Transit | Housing Oriented Redevelopment Studies
Oakland Park Boulevard Corridor
In the subtropical regions of the world, hot-humid zones tend to appear in the southern and eastern zones of every continent.

The project began with a study of the existing urban typology of courtyards, alleys, passageways, and arcades that once formed the early urban pattern in southern Florida.

Students collected data, and field measurements, then recorded the permeable urban fabric of Las Olas Boulevard in Fort Lauderdale.
The objective of the research was to examine transit and housing oriented redevelopment options in areas where redevelopment and increased density are supported.

Data collection included design inventory surveys of the existing physical environment. These surveys were conducted with residents, business owners, civic leaders, design professionals, faculty and students.

The layered regional map indicates (1) pedestrian privileged centers (2) mass transit network (3) eco-corridors, (4) land use patterns, and (5) the existing underlying context.

Examples of the local (informal) economy were documented.
Visualization of county statistical and GIS data (top to bottom left): employment and residential densities, land use and density, households without cars, residential foreclosures.

Demonstration of articulated bus (top right).

On the ground site inventory of the physical environment included a photographic survey (lower right).
The open studio process (top) permitted students to engage with the local community and municipal and county planning agencies working in teams and individually.

Public involvement also included three public workshops and exhibits in the study areas.
The process led to the distillation of design strategies into general principles for pedestrian and transit accommodation, mixed-use, and passive design for climate.

Phase I
Subject area: NW 31 Avenue to NE 19th Avenue

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Working with the data, community input and planning feedback, student teams developed specific area plans. Each plan focused on design elements for transportation, urban infrastructure, architecture, landscape design, and wayfinding for the subtropical context of the corridor.
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Issues:
- Focus on parking, especially shared with pedestrian to lot and to transit
- Mixed use opportunities
- Marked bus shelters on map that have been approved for stimulus package funding
- Some development at Prospect Road is less noticed
- Proposed renaming of Dixie Hwy. within Oakland Park and Wilton Manors to increase local feeling
- Need to restore neighborhoods where industry exists
- Small bus stops good for dealing with narrowness

BCT bus and articulated
Pedestrian and bikes
Park and ride
Feasibility of parking structure vs. surface parking
Art Institute and creative-industrial uses
Gateway to Wilton Manors and Oakland Park
Preserve green areas, natural areas and parks
The specific area plans set the ground rules for the design of new subtropical urban typologies for redevelopment based on regional transit, enhanced intermodal connectivity, and increased density.

Students proposed utilizing technology in combination with traditional methods of passive design.

For example, a shade canopy spans the roadway (top); shaded and protected pedestrian passageways link to a variety of uses (lower left), and shaded private realms with access to transit complete the system (lower right).
Shade canopy spanning the roadway is integrated with building canopies for continuous weather protection (top); sub-tropical design elements and integrated transit facilities (lower left), and facilities providing shelter and seating (lower right).
The results of the student work favored by the community were combined to create a phased implementation strategy and design performance guidelines. The series at left (from top to bottom) illustrates the phased sequence of transformation.

The object was not to impose a “form based” design strategy, but rather a guide for creating a functional environment to accommodate a variety of transportation modes, protect the local economy and neighborhood residents and businesses, and create an attractive and comfortable subtropical outdoor environment.
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Phase I
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Transit Facilities Inventory

THOR
Studies
Transit facility inventory and analysis

**Existing facility**

*Recommended locations:*

- **Near Side** (minimum distance)
- **Far Side** (70’ from intersection)
- **Far Side** (100’ from intersection)
Strategies include integrating transit facilities, solar energy and rainwater harvesting, and subtropical public spaces into architecture.
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Intersection of Oakland Park Blvd. and N. Dixie Hwy. 471 Daily Riders


Transit Facility Inventory Images
Phased redevelopment scheme.
Phase II
Subject area: Florida Turnpike to NW 31st Avenue

TOD Area Plans
TOD Redevelopment Types

The process led to the distillation of design strategies into general principles for pedestrian and transit accommodation, mixed-use, and passive design for climate.
In the Phase II area, Lauderdale Lakes

- NW 31 Av
- SR 7
- Library
- NW 47 Tr
- Turnpike
Redevelopment sites along each of the corridor were isolated and developed in more detail. (Toyofuko)
Clear separation of longitudinal systems for transit and pedestrian circulation.
BRT facilities with nodal redevelopment surrounding clearly articulated public spaces. (Celmer)
Transit Hub perspective and ground view at public parkland. (Runyan)
Redevelopment sites along each of the corridor were isolated and developed in more detail.
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Hawaiian Gardens site (Killam)
Redevelopment sites along each of the corridor were isolated and developed in more detail.
Hawaiian Gardens site (Otsuki)
Redevelopment sites along each of the corridor were isolated and developed in more detail. Hawaiian Gardens site (Garrett)
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Redevelopment proposals incorporate elements of public space.
Hawaiian Gardens site (Garrett)