
SUPPORTING DATA

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Urban Design Supporting Data

The purpose of the Urban Design Element is to develop an understanding of the overall physical form of the development within the University and its relationship to the surrounding community, and based on this understanding, provide conceptual principles for the organization of future development on the campus.

1. Inventory and Analysis of Existing Conditions

Since the land is primarily wooded and there is only one small existing structure on the site, there is very little physical form of existing development. See **Figure 3.1**.

The site is relatively flat at approximately elevation +15.0' with Water Management District requirements from the SFWMD Conceptual Permit for minimum finished floor elevations as follows:

1. Building +27.5'
2. Roadway +25.0'

1.a. Campus Open Spaces and Visual Character

At this time, the northern 2/3 of the campus is wooded with the northwestern quadrant of the site primarily lake or wetlands. The southeastern quadrant is developed with an entry road, a 9,000 sq.ft. "L" shaped building, a parking lot for 150 cars and a 2-acre man-made lake. See **Figure 3.2**. Since there is minimal existing development on the Campus, a description of the spatial form of existing development on the campus cannot be provided, therefore, this data requirement does not apply.

The following series of photographs depict the site in its current state. (See **Figure 3.3** for photograph locations, Figures 3.3.1 – 3.3.3 for photographs).

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1.b. Inventory of Service Areas

Not applicable. See Item 1.a.

1.c. High Activity Buildings

Not applicable. See Item 1.a.

1.d. Existing Functional Linkages

Linkages to off-campus areas will be by both automobile and pedestrian. It is projected that most auto traffic will eventually link east to California Blvd based on commuter student demographics. Currently, all auto traffic links south to University Drive and there are no pedestrian links off campus. The IRCC campus to the north and the Spring Training Baseball facility to the west of the site will encourage pedestrian and bicycle traffic in those directions.

1.e. Character of Existing Buildings and Open Spaces Within the Context Area

Refer to **Figures 3.4 and 3.5** for the Master Plan Context Area and for a description of various "zones" in the immediate area surrounding the campus. Generally, there is a rich variety of functions planned in the immediate areas surrounding the site, and they will be knit together by roadways and pedestrian walkways. Interstate 95 feeds into this area at the St. Lucie West interchange.

2. Future Needs/Requirements

2.a. Analysis of the Evolution of the Development Pattern of University Buildings and Open Spaces

Since there is only one small building on campus, no analysis of the evolution of the development pattern can be provided, therefore, this analysis requirement does not apply.

2.b. Identification and Assessment of Spatial Configurations for Future Campus Development

Since there is only one building on the campus, a description of the spatial configuration cannot be provided, therefore, this data requirement does not apply.

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2.c. **Identification and Assessment of Future Activity Location and Linkage Concepts (See Figure 3.6).**

It is the objective of the new plan to place an emphasis on a pedestrian campus spine. Linkages become the structure for circulation, the cohesive skeleton that ties activities, uses, and the physical place together. Future uses need to be strong enough to be clearly hierarchical and tie activity nodes to the campus. The future high activity locations should have strong linkages to one another and to off-campus high activity areas.

Linkages should tie compatible Off-Campus amenities to On-Campus facilities and encourage pedestrian and bicycle transportation to and from campus. These linkages should also include public transit to reduce the number of vehicles on the road and thereby improve the environmental quality.