The Study Area: SR 7
County Line to Sample Road
How The Master Plan Was Created:
Opening Presentation

Saturday, December 3, 2005

Physical Elements Of Livable Neighborhoods, Districts & Corridors

1. Sense of Place & Arrival
2. Network of Walkable Streets
3. Proper Building Placement & Heights
4. Proper Parking Placement
5. Good Mixture of Buildings and Uses
6. Special Sites for Civic Purposes and Public Buildings
7. Diversity of Housing
8. Good Network of Parks
How The Master Plan Was Created:
Public Process

The Citizens’ Plans
Presenting the Citizens’ Ideas

How The Master Plan Was Created: Public Process

Sunday, December 4 through Friday, December 9, 2005
The Citizens’ Requests

• Create a sense of place
• Build entrance features
• Enhance the parkway character of the corridor
• Create nodes of mixed use along the corridor: Loxahatchee Rd, Hillsborough Wiles Rd
• Increase landscaping (medians & R.O.W. in general)
• Convert the landscaped setbacks to linear parks between the mixed-use nodes
• Improve signage, add bus shelters, fountains, archways, etc.
• Enhance public access to natural parks and preserves (museum)
• No big box retail surrounded by seas of parking

The Citizens’ Requests:

• Treat SR 7 as connector instead of a divider: create walkways to connect neighborhoods on both sides of SR 7
• Improve entrance to Parkland at SR7 & Holmberg
• Enhance drainage at SR 7 & Sawgrass – opportunity for park/other uses
• Prepare the corridor for public transit
• Raze the Sample Rd. flyover and replace by an at-grade intersection
The Citizens’ Master Plan

Analysis of SR 7 Traffic Volumes

- 47,500 AADT (County Line)
- 51,000 AADT (north of Sawgrass)
- 42,000 AADT (south of Sample Road)
SR 7: Traffic Components

Strategy for Commercial/Mixed Use Areas
Strategy for Commercial/Mixed Use Areas

Step 1: Consolidate Access

Step 2: Formalize Secondary Access

Traffic Components: Commercial Areas

Local Trips

Semi-Local Trips
Traffic Components: Commercial Areas

Ultimate Build-Out

Long-Term Viability of the Corridor:
An Interconnected Network

Coral Springs Create or Formalize
Long-Term Viability of the Corridor: An Interconnected Network

Create or Formalize

Coconut Creek
Access Reconfiguration

- Modify Sample North Bound Ramp
- Move gore +/- 200’ south
- Extend aux. lane to new signalized intersection
- New signal at site access to east (meets spacing requirements)
- Potential western connection when site redevelops
- Long term – consider returning Sample Road to at-grade intersection to reclaim developable/taxable corners

Seminole Tribe & Coconut Creek Commons

The Situation Today

Existing SR 7 Cross Section
The SR 7/University Drive Dilemma:

To Widen Or To Extend...

Potential Widening Area

Hillsboro Canal

Sawgass Expressway
Case 1 – Do Nothing – 53,500 vpd
Case 2 – 8L SR 7 Only – 67,800 vpd (26%)
Case 3 – 6L SR 7 & one 2L roadway – 70,720 vpd (33%)
Case 5 – 6L SR 7 & two 2L roadways – 87,940 vpd (64%)
Case 4 – 8L SR 7 & 4L University – 103,500 vpd (93%)
Case 6 – 6L SR 7 and three 2L roadways – 105,160 vpd (96%)

Analyze Every Option
The Widening/Extension Dilemma:

Option 1: Do Nothing

Option 2: Widen SR7 to 8 lanes

Still requires extension of a parallel corridor (BCMPO, PBMO)

Option 3: Regional study that includes the following:

- Alternate east-west improvements
- Additional access points to FL Turnpike
- Alternate North/South Connections

Have A Plan!
SR 7 Cross Section As Proposed by the Citizens’ Master Plan

Town & neighborhood centers: Retail, Office, Residential
Commercial, Office, Residential (live/work)
Residential (single family & multifamily)
Linear Park

Uses Between the Mixed-Use Neighborhood Centers
SR 7: A Unique Address Within Broward County
SR 7: A Unique Address Within Broward County
SR 7: A Unique Address Within Broward County

SR 7 As A Parkway

- Create linear parks
- Link parks with trails
- Connect to existing parks
- Create pedestrian connections
- Connect to future parks
A Linear Park

Not Just Leftover Right of Way

What If?

A Linear Park
Bus Shelters

Arts & Crafts Style

Bus Shelters

Mediterranean Style
The Front Door

Buildings as Entrance Features on Loxahatchee Road & SR 7

Waterfront Neighborhood Center

An Opportunity To Address Housing Issues
Buildings That Make A Statement
“Broward County Everglades Flatland Interpretive Center”

An Asset To The Community

Vernacular Architecture – LEED Certified – Environmentally Sensitive
Big Box Retail: A Good Neighbor?

Existing Proposal for Super Walmart on SR 7 & Hillsboro Blvd

Current Proposal for Hillsboro & SR7

- 208,000sf retail
- 809 parking spaces
Wal-Mart, the big-box giant sometimes accused of contributing to sprawl, traffic jams and the demise of downtown merchants, is considering an urban plan for rebuilding its Gulf Coast stores that were destroyed by Hurricane Katrina.

Miss. Wal-Marts may apply ‘new urbanism’ in rebuilding

Wal-Mart Village. Apartments, condominiums and town houses would surround the giant store. Streets and sidewalks would allow easy access on foot. A plus: Creating housing is a key to Pass Christian’s comeback. The city lost 75% of its 3,600 homes. The proposed Wal-Mart Village would replace at least a quarter of those units, Jones says. "We're in such financial straits that we have to try to figure out the best way to replace our tax base and protect the charm of our community," he says.

"It huma nizes big-box retail," says Ben Pentreath, a British architect with the Prince of Wales Foundation for Building.

Pentreath was part of a team developing a plan for rebuilding Pass Christian, Miss., where a Super Wal-Mart went bankrupt. Wal-Mart was the only grocery store in Pass Christian, pop. 6,758. "We didn't have shoes," Hall says. "But what they're not good at is building residences. They say executives from the world's largest retailer want to meet with them in January at Wal-Mart headquarters in Bentonville, Ark. Among the proposals:

- Building beautiful big-box buildings
- Some stores built underground with many doors
- A street front rather than a strip mall front. It would anchor a downtown shopping district that would include smaller retailers.
- Adopting a new urban vision would be a departure for Wal-Mart.

"Wal-Mart's able to do a lot of things better than anybody on the planet," Hall says. "But what they're not good at is building residences."

Many of the architects and planners from across the USA and other countries who are advising Mississippi's rebuilding team have resisted Wal-Mart stores over concerns about the stores' impact on sprawl and locally owned communities. Some communities have devised concepts that would turn Wal-Mart's big-box stores into corner stores.


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Big Box Retail & The Community’s Vision

- 58 Residential Units
  - (20 townhomes; 38 above flex/retail)
- 230,500sf retail
- 916 parking spaces

Vacant Land: What Will Be Built Here?

SR 7 & Hillsboro Blvd.

SR 7 & Hillsboro Blvd.
Drainage As An Amenity

“Learning from The Hard Rock”

Seminole Tribe Development Proposal
Architecture That Reflects a Culture

The Casino: Fantasy Architecture

Symbolic Architecture: Reflection of a Culture

- Chickee Hut
- Mountains
- Birds
- Green Corn
- Storm
- Rain
- Tree
- Fire
- The 14 Bands of the Seminole

Arrows
Palm Tree
When Big Boxes Go Dark

A Chance To Correct the Mistakes of the Past

Different Retailer, Same Strategy

Designs by Van der Ploeg
How Super Target Integrates To Other Communities’ Vision

An Anchor To A Traditional Main Street

A Neighborhood Center At Wiles & SR 7

Super Target Can Be Integrated To Your Vision
Driving south on SR7 into the neighborhood center

Driving south along a neighborhood street towards the neighborhood plaza
The Next Steps

- Finalize Citizens’ Master Plan and prepare report (10 to 12 weeks)
- Review of report (staff of all local governments)
- Final Presentation to residents – Joint Commission Workshop
- Presentation to City Council for adoption of conceptual plan
- Funding Becomes Available for detailed plans
- Work on Implementation

Thank You!
Holmberg Road Proposal

Two Lane Parkway
- 11’ travel lanes
- 4’ turf shoulder
- 11’ median/turn lane
- Addresses left-turn issue, enhances capacity (+/- 20%)
Charrette Master Plan SR 7 Cross Section

- Parkland/Coral Springs/Coconut Creek – 200’
- Lauderdale Lakes – 120’ to 150’
- Margate – 150’
- Plantation – 126’
- Hollywood – 120’ (optional 136’)
- Lauderhill – 150’

State Road 7 Section

- 6 - 12’ travel lanes
- Landscaped median with turn bays
- Shared outside transit lane
- At least 16’ wide multi-purpose path both sides (peds and bikes)
- 8’ wide textured crosswalks at all signalized intersections
**Two Lane Connector Road**

- **Parkway Configuration**
  - 12’ travel lanes
  - 16’ median
  - Left turn bays

**Activity Node Sections**

**Loxahatchee & Wiles Road**

- **Parallel Parking**
  - 11’ travel lane
  - 8’ parking lane
  - 2’ valley gutter
  - 64’ right-of-way

- **Back-In Angle Parking**
  - 11’ travel lane
  - 18’ parking lane
  - 2’ valley gutter
  - 84’ right-of-way
Retail Analysis

Analysis of SR 7 Traffic Volumes

- 47,500 AADT (County Line)
- 51,000 AADT
- 42,000 AADT
- 55,397 AADT (Coconut Creek Pkwy.)
- 52,000 AADT
- 50,500 AADT (Sunrise Blvd.)
- 42,000 AADT
- 48,500 AADT (Griffin Rd.)
- 42,000 AADT
- 52,000 AADT (County Line)
Travel Time Analysis
County Line to Sawgrass (approx. 2 miles)

Average speed of 21 mph/LOS “D” (Peak Hour):
5 minutes, 24 seconds

Average speed of 16 mph/LOS “E/F” (Peak Hour)
7 minutes, 5 seconds

Difference of 1 minute, 41 seconds