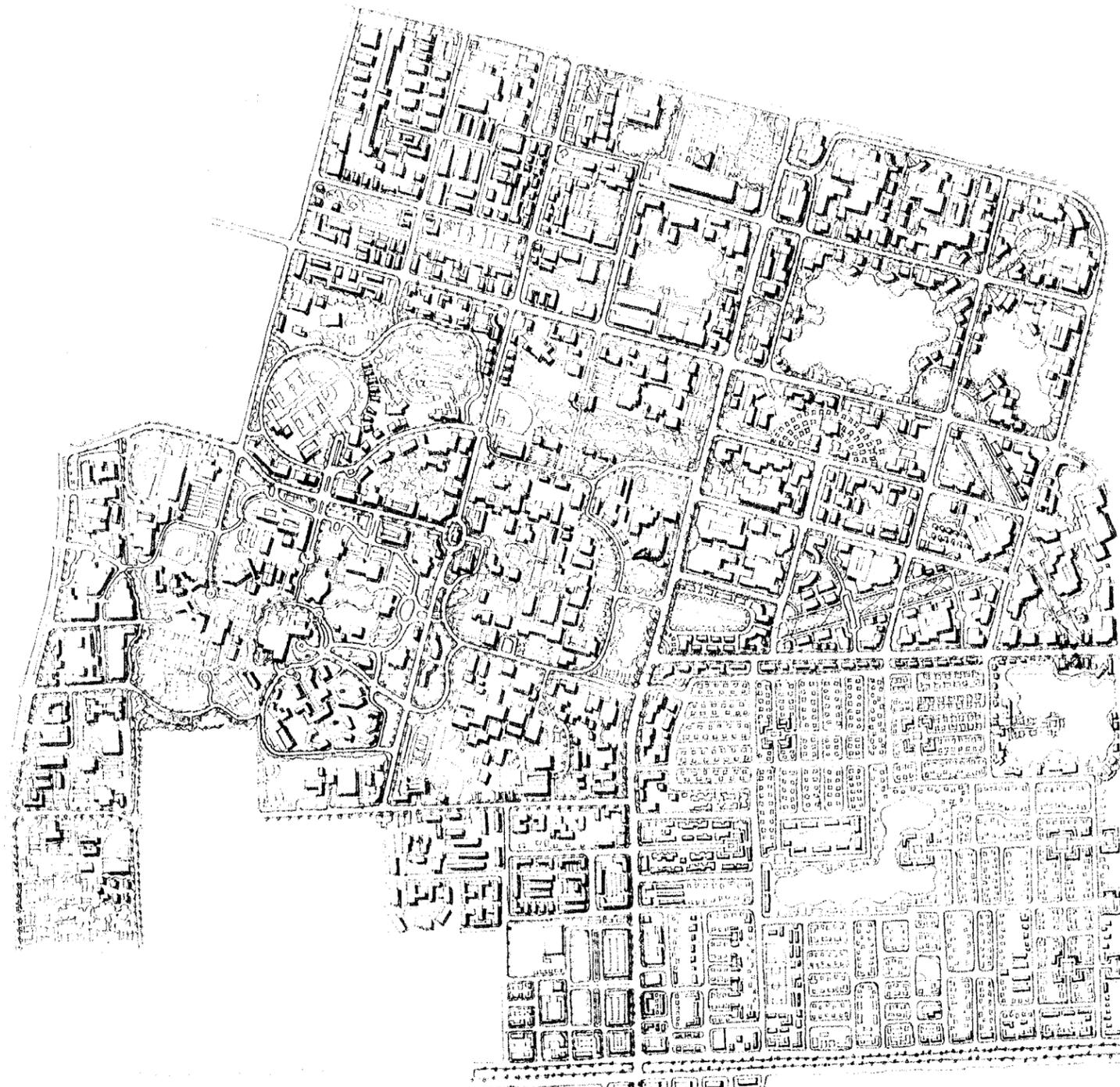


Town of Davie Regional Activity Center Master Plan



MARCH 2008

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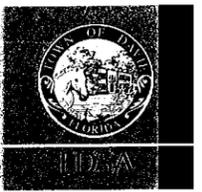
Town of Davie Regional Activity Center Master Plan



prepared by
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NSU- IGPP

Acknowledgements

Town of Davie Residents
Mayor Tom Truex
Council Members: Susan Starkey, Bryan Caletka,
Michael Crowley, Judy Paul
Town Staff
Steering Committee
Technical Committee





How to Use This Book

Volumes

Phase I - Volume I Pages 1-80

Phase II - Volume II Pages 1-55

Phase III - Volume III Pages 1-37

Phase IIII - Forthcoming

Phase V - Forthcoming



Town of Davie

Regional Activity Center

Understanding the Community Technical Memorandum Phase 1 - Volume 1

FINAL DRAFT

prepared for
Town of Davie RAC Steering Committee

prepared by
EDSA

March 1, 2007

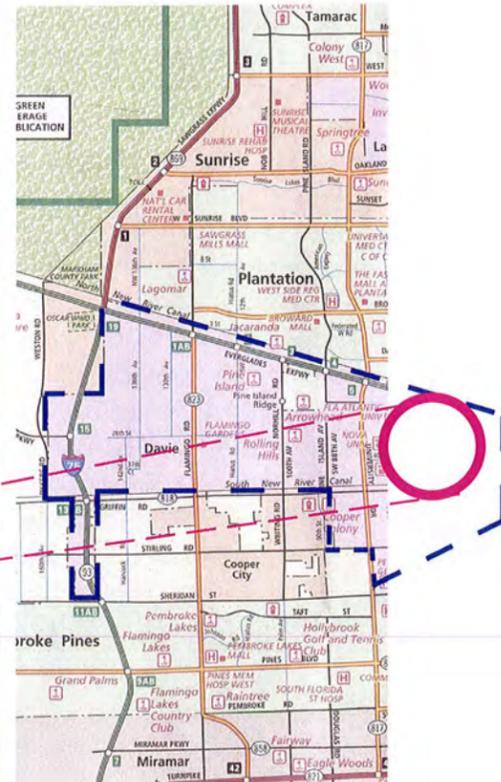


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Table of Contents

+ Project Location

The Davie RAC consist of 2,200 acres, centrally located in Broward County in the eastern portion of the Town of Davie



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Executive Summary

+ Purpose of the Study

The results of this study will identify a transit/intermodal based Master Plan providing all relevant information necessary to create a viable area for integrating transit and land use. Elements to be incorporated include:

- Intermodal improvements
- Multi-modal transportation and land use associations
- Existing parcel redevelopment interests
- Appropriate density and pedestrian-orientation
- Considerations for transit supporting projects
- Development of zoning overlay mechanisms along with related zoning regulations and standards to facilitate mixed use development. Development of architectural guidelines to supplement the proposed zoning provisions

+ Purpose of Technical Memorandum

This document will form the basis for final reports to be prepared in later phases of the study. This document will outline the results of Phase 1 (Understanding the Community) including, kick off meeting, public workshops, summarize the review of existing planning reports, document the analysis findings and identify any outstanding economic physical and programmatic issues that require further review or decisions. All above items are presented in this booklet in written and graphic form.

+ Executive Summary

HISTORY In 1998 the Town of Davie enacted a Regional Activity Center (RAC) category for the east side of the Town of Davie bordered by University Drive, I-595, Florida's Turnpike and Griffin Road. The total RAC area is 2,200 acres of land.

This Regional Activity Center zoning was proposed with the vision that one day the valuable coexistence of the South Florida Education Center (SFEC) and viable redevelopment land would work in conjunction for a better Town of Davie that provides a high quality of life for those living working and playing in the RAC. The Regional Activity Center land use category is intended to encourage development or redevelopment of regional significance. This category is to facilitate mixed use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development and give definition to the urban form.

Since its inception, only once, has the zoning category been utilized for new development. The Academical Village (RAC-AV) is the only land mass thus far within the boundary to propose a project which utilizes the proposed RAC development patterns.

CONCEPT Ultimately, this study outlines the efforts necessary to plan the development pattern for the future of the RAC. The RAC has the potential to become an educational research destination similar to the Research Triangle in Raleigh-Durham, North Carolina. We make this comparison because of the similarities of components of a Town, Universities and central location along major multi-modal transportation routes. The area also has an advantage of becoming a research hub for southeastern United States and South America due to the "lambda rail", a high-speed communication backbone located along Florida's Turnpike. The potential of the RAC is essentially to become a super "college town" with all the benefits of good transit connectivity, housing for a range of incomes and unique economic opportunities.

The vision for the study simply states that the RAC master plan should "Enhance the future through progressive planning that promotes the Town environment within the Regional Activity Center, and serves as an economic engine establishing a legacy for future generations." We have also developed guiding principles to ensure a focus on the vision.

For example: **Integrate** the unique educational culture found in the Regional Activity Center to create an unparalleled location to live work learn and play and **Craft** a plan that is economically feasible. In addition to the vision and guiding principles, the study has identified a development program including Commercial, Residential, Educational, Research/Office, Common Green Space, Mixed Use, Transit, Town Center Historic Landmarks and Industrial. The best land use relationships will lead to the success of the RAC. The fact is that a "mixed use" land use pattern reduces impact on the land, improves connectivity and transportation and provides a self sustaining environment. Overall, compact villages in a mixed use setting will justify and support the need for transit.

PROCESS The EDSA team engaged in an iterative process of fact finding and analysis in the first phase. Understanding the Community involved analysis of existing conditions, review of regional impacts, workshops with community members and interviews with stakeholders. In this process the team analyzed Physical and Cultural aspects, Existing Land Use patterns, and Socio-Economic issues. We then researched Land Use, Architecture and Transportation precedence.

Ultimately, the process of the analysis led to project opportunities and constraints. Major opportunities include the following:

Opportunities

- Define Davie Road south of SW 39th street as a downtown district which will prosper from slowed traffic and on street parking.
- Utilize existing residential, educational, and commerce centers to integrate an internal RAC circulator line as well as transit routes.
- Facilitate large acreage at northeast corner of study area to serve as a destination transit hub or catalyst development for the RAC.
- Encourage Research Park land uses to provide job creation and alternate government funding sources.
- Capture commuters coming to campus in parking garages at periphery of each campus to promote walkability inside the campus.

Constraints

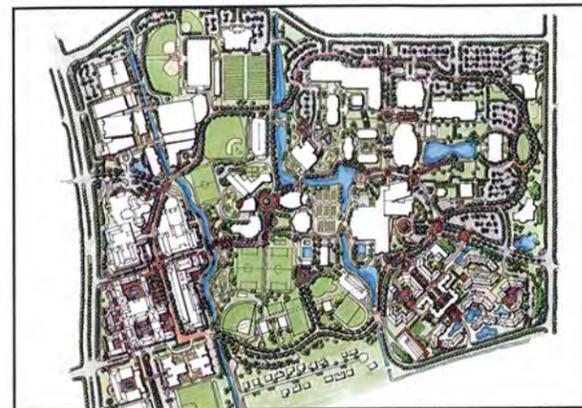
- Existing high speeds of vehicular traffic and unsafe turning situations along Davie Road cause lack of retail and commerce life.
- Underutilization of land for residential units to support transit, retail, commerce, and education within the RAC.
- Lack of connectivity penetrating the RAC to the north, south and east boundaries causes vehicular congestion.
- Undefined urban form and breaks in the urban fabric indicates low value (poor) economy, unsafe districts and neighborhoods, and a disjointed community plan.
- Lack of job creating developments.

Finally, it is also important to note that FDOT will expect the following outcomes from the study: Provide an alternative transit plan that is compatible to the greatest degree possible with the Tri-Rail 2020 Master Plan, the I595/I95 Master Plan, the 2020 Vision for Fort Lauderdale-Hollywood International Airport, the BCT Master Plan, South Florida Education Center Transit Access Study, Downtown Fort Lauderdale Circulation Study, and Midtown Plantation Study

MOVING FORWARD As the EDSA team moves into the design phases, we would encourage dialogue with stakeholders and interested parties to review and contribute to the success of the plan; in the form of continued stakeholder meetings, Steering and Technical Committees Review and presentations to the Town Council in a public forum. We have outlined some key steps to liveable and walkable communities including: Compact lively Town Centers, Low Speed Streets, and Land Use and transportation partnerships. One interesting fact to consider is that "People who live in location-efficient communities reap many rewards. With shops, schools, and work connected to transit, they have less need to drive, which gives them more discretionary income".



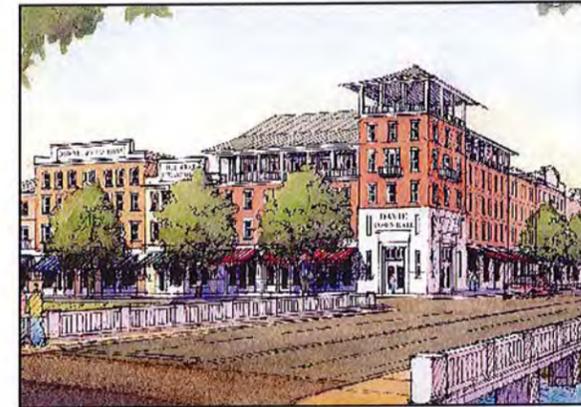
Introduction



Nova Southeastern University



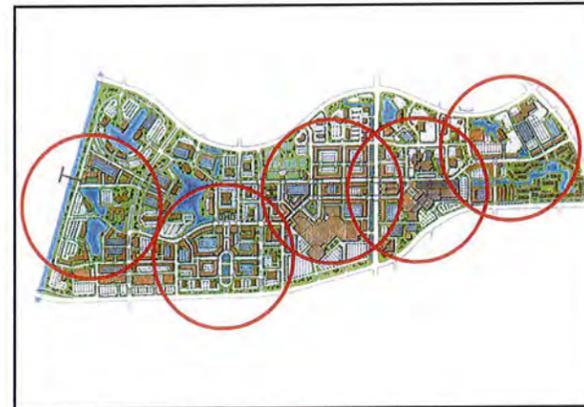
Florida Atlantic University



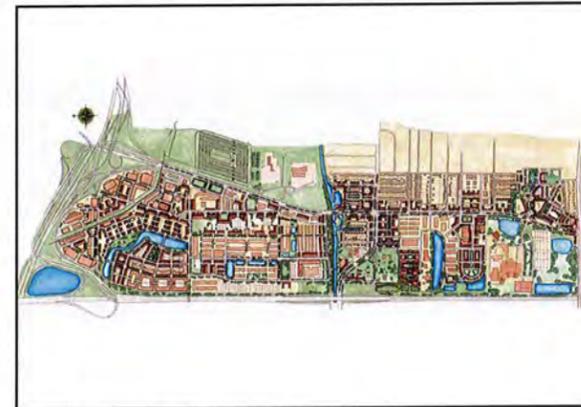
CRA/ Davie Settlement Plan



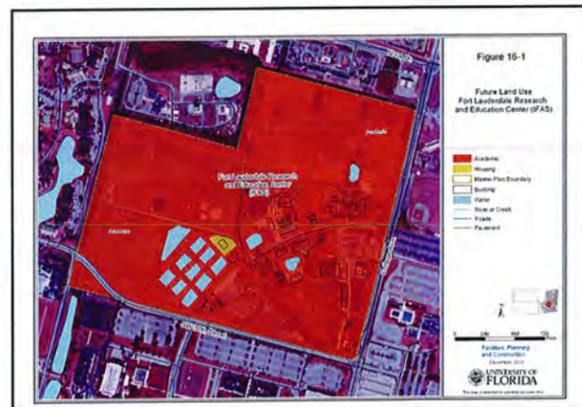
South Florida Education Center



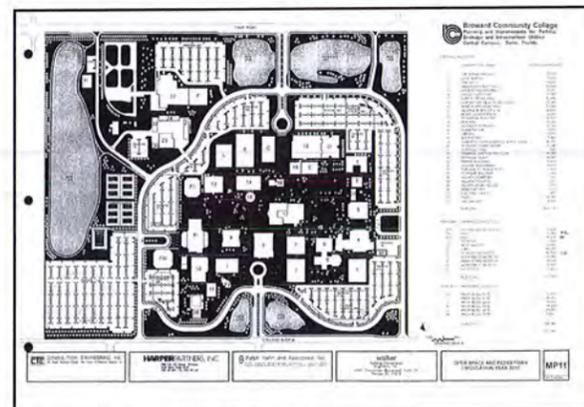
Central Plantation Design Overlay



State Road 7 Charette



University of Florida



Broward Community College



Central Broward East West Transit Analysis

+ Existing Reports Summary

The first step in beginning Phase I of this study was to review the existing reports compiled by various groups over the past several years. Each report relates to the RAC study by adjacency, impact, and involvement. Reviewing and coordinating the findings from the studies shown to the left will ensure a more cohesive study of the RAC.

Conclusions:

Important lessons and conclusions were drawn as a result of the individual studies, below is a summary of what goals and objectives previously gathered should be a priority for application the RAC study.

- Utilize proposed parking structures and improved circulation patterns within University properties.
- Address multiple access points to University campuses and the traffic patterns these access points support.
- Address multi modal transit hubs and stations that will serve as destination stations which will limit traffic and parking within the RAC
- Oakes Road Bridge proposal to enhance connectivity East to West.
- Create vital transportation linkages within the area and to other parts of the Town and County.
- Plan for a sustainable mix of uses, businesses, residences, public services, and activities to serve the area and the entire Town.
- Transform Davie Road into a real main street, encouraging pedestrian traffic and evening activities.
- Provide Adequate, Efficient, and Sustainable Electrical Power, Stormwater Management, and Sanitary Sewer Treatment services.
- Encourage Research Park development to serve SFEC's unique offerings

* see appendix for full existing reports summary

Kickoff Meeting Overview

+ Attendees

- EDSA team
- Town Council
- Steering committee
- Stake holders
- Community Members

+ Location

NSU Horvitz Administration Building Board Room
February 6 2006

+ Overview

Following the Notice to Proceed (NTP) from the Town of Davie the EDSA consultant team scheduled a kick off meeting to introduce all interested parties to the entire team and overview the project objectives. EDSA kicked the project off with a brainstorming session, enabling the attendees to offer feedback on the project. The meeting continued with an explanation of the planning approach and depiction of the project schedule. The closing questions (listed to the right) were posed to the audience and were used to initiate a dialogue that would become the first step in the design process towards establishing a vision for the future of Davie's Regional Activity Center.

The primary goal of this meeting was to establish a creative working relationship between client, community and design team that focused on an objective assessment of design purpose before discussions of design results were considered.

+ Brainstorm Questions and Responses

1. What is a Regional Activity Center?

- **Land Use** designation that has been in existence since 1998 but has been only utilized once

2. What is positive about the Town of Davie?

- **Location Location Location**
- "Deliberate" development
- Open Space is a branding of Davie
- **Education**
- Acreage and SFEC

3. What is negative about the Town of Davie?

- Changing mind too much in policy decisions
- Too slow to want change and in making **decisions**

4. How do you want people not from Davie to perceive the town?

- A place where people stick to their word
- Unique for its educational epicenter, **can't be found anywhere else**
- Worried some may see Davie as a place with no **diversity**
- A dwindling middle class

5. What are your expectations for this study?

- Similar participation as US 441/State Rd 7 corridor study as far as concurrence
- **Protection** of existing residents and business owners
- Concerns for displacement, there must be a realistic plan for this
- **Economic Engine**, term must be quantified
- Ideas on not gentrifying the community

6. What types of businesses will the RAC attract?

- **Good mix** of all types and sizes
- Biotech
- Education based business

7. What cities/places outside of Davie do you enjoy visiting?

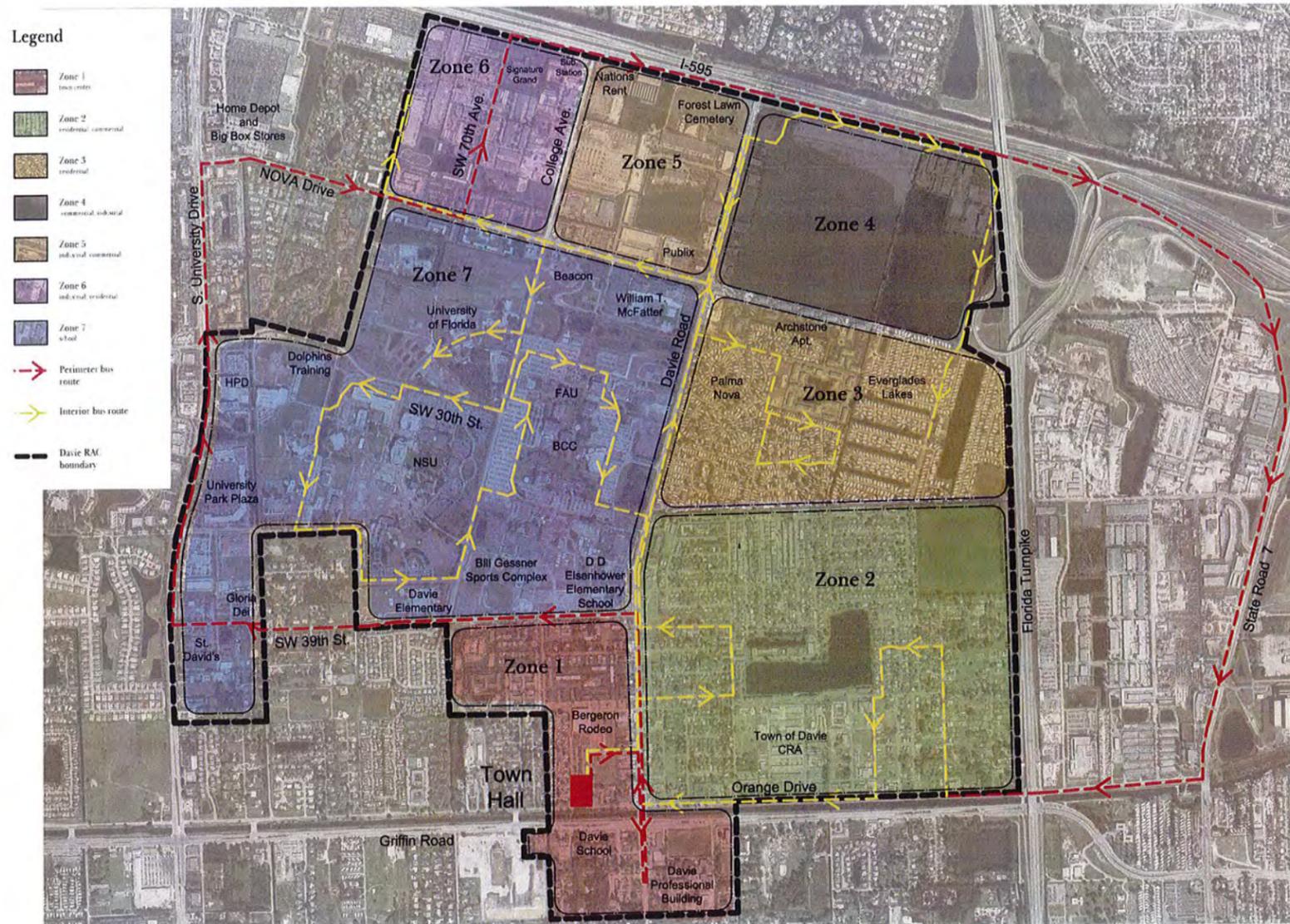
- Winterpark, FL

8. What do you think the Town will look like in 10-15 years?

- Davie Road finally **redeveloped**
- Not a sterile city
- Redevelopment of entire RAC area with **sensitivity** to property owners
- Small town feel with big town **opportunity**



Site Tour Overview



+ Attendees

- EDSA team
- Town Council
- Steering committee
- Stake holders

+ Overview

- Guided by Kona Gray, the tour took the attendees into seven zones of the RAC, as defined by the EDSA team based on general land use.
- The tour provided attendees an opportunity to observe the site from a more objective perspective. Driving the RAC perimeter first we were able to sense the scale and potential of this site in its larger context to Davie and Broward County.
- Transitioning our tour into specific neighborhoods, campuses, and businesses areas within the interior of the RAC allowed us to see how the individual parts make up the 'whole'.
- Comments gathered from attendees on the site tour were saved and integrated into our analysis of the existing conditions.

+ Comments

- Create more opportunity for a walkable community and provide more green space
- Make Downtown Davie a focal point for the RAC
- Planning and design must preserve space for affordable housing
- Implementation of renewable energy sources and green building codes need to be studied for applicability to the RAC masterplan
- Uniformity in landscape, curb appeal, and architectural elements will improve the quality of aesthetics in the RAC

Guiding Principles

"Enhancing the future through progressive planning that promotes the Town environment within the Regional Activity Center, and serves as an economic engine establishing a legacy for future generations"

- +Preserve and ensure the security, tranquility, character and sanctity of the Regional Activity Center
- +Promote the social, educational and historically significant attributes of the Regional Activity Center
- +Integrate the unique educational culture found in the Regional Activity Center to create an unparalleled location to live work learn and play
- +Facilitate the connections between land parcels to provide incentive for quality development and economic return
- +Formulate a concept that enhances the vision for alternative modes of transit
- +Maximize return on investment for the Town of Davie and ensure economic sustainability
- +Enhance existing facilities through restoration and expansion
- +Implement a program and plan that is sensitive to the culture and interests within the Town of Davie
- +Create a plan that is flexible to adapt to changes in the market
- +Produce a plan that is sustainable and enduring
- +Establish a phasing plan that is implementable and feasible over a realistic time frame
- +Nurture environmental features within the Town of Davie and protect its natural resources
- +Promote regional significance through responsible planning and relationships to relevant outside factors
- +Define an urban fabric and form that is consistent with the overall vision for the future
- +Craft a plan that is economically feasible



Site Program Elements



+ Commercial

- Large Scale Retail
- Convenience Shops
- Office
- Neighborhood Support
- Structured Parking
- Connections to Transit
- Hotels



+ Residential

- Compact Villages
- Student Dormitories
- Villas
- Assisted Living
- Workforce Housing
- Transitional Housing
- Condominiums
- Schools
- Churches
- Walkable distances to Common Green Space
- Transit routes and stops



+ Educational

- Common Green Space
- Recreation
- Linkages to Campuses
- Educational Exhibits
- Technical Centers
- Environmental Education
- Parking Structures
- Transit routes and stops



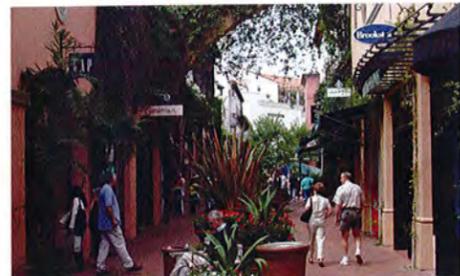
+ Research/Office

- Common Green Space
- Recreation
- Linkages to Campuses
- Central Core
- Organized Circulation
- Parking Structures
- Connection to Transit



+ Common Green Space

- Promenades
- Trails/Linkages
- Native Landscape
- Water Management
- Recreation
- Memorials/Dedications
- Playgrounds
- Linear Parks



+ Mixed Use

- Entertainment
- Office Space
- Retail
- Residential
- Hotels
- Cafe's
- Restaurants
- Theatre
- Conference Center
- Museums
- Structured Parking



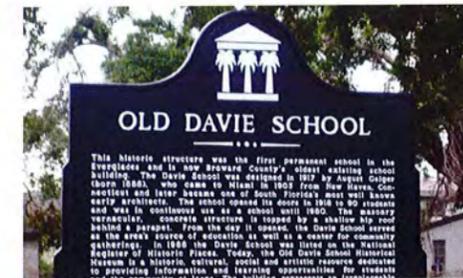
+ Transit

- Intermodal Facilities
- Central Station
- Parking Structures
- Signature Transit Structures
- Signage
- Wayfinding Maps
- Signature Transit Vehicles
- Tracks
- Vehicle Storage
- Vehicle Maintenance



+ Town Center

- Entertainment
- Small Scale Retail
- Theatre
- Cafe's
- Restaurants
- On street Parking
- Connections to Transit
- Common Green Space
- Connections
- Hotel/Inn



+ Historic Landmarks

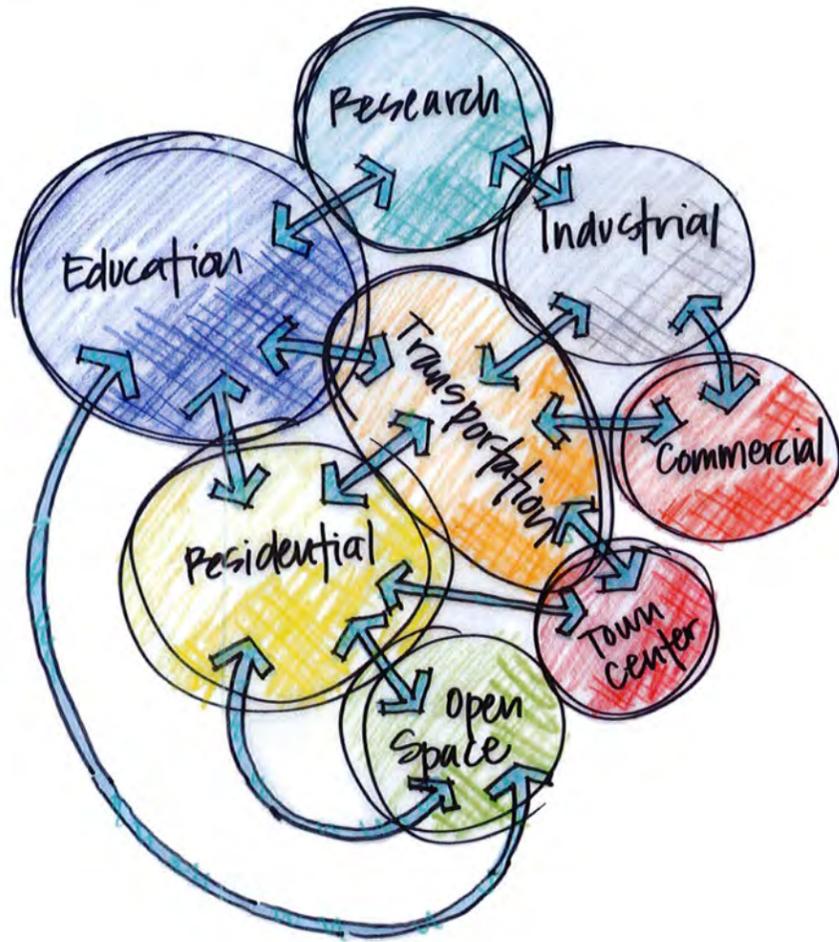
- Preserve Features
- Wayfinding/Trails
- Signage
- Educational Exhibits
- Connections to Transit
- Common Green Space
- Historic Markers



+ Industrial

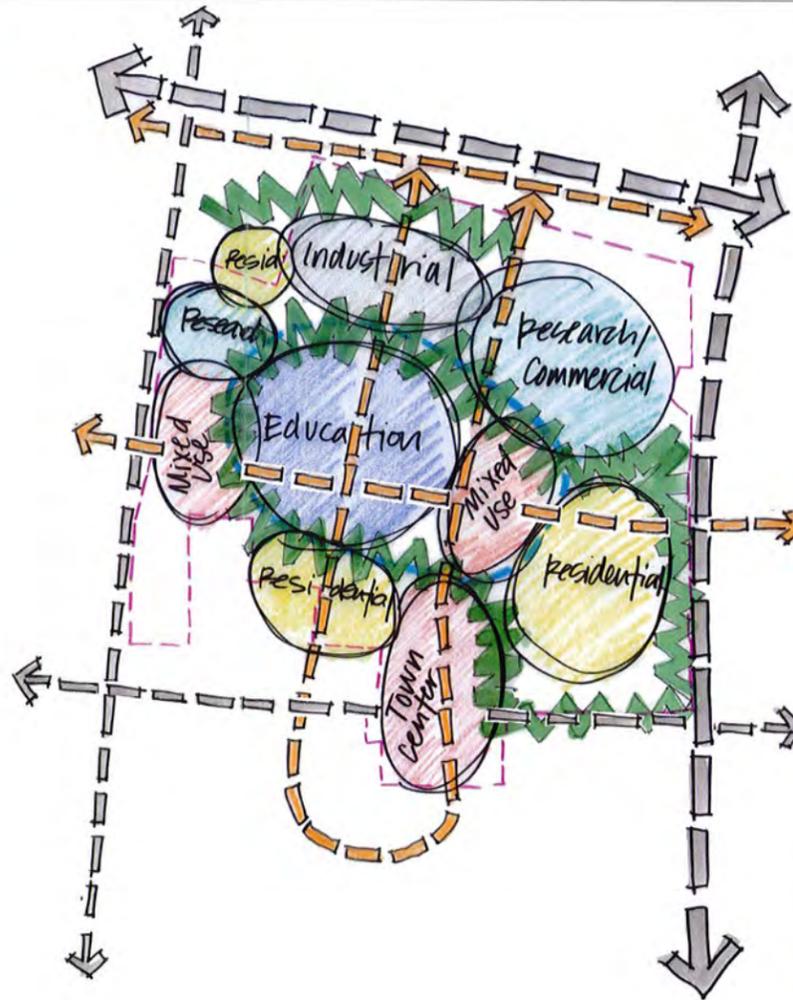
- Circulation for Large Vehicle
- Service Access
- Connection to Transit

Site Diagrams



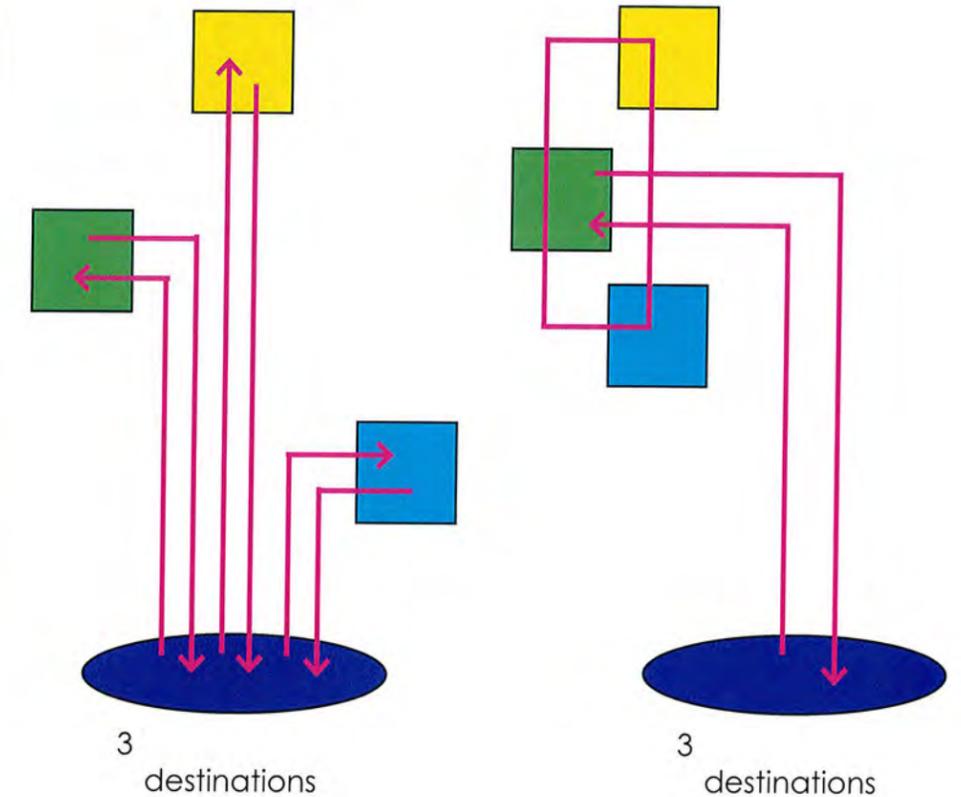
+ Relationship Diagram

The land uses within the RAC are all part of a larger system. The behavior of each element of the system has an effect on the behavior of the whole. This diagram begins to understand how these land uses could potentially interact with each other to create the most synergy and compatibility between uses.



+ Vision Diagram

Arranging the relationship diagram in the context of the RAC allows us to evaluate the existing relationships and make recommendations. This diagram depicts a mix of land uses organized within the existing road network (grey), with a proposed light rail transit and internal circulator (yellow). Tying all the individual land uses together is a linear green corridor (green).



+ Disappearing Trips

This diagram illustrates the importance of placing compatible land uses in close proximity to each other as a way of reducing excessive vehicular trips. Mixed use developments encourage walking and social interaction, improve customer access and offer unique ambiance that persuades visitors to stroll and spend more time shopping. These developments offer flexibility in their uses and are better suited to adapt to changing market demands. Appropriately placing uses in convenient compact village settings promotes the use of transit, walking, and biking; all actions that will reduce the load of traffic on major roadways.



Photo Inventory Legend



+01
The sense of pedestrian scale is lost along Davie Road with parking between building frontage and sidewalk.



+02
From 39th Street south to Griffin Rd., there is an exorbitant amount of curb cuts that create traffic congestion and is not a safe environment for pedestrian circulation.



+03
Large areas of residential both multi-family and single family greatly effect the future development patterns within the RAC boundary.



+04
Attractive planting in the median at the Griffin Rd./Orange Dr. intersection displays pine trees with saw palmetto and ornamental grasses below.



+05
The Davie School is an interesting architectural gem within the RAC, the entire property is of historical and architectural importance.



+06
Parking with no vegetative buffer fronts College Avenue, providing an unwelcoming entry for students arriving to the educational institutions that are within the boundary of the RAC.



+07
There is no defining transition between low rise commercial and residential along Davie Road's east side.



+08
Medium density housing neighborhoods with some individual homes having attractive greenspace, although there is an overall lack of public openspace.



+09
Highly visible site on the north east corner of the RAC is used at this time for industrial uses.



Site Analysis Overview

+ Purpose of Design Process

Just as important as what we produce is how we produce it. A fundamental part of a successful design depends on the information we gather. As site planners, we approach design thinking in three phases:

inventory: the collection of raw data

analysis: organizing that data into information that is useful

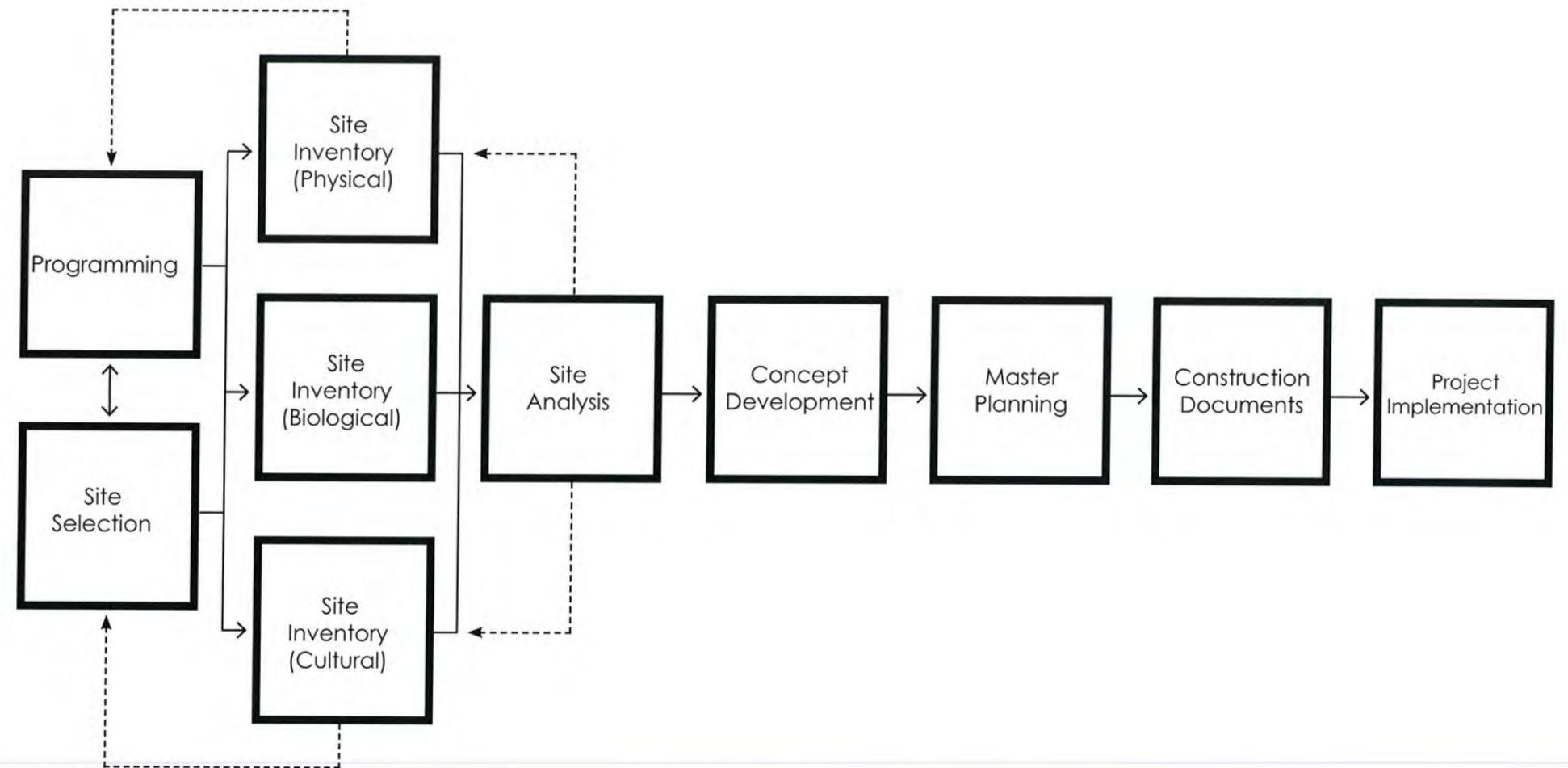
design: creating solutions that adhere to intended goals

The design process is cyclical in nature and thus the analysis never stops. From our analysis we are able to better identify the issues to address. Those issues translate into identifying our goals. We then search for solutions, document the solutions, and evaluate those solutions based on how well they meet the goals. This evaluation leads to a refinement of the analysis and the cycle continues.

+ Summary of Various Information Analyzed

The following pages include the analysis that has been performed thus far. The information gathered for this analysis was assembled from site tours, photo inventories, research of existing studies, research of applicable case studies, comments from workshops and stakeholder/ steering committee meetings.

The culmination of this process is presented in our opportunities and constraints map which will help the team set out on an agreed upon strategy and set priorities for this long-term civic investment. We strive to ensure that the information we have analyzed and the opportunities we identify through this phase will result in realistic, attainable, economically feasible master plan for the Town of Davie RAC.

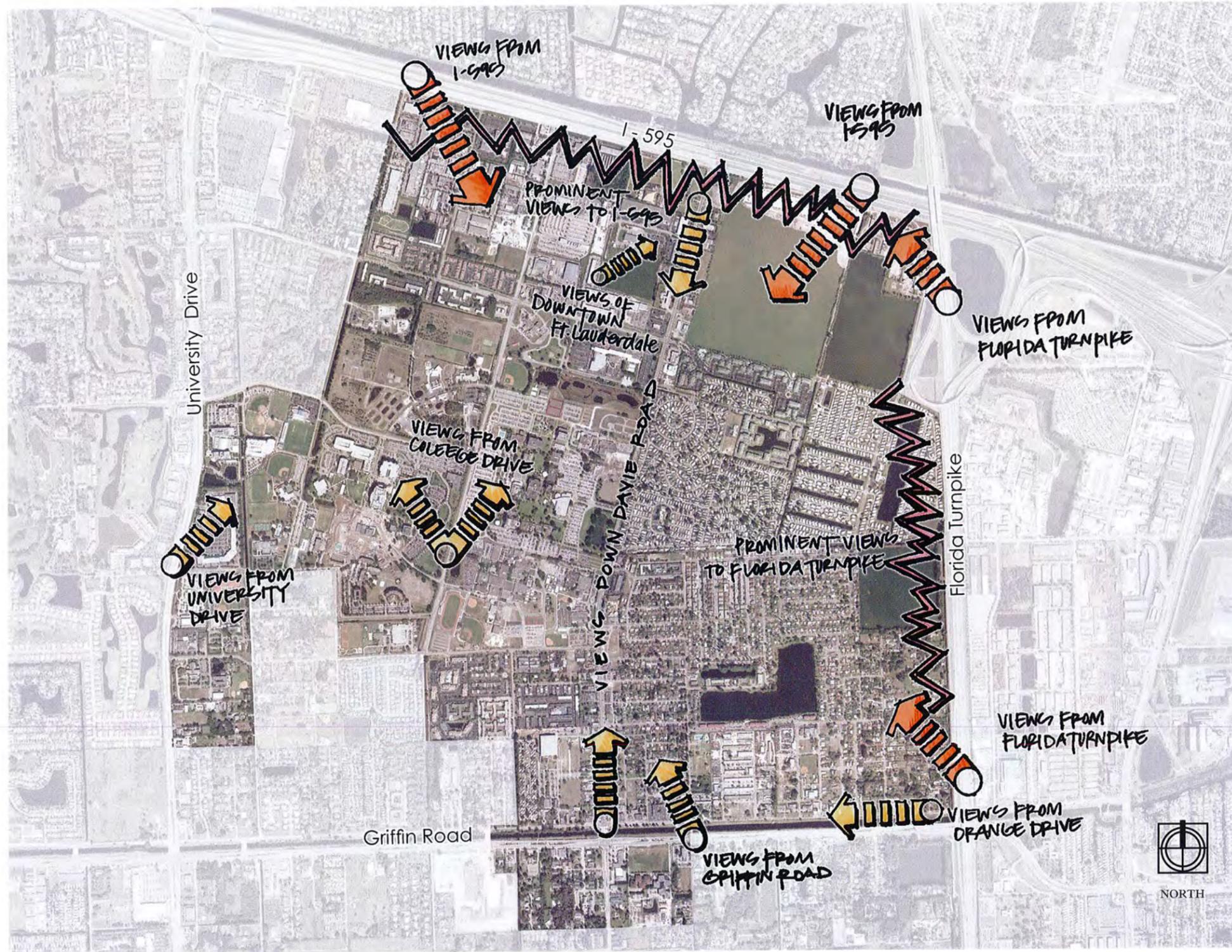


+land planning and design process

- Site Analysis, James A. LaGro, Jr. -



Cultural Analysis



+ Visual Quality

Most of our opinions of a place are based on visual perceptions that we obtain unconsciously. The quality of a view is determined by how it relates to people and to those areas and spaces used by them. If one of our goals is to make the RAC a regional attraction we need to consider how it is viewed from outside and within the RAC. Ensuring visual resources can create memorable images of place for tourist and residents alike.

This map graphically shows locations that can be seen from individual viewing points, within the RAC, as well as identifying visual corridors into the Regional Activity Center.

Some features to consider are:

- main/ secondary entrances
- vistas
- strong focal points
- major circulation loops
- minor paths
- reference points for orientation

+ Conclusions to be Considered:

- Views from the elevated portions expressways (I-595 and Florida Turnpike) are undesirable at this time
- Landmark buildings and a destination transit station should be located within plain view from the elevated expressways to encourage use and welcome people into the Town
- The pedestrian scale should be embraced along Davie Road, this is the heart of the Town. A strong welcome to the Town of quality street trees, vibrant street commerce, street furniture and pedestrians moving comfortably down the corridor are all visual elements that are important.

Physical Analysis

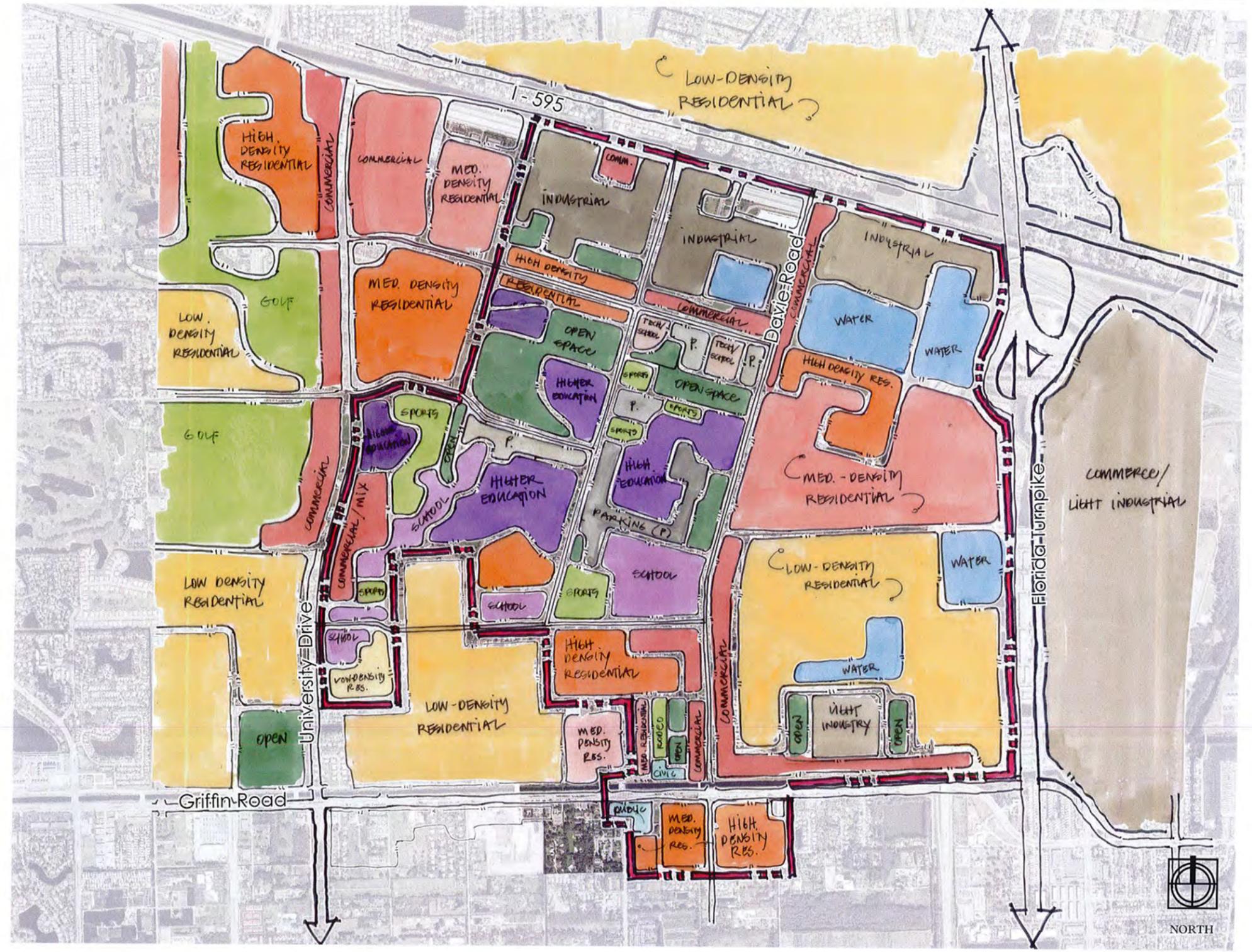
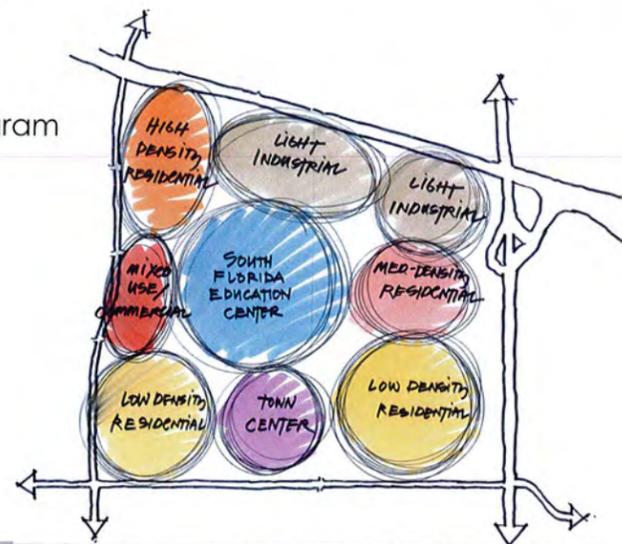
+ Existing Land Use

As the population, activities, and comfort demands grow in the Town of Davie, it becomes important to evaluate land use patterns; ensuring that we create harmonious relationships between different uses that results in a whole that is greater than the sum of its parts. The Regional Activity Center is composed of roughly 2,200 acres of land. We are fortunate to have such a diverse mix of land uses that already exist. Positioning these land uses so that maximum exchange can occur with minimal trips will lead to a more liveable viable RAC.

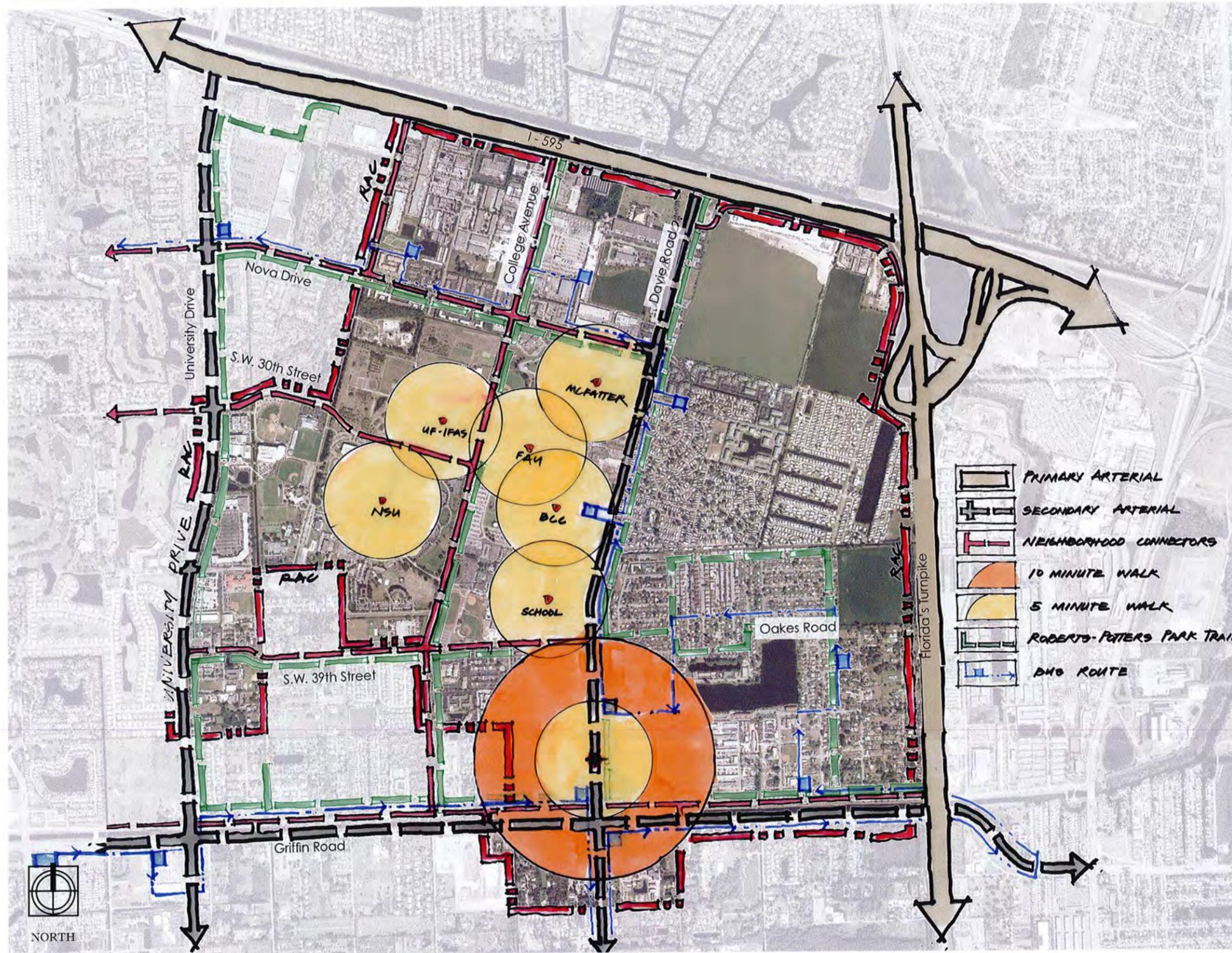
+ Conclusions to Consider:

- The current land use patterns can not continue within the RAC due to streets, lack of sustainable water management practices, and lack of access to public green space and transit
- At this time the land use patterns do not support an economically viable development pattern. Compact villages and the promotion of mixed use will lead the Town of Davie to a more sustainable prosperous future
- Creating appropriate land use neighbors will be key in the success of redevelopment of the RAC transit hubs and education make great neighbors

+ Landuse Diagram



Physical Analysis



+ Circulation System

Automobile access is a major determinant of land use because access significantly improves market value. The road system that serves trucks, automobiles, and transit also significantly determines how urban form is shaped.

Currently, the site is bordered on 4 sides by 2 major thoroughfares (University Drive and Griffin Road) and 2 elevated expressways (I-595 and Florida's Turnpike). The site is almost divided in the middle by Davie Road moving traffic north to south.

Several east/ west connector streets such as Nova Drive and SW 39th street all empty onto Davie Road. The entire east side of the RAC is isolated within itself with exiting roads only emptying traffic to the west on Davie Rd and south onto Griffin Road. College Avenue bisects the campuses of NSU, UF and BCC/FAU. SW 30th street empties onto University Drive and College Avenue. By evaluating this plan you can see how Davie Road has become a high speed cut through. The Town's main road is only serving as a car carrier and not serving as a commerce center for the Town of Davie .

+ Conclusions to Consider:

- Intermodal access has not been utilized to the fullest within the RAC, the coexistence of the car, the pedestrian, the bike and mass transit alternatives is an important component in a viable solution for the Town
- At this time excellent north south connectors are available for the car but the pedestrian and biker must feel comfortable along those thoroughfares as well. The driver along these roads feel stressed and congested, keeping the cars to the periphery in garages and utilizing alternative modes of transportation in the interior of the RAC must be addressed.

Physical Analysis

+ Perception of Space

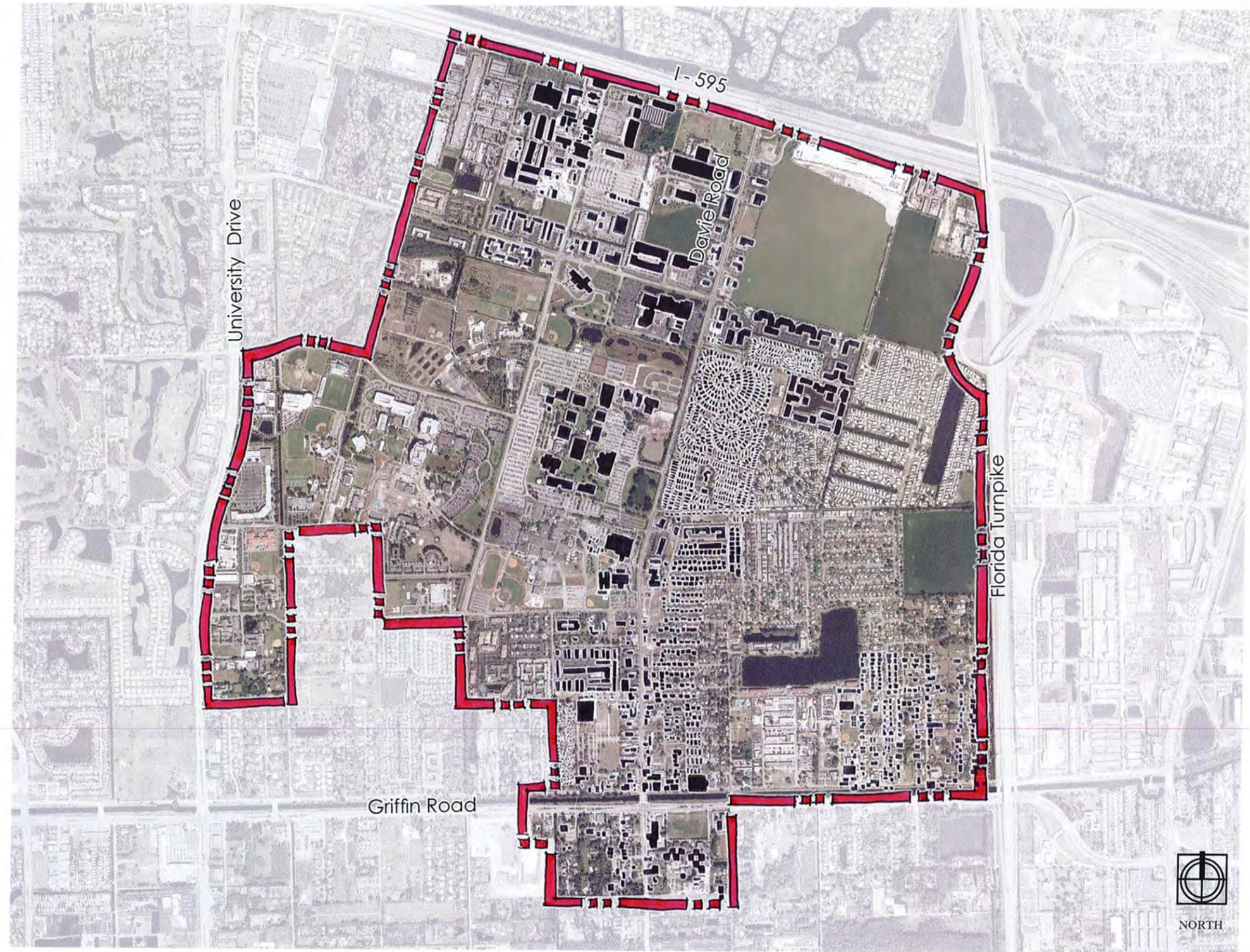
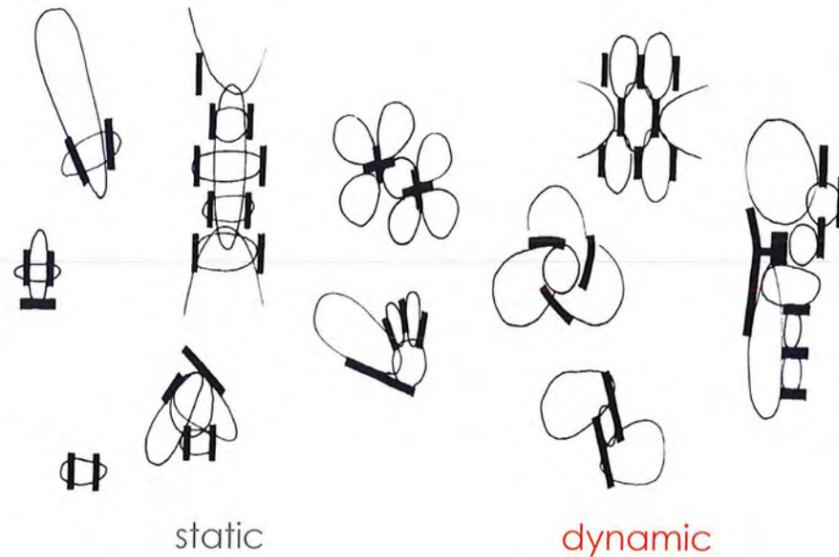
Building massing analysis is the study of the interplay of built forms in the landscape, that give the places a sense of meaning within the context of the RAC.

The interrelated spaces between and around built form helps establish an understanding of the existing patterns in the landscape. Consider the following as guides for analyzing built form:

- organizing elements
- enclosing elements
- screening elements
- dominating elements
- harmonizing elements
- elements as a backdrop
- elements that dramatize specific elements

+ Diagram

This is a diagram showing the dynamic and static relationships creating by buildings and the spaces that are created in between



Physical Analysis



+ Site Condition Analysis

When analyzing a site many layers and aspects of the site are considered. After studying existing conditions we can begin to make statements and proposals for improvements to the conditions within the Regional Activity Center. On this map, ideas for the future design begin to be realized.

+ Key Conditions to Keep In Mind:

- Large acreage of developable land in northeast corner is highly visible from FLA Turnpike and I-595
- Gateway improvements from the north and south entryways into the city should make an announcement
- Many land uses that border the site receive audio and visual impacts from high speed traffic ways
- A large central portion of the site is affected by the air traffic of incoming and outgoing commercial jets
- Davie Road's high speeds are only serving cars passing through town, not serving the people of the town or business owners
- Lack of transition between existing commercial and residential zones
- Town hall complex sits in prime location to serve as the anchor for downtown Davie
- Surrounding and internal residential areas of the RAC are isolated from existing education and commerce centers.
- Round about routes for the vehicle and lack of pedestrian connection cause major congestion along Davie Road and University Drive
- Several underutilized properties are located in opportune areas that can jump start redevelopment

Cultural Analysis

+ 5 Keys to the Success of Place

Utilizing walkable.org's keys to success of place, we have analyzed the RAC project area based on the zones determined to view the site on the tour. Within these 7 zones we have ranked each key to success on a scale of 1-5 (5) being the best score.

Keys Defined:

Security - an area that evokes confidence and freedom from anxiety

Convenience - an area that increases comfort, saves work/ effort

Efficiency - an area that offers desired effects or results with minimal waste of time, effort and skill

Comfort - an area that evokes a feeling of ease and well-being

Welcome - an area where visitors are received with hospitality

zone 1	zone 2	zone 3	zone 4
Security 2	Security 1	Security 1	Security 3
Convenience 2	Convenience 2	Convenience 1	Convenience 3
Efficiency 2	Efficiency 1	Efficiency 1	Efficiency 3
Comfort 3	Comfort 1	Comfort 1	Comfort 2
Welcome 2	Welcome 1	Welcome 1	Welcome 2

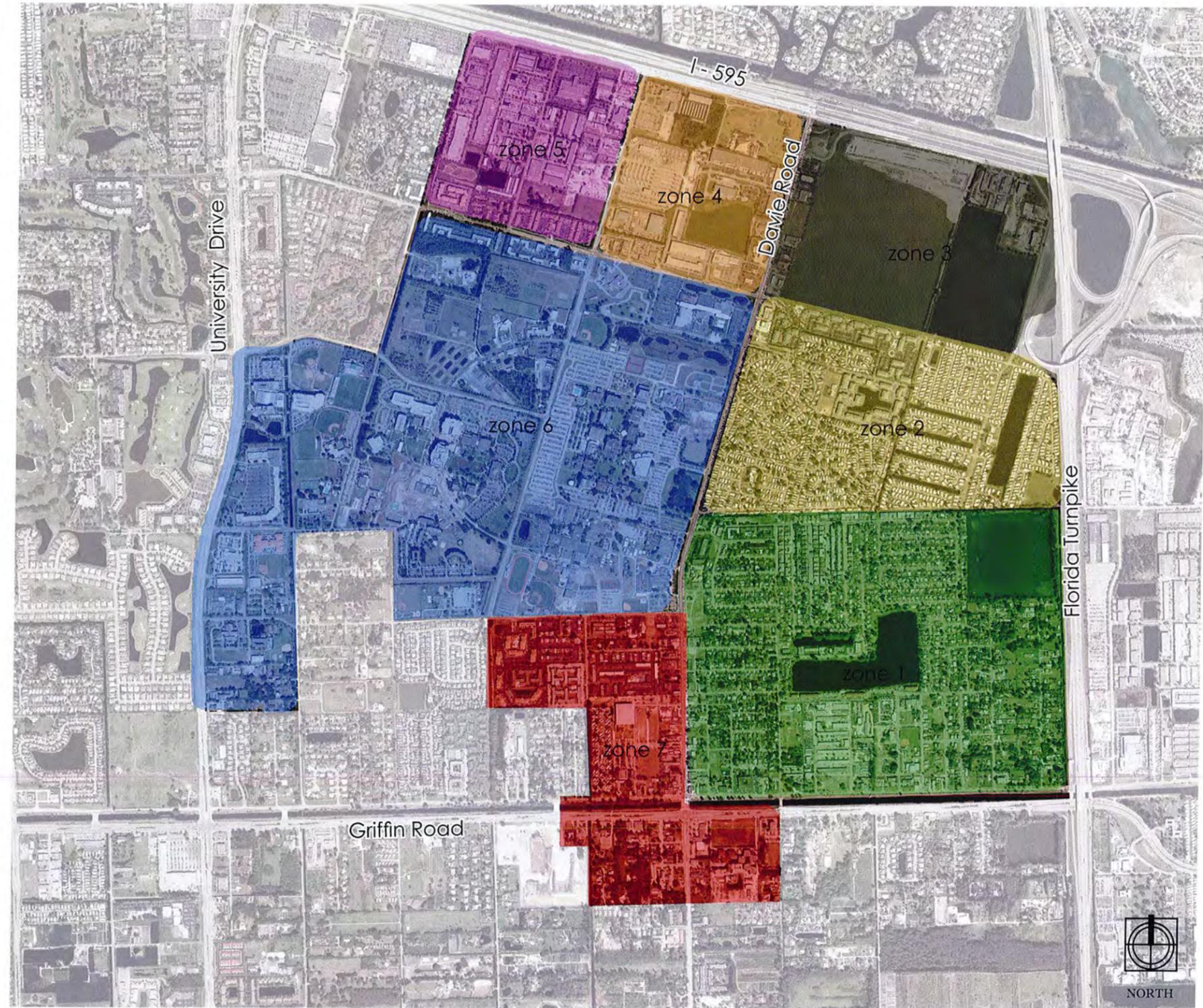
zone 5	zone 6	zone 7
Security 3	Security 5	Security 2
Convenience 3	Convenience 3	Convenience 2
Efficiency 3	Efficiency 4	Efficiency 2
Comfort 3	Comfort 4	Comfort 2
Welcome 2	Welcome 4	Welcome 2

+ Research Conclusions

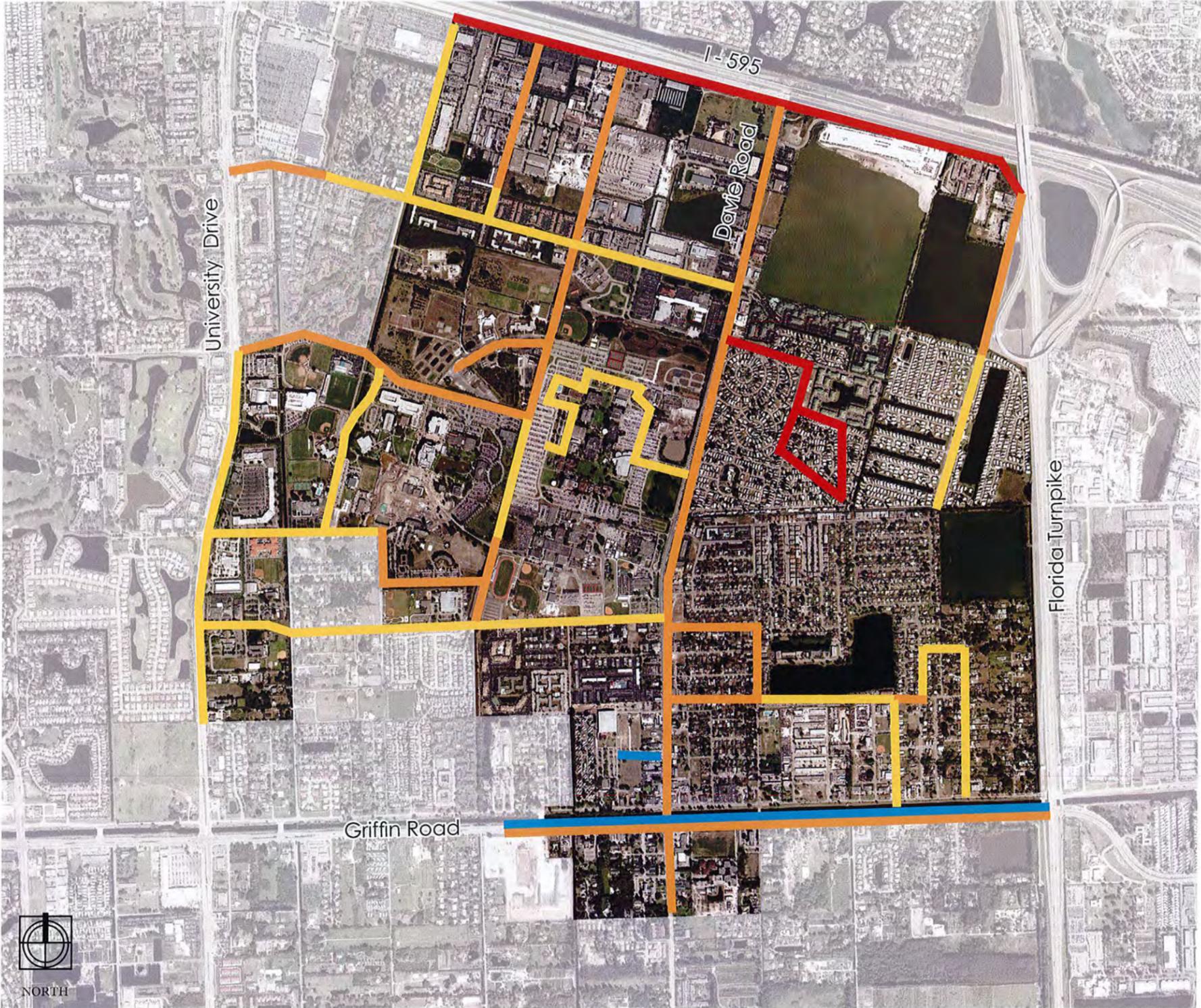
Taking an average of the scores, the RAC's overall ratings for each key to success are listed to the right.

When people feel safe, when they can easily obtain basic needs, when they are surrounded by others enjoying life and when they feel welcome upon immediate arrival... success of place has been achieved.

site totals	
Security	3
Convenience	3
Efficiency	2
Comfort	2
Welcome	2



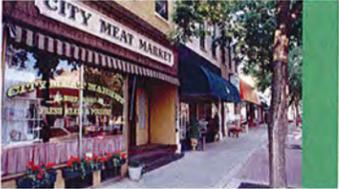
Cultural Analysis



+ Levels of Walkability

The major vehicular corridors and a cross-section of internal roadways within the RAC were ranked on their service to the pedestrian. This study assists us in identifying which corridors should be a priority for redeveloped travel ways.

+ Research Conclusions



Place
A pedestrian experience which draws visitors in and impacts pedestrian's memory, making this experience a "place"



Supportive
Proper shade, comfort and access to points of interest provided



Tolerant
Proper sidewalk width and locations provided, shade and overall comfort still lacking



Intolerant
Sidewalks provided but not adequate for constant travel, uncomfortable for pedestrian



Openly Hostile
No regard for pedestrian movement what so ever

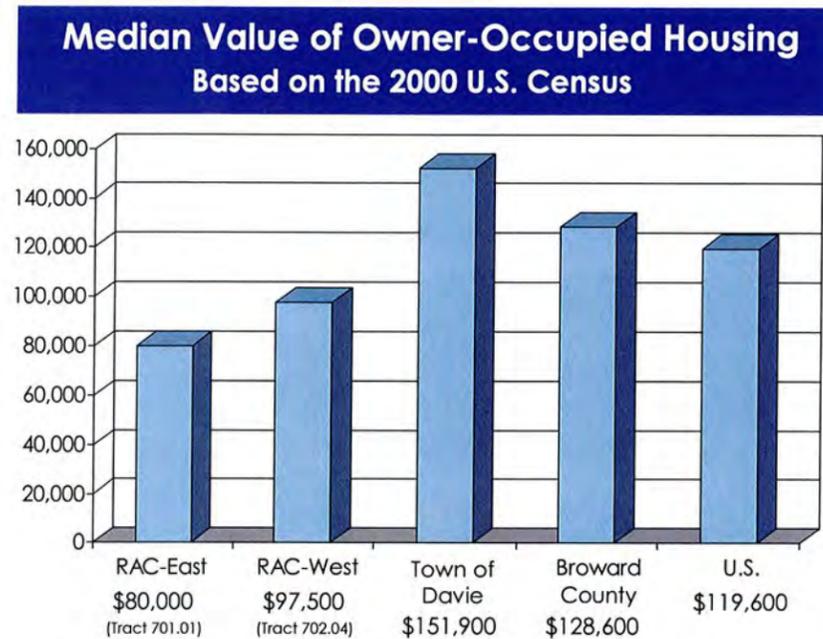
Note: See sheet xx-xx of the transportation study for more walking path inventory



Socio-Economic Issues

+ Socio-Demographic Factors of the Regional Activity Center (RAC) Based on 2000 Census Data¹

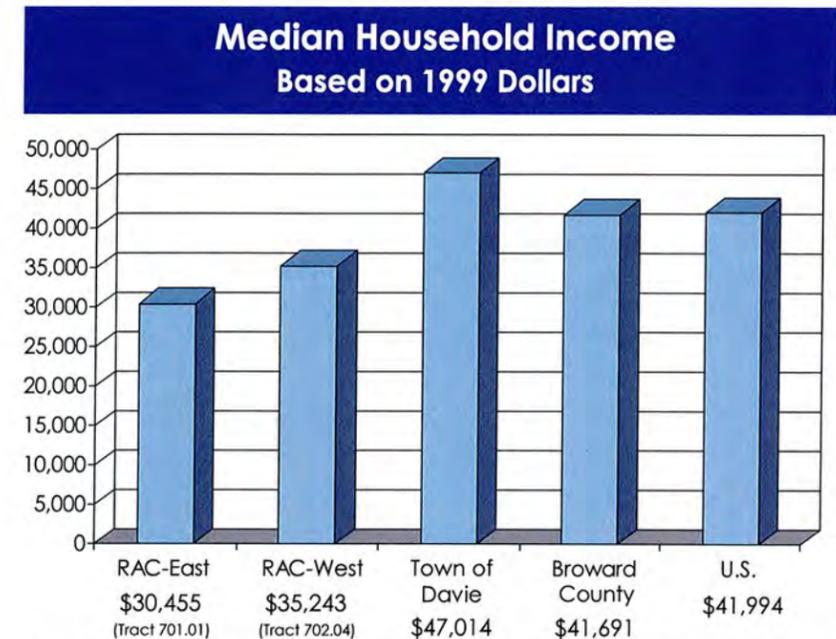
The median value of owner-occupied housing in the Regional Activity Center (RAC) is between \$80,000 and \$97,500 (Census Tract 701.01 on the eastern side and Tract 702.04 on the western portion)², which compares to \$151,900 among the Town of Davie's 14,314 single-family homes, \$128,600 in Broward County, and \$119,600 in the United States, based on the 2000 U.S. Census.



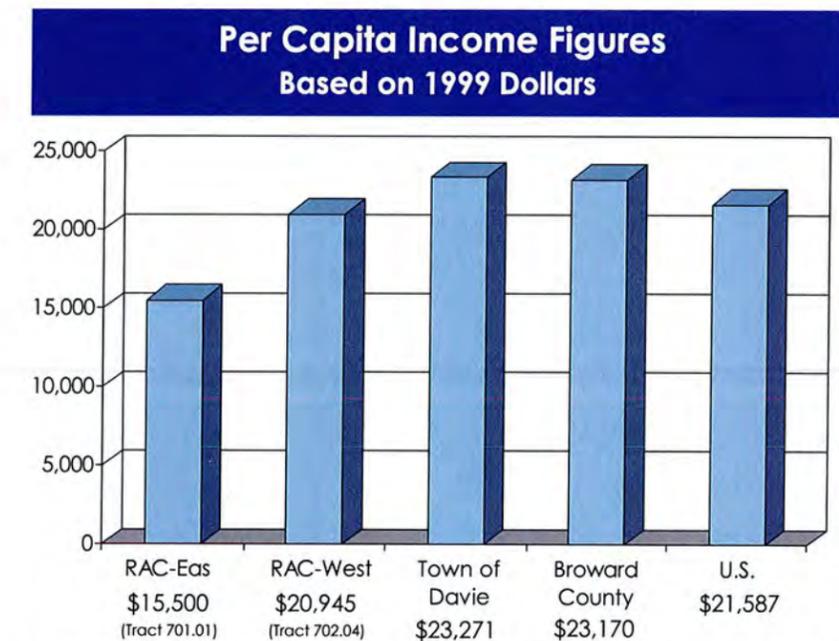
The labor force, that is, the population over 16 years of age, in all of Davie totals 40,176 persons. In the RAC, the population age 18 to 64 totals 12,817 persons. Consequently, nearly one-third of the working age population lives within the RAC. The mean travel time to work for persons in the RAC is estimated to be from 23.2 to 28.2 minutes. This compares to 28.5 minutes in commute time for all workers based in Davie and 27.4 minutes in Broward County. Across the U.S., the mean travel time is 25.5 minutes. Travel to and from work and access to the working age population is a significant factor concerning the RAC. Enhancements to public transportation both within the RAC and between the RAC and workplaces within the 23-28-minute driving-commute times would have a significant impact on the RAC and its working population (see chart on page 26).

¹ We use 2000 U.S. Census data instead of U.S. Census Bureau, 2004 American Community Survey data because the former is available per census tract and the later is not. To make the comparisons on the geographic basis most closely aligned with the RAC, we believe the 2000 Census data provides better information at this time.

² A very small portion of Census tract 706 is included with a median property value of \$120,900. The median household income in the corresponding Census Tract 706 is \$39,865 and the per capita income in this tract is \$20,731.



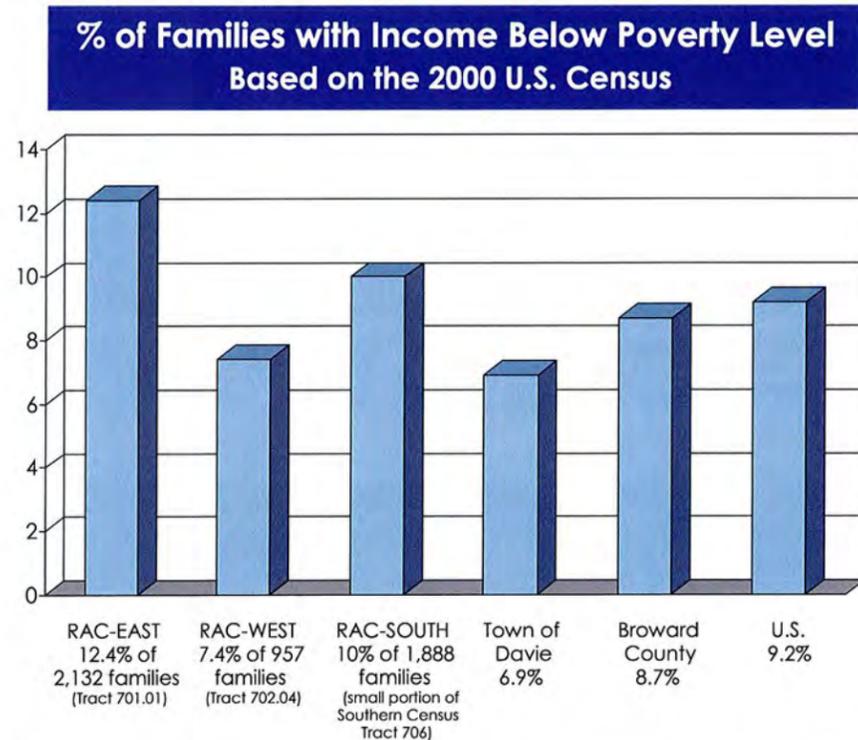
The median household income in 1999 dollars in the three Census tracts that are included in the RAC is between \$30,455 (Tract 701.1), \$35,243 (Tract 702.04) and \$39,865 (small portion of Tract 706). This compares to \$47,014 in all of Davie, \$41,691 in all of Broward County, and \$41,994 across the U.S.



The per-capita income figure in the RAC is between \$15,500 and \$20,945. This relates to \$23,271 in Davie and \$23,170 in Broward County and \$21,587 in the United States.

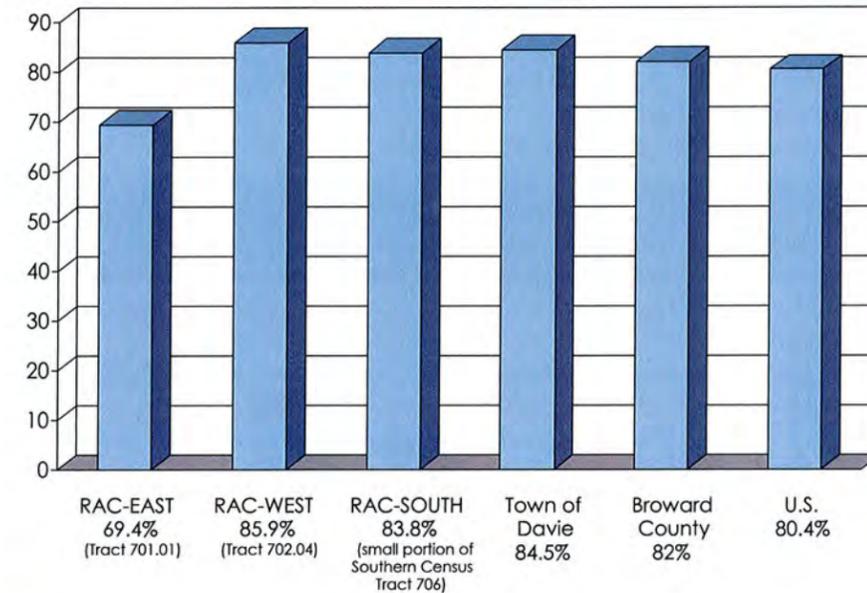


In the RAC, the percentage of families whose income is below the poverty level ranges from 7.4 percent of the 957 families in the western census tract to the 12.4 percent of the 2,132 families in the eastern tract 701.1. In the small portion of the southern census tract, 706, the figure is 10 percent of the 1,888 families. In all of Davie, there are 1,366 families below the poverty threshold (6.9%). In Broward County the percentage of families living below the poverty level is 8.7 percent while in the U.S. it is 9.2 percent. So, 30-40 percent of the towns' families living in poverty reside in the RAC.

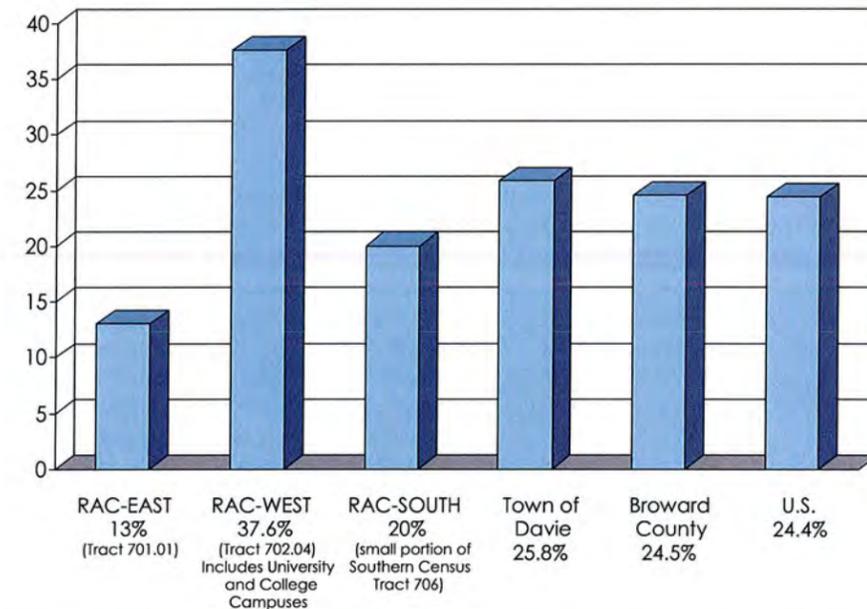


There is an inverse relationship between educational attainment and the percentage of families in poverty. This is most clearly distinguished regarding bachelor's degree or higher. The composition of the labor pool in the RAC is on par with the town, county, and country regarding high school education. But considering college degrees there is a dramatic difference between the eastern region and the western census tract, which is in close proximity to the higher education resources located within the RAC. In the eastern tract of the RAC, 69.4 percent of persons 25 years of age and older have a high school diploma. In the western tract, where the educational institutions are situated, this is 85.9 percent while in the south this is 83.8 percent. Overall in Davie, 42,058 of the 49,801 persons over age 25 have completed high school, or 84.5 percent. In Broward County this is 82 percent while in the U.S.A. it is 80.4 percent. Regarding college education, a bachelor's degree or higher, the range is from 13 percent in the east to 37.6 percent in the west, which includes the university and community college campuses. In the southern tract it is 20 percent. The percentage of college graduates in all of Davie is 25.8 percent, in Broward County it is 24.5 percent, and in the U.S. it is 24.4 percent.

Education Demographics – High School Persons Over 25 Who Have Completed High School



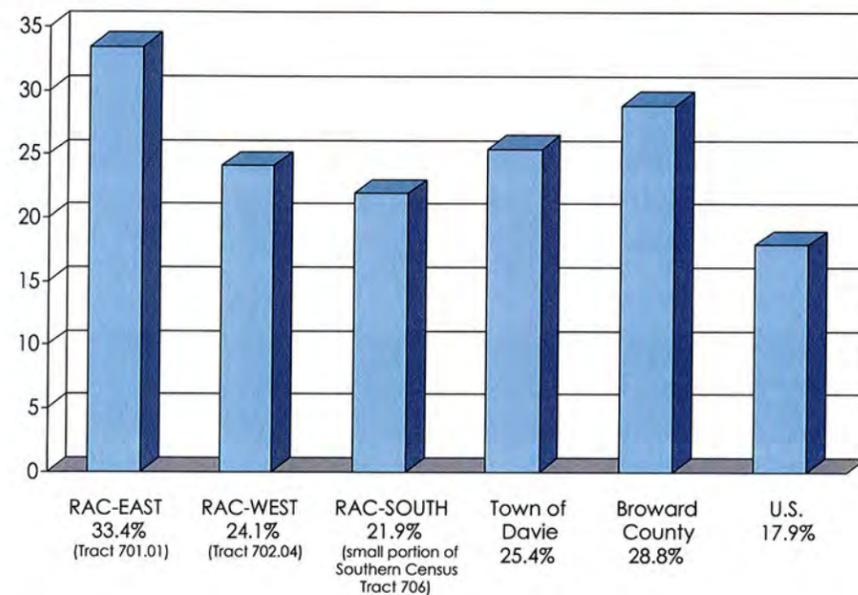
Education Demographics – College Graduates Persons With Bachelor's Degree or Higher



Socio-Economic Issues

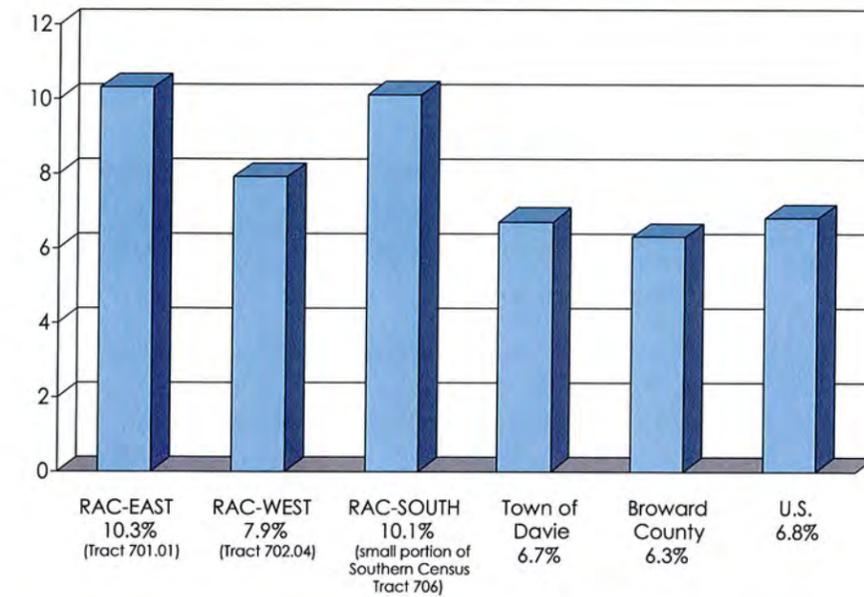
The ethnic composition of the residents in the RAC differs as to origin and language. The percentage of residents who speak a language other than English at home is 33.4 percent in the eastern census tract but 24.1 percent in the western tract and 21.9 percent in the southern tract. In all of Davie, 25.4 percent of the population speaks a language other than English at home while in Broward County it is 28.8 percent and in all of the U.S. it is 17.9 percent. The mixture of residents who are foreign born ranges from 18.2 percent in tract 701.1 of the 9,024 persons in that tract to 21.7 percent of the 4,259 persons in tract 702.4 and 18.3 percent of the 7,437 people in tract 706. The corresponding numbers in Davie are 17.5 percent, a total of 13,277 individuals. In Broward it is 25.3 percent; and in the U.S.A. the total is 11.1 percent.

Language Demographics
Percent of Residents Who Speak Language Other than English at Home

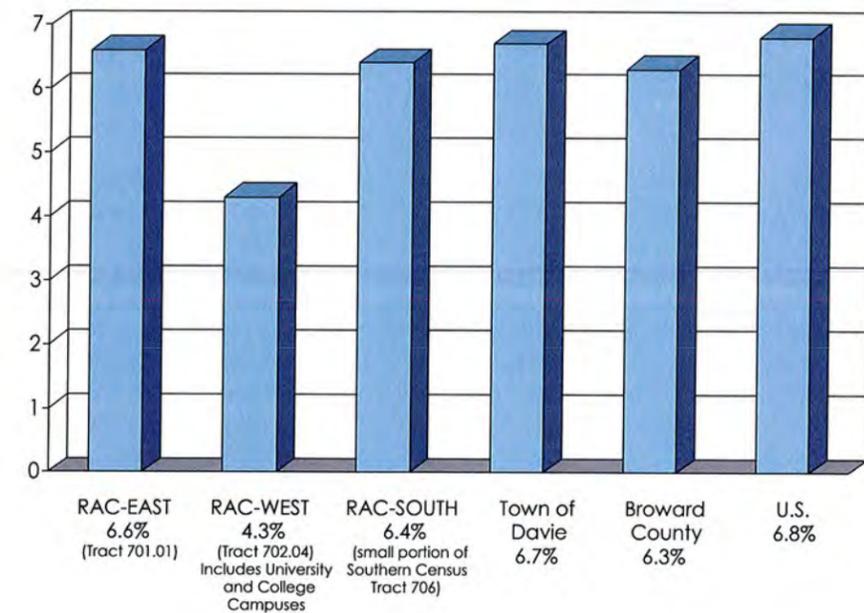


The population of the Town of Davie based on the 2000 Census is 75,720, which was estimated to have increased to 84,546 by 2004 based on the U.S. Bureau of Census American Community Survey. Within the RAC, the household population is 18,566. In the RAC, the population 65 years of age and over ranges from 7.9 percent in the west to 10.3 percent in the east and 10.1 percent in the southern census tract. In Broward it is 16.1 percent. Therefore, the percentage of the population that is of retirement age in the RAC is greater than elsewhere in Davie, Broward County, and in the United States. On the other end of the age spectrum, in the eastern tract, 6.6 percent are under five years old. In the western census tract the percentage is 4.3. In the southern tract it is 6.4 percent. This totals 1,144 individuals under age 5. These numbers relate to 6.7 percent in the greater Town of Davie and 6.3 percent in Broward County. Across the country it is 6.8 percent. There appears to be a healthy mix of retirees and young families in this area that could facilitate and support day care needs of working professions.

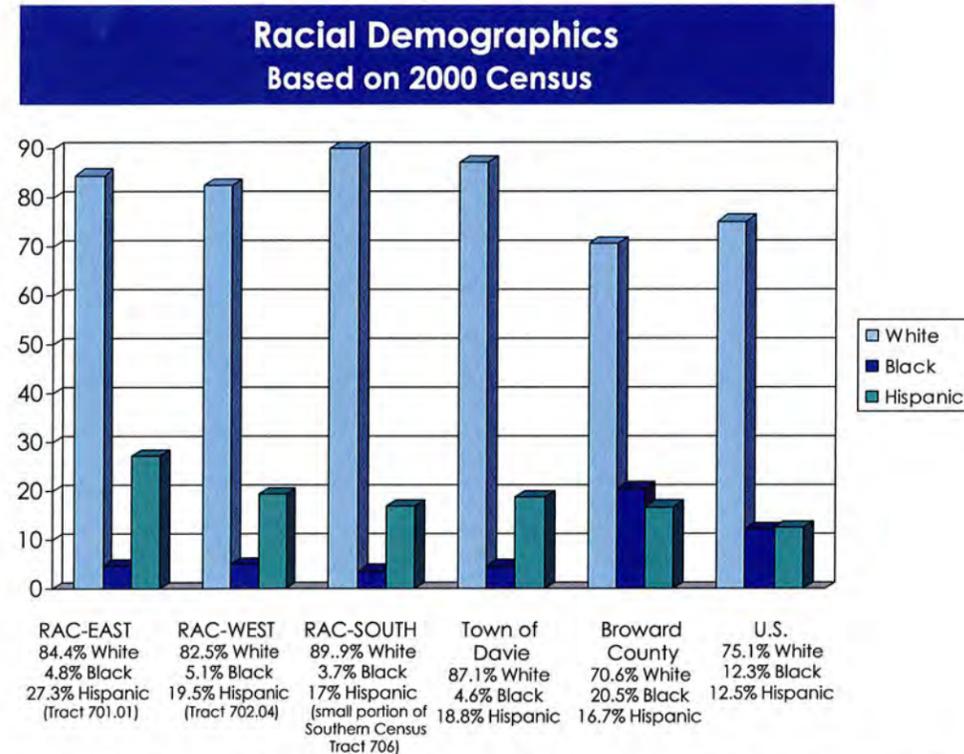
Population – 65 Years of Age and Over
Based on 2000 Census



Population – Under 5 Years Old
Based on 2000 Census



The racial composition of the RAC area for persons reporting one race alone is 84.4 percent White, 4.8 percent Black or African American and 27.3 percent Hispanic in the eastern tract, 82.5 percent White, 5.1 percent Black and 19.5 percent Hispanic in the western tract, and 89.9 percent White, 3.7 percent Black and 17 percent Hispanic in the southern tract. The racial composition of the RAC compares to 87.1 percent White, 4.6 percent Black and 18.8 percent Hispanic in the town, 70.6 percent White, 20.5 percent Black and 16.7 percent Hispanic in Broward County, and 75.1 Percent White, 12.3 percent Black and 12.5 percent Hispanic in the country.



The percent of persons who are some other race alone is 4.5 percent in the eastern tract, 3.9 percent in the western tract, and 2.2 percent in the southern tract. The racial totals in the RAC are 12,592 White, 761 Black, 52 American Indian, 626 Asian, 16 Pacific Islander, 42 of One Other Race, 285 descendants of principally Two Races, and 4,192 Hispanic.

The average household size in Davie is 2.64 persons while in Broward County it is 2.45 and in the U.S. it is 2.59. In the RAC, household size varies from 2.48 in the eastern tract to 2.1 in the western tract and 2.41 in the southern tract. Consequently, although the population under five years old is significant, families with children are apparently not evenly dispersed throughout the RAC.

Regarding the mix of home ownership versus rental stock, the eastern tract is comprised of 58.6 percent in owner-occupied housing and 41.4 percent in renter-occupied units. It is 35.9 percent owner-occupied and 64.1 percent renter-occupied in the west. And 61.2 percent owner-occupied and 38.8 percent renter occupied in the southern tract. The combination of the owner-occupied units vs. rentals,

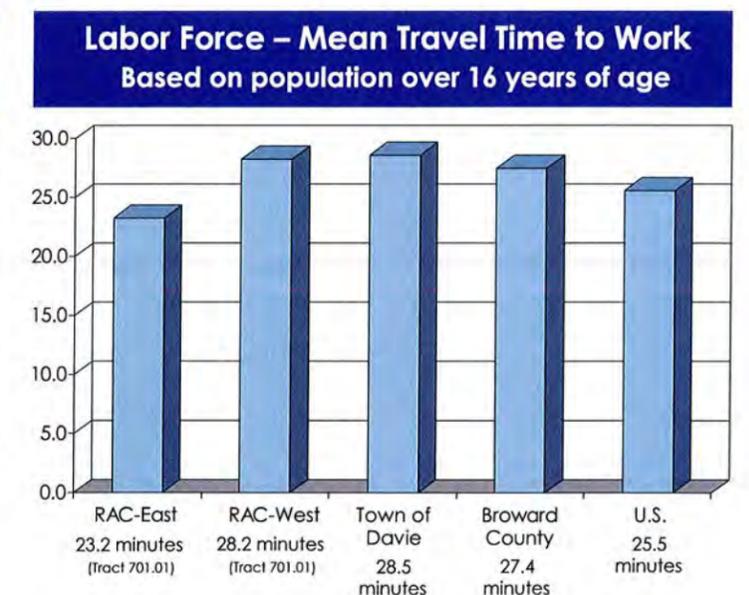
lower housing density than presently found in the town, county, or national averages, and the shorter than normal commute time for the eastern tract of the RAC supports the contention that a local transit system in conjunction with higher density transit-oriented design, mixed-used, workforce housing would be well received in this community.

Based on the threshold parameters for community support of transit presented by Carter and Burgess on page 44, the Davie RAC is a suitable candidate for new community transit that will be utilized. The Transit Capacity and Quality of Service Manual (TCQSM) standards cited are population density of at least three households per acre or employment density of at least four employees per acre. Household density in all of the RAC is 2.26 households per acre at this time, i.e., 4,977 households (see page 24) within the 2,200 acres of the RAC. The number of working age population, i.e. between age 18 to 64, within the RAC totals 12,817 (see page 23), or potentially 5.83 workers per acre. This is significantly higher than the Town of Davie as a whole, which is 1.84 employees per acre. Consequently, if housing density were to be increased, it is probably more in character within the RAC than elsewhere in Davie. The threshold for number of employees per acre to support transit is already surpassed in the Davie RAC. The threshold for density of households per acre is close to the support standard. Consequently, increased housing density would likely contribute to increased propensity to use transit in commuting to work and other community amenities such as shopping and schools. This is also supported by the present state of median household and per-capita income that are below town, county, and country comparatives and are presumably more sensitive to the price of gas as well as other costs of commuting by private passenger cars.

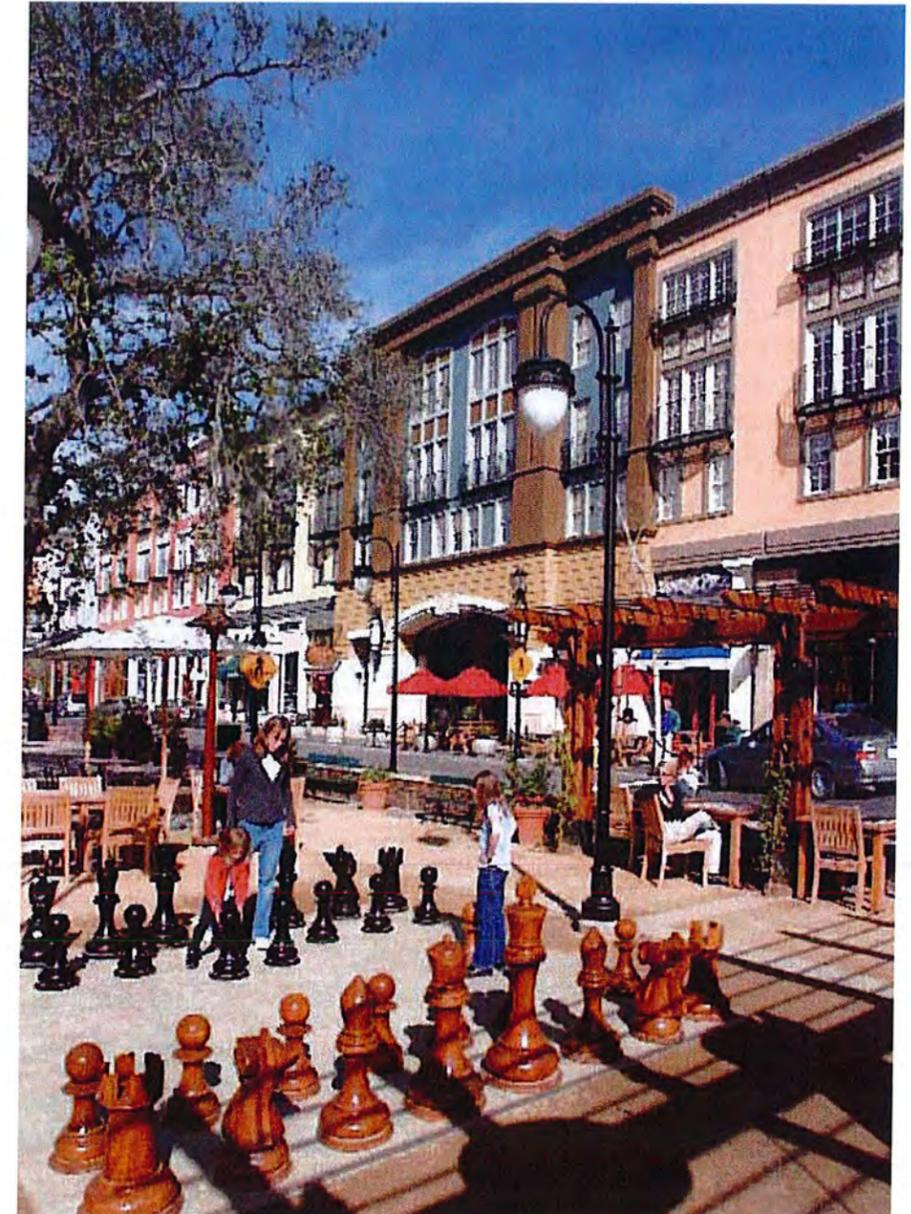
New mixed-use, higher-density housing would also contribute to the alleviation of poverty by virtue of access to jobs via transit and thereby grow the tax base and the local economy. If this would be combined with pedestrian-oriented, new-urban forms that would enhance the multi-cultural nature of the community and take advantage of its natural climatic and environmental amenities, the transformation of the RAC into a higher value-added live-work-play community would be assured.

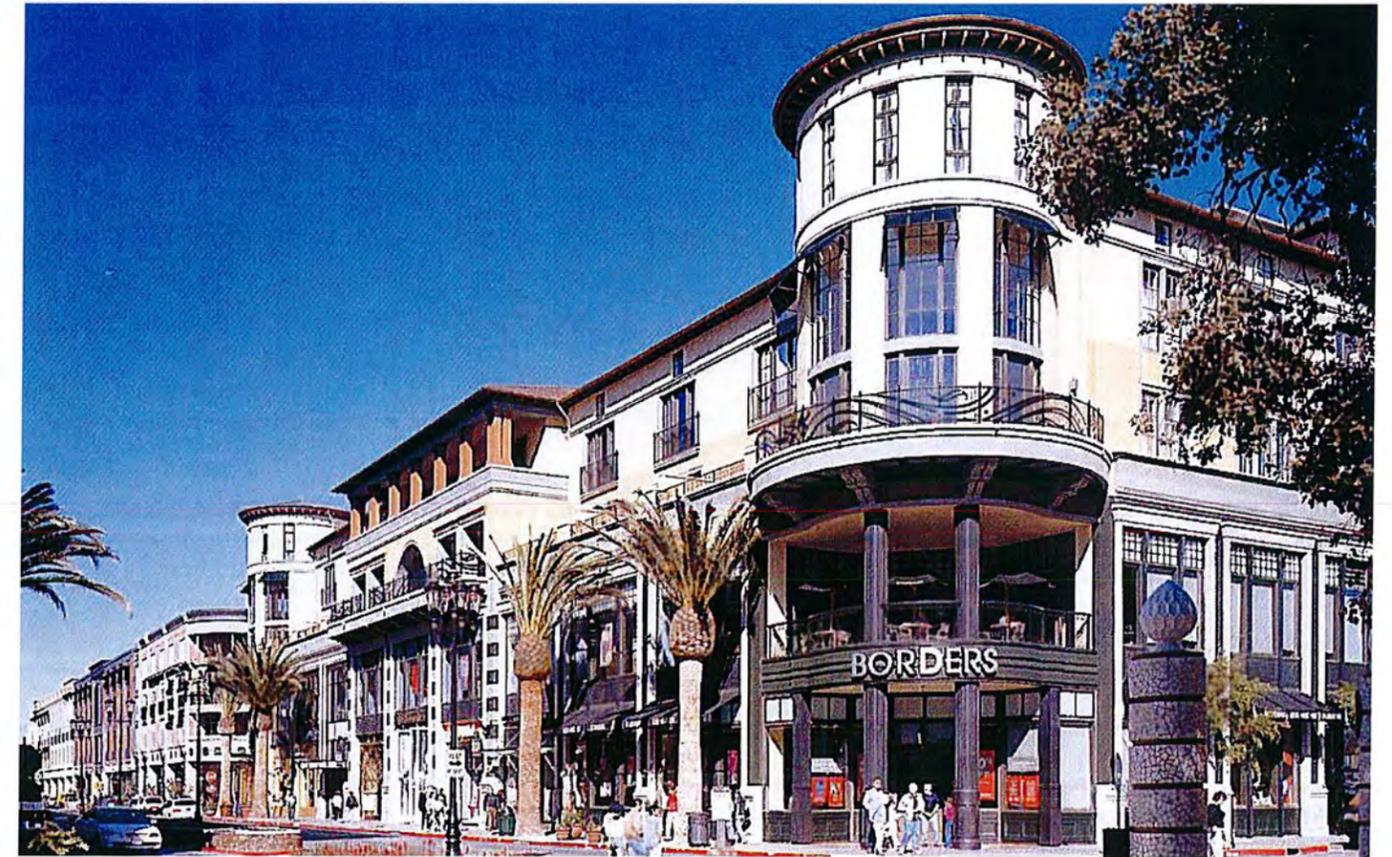
Population Density Average Household Size

	Avg. persons	Owner-occupied	Renter-occupied
RAC – EAST	2.48	58.6%	41.4%
RAC – West	2.10	35.9%	64.1%
RAC – South	2.41	61.2%	38.8%
Town of Davie	2.64		
Broward	2.45		
U.S.	2.59		



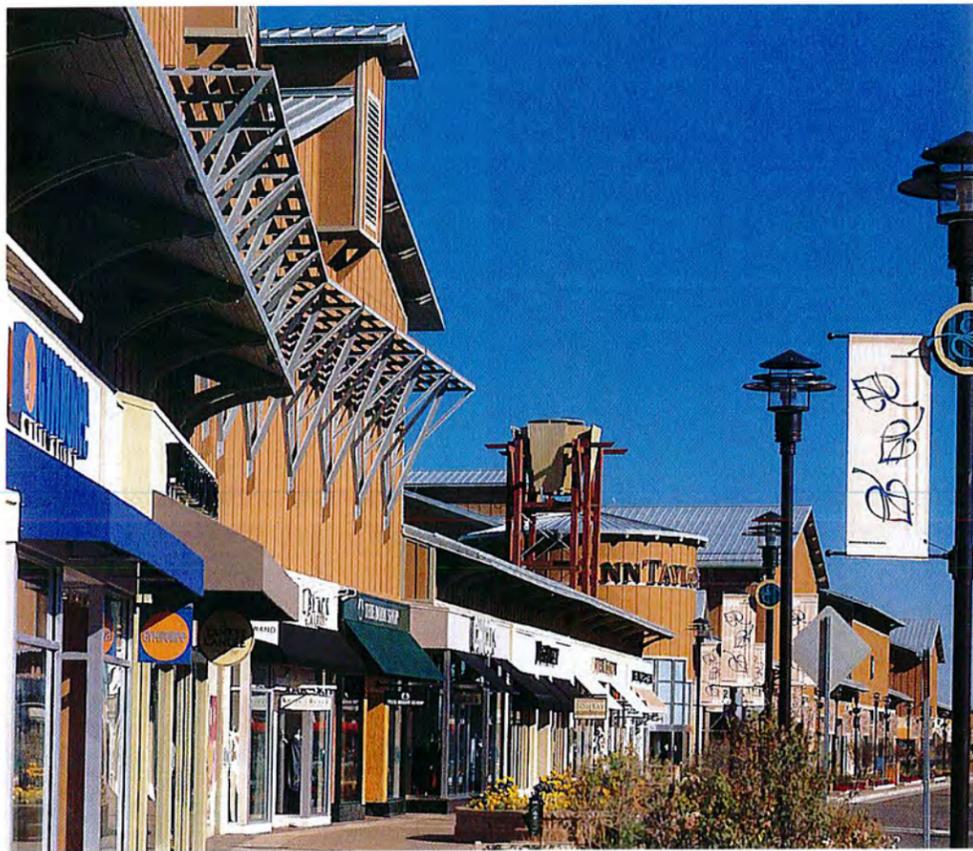
Architecture: Urban Environments



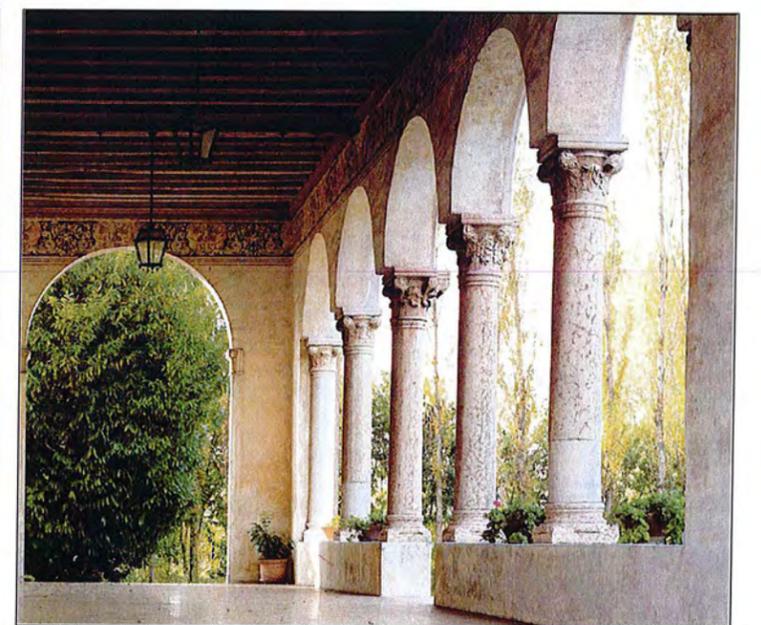
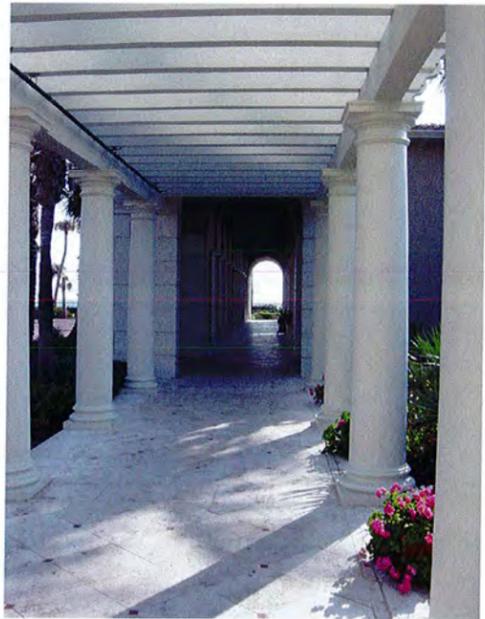


Architecture: Mixed Use Developments

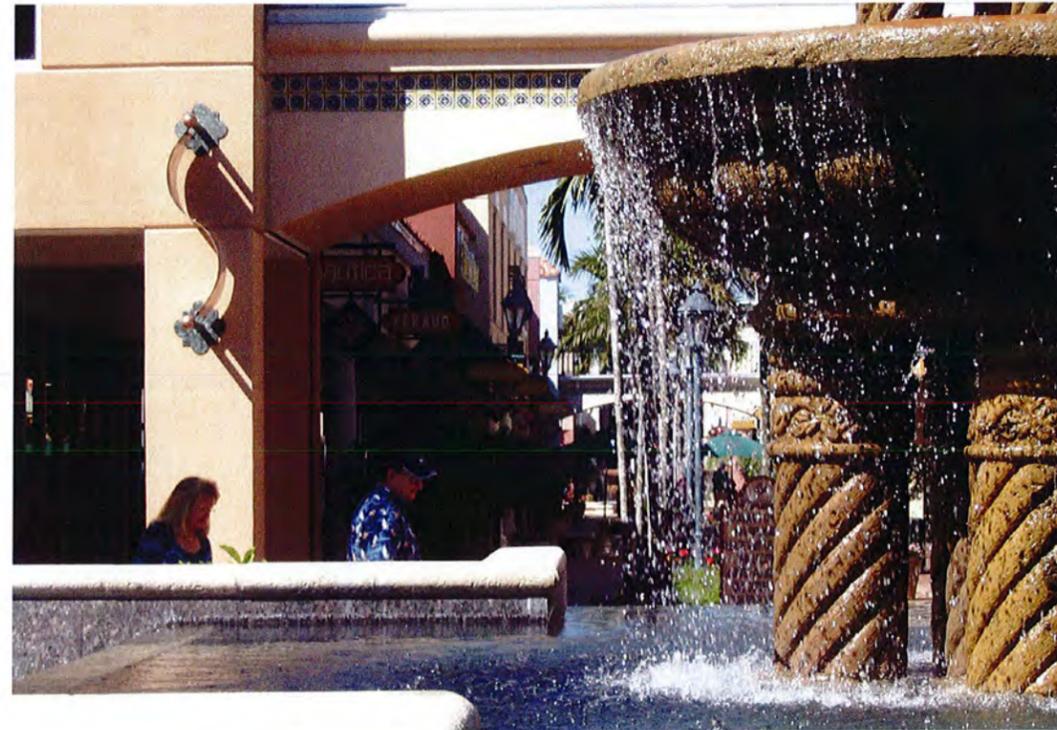
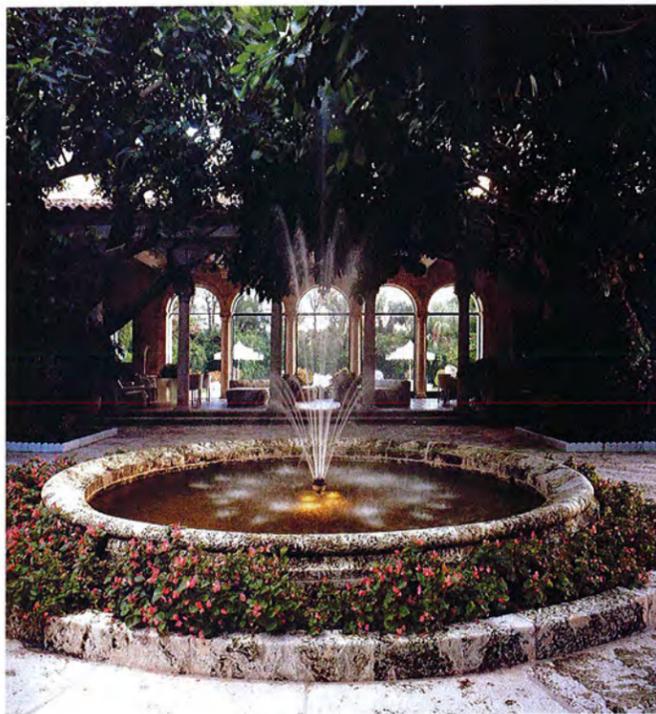
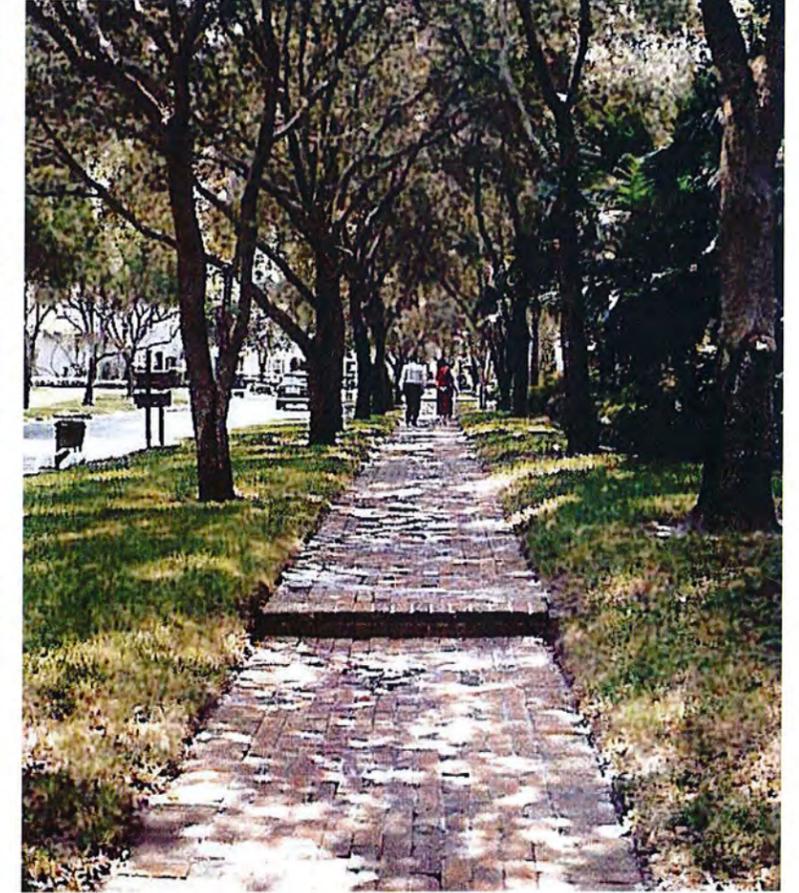




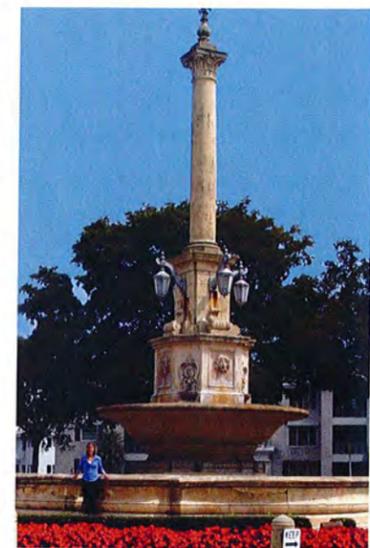
Architecture: Loggias



Architecture: Garden Elements



Architecture: Exterior Elements



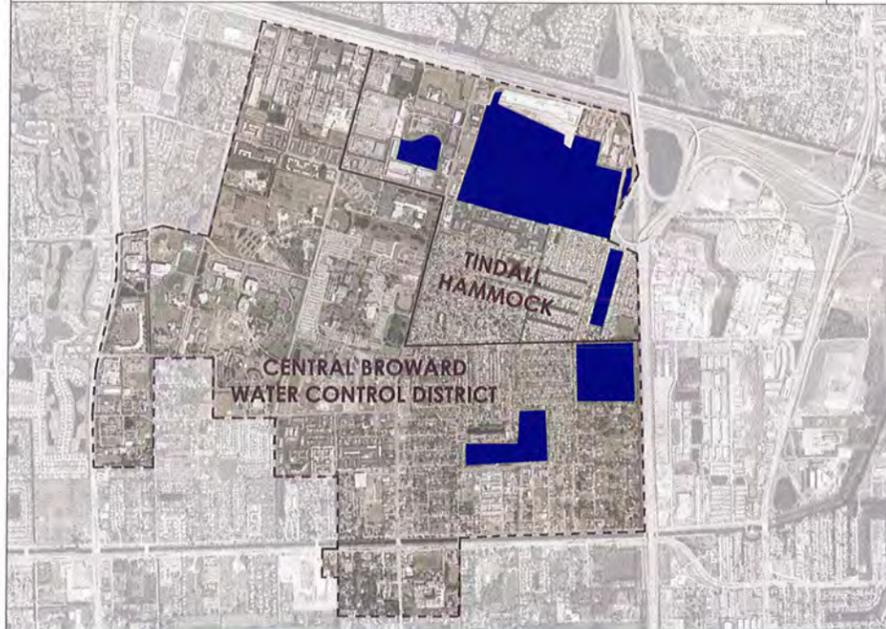


Infrastructure Summary

+ Drainage

The RAC is served by a system of man-made canals and retention areas designed for secondary water management and stormwater drainage. They are regularly maintained by two drainage districts which regulate the flow of water and provide effective flood control for the area. Approximately 28% of the RAC is maintained and operated by the Tindall Hammock Irrigation and Soil Conservation District. The remaining portions of the RAC are located within the Central Broward Water Control District with the exception of a 114 acre parcel west of the Florida Turnpike which is under the primary jurisdiction of the South Florida Water Management District. This drainage district incorporates miles of tributary canals flowing predominantly north and south from the South New River Canal (C-11) along Griffin Road. Two major retention areas are located to the southeast. The 'E' Lake formerly served as a burrow pit for the Florida Turnpike and is owned by the Florida Department of Transportation. The 'L' Lake is currently used for street drainage for ar-

TOWN OF DAVIE DRAINAGE DISTRICTS AND MAJOR WATER RETENTION AREAS



reas between Davie Road and the Turnpike. Stormwater management for storefront areas west along Davie Road is accomplished through sheet drainage to surrounding street drainage systems.

Drainage conditions north of Griffin Road are adequate for the level of development that currently exists. Critical areas are those located south of Griffin Road and just west of Davie Road, which experience frequent street flooding during minor rainfall events. This drainage problem is chiefly due to a lack of water storage in the vicinity. To facilitate increased development within the RAC, extra storage will be required throughout the region. Construction of east-west canal branches and lakes are also a possibility for stormwater collection. District criteria for 100-year flood protection will govern the additional storage and drainage feature requirements for new developments.

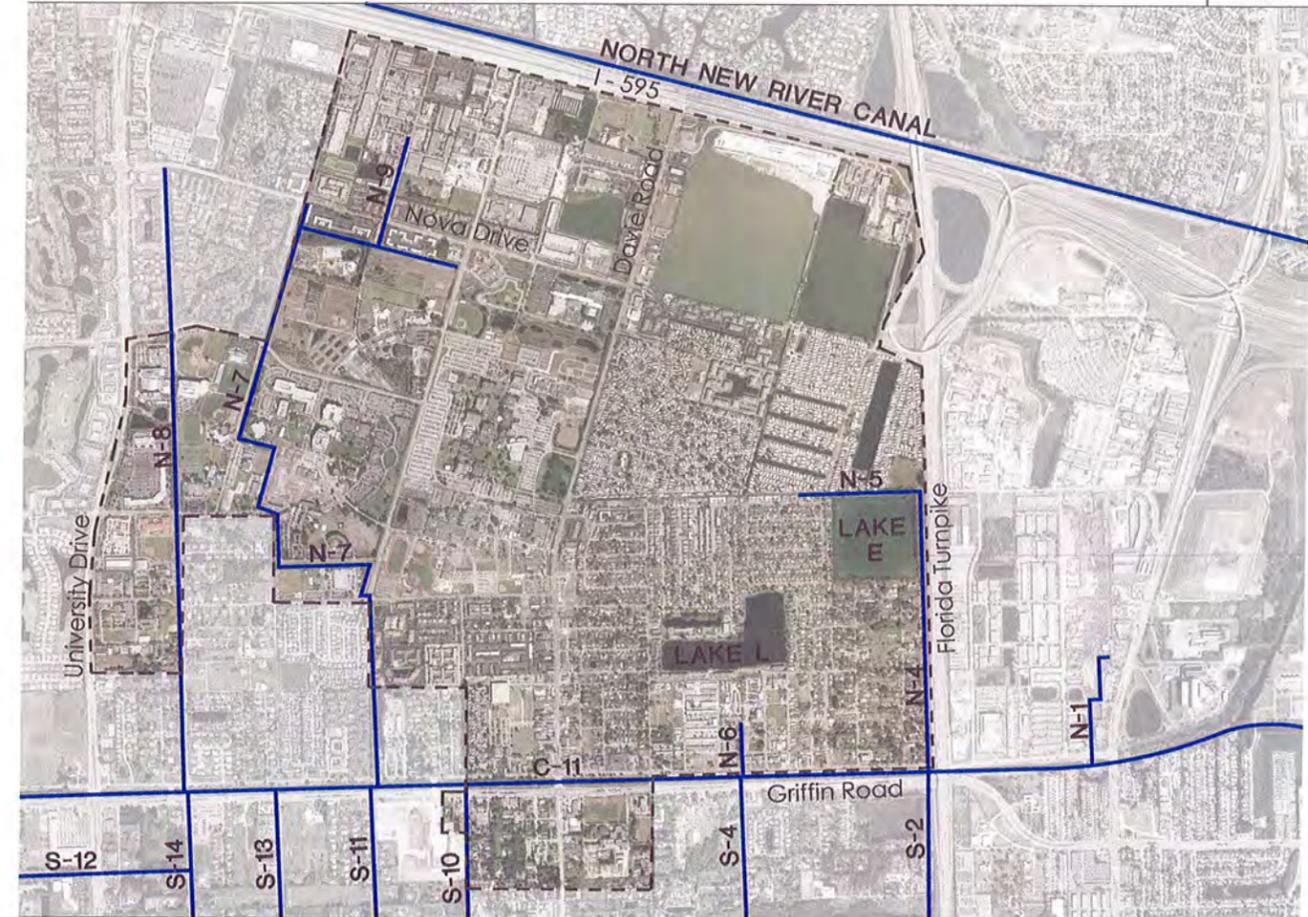
+ Contaminated Sites

The impact of contaminated properties often extends beyond the boundaries of the sites themselves. While remediation of contaminated sites has become common, the remaining properties present difficult challenges due to the types, levels and the location of the contamination. An important part of site redevelopment planning is the environmental assessment of the property and surrounding areas.

Broward County Environmental Protection Department (BCEPD) has 11 contaminated sites

on record within the RAC. Sites that are generally considered high-risk developments include gas stations and automotive repair facilities. Two gas stations within the study area currently have reporting violations. A third station located along Davie Road south of SW 39th Street has recently received a warning notice for failure to perform periodic storage tank monitoring and inspections. All facilities are monitored federally under the State Petroleum Cleanup Program or locally by BCEPD. No facilities researched appear to be off-site contributors. However, all sites should continue to be monitored by the appropriate regulatory agencies.

EXISTING CANAL SYSTEM
CENTRAL BROWARD WATER CONTROL DISTRICT



Transportation Summary

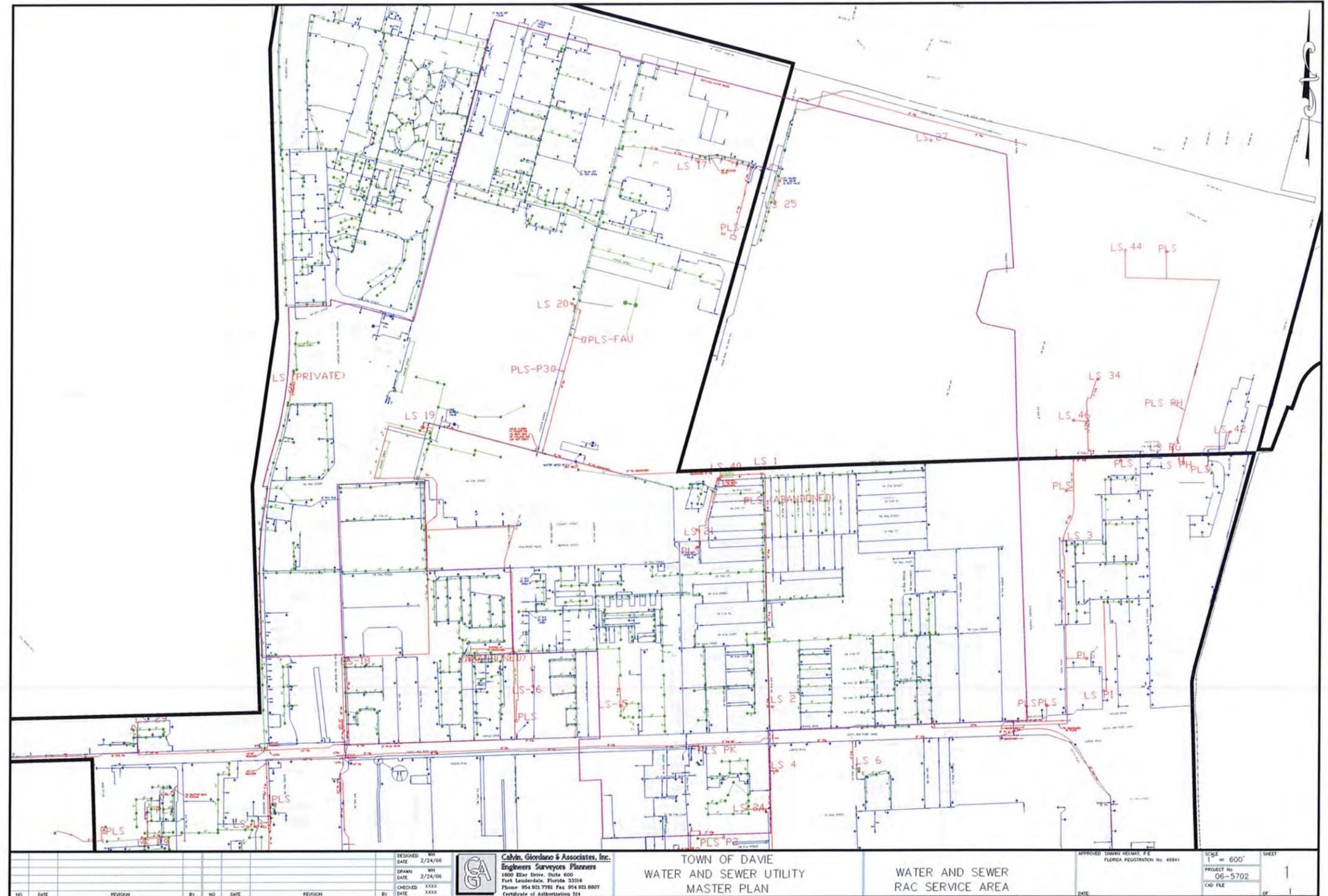
+ Power Supply

Florida Power & Light Company (FPL) currently owns and operates multiple substations in and around the RAC. The area is serviced primarily by the Davie and Timberlake substations to the west and to a lesser extent by the Playland and Reservation substations to the east and south. Power for the South Florida Education Center west of Davie Road and residential communities north of SW 36th Street is provided by the Davie substation located just south of I-595. Areas of the RAC west of Davie Road and south of SW 39th Street are fed by three of seven feeders originating from the Timberlake substation South University Drive. The remaining areas are serviced by the Reservation substation located off of Stirling Road and just west of the Florida Turnpike.

East of the Turnpike at Hacienda Boulevard and SW 38th Street is also the Hacienda substation. Two feeders currently extend from the facility. One line stretches south to Griffin Road, east of the Turnpike. The second line ends just west of the Turnpike. Future development along the eastern portion of the RAC can potentially be serviced by the existing substation.

+ Utility Infrastructure

Water and sewer infrastructure within the RAC is controlled by two separate authorities. The Town of Davie is responsible for the treatment, distribution, maintenance, and storage of potable water for human consumption, irrigation, and fire protection, and the treatment and dispose of wastewater in the majority of the utilities in the RAC. North of SW 38th Street and east of Davie Road is a commercial and industrial area serviced by Ferncrest Utilities, Inc.



Infrastructure Summary

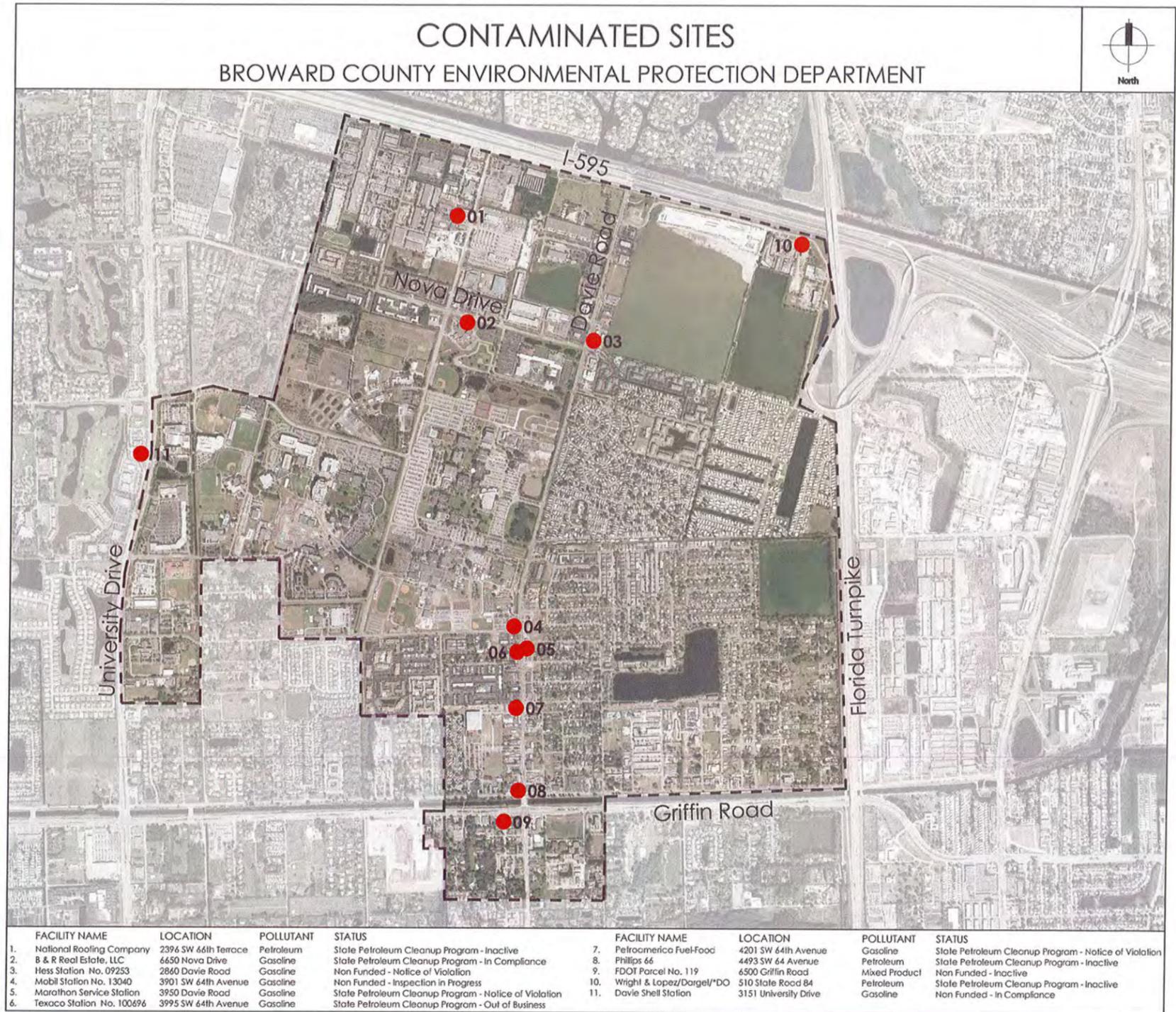
+ Water

To meet existing water distribution needs, construction of several water main loops is required. For example, a 12-inch water main running east-west from University Drive to College Avenue on SW 36th Street is currently being designed. Also currently being designed is an 8-inch water main loop along SW 30th Street from SW 75th Avenue to College Avenue. A 10-inch water main along College Avenue from SW 36th Street north to complete a looped system is under design consideration.

+ Sewer

The RAC sewer system is satisfactory for the existing level of development, with a few notable exceptions. Lift Station No. 27, located at the northeast corner of the RAC, is currently operating a grinder which does not meet current demands. Lift Station No. 19, which is responsible for wastewater flow from the northwestern portion of the RAC south to the Davie Wastewater Treatment Plant facility, is overcapacity. It should be abandoned and a new lift station located off site south of the Nova Southeastern University property should be constructed. Lift Station No. 20, which services the areas surrounding Florida Atlantic University, also exhibits high runtimes, indicating that additional facilities are needed.

In general, redeveloped areas will require additional water and wastewater scrutiny.



Transportation Summary

Broward County Greenways System

The Planning Process



In the spring of 1999, the Broward County Board of County Commissioners, recognizing the need to improve the quality of life in our urban environment, identified the creation of a county-wide system of greenways and trails as a priority goal. The County's Department of Planning and Environmental Protection was tasked with the responsibility of developing the plan to achieve this goal. A technical advisory committee, with members representing the Florida Department of Transportation, South Florida Water Management District, Florida Turnpike Authority, Broward County Engineering, Broward County Transportation Planning Division and the Broward County School Board was created to oversee the plan preparation. Over the following two-year period, numerous public meetings were held around the County to seek public input at various stages in the development of the greenways plan. Public support was enthusiastic and a wide variety of interests participated at the meetings including municipal officials, bicyclists, equestrians, boaters, developers, environmentalists, state and regional governmental representatives and others.

The County's greenways planning kicked off in the fall of 1999 with an all day visioning session facilitated by the South Florida Regional Planning Council. Over 100 participants gathered at Anne Kolb Nature Center to draft the vision statement for the plan. Following the completion of the vision statement, planning for the actual greenways corridors was initiated with a request to Broward's municipalities to submit greenways corridor proposals for inclusion in the plan. Approximately 20 municipalities submitted proposals. Several cities had on-going greenways programs and some, most notably the Town of Davie, already had developed local greenways systems. County staff also began assembling information on canal rights-of-way, wide road rights-of-way, utility easements, waterways and other potential greenways corridors. This information along with other planning information was utilized to draft a conceptual greenways system plan. In the fall of 2000, the public was invited to attend a meeting at Fern Forest to review the planning information and draft plan and assist in preparing the final conceptual greenways system plan. It was the consensus of meeting participants that the conceptual plan should provide a framework that could link together the planning efforts of individual municipalities.

Based upon the public's input and planning considerations, five priority corridors were selected for more detailed planning. These corridors included Dixie Highway, the Conservation Levee, the New River, Flamingo Road, Hiatus Road and the Cypress Creek corridors. Detailed right-of-way information was collected on the six corridors and draft plans were prepared. Five public meetings were held in the spring of 2001 at locations around the County to seek public comment on the detailed corridor plans. Following endorsement by the Broward County League of Cities Technical Advisory Committee, the Broward County Commission initiated an amendment to the Broward County Comprehensive Plan to incorporate the conceptual greenways system plan. Since then, two additional Greenways have been added to the Phase one priority list for development- the Barrier Islands Greenway and a portion of the Griffin-Orange Greenway. Design efforts have begun on the eight priority Greenways.

Components of the Vision

There are five components to the vision of the Broward County Greenways System - each is an integral part and parcel of a successful Greenways System and each provides important criteria for the physical development of the trails and greenways. They are:

Recreation

Each resident should have easy access to a safe recreation trail of at least 5 miles in length.

Transportation

Residents - including seniors and children - should be able to have a safe and enjoyable walk or bicycle ride to neighborhood schools, civic buildings, business areas, parks, transit stops and conservation areas.

Environmental Restoration/Enhancement

Corridors should be designed to include restoration or enhancement of native ecological systems as well as restoration of Broward County's tree canopy - and provide opportunities for environmental education.

Tourism

Visitors should have access to a safe and enjoyable trail of at least 5 miles in length (or about a half-day experience), as well as access to bike rentals, canoe and boat rentals and other amenities.

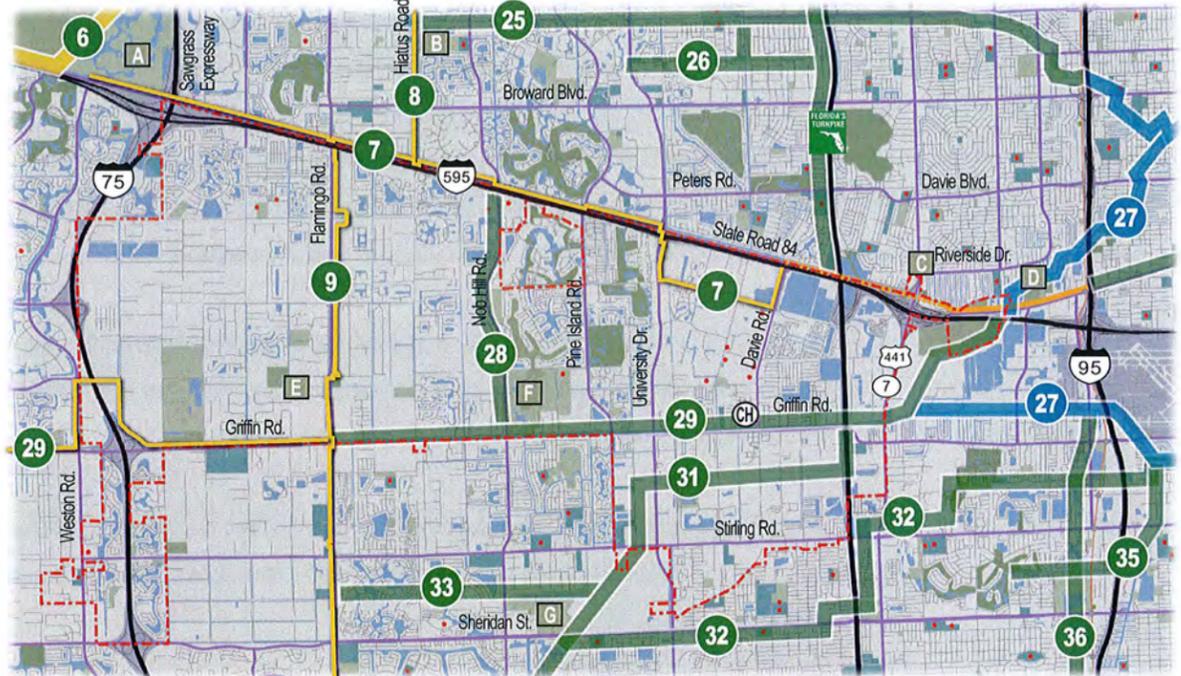
Social

The Broward County Greenways System should encourage social interaction within and between neighborhoods; create gathering places for social or recreational activities; and promote a sense of place for neighborhoods.



Broward County Greenways System

Davie



- Current Trails currently being designed passing through or adjacent to municipality:
- 7 New River Greenway
- 8 Hiatus Rd Greenway
- 9 Flamingo Road Greenway
- 29 Griffin-Orange Greenway
- Note: Trails currently being designed are shown on the map along the street and canal sides exactly as the design reflects.
- Priority Trails near municipality:
- 6 Conservation Levee Grnwy

- Trailheads on priority trails:
- A Markham Park
- B Cleary Park
- C Sewell Lock
- D Secret Woods Nature Ctr.
- E Long Pine Key Nature Area
- Trailheads on future trails:
- F Tree Tops Park
- G Brian Piccolo Park

- Future Trails passing through municipality:
- 20 Intracoastal Waterway
- 25 C-12 Canal Trail
- 26 5th Ave. Trail
- 27 New River Loop
- 28 Nob Hill Trail
- 29 Griffin/Orange Dr. Greenway
- 31 West Trail FPL R.O.W.
- 32 Central Trail FPL R.O.W.
- 35 C-10 Canal Trail
- 36 The CSX Trail

KEY:

- Existing bike trail
- Trails under construction
- Trails currently being designed
- Trailheads
- Future priority trails
- Other future trails and water trails
- Schools
- Municipal Boundary
- City Hall

10/14/04

Broward County Board of County Commissioners:
 Josephus Eggelletion Jr. Ben Graber Sue N. Gunzburger Kristin D. Jacobs Ilene Lieberman Lori Nance Parrish John E. Rodstrom Jr. James A. Scott Diana Wasserman-Rubin



Transportation Summary

+ Transportation Summary

One of the major focal points in the Davie RAC Master Plan is mobility. As Broward County has moved away from an automobile focused concurrency system, other modes of travel (transit, bicycle, and pedestrian) will be encouraged. As a major activity center in Central Broward County, the Davie RAC should be at the forefront of encouraging multimodal transportation. The existing uses, particularly the SFEC, are ideal for promoting public transportation, bicycle use and pedestrian activity. It is important to recognize, however, that just providing these alternative modes of travel alone is not sufficient to encourage their use. Other mechanisms, such as mixed use development patterns, parking strategies, higher densities in travel corridors, and pedestrian-friendly design, are essential to promoting multimodal travel. As Wilfred Owen said in *The Accessible City*,

"...the task of increasing urban mobility may not call for more transportation at all, but may depend more on such nontransportation solutions as the location, densities, and aesthetics of everything being done to accommodate urban man."

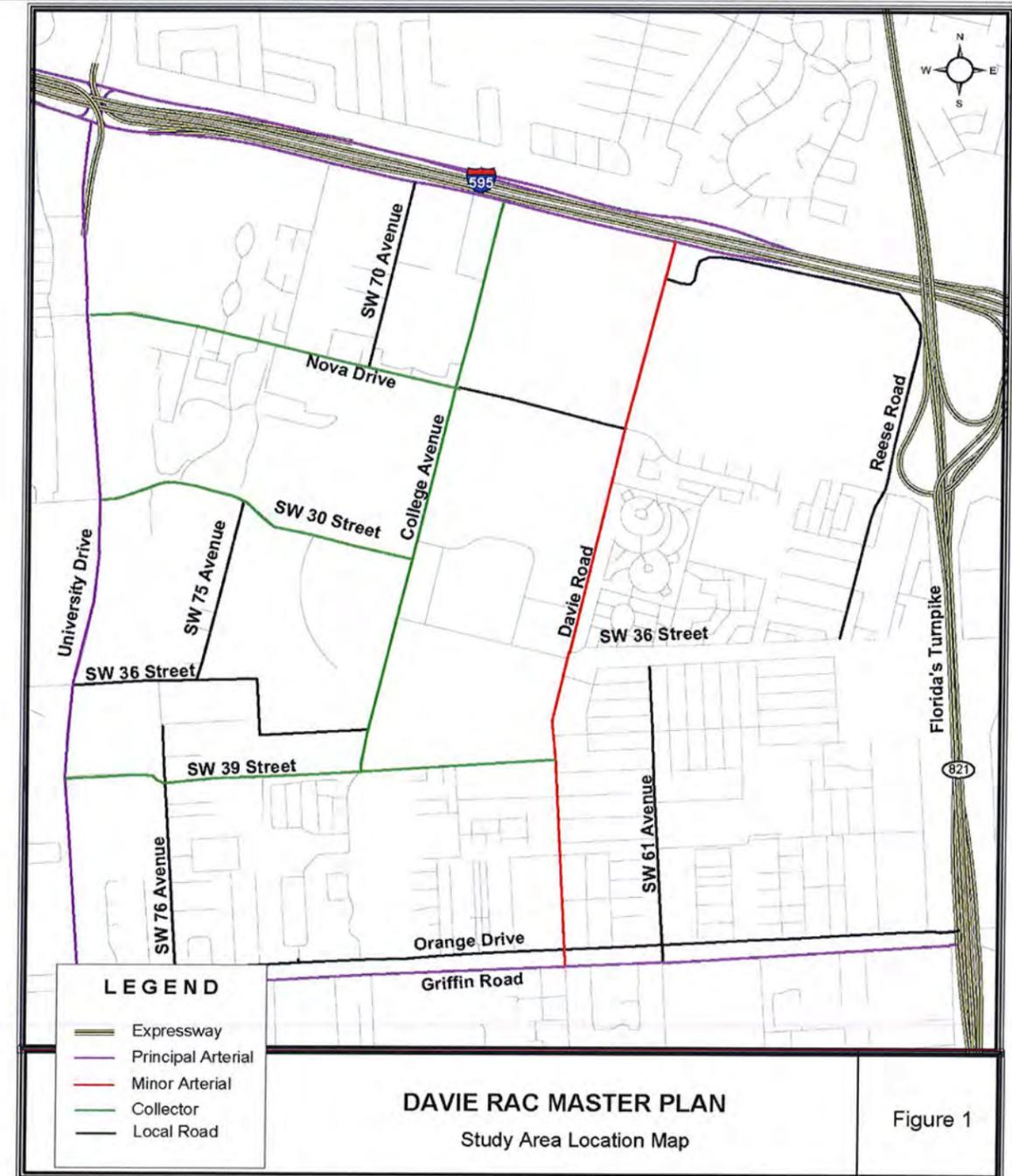
This section of the report provides an overview of the existing transportation conditions in the RAC. In addition to some fundamental information about the roadways, this section also addresses five key issues:

1. Intersection level of service
2. Transit quality of service analysis
3. Pedestrian/bicycle patterns
4. Pedestrian/bicycle safety assessment and pedestrian/vehicle conflict analysis
5. How creating a transit/pedestrian-friendly area will influence land use density resulting in economic stimulation.

+ Existing Roadway Conditions

The study area is bounded by two freeways (Florida's Turnpike and I-595) and two major arterials (University Drive and Griffin Road). Additionally, two north-south facilities and six east-west roadways complete the transportation backbone of the Davie RAC. The eight most significant corridors include College Avenue, Davie Road, State Road 84, Nova Drive, SW 30th Street, SW 36th Street, SW 39th Street, and Orange Drive. Also, there are other local roadways that provide access to the educational and residential developments located in the area. All of these roadways are shown in Figure 1, and the following is a description of the significant corridors.

¹R. Ewing, *Transportation & Land Use Innovations: When You Can't Pave Your Way Out of Congestion*, American Planning Association, Chicago, 1997.



+ Figure 1

Represents a summary of the eight most significant corridors within the Town of Davie RAC



Transportation Summary



+ Florida Turnpike (State Principal Arterial)

Major north-south expressway located on the east side of the Davie RAC. Florida's Turnpike is a limited-access tolled facility with a posted speed limit of 65 miles per hour.



+ I-595 (State Principal Arterial)

Major east-west expressway located on the north side of the study area. The speed limit on I-595 is 65 miles per hour.



+ SR 84 (State Principal Arterial)

Principal arterial that runs parallel (on both sides) to I-595. The section of SR 84 that borders the Davie RAC runs in the eastbound direction. This roadway has a posted speed limit of 65 mile per hour.



+ University Drive (State Principal Arterial)

North-south principal arterial located on the west side of the study area. The portion of University Drive included in the Davie RAC area extends from I-595 on the north to Griffin Road on the south. The posted speed limit on University Drive is 45 miles per hour.



+ College Avenue (City Minor Arterial)

North-south undivided collector roadway with a posted speed limit of 30 miles per hour. This facility extends from SR 84 on the north to SW 39th Avenue on the south.



+ Davie Road (County Minor Arterial)

Minor arterial and is oriented in the north-south direction within the study area. Davie Road extends from I-595 on the north to Griffin Road on the south and has a posted speed limit of 40 miles per hour.

Transportation Summary



+ Griffin Road (State Principal Arterial)

Principal arterial located on the south side of the study area. Within the Davie RAC, Griffin Road is a six-lane divided facility with a posted speed limit of 45 miles per hour.



+ Nova Drive (County Collector)

Major collector roadway providing east-west mobility through the Davie RAC (from Davie Road west to University Drive). The posted speed limit on Nova Drive is 35 miles per hour.



+ Orange Drive (City Collector)

Two-way, two-lane facility that runs parallel to Griffin Road. This low-volume facility has a posted speed limit of 35 miles per hour.



+ SW 30th Street (City Minor Arterial)

Undivided collector facility with a posted speed limit of 30 miles per hour. SW 30th Street extends from University Drive to College Avenue.



+ SW 36th Street (City Collector)

Undivided local facility with a posted speed limit of 30 miles per hour. SW 36th Street extends from University Drive to College Avenue.

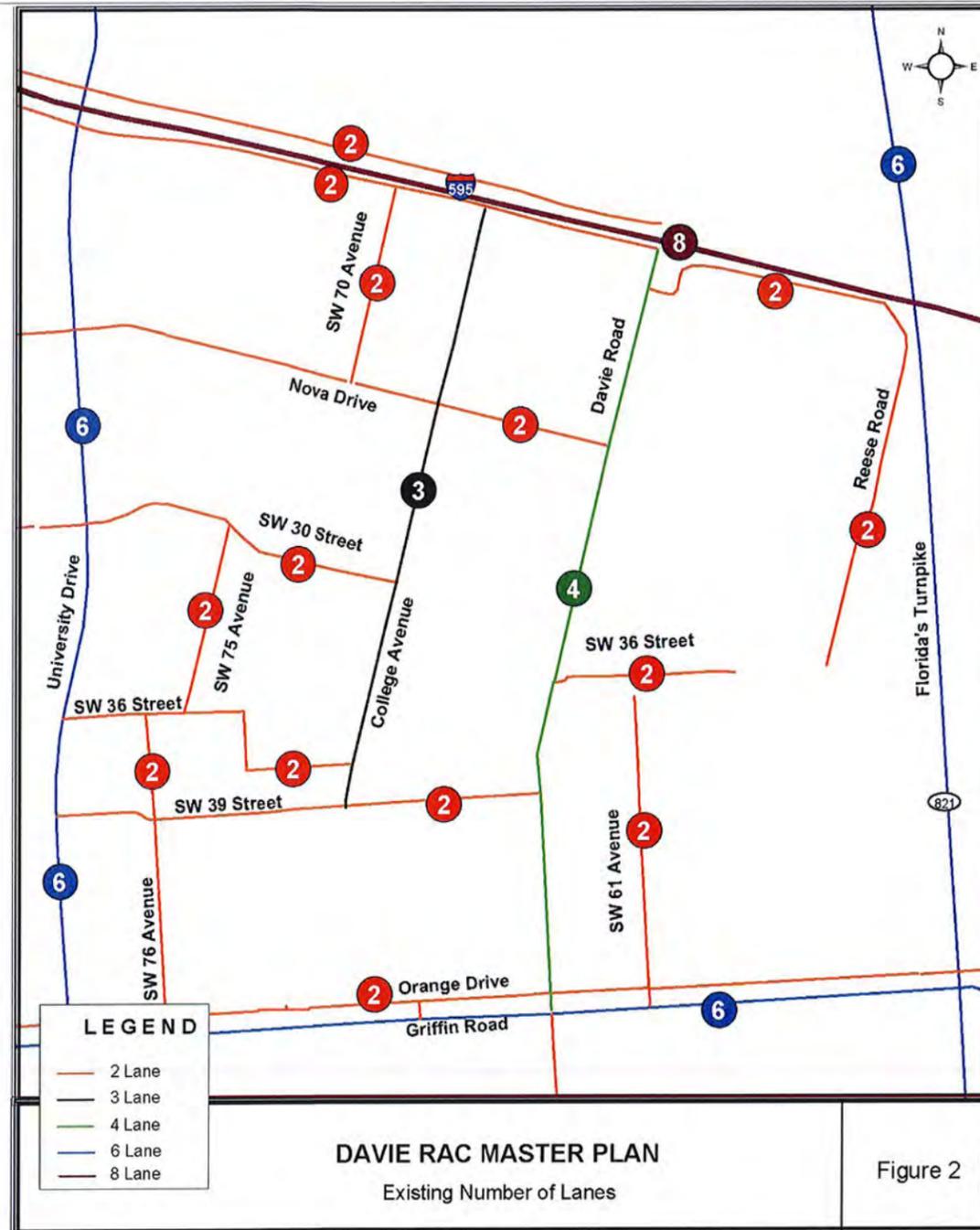


+ SW 39th Street (City Collector)

Undivided collector roadway with a posted speed limit of 30 miles per hour. SW 39th Street extends from University Drive to Davie Road.



Transportation Summary



+ Figure 2

Represents reasonable unimpeded traffic flow at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays at intersections are not bothersome. Drivers are not generally subjected to appreciable tensions.

+ Transportation Network

The transportation network located within the Davie RAC includes roadways that have between two and eight through lanes. The two-lane roadways include Nova Drive, SW 30th Street, SW 36th Street, SW 39th Street, Orange Drive, SW 70th Avenue, SW 75th Avenue, SW 76th Avenue, SW 61st Avenue, and Reese Road. College Avenue is the only three-lane roadway located within the study area. This facility provides a through lane in each direction and a center two-way left-turn lane. The four-lane and six-lane roadways include SR 84, Davie Road, University Drive (six lanes), Griffin Road (six lanes), and Florida's Turnpike (six lanes). Interstate 595 provides eight through lanes within the Davie RAC. Figure 2 shows the existing number of through lanes on the major roadways located within the study area.

Signalized and stopped-controlled intersections were identified within the Davie RAC. There are 25 signalized intersections located with the study area. The majority of the signalized intersections are located along University Drive and Griffin Road. Additionally, there are approximately 11 significant stopped-controlled intersections within the study area. Figure 3 illustrates the locations of the signalized and major stopped-controlled intersections.

Transportation Summary



+ Figure 3

Represents stable traffic flow operations. However, the ability to maneuver and change lanes may be more restricted than in level of service B, and longer queues and lower average travel speeds are typical characteristics of level of service C conditions.



+ Figure 4

Borders on a range in which small increases in traffic flow may cause substantial increases in approach delay and, hence, decreases the traveling speed. This may be due to adverse signal progression, inappropriate signal timing, high traffic volumes, or combination of these.



+ Figure 5

Represents traffic flow characterized by significant delays and lower operating speeds. Such operating conditions are caused by some combination or adverse progression, high signal density, high traffic volumes, extensive queuing at critical intersections, and inappropriate signal timing. Level of service E represents the maximum capacity of a roadway segment or an intersection.

Transportation Summary



+ Figure 6

Represents traffic flow characterized by extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays.

+ Traffic Volumes and Levels of Service

Existing Annual Average Daily Traffic (AADT) and peak hour volumes were obtained from Broward County for the significant roadways located within the Davie RAC. AADT is defined as the average 24-hour traffic volume over a period of 365 days and peak hour volume is the highest 60-minute traffic flow that occurred during a 24-hour period.

AADT volumes ranged on University Drive from approximately 53,000 to approximately 70,000 vehicles per day and on Griffin Road from approximately 27,000 to approximately 43,000. Figures 4 and 5 present the existing traffic volumes within the Davie RAC area.

Level of service (LOS) is often defined as the ability of a maximum number of vehicles to pass over a given section of roadway or through an intersection, while maintaining a given operating condition. Level of service ranges from LOS A (free flow with negligible delays) to LOS F (heavily with excessive delays).

LOS A represents the highest level of service which describes free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delays at intersections are minimal.

LOS B represents reasonable unimpeded traffic flow at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays at intersections are not bothersome. Drivers are not generally subjected to appreciable tensions.

LOS C represents stable traffic flow operations. However, the ability to maneuver and change lanes may be more restricted than in level of service B, and longer queues and lower average travel speeds are typical characteristics of level service C conditions.

LOS D borders on a range in which small increases in traffic flow may cause substantial increases in approach delay and, hence, decreases the traveling speed. This may be due to adverse signal progression, inappropriate signal timing, high traffic volumes, or combination of these.

LOS E represents traffic flow characterized by significant delays and lower operating speeds. Such operating conditions are caused by some combination or adverse progression, high signal density, high traffic volumes, extensive queuing at critical intersections, and inappropriate signal timing. Level of service E represents the maximum capacity of a roadway segment or an intersection.

LOS F represents traffic flow characterized by extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays.

Transportation Summary

+ Existing Level of Service

The existing level of service of the major roadway segments located within the Davie RAC was documented. Additionally, the level of service of three intersections along University Drive (SW 30th Street, SW 36th Street, and SW 39th Street) and two intersections along College Avenue (SW 30th Street and SW 39th Street) was also summarized based on previous traffic studies undertaken by Carter & Burgess, Inc. within the study area. The results of this effort indicate that many roadway sections are currently operating deficiently (i.e., LOS "F"). These deficient roadways include University Drive, College Avenue, a portion Davie Road, Nova Drive and SW 30th Street. The existing level of service for the major roadway segments and intersections located within the study area is presented in Figure 6.

+ Year 2030 Level of Service

The future (year 2030) level of service for the major roadway segments was obtained from Broward County. Most of the roadway segments within the study area are projected to operate deficiently, except for a segment of SR 84 and a segment of Griffin Road. Figure 7 depicts the year 2030 level of service for the major roadway segments located within the Davie RAC. The year 2030 level of service for the three intersections along University Drive and the two intersections along College Avenue is not shown in Figure 7 because level of service information for the year 2030 for these intersections is not available.

Route	Service Frequency		Hours of Service	
	Avg. Headway	LOS	Hours	LOS
BCt Rt.2	20 min.	C	19.0	A
BCt Rt.9	45 min.	E	17.5	B
BCt Rt.12	45 min.	E	14.0	C
Average BCt	37 min.	E	16.8	B
Davie shuttle	45 min.	E	14.75	C
SFEC-TMA/Tri-Rail shuttle	30 min.	D	13.75	C
NSU circulator	15 min.	C	15.5	C
Average transit	33 min.	E	15.8	C



+ Figure 7

Borders on a range in which small increases in traffic flow may cause substantial increases in approach delay and, hence, decreases the traveling speed. This may be due to adverse signal progression, inappropriate signal timing, high traffic volumes, or combination of these.



+ Existing Public Transportation

The existing public transportation services are described below and shown in Figure 8. There are three (3) Broward County Transit bus routes currently serving the Davie RAC area. These bus routes include routes 2, 12, and 9.

Route 2

Travels along University Drive from I-595 to Griffin Road. There are a total of twenty bus stops serving route 2 within the Davie RAC area. Route 2 operates with 20-minute headways during weekdays, 30-minute headways on Saturdays, and 45-minute headways on Sundays.

Route 12

Travels along University Drive from I-595 to Nova Drive, then runs along Nova Drive east to Davie Road, and continues on Davie Road south to Griffin Road. There are a total of twenty-three bus stops serving route 22 with the study area. Route 22 operates with 45-minute headways on weekdays.

Route 9

Travels along Davie Road from SR 84 to Griffin Road. There are a total of fourteen bus stops serving route 9 within the Davie RAC limits. Route 9 operates with 45-minute headways on weekdays.

The Davie RAC is also served by the Town of Davie community shuttle, the South Florida Education Center (SFEC)-TMA/Tri-Rail shuttle, and the Nova Southeastern University (NSU) circulator.

+ Transit Level of Service

The methodology for determining transit level-of-service (LOS) is dictated by the Transit Capacity and Quality of Service Manual (TCQSM), which was developed through the Transit Cooperative Research Program (TCRP). The goal of the TCQSM program is to provide standards for measuring both transit capacity and quality of service in a comparable manner to the Highway Capacity Manual (HCM). These standards are based on two primary indicators of transit quality; availability, and comfort/convenience. Six service measures are identified to quantify these indicators; (1) service frequency, (2) hours of service, (3) service coverage, (4) passenger loading, (5) reliability, and (6) travel time.

A regional TCQSM analysis was performed for Southeast Florida in 2002, and included an evaluation of service frequency, hours of service, and travel time for ten origin-destination pairs. Regionally, service frequency scored a LOS "E" and hours of service scored a LOS "D". Travel times of transit trips versus auto trips were determined to be significantly longer regionally, scoring a LOS "E".

Given that only one of the origin-destination centers identified in the Southeast Florida Regional TCQSM was located within the Davie RAC study area, measures that could be calculated using available data were identified for further evaluation. These service availability measures include service frequency, hours of service, and service coverage. Data was not readily available to gauge the comfort/convenience measures at this time.

Service coverage was also examined for the Davie RAC area. For Transit LOS, the measure of service coverage is calculated based on the amount of transit supportive area that is served by transit within a ¼ mile walking distance. The TCQSM standard dictates that an area is transit supportive if the population density is at least three (3) households per acre, or the employment density is at least four (4) employees per acre as designated by Traffic Analysis Zone (TAZ) data. Within the Davie RAC, 18% of the TAZs may be designated as transit supportive, of which 99% are currently served by the above mentioned transit services within a ¼ mile walking distance. Thus, the service coverage in the Davie RAC is calculated as LOS "A". In a more general sense, 82% of the entire Davie RAC area is accessible to some form of transit service within a ¼ mile walking distance.

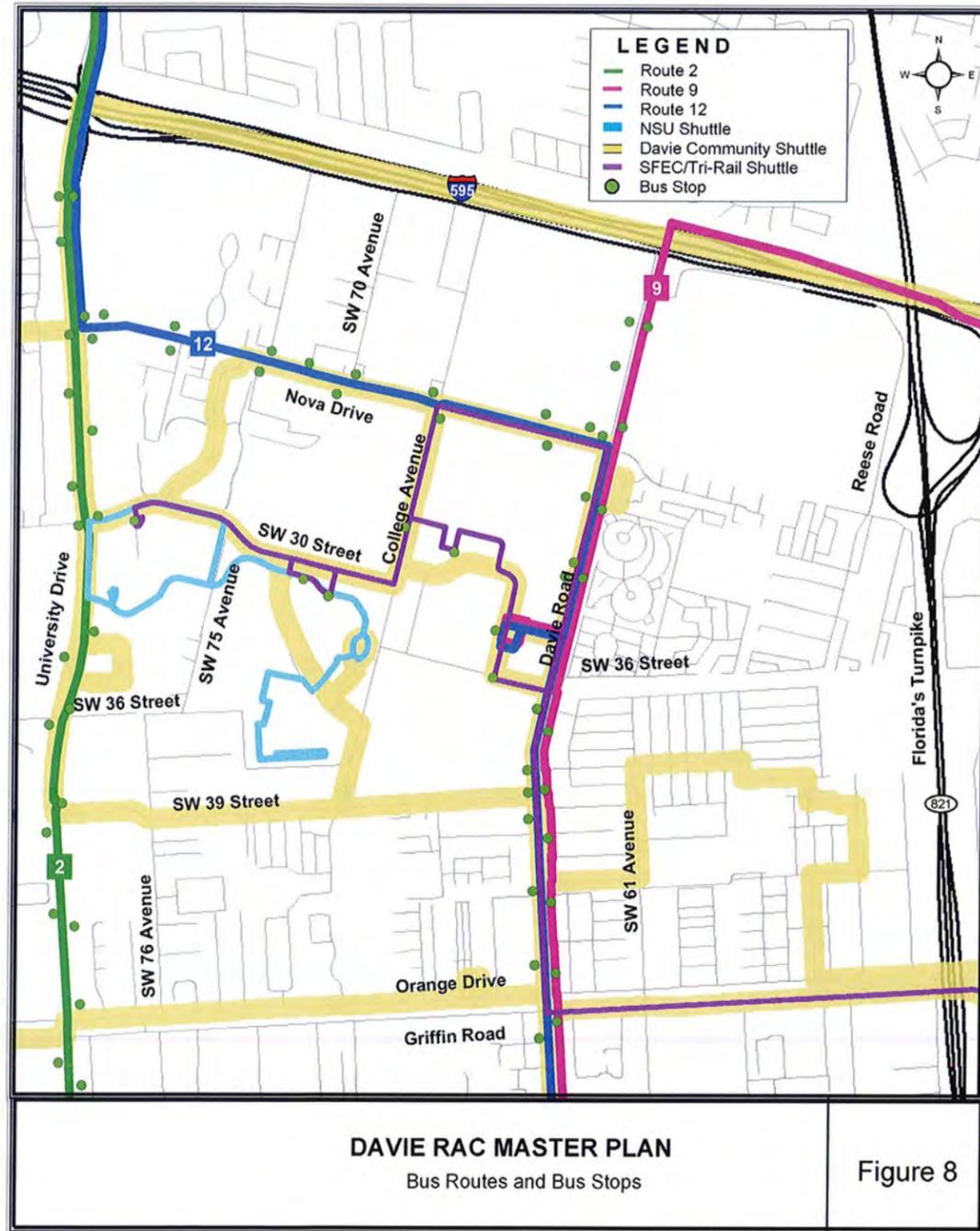
+ Existing Pedestrian and Bicycle Facilities

The pedestrian features located within the Davie RAC limits include sidewalks, pedestrian signals, crosswalks and pedestrian push buttons. There is a good coverage of sidewalks along University Drive, Davie Road, and Griffin Road. Continuous pedestrian sidewalks are provided along these roadways as well as pedestrian signals, crosswalks, and push buttons at the signalized intersections. Griffin Road has an exclusive pedestrian signal that operates on demand.

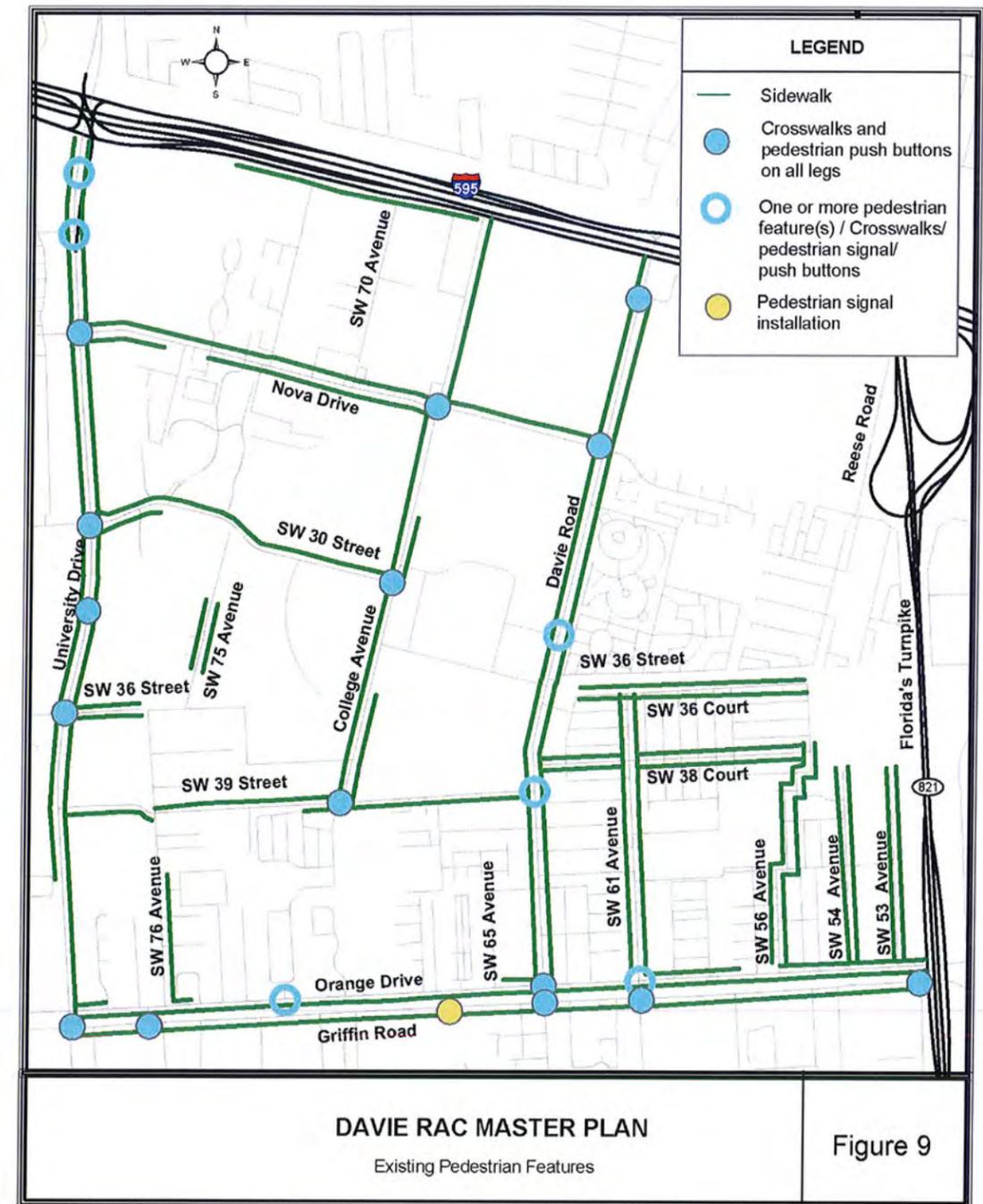
Sidewalks are also provided along Nova Drive, SW 30 Street, SW 39 Street and College Avenue. However, there are some segments in which sidewalks are missing or discontinued. The existing pedestrian features, within the Davie RAC, are shown in Figure 9.

Existing information on pedestrian and bicycle patterns was limited. Broward County has a Bicycle Suitability Map for the major roads in the county including University Drive, Orange Drive, Nova Drive and Davie Road (see Figure 10). To supplement the information available from the County, a cursory assessment of the bicycle and pedestrian suitability of other roads within the RAC was completed. This assessment is based on observations from several field reviews. The major focus of these field reviews was the school zone along the SW 39th Street, the SFEC, and the residential area in the southeast portion of the RAC. These areas were selected as the focus because of the large number of students, especially in the grade schools, who walk or ride their bicycles to school, potentially from the residential areas in the RAC.

Transportation Summary



+ Figure 8



+ Figure 9

Transportation Summary



+ Figure 10



+ Figure 11

Transportation Summary

+ Existing Pedestrian and Bicycle Facilities (continued)

Bicycle suitability is determined by evaluating a variety of factors including, roadway speed limits, traffic volumes, and configuration. For the local roads within the RAC, traffic counts were not available, so the analysis for these roads is based on observation, and is qualitative and cursory in nature. Traffic volumes, unless otherwise stated, are mentioned only in comparison to residential streets in the vicinity and should not be considered as a substitute to detailed in-depth analysis.

The following are the bicycle and pedestrian suitability observations for the RAC. The streets analyzed were selected because they either provide significant connectivity within the RAC or could provide significant connectivity if future roadway improvements (extension of Oakes Road) are completed. An estimate of bicycle suitability, based on the field observations, is shown in Figure 11 for those roadways not addressed on Broward County's map.

College Avenue provides access to several major destinations within the RAC, including Broward Community College, Florida Atlantic University's Satellite Campus, University of Florida's Satellite Campus and Nova Southeastern University. College Avenue is a two-lane undivided roadway. The maximum speed limit is 30 miles per hour. According to 2004 counts, the average daily traffic (ADT) on this street was 18,211 trips with LOS F. The stretch of College Avenue from I-595 to Nova High School has a sidewalk only on the east side. At Nova High School the sidewalk ends abruptly. Between SW 39th Street and Nova High School there are sidewalks on both sides. There is no bicycle lane along College Avenue. According to the Central Broward East West Transit Study, a transit stop may be located where College Avenue intersects with I-595. Based on this, College Avenue will be most likely used by students and commuters to get from the colleges and university campuses to the transit stop, this being the simplest route.

SW 39th Street is one of two east-west roadways within the RAC that connects Davie Road to University Drive. There are several schools located on SW 39th Street including Davie High School, Nova High School, Gloria Dei Lutheran School and Eisenhower Elementary School. According to 2004 counts, the average daily traffic (ADT) on this street was 7,468 trips with LOS D. Between Davie Road and College Avenue, there is a sidewalk on the south side and none on the north. Between College Avenue and SW 76th Avenue, there is a sidewalk on only the north side, and from SW 76th Avenue and University Drive the sidewalk changes side one more time, appearing on the south side while disappearing from the north side. There are no bicycle lanes along this street. SW 39th Street has turn lanes between SW 76th Avenue and University Drive. In addition to the above, there are two unconnected segments of SW 39th Street east of Davie Road which were not a part of the analysis.

SW 30th Street has average daily traffic (ADT) volumes of 14,142 trips with LOS F. It is the chief access road to Nova Southeastern University's Health Center, Business School and Law Building which are located along the south side of SW 30th Street. There is a sidewalk on the north side of this street but none exists on the south side. There is a bidirectional turn lane in the center of the roadway. There is a median in the roadway just before it meets University Drive.

SW 70th Avenue runs from I-595 to Nova Drive. It is a two-lane undivided roadway. The traffic is moderate. The maximum speed limit is 30 miles per hour. The road has grass shoulders but there are no sidewalks and no bicycle lanes. This north-south roadway provides an important connection from the Nova Southeastern University to SR 84. This may be a more significant connection once the Central Broward East West transit stop is located and constructed.

SW 36th Court connects Davie Road to SW 55th Avenue. It is a two-lane undivided roadway with medium traffic. The maximum speed limit is 25 miles an hour. This street has sidewalks on both sides, but these sidewalks are located directly behind the parking spaces for the residential units in the area, creating unpleasant and unsafe walking conditions. SW 38th Court is a two-lane undivided roadway that runs east-west and connects SW 55th Avenue to Davie Road on the east side. It also intersects SW 61st Avenue and provides some east-west connectivity in the residential area east of Davie Road. The speed limit is 25 miles per hour and the traffic is moderate. The street has sidewalks on both sides.

SW 76th Avenue runs north-south and connects to Orange Drive. It is a two-lane undivided roadway. It also intersects SW 39th Street. Unlike SW 39th Street, this roadway has residential uses on either side. The traffic is moderate. The maximum speed limit is 30 miles per hour. There are grass shoulders and no sidewalks on this street.

SW 65th Avenue connects Orange Drive to SW 42nd Street which connects to Davie Road. It is an undivided two-lane roadway with low traffic. It has no sidewalks and no shoulders.

SW 61st Avenue connects Orange Drive to SW 36th Court. It is a two-lane undivided roadway with higher traffic volumes. In contrast to other residential streets, this has apartments and town homes instead of single-family homes. This street has sidewalks on both sides in addition to a grass shoulders in some places. In other places, however, the sidewalks are located directly behind parking spaces (see photo below).



Transportation Summary

+ Existing Pedestrian and Bicycle Facilities (continued)

SW 56th Avenue is a two-lane undivided roadway that connects to Orange Drive. It also intersects SW 42nd Street and meets an unconnected segment of SW 39th Street. The speed limit is 25 miles per hour and there is moderate traffic on the street. The street has sidewalks on both sides.

SW 53rd Avenue and SW 54th Avenue are both two-lane undivided roadways with low traffic volumes. They both connect to Orange Drive; intersect SW 42nd Street and dead end in the middle of single-family homes. SW 53rd Avenue has no sidewalks and has grass shoulders. SW 54th Avenue has sidewalks on both sides of the street with grass shoulders. The sidewalks are, however not continuous throughout the length of the street. The sidewalks along SW 54th Avenue extend from the Orange Drive to SW 42nd Street where they end abruptly.

+ Crash Analysis

A review of pedestrian/bicycle crashes was conducted for University Drive and Griffin Road. The crash data of these two state roads was provided by the Florida Department of Transportation (FDOT) for the years 2002, 2003, and 2004. A summary of the crashes that occurred along the two state roads located within the Davie RAC limits is contained in Table 2. As indicated in Table 2, twelve crashes occurred along University Drive and six crashes occurred along Griffin Road during the 3-year analysis period. Thirteen crashes involved injuries and no fatalities were reported. Figure 12 presents by location the number of crashes that occurred at these two state roads. Crash data has been requested for the other roadways located within the Davie RAC study area. A crash summary will be prepared for the non-state facilities as soon as the crash data is made available to the project team.

Table 2. Crash Summary from 2002-2003
Pedestrian/Bicycle Crashes

Location	Year			Total # of fatal crashes	Total # of injury crashes	Total # of property damage only crashes	Total crashes
	2002	2003	2004				
University Drive	3	5	4	0	10	2	12
Griffin Road	1	5	0	0	3	3	6
Total	4	10	4	0	13	5	18



+ Figure 12

Presents by location the number of crashes that occurred along Griffin Road, Orange Drive, and University Drive

Transportation Summary

+ Pedestrian and Bicycle Summary

For the purpose of the analysis the entire RAC can be split into two specific use-based zones. The area east of Davie Road is residential whereas the area west of Davie Road has chiefly educational and institutional uses. The section of the RAC between Davie Road and University Drive has a concentration of educational uses comprised of grade schools, college and university campuses. The proximity of schools and other institutions to major roads is desirable. However, there is a greater likelihood of conflict between bicyclists and pedestrians and the automobile because these educational uses attract higher levels of all three modes. The speed limits and traffic volumes are comparatively higher which adds to the concern, particularly when there is an absence of bike lanes and the sidewalks are discontinuous. The major concerns in this area include connectivity to major roads and existing and proposed transit facilities, and safety of pedestrians and bicyclists.

The section of the RAC between Davie Road and the Turnpike is residential. These uses include single-family homes, apartments, town homes and a mobile home park. All streets located within this area are two-lane undivided roadways. The maximum speed limit varies from 25 miles per hour to 30 miles per hour. A significant number of roads in this area have sidewalks. In some places, the sidewalks are not continuous and in others the sidewalks blend with the parking lots and driveways creating unpleasant and unsafe walking conditions. The overall connectivity in this residential area is poor to moderate. The major concern in this area is lack of connectivity, safety of the pedestrian and poor aesthetics.

+ The Transit/Pedestrian-Friendly Environment

Since all transit users are pedestrians at one end of their trip, a transit-supportive environment is by definition a pedestrian-friendly environment. These are active use areas, since we are attracted to locations where other people congregate. Sidewalk cafes, opportunities for window shopping and other essential services (dry cleaning, banks, convenience stores, etc.) will help to attract pedestrians. Therefore, an appropriate mix of uses is very important to creating a pedestrian-friendly environment. The combination of uses that is most beneficial is a mix of retail, office, residential, entertainment and public uses. The RAC contains all of these uses, just not in sufficient densities or in a layout that encourages walking or biking. Proposed developments, such as the Academical Village, will improve the pedestrian environment, but additional opportunities remain, such as along College Avenue and Davie Road. It is unreasonable to expect anyone to walk either the entire length (south to north) or width (east to west) of the RAC. Most people are willing to walk distances between $\frac{1}{4}$ and $\frac{1}{2}$ mile, for non-recreational reasons.



+ Dallas Area Rapid Transit (DART)

DART's light rail system consists of 45 miles, serving thirteen cities at 35 stations. In 2005, the system had a total of 17.5 million passenger trips. The initial light rail system was 20 miles in length, with \$850 million in construction costs. This system provides service from suburban residential areas to downtown Dallas.



Transportation Summary



+ Chattanooga

Downtown electric shuttle buses run daily, every five minutes, from the Chattanooga Choo Choo to the Tennessee Aquarium, with stops at every block. Service started in 1992 and over 11.3 million passenger trips and 1.9 million vehicle miles have been logged. Visitors to Downtown Chattanooga are directed to two parking garages that are served by these shuttle buses, encouraging them to park once.



+ McKinney Avenue Trolley

This trolley service in the City of Dallas started in 1989 with a 2.8-mile streetcar line and four vintage streetcars, with a total cost of \$5.5 million (\$3 million came from private funds and \$2.5 from a federal grant). Currently, the free service extends 3.6 miles. The service is operated by volunteers.



+ Salt Lake City (UTA TRAX)

TRAX is a light rail system with 22 stations and two separate routes – a North/South line and the University Line – with a total of 37 directional route miles and unlinked trips of 10 million in 2004. This system provides service from the university to Downtown and to outlying residential areas.



+ West Palm Beach

The downtown trolley system runs continuously between the CityPlace district, Clematis Street district and the City's waterfront. The free service has eight designated stops and connects to other City transit services, such as the water and bicycle taxis.

Transportation Summary

While rail vehicles, such as streetcars, tend to have a greater appeal over buses, it is important for all types of transit vehicles to be considered for the RAC. Many companies manufacture specially designed buses that are more attractive than a standard transit bus, and it is possible to use alternative fuels such as electric/battery-powered engines, hybrid technology, or compressed natural gas. A more in-depth evaluation of potential transit routes and appropriate technologies will be conducted in the next phases of this study.

In addition to creating a pleasant walking environment and providing a circulator service, parking strategies should be considered for the RAC. There is an abundance of “free” parking in the RAC that encourages visitors to use their private automobiles. Charging for parking or limiting the number of spaces available has proven to be the most effective ridesharing incentive. Single-occupancy vehicle trips can be reduced by 20 percent or more if parking charges are enacted. The number of parking spaces provided within the nonresidential areas of the RAC can be reduced over time, as multimodal improvements are constructed. Changes to the parking conditions will require additional enforcement efforts, especially to prevent the relocation of vehicles to adjacent residential areas.

Transit and pedestrian supportive densities are another critical component. It is generally accepted that a minimum density of between six and seven units per acre is necessary to support basic bus service. The higher the density, the more frequent the service can be. Minimum residential densities of between 15 and 25 units per acre are suggested for light rail systems. And more recent discussions have focused on the importance of the number of employees per acre. Increasing the residential densities and nonresidential intensities (e.g. floor area ratio) along the significant corridors of the RAC should be considered as a way to improve multimodal travel. The design and placement of this increased residential density and mix of uses is also critical for creating a pedestrian-friendly environment.

The components of a pedestrian-friendly environment include human-scaled elements (blocks, streets, buildings, parking areas and signs); enclosed streetscapes; accessible and varied public spaces; continuous sidewalks with direct connections to building entrances; protective elements, such as awnings, porches, street trees, that keep pedestrians out of the rain or extreme sun; pedestrian crossing aids; and elements that create a “sense of place” (public art, water features, special pavement treatments, etc.). A streetscape is enclosed by providing barriers between pedestrians and automobiles, such as on-street parking or landscaping, and by framing the sidewalk with human-scaled buildings.

+ Transportation Considerations for the RAC

Parking

One suggestion raised during the public workshops was the addition of on-street parking to Davie Road, south of SW 39th Street. Davie Road is a significant regional arterial with high traffic volumes. Previous attempts at providing on-street parking in this area have been met with resistance from transportation agencies. As part of this study, this idea should be revisited, and perhaps by limiting the hours of on-street parking to non-peak travel times, a compromise can be reached. Other parking strategies, such as pricing or limiting the number of spaces available, should also be considered.

Pedestrian and Bicycle Recommendations

The area of the RAC between Davie Road and University Drive includes the following major roadways - College Avenue, SW 39th Street, SW 30th Street and SW 70th Avenue. The recommendations for these roadways are summarized as follows:

- The continuity of sidewalks should be maintained throughout the length of the College Avenue. Adding bicycle lanes is highly recommended since being adjacent to the colleges and university campuses; students are likely to be riding their bikes on College Avenue. In the absence of separate bikeways, there is an increased likelihood of crashes and also fatalities.
- On SW 39th Street, a large amount of pedestrian traffic can be expected, particularly in the mornings and afternoons. Pedestrians are highly likely to come in conflict with automobile traffic. The discontinuity of sidewalks only adds to the conflict. It is highly recommended that sidewalks be made continuous on both sides through the entire length of the street. Further, there should be paved crosswalks at all school locations.
- SW 30th Street has several destinations along the south side; however there is no sidewalk on the south side whereas there is one on the north. It is recommended that there should be sidewalks on both sides and at least one on the south side. Further, there should be crosswalks at the entry points to the Nova Southeastern University’s Health Center, Business School and Law Building. Bicycle lanes are highly recommended because SW 30th Street connects to other major destinations along College Avenue.

SW 70th Avenue roadway provides an important connection from the Nova Southeastern University to I-595. The absence of sidewalks on this street is a major concern and should be remedied. Addition of bicycle lanes will facilitate the connection between the Nova Southeastern University and the Central Broward East West transit stop.

The area of the RAC between Davie Road and Florida Turnpike includes the following streets – SW 36th Court, SW 38th Court, SW 76th Avenue, SW 67th Terrace, SW 68th Avenue, SW 66th Terrace, SW 65th Avenue, SW 61st Avenue, SW 56th Avenue, SW 53rd Avenue and SW 54th Avenue. The general recommendations for these roadways are summarized as follows:

The continuity of the existing sidewalks should be a priority. Sidewalks should be separated from driveways and parking lots to ensure safety of the pedestrians and children. To travel within this residential area, it is sometimes required to get on to a major street such as the Davie Road. Better connectivity within the area would encourage pedestrian trips and negate the use of getting into an automobile. Some measures should be taken to enhance the overall aesthetics in the area. Better signage that encourages automobiles to share the road with the bicyclists can be an added safety measure.

Public Transportation

At the public workshops, several possible transit routes to provide circulation within the RAC were discussed. During the next phases of this study, a more in-depth analysis of potential corridors and vehicles will be completed. It will be important to ensure that connections between significant destinations within the RAC are provided, as well as connections to existing and proposed transit services.

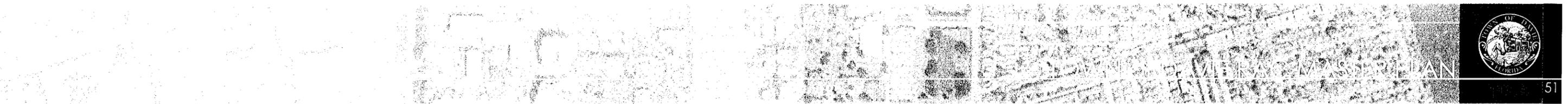
Most typically associated with historic rail lines, narrow gauge rail systems are used throughout the United States in theme parks, as children's rides, and as tourist attractions. Similar to conventional rail, the train consists of one or more unpowered passenger cars pushed or pulled by a locomotive. The name "narrow gauge" comes from the distance between the rails, usually two (2) to three (3) feet apart, versus conventional rail, whose standard gauge is four feet, eight inches between rails. Like historic streetcars and trolleys, there are some refurbished vehicles still in use, but the age makes finding replacement parts difficult. Several of the installations and two (2) manufacturers within the United States were contacted for additional information. Unfortunately, most of the existing systems are comprised of historic steam locomotives and are located in mountainous terrain. Additionally, information on

operating costs either was not available, as the trains did not operate on a daily basis, or was proprietary. One of the manufacturers provided information on the cost of two of their models, as well as estimates for track installation. Therefore, when considering the information provided in the table below and the chart in section IV, remember that it is based on limited information. Due to the fact that this type of technology has not been used for mass transit by a public agency, the information regarding operating costs may not be an accurate indication.

Table 9: Typical Characteristics of Narrow Gauge Rail Systems

Capital Costs:	\$0.5 to \$1.3 million per mile
Operating Costs:	\$26 per revenue hour
Service Distance:	1 to 5 miles
Station Spacing:	≤ ¼ mile
Service Frequency:	3 to 5 minutes (peak)
Capacity:	30 seated (plus standees)
Power Source:	Diesel, electric or steam
Speed (Avg/Max):	5 to 10 mph / 20 mph
Right-of-Way:	Can operate in streets or on exclusive right-of-way
Vehicle Life:	50+ years
Accessibility:	Low floor vehicles can be designed
Maneuverability:	Turning radius: 38 to 50 feet
Maximum Grade:	3%

Integration: Relatively easy due to street level boarding and ability to cross tracks
 Flexibility: Relatively difficult to change routes in response to varying demand but boarding points are flexible



Workshop 1 Overview

+Attendees

- Town Council
- Stakeholders
- Steering Committee Members
- Community Members
- EDSA Team

+Overview

This workshop was an opportunity for the community, the Town of Davie and the design team to share their ideas for the proposed RAC masterplan. The workshop began with an introduction to the project, the team, and the design process. Each member of the team spoke to his/her expertise. A table top discussion involving community members was enacted. All in attendance began diagramming the combined ideas for multiple components of the RAC. This included:

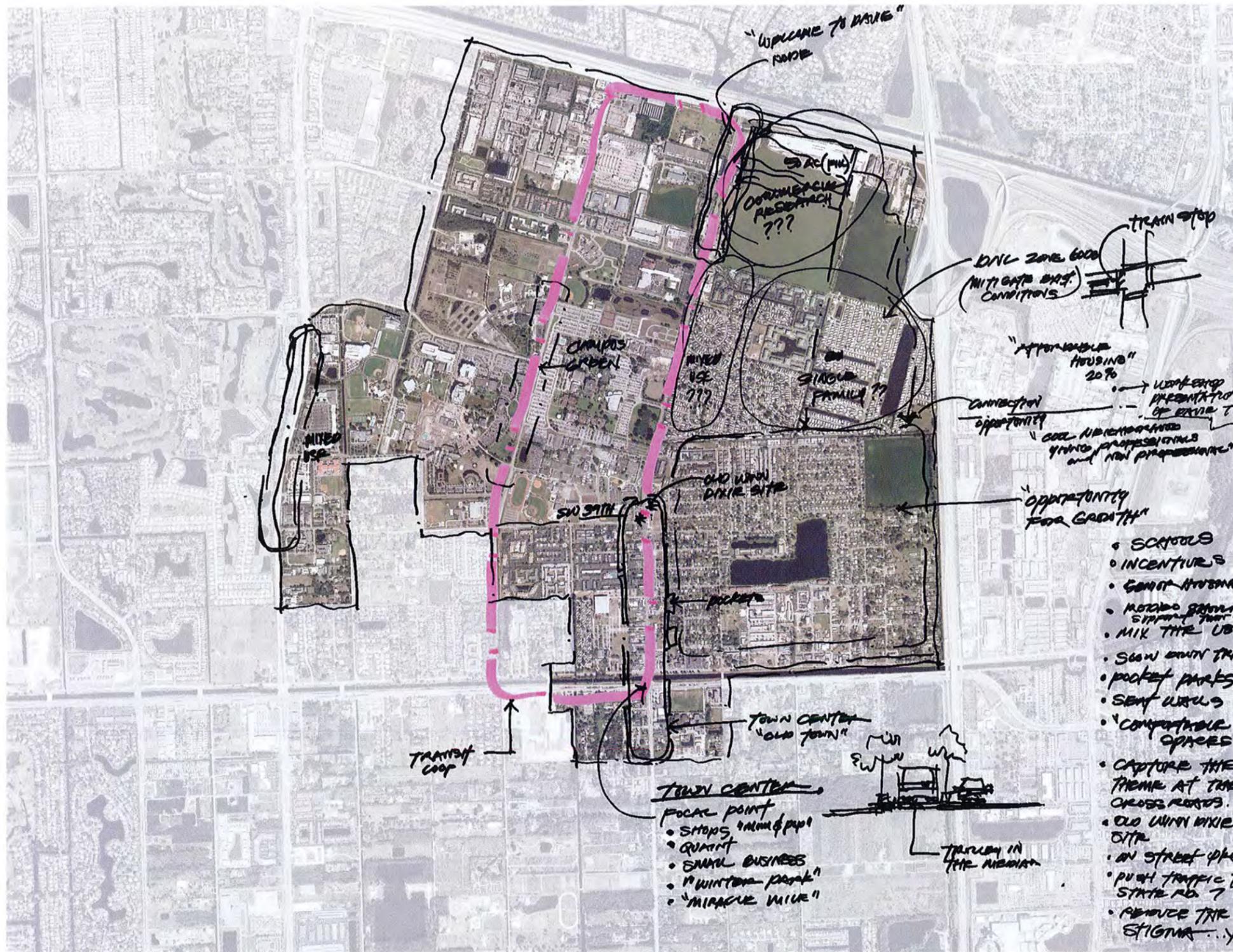
- Transit and transportation issues
- Social issues
- Landscape architecture, planning and zoning
- Architectural elements
- Connections between the elements of the RAC

+Comments

- Three proposed locations for a transit hub:
 1. Davie Rd. & I-595
 2. College Rd. & I-595
 3. East of the Turnpike outside the RAC boundary
- Two suggested main routes; one along College Rd. the other along Davie Rd. The highest priority is making a connection outside the RAC
- Preserve the character of Davie in the development of parking structures at the transit hub and in the treatment of the parking



Workshop 1 Overview



+ Comments

- Three main nodes were identified for their potential to serve as transit hubs. These nodes are: Town Center, Campus Green, and the existing University Plaza along University Drive.
- The character of Town Center was discussed as being quaint, supporting small business & specialty shops.
- Campus Green to serve as pedestrian corridor connecting to campuses and transit hubs.
- The potential for University Plaza to enhance its image and functionality
- The idea of offering incentives to developers was proposed to encourage mixed use development.
- Emphasis was placed on senior living needs and young professionals.

+ Conclusions

- A transit collector circulation within the RAC should be implemented.
- Town Center along Davie Road needs to be a major anchor.
- We should create "Comfortable Spaces" within walking distance (5 minutes) of each other.
- Mixed Use developments are a key to promoting positive land use utilization.
- The developments should be located at the major edges/circulation routes.

Mainstreet: Bethesda Retail Village

Bethesda - Maryland

+Statistics

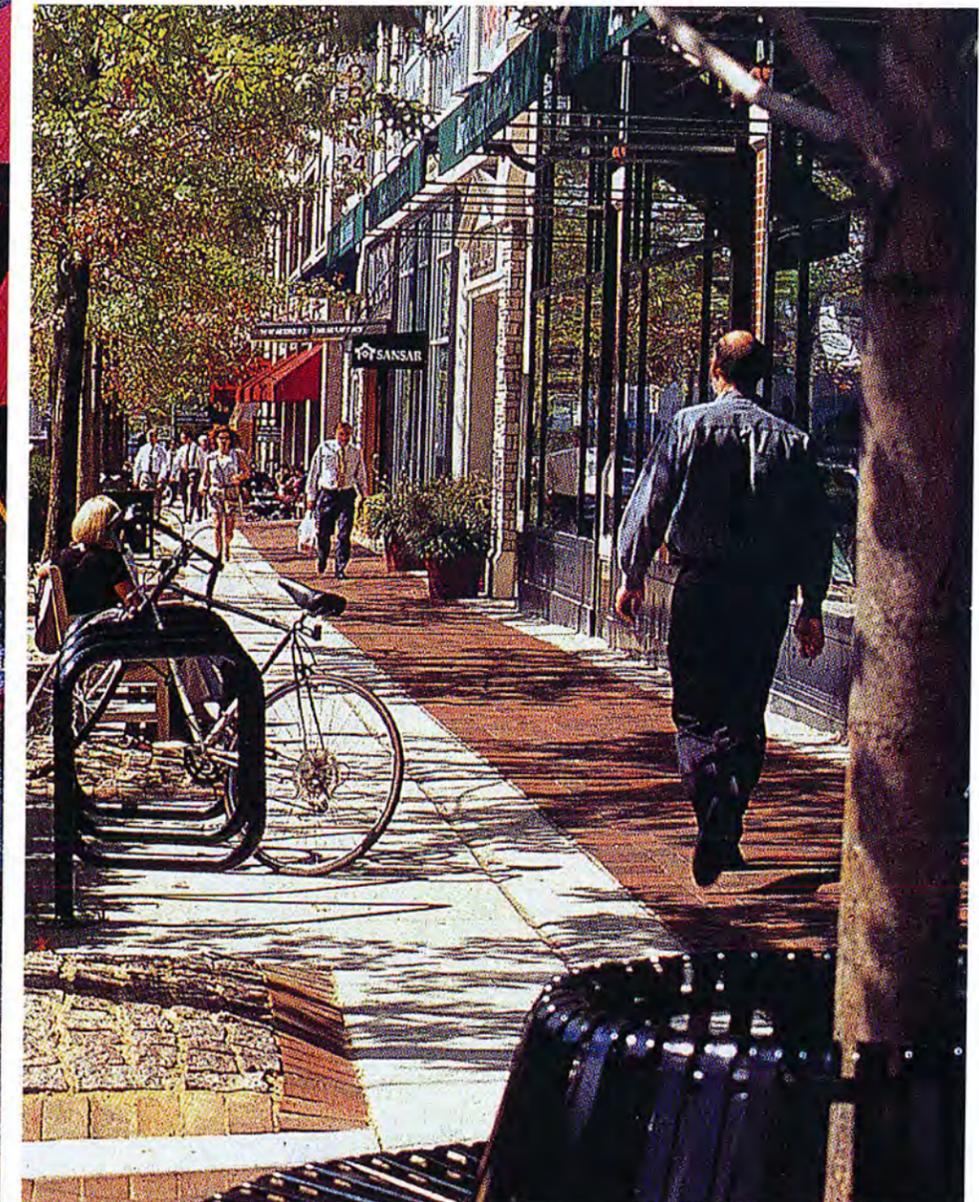
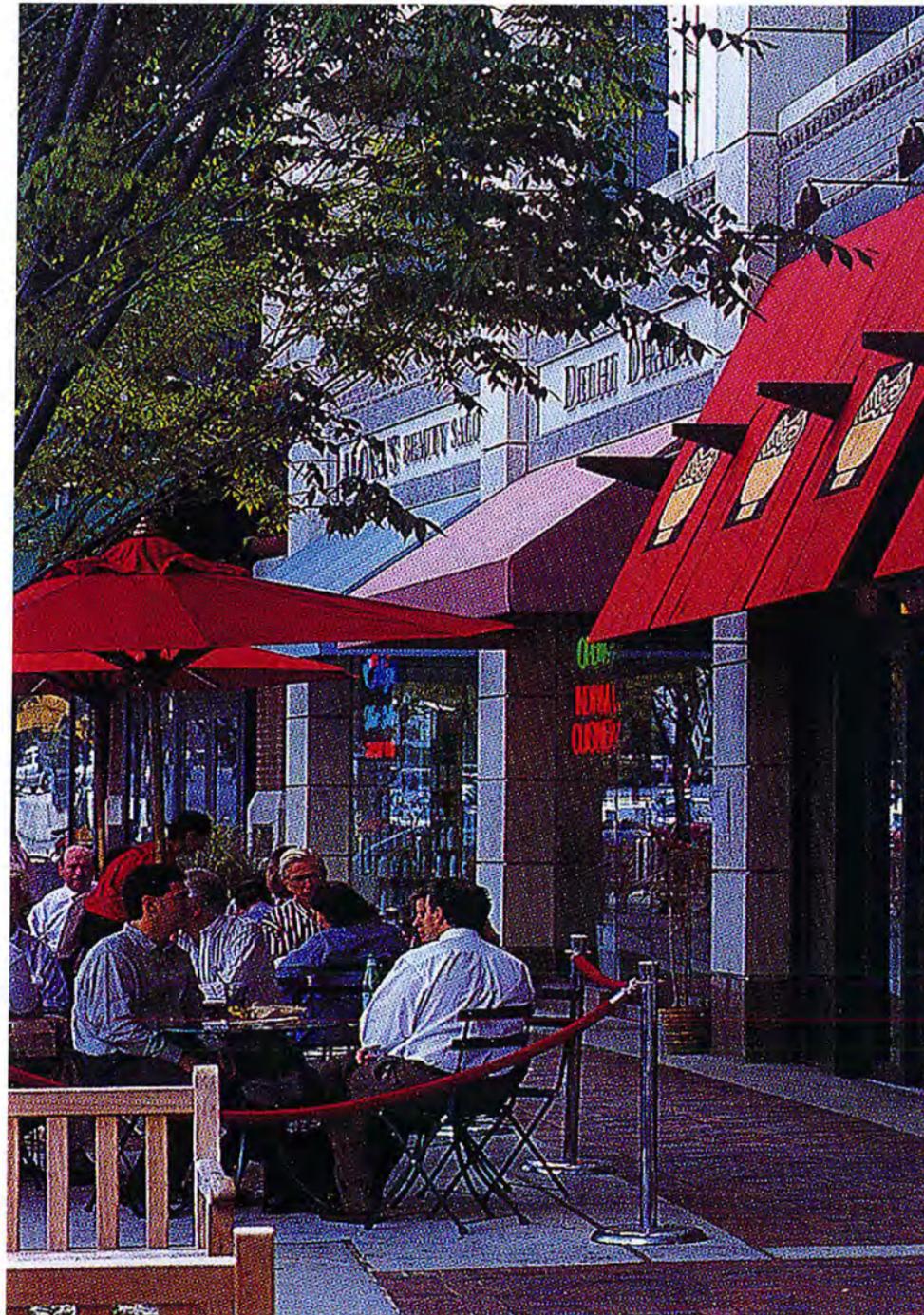
- 42 Acres in Downtown Bethesda
- 190,000 SF of retail
- 200,000 SF of anchor retail
- 68,000 SF of restaurant space
- 4 acres of public space

+Description

A multiphase, mixed-use redevelopment project in the heart of Bethesda's central business district. Bethesda, a first-ring suburb immediately northwest of Washington, D.C., has one of the highest median household incomes in the country. The first three phases of Bethesda Row have been completed, the fourth phase currently is under construction, and future phases are in the planning stages. Together, the first three phases feature 110,000 square feet of office space, 190,000 square feet of retail space, and 40,000 square feet of restaurants. Bethesda Row also includes parking facilities and extensive streetscape improvements. Future phases of the project will include movie theaters and possibly a residential component. The project, being developed by Federal Realty Investment Trust, has helped to turn this formerly neglected part of Bethesda's downtown into an attractive and vital addition to the community. The project has been so successful that Federal Realty is now employing the same concept in other projects elsewhere in the country.

+Application to RAC

- Successful example of a suburban location utilizing mixed use
- Strong pedestrian orientation
- Mainstreet scale similar to Davie Road
- Successful pedestrian friendly development



Clematis Street :Mainstreet

West Palm Beach - Florida



+Statistics

- 54 restaurants & clubs
- 250,000 sq. ft. of shopping
- 2.16 million sq. ft. office space
- 8 funding sources were utilized to complete the project

+Description

After Emerging from a real estate recession early 1990's the City, county, school board, non-profit foundations, and private developers invested to make the West Palm Beach Downtown Development a prosperous one with over \$1.2 Billion invested in 1990's and an additional \$1.5 billion by 2005. Over the past 4 years, the downtown West Palm Beach area evolved as a result of three key factors: the opening of CityPlace, the development of nearby downtowns and City centers; and numerous vehicular traffic calming road construction projects.

+Application to RAC

- Good use of architecture to create identity
- Streets are conducive to walking
- Range of activities merit numerous public transportation routes
- Revitalization of existing road systems to serve vehicles and pedestrians
- Good example of the Town leading the way and making
- Responsible redevelopment a priority

Mainstreet District: ByWard Market

Ottawa - Canada

+Statistics

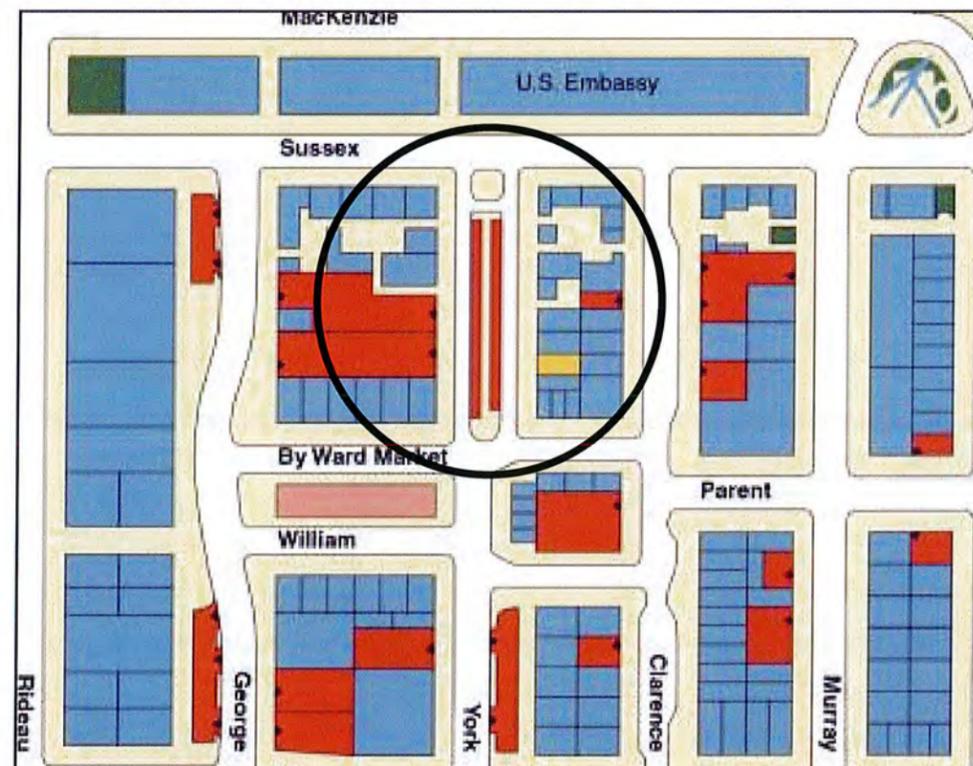
- Off street parking
- Twelve Square blocks
- 200 vendors
- 5000 parking spaces provided
- Walking distance to other local attractions

+Description

This unique shopping and restaurant district covers nearly 12 square blocks—north of Rideau Street and east of Sussex Drive—and offers something for everyone. You'll find trendy stores selling the latest in designer fashions, jewelry and artwork, as well as a variety of restaurants. In the evening, the market is a buzz of activity as partygoers hop from nightclub to nightclub. To experience the true roots of the market, visit during the weekend, when local farmers and artisans play their wares near the ByWard Market Building.

+Application to RAC

Creating adaptable open spaces provides opportunity for vendors, musicians, public celebrations to occur with little infrastructure. Vibrant spaces like this encourage walking, benefit local stores and restaurants, entice residential development, and nurture the natural diversity of the Regional Activity Center. The area around downtown Davie townhall and rodeo grounds has the potential to become a site used by locals and visitors during all times of the day.



Thornton Park :Mixed Use Redevelopment

Orlando - Florida



+Statistics

- 7,000 new residential units planned over the next 3-5 years
- 2 million square feet of new Class A office space
- 700,000 square feet of new retail/entertainment space
- 56 loft condominiums and an integrated 340 space parking garage
- 2 University campuses with over 5,000 students

+Description

Thornton Park is a great example of "new urbanism" in downtown Orlando. With over \$2 billion in new investment and construction the urban mixed use development opened up in January of 2002 with 100% retail occupancy and 82% office occupancy and 60% of the residences sold, with 100% office occupancy and residences achieved in 2003. The design and planning emphasizes walkable streets, mixed use neighborhoods, public gathering spaces, architecturally significant design and integrated infill development.

+Application to RAC

- Good example of providing live, work, play opportunities in an urban environment
- Mixed use development in South Florida can be successful
- Integrated parking structures
- Streets are conducive to walking



Mixed Use Redevelopment: Bay Street

Emeryville - California

+Statistics

- 13 acres
- 4 stories, 337 units
- 25.3 units/acre
- 500,000 sf retail
- 532 parking spaces

+Description

Bay Street Emeryville is a diverse new urban neighborhood featuring retail, restaurant and entertainment, as well as future residential and hotel offerings. The property serves as a historically significant gathering place for Bay Area residents and visitors. Bay street is comprised of three city blocks and reflects a traditional main street whose distinct buildings, plazas, tree-lined sidewalks and terraces establish a congenial atmosphere. The landscape promotes educational significance through art installations. The residential units, soon to be under construction, are set above the retail space.

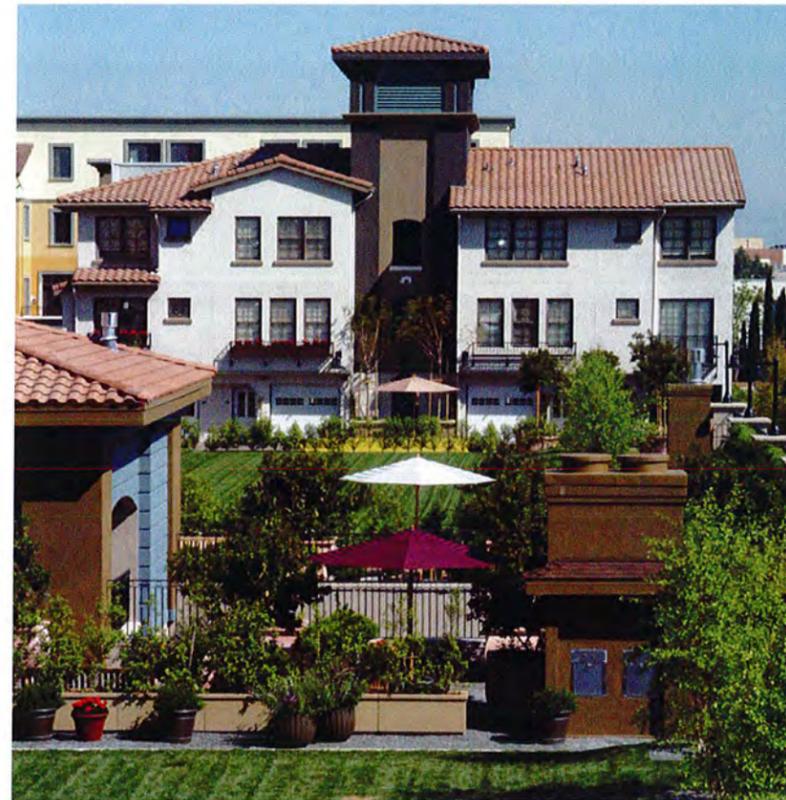
+Application to RAC

- Development team consisting of private partners and the city's redevelopment agency.
- Parking was integrated throughout the project using parallel parking in front of stores on both sides of the street.
- Design promotes sites historical/ cultural significance to create unique identity.



Sanatana Row :Mixed Use Redevelopment

San Jose - California



+Statistics

- Building 7 – 234 Townhouse/Stacked Flats
- 5 acres
- 46.8 units/acre
- Entire city block, four levels of parking
- 106,000 retail sf
- Building 8 – 148 Townhouse units 24 live/work units
- 4.1 acres 42 units/acre
- 38,000 sf retail
- REIT developed with 100% private funds

+Description

Bringing new life to San Jose, California, Federal Realty Investment Trust's Santana Row is a mixed-use urban village of residential units, restaurants, and shops oriented around a main street. The development's multistory yet low-rise buildings frame outdoor open spaces adorned with public artwork. This greyfield project replaced a 1960s-era single-story, suburban shopping center composed of ten buildings surrounded by sprawling parking lots with a high-density, multistory mixed-use neighborhood.

+Application to RAC

- Value created by a superior street experience.
- Reduce financial risk by partnering with government entities, private developers, or both.
- Compact villages equates to less vehicular congestion
- Great example of highly designed and constructed living spaces that generate revenue from common open space.

Affordable Housing: Infill Housing

Charleston - South Carolina

+Statistics

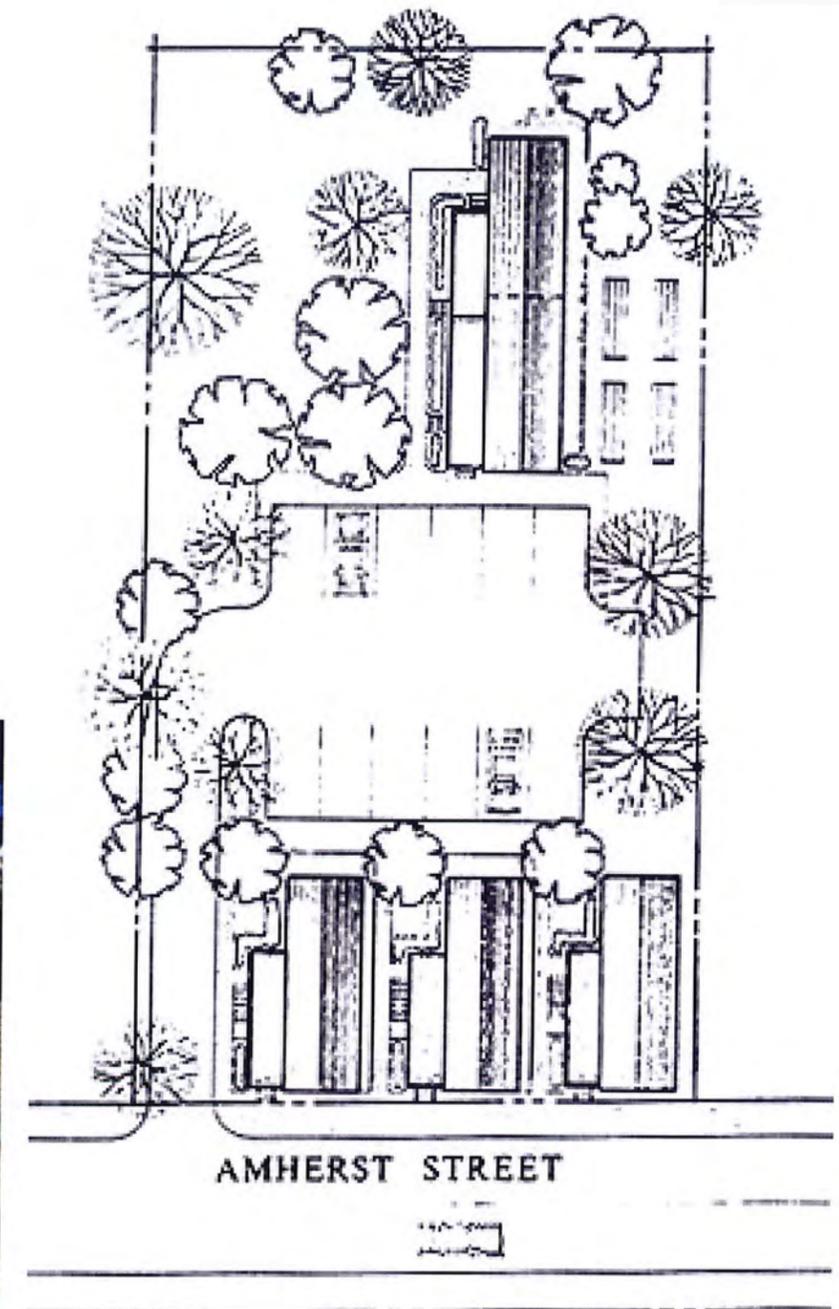
- Density: 11 units per acre
- Resident profile: families with incomes below \$20,000
- Two-story wood frame, wood siding, comp.
- Land development cost: \$907,486
- Construction costs: \$1,681,543 (\$27/sf)
- Other costs: \$770,887
- Total development costs: (\$50 for 150/unit)

+Description

The HUD, Public Housing Authority of the City of Charleston through a Capital Grant developed a plan for housing for low income families, in premier district of Charleston. The location was selected in part because the residents were being displaced by gentrification within the district. Fifty per cent of the lots in this district had been vacant, after the implementation of this project development returned to the neighborhood for the first time in more than 20 years. Architectural detailing was cost effective through the consultation with local builders.

+Application to RAC

- Alternative housing in and adjacent to premier districts can encourage private investors and the community to continue the rehabilitation efforts
- Architectural detailing and site planning can offer alternatives for a sustainable design.



Amherst Street site

Project Row Houses : Affordable Housing

Houston - Texas



+Statistics

- Currently 38 rental units
- Duplexes, shotgun houses
- Designed by University students
- Built by volunteers and private home builders

+Description

The Row House Community Development Corporation (RHCCDC) development plan envisions mixed-income housing, green space, public facilities, artists' living/studio spaces and historic preservation, all coexisting within on development. RHCCDC has currently acquired, renovated, and rented (affordably) 38 rental units. These units offer rents affordable to families earning approximately half of Harris County median income. The RHCCDC model is making creative, alternative housing work. At the same time it builds a sense of pride for those that live there. An interesting component is that some buildings are developed as community use buildings that draw those not living in the development into the area, thus serving the overall area as a point of interest. Typically, two units per lot are acquired and redeveloped. A variety of construction cost subsidies are sought to underwrite the rents paid by low income working families.

+Application to RAC

- Alternative housing options should be a priority to ensure against displacement and establish a sustainable mix of users
- Common green spaces work as common thread from residential types and land uses

Public Open Space: Waterfront Park

Charleston - South Carolina

+Statistics

- 12 acres
- 3558 linear feet of public space
- Harbor front property
- \$13.5 million for design and construction

+Description

This park is an twelve-acre linear park and pier along the Charleston Harbor entry. The park masterfully combines spectacular fountains, spacious lawns, intimate garden "rooms", walking and jogging path and a long pier with picnic tables and wooden swings.

+Application to RAC

- Utilizing open space along linear corridors promotes a sense of psychological wellbeing and physical health while functioning as an access path for numerous adjoining land uses.
- Common green spaces like this park add financial value to properties within walking distances.
- Davie has opportunity to create linear parks along existing canals and green corridors





+ Books

- Redesigning Cities. Jonathan Barnett, 2003
- Regional Approaches to Affordable Housing. Schwab Retzlaff Meck, 2003
- Walkable Communities. Dan Burden
- New Urbanism. Peter Katz 1994
- Mixed Use Development Handbook: ULI 2nd Edition. Dean Schwanke, 2003
- Campus Landscape. Richard Dover, 2000
- People Places: Design Guidelines for Urban Space. Clare Cooper Marcus and Carolyn Francis, 1998

+ Websites

- www.rowhousecdc.com, www.projectrowhouses.org - Houston, Texas Affordable Housing
- www.designadvisor.org - Charleston, South Carolina Affordable Housing
- www.smartgrowth.org
- www.huizenga.nova.edu/igpp
- http://www.asla.org/awards/2005/05winners/entry_269.html award winning analysis and planning projects
- www.walkableneighborhoods.com
- www.walkable.org - Dan Burden's website for guide to walkable communities
- www.factfinder.census.gov
- www.energy.ca.gov/places
- www.uli.org - research and case studies
- www.carfree.com
- www.pps.org/mixeduse
- www.sustainable.org/Placemaking_v1.pdf

Workshop 2

+ Attendees

- EDSA team
- Town Council
- Steering Committee Members
- Community Members
- Stakeholders

+ Overview

The workshop was a creativity building workshop for the community. It included a brief introduction to the project and the team, a review of the analysis presented at the last workshop, and a review of the discussion from the last workshop.

The design team put together two creativity building exercises to help the attendees express their ideas more clearly. First, the attendees participated in an exercise involving word relationship. Each attendee was asked to view the words displayed on the right side of this page and yell out any words or feelings they had about these words in the context of community planning. The team then asked the community to prioritize the words as is shown in Figures 1 & 3.

The second exercise was image association/case study. In this exercise the attendees were shown images of land use types that could occur in the

- downtown districts
- open space
- affordable housing projects
- downtown districts
- open space
- mixed use
- affordable housing projects
- multi-family housing projects
- research parks
- transit
- commercial/industrial districts

- downtown districts
- open space
- mixed use
- affordable housing projects

Community members were asked to individually write their perception of the images presented, like those shown in Figure 2.

+ Comments

- Community members expressed their concern to revitalize residential neighborhoods
- The group agreed that the residential areas should serve as anchors for the community to balance development
- Consensus was met about the implementation of mixed use

+ Figure 1 - Word Relationship Prioritization

These words related to community planning in the Town of Davie, were ranked in the following order from most important to least important

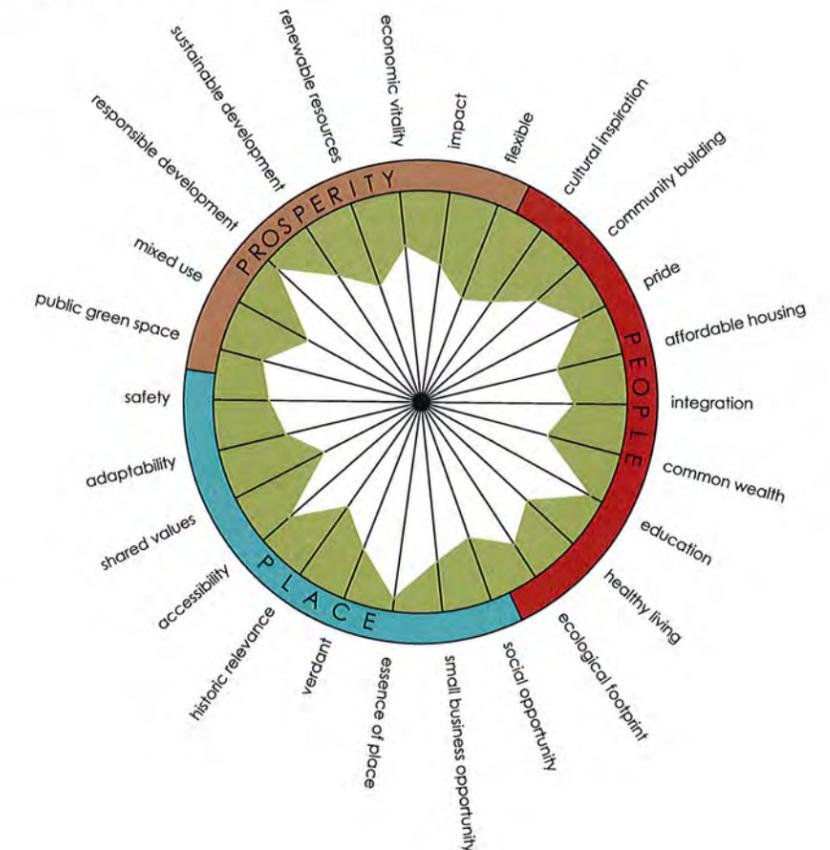
- + Responsible Development
- + Essence of Place
- + Economic Vitality
- + Social Opportunity
- + Impact
- + Low Income
- + Cultural Inspiration
- + Shared Value

+ Figure 2 - Urban Images



+ Figure 3 - Words Rose

This diagrammatically shows the importance of these words for the community. The more white the area the greater the importance the ideas have.



Workshop 2



+ Overview

The table top diagramming session focused on transportation routes, defining the major nodes of importance in the RAC and how these nodes may be serviced by the proposed transportation alternatives. Furthermore, there was a consensus that it would be good to look into creating a connection between College Avenue, State Road 84, and I-595 to help free up the amount of traffic along Davie Rd. There was further discussion on the boundaries of the Town Center, as well as, the components that will make this area a successful design that functions for the needs of the community and the RAC.

+ Comments

- Transit orientated design was suggested for future development, to encourage transportation alternatives.
- Anchors at the ends of Town Center were proposed to help define the corridor.
- Ideas suggested to improve the character of Town Hall by creating adjacent public green space and possible frontage along Davie Road.
- Davie Rd. was identified as the best location for mixed use development
- Community members suggested the need to create east/west connectors across Davie via Oakes Road.
- What makes transit work? Quality of service, reliability, respect for your customers, transit stops that reflect the neighborhood they are in, public are within the transit stops

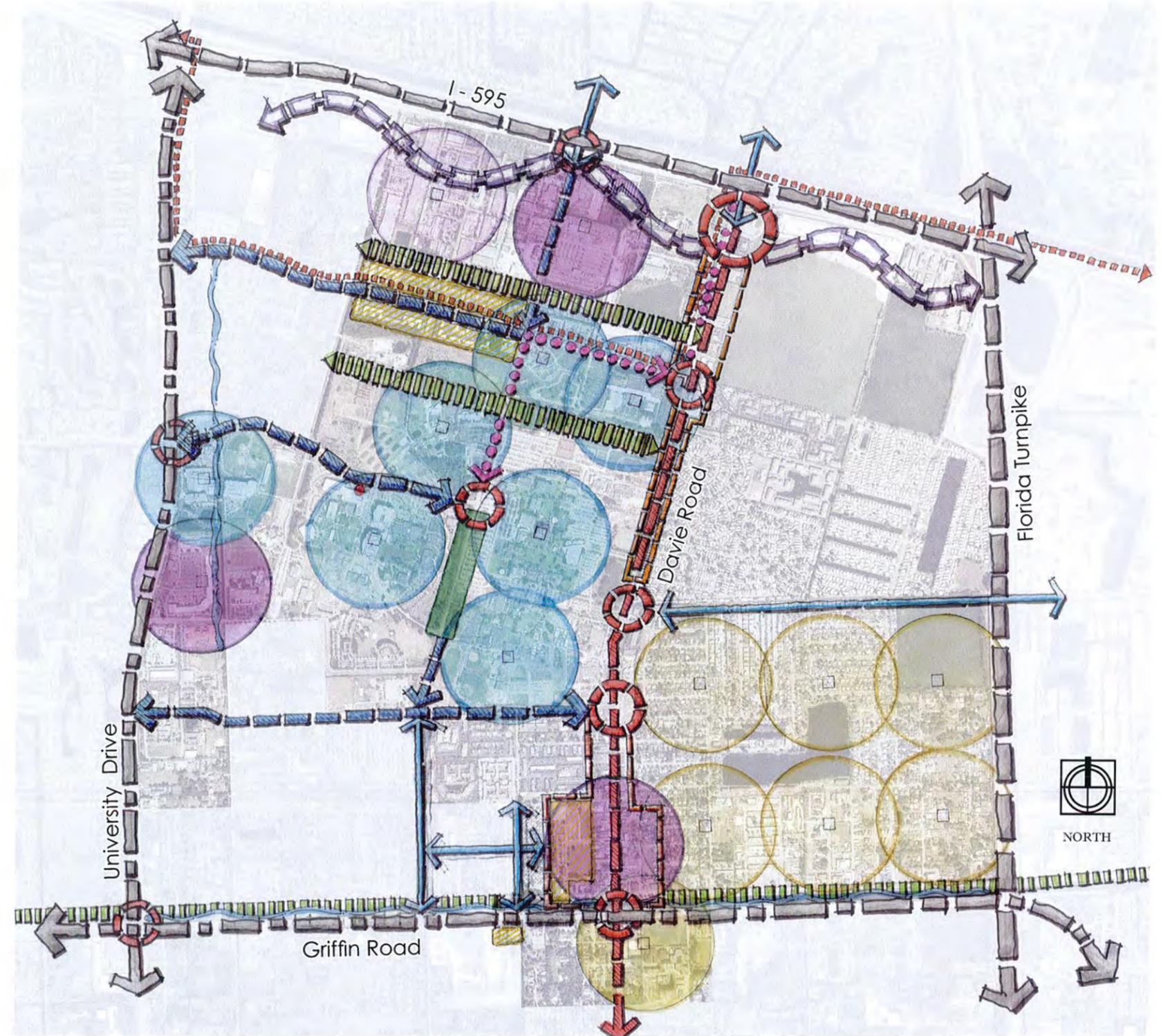
+ Conclusions

- Transit should link East West to connect Universities to Town Center
- The Town Center should occur between SW 39th St. and Griffin Road but include development south of Griffin Road. We should implement nodes along the corridor and place great emphasis on Town Hall.

Opportunities and Constraints

+ Legend

-  high speed thoroughfares
-  primary east west connections
-  high speed roadway needs traffic calming elements
-  primary route for university vehicular traffic
-  lack of connectivity
-  existing county bike trail to connect to
-  central green could serve entire SFEC
-  important intersections and gateways to serve as transit hubs or landmark developments
-  existing education center (5 min walk radius)
-  existing residential center (5 min walk radius)
-  proposed residential center (5 min walk radius)
-  existing commercial center (5 min walk radius)
-  proposed commercial center (5 min walk radius)
-  acreage highly visible from elevated expressway
-  existing public green space to serve as connectors
-  existing civic/residential components to be improved
-  phased sections of Davie Road corridor



Opportunities and Constraints

+ Summary of Opportunities and Constraints

The opportunities and constraints were prepared using our guiding principles to mold the information gathered through inventory, analysis, workshop meetings, individual interviews with stakeholders, and research of case studies directly correlating to the conditions and elements we are facing with the Davie RAC master plan.

The purpose of this summary is to create a foundation from which we will move forward in the creation of a master plan, zoning and design guidelines, intermodal transit proposals, as well as, to address the first steps the Town of Davie will realistically and feasibly move forward in redeveloping their Regional Activity Center.



+ Opportunities

Define Davie Road south of SW 39th street as a downtown district which will prosper from slowed traffic and on street parking.

Utilize existing residential, educational, and commerce centers to **integrate** an internal RAC circulator line as well as transit routes.

Facilitate large acreage at northeast corner of study area to serve as an anchor and catalyst development for the RAC.

Encourage Research Park land uses to provide job creation and alternate government funding sources.

Capture commuters coming to campus in parking garages at periphery of each campus to **promote** walkability inside the campus.

Maximize the use of existing residential land uses to create compact villages that will support proposed transit lines and commerce centers.

Preserve existing parks and greenspaces by connecting or redeveloping them to destination points resulting in functional/valuable public greenspace and community transit.

Enhance the positioning of Town Hall grounds as a southern anchor for the RAC.

Establish underutilized landuses as viable components of the urban fabric within the RAC.

Utilize existing water ways within the site to **create** water management solutions that serve as public amenities and pedestrian connectors.

Create **connections** to existing historic sites to commemorate the culture of Davie.

Elevated express ways offer excellent **views** into the RAC, which can be utilized to capture commuters to visit Davie.

Phasing to encourage private property owners and renters to enhance their own property in order to keep up with / or ahead of the RAC redevelopment to create a stronger community image.

Abundant existing surface parking lots can be utilized as better land use options.

Easy **accessibility** to University Drive BRT line and East West light rail system.

Provide attainable housing that will **support** transit and the **viability** of the Research and Education developments.

Study Moving Broward Plan.

+ Constraints

Existing high speeds of vehicular traffic and unsafe turning situations along Davie Road cause lack of retail and commerce life.

Underutilization of land for residential units to support transit, retail, commerce, and education within the RAC.

Lack of connectivity penetrating the RAC to the north, south and east boundaries causes vehicular congestion.

Large parking facilities at the edge of zones can inhibit the connectivity between the zone and the adjacent land uses. Undefined urban form and breaks in the urban fabric indicates low value (poor) economy, unsafe districts and neighborhoods, and a disjointed community plan.

Insufficient vehicular passageways and connection to major thoroughfares causes increased traffic along Davie Road.

Scheduling needs to be formulated in a way that is economically feasible for the Town and the community.

Lack of job creating developments

Unattractive industrial zones distract from overall visual quality

Lack of mix use in the area to capture optimal unit counts and density to support transit.

Moving Forward

+ Outstanding Issues

Though two community workshops were held thus far, the team is interested in further community input. The design team has collected names of dedicated community members and stakeholders that the design team will request individual interviews with. The individual interviewees make up a **cross section** of the community that pertinent information must be gathered from; representatives from all **educational** institutes, **small business owners** within and on the boundary of the RAC and **residents** from existing residential communities within the boundary of the RAC will be contacted. The continued interview process will **facilitate** community input within Phase II and will lead to a more comprehensive study of the project area.



+ 10 Steps to Livable Walkable Viable Communities

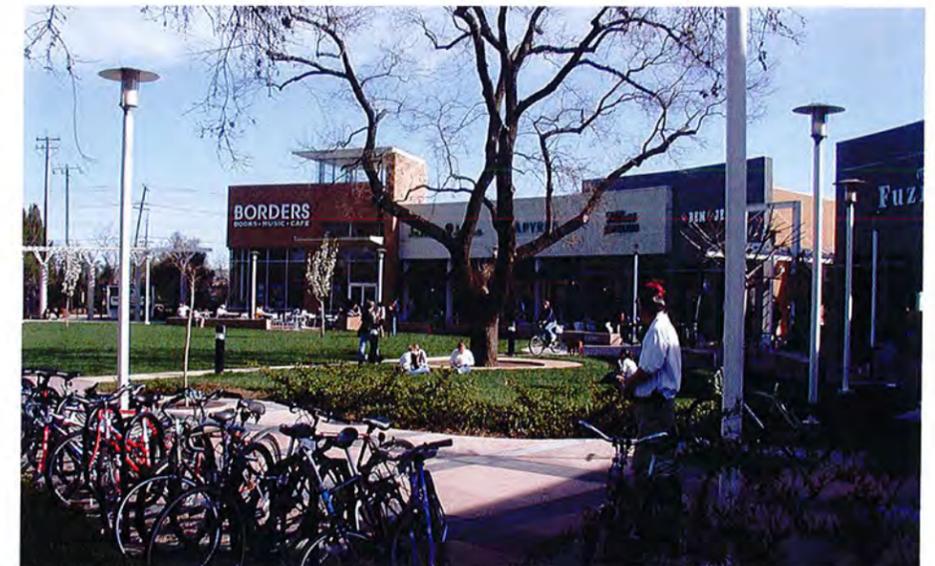
Below are key elements we will keep in mind while developing a master plan that serves the Town of Davie and its residents

1. Compact lively **town center**
2. **Low speed streets**, distributed volume
3. Fine grained streets with many **trails and transit links**
4. Neighborhood schools and **parks** within 1/4 mile or 1/8 mile
5. **Public places** with inviting features: bench, shade, water, art
6. Convenient, **safe and efficient** pedestrian crossings
7. Many **people of all ages** and all abilities walking around many hours a day
8. Celebrated public space and **public life**: markets, festivals, parades, etc.
9. Land use and transportation **partnerships**
10. Affordable, **inspiring**, well maintained streets and homes

Dan Burden, Walkable Communities www.walkable.org

+ 6 Facts to Consider

1. People will **spend 12%** more for an item in stores under a main street canopy than on a stark street
2. As more arterial and collector lane widths are increased up to 12 feet or more, **traffic fatalities and injuries increase**
3. **Effective public participation** can lead to shortened times in construction
4. By allowing quality designed & constructed living spaces it is possible to **add more public green space** to neighborhoods
5. People who live in location- efficient communities reap many rewards. Stores, Schools, and public transit, all like within walking distance of their homes. They have less need to drive, which gives them **more discretionary income**. These people can apply for Location Efficient Mortgages
6. Tree canopies and on-street parking assists in **slowing traffic** which increases the ability to stop and shop



+ Goals and Objectives

Just as the guiding principles led the team through Phase I, Understanding The Community, the goals and objectives that the team derives during Phase II will reinforce the guiding principles and mold the design concepts as we work toward a final solution.

+ Action Plan

As the project moves through the remaining stages we will develop an action plan to help facilitate and execute suggested improvements and issues that must be addressed to stay on target for the most comprehensive, realistic plan.



+ Schedule

Milestones:

- January 27 NTP
- February 6 Kick off Meeting
- March 7 On-Site Tour
- March 20 and April 4 Community Workshop
- April 21 Final Technical Memorandum Report (1st Draft)
- May 17 Progress Presentation to Town Council
- May 16 Final Technical Memorandum Report (2nd Draft)

TBD NTP for Phase II

<p>Phase II design and plan concepts</p> <p>Phase III integrating transit into the plan</p> <p>Phase IV creation of land development regulations and architectural design</p> <p>Phase V documenting the vision</p>	<p>45 days</p> <p>45 days</p> <p>45 days</p> <p>60 days</p>	<p>} + 45 day extension</p>
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Appendix: Summary of Existing Reports

+ Purpose of Report

The purpose of this document is to review existing reports and studies and that have been previously prepared in this area. The existing reports review is one piece of a larger scope of analysis for Understanding the Community. We have gathered the requested individual studies and reports of surrounding facilities that will directly impact and be directly affected by the planning of the Davie Regional Activity Center. It is vital to the success of the RAC to study each facilities future planning so that all pieces may work together for a more comprehensive and unified end product. By reviewing the goals and objectives of each entity we have summarized how these respective facilities are applicable to the planning of the Davie RAC.



Summary of Existing Reports

+ Introduction

Nova South Eastern University (NSU) is a Not-for-Profit, fully accredited, coeducational institution. Founded originally in 1964 as Nova Institute of Advanced Technology, it has grown into a university producing over 79,000 Alumni and educated approximately 22,000 Florida residents in calendar year 2004. The University offers degree programs and continuing education opportunities on four campuses in the Miami-Fort Lauderdale Area: the main campus in Davie which consists of 300 acres followed by campuses in Fort Lauderdale, North Miami Beach, and Dania Beach.

+ Impact on Community

Using fall term enrollment as a measure, Nova Southeastern University is the largest independent institution of higher education in the Southeast and the seventh largest not-for-profit independent institution nationally. Nova Southeastern University also has a significant economic impact on the surrounding community. A recent NSU study revealed that the university and its students and employees are expected to contribute more than \$1.6 billion to the Florida economy by 2010 when a new Academical Village is fully implemented.

+ Master Plan Goals and Objectives

- To provide for a cohesive campus that encourages pedestrian flow
- To provide specific sites for new buildings under consideration
- To analyze the existing conditions and facilities
- To establish common directions for the future of the campus
- To examine the potential of future expansion off site
- To identify land use patterns and proposed modifications
- To analyze and recommend improvements to parking
- To establish a priority list that sequences projects for future development
- To analyze existing utility distribution systems
- To recommend ways to improve campus pedestrian amenities
- To develop option for campus open spaces

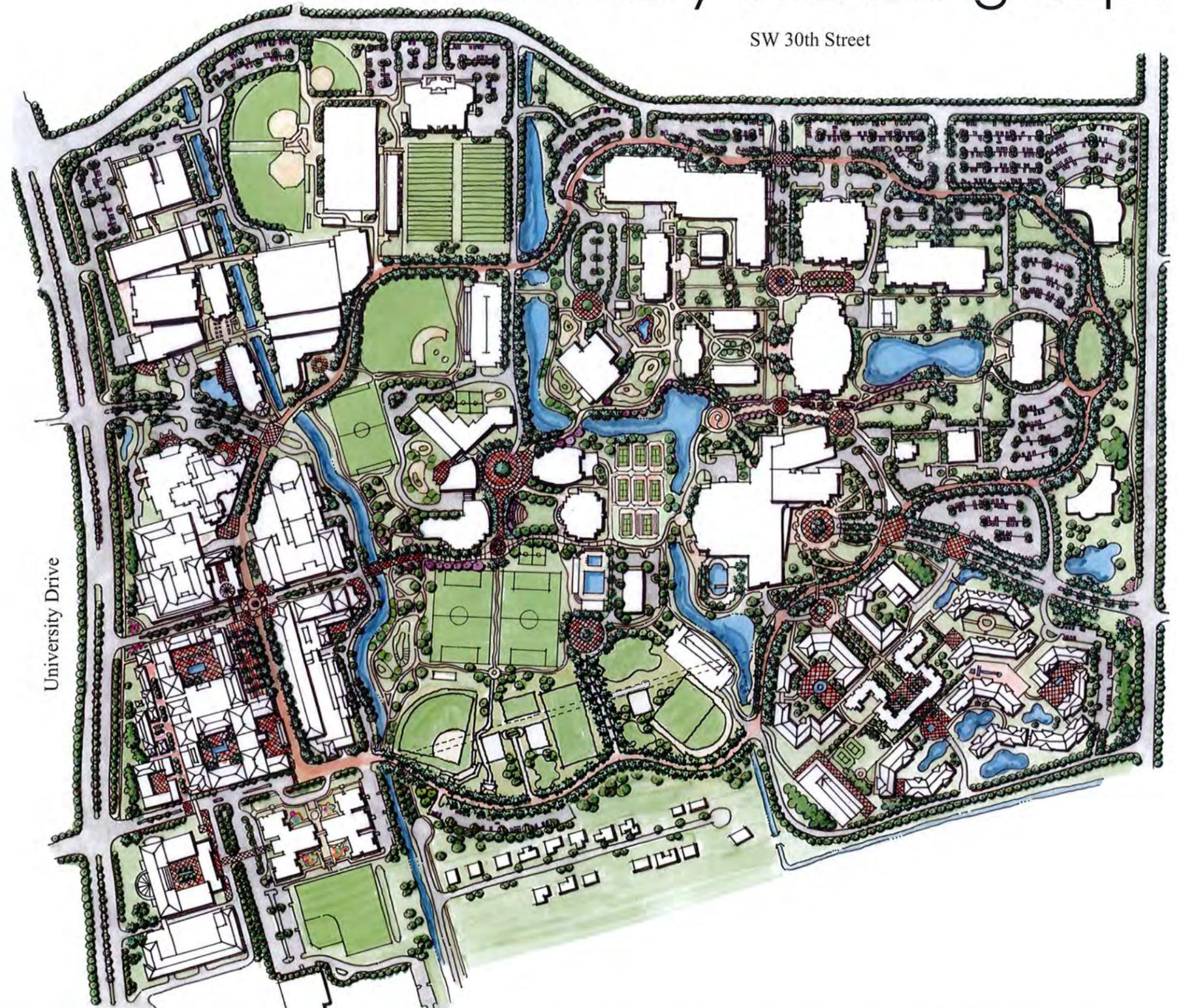
+ Planning In Progress

NSU has many active projects that vary in stages from conceptual design to construction documents. To assess the ever evolving campus master plan EDSA is currently updating the Master Plan Report from 1995. This Report helps the University plan for the future by making the best use of the land presently owned and examines the merit of logical extensions of boundaries to plan for the long term growth of the University.

This document examines in depth such issues as land use patterns, vehicular and pedestrian circulation routes, parking accommodations, open space plans, phasing plans, Master water and sewer plans, utility planning, building configuration and guidelines, as well as more site specific issues such as parking design, walkways, plazas, lighting, signage, landscape planting, maintenance issues and site furnishings.

+ Application to RAC

NSU is the only University that has its main campus within the Town of Davie. As such, they have an important impact on the community not only from a business standpoint, but also because of the resources that they offer to the community. As a growing community, the Regional Activity Center will need to examine its potential for adding a variety of facilities and activities to support its growing population. This plan will help in finding creative ways for both parties to meet their ever evolving needs.



Summary of Existing Reports

+ Introduction

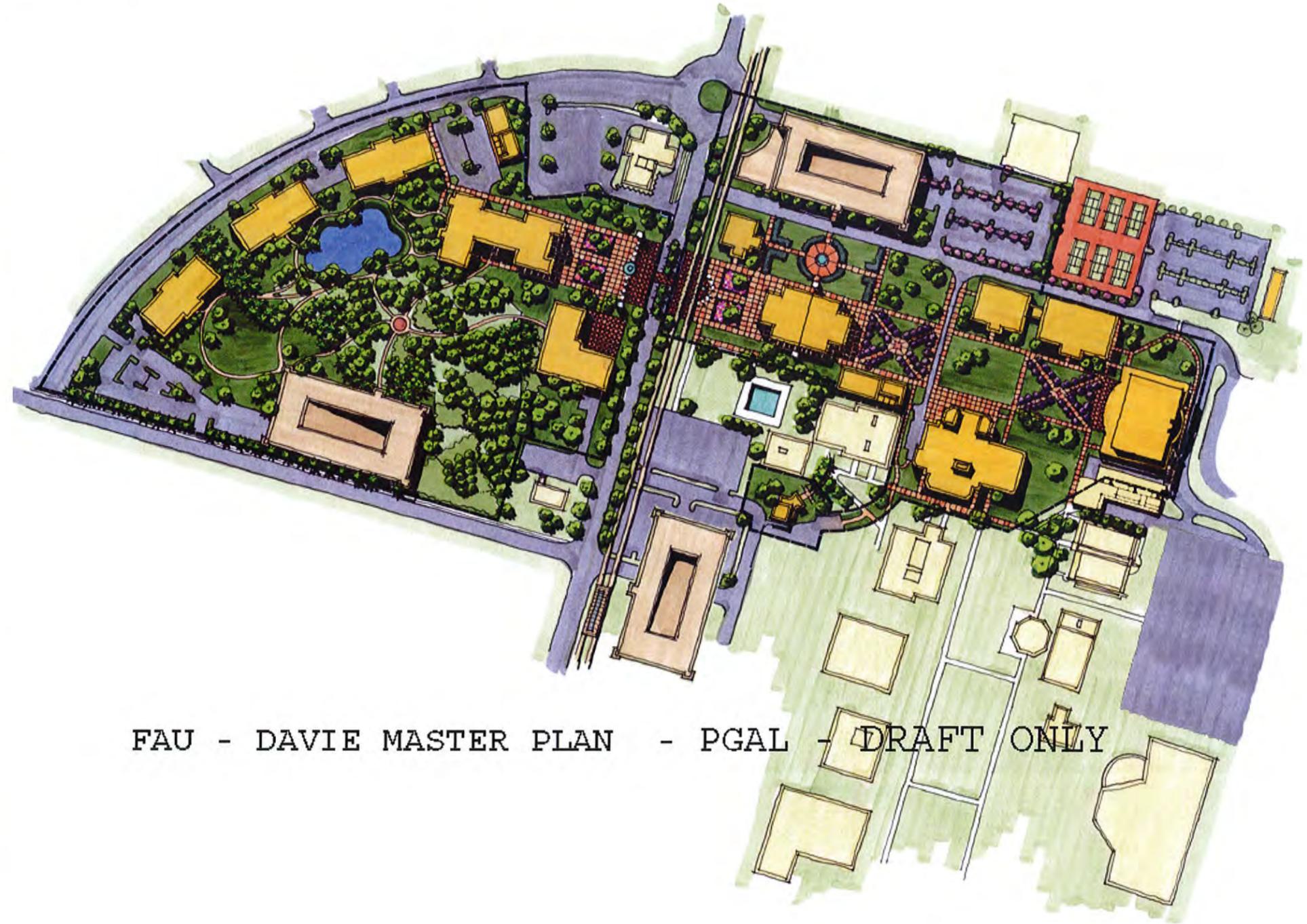
When it originally opened in 1964, FAU was the first university in the country to offer only upper-division and graduate level work, on the theory that freshmen and sophomores could be served by the community college system. Today, with its developed system of distributed campuses, where the same high quality education is offered at seven different locations in Southeast Florida, FAU serves as a model for urban, regional universities of the future. The Davie campus consists of approximately eighteen acres of leased land on the northwest quadrant of the Broward Community College (BCC) central campus. The FAU Davie Campus (made up of 18 acres leased from BCC and additional 20 acres acquired on IFAS property) is comprised of a dozen or more modular buildings and two permanent buildings containing approximately 200,000 gross square feet of classroom, office space, research labs and student support services. A third building housing the wellness and health care center facilities is located southeast of the main FAU building.

+ Purpose of Document

This document is the Supporting Data Volume to the Master Plan Volume that contains a narrative and graphic description of the plan, and thus did not contain the goals and objectives of the Master Plan. The overall goal of this document is to categorically organize and synthesize the data used to make decisions about the Master Plan. This document is organized into eighteen elements in which the narrative information and supporting maps are presented.

+ Application To RAC

This document is very useful to the study because the University has done an extensive amount of research and analysis that can be applied regionally. FAU is developing a new campus image based on future enrollment growth in Davie. The University is proposing to utilize a parking structure to better maximize land, expand the campus west to offer more educational services and incorporate a form of mass transit that would be consistent with the goals of the SFEC master plan prepared by EDSA.



FAU - DAVIE MASTER PLAN - PGAL - DRAFT ONLY

Reference Map from Volume II: Supporting Data to the Master Plan - PGAL 2004



Summary of Existing Reports



+ Introduction

In 1990 the Davie Community Redevelopment Agency commissioned the urban design team of Dover Correa Kohl Cockshutt Valle to design a comprehensive plan that would serve as the visionary guide for future development. In July 2006 the Davie Town Council adopted the Downtown Master Plan.

+ Master Plan Goals & Objectives

- Redevelopment which respects the existing lot lines, encourages diversity and paces development to the market
- To encourage a private sector development and redevelopment as much as possible with the CRA acting as the catalyst.
- Creating a fine grain mix of uses. (Residential commercial, civic functions necessary to insure a vital neighborhood. In each, a variety of types and sizes is planned to foster a mix of incomes, ages and interests.)
- Transform Davie into a real Main Street, encouraging pedestrian traffic and evening activities
- Creating new streets including a wide, attractive East-West Boulevard perfect for the location of the Orange Blossom Festival and other "street fair" attractions.
- To enhance the use of the Rodeo by expanding the facilities (stables, warm-up rings, accommodation for trailer rigs and event-scale parking)
- Creating green spaces to be active areas on event days and as passive parks when not in use.

+ Application to the RAC

This project is significantly smaller than the 2,200 acres of the Regional Activity Center, but it happens to be one of the most important areas in regards to public space and community interaction. This area of the Regional Activity Center is considered the "mainstreet downtown" and is also the area that defines the character for the Town of Davie as a whole.

Downtown Davie or the Town Center should be a focal point within the RAC which is connected to other areas via transit. This plan proposes gateway improvements, creating a pedestrian scale along Davie Road, reducing the vehicular speed on Davie Road, and having the Town Hall site in a prime location as an anchor to the downtown.

The continuing planning efforts will include the analysis of ways to alleviate the traffic problems and will connect this area with transit which will in turn encourage mixed-use development and higher densities to create a unified solution for the RAC.

Summary of Existing Reports

+ Introduction & Location

The Davie/ Hollywood/ Seminole Nation Master Plan grew out of a public seven-day charrette held at the Davie Town Hall. It was well attended by a diverse cross-section of the community including residents, property owners, and local business representatives. The charrette focused on the SR 7 corridor between I-595 and Stirling Road and the surrounding neighborhoods. Key issues addressed included revitalization of the SR7 corridor, intensification of mixed-use development along the corridor, housing and creation of a competitive industrial, commercial, research district.

+ Goals & Objectives

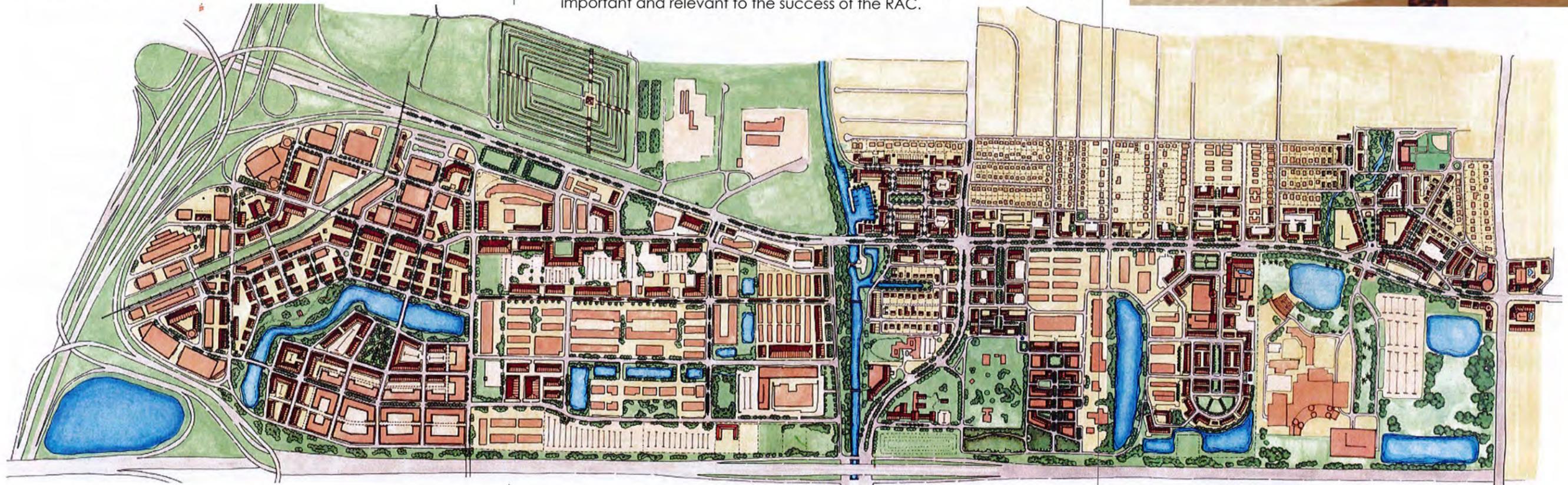
- Create a well defined center, edge and identity
- Developing hierarchy of interconnected streets
- Designing beautiful streets designed for both cars and pedestrians
- Building a diversity of housing types and affordabilities
- Creating places for work and shopping in proximity to housing
- Finding the appropriate sites for civic buildings
- Creating a variety of parks and open spaces
- Encourage resort/ tourist/ entertainment development near

+ Major Elements of the Plan

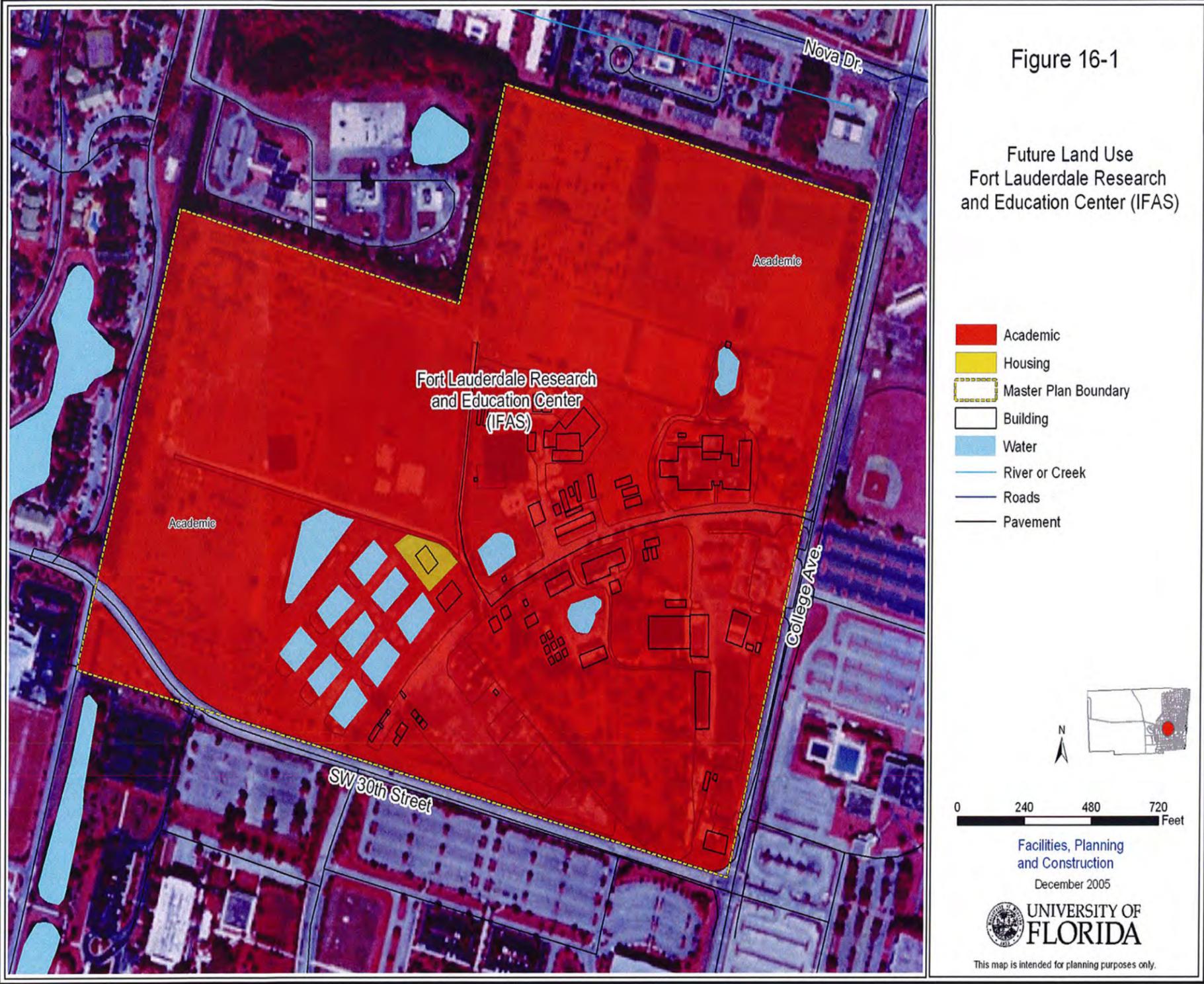
- A bridge on Oakes Road that would cross over Florida's Turnpike
- A multi-modal Transit Station utilizing its location and access to I-595, Florida Turnpike and State Road 7.
- Redeveloping State Road 7 into a Boulevard that resembles the typical Main Street feel.
- A Town Center with waterfront access and a small marina along Griffin Road near the Seminole Hard Rock Hotel and Casino
- An Industrial/ Research District

+ Application To the RAC

This Project is important because it is located in close proximity to the Regional Activity Center, just east of Florida's Turnpike. Like the Plantation plan it will be important to the success of both areas if a comprehensive analysis is preformed to see how these areas can compliment each other. This is also related to the Regional Activity Center because they both have portions that are within the Community Redevelopment Agency (CRA) District. This relationship contributes the possibility of receiving federal funding to encourage the development. The proposed idea of the Oakes Road connection that has come about in this study is a very important and relevant to the success of the RAC.



Summary of Existing Reports



+ Introduction
 The 100 acre Research and Education Center (REC) is currently managed for a single use – research and instruction related to environmental horticulture, water use, and weed/pest control. The Center's scientists and technicians, all members of the University's Institute of Food and Agricultural Sciences (IFAS) conduct research and extension programs on tropical and aquatic horticulture, urban entomology, plant disease control, turf grass management, and the utilization of urban waste in agricultural production. In addition to its research and extension programs, the Center operates an undergraduate degree programs for students seeking a Bachelor of Science degree in environmental horticulture.

- + Goals & Objectives**
- Provide Housing at the Fort Lauderdale Research and Education Center as Demand Warrants
 - Provide Recreation Facilities at the Fort Lauderdale Research and Education Center as Demand Warrants
 - Provide Adequate and Environmentally Sensitive Stormwater Management
 - Provide Adequate and Efficient Sanitary Sewer Treatment Capacity and Services
 - Provide Adequate, Efficient and Sustainable Electrical Power and Other Fuels

+ Application To RAC
 After this report was completed Florida Atlantic University acquired approximately 25 acres of land that was previously University of Florida property. These changes will primarily effect the circulation systems of the South Florida Education System, but further study will have to be made to consider how these changes effect the goals and objectives of both Universities as well as the overall circulation patterns for the RAC. Three goals and objectives for the existing study also play an important role in the RAC study that is to provide adequate and environmentally sensitive stormwater management, efficient sanitary sewer treatment capacity and services, and sustainable electrical power and other fuels.



Summary of Existing Reports

+ Introduction

Broward Community College provides higher education and technical and occupational training for the citizens of Broward County, its district by law. As the first public higher education institution in the county, Broward Community College functions as the principal provider of undergraduate higher education for the residents of Broward County. As one of the twenty eight community colleges in the Florida system, Broward Community College is designed to be a community-based institution that offers a comprehensive range of programs responsive to changes in the community and in technology. Where appropriate, these programs are articulated with the public school system, area vocational schools, and upper-level institutions to insure that students can move smoothly from one system to another.

+ Planning Development

Broward Community College has three main campuses. In addition to the A. Hugh Adams Central Campus on Southwest Davie Road in Davie, the College has a North Campus on Coconut Creek Boulevard in Coconut Creek, and the Judson A. Samuels South Campus on Hollywood Boulevard in Pembroke Pines. The Center for Health Science has its administrative offices and offers courses at all three locations.

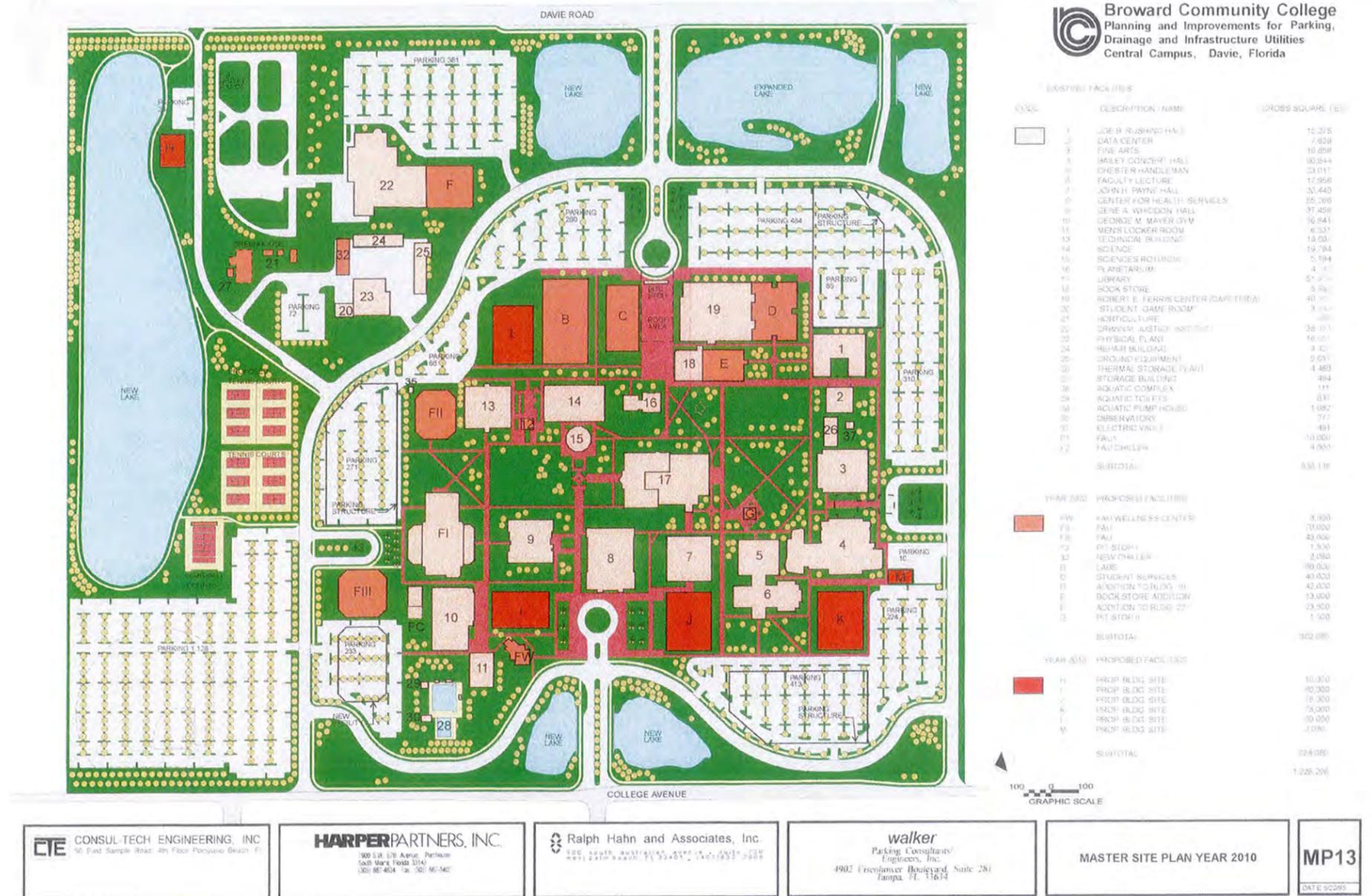
The College has several centers and numerous off-campus facilities. The Willis Holcombe Center is the site of the College's administrative offices and the Institute of Economic Development, both are located on Las Olas Blvd. in downtown Fort Lauderdale. The Institute of Economic Development provides classes and counseling/advisement. The Tigertail Lake facility is leased from the City of Dania for various instructional and recreational purposes. The south campus manages two additional centers - the Weston Center and the Miramar Center are where the automotive program is housed.

+ Goals & Objectives

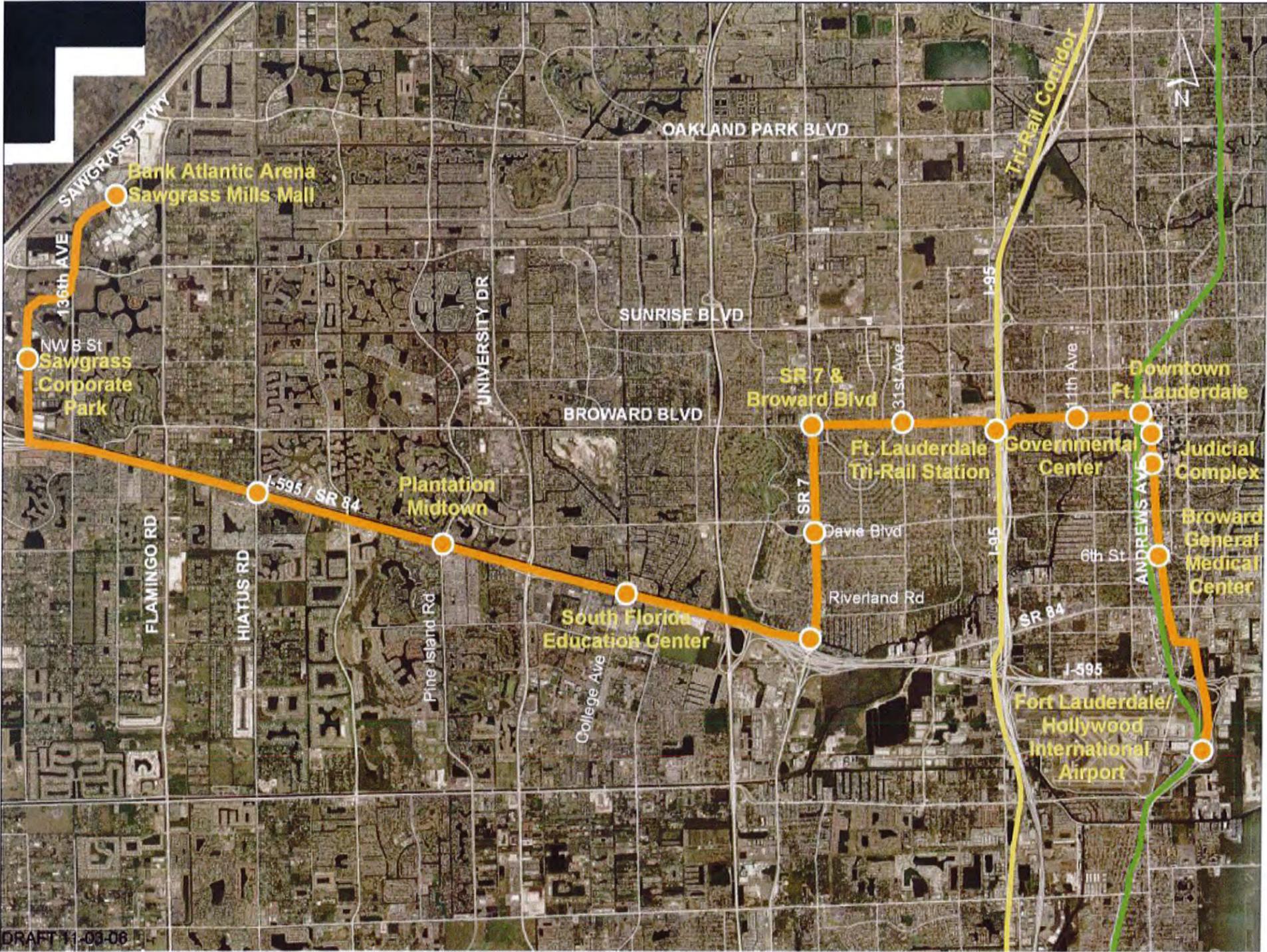
- Designed to be a community-based institution that offers a comprehensive range of programs responsive to changes in the community and in technology.
- Provide a quality education to a multitude of age groups from high school students who enroll in a course to accelerate their college education, to retirees who return to education after decades devoted to other pursuits, a multitude of age groups is represented at Broward Community College.
- Provide Adequate and Efficient Sanitary Sewer Treatment Capacity and Services
- Provide Adequate, Efficient and Sustainable Electrical Power and Other Fuels

+ Application To RAC

This project is important because it is one of the key components to the SFEC and the Broward County Education System. It will be important to study internal connections and multiple access points within the RAC. The heavy influx of the students coming by vehicle to this campus is an enormous impact on the RAC. Future parking garage locations and transit stations proposed in the RAC will reflect BCC needs as well as overall RAC needs. Utilizing funding opportunities within the SFEC to serve the RAC is critical to the success of the RAC.



Summary of Existing Reports



+ Introduction

The proposed Central Broward East-West Transit project would serve as a regional facility connecting the communities and activity centers in Western Broward County to those in Eastern Broward County. The proposed termini for the project are the Sawgrass Mills/Bank Atlantic Arena in western Broward County and the Fort Lauderdale-Hollywood International Airport in eastern Broward County, with the alignment passing through the Fort Lauderdale Central Business District.

+ Goals & Objectives

- Provide a "premium transit" improvement that most efficiently uses available financial resources, and supports economic growth and development
- Provide a "premium transit" improvement that is consistent with the needs and desires of the residents of Broward County, in order to maximize community acceptance and support
- Provide a "premium transit" improvement that ensures compatibility between land use policies and transit service so that trip making and amount of travel is reduced and the opportunities for transit oriented development are maximized
- Provide a transportation alternative that provides the highest level of accessibility
- Provide an alternative that will be endorsed by the municipalities it will serve

+ Application To RAC

The construction of the Central Broward East-West Transit Project will be a key component to the success of the Town of Davie RAC. The East-West connection from Sawgrass to the Fort Lauderdale/Hollywood International Airport will pass directly adjacent to the northern boundary of the RAC and would provide easy access to the SFEC. A main education terminal could be created to limit traffic and parking in the RAC while providing direct access from the surrounding communities of Broward County.