

Master Plan Background

In 1993, the Florida Legislature promulgated special procedures by which the Board of Regents, (BOR) was to prepare and adopt campus master plans at five-year intervals for each institution within the State University System (SUS). The Board of Regents was disbanded in 2002. Each University within the State system is now governed by a Board of Trustees that answers to a Board of Governors. The Board of Trustees (BOT) consists of appointed members who oversee each institution individually. FAU has made the decision to continue to follow the format of the SUS for Master Planning. This update will remove all further references to the BOR from this Master Plan. This master plan marks the first time an individual plan has been written for the Davie Campus.

These special campus planning and development authorization processes for the State's public universities were codified in Section 240.155, Florida Statutes (F.S.). The need for these procedures was based on the recognition that, while universities contribute substantially to their host communities in the areas of education, research, culture, and commerce, at the same time the campus activities create significant demands on community services, infrastructure, and natural resources. Section 240.155 was repealed with the dissolution of the BOR. Section 1013.30, F.S. is the current Statute that outlines the guidelines for University Campus master plans and campus development agreements.

The resulting master plans will clearly define the physical growth projected by the institutions, ensure intergovernmental coordination between the universities and host communities, and provide a basis upon which to appropriately assess and mitigate the impacts of future growth and development of each entity upon the other.

The master planning process at FAU is divided into two major parts: preparation of the draft master plan, and the statewide review process leading to the adopted master plan. The preparation of the master plan followed the State University Systems' Guideline for the Comprehensive Campus Master Plan System, updated January 1994, and occurred over four phases as previously established by the BOR.

The first phase, Inventory and Analysis, consisted of the master planning consultants working closely with the University staff to gather and analyze considerable information about the University's programs, projected enrollments, facilities and grounds, and the host community conditions and needs.

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The second phase, Concept Design, involved intense on campus worksessions and design charettes to develop a variety of scenarios from which the recommended scheme was derived.

The third phase, the Preliminary Master Plan, took the recommended concept and developed it into the detailed plan along with preliminary goals, objectives, and policies. Again, extensive on campus worksessions and design charettes were conducted with University representatives to develop the information and ideas.

The fourth phase, the Final Master Plan, was split into two segments. The first segment led to the preparation of the draft plan that was submitted for review by state, regional, and local governments and agencies and the general public. The second segment was the publishing of the final approved plan after the review process.

This public review process is the second major part of the planning process. Two public hearings are conducted by the University. Comments received from the hearings are reviewed and acted upon as appropriate. In addition to the hearings, the various affected government entities and agencies review the Plan and give comments to the University.

The Final Master Plan was then to be adopted by the University as the official guide to development of the University for the next five years. Annual amendments will be possible under procedures in the statutes to allow the University to respond to changing conditions, both internal and external.

The **FLORIDA ATLANTIC UNIVERSITY MASTER PLAN** for the Davie Campus consists of two volumes. Volume 1 contains the official Master Plan. This document contains a narrative and graphic description of the Master Plan plus the goals, objectives, and policies required by the State University System's *Guideline for the Comprehensive Campus Master Plan System*.

Volume I, Goals, Objectives, and Policies, is organized per the requirements set forth in the State Statutes. There are several required elements such as future land use, intergovernmental coordination, capital improvements, recreation and open space, general infrastructure, housing, and conservation. Transportation is a key element as the traffic generated by campus growth is what most visibly impacts the host community. In addition to the required information, the plans contain supplemental elements such as the academic mission, academic program, utilities, architectural design, landscape design, and facilities maintenance. Each element contains information that has been carefully documented and reviewed by the University and appropriate consulting agencies.

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Volume 2, called Supporting Data, contains background information to the Campus Master Plan. It is considered a supplementary document and is not officially adopted as part of the Master Plan. This information consists primarily of the data and analysis documentation for all the Elements found in Volume 1.

Davie Campus Background

Florida Atlantic University is a regional, comprehensive, doctorate-granting institution serving seven counties in Southeast Florida. This service area includes Palm Beach County where the main campus is located in Boca Raton, and the counties of Broward, Martin, St. Lucie, Indian River, Okeechobee, and Hendry. FAU has several branch or partner campuses where facilities are co-located with Community Colleges, and an Honors College that has been developed in Jupiter. The Davie Campus of FAU is one such partner campus. The Davie Campus was established in the mid-1980's when the University began offering classes on the Davie Campus of Broward Community College (BCC). In 1990, in an agreement with BCC, the University established a permanent Broward Campus on land leased from the College which now consists of 18 acres. This Campus currently serves 5,300 students. To accommodate future growth of up to a student body of 10,000 over the next 10 years, the University is in the process of acquiring an additional 20 acres from the University of Florida Institute of Food and Agricultural Sciences (IFAS), adjacent to and west of the existing campus. The student body served by the Davie Campus is a commuter population, which travels from various communities throughout the service area.

Master Plan Overview

The Master Plan graphic, **Figure MP.1**, shows diagrammatically how the campus will be developed in accordance with the planning parameters of the selected concept design. The concept builds upon the existing, but incomplete system of courtyards and quadrangles established by Broward Community College (BCC). By developing new structures within a system of walks and courtyards, the full potential of the campus, both aesthetic and functional, can be accomplished without sprawl.

The Master Plan graphic portrays the FAU campus after a 15-year-plus build-out. The long-range vision shown in the graphic is the goal toward which intermediate steps in the FAU Master Plan will lead. **Figure MP.2**, graphically illustrates the phasing of the Master Plan in accordance with the 10 year Capital Improvements Schedule. The plan maintains the campus quadrangle established by BCC but focuses attention more toward the relationship between FAU facilities, tying together the existing East Campus and the future West Campus.

In addition, the master plan incorporates planning goals set forth in the larger master plan study for the Regional Activity Center (RAC). RAC's are intended to encourage mixed use living, working, shopping, and educational development. The RAC in Davie centers around the South

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Florida Educational Center. The SFEC is a destination location for the larger metropolitan area. This brings extraordinary traffic to the local roadways. The area surrounding the SFEC has traditionally been low density residential with small commercial projects. There are few facilities that allow students to live near the schools and use alternative transportation to get to their destinations. With overcrowding becoming an issue for all institutions within the SFEC and the adjacent neighborhoods, the master plan was commissioned as a way of uniting the entire area aesthetically and functionally. The University has participated during the design phases and will continue to coordinate with the SFEC and Town of Davie as implementation occurs.

The RAC/SFEC master plan seeks to tie the area together through a network of winding roadways, green spaces, and transit alternatives, that would alleviate congestion, remove traffic from the local residential streets, and create a more pedestrian oriented campus atmosphere for the SFEC. The FAU Davie Campus is located at the center of the SFEC making it a very important participant in the overall success of the RAC/SFEC Plan.

The Plan calls for roadways that wind in and around the campus centers of each institution, removing traffic from the campus cores, locating parking at the perimeters. The campuses each become pedestrian friendly green areas. In the larger plan, College Avenue which currently bisects the Davie Campus, does not connect through from north to south. This unifies the two halves of the FAU Campus but does not allow for direct vehicular access to the campus. The FAU Davie Campus Master Plan builds on the idea of the winding roadways but modifies the plan to allow direct and immediate access to both the East and West Campus of the University. Both College Avenue and SW 30th Street remain as continuous streets. Traffic circles have been added as traffic calming measures and connection points to the future winding roadways of the larger plan. This will allow direct vehicular access to the center of the SFEC without diminishing the level of the service to the University. Additional facilities that tie into the RAC/SFEC plan included in the University Master Plan are the transit stop, for future rail or ground public transportation, and the establishment of the central lawn and quadrangle spaces that both visually and physically tie the East and West Campuses together.

Facility development occurs throughout the University property and is phased in such a way as to minimize impact on existing University programs and facilities during construction. The phasing also takes into account the development of buildings around courtyards and the relationships between buildings. This for instance becomes relative when developing the initial facilities on the West Campus. The first facility proposed, the FAU/IFAS Joint-Use Building will be constructed on the west side of College Avenue, a short distance from the rest of the University facilities. The construction of the next academic building immediately adjacent to the

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Joint-Use Building will create a relationship between the two structures and start to create a sense of place that is separate but not remote from the functions of the existing East Campus.

A visual connection between the East and West Campus has been reinforced by placing the largest of the West Campus facilities, the Joint-Use Building, on axis with the existing Scott Education and Science Building on the East Campus. This axial relationship and the placement of buildings flanking this axis serve as a link for the two halves of the University Campus. The visual connection focuses attention on the buildings themselves and not on the distance between them.

The Master Plan physically defines the campus with interconnecting greens. The Plan builds upon pedestrian pathways that line a consecutive series of lawns. The lawns are flanked with buildings or well defined courtyards. Each end of the main campus green is anchored by a large academic building. Structures that exist off the green, such as the academic buildings on the western edge of the West Campus are arranged to relate to each other as well as to the existing conditions surrounding them such as property boundaries and landscaping.

The West Campus currently consists primarily of small temporary structures relating to the agricultural and horticultural IFAS programs. Although these facilities can be removed, the main facility on this part of the campus cannot be moved or replaced for the bulk of the planning horizon. This consists of a grove of palm trees that the IFAS program uses to study growth and impact of tropical landscaping. IFAS has requested FAU to allow up to eight years to relocate or re-plant many of these specimens. Development of this area therefore cannot occur during the planning horizon. This area however, can become a natural resource for FAU during the planning period and beyond. The mature specimens are visually appealing and have therefore been incorporated into the plan as valuable open space. There are pedestrian paths winding throughout the area and a clearing within the Grove allows for a small gathering space.

In support of the more concentrated core development, major parking remains at the edges of the campus. The University currently has 750 spaces within the leased area of the East Campus; however, the parking throughout the East Campus, which is part of the larger BCC Campus, is shared by FAU and BCC students. There is no delineation between where students can park and so many FAU students are parking outside of the lease line as many BCC students may park within. In either case, according to calculations performed during this planning process, both institutions currently experience parking deficiencies. The newly acquired West Campus allows for additional parking spaces for the University. These spaces have been slated for the southwestern portion of the Campus on top of the remnants of an old runway that is still visible.

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To enhance their parking facilities, FAU is exploring the addition of 3 parking garages, in strategic locations around the campus. The first garage has been discussed with BCC and is slated to be constructed on BCC property on the west side of the campus near the corner of College Avenue and SW 30th Street, just outside the leased area. Although details have not been settled, both Institutions have agreed to coordinate for this garage to become a Joint-Use project. The second garage is planned to take the place of the current surface parking lot on the northern edge of the East Campus. The third garage is planned for future growth and will be constructed, when necessary, on top of the old runway at the southwestern portion of the West Campus. Wherever possible parking has been kept out of the campus core.

Aside from academic and parking land uses, another land use on campus is that of support facilities. The Capital Improvements Plan included in this Master Plan lists several support buildings to be constructed at the Davie Campus. These buildings include a Student Activities Center, the first to be constructed; expansion of the Activities Center is set for later in the planning horizon; a University Conference Center; and a transit center. Additional support facilities include open plazas, planned courtyards, and central utility plant construction and expansion.

On the following pages, salient features of the Plan are discussed and located on the graphics. There are also descriptions of the impacts that the Plan will have on campus systems: stormwater, potable water, sanitary sewer, satellite utilities plant, heating and chilled water, electrical power, transit, circulation, and parking.

Campus Perimeter/Access

The Campus perimeter will change dramatically during this planning horizon as the new West Campus becomes part of the community. The existing East Campus is bound on three sides by BCC. The fourth side is bound by College Avenue, which runs from north to south along the campus edge. The West Campus sits on the west side of College Avenue. This changes the Campus boundaries significantly. Beginning with the existing north edge of the Campus, the boundaries are BCC on the north, east, and south of the East Campus. The boundary then runs south along College Avenue to SW 30th Street. SW 30th Street is the southern boundary for the West Campus. This extends to the edge of the original WWII airplane taxiway that arcs from SW 30th Street back to College Avenue, serving as the western boundary to the Campus. UF/IFAS lies to the west and north of the western boundary. Nova Southeastern University (NSU) lies to the south of SW 30th Street.

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The appearance of the Campus edges between the University and BCC is indistinguishable. This quality will remain as the two entities share the East Campus and work closely to maintain the functions of each institution's respective area. The existing edges of the West Campus currently appear to be not maintained. UF/IFAS has isolated their program to focus inward on their campus to avoid impact from exterior development. The Master Plan proposes that this land become visually and physically integrated into the FAU Campus community. The West Campus will be landscaped and identified in accordance with the same guidelines of the East Campus. The boundaries of the University shall be clearly identified from the public perspective.

Access to the East Campus will remain as the existing vehicular configuration. This path ties in nicely with BCC's internal vehicular circulation. Entry into the West Campus shall be added at the middle of the 30th Street boundary of the West Campus. This entry will access the runway parking directly. Upon completion of Parking Structure III a second entry along SW 30th Street will be constructed to access the garage.

Pedestrian access to the Campus, both East and West will occur at the center of the entire University Campus, at College Avenue. Two plazas have been designed, one on each side of College Avenue. These plazas will be connected by a cross-walk, leading to a traffic median to allow for easier roadway crossing. A pedestrian activated traffic signal is proposed for this location to control traffic and allow for pedestrians to cross. Pedestrian access can also be gained through the adjacent institutions such as BCC and UF/IFAS.

The University has also examined the possibility of an overhead pedestrian crossing. This might become part of larger projects for example, a pedestrian bridge may connect the academic buildings on either side of the road. The possibility of this option will be further explored by the University as funding allows. The University will, in the immediate future, work with the Town of Davie for further roadway definition and streetscape improvements along College Avenue to manage traffic speed and volume until such a structure can be completed.

College Avenue

With the addition of the West Campus, College Avenue becomes not a boundary as it has been, but a bisector. College Avenue separates the East Campus from the West Campus. It is a two lane road with occasional turn lanes and a steady traffic flow. This roadway must be traversed in some way in order to connect the two sides of the campus. The Master Plan proposes a re-alignment of College Avenue to allow for a center median to be constructed within the current right of way, where the two sides of the campus are adjacent to one another. The roadway itself would be divided and would extend toward the campus along new plazas on both sides of the

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road. This division of the roadway with a median serves many functions including traffic calming, as well as providing a place for pedestrians to wait if they cannot make it across the roadway due to the heavy traffic flow. Another function is that it provides the University with a point of continuity, to bring the landscape from the campus into the public arena and create an identity for the Campus and connect both sides of the Campus physically and aesthetically.

The entire area connecting the two Campus plazas should have special paving to further delineate the importance of the space. The crosswalk itself will be controlled by a pedestrian activated traffic signal. This will allow pedestrians to cross the road but will not impede the flow of traffic if there are no pedestrians waiting. The divided roadway can also be enlarged to accommodate additional turn lanes into the campus to ease congestion and provide for more vehicular stacking space and public transit stops can also be incorporated to further enhance the public activity at the center of the Campus. These additional streetscape improvements will further help to manage the flow of traffic at this important crossing point.

Inner Traffic Loop

The inner traffic loop system is typically designed to serve a campus as an attractive, low-speed, road that provides efficient vehicular circulation around the campus, access to important parking areas and bicycle circulation. It usually encircles the core campus and establishes it as a compact, strongly pedestrian-oriented core. Major parking areas are primarily located adjacent to or within the inner traffic loop, in order to provide safe and convenient pedestrian connections to the campus core. This hierarchy (loop road -- parking -- campus core) reduces to a minimum the need for pedestrians to cross major roadways.

BCC currently has a loop road that circles the existing campus, leading around both BCC and the East Campus of FAU. There is not a separate roadway that circles only FAU. During the planning process, establishing a loop road that would encircle FAU and connect both sides of the Campus was examined. Tunneling under College Avenue, bridging over College Avenue, adding traffic circles at College Avenue, and traffic lights creating four way intersections at College Avenue were all examined and found to be cost prohibitive at this time. The median as described above proved to be the most viable and affordable option for an immediate solution.

The University vehicular path that emerged from this decision does the following. From the north, cars enter the campus at the existing entry points from College Avenue. Vehicles can then traverse through the East Campus, toward the east, then south, and back west through BCC back to College Avenue at SW 30th Street. Vehicles can then either go north along College Avenue to

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complete the loop, or can turn south and exit the area (cars can also exit the area by continuing north on College Avenue). Vehicles can also continue West along SW 30th Street to the entry into the West Campus. Once inside the West Campus, vehicles will be directed to the runway parking lot or parking structure. Although there is a roadway that follows the curvilinear edge of the West Campus, it is not a public roadway and is not owned by the University; therefore it cannot complete the loop around the University as it should. UF/IFAS owns the eastern most portion of this access road and has expressed reservations at this time of allowing the roadway to become part of the public vehicular access to the Campus. UF/IFAS may consider this as an option in the future. The Master Plan recommends that this curved road become a part of the vehicular path to complete the loop road that will then encircle FAU and BCC. This completed loop road will not however follow the typical pattern of removing traffic from the public road system, but will work in conjunction with the existing roads.

Pedestrian System Development

The pedestrian system of the Davie Campus follows the precedent established by historic campus plans and that currently exists at BCC. The pedestrian paths line the edges of Campus greens and lead to the buildings that flank the main paths. There are secondary paths that traverse the greens and provide additional connections between buildings and public spaces. The pathways extend into paved plazas at various points throughout the campus to provide space in front of buildings for student gathering spaces. The pedestrian pathways assume a more organic configuration within the West Campus as they lead through the Palm Grove and around the lake. This design will provide a more pastoral setting for quiet Campus activities such as outdoor studying and afternoon walks.

New Campus Courtyards

The Davie Campus does not have any existing defined courtyards. There are gathering spaces set aside in front of the Education Building and to the side of the Liberal Arts Building as well as the covered patio of the Liberal Arts Building, but since there are so few buildings, there are no courtyards that connect buildings or spaces. The Master Plan recommends that courtyards be designed and developed as part of new building projects. Such spaces are shown in the graphic as part of the academic buildings as well as part of the support buildings such as the Student Activities Center and University Conference Center. A large courtyard is to be established between the parking garage on the north side of the Campus, the Student Activities Center and the Conference Center. Courtyards can be paved and or landscaped, should be brightly illuminated at night and should provide seating space for gatherings.

Proposed Buildings

A new Student Activities Center is slated to be the first project constructed upon the approval of this master plan, maybe even during the approval process. The Activities Center has been shown to occur in two phases, the second of which is to be completed well into the planning period. The Student Activities Center has been located in the center of the future Campus. This location may seem remote at the present time, but with the development of the plaza at College Avenue and the main Campus Green, this location becomes more prominent and visible than other sites that were previously suggested. The Student Activities Center will sit at the center of the combined Campus, close to the parking garages, the main road, the transit stops, and the Conference Center. It will be an object building in the center of the main green space and will be surrounded with paved patios to allow for outdoor tables and seating as well as student functions and gatherings. The Student Activities Center is planned as a two story building sitting on the axis between the larger four story Education Building and the proposed five story FAU/IFAS Joint-Use Building and will be a short walking distance to each of the academic buildings. The location for the new Student Activities Center will help to energize the center of the Campus and will bring functions from both sides of College Avenue closer together.

The West Campus has been part of the UF/IFAS Broward County Facility since it's inception. As part of the sale agreement for the land to be transferred to Florida Atlantic University ownership, UF/IFAS requested academic space within a new facility to be constructed on the property. This project is known as the FAU/IFAS Joint Use Building. This building is a current priority on the University's Ten Year Capital Improvement Program. It is to be approximately 165,000 Gross Square Feet. A building of this size will easily become a focal point on any campus. With that known, the Master Plan has accommodated this structure by making it the dominant feature and focal point of the West Campus. This building has been placed on axis with the Education Building on the East Campus. As mentioned above, this visual connection will help to unite both sides of College Avenue and create a cohesive Campus environment.

The Plan shows various academic buildings that complete the Campus Master Plan. These buildings have been sited and phased to complete each academic area individually and then Campus as a whole. For instance, the L-shaped building shown to the southeast of the Joint-Use Building should be constructed as quickly as possible after the Joint-Use Building is completed to begin create a community on the West Campus. The completion of the campus as a whole occurs for instance with the building that sits to the north west of the Education Building. Although this is slated as a space for a medium sized 65,000 GSF structure, the building will be the anchor of an axis that extends from the BCC/FAU Joint Library that anchors the other end of

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the main BCC Lawn. The small academic building will occupy a very prominent site within the campus, serving to complete the lawn in one direction and in-fill the FAU Lawn in the other direction visually tying the entire campus together.

Open Space

The main organizing element of the Davie Campus is the creation of Open Space. The existing BCC Campus is arranged around a main campus green and the FAU Campus follows with this tradition. The FAU Campus Green runs east to west from the Education Building to the Joint-Use Building. This space shall be well manicured and landscaped to reflect the importance of the space to the Campus community.

Another open space on the Campus is the Palm Grove. As described above, IFAS requested that this area remain intact for the bulk of the planning horizon. With this requirement taken into account, the Master Plan has embraced the maintenance of this area indefinitely as a valuable open space for the Campus. The species found within the Grove are large and many are picturesque. There is little undergrowth and the area can easily be used for pedestrian paths and quiet gathering spaces.

The Palm Grove is accompanied on the West Campus by a lake. The lake expands the existing pond to accommodate much of the required drainage for the West Campus. While the lake performs a utilitarian function, it also serves as valuable open space providing a place for reflection and a route for pedestrian pathways.

Storm Water

Existing drainage facilities and permits for both the East Campus and the West Campus have been investigated and are schematically shown on Exhibit 9.1. Design of proposed drainage facilities will be in accordance with requirements set forth by the South Florida Water Management District (SFWMD) and the Central Broward Drainage District (CBDD). The proposed improvements will be conceptually modeled to assure standard levels of service for the area can be provided.

Potable Water

Existing water transmission facilities have been investigated and are schematically shown on Exhibit 9.2 for the East Campus. Information on existing water transmission facilities within the

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West Campus expansion area was not available. Design of proposed water distribution facilities will be in accordance with requirements set forth by the Broward County Public Health Unit and the Town of Davie. The proposed improvements will be conceptually modeled to assure standard levels of fire and potable water service can be provided.

Sanitary Sewer

Existing sanitary sewer collection facilities have been investigated and are schematically shown on Exhibit 9.3 for the Lease Area. . Information on existing sanitary facilities within the West Campus expansion area was not available. Design of proposed sanitary facilities will be in accordance with requirements set forth by the Broward County Department of Planning and Environmental Protection (DPEP), and the Town of Davie. The proposed improvements will be designed to assure that peak flows can be readily handled.

Solid Waste

Solid waste disposal within the East Campus is currently handled through an agreement with BCC which allows disposal into and from the BCC campus compactor. This agreement will ideally be expanded to encompass future development within the East Campus and, if capacity exists, should be extended to encompass waste produced by future expansion onto the West Campus. The other alternative would be to enter into a separate contract with a sanitation service.

Recycling is also contracted through BCC and collection facilities will remain on BCC property. New agreements for recycling on the West Campus shall also be incorporated into this agreement.

Steam and Chilled Water

The existing central chilled water plant for the East Campus includes three centrifugal chillers and 3 primary chilled water circulating pumps. Chillers 1 and 2 were installed in 1992 and each is rated at 400 tons capacity. Chiller 3 is rated at 400 tons and was installed in 1998. The total plant capacity at present is 1200 tons. There are three cooling towers serve these three chillers. The plant has available land for future expansion.

Chilled water is distributed through the campus in a direct buried piping system. The secondary pumps were installed in each building. There is no hot water heating system in the existing campus. Heating is provided by electric duct heaters in each occupied space.

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The intent of this master plan is to build a new central utility plant, including chillers and boilers, at the West Campus to serve the proposed new buildings. The existing chiller plant at the East Campus will serve the existing buildings and new buildings at the existing site. Due to College Avenue bisecting the two sites, it is difficult to construct a chilled water distribution system connecting the two utility plants.

Electrical Power and Telecommunications

The existing electrical power distribution for the FAU Davie campus includes multiple primary feeders owned and operated by FPL onto and throughout the existing Campus. These existing feeders distribute power underground to numerous FPL owned and operated pad mounted primary switchgear and transformers throughout the campus (typically one per building).

Any new power distribution will continue to be owned and operated by FPL in the same manner.

Any new emergency power required will be designed along the same guidelines as the existing with stand alone generators at each facility.

The communications infrastructure shall be provided as a separate service from the University's Information Resource Management Department (IRM) for each building. These services shall be coordinated to provide adequate bandwidth and service lines.

Transit

Currently, transit plays a relatively minor role in transportation for the Davie Campus. While several bus routes serve the FAU/BCC campus and the immediate context area, much more is planned for the area in regards to expanded service and transit systems. In the future public transit stops can be incorporated to further enhance the public activity at the center of the Campus. The master plan layout proposed provides for a transit system envelope along College Avenue. Internal roadways, access driveways, and parking garage placements will be designed and constructed to facilitate transit vehicles and future systems.

Parking

Structured parking represents a logical and prudent approach for the Davie campus, given the growing parking demand, projected deficit for FAU, and limited available lands. Garages shall

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be designed and sited to allow efficient vehicular access with safe and convenient pedestrian connections to both East and West Campuses.

Phasing

The following pages describe phasing for important Master Plan milestones as shown on **Figure MP.2**. A more detailed discussion of these projects can be found in **Element 14 Capital Improvements**. **Table MP-1 shows the program for the 2004 Master Plan.**

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Table MP-1 2004 Master Plan Program

* Item No.	Project Description	Funding	Phase	Program Comments
Figure MP.2				
1	Student Activities Center		2 Years	25,000 GSF
2	Parking Structure I		2 Years	1,000 Cars – on BCC Land
3	Demolition IFAS Area I		3 Years	1 Allowance
4	FAU/IFAS Joint Use Building		5 Years	165,000 GSF
5	Central Utility Plant		5 Years	1 Allowance
6	Roadways / Site Work		5 Years	1 Allowance
7	Academic Building		6 Years	75,000 GSF
8	Demolition IFAS Area II		6 Years	1 Allowance
9	USGS Facility		7 Years	50,000 GSF
10	Parking Structure II		8 Years	1,000 Cars
11	Academic Building		10 Years	65,000 GSF
12	Roadways / Site Work		10 Years	1 Allowance
13	Student Activities Center Expansion		10-15 Years	25,000 GSF
14	Academic Building		10-15 Years	65,000 GSF
15	Demolition IFAS Area III		10-15 Years	1 Allowance
16	University Conference Center		10-15 Years	25,000 GSF
17	Demolition IFAS Area IV		10-15 Years	1 Allowance
18	Transit Station		10-15 Years	1 Allowance
19	Future Academic		15-20 Years	To Be Determined
20	Future Academic		15-20 Years	To Be Determined
21	Future Parking Structure III		15-20 Years	1,000 Cars

Master Planning Consultants for Florida Atlantic University

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Planners & Architects, Boca Raton, Florida

Sub-consultants:

HNTB

Traffic Engineers
Tallahassee, Florida

Tilden Lobnitz & Cooper (TLC)

Mechanical, Electrical and Plumbing Engineers
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