

CENTRAL BROWARD EAST-WEST TRANSIT STUDY

Visual and Aesthetics Technical Memorandum



July 2012



JACOBS

CENTRAL BROWARD



TRANSIT STUDY

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1.0 Overview

In accordance with the National Environmental Policy Act of 1969 (NEPA), the federal government considers the effects of any federal actions on the human environment. The Central Broward East-West Transit Study has taken into consideration such impacts in relation to the communities that border or are affected by the Study. The aesthetic quality and visual resources that comprise the physical features of these areas have been reviewed. Those features reviewed include:

- Landscaping
- Parks and recreation areas
- Agricultural areas
- Historic or other culturally significant resources
- Urban areas
- Water bodies and greenways
- Public facilities
- Business centers and office complexes
- Residential areas

While each municipality has its own distinct characteristics and sense of community, as shown in the following sections, the Central Broward East-West Transit Study actually provides an opportunity to tie all of these communities together, based on one cohesive transit system.

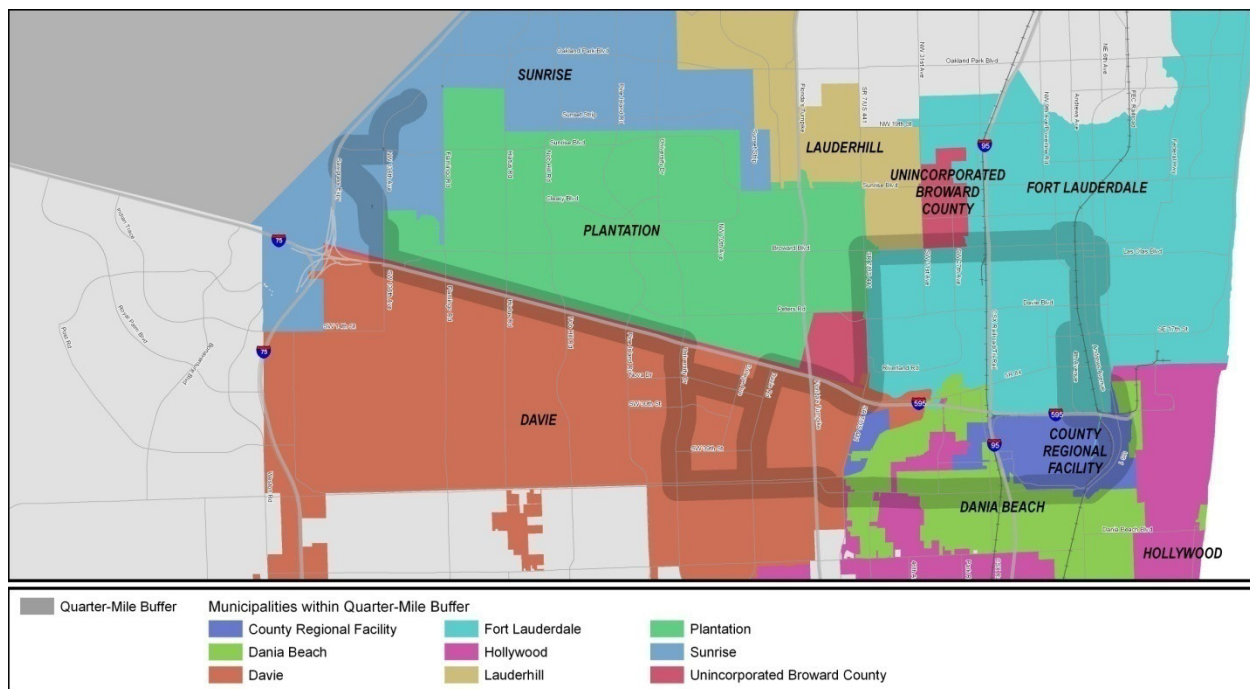
2.0 Existing Conditions Along the Corridor

For the purposes of evaluating the existing conditions of the communities affected by this project, a quarter-mile buffer was considered along the entire corridor. The following municipalities are within the boundaries of the quarter-mile buffer along the corridor, as illustrated in Exhibit 1:

- City of Dania Beach
- Town of Davie
- City of Fort Lauderdale
- City of Hollywood
- City of Lauderhill
- City of Plantation
- City of Sunrise
- Unincorporated Broward County

And, while not municipalities, portions of two County Regional Facilities are also within the quarter-mile buffer.

Exhibit 1: Municipalities within Quarter-Mile of the Corridor



2.1 Dania Beach



The City of Dania Beach is located in southeastern Broward County. Dania Beach comprises approximately seven square miles. The eastern part of the County where Dania Beach is situated is made up of low, sandy ridges, commonly referred to as flat woods. The vegetation that remains is mostly Pine, Palmetto and native grasses. These flat wood areas were made up of deep, poorly-drained, and nearly-level sandy soils. Many of these soils were originally used for truck crops, but most of the areas have been developed into urban uses. Agriculture is virtually non-existent within the City of Dania Beach, though

some eastern portions of Dania Beach consist of mangrove vegetation. While many of these mangrove areas are highly stressed, they are still protected through the permitting process of the Florida Department of Environmental Protection and the United States Army Corps of Engineers.

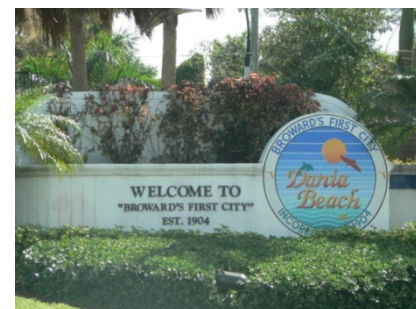
The existing mangrove communities east of Southeast 5th Avenue and east of the Fort Lauderdale-Hollywood International Airport do contain wildlife habitat. Through proper site planning controls and mitigation of any impacts to wetlands areas these habitats can be enhanced and provide for a more suitable habitat for the propagation of a greater variety of flora and fauna. Manatees are generally found in the New River Sound estuary and, to a limited extent, along Dania Cut-off Canal.

Parks, recreation, and open space areas are plentiful in Dania Beach. The City is home to various neighborhood parks including Brooks Park, located in the northwestern corner of the Griffin Road and US 1; Northside Garden Park, situated in a single-family neighborhood south of Griffin Road and west of US 1; Airport 10 Park, comprising a passive-style recreation area located west of US 1 and north of the Dania Beach Cut-Off Canal; Collins Elementary School, used through a lease agreement with the Broward County School Board for park and recreational benefits, includes a playground, two basketball courts and one ball field; and Modello Park, located west of Northwest Fourth Avenue and north of Dania Beach Boulevard, which offers picnic areas, a playground, swimming pool, a tennis court, two racquetball courts, one ball field, and three basketball courts.

Dania Beach also has community parks including Tigertail Park, a 3.93-acre recreation area located south of Griffin Road and east of Ravenswood Road and the Dania Beach, consisting of 26.5



acres that includes the Dania Fishing Pier, parking areas for beach users, pavilions for events, playground, volleyball, swimming, and picnic tables. There are landscaped sections along Griffin Road that also reflect the City's aesthetic appeal and greenery. A large sign at US 1 and Griffin Road demarks the gateway to Dania Beach and welcomes residents and visitors. Various billboards align Griffin Road in Dania Beach on both sides of the street, as well as bus stops and marked bus benches bearing advertisements of goods and services.

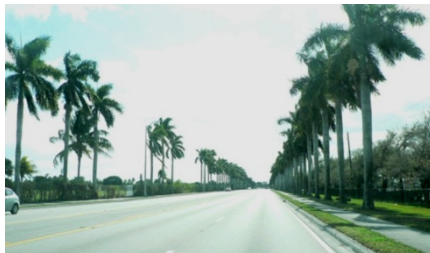


2.2 Davie

The Town of Davie is located just south of Plantation, southeast of Sunrise, and southwest of Fort Lauderdale. The Town of Davie is home to the South Florida Education Center, comprising Nova Southeastern University, Broward College, Florida Atlantic University, McFatter Technical Institute, and University of Florida. Fifty public parks and recreational sites serve the Town of Davie. There are both “Activity and Resource Parks”, with “neighborhood, community, and regional” service levels. “Activity Parks” are dedicated to active recreational pursuits such as baseball, soccer, and basketball. “Resource Parks” are dedicated to passive uses such as hiking, biking, horseback riding, and bird watching. The total acreage of parks in the Town of Davie is 1,834 acres. Thirty-seven parks are owned and maintained by the Town, five parks are leased by the Town and seven parks are owned and maintained by the State or the County. Six of those parks are “Regional” parks. The rest are “Community” or “Neighborhood” parks.



The Town is known for its extensive trail systems. The equestrian trails are located in the western portions of Davie, as that portion of the Town is more rural in nature, with extensive open space tracts. The recreational trails extend throughout the entire Town, and have been developed to be consistent with the Broward County Greenways Master Plan.



Dozens of palm trees align both sides of Davie Road, adjacent to the sidewalks, giving the area a strong environmental appeal and strong aesthetic quality. The strong western influence of Davie’s history is also apparent on Davie Road with offices, professional services buildings, and businesses housed in western-themed structures. Light fixtures and plantings align roads along medians that have trees, shrubs, and decorative fencing.



Town of Davie Regional Activity Center

Exhibit 2: Town of Davie RAC Location Map



The project corridor (either alignment chosen) goes directly through some portion of the Davie Regional Activity Center (RAC), as shown in Exhibit 2. The RAC Master Plan has different “Districts” with delineated guidelines, set forth in Section 12-32.500 in the Town of Davie Land Development Regulations. Depending on which alignment is chosen, the project may go through or be adjacent to any of the Districts, including the Research and Technology District West, Research and Technology District East, Educational District, Town Center District, and Downtown Neighborhood Districts. These District guidelines were delineated “to provide for the redevelopment of a multi-modal, pedestrian friendly and thoroughly interconnected mixed-use village that encourages significant regional development, while integrating the unique

values of each “District”. While the RAC guidelines generally address the definition of transit oriented development and streets, open spaces and connectivity, urban form, and residential densities, each District’s guidelines specifically addresses character, development patterns, and design requirements including permitted uses, density and intensity standards, site development standards, building frontage and massing, and parking requirements.

The Davie RAC also recognizes a number of “transit oriented streets”, two of which are included in the Central Broward Transit alignment: Davie Road and Nova Drive. The transit oriented streets, even within the individual Districts, are treated differently than other streets. Special treatments include minimum first-story floor heights and accommodations, ground-floor street frontage, and pedestrian passageways.

Once the alignment is chosen the study team would work to ensure that the distinct development patterns and guidelines for each District and transit oriented street will be met.

Griffin Road District

Should the Griffin Road option be chosen, the alignment falls directly on Griffin Road and would therefore be subject to the Griffin Road Corridor District Ordinance 2000-07 Design Standards. The Griffin Corridor Architectural Design Manual (2001) illustrates the architectural elements (building, lighting, and signage) desired along the corridor (specifically either the traditional frame architecture or the Davie Western Theme Architecture), and any shelters and stops would be subject to such treatment. Some of the features of traditional frame architecture include metal pitched roofs, heavy eaving, and wood siding. Features of the Davie Western Theme include a stepped façade and a bracketed cornice.



Traditional Davie Western Theme Architecture.

2.3 Fort Lauderdale

The City of Fort Lauderdale is home to a number of neighborhoods and small communities with distinguishing characteristics, including Poinciana Park and Croissant Park. The landscaping appears neatly manicured along medians and sign facades located at entries to neighborhoods and areas. There are several historic buildings located along Andrews Avenue such as the South Side School. There is a colorful mural located near the intersection of Brickell Avenue and Broward Boulevard that accentuates the downtown area, comprised of high-rises within the downtown area. The Museum of Discovery and Science and Himmarshee Street also provide aesthetic character to downtown.



The City is responsible for nearly 1,000 acres of public land ranging from the smallest areas of open space and greenery to large multi- or special-purpose facilities. This encompasses overseeing 17 urban open spaces, 37 neighborhood parks, 18 school parks, 10 community parks, 3 large urban parks, and 14 special use parks/facilities. In addition, the City maintains other areas of municipal property including office buildings, streetscapes, public utilities, fire stations and parking lots.

The City places great value in open space and recreation areas, as outlined in the comprehensive plan. Fort Lauderdale has six classifications for open space and recreation, for which inherent aesthetic or leisure-oriented value is placed: urban open space, neighborhood parks, community parks, school/parks, large urban parks, and special use parks/facilities.

Most preservation efforts in Fort Lauderdale have focused on the New River Inn area, an area containing a cluster of early 20th century residential and commercial buildings associated with the pioneering Bryan family. Public and private sector groups sponsored three important preservation projects in this area in the early 1970s. In 1987, the Sailboat Bend Civic Association formed a Historic Committee, which developed a Study that provided the basis for creation of the Sailboat Bend Historic Overlay District historic district. In 2003, the City undertook the update of the six existing surveys of historic properties, and completed that project with assistance from a consultant. The original surveys, conducted between 1977 and 1993, covered over 1,000 properties in the central portions of the City. The updated surveys show that approximately one-third of the buildings and structures identified as potentially being eligible for historic designation in the original surveys have been demolished. The new surveys recorded a total of 669 sites in Florida Master Site Format.



Fort Lauderdale is also home to Riverbend, a planned six million square-foot mixed-use Transit Oriented Development, located at Broward Boulevard and I-95, just west of the City's downtown. The development encompasses 100 acres and is proposed to include 3.5 million square feet of office space, 800,000 square feet of retail space, and 1,200 residential units, as well as 500 hotel rooms.

Southeast 4th Avenue, a long stretch of road being considered for the corridor on the east side of the Study area, has a distinct neighborhood feel, lined with sidewalks, landscaping, and trees on both sides of the street.



The City of Fort Lauderdale and its communities take advantage of the understanding that signage is a strong wayfinding device, giving each individual community its own identity. Signage demarcating neighborhoods can be found throughout the City of Fort Lauderdale, along the corridor and in adjacent communities.



2.4 Hollywood

The City of Hollywood is surrounded on three sides by seven cities and some unincorporated areas. Fort Lauderdale abuts Hollywood's northern boundary in Port Everglades. Dania Beach adjoins Port Everglades on the west side and also extends down along Federal Highway to Sheridan Street in Hollywood. The Town of Davie abuts Hollywood's northwestern corner.

Recreation and open space lands located within the City of Hollywood are diverse and support a wide range of facilities and amenities. The City maintains approximately 785 acres of park and open space 56 parks, including 13 community centers, 5 sports complexes, 3 golf courses, 1 tennis center, 1 community pool, and 3 outdoor amphitheaters. Additionally, there are approximately 2,039 acres of County and State-owned and operated recreational facilities available to the public, as well as four privately-owned golf courses open to the public, totaling 393 acres. In addition, the City has immediate access to countless acres of natural water features such as West Lake, the Intracoastal Waterway and the Atlantic Ocean. The Fort Lauderdale-Hollywood International Airport is not within the jurisdiction of the City of Hollywood, however the airport is within close proximity of the City, and airport activities do create a significant impact on the City of Hollywood's economy and development.

The City of Hollywood does have established Design Guidelines for historic properties and districts. The goal of these guidelines is to assist owners with recommended approaches to additions, alterations, and design for new construction supporting both historic districts and individual sites. However, none of these historic districts lie within the study area.



2.5 Plantation

The City of Plantation is surrounded by the cities of Davie, Lauderhill, Sunrise, and Fort Lauderdale and is a non-coastal community with no bays or estuaries.

The City has adopted a Landscape Program, for which it has been recognized for 27 years as Tree City USA, by the National Arbor Day Association. Such designation is given to cities that spend a minimum of \$1.00 per capita for tree planting or other green activities. One example of the City's successful program is the lush landscaping comprised of trees and shrubs that can be seen across medians on State Road 7 corridor. The City has a landscape ordinance, requiring a 30 percent minimum impervious surface ratio for all building projects. Additionally, any commercial and multi-family development located on major roadways must have trees planted.

The City's light fixtures and signage appear to be customized to allow for a hometown feel to the community. The welcome sign to the City is made of concrete blocks, as well as several bus shelters at or near SR 7. There is also an arch to the entrance of an office sector that houses the Plantation Professional Center. The residential and commercial areas are well-maintained and include clinics, retail stores, and the Shoppes at Grove East, a mixed-used development in the City.



The City of Plantation has adopted a Neighborhood Design Element to its Comprehensive Plan, thereby securing that aesthetic consistency and unique residential character are maintained throughout the community. Among the goals for Plantation has been to protect the rural residential character of the Plantation Acres community, as well as develop a pedestrian/equestrian trail along Flamingo Road and 112th Avenue, linking the west and east to the equestrian center. The west side of Plantation Acres has a horse trail and berm alongside Flamingo Road, where access breaks have been prohibited.

The City of Plantation houses the Plantation Midtown District, including a business, residential, and cultural activity center. The City continues to support planning for and the further development of a cultural arts center, as well as an internal transit system.

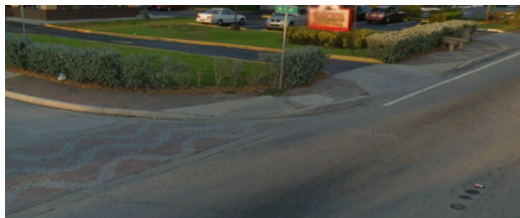
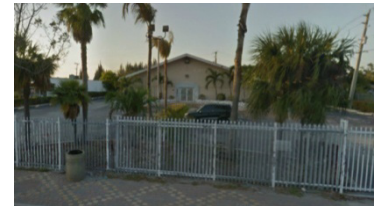
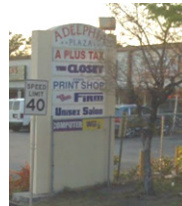
Pertaining to the City's conservation, the New River Canal, located along the southern boundary of the City, is considered a major drainage water body of the South Florida Water Management system. There are numerous lakes and ponds within the City boundaries that have been developed to serve residential development and smaller drainage canals located throughout the city connect to the New River Canal.



2.5 Lauderhill

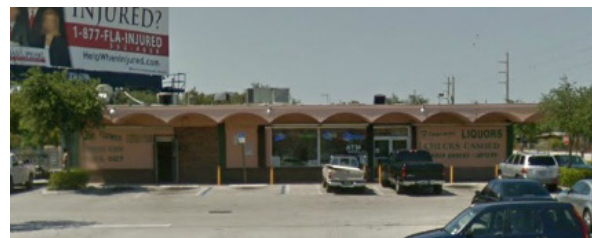
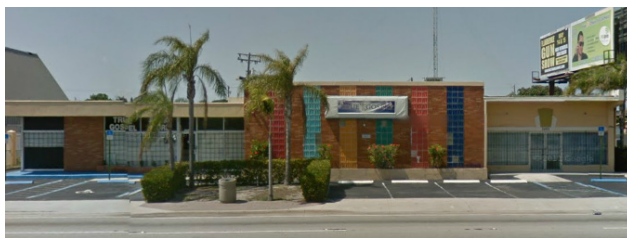
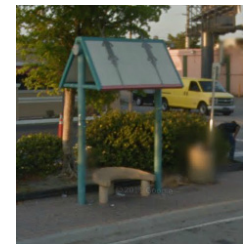
A small portion (approximately $\frac{3}{4}$ of a mile) of the City of Lauderhill lies within a quarter-mile of the corridor along Broward Boulevard between SW 38th Avenue (just east of SR 7/US 441) and SW 31st Avenue. The major commercial developments are located in central Lauderhill, which is approximately one mile north of the study area. The portion of Lauderhill within the quarter-mile buffer of the corridor is primarily residential with the exception of those properties fronting Broward Boulevard and municipal facilities (Broward Estates Elementary School and Parkway Middle School) which are set back five blocks from Broward Boulevard. Those properties fronting Broward Boulevard are primarily strip malls and include commercial uses (shops, package stores, restaurants, night clubs, and fueling stations), religious institutions, and a few vacant lots.

Low billboards scatter the skyline of this small area of Lauderhill. No apparent design guidelines dictate the use of commercial signage. The occasional fencing of properties, both vacant and occupied, unfortunately interrupts the continuity of the area.



Urban design elements include brick patterns in the sidewalks that are mirrored in the crosswalks. The center medians do provide streetscaping (though little tree cover) and pedestrian crossing access. Also, signs for each individual neighborhood can be found on almost every road intersecting Broward Boulevard in this small area.

One of the unique elements in this small part of the corridor is the distinct but subtle usage of the architectural style found in some of the commercial buildings scattered on Broward Boulevard. These buildings reflect the “Googie” style, whose characteristics include upswept roofs, curvaceous, geometric shapes, bright colors, and bold use of glass and steel, reminiscent of streamlined Space Age designs. This style is also reflected in some of the bus shelters.



2.6 Sunrise

The City of Sunrise is home to various business parks, including Sawgrass International Corporate Park and Sawgrass Technology Park, as well as Sawgrass Mills Mall and the Bank Atlantic Center. Sawgrass International Corporate Park is comprised of Class “A” Office and Office Suites. Sawgrass Technology Park (Harrison Park) is a Local Activity Center that allows for 1,650 high-rise units, 100 townhome units, 285,000 square feet of commercial area, a 300-room hotel, 1,615,000 square feet of office space, 140,000 square feet of industrial space, and five acres of parks and open space. Sawgrass Mills Mall is a super-regional indoor/outdoor mall with over 350 stores and 12,000 parking spaces. The Bank Atlantic Center is a 139-acre site supporting an arena and over 7,000 parking spaces.



Landscaping in the area is composed of well-maintained trees, shrubs, hedges, and other plantings along medians and sidewalks. There is lush greenery along Panther Parkway, where flowers and hedges adorn the neatly landscaped medians. There is adequate and large signage located throughout the various office parks, enhancing the look and feel of the professional plazas throughout the professional park.



The City’s planned Transit Oriented Development (TOD) is the Metropica complex, which will be comprised of mixed-use development with 2,500 units of residential high-rise, 300 units of residential townhomes, 785,000 square feet of office space and 485,000 square feet of commercial space. Metropica was designed on the principles of human modernism, an approach that seeks to create new cities as places that are reflective of their times. The concept behind this mega complex was to create an environment for people to live, work, and play – all in one place. Westerra, the Local Activity Center located on the southwest corner of Sunrise Boulevard and 136th Avenue, encompasses the above mentioned Sawgrass Technology Park. The site is approximately 100 acres. Sawgrass Technology Park is primarily industrial and office space.



While the Local Activity Center has no architectural design standards, the City of Sunrise has established design guideline principles, in an effort to ensure that TODs possess the design features that promote and enhance pedestrian mobility, including connectivity to regional transit stations. These features include the following characteristics:

- Transit stops integrated with shelter or station (within the TOD area);
- Public plazas, urban open space or green space/pocket park uses that are accessible to the public, must be provided as an integrated component within a TOD;
- Five-foot wide (consistent with ADA requirements) pedestrian and bicycle paths that minimize conflicts with motorized traffic and are adequately landscaped, shaded and provide opportunities for shelter from the elements;
- Buildings should front the street (zero or minimal setbacks are encouraged);
- Vehicle parking strategies that encourage and support transit usage (such as parking that does not front the street, shared parking, parking structures, and/or reduced parking ratios);
- Streets, both internal and adjacent to the TOD, should be designed to discourage isolation and provide connectivity (such as streets in a grid pattern).

2.7 Unincorporated Broward County

If the Broward Boulevard option is chosen then the project will travel adjacent to two portions of unincorporated Broward County. These areas include Broadview Park and a group of smaller neighborhoods (Boulevard Gardens, Washington Park, Franklin Park and Roosevelt Gardens). Broadview Park is generally bounded by Peters Road to the North, SR 7 to the east, I-595 to the south, and SW 54th Avenue to the west. The grouping of smaller neighborhoods is similar to what Broward County recognizes as Central County (though Central County also includes Broward Estates, currently part of the City of Lauderhill). This area is generally bounded by Broward Boulevard to the south, SW 31st Avenue to the west, NW 13th Street to the north, and NW 21st Avenue to the east.



Along this short portion of unincorporated Broward County, areas of the Broward Boulevard corridor appear dilapidated, with poorly maintained structures such as businesses in small shopping centers and unkempt landscaping. Clutter and trash can often be found along neighborhood sidewalks and streets, where bicyclists and pedestrians travel. Some businesses have bars on the doors and windows.

While there is a Central County Community Redevelopment Plan, it does not provide the design guidelines for this portion of unincorporated Broward County. However, Broward County draws on the *Broward County County-Wide Community Design Guidebook* (2007) for design guidelines. In general, the guidelines set out are to help communicate a sense of place, while promoting civic beauty and accommodating the diverse population. The *Broward County County-Wide Community Design Guidebook* sets out very general guidelines for urban design, landscaping, architecture, environmental graphics (such as signage). One of the core themes throughout the guidebook is encouraging context sensitive solutions. The project team has worked and will continue to work with the community to ensure that the sense of community is reflected in any architectural elements this project would add, including shelters, signage, and lighting.

Another useful tool is the Broward County Land Development Code (LDC), Chapter 5 Article IX of the Broward County Code of Ordinances. The LDC delineates specific policies and procedures when building anything in Broward County. Portions of the Code that will be followed in the creation of this project are Article IX, Division 4, Site Plan Procedures and Requirements and Division 5, the Delineated Trafficways Plan. Since there are proposed bus shelters along this portion of the corridor, the project will pursue the easement requirement mandated by the Broward County LDC, as written:

If the development abuts a trafficway or trafficway corridor with an existing or proposed bus route, bus shelter easements may be required in suitable locations, as determined by the Mass Transit Division, pursuant to the following standards:

- a) The easement shall generally be fourteen (14) feet by eight (8) feet in size.*
- b) Such easements shall be a minimum of 1200 feet apart.*
- c) At bus shelter easements, sidewalk connections to the road surface or curb shall be constructed to provide accessibility to disabled persons as specified in section 5-195(b)(8)a)3).*

-Article IX, Division 4, Section 5-195, Part 9

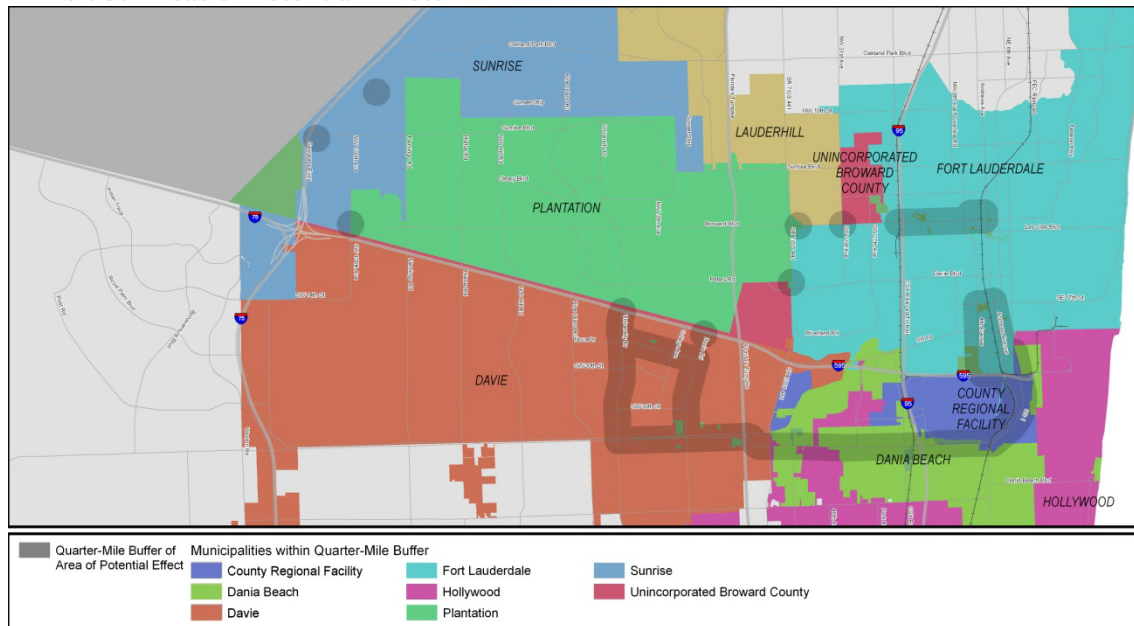
3.0 Areas of Potential Effect along the Corridor

Similar to the above existing conditions evaluation, for the purposes of evaluating the visual and aesthetic impacts to the communities, a quarter-mile buffer was considered along the entire corridor. However, after further evaluation, it was determined that not every portion of the corridor will be affected by this project (the areas of potential effect). It should be noted here that there are two modes of transportation being considered for this corridor: modern streetcar and premium bus. While the goal is to use wireless streetcar, it may not be possible and there may be some visual impact. With this and other factors in mind the following areas were excluded from the areas of potential effect:

1. The portions of the alignment which will be bus only, as bus transit already exists on these segments of the corridor, and no additional impact would be created here. These areas are primarily in the western half of the alignment and, for the Broward Boulevard option, the area traveling east from Davie Road on I-595 to SR 7, north to Broward Boulevard, and east to the Fort Lauderdale Tri-Rail Station. However, since this project is proposing adding shelters that may also cause some visual impact, the potential station areas are included in the areas of potential effect. It should be noted that the project team will be working with the community and coordinating with the municipalities to design and locate these shelters, and they may move.
2. The portion which mimics the alignment of the Wave (the Downtown Fort Lauderdale Streetcar), as the Wave will already be creating an impact and no further impacts are anticipated by this project.

Exhibit 3 illustrates the areas of potential impact. It should be noted that, based on the areas of potential effect, only one County Regional Facility, the Fort Lauderdale-Hollywood International Airport may be visually or aesthetically impacted by this project.

Exhibit 3: Areas of Potential Effect



3.1 Analysis of Sensitive Features within the Areas of Potential Effect

Sensitive features, as previously mentioned, include parks and recreational areas, historic or other culturally significant resources, agricultural areas, public facilities, commercial areas, and residential areas. For the purpose of analyzing the effects to the visual and aesthetics to the area, views of these sensitive areas from the road and views of the road from these sensitive areas are considered.

All parks, both by ownership (city, county, and state) and scale (neighborhood, community, and regional) as well as recreational facilities were considered in this evaluation. Thirty-one parks or recreational areas are within the area of potential effect. The parks that run directly along the corridor or are immediately adjacent to it are the C-11 Linear Park, Sunny Lake Bird Sanctuary, the Aviation Greenspace, Welcome Park, Snyder Park, Croissant Park, Stranahan Park, and North Fork School Park.

Twenty-four historic and culturally significant areas are found within or along the area of potential effect. These areas include historic districts, burial grounds, historic buildings, and historic "features", which include the railways and the waterways.

There are many bodies of water within the area of potential effect, including a few bodies of water linked with a park, such as the one in Tiger Tail Park. There is also one Broward County designated Blueway which traverses the corridor (over-passed by Griffin Road). Broward County has also designated Griffin Road, from University Drive to the Florida Turnpike overpass, as part of their integrated Greenway System which accommodates pedestrians and bicyclists. This also ties in to the Davie Trailway System which accommodates pedestrians, bicyclists, and equestrians.

Only a few agricultural properties lie within the area of potential effect. There are two small patches of mangroves within the area, but well off the corridor.

Public facilities include schools (elementary, educational centers, and colleges and universities), fire and rescue facilities, government buildings, and libraries. For the purposes of this analysis, government buildings that the public does not generally visit on a regular basis were eliminated from the analysis.

Many commercial and office properties lie directly on the corridors of the project.

Residential areas are scattered throughout the corridor. There are at least 89 recognized HOA, civic associations, or neighborhoods within the area of potential effect. Due to the proximity of these communities to arterial roads, many of these communities already have barrier walls or hearty landscaping to protect them from the effects of the road.

Exhibits 4 through 11 illustrate those sensitive features that are within (partly or entirely) the area of potential effect.

Exhibit 4: Parks and Recreational Areas within the Area of Potential Effect

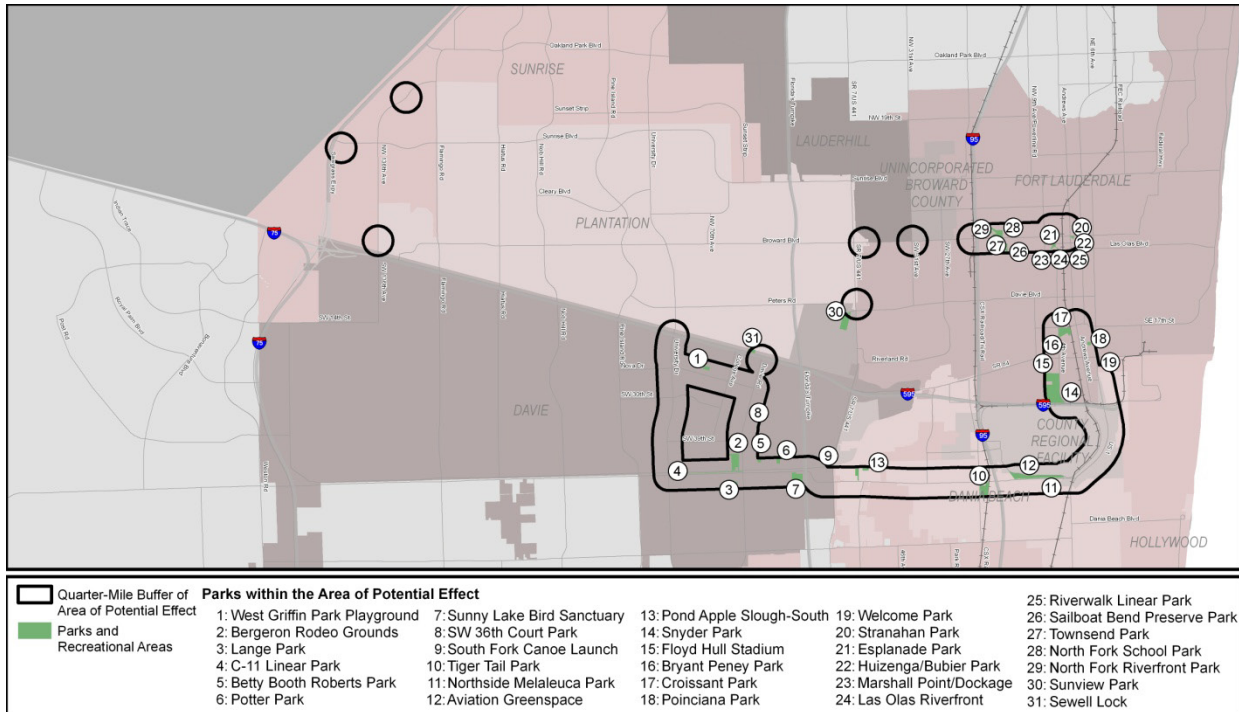


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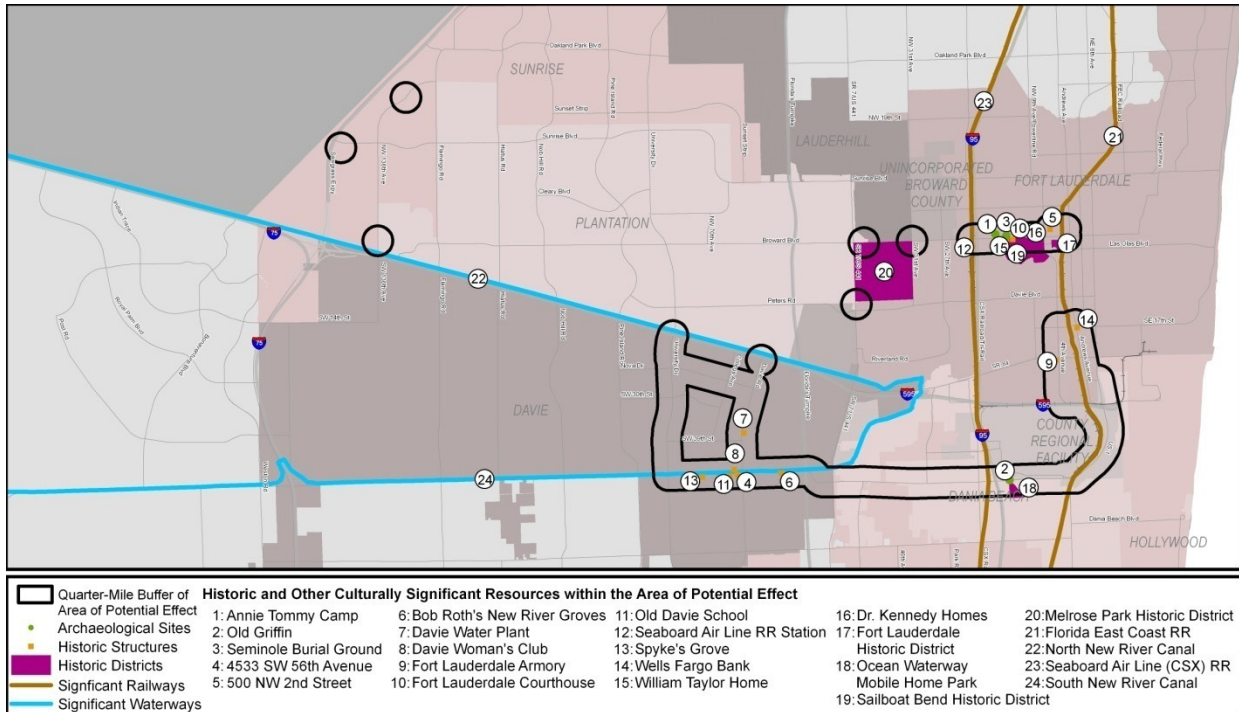


Exhibit 6: Bodies of Water and Blueways within the Area of Potential Effect

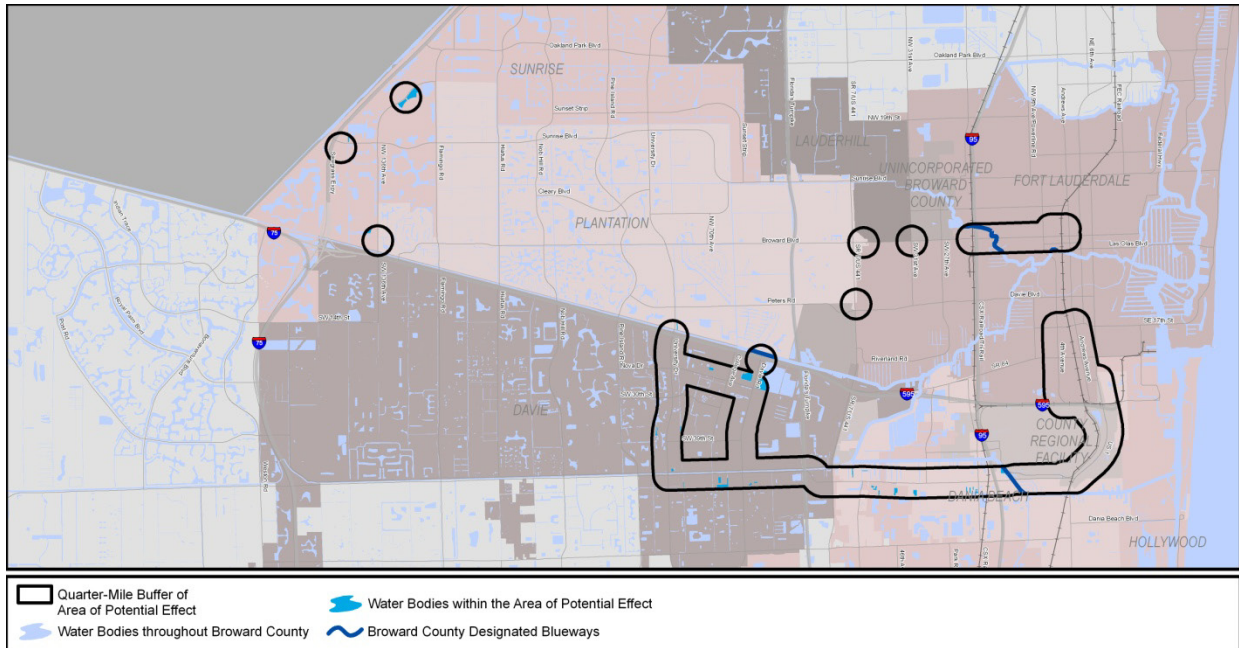


Exhibit 7: Greenways and Trails within the Area of Potential Effect

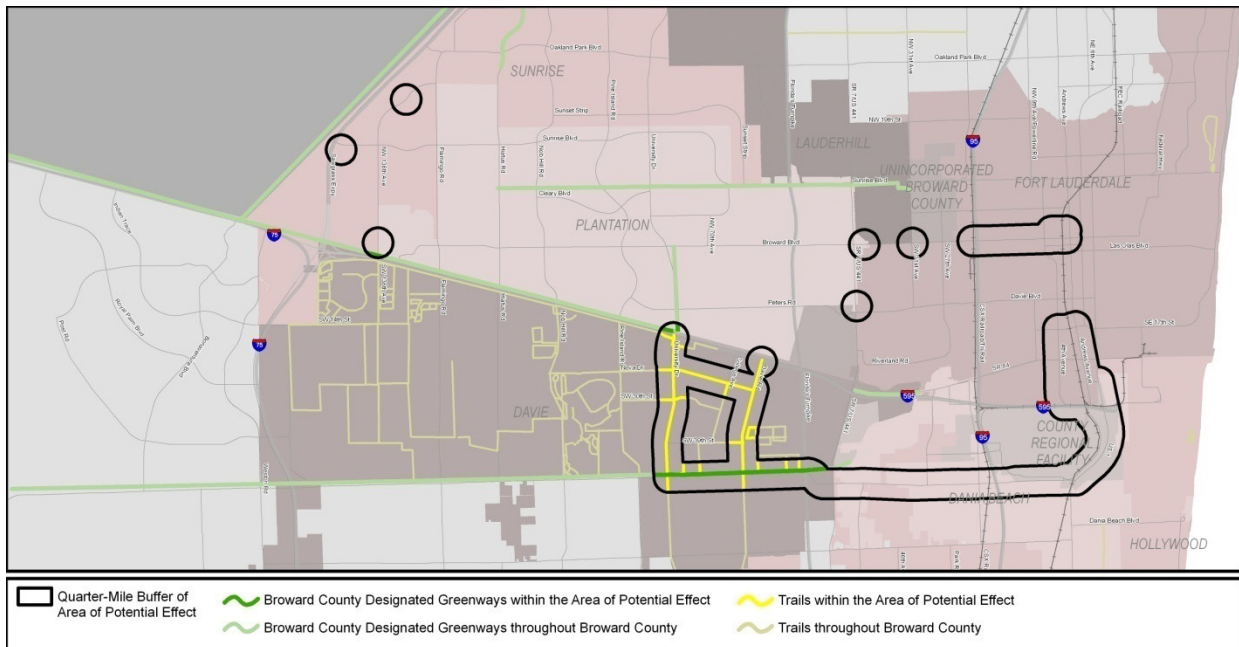


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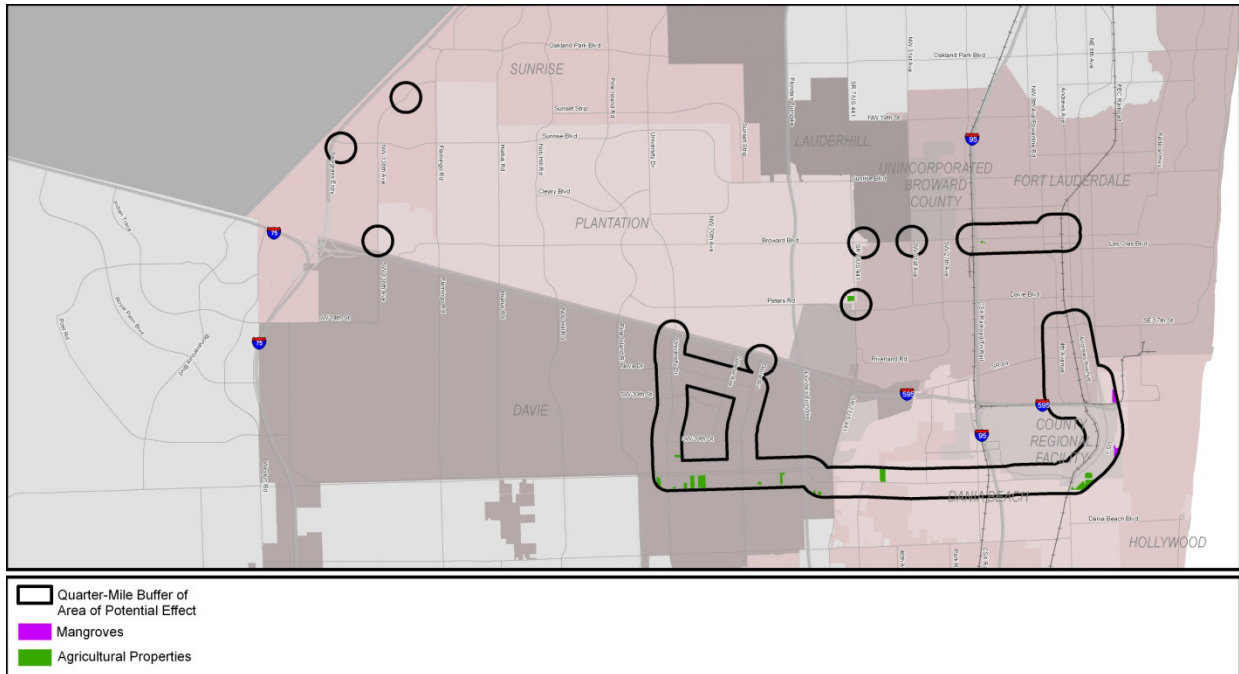


Exhibit 9: Public Facilities within the Area of Potential Effect

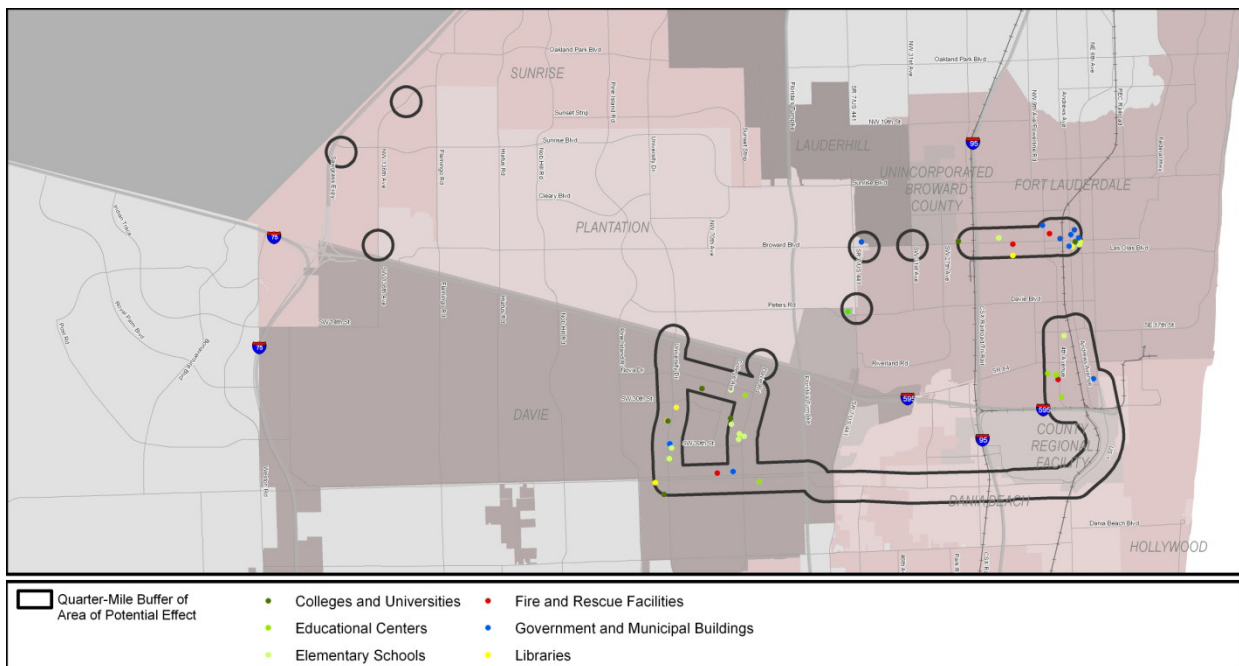


Exhibit 10: Commercial and Office Areas within the Area of Potential Effect

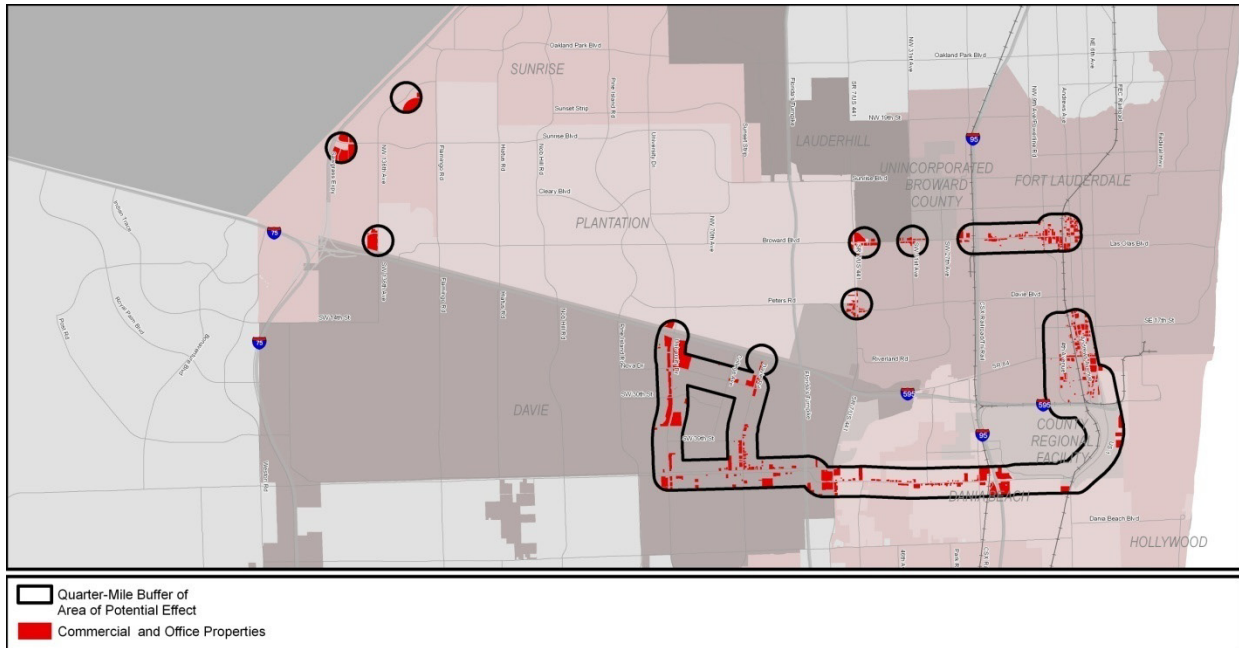
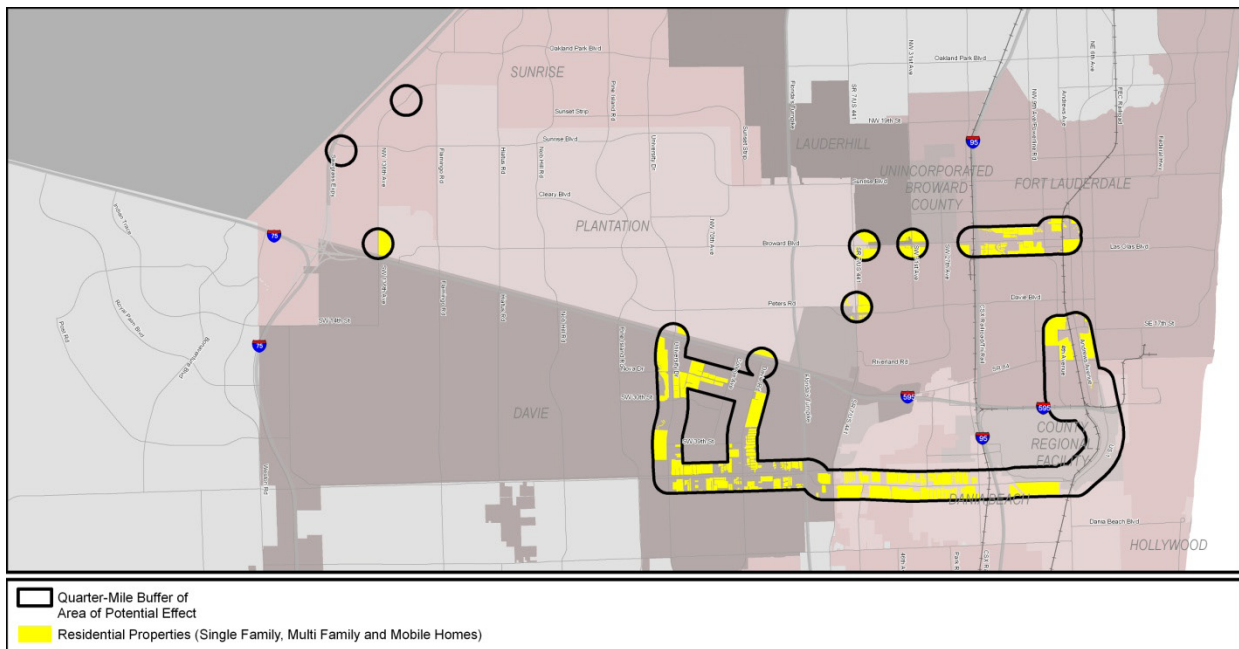


Exhibit 11: Residential Areas within the Area of Potential Effect



3.2 Effects and Mitigation

Any alternative may have some visual and aesthetic impact. Visual impacts are specific to each of the following locations:

- University Drive
- Griffin Road
- US 1
- Broward Boulevard
- Andrews Avenue
- 4th Avenue
- Nova Drive
- Davie Road
- All shelter locations

University Drive is a wide roadway with little landscaping in the median. Commercial strip malls with outparcels fronting the road generally provide the backdrop for the northern part of the corridor while the south side has some tall hedging, shielding the community from the existing major roadway. If either of the Griffin Road Alternatives is selected, the study team will work closely with the property owners along University Drive to ensure that adverse visual impacts do not occur to their businesses or affect the residential areas.

Griffin Road is another wide roadway and the major considerations here are the C-11 canal/greenway/linear park on the north side of the corridor on the west side, the Aviation Linear Park on the east side, and the nicely landscaped medians. The south side of the Griffin towards the east is already walled by the communities, presumably in an effort to reduce the noise pollution from the Airport. The alternatives on Griffin Road include use of the inside lanes, which may affect the median landscaping. Thus, in addition to working with property owners concerning visual impacts to their businesses or from residential areas, the study team will have to work closely with the municipal staff to address any modifications and mitigation that may be necessary to the median landscape areas.

US 1 has no medians to speak of and most of this portion of the corridor either passes the Airport to the west, agricultural lands to the east, or a few industrial lots. Visual and aesthetic issues are limited to those of the roadway user and will be considered as the study progresses.

Broward Boulevard is primarily commercial fronting the corridor. However, many of the access points to the businesses are from the back sides of the buildings. Few of the buildings are marked with business names; rather they are marked with large addresses poised at the very top of the buildings. As with other areas, the study team will work closely with the property owners along Broward Boulevard to limit or mitigate any adverse visual impacts that may occur to businesses.

Andrews Avenue is a mix of office and residential, though many of the offices have a residential scale and architectural quality to them. Some portions of Andrews Avenue are lush, while other portions are rundown. The portion of Andrews Avenue under consideration for this study (south of 17th Street to 30th Street) includes industrial areas and transitions to offices closer to 17th Street. The same considerations will be given to property owners along this corridor if this segment is included in the Preferred Alternative.

Other than the cemetery and a few commercial properties, 4th Avenue is primarily a single-family residential community with porches and driveways fronting the road. There are not many barriers between the homes and the road; many of the fences along this corridor are within six feet of the roadway. Special attention will be required to this portion of the corridor, should it be included as part of the Preferred Alternative.

The west portion of Nova Drive is also a residential area, though with more multi-family communities, many of which have some hedging or walls to provide a barrier between the community and the road. The east portion of Nova Drive has industrial/office parks on the north side and schools on the south side. The schools are set far back, and access to the schools is from College Avenue and Davie Road. Limited access points are available to the industrial office parks on the north side of Nova Drive, and hedging and a berm provide some barriers between the offices and the road.

The northern portion of Davie Road has a school on the east side and is vacant on the west side. The southern portion of Davie Road is more office and commercial, with the Davie Western theme throughout. Close coordination with the Town of Davie staff on the design of shelters and the transit system will be necessary if this option is carried forward as the Preferred Alternative.

Finally, there are two general areas for the shelters: west and central to the corridor. The shelters out west are currently sited in the industrial office park in the City of Sunrise. These roads are narrow but the sidewalks and median strips are well landscaped. The shelters in the center of the corridor are either on SR 7/US 441 or Broward Boulevard, both of which are highly industrial or commercial areas in these locations. Much of this area in particular is dilapidated and in need of beautification.

All of these roadways are already lined with telephone and electric lines on the median strips. Most of these roadways are major corridors with plenty of right of way. However, Nova Drive, Andrews Avenue, and 4th Avenue are more narrow roadways and therefore great care should be taken in integrating the system with the community.

That said, for people who live or work in the corridor, any changes in the views of the landscape will be limited. The proposed modern streetcar will require tracks; however, this should not negatively impact the aesthetics of a pre-existing road. And while the goal is to use wireless technology, should the proposed streetcar require cables, small power boxes and power poles will be placed along the corridor (with spacing to be determined) and catenary wires will be visible throughout. During construction there will also be several temporary visual impacts including construction equipment and landscaping disruption and loss. Close coordination and consultation with local municipalities and communities will provide guidance on any mitigation measures needed.

Under the No Build Alternative, there will be no impacts on visual resources.

This project presents a unique opportunity to bring cohesiveness to the communities as it travels through them, while the individual shelters could help provide the sense of place many of these communities are in need of. This could be especially true for those areas where there are no master plans, generally found either in unincorporated Broward County or by the Fort Lauderdale-Hollywood International Airport (which has a master plan, though no design guidelines).



To end, the aesthetic effects of neighborhoods, communities, public spaces, and buildings that border on or are located within the Central Broward East-West Transit Study area are not expected to be severely impacted by the transit plans. On the contrary, some of the primary roads would benefit from additional transit. The aesthetic profile of businesses and residences along the Study's corridor would increase the area's visibility, acting as a catalyst to enhance the overall aesthetic appeal of the neighborhoods.