

# Town of Davie, Florida

## *2005 Evaluation and Appraisal Report*

**Prepared By:**

Town of Davie  
Planning and Zoning Division

**With Assistance From:**



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# Acknowledgements

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The Evaluation and Appraisal Report (EAR) of the Comprehensive Plan for the Town of Davie has been developed by the countless hours of dedication on the part of Town of Davie Staff and Consultants working closely with many residents, the Local Planning Agency, and the Town Council over a two (2) year period.

The 2005 EAR process took place under the direction of:

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**TOWN OF DAVIE  
EVALUATION AND APPRAISAL REPORT**

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# **I. INTRODUCTION**

## **A. Profile**

The Town of Davie is strategically located in the heart of Broward County, with major transportation corridors; I-595 to the north, I-75 to the west, Florida's Turnpike/State Road 7 to the east and a portion of Stirling and Griffin Roads to the south defining its borders. Its incorporated area covers 34.2 square miles or approximately 21,891 acres and contains, according to the Broward County Population Forecasting Model 2004, a population of approximately 84,035. Neighboring jurisdictions include the cities of Weston, Pembroke Pines, Cooper City, Southwest Ranches, Hollywood, Plantation, Sunrise, unincorporated areas of Broward County, and the Hollywood Seminole Indian reservation (See Figure I.A.1.).

The Town's rural atmosphere and western theme district foster an environment that separates Davie from all other municipalities in Broward County. Our green open spaces, numerous parks and over 165 miles of trail system along with the opportunity to live an equestrian lifestyle are amenities that cannot be found in fast growing South Florida.

The Town of Davie is also the nexus of higher education in South Florida where several nationally known colleges, technical institutes, and universities make up the South Florida Educational Center. These include Nova Southeastern University, University of Florida, Florida Atlantic University, Broward Community College, Broward Education Communications Network (BECON), and McFatter Technical Center.

The Town's economic base is heavily dependant upon residential land uses creating a long term economic challenge. However, Davie's business climate has potential for expansion in appropriate and suitable locations and currently ranges from typical small proprietor to the headquarters of Fortune 500 firms such as Andrx Pharmaceuticals.

The Town of Davie is a warm, close-knit community with a rich heritage and many connections to the past. The Town is fortunate to draw from its pioneer families the history of the area and the stories of those who first helped to develop the Town. Today, the Town of Davie is a dynamic and unique community located in the heart of one of the state's highest growth areas. With its hometown ambience and emphasis on quality of life, Davie truly stands out as a unique and special place.

## **B. Purpose**

The Town of Davie is required by State law (Section 163.3191 (1), F.S.) to prepare, every seven years, an Evaluation and Appraisal Report (EAR) of the Town's Comprehensive Plan. Specifically, the EAR is intended to serve the following purposes:

- Identify major issues for the Town of Davie
- Review past actions of the Town in implementing the plan since its last EAR in 1995
- Assess the degree to which Plan objectives have been achieved
- Assess both successes and shortcomings of the Plan

- Identify ways that the Plan should be changed
  - Respond to changing conditions and trends affecting the local community
  - Respond to the need for new data
  - Respond to changes in state requirements regarding growth management and development
  - Respond to changes in regional plans
- Ensure effective community input and intergovernmental coordination

### **C. EAR Preparation/Public Participation**

On April 13, 2004, the Town of Davie staff conducted a scoping meeting with the following governmental entities in attendance:

- Florida Department of Transportation
- South Florida Regional Planning Council
- Broward County Office of Urban Planning and Redevelopment
- City of Hollywood
- City of Plantation
- City of Dania Beach
- Florida Department of Environmental Protection
- Broward County Planning Council
- Town of Davie - Staff

In addition, the Town of Davie held six (6) public workshops prior to the scoping meeting to identify key issues throughout the community. These meetings were held on the following dates: November 24, 2003; December 4, 2003; January 13, 2004; January 22, 2004; January 27, 2004, and February 03, 2004 and feedback from the citizens of Davie in regard to what they viewed to be the issues facing the Town was documented. Notice, in the form of flyers, was issued for these workshops. Flyers were distributed in both public and private vicinities located throughout the Town including Davie HOA's, and local elementary schools. As a result of these various public workshops and meetings, the Town identified six major issues which have formed the basis for the 2005 Town of Davie Evaluation and Appraisal Report (EAR). On April 19, 2004, the Town submitted to the Florida Department of Community Affairs (DCA) a request for a Letter of Understanding regarding these issues and the Town's proposed Scope of Work (See Appendix A). On October 5, 2004, the Town of Davie received a Letter of Understanding from the DCA agreeing to the Town's proposed major issues (See Appendix A).

The draft EAR will undergo Local Planning Agency and Town Council review prior to its draft transmittal to the DCA. Following the DCA review of the proposed EAR, recommended changes, if any, will be made and the adoption process for the final EAR will take place. Once the final EAR is adopted by the Town Council in a public hearing, it will be transmitted to the DCA and the appropriate reviewing agencies.



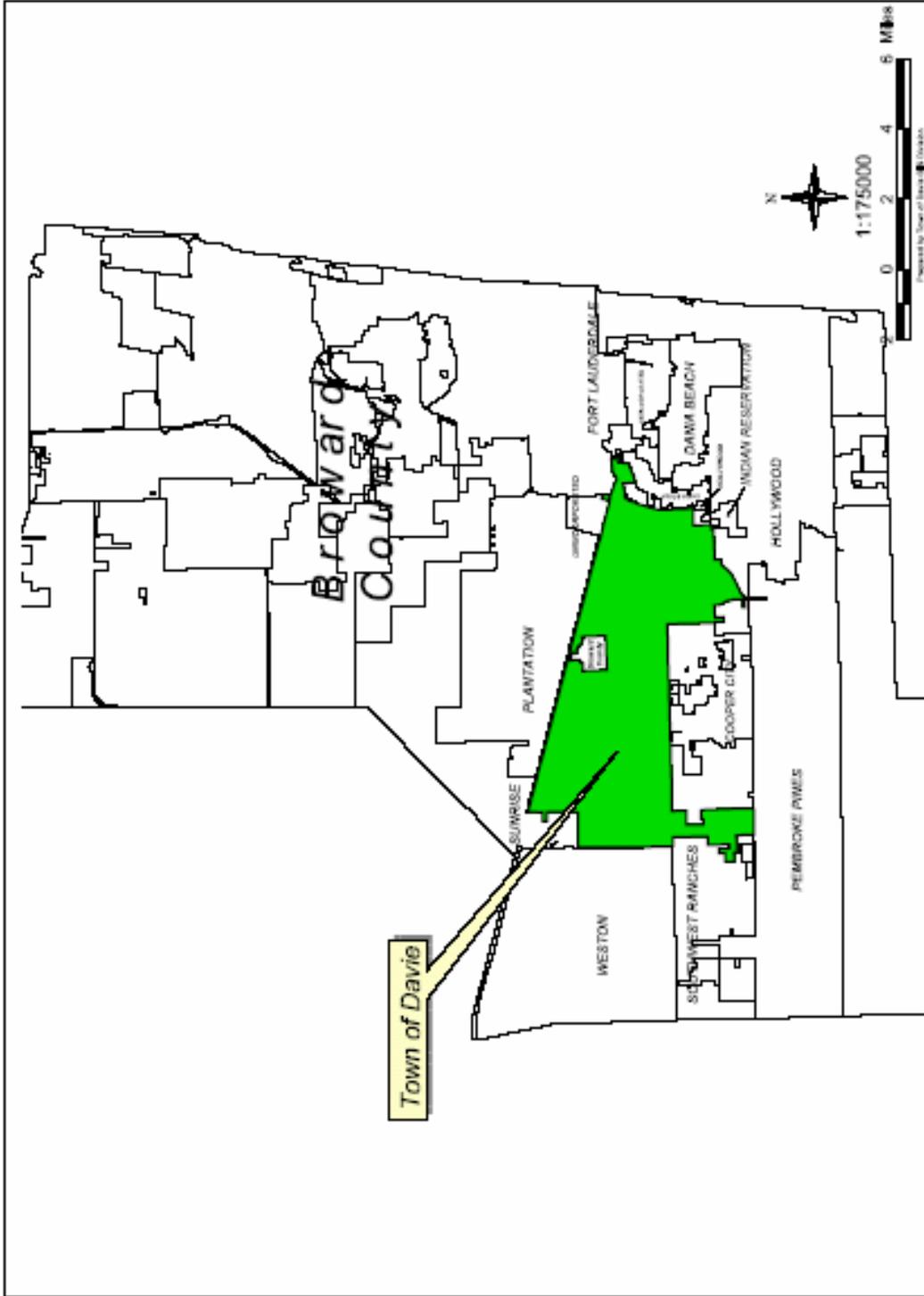
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## FIGURE I.A.1

### Location Map

Prepared by: J. D. ...  
Date: 10/10/05



## **II. MAJOR ISSUES**

As noted earlier, the Town of Davie conducted scoping meetings to identify Town issues. In addition, the Town of Davie held six (6) public workshops from November 24, 2003 to February 3, 2004 to get feedback from the citizens of Davie in regard to what they viewed to be the issues facing the Town. As a result of the various public workshops and meetings, the Town has identified six (6) major issues.

Note: According to the Letter of Understanding from the DCA, a '10-year Water Supply Facilities Work Plan', was initially identified as a "major" issue. Since this Work Plan is a requirement of Section 163.3191 (2)(l), F.S., Staff found it more fitting to address this requirement in Chapter IV - Current Conditions.

**Issue 1: Preservation and Acquisition of Open Space - Funding of Services and Facilities.**

**Issue 2: Capital Improvement Plan (CIP) - Funding and Coordination.**

**Issue 3: Providing Strategies and Opportunities for Affordable and Workforce Housing.**

**Issue 4: Planning for Economic Vitality.**

**Issue 5: Building an Adequate Local Road Network.**

**Issue 6: Evaluation and Impact of the Proposed Increase in Density of the Regional Activity Center (RAC).**

Note: According to the Letter of Understanding, Issue #6 originally addressed the proposed "expansion" of the RAC rather than an "increase in density". This issue was revised by Staff and will be duly noted in this report where applicable.

## **A. Preservation and Acquisition of Open Space - Funding of Services and Facilities**

### 1. Background and Analysis

Davie's open space, parks and trails are used for a variety of purposes including hiking, biking, horseback riding, athletic fields, golf, nature preserves and wetland mitigation areas. They are located throughout the Town and range in size from less than one acre mini-parks to the 257-acre Tree Tops Park owned by Broward County. Davie has a long tradition of fostering values regarding preservation and enjoyment of open space. In Broward County, Davie has been the leader in its efforts to protect open space and maintain a semblance of its semi-rural character.

As the population of the Town of Davie grew during the 1980's and early 1990's and additional low-density residential developments were created, the Town began to develop a park system to provide recreational opportunities for its residents. Diverse in both size and nature, the parks provided for both active and passive uses. Small neighborhood parks served local developments, community parks were designed to serve larger areas of the Town, and regional parks were developed to serve the entire Town and the surrounding Broward County area.

Because of its substantial equestrian community and growing number of outdoor enthusiasts, the Town of Davie embarked upon an ambitious effort to build a system of trails to link its parks and open spaces. Currently, the Town possesses 214.9 miles of trails. While many of these trails were built on Town-owned land or on dedicated rights of way, a number of trails were built on or adjacent to private property. Typically such trails were dedicated by developers building low density residential communities. Two types of trails were developed: equestrian trails for riders and drivers (carriage driving) and recreational trails for pedestrians, bicyclists, and skaters. (see Figure II.A.1.) Recent trail development is based upon a greenway approach providing 30 feet of land containing both equestrian and recreational trails separated by landscaping.

There are two distinct types of recreation that occur within parks and open spaces within the Town of Davie: active recreation and passive recreation. Active recreation can be characterized by planned or spontaneous sport activities such as basketball, soccer, swimming, active play on playground equipment, or the utilization of recreational trails. Golf courses are considered active recreation, however, the golf courses located within the Town of Davie are owned by private parties. Passive recreation can be characterized by low-impact activities such as picnicking, recreational fishing and leisure activities and may consist of elements such as open space, natural resources such as wetlands, marshes, and swamps, as well as upland areas.

The type of park sites in the Town of Davie can be classified by their recreational type: activity and resource. Activity-based parks provide facilities for sports and their support facilities. An example of an activity-based park would provide recreational opportunities for court sports, sport fields, and aquatics. A resource-based park would provide areas more akin for informal

activity or the use of a trail network. Resource-based parks may have large components of open space or conservation areas.



# Town of Davie

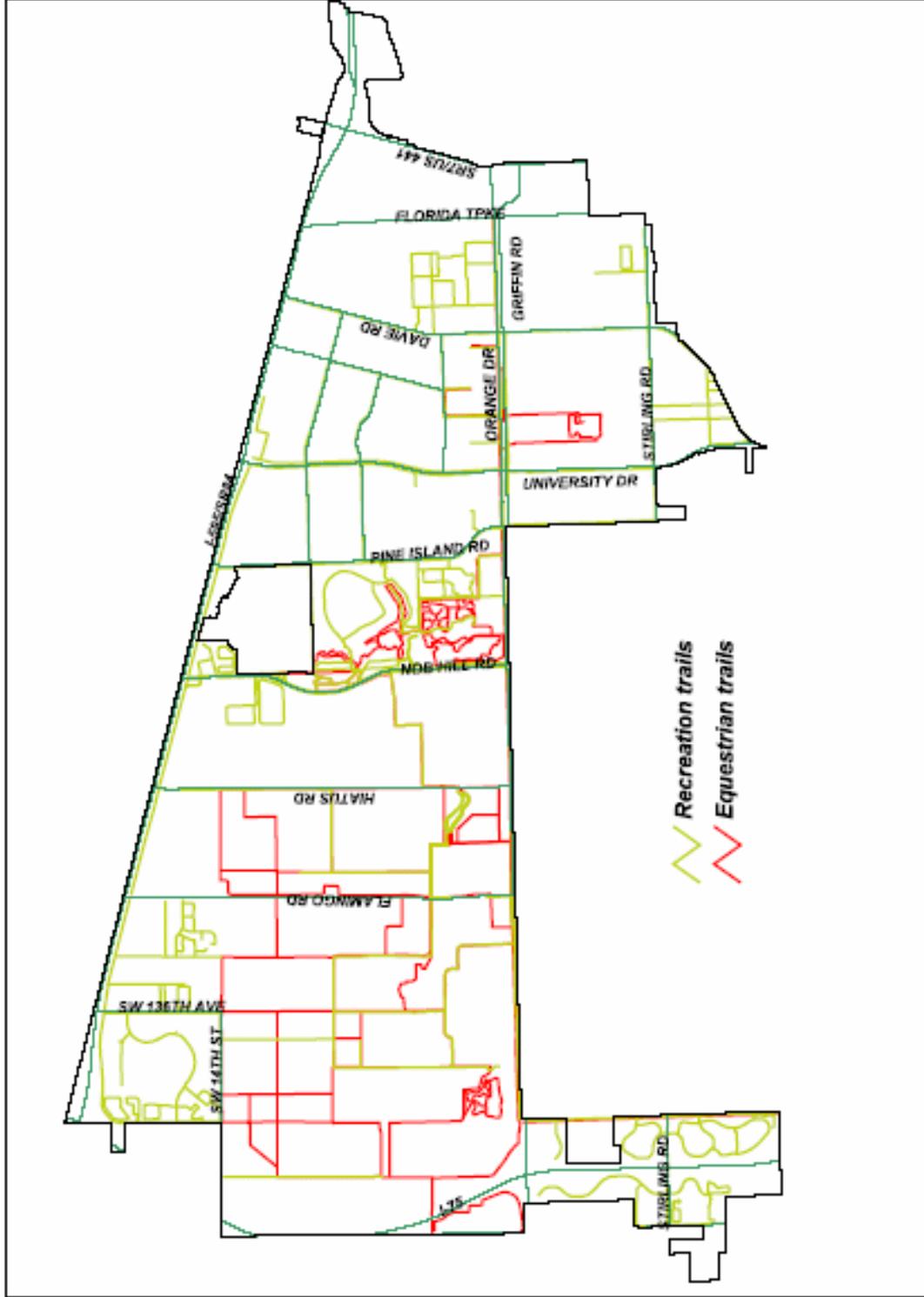
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FIGURE II.A.1

Recreation and  
Equestrian Trails



1:55000



At the time the Comprehensive Plan was adopted in 1989, the Town of Davie contained a total of over 1,000 acres of open space owned by various entities and for different purposes. Chief among these uses were active (sports) parks, passive open space, natural resource conservation lands, golf courses and camping facilities. However, with relentless development pressure and dwindling reserves of vacant land the Town of Davie and Broward County simultaneously undertook different bond programs. Both bonds programs passed in 1989 and served to provide a source of funding for the acquisition and development of additional parks, open space, and the preservation of environmentally sensitive conservation areas. The Town of Davie issued a \$10 million parks bond for the acquisition of land for parks and open space. Subsequently, in 2000 Broward County issued a \$400 million Safe Parks bond which enabled the County to purchase land for Vista View Park and Pond Apple Slough, as well as make significant improvements to Long Key Flamingo Park. Tree Tops Park also benefited from improvements funded by this bond.

In addition, on September 29, 2005, voters in the Town approved a 25 million dollar bond referendum that will be used to continue funding for the Town's successful open space and trails program. The purpose of the bond is to protect the quality of water bodies, to preserve and improve wildlife habitat and parks, to complete the recreational trail system, and to protect natural lands from development. A taskforce has been created to develop specified procedures and criteria for expenditure of all monies generated by the issuance of the bond.

Presently within the jurisdictional limits of the Town, there are 2,171.98 acres of open space and parks accounting for 10 percent of total land (see Table II.A.1. and Figure II.A.2.). As shown in Table II.A.1., the period between 1995 and 2005 saw an increase of 42.6 percent or 649.23 acres of parks and open space. Government-owned sites increased by 70.4 percent or 386.76 acres. Town-owned sites increased by 50.2 percent or 240.48 acres. Privately held sites increased by 6.2 percent or 27.99 acres. A slight decrease of 14.7 percent or 6 acres did occur in Town-leased parcels. This is the result of a -2.8 acreage calculation error, recorded in the 1995 EAR, for two leased sites, and a change in facility whereby a nine acre leased site was replaced by a 5.8 acre site.

The marked expansion of the system was due to a number of factors including the Open Space program and bond referendum, development pressure and related increase in population (maintaining the adopted LOS of 10 acres per 1,000 population), increased public awareness and demand for recreational land and the creation of a trail system to accommodate equestrian and recreational needs.

**Table II.A.1.**  
**Summary of Parks and Open Space Sites Within the Town of Davie**  
**1995 EAR vs. 2005 Existing Conditions<sup>1</sup>**

<b>Government Entity</b>	<b>1995 Area/Percent</b>	<b>2005 Area<sup>2</sup>/Percent</b>	<b>1995-2005 Change Acres/Percent</b>
Town of Davie – Owned	478.95 Ac./31.5	719.43/33.1	+240.48/+50.2
Town of Davie – Leased	40.80 Ac./2.7	34.8/1.6	-6.0/-14.7
Other Government Owned	549.0 Ac./36	935.76/43	+386.76/+70.4
Privately Owned Sites	454.0 Ac./29.8	481.99/22.1	+27.99/+6.2
<b>TOTAL</b>	<b>1522.75 Ac.</b>	<b>2171.98 Ac.</b>	<b>+649.23/+42.6</b>
Source: 1995 and 2005 Town of Davie Evaluation and Appraisal Reports. <sup>1</sup> 2005 acreages determined using 2004 GIS data; 1995 acreages determined using traditional survey methods. <sup>2</sup> Flamingo Gardens included in 2005 figures; was not included in 1995.			

Table II.A.2. indicates that the Town owns a total of 719.43 acres (224.08 acres of parks/recreational sites and 495.35 acres of open space sites) of parks and open space sites, an increase of 50.2 percent (240.48 acres) from the 1995 Evaluation and Appraisal Report. Of the total parks and open space sites inventoried for the 2005 EAR, 61 percent are activity-based parks while the remaining 39 percent are resource-based parks. In addition, 47 percent of all parks and open spaces are considered neighborhood parks while 53 percent are community parks. Overall, Davie’s parks and open spaces provide an array of active recreational opportunities as well as passive and informal activity.

Table II.A.2.

## Park and Open Space Sites Owned by the Town of Davie (2005)

Park/Recreational Site*	Acreage	Type	Service Level
Bergeron	3.53	Activity	Neighborhood
Bergeron Rodeo Arena	7.40	Activity	Community
Bergeron Rodeo Grounds	7.49	Activity	Community
Berman Park	2.88	Activity	Neighborhood
Betty Booth Roberts Park	4.59	Activity	Neighborhood
Clark Parcels	2.50	Activity	Neighborhood
Davie Pine Island Park	109.47	Activity	Community
Davie Town Hall	6.19	Activity	Community
Driftwood Estates Park	5.00	Activity	Neighborhood
Ivanhoe Comm. Ctr. & Park	3.30	Resource	Neighborhood
Joy Yoder Equestrian Ctr.	4.40	Activity	Community
Lange Park	0.80	Resource	Neighborhood
Oakhill Equestrian Park	9.63	Activity	Community
Old Davie School	7.14	Activity	Community
Orange Park	0.50	Activity	Neighborhood
Potter Park & P.A.L.	4.65	Activity	Neighborhood
Reflections Park	4.29	Activity	Neighborhood
Shenandoah Park	17.00	Activity	Neighborhood
Wes Griffin Park	3.89	Activity	Neighborhood
SW 36th Court Park	0.20	Activity	Neighborhood
East Davie Nature Park	3.60	Activity	Neighborhood
Veteran's Park	0.50	Resource	Community
Waterford Park	5.03	Activity	Neighborhood
The Park at Waverly	10.10	Activity	Neighborhood
<b>Park/Rec. Site Sub-total</b>	<b>224.08</b>		
<b>Open Space Site</b>			
Berman Preserve	35.27	Resource	Community
Falcon's Lea Park	3.80	Resource	Community
Faulk	5.00	Resource	Community
Ivanhoe FPL Easement	30.96	Resource	Community
Math Iglar	1.60	Resource	Community
Robbins Lodge/Park	157.64	Resource	Community
Silver Lakes Rotary Nature Park	39.49	Resource	Community
Sunny Lake Bird Sanctuary	16.72	Resource	Neighborhood
Van Kirk Groves	115.00	Resource	Community
Westridge	40.66	Resource	Community
Wolf Lake	49.21	Resource	Community
<b>Open Space Sites Sub-total</b>	<b>495.35</b>		
<b>Total Park/Recreation and Open Space Sites</b>	<b>719.43</b>		

Source: Town of Davie GIS data.

\* Does not include pending Ryan Farm Park Parcel.

The park sites leased by the Town of Davie (see Table II.A.3.) provide active recreation on a community level. These sites are leased from the Broward County School Board for sports programs providing dual use of a school facility, as encouraged by interlocal agreements between the Town of Davie and the Broward County School Board. (Note: The 1995 EAR did not include Nova High School as a park site leased by the Town of Davie).

**Table II.A.3.  
Park Sites Leased by the Town of Davie (2005)**

<b>Park<sup>1</sup></b>	<b>Acreage</b>	<b>Type</b>	<b>Service Level</b>
Flamingo Elementary Ballfields	4.50	Activity	Community
Davie Elem. School/B. Gessner	4.50	Activity	Community
Western High School	20.00	Activity	Community
Nova High School	5.8	Activity	Community
<b>Total</b>	<b>34.80</b>		

Source: Town of Davie 2004 GIS data.

Note 1: At the time of the 2005 EAR, there are no open space sites leased by the Town of Davie.

The park and open space sites listed in Table II.A.4. represent lands that are owned by government entities other than the Town of Davie. Their importance is critical, as they provide regional service needs and complement the palette of parks and open space in the Town of Davie. With the exception of Pond Apple Slough, all of the parks and open space are linked to the Town's recreation and equestrian trail network. At present, portions of the \$400 million Safe Parks Bonds are being utilized to improve or expand facilities at Tree Tops Park, Vista View Park, and Flamingo Road/ Long Key ESL. The Flamingo Road/Long Key ESL is considered a resource as it is a pristine undisturbed site. At the time of writing the draft EAR, Broward County has plans, in the design development stage, for this site which would create an environmental center, interpretive areas, and environmental art installations. Permitting and construction is scheduled to commence in late 2005 with completion in late 2006. Subsequent EAR analysis shall reflect that the site would become an enhanced resource.

Pond Apple Slough is located in northeast Davie. The site is presently in its native state. This area, adjacent to the South Fork of the New River, contains the largest remaining stand of freshwater riverine forest in the urban lower east coast. Phase one of Broward County's restoration plan is a designed freshwater delivery system to help counteract the adverse impacts of saltwater intrusion and enhance drainage in the basin. The site is important because it represents a sizeable tract of conservation land adjacent to an aquatic resource in an otherwise developed area.



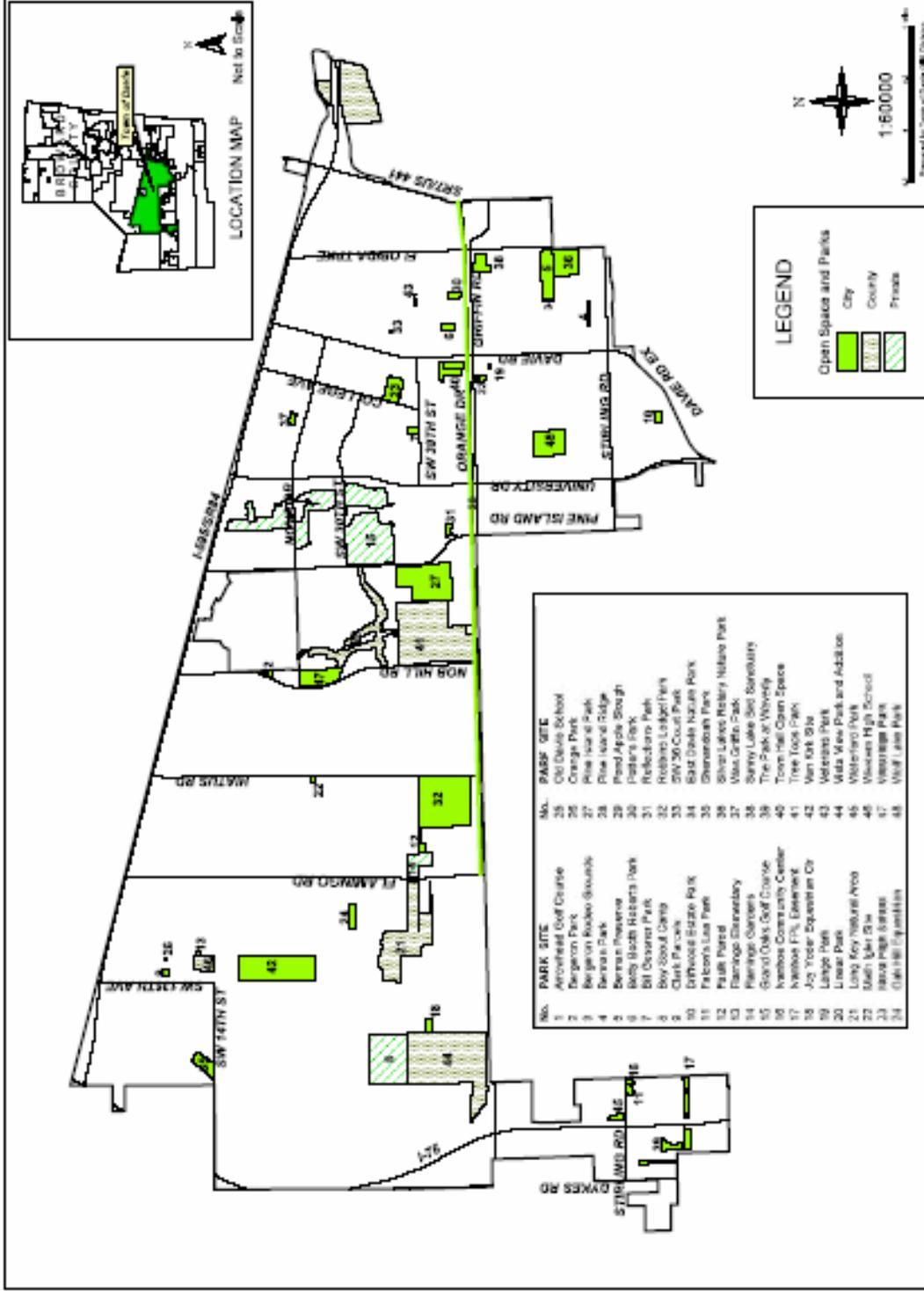
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FIGURE III.A.2

## Parks and Open Space

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**Table II.A.4.**

**Park and Open Space Sites Owned by the State of Florida, Broward County or the SFWMD\* (2005)**

<b>Park</b>	<b>Area</b>	<b>Type</b>	<b>Service Level</b>
Tree Tops Park	243.31	Resource	Regional
Linear Park	36.00	Resource	Community
Long Key Natural Area	153.61	Resource	Regional
Vista View Park	209.70	Resource	Regional
Vista View Addition	60.88	Resource	Regional
Pine Island Ridge	102.00	Resource	Regional
Pond Apple Slough	130.26	Resource	Regional
<b>Grand Total Parks and Open Space Areas</b>	<b>935.76</b>		

Source: 1995 Evaluation and Appraisal Report; Town of Davie 2004 GIS data;  
 Note: \*South Florida Water Management District;

Discussion about the inclusion of privately-owned parks and open space has occurred at the local, regional, and state level to determine whether these sites should influence a community’s LOS standard. Two golf courses, totaling 305 acres, make up the majority of privately-owned recreational resources in the Town. (see Table II.A.5.). However, these golf courses and other privately-owned sites are not included when determining actual acreage provided. While access may be restricted to members, these privately-owned sites do contribute to the overall aesthetic in the Town, as well as providing habitat for plant and animal species. The discussion of how much a private resource contributes to the LOS needs of a community will continue. Specifically, community needs and requirements involving privately-owned resources should be addressed through amendments to the Comprehensive Plan.

Historic resources sites, such as the Old Davie School and Math Iglar Groves, are important because they provide open space as well as a link to the Town’s agricultural past. The Old Davie School structure is listed on the National Register of Historic Places and provides a resource for neighborhood and community events. In addition, recent historic homes have been preserved at the Old Davie School site. These include both the Viele House and the Walsh-Osterhoudt Home. Plans include expanding the property through acquisition and creating a small working citrus grove.

**Table II.A.5.**

**Parks and Open Space Sites Privately Owned within the Town of Davie (2005)**

<b>Park</b>	<b>Area</b>	<b>Type</b>	<b>Service Level</b>
Arrowhead Golf Club	130.26	Activity	Regional
Camp Seminole	116.86	Activity	Regional
Flamingo Gardens	60.00	Resource	Community
Grande Oaks Country Club	174.87	Activity	Regional
<b>Park Space Sub-total</b>	<b>481.99</b>		

<b>Open Space Sub-total</b>	<b>0.0</b>		
<b>Grand Total Parks and Open Space Sites</b>	<b>481.99</b>		
Source: 1995 Evaluation and Appraisal Report and Town of Davie 2004 GIS data.			

The 1995 EAR discussed the linkages to parks and the trail system within the Town of Davie, however, a detailed inventory in terms of length and type of trails was not generated. Table II.A.6. identifies the recreation and equestrian trails as well as their length. As the Town of Davie reviews new development and improves its road network, there may be opportunities to enhance the trail network and complete any missing trail connectors.

The trail network in the Town of Davie is designed for multiple users: pedestrian; equestrian; bicyclists; and skaters. Several of the trails consist of links and connections to other parks and open space, as well as internal loops within parks. Some trails are co-located, that is, sharing the same easement. Figure II.A.3. illustrates a cross section of a typical trail for equestrian and recreational uses. The illustration shows a separation of user groups while occupying the same easement.

While publicly-dedicated and accessible trails are dominant in the Town of Davie, there has not been an assessment of private trails. Private trails are defined as located within a subdivision or development that are not readily accessible to the public due to walls, fences, or other restrictions.

At present, goals have not been established for the overall level of use of the trail system to ensure a maintained and funded level of service (LOS) standard. As with private parks and open space, decisions need to be made regarding the extent to which private trails can be counted toward LOS goals.

Table II.A.6.

Trails within the Town of Davie (2005)

Trail Name	Trail Type <sup>1</sup>	Length <sup>2</sup>
<b>Recreation Trails</b>		
Robbins - Vista View	Recreation*	9.68 miles
Ivanhoe Parks	Recreation*	15.65 miles
Linear Park	Recreation*	10.75 miles
Oak Hill Park	Recreation*	17.52 miles
Peaceful Ridge	Recreation*	6.42 miles
Pine Island Ridge	Recreation*	26.11 miles
Westridge - Robbins Park	Recreation*	9.66 miles
Shenandoah Park	Recreation	10.89 miles
Roberts - Potters Park	Recreation	16.68 miles
Driftwood Park	Recreation	13.72 miles
<b>Subtotal Recreation Trails</b>		<b>137.08 miles</b>
<b>Equestrian Trails</b>		
Robbins - Vista View	Equestrian*	15.00 miles
Ivanhoe Parks	Equestrian*	2.45 miles
Linear Park	Equestrian*	10.75 miles
Oak Hill Park	Equestrian*	19.02 miles
Peaceful Ridge	Equestrian*	8.56 miles
Pine Island Ridge	Equestrian*	11.60 miles
Westridge - Robbins Park	Equestrian*	7.10 miles
Wolf Lake Park	Equestrian	3.34 miles
<b>Subtotal Equestrian Trails</b>		<b>77.82 miles</b>
<b>Total Trails</b>		<b>214.9 miles</b>
<sup>1</sup> Asterisk indicates portions of this trail are co-located (a recreational trail parallels an equestrian trail).		
<sup>2</sup> Trail lengths measured using Town of Davie 2004 GIS data.		
Source: Town of Davie Recreational/Equestrian Trails Map.		

**Level of Service (LOS)**

The formula used to calculate LOS is as follows:

$$\text{Total recreation and open space acreage} / (\text{Town population}/1000) = \text{LOS}$$

The LOS standard for recreation and open space lands in the Town of Davie is ten (10) acres per 1000 population. Table II.A.7. shows that the Town will not only meet the current LOS standard, but will exceed the required LOS acreage through the year 2025. The Town of Davie's current LOS of 25.85 acres of parks and open space per 1,000 population far exceeds the Comprehensive Plan goal, and is one of the highest goals in Broward County. Projections of future population growth (based on Broward County Population Forecasting Model 2004)

estimate that by 2020, Davie will have a population of nearly 108,202, a net gain of 24,167 residents. If the Town does not acquire any additional land to its present base acreage of parks and open space, it would still exceed its LOS standard. However, to maintain the current level of service of 25.85 acres per 1,000 population, the Town would need to acquire approximately 625 acres of additional parks and/or open space.

An ongoing discussion will be the balance between continued open space acquisition and the enhancement/improvement/increased connection of the trail system to parks and open spaces.

**Table II.A.7.  
Town of Davie  
Level of Service (LOS) for Parks and Open Space (1995-2025)**

<b>Year</b>	<b>Projected Population</b>	<b>LOS (Acreage required<sup>1</sup>)</b>	<b>Acreage provided<sup>2</sup>/Acreage exceeding LOS</b>
1995	53,081*	530.81	1068.75/+537.94
2000	75,210	752.10	1396.88/+644.78
2005	84,035	840.35	1690/+849.65
2010	96,282	962.82	1690/+727.18
2015	102,680	1026.80	1690/+663.20
2020	108,202	1082.02	1690/+607.98
2025	111,843	1118.43	1690/+571.57

<sup>1</sup>Based on LOS for recreation and open space lands (10 acres per 1000 population).

<sup>2</sup>Assumes that privately held parcels are not included.

Source: 2000 Census Data (by TAZ); Town of Davie Department of Parks & Recreation. Broward County Population Forecasts.

Notes:\*Estimated population projection from 1995 EAR

## 2. Potential Social, Economic and Environmental Impacts

Section 163.3191 (2)(e), F.S., requires that the potential social, economic, and environmental impacts for each major issue identified be addressed in the EAR.

Parks offer social opportunities to interact with other members of the community. They promote social harmony and reduce alienation and loneliness. According to the National Recreation and Park Association (NRPA), families that recreate together report greater stability and satisfaction. Parks can improve physical health and well-being by providing opportunities for active and passive recreational activities.

Parks and open space facilities also attract business relocations and expansions. Open space has a positive effect on property values because people consider proximity to parks, open spaces and natural areas important in locating and purchasing a home or business. The NRPA states that “meaningful leisure services reduce the high cost of vandalism and criminal activities.” Although monies are spent to acquire, develop and maintain parks, these costs are lessened by the benefits that accrue to the community at large.

As a result of Davie’s rapid growth, the environment has been impacted through increased traffic, noise and pollution. Aside from enhancing the physical setting of the Town, parks also help to buffer these effects of an increasingly built environment and provide a haven of respite from development. In addition, open space helps to maintain the health of the ecosystem, provide a much needed wildlife habitat, and improve air and water quality.

### 3. Identification of Comprehensive Plan Elements Impacted and Assessment of Effects on Specific Objectives

Section 163.3191 (2)(g), F.S., requires that the EAR assess whether current Comprehensive Plan objectives within each element, as they relate to the major issues, have been achieved.

#### **a. Future Land Use Element**

Objective 1 and policy 1.14 are impacted because they document the need for the land development code to address the method(s) for acquiring and developing parks and recreational lands and protecting such lands from future development.

Objective 2 and policies 2.1, 2.3, 2.4, and 2.9 are impacted because they address the preservation of Open Space through the provisions of the land development code.

Objective 11 and policies 11.2, 11.3, 11.4, 11.5, 11.6, 11.7, and 11.8 are impacted because they address the utilization of Recreation and Open Space. How the space will be utilized (i.e. bicycle, equestrian and pedestrian pathways) will have a direct impact on funding these services.

Objective 12 and policies 12.1, 12.2, 12.3, 12.4, and 12.5 are impacted because they address the conservation and protection of environmentally sensitive and ecologically significant areas.

Objective 17 and policies 17.10, and 17.11 are impacted because they address the preservation of the Town's semi-rural character, and rural/equestrian lifestyle.

#### **b. Transportation Element**

no impacts requiring amendments

#### **c. Housing Element**

no impacts requiring amendments

#### **d. Utilities Element**

no impacts requiring amendments

#### **e. Recreation and Open Space Element**

Objective 1.1 and policies 1.1.4, 1.1.5, and 1.1.7 are impacted because they not only address the acquisition of recreation and open space, but joint efforts with other jurisdictions in the acquisition, and maintenance of pathways as a means for reducing costs and pooling resources. In addition, the issue of facility needs at neighborhood-level park sites is addressed.

Objective 1.2 and policies 1.2.1, and 1.2.2 are impacted because they address the accessibility of all parks and recreational facilities to the residents of Davie and the facilities (i.e. parking, hitching posts) that should be provided.

Objective 1.3 and policies 1.3.1, 1.3.2, and 1.3.3 are impacted because they address the amenities that shall be developed in order to maximize the enjoyment of the parks, recreational facilities and open spaces.

Objective 3.1 and policy 3.1.1 are impacted because they promote the acquisition and/or preservation of wildlife habitats and native vegetative communities.

#### **f. Intergovernmental Coordination Element**

no impacts requiring amendments

#### **g. Capital Improvements Element**

Objective 2 and policy 2.5 are impacted because they address the dedication of land for municipal recreation and open space purposes.

### **4. Recommendations**

It should be noted that the following recommendations have been influenced by the comments and suggestions made by the public, elected officials and Town staff. These comments and suggestions were analyzed using the information contained in the 'background and analysis' section of this document to determine applicable recommendations and future amendments to the Comprehensive Plan.

#### **1. Conduct a comprehensive survey (including mapping) of current resources.**

It is recommended that the Town conduct a comprehensive inventory of existing open space, parks and trails. Information is needed regarding the acreage and quality of its upland tree canopy (tree inventory – see recommendation No. 4 for details), lakes, wetlands, canals and other natural resources, the geographical distribution of these parcels, the relative accessibility of these areas to the residents, the primary uses of such parcels, connectivity issues and improvements needed to meet future demands will be determined.

#### **2. Aggressively pursue acquiring a limited number of additional parcels of land that would address deficiencies revealed in the land resource inventory.**

In the midst of record development pressure, the number of available parcels and the size of those parcels that the Town could purchase are becoming increasingly limited. At the same time, land prices are rising rapidly. As Davie approaches build-out, anticipated reductions in the growth of the tax base will likely constrain the Town's ability to procure additional parcels.

Likely sources of revenue to fund acquisition projects and their maintenance include an open space bond referendum, additional grant dollars, partnering with neighboring municipalities such as Southwest Ranches or Cooper City on cooperative projects,

expanded use of user fees, and increased reliance on volunteers for routine maintenance projects (e.g. Adopt a Park, Adopt a Trail).

Other options including those using private-sector resources should also be explored. Examples include the development of a local land trust (e.g. the newly created Davie Area Land Trust) to establish conservation easements on private property and a parks and open space trust fund or endowment funded by concerned residents, business owners and community leaders. Both options would contribute to protecting Davie's last great open spaces with minimal expenditure of private-sector funding. Such programs could be promoted by local attorneys who provide counseling for estate planning purposes. The land trust could also be promoted widely to those engaged in the Town's still active nursery industry.

Regarding the preservation of agriculture, grant monies should be sought to establish a living agricultural museum/small working farm at the Old Davie School where a significant number of Old Davie historical properties already exist. Alternatively, perhaps the Town could enter into a partnership with Broward County to fund an agriculture park as has been proposed for the Ryan parcel off of Volunteer Road. Additional agricultural land such as that currently in nursery production could be preserved as such through the utilization of conservation easements through the local land trust.

### **3. Purchase strategically located parcels and obtain the necessary easements to complete the Town's trail network.**

The Town's Open Space Advisory Committee (OSAC) has recommended completion of the Town's recreational and equestrian trail system to provide seamless connectivity between strategically located attractions/destinations. Such a system would facilitate the unimpeded movement of people and horses throughout the system and provide for a safer and more enjoyable trail experience. One very good example would be on the eastside of the Town where the establishment of a trail along the FPL easement would provide much needed connectivity between Wolf Lake Park, Berman Reserve and newly created parks such as Silver Lakes and Sunny Lake.

### **4. Maintenance of Town parks, trails and open space must be improved.**

The Open Space Advisory Committee (OSAC) has identified improved maintenance of Davie's parks, trails, and open spaces as a priority. Staff should evaluate the feasibility of creating a master plan including a landscape master plan for all Town-owned parks, trails, and open spaces. This would serve as an important tool in planning and budgeting for resources needed to establish and properly maintain tree canopy, understory plantings, and turf throughout the Town.

The master plan would among other things, include a comprehensive GPS-based tree inventory of all Town-owned trees including information such as species, size, location, condition, and a maintenance schedule for fertilization, pruning, irrigation, pest control needs, etc. Such information would be incorporated into the maintenance contract. As part of the implementation of the master plan and to ensure quality service and environmental protection, a minimum level of professional certification from all landscape maintenance companies seeking Town landscape maintenance contracts should be

required. Attendance and passage of the South Florida Water Management District's "Know the Flow" course and certification through the Florida Nurseryman, Growers and Landscapers Association (FNGLA), the International Society of Arboriculture (ISA) or another approved professional certification organization will be required. In addition, an annual contract performance review for each landscape maintenance company holding a Town contract will be required.

**5. The Town will evaluate and plan for the long term stability of parks, trails, and open space.**

The Town will update its inventory of parks, trails, and open spaces both quantitatively and qualitatively. Information pertaining to parcel size, use, environmental quality, location, condition and age of infrastructure, accessibility, needed short-term and long-term improvements and sources of funding for capital improvements and maintenance will be included. In addition, the history regarding each parcel or trail's acquisition will be studied and recommendations will be made to secure its preservation and maintenance in perpetuity.

**6. The Town will continue to partner with the Florida Community Trust, Trust for Public Lands and Davie Area Land Trust when identified strategic parcels become available for purchase.**

**7. The Town will coordinate with Broward County ensuring the greenways plan and Town trails system interconnects.**

This coordination can also ensure that available funds from the County are used to implement the overlapping areas of the Towns trail system with the County Greenway.

**8. The Town will work with adjacent municipalities on regional park and trail issues.**

Through coordination and support of grant applications by adjacent municipalities, the Town increases its chances of success through the grant approval process.

## **B. Capital Improvement Plan (CIP) - Funding and Coordination**

### 1. Background and Analysis

A Capital Improvement Plan (CIP) addresses the financial feasibility of implementing the comprehensive plan, providing needed infrastructure to achieve and maintain adopted level-of-service standards, and sustain concurrency management systems through the capital improvements element. In addition, the CIP has the ability to address infrastructure backlogs and meet the demands of growth on public services.

Funding and coordination are key elements in the Capital Improvements planning process. The Capital Improvement Element (CIE) of the Town's Comprehensive Plan contains objectives and policies that support these efforts.

#### **Funding**

The Town of Davie's budget maintains four funds: the general fund, the capital projects fund, enterprise funds, and internal service funds. The General Fund deals with the provision of police and fire services, public works, parks and recreation, debt service, and supporting administrative functions. The Capital Projects Fund supports long-term infrastructure improvements such as those required for public safety, recreation, and general government. The Enterprise Funds include the Water and Sewer Fund which finances utilities expansion, operation, and replacement; the Rodeo Arena Fund which finances the operation and promotion of the Davie Rodeo; and the Concession Fund which finances the operation of concessionary activities at parks and recreation facilities. Lastly, the Internal Service Funds serve to accumulate costs and charge them back to using departments.

Capital improvement projects (see Appendix B) are funded through the general, capital projects and enterprise funds. Additional funding sources include: impact fees for both parks/open space and police/fire protection, current approved bonds (i.e. tax-exempt, CBA) and grants.

The Town has historically maintained a low millage rate since ad valorem taxation was initiated in 1981 and first collected in 1982. It is anticipated that with continued low-density development, adjustments to the millage rate will need to be made in order to maintain a favorable financial condition.

According to the Capital Improvement Element (CIE) of the Comprehensive Plan, the Town's general operating budget in the past has been sufficient to address operational needs. The ability of the Town to meet current and future growth and to provide necessary future facilities and services will be evaluated based upon the following:

- Land Use/Redevelopment
- Existing Commercial Corridors
- Population
- Employment

### Coordination

A CIP establishes the ranking of projects, the year(s) in which each project will be constructed or acquired, the expenditures for each year of the project and the methods of financing the project. The Town of Davie has identified in the Goals, Objectives and Policies of the Capital Improvements Element of the Comprehensive Plan numerous administrative initiatives that support a well coordinated and sensible CIP. There are various phases that all capital projects must pass through before they are implemented into a CIP. The Town's CIP is made up of an informal eight step process that identifies and evaluates proposed capital projects. Upon adoption of the CIP by Town Council, any identified projects on the plan are then included in the Capital Improvements Element of the Comprehensive Plan.

- First Step

The first step in this process entails developing criteria for evaluating capital projects. Due to competition among projects for limited resources, the Town has identified, in Policy 1.5 of the Capital Improvements Element, the following criteria to help prioritize proposed capital projects:

- a. the immediacy of the need.
- b. the financial feasibility of the project.
- c. the adopted plans of Broward County and adjacent municipalities/special districts.
- d. the need for periodic replacement and renewal of existing capital facilities.
- e. the location of project
- f. the operating expenses associated with each new capital improvement.
- g. the need to correct a public hazard
- h. compliance with the goals, objectives, and policies set forth in the Town's Comprehensive Plan

- Second Step

The second step requires the development of a capital needs assessment that takes into consideration current capital assets and their condition, as well as an assessment of future needs. A capital inventory is completed periodically and lists all of the Town's facilities and equipment and their:

- a. age
- b. condition
- c. cost of replacement
- d. repair and replacement schedule

It is important to note that mechanisms are currently in place to ensure that essential facilities and services are provided concurrently with new development. The Town of Davie has been practicing such a policy (Chapter 163.3177(10)(h), F.S.) through the adoption and

implementation of its Land Development Code and other related ordinances. In conjunction with the Broward County Commission and the South Florida Regional Planning Council, the Town Council has established a growth management system which provides that new development pay for those facilities required to serve that development. For the most part, the existing residents of Davie are not paying for infrastructure shortfalls caused by the continued growth of the Town.

- Third Step

The third step involves identifying capital projects. A standardized form for capital project proposals is filled out by each Department Head. The following information is included in each capital project description:

- the name/title of the project
- project description/justification
- cost benefit analysis (rating guideline is applied when applicable)
- estimated project cost
- impact on revenues
- consequences of delaying the project

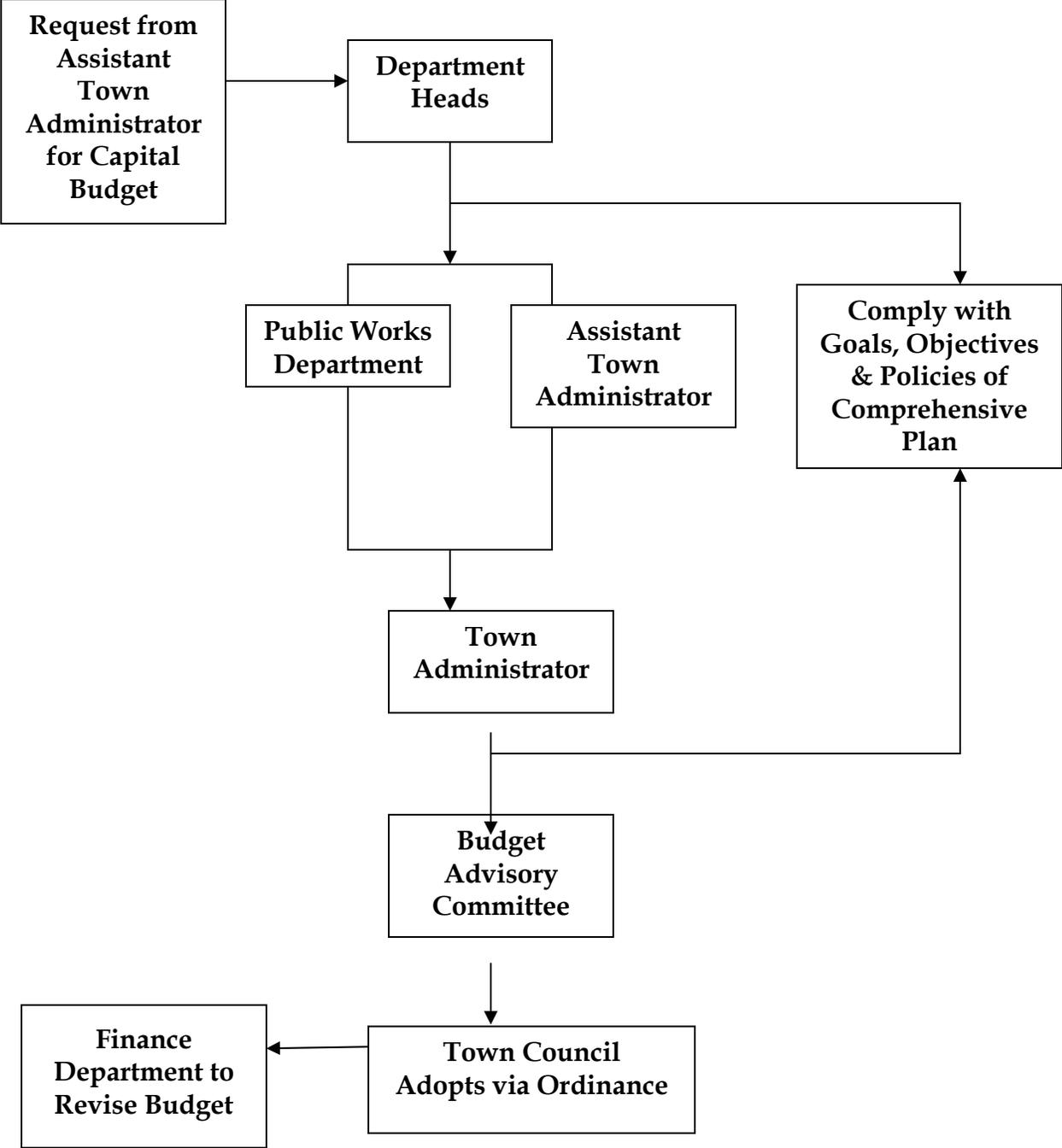
- Fourth Step

The fourth step assesses the ability to fund capital projects. The Town accomplishes this through a 'financial capacity analysis' which focuses on the issue of debt and the historical and projected trends in revenues, and expenditures. This step allows for the assessment of the Town's financial position, in terms of its revenue sources, and helps to determine what the Town can realistically afford in capital improvements.

- Fifth Step

The fifth step involves the evaluation of all proposed capital projects. Figure II.B.1. illustrates the Town's capital projects organizational review process.

Figure II.B.1.  
Town of Davie  
Capital Projects Organizational Review Process



This process begins with the identification and submittal of capital projects by each Department Head. These projects are then reviewed by the Public Works Department and the Assistant Town Administrator for overall feasibility and compliance with the Goals, Objectives and Policies of the Comprehensive Plan. Once the proposed capital projects are evaluated and prioritized at this level, they are then submitted to and reviewed by the Town Administrator, the Town of Davie Budget Advisory Committee, and finally Town Council. Town Council grants final approval on all Town capital projects.

- Sixth Step

The sixth step consists of scheduling capital projects according to their priority. The Town does take into consideration the potential for disruption to the community when scheduling projects. All possible measures are taken in order to minimize inconvenience to the residents.

- Seventh Step

The seventh step includes the writing of the Capital Improvement Plan. The plan includes:

1. A summary of the capital projects, specifically:
  - a. project description
  - b. requesting department
  - c. estimated costs per year
  - d. priority order
  - e. funding source(s); and
  - f. supplementary charts, tables, maps.
2. A capital improvement project detail sheet, including:
  - a. An expenditure schedule, providing total capital expenditures by year.
  - b. A funding source(s) schedule, listing revenue sources for each department for each year.
  - c. Any impact on the Town's operating budget

- Eighth Step

The eighth and final step calls for the adoption of the CIP and budget via Ordinance. Prior to adoption, the Town holds at least one public hearing, with public notice, on the proposed CIP. Revisions to the CIP are made, if needed, based on the comments received in the public hearing. The Town Council will then proceed to adopt the plan.

Progress charts on all capital projects are maintained by the Capital Projects Division of the Public Works Department. These reports monitor the percentage of completion for both major and minor capital projects.

## 2. Potential Social, Economic and Environmental Impacts

Section 163.3191 (2)(e), F.S., requires that the potential social, economic, and environmental impacts for each major issue identified be addressed in the EAR.

By planning and preparing for capital improvements rather than piecemealing projects, the Town can better budget resources and save money through multi-year funded projects. Both park/open space and fire/police protection impact fees present a means for assuring that community-related facilities will be coordinated with new development. Their use promotes economic development by providing the necessary infrastructure, thereby encouraging the location of new employers in the community who value such services. Through the focused use of impact fees, the Town encourages the establishment of certain kinds of developments, such as major employers (via economic incentives) or affordable housing projects (via impact fee waivers).

A result of a coordinated CIP process, those capital projects that may negatively impact or harm the environment will be identified early on, therefore limiting or mitigating potential social or environmental impacts.

### 3. Identification of Comprehensive Plan Elements Impacted and Assessment of Effects on Specific Objectives

Section 163.3191 (2)(g), F.S., requires that the EAR assess whether current Comprehensive Plan objectives within each element, as they relate to the major issues, have been achieved.

#### **a. Future Land Use Element**

Objective 1 and policies 1.3 and 1.4 are impacted because they address essential facilities and services that shall be available, constructed and maintained concurrent with the impacts of development.

#### **b. Transportation Element**

Objective 1.1 and policies 1.1.4, 1.1.5, and 1.1.6 are impacted because they address impact fees as a means of improving existing and future roadways and the cost of transportation facilities.

Objective 3.4 and policies 3.4.1, 3.4.2, 3.4.3 and 3.4.4 are impacted because they address the repair of roads and bridges.

#### **c. Housing Element**

no impacts requiring amendments

#### **d. Utilities Element**

Objective 1 and policy 1.4 are impacted because they address the coordination with developers in the provision of adequate sanitary sewer service and the costs incurred to extend the system.

Objective 7 and policy 7.4 are impacted because they address the coordination with developers in the provision of adequate potable water services and the costs incurred to extend the system.

#### **e. Recreation and Open Space Element**

Objective 1.1 and policy 1.1.4 are impacted because they address pursuing joint efforts with other jurisdictions in the acquisition, development and maintenance of pathways as a means for reducing costs and pooling resources.

Objective 2.1 and policies 2.1.4 and 2.1.5 are impacted because they address funding and coordination efforts as a means of reducing costs and pooling resources.

#### **f. Intergovernmental Coordination Element**

Objective 5 and policy 5.3 are impacted because they address funding and cost sharing issues of JPAs (Joint Planning Areas).

Objective 8 and policies 8.1, 8.2 and 8.3 are impacted because they address the coordination of efforts and joint funding opportunities with relevant public/private agencies for capital improvement projects.

#### **g. Capital Improvements Element**

Objective 1 and policy 1.5 are impacted because they address the funding and coordination of capital projects.

Objective 3 and policies 3.2, 3.3, and 3.4 are impacted because they address the financing of capital improvements.

### **4. Recommendations**

#### **1. Utilize the standardized form for capital project proposals.**

The format of this form provides necessary information, is easy to understand and not unnecessarily detailed. This form is database driven allowing funded projects to be automatically included into the budgeting process upon approval.

#### **2. Amend evaluation criteria considered for prioritizing capital projects.**

The addition of the following evaluation criteria is recommended:

- a. legal mandates: Does the project comply with the Clean Air Act (or any other decree or statute resulting from a decision by a legislative or judicial body) or is the project necessary to comply with the Clean Air Act?
- b. health and safety impacts: Does the project improve public health or safety at public facilities, roads, bridges, etc.?
- c. environmental, aesthetic, and social effects: Does the project improve air or water quality, preserve open space or improve the appearance of the Town, neighborhood or street.
- d. impact of deferral: What are the consequences of deferring the project?

#### **3. Implement a Capital Needs Assessment that addresses the following questions.**

- a. How will new development impact infrastructure? How will demand for water, sewer, schools and roads be affected?
- b. Is there enough capacity (in quality and quantity) in the existing system to serve new development?
- c. What improvements, if any, need to be made to accommodate new development and redevelopment?
- d. Will the improvements benefit existing customers at all? Will improvements reduce vehicle traffic in another part of town?

**4. Provide yearly updates of the CIP to the Department of Community Affairs including dedicated funding mechanisms.**

The newly adopted Growth Management Act SB360 requires that all municipalities provide an up-to-date CIP to the State including funding sources. If this yearly update is not provided, the State has the ability of limiting future changes to the Comprehensive Plan until compliance.

**5. Streamline the CIP process.**

Providing all departments with a specific calendar of dates, meetings, and coordination of liaisons will ensure that all proposed projects are submitted and reviewed comprehensively.

## C. Providing Strategies and Opportunities for Affordable and Workforce Housing

### 1. Background and Analysis

The Town of Davie is projected to have a population of 108,202 (based on Broward County Population Forecasting Model 2004) or approximately 24,167 new residents by the Year 2020. This increase becomes even more significant when it comes to providing housing for low and moderate income residents, particularly those living in substandard housing and in mobile homes. As the cost of land continues to increase, and the amount of vacant land diminishes, it is imperative that strategies and opportunities for affordable and workforce housing are afforded.

The Town of Davie will address strategies and opportunities for affordable and workforce housing as it relates to existing land limitations within the Town, future land use plan limitations, service/infrastructure limitations, and economic limitations. This will include housing needs relative to cost burdens and an assessment of the supply of decent, safe, and sanitary housing in suitable neighborhoods, with special consideration towards housing for Davie's workforce.

As a means of setting the stage for an analysis of affordable and workforce housing as mentioned above, staff deems it necessary to first assess (using the most recent data available) the following general housing characteristics within the Town: housing unit inventory; mobile home annexations; housing by tenure, and house values.

The Town of Davie at 34.2 square miles represents 8 percent of the total urbanized land area within Broward County, and contains 4.7 percent of the County's estimated housing units (see Table II.C.1.). Based on 2002 data from the Shimberg Center for Affordable Housing, the Town contains over

**Table II.C.1.**  
**2005 Comparison of Estimated Housing Units**  
**Town of Davie vs. Broward County**

<b>Units in Davie</b>	<b>Units in Broward</b>	<b>% of Broward</b>
35,022	752,704	4.7

Source: *Regional and Local Profiles*, Shimberg Center for Affordable Housing.

27 percent of the mobile homes in Broward County, 2.1 percent of the multi-family residences in Broward and 4.6 percent of the single family homes in Broward.

Since the 1995 EAR, the total number of housing units has increased by 47 percent. The total number of single family housing units increased by 6,729 units representing an increase of 64 percent. Multi-family units decreased by 9 percent; however, the accuracy of this baseline

figure is questionable due to the fact that 1995 data was obtained by tabulating building permits (issued between October 1987 through the end of December 1994 and adding those numbers to 1987 data) while U.S. Census data was used for 2002 figures. Mobile homes increased by 4,299 units, representing a 140 percent increase. (see Table II.C.2. and Figure II.C.1.).

**Table II.C.2.**  
**Town of Davie Historical Housing Unit Inventory**

Type of Unit	1995		2002		'95-'02 % Change
	Units	% Total	Units	% Total	
Single Family	10,584	48.6	17,313	54	64
Multi Family	8,108*	37.3	7,365	23	-9
Mobile Home	3,070	14.1	7,369	23	140
<b>TOTAL</b>	<b>21,762</b>	<b>100</b>	<b>32,047</b>	<b>100</b>	<b>47</b>

Source: *Regional and Local Profiles*, Shimberg Center for Affordable Housing. Town of Davie 1995 EAR.  
\*1995 data was obtained by tabulating building permits issued between Oct. 1987 - end of Dec. 1994 and adding those numbers to 1987 data.

**Table II.C.3.**  
**Mobile Home Annexations**

Mobile Home Park	Yr.	Acres	Number of Units
Kings Manor - owned	1998	44.5	314
Park City West - rental	1998	59.5	368
Park City East - owned	1998	172.5	1,200
Rexmere Village - owned	1998	142.5	775
Silver Oaks/Palma Nova - rental	1995	110.7	940
Everglades - rental	1996	99.7	639
<b>TOTAL</b>		<b>629.4</b>	<b>4,236</b>

Source: Town of Davie

This increase is a result of the annexation of six mobile home parks since 1995 (see Table II.C.3.). Currently, there are 32 Mobile Home Parks located within the Town of Davie (see Appendix C).

By the year 2020, Broward County projects that the Town will have a population of 108,202. Based on this population projection, the Town will need approximately 9,782 additional housing units (between 2000 and 2020) assuming a projected person per household size of 2.64 (see Table IV.A.5.). According to the Town's most recent (Nov. 2004) land use inventory (see Table IV.B.1.), there is a total of 1,869 acres of vacant residential land available, 72 percent of which is designated at 1 dwelling unit per acre. This acreage will have the capacity for approximately 3,584 housing units based on the assumption that 1,218 acres will be utilized at

the maximum density of 1 dwelling unit per acre while the remaining 651 acres will be utilized at 3-10 dwelling units per acre. With a projected population increase of 24,167 residents by the



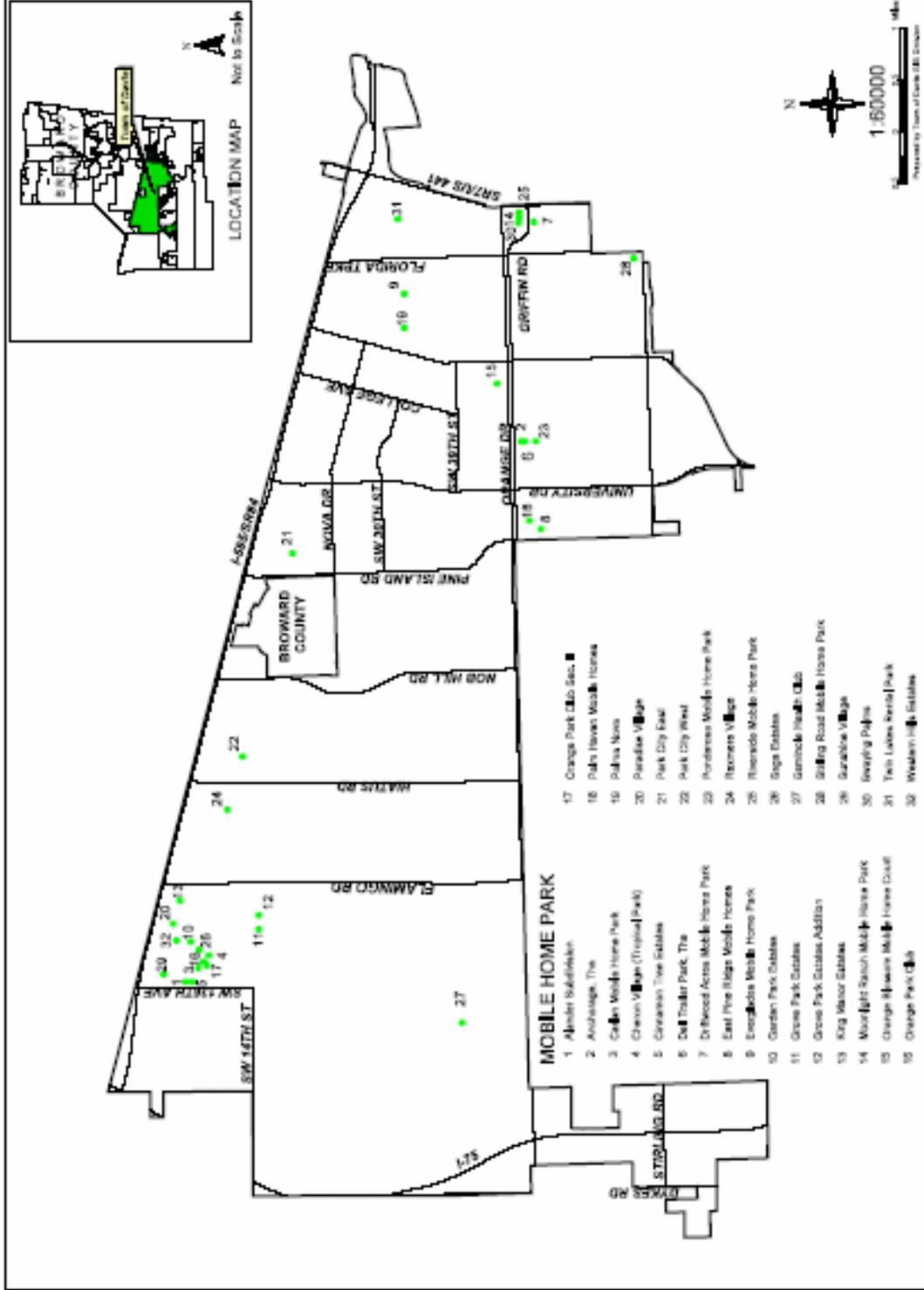
# Town of Davie

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## FIGURE II.C.1

### Mobile Homes

Prepared by: **Colson & Associates, Inc.**  
Date: 10/14/05



year 2020, the Town will experience a shortage of approximately 6,198 dwelling units. (see Figures II.C.2 and II.C.3.)

According to the U.S. Census 2000, the median household income in the Town of Davie was \$47,014 compared to \$41,691 in Broward County. More recent data from the U.S. Census Bureau, American Community Survey 2003, indicates that median household income has increased by 9 percent in the Town to \$51,242 and increased by 2.3 percent to \$42,659 in Broward County. Median house values, on the other hand, have gone from \$151,900 in 2000 to \$225,778 in 2003, a 49 percent increase. By comparison, figures for Broward County indicate a 50.6 increase in median house value from \$128,600 in 2000 to \$193,623 in 2003. A comparison of 2000 and 2003 house values is shown in Table II.C.4.

**Table II.C.4.**  
**Town of Davie**  
**House Values<sup>1</sup> Based on Single Family Owner-Occupied Homes**

House Value	2000 No. of Houses	Percent	2003 No. of Houses	Percent
\$149,999 or less	7,018	49	2,603	17
\$150,000 to \$199,999	3,382	24	3,542	22
\$200,000 to \$499,999	3,717	26	7,801	49
\$500,000 or more	197	1	1,857	12

Source: U.S. Bureau of the Census, Census 2000. U.S. Census Bureau, American Community Survey 2003.  
Note 1: 2000 median house value is \$151,900. 2003 median house value is \$225,778.

In 2000, 49 percent of the house values were below \$149,999. Figures for 2003 indicate 49 percent of the house values were between \$200,000 - \$499,999 and only 17 percent were \$149,999 or less. These figures are supported by the fact that new housing construction since 2000 has primarily been luxury housing selling for \$325,000 to over \$1 million dollars. The quality of housing stock within the Town is one indicator of both the overall quality of life, and the economic health of the area. Table II.C.5. indicates that substandard conditions, particularly overcrowding, have increased since the 1995 EAR and still remain an issue to be addressed. The 1995 EAR suggested that "...overcrowding in dwelling units may continue to diminish to the point that the condition will be virtually eliminated". Current data does not reflect this opinion. According to the U.S. Census 2000, 1,644 housing units in the Town of Davie were deemed overcrowded, a 975 percent increase since the 1995 EAR.

**Table II.C.5.**  
**Inventory of Substandard Housing: 1995 vs. 2000**

Characteristic	1980-89 Number of Units	1995 Number of Units	% of Units	2000 Number of Units	% of Units
Lack of complete plumbing	67	79	.4	129	.5
Lack of kitchen facilities	85	--	--	92	.3

Overcrowded (1.01 or more persons/room)	277	153	.7	1644	5.7
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Source: *Regional and Local Profiles*, Shimberg Center for Affordable Housing, Town of Davie 1995 EAR.

### **Affordable and Workforce Housing**

Affordable housing has been defined by the Town of Davie’s Affordable Housing Incentive Plan as “housing where the occupants pay no more than 30 percent of gross income on gross housing costs, including utility costs.” As an example, if the total household income for a family of four (4) is \$76,000 per year, they could technically “afford” payments of \$1,900 per month (to include mortgage/PITI or rent/utilities) based on 30 percent of their gross household income.

Workforce housing is defined by the Urban Land Institute as “affordable to households of low, moderate and above moderate income in a range of 60-120 percent of Area Median Income” (see Table II.C.6.).

**Table II.C.6.  
Income Levels**

Extremely Low Income	At or Below 30 % of Area Median Income (AMI)
Very Low Income	30.1% to 50% of the Area Median Income (AMI)
Low Income	50.1% to 80% of the Area Median Income (AMI)
Moderate Income	80.1% to 120% of the Area Median Income (AMI)
High Income	Above 120% of the Area Median Income (AMI)

Source: Broward County, Office of Urban Planning and Redevelopment, Planning Services Division, 2004

The individuals who are in need of affordable and workforce housing include those who work within Davie, but who cannot reside within town limits due to the high cost of housing in comparison to their income. The Town of Davie’s Housing and Community Development Office currently administers several housing programs which are designated to:

- expand affordable rental housing and homeownership opportunities for Davie residents, especially housing for the low and very low-income families and individuals.
- upgrade the existing housing stock by providing loans and/or grants to income-eligible homeowners to make home repairs and replace existing substandard/leaking roofs.
- Undertake Fair Housing outreach and educational campaigns to ensure that Davie residents have the widest range of housing choices available.

The Housing and Community Development Office also cultivates private and public partnerships which result in the provision of new and/or expanded programs and services to provide a continuum of care for all low income at risk residents.



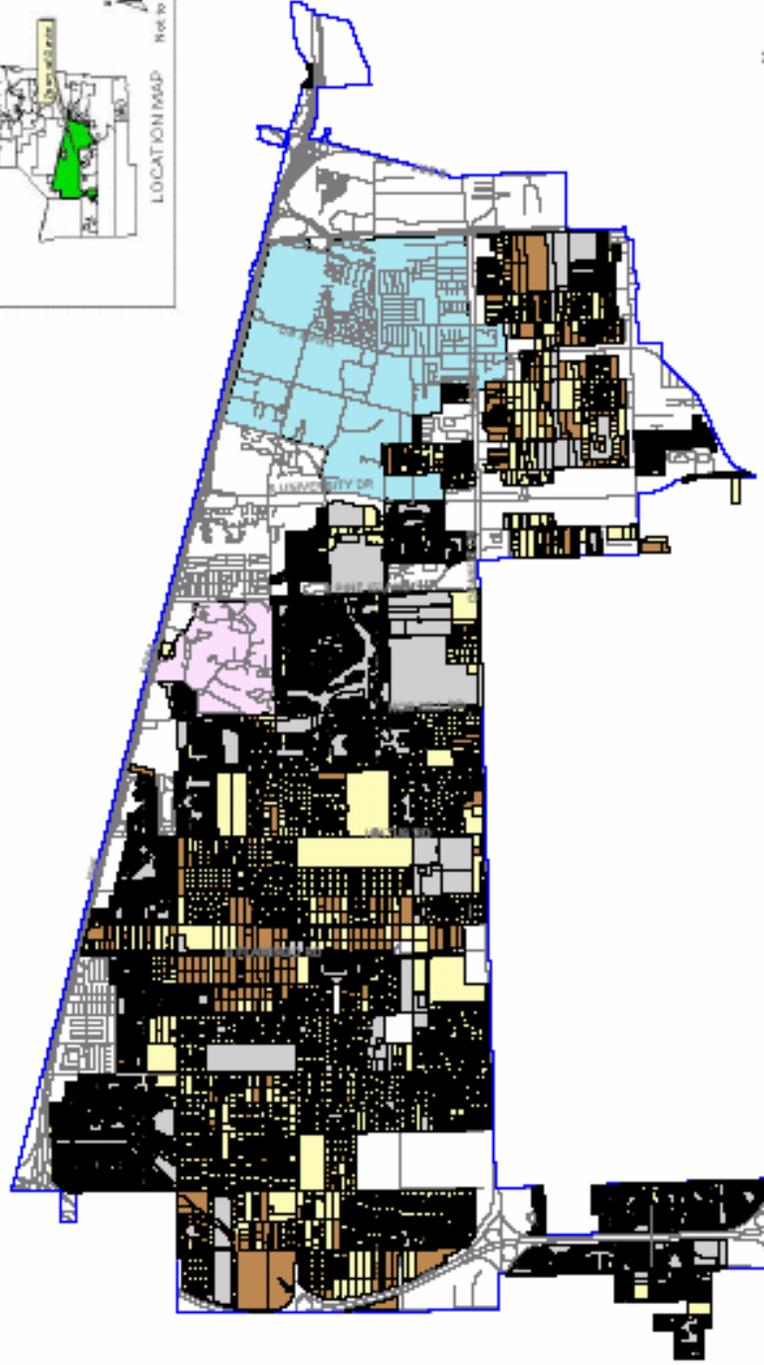
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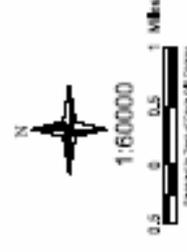
FIGURE II.C.2

Vacant/  
Developed  
Residential  
Land Use  
1-5 DU/AC

Maple Park, Broward County, Florida  
Appraisal Project  
Prepared by: Duke Properties, Inc.



- Vacant residential (1-5 DU/AC)
- Developed Residential (1-5 DU/AC)
- Undevelopable
- Unincorporated Broward County Regional Activity Center
- Regional Activity Center



Prepared by: Duke Properties, Inc.



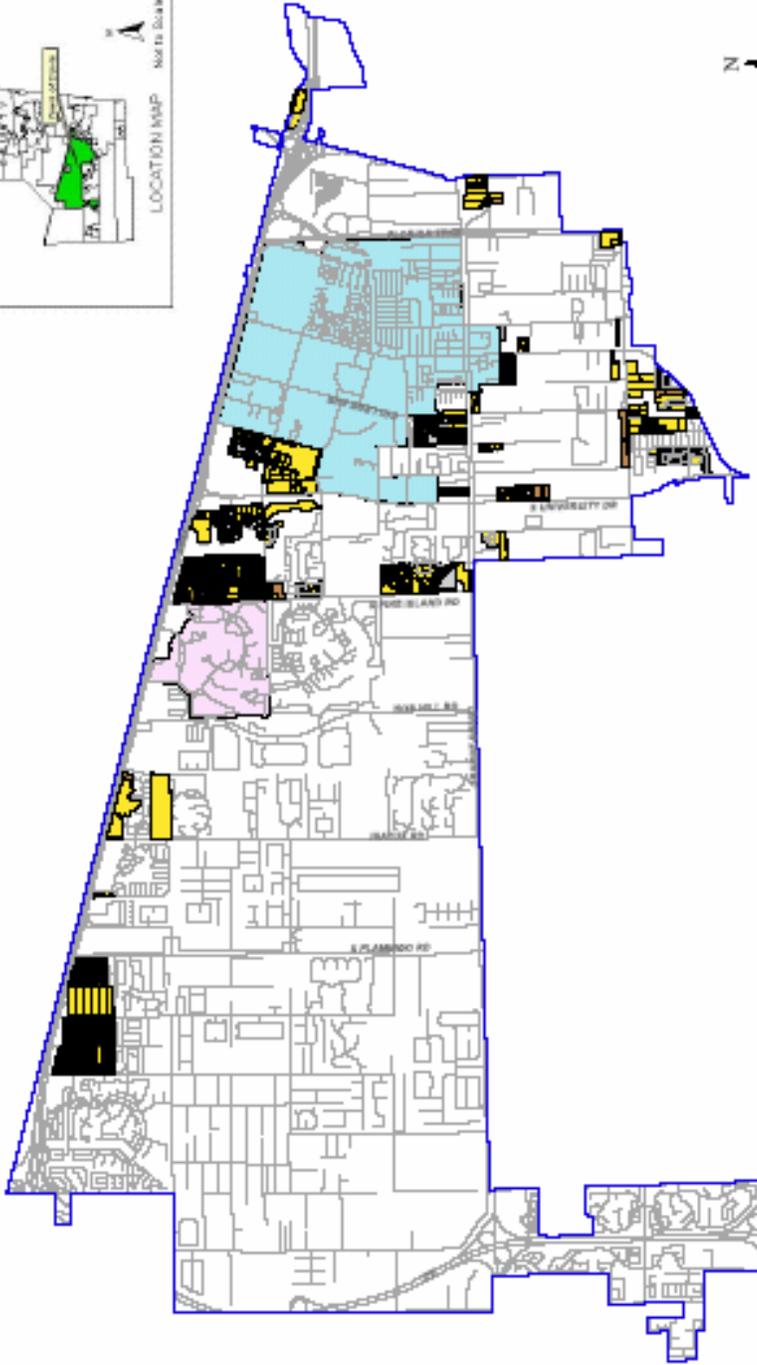
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### FIGURE II.C.3

## Vacant/ Developed Residential Land Use 6-22 DU/AC

Source: GIS, Geographic Property  
Information System  
Data Provided by Google Earth



- Vacant Residential (R-22 data)
- Developed Residential (R-22 data)
- Undeveloped
- Unincorporated Bowdoin County
- Regional Activity Center

Source: GIS, Geographic Property Information System  
Data Provided by Google Earth

The following funding activities undertaken by the Department of Housing and Community Development (FY 2005/06) principally benefit low/moderate income residents of the Town of Davie, and no displacement or relocation of Davie residents or businesses is anticipated:

**Single-Family Rehabilitation Program \$60,000:** Provision of financial assistance (loans and/or grants) on a Town-wide basis, to eligible low/moderate-income homeowners to make needed home repairs, and replace existing substandard and leaking roofs. (Housing Rehab)

**Paint Up/Fix Up Program \$15,000:** Provision of paint and painting materials for income eligible homeowners and renters to paint the exterior of their homes, and visually improve the aesthetics of the CDBG Target Areas. (Housing Rehab)

**Emergency Assistance/Homeless Prevention Program \$40,600:** Provision of emergency financial assistance to eligible lower-income Davie residents, to prevent homelessness and/or address emergency situations such as the need for food, shelter, transportation, etc., on a case-by-case basis. These funds may be provided contractually through a not-for-profit sub-recipient agency (Hope Outreach, Inc.), or under the direction of the Town's Housing & Community Development Director. (Public Service)

**Orange Park After-School Program for At Risk Youth \$62,696:** Structured after-school and evening programs targeted for at-risk youth and teenagers living in the Orange Park CDBG Target Area. (Public Service)

**Scholarship Program for Target Area Children \$5,200:** Provision of fee waivers/scholarship opportunities to the children of low-income target area residents, to allow them to participate in recreational, educational, or vocational opportunities. (Public Service)

**CDBG Target Area Improvement Program \$395,148:** Capital, street, and park improvements in the CDBG Target Areas, as follows: "Western" Target Area a/k/a "Orange Park" north of 10th Manor, south of State Road 84, between 130th and 136 Avenues; "Southern" Target Area a/k/a "Driftwood" situated south of Stirling Road, east of 78th Avenue, and north and west of the Davie Road Extension; and, the "Eastern" Target Area a/k/a Potter Park, bounded on the north by SW 29th Street (near Nova Drive), on the south by Orange Drive, to the west by Davie Road, and to the East by the Florida Turnpike. Improvements may include but are not limited to: improvements to existing community centers, facilities or parks; new or refurbished sidewalks, resurfaced streets, traffic calming alternatives, street lighting improvements, landscaping, and drainage. (Capital Improvements and Street Improvements)

**Fair Housing, Citizen Participation & Support Services \$144,661:** To plan, administer, and monitor the CDBG funds and activities; undertake comprehensive planning activities; apply for other related grants; expand Fair Housing Education and Outreach programs designed to remove impediments to fair housing choices and provide a wide range of housing opportunities for Davie residents; participate in homeless assistance initiatives; prepare Environmental Review Records/Assessments, etc. (Planning/ Administration, Fair Housing, Citizen Participation & Support Services).

**Table II.C.7.  
Town of Davie  
Affordable Housing Projects**

<b>Development Name</b>	<b>Location</b>	<b>Total Units</b>	<b>Housing Program</b>
<b>Assisted Housing</b>			
Barc Housing	2750 SW 75 <sup>th</sup> Ave.	21	HUD Multi-Family/Rent Supplement/HUD Bonds
Cameron Cove	2571 SW 79 <sup>th</sup> Ave.	221	Bonds
Federation Gardens of Davie	5701 SW 82 <sup>nd</sup> Ave.	80	HUD Multi-Family/Rent Supplement/HUD Bonds
Stirling Apartments	7350 Stirling Rd.	147	Bonds/Guarantee/Housing Credits/SAIL/SHIP
Stirling Apartments	4100 NW 77 <sup>th</sup> Ave.	15	HUD Multi-Family/Rent Supplement/HUD Bonds/SHIP
Summerlake Apartments	5941 Summerlake Dr.	108	Bonds/Housing Credits/SAIL/SHIP
Newport Apartments	6900 SW 39 <sup>th</sup> St.	219	HUD
<b>Other</b>			
Ehlinger Apartments	7481 NW 33 St.	100	Public Housing
Griffin Gardens	4881 Griffin Rd.	100	Public Housing
El Jardin	3300 El Jardin Dr.	233	Section 8 project based
<b>Single-family homes</b>			
Harmony Village	Driftwood Area	22	Habitat for Humanity of Broward County/SHIP housing grant
"Key West Style" Homes	SW 43 St.	9	CRA
<b>TOTAL</b>		<b>1,275</b>	

Source: Town of Davie Housing & Community Development. *Assisted Housing Inventory*, Shimberg Center for Affordable Housing.

The Town has worked collaboratively with many housing partners. Table II.C.7. identifies the affordable housing projects (including subsidized public housing) in the Town. The Town of Davie's Affordable Housing Incentive Plan was originally developed in 1998 to provide incentives (e.g. expediting permits, modification of impact fees) to qualified developers of affordable housing. As housing costs and land values continue to increase, it has become more difficult for many working families/individuals to rent or own a home. The Town's Affordable Housing Incentive Plan was enhanced in the summer of 2003 to expand the level of incentives available to developers. An additional revision in April 2004 encourages the development of much-needed affordable housing for Davie's workforce.

## Cost-burdened

Davie’s Consolidated Plan for Federal Funds 2002-2007 notes that when a household spends 30 - 50 percent of its annual income on housing it is considered “cost-burdened”; and if a household spends more than 50 percent of their annual income on housing, it is considered “severely cost burdened”. According to the Shimberg Center for Affordable Housing (2002), 9,457 households or 32 percent of all households in the Town of Davie were cost-burdened, 3,519 of these households were “severely” cost-burdened (see Table II.C.8.). According to 2005 data from the Shimberg Center for Affordable Housing, 10,584 households are cost burdened, a 12 percent increase since 2002.

## Affordable Housing Needs Assessment

Table II.C.9. indicates that of the “severely” cost-burdened households in 2002, 3,154 households, or 11 percent of all households, have incomes less than 80 percent of the AMI (Area Median Income). Further analysis of these 3,154 “severely” cost-burdened households (see Table II.C.10.) indicates that 47 percent have an income at or below 30 percent of the AMI, which is an “extremely low” income level. Thirty-three percent fell into the income level of “very low” (30-50% of AMI), and 20 percent were considered “low” income level (50-80% of AMI).

**Table II.C.8.**  
**Household Cost Burden (CB)**  
**Percentage of Income Spent on Housing by Tenure, 2002**

	<30% CB		30-49.9% CB		50+% CB		Total Households	
	Number	%	Number	%	Number	%	Number	%
Owner	16,588	72.3	4,176	18.2	2,178	9.5	22,942	100
Renter	3,883	55.6	1,762	25.2	1,341	19.2	6,986	100
<b>Total</b>	<b>20,471</b>	<b>68.4</b>	<b>5,938</b>	<b>19.8</b>	<b>3,519</b>	<b>11.8</b>	<b>29,928</b>	<b>100</b>

Source: *Regional and Local Profiles*, Shimberg Center for Affordable Housing.

**Table II.C.9.**  
**Number of Severely Cost Burdened (50%+) Households**  
**with Income less than 80% AMI by Tenure**

Tenure	2002	2005	2010	2015	2020	2025
Owner	1,834	2,097	2,551	3,049	3,617	4,150
Renter	1,320	1,477	1,746	2,010	2,279	2,542
<b>Total</b>	<b>3,154</b>	<b>3,574</b>	<b>4,297</b>	<b>5,059</b>	<b>5,896</b>	<b>6,692</b>

Source: *Affordable Housing Needs Assessment (AHNA)*, Shimberg Center for Affordable Housing.

**Table II.C.10.  
Number of Severely Cost Burdened (50%+) Households with Income less than 80% AMI by  
Tenure, 2002**

<b>Income Level</b>	<b>Owner</b>	<b>Renter</b>	<b>Total</b>	<b>%</b>
Extremely Low (<30 of AMI)	790	693	1,483	47
Very Low (30-50% of AMI)	546	487	1,033	33
Low (50-80% of AMI)	498	140	638	20
<b>Total</b>	<b>1,834</b>	<b>1,320</b>	<b>3,154</b>	<b>100</b>

Source: *Affordable Housing Needs Assessment (AHNA)*, Shimberg Center for Affordable Housing.

In order to determine the housing needs of current and future Davie residents, data from the Affordable Housing Needs Assessment provided by the Shimberg Center for Affordable Housing is analyzed by staff in this report along with locally generated data.

## 2. Potential Social, Economic and Environmental Impacts

Section 163.3191 (2)(e), F.S., requires that the potential social, economic, and environmental impacts for each major issue identified be addressed in the EAR.

Providing decent, safe and sanitary housing has numerous social benefits. Helping families to move into better quality housing, reduces substandard housing hazards, and saves in public health care costs. Children in low income households with access to affordable housing, have a better chance of succeeding in school, and later in the workforce<sup>1</sup>.

Affordable housing can also help families build their income. According to the National Center for Children in Poverty (NCCP), former and/or current welfare recipients with affordable housing aid had higher employment rates and incomes than those without it. As a result, households have more money to spend on goods (including health care, food, and transportation) that they might not have purchased without affordable housing.

Providing affordable housing opportunities near employment centers will not only enhance a competitive position in attracting and retaining business, but will also limit sprawl, traffic congestion and pollution. The availability of affordable housing near one's job results in shorter commute times, and allows for more time to be devoted towards building community participation in civic and school activities.

## 3. Identification of Comprehensive Plan Elements Impacted and Assessment of Effects on Specific Objectives

Section 163.3191 (2)(g), F.S., requires that the EAR assess whether current Comprehensive Plan objectives within each element, as they relate to the major issues, have been achieved.

<sup>1</sup>Buerkle, Karla and Christenson, Sandra (1999). "A Family View of Mobility Among Low-Income Children," *Cura Reporter*, Vol. 29, No. 2.

#### **a. Future Land Use Element**

Objective 25 and policies 25.1, and 25.3 are impacted because they address strategies to promote development in urban redevelopment areas, including low interest loans for housing rehabilitation and CDBG funding for new efficient affordable housing units.

#### **b. Transportation Element**

Goal 8 is impacted because it addresses retaining and expanding transit services for the elderly and other transportation disadvantaged groups.

#### **c. Housing Element**

Objective 3 and policies 3.1, 3.2 are impacted because they address the rehabilitation of substandard housing (through low interest loans, code enforcement efforts and the Neighborhood Improvement District)

Objective 4 and policies 4.1, 4.2 are impacted because they address housing opportunities in residential categories of the Future Land Use Plan for low and moderate income families, mobile homes, and specialized housing.

Objective 6 and policies 6.1 and 6.2 are impacted because they address the actual compilation and monitoring of the efforts herein described.

#### **d. Utilities Element**

no impacts requiring amendments.

#### **e. Recreation and Open Space Element**

no impacts requiring amendments.

#### **f. Intergovernmental Coordination Element**

Objective 1 and policies 1.5, 1.6, 1.7 are impacted because they address maximizing the coordination of state, region, county, other municipalities, special districts and organizations when it comes to affordable housing programs and opportunities.

#### **g. Capital Improvements Element**

no impacts requiring amendments

### **4. Recommendations**

**A major goal of the Town is to expand affordable rental housing and homeownership opportunities for Davie residents and continue to upgrade the existing housing stock.**

**As a means of realizing this goal, it is recommended that the Town implement the following strategies:**

**1. Ensure residential developments offer at least 20 percent affordable units for every project or other affordable house initiative/measure.**

Incentives can be provided to developers to ensure that all approved residential projects offer at least 20 percent affordable units that will allow households and families to secure affordable rental housing or purchase a new home, townhouse or condo. Incentives may consist of but not limited to a reduction in fees in the permitting and construction process, faster review time for building permits, donation of land, use of Federal, State and local grant funds, and tax incentives. Housing costs are rising at a rate where it has become unreasonable for the average worker to afford decent housing. A way that policymakers can measure the affordable housing needs of working families and households is to look at the age characteristics of those who are facing affordability problems and encourage communities designed for these specific family categories. The age categories for working families and households include 25 – 34 years of age, 35 – 54 years of age, and 55 – 64 years of age.

**2. The Town of Davie should look for opportunities for infill and redevelopment allowing affordable housing projects.**

The areas that should be considered are within the Regional Activity Center (RAC), the Driftwood Target Area, and vacant sites east of University Drive, south of Griffin Road and certain locations within the State Road 7 Corridor. The RAC and State Road 7 would be an appropriate place for infill and redevelopment because the Community Redevelopment Area is within the RAC and additional funding sources are available through the Community Redevelopment Agency (CRA) to assist in the development of parcels suitable for affordable housing. The RAC provides opportunities for additional residential design types permitting more developments to be built at allowable densities. The Driftwood Target Area still has vacant land that is suitable for affordable housing and affordable housing projects.

**3. Creation of an Affordable Housing Trust Fund.**

The funds available through an Affordable Housing Trust Fund will ensure that affordable, decent, safe, and sanitary housing for low- and very low-income households is available. Eligible projects can include the acquisition and rehabilitation of existing housing; new construction for single family and multifamily housing; and adaptive reuse of nonresidential buildings. Possible mechanisms to assist in getting funds for this Trust Fund include: including an additional fee in the development application process; developer fees in lieu of their 20 percent unit set-aside; and waiving the current technology fee within the fee schedule. Another possibility would involve the Town's budgeting for the Trust Fund. The State of Florida could provide matching funds (i.e. include money to supplement the fund). Another mechanism used successfully in other communities is requiring developments that cannot set aside a certain number of housing units to buy land and donate the land to the Town to build affordable housing units.

**4. Need for zoning flexibility and increased density in areas, designated by Town Council, where appropriate density already exists to support mixes of housing types and income levels.**

Begin discussions on where and when it may be appropriate to provide increases in residential density to create affordable housing units. Also begin discussion on allowing mother-in law quarters in certain developments or communities where homeowner associations exist and deed restrictions are put in place.

**5. Redevelopment of substandard Mobile Home Communities.**

Recognizing that most mobile homes in the Town are not developed at their maximum density, begin pursuing affordable housing strategies in those parks most susceptible to redevelopment, the leased lot communities.

**6. Continue to monitor the airport noise impact upon the eastern Mobile Home Parks and create a mitigation program to address the issue.**

Upon any expansion of the Ft. Lauderdale/Hollywood Airport all mobile home communities affected will require noise mitigation. For mobile homes this inevitably requires complete removal of housing units. Begin discussion with property owners of the leased parks on future development and potential redevelopment to include affordable housing units for existing residents with assistance from the Town's various mechanisms in place (fee reduction, affordable housing pool, outright subsidy, and federal and state housing funds).

## **D. Planning for Economic Vitality**

### **1. Background and Analysis**

According to the Capital Improvement Element of the Comprehensive Plan, the Town's general operating budget, in the past, has been sufficient to address operational needs. It has been determined, through the budget process, that with continued development and growth and with modest adjustments to the millage rate, the Town will be able to maintain a favorable economic condition. However, based on current economic and demographic trends impacting the budget, these assumptions have been reevaluated, as part of the EAR process, and will be addressed below.

The general economic and demographic dynamics in the Town of Davie are feeling the effects of rapid residential growth with limited expansion of the commercial/industrial sector. The Town of Davie's economic base includes limited suburban oriented retail, the South Florida Education Center, light industry along SR 7/441 and limited agriculture. As mentioned earlier, the Town is strategically located in the heart of Broward County, with major transportation corridors; I-595 to the north, I-75 to the west, Florida's Turnpike/State Road 7 to the east and a portion of Stirling and Griffin Roads to the south defining its borders. The Town has historically experienced strong population growth, with income and property values higher than county averages and with unemployment rates lower than the County.

The Town's tax base is highly dependent on residential uses for its revenues. The majority of available vacant land in the Town is low density residential which as the Town reaches build out will increase dependence on residential uses for revenues. Since businesses generally pay more in local property taxes than they require in local public services, they are generally viewed as net tax gains over residential uses. While the Town's dependence on residential uses has not been a problem in the past, due to future trends in growth and development, it could become a problem in the future. Therefore, the Town must endeavor to maintain a sustainable tax base.

The Town of Davie is rapidly approaching build out. The results of the most recent Land Capacity Analysis for the Town indicate that total vacant land represents approximately 11 percent or 2,396 acres of all land in the Town of Davie. Moreover, 78 percent or 1,869 acres of Davie's vacant land is designated as residential, while 12 percent or 280 acres is designated as commercial and 4.6 percent or 110 acres is designated as industrial land use (See Table IV.B.1. and Figures II.D.1. and II.D.2.).

The Town has an established Community Redevelopment Area (CRA) with historic downtown Davie at its core. The original 347 acre CRA encompassed downtown Davie and was later expanded to 1,104 acres by including additional residential, commercial and industrial areas to the east towards State Road 7. The Town is also home to the South Florida Education Center (SFEC) which includes Nova Southeastern University (NSU), University of Florida, Florida Atlantic University, Broward Community College, Broward Education Communications Network (BECON), and McFatter Technical Center. Nova Southeastern

University is the fourth largest private sector employer in Broward County with over 2,500 employees. The Town also has an established Regional Activity Center (RAC) which contains



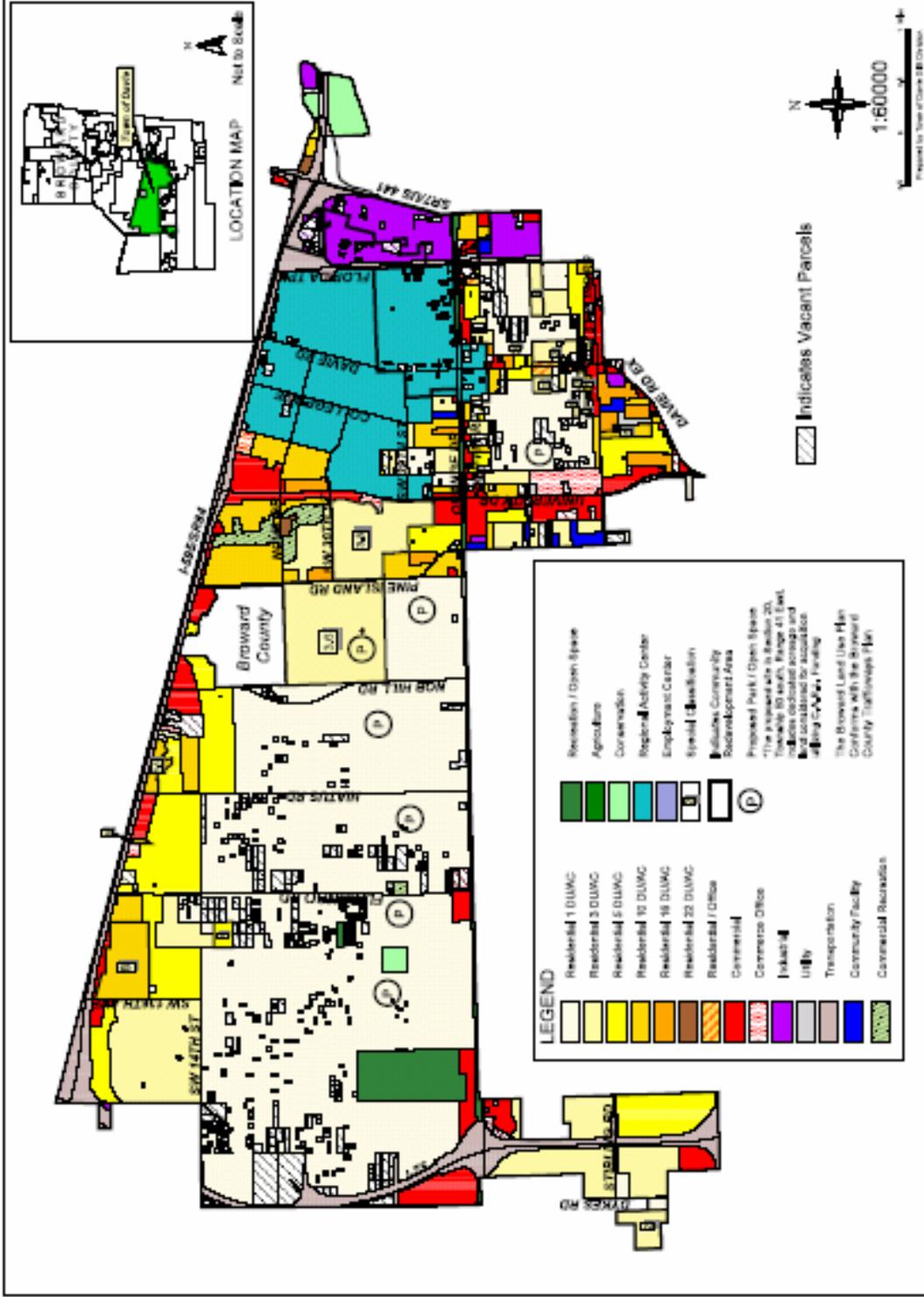
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FIGURE II.D.1

Vacant Parcels

Prepared by: J. B. ...  
Reviewed by: J. B. ...





the SFEC and a large portion of the CRA. However, while the universities generate a substantial population to live, work and shop in Davie, the universities themselves are exempt from paying taxes.

The Town of Davie has established commercial areas located adjacent to major transportation corridors including I-595, University Drive, Griffin Road and Florida's Turnpike/State Road 7. These existing commercial corridors are nearly built out, with only 280 acres of vacant commercial land remaining outside of the RAC. In the past two years, the Town has experienced the loss of approximately 85 acres of the remaining 280 acres viable commercial land outside of the RAC. This loss was due to the conversion of the land to parks (61 acres) or to other non-commercial land use categories.

The Town has worked in partnership, over the last seven (7) years, with the State Road 7/US 441 Collaborative which includes each of the 14 local government jurisdictions that span the corridor in Broward County and ex-officio membership from selected agencies and organizations. A master plan for SR 7/441 has been approved by the Town Council and pending approval by Broward County and DCA to encourage approximately 100 million square feet of commercial/research/industrial and approximately 4,000 residential units in a transit oriented mixed use corridor. In addition, the Town has begun a master plan process in the Regional Activity Center (RAC) land use category with property owners including Austin Foreman, Nova Southeastern University, Broward Community College, and Florida Atlantic University to create a multi-modal integrated campus complex including housing, transportation, and retail and research centers.

As part of the EAR process, the issue of the ability of the Town to provide necessary future facilities and services has been evaluated based on the following general components as they relate to the future economic vitality of the Town:

- Land Use/Redevelopment
- Existing Commercial Corridors
- Population
- Employment
- Housing
- Coordination of school location

### **Townwide Revenues and Expenditures:**

- **Revenues**

The primary sources of revenue for the general fund (FY 2004-05) are included in Table II.D.1.

**Table II.D.1.  
Town of Davie  
Primary Sources of Revenue**

<b>Revenue Category</b>	<b>Amount (\$)</b>	<b>Percent</b>
Ad Valorem Taxes	25,915,000.00	33
General Obligation Taxes	2,639,142.00	3
Charges for Service	7,707,209.00	10
Fines & Forfeitures	920,778.00	1
Franchise Fees	12,489,000.00	16
Gas Taxes	96,830.00	0
Intergovernmental	12,193,472.00	16
Licenses and Permits	7,673,396.00	10
Miscellaneous	5,886,416.00	8
Other Sources	2,453,143.00	3
<b>Total</b>	<b>77,974,386.00</b>	<b>100</b>

Source: Town of Davie Budget and Finance Department.

- **Expenditures**

The need for public services is established throughout the various elements of the Comprehensive Plan. The services and facilities identified in the Comprehensive Plan include:

- Public Education facilities
- Public Health facilities
- Traffic Circulation needs
- Sanitary Sewer needs
- Potable Water needs
- Drainage and Recharge needs
- Solid Waste Collection and Disposal needs
- Parks and Recreation needs
- Police and Fire Services

The general fund appropriations, by department, identified in the Town's adopted budget for FY 2004/05 are included in Table II.D.2.

**Table II.D.2.  
Town of Davie  
General Funds Appropriations**

<b>Department</b>	<b>Adopted Budget (FY 2004-2005)</b>	<b>Proposed Budget (FY 2005-2006)</b>
Town Administrator	2,338,871.00	2,455,391.00
Budget and Finance	1,865,302.00	1,428,986.00
Town Clerk	556,097.00	594,032.00
Development Services	6,522,313.00	7,270,342.00
Law Enforcement Services	23,347,603.00	25,338,294.00
Fire Protection Services	15,432,991.00	16,637,101.00
Public Works	5,181,571.00	6,116,547.00
Parks and Recreation	4,911,211.00	5,901,143.00
Human Resources	1,596,557.00	1,829,635.00
Housing & Comm. Dev.	149,119.00	219,859.00
Legal	640,945.00	826,922.00
Debt Service	5,418,316.00	5,197,191.00
Non-Departmental	639,550.00	4,158,943.00
<b>Total Appropriations</b>	<b>68,600,446.00</b>	<b>77,974,386.00</b>

Source: Town of Davie Budget and Finance Department.

The total amount of Ad Valorem Taxes budgeted for FY 2004/05 is \$25,915,000 which represents 33 percent of all general fund revenues. By comparison, FY 2004/05 expenditures for the Law Enforcement Services Department alone are estimated at \$23,347,603 which is only \$2,567,397 less than the Town will receive in Ad Valorem taxes. The balance of general fund revenues will be generated from franchise fees, charges for services and intergovernmental (sales) taxes.

### **Economic and Demographic Trends:**

The following analysis provides an overview of the economic and demographic characteristics of the Town of Davie and Broward County based on research related to population, income, employment, and housing trends.

### **Population**

According to the U.S. Census, the population of Davie increased from 47,217 in 1990 to 75,720 in 2000, a 60 percent increase. By comparison, Broward County's population increased by 29 percent and the State population increased by 24 percent. Broward County Population Forecasts (2004) indicate that the current (2005) population of Davie is 84,035 whereas the population of Broward County is estimated at 1,789,916. The population of Broward County is expected to grow to 2.2 million by 2020 while the population of the Town of Davie is expected to grow to 108,202. Population projections for 2000-2025 indicate an average annual growth rate of 1.8 percent for Broward County while the growth rate for Davie is 1.9 percent. It is important to note that these percentages are projected to decrease, between 2010-2025, to 1.4 percent for Broward County and 1.1 percent for Davie.

## **Employment**

According to the U.S. Census Bureau, 2003 American Community Survey, the estimated workforce population of the Town is 65,566 with 2,603 unemployed. The unemployment rate in the Town is 5.6 percent whereas the unemployment rate for Broward County is 7.6 percent.

## **Income**

According to the U.S. Census Bureau, 2003 American Community Survey, Davie's median household income is \$51,242 while the median household income in Broward County is \$42,659.

## **Housing**

According to the Shimberg Center for Affordable Housing, the Town of Davie has a total of 32,047 housing units, whereas Broward County has a total of 763,587 housing units. According to the U.S. Census Bureau, 2003 American Community Survey, the median house value in Davie is \$225,778 while the median house value in Broward County is \$193,623. Broward County has identified in their evaluation of the County's economy that the demand for and price of housing are expected to be strong as the population continues to grow and the supply of vacant land available for development shrinks.

The Town of Davie has experienced constant growth and according to the Broward County Population Forecasting Model 2004, will continue to grow through the year 2020. As the Town reaches build out and beyond, the rate of growth is expected to decline. Following build out, infill development and redevelopment will account for the majority of the expected population increase in the Town.

## **2. Potential Social, Economic and Environmental Impacts**

Section 163.3191 (2)(e), F.S., requires that the potential social, economic, and environmental impacts for each major issue identified be addressed in the EAR.

Planning for economic vitality encourages economic growth that is well- managed and balanced. It also allows for growth that supports and complements the Town of Davie's quality of life. This includes managing growth and development in a way that is consistent with the Goals, Objectives, and Policies of the Town's Comprehensive Plan.

By directing growth towards downtown, this area becomes a destination for all Town residents creating a community with a strong sense of place. This commitment and involvement to the greater Davie community increases the number of residents visiting downtown and provides economic opportunities for retail and other necessary community services. However, any in-fill development must balance the need for community parks and open spaces to be integrated into the area. Such passive open space enhances pedestrian mobility from one area to another within downtown.

### 3. Identification of Comprehensive Plan Elements Impacted and Assessment of Effects on Specific Objectives

Section 163.3191 (2)(g), F.S., requires that the EAR assess whether current Comprehensive Plan objectives within each element, as they relate to the major issues, have been achieved.

#### **a. Future Land Use Element**

Policies 7.1, 7.3, 7.4 are impacted because they address the expansion of the Town's economic base through expansion of the commercial sector.

Policies 9.1, 9.2, 9.4, 9.6 are impacted because they address the expansion of the Town's economic base through expansion of the industrial and manufacturing sectors.

Policies 10.1, 10.2, 10.3, 10.4, 10.5, 10.6 are impacted because they address development activities within the Regional Activity Center (RAC).

Policy 14.1 is impacted because it addresses facilitating utilities to meet the growing needs of the Town.

Objective 18 and policy 18.1 are impacted because they address mixed-use projects and other non-traditional developments to promote a diverse living and working environment.

Objective 19 and policy 19.3 are impacted because they address mixed-use and commercial development and redevelopment of blighted areas.

Objective 25 and policy 25.8 are impacted because they address the criteria which encourage economic development in urban redevelopment areas.

#### **b. Transportation Element**

Objective 4.1 and policies 4.1.11, 4.1.12 are impacted because they address access to major transportation facilities from commercial and/or industrial sectors, and infill development.

#### **c. Housing Element**

no impacts requiring amendments

#### **d. Utilities Element**

no impacts requiring amendments

#### **e. Recreation and Open Space Element**

no impacts requiring amendments

#### **f. Intergovernmental Coordination Element**

no impacts requiring amendments

## **g. Capital Improvements Element**

Objective 1 and policy 1.1 are impacted because they address those capital facilities necessary to serve existing and proposed development in the Town.

Objective 3 and policies 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, and 3.8 are impacted because they address the implementation of revenue policies which prevent undue or unbalanced reliance on certain revenues, especially property taxes, which provide adequate funds to operate programs.

## **4. Recommendations**

### **1. Encourage developments in key redevelopment areas.**

From a residential viewpoint, the Town of Davie is an attractive place to live. The challenge facing the Town is to encourage economic development and redevelopment while maintaining the existing high quality of life.

### **2. Increase economic vitality of the Town through public/private partnerships.**

The Town should provide policies to promote positive governmental attitudes and incentives along with economic development information. Examples include the SR7/441 Master Plan and the RAC Master Plan.

### **3. Assure that new commercial and industrial uses are appropriately located.**

The Town should continue to direct growth to identified Urban Development areas within Davie in order to discourage urban sprawl, reduce development pressures on rural lands, maximize the use of existing public facilities and centralize commercial, governmental, retail, residential and cultural activities.

### **4. Provide additional land use policies that will encourage infill development and redevelopment.**

The Town should provide incentives for attracting new businesses, retaining existing businesses and creating employment opportunities for Town residents.

### **5. Work with the Water Management Districts on area-wide drainage plans to allow infill development to occur.**

While the town has identified locations where a traditional urban core is encouraged, the lack of a system wide drainage plan limits the ultimate buildable area of parcels and results in undeveloped sites.

### **6. Research the ability to create an impact fee specific to those uses that may be tax-exempt.**

The total amount of land in the Town that is tax-exempt represents approximately 12 percent of the total land area. Essential services are still provided to such lands and separate agreements may be necessary to offset any additional cost to Town services.

### **7. Research alternative funding strategy mechanisms for the required and necessary infrastructure improvements in the Town's targeted redevelopment areas.**

### **8. Implement the SR7/441 Master Plan and RAC Master Plan (upon completion) to provide opportunities for economic growth in a meaningful and balanced way.**



## **E. Building an Adequate Local Road Network**

### **1. Background and Analysis**

Transportation within the Town and to adjacent communities serves as the pulse of the Town, with the movement of people and goods from place to place. There are several influences on the Town's transportation network, which will be described herein.

In the early part of the 1940's, the development of the Town occurred along transportation corridors. Historically, the Town was primarily rural, with a variety of agricultural land uses. The roadway network was used to transport agricultural products, such as citrus and later, nursery material, to market. As development boomed in Broward County in the mid-to-late 1980's, Davie began to experience growth and the roadway network encountered more traffic. Initially, east-west access in the Town was limited to Orange Drive, then Griffin Road, and a series of shorter through streets. Construction of the Port Expressway (present-day Interstate 595) began in the mid 1980's. North-south Roads such as Davie Road, University Drive, and Flamingo Road provided access between Griffin Road and Interstate 595. The improved vehicular access, relative abundance of vacant land, and intensifying development pressure in Broward County generated new development in the Town. New development materialized as single family residences, subsequent commercial and retail development in response to the single family residential development, as well as the growing South Florida Education Complex and the campus of Nova Southeastern University.

The Town of Davie is geographically defined by major roadways: Interstate 595 to the north, Griffin Road/Orange Drive to the south, Interstate 75 to the west, and US 441/State Road 7 to the east. Additionally, the Town is bisected by several north-south roadways such as the Florida Turnpike, Davie Road, University Drive, Pine Island Road, Nob Hill Road, and Flamingo Road. However, the Town does not have a good east-west network only consisting of through roads such as Griffin Road/Orange Drive and Interstate 595.

#### **Road Network**

The road network can be considered the Town's web of connectivity. The location and hierarchy of roads facilitate circulation within the Town and to adjacent municipalities. Identification of the primary directional roadways, their existing volume and capacity, and proposed improvements provides a means in which to determine if they have adequate capacity or are deficient and require necessary improvements.

The identification of deficiencies in the road network can be utilized as a tool to create a plan or alter the existing plan for roadway capacity and connectivity. Cross-parcel connections for retail/commercial developments minimize driveway cuts and the need for median cuts. Residential developments that have more than one entrance is beneficial because it increases access to the development for emergency purposes, access to public facilities, and the opportunities for recreational trail linkages.

Major north-south roadways that provide access to areas within the Town, as well as adjacent municipalities, characterize the roadway network in Davie. With the exception of Griffin Road, Stirling Road and SR 84/Interstate 595, the Town does not have many cross-connecting east-west roadway links through the Town. This characteristic limits through access in the Town, and requires traffic to use Griffin Road, SR 84/Interstate 595 or a circuitous route through the Town in order to travel across the Town in an east-west direction. The issue of east-west roadways within the Town has been discussed with colorful debate: public health-safety-welfare v. preserving the semi-rural flavor through the reduction of traffic and travel speeds.

The Town's popularity with residents of Broward County has led to an increase in growth and subsequent development. The land values in Davie have steadily risen as well as the volumes on the roadway network in the Town. The Town has adopted a policy to evaluate all proposed development and determine if it will generate an impact on the local roadway network. The Town has commenced generating development agreements that require proposed development(s) to pay their fare share of roadway and safety improvements in the Town, so not to burden residents and existing developments.

The semi-rural character of the Town with a concentration of horses and equestrian users, can inherently lead to conflicts with vehicular traffic. However, the Town's interconnecting network of trails and designated equestrian crossings reduces the conflict between equestrian and automobiles. The Town is investigating additional trails as well as an equestrian bridge across Flamingo Road to facilitate safety of equestrian users and Town citizens alike. Several of the equestrian areas in the Town, such as Vista View Park, Oak Hill Equestrian Center and Robbins Lodge, are connected by equestrian trails. Users have an option of trailering their horse(s) to the site as well.

### **Agency Coordination**

The Intergovernmental Coordination Element of the EAR addresses specific issues and methods for coordination between government agencies. The Town's coordination with intergovernmental agencies regarding transportation issues includes the following:

- Federal Highway Administration (FHWA)
- Federal Aviation Administration (FAA)
- Florida Department of Transportation (FDOT)
- Florida Turnpike Enterprise
- Broward County Metropolitan Planning Organization (MPO)
- Broward County: Transportation Planning Division
- Broward County: Parks & Recreation
- Broward County Department of Aviation
- Adjacent municipalities of Sunrise, Plantation, Weston, Hollywood, Cooper City, and Southwest Ranches

The Town of Davie coordinates with Florida Department of Transportation (FDOT) when there are improvements within the FDOT right-of-ways within the Town. The Town coordinates with Broward County on improvements with their review of all signage and

pavement marking on plans. Broward County Parks and Recreation Department coordinates with the Town on existing and proposed trail connections from Broward County parks to the Town’s trail network.

Broward County reviews proposed plats within the Town and determines if there is an impact on the roadway network, particularly those on the County’s roadway system.

While the Town of Davie does not have its own airport, the Town has been coordinating with a coalition of other municipalities to discuss potential effects of the expansion of the Hollywood-Ft. Lauderdale International Airport’s airside facilities and runways. The two agencies overseeing the improvements at the airport include the Broward County Board of Commissioners: Department of Airports, and the Federal Aviation Administration.

The Town of Davie does not have a railroad line within the Town limits. However, a shuttle service exists between the South Florida Education Center and the Fort Lauderdale/Hollywood International Airport Station at Griffin Road in Dania Beach. The closest access to Amtrak service is located at the Sheridan Street Station at 2900 Sheridan Street in Hollywood. The Amtrak service available at the Sheridan Street and Hollywood Boulevard stations includes service from Florida to the northeast

**Existing Conditions**

An existing roadway network serves the Town of Davie. An extensive trail system parallels many of the roads in the Town and their location is illustrated in subsequent figures in this document. A detailed description of the trail network is discussed in the Parks, Open Space, and Conservation Element. The north-south connectivity is apparent, as is the major east-west connectivity of Interstate 595 and Orange Drive/Griffin Road. Figure II.E.1. illustrates the functional classification of the existing roadway network. Figure II.E.2. identifies the number of existing travel lanes associated with the roadway network.

There are several north-south roadways (see Table II.E.1.) that transverse the Town of Davie.

**Table II.E.1.  
Existing North-South Roadways in the Town of Davie**

<b>Roadway</b>	<b>Location</b>
<b>Major Roadways:</b>	
SR 7/US 441	North of Interstate 595 to SW 54 <sup>th</sup> Court
Florida Turnpike	Interstate 595 to Stirling Road
Davie Road	Interstate 595 to University Drive/Davie Road Extension
University Drive	Interstate 595 to Davie Road Extension
Pine Island Road	Interstate 595 to Stirling Road
Nob Hill Road	Interstate 595 to Griffin Road
Flamingo Road	Interstate 595 to Griffin Road
SW 136 <sup>th</sup> Avenue	Interstate 595 to SW 36 <sup>th</sup> Court
<b>Minor Roadways:</b>	
Hiatus Road	Interstate 595 to Orange Drive
Shotgun Road	SW 14 <sup>th</sup> Street to Orange Drive

SW 148 <sup>th</sup> Avenue	SR 84 to SW 14 <sup>th</sup> St./SW 17 <sup>th</sup> St. to SW 20 <sup>th</sup> St./SW 23 <sup>rd</sup> St. to SW 31 <sup>st</sup> Ct.
College Avenue	SR 84 to SW 41 <sup>st</sup> Pl.
SW 130 <sup>th</sup> Avenue	SR 84 to SW 36 <sup>th</sup> Court

Source: Town of Davie, 2004

These corridors generally parallel each other and go between Stirling Road or Orange Drive north to State Road 84.

The Town of Davie has good connectivity and a hierarchy of north-south roads. This provides a variety of routes through the Town and the local roads provide access to the rural-type residential areas from SR 84 and Griffin Road.

The Town of Davie has three primary east-west corridors and several minor east-west connections within the Town. The 1995 Evaluation and Appraisal Report noted that the Town lacked adequate east-west connectivity in light of the number of north-south roadways. Table II.E.2. identifies the east-west roadways.

**Table II.E.2.  
Existing East-West Roadways in the Town of Davie**

Roadway	Location
<b>Major Roadways:</b>	
<b>Interstate 595</b>	East of SR 7/US 441 to Interstate 75
<b>SR 84 (eastbound)</b>	Eastern Town boundary to Interstate 75
<b>Griffin Road</b>	SR7/US 441 to western Town boundary, west of Interstate 75
<b>Minor Roadways:</b>	
<b>Orange Drive</b>	SR7/US 441 to Shotgun Road
<b>Nova Drive</b>	Davie Road to west of Pine Island Road
<b>SW 14<sup>th</sup> Street</b>	SW 130 <sup>th</sup> Avenue to Weston Road
<b>SW 26<sup>th</sup> Street</b>	Hiatus Rd. to Flamingo Rd./SW 127 <sup>th</sup> Ave. to SW 148 Ave./SW 150 block to Shotgun Rd.
<b>SW 30<sup>th</sup> Street</b>	College Avenue to Pine Island Road
<b>SW 39<sup>th</sup> Street</b>	Davie Road to University Drive

Source: Town of Davie, 2004

Note: SR 84 westbound is located in the City of Plantation

The east-west roadway network continues to lack thorough connectivity, as noted in the 1995 EAR. A number of reasons can be attributed to this, including large parcels that front the north-south roadways and were developed without consideration for through connections, lack of roadway network planning and coordination when the Town was rapidly developing, and a change in travel patterns due to increased development. In addition, existing Comprehensive Plan policies discourage straight connections that would result in cut-through traffic. These policies also had the unintended consequences of reducing available right-of-way allowing acceptable street connections.

At present, major portions of the Town have been developed. The agricultural character of the Town did not result in many trips being generated in comparison to the present day conditions of residential, commercial, retail, industrial and institutional land uses. The

conversion of lands from less-intense agricultural use to residential, commercial, retail, and industrial generates more trips per roadway segment.

The Town has several different classifications of roadways operated under the auspices of three agencies: the Town of Davie, Broward County, and the Florida Department of



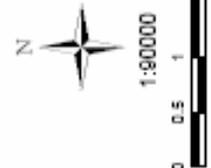
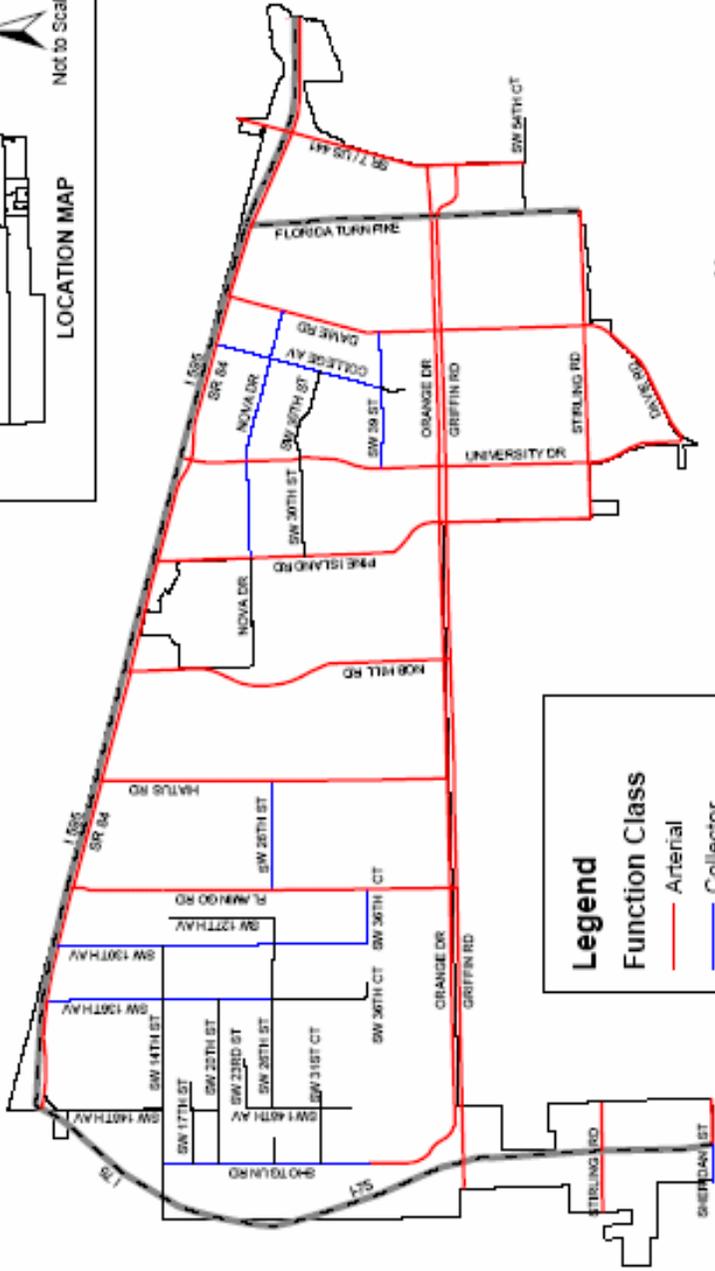
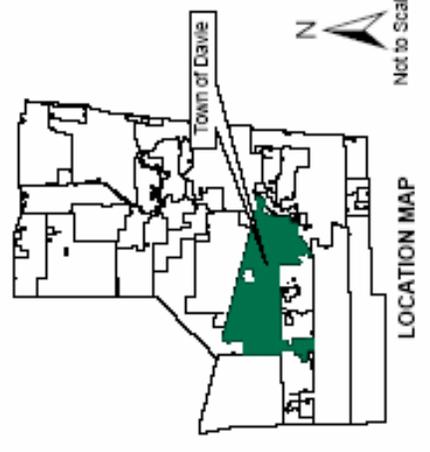
# Town of Davie

2005  
Evaluation and  
Appraisal Report

ROADWAY  
FUNCTIONAL  
CLASSIFICATIONS

FIGURE II.E.1  
Roadway Functional  
Classifications  
2005

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**Legend**

**Function Class**

- Arterial
- Collector
- Expressway
- Local Street
- Davie Town Limits

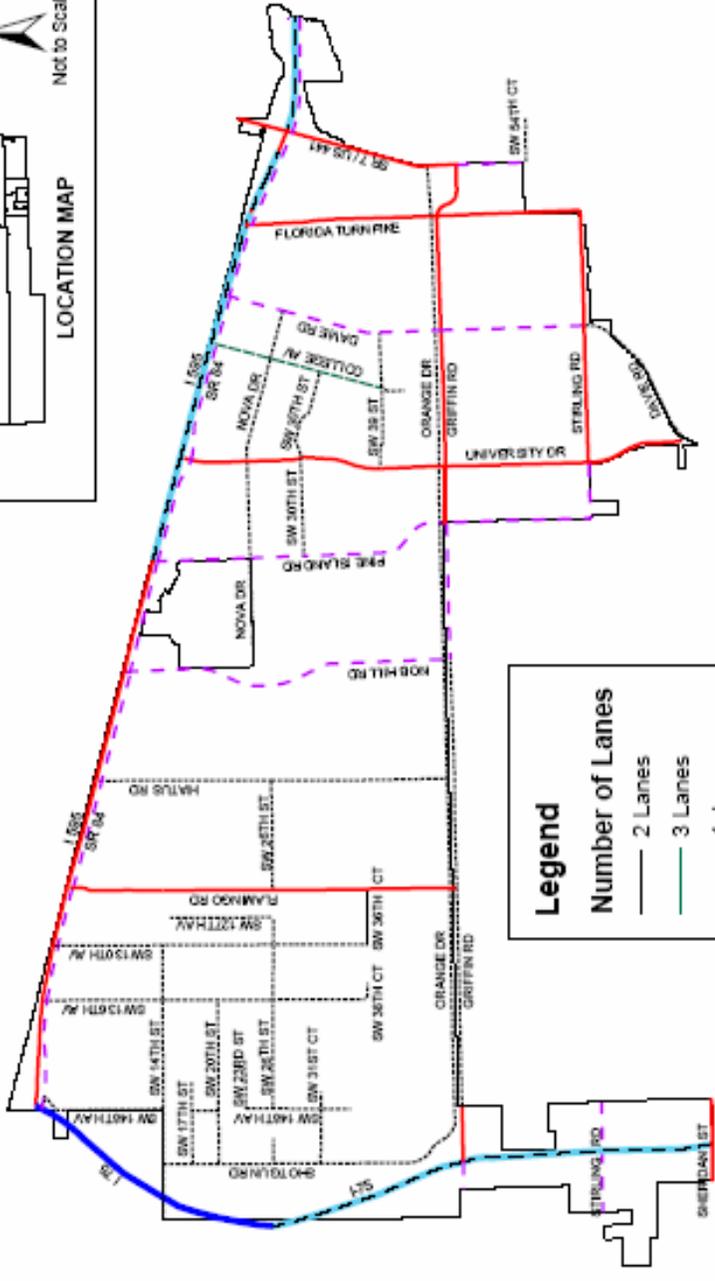
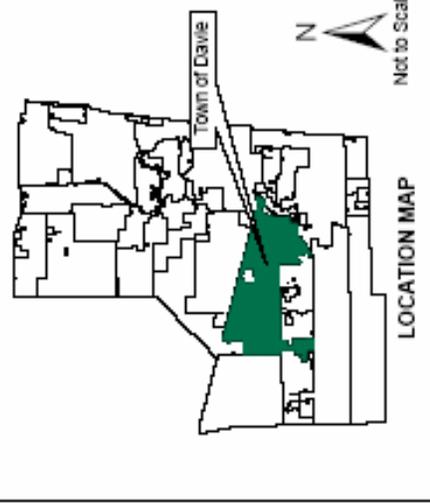


# Town of Davie

2005  
Evaluation and  
Appraisal Report

ROADWAY  
LANES

FIGURE II.E.2  
Roadway Lanes  
2005



**Legend**

**Number of Lanes**

- 2 Lanes
- 3 Lanes
- - - 4 Lanes
- 6 Lanes
- 8 Lanes
- 10 Lanes

Transportation. The identification of responsible agencies is important for continued coordination and planning to maintain the Town's adopted Level of Service.

The Federal Highway Administration defines functional classification as the process by which streets and highways are classified according to the character of traffic service they intend to provide. There are three basic functional classifications: arterial, collector, and local roads. The Town has all three types of roadways within its limits.

According to the 2002 Florida Department of Transportation Quality/Level of Service handbook, roadway functional classification is defined as the assignment of roads into systems according to the character of service they provide in relation to the total road network. Generally, roadways are classified as freeways, arterials, and collectors. The Town of Davie recognizes local roadways as trafficways that are not in the adopted Broward County Trafficways plan, and are under the Town's jurisdiction for maintenance and repair.

A freeway, such as Interstate 595 and Interstate 75, is a multi-lane divided roadway with a minimum of two (2) lanes for traffic in each direction. Entering and exiting the freeway is limited to interchanges and there are rarely signalizations on freeways.

An arterial roadway is a signalized roadway that is not classified as a freeway and primarily serves through traffic and has intersections less than two (2) miles. Arterial roadways in the Town include Griffin Road and State Road 84.

A collector roadway is defined as a road that provides land access and traffic circulation with residential, commercial and industrial areas. Collector roadways in the Town include Orange Drive and Davie Road.

The Level of Service (LOS) definitions utilized in the series of tables are defined in the Highway Capacity Manual (2000 edition, page 10-16). The manual is a standard reference for traffic engineers and planners and defines Level of Service using six (6) categories to represent reasonable ranges of delay a driver may experience. They are described herein:

**LOS A** describes operations with low control delay, up to 10 seconds per vehicle delay. This Level of Service occurs when the progression of traffic along a roadway or intersection is extremely favorable and many vehicles do not stop at all. Short intersection cycle length may tend to contribute to low delay values.

**LOS B** describes traffic operations with control delay greater than 10 seconds and up to 20 seconds per vehicle delay. This level generally occurs with good progression of traffic flow, short intersection cycle lengths, or both. More vehicles stop with LOS A, causing higher levels of delay.

**LOS C** describes traffic operations with control delay greater than 20 and up to 35 seconds per vehicle delay. These higher delays may result from only fair progression, longer intersection cycle length, or both. Individual intersection cycle failures may begin to appear at this level. Intersection cycle failure occurs when a given green signal phase does not serve queued vehicles and there the green signal phase is not long enough to accommodate the peak hour. The overflow

occurs. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

**LOS D** describes operations with control delay greater than 35 and up to 55 seconds per vehicle delay. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long intersection cycle lengths, and high volume-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual intersection cycle failures are noticeable.

**LOS E** describes operations with control delay greater than 55 and up to 80 seconds per vehicle delay. These high delay values generally indicate poor progression, long intersection cycle length, and high volume-capacity ratios. Individual intersection cycle failures are frequent.

**LOS F** describes traffic operations with control delay in excess of 80 seconds per vehicle delay. This level, considered unacceptable to most drivers, often occurs with over saturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high volume-capacity ratios with many individual intersection cycle failures. Poor progression and long intersection cycle lengths may also contribute significantly to high delay levels.

Table II.E.3. identifies those Town roadways not meeting a LOS of “D”. The table includes data on existing average daily traffic (ADT) volumes, and existing LOS for 2003. Additionally, the volumes, Level of Service, and volume/capacity ratios were determined on 5-year intervals through the 2025 planning horizon line. The existing 2003 ADT volumes were obtained from the Broward County Traffic Report. Future volumes were calculated utilizing the 2025 future volumes and utilizing a regression equation.

**Table II.E.3.  
Town Roadways Not Meeting the Level of Service “D”**

<b>Roadway</b>	<b>Segment (to/from)</b>	<b>Existing LOS / <u>ADT</u> Volume</b>
Griffin Road	160 <sup>th</sup> Avenue / Interstate 75	F / 36,000
	SW 148 <sup>th</sup> Avenue / Flamingo Road	F / 21,848
	Flamingo Road / Nob Hill Road	F / 18,200
Orange Drive	Davie Road / Florida’s Turnpike	E / 12,077
	Florida’s Turnpike / State Road 7	E / 12,077
Nova Drive	University Drive / College Avenue	F / 20,398
	College Avenue / Davie Road	F / 20,796
State Road 84	SW 136 <sup>th</sup> Avenue / Flamingo Road	E / 44,750
	Pine Island Road / University Drive	E / 44,500
	University Drive / Davie Road	F / 52,500
	Davie Road / Florida’s Turnpike	F / 52,500
Interstate 595	SW 136 <sup>th</sup> Avenue / Flamingo Road	F / 140,000
	Flamingo Road / Hiatus Road	F / 154,000
	Hiatus Road / Nob Hill Road	F / 143,500
	Nob Hill Road / Pine Island Road	F / 172,000
	Pine Island Road / University Drive	F / 174,500
	University Drive / Davie Road	F / 181,725
	Davie Road / Florida’s Turnpike	F / 164,500

	Florida's Turnpike / State Road 7	F / 173,500
Davie Road	University Drive / Stirling Road	F / 18,897
	Nova Drive / State Road 84	F / 43,500
University Drive	SW 39 <sup>th</sup> Street / Nova Drive	F / 52,500
	Nova Drive / State Road 84	F / 61,500
SW 136 <sup>th</sup> Avenue	SW 14 <sup>th</sup> Street / State Road 84	E / 10,559
College Avenue	SW 39 <sup>th</sup> Street / State Road 84	F / 17,722
SW 130 <sup>th</sup> Avenue	SW 36 <sup>th</sup> Court / Interstate 595	E / 10,559

Source: Florida Department of Transportation, 2003 and URS, 2004. Town of Davie Level of Service Table, 2004, by URS Corporation.

Existing and future Level of Service are illustrated in Figures II.E.3A, II.E.3B., and II.E.3C. The roadway level of service is depicted by a series of line weight. The figures indicate that there are several roadway segments that do not meet the adopted Level of Service "D" for the current planning year as well as for 2015 and 2025 projections.

The projected roadway level of service for 2015 is illustrated on Figure II.E.3B. It indicates that additional roadway links will fall below the adopted Level of Service "D". In addition to the roadways identified in the previous table, Interstate 75 (southern portion) and the Florida Turnpike will reach a LOS of "F" along with Pine Island Road south of Nova Drive, University Drive south of SW 39<sup>th</sup> Street and the entire length of SW 130<sup>th</sup> Avenue.

The 2025 Level of Service planning horizon is illustrated in Figure II.E.3C. The network of roadways around the campus area is projected to have a Level of Service of "F" as well as the entire length of Griffin Road. Flamingo Road and Nob Hill Road are also projected to have a LOS of "F" for their entire lengths in the Town. While the 2025 projections are based on the Broward County model, a specific sub-area model would be able to focus on the Town's roadway and provide more precise projections of traffic volumes. The projections of a sub-area model may be lower.

The roadway links that do not meet the adopted Level of Service of "D" for 2005 are a combination of State, County and Town roadway facilities. Interstate 595 is a state roadway and has a volume/capacity ratio ranging from 1.19 (Davie Road to Florida's Turnpike) to 0.99 (Pine Island Road to University Drive). It is a roadway that connects the City of Weston and Alligator Alley to Interstate 95, the City of Fort Lauderdale, and the airport and port facilities. It is the major east-west roadway in Broward County.

Town roadways that do not meet the adopted Level of Service are portions of SW 136<sup>th</sup> Avenue (north of SW 14<sup>th</sup> Street) , College Avenue, SW 130<sup>th</sup> Avenue, Orange Drive (east of Davie Road), and Nova Drive (east of University Drive). The roads around the South Florida Regional Education Center, including College Avenue, Nova Drive, and Davie Road (north of Nova Drive), have a LOS of "F". Broward County roadways include Griffin Road and University Drive. Griffin Road is a major east-west in Broward County that goes from Dania Beach west to Interstate 75 near the City of Weston, traversing through a number of cities and possessing land uses that include residential, commercial, retail, industrial, and transportation.

Table II.E.4. Identifies the traffic generators and use type. Their respective locations are located on Figure II.E.4.





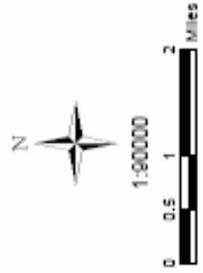
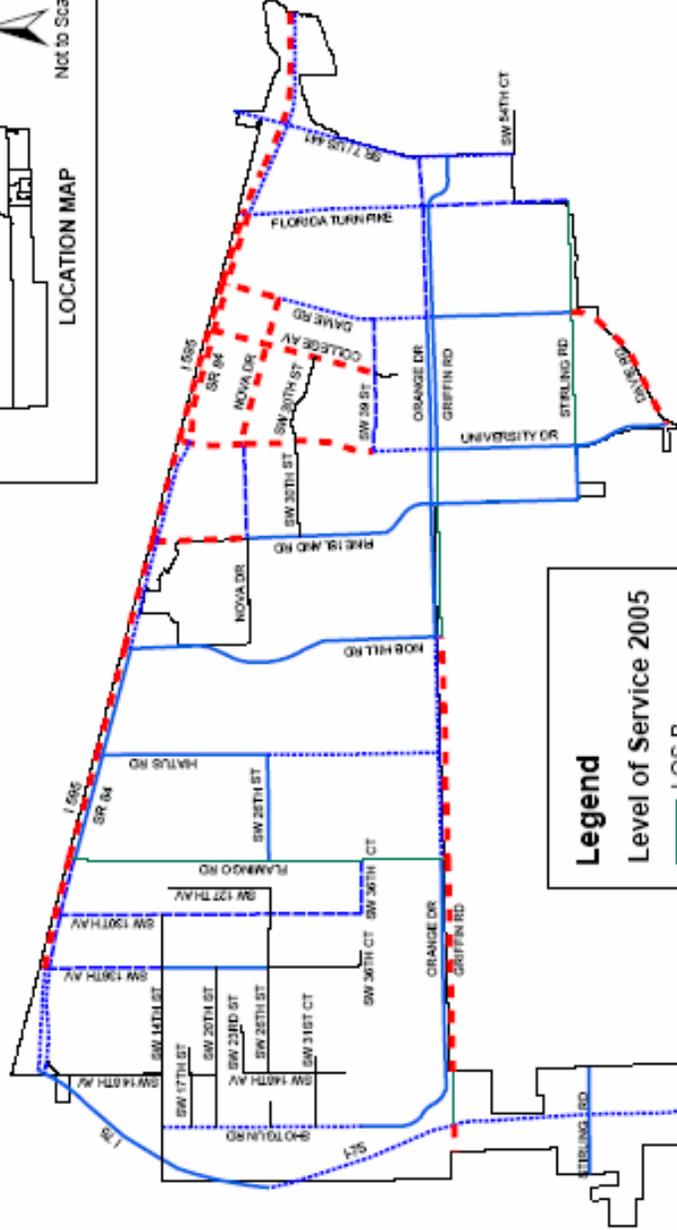
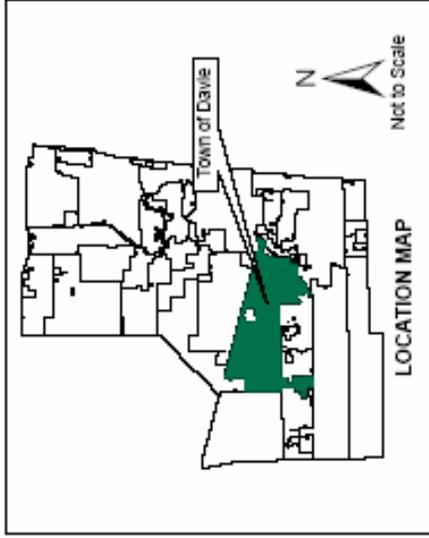
# Town of Davie

2005  
Evaluation and  
Appraisal Report

ROADWAY  
LEVEL OF SERVICE

FIGURE II.E.3.A  
Roadway  
Level of Service  
2005

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**Legend**

Level of Service 2005

- LOS B
- LOS C
- LOS D
- LOS E
- LOS F



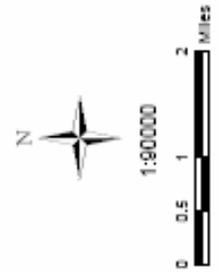
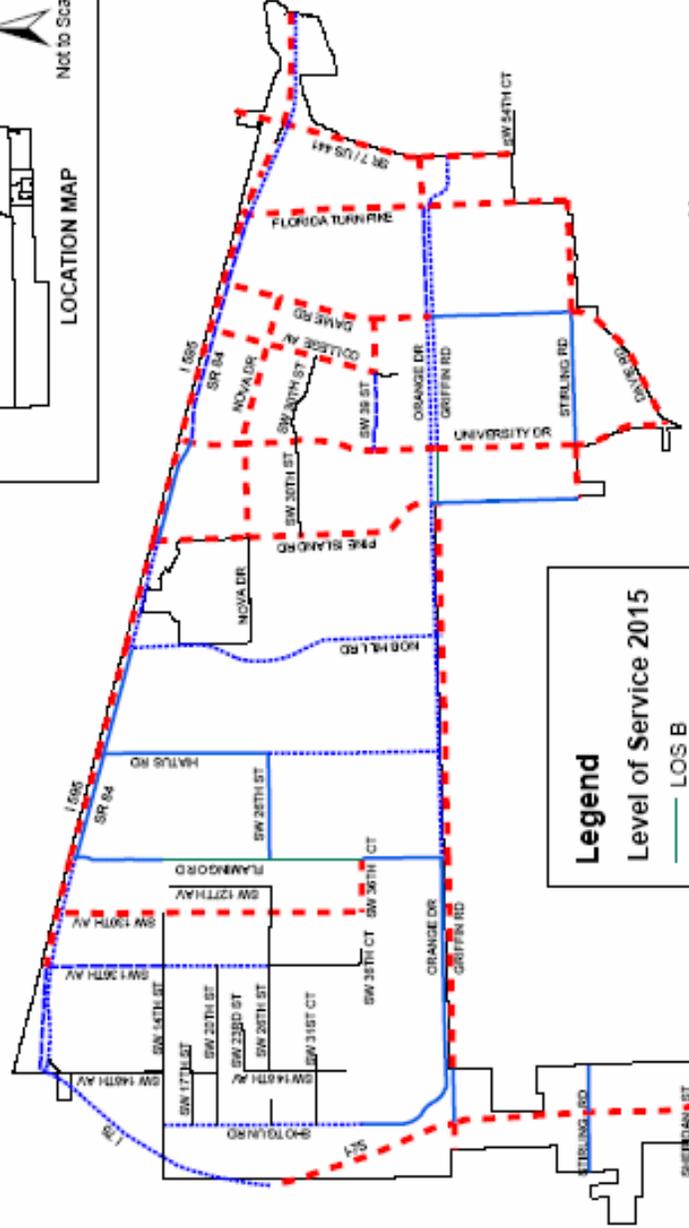
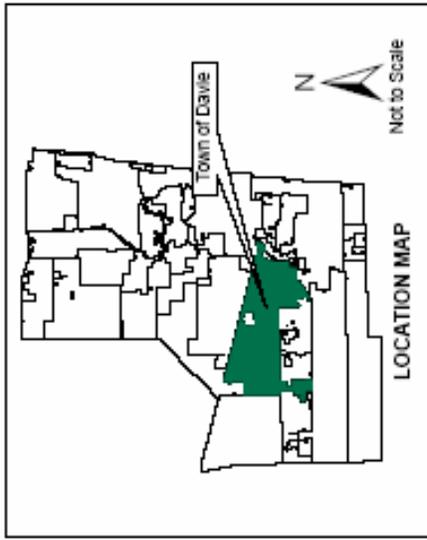
# Town of Davie

2005  
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ROADWAY  
LEVEL OF SERVICE

FIGURE II.E.3B  
Roadway  
Level of Service  
2015

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**Legend**

Level of Service 2015

- LOS B
- LOS C
- LOS D
- LOS E
- - - LOS F



# Town of Davie

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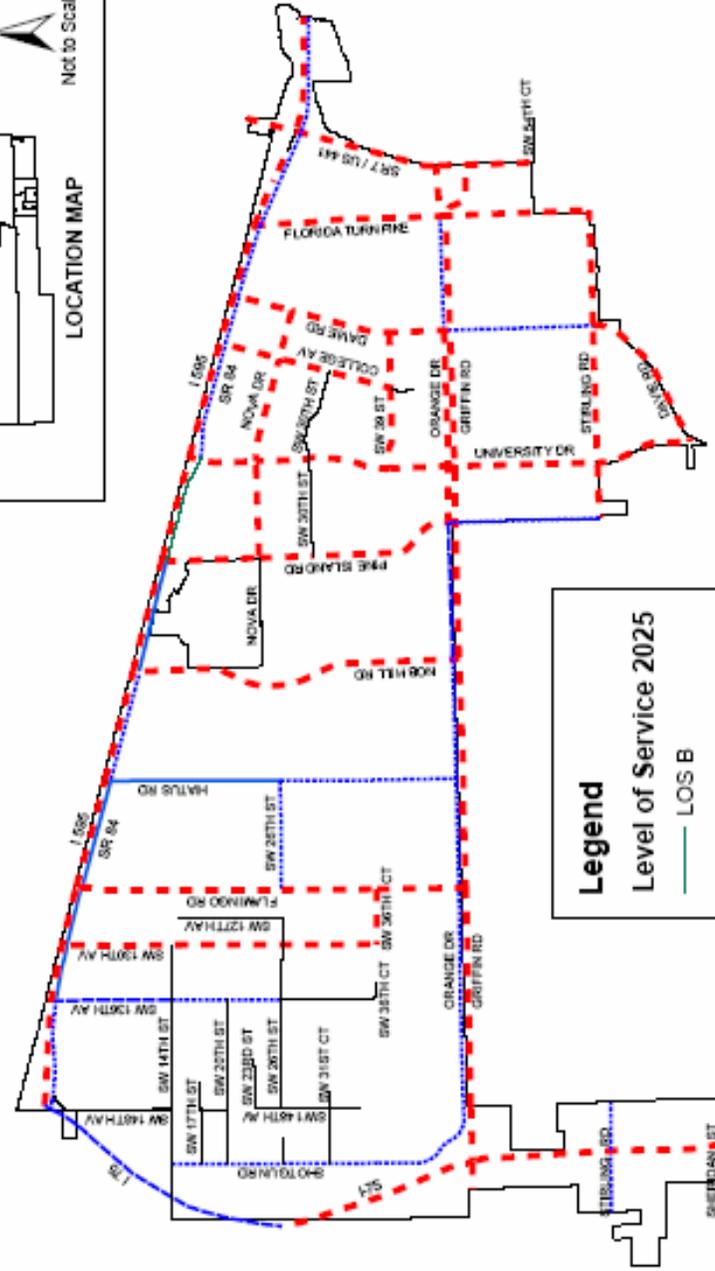
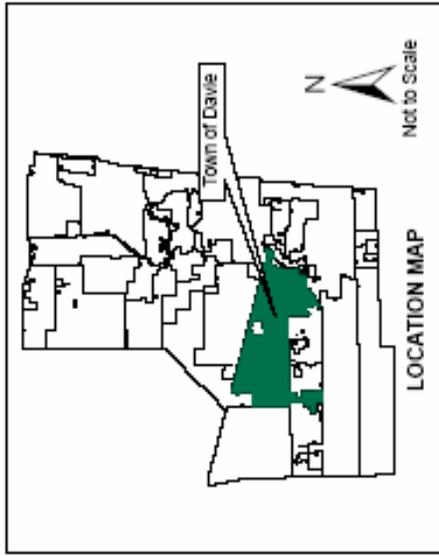
ROADWAY  
LEVEL OF SERVICE

FIGURE II.E.3C  
Roadway  
Level of Service  
2025

Prepared by:



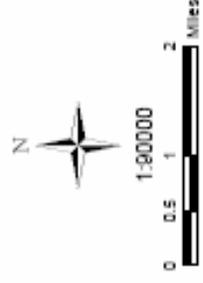
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**Legend**

Level of Service 2025

- LOS B
- LOS C
- LOS D
- LOS E
- - - LOS F



**Table II.E.4.  
Traffic Generators in the Town of Davie**

<b>Name of Traffic Generator</b>	<b>Type</b>	<b>Location</b>
South Florida Education Complex	Institutional	West of Davie Rd, East of University Dr, north of SW 39 <sup>th</sup> St
Multifamily Housing - NSU area	Residential	West of Davie Rd, East of University Dr, north of SW 39 <sup>th</sup> St
Andrx	Industrial	North of Griffin Road, west of US 441
SR 84 Commercial/Retail area	Commercial Retail	East of Interstate 75, west of University Drive
Towers Shops - Shopping Center	Commercial Retail	University Drive, south of SR 84, north of Nova Drive
Flamingo Commons	Commercial Retail	West of Flamingo Road, north of Orange Drive
Miami Area Auto Auction	Commercial	US 441/SR 7, north of Griffin Rd
Downtown Davie	Commercial Retail Institutional	Davie Road, south of SW 39 <sup>th</sup> Street to SW 37 <sup>th</sup> St
Davie Truck Center (proposed)	Commercial	East of Florida's Turnpike, east of US 441/SR 7 and South of I-595

Source: Davie-Cooper City Chamber of Commerce, 2004; URS windshield survey, 2004.

Major traffic generators are defined as land uses that produce a high volume of trips in context to surrounding land uses and attracts trips from both local and regional areas. Other major traffic generators outside the Town boundaries that may influence traffic volume and operations include: Seminole Hard Rock Cafe, a mixed-use entertainment complex; commercial/industrial land uses along State Road 7/US 441; Plantation Corporate Park; Sunrise Corporate Park and; the Waldrep property.

The existing Industrial District is well located, with access and visibility from I-595 and the Florida Turnpike. The Industrial District should be an attractive address for high value businesses. Currently, the land remains undeveloped which results in an inadequate internal grid system of streets providing weak connectivity to the regional street network and surrounding neighborhoods.

The area needs to be better connected to surrounding neighborhoods and critical destinations outside the district. Furthermore, a strong internal roadway network needs to be developed to support more intense levels of development, without overloading the existing system of arterial roadways. The Industrial Area is part of the Citizens' Master Plan which calls for the redevelopment of the existing Industrial District as a mixed use Industrial/Research District. The Master Plan recognizes that better roadway connectivity and more attractive roads will need to be provided within the District for the businesses to be successful.

A 32.8 acre site north of Spur Road was annexed into Town in 1996 and the site was rezoned to the newly-enacted Truck Stop (TS) district. The Town of Davie Truck Stop parcel is generally located in northeast Davie between US 441 and the Florida Turnpike, immediately south of I-595. It has a former access road right-of-way with Burris Road on its eastern and the Florida Turnpike on the west and the old Spur Road for access on the south. Currently, Burris Road

and SW 30<sup>th</sup> Street do not provide connectivity to Spur Road. There is a future need for road right-of-way creating a traditional grid in the eastern portion of the Town, including the need for right-of-way along the Spur Road. In addition, Burris Road and SW 30<sup>th</sup> Street do not provide connectivity in the eastern portion of the Town but should in the future.

Future development in the Town can affect the roadway volumes. One example of future development includes the redevelopment of the southeast corner of Griffin Road and Davie Road as a mixed-use project. The Town also encourages redevelopment of the Griffin Road corridor and has established a Griffin Road overlay with zoning and land use guidelines. Also, the Town encourages the Development and re-development in the downtown core area. The Community Redevelopment Agency facilitates the development of the area as well as compliance with the Town's downtown western theme district.

Programmed roadway improvements have been planned by local and state agencies and take into consideration existing and future volumes. There are two long-range transportation improvements planned by Broward County that would affect the Level of Service and capacity in the Town. Griffin Road will expand from two to four lanes west of Nob Hill Road. Within a five to ten year planning horizon, a rapid transit corridor is planned along Interstate 595 from the City of Weston to east of Interstate 95.

The Town does not have a railroad or airport, and these were excluded from subsequent analysis of this element. The shuttle between the South Florida Regional Education Center and the Tri-Rail station is discussed in the Transit subsection.

Nova Southeastern University operates an intra-campus shuttle comprised of a fixed route circulator for students, faculty and staff. The shuttle has a short headway time and operates from early morning to the late evening. The shuttle buses stop at university buildings, but potential passengers are encouraged to "wave and ride" to board the shuttle.

The growth and subsequent expansion of Nova Southeastern University includes an Academical Village located on University Drive, adjacent to the existing campus. The former shopping center will be replaced by a mixed use development that includes clinic space, a hospital, hotel/conference center, office, retail, and residential. As a part of the planned expansion, Nova Southeastern has proposed a new multi-modal transit facility that would accommodate the SFEC shuttle, Broward County Transit, Nova Southeastern Shuttle, and Tri-Rail. The forethought of transit improvements in the Nova Southeastern expansion is important because it reaffirms the "Park Once" theory, where users may enter the campus, park their vehicle, and ride the respective shuttles. This would help to alleviate some of the traffic on the roadways around the Nova Southeastern campus.

Broward County operates several transit routes within the Town of Davie. Two routes are community-based and provide intra-town transit, and five routes provide regionally based transit. One of the regional routes provides transit to the tri-county area and passes through the Town along SR 7/US 441. Additionally, there is one route that provides service between the Tri-Rail station at Griffin Road and the South Florida Educational Center (SFEC). Table II.E.5. identifies the transit routes within the Town and the average annual weekday ridership.

It is important to note that the transit routes that traverse through the Town serve the area around the Town, greater Broward County, and the tri-county area. A regional transit hub is



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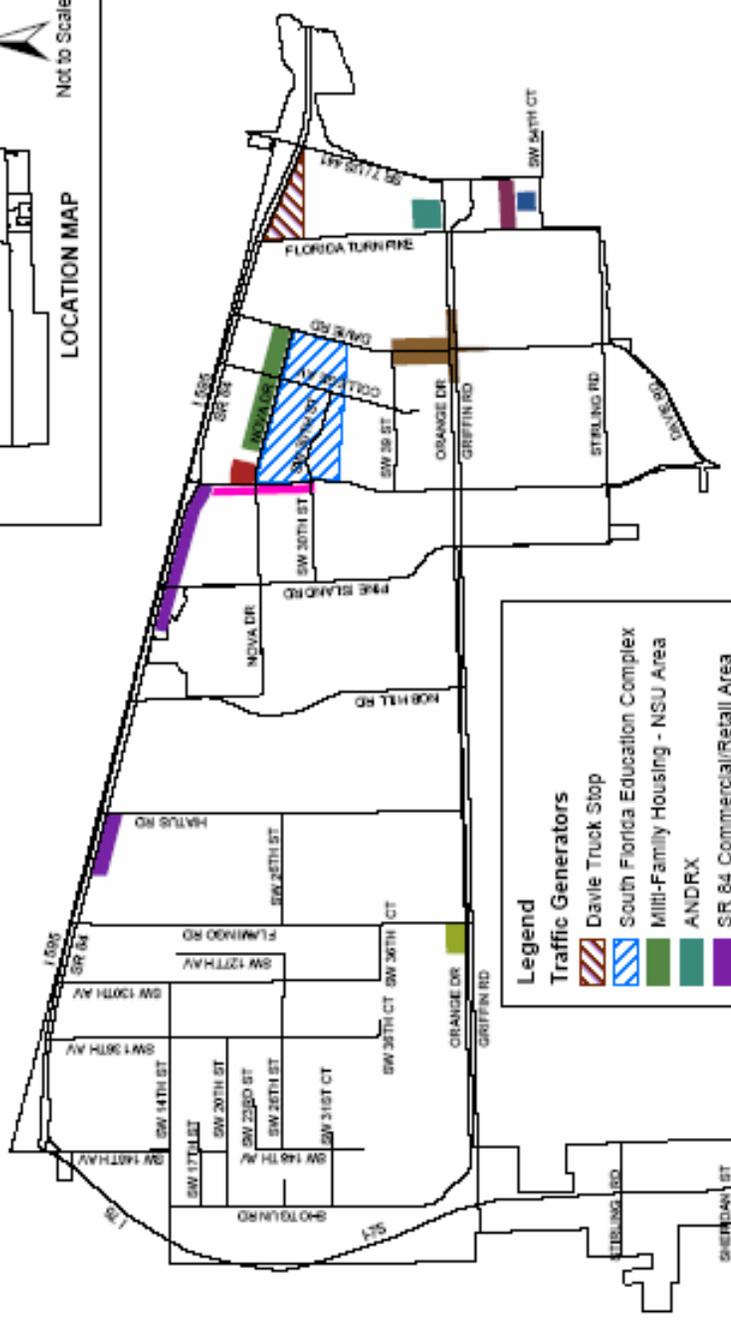
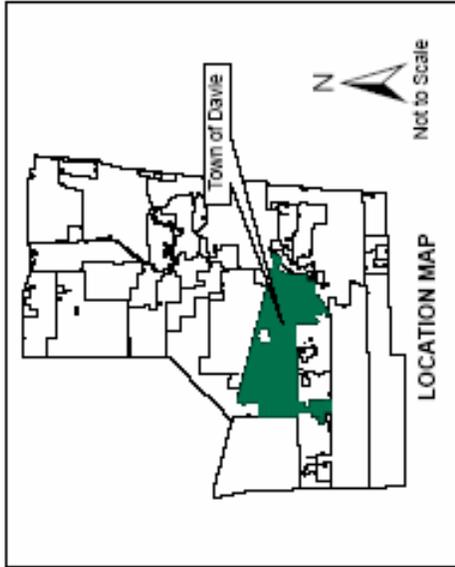
FIGURE II.E.4

Location of  
Major Traffic  
Generators  
in  
The Town of  
Davie

Prepared by:



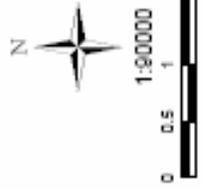
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**Legend**

**Traffic Generators**

- Davie Truck Stop
- South Florida Education Complex
- Multi-Family Housing - NSU Area
- ANDRX
- SR 84 Commercial/Retail Area
- Tower Shops Shopping Center
- Flamingo Commons
- Miami Lauderdale Auto Action
- Downtown Davie
- Davie Commerce Center
- University Drive Commercial Area



located in the City of Plantation and this provides a greater opportunity to connect with transit routes that serve other parts of Broward County. Additionally, NSU is in the process of building a transit hub on SW 30<sup>th</sup> Street.

**Table II.E.5.  
Transit Routes Within the Town of Davie**

<b>Provider</b>	<b>Route No.</b>	<b>Location</b>	<b>Headway</b>	<b>Average Daily Boarding's</b>	<b>Average Daily Alightings</b>
Broward County Transit	2	North-south: University Dr	20 min.	624	468
Broward County Transit	9	North - south: Davie Road, N. 68 <sup>th</sup> Ave	40 min.	420	369
Broward County Transit	12	East-west: Nova Dr North-south: Davie Rd	40 min.	434	446
Broward County Transit	18	North-south along SR7/US 441	30 min. 15 min.	197	433
Broward County Transit	23	East-west along SW 172 Ave, Sheridan Street	45 min.	No stops in Davie, although the route traverse through Davie and there are stops just outside of Town limits.	
<b>Subtotal of Broward County Transit Ridership</b>				1,675	1,716
<b>Provider</b>	<b>Route</b>	<b>Location</b>	<b>Headway</b>	<b>Average Daily Ridership</b>	
Town of Davie	East	East Davie (SFEC)	45 min.	181	
Town of Davie	West	West Davie, Plantation (#75)	45 min.	221	
SFRTA	SFEC	From Tri-Rail station to SFEC	30 min.	186	
Nova Southeastern	Campus Shuttle	NSU Campus	5-7 min.	<u>384</u>	

Source; Town of Davie, 2004; Broward County Transit, 2004; South Florida Regional Transportation Authority (SFRTA), 2004.

The following descriptions provide detail of the Broward County Transit Routes that traverse through the Town:

**Route 2** traverses through the Town of Davie along University Drive from Interstate 595 to Griffin Road. The route originates from Coral Springs and goes south through Margate and Plantation, through Davie, Pembroke Pines, and Miramar into Miami-Dade County, where it terminates at the Golden Glades park and ride lot. Miami-Dade transit routes E, V, 22, 95, and the Niteowl connect at the park and ride lot.

**Route 9** provides service through central Broward County. The route traverses through the Town of Davie on Davie Road, looping through the Broward County Community College campus. The route commences in Miami-Dade County at the Aventura Mall and goes through Hollywood and Pembroke Pines before entering Davie at Griffin Road. The route continues north of Davie into Plantation and terminates at the Broward Central terminal in downtown Fort Lauderdale. The Central Terminal provides service to fifteen other routes that provide service to most of Broward County.

**Route 12** provides service along university Drive, Nova Road, Davie Road and the Davie Road Extension. The route commences at the West Regional Terminal, which connects to five other bus routes. The route originates at the West Regional Terminal in Plantation and proceeds through Davie before going east on Sheridan Street to North Beach Park in Dania Beach.

**Route 18** provides tri-county service utilizing the US 441 corridor. It passes through the eastern side of Davie. The route originates in the Golden Glades park and ride lot and proceeds through Broward County and north into Palm Beach County where it terminates at Sandalwood Cove Boulevard and US 441.

**Route 23** provides service from the Sawgrass Mills Mall to the Pembroke Lakes Mall. The bus route commences in Pembroke Pines, crosses in and out of the Town of Davie and Weston on the west side of Interstate 75, proceeds north on NW 136<sup>th</sup> Avenue and ends in the City of Sunrise at Sawgrass Mills. While the transit route does not have stops in Davie, it passes through the Town.

Figure II.E.5. illustrates the existing transit routes.

Future expansion of transit routes in the Town of Davie are detailed in Table II.E.6. The expansion of transit routes include extensions of existing routes, straightening of existing routes, new routes that would expand service in the town, reduced headways, and a new transit facility.

**Table II.E.6.  
Proposed Transit Expansion in the Town of Davie**

<b>Transit Facility</b>	<b>Improvement</b>	<b>Location/Origin-Destination</b>
BCT: Route 88	Bus Route Extension	Pine Island Road: SR 84 to Stirling Rd
BCT: Route 202	New Bus Route	Griffin Road: Weston to Ft. Lauderdale
BCT: Route 203	New Bus Route	Stirling Road: Weston to Dania Beach
BCT: Route 2	Reduced Headway	Reduction from 20 min. to 15 min.
BCT: Route 9	Reduced Headway	Reduction from 40 min. to 30 min.
BCT: Route 12	Reduced Headway	Reduction from 40 min. to 30 min.
BCT: Route 18	Reduced Headway	Reduction from 15 & 30 min. to 10 min.
Transit Stop	New Facility	Nova Southeastern University
Tri-Rail	Reduced Headway	Reduction from 60 min. to 30 min.
<b>System Wide Transit Development Plan Projects (2005-2009):</b>		
Expansion of Community Bus Program to include new services and expanded services.		
Bus Replacement.		
Transit Bridge Express Service.		
Interstate 595 Transit Corridor Design.		
<b>Master Plan Projects (2010-2015):</b>		
Express/Limited Service for Route 18.		
Headway improvements on routes prioritized for future possible high capacity transit.		
New routes to serve areas with high growth that have current / anticipated service gaps.		
Continued vehicle, facility, and technology improvements to meet needs.		
Interstate 595 Transit Corridor.		
<b>Long-Range Transportation Projects (2015-2025):</b>		
University Boulevard BRT - Route 2.		
Interstate 75 BRT - Route 23.		
Flamingo Road BRT - New Route.		

Source: Broward County Transit Development Plan FY 2005-FY 2009.

Broward County Transit proposes two new routes that would provide east-west service on the southern boundary of the Town, as well as expanding transit into the western part of Davie without impacting the low-residential areas west of Nob Hill Road. However, north-south routes west of Pine Island Road do not exist to service the residential areas along the major north-south roadways in the Town.

The Town of Davie operates two community bus routes. The west side bus route completes a loop commencing from SW 136<sup>th</sup> Avenue and SR 84, into the City of Plantation, returning to Davie and proceeding east from SW 136<sup>th</sup> Avenue, SR 84, Pine Island Ridge Plaza, Nova Drive and Tower Shops. The weekday headways are forty-five minutes. The weekend headways are ninety minutes.

The eastside community bus route commences at Pine Island Park and loops through the Town, linking with the west side bus route at Tower Shops. The weekdays headways are forty-five minutes and the weekend (Saturday service only) is forty-five minutes, but operating fewer hours than the weekday.

The South Florida Education Center Shuttle operates between the South Florida Education Center and the Fort Lauderdale/Hollywood International Airport – Dania Beach Tri-Rail station. The shuttle is funded in part from Tri-Rail, Broward County, and the campuses at Nova Southeastern University.

While the Town of Davie has transit routes that utilize the major north-south corridors, there is a deficiency of east-west connectivity in the southern part of the Town, specifically along the Griffin Road corridor. The corridor is developing and the roadway is currently being improved from two to four lanes. Commercial, retail, and residential development is occurring along Orange Drive and Griffin Road, with a concentration of residential development west of Flamingo Road and west of Pine Island Road.

Broward County Transit provides transportation for the physically challenged through its “Transportation Options” or TOPS Program. The transit users must meet certain eligibility requirements to use the service. A flat fare is assessed for each trip and users select their departure and arrival points, which may be different than routes provided by standard Broward County transit. TOPS users are those that cannot use regular busses for their trips due to a physical disability or require transportation with a lift for a wheelchair or scooter. The TOPS passenger usage is not recorded by Broward County Transit at the time of writing of the EAR.

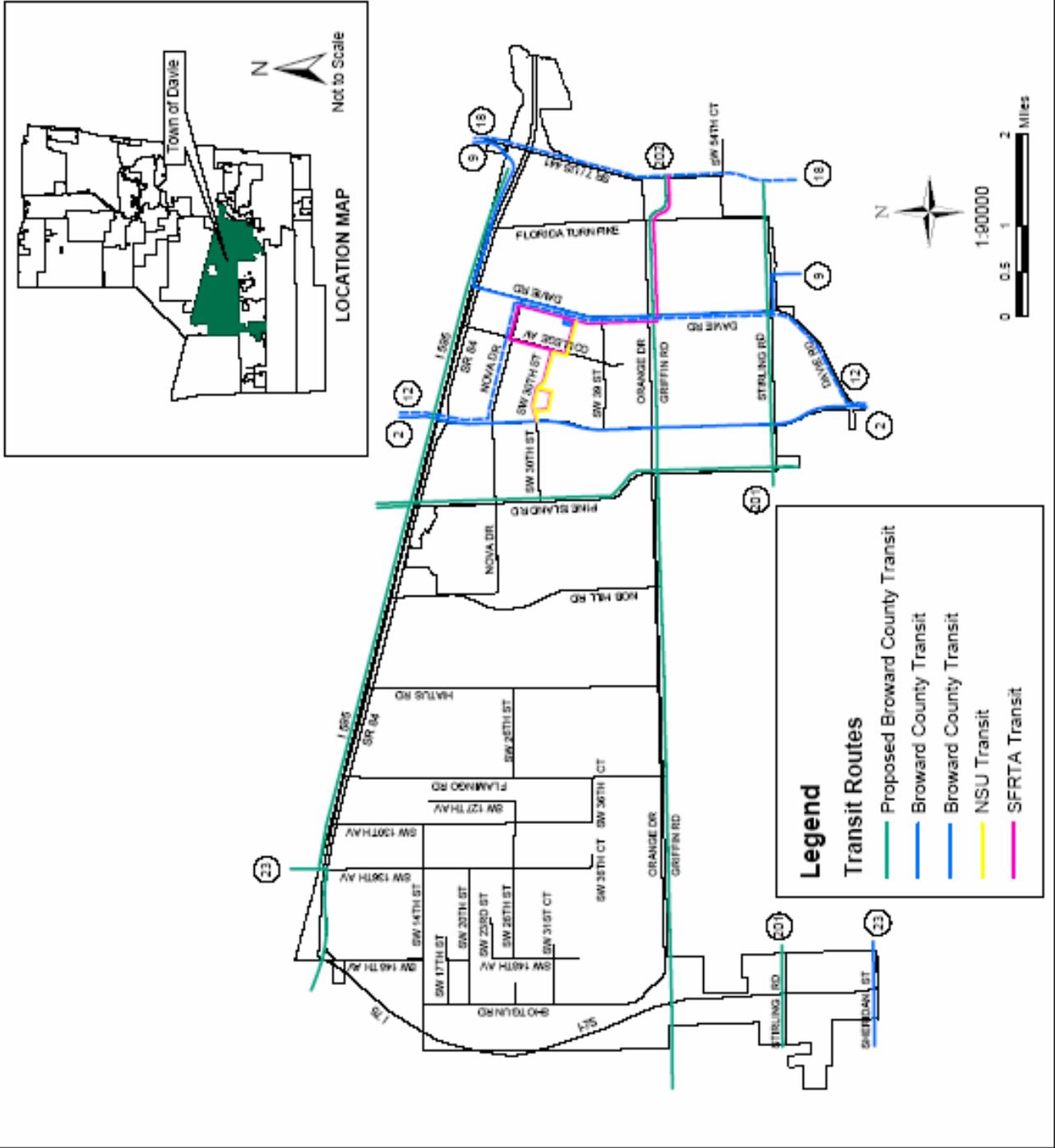


# Town of Davie

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**FIGURE I.I.E.5**  
Existing  
Transit Routes  
within the  
Town of Davie  
2005

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The Tri-Rail service area closely parallels the Interstate 95 corridor, east of the Town of Davie. The closest station to the Town is the Ft. Lauderdale-Hollywood International Airport station in Dania Beach. The station also serves Amtrak, which provides regional and national railway service.

The existing headway from Tri-Rail is sixty minutes. However, with the expansion of the service to include additional trains and double tracking, the headway will be reduced to twenty minutes during the morning and afternoon rush hour. The substantial completion date for the double-tracking improvement project is projected to be August 2005.

The methodology for the Town of Davie’s modal split is calculated by utilizing the Modal Split for Broward County, and taking into consideration the vehicle occupancy rate, transit ridership, and data reflecting vehicle ownership within the Town. The modal split for Broward County in 2004 is estimated as 1.2 percent mass transit. This indicates that 98.8 percent utilize other forms of transportation besides transit. This includes automobile, truck, and motorcycle. For the purpose of this Evaluation and Appraisal Report, it is estimated that the occupancy rate is 1.2 persons per vehicle. However, due to the vast network of interconnecting trails, utilizing alternate forms of transportation, such as bicycles, increases the tendency that residents would use the bikeways system. A survey of Town residents has not been conducted to determine if the trail network is used for commuting to the workplace.

**Table II.E.7.  
Means of Transportation to Work for Davie Residents**

<b>Commute by Vehicle</b>						
<b>Single Driver</b>	<b>Carpool</b>	<b>Public Transit</b>	<b>Walked</b>	<b>Used Other Means</b>	<b>Worked at Home</b>	<b>Population Commuting to Work</b>
33,357	4,184	62	535	886	1,210	<b>40,234</b>
83%	10.4%	.2%	1.3%	2.2%	3%	<b>100%</b>

Source: US Census, 2002 American Community Survey.

Note: Data are limited to the household population and exclude the population living in institutions, college dormitories, and other group quarters.

The mean travel time to a place of work was 26.3 minutes. The data in Table II.E.7. indicates that there is a tendency for Town residents to use a vehicle to travel to work as opposed to other means. The census data did not specify what ‘other means’ encompasses. The lack of a measurable number of residents utilizing transit, the modal split for the town would not be significantly changed.

The transit propensity for Broward County illustrates that there is a greater propensity in eastern Davie than the western part of the Town (Figure II.E.6). This is due to the availability of transit in the eastern part of the Town where there are established routes and services.

The Broward County Transit Development Plan developed for fiscal year 2005-2009 illustrates that the propensity of transit users in the town is low to moderate. However, an area north of Griffin Road between University Drive and Pine Island Road has a high propensity for transit. In this general area are the Town’s shuttle busses, as well as an existing Broward County

transit route. The north end of University Boulevard is where Nova Southeastern and the SFEC is located along with a concentration of commercial and retail land uses. An area of



moderate transit propensity is located north of Griffin Road and east of Davie Road to SR 7/ US 441 as well as south to Stirling road. These areas have existing transit routes, concentrations of multi-family residential, as well as commercial, retail and institutional uses.

### **Transit Oriented Land Use Patterns**

The Town of Davie possesses Transit-Oriented Land Use Patterns along the roadway network on the east side of Town and in the Regional Activity Center. Successful transit-oriented development blends a mix of uses along designated transit corridors. Land uses include residential, commercial/retail services, and office. This mix provides for housing and services clustered in an area near transit stops or stations, eliminating the need for vehicular travel. (see Figure II.E.6.)

The transit routes along Griffin Road, University Drive, Davie Road and in the South Florida Education Center provide service to an existing land use pattern of single family residential, multifamily residential, retail and commercial, office and institutional land uses. The transit route along State Road 7 provides service to a corridor primarily composed of industrial, commercial, and very limited residential. A transit route from the SFRTA station at Griffin Road to the South Florida Education Center accommodates ridership that utilizes SFRTA.

The proposed expansion of Broward County Transit routes in the Town would allow for east-west access along Stirling Road and Griffin Road. Part of Griffin Road has been designated with a mixed use to accommodate land development rights, and includes design standards to accommodate future transit routes. The proposed transit route along Interstate 595 is a concept in which service would be provided from Weston to Downtown Fort Lauderdale and the Airport, accommodating for stops along the route. At the time of the writing of this report, a study has not determined the location of the transit route in the right of way.

The encouragement of denser and more intense land uses along transit corridors through redevelopment or other means would encourage and enhance Transit-Oriented Land Use Patterns in the Town. The Town has recently adopted the State Road 7/441 Corridor Master Plan which will create a transit corridor with a mix of uses. As a first step in implementing the Master Plan, an amendment to the Town's Future Land Use Element and Map Series as well as the Future Broward County Land Use Plan designating the land use category of the corridor as Transit Oriented Corridor (TOC). Permitting development along the existing transit corridor would also serve a dual-purpose in preserving semi-rural areas in the west part of Town.

An example of enhancing Transit-Oriented Land Use Patterns would be the proposed Academical Village at the South Florida Education Center. A proposed intermodal facility on the Nova Southeastern Campus would permit additional and convenient access to transit.

### **Trails and Trail Network**

The Town of Davie is known for its extensive trail network. A discussion and detailed list of the trail system is in the Recreation, Open Space, and Conservation element. The purpose of this text is to discuss the relationship of trails to the Town's transportation network.

At one time, the trail system was more prevalent in central and western Davie. However, successful efforts have created new trails in eastern Davie, with linkages to central Davie. Today, the trail system parallels many of the major roads within the Town of Davie. New developments are required to provide for trail easements if they are located within a designated trail corridor. The Linear Park Trail is located along the north bank of the South New River Canal and parallels Orange Drive. It provides for an alternative means of transportation along the Orange Drive corridor for equestrians and pedestrians. This trail is 'co-located' that is providing for two types of user groups.

The Town's recreational trail system parallels north-south and east-west road corridors. The recreational trail system is located throughout the town, with a connection between west and central Davie to the east side of the Town. Additionally, the trails system creates linkages between parks and open space and the road system, providing for alternative means of transportation within the Town. The alternative means of transportation reduces the dependency on fossil fuels, while providing for exercise.

The equestrian trails in the town are mainly located in central and west Davie, corresponding to where many of the horses are stabled. The Town recently adopted guidelines for the construction of trails and the correct separation of the trail from roadway traffic.

The Town's trail network provides an alternative to the roadway network. The trail network connects the Town's park and open space, but also has a strong east-west connection along the Griffin Road corridor. There has been a substantial increase in the trails network since the last EAR, with an emphasis of new developments dedicating trail right-of-way or outright improvements.

In September 2005, voters in the Town approved a 25 million dollar bond referendum whereby funds from the bond will be used to complete the Town's recreational trails system.

There are no transportation concurrency management areas in the Town. The Town does not have a formal concurrency system, however, does evaluate proposed development project on a case-by-case basis and requiring improvements as deemed necessary for operational improvements.

### **Accident Frequency**

The Town of Davie Police Department investigates and reports motor vehicle accidents within the Town of Davie. Data was collected from the Town Police Department from the past three years for major intersections and has been summarized in Table II.E.8.

The frequency of accidents is one of several indications that the intersection warrants closer inspection for improvements. The type and severity of accidents, including fatalities, may support a Warrant Study for intersection improvements.

Figure II.E.7. illustrates the location and number of accidents within the Town of Davie. There is cluster of accidents in the campus area, as well as along the State Road 84 corridor. These

are areas where there are higher volumes of traffic and intersections with multiple lanes and turning movements.

A comparison between the vehicle accident frequency and the Level of Service table reveals that roadways with higher traffic volumes typically have a higher accident frequency. The location of the South Florida Education Center also has an influence, as a high number young adult drivers are involved in accident events.

**Table II.E.8.  
Vehicular Accident Frequency 2002-2004**

<b>Intersection</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>Total</b>
State Road 84 and University Drive	105	152	140	397
SR 84 and Flamingo Road	73	74	83	230
University Drive and Nova Road	69	66	55	190
SR 84 and Pine Island Road	69	71	47	187
SR 84 and SW 136 <sup>th</sup> Avenue	51	63	69	183
SR 84 and Davie Road	61	50	50	161
University Drive and Stirling Road	52	33	42	127
Stirling Rd and Davie Road Extension	41	42	42	125
SR 84 and Nob Hill Road	23	44	46	113
University Drive and Griffin Road	41	38	32	111
State Road 7 and Griffin Road	35	38	34	107
SR 84 and Hiatus Road	30	42	32	104
Nova Road and Davie Road	24	32	33	89
Orange Drive and Davie Road	18	20	20	58
Griffin Road and Davie Road	12	14	15	41
Griffin Road and Pine Island Road	9	15	8	32
Orange Drive and Pine Island Road	11	6	6	23
Orange Drive and Flamingo Road	8	7	4	19
Orange Drive and Nob Hill Road	8	4	7	19
Orange Drive and Hiatus Road	5	7	4	16
SR 84 and SR 7	8	5	2	15
Orange Drive and University Drive	6	3	4	13
Flamingo Road and Griffin Road	1	2	2	5
Griffin Road and Nob Hill Road	0	0	0	0
<b>Total Number of Accidents by Year</b>	<b>760</b>	<b>828</b>	<b>777</b>	<b>2365</b>

Source: Town of Davie Police Department, 2004.

Table II.E.9. compares the vehicle accident frequency over time. The general trend was an increase of accident frequency from 1988 to 1995, then a decrease from 1995 to 2004. While specific data was not available about the type and kind of accidents in 1988 and 1995, roadway and operational improvements may have made the intersections safer, even with an increase in traffic volume due to growth and development in Davie and adjacent municipalities.

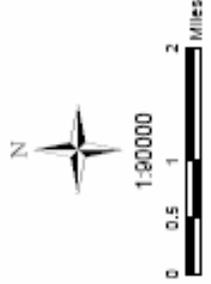
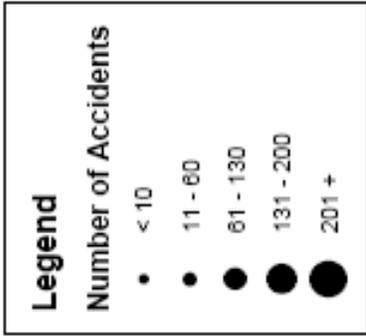
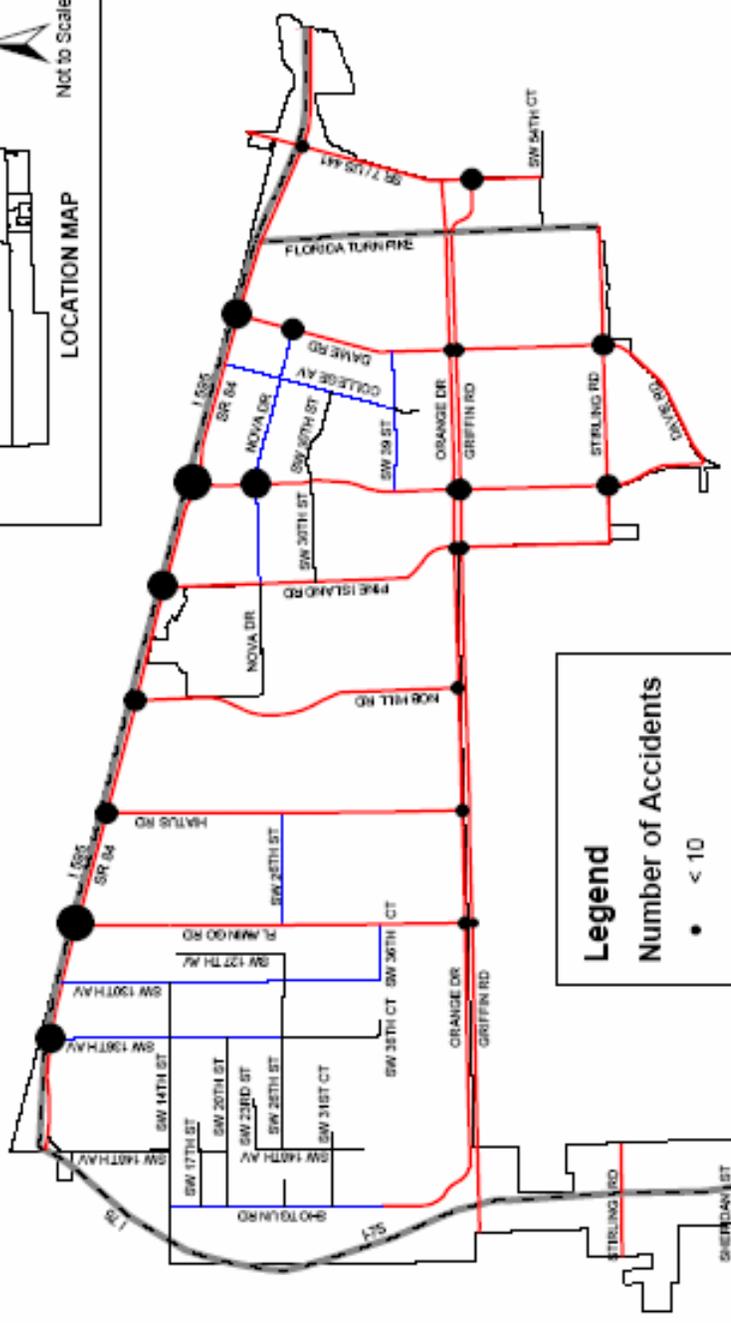
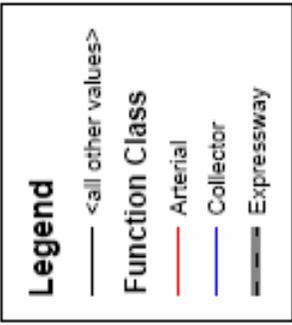
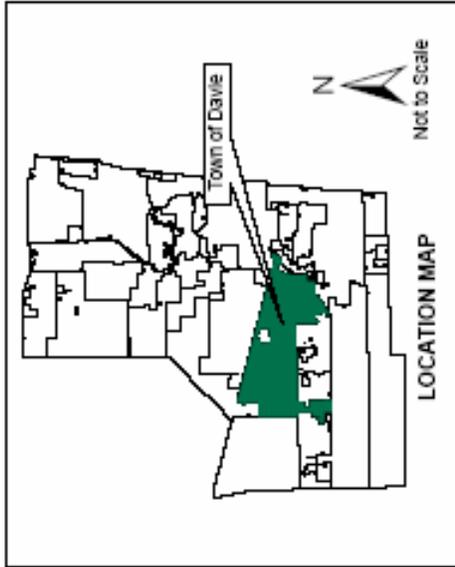


# Town of Davie

2005  
Evaluation and  
Appraisal Report

**FIGURE II.E.7**  
Vehicle  
Accident Frequency  
2002 - 2004

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**Table II.E.9.  
Comparison of Vehicle Accident Frequency  
(1988, 1995, 2004)**

<b>Intersection</b>	<b>1988</b>	<b>1995</b>	<b>2004</b>	<b>% Change 1988/1995, 1995/2004</b>
State Road 84 and University Drive	38	295	140	+ 676% / -52%
University Drive and Griffin Road	25	110	32	+ 340% / -71%
University Drive and Nova Road	22	107	55	+ 386% / - 49%
Orange Drive and Davie Road	19	*	20	- 5%
University Drive and Stirling Road	*	73	42	- 42%
State Road 7 and Griffin Road	*	66	34	- 48%
State Road 84 and SW 136 <sup>th</sup> Avenue	*	63	69	+ 10%
Stirling Rd and Davie Road Extension	*	16	42	+ 162%
Orange Drive and University Drive	34	*	4	
SR 84 and SR 7	52	*	2	
SR 84 and Flamingo Road	19	*	83	
SR 84 and Pine Island Road	*	78	47	- 40%
<b>Total Number of Accidents by Year</b>			<b>560</b>	

Source: Town of Davie Evaluation and Appraisal Report, 1995.

Town of Davie Police Department, 2004

\* Accident data was not collected for this intersection.

### Traffic Calming Measures

According to the Institute of Traffic Engineers (ITE), traffic calming is defined as the “changes to street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes, in the interest of street safety, livability, and other public purposes.” The multiple combinations of physical measures to the roadway and corridor reduce the negative effects of vehicle use, increase the awareness of driver behavior, and improve the conditions for non-motorized street users. Examples of traffic calming measures may include physical measures such as traffic circles, edgelines, chokers, chicanes, speed humps and raised crosswalks. Programmatic traffic calming measures may include enhanced police enforcement, speed displays, and a community speed watch program.

There are several areas in the Town where existing traffic calming measures are located. Their purpose is to reduce vehicle speed at critical intersection, therefore reducing injury-accidents and damage to property. The existing traffic calming measures were installed to increase the overall safety of the intersection area. SW 154<sup>th</sup> Avenue and SW 36<sup>th</sup> Street is an intersection near the Riverstone residential community. The approach speed from SW 36<sup>th</sup> Street, an overpass link from Weston, and SW 154<sup>th</sup> Street were higher than the posted speed limit. The development of the residential area was one of the factors that determined the location of the traffic calming measure, so travel speeds entering and exiting the intersection near the entrance of the development were reduced. Table II.E.10. identifies existing traffic calming measures in the Town of Davie.

**Table II.E.10.  
Town of Davie Existing Traffic Calming Measures**

Location	Type of Traffic Calming Measure
SW 154 <sup>th</sup> Ave/SW 36 <sup>th</sup> St	Traffic Circle
SW 136 <sup>th</sup> Ave/SW 14 <sup>th</sup> St	Traffic Circle
SW 58 <sup>th</sup> Ave: between Griffin / Stirling Rd	Speed Humps
SW 76 <sup>th</sup> Ave: between Griffin / Stirling Rd	Speed Humps
NW 77 <sup>th</sup> /78 <sup>th</sup> Ave: between Stirling and Davie Rd Extension	Speed Humps
SW 30 <sup>th</sup> St: between Pine Island Rd and University Dr	Speed Humps
SW 133 <sup>rd</sup> Ave: between SR 84 and SW 11 <sup>th</sup> St	Speed Humps
SW 8 <sup>th</sup> St: between SW 136 <sup>th</sup> and SW 130 <sup>th</sup> Ave	Speed Humps
SW 7 <sup>th</sup> Pl: between SW 136 <sup>th</sup> and SW 130 <sup>th</sup> Ave	Speed Humps
SW 6 <sup>th</sup> Ct: between SW 136 <sup>th</sup> and SW 133 <sup>rd</sup> Ave	Speed Humps
Shenandoah Pkwy: between SW 136 <sup>th</sup> Ave and SW 148 <sup>th</sup> Ave	Speed Humps
Fairfax Ave: between Shenandoah Parkway and Westpark Boulevard	Speed Humps
Blue Ridge Way: between Shenandoah Parkway and Westpark Boulevard	Speed Humps
SW 31 <sup>st</sup> Ct: between SW 154 <sup>th</sup> Ave and SW 148 <sup>th</sup> Ave	Speed Humps
Hawks Bluff Ave: between Stirling Rd and Griffin Rd	Speed Humps
Waterford Dr: between SW 148 <sup>th</sup> Ave and Stirling Rd	Speed Humps
SW 56 <sup>th</sup> Ave between Orange Dr and SW 42 <sup>nd</sup> St	Speed Humps
SW 56 <sup>th</sup> Ter: between Orange Dr and SW 42 <sup>nd</sup> St	Speed Humps
SW 41 <sup>st</sup> Ct: between SW 61 <sup>st</sup> Ave and Davie Rd	Speed Humps
SW 41 <sup>st</sup> Pl: between SW 61 <sup>st</sup> Ave and Davie Rd	Speed Humps
SW 41 <sup>st</sup> St: between SW 67 <sup>th</sup> Ave and Davie Rd	Speed Humps
Falcon's Lea Dr: between Stirling Rd and SW 148 <sup>th</sup> Ave	Speed Humps
Wedgewood Ave: between Falcon's Lea Dr and Falconsgate Avenue	Speed Humps

Source: Town of Davie Development Services Department & Public Works Department, 2004.

### **Proposed Traffic Calming Measures**

The Town of Davie has studied several areas in which to include new traffic calming measures. These areas have been shown to have a high number of accidents or vehicles that exceed the posted speed limit. Table II.E.11. identifies the proposed locations of traffic calming measures.

**Table II.E.11.  
Town of Davie Proposed Traffic Calming Measures**

<b>Location</b>	<b>Traffic Calming Measure</b>	<b>Justification</b>
SW 154 <sup>th</sup> Ave/Orange Dr	Not designed at this time	Reduce vehicle speed and Reduce accidents
SW 136 <sup>th</sup> Avenue/Orange Dr	Not designed at this time	Reduce vehicle speed
Hiatus Rd/SW 26 <sup>th</sup> St	Not designed at this time	Reduce vehicle speed
Hiatus Rd/Orange Dr	Not designed at this time	Reduce vehicle speed
SW 38 <sup>th</sup> Court/SW 61 <sup>st</sup> Ave	Not designed at this time	Reduce vehicle speed and Reduce accidents

Source: Town of Davie Development Services & Public Works Departments, 2004

Traffic calming measures complement the Town's semi-rural character and integrity by reducing vehicle speed along roadways and increasing driver awareness. The increase of driver awareness is important because of the prevalence of multi-use trails adjacent to major roadways. The aesthetics of the roadways can be appreciated at lower travel speeds. The reduction of travel speed would reduce accidents caused by high travel speed. Additionally, the use of pedestrian and equestrian crossings can assist in traffic calming at major intersections. The Town has adopted an equestrian trail cross-section for use along roadways.

**Analysis: Comparison of 1995 and Current Conditions**

The continued development of the Town resulted in an increase in population and subsequent traffic on the roadway network. The Town's reputation as a desirable place to live and work has created an opportunity for growth, but the roadway network can encroach on over capacity. However, improvements have been made along major roadways, such as Griffin Road, to increase capacity. The projections generated by Broward County Transportation indicate that major roadways in the Town will fail without additional capacity or some other mitigation measure.

The adopted Level of Service (adopted LOS D) for roadways in the Town is affected by growth and development in the Town, as well as adjacent municipalities that utilize Town roads in order to reach their destination. The level of service has been maintained on some roadways due to improvements. However, there are roadways that are over-capacity and physical improvements would be a challenge in the existing right-of-way. Several of the roadways which do not meet the adopted Level of Service are Broward County and State roadways.

Traffic-calming devices did not exist in the Town in 1995. The planning, design, and construction of two traffic circles are recent improvements to roadways that faced operational challenges. Their presence has helped to reduce the number of injury-accidents. Additional surveys of critical intersections may identify where additional traffic calming measures may be needed.

Concurrency management was implemented by the town on an informal basis. Plats were evaluated by Broward County at time of submission. The Town requested traffic studies of proposed developments if roadway capacity or Level of Service would be impacted. However, a cumulative concurrency management tracking system has not been fully implemented by the Town of Davie. Broward County has established Transit Oriented Concurrency, in which the availability and capacity of transit is used to determine level of service.

Transit was addressed in the 1995 EAR in terms of routes and ridership, however, additional information regarding the availability of transit has been discussed in the 2005 EAR to reflect the growing importance of transit, and its impact on the Town's transportation. The availability of transit has expanded since the 1995 EAR, and new proposed routes would make transit available to the western part of the Town, where service was otherwise unavailable.

The north-south roadway connectivity remains the same as the 1995 conditions. While east-west connectivity is desired, conditions have not changed since 1995, and poor east-west connectivity continues to exist.

The integrity of the Level of Service of Town roadways has been maintained with the increase of capacity. However, the Level of Service of Broward County and FDOT roadways have decreased due to a substantial increase in traffic volumes. This is partially due to the exponential growth in Broward County and South Florida and the tendency for single-occupancy vehicles.

The trails network has been expanded since the 1995 EAR, connecting parks and open spaces. New residential developments have been required to dedicate trail right-of-ways or provide interconnecting trails through their developments. Encouragement of the trails network contributes to the integrity of the Rural Lifestyle Initiative and provides additional opportunities for equestrian users. While a formal survey has not been conducted of Town residents who use the trail network, the information would be helpful in determining if the trail network is used for traveling to/from work as well as the origin and destination of trail users.

Transit was not adequately addressed in the 1995 EAR or the Goals, Objectives and Policies. New goals, objectives, and policies have been adopted to address transit, however, additional study should be considered to determine if the Town is fully served by transit.

The effective expansion of transit appears to be limited to the eastern and northern portions of the Town. This is primarily due to the existing street pattern of the area. In contrast, the development pattern in the western part of the Town is one where a great deal of neighborhoods are walled communities with limited access in and out. Transit is most effective where grid pattern streets exist which allows routes and access from other than main arterials. Transit has the best passenger capture rate when service is provided with one-quarter mile of an individual's origin or destination. A small collector/circulator service could be developed to serve some of the more accessible areas such as east Davie. This service would bring passenger to collection/transfer stops so that they use the more long haul service. Changes in land development codes that emphasize Transit Oriented Development (TOD)

should be encouraged to better facilitate the implementation of greater transit service in the future.

Broward County has recently adopted Transit Oriented Concurrency (TOC). The Transit Oriented Concurrency District covers geographic areas where there is an existing network of roads and where viable alternative travel modes are feasible. A majority of the Town of Davie was adopted into the South Central Transit Concurrency District which provides funding for transit related improvements. However, based upon density and development patterns, the western portions of the Town are still assessed under the traditional county transportation concurrency system.

Broward County, in coordination with the Broward County Planning Council and the municipalities, shall continue to maintain and, where feasible, improve the functional relationship between the transportation system and applicable future land use maps to ensure that transportation modes and services meet the transportation needs of existing and future population densities, housing and employment patterns, and land uses.

Within transit oriented concurrency districts, the transportation LOS standards, for the purpose of issuing development orders and permits, are to achieve and maintain the following by FY 2009:

South Central District -      Achieve headways of 30 minutes or less on **80 percent** of routes.  
   Establish at least one neighborhood transit center.  
   Establish at least one additional community bus route.  
   Expand coverage area to 48 percent.  
   Overall increase number of bus stop shelters by 30 percent.

The Town's modal split was not adequately addressed in the 1995 EAR. An analysis of the Census data reveals that there are few residents who use transit compared to those that use motor vehicles. Additional detailed analysis would determine if the modal split can be adjusted to reflect alternative methods of travel versus the motor vehicle.

As the Town approaches physical build-out, redevelopment is occurring in locations such as Downtown Davie and the Griffin Road corridor. The redevelopment of a strip mall on University Drive to Nova Southeastern University's Academical Village may also impact University Drive, a roadway that is physically constrained in places. Redevelopment may allow for site design solutions that can assist in solving traffic problems.

The Town of Davie is not located along the coastline of Broward County and not subject to direct impacts from storm events. However, there are areas within the Town that are subject to flooding during hurricane and storm events. The Town has implemented a plan in which residents of mobile homes and low-lying areas that are flood prone are transported to shelters. The Town's mobile homes are generally located next to Town and County roadways, with access to collector and arterials roads, providing easy access or evacuation.

## 2. Potential Social, Economic and Environmental Impacts

An adequate local road network must provide for connectivity between residential/commercial neighborhoods and public facilities, as well as the built environment which includes alternate routes that disperse traffic, ease congestion and are pedestrian friendly. Connectivity is integral for the provision of public services including access for all residents to public parks.

Previously mentioned, the minimal east-west connectivity in the town increases the commuter travel time and travel distance. Therefore, additional fuel consumption increases air pollution. This may discourage commuters from accessing businesses within the Town limits. The increase of travel time increases the amount of fuel that is consumed and increases the amount of wear and tear on vehicles, ultimately increasing the maintenance costs. Speed changes and stopped delays associated with congestion, close signal spacing, or signal timing also increases vehicle operating costs for oil consumption, tire wear, and maintenance (Source: ITE, Traffic Engineering Handbook, 5<sup>th</sup> Edition). The value of time for automobiles was estimated as \$9.75 per person per hour (Source: ITE, Traffic Engineering Handbook, 5<sup>th</sup> Edition).

### 3. Identification of Comprehensive Plan Elements Impacted and Assessment of Effects on Specific Objectives

Section 163.3191 (2)(g), F.S., requires that the EAR assess whether current Comprehensive Plan objectives within each element, as they relate to the major issues, have been achieved.

#### **a. Future Land Use Element**

Policy 1.3 is impacted because it addresses strategies to promote a review process to insure that essential facilities and services shall be provided pursuant to the adopted level of service standards contained in the Comprehensive Plan.

Objective 10 is impacted because it addresses strategies to promote improvements for the Regional Activity Center (RAC). The Town shall maintain, and expand if appropriate, a RAC designation for the area between University Drive and the Florida Turnpike, and S.R. 84 and Griffin Road.

#### **b. Transportation Element**

Objective 1 and policy 1.1.4 are impacted because they address strategies to ensure that land development contributes a proportionate share of the cost of transportation facilities, the Town of Davie will continue to urge Broward County to continue to implement the improvements, dedications and highway impact fee requirements.

Objective 2, 2.1.7 and 2.1.8 are impacted because they address strategies to ensure the Town will work closely with developers and County and State transportation agencies in order to facilitate joint funding of transportation improvements.

Policy 3.1.1 is impacted because it addresses strategies to encourage the utilization of parallel frontage roads, interconnected driveways, or their design equivalent to reduce conflicts between local and through traffic.

### **c. Housing Element**

No impacts requiring amendments.

### **d. Utilities Element**

No impacts requiring amendments.

### **e. Recreation and Open Space Element**

Policy 3.4.1. is impacted because it addresses strategies to promote effective roadway design that facilitates vehicular movement in an efficient and safe manner, so as to reduce the impacts of this non-point source of air pollution.

### **f. Intergovernmental Coordination Element**

No impacts requiring amendments.

## **4. Recommendations**

### **1. Continue coordination with the State of Florida and Broward County transportation agencies through existing mechanisms to ensure continued traffic safety and level of service.**

Staff recognizes the need for long-term coordinated efforts between state, regional and local agencies to ensure effective implementation of mobility friendly communities. Also, the Town shall make every effort to have their land use decisions support the appropriate transportation infrastructure.

### **2. The Town should provide network continuity for north-south and east-west circulation, meaning that there are no gaps in the network.**

Connections must be made that are internal to development parcels as well as between parcels. Likewise, the street network must provide for connectivity between residential/commercial neighborhoods and public facilities, as well as a built environment which provides for alternate routes dispersing traffic and easing congestion and pedestrian friendly design features. The creation of any road network must include the concerns of the local residents on issues such as cut-through traffic, widening of existing roads or creation of new road right-of-way.

### **3. The Town shall continue to improve the level of service on the regional roadways.**

Currently, a majority of the regional roads do not meet the adopted Level of Service 'D'. Recognizing this, the Town should continue coordination with Broward County and FDOT on the level of service on County and State facilities. The Town should also coordinate with the South Florida Educational Center on traffic management around the campus area and encourage Town residents and employers to utilize alternatives to single-occupancy vehicles.

**4. The Town must implement policies to encourage transit and other multi-modal forms of transportation throughout the Town.**

Specific strategies can include coordinating with Broward County Transit on programs to increase transit usage in the Town and campus area and encourage Broward County Transit to plan for stops on the new bus routes. A Bikeways and Walkways Plan coordinated with the existing trail system can also provide alternative means of travel.

**5. Street should be designed to decrease accident frequency**

Specific intersections should be studied and safety engineering plans put in place at University Drive/Stirling Road; SR 84/SW 136<sup>th</sup> Avenue; and SR 84/University Drive.

**6. The Town should adopt a Transit Concurrency Management System due to the recent adoption of Transit Concurrency by Broward County.**

In addition, since County funds will no longer be available for road improvement projects, the Town should create a local road concurrency system to measure the impact of new development on the local roads and provide mitigation as necessary.

**7. Retain a consultant to create a public rights-of-way base Master Plan for the local roadways of the Town.**

This project is critical to the Town being able to identify future right-of-way needs. The baseline for this project should be based on the public right-of-way delineated on Broward County recorded plats and section sheets. The ability to collect local road impact fees based upon a local road Master Plan and future needs can then be conducted and implemented.

## F. Evaluation and Impact of the Proposed Increase in Density of the Regional Activity Center (RAC)

### 1. Background and Analysis

Broward County adopted the Regional Activity Center (RAC) land use category in 1989 to allow mixed land uses and mass transit of regional significance and importance. The RAC was later modified and expanded through plan amendments to add “centers of regional tourism industry, employment or education.” Thus, RACs are intended to encourage attractive and functional mixed living, working, shopping, education and recreational activities. The County’s Land Use Plan identifies eight RACs; Town of Davie, Fort Lauderdale (four locations), Hollywood, Miramar and Pompano Beach.

Davie’s RAC is approximately 2,274 acres in size (see Figure II.F.1.) and includes single-family and multi-family residential, commercial, industrial, community facility and recreation open space uses. Davie’s RAC occupies approximately 10.4 percent of the total Town of Davie area. Table II.F.1. shows a summary of development status (existing and maximum approved versus available remaining) in the RAC between 1998 and 2003.

**Table II.F.1.  
RAC Use  
1998 vs. 2003**

RAC Use	1998		2003	
	Developed/ Intensity <sup>1</sup>	Maximum permitted/ available <sup>2</sup>	Developed/ Intensity	Total Available (remaining) <sup>3</sup>
Residential	6,207 units	8,729 units		* 811 units
Commercial		3,432,528 sq.ft.		2,723,502 sq.ft.
Industrial	3,276,446 sq.ft.	8,529,000 sq.ft.		3,402,493 sq.ft.
Recreation		340 acres		
Community Facility	2,194,647 sq.ft.	12,388,500 sq.ft.		9,279,904 sq.ft.

Source: Broward County Land Use Plan. 2003/04 Town of Davie Land Use Data.

Notes: \* Reflects recent approvals for 500 units for NOVA and 220 for Downtown Davie.

<sup>1</sup> Information equal to existing development when RAC was established

<sup>2</sup> Amount of total maximum development

<sup>3</sup> Estimated square footage based on approved plats

In 1998, the total number of residential units available in the RAC was 2,522 compared to 811 units as of this writing. Reportedly, the available commercial (office and retail) land decreased by approximately 700,000 square feet compared to a decrease of 1.8 million square feet of industrial.

Generally, projecting land needs from development trends provides a good estimate of future growth patterns, even though it should not be the only data considered (i.e., sales tax, building permit reports, and land supply). Based upon the results of staff analysis, the RAC has experienced steady growth in development, and it is clear the Town’s RAC has been successful

in fulfilling its stated intent. However, with population growth being expected to continue (population in Davie is projected to reach 108,202 by 2020) and recent strong development activity, the Town may find it necessary to increase permitted land use densities and intensities. This will foster future development to accommodate growth, maintain financial stability, create new jobs and afford return on invested public/private capital. Staff also recognizes that there would not be enough residential units remaining within the RAC to serve other proposals for new development or redevelopment. Therefore, it is imperative to address potential adverse impacts that future development and redevelopment may incur. Staff will work with the South Florida Regional Planning Council and Broward County Planning Council on addressing planning options and initiatives in the RAC.

The Town has embarked upon a master plan process for all the land within the RAC. This master plan is being coordinated through the Town and the Community Redevelopment Agency (CRA) with a steering committee established of several large land owners including, Austin Forman, Nova Southeastern University, Florida Atlantic University, Broward Community College and the University of Florida. The master plan will focus on a master multi-modal transportation system throughout the RAC through a grant from the Florida Department of Transportation. Additional issues will address land development patterns, architecture and design, and ultimate residential density.

### **Broward County's EAR**

The Broward County EAR was completed in 2004. One of the major issues identified by County staff is "Regional Activity Centers and Mixed Use Future Land Use Designations."

The County's recommendations on the RAC designation include: requiring performance standards addressing land use compatibility; requiring additional planning to address transportation impacts; revising the RAC category to define regional; requiring existing RACs to comply with new requirements should changes to boundaries and/or permitted uses be proposed; and notifying all individual property owners regarding RAC amendments.

The Town of Davie and other jurisdictions have been actively participating and commenting on the major issues and potential amendments being considered to the County's Comprehensive Plan. Davie and other jurisdictions have requested that the revisions to the County's RAC regulations must include flexible language to allow for expansion of boundaries, additional density/intensity allocation and implementation of transportation enhancements to offset traditional trip generation models. The Town does not support the County making changes to its current inherent flexibility in accommodating new development and/or redevelopment. As of the writing of this document, the County had amended their plan to provide additional flexibility to local governments.

### **Transportation**

Generally speaking, the transportation issues facing Davie are complex and significant. Many of the concerns echoed by Davie residents at the EAR workshops included the following: cut-through traffic; longer commutes/trips from home to work/shopping; and lack of pedestrian safety on local roads. As a result of these comments, efforts to manage growth and minimize



congestion by directing growth to areas where road capacity and other infrastructure exist, like the RAC, should be a priority.

While access to the RAC is adequate from I-595, SR 84, Florida's Turnpike and University Drive, cut-through traffic (residential and non-residential) and congestion are becoming major issues in and around the RAC. Most trips are forced onto a limited number of arterial roads. Also, long discontinuous streets make pedestrian travel difficult; lack of a street grid pattern; higher auto speeds; and over dependence on single-occupancy cars add to having a "fractured" transportation network within the RAC. It is expected that new demand for travel that would be created by future development could be accommodated while maintaining LOS standards prepared by Broward County and the Florida Department of Transportation (FDOT). However, providing a continuous road network along with a pedestrian friendly environment will create a more well-balanced transportation system. A solution to the limited access into the RAC was identified during the SR7/441 Charrette when a possible bridge over the turnpike was proposed along the existing right-of-way along Oakes Road.

Transit service within the RAC is limited and inadequate. The RAC is served by four Broward Transit routes and most transit service is oriented toward peak hours. At present, FDOT is considering roadway construction and bus-way alignment improvements for further analysis. The Town has currently funded and scheduled capital improvement projects for the RAC, and there are many others identified but unfunded.

## 2. Potential Social, Economic and Environmental Impacts

Section 163.3191 (2)(e), F.S., requires that the potential social, economic, and environmental impacts for each major issue identified be addressed in the EAR.

The Goals, Objectives and Policies of the Future Land Use Element of the Town's Comprehensive Plan states that the RAC land use designation shall promote and encourage development and redevelopment that facilitates a coordinated and balanced mix of land uses. This includes a wide selection of housing types for all income ranges, shopping, and employment opportunities. Studies show that these mixed use communities tend to be more attractive due to improved transportation and housing choices. A strong "sense of place" is typically established significantly improving community interaction and cohesion.

A proposed increase in density of the RAC would foster economic viability for existing and new commercial activities. Davie's RAC is accessible and well-connected to interstates and roadways which is significant as Davie seeks to promote large-scale development, small parcel infill, and redevelopment in this area.

Higher density residential areas within the RAC would encourage pedestrian travel for work, shopping, or entertainment needs rather than vehicle use resulting in a decrease in traffic, and pollution. Higher density residential development would also significantly reduce resource consumption. For example, higher density residences consume less water than low density residences.

### 3. Identification of Comprehensive Plan Elements Impacted and Assessment of Effects on Specific Objectives

Section 163.3191 (2)(g), F.S., requires that the EAR assess whether current Comprehensive Plan objectives within each element, as they relate to the major issues, have been achieved.

#### **a. Future Land Use Element**

Objective 10 and policies 10.1, 10.2, 10.3, 10.4, 10.5, 10.6, 10.9, 10.10, and 10.11 are impacted because they assess the utilization of the RAC.

Objective 18 and policy 18.1 are impacted because they address mixed-use developments in the Town's downtown area.

Objective 19 and policies 19.2, and 19.3 are impacted because they address development and redevelopment in downtown Davie and the utilization of incentive programs to facilitate redevelopment.

Goal 2 is impacted because it addresses maximizing the use of existing facilities, services and activities and discouraging urban sprawl.

Objective 25 and policies 25.1, 25.2, 25.3, 25.4, 25.5, 25.6, 25.7, and 25.8 are impacted because they address criteria which encourage development within urban redevelopment areas.

#### **b. Transportation Element**

Objective 4.1 and policies 4.1.5, and 4.1.10 are impacted because they address development activities in the RAC.

#### **c. Housing Element**

no impacts requiring amendments

#### **d. Utilities Element**

no impacts requiring amendments

#### **e. Recreation and Open Space Element**

no impacts requiring amendments

#### **f. Intergovernmental Coordination Element**

no impacts requiring amendments

#### **g. Capital Improvements Element**

no impacts requiring amendments

#### 4. Recommendations

**1. Encourage growth within the RAC and recognize how it will affect other parts of Davie.**

Given the recent development patterns and population growth, it is clear that staff should work on potential expansion of boundaries and densities and intensities for the RAC. Staff is currently working to ascertain to which extent the changes can be addressed. Staff will examine how to relieve development pressure on other parts of the Town where less intense development is desired. Staff will identify actual development within the RAC (on the ground vs. platted) in order to determine the future capacity in the RAC.

**2. Introduce additional “smart growth” principles into the Goals, Objectives, and Policies section of the Future Land Use Element.**

Staff will work with the various members of the RAC Steering Committee, FDOT and South Florida Regional Planning Council (SFRPC) to prepare a RAC Master Plan. The outcome of the master plan will include amendments to the comprehensive plan to further ensure that growth in the area is consistent with Town goals. The Town is currently accepting proposals from qualified firms for a RAC Master Plan.

**3. Protect the intact single family neighborhoods from intrusion of multi-family housing and protect existing commercial areas from exclusively multi-family developments.**

Existing zoning for the RAC provides a range of land uses. There are approximately 2.7 million square feet of commercial and 3.4 million square feet of industrial. The residential density pattern in the RAC varies between neighborhoods. There are also several large, undeveloped and underdeveloped lots in these neighborhoods, and in some cases redevelopment may be also available. However, there are several existing single family neighborhoods that should be protected from multi-family development internal to the neighborhoods.

**4. The RAC serves as a focal point for Davie, opportunities exist to enhance this resource through vehicular, pedestrian and bicycle access/circulation and an overall design theme.**

The RAC Master Plan will address these issues and provide appropriate regulations to ensure that the area is compatible with the existing design regulations already in place. Transit is also limited and inadequate. Staff should investigate ways to improve mobility (vehicular and pedestrian) and to make transit services and other transit demand management strategies available and convenient for students and residents alike. Other transportation connectivity solutions like the Oakes Road Bridge should be investigated and funding sources identified for timely construction.

### **III. Assessment of Successes and Shortcomings**

This chapter identifies the successes and shortcomings of the Objectives within each Element of the current Town of Davie Comprehensive Plan. Section 163.3191 (2)(h), F.S. A more detailed discussion of several of the recommendations noted in this section is provided in Chapter II - Major Issues.



## FUTURE LAND USE PLAN

**GOAL 1: Maintain a program of growth management that directs development to those areas which have in place, or are programmed to have in place, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally and aesthetically acceptable manner.**

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>OBJECTIVE 1: LAND DEVELOPMENT REGULATIONS</b></p> <p>The Town shall continue to maintain and implement land development regulations, including subdivision regulations, that will insure that development may be permitted only after it has been demonstrated that soils, topography, natural resources, historic resources and the availability of essential facilities and services have been accommodated.</p>	<p>The measurable target is a final site plan that has addressed all requirements satisfactorily up to date.</p>	<p>The Town continues to implement these requirements through the Development Review Committee (DRC) and Town Council approval process.</p>	<p>YES</p>	<p>Updates to the LDC are needed to provide for new development techniques such as mixed-uses. Mixed-use res/comm. Buildings and decked parking. Recent changes to environmental management techniques must also re addressed as part of the LDC changes.</p>
<p>1-1 Land development regulations shall contain</p>	<p>The measurable target is the final approved</p>	<p>The Town continues to implement these</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>minimum criteria that address soil compatibility, topography, drainage and stormwater management, finished floor elevations, parks and open space, on-site parking, signage, internal traffic flow and traffic circulation, with said criteria applied at time of development permit approval.</p>	<p>site plan.</p>	<p>requirements through the Development Review Committee (DRC) and Town Council approval process.</p>		
<p>1-2 The Town shall maintain and enforce a level of service standard for each public facility located within the boundary for which the Town has authority to issue development orders or development permits pursuant to Rule 9J-5.005(3), Florida Administrative Code.</p>	<p>The measurable target is the number of plans that are approved, denied, or approved with conditions relating to meeting the Town's level of service standard.</p>	<p>The Town continues to implement these requirements through the Development review committee (DRC) and Town Council approval process.</p>	<p>YES</p>	
<p>1-3 Land development regulations shall incorporate a review process to insure that essential facilities and services shall be provided pursuant to the adopted level</p>	<p>The measurable target is the number of plans that are approved, denied, or approved with conditions relating to meeting the</p>	<p>The Town continues to implement these requirements through the Development review committee (DRC) and Town</p>	<p>YES</p>	

<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED?</b>	<b>RECOMMENDATIONS</b>
<p>of service standards contained in the Comprehensive Plan, and shall include a mechanism to insure that the cumulative impacts of proposed development are identified. Essential facilities and services shall be available, constructed and maintained, concurrent with the impacts of development, pursuant to the adopted level of service standards and criteria for determination of concurrency contained in this Comprehensive Plan.</p>	<p>Town's level of service standard.</p>	<p>Council approval process.</p>		
<p>1-4 For those portions of the regional road network within the Town's planning jurisdiction, levels of service and concurrency management systems consistent with Broward County's shall be adopted. The highway capacity methodology approved by</p>	<p>The measurable target is the concurrency management system in place for review by the Town.</p>	<p>The policy continues to be implemented through LDC Sections 12-320-359.</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
the Broward County Board of County Commissioners shall be used to determine the capacities and levels of service on the regional roadway network.				
1-5 The grant of development permits shall be consistent with the Plan Implementation Section of this Plan.	The measurable target is the number of plans that are approved, denied, or approved with conditions consistent with the Plan.	The policy continues to be implemented through LDC Section 12-320-359.	YES	
1-6 Platting shall be required, pursuant to the Plan Implementation Section of this Plan.	The measurable target is the number of plans that are approved, denied, or approved with conditions consistent with the Plan.	The policy continues to be implemented through LDC Section 12-320-359.	YES	
1-7 The Town shall Utilize Federal Emergency Management Administration (F.E.M.A.) standards in establishing minimum floor elevation of building sites and floodplain protection provisions, and shall address	The measurable target is the number of permits issued that meet the FEMA standards.	The policy has been met through review of all building permits by the Engineering Department.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
redevelopment where flooding problems exist.				
1-8 South Florida Water Management District (S.F.W.M.D.) design criteria shall be utilized for minimum road crown elevation and public road and parking lot design.				
1-9 Industrial and commercial development shall be serviced by a centralized wastewater treatment system, where financially feasible.				
1-10 Pursuant to the Solid Waste Act of 1988, the Town shall encourage source separation and recycling of waste.		Provision of yard waste pick-up separate from household waste and recycling.	YES	Increased awareness of recycling through Town publications, outreach and education.
1-11 Landfills and resource recovery facilities shall be planned to minimize impacts on adjacent existing or planned land uses.	The measurable target is the siting of these facilities in the Town.	The land development code requires buffering and other site design standards per the land development code.	YES	
1-12 New development shall provide water storage	The measurable target is the approval of	Acceptance of all development permits	YES	Revise to better coordinate drainage plan review with

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
capacity pursuant to the water management regulations and plans of the South Florida Water Management District and other applicable water management agency(s).	development permits consistent with outside agency approval.	require the approval of the appropriate WMD prior to review by Town staff.		appropriate WMD.
1-13 New non-residential development shall provide pre-treatment for stormwater runoff through grassy swales, wetlands filtration, ex-filtration trenches or other means consistent with the Best Management Practices of the South Florida Water Management District.	The measurable target is the approval of development permits consistent with outside agency approval.	Acceptance of all development permits require the approval of the appropriate WMD prior to review by Town staff. In addition, staff reviews all plans through the DRC process to best utilize wetlands filtrations and other pre-treatments obtains as part of the initial site design.	YES	
1-14 Adopted land development regulations shall address the method(s) for acquiring and developing parks and recreational lands and protecting such lands from future development.	The measurable target is the Town adopted level of service for parks and recreational land.	The Town requires the payment of all park and recreational impacts fees through LDC Section 12-327.	Partially	Reevaluate impact fees and provide for ongoing maintenance.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>OBJECTIVE 2: NATURAL AND HISTORIC RESOURCE PROTECTION</b></p> <p>The Town shall continue to maintain land development regulations that shall require the identification and protection of natural and historic resources, including historically significant structures, unique natural areas, and wetlands.</p>				
<p>2-1 Historically significant sites, as identified on the National Register of Historic Places, by the Florida Department of State's Division of Historical Resources, or by the Davie Town Council, shall be protected from significant alteration or demolition under the provisions of adopted land development regulations and applicable state and federal laws.</p>	<p>The measurable target is the number of properties listed on the Town's historical survey that have been preserved.</p>	<p>Through the DRC process the Town identifies historic structures and works with developers to preserve in place and/or relocate historical homes to appropriate Town or private parcels for rehabilitation and preservation.</p>	<p>YES</p>	<p>Additional regulations are necessary to permanently preserve additional sites.</p>

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
2-2 Consideration shall be given to the impacts of land use plan amendments on historic resources.	The measurable target is the review of land use plan amendments.	This policy has been met through review of all development orders by the DRC committee and notice to the historical society of all pending applications.	YES	Additional regulations are necessary to permanently preserve additional sites.
2-3 Archaeologically significant sites shall be identified and preserved/protected under the provisions of adopted land development regulations from unauthorized access, excavation or disruption.	The measurable target is the number of archeological sites protected from development.	LDC Section 12-60-66 is still in force today and the Town coordinates with Broward County on all listed sites and requires agreements between developers and the County to be in place prior to development approval.	YES	
2-4 Adopted land development regulations shall contain regulations providing for activities that are compatible with and encourage the protection of sites designated Natural Resource Areas or Local	The measurable target is the preservation of Natural Resource Areas of Particular Concern.	LDC Section 12-60-66 is still in force today.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
Areas of Particular Concern as shown on the Broward County Land Use Plan map and the Davie Future Land Use Plan map.				
2-5 Adopted land development regulations shall contain guidelines and standards designed to promote the use of native vegetation and maintenance of such material in a manner generally accepted in the industry.	The measurable target is the number of approved site plan using more than 25% native vegetation.	In addition, the town requires 60% of the plant material to be native in the rural lifestyle initiative areas.	YES	The Town may wish to increase the use of native plant material over 25% throughout the Town.
2-6 Development shall be permitted in accordance with the South Florida Water Management District regulations governing the creation, protection and maintenance of surface waters, to minimize direct discharge of stormwater runoff into such bodies.	The measurable target is the proper design of site to minimize direct discharge of stormwater runoff.	The Town continues to review all drainage plans in accordance with SFWMD and CBWMD criteria.	YES	
2-7 Lake construction shall be in accordance with the South Florida Water Management District	The measurable target is the number of littoral shelves planted with vegetation constructed	The Town requires littoral shelf plantings in all areas governed by the Rural Lifestyle	YES	Additional regulations should be drafted to encourage the creation of these shelves.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
regulations and other regulations of other applicable water management agency(s) that provide for vegetated shallow water habitat designed to protect natural lake functions and the health, safety, welfare and recreation of Town residents.	in the Town.	Regulations. In addition, during the DRC review process comments are made to encourage the creation of the shelves as part of the landscape plan.		
2-8 Adopted land development regulations shall require a mitigation/restoration plan for all dredging and mining sites.				
2-9 The mitigation of wetlands shall be required, when determined to be appropriate by the applicable regulatory agencies.	The measurable target shall be the amount of mitigated and restored/created wetlands in the Town.	These same regulations are currently in place.	YES	Additional wetland options should be created through wetland mitigation on site and in Town owned sites so that mitigation does not continue to occur outside of the Town boundaries.
<b>OBJECTIVE 3: POTABLE WATER SUPPLY PROTECTION</b>  The quality and quantity of				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
the potable water supply shall be protected through the regulation of development utilizing detrimental substance.				
3-1 The Broward County Potable Water Supply Wellfield Protection Ordinance and existing and planned wellfields zone of influence, as depicted on the Future Land Use Plan Map Series, shall regulate the use of potentially detrimental substance.	The measurable target is the siting of potentially dangerous substances near a wellfield protection site.	The comprehensive plan depicts wellfields protection sites and all development orders are required to be approved by Broward County prior to approval ensuring wellfields are protected.	YES	
3-2 Request for changes to industrial land use on the Future Land Use Plan Map within wellfield zones of influence shall be evaluated and, as appropriate discouraged.	The measurable target is the number of land use plan changes requested within wellfield zones of influence.	All plans are reviewed for possible location to zones of influence at time of DRC review.	YES	
3-3 The use of septic systems shall be permitted, as appropriate, by the Florida Department of Health and Rehabilitative Services through the Broward County	The measurable target is the number of septic permits approved each year.	All septic permits are required to be approved by Broward County prior to approval by the Town.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
Public Health Unit.				
3-4 The Town shall require land uses currently on septic systems to be connected to central wastewater treatment facilities, when deemed to be practical and financially feasible, with priority given to those land uses in proximity to surface waters.	The measurable target is the number of septic systems that connect to sewer.	All new developments are required to connect to sewer when within 1000 feet of a sewer line.	YES	
<p><b>OBJECTIVE 4 LOCATION AND DISTRIBUTION OF LAND USES</b></p> <p>Pursuant to the adopted Davie Future Land Use Plan map, land uses, intensities and densities shall be distributed and concentrated in such a manner so as to promote an economically sound community and discourage urban sprawl.</p>				
4-1 A request for amendment to the Davie Future Land Use Plan map resulting in a change in	The measurable target is the number of land use plan changes approved that did/ did	The Town is currently implementing this policy. All land use plan amendments	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
density or intensity shall be evaluated based on the availability of existing essential facilities and services. Priority shall be given to requests requiring no increase in capital expenditures, and proposals not requiring unprogrammed expansion of facilities or services.	not require expansion of existing essential facilities.	must provide for any increased expansion of unprogrammed expansion of facilities.		
4-2 The extension of essential services shall be prioritized and directed to portions of the Town that already have other services available.	The measurable target shall be the number of expansions of essential services over the last seven years and their location.	The Town is currently implementing this policy.	YES	
4-3 Infill shall be encouraged as a means of directing growth to areas already containing essential infrastructure improvements, such as potable water and sanitary sewer services. Priority shall be given to areas suitable for infill development in the extension of infrastructure.	The measurable target shall be the number of infill projects approved within the Towns' redevelopment target area.	The Town is currently implementing this policy. The Town has actively been directing development to the traditional urban core.	YES	Ongoing strategies are to be developed to encourage growth in the RAC and along State Road 7/441, such as the adoption of the SR7 Master Plan, and the creation of the RAC master plan. In addition, develop Urban Growth Boundary strategies.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>OBJECTIVE 5 CONSISTENCY OF DEVELOPMENT WITH COMPREHENSIVE PLAN</b></p> <p>All land within the Town of Davie shall contain one or more of the uses specified for the applicable Future Land Use Designation in the Permitted Uses portion of the Implementation Section.</p>				
<p>5-1 The location and distribution of land in each Future Land Use Designation as shown on the Davie Future Land Use Plan map shall be in accordance with the adopted level of service standards as set forth in the Comprehensive Plan.</p>	<p>The measurable target will be the availability of the adopted level of service standard for all Town land uses.</p>	<p>The Town is currently implementing this policy.</p>	<p>YES</p>	
<p>5-2 The (re)zoning, (re)platting, and site planning of land shall be in compliance with the density ranges shown on the Davie Future Land Use Plan map and the applicable Future</p>	<p>The measurable target will be the compliance of all applications to the underlying density adopted per the future land use plan map.</p>	<p>The Town continues implementing this policy.</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
Land Use Designation provisions as contained in the Permitted Uses portion of the Implementation Section.				
<b>POLICY GROUP 6 RESIDENTIAL USE</b>				
6.1 Residential development of moderate to high density should be located in close proximity to arterial roadways, available mass transit, and other community amenities, and should generally be located east of Pine Island Road, unless located adjacent to the S.R. 84/I-595 corridor, or I-75 interchanges.	The measurable target will be the location of moderate to high density land uses.	This policy has been met.	YES	Revise policy language to further define criteria for appropriate proximity for residential development of moderate to high densities.
6-2 Generally discourage plan amendments or use of flexibility provisions to increase residential densities or permit more intensive uses in areas west of Pine Island Road and south SW 14 Street, unless located adjacent to the S.R. 84/I-595 corridor, or I-75 interchanges.	The measurable target will be the number of applications requesting to increased densities and receiving approval/denial.	The Town is currently implementing this policy.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
6-3 Residential and mixed-use developments designated as dashed-line areas on the Davie Future Land Use Plan map shall be subject to density and use restrictions as contained in the Dashed-Line Areas discussion under the Residential category in the Permitted Use portion of the Implementation Section.	The measurable target shall be compliance with the underlying density permitted by the dashed-line area.	This policy has been met and continues to be implemented through staff coordination with Broward County.	YES	
6-4 The location of Special Residential Facilities in areas designated for Residential use is encouraged where such facilities are compatible with and complementary to the surrounding community.	The measurable target will be the location of proposed special residential facilities in residential land use categories.			Staff will examine policy to ensure consistency with State Statute.
6-5 Special Residential Facilities, including, but not limited to, ACLF's, group homes and adult day care facilities, shall be designed for maximum compatibility with adjacent residential uses. The Town shall ensure maximum compatibility through the Special Permit	The measurable target will be the compatibility of special residential facilities with surrounding neighborhoods.	The Town is currently implementing this policy through both staff review for site plan design and the special permit process.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
and/or site plan review process.				
6-6 The application of "flexibility units" and "reserve units" shall be in accordance with the provisions as contained in the Flexibility Units and Reserve Units discussions under the Residential category in the Permitted Uses portion of the Implementation Section.	The measurable target is the number of application found compatible by the Broward County Planning Council.	The Town is currently implementing this policy.	YES	
6-7 Offices and neighborhood retail sales of merchandise or services may be permitted in areas designated for Residential use, pursuant to the limitations and provisions contained in the Permitted Uses portion of the Implementation Section.				
<b>POLICY GROUP 7 COMMERCIAL USE</b>				
7-1 The Town shall endeavor to expand its economic base through expansion of the	The measurable target shall be the increase in commercial land use	The Town is working to implement this policy	YES	The Town shall work with the Economic Development Council, Chamber of

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
commercial sector of its economy.	activity through the permit process.			Commerce and CRA to encourage increased commercial activity. These shall be through redevelopment master plans and infrastructure improvements as may be necessary.
7-2 Zoning regulations for commercial development shall reflect consideration of the parcel size, capacity of the land to accommodate development, and market range, pursuant to the description on Types of Shopping Center Developments as contained under the Commercial category in the Permitted Uses portion of the Implementation Section.	The measurable target shall be the number of variance request to increase the buildable square footage as required in the LDC.	Several shopping centers have requested such variance.	NO	Revise the table of maximum development activity to reflect the growing size of tenant stores and implement FAR to ensure that development can occur in multi-stories where appropriate.
7-3 Zoning regulations shall provide for varying intensities of commercial development and direct application of appropriate districts where compatible	The measurable target shall be the number of variance requests that are before Town Council when commercial is located	The Town is working to implement this policy to better design sites to be compatible between different land uses.	YES	Evaluate the land development code to ensure that all zoning districts provide appropriate buffers between commercial and residential uses through

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
with adjacent and surrounding residential uses.	adjacent to residential land uses.			specific criteria guidance.
7-4 Commercial land uses shall generally be located with access to primary transportation facilities including interstates, highways and arterials. Commercial uses located on arterials not designated by the Future Land Use Plan Map as commercial corridors should be limited to the intersection of two arterials or arterials and interstates. Consistent with Policy 7-1, vacant land with such access shall be evaluated for potential commercial use.	The measurable target shall be the location of commercial land uses as shown on the future land use plan map.	The Town is actively implementing this policy.	YES	
<b>POLICY GROUP 8 COMMERCE/OFFICE USE</b>				
8-1 The Commerce/Office category shall provide for the suitable location of office complexes and multi-use developments in a campus-like setting consistent with policies directing the location	The measurable target shall be the design and location of commerce/office land use designations.	The Town is implementing this policy	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
of commercial and industrial land uses.				
<b>POLICY GROUP 9 INDUSTRIAL AND EMPLOYMENT CENTER USE</b>				
9-1 The Industrial category shall provide for the development of diversified facilities necessary to promote strong economic and employment bases for the Town.	The measurable target for this policy shall be the amount of industrial projects approved over the last seven years.	The Town is working to encourage more industrial uses to be developed.	YES	Continue to implement the SR7/441 Master Plan and provide the necessary infrastructure improvements to encourage a strong economic and employment base.
9-2 The Town shall endeavor to expand its economic base through expansion of the industrial and manufacturing sectors of its economy.	The measurable target for this policy shall be the amount of industrial projects approved over the last seven years.	The Town is implementing this policy.		
9-3 To maximize the Town's limited inventory of Industrial land, non-industrial development of land designated for Industrial use is discouraged and, therefore, is limited pursuant to the Permitted	The measurable target for this policy shall be the amount of industrial projects over the last seven years in the industrial land use category that were not industrial.	The Town has successfully retained a viable industrial area.	YES	Adopt regulations that allow industrial lands to redevelop into modern industrial areas while retaining the necessary industrial uses through the creation of land development regulations to implement the SR7 master plan.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
Uses portion of the Implementation Section.				
9-4 Industrial land uses shall be located with access to primary transportation facilities, particularly interstates, highways, rail corridors, commercial airports, and navigable waterways. Consistent with Policy 9-2, vacant land with such access shall be examined for potential industrial development.	The measurable target is the location of industrial land uses.	All industrial land use is located east of the Turnpike adjacent to SR7/441 and I-595.	YES	
9-5 Zoning regulations shall address the impacts normally associated with industrial development such as noise, vibration, air pollution, and solid/hazardous wastes.	The measurable target shall be the mitigation of industrial impacts through the site review process.	The Town continues to implement this policy.	YES	
9-6 Application of the Employment Center land use designation shall be directed to lands located in close proximity to major transportation features, and is designed to promote tourist-orientated, high	The measurable target shall be the approval of this land use category consistent with this policy.	As of date, no one has yet designated a parcel Employment Center	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
technology and service-based activities.				
<b>POLICY GROUP 10 REGIONAL ACTIVITY CENTER USE</b>				
The Town shall maintain, and expand if appropriate, a Regional Activity Center (RAC) designation for the area between University Drive and the Florida Turnpike, and S.R. 84 and Griffin Road.			YES	The creation of the RAC Master Plan will guide future development of the RAC including increased density, as may be needed.
10-1 The Regional Activity Center land use designation shall promote and encourage large-scale development and redevelopment as well as small parcel infill development and redevelopment that facilitates a coordinated and balanced mix of land uses, providing for: educational facilities; a wide selection of housing types for all income ranges; shopping opportunities to meet the basic and expanded	The measurable target shall be the number of approved projects within the RAC over the 7 years.	The RAC has seen the approval of over 12 large projects I the last seven years.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>needs of students, residents, employees and visitors; research, training and other educational support uses; recreation; and, employment opportunities, including the use of mixed residential/nonresidential land uses. Accordingly, the RAC shall observe the following minimum and maximum levels of development:</p>				
<p>10-2 Expansion of the South Florida Education Center (SFEC) in a well-planned manner, compatible with adjacent land uses, should be encouraged within the RAC.</p>	<p>The measurable target shall be the number of new educational buildings over the last seven years.</p>	<p>The SFEC has embarked upon a major building period with over 10 large education buildings be constructed.</p>	<p>YES</p>	
<p>10-3 The Town shall work with the SFEC schools and Broward County to develop alternative transportation modes within the RAC, including additional public transportation services, and paths for pedestrians, bicycles and horses that link</p>	<p>The measurable target shall be the number of alternative methods for transportation in the SFEC.</p>	<p>The SFEC has a shuttle bus that commuted between Tri-rail and NSU has several shuttle buses around the campus. In addition the Town runs a community shuttle that serves the</p>	<p>YES</p>	<p>Continue to coordinate with the SFEC as well as FDOT, MPO, Broward County.</p>

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
downtown, the SFEC, existing pathways, and adjacent residential and employment centers.		entire RAC area. NSU is also building a transit.		
10-4 Affordable housing, including housing targeting SFEC Students and employees, shall be encouraged within the RAC.	The measurable target shall be the number of affordable housing projects constructed over the last seven years.	The price of land has driven up the cost of housing. There are 2 large affordable housing projects in the town and several small townhouse projects.	YES	Continue to participate in the Broward County Affordable Housing Coalition to develop county wide strategies for providing affordable housing.
10-5 Mixed residential/nonresidential structures and developments receiving increases in density or intensity should be located near existing or future transit routes or alternative transportation corridors.	The measurable target shall be the location of new mixed use structures and projects with increased densities.	The Town is actively implementing this policy. All such projects have been located in the RAC, along Griffin Road.	YES	Develop Land Development Code that allows for mixed-uses in the RAC and along SR7.
10-6 Development activities within the RAC should stimulate quality redevelopment of businesses and dwellings, particularly development requests for increased density or intensity above that permitted by the	The measurable target shall be the quantity and quality of new projects within the RAC.	The Town is actively implementing this policy.	YES, ongoing.	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
existing zoning designations of land.				
<p>10-7 Rezoning and variance requests within RAC shall be evaluated against the comprehensive plan policies relating to the Regional Activity Center designation, and shall further the intent of the RAC, as expressed through plan policies contained herein.</p> <p>Applications for land use change and development within the redevelopment area portion of the RAC shall also be evaluated for consistency with the goals, objectives, policies and standards of the Chapter 163 redevelopment area plan.</p>	<p>The measurable target shall be the quantity and quality of new projects within the RAC.</p>	<p>The Town is actively implementing this policy.</p>	<p>YES</p>	
<p>10-8 Compatibility of land uses within the RAC shall be supported by local land development regulations and plans to address the impacts of new development on existing land uses and</p>	<p>The measurable target shall be land development regulations specifically written to implement the RAC.</p>	<p>The policy is in the process of being implemented. The Town has one new zoning district to implement the SFEC area</p>	<p>Not entirely.</p>	<p>The Town shall work with the CRA to develop new mixed use land development regulations aimed at achieving this policy.</p>

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
residents, and by plans to improve community facilities and services.				
10-9 The maximum residential density within the RAC shall be 22 du/ac. Nonresidential intensity shall not exceed a building coverage ratio of 40 percent of net site area, and a height limit of 75 feet for inhabitable structures.	The measurable target shall be the overall density of the RAC, the maximum height built and maximum building ratio coverage.	All approved projects are evaluated to be consistent with this policy.	YES	
10-10 New development or redevelopment involving parcels exceeding 25 acres in size, with the exception of land to be used for a community facilities, shall contain a mix of compatible uses which are also compatible with adjacent existing and planned uses. The amount of residential use within the development shall not comprise less than 10 percent, nor more than 90 percent of the total gross floor area. A development	The measurable target shall be the quantity and quality of new projects within the RAC.	All new projects are reviewed for consistency with this goal.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>need not incorporate residential use if it is planned to accommodate a balanced mix of at least 3 other types of principal uses from the following categories: retail/service; commercial entertainment; office; industrial and industrial research; educational and related research; cultural; recreation; lodging. Existing annexation agreements, and existing or future court orders shall take precedence over these mixed-use development requirements.</p> <p>10-11 All new development within the RAC shall facilitate alternative modes of transportation to the automobile by providing at least one of the following features:</p> <p>a. Incorporate safe, convenient paved pedestrian/recreational</p>	<p>The measurable target will be the number of alternative transportation methods available within the RAC.</p>	<p>There are four alternative means of transportation within the RAC and a bike path on Davie Road.</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>pathways and bicycle lock-up facilities connecting to an existing pedestrian network, key destinations, and/or transit stops.</p> <p>b. Provide alternative modes of transportation for employees and/or facility users along with incentives for not utilizing automobiles for travel to the facility</p>				
<p>10-12 All industrial development within wellfield zones of influence shall</p>	<p>The number of permits issued within the wellfield zone of</p>	<p>Currently all development applications are</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
comply with the appropriate wellfield protection standards of Chapter 27, Article XIII of the Broward County Land Development Code.	influence.	reviewed by Broward County prior to approval by Town staff.		
<b>POLICY GROUP 11 RECREATION AND OPEN SPACE USE</b>				
Abundant open space, including equestrian facilities, is a principal characteristic of The Town of Davie. Open space, equestrian trails and parks compliment the rural and western themes central to Davie's identity. Recreation and Open Space Policies, and land development regulations, are centered around the maintenance of open space and provision of recreation facilities.	The measurable target will be the level of service for parks as well as the number and length of the trail system.	LOS 25.85 acres per thousand population.	YES	Recommend updating master trail map to identify all existing trail and identify remaining gaps as part of the amendment process.
11-1 Regulations governing access to open spaces shall reflect the orientation of the site, and should consider the	The number of public access points to the trail system.	All trails are accessible to all members of the public.	YES	Identify the number of trail connections and their proximity to residential populations.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
degree to which access may be permitted.				
11-2 The location and designation of lands for Recreation and Open Space use shall recognize the need for active and passive recreational facilities while preserving open spaces for aesthetic and environmental purposes.	The measurable target is the distribution of both forms of recreation in park design.	There is an equal distribution between active and passive recreation within the acceptable level of service.	YES	Recommend review criteria for park design when future acquisition is considered.
11-3 Development of unique natural areas shall focus on the resource orientation of the site.			YES	
11-4 Land development regulations shall contain requirements for the preservation of open space in developments, to enhance the working and living environment.		LDC encourages unique areas to be preserved through an environmental rating system.	YES	
11-5 The location and development of parks and recreational facilities shall be compatible with the demands and needs as expressed by the Davie population, and		LOS is 25.85 acres per thousand population	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>shall consists of a minimum of ten (10) acres for every 1,000 existing and projected permanent residents, pursuant to Policy 1.1-1 of the Recreation. Open Space and Conservation Element of this Plan.</p>				
<p>11-6 Town shall continue to maintain and implement, through the Open Space Program and land development regulations, a network depicting bicycle, equestrian and pedestrian pathways and accessory facilities, such as horse hitching posts and bicycle racks.</p>		<p>The Open Space Program is overseen by the Open Space Board that meets on a bi-monthly basis.</p>	<p>YES</p>	
<p>11-7 Acquisition and development of land for recreational pathways, including bike paths, equestrian paths and pedestrian paths, shall be consistent with the Trail System of the Open Space Program.</p>		<p>All site plans are reviewed for consistency with the master trail map.</p>		

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
11-8 The Open Space Program shall consider lands containing unique natural features and environmental characteristics in setting priorities for land acquisition.			YES	
<b>POLICY GROUP 12 CONSERVATION USE</b>				
12-1 The Conservation category shall be used to preserve and protect lands that have been identified as environmentally sensitive or ecologically significant, and that promote the restoration of the Everglades system.		The town has several areas identified as conservation on the future land use map.	YES	
12-2 Land development regulations shall encourage the acquisition or reservation of significant natural, historical and archaeological sites for the future enjoyment, education and benefit of the Town.		The LDR require that all sites be evaluated for their environmental or historical significance and acreage mitigation requirements encourage the preservation of such areas.	YES	
12-3 The Town shall identify,		Through LDR	YES	Recommendations relating to

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
preserve and protect prime aquifer and groundwater recharge areas.		regulations limiting the amount of impervious area as well as minimum drainage requirements, plans are reviewed to ensure both naturally filters into the aquifer.		master drainage plans encouraging the creation/recreation of blueways to both retain stormwater and allow natural percolation should be encouraged through the Engineering process.
12-4 The Town shall protect and conserve areas known as reproduction, feeding and nesting areas for identified endangered or threatened species or species of special concern.		Prior to development permits being issued, the Town requires a wildlife study to determine the wildlife present on site.	YES	
12-5 The Town shall protect and conserve areas known to contain plant species listed in the Regulated Plant Index for protection by the Florida Department of Agriculture and Consumer Affairs.		The town requires a survey of all sites signed and sealed by a registered landscape architect prior to site plan approval. In addition, prior to the issuance of a clearing and grubbing permit an ecologist is required to provide a letter stating there are	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
		no wetlands present and no threaten plant species.		
12-6 Adopted land development regulations shall promote and encourage the concept of xeriscape in landscaping.		The LDC requires 25% native plant material and encourages the use of xeriscape plant material.	YES	Recommend a certain percentage of xeriscape created on site.
12-7 The Town shall protect the minimal seasonal flows and levels of surface watercourses, as established by the South Florida Water Management District or other agency under its authority.		The Town coordinates with Central Broward Water Management District on canal level management.	YES	
<b>POLICY GROUP 13 COMMUNITY FACILITIES USE</b>				
13-1 The Community Facilities category shall provide for the development of a wide range of activity centers necessary to satisfy the demands of the existing and future Town populations.		Community Facility Category of permitted uses is consistent with Broward County Comprehensive Plan.	YES	Provide additional criteria of siting of community facilities and the scale of development.
13-2 Community Facilities may be permitted in the land		The LDC site plan process ensures	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
use categories other than the Community Facilities category, provided such development is compatible with and does not adversely affect the development of the surrounding land for designated purposes.		compatibility with adjacent uses through the regulations in place.		
13-3 The location of regional community facilities should be encouraged, as appropriate, in close proximity to primary transportation facilities and in areas where such uses are complementary to surrounding existing and planned uses.		All developments are reviewed for local road impacts and projects of a regional nature would require extensive road mitigation.	YES	Criteria for review of regional community facilities should include scale of development.
<p><b>POLICY GROUP 14 UTILITIES USE</b></p> <p>The reservation of lands for utilities purposes shall be consistent with the projected needs as outlined in the Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater</p>		The Town currently owns land that can satisfy future growth demands.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
Aquifer Recharge Element of the Comprehensive Plan.				
14-1 To facilitate the growing needs of the Town, utilities facilities may be permitted in land use categories other than the Utilities category, provided such development is compatible with and does not adversely affect the development of the surrounding land for designated purposes.			YES	
<p><b>POLICY GROUP 15 TRANSPORTATION USE AND ACCESS</b></p> <p>Ensure that adequate rights-of-way are secured to accommodate the existing and future land needs of the Town of Davie.</p>		All developments are reviewed for future road connections.	YES	Recommend adoption of a master road right-of-way map.
15-1 The designation of lands for transportation purposes shall insure the preservation of transportation corridors and acquisition of rights-of-way			YES	Recommend adoption of a master road right-of-way map.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
necessary to address future needs.				
15-2 Adopted land development regulations shall incorporate provisions that address access to roadway facilities, on-site traffic circulation, and off-street parking for commercial development. Such regulations shall generally discourage commercial access to local roadways that directly serve low and medium-density residences.				
15-3 Land development regulations shall address and control access to the regional roadway network as depicted on the Broward County Trafficways Plan.			YES	All plats are reviewed by Broward County and/FDOT for consistency with the Broward County Trafficways Plan.
15-4 Land development regulations shall provide for adequate convenient and safe on-site circulation and off-street parking facilities.			YES	LDR should be amended to encourage on-street parking in urban in-fill areas.
15-5 Adopt a local right-of-way map by March, 1999,		LDR states where and when right-of-way	NO	Adopt a local right-of-way map.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
and maintain and implement the map thereafter.		should be required as part of the development process.		
15-6 Rights-of-way necessary to satisfy the requirements of the Broward County Trafficways Plan shall be conveyed to the public at the time of plat recordation.			YES	
15-7 Rights-of-way necessary to satisfy the road requirements of the Town shall be conveyed to the Town in conjunction with the issuance of a development permit.		This is reviewed through the DRC process and final approval of all development permits.	YES	
15-8 The Town shall not issue development permits for construction within transportation corridors identified on the Broward County Trafficways Plan except in conformance with the Transportation land use category.			YES	
<b>OBJECTIVE 16 COMPATIBILITY OF LAND USE AND</b>	The Town has no airports within its			

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>DEVELOPMENT WITH AIRPORTS</b></p> <p>Identify and reduce incompatible land uses adjacent to existing and proposed airport/heliport facilities.</p>	borders.			
<p>16-1 Areas surrounding existing and proposed airports/heliports shall be planned to promote compatible land uses consistent with the affected elements of the Comprehensive Plan.</p>	N/A			
<p>16-2 Within areas surrounding existing or committed airports/heliports, the Town shall not issue development permits for land uses or structures that are incompatible with airport/heliport uses, pursuant to the Development Review Requirements subsection of the Plan</p>				<p>Recommend the Town adopt a noise contour map for impacts from the Ft. Lauderdale Airport to ensure inappropriate land uses are not approved or expanded in those areas.</p>

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
Implementation Requirements section of the Broward County Land Use Plan.				
16-3 The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use decisions affecting airports/heliports and their adjacent areas.				
16-4 The Town shall protect from obstruction Federal Aviation Administration approved and locally adopted aircraft corridors.				Within known flight paths the Town should require letters of approval from the FAA.
<p><b>OBJECTIVE 17: LAND USE COMPATIBILITY AND COMMUNITY APPEARANCE</b></p> <p>Comprehensive Plan policies and land development regulations shall continue to encourage preservation, enhancement and maintenance of the Town's</p>		The LDC has regulations in place to protect the community appearance. This includes the Western Theme, Griffin Corridor District, and Rural Lifestyle Regulations.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>semi-rural character, rural/equestrian lifestyle and western themed downtown business district. The Town shall encourage elimination of land uses found to be inconsistent with the character of the community and prevention of future incompatible uses.</p>				
<p>17-1 Lands designated for non-residential use shall be located in a manner which facilitates development, but does not adversely impact existing and designated residential areas.</p>		<p>LDC requires strict buffering requirements for all non-residential uses when adjacent to any residential use.</p>	<p>YES</p>	
<p>17-2 No property within the Town shall be rezoned to a zoning district that is not in compliance with the Davie Future Land Use Plan.</p>		<p>This is reviewed at time of rezoning as a criteria for approval.</p>	<p>YES</p>	
<p>17.3 Each development proposal shall be reviewed with respect to its compatibility with adjacent existing and planned uses.</p>				
<p>17-4 Land development</p>		<p>Such regulations exist</p>	<p>YES</p>	<p>Recommend revision due to</p>

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
regulations shall address the size, quantity, location and character of on-premises and off-premises signs, to promote community aesthetics and protect the health, safety and welfare of Town residents. The Town shall evaluate and revise the sign regulations as necessary to provide for the elimination of existing signage that is inconsistent with the community character.		in the LDC		increased multi-story buildings and LDR that do not factor in such building design.
17-5 Land development regulations shall provide for the eventual phasing out of non-conforming uses.		In LDC	YES	
17-6 Town land development regulations shall address incompatible land uses through requirements such as buffering and setbacks.		LDC	YES	
17-7 Adopted land development regulations shall continue to set forth setbacks or separation		In LDC	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
regulations, landscaping requirements, and minimum open space criteria to enhance living and working environments.				
17-8 The Town shall use mechanisms such as code enforcement, Safe Neighborhoods District/neighborhood improvement districts, and public information programs to encourage maintenance of existing residential communities and residential structures.		The Code Compliance Division of the Town implements such programs.	YES	Revise to strengthen code enforcement role and to include maintenance of other land uses not just residential.
17-9 The Town shall maintain or enhance its western theme district and accompanying regulations and design standards.  17-10 The Town shall preserve the environment and character of rural areas using creative land use and planning techniques.		Adopted into LDC	YES	Review policy to see whether TDR is appropriate mechanism.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>17-11 The Town shall establish the following Rural Lifestyle Regulations to further the existing rural lifestyle and equestrian lifestyle of the Town:</p> <p>a. Scenic Corridor Overlay District - The Town shall establish a Scenic Corridor Overlay District and adopt land development regulations to address landscape requirements and the visual encroachment of buildings and structures along the scenic corridors.</p> <p>b. Rural Lifestyle Development Regulations - The Town shall establish zoning regulations to ensure that development is compatible with the surrounding land uses and maintains and enhances the rural character of the Town.</p> <p>c. Site Design Regulations - The Town shall establish design standards for</p>		Adopted into LDC	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
residential development in the three residential zones (AG, A-1 and R-1) applicable to the Rural Lifestyle Initiative.				
<p><b>OBJECTIVE 18: MIXED USE DEVELOPMENT</b></p> <p>The Town shall continue to maintain land development regulations that accommodate mixed-use projects, planned developments and other types of non-traditional developments to promote a diverse, imaginative and innovative living and working environment.</p>		Such regulations do not currently exist outside of a two target areas.	NO	Rewrite the land development code to develop regulations for mixed uses structures and developments. This is occurring as part of the RAC Master Plan and SR7/441 Master Plan.
18-1 The Town shall encourage mixed-use developments, including residential/commercial mixes, in its downtown area to support downtown businesses and provide additional housing		These regulations are in place.	YES	Increase the number of residential units remaining in the RAC to encourage additional housing for students and teachers.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
opportunities for students of the nearby colleges and universities. The Town should utilize the flexibility provisions of the Broward County Land Use Plan towards this end.				
<p><b>OBJECTIVE 19: COMMUNITY DEVELOPMENT</b></p> <p>The Town shall explore and implement economic incentive programs to facilitate the redevelopment of blighted areas.</p>		CRA currently in place.	YES	
19-1 The Town shall encourage code compliance through code enforcement efforts.			YES	
19-2 The Town shall utilize Federal, state and local programs, such as community development block grants and low- interest loan programs, to the greatest extent possible.			YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
19-3 Mixed-use residential/commercial development and redevelopment should be encouraged in downtown Davie.		Regulations in place.	YES	Continue to develop of parking program and master drainage plan to facilitate such development.
<p><b>OBJECTIVE 20: INRERGOVERNMENTAL COORDINATION</b></p> <p>The Town shall promote intergovernmental coordination and public participation in planning efforts.</p>			YES	
20-1 The Town shall consider adjacent land uses in neighboring communities in evaluating changes in land use.			YES	
20-2 The Town shall comply with the procedural requirements of Chapter 163, Florida Statutes, as amended from time to time, in processing amendments to the Comprehensive Plan.			YES	
20-3 The Town shall			YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
encourage the informal mediation of conflicts and promote the resolution of differences in an expeditious fashion.				
20-4 Public Participation mechanism shall maximize the opportunity for input during the planning process.		The Town has adopted a separate public participation ordinance requiring public meetings prior to review of projects by any public body.	YES	
<p><b>OBJECTIVE 21: POPULATION PROJECTIONS</b></p> <p>Amendments to the Future Land Use Element shall be consistent with the adopted populations projections contained herein.</p>			YES	
21-1 During each EAR process, the Town shall evaluate the Future Land Use Element for consistency with updated population projections, and shall further amend the Element as			YES	As part of the amendments the Town will update those population figures that are inconsistent.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
necessary to guide future land use decisions based upon the updated population projections.				
<p><b>OBJECTIVE 22: NEIGHBORHOOD AND CORRIDOR PLANNING</b></p> <p>Prepare, and present to the Town Council, at least one (1) small-area or corridor plan per year for Council endorsement/adoption.</p>		The Town last presented a corridor plan as part of the Rural Lifestyle Regulations.	NO	Dedicate funding resources to such projects as part of the CIE or delete such objective.
22-1 By January, 1998, designate and prioritize those areas for which small-area plans will be prepared, with Town Council concurrence.			NO	Remove such date specific projects from the comprehensive plan and place in the Town strategic plan.
22-2 Prepare the first small area plan by February, 1999.			NO	
<p><b>OBJECTIVE 23: PLANNING STUDIES TO BE COMPLETED</b></p> <p>Complete the following</p>				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
studies, resulting from the 1995 Evaluation and Appraisal Report, within the time frames indicated below:				
Study #1 By August, 1998, study and make recommendations, as necessary, regarding the need to incorporate an economic development section into the Future Land Use Element of the Comprehensive Plan.			NO	Utilize the findings of the RAC master plan, SR7/441 master plan and economic study to identify necessary economic strategies into the Compressive Plan.
Study #2 By August, 1998, initiate amendments to the Comprehensive Plan and Future Land Use Map, if deemed necessary after study, to include land use categories consistent with the existing land use designations of unincorporated lands contiguous to the southern boundary of the Town.		Those categories exist in the comprehensive plan.	YES	
Study #3 By August, 1998, coordinate with appropriate agencies to analyze and make recommendations, as		The Town continues to work with Broward County on coordination of vacant	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
necessary, concerning the accuracy of population projections for the Town.		land and development approvals to ensure more population projects.		
Study #4 By August, 1998, study and make recommendations, as appropriate, on the feasibility and desirability of extending the traffic concurrency exception area.		The County has eliminated all TCEA except for the Davie RAC TCEA due to transit concurrency adoption.	YES	
Study #5 By August, 1999, study and make recommendations, as necessary, regarding the distribution and compatibility of adjacent land uses, particularly in light of changing conditions, and of the success of currently available land use categories. In addition to general examinations, specific attention should be given to the location and siting of communication apparatus, school location and siting, and the current land use		The Town has adopted such language for school siting and telecommunications. However, recent Broward County Land Use categories have not been adopted into the Town Plan.	NO	Recommend adopting the Mixed Use District, Transit Oriented Corridor, and Transit Oriented Design Land Use categories.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
designations of land areas proximate to existing, planned or programmed major transportation corridors.				
<p><b>GOAL 2:</b> Direct growth to identified Urban Development areas within Davie in order to discourage urban sprawl, reduce development pressures on rural lands, maximize the use of existing public facilities and centralize commercial, governmental, retail, residential and cultural activities.</p>				
<p><b>OBJECTIVE 24</b> Identify urban redevelopment area(s) within Davie containing residential and non-residential uses, such as office, retail and community facility uses where public services and facilities are in place.</p>			NO	Recommend designation upon completion of RAC Master Plan and SR7/441 Master Plan.
24-1 Criteria and definitions for identifying urban			NO	Recommend designation upon completion of RAC

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
redevelopment area(s) in Davie shall be established with the Future Land Use element of the Davie Land Use Plan.				Master Plan and SR7/441 Master Plan.
24-2 Geographical boundaries of established urban redevelopment area(s) shall be defined as depicted within the Future Davie Land Use Plan Series.			NO	Recommend designation upon completion of RAC Master Plan and SR7/441 Master Plan.
OBJECTIVE 25 Establish criteria which encourage development within urban redevelopment area(s) to promote economic development, increase housing opportunities, and maximize use of existing public facilities and services.			NO	Recommend designation upon completion of RAC Master Plan and SR7/441 Master Plan.
25-1 Continue to seek Community Development Block Grant money to provide low interest loans for housing rehabilitation to home owners in the identified urban redevelopment area(s) within			YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
Davie.				
25-2 Promote conservation and rehabilitation of existing housing in the identified urban redevelopment area(s) within Davie, to improve the quality of life, through continued efforts of the Davie Community Redevelopment Agency, code enforcement, and community awareness efforts.			YES	
25-3 Promote the construction of new housing units within the identified redevelopment area(s) within Davie through the continued efforts of the Davie Community Redevelopment Agency to qualify for and obtain CDBG funding for new efficient affordable housing units.			YES	
25-4 Designated urban redevelopment area(s) shall be excepted from transportation facilities concurrency requirements		TCEA have been eliminated due to Broward County adoption of Transit Concurrency.	NA	Delete such policy.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
consistent with Chapter 163.3180(5)(b), Florida Statutes.				
25-5 Integrated transportation systems, mass transit, facilities, bikeways and pedestrian corridors should be encouraged to serve urban redevelopment area(s) to reduce reliance upon automobile travel.		This is a focus of the RAC Master Plan and as part of the SR7/441 Master Plan	NO	Continue to develop strategies to encourage such integrated systems.
25-6 The Davie Comprehensive Plan shall establish standards and motoring procedures for the expansion of mass transit, pedestrian travel and other forms of non-automobile travel within urban redevelopment area(s).			YES	Continue expansion of the Davie Community Shuttle Bus.
25-7 Provide for transportation concurrency exceptions within the established urban redevelopment area(s) within Davie to all land uses and		TCEA have been eliminated due to adoption of Transit Concurrency.	NA	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>developments through the granting of Development Orders in the absence of compliance with the Town's and County's concurrency monitoring system, provided the development is consistent with all other relevant sections of the Town's codes, ordinances and regulations.</p>				
<p>25-8 Designated urban redevelopment area(s) must contain residential and non-residential uses, such as office, retail and community facility uses, and must be identified on the Davie Land Use Plan Map Series consistent with the following criteria:</p> <p>1) Where any two areas meeting the criteria for designation as urban redevelopment area(s) are contiguous, they may be combined on the Davie Land Use Plan Map Series as one</p>			NO	<p>Recommend evaluating the designation of an urban redevelopment area.</p>

<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED?</b>	<b>RECOMMENDATIONS</b>
<p>district geographical area for the purposes of permitting development pursuant to the goals, objectives and policies of the plan.</p> <p>2) Designated areas may be expanded by an amendment to the Davie Land Use Plan provided that the proposed areas meet the criteria set forth below:</p> <p>a) The boundaries and approximate acreage of the area must be identified.</p> <p>b) Public facilities and services such as sewage treatment systems, schools, and recreation areas must be in place.</p> <p>c) There must be availability of transportation facilities and mass transit service within a quarter mile of all areas, providing a headway</p>				

<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED?</b>	<b>RECOMMENDATIONS</b>
<p>of thirty minutes or less, and available at least 5 days a week.</p> <p>d) There must be an analysis considering the impact of the urban redevelopment area on the Florida Intrastate Highway System and considering policies/programs to encourage alternatives to automobile travel on the Florida Intrastate Highway System such as, but not limited to, expansion of capacity and ridership on the Tri-Rail including expanded feeder bus service, expansion of bus service, creation of transportation management associations, the provision of local transit service within designated areas such as "trolleys", and/or improvement of pedestrian access to transit passenger facilities.</p>				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>e) The area must be over 80% built-out, regularly served by mass transit and the subject of a locally approved revitalization/redevelopment plan.</p> <p>f) Alternatively, in addition to meeting criteria a-e above, the area may be a designated Community Redevelopment Area.</p> <p><b>OBJECTIVE 26:</b></p> <p>The Town shall review development applications within the established urban redevelopment area(s) as to their impact on the local county, state and Florida Intrastate Highway System so as to encourage alternatives to automobile travel.</p>			NA	
26-1 The Town shall establish development		The Town has a community bus route	In progress.	Continue to implement the existing strategies to measure

<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED?</b>	<b>RECOMMENDATIONS</b>
strategies for the established urban redevelopment area(s) which will encourage the use of safe and convenient access to public transit terminals, sidewalks, boardwalks, and public parking areas.		in place targeting the identified redevelopment area. The CRA has also located two community parking areas that are in the permitting process.		long term success.
26-2 The Town shall coordinate it's strategies for automobile travel alternatives with the plans and programs of Broward County, the Florida DOT, and appropriate state plans and statues. A designated Town representative shall interface with the above agencies to coordinate transportation planning alternatives on an annual or more frequent basis as necessary.	Coordination through Broward County MPO	The Town has a voting member on the MPO and regularly attends the MPO Technical Coordinating Committee.	YES	
<b>POLICY GROUP 27: SCHOOL SITING</b>				
27-1 The Town shall continue to permit public schools, which are classified			YES	

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<p>by this Plan as a type of community facility, in the following land use categories:</p> <ul style="list-style-type: none"> <li>a. Residential</li> <li>b. Rural Ranches</li> <li>c. Residential/Office</li> <li>d. Commercial</li> <li>e. Commerce/Office</li> <li>f. Employment Center</li> <li>g. Industrial</li> <li>h. Regional Activity Center</li> <li>i. Community Facilities</li> </ul>				
<p>27-2 The Town will utilize the following Broward County School Board land area guidelines for individual school facilities:</p> <ul style="list-style-type: none"> <li>a. elementary school: 12 acres</li> <li>b. middle school: 20 acres</li> <li>c. high school: 45 acres</li> </ul>	<p>The number of school sites meeting this measure.</p>	<p>No new public schools have been constructed since the last EAR.</p>	<p>YES</p>	<p>Recommend working with the School Board on infill school sites that may not meet the acreage due to land constraints for future siting.</p>
<p>27-3 Collocation of public schools with other community facilities shall be considered when:</p>		<p>The Town has collocated park sites within the Town.</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>a. New or replacement schools are funded in the School Board's Capital Budget and are adjacent to other existing public facilities;</p> <p>b. New facilities are funded in the Town's Capital Improvement Element and can be located adjacent to public schools; and/or</p> <p>c. Joint use projects are created and implemented.</p>				
<p>27-4 The Town will encourage the collocation of public facilities such as libraries, parks and community centers with public schools to the extent practical and financially feasible. The following criteria shall be considered for collocating public schools and public facilities:</p> <p>a. Availability of vacant land of suitable size and dimensions for the collocated</p>		<p>Programmed new library which is located within Young Art Children's museum.</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>public uses;</p> <p>b. Compatibility of the collocated public uses with the adjacent land uses (ex: noise, odors, glare, debris, dust, traffic, high voltage transmission lines etc.) and the compatibility of the collocated public uses' future land use designation(s) with the future land use designations of adjacent areas;</p> <p>c. Availability of infrastructure, public services (ie: roadways, public transit, potable water, sanitary sewer, drainage, and aquifer recharge) and utilizes (electricity, gas, etc.);</p> <p>d. Environmental limitations (ex: wetlands, uplands, soil conditions, contaminated sites, potential brownfield sites, etc.);</p> <p>e Access approaches, including Roadways, public transit, bikeways,</p>				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
recreational trails and pedestrianways; f Proximity to residential areas, particularly urban residential areas, and areas of very low, low and moderate income housing; and g Demographic base for purposes of encouraging diversity.				
27-5 The Town shall incorporate provisions in the Land Development Code requiring new development, located adjacent to an existing or planned public school site, to incorporate features such as walls, solid hedges, or increased setbacks where such use would be incompatible with the public school.	The measurable target is this provision in the land development code.	Not currently in the code.	NO	Recommend amendment to the LDC.
27-6 The Town shall incorporate provisions in the Land Development Code which provide for safe pedestrian and bicycle access to schools.	Incorporation into the LDC.	Not yet incorporated into the code.	NO	Recommend amending the LDC.

<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED?</b>	<b>RECOMMENDATIONS</b>

## TRANSPORTATION ELEMENT

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
<b>GOAL 1: To develop and maintain an overall transportation system which will provide for the transportation needs of all sectors of the community in a safe, efficient, cost effective and aesthetically pleasing manner.</b>				
<b>OBJECTIVE 1.1</b> <b>To the extent that the Town has control, the Town will ensure that transportation facilities and services for those roads identified in this element Plan meet level of service standards established within the Town of Davie Comprehensive Plan.</b>	The measurable target is roadway links operating at an acceptable level of service.	Several roadways identified on the Town's trafficways plan do not meet the minimum Level of Service.	NO	Road Master Plan.
1.1.1: To maintain those level of service standards identified within the Town's Comprehensive Plan, the Town shall, prior to final action on amendments to the Town of Davie Comprehensive Plan, determine whether adequate municipal transportation facilities and services will be available to serve the proposed development.	Measurable target is the Adopted Level of Service for the subject roadway adjacent to the proposed development.	The Town reviews proposed developments through the development review process and determines if adequate municipal transportation facilities are available. Traffic studies generated by the applicant provide information about the impact of the proposed project on roadways.	YES	
1.1.2: Prior to plat approval, the Town and/or County shall evaluate the transportation facilities and services necessary to meet the level of service standards established within	Broward County evaluates proposed plats for adequate Level of Service standards.	The Town requires roadway improvements for proposed developments that generate additional transportation and	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
the Town of Davie Comprehensive Plan and will be available concurrent with the impacts of the development consistent with Rule 9J-5.0055(3)(c), F.A.C. and the concurrency management policies included within this element and plan.		traffic capacity at the Development Review Process.		
1.1.3: The Town shall enforce its land development codes and regulations to determine that all new development in the Town of Davie meets the level of service standards established within the Comprehensive Plan.	The adopted Level of Service for the subject roadway is the measurable target.	The policy is enforced through LDC Chapter 12, Article XI, Division 1, Sec. 12-323 (c) during the Development Review process.	YES	
1.1.4: In order to ensure that land development contributes a proportionate share of the cost of transportation facilities, the Town of Davie will continue to urge Broward County to continue to implement the improvements, dedications and highway impact fee requirements or actual construction in lieu thereof, contained within the Broward County Land Development Code, as amended.	There is no direct measurable target. Secondary measurable target is maintaining the Level of Service for County Roads within the Town.	The Town communicates with Broward County regarding proposed transportation and Transit improvements through the Metropolitan Planning Organization and other transportation planning-related meetings.	YES	
1.1.5: The Town will continue to coordinate review of proposed development with	Measurable target is reviewing all proposed development with	This policy is currently being implemented.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
Broward County to insure collection of applicable roadway impact fees for properties platted prior to March 20, 1979, using Broward County's TRIPS Model, or as otherwise provided by law, to improve existing and future roadways.	Broward County. Collection of appropriate impact fees. Secondary measurable target includes impact fees for designated roadway improvement projects.			
1.1.6: The Town will review, at least annually, the Broward County Traffic Review and Impact Planning System (TRIPS) network report provided by Broward County to determine which facilities within the Town of Davie are in compliance with development order intensities and are generating impact fees.	The measurable target is the annualized review of trips network report.	The policy is currently being implemented.	YES	
<b>GOAL 2: The Town will coordinate with FDOT and the County, to exceed, by 2004, the regional level of service goal of an overall 10 percent reduction in the lane miles of the Regional Roadway Network within Davie currently operating below level of service "D".</b>				
<i>Note: Utilizing the Florida Department of Transportation's (FDOT) evaluation criteria, the roadways described (as of 6/99) in this element are considered to be over capacity. Developments proximate to these facilities will require traffic mitigation to the extent that the development degrades the level of service for the facility.</i>				
<b>2.1: The Town will coordinate transportation improvements with the plans and programs of the BCMPO, Broward County Transit Division, FDOT (including its Five-Year Transportation Plan), and any appropriate resource planning</b>	Percentage of roadway links in miles and/or projects built which are consistent with the aforementioned plans is the measurable target.	The Town actively participates and contributes to the plans and programs of Broward County MPO, FDOT and Turnpike Enterprise, as well as Broward County transit.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
<p><b>and management plan prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet.</b></p>				
<p>2.1.1: The Town shall utilize the highway capacity methodology or other approved acceptable methodologies endorsed by the BCMPO and approved by the Broward County Board of County Commissioners to determine the capacities and levels of service on appropriate roadways. The Town recognizes that the data concerning roadway capacities was obtained from the Broward County Transportation Element and the FDOT "Generalized Capacity" tables contained within the FDOT 1998 Level of Service Handbook and may not reflect the actual capacity conditions of a roadway segment (generalized means average conditions). The Town reserves the ability to address detailed capacity determinations by separate link analysis.</p>	<p>The utilization of an acceptable highway capacity methodology to determine the roadway capacities.</p>	<p>For the purpose of the Comprehensive Plan, the Town uses a highway capacity methodology or other approved acceptable methodology to determine the Level of Service on appropriate roadways.</p>	<p>YES</p>	
<p>2.1.2: Unless exempt under other policies, the concurrency</p>	<p>The generalized two-way peak-hour level of service</p>	<p>The Level of Service table for 2004 generated</p>	<p>NO</p>	<p>The Town will establish local road concurrency.</p>

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
management system shall establish the following roadway peak-hour level of service (LOS) standards for the purpose of issuing development orders and permits:	(LOS) standard established by the Florida Department of Transportation is the measurable target.	for the EAR shows that twenty-three (23) links of eight (8) roadways fail.		
1. For the Florida Intrastate Highway System (FIHS) roadways within the Town of Davie, the generalized two-way peak-hour level of service (LOS) standard established by the Florida Department of Transportation is:				
FIHS Roadway	Segment	LOS/ Peak Hour Volume	Objective Achieved?	Recommendations
Florida Turnpike	South Town Limits to I-595	D/8,900	NO. LOS E.	Continue to work with FDOT on alternatives.
I-595	I-75 to Pine Island Rd;  Pine Island Rd to east of SR 7	D/12,100  D/12,200	NO. LOS F.  NO. Pine Island/University LOS F.  NO. University/Davie Road LOS E.  YES. Davie Road /Turnpike LOS D.  YES. Turnpike/SR 7 LOS F.	Continue to work with FDOT on alternatives.  " " "  " " "
I-75	Sheridan St to I-595	D/12,100	YES. LOS C.	
Source: Level of Service Manual, Excerpts from Tables 5-4 and 5-7, Florida Department of Transportation, (1998).				
2. For non-FIHS transportation facilities and transportation facilities functionally classified	Level of Service D; 2-way peak hour volume.	Several roadway links within the Town have a Level of Service F. See	NO	Road Master Plan.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
as collector roads or higher, the generalized two-way peak-hour LOS "D" standard volumes depicted on Table 5-7, Level of Service Manual, Florida Department of Transportation, (1998).		Table II.E.3.		
3. For transportation facilities previously designated as 110 percent maintain under the 1989 Comprehensive Plan, the generalized two-way peak-hour LOS standard shall be calculated by use of a K factor, which will be applied to the 110 percent maintain roadway volumes. The 110 percent maintain roadway segments and corresponding LOS standard are depicted in an Appendix to the Broward County Transportation Element Support Document.	<u>The Level of Service standard based on the 110% maintain for the 2-way peak hour volume</u>	<u>As of December 2004, Broward County has adopted the Transit oriented Concurrency which has also been accepted by the Town of Davie. Therefore, the 110% maintain is not applicable to the Town.</u>	NA	
2.1.3: The Town, through its membership in the BCMPO, will urge responsible State and County implementing agencies to plan their roadway systems to achieve and maintain at least a level of service "D" during peak hour.	The measurable target is the LOS D during peak hour.	Several state and county roadway links have a LOS F at peak hour.	NO	Continue to work with BCMPO on alternatives.
2.1.4: The Town establishes a minimum peak hour level of	The measurable target is the LOS D during peak	Several locally maintained collector	NO	Local Road Master Plan.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
service standard of "D" for locally maintained collector roadways.	hour.	roadways have a LOS below D.		
2.1.5: All other Town-maintained local roads shall provide a minimum peak hour LOS standard "C".	The measurable target is the LOS C.	Some of the Town roadways do not meet the minimum peak hour LOS service of C.	NO	Local Road Master Plan.
2.1.6: A local street is any roadway not designated as an arterial or collector facility on the Broward County Trafficways Plan.	Roadways not designated as an arterial or collector on the Broward County Trafficways plan.	Local roadways have been identified by the Town of Davie.	YES	
2.1.7: Low cost improvements, such as the addition of turn lanes and more effective signage, will be considered before additional travel lanes are added to any local street. In addition, the impact to the lifestyles of adjacent neighborhoods should also be considered.	The measurable target is the impact of new development on the Level of Service and the impact on the integrity of the neighborhood immediately adjacent to the proposed development.	Through the Development Review process, the Town assesses the impact to the roadways and adjacent neighborhoods to determine what improvements should be considered.	YES	
2.1.8: The Town will work closely with developers and County and State transportation agencies in order to facilitate joint funding of transportation improvements.	The measurable target is the positive impact of new development on the Level of Service of roadways and the neighborhood adjacent to the proposed development.	The Town currently works with developers to facilitate joint funding of improvements. The Town also works with Broward County and FDOT for joint funding of transportation improvements.	YES	
2.1.9: The Town will coordinate	The measurable objective	The Town coordinates	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
and cooperate with the State and County to improve roadways within the Town of Davie.	is the overall improvement of roadways within the Town of Davie: Level of Service, operations, and safety aspects.	and cooperates with FDOT and Broward County through Broward County MPO, Broward County Planning Council, as well as other agency meetings to improve roadways within the Town of Davie.		
2.1.10: The Town will continue to participate in the Broward County Technical Coordinating Committee (TCC).	The measurable target is attendance and participation in the Broward County Technical Committee meetings.	The Town currently participates in Broward County Technical Coordinating Committee meetings.	YES	
2.1.11: The Town shall coordinate with FDOT and/or Broward County to develop action plans for each over capacity roadway within the Town of Davie by December 2000.	The development of new action plans and target dates for over capacity roadways is the measurable target.	The Town is currently implementing this policy.	YES	
2.1.12: The Town shall coordinate with Broward County to develop Transportation Demand Management (TDM) and Transportation System Management (TSM) programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per	The reduction in vehicle trips is the measurable target.	The Town encourages developers to utilize these policies. The Town does not have a formal TDM/TSM program. Broward County provides transit service to the Town of Davie.	NO	Road Master Plan.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
capita with the Town and region. Consistent with the Broward County Transportation Element, TDM strategies may include:		The Town does not have a cumulative total of the number of people who utilize the TDM strategies.		
a. Ridesharing programs - Ridesharing is a form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a car or a van, to make a trip.	The reduction in vehicle trips is the measurable target.	The Town encourages developers to utilize these policies. The Town does not track the number of people utilizing this strategy.	NO	Continue existing condition.
b. Flexible Work Hours - Allows employees to schedule their work hours so as to avoid driving during peak hours.	The reduction in vehicle trips is the measurable target.	The Town encourages developers to utilize these policies. The Town does not track the number of people utilizing this strategy.	NO	Continue existing condition.
c. Telecommuting - Home - based employees primarily in information-oriented jobs.	The reduction in vehicle trips is the measurable target.	The Town encourages developers to utilize these policies. The Town does not track the number of people utilizing this strategy.	NO	Continue existing condition.
d. Shuttle Services - Buses, vans or cars used to provide transportation from remote parking locations to the workplace.	The reduction in vehicle trips is the measurable target.	The Town encourages developers to utilize these policies. The Town does not track the number of people utilizing this strategy.	NO	Continue existing condition.
e. Parking Management - included preferred parking, price parking, parking	Measurable target to be established.	The Town encourages developers to utilize these policies; used as a	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
limitations and shared parking.		part of development approval.		
f. Corridor studies - Coordinated efforts between the County, MPO, FDOT and local governments which consider a wide variety of initiatives to encourage higher public transit use and transit-oriented design development.	Measurable target to be established.	The Town actively participates in corridor studies, such as US441/SR7 Collaborative, and contributes to the development of transit and transit oriented development policies.	YES	
g. Congestion Management Plan (CMP) - Priority strategies serving the County's Urban Infill Area which is east of the Florida Turnpike intended to mitigate congestion and improve operational LOS.	Measurable target to be established.	The Town is currently implementing this policy.	YES	
TMS strategies may include:				
a. Roadway improvements - In lieu of traditional widening and construction, alternative solutions are proposed to eliminate traffic problems such as corridor studies.	The implementation of the TMS strategies to alleviate congestion and improve intersection Level of Service is the measurable target.	The Town is currently implementing this policy.	YES	
b. Intersection improvements - Turn lane additions or other geometric improvements.	The implementation of the TMS strategies to alleviate congestion and improve intersection Level of Service is the measurable target.	The Town is currently implementing this policy through traffic studies and improvements due to proposed developments.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
c. Access Management - Control and spacing/design of driveways, ramps, medians, median openings, traffic signals and intersections on arterial and collector roadways.	The implementation of the TMS strategies to improve access management and public safety is the measurable target.	The Town is currently implementing this policy through the Development Review Process utilizing the Land Development Code.	YES	
d. Signalization - Computerization of signals on roadways to improve traffic flows.	The implementation of the TMS strategies through signal timing, thus improving traffic operations is the measurable target.	The Town is currently implementing this policy by coordinating with Broward County and FDOT.	YES	
2.1.12.1: Through participation in the MPO and coordination with the County and FDOT, work to reduce the per capita vehicle miles traveled (VMT) below the year 2002 projected daily per capita VMT of 19.42 by implementing TDM strategies and to improve operational aspects of transportation facilities by implementing TSM strategies.	The measurable target is reduction of per capita vehicle miles traveled (VMT) below the year 2002 projected daily per capita VMT of 19.42.	The policy has not been fully implemented by the Town.	NO	Implement mixed-use land use category to allow live/work in the same area.
2.1.13: Evaluate and rank proposed Town Roadway Projects in order of priority in preparing improvement programs according to the following guidelines:	Measurable targets need to be established.	The Town has not developed a formal concurrency management system.	NO	The Town should adopt a Transit Concurrency Management System (see Chapter 2E, recommendation #6).
a. Whether the project is needed to project public health	The measurable target needs to be established.	The Town is currently implementing this	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
and safety, to fulfill the state's and/or county's commitment to provide facilities and services, or to preserve or achieve full use of existing facilities;		policy and is evaluating proposed projects on a case-by-case basis through the land use approval and development review process.		
b. Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed area lacking full service, or promotes in-fill development;	The measurable target needs to be established.	The Town is currently implementing this policy.	YES	
c. Whether the project represents a logical extension of facilities and services within a designated service area; and	The measurable target of "logical extension" needs to be defined.	The Town is currently implementing this policy.	YES	
d. Whether the project represents a development requirement for the approval of a project within and undeveloped area.	The measurable target is the provision of a roadway project to fulfill development requirements in an undeveloped or underdeveloped area.	The Town implements this policy through the land use approval and Development Review Process.	YES	
2.1.14: The Town shall implement 110% Maintain as the level of service for the purpose of issuing development permits for road segments which are constrained facilities and are operating below LOS D according to the TRIPS model	The Level of Service according to the TRIPS model is the measurable target.	The policy is codified under LDC Chapter 12, Article XI, Division 1, section 12-323 (c).	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
as of November 1, 1999.				
2.2 The Town will enforce a concurrency management system which monitors and manages new growth in conformance with Florida's Local Government Comprehensive Planning and Land Development Regulation Act.	Percentage of developments with facilities in place concurrent with the impacts of development pursuant to Policy 2.2.1 a-e below.	The Town has not developed a formal concurrency management system.	NO	The Town should adopt a Transit Concurrency Management System (see Chapter 2E, recommendation #6).
2.2.1: The Town of Davie development review and approval process will ensure that necessary facilities and services will be available concurrent with the impacts of development consistent with Rule 9J-5.0055(3)(c) through any of the following situations. Development Action includes any land use change, site plan approval, building permit, zoning permit, subdivision plat approval, rezoning, special exception, variance, or any other official action of the Town Council or other appropriate Town official.	The measurable target needs to be established.	The Town reviews proposed development actions for consistency with Rule 9-J-5 through land use change, site plan approval, building permit, zoning permit, subdivision plat approval, rezoning, special exception, or variance.	YES	
a. The necessary transportation facilities are in place at the time a Development Action is approved by the Town Council or other appropriate Town	The measurable target of "necessary transportation facilities" needs to be clarified and established.	The Town reviews proposed development plans through the development review process and determines	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
officials or the Development Action is approved subject to the condition that the necessary transportation facilities will be in place consistent with Town Code provisions;		if additional facilities or improvements are necessary.		
b. The necessary transportation facilities are under construction at the time a Development Action is approved by the <b>City</b> Commission, or other appropriate <b>City</b> officials.	The measurable target of “necessary transportation facilities” needs to be clarified and established.	The Town reviews proposed development plans through the development review process and determines if additional facilities or improvements are necessary. Some of the improvements are made after the Town approves the Development Action.	NO	Local road concurrency.
c. The necessary transportation facilities are the subject of a binding contract executed for the construction of those necessary transportation facilities at the time a Development Action is approved by the Town Council, or other appropriate Town officials.	The measurable target of “necessary transportation facilities” needs to be clarified and established.	The Town reviews proposed development plans through the development review process and determines if additional facilities or improvements are necessary. If so, the development approval is contingent on the improvements. However, some of the improvements are made after the Town approves the Development	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
		Action.		
<p>d. The necessary transportation facilities have been included in the Municipal, County or State annual budget at the time a Development Action is approved by the Town Council, or other appropriate Town officials although the facilities are not yet the subject of a binding contract for their construction; and/or,</p>	<p>The measurable target of “necessary transportation facilities” needs to be clarified and established.</p>	<p>The Town reviews proposed development plans through the development review process and determines if additional facilities or improvements are necessary. Development approval is usually contingent on the improvements.</p>	<p>YES</p>	
<p>e. At the time a Development Action is approved by the Town Council, or other appropriate Town officials, the Town is able to assure that the necessary transportation facilities will be in place within a reasonable period of time consistent with the requirements of Rule 9J-5.0055(3)(c), F.A.C. At a minimum, the necessary transportation facilities are to be included within a financially feasible Capital Improvements Element or an alternative implementation plan which is determined by the Florida Department of Community Affairs to be in compliance with Rule 9J-5 of the Florida Administrative Code and</p>	<p>The measurable targets for ‘necessary facilities’ and a ‘reasonable period of time’ need to be established.</p>	<p>The Town is in the process of establishing a formal concurrency monitoring system. The Town informally monitors concurrency at this time.</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
supported by all necessary implementing land development regulations and a concurrency monitoring system.				
2.2.2: The Town shall maintain a concurrency monitoring system to ascertain whether necessary transportation facilities identified within the Capital Improvements Element of the Town of Davie Comprehensive Plan are being constructed in accordance with the schedules in the Plan and to measure the capacity of such transportation facilities in a given area at a given time.	The measurable target is twofold: 1) utilizing concurrency management to determine if capital projects related to transportation are being constructed in accordance with the Comprehensive Plan and; 2) how the level of service of each facility is impacted.	The Town does not maintain a formal concurrency system. The Town is in the process of establishing a formal concurrency monitoring system. The Town informally monitors concurrency at this time.	NO	The Town should adopt a Transit Concurrency Management System (see Chapter 2E, recommendation #6).
<b>Goal 3: The Town will actively promote the provision of a safe, convenient and efficient transportation system for motorized and non-motorized modes of travel.</b>				
3.1: Parallel frontage roads, interconnected driveways, or their design equivalent shall be encouraged to reduce conflicts between local and through traffic.	The number of curb-cuts, median openings, and parking lot interconnections during the planning period is the measurable target.	Through the Development Review process, the Town encourages design to reduce traffic conflicts. The Town does not maintain a tracking system for the number of curb-cuts, median openings, or parking lot interconnections.	YES	
3.1.1: By 2001, the Town will modify, if necessary, existing Land Development Regulations	The number of curb-cuts/median openings/parking lot	The Town reviews proposed development plans through the	NO	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
based on urban design for transportation facilities to encourage the utilization of parallel frontage roads, interconnected driveways, or their design equivalent to reduce conflicts between local and through traffic.	interconnections during the planning period is the measurable target.	Development Review process and addresses conflicts in traffic. However, this policy is not enforced due to the lack of frontage roads. Cross-connected driveways are encouraged.		
<b>OBJECTIVE 3.2</b> <b>The Town will continue the implementation of a safe and enjoyable bikeway/walkway system which will include land use and other strategies to promote the use of bicycles and walking.</b>	The measurable target is the linear feet of bikeways and walkways established annually.	The Town has not developed or adopted a Bikeway/Walkway Master Plan. However, the Town maintains a count of lineal feet added to the system is not in place.	YES. Compliance with the Objective.  NO. Bikeway/Walkway Plan has not been adopted.	Amend Recreational/Equestrian Trail map to include bikeways/walkways.
3.2.1: The Town Council shall develop a Master Bikeway/Walkway Plan which will include components from the Town's Recreational Trails Master Plan.	The measurable target is the development of a bikeway/walkway master plan.	The Town has not developed or adopted a Bikeway/Walkway Master Plan.	NO	Amend Recreational/Equestrian Trail map to include bikeways/walkways.
3.2.2: The Master Bikeway/Walkway Plan, once developed, will be periodically reviewed, and recommendations for additions, deletions and/or corrections shall be made to the Town Council for adoption.	The measurable target is the review and revisions (if necessary) of the bikeway/walkway master plan.	The Town has not developed or adopted a Bikeway/Walkway Master Plan.	NO	Amend Recreational/Equestrian Trail map to include bikeways/walkways.
3.2.3: At the time of plat or site plan approval, developers shall	The measurable target is the dedication,	The Town reviews proposed projects and	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
be required to dedicate, construct and/or resurface adjacent bikeways/walkways in accordance with the Land Development Code.	construction or improvement of bikeways/walkways in accordance with the Land Development Code.	through the Development Review Process, and requires the dedication, construction or improvement of bikeways and walkways.		
3.2.4: At the time of plat or site plan approval, the Town Council may require additional bikeways/walkways should the proposed subdivision contain a roadway pattern whereby the provision of additional bikeways/walkways would improve public safety or convenience.	The measurable target is the dedication, construction or improvement of bikeways/walkways to improve public safety and convenience in a proposed subdivision.	The Town reviews proposed projects and through the Development Review Process, and requires the dedication, construction or improvement of bikeways and walkways for public safety and convenience purposes.	YES	
3.2.5: Bikeways/walkways shall be designed to link parks, recreational, educational and other public facilities with nearby residential areas.	The direct measurable target needs to be established.	Through the adopted Bikeways / Walkways plan, parks, recreational, educational, and other public facilities are linked with residential areas.	YES	
3.2.6: At time of site plan review, the Town will encourage the provision of ample and secure bicycle parking at schools, libraries, recreational facilities, and significant commercial and	The measurable target of 'ample' needs to be established.	Through the Development Review Process, the Town encourages the provision of ample and secure bicycle parking at institutional,	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
multi family developments.		recreational, and significant commercial and multi-family facilities.		
3.2.7: The Town will continue to work cooperatively with FDOT and Broward County to provide wide curb lanes to accommodate bicycles and provide parallel sidewalks as part of arterial roadway construction projects.	The measurable target is coordination between the Town of Davie, Broward County, and FDOT regarding the provision of bicycle and pedestrian facilities.	The Town coordinates with FDOT and Broward County regarding infrastructure improvements that occur on their right-of-way within Town limits.	YES	
3.2.8: The Town will coordinate with land owners and developers to study the feasibility of adding an equestrian and bicycle lane to the SW 36th Street bridge over I-75 which would be separated from the travel lanes.	A measurable target date needs to be established.	The Town is currently implementing this policy.	YES	
3.2.9: The Town will coordinate with FDOT and Broward County to ensure that crossing signals for equestrians use, dual light buttons for equestrians (high) and for pedestrian/bicyclist (low) at trails/street intersections and guard rail cuts are provided on major roadways in order that bicycles, equestrians and pedestrians can access the roadway shoulders for safe	The measurable target is the retrofit of existing intersections or designing the intersections to accommodate these improvements along new and existing trails and pathways.	The Town continues to implement this policy.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
travel.				
3.2.10: The Town shall review all proposed development for accommodation of equestrian traffic needs and review facilities if deemed appropriate.	The measurable target is reviewing all projects for equestrian traffic needs.	The Town reviews all proposed developments during the Development Review Process for site-specific needs for equestrian traffic.	YES	
3.2.11: The Town shall require or provide pedestrian displays at signal installations and signal modifications where crosswalks are provided.	The measurable target is the provision of pedestrian displays at signal intersections and signal modifications at crosswalks.	The Town requires new development or redevelopment that may affect existing crosswalks to implement pedestrian displays and signal modification at intersection with crosswalks.	YES	
3.2.12: The Town shall provide bicycle, pedestrian and equestrian ways connecting all new residential areas to recreational areas, schools, and shopping areas within neighborhoods, and pedestrian ways for access to major transit stops	The measurable target is provision of connections from new residential areas to existing development, parks, and schools as well as transit stops.	Utilizing the Land Development Code and the Development Review Process, the Town requires new development to provide equestrian/ pedestrian/ bicycle connections to existing development, parks, schools, and transit stops.	YES	
3.2.13: The Town shall review all proposed development for its accommodation of bicycle, pedestrian, and equestrian traffic needs and said review	The measurable target is meeting the review of all proposed developments and their compliance with the Open Space	Utilizing the land Development Code and the Development Review Process, the Town requires proposed	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
shall be consistent with the pathway if the Open Space Program.	Program for equestrian, pedestrian, and cyclists' needs.	development to provide for equestrian, bicycle, and pedestrian needs consistent with the adopted Open Space Program.		
3.2.14: The Town shall require the construction of missing links in the existing sidewalk system as appropriate (adjacent to or in close proximity to) new and/or redevelopment in conjunction with the issuance of development permits for new and /or redevelopment.	The measurable target is the provision of sidewalks to connect segments of the existing sidewalk system.	Through the Development Review Process, the Town requires developers to provide for missing links in the existing sidewalk system.	YES	
<b>OBJECTIVE 3.3</b> <b>The Town will continue to work with State, County and other local agencies to improve traffic safety involving vehicles, pedestrians and/or cyclists, and take appropriate steps to maintain level of service.</b>	The measurable target is the number of accidents per location per year.	The Objective and policies are incorporated into the land Development Code under Chapter 12, Art. XI, Div. 4, sec. 12-330(b), and Chapter 12, Article VIII, Div. 1, as well as Chapter 20, Article 11, Div. 1.	YES	
3.3.1: Traffic signalization, roadway signage and operational capacities (including curb cuts and turn lanes) shall be designed to optimize traffic flows and levels of service. These improvements shall always be considered prior	The measurable target is the inclusion of traffic signalization, roadway signage, and operational capacities for the optimization of traffic flow for a roadway segment.	The Development Review process evaluates projects for their impacts on safety and traffic flow. The Town coordinates with other governmental agencies to improve	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
to adding travel lanes.		traffic safety of motorists, pedestrians, and equestrians alike.		
3.3.2: The Town shall prohibit on-street parking on all arterial and major collector roads unless on-street parking is utilized as a traffic calming device to compliment downtown district and encourage pedestrian activity.	The measurable target is no parking provided on arterial or major collector roads; parking can be utilized as a traffic calming device within the Downtown Davie district.	The Town implements this policy through site-specific traffic studies and the Development Review Process.	YES	
3.3.3: The Town will modify, if necessary, existing Land Development Regulations based on urban design for transportation facilities to accommodate the implementation of the Regional Activity Center Area.	The measurable target is the modification of the Land Development Regulations on urban design facilities to accommodate the Regional Activity Center.	The Land Development regulations accommodate urban design for transportation facilities in the Regional Activity Center.	YES	
3.3.4: The Town shall investigate expanding the Concurrency Exception Area for properties within the Regional Activity Center (RAC).	The measurable target is the geographic expansion of the Regional Activity Center.	Concurrency Exception Areas have been eliminated by Broward County and replaced by Transit Concurrency.	Not Needed.	
3.3.5: The Town may utilize traffic calming design features after a study is performed to address local neighborhood concerns.	The measurable target needs to be established.	The Town is currently evaluating areas of concern and commissioning traffic studies to determine if traffic calming measures would increase safety.	YES	
<b>OBJECTIVE 3.4</b> <b>The Town will promote timely</b>	The measurable target is the amount of lineal feet	The Town annually evaluates the municipal	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
<b>resurfacing and repair of roads and bridges to minimize costly reconstruction and to enhance safety.</b>	resurfaced or reconstructed annually.	roadways that are in need of resurfacing or reconstruction and plans for annual roadway maintenance.		
3.4.1: At a minimum, the Town will continue annual roadway maintenance budget funding at existing levels.	The measurable target is maintaining the annual roadway budget.	The Town continues to plan for annual roadway maintenance.	YES	
3.4.2: On an annual basis, the Town Public Works Department will produce evaluation criteria and an inventory of municipal roadways which are in need of resurfacing and/or reconstruction.	The measurable target is an inventory of Town roadways that are in need of resurfacing or reconstruction.	The Town annually evaluates the municipal roadways that are in need of resurfacing or reconstruction.	YES	
3.4.3: The evaluation criteria and the inventory of roadways requiring resurfacing and/or reconstruction, along with the funding necessary to complete the desired projects, will be forwarded to the Town Council for determination of which projects may be included in a resurfacing/reconstruction program.	The measurable target of evaluation criteria needs to be established.	The Town is currently implementing the policy by review of the inventory of roadways by staff and determines those roadways that need resurfacing or reconstruction. Town Council determines the projects which will be included in an improvement program.	YES	
3.4.4: A formal resurfacing/reconstruction program will be initiated following the Town Council's	The measurable target is the establishment of a formal resurfacing/reconstruction program.	The Town is currently implementing this as a formal policy.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
review of the inventory.				
<b>OBJECTIVE 3.5</b> <b>The Town will enforce existing regulations to: 1) reduce the number of access points onto adjacent roads; 2) provide adequate on-site motorized and non-motorized circulation; and 3) provide adequate off-street parking relative to existing and planned commercial and multi-family development.</b>	The measurable target is the number of site plans approved annually that meet existing Land Development Regulations standards for reduction of access points onto adjacent roadways, on-site circulation, and adequate parking for existing and proposed development.	Through the Development Review process, the Town enforces adopted regulations to minimize the number of access points onto adjacent roadways, provide adequate on-site circulation, and adequate parking to existing and proposed development.	YES	
3.5.1: The Town will enforce regulations relating to the location of driveways, access points and connections to roadways which are at least as strict as Broward County and State standards. This shall not prohibit the approval of connections and access points not totally consistent with those standards based upon a traffic study.	The measurable target is the enforcement of driveway, access point, and cross-connection standards on proposed developments occurring within the Town.	The Town reviews all proposed developments regarding the location of driveways, access points, and cross-connections in context to Broward County and FDOT standards.	YES	
3.5.2: The Town shall enforce the off-street parking requirements contained in the Land Development Code for all land uses, particularly industrial, commercial and multi-family developments.	The measurable target is the enforcement of off-street parking for all land uses.	The Town is currently implementing this policy through the Development Review process.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
3.5.3: The Town shall enforce design criteria for on-site motorized and non-motorized circulation.	The measurable target is the enforcement of design criteria for all on-site circulation.	The Town is currently implementing this policy through the Development Review process.	YES	
<b>GOAL 4: Coordinate transportation and land use planning activities to ensure adequate facilities and services are available to meet existing and future needs of Davie's population and economy.</b>				
<b>OBJECTIVE 4.1: The Town will coordinate transportation planning activities with land use decisions, ensuring that transportation planning and land use planning activities are properly coordinated in the Town, as shown on the Future Land Use Map.</b>	The measurable target and action are: 1) Coordinate with Broward County so that at least 80% of all transit stops shall be proximate to development with higher intensity and mixed-use land uses as defined within this element by December 31, 2000. 2) Identify the number of bus stops with functional access to surrounding land uses by June 30, 2000.	The Town has partially undertaken this policy, but has not completed the studies.	NO. The Town has not fully completed this policy.	Complete studies.
4.1.1: The Town shall consider the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the Town.	The measurable target is the requirement of a site-specific traffic analysis to determine the impacts of the proposed amendment on the transportation facilities within the Town.	The Town currently implements this policy with the review of each Comprehensive Plan Amendment through the requirement of a site-specific traffic study. Cumulative impacts are not formally	YES. Amendment - specific.  NO. Cumulative impacts.	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
		tracked.		
4.1.2: To minimize the impact on locally-maintained transportation facilities, land uses which generate or affect high traffic volumes will be located adjacent to, or have safe and adequate access to, principal arterials, expressways, or other regionally-significant roadway facilities.	The measurable target of “minimize impact” needs to be established for potential effects on transportation facilities.	The Town requires proposed developments that may generate an impact on the Town’s transportation network to submit a traffic study discussing volumes, potential impacts, and improvements to mitigate any impacts.	YES	
4.1.3: Transportation facilities will be planned and located in a manner which minimizes the potential for adverse impacts on adjacent land uses.	The measurable target is avoidance of all reasonable adverse impacts on adjacent land uses.	The Town will implement this policy through coordination with Broward County and FDOT to avoid adverse impacts on adjacent land uses.	YES	
4.1.4: The Town shall reserve the ability of acquiring lands and constructing parking facilities such as garages or surface parking areas separately or in partnerships.	The measurable target is the implementation of a program to acquire land for the provision of parking facilities (surface lots or garages)	The Town has not implemented this policy.	YES	
4.1.5: The Town will study the feasibility of creating an incentive program such as density bonuses or credits for development activities with in RAC by December 2000.	The measurable target is the completion of a feasibility study for an incentive program for development activities with in RAC.	The Town has not fully implemented this policy by studying the feasibility of an incentive program for density bonuses in the RAC.	NO	RAC Master Plan.
4.1.6: The Town will continue to maintain and enforce a	The measurable target is the implementation of a	The Town does not have a formal concurrency	NO	The Town should adopt a Transit Concurrency

<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED</b>	<b>RECOMMENDATIONS</b>
concurrency management system consistent with the Future Land Use Element to assure that development orders and permits are not issued unless transportation facilities are available.	concurrency management system, assuring that development orders/permits are issued when transportation facilities are available.	management program, but relies on Broward County's concurrency program. Town Staff has been directed to develop and implement a formal concurrency program.		Management System (see Chapter 2E, recommendation #6).
4.1.7: Residential densities below 10 DUA should be located with access to existing or proposed arterial, collector and local streets.	The measurable target is residential densities less than 10 DU/ac with access to arterial, collector and local streets.	The Town implements this policy through the Land Use Change application, review, and approval process.	YES	
4.1.8: Residential densities above 10 DUA should be located with adequate access to major or minor arterial roadways, expressways and public transit routes.	The measurable target is residential densities more than 10 DU/ac with access to major or minor arterial roadways, expressways and public transit routes.	The Town implements this policy through the Land Use Change application, review, and approval process.	YES	
4.1.9: The Town shall designate sufficient acreage on the FLUM to provide a range of housing opportunities and a mix of land uses so that housing opportunities are within close proximity to employment areas and public transit routes.	The measurable target of "sufficient acreage" needs to be established.	The Town implements this policy through the Land Use Change application, review, and approval process.	YES	
4.1.10: Regional or community facilities and other public facilities shall be located in areas of concentrated activities, such as the RAC, in order to	The measurable target is the location of regional/community facilities in a concentrated area adjacent to transit	The regional/community facilities are located in areas such as the RAC or are adjacent to an	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
provide easy access by public transit and to economize on parking facilities.	facilities.	existing transit facility.		
4.1.11: Commercial and/or industrial development shall be located with adequate access to major transportation facilities.	The measurable target of “adequate access” needs to be established.	Presently, commercial and industrial development in the Town has access within one quarter mile of major transportation facilities.	YES	
4.1.12: Transportation facilities and services shall be developed in a manner that encourages infill development and that promotes the efficient use of urban services.	The measurable target of “developed in a manner that encourages development” and “promotes the efficient use of urban facilities” needs to be clarified and established.	The Town is currently implementing this policy with redevelopment of the Downtown Davie area and the Griffin Road corridor.	YES	
<b>OBJECTIVE 4.2:</b> <b>In conjunction with Broward County the Town shall ensure development does not encroach upon existing rights-of-way and shall ensure future development does not encroach upon future rights-of-way as provided in the Broward County Trafficways Plan and Town Right of Way Protection Plan.</b>	The measurable target is the lack of developments encroaching upon planned or vested right of way.	The Town is currently implementing this objective by inventorying all rights-of-way and reviewing proposed projects in context to the existing right-of-way do there is no encroachment.	YES	
4.2.1: In order to protect the rights-of-way necessary for the establishment of the Regional	The measurable target is the support and implementation of the	The Town is currently implementing this policy and supporting	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
Roadway Network, the Town will continue to support implementation of the Broward County Trafficways Plan.	Broward County Trafficways Plan.	the implementation of the Broward County Trafficways Plan.		
4.2.2: In order to protect the corridors identified on the Broward County Trafficways Plan, the Town shall not issue building permits for construction of buildings within identified rights-of-way.	The measurable target is to not issue building permits for construction for building in identified rights-of-way.	The Town is currently implementing this policy.	YES	
4.2.3: During BCPC's authorized periods of municipal review, the Town Council may formally submit requests for additions, deletions, or modifications to the Broward County Trafficways Plan.	The measurable target is requests to amend the Broward County Trafficways Plan.	The Town is currently implementing this policy.	YES	
4.2.4: The Town will continue the practice of obtaining necessary right-of-way, in conformance with adopted right-of-way plans, including the Broward County Trafficways Plan, at time of issuance of development permits.	The measurable target is acquiring rights-of-way that are a part of an adopted rights-of-way plan at the time of the issuance of development permits.	The Town is currently implementing this policy.	YES	
4.2.5: Adopt the following provisions as Town minimum public right-of-way requirements for new roadways:	The measurable target is the width of right-of-way to be applied to proposed roadways within the Town.	The Town requires the minimum public right-of-ways for new roadways.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
a) Arterial roadways - Principal: 200 foot right-of-way Major: 120 foot right-of-way Minor: 110 foot right-of-way  b) County and Town collector roadways - 80 foot right-of-way  c) Local roads (bikeway or trail corridors) - 60 foot right-of-way  d) Local road - 50 foot right-of-way				
GOAL 5: Encourage a transportation system which minimizes environmental impacts, conserves energy, and conserves the Town's lifestyle in addition to moving traffic safely and efficiently.				
<b>OBJECTIVE 5.1:</b> <b>The Town shall continue to provide or encourage alternatives to single-occupancy and other automobile travel to minimize negative environmental impacts.</b>	The measurable target is the number of programs, lineal feet of trail miles and bike lane miles implemented or constructed. The measurable target of "negative environmental impact" needs to be established.	The Town does not have a formal plan to implement this policy, but encourages Town citizens and developers to utilize other modes of transportation through information about the transit facilities and trails network.	In progress.	Continue to utilize and expand the mixed-use local shuttle bus/SFEC bus.
5.1.1: The Town will continue to make information regarding ride sharing, mass transit, and commuter rail services available to its citizens.	The measurable target is the availability of information regarding ride sharing, mass transit, and commuter rail services	The Town provides information regarding ride sharing, mass transit, and commuter rail services through the Town website and the Community Transportation	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
		Coordinator.		
5.1.2: The Town will cooperate with the implementing agencies to explore the feasibility of locating park and ride lots in proximity to, or within, the Town which may service transit services, such as the High Speed Rail System, the Tri-County Rail System and Express Bus Services.	The measurable target of "proximity to" needs to be established.	The Town does not have any Park-and-Ride lots, but is working with FDOT/SFEC on locations for high-speed rail.	In progress.	
5.1.3: The Town will not permit, unless appropriate mitigation measures are taken, the construction of transportation improvements which would negatively impact environmentally-sensitive areas such as wetlands.	The measurable target of "negative impacts" needs to be established.	Transportation improvements that cause impacts to the environment are regulated through State and regional regulatory agencies.	YES	
5.1.4: The Town shall discourage unnecessary traffic signalization.	Measurable target of "unnecessary traffic signalization" to be established.	The Town coordinates traffic signalization with Broward County and FDOT to prevent unnecessary traffic signalization.	YES	
<b>GOAL 6: Continue developing a high level of transit service which provides safe, economical, efficient, and convenient travel for the citizens of the Town of Davie.</b>				
<b>OBJECTIVE 6.1: The Town shall work cooperatively with Broward County and the Florida Department of Transportation to increase the level of annual</b>	The measurable target is the proportionate annual increase in transit riders within Davie.	The Town has not achieved the goal of 25 million unlinked trips.	NO	Continue to work with Broward County and FDOT.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
<b>BCT Transit ridership to 25 million unlinked trips by the year 2000.</b>				
6.1.1: The concurrency management system shall provide that for the purpose of issuing development orders and permits, the adopted public transit level of service shall be for the BCT to provide fixed-route transit service to at least 70 percent of all residences and employment locations during the peak hour.	The measurable target is the provision of transit service to at least 70 percent of all residences and employment locations during the peak hour.	The Town has not implemented a formal concurrency management system. Transit service does not reach 70 percent of residences in the Town of Davie. Transit service does reach many of the employment locations as illustrated in the major traffic generator map.	NO	The Town should adopt a Transit Concurrency Management System (see Chapter 2E, recommendation #6).
6.1.2: As Davie continues to develop, the Town shall urge the County to provide bus service to generally achieve the County Transit Development Plan (TDP) level of service standards.	The measurable target is the provision of transit service to achieve the Transit Development Plan level of service standards.	The Town has encouraged Broward County to provide additional transit service to increase the transit Level of Service. Two new routes will be added and one route will be extended.	YES The Town does meet LOS standards based on Broward County's Transit Oriented Concurrency for the South Central District.	
6.1.3: The Town, with financial assistance from the County, will make special efforts to increase transit ridership by providing bus shelters, benches, detailed signage, and other amenities at high transit usage bus stops.	The measurable target is the provision of amenities such as shelters, benches, and signage at high usage transit bus stops.	The Town has made efforts to provide bus shelters, benches, signage, and amenities at high transit usage stops.	YES	
6.1.4: The Town shall support	The measurable target is	The Town of Davie has	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
the Broward County and the FDOT continued funding of local mass transit service consistent with existing service standards.	the support of Broward County and FDOT for funding local transit service within the Town.	supported the efforts of Broward County, South Florida Regional Transportation Authority and FDOT for funding transit.		
6.1.5: The Town shall coordinate with the Broward County MPO, Broward County Division of Transit and Tri-Rail to ensure the required transit services area available to meet the level of service criteria.	The measurable target is coordination between the Town of Davie and local and state transportation agencies to ensure the required transit services are available the transit level of service criteria	The Town coordinates with the Broward County MPO, Broward County Division of Transit and the South Florida Regional Transportation Authority to ensure the required transit services area available to meet the level of service criteria.	YES The Town does meet LOS standards based on Broward County's Transit Oriented Concurrency for the South Central District.	
6.1.6: The Town shall encourage the identification of persons with special transportation needs for shopping, recreational and hurricane evacuation purposes.	The measurable target is the identification of Town residents with special transportation needs.	The Town utilizes a Community Transportation Coordinator to assist in the identification of Town residents with special transportation needs.	YES	
<b>OBJECTIVE 6.2:</b> <b>Through the Town's seat on the Metropolitan Planning Organization, the Town shall continue to request that Broward County provide transit service to all present</b>	The measurable target is the percentage of major trip generators and attractions served by transit.	Broward County provides transit service to the majority of the traffic generators within the Town.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
<b>and future major trip generators and attractors.</b>				
6.2.2: The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of locating a feeder parking lot and associated County bus service in proximity to Davie to complement the Tri-County Commuter Rail Service, and the Florida High Speed Rail Service.	The measurable target is the provision of a feasibility study for feeder parking lots.	A feasibility study has been undertaken at this time. There are no feeder parking lots within the Town of Davie.	In progress.	
6.2.2: The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of locating, within Davie, Park and Ride locations for regional sports and cultural activities.	The measurable target is the provision of Park and Ride lots located within the Town.	There are no Park and Ride facilities within the Town of Davie, however planned as part of the RAC Master Plan	NO	RAC Master Plan.
6.2.3: The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of establishing a BCT transit link between Davie and major transportation terminals, including Miami International Airport, Fort Lauderdale Hollywood International Airport, and Port Everglades.	The measurable target is the establishment of transit links between the Town and transportation terminals, airports, and sea ports	The Town has direct links to the Broward Central Terminal and West Regional Terminal. Links to the major airports and seaport exist with transfer to other bus routes or to Tri-Rail service.	YES. BCT: Direct bus link  NO.	Continue to partner with FDOT on the East/West transit study and incorporate into RAC Master Plan.
6.2.4: The Town shall coordinate and cooperate with	The measurable target is to implement adequate	Broward County and the South Florida	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
implementing agencies to promote adequate mass transit service to the Educational Campus area.	mass transit to the South Florida Regional Educational Campus.	Regional Transportation Authority provide transit service to the South Florida Regional Educational Campus.		
6.2.5: The Town shall coordinate with Broward County modifications to the County Land Development Code that implement local design criteria to improve the aesthetics and comfort at transit facilities.	The measurable target is implementing local design criteria to improve aesthetics and comfort at transit facilities, while conforming to local and County regulations.	The Town is currently implementing this policy with the proposed location of a multi-modal transit stop within the Nova Southeastern University campus as well as bus shelters in other areas.	YES	
6.2.6: Support funding of Broward County Transit Division and Tri-Rail to maintain local transit facilities.	The measurable goal is support of funding of Broward County Transit and the South Florida Regional Transportation Authority.	The Town supports policies to support funding of the Broward County Transit and South Florida Regional Transportation Authority.	YES	
<b>OBJECTIVE 6.3:</b> <b>The Town will ensure adequate rights-of-way as reviewed by Broward County are available to meet Davie's future mass transit and transportation needs.</b>	The measurable target is ensuring all development proposals shall be reviewed by Broward County and the Town for compliance is the measurable target	The Town is currently implementing this policy by completing the right-of-way inventory and map and encouraging future transit and transportation needs based upon available right-of-way	YES	
6.3.1: In order to protect the rights-of-way necessary for the	The measurable target is the protection of right-of-	The Town has completed a right-of-	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
establishment of the regional mass transit and roadway network, the Town will continue to support the implementation of the Broward County Trafficways Plan.	way reservations for the regional transit network and support of the implementation of the Broward County Trafficways Plan.	way inventory and mapping project. The Town supports the Broward County Trafficways plan in context to the transit and roadway network.		
6.3.2: The Town shall support County requests for transit-related improvements as part of the development permitting process.	The measurable target is the support of County-initiated requests for transit improvements during the development review process.	The Town has supported County requests for transit - related improvements as a part of the development review process.	YES	
<b>OBJECTIVE 6.4:</b> <b>The Town will coordinate transit improvements with the Comprehensive Plan and the plans and programs of the Broward County Metropolitan Planning Organization, the Broward County Transit Division, the Florida Department of Transportation (including their 5-year Transportation Plan) and any appropriate plan for the transportation disadvantaged.</b>	The measurable target is transit projects that are consistent with the aforementioned plans.	The Town coordinates proposed transit improvements with the plans and programs of the Broward County MPO, Broward County Transit, and FDOT.	YES	
6.4.1: The Town will continue to closely monitor the provisions of transit service and when necessary, inform the appropriate state or county	The measurable target is the implementation of a transit service monitoring program, which would be updated on a periodic	The Town is currently implementing this policy through coordination and conversations with	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
agency of the Town's changing needs.	basis, as well as coordination with the County.	Broward County Transit.		
6.4.2: The Town will make information available to its citizens regarding ride sharing as an alternative to the single occupant vehicle.	The measurable target is the provision of ride-sharing information to Town citizens as an alternative to single occupant vehicles.	The Town implements this policy through the Town website and providing transit information through the Community Transportation Coordinator.	YES	
<b>GOAL 7: Support the BCT development of a level of transit service which provides an alternative to the private automobile for those who wish to change nodes.</b>				
<b>OBJECTIVE 7.1: The Town shall support integration of the transit system and facilities such as bus pull out bays with the road system, particularly in congested areas.</b>	Transit available on all arterials operating below level of service -"D" is the measurable target.	The Town is currently implementing this policy with proposed development and re-development.	YES	
7.1.1: The Town will work to retain and enhance the bus routes serving the Educational Campus area.	The measurable target for 'enhanced transit routes' to the Educational Campus needs to be established.	Broward County Transit and a shuttle to the Tri-Rail station serve the Campus area.	YES	
7.1.2: The Town will support the Broward County Transit Development Plan (TDP).	The measurable target is the Town's support of Broward County's Transit Development Plan.	The Town supports Broward County's Transit Development Plan.	YES	
7.1.3: The Town shall encourage the incorporation of exclusive or shared bus drop off/pick up areas at major	The measurable target is the incorporation of exclusive or shared bus stops at major public	Shared drop-off/pick up facilities exist in the Town, notably Nova Southeastern University	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
public facilities.	facilities and the inclusion of bus stops at proposed major public facilities.	and Tower Shops.		
<b>OBJECTIVE 7.2:</b> <b>The Town shall urge Broward County to provide transit coverage within one-quarter mile of all concentrations of medium and high density residential areas and employment locations of Davie, particularly those with a propensity for transit ridership.</b>	Percentage of multi-family development of 200 units or greater and employment locations with 50 employees or more which have transit service available within one-quarter mile is the measurable target.	Broward County Transit provides service on the east side of Town, where higher densities and intensities of residential, commercial, retail, and industrial are located.	YES	
7.2.1: The Town supports maintenance of the current basic route pattern, of not disturbing single-family neighborhoods, by keeping transit service primarily on County and Town designated trafficways.	The measurable target is a route pattern that keeps transit on designated County and Town trafficways and not in single-family neighborhoods.	The current route pattern provides transit service on County and Town trafficways on the east side of Town; not disturbing single-family neighborhoods.	YES	
7.2.2: The Town will, by 2001, coordinate with the County to initiate studies which analyze the feasibility of providing transit service to:	The measurable target is the provision for additional transit service in the Town.	Broward County has proposed two (2) new routes and the extension of an existing route to provide additional service.	YES	
1. Orange Drive between Davie Road and SR 7.	The measurable target is the provision of transit service between Davie Road and SR 7 on Orange	Proposed Broward County Transit Route 202 will provide service between Davie Road	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
	Drive.	and SR 7 on Griffin Road		
2. Campus area expansion on SW 39th Street and College Avenue.	The measurable target is providing transit service in the campus area.		YES	
GOAL 8: Retain and expand transit services for the elderly, handicapped and other transportation disadvantaged groups, with both regular and specialized service.				
<b>OBJECTIVE 8.1:</b> The Town shall encourage the County to continue and expand, as appropriate, the ADA Para-Transit Program and facilities.	Number of trips which Town residents make by using this service is the measurable target	The Town encourages Broward County's policies to continue and expand the TOPS (ADA Para-Transit) program and facilities.	YES	
8.1.1: Via citizen comments, the Town will monitor the "demand-response" service being provided to Davie to assure County compliance with this objective.	The measurable target is the monitoring program for "demand-response" service.	The Town is implementing the policy at this time.	YES	
<b>OBJECTIVE 8.2:</b> The Town shall urge the County to maintain and expand handicapped accessibility on regular routes to provide a reasonable alternative for the handicapped.	The number of handicapped-accessible buses serving the Town is the measurable target.	The Town of Davie and Broward County are currently implementing this Objective.	YES	
8.2.1: The Town will encourage the County to provide wheelchair-accessible buses on any future bus service provided with Davie.	The measurable target is the provision of wheelchair accessible buses on future bus service.	The Town of Davie and Broward County are currently implementing this policy.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
GOAL 9: Coordinate local land use and traffic circulation planning with regional efforts to provide a convenient, safe and adequate aviation system.				
<b>OBJECTIVE: 9.1:</b> <b>The Town shall continue to monitor the proposed development of any aviation facilities in close proximity to the Town.</b>	The number and type of coordination and/or monitoring efforts made by Town Council or Staff is the measurable target.	The Town of Davie continues to actively monitor the proposed expansion of the Ft. Lauderdale International Airport.	YES	
9.1.1: The Town shall review and comment, as appropriate, on any Environmental Impact Report, Master Plan or other studies required to construct, expand or modify any airport in close proximity to the Town.	The review of all planning and environmental documents associated with modification of airports near the Town is the measurable target.	The Town is currently reviewing the documents associated with the proposed expansion and improvements at the Hollywood-Ft. Lauderdale International Airport.	YES	
9.1.2: The Town shall coordinate with FAA and Airport Planners regarding potential approach obstructions and other development of lands within the Town which may affect safe airport operations.	The number and type of coordination and/or monitoring efforts made by Town Council or Staff is the measurable target.	The Town coordinates with the FAA and Broward County Department of Airports regarding approach obstructions.	YES	
<b>OBJECTIVE 9.2:</b> <b>The Town shall enforce Land Development Code provisions regulating the siting and operation of heliports, so as to ensure adequate compatibility to adjacent land uses.</b>	Consistency of heliport siting and operation to Land Development Code provisions is the measurable target.	The existing heliport at Nova Southeastern University meets compatibility with adjacent land uses.	YES	
9.2.1: Heliport facilities and operations shall be encouraged	Direct measurable target for encouraging public	Existing heliport at Nova Southeastern	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
principally for the purposes of augmenting police and emergency medical transport services and corporate/business functions.	safety operations for heliports to be established.	University serves institutional function(s).		
9.2.2: Proposed heliport sites shall be restricted to locations in the commercial and industrial Zoning Districts unless otherwise approved by Town Council.	The measurable target is locating all heliport sites in commercial and industrial zoning districts.	Existing heliport at Nova Southeastern University serves institutional function(s) and is in an area approved by Town Council.	YES	
9.2.3: The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use and zoning decisions affecting heliports and their adjacent areas.	The measurable target is the review of Part 150 Study Technical Reports for all proposed heliports.	Technical Reports reviewed for land use and zoning decisions.	YES	
<b>GOAL 10: Coordinate with Broward County in the implementation of the countywide Transportation Element recognizing that the Town includes parts of the Regional (County/State) Roadway system and other modes of transportation.</b>				
<b>OBJECTIVE 10.1: The Town will coordinate with Broward County in the implementation of their Transportation Element.</b>	Continue to meet with the Broward County Transportation Planning Division MPO and TAC to coordinate activities, programs and data.	The Town coordinates with Broward County via the Broward County MPO, Planning Council, and other associated meetings. The Town reviews Broward County's Comprehensive Plan.	YES	
10.1.1: The Town shall maintain its highest intensities of land use along major transportation	Direct measurable target to be established.	Through the Comprehensive Planning and	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
<p>routes and encourage the clustering of parking areas near major routes and transit stops. The Town does not contain any exclusive designated public transportation corridors, however, the Town does contain two (2) FDOT designated public transit corridors, University Drive and SR7/US441 (proposed). FLUM residential densities of at least 10 DUA should be located along the designated corridors. The Town will coordinate with and will participate in providing data to the County and/or FDOT and coordinate land use decisions, TDM and TSM parking strategies and alternatives to utilizing the FIHS by local traffic.</p>		<p>Development Review process, the Town has maintained high density/intensity land uses along University Drive and US 441/SR7. The Town continues to coordinate and participate with regulatory planning agencies on land use, TDM and TSM, and parking strategies.</p>		
<p>10.1.2: The Town recognizes that Broward County is the agency responsible for mass transit service and overall transportation planning on a countywide basis. The Town will continue to provide service schedules at Town Hall and implement the Land Development Regulations concerning providing mass</p>	<p>The measurable targets are the provision of mass transit information and schedules at Town hall; and requiring mass transit stops at major traffic generators and attractors.</p>	<p>The Town provides transit information at Town Hall as well as through the Town of Davie web site. The Town requires mass transit stops for major traffic generators and attractors.</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
transit stops for major traffic generators and attractors.				
10.1.3: The transit Level of Service shall be the provision of County bus routes to at least 70 percent of the total acreage for all residences and employment locations, as shown on the Future Land Use Map during the peak hour.	The measurable target is the provision of County Bus routes to a minimum seventy (70) percent of the total acreage for all residences and employment locations, as illustrated on the Future Land Use Map.	Broward County Transit bus routes provide service to the eastern half of the Town, with service within one-quarter mile. However, there is a lack of transit service in western Davie where a larger residential area is located.	NO	The Town will continue to work with BCT.
10.1.4: The Broward County Transportation Element contains a map designating the I-75 and University Drive corridors as a Priority Transit Corridors. The County's Element does not define what the corridor is meant to accomplish. The Town reserves the right to participate in or reject projects which may negatively affect the Town's land uses abutting the corridors.	Direct measurable target to be established.	Transit corridor policies being generated by Broward County. The Town is participating in the discussion regarding of the definition of transit and transit-oriented development along the corridor.	YES	
10.1.5: The Town opposes the connection of SW 26th Street to I-75.	The connection of the road to Interstate 75 is the measurable target.	SW 26 <sup>th</sup> Street does not connect to Interstate 75.	YES	
10.1.6: The Town opposes future medians across Orange Drive which would prohibit	New medians restricting through access on Orange Drive and new bridges	No new planned medians that prohibit through movements on	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
through movements and generally discourages new bridges across the South New River Canal connecting Griffin Road and Orange Drive between the proposed Imagination Farms bridge and the eastern Town limits.	spanning the New River Canal east of Imagination Farms to the eastern Town limits.	Orange Drive. No proposed plans for new bridges across the New River Canal east of Imagination Farms and the eastern Town limits.		
10.1.7: Through participation in the MPO, increase the vehicle occupancy rate from 1.37 to 1.43 persons per vehicle through TDM strategies, such as ride sharing programs, preferred parking and High Occupancy Vehicle (HOV) lanes; work to reduce the per capita Vehicle Miles Traveled (VMT) below the year 2002 projected daily per capita VMT of 19.42 by implementing TDM strategies and increasing the public transit modal split from the current 1.15 percent to 1.23 percent by 2002 as specified in Policies 3.3.1 and 3.3.2 of the Broward County Transportation Element.	The measurable target is to increase the vehicle occupancy rate from 1.37 to 1.43 persons per vehicle, as well as implementing TDM strategies, increasing the modal split from 1.15 percent to 1.23 percent by 2002.	The Town has not formally implemented this policy. Preferred parking and high occupancy vehicle lanes have not been implemented, and the modal split remains at 1.5 percent.	NO	Review as part of RAC Master Plan and Road map.
10.1.8: By December 2001, in cooperation with the FDOT and appropriate municipalities, initiate and/or continue to implement strategies to	The measurable target is to implement strategies to facilitate local traffic to use alternatives to the FIHS.	The Town has not formally implemented this policy.	NO	Revise policy to achieve compliance.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
facilitate local traffic to use alternatives to the FIHS as a means of protecting its interregional and interstate functions by helping to implement the following strategies:				
1) Maintain and, where feasible, improve the Level of Service on Town roads and assist the County, if possible, on County roads that are parallel to FIHS roads.	The measurable target is to improve the Level of Service on Town roads and Town roads parallel to FIHS roads.	The Town is currently implementing this policy by working closely with the County regarding roads that are parallel to FIHS roads.	YES	
2) Implement the Congestion Management Plan recommendations with emphasis on those roads parallel to FIHS roads.	The measurable target is the implementation of a Congestion Management Plan with emphasis on Town roads parallel to FIHS roads.	The Town is currently implementing this policy.	YES	
3) Work with the County to synchronize signalization of roads parallel to FIHS roads.	The measurable target is to coordinate with Broward County to synchronize signalization of roads parallel to FIHS roads.	The Town is currently implementing this policy.	YES	
4) Through membership on the MPO, support implementation of Intelligent Transportation Systems (ITS).	The measurable target is to support the implementation of Intelligent Transportation Systems.	The Town is currently implementing this policy.	YES	
5) Coordinate with FDOT and the BCPC to identify a public transportation corridor	The measurable target is the identification of a public transportation	The Town has not undertaken this project.	NO	Continue to work with FDOT and the BCPC.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED	RECOMMENDATIONS
demonstration project.	corridor transportation project.			
6) Coordinate with FDOT and the County to provide informational Kiosks along roads parallel to FIHS roads.	The measurable target is to provide informational kiosks along roads parallel to FIHS roads.	The Town is currently implementing this policy.	YES	
7) Expand transit service alternatives with the County in areas which would otherwise not qualify under set standards.	The measurable target is the provision of transit alternatives in areas otherwise not qualified to have transit service.	Proposed new routes and extensions of existing Broward County Transit will serve western Davie along Pine Island Road, Interstate 595 and Griffin Road	YES	
8) Improve pedestrian and bicycle access to transit in all roadway improvement projects.	The measurable target is improvement of bicycle access to transit facilities.	The Town is currently implementing this policy.	YES	
10) Promote transit oriented design on roads parallel to FIHS roads.	The measurable target is promoting transit-oriented design along roads parallel to FIHS roads.	The Town is currently implementing this policy.	YES	
11) Monitor FIHS LOS and work with the FDOT and County to identify additional strategies.	The measurable target is monitoring the FIHS LOS and coordinating with FDOT and Broward County.	The Town is currently implementing this policy.	YES	
10.1.9: The Town shall coordinate with the County on studying the feasibility of creating multi-modal LOS standards for the Town in conjunction with the County's	The measurable target is the creation of multi-modal LOS for the Town.	The Town has been coordinating with Broward County on studying the feasibility of multi-modal policies and standards.	YES	

<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED</b>	<b>RECOMMENDATIONS</b>
change from ADT to peak hour concurrency analysis by December 2001.				

## *HOUSING ELEMENT, GOALS, OBJECTIVES AND POLICIES*

**GOAL 1: Provide opportunities for affordable and adequate housing to meet the needs of the existing and future populations of the Town.**

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>OBJECTIVE 1:</b></p> <p><b>No later than December 1, 1989, the Town shall adopt and implement land development regulations, including subdivision regulations, that will encourage and facilitate residential development in accordance with the Future Land Use Plan, and in an aesthetically and environmentally sound manner.</b></p>		Regulations existing in the LDC	YES	
<p>1.1: The Town shall investigate and implement, as appropriate, innovative land development regulations that afford flexibility in developing residential communities while maintaining adequate standards necessary to</p>	<p>The measurable target is the number of innovative land techniques within the LDC.</p>	<p>There are two flexible land development regulations within the LDC for target redevelopment areas.</p>		<p>Recommend researching innovative land development techniques to ensure that in-fill and redevelopment adheres to this policy.</p>

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
promote the health, safety and welfare of Town residents.				
1.2: Land development regulations shall require the maintenance of properties and implement this requirement through code enforcement efforts.	The number of properties that receive final orders through Code Compliance.	Currently implement through Code Compliance.	In process.	Recommend requiring a yearly maintenance landscape inspection for all master planned communities.
1.3: Promote the aesthetic enhancement of residential neighborhoods through code enforcement, Safe Neighborhoods programs, and community awareness efforts.		Code Compliance has designated one liaison to each code area and improvements are under way.	In process.	Code Compliance should continue to work with other Town divisions, such as zoning, public works, engineering, and police and fire to implement.
<b>OBJECTIVE 2</b>  <b>Facilitate and promote a wide variety of residential development to address the different needs of the projected population.</b>		Current land prices are affecting the ability to provide housing for all price ranges.	In process.	Recommend strategies to encourage the development of affordable and workforce housing consistent with the plans being developed by the SFRPC and Broward County.
2.1: Provide information and technical assistance to the private sector to maintain housing production capacity sufficient to meet the required		Currently through Economic Development and Housing and Community	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
needs.		Development this information is available.		
<b>OBJECTIVE 3</b>  <b>Encourage the preservation of identified conservation areas and the rehabilitation of substandard housing as identified in this element.</b>		Currently implemented through Housing and Community Development.	YES	
3.1: Seek Community Development Block Grant money to provide low interest loans for housing rehabilitation to home owners in the Davie Little Ranches/Potter Park area. Publicize program to potential loan recipients.		Currently implemented through Housing and Community Development.	YES	
3.2: Promote the conservation and rehabilitation of housing in the Potter Park area, to improve the quality of life, through code enforcement efforts and the Neighborhood Improvement District program.		Part of CDBG Target Area Improvement Program	In progress	
<b>OBJECTIVE 4</b>		Housing is based upon lot size with the	NO	Work with the SFRPC and Broward County on

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<b>Permit housing for low and moderate income families, mobile homes, and specialized housing opportunities in a wide range of residential categories of the Future Land Use Plan.</b>		smaller lots allowed only in the higher density zoning districts.		their recommendations for providing opportunities for affordable housing throughout the Town.
4.1: Review and evaluate the Future Land Use Plan and amendments thereto to insure that housing for low and moderate income families and mobile homes are adequately provided for in the residential category.			In progress.	Work with the SFRPC and Broward County on their recommendations for providing opportunities for affordable housing throughout the Town.
4.2: Permit alternative residential facilities, such as group homes, foster care homes, and congregate living facilities, in residential districts and deemphasize their placement in non-residential categories.		These regulations are currently in place.	YES	
<b>OBJECTIVE 5</b> <b>Identify all historically significant housing in the Town of Davie by 1992.</b>	The measurable target is the preservation of historical structures from destruction.	Two historic pioneer homes have been relocated to a Town owned historic site to create a historic	YES	Update the historical inventory and implement LDR that require relocation and/or mitigation for

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
		village.		removal or destruction of historical homes. Also work through State and Federal levels for grants money for preservation.
5.1: Work with the Davie Historical Society and seek grant money from the Bureau of Historic Preservation to identify historically significant housing in the Town and provide owners with information on improving or maintaining these properties, pursuant to criteria established by applicable regulatory agencies.		Recently worked together to preserve two historic homes.	YES	Establish criteria for preservation with the Historical Society and coordinate with Broward County Historical Society for technical resources.
<b>OBJECTIVE 6</b>  <b>Formulate a Housing Implementation Program.</b>				
6.1: Compile and monitor the programs and efforts herein described and referenced.				
6.2: Review regulatory and permitting processes for improvement and/or streamlining.		Currently all housing projects are assigned a project planner to facilitate the process.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
		Affordable housing projects are fast tracked.		

**HOUSING ELEMENT**  
**PLAN IMPLEMENTATION SECTION:**

All departments in the Town participating in the implementation of this Element shall be required to operate within the framework established by the Goals, Objectives and Policies. All decision-making with regard to capital improvements and expenditures, shall reflect the Goals, Objectives and Policies. Annual budget review and capital improvement programming shall reflect consideration of needs that have been determined with respect to the Goals, Objectives and Policies. Town land development regulations shall be amended, as necessary, to implement the requirements of this Element.

## *UTILITIES: GOALS, OBJECTIVES AND POLICIES*

**GOAL 1: Provide for the safe, efficient, and adequate supply of sanitary sewer treatment capacity, solid waste disposal, drainage facilities and potable water service for new and existing developments while maintaining and protecting the functions of natural ecosystems and allowing for development consistent with the Goals, Objectives and Policies of the Land Use Element of the Comprehensive Plan.**

<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED?</b>	<b>RECOMMENDATIONS</b>
<p><b>SANITARY SEWER SERVICE</b></p> <p><b><u>OBJECTIVE 1</u></b></p> <p><b>The Town shall provide adequate sanitary sewer service to the Davie service areas in a manner consistent with regulations promulgated by applicable regulatory agencies.</b></p>		5 MGD		
<p>1.1: The Level of Service (LOS) standard for sanitary sewer facilities is herein adopted to be 110 gallons per capita per day (gpcd), also described as 350 gallons per day (gpd) per equivalent residential connection (ERC) for potable water service. The ERC for non-residential,</p>	110	152	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
commercial, industrial or institutional connections shall be based on the Daily Flow Table on the following page:				

**ANTICIPATED AVERAGE DAILY FLOW TABLE**  
**TYPES OF BUILDING USAGE**

**RESIDENTIAL**

**Average Daily Flow/Gallons per day**

SINGLE FAMILY DETACHED

Three (3) bedrooms	350 GPD
Two (2) bedrooms	300 GPD
Each additional bedroom	50 GPD

MULTI-FAMILY BLDGS, INCLD TOWNHOUSE BLOCKS

Three (3) bedrooms	325 GPD
Two (2) bedrooms	275 GPD
One (1) bedroom	250 GPD
Efficiencies	200 GPD

DUPLEXES, TRIPLEXES OR QUADPLEXES

Same as multi-family above

MOBILE HOME PARKS

Single Coach Units (One bathroom)	200 GPD
Double Coach Units (Two bathrooms)	300 GPD

TRAVEL TRAILER PARKS

Per Space

150 GPD

**OTHER THAN RESIDENTIAL**

**Average Daily Flow/Gallons per Day**

**AIRPORTS**

Per Passenger

2 GPD

Per Employee

14 GPD

ASSEMBLY HALLS (PER SEAT)

2 GPD

BAR 7 LOUNGES W/NO FOOD SERVICE

(per seat)

20 GPD

**BEAUTY PARLORS**

Per 100 sq. ft. of work area

30 GPD

**BOWLING ALLEYS**

Per Lane (including Bar & Food Service)

200 GPD

**CAMPS**

Day, No Food Service (Per Person)

25 GPD

Luxury resorts (Per Person)

100 GPD

Labor (Per Person)

100 GPD

Youth & Recreation (Per Person)

15 GPD

CHURCHES (Per Sanctuary Seat)

5 GPD

DANCE Halls (Per Person)

3 GPD

DENTIST OFFICE (Per Chair)

250 GPD

**FACTORIES**

With Showers (Per person/shift or 100 s.f./shift)	30 GPD
W/O Showers (Per person/shift or 100 s.f./shift)	15 GPD
FUNERAL HOMES (Per 100 s.f.)	10 GPD
HOSPITALS AND NURSING HOMES	
Per Bed Space	200 GPD
Each Residential Staff	100 GPD
HOTELS & motels (per room or unit)	150 GPD
INSTITUTIONS (public, other than those listed herein)	
Per person including resident staff	100 GPD
LAUNDRIES (COIN OPERATED)	
Per machine	275 GPD
OFFICE BUILDING (except medical & dental)	
Per 100 ft of gross building area	15 GPD
PARKS (public)	
With comfort station equipped w/flush toilets (per person)	10 GPD
RECREATION BUILDINGS (per person)	2 GPD
RESTAURANTS	
24 hours per seat	50 GPD
less than 24 hours, per seat	30 GPD
Fast Food served on paper plates, (per seat)	25 GPD
Drive-ins, per space	15 GPD

Cary-out facilities (in addition to seat Drive-in), per 100 sq. ft. of kitchen floor space		50 GPD
Plus, per employee		10 GPD

SCHOOLS	Elem.	High/Col
Day - Per student or staff member	10	15
Add for shower/per student	5	5
Add for cafeteria/per student or staff	5	5
Boarding School/per student	100	100
Dormitories/per student	100	100

SERVICE STATIONS	
Full service stations	
First two bays	750 GPD
Each additional bay	300 GPD
Per fuel pump	100 GPD

SELF-SERVICE STATIONS (no service bays)	
Per Fuel Pump	50 GPD
Convenience store (per 100 sq. ft. Or fraction thereof)	25 GPD

SHOPPING CENTER	
Per sq. ft. of floor space; unless otherwise listed in this table or Otherwise determined by the Town Engineer	0.1 GPD

STADIUMSFRONTONS, BALL PARKS	
Per seat	3 GPD

STORES, RETAIL	
(per sq. ft. of floor space)	0.1 GPD

SPECULATION BUILDINGS	
(per sq. ft. of floor space)	

to be readjusted upon occupancy

0.1 GPD

**THEATERS**

Indoor per seat

10 GPD

Outdoor speaker

**WAREHOUSES**

With bathroom facilities in each bay  
(per sq. ft. of floor space)

0.1 GPD

With remote bathroom facilities  
(per sq. ft. of floor space)

0.04 GPD

The LOS standard shall also reflect other level of service standards utilized by the Broward County Department of Environmental Protection (DEP) pertaining to sanitary sewer facilities. The level of service standard shall be used to determine service adequacy during the earliest of the following processes: time of plat approval for properties requiring platting; or, site plan approval for development which does not require (re)platting, pursuant to the Platting Requirement of the Plan Implementation Section of the Future Land Use Plan, or for property platted prior to March 20, 1979; or, building permit review for development not requiring (re)platting or site plan approval.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
1.2: All effluents, sludges and other by-products of the wastewater treatment process shall be disposed of in a manner acceptable to applicable regulatory agencies, and in an	Land application.	Class B sludge.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
environmentally sound manner.				
1.3: Sanitary sewer facilities shall be extended, to the extent that it is financially feasible, to those portions of the Davie service areas not currently served.	Septic tanks closed.		Ongoing.	
1.4: The Davie Utilities Department shall coordinate with developers in the provision of adequate sanitary sewer service within the Davie service areas, with developers assuming the cost and construction requirements for extension of the system to accommodate development.	Developer agreements.	YES	YES	
1.5: All development applications that are to be served by septic tank must receive BCHD approval for the use of septic tanks prior to the issuance of development permits from the Town.	HRS approval		YES	
1.6: The Town shall identify areas served by septic tanks and sanitary sewer systems, including corresponding	<3%	<5%	NO	Review policy to determine future need.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>densities and soil suitability for septic tanks. The study, to be completed by December 31, 1999, will identify opportunities for sewer extension, where such extension will not encourage development contrary to plan objectives and policies regarding low residential density and semi-rural community character.</p>				
<p><b><u>OBJECTIVE 2</u></b></p> <p><b>Areas within the Town not served by the Town of Davie utilities systems shall be assured an adequate level of wastewater disposal treatment service.</b></p>				
<p>2.1: Through the Town's Development Review Process, and pursuant to applicable land development regulations, the Town may assure adequacy of service consistent with the level of service standards established by the Broward County</p>	<p>300 gpd/erc</p>	<p>350 gpd/erc</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
Environmental Quality Control Board.				
<p><b><u>OBJECTIVE 3</u></b></p> <p><b>Discourage urban sprawl by continuing to require the use of sanitary sewer facilities where service is available in a financially feasible manner.</b></p>				
3.1: Wastewater services shall be provided to users within the Davie service areas prior to expansion into new areas.	No new septic tanks.	Sewer service available.	YES	
<p><b><u>SOLID WASTE DISPOSAL</u></b></p> <p><b><u>OBJECTIVE 4</u></b></p> <p><b>Insure the provision of adequate solid waste disposal service, recognizing that solid waste disposal is a regional function, and emphasizing resource recovery.</b></p>				
4.1: The level of service standards adopted by Broward County shall be applicable for the Town of Davie; specifically, the following levels shall be adopted and utilized to assess		8.9 lbs/ud	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
adequacy of service as follows:				

**Land Use**

Residential

**Amount of Solid Waste**

8.9 lbs. per unit per day

Industrial and Commercial

Factory/Warehouse

2 lbs. per 100 sq. ft. per day

Office Building

1 lb. per 100 sq. ft. per day

Department Store

4 lbs. per 100 sq. ft. per day

Supermarket

9 lbs. per 100 sq. ft. per day

Restaurant

2 lbs. per meal per day

Drug Store

5 lbs. per 100 sq. ft. per day

School

Grade School

10 lbs. per room & 1/4 lbs. per pupil per day

High School

8 lbs. per room & 1/4 lbs. per pupil per day

Institution

Hospital

8 lbs. per bed per day

Nurse or Intern Home

3 lbs. per person per day

Home for Aged

3 lbs. per person per day

Rest Home

3 lbs. per person per day

(Source: Broward County Solid Waste Element)

The level of service standard shall be used to determine service adequacy during the earliest of the following processes: time of plat approval for properties requiring platting; or, site plan approval for development which does not require (re)platting, pursuant to the Platting Requirement of the Plan Implementation Section of the Future Land Use Plan, or for property platted prior to March 20, 1979; or, building permit review for development not requiring (re)platting or site plan approval.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
4.2: Coordinate with appropriate regulatory agencies in the review and monitoring of procedures necessary to insure safe disposal of hazardous and biohazards wastes.	BC HazWaste drop off		YES	
<b>OBJECTIVE 5</b>  The Town shall reduce by 30% the volume of landfilled materials, consistent with the County's overall 30% reduction.				
5.1: Coordinate with Broward County in its efforts to reduce the waste stream by encouraging source separation and recycling of solid waste.	Recycling program in place.		YES	
<b>DRAINAGE AND NATURAL GROUNDWATER AQUIFER RECHARGE</b>  <b>OBJECTIVE 6</b>				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>The Town shall guide development in accord with practices that assure reasonable flood protection and promote aquifer recharge.</b></p>				
<p>6.1: The level of service for water management shall consist of the following minimum design criteria:</p> <ul style="list-style-type: none"> <li>• Federal Emergency Management Administration (F.E.M.A.) criteria for minimum floor elevations of building sites, floodplain protection provisions.</li> <li>• Maximum allowable discharges of 3/4" per acre per day for properties west of 100th Avenue and 1 1/2" per acre per day for properties east of 100th Avenue.</li> </ul>			YES	
<p>6.2: Continue to work with the drainage districts</p>			YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>exercising jurisdiction in the Town to insure provision of adequate improvements to the drainage system concurrent with development impacts. This shall be accomplished throughout the Development Review process, which shall assess the adequacy of essential service at the time of plat approval for properties requiring platting, and at site plan approval for properties not requiring platting.</p>				
<p>6.3: Restrict on-site discharges within wellfield protection areas as depicted on the Future Land Use Plan map series and in accord with the Broward County Potable Water Supply Wellfield Protection Ordinance.</p>	<p>No discharges.</p>		<p>YES</p>	
<p>6.4: Promote aquifer recharge by encouraging the provision of adequate green open space in all development through the Zoning Ordinance.</p>			<p>YES</p>	
<p>6.5: Encourage and facilitate the creation and maintenance</p>			<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
of revegetated wetlands, including mitigation sites, in areas of the Town that maximize the natural ecological benefits of such aquifer recharge sites.				
6.6: The Town adopts by reference the water quality standards contained in Article V, chapter 27 of the Broward County Code.	Davie ordinance		YES	
6.7: The Town shall utilize the long-range water supply plans of the SFWMD as "best available information" under the requirements of the Growth Management Act, Chapter 163 F.S.	Consumptive use permit (CUP) approved by SFWMD.		YES	
6.8: The Town shall adopt the SFWMD standards for minimum stormwater flows and levels	CBDD		YES	
<b>POTABLE WATER SERVICE</b>  <u>OBJECTIVE 7</u>				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>The Town shall provide adequate potable water service to the Davie service areas in a manner consistent with regulations promulgated by applicable regulatory agencies.</b></p>				
<p>7.1: The Level of Service (LOS) standard for potable water facilities is herein adopted to be 150 gallons per capita per day (gpcd), also described as 350 gallons per day (gpd) per equivalent residential connection (ERC). The ERC for non-residential, commercial, industrial or institutional connections shall be based on the flow table included in Policy 1.1) The LOS standard shall also reflect other level of service standards utilized by the Florida Department of Health and Rehabilitative Services, through its Public Health Unit, for potable water service. The level of service standard shall be used to determine service</p>	150	169	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>adequacy during the earliest of the following processes: time of pat approval for properties requiring platting; or, site plan approval for development which does not require (re)platting, pursuant to the Platting Requirement of the Plan Implementation Section of the Future Land Use Plan, or for property platted prior to March 20, 1979; or building permit review for development not requiring (re)platting or site plan approval.</p>				
<p>7.2: All by-products of the water treatment process shall be disposed of in a manner acceptable to applicable regulatory agencies, and in an environmentally sound manner.</p>	<p>Landfill.</p>		<p>YES</p>	
<p>7.3: Potable water facilities shall be extended, to the extent that it is financially feasible, to those portions of the Davie service areas not currently served by the</p>	<p>All new areas/homes have potable water.</p>		<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
municipal system.				
7.4: The Davie Utilities Department shall coordinate with developers in the provision of adequate potable water services with in the Davie service areas, with developers assuming the cost and construction requirements for extension of the system to accommodate development.	All new areas/homes have potable water.		YES	
7.5: The Town shall coordinate with appropriate entities, including the South Florida Water Management District, in encouraging, implementing and publicizing conversation techniques during water conservation periods.	CUP/water conservation plan/reuse feasibility plan prepared.		YES	
7.6: Land Development regulations, shall encourage the use of native vegetation and xeriscape in new development, to reduce dependency on potable water supply.	Davie ordinance.		YES	
<b><u>OBJECTIVE 8</u></b>				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>Areas within the Town not served by the Town of Davie systems shall be assured an adequate level of potable water service.</b></p>				
<p>8.1: Through the Town's Development Review Process, and pursuant to applicable land development regulations, the Town may assure adequacy of service consistent with the level of service standards established by the Florida Department of Health and Rehabilitative Services, through its Public Health Unit.</p>			YES	
<p><b><u>OBJECTIVE 9</u></b></p> <p><b>Discourage urban sprawl by continuing to require the use of municipal potable water service where service is available in a financially feasible manner.</b></p>				
<p>9.1: Potable water service shall be provided to users within the Davie service areas prior to expansion into new areas.</p>			YES	

## UTILITIES: GOALS, OBJECTIVES AND POLICIES

All departments in the Town participating in the implementation of this Element shall be required to operate within the framework established by the Goals, Objectives and Policies. All decision-making with regard to capital improvements and expenditures, shall reflect the Goals, Objectives and Policies. Annual budget review and capital improvement programming shall reflect consideration of needs that have been determined with respect to the Goals, Objectives and Policies.

Town land development regulations shall be amended, as necessary, to implement the requirements of this Element.

The following procedures address the requirement of Chapter 9J-5, F.A.C. to provide monitoring and evaluation procedures for each element.

- Continued compliance with regulations promulgated by appropriate regulatory agencies which address the quality and quantity of services (Objectives 1,6).
- Coordination with providers of services within the Town other than the Town of Davie, to insure adequate services at acceptable levels of service (Objectives 2,7).
- Demonstrable growth in the number of customers served, in accordance with the Capital Improvements Program (Objectives 3,8).
- Maintenance of favorable bond rating for municipal improvements.

## *RECREATION, OPEN SPACE AND CONSERVATION ELEMENT*

**GOAL 1: To provide sufficient parks, recreational lands and open spaces to satisfy the needs and diverse desires of the existing and future populations.**

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>OBJECTIVE 1.1</b></p> <p><b>The Town shall provide an adequate amount of recreational and open space lands, resource and activity oriented, to serve the needs of the existing and projected population.</b></p>				
<p>1.1.1: The Level of Service standard for recreation and open space lands as herein adopted is ten (10) acres per 1000 population, with recreation lands comprising a minimum of three acres per 1000 population. The level of service standard shall be used to determine service adequacy at the earliest of the following processes: plat</p>		<p>The current level of service is 25.85 acres per thousand population</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
approval for properties requiring platting; or, during site plan approval for properties not requiring (re)platting pursuant to the Platting Requirements of the Implementation Section of the Future Land Use Plan, or properties platted prior to March 20, 1979; or during building permit review.				
1.1.2: Land development regulations shall require the dedication of land by developers to satisfy the level of service standard for the projected population. Alternatively, the developer may pay the land value in lieu of dedication, at the discretion of the Town and where adequate land of a suitable nature is not available within the development.	Adequate payment into parks and rec. fee.	Required park and recreation fees are established by resolution. Park and Recreation Fees may be waived in lieu of dedication of land.	YES	Recommend updating the park and recreational impact fee due to recent price of land for future park sites.
1.1.3: The Town shall pursue the acquisition and development of park sites to	10 ac/1000 population		YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
satisfy the level of service standard, in accordance with the Capital Improvements Element.				
1.1.4: The Town should pursue joint efforts with other jurisdictions in the acquisition, development and maintenance of pathways as a means for reducing costs and pooling resources.		Broward County regional parks are located within the Town and interconnections between the parks has been coordinated.	YES	
1.1.5: During the acquisition of recreation and open spaces, priority shall be given to lands containing natural resources suitable for preservation and appropriate for a resource-oriented facility.		Parcel acquisition is reviewed for consistency with the goals and needs of the Town with open space and natural protection a priority.	YES	
1.1.6: The Community Services Department shall continue to involve the public in determining the facility needs at neighborhood-level park sites.			YES	Recommend revising the name of the agency to Development Services.
1.1.7: Community-level park			YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
and recreational facilities shall be located so that it is accessible to the general public, and is not internalized within a particular neighborhood.				
<b>OBJECTIVE 1.2</b>  <b>Parks and recreational facilities shall be developed so as to be accessible to the public.</b>			YES	
1.2.1: All parks and recreational facilities shall be developed so as to maximize accessibility, to the greatest extent possible, for all segments of the population.		All parks plans are brought before the community through neighborhood meetings to determine the needs in that specific community.	YES	
1.2.2: Automobile and bicycle parking facilities should be provided, to accommodate the needs of the particular facility. Where appropriate, the Town should provide hitching posts and watering troughs for horses.		Based upon the type of facility parking for automobiles is provided. All park plans include bicycle racks. Hitching posts are provided when parks are located adjacent to the	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
		equestrian trial system.		
<p><b>OBJECTIVE 1.3</b></p> <p><b>Parks, recreational facilities and open spaces shall be developed with amenities consistent with the orientation of the site, to maximize the enjoyment of the facilities.</b></p>				
<p>1.3.1: Activity-oriented sites shall contain a wide variety of recreational opportunities, with multipurpose fields and courts that can accommodate different sports activities.</p>			YES	
<p>1.3.2: Park sites should be located adjacent to school sites, when possible, to maximize the potential for joint use of facilities.</p>		The Town has joint facilities are school sites throughout the Town.	YES	
<p>1.3.3: Resource-oriented sites shall be developed in a fashion that is compatible with the resource, maintains the integrity of the native vegetation and wildlife, and</p>			In process.	Recommend retaining wildlife biologist to ensure resource oriented sites are managed through an approved management plan.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
encourages enjoyment of a passive nature.				

## GOAL 2

To provide a network of recreational pathways that provide linkages between parks, recreational facilities, open spaces, and other community facilities throughout the Town.

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>OBJECTIVE 2.1</b></p> <p>The Town shall continue to maintain and update the plan for the primary network of recreational pathways, which accommodates bicycle, equestrian, pedestrian and other recreational uses.</p>				
2.1.1: The Town shall create a series of typical cross-sections for development of paths for bicycle, equestrian and pedestrian use. Standards established by		Town Council has approved, via Resolution, a typical cross section for the trail system.	YES	Recommend a construction detail be created. Also that an approval permit be in place prior to the Town accepting control and

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
recognized authorities and agencies shall be explored in the development of the cross-sections.				maintenance of any recreational trail.
2.1.2: Land development regulations shall provide for the accommodation of recreational pathways during plat and site plan review of proposed developments. Developers shall be required to incorporate pathways in their planning efforts, and develop the pathways in accordance with the standards established by the Town.		Incorporated into the LDC and the DRC process.	YES	
2.1.3: For pathways developed along existing and planned roadways, the development of recreational pathways shall reflect adequate separations from vehicular travel lanes.		Detail provided within the approved typical cross-section.	YES	
2.1.4: The Town shall explore the possibility of obtaining grants, gifts, contributions, funding		The Town has partnered with Broward County and the State on multiple	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
assistance, and other financial resources for the development of recreational pathways.		park projects.		
2.1.5: The Town should pursue joint efforts with other jurisdictions in the acquisition, development and maintenance of pathways as a means for reducing costs and pooling resources.		The Town coordinates with South West Ranches to interconnect the two trail systems. Also the Broward County Greenways has been integrated into the Town trail system and continues coordination.	YES	Recommending identifying the BR Greenway on our master trail map.
2.1.6: shall support the Broward Urban River Trails (BURT) program as an endeavor that is a means of improving the quality of Broward County for boaters, tourist and residents.		The Town receives copies of their regular agendas and attends as necessary.	YES	
<b>OBJECTIVE 2.2</b>  <b>The recreational pathway system shall link park sites, recreational and community facilities, schools and</b>		The master trail map was designed to interconnect all Town parks.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<b>regional parks and shall utilize open space areas of natural vegetation and unique features in the development of the pathway corridor.</b>				
2.2.1: Development of the recreational pathway corridors shall maximize existing native vegetation and features.		Required as part of the LDC site plan approval process.	YES	
2.2.2: Planning for recreational pathways shall include amenities that need to be provided at destination points and at interim locations.		Reviewed as recommended, as needed, as part of the DRC process.	YES	
2.2.3: The types of pathways provided within each of the linkages shall reflect the departure and destination locations, and the recreational orientation of the linkage.		Identified on the master trail map for type of trail required at each particular location.	YES	

### GOAL 3

**To preserve and protect the natural resources of the Town for the use and enjoyment of the existing and future residents.**

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>OBJECTIVE 3.1</b></p> <p><b>The Town shall promote the conservation of wildlife habitats, native vegetative communities, and marine habitat.</b></p>		<p>Prior to the issuance of any development permit a wildlife study, wetlands determination and tree survey is required to ensure all protected features are preserved.</p>	<p>YES</p>	
<p>3.1.1: The Town shall identify wildlife habitats and native vegetative communities for acquisition and/or preservation under the auspices of the Open</p>			<p>NO</p>	<p>Recommend working with Broward County and State to identify and map wildlife habitats not already protected.</p>

Space Program.				
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OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
3.1.2: Sites designated as Natural Resource Areas (NRA), Local Areas of Particular Concern (LAPC), Urban Wilderness Areas (UWA), or other appropriate designation by Broward County shall be managed in accordance with the applicable County regulations.		Coordinated through Broward County via the Plat process.	YES	
3.1.3: The Town shall maintain its Tree Preservation Ordinance to insure the protection of native trees and vegetation.		Implemented through the LDC	YES	
<b>OBJECTIVE 3.2</b>  <b>The Town shall protect the functions of existing soils,</b>		Implemented through various agencies including DEP, SFWMD at time of	YES	

floodplains, wetlands and lakes.		development application.		
<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED?</b>	<b>RECOMMENDATIONS</b>
3.2.1: Development shall be in accord with applicable Federal Emergency Management Agency (FEMA) regulations regarding flood plain management.		Required as part of both the DRC process and building permit, engineering permit process.	YES	
3.2.2: The development of man-made lakes shall be pursuant to a reclamation plan approved by the South Florida Water Management District (SFWMD) and which provides for revegetated slopes and littoral zones, to enhance water quality and promote fish and wildlife.		Permits are required by this agency prior to issuance of permits from the Town.	YES	
3.2.3: Development of open spaces and recreational pathways in open spaces should include methods of educating the public as to the proper handling of native vegetation and wildlife.		The Town provides a newsletter with a section dedicated to the trail system. Also discussion has begun on an adopt-a-trail program to educate the community.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>3.2.4: Development shall be consistent with the South Florida Regional Planning Council's policy of no-net loss in wetlands. Revegetated wetlands, required as a condition for development, shall be accommodated and sited at locations that provide the most productive environment and may include off-site locations.</p>		<p>The Town is working with Broward County on creating wetland on Town property to retain mitigated wetlands within our borders.</p>	<p>YES</p>	
<p>3.2.5: Coordinate with appropriate regulatory agencies in the disposal of hazardous wastes, to preserve and maintain the integrity of the natural environment.</p>				
OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>3.2.6: The Town adopts by</p>			<p>YES</p>	

reference the water quality standards for storm water effluent contained in Article V, Chapter 27 of the Broward County Code.				
3.2.7: The Town's land development regulations shall require that all invasive exotic plant species be removed as a condition of development approval.		Currently required within the LDC	YES	
<b>OBJECTIVE 3.3</b>  <b>The Town shall encourage a reduction in water consumption.</b>				
<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED?</b>	<b>RECOMMENDATIONS</b>
3.3.1: The Town shall review and, as appropriate, amend the regulations addresses landscaping, to encourage and promote the use of non water-intensive native		The Town requires rain sensor shut-off valves as part of the LSC review process. Also all plans are reviewed for xeriscape	YES	

vegetation (xeriscape).		principals applied to the design process. The right tree right place program is a focus of the landscape unit.		
3.3.2: The Town shall promote public education and awareness concerning water conservation methods and shall implement water conservation measures in accord with the requirements of the South Florida Water Management District or other appropriate regulatory agency.		The position of Urban Forester writes a newsletter article focusing on environmental stewardship consistent with the SFWMD.	YES	
<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED?</b>	<b>RECOMMENDATIONS</b>
<b>OBJECTIVE 3.4</b> <b>The Town shall promote the improvement of air quality.</b>				
3.4.1: The Town shall promote effective roadway design that facilitates vehicular movement in an efficient and safe manner, so as to reduce the impacts of	The current level of service for regional and local roads is LOS D.	The Town currently requires all new development to mitigate additional trips on roadways with a failing level of	In process.	Recommend adopting recommendation of the transportation issue paper. Recommend adopting a LOD C for local roads.

this non-point source of air pollution.		service.		
3.4.2: The Town shall pursue roadscaping and tree plantings alongside roadways, to provide a visual amenity and filter air pollution created by automobile and truck traffic.		The Town requires street trees along all roadways. In addition, the Town requires all designated scenic corridors to be planted according to a native plant material plan.	YES	

*INTERGOVERNMENTAL COORDINATION ELEMENT:*

**GOAL: Provide effective opportunities for intergovernmental coordination to implement the goals, objectives and policies of the Comprehensive Plan relating to development and the provision of essential services in the Town.**

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b><u>OBJECTIVE 1</u></b></p> <p><b>The Town shall participate in advertised, as well as informal, meetings and programs of planning groups and agencies, to maximize opportunities for coordination with the state, region, county, other municipalities, special districts, and organizations.</b></p>				
<p>1.1: A designated staff member of the Development Services Department shall attend and participate as a member of the Broward League of Cities' Technical Advisory Committee meetings, to facilitate an exchange of information and ensure that implementation of the Town's Comprehensive Plan is coordinated with the plans of adjacent municipalities, other governmental units or agencies</p>		<p>The TAC is no longer in existence.</p>	<p>NO</p>	<p>Recommend changing this policy to reflect changes.</p>

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
providing service within, adjacent to, or benefiting the Town of Davie.				
1.2: Advise the South Florida Regional Planning Council of any development proposals which might have an inter-jurisdictional impact and support the use of the Council's informal dispute resolution process to mediate any conflicts which may arise.		There has been no issue requiring use of this procedure, at this time.	YES	
1.3: Town staff shall coordinate planning efforts with the Broward County Planning Council, to ensure consistency of the Town's Future Land Use Plan with the Broward County Land Use Plan.		The Town coordinates with the Planning Council routinely.	YES	
1.4: Continue to serve on the Metropolitan Planning Organization as a voting member of the Board and as a member of the Technical Coordinating Committee.			YES	
1.5: Continue coordination with the Broward County Housing Authority in the implementation of the Section 8 Program, as identified in the Town's Consolidated Plan.			YES	
1.6: Maintain cooperation with the US Department of Housing and				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
Urban Development (HUD) in the administration of the CDBG program and/or other beneficial programs referenced in the Town's adopted Consolidated Plan.				
1.7: The Town shall continue to use the State Housing Initiatives Partnership (SHIP) allocation to expand or preserve the existing housing stock and to create new affordable housing opportunities through financing for construction, home purchase loans, counseling, minor home repair/weatherization, land acquisition, and housing for people with special needs as identified in the Town's adopted Local Housing Assistance Program (LHAP).			YES	
<p><b><u>OBJECTIVE 2</u></b></p> <p><b>The Town shall coordinate planning activities with adjacent municipalities and, for the unincorporated area, Broward County through existing mechanisms.</b></p>				
2.1: Notify adjacent jurisdictions in		Required through	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
the event a proposed change in land use designation or zoning category affects property that may have an impact on that jurisdiction .		the LDC		
2.2: Coordinate with Broward County's Mass Transit Division in improving regular bus service and minibus service throughout the Town.			YES	
2.3: The Town shall continue its informal exchange of information with the Seminole Indian Reservation adjacent to the Town's eastern border.			YES	
2.4: Utilize the informal mediation process with the South Florida Regional Planning Council to resolve conflicts with other local governments.		Not yet utilized.	YES	
<p><b><u>OBJECTIVE 3</u></b></p> <p><b>The Town shall continue to coordinate planning and development activities with agencies and other units of local government providing essential services to the Town and which do</b></p>				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>not have regulatory authority over land use., to ensure coordination in the provision of essential services pursuant to the adopted level of service standards.</b></p>				
<p>3.1: Notify affected service providers providing services within the corporate limits of the Town of proposed annexations, changes in land use, changes in zoning and/or development phasing, and request they assess the proposed change in impact and advise as to service availability.</p>		<p>Required as part of the LDC</p>	<p>YES</p>	
<p>3.2: Continue to coordinate with the Broward County School District in the provision of essential services and facilities. Specifically, the Town and Broward County shall work together to maintain a unified data base that will include population projections, school boundary changes, land use, and public facility capacities. This unified data base will help to ensure the proper siting of new schools and the collocation of public facilities, such as parks and community centers.</p>		<p>The Town is represented on the School Board technical board. The school board has a seat on the Planning and Zoning Board. The school board is notified of all applications increasing density.</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
3.3: Coordinate, at the staff level, with the Broward County School District on any development applications which may affect the safety of public school students, enhance public education or alter the Town's existing or anticipated future needs for public school facilities.				
3.4: The Development Services Department shall, pursuant to the Broward County Administrative Code, continue to provide quarterly demolition reports to the County for use in preparation of population estimates and projections to be used in transportation, School District and other countywide planning activities.				
3.5: The Town shall establish a staff-level Educational Committee that will coordinate with the Broward County School District, as may be necessary, to facilitate expansion of existing or location of additional public school facilities within the Town of Davie, consistent with the policies of the Future Land Use Element of the Comprehensive Plan.		This board has been created.	YES	
3.6: The Town shall inform the				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
Broward County School District of any proposed changes to the Town's Comprehensive Plan.				
3.7: The Town shall, to the best of their ability and as permitted by the Town's Land Development Regulations, streamline the development review and permitting process for new schools. The Town shall also review education facility projects for onsite and offsite impacts and work cooperatively with the Broward County School District to mitigate these impacts.		No new public schools have been built in the Town since the prior EAR. However, the Town has worked with Broward County on traffic issues involving charter schools.	YES	
<b><u>OBJECTIVE 4</u></b>  <b>The Town shall promote intergovernmental coordination in multi-jurisdictional efforts involving all government and quasi-governmental entities in Broward County.</b>				
4.1: Invite the participation of other cities, County, State, and Federal agencies in the planning of pedestrian linkages and open spaces to maximize existing resources, including the programming and			YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
placement of recreational pathways and link jurisdictions.				
4.2: Promote coordination with Broward County, EPA, DEP, and other regulatory agencies having jurisdiction over the Broward Landfill site in the cleanup, rehabilitation and reuse of the now-closed facility.		The land fill has become a County park	YES	Recommend revising this policy.
4.3: Through Interlocal Agreement, the Town shall coordinate efforts with Broward County in promoting and implementing recycling efforts as mandated by the Solid Waste Management Act of 1988. The Town shall attend and participate in the Broward County Resource Recovery Technical Advisory Committee meetings.		Recycling is provided throughout the Town.	YES	
4.4: The Town shall continue to participate in effective mutual aid agreements for the provision of emergency services and other special purpose tasks forces to address multi-jurisdictional police, fire, and emergency medical service issues.			YES	
4.5: Work with Broward County as		Coordinated	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
necessary to comply with the requirements of Broward County Joint Municipal National Pollutant Discharge Elimination System (NPDES) Permit.		through Engineering Division as part of the permit approval process.		
4.6: Review public facility reports prepared according to state law and identify potential conflicts with the Town's adopted Comprehensive Plan. Any conflicts shall be resolved through informal coordination with the governing boards of the independent special districts.	As needed	None identified	YES	
4.7: The Town shall request an opportunity to review comprehensive plan amendments proposed by adjacent municipalities (Sunrise, Hollywood, Cooper City, Weston, Pembroke Pines, Plantation, Southwest Ranches) in order to identify potential impacts to or conflicts with (1) existing or future development within the Town or (2) the ability of the Town to successfully implement the Goals, Objectives and Policies of the Comprehensive Plan. Upon identification of impacts or conflicts	As needed	Responded to traffic concerns raised by an adjacent municipality.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
as a result of said review, the Town shall provide written comments to the respective municipality in order to address or resolve the identified impacts or conflicts.				
<p><b><u>OBJECTIVE 5</u></b></p> <p><b>The Town shall work with adjacent municipalities and Broward County in the identification and implementation of joint planning areas (JPA's) for annexation and infrastructure service areas.</b></p>				
5.1: The Town shall coordinate with Broward County in the annexation of land currently within the unincorporated area.		Currently working on annexing surrounding properties, as necessary.	In process.	
5.2: Pursue and support the establishment of JPAs with adjacent municipalities, Broward County and agencies or other governmental units that provide facilities and services, including but not limited to the maintenance of roadway, drainage, public schools, solid waste and park and recreation facilities, in order to enhance, improve or increase the		The Town has existing JPA with FDOT and Broward County for maintenance.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
efficiency with which these facilities are currently provided.				
<p>5.3: JPAs described in Policy 5.2 shall be established, as necessary, through formal agreements between the appropriate governmental bodies in order to address intergovernmental coordination activities related to population projections as well as Policies 8.6 and 8.7 relating to locally unwanted land uses. JPAs shall include but not be limited to as many of the following planning considerations as possible:</p> <ul style="list-style-type: none"> <li>○ Cooperative planning and review of land development activities within the areas covered by an agreement.</li> <li>○ Specification of service delivery.</li> <li>○ Funding and cost sharing issues.</li> <li>○ Enforcement/implementation.</li> </ul>			YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b><u>OBJECTIVE 6</u></b></p> <p><b>The Town shall coordinate with local and private universities, as well as the State University System, in the campus plan process.</b></p>				
<p>6.1: Work with Broward Community College, Nova Southeastern University, and Florida Atlantic University to ensure that the campus plans are consistent with the Town's Comprehensive Plan.</p>		<p>Currently working with FAU on their required campus plan.</p>	<p>In process.</p>	<p>Provide a staff member as a liaison to the SFEC meetings to ensure better coordination.</p>
<p>6.2: Coordinate with Broward Community College, Nova Southeastern University, and Florida Atlantic University to mitigate any adverse effects the universities may have on adjacent uses.</p>		<p>Currently developing a master plan for the RAC area which includes all the universities.</p>	<p>In process.</p>	
<p><b><u>OBJECTIVE 7</u></b></p> <p><b>The Town shall use voluntary dispute resolution processes to resolve conflicts with other local governments.</b></p>				
<p>7.1: Utilize the South Florida Regional Planning Council's dispute resolution process when necessary to mediate the resolution of conflicts with other local governments and</p>		<p>This has not been needed to date.</p>		

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
regional agencies. The Town may use alternative procedures whenever appropriate for matters of imminent dispute, including agreements authorized by state law, or other non-judicial approaches.				
<p><b><u>OBJECTIVE 8</u></b></p> <p><b>The Town will identify and establish joint processes with other local governments for collaborative planning on population projections, school siting, facilities subject to concurrency, facilities with countywide significance, and problematic land uses.</b></p>				
8.1: Provide information annually to Broward County relating to the location and timing of anticipated capital improvement projects contained within the Town's adopted five year schedule of capital improvements for the purpose of achieving a coordination of efforts relating to the maintenance and/or extension of existing and location of new public facilities subject to concurrency.		Yearly information is provided.	YES	
8.2: During review of the Town's		Currently reviewed	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>five year schedule of capital improvements, the Town will consider the schedules of adjacent municipalities and other providers of public facilities within, adjacent to, or benefiting the Town in order to identify the potential for a coordination of efforts relating to the maintenance and extension of existing public facilities, as well as the location of new public facilities subject to concurrency.</p>		<p>as part of the MPO yearly traffic improvement plan for opportunities.</p>		
<p>8.3: Pursue joint funding opportunities with SFWMD, FDEP, Broward County, FDOT, and other relevant public/private agencies having jurisdiction within the corporate limits of the Town, to establish joint processes and collaborative planning efforts, when feasible, to complete capital improvements. The Town shall meet annually, or more frequently if needed, with these public and private entities to discuss joint funding opportunities for capital improvements.</p>		<p>Through the creation of the grants specialist job, the Town is currently working with these agencies on grant funding opportunities.</p>	<p>YES</p>	
<p>8.4: The Town will consider</p>		<p>As needed</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
amendment of its Comprehensive Plan and land development regulations based upon the recommendations contained within the adopted Broward County Local Mitigation Strategy.				
8.5: Attend meetings of the Hazard Mitigation Task Force, as necessary, to coordinate with the implementation and update of local mitigation strategies.		Attendance as needed	YES	
8.6: Coordinate with the Broward County Planning Council, the South Florida Regional Planning Council, the League of Cities Technical Advisory Committee, appropriate agencies, or ad hoc committees in the development, review and recommendation of efficient countywide guidelines to govern the identification and location of facilities with countywide significance, including those which may be locally unwanted land uses.		Attendance as needed.	YES	Revise policy to Eliminate reference to TAC
8.7: Upon establishment of uniform countywide guidelines for the identification and location of facilities with countywide		As needed.	YES	

<b>OBJECTIVE OR POLICY</b>	<b>MEASURABLE TARGET</b>	<b>CURRENT CONDITION (2004)</b>	<b>OBJECTIVE ACHIEVED?</b>	<b>RECOMMENDATIONS</b>
<p>significance, pursuant to Policy 8.6, the Town will conduct a review of its location standards to determine:</p> <ul style="list-style-type: none"> <li>○ Whether conflicts exist between the Town's regulations and the regulations of other jurisdictions, what can be done to resolve any conflicts identified, and</li> <li>○ Any improvements in the effectiveness or efficiency to be gained through the countywide approach to location standards.</li> </ul>				

*CAPITAL IMPROVEMENT ELEMENT: GOALS, OBJECTIVES AND POLICIES*

**GOAL 1: The Town of Davie shall protect the substantial investments in public facilities that already exist and shall plan and finance new facilities to serve residents at adopted levels of service in a timely, orderly, and efficient manner that encourages intergeneration equity between taxes collected and services received.**

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p><b>OBJECTIVE 1</b></p> <p><b>The Capital Improvements Element shall identify those capital facilities necessary to serve existing and proposed development in the Town of Davie at adopted levels of service identified in this Comprehensive Plan.</b></p>				
<p>1.1: Each fiscal year the Town Council shall adopt a five-year capital budget listing all capital improvements which are proposed to be undertaken during the ensuing five fiscal years. The capital improvement program shall include cost estimates, method of financing, and recommended time schedules for each listed improvement.</p>		<p>The Capital Improvement Plan is adopted by Town Council each year as part of the Budget approval process.</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
1.2: The five-year capital budget shall be consistent with this element, as amended and updated, and shall use this element as a basis for the inclusion of projects and projected construction dates.		Currently, the CIE is not updated yearly to reflect changes	NO	At time of adoption of the CIP, revise the Capital Improvement element to reflect such changes.
1.3: The five-year capital budget will only include those projects which are financially feasible.		Currently, the funds are identified for the first 2 years of projects unless the funds are received through bonds or grants.	NO	Reflect only those budgeted items in the 5 year plan.
1.4: This element shall reflect the capital improvements needs identified in other elements of the Plan.			YES	
1.5: Capital projects shall be prioritized, with consideration given to the following criteria:  (a) The immediacy of the need. (b) The financial feasibility of the project. This analysis shall consider developer contributions and grants from other also governmental units. (c) The adopted plans of		Currently, this process is followed.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>Broward County, adjacent municipalities and special districts. Interjurisdictional projects should be programmed to capitalize on simultaneous construction funding.</p> <p>(d) The need for periodic replacement and renewal of existing capital facilities.</p> <p>(e) The location of projects, with priority given to those located in newly developing areas, redevelopment areas, and communities' demonstrable need.</p> <p>(f) The operating expenses associated with each new capital improvement. The Town should not undertake projects which cannot be adequately operated and maintained.</p> <p>(g) In the event it has been determined that a condition exists that creates a public hazard, priority shall be given to the capital project(s) designed to correct such</p>				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
condition.				
1.6: The Town shall consider the feasibility of formulating an Education Element or sub-element of the Future Land Use Element to be consistent with that of Broward County in order to sufficiently plan for the educational needs of the anticipated populations in the Town.		Currently not adopted, yet required by State Statutes.	NO	Will be provided as part of the amendment process.
<p><b>OBJECTIVE 2</b></p> <p><b>Land use decisions which impact the provision of public facilities and services shall take into consideration the ability of the Town of Davie to maintain adequate Levels Of Service as described in the elements of this Comprehensive Plan.</b></p>				
2.1: All proposed development shall be analyzed based on maximum development impact, unless appropriate sureties that reflect less than maximum impact are provided, to insure that the adopted levels		Currently required as part of the DRC approval process.	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
<p>essential services are available to accommodate such development. The determination shall be made during the platting process for land which must be platted or replatted prior to development, or during the site plan review process if platting is not required.</p>				
<p>2.2: No plat or site plan shall be approved which will result in the regional transportation network operating below the adopted level of service as established in the Traffic Circulation Element.</p>		<p>Currently reviewed as part of the DRC process.</p>	<p>YES</p>	<p>Recommend adoption of local level of service guidelines to require mitigation for all new development affecting the degrading existing level of service.</p>
<p>2.3: No plat or site plan shall be approved without the reservation of adequate wastewater treatment capacity based on the projected need of the proposed development (projected average daily generation, in gallons), or which does not provide an adequate wastewater collection system.</p>		<p>Currently reviewed as part of the DRC process.</p>	<p>YES</p>	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
2.4: No plat or site plan shall be approved without the reservation of potable water treatment capacity based on the projected need of the proposed development (projected average daily consumption, in gallons), or which does not provide an adequate distribution system.		Currently reviewed as part of the DRC process.	YES	
2.5: No plat or site plan shall be approved which does not provide for the dedication of land for municipal recreation and open space purposes pursuant to the adopted level of service contained in the Parks, Recreation and Open Space element. The Town shall reserve the right to determine if the dedication of land is consistent with Comprehensive Plan goals, objectives and policies, or if payment into the Recreational Trust Fund is more appropriate.		Currently reviewed as part of the DRC process.	YES	
2.6: No plat or site plan shall be approved which does not		Currently reviewed as part of the DRC	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
provide a storm water management system appropriate for the proposed development, in accord with the criteria of the appropriate drainage district(s) and the Town.		process and permitting process.		
2.7: No plat or site plan shall be approved which does not provide the capacity to store and collect solid waste generated by the proposed development for recycling and/or disposal.		Currently reviewed as part of the DRC process.	YES	
<b>OBJECTIVE 3</b>  <b>The Town will implement revenue policies which prevent undue or unbalanced reliance on certain revenues, especially property taxes, which distribute the costs of municipal services fairly, and which provide adequate funds to operate programs.</b>				
3.1: Deficit financing is an inappropriate vehicle for the provision of public services				

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
needed to correct existing deficiencies.				
3.2: User fees may be utilized to offset current operating costs and to create reserves for replacement of deteriorated or obsolete capital facilities.		The Town utilizes user fees as needed to off-set operating costs.	YES	
3.3: Tax increment financing may be an appropriate tool for financing capital improvements in redevelopment areas established pursuant to Chapter 163, Part III, F.S.		The Town has not used this technique.	NO	Recommend researching TIF funds for future redevelopment plans along SR7/441
3.4: The Town will continually seek categorical grants-in-aid and discretionary grants from other units of government and private foundations for use in capital improvement financing; however, the Town shall not rely on these sources as a primary means of financing capital improvements.		The Town routinely works with other agencies to find alternative funding for infrastructure needs.	YES	
3.5: The Town will coordinate with the Tax Collector's office to maintain a very high tax		The Town routinely works with the property appraiser's	YES	

OBJECTIVE OR POLICY	MEASURABLE TARGET	CURRENT CONDITION (2004)	OBJECTIVE ACHIEVED?	RECOMMENDATIONS
collection rate, to the extent consistent with the marginal costs of collection.		office.		
3.6: The Town will support economic development and the annexation of residential, commercial, and industrial parcels, provided such annexation is consistent with the Goals, Objectives and Policies of this Plan.		The Town funds an economic development division and researches future annexation potential.	YES	
3.7: The Town will continue its low reliance on intergovernmental revenues as funding sources for normal operations and services.			YES	
3.8: The Town will maintain water and sewer rate structures which are adequate to insure that this enterprise fund remains self-supporting, and accommodate the costs of operation, capital plant maintenance, debt service, depreciation, and system expansion other than that required by new development.		The Town maintains appropriate rate for these services.	YES	



## IV. CURRENT CONDITIONS

As an outcome of the analysis of the changes throughout the Town from the adoption of the prior EAR in 1995 to current conditions, The Town of Davie has determined that the overall condition of the Town is strong and solid. The following information identifies both the areas where the Town has no issues and where reassessment for future growth may have to occur.

Current conditions are analyzed and listed below. Each section will provide an in-depth review of the current conditions in the Town and planned improvements, if necessary.

- A. Population growth and changes in land area. Section 163.3191 (2)(a), F.S.
- B. Extent of vacant and developable land. Section 163.3191 (2)(b), F.S.
- C. Location of existing development in relation to the location of development as anticipated in the Town of Davie Land Use Plan. Section 163.3191 (2)(d), F.S.
- D. Demands of Growth on Infrastructure and Level of Service Analysis. Section 163.3191 (2)(c), F.S.
- E. Coordination of school locations. Section 163.3191 (2)(k), F.S.

Note: The analysis of transportation and roadway level of service is discussed in Chapter II, Section E - The Building of an Adequate Local Road Network.

### A. Population Growth and Changes in Land Area

The Town of Davie's 2005 EAR will rely upon two primary sources of population data: Broward County's Office of Urban Planning and Redevelopment which provides projected population growth information and the U.S. Census which provides historical population and other demographic data.

Since the 1995 EAR, the Town's total estimated population increased by approximately 31,000 or 58.31 percent - roughly 6 percent per year (see Table IV.A.1.).

**Table IV.A.1.  
Population Change 1995-2005  
Town of Davie and Broward County**

	1995	2005	% Change
Town of Davie	53,081*	84,035	58.3
Broward County	1,371,721	1,789,916	30.5
<b>Source: * Town of Davie 1995 EAR Broward County Population Forecasting Model, 2004</b>			

Table IV.A.2. shows that in 2000, with more than 75,000 people, the Town of Davie represented 4.63 percent of the County's total population. In 2000, Davie had grown over 59 percent since 1990 while Broward County grew by nearly 30 percent during the same time period. The population of Broward County is expected to grow to 2.2 million by 2020, a 27 percent

increase. In comparison, Davie is forecasted to grow by an additional 24,167 persons (29 percent) to 108,202 by 2020.

**Table IV.A.2.  
Total Population Estimate, Forecast and Comparison:  
Town of Davie and County 1990-2020**

			Davie as a % of County Population	Average Growth Rate	
Population	Town of Davie	Broward County		Davie	Broward
1990*	47,217	1,255,488	3.76%	-----	-----
2000	75,210	1,623,018	4.63%	59.29%	29.27%
2010	96,282	1,896,297	5.08%	28.02%	16.84%
2020	108,202	2,196,266	4.93%	12.38%	15.82%
<b>Median Change Over Time</b>				<b>33.23%</b>	<b>20.64%</b>
<p>Source: US Census 1990. Broward County Population Forecasting Model, 2004. Notes: *1990 information was obtained from US Census to show historic trends. The term forecast refers to a prediction based on past trends. The year 2010 and 2020 forecast was prepared by Broward County derived from the Broward County Population Forecast Model (BCPFM) which uses a cohort survival methodology in which, births, deaths, and net migration are projected for each age-gender-race cohort in the population.</p>					

Despite the differences in population forecasts, Davie and Broward County have increasingly grown since the 1995 EAR. This results in the need for a plan update to meet current and future needs.

In general, population forecasts conducted for the Town of Davie during the mid-1990s, as part of the last planning period, were significantly lower than most current trends for Davie in 2000, 2005 and 2010. For example, Table IV.A.3. shows a significant disparity between population estimates for 2000, 2005 and 2010. This discrepancy can be attributed to six mobile home park annexations that occurred between 1995 and 1998 resulting in additional 4,236 units (see Table IV.A.4.). Other contributing factors include conflicting methodologies particularly, the population base of preceding years provided by the Broward County Office of Urban Planning and Redevelopment.

**Table IV.A.3.  
Town of Davie  
Comparative Population Forecasts: 2000-2010**

Data Source	2000	2005	2010
<b>1995 EAR Forecast</b>	<b>59,346</b>	<b>65,036</b>	<b>69,451</b>
<b>2000 Forecast by Broward County</b>	<b>75,210</b>	<b>84,035</b>	<b>96,282</b>
Net Increase	<b>+21.09%</b>	<b>+22.61%</b>	<b>+27.87%</b>

Source: 1995 Evaluation and Appraisal Report.

2000 data obtained from Broward County Population Forecasting Model, 2004.

**Table IV.A.4.  
Mobile Home Park Annexations 1995-2004**

<b>Mobile Home Park</b>	<b>Year Annexed</b>	<b>Acres</b>	<b>Number of Units</b>
Kings Manor Davie	1998	44.5	314
Park City West Davie	1998	59.5	368
Park City Estates Davie	1998	172.5	1,200
Rexmere Village Davie	1998	142.5	775
Silver Oaks/Palma Nova	1995	110.7	940
Everglades	1996	99.7	639
<b>Total</b>		<b>629.4</b>	<b>4,236</b>

Source: Town of Davie

According to the 2000 Census Data, the average household (hh) size in Davie was 2.41 persons/hh (total population/occupied unit) versus 2.45 persons/hh (occupied unit) Countywide (see Table IV.A.5.). In comparison, the 1995 EAR estimated 2.63 persons/hh (using average of persons per unit, by unit type). Broward County's current forecasts (Population Forecasting Model) show a gradual increasing trend in household size from 2.55 persons/hh in 2010 to 2.58 persons/hh in 2020. The household size in Davie will also grow to nearly 2.61 (in 2010) and 2.64 (in 2020), using conservative assumptions for the various residential types

**Table IV.A.5.  
Comparative Average Household Size  
Town of Davie and Broward County**

<b>Year</b>	<b>Town of Davie</b>	<b>Broward County**</b>
2000	2.41	2.45
2010	2.61*	2.55
2020	2.64*	2.58

Source: U.S. Bureau of Census, 2000  
 \* Town of Davie 2002 Land Use Inventory  
 \*\* Broward County Population Forecasting Model, 2001

According to the figures show in Table IV.A.6., between 1995 and 2005 total land use acreage within the Town increased by 1,639 acres. This increase is partly due to land annexations (See Table IV.A.7.), and the updating of the Town boundaries in certain areas. In addition, mapping systems used in 1995 were not as accurate as newer systems resulting in exaggerated acreages.

**Table IV.A.6.  
Town of Davie  
Comparative Land Use Categories: 1995 vs. 2005**

<b>1995 Land Use</b>	<b>1995 Acreage</b>	<b>2005 Land Use</b>	<b>2005 Acreage</b>
<b>Estate<sup>1</sup></b>	<b>3267.2</b>	<b>Residential 1 DU/AC</b>	<b>8970.02</b>
<b>Single Family<sup>2</sup></b>	<b>3103.5</b>	<b>Residential 3 DU/AC</b>	<b>1661.95</b>
<b>Multi Family<sup>3</sup></b>	<b>977.4</b>	<b>Residential 5 DU/AC</b>	<b>1677.63</b>
<b>Mobile Home</b>	<b>459</b>	<b>Residential 10 DU/AC</b>	<b>895.90</b>
<b>Commercial</b>	<b>1070.8</b>	<b>Residential 16 DU/AC</b>	<b>215.09</b>
<b>Office</b>	<b>12.2</b>	<b>Residential 22 DU/AC</b>	<b>24.64</b>
<b>Industrial</b>	<b>587.8</b>	<b>Residential/Office</b>	<b>46.55</b>
<b>Agricultural</b>	<b>1324.9</b>	<b>Commercial</b>	<b>1431.72</b>
<b>Public Recreation</b>	<b>778.3</b>	<b>Commerce/Office</b>	<b>168.08</b>
<b>Conservation</b>	<b>625.3</b>	<b>Industrial</b>	<b>674.95</b>
<b>Utilities</b>	<b>104.7</b>	<b>Utility</b>	<b>28.56</b>
<b>Community Facilities</b>	<b>919.3</b>	<b>Transportation</b>	<b>1300.79</b>
<b>Vacant</b>	<b>6279.8</b>	<b>Community Facility</b>	<b>86.94</b>
<b>Historic</b>	<b>12.1</b>	<b>Commercial Recreation</b>	<b>150.45</b>
<b>Rock Pit</b>	<b>231.9</b>	<b>Recreation and Open Space</b>	<b>479.37</b>
		<b>Agriculture</b>	<b>0</b>
		<b>Conservation</b>	<b>169.69</b>
		<b>Regional Activity Center</b>	<b>2274.16</b>
		<b>Employment Center</b>	<b>0</b>

		<b>Right-of -Way</b>	<b>82.01</b>
		<b>Special Classification</b>	<b>1552.45</b>
Total 1995	20,252.2	Total 2005**	21,890.95

Source: Town of Davie Comprehensive Plan, 1997

Town of Davie Geographic Information Systems, 2004

<sup>1</sup>Estate Density is  $\leq 1$  du/ac.

<sup>2</sup>Single Family is  $> 1$  du/ac  $\leq 5$  du/ac.

<sup>3</sup>Multi Family is  $\geq 5 \leq 22$  du/ac.

\*\*The difference in total acreage is due to annexations and the assignment of previously unassigned land

**Table IV.A.7.  
Town of Davie  
Land Annexations: 1995-2005**

<b>Parcel Name</b>	<b>Acres</b>
Kings Manor Davie Mobile Home Park	44.5
Park City West Davie Mobile Home Park	59.5
Park City Estates Davie Mobile Home Park	172.5
Rexmere Village Davie Mobile Home Park	142.5
Silver Oaks Mobile Home Park	110.7
Everglades Mobile Home Park	99.7
Jolmy	22.35
<b>TOTAL</b>	<b>651.75</b>

Source: Town of Davie

## B. Extent of Vacant and Developable Land

The Town of Davie's Geographic Information System (GIS) database was used to determine all vacant land currently available for development. Vacant land is defined as available land for future development and includes existing agricultural uses, while developed land is classified as the amount of land currently built-out, this includes committed land (sites that are currently under development and/or have approved/valid plats/site plans). Lastly, undevelopable land is defined as land unavailable for future development.

The Town of Davie is mostly developed at suburban/rural densities (see Figure IV.B.1.). The supply of vacant land is shrinking, with build out anticipated before 2015. The Town's vacant land represents approximately 11 percent or 2,396 acres of all land within the Town's boundaries. By comparison, total vacant land (excluding the RAC) in 1995 represented 31 percent of all land. According to the most recent Land Capacity Analysis (see Table IV.B.1.), 78 percent or 1,869 acres of Davie's vacant land is designated residential; 12 percent or 280 acres is designated as commercial; and 4.6 percent or 110 acres is designated as industrial.

**Table IV.B.1.**  
**Total Land/Vacant Land - Year 2004-05**

<b>Land Use</b>	<b>Total Acres</b>	<b>% of Total</b>	<b>Vacant Acreage</b>	<b>% of Total</b>
Residential 1-5 du/ac	12,309	56.2	1,741	72.7
Residential 6-22 du/ac	1,136	5.2	59	2.5
Special Classification	1,552	7.0	69	2.8
Residential Office	47	0.2	29	1.2
Commercial	1,398	6.5	280	11.7
Commerce/Office	202	0.9	10	0.4
Industrial	675	3.1	110	4.6
Regional Activity Ctr. <sup>1</sup>	2,274	10.4	84	3.5
Community Facility	87	0.4	9	0.4
Conservation	170	0.8	0	0
Rec. & Open Space	479	2.2	0	0
Other <sup>2</sup>	1,562	7.1	5	0.2
<b>Total</b>	<b>21,891</b>	<b>100.0</b>	<b>2,396</b>	<b>100.0</b>
Source: Town of Davie Comprehensive Plan Town of Davie GIS, 2004.				
Notes:				
<sup>1</sup> Regional Activity Center(RAC) was not established until 1998				
<sup>2</sup> Other land use includes Utility, Transportation, Right-of-Way/no land use category and Employment Center. The total acreage may add to more than 100 due to use of percentages				

Table IV.B.1. shows four major land use categories and their corresponding acreages that have a capacity for future growth: Residential (1-5 du/acre and 6-22 du/acre), Commercial, Industrial, and Regional Activity Center (RAC).

The residential land use category represents 78 percent of the Town's total vacant acreage, while the commercial land category represents 12 percent of vacant acreage. By comparison, 1995 figures (see Table IV.B.2.) indicate that 80 percent of vacant land was designated as residential and 16 percent was designated as commercial.



**Table IV.B.2.  
Town of Davie  
Vacant Land by Category**

<b>Category</b>	<b>1995 Acreage</b>	<b>% of Total</b>	<b>2005 Acreage</b>	<b>% of total</b>	<b>% Change in Acreage 1995 to 2005</b>
<b>1 du/ac</b>	<b>4116.2</b>	<b>65.5</b>	<b>1510</b>	<b>63.0</b>	<b>-63</b>
<b>Single-Family<sup>1</sup></b>	<b>761.5</b>	<b>12.1</b>	<b>231</b>	<b>9.64</b>	<b>-70</b>
<b>Multi-Family<sup>2</sup></b>	<b>146.9</b>	<b>2.3</b>	<b>59</b>	<b>2.46</b>	<b>-60</b>
<b>Special Classification</b>			<b>69</b>	<b>2.80</b>	
<b>Residential Office</b>			<b>29</b>	<b>1.21</b>	
<b>Commercial</b>	<b>984.7</b>	<b>15.7</b>	<b>290</b>	<b>12.1</b>	<b>-71</b>
<b>Industrial</b>	<b>231.2</b>	<b>3.7</b>	<b>110</b>	<b>4.60</b>	<b>-52</b>
<b>Community Facility</b>	<b>15.7</b>	<b>0.3</b>	<b>9</b>	<b>0.4</b>	<b>-44</b>
<b>Conservation</b>	<b>23.6</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>-100</b>
<b>Regional Activity Center*</b>			<b>84</b>	<b>3.5</b>	
<b>Right-of-way/Other</b>			<b>5</b>	<b>0.20</b>	
<b>Total</b>	<b>6,279.8</b>	<b>100.0</b>	<b>2,396</b>	<b>100.0</b>	
<b>Source: Town of Davie GIS, 12/31/94</b>					
<b>1 Single-Family Residential is &gt; 1du/ac &lt; 5 du/ac</b>					
<b>2 Multiple-Family is &gt; 5du/ac &lt;22 du/ac</b>					
<b>*Regional Activity Center (RAC) was not established until 1998</b>					

Most of the existing commercial land in Davie, is located in areas adjacent to major transportation corridors including I-595, University Drive, Griffin Road, Stirling Road, and Florida's Turnpike/State Road 7. Commercial uses at these locations provide convenience-oriented goods and services that are needed on a daily basis. Nearby commercial centers in Plantation, Weston and Cooper City provide similar amenities. Applying the Comprehensive Plan's criteria for location and size of commercial centers, current vacant commercial land (290 acres) could meet the Town's needs through or beyond 2012. It is important to note that since the 1995 EAR, Davie has lost some viable commercial land outside of the RAC to parks (61 acres) and to other non-commercial land use categories.

The Town of Davie adopted the Regional Activity Center (RAC) land use category in 1998 to allow mixed land uses and mass transit of regional significance and importance. Davie's RAC is approximately 2,274 acres or 10 percent of Davie's total area and includes single-family and multi-family residential, commercial, industrial, community facility and recreation open space uses. The Town of Davie's Comprehensive Plan encourages both large-scale and small parcel infill development and redevelopment in the RAC. A proposed Master Plan for the RAC will facilitate a coordinated and balanced use of developable land in this area.

### C. Location of Existing Development in Relation to Location of Development Anticipated in the Town of Davie Land Use Plan

Development throughout the Town follows the traditional planning model providing intense commercial uses at major roadways intersections and transitioning intensities outward from these areas. Commercial and industrial development is located along major arterials while residential development decreases in density from along the commercial corridors. Future development is planned to follow this same pattern. Recognizing that the majority of land is developed, redevelopment plans focus on increases in intensity along I-595, SR7/441 and within the traditional town center along Davie Road.

Plans to facilitate this future growth have been implemented through the adoption of the RAC land use category, and the establishment of a Community Redevelopment Agency (CRA). Additional implementation tools are being provided through the programmed RAC master plan and the adoption and implementation of the SR7/441 Corridor Master Plan.

#### **Community Redevelopment Agency**

The Town's Community Redevelopment Agency (CRA) has undertaken the task of redevelopment and rehabilitation of properties in a portion of the downtown area. The CRA adopted a revised redevelopment plan and expanded the original CRA boundaries in 1994 and 1997. The redevelopment area includes residential, industrial and commercial zones.

In addition, a Davie Road market study was completed in September 2003. The purpose of the study was to create an overall marketing program for the corridor by conducting an analysis of the market that impacts the Davie Road area. One of the main conclusions of the study indicates that the area would support additional retail (370,000 sq. ft.) and office (139,000 sq. ft.) uses. This conclusion is based on analyzing the existing uses along Davie Road and the adjoining streets, the make-up of nearby neighborhoods, and the traffic going by the area. The types of retail suggested (based on analysis and on interviews with business owners, customers and community officials) include sit down restaurants, general merchandise (department store) groceries, clothing and accessories such as shoes, home furnishings, home appliances, hobby and gifts. Some suggestions for marketing strategy include: making infrastructure improvements such as a master storm water management system rather than having on-site retention on each lot and providing a public plaza; providing public parking to encourage redevelopment; supporting transit along Davie Road to the colleges; purchasing

land for redevelopment and; linking the South Florida Educational Center with Davie Road.

The following development has taken place or is proposed to take place in each of these areas:

- **Residential Areas:**

The CRA purchased various properties within this area most of which have been used to construct affordable housing while other lots have been donated for recreational use.

The CRA built a traditional neighborhood within a neighborhood in the Potter Park area. A new street, SW 43rd Street, was constructed by the CRA. Along this street the CRA constructed nine (9) "Key West" style homes.

- **Industrial Areas:**

The CRA played a part in having Andrx, a pharmaceutical company, locate their headquarters in Davie at Orange Drive and Kean Road. This type of industry is considered a Qualified Target Industry by the State of Florida because of the research and development nature of the jobs it creates.

The Town of Davie indicated a need for a fire/rescue station on the eastside of the Town. The CRA worked with the Town to purchase a site for this station at the corner of Oakes Road and 441.

- **Mixed Use:**

The area of the Town known as Downtown Davie has been found to be blighted, pursuant to Chapter 163, F.S., and is a designated Community Redevelopment Area. A mixed use development has been proposed for this area located at the southeast corner of Davie Road and Griffin Road. This is an approximately 14 acre site. The proposal includes approximately 40,000 sq. ft. of retail on the first floor of buildings fronting on Davie Road and Griffin Road with nearly 40,000 sq. ft. of office space on upper floors along with 230 condominium units on upper floors and in buildings to the rear of the commercial buildings.

Two public parking lots are slated to be constructed this coming year. One lot is on SW 63<sup>rd</sup> Avenue between SW 42<sup>nd</sup> Street and SW 43<sup>rd</sup> Street. This lot will have 49 spaces and will assist people on Davie Road for developing their properties. The lot behind the Davie/Cooper City Chamber of Commerce building is going to be made into a public parking lot and it will be improved with 32 spaces.

## D. Demands of Growth on Infrastructure & Level of Service Analysis

The Town of Davie is anticipating future demands on infrastructure as a result of redevelopment plans in the RAC and along SR7/441. However, as indicated in the following section, the Town will have the infrastructure in place as the redevelopment growth occurs. The infrastructure needs related to transportation have been previously addressed and recommendations identified in the Issues Chapter of this document.

## **1. Sanitary Sewer**

The Town of Davie Wastewater Treatment Facility currently operates one (1) 1.0 million gallons per day (MGD) treatment plant and two (2) 2.0 MGD treatment plants with a total plant capacity of 5.0 MGD average annual daily flow (AADF). The facility is permitted under Florida Domestic Wastewater Facility Permit No. FL0040541-004-DWIP.

The effluent from the treatment facility is pumped through a 7-mile long force main to the City of Hollywood Wastewater Treatment Plant. The City of Hollywood's wastewater treatment plant receives the effluent from Cooper City's wastewater treatment plant in addition to the effluent from Davie's wastewater treatment facility. These effluents are mixed at Hollywood's pump station wet well before either being sent to Hollywood's re-use system or being discharged to the ocean via their ocean outfall.

Of the Town's 5 MGD per day of sewage treatment capacity, 66 percent of the capacity is currently used. This translates to a current Level of Service of 152 gallons per capita day (gpcd). The Town's adopted level of service is 110 gpcd. Therefore the Town has sufficient capacity to meet the sanitary service needs through 2008. The Town's capital improvement program has programmed a 2 MGD expansion to begin design in 2005 and construction completion by 2008. This will provide sufficient capacity for the current service area through 2020.

## **2. Potable Water**

The Town of Davie operates two water treatment facilities, the north water treatment plant (System I), and the south water treatment plant (System III). The north water treatment plant has a rated capacity of 3.4 MGD and is located near the intersection of Davie Road and S.W. 38 Court in the Town of Davie. The Town has two (2) 0.3 MG finished water storage tanks located at the water treatment plant. The water treatment plant is supplied by four (4) wells located within the plant. The method of treatment is by coagulation, lime softening, sedimentation, and filtration.

The south water treatment plant was placed into operation in March 1989. The plant has a rated capacity of 4.0 MGD and is located south of Sterling Road at the end of N.W. 76th Avenue in the Town of Davie. The Town has two (2) 2.0 MG finished water storage tanks located at the South water treatment plant. The water treatment plant is supplied by four (4) wells located within the plant. The method of treatment is by coagulation, lime softening, sedimentation, and filtration.

Of the Town's 7.4 MGD per day of water treatment capacity, 60 percent of the capacity is currently used. This translates to a current Level of Service of 169 gallons per capita day (gpcd). The Town's adopted level of service is 150 gpcd. Therefore the Town has sufficient capacity to meet the sanitary service needs through 2006. The North WTP is nearing the end of its useful life and is scheduled to be retired within 5 years. The Town's capital improvement program has programmed a 4 MGD expansion at the South WTP to begin design in 2006 and construction completion by 2008. The expansion is programmed to use a membrane treatment technology for water quality enhancement in order to insure the utility

meets all current and likely future regulations. This will provide sufficient capacity for the current service area through 2020.

- **Water Supply Plan**

The Town of Davie will revise the Potable Water, Sanitary Sewer and Conservation Elements to include a ten-year work plan (see Appendix D) for the building of water supply facilities that are identified by the Broward County Office of Environmental Services (OES) and the Department of Planning and Environmental Protection (DPEP) Water Resources Division, deemed necessary to serve existing and new development in areas services by OES and reviewed by DPEP. This work plan will be coordinated with the South Florida Water Management District's (SFWMD) Lower East Coast Regional Water Supply Plan. Section 163.3191 (2)(l), Florida Statutes.

### **3. Solid Waste**

The largest portion of the solid waste stream is municipal solid waste which is made up of household discards. Next in volume is trash which consists of bulk items, such as construction debris. Landscaping debris, which is a year round component in South Florida, is the third largest type of solid waste. Last in volume is hazardous waste, which includes toxic and pathological substances, requiring separate handling. Solid waste generation in Broward County and Davie was estimated at 7.2 lbs. per residential unit per day in 1997 and is now estimated to be 8.9 lbs. per unit per day, based upon annual gross tonnage of residential and non-residential refuse.

Solid waste disposal in Broward County is a regional function. The current disposal technique utilized in Broward County is resource recovery (incineration and ash landfill). There are resource recovery facilities that service Broward County, including all of the Town of Davie. These facilities are currently processing over 1.0 million tons of solid waste per year.

The Town of Davie has entered into an Interlocal Agreement for the Resource Recovery System. The system went on line in 1991 with a capacity to handle 1.6 million tons of solid waste per year in the Broward County geographic area. This system will supplement the 1.4 million ton per year capacity of the existing landfills and will extend the life expectancy of the landfills (estimated to be 20 years). According to the County, a Level of Service Standard to process the estimated 8.9 lbs. per capita per day of solid waste generation will be met through the planning time-frame.

The county currently has two resource recovery facilities and no expansions are planned for the landfills. The Broward County Land Development Code requires solid waste disposal at time of platting or permit. The County in their 2004 EAR has determined that County facilities are available to meet the established level of service through their planning horizon.

### **4. Drainage and Natural Groundwater Aquifer Recharge**

The primary drainage features within the Town of Davie are the North New River Canal and the South New River Canal (C 11 Canal) and their tributary canals, man-made facilities constructed originally to drain the Everglades. According to the South Florida Water Management District (SFWMD), all of Broward County is considered a natural groundwater aquifer recharge area for the Biscayne Aquifer, our sole source of water supply. However, no prime recharge areas have been designated by the South Florida Water Management District within Broward County.

The Town of Davie is divided essentially into two basins at SW 100 Avenue. The west basin is controlled by a South Florida Water Management District pump station (S 9) located at approximately US 27 and Griffin Road. The Eastern basin is controlled by a pump station (S 13) on the C 11 canal. The 100th Avenue divide is an equalizer known as S 13A. This structure can be opened to control local storms or equalize water levels in the east and west basins.

The Central Broward Drainage District, South Florida Water Management District, and the Broward County Department of Environmental Protection (BCDEP) Water Management Division govern land use and development of drainage features and groundwater recharge areas.

The Florida Department of Environmental Protection (FDEP) has adopted a Stormwater Rule (Ch. 62-25, F.A.C.) to fulfill part of the state's responsibilities under Section 208 of the Federal Water Pollution Control Act. The rule's basic objective is to achieve 80 to 95 percent removal of stormwater pollutants before discharge to receiving waters. This rule requires treatment of the runoff from the first one inch of rainfall; or for facilities with a drainage area less than 100 acres, the first one-half inch of runoff. Implementation of the stormwater rule is achieved through a permitting process. The FDEP has delegated permitting responsibility to the South Florida Water Management District which has jurisdiction over the Town of Davie Area. The Town of Davie requires the involvement of drainage districts, including the Central Broward Drainage District, Tindall Hammock Soil and Water Conservation District, and South Broward Drainage District, in the development review process. The function of the districts in the review process is to evaluate proposed improvements to land, to insure the provision and maintenance of adequate drainage facilities to satisfy the current and future needs of the area. The appropriate drainage district reviews all plats and paving plans prior to the Town's review and/or issuance, for compliance with paving and drainage regulations.

Minimum standards for road crowns and finished floors are dictated by Town of Davie and the water management districts. These standards generally range from 5' to 7.5' National Geodetic Vertical Datum (N.G.V.D.) for road crown elevations and from 7' to 8' N.G.V.D. for floor elevations, and are in compliance with Federal Emergency Management Agency (F.E.M.A.) regulations.

In general, the regulations of the drainage districts provide sufficient flood protection for the Town of Davie. Central Broward Drainage District personnel serve on the Development Review Committee, affording the Town a good opportunity for coordination regarding drainage issues. As a policy, the Town requires conceptual approval of the water management districts prior to issuing any building permits.

In general, the Town's drainage system operates smoothly and provides adequate protection from flooding. The system requires constant maintenance of debris and silt management and aquatic weed control. The Drainage Districts are currently performing these tasks. Water quality within the system of canals is generally good, and regulation is by BCDEP. The Town and the Drainage Districts have adopted the dictates of the county standards and maintain compliance with same. On-site detention improvements necessary to accommodate development are identified and required in conjunction with plat, site plan and/or building permit review.

There are no major natural drainage features located within the Town of Davie. Several minor features, such as small wetland sites, a disturbed oak hammock and a disturbed slough site, exist and are being evaluated for their productivity and contribution to the natural ecosystem. Development of these natural areas is severely restricted by existing land development regulations.

Water quality standards for both surface waters and groundwaters are established and enforced by the BCDEP as part of its responsibilities for water pollution control and abatement. BCDEP maintains a surface water and ground water quality monitoring network throughout the County and regulates wastewater discharge. The BCDEP has also promulgated storage tank and hazardous materials regulations intended to prevent contamination of the aquifer. A license is required from the BCDEP for any dredging and filling within the "waters of Broward County" as defined in Chapter 27 of the BCDEP Code of Regulations.

Additional protection for groundwater recharge and wellfields has been provided through the Countywide application of the Wellfield Protection Program. Through County ordinances, all potable water wells and accepted proposed potable water well sites are protected from activities that utilize or create, as a by-product, hazardous or toxic materials. The Wellfield Protection Ordinance provides for three "zones of influence" surrounding each well, which correspond to the travel time within the aquifer. The use, handling and storage of listed toxic materials has been excluded from the innermost zone with monitoring and other protective measures applied in the middle and outer zones. Prior to inclusion in the program, wells and proposed well sites must be modeled, mapped and approved by the County Commission.

Broward County is underlain by two major aquifers; the Biscayne aquifer and the Floridan aquifer. The Biscayne aquifer is main source of potable water in the County, however several utilities are using the brackish Floridan aquifer as a supply for drinking water and using a reverse osmosis membrane treatment system. The Biscayne is one of the most productive unconfined aquifers in the United States and one of the most permeable aquifers in the world. It underlies all of Broward County except the most westerly sections.

The SFWMD has not designated any area within Broward County as a "prime groundwater recharge area". A major source of recharge to the Biscayne aquifer in Broward County is the Everglades Water Conservation Areas. The three Water Conservation Areas (2a, 2b, and 3a) total 790 square miles and comprise approximately two-thirds of the County's total land area. Recharge occurs naturally as stormwater, which is stored and purified in the Conservation Areas, seeps into the aquifer. Other major sources of recharge include the system of canals in

the developable areas of the County. The land surface itself is also a major source of aquifer recharge. Generally, soil conditions in the County are conducive to recharge of the Aquifer. With the exception of those areas in southwest Broward with thick muck soils, movement of water into the ground is rapid. Recharge also may be obtained through injection and spray irrigation.

## **5. Recreation and Open Space**

The existing level of service (LOS) provided by the Town is based on the total number of acres of parks and open space, divided by the population in 1000-person increments. For purposes of determining the LOS currently provided by the Town, facilities containing the following characteristics were included in the calculation:

- site provides neighborhood- or community-level facility
- site is readily accessible to the public
- site provides resource- or activity-oriented recreational use

A list of sites included in the determination for LOS is included in Tables II.A.2., II.A.3., II.A.4., and II.A.5.

Required LOS acreages, both current and projected, are provided in Table II.A.7. The Town of Davie's current LOS of 25.85 acres of parks and open space per 1,000 population far exceeds the LOS standard of 10 (ten) acres per 1000 population. Broward County has adopted an LOS standard of 3 acres per 1000 population for both its local and regional parks. According to the Broward County 2004 EAR, Broward County's LOS for regional parks is 3.78 acres per 1000 population (based on current population projections).

### **E. Coordination of School Locations**

The Town of Davie will evaluate the success or failure of coordinating future land uses and residential development with the capacity of existing and planned public schools, and coordinating the planning and siting of new schools. Section 163.3191 (2) (k), Florida Statutes.

The Broward School District provides figures in student enrollment by school and current inventory of permanent school facilities for the entire county, including the Town of Davie. The Town coordinates with Broward County School District for the provision and location of school sites, for the leasing of park sites, and for participation in the comprehensive planning process. In terms of park sites, Table IV.E.1. shows those leases the Town holds with the Broward School District for the joint use of educational facilities. These sites constitute 34.8 acres which the Town utilizes for recreation purposes. Currently, the Town has twelve public schools and one education center (see Table IV.E.2.). Since the adoption of the 1995 EAR, Fox Trail Elementary is the only school that has been built in Davie. Figure IV.E.1. shows all school facilities within the Town of Davie.



# Town of Davie

2005  
Evaluation and  
Appraisal Report

FIGURE IV.E.1

School  
Locations

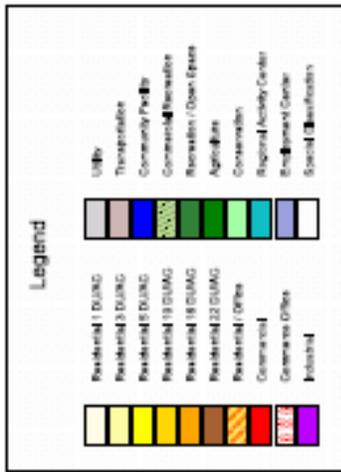
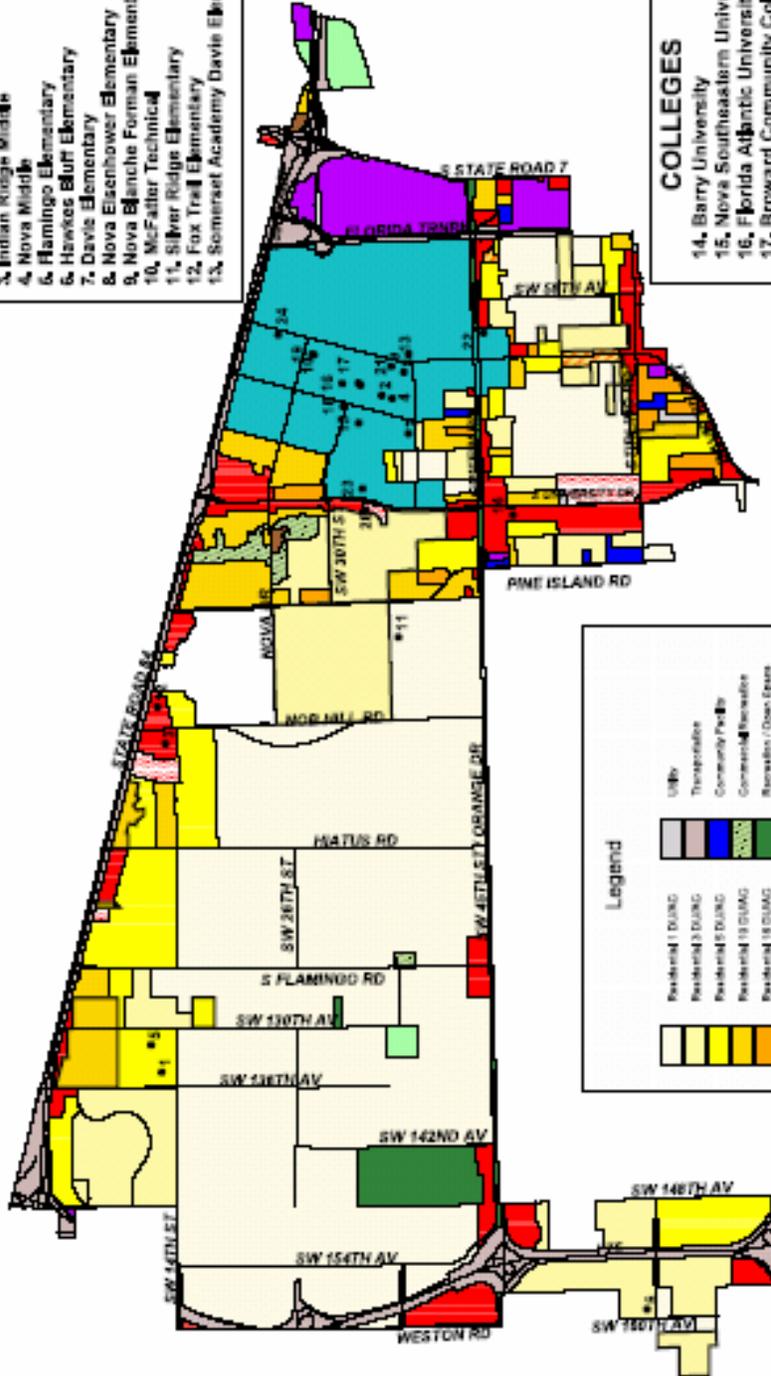


## SCHOOLS

1. Western High
2. Nova High
3. Indian Ridge Middle
4. Nova Middle
5. Hamings Elementary
6. Hawkes Bluff Elementary
7. Davie Elementary
8. Nova Eisenhower Elementary
9. Nova Blanche Forman Elementary
10. McFadden Technical
11. Silver Ridge Elementary
12. Fox Trail Elementary
13. Somerset Academy Davie Elementary

## COLLEGES

14. Barry University
15. Nova Southeastern University
16. Florida Atlantic University
17. Broward Community College
18. University of Florida
19. Mc Fater Technical Institute
20. L.T.T. Technical Institute
21. Florida International University
22. Nova Southeastern University
23. Nova Southeastern University
24. Nova Southeastern University



**Table IV.E.1  
Park Sites Leased by the Town of Davie**

<b>Park</b>	<b>Location</b>
Davie Elementary School/B. Gessner	7099 SW 39 <sup>th</sup> Street
Flamingo Elementary Ballfields	1130 SW 130 Avenue
Western High School	1200 SW 136 Avenue
Nova High School	3600 College Avenue

Source: Town of Davie 2004 GIS data.

**Table IV.E.2.  
Town of Davie Schools**

<b><u>Elementary</u></b>	
Davie Elementary	7025 SW 39th St
Flamingo Elementary	1130 SW 133rd Ave
Fox Trail Elementary*	1250 Nob Hill Rd
Hawkes Bluff Elementary	5900 SW 160th Ave
Nova Blanche Forman Elementary	3521 SW Davie Rd
Nova Eisenhower Elementary	6501 SW 39th St
Silver Ridge Elementary	9100 SW 36th St
<b><u>Middle</u></b>	
Indian Ridge Middle	1355 Nob Hill Rd
Nova Middle	3602 College Ave
<b><u>High</u></b>	
Nova High	3600 College Ave
Western High	1200 SW 136th Ave
<b><u>Centers</u></b>	
McFatter Technical Center	6500 Nova Dr.
<b><u>Charters</u></b>	
Somerset Academy Davie Elementary	3788 SW 64th Ave
<b>Source:</b> Broward County Public Schools, <a href="http://www.browardschools.com">www.browardschools.com</a>	
*Fox Trail Elementary was not built until after 1995	

During the last several years, rapid residential development has caused student populations in most schools to increase faster than districts can build schools for them. Consequently, students must attend classes in portable buildings or overcrowded classrooms. Table IV.E.3. lists existing and projected school overcrowding in Davie, prepared by the school district per state standards.

As of 2004, approximately 83 percent of our schools have experienced moderate to extreme overcrowding. Moderate overcrowding means enrollment is 110 to 120 percent of design capacity, while extreme overcrowding means enrollment is 120 percent or more of design capacity. According to the above-referenced data, all school facilities in Davie lack sufficient capacity to accommodate the current student population. Moreover, projections for 2008 enrollments indicate a lack of sufficient capacity to accommodate new students generated by new residential

**Table IV.E.3.  
Town of Davie  
Current and Future Enrollment/Capacity**

Town of Davie	2004			2008		
	Enrollment	Capacity	% of Capacity	Enrollment	Capacity	% of Capacity
Davie Elementary	1009	652	154.8%	1046	728	144.0%
Flamingo Elementary	875	564	155.1%	833	564	148.0%
Fox Trail Elementary	1318	1127	116.9%	1420	1127	126.0%
Hawkes Bluff Elementary	1063	777	136.8%	1131	777	146.0%
Nova Blanche Elementary	846	707	119.7%	899	707	127.0%
Nova Eisenhower	927	703	131.9%	989	703	141.0%
Silver Ridge Elementary	1050	811	129.5%	1058	811	130.0%
Indian Ridge Middle	2172	1596	136.1%	2398	1596	150.0%
Nova Middle	1152	1122	102.7%	1394	1122	124.0%
Nova High	1925	1696	113.5%	2096	1728	121.0%
Western High	2677	1715	156.1%	2685	2255	119.0%
Mcfatter Technical Center	590	560	105.4%	600	560	107.0%
<b>Source:</b> Broward County Public Schools, <a href="http://www.browardschools.com">www.browardschools.com</a>						
<b>Notes:</b> Based on Broward County estimated future enrollments						

development. If allowed per state statute and county regulations, proposed developments may be denied, or mandatory phasing or similar mitigation may be required. It is determined that no capacity will exist at the time the impact of development occurs. Procedures and rules are still being developed by Broward School District to work out the specifics relative to impact fees on new development (i.e., exemptions, adjustments, refunds, etc). Elected School Board Members are now considering opening a new middle school in west Davie for the 2006-2007 school year.

**Table IV.E.4.  
Town of Davie  
Total Enrollment for 1995, 2004, and 2008**

<b>School Type</b>	<b>1995</b>	<b>2004</b>	<b>2008<sup>1</sup></b>	<b>% Change 1995-2004</b>	<b>% Change 2004-2008</b>	<b>% Change 1995-2008</b>
Elementary	5688	4540	7376	-20	63	30
Middle	2023	2018	3792	-.2	88	87
High	5564	2189	4781	-61	118	-14
<b>Total</b>	<b>13,275</b>	<b>8747</b>	<b>15,949</b>	<b>-34</b>	<b>82</b>	<b>20</b>

Source: Broward County Public Schools, [www.browardschools.com](http://www.browardschools.com)

<sup>1</sup>: Estimated enrollment based on Broward County school reports.

Although Table IV.E.4. shows the growth rate in the overall enrollment figures from 1995 to 2004, the school population is expected to increase by 7,202 students (82 percent), over the next four years. The above data may suggest that school population characteristics in Davie are better represented by the existing elementary schools and partly because most children attending the schools listed in the previous page appear to be living in Davie. This may also be supported by additional findings on demographics, especially average household size. New families appear to have comparatively a greater number of elementary school age children than middle and high school age children. This growth curve identifies the need for future planned facilities in the community and the need to become more flexible to growth stages of school age children.

## **V. Assessment of Changes to Florida Statutes, Administrative Rules, and Consistency with State Comprehensive Plan and Strategic Regional Policy Plan for South Florida**

This chapter will evaluate relevant changes in growth management laws (Chapter 163, F.S., Rule 9J-5, F.A.C., State Comprehensive Plan, and the Strategic Regional Policy Plan for South Florida) since the adoption of the last EAR in 1995 for consistency with the Town of Davie Comprehensive Plan. Based on this assessment, plan revisions will be recommended, if necessary. Section 163.3191 (2)(f), F.S.

Section A and B present an assessment of changes to Chapter 163, F.S. and Rule 9J-5, F.A.C. in matrix format.

Section C addresses consistency of the Town's Comprehensive Plan with the amendments to the State Comprehensive Plan adopted since January 1999.

Section D addresses consistency of the Town's Comprehensive Plan with the Strategic Regional Policy Plan for South Florida, in matrix format.



A. Changes to Chapter 163, F.S.

59	Added clarifying language relative to those <b>small scale plan amendments</b> that are exempt from the <b>twice-per-year limitation</b> and <b>prohibited DCA review</b> of those small scale amendments that meet the statutory criteria in Paragraph 163.3187(1)(c).	163.3187(1)(c) and (3)(a)-(c) [ <b>additional provisions added in 2005</b> ]			
60	Required DCA to consider an increase in the annual total acreage threshold for <b>small scale amendments</b> . (later repealed by s. 16, Ch. 2000-158, Laws of Florida)	163.3177(7)			
61	Required local planning agencies to provide opportunities for <b>involvement by district school boards and community college boards</b> .	163.3174(1)			
62	Required that the future land use element clearly identify those <b>land use categories</b> where <b>public schools</b> are allowed.	163.3177(6)(a)			
63	Established certain criteria for local governments wanting to extend <b>concurrency to public schools</b> . (later amended by s. 5, Ch. 98-176, Laws of Florida)	163.3180(1)(b) [ <b>Now: 163.3180(13)</b> ]			
<b>1996:</b> [Ch. 96-205, s. 1; Ch. 96-320, ss. 10-11; 96-416, ss. 1-6, 15, Laws of Florida]					
64	Substantially amended the criteria for <b>small scale amendments</b> that are exempt from the <b>twice-per-year limitation</b> . [ <b>further amended in 2005</b> ]	163.3187(1)(c)	NA	Procedural	No
65	Revised the objectives in the coastal management element to include the <b>maintenance of ports</b> .	163.3177(6)(g)9.	NA	No	No
66	Provide that certain <b>port related expansion projects</b> are not DRIs under certain conditions.	163.3178(2), (3), and (5)	NA	No	No
67	Allowed a county to designate areas on the future land use plan for possible <b>future municipal incorporation</b> .	163.3177(6)(a)	NA	Procedural	No
68	Required the ICE to include consideration of the plans of <b>school boards</b> and other units of local government providing services but not having regulatory authority over the use of land.	163.3177(6)(h)			
69	Revised the <b>processes and procedures</b> to be included in the ICE.	163.3177(6)(h)			
70	Required that within 1 year after adopting their <b>ICE</b> each county and all municipalities and school boards therein establish by interlocal agreement the <b>joint processes</b> consistent with their ICE.	163.3177(6)(h)2.	Yes	Yes	Interlocal agreement in place. ICE will be amended to address.
71	Required local governments who utilize <b>school concurrency</b> to satisfy intergovernmental	163.3180(1)(b)2. [ <b>Now:</b>	NA	Procedural	No

	coordination requirements of 163.3177(6)(h)1.	<b>163.3180(13)(g)</b>			
72	Permitted a county to adopt a <b>municipal overlay</b> amendment to address future possible municipal incorporation of a specific geographic area.	163.3217	NA	Procedural	No
73	Authorized DCA to conduct a <b>sustainable communities demonstration project</b> .	163.3244 <b>[Now repealed.]</b>	NA	Procedural	No
<b>1997:</b> [Ch. 97-253, ss. 1-4, Laws of Florida]					
74	Amended the definition of <b>de minimis impact</b> as it pertains to concurrency requirements. <b>[further amended in 2005]</b>	163.3180(6)	NA	Procedural	No
75	Established that no plan or plan amendment in an <b>area of critical state concern</b> is effective until found in compliance by a final order.	163.3184(14)	NA	Procedural	No
76	Amended the criteria for the annual effect of <b>Duval County small scale amendments</b> to a maximum of 120 acres.	163.3187(1)(c)1.a.III	NA	No	No
77	Prohibited amendments in <b>areas of critical state concern</b> from becoming effective if not in compliance.	163.3189(2)(b)	NA	No	No
<b>1998:</b> [Ch. 98-75, s. 14; Ch. 146, ss. 2-5; Ch. 98-176, ss. 2-6 and 12-15; Ch. 98-258, ss. 4-5]					
78	Exempted <b>brownfield area</b> amendments from the <b>twice-a-year limitation</b> .	163.3187(1)(g)	NA	Procedural	No
79	Required that the <b>capital improvements element</b> set forth standards for <b>the management of debt</b> .	163.3177(3)(a)4.		Not Addressed	Yes Capital Improvement Element
80	Required inclusion of at least <b>two planning periods</b> – at least 5 years and at least 10 years.	163.3177(5)(a)	NA	No	No
81	Allowed <b>multiple individual plan amendments</b> to be considered together as one amendment cycle.	163.3184(3)(d)	NA	Procedural	No
82	Defined <b>optional sector plan</b> and created section 163.3245 allowing local governments to address DRI issues within certain identified geographic areas.	163.3164(31) and 163.3245	NA	Procedural	No
83	Established the requirements for a <b>public school facilities element</b> . <b>[mandatory as of 2005]</b>	163.3177(12)		Will be completed as part of the EAR updates	Yes Public School Facilities Element
84	Established the minimum requirements for imposing <b>school concurrency</b> .	163.3180(12), (now Section (13))	NA	Procedural	No
85	Required DCA adopt <b>minimum criteria</b> for the compliance determination of a <b>public school facilities element</b> imposing school concurrency.	163.3180(13), (now Section 14))	NA	Procedural	No
86	Required that <b>evaluation and appraisal reports</b> address coordination of the comp plan with existing public schools and the school district's 5-year work	163.3191(2)(i) <b>[Now: 163.3191(2)(k); see</b>		Will be completed as part of the EAR updates	No

	program.	<b>2005 for latest]</b>			
87	Amended the definition of “ <b>in compliance</b> ” to include consistency with Sections 163.3180 and 163.3245.	163.3184(1)(b)	NA	Procedural	No
88	Required DCA to <b>maintain a file with all documents received or generated</b> by DCA relating to plan amendments and identify; limited DCA’s review of proposed plan amendments to written comments, and required DCA to identify and list all written communications received within 30 days after transmittal of a proposed plan amendment.	163.3184(2), (4), and (6)	NA	No	No
89	Allowed a <b>local government to amend its plan</b> for a period of up to one year after the initial determination of sufficiency of an adopted EAR even if the EAR is insufficient.	163.3187(6)(b)	NA	No	No
90	Substantially reworded Section 163.3191, F.S., related to <b>evaluation and appraisal reports</b> .	163.3191	NA	No	No
91	Changed the <b>population requirements</b> for municipalities and counties which are required to submit otherwise optional elements.	163.3177(6)(i)	NA	No	No
<b>1999: Ch. 99-251, ss. 65-6, and 90; Ch. 99-378, ss. 1, 3-5, and 8-9, Laws of Florida]</b>					
92	Required that <b>ports</b> and local governments in the coastal area, which has <b>spoil disposal responsibilities</b> , identify dredge disposal sites in the comp plan.	163.3178(7)	NA	No	No
93	Exempted from the <b>twice-per-year limitation</b> certain port related amendments for <b>port transportation facilities</b> and projects eligible for funding by the Florida Seaport Transportation and Economic Development Council.	163.3187(1)(h)	NA	No	No
94	Required <b>rural counties</b> to base their future land use plans and the amount of land designated <b>industrial</b> on data regarding the need for job creation, capital investment, and economic development and the need to strengthen and diversity local economies.	163.3177(6)(a)	NA	No	No
95	Added the Growth Policy Act to Ch. 163, Part II to promote <b>urban infill and redevelopment</b> . <b>[elaborated in 2005]</b>	163.2511,163.25,14,163.2517,163.2520,163.2523,163.2526		Yes Future Land Use Element Policy 4.3 Objective 4	No
96	Required that all comp plans comply with the <b>school siting requirements</b> by October 1, 1999.	163.3177(6)(a) <b>[this sentence stricken in 2005]</b>	Applicable	Amended Plan in 1999	No

97	Made <b>transportation facilities</b> subject to concurrency.	163.3180(1)(a)	NA	Procedural	No
98	Required use of <b>professionally accepted techniques</b> for measuring level of service for cars, trucks, transit, bikes and pedestrians.	163.3180(1)(b)	NA	Procedural	No
99	Excludes <b>public transit facilities</b> from <b>concurrency</b> requirements.	163.3180(4)(b)	NA	Procedural	No
100	Allowed <b>multi-use DRIs</b> to satisfy the <b>transportation concurrency</b> requirements when authorized by a local comprehensive plan under limited circumstances.	163.3180(12)	NA	No	No
101	Allowed <b>multi-modal transportation districts</b> in areas where priorities for the pedestrian environment are assigned by the plan. [ <b>elaborated in 2005</b> ]	163.3180(15)	NA	No	No
102	Exempted amendments for <b>urban infill and redevelopment areas, public school concurrency</b> from the <b>twice-per-year limitation</b> .	163.31879(1)(h) and (i) [Now: (i) and (j)]	NA	Procedural	No
103	Defined <b>brownfield designation</b> and added the assurance that a developer may proceed with development upon receipt of a brownfield designation. [Also see 163.3221(1) for “brownfield” definition.]	163.3220(2)	NA	Procedural	No
<b>2000:</b> Ch. 2000-158, ss. 15-17, Ch. 2000-284, s. 1, Ch. 2000-317, s. 18, Laws of Florida]					
104	Repealed Section 163.3184(11)(c), F.S., that required funds from sanction for non-compliant plans go into the Growth Management Trust Fund.	163.3184(11)(c)	NA	Procedural	No
105	Repealed Section 163.3187(7), F.S. that required consideration of an increase in the annual total acreage threshold for small scale plan amendments and a report by DCA.	163.3187(7)	NA	Procedural	No
106	Repealed Sections 163.3191(13) and (15), F.S.	163.3191(13) and (15)	NA	No	No
107	Allowed <b>small scale amendments in areas of critical state concern</b> to be exempt from the twice-per-year limitation only if they are for affordable housing.	163.3187(1)(c)1.e	NA	No	No
108	Added exemption of sales from local option surtax imposed under Section 212.054, F.S., as examples of <b>incentives</b> for new development within <b>urban infill and redevelopment areas</b> .	163.2517(3)(j)2	NA	No	No

2001: [Ch. 2001-279, s. 64]					
109	Created the <b>rural land stewardship area</b> program. <b>[amended in 2004 and 2005]</b>	163.3177(11)(d)	NA	No	No
2002: (Ch. 2002-296, SS. 1 - 11, <u>Laws of Florida</u> )					
110	Required that all agencies that review comprehensive plan amendments and rezoning include a <b>nonvoting representative of the district school board</b> .	163.3174	Applicable	Included as a requirement in the Interlocal Agreement for joint Public Schools and Land Use Planning, Updating Policies to reference agreement.	Yes Intergovernmental Coordination Element
111	Required coordination of local comprehensive plan with the regional water supply plan.	163.3177(4)(a)	Applicable	Local water supply workplan prepared October 2003	No
112	Plan amendments for school-siting maps are exempt from s. 163.3187(1)'s limitation on frequency.	163.3177(6)(a)	NA	Procedural	No
113	Required that by adoption of the EAR, the sanitary sewer, solid waste, drainage, potable water and natural groundwater aquifer recharge element consider the regional water supply plan and include a 10-year work plan to build the identified water supply facilities.	163.3177(6)(c)	Applicable	Local water supply workplan prepared October 2003	Infrastructure Element
114	Required consideration of the regional water supply plan in the preparation of the conservation element.	163.3177(6)(d)	Applicable	Will be completed as part of the EAR Updates	Yes Infrastructure Element
115	Required that the intergovernmental coordination element (ICE) include relationships, principles and guidelines to be used in coordinating comp plan with regional water supply plans.	163.3177(6)(h)	Applicable	Will be completed as part of the EAR Updates	Yes ICE
116	Required the local governments adopting a public educational facilities element execute an inter-local agreement with the district school board, the county, and non-exempting municipalities.	163.3177(6)(h)4	NA	No public school facilities element; did execute Interlocal agreement.	Yes Public School Facilities Element
117	Required that counties larger than 100,000 population and their municipalities submit a inter-local service delivery agreements (existing and proposed, deficits or duplication in the provisions of service) report to DCA by January 1, 2004. Each local government is required to update its ICE based on the findings of the report. DCA will meet with affected parties to discuss and id strategies to remedy any deficiencies or duplications.	163.3177(6)(h)6,7 & 8	NA	No	No
118	Required local governments and special districts to	163.3177(6)(h)9	NA	Procedural	No

	provide recommendations for statutory changes for annexation to the Legislature by February 1, 2003.				
119	Added a new section 163.31776 that allows a county, to adopt an optional public educational facilities element in cooperation with the applicable school board.	163.31776 <b>[163.31776 repealed in 2005]</b>	NA	No	No
120	Added a new section 163.31777 that requires local governments and school boards to enter into an inter-local agreement that addresses school siting, enrollment forecasting, school capacity, infrastructure and safety needs of schools, schools as emergency shelters, and sharing of facilities.	163.31777	Applicable	Completed. Adopted Interlocal Agreement	No Amendments to ICE proposed to support Agreement
121	Added a provision that the concurrency requirement for transportation facilities may be waived by plan amendment for urban infill and redevelopment areas.	163.3180(4)(c)	Procedural	Being replaced by new County transit-oriented concurrency system.	No
122	Expanded the definition of “affected persons” to include property owners who own land abutting a change to a future land use map.	163.3184(1)(a)	Applicable	No	Yes Administration and Implementation Element
123	Expanded the definition of “in compliance” to include consistency with Section 163.31776 (public educational facilities element).	163.3184(1)(b)	NA	No	No
124	Streamlined the timing of comprehensive plan amendment review.	163.3184(3), (4), (6), (7), and (8)	NA	Procedural	No
125	Required that local governments provide a sign-in form at the transmittal hearing and at the adoption hearing for persons to provide their names and addresses.	163.3184(15)(c)	Applicable	Procedural	No
126	Exempted amendments related to providing transportation improvements to enhance life safety on “controlled access major arterial highways” from the limitation on the frequency of plan amendments contained in s.163.3187(1).	163.3187(1)(k)	NA	Procedural	No
127	Required EAR’s to include (1) consideration of the appropriate regional water supply plan, and (2) an evaluation of whether past reductions in land use densities in coastal high hazard areas have impaired property rights of current residents where redevelopment occurs.	163-3191(2)(1)	Applicable Only # 1	Included in EAR analysis of Issues Section (1 only)	No Proposing amendment to Future Land Use Element (2)
128	Allowed local governments to establish a special master process to assist the local governments with challenges to local development orders for	163.3215	NA	Procedural	No

	consistency with the comprehensive plan.				
129	Created the Local Government Comprehensive Planning Certification Program to allow less state and regional oversight of comprehensive plan process if the local government meets certain criteria.	163.3246	NA	Procedural	No
130	Added a provision to Section 380.06(24), Statutory Exemptions, that exempts from the requirements for developments of regional impact, any water port or marina development if the relevant local government has adopted a “boating facility siting plan or policy” (which includes certain specified criteria) as part of the coastal management element or future land use element of its comprehensive plan. The adoption of the boating facility siting plan or policy is exempt from the limitation on the frequency of plan amendments contained in s.163.3187(1).	163.3187(1)	NA	Procedural	No
131	Prohibited a local government, under certain conditions, from denying an application for development approval for a requested land use for certain proposed solid waste management facilities.	163.3194(6)	NA	Procedural	No
<b>2003:</b> [Ch. 03-1, ss. 14-15; ch. 03-162, s. 1; ch. 03-261, s. 158; ch. 03-286, s. 61, Laws of Florida.]					
132	Created the <b>Agricultural Lands and Practices Act</b> . (2): Provided legislative findings and purpose with respect to agricultural activities and duplicative regulation. (3): Defined the terms “farm,” “farm operation,” and “farm product” for purposes of the act. (4): Prohibited a county from adopting any ordinance, resolution, regulation, rule, or policy to prohibit or otherwise limit a bona fide farm operation on land that is classified as agricultural land. (4)(a): Provided that the act does not limit the powers of a county under certain circumstances. (4)(b): Clarified that a farm operation may not expand its operations under certain circumstances. (4)(c): Provided that the act does not limit the powers of certain counties. (4)(d): Provided that certain county ordinances are not deemed to be a duplication of regulation.	163.3162	NA	No	No

133	Changed "State Comptroller" references to "Chief Financial Officer."	163.3167(6)	NA	No	No
134	Provided for certain airports to abandon DRI orders.	163.3177(6)(k)	NA	Procedural	No
135	Amended to conform to the repeal of s. 235.185 and the enactment of similar material in s. 1013.35.	163.31776(1)(b)(2)-(3) [ <b>163.31776 repealed in 2005</b> ]	NA	Procedural	No
136	Amended to conform to the repeal of ch. 235 and the enactment of similar material in ch. 1013.	163.37111(1)(c), (2)(e)-(f), (3)(c), (4), (6)(b)	NA	Procedural	No
<b>2004:</b> [Ch. 04-5, s. 11; ch. 04-37, s. 1; ch. 04-230, ss. 1-4; ch. 04-372, ss. 2-5; ch. 04-381, ss. 1-2; ch. 04-384, s. 2, Laws of Florida.]					
137	(10): Amended to conform to the repeal of the Florida <b>High-Speed Rail</b> Transportation Act, and the creation of the Florida High-Speed Rail Authority Act. (13): Created to require local governments to identify adequate <b>water supply sources</b> to meet future demand. (14): Created to limit the effect of <b>judicial determinations</b> issued subsequent to certain development orders pursuant to adopted land development regulations.	163.3167	NA	(13) Local water supply workplan completed October 2003	No
138	(1): Provided legislative findings on the compatibility of development with <b>military installations</b> . (2): Provided for the exchange of information relating to proposed land use decisions between counties and local governments and military installations. (3): Provided for responsive comments by the commanding officer or his/her designee. (4): Provided for the county or affected local government to take such comments into consideration. (5): Required the representative of the military installation to be an ex-officio, nonvoting member of the county's or local government's land planning or zoning board. (6): Encouraged the commanding officer to provide information on community planning assistance grants.	Creates 163.3175.	NA	No	No
139	163.3177 (6)(a):	163.3177 [ <b>substantially</b> ]	Applicable	Water supply workplan completed October 2003	Yes Infrastructure Element

	<p>- Changed to require local governments to amend the future land use element by June 30, 2006 to include criteria to achieve compatibility with <b>military installations</b>.</p> <p>- Changed to specifically encourage <b>rural land stewardship area</b> designation as an overlay on the future land use map.</p> <p>(6)(c):</p> <p>- Extended the deadline adoption of the <b>water supply facilities work plan</b> amendment until December 1, 2006; provided for updating the work plan every five years; and exempts such amendment from the limitation on frequency of adoption of amendments.</p> <p>(10)(1): Provided for the coordination by the state land planning agency and the Department of Defense on compatibility issues for <b>military installations</b>.</p> <p>(11)(d)(1): Required DCA, in cooperation with other specified state agencies, to provide assistance to local governments in implementing provisions relating to <b>rural land stewardship areas</b>.</p> <p>(11)(d)(2): Provided for <b>multicounty rural land stewardship areas</b>.</p> <p>(11)(d)(3)-(4): Revised requirements, including the acreage threshold for designating a <b>rural land stewardship area</b>.</p> <p>(11)(d)(6)(j): Provided that <b>transferable rural land use credits</b> may be assigned at different ratios according to the natural resource or other beneficial use characteristics of the land.</p> <p>(11)(e): Provided legislative findings regarding mixed-use, high-density <b>urban infill and redevelopment</b> projects; requires DCA to provide technical assistance to local governments.</p> <p>(11)(f): Provided legislative findings regarding a program for the transfer of development rights and <b>urban infill and redevelopment</b>; requires DCA to provide technical assistance to local governments.</p>	<p><b>amended in 2005; see latest]</b></p>			
140	<p>(1): Provided legislative findings with respect to the shortage of <b>affordable rentals</b> in the state.</p> <p>(2): Provided definitions.</p> <p>(3): Authorized local governments to permit</p>	Creates 163.31771.	Procedural	Will be completed as part of the EAR updates	Yes Future Land Use

	<b>accessory dwelling units</b> in areas zoned for single family residential use based upon certain findings. (4): Provided for certain <b>accessory dwelling units</b> to apply towards satisfying the affordable housing component of the housing element in a local government’s comprehensive plan. (5): Required the DCA to report to the Legislature.				
141	Amended the definition of “in compliance” to add language referring to the <b>Wekiva Parkway and Protection Act</b> .	163.3184(1)(b)	NA	No	No
142	(1)(m): Created to provide that amendments to address criteria or compatibility of land uses adjacent to or in close proximity to <b>military installations</b> do not count toward the limitation on frequency of amending comprehensive plans. (1)(n): Created to provide that amendments to establish or implement a <b>rural land stewardship area</b> do not count toward the limitation on frequency of amending comprehensive plans.	163.3187	NA	No	No
143	Created to provide that <b>evaluation and appraisal reports</b> evaluate whether criteria in the land use element were successful in achieving land use compatibility with <b>military installations</b> .	163.3191(2)(n)	NA	No	No
2005 [Ch. 2005-290 and Ch. 2005-291, ss. 10-12, <a href="#">Laws of Florida</a> ]					
144	Added the <b>definition of “financial feasibility.”</b>	Creates 163.3164(32)			
145	(2) Required comprehensive plans to be “financially” rather than “economically” feasible. (3)(a)5. Required the comprehensive plan to include a <b>5-year schedule of capital improvements</b> . Outside funding (i.e., from developer, other government or funding pursuant to referendum) of these capital improvements must be <b>guaranteed</b> in the form of a <b>development agreement or interlocal agreement</b> .  (3)(a)6.b.1. Required plan amendment for the <b>annual update</b> of the schedule of capital improvements. <b>Deleted</b> provision allowing updates and change in the date of construction to be accomplished by ordinance.  (3)(a)6.c. Added <b>oversight and penalty</b> provision	163.3177		Will be addressed as part of the EAR cycle	Yes Capital Improvement Element

<p>for failure to adhere to this section's capital improvements requirements.</p> <p>(3)(a)6.d. Required a <b>long-term capital improvement schedule</b> if the local government has adopted a long-term concurrency management system.</p> <p>(6)(a) <b>Deleted</b> date (October 1, 1999) by which school sitting requirements must be adopted.</p> <p>(6)(c) Required the potable water element to be updated within 18 months of an updated regional water supply plan to incorporate the <b>alternative water supply projects</b> selected by the local government to meet its water supply needs.</p> <p>(11)(d)4.c. Required <b>rural land stewardship areas</b> to address <b>affordable housing</b>.</p> <p>(11)(d)5. Required a <b>listed species survey</b> be performed on <b>rural land stewardship receiving area</b>. If any listed species present, must ensure adequate provisions to protect them.</p> <p>(11)(d)6. Must enact an ordinance establishing a <b>methodology</b> for creation, conveyance, and use of <b>stewardship credits</b> within a <b>rural land stewardship area</b>.</p> <p>(11)(d)6.j. Revised to allow <b>open space and agricultural land</b> to be just as important as environmentally sensitive land when assigning stewardship credits.</p> <p>(12) Must adopt <b>public school facilities element</b>.  (12)(a) and (b) A waiver from providing this element will be allowed under certain circumstances.</p> <p>(12)(g) Expanded list of items to be to include <b>colocation, location of schools proximate to residential areas</b>, and use of schools as <b>emergency</b></p>		<p>NA</p> <p>NA</p> <p>NA</p>	<p>NO</p> <p>NO</p> <p>NO</p> <p>Will be addressed as part of the EAR process</p> <p>Will be addressed as part of the EAR process</p>	<p>NO</p> <p>NO</p> <p>NO</p> <p>YES Public School Facilities Element</p> <p>YES Public School Facilities Element</p>
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	<p style="text-align: center;"><b>shelters.</b></p> <p>(12)(h) Required local governments to provide maps depicting the general <b>location</b> of new schools and school improvements within future conditions maps.</p> <p>(12)(i) Required DCA to establish a <b>schedule for adoption</b> of the public school facilities element.</p> <p>(12)(j) Established <b>penalty</b> for failure to adopt a public school facility element.</p> <p>(13)(<b>new section</b>) Encouraged local governments to develop a “<b>community vision</b>,” which provides for sustainable growth, recognizes its fiscal constraints, and protects its natural resources.</p> <p>(14)(<b>new section</b>) Encouraged local governments to develop a “<b>urban service boundary</b>,” which ensures the area is served (or will be served) with adequate public facilities and services over the next 10 years. See 163.3184(17).</p>			<p>Will be addressed as part of the EAR process</p> <p>Procedural</p> <p>Procedural</p> <p>Will be completed as part of the EAR amendments</p>	<p>YES Public School Facilities Element</p> <p>NO</p> <p>NO</p> <p>YES Future Land Use</p>
146	163.31776 is <b>repealed</b>	163.31776			
147	<p>(2) Required the <b>public schools interlocal agreement</b> (if applicable) to address requirements for <b>school concurrency</b>. The <b>opt-out provision</b> at the end of subsection (2) is deleted.</p> <p>(5) Required <b>Palm Beach County</b> to identify, as part of its EAR, changes needed in its public school element necessary to conform to the new 2005 public school facilities element requirements.</p> <p>(7) Provided that counties exempted from <b>public school facilities element</b> shall undergo <b>re-evaluation</b> as part of its <b>EAR</b> to determine if they continue to meet exemption criteria.</p>	163.31777	<p>NA</p> <p>NA</p>	<p>Will be completed as part of the EAR amendments</p> <p>NO</p> <p>NO</p>	<p>Public School Facilities Element</p> <p>NO</p> <p>NO</p>
148	<p>(1)(a) Added “<b>schools</b>” as a required concurrency item.</p> <p>(2)(a) Required consultation with water supplier prior to issuing building permit to ensure “<b>adequate</b></p>	163.3180		<p>Will be completed as part of the EAR amendments</p> <p>Will be completed as part of the EAR amendments</p>	<p>YES Public School Facilities Element</p> <p>YES Local water supply workplan</p>



	<p>the DOT should work together to mitigate any impacts to the Strategic Intermodal System.</p> <p>(9)(a) Allowed adoption of a <b>long-term concurrency management system for schools</b>.</p> <p>(9)(c) (<b>new section</b>) Allowed local governments to issue approvals to commence construction notwithstanding 163.3180 in areas subject to a <b>long-term concurrency management system</b>.</p> <p>(9)(d) (<b>new section</b>) Required evaluation in EAR of progress in improving levels of service..</p> <p>(10) Added requirement that level of service standard for roadway facilities on <b>the Strategic Intermodal System</b> must be consistent with FDOT standards. Standards must consider <b>compatibility with adjacent jurisdictions</b>.</p> <p>(13) Required <b>school concurrency</b> (not optional).</p> <p>(13)(c)1. Requires school concurrency after five years to be applied on a “<b>less than districtwide basis</b>” (i.e., by using school attendance zones, etc).</p> <p>(13)(c)2. Eliminated exemption from plan amendment adoption limitation for changes to service area boundaries.</p> <p>(13)(c)3. No application for development approval may be denied if a <b>less-than-districtwide measurement of school concurrency</b> is used; however the development impacts must be shifted to contiguous service areas with school capacity.</p> <p>(13)(e) Allowed school concurrency to be satisfied if a developer executes a <b>legally binding commitment</b> to provide mitigation proportionate to the demand.</p> <p>(13)(e)1. Enumerated mitigation options for achieving <b>proportionate-share mitigation</b>.</p>		<p>NA</p> <p>NA</p> <p>NA</p>	<p>Will be completed as part of the EAR amendments</p> <p>NO</p> <p>NO</p> <p>NO</p> <p>Will be completed as part of the EAR amendments</p> <p>Procedural</p> <p>Procedural</p> <p>Procedural</p> <p>Procedural</p>	<p>YES Public School Facilities Element</p> <p>NO</p> <p>NO</p> <p>NO</p> <p>Public School Facilities Element</p> <p>NO</p> <p>NO</p> <p>NO</p> <p>NO</p>
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<p>(13)(e)2. If educational facilities funded in one of the two following ways, the local government must <b>credit</b> this amount toward any <b>impact fee or exaction</b> imposed on the community:</p> <ul style="list-style-type: none"> <li>● contribution of land</li> <li>● construction, expansion, or payment for land acquisition</li> </ul>			Procedural	NO
<p>(13)(g)2. <b>Section deleted</b> – it is no longer required that a local government and school board base their plans on consistent population projection and share information regarding planned public school facilities, development and redevelopment and infrastructure needs of public school facilities. However, see (13)(g)6.a. for similar requirement.</p>		NA		
<p>(13)(g)6.a. (formerly (13)(g)7.a.) Local governments must establish a <b>uniform procedure for determining if development applications are in compliance with school concurrency</b>.</p>			Will be addressed as part of the EAR process	YES Public School Facilities Element
<p>(13)(g)7. (formerly (13)(g)8.) <b>Deleted</b> language that allowed local government to terminate or suspend an interlocal agreement with the school board.</p>		NA		
<p>(13)(h) (<b>new 2005 provision</b>) The fact that school concurrency has not yet been implemented by a local government should not be the basis for either an approval or denial of a development permit.</p>			Procedural	NO
<p>(15) Prior to adopting <b>Multimodal Transportation Districts</b>, FDOT must be consulted to assess the impact on level of service standards. If impacts are found, the local government and the FDOT must work together to mitigate those impacts. Multimodal districts established prior to July 1, 2005 must meet this requirement by July 1, 2006 or at the time of the EAR-base amendment, whichever occurs last.</p>		NA		
<p>(16) (<b>new 2005 Section</b>) Required local governments to adopt by <b>December 1, 2006</b> a</p>		NA		

	method for assessing <b>proportionate fair-share mitigation options</b> . FDOT will develop a model ordinance by December 1, 2005.				
149	<p>(17) (<b>New 2005 Section</b>) If local government has adopted a <b>community vision and urban service boundary</b>, state and regional agency review is eliminated for plan amendments affecting property within the urban service boundary. Such amendments are exempt from the limitation on the frequency of plan amendments.</p> <p>(18) (<b>New 2005 Section</b>) If a municipality has adopted an urban infill and redevelopment area, state and regional agency review is eliminated for plan amendments affecting property within the urban service boundary. Such amendments are exempt from the limitation on the frequency of plan amendments.</p>	163.3184		Procedural	NO
150	<p>(1)(c)1.f. Allowed approval of residential land use as a <b>small-scale development amendment</b> when the proposed density is equal to or less than the existing future land use category. Under certain circumstances <b>affordable housing units</b> are exempt from this limitation.</p> <p>(1)(c)4. (<b>New 2005 provision</b>) If the small-scale development amendment involves a <b>rural area of critical economic concern</b>, a 20-acre limit applies.</p> <p>(1)(o) (<b>New 2005 Provision</b>) An amendment to a <b>rural area of critical economic concern</b> may be approved without regard to the statutory limit on comprehensive plan amendments.</p>	163.3187		Procedural	NO
151	<p>(2)(k) Required local governments that do not have either a school interlocal agreement or a public school facilities element, to determine in the <b>EAR</b> whether the local government continues to meet the exemption criteria in s.163.3177(12).</p> <p>(2)(l) The <b>EAR</b> must determine whether the local government has met its various water supply</p>	163.3191		<p>Procedural</p> <p>Local water supply workplan October, 2003</p>	NO

	<p>requirements, <b>including development of alternative water supply projects.</b></p> <p>(2)(o) <b>(New 2005 Provision)</b> The <b>EAR</b> must evaluate whether its <b>Multimodal Transportation District</b> has achieved the purpose for which it was created.</p> <p>(2)(p) <b>(New 2005 Provision)</b> The <b>EAR</b> must assess <b>methodology for impacts on transportation facilities.</b></p> <p>(10) The <b>EAR-based amendment</b> must be <b>adopted within a single amendment cycle.</b> Failure to adopt within this cycle results in <b>penalties.</b> Once updated, the comprehensive plan must be submitted to the <b>DCA.</b></p>		<p>NA</p> <p>NA</p>	<p>Procedural</p>	<p>NO</p>
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B. Changes to Rule 9J-5, F.A.C.

**March 21, 1999**

55	Defined <b>public transit</b> and <b>stormwater management facilities</b>	9J-5.003	Applicable	No	Implementation
56	Revised the definitions of <b>affordable housing, coastal planning area, port facility, and wetlands.</b>	9J-5.003	Applicable	Not updated	Yes Housing Element
57	Repeal the definitions of <b>adjusted for family size, adjusted gross income, development, high recharge area or prime recharge area, mass transit, paratransit, public facilities, very low-income family.</b>	9J-5.003	Applicable	Not updated	Yes Housing Element
58	Revised provisions relating to <b>adoption by reference</b> into the local comprehensive plan.	9J-5.005(2)(g) and (8)(j)	NA	Procedural	No
59	Repealed transmittal requirements for proposed <b>evaluation and appraisal reports</b> , submittal requirements for adopted evaluation and appraisal reports, criteria for determining the sufficiency of adopted evaluation and appraisal reports, procedures for adoption of evaluation and appraisal reports. <i>Note: transmittal requirements for proposed evaluation and appraisal reports and submittal requirements for adopted evaluation and appraisal reports were incorporated Rule Chapter 9J-11, F.A.C.</i>	9J-5.0053(2) through (5)	NA	Procedural	No
60	Repealed conditions for <b>de minimis impact</b> and referenced conditions in subsection 163.3180(6), F.S.	9J-5.0055(3)6	NA	Procedural	No
61	Required the future land use map to show the <b>transportation concurrency exception area</b> boundaries if such areas have been designated and areas for possible future municipal incorporation.	9J-5.006(4)	Applicable	Yes Future Land Use Map	No
62	Required objectives of the Sanitary Sewer, Solid Waste, Stormwater Management, Potable	9J-5.011(2)	Applicable	Yes Infrastructure Element	No

	Water and Natural Groundwater Aquifer Recharge Element to address protection of <b>high recharge</b> and <b>prime recharge</b> areas.				
63	Repealed the <b>Intergovernmental Coordination</b> Element process to determine if development proposals would have significant impacts on other local governments or state or regional resources or facilities, and provisions relating to resolution of disputes, modification of development orders, and the rendering of development orders to the Department of Community Affairs (DCA)	9J-5.015(4)	Procedural	No	No
64	Clarified that local governments not located within the urban area of a Metropolitan Planning Organization are required to adopt a <b>Traffic Circulation Element</b> and that local governments with a population of 50,000 or less are not required to prepare <b>Mass Transit and Ports, Aviation and Related Facilities Elements</b> .	9J-5.019(1)	NA	No	No
65	Required objectives of the Transportation Element to:	9J-5.019(4)(b)	Applicable	Yes Transportation Element	No
	<ul style="list-style-type: none"> <li>Coordination the siting of new, or expansion of existing <b>ports, airports, or related facilities</b> with the Future Land Use, Coastal Management, and Conservation Elements;</li> </ul>				
	<ul style="list-style-type: none"> <li>Coordination surface transportation access to ports, airports, and related facilities with the traffic circulation system;</li> </ul>				
	<ul style="list-style-type: none"> <li>Coordination ports, airports, and related facilities plans with plans of other transportation providers; and</li> </ul>				

	<ul style="list-style-type: none"> <li>Ensure that access routes to ports, airports and related facilities are properly integrated with other modes of transportation.</li> </ul>				
66	Required policies of the Transportation Element to:	9J-5.019(4)(c)	Applicable	Yes Transportation Element	No
	<ul style="list-style-type: none"> <li>Provide for safe and convenient <b>on-site traffic flow</b>;</li> </ul>				
	<ul style="list-style-type: none"> <li>Establish measures for the acquisition and preservation of public <b>transit</b> rights-of-way and corridors;</li> </ul>				
	<ul style="list-style-type: none"> <li>Promote <b>ports, airports and related facilities</b> development and expansion;</li> </ul>				
	<ul style="list-style-type: none"> <li>Mitigate adverse structural and non-structural impacts from ports, airports and related facilities;</li> </ul>				
	<ul style="list-style-type: none"> <li>Protect and conserve natural resources within ports, airports and related facilities;</li> </ul>				
	<ul style="list-style-type: none"> <li>Coordinate intermodal management of surface and water transportation within ports, airports and related facilities; and</li> </ul>				
	<ul style="list-style-type: none"> <li>Protect ports, airports and related facilities from encroachment of incompatible land uses.</li> </ul>				
67	Added standards for the review of <b>land development regulations</b> by the Department.	9J-5.022	NA	Procedural	No
68	Added criteria for determining consistency of <b>land development regulations</b> with the comprehensive plan.	9J-5.023	NA	Procedural	No
<b>February 25, 2001</b>					
69	Defined <b>general lanes</b>	9J-5.003	Applicable	No	Yes Transportation
70	Revised the definition of “ <b>marine wetlands.</b> ”	9J-5.003	Applicable	No	Yes Future Land Use

					Element
71	Repeal the definition of “ <b>public facilities and services.</b> ”	9J-5.003	Applicable	No	Yes Future Land Use Element
72	Revised procedures for <b>monitoring</b> , evaluating and appraising implementation of local comprehensive plans.	9J-5.005(7)	Applicable	Procedural	No
73	Repealed requirements for <b>evaluation and appraisal reports</b> and evaluation and appraisal amendments.	9J-5.0053	NA	Procedural	No
74	Revised concurrency management system requirements to include provisions for establishment of <b>public school concurrency.</b>	9J-5.005(1) and (2)	NA	No	No
75	Authorized local governments to establish multimodal transportation <b>level of service standards</b> and established requirements for <b>multimodal transportation districts.</b>	9J-5.0055(2)(b) and (3)(c)	NA	No	No
76	Authorized local governments to establish <b>level of service standards</b> for general lanes of the Florida Intrastate Highway System within urbanized areas, with the concurrence of the Department of Transportation.	9J-5.0055(2)(c)	NA	No	No
77	Provide that <b>public transit</b> facilities are not subject to concurrency requirements.	9J-5.0055(8)	NA	Procedural	No
78	Authorized local comprehensive plans to permit multi-use developments of regional impact to satisfy the transportation concurrency requirements by payment of a <b>proportionate share contribution.</b>	9J-5.0055(9)	NA	No	No
79	Required the future land use map to show <b>multimodal transportation district</b> boundaries, if established.	9J-5.006(4)	NA	No	No
80	Authorized local governments to establish <b>multimodal transportation districts</b> and, if established, required local governments to	9J-5.006(6)	NA	No	No

	establish design standards for such districts.				
81	Required data for the Housing Element include a description of <b>substandard dwelling units</b> and repealed the requirement that the housing inventory include a locally determined definition of standard and substandard housing conditions.	9J-5.010(1)(c)	Applicable	No Housing Element Data and Analysis currently includes locally accepted definition.	Yes Housing Element
82	Authorized local governments to supplement the <b>affordable housing needs assessment</b> with locally generated data and repealed the authorization for local governments to conduct their own assessment.	9J-5.10(2)(b)	Applicable	No Housing Element Data and Analysis will be based on needs assessment	Yes Pending results of assessment
83	Required the Intergovernmental Coordination Element to include objectives that ensure adoption of <b>interlocal agreements</b> within one year of adoption of the amended Intergovernmental Coordination Element and ensure intergovernmental coordination between all affected local governments and the school board for the purpose of establishing requirements for <b>public school concurrency</b> .	9J-5.015(3)(b)	Applicable	Completed	Update Intergovernmental Coordination Element policies to address provisions of the Interlocal agreement with Broward County School District
84	Required the Intergovernmental Coordination Element to include:	9J-5.015(3)(c)			
	<ul style="list-style-type: none"> <li>• Policies that provide procedures to identify and implement <b>joint planning areas</b> for purposes of annexation, municipal incorporation and joint infrastructure service areas;</li> </ul>		Applicable	Partially Intergovernmental Coordination Element Objective 16	Yes Intergovernmental Coordination Element
	<ul style="list-style-type: none"> <li>• Recognize <b>campus master plan</b> and provide procedures for coordination of the campus master development agreement;</li> </ul>		NA	No	Yes Intergovernmental Coordination Element

	<ul style="list-style-type: none"> <li>Establish joint processes for <b>collaborative planning</b> and decision-making with other units of local government;</li> </ul>		Applicable	Yes Intergovernmental Coordination	Yes
	<ul style="list-style-type: none"> <li>Establish joint processes for collaborative planning and decision making with the school board on <b>population projections</b> and siting of <b>public school facilities</b>;</li> </ul>		Applicable	Completed	ICE Policies will be updated during EAR amendment cycle to reflect provisions of Interlocal Agreement
	<ul style="list-style-type: none"> <li>Establish joint processes for the siting of facilities with <b>county-wide significance</b>; and</li> </ul>		Applicable	Intergovernmental Element (multiple objectives)	No
	<ul style="list-style-type: none"> <li>Adoption of an interlocal agreement for <b>school concurrency</b>.</li> </ul>		NA	No	No
85	Required the Capital Improvements Element to include implementation measures that provide a five-year financially feasible <b>public school facilities</b> program that demonstrates the adopted level of service standards will be achieved and maintained and a schedule of capital improvements for <b>multimodal transportation districts</b> , if locally established.	9J-5.016(4)(a)	NA	No	No
86	Required the Transportation Element analysis for <b>multimodal transportation districts</b> to demonstrate that community design elements will reduce vehicle miles of travel and support an integrated, multi-modal transportation system.	9J-5.019(3)	NA	No	No
87	Required Transportation Element objectives for <b>multimodal transportation districts</b> to address provision of a safe, comfortable and attractive pedestrian environment with convenient access to public transportation.	9J-5.019(4)	NA	No	No
88	Authorized local governments to establish <b>level of service standards</b> for general lanes of the	9J-5.019(4)(c)	NA	No	No

	Florida Intrastate Highway System within urbanized areas, with the concurrence of the Department of Transportation.				
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## C. State Comprehensive Plan

The State Comprehensive Plan was amended in 1999 by Chapter 99-378 to incorporate policies related to urban policy. The title of Goal 17 was changed from "Downtown Revitalization" to "Urban and Downtown Revitalization". The Goal was modified to state: "In recognition of the importance of Florida's vital urban centers and of the need to develop and redevelop developing and redeveloping downtowns to the State's ability to use...."

The following policies were added:

4. Promote and encourage communities to engage in a design step to include public participation of members of the community in envisioning redevelopment goals and design of the community core before redevelopment.
5. Ensure that local governments have adequate flexibility to determine and address their urban priorities within the state urban policy.
6. Enhance the linkage between land use, water use, and transportation planning in state, regional, and local plans for current and future designated urban areas.
7. Develop concurrency requirements that do not compromise public health and safety for urban areas that promote redevelopment efforts.
8. Promote processes for the state, general purpose local governments, school boards, and local community colleges to coordinate and cooperate regarding educational facilities in urban areas, including planning functions, the development of joint facilities and the reuse of existing buildings.
9. Encourage the development of mass transit system for urban centers, including multimodal transportation feeder systems, as a priority of local, metropolitan, regional and state transportation planning.
10. Locate appropriate public facilities within urban centers to demonstrate public commitment to the centers and to encourage the private sector development.
11. Integrate state programs that have been developed to promote economic development and neighborhood revitalization through incentives to promote the development of designated urban infill areas.
12. Promote infill development and redevelopment as an important mechanism to revitalize and sustain urban centers.

The State Comprehensive Plan was amended in 2002 by Chapter 2002-387 repealing the education goals and policies 187.201(1).

### **Consistency with State Comprehensive Plan**

The Town's Comprehensive Plan was found to be consistent with the State Comprehensive Plan in 1999. Broward County made a finding during preparation of their EAR that the Broward County Land Use Plan (BCLUP) was essentially consistent with the State Comprehensive Plan as amended since that time.

As noted in the assessments of consistency with State rules and statues and the Strategic Regional Policy Plan, the Town's Comprehensive Plan addresses the provisions in the new State Plan policies through existing adopted provisions in the Goals, Objectives and Policies of the Future Land Use Element, Transportation Element, Infrastructure Element and Capital Improvements Element. Redevelopment, revitalization, the promotion of mass transit, infrastructure levels of service and concurrency management that support redevelopment are addressed in the major issues analysis in this EAR. Recommendations for modifications during the EAR based amendment cycle will serve to support and enhance consistency with the State Comprehensive Plan.

## D. Consistency with Strategic Regional Policy Plan for South Florida

Section D addresses consistency of the Town's Comprehensive Plan with the Strategic Regional Policy Plan for South Florida, also in matrix format. Adopted or proposed actions are noted accordingly.



## D. Consistency with Strategic Regional Policy Plan for South Florida

Policy	Consistency	Adopted Plan Element and Objective/Proposed Action
<b>4. Infrastructure</b>		
<p><b>Goal 4:</b> Enhance the economic and environmental sustainability of the Region by ensuring the adequacy of its public facilities and services.</p> <p><b>Policy 4.11:</b> Ensure that the public sector gives priority to the funding of those improvements which support the general welfare of its citizenry and promote public goals, objectives, and plans.</p>	yes	<p>Future Land Use Element: Objective 1</p> <p>Transportation Element: Objective 3</p> <p>Intergovernmental Coordination Element: Objective 5</p>

### D. Consistency with Strategic Regional Policy Plan for South Florida

Policy	Consistency	Adopted Plan Element and Objective/Proposed Action
<b>6. Housing</b>		
<p><b>Goal 6:</b> Ensure the availability and equitable distribution of adequate, affordable housing for very low, low and moderate-income households within the Region.</p>	yes	<p>Future Land Use Element: Objectives 25</p> <p>Transportation Element: Goal 8</p> <p>Housing Element: Objectives 3, 4, 6</p> <p>Intergovernmental Coordination Element: Objective 1</p>

## D. Consistency with Strategic Regional Policy Plan for South Florida

Policy	Consistency	Adopted Plan Element and Objective/Proposed Action
<b>8. Transportation</b>		
<p><b>Goal 8:</b> Enhance the Region’s mobility, efficiency, safety, quality of life, and economic health through improvements to road, port and public transportation infrastructure.</p> <p><b>Policy 8.4:</b> Expand use of public transportation, including buses, commuter rail, waterborne transit, and alternative transportation modes that provide services for pedestrians, bikers, and the transportation disadvantaged, and increase its role as a major component in the overall regional transportation system.</p> <p><b>Policy 8.8:</b> Ensure the safety of the transportation system by implementing measures to reduce vehicle, pedestrian, and bicycle crashes, and increase the safety of commercial vehicle operations.</p>	yes	<p>Future Land Use Element: Objective 1 and 10</p> <p>Transportation Element: Objective 1, 2, and 3.</p> <p>Recreation and Open Space Element: Objective 3</p>

## D. Consistency with Strategic Regional Policy Plan for South Florida

Policy	Consistency	Adopted Plan Element and Objective/Proposed Action
<b>11. Development &amp; Redevelopment</b>		
<p><b>Policy 11.1:</b> Encourage local governments to implement urban design guidelines to create attractive, well-planned, compact, mixed-use communities that utilize and conserve the Region’s existing and planned infrastructure including urban parkland and green space.</p> <p><b>Policy 11.2:</b> Encourage mixed land uses and activities within communities to foster more balanced and energy-efficient development patterns which are characterized by appropriate density, diverse economic, employment, and housing opportunities, and public transportation access.</p> <p><b>Policy 11.3:</b> Develop and implement incentives for urban redevelopment to promote:</p> <ul style="list-style-type: none"> <li>a. high density, urban centers;</li> <li>b. flexibility in the expenditure of transportation system capital funds to create a more balanced mix of highways, public transportation and goods movement; and</li> <li>c. nodes of transit-oriented design of appropriate land use density along major urban corridors of public transportation.</li> </ul> <p><b>Policy 11.4:</b> Strengthen neighborhoods by:</p> <ul style="list-style-type: none"> <li>a. increasing and strengthening code enforcement at the local level through additional staffing and funding.</li> <li>b. maintaining and improving infrastructure in neighborhoods and targeting declining neighborhoods for enhancements.</li> <li>c. promoting programs designed to enhance the safety of neighborhoods; and</li> <li>d. protecting the Region’s historic structures and promoting the preservation, restoration and rehabilitation, of structures listed at the federal, state, or local level.</li> </ul>		<p>Future Land Use Element: Objective 2, 6, 10, 17, 18, 19, 24, 25</p> <p>Housing Element: Objective 1, 2, and 3</p>

<p><b>Policy 11.8:</b> Encourage the use of innovative and creative redevelopment programs, such as brownfields redevelopment programs, area-wide plans, corridor and sector planning, as well as public-private partnerships and collaborations.</p>		
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## Appendix A.

### Letter of Understanding and Scope of Work



**DEVELOPMENT SERVICES DEPARTMENT 797-1111**

Administration 954-797-1101

Planning & Zoning 954-797-1103

Building & Occupational Licensing 954-797-1111

Code Enforcement 954-797-1121

Engineering 954-797-1113

**TOWN OF DAVIE 6591 ORANGE DRIVE, DAVIE, FLORIDA 33314-3399 (954) 797-1030**

April 19, 2004

Charles Gauthier, AICP  
Florida Department of Community Affairs  
Division of Community Planning  
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100

Subject: Letter of Understanding for the 2005 Town of Davie Evaluation and Appraisal Report

Dear Mr. Gauthier:

On April 2, 2004 and April 15, 2004, the Town of Davie conducted preliminary scoping meetings with staff and elected officials to identify Town issues. On April 12, 2004, the Town of Davie held a Scoping Meeting in which adjacent municipalities, Broward County, Florida Department of Transportation, and the Florida Department of Environmental Protection were in attendance. The Town of Davie held six (6) public workshops from November 24, 2003 to February 3, 2004 to encourage public participation and obtain feedback from the citizens of Davie regarding what they viewed were the major issues facing the Town. These issues, identified through the various public workshops and meetings, will form the basis for the 2005 Town of Davie Evaluation and Appraisal Report (EAR). The Town of Davie will also address the required issues identified in Section 163.3191 (2), Florida Statutes. Please see the attached scope of work, which include the major issues, for the proposed 2005 Town of Davie EAR.

The Town of Davie proposes that this letter and the accompanying attachments will serve as the Letter of Understanding between the Department of Community Affairs and the Town of Davie. If you have any questions or comments regarding the 2005 Town of Davie EAR, please contact either myself at (954) 797-1110 or Bradley Swing, AICP, Planner II at (954) 797-1103.

Sincerely,

Fernando Leiva, AICP  
Planning and Zoning Manager  
Development Services Department

Attachments

PZC 4-17-04

The following scope of work will be conducted by the Town of Davie to complete the 2005 Town of Davie Evaluation and Appraisal Report (EAR) addressing the requirements of Section 163.3191 (2), Florida Statutes:

**Community-wide Assessment**

1. The Town of Davie will provide a summary of data and analysis comparing current conditions of the Town of Davie Land Use Plan at the time of the EAR adoption in 1995. To the extent possible, tables, maps and illustrations will be used. This data and analysis will include; at a minimum:
  - Population growth and changes in land area. Section 163.3191 (2) (a), Florida Statutes.
  - Extent of vacant and undeveloped land. Section 163.3191 (2) (b), Florida Statutes.
  - Location of existing development in relation to the location of development as anticipated in the Town of Davie Land Use Plan. Section 163.3191 (2) (d), Florida Statutes.
2. The Town of Davie will identify the extent to which those services with level of service standards outlined in the Town of Davie Comprehensive Plan do not currently meet the standards. The Town of Davie will analyze and evaluate their ability to fund new or expanded infrastructure necessary to correct the deficiencies, and to provide for future growth at acceptable levels of service. Section 163.3191 (2) (c), Florida Statutes.
3. The Town will evaluate relevant changes in growth management laws (State Comprehensive Plan, the requirement of Chapter 163, Part II, the minimum criteria contained in Chapter 9J-5, Florida Administrative Code, and the Strategic Regional Policy Plan for South Florida) since the adoption of the EAR in 1995 for consistency with the Town of Davie Comprehensive Plan. Based on this assessment plan revisions will be recommended, if necessary. Section 163.3191 (2) (f), Florida Statutes.
4. The Town of Davie will assess the successes and shortcomings of each Comprehensive Plan Element using the monitoring measures contained in each element. Successes and shortcomings will be briefly summarized in narrative format on an element-by-element basis using tables, illustrations, and maps to the extent possible. Section 163.3191 (2) (h), Florida Statutes.
5. The Town of Davie will provide a summary of the public participation program and activities that were undertaken during the preparation of the EAR. Section 163.3191 (2) (j), Florida Statutes.

### **Evaluation of Major Issues**

1. For purposes of the Town of Davie's 2005 EAR submittal, seven (7) major issues will be analyzed. The issues identified will be reviewed for their potential social, economic, and environmental impacts. Section 163.3191 (2) (e), Florida Statutes.
2. The Town of Davie will evaluate the plan objectives within each element, as they relate to the major issues identify, where appropriate, unforeseen or unanticipated changes in circumstances, which have resulted in problems or opportunities with respect to the major issues identified in that element and the social, economic, and environmental impacts of the issue. Section 163.3191 (2) (g), Florida Statutes.
3. The Town of Davie will identify and summarize actions or corrective measures, including plan amendments, necessary to address the major issues. Such identification shall include, as appropriate, new population projections, revise planning time frames, a revised future conditions map or map series, an updated capital improvement element, and any new and revise goals, objectives, and policies for major issues identified within each element. Section 163.3191 (2) (i), Florida Statutes.

### **Special Topics**

1. The Town of Davie will revise the Potable Water, Sanitary Sewer and Conservation Elements to include a ten-year work plan for the building of water supply facilities that are identified by the Broward County Office of Environmental Services (OES) and the Department of Planning and Environmental Protection (DPEP) Water Resources Division, deemed necessary to serve existing and new development in areas services by OES and reviewed by DPEP. This work plan will be coordinated with the South Florida Water Management District's (SFWMD) Lower East Coast Regional Water Supply Plan and shall be adopted by January 1, 2005, and cover at least a ten-year planning period. Section 163.3191 (2) (i), Florida Statutes.

2. The Town of Davie will review the Town of Davie Comprehensive Plan to address projected population which is anticipated to grow to 111,000 by 2025. The Town of Davie recognizes that the supply of vacant land is dwindling, with build-out anticipated before 2012. Some redevelopment is inevitable, in order to accommodate growth and meet the future demand for housing. The Town of Davie will analyze the Town of Davie Land Use Plan to determine if sufficient capacity exists to provide for the number of housing units needed to accommodate projected growth. Section 163.3191 (2) (a) and Section 163.3191 (2) (i), Florida Statutes.
3. The Town of Davie will evaluate the success or failure of coordinating future land uses and residential development with the capacity of existing and planned public schools, and coordinating the planning and siting of new schools. Section 163.3191 (2) (k), Florida Statutes.
4. The Town of Davie will address affordable (workforce) housing as it relates to the land limitations with the Town of Davie, future land use plan limitations, service / infrastructure limitations, and economic limitations. This will include housing needs relative to cost burdens, housing conditions, and locational criteria. The Town of Davie will review the supply of decent, safe, and sanitary housing in suitable neighborhoods, with special consideration of housing for special needs populations; available in a range of housing types, tenure, and locations; affordable to all income segments of the population (including very low, low, and moderate income persons) and consistent with Federal, State and County housing and housing related laws and regulations. Section 163.3191 (2) (e), Florida Statutes.
5. The Town of Davie will review the status of transportation systems with regards to establishing transit oriented land use patterns (TOLUPs), proposed transit improvements, and what current regulations will permit the type of development that encourages TOLUPs. The Town of Davie will define the current level of service of both the roadway and transit infrastructure based on data collected for items such as the transit development plan, roadway capacity report and others which are the basis for identifying gaps of service. The Town of Davie will also identify the current trends in growth, land use patterns and whether or not the current proposals can support future growth. Finally, the Town of Davie will recommend changes to existing land use designation in conjunction with transit projects that will further TOLUPs. Section 163.3191 (2) (e), Florida Statutes.
6. The Town of Davie will not evaluate and identify strategies to address redevelopment feasibility and property rights of affected residents concerning any past reductions of land use density in the Coastal High Hazard Area, as required by Chapter 163.3191 (2) (m), Florida Statutes due to the Town of Davie not being adjacent to the coast.
7. Issues identified by Town of Davie residents, staff and elected officials.

Issue 1: Preservation and Acquisition of Open Space - Funding of Services and Facilities;

Issue 2: Capital Improvement Plan (CIP) - Funding and Coordination;

Issue 3: Provide Affordable and Workforce Housing;

Issue 4: Planning for Economic Vitality;

Issue 5: 10-Year Water Supply Facilities Workplan;

Issue 6: Building an adequate local transportation network - linking land use and transportation; and

Issue 7: Evaluation and Impact of the proposed expansion of the Regional Activity Center (RAC).

Appendix B.

Capital Improvement Projects  
FY 2005-2009

**Capital Improvement Projects  
FY 2005-2009**

	\$2,262,850	\$1,382,000	\$956,000	\$356,000	\$810,000	\$5,766,850	
<b>Subtotal</b>							
Aquatics & Fitness Renov	\$320,000	\$450,000	\$0	\$0	\$0	\$770,000	2004 CBA Bond/grants
Ballfield Infield Machine	\$9,000	\$9,000	\$0	\$0	\$0	\$18,000	2004 CBA Bond
Chlorine Generation System	\$140,000	\$0	\$0	\$0	\$0	\$140,000	2004 CBA Bond
Pine Island	\$300,000	\$0	\$0	\$0	\$0	\$300,000	2004 CBA Bond
Park Admin. Office Building	\$0	\$0	\$0	\$3,000	\$0	\$3,000	2004 CBA Bond
Golf Cart	\$3,500	\$0	\$0	\$0	\$0	\$3,500	2004 CBA Bond
Storage Shed	\$15,000	\$0	\$0	\$0	\$0	\$15,000	2004 CBA Bond
Treadmills	\$787,500	\$459,000	\$0	\$3,000	\$0	\$1,249,500	
<b>Subtotal</b>							
Arena Ducts	\$30,000	\$0	\$0	\$0	\$0	\$30,000	2004 CBA Bond
Arena Roof	\$0	\$50,000	\$0	\$0	\$0	\$50,000	2004 CBA Bond
Arena Seating	\$30,025	\$0	\$0	\$0	\$0	\$30,025	2004 CBA Bond
Golf Cart	\$0	\$3,000	\$0	\$0	\$0	\$3,000	2004 CBA Bond
Theater	\$10,000	\$0	\$0	\$0	\$0	\$10,000	Grants/ticket profits
<b>Subtotal</b>	\$70,025	\$53,000	\$0	\$0	\$0	\$123,025	
<b>Total General Fund</b>	\$3,430,375	\$1,989,782	\$1,055,614	\$519,000	\$930,000	\$7,924,771	
<b>COMMUNICATION</b>							
Technology And Information Management	\$0	\$0	\$0	\$50,000	\$0	\$50,000	Und Unres Ret Earn
<b>INFRASTRUCTURE 05-09</b>							
Technology And Information Management	\$0	\$250,000	\$300,000	\$300,000	\$0	\$850,000	Und Unres Ret Earn
<b>DESKTOP SYSTEMS 05-09</b>							
Technology And Information Management	\$225,000	\$0	\$0	\$125,000	\$125,000	\$475,000	Und Unres Ret Earn
<b>SOFTWARE 05-09</b>							
<b>Subtotal</b>	\$225,000	\$250,000	\$300,000	\$475,000	\$125,000	\$1,375,000	
<b>Cardiac Equipment</b>	\$52,000	\$95,000	\$30,000	\$42,000	\$0	\$219,000	Series 2004 GO Bonds
<b>Computer Technology</b>	\$35,000	\$52,000	\$0	\$0	\$0	\$87,000	Series 2004 GO Bonds

# = Change In Project  
\* = New Project

Und Unres Ret Earn = Undesignated Unreserved Retained Earnings

**Capital Improvement Projects  
FY 2005-2009**

EOC Upgrades	Fire Rescue	\$25,000	\$0	\$0	\$0	\$0	\$25,000	Series 2004 GO Bonds	37
Fire_Hose	Fire Rescue	\$5,000	\$5,000	\$0	\$0	\$0	\$0	Series 2004 GO Bonds	38
Fire_Rescue_Ambulances	Fire Rescue	\$480,000	\$0	\$480,000	\$0	\$0	\$0	Series 2004 GO Bonds	39
Fire_Rescue_Pumpers	Fire Rescue	\$0	\$875,000	\$450,000	\$450,000	\$0	\$0	Series 2004 GO Bonds	40
Fire_Rescue_Station_68_	Fire Rescue	\$0	\$0	\$600,000	\$2,330,000	\$0	\$0	Series 2004 GO Bonds	41
Replacement	Fire Rescue	\$600,000	\$2,250,000	\$0	\$0	\$0	\$0	Series 2004 GO Bonds	42
Fire_Rescue_Station_West	Fire Rescue	\$10,000	\$0	\$0	\$0	\$0	\$0	Series 2004 GO Bonds	43
Fire_Station_and_Office_	Fire Rescue	\$250,000	\$250,000	\$0	\$0	\$0	\$0	Series 2004 GO Bonds	44
Furniture	Fire Rescue	\$0	\$50,000	\$0	\$0	\$0	\$0	Series 2004 GO Bonds	45
Fire_Station_Renovations	Fire Rescue	\$0	\$550,000	\$0	\$0	\$0	\$0	Series 2004 GO Bonds	46
Fire_Support_Vehicle	Fire Rescue	\$71,000	\$0	\$0	\$0	\$0	\$0	Series 2004 GO Bonds	47 <sup>1</sup>
Fire_Rescue_Quint_Truck	Fire Rescue	\$450,000	\$0	\$0	\$0	\$0	\$0	Series 2004 GO Bonds	48
SCBA Upgrade	Fire Rescue	\$22,000	\$27,000	\$0	\$0	\$0	\$0	Series 2004 GO Bonds	49 <sup>+</sup>
Special_Response_Vehicle	Fire Rescue	\$2,000,000	\$4,154,000	\$1,560,000	\$2,872,000	\$0	\$0	Series 2004 GO Bonds	
Thermal_Imagers	Fire Rescue								
	Subtotal								
Bergeron_Park	Public Works/Open Space	\$0	\$40,000	\$0	\$0	\$0	\$0	Open Space Funds	50 <sup>1</sup>
Equestrian_Trails	Public Works/Open Space	\$280,000	\$110,000	\$0	\$0	\$0	\$0	Open Space Funds	51
Math_Igler_Parcel	Public Works/Open Space	\$75,000	\$190,000	\$0	\$0	\$0	\$0	Open Space Funds	52 <sup>+</sup>
Recreational_Trails	Public Works/Open Space	\$114,000	\$50,000	\$64,000	\$72,000	\$95,000	\$395,000	Open Space Funds	53
Van_Kirk_Parcel	Programs Department/Open Space	\$1,015,000	\$2,320,000	\$1,010,000	\$640,000	\$500,000	\$5,485,000	Grants/Wedland Sale	54 <sup>B</sup>
Waverly_Park	Public Works/Open Space	\$0	\$0	\$0	\$0	\$48,000	\$48,000	Open Space Funds	55 <sup>+</sup>
Westridge	Public Works/Open Space	\$0	\$25,000	\$0	\$0	\$0	\$0	Open Space Funds	56
	Subtotal	\$1,484,000	\$3,735,000	\$1,074,000	\$712,000	\$663,000	\$6,648,000		
Deep_Well_Injection	Utilities	\$0	\$0	\$4,274,780	\$0	\$0	\$0	W&S Future Bonds	57
Emergency_Generator	Utilities	\$115,000	\$250,000	\$0	\$0	\$0	\$0	Und Unres Ret Earn	58
Repair_Replacement	Utilities								

<sup>1</sup> = Change in Project

+ = New Project

Und Unres Ret Earn = Undesignated Unpreserved Retained Earnings

## Capital Improvement Projects FY 2005-2009

Capital Project Items	Requesting Department	FY2005	FY2006	FY2007	FY2008	FY2009	TOTAL	Funding Source/Comments	Page Number
Geographic Information System	Programs Department	\$310,000	\$95,782	\$99,614	\$160,000	\$120,000	\$785,396	Dev Reserves	1 <sup>#</sup>
	Subtotal	\$310,000	\$95,782	\$99,614	\$160,000	\$120,000	\$785,396		
Bamford Sports Complex	Public Works	\$12,000	\$0	\$0	\$0	\$180,000	\$192,000	2004 CBA Bond	2
Driftwood Park	Public Works	\$0	\$0	\$40,000	\$0	\$0	\$40,000	2004 CBA Bond	3 <sup>+</sup>
Falcon's Lea Park	Public Works	\$69,500	\$497,000	\$0	\$0	\$0	\$566,500	Impact fee/grant	4
Old Davie School Cafeteria	Public Works	\$70,350	\$0	\$0	\$0	\$0	\$70,350	2004 CBA Bond	5 <sup>+</sup>
Guardrail Installation	Public Works	\$0	\$60,000	\$0	\$60,000	\$0	\$120,000	2004 CBA Bond	6
Ivanhoe Fs & Community Room	Public Works	\$18,000	\$0	\$0	\$0	\$0	\$18,000	2004 CBA Bond	7 <sup>+</sup>
Park Fencing Installation	Public Works	\$0	\$86,000	\$95,000	\$0	\$80,000	\$261,000	2004 CBA Bond	8
Pavement Overlay and Striping	Public Works	\$305,000	\$300,000	\$275,000	\$200,000	\$240,000	\$1,320,000	2004 CBA Bond	9
Public Safety & Services Compound	Public Works	\$280,000	\$0	\$0	\$0	\$0	\$280,000	2004 CBA Bond	10 <sup>#</sup>
Reflections Park	Public Works	\$40,000	\$0	\$40,000	\$0	\$0	\$80,000	2004 CBA Bond/grants	11 <sup>#</sup>
R-O-W Equi	Public Works	\$174,000	\$152,000	\$56,000	\$26,000	\$260,000	\$668,000	2004 CBA Bond	12
Sherandoah Park	Public Works	\$0	\$45,000	\$0	\$0	\$0	\$45,000	2004 CBA Bond	13
SW 58 Ave Park	Public Works	\$212,000	\$0	\$0	\$0	\$0	\$212,000	2004 CBA Bond/grants	14
Townwide Bathroom Renovation	Public Works	\$32,000	\$0	\$0	\$20,000	\$0	\$52,000	2004 CBA Bond	15 <sup>#</sup>
Townwide Drainage	Public Works	\$300,000	\$150,000	\$0	\$0	\$0	\$450,000	2004 CBA Bond/grants	16
Traffic Calming	Public Works	\$50,000	\$0	\$50,000	\$50,000	\$50,000	\$250,000	2004 CBA Bond	17
University Drive Medians	Public Works	\$240,000	\$0	\$360,000	\$0	\$0	\$600,000	2004 CBA Bond/grants	18 <sup>#</sup>
SW 30 St to Davie Rd EXT	Public Works	\$460,000	\$42,000	\$40,000	\$0	\$0	\$542,000	2004 CBA Bond/grants	19 <sup>#</sup>

# = Change in Project

+ = New Project

Und Unres Ret Earn = Undesignated Unreserved Retained Earnings

**Capital Improvement Projects  
FY 2005-2009**

Force Main LSR to WWTP	Utilities	\$290,000	\$0	\$0	\$0	\$0	\$290,000	Und Unres Ret Earn	59
LS11	Utilities	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000	Und Unres Ret Earn	60
Gravity Sewer Rehabilitation	Utilities	\$0	\$42,000	\$350,000	\$0	\$0	\$392,000	Und Unres Ret Earn	61
Raw Water 2 New Wells	Utilities	\$0	\$42,000	\$350,000	\$0	\$0	\$0	Und Unres Ret Earn	62
Raw water prod well - 5 plant	Utilities	\$0	\$42,000	\$350,000	\$0	\$0	\$0	Und Unres Ret Earn	63
Raw Water Well 7 Rehab	Utilities	\$63,000	\$0	\$0	\$0	\$0	\$63,000	Und Unres Ret Earn	64
Sewer Telemetry	Utilities	\$180,000	\$200,000	\$200,000	\$0	\$0	\$580,000	Und Unres Ret Earn	65
South WTP WOI and Cap.exp	Utilities	\$0	\$1,250,000	\$7,586,000	\$1,000,000	\$0	\$9,836,000	W&S Future Bonds	66
SWTP Water Quality	Utilities	\$1,750,000	\$0	\$0	\$0	\$0	\$1,750,000	Und Unres Ret Earn	67
Water Meter Upgrades	Utilities	\$50,000	\$50,000	\$0	\$0	\$0	\$100,000	Und Unres Ret Earn	68
WTP Plant Filter Media	Utilities	\$40,000	\$0	\$0	\$0	\$0	\$40,000	Und Unres Ret Earn	69
WWTP Expansion	Utilities	\$0	\$0	\$175,000	\$1,500,000	\$0	\$3,675,000	W&S Future Bonds	
	<b>Subtotal</b>	<b>\$2,738,000</b>	<b>\$2,084,000</b>	<b>\$13,185,780</b>	<b>\$4,750,000</b>	<b>\$258,000</b>	<b>\$22,615,780</b>		
	<b>Total All Projects</b>	<b>\$9,877,375</b>	<b>\$11,212,782</b>	<b>\$17,175,394</b>	<b>\$9,278,000</b>	<b>\$1,948,000</b>	<b>\$49,099,551</b>		

# = Change in Project  
 \* = New Project  
 Und Unres Ret Earn = Undesignated Unreserved Retained Earnings

## Appendix C.

### Inventory of Mobile Home Parks

### Inventory of Owned Mobile Home Parks

Name of Park	Address	Number of Units
1 Alander Subdivision	650 SW 136th Avenue	34
2 Carlan Mobile Home Park	13400 SW 7th Place	76
3 Cinnamon Tree Estates	700 SW 134th Way	20
4 Garden Park Estates	13001 SW 7th Court	38
5 Grove Park Estates	1500 SW 130th Avenue	20
6 Grove Park Estates Addition	12851 SW 14th Place	13
7 King Manor Estates	12500 State Road 84	314
8 Orange Blossom Mobile Home Court	6651 SW 45th Street	100
9 Park City East	8640 SW 20th Street	1200
10 Rexmere Village	11300 Rexmere Boulevard	775
11 Saga Estates	13200 SW 7th Place	94
<b>Total</b>		<b>2,684</b>

Source: Town of Davie

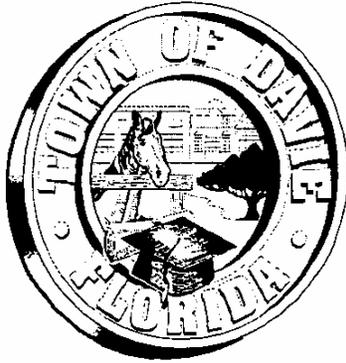
### Inventory of Rental Mobile Home Parks

Name of Park	Address	Number of Units
1 The Anchorage	4631 SW 73rd Avenue	8
2 Cheron Village (Tropical Park)	13202 SW 9th Court	205
3 The Dell Trailer Park	4633 SW 73rd Avenue	14
4 Driftwood Acres Mobile Home Park	4800 Griffin Road	54
5 Everglades Lakes Mobile Home Park	2900 SW 52nd Avenue	639
6 East Pine Ridge Mobile Homes	4855 SW 82nd Avenue	76
7 Moonlight Ranch Mobile Home Park	4651 Griffin Road	54
8 Orange Park Club Sec. I	841 SW 133rd Avenue	82
9 Orange Park Club Sec. II	900 SW 133rd Avenue	55
10 Palm Haven Mobile Homes	4791 SW 82nd Avenue	80
11 Palma Nova	3021 SW 61st Avenue	940
12 Paradise Village	12850 State Road 84	450
13 Park City West	10550 State Road 84	368
14 Ponderosa Mobile Home Park	4701 SW 73rd Avenue	19
15 Riverside Mobile Home Park	4615 Griffin Road	37
16 Seminole Health Club	3800 SW 142nd Avenue	50
17 Stirling Road Mobile Home Park	5401 Stirling Road	65
18 Sunshine Village	13453 SW 5th Street	355
19 Swaying Palms	4851 Griffin Road	80
20 Western Hills Estates	13000 SW 5th Court	405
21 Twin Lakes Rental Park	3055 Burriss Road	373
<b>Total</b>		<b>4,409</b>

Source: Town of Davie

Appendix D.

Water Supply Plan



**TOWN OF DAVIE, FLORIDA**

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**LONG TERM WATER SUPPLY PLAN**

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Prepared by:

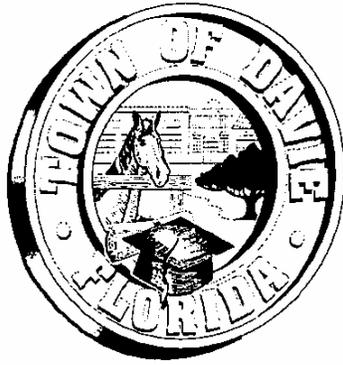


Calvin, Giordano & Associates, Inc.  
Engineers • Surveyors • Planners

October 03

CGA Project No. 02-2492

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**TOWN OF DAVIE, FLORIDA**

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**LONG TERM WATER SUPPLY PLAN**

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Prepared by:



Calvin, Giordano & Associates, Inc.  
Engineers • Surveyors • Planners

October 03

CGA Project No. 02-2492

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Signature

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<b>Figure No.</b>	<b>Description</b>
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### SEPARATE DOCUMENTS

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Reuse Feasibility Study  
Water Conservation Plan  
Consumptive Use Permit

**SECTION ONE  
INTRODUCTION**

**1.01 PURPOSE & SCOPE**

To obtain a South Florida Water Management District Consumptive Water Use Permit (CUP), the Town of Davie must submit a Long-Term Water Supply Plan. The Long-Term Water Supply Plan is one of several documents submitted as a part of the CUP. The full CUP includes the formal Water Use Permit Application, Water Conservation Plan, Reuse Water Feasibility Study, and the Long-Term Water Supply Plan as well as other miscellaneous items.

The Long-Term Water Supply Plan reviews current and future water supply options over a twenty (20) year planning period. Water supply options will be developed based upon withdrawals from the Biscayne Aquifer. Also, the Northern and Southern wellfields will be reviewed as potential water supply resources. Water demands and flow projections will be developed by using population projections and established per capita water demands.

The District also has other considerations that must be addressed to complete the Long-Term Water Supply Plan. These other items include a hydrogeological assessment of water withdrawals from the aquifers, plans in the event of wellfield failures, and possible measures to reduce aquifer stress.

A recommendation will be provided as well as backup options if any. A summary with budgetary costs and an implementation schedule will be provided to assist the Town in important decision-making.



**SECTION TWO**  
**TWENTY - YEAR PROJECTIONS**

**2.01 POPULATION PROJECTIONS**

Projections of population growth are essential for estimating future water demands. Anticipated population growth within the Town of Davie is projected on the basis of historical trends and expected land use development. Population projections developed in this Section are used to estimate future water demands. Due to the Town's water service being only a portion of the Town's population, an estimate was made of the percentage of the Town being serviced with water. Future water service population was estimated using the current water service population as the base and increasing it at the same rate as the general population increased.

Historical population and growth trends are available from the U.S. Census Bureau and from the Town's Planning Department. Historical and projected population data for the Town of Davie is shown in Table 2-1. The estimated 2003 water service population is 39,925. The twenty (20) year population projections from 2003 through 2023 are based upon the Town's comprehensive plan calculations and Calvin, Giordano and Associates, Inc. estimates. Figure 2-1 shows a graphical illustration of the Historical and Projected water service population. The projected water service population for the Town of Davie in 2023 is 50,723.

**2.02 WATER DEMANDS**

Before facilities can be sized, the future demands for water within the Town served by the facilities must be determined. To project future water demands, past consumption and future expected consumption must be analyzed. A thorough review of the Town's past and present water consumption and demands was performed, which included the Water Treatment Plant Monthly Operation Reports from January 2000 through December 2002. The past three years of data was analyzed and is presented in Table 2-2. The January 2002 to December 2002 data indicates the Average Daily Demand (ADD) for Raw Water was 3.98 Million Gallons per Day (MGD). Total raw water pumped from the Biscayne Aquifer was 1,441.44 MG. Maximum day

pumpage was 6.62 MGD and occurred in October 2002. The average peak factor ratio of Maximum Day pumpage to Average Day pumpage over the past three years was 1.63. Historical Water Usage was also analyzed from 1986 through 2002 and the results are shown in Table 2-3. In a seventeen (17) year span the City's average water demand has increased by ninety percent (90%). The Historical Water Usage in the Town of Davie has shown that over the last five years the average gallons per capita day (gpcd) usage was 101.65 gallons per day.

Projected water use for the Town of Davie was calculated and is presented in Table 2-4. Projected water use was calculated from 2003 through 2023, the twenty-year planning period. The ADD was calculated based upon a per capita water usage of 101.65 gallons per capita per day (gpcd). The Maximum Day Demand was calculated based upon a three-year average peak factor of 1.63 times the ADD. For the year 2023 the estimated Average Day Demand and Maximum Day Demand would be 5.16 and 8.42 MGD respectively. Average Day Demands and Maximum Day Demands are shown graphically in Figure 2-2.

**TABLE 2-1  
TOWN OF DAVIE  
HISTORICAL AND PROJECTED  
WATER SERVICE POPULATION**

YEAR	HISTORICAL POPULATION		YEAR	PROJECTED POPULATION
1986	23,000		2003	39,925
1987	24,602		2004	41,165
1988	25,089		2005	42,444
1989	25,835		2006	43,763
1990	26,210		2007	45,123
1991	26,850		2008	45,473
1992	27,500		2009	45,823
1993	28,620		2010	46,173
1994	29,780		2011	46,523
1995	30,582		2012	46,873
1996	31,728		2013	47,223
1997	33,228		2014	47,573
1998	34,262		2015	47,923
1999	35,325		2016	48,273
2000	36,423		2017	48,623
2001	37,554		2018	48,973
2002	38,721		2019	49,323
			2020	49,673
			2021	50,023
			2022	50,373
			2023	50,723

\* Estimated Build-out Period

**TABLE 2-2  
TOWN OF DAVIE  
3-YEAR PERIOD WATER USE**

FROM: January 2002 TO: December 2002

DATE	RAW WATER PUMPED AVG DAY (MG) SYSTEM I & III	RAW WATER PUMPED MAX DAY (MG) SYSTEM I & III	TOTAL RAW WATER PUMPED (MGM) SYSTEM I & III	TOTAL WATER TREATED (MGM) SYSTEM I & III
Jan-02	3.69	4.26	113.35	111.48
Feb-02	3.74	4.35	103.70	102.97
Mar-02	3.84	5.33	118.30	115.96
Apr-02	4.18	5.34	125.41	129.35
May-02	4.22	4.75	129.43	130.47
Jun-02	3.66	4.57	107.83	110.59
Jul-02	3.76	4.65	112.97	116.37
Aug-02	4.14	5.37	126.93	127.96
Sep-02	4.00	4.20	120.10	119.19
Oct-02	4.27	6.62	132.35	133.85
Nov-02	4.20	5.02	125.98	126.19
Dec-02	4.06	4.60	125.11	127.68
<b>TOTAL</b>	-----	-----	<b>1441.44</b>	<b>1452.04</b>
<b>AVERAGE</b>	<b>3.98</b>	<b>4.92</b>	<b>120.12</b>	<b>121.00</b>
<b>MAX PUMPED</b>	<b>6.62</b>			
<b>PEAK FACTOR</b>	<b>1.66</b>			
<b>PUMPING RATIO</b>	<b>0.99</b>			

RATIO OF WATER PUMPED TO WATER TREATED 0.99  
 AVERAGE PEAK FACTOR OF MAX. DAY PUMPAGE TO AVG. DAY PUMPAGE 1.66  
 MAXIMUM DAY PUMPAGE WAS 6.62 MGD AND OCCURRED IN OCTOBER 2002

Three Year Average Peaking Factor was 1.63  
 Three Year Average Ratio of Water Pumped to Water Treated was 1.01

**TABLE 2-2 CONT.  
TOWN OF DAVIE  
3-YEAR PERIOD WATER USE**

FROM: January 2001 TO: December 2001

DATE	RAW WATER PUMPED AVG DAY (MG) SYSTEM I & III	RAW WATER PUMPED MAX DAY (MG) SYSTEM I & III	TOTAL RAW WATER PUMPED (MGM) SYSTEM I & III	TOTAL WATER TREATED (MGM) SYSTEM I & III
Jan-01	3.73	4.50	115.64	113.27
Feb-01	3.90	4.62	109.30	106.32
Mar-01	3.82	4.09	118.29	113.09
Apr-01	3.81	4.75	114.36	110.27
May-01	3.79	4.75	117.61	112.46
Jun-01	3.62	4.40	113.05	107.98
Jul-01	3.42	4.25	104.44	106.87
Aug-01	3.43	4.16	103.76	113.05
Sep-01	3.65	4.74	108.14	108.13
Oct-01	3.65	6.00	112.38	110.93
Nov-01	3.69	4.22	110.10	109.92
Dec-01	3.70	4.27	112.13	108.90
<b>TOTAL</b>	-----	-----	<b>1339.18</b>	<b>1321.18</b>
<b>AVERAGE</b>	<b>3.68</b>	<b>4.56</b>	<b>111.60</b>	<b>110.10</b>
<b>MAX PUMPED</b>	<b>6.00</b>			
<b>PEAK FACTOR</b>	<b>1.63</b>			
<b>PUMPING RATIO</b>	<b>1.01</b>			

RATIO OF WATER PUMPED TO WATER TREATED 1.01  
 AVERAGE PEAK FACTOR OF MAX. DAY PUMPAGE TO AVG. DAY PUMPAGE 1.63  
 MAXIMUM DAY PUMPAGE WAS 6.00 MGD AND OCCURRED IN OCTOBER 2001



**TABLE 2-2 CONT.  
TOWN OF DAVIE  
3-YEAR PERIOD WATER USE**

FROM: January 2000 TO: December 2000

DATE	RAW WATER PUMPED AVG DAY (MG) SYSTEM I & III	RAW WATER PUMPED MAX DAY (MG) SYSTEM I & III	TOTAL RAW WATER PUMPED (MGM) SYSTEM I & III	TOTAL WATER TREATED (MGM) SYSTEM I & III
Jan-00	3.78	4.27	117.14	116.31
Feb-00	3.99	4.46	111.68	111.64
Mar-00	3.95	4.70	122.36	118.20
Apr-00	3.92	4.97	117.60	115.34
May-00	4.09	4.71	126.76	119.90
Jun-00	3.99	6.29	119.59	116.05
Jul-00	3.78	4.07	117.24	116.45
Aug-00	3.84	4.50	118.33	116.84
Sep-00	3.99	4.69	116.89	113.00
Oct-00	3.81	4.51	117.57	115.81
Nov-00	4.15	4.66	123.81	122.59
Dec-00	3.75	4.58	115.44	113.91
<b>TOTAL</b>	-----	-----	<b>1424.39</b>	<b>1396.04</b>
<b>AVERAGE</b>	<b>3.92</b>	<b>4.70</b>	<b>118.70</b>	<b>116.34</b>
<b>MAX PUMPED</b>	<b>6.29</b>			
<b>PEAK FACTOR</b>	<b>1.61</b>			
<b>PUMPING RATIO</b>	<b>1.02</b>			

RATIO OF WATER PUMPED TO WATER TREATED 1.02  
 AVERAGE PEAK FACTOR OF MAX. DAY PUMPAGE TO AVG. DAY PUMPAGE 1.61  
 MAXIMUM DAY PUMPAGE WAS 6.00 MGD AND OCCURRED IN OCTOBER 2001



Giordano & Associates, Inc.  
 Engineers, Surveyors, Planners  
 1001 North Pine Street  
 Fort Lauderdale, Florida 33304  
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**TABLE 2-3  
TOWN OF DAVIE  
HISTORICAL WATER USE**

YEAR	PAST POPULATION	NUMBER OF UNITS (1)	PER CAPITA USAGE (2)	TOTAL RAW WATER PUMPED ANNUAL (MG)	RAW WATER PUMPED AVG. DAY (MG)	RAW WATER PUMPED MAX. DAY (MG)
1986	23,000	6,571	91.30	768.00	2.10	2.46
1987	24,602	7,029	99.99	898.00	2.46	2.91
1988	25,089	7,168	100.04	916.00	2.51	2.85
1989	25,835	7,381	99.66	943.00	2.58	3.24
1990	26,210	7,489	93.09	892.00	2.44	3.87
1991	26,850	7,671	101.86	949.82	2.74	5.54
1992	27,500	7,857	103.24	1032.80	2.84	5.86
1993	28,620	8,177	103.68	1083.22	2.97	4.35
1994	29,780	8,509	99.73	1084.63	2.97	4.12
1995	30,582	8,738	99.66	1112.41	3.05	4.41
1996	31,728	9,065	99.33	1153.48	3.15	4.06
1997	33,228	9,494	94.95	1151.42	3.15	4.80
1998	34,262	9,789	100.86	1248.47	3.46	4.78
1999	35,325	10,093	98.90	1274.56	3.49	6.39
2000	36,423	10,406	107.62	1424.39	3.92	6.29
2001	37,554	10,730	98.08	1339.18	3.68	6.00
2002	38,721	11,063	102.78	1441.44	3.98	6.62
<b>Gallons Per Capita Day Five (5) Year Average</b>			<b>101.65</b>			
<p>(1) CUMULATIVE - BASED ON AVERAGE OF 3.50 CAPITA PER ERC  (2) Per Capita Usage (gpcd) is based upon Average Day Demand Population Served.</p>						

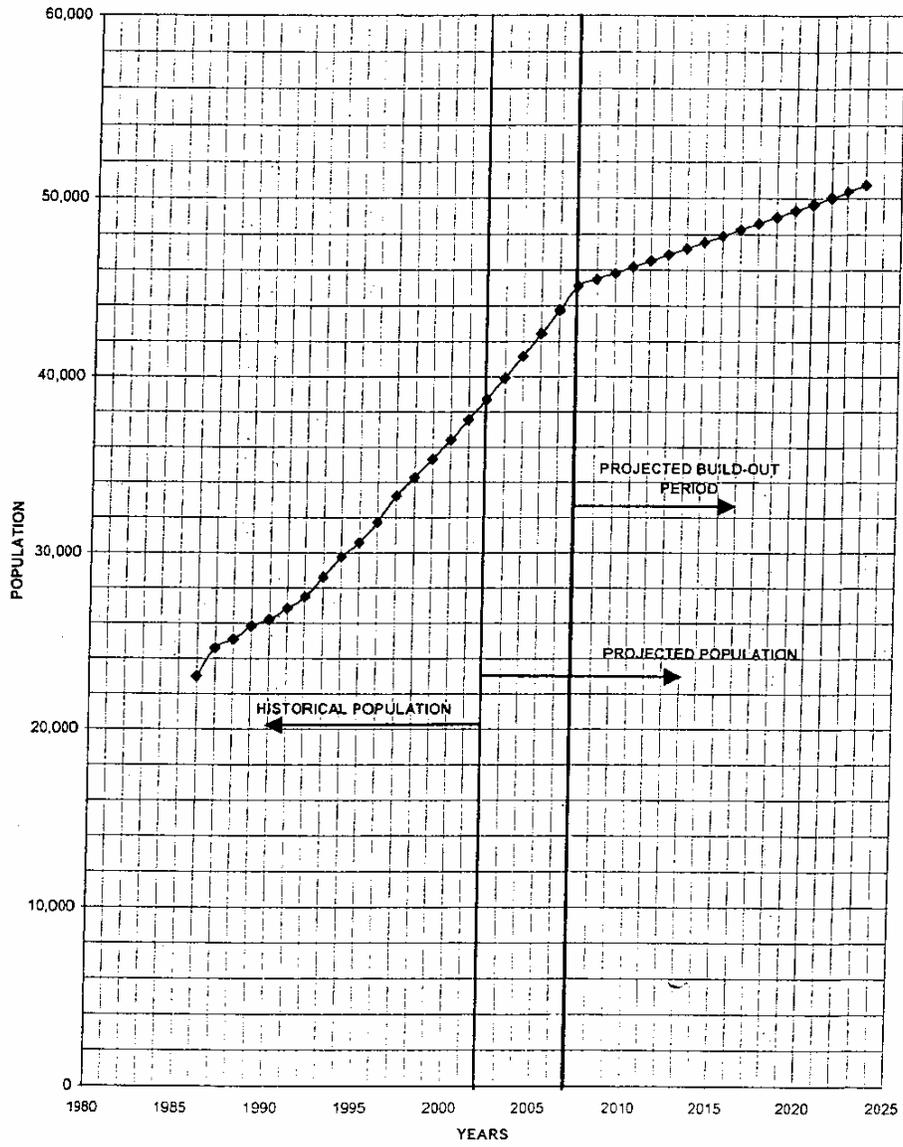


**TABLE 2-4  
TOWN OF DAVIE  
PROJECTED WATER USE**

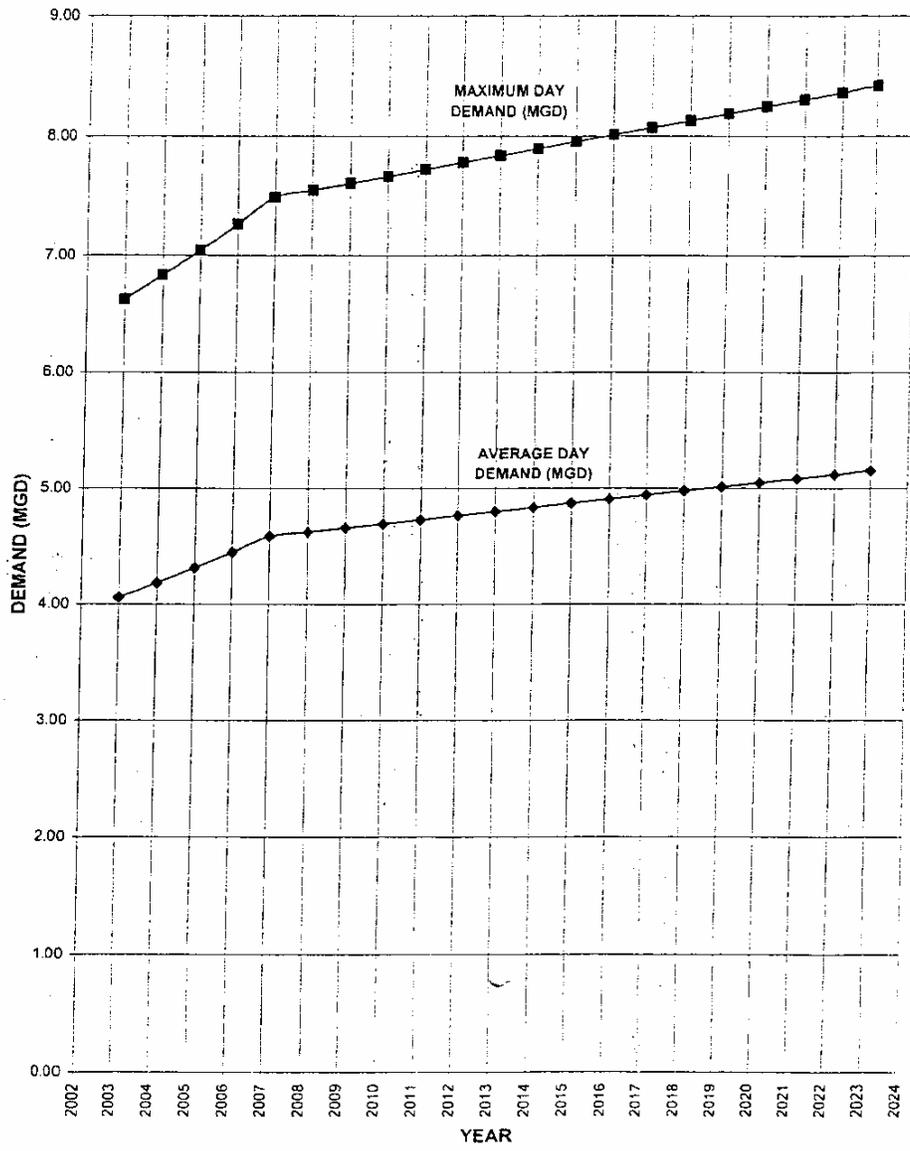
YEAR	PROJECTED POPULATION	(1) AVERAGE DAY DEMAND (MG)	(2) MAXIMUM DAY DEMAND (MG)
2003	39,925	4.06	6.63
2004	41,165	4.18	6.83
2005	42,444	4.31	7.04
2006	43,763	4.45	7.26
* 2007	45,123	4.59	7.49
2008	45,473	4.62	7.55
2009	45,823	4.66	7.61
2010	46,173	4.69	7.66
2011	46,523	4.73	7.72
2012	46,873	4.76	7.78
2013	47,223	4.80	7.84
2014	47,573	4.84	7.90
2015	47,923	4.87	7.95
2016	48,273	4.91	8.01
2017	48,623	4.94	8.07
2018	48,973	4.98	8.13
2019	49,323	5.01	8.19
2020	49,673	5.05	8.24
2021	50,023	5.08	8.30
2022	50,373	5.12	8.36
2023	50,723	5.16	8.42
(1) Base on a gallons per capita day (gpcd) usage of			101.65
(2) Based on a 3-year average peak factor of			1.63
(*) Projected build-out year			



TOWN OF DAVIE  
HISTORICAL AND PROJECTED WATER SERVICE POPULATION



TOWN OF DAVIE  
PROJECTED AVERAGE AND MAXIMUM DAILY WATER DEMANDS



**SECTION THREE**  
**WATER SUPPLY OPTIONS**

**3.01 GENERAL**

Water supply options are developed herein to help the Town of Davie determine the correct approach to supply potable water for the next twenty years. The South Florida Water Management District (SFWMD) has concerns regarding saline intrusion, pollution sites, and other municipal neighbor users and their impact on the Biscayne Aquifer. Therefore, Calvin, Giordano and Associates Inc. and its hydrogeological sub consultants, Blasland, Bouck, & Lee Inc. (BBL), have prepared a description of three options for the Town of Davie to consider for a long-term water supply plan. All options are based on the Town's projected maximum raw water withdrawal rate of 8.42 MGD in the year 2023.

**3.02 OPTION A**

Under Option A, the Town's future water supply would be obtained from the existing southern wellfield i.e., the Biscayne Aquifer and the deeper Floridan Aquifer. Option A includes phasing out the existing northern and southern water treatment plants and constructing a new 8.42 MGD reverse osmosis treatment plant. The new plant would withdraw 4.0 MGD from the Biscayne Aquifer and 6.53 MGD from the deep Floridan Aquifer. Therefore, seven (7) 1.0 MGD deep Floridan wells will be required to withdraw this quantity of water and two (2) 2.0 MGD deep (3000 feet deep) effluent disposal wells would need to be constructed to dispose the reject water from the reverse osmosis treatment process. Figure 3-1 illustrates Option A.

Option A has been eliminated due to the high costs of the raw water Floridan wells and the reject water wells. It is estimated that seven (7) Floridan wells would cost \$4,200,000 at \$600,000 per well. The cost of the two (2) deep disposal wells is estimated at \$2,400,000 at 1,200,000 per well. The grand total for the Floridian and disposal wells would be \$6,600,000.



### 3.03 OPTION B

Under Option B, the Town's future water supply would be obtained from the existing southern wellfield i.e., the Biscayne Aquifer and the remaining water demand would be supplied by the Brian Piccolo wellfield. In Option B, approximately 4.0 MGD of raw water would be supplied from the shallow Biscayne Aquifer and 4.42 MGD of raw water would be supplied from the Brian Piccolo wellfield. Figure 3-2 illustrates Option B.

This Option allows the phasing out of the north water treatment plant when it has reached its serviceable life while allowing the Town to continue the use of the existing 4.0 MGD lime softening treatment plant. However, Town will need to incorporate one (1) 5.0 MGD lime softening treatment unit and one (1) 9.0 MGD ion exchange units to aid in the treatment of raw water received from the Brian Piccolo wellfield and the south wellfield. The ion exchange process will improve water clarity while meeting the Environmental Protection Agency (EPA) disinfection-by-products (DBP) regulations.

Option B includes construction of one (1) 5.0 MGD steel pre-engineered solids contact unit, one (1) 9.0 MGD ion exchange units, one (1) 5.0 MG finished ground water storage tank, the necessary piping to connect to the Broward County raw water supply line, and one (1) 5.0 MGD multi-media filter unit. The Town of Davie would have to enter into a Large Raw Water User Agreement with Broward County to obtain the necessary raw.

### 3.04 OPTION C

Under Option C, the Town's future water supply would be obtained from the Biscayne Aquifer by the existing northern and southern wellfields. The north water treatment plant would withdraw 1.2 MGD of raw water from its wellfield, and the existing 1.2 and 2.2 MGD lime softening treatment units would provide the treatment of the raw water. The south water treatment plant would withdraw 7.22 MGD of raw water from the south wellfield, however upgrades to the south water treatment plant would have to be incorporated. These upgrades include one (1) 3.5 MGD lime softening treatment unit and a color removal system (Ion

Exchange). In the past, groundwater at the southern wellfield has shown a medium to high color content, therefore a color removal system should also be constructed. The ion exchange process will improve water clarity while meeting the Environmental Protection Agency (EPA) disinfection-by-products (DBP) regulations. Option C is shown in Figure 3-3.

Option C includes the construction of one (1) 3.5 MGD steel pre-engineered solids contact unit and ion exchange system, one (1) 4.0 MGD multi-media filter unit, and one (1) 4.0 MG finished groundwater storage tank. The estimated cost to upgrade the south water treatment plant would be \$17,059,500. This option is the most feasible in implementing and the permitting process would be relatively simple.

**SECTION FOUR  
OTHER CONSIDERATIONS**

**4.01 UTILIZATION OF THE PROPOSED BROWARD COUNTY WATER SUPPLY SYSTEM**

Our review of "The Study of Water Supply and The Selection of Future Wellfield Sites for Broward County", dated June 1986, prepared by J.M. Montgomery Engineers Inc. revealed that the Town of Davie was not one of the municipal water systems identified to receive raw water from the County Centralized Wellfields. The County's "South System" is only to supply raw water to the communities lying along the eastern portion the County not the western communities lying inland. In fact, on page 12 of the Executive Summary it states, "These (western) communities (Davie included) can drill more wells within their own wellfields and will not require additional water from the centralized wellfields. The communities are not threatened by salt water intrusion and will be able to increase their pumpage capacity."

Studies have been performed on the raw water from the County South Centralized Wellfield. Results of the County's raw water quality analysis indicate a lower quality compared to the Town's raw water. Raw water from the County wellfield is much harder, higher in color due to organics, and higher in mineral content than the raw water Davie is treating. The County's raw water has a higher potential for forming cancer causing Total Trihalomethanes (TTHM) and is not desirable. Indications are that the Town's water treatment plants would have to severely modify the treatment process and may have to invest in expensive reverse osmosis (membrane) type treatment equipment. Another potential problem is the presence of iron bacteria (*pseudomonas*), which can foul membrane-softening modules.

To remain consistent with previously approved County studies, we believe it is not practical for the Town of Davie to utilize raw water from the County's Centralized Wellfield.



## 4.02 ASSESSMENT OF CONTINUED AND INCREASED WATER WITHDRAWALS FROM THE BISCAYNE AQUIFER

### A. Saline Intrusion of Wellfields

The potential for saline intrusion into the northern and southern wellfields was evaluated in the detailed model prepared by Blasland, Bouck and Lee. The Town's north wellfield is located approximately eight thousand (8000) feet to the west of salinity structure S-13, on the South New River canal, which is a possible saline water source. The Town's south wellfield is located approximately three (3) miles to the west of the C-10 Spur canal. The model indicated that the City of Hollywood's wellfield restricted the southern wellfields cone of influence and prevents them from influencing the C-10 spur canal. Therefore, the potential for adverse impacts from saline waster intrusion as a result of the proposed maximum daily withdrawal rate of 7.55 million gallons per day (MGD) for the year 2008 is considered minimal.

No significant saltwater intrusion is expected or anticipated from the increased groundwater withdrawals form the Town of Davie wellfields.

### B. County Wellfield Protection Ordinance

The Town has complied with the Broward County Wellfield Protection Ordinance, and there are no current or anticipated wellfield protection ordinance problems with the Town and their wellfields. Increased withdrawals have shown no major changes in draw down in the area of the Town's wellfields and therefore no problems are anticipated with saltwater intrusion or from any other potential problems.

#### 4.03 PLANS FOR WATER SHORTAGES DUE TO WELLFIELD FAILURES

The Town has had no wellfield failures in the past and does not anticipate failures in the future. Both northern and southern wellfields have emergency power provisions. The Town currently has sufficient backup well capacity and also has sufficient finished water storage capacity to handle peak hour demands and fire flow demands in its current system. If a well or pump goes down, the Town is prepared to make immediate repairs as necessary to provide sufficient water to its customers. The Town's water transmission and distribution system is also interconnected with several adjacent municipal water systems, which include the City of Hollywood, Ferncrest Utilities, Sunrise Utilities, City of Fort Lauderdale and Cooper City.

#### 4.04 CONSERVATION MEASURES TO HELP REDUCE AQUIFER STRESS

The Town's Water Conservation Plan is being submitted with the full Consumptive Water Use Permit Application. The Town has implemented a water conservation plan with elements such as xeriscape landscaping, a leak detection program, water conserving rate structure, a permanent irrigation ordinance, and rain sensor devices. These items contribute to the overall plan for water conservation and help reduce stress on the aquifer.

**SECTION FIVE  
RECOMMENDATIONS**

**5.01 RECOMMENDATION**

Option C is recommended as the Long-Term Water Supply Plan for the Town of Davie. Raw water for the entire Town, through 2023, will be obtained from the Biscayne aquifer at the existing north and south wellfields. This will require the financing, design, permitting, and construction of one (1) 3.5 MGD lime softening treatment unit, one (1) 8.0 MGD ion exchange system, and one (1) 4.0 MG ground storage tank at the south water treatment plant. The current well pumps are adequate to supply the amount of water projected for the year 2023. The permitting process for this system would be relatively simple and would enable the water treatment plant to keep costs reasonable to the Town's citizens.

Hydrogeological studies indicate that up to 7.55 MGD of raw water can be withdrawn from the Biscayne Aquifer by the Town's northern and southern wellfields. The withdrawal of this amount should not present major stress on the aquifer nor will it have a major affect upon nearby existing legal users.

Modeling of Option C was performed by Blasland, Bouck and Lee and is labeled as Scenario B in their report. A graphical depiction showing draw down resulting from the modeling scenario for Option C is also shown in Figure 4 and 6 of the Blasland, Bouck and Lee report.

**5.02 BUDGETARY COSTS**

In our opinion, the cost magnitude to construct Option C is presented below. The capital costs in 2002 dollars are broken down in Table 5-1 below.

**TABLE 5-1  
TOWN OF DAVIE  
SOUTH WATER TREATMENT PLANT SYSTEM UPGRADES**

FACILITIES	QUANTITY	UNIT	UNIT COST	COST
High service pump equipment	1	LS	\$60,000	\$60,000
Piping	1	LS	\$225,000	\$225,000
3.5 MGD Treatment Unit	1	LS	\$3,750,000	\$3,750,000
4 MGD Multi-Media Filter	1	LS	\$600,000	\$600,000
Vacuum filter	1	LS	\$1,100,000	\$1,100,000
Vacuum Filter Building	1	LS	\$300,000	\$300,000
4 MG Storage Tank	1	LS	\$1,200,000	\$1,200,000
8 MGD Ion Exchange System	1	LS	\$2,050,000	\$2,050,000
<b>SUBTOTAL</b>				<b>\$9,285,000</b>
SITWORK	QUANTITY	UNIT	UNIT COST	COST
Paving	1000	SY.	\$10.00	\$10,000
Drainage and Fill	1	LS	\$221,000	\$221,000
<b>SUBTOTAL</b>				<b>\$231,000</b>
ELECTRICAL	QUANTITY	UNIT	UNIT COST	COST
Electronics	1	LS	\$1,392,750	\$1,392,750
Instruments and Controls	1	LS	\$464,250	\$464,250
<b>SUBTOTAL</b>				<b>\$1,857,000</b>
<b>FACILITIES/SITWORK/ELECTRICAL SUBTOTAL</b>				<b>\$11,373,000</b>
MISCELLANEOUS COSTS				
Engineering			15.00%	1,705,950
Administration			5.00%	568,650
Mobilization			10.00%	1,137,300
Contingency			20.00%	2,274,600
<b>CONSTRUCTION AND DESIGN TOTAL</b>				<b>17,059,500</b>

The total capital costs are estimated at \$17,059,500. These costs include engineering, construction, construction management and inspection. However, financial costs to prepare and float municipal bonds are not included. It is estimated the financial costs will be an additional 35% of the capital costs.

### 5.03 SCHEDULING

The recommended Design and Construction Schedule for the Town of Davie Long-Term Water Supply Plan is illustrated in Figure 5-1. The bar chart lists the major tasks to be accomplished and the year in which the work should take place. It is recommended that the planning and preliminary design work be carried out immediately and that Calvin, Giordano, and Associates Inc. be authorized to start this phase of the project. Final design and permitting of a new 2.0 MGD water treatment unit should be completed near the end of 2006. Construction of the new treatment unit and related facilities should begin by early 2007. This ensures plant completion by end of 2008.

Between the years 2006 and 2007 the north and south water treatment plant will reach its maximum treatment capacity to deliver the Maximum Daily Demand of 7.4 MGD. The schedule shows that by 2008 the south water treatment plant expansion will have to be completed. Because it is difficult to predict exact dates, "float time" is shown in the schedule to project the approximate range of dates when tasks are due.

**SECTION SIX  
SUMMARY**

**6.01 SUMMARY**

The water supply for the Town of Davie, Florida, was studied for a twenty-year period ending 2023. The population estimated by 2023 will be 50,723 and will demand an average of 5,160,000 gallons of treated water per day. Maximum demand for water in 2023 is estimated to be 8,420,000 gallons of treated water per day. These estimated amounts were based upon a five (5) year average per capita use of 101.65 gallons per day and a three (3) year average maximum day factor of 1.63 times the average day demand.

Three water supply options were presented in the study and Option C seems to be the most practical option for providing water over the long term for the Town of Davie. Option C utilizes the existing northern and southern wellfields and therefore reduces the number of new wells to be installed. In addition, Option C seems to be the best choice in regards to the permitting effort required. Option C includes construction of the following work:

**SOUTH WATER TREATMENT PLANT**

- One (1) 3.5 MGD Water Treatment Unit
- One (1) 8.0 MGD Ion Exchange System
- One (1) 4.0 MG ground storage tank

Capital cost for this work is estimated to be \$17,059,500. Preliminary design work should begin immediately.