Miramar/Westpark
S.R. 7 Charrette

Work In Progress

February 11th, 2005
Treasure Coast Regional Planning Council
South Florida Regional Planning Council

The Collaborative's Study Area
How The Master Plan Was Created:
Opening Presentation

Saturday February 3rd

The Study Area

- Two Cities
- 1.5 Miles
- Close to 1,000,000sf commercial
- 64 Auto-oriented businesses
- 10 Pawn shops
- 9 restaurants/eateries
- 3 Office buildings
- 2 Motels
- 1 Post office
How The Master Plan Was Created:

Public Process

Saturday, February 5

The Citizens’ Plans
The Citizen’s Requests

- Address the impact of the corridor’s widening
- Eliminate drainage areas from road frontage
- Build entry features to both cities and the county
- Build a pedestrian friendly, mixed use environment
- Build a special architectural feature at the intersection of SR 7 and SW 37th Street
- Beautify SR 7 adding landscaping, decorative street lights, bus stops, benches, trash cans, signage, etc.
- Build a town center on the corner of SR7 and Pembroke Road (redevelop the Home Depot site)
- Build mixed-use buildings with parking in the rear along main roadways
- Build 3 to 6 story buildings wherever possible
- Build entrance features
- Build parks (neighborhood parks, pocket parks)
- New city hall for West Park
- Improve the Industrial Parks in Miramar and West Park
- Build new housing to accommodate all incomes
- Build schools to accommodate increasing population
- Analyze the possibility of a roundabout on SR 7 and Miramar Pkwy
How The Master Plan Was Created:

Public Process

Saturday, February 5 through Friday, February 11

The Citizens’ Master Plan
Traffic Issues

Existing Corridor Conditions

Signal Spacing and Traffic Volumes

50,000 AADT

- Existing Signalized Intersection
- Proposed Signalized Intersection
- Proposed Traffic Calming
- Proposed New Road
- Reconfigured Intersection
Civilizing The Corridor

Problem #1: Excessive Amount of Driveways

Traffic Components

Through Trips
Semi-Local Trips
Local Trips
Step 1: Access Consolidation
Step 2: Formalize Secondary Access

Step 3: Create A “Real” Network
Local Trips

Traffic Components

Ultimate Build-Out

State Road 7 Cross Sections
Protected Bike Lanes/Multi-Use Path

Ronald & Sutton Connections:
FDOT Proposed Reconfiguration
Ronald & Sutton Connections: FDOT Proposed Reconfiguration

Traffic Denial

Ronald & Sutton Connections: Alternate Reconfiguration
Ronald & Sutton Connections: Alternate Reconfiguration

Evaluation of Roundabout at Miramar Pkwy.

**Characteristics**
- At least 3 circulating lanes
- Flared approaches for the connections
- Truck bypass lanes for right-turning trucks
- Pedestrian signals required
Road Widening Considerations

Existing Condition: 4 Lanes + Turn Lane

“Survivors”: Non-Impacted Buildings

West Park: 79,265sf of 320,000sf (25%) plus 175 parking spaces (11 buildings)
Miramar: 1,390sf of 336,000sf (0.5%) plus 55 parking spaces (4 buildings)
Road Widening Considerations

West Park: 276,000sf of drainage along SR7

Drainage

Change Over Time

Infill Opportunities
Change Over Time:

Ultimate Build Out

Dealing With Parking
Develop An Aggressive Parking Strategy

- Mid-Block
- Side Streets
- Rear Streets

BEFORE the corridor widening

Architecture & Style
Mediterranean Architectural Style

Consistency Along The Corridor

Architectural Style

Miramar: A Clear Strategy
Choose one or more styles and develop a Pattern Book to keep architecture Authentic.
Corridor Redevelopment: Change Over Time

A Unique Opportunity For Miramar & West Park

712.2. State Road 7 Corridor Overlay District

design regulations purpose and intent. The purpose of these regulations is to promote the redevelopment of the overlay area along the State Road 7 (SR-7) Corridor into a quality mixed-use
district. These provisions offer development intensity bonuses that are specifically intended to promote the assembly of land and to serve as measured incentives to help assure the feasibility of converting the current development pattern along the Corridor into modern commercial, retail, office, or residential uses. Minimum land areas that exceed existing lot sizes are required to ensure that all new development contributes to a growth pattern that attracts high-quality tenants. A wide range of uses is permitted to encourage the market to create mixed-use buildings and to offer developers the flexibility to meet various market needs. Design standards, as well as the lot and bulk standards of these provisions apply to all uses in the SR-7 Overlay District except as noted in Section 712.4 Existing commercial properties. These provisions are added to the underlying zoning district requirements. Application of these provisions does not rezone residential uses to commercial uses.
Bus Shelter Design

Street Light Design
Drainage
Drainage For SR 7
An Alternate Solution

Drainage For SR 7 And New Development
A Regional Approach
Drainage as a Feature

Building Value

An Opportunity for Schools
Sophisticated Code-Testing Techniques!
A Tour of SR 7

SR 7 & SW 31st St
Sutton Street Improvements and Traffic Calming

Existing Condition

Proposed Improvements

Physical Improvements

Curb & gutters, On-street parking, Landscaping, Sidewalks, Traffic Calming Devices
A Tour of SR 7

A Prominent Location

West Park City Hall

A Prominent Location
West Park City Hall

Fostering Civic Pride

Hallandale Beach Blvd. Improvements

Existing Condition  Proposed Improvements
A Tour of SR 7

SR 7 & Miramar Pwy.
A Tour of SR 7

SR 7 & SW 25th St.

Improving the Workplace
Integrating Uses: A Business District

A Tour of SR 7

Utopia
Great location, great potential

Same Use, Different Building Type
Utopia

From Industrial Area To A Business District

Other Work Places

From Industrial Area To A Business District
A Tour of SR 7

SR 7 & SW 23rd St.

St. Stephen’s Church
St. Stephen’s Church

Building on Success

A Tour of SR 7
A Neighborhood Center for Both Communities

A Catalyst for Redevelopment
A Neighborhood Center for Both Communities

Addressing Development and Drainage
Questions/Comments

Is This What You Envisioned On Saturday?
Did We Miss Anything?

www.tcrpc.org or www.sfrpc.com
What’s Next?

- Final presentation and report in 10 to 12 weeks
- Charrette Steering Committee and staff to review final report and master plan
- Adopt the conceptual master plan

What’s Next?

- Development of Right-of-Way Improvement Plans as part of the SR 7 Collaborative awarded contract.
What’s Next?

• Develop an Overlay Zoning Code as part of the SR 7 Collaborative awarded contract.

In The Meantime …

• Work together and engage the FDOT to achieve desired changes
• Develop a parking strategy (mid block, side streets, etc.)
• Develop a package of incentives that will ensure the implementation of the citizens’ plan
• Continue active participation in the SR 7 Collaborative
• Work with Broward County and the MPO
• Advertise the master plan and ideas to property owners, business owners and developers

The Team

Treasure Coast Regional Planning Council
South Florida Regional Planning Council
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Arx Solutions, Inc
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