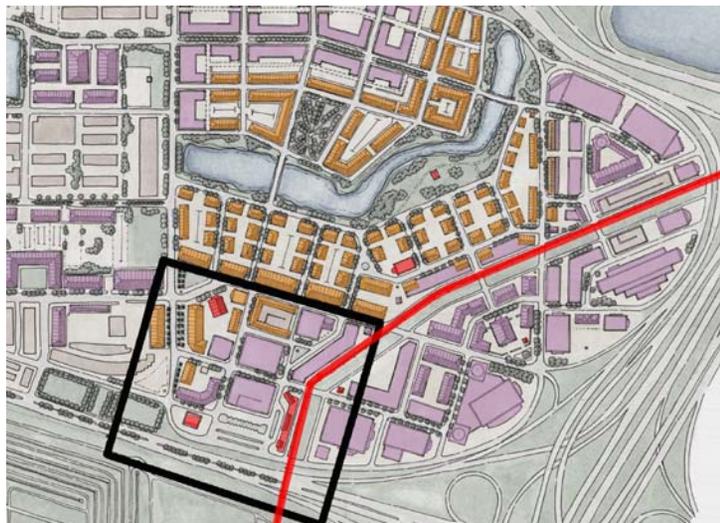


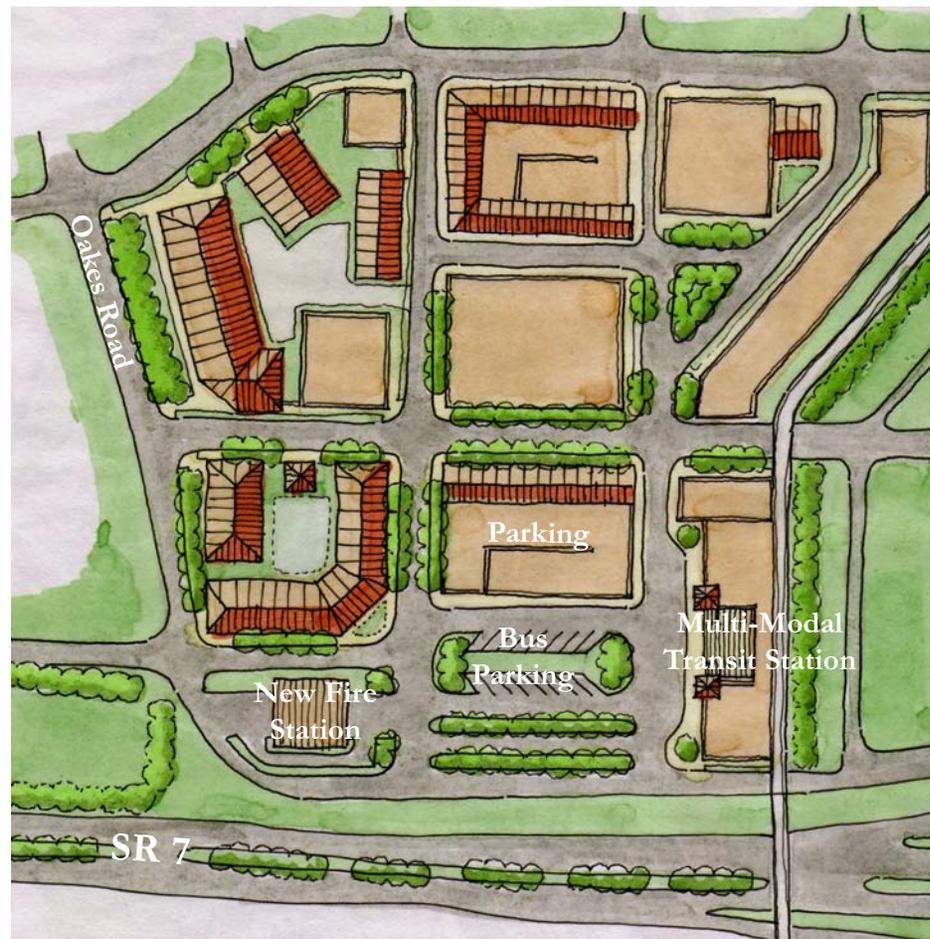
PROPOSED MULTI-MODAL TRANSIT STATION

During the charrette, it was noted that plans were being developed to provide an elevated transit system along the south side of I-595 that would likely cross SR 7 and continue north along the east side of SR 7. This route provides the opportunity for siting a multi-modal transit facility within the proposed industrial/research district to serve both the elevated transit line and rapid bus transit service on SR 7.

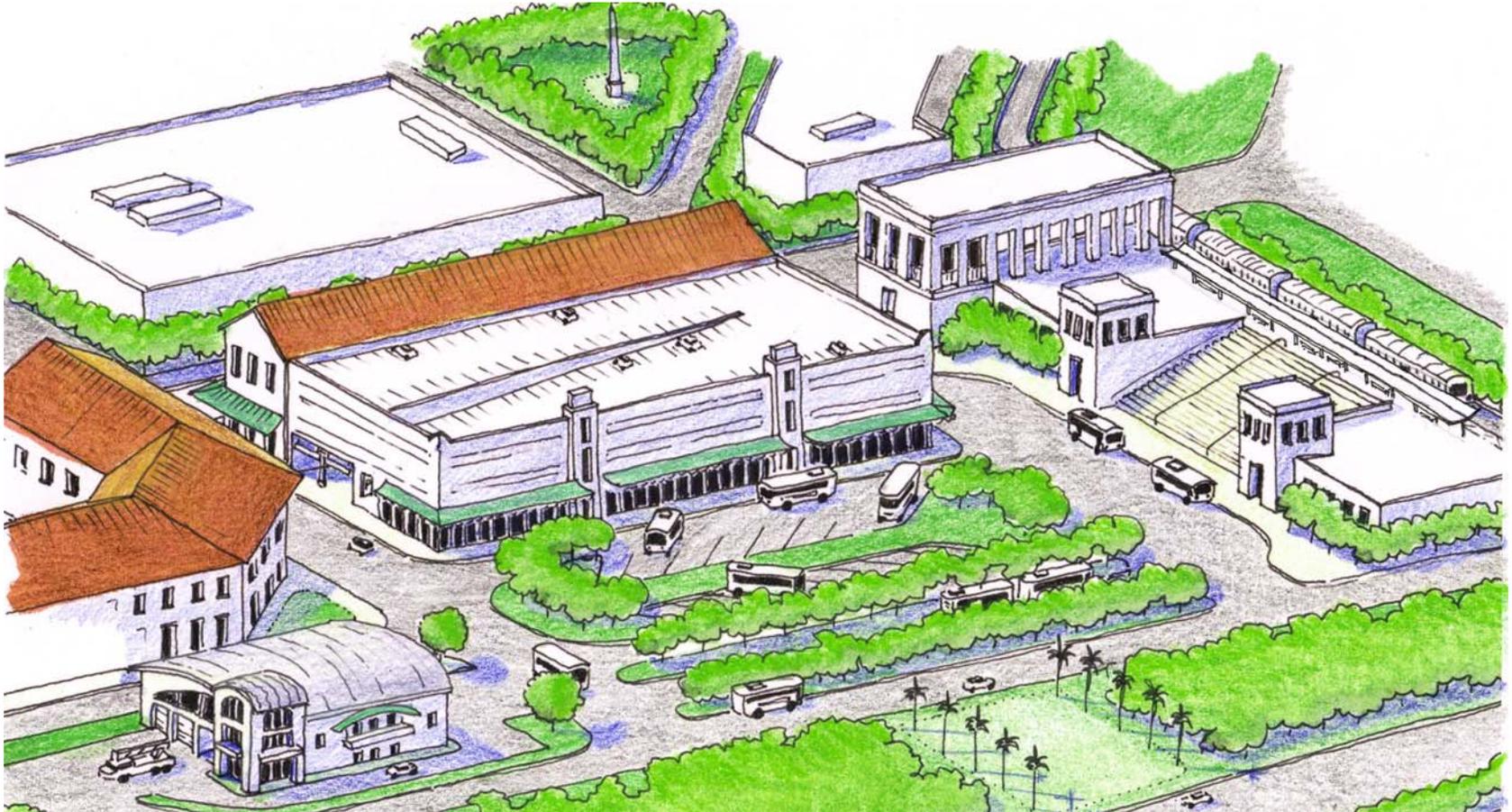
Consideration should be given to aligning the route of the proposed elevated rapid transit line along the southern edge of the Florida Power & Light Company right-of-way that transects the industrial district. A multi-modal transit station should be located as indicated in the drawing presented in the below illustration. The location is close to the transit line and SR 7 and would be central to an area of high redevelopment potential proposed as a mixed-use industrial/research district. A station located within the district would benefit future employees and residents of the district and would help the district realize its true economic and development potential.



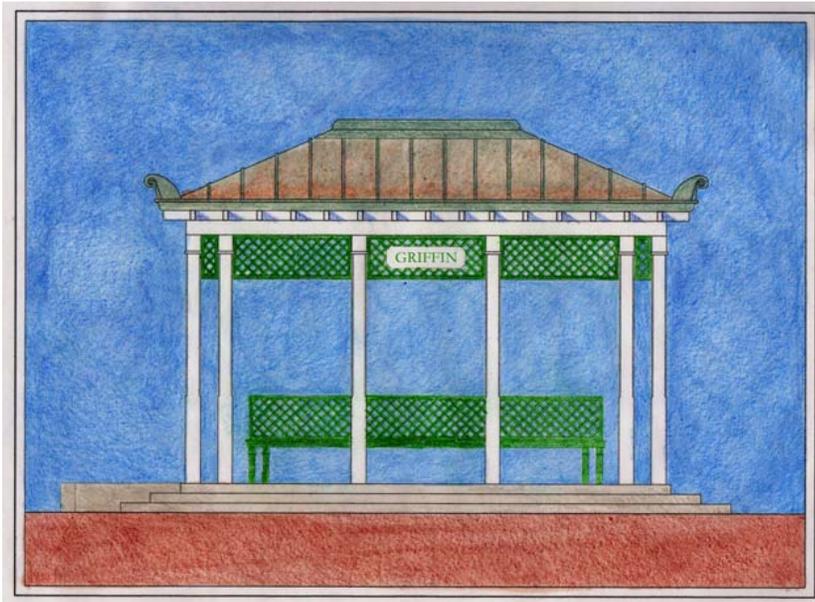
The red line shows the proposed rapid transit line, and the black square shows the multi-modal transit station.



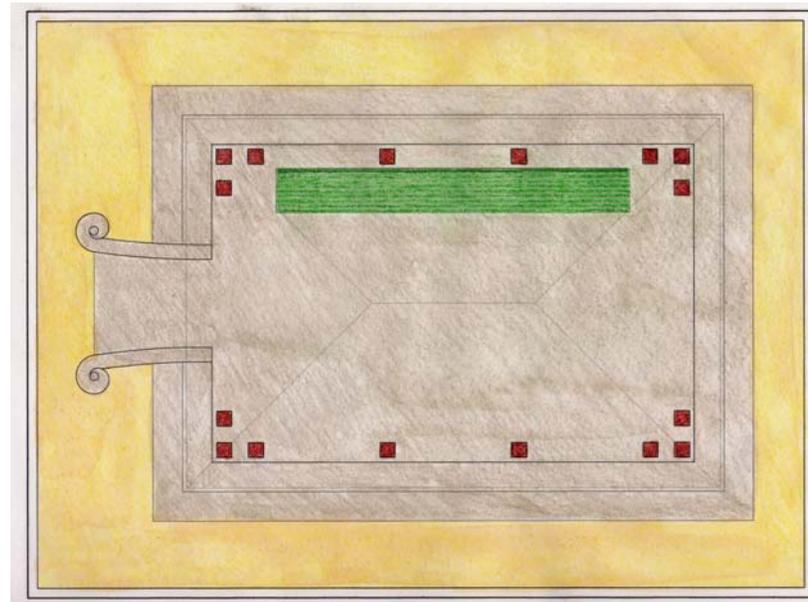
Detail of the Citizens' Master Plan showing the location of the proposed multi-modal transit station.



**Perspective of the multi-modal transit station and associated uses**  
The proposed station links the elevated rapid transit line to garage parking and the bus transfer station.



**Large and beautifully designed bus shelter**  
A dignified place to wait and an adornment to the civic realm of the city.



**Plan for a large and beautifully designed bus shelter**  
An inexpensive and functional piece of public art.

**TRANSIT AND PEDESTRIAN SHELTERS AS PUBLIC ART**

Ideally, all bus stops should have shelters to provide a dignified place for people to sit and wait. Existing bus stops along SR 7 suggest a disregard for anyone forced to use them. The bus stops within the study area consist of only benches and do not provide any shelters from sun or rain. Waiting at these bus stops is an uncomfortable experience.

Transit ridership could increase if more attention were given to the environment that riders must experience to use the service. The existing environment leaves riders feeling like second class citizens



Existing bus stop.

who loiter along the side of a busy and mundane highway. If beautiful and more elegantly designed bus stops were provided, places where people were not embarrassed to be seen waiting, more people might use the system. Developments that provide bus shelters in accordance to the Citizens' Master Plan should receive incentives such as reduction of impact fees or credits.

Shelters benefit pedestrians as well. Shelters provide a resting place and offer refuge from a summer rain. Since transit system ridership is expected to increase within the SR 7 corridor, both existing and proposed bus stops should be designed to be more hospitable and attractive.

Consistent use of beautifully designed shelters throughout the study area can give character and identity to a community. When beautifully executed, the shelters can be viewed as a form of public art that

improves the public realm. Designed as art, they could also help increase property values. Bus shelters should be viewed as part of the furniture being placed in the community's great outdoor living room, and it should be designed accordingly.

The objectives in providing shelters should be to provide a comfortable and dignified place for transit riders to wait and to beautify the civic realm. Equal attention must be given to both the placement and architecture of the structure.

Although architecturally designed shelters cost more than the more basic designs, they represent an opportunity to provide a form of public art at minimal expense. Some expense will be incurred regardless of design, and the small additional cost of good design is worth the investment.

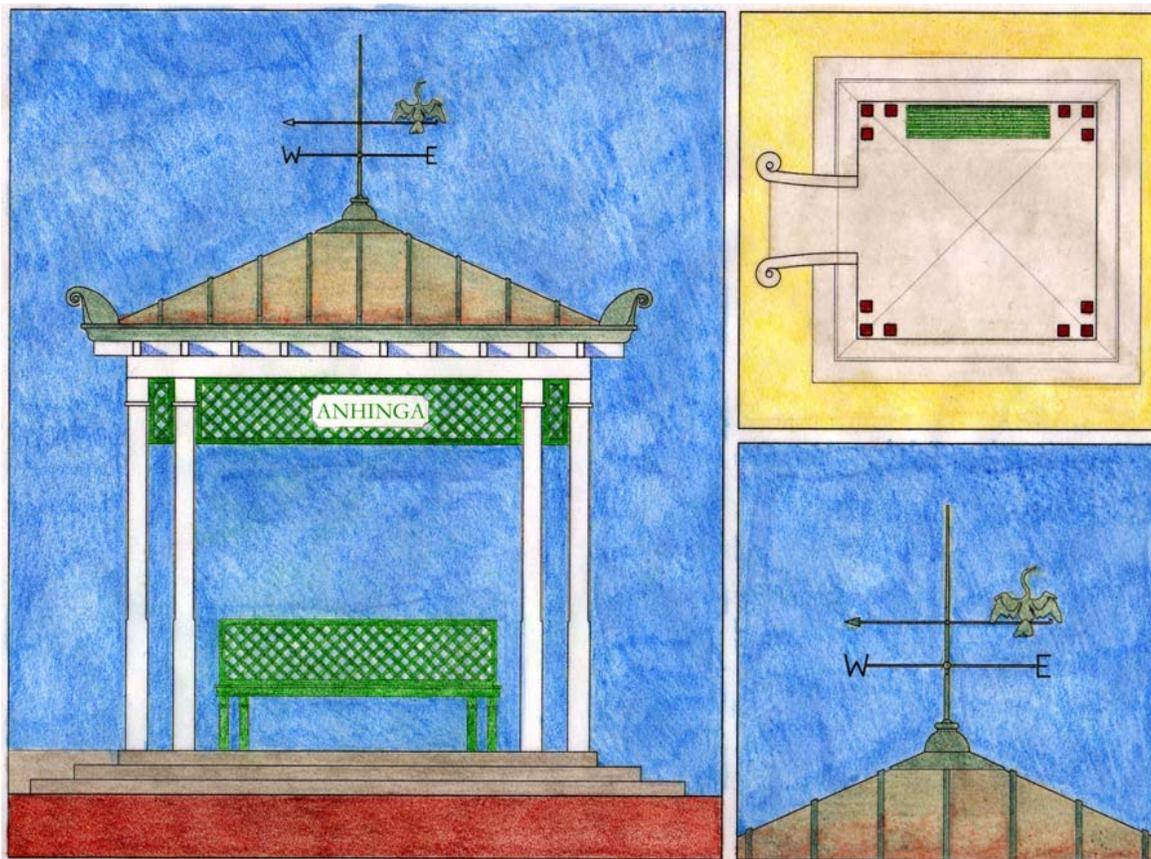
Two alternative shelter designs are proposed for consideration within the Davie/Hollywood/Seminole Nation study area. Both are intended to provide attractive architectural character as well as function.

**TRADITIONAL DESIGNS**

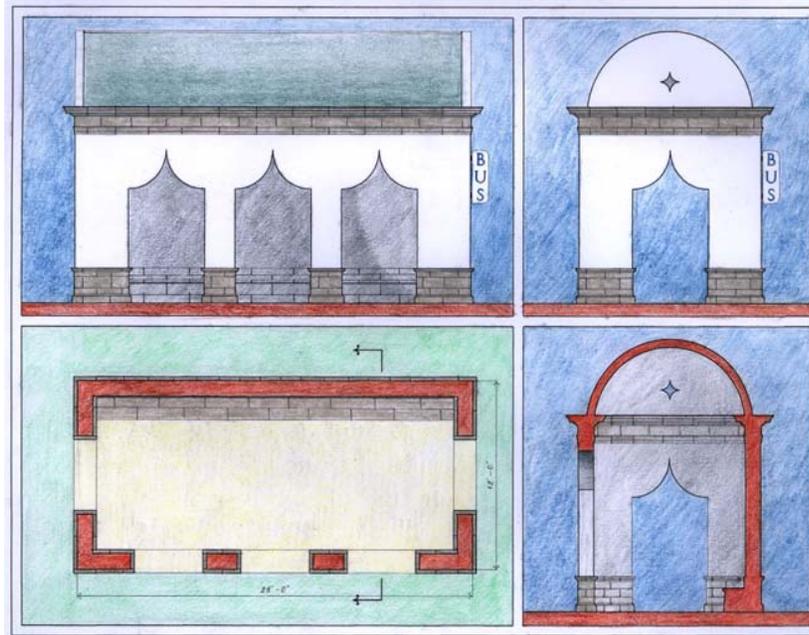
The first set of designs are simple and elegant wooden structures that would be relatively inexpensive to construct. They have a simple raised stone or concrete base, wooden columns and framing, and a copper roof. Ornamentation is provided in the form of an Anhinga weather vane and simple roof details.

Two sizes are illustrated: a large shelter (previous page) appropriate for locations such as the intersection of Griffin Road and SR 7 and a smaller size (illustrated to the right) that might be used at the intersections of smaller streets.

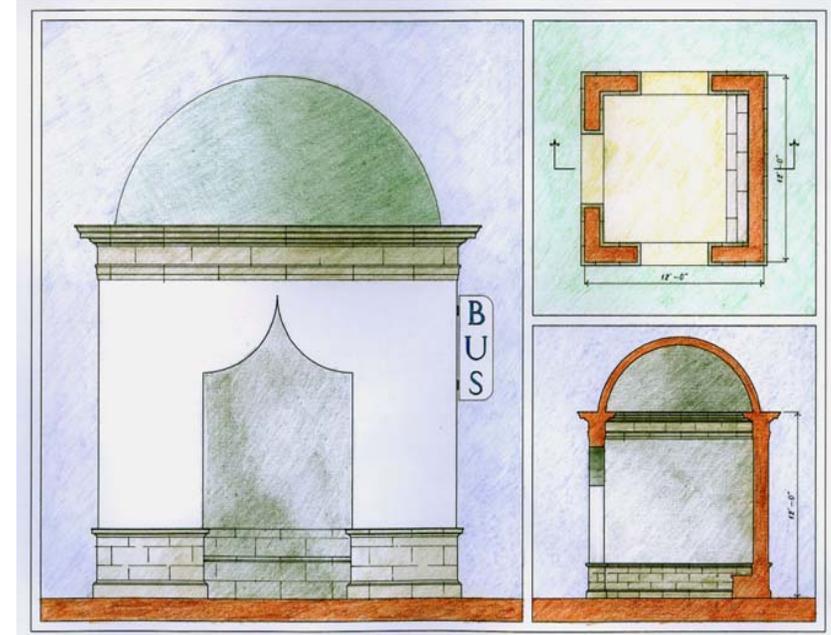
Although intended for the bus transit system, the smaller versions of these shelters might also be used to mark the entrance to a neighborhood or could be placed at locations where children congregate to catch school buses.



Elevation, plan, and details for a small and beautifully designed shelter. A comfortable place to wait.



**Elevations, section, and plan.**  
Proposed bus stop shelter for an important location.



**Elevation, section, and plan.**  
A beautiful architectural element and shelter for waiting.

**CLASSIC DESIGN AND FOLLIES**

The second set of designs are constructed of masonry and influenced by the architecture of the Seminole Hard Rock Hotel and Casino. They are classic in design but suggest the traditional monuments used to decorate parks and gardens.

The larger structures (above left) have a stone base, masonry walls, a stone cap, and arched metal roof. Benches would be built into the structure. The smaller structures (above right) are similar in construction and design, but have a domed roof.

Although the second example would be more expensive to construct than the more traditional designs presented on the previous pages, the second one would be very inexpensive to maintain and would add character to any area in which they were properly sited. Siting is critical since these structures are more than shelter. They are public art and part of the civic realm.

Although SR 7 includes three different jurisdictions within the study area, consideration should be given to holding a design competition for the selection of a design concept that would be used throughout the portion of the corridor between I-595 and Stirling Road.