>
</tr>
</thead>
<tbody>
<tr>
<td>F  Awning Projection</td>
</tr>
<tr>
<td>G  Pedestrian Blade Sign Projection</td>
</tr>
</tbody>
</table>

Dimensional Recommendations for Storefronts

Maximum Allowable Encroachment of Elements

LAND DEVELOPMENT
CODE ANALYSIS
Broward Boulevard Gateway
Implementation Plan
A forecourt is an open area in front of the main building entrance(s) designed as a small garden or hardscaped plaza. The forecourt may afford access to lobbies, first floor units, and may incorporate storefronts for retail uses or stoops for residential uses. The forecourt is suitable for outdoor seating for residents or restaurants. Forecourts are typically associated with multifamily, mixed-use, and commercial buildings. The area comprised of a forecourt should be counted toward fulfilling building frontage and setback requirements.

### Dimensional Recommendations for Forecourt

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Building Setback</td>
<td></td>
<td>varies</td>
</tr>
<tr>
<td>B Forecourt Depth</td>
<td>10 feet</td>
<td>20 feet</td>
</tr>
<tr>
<td>C Forecourt Width</td>
<td>20 feet</td>
<td>50% of facade</td>
</tr>
<tr>
<td>D Forecourt Floor Elevation</td>
<td>0</td>
<td>3 feet</td>
</tr>
</tbody>
</table>

**Maximum Allowable Encroachment**

Not Applicable
A bracketed balcony is a second-story platform projecting from the building wall, enclosed by a railing or balustrade, supported by brackets. The bracketed balcony is located over the main building entry, which provides cover for a person entering or exiting the building, emphasizes the entryway, and creates a semi-public space overlooking the street. Bracketed balconies are typically associated with buildings with commercial uses in the ground story and are particularly useful on live-work buildings; however, bracketed balconies can be used on residential building types when combined with a stoop.

### Bracketed Balcony Frontage Type

![Bracketed Balcony Frontage Type Diagram](image1)

### Bracketed Balcony Character Example

![Bracketed Balcony Character Example](image2)

### Dimensional Recommendations for Bracketed Balcony

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Building Setback</td>
<td></td>
<td>varies</td>
</tr>
<tr>
<td>B Depth</td>
<td>-</td>
<td>5 feet</td>
</tr>
<tr>
<td>C Width</td>
<td>4 feet</td>
<td>No max.</td>
</tr>
<tr>
<td>D Floor Elevation</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>E Encroachment into Front Setback</td>
<td>0</td>
<td>5 feet</td>
</tr>
</tbody>
</table>
---

**Stoop**

A stoop is a small staircase leading to the entrance of a building that may be covered. Stoops should provide sufficient space for a person to pause comfortably before entering or after exiting the building. Stoops are front-age types typically associated with townhouses and other residential building types, which require the elevation of the first floor to ensure privacy for the occupants from passers-by.

---

### Dimensional Recommendations for Stoops

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>A  Building Setback</td>
<td>varies by zoning district</td>
<td></td>
</tr>
<tr>
<td>B  Stoop Depth</td>
<td>4 feet</td>
<td>8 feet</td>
</tr>
<tr>
<td>C  Stoop Width</td>
<td>4 feet</td>
<td>No Max.</td>
</tr>
<tr>
<td>D  Stoop Floor Elevation</td>
<td>1.5 feet</td>
<td>4 feet</td>
</tr>
<tr>
<td>E  Encroachment into Front Setback</td>
<td>0</td>
<td>4 feet</td>
</tr>
</tbody>
</table>
Parking Recommendations

Opportunities

• Increase development potential of properties along the corridor and within TOD districts by reducing the amount of parking required reflective of the premium transit options.

• Improve aesthetics and safety by shielding parking from view and limiting access on main pedestrian routes.

Recommendations

• Apply a factor to the parking code based on proximity to transit to appropriately reduce the required number of spaces. See page 70 for TOD districts parking recommendations. Along the corridor consider a factor of .75 or redefine certain uses to 3 spaces/1000 sf.

• Require a minimum of 70-80% building frontage in TOD areas to shield parking from view.

• Require a minimum of 50% building frontage along Broward Boulevard to balance auto and pedestrian needs.

• Limit parking and loading areas to the side or rear of buildings.

• Determine which side streets are the preferred pedestrian routes between the neighborhoods and Broward Boulevard and apply high frontage standards, directing parking and service uses to less active streets.

• Include on-street parking wherever feasible and count those spaces toward parking requirements.

• Coordinate parking access to maximize spaces and development potential.

Publix’s main facade defines S. Andrews Avenue (a designated Image Street in the D-RAC), with parking and service uses organized on the side and rear streets. (Image Source: Google earth)

Publix parking accessed from SW 6th Street and loading areas located on SW 1st Avenue. (Image Source: Google earth)

A streetwall shields a side parking lot from the sidewalk in West Palm Beach.
Potential Build-out Tests Criteria:

1. A “build to” line of 15 feet on Broward Boulevard to implement the recommended streetscape.
2. Active uses line Broward Boulevard and all side streets to create a superior pedestrian environment.
3. The street parallel to Broward Boulevard considered “secondary” and accommodates parking and service functions.
4. 3 parking spaces/1,000 square feet provided.
5. An alley would remain public and could be incorporated into parking lots/structures or relocated.

Results: The maximum allowable building height could not be achieved, even with reduced parking, while maintaining active uses on all side streets. Without frontage standards, garage levels will likely be exposed to most streets. To ensure strong pedestrian links to the adjacent neighborhoods, a priority for the city is to designate the streets that should develop with high frontage standards.
PARKING RECOMMENDATIONS

Strategies to Coordinate Parking Location and Access

Existing Development. Retrofitting existing development is very difficult.

1. Adopt retroactive landscape perimeter requirements to shield parking from view with a streetfront hedge and shade trees planted every 30 feet. Allow a three-year time frame for compliance.
2. Establish a city program to evaluate and work with individual property owners to find mutually beneficial solutions.
3. Consider financial incentives such as the city funding improvements, including landscaping and facade improvements grants in concert with consolidating accessways.

New Development. Revise the land development regulations to:

1. Require the use of alleys, when present.
2. Determine main pedestrian streets and organize vehicular access.
3. Require interconnections between adjacent parking lots. The first to build determines link location.
4. Limit driveway widths to 24 feet.
5. Determine main pedestrian streets and organize vehicular access.

Varying Parking Access and Location

Coordinated Parking Access and Location

Parking Location and Access

If no alleys exist, parking should be accessed from streets that are not main pedestrian routes.

If neither alleys nor “secondary” streets are available, parking may be accessed from the main pedestrian street.
STREAMLINED APPROVAL PROCESS

Opportunities
• Encourage redevelopment consistent with the Vision for the corridor by expediting development review and approval for projects that meet or exceed defined standards.

Recommendations
• Work to create and adopt land development criteria that will provide predictable, desirable development.
• Work to create and adopt land use targets for TOD areas.
• Identify ways to shorten the review and approval process for projects that meet defined standards.

Some of the recommendations in this report are geared specifically toward streamlining the development review process. For example, the current future land use categories can accomplish mixed-use development through the use of flex units. However, changing to a mixed-use category, that allows residential uses at a transit-supportive density “by right” is much easier for property owners and potential investors to understand and navigate. Establishing specific development standards allows the City and County to agree on form and intensity prior to receiving development proposals, presenting an opportunity to expedite projects that contribute to the vision.

Clarifying development expectations and streamlining the approval process for projects that meet or exceed the objectives of the Vision for Broward Boulevard will expedite implementation. Existing projects and developments that illustrate the principles of the Vision, like the Paradise Bank above, are important models for the future of Broward Boulevard as the Gateway to downtown Fort Lauderdale.
# Implementation Matrix

<table>
<thead>
<tr>
<th>Project</th>
<th>High Priority</th>
<th>Medium Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>The Riverbend District</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Large Format Retail Center</td>
<td>Coordinate with development team</td>
<td></td>
</tr>
<tr>
<td>The Riverbend North Parcel</td>
<td>Modify existing development agreements and regulations</td>
<td></td>
</tr>
<tr>
<td>Tri-Rail &amp; Broward Boulevard</td>
<td>Coordinate with FDOT, SFRTA, and Broward MPO</td>
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<tr>
<td><strong>North Fork District</strong></td>
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<tr>
<td>The Salvation Army Site</td>
<td>Coordinate with Salvation Army future redevelopment plans</td>
<td></td>
</tr>
<tr>
<td>The North Fork Bridge</td>
<td>Monitor project development and identify enhancements</td>
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<tr>
<td><strong>Broward Boulevard Core District</strong></td>
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<tr>
<td>The Police Station Site</td>
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<td>Begin to assess remaining lifespan of existing buildings and reconstruction feasibility</td>
</tr>
<tr>
<td>Streetscape Improvement Strategies</td>
<td>Implement the Infill Shade Tree Planting Program</td>
<td>Modify Land Development Regulations to implement the Corridor Vision</td>
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<tr>
<td><strong>Arts &amp; Entertainment District</strong></td>
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<td></td>
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<tr>
<td>5th Avenue Roundabout</td>
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<td>Assess feasibility and traffic impacts</td>
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<tr>
<td><strong>Downtown District</strong></td>
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<tr>
<td>Broward Boulevard Lane Reduction</td>
<td>Identify preferred street section alternatives and locations</td>
<td>Test lane reductions and/or BAT lanes with temporary measures</td>
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<tr>
<td>Las Olas Plaza</td>
<td>Prioritize the project and secure public and/or private funding</td>
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</tbody>
</table>