

**TOWN OF DAVIE**  
**STATE ROAD 7**  
**TRANSIT ORIENTED CORRIDOR (TOC)**  
**PUBLIC WORKSHOP – AUGUST 7, 2012**

- **DRAFT STORMWATER MASTER PLAN**
- **DRAFT LAND DEVELOPMENT CODE**

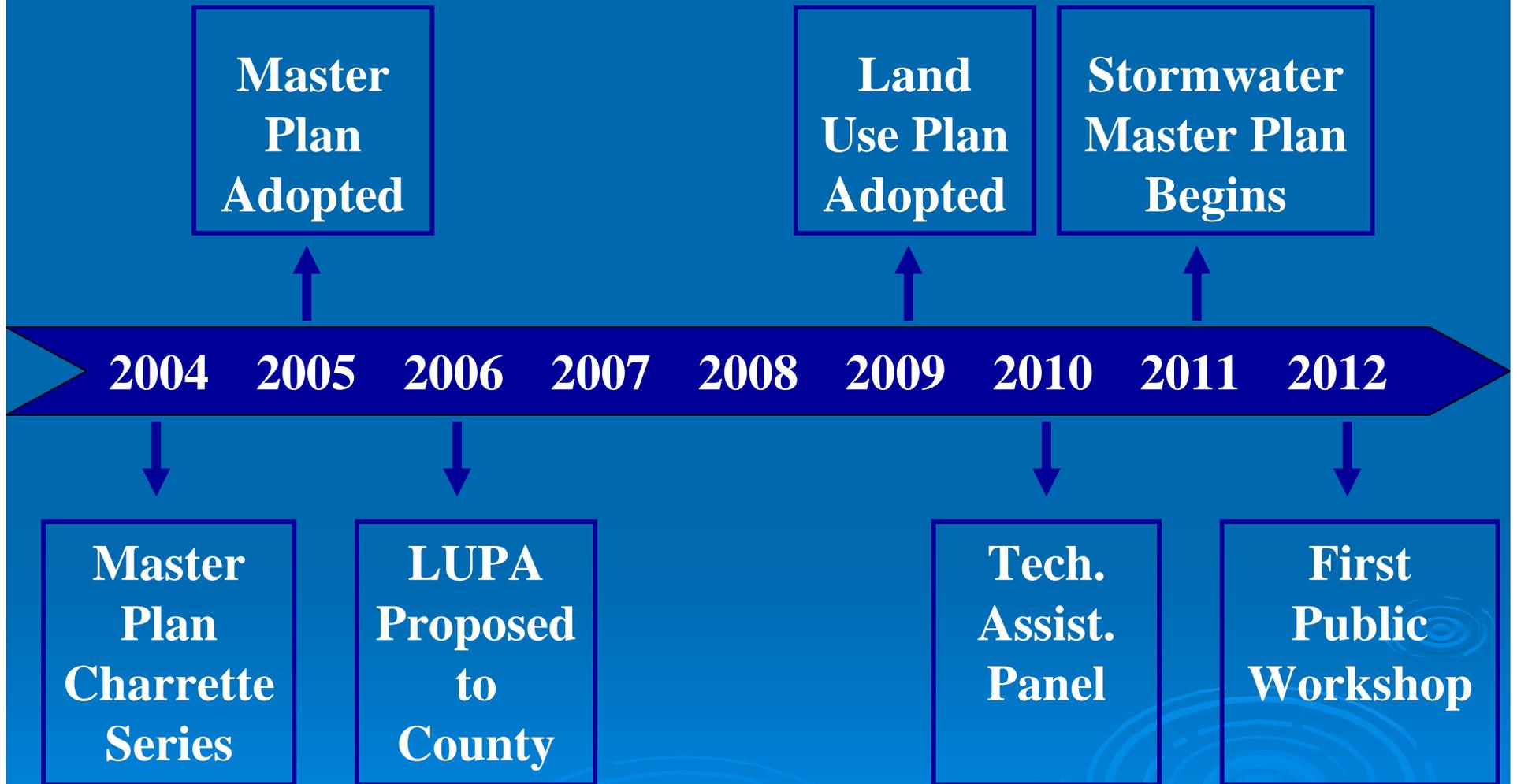
**The Master Plan**



# Agenda

- **Transit Oriented Corridor History**
  - **Review master plan concepts**
  - **Draft Land Development Code**
    - Review property rights foundation
    - Key sections, including districts, heights, roadway plan, parking landscaping, design variations
    - Review next steps
  - **Draft Stormwater Master Plan**
    - Review existing drainage facilities
    - Draft Alternative Plan No. 1 – Amenities Plan
    - Draft Alternative Plan No. 2
    - Land use adjustments
    - Preliminary cost estimate
    - Funding options
    - Next steps
  - **Discussion**
- 

# TOC History



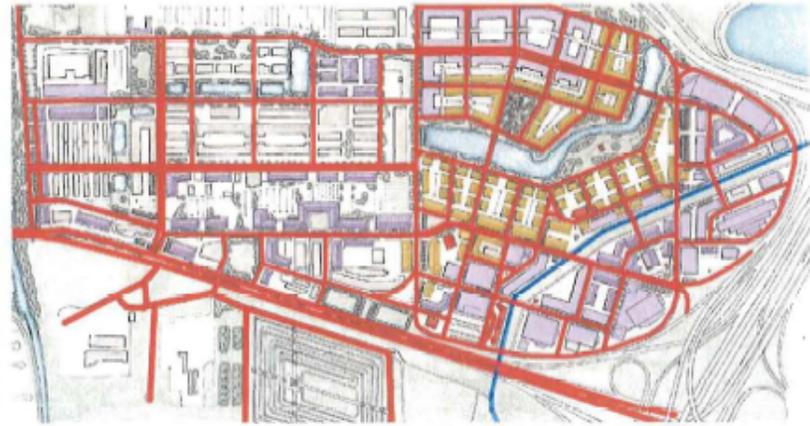
# Master Plan Concepts

## IMPROVING CONNECTIVITY - THE NETWORK OF STREETS NORTH OF THE C-11 CANAL

11



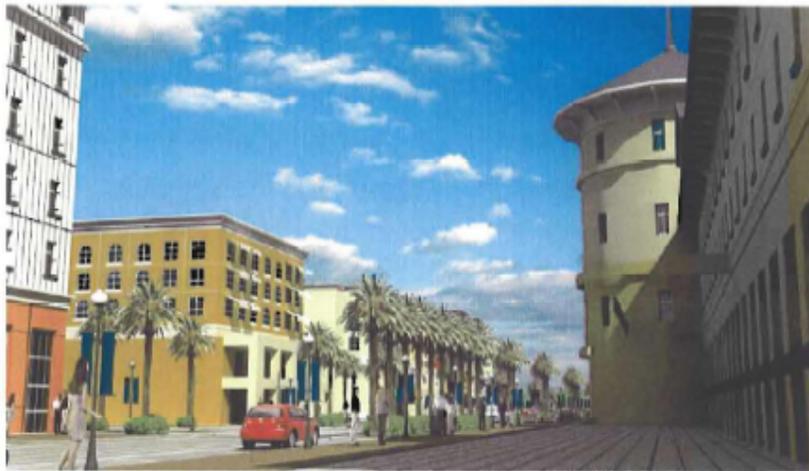
Existing system of streets north of the C-11 Canal



Proposed system of streets north of the C-11 Canal

## THE SOUTHWEST NEIGHBORHOOD AND TOWN CENTER - A VIRTUAL TOUR

52



View west down the entrance street to the Southwest Neighborhood.



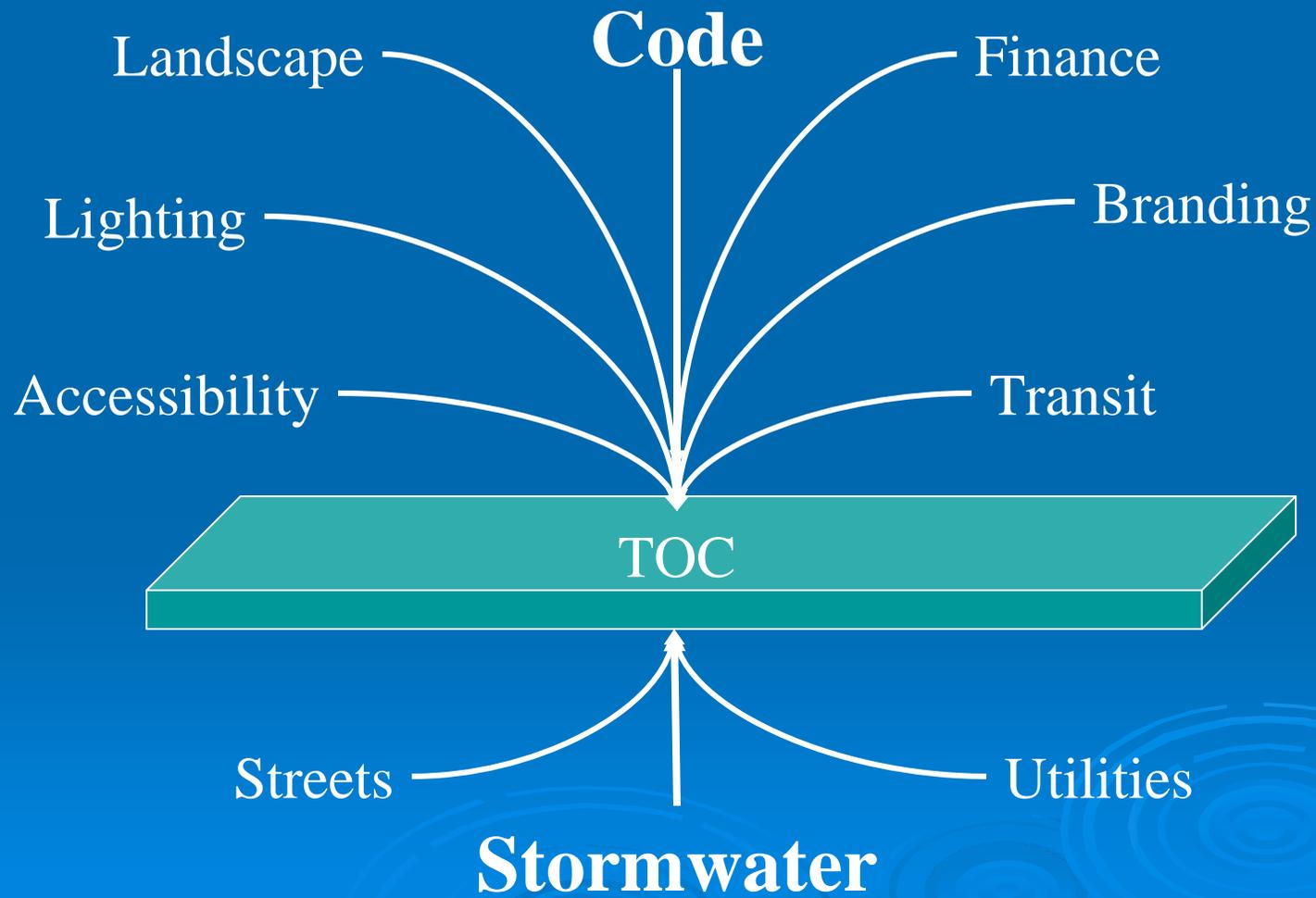
View of a residential and retail block along the entrance street.

# Maximum Density/Intensity

	Existing	Potential Growth
Office	0 sf	1,700,000 sf
Industrial	2,400,000 sf	1,200,000 sf
Commercial	100,000 sf	500,000 sf
Residential	228 units	6,200 units
Hotel	0 sf	750 rooms

\*Minimum 120 acres of Open Space

# Implementation Tasks

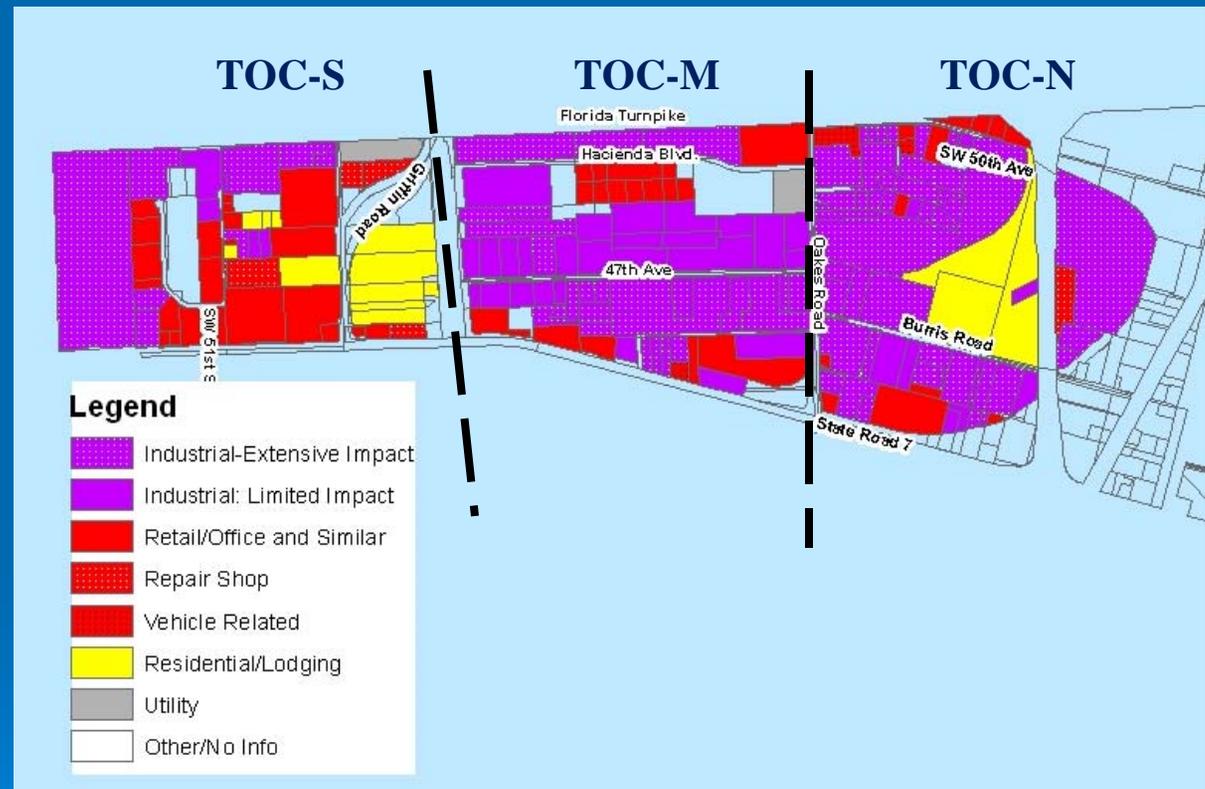


# Land Development Code

- Objective 13.1: “Nothing in the land use plan amendment will impair or diminish the rights of existing landowners or their successors or assigns to continue the use and enjoyment of their properties consistent with the current land use existing at the time of adoption.”

# Code Summary

- Three “floating zone” districts – North, Mid and South.
- Simplified use table; mixed use allowed.
- Height regulating plan; 4-stories throughout, higher at “nodes” or with bonus height.



# Building Height Map



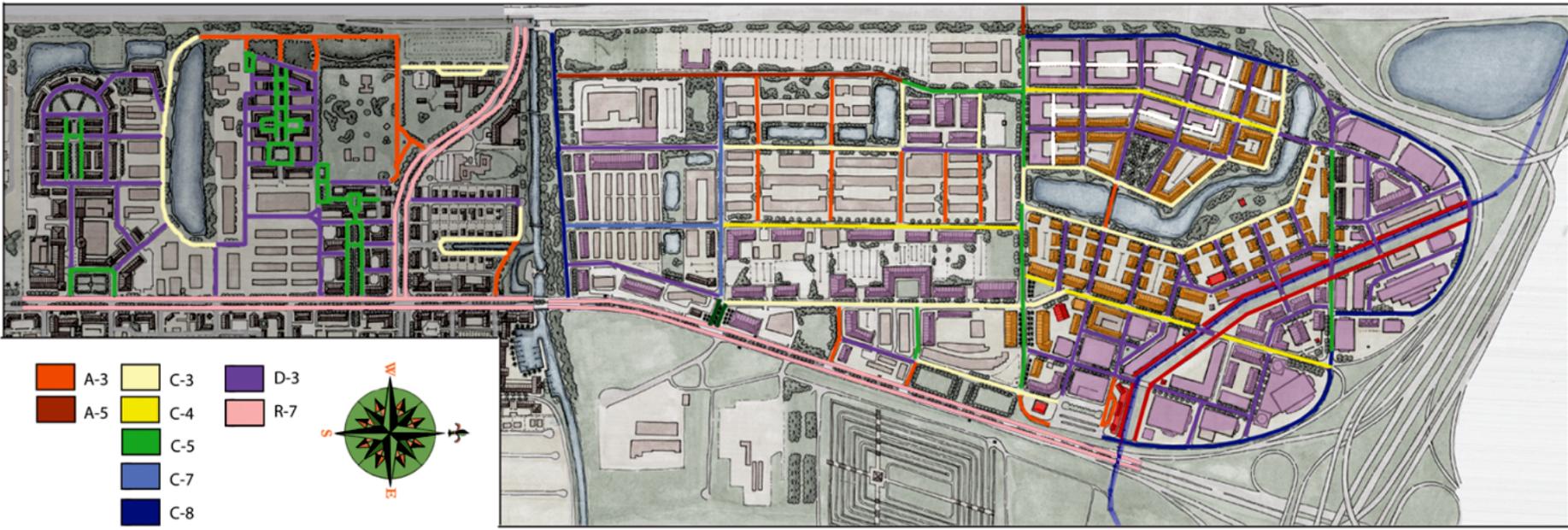
## Code Summary

- Roadway Plan with cross-section for each type.
- Primary and Secondary roads.
- “Build-to” line required on Primary Road frontages.
- Parking on Primary Roads must not be in first “lot layer”.

# Primary Roads



# Roadway Plan

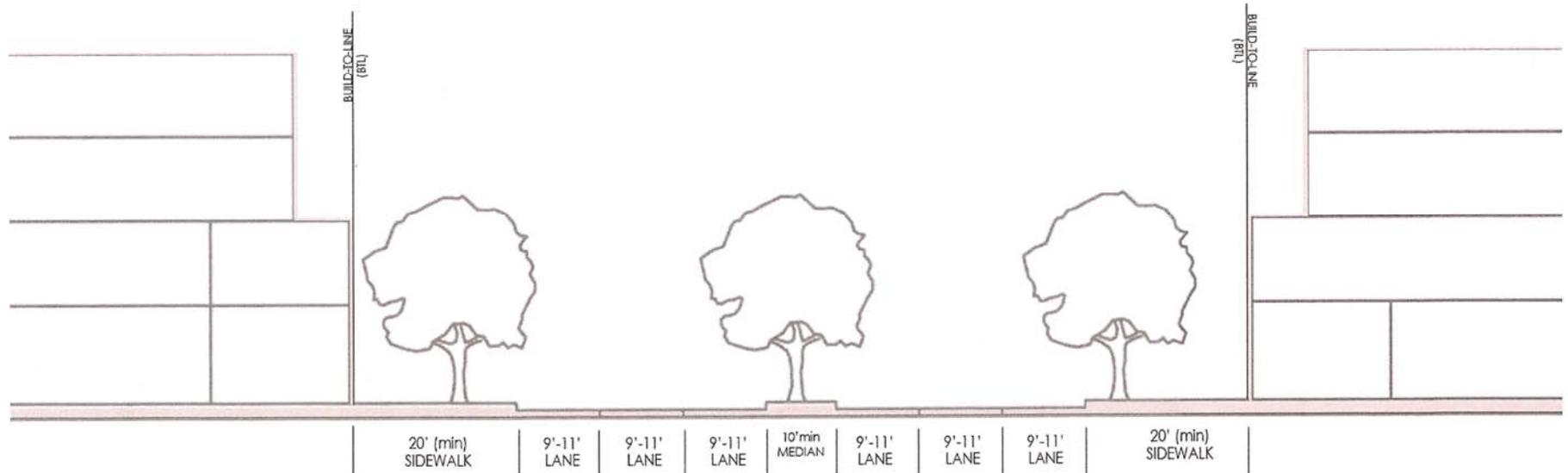


# SR7 Cross-section

R-7

## Transit Oriented Corridors

Divided highway with extended sidewalks to incorporate transit amenities. Exclusive Bus Rapid Transit Lanes or At-Grade Light Rail shall be accommodated within the 6-lane section.

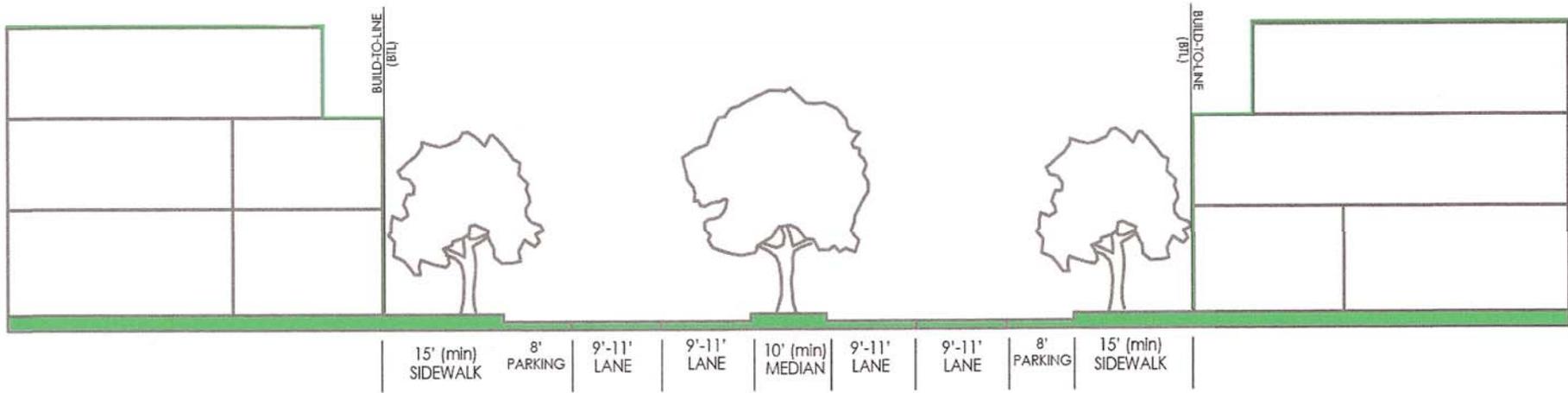


# Oakes Road Cross-section

C-5

## Primary Divided Roads On-Street Parking

Main Roads with on-street parking on both sides and a median. Sidewalks shall be provided on all Primary Roads.



# TOC Code Summary

- Parking reductions for transit-oriented design.
- Straight-forward landscaping requirements based on current commercial standards.
- Design variation process similar to RAC.

## Next Steps...

# Draft Land Development Regulations

- Town Council Workshop (September, 2012).
- Based on feedback from Workshop, revise draft regulations.
- Finalize proposal for rezoning area.
- Planning and Zoning Board hearing.
- Town Council hearings (two readings required).

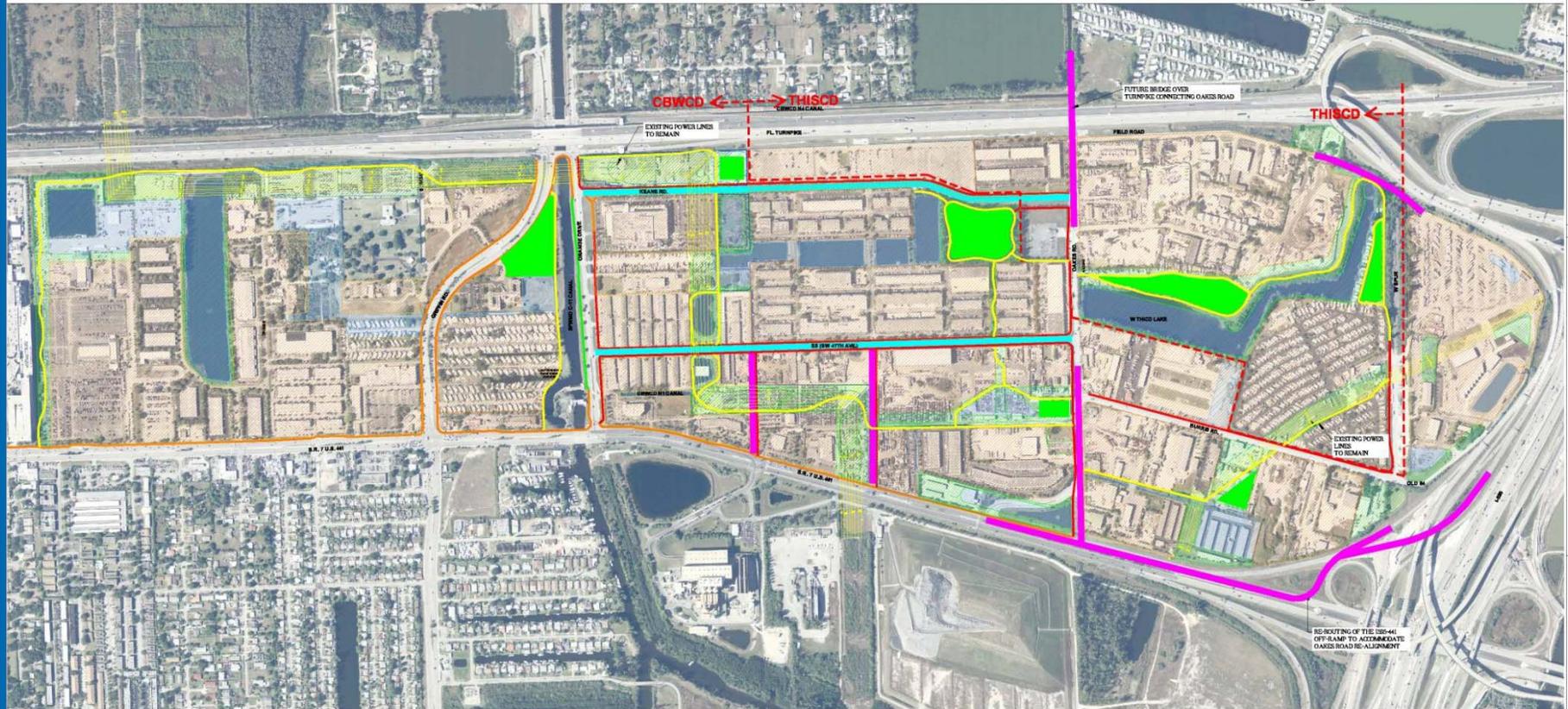
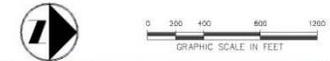
# **Draft Stormwater Master Plan**

**Craven Thompson & Associates**





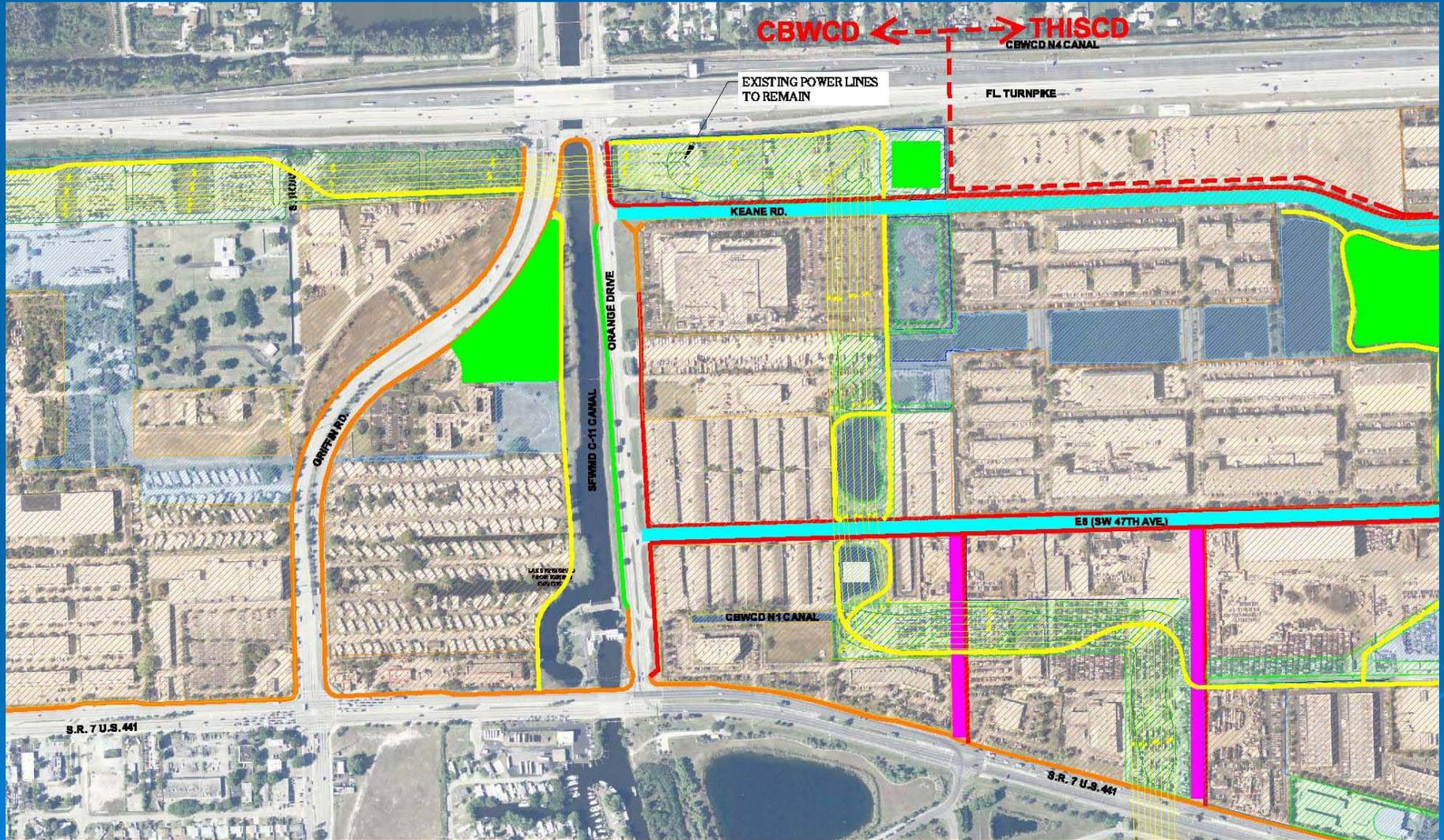
# Draft Alternative Plan No. 1 – Amenities Plan



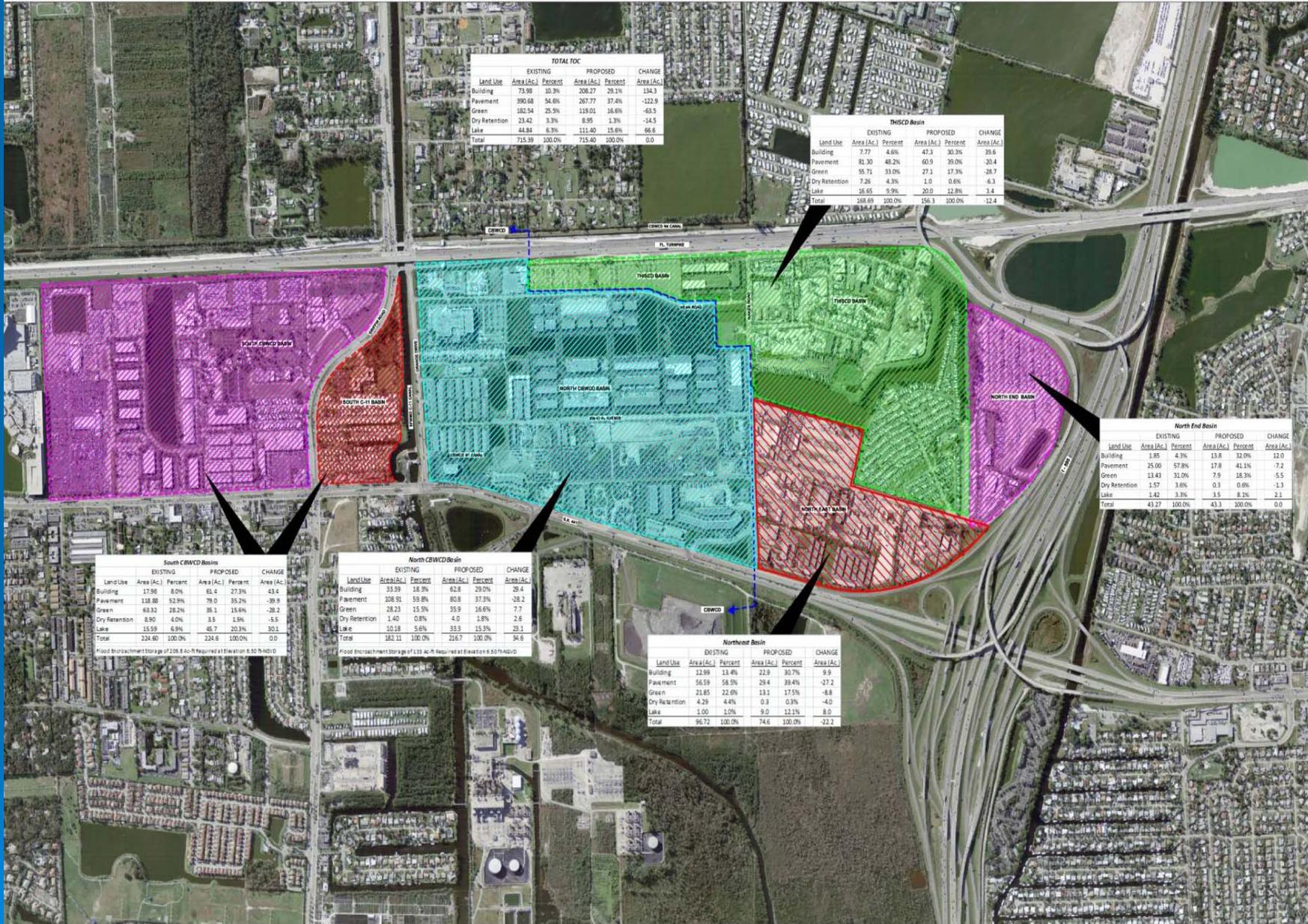
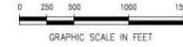
## LEGEND

	EXISTING POWER LINES		PROPOSED GREEN AREAS (ELEVATION BETWEEN 4.0' TO 6' NGVD)
	FUTURE ROADWAY		PROPOSED LANDUSE (35% BUILDING, 45% PAVEMENT AND 20% PREVIOUS)
	EXISTING ROADWAY TO BE RECONSTRUCTED ABOVE THE 10-YEAR 1-DAY PEAK STAGE		EXISTING CONCRETE SIDEWALK
	PROPOSED LAKE		EXISTING ASPHALT PATH
	EXISTING LAKE TO REMAIN		PROPOSED CONCRETE SIDEWALK
			PROPOSED ASPHALT PATH
			PROPOSED PARK

Land Use	EXISTING		PROPOSED	
	Area (Ac.)	Percent	Area (Ac.)	Percent
Building	73.98	10.3%	204.46	28.6%
Pavement	390.68	54.6%	262.87	36.7%
Green	182.54	25.5%	116.83	16.3%
Dry Retention	23.42	3.3%	56.83	7.9%
Lake	44.84	6.3%	74.41	10.4%
<b>Total</b>	<b>715.39</b>	<b>100.0%</b>	<b>715.40</b>	<b>100.0%</b>



# Draft Alternative Plan No. 2



**TOTAL TOC**

Land Use	EXISTING		PROPOSED		CHANGE Area (Ac.)
	Area (Ac.)	Percent	Area (Ac.)	Percent	
Building	73.98	10.3%	208.27	29.1%	134.3
Pavement	390.68	54.0%	267.77	37.4%	-122.9
Green	182.54	25.5%	118.01	16.6%	-63.5
Dry Retention	23.42	3.3%	8.95	1.3%	-14.5
Lake	44.84	6.3%	111.40	15.6%	66.6
<b>Total</b>	<b>715.39</b>	<b>100.0%</b>	<b>715.40</b>	<b>100.0%</b>	<b>0.0</b>

**THSCD Basin**

Land Use	EXISTING		PROPOSED		CHANGE Area (Ac.)
	Area (Ac.)	Percent	Area (Ac.)	Percent	
Building	7.77	4.6%	47.3	30.3%	39.6
Pavement	81.30	48.2%	60.9	39.0%	-20.4
Green	55.71	33.0%	27.1	17.3%	-28.7
Dry Retention	7.26	4.3%	1.0	0.6%	-6.3
Lake	25.65	9.9%	20.0	12.8%	-3.4
<b>Total</b>	<b>168.69</b>	<b>100.0%</b>	<b>156.3</b>	<b>100.0%</b>	<b>-12.4</b>

**North End Basin**

Land Use	EXISTING		PROPOSED		CHANGE Area (Ac.)
	Area (Ac.)	Percent	Area (Ac.)	Percent	
Building	1.95	4.3%	13.8	32.0%	12.0
Pavement	25.00	57.8%	17.8	41.1%	-7.2
Green	13.43	31.0%	7.9	18.3%	-5.5
Dry Retention	1.57	3.6%	0.3	0.6%	-1.3
Lake	1.42	3.3%	3.5	8.1%	2.1
<b>Total</b>	<b>43.27</b>	<b>100.0%</b>	<b>43.3</b>	<b>100.0%</b>	<b>0.0</b>

**South CWCD Basin**

Land Use	EXISTING		PROPOSED		CHANGE Area (Ac.)
	Area (Ac.)	Percent	Area (Ac.)	Percent	
Building	17.98	8.0%	61.4	27.3%	43.4
Pavement	118.88	52.9%	79.0	35.2%	-39.9
Green	63.32	28.2%	26.1	11.6%	-37.2
Dry Retention	8.90	4.0%	3.6	1.6%	-5.3
Lake	15.59	6.9%	45.7	20.3%	30.1
<b>Total</b>	<b>234.60</b>	<b>100.0%</b>	<b>224.8</b>	<b>100.0%</b>	<b>-9.8</b>

Flood Infiltration Storage of 108.8 Ac-ft Required at Elevation 8.50 ft MVD

**North CWCD Basin**

Land Use	EXISTING		PROPOSED		CHANGE Area (Ac.)
	Area (Ac.)	Percent	Area (Ac.)	Percent	
Building	33.59	18.3%	62.8	29.0%	29.4
Pavement	108.91	59.8%	80.8	37.3%	-28.2
Green	28.23	15.3%	35.9	16.6%	7.7
Dry Retention	1.40	0.8%	4.0	1.8%	2.6
Lake	10.18	5.6%	33.3	15.3%	23.1
<b>Total</b>	<b>182.11</b>	<b>100.0%</b>	<b>216.7</b>	<b>100.0%</b>	<b>34.6</b>

Flood Infiltration Storage of 133 Ac-ft Required at Elevation 8.50 ft MVD

**Northeast Basin**

Land Use	EXISTING		PROPOSED		CHANGE Area (Ac.)
	Area (Ac.)	Percent	Area (Ac.)	Percent	
Building	12.98	13.4%	22.9	30.7%	9.9
Pavement	56.59	58.5%	29.4	39.4%	-27.2
Green	21.85	22.6%	11.1	17.5%	-10.8
Dry Retention	4.29	4.4%	0.3	0.3%	-4.0
Lake	1.00	1.0%	9.0	12.1%	8.0
<b>Total</b>	<b>96.72</b>	<b>100.0%</b>	<b>74.6</b>	<b>100.0%</b>	<b>-22.2</b>

# Land Use Adjustments

## Pre-Development vs. Post-Development

### TOTAL TOC

<u>Land Use</u>	EXISTING		PROPOSED		CHANGE	
	<u>Area (Ac.)</u>	<u>Percent</u>	<u>Area (Ac.)</u>	<u>Percent</u>	<u>Area (Ac.)</u>	<u>Percent</u>
Building	73.98	10.3%	204.46	28.6%	130.5	18.2%
Pavement	390.68	54.6%	262.87	36.7%	-127.8	-17.9%
Green	182.54	25.5%	116.83	16.3%	-65.7	-9.2%
Dry Retention	23.42	3.3%	56.83	7.9%	33.4	4.7%
Lake	44.84	6.3%	74.41	10.4%	29.6	4.1%
Total	715.39	100.0%	715.40	100.0%	0.0	0.0%



# Draft Alternative Plan No. 1 - Amenities Plan



SECTION A

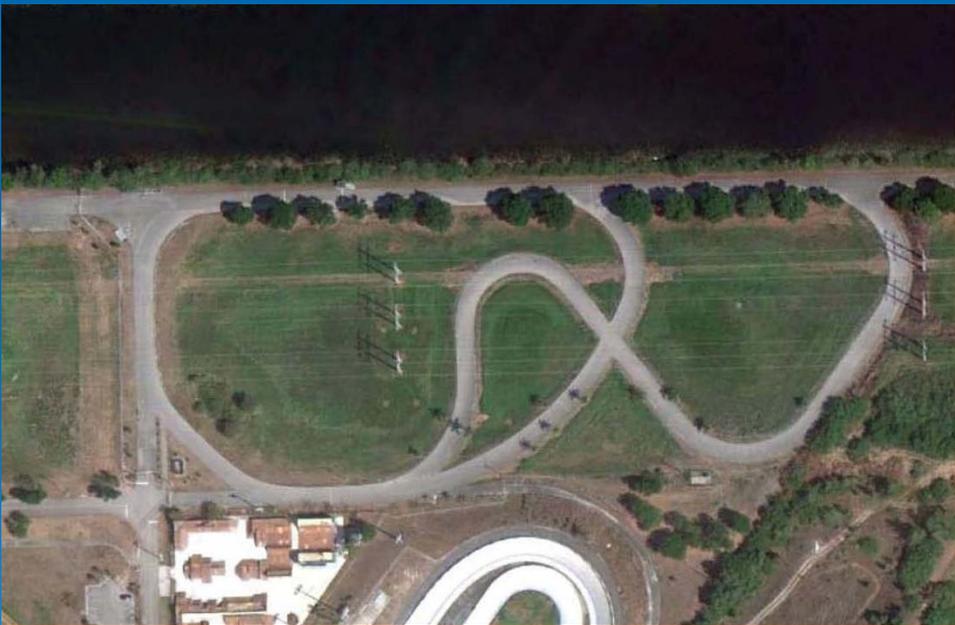
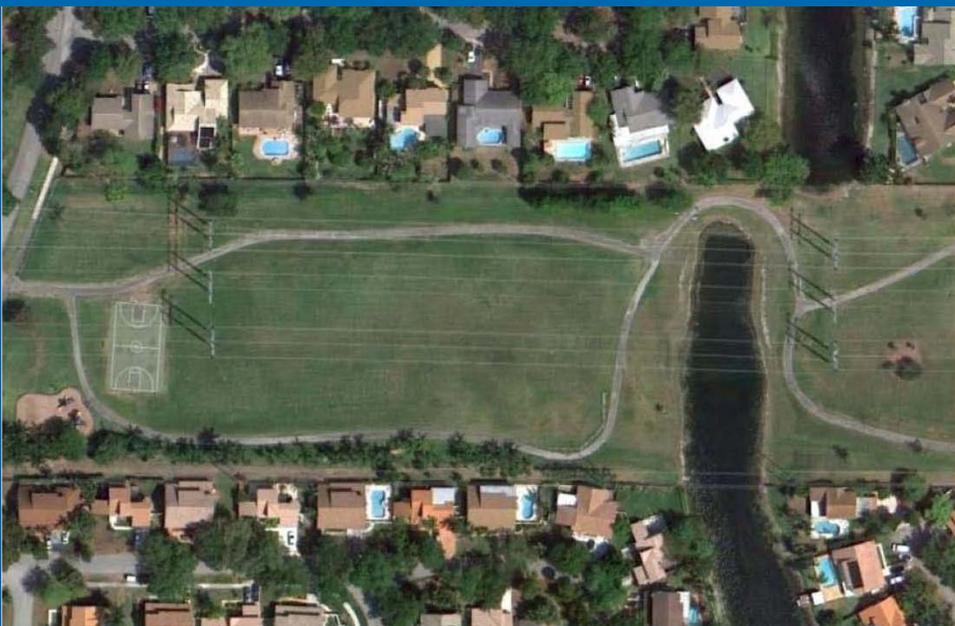


SECTION B



SECTION C

# Pathways and Recreation Areas under FPL Transmission Lines



# Preliminary Cost Estimate

## Alternative 1

### Estimate of Potential Land Acquisition and Improvement Costs

Land Acquisition (Based on Assessed Value from BCPA current use)

	Quantity	Unit	Price per Unit	Total
Existing Dry Retention	50	AC	\$22,216	\$1,110,780
Usable Land under FPL	17	AC	\$304,920	\$5,183,640
Existing Wet Retention	42	AC	\$22,216	\$933,055
Existing Building	10	AC	\$906,048	\$9,060,480
Existing Pavement/Parking	55	AC	\$348,480	\$19,166,400

**TOTAL LAND ACQUISITION COSTS FOR RETENTION    \$35,454,355**

# Preliminary Cost Estimate

Proposed Drainage System (Based on Surface Water Management System Costs and Roadway Construction per Acre)

	Quantity	Unit	Price per Unit	Total
Drainage and Roadway	715	AC	\$25,000	\$17,875,000
Landscape Parks, FPL Linear Park	50	AC	\$20,000	\$1,000,000
<b>TOTAL DRAINAGE AND ROADWAY COSTS</b>				<b>\$18,875,000</b>
<b>TOTAL COST ESTIMATE</b>				<b>\$54,329,355</b>

# Funding Options

## Constitutional and Statutorily Authorized Revenue Sources:

### ▪ SPECIAL DISTRICTS

- Ad Valorem Property Taxes
- Motor Fuel Taxes
  - Constitutional Fuel Tax
  - County Fuel Tax
  - Local Option Motor Fuel Taxes
- Local Government Infrastructure Surtax
- Communications Services Tax
- Public Service Tax
- Intergovernmental Revenues

### ▪ HOME RULE NON-TAX REVENUE SOURCES

- Fees
- Special Assessments

### ▪ GRANTS

### ▪ ADDITIONAL FUNDING SOURCES

- Developer Exactions

# Next Steps...

## Draft Stormwater Master Plan

- Town Council Workshop (September, 2012).
- Consultant report summarizing Workshop comments and how they have been addressed.
- Based on feedback from Workshop, Consultant will prepare a Draft Preferred Stormwater Management System.
- Modeling and Analysis.
- Final Stormwater Management System.
- Draft Capital Improvement Program (improvements needed to implement final system).
- Funding and Operation Options.
- Final Stormwater Master Plan to be adopted by Town Council.

# Discussion



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# Preliminary Cost Estimate

## Davie TOC

### Alternate 1

#### Estimate of Potential Land Acquisition and Improvement Costs

##### Land Acquisition

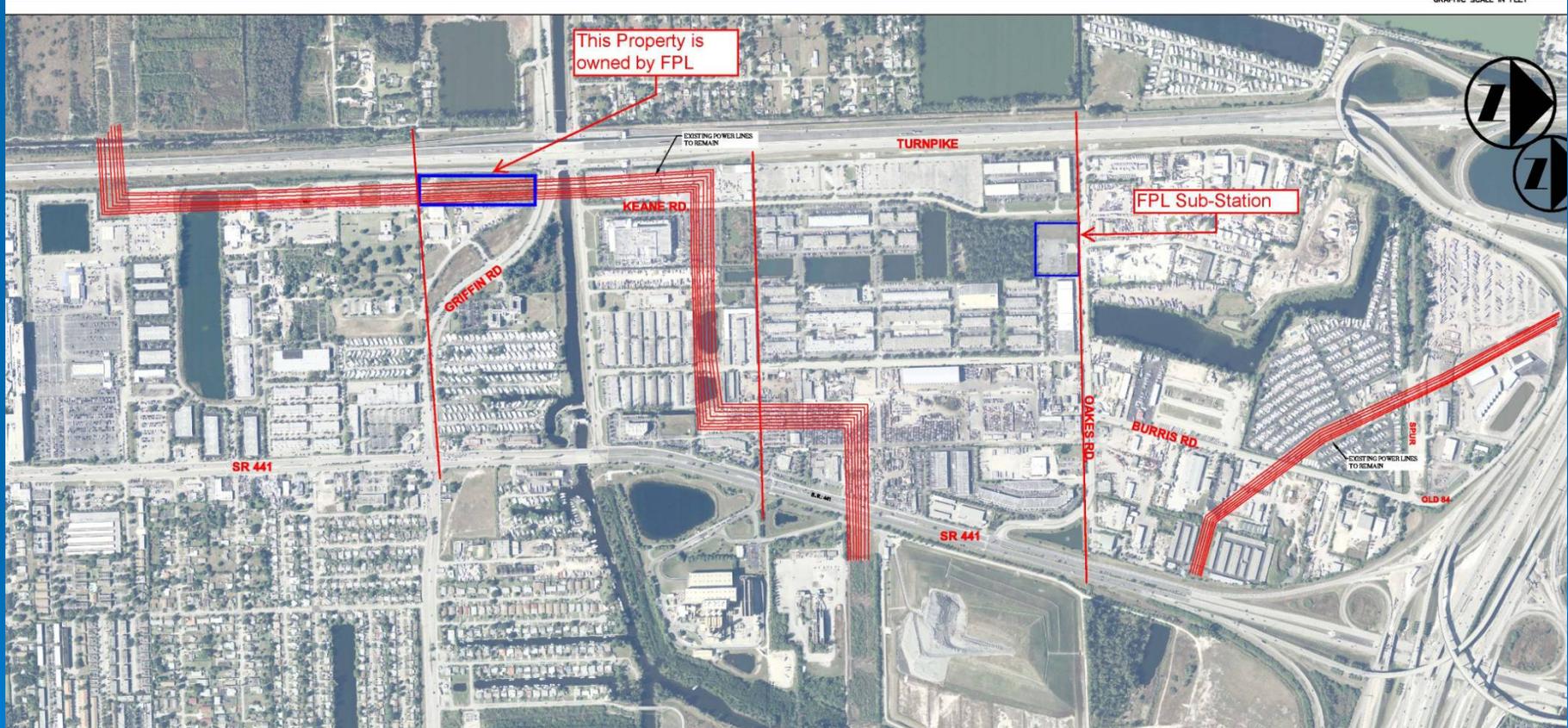
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Usable Land under FPL	17	AC	\$304,920	\$5,183,640
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Existing Building	10	AC	\$906,048	\$9,060,480
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<b>TOTAL LAND ACQUISITION COSTS for RETENTION</b>				<b>\$35,454,355</b>

##### Proposed Drainage System

Based on Surface Water Management System Costs  
and Roadway Construction per Acre

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<b>TOTAL DRAINAGE AND ROADWAY COSTS</b>				<b>\$18,875,000</b>
<b>TOTAL COST ESTIMATE</b>				<b>\$54,329,355</b>

# Florida Power & Light Existing Transmission Lines



# Premium Transit Studies



## Premium Transit Studies

- The Wave Streetcar (Planning Underway)
- FEC (Planning Underway)
- Phase 1: SR 7 (Planning Underway)
- Phase 2: SR 7 (FY 13-14 Planning)
- University Drive (Planning About to Start)
- Central Broward Transit - Griffin Road Alternative
- Central Broward Transit - SR 7/Broward Alternative