Coconut Creek

The sense of place of Coconut Creek is tied to the landscape and an environmental sensitivity. Its municipal complex is a model of climate responsive design, and an atmosphere of ecological awareness and discovery is felt in many areas of this north Broward municipality. Coconut Creek has more park acreage than any other city in Broward County.

The Coconut Creek Demonstration Area focuses on redevelopment along the City’s Education Corridor, the Coconut Creek Parkway. The elements of the demonstration project include implementing a multi-modal transportation framework to provide and enhance access between the various educational and civic institutions, commercial uses, and provide opportunities for residential redevelopment, and above all a connection to the natural environment. The Education Corridor is a place to learn about Coconut Creek’s sense of place, as it functions as a public space, access provider, multi-modal route, and service and utility route.

Street section plan featuring integrated bus shelters, landscaping, sidewalks and signage developed with assistance from County engineers.

Transitions between municipalities such as this bicycle route and sidewalk can be coordinated by design.

Pedestrian amenities in Coconut Creek.

The natural landscape is an important part of the local sense of place.
Dania Beach

Dania Beach is Broward County’s first city, established in 1904. The Dania Beach Demonstration Area focuses on redevelopment along the City’s main streets: US1/Federal Highway and Dania Beach Boulevard providing new opportunities for housing and mixed-use development.

The city is seeking to conserve the quaint and unpretentious character of the area while providing new opportunities for housing and mixed-use development. Dania Beach has recently taken major steps toward this goal with the adoption of a Community Redevelopment Plan and Local Activity Center land use plan designation. These plans provide opportunities and incentives for encouraging quality development that is designed in accordance with the City’s desires and standards.

Inspired by the city’s history and architectural heritage, new buildings can work with older ones to shape the space of the streets. Elements of the demonstration project include the concept of vertically layered mixed-use zoning; a coordinated framework of interconnected public breezeways, passageways, and courtyards; and recommendations for setback and building massing criteria along these important corridors. The County Guidebook principles reinforce the historic character of this south Broward community’s central business district.
Wilton Manors

This eastern Broward municipality is enjoying a renaissance as one of the most desirable place to live and work in Broward County. Known as the “Island City,” with its curving main street, Wilton Manors has had a unique sense of place throughout its history. The Wilton Manors Demonstration Area focuses on redevelopment along the corridors leading to Five Points, the well-known intersection where Wilton Drive, Dixie Highway, and NE 26 Street converge. The elements of the demonstration project include enhancing pedestrian movement and safety, implementation of a system of wayfinding and identity signage, and maintaining and reinforcing commercial and retail uses directly at the street front with residential and office uses above or within the site, accessible from the street front. The County Guidebook principles support the City’s initiatives to sustain the economic viability of its main street, implement a community development review process, update zoning regulations, and encourage transit and pedestrian oriented development.
Preface I summary of recommendations

Summary of Recommendations

The recommendations for countywide implementation correspond to the grouping of the design principles and concepts in the Guidebook across five areas of design: Transportation, Urban Design, Landscape, Architecture, and Graphic Design.

Transportation Design

1. Develop and adopt a County Transportation Vision Statement for providing transportation systems that achieve County goals to foster sense of place, create a more pedestrian and transit oriented environment, enhance economic development and opportunity.

2. Construct, improve, and maintain public infrastructure, bridges, a system of accessible sidewalks, crosswalks, public spaces, and neighborhood improvements to support pedestrian and transit oriented redevelopment.

3. Provide for a maintenance program of Accessible routes (to ensure ADA compliance).

4. Construct, improve, and maintain transit facilities countywide, including shelters, wayfinding and information system, trash receptacles, lighting, and integrated news dispensers.

5. Implement a program for integrating art in the public infrastructure countywide, for example at traffic control boxes, street lighting poles and standards, service access covers, etc.

6. Adopt Pedestrian level of service (LOS) models, based on the 2002 Quality/Level of Service Handbook published by the Florida Department of Transportation (FDOT), for county and local road multi-modal transportation planning.

7. Adopt corridor designations as identified in the guidebook for urbanized, transitioning and urban, and rural developed areas countywide to facilitate context-based design; and pedestrian, bicycle, and transit improvements.

8. Develop performance guidelines for context-based design of pedestrian crossings, at intersections and at mid-section (between major intersections) to improve pedestrian movement countywide.
9. Encourage local governments to adopt standards for implementation of pedestrian and transit amenities and facilities in new development and redevelopment.

10. The County and its municipalities should continue to implement and enhance their zoning and site planning requirements that provide for safe sidewalks and bike paths, including landscape, design features, and integration with utility infrastructure.

11. The County should proactively work to encourage the retrofitting of neighborhoods to establish a sound pattern of pedestrian movement and circulation.

**Urban Design**

1. Establish context-based block patterns and identify the relationships between buildings, streets, and pedestrian ways.

2. Establish policies, regulations, and incentives integrating parking requirements and building requirements that support pedestrian and transit oriented developments.

3. Encourage, through amendments to Broward County and municipal comprehensive plans, the development of transit oriented corridors and pedestrian oriented compact development: where living, working, shopping, leisure, culture, and entertainment can be reached by a choice of transportation modes.

4. Prepare model zoning and site plan regulations that provide flexibility to develop new and innovative building types that support the infrastructure and mobility concepts of the Guidebook.

**Landscape Design**

1. Implement tree planting schemes at county entry points and along all corridors, including the corridors of green and palm allee concepts in the Guidebook.

2. Establish a policy that ensures coordination between landscape elements, utility infrastructure, and the pedestrian and transportation environment.

3. Encourage local governments to adopt NatureScape principles.
4. Establish performance guidelines for context-based design of the landscape in the public realm.

5. Amend, as appropriate, the standards for addressing adequacy of parks and recreational facilities to expand the availability of parks and open space in existing neighborhoods.

6. Investigate amendments to the Broward County Land Development Code to require dedication or reservation of planned greenways corridors.

**Architecture**

1. Promote the adoption of local design guidelines that require coordination between architectural design, transit, and pedestrian and other forms of non-motorized transportation.

2. Incorporate context based design into all new and renovated County buildings and encourage the private sector, and municipalities to do the same.

3. Encourage climate responsive design and implementation of LEED (Leadership in Energy and Environmental Design) rating system in all new County buildings.

4. Encourage municipalities to adopt the LEED rating system for development and redevelopment.

**Graphic Design**

1. Incorporate high quality graphic design systems into all County entry points including roads, interchanges, rail, sea, and air terminals.

2. Improve and maintain County entry points at roads, interchanges, rail, sea and air terminals.

3. Develop and implement a high quality graphic identity system for transit vehicles.

4. Encourage municipalities to adopt design guidelines requiring inclusion of quality pedestrian oriented graphic design into the development and redevelopment of town centers and transit-oriented development.
Credits

This guidebook was made possible with the leadership, guidance, and participation of many people.

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Development Management Division
Engineering Division
Environmental Protection Department
Historical Commission
Mass Transit Division
Office of Environmental Services
preface | credits

Planning Services Division
Public Works Department
Streets and Highways Division
Traffic Engineering Division
Transportation Planning Division

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Commissioner Robert Chunn, Dania Beach
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Ivan Pato, City Manager, Dania Beach
Louise Stilson, City Clerk, Dania Beach
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**Coconut Creek Demonstration Area**

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Vice Mayor Marilyn Gerber, Coconut Creek
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Commissioner Sam Goldsmith, Coconut Creek
Commissioner Jim Waldman, Coconut Creek
John Kelly, City Manager, Coconut Creek
Paul Stuart, City Attorney, Coconut Creek
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