Town of Davie
Regional Activity Center

Design and Concepts
Phase II - Volume II

FINAL DRAFT

prepared for
Town of Davie RAC Steering Committee

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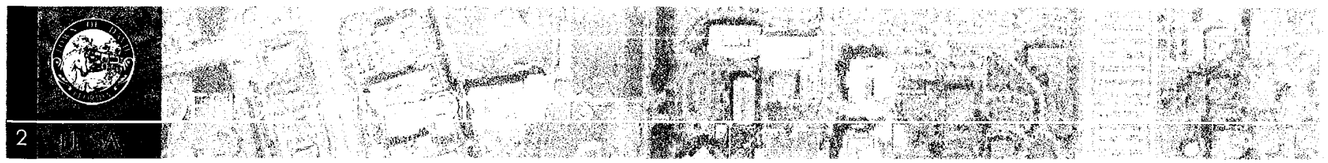


Table of Contents

+ Creating the Plan 4

+ Summary of Comments Received 42

+ Preferred Concept Master Plan 43

+ Incremental Phasing Strategies 52

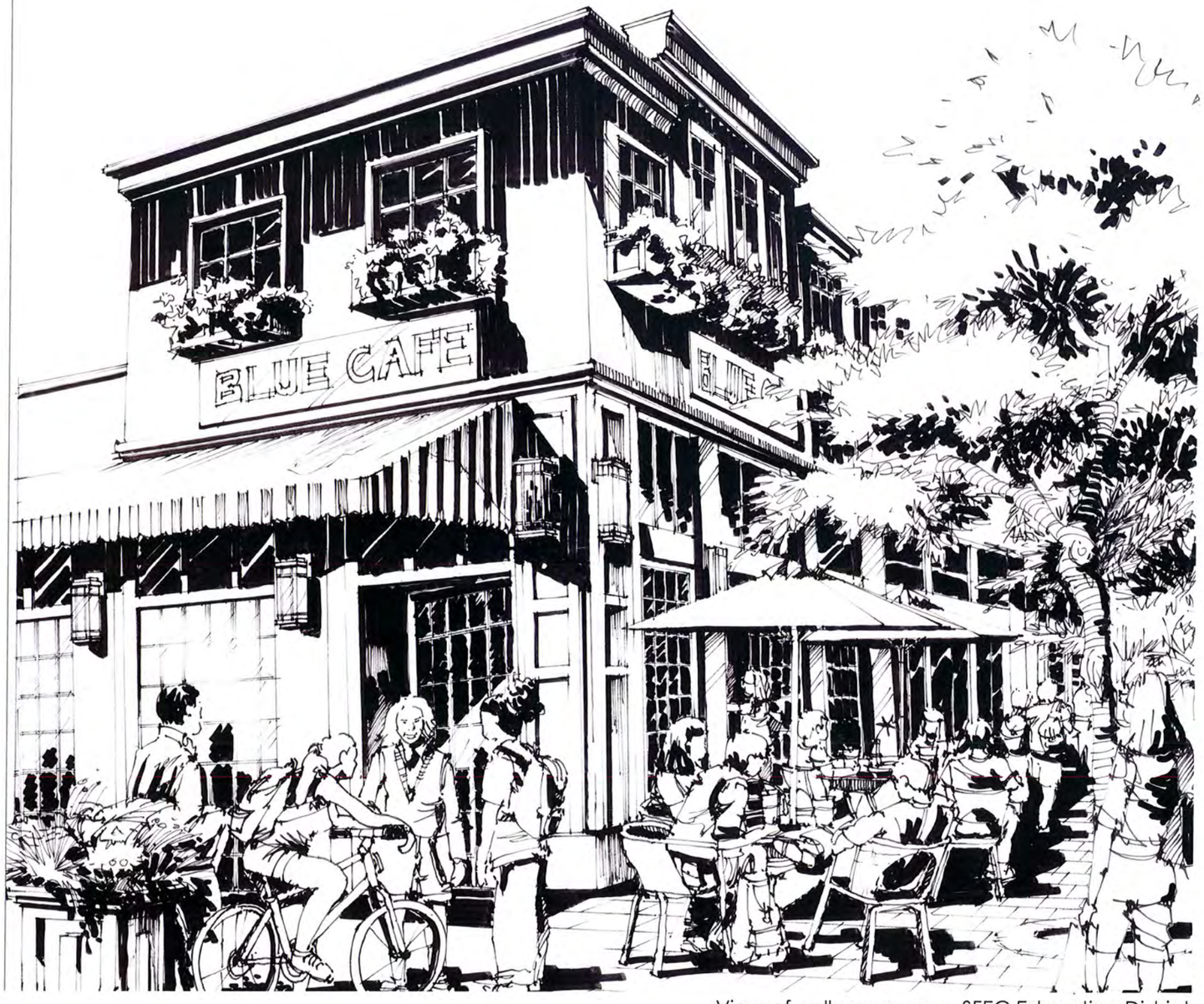
+ Preliminary Order of Magnitude Costs 55

Creating the Plan

+ A Unique Opportunity in Time

Upon completion of Phase I it was apparent that the Town of Davie has embarked upon a study and creation of a master plan at the most opportune time. The Community members, Town of Davie staff, Steering Committee, and consultant team have created a plan that will truly prepare the Town as a community for the next century. With the current build out in the South Florida region, the failing level of service (LOS) on all the major roads within the RAC, the rise in gas prices, the lack of diversity in housing types for those who live and work in the Town of Davie (most noticeably educators, students and Town staff), the opportunity is at hand for the Town to institute a master plan that will ensure the responsible redevelopment that is inevitable in the Town of Davie.

With this plan the Town can create an eastern mixed use village that serves as a pedestrian friendly, multimodal, health consciously enriched community. With this redevelopment plan the Town will have a tool to ensure responsible redevelopment that the entire Town will benefit from economically, culturally, and physically; clearly allowing the RAC to fulfill its land use designation as a "redevelopment of regional significance."



View of college avenue SFEC Education District

+ Elements in a Plan

At the onset to this design and concept phase the consultant team determined three goals for the master plan design and suggested improvements to achieve:

- Provide the fabric for a "Smart Growth" Master Plan
- Enhance drainage and infrastructure systems to serve the growing Town
- Redevelop the RAC as a pedestrian friendly community with a reinforced "home town" identity

Through our research and evaluation of neighboring communities' recent planning studies and the assessment of case studies we utilized the following list of elements that we believe are a priority for a successful and realistic master plan. These elements will assist us in achieving a master plan that accomplishes our stated goals.

- Hierarchy of Streets
- Streets Designed for Pedestrians
- Multi-Modal Opportunities
- Variety of Parks and Open Spaces
- Well Defined "Sense of Place"
- Diversity of Housing
- Places to Work and Shop within good walking distances
- Sites for Civic Functions and Uses
- Districts

+ Great Streets

When you have walked a great street you know it, it stays in your mind forever. And that memory is forged through walking and experiencing the life on the street. Great streets are not just in big cities like Paris's, Champs d' Elysées, or Chicago's Michigan Avenue. They can be in any Town that makes them priority. Some lesser known "great streets" can be found in the downtowns of Hudson, Ohio, Littleton, NH, or West Hartford, CT. These town's all have different budgets for their great streets but have one thing in common, the street is a priority for the common good of the Town.

Dan Burden of Walkable Communities.org states that the simple goal of **walkability** sets the framework for a successful community.

Walkability is the cornerstone and key to an urban area's efficient ground transportation. Every trip begins and ends with walking. Walking remains the cheapest form of transport for all people, and the construction of a walkable community provides the most affordable transportation system any community can plan, design, construct and maintain. Walkable communities put urban environments back on a scale for sustainability of resources (both natural and economic) and lead to more social interaction, physical fitness and diminished crime and other social problems. Walkable communities are more liveable communities and lead to whole, happy, healthy lives for the people who live in them.

-Dan Burden

WalkableCommunites.org has also concluded that people will spend 12% more on an item on a great street, where a tree canopy, window shopping and seating opportunities are offered.

+ Current Street Situation

As mentioned in Phase I (see phase I - volume I, page 19) physical and cultural analysis of the street network and pedestrian environment conclude that the RAC area has turned its back on the street. Primary issues we found that must be addressed in the new plan are:

- A street network which prohibits connectivity for pedestrian's movement
- Streets with massive vehicle congestion due to no alternate routes to move through the entire 2,200 acres
- Pedestrian scale building frontages lacks along major roadways
- Excessive curb cuts along Davie Road cause dangerous crossing conditions for pedestrians and bikers
- Sidewalk continuity throughout the entire RAC is not available
- Lack of separated bike lanes

The street network that makes up the Town and the developments that occur within the Town are the arteries of that place. If the arteries become clogged with vehicle traffic or disconnected, proper flow and circulation by all that need the street in the Town is not available, therefore under serving the community members.

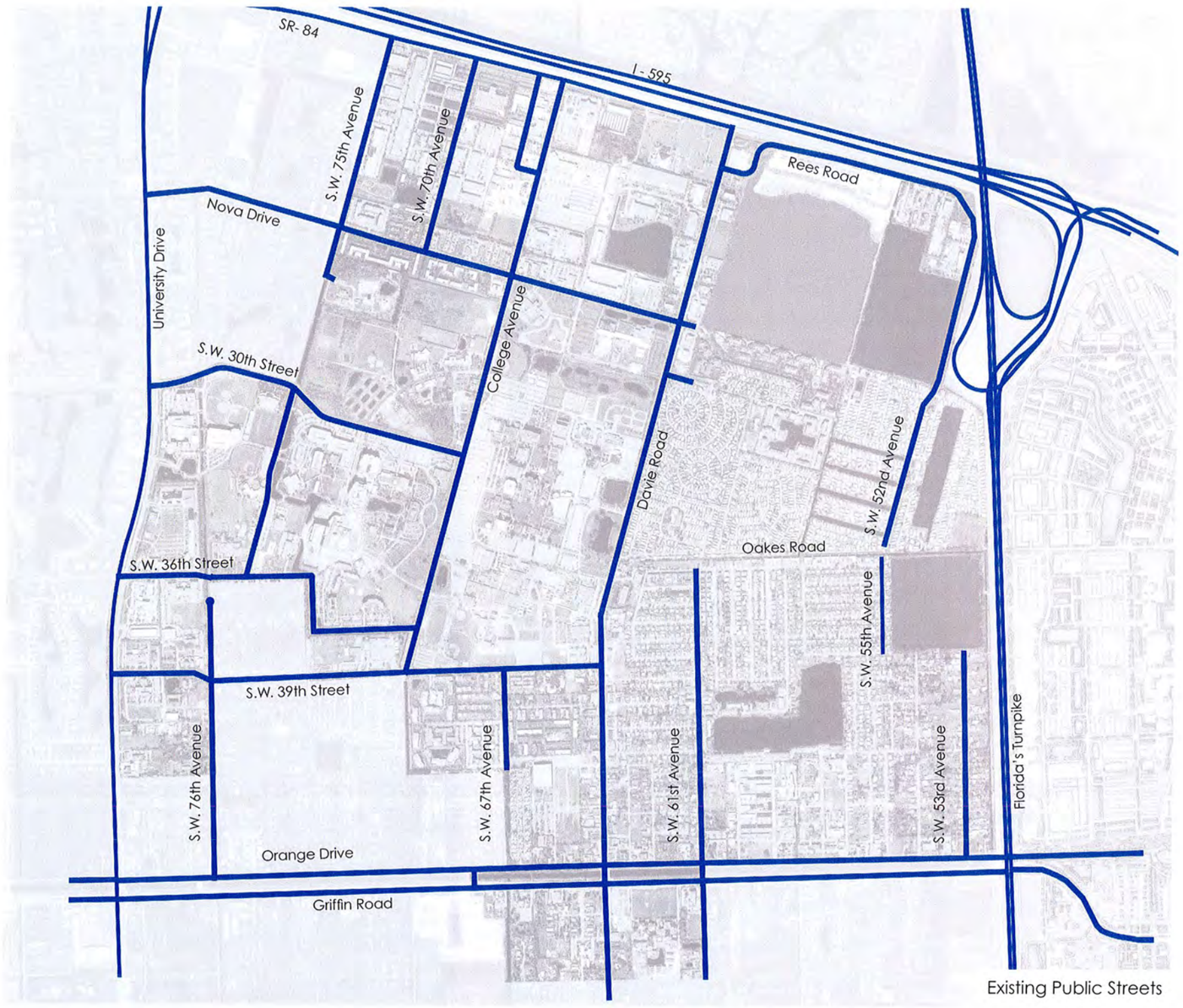
The consultant team believes that connecting the street network and implementing holistic street improvements that address, the pedestrian, the bike, the transit vehicle, the automobile and the building form that fronts the street will provide the Town with a fabric for its redevelopment; once this fabric is intact, implementation of further redevelopment improvements can commence. If the pedestrian is brought to the street a pedestrian friendly development will begin to emerge, thus satisfying one of the primary goals of redevelopment for this area.

+ Current Pedestrian Situation

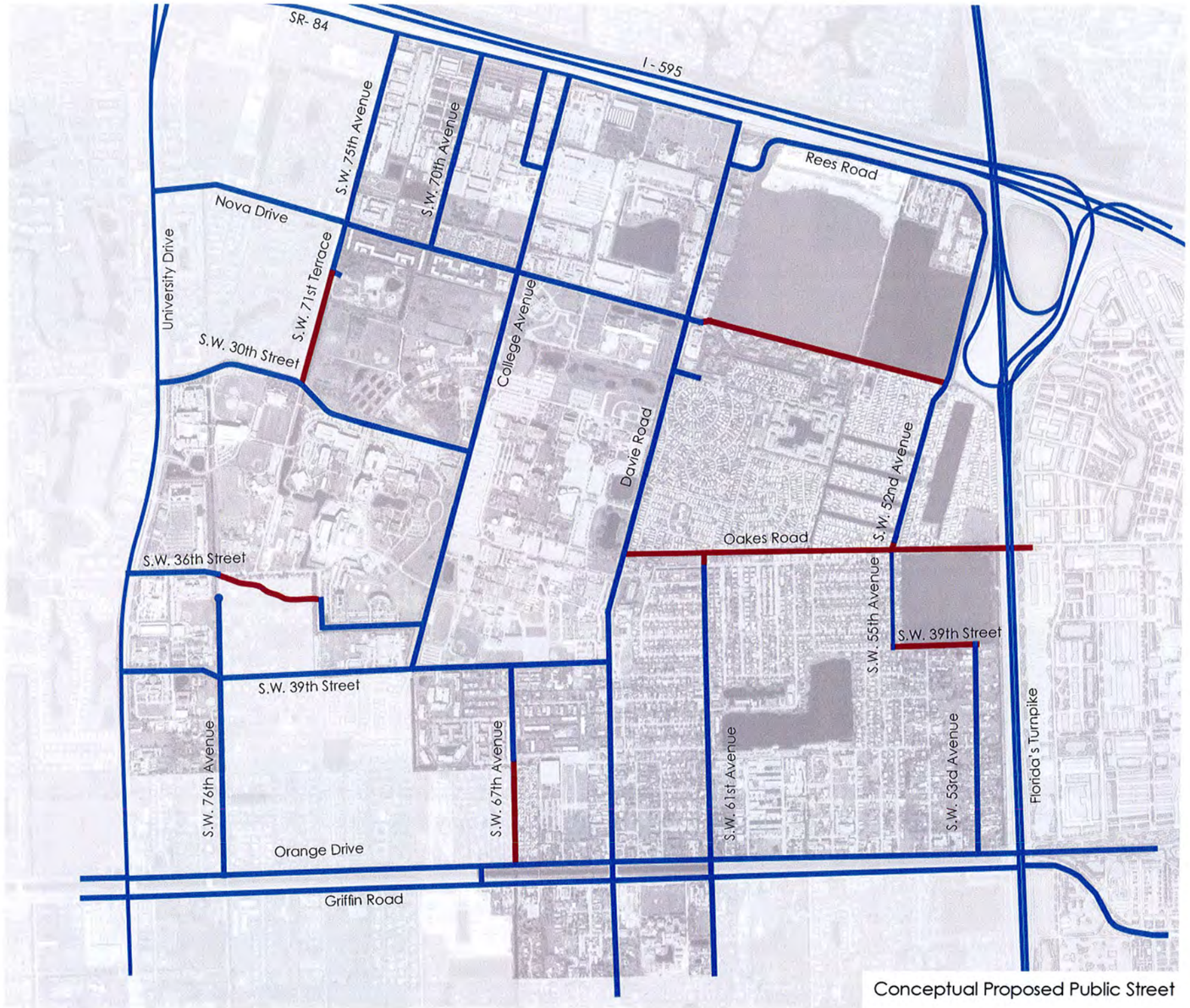
Currently the pedestrian is served in the Town of Davie in an environment we concluded in our cultural analysis as intolerant. (Levels of walk ability Phase I - Volume I, page 19). This determination was averaged across the entire 2,200 acres of the RAC and basically concludes that the Town has sidewalks provided but not adequately for constant travel and is sometimes actually uncomfortable for the pedestrian. (Please also refer to Phase I, page 44, transportation study, figure 9 for existing sidewalk and pedestrian features)

Legend

Existing Public Arterials and Connectors



Existing Public Streets



Conceptual Proposed Public Street

+ What makes Great Streets?

- Physically Comfortable and Safe
- Symbols of a community and its history
- Enjoyable and Utilitarian
- Memorable and even magical
- Most importantly, they are pedestrian friendly

+ What are Pedestrian Friendly Streets?

- Pedestrians are effectively separated from moving traffic
- Use of wide sidewalks, on street parking, landscaping
- Pedestrians can cross the street safely and easily
- Intersections designed to reduce crossing distance, clearly marked crosswalks that are aligned with sidewalks and automatic crosswalk signals
- Streets are full of life
- Storefronts and buildings are continuous, on street parking, well designed paving, street furniture and lighting

Only proposed arterial/collector public streets have been identified at this time, it is suggested that preliminary private road and local roads shall follow suit in completing the proposed street network. A concept of how the grided street network system could work on larger parcels of privately owned land is shown in our concept master plan. This is only one option of how the land could be developed it does not mandate it as the final solution. Because the future development of larger parcels has not been identified; it is suggested that these large parcels provide an interconnected grid system or loop road system for proper grid connectivity. The Town shall ensure that all parcels developed within the RAC exercise multi modal and pedestrian friendly design principals when it comes to street connections.

Legend

Existing Streets

Proposed Streets

+ Multi-modal opportunities

Multimodal or Intermodal communities address multiple forms of movement as well as coordinating the overlap and interaction of these different forms of movement. Successful Towns are Towns that set a hierarchy and variety of transportation. A successful Town transit plan allows for all forms of transportation to be equally accessible, efficient, safe and attractive. Multimodal communities emerge healthier and more economically vibrant than their counterparts that do not address mobility systems as a priority.

To achieve a successful multi-modal community the Town must adhere to a mix of land uses suggested in this study which leads to a reduction in automobile trips. The town must provide viable transportation alternatives and see multi-modal planning as a priority. No longer can planning for the automobile alone be acceptable. The multi-modal system must be evaluated as a whole. The multi-modal community provides ease of mobility for the pedestrian, the bike, the transit vehicle, and the private/commercial automobile. The key to multi-modal development is to increase the number of trips within the RAC by foot, bicycle, and transit, reducing the dependence on the automobile. Improvements we are suggesting for the Town to capitalize on are:

1. Streetscape improvements that provide safe comfortable traveling and waiting areas for the bike and pedestrian.
2. Capture automobiles at the perimeter of the RAC in parking garages that have a pedestrian scale transition to the street.
3. Provide bike parking and lockers at all parking garages, civic facilities, and new commercial developments.
4. Encourage shared parking and "park once" philosophy for new developments.
5. Establish multi-modal use of alley ways and pedestrian corridors within new street grid system.
6. Enhance and create additional transit stops that are safe, attractive, and provide pertinent information on the transit system.
7. Enhance existing SFEC and Town shuttle systems to coordinate with one another, for a seamless program.
8. Communication, planning, and coordination efforts should be increased between the SFEC and Town in managing the RAC's parking supply, phasing, promotion of new alternatives, and revenue.
9. Provide continuous pedestrian and bike connection from all proposed transit hubs/ stops to major destinations such as the SFEC campus and downtown Davie.
10. Create a designated multi-modal signage system for the Town that directs bikes, pedestrians, transit users, automobiles in an organized manner. Ease in locating bike paths, parking garages, transit stops, etc.
11. Promote increased walking, pedestrian, and transit use through advertisements, informative events, and financial incentives for residents within the RAC.

Pedestrian

Bicycle

Shuttle Bus/Circulator

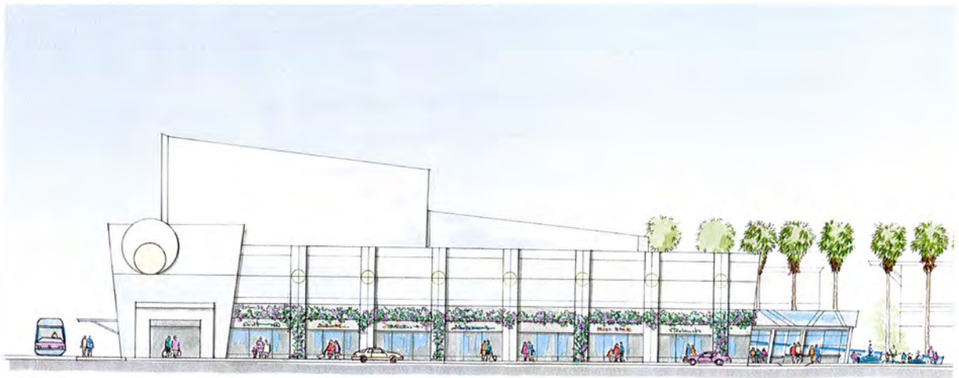
historic

modern

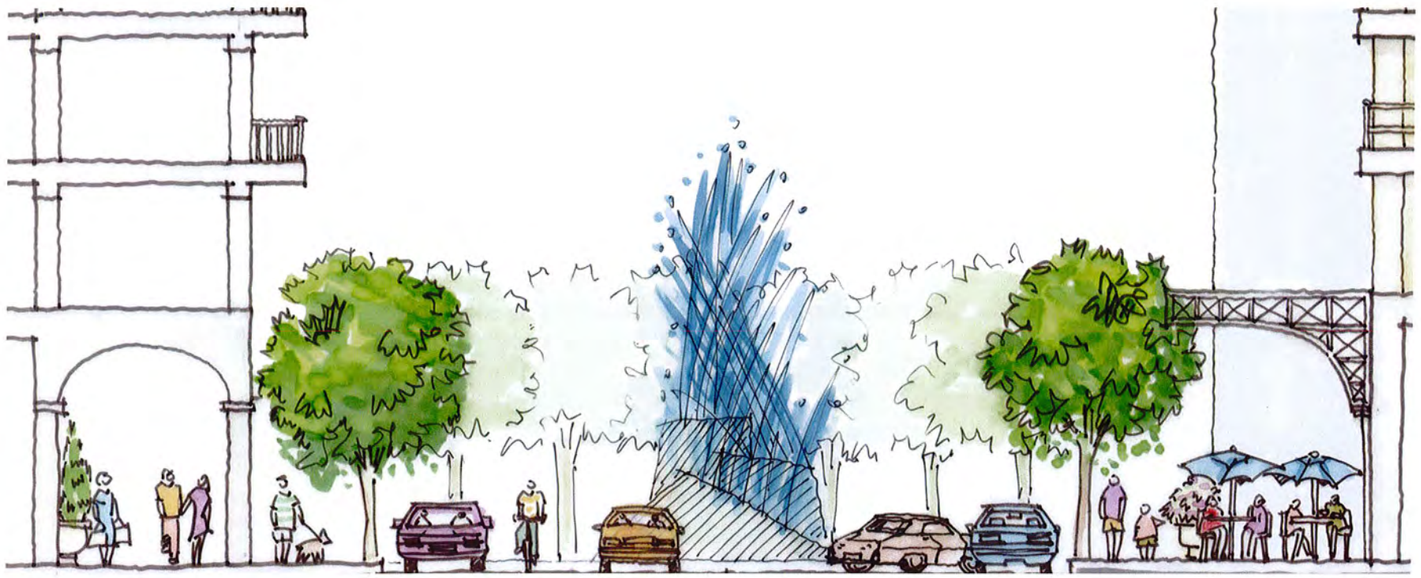
Electric Street Car

Light Rail

Active streets and mixed-use buildings create a sense of excitement and community; providing convenient stops, comfortable walking spaces, seating opportunities and views to green space or land mark architecture. This mix of elements begins to make up a pedestrian friendly environment.

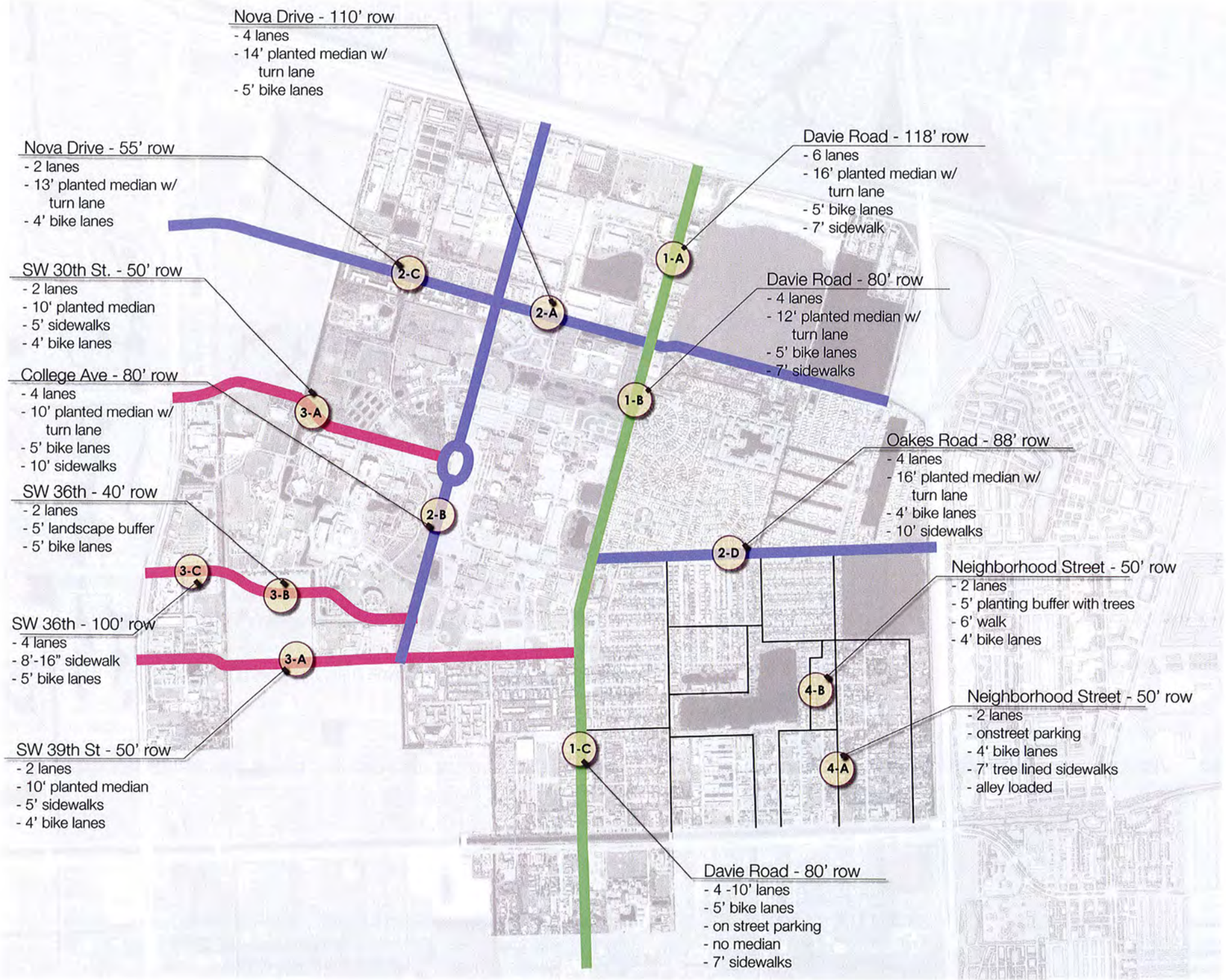


Transit hubs that have a mix of services, comfortable walking environments and close proximity to a large number of residents, students and workers will make for an invigorating pedestrian experience.

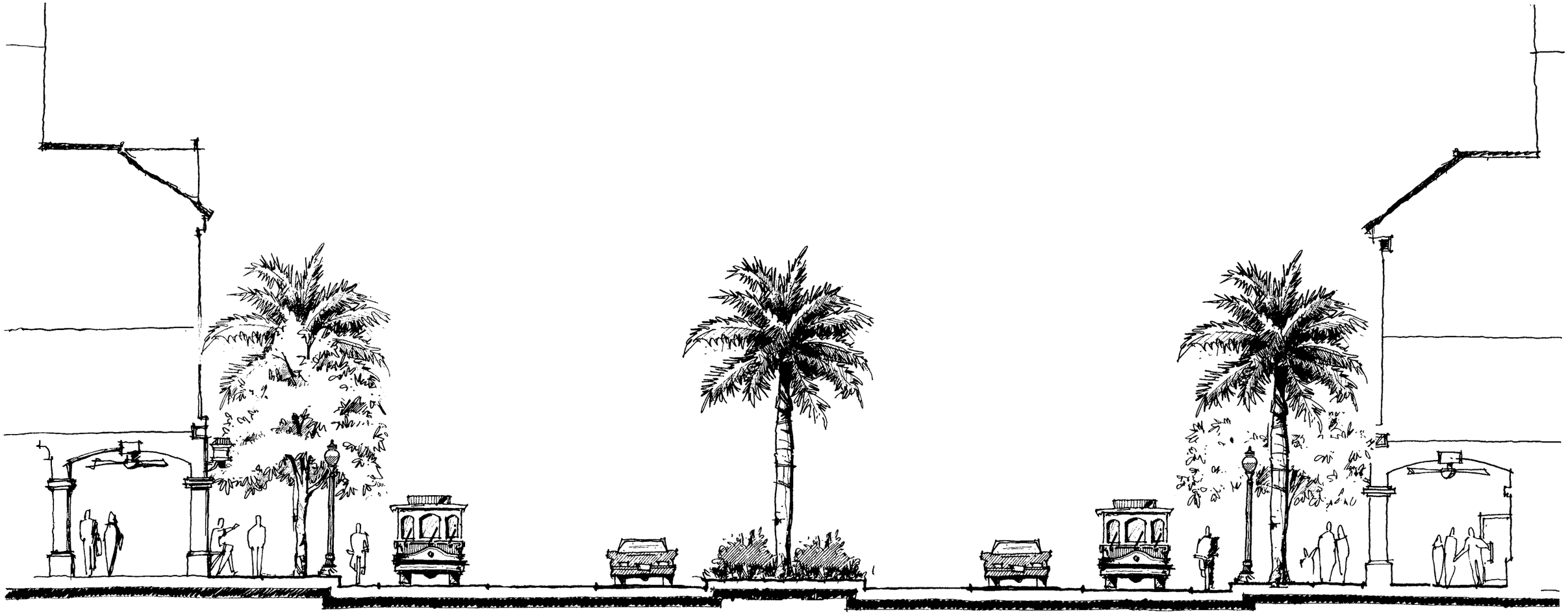


Arcades, awnings and shade trees should be utilized for comforting the pedestrian as they traverse the town. On street parking, ground floor retail and water features will capture passing pedestrian and automobile traffic.

Proposed Street Section Improvements



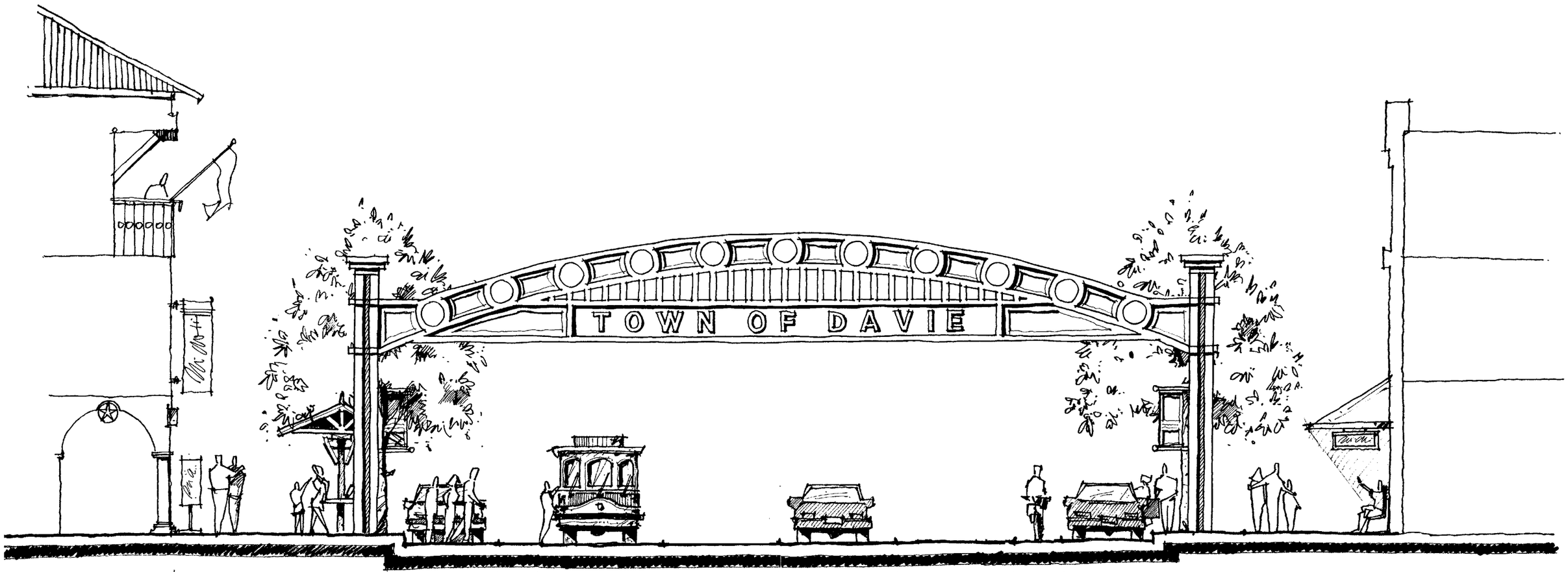
Street Section Key Map


5'
7'
5'
11'
11'
11'
28'
11'
11'
11'
5'
7'
5'
setback
bike
travel lanes
planted median
with turning lane
travel lanes
bike
setback
118' ROW
Davie Road

1A

10'
7'
5'
11'
11'
12'
11'
11'
5'
7'
10'
setback
sidewalk
bike
travel lanes
planted median
with turning lane
travel lanes
bike
sidewalk
setback
80' ROW
Davie Road

1B

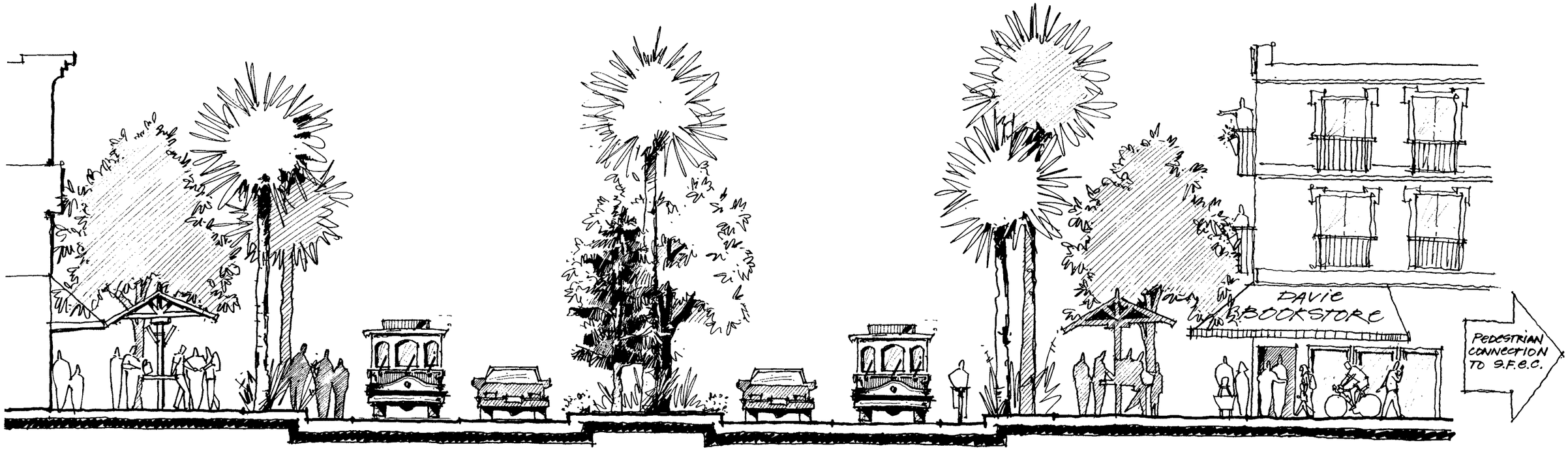


12'	7'	7.5'	5'	10'	10'	10'	10'	5'	7.5'	7'	12'
setback	sidewalk	parking	bike	travel	lanes	travel	lanes	bike	parking	sidewalk	setback

80' ROW

Davie Road

1C



15'	6'	5'	11'	11'	14'	11'	11'	5'	6'	15'
setback	walk	bike	travel	lanes	planted median with turning lane	travel	lanes	bike	walk	setback

2A

110' ROW

Nova Drive (between College Avenue and Davie Road

10'	5'	10'	10'	10'	10'	10'	5'	10'
sidewalk	bike	travel	lanes	planted median with turning lane	travel	lanes	bike	sidewalk

80' ROW

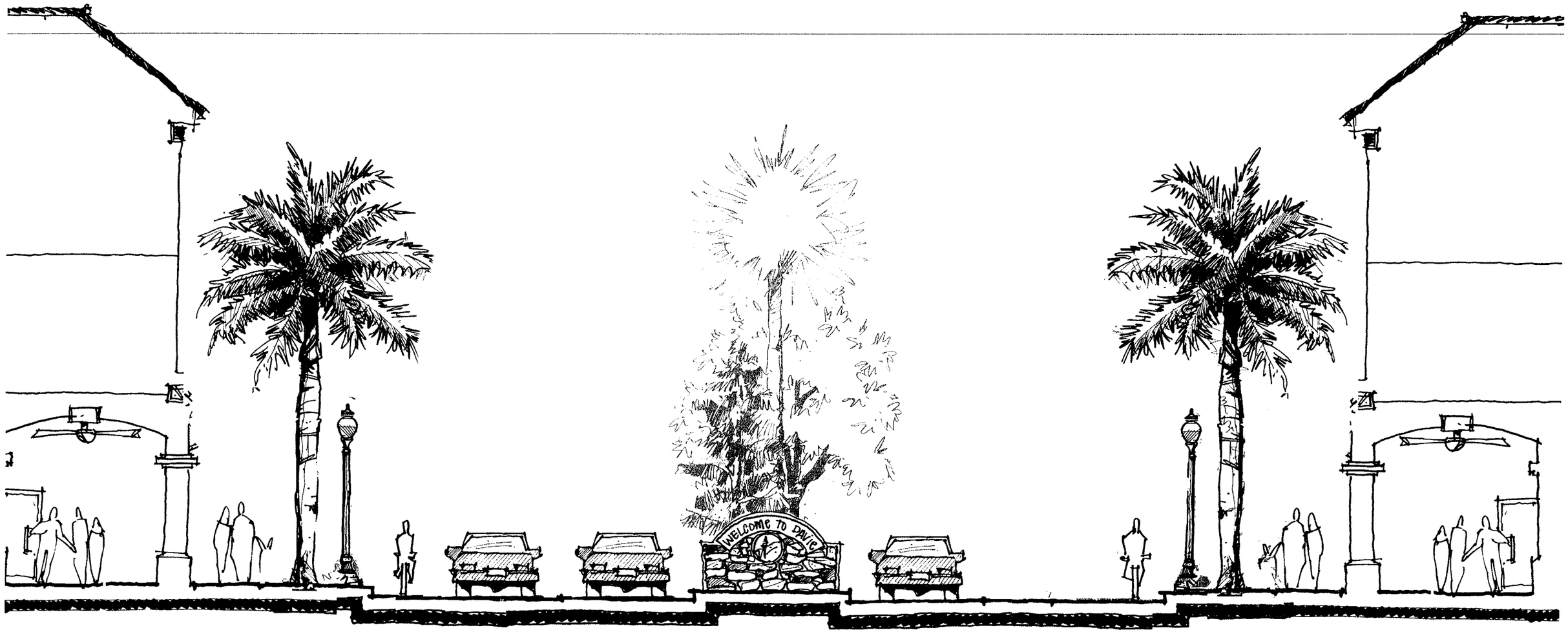
College Avenue

6'	4'	11'	13'	11'	4'	6'
sidewalk	bike	travel lanes	planted median with turning lane	travel lanes	bike	sidewalk

55' ROW

Nova Drive (Between S.W. 75th Avenue and College Avenue)

2C



10'	4'	11'	11'	16'	11'	11'	4'	10'
sidewalk	bike	travel	lanes	planted median with turning lane	travel	lanes	bike	sidewalk

88' ROW

Oakes Road

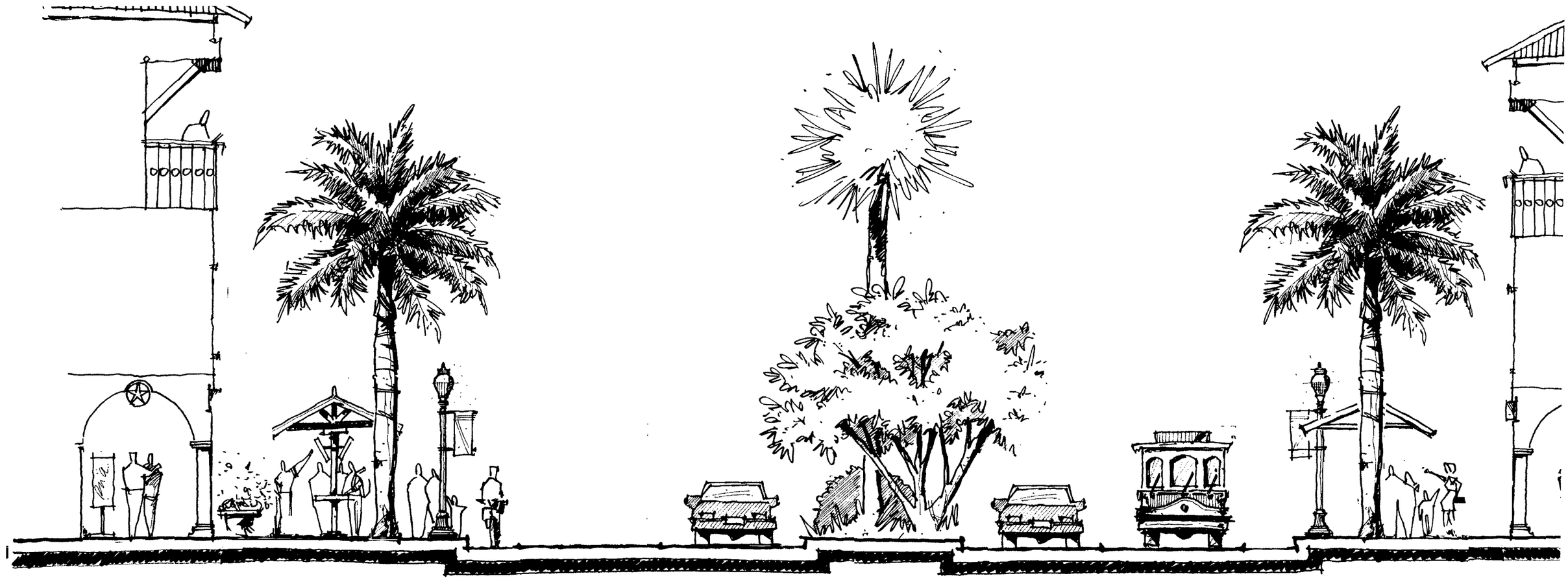
2D

5'
sidewalk
5'
sidewalk
4'
bike
11'
travel lanes
10'
planted median
with turning lane
11'
travel lanes
4'
bike
5'
sidewalk
5'
setback
60' ROW
College Avenue

3A

5'
planting
4'
bike
11'
travel
11'
lanes
5'
bike
6'
planting
40' ROW
SW 36th Street

3B



8'-16'	5'	11'	11'	7'-14'	11'	11'	5'	8'-16'
sidewalk or turn lane	bike	travel	lanes	planted median with turning lane	travel	lanes	bike	sidewalk or turn lane

3C

100' ROW

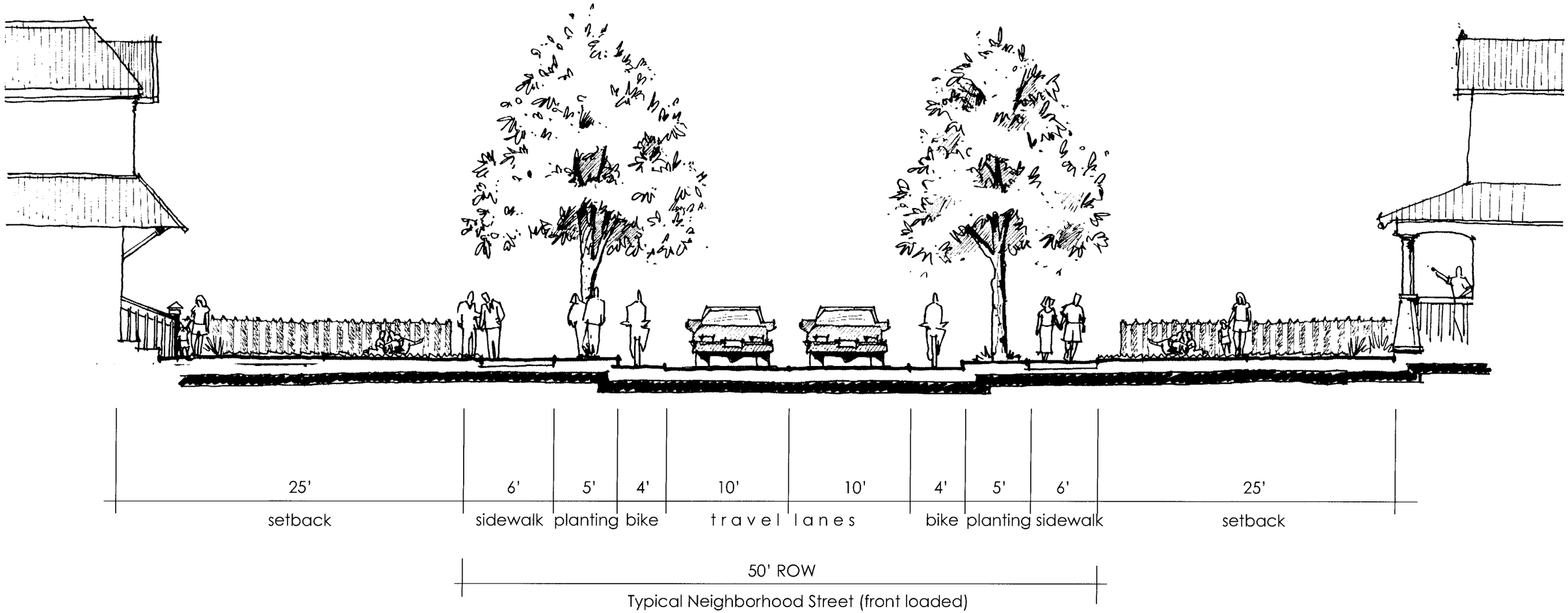
SW 36th Street

7'	7'	4'	10'	10'	4'	7.5'	7'	7'
setback	sidewalk or turn lane	bike	travel lanes		bike	parking	sidewalk	setback

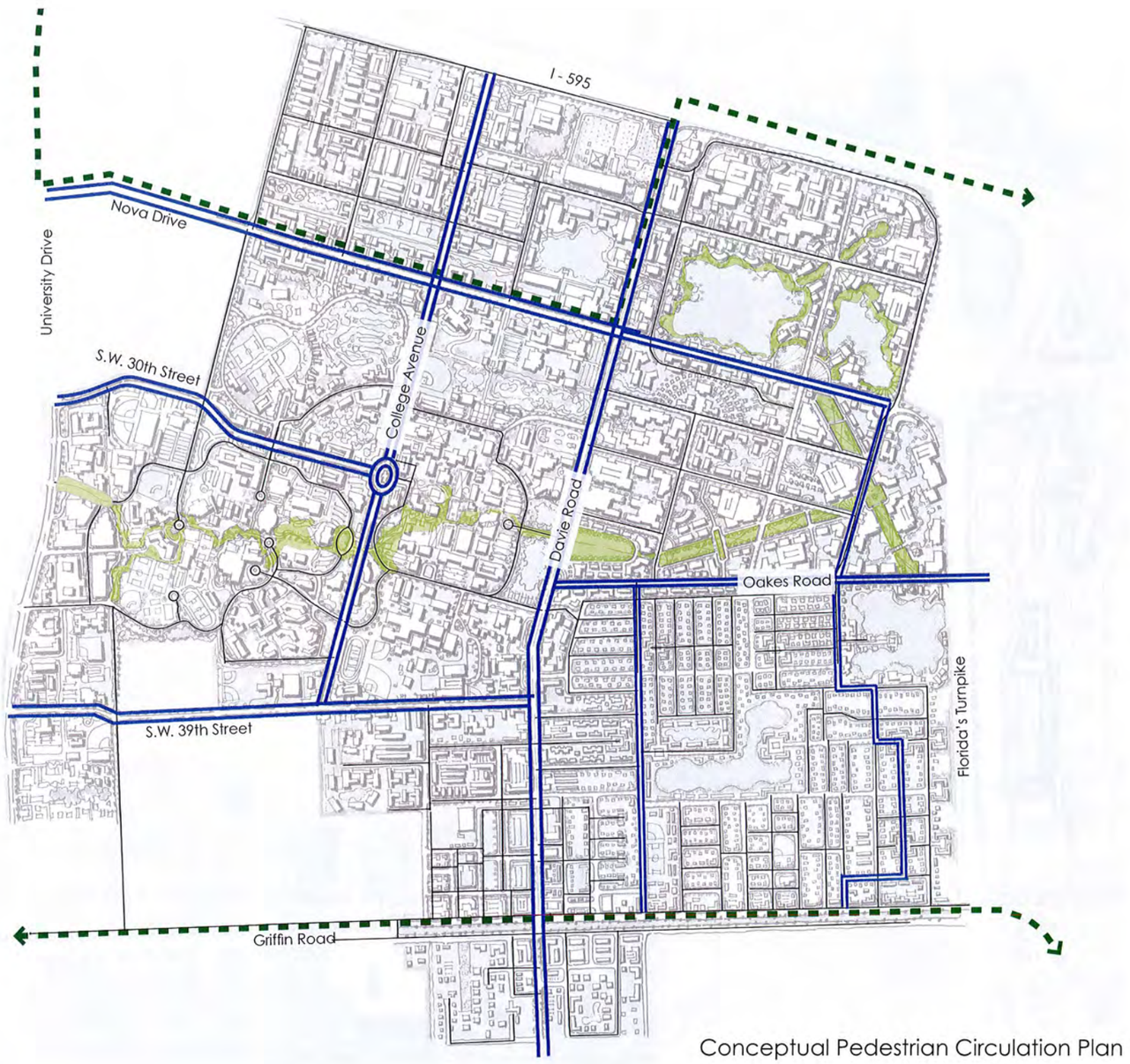
50' ROW

Typical Neighborhood Street (alley loaded)

4A


25'
6'
5'
4'
10'
10'
4'
5'
6'
25'
setback
sidewalk
planting
bike
travel lanes
bike
planting
sidewalk
setback
50' ROW
Typical Neighborhood Street (front loaded)

4B



Conceptual Pedestrian Circulation Plan

+ Pedestrian Circulation

Multiple pedestrian experiences are proposed within the RAC. It is imperative that the street network serve as the primary connections throughout the entire RAC. Secondly these connections should serve the County's greenway corridors and finally on the north and south boundaries of the RAC. The pedestrian should be offered a pedestrian only zone where interaction with automobile traffic is minimal.

Primary Pedestrian Corridor
(Place)
A pedestrian experience which draws visitors in and impacts pedestrian's memory, making this experience a "place"

Secondary Pedestrian Corridor
(Supportive)
Proper shade, comfort and access to points of interest provided

Pedestrian Only
(Greenway)

Legend

- Broward County Greenway
- Davie RAC Greenway
- Pedestrian Streets

+ Diversity in Common Open Space

The Town of Davie is rich in its history as a Town that values its open space and providing quality of life amenities for its residents. The RAC study area has unfortunately not developed in the Town's vision of quality atmosphere for those living and working within the RAC. Underutilization of the land in the form of surface parking, improper layout of communities, buildings occupied by undesirable land uses, and under utilized Town property has created a disjointed RAC. For instance, the existing parks and ball fields within the RAC are not strongly connected to residential units for pedestrian use; many open spaces are just vacant lots or underutilized land. Open space cannot be leftover; it must be an integral part of the plan. When, where and how it occurs within the RAC is important and imperative to the success of the town.

Common Open Space should serve the community just as a residential area serves the community. This space should be planned, managed and viewed as a priority. Open Space is not only a physical space but serves dually as functional linkages between neighborhoods/districts. It is recommended that open space is provided throughout the RAC within 5 minute walking distances. In this setting the pervious open space will also serve the Town in handling storm water drainage. In addition development incentives, such as additional height, will be suggested in future phases of this planning study to encourage the creation of more courtyards, outdoor activity areas in conjunction with private development at both the ground level and on the roof top.

The Town's open space will take many shapes and sizes. Due to the size of the RAC; 2,200 acres, we envision a variety of open space opportunities, small pocket parks within lower density residential areas, plazas/courtyards/promenades within higher density residential and mixed use developments, an improved linear waterfront park along Orange Drive, University and Town ball fields, improved Rodeo Grounds, and a landmark Town Park.

Pocket Parks

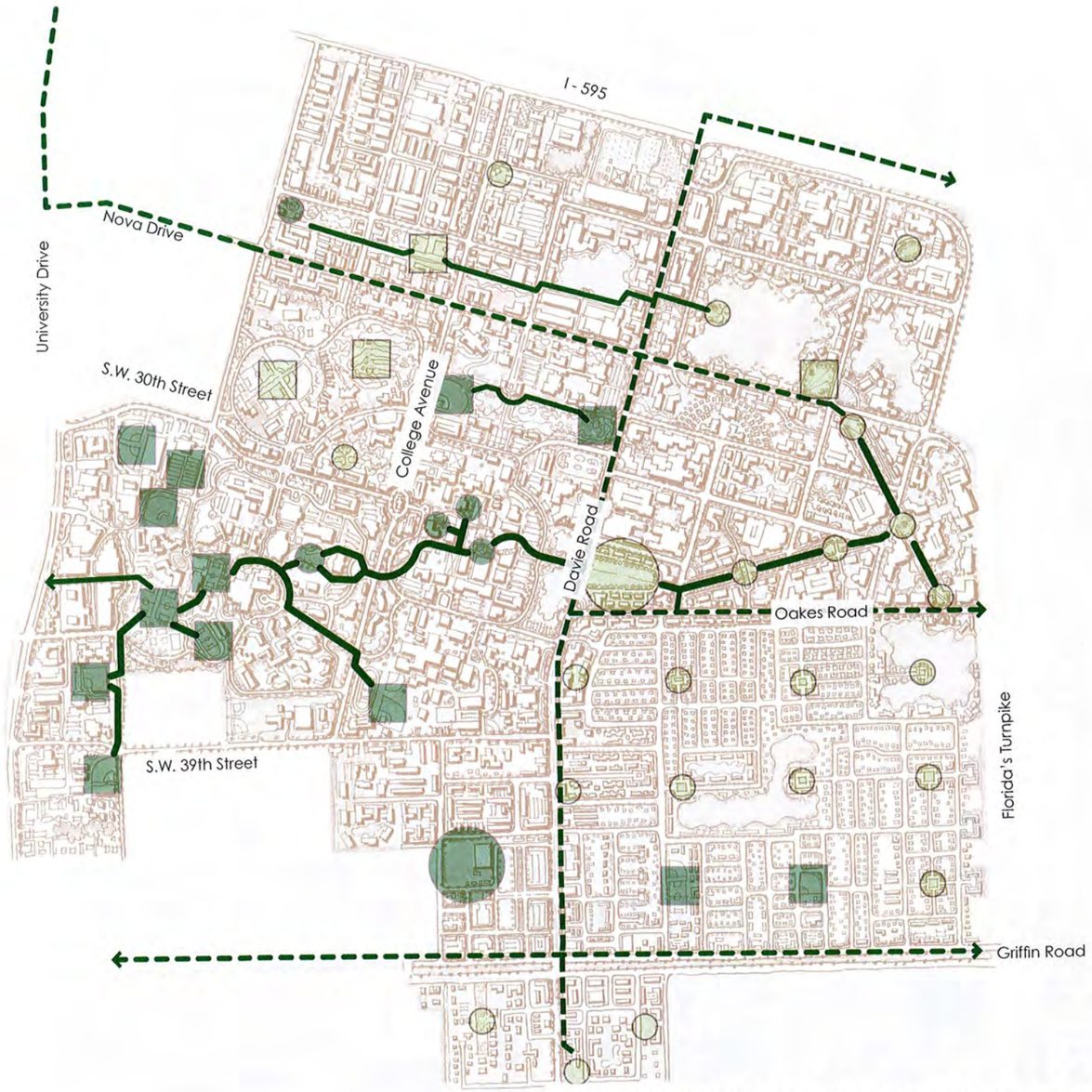
Plazas and Promenades

Linear Waterfront Parks

Recreation/Ball Fields

Rodeo Grounds

Landmark - City Parks



Conceptual Parks and Common Open Space Plan

The following improvements are suggested:

1. Ensure existing parks and Town open spaces are provided with adequate pedestrian connection to surrounding uses.
2. Reclaim all underutilized Town owned land within the RAC and create a plan for revitalizing these spaces so that they are no longer in deterioration.
3. Encourage new private developments to be designed with private and public paseos, alleyways, courtyards, and plazas, etc. that promote open space and connect to the surrounding open space networks.
4. Encourage the Town and County to develop all canal and open water sites with waterfront park features so that the land is dually serving the community in function and aesthetics.
5. Establish a park land acquisition program in the Town that seeks out key properties to ensure pocket parks, CRA's proposed open space allocations and a landmark park are a reality within the RAC.
6. Encourage all new parks to be cutting edge public spaces that will spark community pride.
7. Provide a multi-use program of events for the Bergeron Rodeo grounds to be utilized to its maximum.
8. Town shall focus on ensuring all streetscape improvements (existing and future streets) have a strong commitment to the pedestrian – comfortable walking, shaded seating, attractive pedestrian scale features, that will serve as open space connectors.
9. All new projects within the RAC shall be developed with a minimum of 15% dedicated to open space, within this 15%, 25% of the required open space must be usable and accessible to the general public. Finally 50% of overall open space will be utilized for aesthetic storm water management features.

Legend

- Primary Open Space Connection
- Secondary Open Space Connection

Proposed	Existing	
○	●	Landmark Parks
□	■	Athletic/Ball Field Parks
○	●	Pocket Park

+ Well defined "Sense of Place"

In William Leach's book, *Country of Exiles: The Destruction of Place in American Life*, he argues that high-speed transportation, increasing tendencies of people to change jobs and move, artificial environments produced by the hospitality industry, globalization policies at universities, and free trade and other international policies of government are working to make Americans transient and rootless. What we found through our community workshops and conversations with Town officials is that The Town of Davie does feel as though it is a place, a place unlike any other community in South Florida. How then will this place that many living there already be preserved and improved upon as inevitable redevelopment and growth is on the horizon? Change is the only guarantee, but we must ensure that new developments refrain from emerging as placeless and shapeless. As Jonathan Barnett reflects in his book, *Redesigning Cities,* It is the responsibilities of city designers and planners to make sure that new spaces meet people's needs as well or better, than the places lost through growth and change.

What makes a Place?

- Shared image and culture
- Permanence and tradition
- Stages set for a community to function (Interaction, Entertainment Recreation)
- Change
- Sympathy with nature and culture

Why is it Important?

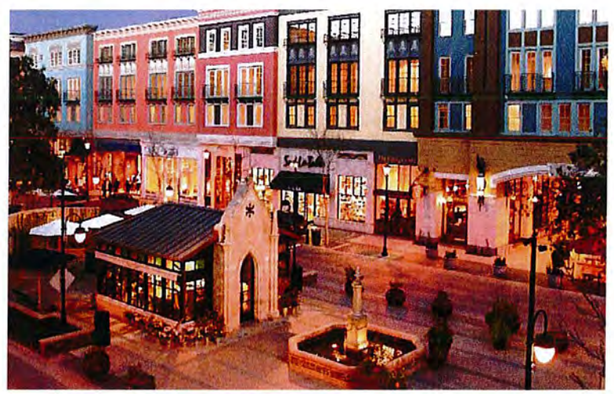
- Differentiation
- Sustainability
    - Economic
    - Environmental
    - Cultural
- Improves location

Suggestions for maintaining a sense of well defined sense of place:

1) The Town's strong historical background as one of the first developments in the "glades" should be celebrated and remembered. Historically, the people of Davie lived as one with their environment respecting the swampy land and cypress forests they called home. Reestablishing cypress and pine forest habitats through large park plantings as well as reintroducing this plant material in median and street planting will respect the cities past and create a recognizable element unique to this place.

2) The Town's historical Davie Rodeo grounds should be realized as a venue that not only serves the rodeo but that becomes a civic landmark for other Town wide events. This site should attract visitors 365 days a year, who can come to Davie Town Center District for an event and spend their time walking around shopping, eating, and socializing.

3) South Florida in general continuously turns its back on a huge asset that sets this "place" apart from other places in the United States. Our canal systems, time after time developments turn their backs on the canals, fronting service areas and back of house needs to the canals instead of utilizing these waterway systems as a built in tool to link uses and serve as an amenity for private developers. Greenway and linear park patterns can accompany these canals. With the simple recognition of new building and development orientation on these canals another unique element will emerge creating a well defined "sense of place" for the Town of Davie.



Pocket Park in Downtown Davie Neighborhood District

+ Diversity of Housing\Places to Work and Shop

Reducing automobile trips, encouraging face to face interaction and defining a place that is safe and comfortable are all principles the RAC master plan strives to encourage. But without the key element of diversity of housing and places for people to work and shop within close proximity, the plan will not reach its ultimate potential. Jonathan Barnett states in *Redesigning Cities* that, "planning workplaces and residences so that they relate more closely to each other, designing shopping as park once districts, creating self reinforcing clusters of businesses and related activities, building neighborhoods of diverse housing types instead of housing tracts and integrating school buildings back into their surrounding neighborhoods would go a long way towards making personal interactions easier and more meaningful."

In our discussions with community members, they enjoy their "small town" Davie and would love to be able to do all their shopping, errand running, and possibly work within walking distance of where they live. Again providing this mix of housing and land use puts people on the street, invigorates the Town, and reinforces the Town's sense of community and commitment to its people.

The following suggestions for achieving successful mixed use are listed below:

1) Capitalize on the large population of students commuting into the RAC daily, provide eating, shopping and living opportunities within walking distance along College Ave, and Nova Drive.

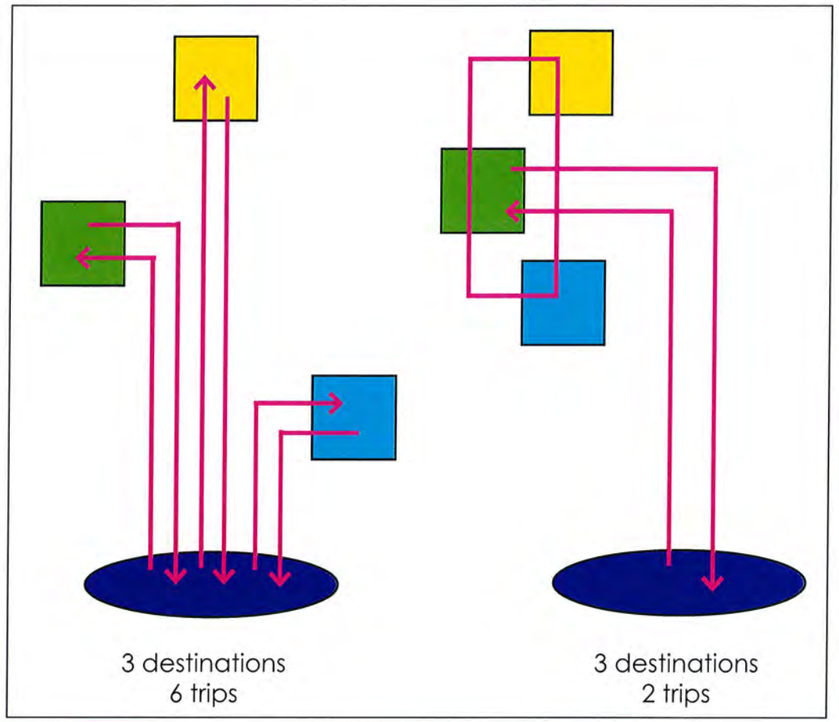
2) Establish a commitment to work force housing for the policeman, fireman, teachers, professors, and nurses working within the RAC so that they have an opportunity to live in the Town where they work.

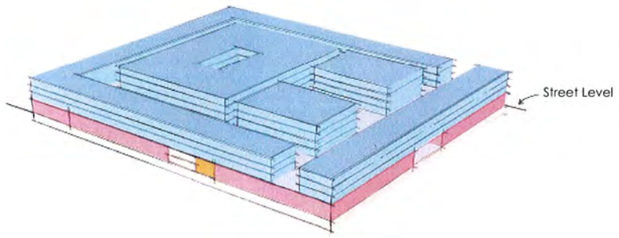
3) Provide dense housing clusters around proposed transit routes and stops to ensure ridership, such as areas clustered around College Ave and I-595 as well as Davie Road and I-595.

4) Improve single family and low density housing options in the Downtown Davie Neighborhood District. This area provides a fine opportunity for a close nit neighborhood with a main street experience within walking distance for eating, entertaining, and shopping. This area has the possibility to emerge as a diverse neighborhood providing homes for mixed income families.

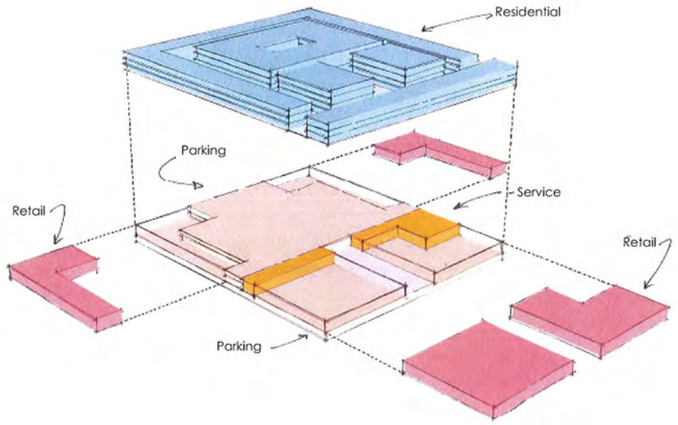
5) Establish area north of Nova Drive near I-595 as a live work district utilizing adaptive reuse building methods for those related to the Universities and possible research entities envisioned for the RAC.

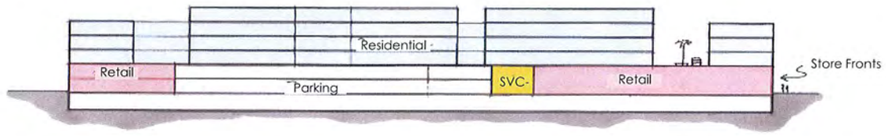
On the following pages conceptual mixed use building scenarios have been studied for possible redevelopment in the Davie RAC.





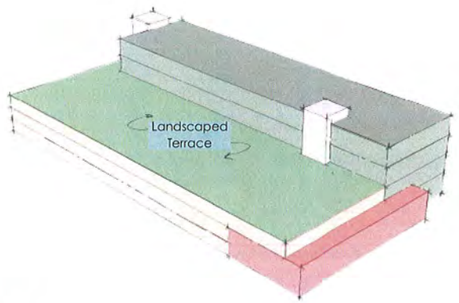
RETAIL
RESIDENTIAL
PARKING
SERVICE
CLASSROOM / ACADEMIC





RETAIL
RESIDENTIAL
PARKING
SERVICE
CLASSROOM / ACADEMIC

Mixed Use Four Sided Block
(Retail Residential Diagram)



RETAIL
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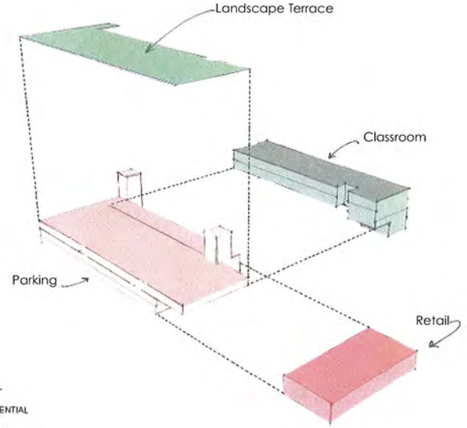

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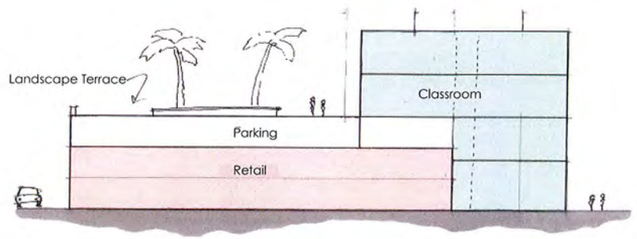

RETAIL
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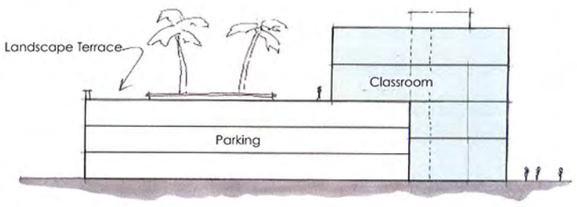

RETAIL
RESIDENTIAL
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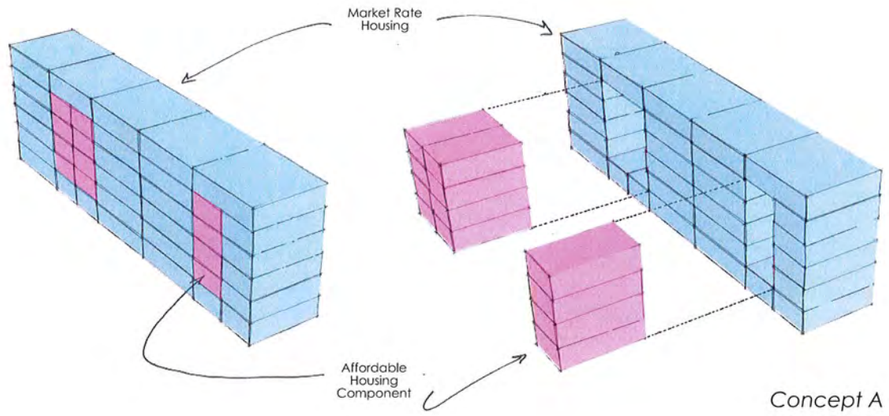
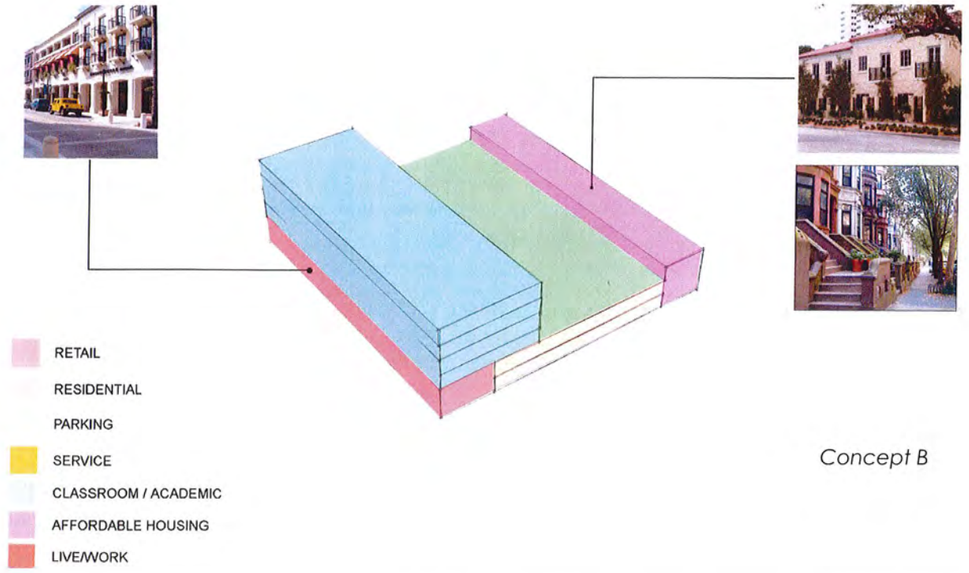
Mixed Use Academic Diagram



Concept A



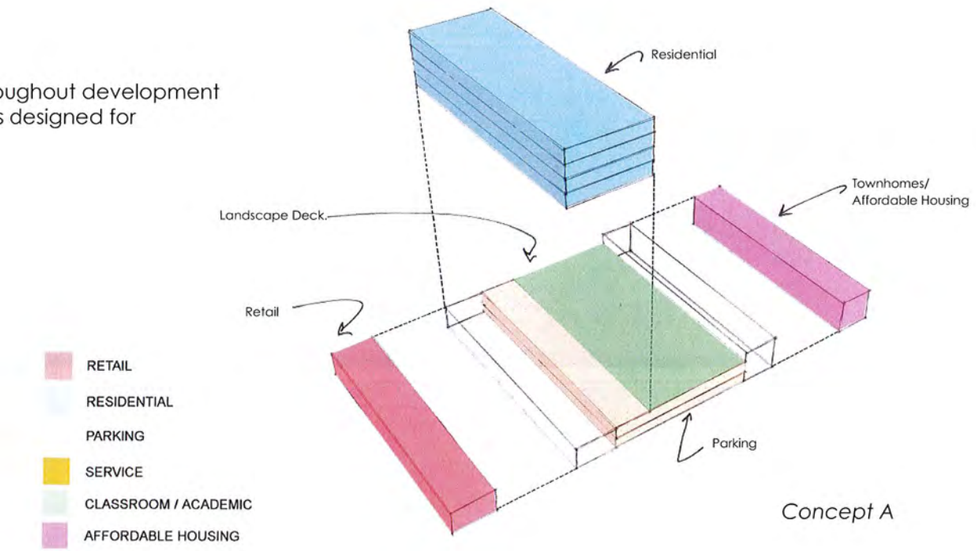
Concept B

Mixed Use/Mixed Income Diagram

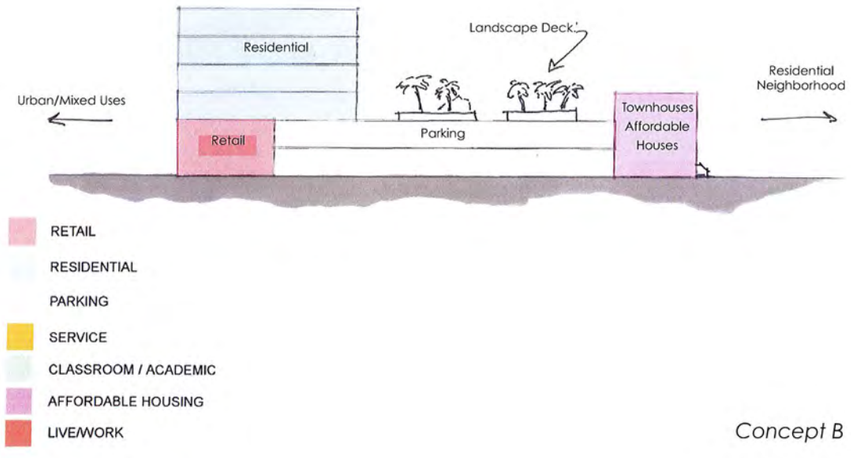
Affordable Housing

Two General Approaches:

A – Dedicated Affordable Housing
B – Mixed Income Housing
By percentages – dispersed throughout development
By design – distinct components designed for

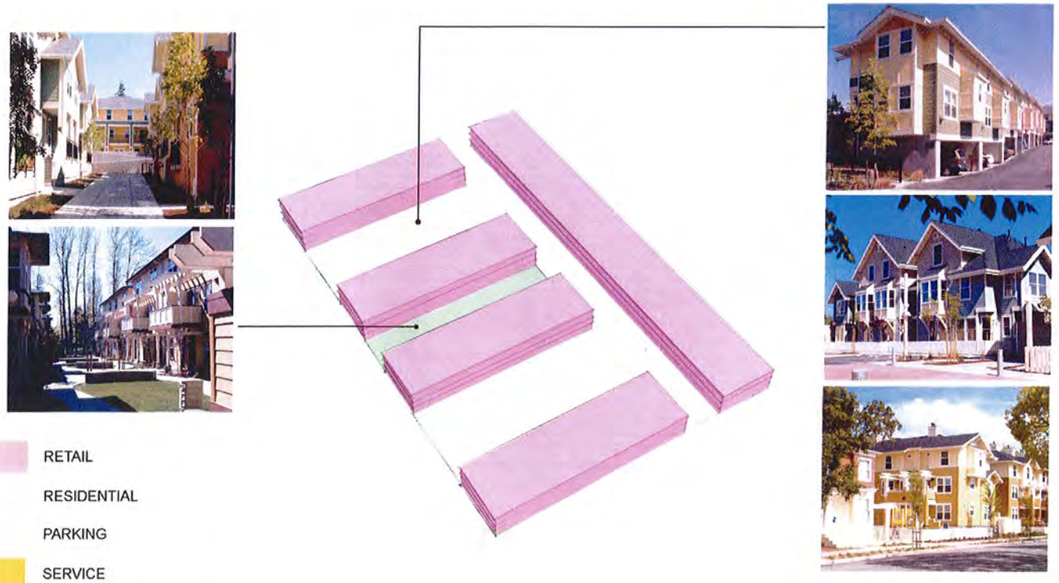


Concept A



Concept B

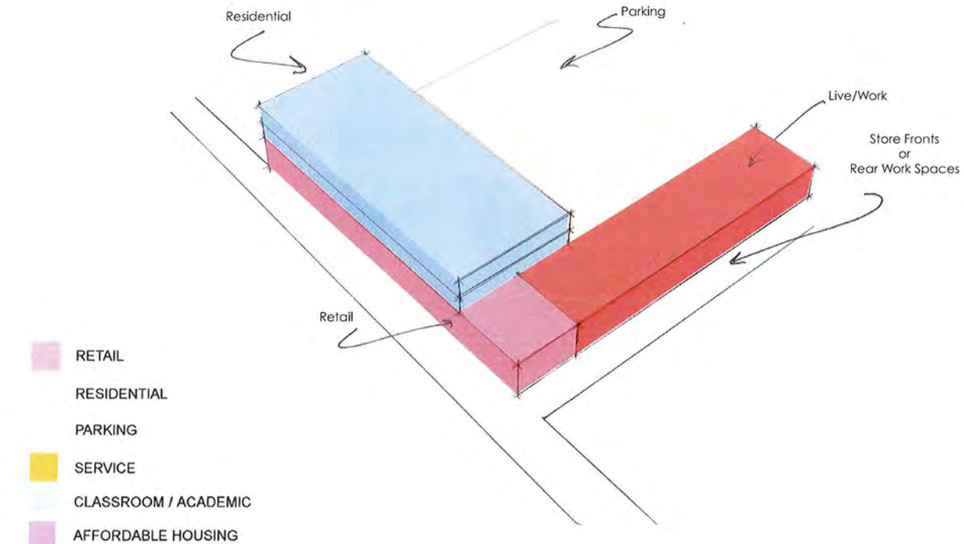
Mixed Use/Mixed Income Diagram



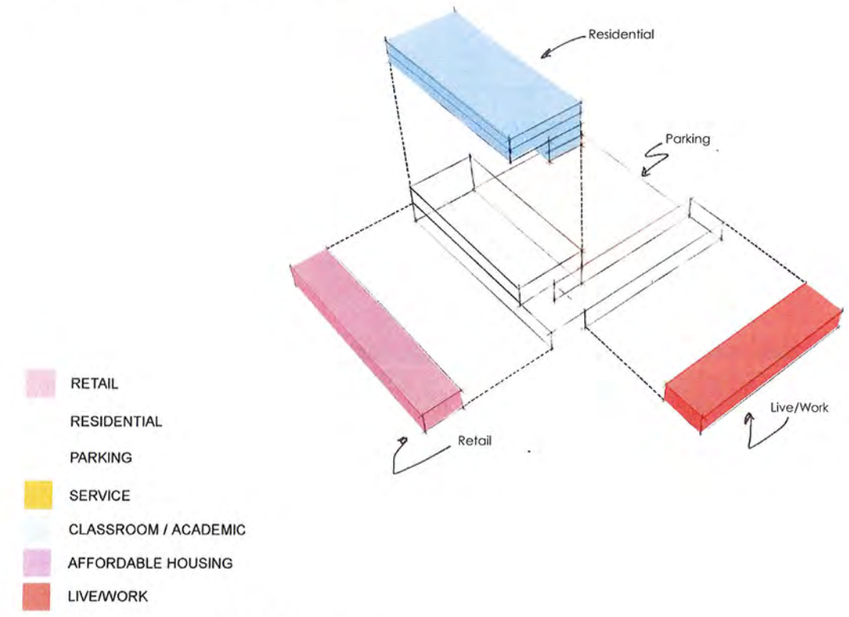
Affordable Housing Diagram

Different approaches to affordable housing can work. Suggestions to consider:

- Should fit aesthetically and in scale to the surrounding neighborhoods.
- Appearance should be indistinguishable from market rate units.
- Good design will make the project significantly more likely to succeed as well as to be accepted by the community.
- Requires same or increased attention to design. Quality and durability of design and details are vital to success of project.
- Material selections and detailing should be done with longevity in mind. This is vital to the long term feasibility of project.
- Clear definitions of public and private spaces. Help increase sense of responsibility of owner/resident to protect and maintain.
- Outdoor spaces such as patios, porches, balconies, etc. should be design as more useful useable spaces due to restrictive indoor space layout.
- Will typically net less density then market rate as units will be larger (typically 3+bedrooms ver 2 for market rate). This is because affordable housing often targets families.
- Use of awnings and trellises are often seen as "luxuries" but are a prime example of effective ways to increase aesthetic quality of the architecture while also shading and decreasing energy costs.
- Integration into mixed use developments a plus. Decreases transportation needs and transit costs.
- Consider Live/Work schemes. Allows for smaller entrepreneurial ventures, i.e. appliance repair, shoe repair, catering, etc.
- Live/Work storefronts can be integrated into mixed use developments and develop synergy from dedicated retail spaces.

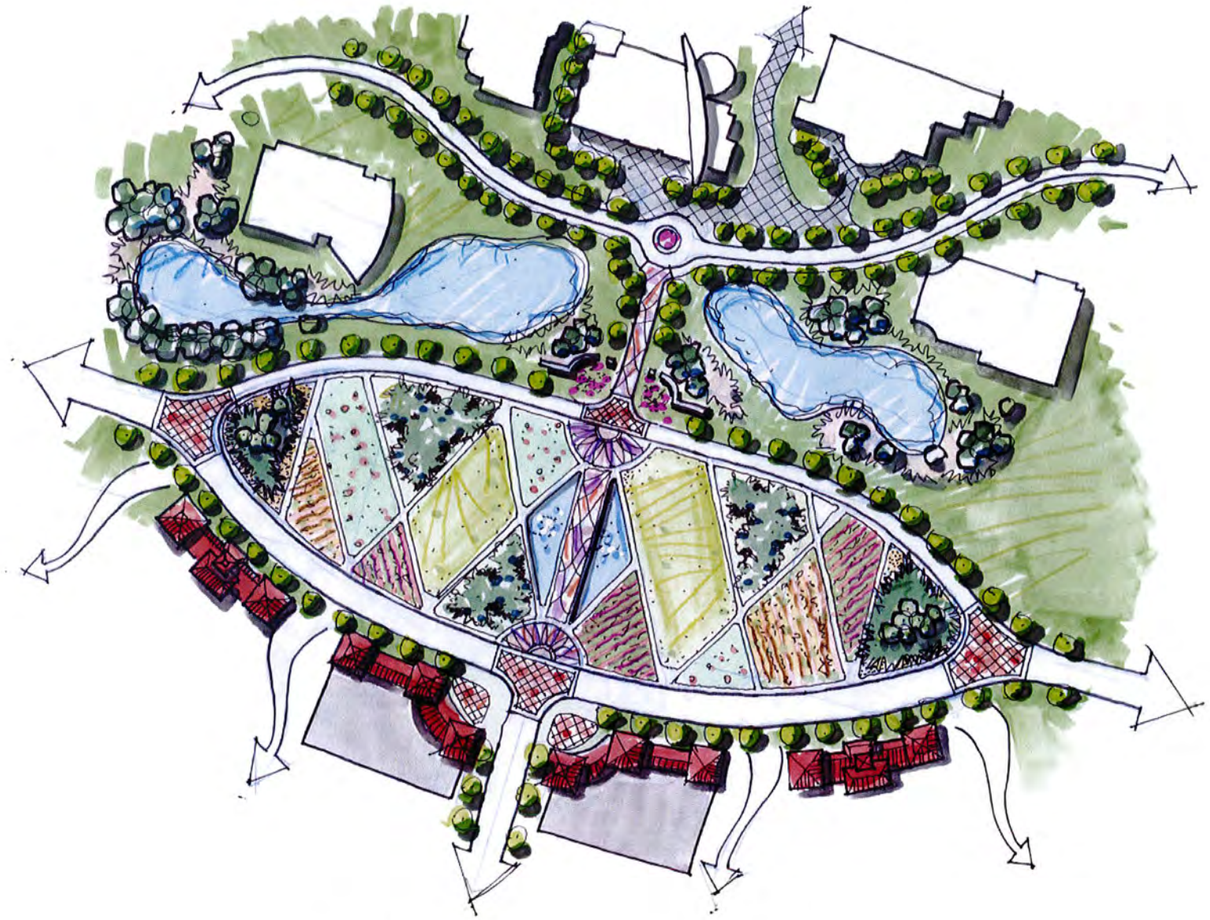


Live Work Mixed Use Diagram

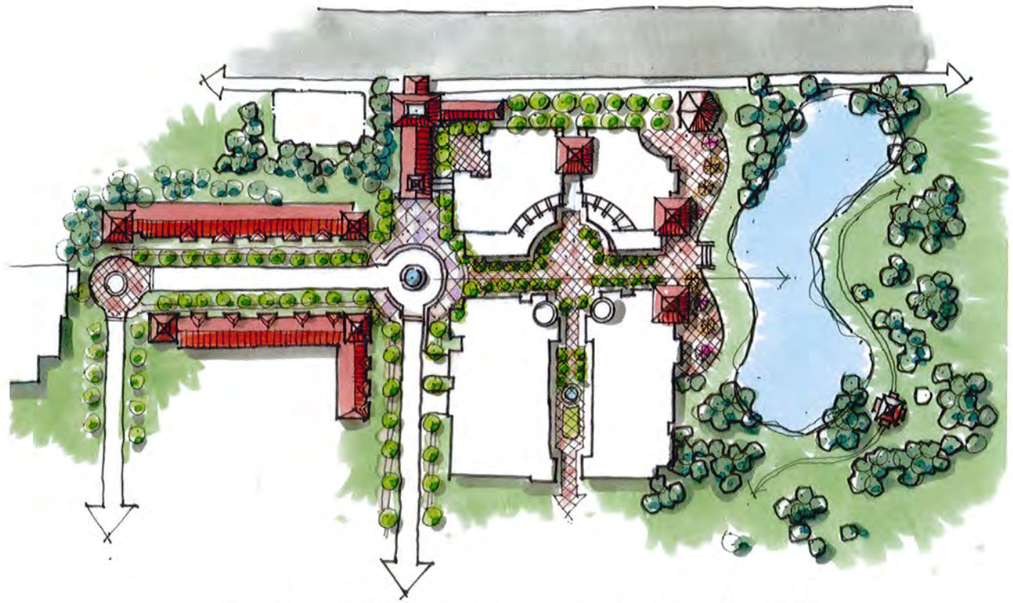


Live Work Mixed Use Diagram

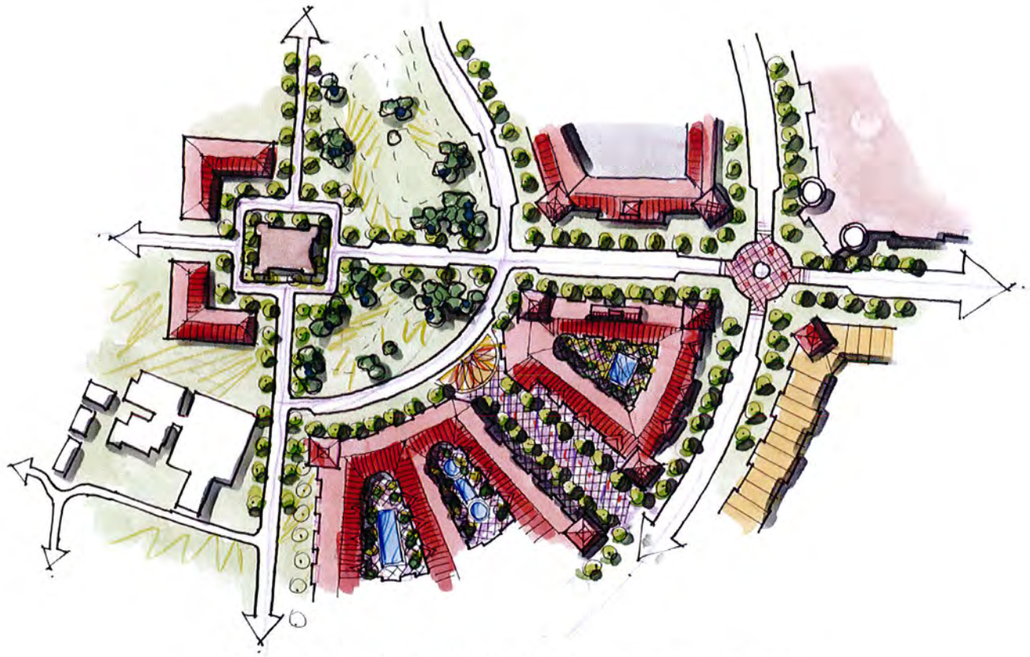
+ Mixed Use / Pedestrian Friendly Building Layout Enlargement Studies



Mixed use development within walking distance of
University Campuses and views across Town Park



Transit oriented retail and housing development along I-595
corridor with strong connection to SFEC campuses



Mixed use development with attractive pedestrian corridors
and plazas as well as open space amenities on rooftops

View of Davie Road near I-595 mixed use development

+ Existing Land Use Mix Conditions

In 1997 the RAC boundary was declared. The following development intensities were designated for this area and are shown in following chart:

RAC Land Use Intensity Chart

Original RAC Intensity

Land Use Category:	Max. Intensity:	Min. Acreage (%)	Max. Acreage (%)
Residential	8,729 d.u.	560 acres (25%)	1,120 acres (50%)
Commercial	3,432,528 s.f.	157 acres (.07%)	450 acres (20%)
Industrial	8,529,000 s.f.	340 acres (15%)	680 acres (30%)
Recreation & OS	(does not apply)	13 acres (.06%)	340 acres (15%)
Community Facility	12, 388,500 s.f	680 acres (30%)	1,350 acres (60%)

These intensity numbers were derived from evaluating what was already in the ground and increasing intensities to what the state will allow as a max for each use.

At the time of this study the remaining intensities within the RAC are shown in the chart below:

Remaining RAC Intensity

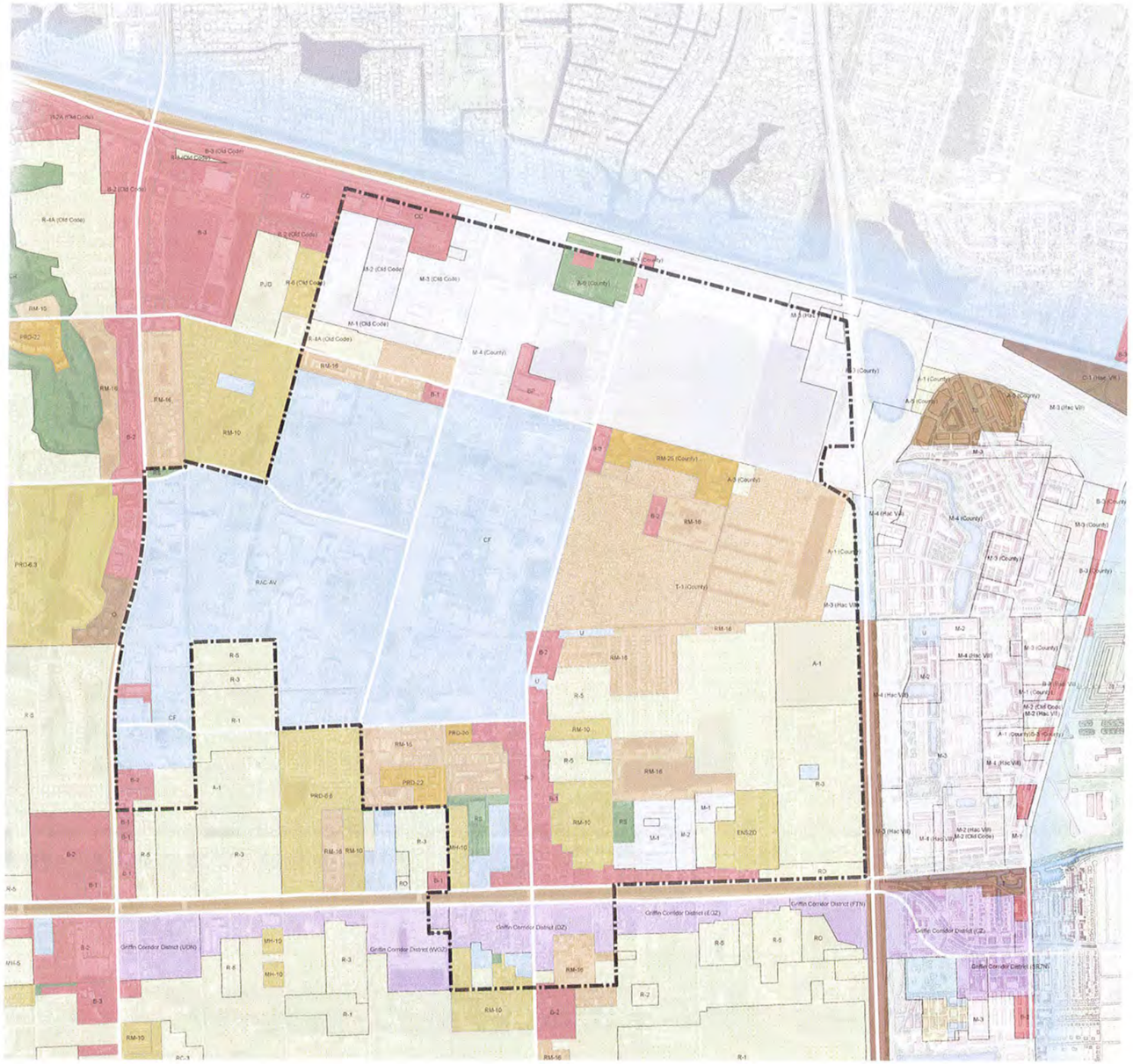
Land Use Category:	Max. Intensity:
Residential	1,415 d.u.
Commercial	2,704,880 s.f.
Industrial	3,388,493 s.f.
Recreation & OS	(does not apply)
Community Facility	5,715,474 s.f

+ Proposed Intensity and Density Mix

It is the purpose of the master plan study to also suggest what intensities should be adjusted through a land use amendment to encourage and ensure prompt redevelopment. All proposed intensities include the numbers already existing in the RAC within the new proposed total.

The RAC consists of approximately 2,200 acres. It is suggested that the entire RAC bid for a total of 35,200 units to be implemented over time in incremental phasing. However we understand that a total build-out of **22,000** d.u. is more acceptable to the Town Council. It is the recommendation of the study to plan for this growth as the population continues to increase at a steady pace. The allocation of when and where these units will be developed is regulated by the Town to ensure that proper infrastructure and services is in place as the units come on line for distribution.

In our implementation strategies section (see page 51) a suggested % of units over the next 50 years is forecasted. With this new allocation of total build out unit count we have also determined that 33,000,000 total SF of commercial development be provided in the RAC. A total build out in 50 years, assuming this number is obtained, the RAC will consist of 75 employees per acre at the lowest.



LEGEND

RAC

EXISTING ZONING CATEGORIES

- Residential (1-5 U/A)
- Residential (6-10 U/A)
- Residential (11-15 U/A)
- Residential (16-20 U/A)
- Residential (20-25 U/A)
- Business/ Commercial
- Industrial/ Light Industrial
- Griffin Corridor District
- Community Facilities/ SPEC
- Utility
- Office
- Cemetary
- Common Green

+ Sites for Civic Functions and Uses (Library, Museums, Schools)

The availability and visibility of the Town's civic facilities are key to the success of a vibrant Town. Civic facilities should set the tone for what the Town expects private developers to adhere to. Civic facilities are the Town's face, what these facilities reflect are the Town's commitment to a community that strives for excellence. Civic facilities allow all the Town's people to come together for events. The more versatile these venues and facilities are the more successful they will be utilized.

Suggestions for Civic Functions and Uses within the RAC

1) Enhance the under utilized potential of the County Library and Cultural outlets that exist within the SFEC. (NSU/Broward County Library and Information Technology Center, BCC's performing arts center). Stronger pedestrian connections outside the boundary of the SFEC should be made to these venues as well as a committed marketing campaign/banner program along Davie Road announcing coming events.

2) Improve Bergeron Rodeo Grounds. The Rodeo Grounds are a prime location and venue for the Town to expand its schedule of events. Establish a board that will oversee community events and diversify the locations and types of events that occur. As proposed in the Downtown Davie CRA study, we agree that further improvements to the Bergeron Rodeo grounds and its surrounding properties are essential to the revitalization of the Davie Town Center District.

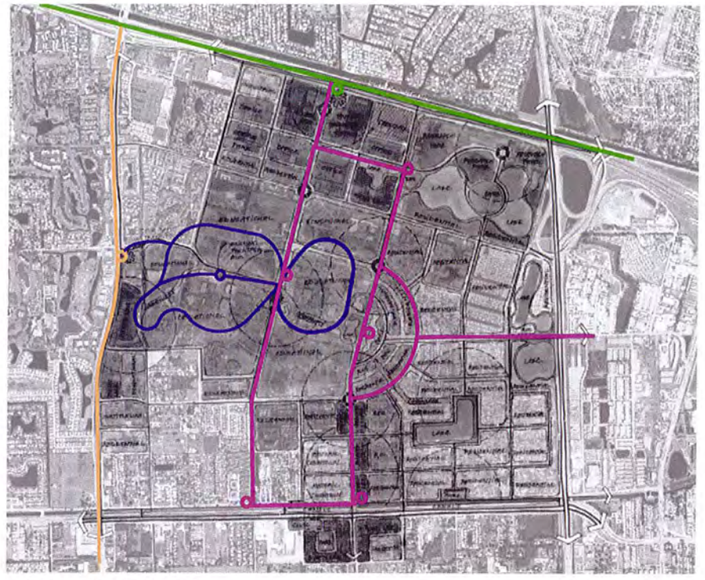
3) Acquisition of key parcels within historic down-town, as proposed in the Downtown Davie CRA study, will ensure proper visibility and accessibility of new civic buildings. New buildings could include but are not limited to Town Hall, a landmark fire station, additional staff offices, and *The Davie Dilemma* inspired museum.

4) Provide a proposed location for a state of the art water treatment plant that could serve dual purposes for the RAC; a functional plant for Town infrastructure needs as well as an educational component for the entities within the SFEC. A water treatment center that exercises new technologies for water treatment will also be more likely to obtain multiple funding sources to be built.

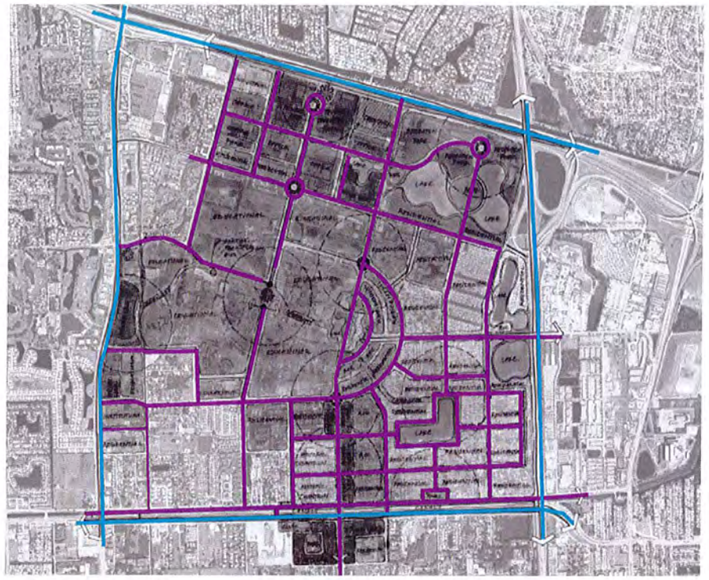
5) Improve existing local lower school facilities and provide for new locations for expansion. The existing school sites are clustered together but are reached by foot on unacceptable pedestrian routes. Stronger and safer pedestrian connections to neighborhoods are encouraged. Infilling buildings on surface lots and the consolidation of temporary buildings into larger buildings is also encouraged to provide more useable education facilities as the need for parking a car becomes less due to additional transportation alternatives to and from the schools.

+ Evolution of the concept master plan

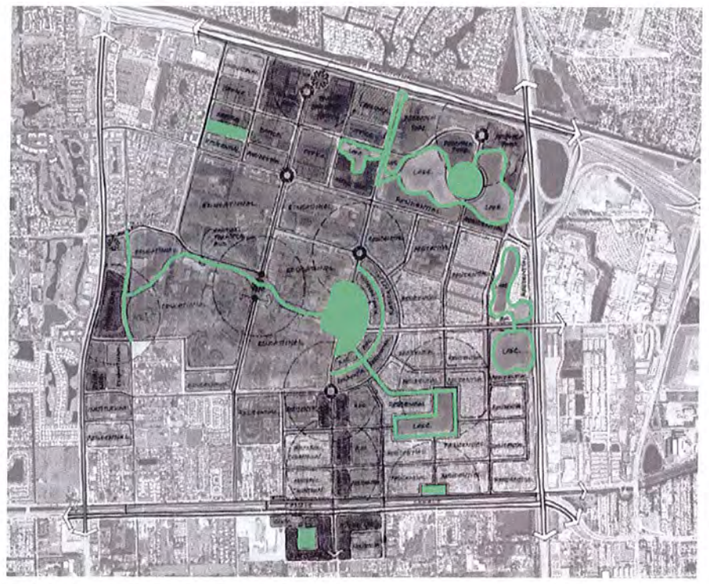
On the following pages we have documented the process of different redevelopment patterns that the consultant team studied. Utilizing all the elements mentioned for successful community, the following evolution eventually led to a preferred concept master plan.



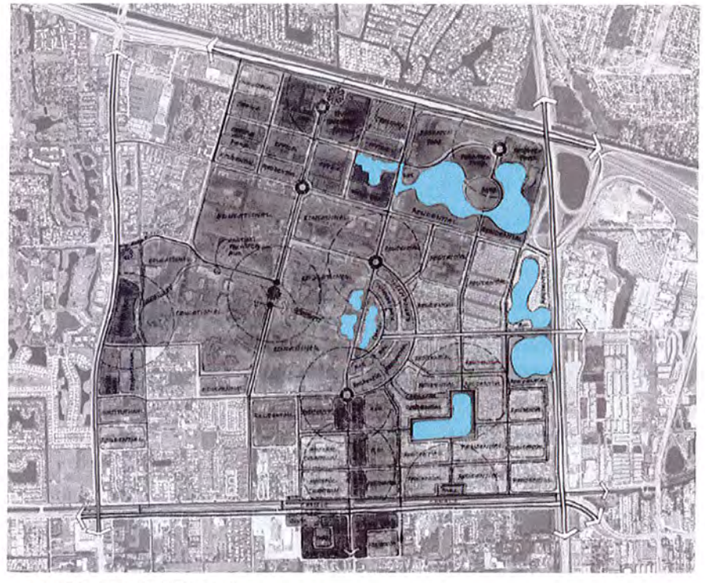
TRANSIT ROUTE



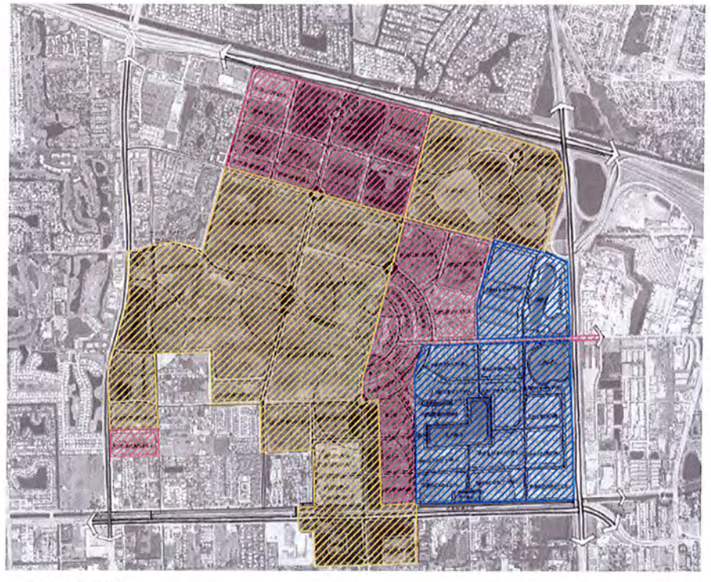
CIRCULATION



COMMON GREEN SPACE



WATER RETENTION



PHASING

LEGEND

- Water retention
- Common green space
- Existing boundary roads
- RAC proposed street network
- Bus rapid transit line / stop
- SFEC circulator
- RAC circulator
- Light rail line / stop
- Phase 1
- Phase 2
- Phase 3

Design Concept 1

A. The College Avenue Light Rail is centrally located along the I-595 corridor with direct access by circulator to the SFEC. Transit oriented retail wraps around the station serving those utilizing the mass transit systems. The existing Signature Grand facility is within walking distance from the proposed rail station.

B. The research park should function as a catalyst development in this highly visible location from both the Turnpike and I-595. The adjacent compact village residential development will support the Research Park and mass transit systems.

C. The proposed park site is located centrally within the northeast corner of the RAC serving the residential and research park users. The two water retention ponds are reshaped to provide additional land for development and to create additional water retention opportunities with views of water when entering the Town from I-595.

D. The existing residential zone east of Davie Road to be enhanced by creating a street network grid that improves mobility and connectivity to areas of interest. A mix of densities will layer from higher density adjacent to Davie Road to lower density along the Turnpike.

E. The Historic downtown is focused around the existing Town Hall and multi-use Rodeo grounds. This area to be established as a walking district, with a mix of quaint and unique shops, restaurants, and housing.

F. Low and medium density residential will be located adjacent to proposed Oakes Road connection giving these residents great connectivity both to the East and to the central portion of the RAC. The Oakes Road connection should be a street that is multi-modal serving the pedestrian, the bike and the vehicle.

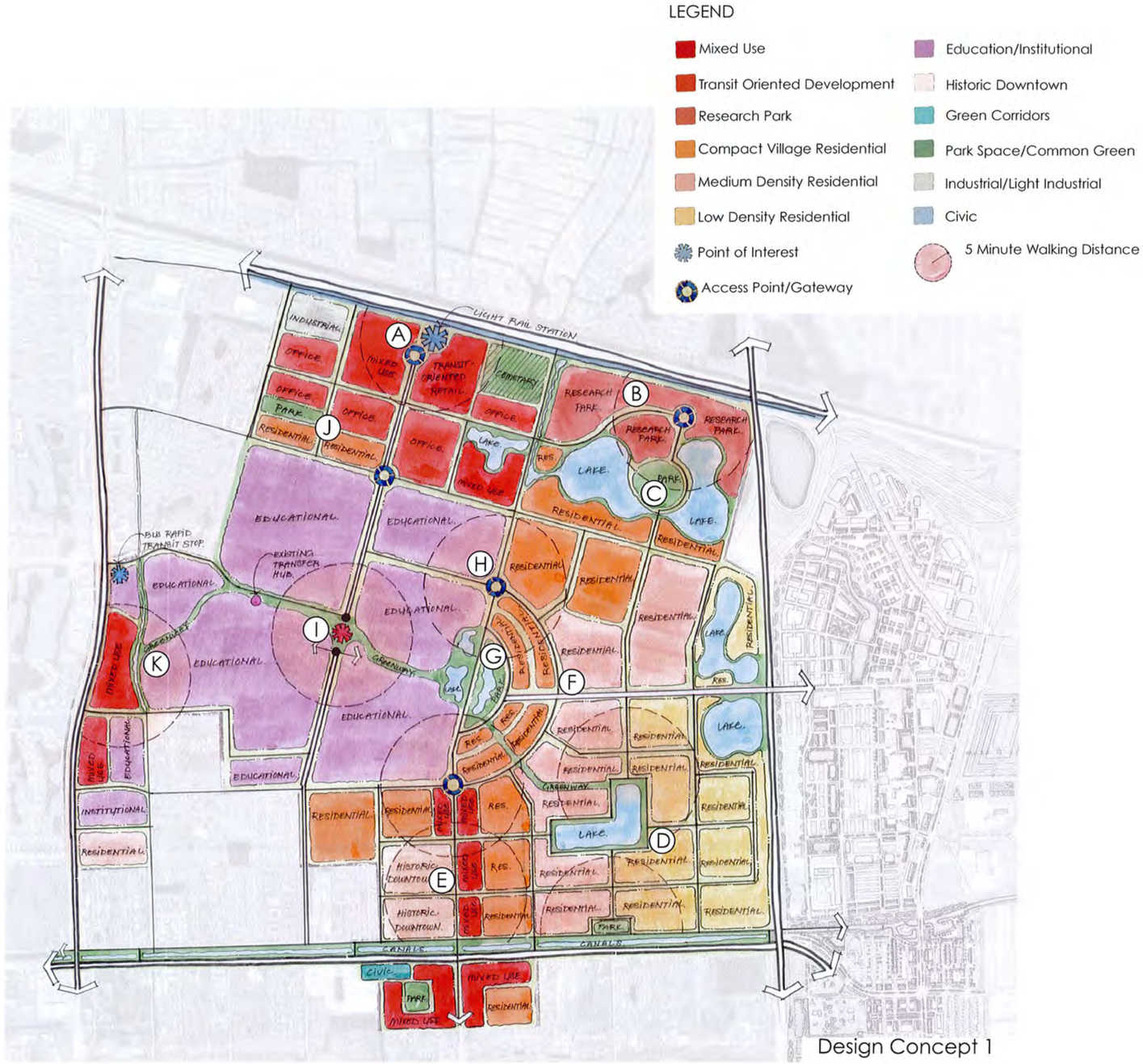
G. The proposed arching roadway and residential units that line the streets embraces the proposed central park. For those entering the Town from the East the vista of the park with the SFEC beyond creates a memorable entry to the Town of Davie.

H. A series of two round-a-bouts are proposed to slow through traffic as it passes the central park and travels south to the historic downtown. Slower speeds, on-street parking, and building street frontage along Davie Road will promote a pedestrian environment and will support businesses along Davie Road.

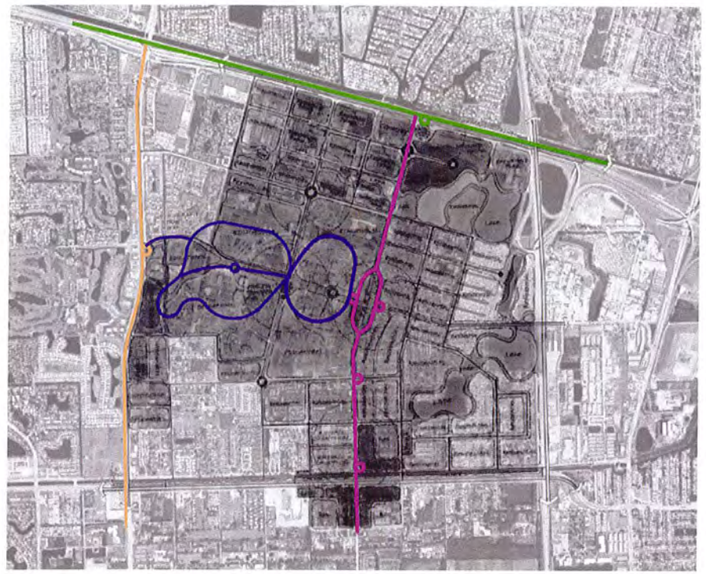
I. The proposed central green will serve the entire SFEC as its campus mall. Connecting to green corridors will promote walking and bike riding throughout the SFEC. The campus mall connects directly to the proposed central park.

J. High density housing adjacent to education and office will support these uses and is easily accessible to transit routes to promote ridership.

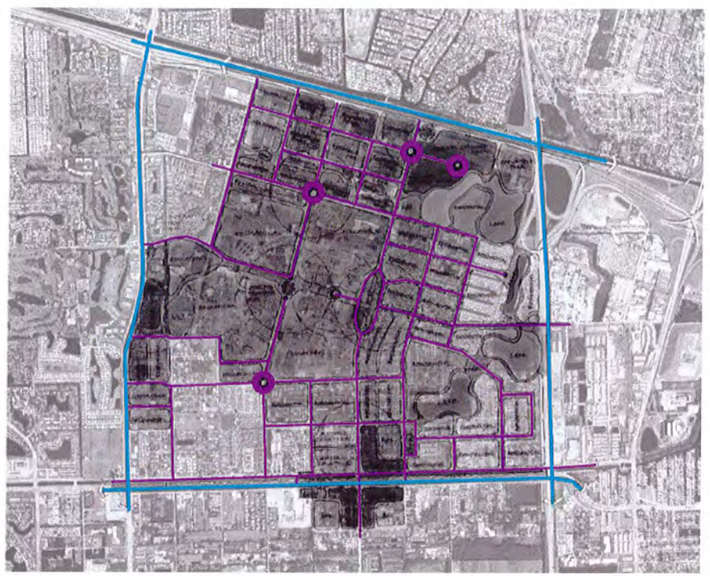
K. The proposed Academical Village development will be connected to surrounding residential, medical offices, and education by way of canal walk, encouraging a pedestrian oriented environment. The Academical Village will serve as the gateway to the RAC from the west.



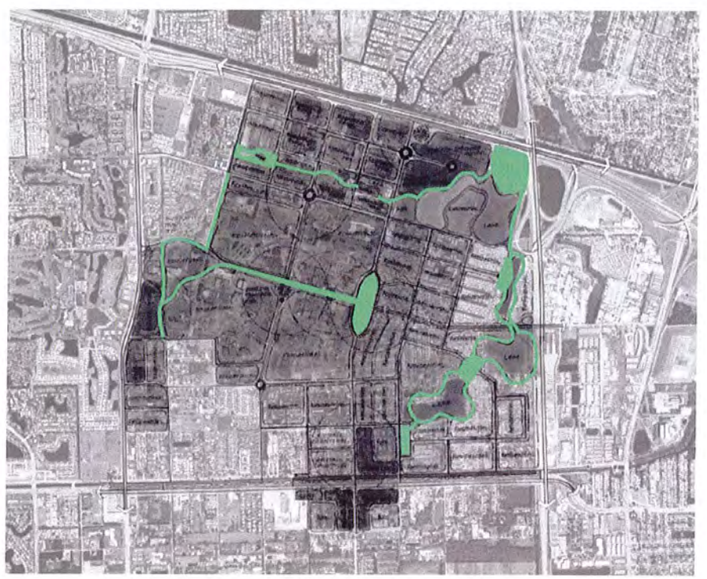
Design Concept 1



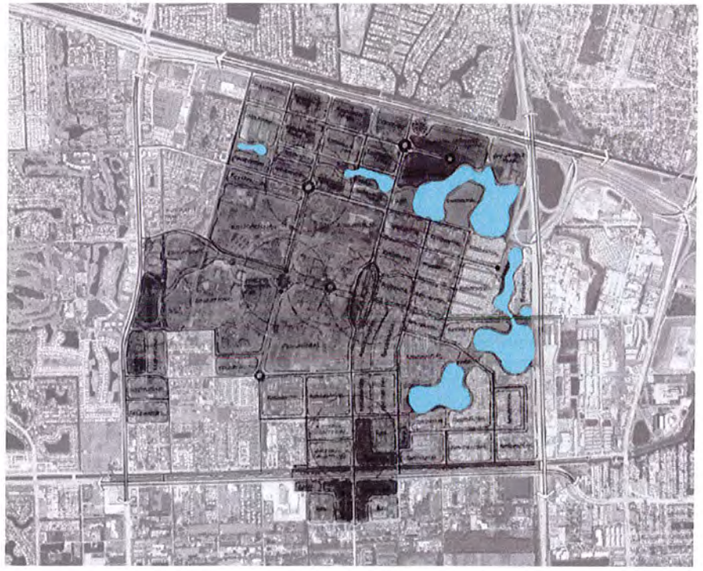
TRANSIT ROUTE



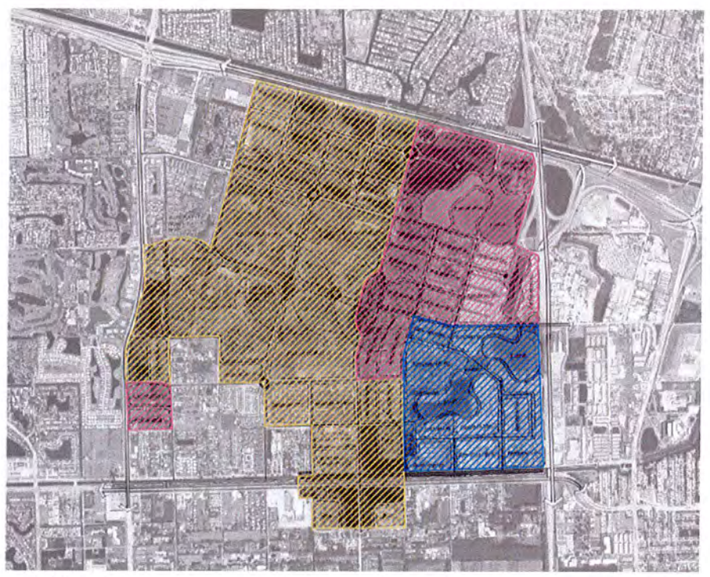
CIRCULATION



COMMON GREEN SPACE



WATER RETENTION



PHASING

LEGEND

- Water retention
- Common green space
- Existing boundary roads
- RAC proposed street network
- Bus rapid transit line / stop
- SFEC circulator
- RAC circulator
- Light rail line / stop
- Phase 1
- Phase 2
- Phase 3

Design Concept 2

A. The central park will create a strong link between the SFEC and the residents of Davie, providing a community space with a promenade for outdoor markets, an amphitheater, and opportunities for a variety of other activities. Davie Road splits into one-laned traffic on either side, with on-street parking and an interior bicycle / jog lane.

B. The mixed use development will specialize in transit-oriented retail and office to support proposed light rail station and serve as a highly visible catalyst for redevelopment.

C. A multi-use network of green corridors will connect neighborhood park systems and lakes. The network spans the site, uniting all the uses within Davie.

D. A landmark brownfield park on the former industrial site will highlight primary views into the regional activity center. The park will be an icon for the unique educational and research facilities that the RAC has to offer.

E. The research park to function in conjunction with the adjacent campuses, creating a haven for incubator businesses and state of the art research facilities. Close proximity to transit roads and light rail station will promote ridership.

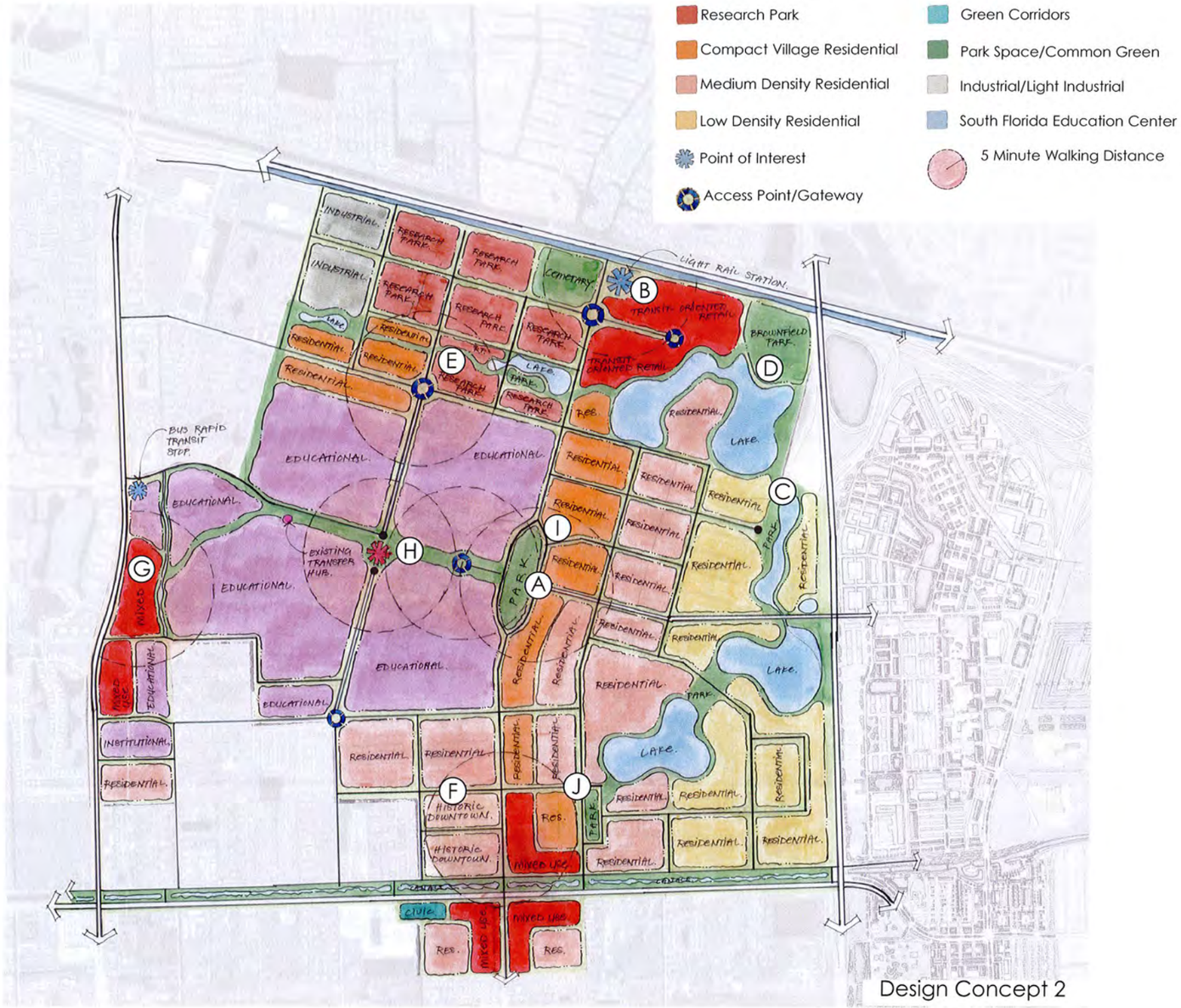
F. The Historic downtown is focused around the existing Town Hall and multi-use Rodeo grounds. This area to be established as a walking district, with a mix of quaint and unique shops, restaurants, and housing.

G. The proposed arching roadway and residential units that line the streets embraces the proposed central park. For those entering the Town from the East the vista of the park with the SFEC beyond creates a memorable entry to the Town of Davie.

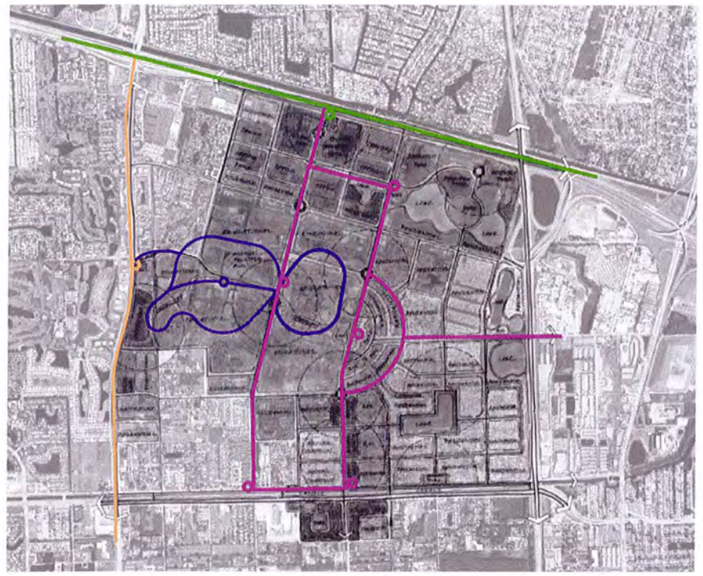
H. A series of two round-a-bouts are proposed to slow through traffic as it passes the central park and travels south to the historic downtown. Slower speeds, on-street parking, and building street frontage along Davie Road will promote a pedestrian environment and will support businesses along Davie Road.

I. Compact Village Residential in close proximity to mixed use, research, transit routes and central park.

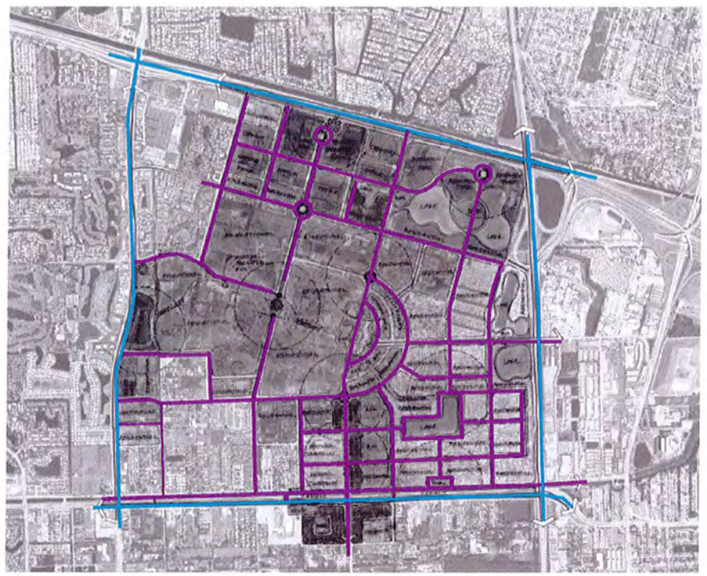
J. Interconnected street network to improve access and current congestion. The existing residential zone east of Davie Road to be enhanced by creating a street network grid that improves mobility and connectivity to areas of interest. A mix of densities will layer from higher density adjacent to Davie Road to lower density along the Turnpike.



Design Concept 2



TRANSIT ROUTE



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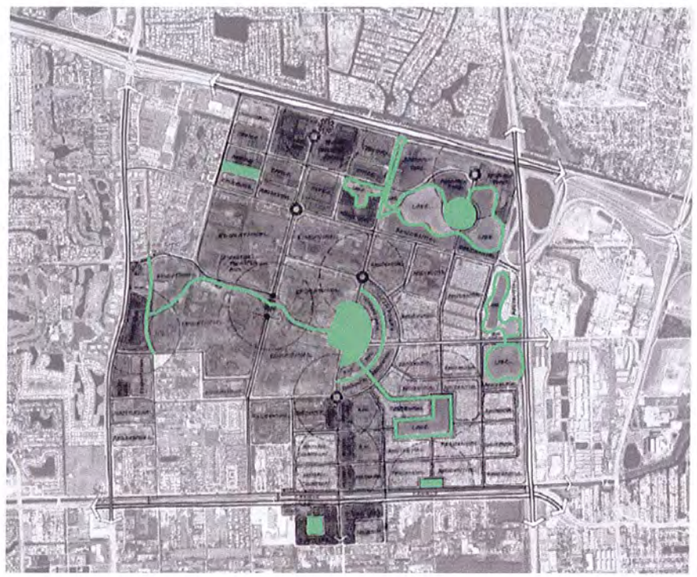
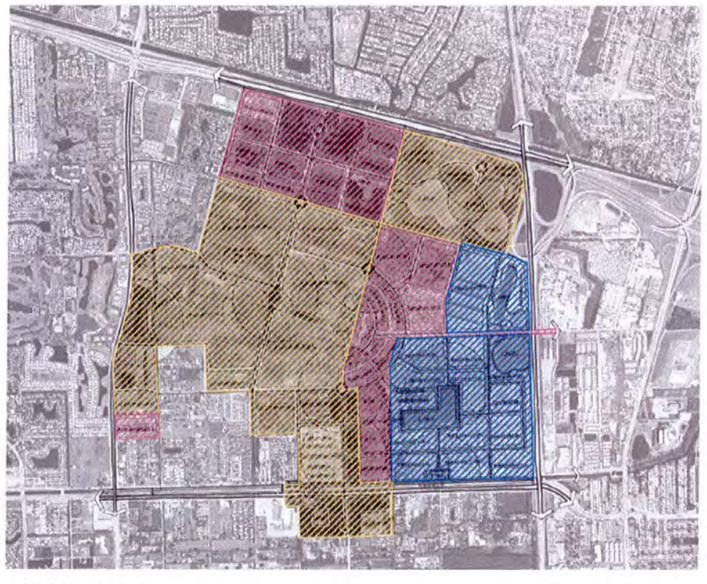


COMMON GREEN SPACE

WATER RETENTION



PHASING

LEGEND

- Water retention
- Common green space
- Existing boundary roads
- RAC proposed street network
- Bus rapid transit line / stop
- SFEC circulator
- RAC circulator
- Light rail line / stop
- Phase 1
- Phase 2
- Phase 3

Design Concept 3

A. Civic, park, mixed use and research are located in this central development to create a unique synergy between land uses. The close proximity of all activities encourages public transportation and serves as a definitive gateway into the Town of Davie.

B. The light rail station of Davie Road should function as a catalyst development in this highly visible location from both the Turnpike and I-595. The adjacent compact village residential development will support the transit oriented retail and mass transit systems.

C. Water retention ponds have been reconfigured to create more developable land and to provide premier park space that will serve as a Town icon visible from the interstates at the northeast corner of the RAC.

D. This existing light industrial site is a prime location for proposed light rail maintenance facility. This facility could serve the dual purpose of education/technical center for mass transit technologies.

E. Research park to function in conjunction with the adjacent university campuses, creating a haven for incubator businesses and state of the art research facilities. Its central location within the RAC highlight's this RAC's unique existence of higher education opportunities.

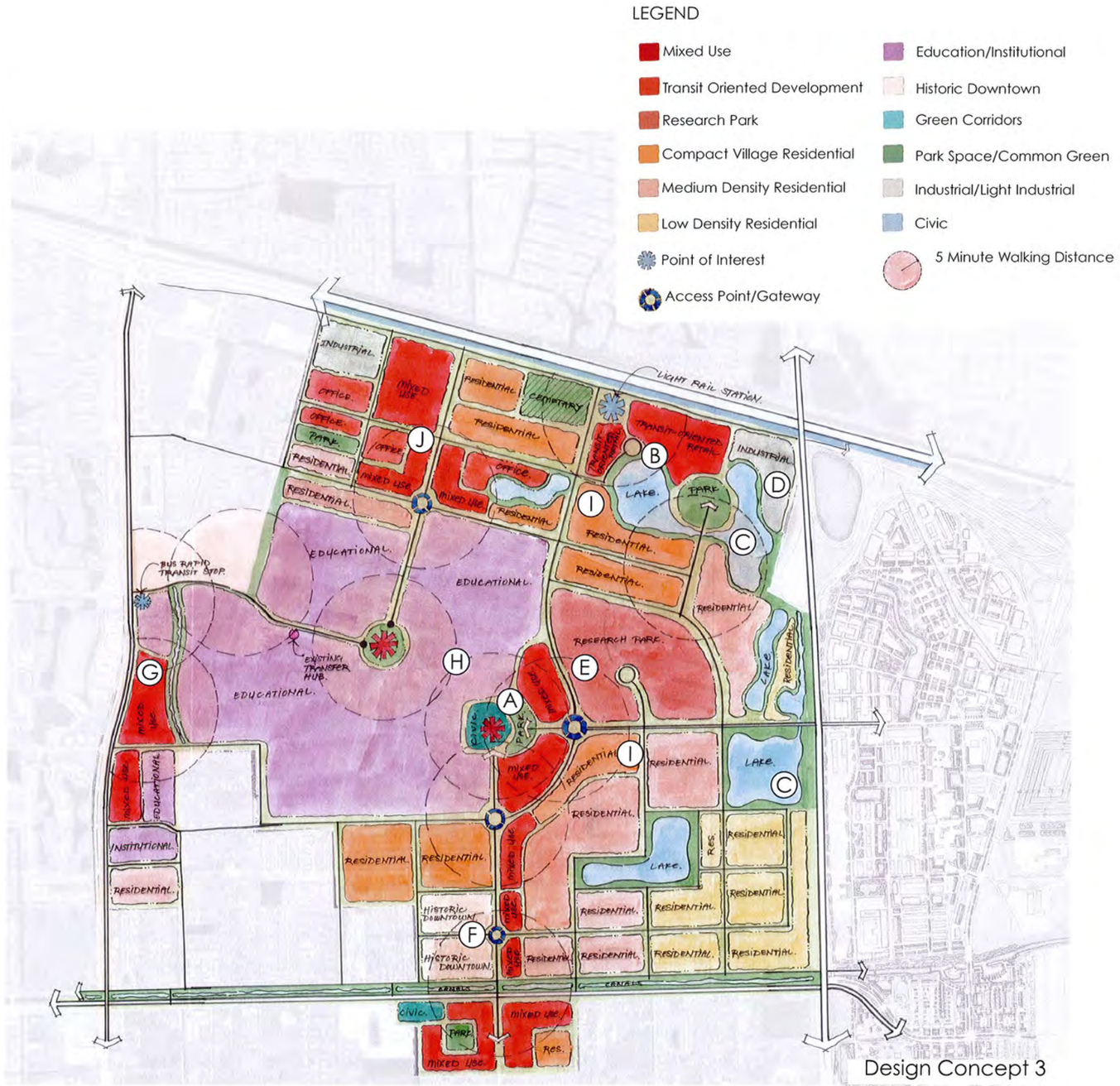
F. The Historic downtown is focused around the existing Town Hall and multi-use Rodeo grounds. This area to be established as a walking district, with a mix of quaint and unique shops, restaurants, and housing.

G. The proposed Academical Village development will be connected to surrounding residential, medical offices, and education by way of canal walk, encouraging a pedestrian oriented environment. The Academical Village will serve as the gateway to the RAC from the west.

H. The proposed central green will serve the entire SFEC as its campus mall. Connecting to green corridors will promote walking and bike riding throughout the SFEC. The campus mall connects directly to the proposed central park.

I. The existing residential zone east of Davie Road to be enhanced by creating a street network grid that improves mobility and connectivity to areas of interest. A mix of densities will layer from higher density adjacent to Davie Road to lower density along the Turnpike.

J. An improved grid will support accessibility to a mix of uses in this area adjacent to the north of SFEC. Improving street frontage and connections to existing parks will promote a more pedestrian friendly district. The office, residential and industrial uses are all located in close proximity to transit routes to promote ridership.



Design Concept 3

Summary of Comments Received

Upon reviewing the multiple concepts prepared for the Town the following summarizes the comments and concerns provided by the Community, Steering Committee, Town Staff, and Technical Committee.

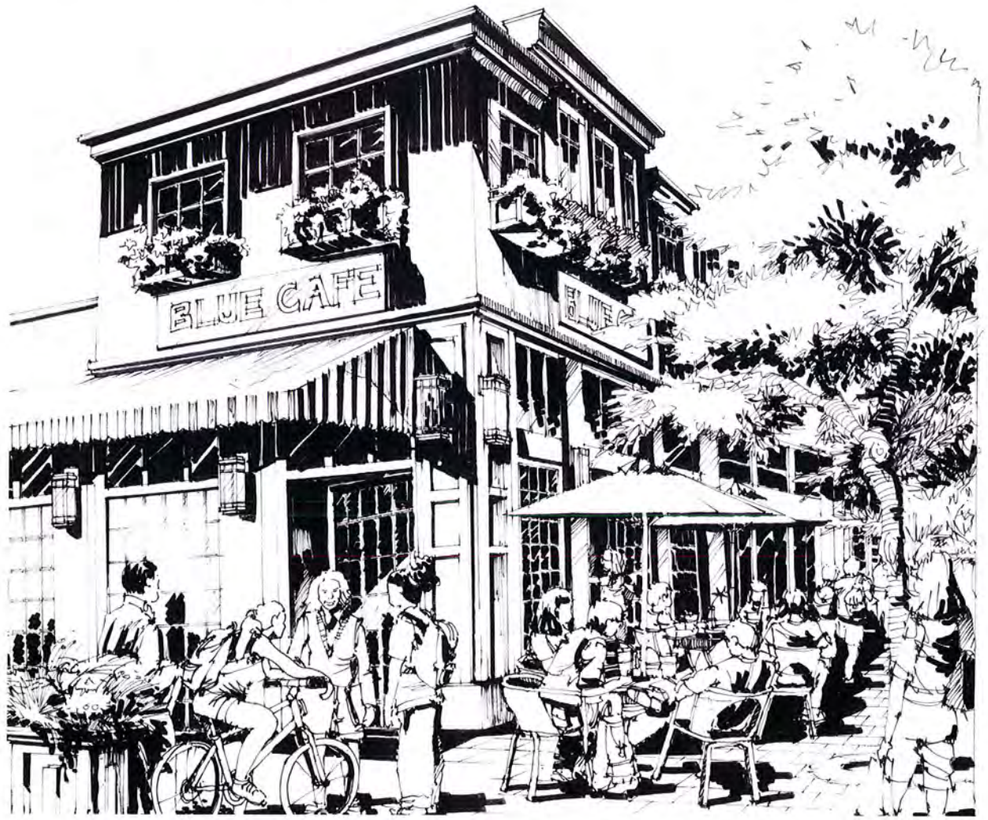
- Front Orange Drive with more office uses
- The proposed Oakes Road connection should not terminate at Davie Road, but connect through to University Drive.
- Create strong live work area North of Nova Drive
- Diversify park sizes, provide neighborhood pocket parks
- Stronger greenway connections
- Clarify dwelling unit per acre for entire RAC
- Proposed street grid systems shown are preferred
- Diversify land use mix intensity and density to support transit and spark redevelopment
- Ensure that large park spaces will be safe 24/7
- Discourage the use of cul-de-sacs
- Concepts lack intensity on all four corners, need more identifiable edges
- Ensure that all efforts are made to reduce automobile travel
- Make sure existing campus master plans are considered and evaluated
- Transit Station areas should be central to shopping districts, campuses, and employment centers
- 5 minute walk radius should be fully utilized on all sides of the transit stations and stops to maximize potential ridership and development opportunities
- Ensure that the campuses and the Town has a plan for reducing their parking footprint
- Maintain existing water retention sites as well as providing new possibilities
- Davie Road should have a turn lane and planted median – remove suicide lane, as well as improved pedestrian amenities (proper crosswalks, lighting, seating)
- The plan should be flexible enough to allow for research and office related structures as the same time permit other development uses if the research and education related markets do not developed as hoped
- Location of the CBEWTA light rail station shall be an easy clear shot to the center of the SFEC. College Ave is preferred, if located at Davie Road it is bound to the west by the cemetery limiting potential ridership
- Strong pedestrian connections and improvements from the University Drive BCT line and Griffin Road should be provided
- Higher intensities, heights, and transit oriented developments are better suited near the universities and I-595 as shown
- Plans that adhere and respect the suggestions of the previous Downtown Davie CRA study are preferred
- Central park located somewhere near Oakes and Davie Road intersection is preferred as shown
- Single family dwelling units, self storage and warehouse uses should be excluded form the RAC
- Diversity in housing opportunity will serve the mission of the Town and the universities that make up the RAC
- Buildings oriented toward the street, bike parking, and wide comfortable sidewalks are all preferred as shown

BIG PICTURE STATEMENT

The consultant team evaluated the above comments, assessed Steering Committee meeting feedback, and reviewed Town Council workshop response. We have prepared a preferred concept master plan addressing the key goals of this study.

- **Smart Growth Land Use**
- **Transit and multi-modal planned development**
- **A plan that will support flexible Land Development Regulations to ignite redevelopment**
- **A plan that provides multiple funding sources**

This concept master plan will be subsequently evaluated by an economic analyst and an affordable housing analysis will be completed based on the finding as well. The concept plan will then be adjusted based on these two studies. Finally the concept master plan will be utilized to create Land Development Regulations, Design Guidelines, and an overall beautification plan for the Town to regulate redevelopment in the RAC.



Preferred Conceptual Master Plan

A. **Parking Garages:** Capture automobiles at the perimeter of the RAC in parking garages that have a pedestrian scale transition to the street and encourage shared parking and a "park once" philosophy.

B. **Pedestrian Friendly streets:** Provide continuous pedestrian and bike connections from all proposed transit hubs/stops to major destinations such as the SFEC campus and downtown Davie.

C. **Reclaimed Water bodies:** Develop all open water sites with waterfront park features that dually serve community in low maintenance water retention and flexible use community space.

D. **Oakes Road Connection:** proposed road to improve East/West connection and provide alternate access routes to the SFEC.

E. **Davie Road Improvements:** Moving buildings closer to the street, removing suicide lane, adding turn lanes planted medians, sidewalks, bike lanes and pedestrian amenities (proper crosswalks, lighting, seating)

F. **CBEWTA light rail station:** Located on College Avenue and surrounded by transit oriented development, this station will provide a tremendous opportunity to quickly serve the students, workers, and faculty of the SFEC.

G. **Transit Oriented Development:** Create strong live work area North of Nova Drive that supports housing needs of Research/ Tech industry as well as SFEC student and faculty demands.

H. **Proposed Street Grid System:** Reorganizing existing neighborhood streets into well defined, pedestrian friendly environments that are organized around pocket parks and walkable distances.

I. **Mixed Use Village :** Located in the physical center of the RAC, this development provides an opportunity for a regional attraction that is anchored by a landmark park that connects the SFEC to the residential and future developments that will occur East of Davie Road.

J. **Civic Center:** This development along Davie Road serves as the Gateway from the south. Streetscape and architecture improvements in this area serve to highlight the historic character that makes this Town unique.

K. **Pedestrian Greenway:** This continuous pedestrian corridor experiences little to no automobile traffic interaction. It connects pedestrians to numerous ball fields, parks, campuses, Davie Town Center District, proposed mixed use villages, and the high intensity developments that will occur in the North East quadrant of the RAC.

This conceptual master plan illustrates one option and does not reflect a final plan. The plan assumes the market conditions will change over the next 50 years and this concept will evolve. It is a living master plan that is only intended to suggest options for smart growth.

+ District Explanation

Why districts and why these locations?

The Davie RAC has been divided into 4 major districts that will encourage different redevelopment patterns within each area. While the entire area must adhere to the same overall goal of pedestrian friendly design and a form based code; these districts seek to preserve certain aspects that exist in each district as well as encouraging the new features in each district to support their unique character. The Town will utilize the district allocation to help shape redevelopment in the form of mix of use and intensity; all districts will seek to increase the livability and economic viability of the RAC.

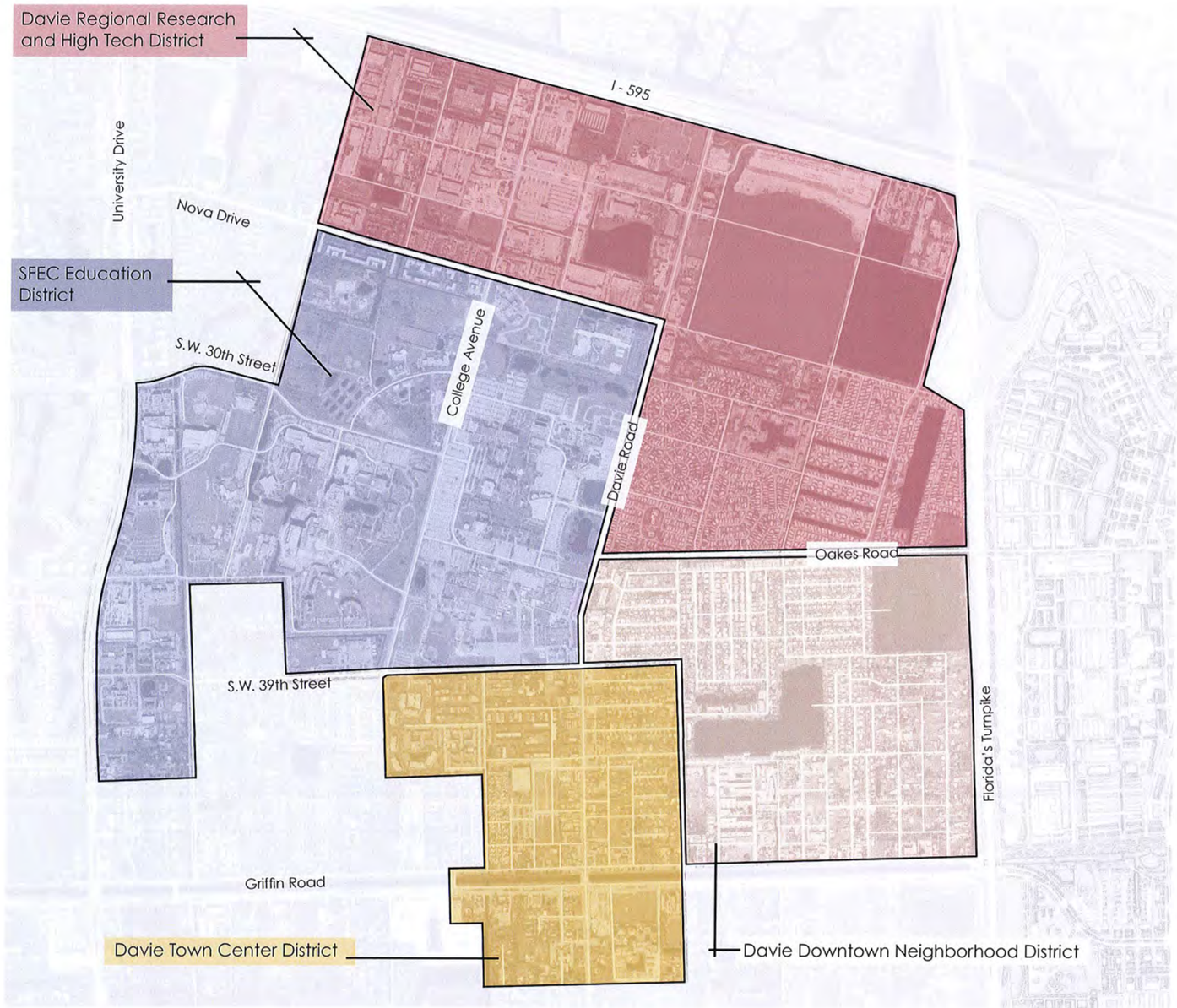
Typical Building Massing Forms

Davie Regional Research and High Tech District

SFEC Education District

Davie Town Center District

Davie Downtown Neighborhood District



District 1

Davie Regional Research and High Tech District:

Total Acres: 781
Net Acres: 664
FAR: 12 (85% bldg. coverage)
Height: up to 135'
12,616 D.U. total at 50 years

District 2

SFEC Education District:

Total Acres: 775
Net Acres: 659
FAR: 11 (80% bldg. coverage)
Height: up to 135'
(150' in RAC-AV mixed use district)
2,636 D.U. total at 50 years

District 3

Davie Town Center District:

Total Acres: 301
Net Acres: 256
FAR: 5 (75% bldg. coverage)
Height: up to 75'
4,608 D.U. total at 50 years

District 4

Davie Downtown Neighborhood District:

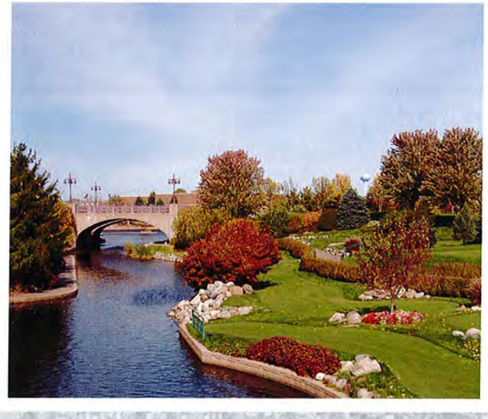
Total Acres: 403
Net Acres: 343
FAR: 2 (70% bldg. coverage)
Height: up to 40'
2,140 D.U. total at 50 years

Common Green Space:

Total Acres: 340
(Min. 15% of overall area)

Water Management:

Total Acres: 170 (Included in overall (green space)



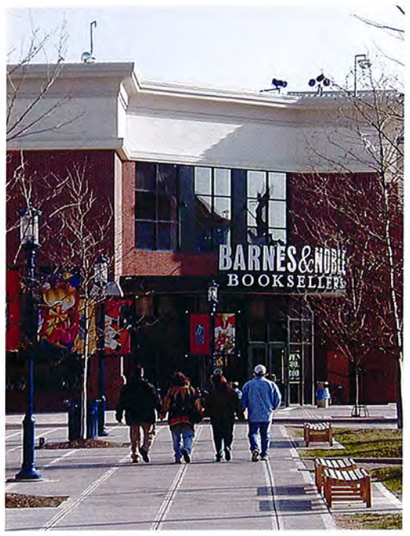
+ District Mix Breakdown

Preliminary massing building studies helped define the building massing for each district, (page 44) these typology studies were evaluated and revised to make up the overall massing now depicted in the preferred Concept Master Plan.

Davie Regional Research and High Tech District

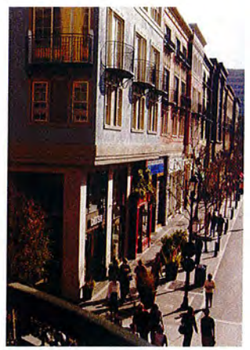
+ Commercial + Light Industrial + Research Park + Residential + Office + Retail

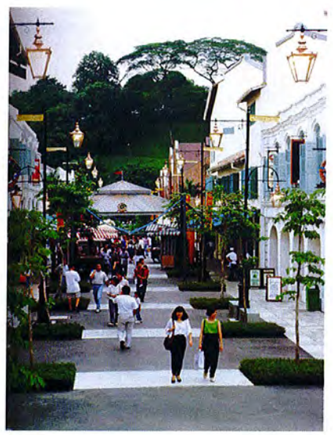
SFEC Education District

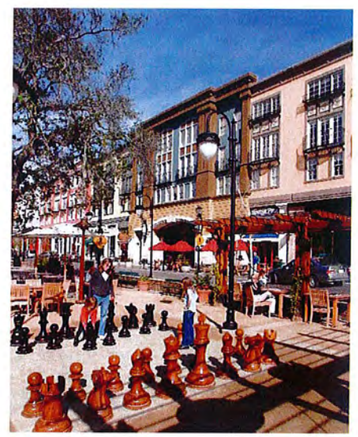


+ Education + Institutional + Healthcare + Commercial + Residential + Office + Research Park

Davie Town Center District







+ Civic + Commercial + Residential + Office

Davie Downtown Neighborhood District

+ Residential + Civic + Commercial + Institutional + Office

Building Form Follows the Street

+ Building Height

Heights and building form should address the street, corner blocks will be viewed differently than mid block lots. In general terms along Davie Road, College Avenue, Oakes Road, Orange Avenue and Nova Drive building frontages would be at heights of 3-5 stories varied and articulated based on design guidelines to come in Phase IV. In general there will be transition zones from the 5 story max height in the Davie Town Center District out to adjacent neighborhoods. Properties bordering I-595 can stair step up to 8-10 stories. The University campuses will be allowed building heights up to 150 feet within there center. Improvements in the education district on buildings fronting the roads should be a priority, primarily along College Avenue. Within the campuses the max height of 150 feet must step back down to 1-3 stories in transition zones near adjacent neighborhoods. No one district will be built out at an overall platform height. The form base code will designate where and when the height is applied.

+ Building Frontage and Form

It is imperative for the RAC to respect building frontage as the area begins to redevelop. The image and comfort of the streets that must now serve as thoroughfares for pedestrians as well as cars is largely determined by the proportion of the streets related to the building facades. The way the buildings face the street, the amount of space provided for shade and comfortable walking circulation for the pedestrian are all very important components in making sure a well defined sense of place along the street is accomplished. The street section design, setback dimensions, building articulation and mix of uses along the street directly affect the atmosphere and quality of place for the pedestrian. The below graphic is just a suggested scenario for suggested building frontage options along the RAC's main thoroughfare, Davie Road. As Land Development Regulations and Design Guidelines are developed in Phase IV more attention to specific public streets will be studied to ensure that new buildings front and respect the street.

Incremental Phasing Strategies

+ Purpose of a Master Plan

Planning is crucial to effective management of any program. Good plans make the difference between cost-effective, proactive management and costly crisis management. Plans establish focus and direction. They provide the framework for program implementation and a basis for consistent decision making. They are tools for determining budgets and other support needs. Redevelopment in the Town of Davie is inevitable. It is imperative that the Town be armed with a master plan that will guide Town Council and Town Staff in a responsible redevelopment direction. The community members of the Town have spoken as seen in the Phase I "word rose" exercise that was conducted at the second community workshop (see page 52). It is essential for the Town to abide by a plan that will create the best value of the land while improving the environment and sense of community for those living and working in the RAC.

It is also the primary goal of a redevelopment to spark growth and encourage the developer to take an investment risk in an area on the verge of redeveloping. In return the developer needs a guarantee that the adjacent properties will emerge only to raise the value of their property as growth continues.

Without the adoption of a Master Plan both the Town and the private developers have no assurance of how the Town or the properties within the area will materialize. Often communities and private developments never reach their true potential without a master plan. With clear goals and a shared vision of how the RAC should develop the end result is more likely to benefit all parties, the community members, the Town officials, and the private developers. These three entities have the power to shape development with a Smart Growth, multi modal, flexible master plan in hand they are more assured to create a destination that will serve the Davie Residents and the SFEC as a healthier community that is economically and environmentally sustainable for future generations.

+ 5 Simple Rules to Success

There are five important rules to the success of this master plan that will be key in realizing that the RAC truly is revitalized for the Town of Davie. These rules have been adapted from the mantra that those working with Mayor Daly in the city of Chicago have learned to live by. These 5 rules can be applied in any town or program that wishes to improve the quality of life for its citizens by getting improvement projects "in the ground". We have set up a summary for each rule based on our observations throughout this study which apply specifically to the Town of Davie.

- Use your assets
- Get your House in Order
- Get in the Win column
- Focus your work
- Institutionalize it

Use your Assets

The **streets, alleys, parks, city buildings, community members, developers-** all communities have these assets use them to your advantage. Improve the streets and alleys to be a place where the community members spend their time and money. Revaluate the parks and green spaces of the city; provide diversity in size and activities

that can exist within each. City buildings should be anchors of the community. They should be the buildings that set the precedence in architecture and maintenance. The community members and developers that live and invest within the town have a voice and should be an integral part of the planning process. Listening and working together to ensure all parties will benefit in some manner from decisions made is essential.

Get your House in Order

Establish a **quick fix program**; simple solutions such as having flower boxes or welcome pots added to the fronts of municipal buildings, flags or banners hung, paint any signage or lighting a uniform color that is easy to upkeep (black), make sure no street lights are burnt out. This is also know as the broken glass effect - clean environment leads to success. An organized maintenance program is key, give town staff ownership in different municipal properties. "Keeper of the Park", this program advertises which town worker oversees each property, instilling ownership.

Get in the win column

Complete small projects today, large projects tomorrow. Further in the Implementation Strategies section (page 53) a more detailed list pertaining to the RAC redevelopment is discussed. But it is important for the Town to make immediate strides for the community to recognize their commitment to redevelopment and an improved quality of life. For example Davie Road holds a special place in most citizens' hearts; street and beautification improvements should be implemented along this Road immediately. The Town can also succeed by consistent commitment to maintenance; **maintenance is the Town's credibility.** It is imperative that the Town lead by example, whatever regulations the Town wishes to hold private developers to, the Town must make the commitment that they are serious about adhering to those implications as well.

Focus your work

Find an organizing principal to implementing programs...The Street – **the street does not discriminate.** Fragmented work makes little progress; citizens want to see visible successes. Setting capital improvement projects on a schedule that can follow street improvements may help with managing timing of improvements. Incremental phasing can follow the street as well. Work with the book end theory in mind, invest in anchors and fill in the middle.

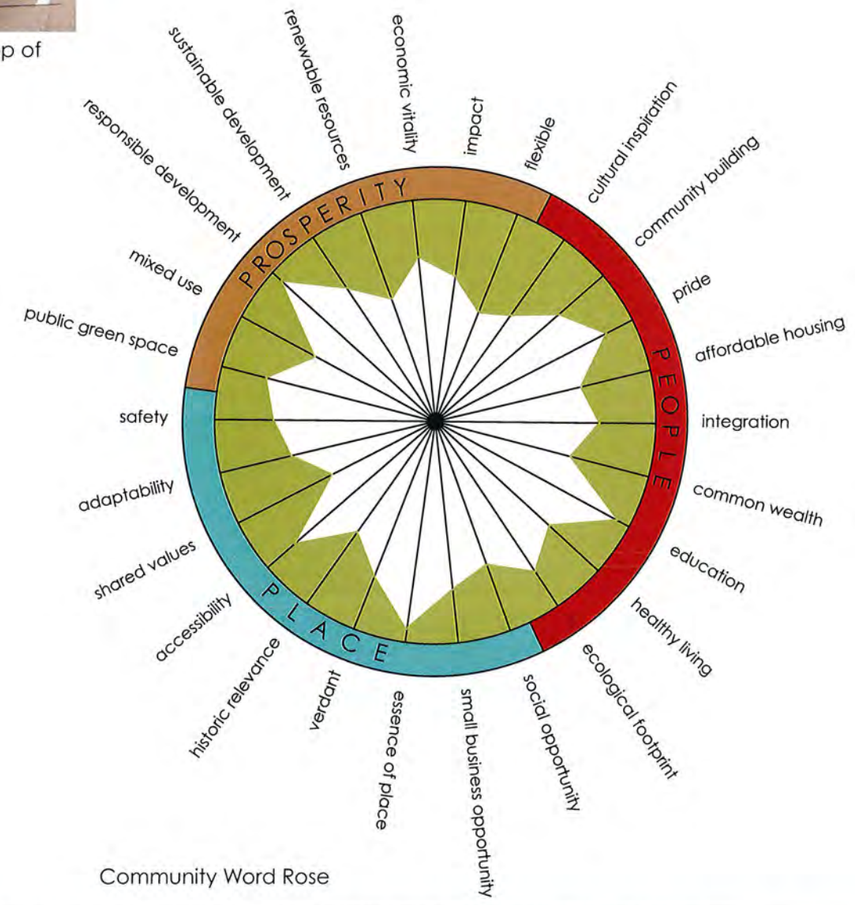
Institutionalize it

Create a RAC **pedestrian friendly design checklist** – a quick an easy tool to making sure developments coming on line and existing properties are abiding by the guiding principals of the multi- modal master plan. Establish a Davie RAC advisory task force to oversee immediate follow through on all necessary steps for the master plan to be fully adopted as a comprehensive plan amendment and forward in the future as the task force that will ensure the plan is implemented to its full potential.

+ Priorities for Implementing the Plan

This Master Plan serves as a guide for the Town and private developers to move forward with investments and actions for achieving a revitalized RAC that will be a redevelopment area of regional significance. This comprehensive plan includes

Davie Road improvements should be at the top of the quick fix program list



Community Word Rose

numerous proposed improvements and redevelopment opportunities. It's also assumes growth rates based on past trends in this area. It's important that this document was set up as a flexible plan that can succeed with changes in the market. It is not suggested that all these opportunities be pursued immediately. It is also imperative to understand that the 50 year growth rate for potential unit built out is just an "assumed growth rate" The subsequent economic analysis will further validate implementation strategies. Below we have given suggestions for improvements and redevelopment opportunities; we have ranked the suggestions into three categories, High, Moderate and Long Term Priorities we have also accompanied these categories with forecasted years to assist in implementation. **Phase III provides a more detailed implementation strategy for transit based improvements and should be reviewed simultaneously with this section, (please see phase III - volume III page 28-29)**

+ Immediate Priority

- Assess RAC water needs based on future growth and develop an implementation plan to put infrastructure in place to accommodate the master plan. The infrastructure plan should include acquisition of land and construction of a new water treatment plant and its associated services.
- Establish a Davie RAC task force that will institute a quick fix program with possible improvements mentioned on page 52.
- Establish an urban growth boundary to ensure density and intensity remains located in the eastern portion of Davie.
- Establish an experienced senior level redevelopment team at the Town that will oversee all the changes in the comprehensive plan, zoning and land use changes to assure adoption and implementation of the master plan is followed through. This team should also be tasked with overseeing all incoming projects in the project area.
- Establish an expedited permit process for projects in this area to stimulate growth.

+ High Priority 10 year – incremental density 30% of overall intensity

- Town of Davie will need continued commitment and experienced staff to convert existing zoning regulations to a form base code that is based on building form rather than strictly Floor Area Ratio calculations. It will be imperative that no development rights are taken away. It is also highly suggested that revised codes include incentives for developers to redevelop their sites.
- The Town of Davie should work with FDOT and Broward County to develop clear communication on implementing and funding roadway connections and transit upgrades in the RAC.
- Town of Davie should begin negotiations and communication with FDOT and Broward County for Streetscape Improvements along Davie Road.
- Town of Davie should begin negotiations and communication with property owners to acquire ROW for connection of Oakes Road, connection of SW 67th Avenue, and connection of 61st Avenue to new Oakes Road.
- The RAC and CRA task forces should work in unison to ensure that their agreed visions are seen through to fruition.
- Redevelopment of area in Northeast corner of RAC.
- Downtown CRA Davie Road Frontage: improvements should be set as priority projects as this is a highly visible route for success stories.
- Negotiations and acquisition of key land parcels: for upcoming infrastructure needs, water treatment plant location, new civic buildings, and a key peripheral parking garage to start the "park once" movement within the RAC
- Establishment of RAC parking and transit authority to manage the phasing of parking and transit improvements throughout the RAC.
- Widen streets based on DOT and master plan recommendation.

+ Moderate Priority 25 year - incremental density 35% of overall intensity

- Continued streetscape improvements and completion of Road Network: along College Avenue, SW 30th, SW 36th, and Davie Downtown Neighborhood District additional cross streets
- Establish the Redevelopment of warehouse and commercial area north of Nova Drive as a priority for a live work district to support universities.
- Redevelopment of surface parking throughout SFEC by infilling parking/education liner buildings fronting College Avenue and SW 30th.
- Implementation and funding management for new public parks and civic facility improvements new public parks and civic facility improvements
- Continued transit and multimodal planning to see additional periphery parking garages come out of the ground as well as university alternate transportation program implementations
- Negotiate with FDOT and Broward county light rail station location and design

+ Long Term Priority 50 year - incremental density 35% of overall intensity

- Town of Davie should continue commitment to smart growth planning by holding regular planning studies to reevaluate the state of redevelopment in the RAC
- Light Rail Station: integration into over all design of RAC
- Multi- modal options: continue to evolve possible rubber-tire trolley phased into electric street car system

Preliminary Order of Magnitude Costs (Public Infrastructure Costs Only)

As development within the Davie RAC takes place, the Town's requirements for infrastructure and facilities will grow. This growth will require the construction of new roads and sidewalks; expansion of water, sewer, and drainage systems; and in general, increased demand on the existing infrastructure and facilities. An analysis of the existing and proposed public infrastructure in the Town of Davie indicate that over the next 50 years, these infrastructure systems will require investments of approximately $230 million, based on today's unit prices, to keep pace with population growth and future development planned within the Davie RAC.

Roadway Infrastructure
Items identified as desirable additions and improvements to the community streetscape include:

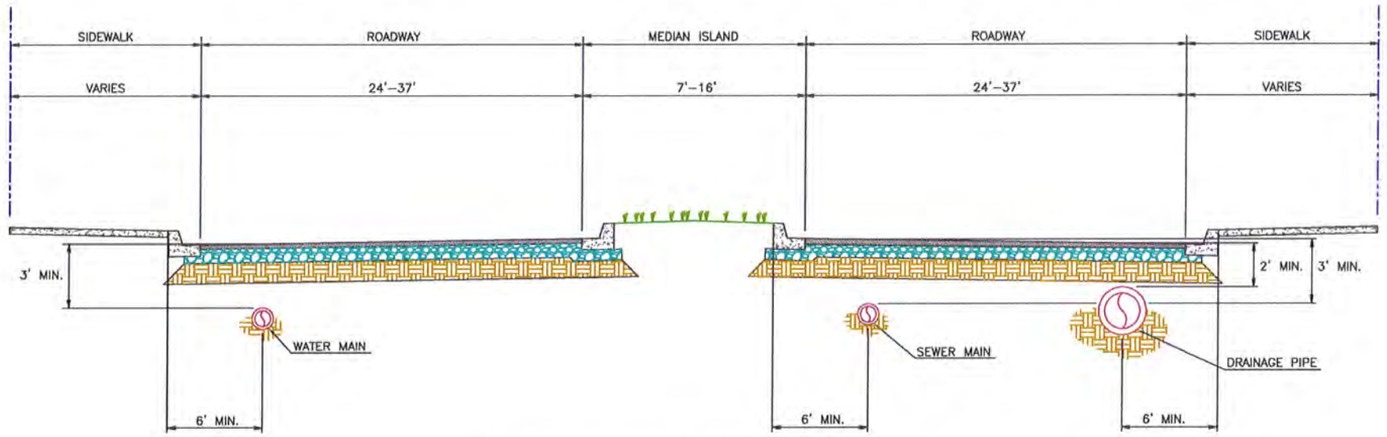
- Incorporation of traffic calming features including addition of center turn lanes, on-street parking, and median islands
- Addition, extension or widening of sidewalks
- Bicycle paths and pedestrian accessways
- Enhanced landscaping and street lighting

Costs of the projected roadway and underground infrastructure needs within the Davie RAC were calculated at approximately $85 million total. Estimates were determined using existing right-of-way information and current Broward County Highway Construction and Engineering Cost Estimate models, and incorporated proposed transportation enhancements to alleviate the inadequate levels of services documented in the Technical Memorandum. Upgrades and This assessment is based on a proposed "rubber-tire" mass transit system within the RAC. A future light-rail option will require further improvements to Town roads and can reach $25 to $60 million per mile. Estimated costs also include the extension of Oakes Road across the Florida Turnpike. The proposed bridge would have an eighty-foot width to provide for four travel lanes, decorative side rails, sidewalks for pedestrians and bicycles, and pedestrian scale street lighting.

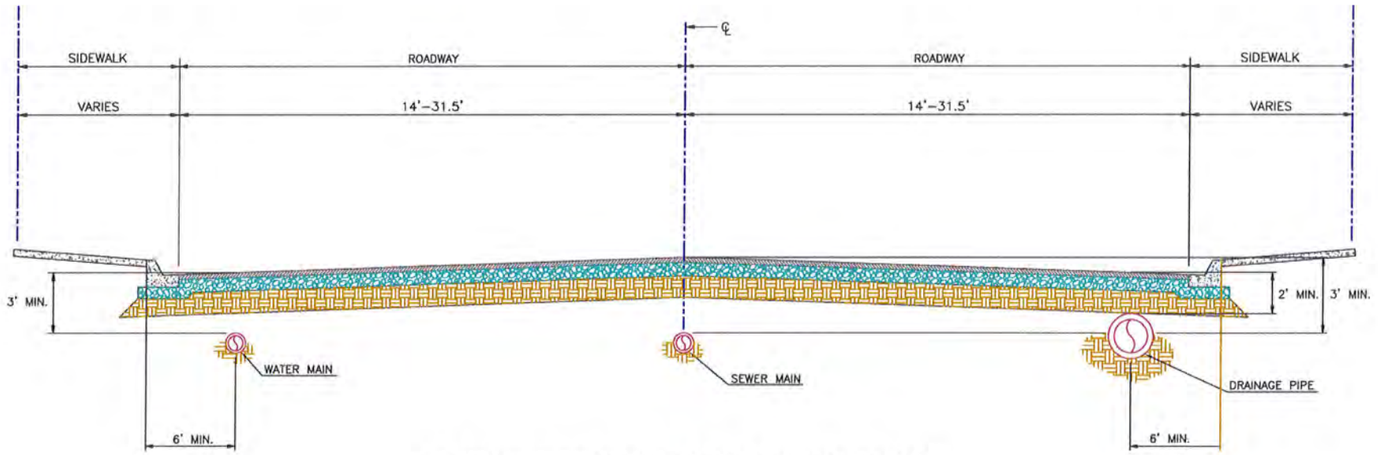
Utility Infrastructure
Improvement needs for public utility systems are forecasted at $25 million. These improvements will include the implementation of adequate water supply systems for new developments. They will also include constructing additional water main loops, increasing the capacity of existing pump stations, and constructing new pump stations to replace current stations that are overcapacity to meet existing water and wastewater transmission needs, as our findings in Phase I, Existing Infrastructure Summaries, revealed. Florida Power & Light, Bellsouth, and cable relocations are included as estimated values.

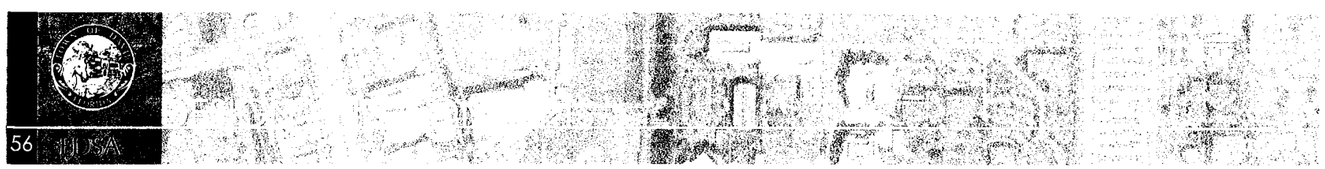
New water sources must also be identified and developed to meet the Town's future water demands. The construction of new drinking water and wastewater treatment plants is currently under consideration. Preliminary estimates are at an additional $145 million for the facilities and will require future property acquisitions by the Town. Repair and replacement of portions of the Town's water system, as with all aging systems, is also a likely future projection.

Stormwater Infrastructure
An assessment of current conditions and future needs estimates stormwater infrastructure improvements at $3.6 million. This will include the construction of both aboveground and underground drainage systems, including lakes, retention areas, and drainage pipe. Newly reconstructed roads will also include the installation of properly engineered drainage systems. As the opportunity presents itself to reconstruct or complete other major maintenance on existing roads, drainage systems must be improved or installed.



TYPICAL SECTION WITH CENTER MEDIAN



TYPICAL SECTION WITHOUT CENTER MEDIAN

Roadway	Proposed R.O.W. Width	Length of Road (ft.)	Roadway Construction	Sidewalk Construction	Drainage Construction	Lighting Construction	Street Trees	Total
Davie Road								
S of I-595	106	2,680	$804,000	$262,808	$244,559	$80,000	$185,000	$1,576,367
S of Nova Drive	80	4,730	$1,072,133	$463,840	$325,758	$145,000	$327,000	$2,333,731
S of SW 39th Street	80	4,350	$754,000	$426,660	$299,587	$135,000	$302,000	$1,917,247
Nova Drive								
E of College Avenue	110	2,355	$502,400	$720,720	$223,011	$70,000	$163,000	$1,679,131
E of SW 70th Avenue	55	2,400	$512,000	$0	$113,636	$75,000	$165,000	$865,636
College Avenue								
S of I-595	80	8,150	$1,738,667	$1,223,664	$561,295	$250,000	$561,000	$4,334,625
Oakes Road								
E of Davie Road	80	5,065	$1,080,533	$760,188	$348,829	$155,000	$350,000	$2,694,551
SW 30th Street								
E of University Drive	60	4,440	$769,600	$320,112	$229,339	$135,000	$306,000	$1,760,051
SW 39th Street								
E of College Avenue	60	2,650	$459,333	$190,788	$136,880	$80,000	$184,000	$1,051,001
SW 36th Street								
E of SW 76th Avenue	40	3,570	$380,800	$257,400	$122,934	$110,000	$248,000	$1,119,134
E of University Drive	100	1,145	$259,533	$231,140	$98,571	$35,000	$82,000	$706,244
Neighborhood Roads								
SW 56th Terrace	50	12,850	$1,370,667	$420,770	$553,116	$400,000	$886,000	$3,630,553
SW 55th Avenue	50	12,850	$1,370,667	$677,770	$553,116	$400,000	$886,000	$3,887,553
Roadway Construction Costs			$11,074,333	$5,955,860	$3,810,632	$2,070,000	$4,645,000	$27,555,825
Oakes Road Bridge Connection								$5,000,000
Clearing and Grubbing								$1,377,791
Mobilization								$1,653,350
Maintenance of Traffic								$1,653,350
Design								$4,133,374
Pavement Marking & Signing								$775,203
Utility Relocation & Improvements								$25,000,000
Testing & Miscellaneous								$551,117
Contingency (25%)								$16,925,002
Total Estimated Improvement Costs								**$84,625,011**