

TOWN OF DAVIE

TOWN COUNCIL AGENDA REPORT

TO: Mayor and Councilmembers

FROM/PHONE: Will Allen, Redevelopment Administrator

PREPARED BY: Will Allen, Redevelopment Administrator

SUBJECT: Resolution:

AFFECTED DISTRICT: District 1 District 2

TITLE OF AGENDA ITEM: A RESOLUTION OF THE TOWN OF DAVIE, FLORIDA APPROVING THE DAVIE, FLORIDA DOWNTOWN MASTER PLAN DOCUMENT; AND AUTHORIZING THE MAYOR TO ACKNOWLEDGE SUCH APPROVAL BY AFFIXING HIS SIGNATURE TO SAID RESOLUTION; AND PROVIDING FOR AN EFFECTIVE DATE.

REPORT IN BRIEF: The firm of Dover Kohl & Partners was retained by the Davie Community Redevelopment Agency in September of 2005 to provide land use analysis and design planning to prepare a Downtown Master Plan for Davie, Florida. The study area was essentially the same 70 acre area as was studied in the Davie Settlement Plan done in 1990. The resulting plan is a culmination of an interactive charrette process which provided the opportunity for community input into the planning process through such means as a public design workshop session and interviews with members of the community. The public design session was scheduled for October 22, 2005 but had to be postponed due to Hurricane Wilma. The actual public design session took place on Saturday, January 7, 2006. Approximately 40 participants joined in the hands-on planning workshop. A work-in-progress meeting was held in a public meeting on February 27, 2006. Following this meeting Dover Kohl & Partners continued to refine and finalize the plan.

The Downtown Master Plan provides a long range vision for the redevelopment of the Town Center area and identifies key steps which can be taken to implement the components of the plan. It is difficult to summarize all of the information contained in the text and illustrations of the report so only some of the key components are included in this brief report.

A fundamental concept of the Downtown Master Plan is an improved street network with smaller blocks and increased connections. This provides alternative means of access into and out of downtown so that local car trips do not necessarily have to use Davie Road. An example of adding street improvements would be to install SW 67 Avenue for which there is an existing right-of-way. This would provide another means of access to the area as well as a potential route for transit access.

The Master Plan has multiple options for handling the properties on Davie Road that back up to the former Huck Liles property. All the options share the vision of making Davie Road into a main street rather than maintaining its character as a high speed thoroughway. The plan also stresses the need for reducing curb cuts on Davie Road to make it safer and more comfortable

to pedestrians. In order to achieve this goal buildings should face Davie Road and parking should be located in the rear, rather than in front of buildings facing the street. Currently the parking lots on Davie Road create large expanses of pavement along the street and between buildings.

The plan calls for a consolidated system of water retention rather than providing retention on a lot by lot basis. The Huck Liles property is seen as a multi-purpose space that could be used for providing underground water retention, parking for the rodeo grounds and fulfilling the role as a central park towards which significant buildings such as a new Town Hall are oriented. Access to the former Huck Liles property is also improved with public access along the eastern portion of the property which allows better access to the parking and also provides rear access to properties along parts of Davie Road. The plan shows residences on the east side of the green which would help to increase vitality in the area and provides natural surveillance for the public space. The plan also demonstrates that the west side of the rodeo arena could be used as open space.

Another important aspect of the plan is the redevelopment of the properties currently being assembled by the CRA at the corner of Davie Road and Orange Drive. A perspective drawing of the site demonstrates how architecture can be used to create an entrance to the Downtown. The plan also shows potential areas that the private sector might consider for redevelopment such as the Orange Blossom Mobile Home Park and the area east of SW 63 Avenue.

The plan will be explained in more detail at the July 5, 2006 Town Council meeting. A hard copy of the proposed Downtown Master Plan is attached in the backup information.

CONCURRENCES: The Community Redevelopment Agency Board recommended approval of the Downtown Master Plan at their May 30, 2006 meeting. The Steering Committee of the Davie Regional Activity Center adopted a motion in favor of the plan at their meeting of June 1, 2006. The Davie Economic Development Council adopted a motion in favor of adopting the master plan at their meeting of June 20, 2006.

FISCAL IMPACT: N/A

RECOMMENDATION(S): Motion to approve the resolution.

Attachment(s): Resolution
Downtown Master Plan (hard copy)
Minutes of May 30, 2006 CRA meeting
Letter from Steering Committee of Davie Regional Activity Center
Recommending Approval of Downtown Master Plan
Letter From Davie Economic Development Council In Favor Of Adoption

RESOLUTION _____

A RESOLUTION OF THE TOWN OF DAVIE, FLORIDA APPROVING THE DAVIE, FLORIDA DOWNTOWN MASTER PLAN DOCUMENT; AND AUTHORIZING THE MAYOR TO ACKNOWLEDGE SUCH APPROVAL BY AFFIXING HIS SIGNATURE TO SAID RESOLUTION; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Davie Community Redevelopment Agency approved a professional services agreement with Dover Kohl & Partners on September 29, 2005 to provide land use analysis and design planning services toward preparing a master plan including alternative scenarios for the downtown area including updates associated with the Davie Settlement Plan of 1990; and

WHEREAS, input from residents, elected officials and property owners along the corridor was received in forms such as a public design session or charrette held on Saturday, January 7, 2006, individual interviews and a follow-up meeting on October 27, 2006; and

WHEREAS, the attached document presents a vision for the downtown area with alternate scenarios including a description of implementation steps which can be taken to make the plan a reality and the Town of Davie and the Davie Community Redevelopment Agency desire to use the proposed plan to take the necessary steps to implement such a vision for the downtown area.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DAVIE, FLORIDA:

SECTION 1. The Town of Davie adopts the vision articulated in the Downtown Master Plan attached as Attachment #1.

SECTION 2. The Town of Davie will take the necessary steps to implement said master plan through creation of land development regulations and other steps as may be necessary to encourage property owners to redevelop their properties consistent with the Downtown Master Plan.

SECTION 3. This Resolution shall take effect immediately upon its passage and adoption.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2006.

MAYOR/COUNCILMEMBER

ATTEST:

TOWN CLERK

Downtown Master Plan

Davie, Florida



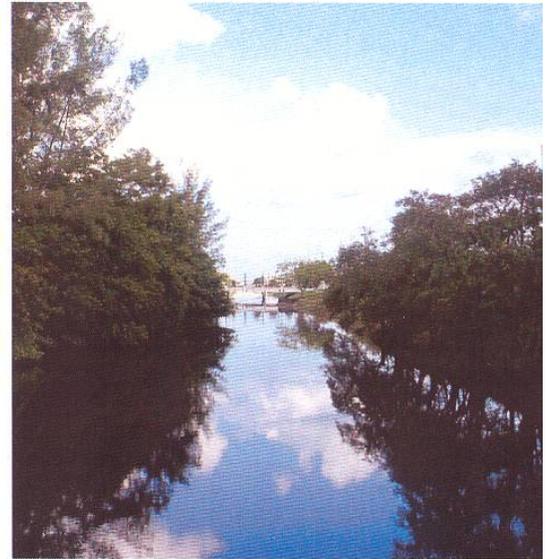
The historic Town of Davie was the first improved town in the Everglades. Originally called Zona by its settlers, Davie has remained faithful to its past, embracing its roots as a rural community. Its Western style architecture has helped to keep Davie an authentic place with a character of its own.

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 demonstrate 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 owner

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



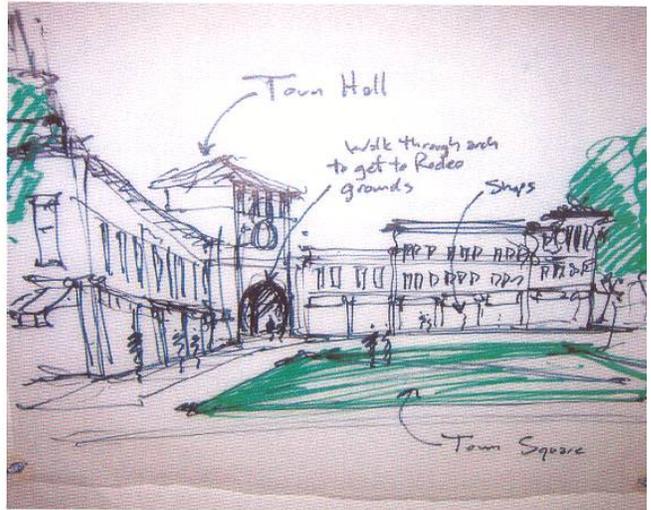
Participants worked together and drew ideas on base maps.



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

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.



A drawing produced during the hands-on session



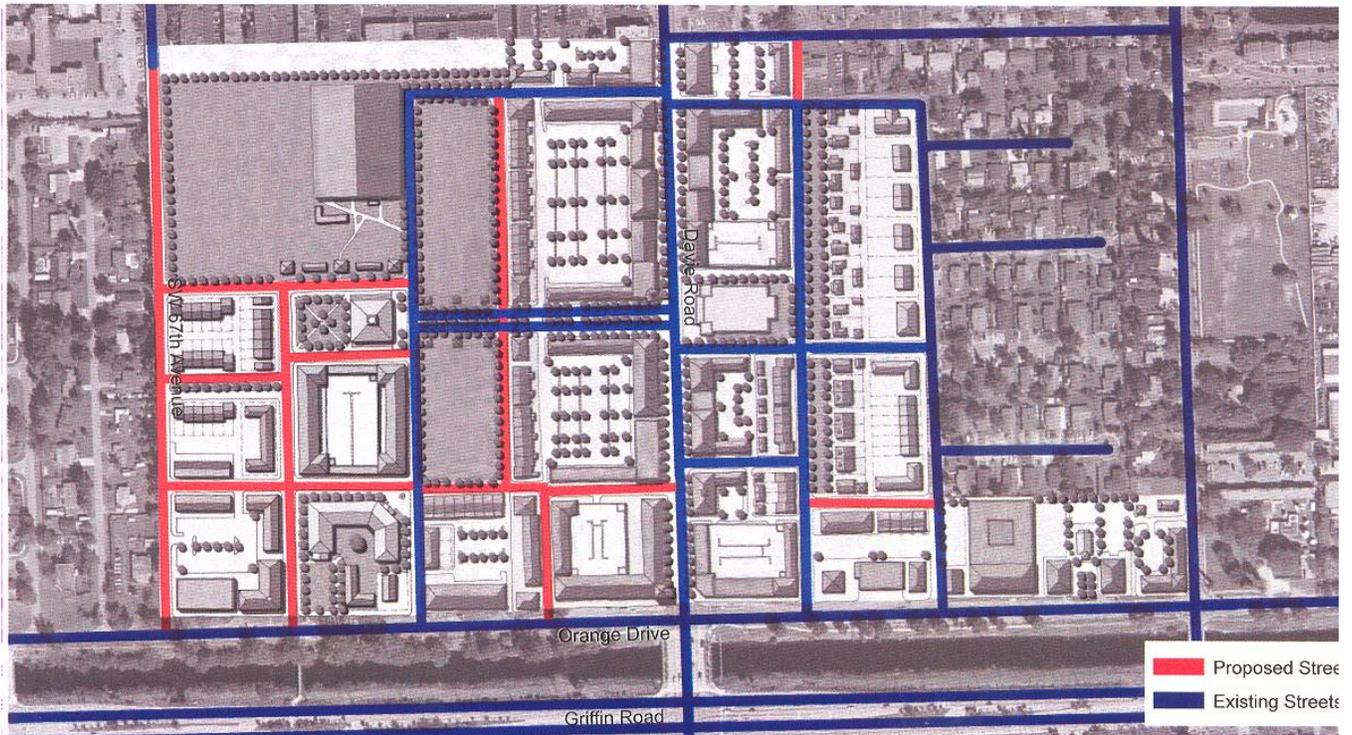
The design team worked in its studio to refine the ideas generated at the



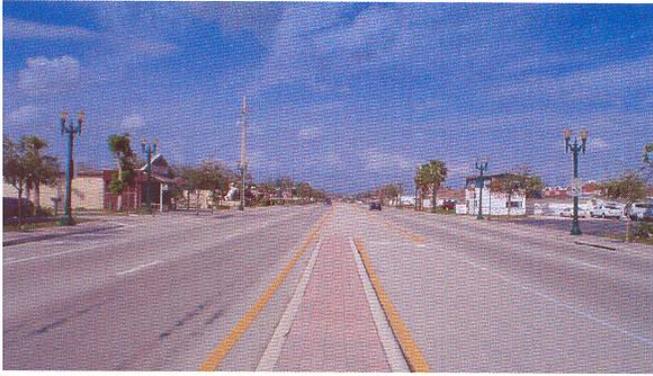
Victor Dover presented strategies to implement the plan during the work in



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 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 walk distances shorter, and more local car trips will not have to use Davie Road.

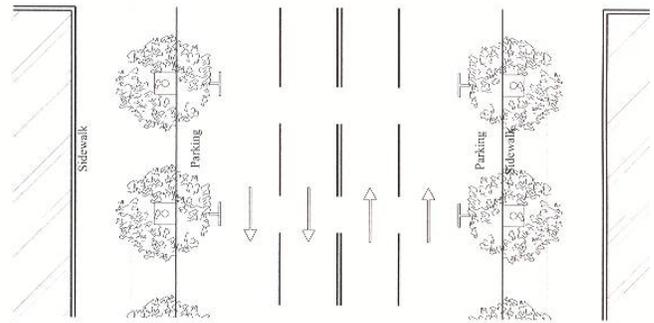
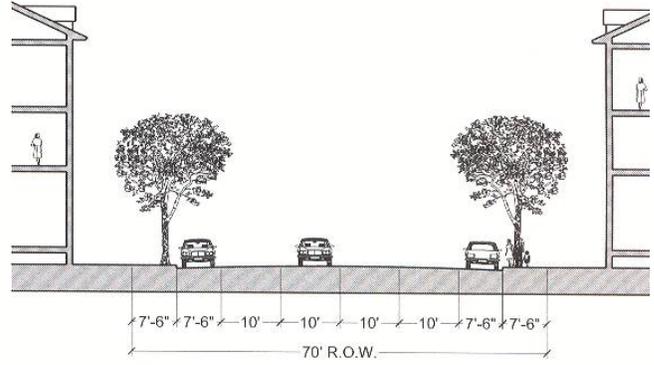


Davie Road today

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.

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 forward on their lots, parking is located to the rear of properties, and parallel parking along Davie Road is restored.

Master Plan

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.

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.

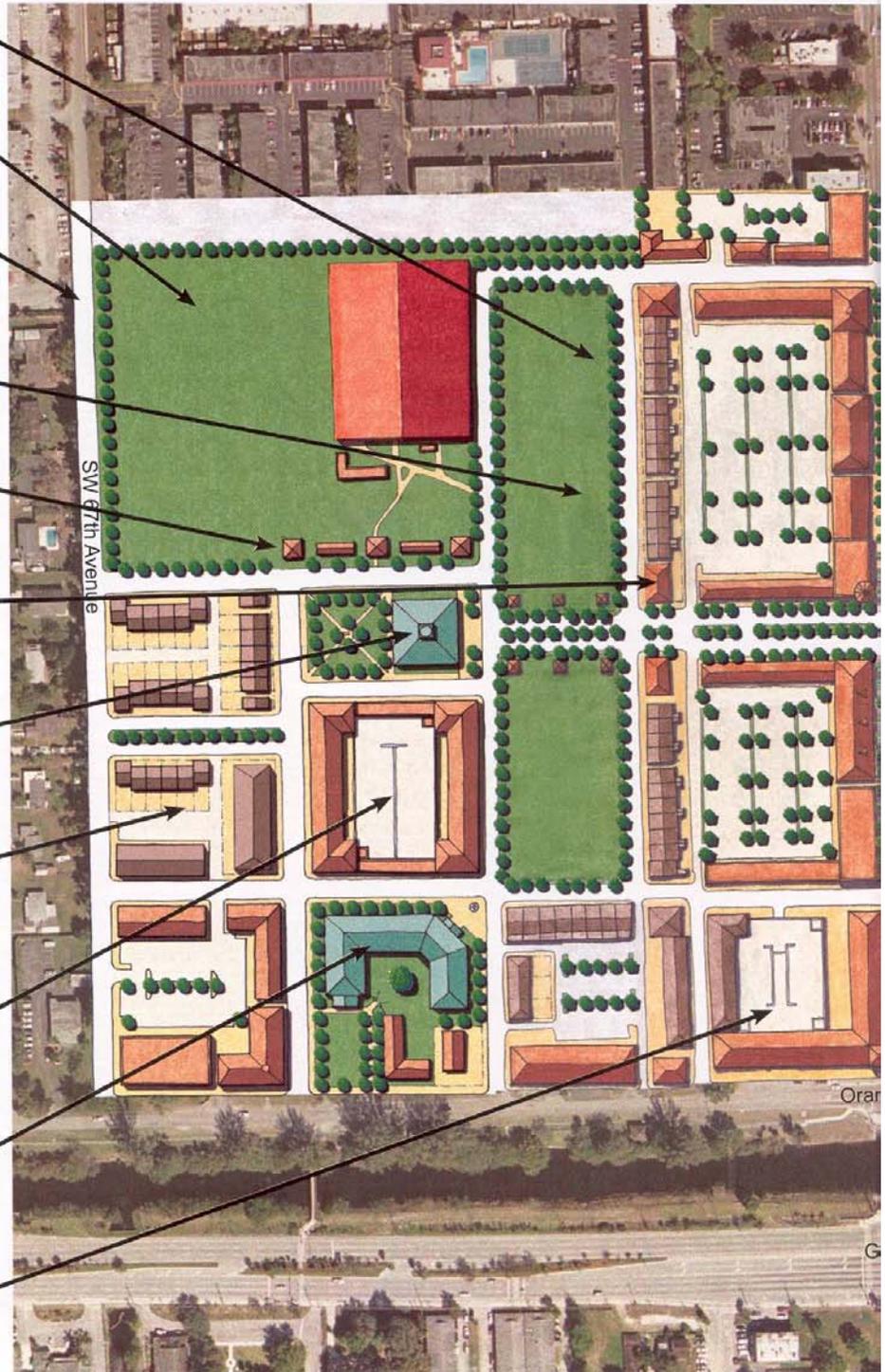
Terminate the view from Davie Road with a civic building. A plaza in front can serve as a meeting place for the community.

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.



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.



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.

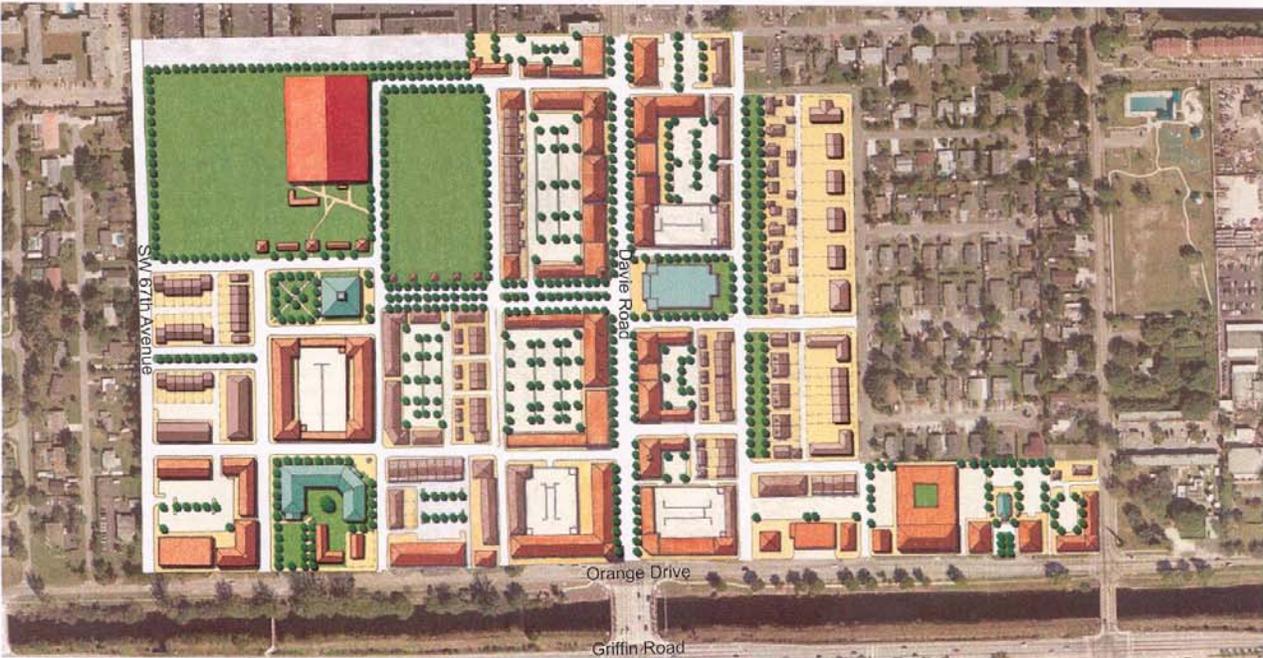
-  Civic
-  Mixed-use
-  Residential

Master Plan Options

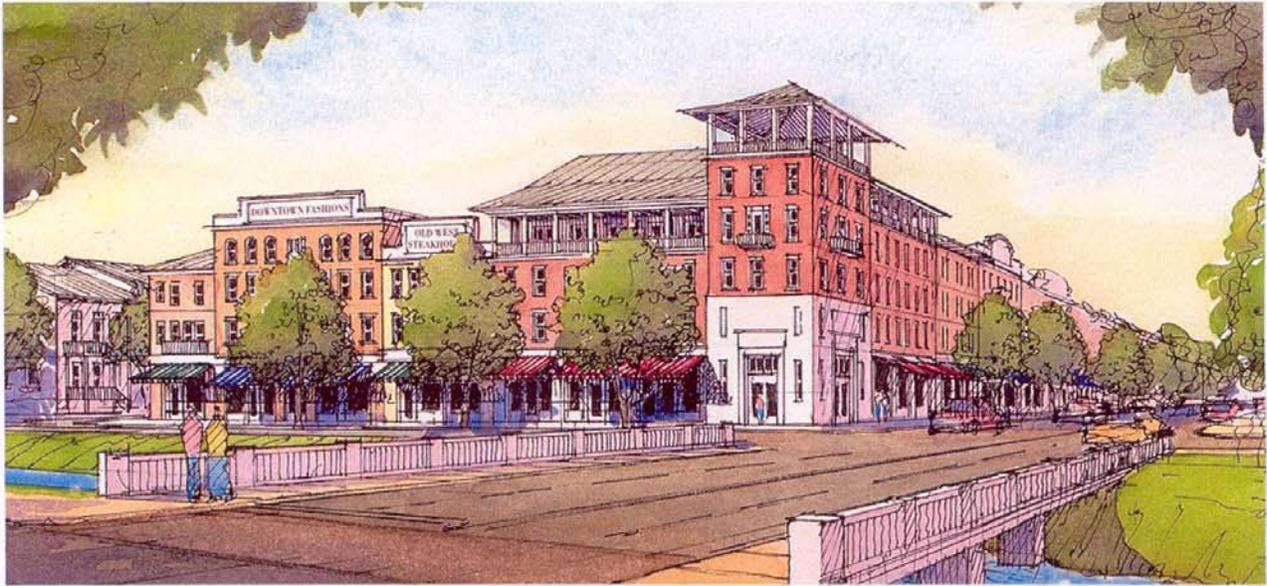
In the effort to plan for Davie's future, multiple possibilities were envisioned for the treatment of the Huck Liles properties. A key strategy of all the scenarios is the introduction of a new north-south street on the east side of the Huck Liles property. As the properties east of the green redevelop, 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.



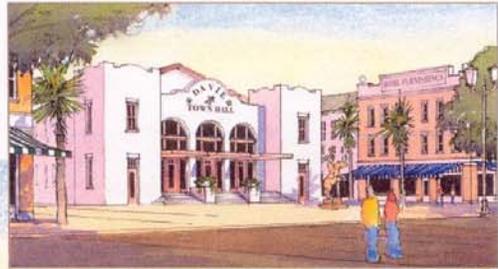
This option shows minimal infringement on the Huck Liles property. A new north south road would be located on the eastern edge of the green to help encourage future development to face the green.



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 need should be used for duplexes or other housing types that will face the green.



CRA Property

The Davie Community Re-development 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.



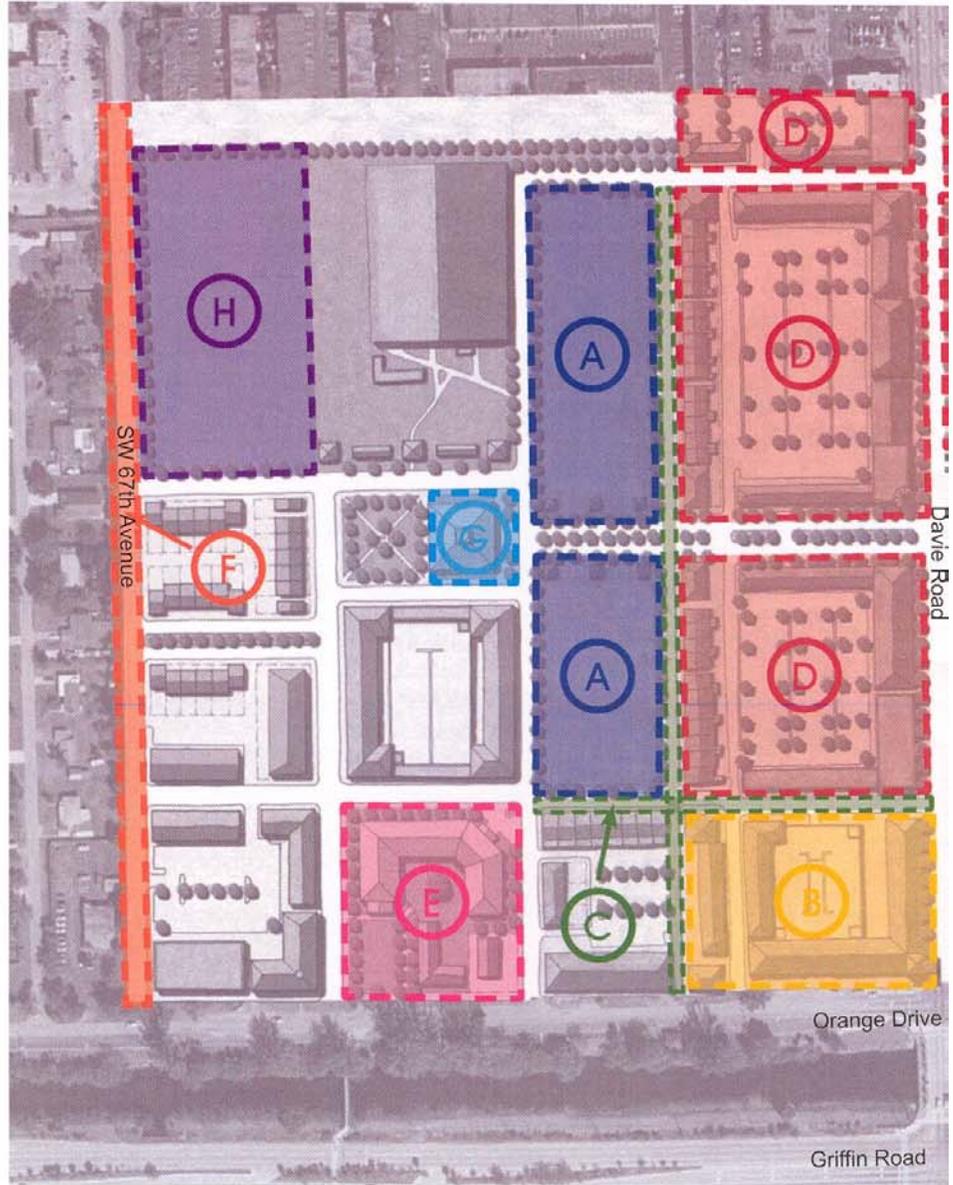
Huck Liles Properties

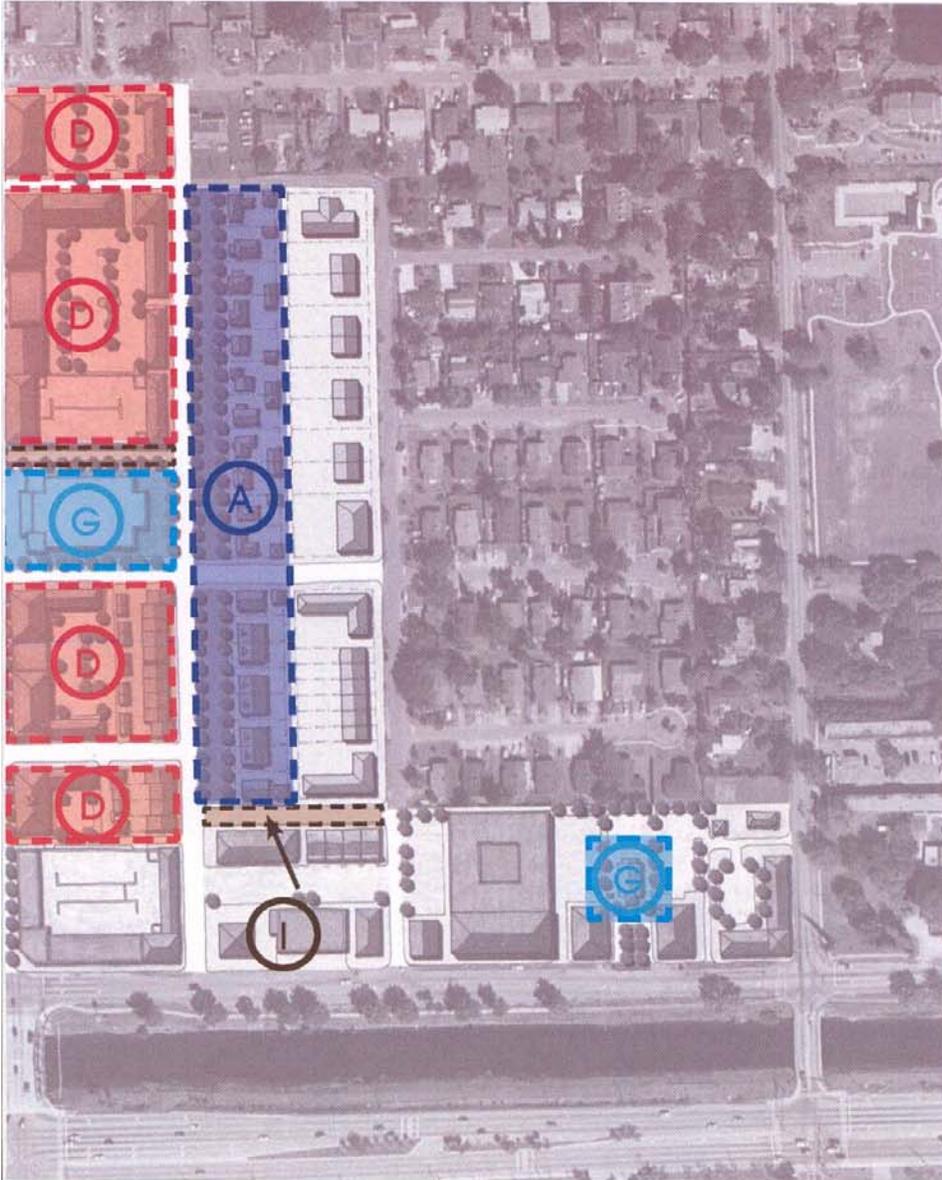
The Huck Liles properties are an important feature of the Town of Davie and are an asset to any future development. The construction of a new road along the east side of the greens will increase their presence. The road will give additional access to the properties along Davie Road and will help facilitate 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 streets.



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.





E 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.

F 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. By creating smaller blocks along the east side of this new road, access into and out of the downtown will be improved.

G 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.

H Provide Additional 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.

I 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

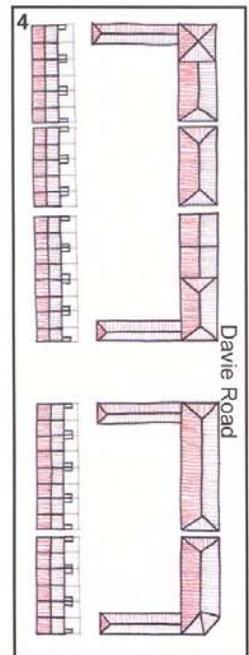
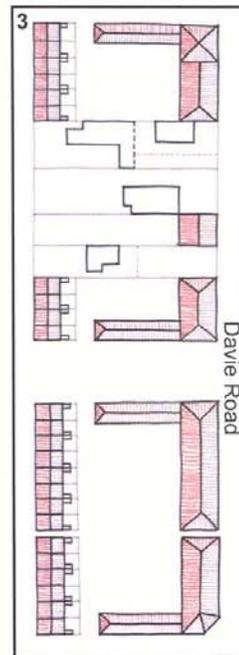
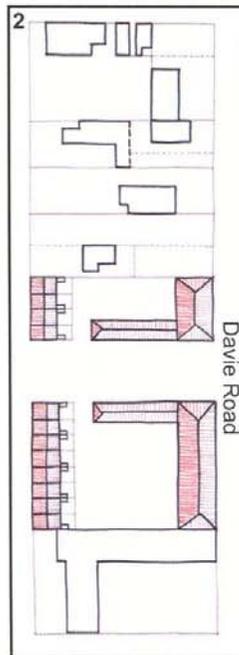
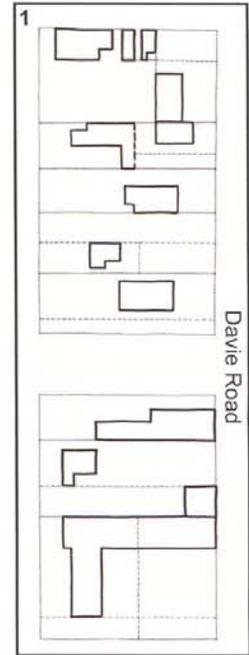
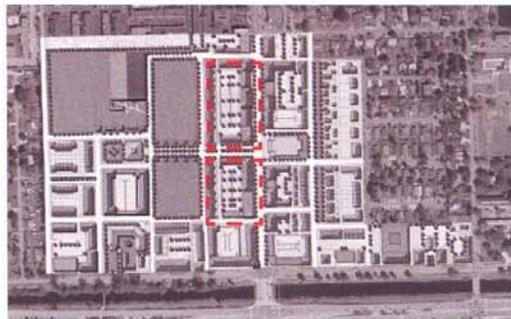
Location: Davie, Florida
 Project Area: 70 acres
 Clients: The Town of Davie
 Community
 Redevelopment Agency

Charrette Team: Victor Dover
 Joseph Kohl
 James Dougherty
 Andrew Zitofsky
 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.



DOVER, KOHL & PARTNERS
 town planning

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 www.doverkohl.com

**NOTICE OF MEETING
DAVIE COMMUNITY REDEVELOPMENT AGENCY
MAY 30, 2006 - 12:00 P.M.**

*****MINUTES*****

**LOCATION: TOWN HALL COMMUNITY ROOM
MEMBERS OF THE TOWN COUNCIL MAY BE PRESENT**

BOARD MEMBERS NAME	MEETINGS PRESENT/ABSENT
Mark Engel, Chair	43/00
Neal Kalis, Vice Chair	51/06
Julie Aitken	07/00
Sy Dorn	07/00
Joan Kovac	49/09
Cindy Lou Gaines	34/02
Terry Santini	24/05

1. ROLL CALL

The meeting was called to order at 12:15 p.m. by Chair Mark Engel. Those members present were Chair Mark Engel, Vice Chair Neal Kalis, Committee Members Julie Aitken, Sy Dorn, Cindy Lou Gaines, Joan Kovac and Terry Santini. Also present were Redevelopment Administrator Will Allen and Assistant To Department Director Cheryl Ellett. Board Attorney Sue Delegal was not in attendance.

ACTION THAT WILL BE REQUESTED AT MEETING

2. ACTION ITEM

2.1 Review and Approval of Downtown Master Plan

Mr. Allen mentioned that a professional services agreement was reached with the firm of Dover Kohl & Partners in September of 2005 to provide land use analysis and design planning for the study area. The study was to provide an update and suggest alternate scenarios associated with the Davie Settlement Plan of 1990 which was done by the urban design firm of Dover, Correa, Kohl, Cockshutt & Valle. The study area was essentially the same 70 acre area as the 1990 study but the principles of the plan can be extended beyond those boundaries. The proposed plan is a culmination of an interactive charrette process which included the opportunity for community input. A number of interviews were held with members of the community prior to the public design session. The actual public design session took place on Saturday, January 7, 2006 after delays caused by Hurricane Wilma. A work-in-progress presentation was held in a public meeting on February 27, 2006 leading to preparation of the completed plan.

Mr. Allen introduced Victor Dover and Andrew Zitofsky of Dover Kohl & Partners who presented the Downtown Master Plan as depicted in the twelve page plan booklet which was include in the agenda packet.

Topics included:

- Site conditions from 1989
- Future development proposed from 1989

- Timeline
- Saturday January 7th kick off presentation & hands on design workshop
- Refinement of the master plan
- Technical meetings
- Work in progress presentation
- Master plan report

Images of traditional downtown block size were also shown to indicate what needs to be done to make sure Downtown Davie works.

Other frequently mentioned topics included:

- Davie Road diet
- Town Hall
- Rodeo
- Huck Liles property

Objectives:

- Identify redevelopment opportunities
- Balance vehicles/pedestrians
- Improve safety, traffic flow
- Enhance rodeo's presence in Downtown Davie
- Create a cohesive long term plan

Strategies:

- Framework of blocks & streets to provide additional access
- Davie Road = main street, not highway
- Provide parallel parking in the downtown
- Area-wide storm water management
- Town Hall & museum as civic centerpieces

The future of Davie - Vision

- Entrance to Davie
- Discussed existing street network
- New street connections

Storm water retention

- Utilize space under rodeo ground area
- On east side of Davie Road - showed options

Implementation plan

The summary is the various ideas and work that the design team, community and CRA has given to the process to come up with a plan which could be implemented. The plan shown presents a vision for the future of the downtown area showing different scenarios and includes steps to implement the plan. Upon adoption of the Downtown Master Plan by the CRA Board, a recommendation will be forwarded to Town Council for presentation and adoption so that this planning can be incorporated into the planning for the Town of Davie including the plan for the Davie Regional Activity Center.

Vice Chair Kalis wanted to make sure the lettering in the implementation plan did not indicate the priority for the implementation process. Chair Engel asked if the lettering could be removed from the plan and if it could just remain with the different colors. Chair Engel suggested the corner of Orange Drive and Davie Road be added and to reflect the color orange. Discussion ensued regarding the row of town homes which are being proposed on the east side of the Huck Liles property.

Mr. Zitofsky went over the next steps which included:

- Further outreach by CRA to help educate people on what's happening
- Present to Town Council
- Continue land acquisition
- Drainage engineering for west side of Davie Road
- Implement road system: Phase 1
- Issue RFP for CRA property once fully assembled

Ms. Santini wanted to make sure the plan once adopted by Town Council doesn't sit. Mr. Dover wasn't sure how fast it might happen but indicated that it happens in cycles. Mr. Dover felt the ball was rolling and the corner property on Orange Drive and Davie Road was a special site which the CRA had influence over.

Chair Engel indicated he was not a big fan of the cross sections as he felt it would be a very slow process to implement because Davie Road does not have any one section that could be implemented at this time. Chair Engel referred to the section which showed on street parking with the four lanes in the middle without a median. He felt that it would almost take a section of something that was developed to where on street parking could be added because of the curb cuts along Davie Road. Chair Engel felt that improvements along Davie Road need happen before the Davie Road address becomes better. Discussion ensued.

Victor Dover indicated the current design of Davie Road is currently at 100+ percent balanced over the direction of the automobile and not that anyone is trying to eliminate cars, but we are trying to pull that back to the balance where it is also good for business and requires on street parking with store fronts to where it might be a good place for pedestrians, etc.

Chair Engel wondered if it was in a different cross section perhaps the CRA could get something to happen a little quicker such as a median and while they are starting to create the rear accesses he thought it may be a good thing to do, and he was not sure if it was possible in this area. Discussion ensued.

Vice Chair Kalis indicated he was convinced that Davie Road should have a median, but when he heard about the on street parking, he felt Chair Engel raised some excellent points and wondered what the likelihood of achieving this in the next 10 years would be and if something else might be more achievable sooner. Discussion ensued.

Victor Dover indicated the median would be an improvement that would be worth about 5% of the benefit of the on street parking. Mr. Dover did not feel the median helps businesses on the store front level on Davie Road as it interferes with cross shopping and makes left turns hard, just to name a few. Mr. Dover added that if done correctly, it produces a beautiful visual barrier and felt it would only provide a fraction of the improvement that the on street parking

would provide. Mr. Dover felt this was the most important 1,200 to 1,400 feet of Davie Road in the whole Town and FDOT should be contacted about the possibilities of a road diet.

Mrs. Kovac indicated she was a real fan of on street parking and Las Olas never took off until they started on street parking. Chair Engel felt it was all in how it was implemented. Chair Engel felt the CRA needed to come up with a program to provide incentives to the business owners along Davie Road regarding closing off the front entrances. Victor Dover suggested that some market transformation be done to show the various possibilities. Chair Engel agreed and felt a plan should be made to see what could be done and who could be approached.

Victor Dover suggested that the Town designate this area as a pedestrian priority area or an official multi-modal district. By doing so, this will inform the County that the standards which apply here are different. Mr. Allen indicated the Downtown Master Plan will become a chapter in the Regional Activity Plan for Davie and include in the Steering Committee meetings for the RAC, are officials from FDOT.

Vice Chair Kalis mentioned that in the past, the CRA had implementation problems and felt the CRA should have some sort of implementation plan with the convincing materials and back-up to go with it. Vice Chair Kalis felt drainage was one of the top priorities on the west side. Mr. Mullen agreed. Mr. Mullen indicated that he and Mr. Allen has been doing some investigations on how to get to the canal on the west side of the Public Works facility on Orange Drive. He thought there might be an existing old platted right-of-way that still exists and we might be able to get access through. Mr. Mullen felt this might be the key for the west side. Vice Chair Kalis wondered if there was any extra capacity on the east side to handle some from the west side. Mr. Mullen said there was no extra capacity. Discussion ensued regarding SW 61st Avenue and SW 67th Avenue.

Mr. Mullen indicated another item which needed to be addressed is all the small water mains and sewer line extensions in the area. He indicated they are trying to get Town water connected to the Chamber of Commerce because of all the rust water is staining the sidewalks and the sides of the building. Mr. Mullen indicated there was only a 2" water main on SW 42nd Street and was not sure how big the water main is near Town Hall and felt these items needed to be included in our planning efforts.

Ms. Santini wondered if there was any way to utilize some of the community land trust money with the bond that was just passed so the CRA could obtain some land to provide a retention area for the west side of Davie Road. Ms. Aitken added that part of the bond is to improve the existing parks and open space areas and felt the Huck Liles could be beautified to help downtown. Other retention possibilities were discussed including areas along Orange Drive.

Vice Chair Kalis made a motion that the CRA Board provide a recommendation to approve the Downtown Master Plan presented by Victor Dover at the meeting with a couple of changes which included labeling the implementation areas with different colors instead of alphabetical letters, showing Davie Road as a separate label item, moving the townhouses over with the same color as the corner of Davie Road and Orange Drive (yellow) and that the CRA ask Town Council to adopt the Downtown Master Plan and take the necessary steps to implement the plan. The motion was seconded by Sy Dorn. In a voice vote with everyone in attendance, everyone voted in favor. Motion passed (7-0)

ADJOURNMENT TIME: 1:50 P.M.

June 26, 2006

Date

Mark Engel, Chairman

NOVA SOUTHEASTERN UNIVERSITY
Vice President, Facilities Management



June 19, 2006

Town of Davie
Mayor and Town Council
6591 Orange Drive
Davie, FL 33314

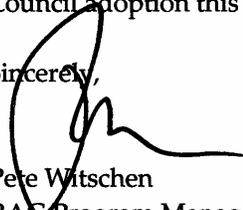
Dear Mayor Truex:

On behalf of the RAC steering committee I want to inform you that the steering committee after listening to a presentation of the newly developed downtown Davie master plan, adopted a motion supporting this conceptual plan prepared by the firm of Dover Kohl & Partners. This motion was unanimously approved at the June 1, 2006 meeting of the Steering Committee. Upon the plans adoption be Town Council, the plan will be included in the inventory of existing reports for reference as a tool toward preparing the RAC plan.

The proposed Downtown Master conceptual Plan appears to be consistent with the findings made in the planning thus far for the regional activity center. The plan begins to detail additional transit routes which I will be necessary to link the downtown with other parts of the RAC and beyond.

The opportunity section defines Davie Road as a downtown district which will prosper from slowed traffic and on street parking. A constraint for Davie Road today is high speed vehicular traffic and unsafe turning along this road inhibiting the development of a flourishing downtown district. A goal RAC study is the transformation of Davie Road into a vibrant Main Street encouraging pedestrian traffic and daylong and evening activities. Although there needs to be more analysis concerning the traffic situation and connection with transit, upon Council adoption this additional anlysis will begin.

Sincerely,



Pete Witschen
RAC Program Manager and NSU Alternate Representative

3301 College Avenue • Fort Lauderdale-Davie, Florida 33314-7796 • (954) 262-8832
Fax: (954) 262-3900



June 21, 2006

Honorable Tom Truex
Town of Davie
6591 Orange Drive
Davie, Florida 33314

Re: CRA Downtown Master Plan

Dear Mayor Truex:

At the June 20, 2006 Davie Economic Development Council meeting, the Board of Directors voted 18 to 1 to support and endorse the proposed CRA Downtown Master Plan.

The EDC Board understands the CRA's goal in initiating the redevelopment of seventy (70) acres of the downtown area. The proposed plan depicting multistory buildings creates a landmark, addresses affordable housing, and supports the need for a pedestrian friendly environment. The Davie CRA has already begun acquisitions and has retained an engineering firm to study the targeted area.

Again, the Board voted to support and endorse the Davie CRA Downtown Master Plan with hopes that Town Council concurs. Thank you for your time and attention. Please feel free to contact me at (954) 262-1507 with any questions or comments.

Sincerely,

Dr. Irving Rosenbaum
Chairman, Davie Economic Development Council

Cc: Vice Mayor Mike Crowley
Councilmember Bryan Caletka
Councilmember Judy Paul
Councilmember Susan Starkey
Acting Town Administrator Ken Cohen
Davie Economic Development Board of Directors
William Allen, CRA Director

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