
FLORIDA ATLANTIC UNIVERSITY MASTER PLAN

SUMMARY

Master Plan Background

The Master Planning process for the Treasure Coast Campus began in 1998. At that time the Campus consisted of one L-shaped building and a small parking lot. While gathering data for analysis, development moved forward through a joint effort with Indian River Community College (IRCC) the entity with which FAU shares the Treasure Coast Campus location. Since the master plan began prior to this growth it does not address the additional buildings and space other than to predict their existence. The master plan does address the urban design, land use, facility growth, open space, infrastructure, utilities, and transportation growth and management that will affect the Treasure Coast Campus.

Campus Master Plan

The Master Plan graphic shows the development of the Treasure Coast Campus in accordance with the planning parameters. The concept builds upon a system of quadrangles, courtyards, and walkways. Future University buildings are situated on the south side of the campus a short distance from the existing building. IRCC facilities are located on the northern half of the campus. Joint-use facilities such as the library are centrally located between the two entities. The Campus itself is designed to blend seamlessly, appearing as one complete educational center rather than two organizations sharing one site.

The master plan graphic shows the campus after phased build out. At the initial planning stage the campus consisted of only one building. During the planning process three additional buildings have been completed to begin the creation the campus atmosphere suggested by the plan. This initial construction is part of phase 1 of the master plan. Phase 2 and beyond will focus on campus build out as finances and need arise.

The main campus entries are located along California Boulevard. Two landscaped divided boulevards each lead to a roundabout that connects the east and west parking lots and vehicular routes. A secondary entrance, the current existing entrance, on University Drive, is a smaller divided roadway, with roundabout, that connects to the new parking lots and vehicular path along the eastern edge of the campus. Pedestrian paths, oriented north to south cross the vehicular paths at the roundabouts. Additional pedestrian paths connect each facility, lining the edges of the courtyards and quadrangles throughout the campus.

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Campus land uses as delineated in the plan consist of four categories; academic, water and wetlands, parking and roads, and undeveloped land. The academic zone sits at the center of the campus. The water and wetlands zone is located at the southeastern and northwestern corners of the campus, consistent with existing wetland areas. Parking is primarily located on the eastern edge of the campus with additional lots on the north and west sides of the new facilities in addition to the existing 150 space lot at the existing building. Only the southwestern corner and campus edges remain undeveloped.

The Campus is located within the larger residential community of St. Lucie West. The master plan has carefully considered the impact of the campus on the community. Campus facilities have been kept at lower heights with pitched roofs to relate to the existing adjacent residential neighborhood. The campus also utilizes landscaping and significant setbacks to further minimize visual impact on the adjacent homes.

Infrastructure

The University will comply with the requirements and restrictions set forth by all appropriate regulatory agencies for water and stormwater management. FAU will continue to monitor and manage all stormwater and wastewater to mitigate impact on the surrounding community.

Utilities

Utilities for each new facility will be developed in conjunction with each new building. Individual chiller plants planned with each new building shall meet the immediate need and should allow for 10% future increase in system capacity. Chillers for new facilities shall be combined to serve multiple facilities wherever possible. Coordination with IRCC for future services will also help to manage utility needs, usage, and costs more effectively. Electrical power supply and management shall also be coordinated with IRCC. Telecommunications systems will be up to date with technology and in compliance with University needs and requirements.

Traffic

Circulation

Traffic circulation on campus will be accomplished through an internal roadway system that connects primary parking areas. The internal roadways will primarily serve intra-campus movements and quick conveyance of traffic to and from the external roadway accesses. Access to and from the campus is provided through the roadway network of St. Lucie West. Traffic currently

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accesses the campus through the NW University Drive entrance. Additional entry points will be constructed on NW California Boulevard.

Parking

Parking lots at the campus are designed in a manner that permits movement from the most remote parking areas to primary academic and administrative buildings in approximately an eight to ten minute walk, with most parking areas being less than a five minute walk to the desired building. This is of particular importance to commuting students, who often times arrive on campus with just enough time to walk to class. Parking areas are designed to surround the campus core area and separate pedestrian movements occurring between academic and administrative buildings from vehicular movements related to parking and campus ingress and egress.

Intergovernmental Coordination

The University will coordinate with appropriate governmental agencies to ensure compliance with the goals and policies of the host community. Coordination will also occur with IRCC for growth management issues throughout the entire campus. Coordination with all local utility companies and regulatory agencies will occur on a regular basis to ensure continued services to campus facilities.