

**TOWN OF DAVIE
COMMUNITY REDEVELOPMENT AGENCY
REDEVELOPMENT PLAN**

**Prepared by the Davie CRA
November, 1997
Revised June, 2012
Revised in September, 2012**

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I. Background: The Town of Davie

Geography

The Town of Davie is centrally located within Broward County, approximately five (5) miles from the Atlantic Ocean and five (5) miles from the Everglades Conservation Area. Davie is about 16 miles from the Cities of Miami and Boca Raton. Davie's neighboring cities to the north include Sunrise and Plantation. Cities to the south of Davie include Southwest Ranches, Pembroke Pines, Cooper City, and Hollywood. The City of Dania borders Davie to the east, with the City of Weston bordering the Town to the west. The Town of Davie is approximately 33.5 square miles in size.

The strategic nature of Davie's location is enhanced by interstates, the Florida's Turnpike, and other primary transportation roadways that bound or traverse the Town. Interstate 595 and directional SR-84 (headed westbound north of I-595 and eastbound south of I-595) function together as the northern boundary of the Town. To the west, I-595 connects to Interstate 75, linking Davie with the west coast of Florida. Interstate 75 also provides access to Palm Beach County via the Sawgrass Expressway and Dade County. The Florida's Turnpike, in the eastern portion of Davie provides convenient access to cities north and south of the Town.

Non-highway, north/south major arterial roadways include U.S. 441 (SR-7), Davie Road, and University Drive as major business corridors. To the west of University Drive the remaining major north/south arterial roadways include Pine Island Road, Nob Hill Road, and Flamingo Road. Major east/west arterial roadways include Griffin Road and Stirling Road.

In addition to major interstate and arterial roadways, the Town of Davie is strategically located very close to important air and sea transportation hubs, including the Fort Lauderdale-Hollywood International Airport and the port of Port Everglades.

A sandy, wooded natural ridge formation meanders through the Town, beginning primarily along the east and west sides of Pine Island Road, and continuing to the west of Flamingo Road. This ridge system is most often referred to as Pine Island Ridge. The ridges are archaeologically, historically, and naturally significant, playing an important role in the Town's Open Space Program.

The North New River Canal and the C-11 Canal, components of the primary drainage system maintained by the South Florida Water Management District, serve as geographic boundaries for the northern and southern borders of the Town. To the north, the New River Canal generally separates Davie from the cities of Sunrise and Plantation. To the south, the C-11 canal separates Davie from Southwest Ranches and Cooper City. The C-11 Canal runs east/west through the Town, sandwiched between Orange Drive and Griffin Road. There are several small bridges over the canal between the major intersection bridges, such as Davie Road, University Drive, Pine Island Road, etc. The small bridges provide cross-access for traffic between Orange Drive and Griffin Road that helps reduce the traffic that would otherwise be directed to the major intersections.

The Florida Power and Light Company maintains approximately 11 miles of transmission easements throughout the Town, ranging in width from 180 to 255 feet. Man-made geographic features include numerous lakes and rock-pits, excavated to provide fill for building purposes. The Broward County Landfill at Orange Drive and I-75 has been made into an open space/park use called Vista View Park

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which has hills which range up to 90 feet in height. Finally, several primary transportation roadways serve as formidable geographic features. Several interstates and major arterial roadways have flyover ramps, including the I-75 to I-595 flyover ramps out west, the University Drive flyover ramps at I-595, and the I-595/SR-84 flyover ramps at the Florida's Turnpike and U.S. 441. The flyover ramps range in height from 50 feet to just under 100 feet.

History

The history of the Town of Davie dates back to the early 1900's when the construction of irrigation and drainage canals began. The area was divided into small parcels and was marketed as the "First Improved Town in the Everglades." The first permanent settlers arrived in 1909 and named this swampy area "Zona," in recognition of their former home in the Panama Canal Zone. The community was renamed in 1916, in recognition of R.P. Davie's presence in the settlement. Davie was incorporated in 1925 and dissolved during the following legislative session, to avoid the taxation resulting from incorporation.

The hurricanes of September 1926 and May 1947 proved to be milestones in the development of Davie. The earlier storm's devastation drove many from the area. The 1947 hurricane brought the Army Corps of Engineers to Davie, to develop the present Water Management Control system. As a result of the Corps' work, agriculture thrived in the area during the 1950s and 1960s. In 1960, the Town of Davie, consisting of less than 2,000 residents, was incorporated. By 1970, Davie's population almost tripled and by 1975, it more than doubled again. The 1980 census reflected a population of more than 20,000. The 1990 Census indicated the population as 47,217 residents¹. By April 1, 2000 the population of Davie had reached 75,720 residents². As of April 1, 2011 the population estimate for Davie was 91,992 residents³. The 2010 Census data is not yet available.

Explosive population growth in Davie during the last three decades has brought about different concerns which continue to affect how the Town functions. The citrus influence, once a principal factor in the Town's economy and way of life became the impetus for the annual "Orange Blossom Festival". However, the role of the citrus industry has been reduced substantially in both acreage and economic importance. The construction of major transportation highways and roadway corridors has made the Town a potential center for commerce and industry in Broward County. The growing presence of the South Florida Educational Center that includes Nova Southeastern University, Broward College, McFatter Vocational/Technical School, and branches of the Florida Atlantic University, Florida International University, plus the Broward County Fire Academy, and Criminal Justice Institute continue to focus attention upon Davie. The unique character associated with Davie has developed into a representation of lifestyle much desired throughout the region.

1. Source of data was the U.S. Bureau of the Census, 1990 Census of Population and Housing, Summary Tape File 1 (100% Data).
2. Note that numbers for April 1, 2000 are decennial census counts and include all adjustments to those counts made by the U.S. Census Bureau per the Bureau of Economic and Business Research, University of Florida, Florida Estimates of Population 2007.
3. April 1, 2011 population number from Florida Estimates of Population 2011, April 1, 2011, Bureau of Economic and Business Research, Warrington College of Business Administration, University of Florida.

II. Introduction: Community Redevelopment

Despite Davie's tremendous growth during the past several decades, older areas of the Town have suffered from maladies indicative of mature neighborhoods that have been overlooked in favor of the new frontiers. One such old area was identified as having conditions of slum and blight in a study completed in March 1988. This area was identified as containing the following characteristics:

- Deteriorating neighborhoods
- Dwindling commercial activities and job opportunities
- Concentration and persistence of criminal activities
- Inappropriate or obsolete land uses
- Inadequate transportation routes and means
- Extraordinary consumption of public services
- Conditions which lead to reduced property values, impairment of sound growth, retardation of the provision of housing, and loss of private investor confidence

Based on the results of the 1988 study, the Town Council passed Resolution R-88-55 which found that conditions of slum and blight existed, and adopted Ordinance No. 88-23 creating the Davie Community Redevelopment Agency to address these conditions. Pursuant to Part III of Chapter 163, Florida Statutes, the Davie Community Redevelopment Agency (DCRA) was created and empowered to carry out the necessary redevelopment of the deteriorated areas. The purpose of a community redevelopment agency is to eliminate and prevent conditions which contribute to the slum and blight, and to facilitate, to the greatest extent, redevelopment activities by the private sector.

A Community Redevelopment Plan was prepared and approved by the Town Council in December 1988, comprising a redevelopment program pursuant to the Community Redevelopment Act of 1969, as amended from time to time. This Plan set forth a number of projects directed towards the elimination of slum and blight, and private-sector involvement in redevelopment. Ordinance No. 88-75 created the Town of Davie Community Redevelopment Trust Fund, pursuant to Sec. 163.330 et. seq., F.S., to fund redevelopment efforts set forth in the Community Redevelopment Plan.

In 1994, the CRA Board realized the need to revise the original Redevelopment Plan to include undertaking new programs that were not anticipated in the original document. The CRA Board also determined to expand the redevelopment area to increase its area of operation as well as to increase the tax increment financing (TIF) base. The original redevelopment area was not very large, consisting of 347 acres. Due to the small size of the CRA and the location of its initial boundaries, the CRA was greatly impaired from generating enough revenue to carry out its proposed activities. A finding of blight for an expanded area, comprising an additional 737 acres, was completed and approved by the Town Council of Davie on September 21, 1994 pursuant to Town Resolution No. 94-287. In conjunction with the increase in the CRA area, the Community Redevelopment Plan was updated and approved by Resolution No. 94-408.

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The enlarged redevelopment area contained a total of approximately 1,084 acres. The new area was generally bounded to the north by SW 37th Street to SW 36th Court from Davie Road to the Florida's Turnpike, and by SR-84 between Florida's Turnpike and SR-7. The southern boundary is generally SW 48th Street and Griffin Road depending upon the location. The eastern boundary is US 441/State Road 7, and the western boundary is SW 66th Terrace by the existing Town Hall. This area was identified as having the greatest need for redevelopment assistance. Another amendment to the Plan on October 1, 1997 involved the annexation of approximately 20 acres into the Town of Davie. The annexation expanded the CRA area to 1,104 acres. The boundaries of the 1,104 acre CRA area are shown in Figure 1. Due to the 20-acre annexation in 1997, a revised version of the Community Redevelopment Plan was passed in 1997 by Resolution No. 97-434.

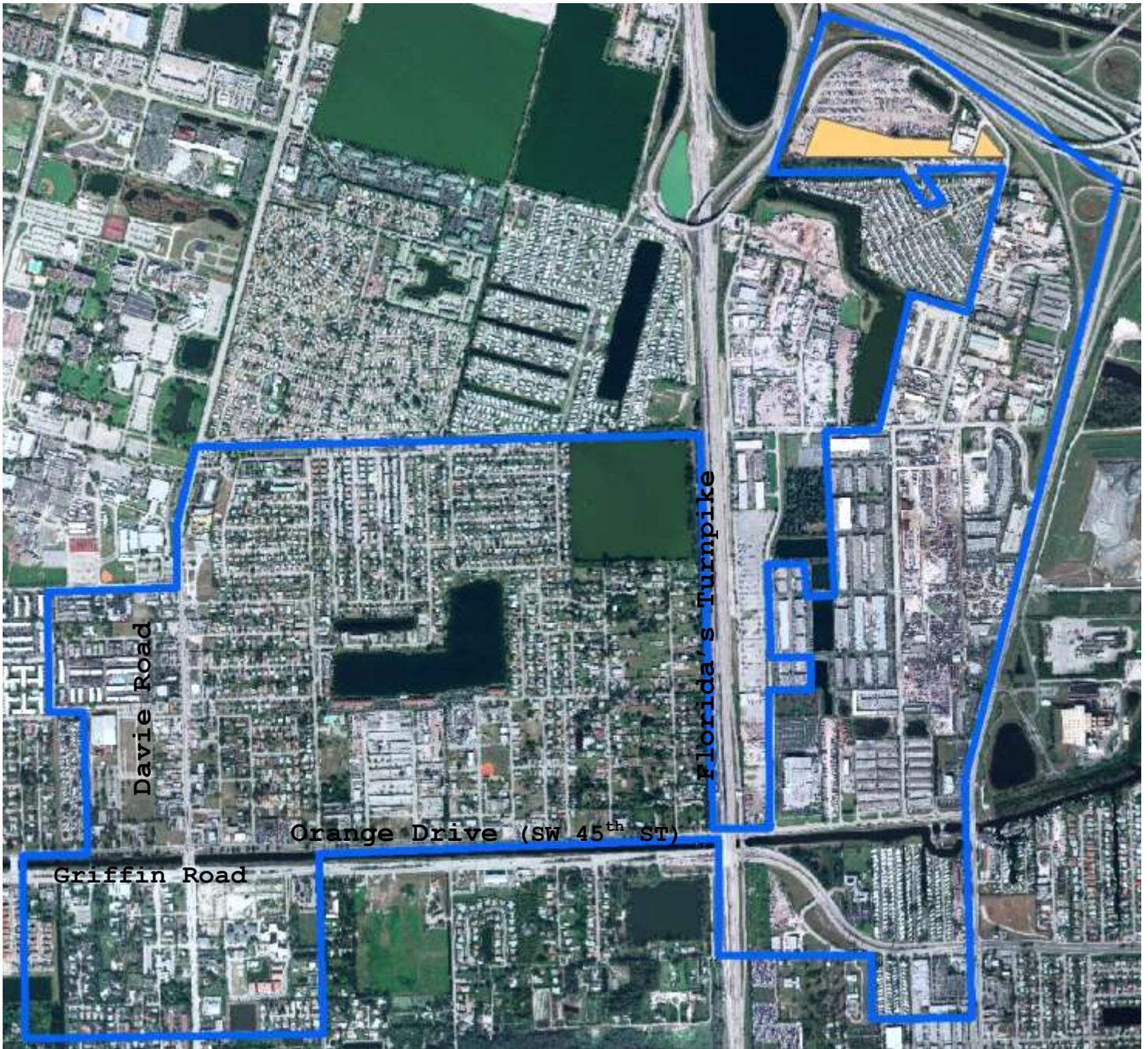
The boundaries of the redevelopment area were drawn to take into account the need for physical redevelopment as well as the need to protect neighborhood areas from the presence of blighting influences. Properties located within the redevelopment area, which are not presently in need of redevelopment assistance, are threatened by the nearby presence of slum and blighting conditions and are therefore included to preserve their long term viability. As a general standard, the boundary of a proposed redevelopment area includes areas which clearly meet slum or blight criteria, as well as areas that may not be considered individually, but which are otherwise necessary to the objective of eliminating blight and preventing the spread of slum and blight. Additionally, some physically sound areas were included in the area based on the existence of functional relationships that produce a sense of neighborhood or place.

Boundaries were drawn in recognition of mutually supportive relationships among sections of the Town, i.e. a pedestrian oriented shopping district in the downtown area will not thrive if adjacent areas remain blighted. Inclusion of these blocks will help to establish a sense of public safety and possible physical improvements in a broader geographic area and foster the establishment of a vibrant area for residents and visitors.

This document, "The Town of Davie Community Redevelopment Agency Redevelopment Plan, Revised 2012", provides the framework for programming redevelopment activities within the redevelopment area. Since it is not possible or practical for the CRA to fund and implement all redevelopment projects within the community, the Plan sets forth a series of implementation steps and specific projects intended to leverage and stimulate the type of public interest and private investment necessary to achieve the revitalization of the redevelopment area. All public redevelopment activities expressly authorized by the Community Redevelopment Act and funded by tax increment financing must be in accordance with a redevelopment plan which has been approved by the Town Council. Like the Town's Comprehensive Plan, the CRA's Community Redevelopment Plan is an evolving document which must be evaluated and amended on a regular basis in order to accurately reflect changing conditions and community objectives.

As of 2012, many of the goals and improvements described in the 1997 Redevelopment Plan have been implemented. New programs have been implanted to address problems and we continue to progress by creating new programs such as commercial and residential grant programs, and implementation of an infrastructure improvement plan including areas both east and west of Davie Road which began in 2009. A section on these programs will follow and explain how goals are going to be met in the future.

Figure 1
CRA Redevelopment Area Boundaries
And Street Layout Map



LEGEND	
CRA Redevelopment Boundary	
Area by I-595 Not in the CRA	



N
Not to Scale

III. Powers of the Community Redevelopment Agency

The Davie CRA shall have and may exercise all powers delegated to it pursuant to Chapter 12, Article XIII, Division 3, Sections 12-395 – 404 of the Davie Code of Ordinances and, to the extent not inconsistent therewith, all other powers granted pursuant to Chapter 163, Part III, Florida Statutes.

IV. Analysis of Existing Conditions

1. General Description of the Redevelopment Area

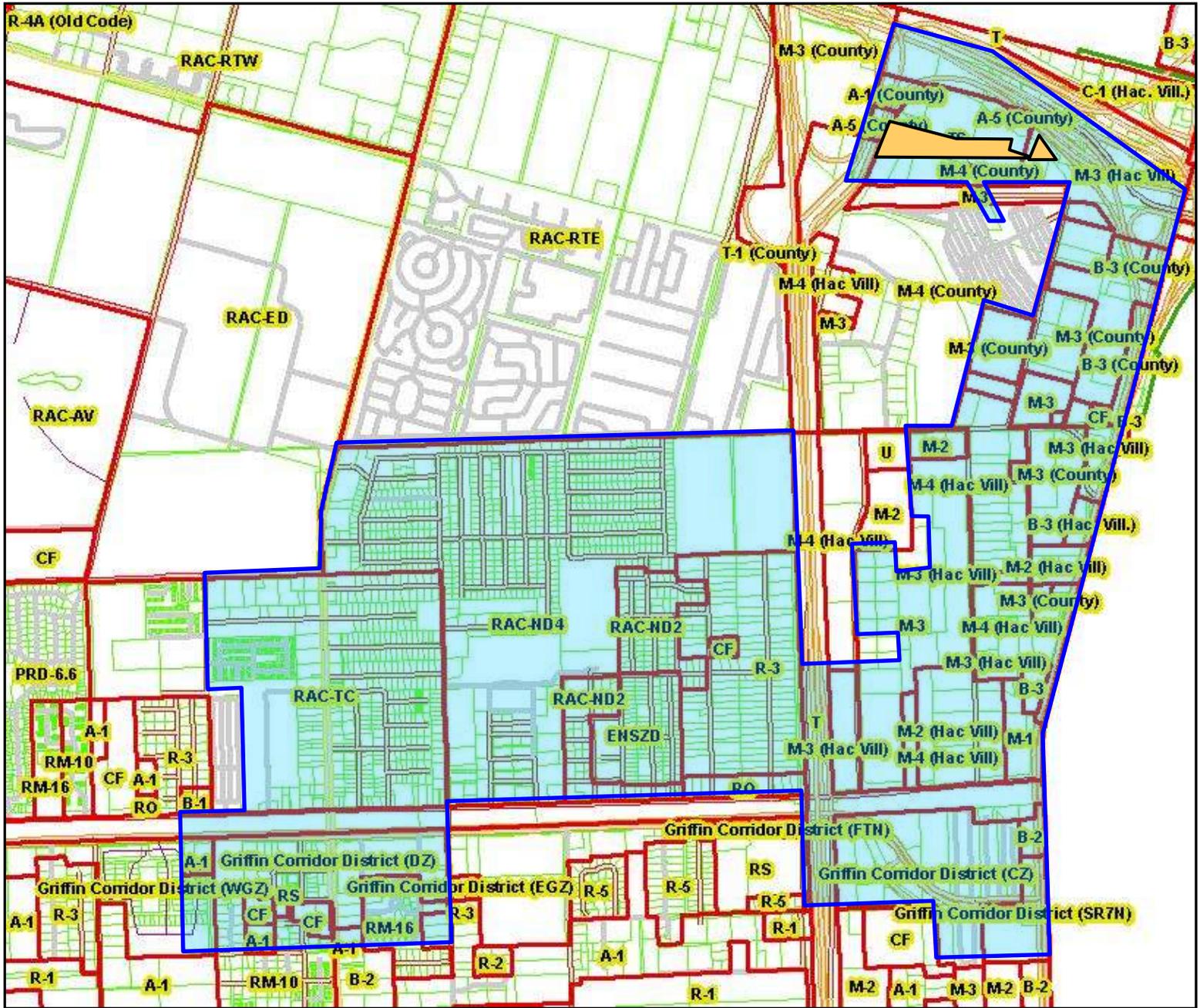
Approximately 347 acres comprised the original redevelopment area as established in 1988. In 1994, an additional 737 acres was added to the CRA area. With the annexation of 20 acres into the CRA in 1997, the size of the redevelopment area comprised approximately 1,104 acres. A generalized pattern of the zoning within the CRA area is shown in Figure 2.

Since 1997, new zoning controls have been enacted that affect the CRA. The new zoning includes the Regional Activity Center (RAC) and Griffin Corridor District. Areas within the CRA that are not controlled by the RAC or Griffin Corridor District, are controlled by the Eastside Neighborhood Special Zoning District (ENSZD) or the Town of Davie Code, Chapter 12, Land Development Code, Article II, Establishment of Zoning Districts and Land Uses.

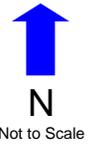
The permitted, restricted, or prohibited land uses for each zoning code is provided in the Town of Davie Code under the Regional Activity Center (RAC) Sec. 12-32.507 in Table 12-32-507(C), the Griffin Corridor District Sec. 12-32.304, and the Town of Davie Code Chapter 12, Article III, Use Regulations for all other areas. The RAC regulations were adopted in 2008 to try to encourage development consistent with the Regional Activity Center Land Use and the Downtown Master Plan.

The redevelopment area contains a variety of land uses including residential (single-family, multifamily, and two mobile home parks), commercial/retail, light-industrial, public buildings such as Town Hall, a community center, and gymnasium, plus several parks. There are also several land tracts which are either vacant or have unoccupied structures on properties within the redevelopment area. Much of the vacant land and unoccupied structures consists of individual lots located within the existing commercial area along Davie Road.

Figure 2
Zoning within the CRA



Legend	
CRA Boundary	
Not Part of CRA	



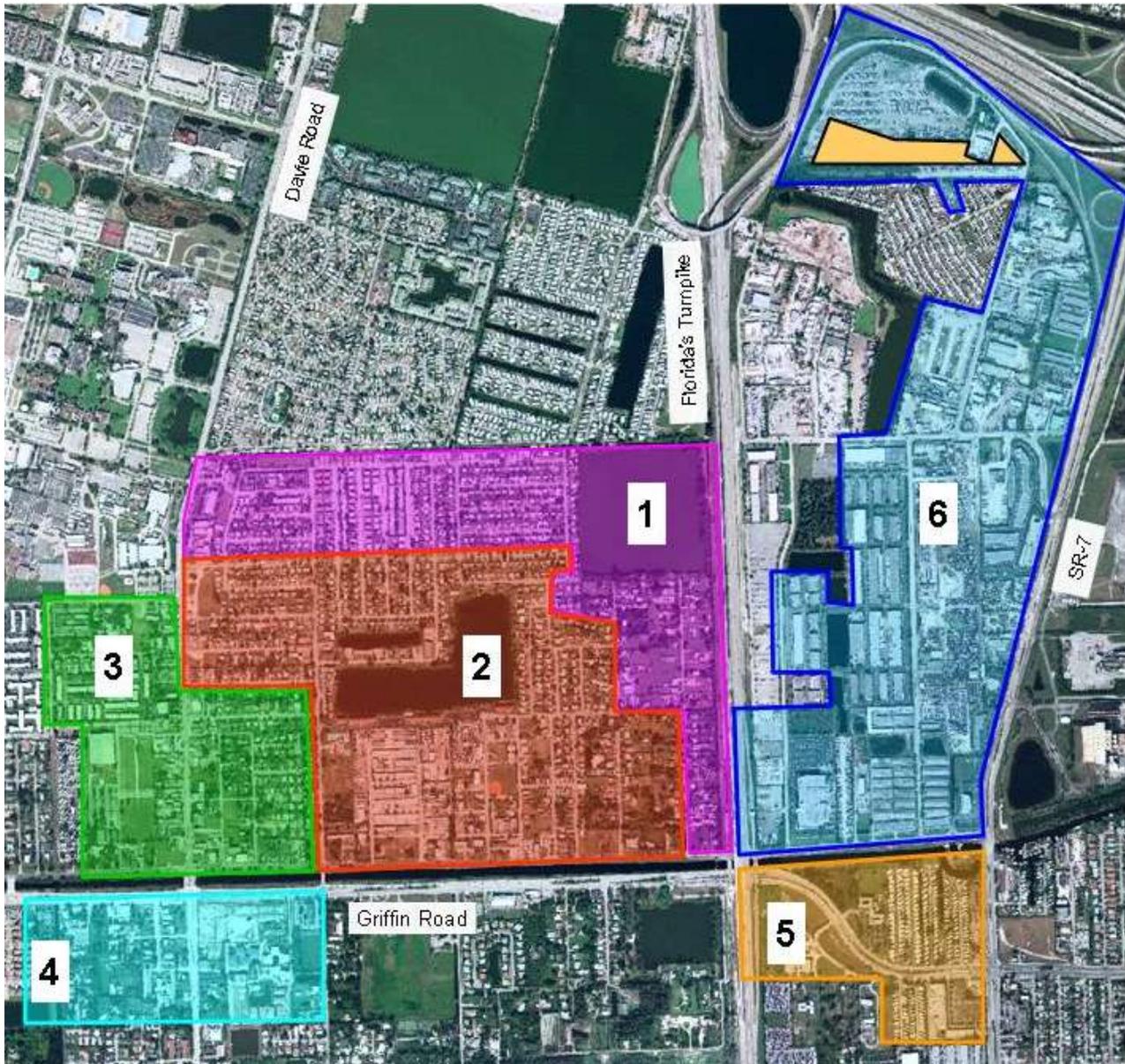
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The redevelopment area can be generally divided into five geographic subareas listed below. Each of the subareas plays an important role in the redevelopment area and Town as a whole. The differences attributed to each area are strictly defined and allow for easy identification, an important consideration in building community identities.

1. Davie Road corridor
2. Residential areas
3. Historic area
4. Industrial area – now referred to as the future Transit Oriented Corridor (TOC)
5. Griffin Road Corridor, now referred to as the Griffin Road Corridor District

In Figure 3, the population of the CRA is broken into six areas. A table at the bottom of Figure 3 shows the population and number of housing units for each subarea using census block data. The total CRA population is approximately 6,247. The total number of housing units in the CRA is approximately 2,552. This breaks down into 2.448 persons per household. Detailed descriptions and problems related to each subarea are provided in subsection B

Figure 3
Estimated Population and Housing Units by Subarea



Subarea	Housing	
	Population	Units
1	2,489	1,022
2	1,674	589
3	1,375	537
4	341	140
5	368	264
6	0	0
Totals	6,247	2,552

Legend	
Not Part of CRA	

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The general street layout within the redevelopment area was depicted previously in Figure 1. Overall, the street system in the redevelopment area west of the Turnpike can be summarized as a symmetrical grid. A number of the roads do not connect due to physical limitations, such as L Lake. Other roads terminate in cul-de-sacs. The street system east of the Turnpike is quite limited. The parcels are much larger in this area and therefore require fewer streets for accessibility.

The major north/south arterial roadways include Davie Road and State Road 7. The Florida Turnpike transects the redevelopment area and has interchanges at the intersections of I-595 and Griffin Road/Orange Drive. Davie Road presently is a five lane roadway which has great importance and potential to create a “downtown area” for the Town of Davie.

The principal east/west arterials are Interstate 595 (I-595) and the Griffin Road/Orange Drive corridor. Orange Drive runs parallel to Griffin Road, separated by the C-11 canal. However, as a two-lane roadway, Orange drive is not a principal arterial. However, it does provide access to and from Griffin Road through several bridges that cross the canal. In 1997, both Griffin Road and Orange Drive were two-lane streets. Griffin Road was widened to a six-lane divided State Principal Arterial by the Florida Department of Transportation in 1998. Orange Drive continues to be a two-lane local roadway. As of 2009, I-595 begins an improvement project consisting of reversible, or contra-flow, lanes. Important collector roadways are S.W. 61st Avenue in the residential area and Oakes Road in the industrial area.

2. Problems within the Redevelopment Area

1) Davie Road Corridor

Davie Road is an important part of the CRA overall redevelopment approach. It is characterized by numerous land uses, mostly commercial, along its stretch throughout the redevelopment area. The Downtown Master Plan adopted in 2006 envisions modifying Davie Road to include on-street parking, four-lanes of traffic with two northbound and two southbound, and either the removal of the continuous center left-turn lane, or the provision of median islands with strategic left-turn lane locations. The plan also emphasized removing current parking areas in front of the storefronts, to be replaced with parking lots behind the stores. A traffic study is now underway to look at how the street can be altered to allow improvements such as median islands.

All aspects of Davie Road direct vehicles through and out of the area. There are no on-street public parking spaces, other than limited on-street parking along the side streets that intersect with Davie Road. Most commercial structures and uses along Davie Road are setback in individual lot layouts, thus confining the road to operate as a strip commercial area. Many of the present uses along Davie Road are service and fast food oriented uses. The only grocery-store in the downtown area closed in 1997 and the shopping center which it was located was demolished and the property is presently a vacant lot. Additional business types are necessary to allow this area to become a central business district.

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Land uses behind the commercial areas fronting Davie Road are generally residential. Several of these properties are non-conforming and others are marginal. Most land is individually owned and only in a very few cases is there any evidence of private land assemblage. This is true for commercial and residential properties. When the previous redevelopment plan was adopted in 1997 there was very limited economic development or financial assistance mechanisms in place to promote commercial enterprises to expand. The CRA Board has established tools to promote commercial enterprises including the Commercial Property Improvement Grant and the Commercial Loan Subsidy Program which are being utilized to bring in new businesses and fund improvements to the structures of existing businesses.

A number of programs have been initiated within the Davie Road Corridor to assist in solving the problems of this area. These programs will be enumerated within the section of the plan dealing with Redevelopment Strategies. This section on Redevelopment Strategies will indicate how these programs have addressed these problems and explain the future plans to deal with these problems. The sorts of programs which have been put into place include the Davie Road Beautification Project, installation of infrastructure improvements, installation of parking lots within the downtown area, providing incentives for improvements to property through programs such as the Commercial Loan Subsidy Program and the Commercial Property Improvement Program, and adoption of a Downtown Master Plan,

2. Residential Area

In the 1997 Redevelopment Plan the CRA residential area between Davie Road and Florida's turnpike was described as follows:

‘The vast majority of the residents of the redevelopment area live in this area. The area consists of Playland Village, Davie Little Ranches and Lauderdale Little Ranches subdivisions. A good portion of Davie's most affordable housing stock can be found in this area, particularly single family housing units. The majority of this area's housing is of standard condition. However, some of the units in the Davie Little Ranches area are substandard. The Town and CRA have been active in the Eastside area, also known as Potter Park, in eliminating many substandard homes and relocating several families. Several units have been demolished and the lots will be used for future affordable housing. The CRA has purchased additional lots for other housing and park expansion in the Eastside neighborhood. Other improvements included the Eastside Community Hall, sidewalks, new street and park landscaping.

In addition, this area could be classified as containing substantial marginal housing. This is housing which, unless assisted over the next several years, could become substandard. This area was found to be lacking in several infrastructure facilities. Several areas were lacking adequate roads, drainage, and sidewalks. The incidence of crime is greater in this area than the average for the Town as a whole.

The Town of Davie previously participated in the Broward County Community Development Block Grant Program. As part of this program, the Town was included in the County's Housing Affordability Strategy (CHAS) Annual Plan. The CHAS is an overall housing strategy to promote affordable housing opportunities for residents

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of Broward County, including the Town of Davie. In addition, the CHAS contains a housing needs assessment for its area of service.

This report states that there is a shortage of housing of sound standards and design which is decent, safe, and sanitary for residents of low or moderate income, including the elderly, which exists in the area. The need for housing accommodations has increased in this area. The conditions of blight in the area and the shortage of decent, safe, affordable, and sanitary housing constitute a menace to the public health, safety, morals or welfare.

As of 2012, progress has been made toward addressing problems that were described above within the Potter Park area (or ENSZD) described in the above paragraphs from the 1997 Redevelopment Plan. The actions taken include the following:

- a) A new east/west roadway was constructed between SW 55th and SW 57th Avenues. It was named SW 43rd Street, and is shown in the picture below lined with Key West style homes, looking toward the Eastside Community Hall. This street is in the style of new urbanism with a narrower street with on-street parking. The street was designed with principles of having “eyes on the street” so that residences can monitor activities on the street.
- b) Thirteen Key-West style two-story affordable homes were constructed along SW 43rd Street providing a very nice streetscape when looking from west of SW 56th Avenue towards the Eastside Community Hall on SW 55th Avenue. Several lower income families were assisted in purchasing the homes at a considerable discount from what would have been the normal market price for such homes. Pictures of some of the Key West style homes are provided as an example of just how nice the homes are and how the street-view or streetscape has improved the appearance of the neighborhood.



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- c) Street lighting consisting of Western Theme lamps similar to the lighting used along Davie Road were installed on SW 55th and 56th Avenues, plus SW 43rd Street. The improved lighting helped improve safety for the neighborhood by reducing crime incidents. An example of the new street lamps and poles is provided in the picture above. The picture shows the view of SW 43rd Street heading eastbound toward the Eastside Community Hall.

- d) In addition to the new Key West style homes that were constructed in the Potter Park neighborhood, the CRA built a new Eastside Community Hall for resident use, as shown in the picture to the right. This facility is utilized by the neighboring community for meetings and is used by the Parks and Recreation Department of the Town of Davie.



- e) The redevelopment of this neighborhood encouraged other development by contractors that resulted in thirty new homes constructed within the Potter Park area. Many of the homes were built with front porches that face the street. A visit to this area shows that many of the residents of such homes have furniture on their front porches to sit outside and enjoy the improved look of their neighborhood.

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f) The redevelopment of 13 Key West style homes and 30 other new homes has resulted in a total of 43 new homes in the Eastside neighborhood. The large number of new residential development has rejuvenated the appearance and character of the entire neighborhood.



g) The CRA purchased and donated land for the purpose of building the Potter Park Multipurpose Center with a Gymnasium, as shown in the picture to the right. This facility was built by the Town of Davie for the benefit of both the children and residents of the Potter Park area.



After-school child care and educational programs are offered in this facility by the Police Athletic League. All of these improvements have resulted in a better quality of life for the residents of this area.

3) Historic Area

The Town of Davie adopted Ordinance 2011-11 on February 16, 2011 which established the Thematic Historic District. This district designates four sites as part of this district including the Bergeron Rodeo Arena and Grounds, Davie Town Hall, Davie Women's Club, and Old Davie School and Addition. The purpose of this district is to preserve a designated area of the Town which embodies locally significant elements of the Town's historical, cultural and architectural assets. The preservation of these sites is intended to provide for the education and enrichment of residents and visitors of the Town. This ordinance provides standards for preservation of historic properties, standards for rehabilitation of historic properties, standards for restoration of historic sites, and standards for reconstruction of sites if necessary.

In addition to establishing a historic district Town Council took another significant step in preserving the history of Davie by adopting Resolution R-2011-66 on April 6, 2011. This resolution adopted restrictive covenants for preserving the Town's history, culture and heritage, and the history of South Florida. The Restrictive Covenants placed restrictions on the use and development of the Town Hall, Bergeron Rodeo Grounds and the property known as the Huck Liles property. The restrictions placed upon the property for a period of 99 years indicate that the properties can only be used for certain uses which preserve and protect the historical uses of the property, promote the preservation and education of the heritage, culture and history of the Town, South Florida and the environment and which promote and encourage activities, events and education opportunities which are consistent with the preservation and education of the heritage, culture and history of the Town, South Florida, and our environment. The uses permitted on the property are only for uses related to rodeos and rodeo related events, rodeo arena parking, rodeo arena entrance features, festivals or events which promote the Town's history, culture and heritage, as well as the heritage of South Florida, and such other uses within shall serve and support community activities and events so long as such other uses do not interfere with the previously stated uses including but not limited to construction of additional facilities to support the rodeo arena, including uses such as an educational facility, a store that sells merchandise and educational materials related to the history, heritage and culture of the Town, rodeo area and South Florida. The Town Hall facility shall continue to be used as a Town Hall facility or any municipal facilities or offices, and that use shall continue until Town Council votes to permanently relocate Town Hall and any municipal facilities or offices. Upon permanent relocation of Town Hall or municipal office, the only permitted uses are the ones set forth for the property already enumerated.

One of the jewels of this historic area is the Old Davie School. The Old Davie School was restored by the Town with funds from the State Bureau of Historic Preservation. Much effort has been expended to make this location an excellent facility for the Town of Davie. This structure has received recognition as being listed in the National Register of Historic Places. This designation was given in 1988. The Old Davie School is the oldest existing school in Broward County. The school was designed in 1917 by August Geiger, one of South Florida's most prominent early architects. The school opened its doors in 1918. The school opened with 90 students in 1918 which is a large number when considering the number of people in the area in 1918. This structure continues to be an important historical, cultural, social, and artistic building for the Town of Davie.

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The Old Davie School and the surrounding grounds are operated by the Davie School Historical Foundation. A photograph of the school and grounds is shown below along with a photograph of the school.



The
and
continue
very

school
grounds
to be a
active

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area. When constructed the school building was a community meeting place for the area and the school and grounds continue to be a community asset with meetings, tours to groups such as school children, and events taking place almost every day. The school building is the main attraction but there are multiple activities on this site. There are three additional buildings on the site with two restored homes relocated to this site and a replica pioneer style house, as well as a community garden tended by the local 4H Club, a butterfly garden, an orange grove, a cafeteria building, and a chickee hut. Information about some of these facilities follows.

In 1912, Harry Viele hired William Griffin, a carpenter from Fort Lauderdale to begin building the 4,230 square-foot home. Harry Viele and his wife Helen were very involved in the civic and religious early community. Harry supervised the maintenance of the dike and canals for the Davie Farm Sub-Drainage District. Helen was involved in many women's organizations, including the Davie Women's Club. The Viele house is the oldest residential structure in Davie, and is significant because it is an excellent example of vernacular architecture.



The Walsh-Osterhoudt family donated the house to the Davie School Foundation. "Colonel" Charles A. Walsh and his wife Katherine had this home built circa 1912. Mr. Walsh became president of Wacico Groves Corporation, the developer of the pioneer Everglades orange. Charles's pioneering work proved to the world that the Everglades could produce fine citrus fruit. The Osterhoudt family bought the home in 1955. The Osterhoudt family is important historically because Betty Osterhoudt taught first grade at the Old Davie School for 25 years. She was also the "acting" school teacher for the school tours when the school re-opened as a museum in 1997.



The final historical home is the Pioneer House. The project, spearheaded by Barbara & Dick McCall, is an example of how the pioneer spirit in Davie lives on. Over 30 members of the Davie Historical Society, Friends of the Old Davie School, and the community at large came together to work on this project. The Pioneer House was officially opened at the Dedication Ceremony held on June 29, 2002. The Pioneer



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House is a replica of a 1908 Early Settler's Shack that would have been found along the banks of the C-11 Canal after it was dredged. Most of the early farmers that came to this area would have lived in a dwelling like this until they were able to build a larger house.

A "Chickee" is the Seminole Indian word for house. The Seminole's developed the Chickee to provide an easy to assemble house due to their need to constantly be on the move as U.S. Soldiers attempted to push the Seminoles out of Florida to make more room for European settlers. The Chickee is constructed of cypress logs with a palm thatched roof that covered the area around the upward standing cypress logs. It was developed in the early 1800's.



The CRA has participated in helping with the renovation work for the school and ground.

In 2009 the CRA donated \$120,000 to replace windows within the school building which had been leaking. The CRA has agreed to help find improvements to the sanitary sewer system by pledging to pay \$150,000 for a lift station which is needed for the system.

4) Industrial Area

This area, located north of Griffin Road and east of the Turnpike, possesses tremendous opportunities for employment generation, but is in need of infrastructure facilities to fully allow it to maximize its potential. There are several small retail establishments located in this area. However, it is the variety and impact of industrial properties which dominate.

Although the area contains some newer developments, many of the roads are in substandard condition. Several areas do not contain centralized sewer and drainage facilities. Much of this area is not served by a drainage district. This area can be characterized as being underdeveloped and under utilized.

The Town and CRA participated in a charrette conducted by the Treasure Coast Regional Planning Council as funded by the Urban Land Institute in July of 2004. This charrette resulted in a report being written in 2005 which provided a long term vision of the area bounded by the Florida Turnpike on the west and State Road 7 on the east. This vision called for increased densities in the area and mixes of commercial and industrial uses and the inclusion of residential uses in the area.

This area contains about 903 acres. The CRA funded studies through the South Florida Regional Planning Council toward providing information about the area and its needs. The CRA and Town took steps over time to adopt a land use change, working toward creating a land development code and do an assessment of infrastructure needs within the area. These steps took considerable time.

After much work this entire area did finally get approved for a land use change by Broward County. The land use amendment created a designation of Transit Oriented Corridor in 2009. The Town had to pass an agreement regarding airport noise mitigation as a condition of this approval. The Town

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did adopt this land use change to allow for the increased usage of land within this area. The CRA paid for studies to address the traffic within the area and the Town is investigating the need for providing a storm water system within the area. The CRA paid for the Urban Land Institute Technical Advisory Panel to undertake a charrette in 2010 to check the validity of the previous planning within the area as the economic times have changed drastically since the original report was done in 2005. This report will be described in more detail along with other information about the TOC in the section on Redevelopment Strategies.

5) Griffin Road/Orange Drive Corridor

These roads are the major east/west traffic carriers in the redevelopment area. Griffin Road is located south of the C-11 Canal. In the 1997 Development Plan, Griffin Road was a two-lane roadway. It was expanded by the Florida Department of Transportation into a six-lane divided State Principal Arterial from east of SR-7 to Flamingo Road out west. In 2008, Griffin Road carried 28,000 vehicles per day to the east of Davie Road and 22,941 per day to the west of Davie Road, a decrease from the 2007 volumes of 30,000 and 24,000, respectively. However, similar to the analysis for Davie Road, 2007 volumes will be used in this analysis instead of 2008 volumes due to the 2007 recession, and because the volumes are higher which provides a more conservative analysis.

Since the average annual daily traffic capacity of a Class II six-lane divided roadway in an urbanized area at Level-of-Service D is 49,200 vehicles per day, Griffin Road is currently operating at 61-percent of its capacity to the east of Davie Road for a V/C ratio of 0.61, and 49-percent of its capacity to the west of Davie Road for a V.C Ratio of 0.49. This means that Griffin Road is currently operating with a lot of unused capacity. Therefore, Griffin Road can accommodate a significant amount of commercial development along this portion of Griffin Road before the capacity of the roadway is approached.

Orange Drive is located on the north side of the C-11 Canal. Orange Drive parallels Griffin Road. Orange Drive is not listed in the Broward County Highway Functional Classification map. Therefore, it is a local road controlled by the Town of Davie. Orange Drive west of SR-7 had a daily traffic volume of 8,776 vehicles in 2008 west of SR-7 which is reduced to 6,788 vehicles to the west of Davie Road.

The annual average daily capacity of a two-lane undivided roadway in an urbanized area at Level-of-Service D is 14,600 vehicles per day, Orange Drive is currently operating at 60-percent of its capacity to the west of SR-7 for a V/C ratio of 0.60, and 46-percent of its capacity to the west of Davie Road for a V/C ratio of 0.46. Therefore, Orange Drive, similar to Griffin Road, is currently operating with a lot of unused capacity. The traffic data listed above for both Griffin Road and Orange Drive were derived from the Broward Metropolitan Planning Organization 2008 Traffic Count Report, April 2009, and their Historic Traffic Data report.

As described in the 1997 Plan, the properties along the south side of Griffin Road are mostly commercial west of the Florida Turnpike. The properties are stand alone projects with little relationship to each other. East of the Florida's Turnpike, Griffin Road contains a mix of uses, including mobile home parks, industrial, multifamily and commercial. This area lacks any entranceway feature to let people know that they are entering Davie. The shopping plaza in the

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southwest corner of the intersection of State Road 7 and Griffin Road could accommodate such a feature, however, the plaza is lacking in any visual attractive appearance.

Orange Drive contains various land uses within the redevelopment area. This area is lacking sidewalks and street lighting east of the Florida's Turnpike. West of the Turnpike the area contains residential, commercial and industrial uses. There is a linear park on the south side of Orange Drive that extends from State Road 7 towards University Drive in the west. This park has an asphalt sidewalk with open-air structures at frequent intervals.

The area contains the Nova Industrial park which is severely lacking in parking and landscaping. East of this property are a number of commercial uses (i.e. auto repair and gas storage facilities) which detract from the appearance of the area. Behind these properties is the Eastside neighborhood and further east is the Lauderdale Lakes subdivision.

V. OPEN SPACE AREAS/PUBLIC FACILITIES

The CRA recognizes the importance of open space areas to serve as recreational areas as well as to serve as public spaces in which people can meet. The existing open space/park areas within the redevelopment area are described below. The location of each open space or park is identified in Figure 4.

1. Lange Park located on S.W. 47th Street is a 5.3 acre parcel which with 0.8 acres owned by the Town and 4.5 acres leased from Broward County School Board. It is classified as a neighborhood park. It contains limited playground equipment and a picnic area.
2. Veteran's Park is located on S.W. 39th Street and consists of 15 acres most of which is L Lake. The park is classified as a community park. It has a picnic area and a fishing area.
3. Potter Park is located on SW 57th Terrace and consists of 3.7 acres. This park is classified as a neighborhood park. It contains a picnic area, play area equipment, baseball/softball field, tennis court, paddle ball court, shelter, basketball court, and concession area with restrooms. The property is owned by the Town of Davie.
4. The Canal Banks Linear Park located on the north side of the C-11 canal has been improved by the Town of Davie to allow for passive recreational uses. This area contains pavilions, an asphalt walkway for pedestrians and bicyclists, picnic benches, and areas for fishing.
5. Bergeron Rodeo Grounds to the north of Town Hall supports the Western Theme of the Town of Davie by providing rodeo events throughout the year.
6. Huck Liles Green provides an expansive open space adjacent to Town Hall. The open space is used for parking for events such as the rodeo and other events at the rodeo arena.
7. Betty Booth Roberts Park on the east side of SW 61 Avenue has hiking trail, swimming pool, and open play area and basketball courts. New lockers are being added to this facility.
8. An extremely small park, James Ale Park is located north of SW 36th Court at SW 61st Avenue.

Figure 4
Map of Parks and Open Spaces in the CRA



VI. NEIGHBORHOOD IMPACTS OF REDEVELOPMENT ACTIVITIES

The redevelopment area contains a number of residential units, many occupied by low and moderate income households. The following section describes the potential impacts of redevelopment efforts on the residential neighborhoods of the redevelopment area and surrounding areas. Many of the projects recommended in this plan are in the early stages of planning and implementation. Some of the impacts resulting from the implementation of redevelopment actions may as yet be undetermined. As site specific projects are identified and approved by the CRA Board, additional neighborhood impacts will be addressed.

1. Traffic Circulation

The redevelopment area contains an existing roadway network that services the entire area. The intent of the Plan is to provide traffic circulation improvements which will increase the functional capacity of the existing system. The redevelopment area is generally adjacent to major transportation corridors and is not anticipated to degrade traffic circulation within its residential areas.

The Downtown Master Plan, in conjunction with the revised Western Theme Overlay District Manual continue to support the goal of creating a compact downtown core which should also encourage alternate means of transportation, particularly where employment and housing are within walking distance of each other. A component of the redevelopment effort is the provision of housing units within the downtown area which will afford some residents the opportunity to walk or bicycle to work and shopping.

The CRA has a plan to construct a new east/west roadway between SW 65th Way and Davie Road, behind the businesses along Orange Drive. About halfway between SW 65th Way and Davie Road along this new road, The CRA intends to construct another road that will extend northbound from the new road along the east boarder of Huck Liles Green until it intersects with SW 42nd Street. The two roadways will provide better access to the rear of businesses along Davie Road so that in the future as businesses are redeveloped with the buildings constructed close to Davie Road and parking moved to the rear, as described previously, the roadways to provide access to the new parking lots will already exist. The new roadways could also be used for improved access between Davie Road and Orange Drive westbound by enabling motorists to avoid the signalized intersection of Davie Road and Orange Drive.

2. Community Facilities and Services

The CRA's activities are anticipated to have a positive impact on existing community services and facilities within the redevelopment area. The Plan proposes to retain, improve and expand community services and facilities within the residential neighborhoods of the redevelopment area. The Potter Park Multipurpose Center and Eastside Community Hall provides social service, educational and recreational services to the area.

In addition, recreational facilities are proposed to be developed and improved within the residential neighborhoods in the redevelopment area. This will include the expansion and

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improvement of existing parks. For example Betty Booth Roberts Park with a swimming pool was developed as was the gymnasium and meeting rooms at Potter Park Multipurpose Center. The CRA has participated in making improvements to the public rights-of-way within the residential neighborhood through helping provide street lights and sidewalks within neighborhoods. The CRA is also helping provide infrastructure improvements throughout the residential neighborhoods which are described elsewhere in this report.

3. Effect of School Population

There are no existing public schools within the redevelopment area. However, there are a number of schools located around the redevelopment area that accommodate residents of school age from the redevelopment area. Information on permanent capacity and the student population as of October 2009 is provided in Table 1.

School overcrowding is a Broward County problem, not just a Town of Davie problem. Although the above numbers may not reflect such extent of overcrowding, the State’s recent formula for evaluating overcrowding and school capacity is controversial. Previous design capacities showed evidence of severe overcrowding. Davie Elementary School enrollment was drastically reduced when the Palma Nova Mobile Home Park was closed in 2009.

Table 1
Student Enrollment vs. School Capacity
Majority of Elementary through High Schools Located in the Town of Davie

Public School	Location	Student Enrollment October 2009	Permanent Capacity	Adopted LOS Capacity (110%)	Percent 2009 Enrollment to LOS Capacity
Elementary Schools					
Davie	7025 SW 39 th Street	711	1,203	1,323	53.7 %
Flamingo	1130 SW 133 Avenue	739	853	938	78.8 %
Fox Trail	1250 Nob Hill Road	1,268	1,178	1,296	97.8 %
Hawkes Bluff	5900 SW 160 Avenue	876	852	937	93.5 %
Nova Eisenhower	6501 SW 39 th Street	764	777	855	89.4 %
Nova Blanche Forman	3521 SW Davie Road	751	774	851	88.2 %
Silver Ridge	9100 SW 36 th Street	950	882	970	97.9 %
Middle Schools					
Indian Ridge	1355 Nob Hill Road	1,982	1,727	1,900	104.3 %
Nova	3602 College Avenue	1,234	875	963	128.1 %
High Schools					
McFatter Technical	6500 Nova Drive	561	N/A	N/A	N/A
Nova	3600 College Avenue	2,200	1,545	1,700	129.4 %
Western	1200 SW 136 th Avenue	3,011	2,352	2,587	116.4 %
Total Student Enrollment					

Source: Broward County Public Schools 20th Day Enrollment Report –September 19, 2011.
Capacity and LOS data from Broward County Public Schools “Tentative District Educational Facilities Plan, Fiscal Years 2008-09 to 2012-13, June 25, 2008”, Appendix A, Level of Service Plan.

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In addition to the above schools, the redevelopment area is in very close proximity to the South Florida Educational Center. The Central Campus of Broward College, Nova Southeastern University, the McFatter Vocational Technical School, the School Board's ITV facility, branches of Florida Atlantic University and Florida International University, Broward County Fire Academy and Criminal Justice Institute comprise this important center.

The residential development programs proposed for the redevelopment area are expected to produce only a small increase in the student age population of the area.

4. Relocation Impacts

As a result of redevelopment activities there are anticipated to be some relocation activities. However, it is not the intent of this Plan for the CRA to undertake activities which would cause large scale dislocation of existing residents. A relocation program will be developed for each CRA initiated or sponsored redevelopment project activity and submitted as a component of the project package prior to official action on the project. It is important to note that through the combined efforts of the CRA, Town of Davie, and the private development community, the neighborhood housing stock will be expanded and thereby provide housing opportunities for the relocation of residents elsewhere in the neighborhood.

To protect the residents within the redevelopment area, the CRA shall adopt a relocation policy containing procedures for relocation (see Policy B-4.4 of this Plan). When required by redevelopment actions the relocation of residents within the redevelopment area will follow these procedures. It is the intent of the CRA to find and/or provide replacement housing of persons who are temporarily or permanently displaced from CRA sponsored or initiated redevelopment projects within the redevelopment area.

5. Environmental Quality

The redevelopment actions proposed in this Plan for the redevelopment area are intended to improve the area's environmental quality. These actions include residential and business assistance programs which will foster a new sense of community pride and spur additional revitalization efforts throughout the area. Streetscape and landscape improvements associated with future redevelopment projects will upgrade the overall appearance and livability of surrounding areas. The provision of upgraded infrastructure within the residential and commercial areas will drastically help improve the environmental quality. These infrastructure improvements include installing sanitary sewers which will result in replacing existing septic tank systems, installation of new water mains with larger mains which will permit hydrants to allow much better fire protection, and installation of storm sewers to provide better drainage and relieve the need for storm water retention storage on individual lots.

VII. GENERAL STATEMENTS RELATING TO THE CRA

1. Relationship to the Town's Comprehensive Plan

It is the intent of the CRA to conform all of its proposed projects and activities to the pertinent plans and ordinances of the Town of Davie. The CRA and Town Planning staff has completed several items related to the redevelopment area. The Town has adopted the designation of Regional Activity Center which includes much of the redevelopment area. This designation will allow land uses and rezoning to be processed more expeditiously. The RAC also promotes a downtown character to the redevelopment area and allows for mixed use development. The Town and CRA have revised the Western Theme Overlay Zoning District and created the Eastside Neighborhood Special Zoning District to promote redevelopment and promote Traditional Neighborhood Design (TND).

2. Safeguards to Ensure Redevelopment Activities Follow the Redevelopment Plan

- 1) The CRA shall file an annual report with the State's Attorney General Office and the Town of Davie. This report shall contain a programmatic overview of the activities of the CRA as allowed by the redevelopment plan.
- 2) The CRA Board shall be fully subject to the Florida Sunshine Law and will meet at least on a monthly basis in a public forum.
- 3) The CRA shall provide adequate safeguards to ensure that all leases, deeds, contracts, agreements, and declarations of restrictions relative to any real property conveyed shall contain restrictions and/or covenants to run with the land and its uses, or other provisions necessary to carry out the goals and objectives of the Plan.

3. Safeguards to Ensure Financial Accountability

The CRA shall maintain adequate records to provide for an annual audit which shall be conducted by an independent auditor. The findings of the audit shall be presented at a meeting of the CRA Board and such findings shall be forwarded to the State Auditor General's Office by March 31 of each year for the preceding year which shall run from October 1 through September 30.

The annual Audit Report shall be accompanied by the CRA's Annual Report and shall be provided to the Town for public review and availability. Legal notice in a newspaper of general circulation shall be provided to inform the public of the availability for review of the Annual Audit and Annual Report.

4. Providing for a Time Certain and Severability

All redevelopment activities of a contractual, financial and programmatic nature shall have a maximum duration, or commitment of up to, but not exceeding, thirty (30) years from the date of adoption by the Town Council of the Town of Davie. The start date for the thirty year clock

for the redevelopment area shall be from the adoption and approval date of the Town Council of the Town of Davie as amended in 1994 and 1997 so the CRA is due to expire in 2027.

VIII. REDEVELOPMENT STRATEGIES

The Davie CRA as approved by the Town Council of Davie and the Florida Statutes is charged with eliminating the blighting influences in its redevelopment area. The CRA is the vehicle of change which the Town can promote to work with the private sector to leverage scant public funds. It is the function of the Davie CRA to be pro-active in community redevelopment and rebuilding to enhance the quality of life of Davie residents and businesses. Its programs will include the improvement of social institutions, the expansion of economic activities, the physical functioning of the Town and a concern for the aesthetic aspects of its actions. CRA's can be agents of change and possess the necessary tools and flexibility to act as the public developer of local governments.

In order to understand the project decision process it is important to first note that the CRA cannot possibly fund the immense task of redevelopment on its own. It must therefore structure its programs to act as catalysts for redevelopment efforts by individual residents and businesses within the redevelopment area and to leverage investment by private enterprise. With limited resources available for redevelopment efforts, the CRA must be careful not to spread itself too thin by attempting to do too much at once. It is necessary to evaluate projects based on the public benefits to be received. Since the implementation of a few strategically placed and well funded programs may have a greater impact on the redevelopment area than inadequately funded programs, programs must be evaluated in the context of the "Big Picture" and implemented accordingly.

A thumbnail sketch of issues within the various areas within the redevelopment area will follow and then there is a listing of the various redevelopment strategies which have been employed to try to address those issues. This will be followed by a listing of redevelopment strategies and opportunities which have been implemented to take advantage for each of the areas.

Davie Road Corridor

This is the area in which the CRA is trying to create a downtown area for the Town. Land use regulations have been revised to allow greater density of development, encourage mixed use development and provide shared parking concepts, provide additional parking through public parking facilities, and to provide a pedestrian friendly environment.

The appearance of the area needs to be addressed though beautification efforts providing lighting and potentially providing for a median or other means to promote pedestrian safety. Many of these concerns have been addressed which will be described below.

The CRA needs to try to follow the Downtown Master Plan, described below, to accomplish a hierarchy of streets, have buildings built close to the street with parking to the rear of buildings, and provide a mix of uses with everyday needs met within a short walk.

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As redevelopment occurs the CRA will need to provide spaces for public parking and incentives to expand businesses and bring in new businesses. These programs should promote exterior and interior building improvements as well as new construction to follow the recommended land use regulations.

Residential Area

The existing residentially zoned areas should be preserved. Improvements should be made to improve the livability of the residential areas by making improvements to the outdated infrastructure system which exists in the neighborhoods. This includes improvements to the drainage system, to the water delivery system and sanitary sewers should be provided to replace the existing septic systems.

Substandard housing units should be rehabilitated or replaced whenever possible. The CRA should assist with relocation assistance if residents are relocated from their housing. The CRA should continue to help with housing in the Eastside Neighborhood. Programs have been put into place which resulted in substantial improvements to the Eastside Neighborhood. Programs such as affordable housing provided by the CRA, constructing SW 43rd Street, providing land for the Potter Park Multipurpose Center, etc., resulted in more than 35 new homes being constructed at market rate prices. The CRA should promote infill housing projects including funds for appraisals, legal fees, etc. and if possible should help subsidize the cost of housing.

Historic Area

The Town of Davie established a historic district by the adoption of Ordinance 2011-11 in February of 2011. This ordinance recognizes the importance of historic structures such as the Old Davie School, Davie Town Hall, Davie Women's Club and Bergeron Rodeo Arena and Grounds. The Plan recognizes the importance of these historic structures for neighborhood and downtown revitalization. The Town also approved Resolution No. R-2011-66 which executed restrictive covenants for the use and development of Town property at Town Hall, Bergeron Rodeo Grounds and Huck Liles property. The CRA should assist in the promotion of such historic buildings and functions as well as assisting with projects at these buildings. The CRA has donated funds in the past for replacement of windows and installation of a sanitary sewer lift station at Old Davie School and the installation of large fans at the Rodeo Arena.

Industrial Area

The CRA has a large light industrial area extending north from Orange Drive to I-595 between the Florida's Turnpike and State Road 7 (SR-7). This area is in need of improvement to the infrastructure facilities. The CRA will need to review new roads which may be needed in the area and there is a great need for storm water drainage within this area. In July of 2004 a public seven-day charrette was conducted entitled "The Davie/Hollywood/Seminole Nation Master Plan". The subject area included the light industrial area north of Orange Drive plus an additional area between the Florida's Turnpike and State Road 7 extending south of Orange Drive to the Seminole Hard Rock Casino and Resort Hotel. The Charrette also included an area to the east of State Road 7 beginning at the Orange Drive termination with State Road 7 and extending south to an area across

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from the Seminole Hard Rock Casino and Resort Hotel. The goal of the Charrette was to create a vision for the redevelopment of the subject areas.

From the Charrette process, the Town of Davie envisioned a 903 acre redevelopment area to be referred as the Davie Transit Oriented Corridor (TOC), due to the proximity to transit service along SR-7. Initially, the concept was conceived as a Development of Regional Impact (DRI). With the changes in state law that eliminated DRI's, the proposed redevelopment plan was called the TOC. The borders of the TOC included the light industrial area north of Orange Drive, south of I-595, and between the Florida's Turnpike and SR-7, plus an additional area between the Florida's Turnpike and State Road 7 extending south of Orange Drive to the Seminole Hard Rock Casino and Resort Hotel. This area is depicted in Figure 9, TOC Conceptual Plan.

Griffin Road/Orange Drive Corridor

There are a number of businesses along this corridor which could use assistance for exterior improvements. A loan subsidy program and a commercial property improvement grant have been developed to assist such businesses. Also the Orange Drive area and other visible sites should be provided with landscape and other beautification treatments. This corridor will represent a major entrance into the Town and downtown area and should be representative of the appearance the CRA and Town desire to provide to the public.

The CRA should also work with the Town of Davie in promoting and implementing the annual Orange Blossom Festival, the Southeastern Circuit Rodeo Finals and other events which draw people to the redevelopment area.

The following listing indicates redevelopment strategies and opportunities which have been implemented to take advantage for each of the areas. These strategies represent a number of actions undertaken by the CRA to implement the programs which achieve the results of meeting the goals of the CRA.

A. Davie Road Corridor Improvements

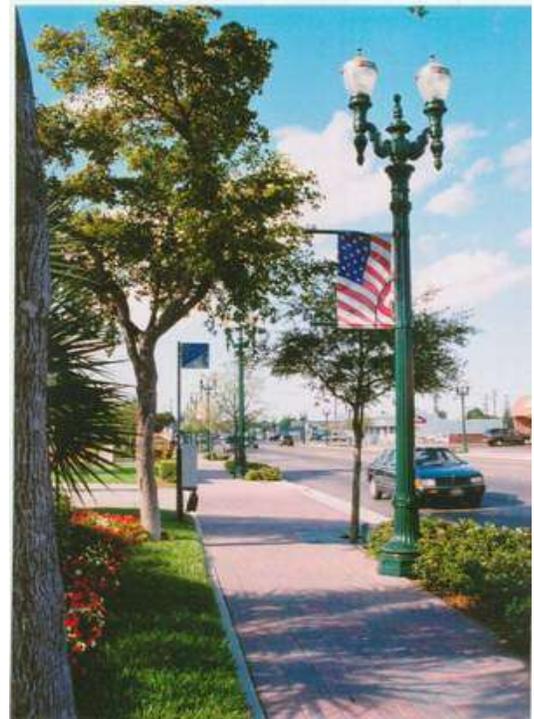
The aesthetics of Davie Road back in 1996 were described in the previous Redevelopment Plan as characterized by utility wires strung along the roadway, little or no evidence of pedestrian amenities, and scattered landscaping, usually placed in a two foot long groups that were frequently not maintained. Considerable progress has been made on improving the aesthetics of the area. Major improvements were made to the streets and sidewalks as part of the Davie Road Beautification Project. This project was completed in 2000. These improvements are still in place in 2012. Those improvements made include pedestrian amenities such as wide brick-paver sidewalks with benches scattered along the corridor with a southbound bus stop by the former Lum's Restaurant (now the Flashback Diner), and the northbound bus stops at SW 47th Street and SW 39th



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Street. Landscaping has been planted along the roadway, including trees and small bushes. They are maintained in good condition. New street lighting consists of western-style lamps with fluted poles and bases. The lamp-poles have hardware to accommodate hanging banners that announce special events and seasonal holidays. The approximate total cost of these improvements was \$2 million.

The picture to the right shows a streetscape view of Davie Road with the landscaping, brick-paver sidewalks, and Western-Style lamps with seasonal or event banners. This is what Davie Road looks like in 2012.



B. A Downtown Master Plan was adopted in July of 2006. This plan was adopted after a design charrette was held in January of 2006. This charrette and the Downtown Master Plan were done at the direction of Dover Kohl & Partners. This plan is available as a separate document. The plan has many components including an implementation plan for the area. Among the major points of this vision for the Downtown area is provision of drainage improvements to transmit and store water to meet requirements of the Central Broward Water Control District. The provision of the storage areas will provide adequate drainage to permit the area to be developed without requiring on site water retention for each individual lot. Another major point is to redevelop land purchased by the CRA for redevelopment purposes at the northwest corner of Davie Road and Orange Drive in a manner consistent with the Downtown plan. This includes building to the front of the lot, parking to the rear of the lot, and building mixed use structures. Davie Road is proposed to be developed in a similar manner with buildings close to the street and introducing rear access to the properties. The Downtown plan proposes a new town hall on any one of several sites. The plan includes a new street at SW 67th Avenue to provide better access to Orange Drive as well as completing other streets to disburse traffic. Other sites are to be reserved for civic uses. Parking garages or parking lots are to be provided within the area.

C. Adoption of Land Use Regulations (Regional Activity Center, Griffin Corridor)

The 1997 Redevelopment Plan stated that almost all of the buildings within the redevelopment area are one story buildings. The layout is generally suburban in character. The size, height, and use of the buildings are limited by the appropriate zoning category where each structure is located. To rectify the limitations of the existing land use codes, the Regional Activity Center (RAC) land use category was adopted by the Town in 2008 after the Downtown Master Plan for this area was adopted in 2006. The RAC is generally bounded by I-595 to the North, Florida's Turnpike to the east, the C-11 Canal and Orange Drive to the south, and University Drive to the west. The CRA redevelopment area including the downtown and some of the neighborhood areas are located within the RAC.

As explained in Section 12-32-503, Intent/Purpose of the RAC code, the intent of the RAC districts is to provide for the redevelopment of a multi-modal, pedestrian-friendly, and thoroughly interconnected mixed-use village that encourages significant regional development. The RAC code

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states further in Section 12-32-523, “The RAC districts differ from many other zoning districts within the Town because of its emphasis on design principles, and because it seeks to combine different use types within buildings and development sites rather than separate them, and to encourage an urban intensity of development and form”. This new vision for the Town Center District (RAC-TC) supports the goals the CRA developed for the redevelopment of the downtown business area, as described in both the Downtown Master Plan and the Western Theme Manual.

The Griffin Corridor is the land use designation for the area south of Griffin Road near Davie Road and it has similar provisions for pedestrian friendly, mixed use, multi-modal regional type development.

Regional Activity Center

Only three of the six RAC districts are within the CRA Redevelopment Area. They are listed in Table 2 and graphically depicted in Figure 5.

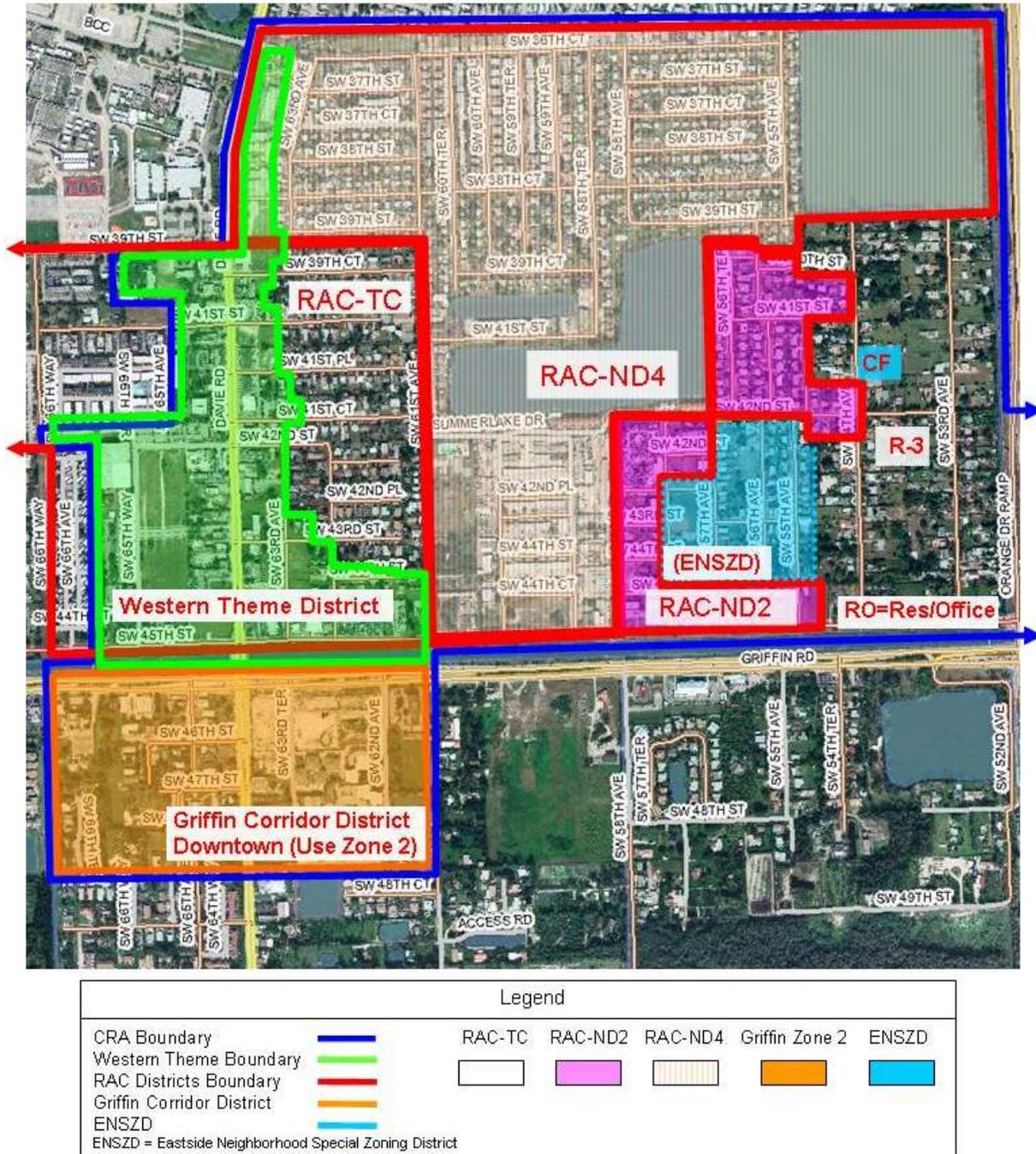
**Table 2
RAC Districts in the CRA Redevelopment Area**

Districts	Description
RAC-TC	Town Center District
RAC-ND-2	Downtown Neighborhood District – Low Density
RAC-ND-4	Downtown Neighborhood District – High Density

The underlying land uses permitted in each district along with the intensity of development, site development standards, and building frontage regulations are contained in the following list of tables. The tables are provided in Appendix D.

- Permitted uses described in Table 12-32.507 (C)
- Intensity standards are specified in Table 12-32.509(E)
- Site development standards are provided in Table 12-32.510 (C)
- Building frontage regulations are listed in Table 12-32.511

Figure 5
Overlay of the RAC Districts plus the Western Theme District
within the Downtown Boundaries of the CRA



A brief description of each RAC district within the Redevelopment Area is provided in the following. A full description of each RAC district can be found in the Town Code of Ordinances, Chapter 12 Land Development Code, Section 12-32.500 “RAC” Regional Activity Center Districts.

1. Town Center District (RAC-TC)

The Town Center District, located in the southern portion of the RAC, is also known as Downtown Davie. A part of this district is governed by the Western Theme Overlay District Manual, as shown in Figure 5. If there are any conflicts between the RAC code and the Western Theme Manual Code, related to architectural and signage standards only, the code within the Western Theme Manual has precedence.

The focus of the Town Center District is the civic center and street life of the Town. To the west of Davie Road, both the Town Hall and Bergeron Rodeo grounds serve as the anchor for the town center. To the east of Davie Road, the development consists of retail, office, service, and residential, resulting in a mix of land uses. These uses may occur in any compatible combination that complies with the RAC standards and regulations.

The location of a new Town Hall is contemplated for the Town Center at some point in the future which will help reinvigorate the downtown.

2. Neighborhood District, Low-Density (RAC-ND-2)

The borders of the RAC-ND-2 zigzag significantly, thereby making it impossible to easily describe the neighborhood boundaries of this district. Please refer to Figure 5 for the borders of this district. At the time the 1997 Development Plan was created, the southern section of this area between SW 42nd Street and Orange Drive was a very rundown neighborhood that experienced a significant amount of crime as did the Eastside Neighborhood Special Zoning District (ENSZD) due their proximity to each other.

This residential district has the potential to provide a diverse range of housing types at prices that are within the range of moderate income persons. The goal is to preserve the single-family residential units that exist within this area as a transition to the single-family homes that exist to the east. A mix of single-family detached homes, townhouses, duplex, and multi-family dwellings designed to simulate single-family detached dwellings will provide a compatible variety of housing types and prices. Pocket parks and safe walkable streets are encouraged to fulfill the potential for this district.

3. Neighborhood District, Medium-Density (RAC-ND-4)

This area is generally bounded by SW 36th Street to the north, a zigzag boundary from SW 36th Street along SW 55th Avenue to SW 40th Street over to SW 56th Terrace then down to SW 42nd Street and over to where the right-of-way exists for SW 58th Avenue halfway between SW 57th Terrace and SW 59th Avenue, Orange Drive to the south, and to the west along SW 61st Avenue from Orange Drive north to SW 39th Street and then west to Davie Road. The boundaries for this district are depicted in Figure 5.

This primarily residential district has the opportunity to offer a diverse range of housing types and prices. Residential use is encouraged to preserve a large residential unit generator for this area. A mix of townhouse and multi-family dwellings intermixed with retail and office in the western part of

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this district adjacent to Davie Road will provide job opportunities and job re-vitalization for this district. Pocket parks and safe walkable streets are also encouraged to enhance the livability of this district.

Some progress was made on the placement of buildings but there is a long way to go. The CRA owns property at the northwest corner of Davie Road and Orange Drive and plans to have this three acre site redeveloped are underway as the property is being platted. One great example of what is possible to do is the building built at 4179 Davie Road which is the Davie Professional Building. This property was constructed in 1998 and the building was constructed in the front of the lot along the Davie Road frontage, is a two story building with parking to the rear of the building. Other buildings have been improved in the area but this is the best example of meeting the requirements of the Downtown Davie Master Plan.



Griffin Corridor District

The land use zones along with the permitted, restricted, and prohibited uses within the Griffin Corridor District are listed in Section 12-32, Division 300 (301 through 320 of the Town of Davie Code). The Griffin Corridor District consists of four zones plus commercial intersection nodes. There are only two zones that exist within the CRA Redevelopment area, the Downtown (Use Zone 2) and Griffin Commerce (Use Zone 4), as defined in Sec. 12-32.303 Use Zones of the Griffin Corridor District, and provided below.

1. Downtown (Use Zone 2). This zone generally extends from the eastern boundary of the West Gateway Zone at the Old Davie School east to SW 61st Avenue. Entertainment, dining, and tourist-oriented retail uses are encouraged here, with offices and residential uses encouraged on the upper floors. Increased building intensity is encouraged, reflecting the gateway to Downtown Davie and the hub of the Griffin Road corridor. Development and uses within this zone reflect a pedestrian orientation.
2. Griffin Commerce (Use Zone 4). This zone extends eastward from the Florida Turnpike to State Road 7. Medium-density residential uses are predominant within this use zone. Should redevelopment occur, Commerce Park type uses, developed in a campus setting with significant open space, are encouraged here. Such uses require a Commerce/Office or Industrial land use plan designation. Development within this area is not subject to the architectural requirements of the Griffin Corridor District.
3. Intersection Commercial Nodes (“Nodes”). Within certain use zones, nodes permit concentrations of highway commercial type uses that cater to and depend upon large vehicular traffic volumes which are not permitted outside such nodes. The nodes are delineated on the

Official Town of Davie Zoning Map. There are a total of three nodes, consisting of the University Drive Node, Florida Turnpike Node, and the State Road 7 Node. Only the latter two nodes exist within the CRA.

Eastside Neighborhood Special Zoning District

Division 2 of the Town of Davie Land Development Code Chapter 12, Sections 12-394.1 through 12-394-10, contain the intent, applicability, boundaries, along with the regulating plan which specifies the types of buildings allowed in this district., such as Type I residential with front porches, Type II residential with side porches, and civic buildings.

D. Installation of Infrastructure Improvements (Stormwater, Sanitary Sewer, and Potable Water) Eastside of Davie Road

The CRA has developed a plan to install infrastructure within the redevelopment area to significantly upgrade the utility system which exists in the area. Much of the CRA redevelopment area was developed in the 1950's and 1960's and the utility system installed in the area is outdated, undersized and in some instances is non-existent. The areas both east and west of Davie Road will have upgraded utilities installed due to capital improvement programs funded by the CRA. The improvement programs will provide the area with a stormwater drainage system, install sanitary sewers in commercial uses along Davie Road, and provide a potable water system to provide better flow to the area and provide a system capable of fighting fires. These improvements will upgrade the livability of these neighborhoods and will increase the property values within the areas. These improvements will provide an opportunity for redeveloping the area if the opportunity presents itself as the proper utilities will be in place.

For the east side of Davie Road, the CRA has developed a three-phase infrastructure improvement program. In each of these three phases there would be new storm sewers, sanitary sewers, and potable water lines. A brief aerial view of these three phases is shown in figure 6 with some information about each of the three separate projects. The installation of stormwater lines is necessary due to Central Broward Water Control District (CBWCD) requirement for mitigating stormwater runoff. The storm water lines provide a conveyance of water to a common stormwater retention area. The storm sewers lead to a common retention area which is L Lake just to the east of SW 61st Avenue. This lake has capacity to store water for the entire area east of Davie Road to the Florida Turnpike. A storm sewer will be constructed from L Lake to the CBWMD N5 Canal which would then convey the water to the C-11 Canal. This system will provide stormwater drainage for the residential area east of Davie Road as well as for the commercial properties east of Davie Road. The installation of the storm sewers will negate the requirement of the CBWCD to provide an area amounting to 15% of the property for stormwater retention. Rather the L Lake will provide the storage requirement for the whole area. This will make it much easier to redevelop the commercial areas. The commercial areas will still need to provide for a building, parking, open space but will not have to provide the 15% requirement for retention.

Phase I of the infrastructure improvement program was completed in 2011 at a cost of just over \$1.2 million. This work took place along SW 41st Place between Davie Road and SW 61st Avenue. The

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work included installing sanitary sewers which results in the removal of septic tanks. The two-inch water mains on the street were replaced with eight-inch lines which enable fire hydrants to be installed. These lines will enable fire trucks to connect to the water lines to provide increased ability to fight fires.

Phase II and III are scheduled for construction to begin late in early 2013. as shown in Table 4, the Davie CRA Capital Improvements Five-Year Work Program for Fiscal Years 2010 through 2015. Figure 6 depicts the stormwater, sewer, and potable water lines infrastructure improvements for Phases I through III.

Figure 6

Davie Road Eastside – Three Phase Infrastructure Program

- The goal is to provide needed infrastructure that will enable redevelopment along Davie Road, including the area immediately to the east of Davie Road.
- Increased stormwater runoff for the eastside.
- Increased potable water lines from 2” to 6” or 8”
- Addition of sewer lines to serve the commercial uses along Davie Road.

Phase I

2010-2011 Construction \$1,200,000
SW 41st Place from Davie Road to L Lake.



Phase II

2011-2012 Planning, Design \$350,000
& Permitting
2013-2014 Construction \$6,400,000
Beginning with SW 38 Court from Davie Road to SW 60th Terrace and south to water retention area north of L-Lake. From the east side of L-Lake to SW 56th Avenue, north to SW 39th St., east to SW 55th Avenue, and north to the N-5 Canal.



Phase III

2011-2012 Planning, Design \$191,000
& Permitting
2013-2014 Construction \$3,400,000
From north of Orange Drive northbound to SW 42nd Avenue, west to the alley, north to SW 41st Court and east to SW 61st Avenue.



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E. Installation Of Infrastructure Improvements (Stormwater, Sanitary Sewer, and Potable Water)
Westside of Davie Road

Two major improvements are planned for the immediate future for the Westside of Davie Road. One is the installation of a stormwater infrastructure improvement similar to the project on the eastside of Davie Road. Engineering is underway to provide a common water storage area to serve the entire west side of Davie Road rather than requiring individual water storage areas on each lot as it is developed or redeveloped. This common storage area has been identified as the former Covenant House property which is a five acre parcel to the north of Orange Drive. This pond would serve as a retention area to store water which would then be released to an adjacent canal which leads directly to the C-11 Canal. A series of pipes would lead from the Davie Road and Orange Drive areas and would lead northerly and easterly to the common retention area. It is estimated that construction of the retention area which could be incorporated into the open space system of Davie and the construction of the pipes leading to the retention area is estimated at \$4,000,000. The engineering should be completed in 2012 and the project constructed in 2013. A preliminary plan had been suggested in which the storage would have taken place in underground storage tanks. This would have been extremely expensive as the large storage containers were estimated to cost \$9,000,000.

The second project contemplated for infrastructure improvements west of Davie Road is construction of a 24' wide roadway along the southern and eastern edges of the Bergeron Rodeo Grounds. The roadway is considered in the cost of the storm sewer improvements for the Westside. This roadway will have several functions. It will provide potential access to the rear of businesses along the west side of Davie Road permitting parking to the rear of these lots and providing an opportunity to close access drives on Davie Road. The roadway will also allow for better access to the parking in the Bergeron Rodeo Grounds. Figure 7 depicts these two improvements west of Davie Road.

Figure 7

Westside Infrastructure Improvement and New Roadway by Huck Liles Green

Westside Drainage

2012 Planning, Design & Permitting \$168,000
2013 Construction \$4,000,000

Installation of a common water storage area on the former Covenant House property to serve as the water storage area for the area west of Davie Road. Newly installed storm sewers from Davie Road and Orange Drive will carry the water to the retention area. The water will then be conveyed to an adjacent canal which connects to the C-11 canal.



**Roadway Construction –
Bergeron Rodeo Grounds**

A 24-foot wide roadway is to be constructed along the southern and eastern boundary of the Bergeron Rodeo Grounds. This will provide potential for properties along the west side of Davie Road to have parking to the rear of their properties and will provide better access to the Bergeron Rodeo Grounds.



F. Provision of Public Parking By The CRA

The CRA has been working to provide public parking areas within the downtown area to supplement what can be characterized as insufficient parking provided on private lots. For example, the CRA constructed a large parking lot adjoining SW 42nd Street west of the Chamber of Commerce offices all the way to the Bergeron Rodeo Arena. The improvements included constructing 149 parking spaces with landscaping and decorative lighting. These spaces are for public use. The cost of this parking improvement was approximately \$608,000. This improvement was done in 2006.



The CRA also completed a public parking lot on SW 41st Place in 2011 to provide parking for the existing businesses along Davie Road. This lot has 38 off-street parking spaces with nine spaces provided along SW 41st Place. This lot also permits the closing of curb cuts along Davie Road and encourages businesses to redevelop their existing parking areas with additional landscaped areas. In this case outdoor seating is being installed for a local restaurant. Parking lots to the rear of the businesses will hopefully modify travel patterns around Davie road as some of the commercial business patrons could use back streets to get to the parking lots instead of using Davie Road . This lot was improved at a cost of approximately \$350,000. This lot was completed in 2011.



The CRA is planning the placement of other public parking lots on SW 41st Street, and SW 63rd Avenue in the near future. The lot on SW 63rd Avenue will provide parking for commercial businesses along Davie Road and additional overflow parking for the Orange Blossom Festival plus rodeo events at the Bergeron Rodeo grounds. This parking lot will be constructed in 2014. The location and brief description of the parking lots is provided in Figure 8.

**Figure 8
Parking Lots behind Commercial/Businesses to the East of Davie Road**

Parking Lot at SW 41st Place

2011 Construction Completion \$350,000

The 38 space parking lot provides badly needed parking for the Army Navy store and other nearby businesses. This lot allows future improvements to be made to the adjoining shopping plaza including closing curb cuts and providing outdoor seating. This project has been completed.



Parking Lot at SW 63rd Avenue

2013 Planning, Design & Permitting \$30,000
2014 Construction \$300,000

This parking lot will provide additional parking for businesses along Davie Road and overflow parking for events. The lot cannot be constructed until infrastructure improvements are made for Phase 3.



G. Implementation Of Commercial Property Improvement Grant Program

The CRA Board created the Commercial Property Improvement Grant Program in 2009 as a program to encourage the renovation of commercial buildings within the redevelopment area. The impetus to start the program was the redevelopment of the Lum's Restaurant on Davie Road which became the Flashback Diner. A program was created which the CRA would pay 1/3 of the cost of renovations up to \$100,000 to renovate property primarily to improve the appearance of the exterior of the property. During the first two years of this program there have been four major renovations within the redevelopment area. The program resulted in a new restaurant with outdoor seating and substantial improvements to the exterior and interior of the Flashback Diner. Grifs Western constructed a new addition to their building on Orange Drive. An attorney's office was renovated on Davie Road and a dilapidated building on SW 41st Street was improved and a new business, Security Innovative Solutions now occupies this building. The CRA has paid out \$350,000 as its share of the improvements which are valued at over \$2.2 million.

This is a continuing program of the CRA and other renovations are scheduled for upcoming years. For instance, renovations were recently completed at the Army/Navy Plaza on Davie Road at SW 41st Place. The improvements included adding parking to the rear of the building and the adjoining on-street area, closing curb cuts on Davie Road and provide substantial improvements to the landscaping on the site including providing an outdoor patio area to serve the restaurant. These improvements were done with grants so there was no cost to the property owner.

Photographs follow showing the examples of properties which have been improved.

Flashback Diner – 4125 Davie Road.

This grant helped pay for improvements including an outdoor seating area, completely refurbished interior of the restaurant, new roof, new landscaping including a fountain, and new signage. The improvements cost over \$850,000 so the grant was \$100,000 plus the cost of purchasing the property.



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Grifs Western- 6211 Orange Drive

This grant for \$100,000 was used to help pay for improvements which cost over \$785,000 and included increasing the retail sales area and the stock and receiving room. The exterior improvements included extending the western façade across the entire building, installing siding, placing simulated windows, replacing doors, installing decorative railings, and replacing the sidewalk with a stamped concrete walk.



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Attorney's Office – 4699 Davie Road

This grant was for \$50,000 for improvements to the lawyer's office for improvements such as removing existing siding and placing stucco on the walls, installing a new handicap ramp, installing a new brick paver walkway, and installing new landscaping. The improvements cost over \$221,000.



Security Innovative Solutions – 6415 SW 41st Street

This grant for \$100,000 helped secure \$379,946 in improvements to renovate the exterior of a previously dilapidated structure. This building had previously been abandoned. The improvements included stuccoing the building, installing new signage, installing new exterior lighting, installing new windows, painting the exterior, repairing the roof, repairing the parking lot, installing a new ADA entrance, and landscaping.



H. Implementation Of Commercial Loan Subsidy Program

The Davie CRA has been operating a Commercial Loan Subsidy Program since 1995. This is a program to encourage the renovation of commercial properties within the redevelopment area. The CRA works with property owners of commercial establishments to make improvements to their individual properties. The assistance is available for exterior improvements, new construction or building expansion, or for interior improvements. The amount of assistance is determined on a case by case basis by the CRA Board. The amounts of assistance have increased over time. The assistance given is that the CRA will pay the interest on an agreed to amount in an amount not to exceed five percent interest for the first five years of a loan. The agreement is actually with a lending institution and the CRA Board. The payment of the interest is paid after a certificate of occupancy is granted.

This program has proven to be quite successful. There have been 14 subsidies approved through June of 2011. The CRA has paid down interest totaling \$261,252.68. This as based on the agreed loan amounts of \$1,680,228.85. The program has successfully leveraged over \$6.3 million in actual construction costs.

Loans have been made for 14 separate properties. These loans have been made for a variety of types of businesses such as office buildings, restaurants, attorney's offices, retail establishments, and an automotive repair shop.

Examples of the types of loans given are displayed below:

Davie Battery & Alternator – 6325 SW 37th Street

The loan was for \$100,000 and the interest paid was \$14,416.98. The owner invested \$352,500 in improvements.



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Dairy Queen/Lil Rascals – 6550 SW 39th Street

The loan was for \$200,000 and the amount of interest paid was \$23,387.80. The amount of actual construction was \$1,300,000.



Davie Professional Building – 4179 Davie Road

The loan was for \$200,000 and the amount of interest paid was \$39,509.82. The amount of actual construction was \$825,000.



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I. Purchase of Properties By CRA For Town Purposes And Affordable Housing

The CRA has been involved in the acquisition of various properties throughout the redevelopment area. The CRA has provided land to the Town of Davie to provide the opportunity to place public improvements on the property. These lots include the property on which the Potter Park Multipurpose Facility was constructed and lots on which Fire Station No.104 was constructed off of Oakes Road. The Potter Park Multipurpose Facility is highlighted in other sections of this report. A photograph of Fire Station No. 104 is shown below.



The CRA has also purchased properties upon which affordable housing units have been constructed. The CRA also constructed SW 43rd Avenue upon which some of the affordable houses were constructed. The CRA provided five lots to Habitat for Humanity and affordable houses were constructed on each of these five lots. The CRA Board also purchased property upon which the Eastside Community Center was constructed. Photographs of one of the affordable homes and the Eastside Community Center are shown on pages 12 and 13 of this report.

The CRA has purchased land at the northwest corner of Orange Drive and Davie Road for the purpose of providing a viable site which can be redeveloped according to the Downtown Master Plan. The site is approximately three acres and can be used for a number of future uses. It is suggested that part of the land be used for construction of a new Town Hall with an attendant parking garage. There is also adequate space to construct retail uses on the first floor of multi-use buildings which may have offices or residential uses on upper floors.

J. Transit Oriented Corridor (TOC)

Planning initiatives have taken place since 2004 for the area designated as the Transit Oriented Corridor (TOC). The TOC is the area consisting of about 903 acres of which approximately 600 acres are in the CRA redevelopment area. The TOC is located between the Florida Turnpike on the west and State Road 7 on the east, I-595 on the north and the Seminole Casino on the south. The steps in the planning process are detailed below. The most recent step in the planning process was a Technical Advisory Panel report from representatives of the Urban Land Institute who undertook a charrette process in 2010 to look at the previous findings about the area and refocus planning efforts based on the recession like economic conditions which were quite different than the boom times when the original report was issued in 2005.

The Town and CRA participated in a charrette conducted by the Treasure Coast Regional Planning Council and the South Florida Regional Planning Council as funded by the Urban Land Institute in July of 2004. This charrette resulted in a report being written in 2005 which provided a long term vision of the TOC area. This vision called for increased densities and intensities in the area and mixes of commercial, residential and industrial uses.. A conceptual plan showing the details of the plan follows along with a table which denotes the various land uses and the proposed intensities of those land uses.

The TOC is a planned mix of land uses consisting of commercial/retail, office, hotel, light industrial, and residential. The TOC was planned to consist of the following land use intensities and densities at ultimate build out as shown in Table 3.

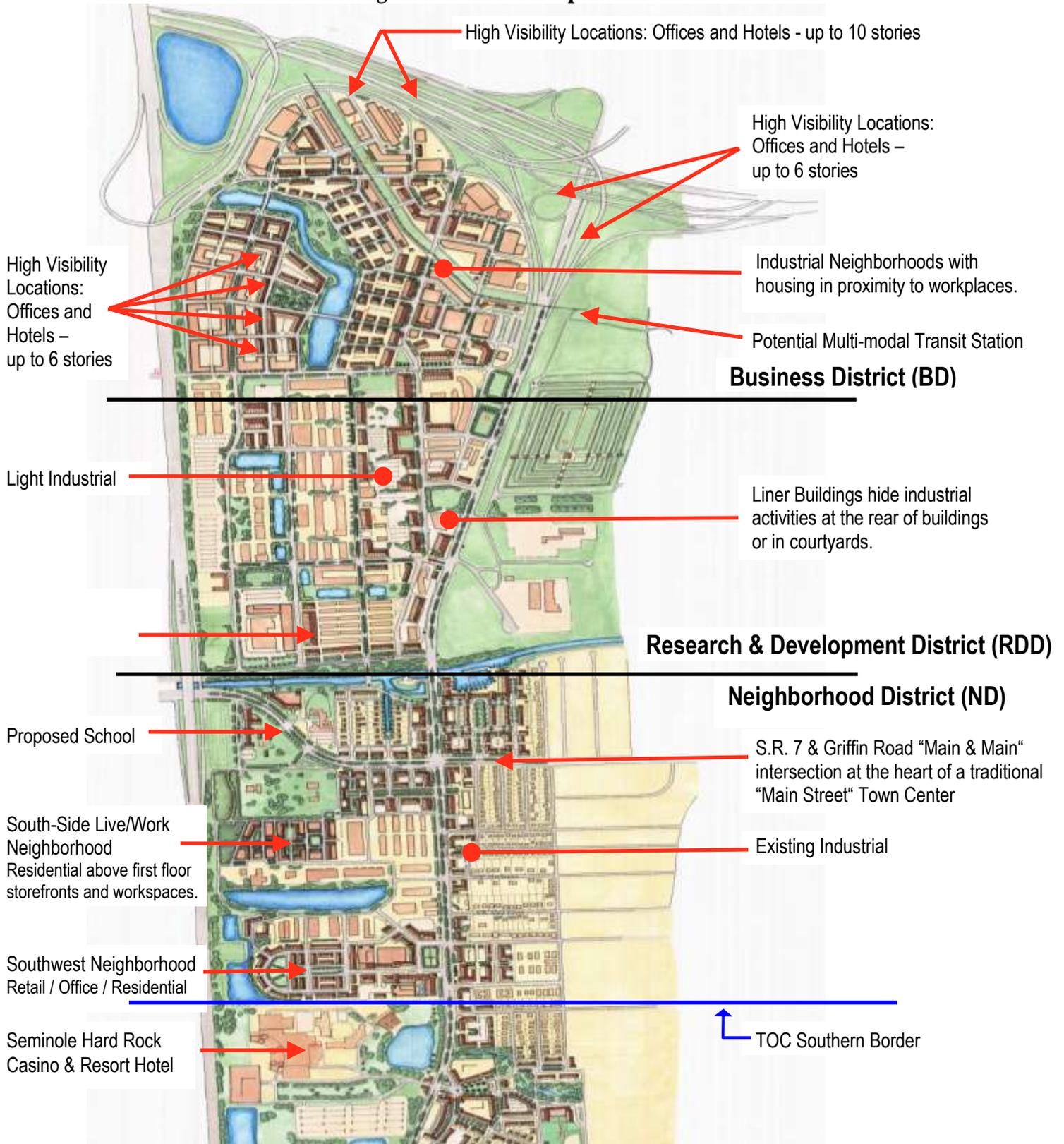
**Table 3
Davie TOC
Land Uses and Intensities**

Land Use	Intensity
Total Project	
Office	1,700,000 SF
Light Industrial	3,600,000 SF
Commercial/Retail	600,000 SF
Multifamily	6,428 DU
Hotel	750 Rooms

Source: Transportation methodology letter dated May 31, 2008 from Jacobs Engineering).

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Figure 9 TOC Conceptual Plan



Note: The TOC Conceptual Plan was derived from 'The Davie/Hollywood/Seminole Nation Master Plan' that grew out of a public seven-day charrette, held from July 17 through July 23rd in 2004.

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After much work this entire area did finally get approved for a land use change by Broward County. The land use amendment created a designation of Transit Oriented Corridor in 2009. The Town had to pass an agreement regarding airport noise mitigation as a condition of this approval. The Town did adopt this land use change to allow for the increased usage of land within this area. In order to implement the goals and objectives of the TOC, the CRA funded studies through the South Florida Regional Planning Council toward providing information about the area and its needs. The CRA funded a study to identify future roadway improvements necessary for the redevelopment of the area. The Town has funded a storm water master plan to identify drainage needs for the area. A new water and wastewater facility is being constructed by the Town to accommodate the future growth in this area. The cost of these improvements is over \$120 million. The CRA and Town are collaborating on a form base code which will guide future development in the area. These steps took considerable time. During the long time period to adopt the land use change, the economy took a dramatic downturn. The CRA paid for the Urban Land Institute Technical Advisory Panel to undertake a charrette in 2010 to check the validity of the previous planning within the area due to the economic downturn since the original report was done in 2005.

The recommendations of the Technical Advisory Panel identified three clusters of near term actions. Those actions include;

- Rebrand the region as a regional business center
- Create a common design theme throughout the area
- Strategically target infrastructure improvements

The following implementation tools were suggested;

- Financing to brand and market the area
- Comprehensive Utility Master Planning
- Providing signature entryways and streetscape improvements
- Economic Incentives such as enterprise and foreign trade zones
- Developing a marketing plan

K. CRA Bond Issue And Use Of Reserve Funds

The CRA had a bond issue approved in December of 2010 which approved \$20 million in bonds to support future projects of the CRA. The projects are as varied as the construction of infrastructure improvements both east and west of Davie Road which will provide a skeleton of improvements which will enable the redevelopment of the areas. The improvements will include such things as construction of water lines which will drastically improve the water flow to properties including providing fire protection from hydrants which do not now exist. The improvements include the installation of improvements which will enable storm water to be stored and conveyed to an outlet. These improvements will enable property to be constructed using the common water storage areas rather than being stored on each individual lot within the area. Sanitary sewers will be constructed permitting the abandonment of septic systems within the area. All of these improvements will require that streets be reconstructed and improved. A chart showing the timing of the proposed improvements and a cost estimate of the improvements is shown on the next page.

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TABLE 4

\$20,000,000 BOND FUNDS				
<u>2010-2011</u>	<u>2011-2012</u>	<u>2012-2013</u>	<u>2013-2014</u>	<u>2014 2015</u>
<p><u>Bond Administrative Costs</u> The only funding spent in 2010-2011 is for administration costs for attorneys and bond council.</p> <p>\$260,000</p>	<p><u>Phase II Eastside Infrastructure</u> Planning Design and Permitting Paid out of CRA Funds</p> <p>\$350,000</p>	<p><u>Phase II Eastside Infrastructure</u> Construction over two year period Paid from bond issue</p> <p>\$6,400,000</p>	<p><u>Parking Lot Construction SW 63rd Avenue Including Engineering</u> Paid from Bond Funds</p> <p>\$330,000</p>	<p><u>SW 67th Avenue Roadway and Bike Way Improvements</u> Engineering and improvements at Paid from Bond Funds</p> <p>\$2,000,000</p>
	<p><u>Phase III Eastside Infrastructure</u> Planning Design and Permitting Paid out of CRA Funds</p> <p>\$191,000</p>	<p><u>PHASE III EASTSIDE INFRASTRUCTURE</u> Construction over two year period Paid from bond issue</p> <p>\$3,400,000 from bonds</p>		<p><u>Purchase of Property TOC Stormwater Drainage</u> Paid from Bond Funds \$1,777,302</p>
	<p><u>WESTSIDE DRAINAGE</u> Planning Design and Permitting Paid out of CRA Bond Funds</p> <p>\$116,698</p>	<p><u>WESTSIDE DRAINAGE – INCLUDES ROAD AT BERGERON RODEO GROUNDS</u> Construction Paid from Bond Issue</p> <p>\$4,000,000</p>		
		<p><u>Parking Lot at SW 41 Street</u> Construction and Engineering Paid from Bond Funds</p> <p>\$375,000</p> <p><u>Rodeo Improvements</u> Renovation of Rodeo Arena Bathroom and Facilities Paid from CRA Bond Issue</p> <p>\$800,000</p>		
<p>BOND ISSUE TOTAL \$260,000</p>	<p>BOND ISSUE TOTAL \$657,698,000</p>	<p>BOND ISSUE TOTAL \$14,975,000</p>	<p>BOND ISSUE TOTAL \$330,000</p>	<p>BOND ISSUE TOTAL \$3,777,302</p>
<p>BOND ISSUE BALANCE \$19,740,000</p>	<p>BOND ISSUE BALANCE \$19,082,302</p>	<p>BOND ISSUE BALANCE \$4,107,302</p>	<p>BOND ISSUE BALANCE \$3,777,302</p>	<p>BOND ISSUE BALANCE \$0.00</p>

The CRA had a reserve balance of approximately \$9 million at the end of FY 2011. These funds were saved over three previous years from CRA funds. The funds were saved for two different purposes. Funds were reserved for payment for the Downtown Davie Project for which the CRA had set aside for incentives for development of this mixed use project. The development agreement which set aside these funds expired in late 2011. The other purpose for reserving the funds was to pay the cost of infrastructure improvements on the east side of Davie Road. There was a period when the CRA was precluded from bonding to help pay for such improvements. The CRA issued bonds in late 2010 so these reserve funds are now available for other uses. As Table 4 shows the bond funds will be fully utilized by 2015.

L. Residential Property Improvement Program

The intent of the Residential Property Improvement Program (RPIP) is to encourage property owners to restore, renovate, rehabilitate, or improve their building and/or property, thereby improving the Redevelopment Area's physical appearance. The benefits of this program include enhancing the visual quality and attractiveness of the environment comprising the Redevelopment Area, leading to increased occupancy and property values. The grant is limited to a maximum amount of \$5,000 from the CRA, with the homeowner expected to pay a matching share. For example, if the cost to connect to a newly installed sewer system is \$4,000, the CRA will provide \$2,000. The homeowner will be responsible for the other \$2,000.

IX. REDEVELOPMENT PROGRAMS AND PROJECTS

Listed below are projects and programs which should be implemented to eliminate or decrease the blighting influences found in the redevelopment as well as to enhance its long term viability:

Planning

Traffic Analysis Studies

Purpose – Traffic always plays an important role in redevelopment planning. Whether the intent is to accept lower levels of service standards or to determine the impact of proposed projects of actions on property within the redevelopment area, traffic studies may need to be completed. The CRA will attempt to reduce traffic-related restrictions that inhibit redevelopment and compact development from occurring in the redevelopment area.

Downtown and Neighborhood Plans

Purpose – As the CRA commences its redevelopment activities it may wish to complete such plans to better utilize its limited financial resources. Both types of plans also result in a consensus building process. Neighborhood plans also promote neighborhood identity and strength.

Marketing Plans and Feasibility Studies

Purpose – In order to promote redevelopment efforts the CRA will need to determine the items it wishes to possess or retain. In addition, the CRA will need to complete studies to determine the feasibility of undertaking certain projects.

Commercial Assistance Programs

Loan Subsidy Program – to decrease the loan carrying charges to businesses in order to increase the opportunity for businesses to expand or start in the redevelopment area. Funds to be used to underwrite the costs of interior and exterior improvements. Funds to be also used for new construction.

Loan Guarantee Program – to decrease the risk of lending institutions to loan funds to businesses in the redevelopment area, funds can be targeted to provide all or a portion of guarantees.

Direct Loan/Grant Program – to facilitate rehabilitation and/or new construction a direct loan/grant program from the CRA to a private party would increase the opportunity of commercial development and expansion.

Crime Prevention Through Environmental Design (CPTED) – to accept and implement CPTED strategies to deter or prevent crime through access control, surveillance, territorial reinforcement.

Capital Improvement Programs

Comprehensive street improvements – complete all or a portion of street improvements which are deemed necessary in order to eliminate a blighting influence or to increase development opportunities. Such improvements may include road, water and sewer, curb and gutter, drainage, lighting and sidewalks to improve an area.

Park improvements/expansion – to improve the recreational (active and passive) activities of Davie residents within the redevelopment area new neighborhood parks, sometimes in the form of public squares can be acquired and developed. Existing parks can be improved in order to increase their attractiveness and scope of recreational activities.

Landscaping improvements – recognizing the importance of landscaping to improving the appearance of the built environment as well as pedestrian and vehicular routes, a landscape improvement program can be a cost effective method to make an area more aesthetically appealing as well as to buffer certain uses deemed undesirable or unattractive.

Pedestrian amenities – often, but not always connected with comprehensive street improvements, the provision of pedestrian amenities have economic as well as safety features. Such amenities can include sidewalks, street furniture, art in public places, signage and lighting.

Parking Program – off-site and on-site parking is necessary to accommodate present and future parking requirements. The scope of the parking program can be to identify and purchase properties for parking, improve inadequate parking facilities and to emphasize mixed use development as appropriate in order to maximize the usage of existing parking facilities.

Affordable Housing Program:

- Home buyer Assistance (CRA second mortgage)
- Permanent Loan Assistance
- Credit Enhancement for builders through loan guarantees for a portion of construction loans for speculative housing.
- Home Buyer's Marketing
- Architectural Design Assistance
- CRA acquisition of properties to be turned over to individuals, non profit corporations, and for profit corporations to facilitate low and moderate income housing.

Historic Preservation Program - Realizing that historic preservation contains economic and community attributes, the funds can be expended to enhance those properties of historic significance

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in the redevelopment area. Acquisition, relocation when necessary, renovation and maintenance of historic structure should be integrated in the redevelopment effort.

Landbanking Program - This program allows a CRA to purchase strategically located property within its redevelopment area and develop or facilitate the development of the land for a public purpose.

Community Policing Innovation - The Town of Davie grants the power to the Davie CRA to approve the development and implementation of community policing innovations to enhance the police presence within the CRA. This program would provide a policing technique or strategy designed to reduce crime by reducing opportunities for, and increasing the perceived risks of engaging in, criminal activity through visible presence of police in the community including, but not limited to, community mobilization, neighborhood block watch, citizen patrol, citizen contract patrol, foot patrol, neighborhood storefront police stations, field interrogation, or intensified motorized patrol.

X. SOURCES OF REDEVELOPMENT FINANCING AND FUNDING

The following section provides a general review of potential sources of funding for redevelopment programs, and a description of the funding sources applicable to each of the improvements or projects identified in the plan. In general, a variety of financing options are presently available to the Community Redevelopment Agency. Among these are the following:

1. Tax Increment Revenues

Tax Increment Revenue is typically the major source of funding for redevelopment projects under the State of Florida Community Redevelopment Act. This increment, which is determined annually, is equal to 95% of the difference between: the amount of ad-valorem taxes levied each year by each applicable taxing authority on taxable area; property within the redevelopment area; and, the amount of ad valorem taxes that would have been produced by the current millage rates prior to establishment of the Redevelopment Trust Fund. Both of these amounts are exclusive of debt service millage of the taxing authorities.

The ability of the Community Redevelopment Agency to utilize this funding method requires two key actions:

1. The establishment of a redevelopment trust fund as required by FS 163.387 as the repository for increment tax funds, and;
2. The provision by ordinance of the Town, for the funding of the redevelopment trust fund for the duration of the Community Redevelopment Plan.

2. Redevelopment Revenue Bonds

The provision of F.S. 163.385 allows the Town of Davie or Community Redevelopment Agency to issue "Revenue Bonds" to finance redevelopment actions, with the security for such bonds being based bases on the "anticipated assessed valuation of the completed community redevelopment." In this way, additional annual taxes generated within the Community

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Redevelopment Area, the “tax increment”, is used to finance the long term bond debt. Prior to the issuance of long term revenue bonds, the City or Community Redevelopment Agency may issue bond anticipation notes to provide up-front funding for redevelopment actions until sufficient tax increment funds are available to amortize a bond.

3. General Revenue Bonds

For the purposes of financing redevelopment action, the Town of Davie may also issue General Obligation Bonds. These bonds are secured by debt service millages on the real property with the City and must receive voter approval.

4. Special Assessment Districts

The Town of Davie could also establish special assessment districts for the purpose of funding various neighborhood improvements within an area or for the construction of a particular project.

5. Community Development Block Grant (CDBG)

The Town of Davie is setting up its CDBG Program as it was declared an entitlement community by HUD. These CDBG monies can be used for housing rehabilitation assistance, relocation assistance, home ownership assistance, and other direct benefit programs within the redevelopment area. The Eastside area is also eligible for area-wide improvements, which includes capital improvements projects. Given the Town’s goal to improve housing opportunities and the existing housing stock for low and moderate income residents, CDBG grant funds can be used to rehabilitate housing units within the redevelopment.

6. Industrial Revenue Bonds (IRB)

Industrial revenue bonds may be used to finance industrial, and some commercial projects. The primary emphasis on such projects is the creation of jobs, and as a consequence speculative ventures are not normally financed by this means. Such bonds are typically issued by the county, with repayment pledged against the revenue of the private enterprise being funded. IRB’s are tax exempt and consequently are several points below prevailing interest rates. Such financing has been used effectively in South Florida.

7. Land Sales/Leases

Acquisition of property and its preparation for development are powers available to the Community Redevelopment agency under provision of provision of F.S. 163. The resale or leasing of such land to private developers can provide another source of income within the Community Redevelopment Area.

8. Contributions and Grants

Voluntary contributions by private companies, foundations and individuals are a potential source of income to the Community Redevelopment Agency. Although such contributions may only

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account for a small portion of redevelopment costs, they do provide opportunities for community participation with positive promotional benefits.

9. Urban Development Action Grants (UDAG)

This is one of several grant programs at the Federal level designed to fund private development through leveraged public investment. Due to cutbacks in Federal funding, this is not considered a strong source of funds at this time.

10. Enterprise Zone Investment Incentives

The Enterprise Zone Program of the State of Florida provides for the creation of special Enterprise Zones in the State, in which corporate and sales tax benefits are given to businesses that invest in the designated areas. Although not a way of directly raising money for redevelopment actions, the Enterprise Zone is intended to provide incentives for private economic development within the selected areas.

11. Safe Neighborhood Act – F.S. 163.502

Neighborhood Improvement Districts created pursuant to the Act may request a planning grant from the state's Safe Neighborhood Trust Fund on a 100% matching basis. The District may also be authorized to levy an ad valorem tax of up to 2 mills annually on a real and personal property.

12. Direct Borrowing From Commercial and Public Lenders

The CRA is also authorized to fund redevelopment projects and programs through direct borrowing of funds. Depending on the particular project(s) funding requirements, the CRA may utilize both short and long term borrowing. Although terms and condition may have a direct bearing on the use of a particular commercial lending institution, the CRA will generally attempt to attain the lowest available interest rate.

13. Affordable Housing Programs

There is an assortment of programs available at the local, state and federal level to promote affordable housing ventures. Some of the acronyms such as SHIP, SAIL, HOME, HOPE, Section 202, Section 8 and Section 511 are all types of funding programs aimed at increasing the supply of safe, sanitary and decent housing. The CRA should be willing to seek such funding in conjunction with a developer given a quality project for these programs or like programs.

14. Intermodal Surface Transportation Efficiency Act

This act and other transportation funding programs – these funds can be utilized to improve transportation means, especially alternate methods of transportation, such as mass transit and pedestrian/bicycle transportation.

XI. REVENUE PROJECTIONS

A five year projection of revenues for the Davie CRA redevelopment programs is provided in Table 7. The source for the revenues is Tax Increment funds. The source of tax increment funds is the additional assessed valuation of property within the redevelopment area from the base year which is the year the CRA began collecting the increment in a certain area. The original CRA boundary was an area of 347 acres in 1988. The area was expanded by 737 acres in 1994 for an area of 1084 acres. The CRA area was expanded in 1997 to its current 1084 acres with 20 acres added to the redevelopment area. The CRA receives the additional taxes from the properties minus the base year assessed values. The value of the increased assessed value is taken times the tax rate levied by the various taxing bodies which pay into the tax increment. Those bodies are the Town of Davie, Broward County, North Broward Hospital District, South Broward Hospital District, and Central Broward Water Control District which is for land only and not property improvements, and the Children’s Services Council of Broward County... The amount collected from tax increment funds peaked in 2006/2007 with the collection of \$3,798,957. The funding stayed steady for the next three years with \$3,622,613 in 2009-2010. Due to significant reductions in the assessed value of the land due to recession type conditions the amount dropped drastically over the next five years to \$2,456,000 expected in 2012-2013. The yearly amounts expected to be collected are expected to increase slightly over the following years.

**Table 5
Revenue Projections for Five-Years FY 2012 to FY 2017**

Actual Revenue 2011/2012	Fiscal Year Projection 2012/2013	Fiscal Year Projection 2013/2014	Fiscal Year Projection 2014/2015	Fiscal Year Projection 2015/2016	Fiscal Year Projection 2016/2017
\$2,604,320	\$2,456,000	\$2,492,840	\$2,517,768	\$2,542,946	\$2,568,376

In addition the CRA has two additional funding sources. The CRA issued \$20 million in community redevelopment bonds, Series 2010 in December of 2010. The CRA will be utilizing these funds to install a number of infrastructure improvement projects. The CRA also accumulated \$10 million over the past three years. These funds were saved over a three year period for two purposes. The first was to help fund costly infrastructure projects. There was a period when the State of Florida did not permit issuance of bonds but this was later overturned in the court system. We also were saving money for payment for the Downtown Davie project for which the CRA had committed over \$2 million. These funds will also be used to defray the costs incurred by the CRA. These funds were accumulated during a period when bonding was not permitted by CRA’s. These funds will be used to offset additional projects and will be used to help pay the interest payments on the bonds. A five year redevelopment plan to spend these funds follows below.

XII. FIVE YEAR REDEVELOPMENT PROGRAM

This section of the Redevelopment Plan provides a five year funding breakdown for the redevelopment program. This five year program is merely intended to serve as a guide for project implementation. It is not intended to replace the annual budget adopted by the CRA. These projections are merely estimated figures and were provided by the Budget & Finance Department of the Town of Davie. The actual amounts will vary as future circumstances warrant.

The funding within the redevelopment account from tax increment funding will be used to pay the day to day costs of the CRA such as salaries and benefits, legal fees, professional and contractual services, and other costs to maintain the department.

**Table 6
Five Year Spending Projections**

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
	2 1/2 Employees				
Personnel Services Operating – Less Special Projects (Legal, Professional Services, Community Policing, etc.)	\$317,810	\$330,893	\$344,710	\$358,923	\$373,739
Special Projects (Commercial Property Improvement Grants, Commercial Loan Subsidies, etc.)	\$892,689	\$917,513	\$942,343	\$968,003	\$995,103
Grants & Aids	\$627,136	\$627,136	\$627,136	\$627,136	\$633,407
Debt Service	\$0	\$0	\$0	\$0	\$0
TOTAL Expenses	\$1,756,320	\$1,756,320	\$1,756,320	\$1,756,320	\$1,756,320
Total Revenue from Ad Valorem Taxes and Misc. Revenues	\$3,593,956	\$3,631,863	\$3,670,510	\$3,710,384	\$3,758,571
Total Deficit	\$2,493,000	\$2,530,580	\$2,536,638	\$2,552,381	\$2,573,093
	(\$1,100,956)	(\$1,101,283)	(\$1,133,872)	(\$1,158,002)	(\$1,185,478)

This chart indicates there will be a deficit in spending of \$1,100,956 to \$1,185,478 for each of the five years of the forecast totaling \$5,679,591. This will be paid out of the reserves which have been saved in previous years. As was described above, the funds had been set aside for paying for infrastructure projects before bonding was approved.

XIII. GOALS, OBJECTIVES AND POLICIES

GOAL AREA “A”

The Community Redevelopment Agency continues to maintain and enhance its current projects in accordance with its adopted Redevelopment Plan.

OBJECTIVE A-1:

The Community Redevelopment Agency shall prepare and maintain a Redevelopment Plan containing a list of short and long-range programs.

POLICY A-1.1:

All community redevelopment activities included in this Plan which are financed by tax increment revenues shall be completed within 30 years of the adoption date of the Plan.

POLICY A-1.2:

The Community Redevelopment Plan shall be kept up-to-date. All current programs and project shall be evaluated at least once yearly, prior to adoption of the budget.

POLICY A-1.3:

The Community Redevelopment Plan shall be reasonably flexible in accommodating private sector initiatives and future economic trends and opportunities.

POLICY A-1.4:

Redevelopment programs and project shall be implemented pursuant to the Plan.

GOAL AREA “B”

The Community Redevelopment Agency shall implement projects and programs aimed at meeting area-wide needs within the community redevelopment area.

OBJECTIVE B-1:

The Community Redevelopment Agency shall strive to improve the overall visual appearance of the community redevelopment area.

POLICY B-1.1:

The Community Redevelopment Agency shall implement a subsidized loan program for the exterior and interior improvements to commercial property within the community redevelopment area.

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POLICY B-1.2:

The Community Redevelopment Agency may implement its own programs or provide funding toward Town programs for the beautification of roadways and other public spaces with the CRA.

POLICY B-1.3:

When deciding to fund projects or programs to improve the physical appearance of private property, the Community Redevelopment Agency shall consider the level of private participation in the project.

POLICY B-1.4:

The Community Redevelopment Agency shall develop a program(s) to utilize vacant parcels within the Community Redevelopment Area. Specific projects shall be determined by the redevelopment strategy for each sub-area of the CRA and shall be sensitive to the use of surrounding property. Administration of these programs may be by the CRA, the Town, or joint CRA/Town.

OBJECTIVE B-2:

The Community Redevelopment Agency will strive to ensure that adequate land uses and facilities remain available to meet the recreational, shopping and public service needs of area residents when implementing its redevelopment projects.

POLICY B-2.1:

Needed facilities which are displaced due to redevelopment efforts will be relocated or replaced.

OBJECTIVE B-3:

The Community Redevelopment Agency shall strive to increase the overall level of economic activity within the community redevelopment area.

POLICY B-3.1:

Projects which provide increase employment opportunities for CRA residents shall be encouraged.

POLICY B-3.2:

The Community Redevelopment Agency shall initiate programs and projects which focus on business development and act as catalysts to leverage additional investment by private enterprise.

POLICY B-3.3:

When possible, CRA funding for projects shall be structured so as to encourage investment in redevelopment and rehabilitation, either in the same project or in adjacent areas.

POLICY B-3.4:

The Community Redevelopment Agency may participate in a program(s) to increase the market share of the downtown retail core. This program should contain, at least, the following elements:

- a strategy to attract new businesses to the downtown;
- an advertising and promotion strategy;
- a unified merchandising strategy to establish a theme; and,
- a leasing and operation strategy to coordinate leasing efforts, sales events and store hours.

OBJECTIVE B-4

The Community Redevelopment Agency shall strive to improve the existing housing stock within the community redevelopment area and to increase the availability of affordable housing opportunities.

POLICY B-4.1:

The Community Redevelopment Agency shall provide financial support for various CRA selected public and private Housing Improvement Programs which are aimed at rehabilitation and the provision of additional affordable housing.

POLICY B-4.2:

The Community Redevelopment Agency shall work with the Town in the preparation of neighborhood and redevelopment plans. The CRA may provide funding or utilize its unique powers for implementation of appropriate provisions of these plans.

POLICY B-4.3:

The Community Redevelopment Agency shall implement an "Affordable Housing Program" to increase affordable housing opportunities in the area and to demonstrate the type of infill housing which could be built on available vacant lots within the redevelopment area.

POLICY B-4.4:

Each Redevelopment Program adopted by the CRA which (Relocation Policy) causes the temporary or permanent displacement of persons from housing facilities within the community redevelopment area will contain an element and provision for the providing of replacement housing for such persons in decent, safe, and sanitary dwelling accommodations with their means and without undue hardship to such families, which such relocation assistance shall include hardship to families, which such relocation assistance shall include but not be limited to the following methods:

1. All affected residents will receive a timely written notice of the CRA's intent to acquire their property.

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2. The CRA will identify reasonable alternative housing opportunities for such displaced family which shall be reasonably comparable to the property being taken, in size, price rent, and quality.
3. The CRA may provide moving expenses in reasonable amount for each displaced household.
4. The CRA may elect to provide subsidies to displaced families in cases where suitable replacement housing, reasonably equivalent to the property being taken, is not available in order to make other replacement housing available within the displaced family's means.
5. The CRA may permit a former owner or tenant to occupy the property after acquisition for a period of time either with or without rent and any such rent charge shall not exceed the fair market rent for such occupancy. The fair market rent should comply with rent specified under Federal Regulations that are used in the Section-B Rent Subsidy Programs as they exist from time to time.
6. The CRA will endeavor to participate with the Broward County Housing Authority to provide priority assistance to eligible displaced persons under the Section-8 Rent Subsidy Program and Public Housing Occupancy, as well as other programs available through the City.
7. CRA activities involving Federal monies will follow Federal Rules Uniform Relocation Guidelines.

GOAL AREA "C"

In recognition of variations in social, physical and economic conditions throughout the community redevelopment area, each identified geographic sub-area of the CRA shall be stabilized, renewed or redevelopment according to a long-range strategy.

OBJECTIVE C-1

The Community Redevelopment Plan shall contain a long-range redevelopment objective for each geographic sub-area of the CRA.

POLICY C-1.1:

Current and future CRA programs and projects within each geographic sub-area shall be consistent with the specific objectives and policies set forth within this goal area of the Community Redevelopment Plan.

OBJECTIVE C-2:

Geographic Sub-Area #1, "Davie Road Corridor", shall be revitalized and intensified as a vibrant people-oriented marketplace. The following policies and activities shall be pursued in the achievement of this objective.

POLICY C-2.1:

The Community Redevelopment Agency shall be the lead agency in pursuing the construction of specified downtown redevelopment projects, including but not limited to one or more anchors. Its role in the projects shall be one of active participation and may include, but is not limited to, property acquisition, building demolition, provision of parking facilities and infrastructure improvements.

POLICY C-2.2:

The provision of additional cultural and entertainment uses to establish a high level of activity during evenings and weekends shall be encouraged.

POLICY C-2.3:

The Community Redevelopment Agency shall develop and implements a user-friendly parking system to direct the public to convenient parking facilities.

OBJECTIVE C-3:

Geographic Sub-Area #2, "The Residential Core", shall remain a predominantly residential area. It shall be revitalized and rehabilitated in order to promote the stabilization of its residential neighborhoods. The following policies and activities shall be pursued in the achievement of this objective.

POLICY C-3.1:

The policies to improve and increase the housing stock of this area, as identified in Objective B-4 shall be adhered to.

POLICY C-3.2:

New residential development on vacant property in this sub-area shall be encouraged to include a mix of housing types within appropriately zoned areas.

OBJECTIVE C-4:

Geographic Sub-Area #3, "Historic Area", shall provide for preserving of residential and arts related commercial activities which encourage the restoration or preservation of historic structures within a Historic District. The following policies and activities shall be pursued in the achievement of this objective.

POLICY C-4.1:

The CRA shall identify and seek classification of structures as historically significant pursuant to the State of Florida guidelines.

POLICY C-4.2:

The CRA shall seek funding to preserve such structures and to incorporate them into the redevelopment effort.

POLICY C-4.3:

The CRA shall encourage the revitalization, rehabilitation and adaptive reuse of existing structures within the Historic District.

OBJECTIVE C-5:

Geographic Sub-Area #4 "Industrial Area". The industrial orientation shall be increased through the addition of attractive industrial uses. The following policies and activities shall be pursued in the achievement of this objective:

POLICY C-5.1:

The CRA shall pursue the construction of specified redevelopment projects within this area. Its role in the projects shall be one of active participation and may include, but is not limited to, property acquisition, building demolition, provision of parking facilities and infrastructure improvements.

POLICY C-5.2:

The CRA shall protect residential uses from nearby industrial uses deemed to be unattractive.

OBJECTIVE C-6:

Geographic Sub-Area #5, "Griffin Road/Orange Drive", shall maintain its current land use pattern with commercial development fronting along C-11 canal. Selective redevelopment of commercial property shall also take place in order to eliminate obsolete and deteriorated buildings, reduce negative impacts and to provide for better utilization of land and resources. The following policies and activities shall be pursued in the achievement of this objective.

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POLICY C-6.1:

The Community Redevelopment Agency shall work with the Town in the preparation of a plan within this sub-area. The Agency may utilize this unique powers and financial resources for implementation of appropriate provisions of this plan.

POLICY C-6.2:

The Community Redevelopment Agency shall encourage private sector redevelopment efforts which will result in the removal and replacement of obsolete or deteriorated commercial structures within this area.

POLICY C-6.3:

The Community Redevelopment Agency may work with the Town to prepare and implement a plan to address traffic concurrency in this area.

GOAL AREA "D"

The Community Redevelopment Agency shall conduct its business in accordance with Florida State Statutes, the Town Ordinance which created the CRA, and adopted standards and procedures contained within this Community Redevelopment Plan.

OBJECTIVE D-1:

The Community Redevelopment Agency shall strive to boost public relations and increase public awareness of its activities within the CRA.

POLICY D-1.1:

The Community Redevelopment Agency shall continue to solicit the participation of residents and citizen groups in the formulation of its redevelopment strategies.

POLICY D-1.2:

The Community Redevelopment Agency shall issue press releases when it determines that public notice of its actions is warranted.

OBJECTIVE D-2:

Administration of the Community Redevelopment Agency and the procedures by which it operates shall in accordance with adopted By-laws.

POLICY D-2.1:

The By-laws of the Community Redevelopment Agency shall be available for public inspection.

OBJECTIVE D-3:

The Community Redevelopment Agency shall coordinate its activities with the Town Council of Davie.

POLICY D-3.1:

The Community Redevelopment Agency shall prepare an annual report and submit to the State of Florida and Town of Davie.

POLICY D-3.2:

All applications for development approvals on property located within the CRA shall be presented to the Community Redevelopment Agency for its review.

POLICY D-3.3:

The Redevelopment Administrator shall be responsible for maintaining coordination with the Town Administrator and Town Council.

The Community Redevelopment Agency shall coordinate its planning and redevelopment activities with those units of government and agencies which may be impacted by it.

POLICY D-4.1:

The Community Redevelopment Agency shall strive to coordinate its activities with other agencies through the attendance of the Redevelopment Administrator or board member at meetings where activities which impact the CRA will be discussed.

POLICY D-4.2:

The Community Redevelopment Agency shall request that the Town Council appoint one member of the Board to all Town Task Forces that deal with items affecting the CRA.

POLICY D-4.3:

The Community Redevelopment Agency shall invite members of other agencies to attend its meetings when items which would impact said agencies will be discussed.