

# Town of Davie

## **Comprehensive Plan**

### **Part II: Data, Inventory and Analysis**

# TOWN OF DAVIE COMPREHENSIVE PLAN

## Data, Inventory, and Analysis

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## INTRODUCTION

This document contains the revised Data, Inventory, and Analysis of the Town of Davie's Comprehensive Plan based on the recommendations of the 2005 Evaluation and Appraisal Report (EAR) adopted by the Town in April 2006. All elements of the Comprehensive Plan have been modified in this update, and a new Economic and Public School Facilities Element have been added. This revised Comprehensive Plan is designed to ensure that all planning and growth management requirements of the State of Florida have been met, and to serve as a guide to creating and maintaining the community envisioned by the Town of Davie's residents, businesses and community leaders.

The specific authority and requirement for municipalities to do comprehensive planning in Florida derives from Chapter 163, Florida Statutes. In 1985, the State Legislature amended Chapter 163 through the adoption of the Local Government Comprehensive Planning and Land Development Regulation Act. This Act substantially increases the requirements for local land use plans, associated infrastructure and other plan elements as well as mandates that local governments adopt land development regulations (or code) to implement the policies of the local comprehensive plan. The Comprehensive Planning and Land Development Regulation Act is implemented primarily via Rules 9J-5 and 9J-11 of the Florida Administrative Code, as amended. This Comprehensive Plan has been prepared to be fully consistent with Chapter 163, F.S., and Rule 9J-5, as required by State law.

Every 5-7 years municipalities are required to evaluate their comprehensive plan through a process termed the Evaluation and Appraisal (EAR) report. The report is required to include an identification of major issues confronting the jurisdiction, and evaluate how well previous goals, objectives and policies have been addressed. In addition, the EAR is required to review whether any state statute amendments need to be addressed in the comprehensive plan, and to make a community wide assessment of the provision of public services since the last evaluation. The EAR is to make recommendations for amendments to the comprehensive plan which are required to be adopted within 18 months of a determination of sufficiency of the EAR report.

The Comprehensive Plan is divided into two (2) components:

- ***Part I: Goals, Objectives and Policies (GOPs)***
- ***Part II: Data, Inventory, & Analysis (DIA) Reports***

This is the "Comprehensive Plan: Part II – DIAs" document, which provides supporting data and conclusions as the foundation for the goals, objectives, and policies. The "Comprehensive Plan: Part I – GOPs" document, a separately bound document must be formally adopted by ordinance by the Town Council. The DIA section of the Comprehensive Plan is not formally adopted by the Town Council. The Comprehensive Plan for the Town of Davie has been prepared in accordance with State requirements to encourage significant opportunities for public involvement throughout the process. These opportunities included two public workshops with public attendance and four Citizen Workshops (October 22, 24, 30, and November 1, 2007) held to develop consensus for the long range vision of the community. The topics for the four Citizen Workshops were: parks and recreation, improvements to the local road network, mobile homes and affordable/workforce housing, the proposed intensity increases for the Regional Activity Center, economic development and the capital improvement program. The conclusions and recommendations from these workshops are incorporated throughout the Comprehensive Plan. Together, the Plan and implementing tools will ensure that the development patterns for future land uses within Davie match the community vision and quality-of-life expectations of its residents.

## STATEMENT OF LEGISLATIVE INTENT

This Statement expresses the legislative intent of the Town Council of the Town of Davie with regard to the Comprehensive Plan. It is applicable to the Town of Davie Comprehensive Plan in its entirety and is declared to be incorporated by reference in each element thereof.

1. Nothing in this Comprehensive Plan shall be construed or applied to constitute a temporary or permanent taking of private property or the abrogation of vested rights as determined to exist under applicable law.
2. Nothing in this Comprehensive Plan shall be construed or implied to constitute an abrogation or removal of any private, regulatory, or governmental covenant or special condition in affect on any private or public property located within the Town of Davie.
3. This Comprehensive Plan is intended to set general guidelines and principles concerning its purposes and contents. The Plan is not a substitute for specific implementation mechanisms that are contained in the Town of Davie's Land Development Code (LDC).
4. The Town Council recognizes that any application for development approval may bring into conflict and necessitate a choice between different goals, objectives, policies, priorities, and provisions of the Plan. While it is the intent of the Town Council that the Future Land Use Element be afforded a high priority, other elements must be taken into consideration given the Town Council's responsibility to provide for the multitude of needs of the Town's growing and diverse community. Recognizing that the Town Council and Town agencies will be required to balance competing goals, objectives, and policies of this Plan, the primary intention of the Plan is to protect the public health, safety and welfare.
5. The terms "shall" and "will" are construed as mandatory in this Plan, subject, however, to this Statement of Legislative Intent. The term "should" is construed as directory and not mandatory. Wherever implementation responsibility is not explicitly stated within a particular objective or policy in this Plan, that responsibility lies with the Town of Davie to the extent that the objective or policy specifies implementation.

# 1. FUTURE LAND USE ELEMENT

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# 1. FUTURE LAND USE ELEMENT

## PURPOSE

This Element of the Town's Comprehensive Plan provides data and analysis to support the Town's 2005 Evaluation and Appraisal Report (EAR) adopted in 2006. Thus, the document forms the basis for the development of the Town's revised future land use goals, objectives and policies, to effectively guide the future development and manage growth in the Town. Because of this, the Future Land Use Element (FLUE), more than any other comprehensive plan element, provides the direction and guidance to carry the community to its ultimate vision. All other plan elements and sub-elements are dependent upon the land development pattern shown on the Future Land Use Map (FLUM). This element is vital to ensuring that the community envisioned by its residents, businesses and community leaders is sustained and continuously improved.

## INTRODUCTION

This revised Comprehensive Plan is based upon the Town's 2005 Evaluation and Appraisal Report (EAR), changing conditions and circumstances, and recent modifications to the statutory requirements for Comprehensive Planning within the State. Through an extensive public involvement process, the Town identified six (6) major issues confronting the Town within its 2005 EAR. The major issues are as follows:

1. Preservation and Acquisition of Open Spaces – Funding of Services and Facilities
2. Capital Improvement Plan (CIP) – Funding and Coordination
3. Providing Strategies and Opportunities for Affordable and Workforce Housing
4. Planning for Economic Vitality
5. Building an Adequate Local Road Network
6. Evaluation and Impact of the Proposed Increase in Density of the Regional Activity Center (RAC)

Due to the lapse in time between the development of the 2005 EAR and the initiation of the EAR based amendments in 2007, four additional public workshops were held with Town staff, community members and the Town's consultant to determine if any refinements or updates to the 6 major issues were necessary. Based upon the public input received at the workshops, it is clear that these issues are still the major issues facing the Town.

These issues, the implications of changing conditions, and the new statutory requirements for Comprehensive Plans are addressed throughout both the Data, Inventory and Analysis documents and the revised Goals, Objectives and Policies of the Comp Plan.

## EXISTING LAND USE CONDITIONS

To sufficiently address the future land use patterns depicted in Figure 2, it is necessary to first assess the existing land uses and land use patterns. Figure 1 depicts the existing land uses within the Town, and an updated inventory of existing land uses in the Town of Davie, by land use category, is presented in Table 1. This is shown graphically on Figure 1. Figure 5 shows the location of vacant parcels of land in the Town.

### *Flexibility Zones*

The Broward County Land Use Plan divides all lands within the County into smaller geographic areas referred to as “Flexibility Zones”. These areas are used in the application of flexibility rules, reserve units, and the rearrangement of land uses within the parameters of the “flex rules”. There are a total of 11 flexibility zones within the Town of Davie, as depicted in Figure 3. Please note that currently under consideration is a single “Unified Flex Zone” which would consolidate flexibility zones in order to direct units to areas where growth is desired.

### *Planning Areas*

The Town has established small geographic “Planning Areas” within the Town limits. The Areas are based upon generally identifiable development patterns which are unique to the area. In total there are 11 “Planning Areas” established within Town. Figure 4 identifies the Town’s 11 Planning Areas.

#### Planning Area 1

This planning area constitutes the southwesternmost portion of the Town, encompassing all of the land south of Griffin Road and west of Southwest 148 Avenue. This planning area is bisected by I-75 which is accessed at Griffin Road and Sheridan Street. The Ivanhoe development constitutes most of this planning area, which is essentially programmed for low density (3 dwellings per acre) residential development. There are parcels designated for commercial use located in the northern and southern ends of the Ivanhoe development at the intersections of I-75 with Sheridan and Griffin roads, and Orange Drive. Over 100 acres at the northwest intersection of I-75 and Orange Drive have been developed as the ICW West business park.

#### Planning Area 2

Planning Area 2 includes the westernmost section of the Town north of Stirling Road to include the annexed area of United Ranches and south of SW 14 Street, and bound on the west by Interstate 75 and on the east by the southern portion of Pine Island Road. The predominant existing and planned land use is single-family residential at a density of one dwelling per acre. The Broward County Landfill site, now closed, has been developed as Vista View Park. The Boy Scout Camp is located to the north of Vista View Park and is

also used for recreational and open space purposes. This planning area contains numerous large and small subdivisions of one-acre lots. Several larger parcels are currently being platted, in preparation for marketing or development as estate residences. A substantial Florida Power and Light transmission corridor exists in this Planning Area as well as Planning Areas 1 and 3. The corridor runs parallel to I-75, through residential land. The corridor crosses I-75 around Southwest 36<sup>th</sup> Street and connects with the FPL substation on Orange Drive. FPL is attempting to co-locate new transmission lines within the corridor.

### Planning Area 3

Planning Area 3 is bound by I-595 on the north side, I-75 on the west side, SW14 Street on the south side, and Flamingo Road on the east side. The planning area consists of residential uses developed at a density of 3 to 10 dwellings per acre, including the Shenandoah development, which occupies the western half of the planning area. Commercial development lines the S.R. 84 corridor.

### Planning Area 4

This planning area is bordered by S.R. 84 on its north, University Drive on its east, Flamingo Road on its west, and a nonlinear border on its south that corresponds to Nova Drive and SW 14 and the Village of Harmony Lakes development. A portion of the University Drive and S.R. 84 commercial corridors are included in this area, as are several planned residential communities typically developed at five dwellings per acre, but in some cases up to ten, including Arrowhead Golf Course and Country Club, Village of Harmony Lakes, Westridge, the Ridgeview Lakes developments, Scarborough, Village at Pine Lakes, and the Pine Island Ridge, Park City and Rexmere Village developments.

### Planning Area 5

Planning Area 5 is bounded by Nova Drive on the north, University Drive on the east, and Nob Hill Road on the west. The southern limits are SW 36 Street, on the western portion of this planning area, and Orange Drive on the eastern portion. This planning area is comprised of residential uses developed at a density of three to 22 dwelling units per acre and commercial development, existing and proposed, along the University Drive and Orange Drive corridors. The Pine Island Ridge has been preserved within this planning area by joint efforts with local, county, and state jurisdictions. The single-family residential development within this planning area generally falls within larger scale communities such as Forest Ridge, Rolling Hills, Arrowhead Golf and Tennis Club, and Pine Island Bay communities. The multi-family residential development tends to be smaller in scale and includes such developments as The Harvest, Isla Merita, Old Country Manor, Alpine Woods, and Reflections. The commercial development along University Drive is comprised of retail stores and office parks. One vacant commercial parcel exists along the Orange Drive corridor. The first, located on the northeast corner of Orange Drive and University Drive, is approximately 40 acres in area, zoned B-2, Community Business District, and has expanded commercial uses.

### Planning Area 6

Planning Area 6 includes lands located south of State Road 84, east of University Drive and north of Nova Drive, together with lands located east of the Florida Turnpike and west of State Road 7, south of State Road 84 and north of the south Town limits. The northwestern portion of this planning area has a zoning district of Regional Activity Center – Research and Technology and a land use designation of Regional Activity Center (RAC). The eastern portion of this planning area includes SR7/US441, which has been designated as an area of redevelopment and for which there is a Corridor Master Plan. There are small commercial parcels along the State Road 7 corridor with one large retail center located on the southeast corner of University Drive and State Road 84. Commercial flexibility has been applied to previous industrial land use plan designated lands on both sides of the Davie Road corridor between State Road 84 and Nova Drive. The Town is encouraging development and redevelopment of properties within this area to strengthen the Town’s nonresidential tax base for the future.

### Planning Area 7

This planning area, the smallest of the planning districts, encompasses what was once Hacienda Village. The Town annexed this area in the late 1980s. Bordered on the north by the North New River Canal and on the south by S.R. 84, the area stretches approximately one mile east of S.R. 7 and includes the Hacienda Flores and Pond Apple Sough wetland mitigation sites, owned by Broward County and FDOT, respectively. The wetland mitigation sites were required to offset the loss and degradation of wetlands from the construction of the County resource recovery facility and I-595.

Most of the planning area is designated for conservation use due to the large mitigation site area. A portion of the North New River Canal frontage is designated and used for marine industrial development. A multi-family development occupies the western 20 acres of the planning area.

Planning Area 7 offers the unique opportunity of extending Marina Mile development further into Davie. The area also poses unique problems relative to provision of public safety services due to its isolated location at the eastern edge of the Town, and difficulty of commercially or industrially developing the area due to the proximity of wetlands and waterfront homes in the Lauderdale Isles subdivision, on the north bank of the North New River Canal.

### Planning Area 8

This planning area is the most diverse, characterized by older, small-scale commercial development, older single-family residential neighborhoods, and new, large-scale multi-family residential developments that serve the rapidly growing South Florida Education Center (SFEC). Residential uses in the southeastern portion of this planning area are not included in the Regional Activity Center (RAC) land use category, and therefore their

existing densities are maintained. The SFEC includes Nova Southeastern University, Florida Atlantic University, Broward Community College, Florida International University, and McFatter Vocational School, among others. The planning area also encompasses the downtown RAC – Transit Corridor District, where western-theme architecture is required, the Davie Town Hall and Rodeo Arena, and mobile home communities.

Planning Area 8 contains one of the three CBDG redevelopment target areas within the Town. Residential development east of the Davie Road corridor has been the subject of community redevelopment efforts. The planning area issues include roadway congestion in and around the SFEC and the University Drive/I-595 intersection, Town–SFEC relations as the universities expand, expansion and redevelopment of Davie’s original business district, and neighborhood redevelopment.

#### Planning Area 9

This planning area is south of Griffin Road, generally north of Stirling Road, east of SW 76 Avenue and west of the Florida Turnpike. This area is predominantly agricultural in nature with scattered low-density single-family residential development. Commercial development lines the Griffin Road, Davie Road, and Stirling Road corridors. Agricultural uses have diminished over the years, succumbing to increased residential demands given the enhanced accessibility provided by the roadway expansion and easy access to the Florida Turnpike. Commercial developments along the south side of Stirling Road should be evaluated for potential development and redevelopment opportunities.

#### Planning Area 10

The planning area is generally located north of Stirling Road, south of Griffin Road, east of Pine Island Road, and west of SW 76 Avenue. Commercial development of retail centers and office buildings line the east and west sides of the University Drive corridor. The east side of this corridor consists of multi-family residential development on the northern half of the corridor, and commerce park development on the southern half. Commercial development also exists along Griffin Road within this planning area. Several small-scale single family residential communities, mobile home parks totaling approximately 30 acres in area, and an 8-acre industrial park are located within this planning area, together with parcels zoned for community facilities uses. These include, but are not limited to, a regional library, multiple church uses of varying scales, a Girl Scout campground facility and a private school. The Town is anticipating potential expansion of commercial uses within this planning area, given the potential development of agricultural lands in the years to come.

#### Planning Area 11

The boundaries of this planning area are Stirling Road on the north, Davie Road Extension on the southeast, and University Drive on the west. The area is characterized by multi-family residential development on the south side of Stirling Road, ranging from eight to 16 dwellings per acre. There is one single-family residential subdivision,

developed at five dwellings per acre. Housing in this area is generally in stable condition. Small commercial developments line Davie Road Extension and University Drive. The Town has potable water and wastewater treatment facilities in this planning area.

### *Vacant Land*

As shown in Table 1, there are 20,514 acres of developed land and 2,396 acres of undeveloped land, for a total of 22,910 acres.

**Table 1: Town of Davie Existing Land Use, 2004-2005**

<b>Land Use</b>	<b>Existing Acreage</b>	<b>Percent of Total</b>
Residential 1-5 du/ac	10,568	48.28%
Residential 6-22 du/ac	1,077	4.92%
Special Classification	1,483	6.77%
Residential Office	18	0.08%
Commercial	1,118	5.11%
Commercial/Office	192	0.88%
Industrial	565	2.58%
Regional Activity Center	2,190	10.00%
Community Facility	78	0.36%
Conservation	170	0.78%
Recreation and Open Space	479	2.19%
Other	1,557	7.11%
Vacant	2,396	10.95%
<b>Total</b>	<b>21,891</b>	<b>100.00%</b>

The location of the Town's vacant lands by land use is shown on Figure 5. There are an estimated 2,396 acres of vacant or undeveloped land within the Town of Davie, which comprises approximately 11% of the total land mass. Per Figure 5, 1,557 acres of the vacant land has a residential future land use designation.

### *Residential Land Capacity Analysis*

At their currently designated intensities, the vacant residential land could yield a maximum of 2,168 dwelling units. According to the 2000 Census, the Town averages 2.64 persons per household. Thus, there is the potential for up to 5,724 additional population upon buildout of the existing vacant residential land. In addition, within the Regional Activity Center (RAC) there are 22,000 additional dwelling units to be developed over the next 50 years. Thus, over the 10 year planning period there could be an additional 6,600 dwelling units developed in the RAC. At the 2.64 persons per household rate there will be housing capacity for an additional 17,424 persons at the end of the planning period. When combined with the 5,724 population capacity of the existing vacant lands, the Town has the ability to provide housing for an additional 23,148 persons. Based upon the population projections provided in Table 3, the Town

could grow by approximately 13,000 people over the 10 year planning period, excluding any redevelopment areas. Therefore, the Town has sufficient land capacity to provide housing for the expected population growth over the planning period.

***Table 2 below shows the details of Future Land Use Map amendments which have been approved since 1995. The Map Key Number shows the location of the amendment on Figure 6.***

**Table 2: Future Land Use Map Amendments Since 1995**

Key Number	Site Location	Site Size	Change
1	95-003 LA 94-1 between SW 136 Ave. and SW 148 Ave. & between SR 84 and Westpark Blvd. Westpark East Parcel	6.493 acres	From Commercial to Residential 5 du/acre
2	95-004, LA 94-2 between SW 136 Ave. and SW 148 Ave. & between SR 84 and Westpark Blvd., Westpark East Parcel	10 acres	From Commercial to Residential 5 du/ac
3	96-049, LABC 96-1 – Southeast corner SR 84 & Hiatus Rd. The Palms (FKA Cameroon Palms)	11.966 ac	Residential 5 du/ac & Commercial to Residential 8.5
4	97-039 - LAB 96-2-Southwest corner Griffin Road and Florida Turnpike, Sunny Lakes	20.38 ac	Residential 5 du/ac & Commercial to Residential Office
5	97-043, LA (SS) 97-4B – 401 SW 148 Ave., Pelican Coast	2.65 ac	Residential 1 du/ac to Industrial
6	98-004 LABC (SS) 97-4A – 11850 SR 84 (595 Park of Commerce)	8.72 ac	Residential 5 du/ac to Commerce/Office
7	98-016 LABC (SS) 98-1D- North of SR 84, South of New River canal, and East of SR 441, Hacienda Cove	11.32 ac	Residential 10 du/ac to Residential 22 du/ac
8	98-029, LABC 98-1A – Regional Activity Center, between Orange Dr. & SR 84 and between University Dr. and the Turnpike	2,200 ac	From various existing commercial, residential and industrial designations to RAC
9	98-030, LABC 98-1C – a. Hawkes Bluff Too (Ord. 90-1), b. Stirling Dykes Plat (Ord. 93-12), c. Arboretum (Ord. 92-46), d. Palma Nova MHP (FKA Silver Oaks MHP) (Ord. 95-45), e. Everglades Lakes MHP (Ord. 96-18), f1. Ferncrest Ridge & f2. Portion Florida Turnpike (Ord. 96-26)	280 ac	Amend Comp Plan for lands annexed
10	2001-010, LA (SS) 00-4A – 6440 Hidden Cove Dr, Hidden Cove	7.8 ac	Commercial & Special Classification 2 du/ac to Special Classification 7 du/ac
11	2001-040, LA 01-2A and 2002-002, LA01-02 (MAP)	20.89 ac	Identified property being within Town of Davie boundaries
12	2003-004, LA 02-9 Northwest corner of Pine Island Rd. and Orange Dr., Pine Island Commercial, Kerr/Glassman	9.99 ac	Commercial to Residential 10 du/ac
13	2004—021, LA 03-10 – Lakeside Shops, 5800 S. University Dr.	39.36 ac	Commerce/Office to Commercial
14	2007-033, LA 08-1-06 AND LA 08-02-06 – a. Pine Island Ridge area and b. United Ranches area	1018 ac	Amend comp plan for lands annexed

## POPULATION, HISTORY, TRENDS AND PROJECTIONS

The comprehensive plan must be based on well-documented population estimates and projections. Table 3 provides population estimates for the Town of Davie through the year 2020. The 2000 population is from the U.S. Census. The population for years 2006, 2010 and 2015 are estimates from the Broward County Urban Planning and Redevelopment Department, Planning Services Division. The years of 2001 to 2005 are estimates provided by the University of Florida’s Bureau of Economic and Business Research (BEBR). The estimates for 2008 through 2020 (except 2010 and 2015) are projections based on the methodology described below.

**Table 3: Population Estimates and Projections**

YEAR	POPULATION
2000	75,720
2001	77,219
2002	78,748
2003	80,307
2004	81,897
2005	84,035
2006	90,942
2007	92,203
2008	93,482
2009	94,779
2010	96,305
2011	97,505
2012	98,720
2013	99,950
2014	101,195
2015	103,168
2016	104,221
2017	105,285
2018	106,360
2019	107,446
2020	108,876

Sources: U.S. Census, Broward County Urban Planning and Redevelopment Department, Iler Planning Group (methodology), January 2008, University of Florida’s Bureau of Economic and Business Research (BEBR).

In projecting its future population through the new planning timeframe, the Town will utilize the projections established by the Broward County Urban Planning and Redevelopment Department.

The Broward County population projections are as follows:

- 2006: 90,942
- 2010: 96,305
- 2015: 103,168
- 2020: 108,876

In order to derive the proper projections for the Town's new short- and long-range planning timeframes (2013 and 2018), the annual growth rate for each period is calculated, then applied to the numbers given in the Broward County projections, and added to reach the appropriate year. For example, the projections indicate growth of 6,863 people from 2010 to 2015. This equates to an average annual growth rate of 1.2%. Thus, one can add 1.2% to the 2010 population to arrive at a 2011 population of 97,505, and adding 1.2% to that population results in a 2012 population of 98,720. The same method is used with the 2005 and 2010 numbers to get the 2007 projection, and with 2015 and 2020 numbers to derive projections for 2018. Included in these figures is the population of the two unincorporated neighborhoods of Pine Island Ridge and United Ranches, which were annexed into the Town in 2006. Since the neighborhoods were not annexed into the Town until 2006, those populations were included in the County's 2006 estimate.

### *Housing*

According to the Data, Inventory and Analysis for the Housing Element of this Comp Plan, there will be a need for 45,963 housing units at the end of the planning period in 2018. This is 10,403 more units than presently exist within the Town of Davie. Based upon the proposed development of 660 residential dwelling units over the next ten years and 385 residential dwelling units over the remaining 40 years over the next 50 years, 6,600 of the additional dwelling units will be developed in the RAC during the planning period. At a maximum density of 22 dwelling units per acre, there will need to be a minimum of 200 acres developed or redeveloped within the RAC. Outside of the RAC, the vacant residential lands and their associated maximum land use intensities permit the development of another 2,047 residential dwelling units. With the 6,600 units proposed to be allocated within the RAC, there is sufficient vacant land to accommodate 8,647 additional dwelling units over the planning period. Thus the projections indicate there are 1,756 more units required over the planning period than can be accommodated based upon the available stock of vacant land. While this may require the consideration of increasing the maximum density allocations of some Town lands, it is more likely that population and housing growth will slow as the Town approaches build out and does not include the proposed mixed-use redevelopment of the Transit Oriented Corridor. Thus it is recommended that the Town review its housing vacancy rates and annual residential building permit numbers over the next five years to determine the actual current housing trends within the Town.

## **BOUNDARY EXPANSION**

As referenced above, the Town of Davie annexed two unincorporated areas of the County in 2006. These areas are the United Ranches neighborhood and the Pine Island Ridge

neighborhood. The United Ranches area includes two County future land use designations, Low 3 Residential and Estate Residential. The Pine Island Ridge neighborhood has three future land use designations, Residential Irregular 6.380, Recreation and Open Space, and Conservation-Natural Reservation. These land use categories are being incorporated into the Town of Davie's Future Land Use Map and the corresponding element within the Comprehensive Plan as part of the proposed amendments. In addition, the population of the annexed areas has been incorporated into the population projections for the Town's 10 year planning period.

In the ten years prior to the adoption of the 2005 Evaluation and Appraisal Report, the Town annexed a total of seven parcels of property, totaling 651.75 acres. Six of the properties are existing mobile home parks, and one is an industrial property. Table 4 below describes the location and size of each property.

**Table 4: 1995-2005 Land Annexations**

Parcel Name	Address	Acreage
Kings Manor Mobile Home Park	12500 State Road 84	44.5
Palma Nova/Silver Oaks Mobile Home Park	3021 SW 61st Avenue	110.7
Park City West Mobile Home Park	10550 State Road 84	59.5
Park City Estates (East) Mobile Home Park	8640 SW 20th Street	172.5
Rexmere Village Mobile Home Park	11300 Rexmere Boulevard	142.5
Everglades Mobile Home Park	2900 SW 52nd Avenue	99.7
Jolmy	4751 SW 30th Street	22.35
<b>TOTAL</b>		<b>651.75</b>

The Town of Davie does not have any pending annexation applications with Broward County.

## AVAILABILITY OF SERVICES AND FACILITIES

### *Roads*

Five State principal arterials traverse the Town: Florida's Turnpike, Interstate 595, State Road 84, US 441/State Road 7, and Interstate 75. The State of Florida maintains the Interstate 595, Interstate 75, US 441/State Road 7, State Road 84, and Florida's Turnpike, while Broward County is responsible for maintaining Dykes Road, SW 136<sup>th</sup> Avenue, Flamingo Road, Nob Hill Road, Pine Island Road, University Drive, Davie Road, Griffin Road, Stirling Road, and Sheridan Street. The Town is responsible for maintaining all other public roads within Davie.

As shown in the Data, Inventory and Analysis (DIA) report for the Transportation Element, an estimate of future traffic volumes was conducted utilizing Broward County's 2030 traffic projections, and applying a direct linear equation to the figures to project traffic volumes for 2015. The data shows that most of the major roadways are either currently operating at a LOS F, or are projected to operate at LOS F by 2030. In the 2015 analysis, SW 39<sup>th</sup> Street, SW 14<sup>th</sup> Street, Davie Road, University Drive, Nova Drive, SR

7/US 441, SR 84, Hiatus, and portions of Griffin, and Interstate 595 will operate at or below the adopted LOS. The 2030 analysis shows that Hiatus, Nob Hill, Davie Road, Pine Island Road, University Drive, SR 7/US 441, Stirling Road, Griffin Road, SW 39<sup>th</sup> Street, Florida's Turnpike, and Interstate 595 operate at or below their adopted LOS in the year 2030. As described in the Transportation Element and the Capital Improvements Element, the Town has identified FDOT and Broward County road improvement projects which will address roadway deficiencies on those rights-of-way under their respective jurisdiction. The Town itself has provided for several roadway improvements within the Capital Improvements Element, which will address LOS deficiencies on the Town's rights-of-ways. In addition, the Town has adopted a Local Road Master Plan.

Please note, though, that all of the CRA, the RAC, and the downtown area are located within Broward County's South Central Transit Oriented Concurrency District. This District is based upon the idea that future growth will be better served by the funding of transit than through road expansion. Thus, the District requires new development to pay into a general transit improvement fund to mitigate traffic impacts upon the roadways.

### *Transit*

Currently, Broward County Transit provides five routes in the Town of Davie, as shown on Figure 4 in the Transportation Element (TE) DIA. Specifically, the Broward County Transit routes are: Route 2 (University Drive), Route 9 (Davie Road – North 68<sup>th</sup> Avenue), Route 12 (Nova Drive – Davie Road), Route 18 (SR 7/US 441), and Route 23 (SW 172<sup>nd</sup> – Sheridan Street). The Town of Davie also provides two additional routes: the East Route (South Florida Educational Center) and the West Route (Plantation). Lastly, the South Florida Regional Transportation Authority and NOVA Southeastern University (NSU) provide their own routes from the Tri-Rail Station to the South Florida Education Center (SFEC), and throughout the NSU campus. As shown on the map, the routes are distributed among most of the major roads in the downtown area, and the Town's routes provide public transit along the major east-west corridors. More detail about each of the existing routes is provided in the Transportation Element DIA.

### *Potable Water*

The Town of Davie owns and operates two Water Treatment Plants (WTP) and distribution systems. However, the plants are not of sufficient size to provide potable water to all residents. Therefore, portions of the Town are served by other utility providers (Tindall Hammock Irrigation and Soil Conservation District (THISCD), City of Hollywood, Broward County, City of Fort Lauderdale and City of Sunrise). The Biscayne Aquifer and Floridan Aquifer are the current source of potable water. The Town recently constructed a 6 MGD reverse osmosis water treatment plant, along with a 3.50 wastewater reclamation facility. In addition, the Town has incorporated several techniques which focus on reducing potable water demand through conservation and reuse. It is anticipated these measures will reduce demand over the next 20-year planning period. Planned capital improvements

related to potable water are detailed in the Infrastructure Element Data, Inventory, and Analysis and in the proposed Schedule of Capital Improvements. These capital improvements are to be funded from grants and appropriations from the State, Federal Government, the South Florida Water Management District, and the increase in rates, fees, and charges for water and sewer services furnished by the Town which were approved by the Town on December 5, 2007 via Ordinance 2007-38.

### *Sanitary Sewer*

The Town of Davie maintains its own sanitary sewer collection system, and has contractual agreements with the City of Sunrise and Ferncrest Utilities for treatment of wastewater. As detailed in the UE DIA report, the Town projects wastewater generation rates will outstrip the utility's current ability to treat it. Therefore, included in the Schedule of Capital Improvements is \$10,000,000 in funding for the expansion of the existing wastewater treatment plant by 2 million gallons per day (MGD) by 2009, and the construction of a new 6 MGD wastewater treatment plant by 2013. Added to the existing 5 MGD capacity, the total future capacity will be 13 MGD by the end of 2013, which will provide treatment capacity to serve existing and future land uses through 2020.

### *Drainage Facilities*

The primary drainage features in the Town are the North New River canal and the South New River canal (C-11 canal) and their tributary canals, man made facilities constructed originally to drain the Everglades. According to the South Florida Water Management District (SFWMD), all of Broward County is considered a natural groundwater aquifer recharge area for the Biscayne Aquifer, currently the Town's sole source of water supply. The Town of Davie is divided essentially into two basins at SW 100 Avenue. The west basin is controlled by SFWMD pump station S-9, located approximately at US 27 and Griffin Road. The eastern basin is controlled by pump station S-13 on the C-11 canal. The 100<sup>th</sup> Avenue divide is an equalizer known as S-13A. This structure can be opened to control local storms or equalize water levels in the east and west basins.

The following represents the Town's adopted LOS standard for its stormwater management system:

1. Federal Emergency Management Administration (F.E.M.A.) criteria for minimum floor elevations of building sites, floodplain protection provisions.
2. 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.

In general, the Town's drainage system operates smoothly and provides sufficient protection from flooding. However, the system requires constant maintenance of debris, silt management and aquatic weed control. The Central Broward Water Control District, South Florida Water Management district, Broward County Environmental Protection

Department (BCEPD) Water Management Division, and the Tyndall Hammock Drainage District are currently performing these tasks. Regulation of the water quality within the canal systems is by BCEPD. The Town and the Drainage Districts have adopted the County standards, and maintain compliance with those standards. On site detention improvements necessary to accommodate development are identified and required in conjunction with plat, site plan and/or building permit review. Thus, the Town will require developments to install adequate systems to maintain the LOS for stormwater drainage. Also, the Town has embarked upon a program to reuse stormwater for non-potable water purposes, such as irrigation. This is a component of the Town's Alternative Water Supply Program (AWSP) and its efforts at water conservation.

### *Parks and Recreation*

The current level of service (LOS) standard for parks is 10 acres of park land per 1,000 residents. There are currently 50 parks in the Town with an approximate total of 1,784 acres. Based on the population projections shown in this element, the Town exceeded its 2006 LOS standard for parks by approximately 875 acres. Throughout the planning period, the Town will continue to exceed its LOS standard. Specifically, in 2013 the Town will continue to exceed its LOS standard by approximately 785 acres. At the end of the planning period (2018), the Town will continue to exceed its adopted LOS by approximately 720 acres. It is also important to note, that there is a total of four privately held recreational facilities within the Town, with a total of approximately 482 acres. Thus, the current acreage of parks will be more than adequate through the planning period, and well beyond.

However, through the Evaluation and Appraisal Report process, the Town has identified a public interest in continuing to preserve and acquire parks and open space. The Town's proposed Five-Year Schedule of Capital Improvements included in the Capital Improvements Element (CIE) includes funding for the acquisition and development of park facilities in the amount of \$20 million between FY2008 and FY2009. These funds are the result of a \$25 million bond referendum approved on September 29, 2005 by a majority of the Town residents. This will provide the means for the Town to meet the recommendations of the EAR report to increase the amount of open space and parks throughout the Town.

### *Solid Waste*

Waste Management, Inc. provides removal of both trash and solid waste, under a franchise agreement, to residents and businesses within the Town. Under the auspices of an Interlocal Agreement for a Resource Recovery System, Waste Management hauls the Town's processable solid waste to the South Wheelabrator Plant for incineration, and the ash is then landfilled on site. Nonprocessable solid waste is hauled to the Broward Interim Contingency Landfill located in Fort Lauderdale. Recyclables are collected by Broward County Waste and Recycling Services, and hauled to the Materials Recovery Facility (MRF) located within Davie. The MRF was opened in 1993, and processes more than 450 tons of recyclables per day.

The Town of Davie's adopted LOS standard for solid waste is 8.9 pounds per residential unit. According to Broward County Waste and Recycling Services, the Resource Recovery System has the capacity to process 1.34 million tons of solid waste per year. This is in addition to the 1.4 million tons per year capacity of the existing landfills. Based upon the calculations in the Data, Inventory and Analysis for the Infrastructure Element, this is sufficient capacity to provide LOS for the Town of Davie through its planning period.

### *Public School Facilities*

In 2005, the Florida Legislature mandated that public school concurrency be adopted by all Florida school boards, counties and non-exempted municipalities by 2008. Broward County and its municipalities are required to adopt public school facilities elements and concurrency policies no later than February 1, 2008. Public school concurrency is required to ensure the availability of adequate public school facilities at an adopted level of service necessary to accommodate the impact of development.

As part of the new statutory requirement, the State mandates the adoption of a public school facilities element as a component of a local comprehensive plan, and the inclusion of a concurrency requirement for public school facilities for the approval of final subdivision and site plans for residential development. The Town of Davie adopted a new Public School Facilities Element, as well as amendments to the Capital Improvements Element and the Intergovernmental Coordination Element, as part of its Comprehensive Plan.

## **REDEVELOPMENT**

Redevelopment in the Town of Davie is to be focused within eastern Davie. Particularly within the areas of the Regional Activity Center (RAC), the proposed Transit Oriented Corridor (TOC), and the Town's Community Redevelopment Agency (CRA) areas. Generally, these areas encompass the downtown business district of the Town between Davie Road and the Florida's Turnpike, as well as portions of the Town between Florida's Turnpike and SR 7/441, and Griffin Road and SR 84. The Town has approved master plans for the RAC and for the State Road 7 Corridor.

### **Target Redevelopment Areas**

#### *Community Redevelopment Agency*

The CRA has been actively facilitating redevelopment since its inception, and redevelopment activity in the Town has been strong. Between 1995 and 2005 property values within the CRA rose dramatically. For several years the CRA collected about \$1.5 million in tax revenue. In addition, the CRA has developed a Downtown Master Plan in order to promote redevelopment and infill development within the downtown area. It is the Town's intent that future development and redevelopment within the downtown will

shape the area into an attractive, pedestrian-friendly, transit-supportive and commercially viable center for all residents of, and visitors to, the Town of Davie. Figure 7 defines the boundaries of the Town's CRA district.

### *State Road 7 Master Plan*

The State Road 7 Master Plan was adopted by the Town on September 7, 2005. The plan describes redevelopment strategies for the SR 7/441 Corridor between SW 54<sup>th</sup> Street and Riverland Road. The primary focus was on the revitalization of the corridor, intensification of mixed use developments along SR 7, housing, and creation of a competitive industrial/commercial/research district. The adopted plan will guide the development of capital improvements within the area throughout the planning period and beyond. The State Road 7 Master Plan will also guide the development of objectives and policies within the Comprehensive Plan. The plan identifies an additional 6,200 residential dwelling units over a twenty year planning horizon. A land use plan amendment has been transmitted to DCA for the additional density and intensity and is pending final approval.

### *Regional Activity Center*

In 1998 the Town of Davie adopted a Regional Activity Center (RAC) land use category for the east side of the Town of Davie bordered by University Drive, I-595, Florida's Turnpike and Griffin Road. The total RAC area is 2,274 acres of land. This Regional Activity Center land use designation was proposed with the vision that one day the valuable coexistence of the South Florida Education Center (SFEC) and viable redevelopable land would work in conjunction for a better Town of Davie that provides a high quality of life for those living, working, and playing in the RAC. 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.

In 2006 the Town created a Steering Committee, which developed a Master Plan for the RAC. The goal of the plan is to "enhance the future through progressive planning that promotes the Town environment within the Regional Activity Center, and serves as an economic engine establishing a legacy for future generations." On February 6, 2008 the Town approved rezoning the properties within the RAC to six newly created zoning districts. These include two research and technology districts, a Town Center district, an Education district, and two new residential neighborhood districts.

In addition to six new zoning districts and related land development regulations, the RAC Master Plan recommended the maximum intensities allowed within the land use category be increased. Specifically, the Master Plan suggested the maximum intensity for residential uses be increased to a total of 22,000 dwelling units, to be phased over the next 50 years. However, increasing the intensity will require Broward County approval, for which no application has yet been submitted. Therefore, the population projections

utilized in the Comprehensive Plan amendments do not include any proposed density increases in the RAC. However, below is an analysis of the potential impacts to the concurrency requirements of the Town by the addition of 26,471 units to the RAC. (Table 5 below provides the Town’s population projections with the proposed RAC increases.)

As mentioned above, the recommended increase in residential intensity equals 26,471 units over a fifty (50) year period. At that rate, 529 new residential units would be allocated each year, for the next 50 years. In order to evaluate any impacts, the population projections for the planning period have been modified to reflect the proposed increase.

**Table 5: Population Projections w/RAC Increases**

YEAR	RAC	TOC	POPULATION
2000			75,720
2001			77,219
2002			78,748
2003			80,307
2004			81,897
2005			84,035
2006			90,942
2007			92,203
2008			94,011
2010 *		818	103,414
2015 *	,712	4,910	122,903
2017 *	12,197	6,547	130,247
2018 *	13,939	7,366	133,877

Sources: U.S. Census, Broward County Urban Planning and Redevelopment Department, Iler Planning Group (methodology), January 2007, University of Florida’s Bureau of Economic and Business Research.

\* Potential population increases based upon the RAC Master Plan proposal have been added.

Given the above potential modified population projections, the following LOS standards have been analyzed to determine whether level of service can continue to be met given the intensity increases.

*Parks & Open Space*

The current level of service (LOS) standard for parks is 10 acres of park space per 1,000 residents. There are currently 50 parks in the Town with an approximate total of 1,784 acres. Based on the population projections shown above, even with the additional population increase proposed in the RAC, the Town will exceed its 2010 LOS standard for parks by approximately 816 acres. At the end of the planning period (2018) with the additional population, the Town will exceed is adopted LOS by 715 acres.

*Potable Water*

In order to meet its adopted LOS for potable water throughout the planning period and develop alternative water supply sources in conformance with state requirements, the Town has constructed a 6 million gallon per day reverse osmosis water treatment plant with an ultimate capacity of 12 million gallons per day, along with a 3.50 MGD water reclamation facility. In addition, the Town has implemented several water conservation measures and other capital improvements related to potable water as detailed in the Water Supply Facilities Work Plan. Taken in combination, the infrastructure improvements and conservation measures will reduce demand and bring the system's total permitted design capacity to 10 MGD, which is sufficient to meet projected demand through 2030. The Town will continue to provide satisfactory LOS throughout the planning period.

### *Transportation*

The RAC was envisioned as a central focal point of the Town, where an increased intensity of a mix of land uses would facilitate the use of mass transit, thus reducing the need for automobile travel, and provide a high quality of life standard for residents. In furtherance of this goal, several transportation facilities and improvements are either currently available within the RAC, or are programmed within the next 10 years. These improvements include the development of a regional transit center at the South Florida Education Center (SFEC), development of a transit system along College Avenue to connect the FDOT Transit hub to SFEC, improvements to three of the transit routes within the Town which traverse through the RAC, development of a local bus route on Griffin Road, and road widenings and improvements to several roads within the RAC (Davie Road, Griffin Road, I-595, Nova Drive, Orange Drive, College Avenue, and SW 39<sup>th</sup> Avenue).

It is important to note that the RAC is located within the Broward County South Central Transit Oriented Concurrency District. This District recognizes the fact that the roads therein are over capacity, and requires new development pay into a general transit improvement fund to mitigate traffic impacts upon the roadways. Of particular concern to the Town is the fact that these funds are not required to be spent within the same area they originated within. Currently, five of the nine public transit routes within that portion of the Town in the District are running in excess of 30 minute headways. Given that the RAC and the Transit Oriented Corridor are both within the District, and constitute major redevelopment efforts, there is the potential for even more traffic generation and impacts over the next several years. Therefore, policies have been included in this document to encourage coordination between the Town and the County to address the traffic impacts of the proposed redevelopment projects, and ensure monies generated from the proposed redevelopment are utilized to address the impacts of that redevelopment.

A major roadway improvement proposed for the redevelopment area is the extension of the Oaks Road right-of-way from State Road 7 to Davie Road. The project was

originally envisioned as part of the Transit Oriented Corridor Master Plan, and is intended to relieve traffic on Interstate 595, State Road 84, and Griffin Roads. In addition, the improvement would enhance connectivity between the State Road 7 Corridor and the Regional Activity Center and the campuses of the South Florida Educational Center, thus facilitating redevelopment and the creation of a more pedestrian friendly roadway network. Currently, a feasibility study on the Oakes Road bridge is underway as of the writing of the Comprehensive Plan amendments.

### *Sanitary Sewer*

Included in the Schedule of Capital Improvements is \$10,000,000 in funding for the expansion of the existing wastewater treatment plant by 2 MGD by 2009 and the construction of a new 6 MGD wastewater treatment plant by 2013. Adding to the existing 5 MDG capacity, the total future capacity will be 13 MGD by the end of 2013, which will provide for treatment capacity to serve existing and future development through 2020, even with the proposed RAC and TOC increases.

### *Solid Waste*

At the adopted LOS standard of 8.9 pounds per residential unit per day, the above referenced increase in residential units result in an increase in solid waste demand of 23,505 pounds per day in 2018, and an increase in the annual solid waste disposal demand of .0043 million tons per year. According to Broward County Waste and Recycling Services, the combined capacity of the Wheelabrator plants and ash incineration landfills of the Resource Recovery System and the existing County landfills is 2.74 million tons per year. According to the County, the system has enough capacity to meet the solid waste LOS through the life of the Interlocal Agreement, and through the planning period should the Town choose to extend or renew the agreement.

### *Policy Recommendations*

The intent and purpose of the RAC Master Plan is to facilitate an urban mixed use development form, which encourages multi-modal transportation and provides incentives for quality development. It is anticipated the RAC will result in the development and redevelopment of the area as a focal point and regional draw within the Town and the region. In furtherance thereof, several policies have been added to the Comp Plan to encourage the development of the RAC as local and regional focal point.

## **AFFORDABLE HOUSING**

Analysis contained in the Housing Element shows that there are a significant number of households in the extremely low-, low- and moderate-income ranges that currently pay more than 30% of their incomes for housing costs, leaving them cost-burdened. Of particular importance is that a significant portion of the Town's residential units are in the form of mobile home units. In fact, approximately 23% of the Town's residential units are mobile homes. Due to increased property values and redevelopment pressures, there

has been elevated concern for the potential loss of the Town's mobile home developments, as they provide a significant amount of affordable housing for the residents of the community. In order to address the issue, the Town issued a moratorium on mobile home park redevelopment in 2006, and formed a Mobile Home Task Force to look into the issue. The Task Force reported their findings to Town Council in December 2007, which are discussed in greater detail in the Housing Element. The Task Force's recommendations have resulted in the adoption of affordable housing ordinance requiring all developments of 10 units or more to either provide 20% of the units as affordable, or pay a fee in lieu of the requirement. The Town Council has also approved an ordinance requiring mobile home park owners to provide relocation assistance (non-monetary) to mobile home residents, when a land use, zoning change, or other redevelopment plans are proposed.

In order to address the issue of affordability, the Town currently participates in several housing programs and initiatives. The Town partners with Broward County in the administration of its "Purchase Assistance Program" to assist first time homebuyers, and the County permits density bonuses for the provision of affordable housing, pursuant to Policies 1.07.04 and 1.07.05 of the Broward County Land Use Plan. Also, the Town has established an "Affordable Housing Incentive Plan" which is designed to attract quality developers (both not-for-profit and for-profit) to construct new rental housing. The Town coordinates with the State on its Community Workforce Housing Initiative Program (CWHIP), which promotes the creation of public-private partnerships to finance, build and manage workforce housing. Lastly, the Town encourages the provision of 20% of new residential units as "affordable", and requires 20% be affordable within the RAC and 15% be affordable in the STATE ROAD 7 MASTER PLAN AREA.

## **ENVIRONMENTAL LAND USE ISSUES**

### *Wetlands*

Figure 8 shows the location of different types of wetlands within the Town. Projects within jurisdictional wetland areas are required to obtain all required Federal, State and County permits, and provide mitigation as necessary. As can be seen on the map, there are relatively few designated wetlands within the Town. The few that do exist are predominantly scattered throughout the southwest portion of the Town. Therefore, wetlands are not likely to pose any significant constraints to development and redevelopment within the Town of Davie.

### *Floodzones*

Figure 9 shows the limits of all floodzones within the Town limits. Projects within designated floodzones are required to meet minimum finished floor elevation requirements, and other mitigating requirements of all applicable State and Federal agencies.

### *Soil Types*

Predominant soil types have a profound impact upon the land's drainage features, and its suitability for development. Within South Florida soil types are typically of a fine and sandy makeup. However, in the interior portions of the state, and around localized waterbodies, soils can be of a muck-like consistency, and deter percolation of surface water. Figure 10 defines the Town's soil types and locations.

## **Historical Resources**

According to the Broward County Historical Commission, there are currently three historical sites/resources within the Town of Davie. These include the Old Davie School and the associated Viele House, the Walsh/Osterhoudt House and the reconstructed Pioneer House. In addition, there is the historical site of Tree Tops Park, including Pine Island Ridge, and the Wray Family Estate.

### *Old Davie School*

The Old Davie School was constructed in 1918, and is currently preserved as a historical museum by the Old Davie School Foundation. The structure is included on the National Register of Historic Sites. The school is located on a five acre parcel, which also includes the historic Viele House (1912) and the historic Walsh/Osterhoudt House (1920s). In addition, the Pioneer House is a traditional Seminole Tribe chickee hut which has been reconstructed on the property. All the structures and the property is under preservation.

### *Tree Tops Park*

This state owned park includes "Pine Island Ridge", the highest point in Broward County and the location where Seminole leader Sam Jones "Abiaka" led his tribe to refuge during the Second and Third Seminole Wars.

### *Wray Family Estate*

Located within the Flamingo Gardens Botanical Garden and Wildlife Sanctuary, this traditional South Florida Estate home was constructed in 1933. The original owners, Floyd L. and Jane Wray founded the gardens and sanctuary with the dedication of their 60 acre property.

### **Proposed Land Use Changes**

The Town is proposing two changes to the Future Land Use Map (FLUM). The first change will modify the land use of the Pine Island Ridge Conservation Area from Irregular 6.38 to Conservation – Natural Reservation, consistent with the County's previous land use designation. The number corresponds to those on the Future Land Use Map with Locations of Proposed Changes. The second change involves the modification

of several recreation and open space parcels throughout the Town from a land use designation of Residential 1 DU/AC to Recreation and Open Space

1. **AMENDMENT:** Pine Island Ridge Conservation Area

- **Location:** SW corner of Pine Island Ridge annexation area, folio #504117000017
- **Size:** .96 acres
- **Proposed Change:** From Irregular (6.38) to Conservation – Natural Reservation
- **Justification:** This site was originally amended from Irregular (6.38) to Conservation – Natural Reservation by the County in 2004. However, due to an error which occurred when the Pine Island Ridge was annexed into the Town, the property was brought into Davie as Irregular (6.38). Therefore, the proposed amendment would designate the site consistent with its previous County land use designation and correct a previous mistake.

**Effect of Proposed Change:** Reduction of 6.12 potential dwelling units.

2. **AMENDMENT:** Parks and Open Space Areas

- **Location:** Various parcels throughout the Town
- **Size:** varies
- **Proposed Change:** From Various land uses to Recreation and Open Space or Conservation
- **Justification:** These parcels have been added to the Town through various acquisitions and purchases over the years. However, the land use of each parcel has not been modified since the change in use. Therefore, to provide consistency between the uses of land and the Future Land Use map, as well as to protect the parcels from further development, the parcels have been included as proposed land use changes within these amendments.

## 2. TRANSPORTATION ELEMENT

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## **2. TRANSPORTATION ELEMENT DATA, INVENTORY, AND ANALYSIS**

### **PURPOSE**

Local governments whose jurisdiction is wholly or partially included within the urbanized area of a Metropolitan Planning Organization (MPO) are required to prepare and adopt a Transportation Element (TE) consistent with the provisions of Chapter 163, Part II, Florida Statutes (F.S.). The objective of the TE Data, Inventory, and Analysis (DIA) Report is to describe and analyze transportation resources within the Town, project future conditions, and prepare a foundation for the formulation of goals, objectives, policies, as well as implementation programs.

Data has been collected, analyzed and presented in text and graphic formats including a series of maps. In this analysis, as with the analyses in other elements of this Plan update, the Town's comprehensive planning horizon year is 2018. The TE DIA Report presents:

- An analysis of the existing transportation systems, including the ability of transportation facilities and services to meet the needs of existing land uses, and the adequacy of the existing and projected transportation system to provide adequate emergency evacuation routes;
- Growth trends and travel patterns, including relationships between land use and transportation systems;
- Projected transportation system levels of service (LOS) standards;
- An analysis of local and state transportation programs;
- Establishment and maintenance of adopted LOS standards; and
- Land use policy implications of transportation management programs necessary to promote public transportation.

### **DEFINITIONS OF TERMS AND CONCEPTS**

Classification of Major Thoroughfares. Major thoroughfares are categorized into functional classification groups according to their character of service. The four functional classification groups for urban areas are principal arterials, minor arterials, collectors, and local streets. The extent and degree of access control is a significant factor in defining the functional classification of a roadway. Regulated limitation of access is necessary on arterials to enhance their primary function of mobility, while the primary function of local streets is to provide access. Functional classifications for major thoroughfares are defined in *A Policy on Geometric Design of Highways and Streets* (American Association of State Highway and Transportation Officials, 2001).

Principal Arterials. The principal arterial system serves the major centers of activity and the highest volume traffic corridors of urbanized areas. Principal arterials typically serve

longer distance trips. Although principal arterials constitute a small percentage of the total roadway network, they carry a high proportion of total urban traffic. The principal arterial system also carries most of the trips entering and leaving the urban area. Service on principal arterials is normally continuous, with relatively high traffic volumes, long average trip lengths, and high operating speeds. Service to abutting land is typically subordinate to the provision of travel service and major traffic movements. Typical principal arterials include interstates, freeways, and other limited access facilities.

Minor Arterials. The minor arterial system interconnects and supports the principal arterial system. It accommodates trips of moderate lengths, at a lower level of mobility than provided on principal arterials. Minor arterials provide continuity among communities, and may also carry local bus routes. Ideally, minor arterials do not penetrate identifiable neighborhoods. The spacing of minor arterials is typically not much greater than one mile in most urbanized areas.

Collectors. The collector street system provides vehicular access to and mobility within residential neighborhoods, commercial, and industrial areas. It differs from the arterial system in that it penetrates neighborhoods and distributes trips from arterials to their ultimate destinations. Conversely, collectors also transition vehicular traffic from local streets onto the arterial system. The collector street system may carry local bus routes. Service on collectors has relatively moderate traffic volumes, average trip lengths, and average operating speeds.

Local Streets. The local street system comprises all roadways not in one of the higher systems. It provides direct access to abutting land uses and connections to the higher order systems. It offers the lowest level of vehicular mobility, and usually contains no bus routes. Service to through traffic is often discouraged on local streets. Service on local streets has relatively low average traffic volumes, short average trip length, or minimal through traffic movements, and high land access for abutting property.

Level of Service (LOS). LOS standards can be determined for various public facilities. Within the urbanized area, level of service measurements are maintained for the automobile. LOS standards are discussed below.

Automobile Level of Service. *The Traffic Engineering Handbook* (Institute of Transportation Engineers, 1999) defines level of service for roadways (based upon the motorist's perspective) as:

*“A qualitative measure that characterizes operational conditions within a traffic stream and perception of these conditions by motorists and passengers. The descriptions of individual levels of service characterize these conditions in terms of factors such as speed and travel time, freedom to maneuver, traffic interruptions and comfort and convenience.”*

This definition can be further simplified as the ratio of traffic volume to roadway capacity. The six different levels of service are described below:

LOS A - Represents an ideal condition of primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream, and delays at intersections are minimal.

LOS B - Represents reasonably stable, unimpeded traffic flow at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome.

LOS C - Traffic flow is stable but drivers are becoming restricted in their choice of speeds and ability to maneuver. This service level is often selected as being an appropriate criterion for roadway design purposes.

LOS D - Most motorists would consider this LOS unsatisfactory, as traffic flow is unstable. Driving speeds are tolerable for short periods but are subject to sudden variance. Time delays occur due to high volumes of traffic. The ability to maneuver and choose speed is severely restricted.

LOS E - Traffic flow is unstable as speeds and flow rates vary. Traffic flow has either stopped or is maintained at a low speed. There is little independence in selection of speeds or ability to maneuver. Driving comfort is low and accident potential is high due to limited space between vehicles and rapidly changing speeds. The roadway may act as a storage area resulting from downstream congestion. Generally, a facility at LOS E is operating at or above capacity.

LOS F - Traffic flow has generally come to a stopped condition, but will have slight inconsistent movement. No independence in selection of speeds or ability to maneuver exists at this level of service. Driving comfort is low and accident potential is high due to limited space between vehicles and rapidly changing speeds. The roadway is congested. Generally, a facility at LOS F is operating above capacity.

## **EXISTING TRANSPORTATION DATA REQUIREMENTS**

### Existing Transportation Map Series

The following series of maps found in Appendix B represents the existing conditions for the transportation network on a multimodal basis. This includes the roadway system, public transit system and bicycle and pedestrian facilities within the Town of Davie.

Figure 1: Existing Functional Classification of Major Roads

Figure 2: Existing Maintenance Responsibility of Roadways

Figure 3: Existing Number of Through Lanes for Each Major Roadway

Figure 4: Existing Public Transit Routes, Generators and Attractors

Figure 5: Transportation Facilities Critical to Evacuation of the Coastal Population

Figure 6: Existing Intermodal Facilities and Significant Bicycle/Pedestrian Ways

Figure 7: Existing Significant Parking Facilities

Figure 8: Existing Roadway Level of Service for Major Roadways

Airport and Port Facilities - The Town of Davie does not have any airport or seaport facilities within its municipal boundaries; therefore no associated data, analysis or maps regarding these facilities are presented in the Town's Comprehensive Plan (Comp Plan).

### *Analysis of Existing Transportation Systems*

Davie's Transportation Element (TE) has been coordinated with the resources provided by the Broward County MPO and Broward County. These resources have been used for information that addresses countywide growth trends, travel patterns, and countywide land use and transportation alternatives. In addition, each of the local roadways is described in detail within the Town's Local Road Master Plan, prepared by Kittelson and Associates.

#### Port Facilities

There are no port facilities within the Town of Davie. The nearest major seaport is Port Everglades, which is located approximately six (6) miles east of the closest point of the Town, southeast of the central business district of the city of Fort Lauderdale. Port Everglades is a deep water port, serving commercial freight customers, cruise lines and recreation boating needs.

#### Airport Facilities

There are no airports within the Town. However, there are four (4) airports within a few miles of the Town.

1. Fort Lauderdale/Hollywood International Airport

Fort Lauderdale/Hollywood International Airport is a regional facility that serves international and domestic air carriers, and is located approximately 3 miles east of the Town. Broward County owns and operates the airport. The airport complex is approximately 1,718 acres in size and is located south of I-595 and east of I-95, some two (2) miles west of the coastline at its closest point. The runway alignments are generally east-west. Air traffic typically lands from the west, and takes off eastward over the Atlantic Ocean before beginning turning movements. The primary approach from the west is directly over most portions of the Town, just south of I-595. This causes problems with noise primarily in the eastern portion of the Town. There are FAA clear zone restrictions which affect uses and heights of structures. These are restrictions of development within the flight path corridor.

2. Fort Lauderdale Executive Airport

Fort Lauderdale Executive Airport is a general aviation facility located approximately seven and one half (7.5) miles northeast of the Town. Air traffic is generally restricted to non-commercial activities. The airport has east-west and diagonal (northwest-southeast and northeast-southwest) runway alignments. Air traffic typically takes off and lands on the east-west alignments. The use of the

other runway alignments (other than east-west) on occasion causes some flyover conflicts such as noise or safety concerns to nearby communities, but because of the distance between the Town and the airport little, if any, problems occur. Therefore, no clear zone of obstruction issues generally affect the Town.

3. Pompano Beach Airport

Pompano Beach Airport is a general aviation facility located approximately eleven (11) miles northeast of the Town within the City of Pompano Beach. Air traffic is generally restricted to noncommercial activities. The runway alignments are generally east-west. Air traffic typically makes turning movements within a few miles of the airport, therefore no clear zone or obstruction issues affect the Town.

4. North Perry Airport

North Perry Airport is a general aviation facility located approximately two (2) miles south of the Town. Air traffic is generally restricted to noncommercial activities. The airport has both north-south and east-west runway alignments. Air traffic typically takes off and lands on the east-west runway due to prevailing winds. Therefore, no clear zone or obstruction issues affect the Town.

### General Aviation Travel

While the Town does not have physical facilities that directly affect the Town's development, the Federal Aviation Administration has designated certain flight routes over the Town. For example, the main approach flight path for Fort Lauderdale/Hollywood International Airport is directly over the Town, south of I-595. Also, an established helicopter north-south route parallels University Drive.

### Freight and Passenger Rail Lines and Terminals

The Town has no rail line corridors within its boundaries. The closest railway corridors are located generally east of and paralleling Dixie Highway in the far eastern portion of the County, and the second is located just west of I-95. Both corridors run in a north-south direction.

The eastern corridor is known as the Florida East Coast (FEC) Railroad line. The corridor is utilized almost exclusively for freight service. There are grade crossings or overpasses at major roadways.

The western corridor is known as the Seaboard Coastline (CSX) Railroad line. The corridor is utilized almost exclusively for passenger services. Both Amtrak and the Tri-Rail commuter train utilize the corridor. There are transit stations at several locations on the corridor. Broward County owns and operates Park and Ride lots at several locations along the railway corridor. The closest Tri-Rail Station and parking lot is located south of Griffin Road just west of I-95.

### Intermodal Terminals and Access to Intermodal Facilities

As mentioned above, there are no intermodal facilities within the Town. The Broward County West Regional Terminal is located in the City of Plantation, north of Broward Boulevard on the east side of Pine Island Road. Also, a Park-n-Ride lot is located on Sheridan Street at north 68<sup>th</sup> Avenue.

#### *Average Peak Hour/Peak Direction Vehicle Trips*

Table 1 presents peak hour/peak direction trip volumes and level of service grades for major thoroughfares within the Town of Davie. Level of service for major thoroughfares within the Town was measured using volume to capacity (v/c) ratios for major roadways defined in the Broward County MPO Transportation Plan to the Year 2030. Annual Average Daily Traffic Counts for 2005 were used to determine the existing roadway traffic volumes.

#### *Levels of Service & Needs Based on Existing Design & Operating Capacity*

The Town of Davie is located partially within Broward County's standard Southwest Concurrency District, and partially within the South Central Transit Oriented Concurrency District, as identified in the County's Land Development Code. All major roadways within the Southwest Standard district must operate at LOS D (90% of capacity). The South Central Transit Oriented Concurrency District recognizes the fact that the roads therein are over capacity, and requires new development pay into a general transit improvement fund to mitigate traffic impacts upon the roadways. The concern is, however, that these funds are not required to be spent within the same area they originated within. Currently, five of the nine public transit routes within that portion of the Town in the District are running in excess of 30 minute headways. Given that the RAC and the Transit Oriented Corridor are both within the District and constitute major redevelopment efforts, there is the potential for even more traffic generation and impacts over the next several years. Therefore, policies have been included in this document to encourage coordination between the Town and the County to address the traffic impacts of the proposed redevelopment projects.

As shown in Table 1, nine of the eighteen identified major roadways within the Town of Davie are currently failing. In order to address this, the Broward County MPO, the FDOT, and the Town of Davie have planned for several roadway improvements throughout the Town. In all there are more than 50 roadway improvement projects planned over the 10 year planning period. The improvements are described in greater detail under the heading "Transportation Projects Planned by Other Jurisdictions", and "Town of Davie Roadway Improvement Projects, 2008-2012" in the document below. In addition, these improvements will address existing roadway deficiencies, increase capacity, and provide for alternative means of transportation for visitors and residents of the Town of Davie and its roadway network. Please note that in Table 1, the notations have the following meanings.

e = estimated traffic volumes; r = maximum LOS "D" service volumes reduced by 5%

\* Located within the South Central Transit Oriented Concurrency District, wherein the County recognizes the roads are already failing.

**Table 1. 2005 Traffic Volumes**

Roadway Segment	Adopted / Proposed LOS	Peak Hour/Peak Direction Capacity	Existing Volume (Peak Hour/Peak Direction)	V/C Ratio	Current LOS	Classification
Flamingo Road						
North of Griffin Road	D	5080	3560	0.70	B	Arterial
North of SW 26 Street	D	5080	3060	0.60	B	Arterial
North of SW 14 Street	D	5080	3860	0.66	B	Arterial
Hiatus Road						
North of Orange Drive	D	950	482	0.51	D	Collector
North of SW 26 Street	D	1390	836 e	0.60	C	Collector
North of SW 14 Street	D	1390	1190	0.86	D	Collector
Nob Hill Road						
North of Griffin Road	D	3221 r	2400	0.74	B	Arterial
Pine Island Road						
North of Griffin Road	D	3221 r	2754	0.85	C	Arterial
North of Nova Drive	D	3221 r	3410	1.06	F *	Arterial
SW 39 Street						
East of University Drive	D	950	949	1.00	D	Collector
SW 14 <sup>th</sup> Street						
East of I-75	D	950	1494	1.57	F	Collector
Interstate 75						
North of Griffin Road	D	13420	11380	0.85	D	Limited Access
Davie Road						

Roadway Segment	Adopted / Proposed LOS	Peak Hour/Peak Direction Capacity	Existing Volume (Peak Hour/Peak Direction)	V/C Ratio	Current LOS	Classification	
University Drive	East of University Drive	D	1482 r	1868	1.26	F *	Arterial
	North of Stirling Road	D	3221 r	2346	0.73	B	Arterial
	North of Griffin Road	D	3110	2715	0.87	D	Arterial
	North of Nova Drive	D	3110	4360	1.40	F *	Arterial
	North of Stirling Road	D	5080	4160	0.82	B	Arterial
	North of Griffin Road	D	4680	5060	1.08	F *	Arterial
	North of Nova Drive	D	4680	6710	1.43	F *	Arterial
Griffin Road	East of I-75	D	4826 r	2510	0.52	B	Arterial
	East of SW 148 Avenue	D	1482 r	2020 e	1.36	F	Arterial
	East of SW 136 Avenue	D	1482 r	1529	1.03	F	Arterial
	East of Flamingo Road	D	5080	1840	0.36	B	Arterial
	East of 118 Avenue	D	5080	1840 e	0.36	B	Arterial
	East of Hiatus Road	D	5080	1840 e	0.36	B	Arterial
	East of SW 100 Avenue	D	5080	2300	0.45	B	Arterial
	East of SW 90 Avenue	D	5080	2300 e	0.45	B	Arterial
	East of Pine Island Road	D	5080	3110	0.61	B	Arterial
	East of University Drive	D	4680	2560 e	0.55	C	Arterial

Roadway Segment	Adopted / Proposed LOS	Peak Hour/Peak Direction Capacity	Existing Volume (Peak Hour/Peak Direction)	V/C Ratio	Current LOS	Classification
East of 76 Avenue	D	4680	2560	0.55	C	Arterial
East of Davie Road	D	4680	2760	0.59	C	Arterial
East of FL Turnpike	D	4680	2510	0.54	C	Arterial
SR 84						
East of Sawgrass Expressway	D	4068	3600	0.88	C	Arterial
East of SW 136 Avenue	D	4068	4255	1.05	F	Arterial
East of Flamingo Road	D	4068	3250	0.80	B	Arterial
East of Hiatus Road	D	4068	2315	0.57	B	Arterial
East of 100 Avenue	D	4068	4150	1.02	F *	Arterial
East of Pine Island Road	D	4068	4400	1.08	F *	Arterial
East of University Drive	D	4068	4710	1.16	F *	Arterial
East of Davie Road	D	N/A	N/A	N/A	N/A	Arterial
I-595						
East of Sawgrass Expressway	D	9840	8245 e	0.84	F	Limited Access
East of SW 136 Avenue	D	9840	11710	1.19	F	Limited Access
East of Flamingo Road	D	9840	13030	1.32	F	Limited Access
East of Hiatus Road	D	9840	12290	1.25	F	Limited Access
East of 100 Avenue	D	9840	13970	1.42	F *	Limited Access
East of Pine Island Road	D	9840	13890	1.41	F *	Limited Access
East of University Drive	D	13420	14940	1.11	E	Limited Access
East of Davie Road	D	13420	13730	1.02	E	Limited Access
East of FL Turnpike	D	9840	14960 e	1.52	F	Limited Access

Roadway Segment	Adopted / Proposed LOS	Peak Hour/Peak Direction Capacity	Existing Volume (Peak Hour/Peak Direction)	V/C Ratio	Current LOS	Classification
SW 136 Avenue						
North of SW 14 <sup>th</sup> Street	D	950	945	0.99	D	Arterial
Nova Drive						
	D	950	1023	1.08	E	Collector
Florida's Turnpike						
North of Griffin Road	D	10050	11630	1.16	F *	Limited Access
State Road 7						
North of Griffin Road	D	4680	4050	0.87	D	Arterial
North of Orange Drive	D	4680	3930	0.84	D	Arterial
Stirling Road						
East of University Drive	D	5080	2910	0.57	B	Arterial
East of Davie Road	D	5080	4110	0.81	B	Arterial
SW 30 Street						
East of Pine Island Road	D	950	905	0.95	D	Collector

Source: Broward County Roadway Capacity and Level of Service Analysis, 2006

e = estimated traffic volumes; r = maximum LOS "D" service volumes reduced by 5%

\* Located within the South Central Transit Oriented Concurrency District, wherein the County recognizes the roads are already failing.

*Existing Modal Split and Vehicle Occupancy Rates.*

According to journey-to-work data collected in the 2000 census, single occupant automobile trips account for approximately 83.2% of all trips to and from work reported by residents in Davie. Carpools account for approximately 10.5%, public transit for approximately 0.88%, walking for approximately 1.2%, and other means for approximately 0.75%. Approximately 2.6% of Town residents reported working at home. The Southeast Florida Regional Travel Characteristics Study, completed in 2000, reported that the average vehicle occupancy for Broward County was 1.31 persons per vehicle.

*Existing Public Transit Facilities and Routes.*

Currently, Broward County Transit (BCT) provides five bus routes in Davie, as shown on Figure 4. Specifically, the bus routes are: Route 2 (University Drive), Route 9 (Davie Road/BCC), Route 12 (University/Nova/Davie), Route 18 (US 441), and Route 23 (Interstate 75). As shown on Figure 4, the routes are distributed among major roads in the Town, with particular emphasis on service to the downtown area and the South Florida Education Center (SFEC). More detail about each of the existing routes is provided below:

- Route 2 traverses through the Town of Davie along University Drive from Interstate 95 to Griffin Road. The route originates from Coral Springs and goes south through Margate and Plantation, through Davie, Pembroke Pines, and Miramar into Miami-Dade County, where it terminates at the Golden Glades Park and ride lot. Miami-Dade transit routes E, V, 22, 95 and the Niteowl connect at the park and ride lot.
- Route 9 provides service through central Broward County. The route traverses through the Town of Davie on Davie Road, looping through the Broward County Community College campus. The route commences in Miami-Dade County at the Aventura mall and goes through Hollywood and Pembroke Pines before entering Davie at Griffin Road. The route continues north of Davie into Plantation, and terminates at the Broward Central terminal in downtown Fort Lauderdale. The Central Terminal provides service to fifteen other routes that provide service to most of Broward County.
- Route 12 provides service along University Drive, Nova Drive, Davie Road and the Davie Road extension. The route originates at the West Regional Terminal in Plantation, which connects to five other bus routes, and proceeds through Davie before going east on Sheridan Street to North Beach Park in Dania Beach.
- Route 18 provides tri-county service utilizing the US 441 corridor. It passes through the eastern side of Davie. The route originates in the Golden Glades park and ride lot, and proceeds through Broward County and north into Palm Beach County, where it terminates at Sandalwood Cove Boulevard and US 441.

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

The Town of Davie also provides two public bus routes which service the Town, as described below. The bus service is provided free of charge to residents of the Town.

**Table 2: Transit Route Characteristics and Headways**

Provider	Route	Location	Headway (Minutes)	Average Daily Boardings	Average Daily Alightings
Broward County Transit	2	N-S- University Dr.	20 minutes	624	468
Broward County Transit	9	N-S – Davie Rd., N. 68 <sup>th</sup> Ave.	40 minutes	420	369
Broward County Transit	12	E-W – Nova Dr., N-S Davie Rd.	40 minutes	434	446
Broward County Transit	18	N-S SR 7/US 441	30 minutes/15 minutes	197	433
Broward County Transit	23	E-W 172 Ave., Sheridan St.	45 minutes	No stops in Davie, although the route traverses through Davie and has stops just outside the Town limits.	
SubTotal of Broward County Ridership				1675	1716
Provider	Route	Location	Headway (Minutes)	Average Daily Ridership	
Town of Davie	East	East Davie (SFEC)	45	181	
Town of Davie	West	West Davie, Plantation (#75)	45	221	
SFRTA	SFEC	From Tri-Rail Station to SFEC	30	186	
NOVA Southeastern	Campus Shuttle	NSU Campus	5-7	384	

Source: Davie Evaluation and Appraisal Report, 2005; Broward County Transit, 2004; South Florida Regional Transportation Authority, 2004

In addition to the above referenced public transit routes, the Town has been awarded a grant from the Florida Department of Transportation for the development of 17 bus shelters and associated amenities. The grant is in the amount of \$365,000, and will provide funds for the construction of the shelters and associated trash cans, benches, bike racks, and landscaping.

### *Transportation Disadvantaged*

The transportation disadvantaged includes individuals who, because of physical or mental disability, income status, or age, are unable to transport themselves or purchase transportation. As a result, these individuals are dependent upon others to obtain access to health care, employment, education, shopping, social, or other life-sustaining activities.

Broward County has established a Transportation Disadvantaged Program administered by the Broward County Coordinating Board for Transportation Disadvantaged Services (BCCB). The BCCB identifies transportation needs in the service area and provides information, advice, and direction to the Community Transportation Coordinator. In addition, the Broward County Metropolitan Planning Organization and the Board of County Commissioners, with the guidance and approval of the BCCB, have developed a coordinated “Transportation Disadvantaged Service Plan (TDSP)”. The TDSP is an annually updated tactical plan containing four components: a three-year Development Plan identifying long term goals and objectives; a one-year Service Plan identifying operational and administrative structure; quality assurance; and cost/revenue allocation and rate structure justification.

According to the 2000 Census’s American Factfinder, 1,290, or approximately 4.5% of the households in Davie were without a vehicle in 2000. Whereas, there were 61,191 households (or 9.4%) in Broward County without a vehicle in 2000. Being without a vehicle does not necessarily translate into being transportation disadvantaged, as people may choose to be without a vehicle and rely instead on public transportation or other means of transportation.

### *Existing Characteristics of Major Trip Generators and Attractors*

The primary trip generators and attractors within Davie are: the Truck Stop; several multi-family housing complexes; Downtown Davie; the retail shops along SR 84; the Tower Shops shopping center; the University Drive commercial strip; the Auto Auction; the ANDRX; the Davie Commerce Center and the South Florida Education Center. These areas are reasonably well-served by public transit. The SFEC, and Downtown Davie are in a pedestrian-friendly area where a number of trips during the day may be made by foot. In addition, the SFEC Transportation Management Association operates a Tri-Rail Express Bus service which provides service between the Fort Lauderdale Airport Tri-Rail station at Griffin Road and Interstate 95 and the SFEC campuses.

### *Existing Bicycle/Pedestrian Facilities*

The Town of Davie has established an extensive network of recreational pedestrian, bike and equestrian trails throughout the Town. The trails are predominantly located within the framework of the Town’s roadway network, as illustrated by Figure 6.

### *Availability of Transportation Facilities & Service to Serve Existing Land Uses*

The Town of Davie contains approximately 22,910 acres of land. Excluding vacant land, more than half (approximately 70%) of the Town's developed land is in residential use. Other significant land uses include the Regional Activity Center (RAC) (10%), commercial (7%), industrial (3%), recreation and open space (2%), and government/institutional uses (1%), with the remainder in various other uses of small extent. Thus, less than 25% of Town traffic is generated by local nonresidential uses. Furthermore, the nonresidential uses of the Town are primarily concentrated on the eastern side of the Town, and along the major roadways along the northern and southern boundaries of the Town. Although there is an abundance of existing transportation facilities within the eastern portion of the Town, the level of service analysis has indicated significant roadway capacity failures throughout the Town. Consequently, the Town, Broward County and the Florida Department of Transportation have included several roadway improvement projects within the Town boundaries.

### *Adequacy of Existing and Projected Evacuation Transportation System*

The Town of Davie is not located in a coastal evacuation area. However, portions of the transportation system in Davie are important for evacuation scenarios. As shown on Figure 5, the Town considers the following routes critical to coastal evacuation: Florida Turnpike; Interstate 75; SR 7/US 441; Griffin Road; SR 84; and Interstate 595. In order to address this, the Broward County MPO, the FDOT, and the Town of Davie have planned for several roadway improvements to the facilities which serve as emergency evacuation routes. Specifically, improvements are planned for I-595, I-75, and Florida's Turnpike. These improvements will address existing roadway deficiencies and increase capacity on the critical evacuation routes within the Town.

## **FUTURE TRANSPORTATION DATA REQUIREMENTS**

### Future Transportation Map Series

The following series of maps found in Appendix B, which is included in the Transportation Element Goals, Objectives and Policies (GOPs), represent the future conditions (2018) for the transportation network on a multi-modal basis. This includes the roadway system, public transit system, and bicycle and pedestrian facilities within the Town of Davie.

Figure 1: Future (2018) Functional Classification of Major Roads

Figure 2: Future (2018) Maintenance Responsibility of Roadways

Figure 3: Future (2018) Number of Through Lanes for Each Major Roadway

Figure 4: Future (2018) Public Transit Routes, Generators and Attractors

Figure 5: Future (2018) Transportation Facilities Critical to the Evacuation of the Coastal Population

Figure 6: Future (2018) Intermodal Facilities and Significant Bicycle and Pedestrian Ways

Figure 7: Future (2018) Significant Parking Facilities

Figure 8: Projected Future (2018) Vehicular Level of Service

## Figure 9: Thoroughfare Right-of-Way Map

### Analysis of Future Transportation System

#### *Transportation System Levels of Service and Growth Trends*

Several departures from existing conditions are projected over the planning horizon to the year 2018. Roadway capacity and other improvements contained in the Broward County MPO Long Range Transportation Plan (LRTP) are assumed to occur as scheduled.

#### *Existing and Projected Inter-Modal Deficiencies and Needs*

There are currently no dedicated intermodal facilities within the Town of Davie.

#### *Impact of Projected Land Use on Transportation System Levels of Service*

The projected use scenario assumes buildout of the proposed Future Land Use Map (FLUM). While the Town intends to pursue greater development densities and intensities in the eastern area, future land use amendments will be necessary to facilitate this. Impacts to transportation from these future land use amendments will be evaluated at the time of the amendments, when the size and proposed density/intensity is more certain.

#### *Projected Traffic Conditions*

The peak hour/peak direction traffic volumes and levels of service anticipated in 2015 are summarized in Table 5. As shown, portions of 11 of the Town's 18 major roadways are projected to exceed the level of service in 2015. In order to address the roadway deficiencies throughout the Town, the FDOT, Broward County, and the Town of Davie have scheduled several roadway improvements throughout the Town over the next 10 years. A brief description of the improvements is provided below.

**Table 3: Future 2015 Traffic Volumes**

Roadway Segment	Adopted / Proposed LOS	Capacity	2015 Volume	V/C Ratio	2015 LOS	Classification
<b>Flamingo Road</b>						
North of Griffin Road	D	53,500	40,751	0.76	B	Arterial
North of SW 26 Street	D	53,500	34,394	0.64	B	Arterial
North of SW 14 Street	D	53,500	37,136	0.69	B	Arterial
<b>Hiatus Road</b>						
North of Orange Drive	D	10,000	5,976	0.60	B	Collector
North of SW 26 Street	D	14,600	11,005	0.75	B	Collector
North of SW 14 Street	D	14,600	18,852	1.29	F	Collector
<b>Nob Hill Road</b>						
North of Griffin Road	D	33,915	29,978	0.88	C	Arterial
<b>Pine Island Road</b>						
North of Griffin Road	D	33,915	33,114	0.98	D	Arterial
North of Nova Drive	D	50,825	37,741	0.74	B	Arterial
<b>SW 39 Street</b>						
East of University Drive	D	10,000	11,084	1.11	F *	Collector
<b>SW 14<sup>th</sup> Street</b>						
East of I-75	D	10,000	13,923	1.39	F	Collector
<b>Interstate 75</b>						
North of Griffin Road	D	182,600	151,390	0.83	D	Limited Access

Roadway Segment	Adopted / Proposed LOS	Capacity	2015 Volume	V/C Ratio	2015 LOS	Classification
Davie Road						
East of University Drive	D	16,359	23,157	1.42	F *	Arterial
North of Stirling Road	D	33,915	28,044	0.83	D	Arterial
North of Griffin Road	D	32,700	38,973	1.19	F *	Arterial
North of Nova Drive	D	49,200	49,549	1.00	D	Arterial
University Drive						
North of Stirling Road	D	53,500	50,378	0.94	D	Arterial
North of Griffin Road	D	49,200	55,684	1.13	F *	Arterial
North of Nova Drive	D	49,200	65,268	1.33	F *	Arterial
Griffin Road						
East of I-75	D	50,825	31,815	0.63	B	Arterial
East of SW 148 Avenue	D	20,000	27,942	1.40	F	Arterial
East of SW 136 Avenue	D	20,000	26,205	1.31	F	Arterial
East of Flamingo Road	D	53,500	27,480	0.51	B	Arterial
East of 118 Avenue	D	53,500	29,172	0.55	B	Arterial
East of Hiatus Road	D	53,500	29,172	0.55	B	Arterial
East of SW 100 Avenue	D	53,500	31,319	0.59	B	Arterial
East of SW 90 Avenue	D	53,500	33,494	0.63	B	Arterial
East of Pine Island Road	D	53,500	43,567	0.81	C	Arterial
East of University Drive	D	49,200	29,716	0.60	B	Arterial
East of 76 Avenue	D	49,200	30,813	0.63	B	Arterial
East of Davie Road	D	49,200	38,271	0.78	B	Arterial

Roadway Segment	Adopted / Proposed LOS	Capacity	2015 Volume	V/C Ratio	2015 LOS	Classification	
SR 84	East of FL Turnpike	D	49,200	34,931	0.71	B	Arterial
	East of Sawgrass Expressway	D	42,840	37,726	0.88	C	Arterial
	East of SW 136 Avenue	D	42,840	34,435	0.80	C	Arterial
	East of Flamingo Road	D	42,840	29,131	0.68	B	Arterial
	East of Hiatus Road	D	42,840	23,584	0.55	B	Arterial
	East of 100 Avenue	D	42,840	35,221	0.82	C	Arterial
	East of Pine Island Road	D	42,840	31,571	0.74	B	Arterial
	East of University Drive	D	42,840	43,638	1.02	F *	Arterial
I-595	East of Sawgrass Expressway	D	105,800	104,104	0.98	D	Limited Access
	East of SW 136 Avenue	D	182,600	150,625	0.82	C	Limited Access
	East of Flamingo Road	D	182,600	168,337	0.92	D	Limited Access
	East of Hiatus Road	D	182,600	171,315	0.94	D	Limited Access
	East of 100 Avenue	D	182,600	190,246	1.04	F *	Limited Access
	East of Pine Island Road	D	182,600	192,896	1.06	F *	Limited Access
	East of University Drive	D	182,600	196,049	1.07	F *	Limited Access
	East of Davie Road	D	182,600	209,519	1.15	F *	Limited Access
	East of FL Turnpike	D	182,600	201,694	1.10	F	Limited Access
SW 136 Avenue	North of SW 14 <sup>th</sup> Street	D	10,000	9,970	.99	D	Arterial
Nova Drive							

Roadway Segment	Adopted / Proposed LOS	Capacity	2015 Volume	V/C Ratio	2015 LOS	Classification
Florida's Turnpike	D	10,000	10,888	1.09	F *	Collector
State Road 7						
North of Griffin Road	D	140,200	148,784	1.06	E	Limited Access
North of Griffin Road	D	49,200	52,968	1.08	E	Arterial
North of Orange Drive	D	49,200	59,796	1.22	F	Arterial
Stirling Road						
East of University Drive	D	53,500	35,635	0.67	B	Arterial
East of Davie Road	D	53,500	45,718	0.85	C	Arterial
SW 30 Street						
East of Pine Island Road	D	10,000	9,730	0.97	D	Collector

Source: Broward County Roadway Capacity and Level of Service Analysis, 2006

\* Located within the South Central Transit Oriented Concurrency District, wherein the County recognizes the roads are already failing.

### *Concurrency Management*

An essential requirement of the State's local government comprehensive planning law has termed the service "concurrency" requirement. Paraphrasing section 163.3202 of the Florida Statutes, each county and municipality must amend its land development code to incorporate specific and detailed provisions, which shall provide that public facilities and services meet or exceed the LOS standards established in the Capital Improvements Element, and are available when needed for the development, or that the development orders or permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development. The term "development order" is defined in Chapter 163.3164 of the Florida Statutes to include any zoning action, subdivision approval, certification, permit, or any other official action of local government having the effect of permitting the development of land.

The Town of Davie may issue many different types of development orders. These include zoning district boundary changes, variances, conditional uses, site plan approvals, environmental permits, and certificates of use and occupancy. At progressive stages in the development planning and approval process, concurrency determinations should be made with greater certainty.

The Capital Improvements Element (CIE) provides guidance to the establishment and implementation of the concurrency management system (CMS) for transportation as well as other facilities and services.

### *Proportionate Fair-Share Mitigation*

In 2005, the Florida Legislature passed legislation requiring that local governments adopt a proportionate fair-share mitigation system for transportation facilities. Section 163.3180(16), Florida Statutes (F.S.) sets out these requirements. The law requires that "...each local government shall adopt by ordinance a methodology for assessing proportionate fair-share mitigation options." It also requires that each local government adopt into its concurrency management system "... methodologies that will be applied to calculate proportionate fair-share mitigation." The Florida Department of Transportation (FDOT) and the Center for Urban Transportation Research (CUTR) at the University of South Florida published a Proportionate Fair-Share model ordinance on February 14, 2006. The proposed proportionate fair-share mitigation provisions within the Goals, Objectives and Policies are based upon this model ordinance.

### *Transportation Projects Planned by Other Jurisdictions*

#### *Metropolitan Planning Organization (MPO) Long-Range Transportation Projects.*

There are several projects included in the MPO's Long Range Transportation Plan (LRTP) for 2030 within Davie. These include improvements and expansions to the following: four of the five transit routes in the Town; a new Rapid Bus transit bridge along SR 7; an Express Bus along I-75; development of a new Regional Transit Center at the SFEC; lane expansions on Davie Road, Griffin Road, and Nob Hill Road; and

interchange modifications, reversible lanes, and ramp modifications on Florida’s Turnpike and I-595.

*Broward MPO & FDOT Transportation Improvement Programs (FY 2007 to 2011).*

There are also several transportation projects that are included in the Broward County MPO or FDOT’s Transportation Improvement Program (TIP). All of these projects are to be funded with state and federal monies, except for the Griffin Road project which includes a small percentage of local funding. These projects are listed in Table 4 below.

Table 4: *Broward MPO and FDOT Transportation Improvements, 2007-2011*

Roadway Segment	Proposed Improvement	Year	Cost
Griffin Rd between I-75 & Flamingo Rd	Add 2 & reconstruct 2 lanes	Underway	\$13,122,000
I-595 between Davie Road & FL Turnpike	Interchange improvements	2009-2011	\$83,146,000
I-595 between University Dr & FL Turnpike	Interchange improvements	2009-2011	\$47,786,000
I-595 between University Dr & Davie Rd	Add 1 & reconstruct 8 lanes	2008-2011	\$62,925,000
Pine Island Rd between I-595 & Nova Dr	Add 2 & reconstruct 2 lanes	2011	\$6,715,000
Davie Road	Add 2 lanes between Nova Drive and I-595	2008-2011	\$5,672,000
Davie Rd Extension between University & Stirling Rd	Add 1 & 2 lanes	Pending	\$5,061,000
Florida Turnpike between Griffin Rd & Sunrise Blvd	Add 2 lanes	Underway	\$3,300,000

*Adopted Levels of Service (LOS) Standards for State and County Roads.*

The South Florida Regional Planning Council (SFRPC) and the FDOT recommend maintaining LOS D as the standard for roadways within the urbanized area of South Florida. However, Broward County has established specific concurrency districts for portions of the county, wherein LOS standards do not apply, and fees are required of new development in order to fund transit oriented development and enhancement projects. Specifically, a large portion of eastern Davie is located within the South Central Transit Oriented Concurrency District of Broward County. This district is bounded on the north by I-595, on the east by Florida’s Turnpike, on the south by the County line, and the western boundary runs south from I-595 along Nob Hill Road to Griffin Road, then west to Flamingo Road, then south to Sheridan Street, and then west to Interstate 75, then south to the County line.

*Town of Davie Roadway Improvement Projects, FY 2008-2012*

The Town’s Five Year Capital Projects Program for Fiscal Years 2008-2012 includes a multitude of large and small roadway improvement projects. A brief summary of these projects is provided below.

1. Roadway and drainage improvements to Oakes Road from SW 47 Avenue to SW 51 Street.
2. Pedestrian shelters within the RAC along University Drive, Davie Road, Davie Road Extension and Griffin Road.

These projects will improve the level of service throughout the Town, and, combined with the proposed roadway improvements of the Broward County MPO and the FDOT, will help the Town achieve LOS for all roadways. Of particular note are the improvements to Oakes Road. This project was initially envisioned as part of the Transit Oriented Corridor Master Plan, to relieve traffic on State Road 84, Interstate 595, and Griffin Roads.

It is also important to note that the Local Road Master Plan described below make several recommendations for roadway improvement projects which will help the Town continue to meet its level of service requirements on the local road transportation network.

#### *Multi-Agency Review of Development to Ensure Maintenance of Multimodal System*

The Town of Davie will establish and maintain a continuing technical review and coordination mechanism involving the Broward County MPO, FDOT and adjacent municipalities to further the objectives, policies, and programs related to the maintenance of an integrated multimodal transportation system that is consistent with adopted level of service standards.

#### *Internal Consistency within the Comprehensive Plan*

This element was developed in concert with the plan amendments in response to the 2005 Evaluation and Appraisal Report (EAR) for the Town of Davie Comp Plan. As noted throughout this element, the analysis of the future transportation system for Davie was based upon the vision of the Town as expressed within the Goals, Objectives, and Policies of the Comprehensive Plan and reflected on the Future Land Use Map (FLUM).

## **RECOMMENDATIONS**

Several goals, objectives and policies have been added to this plan based upon changing conditions, and new statutory requirements for traffic concurrency, etc. In addition, the Town's 2005 EAR report identified "Building an Adequate Local Road Network" as one of the six major issues of the evaluation. Consequently, this analysis makes several recommendations to be incorporated into the Comprehensive Plan to improve the local road network. These recommendations are as follows:

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

2. The Town should provide network continuity for north-south and east-west circulation, meaning that there are no gaps in the network.
3. The Town shall continue to improve the level of service on the regional roadways.
4. The Town must implement policies to encourage transit and other multi-modal forms of transportation throughout the Town.
5. Streets should be designed to decrease accident frequency.
6. The Town should adopt a Transit Concurrency Management System due to the recent adoption of Transit Concurrency by Broward County.
7. Retain a consultant to create a public rights-of-way base map for the local roadways of the Town.
8. Improve emergency response time.
9. Reduce speeds by incorporating traffic calming devices.

To expand upon recommendation #2, although existing residential communities and drainage features have blocked most potential areas for east-west road connectivity within the western part of the Town, there are potential east-west connections which can be made within the eastern portions of Davie. In fact, the Town has already begun the process of planning for the development of a connection along Oakes Road, extending over the Florida's Turnpike and Davie Road and connecting to SFEC. Thus, additional policies have been included in the Transportation GOPs to encourage the development of more east-west transportation network connections within eastern Davie.

Regarding recommendation #7, the Town anticipates retaining a consultant to produce a public rights-of-way base map for the Town. The firm of Kittelson & Associates was selected to develop the Local Roadway Master Plan, and is currently working on the project at the time of the writing of this document. The Town's next step will be to initiate an impact fee study.

The recently completed Local Road Master Plan includes specific recommendations for roadway improvements throughout the Town. The recommended improvement projects include capacity and safety improvements to existing facilities as well as the construction of new roadways to provide additional capacity and increase connectivity throughout the entire roadway network. Figure 18 shows the location of the proposed projects. *It should be emphasized that the dashed lines in Figure 18 do not represent a definite alignment for any proposed connection. They are only meant to represent locations where a new connection is anticipated or recommended.* The purpose of identifying these potential future connections is to:

- provide for appropriate future roadway infrastructure to serve areas with future development potential based on existing land-use & zoning;
- reduce local traffic on County and State facilities which are congested;
- provide access to property through multiple locations; and,
- provide guidelines to Town on roadway alignments as future development occurs.

Table 5 lists the roadway improvement projects that have been identified as part of this Local Road Master Plan. The improvement projects are subdivided into three categories by timeframe: Short-term (0-5 years), Mid-term (5-10 years) and Long-term (10-20 years). The majority of the short-term improvements are mitigations that have been identified through existing conditions evaluation from Technical Memorandum 2, public comments received in the Open House, the Capital Improvement Program, the Downtown Master Plan, and the RAC. Most of the local road projects in the CIP are unfunded. However, they are included in the project list as they will be needed by 2030. These improvements are needed to address current operation and safety concerns. The mid- and long-term projects correspond to the mitigation needs identified through the future conditions analysis, the review of connectivity and accessibility issues and major projects identified in the CIP and past studies. The cost estimate does not include ROW cost.

**Table 5: FINAL Proposed Project List**

No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
					FDOT	County	Davie	Private
		<b>Short-Term (0-5 Years)</b>						
1	SW 67 <sup>th</sup> Avenue Extension	Extend from SW 41 <sup>st</sup> Court to Orange Drive	Downtown Master P	\$2,100,000			X	X
2	SW 76 <sup>th</sup> Avenue Upgrade-Phase I	Upgrade to 2-lane minor collector with bike lane from Orange Drive to SW 39 <sup>th</sup> Street	CIP	\$818,000			X	X
3	College Avenue Upgrade – Phase III	Upgrade to 4-lane major collector with bike lanes (right-of-way permitting) from 30 <sup>th</sup> St to 39 <sup>th</sup> St	Master Plan/RAC	\$1,845,990		X	X	X
4	College Avenue Upgrade – Phase I	Upgrade to 4-lane major collector with bike lanes (right-of-way permitting) from SR 84 to 24 <sup>th</sup> St. (Nova Drive).	Master Plan/RAC	\$1,462,005		X	X	X
4.1	College Avenue Upgrade – Phase II	Upgrade to 4-lane major collector with bike lanes (right-of-way permitting) from 24 <sup>th</sup> St. (Nova Drive) to 30 <sup>th</sup> Street.	Master Plan/RAC	\$1,462,005		X	X	X
5	SW 136 <sup>th</sup> Ave/SW 26 <sup>th</sup> St Roundabout	Construct a modern roundabout	Master P	\$400,000			X	
6	University Drive/Nova Drive Intersection Improvement	Add dual eastbound left-turns and westbound right-turn overlap signal phase	Master P	\$69,000*	X			
7	University Drive/SW 30 <sup>th</sup> Street Intersection Improvement	Add dual eastbound, westbound left-turns and dual eastbound through lanes	Master P	\$66,200*	X			
8	SW 154 <sup>th</sup> Avenue Safety	Install traffic calming device	Master P	\$20,000			X	X
9	SW 148 <sup>th</sup> Avenue Safety	Install traffic calming device	Master P	\$20,000			X	
10	SW 86 <sup>th</sup> Avenue	Install traffic calming device	Master P	\$20,000				
11	Flamingo Rd/SW 26 <sup>th</sup> Signal	Install traffic signal	Master P	\$250,000	X	X		

No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
					FDOT	County	Davie	Private
13	SW 20 <sup>th</sup> Street Upgrade	Upgrade to 2-lane local rural roadway from SW 130 <sup>th</sup> Ave to SW 127 <sup>th</sup> Ave	CIP	\$114,000			X	X
14	Hiatus Road/SW 26 <sup>th</sup> Street	Install modern roundabout	Master P	\$400,000*			X	
15	SW 127 <sup>th</sup> Avenue Upgrade	Upgrade to 2-lane local rural roadway from 21 <sup>st</sup> St to 26 <sup>th</sup> St extension	CIP	\$1,700,000			X	X
16	SW 76 <sup>th</sup> Avenue Upgrade – Phase II	Upgrade to 2-lane minor collector with bike lane from Griffin Road to Stirling Road	Master P/CIP	\$818,000			X	X
17	NW 75 <sup>th</sup> Avenue extension	Connect Travis Court and El Jardine to Stirling Road with 2-lane local urban roadway	Master P	\$1,270,000			X	X
18	SW 65 <sup>th</sup> Avenue	Construct new roadway from Orange Drive to SW 42 <sup>nd</sup> Street	Downtown Master P	\$1,400,000			X	X
19	Davie Road Upgrade – Phase I	Upgrade to 6-lane arterial from Nova Dr to SR 84	Master P/ RAC	\$936,000		X	X	X
20	SW 58 <sup>th</sup> Avenue safety	Install traffic calming measures	Master P	\$20,000			X	X
21	SW 52 <sup>nd</sup> Avenue extension	Upgrade to 2-lane minor collector from Griffin Rd to SW 54 <sup>th</sup> St	Master P	\$4,550,000				X
23	SW 14 <sup>th</sup> Street Upgrade – Phase I	Widen to 4 lanes major collector from I-75 to SW 148 <sup>th</sup> Avenue	Master P	\$1,950,000			X	X
24	SW 14 <sup>th</sup> Street Upgrade – Phase II	Upgrade to 3-lane major collector with bike lanes from SW 148 <sup>th</sup> Ave to SW 136 <sup>th</sup> Ave with alternative design to avoid disrupting existing Equestrian path	Master P	\$1,750,000			X	X
25	SW 14 <sup>th</sup> St/SW 148 <sup>th</sup> Ave	Construct modern roundabout at the intersection	Master P	\$400,000			X	X
26	SW 14 <sup>th</sup> St/SW 154 <sup>th</sup> Ave	Add turn-lanes at the	Master P	\$156,000			X	X

No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
					FDOT	County	Davie	Private
		intersection						
27	SW 14 <sup>th</sup> Street Extension – Phase I	Extend from Nob Hill to Bright Road	Nob Hill Study	\$2,530,000			X	X
29	SW 14 <sup>th</sup> Street Upgrade – Phase III	Upgrade to 3-lane minor collector with bike lanes from SW 136 <sup>th</sup> Ave to SW 130 <sup>th</sup> Ave	Master P	\$876,000			X	X
31	Oakes Road Extension Study	Feasibility Study to extend from SR 7 to Davie Road	SR7 Study	\$150,000	X	X	X	X
33	Berkley Drive pavement upgrade	Upgrade pavement from SW 86 <sup>th</sup> Avenue to SW 83 <sup>rd</sup> Avenue	Master P	\$114,000			X	
34	SW 87 <sup>th</sup> Terrace pavement upgrade	Upgrade pavement from Berkley Drive to SW 18 <sup>th</sup> Street	Master P	\$114,000			X	
		<b>Total Short-term Estimate:</b>		\$27,962,800				

No.	Project Name	Project Description Mid-Term (5-10 years)	Source	Cost estimate	Potential Funding Source			
35	SW 154 <sup>th</sup> Avenue (Shotgun Road) Upgrade	Upgrade to minor collector with bike lanes, from SW 14 <sup>th</sup> St to SW 142 <sup>nd</sup> Avenue	Master P	\$5,480,000			X	X
36	SW 148 <sup>th</sup> Avenue Upgrade	Upgrade to minor collector with bike lanes from SR 84 to 14 <sup>th</sup> St	Master P	\$1,760,000			X	X
37	SW 136 <sup>th</sup> Ave Upgrade	Upgrade to 2-lane minor collector with bike lanes from SW 14 <sup>th</sup> St to SW 26 <sup>th</sup> St	Master P	\$1,570,000			X	X
38	Davie Road Upgrade – Phase II	Upgrade to 4/5-lane major collector with on-street parking and bike lane from SW 42 <sup>nd</sup> Ct to Orange Drive	Master P/RAC	\$568,000		X	X	X
39	Davie Road Upgrade – Phase III	Upgrade to 4/5-lane major collector with bike lane from Nova Drive to SW 42 <sup>nd</sup> Court	Master P/RAC	\$2,110,000		X	X	X
40	SW 14 <sup>th</sup> Street Extension – Phase III	Extend from SW 130 <sup>th</sup> Ave to Flamingo Road	Master P	\$2,530,000			X	X
43	SW 20 <sup>th</sup> Street safety	Install traffic calming measures	Master P	\$20,000			X	X
44	SW 24 <sup>th</sup> Street/Nova Drive Upgrade – Phase I	Upgrade to 4-lane major collector from Davie Rd to College Ave	CIP	\$1,290,000		X		X
48	SW 26 <sup>th</sup> Street Upgrade – Phase I	Upgrade to 2-lane minor collector with bike lanes from Flamingo Rd to Hiatus Rd	Master P	\$1,640,000			X	X
49	SW 27 <sup>th</sup> Court Upgrade	Upgrade to 2-lane local urban roadway from Hiatus Road to SW 106 <sup>th</sup> Terrace	CIP	\$227,000			X	X
50	SW 29 <sup>th</sup> Street Upgrade	Upgrade to 2-lane local rural roadway from 137 <sup>th</sup> Ave to 136 <sup>th</sup> Ave	CIP	\$566,000			X	X

No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
51	SW 30 <sup>th</sup> Street Upgrade – Phase I	Upgrade to 3-lane major collector with bike lanes from College Avenue to University Drive	Master P/RAC	\$1,230,000			X	X
53	SW 39 <sup>th</sup> Street Upgrade	Upgrade to 3-lane major collector with bike lane from University Drive to Davie Road	Master P/RAC	\$2,860,000			X	X
54	SW 44 <sup>th</sup> Street connection	Construct new roadway from Davie Road to SW 67 <sup>th</sup> Avenue extension	Downtown Master P	\$1,400,000			X	X
55	Orange Drive Upgrade – Phase I	Upgrade to 5-lane major collector with shoulder from SR 7 to Florida Turnpike	Master P/EAR	\$3,730,000			X	
56	Orange Drive Upgrade west section	Upgrade to 2-lane minor collector with bike lane from SW 142 <sup>nd</sup> Ave to SW 154 <sup>th</sup> Ave	Master P	\$2,450,000			X	X
57	61 <sup>st</sup> Street Extension	Connection of 61 <sup>st</sup> Avenue to the Future Oaks Road Extension	Master P	104,000			X	X
		<b>Total Mid-term Estimate:</b>		\$51,493,200				

No.	Project Name	Project Description Long-Term (10-20 years)	Source	Cost estimate	Potential Funding Source			
62	SW 130 <sup>th</sup> Ave Upgrade – Phase I	Upgrade to 2-lane minor collector with bike lanes from SR 84 to SW 8 <sup>th</sup> Street	Master P	\$818,000			X	X
63	SW 130 <sup>th</sup> Ave Upgrade – Phase II	Upgrade to 3-lane minor collector with bike lanes from SW 8 <sup>th</sup> St to SW 26 <sup>th</sup> Street	Master p	\$2,710,000			X	X
64	SW 130 <sup>th</sup> Ave Upgrade – Phase III	Upgrade to 2-lane minor collector with bike lanes from SW 26 <sup>th</sup> Street to SW 36 <sup>th</sup> Court	Master P	\$1,430,000			X	X
65	Hiatus Road Upgrade	Upgrade to 4-lane major collector from SR 84 to SW 14 <sup>th</sup> Street	Master P	\$10,700,000			X	X
67	College Avenue Street Car	Conduct feasibility of providing street car	RAC/CIP/Master P	\$150,000	X	X	X	X
68	SW 121 <sup>st</sup> Avenue Upgrade	Upgrade to 2-lane local rural roadway from SW 26 <sup>th</sup> Street to SW 36 <sup>th</sup> Court	CIP	\$397,000			X	X
70	SW 24 <sup>th</sup> Street/Nova Drive Upgrade – Phase II	Upgrade to 3-lane major collector from College Ave to University Drive	Master P	\$622,000		X		X
71	SW 24 <sup>th</sup> Street/Nova Drive Upgrade – Phase III	Upgrade to a 3-lane major collector from University Drive to S Pine Island Road	Master P	\$1,650,000		X		X
72	SW 24 <sup>th</sup> Street/Nova Drive Upgrade – Phase IV	Upgrade to a 2-lane minor collector from S Pine Island Road to SW 97 <sup>th</sup> Avenue	Master P	\$397,000		X		X
73	SW 26 <sup>th</sup> Street Upgrade – Phase II	Upgrade to 2-lane minor collector with bike lanes from SW 142 <sup>nd</sup> Ave to 130 <sup>th</sup> Ave	Master P	\$1,320,000			X	X
74	SW 30 <sup>th</sup> Street Upgrade – Phase II	Upgrade to 2-lane minor collector with bike lanes from University Drive to S Pine Island Road	Master P	\$1,080,000			X	X

No.	Project Name	Project Description	Source	Cost estimate	Potential Funding Source			
75	NW 33 <sup>rd</sup> Street extension	Extend to 2-lane local urban roadway from University Drive to Davie Rd	Master P	\$1,400,000	X	X	X	X
76	SW 36 <sup>th</sup> Street Upgrade	Upgrade to 2-lane major collector with turn lanes and bike lane from University Drive to College Avenue	Master P/RAC	\$1,710,000			X	X
77	SW 36 <sup>th</sup> Court Upgrade	Upgrade to 2-lane minor collector with bike lanes from SW 130 <sup>th</sup> Avenue to SW 121 <sup>st</sup> Avenue	Master P	\$828,000			X	X
78	Orange Drive Upgrade – Phase II	Upgrade to 3-lane major collector with shoulder from Florida Turnpike to Davie Road	Master P	\$1,190,000			X	
79	Orange Drive Upgrade – Phase III	Upgrade to 3-lane major collector with shoulder from Davie Road to SW 67 <sup>th</sup> Avenue	Master P	\$807,000			X	
80	SW 49 <sup>th</sup> Street upgrade	Upgrade to 2-lane local urban roadway from 58 <sup>th</sup> Ave to 52 <sup>nd</sup> Ave	Master P	\$2,530,000			X	X
83	SW 56 <sup>th</sup> Street extension	Construct 2-lane local urban roadway from 61 <sup>st</sup> Ave to 58 <sup>th</sup> Ave	Master P	\$1,270,000			X	X
86	SW 36 <sup>th</sup> Street Extension	Construct 2-lane local urban roadway from SW 92 <sup>nd</sup> Ave to Nob Hill Drive	Master P	\$4,000,000			X	X
		<b>Total Long-term Estimate:</b>		\$36,249,000				

\* Project cost not included in total

The proposed roadway improvement projects identified in Table 5 above are described in detail below.

**#1 – SW 67<sup>th</sup> Avenue Extension:** This project extends SW 67<sup>th</sup> Avenue north from Orange Drive to SW 41<sup>st</sup> Court to provide an additional north-south roadway connection. This project is identified in the Town’s Downtown Master Plan and is part of the revitalization efforts in the area. It is anticipated to assist in the local circulation by relieve traffic on Davie Road south of SW 39<sup>th</sup> Street. The project should include extensive traffic calming measures to reduce cut-through traffic and provide amenities like a landscape buffer to shield the roadway from existing residents.

**#2 - SW 76<sup>th</sup> Avenue Upgrade – Phase I:** This project is identified in the Town’s Capital Improvement Program. It is intended to upgrade the roadway to 2-lane minor collector roadway standards with bike lanes from Orange Drive to SW 39<sup>th</sup> Street for approximately 0.50 miles.

**#3 - College Avenue Upgrade – Phase III:** This project upgrades College Avenue to a 4-lane major collector roadway with bike lanes (right-of-way permitting) from SW 30<sup>th</sup> Street to SW 39<sup>th</sup> Street for approximately 0.63 mile. In addition to increasing the capacity of the roadway, the project is anticipated to encourage bicycle, pedestrian and transit modes. The improvement was also identified in the 2007 Regional Activity Center Master Plan.

**#4 – College Avenue Upgrade – Phase I:** This project upgrades College Avenue to a 4-lane major collector roadway with bike lanes (right-of-way permitting) from SR84 to SW 24<sup>th</sup> Street (Nova Drive) for approximately 0.5 mile. In addition to increasing the capacity of the roadway, the project is anticipated to encourage bicycle, pedestrian and transit modes. The improvement was also identified in the 2007 Regional Activity Center Master Plan.

**#4.1 - College Avenue Upgrade – Phase II:** This project upgrades College Avenue to a 4-lane major collector roadway with bike lanes (right-of-way permitting) from SW 24<sup>th</sup> Street (Nova Drive) to SW 30<sup>th</sup> Street for approximately 0.5 mile. In addition to increasing the capacity of the roadway, the project is anticipated to encourage bicycle, pedestrian and transit modes. The improvement was also identified in the 2007 Regional Activity Center Master Plan.

**#5 – SW 136<sup>th</sup> Avenue/SW 26<sup>th</sup> Street Roundabout:** Construct a modern roundabout at the SW 136<sup>th</sup> Avenue/SW 26<sup>th</sup> Street intersection to accommodate future traffic volume at the intersection. The intersection currently operates as a four-way stop-controlled intersection. As both SW 136<sup>th</sup> Avenue and SW 26<sup>th</sup> Street are minor collector roadways, a modern roundabout at the location will enhance the aesthetic features of the intersection and anticipated to be an amenity to the neighborhood. A roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.

**#6 – University Drive/Nova Drive Intersection Improvement:** This intersection operates at LOS E under existing PM peak hour conditions. It requires dual eastbound left-turn lanes and an additional westbound right-turn overlap signal phase to meet LOS standard. However, the intersection is under FDOT jurisdiction and improvement is presented here as a recommendation. More specific operational characteristics are illustrated in Figures 10 and 11 of the *Technical Memorandum 2*.

**#7 – University Drive/SW 30<sup>th</sup> Street Intersection Improvement:** This intersection operates at LOS E under existing AM peak hour conditions. It requires dual eastbound and westbound left-turn lanes, and dual eastbound through lanes to meet LOS standard. However, the intersection is under FDOT jurisdiction and improvement is presented here as a recommendation. More specific operational characteristics are illustrated in Figures 10 and 11 of the recently submitted *Technical Memorandum 2*.

**#8 – SW 154<sup>th</sup> Avenue Safety:** Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 154<sup>th</sup> Avenue from SW 14<sup>th</sup> Street to SW 142<sup>nd</sup> Avenue to reduce vehicular speeds. The Oakhill Neighborhood Traffic Management Study identified this roadway as having the highest average recorded 85<sup>th</sup>- percentile speed within the Oakhill Neighborhood study area.

**#9 – SW 148<sup>th</sup> Avenue Safety:** Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 148<sup>th</sup> Avenue from SR 84 to SW 14<sup>th</sup> Street to reduce vehicular speeds. The Oakhill Neighborhood Traffic Management Study identified this roadway as having the highest speed differential between posted speed and 85<sup>th</sup>-percentile speed measured.

**#10 – SW 86<sup>th</sup> Avenue Safety:** Install traffic calming measures, like speed hump, speed table, roadway striping, etc., along SW 86<sup>th</sup> Avenue to reduce vehicular speeds and cut-through traffic.

**#11 – Flamingo Road/SW 26<sup>th</sup> Street Intersection Improvement:** The intersection currently operates at LOS F as an unsignalized intersection. This project installs a traffic signal at the intersection of Flamingo Road and SW 26<sup>th</sup> Street. In addition, due to high vehicular speed on Flamingo Road, a traffic signal will provide safe traffic control for vehicles from SW 26<sup>th</sup> Street.

**#13 – SW 20<sup>th</sup> Street Upgrade – Phase I:** Upgrade SW 20<sup>th</sup> Street to two-lane local rural roadway standards from SW 130<sup>th</sup> Avenue to SW 127<sup>th</sup> Avenue for approximately 0.25 miles. This project is identified in the CIP.

**#14 – Hiatus Road/SW 26<sup>th</sup> Street Roundabout:** This project is aimed at providing a safe, effective and visibly pleasing modern roundabout at the Hiatus Road/SW 26<sup>th</sup> Street intersection. Currently, the east and west approach of SW 26<sup>th</sup> Street do not line up with one another at Hiatus Road, thus encouraging unsafe traffic maneuvers by motorists. A roundabout will aid in facilitating smooth traffic flow with reduced conflict. A

roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.

**#15 – SW 127<sup>th</sup> Avenue Upgrade:** This project is identified in the Town’s CIP and it upgrades SW 127<sup>th</sup> Avenue to 2-lane local rural roadway standards (40-ft cross section) from SW 21<sup>st</sup> Street to SW 26<sup>th</sup> Street extension for approximately 0.5 miles. The roadway is anticipated to connect to the planned extension of SW 26<sup>th</sup> Street west of Flamingo Road and not to the existing SW 26<sup>th</sup> Street, as per the public comment.

**#16 – SW 76<sup>th</sup> Avenue Upgrade – Phase II:** This project is identified in the Town’s CIP and it upgrades SW 76<sup>th</sup> Avenue to 2-lane minor collector roadway standards with bike lanes from Griffin Road to Sterling Road for approximately 1.30 miles.

**#17 – NW 75<sup>th</sup> Avenue Extension:** This project is anticipated to provide better north-south connection between Stirling Road and Griffin Road around the NW 75<sup>th</sup> Avenue corridor. It seeks to connect Travis Court and El Jardine to Stirling Road with 2-lane local urban roadway.

**#18 – SW 65<sup>th</sup> Avenue** – This project is identified in the Downtown Master Plan project. It anticipates a new roadway, west of Davie Road, from Orange Drive to SW 42<sup>nd</sup> Street, which is approximately 0.25 miles. This roadway enhances the grid-network in the area and anticipated to facilitate revitalization of the area.

**#19 – Davie Road Upgrade – Phase I:** Broward County is planning to upgrade Davie Road to 6-lane arterial roadway standards from Nova Drive to SR 84 for approximately 0.5 miles. This segment operates at LOS F under 2008 conditions (4-lane arterial) and is also expected to operate at LOS F under 2030 conditions (4-lane arterial). This improvement was also identified in the 2007 Regional Activity Center Master Plan.

**#20 – SW 58<sup>th</sup> Avenue Safety:** Install traffic calming measures, like speed hump, speed table, etc., along SW 58<sup>th</sup> Avenue from Griffin Road to Stirling Road to reduce vehicular speeds and discourage cut-through traffic.

**#21 – SW 52<sup>nd</sup> Avenue Extension:** Upgrade and extend SW 52<sup>nd</sup> Avenue to a 2-lane minor collector from Griffin Road to SW 54<sup>th</sup> Street for approximately 0.8 miles. This roadway extension will provide additional access to the area between Griffin Road and Stirling Road, which will relieve traffic from SW 58<sup>th</sup> Avenue. The extension is also anticipated to facilitate future development of the area.

**#23 – SW 14<sup>th</sup> Street Upgrade – Phase I:** SW 14<sup>th</sup> Street is one of the few roadways that provide some level of regional connectivity in the area. There are no other viable alternative to provide east-west connection in the area. In order to accommodate the anticipated growth in traffic and meet the Town’s LOS standard, the roadway would need to be widened to four lanes in the future from I-75 to SW 148<sup>th</sup> Avenue. If the Town decides not to widen the roadway, the Town has following options: 1) change the LOS standard to F on local roads, 2) find alternative roadway connection to accommodate

growth, or 3) impose development moratorium in the area to keep traffic volume at current levels. Collaboration with Broward County, the City of Sunrise and the City of Weston is recommended to implement the project.

**#24 – SW 14<sup>th</sup> Street Upgrade – Phase II:** This project is aimed at providing a safe turning movement for residents on SW 14<sup>th</sup> Street from SW 148<sup>th</sup> Avenue to SW 136<sup>th</sup> Avenue by widening it to a three-lane major collector. The residents on the south side of the roadway will be able to use the center turn-lane to turn vehicles to and from their driveways. The upgrade will consider alternative design measures to avoid disrupting the existing Equestrian trail.

**#25 – SW 14<sup>th</sup> Street/SW 148<sup>th</sup> Avenue Roundabout:** Construct a modern roundabout at the intersection. A modern roundabout will help to reduce vehicular speed on the roadways as well as provide appropriate traffic control. It will aid in facilitating smooth traffic flow with reduced conflict. A roundabout geometric and operational analysis should be conducted to determine appropriate alignment and lane configuration.

**#26 – SW 14<sup>th</sup> Street/SW 154<sup>th</sup> Avenue Intersection Improvement:** With the anticipated increase in traffic on SW 14<sup>th</sup> Street, the SW 14<sup>th</sup> Street/SW 154<sup>th</sup> Avenue intersection will require an exclusive northbound right-turn lane, in addition to two eastbound and westbound through lanes. If only one eastbound and westbound through lanes is provided, additional turn lanes may be needed to address the demand.

**#27 – SW 14<sup>th</sup> Street Extension – Phase I:** This project was recommended in the 2002 Nob Hill Traffic Study. It extends SW 14<sup>th</sup> Street from Nob Hill Road to Bright Road for approximately 0.50 miles. The project is intended to provide additional access to the schools in the area, especially from SR 84, so that students, teachers and parents do not have to solely rely on Nob Hill Road for access.

**#29 – SW 14<sup>th</sup> Street Upgrade – Phase III:** This project upgrades SW 14<sup>th</sup> Street from SW 136<sup>th</sup> Avenue to SW 130<sup>th</sup> Avenue to a three-lane major collector.

**#31 – Oakes Road Extension Feasibility Study:** This project is study the feasibility and conduct PD&E study of extending Oakes Road from SR& to Davie Road. The project is anticipated to improve the accessibility of the area bounded by SR 7, I-595- Florida Turnpike and Orange Drive and help in its revitalization. It is also anticipated to improve the east-west connection in the area. The project was identified in the SR &7 Study and will require a bridge crossing over Florida Turnpike. The final alignment of the roadway will require public approval.

**#33 – Berkley Drive Pavement Upgrade:** This roadway segment from SW 86<sup>th</sup> Avenue to SW 83<sup>rd</sup> Avenue was identified as having very poor pavement condition. The Town is anticipated to conduct a comprehensive pavement conditions report in near future which should include this project.

**#34 – SW 87<sup>th</sup> Terrace Pavement Upgrade:** This roadway segment from Berkley Drive to SW 18<sup>th</sup> Street was identified as having very poor pavement condition. The Town is anticipated to conduct a comprehensive pavement conditions report in near future which should include this project.

**#35 – SW 154<sup>th</sup> Avenue (Shotgun Road) Upgrade:** Upgrade SW 154<sup>th</sup> Avenue (Shotgun Road) to minor collector roadway standards with bike lanes from SW 14<sup>th</sup> Street to SW 142<sup>nd</sup> Avenue for approximately 3.5 miles. The roadway is ideal for recreational bicycle ride for residents if the vehicular speed can be reduced to enhance safety.

**#36 – SW 148<sup>th</sup> Avenue Upgrade:** This project is aimed at reducing the vehicular speed on the roadway by upgrade SW 148<sup>th</sup> Avenue from SW 14<sup>th</sup> Street to SR 84 to minor collector roadway standards with bike lanes and installing landscaped median for approximately 1.2 miles.

**#37 – SW 136<sup>th</sup> Avenue Upgrade:** Upgrade SW 136<sup>th</sup> Avenue to 2-lane minor collector roadway standards with bike lanes from SW 14<sup>th</sup> Street to SW 26<sup>th</sup> Street for approximately 1.0 mile. The pathway located on the eastside of SW 136<sup>th</sup> Avenue should be retained and may adequately serve pedestrian and bicycle traffic.

**#38 – Davie Road Upgrade – Phase II:** This project is identified in the 2007 RAC Master Plan as well as the Downtown Master Plan. It is aimed at revitalizing the area round the Davie Road/Orange Drive intersection. It will upgrade Davie Road to four-lane major collector roadway standards with bike lanes and on-street parking from SW 42<sup>nd</sup> Street to Orange Drive for approximately 0.25 miles.

**#39 – Davie Road Upgrade – Phase III:** This project continue to upgrade Davie Road to 4/5-lane major collector roadway standards with bike lanes from Nova Drive to SW 42<sup>nd</sup> Street for approximately 1.15 miles. The project is anticipated to revitalize the corridor and encourage development and private investment. This improvement was also identified in the 2007 Regional Activity Center Master Plan.

**#40 – SW 14<sup>th</sup> Street Extension – Phase I:** This project extends SW 14<sup>th</sup> Street from SW 130<sup>th</sup> Avenue to Flamingo Road as a 2-lane major collector for approximately 0.50 miles. This extension is anticipated to reduce the demand to widen SW 136<sup>th</sup> Avenue. It provides additional access to Flamingo Road from the Oakhill neighborhood.

**#43 – SW 20<sup>th</sup> Street Safety:** Install traffic calming measures, like speed hump, speed table, speed cushion, etc., along SW 20<sup>th</sup> Street from SW 154<sup>th</sup> Avenue to Flamingo Road to discourage cut-through traffic and reduce vehicular speeds.

**#44 – SW 24<sup>th</sup> Street/Nova Drive Upgrade – Phase I:** Upgrade SW 24<sup>th</sup> Street/Nova Drive to four-lane major collector roadway standards with bike lanes from Davie Road to College Avenue for approximately 0.45 miles. This segment operates at LOS F under 2008 conditions (two-lane) and is expected to operate at LOS F under 2030 conditions

(two-lane). This improvement has also been identified in the Capital Improvement Program (CIP). It should be noted that additional direct access to Broward Community College (BCC) from Davie Road may be provided between Nova Drive and the main entrance to BCC on Davie Road. This additional access will likely divert some traffic from Nova Drive, thus reducing the congestion on the roadway.

**#48 – SW 26<sup>th</sup> Street Upgrade – Phase I:** As one of the main collector roadway, this project upgrades SW 26<sup>th</sup> Street to two-lane minor collector roadway standards with bike lanes from Flamingo Road to Hiatus Road for approximately 1.00 mile.

**#49 – SW 27<sup>th</sup> Court Upgrade:** This project was identified in the Town’s CIP. It upgrades SW 27<sup>th</sup> Court to two-lane local urban roadway standards with bike lanes from Hiatus Road to SW 106<sup>th</sup> Terrace for approximately 0.50 miles.

**#50 – SW 29<sup>th</sup> Street Upgrade:** This project was identified in the Town’s CIP. It upgrades SW 29<sup>th</sup> Street to two-lane local rural roadway standards from SW 137<sup>th</sup> Avenue to SW 136<sup>th</sup> Avenue for approximately 0.10 miles.

**#51 – SW 30<sup>th</sup> Street Upgrade – Phase I:** Upgrade SW 30<sup>th</sup> Street to three-lane major collector roadway standards with bike lanes from College Avenue to University Drive for approximately 0.85 miles. This improvement has also been identified in the Regional Activity Center (RAC) Master Plan.

**#53 – SW 39<sup>th</sup> Street Upgrade:** SW 39<sup>th</sup> Street carries high volume of traffic, especially between SW College Avenue and Davie Road. This project upgrades the roadway to a three-lane major collector from University Drive and Davie Road. This project will not provide additional capacity on the roadway. Additional direct access to Davie Road south of the main entrance to BCC and re-design of the parking lot access should be considered as one of the alternatives to improve operation on SW 39<sup>th</sup> Street.

**#54 – SW 44<sup>th</sup> Street Connection:** This project was identified in the Downtown Master Plan. The project extends SW 44<sup>th</sup> Street west from Davie Road to SW 67<sup>th</sup> Avenue extension. The project will improve the accessibility of downtown area and help in its revitalization.

**#55 – Orange Drive Upgrade – Phase I:** The project upgrades Orange Drive to five-lane major collector from SR 7 to Florida Turnpike. The project will provide additional capacity on the roadway that serves the commercial and industrial traffic. The roadway was identified in the 2005 EAR and recent studies as having capacity constraints.

**#56 – Orange Drive Upgrade west section –** This project upgrades Orange Drive to a 2-lane minor collector with bike lanes from SW 142<sup>nd</sup> Avenue to SW 154<sup>th</sup> Avenue. This project will continue to multi-modal linear trail on Orange Drive and connect with the bike lane and sidewalk on SW 154<sup>th</sup> Avenue.

**#58 – SW 53<sup>rd</sup> Street Extension – Phase I:** This project connects SW 52<sup>nd</sup> Avenue to SW 64<sup>th</sup> Avenue with a 2-lane minor collector. This project will help develop east-west connection in the area. The actual alignment of the roadway would be determined based on consultation with the public stakeholders.

**#60 – Oak Road Extension:** This project is identified in the State Road 7 revitalization to improve the east-west connection. It extends Oakes Road from SR 7 to Davie Road and requires a bridge crossing over Florida Turnpike. The final alignment of the roadway will require public approval. The extension is anticipated to partially relieve traffic from Orange Drive as well as improve the accessibility of the area bounded by SR 7, I-595-Florida Turnpike and Orange Drive.

**#62 – SW 130<sup>th</sup> Avenue Upgrade – Phase I:** Upgrade SW 130<sup>th</sup> Avenue to 2-lane minor collector roadway standards with bike lanes from SR 84 to SW 8<sup>th</sup> Street for approximately 0.45 miles. The traffic volume on the roadway is anticipated to increase as it provides efficient connection to several residential neighborhoods. Where existing pedestrian pathways are available (mostly on the eastside of the roadway), the sidewalk and bike lanes may be detached from the roadway.

**#63 – SW 130<sup>th</sup> Avenue Upgrade – Phase II:** Upgrade SW 130<sup>th</sup> Avenue to 3-lane major collector roadway standards with bike lanes from SW 8<sup>th</sup> Street to SW 26<sup>th</sup> Street for approximately 1.5 miles. Where existing pedestrian pathways are available, the sidewalk and bike lanes may be detached from the roadway.

**#64 – SW 130<sup>th</sup> Avenue Upgrade – Phase III:** Upgrade SW 130<sup>th</sup> Avenue to 2-lane minor collector roadway standards with bike lanes from SW 26<sup>th</sup> Street to SW 36<sup>th</sup> Court for approximately 0.9 miles. Where existing pedestrian pathways are available, the sidewalk and bike lanes may be detached from the roadway.

**#65 – Hiatus Road Upgrade:** Upgrade Hiatus Road to a 4-lane major collector roadway from SR 84 to SW 14<sup>th</sup> Street for approximately 0.5 miles. This segment is expected to carry high traffic volume from residential developments on Hiatus Road.

**#67 – College Avenue Streetcar:** College Avenue is anticipated to be the main corridor in the SFEC. It will have multi-modal features like bike lanes, sidewalks, on-street parking etc. In addition, the 2007 RAC Master Plan and CIP assume that some form of fixed transit to be provided on the roadway. Given the limited service area of the roadway, a street-car service from the planned light-rail station on SR 84 to downtown Davie will likely be one of the potential transit options. This project conducts a study to determine the feasibility of providing a streetcar along College Avenue.

**#68 – SW 121<sup>st</sup> Avenue Upgrade:** This project is identified in the Town's CIP, and it upgrades SW 121<sup>st</sup> Avenue to a 2-lane local rural roadway from SW 26<sup>th</sup> Street to SW 36<sup>th</sup> Court for approximately 0.9 miles.

**#70 – SW 24<sup>th</sup> Street/Nova Drive Upgrade – Phase II:** Upgrade SW 24<sup>th</sup> Street/Nova Drive to three-lane major collector roadway standards with bike lanes from College Avenue to University Drive for approximately 1.00 mile. This segment operates at LOS F under 2008 conditions (two-lane) and is expected to operate at LOS F under 2030 conditions (two-lane).

**#71 – SW 24<sup>th</sup> Street/Nova Drive Upgrade – Phase III:** Upgrade SW 24<sup>th</sup> Street/Nova Drive to three-lane major collector roadway standards with bike lanes from University Drive to South Pine Island Road for approximately 0.90 miles. This segment operates at LOS D under 2008 conditions (two-lane) and is expected to operate at LOS D under 2030 conditions (two-lane).

**#72 – SW 24<sup>th</sup> Street/Nova Drive Upgrade – Phase IV:** Upgrade SW 24<sup>th</sup> Street/Nova Drive to two-lane minor collector roadway standards with bike lanes from South Pine Island Road to SW 97<sup>th</sup> Avenue for approximately 0.80 miles. This segment operates at LOS D under 2008 conditions (two-lane) and is expected to operate at LOS D under 2030 conditions (two-lane).

**#73 – SW 26<sup>th</sup> Street Upgrade – Phase II:** As one of the main collector roadway in the Oakhill neighborhood, this project upgrades SW 26<sup>th</sup> Street to two-lane minor collector roadway standards with bike lanes from SW 142<sup>nd</sup> Avenue to SW 130<sup>th</sup> Avenue for approximately 1.00 mile.

**#74 – SW 30<sup>th</sup> Street Upgrade – Phase II:** Upgrade SW 30<sup>th</sup> Street to two-lane minor collector roadway standards with bike lanes from University Drive to South Pine Island Road for approximately 0.90 miles.

**#75 – NW 33<sup>rd</sup> Street Extension:** Extend NW 33<sup>rd</sup> Street from University Drive to Davie Road with two-lane local urban roadway standards with bike lanes for approximately 0.35 miles. This roadway extension will improve direct connectivity between University Drive and Davie Road.

**#76 – SW 36<sup>th</sup> Street Upgrade:** This project was identified in the RAC. It upgrades SW 36<sup>th</sup> Street from University Drive to College Avenue to a three-lane major collector with bike lanes. The project is anticipated to improve the operation and safety of the roadway and encourage bicycle traffic.

**#77 – SW 36<sup>th</sup> Court Upgrade:** This project upgrades SW 36<sup>th</sup> Court from SW 130<sup>th</sup> Avenue to SW 121<sup>st</sup> Avenue to a 2-lane minor collector with bike lanes. This project will likely require improvement at the Flamingo Road/SW 36<sup>th</sup> Court intersection.

**#78 – Orange Drive Upgrade – Phase II:** This project maintains the current three-lane section of Orange Drive and extends it to Florida Turnpike. This project is anticipated to support the revitalization of the area. Bike lanes on the south side of the roadway will not be necessary due to the presence of the linear park.

**#79 – Orange Drive Upgrade – Phase III:** This project creates a three-lane section of Orange Drive from Davie Road to SW 67<sup>th</sup> Avenue extension. With the anticipated revitalization of the area, the additional turn-lane in the middle will improve the operation and safety of the roadway. Bike lanes on the south side of the roadway will not be necessary due to the presence of the linear park.

**#80 – SW 49<sup>th</sup> Street Upgrade:** This project upgrades SW 49<sup>th</sup> Street to 2-lane urban roadway from SW 58<sup>th</sup> Avenue to SW 52<sup>nd</sup> Avenue. The project will provide east-west connection in the area.

**#83 – SW 56<sup>th</sup> Street Extension:** This project constructs a 2-lane local rural roadway from SW 61<sup>st</sup> Avenue to SW 58<sup>th</sup> Avenue. The project will provide east-west connection in the area.

**# 86 – SW 36<sup>th</sup> Street Extension:** This project extends SW 36<sup>th</sup> Street from SW 92<sup>nd</sup> Avenue to Nob Hill Road. The project is in environmentally sensitive area and would require environmental permit to proceed. The project is anticipated to significantly improve the east-west connectivity between S Pine Island Road and Nob Hill Road, which is severely lacking.

**# 87 – SW 61<sup>st</sup> Avenue Extension:** This project extends SW 61<sup>st</sup> avenue to the future Oaks Road Extension. The project is noted in the Regional Activity Center Master Plan and will extend approximately 130 feet over Town-owned property (former Town utility plant site). This project will alleviate traffic on Davie Road and on the State Road 7/Orange Drive intersection once the Oak Road extension is finalized.

### 3. INFRASTRUCTURE ELEMENT

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*Figure 1: Existing Wetlands*

### **3. INFRASTRUCTURE ELEMENT DATA, INVENTORY, AND ANALYSIS**

#### **PURPOSE**

The purpose of the Infrastructure Element (IE) is to identify and ensure provision of adequate potable water, sanitary sewer, solid waste and drainage resources, facilities and services to support the future population and development projected within the Future Land Use Element (FLUE) of the Town of Davie Comprehensive Plan (Comp Plan). The objective of the IE Data, Inventory, and Analysis (DIA) Report is to inventory and evaluate existing potable water, sanitary sewer, solid waste, natural groundwater aquifer recharge and drainage resources within the Town. In addition, the DIA Report determines the projected demands on these facilities and resources given future service demands and facility levels of service to adequately serve the projected demand. This information serves as the foundation for goals, objectives, and policies of the IE. Data and analysis for each of the four sub-elements contained within the Infrastructure Element DIA is provided in the following order:

- A. Potable water;
- B. Sanitary sewer;
- C. Solid waste; and,
- D. Drainage and natural aquifer recharge.

#### **POTABLE WATER**

This section evaluates the potable water system serving the Town of Davie.

##### *Geographic Service Area*

Potable water is provided to Town residents via six separate utility providers: Town of Davie, City of Sunrise, Broward County, City of Hollywood, City of Fort Lauderdale and Tindall Hammock Irrigation and Soil Conservation District (THISCD). The Town of Davie Utilities' service area includes the majority of eastern Davie and the Hard Rock Hotel complex on the Seminole Tribe of Florida Reservation. THISCD provides potable water to a small portion of the Town in the northeast sector of the Town, between Davie Road and SR 7. Broward County provides water to the Pine Island Ridge community, and a small portion at Griffin Road and Orange Drive east of SR7. Fort Lauderdale provides water along SR 84 in the area previously known as Hacienda Village east of SR 7. Hollywood provides water to an area north of Stirling Road west of Florida's Turnpike and a small area south of Stirling Road and north of Davie Road extension. Potable water is provided to the remainder of the Town (predominantly the western portions of the Town) by the City of Sunrise Utilities.

### *Water Source*

The Biscayne Aquifer and Floridan Aquifer is currently the City's source of potable water. The Town has added a Reverse Osmosis facility to draw water from the Floridan Aquifer. This facility is further described under the "Alternative Water Supply Plan" section below.

### *Water Treatment Plant (WTP)*

The Town of Davie's potable water system includes two water treatment facilities, System III and System V. The permitted allocation is 7.24 MGY, or approximately 19.847 MGD.

System III has a rated capacity of 4.0 MGD, and is located south of Stirling Road at the end of N.W. 76<sup>th</sup> Avenue. There are two 2.0 million gallon finished water storage tanks, and one 142,000 gallon clearwell located on the property. System V has a rated capacity of 6MGD and is located on the north side of SW 30<sup>th</sup> Street near College Avenue.

### *Potable Water Level of Service*

The currently adopted level of service (LOS) standard for potable water in the Town of Davie Comp Plan is 145 gallons per capita per day (gpcd).

### *Storage Capacity*

As referenced above, the Town's water treatment plants include four finished water storage tanks, with a total capacity of 10 million gallons.

### *Existing Potable Water Demand*

In 2010 there was approximately 1,603 MG of treated water supplied with an average day treated water demand of 4,099 MG from the Town of Davie's WTP.

### *Projected Potable Water Demand*

Projecting potable water demand for the Town of Davie involves calculation of the population, usage rate, and capacity for all six utility providers within the Town: Town of Davie, City of Sunrise, Broward County, City of Hollywood, City of Fort Lauderdale, and Tindall Hammock Irrigation and Soil Conservation District (THISCD). As a result, all supply figures and data must incorporate the demands and capacities of all six utilities as provided in the tables below. The first table shows the demand projections for the Town of Davie utility service area, while the second table shows the demand projections for all other utility service providers within the Town.

**Table 1: Town of Davie Service Area  
Estimated Population and Future per Capita Demand**

Year	Projected Population	GPD	Population-Based Avg. Day Demand (MGD)	Peak Factor	Total Max. Day Demand (MGD)
2015	29,627	145	4.30	1.503	6.46
2020	31,915	145	4.63	1.503	6.96
2025	33,526	145	4.86	1.503	7.30
2030	34,899	145	5.06	1.503	7.61

Source: Broward County Planning and Redevelopment Division 2014 Municipal TAZ Data

**Table 2: Town of Davie Service Providers' Utility Service Area  
Estimated Population and Future per Capita Demand**

UTILITY	YEAR	POPULATION	WATER DEMAND (MGD)
<b>BROWARD</b> <sup>(1)</sup> 192 gpd	2015	523	0.13
	2020	528	0.14
	2025	525	0.14
	2030	532	0.14
<b>FT. LAUDERDALE</b> <sup>(2)</sup> 170 gpd	2015	528	0.10
	2020	530	0.10
	2025	527	0.10
	2030	534	0.10
<b>HOLLYWOOD</b> <sup>(3)</sup> 114 gpd (low) 140 gpd (high)	2015	1,768	0.20 low / 0.25 high
	2020	2,005	0.23 low / 0.28 high
	2025	2,111	0.24 low / 0.30 high
	2030	2,156	0.25 low / 0.30 high
<b>SUNRISE</b> <sup>(4)</sup> 116 gpd	2015	57,500	6.67
	2020	59,500	6.90
	2025	60,100	6.97
	2030	59,800	6.94
<b>Tindall Hammock Irrigation and Soil Conservation District (THISCD)</b> <sup>(5)</sup>	2015	1,706 ERC	.469
	2020	2,331 ERC	.641
	2025	2,616 ERC	.719
	2030	2,901 ERC	.798

(1) Broward County Water Supply Facilities Work Plan (2014)

(2) City of Fort Lauderdale 10-Year Water Supply Facilities Work Plan (2014)

(3) City of Hollywood Water Supply Plan Potable Water Sub-Element (2015)

(4) DRAFT City of Sunrise 10-Year Water Supply Facilities Work Plan (2014)

(5) DRAFT THISCD 10-Year Water Supply Facilities Work Plan Update (2015)

In combination with the other utility providers serving the Town, there is sufficient potable water capacity to serve the Town's projected population through the end of the planning period. This is due in large part to a new 6 MGD reverse osmosis treatment plant that was recently constructed along with a 3.50 MGD water reclamation facility. The retirement of the old plant and the development of the new plant will result in a net increase of 4 MGD. Thus, the capacity of the Town's water supply system will be 10.0 MGD, which is well in excess of the amount needed to serve the Town's projected population through the new long range planning horizon of 2030.

#### *Reducing Demand through Conservation*

The Town currently employs several water conserving methods, including distributing educational materials, requiring water-conserving devices for new construction and redevelopment, encouraging xeriscape© landscape techniques and discouraging the use of potable water for irrigation. In order to further these goals, policies have been added to the Goals, Objectives and Policies of this Infrastructure Element to encourage the continued use of these water conservation measures, and to develop and implement new water conservation measures. These measures are expected to lead to the reduction of the per capita demand for potable water.

#### *Alternative Water Supply Plan (AWSP)*

The Town has developed an Alternative Water Supply Plan (AWSP) based upon the development of a new reverse osmosis (RO) water treatment plant and associated facilities along with a 3.50 MGD water reclamation facility. The newly constructed plant expands the potable water system by maintaining some of the existing Biscayne Aquifer water supply sources, and adding capacity from the alternative resource of the Floridian Aquifer. With the addition of this 6 MGD reverse osmosis treatment plant, approximately 33% of the Town's water is supplied by alternative sources.

Based upon recent water usage rates and the above referenced modified population projections, the potable water demand at the end of the 2030 planning period will be sufficient to provide satisfactory LOS and meet demand throughout the planning period.

The Town's AWSP program is based on three elements: 1) the existing Biscayne Aquifer supplies; 2) Floridan Aquifer supplies treated via reverse osmosis (because these supplies are brackish water prior to treatment); and 3) five additional water system interconnections (i.e. to the City of Sunrise system, Broward County, City of Hollywood, City of Fort Lauderdale and the Tindall Hammock Irrigation and Soil Conservation District system in the sub-region). The program includes interim water supply measures until the system is completed. Included in these interim measures are: amendment to the Land Development Code to require irrigation quality utilities within new developments (purple pipe) for non-potable purposes; a water conservation program; and water system replacements.

### *Statute Updates*

In order to ensure the maintenance of potable water concurrency and to ensure compliance with bills enacted by the Florida Legislature in the 2002, 2004, 2005, and 2011 sessions to address the state's water supply needs, new policies have been added to the Goals, Objectives and Policies of the Capital Improvements, Infrastructure, and Intergovernmental Coordination Elements, regarding the development of alternative water supplies and incorporation of a Water Supply Facilities Work Plan with a minimum planning horizon of 10 years.

## **SANITARY SEWER**

This section evaluates the sanitary sewer system serving the Town of Davie. Sanitary sewer facilities are defined as structures or systems designed for the collection, transmission, treatment, or disposal of sewage and may include trunk mains, interceptors, treatment facilities, and disposal systems.

### *Treatment Facilities and Capacity*

The Town currently operates a one (1) million gallons per day (MGD) wastewater treatment plant, and two (2) 2.0 MGD treatment plants, with a total capacity of 5.0 MGD of average annual daily flow (AADF).

The effluent from the treatment facility is pumped through a 7 mile long force main to the City of Hollywood Wastewater Treatment Plant, which also receives effluent from Cooper City's wastewater treatment plant. These effluents are mixed in the combined effluent pipe at Davie's pump station before being sent to Hollywood's re-use system, or being discharged to the ocean via their ocean outfall.

The Town's adopted LOS is 110 gallons per capita per day (gpcd). Based upon the projected average daily flows for the years 2005-2020 provided in Table 2 below, the current capacity of 5 MGD will be exceeded by the year 2010. Therefore, the Town is currently expanding the wastewater treatment plant to increase its capacity by 2 MGD by 2009, and has provided \$10,000,000 in funding in FY 2008. A new 6.0 MGD wastewater treatment unit is scheduled for construction in an area in the central portion of the town in or near the South Florida Educational Center. However, the initial phase of the wastewater treatment plant will add 4 MGD to this system's capacity. Thus, the Town will achieve a wastewater treatment capacity of 13 MGD upon completion of the new plant in 2013. The remaining 2 MGD capacity of the new plant will be completed in phase two. Based upon the projected average daily flows provided below, this capacity will be sufficient to meet demand throughout the planning period.

The service area of the Town of Davie's wastewater treatment facilities do not coincide with the Town limits. Instead, like the potable water service areas, Ferncrest Utilities, Broward County, City of Hollywood, City of Fort Lauderdale and the City of Sunrise provide wastewater treatment services to the portion of their service areas contained within the Town of Davie. Although it is important to note the design capacities and demand of the other utility providers, it is the responsibility of those providers to ensure they maintain an adequate level of service throughout their planning periods. Specifically, Ferncrest Utilities has a design capacity of 0.60 MGD, and the City of Sunrise Utilities has a total wastewater treatment plant design capacity of 25 MGD. While all of the Ferncrest service area is contained within the limits of the Town of Davie, only about 25% of the Sunrise Utilities service area is within Davie. Thus, only 25% of Sunrise's total design capacity for wastewater treatment, or 6.25 MGD, is available for the portion of the service area in Davie.

#### *Geographic Service Area*

The Town of Davie's sanitary sewer system includes a geographic service area that includes the majority of eastern Davie and the Seminole Tribe of Florida Hard Rock Hotel complex on the Reservation. Ferncrest Utilities provides sanitary sewer to a small portion of the Town in the northeast sector of the Town, between Davie Road and SR 7. Sanitary sewer is provided to the remainder of the Town (predominantly the western portions of the Town) by the Broward County, City of Hollywood, City of Fort Lauderdale and the City of Sunrise Utilities.

#### *Current Facility Demand*

Wastewater service demands are expected to continue to increase moderately over the next ten years, as projected below.

#### *Sanitary Sewer Level-of-Service (LOS)*

The Town's adopted LOS in the Comp Plan for sanitary sewer facilities is 110 gpcd. Although the Town's LOS and the City of Sunrise has an adopted LOS of 127 gpcd. Since Ferncrest Utilities is not a public entity, they are not required to have an adopted LOS. However, they do utilize a rate of 145 gpcd for consumptive use permitting purposes. Please note, though, that neither Ferncrest nor Sunrise Utilities are responsible for the provision of a satisfactory level of sanitary sewer service to their respective service areas. Therefore, the calculations below are based solely on the Town of Davie Utilities average flows and capacities.

#### *Septic Tanks*

Septic tanks serve as a form of sanitary sewer collection, treatment, and disposal for some single family residential land uses within the Town of Davie. The Town continues to pursue elimination of septic tanks through the ongoing funding of providing sewer

connections to those still on septic tank. The current capital projects program has identified a need for approximately \$3,000,000 per year over the next five (5) years for the sewerage of unsewered areas. These funds are to be provided through individual assessments.

### *Sanitary Sewer System Analysis*

As noted above, treatment services for the Town's sanitary sewer system are provided by the Town of Davie's Utility Department, with ultimate discharge provided by the City of Hollywood. The Town's adopted LOS standard is 110 gpcd. Based upon the population projections for the Davie Utilities service area of 38,044, the Town will need to provide a total of 4.18 MGD capacity at the end of the planning period. The wastewater demand projections and capacity needs based upon the population projections are presented in Table 3.

Table 3. Town of Davie Wastewater Capacity & Demand, 2005 – 2018

Year	Average Daily Flow (MGD)	Capacity (MGD)	102% of Previous Year's ADF (MGD)
2005	3.93	5 MGD	4.01
2010	5.77	7 MGD	5.89
2015	8.12	11 MGD	8.28
2018	9.54	11 MGD	9.73

Source: Town of Davie Utilities Department, 2008

## **SOLID WASTE**

This section addresses solid waste services for the Town of Davie.

### *Service Providers*

Waste Management, Inc. provides removal of both trash and solid waste, under a franchise agreement, to residents and businesses within the Town. Under the auspices of the Interlocal Agreement for a Resource Recovery System, Waste Management hauls the Town's processable solid waste to the South Wheelabrator Plant for incineration, and the ash is then landfilled. Nonprocessable solid waste is hauled to the Broward Interim Contingency Landfill located in Fort Lauderdale. Recyclables are collected by Broward County Waste and Recycling Services, and hauled to the Materials Recovery Facility (MRF) located within Davie. The MRF was opened in 1993, and processes more than 450 tons of recyclables per day.

The Interlocal Agreement was entered into in 1991 with a 20 year term. Therefore, the agreement is set to expire in 2011. At that time the Town will have the option to either extend the agreement, enter into a new agreement, or develop their own solid waste disposal system.

### *Level of Service*

The Town of Davie's adopted residential LOS standard for solid waste is 8.9 pounds per unit per day. According to Broward County Waste and Recycling Services, the Resource Recovery System has the capacity to process 1.6 million tons of solid waste per year, via the two waste-to-energy facilities (Wheelabrator North and Wheelabrator South). In addition, there is 4.5 million cubic yards of capacity at the Broward Interim Contingency (BIC) landfill which serves as the final disposal point for all non-processable (i.e. non-burnable) and non-recyclable solid waste. Waste Management, Inc. provides removal of both trash and solid waste, under a franchise agreement, to residents and businesses within the Town. Approximately 115,939 tons of trash and solid waste were collected in Davie in 2006-2007.

### *Existing and Projected Demand*

The above referenced figure for tons of solid waste collected in Davie equates to 231,878,000.00 pounds (115,939 tons x 2,000 pounds/ton).

The following are the projected maximum amounts of residential refuse that would be collected in Davie according to the housing unit estimates and projections included in the FLUE DIA:

- 2008: 181 tons/day (66,065 tons/year)
- 2012: 191 tons/day (69,715 tons/year)
- 2017: 203 tons/day (73,942 tons/year)

The Town's processable solid waste is hauled to the South Wheelabrator Plant, where it is incinerated, and the ash is landfilled. Nonprocessable solid waste is hauled to the Broward Interim Contingency Landfill in Fort Lauderdale. According to the Broward County Waste and Recycling Services, the Resource Recovery System has the capacity to process 1.6 million tons of solid waste per year. This is in addition to the 1.4 million tons per year capacity of the existing landfills. In addition, the two Wheelabrator Plants are expandable by up to thirty-three percent (33%). As the most current county-wide demand figures indicate there is an annual demand of 1.2 million tons per year, it is evident that less than half of the total annual capacity for solid waste is being utilized. Therefore, the County's total capacity under the current system is equal to at least 20 more years. Thus, the County has capacity to carry it through 2028. The Town's new long range planning timeframe is 2018. Thus there are no LOS problems related to solid waste.

## **DRAINAGE & GROUNDWATER RECHARGE AREAS**

### *Drainage*

Drainage facilities are defined in Rule 9J-5.003, F.A.C., as "a system of man-made structures designed to collect, convey, hold, divert, or discharge stormwater, and includes stormwater sewers, detention structures, and retention structures."

The Town of Davie is divided essentially into two basins at SW 100 Avenue. The west basin is controlled by a SFWMD pump station (S-9) located approximately at US 27 and Griffin Road. The eastern basin is controlled by a pump station (S-13) on the C-11 canal. The 100<sup>th</sup> Avenue divide is an equalizer known as S-13A. This structure can be opened to control local storms or equalize water levels in the east and west basins.

The Central Broward Water Control District, South Florida Water Management district, the Broward County Environmental Protection Department (BCEPD) Water Management Division, and the Tyndall Hammock Drainage District all govern land use with regard to land development of drainage features and groundwater recharge areas.

#### *Drainage System Geographic Service Area*

The primary drainage features in the Town are the North New River canal and the South New River canal (C-11 canal) and their tributary canals, man made facilities constructed originally to drain the Everglades. The Town's service area coincides with the Town limits.

According to the South Florida Water Management District (SFWMD), all of Broward County is considered a natural groundwater aquifer recharge area for the Biscayne Aquifer, currently the Town's sole source of water supply. However, the Town recently approved a Capital Improvement Program for the Fiscal Years 2008 through 2012 which included budgeting for a new water treatment plant, which will draw water from the brackish waters of the Floridian Aquifer, and treat the water with a reverse osmosis membrane treatment system.

#### *Level-of-Service Standards*

The following represents the Town's adopted LOS standard for its stormwater management system:

1. Federal Emergency Management Administration (F.E.M.A.) criteria for minimum floor elevations of building sites within the flood hazard area, and floodplain protection provisions.
2. 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.

#### *Evaluation of Conditions and Drainage System*

The Town's drainage system requires constant maintenance of debris and silt management and aquatic weed control. The Tyndall Hammock Drainage District and the Central Broward Water Control District are currently performing these tasks. Water quality regulation is by BCEPD. The Town and the Drainage Districts have adopted the dictates of the county standards and maintain compliance therewith. On site detention

improvements necessary to accommodate development are identified and required in conjunction with plat, site plan and/or building permit review.

### *Capital Improvements*

To address drainage situations throughout the Town, the Five Year Capital Projects Program for 2008-2012, includes several drainage system improvements. Typically these programmed improvements are linked to Town roadway improvements, and consist of the addition of new drainage facilities on existing roadways throughout the Town.

Beyond the five-year timeframe, the Town will require developments to install adequate systems to maintain the LOS for stormwater drainage. Also, the Town is developing a program to reuse stormwater for non-potable water purposes, such as irrigation. This is a component of the Town's Alternative Water Supply Program (AWSP) and its efforts at water conservation.

### Natural Groundwater Aquifer Recharge Areas

The management of surface water and groundwater resources is an important issue to the long-term environmental quality of the Town of Davie. It is generally recognized that many water management issues are addressed and regulated by either regional water management districts or other state and federal agencies. However, land use decisions made by the local government have the potential to impact natural resources, both positively and negatively, as vacant land is developed and the impacts to the environment are mitigated. As such, the Town of Davie should regulate new development within its borders in conformance with best management practices that conserve natural groundwater aquifer recharge areas.

### *Identification of Prime Recharge Areas*

Although the South Florida Water Management District (SFWMD) has not identified any areas within Broward County as groundwater recharge areas for the Biscayne Aquifer, all of Broward is considered a natural groundwater aquifer recharge area for the Biscayne Aquifer. A major source of recharge to the Biscayne Aquifer in the County is the Everglades Water Conservation Areas. The three Water Conservation Areas (2a, 2b, and 3a) total 790 square miles, and comprise approximately 2/3 of the County's total land area. Recharge occurs naturally as stormwater, which is stored and purified in the Conservation Areas, seeps into the aquifer. Other major sources of recharge include the system of canals in the developed areas of the County. The land surface itself is also a major source of aquifer recharge. Generally, soil conditions in the County are conducive to recharge of the Aquifer. With the exception of those areas in southwest Broward with thick muck soils, movement of water into the ground is rapid. Recharge also may be obtained through injection and spray irrigation.

### *Major Natural Drainage Features*

Major natural drainage features are typically defined as those that occur naturally in areas that accommodate the flow of stormwater, including streams, rivers, lakes, and wetlands. However, there are few lands within the Town that are considered wetland areas, according to the National Wetlands Inventory (NWI) conducted by the United States Fish and Wildlife Service. (See Appendix C -Existing Wetlands map)

### *Existing Natural Drainage and Recharge Area Regulations and Programs.*

Additional federal, state, county, and local regulations or programs impacting development and/or resource conservation within the Town of Davie are discussed in the following sections.

#### Federal Regulations

Section 208 of the Federal Water Pollution Control Act (PL92-500, 1972) serves as the directing federal law with respect to water pollution abatement. In implementing the Act, the United States Environmental Protection Agency (EPA) identified pollutants carried in stormwater runoff as a major source of water contamination. To achieve the pollution abatement goals of the Act, the EPA provided assistance to state and local governments for developing Area Wide Water Quality Management Plans, or “208 Plans” as they are commonly known. These 208 Plans study a broad range of potential water pollution sources, including stormwater, and focus on identifying pollutant sources and abatement needs as well as development of regulatory programs to ensure implementation.

#### State Regulations

The FDEP has adopted a Stormwater Rule (Chapter 62-25, Florida Administrative Code (F.A.C.)) to fulfill part of the state’s responsibilities under Section 208 of the Federal Water Pollution Control Act. The objective of the rule is to achieve 80 to 95 percent removal of stormwater pollutants before discharging it to receiving waters. Implementation of the stormwater rule is achieved through the permitting process. FDEP has delegated permitting responsibility to SFWMD and Broward County DEP. This rule requires treatment of the first one inch of runoff for sites less than 100 acres in size and the first 0.5 inch of runoff for sites over 100 acres in size. Treatment is generally accomplished through retention or detention with filtration. Retention requires the diversion of the required volume of runoff to an impoundment area with no subsequent direct discharge to surface waters. Pollutants are removed by settling and by percolation of stormwater through soil. Detention facilities are typically within the line of flow for the drainage system. Stormwater from a site passes through the detention facility and is filtered to remove pollutants prior to discharge to a surface water body.

#### County Regulations

Broward County has an adopted 208 Plan that is administered by BCEPD. Implementation of the plan is accomplished through the county’s stormwater management permitting process.

## 4. PARKS, RECREATION, OPEN SPACE AND CONSERVATION ELEMENT

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## 4. PARKS, RECREATION & CONSERVATION ELEMENT

### PURPOSE

The Parks, Recreation and Conservation Element (PRE) catalogs the existing public and private recreation, open space and conservation areas and facilities within the Town, analyzes the inventory of recreation and open space to project an appropriate level of service standard, promotes the conservation, conscientious use, and protection of natural resources within the Town, formulates goals, objectives, and policies to protect and preserve existing recreational and conservation areas, and provides guidelines for acquiring additional recreation, open space and conservation areas within the Town to maintain a minimum level of service for the community.

### PARKS AND RECREATION

#### *Current Facilities Analysis*

Currently there are fifty (50) public parks and recreational sites serving the Town, as described in Table 1. There are both Activity and Resource parks, with “neighborhood, community, and regional” service levels. “Activity Parks” are parks dedicated to active recreational pursuits such as baseball, soccer, basketball, etc. “Resource Parks” are parks dedicated to passive uses such as hiking, biking, horseback riding, and bird watching. As noted in the Table, the total acreage of parks in the Town is 1,834 acres. Figures 1, 2 and 3 (Appendix D) identify all parks and recreational sites, including equestrian and recreational trails, located within the Town. Figure 1 indicates the service level of the neighborhood parks with circles depicting the service area. The service level of Community and Regional Parks are not depicted on the map, as those service areas extend beyond the Town limits and would overlap substantially, making the map illegible.

Thirty-seven (38) of these parks are owned and maintained by the Town, five (5) parks are leased by the Town, and seven (7) parks are owned and maintained by the State or the County. Only six (6) of the parks are “Regional” parks. The rest are “Community” and “Neighborhood” parks. Figure 1 located herein describes the service area of each of the community and neighborhood parks.

The Town is known for its extensive trails systems. Figure 3 indicates the existing recreational trails throughout the Town, as of 2007. Figure 4 indicates the existing equestrian trails within the Town. While the equestrian trails are located in the western portions of Davie, as that portion of the Town is more rural in nature, with extensive open space tracts, the recreational trails extend throughout the entire Town, and have been developed consistent with the Broward County Greenways Master Plan.

**Table 1: Parks, Recreation and Open Space Sites**

<b>Park/Recreation Site</b>	<b>Acreeage</b>	<b>Ownership</b>	<b>Type</b>	<b>Service Level</b>	<b>BCLUP acreage**</b>
Bergeron Park	4.79	Davie	Activity	Neighborhood	4.79
Bergeron Rodeo Arena & Grounds	18.61	Davie	Activity	Community	18.61
Berman Park	2.88	Davie	Activity	Neighborhood	2.88
Betty Booth Roberts Park	4.97	Davie	Activity	Neighborhood	4.97
Liberty Park	2.41	Davie	Activity	Neighborhood	2.41
Davie Pine Island Park	108.76	Davie	Activity	Community	108.76
Davie Town Hall	2.95	Davie	Activity	Community	2.95
Driftwood Estate Park	5.00	Davie	Activity	Neighborhood	5.00
Joy Yoder Equestrian Center	4.44	Davie	Activity	Community	4.44
Lange Park	3.17	Davie	Resource	Neighborhood	3.17
Oakhill Equestrian Park	9.63	Davie	Activity	Community	9.63
Old Davie School & Addition	6.45	Davie	Activity	Community	6.45
Palomino Park	2.46	Davie	Activity	Neighborhood	2.46
Orange Park	0.42	Davie	Activity	Neighborhood	0.42
Potter Park and P.A.L.	4.19	Davie	Activity	Neighborhood	4.19
Reflections Park	4.26	Davie	Activity	Neighborhood	4.26
Shenandoah Park	17.00	Davie	Activity	Neighborhood	17.00
Wes Griffin Park	3.88	Davie	Activity	Neighborhood	3.88
SW 36th Court Park	0.13	Davie	Activity	Neighborhood	0.13
East Davie Nature Park	2.78	Davie	Activity	Neighborhood	2.78
Veterans Park	1.83	Davie	Resource	Community	1.83
Waterford Park	5.03	Davie	Activity	Neighborhood	5.03
The Park at Waverly	10.10	Davie	Activity	Neighborhood	10.10
Governor Leroy Collins Park & Addition	85.71	Davie	Resource	Community	85.71
Berman Preserve	36.10	Davie	Resource	Community	36.10
Falcon's Lea Park	3.80	Davie	Resource	Community	3.80
Faulk	4.95	Davie	Resource	Community	4.95
Ivanhoe FPL Easement	30.96	Davie	Resource	Community	30.96
Math Iglar	1.55	Davie	Resource	Community	1.55
Robbins Lodge/Park	157.62	Davie	Resource	Community	157.62
S.W. 7 <sup>th</sup> Place Open Space	.41	Davie	Resource	Neighborhood	.41
Sunny Lakes Bird Sanctuary & Expansion	19.03	Davie	Resource	Neighborhood	19.03
Davie Wetland Preserve	115.00	Davie	Resource	Community	115.00
Westridge	39.89	Davie	Resource	Community	39.89
Wolf Lake	48.45	Davie	Resource	Community	48.45
Silver Oaks	7.0	Davie	Activity	Community	7.0
Batten's Farm	10.0	Davie	Resource	Community	10.0
Devine Property	8.06	Davie	Resource	Community	8.06
Owl Lookout Park	4.12	Davie	Resource	Community	4.12
Flamingo Road Open Space – SW 14 St.	3.62	Davie	Resource	Community	3.62
Flamingo Elementary Ballfields	4.50	Davie Lease	Activity	Community	4.50
Silver Lakes Rotary Nature Park	39.49	Davie Lease	Resource	Community	39.49
Tree Tops Park	243.31	Florida/BCC/SFWMD*	Resource	Regional	10.00
Linear Park	36.00	Florida/BCC/SFWMD*	Resource	Community	36.00

Park/Recreation Site	Acreege	Ownership	Type	Service Level	BCLUP acreege**
Long Key Natural Area	153.61	Florida/BCC/SFWMD*	Resource	Regional	10.00
Vista View Park & Addition	269.27	Florida/BCC/SFWMD*	Resource	Regional	10.00
Pine Island Ridge	131.58	Florida/BCC/SFWMD*	Resource	Regional	10.00
Pond Apple Slough	130.26	Florida/BCC/SFWMD*	Resource	Regional	10.00
<b>TOTAL ACREAGE</b>	<b>1,810.43</b>				<b>932.4</b>

\* Florida means, the State of Florida; BCC means the Broward County Commission; SFWMD means the South Florida Water Management District.

\*\*Based on the Comprehensive Plan’s population estimate for 2010 of 96,305, the County requires 288.9 acres of parks and open space to meet its LOS standard. As noted above, total park acreage consistent with the BCLUP is 932.4 acres. As a result of the Sunforest Apts (1.8 acres) and RAC density (9.5 acres) land use plan amendments approved in 2010, an additional 11.3 acres of parks and open space was generated. As noted above, sufficient park acreage exists to accommodate the additional dwelling units permitted by these amendments.

### *Level of Service Standard*

The parks and recreation level of service (LOS) standard established in the Town of Davie’s Comprehensive Plan is 10 acres per 1,000 population. Based on the 2008 population estimate of 93,482 contained in the Future Land Use Element (FLUE) Data, Inventory and Analysis (DIA), the Town would need to provide 935 acres of parks to meet its LOS standard. As the Town already contains 1,783.6 acres of parks, the LOS standard has been met and exceeded.

### *Analysis of Future Needs*

The Town will continue to meet and exceed its LOS standard of 10 acres per 1,000 in population throughout the planning period (2018), even without any additional parks and open space. However, in 2005, the Town residents approved a \$25 million bond for open space.

A typical LOS standard for parks and recreational lands is between 3 and 5 acres per 1,000 in population. Thus, the Town’s current LOS of 10 acres per 1,000 in population is twice that of the average municipality. In addition, each new open space and park facilities carries with it an ongoing and continual maintenance cost. For these reasons and more, it is recommended the Town maintain its current LOS for parks and open space, and focus the remainder of the Open Space Bond monies on the interconnection of Town and regional facilities, and to create a network of trails and open space for the Town and its residents.

### *Future Park Planning/Capital Improvements*

Given the current adopted LOS for parks and open space, the current park acreage is adequate through the planning period of 2018.

Additionally, several policies have been included in the Goals, Objectives and Policies (GOPs). Included in the GOPs is a policy requiring the preparation of a parks master plan. This master plan should include a strategy for the acquisition, development and maintenance of parkland. In addition, a policy has been added to the GOPs requiring the land development regulations be amended to include

evaluation criteria for the purchasing and development of parks and open space. Consideration of the costs in money and resources of the ongoing maintenance of the property is to be included in the evaluation criteria.

As recommended in the 2005 Evaluation and Appraisal Report (EAR), policies are proposed for the Park, Recreation and Conservation Element to encourage the pursuit of additional parcels, to purchase strategic parcels for the completion of the Town's trail network, to improve the maintenance of the trails and open space, to plan for the long term stability of the Town's parks, trails, and open space, to continue to partner with other organizations when identified parcels become available, to continue to coordinate with the County to ensure the trail networks interconnect, and to work with adjacent municipalities on regional parks and trails issues. As part of the EAR-Based amendments, a comprehensive map of current resources has been included.

These strategies, in concert with the projects included in the proposed Five-Year Schedule of Capital Improvements (SCI), will allow the Town to meet its park needs and goals through the next planning timeframe.

## CONSERVATION

Below is an analysis of the wetlands located within the Town of Davie. The other categories of the conservation element, such as wildlife, air quality and surface waters have not been modified from the 2000 update of the Comprehensive Plan. Therefore, no additional analysis of these items was conducted as part of EAR-based amendments.

### *Wetlands*

Wetlands are generally classified as areas where the water table is near or above the surface, except during extended dry periods. Wetlands are typically adjacent to natural water bodies and man-made lakes, and in low-lying depressions, and have poorly drained, level, organic, or marl soils. Wetlands provide needed habitat for aquatic and land species, including migrating birds. Wetlands also provide storage areas for stormwater, and a "natural filtration system" to cleanse the water.

Figure 1 shows the location of different types of wetlands within the Town. Projects within jurisdictional wetland areas are required to obtain all required Federal, State and County permits, and provide mitigation as necessary. As can be seen on the map, there are relatively few designated wetlands within the Town. The few that do exist are predominantly scattered throughout the southwest portion of the Town. Therefore, wetlands are not likely to pose any significant constraints to development and redevelopment within the Town of Davie.

### *Trees*

In 2006, the Florida Department of Agriculture Division of Forestry awarded an Urban and Community Forestry Hurricane Grant to the Town of Davie. This grant was awarded in order for the Town to assess and restore tree canopy lost as a result of the 2004 and 2005 hurricanes. The Town recently completed

the projects associated with this grant, including the inventorying of all Town-maintained trees and planting of 48 trees.

Specifically, the Town conducted an assessment of those trees maintained on Town-owned property and right-of-way. Approximately 8,800 trees were located using GPS (Global Positioning System), and features such as the tree type and current condition were collected. A policy has been added to the Comprehensive Plan amendments requiring Town staff to maintain this inventory as trees are planted or removed.

*Existing Potable Water Sources*

The Town of Davie provides potable water production and distribution to only a portion of its residents. In order to provide complete coverage throughout the Town, potable water service is also provided by Tindall Hammock Irrigation and Soil Conservation District, City of Hollywood, City of Fort Lauderdale, Broward County and the City of Sunrise. The Biscayne Aquifer is the current source of potable water for all of Broward County, including the Town of Davie. However, the Town has developed an Alternative Water Supply Plan (AWSP) which includes the expansion of the existing wastewater treatment plant, the construction of a new wastewater treatment facility and a reverse osmosis water treatment plant. More detail on the new facilities and the AWSP is provided in the Infrastructure Element Data, Inventory and Analysis (DIA) Report.

*Existing and Projected Potable Water Capacity and Demand*

A detailed discussion of potable water demand over the planning horizon is given in the Infrastructure Element Data, Inventory and Analysis (DIA) Report. Table 2A and 2B below show the results of the analysis of projected potable water demand through 2030 for the Town of Davie utilities service area and all other utilities service providers within the Town.

**Table 2A: Town of Davie Service Area  
Estimated Population and Future per Capita Demand**

Year	Projected Population	GPD	Population-Based Avg. Day Demand (MGD)	Peak Factor	Total Max. Day Demand (MGD)
2015	29,627	145	4.30	1.503	6.46
2020	31,915	145	4.63	1.503	6.96
2025	33,526	145	4.86	1.503	7.30
2030	34,899	145	5.06	1.503	7.61

Source: Broward County Planning and Redevelopment Division 2014 Municipal TAZ Data

**Table 2B: Town of Davie Service Providers’ Utility Service Area  
Estimated Population and Future per Capita Demand**

UTILITY	YEAR	POPULATION	WATER DEMAND (MGD)
<b>BROWARD</b> <sup>(1)</sup> 192 gpd	2015	523	0.13
	2020	528	0.14
	2025	525	0.14
	2030	532	0.14
<b>FT. LAUDERDALE</b> <sup>(2)</sup> 170 gpd	2015	528	0.10
	2020	530	0.10
	2025	527	0.10
	2030	534	0.10
<b>HOLLYWOOD</b> <sup>(3)</sup> 114 gpd (low) 140 gpd (high)	2015	1,768	0.20 low / 0.25 high
	2020	2,005	0.23 low / 0.28 high
	2025	2,111	0.24 low / 0.30 high
	2030	2,156	0.25 low / 0.30 high
<b>SUNRISE</b> <sup>(4)</sup> 116 gpd	2015	57,500	6.67
	2020	59,500	6.90
	2025	60,100	6.97
	2030	59,800	6.94
<b>Tindall Hammock Irrigation and Soil Conservation District (THISCD)</b> <sup>(5)</sup>	2015	1,706 ERC	.469
	2020	2,331 ERC	.641
	2025	2,616 ERC	.719
	2030	2,901 ERC	.798

- (1) Broward County Water Supply Facilities Work Plan (2014)
- (2) City of Fort Lauderdale 10-Year Water Supply Facilities Work Plan (2014)
- (3) City of Hollywood Water Supply Plan Potable Water Sub-Element (2015)
- (4) DRAFT City of Sunrise 10-Year Water Supply Facilities Work Plan (2014)
- (5) DRAFT THISCD 10-Year Water Supply Facilities Work Plan Update (2015)

The combined capacity of all utility providers within the Town of Davie will exceed the projected demand and is more than sufficient to provide potable water service to the Town’s residents throughout the planning period. Specifically, the Town of Davie Utilities has increased its total capacity to approximately 10 MGD with the opening of the new reverse osmosis plant.

It should be pointed out, though, that the other service providers are responsible for maintaining an acceptable level of service for potable water throughout the planning period. Furthermore, the Town of Davie does not have any jurisdiction over these five potable water providers.

# 5. HOUSING ELEMENT

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## **5. HOUSING ELEMENT DATA, INVENTORY, AND ANALYSIS**

### **PURPOSE**

Local governments are required to prepare and adopt a Housing Element (HE) consistent with the provisions of Chapter 163, Part II, Florida Statutes (F.S.) that is based upon accepted methodologies and best available data and analysis. This Element presents data on housing needs and provides an overview of the existing and projected future conditions pertinent to the Housing Goals, Objectives and Policies found within the Town's Comprehensive Plan (Comp Plan).

The best available data are provided by the 2010 U.S. Census, 2008-2012 American Community Survey (ACS), 2010 Shimberg Center for Affordable Housing, Broward County Property Appraiser and Broward County Metropolitan Planning Organization (MPO), supplemented by local research.

### **EXISTING HOUSING DATA**

#### *Number and Distribution of Dwelling Units*

According to the 2008-2012 American Community Survey, there were a total of 36,171 housing units in Davie, 32,376 (89.5%) of which were occupied and 3,795 (10.5%) of which were vacant. Total housing units in Broward County reported by the 2008-2012 American Community Survey were 810,210, of which 665,913 (82%) were occupied and (18%) were vacant. Of the occupied housing units in Davie, 24,052 (74%) were owner-occupied and 8,324 (26%) were rentals. This is a substantially different pattern for the County as a whole, where 447,228 (67%) of occupied housing units were owner-occupied and 218,685 (33%) were rentals.

Table 1 below shows housing types in Davie and Broward County according to number of units in the structure in which the housing unit is located.

Table 1: Number of Housing Units by Number of Units in Structure

Number of Units in Structure/ Type of Unit	Davie		Broward County	
	Number Of Units	% of Total Units	Number of Units	% of Total Units
1, detached	15,774	43.6%	332,959	41.1%
1, attached	3,531	9.8%	65,003	8.0%
2	667	1.8%	22,420	2.8%
3-4	1,533	4.2%	35,645	4.4%
5-9	1,335	3.7%	46,889	5.8%
10-19	2,106	5.8%	56,842	7.0%
20 or more	5,728	15.8%	227,835	28.1%
Mobile Home	5,456	15.1%	22,080	2.7%
Other	41	0.1%	537	0.1%
<b>Total:</b>	<b>36,171</b>	<b>100%</b>	<b>810,210</b>	<b>100%</b>

Source: 2008-2012 ACS

As is evident in Table 1 above, the Town of Davie and Broward County have a similar proportion of single family, detached structures. However, Broward County has a significantly higher percentage of large, multi-family structures of 20 or more units than does the Town. This relationship is reversed, though, with regard to mobile home units.

In terms of the age of the housing stock, the 2008-2012 American Community Survey reported that the majority of the renter occupied housing stock in Davie was constructed between 1970-1979, while the majority of owner occupied units were constructed between 1980-1989. For Broward County, the majority of both renter occupied units and owner occupied units were constructed during 1970-1979. Table 2 below provides further details of when owner- and renter-occupied housing units were built in Davie and Broward County.

Table 2: Year Residential Structures Built by Tenure

Year Built	Renter-Occupied		Owner-Occupied	
	Davie	Broward County	Davie	Broward County
2010-Later	86	701	16	457
2000 to 2009	1,361	28,726	3,580	45,502
1990 to 1999	1,828	34,016	6,081	82,893
1980 to 1989	1,823	41,643	7,916	85,550
1970-1979	2,111	53,810	4,895	117,786
1960-1969	730	32,890	1,209	66,073
1950-1959	304	20,235	342	42,145
1940-1949	81	4,178	13	4,444
1939 or earlier	0	2,486	0	2,378
<b>Totals:</b>	<b>8,324</b>	<b>218,685</b>	<b>24,052</b>	<b>447,228</b>

Source: 2008-2012 ACS

Table 3 provides a comparison of values of owner-occupied housing units between Davie and Broward County. Additionally, Table 4 shows the distribution of housing costs for owner-occupied units in 2000.

*Table 3: Values of Owner-Occupied Housing Units*

Value	Davie		Broward County	
	Number of Units	% of Owner-Occupied Units	Number of Households	% of Owner-Occupied Units
Less than \$50,000	3,123	13.0%	33,920	7.6%
\$50,000-\$99,999	2,817	11.7%	64,835	14.5%
\$100,000-\$149,999	2,092	8.7%	59,598	13.3%
\$150,000-\$199,999	2,709	11.3%	65,442	14.6%
\$200,000-\$299,999	4,910	20.4%	97,366	21.8%
\$300,000-\$499,999	4,928	20.5%	85,474	19.1%
\$500,000-\$999,999	2,810	11.7%	32,506	7.3%
\$1,000,000 <	663	2.8%	8,087	1.8%
<b>Total:</b>	<b>24,052</b>	<b>100%</b>	<b>447,228</b>	<b>100%</b>

Source: 2008-2012 ACS

*Table 4: Housing Costs for Owner-Occupied Units*

Household Incomes 2008-2012		
Household Incomes	Number of Households	Percent
Less than \$10,000	2,412	7.6%
\$10,000-\$14,999	1,176	5.7%
\$15,000-\$24,999	2,964	12.0%
\$25,000-\$34,999	3,022	11.8%
\$35,000-\$49,999	4,164	15.3%
\$50,000-\$74,999	5,443	18.5%
\$75,000-\$99,999	3,970	11.2%
\$100,000-\$149,000	4,741	10.6%
\$150,000-\$199,999	2,381	3.6%
\$200,000 or more	2,103	3.7%
<b>Totals:</b>	<b>32,376</b>	<b>100%</b>

Source: 2008-2012 ACS

Table 5 shows the distribution of the number of renter households in Davie and Broward County as of 2012 within various ranges of gross rent.

Table 5: Housing Costs for Renter-Occupied Units

Costs	Davie		Broward County	
	Number of Households	% of Renter-Occupied Units	Number of Households	% of Renter-Occupied Units
Less Than \$200	186	2.4%	1,267	0.6%
\$200-\$299	212	2.7%	2,549	1.2%
\$300-\$499	191	2.4%	4,378	2.1%
\$500-\$749	255	3.2%	15,942	7.6%
\$750-\$999	1,408	17.9%	47,202	22.5%
\$1,000-\$1,499	3,769	47.8%	86,970	41.5%
\$1,500 <	1,866	23.7%	51,178	24.4%
<b>Totals:</b>	<b>7,887</b>	<b>100%</b>	<b>209,486</b>	<b>100%</b>

Source: 2008-2012 ACS

Tables 6 and 7 show the cost burden to households in terms of a percent of area median income and the amount of income paid for housing for 2010 in Davie and Broward County. A household is generally considered to be cost-burdened if it spends more than 30% of its monthly income on housing costs.

Table 6: Households by Income and Cost Burden in Davie in 2010

Income as a percent of AMI	Amount of Income Paid for Housing			Total Cost Burden 30% or More
	<= 30%	30-50%	50% or More	
<= 30% AMI	1,068	413	1,876	3,356
30.01-50% AMI	892	1,012	1,355	3,259
50.01-80% AMI	2,338	2,138	740	5,215
80.01-120% AMI	4,724	1,712	303	6,740
120+% AMI	12,509	1,151	146	13,806
<b>Totals</b>	<b>21,531</b>	<b>6,425</b>	<b>4,420</b>	<b>32,376</b>

Source: Shimberg Center for Affordable Housing, 2010

Table 7: Households by Income and Cost Burden in Broward County in 2010

Income as a percent of AMI	Amount of Income Paid for Housing			Total Cost Burden 30% or More
	<= 30%	30-50%	50% or More	
<= 30% AMI	24,036	8,874	49,754	82,664
30.01-50% AMI	50,405	27,525	27,485	105,415
50.01-80% AMI	20,405	44,086	16,140	80,631
80.01-120% AMI	104,058	30,930	6,113	141,101
120+% AMI	264,957	19,499	2,873	287,329
<b>Totals:</b>	<b>463,861</b>	<b>130,914</b>	<b>102,365</b>	<b>697,140</b>

Source: Shimberg Center for Affordable Housing, 2010

#### Standard and Substandard Dwelling Units

Table 8 below shows the number and percentage of units – provided by the 2008-2012 American Community Survey – considered to be substandard dwelling units. A unit is considered to be substandard when there is either more than one person per room, a lack of complete kitchen facilities, or a lack of complete plumbing facilities. It is impossible to determine from this data the precise number of substandard units in the Town or the degree of existing substandard dwelling units. Some units may have one deficient measure while other units may have two or three deficient measures. In addition, property conditions and property maintenance are not considered as part of the determination for substandard housing units. However, as presently defined it is clear from the data that overcrowding is the greatest factor contributing to substandard housing units.

Table 8: Condition of Housing Stock

	<b>1.01 or More Persons Per Room</b>	<b>Lacking Complete Kitchen Facilities</b>	<b>Lacking Complete Plumbing Facilities</b>
<b>Number of Units</b>	999	174	80
<b>Percentage of Units</b>	3.10%	0.50%	0.20%

Source: 2008-2012 ACS

*Inventory of Subsidized Rental Housing and Group Homes*

Table 9 below shows the current inventory of renter-occupied housing developments currently using federal, state or local subsidies. The table also lists the nine (9) Group Homes within the boundaries of Davie and the corresponding number of residents that each accommodates.

*Table 9: Affordable Housing Development and Group Homes*

<b>Davie Total Housing Units</b>	<b>36,171</b>	
<b>DEVELOPMENT NAME</b>	<b>UNITS</b>	<b>HOUSING PROGRAM</b>
<b>Public Housing</b>		
East Village (formerly Ehlinger)	100	Public Housing
Griffen Gardens	100	Public Housing
El Jardin	233	Section 8 Project Based
<b>Sub Total</b>	<b>433</b>	
<b>Subsidized Housing</b>		
Barc Housing	21	HUD, Rental Sub, State Bonds
Cameron Cove	221	State Bonds
Federation Gardens	80	Rental Assistance, HUD Sec 202
Newport Apartments	219	HUD
Stirling Apartments I&II	147	LIHTC 4%, SAIL
Stirling Road Apartments	15	Rental Assistance, HUD Sec 202
Summerlake Apartments	108	LIHTC 4%, SAIL
Davie Triangle Apts.	69	N/A
East Village	155	LIHTC 4%, SHIP
Town Park Crossing	100	LIHTC, SHIP, HOME
<b>Sub Total</b>	<b>1,135</b>	
<b>Single Family</b>		
Harmony Village	22	Habitat, Broward, SHIP
Key West Style Homes	9	CRA
NSP Rental Units	17	NSP
<b>Sub Total</b>	<b>48</b>	
<b>Group Home</b>		
Stirling Road Apartments	15	
Jones Group Home	6	
Sunrise Opportunities	6	
United Cerebral Palsy	6	
United Cerebral Palsy, #4	15	
United Cerebral Palsy, #3	5	
Diane Harper Group Home	8	
Wesley Group Home	12	
BARC Housing	36	
<b>Sub Total</b>	<b>109</b>	
<b>Broward County Housing Authority</b>		
Section 8 Vouchers	311	
<b>Sub Total</b>	<b>311</b>	
<b>Total</b>		
	2,036 units	
	5.6% of Total Housing Units	

Source: Town of Davie; 2008-2012 ACS

### *Inventory of Mobile Home Parks*

There are currently twenty-nine (29) mobile home communities in Davie providing a total of 6,038 housing units including 3,354 rental units. Mobile homes provide a significant amount of affordable housing within the Town with a reported median rent of \$547 per month. These communities are detailed in Table 10 below.

*Table 10: Mobile Home Parks in Davie*

Inventory of Owned Mobile Home Parks			
#	Name of Park	Address	Number of Units
1	Alander Subdivision	650 SW 136th Ave	34
2	Carlan Mobile Home Park	13400 SW 7th Place	76
3	Cinnamon Tree Estates	700 SW 134th Way	20
4	Garden Park Estates	13001 SW 7th Court	38
5	Grove Park Estates	1500 SW 130th Ave	20
6	Grove Park Estates Addition	12851 SW 14th Place	13
7	King Manor Estates	12500 State Road 84	314
8	Orange Blossom Mobile Home Court	6651 SW 45th Street	100
9	Park City East	8640 SW 20th Street	1200
10	Rexmere Village	11300 Rexmere Boulevard	775
11	Saga Estates	13200 SW 7th Place	94
<b>Total</b>			<b>2,684</b>

Source: Town of Davie

Inventory of Rental Mobile Home Parks			
#	Name of Park	Address	Number of Units
1	The Anchorage	4631 SW 73rd Ave	8
2	Cheron Village (Tropical Park)	13202 SW 9th Ct	205
3	The Dell Trailer Park	4633 SW 73rd Ave	14
4	Driftwood Acres Mobile Home Park	4800 Griffin Rd	54
5	Everglades Lakes Mobile Home Park	2900 SW 52nd Ave	639
6	Modern Mobile Home Court	4855 SW 82nd Ave	76
7	Moonlight Ranch Mobile Home Park	4651 Griffin Rd	54
8	Orange Park Club Sec. I	841 SW 133rd Ave	82
9	Orange Park Club Sec. II	900 SW 133rd Ave	55
10	Palme Haven Mobile Homes	4791 SW 82nd Ave	80
11	Paradise Village	12850 State Rd 84	450
12	Park City West	10550 State Rd 84	368
13	Ponderosa Mobile Home Park	4701 SW 73rd Ave	19
14	Riverside Mobile Home Park	4615 Griffin Road	37
15	Sunshine Village	13453 SW 5th St	355
16	Swaying Palms	4851 Griffin Rd	80
17	Western Hills Estates	13000 Sw 5th Ct	405
18	Twin Lakes Rental Park	3055 Burriss Rd	373
<b>Total</b>			<b>3,354</b>

Source: Town of Davie

## HOUSING ANALYSIS

### *Housing Projections*

Based on 2010 Census Data and the Broward County MPO Traffic Analysis Zone (TAZ) data, the population within the Town of Davie is projected to increase at an average rate of 0.5% per annum. This would put household projections at 33,694 in 2020.

Permanent, non-seasonal resident household growth and housing need projections are summarized for the 2010-2025 period in Table 11, accounting for a 0.5% population growth rate.

*Table 11: Households and Housing Unit Projections (2010-2025)*

	2010	2015	2020	2025
<b>Households</b>	32,376	32,864	33,694	34,545
<b>Housing Units</b>	35,530	36,066	36,976	37,910

*Source: 2008-2012 ACS; Broward MPO*

From the above table, it is projected that a total of 37,910 units will be required by 2025 to accommodate projected population growth through the planning period.

Resident household growth projections based on unit type from 2015-2025 are presented in Table 12.

*Table 12: Resident Household Growth Projections by Unit Type (2015-2025)*

	Owner Units	Renter Units	Total Units
<b>Total Growth 2015-2025</b>	1,145	536	1,681

*Source: 2008-2012 ACS; Broward MPO*

Table 13 below presents total housing stock projections by residential type for the time period between 2010 and 2030. The projections assume a portion of each type of unit (except mobile homes) remains constant from 2010.

Table 13: Total Housing Stock Projections (2010-2030)

Projected Housing Units by Year*					
Housing Type	2010	2015	2020	2025	2030
Single-Family <sup>1</sup>	15,774	16,815	18,804	20,725	22,674
Multi-Family <sup>2</sup>	14,900	15,883	17,762	19,577	21,418
Mobile Homes	5,456	5,456	5,456	5,456	5,456
Other <sup>3</sup>	41	43	49	54	59
<b>Total Units</b>	<b>36,171</b>	<b>38,197</b>	<b>42,071</b>	<b>45,811</b>	<b>49,607</b>

\*Assumes proportion of each type of unit except mobile homes remains constant from 2010

1 Growth of 1-unit, detached housing

2 Includes all units other than 1-unit, detached and other than those included in the 'Other' category

3 Includes boats, RVs, etc.

Source: 2008-2012 American Community Survey

## AFFORDABLE HOUSING ASSESSMENT

Data for the Affordable Housing Assessment for the Town of Davie was primarily provided by the Shimberg Center for Affordable Housing (“Shimberg”) at the University of Florida, in addition to supplemental data resources such as the 2008-2012 American Community Survey and local research. Because the Shimberg data is prepared in 5-year increments from 2010, data is typically presented for 2010, 2015, 2020, 2025 and 2030. Household growth projections, by income group, are presented in Table 14.

The following are the definitions for the income categories used hereafter:

- Extremely low-income: households with an income less than 30% of the area median income (AMI);
- Low-income: households with an income between 30% and 80% of AMI
- Moderate-income: households with an income over 80% but less than 120% of AMI
- Greater than Moderate-income: households with an income more than 120% of AMI

Table 14: Household Projections by Tenure and Income Group 2010-2030

Owner-Occupied Households					
Year	Extremely-Low Income	Low-Income	Moderate-Income	Greater than Moderate-Income	Total
2010	1,636	5,809	5,363	12,204	<b>25,012</b>
2015	1,925	6,753	5,935	13,145	<b>27,758</b>
2020	2,038	7,843	6,556	14,099	<b>30,535</b>
2025	2,609	8,976	7,207	15,128	<b>33,919</b>
2030	2,954	10,102	7,846	16,112	<b>37,015</b>
Renter-Occupied Households					
Year	Extremely-Low Income	Low-Income	Moderate-Income	Greater than Moderate-Income	Total
2010	1,721	2,664	1,377	1,602	<b>7,364</b>
2015	1,877	2,866	1,450	1,679	<b>7,871</b>
2020	2,038	3,057	1,512	1,740	<b>8,348</b>
2025	2,201	3,251	1,572	1,800	<b>8,823</b>
2030	2,356	3,435	1,624	1,852	<b>9,268</b>

Source: Shimberg Center for Affordable Housing, 2010; 2008-2012 ACS; Lambert Advisory

Table 15 presents a breakdown of projected cost burden by income group for 2010, 2020 and 2030. Households of moderate-income or less who spend more than 30% of their income for housing costs are considered *cost-burdened*. Households of moderate-income who spend more than 50% of their income for housing costs are considered severely cost-burdened.

Table 15: Projected Housing Cost-Burden by Income Group

Household type	Housing Cost as a % of Household Income	2010		2020		2030	
		Count	Percent	Count	Percent	Count	Percent
<b>Extremely low-income</b>	< 30%	1,068	3.3%	1,378	3.5%	1,711	3.7%
	Owners	500	2.0%	693	2.3%	908	2.5%
	Renters	569	7.7%	685	8.2%	803	8.7%
	30%-50%	413	1.3%	583	1.5%	772	1.7%
	Owners	255	1.0%	387	1.3%	534	1.4%
	Renters	158	2.1%	196	2.3%	237	2.6%
	> 50%	1,876	5.8%	2,336	6.0%	2,828	6.1%
	Owners	881	3.5%	1,179	3.8%	1,512	4.1%
	Renters	995	13.5%	1,157	13.8%	1,316	14.2%
<b>Low-income</b>	< 30%	3,229	10.0%	4,496	11.5%	5,828	12.6%
	Owners	2,486	9.9%	3,605	11.7%	4,865	13.1%
	Renters	743	10.1%	891	10.6%	963	10.4%
	30%-50%	3,150	9.7%	3,852	9.8%	4,594	9.9%
	Owners	1,846	7.4%	2,392	7.8%	2,992	8.1%
	Renters	1,304	17.7%	1,460	17.4%	1,602	17.3%
	> 50%	2,095	6.5%	2,587	6.6%	3,116	6.7%
	Owners	1,477	5.9%	1,845	6.0%	2,245	6.1%
	Renters	618	8.4%	742	8.9%	870	9.4%
<b>Moderate-income</b>	< 30%	4,724	14.6%	5,811	14.8%	6,972	15.1%
	Owners	3,574	14.3%	4,552	14.8%	5,624	15.2%
	Renters	1,150	15.6%	1,260	15.0%	1,348	14.5%
	30%-50%	1,712	5.3%	1,911	4.9%	2,109	4.6%
	Owners	1,485	5.9%	1,659	5.4%	1,834	5.0%
	Renters	227	3.1%	252	3.0%	276	3.0%
	> 50%	303	0.9%	346	0.9%	389	0.8%
	Owners	303	1.2%	346	1.1%	389	1.0%
	Renters	0	0.0%	0	0.0%	0	0.0%
<b>Greater than Moderate-income</b>	< 30%	12,509	38.6%	14,408	36.8%	16,396	35.4%
	Owners	10,955	43.8%	12,727	41.4%	14,618	39.5%
	Renters	1,554	21.1%	1,680	20.0%	1,778	19.2%
	30%-50%	1,151	3.6%	1,264	3.2%	1,378	3.0%
	Owners	1,104	4.4%	1,204	3.9%	1,304	3.5%
	Renters	47	0.6%	60	0.7%	74	0.8%
	> 50%	146	0.5%	167	0.4%	191	0.4%
	Owners	146	0.6%	167	0.5%	191	0.5%
	Renters	0	0.0%	0	0.0%	0	0.0%
<b>Totals</b>	Total	32,376	100.0%	39,140	100%	46,283	100.0%
	Owners	25,012	77.3%	30,756	78.6%	37,015	80.0%
	Renters	7,364	22.7%	8,383	21.4%	9,268	20.0%

Source: Shimberg Center for Affordable Housing, 2010; Lambert Advisory

Tables 16 thru 19 show the deficit of affordable housing for occupied units and the growth driven need for affordable owner-occupied and renter-occupied units for the period from 2010-2030.

Table 16: 2015 Deficit of Affordable Housing (Occupied Units)

<b>A. Owner- Occupied Housing</b>		
<i>Income Group</i>	<i>At 30% or More Cost Burden</i>	<i>At 50% or More Cost Burden</i>
Extremely Low	315	1,020
Low	2,102	1,653
Moderate	1,576	324
<b>Subtotal Owner</b>	<b>3,993</b>	<b>2,997</b>
<b>B. Renter- Occupied Housing</b>		
<i>Income Group</i>	<i>At 30% or More Cost Burden</i>	<i>At 50% or More Cost Burden</i>
Extremely Low	175	1,076
Low	1,387	679
Moderate	240	0
<b>Subtotal Renter</b>	<b>1,802</b>	<b>1,755</b>
<b>Total ALL</b>	<b>5,795</b>	<b>4,751</b>

Source: Shimberg Center for Affordable Housing, 2010; Lambert Advisory

Table 17: Growth Driven Need for Affordable Owner-Occupied Units (2010 – 2030)

<b>Income Group</b>	<b>Growth Period</b>		
	<i>2010-2020</i>	<i>2020-2030</i>	<i>2010-2030</i>
<i>Extremely Low</i>	430	481	910
<i>Low</i>	914	741	1,915
<i>Moderate</i>	216	218	433

Source: Shimberg Center for Affordable Housing, 2010; Lambert Advisory

Table 18: Growth Driven Need for Affordable Renter-Occupied Units (2010-2030)

<b>Income Group</b>	<b>Growth Period</b>		
	<i>2010-2020</i>	<i>2020-2030</i>	<i>2010-2030</i>
<i>Extremely Low</i>	201	201	401
<i>Low</i>	281	269	394
<i>Moderate</i>	68	23	23

Source: Shimberg Center for Affordable Housing, 2010; Lambert Advisory

Table 19: Cumulative Deficit of Affordable Occupied Units (2010-2030)

<b>Income Group</b>	<b>Owner- Occupied Units</b>			<b>Renter- Occupied Units</b>		
	<i>2010</i>	<i>2020</i>	<i>2030</i>	<i>2010</i>	<i>2020</i>	<i>2030</i>
<i>Extremely Low</i>	1,136	1,566	2,047	1,152	1,353	1,553
<i>Low</i>	3,323	4,237	5,237	1,921	2,202	2,472
<i>Moderate</i>	1,789	2,005	2,222	227	252	276

Source: Shimberg Center for Affordable Housing, 2010; Lambert Advisory

Since 2008, the Town's median household income has increased from \$47,041 to \$59,362 in 2010 based on the 2008-2012 ACS. As the median household income for the Town has increased, the share of households at the very low and low income scale has declined from 39.7% of total households in 2000 to 29.5% of total households in 2010.

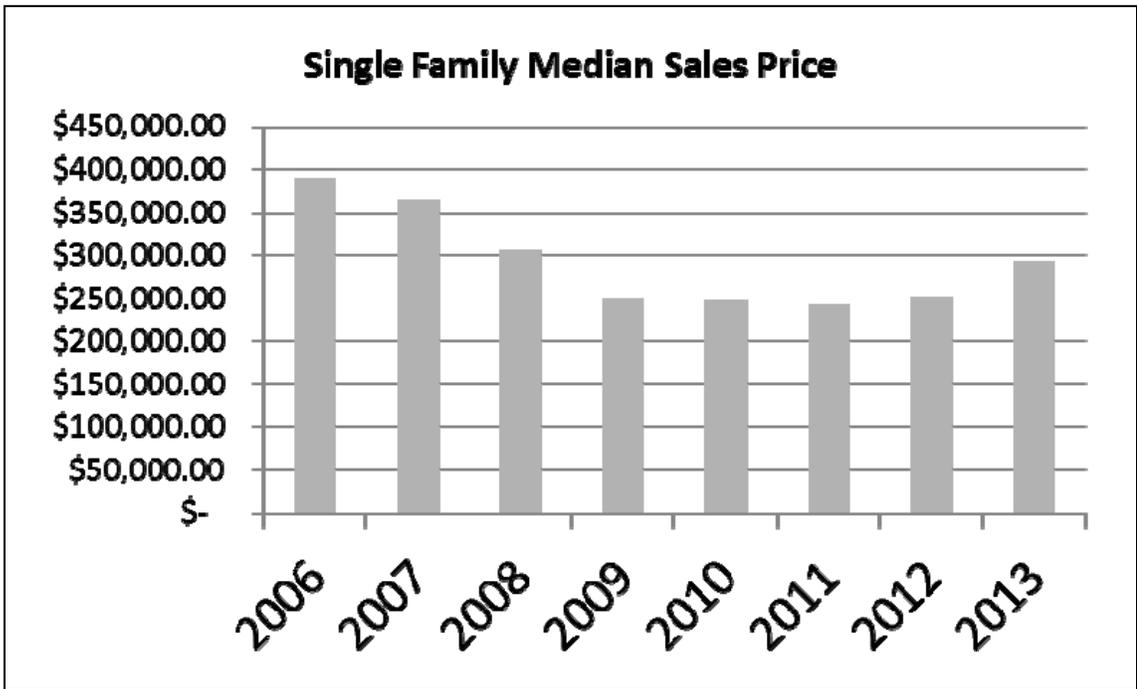
Also since 2008, the housing market has suffered one of its most prolific downturns in history. Single family median home values have decreased from a peak of \$389,785 in 2006 to less than \$250,000 in 2011. The housing market in Davie has shown signs of recovery, with median home sale prices reaching approximately \$290,000 in 2013.

The Town's condominium market followed much the same trends as the single family market, with average sale prices reaching \$200,000 in 2006, before a precipitous decline of more than 50% occurring by 2011. While the Town's condominium market has since strengthened, average pricing remains well below peak period at less than \$100,000 in 2013 – a price affordable to most low income families and moderate income families as well.

The rental market in the Town of Davie stands at 8,324 renter occupied households with an average monthly contract rent of \$1,063, compared to Broward County's monthly contract rent of \$1,104. Notably, 12.1% of the Town's total rental units are below \$450 per month, or the threshold for a 30% housing cost burden for families at 30% of AMI. This compares to only 8.6% for Broward County.

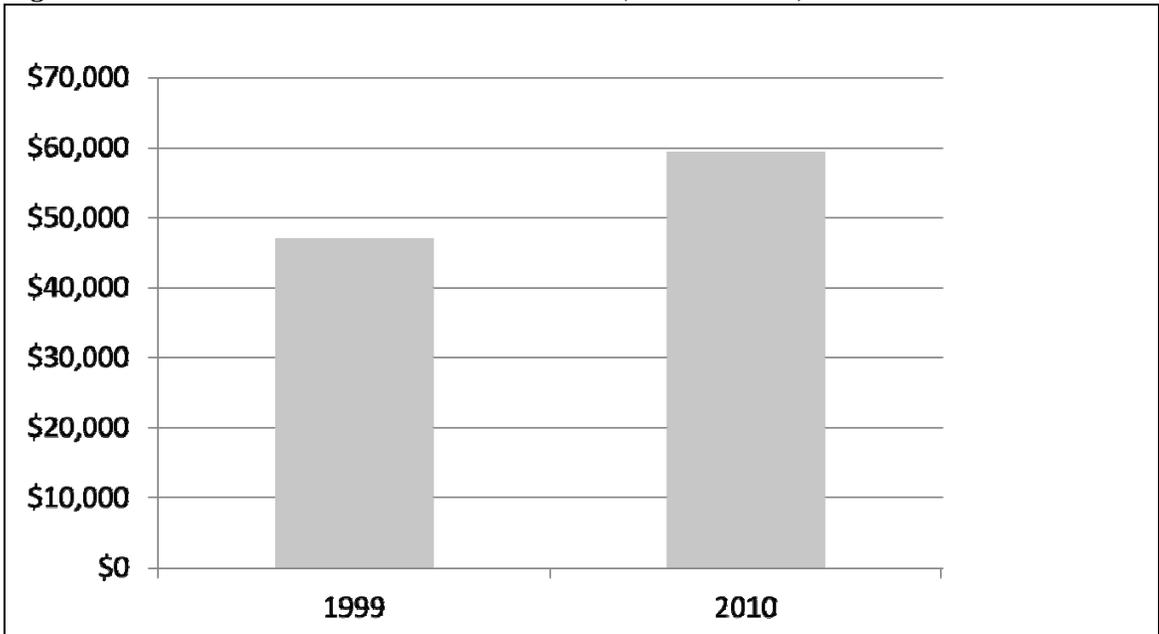
Data shows that a housing affordability gap continues to persist and that housing cost burden has remained relatively unchanged over time, despite the recent housing market crash and lower home sale prices. As a matter of fact, the total cost burden for Davie households earning less than 50% of AMI remained virtually unchanged between 2005 and 2010. Contributing factors include reduced household incomes due to job loss, loss of home equity, rising transportation costs, escalating rents as persons are forced out of foreclosed homes and the preference for rent versus own increases, and tightening of mortgage lending practices within the banking industry. The result is little or no improvement in overall housing affordability for both renters and owners alike, particularly those who fall within the very low and low income categories. This phenomena is not unique to Davie, but is being experienced throughout Florida.

**Figure 1: Single Family Median Sales Price in Davie (2006-2013)**



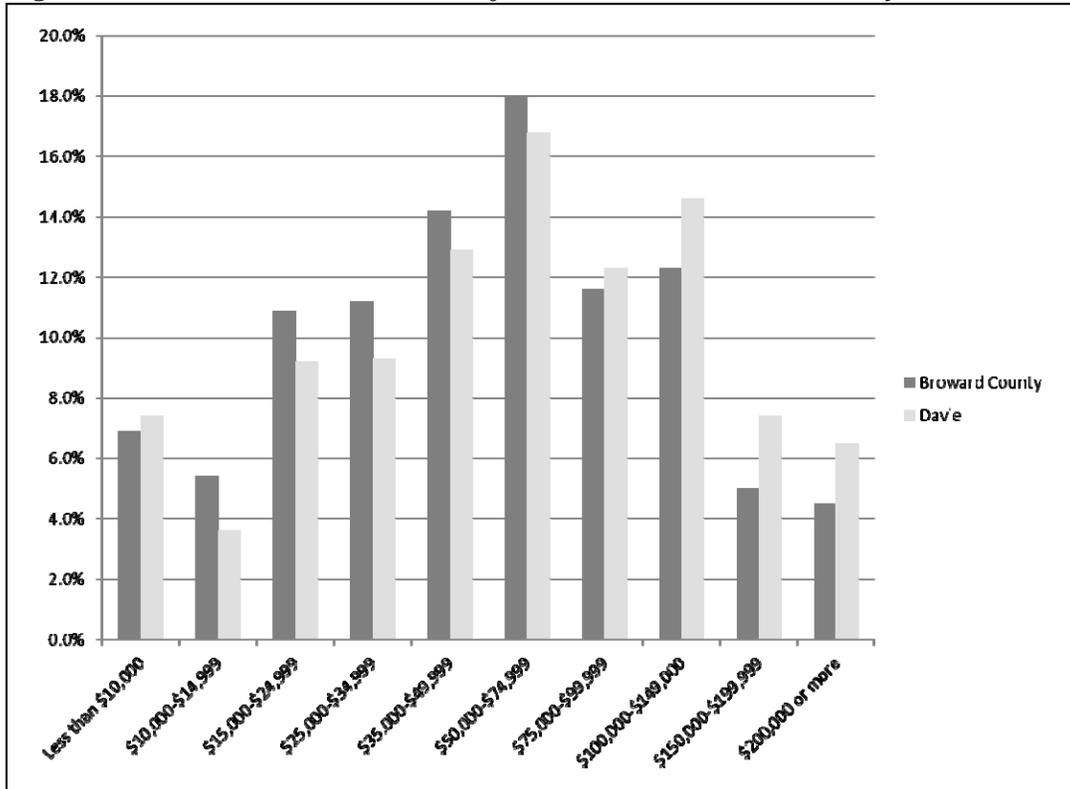
Source: BCPA; Lambert Advisory

**Figure 2: Median Household Income in Davie (2000 & 2010)**



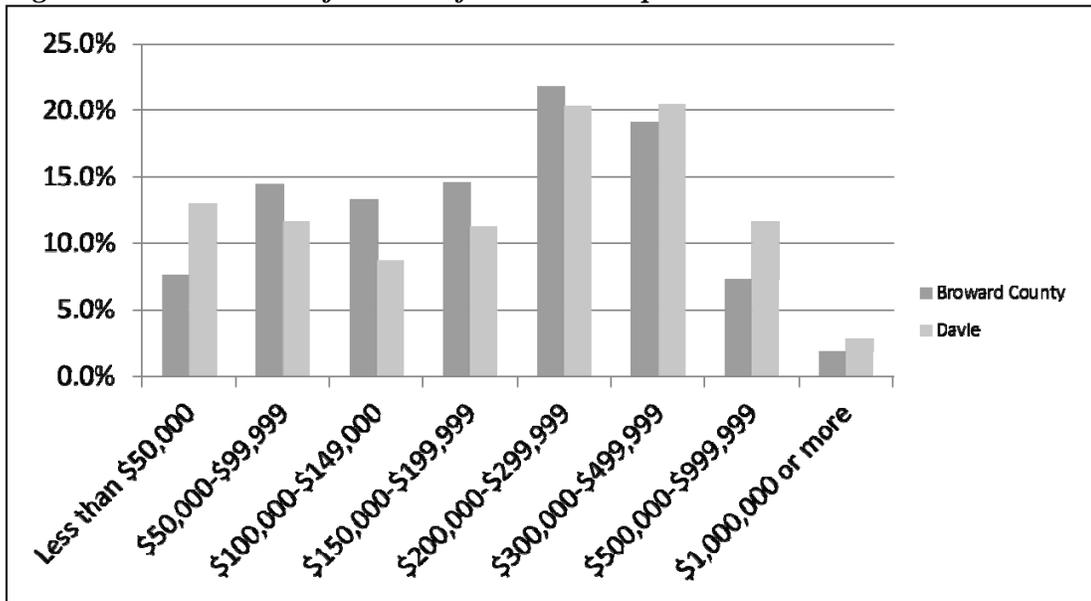
Source: US Census 2000; ACS 2008-2012; Lambert Advisory

**Figure 3: 1999 Income Distributions for Davie and Broward County**



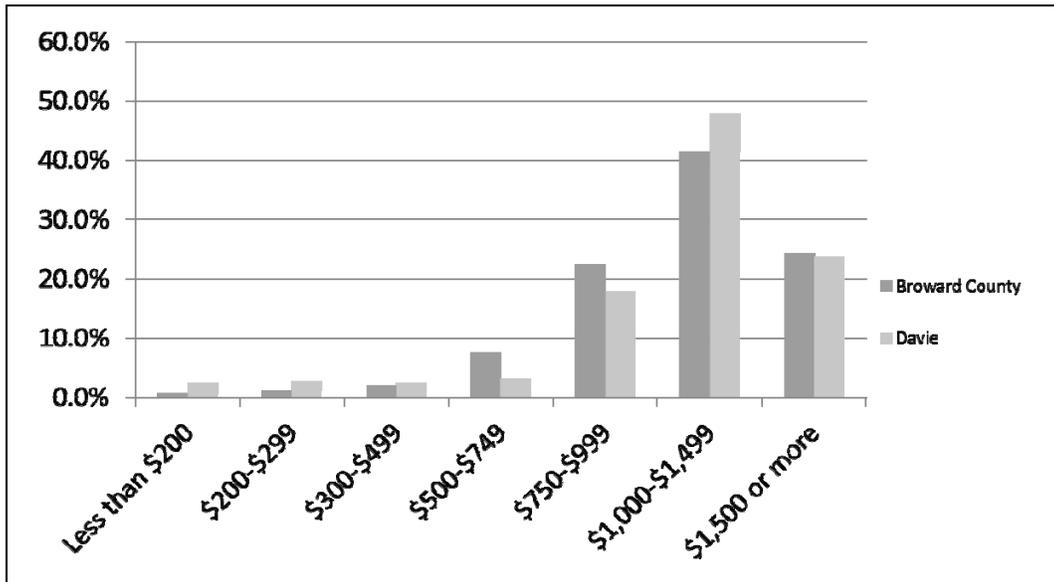
Source: ACS 2008-2012; Lambert Advisory

**Figure 4: Distribution of Values of Owner Occupied Units in Davie and Broward County**



Source: ACS 2008-2012

*Figure 5: Distribution of Rental Units by Gross Rent in Davie and Broward County*



Source: ACS 2008-2012

As demonstrated in Figure 2, household income within Davie has increased over the last decade, however Figure 3 show that the increase in income distribution has been skewed primarily towards those who make \$75,000 or more per annum. As such, affordable housing for individuals and families who fall within the Very Low and Low income categories continues to be an issue. Providing adequate housing for the Very Low and Low income groups is a veritable challenge affecting not just the Town, but many other local jurisdictions and the Federal Government.

Consider that in Broward County a family within the Very Low and Low income category paying no more than 30% of their monthly income on housing costs will contribute no more than \$445 per month on a rental unit. However, operating costs alone for a garden style apartment rental is more than \$400 per month. This means that there is virtually no income remaining to support a development’s land costs, construction costs and debt service reduction. As such, providing housing to those that fall within the Very Low and Low income categories essentially requires a full subsidy for land value, construction costs and debt service, placing a tremendous burden and significant pressure on municipal budgets.

Despite such challenges, the Town should continue to endorse policies, programs and initiatives to that both increase and maintain its existing affordable housing supply, particularly for the Very Low and Low income groups.

### *Existing Programs*

As it relates to efforts to provide adequate levels of affordable housing, the Town of Davie has been very proactive in its goal to provide adequate levels of affordable housing to its residents, as well as enhance existing housing standards. The Town currently participates in several programs to address the need for affordable housing and works closely with the Broward County Housing Authority, Housing Finance and Community Development Division, and State and Federal housing programs.

The Town of Davie currently has 38.5% of its housing inventory available to service households within the very low, low and moderate income groups, with an additional 15% to support workforce housing. Since 2000, the Town has provided almost \$12 million in fee waivers, incentives and subsidies in support of expanding and improving affordable housing including but not limited to: New Rental Housing Subsidies and Waivers; Pre-Development and Permit Fees; funding to Habitat for Humanity; Home Purchase Assistance Programs; and Home Improvement Grants. In 2012 alone the Town provided SHIP grant funds, HOME funds, and fee waivers toward the development of 255 affordable LIHTC rental units.

In aggregate, the Town estimates that its contribution to affordable housing through direct development funding, home improvement funding, subsidies, waivers, and community outreach/support has served more than 1,000 households during the past decade or roughly 30% of the total net new household growth in the Town during that period.

## **RECOMMENDATIONS**

While the recent downturn in the real estate market has reduced property values significantly, a housing affordability gap continues to persist and the housing cost burden has remained relatively unchanged. Considering this, the Town will continue with its existing affordable housing goals, policies and objectives along with additional recommendations as identified below. Such actions will help to maintain existing affordable housing stock while providing adequate housing to meet the needs of new resident growth.

1. Maintain and continue to refine land development regulations which promote the availability of affordable housing through the zoning code such as reduced lot size and floor area for dwelling units, construction of zero lot line and cluster housing, vertical integration of residential units with non-residential uses, and the allowance of accessory dwelling units. The Town's Regional Activity Center (RAC) best exemplifies this effort by allowing for a variety of lot configuration and unit types including vertical mixing of units and at densities that can keep units affordable.
2. Utilize flex units or reserve units for affordable housing projects where appropriate public services, such as public transit, are or will be available.

3. Continue the use of in-lieu fees and/or public funds which provide for the construction of affordable housing or increase the supply of affordable housing.
4. Continue the programs and policies that the Town initiated during the past several years designed to facilitate the maintenance and upkeep of the existing supply of affordable housing stock.
5. Continue to permit incentives and cost cutting procedures for affordable housing such as density bonus provisions and expedited review.
6. Consider the use of appropriate existing public lands or public land-banking to facilitate an affordable housing supply.
7. Consider reinstatement of the Inclusionary Housing ordinance (which is currently suspended) that allows developers to provide affordable housing by way of a “payment in lieu” in cases where building affordable units on-site is not feasible.
8. Continue to monitor the housing market and be in a position to assist families in the event that the housing market continues to strengthen, particularly at a rate which outpaces household incomes.

## 6. ECONOMIC ELEMENT

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## **6. ECONOMIC ELEMENT DATA, INVENTORY, AND ANALYSIS**

### **PURPOSE**

The Economic Element (EE) describes existing economic conditions, analyzes the Town's economic strengths and weaknesses, and sets forth the general economic policies and strategies that will be pursued to improve the economic well-being of the Town and its residents over the planning timeframe.

### **INTRODUCTION**

The Town's 2005 Evaluation and Appraisal Report identified "Planning for Economic Vitality" as one of six major issues to be addressed through the EAR-based amendment process. Therefore, the following analysis focuses on the dependence of the Town's economy on residential uses, and opportunities for expansion of the nonresidential tax base.

### **DISCUSSION AND ANALYSIS**

In broad terms, the data presented in the 2005 EAR reflects a strong economy that has matched or exceeded the economic performance of Broward County, the South Florida region and the State of Florida over the last several decades. However, there are also economic challenges pertaining to the creation of more employment opportunities within the Town limits. In fact, the Town's 2005 Evaluation and Appraisal Report specifically identified "Planning for Economic Vitality" as one of the major issues facing the Town over the next planning period.

The Town relies heavily upon residential uses for its revenues. Some of the largest employers within the Town (the Educational Facilities of the SFEC) are tax exempt. Therefore, while these uses do provide well paid employment opportunities within the Town, they do not contribute to the tax base. The other nonresidential uses within the Town are predominantly small retail and service industry businesses located along the major roadway corridors.

Figure 1 (Appendix E) indicates the amount of vacant land by land use category. As is evident from the map, the majority of vacant land within the Town is residential. There are only a few vacant nonresidential parcels within the Town, which are predominantly scattered throughout the southeastern portion of the Town. Thus, the potential for economic development will likely be in the form of redevelopment and infill. New nonresidential development will be primarily focused along the highway corridors of I-595, SR 7 and I-75.

Table 1: Number of Establishments by Type of Business in Davie  
**Type of Business**

<b>Type of Business</b>	<b>Number of Establishments</b>
Manufacturing	98
Wholesale Trade	287
Retail Trade	355
Sporting Goods, Hobby, Book and Music Stores	17
Information	33
Real Estate, Rental and Leasing	113
Professional, Scientific and Technical Services	376
Administrative, Support, Waste Management and Remediation	206
Educational services	23
Healthcare and social assistance	157
Arts, entertainment and recreation	40
Accommodation & Food Services	5
Other Services (excluding public administration)	244

Source: 2002 Economic Census, US Bureau of the Census

While the presence of the South Florida Education Center (SFEC) brings a great deal of resources and business to the Town, none of the properties of the SFEC are taxable. Therefore, the tax base is diminished by the removal of these lands from the tax rolls. While it is state law that all public educational facilities are exempt from local taxes, there are specific services which the Town of Davie provides to the universities. These services include police, fire, and utilities. Currently, the Town is developing Interlocal Agreements (ILA) with the colleges and universities of the SFEC. As part of the negotiation process of the ILAs, the Town should pursue including fair share user fees for the specific services provided to the universities within the agreements. The specific rates charged should be established within the agreements, and should be comparable to the fees and charges levied against the residents and businesses of the Town for those same services.

Please note that the Town's 2005 EAR provides an analysis of the potential impacts of the proposed increase in nonresidential intensity within the Regional Activity Center (RAC), as detailed in the RAC Master Plan. With over 5 million square feet of commercial and industrial use yet to be developed, the RAC will have a significant impact upon the Town's economy.

Part of the 2005 Evaluation and Appraisal Report included recommendations on how to encourage economic vitality within the Town. These recommendations are incorporated into the Town's Comprehensive Plan (Comp Plan) Goals, Objectives and Policies as described below.

It is important to understand what the Town's economic advantages are in order to harness them to the greatest extent possible for economic development, vis-à-vis the implementation of economic revitalization strategies. Following is a listing of some of the Town's economic advantages over the next ten years:

- A regional nexus of higher education opportunities with cutting edge technical and research capabilities;
- A highly educated workforce of Town residents;
- Strong economy in Florida, and South Florida in particular;
- Access to excellent major transportation system access, particularly via Interstate 595, Interstate 75, SR 7/441, the Florida Turnpike, and SR 84;
- Relatively young population and resultant available labor pool;
- A unique themed community; and
- Easy access to major urban centers, sports and recreation venues, and international airports.

## **ECONOMIC STRATEGY RECOMMENDATIONS**

Based on the data and analysis presented above, and in the other plan elements, a number of economic development strategies have been devised. These are listed below, and are used as a guide for the development of the Economic Element Goals, Objectives and Policies. The strategies are:

- 1) Pursue partnerships with the local Universities and Colleges to bring new businesses to the Town.
- 2) Establish an Economic Development position within the Town to assist potential businesses with relocation to the Town.
- 3) Establish an expedited development review process for select businesses meeting set criteria.
- 4) Partner with local and County chambers of commerce, and other organizations to gather and maintain economic information. Keep historical records of this economic data so that future analyses can identify important changes and trends in the local economy.
- 5) Conduct regular surveys of local businesses to determine their needs, establish a dialogue with business owners, and consider establishing an economic development advisory committee, with membership predominantly drawn from the local business community.
- 6) Maintain a database of available properties (vacant, underutilized, for sale, etc.) for new businesses or expansion/relocation of existing businesses, with information on land use, zoning, liens, deed restrictions, environmental issues, etc. If possible, this database should be made available on the Town's website.
- 7) Make all Town regulations available on the Town's website.
- 8) In future economic development efforts, use market studies to determine an appropriate mix of different business types (retail, office, industrial, etc.) in the Town to form goals for the future. Use this information in land use planning and in making land use and zoning decisions.
- 9) In future economic development efforts, identify industry clusters in the Town, and ensure that planning and development regulations in the Town allow for and encourage growth in industries with growth potential.

- 10) Establish partnerships with the County, the City of Cooper City, the City of Sunrise, the City of Dania Beach, the City of Plantation and other partners on a more “areawide” approach to economic development;
- 11) Increase coordination with Broward County in the County’s economic development and job creation efforts.
- 12) When considering new rules and regulations, the Town should seek to balance the function and benefit of the new rules or regulations with the effect on the cost of doing business in the Town.
- 13) Provide a user-friendly page with a comprehensive set of data on the Town’s website, specifically for businesses looking to relocate to the Town.
- 14) Work with other public, private and non-profit partners to develop a business incubator program.
- 15) Offer the Town’s assistance in forming associations between small businesses in the Town to share business expertise, form small loan insurance funds, and establish social capital networks.

These strategies have been incorporated into the goals, objectives, and policies of the Economic Element of this document, as well as other applicable elements of the plan. In addition, the following recommendations of the 2005 EAR report have also been incorporated into the goals, objectives and policies of the Comp Plan.

- 1) Encourage development in key redevelopment areas, especially the CRA and the RAC.
- 2) Increase economic vitality of the Town through public/private partnerships.
- 3) Assure that new commercial and industrial uses are appropriately located.
- 4) Provide additional land use policies that will encourage infill development and redevelopment.
- 5) Work with the Water Management Districts on area-wide drainage plans to allow infill development to occur.
- 6) Research the ability to create an impact fee specific to those uses that may be tax exempt.
- 7) Research alternative funding strategy mechanisms for the required and necessary infrastructure improvements in the Town’s targeted redevelopment areas.
- 8) Implement the Transit Oriented Corridor Master Plan and RAC Master Plan (upon completion) to provide opportunities for economic growth in a meaningful and balanced way.

## 6. ECONOMIC ELEMENT

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- 8) In future economic development efforts, use market studies to determine an appropriate mix of different business types (retail, office, industrial, etc.) in the Town to form goals for the future. Use this information in land use planning and in making land use and zoning decisions.
- 9) In future economic development efforts, identify industry clusters in the Town, and ensure that planning and development regulations in the Town allow for and encourage growth in industries with growth potential.

- 10) Establish partnerships with the County, the City of Cooper City, the City of Sunrise, the City of Dania Beach, the City of Plantation and other partners on a more “areawide” approach to economic development;
- 11) Increase coordination with Broward County in the County’s economic development and job creation efforts.
- 12) When considering new rules and regulations, the Town should seek to balance the function and benefit of the new rules or regulations with the effect on the cost of doing business in the Town.
- 13) Provide a user-friendly page with a comprehensive set of data on the Town’s website, specifically for businesses looking to relocate to the Town.
- 14) Work with other public, private and non-profit partners to develop a business incubator program.
- 15) Offer the Town’s assistance in forming associations between small businesses in the Town to share business expertise, form small loan insurance funds, and establish social capital networks.

These strategies have been incorporated into the goals, objectives, and policies of the Economic Element of this document, as well as other applicable elements of the plan. In addition, the following recommendations of the 2005 EAR report have also been incorporated into the goals, objectives and policies of the Comp Plan.

- 1) Encourage development in key redevelopment areas, especially the CRA and the RAC.
- 2) Increase economic vitality of the Town through public/private partnerships.
- 3) Assure that new commercial and industrial uses are appropriately located.
- 4) Provide additional land use policies that will encourage infill development and redevelopment.
- 5) Work with the Water Management Districts on area-wide drainage plans to allow infill development to occur.
- 6) Research the ability to create an impact fee specific to those uses that may be tax exempt.
- 7) Research alternative funding strategy mechanisms for the required and necessary infrastructure improvements in the Town’s targeted redevelopment areas.
- 8) Implement the Transit Oriented Corridor Master Plan and RAC Master Plan (upon completion) to provide opportunities for economic growth in a meaningful and balanced way.

# **7. PUBLIC SCHOOL FACILITIES ELEMENT**

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## **7. PUBLIC SCHOOL FACILITIES ELEMENT DATA, INVENTORY, AND ANALYSIS**

### **INTRODUCTION**

Broward County and the 26 non-exempt municipalities within the County are required by Chapter 163, Part II, F.S., to amend their respective Comprehensive Plans to address school concurrency. The required amendments to the Comprehensive Plan include: adoption of a Public School Facilities Element (PSFE) that is consistent with those adopted by other local governments within the County; adoption of related amendments to the Intergovernmental Coordination Element (ICE) and Capital Improvements Element (CIE) by February 1, 2008. Each of the proposed amendments adds new guidelines to the respective element of the Comprehensive Plan in the form of Goals, Objectives and Policies.

As supporting data and analysis for the proposed comprehensive plan amendments, the Town of Davie has adopted the Public School Facilities Element Support Document of Broward County.

# 8. INTERGOVERNMENTAL COORDINATION ELEMENT

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## 8. INTERGOVERNMENTAL COORDINATION ELEMENT DATA, INVENTORY, AND ANALYSIS

### PURPOSE

The purpose of the Intergovernmental Coordination Element (ICE), as stated in Rule 9J-5.015, Florida Administrative Code (F.A.C.), is "... to identify and resolve incompatible goals, objectives, policies and development proposed in local government comprehensive plans, and to determine and respond to the needs for coordination processes and procedures with adjacent local governments, and regional and state agencies."

### INTRODUCTION

The following data, inventory and analysis is limited to issues of state compatibility, the 6 major issues identified within the Town's 2005 Evaluation and Appraisal Report, and new interlocal agreements.

#### *2005 Evaluation and Appraisal Report*

The Town's 2005 Evaluation and Appraisal Report (EAR) identified six (6) major issues to be addressed through the subsequent amendments to the Comprehensive Plan (Comp Plan). Several recommendations for addressing the issues were developed within the EAR. Some of the recommendations dealt with encouraging intergovernmental coordination between the Town of Davie and other state, regional and local jurisdictions. Specifically, the EAR recommended the Town coordinate with Broward County and the adjacent municipalities on the linkage of greenways, parks and trails throughout the Town and the region. Also, the EAR recommended the Town work with the Water Management District to develop area-wide drainage plans. These recommendations have been incorporated into the amended goals, objectives and policies of the Comp Plan. Specifically, new policies have been added to the Intergovernmental Coordination, Utilities, and the Parks and Recreation Elements.

#### *Interlocal Agreements*

The Town of Davie is party to several interlocal agreements with both private and public entities.

#### *Private Services and Infrastructure*

Currently, there is an interlocal agreement in effect between the Town and Comcast Cable Services for the provision of cable television and high speed internet services to the Town's residents.

### *Public Services and Infrastructure*

The Town has established interlocal agreements with the City of Hollywood, the City of Sunrise, the Central Broward Water Control District and the Florida Department of Transportation to service the Town's wastewater disposal and stormwater drainage systems, and to maintain the state roadways within the Town limits.

The Town is party to the interlocal agreement for a Resource Recovery System for solid waste management. The Resource Recovery System includes the incineration of all processable solid waste at the Wheelabrator South plant, and the landfilling of the ash at that plant. Nonprocessable solid waste is sent to the Broward County Interim Landfill in Fort Lauderdale under the interlocal agreement. This agreement was entered into in 1991 with a 20 year term. Therefore, the agreement is set to expire in 2011. The Town will need to either extend the agreement, enter into a new agreement, or develop its own solid waste management system. Consequently, a policy has been included within the "Infrastructure" element, requiring the Town to renew the interlocal agreement by the end of 2010.

In addition to the existing interlocal agreements referenced above, the Town is currently negotiating interlocal agreements with the public colleges and universities of the South Florida Education Center (SFEC). In order to address the major issue of economic vitality within the Town, and pursue the recommendations of the 2005 EAR, it has been recommended that the Town incorporate a service fee for services provided to the schools of the SFEC into the interlocal agreements currently being negotiated. Any such provision must be tied directly to the specific services provided to the SFEC organizations (police, fire, and utility services), and should be included in an interlocal agreement in order to ensure the validity and legal defensibility of the fee.

On January 2, 2008 the Town adopted an amended Interlocal Agreement for Public School Facilities Planning with the Broward County School District. Adoption of the School District's Interlocal Agreement is a state mandated requirement for all counties and municipalities. Also, the interlocal agreement addresses the new state requirements for school concurrency.

### *Compatibility of Uses*

As county and municipal boundaries bisect residential communities and commercial corridors, coordination between adjacent jurisdictions is critical to ensure incompatible uses will not be located in close proximity to each other. While the Town has several goals, objectives and policies to this effect in the Comp Plan now, there is an issue with the compatibility of the regional airport and the existing and future residential communities of eastern Davie. However, it is not recommended the Town pursue its own noise attenuation program for mobile home units due to the considerable financial burden it would place upon the Town. Instead, the Town should investigate the feasibility of

procuring funding for noise attenuation efforts under such other funding categories as “affordable housing” and “weatherization”. The same structural improvements which address storm preparedness and the preservation of needed affordable housing, also can mitigate noise impacts from the nearby airport.

## **EXISTING CONDITIONS**

### *Federal Agencies*

#### Bureau of the Census

The Town of Davie coordinates with the Bureau of the Census for the provision of demographic information about the Town for the decennial census. The existing mechanisms involve direct interaction with the Town’s Planning and Zoning Division and the Town Clerk’s Office.

#### Bureau of Indian Affairs

A Federal Indian Reservation is located along an eastern border of the Town of Davie. Though no formal coordination mechanisms exists, the Town, in the past, has provided the Reservation with information. The primary departments involved have been the Police Department and the Planning and Zoning Division.

#### Environmental Protection Agency (EPA)

Coordination with the EPA occurs primarily through the State Department of Environmental Regulation. The EPA in conjunction with the state is a formal licensing, permitting, and monitoring agency for the water and wastewater facilities. The EPA in conjunction with the state is also involved in surface water management and drainage. (See the discussion of the SFWMD and the Drainage Districts and their coordination with the Engineering Department.) The existing mechanisms involve direct interaction with the Utilities Department.

#### Federal Emergency Management Agency (FEMA)

The Town has a formal relationship with FEMA regarding the National Flood Insurance Program. FEMA provides the Town with floodplain maps, and the Town on an annual basis provides FEMA with information regarding any annexations or de-annexations, the number of building permits, and any code changes related to development of floodplains. Development Services Department has primary responsibility for coordination.

#### Federal Highway Commission

Coordination with the Federal Highway Commission occurs primarily through the State Department of Transportation for the construction of Federal Primary Roadways. The existing mechanisms involve direct interaction with the Engineering Department.

#### The United States Army Corp of Engineers

The United States Army Corp of Engineers is a permitting agency for the dredge and fill of wetlands and all navigable waterways. The permitting process involves the Planning and Zoning Division and the Engineering Department.

*State Agencies:*

## Department of Agriculture

There are several Department of Agriculture offices located within the Town of Davie. There are no formal coordination mechanisms in place; however, interaction occurs on an ongoing informal basis. The Town has utilized the Department of Agriculture in an advisory capacity for agricultural related issues. A contract exists between the State and the Town for the Urban Forester to act as a formal advisor to the Town. The Development Services Department has primary responsibility for coordination.

## Department of Economic Opportunity (DEO).

A formal relationship exists between the Town and DEO concerning Land Use Issues. The DEO has responsibility for implementing the Community Planning Act which includes the review and approval of Local Government Comprehensive Plans, Developments of Regional Impact, and Land Use Plan amendments. The Planning and Zoning Division has primary responsibility for coordination.

## Department of Environmental Protection (DEP)

The Town of Davie Engineering and Utilities departments have a formal relationship with the DEP for the licensing, inspecting, and permitting of the water and wastewater treatment facilities. There is also additional coordination through the Broward County Environmental Quality Control Board for assistance in the maintenance of the wastewater facilities. The Town Public Works Department coordinates with DEP for the removal and disposal of hazardous waste.

## Department of Health and Rehabilitative Services (HRS)

The Town of Davie interacts with HRS for the licensing of day care, residential care, rehabilitation, and group home facilities, and in conjunction with the County Health Department for the permitting of wells and septic tanks in areas of the Town not served by city water and wastewater facilities. The existing coordination mechanisms are formal licensing and permitting functions, including plat review and building permit issuance. The Development Services Department has the primary responsibility for coordination.

## Department of Business and Professional Regulation (DBPR)

The DBPR is a formal licensing agency with which the Town interacts concerning occupational, alcoholic beverage, and contractor licenses. The offices with primary responsibility for coordination are the Administrative Services Department and Development Services Department.

## Department of State/Division of Historical Resources

The Division of Historical Resources maintains the State Master File of all identified historical resources. The offices for primary responsibility for coordination are the Administrative Services Department (which maintains historical information for the Town) and the Town Administrator's Office.

### Department of Transportation (DOT)

The DOT is a formal grant funding agency for the construction of roadways and the acquisition of right-of-way. The primary offices involved are the Development Services and Engineering Departments.

### *Regional Agencies*

#### South Florida Regional Planning Council (SFRPC)

The South Florida Regional Planning Council acts as an advisory body to the Town with regard to the DRI process and the Comprehensive Planning process. The SFRPC also provides an informal mediation process to resolve conflicts between cities. The Planning and Zoning Division Staff has the primary responsibility for coordination and interaction with the SFRPC.

#### South Florida Water Management District (SFWMD)

The South Florida Water Management District is a permitting agency which provides for the construction and operation of surface water management systems. Further, the Central Broward Drainage District works in conjunction with the SFWMD for the protection and regulation of surface water within its jurisdiction. The Engineering and Development Services departments have primary responsibility for the coordination.

### *County Agencies*

#### Broward County Commission

The Broward County Commission, which has jurisdiction over regional and countywide issues, is the elected body within Broward County which approves subdivision plats and land use plan amendments for all areas within the County. The Broward County Commission's jurisdiction involves the Engineering Department, Development Services Department, and the Town Administrator's Office.

#### Broward County Emergency Services

A formal relationship exists between the Town and Broward County Emergency Services for hurricane preparedness. The Town Administration has primary responsibility for coordination.

#### Broward County Engineering Division

A formal relationship exists between the Town and the Broward County Engineering Division through the County Development Review Committee process. The subject of the relationship is plat review for the acquisition/reservation of right-of-way and the construction of roadways. The offices with the primary responsibility for coordination are the Development Services and Engineering departments.

#### Broward County Department of Natural Resource Protection (DNRP)

The DNRP is a licensing and permitting agency for the water and wastewater facilities, as well as a monitoring agency for air and noise pollution. The Utilities Department is

primarily responsible for the coordination. DNRP also sets levels of service standards with which facilities must comply. The Utilities and Engineering departments have primary responsibility for coordination.

#### Broward County Health Department

The Broward County Health Department is a permitting agency for wells and septic tanks for areas which are not served by city water and sewer facilities. The Development Services Department, Engineering Department, and Utilities Department have primary responsibility for coordination.

#### Broward County Housing Authority (BCHA)

The BCHA functions in conjunction with HUD in funding community redevelopment. The office with primary responsibility for coordination is the Development Services Department. The Community Redevelopment Agency, created by the Town, also provides informal interaction with BCHA.

#### Broward County Mass Transit Division

An informal relationship exists between the Mass Transit Division and the Town for the purposes of information exchange. The Development Services Department has primary responsibility for coordination.

#### Broward County Metropolitan Planning Organization (MPO)

The MPO is an agency which provides for the coordination among municipalities within the County. The Town at present is an alternate member of the MPO. The Development Services and Engineering Departments have primary responsibility for coordination.

#### Broward County Office of Planning

The Town interacts on a formal basis with the Office of Planning through the platting and Development Review Committee process. This involves issues of land use and compliance with the Broward County Trafficways Plan. The Office of Planning is also involved in the development of LAPC through the preparation of an Environmental Impact Report concerning the site. Additionally, the Town coordinates with the Office of Planning concerning the comprehensive planning process. The Development Services Department has primary responsibility for coordination.

#### Broward County Parks and Recreation Division

The Town maintains an informal relationship with Broward County Parks and Recreation for the provision and maintenance of county-level parks. Tree Tops Park, a County Sub Regional park, is located within the corporate limits of the Town. The offices with the primary responsibility for coordination are the Community Services and Development Services departments. The Broward County Parks and Recreation Division is also involved in the planning of the “land fill park,” as well as the recreational use of the Pine Island Ridge located on the former Belcher property.

#### Broward County Planning Council

A formal relationship exists between the Town and the Planning Council concerning issue of land use and comprehensive planning. The Planning Council is responsible for certifying the Town's Land Use plan, approving Land Use Plan amendments, and Trafficways Plan amendments. In terms of Comprehensive Planning, the Planning Council is responsible for preparing the Future Land Use Element for the County Comprehensive Plan. Through the Technical Advisory Committee of the League of Cities, the Town has been involved in that planning process. The office with primary responsibility for coordination is the Development Services Department.

#### Broward County Property Appraisers Office

The Town has a formal relationship with the Property Appraisers Office for the provision of information for demographic planning and other purposes. The Development Services Department and Budget and Finance Department primarily interact with the Property Appraisers Office.

#### Broward County Sheriffs Office

The Town Police Department coordinates on a formal basis with the Sheriffs office in the area of law enforcement.

#### Broward County Supervisor of Elections

A formal relationship exists between the Town and the Supervisor of Elections for the coordination of elections. The Town Clerk's Office has primary responsibility for coordination.

#### Broward County Traffic Engineering Division

The platting and Development Review Committee process is the existing coordination mechanism concerning trafficways and roadways. The Town is also involved in the coordination for signalization, pavement markings, and traffic studies. The Engineering and Development Services departments have primary responsibility for coordination.

#### Broward County Utilities Department

Broward County Utilities Department is a service provider to a small portion of the Town. The office with primary responsibility for coordination is the Utilities Department.

#### *Special Districts*

#### Broward County School Board

The Town coordinates with Broward County School Board for the provision and location of school sites, for the leasing of park sites, and for participation in the comprehensive planning process.

Currently there are ten public schools within the Town of Davis as follows

- |   |                   |
|---|-------------------|
| (1) Davie Elementary School               | 7025 SW 39 Street |
| (2) Nova Blanche Forman Elementary School | 3521 Davie Road   |
| (3) Nova Eisenhower Elemental School      | 6501 SW 39 Street |

(4) Nova Middle School	3602 College Avenue
(5) Nova High School	3600 College Avenue
(6) Flamingo Elementary	1130 SW 133 Avenue
(7) Western High School	1200 SW 136 Avenue
(8) Silver Ridge Elementary	9100 SW 36 Street
(9) McFatter Vocational	6500 Nova Drive
(10) Nova Community School	3600 College Avenue

There are five elementary schools, one middle school, and two high schools. In addition to those, another elementary school is under construction within the Town. The Development Services Department has primary responsibility for coordination of proposed school sites.

In terms of park sites, the Town holds the following leases with the Broward School Board for joint use of educational facilities:

(1) Davie Elementary School (39 St. ballfields)	7099 SW 39 Street
(2) Flamingo Elementary	1130 SW 130 Avenue
(3) Western High School	1200 SW 136 Avenue
(4) A.D. Griffin Sports Complex	Nova University Campus

This constitutes 40.8 acres which the Town utilizes for recreation purposes. The Community Services Department has primary responsibility for coordination with regard to recreational use of educational facilities. With regard to the Comprehensive Planning process, the Town interacts with the School Board informally through the League of Cities' Technical Advisory Committee. The Planning and Zoning Division has primary responsibility for coordination.

#### Central Broward Drainage District (CBDD)

The CBDD has area-specific jurisdiction within the Town for maintenance of drainage easements and canals, and for the review of development permits to ensure adequate on-site drainage and surface water management. The Town has a formal relationship with CBDD, through the platting, development review, and building permit review processes, while the Development Services Department has primary responsibility for coordination, the Engineering Department acts formally and informally with the Drainage District.

#### South Broward Drainage District (SBDD)

The SBDD has jurisdiction within the Town for maintenance of drainage easements and canals within a limited portion of the Town. The Town has a formal relationship with SBDD through the platting, development review, and building permit review processes. The Development Services Department has primary responsibility for coordination.

#### North Broward Hospital District/South Broward Hospital District

The Town of Davie falls within the jurisdiction of both the North and the South Broward Hospital districts. The Hospital districts have a formal relationship with the Town in the

form of taxing for the provision of healthcare facilities. The Finance Department has primary responsibility for coordination.

#### Tindall Hammock Drainage District

The Tindall Hammock Drainage District has jurisdiction within a limited portion of the Town for maintenance of drainage easements and canals. The Town has a formal relationship with the district through the platting, development review, and building permit review processes. The Development Services Department has primary responsibility for coordination.

### *Municipalities*

#### Cooper City

The City of Cooper City borders the central portion of the Town of Davie to the south. Formally the Development Services Department coordinates with Cooper City on land use issues through the Comprehensive Planning processes of the Technical Advisory Committee, the Metropolitan Planning Organization, and South Florida Regional Planning Council. Additionally, the Town has a water service agreement with Cooper City. A formal interlocal agreement exists, and the Town Utilities Department has primary responsibility for coordination for water services.

#### Fort Lauderdale

The Town of Davie has an interlocal agreement with the City of Fort Lauderdale for the provision of water and wastewater service. The Town is adjacent to Fort Lauderdale's service area within Unincorporated Broward County. The Town Utilities Department has primary responsibility for coordination. The Town Development Services Department also interacts with the City of Fort Lauderdale through the Technical Advisory Committee, the Metropolitan Planning Organization, and the South Florida Regional Planning Council.

#### Hollywood

Hollywood borders the eastern portion of the Town of Davie to the south. The Development Services Department coordinates land use issues with Hollywood through the comprehensive planning processes with the Technical Advisory Committee, the Metropolitan Planning Organization, as well as the South Florida Regional Planning Council.

#### Pembroke Pines

Pembroke Pines borders the westernmost portion of the Town of Davie to the south. The Development Services Department coordinates land use issues with Pembroke Pines through the comprehensive planning processes with the Technical Advisory Committee, the Metropolitan Planning Organization, and the South Florida Regional Planning Council.

#### Plantation

Plantation borders the Town of Davie to the north, west of the Florida Turnpike and east of 136 Avenue. The Development Services Department coordinates land use issues with Plantation through the Comprehensive Planning processes with the Technical Advisory Committee, the Metropolitan Planning Organization, and the South Florida Regional Planning Council.

#### Sunrise

Sunrise borders the Town of Davie to the north, west of 136 Avenue until the western boundary of the Town. The Development Services Department coordinates land use issues with Sunrise through the comprehensive planning processes with the Technical Advisory Committee, the Metropolitan Planning Organization, and the South Florida Regional Planning Council. The Town also coordinates with the City of Sunrise for the provision of water and wastewater services to the western portion of Town no longer served by wells and septic tanks. There is an interlocal agreement between the Town and the City of Sunrise to provide these; the Utilities Department has primary responsibility for coordination.

#### Weston

Weston borders Davie to the west, west of I-75. The Development Services Department coordinates with Weston through the South Florida Regional Planning Council, MPO, and may coordinate land use issues with Weston through the comprehensive planning process with the Technical Advisory Committee should the City of Weston participate in the Committee.

#### Unincorporated Broward County

Within the Town there are several enclaves of unincorporated areas. Unincorporated areas also exist along the Town's southern and western boundaries. The Broward County Commission serves as the local governing body for unincorporated areas. The Development Services Department coordinates land use issues through the comprehensive planning process with the Technical Advisory Committee, the Metropolitan Planning Organization, the South Florida Regional Planning Council, and the Broward County Office of Planning.

#### *Other Agencies*

##### American Planning Association (APA)

The APA is a professional association with members from both the public and private sectors. The APA is a local chapter of a national organization which provides a basis for informal interaction for planners and planning related professionals within the County.

##### Tindall Hammock Irrigation and Soil Conservation District (THISCD).

THISCD is a private utilities company which has a service agreement with the Town for the provision of water and wastewater service to the former Hacienda Village area. The Utilities Department has primary responsibility for coordination.

### Florida Power and Light (FP&L)

A franchise agreement between the Town and FP&L exists for the provision of electrical services. The Town Council, through the Town Administrator's Office and Administrative Services Department have primary responsibility for coordination.

### Jones Intercable Company

A franchise agreement between the Town and Jones Intercable Company exists for the provision of cable television services. The Town Council, through the Town Administrator's Office, and Administrative Services Department have primary responsibility for coordination.

### League of Cities

The Town Development Services Department interacts with the League of Cities primarily through the Technical Advisory Committee concerning issues of land use and the comprehensive planning process. The Development Services Department has primary responsibility for coordination as a member of the Technical Advisory Committee. Additionally, the Town, as a member of the League of Cities, is regularly and routinely involved in efforts supported by the League to coordinate and communicate with other cities in the County and throughout the state. Town Council members attend league functions regularly and participate in activities sponsored by local, state, and national league organizations.

### South Broward Utilities

South Broward Utilities is a private utilities company which has a service agreement with the Town for the provision of water and wastewater services to the Ivanhoe Development. The Utilities Department has primary responsibility for coordination.

### Southern Bell

A franchise agreement between the Town and Southern Bell exists for the provision of telecommunication services. The Town Council, through the Town Administrator's Office, and Administrative Services Department have primary responsibility for coordination.

### Waste Management

A franchise agreement between the Town and Waste Management exists for the provision of solid waste removal and disposal services. The Town Council, through the Town Administrator's Office, and Administrative Services Department have primary responsibility for coordination.

## **MATRIX**

The following matrix represents a summary of the Town of Davie's relationship between its neighboring municipalities, Broward County, regional and state agencies, federal agencies, and independent districts.

ORGANIZATION	EXISTING COORD. MECHANISM	SUBJECT/NATURE OF RELATIONSHIP	PRIMARY RESPONSIBILITY	EFFECTIVENESS OF MECHANISM
<b>Federal Agencies:</b>				
Bureau of the Census	Informal Interaction	Formal relationship for the provision of information for the census	Planning and Zoning Administrative Services	effective coordination during census-taking
Bureau of Indian Affairs	Informal Interaction	Indian Reservation at Town’s eastern border/provision & exchange of information	Planning and Zoning Police Department	effective ongoing information
Environmental Protection Agency	Through the State DEP	Formal relationship for the permitting, licensing, inspecting, water & wastewater facilities	Utilities Engineering	effective coordination through monitoring and permitting
Housing and Urban Development	Through County Housing Authority	Formal relationship through grant funding for community redevelopment	Development Services Department Economic Development	effective in grants acquisition
Federal Highway Comm.	Through State DOT	Formal relationship for construction of Primary Federal Roadways	Planning and Zoning Engineering	effective interface through state organization
Federal Emergency Management Agency	Direct Interaction	Formal relationship regarding the National Flood Insurance Program	Development Services Department	Town implements regulations

ORGANIZATION	EXISTING COORD. MECHANISM	SUBJECT/NATURE OF RELATIONSHIP	PRIMARY RESPONSIBILITY	EFFECTIVENESS OF MECHANISM
United States Army Corp of Engineers	Direct Interaction	Formal relationship for permitting of dredge and fill involving wetlands and navigable waterways	Planning and Zoning Engineering	effective interaction through permitting
<b>State Agencies:</b>				
Department of Agriculture	Informal Interaction	Agriculture, informal	Development Services	effective information exchange
Department of Economic Opportunity	DRI Process Comprehensive Plan Process Land Use Plan Amendment Process	Formal relationships involving Land Use & Comprehensive Planning	Planning and Zoning	formal and informal interaction is effective
Department of Environmental Protection	Grant funding, licensing, permitting, inspecting facilities	Formal relation for the provision of utility services & surface water management	Engineering Utilities Public Works	formal and informal interactions are effective
Department of Health and Rehabilitative Services	Licensing facilities and in conjunction with County Health Department	Formal relationship concerning child care, residential care facilities/through county for septic tank, wells	Planning and Zoning	permitting and licensing requires formal interaction
Department of Natural Resources	Grant funding	Funding of local area of particular concern	Development Services Town Administrator	effective in allocation of grant monies

ORGANIZATION	EXISTING COORD. MECHANISM	SUBJECT/NATURE OF RELATIONSHIP	PRIMARY RESPONSIBILITY	EFFECTIVENESS OF MECHANISM
Department of Professional Regulation	Licensing	Formal relationship concerning Alcoholic Beverage License and business licenses	Planning and Zoning	licensing requires formal interaction
Department of State/Division of Historical Resources	Planning, programming	Ident. of sites suitable for inclusion and master file	Administrative Services Town Administrator	coordination involves exchange of information
Department of Transportation	Grant funding and platting process	Formal relationship concerning right-of-way acquisition funds to construct roadways	Engineering Planning and Zoning	formal comments in plat review; more coordination needed in acquisition function
<b>Regional Agencies:</b>				
South Florida Regional Planning Council	DRI Review Process, Comprehensive Plan	Advisory relationship concerning Land Use & Comprehensive Planning	Planning and Zoning	regular interaction during plan development and DRI review
South Florida Water Management District	Platting process	Formal relationship concerning Surface Water Management	Planning and Zoning Engineering	permitting effectuates good coordination
<b>County Agencies:</b>				
Broward County Commission	Elected body Approving plats & Land Use Plan Amendments	Formal relationship involving Land Use	Development Services	mandatory interaction is effective

<b>ORGANIZATION</b>	<b>EXISTING COORD. MECHANISM</b>	<b>SUBJECT/NATURE OF RELATIONSHIP</b>	<b>PRIMARY RESPONSIBILITY</b>	<b>EFFECTIVENESS OF MECHANISM</b>
Broward County Emergency Services	Direct Interaction	Hurricane Preparedness Emergency Medical Services	Town Administration Fire Department	cooperative planning is effective
Broward County Engineering Division	Development Review Committee	Formal relationship involving trafficways & roadways	Planning and Zoning Engineering	mandatory participation is effective
Broward County Environ. Quality Control Board	Licensing, permitting facilities	Formal relationship for provision of wastewater treatment services	Utilities Engineering	license and permit requirements are effective in coordination
Broward County Health Department	Permitting Agency in conjunction with HRS	Formal relationship involving the permitting of septic tanks, wells	Development Services Utilities	permitting results in effective coordination
Broward County Housing Authority	Grant Funding Agency in conjunction with HUD	Formal relationship; funding for community redevelopment	Development Services	grant acquisition is effective
Broward County Mass Transit Division	Informal interaction	Mass Transit Routes	Planning and Zoning Engineering	minimal routing in Town; additional interaction suggested
Broward County Metropolitan Planning Organization	Alternate member	Comprehensive Planning Land Use	Planning and Zoning	participation on committee is limited
Broward County Office of Planning	Platting Process	Formal relationship concerning platting	Planning and Zoning	coordination is effective

<b>ORGANIZATION</b>	<b>EXISTING COORD. MECHANISM</b>	<b>SUBJECT/NATURE OF RELATIONSHIP</b>	<b>PRIMARY RESPONSIBILITY</b>	<b>EFFECTIVENESS OF MECHANISM</b>
Broward County Parks and Recreation	Informal interaction	Provision of park sites	Planning and Zoning	informal interaction is effective
Broward County Planning Council	Certification of Land Use Plans	Formal relationship concerning Land Use	Development Services	mandated interaction is effective
Broward County Property Appraisers	Informal interaction	Property information	Development Services	interaction is primarily electronic
Broward County Sheriffs Office	Coordination with Police Department	Law enforcement	Police Department	improvement in community suggested
Broward County Supervisor of Elections	Informal interaction	Coordination for elections	Town Clerk	relationship is effective
Broward County Traffic Engineering Division	Platting process	Formal relationship concerning trafficways & roadways	Development Services Engineering	plat review process facility interaction
Broward County Utilities Department	Informal interaction	Utility service provider	Utilities	effective coordination as required for service
<b>Special Districts:</b>				
Broward County School Board	Informal interaction League of Cities Technical Advisory Comm.	Location of school sites Comprehensive Planning	Development Services	coordination has effectuated a school site in Town

<b>ORGANIZATION</b>	<b>EXISTING COORD. MECHANISM</b>	<b>SUBJECT/NATURE OF RELATIONSHIP</b>	<b>PRIMARY RESPONSIBILITY</b>	<b>EFFECTIVENESS OF MECHANISM</b>
Central Broward Drainage District	Platting Process	Formal relationship concerning drainage and maintenance of drainage easements, canals	Development Services	active participation in DRC is effective
North Broward Hospital District	Taxing	Healthcare	Finance	minimal interaction
South Broward Drainage District	Devel. Review Comm.: Platting Process	Formal relationship: Drainage review, maintenance of drainage easements, canals	Development Services	active participation in DRC is effective
South Broward Hospital District	Taxing	Healthcare	Finance	minimal interaction
Tindall Hammock Drainage District	Platting Process	Drainage; easements, canals	Development Services	review of plans is effective
<b>Municipalities:</b>				
Cooper City	MPO, League of Cities Technical Advisory Comm. Interlocal Agreement	Comprehensive Planning Land Use Emergency Water Service	Planning and Zoning Utilities	effective communication
Fort Lauderdale	Interlocal Agreement	Emergency Water Service	Utilities	effective Communication

<b>ORGANIZATION</b>	<b>EXISTING COORD. MECHANISM</b>	<b>SUBJECT/NATURE OF RELATIONSHIP</b>	<b>PRIMARY RESPONSIBILITY</b>	<b>EFFECTIVENESS OF MECHANISM</b>
Hollywood	MPO, League of Cities Technical Advisory Comm.	Comprehensive Planning Land Use	Planning and Zoning	communication as needed
Pembroke Pines	MPO, League of Cities Technical Advisory Comm.	Comprehensive Planning Land Use	Planning and Zoning	communication as needed
Plantation	MPO, League of Cities Technical Advisory Comm.	Comprehensive Planning Land Use	Planning and Zoning	communication as needed
Sunrise	MPO, League of Cities Technical Advisory Comm.	Comprehensive Planning Land Use	Planning and Zoning	communication as needed
Sunrise	Interlocal Agreement	Formal provision of utility	Utilities	effective communication
Unincorporated Broward County	MPO, League of Cities, Technical Advisory Comm.	Comprehensive Planning Land Use	Planning and Zoning	communication as needed
<b>Other Agencies:</b>				
Tindall Hammock Irrigation and Soil Conservation District	Interlocal Agreement	Formal provision of water/wastewater to Hacienda Village	Utilities	effective communication
Florida Power & Light	Franchise Agreement	Provision of utility services	Town Clerk Town Council	effective communication
Jones Intercable	Franchise Agreement	Formal; provision of cable television services	Town Clerk Town Council	effective interaction

<b>ORGANIZATION</b>	<b>EXISTING COORD. MECHANISM</b>	<b>SUBJECT/NATURE OF RELATIONSHIP</b>	<b>PRIMARY RESPONSIBILITY</b>	<b>EFFECTIVENESS OF MECHANISM</b>
League of Cities	Technical Advisory Comm.	Land Use, Comprehensive Planning	Planning and Zoning	effective interaction
South Broward Utilities	Interlocal Agreement	Formal; provision of water & wastewater to Ivanhoe Subdivision	Utilities	effective communication
Southern Bell	Franchise Agreement	Provision of Telephone Service	Town Clerk Town Council	effective communication
Waste Management	Franchise Agreement	Formal; provision of solid waste removal	Town Clerk Town Council	effective communication

## 9. CAPITAL IMPROVEMENTS ELEMENT

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## 9. CAPITAL IMPROVEMENTS ELEMENT DATA, INVENTORY, AND ANALYSIS

### PURPOSE

The Capital Improvements Element, including both the Goals, Objectives, and Policies as well as the supporting Data, Inventory, and Analysis Report, has a critical role in the comprehensive planning process. It provides a general discussion of the Town's financial situation and sets the overall economic framework within which the combined fiscal impact of all improvements specified in the Plan can be evaluated. The purpose of the CIE is threefold:

1. To evaluate the need for future capital improvements for each type of public facility identified in the other elements of the Comprehensive Plan in order to maintain the adopted public facility levels-of-service (LOS) pursuant to State law; and
2. To provide for funding for such improvements by estimating the costs for which the Town has fiscal responsibility, assessing the Town's fiscal capability to finance and construct improvements, and adopting financial policies to guide the funding of improvements; and
3. To schedule the funding and construction of improvements in a manner which ensures that public facilities are provided, as necessary, based upon the deficiencies identified in this Plan.

Through concurrency, the CIE has a crucial relationship to the Future Land Use Element. Concurrency requires that facilities and services be available at their adopted LOS standard concurrent with the impacts of development. Therefore, decisions concerning the planning of capital improvements and land use are directly linked. The CIE includes specifications for the implementation of the Concurrency Management System (CMS) to be adopted into in the Land Development Code.

### CAPITAL IMPROVEMENTS DATA

This subsection presents an inventory of the public facility needs, existing revenue sources and funding mechanisms as they apply to the Town of Davie.

#### *Public Facility Needs*

A listing of the public facilities and infrastructure needed to correct deficiencies or maintain LOS as identified in the Infrastructure, Parks and Transportation Elements of this Comprehensive Plan (Comp Plan) are presented in Table 1. The table also indicates whether the required capital improvement is needed to correct an existing deficiency or to prevent a projected problem as well as the time frame in which the capital expenditure will be made.

**Table 1: Existing and Projected Deficiencies Requiring Capital Improvements**

No.	Facility	Existing Deficiency (ED)/Projected Need (PN)	Fiscal Year(s)	Controlling Agency
1.	Hiatus Road North of SW 14 Street	PN	2008-2012	BCC MPO
2.	Pine Island Road North of Nova Drive	ED	2008-2012	BCC MPO
3.	SW 14 Street East of I-75	ED	2008-2012	BCC MPO
4.	Griffin Road East of 148 Avenue	ED	2008-2012	BCC MPO
5.	SR 84 East of SW 136 Avenue	ED	2008-2012	BCC MPO/FDOT
6.	I-595 East of Sawgrass Expressway	ED	2008-2012	BCC MPO/FDOT
7.	I-595 East of SW 136 Avenue	ED	2008-2012	BCC MPO/FDOT
8.	I-595 East of Flamingo Road	ED	2008-2012	BCC MPO/FDOT
9.	I-595 East of Hiatus Road	ED	2008-2012	BCC MPO/FDOT
10.	I-595 East of 100 Avenue	ED	2008-2012	BCC MPO/FDOT
11.	I-595 East of Pine Island Road	ED	2008-2012	BCC MPO/FDOT
12.	I-595 East of University Drive	PN	2008-2012	BCC MPO/FDOT
13.	I-595 East of Davie Road	PN	2008-2012	BCC MPO/FDOT
14.	I-595 East of Florida's Turnpike	ED	2008-2012	BCC MPO/FDOT
15.	Florida's Turnpike North of Griffin Road	ED	2008-2012	BCC MPO/FDOT
16.	State Road 7 North of Orange Drive	PN	2008-2012	BCC MPO/FDOT
<i>Drainage</i>				
17.	Eastridge Drainage, Phase II and III	ED	2008 & 2009	Town of Davie

Sources: Town of Davie, Data, Inventory and Analysis (DIA) Reports of the Comprehensive Plan; Town of Davie Capital Projects Program, 2008-2012; Broward County MPO'S Long Range Transportation Plan (LRTP) for 2030; Broward County MPO Transportation Improvement Program for 2008-2012.

## *Public Health and Education Systems*

### Medical Facilities

No major health care facilities are located within the Town. The closest hospitals are the Cleveland Clinic of Florida in Weston, and the Westside Regional Medical Center in Fort Lauderdale. There are two minor health care facilities in Davie that are available to the public. These state-licensed health care facilities are indicated in Table 2.

**Table 2: Florida Licensed Health Care Facilities in the City of Florida City**

<b>No.</b>	<b>Name</b>	<b>Address</b>	<b>Type</b>
1	Heritage Homecare	7900 Nova Drive	Alcohol/Drug Hospital
2	MedTech Services of South Florida	5400 S. University Drive	Alcohol/Drug Hospital

Source: www.health-data.com 2008.

### Schools

There are currently twelve education facilities within the Town of Davie. The list of schools in Davie is provided below.

1. Davie Elementary
2. Silver Ridge Elementary
3. Fox Trail Elementary
4. Flamingo Elementary
5. Indian Ridge Middle School
6. NOVA Southeastern Middle School
7. Western High School
8. Broward Community College
9. Florida Atlantic University, Broward Campus
10. McFatter Technical Center
11. NOVA Southeastern University
12. University of Florida

Additionally, the table below indicates all other public schools which have service boundaries at least partially within Davie.

**Table 3: Public Schools Outside of Davie which Serve Davie**

<b>Schools</b>
Cooper City Elementary
Country Isles Elementary
Driftwood Elementary
Everglades Elementary
Foster, Stephen Elementary
Griffin Elementary
Hawkes Bluff Elementary
Pasadena Lakes Elementary
Stirling Elementary
Tropical Elementary
Driftwood Middle School
Falcon Cove Middle School
New River Middle School
Pioneer Middle School
Seminole Middle School
Silver Trail Middle School
Cooper City High School
Hollywood Hills School
South Plantation High School
Stranahan High School

Source: <http://www.broward.k12.fl.us/schoolboundaries>

The Broward County School Board's Adopted District Educational Facilities Plan for 2007-2012 includes four projects related to capacity relief for Davie area schools. These include a previously budgeted elementary school to relieve Country Isles, Eagle Point, Everglades and other elementary schools within Area D, and a new elementary school to be funded in 2010-2011, which will relieve Cooper City and other elementary schools within Area F (See Map 7 of the Public School Facilities Element, Goals, Objectives and Policies). There are also plans for a new Middle School, which will receive final budgeting in 2010-2011, and which will relieve Tequesta Trace, Falcon Cove, Indian Ridge, and other middle schools in south central-west Broward. Lastly, the final \$24 million dollars in funding for an approximately \$96 million dollar new high school is to be budgeted in 2008-2009. The new high school is to be located in Area D1, and will provide relief to Cypress Bay and Western High School (See Map 9 of the Public School Facilities Element, Goals, Objectives and Policies).

Charter Schools, fully recognized as public schools by the State of Florida, are funded in part by the Florida Department of Education in the same manner as public schools with additional funding obtained through grants and private donations. Enrollment is open to any student residing in the school district in which the charter school is located. There is currently one charter school located within the Town of Davie:

1. **The Somerset Academy of Davie #5211.** This school accommodates grades 6-8 and is located at 3788 S.W. Davie Road. Currently the school is below capacity.

The LOS standard cannot apply to charter schools. However, the capacity of a charter school can be credited against the impact of development, provided that the enrollment at the charter school is below 100% FISH capacity.

#### *Existing Revenue Sources and Funding Mechanisms*

The Town of Davie utilizes a diversified and stable revenue system to implement the financing administration, operations, and capital improvements required to efficiently maintain Town functions. This section describes the revenue sources and funding mechanisms the Town currently uses.

#### General Fund Revenues

The General Fund is used to account for revenues that are not allocated to specific purposes and serve as the general operating fund of the Town.

**Ad Valorem Taxes – Real and Personal Property.** These are taxes on non-exempt real property assessed according to a millage rate that is applied to the taxable value of the property equal to \$1.00 for each \$1,000.00 of assessed property value provided by the Broward County Property Appraiser’s Office. The ad valorem millage rate levied by the Town of Davie for FY2009 is 4.2456.

**General Obligation Taxes.** These are taxes on non-exempt real property levied in order to meet the jurisdiction’s voter approved debt service obligations. The ad valorem millage rate levied by the Town for voter approved debt for FY2009 is .7075.

**Sales and Use Taxes.** These are levied on consumer consumption of electricity, water, gas, and communications service utilities provided in the Town, and are calculated as a percentage of gross receipts.

**Charges for Services.** These include impact fees collected from development projects for infrastructure impacts on police and parks to fund capital improvements necessary due to increased usage; fees for participation in athletic, recreational and other programming; lien search fees and other miscellaneous fees.

**Fines and Forfeitures.** Fine and forfeiture revenue includes such things as traffic fines, false alarm fines, parking fines, animal control fines, code enforcement fines, etc.

**Franchise Fees.** These are levied on public service franchises for an exclusive/nonexclusive right to operate within the Town and are calculated as a percentage of gross receipts.

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Intergovernmental Revenue. This includes a portion of the Occupational License fees collected by the County, grants and State Shared Revenues, which are distributed to the Town pursuant to State statutes.

Licenses and Permits. These include annual fees to businesses, professionals, or occupations located in the Town for Business taxes, Building Permits, Other Licenses and Permits, Zoning Hearing Fees, Zoning Plan Revenue Fees, Certificates of Occupancy and Alarm Permits.

Miscellaneous. This includes all other types of minor General Fund income not included in the other categories as listed above.

Other Sources. This category is a catch all for all other sources of revenue for the Town, which do not fall within any of the other above referenced categories, and includes interest/investment income and other income such as lobbyist registration fees, public document copying fees, etc.

#### Water/Sewer Fund Revenues

Charges for Services. Charges for services consist primarily of bills for customers of the Town's potable water treatment and distribution system, and the Town's wastewater collection system, as well as stormwater system fees.

Capital Grants and Contributions. Monetary grants or contributions provided for capital facilities improvements.

Investment Earnings. This category includes earnings from investments the Town has made in various types of equities.

#### Other Potential Revenue Sources

Special District Assessments. Special assessments may be levied against those who directly benefit from a new service or facility. Funds collected from such assessments are used to finance the service or facility benefiting a special group, need or area.

Bonds. The Town has the ability to issue bonds in order to finance capital improvements within the municipality. Bonds that are available for the Town's consideration include:

- General Obligation Bonds. These bonds are backed by the full faith and credit of a local government and are required to be approved by voter referendum. General obligation bonds offer lower interest rates than other bonds since they are secured by the taxing power of the government. Revenues collected from ad valorem taxes are generally used to service the government's debt.
- Special Revenue Bonds. Revenue bonds, unlike general obligation bonds, are financed by those directly benefiting from the capital improvement. Revenue

obtained from the issuance of these bonds is used to finance publicly-owned facilities, such as stormwater projects. Charges collected from the users of these facilities are used, in turn, to retire the bond obligations. In this respect, the capital project is self-supporting. Interest rates tend to be higher than for general obligation bonds. User fees collected are retained in a special fund to repay debt service. Similarly, the borrowed funds are maintained in a separate fund earmarked for the specific improvements for which the funds were borrowed.

- **Industrial Revenue Bonds.** This type of bond is issued by a local government, but is actually assumed by companies or industries that use the revenue for construction of plants or facilities. The attractiveness of these bonds to industry is that they carry comparatively low interest rates due to their tax-exempt status. The advantage to the local government is that the private sector is responsible for retirement of the debt and that new employment opportunities are created in the community.

### *Debt*

The Town had debts of \$102,787,912 as of September 30, 2006, including \$20,892,260 in bonds issued for capital improvements, \$65,493,015 in General Obligation bonds and \$16,402,637 in Water and Sewer bonds. According to the Comprehensive Annual Financial Report for the Fiscal Year (FY) ended September 30, 2006 the Town's debt service in 2006 consisted of \$5,550,282 for principal retirement and interest.

Policies regarding debt management are essential to effective financial management. One typical policy that is used to manage debt is to limit the government's total debt service expenditures to a specific percentage of its total revenue. This ratio measures the relative burden that total debt service costs bear to the General Fund expenditures as a whole. Research of other municipalities with policies limiting the ratio of total debt service to total revenue shows that ratios of between 5% and 30% are used. The credit rating industry generally considers net debt service exceeding 20% of operating expenditures a potential problem.

Another typical policy that is used to manage debt is to limit the maximum ratio of outstanding capital indebtedness to property tax base. Research of other municipalities with policies limiting the ratio of outstanding capital indebtedness to property tax base shows that ratios of between 2½% and 20% are used; however, ratios in the range of 3% to 5% are considered acceptable.

Davie had estimated total revenues in 2007 of \$107,507,593. Thus, debt service expenditures in 2006 were equal to approximately 4.37% of the estimated 2007 total revenue. As of March 3, 2008, the Town's total assessed property value was \$13,340,041,180. Comparing the Town's outstanding capital indebtedness to property tax base shows that the Town's \$102,787,912 in debt in 2006 is equal to 0.77% of the Town's property tax base. These numbers show clearly that the Town's current capital indebtedness is very low.

As shown above, the Town has additional capacity to fund capital improvements through bond financing. A policy has been proposed in the CIE Goals, Objectives and Policies (GOPs) to limit annual debt service to 10% of total revenue, and to limit total bonded indebtedness to 5% of the Town's property tax base. Even if the value of the Town's property tax base did not grow, 5% of the property tax base would be \$667,002,059. Limiting total debt service to 10% of total revenue would result in the following amounts of allowed **debt service obligations** (based on the revenue projections discussed below) for the next five years:

- 2008-2009: \$10,481,616
- 2009-2010: \$10,507,515
- 2010-2011: \$10,676,672
- 2011-2012: \$10,977,942
- 2012-2013: \$11,405,061

Based on the above maximum debt service amounts, the Town could incur debt through 2012 up to the amount of approximately \$11,405,061. Thus, this is considered the City's debt capacity.

#### *Revenue and Expenditure History and Projections*

Table 4 illustrates revenue projections for the planning period. The annual percentage increases in the various types of revenue are based upon historical trends, and then in most cases adjusted downward to be conservative. The property tax revenue projections are based upon the current millage rate of 4.9531 (\$4.2456 ad valorem tax and \$.7075 voter-approved debt service per \$1,000 of assessed, taxable value).

As indicated in Table 4 below, revenues exceeded expenditures by \$10,965,500 dollars over the past several fiscal years. In fiscal year 2005, there was a surplus of approximately \$6.34 million dollars. While the following fiscal year (2006) expenditures exceeded revenues by more than \$3.6 million dollars. In fiscal year 2007, the pendulum swung again, and revenues exceeded expenditures by more than \$8.3 million dollars.

**Table 4: Governmental Fund Revenue/Expenditure History**

<b>Year</b>	<b>Revenues</b>	<b>Expenditures</b>	<b>General Fund Balance</b>
FY 2004-05	\$88,320,275	\$81,978,380	\$6,341,895
FY 2005-06	\$104,894,866	\$108,558,873	\$-3,664,007
FY 2006-07	\$123,451,021	\$115,163,409	\$8,287,612

Source: FY 2006 Comprehensive Annual Financial Report, Town of Davie; FY 2008 Budget Book, Town of Davie.

The Town maintains two different fund types: governmental funds, which are mostly comprised of general fund activities, and proprietary (enterprise) funds, which include all business-type activities, namely the Town's water, sewer and drainage activities that are

operated basically like a business. For the purposes of analysis for this Element, the governmental funds and proprietary funds are both relevant.

Please note that the revenues and expenditures for FY2005, FY2006 and FY2007 were inflated due to hurricane preparedness, response and recovery activities during those years.

**NOTE**

*During the analysis of past Town budgets it became apparent that recent fluctuations in the economy have created great disparity between the annual budgets, thus defying any reasonable trend analysis projection methodology. In order to provide a minimal amount of growth over the planning period in anticipation that economic fluctuations will eventually flatten out over time, the Town has utilized a conservative annual growth rate of 2% for all funds for the following expenditure and revenue projections.*

**Table 5: Revenue Projections**

Revenue Type	Annual Increase	Actual Budgets		Current Budget	Projected Revenues (2% annual growth)			
		FY07	FY08	FY09	FY10	FY11	FY12	FY 13
Governmental Funds								
Taxes	2.00%	\$45,402,265	\$41,823,450	\$42,052,985	\$42,894,045	\$43,751,924	\$44,626,962	\$45,519,501
Communication								
Service Tax	2.00%	\$4,267,007	\$3,327,134	\$4,678,293	\$4,771,859	\$4,867,296	\$4,964,642	\$5,063,935
Utility Tax	2.00%	\$6,329,010	\$5,223,843	\$6,357,400	\$6,484,548	\$6,614,239	\$6,746,524	\$6,881,454
Franchise Fees								
	2.00%	\$10,708,330	\$7,568,100	\$9,493,439	\$9,683,308	\$9,876,974	\$10,074,513	\$10,276,004
Licenses and Permits								
	2.00%	\$4,397,901	\$5,178,338	\$4,468,000	\$4,557,360	\$4,648,507	\$4,741,477	\$4,836,307
Intergovernmental								
	2.00%	\$23,221,571	\$9,461,275	\$15,789,110	\$16,104,892	\$16,426,990	\$16,755,530	\$17,090,640
Charges for Services								
	2.00%	\$10,117,108	\$5,516,488	\$6,633,190	\$6,765,854	\$6,901,171	\$7,039,194	\$7,179,978
Special Assessments								
	2.00%	\$5,642,008	\$6,846,261	\$5,722,792	\$5,837,248	\$5,953,993	\$6,073,073	\$6,194,534
Fine and Forfeitures								
	2.00%	\$799,228	\$1,923,877	\$478,100	\$487,662	\$497,415	\$507,364	\$517,511
Interest Income								
	2.00%	\$6,480,356	\$2,405,100	\$3,525,173	\$3,595,676	\$3,667,590	\$3,740,942	\$3,815,761
Miscellaneous								
	2.00%	\$6,086,238	\$1,650,440	\$1,264,616	\$1,289,908	\$1,315,706	\$1,342,021	\$1,368,861
Reserves								
	2.00%			\$9,215,235	\$9,399,540	\$9,587,530	\$9,779,281	\$9,974,867
		\$123,451,020	\$90,924,306	\$109,678,331	\$111,871,898	\$114,109,336	\$116,391,522	\$118,719,353
Fund Total								
GRAND TOTAL		\$123,451,020	\$90,924,306	109,678,331	111,871,898	114,109,336	116,391,522	118,719,353

\* Source: Town of Davie FY 2006 Comprehensive Annual Financial Reports; Town of Davie 2008 Annual Budget; Iler Planning Group

**Table 6: Expenditure Projections**

Expenditure Type	Annual Increase	Actual Budgets		Current Budget	Projected Expenditures (2% annual growth)			
		FY07	FY08	FY09	FY10	FY11	FY12	FY 13
Governmental Funds								
General Government	2%	\$16,650,340	\$15,469,318	\$17,169,290	\$17,512,676	\$17,862,929	\$18,220,188	\$18,584,592
Public Safety *	2%	\$50,001,365	\$49,545,919	\$53,617,896	\$54,690,254	\$54,690,254	\$55,784,059	\$55,784,059
Public Works *	2%	\$6,055,890	\$6,200,423	\$7,503,421	\$7,653,489	\$7,653,489	\$7,806,559	\$7,962,690
NonDepartmental	2%	\$1,561,117	\$4,379,911	\$3,520,425	\$3,590,834	\$3,662,650	\$3,735,903	\$3,810,621
Parks and Recreation	2%	\$4,997,751	\$4,581,521	\$5,069,508	\$5,170,898	\$5,274,316	\$5,379,802	\$5,487,398
Capital Outlay	2%	\$23,039,279	\$9,906,718	\$14,169,726	\$14,453,121	\$14,742,183	\$15,037,027	\$15,337,767
Debt Service	2%	\$8,238,744	\$8,284,180	\$8,528,065	\$8,698,626	\$8,872,599	\$9,050,051	\$9,231,052
Other Charges **	2%	4,618,923	\$0	\$100,000	\$100,000	\$102,000	\$104,040	\$106,121
<b>Total Governmental Funds:</b>		<b>\$115,163,409</b>	<b>\$98,367,990</b>	<b>\$109,678,331</b>	<b>\$111,869,898</b>	<b>\$112,860,421</b>	<b>\$115,117,629</b>	<b>\$116,304,301</b>

Source: Town of Davie FY 2006 Comprehensive Annual Financial Reports; Town of Davie 2008 Annual Budget; Iler Planning Group

Notes: 1. Figures given for the Base Years (FY07 & FY08) are actual.

## CAPITAL IMPROVEMENT ANALYSIS

This subsection presents an analysis of the fiscal implications of the identified capital improvement needs within the Town of Davie. A summary of local practices to guide the timing and location of construction and/or extension of public facilities and services needed to keep pace with new development are also included. These capital improvements are identified to continue to meet minimum LOS standards.

### *Current Local Practices That Guide Capital Improvements*

Current local practices that guide the timing and location of construction, extension or increases in capacity of each public facility system are detailed below. Generally, the Town prioritizes capital improvements through its annual budgeting process. Projects to correct an existing LOS deficiency are given first priority in making capital improvements. Other criteria include availability of impact fee funds that may only be applied to particular types of projects and within a certain area; State statutory requirements (i.e. development of an alternative water supply plan); and, general Town priorities.

### Level of Service Standards

Level of Service (LOS) is a performance measurement used to evaluate the extent to which a public facility or service satisfies the demands placed on that system. LOS indicates the capacity per unit of demand of each public facility. They are, in short, a summary of existing or desired public facility conditions.

A level of service “standard” sets the minimum expectations for performance of a particular public facility or service that is maintained by a governmental agency. The State of Florida typically monitors level of service for potable water, sanitary sewer, stormwater drainage, solid waste, recreation and open space, transportation, and public schools as addressed in local government comprehensive plans. These standards become the criteria used to evaluate the adequacy of new development applications and determine the appropriateness of issuing development orders or permits to ensure that adequate facility capacity will be maintained and available for future development. LOS standards affect the timing and location of development by encouraging development in areas where facilities have excess capacity, and not permitting development unless needed facilities and services are provided. Such provision and development may occur in a phased sequence over time.

Table 7 provides a summary of the level of service standards adopted in the Town’s comprehensive plan, recommended in the Evaluation and Appraisal Report (EAR) adopted in 2005, or recommended as part of these amendments.

**Table 7: Level of Service (LOS) Standards for the Town of Davie (Proposed)**

Public Facility	Level of Service Standard
Potable Water	<u>Water Treatment Plant Production</u> – capacity to produce at least 10.0 MGD <u>User LOS (peak)</u> – 145 gallons per capita per day (gpcd)
Sanitary Sewer	110 gallons per capita per day (gpcd)
Stormwater Drainage	1) Adequate to accommodate runoff from a 25-year, 3-day storm event; 2) Post development runoff shall not exceed pre-development rates; and 3) All stormwater treatment and disposal facilities shall meet the design and performance standards established in Chapter 17-25, Florida Administrative Code (F.A.C.)
Solid Waste	Disposal shall not exceed a generation rate of 8.9 pounds per residential unit per day.
Recreation/Open Space	2008-2018: At least 10 acres per 1,000 population
Transportation:	<ul style="list-style-type: none"> <li>- All state, county or local roadways including state principal arterial, state minor arterial, and city collectors shall be maintained at Level “D” status or higher as defined by the State of Florida Department of Transportation, except in cases where another entity is responsible for a roadway within the Town and has – with proper authority – established a higher level of service.</li> <li>- All county and local roadways within the Broward County South Central Transit Oriented Concurrency Exception Area are required to meet the provide transit oriented improvements or funds toward transit oriented improvements, according to the requirements of the Broward County Land Development Code.</li> </ul>
Public School Facilities	110% of the permanent Florida Inventory of School Housing (FISH) capacity for each public elementary, middle and high school.

Capital Improvement Program

A capital improvement program (CIP) is a schedule for capital expenditures to be incurred each year over a fixed period of years (usually 5 years) to meet anticipated capital needs. The CIP is revised annually and adopted by the Town Council typically with the first year converting into the annual capital budget. The mechanism for implementing the CIP is the Five-Year Schedule of Capital Improvements (SCI).

The CIP must be consistent with the Capital Improvements Element of the Comprehensive Plan, and address the projects required to maintain and improve the adopted Level of Service standards. Furthermore, the CIP must reflect the goals, objectives and policies of this Comprehensive Plan and its implementation strategies. The CIP is generally more inclusive than the SCI as it contains small scale recurring projects (less than \$25,000) that do not require multi-year financing as well as those public facilities not addressed in the Comprehensive Plan.

### Concurrency Management

A Concurrency Management System (CMS) 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.

Concurrency is typically applied during the development review process wherein approval is conditioned on demonstrated compliance with the local concurrency ordinance. Concurrency may also function at the building permit stage where it controls development in areas that are already approved but not yet built out, such as pre-platted lands. The Town applies the CMS at the rezoning, site plan review, building permit and certificate of occupancy stages in the development review process. In addition, the Town considers the public facility and concurrency ramifications of all proposed amendments to the Future Land Use Map (FLUM) in order to avoid any potential public facility deficiencies to serve the land uses shown on the FLUM.

### Impact Fees

Impact fees are imposed by many local governments on new development to offset the costs of new capital facilities necessitated by that development. Local governments may use this financing technique as one strategy for implementing the Capital Improvements Element. Chapter 163, F.S. includes impact fees as an innovative technique that may be integrated into the land development regulations. The Town charges fees to offset needed capital improvements for water and sewer projects, as well as projects relating to police service, fire service, and parks, recreation and open space. These revenues are used to offset the cost of capital expenditures due to the impacts of new development.

### *General Fiscal Implications of Existing Deficiencies and Future Needs*

The Five-Year Schedule of Capital Improvements (SCI) (Table 8) lists, along with other projects, those capital facilities identified to correct existing deficiencies and provide for projected needs of facilities for which the Town has operation and maintenance responsibility. The SCI projects, plus improvements by other governmental entities charged with operation and maintenance of certain infrastructure within the Town, should maintain the minimum LOS standards set forth in this Comprehensive Plan to support the land uses and densities/intensities set forth in the Future Land Use Element.

### *Financial Feasibility Analysis*

Several capital improvements have been identified for the next five year planning period needed to achieve and maintain LOS standards. Existing deficiencies have been identified concerning transportation facilities, drainage, potable water and wastewater services. The SCI includes several projects to correct these deficiencies. The SCI identifies the funding source for each project needed within the planning period.

Table 8 below provides the Town's 5 Year SCI projects necessary to achieve and maintain the adopted level of service standards through 2013. Committed funding sources have been identified for each project, and include impact fees, general funds, tax increment revenue, and grants. While facility improvements which are the responsibility of other public providers are included in the SCI, funding sources have not been specifically identified herein.

**Table 8: Five Year Schedule of Capital Improvements, FY 2008-2012**

<u>Project</u>	<u>Location</u>	<u>Estimated Cost</u>	<u>Schedule</u>	<u>Funding Source</u>
Potable Water				
New Water and Wastewater Plant & Infrastructure	3500 NW 76 Ave	\$2,867,791	2015	Utility Rate Increase Ordinance 2007-38 (utilities water and sewer bonds)

In order to address drainage deficiencies within the Town, there are two drainage improvement projects included in the SCI. These consist of Phases II and III of the Eastridge Drainage project. The total cost of the two phases is approximately \$1.4 million dollars, which is to be funded through the tax increment revenues generated by the Town's Community Redevelopment Agency. The two phases are to be completed by the end of 2009.

As referenced in the Data, Inventory and Analysis for the Recreation, Open Space and Conservation element of the Comprehensive Plan, the Town has a sufficient amount of parks, recreation and open space to meet its Level of Service standard of 10 acres of open space and parks per 1,000 residents through the end of the planning period, 2018. Nevertheless, several parks and recreation projects have been included within the SCI. The projects are to be funded through funds from the previously approved open space bond and open space impact fees. In addition, there is a \$200,000 grant which was obtained from the Land and Water Conservation Fund program. All the projects are expected to be completed between 2008 and 2010.

Several transportation improvements to the Town's roadway network are included in the SCI. The projects address LOS deficiencies which occur throughout the Town. However, roadway LOS deficiencies which occur in the portions of the Town under Broward County's South Central Transit Oriented Concurrency Exception District are not required to meet a specified LOS. Instead, projects within those areas are to pay into a

Transit Oriented Concurrency fund to mitigate traffic impacts and provide for future transit improvements within the area. The majority of the projects identified within the SCI are roadway improvement projects on state or county roadways. The State has proposed roadway improvement projects scheduled for I-595 and Florida's Turnpike. The Broward County MPO is proposing roadway improvements on Griffin Road, Davie Road, and Pine Island Road. These improvements and their anticipated costs have been included in the SCI. However, funding sources for these projects are the responsibility of the state or county, and therefore have not been included. The Town is proposing roadway improvements along Oakes Road, and the provision of pedestrian shelters within the Regional Activity Center along University Drive, Davie Road, the Davie Road extension, and Griffin Road.

Table 8: Five Year Schedule of Capital Improvements, FY 2008-2012

<b>Project</b>	<b>Location</b>	<b>Estimated Cost</b>	<b>Schedule</b>	<b>Funding Source</b>
<b>Transportation</b>				
Oakes Road Improvements	From SW 47 <sup>th</sup> to SW 51 <sup>st</sup> Street	\$373,295	2008-2009	FDOT TE Grant (\$309,744) and P&Z Operating Budget (\$63,551)
Pedestrian Transit Shelters	Within the RAC along University Dr., Davie Rd./Davie Rd. Extensions and Griffin Rd.	\$412,000	2008-2009	FDOT TE Grant (\$365,000) and General Fund (\$47,000)
Griffin Road	Between I-75 and Flamingo		Underway	Broward County MPO
I-595 – Interchange Improvements	Between Davie Rd. and Turnpike	\$83,146,000	2009-2011	FDOT
I-595 – Interchange Improvements	Between University Dr. and Turnpike	\$47,7686,000	2009-2011	FDOT
I-595 – Add 1 and reconstruct 8 lanes	Between University Dr. and Davie Rd.	\$62,925,000	2008-2011	FDOT
Pine Island Rd.	Between I-595 and Nova Dr.	\$6,715,000	2011	Broward County MPO
Davie Road – Add 2 lanes	Between Nova Drive and I-595	\$5,672,000	2008-2011	Broward County MPO
Davie Rd. Extension	Between University Dr. & Stirling Rd.	\$5,061,000	Pending	Broward County MPO
Florida Turnpike	Between Griffin Rd. and Sunrise Blvd.	\$3,300,000	Underway	FDOT
<b>Drainage</b>				
Phase II Eastridge Drainage	SW 38 Court and connecting L. Lake to N-5 Canal	\$855,000	2008	Tax Increment Revenue
Phase III Eastridge Drainage	Drainage for SW 63 Avenue to existing drainage at 41 Place	\$600,000	2009	Tax Increment Revenue
<b>Potable Water</b>				
New Water and Wastewater Plant & Infrastructure	3500 NW 76 Avenue	\$99,872,361	2009-2013	Utility Rate Increase – Ordinance 2007-38
<b>Wastewater</b>				
Wastewater Treatment Plan Expansion	3500 NW 76 Avenue	\$6,500,000	2009-2010	Utility Rate Increase – Ordinance. 2007-38
LS 8 and Force Main Replacement		\$4,000,000	2009-2010	Utility Rate Increase – Ordinance. 2007-38
<b>Parks and Recreation</b>				
Open Space Bond	Acquisitions and Improvements of Parks and Open Space Lands throughout Town	\$20,000,000	2008-2009	Open Space Funds
Linear Park		\$42,000	2008	Open Space Impact Fees
Equestrian Trails	Townwide	\$40,000	2008	Open Space Impact Fees
Recreation Trails	Townwide	\$145,000	2008-2009	Open Space Impact Fees
Van Kirk Parcel	1750 SW 136 <sup>th</sup> Avenue	\$790,000	2008-2010	Land and Water Conservation Fund Grant (\$200,000) and Open Space Impact Fees (\$590,000)

### Relative Priority of Need Among Facility Types

Generally, those capital facilities identified as needed to meet the Town's adopted levels of service standards over the planning timeframe are given first priority in capital improvements funding. This includes existing deficiencies in the areas of transportation and drainage through 2013 and 2018 (see Table 1). These issues are addressed through 2013 and, to a large extent through 2018, in the Town's Schedule of Capital Improvements (SCI). (See Table 8).

### *Cost Analysis of Capital Improvements and Basis of Cost Estimates*

Due to inflationary factors associated with national and state economies, these costs are likely to increase over the extent of the planning period. The Town should update project costs on an annual basis to reflect more accurate project costs.

The method employed to reach cost estimates for each proposed capital improvement varies according to its respective public facility. The basis for these cost estimates is summarized as follows:

**Transportation Improvements.** The costs of the transportation improvements in the Schedule of Capital Improvements (SCI) for which the Town has financial responsibility were provided by the Town Engineer.

**Drainage Improvements.** All cost estimates for drainage improvements were based on plans for these improvements provided by the Town engineer.

**Alternative Water Supply Plan facilities.** All facilities listed in the SCI relate to the Town's Water Supply Facilities Work Plan (WSFWP) as prepared by Calvin, Giordano & Associates, Inc. dated July 2015. The WSFWP is based on submissions made by the Town to the South Florida Water Management District, and as identified in the 2013 Lower East Coast Water Supply Plan Update.

### *Impact of Proposed School or Medical System Facilities on Public Facilities*

A hospital or other major public health facility has not established a presence within the Town's corporate limits. No medical corporation has contacted the Town to indicate an interest to locate with the Town; however, the Town would be open to such dialogue, if approached. Any improvements to the closest area hospitals will not have a direct impact on Davie, and it is anticipated that any such facility could be served without serious impact to the Town's public facilities.

Pursuant to the Interlocal Agreement for Public School Facility Planning that the Town entered into with Broward County, the Town will coordinate land use and public school

facilities planning with all affected parties of the Agreement. Any impacts that future schools in the Town will place on Davie's public facilities will be addressed on a case-by-case basis after development sites have been acquired. Currently, there are no plans for a new facility within the Town of Davie within the School Board's Five Year Plan. Furthermore, it is anticipated that future improvements will not have any significant effect on current or proposed levels of service for short- and long-range planning periods.

*Timing and Location of Capital Improvements in Accordance with the FLUM*

The Town's Comprehensive Plan has incorporated management concepts that require the efficient location and timing of supportive urban infrastructure to service existing and anticipated future development. Existing and anticipated future land use patterns are included in the Future Land Use Element Data, Inventory and Analysis Report. The Future Land Use Map (FLUM) is adopted as part of the Comprehensive Plan Goals, Objectives and Policies.

Management techniques, which have been applied in order to control the location, timing and design of public facilities, are summarized below. Application of the following techniques has been mandated through goals, objectives and policies within the Future Land Use, Transportation, Utilities, Parks and Recreation and Capital Improvements Elements. This section primarily emphasizes techniques applicable to the location, timing and design of potable water and wastewater systems, parks facilities and transportation improvements since these facilities most significantly impact the location and timing of future development and redevelopment. These techniques are as follows:

- a. Minimum level of service standards have been adopted for potable water, sanitary sewer, solid waste, drainage, parks and recreation and the transportation system.
- b. A concurrency management system (CMS) is incorporated in the Capital Improvements Element. The CMS shall assure the proper timing, location and design of supportive urban service systems concurrent with the impacts of new development. This management program stipulates that no new development will be approved unless the applicant has presented 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.
- c. A Schedule of Capital Improvements (SCI) has been established within the Capital Improvements Element. The SCI shows capital improvements that are programmed to occur within the municipal boundaries by the Town and other public agencies. Capital improvement programming is a continuing process, which includes annual

evaluations and updates of the SCI and CIP. Each year a capital improvement schedule is adopted which describes capital improvement expenditures programmed for the current fiscal year as well as a schedule of anticipated capital improvements that are programmed over the following five-year period.

- d. Also, the Town has proposed intergovernmental coordination policies for purposes of assuring continued coordination with local, State and regional agencies that are responsible for major components of urban infrastructure.

The Town continues to plan for and meet all concurrency requirements through its Capital Improvements Element of the Comprehensive Development Master Plan.

## 10. GLOSSARY

- **Accessory Use:** a use naturally and customarily incidental, subservient, or subordinate to the principal use.
- **Accommodations:** any apartment, condominium, or cooperative unit, cabin, lodge, hotel or motel room, campground, or other private or commercial structure which is situated on real property and designed for occupancy or use by one or more individuals.
- **Administrative Commission:** the Governor and the Cabinet of the State of Florida.
- **Administrative Rules Document:** a publication containing rules, guidelines, procedures, and methodologies reviewed, revised, adopted, and amended by the Broward County Planning Council and the Broward County Board of County Commissioners for the purpose of providing assistance and guidance to local governmental entities and providing direction to Council staff in implementing the Broward County Land Use Plan.
- **Affected Persons:** The affected local government; persons owning property, residing, or owning or operating a business within the boundaries of the local government whose plan is the subject of the review; and adjoining local governments that can demonstrate that adoption of the plan as proposed would produce substantial impacts on the increased need for publicly funded infrastructure or substantial impacts on areas designated for protection or special treatment within their jurisdictions. Each person, other than an adjoining local government, in order to qualify under this definition, shall also have submitted oral or written objections during the local government review and adoption proceedings.
- **Agricultural Uses:** activities within land areas which are predominantly used for the cultivation of crops and livestock including: cropland, pastureland, orchards, vineyards, nurseries, ornamental horticulture areas, groves, confined feeding operations, specialty farms, and silviculture areas. Agricultural uses are further defined in the Agricultural land use category, as described in the Permitted Uses portion of the Plan Implementation Section.
- **Airport Facility:** any area of land or water improved, maintained, or operated for the landing and takeoff of aircraft, including privately owned paved runways of 4,000 or more feet in length, and any appurtenant area which is used for airport buildings, or other airport facilities or rights-of-way.
- **Amendment:** any change to an adopted comprehensive plan with the exception of corrections, updates, and modifications of the capital improvements element concerning costs, revenue services, acceptance of facilities or facility construction

dates consistent with the plan as provided in Section 163.3177(3)(b), Florida Statutes, and corrections, updates, or modifications of current costs in other elements, as provided in Section 163.3187(2), Florida Statutes.

- **Appropriation:** the legal authorization given by the Town Council to make expenditures and incur obligations using town funds.
- **Aquifer:** a stratum or formation of permeable material that will yield groundwater in useful quantities.
- **Aquifer Recharge:** the addition of water to the groundwater system by natural or artificial processes.
- **Arterial Road:** a roadway providing service which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. In addition, every United States numbered highway is an arterial road.
- **BCHA, Broward County Housing Authority:** is an agency created by the State for the purpose of implementing both federal and state housing assistance programs.
- **Bicycle and Pedestrian Ways:** any road, path, or way which is open to bicycle travel and traffic afoot and from which motor vehicles are excluded.
- **Bonds:** a certificate of debt issued by a local government guaranteeing payment of a specific amount of borrowed funds plus interest payments on specific dates.
- **Broward County Land Use Plan** the future land use plan element for all of Broward County adopted by the Broward County Commission in conformance with the requirements of the Broward County Charter and the Local Government Comprehensive Planning, and Land Development Regulation Act.
- **Broward County Trafficways Plan:** the plan promulgated by the Broward County Planning Council pursuant to Chapter 59-1154, Laws of Florida, as amended, and the Broward County Charter, which depicts a network of trafficways for Broward County (also known as the Broward County Planning Council Trafficways Plan).
- **Building:** any structure having a roof and used or built for the shelter or enclosure of persons, animals, chattels, or property of any kind.
- **Building Permit:**
  - (1) Any permit for the erection or construction of a new building required by Section 301.1 of the South Florida Building Code, 1984, Broward Edition, as amended.
  - (2) Any permit for an addition to an existing building which would:

- (a) create one or more additional dwelling units, or
  - (b) involve a change in the occupancy of a building as described in Section 104.7 of the South Florida Building Code, 1984, Broward, Edition, as amended.
- (3) Any permit which would be required for the nonresidential operations included in Section 301.1(a) of the South Florida Building Code, 1984, Broward Edition, as amended.
- **Capital Budget:** the portion of the local government's budget reflecting capital improvements scheduled for a fiscal year.
  - **Capital Improvement:** physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multi-year financing. For the purpose of this rule, physical assets which have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.
  - **Capital Outlay:** expenditures which result in the acquisition of or addition to fixed assets.
  - **Capital Plan:** a compilation of all capital and infrastructure needs which are not funded in the Capital Program.
  - **Capital Program:** all capital expenditures planned for the next five years. The program specifies both proposed projects and the resources estimated to be available to fund projected expenditures.
  - **Census:** is the official enumeration by the United States Census Bureau of the characteristic of the population of the United States. The census is conducted on a decennial basis at the beginning of each decade through survey research. Responses to the questionnaires are self-reported.
  - **Certified Land Use Plan:** a local land use plan which has been certified by the Broward County Planning Council as being in substantial conformity with the Broward County Land Use Plan and which has been adopted by a unit of local government in conformance with the requirements of the Local Government Comprehensive Planning and Land Development Regulation Act.
  - **Collector Road:** a roadway providing service which is of relatively moderate traffic volume, moderate trip length, and moderate operating speed. Collector roads collect and distribute traffic between local roads or arterial roads.

- **Commercial Uses:** activities within land areas which are predominantly connected with the sale, rental, and distribution of products, or performance of services. Commercial Uses are further defined in the Commercial land use category, as described in the Permitted Uses portion of the Plan Implementation Section.
- **Comprehensive Plan:** a plan that meets the requirements of sections 163.3177 and 163.3178, Florida Statutes.
- **Concurrency:** public facilities and services needed to support development shall be available at the same time or coincidental with the impacts of such development.
- **Concurrency Management System:** the provisions in the local government comprehensive plan including implementation regulations, encompassing the restrictions, methods, resources, timing, and solutions intended to be compatible with and further compliance with the statutory requirement to provide public facilities and services needed to support development concurrent with the impacts of such development.
- **Cone of Influence (Zone of Influence):** an area around one or more major waterwells, the boundary of which is determined by the government agency having specific statutory authority to make such a determination based on groundwater travel or drawdown depth.
- **Conservation Uses:** activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetative communities or wildlife habitats. Conservation Uses are further defined in the Conservation land use category, as described in the Permitted Use portion of the Plan Implementation Section.
- **Consistency:** for purposes of this definition, a local comprehensive plan is said to be consistent with the state comprehensive plan and the regional policy plan if it is “compatible with” or “furthers” such plans. The term “compatible with” means that the local plan is not in conflict with the state comprehensive plan or regional policy plan. The term “furthers” means to take action in the direction of realizing goals or policies of the state or regional plan.
- **Contiguous:** in close proximity, touching or adjacent.
- **Contingency:** costs which may arise as a result of conditions undetermined at a given date.
- **County Commission:** the Board of County Commissioners of Broward County.
- **Debt Service:** payments of principal and interest on obligations resulting from the issuance of bonds.

- **Developer:** any person, including a governmental agency, undertaking any development.
  
- **Development:**
  - (1) The carrying out of any building activity or mining operation, the making of any material change in the use of appearance of any structure or land, or the dividing of land into two or more parcels.
  
  - (2) The following activities or uses shall be taken for the purposes of this chapter to involve “development,” as defined in this section:
    - (a) A reconstruction, alteration of the size, or material change in the external appearance of a structure on land.
  
    - (b) A change in the intensity of use of land, such as an increase in the number of dwelling units in a structure or on land or a material increase in the number of businesses, manufacturing establishments, offices, or dwelling units in a structure or on land.
  
    - (c) Alteration of a shore or bank of a seacoast, river, stream, lake, pond, or canal, including any “coastal construction” as defined in Section 161.021, Florida Statutes.
  
    - (d) Commencement of drilling, except to obtain soil samples, mining, or excavation on a parcel of land.
  
    - (e) Demolition of a structure.
  
    - (f) Clearing of land as an adjunct of construction.
  
    - (g) Deposit of refuse, solid or liquid waste, or fill on a parcel of land.
  
  - (3) The following operations or uses shall not be taken for the purpose of this chapter to involve “development” as defined herein:
    - (a) Work by a highway or road agency or railroad company for the maintenance or improvement of a road or railroad tract, if the work is carried out on land within the boundaries of the right-of-way.
  
    - (b) Work by any utility and other persons engaged in the distribution or transmission of gas or water, for the purpose of inspecting, repairing, renewing, or constructing on established rights-of-way any sewers, mains, pipes, cables, utility tunnels, power lines, towers, poles, tracts, or the like.

- (c) Work for the maintenance, renewal, improvement, or alteration of any structure, if the work affects only the interior or the color of the structure or the decoration of the exterior of the structure.
  - (d) The use of any structure or land devoted to dwelling uses or any purpose customarily incidental to enjoyment of the dwelling.
  - (e) The use of any land for the purpose of growing plants, crops, trees, and other agricultural or forestry products; raising livestock; or for other agricultural purposes.
  - (f) A change in use of land or structure from a use within a class specified in an ordinance or rule to another use in the same class.
  - (g) A change in the ownership or form of ownership of any parcel or structure.
  - (h) The creation or termination of rights of access, riparian rights, easements, covenants concerning development of land, or other rights in land.
- (4) “Development,” as designated in an ordinance, rule, or development rule, includes all other development customarily associated with it unless otherwise specified. When appropriate to the context, “development” refers to the act of developing to the result of development. Reference to any specific operation is not intended to mean that the operation or activity, when part of other operations or activities, is not development. Reference to particular operations is not intended to limit the generality of subsection (1).
- **Development Order:** any order granting, denying, or granting with conditions an application for a development permit.
  - **Development Permit:** any building permit, zoning permit, plat approval or rezoning, certification, variance, or other action having the effect of permitting development.
  - **Drainage Facilities:** a system of manmade structures designed to collect, convey, hold divert or discharge stormwater, and includes stormwater sewers, canals, detention structures, and retention structures.
  - **Dwelling Unit:** a house, apartment, or condominium unit, trailer, group of rooms, or a single room intended for occupancy as separate living quarter with direct access from the outside of the building or through a common hall and with complete kitchen facilities for the exclusive use of the occupants, including rental units contained in a multi-unit structure or complex which are licensed by the State Department of Business Regulation, Division of Hotels and Restaurants, as “apartments,” “rental condominiums,” and “Retirement Housing.”

- **Ecosystem:** the living and non-living components of the environment which interact or function together, including plant and animal organisms, the physical environment, and the energy systems in which they exist; all components of the ecosystem are interrelated.
- **Education Uses:** activities and facilities of public or private primary or secondary schools, vocational and technical schools, and colleges and universities licensed by the Florida Department of Education, including the areas of buildings, campus open space, dormitories, recreational facilities, or parking.
- **Enterprise Fund:** a fund which pays for the cost of its operations and capital improvements from user fees and does not generally receive property tax support.
- **Environmentally Sensitive Land:** those areas containing Natural Resources, as depicted in the Future Land Use Plan Map Series.
- **Existing Urban Service Area:** means built-up areas where public facilities and services such as sewage treatment systems, roads, schools, and recreation areas are already in place.
- **Facility Availability:** means whether or not a facility is available in a manner to satisfy the concurrency management system.
- **Fiscal Year:** the period of time for which funds are appropriate and accounted for. The Town's fiscal year begins annually on October 1 and ends on September 30 of the next calendar year.
- **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.
- **Flexibility Zone:** a geographic area, as delineated on the flexibility zone boundary maps in the Administrative Rules Document of the Broward County Planning Council, within which residential densities and land uses may be redistributed through the plan certification process.
- **Flood Plains:** areas inundated during an identified flood event or identified by the National Flood Insurance Program as an A Zone or V Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.
- **Foster Care Facility:** a facility which houses foster residents and provides a family living environment for the residents, including such supervision and care as may be necessary to meet the physical, emotional, and social needs of the residents and serving either children or adult foster residents.

- **Future Broward County Land Use Plan Map (Series):** the series of maps adopted by the Broward County Board of County Commissioners as part of the Broward County Land Use Plan. These include the Broward County Land Use Plan Map, Historic District and Historically Significant Properties Map, Natural Resources Map Series–Eastern Broward County, and Natural Resources Map Series–Western Broward County.
- **General Obligation Bonds:** bonds financed with the ad valorem taxes “or full faith and credit” of the issuing government. These bonds must be approved by a majority of voters.
- **Goal:** the long-term end toward which programs and activities are ultimately directed.
- **Governing Body:** the board of county commissioners of a county, the commission or council of an incorporated municipality, or any other chief governing body of a unit of local government, however designated, or the combination of such bodies. The governing body for the Town of Davie is the Town Council of the Town of Davie.
- **Governmental Agency:**
  - (a) The United States or any department, commission, agency, or other instrumentality thereof;
  - (b) The State of Florida or any department, commission, agency, or other instrumentality thereof;
  - (c) Any local government, or any department, commission, agency, or other instrumentality thereof;
  - (d) Any school board or other special district, authority, or other governmental entity.
- **Grants:** contributions or gifts of cash or other assets from another government to be used or expended for a specific purpose, activity, or facility.
- **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.
- **Gross Density:** means the number of dwelling units constructed or proposed within an area, divided by the gross acreage of the area.
- **Groundwater:** subsurface water in the zone of saturation.
- **Group Home:** a facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and

- care as may be necessary to meet the physical, emotional, and social needs of the residents. Adult Congregate Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.
- **Hazardous Substance:** a substance that has one or more of the following characteristics: ignitable, corrosive, reactive, toxic.
  - **Hazardous Waste:** solid waste, or a combination of solid wastes, which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated, or otherwise managed.
  - **Historic Resources:** all areas, districts, or sites containing properties listed on the Florida Master Site File, the National Register of Historic Places, or designated by a local government as historically, architecturally, or archaeologically significant.
  - **HRS, FDHRS, Florida Department of Health and Rehabilitative Services:** is a state agency which implements and provides health and social services.
  - **Impact Fees:** funds collected from a developer to fund the improvements required to serve the residents or users of the development. The Town currently collects impact fees for municipal parks and open space needs.
  - **Improvements:** may include, but are not limited to, street pavements, curbs and gutters, sidewalks, alley pavements, walkway pavements, water mains, sanitary sewers, storm sewers or drains, street names, signs, landscaping, permanent reference monuments, permanent control points, or any other improvement required by a governing body.
  - **Industrial Uses:** the activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.
  - **Infrastructure:** those manmade structures which serve the common needs of the population, such as: sewage disposal systems, potable water systems, potable water wells serving a system, solid waste disposal sites or retention areas, stormwater systems, utilities, piers, docks, wharves, breakwaters, bulkheads, seawalls, bulwarks, revetments, causeways, marinas, navigation channels, bridges, and roadways.
  - **Land:** the earth, water, and air above, below, or on the surface, and includes any improvements or structures customarily regarded as land.

- **Land Development Code:** the various types of regulations for the development of land within the jurisdiction of a unit of local government when combined into a single document.
- **Land Development Regulations:** ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction, or sign regulations or any other regulations controlling the development of land.
- **Land Development Regulation Commission:** a commission designated by a local government to develop and recommend, to the local governing body, land development regulations which implement the adopted comprehensive plan and to review land development regulations, or amendments thereto, for consistency with the adopted plan and report to the governing body regarding its findings. The responsibilities of the land development regulation commission may be performed by the local planning agency.
- **Land Use:** the development that has occurred on the land, the development that is proposed by a developer on the land, or the use that is permitted or permissible on the land under an adopted comprehensive plan or element or portion thereof, land development regulations, or a land development code, as the context may indicate.
- **Level of Service:** an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility based on and related to the operational characteristics of the facility. Level of service shall indicate the capacity per unit of demand for each public facility.
- **Limited Access Facility:** a roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access.
- **Local Area of Particular Concern:** an area designated on the Natural resource Map Series of the Broward County Land Use plan which has been declared to be environmentally sensitive. Those areas are subject to environmental impact report provisions of the Broward County Land Development Code. The criteria for Local Areas of Particular Concern are contained in the Plan Implementation Requirements section of the Broward County Land Use Plan.
- **Local Comprehensive Plan:** any or all local comprehensive plans or elements or portions thereof prepared, adopted, or amended pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act.
- **Local Road:** a roadway providing service which is of relatively low traffic volume, short average trip length or minimal through traffic movements, and high volume land access for abutting property.

- **Low and Moderate Income Families:** “lower income families” as defined under the Section 8 Assisted Housing Program, or families whose annual income does not exceed 80 percent of the median income for the area. The term “families” includes “households.”
- **Mobile Home:** is a manufactured, transportable, detached single family dwelling unit designed for long-term occupancy and arriving at the site where it is to be occupied as a complete dwelling unit containing all conveniences and facilities.
- **Natural Reservations:** areas designated for conservation purposes, and operated by contractual agreement with or managed by a federal, state, regional, or local government or nonprofit agency such as: national parks; state parks; lands purchased under the Save Our Coast, Conservation and Recreation Lands, or Save Our Rivers programs; sanctuaries; preserves; monuments; archaeological sites; historic sites; wildlife management areas; national seashores; and Outstanding Florida Waters.
- **New Urbanism:** an urban design movement which promotes walkable neighborhoods that contain a range of housing and job types.
- **Non-point Source Pollution:** any source of water pollution that is not a point source.
- **Objective:** a specific, measurable, intermediate end that is achievable and marks progress toward a goal.
- **Open Spaces:** undeveloped lands suitable for passive recreation or conservation uses.
- **Point Source Pollution:** any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.
- **Policy:** the way in which programs and activities are conducted to achieve an identified goal.
- **Pollution:** the presence in the outdoor atmosphere, ground, or water of any substances, contaminants, noise, or manmade or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.
- **Potable Water Facilities:** a system of structures designed to collect, treat, or distribute potable water, and includes water wells, treatment plants, reservoirs, and distribution mains.

- **Private Recreational Sites:** sites owned by private, commercial, or nonprofit entities available to the public for purposes of recreational use.
- **Public Access:** the ability of the public to physically reach, enter, or use recreation sites including beaches and shores.
- **Public Buildings and Grounds:** structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.
- **Public Facilities:** transportation systems or facilities, sewer systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, education systems or facilities, parks and recreation systems or facilities, and public health systems or facilities.
- **Recreation:** the pursuit of leisure time activities occurring in an indoor or outdoor setting.
- **Recreation Facility:** a component of a recreation site used by the public such as a trail, court, athletic field, or swimming pool.
- **Recreation Uses:** activities within areas where recreation occurs.
- **Recreational Pathway:** any road, path, or way which is open to equestrian travel, bicycle travel, traffic afoot, and other recreational purposes and from which motor vehicles are excluded.
- **Resident Population:** inhabitants counted in the same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.
- **Revenues:** the taxes, fees, charges, special assessments, grants, and other funds collected and received by the town in order to support the services provided.
- **Revenue Bonds:** bonds financed with charges paid exclusively by the users of the public improvement or with another specific revenue source except ad valorem taxes.
- **Right-of-Way:** land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.
- **Roadway Functional Classification:** the assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and

collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

- **Sanitary Sewer Facilities:** structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants, and disposal systems.
- **Seasonal Population:** part-time inhabitants who utilize, or may be expected to utilize, public facilities or services, but are not residents. Seasonal population shall include tourists, migrant farm workers, and other short-term and long-term visitors.
- **Section 8 Rental Assistance Program:** was established by the Housing and Community Development Act of 1974 to provide rental subsidies to eligible low to moderate income families.
- **Section 202 Housing Program:** provides direct federal loans to assist private nonprofit corporations and consumer cooperatives in the development of new or substantially rehabilitated housing and related facilities to serve elderly, physically handicapped, or developmentally disabled adults.
- **Services:** the programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social, and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, state, or federal law.
- **SMSA, Standard Metropolitan Statistical Area:** is a statistical standard developed for use by the federal agencies for the production, analysis, and publication of data on metropolitan areas.
- **Solid Waste:** sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse, or other discarded material, including solid, liquid, semisolid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations.
- **Solid Waste Facilities:** structures or systems designed for the collection, processing, or disposal of solid wastes, including hazardous wastes, and includes transfer stations, processing plants, recycling plants, and disposal systems.
- **Special Assessments:** a compulsory charge made against certain properties to defray part or all of the cost of a specific improvement or service deemed to primarily benefit those properties.
- **Support Documents:** any surveys, studies, inventory maps, data, inventories, listings, or analyses used as bases for or in developing the comprehensive plan.

- **Toxic Substance:** a chemical or mixture that presents an unreasonable risk of injury to health or the environment.
- **Urban Redevelopment:** means the demolition and reconstruction or substantial renovation of existing buildings or infrastructure within existing urban service areas.
- **User Charges or Fees:** the payment of a fee for direct receipt of a public service by the person or entity benefiting from the service.
- **Water-Dependent Uses:** activities which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas, recreation, electrical generating facilities, or water supply.
- **Water-Related Uses:** activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses.
- **Water Wells:** wells excavated, drilled, dug, or driven for the supply of industrial, agricultural, or potable water for general public consumption.
- **Wetlands:** an area that is inundated by water with sufficient frequency to support, and normally does support, an assemblage of organisms that is adapted to saturated or seasonally saturated soil conditions for growth and reproduction including, but not limited to, swamps, marshes, bogs, sloughs, potholes, wet meadows, river flood plains, mud flats, and wet prairies. For purposes of this element, wetlands shall be those areas regulated by the Army Corps of Engineers, Florida Department of Natural Resources, or other regulatory authority having jurisdiction over the development of wetlands.
- **Zones of Influence:** zones delineated by iso-travel contours around wellfields, within which toxic substances will be regulated to protect the quality of the groundwater.