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Comprehensive City Plan for Fort Lauderdale, Florida - Draft Copy

George W. Simons Jr.

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GEORGE W. SIMONS, JR.

MEM. AM. SOC. C. E.
MEM. AM. INST. OF PLANNERS

**MUNICIPAL ENGINEERING
RESEARCH AND PLANNING**

**HILDEBRANDT BUILDING
JACKSONVILLE 2, FLORIDA**

March 10, 1947.

NOTE

The main features of the Master Plan resulted from a number of observations and studies. Among these, the growth and development of Fort Lauderdale and its tributary area were important.

The movement of traffic thruout the city is a factor not only now, but as time passes and the community continues to grow, traffic movements will become increasingly more important.

Therefore in developing the plan as shown on the Master Plan Map the processes of growth and trends of traffic movements were fully evaluated with the objective of securing for the city a network of major highways adequate to handle the needs of the city.

Later these various elements will be amplified further.

Respectfully submitted,

Signature Deleted

GEORGE W. SIMONS, JR.
PLANNING CONSULTANT

Jacksonville, Florida
March 10, 1947.

PREFACE

WHY A PLAN?

A plan is a diagram or pattern defining an orderly procedure to accomplish a given objective. It is a map showing how to reach a certain place. As applied to a city, the plan is a means whereby the problems of the city can be anticipated and evaluated and preparations be made to meet them before they happen. The plan is a common sense, directional guide to wholesome, well balanced growth and development, based on study and research. A plan is not a scheme to spend the taxpayers money. The thought and preliminary studies incident to the preparation of a plan enable city officials to direct the taxpayers' dollar needed for capital improvements, into appropriate channels at the proper time, with a minimum of waste. The city plan, once made should however not remain a rigidly defined device but instead, it should be kept alive and virile - a continuing flexible, useful guide.

THE CITY AS A COMPLEX ORGANISM.

A city is comprised of and revolves around human beings and their respective labors and interests. It is a living organism made up of living cells. The virility, healthfulness and stability of the organism as a whole depends on the healthfulness and stability of the individual cells that make up the whole. This complex structure of the city is constantly confronted by many problems of diverse nature that must be reconciled and correlated to the advantage and welfare of the whole - problems affecting the lives and interests of its people. The magnitude, complexity, nature and acuteness of these many problems are influenced, among other things, by the location, character and rate of growth of the city. Is the city's geographical location conducive to increased growth? Is the city a trading, industrial or agricultural center? Is its population subject to seasonal fluctuations? What are the trends of growth

and on what is the city's economy primarily based? How and where should the facilities and utilities of the city be located so that the life of its commerce and its people could be most easily, freely and economically conducted? Answers to such questions will go far to determine how to prepare for the future, what plans should be made to meet the exigencies as they arise at a minimum of cost to the taxpayer. That is planning.

THE SHORTSIGHTEDNESS OF EARLY PLANNING

No city was ever built without some sort of basic plan. Such plans were, however, restrictive in both scope and quality. They were drawn primarily to meet immediate needs; they did not seek to anticipate the needs of the future, especially as to street alignment, provisions for parks and other open spaces and spaciousness of land development. Failing to apply a few fundamental principles of city design, even at this late date, has precipitated many of the complex problems previously referred to.

It is true that many of the problems currently confronting cities could not have been foreseen or anticipated in the early pioneering days. Little could those pioneers who defined the early patterns of Boston, New York, Charleston and other large cities, have predicted the effect on cities of the motor vehicle which did not come into wide usage until after World War I.

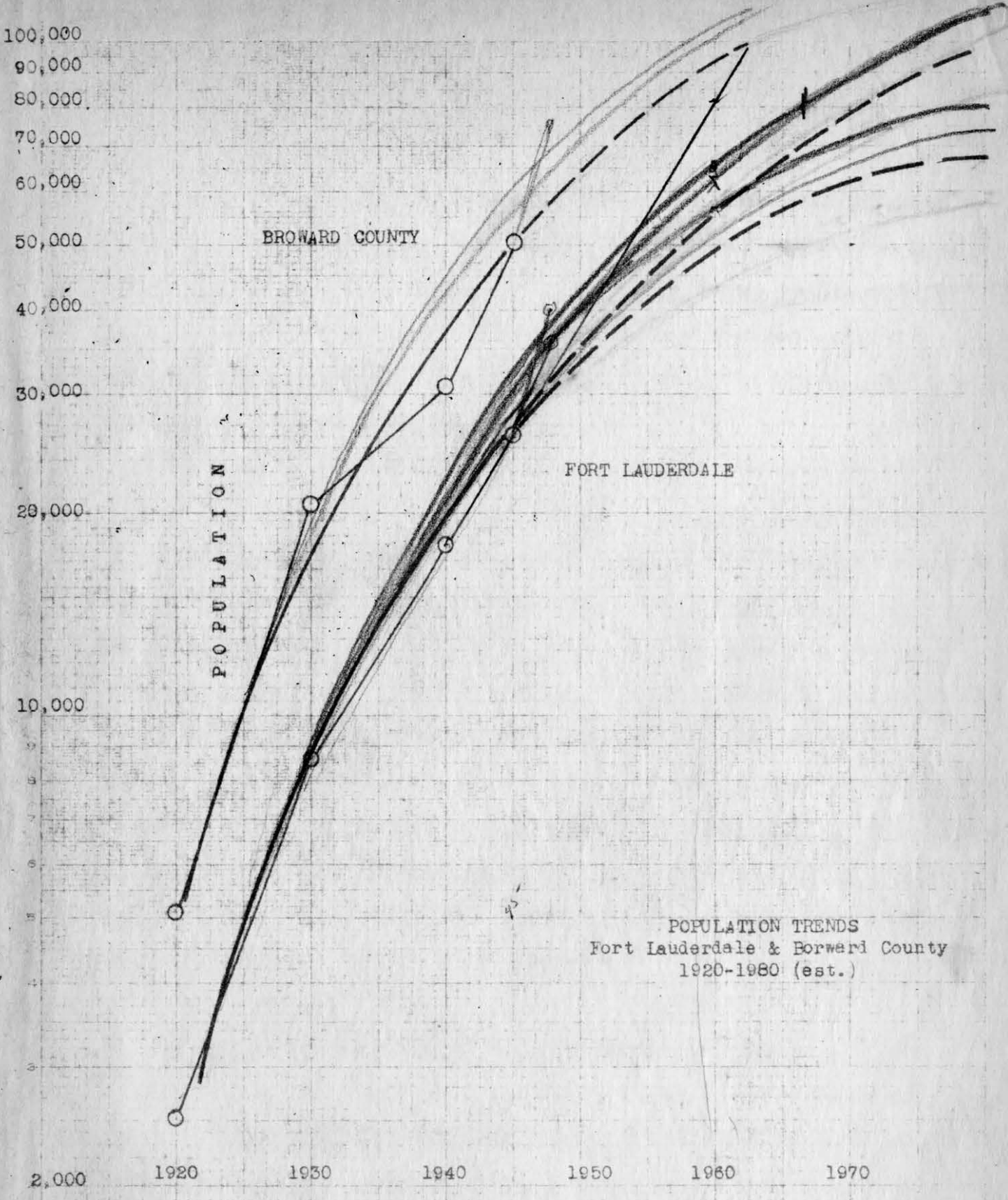
All cities grew around a central focus. Fort Lauderdale, as an illustration, expanded from a small developed area located in the vicinity of the river and the railroad. Subdivision by subdivision cities have expanded, such subdivisions frequently extending beyond and out of range of the corporate limits. And in the course of this expansion, little or no thought was given to the requirements of a distant future, except in a very general way. The results of day to day planning have been defects in the street framework which today are being seriously taxed by an enormous

traffic load, improper locations of schools with respect to traffic and commercial development, inadequate spaces for parks and recreation, poor transportation systems and land subdivision patterns and uses conducive to overcrowding, congestion and ultimate slums.

The effects of past trends and developments are known and with a reasonable degree of certainty, the basic requirements of the future can be anticipated and evaluated now. Such study and planning activity conducted now as a continuing process will enable the city to avoid, and correct, many errors of the past and also, facilitate meeting new problems as they arise. As the late Dwight Morrow once said, "The real cost in planning a community is the cost of non-planning". In commenting on a proposed program of planning so many people say, "Too bad this was not done twenty-five years ago; it is too late to plan now". Yes, that is true but in the course of time do we of today stop to think that in the life of the city, another twenty-five years will soon roll along and when that time arrives, will those sons and daughters who follow us say, "Too bad our fathers and mothers were too short sighted to plan ahead for us". Every one should recall what John Ruskin once said, "God has lent us the earth for our life. It belongs as much to those who are to come after us, as to us; and we have no right by anything we do or neglect to do, to deprive them of benefits which it was in our power to bequeath". People are merely actors on the stage of life and one of their responsibilities is to leave the stage a better place than it was found.

GROWTH OF FORT LAUDERDALE

Gauged by the lives of cities, Fort Lauderdale is a relatively young and new city. In 1910 (only thirty-seven years ago) it was not yet large enough to be classified as an urban area by the U. S. Bureau of the Census. In 1911, when it became a corporate entity, the built up developed area was largely confined to that section around the railroad and river. According to the Florida State Census the small settle-



POPULATION TRENDS
Fort Lauderdale & Broward County
1920-1980 (est.)

ment had a population of only 1,870 people in 1915. Since that date, the growth and development of Fort Lauderdale has been substantial and steady - meteoric. From a population of 1870 in 1915, it expanded to a city with a normal population in 1945 of 26,185, according to the Florida State Census of the latter year. Whereas in 1925 Fort Lauderdale was the twentieth Florida city in size, by 1945 it had ascended to the tenth position among Florida cities.

Studies of population growths and trends, and the enhancement of the city's economy indicate very definitely that Fort Lauderdale will have a population of 75,000 - 80,000 in 1970, which with the population of the area immediately surrounding it, will exceed 100,000: In a brief period of less than twenty-five years, the normal population of 1945 (26,185) will expand at least three times, barring unforeseen catastrophe. Diagram 1 shows the direction of population growths of (a) Fort Lauderdale, (b) Broward County and (c) the Greater Miami Metropolitan area. Surely such an anticipated growth should stimulate serious thought. The problems of streets, utilities, schools, recreation, housing, traffic and parking are perplexing now; what will they be in the future city unless thought is devoted to them now as a part of the planning process. Picture three times the traffic volume on the streets as today, the facilities for circulation and parking little improved!

FORT LAUDERDALE A PART OF THE MIAMI METROPOLITAN AREA

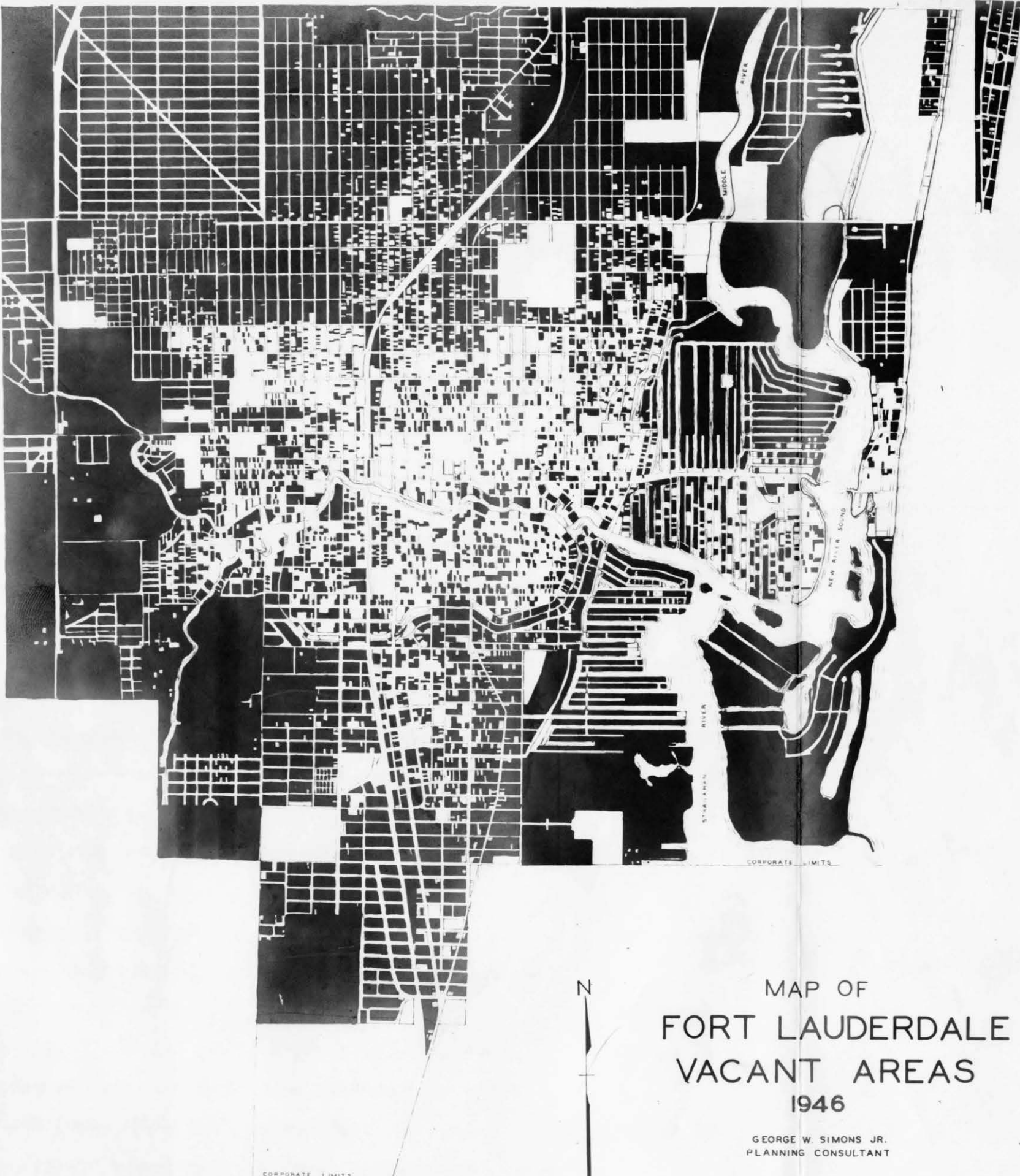
Fort Lauderdale has grown by virtue of its own strategic location and economic resources. It has also experienced growth and development as an integral part of the Greater Miami Metropolitan Area (Diagram 2) - one of the most rapidly growing sections in the United States. As this region as a whole continues to improve and grow, Fort Lauderdale and its immediate environs will likewise continue to improve and grow. In the midst of this accelerating regional growth, however, the people of Fort Lauderdale can decide and determine the course their city should take in the future. The peo-

ple only can tell what kind of city they want. The future of Fort Lauderdale is auspicious. The climatic, scenic and water (ocean and waterways) resources; the utility and other facilities of the area and its accessibility to natural resources, are equal. The character of the terrain and vegetation is the same; only as to its use and intensity of use does it differ greatly. Already it is apparent that the congestion, crowdedness and incidental confusion of central Miami is influencing land uses and growth there. Decentralization is under way and as this force creeps farther from the Miami center, the people of Fort Lauderdale must choose measures to avoid its evils and strive to avoid the creation of similar conditions which tend to drive prospective residents elsewhere. This is a crucial time in the history of Fort Lauderdale. By a minimum of rational planning and with relative ease and economy the people themselves can determine what kind of city they want and shape it accordingly. It may be late, but not too late. The observance of minimum standards and guides or plans will prevent much improper development - the invasion of the wrong thing in the wrong place - and in the process conserve millions of dollars in property values.

In addition to its being a part of the Greater Miami Metropolitan area, Fort Lauderdale is also the center of its own tributary trading area extending into the agricultural areas to the west and north and along the east coast northward. Altho this area is more or less restricted as to size it is growing in importance and productivity, and in the future, the people and communities in it will look increasingly to Fort Lauderdale as the commercial, cultural and spiritual center.

FORT LAUDERDALE IS A COMMUNITY OF HOMES

Fort Lauderdale is predominantly a single family home area. Altho many of its homes, apartments and hotels impart a distinctive seasonal character to the city, it is nevertheless a year 'round home city. Accompanying the requirements of seasonal demands are the thousands of permanent residents employed in many diverse lines of



MAP OF
FORT LAUDERDALE
VACANT AREAS
1946

GEORGE W. SIMONS JR.
PLANNING CONSULTANT

activity. Its favorable location has also attracted a diversity of small service industrial and commercial enterprises. One part of this industrial picture is Port Everglades, one of the nation's outstanding harbor developments around which a substantial amount of industrial development has grown.

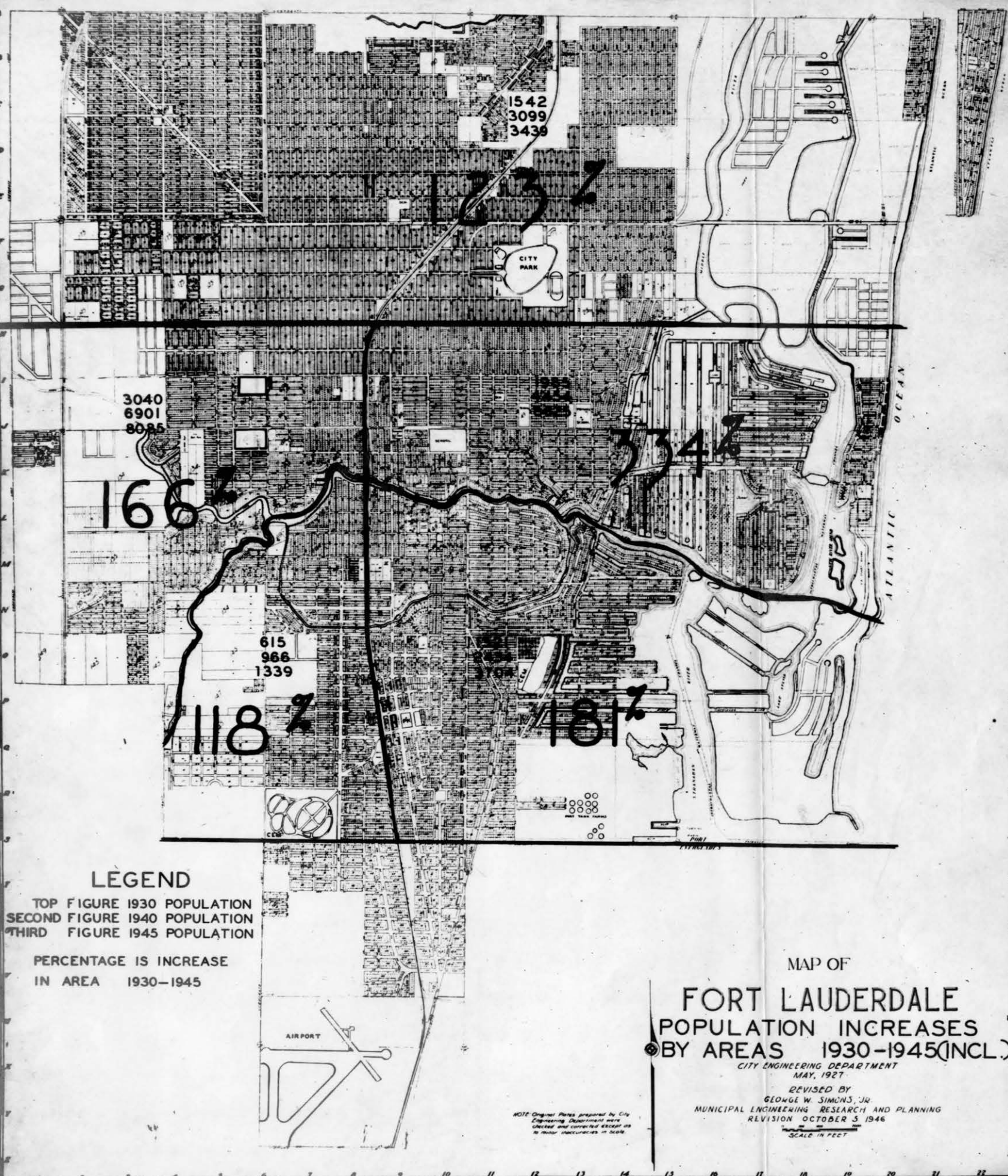
The foregoing has shown how Fort Lauderdale and its immediate area have grown over the years. A review of the economic-industrial growth in the tributary region during the past two decades justifies the growth of the past and augurs well for the future.

POPULATION GROWTH TRENDS WITHIN THE CITY

The population growth and development of Fort Lauderdale has not been uniform thruout the corporate area. Some sections have responded to development more readily than others with the result that there are vast areas of vacant land within the city, also large areas only sparsely developed. (Diagram 3). Enough vacant subdivided land lies within the present corporate area to accomodate more than 50,000 people without crowding. The study of land uses and population trends by sections of the city reveals interesting facts (Diagram 4).

In the fifteen (15) year period between 1930 and 1945, population increases have been as follows, in the several described areas:

- | | |
|---|--------------|
| 1. Area north of 10th Street | 123 per cent |
| 2. Area between 10th Street, Northeast and the river and east of the F. E. C. Railroad | 334 per cent |
| 3. Area south of New River, east of the F. E. C. Railroad | 181 per cent |
| 4. Area between 10th Street, Northwest and the South Fork of New River, west of the F. E. C. Railroad | 166 per cent |
| 5. Area between the South Fork and the F. E. C. Railroad, north of 17th Street, Southwest | 118 per cent |



LEGEND

TOP FIGURE 1930 POPULATION
SECOND FIGURE 1940 POPULATION
THIRD FIGURE 1945 POPULATION

PERCENTAGE IS INCREASE
IN AREA 1930-1945

MAP OF
FORT LAUDERDALE
POPULATION INCREASES
BY AREAS 1930-1945 (INCL.)

CITY ENGINEERING DEPARTMENT
MAY, 1927

REVISED BY
GEORGE W. SIMONS, JR.
MUNICIPAL ENGINEERING RESEARCH AND PLANNING
REVISION OCTOBER 3 1946

SCALE IN FEET

NOTE: Original Plans prepared by City
Engineering Department were
checked and corrected except as
to minor inaccuracies in scale.

These data show that the area east of the railroad has experienced the greatest rate of growth and, that section thereof centrally located between the river and 10th Street has developed the most intensively. These growth data reflect clearly the retarding affects of such barriers as the river and the railroad. Any measures or devices that will minimize or overcome the retarding affects of these barriers will be compensated for by a more active and wholesome growth in those areas south of the river and west of the railroad. Measures to accomplish these objectives will require improvements in and additions to the circulation (street) system of the city, which is the structural framework around which the city grows.

BASIC PLANS MUST BE REASONABLE

Any set of basic guides or plans should be reasonable. Their ultimate accomplishment should be within the economic resources and abilities of the people. Elaborate schemes reflecting the grandiose and aesthetic and whose accomplishment may be an objective of a very misty future, are pretty to gaze at but often impracticable when weighed against an ability to pay. Consequently capital improvement projects resulting from these planning studies should be programmed according to their priority of necessity and secondly in accord with the fiscal ability of the people to conform.

THE STREET PATTERN OF THE CITY

The street pattern of a city is a fundamental part of any comprehensive development plan. Over the years it should be developed in such a way as to encourage a free, ready, safe and quick movement of people from one section of the city to another as well as into and thru the city. Its development should also be in a way to encourage the most advantageous uses of land and contribute to a better, more uniform distribution of land uses than otherwise. A soundly conceived street framework will enhance the potentialities of service and value.

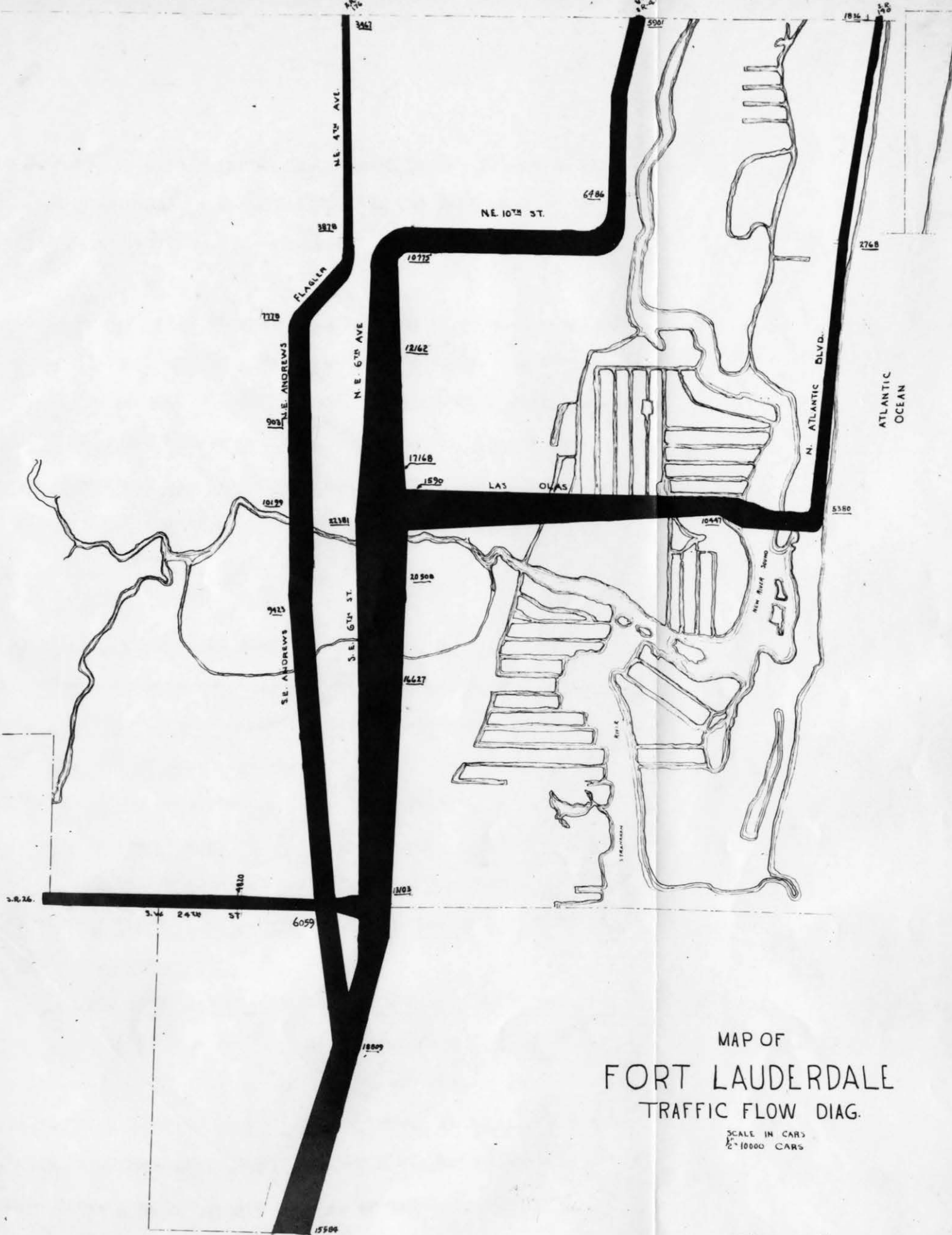
In its years of growth, Fort Lauderdale has followed the gridiron pattern of street development, streets at right angles to each other. Thru these years, some streets have acquired a much greater importance than others. Such streets, for instance, as Andrews Avenue, Las Olas Boulevard and Sixth Avenue, are in this class and in any future plan these streets will retain their importance and prestige but to help carry the load, other streets of primary importance must be provided.

QUALITIES OF STREET SYSTEM

A street is a channel to accomodate flowing traffic primarily. The parking or temporary storage of motor vehicles in the street channel is a matter of custom; when such parking or storage impedes the steady, safe flow of traffic, it should be eliminated. Not all streets laid out in the corporate area are of equal value and importance. The street system, as a whole, is comparable in structural composition to a tree. The main trunk supports the limbs and these in turn support the branches, and leaves. Similarly a comprehensive major street framework of trunks, limbs and branches adequate in capacity to meet the needs of the fast growing community must be provided. Obviously after such plan has been defined, portions should be provided as, if and when necessary. The major framework should be sufficiently flexible also, to yield to desirable changes to meet unforeseen conditions.

MAJOR STREET PLAN

The Major Street Plan of the city consists of (a) Primary Arteries or Thorofares, (b) Secondary Arteries and (c) Minor or Access Streets. Primary arteries are those providing access into and thru the city. Secondary streets are closely correlated to the Primary arteries, affording safe and direct channels of flow from one section of the city to another. Minor streets represent by far the greatest amount of street area - those streets affording access from the respective dwellings or industrial



MAP OF
 FORT LAUDERDALE
 TRAFFIC FLOW DIAG.

SCALE IN CARS
 1" = 10000 CARS

Diagram 5

plants to the Primary and Secondary street system. The channel (roadway) widths of Primary and Secondary streets, predicated on the growth trends and land uses in the respective tributary areas, must be sufficient to accommodate increasing loads of moving traffic.

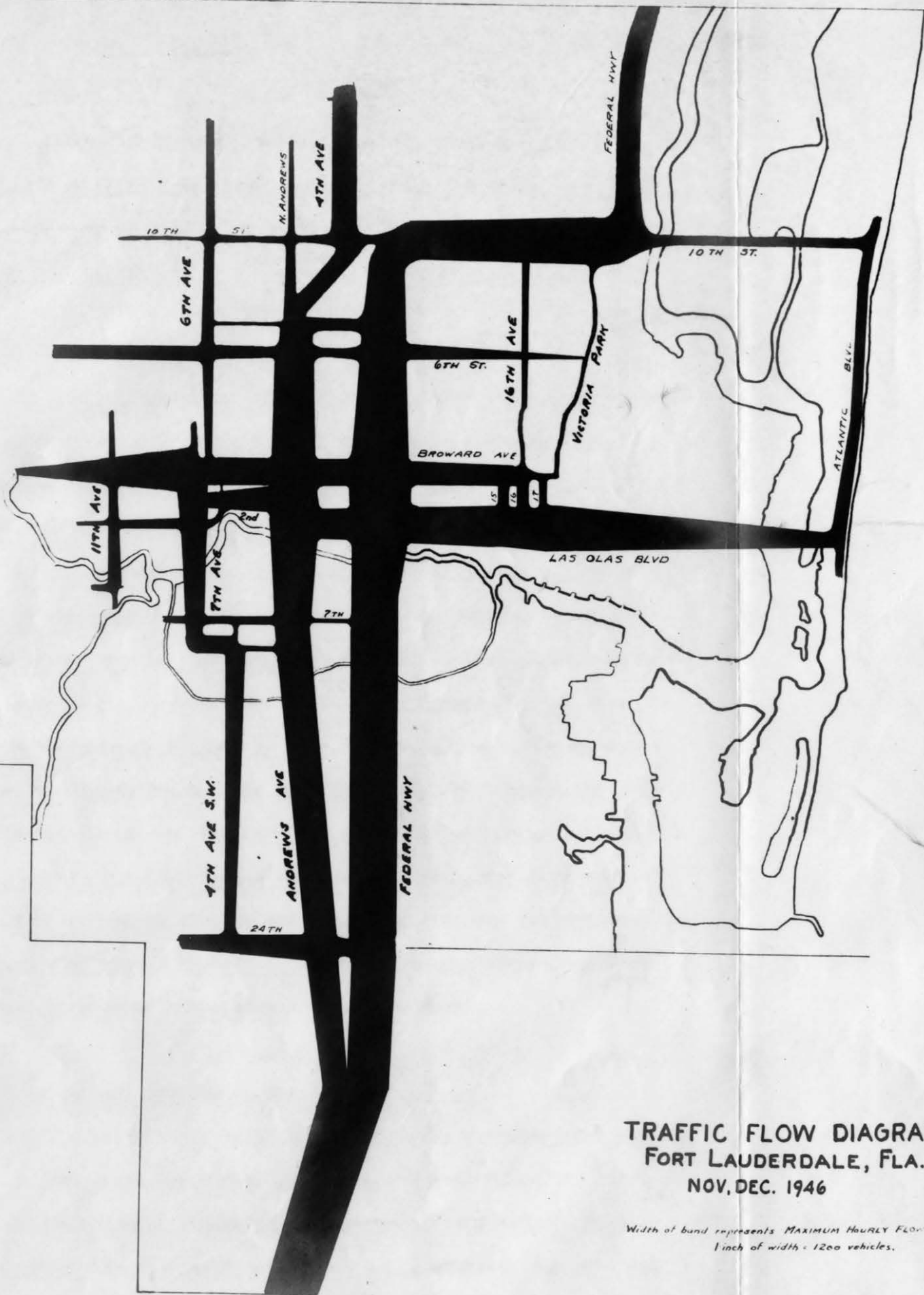
The complexion and extent of the Major Street system is dependent on a number of factors but primarily upon the location of the central business section, the industrial areas, the built up sections and the presence of such barriers as rivers, canals and railroads. The present pattern and intensity of traffic movements also suggest other channels of primary importance in the development of a major street framework. And in the definition of such a major street plan, existing thoroughfares in so far as possible are utilized.

TRAFFIC MOVEMENTS AND VOLUME

One of the factors of increasing importance influencing city growth and development is traffic flow. From a standpoint of economics and the effect on property uses and valuation, few other factors are of more importance.

Most of the traffic utilizing the city streets is of local origin. A percentage of the flow on some few streets is "thru" traffic, but from the standpoint of the city itself, this traffic volume is relatively unimportant. Thru Fort Lauderdale the principal "thru" artery is the Federal Highway (Sixth Avenue). The load on this street is heavy thruout the day and night (Diagram 5).

It is interesting to note that traffic movements usually converge into the central business district. Some time during the day every motor vehicle travels into the compact central business district contributing to the congestion and delay. Altho streets are provided primarily for the free movement of traffic, temporary storage or parking is necessary for the transaction of business. When the congestion and delay become dangerous or a source of irritation, people look elsewhere to transact business and



**TRAFFIC FLOW DIAGRAM
FORT LAUDERDALE, FLA.
NOV. DEC. 1946**

*Width of band represents MAXIMUM HOURLY FLOW
1 inch of width = 1200 vehicles.*

decentralization sets in. Decentralization is the beginning of blight and blight is the beginning of slums. Consequently to conserve and protect the value of property investments in central business districts the movement of traffic and the parking of traffic must be directed and controlled.

TRAFFIC STUDIES

Studies of traffic movements have been made thruout the city and in the central business district. These reflect the nature of difficulties encountered which, unless corrected, will become increasingly more severe as the city grows in size.

Traffic counts made in late November, 1946, show that on an average day some 23,000 motor vehicles are milling about the central business district, many seeking an opportunity to park in the very limited number of available parking spaces. The area in which this mass of traffic is circulating is bounded on the west by the railroad, the north by Broward Avenue, the east by the Federal Highway and the south by the river. In this area there are available at the curb and off street a total of only 1,397 parking spaces. During January and February, 1947, this volume of traffic increased greatly; it is estimated that more than 50,000 cars per day were using the streets of this central area. Traffic studies made by the State Road Department (Diagram 5) in March, 1946, showed an average of 22,000 vehicles per day crossing the intersections of Las Olas and Federal Highway. During a maximum hour in December, 1946, 2,000 vehicles used this same intersection (Diagram 5 and 6).

CENTRAL BUSINESS DISTRICT

The traffic problem of the central area of Fort Lauderdale is aggravated and intensified by barriers to free circulation, the river and the railroad. The latter however is not as severe as the former. The frequent openings of the Federal Highway and Andrews Avenue bridges during the rush hours of the days are sources of costly delays

and congestion. Daily between the hours of five and six, traffic on these two streets is piled up for blocks in each direction and these delays have the effect of slowing down and impeding the progress of traffic circulation in all directions. Records show that these bridges were opened 10,580 times in the period December, 1945, to September, 1946, inclusive, an average of 47 times each day during the months of December to April, inclusive.

These various studies and observations of traffic flow thruout the city suggest modifications in the structural street plan of the city, particularly its major trunks. With the present population, many of the modifications are desirable now but when the city approaches a population much greater than at present, they will be needed more. Today some 12,000 families are contributing to the difficulties. In the not too distant future this number of families will be increased to 25,000. Visualizing a doubling or tripling of the present difficulties ^{gives} some idea what lies ahead.

Trained research engineers of such corporations as the American Telephone and Telegraph Company are constantly looking ahead studying the needs and requirements of the future and preparing for them ahead of time. Guided by such studies and conclusions reached ahead of time few errors are made when the actual need presents itself.

Similarly, in defining the scope of a major street plan for a city and the characteristics of its component parts it is necessary to look beyond the urgent demands of the present and, from the numerous fundamental studies already alluded to, evaluate the needs of the future. The Major Street Plan proposed has been predicated on such studies. As stated before - the several elements comprising this plan are not all needed now. They are desirable but in some instances, not essential.

ELEMENTS OF MAJOR STREET PLAN

The Major Street Plan as developed seeks to realize certain specific objectives and simultaneously overcome certain prevailing defects. It seeks to provide (a) a free, easy, safe circulation of traffic with a minimum of delay, (b) adequate parking facilities, (c) minimize the effects of present barriers and (d) permit a wholesome, well balanced growth and development of the community.

Zoning regulations under which Fort Lauderdale has been operating for about twenty years have guided land use practices thruout the city, commercial, industrial and residential. From the central business nucleus, commercial use areas radiate forth on Andrews, Sixth Avenue, Las Olas, Second Street and to some extent on Broward Boulevard. Light Industry, storage warehouses and distribution establishments cling to an area bordering the railroad and in the southern portion of the city. The remainder of the developed lands is devoted to residential uses of one type or another. The newer, more modern types of residential construction have extended easterly and northeasterly of the central business district. South of the river in the Rio Vista area and subdivision there is much substantial residential development much of which dates from the twenties. West of the railroad in the Riverside and other sections are found many older dwellings distributed among the newer.

The construction and land use trends of the past are guides to the future. They are indicative of the type and quantity of growth that must be anticipated. As the Vacant Areas map (Diagram 3) vividly shows there are many available building sites thruout the corporate area and, many of these are located in exceedingly desirable areas. Their desirability and the rate of their consumption however will depend largely on their accessibility. Building has been active thruout the city, even in these days of uncertain costs and difficulties, but once these older favorable areas are relieved of the present traffic bottlenecks, more building will be stimulated in them. This is especially true of those areas south of the river and west of the tracks.

Obviously in the development of the network of major highways these trends of residential development had to be considered. Only in that way can a community of well balanced neighborhoods be defined.

TRAFFIC FLOW OF TODAY

A relatively few streets are bearing the burden of the Fort Lauderdale traffic load. Andrews Avenue, Sixth Avenue (U. S. #1), Seventh Avenue on the west are the principal north and south arteries today. Tenth and Sixth Streets, Broward Boulevard, Second Street, Las Olas, Seventh and Ninth Streets on the south are the principal east and west arteries.

Thru north and south traffic (Diagram 5) uses Sixth Avenue almost to the exclusion of all other streets. Some truck traffic uses the "Truck Route", Tenth Street westerly and thence south on Seventh Avenue. But generally speaking, these few streets carry the real burdens. To reach the beach casino from a point west of the tracks, one must take a circuitous route to Tenth Street, thence east to Atlantic Boulevard, thence southerly, or battle thru the center of town via Las Olas Boulevard. Currently there is no direct access to the south part of the beach except from the north. To get from Victoria Park to Riverside, one must come thru the city via Broward Boulevard or Second Street, and to get from Progresso to Port Everglades or Rio Vista, one invariably struggles thru the city and cross the bridges. There are no well defined circumferential routes of adequate capacity enabling one to reach these respective destinations without contributing to the confusion and congestion of the central business district. And as the city expands and these remote vacant areas begin to develop, this confusion and congestion will approach a state of chaos. To prepare for that contingency the major street framework is proposed.

As already stated, proposed improvements should have a priority of necessity. It would be desirable to have the whole framework completed at once but that would be

economically impossible. Some portions of the general plan might not be needed for five, ten or more years - other portions might be needed urgently now. But the plan gives a picture of what should be provided when needed.

The major street plan as projected utilizes existing thorofares as far as possible.

Where such streets, from property line to property line, are of inadequate width, the establishment of set backs for ultimate widening is proposed, and indicated on the map.

Sixth Avenue (U. S. #1) is a north and south artery of primary importance. Set backs (100 feet) have already been established so a roadway sixty-four (64) feet wide can ultimately be constructed. Sixth Avenue currently is carrying the heaviest load of any street in the city. The ultimate completion of the Inter-Regional Highway proposed by the State and Federal Bureau of Public Roads on some route west of the city, will relieve Sixth Avenue of much "thru" traffic but notwithstanding, the anticipated growth of Fort Lauderdale and the increasing use of automobiles will continue to impose a severe burden on this road. It will always be one of or the most heavily traveled streets thru the city.

Currently Sixth Avenue does not serve as an efficient "thru" artery because of the bottleneck at New River. This impediment must be corrected to afford not only a free traffic flow thru the city but relieve the accident possibilities at Las Olas and in the area immediately south of the bridge. A study of accident incidents reveals these as critical points. An improvement can be effectuated in one of two ways, by the erection of a high level bridge to clear the Las Olas intersection as well as the river or by the construction of a tunnel that would also pass under Las Olas Boulevard. A third possibility also presents itself if either of these two fail, remove the fishing boats from that section of the river west of the Sixth Avenue bridge and provide berths for them at a proposed Yacht Basin to be discussed later. But regardless which device is employed, Sixth Avenue traffic must be relieved of needless costly delays due to bridges, delays that have definitely impeded development to the south.

West of the railroad, it is proposed to develop Seventh Avenue into an artery of primary importance comparable to Sixth Avenue on the east, from Tenth Street on the north to Ninth Street Southwest, on the south. This thoroughfare is now designated as a "truck route". An ultimate street width of eighty (80) feet is proposed throughout its length. At its south extremity, the street would utilize Ninth Street southwest to Fourth Avenue and thence, via Fourth Avenue, to the south limits. In conjunction with Tenth Street, the Seventh-Fourth Avenue primary artery would serve as a part of an inner circumferential system around the business district which in the succeeding years will expand. It is proposed to erect a viaduct on Tenth Street over the F. E. C. tracks.

Atlantic Boulevard along the ocean front is proposed as a third major highway north to south, extending southward from its present terminus thru the property of the Coast Guard into Harbor View and thence via a proposed causeway or street westward to the Federal Highway. This highway will also become a part of the circumferential system. An ultimate street width of eighty feet is proposed throughout its length.

In the area west of Seventh Avenue it is proposed to locate a street of secondary significance extending from Tenth Street on the north to Twelfth Street on the south.

These several north and south arteries are of primary importance. Intermediate however, several secondary arteries are designated to serve the business area and relieve the primary arteries. Among these north and south secondaries are Andrews Avenue, Third Avenue Northeast and Southeast, Fourteenth Avenue Northeast, Victoria Park Boulevard and Fifteenth Avenue. Of these auxiliaries, Andrews and Third Avenue will be most important. In the course of years, the central business district will expand. As this comes to pass, Third Avenue will become a thoroughfare of increasing importance located as it is between Andrews Avenue and Sixth Avenue. The plan proposes the utilization of Fourth Avenue from the corporate limits on the north to the railroad, thence Third Avenue southerly across New River to Eighteenth Court on the south.

From Tenth Street on the north, Victoria Park Road is designated a street of secondary importance to Broward Boulevard and thence via Fifteenth Avenue into Las Olas Boulevard.

On the south, Ninth Street will constitute an important connecting link in the inner circumferential system, from Seventh Avenue Southwest to Sixth Avenue Southeast (Federal Highway). Eighteenth Court will also afford a connection between Andrews and the Federal Highway on the south.

Twenty-fourth Street is recognized as an artery of primary importance serving Port Everglades and also as a State Highway, the tributary area to the west. An overpass is recommended at Twenty-fourth Street and the railroad. This link in the outer belt will collect the traffic traveling south via Seventh and Fourth Avenues.

As stated previously, there is no access to the beach area from any point south of New River. Such an outlet is advisable. To meet this situation, an artery of primary importance is recommended for construction between the Federal Highway and the beach along either Fifteenth or Seventeenth Street. Either of these streets would be desirable or serviceable; the selection however should depend on economic and engineering considerations.

The several streets recommended for consideration in this program will give the city a system of comprehensive major and secondary highways.

OTHER COMPONENTS OF PLAN

The street system is only one component part of the comprehensive development plan. Other parts essential to the life and welfare, and the wholesome, balanced development of the city relate to (1) Parks and Recreation facilities, (2) Public Buildings (federal, county, state and city), (3) Land Uses (zoning), (4) Traffic Control and Parking, (5) Utilities (water, sewerage), (6) Transit and Transportation, (7) Housing, (8) Subdivision Regulation, and (9) Neighborhood Rehabilitation and Restoration.

The dynamic city is made up of live, virile cells, each comparable to a neighborhood. The city of balance should be divided into healthy, sound neighborhood units, each with its elementary school, neighborhood park, playground and neighborhood shopping district. The neighborhood should preferably be bounded or surrounded by primary streets and inter-connected by secondary streets. Schools and other neighborhood facilities of a public nature are located as centrally as possible within each neighborhood, not on major highways. Neighborhoods should be more or less self-contained so that the crossing of major streets by pedestrians can be minimized.

In developing the planning studies of Fort Lauderdale the neighborhood complex was constantly kept in mind. The corporate area as constituted can be resolved into several separate and distinct neighborhoods and as vacant areas are developed, additional neighborhoods will come into being. Each of the present neighborhoods are already well defined.

PARKS AND RECREATION

The city has already acquired a large park and recreation area in the north side of the city, which will be serviceable for many years. In addition to this, an area should be acquired west of the negro residential area for development as a park for negroes.

Additional facilities of the neighborhood playground type should ultimately be established in areas accessible to the people using them. Currently such facilities are needed in the south portion of the city, on both sides of the railroad. In the northeast portion of the city additional facilities should also be provided, possibly a golf course among them.

FIRE STATIONS

A new central fire station will be established in the new City Hall but in the future additional facilities will be needed in the beach area.