



University Drive Mobility Improvements Planning Study

Land use Workshop Summary

The Broward Metropolitan Planning Organization (MPO) is conducting the University Drive Mobility Improvement Study to identify opportunities to improve and increase transit and mobility options, in association with land redevelopment and livability goals that support the use of those mobility opportunities, throughout the 21-mile University Drive corridor in Broward County. A Land Use Workshop was held to provide the necessary framework and tools that are needed for transit to be successful along a corridor (from different user perspectives).

Workshop Time and Location:

Land Use Workshop

August 28th, 2013 | 9:00 AM – 12:00 PM

Southwest Focal Point Senior Center

301 NW 103rd Ave, Pembroke Pines, FL 33026

Meeting Attendees:

1. Roxana Ene, Broward MPO; ener@browardmpo.org
2. Scott Seeburger, FDOT; scott.seeburger@dot.state.fl.us
3. Nicholas Sofoul, Broward County Transit; nsofoul@broward.org
4. Deanne Von Stetina, Broward County Planning Council; dvonstetina@broward.org
5. Ivan Cabrera, Broward County Planning Council; icabrera@broward.org
6. Lisa Mallozzi, City of Cooper City; commissioner_mallozzi@coopercityfl.org
7. Paul Carpenter, City of Coral Springs; pcarpenter@coralsprings.org
8. David Quigley, Town of Davie; david_quigley@davie-fl.gov
9. Jay Marder, City of Miami Gardens; jmarder@miamigardens-fl.gov
10. Doug Robinson, Miami Dade Transit; dkr@miamidade.gov
11. Christina Fermin, City of Pembroke Pines; cfermin@ppines.com
12. Joe Yaciuk, City of Pembroke Pines; jyaciuk@ppines.com
13. Brett Butler, City of Plantation; bbutler@plantation.org
14. Jo Sesodia, City of Sunrise; jsesodia@sunrisefl.gov
15. Mary Raulerson, Kittelson & Associates, Inc.; mraulerson@kittelson.com
16. Conor Semler, Kittelson & Associates, Inc.; csemler@kittelson.com

17. John Paul Weesner, Kittelson & Associates, Inc.; jweesner@kittelson.com
18. Chris Romano, Kittelson & Associates, Inc.; cromano@kittelson.com
19. Aditya Inamdar, Kittelson & Associates, Inc.; ainamdar@kittelson.com
20. Tara Salmieri, Planactive Studio; tara@planactivestudio.com

Meeting Handouts:

Handouts are found in Attachment 1.

Meeting Summary:

- 1. Introductions and Purpose of Meeting:** The purpose of this workshop was to engage the municipalities that have land use and transportation authority adjacent and surrounding the University Drive Corridor. The goal was to provide the necessary framework and tools that are needed for transit to be successful along the corridor. A walking exercise of two areas along University Drive was conducted. Each participant was given a worksheet to fill in that evaluated a variety of land use conditions that either supported or created problems for transit users along University Drive.

- 2. Experience University Drive:** The workshop participants were divided into 4 groups, and each one was given a task. The tasks were lists of places that they had to walk to around University Drive near the workshop site. Additionally, each group was instructed to write down their observations of the pedestrian, bicycle, transit, vehicular, and land use conditions that they observed on their journey. The scenarios and worksheets can be found in Attachment 1. The following questions were asked:
 - How many bus stop locations are there? Is there room for improvement on the stops/shelter? If so, explain.
 - How many bus stop locations are there? Is there room for improvement on the stops/shelter? If so, explain.
 - How many bus stop locations are there? Is there room for improvement on the stops/shelter? If so, explain.
 - Are you able to bike/walk/drive between destinations using internal access streets without going to University Drive? How easy/difficult is it?
 - Are you able to bike/walk/drive between destinations using internal access streets without going to University Drive? How easy/difficult is it?
 - Are there safe access ways to and from the site as a bicyclist? How much bicycle parking is provided?

- Describe the range of land uses you see along your walk. Is there a mix of land uses that allow for a “park-once” environment?
- Do the setbacks make it easier, harder to access University Drive and the bus stop(s)?
- Do the setbacks make it easier, harder to access University Drive and the bus stop(s)?

3. PAC Members Report Back on Findings: Although they took different paths, the workshop members each reported similar findings. In general, they found that the walking areas were missing shading and cover for pedestrians, that the land uses catered more towards vehicles, and the development pattern of the built environment made it hard for pedestrians and bicyclists to get from University Drive to the adjacent land uses. That being said, there was generally enough time provided by during the walk phase to cross the street, although crossings were somewhat distant.

4. Policy and Built Form Discussion: JP Weesner (Kittelton) and Tara Salmieri (Planactive Studio) led a discussion regarding the policies that lead to the current development patterns as well as a representation of what the future could look like. These scenarios used pictures of the current development pattern and pointed out the issues regarding the pedestrian and bicycle environment, such as the lack of pedestrian crossing and connections; the lack of pedestrian scale lighting; the lack of shading from landscaping; the overabundance of parking; and long blank walls, among other things. Then, a rendering of the potential land uses and built environment was presented, completed with a description of the changes that could help to implement that vision. These included the addition of trees for shading; pedestrian paths through parking lots; infill development within parking lots; permitted seating on sidewalks; building buildings up to the road; requiring a transparency percentage on building walls; and adding pedestrian signage, among other things.

The existing roadway conditions on University Drive were also considered, along with some potential cross section alternatives. Currently, University drive has 12’ travel lanes, narrow sidewalks, narrow bike lanes, and little traffic calming. Alternative 1 considered narrowing travel lanes to 10 feet while widening sidewalks to 8 feet. A cycle track was proposed on both sides, and street trees were added. Alternative two also added bus only lanes running down the center of the roadway, and Alternative three added Business Access Transit lanes in the far right lanes on both sides of the road.

5. Conclusions / Takeaways: The final part of the meeting presented an overview of the conclusion sand takeaways from the workshop. Participants identified a variety of

observations and recognized that there are a variety of improvements that can be made for an area to become transit friendly-

- Build closer to the street
- Shaded areas for pedestrians and shelter from the rain (this day we were rained on!)
- Variety of land uses to offer choices
- Better pedestrian connections from bus stops to the retail, office areas
- Bicycle parking
- Safe walking connections to and from multiple sites

**ATTACHMENT 1:
Meeting Handouts**



University Drive Mobility Improvements Planning Study

Land Use Workshop

August 28, 2013 | 9:00 AM – 12:00 PM

Nova Southeastern University - Hull Auditorium

Health Professions Division Assembly Building

(Ask for Auditorium Location from Terry Building's Front Desk)

3200 South University Drive

Davie, FL 33328

Agenda Items:

1. Intro/Workshop Overview

2. Experience University Drive*

- Travel to site
- Assign bicyclists, pedestrians and automobile drivers
- Conduct worksheet exercise
- Walk portion of the University Drive Corridor

3. PAC Members Report Back on Findings

- Discussion on what was learned/experienced

4. Policy and Built Form Discussion

- Discussion on issues, by user group
- Discussion on how to address policies and/or regulations

5. Conclusions/Takeaways

***NOTE: Please wear comfortable clothes/shoes for site visit and bring umbrella (weather pending)**



University Drive Mobility Improvements Planning Study

Land Use Workshop



Land Use Workshop

- Introductions
- Workshop Overview
- Evaluating University Drive's Land Use
- PAC Members Report Back
- Policy and Built Form
- University Drive Alternatives
- Conclusion

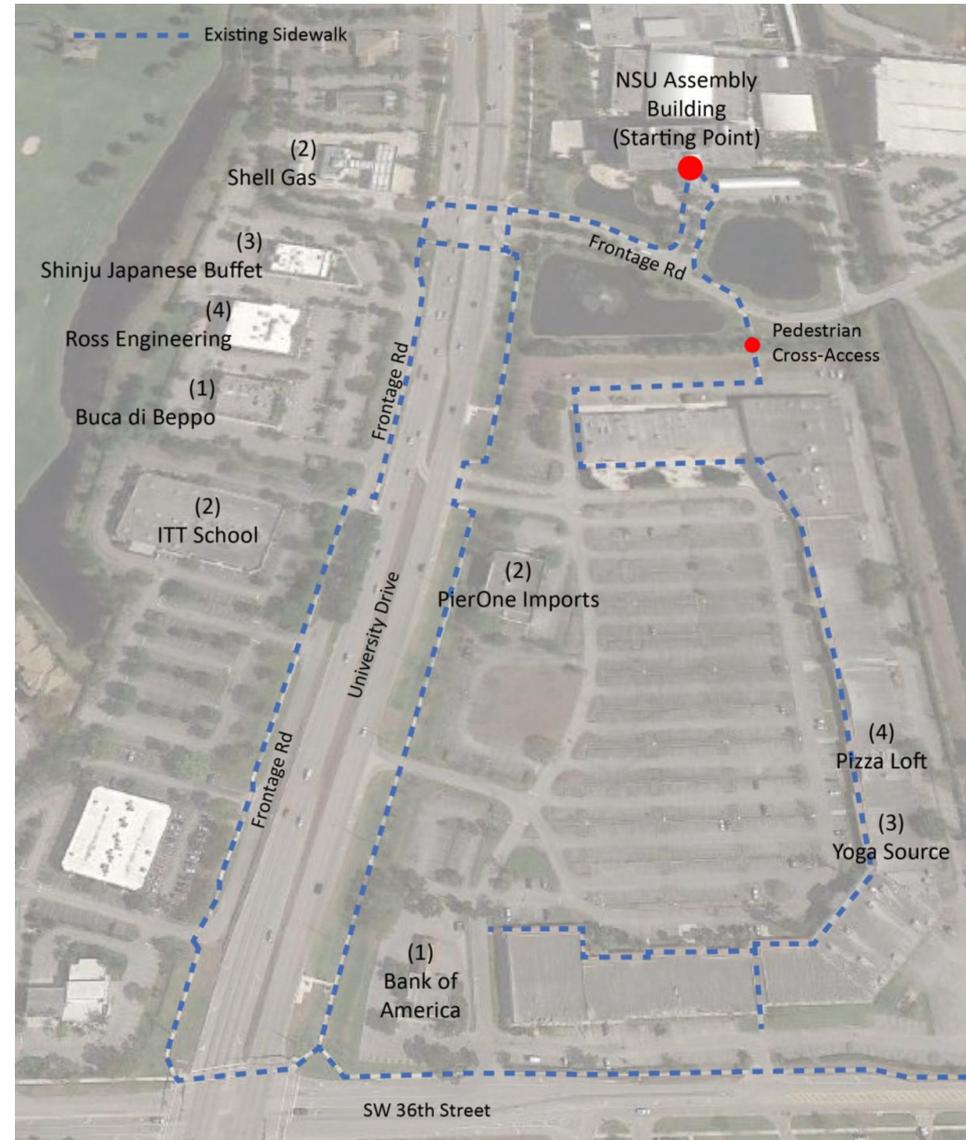


Group Exercise

broward **MPO**
metropolitan planning organization

Land Use Workshop – Group Exercise

- Scribe
- Map Reader
- Time Keeper
- Everyone Participates
- Spokesperson
- Take a few minutes –
determine your route(s)





Places to visit:

LAND USE WORKSHOP

Group _____:

Please answer the following questions based on your observations and experience.

Bus/Transit

How many bus stop locations are there? Is there room for improvement on the stops/shelter? If so, explain.

East Side: _____

West Side: _____

Is the bus stop easily accessible to pedestrians from either side?

East Side: _____

West Side: _____

Questions:

- Bus Stops/access to site
- Experience as a : Pedestrian, bicyclist
- Type(s) of Land Use- uses and form
- Building Features

Pedestrians

Describe the walk to and from each place you are visiting. Can it be improved? What could be provided to make the walk safe, enjoyable, and interesting?

East Side: _____



Report Back

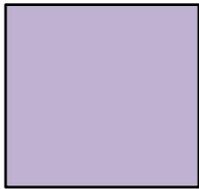
broward **MPO**
metropolitan planning organization



Built Form and Policy

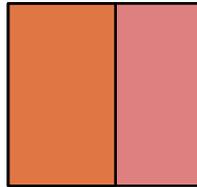
broward **MPO**
metropolitan planning organization

Context-University Drive



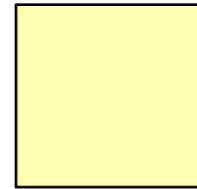
Centers

Land Use
Setbacks
Parking
Vehicular Standards
Pedestrian Standards
Building Features



Corridors

Setbacks
Parking
Vehicular Circulation
Pedestrian Circulation
Building Features



Neighborhoods

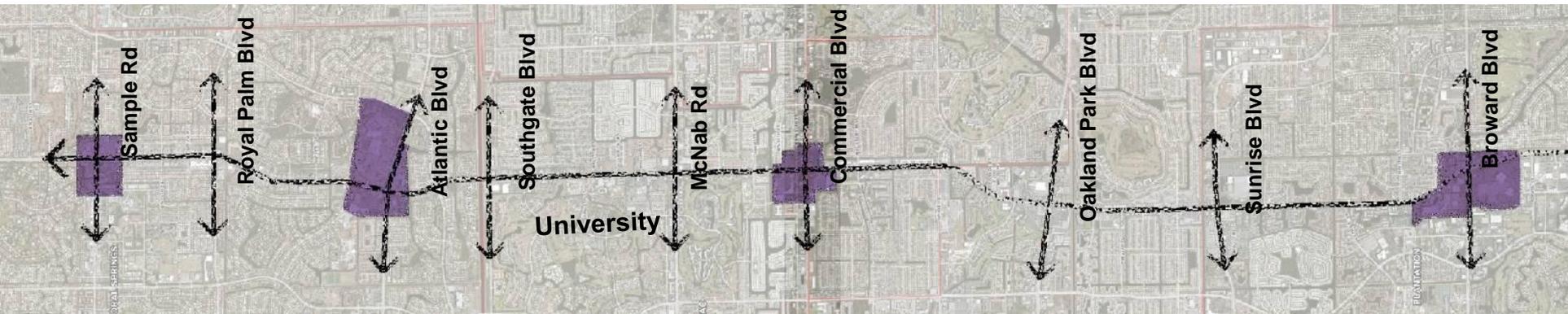
“Existing Policies”

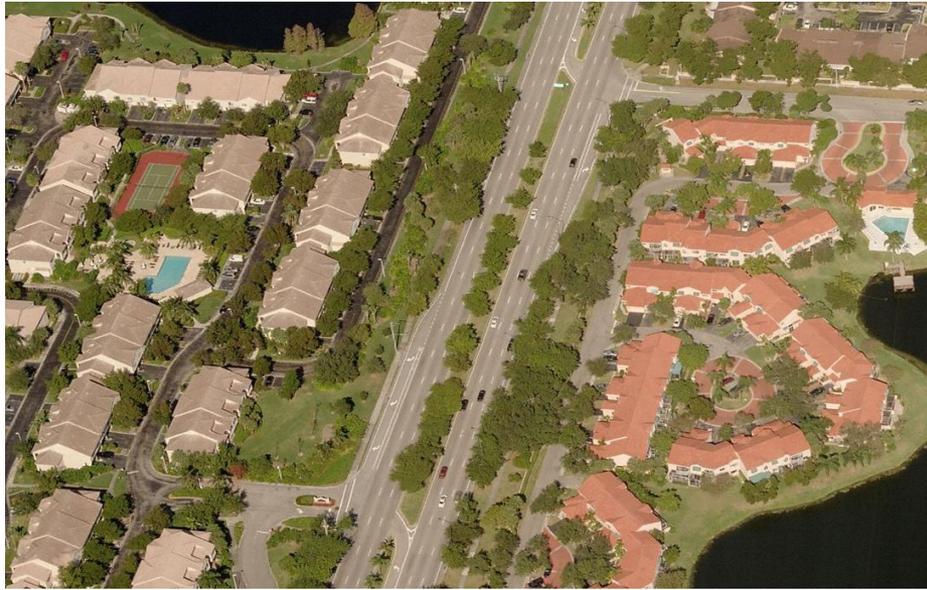




Observations:

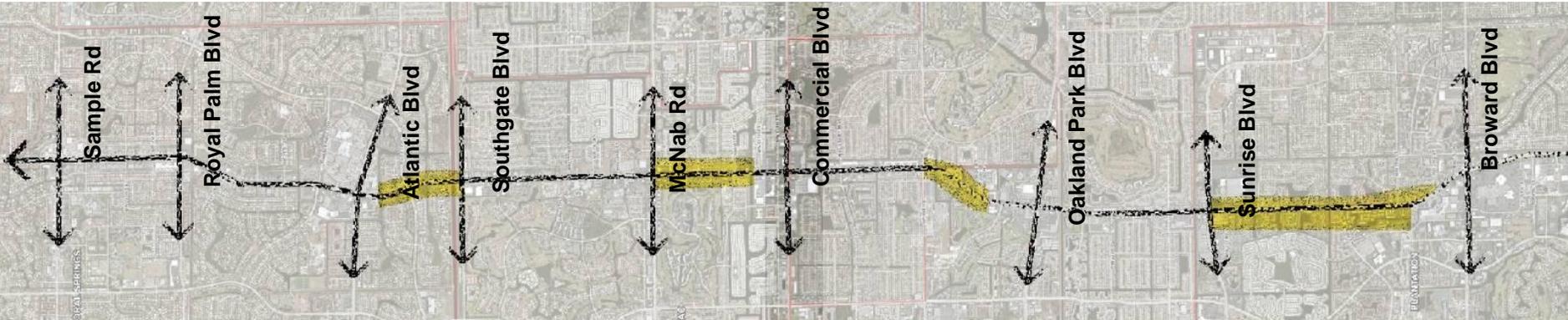
- Mix of recent and aging commercial
- Multi-Use Developments
- Variety of Setbacks, lot sizes, and uses on larger parcels of land

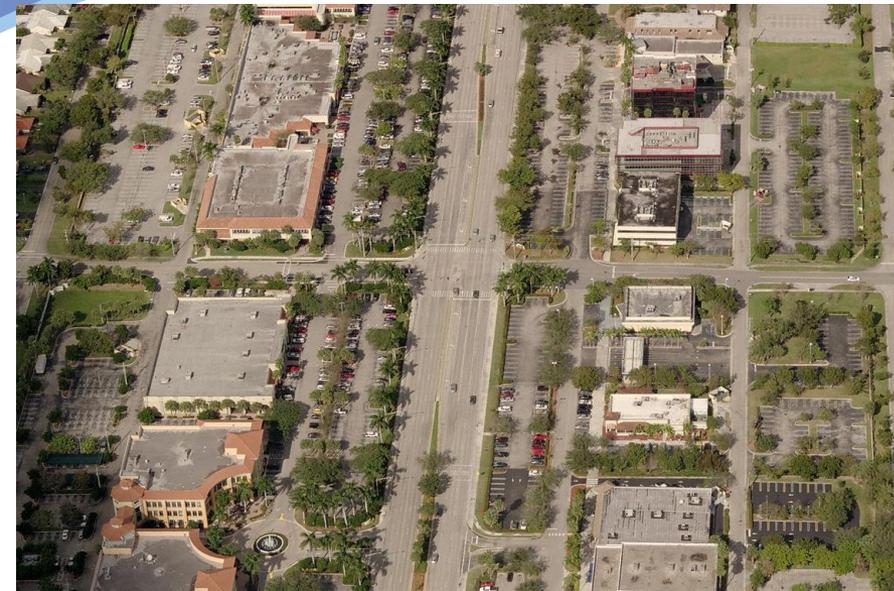




Observations:

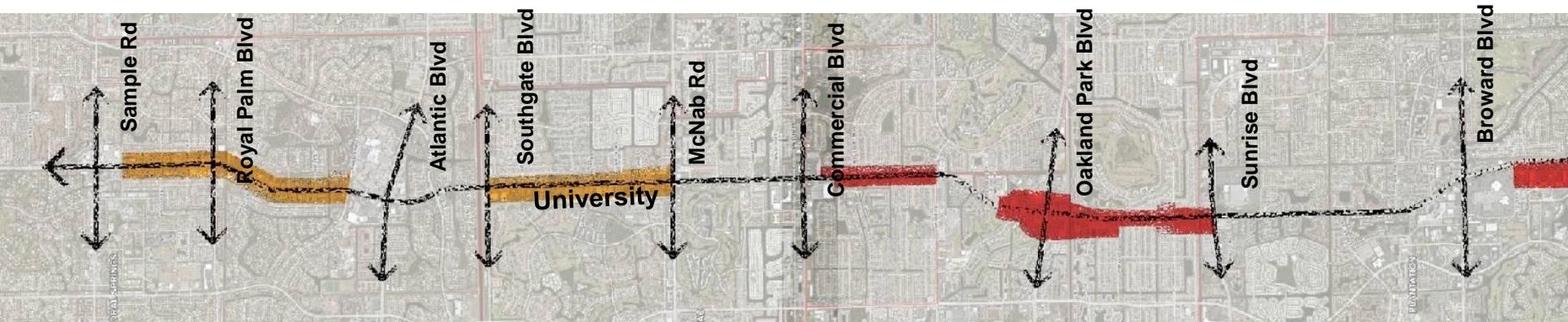
- Low to moderate density development
- Walkable (internal)
- Few or limited connections to adjacent centers and corridors





Observations:

- Neighborhood Serving Retail
- Smaller parcels/Older investment
- Shallow depth/setbacks
- Little or no connection with adjacent neighborhoods
- Limited to moderate walkability
- Low to moderate density development





Before/After Visualizations

broward **MPO**
metropolitan planning organization

Pedestrian Intersections: **Before**

Lacks pedestrian crossings

No pedestrian connections to University Drive



Lights are focused on parking lots

Missed opportunity for engaged place(s)

Landscape focus is to buffer vehicles



Internal crosswalks for pedestrian safety

Create connections for pedestrians to access to University Drive



Both vehicular & pedestrian scale lighting

Internal sidewalks create safe pedestrian circulation

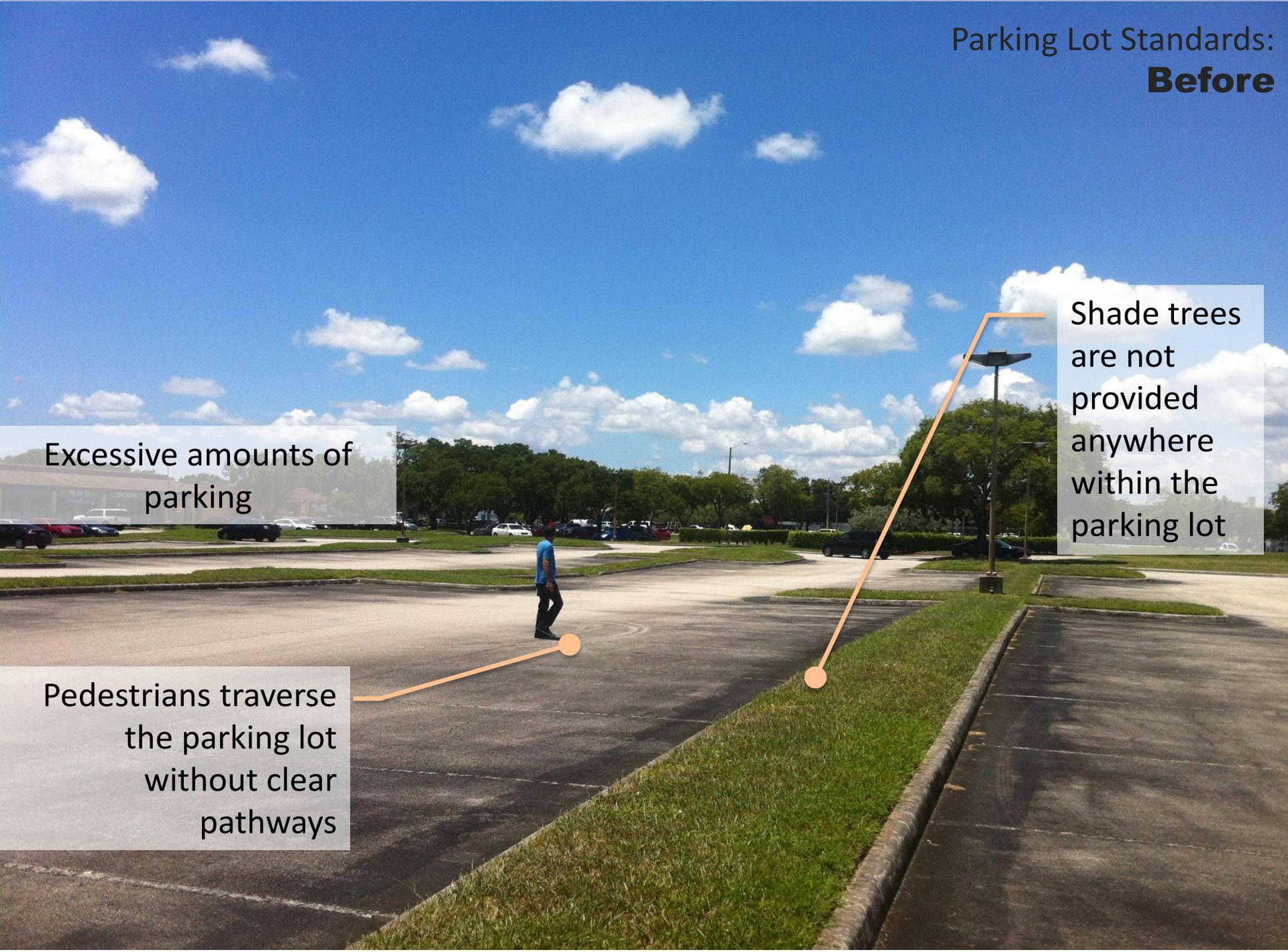
Additional landscape for pedestrians

Parking Lot Standards:
Before

Excessive amounts of parking

Shade trees are not provided anywhere within the parking lot

Pedestrians traverse the parking lot without clear pathways



Parking Lot Standards:
After



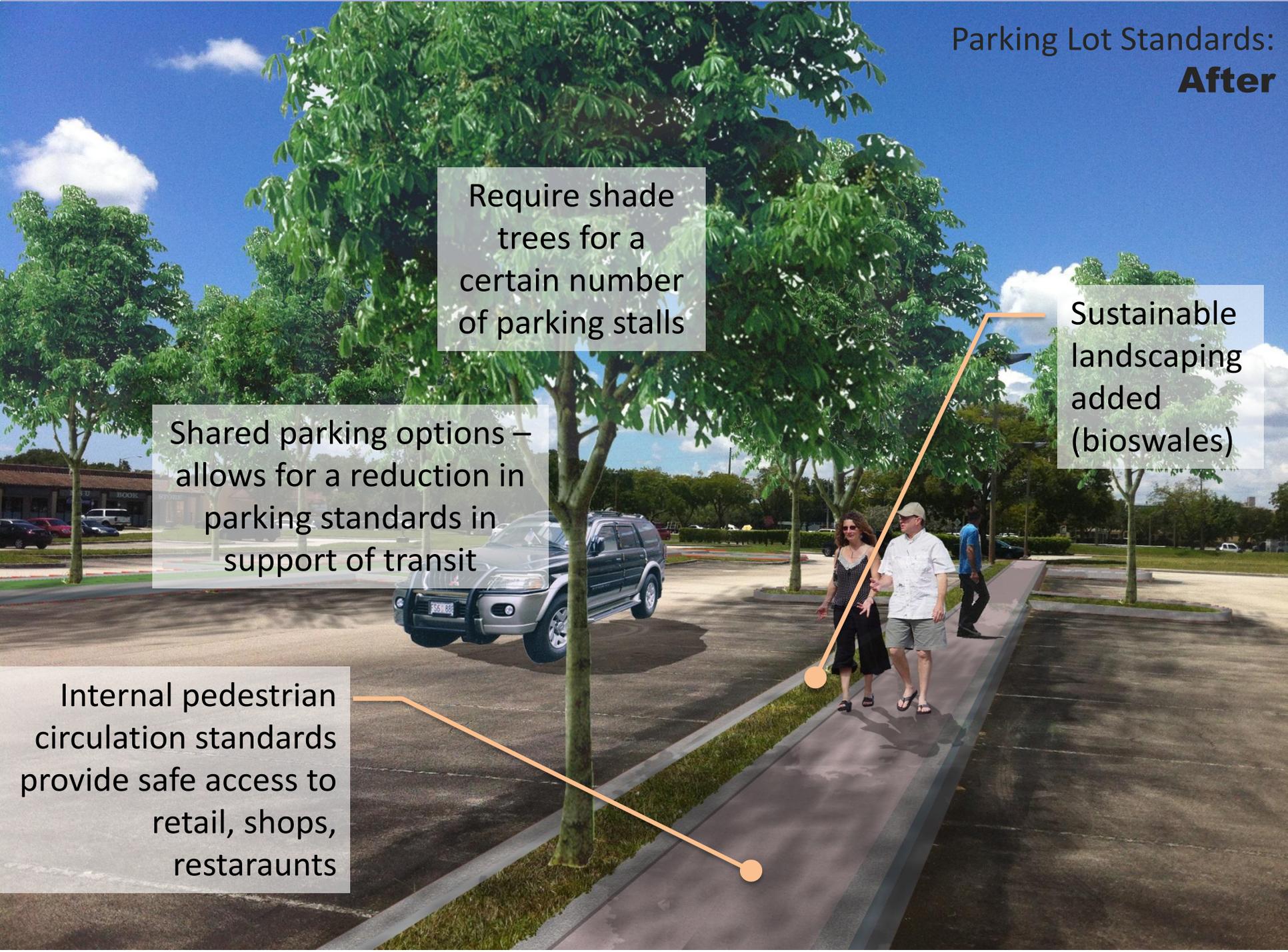
Parking Lot Standards:
After

Require shade trees for a certain number of parking stalls

Shared parking options – allows for a reduction in parking standards in support of transit

Sustainable landscaping added (bioswales)

Internal pedestrian circulation standards provide safe access to retail, shops, restaurants

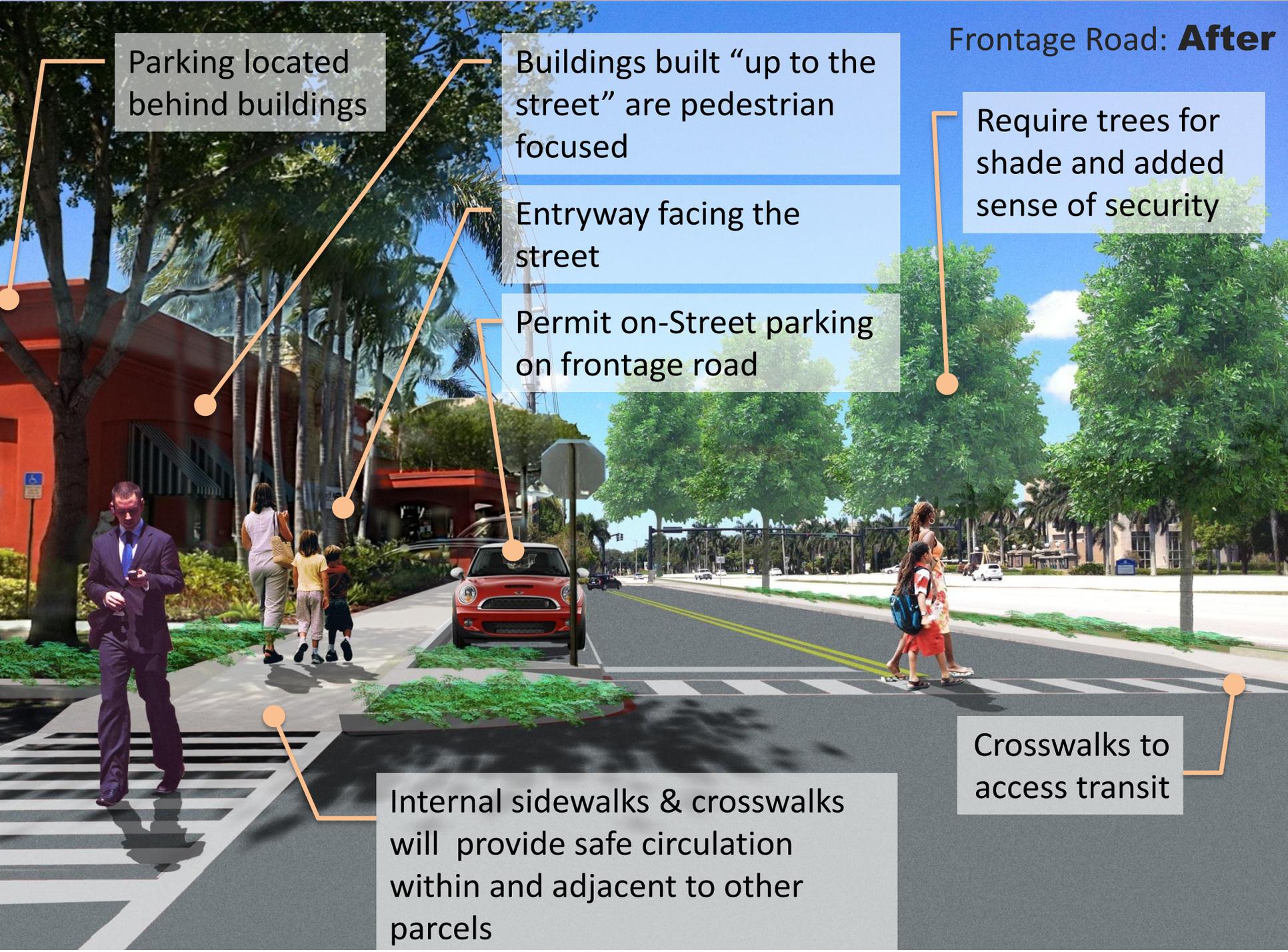


Frontage Road: **Before**



Frontage Road: **After**





Parking located behind buildings

Buildings built “up to the street” are pedestrian focused

Entryway facing the street

Permit on-Street parking on frontage road

Frontage Road: **After**

Require trees for shade and added sense of security

Internal sidewalks & crosswalks will provide safe circulation within and adjacent to other parcels

Crosswalks to access transit

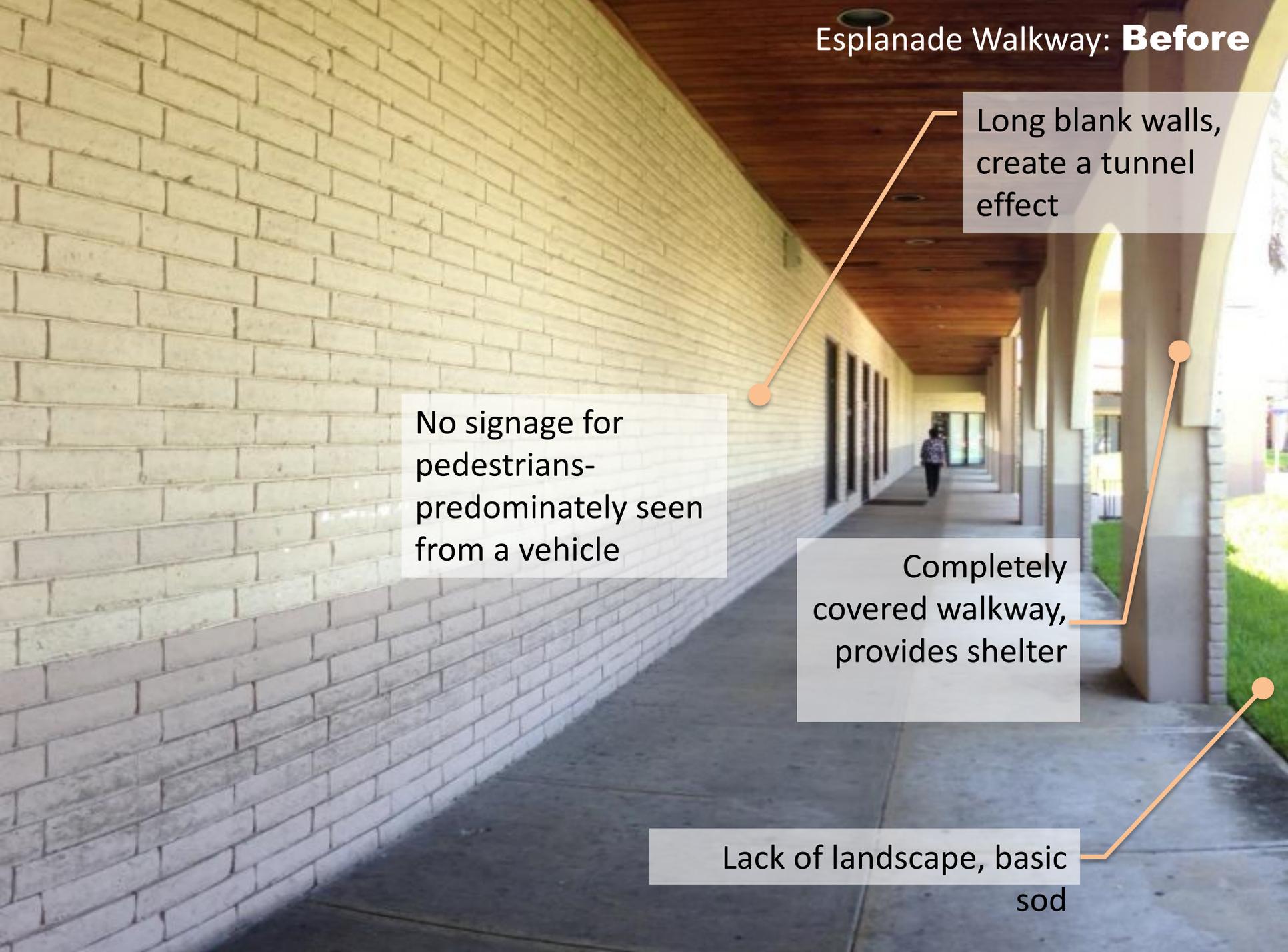
Esplanade Walkway: **Before**

Long blank walls, create a tunnel effect

No signage for pedestrians- predominately seen from a vehicle

Completely covered walkway, provides shelter

Lack of landscape, basic sod





BOUTIQUE
CLOTHING

SPECIALTY
COFFEES
AND
DESSERTS
Tiramisu
Cappuccino
Almond Chocoholic
Cakes

Require a percentage of transparency which contributes to the walking environment

Unique & varied façade treatments, break up the monotony of a large retail space

Permit seating to activate the environment

Sign boards attract pedestrians

Additional landscaping

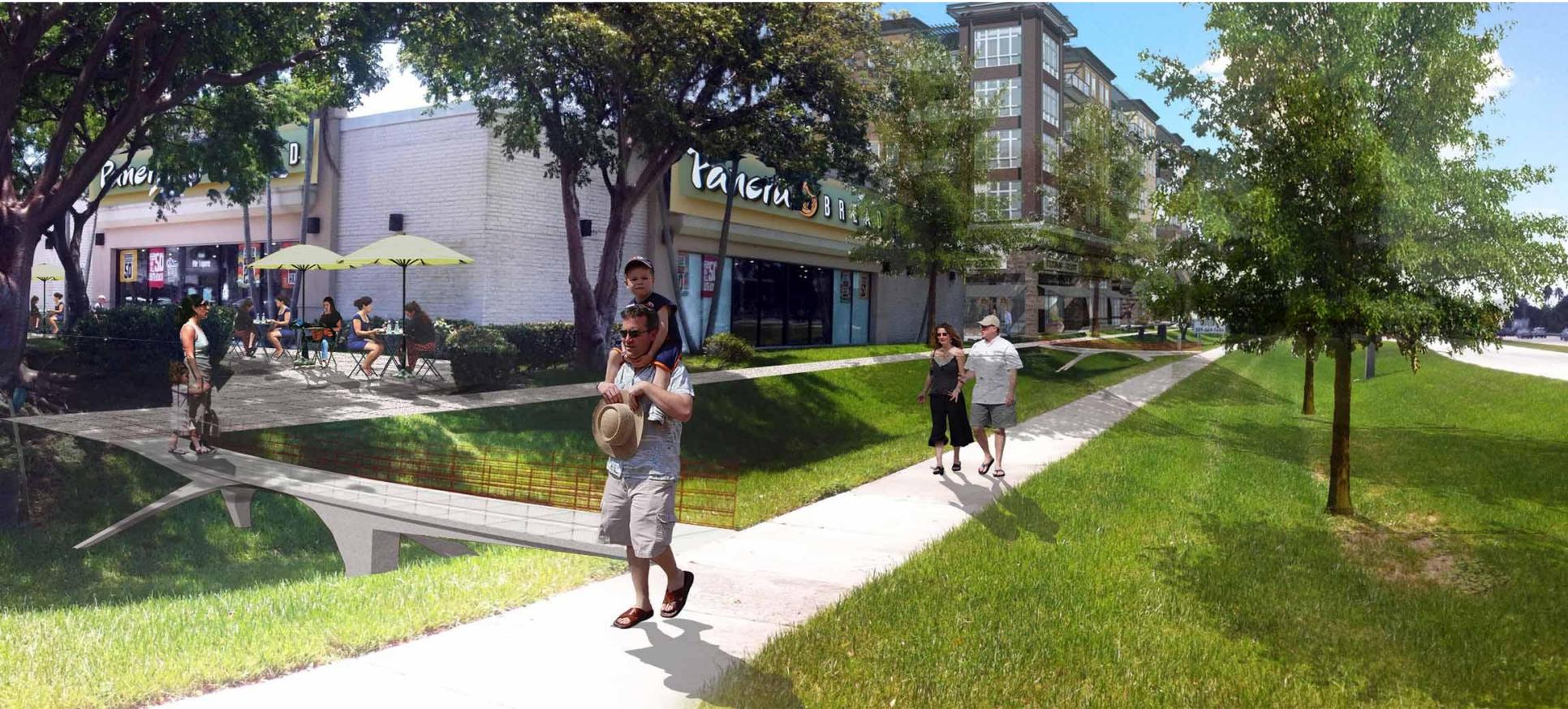




Difficult to access the sidewalk from the retail

Building fronts the street, entrance to the sidewalk

Lacks tree canopy, opportunities for shade



University Drive Frontage: **After**

Provide standards for sidewalk café's/outdoor seating

Multi-Use Buildings- apartments, retail and or office



Connections to University Drive that maintain existing stormwater design

Establish a "build to line"

Additional landscape options (within the R.O.W)

Typical Commercial Development: **Before**

Limited pedestrian access to buildings

Existing view sheds are not being used

Lack of pedestrian access to transit locations

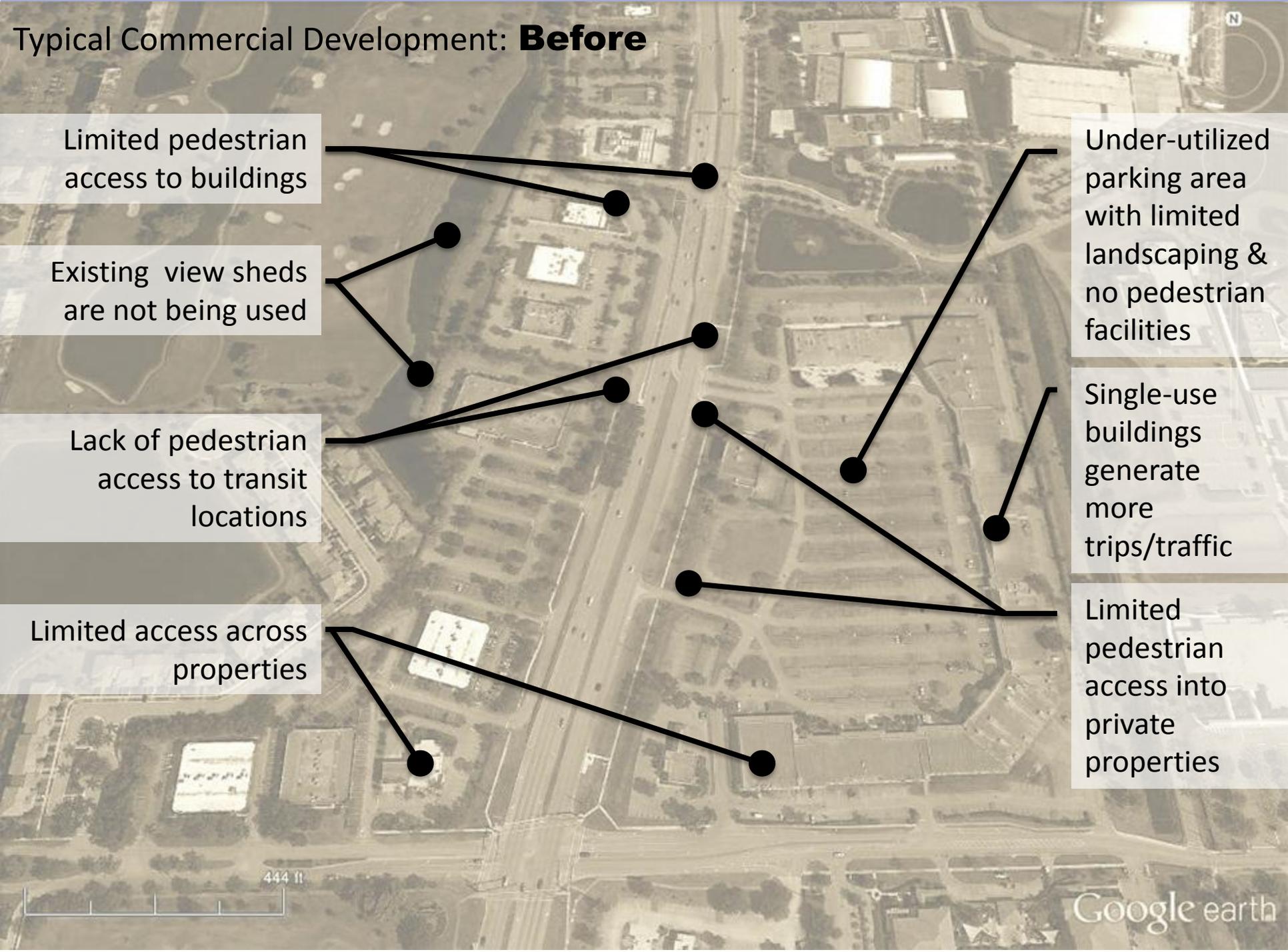
Limited access across properties

Under-utilized parking area with limited landscaping & no pedestrian facilities

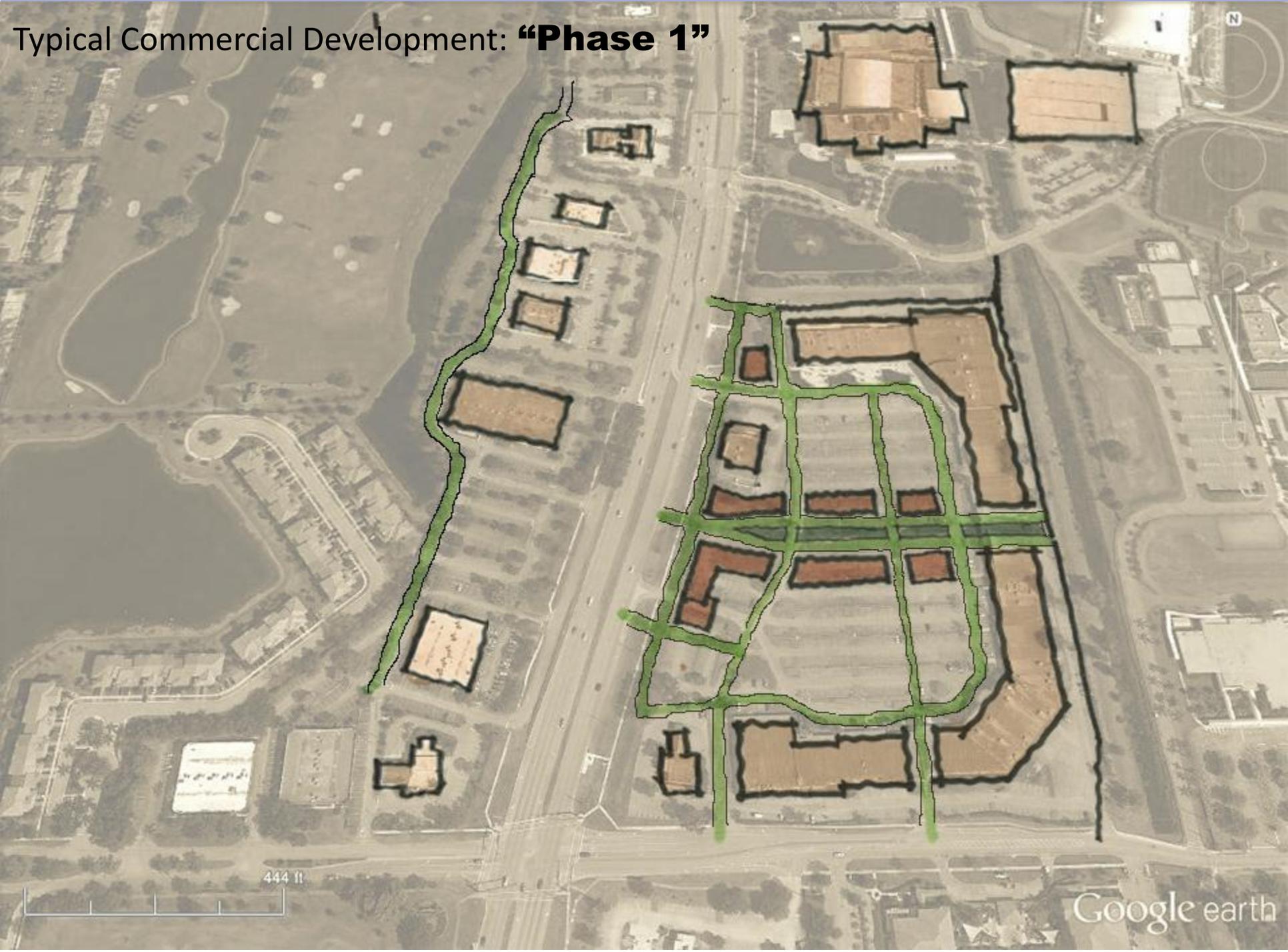
Single-use buildings generate more trips/traffic

Limited pedestrian access into private properties

444 ft



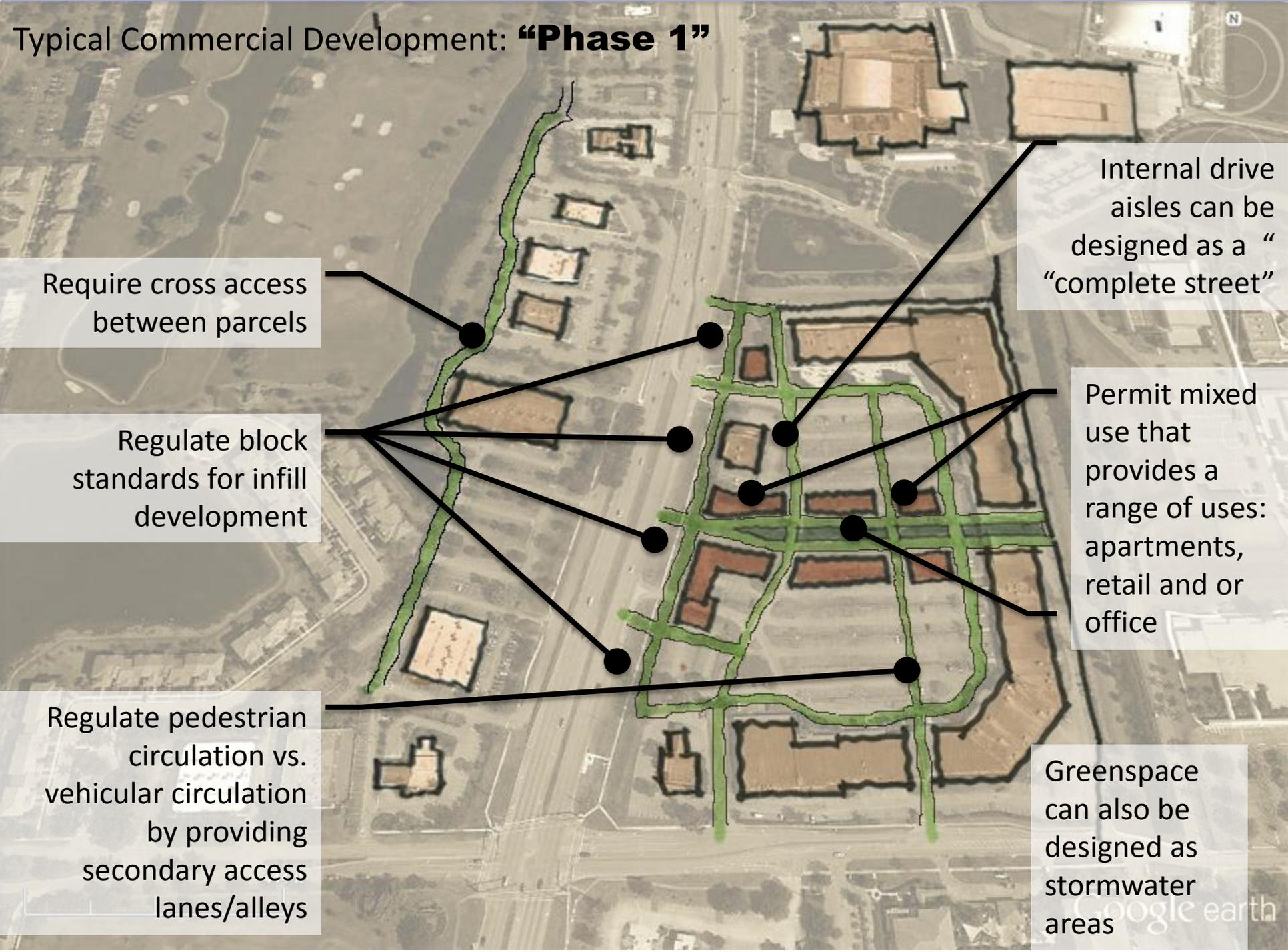
Typical Commercial Development: "Phase 1"



444 ft

Google earth

Typical Commercial Development: "Phase 1"



Require cross access between parcels

Regulate block standards for infill development

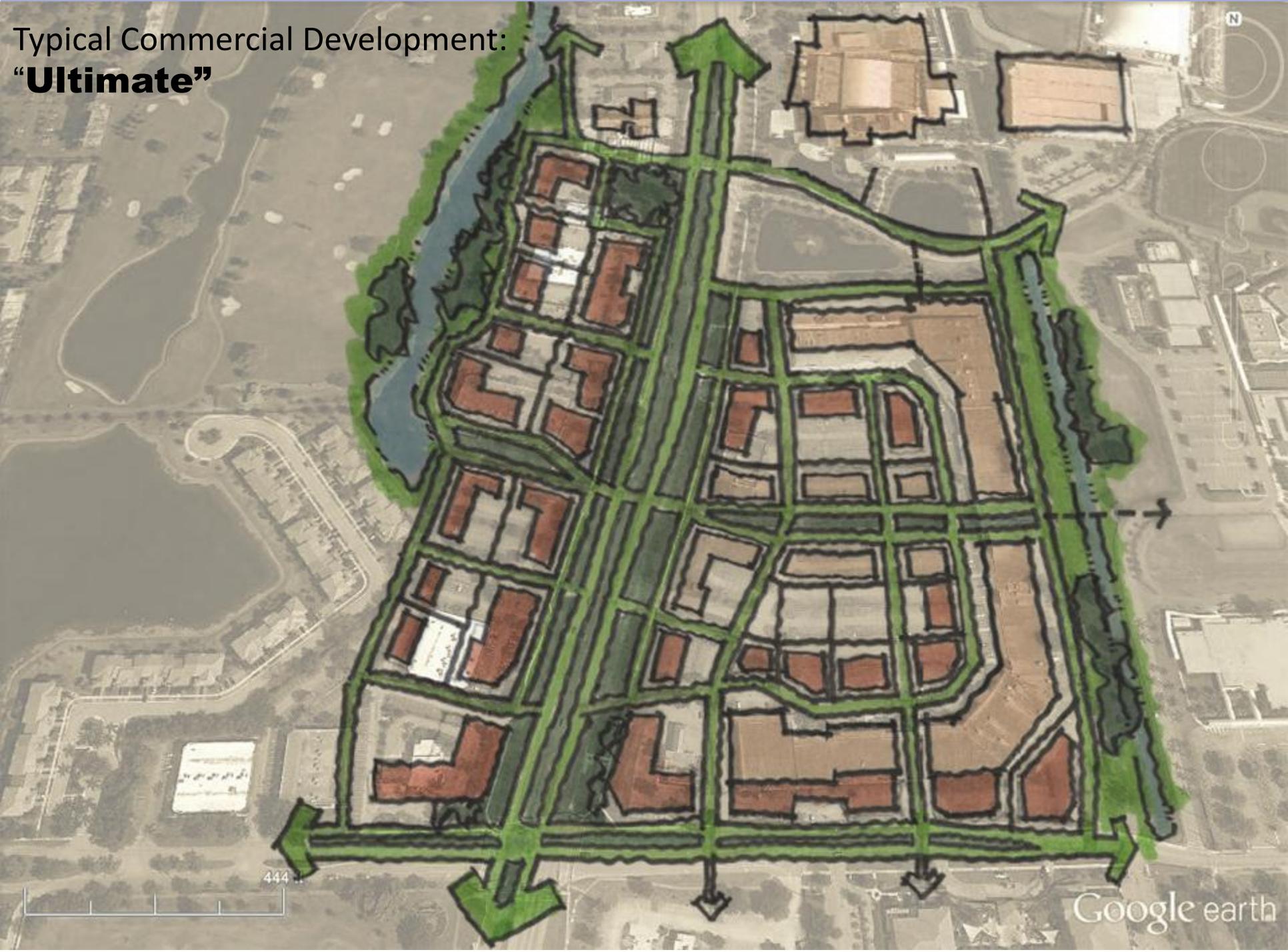
Regulate pedestrian circulation vs. vehicular circulation by providing secondary access lanes/alleys

Internal drive aisles can be designed as a "complete street"

Permit mixed use that provides a range of uses: apartments, retail and or office

Greenspace can also be designed as stormwater areas

Typical Commercial Development:
“Ultimate”



Typical Commercial Development: "Ultimate"

Redevelopment should take advantage of the scenic features

Greenspace requirements can provide for connections to existing water systems

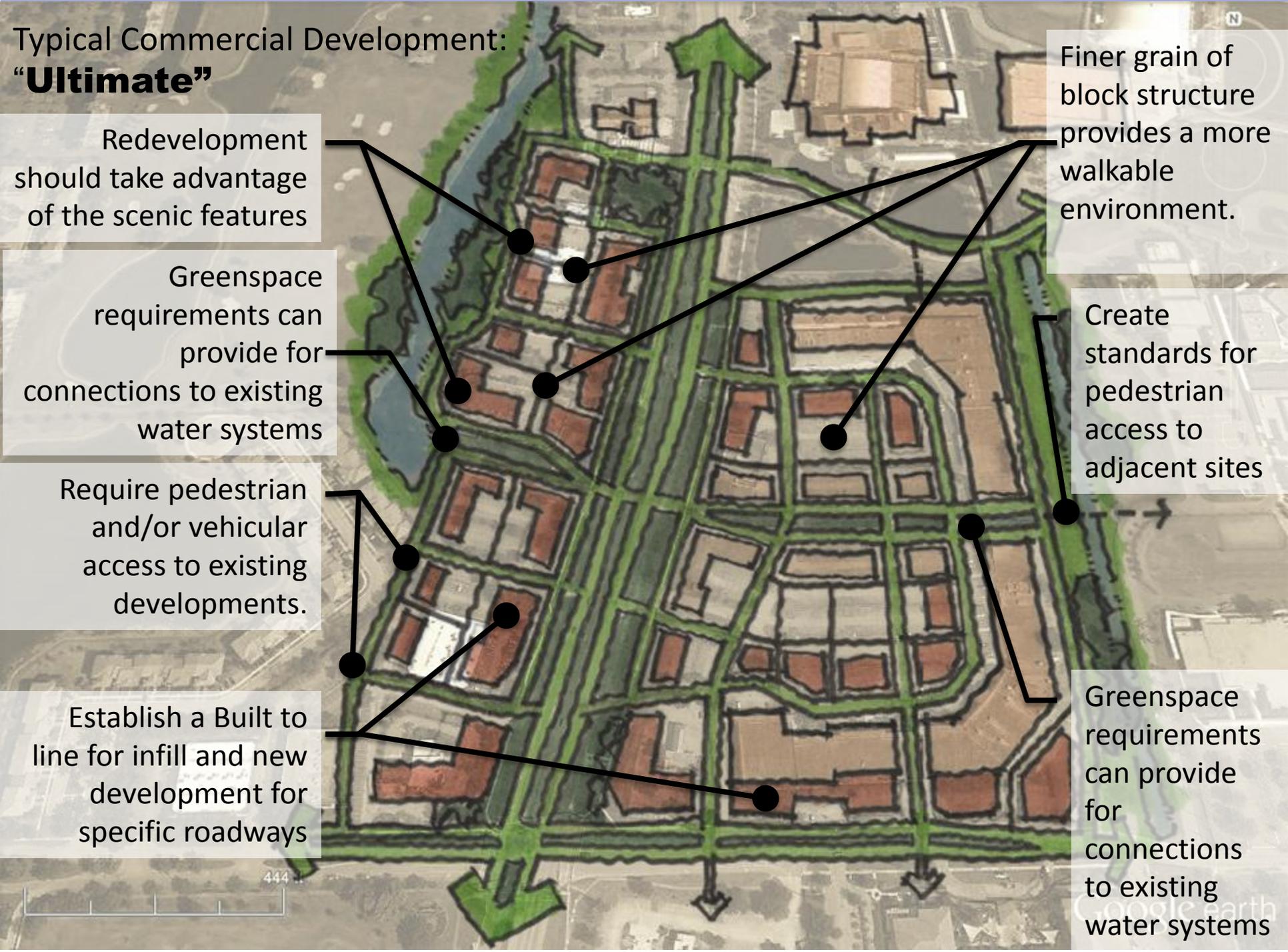
Require pedestrian and/or vehicular access to existing developments.

Establish a Built to line for infill and new development for specific roadways

Finer grain of block structure provides a more walkable environment.

Create standards for pedestrian access to adjacent sites

Greenspace requirements can provide for connections to existing water systems



444

	Cooper City	Coral Springs	Davie	Hollywood	Lauderhill	Miami Gardens
SETBACK (ROADWAY)						
Front Setback	Per the County's Trafficway plan 50'	Typically 65' from major roadways for parking, more for front of the building	Per the County's Trafficway plan 50'	Per the County's Trafficway plan 50'	Schedule E- Additional Requirements and provisions for specific uses, Sec. 2 Trafficway Setbacks 1(c) University Drive: 170' is the setback for all buildings within the area between the centerline of each street and setback line.	Varies by zoning district - 15' to 50'
PARKING REQUIREMENTS						
Min/Max Standards	Sec. 25-3, Off-street Parking required(g) minimum parking requirements are by land use	Sec. 250816 Amount of off-street parking sets min. standards	Sec 12-392 Parking and traffic circulation, f. off site parking incentive bonus allow properties to have a maximum of 60% of the required parking were cross access and parking agreements are executed. Sec 12-208, provides requirements for off-street parking	Article 7.2 Amount of required off-street parking	Schedule G- Minimum Automobile off-street parking requirements, set "minimum" only by land use.	Sec. 34-381. - Number of required off-street parking space requirements for all districts and uses establish minimum standards and not maximum
Location	No Requirements	The city has deed restrictions along major roadways for surface parking which are 65' from the property line.	No Requirements	No Requirements	Sec.9 Road and Parking Standards, 9.1 Primary roads- design standards "existing parking lots should be effectively screened from the street."	No specific requirements
On street	No Requirements	The code doesn't address, however the Urban and Landscape Standards provide dimensions but do not address if on-street parking can count towards meeting the parking requirements. Sec. 25081 size and character of required parking (2) parallel parking in permitted but may not count towards the required parking spaces, just supplemental. Engineering standards, pg 30 only recognize off-street parking	No Requirements	No Requirements	Permitted, 9.6 Parking and Access	Sec. 34-379, Location of parking facilities (b) On-street parking
Shared	No Requirements	Art.VIII, Off street parking, loading (l) shopping centers with a GFLA of 40k or more, owned by a single entity or subject to a cross access/cross parking agreements, may petition the city commission for approval of shared parking. The City's Urban Design guidelines also include provisions for shared parking-pg. 35	Sec 12-210 shared parking, submit a parking study to reduce parking requirements. Sec 12-392 Parking and traffic circulation, i. shared parking incentive bonus are permitted reduction in parking if the buildings are placed to the street	Only for the Downtown Community Redevelopment District. Permits and encourages shared parking, f.3 Shared Parking Requirements table	9.6, Parking and access "encourages sharing parking facilities across adjacent development blocks when uses are mixed within a building or project." However, no relief to parking standards are provided.	Sec. 34-387. - Shared parking. Table 4, Percent Demand for parking by use and time of day and permits a sliding scale of reduction in parking
Bicycle	Sec. 23-92.1 bicycle racks, requires a non-residential develop to include the location of bicycle racks appropriate in size to serve the non-vehicular needs of the proposed development, but doesn't provide standards to meet.	Development order for the Downtown CRA-(s) provide on-site bicycle storage facilities, along with consideration for shower facilities	No Requirements	4.6.G Downtown Community Redevelopment District standards C. General Development Regulations applicable to all districts (e) commercial developments, excluding hotel uses, may provide secure public bicycle racks and or storage at a ratio of one rack space per every twenty (20) required parking spaces. The bicycle racks shall be located within the property line and shall not encroach into the right-of-way. In exchange, these developments may reduce the respective parking requirement for that use by 5%.	Schedule P. Design Standards and Guidelines 4.7 Bikeways, requires proposed development to provide a minimum of 2 bike racks	Sec. 34-386. - Bicycle parking. A minimum of one bicycle rack with a capacity to hold at least five bicycles shall be provided on properties with 50 vehicular parking spaces or more. An additional bicycle rack shall be provided for each additional 50 parking spaces required, up to a maximum of three bike racks or 15 bicycle spaces. Bicycle racks shall be located adjacent to the primary building they are intended to serve, as close to the entrance as is practicable

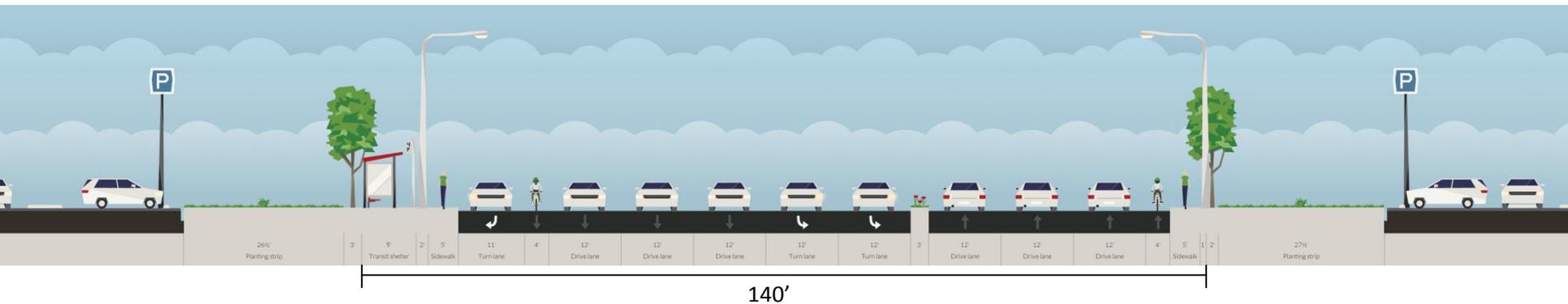


University Drive Alternatives

broward **MPO**
metropolitan planning organization

University Drive (existing condition)

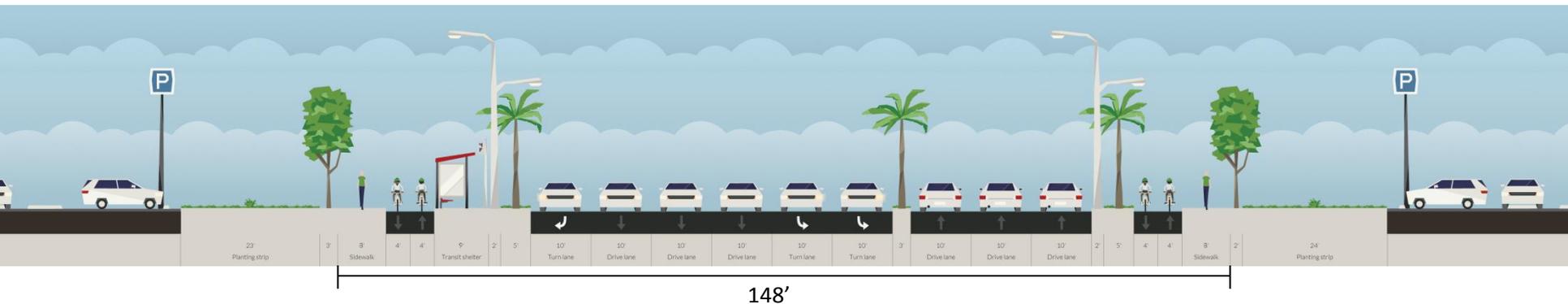
- 12' travel lanes
- Narrow sidewalk
- Narrow bike lanes
- Little traffic calming

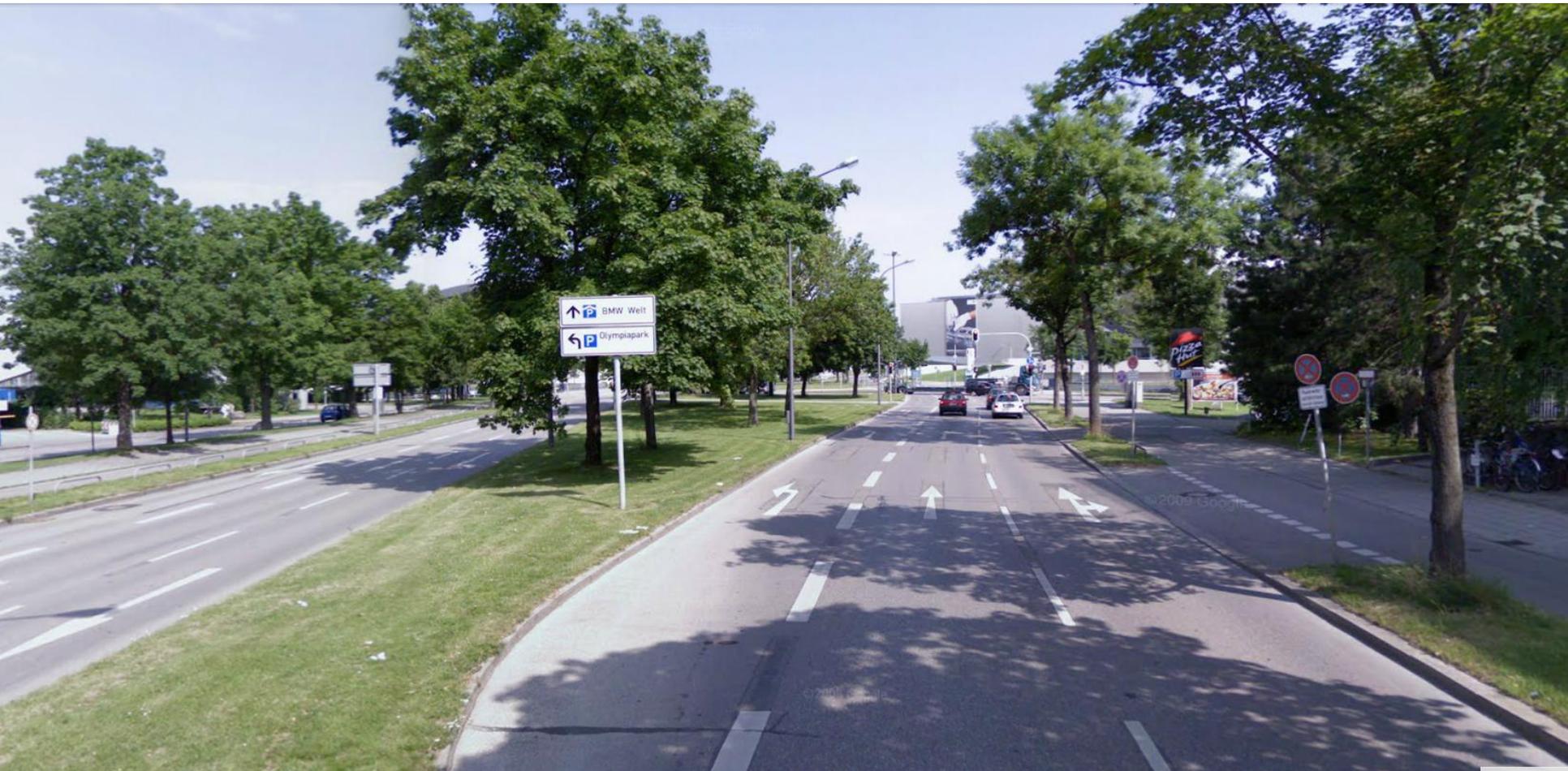




Alternative 1

- Narrower travel lanes (10 feet)
- Wider sidewalk (8 feet)
- Two-way cycle track on both sides
- Additional street trees

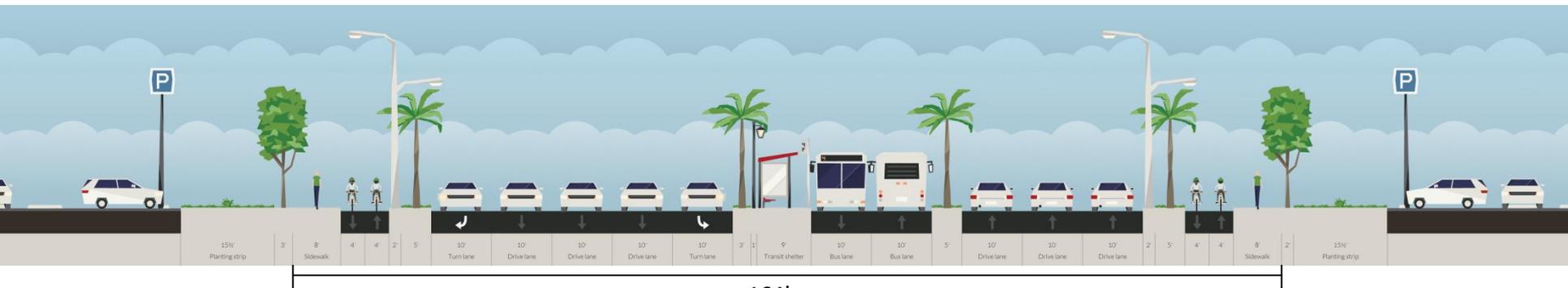






Alternative 2

- Narrow travel lanes (10 feet)
- Wider sidewalk (8 feet)
- Two-way cycle track on both sides
- Additional street trees
- Center-running bus lanes
 - Dedicated right-of-way
 - Reduce crossing distance





Alternative 3

- Fewer and narrow travel lanes (10 feet)
- Wider sidewalk (8 feet)
- Two-way cycle track on both sides
- Additional street trees
- Bus/right-turn lanes
 - Enhanced bus service
 - Reduce crossing distance





Conclusions

broward **MPO**
metropolitan planning organization