

Downtown Master Plan

Davie, Florida



The historic Town of Davie was the first improved town in the Everglades. Originally called Zona by its settlers, Davie has remained faithful to its past, embracing its roots as a rural community. Its Western style architecture has helped to keep Davie an authentic place with a character of its own.

The Downtown Master Plan was created to establish a vision for Davie's future. The Master Plan identifies implementation steps and includes illustrations of the hypothetical build-out of Downtown. The plans, diagrams, and illustrations represent a community vision for Downtown and demonstrates how all of the properties can work together to form a vibrant center for the town of Davie. Implementing such a vision is not an easy task, therefore the Town, property owners, and business owners must work together to ensure the successful implementation of the Master Plan. Implementation strategies are outlined that demonstrate redevelopment opportunities, identifying specific locations in the study area where improvements can occur on a lot by lot basis and can be carried out by individual property owners.

The design team began their work by touring Davie, taking note of important details within the town. Thorough documentation using photographs and drawings allowed the team to better understand what makes Davie unique. Davie's western themed buildings make it a distinctive place in South Florida. Keeping that distinction was reinforced by community participants and that is why many of the charrette drawings demonstrating possible future development build upon Davie's western roots.

Initial observations:

- Davie lacks the pedestrian and commercial activity generally seen in a traditional downtown,
- Davie Road functions as a high speed roadway rather than a pedestrian-friendly main street,
- The road network in downtown Davie is incomplete, which causes traffic congestion on certain streets,
- The Huck Liles greens could be further enhanced as a community park,
- More can be done to increase the economic impact from visitors attending the Bergeron Rodeo, and
- Town Hall needs more space, and can be rebuilt or moved to give it more presence in the downtown.



Looking to the canal between Griffin Road and Orange Drive



In its current configuration, Davie Road is not a pedestrian-friendly main street.



Existing Davie Town Hall



View of the Bergeron Rodeo Grounds from Rodeo Way



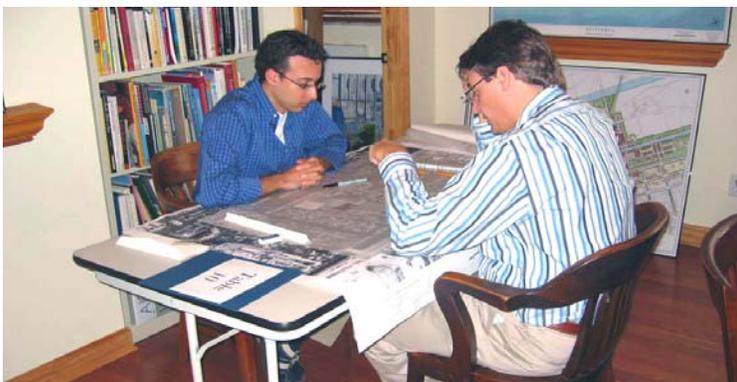
Looking across the underutilized Huck Liles greens



Participants worked together and drew ideas on base maps.

The Davie Master Plan is the culmination of an interactive charrette process centered around community input. The process began in December by talking to citizens of Davie and Town Council members. In January, community members were invited to participate in a public design session. The session on January 7th began with a brief introduction on the principles of traditional town planning and featured a history of town-making. Participants were then separated into smaller groups and charged with helping to envision the future of Davie. Each table then presented their ideas to the rest of the group. The session culminated in a group discussion, furthering ideas and issues started in the smaller groups.

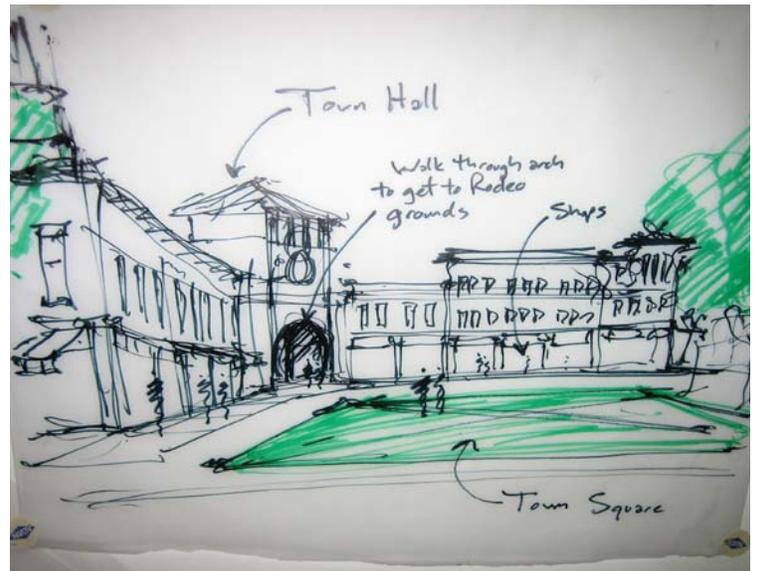
Following the community design session, the design team returned to its studio for a week-long intense design process. Team members carefully examined the drawings produced by the participants and incorporated shared ideas for the master plan. As the week unfolded, the plan was drawn in greater detail. Analytical drawings helped determine implementation strategies, and visionary drawings demonstrated the possible character of future development. Following this process, the community was invited for a work-in-progress presentation on February 27th, participants were asked to give additional input about the draft plan and renderings. The design team then returned to their offices to complete the final drawings.



The design team worked in its studio to refine the ideas generated at the public session.



One representative from each table presented their work to the entire group.



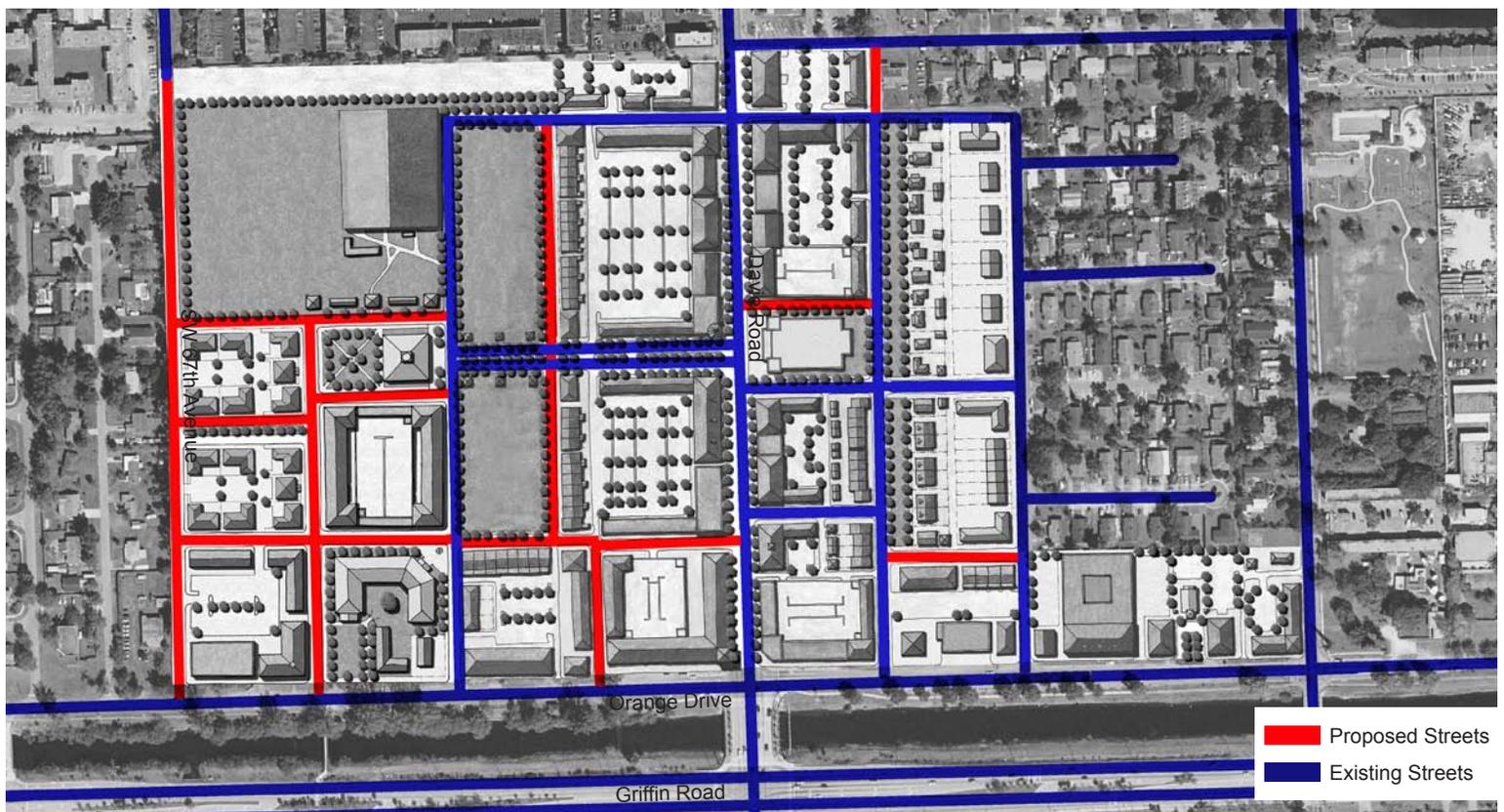
A drawing produced during the hands-on session



Victor Dover presented strategies to implement the plan during the work-in-progress presentation.



The lack of cross access between neighboring properties explains why there are so many curb-cuts along Davie Road. Multiple curb-cuts within one block are not pedestrian-friendly since pedestrians using the sidewalk constantly have to be concerned with being struck by vehicles entering or exiting parking.



The improved streetwork network, combined with cross access between lots (reducing the need for numerous curb-cuts) and new street-oriented buildings with rear parking, will make the Downtown streets safer and more comfortable for pedestrians. On-street parking becomes possible. The smaller blocks make walking distances shorter, and more local car trips will not have to use Davie Road.

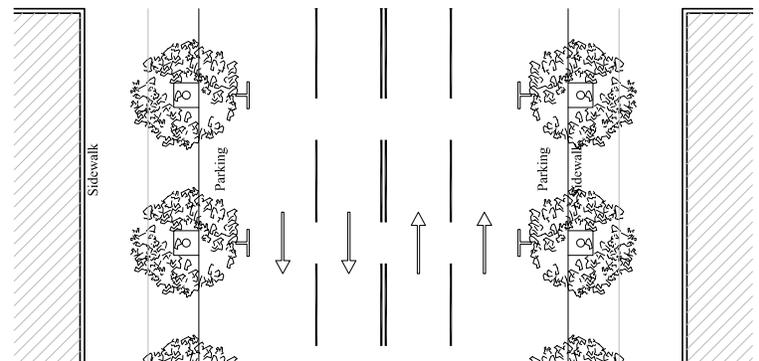
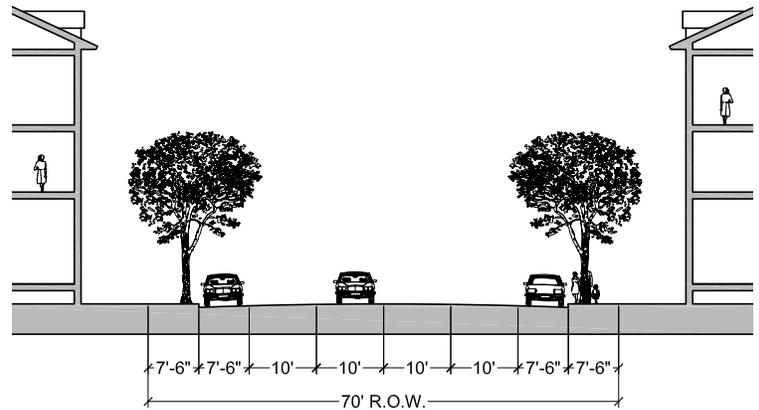


Davie Road today

Davie Road has long been considered the Town's Main Street. However, its character and function is that of a commercial strip highway. Every roadside business possesses multiple curb-cuts that drivers use to access properties, causing a chaotic and hazardous situation with the crossover lane in the center of Davie Road. Here cars can meet head-on with others travelling in opposite directions because there are no fixed places for stopping and crossing.

By reducing curb-cuts, traffic movement is freed from irregular stopping and is less likely to be tied up by mid-road accidents. Eliminating unnecessary curb-cuts also reconnects the intermittent sidewalk, creating a safer environment for pedestrians, and more uninterrupted curbs for on-street parking. Eliminating the crossover lane provides the street width needed for on-street parking on both sides of Davie Road and pedestrians will be more willing to utilize sidewalks if they are located a safe distance from the movement of traffic and behind the protection of parked cars. Parking near the fronts of buildings also encourages people to get out of their cars and walk, and to "park once" – to park and patronize multiple establishments within walking distance. The intersection of Rodeo Way and Davie Road would be signalized and have a crosswalk.

Despite the removal of curb-cuts the overall accessibility to businesses is increased with the addition of rear and side access. Adding new streets to downtown's grid of streets will reduce car trips entering and exiting Davie Road. New structures will need to be designed so that they address all streets, including



Proposed street section for Davie Road

the rear connectors. Street oriented architecture has doors, windows, balconies, and porches facing every street, and does not have blank walls facing streets.

The redesign of the Davie street system will accomplish more than just an improved traffic system. More than any other feature, streets define a community's character: they have the potential to become signature public spaces. Great streets are walkable, interesting, accessible to all, safe, comfortable, and memorable. They often combine main street shopping and dining. The strategies for creating such streets include designing with pedestrians in mind; designing the streets as a unified whole in relation to building setbacks and in scale with main street businesses; and providing street trees and shade for pedestrians, cyclists and motorists. By adding new streets and connecting some of the existing streets, the pressure on Davie Road can be reduced allowing it to become a pedestrian oriented main street.

Currently on Davie Road too much of the new commercial parking is surface parking facing the street. The fields of asphalt parking between storefronts and the street create a negative visual impact. The dominant visual image will never be of a traditional main street unless the buildings are located forwards on their lots, parking is located to the rear of properties, and parallel parking is added to Davie Road.

The Downtown Master Plan is the culmination of the ideas generated throughout the charrette process. Main ideas include: identifying redevelopment opportunities, balancing the needs of vehicles and pedestrians, improving safety and traffic flow, and creating signature places in downtown Davie. The plan shows how the many ideas work together to create a unified vision.

Various options have been evaluated for the treatment of the Huck Liles green. This plan utilizes the town owned property for a new street as well as a rear access lane for the lots on Davie Road. The rear access lane can help to facilitate street oriented redevelopment along Davie Road.

Utilize the Town owned Huck Liles greens as underground water retention. This will facilitate future development's retention requirements.

Provide additional open space for the rodeo.

Connect SW 67th Avenue with Orange Drive to help relieve traffic on Davie Road.

Enhance the Huck Liles properties so that they become a central park for the Town of Davie. Rodeo activities can also occur on the site as needed.

Place small buildings with rodeo related uses at the entrance to the rodeo.

Front the green on a new north-south road with townhouses to create natural surveillance.

Terminate the view from Davie Road with a civic building. A plaza in front can serve as a meeting place for the community.

Redevelop the Orange Blossom community to allow for additional affordable housing within the Town of Davie. Create smaller blocks to provide alternate routes for traffic flow.

Develop the existing parking lot as a mixed-use building that surrounds a parking garage. The garage will serve the Town Hall and its neighbors.

Build a new Town Hall on its existing site. The new Town Hall should be oriented towards the Huck Liles greens and have a strong architectural prominence.

Redevelop the properties assembled by the CRA as a mixed-use building, with a parking garage in the center. Use the building to mark the entrance to Davie.

Implement a new framework of blocks and streets to create additional frontages and access lanes.

Provide rear access to the lots that front Davie Road. By accessing lots from the rear, buildings can be located close to the street and parking can be behind the buildings.

Create a storm water conveyor to facilitate future development. Water will be carried to northeast to L Lake.

Use parking garages or large parking lots to cluster parking and allow for buildings to engage the street.

Reserve sites for future civic buildings. Civic buildings should be prominent in a vibrant downtown.

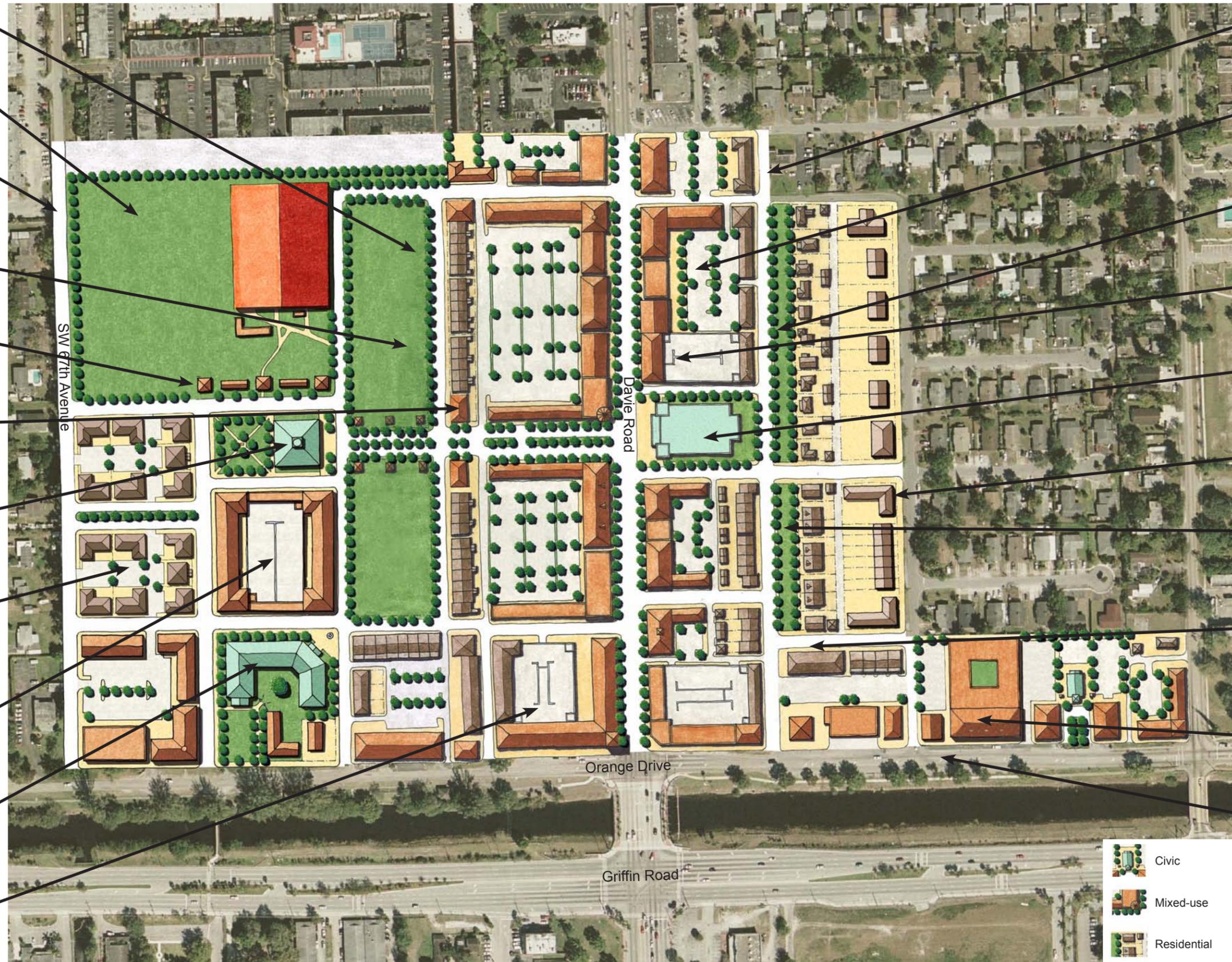
Take advantage of vacant and under utilized lots as opportunities for additional affordable housing.

Front the green with houses to increase safety and enhance the public realm.

Use parallel parking to create a park-once environment. All streets within downtown Davie should have on-street parking. This will ease the pressure of parking requirements on individual lots, and allow for more street oriented development.

Revitalize existing buildings with additions closer to the street. On-street parking will help to supplement parking lots.

Engage Orange Drive with more intense buildings that are closer to the right-of-way. The strong presence of the buildings will alert visitors that they have arrived.



In the effort to plan for Davie's future, multiple possibilities were envisioned for the treatment of the Huck Liles properties. A key strategy of all the scenarios is the introduction of a new north-south street on the east side of the Huck Liles property. As the properties east of the green redevelop, they should be encouraged by the Town to take advantage of the new road and face buildings towards the green. Each of the options shows a unique design approach towards the future of the green spaces.



This option shows minimal infringement on the Huck Liles property. A new north south road would be located on the eastern edge of the green to help encourage future development to face the green.



The option shown above demonstrates redevelopment of the south portion of the green as a mixed-use development while leaving the north portion fully intact.



The perspective above shows what the intersection of Orange Drive and Davie Road from Griffin Road could look like with the proposed mixed-use development. This proposed development is on land currently owned by the CRA. Intended to serve as a model for future development, the ground floor of the buildings is envisioned to house an assortment of retail uses, while offices and residences will be located on the upper floors. Creating a mixed-use environment will increase activity on Davie Road during more hours of the day, helping to make it a place rather than just a street. Parking for the buildings is in the back of the lot while the buildings sit closer to the street. A tower element can be located on the buildings' prominent corner to make it a landmark entrance to town.



The two pedestrian level perspectives portray a civic building located on Davie Road. Locating civic buildings within the heart of town and in a prominent location will increase pedestrian activity on the street. By receding the building from the street a formal town plaza is created. The plaza is engaged on three sides by building frontages, which helps to make a comfortable space that can be used for many activities.

Drainage Strategies

Drainage is a major factor that will affect the future of the Town of Davie. West of Davie Road, water retention will be handled on the town-owned Huck Liles properties. The properties will be engineered to store water under their surface and will serve as a shared water retention facility for future development in the study area. On the east side of Davie Road, the properties along the east side of SW 63rd Avenue can be assembled to create a green conveyor that will move water to L Lake. The lots should be used for duplexes or other housing types that will face the green.

CRA Property

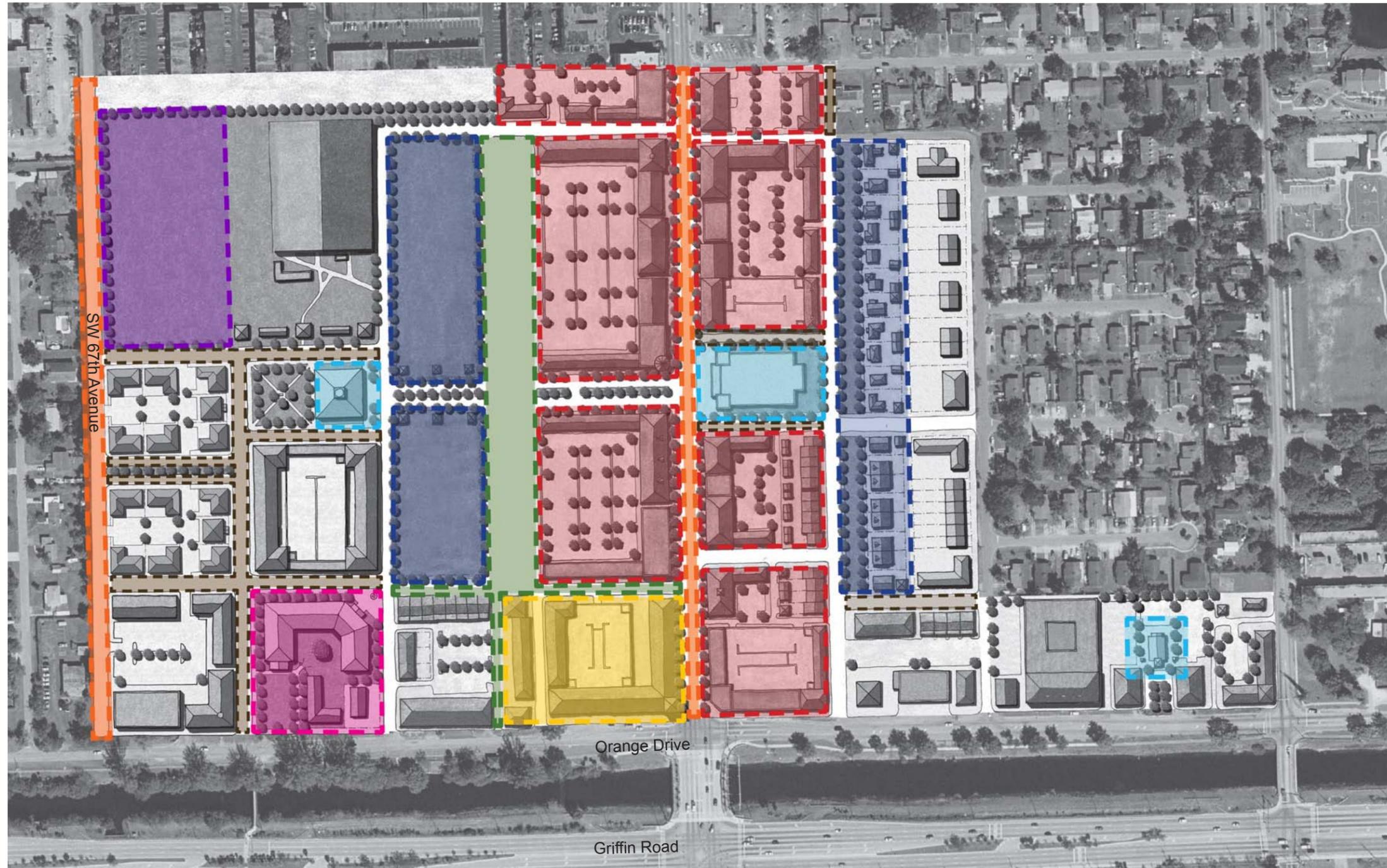
The Davie Community Redevelopment Agency has purchased and assembled parcels on the corner of Davie Road and Orange Drive. The site is a prime location and the new development will stand as a gateway to the Town of Davie. The building will have a mix of uses, with retail uses on the ground floor and offices and residential uses on the upper floors. The building will surround a parking structure that may be used for adjacent properties. This development can serve as a model for future development within the downtown.

Huck Liles Properties

The Huck Liles properties are an important feature of the Town of Davie and are an asset to any future development. The construction of a new road along the east side of the greens will increase their presence. The road will give additional access to the properties along Davie Road and will help facilitate their redevelopment by allowing better traffic circulation among neighboring properties. In addition, buildings facing the new street will offer a better presentation to the rodeo grounds than will the backs of buildings.

Davie Road Properties

The redevelopment of the properties along Davie Road will help to create a more vibrant downtown. By locating buildings close to the street and creating pedestrian-oriented building elements such as arcades and colonnades Davie Road can be made more comfortable for pedestrians and can serve as a main street for the Town. By introducing rear access, individual properties on Davie Road will be able to develop over time in a more street-oriented fashion.



Town Hall

There are several sites that can be considered for a new town hall, should the need to choose a new site arise (see Item G). However, redevelopment on its current site has many advantages, and is the most viable option. Existing structures on the site may remain and would be supplemented with additional buildings. The existing parking lot could continue to be used in the near future, however, the lot could be considered as a site for additional development.

Connecting SW 67th Avenue

The Town of Davie should consider an additional north-south connection. This can be accomplished by connecting SW 67th Avenue to Orange Drive using the existing right-of-way. The new road will act as the western edge of Davie's downtown and will help to ease traffic on Davie Road. Smaller blocks along the east side of this new road will allow improved access into and out of the downtown. Decreased pressure on Davie Road will facilitate its transition to a main street.

Reserve Civic Sites

Civic buildings and spaces are very important to a community. They help to establish a sense of place and permanence as well as create a buzz of activity near them. In addition to keeping town hall within the heart of town, additional civic sites should be created in the downtown. A museum or library are possible uses but there are many other options. The Downtown Master Plan identifies a series of sites throughout the town a possible locations for civic uses.

Provide Drainage Locations

To facilitate the increased development within the downtown, additional sites will need to be considered for water storage. The site next to the rodeo can be used as green space for rodeo related uses while also serving as underground water retention.

Complete the Road Network

The framework of blocks and streets within downtown Davie is incomplete and does not allow for many options to and out of the downtown. By connecting existing roadways and adding additional streets, traffic can be more evenly dispersed throughout the downtown.

Downtown Master Plan

Location: Davie, Florida

Project Area: 70 acres

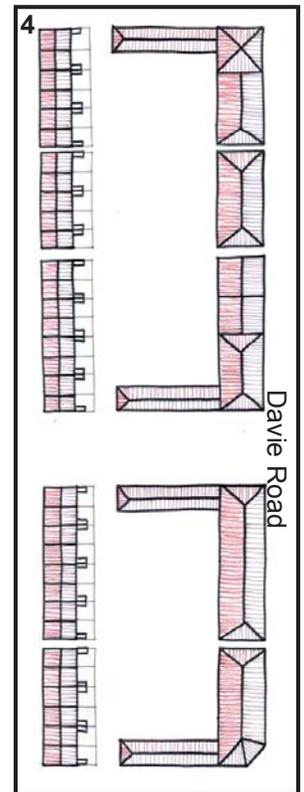
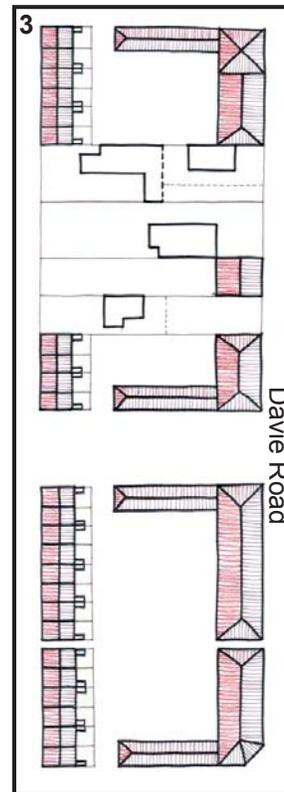
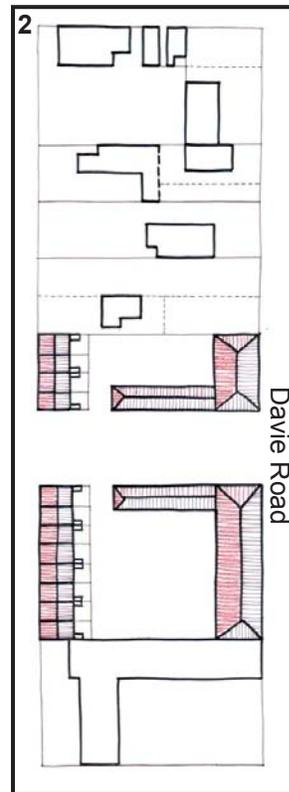
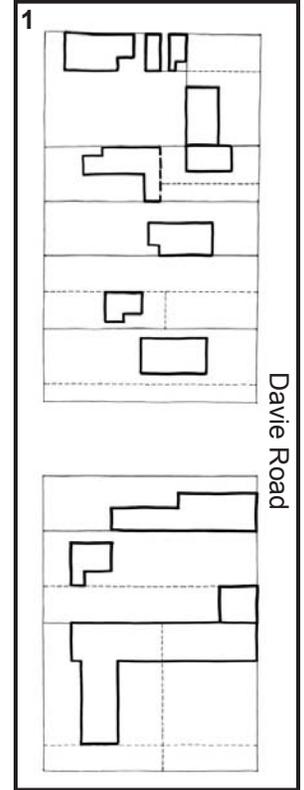
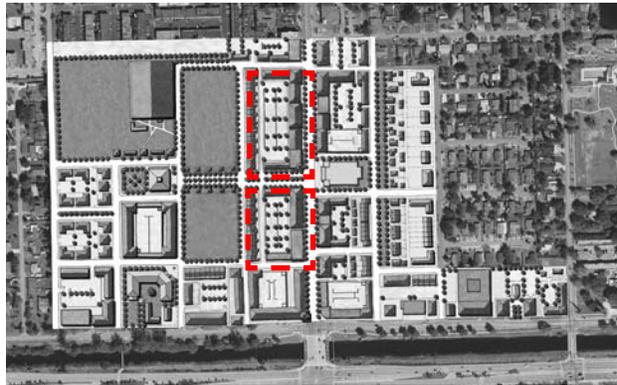
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Community
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Milt Rhodes
Andrew Georgiadis
Chris Podstawski
Canan Mutlu
Carmen Rivera
Justin Falango



Incremental Development

Over time, as properties redevelop at each owner's pace, those incremental changes will collectively create the intended vision for Downtown Davie. The diagrams below show this idea by focusing on a few properties on the west side of Davie Road. The diagrams are hypothetical and are based on existing property lines. #1 shows the existing building footprint and lot lines. #2 shows the properties at Rodeo Way redeveloped with buildings up along Davie Road, and at the rear facing the Huck Liles green. #3 and #4 demonstrate infill remaining properties with street oriented development.



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