

1. FUTURE LAND USE ELEMENT

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

OBJECTIVE 1: SMART GROWTH & GREEN PLANNING PRINCIPLES

The Town is committed to achieving future growth that is sustainable while carefully maintaining the rural atmosphere that makes Davie unique. This will be done by building capacity within the Town, by conserving energy and natural resources within municipal operations, and by providing sustainability related education outreach and support to the community.

Incorporate the following smart growth and green planning principles into future land use planning, capital improvement decisions, and the development review process.

- Policy 1-1 Continue to provide a wide range of housing opportunities for Town residents of all income levels.
- Policy 1-2 Create more walkable neighborhoods by requiring developers to incorporate pedestrian-friendly features within the design of all development and redevelopment projects within the Town. By way of example, pedestrian-friendly features may include sidewalks, compact site design, interconnected pathways, and other infrastructure and design features that contribute to the comfort, safety and convenience of pedestrians.
- Policy 1-3 Encourage community and stakeholder collaboration on all public and private projects during all phases of the development approval process.
- Policy 1-4 Protect existing residential and nonresidential areas from any adverse impacts of future development to the maximum extent practicable.
- Policy 1-5 Within Davie foster distinctive communities with a strong sense of place and/or history.
- Policy 1-6 Ensure all development review process decisions are fair, predictable, and cost effective.
- Policy 1-7 Encourage the mixing of land uses within the infill and redevelopment areas of eastern Davie, particularly projects within the RAC and the Transit Oriented Corridor areas.
- Policy 1-8 Continue to protect open space, farmlands, natural vistas, and critical environmental areas.
- Policy 1-9 Continue to ensure a wide variety of transportation choices are available to Town residents and visitors through visionary road and transit projects and developer contributions and fees.
- Policy 1-10 Direct new development toward existing developed areas consistent with the FLUM and the Land Development Regulations, and work to constantly improve submitted plans for private development.

- Policy 1-11 Encourage compact building design, and take advantage of any resulting opportunities for the mixing of uses, enhanced landscaping, open space, and community improvements.
- Policy 1-12 Encourage the use of sustainable building practices throughout the Town on new building construction and renovations.
- Policy 1-13 Direct growth to identified Urban Development areas within Davie in order to discourage urban sprawl, reduce development pressures on rural lands, maximize the use of existing public facilities and centralize commercial, governmental, retail, residential and cultural activities.
- Policy 1-14 New public buildings constructed by the Town shall include energy efficient design features and green building standards.

OBJECTIVE 2: ENERGY EFFICIENCY

Increase education about sustainable building practices and use of environmentally sustainable products within the Town of Davie.

- Policy 2-1 The Town will inform residents and business owners with regard to energy efficient buildings, energy efficient appliances, waste recycling, building products from renewable resources, non-toxic building products and water efficient fixtures and landscapes.
- Policy 2-2 The Town shall enhance the energy efficiency of Town facilities through “green” procurement, the purchase of energy star rated or equivalent equipment and appliances for Town use, energy efficient cooling/heating systems, efficient lighting and employee education on energy conservation.
- Policy 2-3 The Town shall encourage the certification of Leadership in Energy and Environmental Design (LEED), US Green Building Council (USGBC) and other comparable certification bodies for all new development and redevelopment.
- Policy 2-4 The Town shall conduct energy audits of all Town buildings by 2011.
- Policy 2-5 The Town shall encourage the use of alternative forms of energy in new development, redevelopment and building retrofits, including the use of solar and wind energy.
- Policy 2-6 Adopt and maintain land development regulations that eliminate barriers to certification of Leadership in Energy and Environmental Design (LEED), US Green Building Council (USGBC), Florida Green Building Coalition (FGBC) or any comparable certification organizations.
- Policy 2-7 The Town shall encourage policies and actions that reduce greenhouse gas emissions and other air pollutants and increase the use of renewable natural resources.
- Policy 2-8 The Town shall encourage increased walking, bicycling and use of public transit by updating land use requirements for walkways, bike lanes, bus stops, pedestrian interconnectivity and other design elements that encourage walkable communities and transit readiness.
- Policy 2-9 Land use decisions shall consider the most energy efficient use of land given existing and future electric power generation and transmission systems.

- Policy 2-10 The Town will inventory all paved heat islands, including sidewalks, and implement a landscape shade program.

OBJECTIVE 3: LAND DEVELOPMENT REGULATIONS

The Town shall continue to maintain and implement land development regulations, including subdivision regulations that will insure that development is permitted only after it has been demonstrated that soils, topography, natural resources, historic resources and the availability of essential facilities and services have been accommodated.

- Policy 3-1 Land development regulations shall contain minimum criteria that address soil compatibility, topography, drainage and stormwater management, finished floor elevations, parks and open space, on-site parking, signage, internal traffic flow and traffic circulation, with said criteria applied at time of development permit approval.
- Policy 3-2 The Town shall maintain and enforce a level of service standard for each public facility located within the boundary for which the Town has authority to issue development orders and development permits, as authorized by Florida Law.
- Policy 3-3 Land development regulations shall incorporate a review process to insure that essential facilities and services shall be provided pursuant to the adopted level of service standards contained in the Comprehensive Plan, and shall include a mechanism to insure that the cumulative impacts of proposed development are identified. Essential facilities and services shall be available, constructed and maintained, concurrent with the impacts of development, pursuant to the adopted level of service standards and criteria for determination of concurrency contained in this Comprehensive Plan.
- Policy 3-4 For those portions of the regional road network within the Town's planning jurisdiction, the Town shall adopt those levels of service, concurrency management systems, mobility fees, or combination of these that are consistent with Broward County's, as authorized by Florida law. The highway capacity methodology approved by the Broward County Board of County Commissioners shall be used to determine the capacities and levels of service on those portions of the regional roadway network for which level of service standards apply. The Town shall further consider methodology for determining multi-modal capacity and level of service standards that Broward County may adopt for the regional roadway network.
- Policy 3-5 The grant of development permits shall be consistent with the Plan Implementation Section of this Plan.
- Policy 3-6 Platting shall be required, pursuant to the Plan Implementation Section of this Plan.
- Policy 3-7 The Town shall Utilize Federal Emergency Management Administration (F.E.M.A.) standards in establishing minimum floor elevation of building sites and floodplain protection provisions, and shall address redevelopment where flooding problems exist.
- Policy 3-8 South Florida Water Management District (S.F.W.M.D.) design criteria shall be utilized for minimum road crown elevation and public road and parking lot design.
- Policy 3-9 Industrial and commercial development shall be serviced by a centralized wastewater treatment system, where financially feasible.

- Policy 3-10 New development shall provide water storage capacity pursuant to the water management regulations and plans of the South Florida Water Management District and other applicable water management agency(s).
- Policy 3-11 New non-residential development shall provide pre-treatment for stormwater runoff through grassy swales, wetlands filtration, ex-filtration trenches or other means consistent with the Best Management Practices of the South Florida Water Management District.
- Policy 3-12 Adopted land development regulations shall address the method(s) for acquiring and developing parks and recreational lands and protecting such lands from future development.
- Policy 3-13 Develop land development regulations for the implementation of the Transit Oriented Corridor Master Plan.
- Policy 3-14 The Town will coordinate future changes of land use with the availability of water supplies and water supply facilities to ensure all existing and future developments will have adequate water to service development.
- Policy 3-15 The Town will require all new development, redevelopment and applicants for a land use amendment to provide verification of the availability of water supplies and water supply facilities to meet the needs of any increased water demand generated by the proposed development, redevelopment or land use modifications.
- Policy 3-16 Pursuant to the Solid Waste Act of 1988, the Town shall encourage source separation and recycling of waste.
- Policy 3-17 Landfills and resource recovery facilities shall be planned to minimize impacts on adjacent existing or planned land uses.

OBJECTIVE 4: NATURAL AND HISTORIC RESOURCE PROTECTION

The Town shall continue to maintain land development regulations that shall require the identification and protection of natural and historic resources, including historically significant structures, unique natural areas, and wetlands.

- Policy 4-1 Historically significant sites, as identified on the National Register of Historic Places, by the Florida Department of State's Division of Historical Resources, or by the Davie Town Council, shall be protected from significant alteration or demolition under the provisions of adopted land development regulations and applicable state and federal laws.
- Policy 4-2 Consideration shall be given to the impacts of land use plan amendments on historic resources.
- Policy 4-3 The adopted land development regulations shall require the identification of archaeologically significant sites, and shall require their preservation and protection from unauthorized access, excavation and disruption. The land development regulations shall further provide that, in the event that the Town deems full preservation and protection to be unfeasible, and that such preservation and protection is not otherwise required by law, the developer shall consult with the Broward County Archaeologist to determine appropriate mitigation.

- Policy 4-4 The land development regulations shall contain regulations providing for activities that are compatible with and encourage the protection of sites designated Natural Resource Areas or Local Areas of Particular Concern as shown on the Broward County Land Use Plan map and the Davie Future Land Use Plan map.
- Policy 4-5 The land development regulations shall contain guidelines and standards designed to promote the use of native vegetation and maintenance of such material in a manner generally accepted in the industry.
- Policy 4-6 Development shall be permitted in accordance with the South Florida Water Management District regulations governing the creation, protection and maintenance of surface waters, to minimize direct discharge of stormwater runoff into such bodies.
- Policy 4-7 Lake construction shall be in accordance with the South Florida Water Management District regulations and other regulations of other applicable water management agency(s) that provide for vegetated shallow water habitat designed to protect natural lake functions and the health, safety, welfare and recreation of Town residents.
- Policy 4-8 The land development regulations shall require a mitigation/restoration plan for all dredging and mining sites.
- Policy 4-9 The mitigation of wetlands shall be required, when determined to be appropriate by the applicable regulatory agencies.

OBJECTIVE 5: POTABLE WATER SUPPLY PROTECTION

The quality and quantity of the potable water supply shall be protected through the regulation of development utilizing detrimental substance.

- Policy 5-1 The Broward County Potable Water Supply Wellfield Protection Ordinance and existing and planned wellfields zone of influence, as depicted on the Future Land Use Plan Map Series, shall regulate the use of potentially detrimental substance.
- Policy 5-2 Request for changes to industrial land use on the Future Land Use Plan Map within wellfield zones of influence shall be evaluated and discouraged when appropriate.
- Policy 5-3 The use of septic systems shall be permitted, as appropriate, by the Florida Department of Health and Rehabilitative Services through the Broward County Public Health Unit.
- Policy 5-4 The Town shall require land uses currently on septic systems to be connected to central wastewater treatment facilities, when deemed to be practical and financially feasible, with priority given to those land uses in proximity to surface waters.

OBJECTIVE 6: LOCATION AND DISTRIBUTION OF LAND USES

Pursuant to the adopted Davie Future Land Use Map, land uses, intensities and densities shall be distributed and concentrated in such a manner so as to promote an economically sound community and discourage urban sprawl.

- Policy 6-1 A request for amendment to the Davie Future Land Use Plan map resulting in a change in density or intensity shall be evaluated based on the availability of existing essential

facilities and services. Priority shall be given to requests requiring no increase in capital expenditures, and proposals not requiring unprogrammed expansion of facilities or services.

- Policy 6-2 The extension of essential services shall be prioritized and directed to portions of the Town that already have other services available.
- Policy 6-3 Infill shall be encouraged as a means of directing growth to areas already containing essential infrastructure improvements, such as potable water and sanitary sewer services. Priority shall be given to areas suitable for infill development in the extension of infrastructure.
- Policy 6-4 Requests for increasing density and intensity outside of the RAC, TOC, and major roadway corridors of the Town shall be discouraged.

OBJECTIVE 7: CONSISTENCY OF DEVELOPMENT WITH COMPREHENSIVE PLAN

All land within the Town of Davie shall contain one or more of the uses specified for the applicable Future Land Use Designation in the Permitted Uses portion of the Implementation Section.

- Policy 7-1 The location and distribution of land in each Future Land Use Designation as shown on the Davie Future Land Use Plan map shall be in accordance with the adopted level of service standards as set forth in the Comprehensive Plan.
- Policy 7-2 The (re)zoning, (re)planning, and site planning of land shall be in compliance with the density ranges shown on the Davie Future Land Use Plan map and the applicable Future Land Use Designation provisions as contained in the Permitted Uses portion of the Implementation Section pursuant to Florida law.
- Policy 7-3 The Town of Davie Land Development Regulations shall be consistent with the goals, objectives and policies of this comprehensive plan pursuant to Florida law.

OBJECTIVE 8: FUTURE LAND USE MAP

The various land use plan designations shown on the Future Land Use Map (FLUM) and described in the goals, objectives and policies herein shall be comprised of land uses, residential densities and non-residential intensities that are consistent with the desired character of the different areas within the Town of Davie, as expressed in this Future Land Use Element.

- Policy 8.1: Whenever industrial land are redeveloped for residential or mixed residential and commercial use, the land development regulations shall require the appropriate combination of buffering, special attention to building orientation and design, and thoughtful site design in order to maximize compatibility with adjacent industrial development while the area undergoes redevelopment.
- Policy 8.2 Discourage land use patterns indicative of urban sprawl in the Future Land Use Map and any amendment applications by dictating compact development, mixed-use where appropriate, and efficient use of public facility capacity and resources, while protecting single-family neighborhoods.

The future land use categories contained in the Town's Future Land Use Map are identified in the following objectives and policies, and important features and special areas are also described.

OBJECTIVE 9: RESIDENTIAL USE

- Policy 9-1 Residential development of moderate to high density should be located in close proximity to arterial roadways, available or planned mass transit, and other community amenities, and should generally be located east of Pine Island Road, unless located adjacent to the S.R. 84/I-595 corridor, or I-75 interchanges.
- Policy 9-2 Generally discourage plan amendments or use of flexibility provisions to increase residential densities or permit more intensive uses in areas west of Pine Island Road and south SW 14 Street, unless located adjacent to the S.R. 84/I-595 corridor, or I-75 interchanges.
- Policy 9-3 Residential and mixed-use developments designated as bold-line areas on the Davie Future Land Use Plan map shall be subject to density and use restrictions as contained in the Bold-Line Areas discussion under the Residential category in the Permitted Use portion of the Implementation Section.
- Policy 9-4 The location of Special Residential Facilities in areas designated for Residential use is encouraged where such facilities are compatible with and complementary to the surrounding community.
- Policy 9-5 The application of "flexibility units" and "reserve units" shall be in accordance with the provisions as contained in the Flexibility Units and Reserve Units discussions under the Residential category in the Permitted Uses portion of the Implementation Section.
- Policy 9-6 Offices and neighborhood retail sales of merchandise or services may be permitted in areas designated for Residential use, pursuant to the limitations and provisions contained in the Permitted Uses portion of the Implementation Section.
- Policy 9-7 Fully-gated residential communities are discouraged in the Town of Davie.

OBJECTIVE 10: COMMERCIAL USE

- Policy 10-1 The Town shall endeavor to expand its economic base through expansion of the commercial sector of its economy.
- Policy 10-2 Zoning regulations for commercial development shall reflect consideration of the parcel size, capacity of the land to accommodate development, and market range, pursuant to the description on Types of Shopping Center Developments as contained under the Commercial category in the Permitted Uses portion of the Implementation Section.
- Policy 10-3 Zoning regulations shall provide for varying intensities of commercial development and direct application of appropriate districts where compatible with adjacent and surrounding residential uses.
- Policy 10-4 Commercial land uses shall generally be located with access to primary transportation facilities including interstates, highways and arterials. Consistent with Policy 7-1, vacant land with such access shall be evaluated for potential commercial use.

OBJECTIVE 11: COMMERCE/OFFICE USE

Policy 11-1 The Commerce/Office category shall provide for the suitable location of office complexes and multi-use developments in a campus-like setting consistent with policies directing the location of commercial and industrial land uses.

OBJECTIVE 12: INDUSTRIAL AND EMPLOYMENT CENTER USE

Policy 12-1 The Industrial category shall provide for the development of diversified facilities necessary to promote strong economic and employment bases for the Town.

Policy 12-2 The Town shall endeavor to expand its economic base through expansion of the industrial and manufacturing sectors of its economy.

Policy 12-3 To maximize the Town's limited inventory of Industrial land, non-industrial development of land designated for Industrial use is discouraged and, therefore, is limited pursuant to the Permitted Uses portion of the Implementation Section.

Policy 12-4 Industrial land uses shall be located with access to primary transportation facilities, particularly interstates, highways, rail corridors, commercial airports, and navigable waterways.

Policy 12-5 Zoning regulations shall address the impacts normally associated with industrial development such as noise, vibration, air pollution, and solid/hazardous wastes.

Policy 12-6 Application of the Employment Center land use designation shall be directed to lands located in close proximity to major transportation features, and is designed to promote tourist-orientated, high technology and service-based activities.

OBJECTIVE 13: REGIONAL ACTIVITY CENTER USE

The Town shall maintain, and expand if appropriate, a Regional Activity Center (RAC) designation for the area between University Drive and the Florida Turnpike, and S.R. 84 and Griffin Road.

Policy 13-1 The Regional Activity Center land use designation shall promote and encourage large-scale development and redevelopment as well as small parcel infill development and redevelopment that facilitates a coordinated and balanced mix of land uses, providing for: educational facilities; a wide selection of housing types for all income ranges; shopping opportunities to meet the basic and expanded needs of students, residents, employees and visitors; research, training and other educational support uses; recreation; and, employment opportunities, including the use of mixed residential/nonresidential land uses. Accordingly, the RAC shall observe the following minimum and maximum levels of development:

Land Use	Max. Intensity	Min. Acreage	Max Acreage
Residential	11,903 d.u.	-	-
Commercial	3,532,528 s.f.	-	-
Industrial	7,629,000 s.f.	-	-
Recreation & OS	does not apply	13 acres (0.6%) (Wes Griffin Park is restricted to Recreation/Open Space Use)	-
Community Facility	12,388,500 s.f	-	-

(3,174 of the 11,903 units are additional dwelling units permitted by Broward County Land Use Plan (BCLUP) amendment PCT 10-6. These units are prohibited in areas that fall within the Airport's 60 DNL noise contour per the Runway 9R/27L Environmental Impact Statement, December 2008 2020 B1b. These units are restricted to the following unit types: 2,150 mid rise, 489 high rise, 300 garden apartments, 150 townhouse/duplex/villa and 85 single family homes).

*Except upon a separate action by Town Council with supermajority vote, the number of maximum residential units shall be phased as follows:

9,787 prior to the year 2013

10,845 prior to the year 2015

11,903 prior to the year 2017

- Policy 13-2 Expansion of the South Florida Education Center (SFEC) in a well-planned manner, compatible with adjacent land uses, should be encouraged within the RAC.
- Policy 13-3 The Town shall continue to work with the SFEC schools and Broward County to develop alternative transportation modes within the RAC, including additional public transportation services, and paths for pedestrians, bicycles and horses that link downtown, the SFEC, existing pathways, and adjacent residential and employment centers.
- Policy 13-4 Affordable housing, including housing targeting SFEC students and employees, shall be encouraged within the RAC.
- Policy 13-5 Encourage transit-oriented development, defined as mixed residential and nonresidential development with transit-supportive intensity/density, located near existing or future transit routes, or alternative transportation corridors, and connected to transit stops by means of sidewalks, bikeways, or similar. Optimally, transit-oriented development is integrated with transit infrastructure, and offers amenities and conveniences for pedestrians and cyclists.
- Policy 13-6 Development activities within the RAC should stimulate quality redevelopment of businesses and dwellings. The land development regulations should continue to offer incentives that encourage high quality development, public benefits and amenities.
- Policy 13-7 Variance requests within RAC shall be evaluated against the comprehensive plan policies relating to the Regional Activity Center designation, and shall further the intent of the RAC, as expressed through plan policies contained herein, and as further articulated in the Town's implementing RAC Master Plan and land development regulations. Applications for development within the redevelopment area portion of the RAC shall also be evaluated for consistency with the goals, objectives, policies and standards of the redevelopment area plan.
- Policy 13-8 Compatibility of land uses within the RAC shall continue to be supported by local land development regulations and plans to address the impacts of new development on existing land uses and residents, and by plans to improve community facilities and services.

- Policy 13-9 The character and intensity of development shall be governed by the building form standards in the land development regulations that, at a minimum, address building placement, mass, and height, pursuant to Policies 13-10 through 13-14 excluding the Regional Activity Center – Academical Village (RAC-AV) zoning district as defined in the Lands Development Code. Within the RAC-AV zoning district the height limit for inhabitable structures shall be regulated by both the Comprehensive Plan and the Land Development Code.
- Policy 13-10 For parcels fronting transit-oriented streets, and adjacent parcels in the RAC-TC District, the land development regulations shall continue to encourage transit-oriented development built close to the public sidewalks, and shall encourage varied rooflines and regulate height pursuant to massing and compatibility standards. The balance of the RAC-TC District should include civic facilities and spaces, attached and multiple-family residential dwellings built close to the sidewalk, and commercial uses.
- Policy 13-11 Within the RAC-RTW, RAC-RTE and RAC-ED zoning districts, the land development regulations shall continue to encourage midrise transit-oriented development and bonus height/stories as an incentive for development that furthers Town objectives. Such objectives shall include, but are not limited to, sustainable (“green”) building design and construction, exceeding open space guidelines, providing workforce or affordable housing, and an increase in tree caliper.
- Policy 13-12 In the area that is south of the Oakes Road alignment and zoned RAC-ND4, the land development regulations shall continue to provide for generally low-rise residential and limited complimentary nonresidential development with minimal or no front yards, and on-street parking.
- Policy 13-13 Within the portion of the RAC that is adjacent to the area generally known as the “Lauderdale Little Ranches”, inclusive of the ENSZD and RAC-ND2 zoning districts, the land development regulations shall continue to encourage and provide for generally low-rise residential development with front and rear yards in keeping with the existing character of the area.
- Policy 13-14 The land development regulations shall continue to encourage the redevelopment of existing industrial pockets into mixed-use residential neighborhoods that are integrated into the fabric of the adjacent residential neighborhoods.
- Policy 13-15 The RAC-AV zoning district, adopted to implement the RAC land use category, addresses compatibility with surrounding uses through setbacks, buffers, landscaping, and building placement. The review of development or redevelopment within the RAC-AV shall be consistent with Policy 13-8 above, the adopted RAC-AV lands development regulations, and the following:
- a. Within the RAC-AV zoning district, the maximum building height shall be 150 feet for buildings in the Mixed Use Area, generally located in the western portion of the Nova Southeastern University (NSU) campus; 125 feet in height for buildings in the University Area, generally located in the northern and eastern portions of the NSU campus; and 50 feet in height for buildings in the School Area, generally located in the south-central portion of the NSU campus.
 - b. All new development and redevelopment within the RAC –AV that exceeds a height of 50 feet will be reviewed by the Town for compatibility with adjacent existing and planned uses as part of the site plan process.

- c. Any building adjacent to existing single-family neighborhoods shall not exceed 50 feet in height. If a parcel of land identified in the RAC-AV district is directly adjacent to a natural or man made feature 50 feet or greater in width it shall not be considered adjacent for the purpose of this policy.

Policy 13-16 All new development within the RAC shall facilitate alternative modes of transportation to the automobile by providing at least one of the following features:

- a. Incorporate safe, convenient paved pedestrian/recreational pathways and bicycle lock-up facilities connecting to an existing pedestrian network, key destinations, and/or transit stops.
- b. Provide alternative modes of transportation for employees and/or facility users along with incentives for not utilizing automobiles for travel to the facility.

Policy 13-17 Provide for a variety of open spaces that enhance new development and redevelopment and that easily connects to surrounding buildings and to adjacent open space networks.

Policy 13-18 All industrial development within wellfield zones of influence shall comply with the appropriate wellfield protection standards of Chapter 27, Article XIII of the Broward County Land Development Code.

Policy 13-19 To the extent that Florida Law may require a development to undergo development of regional impact review, the Town of Davie RAC, described in Objective 13, is hereby designated as a Chapter 380 Regional Activity Center under Section 380.06(2)(e), F.S. and as a geographic area suitable for the application of increased development of regional impact thresholds for office, retail and other uses that may be amended under Section 380.0651, F.S.

Policy 13-20 Parcels utilizing the increased DRI thresholds shall undergo review for local impacts by the Town at the time of application review. Any residential development utilizing the increased DRI thresholds shall be required to provide an affordable housing component which meets or exceeds standards established by the Town.

Policy 13-21 Establish a single point of contact within Town Hall for persons interested in development and redevelopment within the RAC.

Policy 13-22 Town staff shall review all development proposals within the RAC to ensure that the proposals further the intent and purpose of the RAC as a focal point of the Town.

Policy 13-23 Pursue increasing the allocated land use intensities within the Regional Activity Center (RAC), consistent with the recommendations of the RAC Master Plan.

Policy 13-24 Consider adopting land development regulations to require new construction and redevelopment within the RAC which is located within a noise level contour line of the Fort Lauderdale/Hollywood International Airport, to integrate noise attenuating design and construction techniques in order to mitigate for potential noise impacts from the airport, and meet the minimum FAA requirements for residential construction within a noise contour.

OBJECTIVE 13.1: TRANSIT ORIENTED CORRIDOR USE

The Town shall maintain a Transit Oriented Corridor (TOC) designation for the area between SR7/441 to the east, the Florida turnpike to the West and the Town boundaries to the north and

south. Redevelopment and development of this area shall be consistent with the adopted Town of Davie State Road 7/441 Corridor Master Plan (Resolution #2005-236). Nothing in this 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.

Policy 13.1-1: The Transit Oriented Corridor land use category shall facilitate mixed use development with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus) designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County Metropolitan Planning Organization’s (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or locally adopted financially feasible transportation or transit plan.

State Road 7, which is an existing transit corridor designated for high-performance transit service such as bus rapid transit, or rapid bus by the above referenced plans, is appropriate for this designation. The Transit Oriented Corridor category may also be applicable along other existing and planned high performance transit corridors designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County Metropolitan Planning Organization’s (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or locally adopted financially feasible transportation or transit plan.

Policy 13.1-2: Within the TOC land use category, the following mix of uses shall be included within the land designated. Office, Industrial/Flex and Residential uses shall be the principal uses. In addition, the maximum intensity allowed within the TOC is as indicated below:

	Proposed intensity <2015	Proposed intensity 2015+	Existing intensity	Max Allowed
Office:	1,100,000 sq.ft.	600,000 sq.ft.	0	1,700,000 sq.ft.
Industrial/Flex:	700,000 sq.ft.	500,000 sq.ft.	2. 4 million sq.ft.	3.6 mill. sq.ft.*
Commercial:	350,000 sq.ft.	150,000 sq.ft.	100,000 sq.ft.	600,000 sq.ft.
Residential:	3,200 d.u.	3,000 d.u.	228 d.u.	6,428 d.u.**
Hotel:	500 rooms	250 rooms	0	750 rooms

Open Space 120 acres minimum***

* office is included in the Industrial/Flex category for calculation purposes for existing intensity.

** residential consists of 1,800 high rise dwelling units, 2,650 mid-rise dwelling units, 1,250 garden apartments and 500 townhouse dwellings. No residential units shall be constructed north of I-595.

*** Open space shall include but not be limited to parks and open space, stormwater retention ponds, drainage easements, landscaped areas and other pervious areas fulfilling the goal of water recharge into the aquifer.

Policy 13.1-3: Residential use is a required component within a Transit Oriented Corridor. The location of residential uses shall be incorporated into a mixed-use project or mixed use building with the location of residential uses consistent with those identified within the SR 7/441 Corridor Master Plan. Exclusively residential buildings, not part of an overall mixed-use project, shall be discouraged unless supporting commercial and office is within 1000’ linear feet. The TOC through implementing regulations of agreements shall ensure that

an appropriate balance of residential and non-residential uses occur in a manner to support each other.

Maximum residential density shall not exceed 32 units per gross acre, and no more than a total of 3,428 residential dwelling units shall be permitted within the SR7/441 TOC during the planning horizon of 2015. The future planning horizon of 2015+ shall provide for an additional 3,000 residential units, consistent with the ultimate build-out plan depicted in the SR7/441 Corridor Master Plan and the ULI Regional Market Study. However, in the event the residential dwelling units or any other uses are requested before the 2015 planning horizon, Town Council will hear such request and determine, based upon the SR7/441 Corridor Master Plan, whether to move this planning horizon forward. In no case, shall the planning horizon be reviewed before the necessary concurrency requirements have been addressed.

A total of 15% of the residential units shall be provided as affordable housing. Affordable housing shall be encouraged as bonus density consistent with Broward County Planning Council Administrative Rules Document, Article 8. The Town shall create a mechanism to ensure that affordable housing, required as part of this land use plan category, shall remain affordable in the future. The intent of the affordable housing is to ensure that those affordable units are integrated into a development proposal and not easily identified by location or design within the overall community. The affordable housing requirement of this land use category may be included within an overall housing master plan.

Residential density shall be distributed along the corridor consistent with the SR7/ 441 Corridor Master Pan. Residential densities shall be provided for as follows:

Location:	<2015	2015+	TOTAL
North of Oakes Road	2,000 d.u.	1,200 d.u.	3,200 d.u.
North of Griffin Road	678 d.u.	722 d.u.	1400 d.u.
South of Griffin Road	750 d.u.	1078 d.u.	1,600

Nothing in this policy shall limit the ability to address future redevelopment needs in the planning horizon post 2015.

Policy 13.1-4: The designation of land to transit oriented corridor and the increase in residential density is part of a planned growth management strategy to stimulate pedestrian oriented live and work places in connection with planned public transit investment. Such designation shall not be used as a basis for increases in density and/or intensity outside of TOC or designated redevelopment areas.

Policy 13.1-5: Additional or expanded stand alone automobile oriented uses such as: large surface parking lots, gas stations/auto repair/car washes; auto dealers; self/equipment storage; “big box”/warehouse; carwashes; and drive-through facilities are discouraged unless designed in a manner to encourage pedestrian and transit usage or strategically located interior to the TOC, preserving the streetscape and consistent with the adopted SR7/441 Corridor Master Plan.

Policy 13.1-6: The redevelopment and development within the TOC shall ensure that all parcels of land have sidewalks connecting to transit stops. Such connections shall be required as part of the land development regulations adopted to implement the TOC land use category.

Street connections and sidewalk locations shall, at a minimum, be consistent with the SR7/441 Corridor Master Plan.

Policy 13.1-7: The Town shall coordinate and collaborate with the CRA for the implementation of the SR7/441 Corridor Master Plan.

Policy 13.1-8: The Town, through coordination with the CRA, shall provide for a community shuttle bus throughout the TOC to connect the existing uses along SR7 to the existing uses to the west. Such shuttle shall be funded through a fair-share cost to development proposed in the area and shall be on-line at time of the effective date of the land use plan amendment.

Policy 13.1-9: To further implement the intent of the TOC, the Town shall investigate the creation of urban growth boundaries targeting specifically identified urban redevelopment areas, including the Regional Activity Center.

Policy 13.1-10: The Town shall investigate potential funding mechanisms and partnerships to construct a bridge over the Florida Turnpike at Oakes Road to connect the TOC to the western portion of the Town, as depicted in the SR7/441 Corridor Master Plan. The Town shall also investigate the feasibility of additional access points from I-595 ramps into the area.

Policy 13.1-11: Existing and proposed residential development shall be designed to be integrated into the existing neighborhoods created through the implementation of the TOC. Compatibility and appropriate transitional design elements will be reviewed at time of site plan review, consistent with the land development regulations adopted to implement the TOC land use category. Such regulations and review shall ensure that existing heavy industrial uses will not become incompatible with new development and that new development shall provide buffers and site design in light of the existing uses. Single-family detached dwellings units may be permitted as part of an overall residential mixed-use project consistent with the adopted land development regulations.

Policy 13.1-12: Public plazas, urban open space or green space/pocket parks uses that are accessible to the public shall be provided as an integrated component within the TOC. The location of such open areas shall be consistent with the required amount of Recreation and Open Space identified in the permitted uses section of the land use plan. The design of such areas shall be reviewed through the site plan review process and consistent with the land development regulations adopted to implement the TOC land use category and with the design established through the SR7/441 Corridor Master Plan.

Policy 13.1-13: Consistent with the intent of a TOC land use category, design features shall be required that promotes and enhance pedestrian mobility, including connectivity to transit stops and stations. Such design elements shall include, but not be limited to the following:

- Integrated transit stops with shelter, or station (within the TOC area).
- Pedestrian and bicycle paths ranging in width from 5 to 24 feet (5 feet shall be the minimum consistent with ADA requirements) shall be required that minimize conflicts with motorized traffic, and are adequately landscaped, shaded and provide opportunities for shelter from the elements.
- Buildings shall front the street with zero or minimal setbacks, as required per the Land Development Regulations adopted to implement the TOC land use category.

- Vehicle parking strategies shall be adopted that encourage and support transit usage (such as parking that does not front the street shared parking, parking structures, and/or reduced parking ratios). The Town shall provide, as part of the street master plan for on-street parking, and investigate opportunities for public/private partnerships for structured parking and other mechanisms for reducing vehicle parking requirements.
- Streets, both internal to and adjacent to the TOC shall be designed to discourage isolation and provide connectivity. The Town shall adopt a street right-of-way master plan to implement this policy. All development shall be reviewed for consistency with the road right-of-way master plan.

Policy 13.1-14: The Town shall require, as part of the development review process and consistent with the design of the SR7/441 Corridor Master Plan, internal pedestrian and transit amenities to promote alternative modes of transportation. These amenities shall include, but not be limited to: seating benches or planter ledges, shade, light fixtures, trash receptacles, information kiosks, and bicycle parking. Additional amenities incorporated into the street pattern shall include, but not be limited to: clocks, fountains, sculptures, drinking fountains, banners, flags and food and refreshment vendor areas. All such required amenities shall be reviewed as part of the land development review process and shall be consistent with the land development regulations adopted to implement the TOC land use category.

Policy 13.1-15: The Town shall prepare and adopt land development regulations to implement the TOC land use category no later than one year from adoption of the land use plan category and plan amendment.

Policy 13.1-16: Recognizing the goal of the TOC land use category is to promote transit usage and other methods of reducing single-occupancy vehicles upon overcapacity roadways, any required transportation impact analysis shall consider the modal shift provided through the provision of transit and transit oriented design. In addition, the transportation impact analysis shall consider the effects of internal capture as applicable to transit oriented mixed use projects. Such required transportation impact analysis shall become the basis for the fair-share cost of providing for local transit shuttle buses operating throughout the Town of Davie TOC.

Policy 13.1-17: The Town will continue to coordinate with the Davie Utilities Department to ensure that adequate water and wastewater facilities are available for all future development.

Policy 13.1-18: The Town shall adopt a rights-of-way master plan for the TOC within one year from the adoption of the TOC amendment.

Policy 13.1-19: The Town shall participate in the Broward County School Board Staff Working Group, School Design Subcommittee and any other relevant committee to ensure that adequate school facilities are provided within the general vicinity. Consistent with the SR7/ 441 Corridor Master Plan, the Town and the CRA shall continue to investigate the possibility of locating a school site within the TOC.

Policy 13.1-20: The Town shall prepare an area-wide Development of Regional Impact (DRI), adopt a separate comprehensive plan amendment, or take such other actions as are necessary to

facilitate the provision of public facilities, streamline development, and ensure that the fair-share cost of development is paid by the projects as they are built.

Policy 13.1-21: The Town will coordinate with the South Florida Education Center (SFEC) to enhance employment opportunities through various job training programs.

Policy 13.1-22: An interlocal agreement between the municipality and Broward County shall be executed no later than six months from the effective date of adoption of a Transit Oriented Corridor which provides that monitoring of development activity and enforcement of permitted land use densities and intensities shall be the responsibility of the affected municipality.

Policy 13.1-23: The implementation of the TOC shall ensure coordination with the redevelopment plans of the Regional Activity Center (RAC).

Policy 13.1-24: It is the intent of the Town of Davie to recognize and respect judicially acknowledged or constitutional protected private property rights. It is the intent of the Town of Davie that all ordinances, regulations, and programs adopted pursuant to Objective 13.1 must be developed, promulgated, implemented, and applied with sensitivity for private property rights and not be unduly restrictive, and property owners must be free from actions of others which would harm their property.

Policy 13.1-25: The Town shall review development applications within the established urban redeveloped area(s) as to their impact on the local, county, state and Florida Intrastate Highway System, so as to encourage alternatives to automobile travel.

Policy 13.1-26: The Town shall establish development strategies for the established urban redevelopment area(s) which will encourage the use of safe and convenience access to public transit terminals, sidewalks, boardwalks, and public parking areas.

Policy 13.1-27: The Town shall coordinate its strategies for automobile travel alternatives with the plans and programs of Broward County and Florida FDOT, and appropriate state plans and statutes. A designated Town representative shall interface with the above agencies to coordinate transportation planning alternatives on an annual or more frequent basis as necessary.

OBJECTIVE 14: RECREATION AND OPEN SPACE USE

Abundant open space, including equestrian facilities, is a principle characteristic of The Town of Davie. Open space, equestrian trails and parks complement the rural and western themes central to Davie's identity. Recreation and Open Space Policies, and land development regulations, are centered around the maintenance of open space and provision of recreation facilities.

Policy 14-1 Regulations governing access to open spaces shall reflect the orientation of the site, and should consider the degree to which access may be permitted.

Policy 14-2 The location and designation of lands for Recreation and Open Space use shall recognize the need for active and passive recreational facilities while preserving open spaces for aesthetic and environmental purposes.

Policy 14-3 Development of unique natural areas shall focus on the resource orientation of the site.

- Policy 14-4 Land development regulations shall contain requirements for the preservation of open space in developments, to enhance the working and living environment.
- Policy 14-5 The location and development of parks and recreational facilities shall be compatible with the demands and needs as expressed by the Davie population, and shall consists of a minimum of ten (10) acres for every 1,000 existing and projected permanent residents, pursuant to Policy 1.1-1 of the Recreation. Open Space and Conservation Element of this Plan.
- Policy 14-6 Town shall continue to maintain and implement, through the Open Space Program and land development regulations, a network of bicycle, equestrian and pedestrian pathways and accessory facilities, such as horse hitching posts and bicycle racks.
- Policy 14-7 Acquisition and development of land for recreational pathways, including bike paths, equestrian paths and pedestrian paths, shall be consistent with the Trail System of the Open Space Program.
- Policy 14-8 The Open Space Program shall consider lands containing unique natural features and environmental characteristics in setting priorities for land acquisition.

OBJECTIVE 15: CONSERVATION USE

- Policy 15-1 The Conservation category shall be used to preserve and protect lands that have been identified as environmentally sensitive or ecologically significant, and that promote the restoration of the Everglades system.
- Policy 15-2 Land development regulations shall encourage the acquisition or reservation of significant natural, historical and archaeological sites for the future enjoyment, education and benefit of the Town.
- Policy 15-3 The Town shall identify, preserve and protect prime aquifer and groundwater recharge areas.
- Policy 15-4 The Town shall protect and conserve areas known as reproduction, feeding and nesting areas for identified endangered or threatened species or species of special concern.
- Policy 15-5 The Town shall protect and conserve areas known to contain plant species listed in the Regulated Plant Index for protection by the Florida Department of Agriculture and Consumer Affairs.
- Policy 15-6 Adopted land development regulations shall promote and encourage the concept of xeriscape in landscaping.
- Policy 15-7 The Town shall protect the minimal seasonal flows and levels of surface watercourses, as established by the South Florida Water Management District or other agency under its authority.

OBJECTIVE 16: COMMUNITY FACILITIES USE

- Policy 16-1 The Community Facilities category shall provide for the development of a wide range of activity centers necessary to satisfy the demands of the existing and future Town populations.

- Policy 16-2 Community Facilities may be permitted in the land use categories other than the Community Facilities category, provided such development is compatible with and does not adversely affect the development of the surrounding land for designated purposes.
- Policy 16-3 The location of regional community facilities should be encouraged, as appropriate, in close proximity to primary transportation facilities and in areas where such uses are complementary to, and in scale with, surrounding existing and planned uses.

OBJECTIVE 17: UTILITIES USE

The reservation of lands for utilities purposes shall be consistent with the projected needs as outlined in the Sanitary Sewer, Solid Waste, Drainage, Potable Water, and Natural Groundwater Aquifer Recharge Element of the Comprehensive Plan.

- Policy 17-1 To facilitate the growing needs of the Town, utilities facilities may be permitted in land use categories other than the Utilities category, provided such development is compatible with and does not adversely affect the development of the surrounding land for designated purposes.

OBJECTIVE 18: TRANSPORTATION USE AND ACCESS

Ensure that adequate rights-of-way are secured to accommodate the existing and future land needs of the Town of Davie.

- Policy 18-1 The designation of lands for transportation purposes shall insure the preservation of transportation corridors and acquisition of rights-of-way necessary to address future needs.
- Policy 18-2 Adopted land development regulations shall incorporate provisions that address access to roadway facilities, on-site traffic circulation, and off-street parking for commercial development. Such regulations shall generally discourage commercial access to local roadways that directly serve low and medium-density residences.
- Policy 18-3 Land development regulations shall address and control access to the regional roadway network as depicted on the Broward County Trafficways Plan.
- Policy 18-4 Land development regulations shall provide for adequate convenient and safe on-site circulation and off-street parking facilities.
- Policy 18-5 Implement the Local Road Master Plan.
- Policy 18-6 Rights-of-way necessary to satisfy the requirements of the Broward County Trafficways Plan shall be conveyed to the public at the time of plat recordation.
- Policy 18-7 Rights-of-way necessary to satisfy the road requirements of the Town shall be conveyed to the Town in conjunction with the issuance of a development permit.
- Policy 18-8 The Town shall not issue development permits for construction within transportation corridors identified on the Broward County Trafficways Plan except in conformance with the Transportation land use category.

OBJECTIVE 19: COMPATIBILITY OF LAND USE AND DEVELOPMENT WITH AIRPORTS

Identify and reduce incompatible land uses adjacent to existing and proposed airport/heliport facilities.

- Policy 19-1 Areas surrounding existing and proposed airports/heliports shall be planned to promote compatible land uses consistent with the affected elements of the Comprehensive Plan.
- Policy 19-2 Within areas surrounding existing or committed airports/heliports, the Town shall not issue development permits for land uses or structures that are incompatible with airport/heliport uses, pursuant to the Development Review Requirements subsection of the Plan Implementation Requirements section of the Broward County Land Use Plan.
- Policy 19-3 The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use decisions affecting airports/heliports and their adjacent areas.
- Policy 19-4 The Town shall protect from obstruction Federal Aviation Administration approved and locally adopted aircraft corridors.
- Policy 19-5 The Town shall examine the possibility of adopting an airport zoning ordinance pursuant to F.S. Chapter 333.

OBJECTIVE 20: LAND USE COMPATIBILITY AND COMMUNITY APPEARANCE

Comprehensive Plan policies and land development regulations shall continue to encourage preservation, enhancement and maintenance of the Town's semi-rural character, rural/equestrian lifestyle, western themed downtown business district, and the elimination of land uses found to be inconsistent with the character of the community.

- Policy 20-1 Lands designated for non-residential use shall be located in a manner which facilitates development, but does not adversely impact existing and designated residential areas.
- Policy 20-2 No property within the Town shall be rezoned to a zoning district that is not in compliance with the Davie Future Land Use Plan.
- Policy 20-3 Each development proposal shall be reviewed with respect to its compatibility with adjacent existing and planned uses.
- Policy 20-4 Land development regulations shall address the size, quantity, location and character of on-premises and off-premises signs, to promote community aesthetics and protect the health, safety and welfare of Town residents. The Town shall evaluate and revise the sign regulations as necessary to provide for the elimination of existing signage that is inconsistent with the community character.
- Policy 20-5 Land development regulations shall provide for the control and, where appropriate, the elimination of non-conforming uses.
- Policy 20-6 Town land development regulations shall address incompatible land uses in a contextually appropriate manner, through requirements such as buffering, setbacks, selection of compatible building typologies, thoughtful building design and orientation,

restrictions on nonresidential outside activities, outdoor lighting regulations, and restricted operating hours.

- Policy 20-7 Adopted land development regulations shall continue to set forth setbacks or separation regulations as appropriate to the context of a zoning district, landscaping requirements, and minimum open space criteria to enhance living and working environments. Within the urban RAC and TOC designations, the land development regulations may eliminate setback and separation requirements when they would be contrary to the establishment of pedestrian-oriented streets and public spaces and transit-oriented development, consistent with the principles and practices of Traditional Neighborhood Design and The New Urbanism, and shall emphasize landscaping within the public right-of-way and centralized provision of open space in lieu of relying on required yards/setbacks.
- Policy 20-8 The Town shall use mechanisms such as code enforcement, Safe Neighborhoods District/neighborhood improvement districts, and public information programs to encourage maintenance of existing residential communities, residential structures and nonresidential districts.
- Policy 20-9 The Town shall maintain or enhance its western theme district and accompanying regulations and design standards.
- Policy 20-10 The Town shall preserve the environment and character of rural areas using creative land use and planning techniques.
- Policy 20-11 The Town shall maintain Rural Lifestyle Regulations, which further the existing rural lifestyle and equestrian lifestyle of the Town
- Policy 20-12 Work with the schools of the South Florida Education Center complex to ensure compatibility with the character of the community.

OBJECTIVE 21: MIXED USE DEVELOPMENT

The Town shall continue to maintain land development regulations that accommodate mixed-use development to promote a diverse, imaginative and innovative living and working environment.

- Policy 21-1 The Town shall encourage mixed-use developments, including residential/commercial mixes, in its downtown area to support downtown businesses and provide additional housing opportunities for students of the nearby colleges and universities.
- Policy 21-2 Development within the Regional Activity Center shall be permitted and encouraged to include a mix of uses which increase walkability, decrease traffic impacts, and enhance transit opportunities.
- Policy 21-3 Mixed uses and transit oriented development shall be permitted and encouraged along the State Road 7 corridor of the Town through the implementation of the State Road 7 Master Plan.

OBJECTIVE 22: COMMUNITY REDEVELOPMENT

The Town shall explore and implement economic incentive programs to facilitate the redevelopment of blighted areas.

- Policy 22-1 The Town shall encourage code compliance through code enforcement efforts.

- Policy 22-2 The Town shall utilize Federal, state and local programs, such as community development block grants and low- interest loan programs, to the greatest extent possible.
- Policy 22-3 Mixed-use residential/commercial development and redevelopment should be encouraged in downtown Davie.

OBJECTIVE 23: INTERGOVERNMENTAL COORDINATION

The Town shall promote intergovernmental coordination and public participation in planning efforts.

- Policy 23-1 The Town shall consider adjacent land uses in neighboring communities in evaluating changes in land use.
- Policy 23-2 The Town shall coordinate applications for amendment of the adopted comprehensive plan with adjacent local governments, state and regional agencies as required by State law.
- Policy 23-3 The Town shall encourage the informal mediation of conflicts and promote the resolution of differences in an expeditious fashion.
- Policy 23-4 Public Participation mechanism shall maximize the opportunity for input during the planning process.

OBJECTIVE 24: POPULATION PROJECTIONS

Amendments to the Future Land Use Element shall be consistent with the adopted populations projections contained herein.

- 24-1 During each EAR process, the Town shall evaluate the Future Land Use Element for consistency with updated population projections. EAR-based amendments shall be based upon the updated population projections.

OBJECTIVE 25: PLANNING STUDIES TO BE COMPLETED

- Policy 25-1 Adopt a Green Master Plan for the Town by 2012, which identifies strategies to reduce Davie's carbon footprint and conserve natural resources within the Town. The plan should result in recommended programs and policies that are to be included in into Davie's land development regulations, comprehensive plan, building practices and internal policies.

Study #1 By May 2015 evaluate transportation concurrency alternatives, revised LOS standards and alternatives to transportation concurrency for transportation facilities within the Town within the framework of State law and Broward County's program for addressing impacts to the regional transportation system. Following the study, consider amending the plan to implement the study findings, if appropriate.

OBJECTIVE 26: URBAN REDEVELOPMENT AREAS

Identify urban redevelopment area(s) within Davie containing residential and non-residential uses, such as office, retail and community facility uses where public services and facilities are in

place. Establish criteria which encourage development within urban redevelopment area(s) to promote economic development, increase housing opportunities, and maximize use of existing public facilities and services.

- Policy 26-1 The CRA, RAC and area east of the Florida Turnpike are hereby designated urban redevelopment area(s). Any other area proposed to be included in the urban redevelopment area must meet the criteria of Policy 26-2 unless otherwise provided by State law.
- Policy 26-2 Urban redevelopment areas must contain residential and non-residential uses, such as office, retail and community facility uses, and must be identified on the Davie Land Use Plan Map Series consistent with the following criteria:
- 1) Where any two areas meeting the criteria for designation as urban redevelopment area(s) are contiguous, they may be combined on the Davie Land Use Plan Map Series as one district geographical area for the purposes of permitting development pursuant to the goals, objectives and policies of the plan.
 - 2) New areas may be designated, or existing areas may be expanded by an amendment to the Davie Land Use Plan provided that the proposed areas meet the criteria set forth below:
 - a) The boundaries and approximate acreage of the area must be identified.
 - b) Public facilities and services such as sewage treatment systems, schools, and recreation areas must be in place.
 - c) There must be availability of transportation facilities and mass transit service within a quarter mile of all areas, providing a headway of thirty minutes or less, and available at least 5 days a week.
 - d) There must be an analysis considering the impact of the urban redevelopment area on the Florida Intrastate Highway System and considering policies/programs to encourage alternatives to automobile travel on the Florida Intrastate Highway System such as, but not limited to, expansion of capacity and ridership on the Tri-Rail including expanded feeder bus service, expansion of bus service, creation of transportation management associations, the provision of local transit service within designated areas such as "trolleys", and/or improvement of pedestrian access to transit passenger facilities.
 - e) The area must be over 80% built-out, regularly served by mass transit and the subject of a locally approved revitalization/redevelopment plan.
 - 3) In addition to meeting criteria a-e above, the area may be a designated Community Redevelopment Area.
- Policy 26-3 Geographical boundaries of the established urban redevelopment area(s) of the Community Redevelopment Agency and the Regional Activity Center shall be defined as depicted within the Future Davie Land Use Plan Series.
- Policy 26-4 Continue to seek Community Development Block Grant money to provide low interest loans for housing rehabilitation to home owners in the identified urban redevelopment area(s) within Davie.
- Policy 26-5 Promote conservation and rehabilitation of existing housing in the identified urban redevelopment area(s) within Davie, to improve the quality of life, through continued

efforts of the Davie Community Redevelopment Agency, code enforcement, and community awareness efforts.

- Policy 26-6 Promote the construction of new housing units within the identified redevelopment area(s) within Davie through the continued efforts of the Davie Community Redevelopment Agency to qualify for and obtain CDBG funding for new efficient affordable housing units.
- Policy 26-7 Integrated transportation systems, mass transit facilities, bikeways and pedestrian corridors should be encouraged to serve urban redevelopment area(s) to reduce reliance upon automobile travel.
- Policy 26-8 The Davie Comprehensive Plan shall establish standards and monitoring procedures for the expansion of mass transit, pedestrian travel and other forms of non-automobile travel within urban redevelopment area(s).
- Policy 26-9 Continue to provide for transportation concurrency exceptions, or payment of mobility fees or similar concurrency alternative as may be authorized by State law within the established urban redevelopment area(s) within Davie to all land uses and developments to encourage infill development and discourage sprawl. provided the development is consistent with all other relevant sections of the Town's codes, ordinances and regulations.
- Policy 26-10 The Town shall establish development strategies for the established urban redevelopment area(s) which will encourage the use of safe and convenient access to public transit terminals, sidewalks, boardwalks, and public parking areas.
- Policy 26-11 The Town shall coordinate it's strategies for automobile travel alternatives with the plans and programs of Broward County, the Florida DOT, and appropriate state plans and statues. A designated Town representative shall interface with the above agencies to coordinate transportation planning alternatives on an annual or more frequent basis as necessary.
- Policy 26-12 Incentives for development and redevelopment, as well as proposed increases in density and intensity, shall be applied to the urban redevelopment area only.
- Policy 26-13 The Town shall consider developing a Master Drainage Plan for the urban redevelopment area in order to facilitate redevelopment.
- Policy 26-14 The Town shall consider developing a Parking Master Plan for the urban redevelopment area in order to facilitate redevelopment.

OBJECTIVE 27: SCHOOL SITING

Policy 27-1 The Town shall continue to permit public schools, which are classified by this Plan as a type of community facility, in the following land use categories:

- a. Residential
- b. Transit Oriented Corridor
- c. Residential/Office
- d. Commercial
- e. Commerce/Office
- f. Employment Center

- g. Industrial
- h. Regional Activity Center
- i. Community Facilities

- Policy 27-2 Collocation of public schools with other community facilities shall be considered when:
- a. New or replacement schools are funded in the School Board's Capital Budget and are adjacent to other existing public facilities;
 - b. New facilities are funded in the Town's Capital Improvement Element and can be located adjacent to public schools; and/or
 - c. Joint use projects are created and implemented.
- Policy 27-3 The Town will encourage the collocation of public facilities such as libraries, parks and community centers with public schools to the extent practical and financially feasible. The following criteria shall be considered for collocating public schools and public facilities:
- a. Availability of vacant land of suitable size and dimensions for the collocated public uses;
 - b. Compatibility of the collocated public uses with the adjacent land uses (ex: noise, odors, glare, debris, dust, traffic, high voltage transmission lines etc.) and the compatibility of the collocated public uses' future land use designation(s) with the future land use designations of adjacent areas;
 - c. Availability of infrastructure, public services (ie: roadways, public transit, potable water, sanitary sewer, drainage, and aquifer recharge) and utilizes (electricity, gas, etc.);
 - d. Environmental limitations (ex: wetlands, uplands, soil conditions, contaminated sites, potential brownfield sites, etc.);
 - e. Access approaches, including Roadways, public transit, bikeways, recreational trails and pedestrianways;
 - f. Proximity to residential areas, particularly urban residential areas, and areas of very low, low and moderate income housing; and
 - g. Demographic base for purposes of encouraging diversity.
- Policy 27-4 The Town shall incorporate provisions in the Land Development Code requiring new development, located adjacent to an existing or planned public school site, to incorporate features such as walls, solid hedges, or increased setbacks where such use would be incompatible with the public school.
- Policy 27-5 The Town shall incorporate provisions in the Land Development Code which provide for safe pedestrian and bicycle access to schools.

Objective 28: TRAFFIC IMPACTS

The Town shall review development applications within the established Urban Redeveloped Area(s) as to their impact on the local, county, state and Florida Intrastate Highway System, so as to encourage alternatives to automobile travel. Transportation impacts on the regional transportation network shall be reviewed in accordance with the requirements of the Broward County Land Development Code.

- Policy 28-1: Establish development strategies for the established urban redevelopment area(s) which will encourage the use of safe and convenient access to public transit terminals, sidewalks, boardwalks and public parking areas.

Policy 28-2: Coordinate strategies for automobile travel alternatives with the plans and programs of Broward County and Florida FDOT, and appropriate state plans and statues. A designated Town representative shall interface with the above agencies to coordinate transportation planning alternative on an annual or more frequent basis as necessary.

Monitoring and Evaluation

The Town of Davie Local Planning Agency, is responsible for the preparation and implementation of the Comprehensive Plan. The LPA will establish a program and procedures for monitoring and evaluating Plan implementation. At a minimum, every seven years or as otherwise required by State law, the Town will update base data and information, analyze the major problems encountered during the review period, and assess the success (or failure) of the Plan to address these problems, and evaluate objectives as compared with actual results.

Under current State law as of July, 2010, the Town is limited to two plan amendment adoption windows during any calendar year, except in the case of small-scale amendments or an emergency.. Insofar as the Town Future Land Use Plan must be certified and recertified, for each amendment thereto, by the Broward County Planning Council, the Town shall also abide by the regulations established by that agency for the processing of amendments to the Plan.

The Town shall continuously monitor the cumulative effects of Future Land Use Plan amendments, rezonings, and other land development regulations to determine the consistency with Comprehensive Plan goals, objectives, and policies. Evaluation measures for the Future Land Use Element are presented below.

1. Ensure that all amendments to the land development regulations are consistent with the goals, objectives and policies of this comprehensive plan.
2. Monitor development patterns, rezonings, and amendments to the Future Land Use Plan map to evaluate the distribution, densities, and intensities of land uses subject to development, and ensure that development is consistent with permitted uses, densities, and intensities of development orders and development permits, objectives, and policies established herein.
3. Monitor nonconforming uses in order to expedite their elimination or minimize their impact through buffering, etc., where inconsistent with the character of the community or incompatible with adjacent uses.
4. Monitor and pursue grants, programs, and planning techniques/opportunities (e.g.: changes in Broward County flexibility provisions) for community development purposes.
5. Monitor land use decisions in neighboring jurisdictions for their effect on the Town. Conversely, consider the impact that Town land use decisions may have on neighboring jurisdictions, while providing opportunities for extra-jurisdictional public participation in land use decisions.
6. Monitor progress in completing and implementing the studies and small area plans recommended herein.
7. Monitor development and aesthetic qualities of development as compared to the community character the Town wishes to maintain.

8. Monitor and record the impact of development applications within the established urban redevelopment areas on the local, county, and state transportation network.

PLAN IMPLEMENTATION

Permitted Uses and Densities in Future Land Use Plan Categories

This section identifies those uses permitted in the categories shown on the Davie Future Land Use Plan map and contained within this Plan. State law specifically requires that zoning as to permitted uses, densities and intensities must be in compliance with the uses enumerated in this section and the Davie Future Land Use Plan map designations. It should be noted that the Town Land Development Regulations may further restrict permitted uses.

Areas designated on the Davie Future Land Use Plan map generally follow property ownership lines, geographic boundaries such as canals, and road rights-of-way. Zoning regulations may permit any or all of the uses enumerated within each category; however, State law requires that all uses shall be in compliance with the permitted uses and densities of the applicable category that the regulations are intended to implement. Uses may be permitted outright, or subject to special conditions or exceptions. All land use categories shall permit local roads, water and wastewater lines, and electricity distribution lines designed to serve the individual development only.

Residential Land Use Category

The Residential land use category is primarily designed to accommodate dwellings, and may include complementary uses supportive of and integral to residential use.

The permitted uses of the Residential category include the following:

1. Dwelling units, subject to the density limits shown on the Davie Future Land Use Plan map for the particular parcel.
2. Home occupations and other uses accessory to a dwelling unit.
3. Hotels, motels, and similar lodging. The maximum number of hotel, motel, or similar lodging units permitted on any parcel designated for Residential use is double the maximum number of dwelling units permitted by the Davie Future Land Use Plan map designation.
4. Parks, golf courses, and other outdoor recreational facilities, and recreational, civic, or other cultural buildings ancillary to the primary outdoor recreational use of the site.
5. Community facilities designed to serve the residential area such as schools, day care centers, places of worship, clinics, nursing homes, rehabilitation centers, governmental administration, police and fire protection facilities, libraries, and civic centers.
6. Public and private utilities, provided such use does not preclude or adversely affect the future use of the surrounding area for residential purposes. Permitted utilities shall not include power plants, power plant substations, and transmission facilities.
7. Communication facilities, provided such uses do not preclude or adversely affect the future use of the surrounding area for residential purposes.

8. Office and/or retail sales of merchandise or services, subject to the following limitations and provisions, unless otherwise provided in the Broward County Land Use Plan:
 - a. No more than a total of five percent (5%) of the area designated for residential use on the Davie Future Land Use Plan map within a flexibility zone may be used for offices and/or retail sales of merchandise or services.
 - b. No added contiguous area used for offices and/or retail sales of merchandise or services may exceed ten (10) acres. For the purpose of this provision, contiguous is defined as: attached; located within 500 feet; or separated only by streets and highways, canals and rivers, or easements.
 - c. Use of “commercial flexibility” is subject to a compatibility review by Broward County as provided by paragraph “g” under “Residential Density,” below.
 - d. Regardless of the constraints of subparagraphs “a” and “b” and “c” above, space within residential buildings in areas designated for density of at least 25 units per acre may be used for offices and/or retail sales of merchandise or services, as long as no more than 50% of the floor area is used for said purposes.
 - e. Regardless of the constraints of subparagraphs “a” and “b” and “c” above, space within residential buildings in areas designated for density of at least 16 units per acre may be used for offices, as long as no more than 50% of the floor area is used for offices.
9. Recreational vehicle park sites in the Residential (10), (16), and (22) density ranges. The maximum number of recreational vehicle park sites permitted is:
 - a. Equal the maximum number of dwelling units designated for that parcel on the Davie Future Land Use Plan map if the location of recreational vehicles on the site is permitted; or
 - b. Double the maximum number of dwelling units designated for that parcel on the Davie Future Land Use Plan map if the permanent location of recreational vehicles on the site is prohibited.
10. Special Residential Facilities; subject to: meeting one of the Category definitions as contained in the Special Residential Facilities Permitted Uses subsection of the Plan Implementation Requirements section of the Davie Future Land Use Plan; meeting density provisions by Category type stated below; and the limitations as expressed by the Davie Future Land Use Plan map; and, if applicable, the provisions regarding the use and allocation of reserve units, flexibility units or bonus sleeping rooms as contained in the “Administrative Rules Document” of the Broward County Planning Council.

Density Provisions:

- a. Special Residential Facility Category (1) development shall count as one (1) dwelling unit each.
- b. Special Residential Facility Category (2) development shall count as two (2) dwelling units each.
- c. Special Residential Facility Category (3) development shall count as one (1) dwelling unit per every two (2) sleeping rooms regardless of the number of kitchens or baths.

11. Agriculture

Residential Density

- a. **Density Standards.** Residential areas are shown on the Davie Future Land Use Plan map according to six ranges of density:
- Residential (1) permits up to one (1) dwelling unit per gross acre.
 - Residential (3) permits up to three (3) dwelling units per gross acre.
 - Residential (5) permits up to five (5) dwelling units per gross acre.
 - Residential (10) permits up to ten (10) dwelling units per gross acre.
 - Residential (16) permits up to sixteen (16) dwelling units per gross acre.
 - Residential (22) permits up to twenty-two (22) dwelling units per gross acre.
 - Special Classification permits the maximum density per gross acre as depicted on the Future Land Use Plan Map for the particular parcel.

Other land use categories and land uses are subject to density standards as follows:

- Special Residential Facilities are subject to the density standards contained within applicable land use categories in the Permitted Uses subsection.
 - Recreational vehicle sites are subject to the density standards contained within applicable land use categories in the Permitted Uses subsection.
 - Hotels, motels, and similar lodging are subject to the density standards contained within applicable land use categories in the Permitted Uses subsection.
- b. **Density Calculation.** All references to density within the Davie Future Land Use Plan means gross density. Gross density means the number of dwelling units constructed or proposed within an area, divided by the gross acreage of the area. Gross acreage means the total number of acres in an area, including acreage used or proposed for streets, lakes, waterways, and other proposed land uses permitted in residential areas by the Davie Future Land Use Plan.

Where edges of land use categories are close to property lines, streets, transmission lines, or other existing boundaries, edges should be construed to follow those boundaries. A lake or canal should be construed as having been assigned the same land use category as that assigned to adjacent unsubmerged land. The New River and the rivers and canals of the primary drainage system as identified within this plan shall not, however, be construed as having credit toward residential density.

- c. **Arrangement of Dwelling Units.** The arrangement or distribution of dwelling units on a particular parcel of land is subject to the Land Development Regulations.

- d. **Bold-Line Areas.** Selected parcels are identified on the Davie future Land Use Plan map by bold lines circumscribing their edges. For each of these areas, the maximum overall density in dwelling units per acre is the number which appears within the dashed line. That number can be multiplied by the number of acres inside the bold line, including areas not designated for residential use, to ascertain the maximum number of dwelling units allowable within the dashed line area. The dwelling units that are permitted within areas circumscribed by a bold line may only be applied within the boundaries of the circumscribed area and may not be transferred.
- e. **Flexibility Units.** “Flexibility units” mean the difference between the number of dwelling units permitted within a flexibility zone by the Future Broward County Land Use Plan Map (Series) and the number of dwelling units permitted within the flexibility zone by the Davie Future Land Use Plan map, as certified.

Since the certified Davie Future Land Use Plan map may be more restrictive than the Future Broward County Land Use Plan Map (Series), available flexibility units may be utilized by the Town to rearrange residential densities. This rearrangement of densities is accomplished within “flexibility zones,” as depicted in this plan. The boundaries of and rules governing the rearrangement of densities therein are pursuant to the Broward County Planning Council’s “Administrative Rules Document.” However, the total number of dwelling units within any flexibility zone as shown on the Davie Future Land Use Plan map shall not exceed the total number of dwelling units within the corresponding flexibility zone as shown on the Future Broward County Land Use Plan Map (Series). Assignment of flexibility units is subject to the requirements of the Broward County Planning Council’s “Administrative Rules Document.”

- f. Utilization of the Broward County Land Use Plan “Flexibility Rules” shall be subject to the rules and requirements of the Broward County Land Use Plan.

Special Residential Facilities

Special Residential Facilities such as group homes, foster care facilities, and life care facilities are not specifically designated on the Davie Future Land Use Plan map as a separate category but may be permitted, subject to conditions, in areas designated the following: Residential, Commercial, Office Park, Agricultural, and Community Facilities. See the specific land use category for applicable conditions. It is preferable that such residential facilities be included within residential neighborhoods. The Town may allow a maximum of one hundred (100) “bonus” sleeping rooms, consistent with Broward County Ordinance No. 85-92, that are permanently dedicated to Special Residential use without allocating density.

Special Residential Facility, Category (1): a housing facility which is licensed by the State of Florida for no more than eight (8) individuals who require treatment, care, rehabilitation, or education. The facility is usually referred to as a group home, and may accommodate the elderly, dependent children, physically disabled, developmentally disabled, or individuals not considered likely to harm to themselves or others. There may be more than one kitchen within the housing facility; there may be more than one Category (1) facility on a parcel.

Special Residential Facility, Category (2): a housing facility which is licensed by the State of Florida for nine (9) to sixteen (16) non-elderly individuals who require treatment, care, rehabilitation, or education. This includes individuals who are dependent children, physically disabled, developmentally disabled, or individuals not overtly of harm to themselves or others. There may be more than one kitchen within the housing facility; there may be more than one Category (2) facility on a parcel.

Special Residential Facility, Category (3):

- a. Any housing facility licensed by the State of Florida for more than sixteen (16) non-elderly individuals who require treatment, care, rehabilitation, or education. This includes individuals who are dependent children, physically disabled, developmentally disabled, or individuals not overtly of harm to themselves or others; or,
- b. Any housing facility licensed by the State of Florida for more than eight (8) unrelated elderly individuals; or,
- c. Governmentally subsidized housing facilities entirely devoted to the care of the elderly, dependent children, the physically handicapped, developmentally disabled, or individuals not overtly of harm to themselves or others; or,
- d. Any not-for-profit housing facility for unrelated elderly individuals; or,
- e. Any housing facility which provides a life-care environment, including, but not limited to, creation of a life estate in the facility itself and provision of off-site or on-site medical care.

Commercial Land Use Category

The Commercial land use category provides for business, office, retail, service, and other related commercial uses which are necessary to accommodate Davie’s population.

LAND USE CATEGORY	MAX. BLDG COVERAGES	*MAX. BLDG HEIGHT
Commercial	.40	45’

*The maximum building height for properties located within the Griffin Rd. Corridor is 60 feet. The maximum building height for properties contiguous to Interstate 595, State Road 84 or to the western boundary of Interstate 75 is 70 feet, provided that any new building higher than forty-five (45) feet shall be set back from any existing residential structure by at least thirty (30) feet for every ten (10) feet of total building height.

The permitted uses of the Commercial category include the following:

- 1. Retail uses and personal services.
- 2. Office and business uses.
- 3. Wholesale, storage, light fabricating, and warehouse uses.
- 4. Hotels, motels, and similar lodging.
- 5. Recreation and open space, cemeteries, and commercial recreation uses.
- 6. Community facilities and utilities.
- 7. a. Special Residential Facility Category (2) development as defined in the Special Residential Facilities Permitted Uses subsection of the Plan Implementation Requirements section of the Davie Future Land Use Plan; subject to the allocation of two (2) reserve or flexibility units in accordance with the Special Residential Facility provisions and policies for the application of these units as contained in the “Administrative Rules Document” of the Broward County Planning Council.

- b. Special Residential Facility Category (3) development as defined in the Special Residential Facilities Permitted Uses subsection of the Plan Implementation Requirements section of the Davie Future Land Use Plan; subject to the allocation of reserve units or flexibility units in accordance with the Special Residential Facility provisions and policies for the application of these units as contained in the “Administrative Rules Document” of the Broward County Planning Council; each flexibility or reserve unit shall permit two (2) sleeping rooms regardless of the number of kitchens or baths.
8. Nonresidential agricultural uses.
9. a. The local government shall apply available flexibility and/or reserve units in compliance with the flexibility provisions of the Broward County Land Use Plan; and
- B For parcels 5 acres in size or less, free standing multi-family residential uses are permitted; and/or
- c. For mixed commercial/residential developments greater than 5 acres in size, free standing multi-family residential uses are permitted provided that the gross residential acreage does not exceed 5 acres or 40% of the total gross acreage of the commercially designated parcel, whichever is greater, and that the entire mixed residential/commercial development be governed by specific zoning regulations that establish criteria to ensure proper integration and compatibility of land uses within and surrounding the development.
- d. Residential units within the same structure as commercial uses for the owner, manager, or caretaker of the commercial uses may be located in areas designated commercial without the application of flexibility units or reserve units.
10. Recreational vehicle park sites at a maximum density of ten (10) sites per gross acre are permitted by the Town’s Land Development Regulations if the site is a permanent location for recreational vehicles. Recreational vehicle park sites at a maximum density of twenty (20) sites per gross acre are permitted by the Town’s Land Development Regulations if such location is temporary, as prescribed by the Town’s Land Development Regulations; subject to allocation by the Town of available flexibility or reserve units.
11. Transportation and communications facilities.

Types of Shopping Center Developments. Shopping centers are usually categorized according to land size, service area, and total leasable area, and are referred herein as Neighborhood, Community, and Regional shopping centers.

Neighborhood Shopping Centers typically range from 30,000 to 100,000 square feet of gross leasable area for the sale of convenience goods (food, drugs, and sundries) and personal services which meet the daily needs of an immediate neighborhood. Neighborhood shopping centers range in area from approximately 3 to 10 acres and generally require a minimum market support population ranging from 2,500 to 40,000 people.

Community Shopping Centers typically range from approximately 100,000 to 300,000 square feet of gross leasable area and are generally built around one or more junior department store(s), variety store(s), or “big-box” specialty store(s) and supermarket as the major tenants. Community shopping centers typically range in area from approximately 10 to 30 acres and serve trade areas ranging from an estimated 40,000 to 150,000 people.

Regional Shopping Centers typically range from approximately 300,000 to 1,000,000 square feet or more of gross leasable area and provides a full range of shopping goods, general merchandise, apparel, furniture, and home furnishings. Such center is usually built around a full-line department store(s) as the major drawing power. Regional shopping centers are approximately 30 acres in size or larger, and generally require a minimum market support population in excess of 150,000 people and a trade area extending 10 to 16 miles or more modified by such factors as competitive facilities and travel time over access highways.

Residential/Office Land Use Category

The Residential/Office category accommodates residential and limited nonresidential uses for application in areas where a transition is appropriate.

LAND USE CATEGORY	MAX. BLDG COVERAGE	*MAX. BLDG HEIGHT
Residential/Office	.40	25'
*max. bldg. height for properties located within the Griffin Rd. Corridor is 60 feet.		

The permitted uses of the Residential/Office category include the following:

1. Residential dwelling units at a maximum density of five (5) units per acre
2. Home occupations and accessory uses
3. Professional and business offices constructed and maintained to resemble a residential structure.
4. Community Facilities
5. Agriculture
6. Public and private utilities, provided such use does not preclude or adversely affect the future use of the surrounding area for residential/office purposes. Permitted utilities shall not include power plants, power plant substations, and transmission facilities.

Commerce/Office Land Use Category

The Commerce/Office category is designed to encourage the development of commerce activities and offices for administrative, professional, and business purposes in a campus-like setting. While the primary intent of this category is to provide employment generators, a limited amount of area may be devoted to employee services.

LAND USE CATEGORY	MAX. BLDG COVERAGE	*MAX. BLDG HEIGHT
Commerce/Office	.40	45'
*max. bldg. height for properties located within the Griffin Rd. Corridor is 60 feet.		

The permitted uses of the Commerce/Office category include the following:

1. Professional, business, and financial offices and institutions.

2. Educational, scientific, and industrial research facilities, research laboratories, and medical or dental laboratories.
3. Restaurants, retail establishments, and personal services which shall not consume more than 20 percent of the gross floor area of any single development.
4. Facilities for light fabrication which are operated entirely within an enclosed structure.
5. Wholesale, storage, and warehouse uses.
6. Agriculture, until the area is converted to an urban use.
7. Sales and display of automobiles, automotive products.
8. Utilities, not including sanitary landfills, and provided such uses do not preclude or adversely affect the future use of the surrounding area for Commerce/Office purposes.
9. Recreation and Open Space and Community Facilities, provided such uses do not preclude or adversely affect the future use of the surrounding area for Commerce/Office purposes.
10. Communications facilities.
11. Hotels, motels, or similar lodging.

Industrial Land Use Category

The purpose of the Industrial category is to promote the development of a variety of industrial uses, including employment and business centers, that enhance and expand the economic base of the Town.

LAND USE CATEGORY	MAX. BLDG COVERAGE	*MAX. BLDG HEIGHT
Industrial	.40	45'
*max. bldg. height for properties located within the Griffin Rd. Corridor is 60 feet.		

The permitted uses of the Industrial category include the following:

1. Light and heavy industrial.
2. Heavy commercial uses including new and used automobile, truck, motorcycle, boat and trailer display, sales, and service; newspaper, magazine, and printing plants; bakeries, carpentry, cabinet shops, and other trade shops; motion picture studios; ice houses; propane gas sales and repair; and salvage yards.
3. Educational, scientific, and industrial research facilities; research laboratories; and medical or dental laboratories.
4. Office uses.
5. Transportation and communication facilities.

6. Recreation and open space, cemeteries, and commercial recreations uses, as long as the location of these uses does not preclude or adversely affect the future use of surrounding areas for industry.
7. Community facilities and utilities, provided such uses do not preclude or adversely affect the future use of the surrounding area for industrial purposes.
8. Nonresidential agricultural uses.
9. Ancillary commercial uses within buildings devoted to primary industrial uses.
10. Wholesaling uses.
11. The following uses may also be permitted with assignment of “commercial flexibility,” subject to the requirement for a Broward County compatibility determination consistent with paragraph “g” under “Residential Density” in this Plan Implementation Section, as long as the total area of these uses does not consume more than 20 percent of the industrial land designated on the Davie Future Land Use Plan map within a flexibility zone, and as long as the location of these uses does not preclude or adversely affect the future use of surrounding areas for industrial uses:
 - a. Commercial and retail business uses.
 - b. Hotel, motel, and similar lodging.

Employment Center Land Use Category

The purpose of the Employment Center category is to encourage nonresidential development, compatible with residential and other less intensive land uses, and which would support the tourist-oriented segment of the economy as well as high technology and service-based activities.

The permitted uses of the Employment Center category include the following:

1. Principal Uses:
 - a. light manufacturing
 - b. office uses
 - c. research and assembly
 - d. hotels, motels, and similar lodging
 - e. restaurants and personal services
 - f. community facilities
 - g. communication facilities
 - h. nonresidential agricultural uses
 - i. Residential uses are permitted without the need to amend the local land use plan map, provided that the local government entity applies flexibility or reserve units to the parcel in the following manner, or as may otherwise be provided by the Broward County Land Use Plan.
 - (1) For parcels 5 acres in size or less, free standing multi-family residential uses are permitted subject to a Broward County compatibility determination; within areas designated on the County Land Use Plan as Urban Infill, Urban Redevelopment or

Downtown Revitalization Areas, free standing multi-family residential uses are permitted on parcels 10 acres in size or less.

- (2) For mixed use developments greater than 5 acres in size (or 10 acres within areas designated on the County Plan as Urban Infill, Urban Redevelopment or Downtown Revitalization areas), free standing multi-family residential uses are permitted provided that the gross residential acreage does not exceed 5 acres (10 acres within areas designated on the County Plan as Urban Infill, Urban Redevelopment, or Downtown Revitalization Areas) or 40% of the total gross acreage of the employment center designated parcel, whichever is greater, and that the entire mixed use development be governed by specific zoning regulations that establish criteria to ensure proper integration and compatibility determination, as discussed under “Residential Density,” paragraph “g” of this Plan Implementation Section.
2. Accessory Uses (limited to less than fifty percent [50%] of the site):
 - a. transportation and utilities, provided such uses do not preclude or adversely affect the future use of the surrounding area for employment center purposes
 - b. storage
 - c. retail within buildings devoted to principal uses
 - d. recreation and open space uses
 3. Commercial and retail business uses may also be permitted by assignment of “commercial flexibility” with the requirements for a Broward County compatibility determination consistent with paragraph “g” under “Residential Density” of this Plan Implementation Section. As long as the total area of these uses does not consume more than 20 percent of the employment center land designated on the Future Broward County Land Use Plan Map (Series) within a flexibility zone, as long as the location of these uses does not preclude or adversely affect the future use of surrounding areas for employment center use.

Regional Activity Centers

The Regional Activity Center land use category is intended to encourage development or redevelopment of regional significance. This category is to facilitate mixed use development, encourage mass transit, reduce the need for automobile travel, provide incentives for quality development, and give definition to the urban form. For an area to qualify as a Regional Activity Center, the following criteria must be met:

1. The Regional Activity Center land use category shall not be approved where other land use designations provide sufficient flexibility for the existing or proposed land uses.
2. The density and intensity of land uses permitted within each Regional Activity Center shall be specified within the Davie Future Land Use Plan.
3. Regional Activity Centers shall include mixed land uses of regional significance.
4. Regional Activity Centers shall either be the subject of an Areawide Development of Regional Impact, or provide direct access to existing or proposed airports, ports, and rail mass transportation facilities.
5. Each Regional Activity Center shall be a defined geographical area, delineated on the Davie Future Land Use Plan map.

TRANSIT ORIENTED CORRIDOR LAND USE CATEGORY

The Transit Oriented Corridor land use category is intended to encourage development and redevelopment consistent with the adopted State Road 7/441 Corridor Master Plan. The category is to facilitate mixed use development, encourage mass transit through the development of projects with access to transit stations or stops along existing and planned high performance transit service corridors (such as bus rapid transit or rapid bus). For an area to qualify as a Transit Oriented Corridor, the following criteria must be met:

The location of any TOC must be along an existing and/or planned high performance transit service corridors designated in the Broward County Comprehensive Plan Transportation Element, the Broward County Transit Master Plan and Broward County Metropolitan Planning Organization’s (MPO) Long Range Transportation Plan, Broward County Transit Development Plan, or locally adopted financially feasible transportation or transit plan.

The densities and intensities of land uses permitted within the TOC shall be consistent with the following levels of development:

	Proposed intensity <2015	Proposed intensity 2015+	Existing intensity	Max. allowed
Office:	1,100,000 square feet	600,000 sq.ft.	0	1,700,000 sq.ft.
Industrial/Flex:	700,000 square feet	500,000 sq.ft.	2.4 million sq.ft.	3.6 million* sq.ft.
Commercial	350,000 square feet	150,000 sq.ft.	100,000 sq.ft.	600,000 sq.ft.
Residential	3,200 dwelling units	3,000 D.U.	228 D.U.	6,428 D.U.**
Hotel:	500 rooms	250 rooms	0	750 rooms
Open Space	120 acres minimum***			

- * office is included in the Industrial/Flex category for calculation purposes for existing intensity.
- ** residential consists of 1,800 high rise dwelling units, 2,650 mid-rise dwelling units, 1,250 garden apartments and 500 townhouse dwellings. No residential units shall be constructed north of I-595.
- *** Open space shall include but not be limited to parks and open space, stormwater retention ponds, drainage easements, landscaped areas and other pervious areas fulfilling the goal of water recharge into the aquifer.

At least 15% of the residential units shall be provided as affordable as defined in Article 8 of the Broward County Land Use Plan, and the affordability of the units shall be maintained for the period of 15 years. No development plan for this project shall be approved unless a declaration of restrictive covenants, a plat note or other form of enforceable restriction acceptable to the City is included therein which provides assurances that the affordable housing requirements will be met.

Rural Ranches Land Use Category

Areas are designated Rural Ranches on the Future Broward County Land Use Plan Map (Series) to protect the semi-rural character and lifestyle of existing low density rural ranch areas. Rural ranch areas are characterized by residential estates, horse ranches, and agricultural uses. The maximum permitted density within this category is one unit per two and one-half gross acres or one unit per two net acres. Limited community facility and utility uses are permitted for the purposes of serving the rural ranch communities. Application of flexibility/reserve units and commercial flexibility is not permitted within areas designated Rural Ranches. **Due to the replacement of the Agricultural designation with the Rural Ranches designation, the permitted uses and policies associated with the Rural Ranches**

designation shall apply to parcels designated Agricultural on the Town of Davie Future Land Use Plan Map until such parcels are redesignated.

Uses Permitted in areas designated Rural Ranches are as follows:

1. A maximum of one unit per two and one-half gross acres or one unit per two net acres with no clustering permitted.
2. Home occupations and other uses accessory to a dwelling unit.
3. Open Space and Recreation uses designed to serve the residential area.
4. Community facilities designed to serve the residential area limited to schools, day care centers, churches, clinics, governmental administration, police and fire protection facilities, libraries, and civic centers not to exceed five acres in size.
5. Public utilities limited to water and wastewater treatment plants, pumping stations, telecommunications facilities, electrical substations and electric lines, and drainage facilities and structures.
6. Agricultural uses including cultivation of crops, groves, thoroughbred and pleasure horse ranches, private game preserves, fish breeding areas, tree and plant nurseries, cattle ranches, and similar activities.
7. Cemeteries.

Recreation and Open Space Land Use Category

The Recreation and Open Space category is designed to accommodate recreation and open space uses to serve public recreational needs. Land designated pursuant to this category is generally developed for low intensity uses, and maintain as much of the natural characteristics as possible.

The permitted uses of the Recreation and Open Space category include the following:

1. Passive recreational uses, including, but not limited to: nature centers and trails, scenic areas, wildlife sanctuaries and feeding stations, aquatic preserves, and picnic areas.
2. Golf courses which are intended to remain as permanent open space.
3. Camping grounds and facilities.
4. Cemeteries.
5. Active recreational uses, including, but not limited to: tennis courts, playgrounds, swimming pools, athletic fields and courts, beaches, and bikeways.
6. Boat ramps and docks.
7. Outdoor cultural, educational, and civic facilities, including, but not limited to: animal exhibits, habitats, bandshells, and outdoor classrooms.

8. Concessions only when accessory to the above uses. Examples include refreshment stands, pro shops, souvenir shops, and rental facilities.

Commercial Recreation Land Use Category

The Commercial Recreation category is designed to accommodate major facilities that offer recreational opportunities to the Town. Commercial Recreation facilities are generally “for profit” resources, operated by the private sector.

The permitted uses of the Commercial Recreation category include the following:

1. Outdoor and indoor recreational facilities such as active recreational complexes, marinas, stadiums, bowling alleys, and golf courses.
2. Accessory facilities, including outdoor and indoor recreational facilities, that are determined to be an integral part of and supportive to the primary recreational facilities (excluding residential uses).
3. Hotels, motels, and similar lodging ancillary to the primary commercial recreation use.
4. Other active and passive recreation uses.
5. Recreational vehicle park sites at a maximum density of ten (10) sites per gross acre if permanent location of recreational vehicles on the site is permitted by the Town’s Land Development Regulations, or twenty (20) sites per gross acre if such permanent location is prohibited by the Town’s Land Development Regulations; subject to allocation by the Town of available flexibility or reserve units.

Conservation Land Use Category

The Conservation category is used to protect Natural Resources that are under public ownership and are operated by contractual agreement with or managed by a federal, state, regional, local government, or nonprofit agency.

The permitted uses of the Conservation category include the following:

1. Passive outdoor recreational uses such as wildlife sanctuaries and feeding stations, nature centers and trails, outdoor research stations, and walkways.
2. Uses which do not impair the natural environment or disturb the natural ecosystem of the area and which are not in conflict with any applicable contractual agreement or management policies of the federal, state, regional, county, municipal, or nonprofit agency which manages the Natural Reservation.

Community Facilities Land Use Category

The Community Facilities category provides for a variety of educational, religious, governmental, civic and cultural, and medical uses necessary to adequately serve the community and subregion.

Additionally, Community Facilities uses may be permitted in areas designated for the following categories: Residential, Rural Ranches, Residential/Office, Commercial, Commerce/Office, Industrial, Regional Activity Center, and Employment Center.

The permitted uses of the Community Facilities category include the following:

1. Community facilities uses such as schools, places of worship, hospitals, governmental administration, police and fire stations, libraries, civic centers, prisons and courts, nursing homes, cemeteries, and parks and recreation facilities.
2. a. Special Residential Facility Category (2) development as defined in the “Definitions” subsection of the Plan Implementation Requirements section of the Davie Future Land Use Plan; subject to the allocation of two (2) reserve or flexibility units in accordance with the Special Residential Facilities provisions and policies for application of these units as contained in the “Administrative Rules Document” of the Broward County Planning Council.
- b. Special Residential Facility Category (3) development as defined in the “Definitions” subsection of the Plan Implementation Requirements section of the Davie Future Land Use Plan; subject to the allocation of reserve or flexibility units in accordance with the special Residential Facilities provisions and policies for application of these units as contained in the “Administrative Rules Document” of the Broward County Planning Council; each flexibility or reserve unit shall permit two (2) sleeping rooms regardless of the number of kitchens or baths.

Utilities Land Use Category

The purpose of the Utilities category is to provide sufficient acreage to accommodate current and future requirements for utilities facilities. Utilities are also permitted, subject to condition, in areas designated for the following land uses: Residential, Residential/Office, Commercial, Office Park, Industrial, Employment Center, Regional Activity Center, and Agricultural.

The permitted uses of the Utilities category include the following:

1. Utilities such as water and wastewater treatment plants, pumping stations, electrical power plants and substations, solid waste disposal and transfer stations.
2. Other uses determined to be ancillary to the primary uses described in paragraph 1, above.
3. Recreation and open space uses, provided the location of these uses does not preclude or adversely affect the future use of the surrounding areas for utility facilities.
4. Nonresidential agricultural uses, provided the location of these uses does not preclude or adversely affect the future use of the surrounding areas for utility facilities.
5. Communication facilities, provided the location of these uses does not preclude or adversely affect the future use of the surrounding areas for utility facilities.

Transportation Land Use Category

The Transportation category reflects transportation facilities such as airports and existing and proposed expressways and turnpikes.

The permitted uses of the Transportation category include the following:

1. Airport Transportation Areas. Airports and related facilities designed primarily to serve the needs of airport users and airport employees, airport and aircraft operation and maintenance facilities, cargo distribution terminals, transit warehousing, other compatible uses, and those land uses, except permanent residences, permitted in the recreation and open space, commercial recreation, and agricultural land use categories.
2. Expressways. Uses of an impermanent nature such as agriculture, nurseries, grazing, non-required parking, open storage, and parks are permitted in proposed expressway rights-of-way. Such provisions are intended to provide owners of property within proposed expressways with limited uses that do not interfere with the long term public goal of acquiring rights-of-way for expressway purposes. No principal building may be permitted, nor may any land use which impedes the future construction for an expressway be allowed.

Proposed expressways shall have an underlying residential land use designation unless bordered on both sides by nonresidential land use designations. The underlying density credited to the expressway shall be equal to the density of the adjacent residential land use designation. In cases where the proposed expressway is bordered by residential land use designations of different densities, the adjacent density shall apply up to midpoint of the right-of-way. Residential units may not be constructed within the proposed expressway. However, the densities accruing to the proposed expressway may be transferred to adjacent parcels if the owner dedicates the right-of-way to a governmental agency for expressway purposes.

If a formal determination has been made by the Broward County Board of County Commissioners that the proposed expressway will not be constructed, the land uses permitted within the expressway corridor shall be those permitted by the adjacent land use designation as shown on the Davie Future Land Use Plan map as certified by the Broward County Planning Council.

Communications Facilities

Communication facilities such as television and radio stations, and relay structures and telephone facilities are not specifically designated on the Davie Future Land Use Plan map as a separate category but may be permitted in all land use categories except Conservation, provided that facilities located in the Recreation and Open Space category shall be screened from view or utilize “stealth” design so as not to be readily recognizable as a communication facility.

Land Development Regulations

Land Development Regulations consist of ordinances adopted by the Town for the regulation of any aspect of development, and which are directed to the achievement of goals in the Comprehensive Plan. At a minimum, Land Development Regulations shall address zoning, subdivisions, signage, landscaping, and building construction. Further, Town land development regulations shall be consolidated into a single land development code and shall contain specific and detailed provisions necessary or desirable to implement the adopted comprehensive plan.

Chapter 163, F.S. requires that the Davie Future Land Use Map shall be implemented by the adoption and enforcement of land development regulations. The Town Council shall not adopt any land development regulation or amendment thereto in conflict with said Chapter 163, F.S., which shall require that the Town Council find that the regulation/amendment is consistent with the Davie Comprehensive Plan. No development shall be permitted in the Town of Davie that is inconsistent with the adopted and effective land development regulations.

Platting Requirement

The Town may not grant an application for a building permit for the construction of a principal building on a parcel of land unless a plat including the parcel or parcels of land has been approved by the Broward County Commission and recorded in the official records of Broward County subsequent to June 4, 1953. This section will not apply to an application for a building permit to construct two or fewer residential dwelling units. Applications for two or fewer residential dwelling units on property under the same ownership, within 500 feet of property exempted within the last twelve (12) months, shall not be exempt. In the event that the platting requirements of the Broward County Land Use Plan are amended, this section shall be deemed amended pursuant to the language in the Broward County Land Use Plan.

Development Review Requirements

The procedures for the issuance of all development permits for the development of land within the town are set forth in the Development Review Code, in the Davie code of ordinances. The Development Review Code (DRC) establishes a Development Review Committee whose membership ensures that development proposals are evaluated for compliance with the following: the Davie Future Land Use Plan, zoning code, Development Review Code standards, and all applicable provisions of the Town and the South Florida Building Codes. The Town is required to review and amend as necessary its code of ordinances to implement the Comprehensive Plan, pursuant to Section 163.3202, F.S. Therefore, compliance with statutory requirements to ensure implementation of the Comprehensive Plan goals, objectives, and policies shall be effectuated.

Maintenance of the Future Land Use Plan

Amendments. The Future Land Use Plan is a planning tool that sets the framework for programming and budgeting for municipal functions, such as the provision of essential services. While it is expected that the Plan survives market shifts, changes in property ownership and political climate, it is also understood that the Plan shall be subject to amendment from time to time. Therefore, the town Code sets forth the procedure for amendment to the Future Land Use Plan, and limits submittals from property owners to a particular filing period consistent with State Law.

Certification/recertification. The Broward County Planning Council is the appointed body that oversees the planning function for Broward. Article VI of the Broward County Charter establishes the Planning Council as the Local Planning Agency, and provides the authority for the certification process. The Broward County Land Use Plan remains the effective land use plan for a municipality and the unincorporated area until the local plan is certified by the Planning Council as being in substantial conformity with the County Plan. Once certified, the local plan must be recertified each time the local unit of government wants to amend the plan. The recertification process enables the county to ensure local plan consistency with regional plans, goals, objectives, and policies.

Intergovernmental Coordination

During the Comprehensive Planning adoption, amendment, and evaluation processes, the Town involves all jurisdictions that may be affected by that process or have expressed an interest in participation. All meetings of the Local Planning Agency, Town Council and its advisory boards are public meetings, duly advertised and posted. All meetings are accessible to the public, and meeting agendas and minutes are available. Intergovernmental coordination, as a form of public participation, is encouraged during all stages of the comprehensive planning process.

Evaluation and Appraisal Report

To ensure that the planning function is “a continuous and ongoing process,” the Town of Davie shall evaluate the level of achievement of goals, objectives, and policies contained in the Comprehensive Plan as required by Florida Law (currently every seven years). This “evaluation and appraisal report” updates the comprehensive plan, and addresses the major problems of development, condition of each element, comprehensive plan objectives as compared with actual results, and the extent to which unanticipated and unforeseen problems and opportunities occurred between plan adoption and the report.

Evaluation Measures

Rule 9J-5, F.A.C., requires the incorporation of a section identifying monitoring and evaluation procedures to be followed in the preparation of the Evaluation and Appraisal Report discussed above, which shall be prepared every seven years or as otherwise required by law. At a minimum, the Town shall follow the criteria required by State law (currently listed in Chapter 163.3191, F.S.), as to the review of the comprehensive plan.

2. TRANSPORTATION ELEMENT

GOAL 1: To develop and maintain an overall transportation system which will provide for the transportation needs of all sectors of the community in a safe, efficient, cost effective and aesthetically pleasing manner.

OBJECTIVE 1.1: To the extent that the Town has control, the Town will ensure that transportation facilities and services for those roads identified in this element meet level of service standards established within the Town of Davie Comprehensive Plan.

Measure - Lane miles operating at an unacceptable level of service

- Policy 1.1.1 To maintain those level of service standards identified within the Town's Comprehensive Plan, the Town shall, prior to final action on amendments to the Town of Davie Comprehensive Plan, determine whether adequate municipal transportation facilities and services will be available to serve the proposed development.
- Policy 1.1.2 Prior to plat approval, the Town and/or County shall evaluate the transportation facilities and services necessary to meet the level of service standards established within the Town of Davie Comprehensive Plan and will be available concurrent with the impacts of the development consistent with Rule 9J-5 F.A.C. and the concurrency management policies included within this element and plan.
- Policy 1.1.3 The Town shall enforce its land development codes and regulations to determine that all new development in the Town of Davie meets the level of service standards established within the Comprehensive Plan.
- Policy 1.1.4 In order to ensure that land development contributes a proportionate share of the cost of transportation facilities, the Town of Davie will continue to urge Broward County to continue to implement the improvements, dedications and highway impact fee requirements or actual construction in lieu thereof, contained within the Broward County Land Development Code, as amended.
- Policy 1.1.5 The Town will continue to coordinate review of proposed development with Broward County to insure collection of applicable roadway impact fees, transportation concurrency assessments, and any similar fees as may be provided by law.
- Policy 1.1.6 This policy and all others pertaining to transportation concurrency shall be construed to mean that the Town shall, to the extent allowed by law, retain its existing concurrency management system using the roadway volume-based level-of-service standards adopted herein for the western areas of the Town currently within the Southwest Standard Concurrency District.

GOAL 2: The Town will coordinate with FDOT and the County, to exceed by 2012, the regional level of service goal of an overall 10 percent reduction in the lane miles of the Regional Roadway Network within Davie currently operating below level of service "D", for those roadways not located within the South Central Transit Oriented Concurrency Exception District of Broward County.

The roadways considered to be over capacity are described in the existing transportation map series.

Objective 2.1 The Town will coordinate transportation improvements with the plans and programs of the Broward County Metropolitan Planning Organization, Broward County Transit Division, FDOT (including its Five-Year Transportation Plan), and any appropriate resource planning and management plan prepared pursuant to Chapter 380, Florida Statutes, and approved by the Governor and Cabinet.

Measure - Percentage of lane miles and/or projects built which are consistent with the aforementioned plans.

Policy 2.1.1 The Town shall utilize the highway capacity methodology or other approved acceptable methodologies endorsed by the BCMPO and approved by the Broward County Board of County Commissioners to determine the capacities and levels of service on appropriate roadways. The Town recognizes that the data concerning roadway capacities was obtained from the Broward County Transportation Element and the FDOT "Generalized Capacity" tables contained within the FDOT 1998 Level of Service Handbook and may not reflect the actual capacity conditions of a roadway segment (generalized means average conditions). The Town reserves the ability to address detailed capacity determinations by separate link analysis.

Policy 2.1.2 Unless exempt under other policies or otherwise provided by law, the concurrency management system shall, for the regional transportation system, utilize the level of service (LOS) standards established by Broward County for the purpose of issuing development orders and permits, which pursuant to the 2010 Broward County Transportation Element are as follows:

- a. a. For the Strategic Intermodal System (SIS) roadways within the Town of Davie, the generalized two-way peak-hour level of service (LOS) standard established by the Florida Department of Transportation is:

Roadway	Roadway Segment	LOS Standard*
SIS Corridors		
Florida Turnpike & Homestead Extension	Miami-Dade County line to Palm Beach County line	D
Interstate 95	Miami-Dade County line to Palm Beach County line	E
Interstate 595	Interstate 75 to US 1	D
Sawgrass Expressway	Interstate 75 to east of I-95 ramps via SW 10 Street(State Road 869)	D
Interstate 75	Miami-Dade County line to west of US-27	D
Interstate 75	West of US-27 to Collier County line	B
US 27	Miami-Dade County line to Interstate 75	D
US 27	Interstate 75 to Palm Beach County line	B

* The level of service letter designations are defined in FDOT's 2002 Quality/Level of Service Handbook

- b. For non-FIHS transportation facilities and transportation facilities functionally classified as collector roads or higher, the generalized two-way peak-hour LOS "D" standard volumes depicted on Table F-1, Level of Service Manual, Florida Department of Transportation, (2002).

c. For transportation facilities previously designated as 110 percent maintain under the 1989 Comprehensive Plan, the generalized two-way peak-hour LOS standard shall be calculated by use of a K factor, which will be applied to the 110 percent maintain roadway volumes. The 110 percent maintain roadway segments and corresponding LOS standard are depicted in an Appendix to the Broward County Transportation Element Support Document.

d. For facilities within the South Central Transportation Concurrency Management Area the LOS standards of the Broward County Transportation Element are hereby adopted. As of July, 2010, those standard are to maintain headways of 30 minutes or less on 80% of routes, establish and maintain service at two or more neighborhood transit centers; increase peak-hour weekday fixed-route transit ridership by 22 percent from FY 2009-2013; maintain the current number of community bus routes (10) through 2013.

e. For facilities within the Central Transportation Concurrency Management Area the LOS standards of the Broward County Transportation Element are hereby adopted. As of July, 2010, those standards are to: maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at one or more neighborhood transit centers. Reduce traffic signal communication failures by 50% by FY 2013. Increase peak-hour weekday fixed-route transit ridership by 19 percent from FY 2009 to FY 2013. Maintain the current number of community bus routes (24) through 2013.

f. For all Transportation Concurrency Management Areas, overall, increase number of bus stop shelters by 25 percent from FY 2009 to FY 2013. Traffic volumes on arterial roadways in each District shall remain less than the maximum service volumes as displayed below. These volumes do not apply to Strategic Intermodal System (SIS) and Transportation Regional Incentive Program-funded roadway facilities and cannot be used in a manner that would result in interference with mainline operations on SIS roadway corridors. The County and FDOT will work together to revise downward the volumes in this table.

g. For facilities within the Southeast Transportation Concurrency Management District, maintain headways of 30 minutes or less on 80% of routes. Establish and maintain service at one or more neighborhood transit centers. Increase peak-hour weekday fixed-route transit ridership by 24 percent from FY 2009 to FY 2013.

Peak Hour Two Way Maximum Service Volumes*

Two-lane arterials	2,555
Four-lane arterials	5,442
Six-lane arterials	8,190
Eight-lane arterials	10,605

*The Maximum Service Volumes are calculated from “Generalized Peak Hour Two-Way Volumes for Florida’s Urbanized Areas”, published by the Florida Department of Transportation, as 75% above the volumes for Class IV State Two-Way Arterials, for Level of Service E, for the Eastern Core District; and as 75% above the volumes for Class II State Two-Way Arterials, for Level of Service D, for all other Districts. 5

Policy 2.1.3 The Town, through its membership in the BCMPO, will urge responsible State and County implementing agencies to plan their roadway systems to achieve and maintain at least a level of service "D" during peak hour.

- Policy 2.1.4 The Town establishes a minimum peak hour level of service standard of "D" for locally maintained collector roadways, except that such roadways within the RAC and TOC shall have an established minimum peak-hour level of service standard of "E + 20". However, the Town shall establish a Transportation Concurrency Exception Area (TCEA) for roadways within the RAC and TOC by July 2011. The Town shall implement the multi-modal mobility plan components of the RAC Master Plan and TOC Master Plan adopted by the Town Council, and shall implement development exactions to help improve mobility within the RAC and TOC. The Town shall complete a comprehensive traffic analysis including required improvements by July 2011 to determine appropriate development exactions necessary to achieve minimum peak-hour level of service standards. Such exactions may include impact fees, construction of multi-modal mobility improvements in order to provide safe and adequate access to the pedestrian, bicycle, transit and vehicular modes of travel, or payments in-lieu of construction of such improvements.
- Policy 2.1.5 All other Town-maintained local roads shall provide a minimum peak hour level of service standard "C".
- Policy 2.1.6 A local street is any roadway not designated as an arterial or collector facility on the Broward County Trafficways Plan.
- Policy 2.1.7 Low cost improvements, such as the addition of turn lanes will be considered before additional travel lanes are added to any local street. In addition, the impact to the lifestyles of adjacent neighborhoods should also be considered.
- Policy 2.1.8 The Town will work closely with developers and County and State transportation agencies in order to facilitate joint funding of transportation improvements.
- Policy 2.1.9 The Town will coordinate and cooperate with the State and County to improve roadways within the Town of Davie.
- Policy 2.1.10 The Town will continue to participate in the Broward County Technical Coordinating Committee (TCC).
- Policy 2.1.11 The Town shall coordinate with Broward County to develop Transportation Demand Management (TDM) and Transportation System Management (TSM) programs to modify peak hour travel demand and reduce the number of vehicle miles traveled per capita with the Town and region. Consistent with the Broward County Transportation Element, TDM strategies may include:
- a. Ridesharing programs - Ridesharing is a form of transportation, other than public transit, in which more than one person shares the use of the vehicle, such as a car or a van, to make a trip.
 - b. Flexible Work Hours - Allows employees to schedule their work hours so as to avoid driving during peak hours.
 - c. Telecommuting - Home -based employees primarily in information-oriented jobs.
 - d. Shuttle Services - Buses, vans or cars used to provide transportation from remote parking locations to the workplace.
 - e. Parking Management - included preferred parking, price parking, parking limitations and shared parking.

- f. Corridor studies - Coordinated efforts between the County, MPO, FDOT and local governments which consider a wide variety of initiatives to encourage higher public transit use and transit-oriented design development.
- g. Congestion Management Plan (CMP) - Priority strategies serving the County's Urban Infill Area which is east of the Florida Turnpike intended to mitigate congestion and improve operational LOS.

TMS strategies may include:

- a. Roadway improvements - In lieu of traditional widening and construction, alternative solutions are proposed to eliminate traffic problems such as corridor studies.
- b. Intersection improvements - Turn lane additions or other geometric improvements.
- c. Access Management - Control and spacing/design of driveways, ramps, medians, median openings, traffic signals and intersections on arterial and collector roadways.
- d. Signalization - Computerization of signals on roadways to improve traffic flows.

Policy 2.1.12 Evaluate and rank the Town Roadway Capital Improvement Projects (CIP) in order of priority in preparing improvement programs according to the following guidelines:

- a. Whether the project is needed to protect public health and safety, to fulfill the state's and/or county's commitment to provide facilities and services, or to preserve or achieve full use of existing facilities;
- b. Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement cost, provides service to developed area lacking full service, or promotes in-fill development;
- c. Whether the project represents a logical extension of facilities and services within a designated service area; and
- d. Whether the project represents a development requirement for the approval of a project within an undeveloped area.

Objective 2.2 The Town will enforce a transportation concurrency management system, within the area currently designated as the Southwest Standard Concurrency District, which monitors and manages new growth in conformance with Florida law.

Measure - Percentage of developments with facilities in place concurrent with the impacts of development pursuant to Policy 2.2.1 a-e below, within areas subject to transportation concurrency.

Policy 2.2.1 Within areas of the Town of Davie subject to transportation concurrency, the development review and approval process will ensure that necessary facilities and services will be available concurrent with the impacts of development consistent with Rule 9J-5 as follows. Development Order includes any land use change, site plan approval, engineering permit, building permit, zoning permit, subdivision plat approval, rezoning, special exception, variance, or any other official action of the Town Council or other appropriate Town official.

- a. The necessary transportation facilities are in place at the time a Development Order is approved by the Town Council or other appropriate Town officials or the

- Development Action is approved subject to the condition that the necessary transportation facilities will be in place consistent with Town Code provisions;
- b. the necessary transportation facilities are under construction at the time a Development Action is approved by the Town Council, or other appropriate Town officials.
 - c. the necessary transportation facilities are the subject of a binding contract executed for the construction of those necessary transportation facilities at the time a Development Order is approved by the Town Council, or other appropriate Town officials.
 - d. the necessary transportation facilities have been included in the Municipal, County or State annual budget at the time a Development Order is approved by the Town Council, or other appropriate Town officials although the facilities are not yet the subject of a binding contract for their construction; and or,
 - e. at the time a Development Order is approved by the Town Council, or other appropriate Town officials, the Town is able to assure that the necessary transportation facilities will be in place within a reasonable period of time consistent with the requirements of Rule 9J-5.0055(3)(c), F.A.C. At a minimum, the necessary transportation facilities are to be included within a financially feasible Capital Improvements Element or an alternative implementation plan which is determined by the Florida Department of Community Affairs to be in compliance with Rule 9J-5 of the Florida Administrative Code and supported by all necessary implementing land development regulations and a concurrency monitoring system.
 - f. As may otherwise be provided by State Administrative Rule or Florida law.

Policy 2.2.2 The Town shall maintain a concurrency monitoring system to ascertain whether necessary transportation facilities identified within the Capital Improvements Element of the Town of Davie Comprehensive Plan are being constructed in accordance with the schedules in the Plan and to measure the capacity of such transportation facilities in a given area at a given time.

Goal 3: The Town will actively promote the provision of a safe, convenient and efficient transportation system for motorized and non-motorized modes of travel.

Objective 3.1 Parallel frontage roads, interconnected driveways, or their design equivalent shall be encouraged to reduce conflicts between local and through traffic.

Measure - Number of curb-cuts/median openings/parking lot interconnections during the planning period.

Policy 3.1.1 Maintain existing Land Development Regulations that encourage the utilization of interconnected driveways, or their design equivalent to reduce conflicts between local and through traffic.

Policy 3.1.2 Work with the County and FDOT to ensure that all roadways are designed in such a manner as to decrease accident frequency.

Policy 3.1.3 Promote the reduction of vehicle speeds by incorporating traffic calming devices into roadway design, and establishing speed thresholds in accordance with the Town Policy.

Policy 3.1.4 The Town shall encourage the interconnection and extension of roadways and road rights-of-way throughout the Town to the extent feasible, and in accordance with the recommendations of the adopted Local Road Master Plan.

OBJECTIVE 3.2: The Town will continue the implementation of a safe and enjoyable bikeway/walkway system which will include land use and other strategies to promote the use of bicycles and walking.

Measure - Linear feet of bikeways/walkways established annually.

Policy 3.2.1 The Town Council shall develop a Master Bikeway/Walkway Plan which will include components from the Town's Recreational Trails Master Plan, and which will include connections to public facilities.

Policy 3.2.2 The Master Bikeway/Walkway Plan, once developed, will be periodically reviewed, and recommendations for additions, deletions and/or corrections shall be made to the Town Council for adoption.

Policy 3.2.3 At the time of plat or site plan approval, developers shall be required to dedicate, construct and/or resurface adjacent bikeways/walkways in accordance with the Land Development Code.

Policy 3.2.4 At the time of plat or site plan approval, the Town Council may require additional bikeways/walkways should the proposed subdivision contain a roadway pattern whereby the provision of additional bikeways/walkways would improve public safety or convenience.

Policy 3.2.5 Bikeways/walkways shall be designed to link parks, recreational, educational and other public facilities with nearby residential areas.

Policy 3.2.6 At time of site plan review, the Town will encourage the provision of ample and secure bicycle parking at schools, libraries, recreational facilities, and significant commercial and multi family developments.

Policy 3.2.7 The Town will continue to work cooperatively with FDOT and Broward County to provide wide curb lanes to accommodate bicycles and provide parallel sidewalks as part of arterial roadway construction projects.

Policy 3.2.8 The Town will coordinate with land owners and developers to study the feasibility of adding an equestrian and bicycle lane to the SW 36th Street bridge over I-75 which would be separated from the travel lanes.

Policy 3.2.9 The Town will coordinate with FDOT and Broward County to ensure that crossing signals and other signage along the trails for equestrians use, dual light buttons for equestrians (high) and for pedestrian/bicyclist (low) at trails/street intersections and guard rail cuts are provided on major roadways in order that bicycles, equestrians and pedestrians can access the roadway shoulders for safe travel.

Policy 3.2.10 The Town shall review all proposed development for accommodation of equestrian traffic needs and review facilities if deemed appropriate.

- Policy 3.2.11 The Town shall require or provide pedestrian displays at signal installations and signal modifications where crosswalks are provided.
- Policy 3.2.12 The Town shall provide bicycle, pedestrian and equestrian ways connecting all new residential areas to recreational areas, schools, and shopping areas within neighborhoods, and pedestrian ways for access to major transit stops, where practicable and feasible.
- Policy 3.2.13 The Town shall review all proposed development for its accommodation of bicycle, pedestrian, and equestrian traffic needs and said review shall be consistent with the pathway of the Open Space Program.
- Policy 3.2.14 The Town shall require the construction of missing links in the existing sidewalk system as appropriate (adjacent to or in close proximity to) new and/or redevelopment in conjunction with the issuance of development permits for new and /or redevelopment.

OBJECTIVE 3.3: The Town will continue to work with State, County and other local agencies to improve traffic safety involving vehicles, pedestrians and/or cyclists, and take appropriate steps to maintain level of service.

Measure - Number of accidents per location per year.

- Policy 3.3.1 Traffic signalization, roadway signage and operational capacities (including curb cuts and turn lanes) shall be designed to optimize traffic flows and levels of service. These improvements shall always be considered prior to adding travel lanes.
- Policy 3.3.2 The Town shall prohibit on-street parking on all arterial and major collector roads unless on-street parking is utilized as a traffic calming device to compliment downtown district and encourage pedestrian activity.
- Policy 3.3.3 The Town will modify, if necessary, existing Land Development Regulations based on urban design for transportation facilities to accommodate the implementation of the Regional Activity Center Area.
- Policy 3.3.4 The Town may utilize traffic calming design features after a study is performed to address local neighborhood concerns.

OBJECTIVE 3.4: The Town will promote timely resurfacing and repair of roads and bridges to minimize costly reconstruction and to enhance safety.

Measure - Linear feet resurfaced/linear feet reconstructed annually.

- Policy 3.4.1 At a minimum, the Town will continue annual roadway maintenance budget funding at existing levels.
- Policy 3.4.2 On an annual basis, the Town Public Works Department will produce evaluation criteria and an inventory of municipal roadways which are in need of resurfacing and/or reconstruction.
- Policy 3.4.3 The evaluation criteria and the inventory of roadways requiring resurfacing and/or reconstruction, along with the funding and any additional right-of-way necessary to complete the desired projects, will be forwarded to the Town Council for determination of which projects may be included in a resurfacing/reconstruction program.

Policy 3.4.4 A formal resurfacing/reconstruction program will be initiated following the Town Council's review of the inventory.

OBJECTIVE 3.5: The Town will enforce existing regulations to: 1) reduce the number of access points onto adjacent roads; 2) provide adequate on-site motorized and non-motorized circulation; and 3) provide adequate on-street and off-street parking relative to existing and planned commercial and multi-family development.

Measure - Number of site plans approved annually which meet existing Land Development Regulation standards.

Policy 3.5.1 The Town will enforce regulations relating to the location of driveways, access points and connections to roadways which are at least as strict as Broward County and State standards. This shall not prohibit the approval of connections and access points not totally consistent with those standards based upon a traffic study.

Policy 3.5.2 The Town shall enforce the off-street parking requirements contained in the Land Development Code for all land uses, particularly industrial, commercial and multi-family developments.

Policy 3.5.3 The Town shall enforce design criteria for on-site motorized and non-motorized circulation.

Policy 3.5.4 The Town shall enforce design criteria for on-street parking to ensure safe traffic circulation.

Policy 3.5.5 The Town shall promote the provision of on-street parking within the RAC and TOC by amending the code of ordinances by May, 2015 to designate streets where on-street parking is permitted, and adopting one or more standard street sections for on-street parking. The Town shall also work with Broward County and FDOT to achieve on-street parking within those Transit-Oriented Streets under county and state jurisdiction that qualify for the Urban Main Street Trafficway context of the Broward County County-Wide Design Guidebook, prepared by Anthony Abate, AIA, and adopted by the Broward County Board of County Commissioners on June 14, 2005.

GOAL 4: Coordinate transportation and land use planning activities to ensure adequate facilities and services are available to meet existing and future needs of Davie's population and economy.

OBJECTIVE 4.1: The Town will coordinate transportation planning activities with land use decisions, ensuring that transportation planning and land use planning activities are properly coordinated in the Town, as shown on the Future Land Use Map.

Measure/Actions –

- 1) Continue to coordinate with Broward County through participation in the regular updates of the Transit Improvement Plan and Long Range Transportation Plan so that at least 80% of all transit stops are proximate to development with higher intensity and mixed-use land uses as defined within this element by December 31, 2010.
- 2) Annually identify the number of bus stops with functional access to surrounding land uses.

- Policy 4.1.1 The Town shall consider the individual and cumulative impacts of land use plan amendments on the existing and planned transportation facilities within the Town.
- Policy 4.1.2 To minimize the impact on locally-maintained transportation facilities, land uses which generate or affect high traffic volumes will be located adjacent to, or have safe and adequate access to, principal arterials, expressways, or other regionally-significant roadway facilities.
- Policy 4.1.3 Transportation facilities will be planned and located in a manner which minimizes the potential for adverse impacts on adjacent land uses.
- Policy 4.1.4 The Town shall reserve the ability of acquiring lands and constructing parking facilities such as garages or surface parking areas separately or in partnerships.
- Policy 4.1.5 The Town will continue to implement land development regulations which provide incentives such as density bonuses or credits for development activities within the RAC.
- Policy 4.1.6 The Town will continue to maintain and enforce a concurrency management system consistent with the Future Land Use Element to assure that development orders and permits in areas that are subject to concurrency are not issued unless transportation facilities are or will be available, as provided by law.
- Policy 4.1.7 Residential densities below 10 DUA should be located with access to existing or proposed arterial, collector or local streets.
- Policy 4.1.8 Residential densities above 10 DUA should be located with adequate access to collector roadways, major or minor arterial roadways, expressways, or public transit routes. This policy does not require that areas of the RAC and TOC designated for densities above 10 DUA have direct access to such roadways.
- Policy 4.1.9 The Town shall designate sufficient acreage on the FLUM to provide a range of housing opportunities and a mix of land uses so that housing opportunities are within close proximity to employment areas and public transit routes.
- Policy 4.1.10 Regional or community facilities and other public facilities shall be located in areas of concentrated activities, such as the RAC and TOC, in order to provide easy access by public transit and to economize on parking facilities.
- Policy 4.1.11 Commercial and/or industrial development shall be located with adequate access to major transportation facilities. Within the RAC and TOC, neighborhood scale commercial development should be distributed in such a manner that it is compatible with adjacent planned uses, is convenient to pedestrian travel and minimizes the need for automobile trips without regard to functional roadway classifications.
- Policy 4.1.12 Transportation facilities and services shall be developed in a manner that encourages infill development and that promotes the efficient use of urban services.
- Policy 4.1.13 The Town's Local Road Master Plan is hereby incorporated by reference, as approved and adopted by the Town Council on August 6, 2008, as may be amended from time to time by Town Resolution. The Plan's purpose is to provide the framework for guiding local roadways improvements, and to coordinate these improvements with land use planning within the Town.

OBJECTIVE 4.2: In conjunction with Broward County the Town shall ensure development does not encroach upon existing rights-of-way and shall ensure future development does not encroach upon future rights-of-way as provided in the Broward County Trafficways Plan and Town Right of Way Protection Plan.

Measure - Number of developments encroaching upon planned or vested right of way.

- Policy 4.2.1 In order to protect the rights-of-way necessary for the establishment of the Regional Roadway Network, the Town will continue to support implementation of the Broward County Trafficways Plan.
- Policy 4.2.2 In order to protect the corridors identified on the Broward County Trafficways Plan, the Town shall not issue building permits for construction of buildings within identified rights-of-way.
- Policy 4.2.3 During BCPC's authorized periods of municipal review, the Town Council may formally submit requests for additions, deletions, or modifications to the Broward County Trafficways Plan.
- Policy 4.2.4 The Town will continue the practice of obtaining necessary right-of-way, in conformance with adopted right-of-way plans, including the Broward County Trafficways Plan, at time of issuance of development permits.
- Policy 4.2.5 Adopt the following provisions as Town minimum public right-of-way requirements for new roadways:
- a) Arterial roadways - Principal: 200 foot right-of-way
Major: 120 foot right-of-way
Minor: 110 foot right-of-way
 - b) County and Town collector roadways - 80 foot right-of-way
 - c) Local roads (bikeway/trail corridors) - 60 foot right-of-way
 - d) Local road - 50 foot right-of-way
 - e) Within the RAC, the Land Development Regulations shall establish the right-of-way requirements based upon the detailed concepts established in the RAC Master Plan, adopted by the Town Council.
- Policy 4.2.6 Regularly update the right-of-way protection plan a minimum of once each planning period.
- Policy 4.2.7 Establish priorities for the acquisition of rights-of-way based upon the right-of-way protection plan.

GOAL 5: Encourage a transportation system which minimizes environmental impacts, conserves energy, and conserves the Town's lifestyle in addition to moving traffic safely and efficiently.

OBJECTIVE 5.1: The Town shall continue to provide or encourage alternatives to single-occupancy and other automobile travel to minimize negative environmental impacts.

Measure - Number of programs, trail miles and bike lane miles implemented or constructed.

- Policy 5.1.1 The Town will work with other agencies to make information regarding ride sharing, mass transit, and commuter rail services available to its citizens.
- Policy 5.1.2 The Town will cooperate with the implementing agencies to explore the feasibility of locating park and ride lots in proximity to, or within, the Town which may service transit services, the Tri-County Rail System and Express Bus Services, and other future transit systems.
- Policy 5.1.3 The Town will not permit, unless appropriate mitigation measures are taken, the construction of transportation improvements which would negatively impact environmentally-sensitive areas such as wetlands.
- Policy 5.1.4 The Town shall discourage unnecessary traffic signalization.
- Policy 5.1.5 By December 31, 2011, the Town shall adopt a sustainable mobility plan. The plan shall develop a long-term strategy to reduce CO₂ emissions, and provide transportation alternatives, but will not replace, reduce or weaken road concurrency standards.
- Policy 5.1.6 The Town shall actively work to reduce the amount of vehicle miles travelled within the Town through the promotion of carpooling, mass transit systems, and alternative forms of transportation.

GOAL 6: Continue developing a high level of transit service which provides safe, economical, efficient, and convenient travel for the citizens of the Town of Davie.

OBJECTIVE 6.1: The Town shall work cooperatively with Broward County and the Florida Department of Transportation to increase the level of annual BCt Transit ridership.

Measure - A proportionate annual increase in transit riders within Davie.

- Policy 6.1.1 The concurrency management system shall provide that for the purpose of issuing development orders and permits, the adopted public transit level of service shall be for the BCt to provide fixed-route transit service to at least 70 percent of all residences and employment locations during the peak hour.
- Policy 6.1.2 As Davie continues to develop, the Town shall urge the County to provide bus service to generally achieve the County Transit Development Plan (TDP) level of service standards.
- Policy 6.1.3 The Town, with financial assistance from the County, will make special efforts to increase transit ridership by providing bus shelters, benches, detailed signage, and other amenities at high transit usage bus stops.
- Policy 6.1.4 The Town shall support the Broward County and the FDOT continued funding of local mass transit service consistent with existing service standards.
- Policy 6.1.5 The Town shall coordinate with the Broward County MPO, Broward County Division of Mass Transit and Tri-Rail to ensure the required transit services area available to meet the level of service criteria.
- Policy 6.1.6 The Town shall encourage the identification of persons with special transportation needs for shopping, recreational and hurricane evacuation purposes.

OBJECTIVE 6.2: Through the Town's seat on the Metropolitan Planning Organization, the Town shall continue to request that Broward County provide transit service to all present and future major trip generators and attractors.

Measure - Percentage of major trip generators and attractions served by mass transit.

- Policy 6.2.1 The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of locating a feeder parking lot and associated County bus service in proximity to Davie to complement the Tri-County Commuter Rail Service, and the SR 7/US 441 Express Bus.
- Policy 6.2.2 The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of locating, within Davie, Park and Ride locations for regional sports and cultural activities.
- Policy 6.2.3 The Town shall coordinate and cooperate with the implementing agencies to determine the feasibility of establishing a BCt transit link between Davie and major transportation terminals, including Miami International Airport, Fort Lauderdale Hollywood International Airport, and Port Everglades.
- Policy 6.2.4 The Town shall coordinate and cooperate with implementing agencies to promote adequate mass transit service to the South Florida Regional Education Center (SFREC).
- Policy 6.2.5 The Town shall coordinate with Broward County modifications to the County Land Development Code that implement local design criteria to improve the aesthetics and comfort at transit facilities.
- Policy 6.2.6 Support funding of Broward County Mass Transit Division and Tri-Rail to maintain local transit facilities.

OBJECTIVE 6.3: The Town will ensure adequate rights-of-way as reviewed by Broward County are available to meet Davie's future mass transit and transportation needs.

Measure - All development proposals shall be reviewed by Broward County and the Town for compliance.

- Policy 6.3.1 In order to protect the rights-of-way necessary for the establishment of the regional mass transit and roadway network, the Town will continue to support the implementation of the Broward County Trafficways Plan.
- Policy 6.3.2 The Town shall support County requests for transit-related improvements as part of the development permitting process.
- Policy 6.3.3 Monitor and evaluate the impacts of new development on the local road network through the maintenance of a Local Roads Concurrency Management System. The Concurrency Management System shall be the basis for requiring the mitigation of developmental impacts on the roadway systems. The Town shall maintain its road-based transportation concurrency in the western area of the Town. By May 2015, the Town shall initiate a study to consider the feasibility of, and mechanisms for requiring developers to ensure safe and adequate access, which may require construction of transportation infrastructure

or contributions in lieu of same. The Town shall also study the enactment of impact fees or other fees as may be authorized by law to help fund mobility initiatives.

OBJECTIVE 6.4: The Town will coordinate transit improvements with the Comprehensive Plan and the plans and programs of the Broward County Metropolitan Planning Organization, the Broward County Mass Transit Division, the Florida Department of Transportation (including their 5-year Transportation Plan) and any appropriate plan for the transportation disadvantaged.

Measure - Transit projects which are consistent with the aforementioned plans.

Policy 6.4.1 The Town will continue to closely monitor the provisions of transit service and when necessary, inform the appropriate state or county agency of the Town's changing needs.

Policy 6.4.2 The Town will make information available to its citizens regarding ride sharing, bus routes and transit connections as an alternative to the single occupant vehicle.

GOAL 7: Support the development of a level of transit service which provides an alternative to the private automobile for those who wish to change modes of transport.

OBJECTIVE 7.1: The Town shall support integration of the transit system and facilities such as bus pull out bays with the road system, particularly in congested areas.

Measure - Transit available on all arterials operating below level of service -"D".

Policy 7.1.1 The Town will work to retain and enhance the bus routes serving the Educational Campus area.

Policy 7.1.2 The Town will support the Broward County Transit Development Plan (TDP).

Policy 7.1.3 The Town shall encourage the incorporation of exclusive or shared bus drop off/pick up areas at major public facilities.

OBJECTIVE 7.2: The Town shall urge Broward County to provide transit coverage within one-quarter mile of all concentrations of medium and high density residential areas and employment locations of Davie, particularly those with a propensity for transit ridership.

Measure - Percentage of multi-family development of 200 units or greater and employment locations with 50 employees or more which have transit service available within one-quarter mile.

Policy 7.2.1 The Town supports maintenance of the current basic route pattern, of not disturbing single-family neighborhoods, by keeping transit service primarily on County and Town designated trafficways.

Policy 7.2.2 Coordinate with the County, the Broward MPO and FDOT to develop means by which it can be ensured that county transportation concurrency assessments, transportation impact fees and any other mobility-related fees generated from development and redevelopment within the Town, are earmarked for mobility improvements within the Town.

GOAL 8: Retain and expand transit services for the elderly, handicapped and other transportation disadvantaged groups, with both regular and specialized service.

OBJECTIVE 8.1: The Town shall encourage the County to continue and expand, as appropriate, the ADA Para-Transit Program and facilities.

Measure - Number of trips which Town residents make by using this service.

Policy 8.1.1 Via citizen comments, the Town will monitor the "demand-response" service being provided to Davie to assure County compliance with this objective.

OBJECTIVE 8.2: The Town shall urge the County to maintain and expand handicapped accessibility on regular routes to provide a reasonable alternative for the handicapped.

Measure - Number of handicapped-accessible buses serving the Town.

Policy 8.2.1 The Town will encourage the County to provide wheelchair-accessible buses on any future bus service provided within Davie.

GOAL 9: Coordinate local land use and traffic circulation planning with regional efforts to provide a convenient, safe and adequate aviation system.

Objective 9.1: The Town shall continue to monitor the proposed development of any aviation facilities in close proximity to the Town.

Measure - Number and type of coordination and/or monitoring efforts made by Town Council or Staff.

Policy 9.1.1 The Town shall review and comment, as appropriate, on any Environmental Impact Report, Master Plan or other studies required to construct, expand or modify any airport in close proximity to the Town.

Policy 9.1.2 The Town shall coordinate with FAA and Airport Planners regarding potential approach obstructions and other development of lands within the Town which may affect safe airport operations.

OBJECTIVE 9.2: The Town shall enforce Land Development Code provisions regulating the siting and operation of heliports, so as to ensure adequate compatibility to adjacent land uses.

Measure - Consistency of heliport siting and operation to Land Development Code provisions.

Policy 9.2.1 Heliport facilities and operations shall be encouraged principally for the purposes of augmenting police and emergency medical transport services and corporate/business functions.

Policy 9.2.2 Proposed heliport sites shall be restricted to locations in the commercial and industrial Zoning Districts unless otherwise approved by Town Council.

Policy 9.2.3 The recommendations of adopted Part 150 Study Technical Reports shall be taken under consideration during land use and zoning decisions affecting heliports and their adjacent areas.

GOAL 10: Coordinate with Broward County in the implementation of the countywide Transportation Element recognizing that the Town includes parts of the Regional (County/State) Roadway system and other modes of transportation.

OBJECTIVE 10.1: The Town will coordinate with Broward County in the implementation of their Transportation Element.

Measure - Continue to meet with the Broward County Transportation Planning Division MPO and TCC to coordinate activities, programs and data.

Policy 10.1.1 The Town recognizes that Broward County is the agency responsible for mass transit service and overall transportation planning on a countywide basis. The Town will continue to provide service schedules at Town Hall and implement the Land Development Regulations concerning providing mass transit stops for major traffic generators and attractors.

Policy 10.1.2 Continue to coordinate with Broward County through participation in the regular updates of the Transit Improvement Plan and Long Range Transportation Plan to achieve and maintain the provision of County bus routes within one-quarter mile of at least 70 percent of the number of residences and employment locations, as shown on the Future Land Use Map during the peak hour, and to achieve and maintain transit service in and adjacent to the RAC and TOC consistent with Objective 4.1, Measure 1 of this element.

Policy 10.1.3 The Town opposes the connection of SW 26th Street to I-75.

Policy 10.1.4 The Town opposes future medians across Orange Drive which would prohibit through movements and generally discourages new bridges across the South New River Canal connecting Griffin Road and Orange Drive between the proposed Imagination Farms bridge and the eastern Town limits.

Policy 10.1.5 Through participation in the MPO, increase the vehicle occupancy rate through TDM strategies, such as ride sharing programs, preferred parking and High Occupancy Vehicle (HOV) lanes; work to reduce the per capita Vehicle Miles Traveled (VMT) by implementing TDM strategies and increasing the public transit modal split by 2012 as specified in the Broward County Transportation Element.

Policy 10.1.6 The Town will continue to implement strategies to facilitate local traffic to use alternatives to the FIHS as a means of protecting its interregional and interstate functions by helping to implement the following strategies:

- 1) Maintain and, where feasible, improve the Level of Service on Town roads and assist the County, if possible, on County roads that are parallel to FIHS roads.
- 2) Implement the Congestion Management Plan recommendations with emphasis on those roads parallel to FIHS roads.
- 3) Work with the County to synchronize signalization of roads parallel to FIHS roads.
- 4) Through membership on the MPO, support implementation of Intelligent Transportation Systems (ITS).
- 5) Coordinate with FDOT and the BCPC to identify a public transportation corridor demonstration project.
- 6) Coordinate with FDOT and the County to provide informational Kiosks along roads parallel to FIHS roads.
- 7) Expand transit service alternatives with the County in areas which would otherwise not qualify under set standards.
- 8) Improve pedestrian and bicycle access to transit in all roadway improvement projects.
- 10) Promote transit oriented design on roads parallel to FIHS roads.

- 11) Monitor FIHS LOS and work with the FDOT and County to identify additional strategies.

GOAL 11: Implementation of proportionate fair-share mitigation for transportation facilities, as required by s. 163.3180(16), F.S.

OBJECTIVE 11.1: Develop and adopt a proportionate fair-share system into the Town's land development regulations.

Measure – Adoption of the proportionate fair-share system into the Town's Code of Ordinances.

Policy 11.1.1 An applicant may choose to satisfy the Town's concurrency requirements by making a proportionate fair-share contribution, pursuant to the following requirements;

- 1) The proposed development is consistent with the Town's Comprehensive Development Master Plan and the Town's land development regulations.
- 2) The Five-Year Schedule of Capital Improvements (SCI) in the Capital Improvements Element (CIE) includes a transportation improvement or improvements that, upon completion, will satisfy the requirements of the Town's transportation concurrency management system (CMS) (as detailed in the CIE and the land development regulations). The provisions of Policy 11.1.2 may apply if a project or projects needed to satisfy concurrency are not presently contained within the Five-Year SCI.

Policy 11.1.2 The Town may choose to allow an applicant to satisfy transportation concurrency through the Proportionate Fair-Share Program by contributing to an improvement that, upon completion, will satisfy the requirements of the Town's transportation CMS, but is not contained in the Five-Year SCI in the CIE, where the following apply:

- 1) The Town adopts, by resolution or ordinance, a commitment to add the improvement to the Five-Year SCI in the CIE no later than the next regularly scheduled update of the CIE. To qualify for consideration under this section, the proposed improvement must be reviewed by the Town Council, and determined to be financially feasible pursuant to s. 163.3180(16)(b)1, F.S., consistent with the Town's Comprehensive Development Master Plan and in compliance with the provisions of the policies under Goal 11. Financial feasibility for this section means that additional contributions, payments or funding sources are reasonably anticipated during a period not to exceed 10 years to fully mitigate impacts on transportation facilities.
- 2) If the funds allocated for the Five-Year SCI in the Town's CIE are insufficient to fully fund construction of a transportation improvement required by the CMS, the Town may still enter into a binding proportionate fair-share agreement with the applicant authorizing construction of that amount of development on which the proportionate fair-share is calculated if the proportionate fair-share amount in such agreement is sufficient to pay for one or more improvements which will, in the opinion of the governmental entity or entities maintaining the transportation facilities, significantly benefit the impacted transportation system. In this case, the improvement or improvements funded by the proportionate fair-share component must be adopted into the Five-Year SCI at the next annual CIE update.
- 3) Any improvement project proposed to meet the developer's fair-share obligation must meet the design standards of the Town for locally maintained roadways and those of FDOT for the state highway system.

- Policy 11.1.3 Review the Town's CIE annually during the budgeting process, and updated as necessary, to reflect any proportionate fair-share contributions.
- Policy 11.1.4 The Town is responsible for ensuring the financial feasibility of all capital improvements in the adopted CIE, including those related to the Proportionate Fair-Share Program.
- Policy 11.1.5 Pursuant to the Intergovernmental Coordination Element (ICE) and applicable policies in the Strategic Regional Policy Plan for South Florida, the Town shall coordinate with affected jurisdictions, including FDOT, regarding mitigation to impacted facilities not under the jurisdiction of the local government receiving the application for proportionate fair-share mitigation. An interlocal agreement may be established with other affected jurisdictions for this purpose.
- Policy 11.1.6 For the purposes of determining proportionate fair-share obligations, the Town shall determine improvement costs based upon the actual cost of the improvement as obtained from the CIE, the Metropolitan Planning Organization (MPO) Transportation Improvement Program (TIP) or the FDOT Work Program. Where such information is not available, improvement cost shall be determined using one of the following methods:
- 1) An analysis by the Town of costs by cross section type that incorporates data from recent projects and is updated annually and approved by the Town Council. In order to accommodate increases in construction material costs, project costs shall be adjusted by an inflation factor determined using a reasonable methodology; or
 - 2) The most recent issue of FDOT *Transportation Costs*, as adjusted based upon the type of cross-section (urban or rural); locally available data from recent projects on acquisition, drainage and utility costs; and significant changes in the cost of materials due to unforeseeable events. Cost estimates for state road improvements not included in the adopted FDOT Work Program shall be determined using this method in coordination with FDOT District 6.

If the Town has accepted an improvement project proposed by the applicant, then the value of the improvement shall be determined using one of the methods provided in this policy.

- Policy 11.1.7 If the Town has accepted right-of-way dedication for the proportionate fair-share payment, credit for the dedication of the non-site related right-of-way shall be valued on the date of dedication at 120% of the most recent assessed value by the Broward County Property Appraiser or, at the option of the applicant, by fair market value established by an independent appraisal approved by the Town and at no expense to the Town. The land development regulations shall be amended to provide further guidance for this process.
- Policy 11.1.8 Proportionate fair-share contributions shall be applied as a credit against impact fees to the extent that all or a portion of the proportionate fair-share mitigation is used to address capital infrastructure improvements. Impact fee credits for the proportionate fair-share contribution will be determined when the transportation impact fee obligation is calculated for the proposed development. Impact fees owed by the applicant will be reduced per the Proportionate Fair-Share Agreement as they become due per the Town's impact fee ordinance. If the applicant's proportionate fair-share obligation is less than the development's anticipated road impact fee for the specific stage or phase of development under review, the applicant or its successor must pay the remaining impact fee to the Town.

- Policy 11.1.9 The Town may, at its option, enter into proportionate fair-share agreements for selected corridor improvements to facilitate collaboration among multiple applicants on improvements to a shared transportation facility.
- Policy 11.1.10 Proportionate fair-share revenues shall be placed in the appropriate project account for funding of scheduled improvements in the Town's CIP, or as otherwise established in the terms of the proportionate fair-share agreement. At the Town's discretion, proportionate fair-share revenues may be used for operational improvements prior to construction of the capacity project, or may be used as the 50% local match for funding under the FDOT TRIP.
- Policy 11.1.11 In the event a scheduled facility improvement is removed from the CIE, then the revenues collected for its construction may be applied toward the construction of another improvement within the same corridor or sector that would mitigate the impacts of development pursuant to the requirements of Policy 11.1.2.
- Policy 11.1.12 Where an impacted regional facility has been designated as a regionally significant transportation facility in an adopted regional transportation plan as provided in s. 339.155, F.S., the Town may coordinate with other impacted jurisdictions and agencies to apply proportionate fair-share contributions and public contributions to seek funding for improving the impacted regional facility under the FDOT TRIP. Such coordination shall be ratified by the Town through an interlocal agreement that establishes a procedure for earmarking of the developer contributions for this purpose.
- Policy 11.1.13 Adopt by ordinance, to be incorporated into the Town's land development regulations, an application and review process for the Proportionate Fair-Share Program. This process must be consistent with the provisions of s. 163.3180(16), F.S. and must include an automatic notification by the Town of the proportionate fair-share option to any applicant for a development order whose application does not meet the requirements of transportation concurrency. It shall also address the process making proportionate fair-share agreements and the issuing of concurrency approvals pursuant to such agreements.
- Policy 11.1.14 Determination of a development's proportionate fair-share obligation shall be as follows:
- a) Proportionate fair-share mitigation for concurrency impacts may include, without limitation, separately or collectively, private funds, contributions of land, and construction and contribution of facilities.
 - b) A development shall not be required to pay more than its proportionate fair-share. The fair market value of the proportionate fair-share mitigation for the impacted facilities shall not differ regardless of the method of mitigation.
 - c) The methodology used to calculate an applicant's proportionate fair-share obligation shall be as provided for in s. 163.3180(12), F.S. The Town shall incorporate these provisions, by ordinance, into the land development regulations.

3. INFRASTRUCTURE ELEMENT

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

SANITARY SEWER SERVICE

OBJECTIVE 1: The Town shall provide adequate sanitary sewer service to the Davie service areas in a manner consistent with regulations promulgated by applicable regulatory agencies.

Policy 1-1 The Level of Service (LOS) standard for sanitary sewer facilities is herein adopted to be 110 gallons per capita per day (gpcd), also described as 350 gallons per day (gpd) per equivalent residential connection (ERC) for potable water service. The ERC for various residential unit types, commercial, industrial and institutional connections shall be based on the following Daily Flow Table, which sets forth the minimum flow rates for evaluating the impact of development. The land development regulations may set higher flow generation rates based upon new data without being inconsistent with this Policy:

ANTICIPATED AVERAGE DAILY FLOW TABLE TYPES OF BUILDING USAGE

RESIDENTIAL	Average
Daily Flow/Gallons per day	
SINGLE FAMILY DETACHED	
Three (3) bedrooms	350 GPD
Two (2) bedrooms	300 GPD
Each additional bedroom	50 GPD
MULTI-FAMILY BLDGS, INCLD TOWNHOUSE BLOCKS	
Three (3) bedrooms	325 GPD
Two (2) bedrooms	275 GPD
One (1) bedroom	250 GPD
Efficiencies	
DUPLEXES, TRIPLEXES OR QUADPLEXES	Same as multi-family above

MOBILE HOME PARKS	
Single Coach Units (One bathroom)	200 GPD
Double Coach Units (Two bathrooms)	300 GPD
TRAVEL TRAILER PARKS	
Per Space	150 GPD
OTHER THAN RESIDENTIAL	
Average Daily Flow/Gallons per Day	
AIRPORTS	
Per Passenger	2 GPD
Per Employee	14 GPD
ASSEMBLY HALLS (PER SEAT)	2 GPD
BAR & LOUNGES W/NO FOOD SERVICE (per seat)	20 GPD
BEAUTY PARLORS Per 100 sq. ft. of work area	30 GPD
BOWLING ALLEYS Per Lane (including Bar & Food Service)	200 GPD
CAMPS	
Day, No Food Service (Per Person)	25 GPD
Luxury resorts (Per Person)	100 GPD
Labor (Per Person)	100 GPD
Youth & Recreation (Per Person)	15 GPD
CHURCHES (Per Sanctuary Seat)	5 GPD
DANCE Halls (Per Person)	3 GPD
DENTIST OFFICE (Per Chair)	250 GPD
FACTORIES	
With Showers (Per person/shift or 100 s.f./shift)	30 GPD
W/O Showers (Per person/shift or 100 s.f./shift)	15 GPD
FUNERAL HOMES (Per 100 s.f.)	10 GPD
HOSPITALS AND NURSING HOMES Per Bed Space	200 GPD

Each Residential Staff	100 GPD	
HOTELS & motels (per room or unit)	150 GPD	
INSTITUTIONS (public, other than those listed herein) Per person including resident staff	100 GPD	
LAUNDRIES (COIN OPERATED) Per machine	275 GPD	
OFFICE BUILDING (except medical & dental) Per 100 ft of gross building area	15 GPD	
PARKS (public) With comfort station equipped w/flush toilets (per person)	10 GPD	
RECREATION BUILDINGS (per person)	2 GPD	
RESTAURANTS 24 hours per seat	50 GPD	
less than 24 hours, per seat	30 GPD	
Fast Food served on paper plates, (per seat)	25 GPD	
Drive-ins, per space	15 GPD	
Cary-out facilities (in addition to seat Drive-in), per 100 sq. ft. of kitchen floor space	50 GPD	
Plus, per employee	10 GPD	
SCHOOLS		
	Elem.	High/Col
Day - Per student or staff member	10	15
Add for shower/per student	5	5
Add for cafeteria/per student or staff	5	5
Boarding School/per student	100	100
Dormitories/per student	100	100
SERVICE STATIONS Full service stations		
First two bays	750 GPD	
Each additional bay	300 GPD	
Per fuel pump	100 GPD	
SELF-SERVICE STATIONS (no service bays) Per Fuel Pump	50 GPD	

Convenience store (per 100 sq. ft. Or fraction thereof)	25 GPD
SHOPPING CENTER	
Per sq. ft. of floor space; unless otherwise listed in this table Or otherwise determined by the Town Engineer	0.1 GPD
STADIUMS, FRONTONS, BALL PARKS	
Per seat	3 GPD
STORES, RETAIL	
(per sq. ft. of floor space)	0.1 GPD
SPECULATION BUILDINGS	
(per sq. ft. of floor space) to be readjusted upon occupancy	0.1 GPD
THEATERS	
Indoor per seat	10 GPD
Outdoor speaker	
WAREHOUSES	
With bathroom facilities in each bay (per sq. ft. of floor space)	0.1 GPD
With remote bathroom facilities (per sq. ft. of floor space)	0.04 GPD

The LOS standard shall also reflect other level of service standards utilized by Broward County pertaining to sanitary sewer facilities. The level of service standard shall be used to determine service adequacy during the earliest of the following processes, as applicable: time of plat approval, site plan approval or, building permit review.

Policy 1-2 All effluents, sludges and other by-products of the wastewater treatment process shall be disposed of in a manner acceptable to applicable regulatory agencies, and in an environmentally sound manner.

Policy 1-3 Sanitary sewer facilities shall be extended, to the extent that it is financially feasible, to those portions of the Davie service areas not currently served.

Policy 1-4 The Davie Utilities Department shall coordinate with developers in the provision of adequate sanitary sewer service within the Davie service areas, with developers assuming the cost and construction requirements for extension of the system to accommodate development.

- Policy 1-5 All development applications that are to be served by septic tank must receive county environmental agency approval for the use of septic tanks prior to the issuance of development permits from the Town.
- Policy 1-6 The Town shall continue to identify areas served by septic tanks and sanitary sewer systems, including corresponding densities and soil suitability for septic tanks. The study will identify opportunities for sewer extension, where such extension will not encourage development contrary to plan objectives and policies regarding low residential density and semi-rural community character.
- Policy 1-7: The Town shall construct wastewater facilities that will supply at a minimum an additional 2 mgd of wastewater treatment capacity needed to accommodate the growth in the Town of Davie through the planning horizon of 2015. The Town's capacity for treatment shall provide a total treatment capacity of no less than 7 mgd by 2015. The Town shall plan for future facilities expansion that will treat at a minimum a total of 12 mgd of wastewater on an annual average basis needed to accommodate the growth in the Town of Davie through the long term planning horizon of 2030.

OBJECTIVE 2: Areas within the Town not served by the Town of Davie utilities systems shall be assured an adequate level of wastewater disposal treatment service.

- Policy 2-1 Through the Town's Development Review Process, and pursuant to applicable land development regulations, the Town shall assure adequacy of service consistent with the treatment standards established by Broward County's environmental protection regulations. Coordinate with other utility providers to ensure all residents of the Town are provided with adequate level of service standards.
- Policy 2-2 Provide residents information regarding the service boundaries for all utility providers servicing the Town, and contact information for those utility providers at the Town Hall location.
- Policy 2-3 Prior to approving a building permit or its functional equivalent, the Town shall consult with the appropriate water supplier to determine whether adequate water supplies will be available to serve the new development no later than the anticipated date of issuance of a certificate of occupancy or its functional equivalent by the Town.
- Policy 2-4 Amend the Land Development Regulations to require new development provide verification that there will be adequate wastewater treatment capacity to serve the project prior to the issuance of a certificate of occupancy. The verification shall be from the wastewater treatment

provider, and shall be provided to the Town prior to the issuance of a building permit.

OBJECTIVE 3: Discourage urban sprawl by continuing to require the use of sanitary sewer facilities where service is available in a financially feasible manner.

Policy 3-1 Wastewater services shall be provided to users within the Davie service areas prior to expansion into new areas.

SOLID WASTE DISPOSAL

OBJECTIVE 4: Insure the provision of adequate solid waste disposal service, recognizing that solid waste disposal is a regional function, and emphasizing resource recovery.

Policy 4-1 The level of service standards adopted by Broward County shall be applicable for the Town of Davie; specifically, the following levels shall be adopted and utilized to assess adequacy of service as follows:

Land Use	Amount of Solid Waste
Residential	8.9 lbs. per unit per day
Industrial and Commercial	
Factory/Warehouse	2 lbs. per 100 sq. ft. per day
Office Building	1 lb. per 100 sq. ft. per day
Department Store	4 lbs. per 100 sq. ft. per day
Supermarket	9 lbs. per 100 sq. ft. per day
Restaurant	2 lbs. per meal per day
Drug Store	5 lbs. per 100 sq. ft. per day
School	
Grade School	10 lbs. per room & 1/4 lbs. per pupil per day
High School	8 lbs. per room & 1/4 lbs. per pupil per day
Institution	
Hospital	8 lbs. per bed per day
Nurse or Intern Home	3 lbs. per person per day
Home for Aged	3 lbs. per person per day
Rest Home	3 lbs. per person per day

(Source: Broward County Solid Waste Element)

The level of service standard shall be used to determine service adequacy during the earliest of the following processes, as applicable: time of plat approval, site plan approval or building permit review.

Policy 4-2 Coordinate with appropriate regulatory agencies in the review and monitoring of procedures necessary to insure safe disposal of hazardous and biohazards wastes.

Policy 4-3 Maintain an Interlocal Agreement for the Resource Recovery System.

OBJECTIVE 5: The Town shall strive to reduce by 30% the volume of landfilled materials, consistent with the County's overall 30% reduction.

Policy 5-1 Coordinate with Broward County in its efforts to reduce the waste stream by encouraging source separation and recycling of solid waste.

DRAINAGE AND NATURAL GROUNDWATER AQUIFER RECHARGE

OBJECTIVE 6: The Town shall guide development in accord with practices that assure reasonable flood protection and promote aquifer recharge.

Policy 6-1 The level of service for water management shall consist of the following minimum design criteria:

- Federal Emergency Management Administration (F.E.M.A.) criteria for minimum floor elevations of building sites, floodplain protection provisions.
- Maximum allowable discharges of 3/4" per acre per day for properties west of 100th Avenue and 1 1/2" per acre per day for properties east of 100th Avenue , or as otherwise be required by the Central Broward Water Control District

Policy 6-2 Continue to work with the drainage districts exercising jurisdiction in the Town to insure provision of adequate improvements to the drainage system concurrent with development impacts. This shall be accomplished throughout the Development Review process, which shall assess the adequacy of essential service at the time of plat approval for properties requiring platting, and at site plan approval for properties not requiring platting.

Policy 6-3 Restrict on-site discharges within wellfield protection areas as depicted on the Future Land Use Plan map series and in accord with the Broward County Potable Water Supply Wellfield Protection Ordinance.

Policy 6-4 The land development regulations shall promote aquifer recharge by requiring the provision of green open space-within developments, or off-site, particularly in the most urban portions of the RAC and TOC where

urban transit-oriented development requires a high percentage of impervious surface.” By May, 2015 the land development regulations shall designate areas of the RAC and TOC within which all or part of the required pervious open space may be provided off-site on 1) private property under the control of the developer or under separate control but guaranteed through a restrictive covenant, easement or similar instrument; or, 2) public property specifically designated as a “receiving zone” to mitigate on-site open space requirements. That portion of any open space that is used to mitigate the on-site requirement for a given development shall not be used toward the on-site requirement where located, nor to mitigate the on-site requirement for any other development.

Policy 6-5 Encourage and facilitate the creation and maintenance of revegetated wetlands, including mitigation sites, in areas of the Town that maximize the natural ecological benefits of such aquifer recharge sites.

Policy 6-6 The Town adopts by reference the water quality standards contained in Article V, chapter 27 of the Broward County Code.

Policy 6-7 The Town shall utilize the long-range water supply plans of the SFWMD as "best available information" under the requirements of the Growth Management Act, Chapter 163 F.S.

Policy 6-8 The Town shall adopt the SFWMD standards for minimum stormwater flows and levels

POTABLE WATER SERVICE

OBJECTIVE 7: The Town shall provide adequate potable water service to the Davie service areas in a manner consistent with regulations promulgated by applicable regulatory agencies.

Policy 7-1 The Level of Service (LOS) standard for potable water facilities is herein adopted to be 145 gallons per capita per day (gpcd), also described as 350 gallons per day (gpd) per equivalent residential connection (ERC). The ERC for non-residential, commercial, industrial and institutional connections shall be based on the flow table included in Policy 1.1, which sets forth the minimum flow rates for evaluating the impact of development. The ERC for various residential dwelling types shall be based upon the potable water flow table below. The LOS standard shall also reflect other level of service standards utilized by the Florida Department of Children and Family Services, through its Public Health Unit, for potable water service. The level of service standard shall be used to determine service adequacy during the earliest of the following processes, as applicable: time of plat approval, site plan approval or building permit review.

**ANTICIPATED AVERAGE DAILY FLOW TABLE
TYPE OF RESIDENTIAL DWELLING USAGE**

RESIDENTIAL	Average
Daily Flow/Gallons per day	
SINGLE FAMILY DETACHED	
Three (3) bedrooms	350 GPD
Two (2) bedrooms	300 GPD
Each additional bedroom	50 GPD
TOWNHOUSE (SINGLE-FAMILY ATTACHED)	
Three (3) bedrooms	300 GPD
Two (2) bedrooms	250 GPD
MULTI-FAMILY BLDGS	
425 gallons per acre per day plus:	
Each three (3) bedroom unit	165 GPD
Each two (2) bedroom unit	125 GPD
Each one (1) bedroom unit, efficiency	85 GPD
DUPLEXES, TRIPLEXES OR QUADPLEXES	Same as townhouse above

Policy 7-2 All by-products of the water treatment process shall be disposed of in a manner acceptable to applicable regulatory agencies, and in an environmentally sound manner.

Policy 7-3 Potable water facilities shall be extended, to the extent that it is financially feasible, to those portions of the Davie service areas not currently served by the municipal system.

Policy 7-4 The Davie Utilities Department shall coordinate with developers in the provision of adequate potable water services within the Davie service areas, with developers assuming the cost and construction requirements for extension of the system to accommodate development.

Policy 7-5 The Town shall coordinate with appropriate entities, including the South Florida Water Management District, in encouraging, implementing and publicizing conservation techniques during water conservation periods.

Policy 7-6 Land Development regulations shall encourage the use of native vegetation and xeriscape© in new development to reduce dependency on potable water supply.

Policy 7.7 The Town of Davie 20-Year Water Supply Facilities Work Plan dated June 2015 is adopted by reference into the Comprehensive Plan and shall be updated as needed or within eighteen months of an update to the South Florida Water Management District Regional Water Supply Plan.

OBJECTIVE 8: Areas within the Town not served by the Town of Davie systems shall be assured an adequate level of potable water service.

Policy 8-1 Through the Town's Development Review Process, and pursuant to applicable land development regulations, the Town may assure adequacy of service consistent with the minimum standards for the use of septic systems established by the Florida Department of Children and Family Services, through its Public Health Unit.

Policy 8-2 Prior to approval of a building permit or its functional equivalent, the Town shall consult with any applicable water supplier to determine whether adequate water supplies to serve the new development will be available no later than the anticipated date of issuance by the Town of a certificate of occupancy or its functional equivalent.

Policy 8-3 Amend the Land Development Regulations to require new development provide verification that there will be adequate capacity to serve the project prior to the issuance of a certificate of occupancy. The verification shall be from the water supplier, and shall be provided to the Town prior to the issuance of a building permit.

Policy 8.4 The following Water Supply Facilities Work Plans are adopted by reference into the Comprehensive Plan and shall be updated as needed or within eighteen months of an update to the South Florida Water Management District Regional Water Supply Plan.

- Broward County Water Supply Facilities Work Plan (2014)
- City of Fort Lauderdale 10-Year Water Supply Facilities Work Plan (2014)
- City of Hollywood Water Supply Plan Potable Water Sub-Element (2015)
- City of Sunrise 10-Year Water Supply Facilities Work Plan (2014)
- Tindall Hammock Irrigation and Soil Conservation District 10-Year Water Supply Facilities Work Plan Update (2015)

OBJECTIVE 9: Discourage urban sprawl by continuing to require the use of municipal potable water service where service is available in a financially feasible manner.

Policy 9-1 Potable water service shall be provided to users within the Davie service areas prior to expansion into new areas.

OBJECTIVE 10: Develop and implement a Town-wide strategy for public water conservation.

Policy 10-1 Develop and implement a water conservation education program to educate residents,

businesses, and industries on the importance of water conservation. The program shall include such measures as pamphlets, web pages, and providing time and materials at Town Hall and at school and community events.

Policy 10-2 Adopt water conservation measures with regard to Town property and Town operations, and comply with any water conservation ordinance in effect in the Town.

Policy 10-3 Coordinate with the South Florida Water Management District concerning strategies to reduce per capita water use.

Policy 10-4 Develop land development regulations requiring the installation of water reuse infrastructure on all new subdivisions, and commercial and multi-family developments.

Policy 10-5 Pursue the establishment and use of reuse systems as part of the Town's water supply.

Policy 10-6 Sanitary sewer, solid waste, drainage, adequate water supplies, and potable water facilities shall be in place and available to serve new development no later than the issuance by the local government of a certificate of occupancy or its functional equivalent, or as may otherwise be provided by State law.

Policy 10-7 The Town's water supply plan will be consistent with the standards and regulations established by the SFWMD, FDEP, State and other jurisdiction agencies.

Policy 10-8 The Town will evaluate the production, expansion capabilities and life expectancy of the water treatment plants in each update to the water supply plan.

Policy 10-9 Davie will continue to provide for new water supply sources from the Floridan aquifer or other alternative water supply sources, other than the Biscayne Aquifer.

Policy 10-10 The Town shall encourage and promote the use of innovative and alternative technologies to augment water resources including; conventional water irrigation piping systems, constructed wetlands, aquifer storage and recovery (ASR), groundwater recharge and indirect reuse systems.

Policy 10-11: The Town shall apply for water Savings Incentive Program (SIP) funds to provide residents with opportunities for replacement appliances that support water conservation.

Policy 10-12: The Town will coordinate with the various utility providers in the Town of Davie to support their leak detection programs and/or the development of one.

Policy 10-13: The Town will adopt Florida Friendly landscape design requirement into the Land Development Code consistent with those developed by the SFWMD and IFAS.

INFRASTRUCTURE UTILITIES: GOALS, OBJECTIVES AND POLICIES

All departments in the Town participating in the implementation of this Element shall be required to operate within the framework established by the Goals, Objectives and Policies. All decision-

making with regard to capital improvements and expenditures, shall reflect the Goals, Objectives and Policies. Annual budget review and capital improvement programming shall reflect consideration of needs that have been determined with respect to the Goals, Objectives and Policies.

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

4. PARKS, RECREATION, OPEN SPACE & CONSERVATION ELEMENT

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

OBJECTIVE 1.1: The Town shall provide an adequate amount of recreational and open space lands, resource and activity oriented, to serve the needs of the existing and projected population.

Policy 1.1.1 The Level of Service standard for recreation and open space lands as herein adopted is ten (10) acres per 1000 population, with recreation lands comprising a minimum of three (3) acres per 1000 population. The level of service standard shall be used to determine service adequacy at the earliest of the following processes: plat approval, site plan approval or during building permit review.

Policy 1.1.2 Land development regulations shall require the dedication of land by developers to satisfy the level of service standard for the projected population. Alternatively, the developer may pay the land value in lieu of dedication, at the discretion of the Town and where adequate land of a suitable nature is not available within the development.

Policy 1.1.3 By December 31, 2010 develop a Parks, Trails and Open Space Master Plan, identifying all public and private parks, trails, open spaces, natural resources and recreational facilities which are available to the general public. The Plan shall illustrate a long range vision and provide for the long term stability of all parks and open spaces by assessing future needs, identifying potential expansions/improvements, calculating expected maintenance needs, establishing a parks and open space facility monitoring system, and identifying potential obstacles to the long term stability of the resources.

Policy 1.1.4 The Town shall pursue the acquisition and development of park sites to satisfy the level of service standard, in accordance with the Capital Improvements Element.

Policy 1.1.5 The Town should pursue joint efforts with other jurisdictions and such interested organizations as the Florida Communities Trust, the Trust for Public Lands, and the Davie Area Land Trust in the acquisition, development and maintenance of pathways as a means for reducing costs and pooling resources, and to address regional park and open space issues.

Policy 1.1.6 Amend the land development regulations to incorporate evaluation criteria for the acquisition of recreation and open space. The criteria shall include land cost, existence of natural resources, the recreational needs of the area, suitability for preservation, compatibility with adjacent uses, costs of all necessary improvements and ongoing maintenance. If land is to be purchased through a bond, then any and all of the criteria of the bond must be met.

Policy 1.1.7 The Community Services Department shall continue to involve the public in determining the facility needs at neighborhood-level park sites.

Policy 1.1.8 Community-level park and recreational facilities shall be located so that they are accessible to the general public, and are not internalized within a particular neighborhood.

Policy 1.1.9 Improve the maintenance of all parks and trails and open space via implementation of the Parks and Open Space Master Plan, which shall detail the requirements for ongoing maintenance and evaluations of all resources and facilities.

Policy 1.1.10 Continue to identify and evaluate lands for acquisition through the Open Space Bond Program.

OBJECTIVE 1.2: Parks and recreational facilities shall be developed so as to be accessible to the public.

Policy 1.2.1 All parks and recreational facilities shall be developed so as to maximize accessibility, to the greatest extent possible, for all segments of the population.

Policy 1.2.2 Automobile and bicycle parking facilities should be provided, to accommodate the needs of the particular facility. Where appropriate, the Town should provide hitching posts and watering troughs for horses.

OBJECTIVE 1.3: Parks, recreational facilities and open spaces shall be developed with amenities consistent with the orientation of the site, to maximize the enjoyment of the facilities.

Policy 1.3.1 Activity-oriented sites shall contain a wide variety of recreational opportunities, with multipurpose fields and courts that can accommodate different sports activities.

Policy 1.3.2 Park sites should be located adjacent to school sites, when possible, to maximize the potential for joint use of facilities.

Policy 1.3.3 Resource-oriented sites shall be developed in a fashion that is compatible with the resource, maintains the integrity of the native vegetation and wildlife, and encourages enjoyment of a passive nature.

GOAL 2: To provide a network of recreational pathways that provide linkages between parks, recreational facilities, open spaces, and other community facilities throughout the Town.

OBJECTIVE 2.1: The Town shall continue to maintain and update the plan for the primary network of recreational pathways, which accommodates bicycle, equestrian, pedestrian and other recreational uses.

Policy 2.1.1 The Town shall create a series of typical cross-sections for development of paths for bicycle, equestrian and pedestrian use. Standards established by recognized authorities and agencies shall be explored in the development of the cross-sections.

- Policy 2.1.2 Land development regulations shall provide for the accommodation of recreational pathways, to include shaded pathways, during plat and site plan review of proposed developments. Developers shall be required to incorporate pathways in their planning efforts, and develop the pathways in accordance with the standards established by the Town.
- Policy 2.1.3 For pathways developed along existing and planned roadways, the development of recreational pathways shall reflect adequate separations from vehicular travel lanes.
- Policy 2.1.4 Identify parcels which are strategic to the completion of the Town's trails network, and shall pursue the acquisition of those parcels when they become available for purchase.
- Policy 2.1.5: The Town shall explore the possibility of obtaining grants, gifts, contributions, funding assistance, and other financial resources for the development of recreational pathways.
- Policy 2.1.6 The Town should pursue joint efforts with other jurisdictions in the acquisition, development and maintenance of pathways as a means for reducing costs and pooling resources, and work with Broward County and neighboring jurisdictions to ensure trails and pathways interconnect.
- Policy 2.1.7 The Town shall support the Broward Urban River Trails (BURT) program as an endeavor that is a means of improving the quality of Broward County for boaters, tourist and residents.

OBJECTIVE 2.2: The recreational pathway system shall link park sites, recreational and community facilities, schools and regional parks and shall utilize open space areas of natural vegetation and unique features in the development of the pathway corridor.

- Policy 2.2.1 Development of the recreational pathway corridors shall maximize existing native vegetation and features.
- Policy 2.2.2 Planning for recreational pathways shall include amenities that need to be provided at destination points and at interim locations.
- Policy 2.2.3 The types of pathways provided within each of the linkages shall reflect the departure and destination locations, and the recreational orientation of the linkage.

GOAL 3: To preserve and protect the natural resources of the Town for the use and enjoyment of the existing and future residents.

OBJECTIVE 3.1: The Town shall promote the conservation and preservation of open spaces, wildlife habitats, native vegetative communities, marine habitat, and critical environmental areas.

- Policy 3.1.1 The Town shall identify wildlife habitats and native vegetative communities for acquisition and/or preservation under the auspices of the Open Space Program.

- Policy 3.1.2 Utilize native vegetation and xeriscaping© techniques for parks whenever possible, to lower water consumption and maintenance costs.
- Policy 3.1.3 Sites designated as Natural Resource Areas (NRA), Local Areas of Particular Concern (LAPC), Urban Wilderness Areas (UWA), or other appropriate designation by Broward County shall be managed in accordance with the applicable County regulations.
- Policy 3.1.4 The Town shall maintain its Tree Preservation Ordinance to insure the protection of native trees and vegetation, and to replant trees when canopy loss is unavoidable.
- Policy 3.1.5 Periodically update its Tree Inventory list to assess the quality and quantity of the Town's publicly owned and maintained trees.
- Policy 3.1.6 Periodically assess the tree canopy coverage in order to determine actions necessary to achieve desired coverage.
- Policy 3.1.7 The Town shall seek to achieve a tree canopy coverage of thirty percent or more by 2030.

OBJECTIVE 3.2: The Town shall protect the functions of existing soils, floodplains, wetlands and lakes.

- Policy 3.2.1 Development shall be in accord with applicable Federal Emergency management Agency (FEMA) regulations regarding flood plain management.
- Policy 3.2.2 The development of man-made lakes shall be pursuant to a reclamation plan approved by the South Florida Water Management District (SFWMD) and which provides for revegetated slopes and littoral zones, to enhance water quality and promote fish and wildlife.
- Policy 3.2.3 Development of open spaces and recreational pathways in open spaces should include methods of educating the public as to the proper handling of native vegetation and wildlife.
- Policy 3.2.4 Development shall be consistent with the South Florida Regional Planning Council's policy of no-net loss in wetlands. Revegetated wetlands, required as a condition for development, shall be accommodated and sited at locations that provide the most productive environment and may include off-site locations.
- Policy 3.2.5 Coordinate with appropriate regulatory agencies in the disposal of hazardous wastes, to preserve and maintain the integrity of the natural environment.
- Policy 3.2.6 The Town adopts by reference the water quality standards for storm water effluent contained in Article V, Chapter 27 of the Broward County Code.
- Policy 3.2.7 The Town's land development regulations shall require that all invasive exotic plant species be removed as a condition of development approval.

OBJECTIVE 3.3: The Town shall encourage a reduction in water consumption.

- Policy 3.3.1 The Town shall review and, as appropriate, amend the regulations which address landscaping, to encourage and promote the use of non water intensive native vegetation (xeriscape ©).
- Policy 3.3.2 The Town shall promote public education and awareness concerning water conservation methods and shall implement water conservation measures in accord with the requirements of the South Florida Water Management District or other appropriate regulatory agency.
- Policy 3.3.3 The Town will provide measures to protect water quality in any and all traditional and new alternative water supply sources developed.
- Policy 3.3.4 The Town shall continue to utilize a water rate structure that promotes water conservation by charging a per gallon rate for single-family residences that exceed a preset volume of water, and adjusts block rate and surcharges during SFWMD declared Phase I and II water restrictions.
- Policy 3.3.5 The Town has adopted and will continue to adopt all Broward county-wide ordinances, including the Water Conservation Ordinance 91-8 which provides for water shortage and emergency procedures and permanent restrictions on landscape irrigation systems.
- Policy 3.3.6 The Town will continue to abide by Broward County Code Section 39-78, as amended, which stipulates measures to conserve water usage through landscaping and irrigation.

OBJECTIVE 3.4: The Town shall promote the improvement of air quality.

- Policy 3.4.1 The Town shall promote effective roadway design that facilitates vehicular movement in an efficient and safe manner, so as to reduce the impacts of this non-point source of air pollution.
- Policy 3.4.2 The Town shall pursue roadscape and shade tree plantings alongside roadways, to provide a visual amenity and filter air pollution created by automobile and truck traffic.
- Policy 3.4.3 The Town will promote the reduction of motor vehicle pollution by utilizing cleaner burning, energy efficient vehicles, including hybrids, and utilizing alternate fuels such as biodiesel and hydrogen and shared bicycle and pedestrian systems.
- Policy 3.4.4 Reduce pollution and conserve resources through public education and encouraging the following:
1. Directing development to targeted redevelopment areas.
 2. Vegetative buffers between arterial roadways and residential neighborhoods;
 3. The use of alternative modes of transportation including public transit, bicycle and pedestrian paths/corridors, light rail and car pooling;
 4. The installation of sidewalks for all new developments, the retrofit of neighborhoods with sidewalks and the repair of existing sidewalks, and requirements such as provision of bicycle racks; and

5. Implementation of a “paperless office” program and enhanced recycling efforts.

Monitoring and Evaluations

The quantifiable measures established in the Objectives shall be monitored on a regular basis, with the Community Services Department providing counts on park attendance and participation. The measurement of adequacy cited in Objective 1.1 is compliance with the acreage requirements. Accessibility to the public, per Objective 1.2, and development in accord with the natural features, per Objective 1.3, shall be a function of facility design and attendance.

The measurement for Objectives 2.1 and 2.2 shall be the creation of the pathway network and its interrelationship with existing attractors.

The performance measure for Objectives 3.1 and 3.2 shall be a function of ongoing monitoring efforts that ascertain the location and ensure the maintenance and enhancement of existing facilities and habitats.

The performance measure for Objective 3.3 is water consumption as monitored by the Town’s Utilities Department.

The performance measure for Objective 3.4 is air quality, as monitored and reported by Broward County.

5. HOUSING ELEMENT

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

OBJECTIVE 1: Continue to encourage and facilitate residential development in accordance with the Future Land Use Plan, and in an aesthetically and environmentally sound manner.

Policy 1-1 The Town shall investigate and implement, as appropriate, innovative land development regulations that afford flexibility in developing residential communities while maintaining adequate standards necessary to promote the health, safety and welfare of Town residents.

Policy 1-2 Land development regulations shall require the maintenance of properties and implement this requirement through code enforcement efforts.

Policy 1-3 Promote the aesthetic enhancement of residential neighborhoods through code enforcement, Safe Neighborhoods programs, and community awareness efforts.

OBJECTIVE 2: Facilitate and promote a wide variety of residential development to address the different needs of the projected population.

Policy 2-1 Provide information and technical assistance to the private sector to maintain housing production capacity sufficient to meet the required needs.

OBJECTIVE 3: Encourage the preservation of identified conservation areas and the rehabilitation of substandard housing as identified in this element.

Policy 3-1 Seek Community Development Block Grant (CDBG), State Housing Initiatives (SHIP) Program, HOME or other funds to provide housing rehabilitation, home hardening, and barrier free modifications to income-eligible home owners in Davie, with emphasis on those living in the three (3) designated Target Areas. Publicize program to potential recipients.

Policy 3-2 Promote the conservation and rehabilitation of housing in the three (3) designated Target Areas, to improve the quality of life, through code enforcement efforts and the Neighborhood Revitalization Programs.

OBJECTIVE 4: Permit housing for low and moderate income families, mobile homes, and specialized housing opportunities in a wide range of residential categories of the Future Land Use Plan.

Policy 4-1 Review and evaluate the Future Land Use Plan and amendments thereto to insure that housing for low and moderate income families and mobile homes are adequately provided for in the residential category.

Policy 4-2 Permit alternative residential facilities, such as group homes, foster care homes, and congregate living facilities, in residential districts and deemphasize their placement in non-residential categories.

OBJECTIVE 5: Identify all historically significant housing in the Town of Davie by 1992.

Policy 5-1 Work with the Davie Historical Society and seek grant money from the Bureau of Historic Preservation to identify historically significant housing in the Town and provide owners with information on improving or maintaining these properties, pursuant to criteria established by applicable regulatory agencies.

OBJECTIVE 6: Promote the provision of affordable housing opportunities within the Town, and actively pursue the expansion of the Town’s existing affordable rental and homeownership opportunities.

Policy 6-1 Encourage developers of residential projects to utilize the Town’s Affordable Housing Incentive Plan, and encourage the provision of at least 20% of all proposed units as affordable to the moderate, low, and very low income levels.

Policy 6-2 Encourage infill and redevelopment projects which may provide affordable housing opportunities. Specific areas of infill and redevelopment may include the CRA, RAC, the TOC and the Driftwood Target Area. Such projects will be strongly encouraged to provide affordable housing units to meet the needs of all Town residents.

Policy 6-3 Develop an Affordable Housing Trust Fund. The Fund shall be based upon local, state and regional affordable housing funds, as well as other public and private resources.

Policy 6-4 Ensure land development regulations provide for zoning flexibility and increased density in areas where such flexibility and density is appropriate, as determined by the Town Council, in order to permit the mixing of land uses and the provision of multiple housing types for all income levels.

Policy 6-5 Coordinate with County and State housing authorities to encourage a regional, fair share approach to addressing affordable housing.

OBJECTIVE 7: Actively encourage and promote the preservation of existing mobile home communities outside of the RAC as a source of affordable housing.

Policy 7-1 Develop a set of incentives for mobile home park owners to preserve the existing mobile home communities, and actively inform park owners of the incentives.

Policy 7-2 Encourage asset building among mobile home owners through shared ownership via the formation of non-profit cooperatives and community loan pools, so that owners may be able to gather enough buying power to purchase their own parks.

Policy 7-3 As part of the ongoing efforts to provide additional affordable housing opportunities, the Town shall actively seek the development of housing alternatives for Town residents displaced by the closure of mobile home parks.

Policy 7-4 For those mobile home communities most susceptible to redevelopment, such as the lease lot communities and communities which are in substandard condition, the Town shall begin pursuing affordable housing strategies in those communities.

Policy 7-5 Research financing opportunities to develop the economic viability of mobile home communities within the Town, thereby ensuring they are profitable and are less susceptible to redevelopment efforts.

Policy 7-6 Continue to evaluate the implementation of the recommendations of the Affordable Housing and Mobile Home Communities report provided by Carras Community Investment, Inc. for the Town of Davie Mobile Home Task Force.

OBJECTIVE 8: Formulate a Housing Implementation Program.

Policy 8-1 Compile and monitor the programs and efforts herein described and referenced.

Policy 8-2 Review regulatory and permitting processes for improvement and/or streamlining.

OBJECTIVE 9: Strive to fulfill the Town housing needs while promoting sustainable and energy efficient standards.

Policy 9-1 The Town shall promote conservation programs and energy efficient practices that reduce housing operation costs for energy, sewer and water usage, and landscaping in new residential developments and redevelopment housing areas.

Policy 9-2 The Town shall consider offering regulatory and financial incentives to encourage developers to use green building standards and energy efficient technologies.

Policy 9-3 The Town will consider a “Green Living” program to local neighborhood Homeowner’s Associations, and provide assistance to HOAs wishing to implement the program when feasible.

Monitoring and Evaluation

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

- Evaluate and, as necessary, amend adopted land development regulations to ensure adequate housing opportunities through conventional and innovative zoning techniques (Objective 1).
- Monitor development patterns, to verify the provision of a housing type variety, affordable to the projected population (Objectives 2 and 4).
- Assess maintenance activities associated with housing (Objective 3).
- Coordinate with appropriate agencies to ascertain the location and condition of all historically significant housing (Objective 5).
- Ongoing analysis shall be assured once Objective 6 is completed.

Insofar as the preponderance of data used in this element consisted of 1980 Census information, this element should be completely reevaluated subsequent to the receipt of the 1990 Census information.

6. ECONOMIC ELEMENT

GOAL 1: To have a balance of businesses and population which will provide a high level of employment and improve the quality of jobs and business opportunities, while maintaining the Town's character and ensuring compatibility with existing land use.

OBJECTIVE 1: BUSINESS AND EMPLOYMENT OPPORTUNITIES

Promote business and employment opportunities in the Town of Davie by improving the Town's economic development efforts and improving the business climate.

- Policy 1-1 On a quarterly basis gather and share economic information on the Town and its targeted redevelopment areas working with the local Chamber of Commerce, the Broward County Office of Economic Development and other appropriate organizations.
- Policy 1-2 Prepare an economic development business plan by 2010 to clearly define the Town of Davie role in development, business attraction initiatives, and how the Town can proactively attract future jobs.
- Policy 1-3 Establish and maintain a database of available properties (vacant/underutilized land and buildings, properties for sale) for new businesses or expansion/relocation of existing business, with information on land use, zoning, liens, deed restrictions, environmental issues, etc. Make this database available through the Town of Davie economic development office.
- Policy 1-4 Promote the Town as an intellectual business destination through the Town's website and marketing initiatives.
- Policy 1-6 Highlight the Town of Davie's education industry the opportunity for new business to take advantage of the presence of the South Florida Education Center. To this end, form strategic alliances with the local universities to strengthen business recruitment efforts.
- Policy 1-7 Utilize market studies to help determine the appropriate mix of different business types (retail, office, business, etc.)
- Policy 1-8 Identify synergistic industry clusters now in Davie and ensure that planning and development regulations enable expansion of these clusters.
- Policy 1-9 Establish a regular dialogue with local business owners through a community outreach program to local business owners and encourage them to join the Davie Economic Development Council to actively take part in the town's economic development activities.
- Policy 1-11 When considering new regulations, the Town shall seek to balance the function and expected benefit of the new regulations with the effect on the cost of doing business in the Town.
- Policy 1-12 Pursue the establishment of an Economic Development Manager position when feasible. The Economic Development Manager would report directly to the Town Manager to ensure Town activities and projects further the goals of increased economic development,

and to provide a single point of contact for individuals seeking to move a business in or expand within the Town.

- Policy 1-13 As part of an incentive package for businesses in targeted industries, and businesses locating in targeted redevelopment areas, the Town shall develop an expedited permitting program, with specific eligibility criteria. The Town shall include this and other incentives in its marketing and advertising programs prescribed in Policy 2-2 below.

OBJECTIVE 2: NEW BUSINESS GROWTH

Direct new business into appropriate areas in the Town.

- Policy 2-1 Encourage new development and redevelopment to locate within the high intensity and high density areas of the Town, such as the RAC, the CRA, and the Transit Oriented Corridor. The Town will develop an incentive package for businesses to locate in these areas of the Town.
- Policy 2-2 Establish web-based advertising and marketing to encourage development and redevelopment in the RAC, CRA and TOC.
- Policy 2-3 Create a user-friendly web page on its Internet site for businesses seeking to relocate to the Town.
- Policy 2-4 Allow and encourage traditional neighborhood development concepts of commercial and residential development within the RAC, the CRA, and the Transit Oriented Corridor areas. These concepts include, but are not limited to, the mixing of uses, compact urban design, pedestrian friendly streetscapes, and the integration of common open space.
- Policy 2-5 Pursue implementation of the Transit Oriented Corridor and RAC Master Plans to encourage economic growth within those areas.

OBJECTIVE 3: CAPITAL IMPROVEMENT PLANNING

Maintain adequate infrastructure to provide for population and economic growth through the implementation of the Capital Improvements Element, and make information on capital planning and programming as widely and conveniently available as possible.

- Policy 3-1 Make the Town's Comprehensive Plan, including both the Goals, Objectives and Policies and the updated Data, Inventory and Analysis reports, available on the Town's website.
- Policy 3-2 Ensure that the roads, parks, and infrastructure LOS standards in the comprehensive plan are maintained at all times.
- Policy 3-3 Look for opportunities to increase access to affordable wireless Internet technology in the Town and the amount of fiber optic cable.
- Policy 3-4 Research alternative funding strategies for infrastructure development and improvements within the targeted redevelopment areas.
- Policy 3-5 Work with the South Florida Water Management District and local drainage districts to develop areawide drainage plans which will permit infill development to occur within the targeted redevelopment areas.

Policy 3-6 Annually update the Capital Improvements Element and the Five Year Schedule of Capital Improvements, as required by state law.

OBJECTIVE 4: SMALL BUSINESSES

Foster success of small businesses.

Policy 4-1 Work with other public, private and non-profit partners to promote business incubator programs and other business assistance initiatives.

Policy 4-2 Offer the Town's assistance in connecting small businesses to organizations that provide assistance in sharing business expertise, forming insurance funds to back small business loans, establishing social capital networks, etc.

7. PUBLIC SCHOOL FACILITIES ELEMENT

GOAL 1: PUBLIC SCHOOL CONCURRENCY

The Broward County Board of County Commissioners (Broward County) in collaboration with the School Board of Broward County (School Board) and Broward County municipalities (municipalities) shall ensure that public school facilities will be available for current and future students consistent with available financial resources and adopted level of service standards (LOS). This will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of adequate public school facilities and the authority of Broward County and the municipalities for development permitting and comprehensive planning.

OBJECTIVE 1.1: FINANCIALLY FEASIBLE DISTRICT EDUCATIONAL FACILITIES PLAN

The School Board, pursuant to Chapters 163.31777 and 163.3180 F.S. and the Interlocal Agreement for Public School Facility Planning (ILA), shall prepare and annually update and adopt the Five-Year District Educational Facilities Plan (DEFP) which shall contain a five-year financially feasible schedule of capital improvements to address existing deficiencies and achieve and maintain the adopted level of service in all concurrency service areas (CSAs). The DEFP shall also contain an LOS plan which reflects the data required to demonstrate the achievement and maintenance of the adopted LOS. The School Board shall also ensure that school facilities are planned to meet the long-term planning period of the Public School Facility Element (PSFE) of the Town of Davie Comprehensive Plan.

- Policy 1.1-1 The DEFP shall include a financially feasible schedule of capacity additions to existing schools and construction of new schools to eliminate existing level of service deficiencies and meet the needs of projected growth for the five-year planning period. This financially feasible schedule shall be annually adopted into the Broward County Comprehensive Plan Capital Improvements Element (CIE) and the capital improvement elements of the municipalities. This adoption may either be by reference or by restatement of the relevant portions of the adopted DEFP, but in no event shall the County or municipality attempt to modify the adopted DEFP.
- Policy 1.1-2: The DEFP shall provide year-by-year projections of the capacity needed to achieve and maintain the adopted LOS within the CSA for each school for the five- year planning period. These projections are included in the supporting documents of the PSFE.
- Policy 1.1-3: The DEFP's five-year financially feasible schedule shall provide for the remodeling/renovation of existing schools to meet the identified needs of aging schools and replace worn facilities.
- Policy 1.1-4: The DEFP shall be amended on an annual basis to: 1) add a new fifth year; 2) reflect changes in estimated capital revenues, planned capital appropriations costs, planned capital facilities projects, CSAs and school usage; and, 3) ensure the DEFP continues to be financially feasible for the five-year planning period.
- Policy 1.1-5: Annually adopted updates to the DEFP and CSA maps shall be coordinated with annual plan amendments to the CIE of the Broward County Comprehensive Plan and comprehensive plans of the municipalities. The annual plan amendments shall ensure that

the schedule of capital improvements within the CIE continues to be financially feasible and the LOS will be achieved and maintained.

OBJECTIVE 1.2: CONCURRENCY MANAGEMENT SYSTEM

Broward County shall adopt a county-wide public school facilities concurrency management system for implementation of public school concurrency to ensure that public school facilities are available at the adopted level of service standard concurrent with the impact of proposed residential development.

- Policy 1.2-1 Broward County and the municipalities, in collaboration with the School Board shall implement concurrency management systems consistent with the policies included in the Broward County and municipal public school facility elements, procedures and requirements included within the ILA and Broward County and municipal land development regulations (LDRs).
- Policy 1.2-2 The CSAs shall be the annually adopted school attendance boundaries for each elementary, middle and high school. The maps of the CSAs are maintained in the data and analysis section of the PSFE.
- Policy 1.2-3 The Level of Service standard shall be 100% of gross capacity (with relocatable classrooms) for each CSA until the end of the 2018/19 school year; and commencing at the 2019/20 school year, the LOS for each CSA shall be 110% of permanent Florida Inventory of School Housing (FISH) capacity for each public elementary, middle and high school.
- Policy 1.2-4 If adequate capacity is not available in a CSA for a proposed residential development, but capacity exists in one or more contiguous CSAs, the development may proceed consistent with the provisions and procedures in the ILA and County and municipal LDRs.
- Policy 1.2-5 If adequate capacity is not currently available in a CSA or contiguous CSA, for a proposed residential development, but capacity is scheduled in the DEFP to be available within 3 years after the issuance of final subdivision or site plan approval, (or functional equivalent), development of the project may proceed in accordance with the provisions and procedures in the ILA and County and municipal LDRs.
- Policy 1.2-6 Broward County and the municipalities shall not approve a residential plat or site plan (or functional equivalent) until the School Board has reported that the school concurrency requirement has been satisfied consistent with the provisions and procedures in the ILA and County and municipal LDRs.
- Policy 1.2-7 The CSAs shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public schools in accordance with the level of service standards and the capacity, taking into account special considerations such as, core capacity, special programs, transportation costs, geographic impediments, diversity programs, and class size reduction requirements to prevent disparate enrollment levels between schools of the same type (elementary, middle, high) and provide an equitable distribution of student enrollment district-wide.
- Policy 1.2-8 The projected student impact of a proposed residential development shall be determined using the student generation rates approved by the School Board and adopted within the

Broward County Land Development Code. The student generation rates shall be reviewed and updated at least every 3 years.

Policy 1.2-9 The public school concurrency approval for residential plats shall expire if development within the plat does not commence within 5 years following the date of County Commission approval.

OBJECTIVE 1.3: PROPORTIONATE SHARE MITIGATION

The School Board, pursuant to Chapter 163.3180 F.S. and the ILA, shall adopt proportionate share mitigation alternatives which provide an option for residential developments unable to meet the public school concurrency requirement. Upon approval of a proportionate share mitigation alternative by the School Board and completion of necessary binding agreements, a development will be deemed to have met the public school concurrency requirement and may proceed.

Policy 1.3-1: A residential development's proportionate share mitigation value shall be determined by multiplying the number of additional student stations needed to mitigate the impact of the proposed development on schools within the affected CSA(s) not meeting the adopted LOS standards by the State cost per student station for each school type plus a land impact cost share, if any. Pursuant to Section 163.3180(13)(e)(2), F.S., the applicant's proportionate share mitigation obligation shall be credited toward any other impact or exaction fee imposed by local ordinance for the same need, on a dollar-for dollar basis, at fair market value.

Policy 1.3-2: Proportionate share mitigation shall enhance the capacity of the schools (or provide for the construction of new schools) serving the proposed residential development. The mitigation shall equate to at least one permanent classroom, which may be funded by one or more residential developments, or other identified funding sources. Mitigation that results in the need for school site(s) shall primarily be the dedication of land. Proportionate share mitigation shall include the following options, as further defined and subject to, procedures and requirements in the ILA;

1. Purchase or dedication of needed elementary, middle or high school sites.
2. Construction of capacity improvements identified in years four (4) or five (5) of the DEFP including advancement of such improvements into the first three years of the DEFP.
3. Construction of previously unplanned schools, classroom additions, modular classrooms or similar facilities. Such facility capacity shall be included in the first three years of the DEFP through an amendment approved by the School Board.
4. Construction of the needed capacity at one or more charter schools.
5. Other mitigation options approved by the School Board on a case by case basis contingent upon a School Board finding that the option mitigates the impact of the proposed development.

Policy 1.3-3 Mitigation shall be assured by a legally binding agreement between the School Board, the applicant and the County or municipality (as applicable), which shall be executed prior to the issuance of the final subdivision plat or the final site plan approval (or functional equivalent). If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation in the first three years of the DEFP.

GOAL 2: COLLABORATE AND COORDINATE TO MAXIMIZE QUALITY EDUCATION

Maximize collaboration and coordination between Broward County, the School Board and the municipalities, to effectively plan for public elementary and secondary school facilities to meet the current and future needs of Broward County's public school population. Pursuant to Chapter 163.3180 (6)(a) F.S., Broward County and all non-exempt municipalities within the County, shall coordinate and cooperate to ensure that the adopted public school facilities elements and/or provisions included in comprehensive plan regarding school concurrency are consistent with each other.

OBJECTIVE 2.1: LAND USE CONSISTENCY, COMPATIBILITY & ADEQUATE INFRASTRUCTURE

Broward County, the School Board and the municipalities shall establish coordination mechanisms to ensure that the locations of existing and proposed school sites are compatible with and proximate to the existing and planned land uses they serve. Such coordination shall also ensure there is adequate public infrastructure available to serve existing and planned school sites including infrastructure which provides safe access to schools.

- Policy 2.1-1: Broward County, the School Board, and the municipalities will coordinate through the procedures established in the ILA and the Broward County and municipal land use planning process to ensure that existing and proposed public school facility sites are consistent and compatible with the land use categories, future land use maps and policies of the County and municipal comprehensive plans and enable a close integration between existing and planned schools and surrounding land uses.
- Policy 2.1-2: Broward County, the School Board and the municipalities shall coordinate to prepare projections of future development and public school enrollment growth and to ensure such projections are consistent with the Broward County and municipal future land use maps and the School Board's Long Range Public School Facilities Map consistent with the procedures and requirements identified in the ILA.
- Policy 2.1-3: The Broward County PSFE Support Document shall include future conditions maps showing existing and anticipated school facilities for the short-term (5 year) and long-term (10 year) planning time frames
- Policy 2.1-4: Consistent with provisions and procedures in the ILA, the School Board will advise Broward County and the municipalities of inconsistencies in comprehensive plans and plan amendments with the DEFP and Long-Range School Facilities Plan.
- Policy 2.1-5: The School Board shall monitor and participate in the Broward County and/or local government plat review and site plan review processes, the Development of Regional Impact (DRI) process, the land use plan amendment process and other development order/permit processes that may have an impact on current or planned public educational facilities in Broward County.
- Policy 2.1-6: Broward County, the School Board and the municipalities shall utilize the procedures identified within the ILA, including the Staff Working Group and Oversight Committee established by the ILA, to coordinate the annual review of school enrollment projections in addition to the preparation and annual reviews of public school facilities elements and ensure that the elements are consistent with each other.

- Policy 2.1-7: The School Board shall annually update and adopt the DEFP and transmit it, including any supplemental amendments, to Broward County and the municipalities, which then shall amend their CIEs to incorporate the updated DEFP consistent with the provisions and procedures of the ILA.
- Policy 2.1-8: Broward County, the School Board and the municipalities shall share and coordinate information through the plat, site plan and school siting processes and procedures identified in the ILA to ensure the location, phasing, and development of public school facilities, including additions to existing facilities, is coordinated with the provision of necessary public infrastructure including water and sewer, roads, drainage, sidewalks, mass transit and other infrastructure required to support the public school facilities.
- Policy 2.1-9: Broward County shall coordinate with the School Board and the municipalities through the school siting process identified in the ILA and Broward County and municipal platting and site plan approval processes to implement strategies, consistent with Florida's Safe Ways to School Program, which reduce hazardous conditions and provide direct, unobstructed and safe access for pedestrian travel (including sidewalks, bicycle paths, signage and signalization) to existing and new school facilities.

OBJECTIVE 2.2: SCHOOL FACILITY SITING, COLLOCATION & DESIGN

Broward County, the School Board and the municipalities, pursuant to the ILA, shall coordinate the location of public school facilities relative to the location of other public facilities such as parks, libraries and community centers and promote schools to be focal points within the community.

- Policy 2.2-1: In the planning, siting, land acquisition, permitting and development of a new school facility or significant renovation or expansion, the School Board shall coordinate with Broward County and the municipalities on the availability of public facilities, services and grounds (especially for the purposes of collocating parks, libraries, ball fields, community centers, public safety facilities, parking facilities, drainage facilities and other appropriate facilities).
- Policy 2.2-2: Broward County, the School Board and the municipalities shall pursue shared-use and co-location of school sites with County and municipal facilities having similar facility needs, such as libraries, parks, ball fields, other recreation facilities. At a minimum, per the ILA, Broward County will look for opportunities to collocate and share use of County facilities when preparing updates to the Schedule of Capital Improvements within the Comprehensive Plan and planning and designing new or renovated facilities.
- Policy 2.2-3: Through the design of school facilities, establishment of school siting standards and pursuit of collocation opportunities, the School Board shall encourage school facilities to serve as community focal points.
- Policy 2.2-4: Broward County will coordinate with the School Board and the municipalities on efforts to build new school facilities, which are designed to serve as emergency shelters as required by Section 1013.372, F.S., Broward County will also collaborate and coordinate with the School Board and the municipalities on emergency preparedness issues through the County's Emergency Operating Center.

8. INTERGOVERNMENTAL COORDINATION ELEMENT

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

OBJECTIVE 1: The Town shall participate in advertised, as well as informal, meetings and programs of planning groups and agencies, to maximize opportunities for coordination with the state, region, county, other municipalities, special districts, and organizations.

Policy 1-1 A designated staff member of the Planning and Zoning Division shall attend and participate as a member of the Broward League of Cities' meetings, to facilitate an exchange of information and ensure that implementation of the Town's Comprehensive Plan is coordinated with the plans of adjacent municipalities, other governmental units or agencies providing service within, adjacent to, or benefiting the Town of Davie.

Policy 1-2 Advise the South Florida Regional Planning Council of any development proposals which might have an inter-jurisdictional impact and support the use of the Council's informal dispute resolution process to mediate any conflicts which may arise.

Policy 1-3 Town staff shall coordinate planning efforts with the Broward County Planning Council, to ensure consistency of the Town's Future Land Use Plan with the Broward County Land Use Plan.

Policy 1-4 Continue to serve on the Metropolitan Planning Organization as a voting member of the Board and as a member of the Technical Coordinating Committee.

Policy 1-5 Continue coordination with the Broward County Housing Authority in the implementation of the Section 8 Program, as identified in the Town's Consolidated Plan.

Policy 1-6 Maintain cooperation with the US Department of Housing and Urban Development (HUD) in the administration of the CDBG program and/or other beneficial programs referenced in the Town's adopted Consolidated Plan.

OBJECTIVE 2: The Town shall coordinate planning activities with adjacent municipalities and, for the unincorporated area, Broward County through existing mechanisms.

Policy 2-1 Notify adjacent jurisdictions in the event a proposed change in land use designation or zoning category affects property that may have an impact on that jurisdiction.

Policy 2-2 Coordinate with Broward County's Mass Transit Division in improving regular bus service and minibus service throughout the Town.

Policy 2-3 The Town shall continue its informal exchange of information with the Seminole Indian Reservation adjacent to the Town's eastern border.

Policy 2-4 Utilize the informal mediation process with the South Florida Regional Planning Council to resolve conflicts with other local governments.

OBJECTIVE 3: The Town shall continue to coordinate planning and development activities with agencies and other units of local government providing essential services to the Town and which do not have regulatory authority over land use, to ensure coordination in the provision of essential services pursuant to the adopted level of service standards.

Policy 3-1 Notify affected service providers providing services within the corporate limits of the Town of proposed annexations, changes in land use, changes in zoning and/or development phasing, and request they assess the proposed change in impact and advise as to service availability.

Policy 3-2 Continue to coordinate with the Broward County School District in the provision of essential services and facilities. Specifically, the Town and Broward County shall work together to maintain a unified data base that will include population projections, school boundary changes, land use, and public facility capacities. This unified data base will help to ensure the proper siting of new schools and the collocation of public facilities, such as parks and community centers.

Policy 3-3 Coordinate, at the staff level, with the Broward County School District on any development applications which may affect the safety of public school students, enhance public education or alter the Town's existing or anticipated future needs for public school facilities.

Policy 3-4 The Development Services Department shall, pursuant to the Broward County Administrative Code, continue to provide quarterly demolition reports to the County for use in preparation of population estimates and projections to be used in transportation, School District and other countywide planning activities.

Policy 3-5 The Town shall establish a staff-level Educational Committee that will coordinate with the Broward County School District, as may be necessary, to facilitate expansion of existing or location of additional public school facilities within the Town of Davie, consistent with the policies of the Future Land Use Element of the Comprehensive Plan.

Policy 3-6 The Town shall inform the Broward County School District of any proposed changes to the Town's Comprehensive Plan.

Policy 3-7 The Town shall, to the best of their ability and as permitted by the Town's Land Development Regulations, streamline the development review and permitting process for new schools. The Town shall also review education facility projects for onsite and offsite impacts and work cooperatively with the Broward County School District to mitigate these impacts.

Policy 3-8: Pursuant to Chapter 163.3177(h) F.S., the County, School Board and the Town shall coordinate their planning and permitting processes consistent with the procedures established within the ILA as follows:

- (a) Review and update of the annual DEFP containing the financially feasible schedule of capital improvement for school facilities needed to achieve and maintain the adopted level of service standards in all CSA's.
- (b) Coordinate County and municipal land use planning and permitting processes with the School Board's site selection and planning process to ensure future school facilities are consistent and compatible with land use categories and enable a close integration between existing and planned school facilities and the surrounding land uses.
- (c) Coordinate the preparation of County and the municipal projections for future development with the School Board's school enrollment projections to ensure consistency between the County and the municipal future land use maps and the long term school planning process.
- (d) Coordinate with the School Board through the Staff Working Group and Oversight Committee regarding the preparation of County and municipal annual comprehensive plan updates and the School Board's annual update of the DEFP to ensure consistency between the plans.
- (e) Coordinate with the School Board on the planning, siting, land acquisition, permitting and development of new school facilities to ensure the availability of public facilities, services and grounds, especially for purposes of exploring collocation opportunities.
- (f) Revise County and municipal land development codes and School Board policies to establish a county-wide public school concurrency system.

Policy 3-9 Continue to coordinate with the FDOT and Broward County Transportation to ensure the maintenance of adopted level of service standards, including multimodal level of service standards and the safety of all residents and visitors to the Town.

Policy 3-10 Coordinate with the County to develop means by which it can be ensured that monies paid into the Transit Improvement Fund of the South Central Transit Oriented Concurrency District from development and redevelopment within the Town are earmarked for transit improvements within the Town.

Policy 3-11 The Town will coordinate with the SFWMD and all other water utility providers serving the Town in order to facilitate the sharing and updating of information necessary to meet ongoing water supply needs throughout the Town and meet on a semi-annual basis to review existing population projections and discuss future development within the Town.

Policy 3-12 The Town will coordinate with the SFWMD and all other water utility providers serving the Town in order to implement any and all alternative water supply projects, as well as to establish level of service standards, resource allocations, and changes in service areas necessary for potential annexations.

- Policy 3-13 The Town will coordinate with South Florida Water Management District, the City of Sunrise, Broward County, City of Hollywood, City of Fort Lauderdale and Tindall Hammock Irrigation and Soil Conservation District to ensure that the Town's estimates and projections for potable water demand are incorporated into their estimates for demand.
- Policy 3-14 The Town will coordinate with the South Florida Water Management District in order to update the Town's Water Supply Facilities Work Plan within 18 months after the South Florida Water Management District updates the Lower East Coast Regional Water Supply Plan Update.

OBJECTIVE 4: The Town shall promote intergovernmental coordination in multi-jurisdictional efforts involving all government and quasi-governmental entities in Broward County.

- Policy 4-1 Invite the participation of other cities, County, State, and Federal agencies in the planning of pedestrian linkages and open spaces to maximize existing resources, including the programming and placement of recreational pathways and link jurisdictions.
- Policy 4-2 Continue to work with neighboring jurisdictions and regional and state organizations on the acquisition, development and maintenance of a network of public parks and open space.
- Policy 4-3 Promote coordination with Broward County, EPA, DEP, and other regulatory agencies having jurisdiction over the Broward Landfill site in the cleanup, rehabilitation and reuse of the now-closed facility.
- Policy 4-4 Through Interlocal Agreement, the Town shall coordinate efforts with Broward County in promoting and implementing recycling efforts as mandated by the Solid Waste Management Act of 1988. The Town shall attend and participate in the Broward County Resource Recovery Technical Advisory
- Policy 4-5 The Town shall continue to participate in effective mutual aid agreements for the provision of emergency services and other special purpose tasks forces to address multi-jurisdictional police, fire, and emergency medical service issues.
- Policy 4-6 Work with Broward County as necessary to comply with the requirements of Broward County Joint Municipal National Pollutant Discharge Elimination System (NPDES) Permit.
- Policy 4-7 Review public facility reports prepared according to state law and identify potential conflicts with the Town's adopted Comprehensive Plan. Any conflicts shall be resolved through informal coordination with the governing boards of the independent special districts.

Policy 4-8 The Town shall request an opportunity to review comprehensive plan amendments proposed by adjacent municipalities (Sunrise, Hollywood, Cooper City, Weston, Pembroke Pines, Plantation, Southwest Ranches) in order to identify potential impacts to or conflicts with (1) existing or future development within the Town or (2) the ability of the Town to successfully implement the Goals, Objectives and Policies of the Comprehensive Plan. Upon identification of impacts or conflicts as a result of said review, the Town shall provide written comments to the respective municipality in order to address or resolve the identified impacts or conflicts.

OBJECTIVE 5: The Town shall work with adjacent municipalities and Broward County in the identification and implementation of joint planning areas (JPA's) for annexation and infrastructure service areas.

Policy 5-1 The Town shall coordinate with Broward County in the annexation of land currently within the unincorporated area.

Policy 5-2 Pursue and support the establishment of JPAs with adjacent municipalities, Broward County and agencies or other governmental units that provide facilities and services, including but not limited to the maintenance of roadway, drainage, public schools, solid waste and park and recreation facilities, in order to enhance, improve or increase the efficiency with which these facilities are currently provided.

Policy 5-3 JPAs described in Policy 5.2 shall be established, as necessary, through formal agreements between the appropriate governmental bodies in order to address intergovernmental coordination activities related to population projections as well as Policies 8.6 and 8.7 relating to locally unwanted land uses. JPAs shall include but not be limited to as many of the following planning considerations as possible:

- a. Cooperative planning and review of land development activities within the areas covered by an agreement.
- b. Specification of service delivery.
- c. Funding and cost sharing issues.
- d. Enforcement/implementation.

OBJECTIVE 6: The Town shall coordinate with local and private universities, as well as the State University System, in the campus plan process.

Policy 6-1 Work with Broward Community College, Nova Southeastern University, and Florida Atlantic University to ensure that the campus plans are consistent with the Town's Comprehensive Plan.

Policy 6-2 Coordinate with Broward Community College, Nova Southeastern University, and Florida Atlantic University to mitigate any adverse effects the universities may have on adjacent uses.

Policy 6-3 Work with the colleges and universities of the South Florida Education Center to develop Interlocal Agreements for the provision of services and facilities between the Town and the public institutions. The Town shall negotiate with the colleges and universities to address the payment of user fees for utility services provided by the Town. If agreed upon, the user fees shall be included in the Interlocal Agreements between the universities and the Town.

OBJECTIVE 7: The Town shall use voluntary dispute resolution processes to resolve conflicts with other local governments.

Policy 7-1 Utilize the South Florida Regional Planning Council's dispute resolution process when necessary to mediate the resolution of conflicts with other local governments and regional agencies. The Town may use alternative procedures whenever appropriate for matters of imminent dispute, including agreements authorized by state law, or other non-judicial approaches.

OBJECTIVE 8: The Town will identify and establish joint processes with other local governments for collaborative planning on population projections, school siting, facilities subject to concurrency, facilities with countywide significance, and problematic land uses.

Policy 8-1 Provide information annually to Broward County relating to the location and timing of anticipated capital improvement projects contained within the Town's adopted five year schedule of capital improvements for the purpose of achieving a coordination of efforts relating to the maintenance and/or extension of existing and location of new public facilities subject to concurrency.

Policy 8-2 During review of the Town's five year schedule of capital improvements, the Town will consider the schedules of adjacent municipalities and other providers of public facilities within, adjacent to, or benefiting the Town in order to identify the potential for a coordination of efforts relating to the maintenance and extension of existing public facilities, as well as the location of new public facilities subject to concurrency.

Policy 8-3 Pursue joint funding opportunities with SFWMD, FDEP, Broward County, FDOT, and other relevant public/private agencies having jurisdiction within the corporate limits of the Town, to establish joint processes and collaborative planning efforts, when feasible, to complete capital improvements. The Town shall meet annually, or more frequently if needed, with these public and private entities to discuss joint funding opportunities for capital improvements.

Policy 8-4 The Town will consider amendment of its Comprehensive Plan and land development regulations based upon the recommendations contained within the adopted Broward County Local Mitigation Strategy.

Policy 8-5 Attend meetings of the Hazard Mitigation Task Force, as necessary, to coordinate with the implementation and update of local mitigation strategies.

- Policy 8-6 Coordinate with the Broward County Planning Council, the South Florida Regional Planning Council, the League of Cities Technical Advisory Committee, appropriate agencies, or ad hoc committees in the development, review and recommendation of efficient countywide guidelines to govern the identification and location of facilities with countywide significance, including those which may be locally unwanted land uses.
- Policy 8-7 Upon establishment of uniform countywide guidelines for the identification and location of facilities with countywide significance, pursuant to Policy 8.6, the Town will conduct a review of its location standards to determine:
- Whether conflicts exist between the Town's regulations and the regulations of other jurisdictions, what can be done to resolve any conflicts identified, and
 - Any improvements in the effectiveness or efficiency to be gained through the countywide approach to location standards.
- Policy 8-8 Pursuant to the Amended Interlocal Agreement for Public Educational Facilities Planning, the Town shall coordinate with the Broward County School Board on the siting of new public education facilities.
- Policy 8-9 Coordinate with adjacent jurisdictions, ~~and~~ the South Florida Water Management District and the Central Broward Water Control District for the development of an areawide drainage plan which would allow infill development within the Town's CRA and RAC.
- Policy 8-10 Establish partnerships and increase coordination with neighboring jurisdictions and the County for continued and expanded work on economic development initiatives and countywide job creation efforts.
- Policy 8-11 Coordinate with the South Florida Water Management District, the City of Sunrise, Broward County, City of Hollywood, City of Fort Lauderdale and Ferncrest Utilities on the development of the required 10 Year Water Supply Facilities Work Plan.
- Policy 8-12 Coordinate with adjacent jurisdictions, Broward County, and the Florida Department of Transportation for the development of roadway expansions, interconnections and improvements throughout the Town.

Monitoring and Evaluations

Objective 1 shall be evaluated as to the number of meetings attended and maintenance of agenda, minutes, and backup materials for all meeting, shall be accomplished. Objective 2 can be measured by the number of notices sent to adjacent/affected jurisdictions, as well as the jurisdictions' participation in the Town's planning activities. The evaluation procedure for Objective 3 is the monitoring of adopted levels of service to ensure compliance with standards set forth in the Comprehensive Plan. Objectives 4, 5 and 8 shall be evaluated as to the number of meetings held or attended with other jurisdictions. Objectives 6 shall be evaluated as to the number of contacts with the local colleges and universities on campus planning projects. Objective 8 shall be evaluated as to the number of meetings held to establish joint planning processes, and the number of joint planning processes drafted and/or developed.

9. CAPITAL IMPROVEMENTS ELEMENT

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

OBJECTIVE 1: The Capital Improvements Element shall identify those capital facilities necessary to serve existing and proposed development in the Town of Davie at adopted levels of service identified in this Comprehensive Plan.

Policy 1-1 Each fiscal year the Town Council shall adopt a five-year capital budget listing all capital improvements which are proposed to be undertaken during the ensuing five fiscal years. The capital improvement program shall include cost estimates, method of financing, and recommended time schedules for each listed improvement.

Policy 1-2 The Town shall utilize the standard database format for capital project proposals in order to provide a simpler, and easier to understand proposal process.

Policy - 1-3 The five-year capital budget shall be consistent with this element, as amended and updated, and shall use this element as a basis for the inclusion of projects and projected construction dates.

Policy 1-4 The five-year capital budget will only include those projects which are financially feasible.

Policy 1-5 This element shall reflect the capital improvements needs identified in other elements of the Plan.

Policy 1-6 Capital projects shall be prioritized, with consideration given to the following criteria:

- (a) The immediacy of the need.
- (b) The financial feasibility of the project. This analysis shall consider developer contributions and grants from other governmental units.
- (c) The adopted plans of Broward County, adjacent municipalities and special districts. Interjurisdictional projects should be programmed to capitalize on simultaneous construction funding.
- (d) The need for periodic replacement and renewal of existing capital facilities.
- (e) The location of projects, with priority given to those located in newly developing areas, redevelopment areas, and communities² with a demonstrable need.
- (f) The operating expenses associated with each new capital improvement. The Town should not undertake projects which

- cannot be adequately operated and maintained.
- (g) Priority shall be given to the capital project(s) designed to correct conditions that create a public hazard.
 - (h) Whether the project complies with all applicable State or Federal mandates and statutes, or is necessary to comply with such decrees or statutes, such as the Clean Air Act.
 - (i) Whether the project improves public health and safety at public facilities, roads, bridges, etc.
 - (j) The consequences of deferring the project.
 - (k) Whether the project improves air or water quality, preserves open space or improves the appearance of the Town, neighborhood or street.
 - (l) Whether the project facilitates the overall sustainability of the community.

Policy 1-7 As required by law, annually update the Capital Improvements Element, ensuring its financial feasibility and provide the update to the Florida Department of Community Affairs (FDCA).

Policy 1-8 Annual debt service is limited to 15% of total revenue, and total bonded indebtedness is limited to 5% of the Town's property tax base.

Policy 1-9 The Town will evaluate the need for additional revenue sources to fund water supply and facility projects, and pursue the development of such additional revenue sources where necessary and feasible. The Town's proposed new Reverse Osmosis water and wastewater treatment plant is to be funded through the additional revenues generated by the utility rate increases adopted via Ordinance 2007-38.

Policy 1-10 The Town will adopt "green procurement" policies to guide future Town purchases.

OBJECTIVE 2: Land use decisions which impact the provision of public facilities and services shall take into consideration the ability of the Town of Davie to maintain adequate Levels of Service as described in the elements of this Comprehensive Plan.

Policy 2-1 All proposed development shall be analyzed based on maximum development impact, unless appropriate sureties that reflect less than maximum impact are provided, to insure that the adopted levels essential services are available to accommodate such development. The determination shall be made during the platting process for land which must be platted or replatted prior to development, or during the site plan review process if platting is not required.

Policy 2-2 No plat or site plan shall be approved which will result in the regional transportation network operating below the adopted level of service as established in the Transportation Element.

Policy 2-3 No plat or site plan shall be approved without the reservation of adequate wastewater treatment capacity based on the projected need of the proposed development (projected average daily generation, in gallons), or which does not provide an adequate wastewater collection system.

Policy 2-4 No plat or site plan shall be approved without the reservation of potable water treatment capacity based on the projected need of the proposed development (projected average daily consumption, in gallons), or which does not provide an adequate distribution system.

Policy 2-5 No plat or site plan shall be approved which does not provide for the dedication of land for municipal recreation and open space purposes pursuant to the adopted level of service contained in the Parks, Recreation and Open Space element, or payment in lieu of dedication. The Town shall reserve the right to determine if the dedication of land is consistent with Comprehensive Plan goals, objectives and policies, or if payment into the Recreational Trust Fund is more appropriate.

Policy 2-6 No plat or site plan shall be approved which does not provide a storm water management system appropriate for the proposed development, in accord with the criteria of the appropriate drainage district(s) and the Town.

Policy 2-7 No plat or site plan shall be approved which does not provide the capacity to store and collect solid waste generated by the proposed development for recycling and/or disposal.

OBJECTIVE 3: The Town will implement revenue policies which prevent undue or unbalanced reliance on certain revenues, especially property taxes, which distribute the costs of municipal services fairly, and which provide adequate funds to operate programs.

Policy 3-1 Deficit financing is an inappropriate vehicle for the provision of public services needed to correct existing deficiencies.

Policy 3-2 User fees may be utilized to offset current operating costs and to create reserves for replacement of deteriorated or obsolete capital facilities.

Policy 3-3 Tax increment financing may be an appropriate tool for financing capital improvements in redevelopment areas

- Policy 3-4 The Town will continually seek categorical grants-in-aid and discretionary grants from other units of government and private foundations for use in capital improvement financing; however, the Town shall not rely on these sources as a primary means of financing capital improvements.
- Policy 3-5 The Town will coordinate with the Tax Collector's office to maintain a very high tax collection rate, to the extent consistent with the marginal costs of collection.
- Policy 3-6 The Town will support economic development and the annexation of residential, commercial, and industrial parcels, provided such annexation is consistent with the Goals, Objectives and Policies of this Plan.
- Policy 3-7 The Town will continue its low reliance on intergovernmental revenues as funding sources for normal operations and services.
- Policy 3-8 The Town will maintain water and sewer rate structures which are adequate to insure that this enterprise fund remains self-supporting, and accommodate the costs of operation, capital plant maintenance, debt service, depreciation, and system expansion other than that required by new development.

OBJECTIVE 4: The County, in collaboration with the School Board and the Town shall ensure that public school facilities are available for current and future students consistent with available financial resources and the adopted LOS.

- Policy 4.1 Consistent with policies and procedures within the Interlocal Agreement for Public School Facility Planning (ILA), the DEFP shall contain a 5 year financially feasible schedule of capital improvements to address existing deficiencies and achieve and maintain the adopted LOS in all CSA's. This financially feasible schedule shall be updated on an annual basis and annually adopted into the CIE.
- Policy 4.2 The uniform, district-wide LOS shall be 100% of gross capacity (with relocatable classrooms) for each CSA until the end of the 2018/19 school year; and commencing at the 2019/20 school year, the LOS for each CSA shall be 110% of permanent Florida Inventory of School Housing (FISH) capacity for each public elementary, middle and high school.
- Policy 4.3 The adopted LOS shall be applied consistently by Broward County, the municipalities and the School Board, district-wide to all schools of the same type.
- Policy 4.4 The School Board's DEFP adopted by the School Board on September 7, 2010 are adopted by reference into the CIE.

OBJECTIVE 5: Implementation of a concurrency management system (CMS) that will ensure that new development and redevelopment does not degrade public facility levels of service below adopted levels and is consistent with requirements of Florida Statutes (F.S.).

Policy 5-1 Adopt the CMS into the land development regulations.

Policy 5-2 Pursuant to Florida Law, the CMS shall mandate that no development orders will be issued unless public facilities exist or are assured (i.e. in the Five Year SCI or through an enforceable development agreement, etc.) to meet or exceed the level of service standards concurrent with the impacts of development, or that development will be phased such that concurrency is maintained.

Policy 5-3 The following are the levels of service (LOS) standards adopted in the appropriate Comprehensive Plan elements:

1. Potable Water:
 - 145 gallons per capita per day (gpcd)
2. Sanitary Sewer:
 - 110 gpcd
3. Solid Waste: 8.9 pounds per unit per day
4. Parks and Recreation:
 - 10 acres per 1,000 population
5. Transportation:
 - Pursuant to Policies 2.1.1 through 2.1.5 of the Transportation Element.
6. Schools:
 - 100% of gross capacity (with relocatable classrooms) for each CSA until the end of the 2018/19 school year; and commencing at the 2019/20 school year, the LOS for each CSA shall be 110% of permanent Florida Inventory of School Housing (FISH) capacity

Policy 5-4 Allow for a system of proportionate fair-share mitigation of transportation facilities to meet the transportation concurrency requirement.

Policy 5-5 Through land development regulations and development review procedures the Town will coordinate the approval of new developments and entitlements with the availability of financially feasible water supply facility projects, as defined, described and scheduled in the Town's five year Schedule of Capital Improvements, and in accordance with the Town's Water Supply Facilities Work Plan.

Policy 5-6 In order to meet the concurrency requirement for parks and recreation, the facilities needed to maintain the parks and recreation LOS must be in place or under actual construction one year after issuance of a certificate of occupancy. If developer dedications are required in order for a proposed development to meet the concurrency requirement, any land needed should be dedicated or acquired by the Town prior to issuance of a certificate of occupancy. In the alternative, the developer may pay a fair share contribution for such facilities, and such contribution shall have been paid prior to issuance of the certificate of occupancy.

Policy 5-7 In order for a development to meet the concurrency requirement for transportation, Chapter 163, F.S. requires that the transportation facilities needed to serve the development shall be in place or under actual construction no later than three years after approval of a building permit. For facilities that remain to be constructed at the time of issuance of a building permit, Chapter 163, F.S. requires that the construction of the facilities within three years must be scheduled on the Five-Year Schedule of Capital Improvements.

10. MONITORING AND EVALUATION

Concurrency Management System and Public Facility Monitoring

The Town of Davie has established a Concurrency Management System (CMS) that ensures the availability and sufficiency of public facilities and services at the time that the impacts of development occur and provides a program to prevent a reduction in the levels of service (LOS) below the adopted LOS standards. Furthermore it assures the proper timing, location and design of supportive urban service systems concurrent with the impacts of new development. The following benefits may also be realized with the adoption of a CMS:

- Support consistency of the Capital Improvements Element with the Future Land Use Element;
- Provide for the orderly and cost-effective expansion of public facilities;
- Supplement capital improvements expenditures and taxing structures for capital improvements; and
- Reduce the possibility of damage to the environment from the use of overburdened facilities.

The Concurrency Management System, which is incorporated in the Land Use Element and Capital Improvement Element, includes guidelines for interpreting and applying LOS standards to applications for development orders and development permits. It also establishes development review procedures in the Town's Land Development Code that may make development approval contingent on the Town's ability to provide facilities and services or may require that the developer provide facilities and services in order to maintain adopted LOS standards. Petitioners must supply public facility impact information with their development applications. Town staff then reviews and verifies the project information, comparing it with public facility capacity data and anticipated committed development impacts to ensure that adopted LOS standards will be maintained if the development application is approved. If LOS will not be maintained, the petition is denied unless the applicant the applicant has presents revised plans demonstrating that the new development shall:

- Be serviced with all requisite public facilities concurrent with the impacts of development;
- Provide LOS for all requisite facilities which is compliant with the Town's adopted LOS standards; and
- Shall not cause a reduction of levels of service for existing infrastructure below minimum adopted thresholds.

Plan Monitoring, Evaluation and Appraisal Process

The Town of Davie will formally evaluate and appraise this Comprehensive Plan every 5-7 years, pursuant to State Statute, beginning with the original plan adoption in 1998 under the 1985 State Growth Management Act, as amended. The components of this comprehensive process are updating the socioeconomic and development data, which is evaluated to determine if projections were accurate and what trends have developed. The Goals, Objectives, and Policies of the adopted Plan are then examined for updating, compliance with current law and introduction of new initiatives for the next planning period. In addition, Town staff annually monitors Plan implementation with respect to goals, objectives and policies as part of the budgeting process.

Public participation is built into the entire process, which results in a final Evaluation and Appraisal report (EAR) that is reviewed and adopted by the Local Planning Agency and Town Council, and transmitted to the Florida Department of Community Affairs (FDCA) for review. Once the final EAR is approved by all agencies, EAR-based Plan amendments are initiated and completed through the State-mandated process.