

**TOWN OF DAVIE
WORKSHOP MEETING
NOVEMBER 9, 2006**

The meeting was called to order at 5:35 p.m. and was followed by the Pledge of Allegiance.

Present at the meeting were Mayor Truex and Vice-Mayor Crowley, Councilmembers Starkey, and Caletka. Also present was Acting Town Administrator Cohen, counsel Martin Hynes and Assistant Town Clerk McDaniel recording the minutes. Councilmember Paul was absent.

Kona Gray, representing EDSA and Associates, stated that this meeting was intended to provoke discussion and thought, and perhaps lead to agreement on some concepts. He explained that the purpose of the study was to create a multi-modal transit master plan. Mr. Gray added that the land in the Regional Activity Center (RAC) would allow them to develop and control the Town's growth. He stated that the study area was 10% of the Town, but was in a significant area where they could promote smart growth while preserving the Town's open space on its west side.

In order to be successful, Mr. Gray said they must create a place that established Davie as a destination. He described the project as a mixed-use village and explained that mixed uses allowed developments to sustain themselves over time. Mr. Gray said one of their main goals was to develop "smart growth" land use. He noted that transit was key to this process. Mr. Gray stated that they must also have flexible land development regulations. He informed them that they would develop the transit plan first, and then introduce the land use plan.

Jill Quigley described the creation of the transit plan. She said they had compared the existing transit with the proposed transit plan. They had then identified the major attractors in and adjacent to the RAC. Ms. Quigley presented renderings of the first phase of the transit plan and possible additions in a second phase.

Ms. Quigley explained that transit-supported land uses were a "combination of density, diversity and design" that incorporated a mix of uses to meet everyone's everyday needs. She stated that according to FDOT, in order for the Central Broward transit system to be successful, they must increase the number of dwelling units and employees along the entire route. Dwelling units must increase by 18,000 and employees must increase by 30,000. They had determined the density needed in the RAC to support a circulator based upon different types of transit: bus, bus and rail, hybrid streetcar, or electric streetcar.

Mr. Gray said their goal was to get people out of their cars and to offer transit options that were less harmful for the environment. Ms. Quigley said that a system must be developed that supported light rail, was easy to use and offered efficient, reliable service.

Mr. Gray presented a rendering of existing Davie land uses and zoning, and noted that land uses were currently clumped together. He felt that this design was "missing the mix of uses." Mr. Gray described the elements of a sensible plan: a well-defined edge with a center, a hierarchy of streets, pedestrian-centered design, a diversity of housing, spaces for civic uses, a variety of parks and open spaces and organization around districts.

Mr. Gray felt the components of a great street were: comfort, safety, a sense of the Town's environment, utility, memorability and pedestrian friendliness. He described the elements of a pedestrian-friendly street: separation of pedestrians from moving traffic, wide sidewalks and safe crossing areas at intersections. Mr. Gray remarked that pedestrian-friendly streets improved the environment for the pedestrian and improved economic growth. He explained that there must be a variety of open spaces, from pocket parks to large expanses, in order to accommodate various activities.

Mr. Gray referred to the Town's 1997 land use plan, and said that he thought that this plan was based on regional significance, but not on the type of transit being proposed today. They therefore must "back in" the transit plan to make it work. Mr. Gray explained that the RAC should be organized into districts, and he presented a rendering showing four districts: the Davie Regional High-tech and Research District, the South Florida Education Complex (SFEC) Educational District, the Downtown Davie District

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and the Downtown Davie Neighborhood District. He also presented renderings of several possible neighborhood intensity designs, depicting buildings of varying heights and reflecting the differences in use and intensity.

Mr. Gray summarized that a pedestrian destination should be created that served the Town, its residents and the SFEC. They wanted something that would allow for smart growth, consider life safety and provide an identity.

David Oakes asked how existing development could be accommodated into this plan. Mr. Gray responded that land development regulations should be created that were form-based and moved away from the suburban character. Mr. Gray said they would concentrate on areas that were "ripe for development" first.

Mayor Truex asked how people could be encouraged to leave their cars. Mr. Gray replied that traffic and a lack of parking would accomplish this. Rebecca Bradley added that a form-based code and new development rules that were not focused on providing parking would further encourage people to stop using cars. Mayor Truex remembered Mr. Gray stating that this plan would affect only 10% of the Town, but pointed out that if this was not managed, it would affect 100% of the Town. Concentrated development would encourage sprawl, and Mayor Truex believed there must "a line where you're protecting other parts of Town."

Mayor Truex felt the problem with the transit plan was the timing. He thought transit and development must be part of one simultaneous plan. Mayor Truex was concerned about infrastructure, specifically water and sewage service.

Mayor Truex liked some of the elements of Mr. Gray's plan, but felt they must get a handle on density. He remarked that mixed use should not mean different uses in different areas and buildings in a larger development, but incorporating mixed uses into individual buildings. Mr. Gray said they planned to study changes to the LDR in the near future, and this should address concerns about density concentration. Mayor Truex felt the building designs Mr. Gray had shown were too tall. Ms. Quigley assured Mayor Truex that the number of units could be decreased to suit Davie's needs.

Councilmember Starkey was surprised at the density and intensity of Mr. Gray's plan. She reminded Mr. Gray that the Town wanted to preserve some historical area and existing sense of place. Councilmember Starkey thought Mr. Gray had done a great job, but she wanted to preserve their identity. She was very enthusiastic about a trolley system that would integrate the Nova area and light rail along I-595 to connect the universities. Councilmember Starkey said Mr. Gray's designs were "not Davie." She agreed with Mayor Truex that the heights must be reduced, and the transportation networking must be provided to connect all of the districts. Councilmember Starkey also noticed some very modern architectural designs in Mr. Gray's design that were incompatible with the area's existing architecture. She advised that the Florida Water Management had told Davie there could be no more draws on the water system, so she advised Mr. Gray to incorporate storm water re-use into the project.

Mr. Gray said the land development plan and form-based codes would allow them to control where the additional building height was allowed, and this design was a worst case scenario.

Joe Androlia, architect, stated that in the current design, the Davie Road district was limited to 6 stories and other districts allowed heights up to 150 feet, 14 or 15 stories. He noted that these taller buildings could be used only "in the right place." Mr. Androlia asked Council to suggest specific height parameters for specific districts.

Councilmember Caletka said he did not know what the maximum height should be but he knew it was not 15 stories. He liked the idea of a bicycle-friendly environment. Councilmember Caletka said that the design Mr. Gray presented might work well for Delray Beach, but he lived in Davie for its existing atmosphere and wished to preserve this. Councilmember Caletka suggested the use of "green" busses, like those used in Seattle, to accommodate future transportation needs. He wanted to be sure that

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allowing even the possibility of a 15-story project in a flexible height zone did not lead to the same legal issues now plaguing Lauderdale-by-the-Sea.

Vice-Mayor Crowley wanted to maintain a 3-story limit in the Davie Road corridor, but was comfortable with taller heights in the I-595 and State Road 84 corridors and on campuses. Vice-Mayor Crowley acknowledged that water supply was going to be a big issue as well. He was concerned about the percentage of common green space areas in Mr. Gray's plan. Mr. Gray explained that this was a combination of parks, open space and recreation areas, and amounted to an average of 15%.

Alex Khoury was concerned with the effectiveness of the hubs and loops and suggested an alternate configuration. He would be more comfortable with less drastic differences in building heights. Mr. Khoury noted the need for shade in the pedestrian areas.

Jeff Weidwer, FDOT, explained that they had determined that 18,000 more units and 30,000 more employees were needed along the 21-mile system from Sawgrass to downtown Fort Lauderdale for the system to work. They were now seeking a partnership with the Town to locate a station near the campuses. Mr. Weidwer hoped to be able to go to the FTA in a couple of years with a plan for each of the stations to show they had created a partnership with the municipalities to pass appropriate codes so construction could begin.

Sam Khoury, 2500 Riverland Terrace, asked if the Town was ready to approve a multi-use project within the study area. Councilmember Starkey said that Council was ready, depending on the project's height and density.

Fire Marshall Tony Precanico said at other meetings, they had discussed the stress that this additional development could put on life safety and rescue services. He pointed out that Mr. Gray's presentation had not included a Public Safety building, and asked what his plans were for this. Mr. Gray said they first wanted to create a plan that was acceptable to everyone and then develop the specifics.

George Egues noted that they must consider how to alleviate existing transit issues, not just plan for future transit. Mr. Gray said the transit must be in place prior to further development.

Duncan Bosley asked where funding would come from. Ms. Quigley said the transit would be phased in as needs grew. Mr. Weidwer said the light rail would not be put in place along I-595 until municipalities addressed the station issue and changed codes to allow greater density in the areas where the stations would be located. Mr. Bosley remarked that transit would always be "playing catch-up" and not be in place in advance of development as Mr. Gray envisioned. Mr. Weidwer said the funds would not come from the Town, but from federal, state and local penny tax sources.

Mr. Gray stated they needed a more detailed economic study to identify economic generators that would allow Davie to create this destination. Ms. Quigley understood the concern that the roads were already congested, and the fear that this would only make matters worse, but pointed out that this plan was focused on the idea that all new development must address the needs of the pedestrian. Mr. Andriola explained that the transit plan only worked in areas with concentrated density. Spreading out the density would only encourage automobile use.

Deputy Planning and Zoning Manager Marcie Nolan reminded Council that this was a 40 to 50-year plan. The next step was for the consultant to reformulate the plan based on densities with which Council was comfortable and then bring it back for their consideration. Ms. Nolan noted that some communities allowed developers to add stories to residential development, provided the additional floors were for affordable housing.

Councilmember Caletka wanted to see a worst-case scenario in the event they did not get a light rail system. He felt a light rail system was not possible, given the current leadership on the County level. Councilmember Caletka did not want the promise of a future light rail system to be used as an excuse for higher density development now.

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Councilmember Starkey would like the height maximum on Davie Road and down toward Orange and Griffin to be five stories. She encouraged some type of mass transit around Davie Road and College Avenue and connect the colleges. Councilmember Starkey felt they needed to incorporate not just mixed use, but also mixed income residential development for sustainability.

Vice-Mayor Crowley said he would leave it to the consultant's discretion to decide how to distribute the density, but he would be comfortable with 15,000 to 16,000. The maximum density Councilmember Caletka said he would like to see was 16 persons per acre, 5 to 7 dwelling units per acre maximum. Mr. Gray informed him that Davie was currently at 3 persons per acre.

There being no further business to discuss and no objections, the meeting was adjourned at 7:37 p.m.

Approved _____

Mayor/Councilmember

Town Clerk