

IMPROVING CONNECTIVITY

During the charrette, citizens pointed out that the existing industrial district is well located with access and visibility from I-95, I-595, and the Florida Turnpike. The district is also close to Port Everglades and the Ft. Lauderdale/Hollywood International Airport. The district is an area that should be attractive to high-value businesses such as the existing Andrx Pharmaceutical facility. However, today the district remains dominated by large scale, relatively low intensity uses such as automobile scrap yards and car lots. These uses could remain provided they are shielded from the public realm by buildings that



Currently, the industrial district is dominated by low intensity transitional uses such as scrap yards and car lots.



Ideally, the proposed industrial/research district would be dominated by higher value research and manufacturing facilities.

respond to the citizens' vision.

The vision articulated during the charrette was to redevelop the existing industrial district as more of a mixed-use Industrial/Research District characterized by uses such as the Andrx Pharmaceutical facility. Research and manufacturing facilities, commercial uses, hotels, small business space, and residential uses could be located within the district.

In order for this vision to be realized, improvements need to be made to the network of streets serving the area. The area needs to be better connected to surrounding neighborhoods and critical destinations outside of the study area. Furthermore, a strong internal network of streets needs to be developed to support more intense levels of development without over-loading the existing system of arterial roads.

Although the Davie/Hollywood/Seminole Nation study area has been developed with a limited and inadequate system of primary arterial roads, opportunities exist to improve the connectivity of the area. One of the most beneficial opportunities would include the extension of Oakes Road across the Florida Turnpike extending it west to Davie Road and South University Drive.



The proposed route of the Oakes Road extension.

EXTENSION OF OAKES ROAD ACROSS THE FLORIDA TURNPIKE

Extending Oakes Road across the Florida Turnpike and creating a new connection to both Davie Road and College Avenue are proposed. A new connection would provide additional connectivity between the proposed Industrial/Research District and areas west of the Turnpike particularly to the Davie Campus of Nova Southeastern University. Although I- 595 and the Florida Turnpike provide certain advantages to the study area such as regional access and visibility, they act as barriers by separating western residential neighborhoods from proposed destinations and workplaces within the study area.

If the proposed Industrial/Research district were more directly connected to the university, synergies might be developed that would benefit the university, students, and businesses within the district. The proposed extension of Oakes Road would also better connect residential areas and allow residents east



Existing condition of Oakes Road terminating at the Florida Turnpike.



Oakes Road improved with street trees, parking, sidewalks, and a bridge crossing west across the Florida Turnpike.

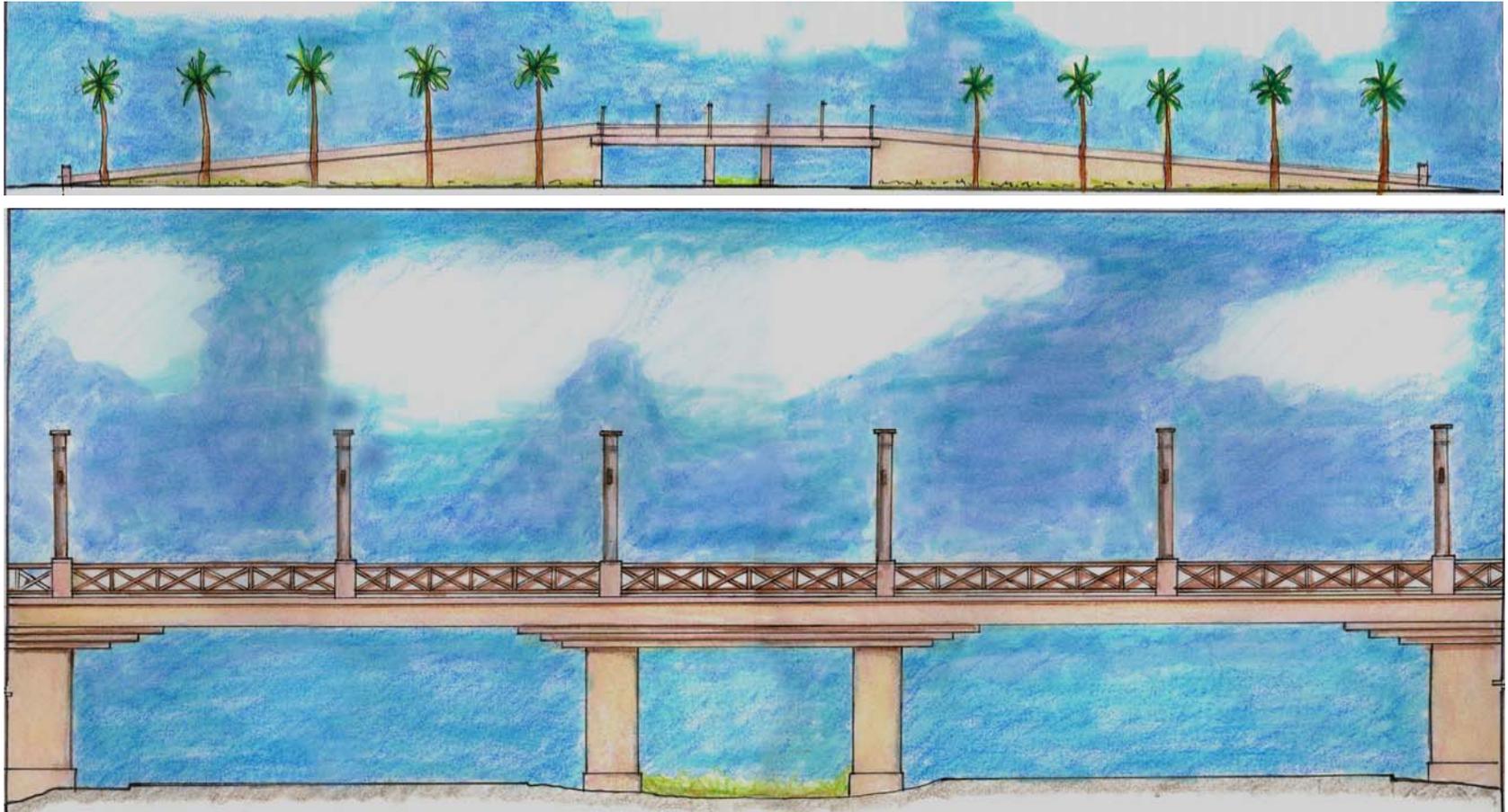
and west of the Florida Turnpike to access workplaces and the university without using existing arterial roads. Trip length between the university and the proposed industrial park would be reduced by more than fifty percent. Reducing trip lengths would improve the quality of life and the economic viability of the proposed Industrial/Research district. It is likely that the district would redevelop more quickly with the connection than it would without it.

The estimated cost of the proposed bridge crossing of the Florida Turnpike is approximately 1.5 to 2.0 million dollars with additional expenses associated with extending the road to University Drive. Such an investment would reduce congestion and trips on Griffin Road and would spur economic development within the district.

When upgrading and extending Oakes Road, it is important that the road is fully designed and constructed with street trees, wide sidewalks, curbs, gutters, on-street parking, and attractive lighting. The improvements should be implemented in a manner that reflects the vision articulated in the Citizens' Master Plan: a beautiful street designed as public space for both cars and people.



Aerial Photograph showing the current configuration of Oakes Road, which terminates at the Florida turnpike, and the proposed location of the new bridge (red arrow).



**Proposed bridge design for Oakes Road crossing the Florida Turnpike**

The bridge would have a forty-foot width to provide for two travel lanes, wide pedestrian/bicycle side pathways, decorative side rails, and pedestrian scale lighting. At an estimated construction cost of 1.5 - 2 million dollars, the bridge would shorten trip lengths and better connect the proposed industrial and research park to Nova Southeastern University and other destinations to the west.

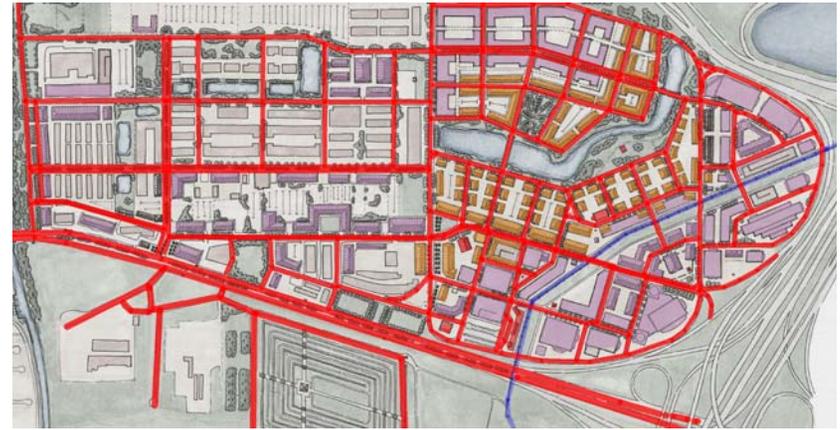


**Section of the Oakes Road Bridge crossing the Florida Turnpike**

The proposed bridge includes two travel lanes, wide sidewalks for pedestrians and bicycles, decorative guard rails, and pedestrian scale street lighting.



Existing system of streets north of the C-11 Canal



Proposed system of streets north of the C-11 Canal

**IMPROVING CONNECTIVITY WITHIN THE NORTH END INDUSTRIAL DISTRICT**

The Citizens' Master Plan envisions the industrial district redeveloped as a mixed-use industrial/research district designed to accommodate a variety of uses including pharmaceutical, research, and manufacturing facilities (e.g. Andrx Pharmaceutical); industrial and office workplaces; hotels; commercial support activities such as restaurants and business centers; and multifamily housing attractive to employees of the district. Such a mix of uses seems supportable given the district's location and regional access. The district should be designed with streets, sidewalks, lighting, landscaping, and parks to create a new and important place.

The Oakes Road extension crosses the Florida Turnpike, connects to Davie Road and South University Drive, and will benefit the existing industrial district and facilitate its revitalization as an industrial/research district. However, improvements should be made to the internal network of streets serving the district. Without a dense, fully interconnected, supporting network of well designed streets, the potential of this area cannot be realized.

The existing sparse hierarchy of streets serving the industrial district is indicated on the aerial photograph (above left). Accessibility and interaction between parcels are limited. This limited street network

cannot support a significant intensification of development without congestion and accessibility problems.

The Citizens' Master Plan proposes the creation of a dense and complete network of beautifully designed public streets to serve the area. A dense network of interconnected streets facilitates redevelopment in a number of ways. It provides easy accessibility, short travel distances, and strong interrelationships between nearby uses. It creates a system of blocks that can be flexible accommodate a great variety of development types. It provides for a large amount of easily accessible on-street parking for customers in front of most buildings with additional parking mid-block at the rear of buildings. When buildings are pulled up to the streets and sidewalks with attractive fronts facing the public space of the street are added, a great variety of uses can occur without damaging the look of the district. Pulling buildings up to the street, as illustrated in the plan (above right), allows less attractive activities to take place in the rear of the building.

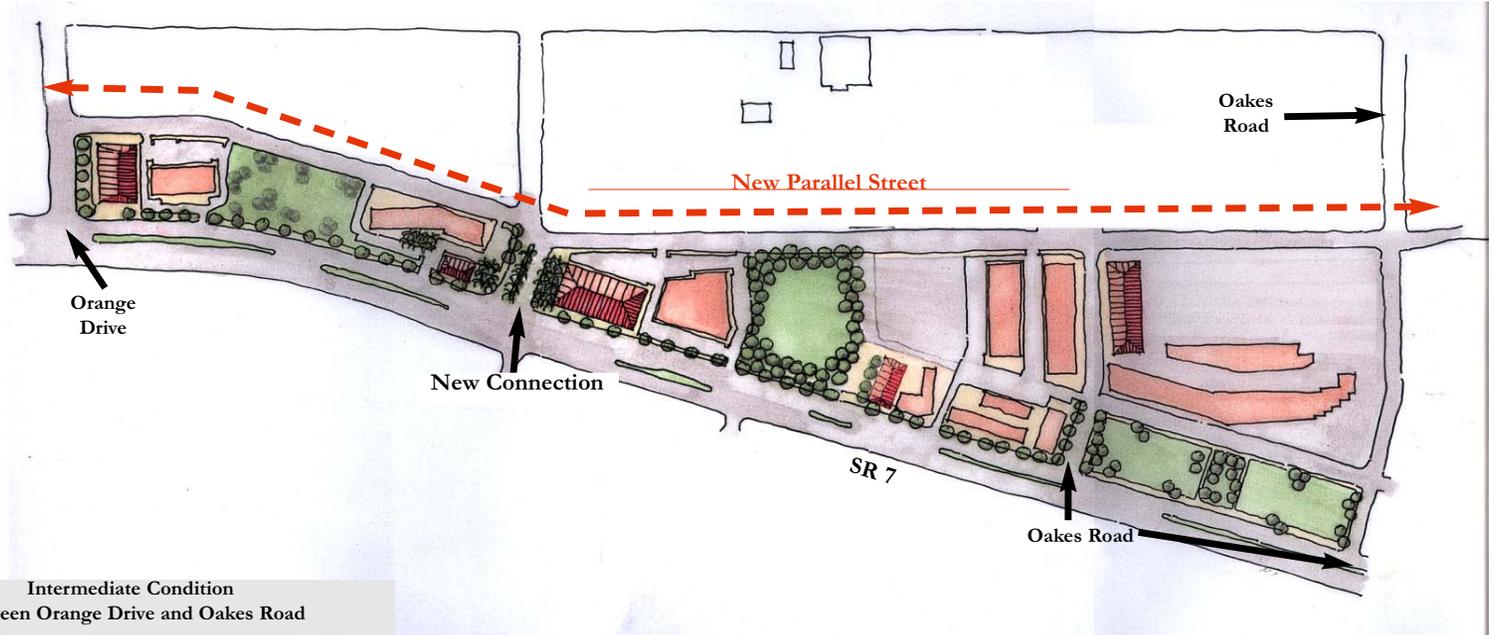
The Citizens' Master Plan also increases the connectivity of the district to SR 7. Currently, the district is accessible through two connections: Oakes Road and Orange Drive. More connections are needed to support more intense levels of development within the district, and alternatives to SR 7 should be provided to accommodate short north-south trips within the district.



EXISTING CONDITION

Currently, the only street accesses between the industrial district and SR 7 occur at Oakes Road and Orange Drive, which are approximately 3/4 of a mile apart. Businesses facing SR 7 between these streets can only be accessed from SR 7.

The lack of a street network and easy accessibility limits the development potential of this otherwise valuable land and makes it difficult to develop parcels in an organized and attractive way. Because of this, much of the land remains dedicated to uses such as automobile recycling facilities, scrap yards, and car lots. Such uses do not take maximum advantage of the great location the district provides and contribute to the sense that SR 7 is a mundane highway rather than the attractive street it could become with better design and fronting uses.

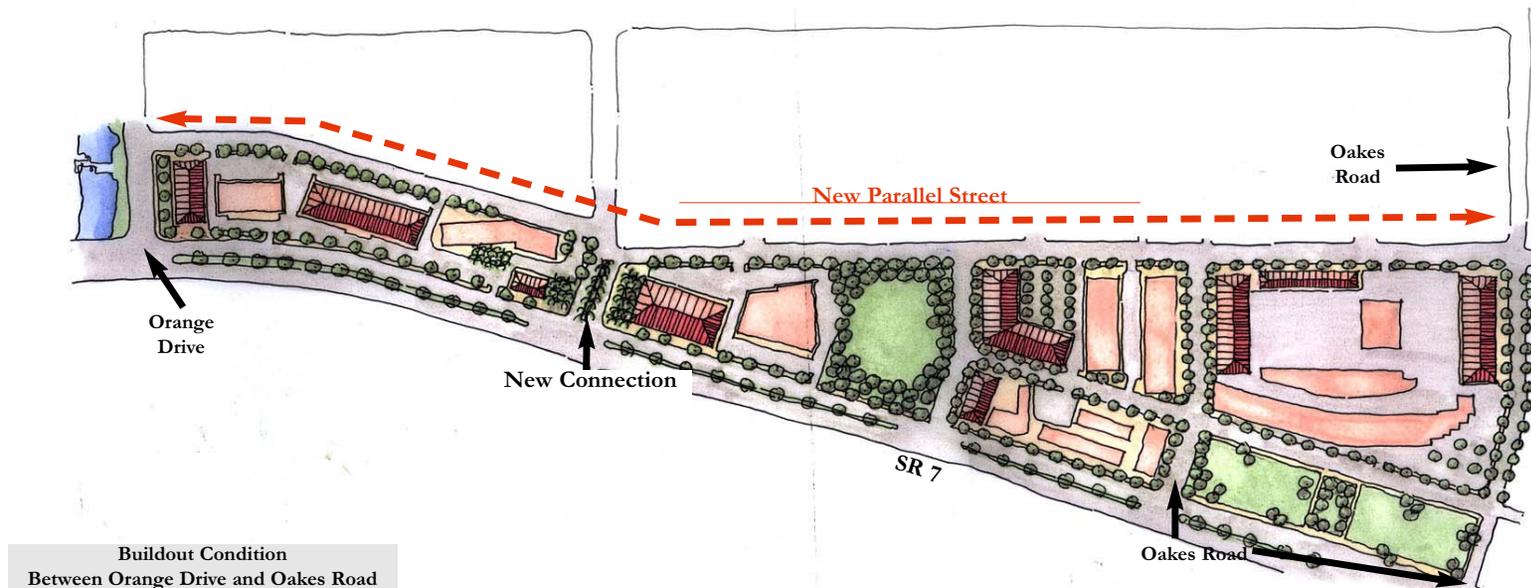


Intermediate Condition  
Between Orange Drive and Oakes Road

INTERMEDIATE CONDITION

To improve connectivity between SR 7 and the district, the existing signalized intersection of Oakes Road and SR 7 is shifted slightly south and connected to a new street that runs north-south between Orange Drive and Oakes Road roughly parallel to SR 7 (shown in red in the middle illustration). This new parallel street provides an alternative to north-south travel within the district and furthers the redevelopment of parcels facing SR 7. Another new connection to SR 7 is made approximately half way between Oakes Road and SR 7, and several other connections are provided in "right-in" and "right-out" format.

The Oakes Road intersection should remain signalized, but the signal could occur at either one of two locations: slightly south of its current location or north at its original location before the existing improvements are added. The original location has the advantage of providing a direct route west but may be too close to the interchange with I-595 for safety.



Buildout Condition  
Between Orange Drive and Oakes Road

**BUILDOUT CONDITION**

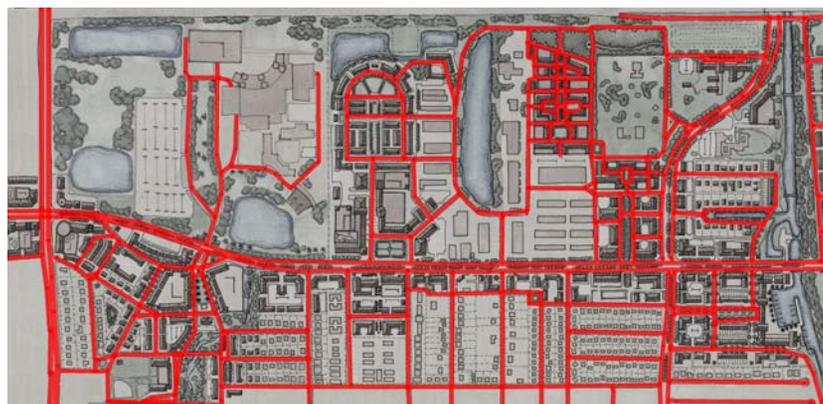
The build-out condition calls for SR7, the new parallel street, and proposed public greens, to be faced by buildings that help delineate these streets and the proposed greens. The buildings will help define the street as an attractive public space. The transformation of SR 7 from a mundane highway into a beautiful boulevard can be accomplished by encouraging multi-story buildings along SR 7, wide sidewalks, street trees, lighting, and appropriate street furnishings as described elsewhere in this plan.

In order to provide a sufficient sense of enclosure to the streets and public open spaces, buildings must be of sufficient height to form the walls of a great outdoor room. At a minimum, the buildings facing SR 7 should be four or five stories in height and pulled up to the fronting sidewalks.



**Existing network of streets south of the C-11 Canal**

Existing codes do not require the interconnection of proposed streets or the formation of a street network. The result will be increased traffic congestion.

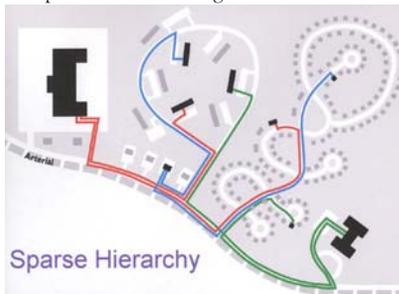


**Proposed network of streets south of the C-11 Canal**

The Citizens' Master Plan proposes the development of an interconnected network of streets that will shorten trip length and reduce impacts on SR 7 and Griffin Road.

**IMPROVING CONNECTIVITY SOUTH OF THE C-11 CANAL**

South of the C-11 Canal, any semblance of a street network and connectivity is limited to the residential neighborhoods east of SR 7. West of SR 7, many of the streets identified on the aerial photograph above are private roads that provide access to individual parcels and assemblages of land under common management. In most places within this southwest quadrant of the study area, it is impossible to move from one parcel to another without accessing SR 7 or Griffin Road. SR 7 currently carries over 43,000 vehicle trips daily and operates at Level of Service D. The sparse hierarchy of streets increases trip lengths and results in unnecessary impacts to this important arterial.



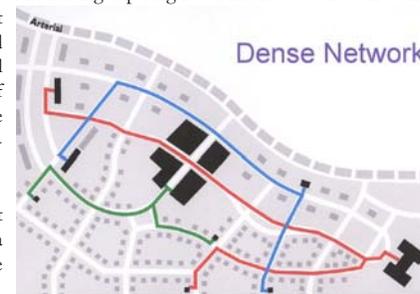
**Sparse Hierarchy**

Significant improvements to the street network will need to occur in order for this area to reach its economic and redevelopment potential. Fortunately, many of the existing land uses west of SR 7 are likely to be redeveloped providing an opportunity for a more complete and interconnected network

Failure to provide a complete and interconnected network of streets impacts arterial roads and increases trip length.

of streets.

**THE CITIZENS' MASTER PLAN REMEDIES MOST OF THE DEFICIENCIES OF THE EXISTING STREET SYSTEM BY RECOMMENDING A COMPLEX INTERCONNECTED NETWORK OF STREETS.** A complex network of streets will allow many local destinations to be accessed without long trip lengths or the need to use SR 7 and Griffin Road. The proposed street network east of SR 7 allows vehicle movements north and south between Stirling Road and the C-11 Canal without the use of SR 7. Further expansion of the street network should be considered for the Seminole Nation property west of SR 7 to provide full interconnection south to Stirling Road.



**Dense Network**

Study should also be given to an additional street connection to the west across the Florida Turnpike. At a minimum, right-of-way could be set aside to preserve the option for the future.

A complete and dense network of streets shortens trip length and minimizes impacts to arterial roads.