

The Proceedings Report of the State Road 7 Redevelopment Strategy Workshops in Miami-Dade County



Held on May 8, 2012 – June 19, 2012
Arcola Lakes Library
Miami, FL

The State Road 7 Collaborative - 12 Years Down the Road

Built primarily in the 1970s, State Road 7 (SR7) is a north-south arterial highway in Palm Beach, Broward and Miami-Dade Counties in Southeast Florida. Leaders of the 17 local governments that contain this corridor within their boundaries - now called the State Road 7/U.S. 441 Collaborative - have been working closely together for twelve years to improve 40 miles of the corridor to create a mixed-use, transit-oriented corridor with nodal high-density centers located at major intersections.

Major infrastructure changes include widening of SR7 to accommodate future transportation needs in some areas and Right of Way reductions in others where appropriate to urban scale redevelopment to accommodate premium bus transit and/or light rail, bus shelter development strategies, increased pedestrian amenities like high-visibility crosswalks, medians to serve as “oasis” for pedestrian crossings in addition to the extension of sewer infrastructure and the creation of increased highway frontage.

Other changes include land use designation changes to Transit Oriented Corridor along SR7 in Broward County, a Corridor Master Plan and localized mixed-use zoning standards to promote smart growth principles, planning studies, and implementation strategies for redevelopment.

With the corridor master plan and infrastructure in place in Broward County, the phased addition of intensified office, industrial, retail and residential uses has taken place. The significant presence of tourists and older residents may also provide the opportunity to build hotels, workforce and senior housing, and health care facilities along the SR7 corridor.

To date, the project has been financed by the Federal Highway Administration, State of Florida, the South Florida Regional Planning Council, the Broward County Metropolitan Planning Organization, South Florida Regional Resource Center, John D. and Catherine T. MacArthur Foundation, and by local in-kind services and funding from member local governments. SR7 Corridor investments totaled \$165,350,000 over the last twelve years including: \$137,000,000 in right of way acquisition and construction to widen a 5.8-mile stretch of State Road 7; \$10,440,000 in transit enhancements; \$10,500,000 in sewer line and stormwater management infrastructure investment; and \$4,216,000 in bus shelter construction along the entire corridor.

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Executive Summary

Background

The South Florida Regional Planning Council (SFRPC) coordinated with the Miami-Dade Metropolitan Planning Organization (MPO) to enrich regional transportation and redevelopment opportunities along the U.S. 441/State Road 7 Corridor in Miami-Dade County. The SFRPC hosted meetings of citizens, business owners, redevelopment organizations, and local governments to identify issues, frame research parameters, and assess potential policies and actions relevant to the U.S. 441/State Road 7 Corridor. The SFRPC has gathered preliminary information and plans to prepare and submit funding proposals to implement community-based solutions to issues and concerns raised by corridor-wide stakeholders in Miami-Dade.

Public Notice and Workshop Invitations

The South Florida Regional Planning Council sent a letter of request in April 2012 to elected officials; senior planning staff of county and local governments; and key stakeholders involved in civic, homeowner and improvement associations. During the course of this effort, SFRPC staff has been in contact with local government staff and has requested information on plans, programs or projects relevant to the U.S.441/State Road 7 Corridor.

Council Staff created a list of key stakeholders and relevant districts of elected officials in county and local government. All stakeholders that were identified were requested to supply any pertinent business, public and economic development groups that would be willing to partake in this effort. The process was an effort to develop key stakeholders to participate in facilitated workshops scheduled for the months of May and June 2012. Bi-weekly notices were supplied to the redevelopment strategy network for updates, meeting summaries and notices for upcoming meetings to maximize stakeholder involvement.

Public notices, postings, and “list serv” updates were consistent with the requirements of Section 286.011 of the Florida Statutes.

Exchanging of Information and Prompting Dialogue

The SFRPC convened four (4) redevelopment strategy workshops at the Arcola Lakes Library on May 8th; May 22nd; June 5th; and June 19th. The intent was to realize and gather realistic economic and aesthetic improvements for the corridor in Miami-Dade County; submit funding proposals to implement community-based solutions; and provide policy-based recommendations for elected officials. Discussions centered on the challenges and opportunities stemming from private investment; political will; local

governments' multiple plans and ideas; the road's function; lack of continuity; and a need to focus on unincorporated areas along the corridor. Participants also determined sub-regions along the corridor to analyze, and provided recommendations for additional involvement from various economic development organizations and local community development corporations.

Workshop Activities and Results

The State Road 7 Corridor Redevelopment Strategy Workshops convened on May 8, 2012, and subsequent meetings followed that lasted until June 19, 2012. Eric Swanson, Policy Analyst with the South Florida Regional Planning Council and Program Manager of the State Road 7 Collaborative, facilitated key stakeholder workshops in Miami-Dade County. There were several guest speakers that supported the effort to better understand community-based needs and the desire to reclaim blighted and bypassed areas along the State Road 7/U.S. 441 Corridor.

On Tuesday, May 22, 2012, Miami-Dade County Commissioner Jean Monestime applauded the effort of redeveloping and revitalizing State Road 7/U.S. 441 and expressed the issues to communities along the corridor as his major focus as an elected official. James F. Murley, Executive Director for the South Florida Regional Planning Council, also gave welcoming remarks and highlighted many of the apparent changes along the corridor in Broward County. Mr. Murley advocated for the State Road 7 Collaborative planning process as a positive approach to Miami-Dade's portion of the State Road 7 Corridor, and as a positive tool as Miami-Dade organizes itself to tackle corridor-wide issues, and recreating the roadway into a vibrant commercial, business, retail, housing, and transportation Corridor.

Initial discussions by workshop participants centered on the challenges and opportunities stemming from private investment; political will; local governments' multiple plans and ideas; the road's function; lack of continuity; and a need to focus on unincorporated areas along the corridor. Participants also identified "community" places along the corridor and expressed a need to engage stakeholders within these sub-regions as a way to accurately report the issues that are community-specific.

On Tuesday, June 5th, workshop participants reviewed a presentation on coordination efforts amongst stakeholders and heard from Earl Hahn, Planning and Zoning Director for the City of Lauderhill. Mr. Hahn focused his discussion on the Broward County perspective of why the State Road 7/U.S. 441 Collaborative was created and Lauderhill's community-based solutions that were incorporated over the last twelve years by the public visioning process. Participants further discussed the challenges and opportunities for State Road 7/U.S. 441 in Miami-Dade County, which were preliminarily identified at the May 22nd workshop meeting. Stakeholders were also able to update and finalize corridor sub-regions, physical elements and priorities for the corridor.

On Tuesday, June 19th, workshop stakeholders reviewed a presentation of the draft report on the proceedings of the public workshops facilitated by the South Florida Regional Planning Council, and had no objections.

Research Parameters

Six sub-regions were identified and finalized during the public workshops, which included, from the north to south end, 1) Countyline to NW 143rd Street; 2) NW 143rd Street to NW 119th Street; 3) NW 119th to NW 79th Street; 4) NW 79th Street to NW 40th Street; 5) NW 40th Street to NW 14th Street; and 6) NW 14th Street to the terminus of U.S. 441. Other research parameters adopted during discussion included a specific focus of the land ½ mile west of State Road 7 and the parcels west of 1-95.

The sub-regions and research parameters would lend themselves to the development of a Corridor Master Plan, detailing specific opportunities and action steps to shared-use issues and to achieve redevelopment and revitalization objectives along the Corridor.

The methodology applied to each sub-region or segment would involve the development of strategies of zoning; land development regulations; workforce housing; siting of public schools on non-traditional lots; infill and Brownfield development; shared parking; and an effort to provide adequate infrastructure through facilities analysis in transportation, growth and development activity, parking and existing pedestrian and bicycle facilities.

Stakeholder Organizations & Agencies Involved

- The Public
- Gragny Neighborhood Association
- Sunkist Neighborhood Association
- North Central Coalition of 100
- Greater 7th Ave Improvement Association
- 79th Street Business Association
- North Shore Community Association
- City of North Miami CRA
- Liberty City Trust
- Miami-Dade County Board of County Commissioners
- Miami-Dade County Urban Design Center
- City of Miami Gardens
- City of North Miami
- City of Miami
- Miami-Dade Metropolitan Planning Organization (MPO)
- Florida Department of Transportation (FDOT)
- South Florida Regional Planning Council (SFRPC)

Identified Issues, Concerns, & Opportunities

Eric Swanson, Policy Analyst with the South Florida Regional Planning Council, conducted a corridor discussion on the issues, concerns and opportunities participants

would like to address in the near future. Key topics and preferences revolved around safety, redevelopment, utilities, aesthetics, landscaping, and quality of life for the State Road 7 Corridor. Through the initial findings of physical elements, a continued dialogue will be necessary to develop an understanding with the public on design concepts to resolve existing conflicts and to support regional transit plans, local planning and capital investment strategies to promote a healthy business climate and improve quality of life for all of the impacted communities. The final design plans must balance the regional and local needs. Listed below are preliminary issues, physical elements, and recommended priorities to address.

General Issues & Concerns

- Lack of Intergovernmental Coordination
- Lack of Corridor Consistency
- Lack of Pedestrian-Friendly Amenities
- Absence of Pedestrian Cross Walks and Sidewalks
- Lack of Landscaping and Median Centers
- Concern over Traffic Flow into Residential Neighborhoods
- Concern over Blight
- Lack of Parking
- Concern over Safety (Crime)

Physical Design Elements

- Utilities - Power lines/Drainage
- Landscaping
- Street Lighting
- Curb Cuts/Median Openings
- Traffic Calming
- Street Closures
- Entrance Signs/Street Signs
- Traffic Lights
- Transit Shelters/Street Furniture
- Sidewalks
- Crosswalks

Priorities

- Additional meetings or activities to further explore the issues that were preliminary identified. Meetings in identified sub-regions in FY 2012 – 2013.
- Incorporate local governments, community redevelopment agencies, and civic organizations along the SR7 Corridor in Miami-Dade County into the SR7 Collaborative.
- Support amendments to the Miami-Dade Right-of-Way Plan that will potentially accommodate transit and transit supportive redevelopment.

- Encourage corridor communities to adopt transit supportive land uses and land development regulations along the SR7 Corridor.
- Support the implementation of transportation enhancements and landscape median improvements.
- Collectively support and apply for the next generation of Transportation Enhancement Grants under the new Transportation Reauthorization Bill; Florida Communities Trust (FCT); or similar grants which support SR7 Corridor enhancements.
- Support and identify improvements to the State Road 7 Corridor in the Long Range Transportation Plan (LRTP), the List of Unfunded Priorities, and have short range SR7 projects reflected in the Transportation Improvement Plan (TIP).
- Develop marketing strategies and tools to raise awareness of the Corridor in order to attract development.
- Work with the municipalities and Miami-Dade County on the development of a Corridor Master Plan.

Next Steps

There was a general consensus among participants involved in the workshops that additional meetings or other activities were needed to further explore the issues that were preliminarily identified. Further assessment of issues in specific segments will be important to accurately report the needs and opportunities of residents and business owners that are in proximity to State Road 7/U.S. 441.

In addition to sub-region workshops and public input, a next step would be to incorporate county, city, community revitalization agency representatives into the State Road 7/U.S. 441 Collaborative. This would be crucial to moving forward with enhanced intergovernmental coordination, regional cooperation and a much needed partnership to address all of the impacted communities' needs and concerns. In conjunction to sub-region workshops, data collecting and State Road 7 Collaborative integration, preparing and submitting funding proposals to implement the identified community-based solutions needs to be carried out with corridor-wide partners.

Preliminary Recommendations

- Accelerate right-of-way and related infrastructure improvements along the corridor to meet current and anticipated future needs and encourage private investment.
- Acquire sufficient right-of-way along the corridor to correct inefficiencies and safety issues.

- Plan for development centers at locations where BRT bus stops and stations have been planned and bus routes intersect.
- Build on the strengths of the east/west corridors at the development centers.
- At development center intersections, allow higher density development to proceed on each corner independent of current or planned land uses on other corners.
- Encourage themed retail that celebrates diversity along the corridor, such as the Osun's Village District within the City of Miami.

Lessons Learned

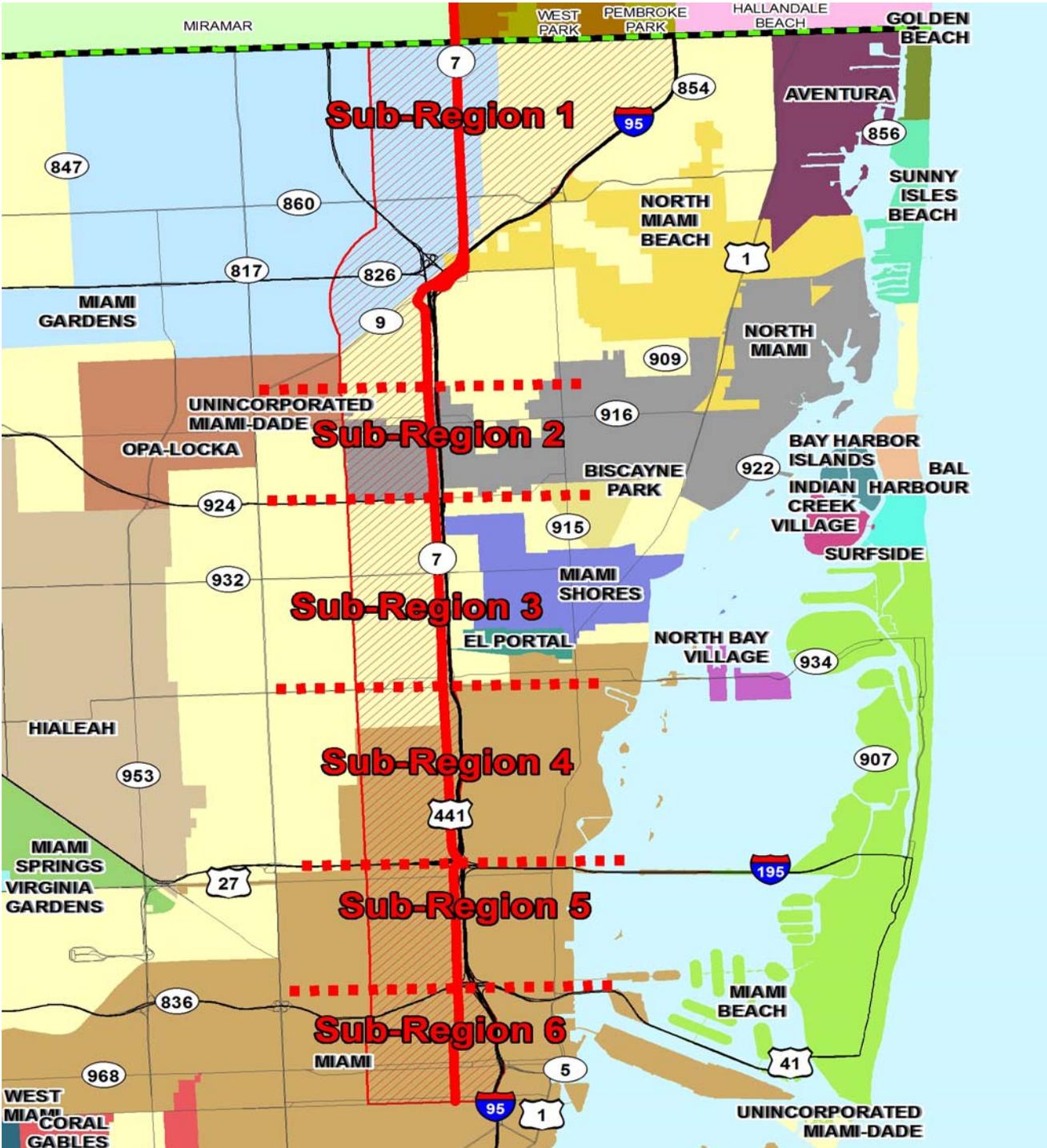
The Collaborative process in Miami-Dade County has identified an existing deficiency to the surrounding community and the need to elevate its priority level among elected officials, local governments, and transportation agencies. This historically neglected corridor is in a better position to shape public policy and revive itself with economic redevelopment and a balance of regional and local needs.

Issues of the road's function; private investment; local governments' local plans and ideas; and lack of continuity, all serve as building blocks towards realizing the full potential of the corridor and the many desires of the public. In order to meet existing and future demands of the public, it's important to promote the collaborative process and explore the identified issues through regional communication and trust.

Empowerment of citizens has been encouraged throughout the Collaborative approach, and an untapped civic community has been realized to directly impact the redevelopment of the corridor. Distinct segments along the 14-mile corridor stretch in Miami-Dade have been identified, consisting of a multitude of stakeholders to reach out to and physical design elements to address, all of which are segment specific. Creating a vision by key stakeholders is critical for transportation agencies, such as Florida Department of Transportation (FDOT) and Miami-Dade Metropolitan Organization (MPO), with the planned schedule of designing roadway improvements.

Challenges can be a catalyst for change. Moving forward with identified stakeholders through community empowerment and education can serve to leverage resources through regional cooperation. Communities along the corridor in Miami-Dade County, have the opportunity to share costs to conduct a much needed corridor-wide market study and corridor-wide redevelopment master plan that incorporates shared-use objectives. A well thought out master plan overlay will assist FDOT, Miami-Dade MPO, Miami-Dade County, and local governments to accommodate expressed desires.

EXHIBIT 1



The Six Sub-Regions Identified during the SR7 Redevelopment Strategy Workshops

EXHIBIT B - PHOTOS OF IDENTIFIED ISSUES



Vacant Lot



Illegal Street Parking



Vacant Lot



Obtrusive Tire Shop & Pawn Shop



Illegal Street Parking



Tire Shop with Neighboring Vacant Lots



Lack of sheltered bus stops so that riders are protected against the elements



No shade at local bus stop



No shade at local bus stop



Existing Power Lines



Obtrusive Tire Shop

Attachment A

Project Scope of Work & Proposed Transportation Needs Assessment & Strategic Master Plan

Scope of Work

Objective:

To apply the planning process and techniques used by the State Road 7/U.S. 441 Collaborative to develop a transit supportive land use and redevelopment plan for the State Road 7/U.S. 441 Corridor within the Cities of Miami Gardens, North Miami, Miami and communities in unincorporated Miami-Dade County, as deemed a priority to constituents.

Scope of Work:

This project will be accomplished in three phases. The first phase will be the gathering of public input from a sampling of key stakeholders in each of the local government jurisdictions along the corridor. A list of key stakeholders will be developed. This list will identify a significant sampling of the public, elected officials, local government and transit agencies along the corridor. The sampling contact list will evolve throughout this planning effort.

The second phase of the project involves convening a dialogue among the key stakeholders, local governments and FDOT. The dialogue will be structured to identify issues, opportunities, and sub-regions along the corridor to help frame research parameters. The dialogue's outcome is needed to contribute to potential policies and actions relevant to the corridor at a later time.

Once the information is gathered, the SFRPC will produce the final report (third phase). The final report will describe the project and will include an analysis of the public input that will form the basis for a redevelopment strategy. The final report will also include preliminary set of policy recommendations, formulated with gathered stakeholders and their collective knowledge and understanding of the area, regarding aspects of the scope of work, sources of funding and any recommendations which go beyond the Scope to the Master Plans themselves.

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STATE ROAD 7 TRANSPORTATION NEEDS ASSESSMENT FOR A CORRIDOR STRATEGIC MASTER PLAN

Since the formation of the State Road 7 Collaborative in 2000, staff from the Council has worked with local municipalities along the SR7 Corridor to provide technical and financial support to further the goals of the Collaborative. As a redevelopment strategy, the Collaborative deals with many issues, including economic, aesthetic and transportation. In order to promote meaningful change, each of these issues must be addressed in relationship with each other. Local resources and planning must be coordinated in order to promote the economic vitality of the corridor. A key focus of the Council's efforts has been to work with each of the Steering Committee community members to identify a comprehensive list of issues or projects that must be addressed in order to achieve the stated goal of improving the corridor. This preliminary list of issues or projects can serve as a tool as the MPO staff evaluates annual updates to the Transportation Improvement Plan (TIP), and the Long Range Transportation Plan (LRTP). Updates to the LRTP may be needed to address these issues identified below.

The following is a preliminary list of projects that could serve as a framework for FY 2012/2013 & 2013/2014 Work Programs.

Access Management Plan

Efficient access management can increase the level of service and safety of the roadway for vehicles and bicycles, and pedestrians using the sidewalks. Traditional and neo-traditional urban design standards promote building placement that is set against the right of way while directing parking to the rear of the site. This development pattern typically directs access to parking to the rear of the parcel, eliminating curb cuts along the roadway frontage. A few opportunities in Miami-Dade County can include eliminating excess curb cuts, adopting new zoning overlay districts that promote a neo-traditional development pattern as described, limiting direct access to properties and would eliminate curb cuts along the roadway frontage. Excessive curb cuts may limit the efficiency and operation of the Bus Rapid Transit (BRT) system. This conflict will occur in multiple jurisdictions along the corridor unless a detailed Access Management Plan is developed and integrated into local redevelopment efforts and DOT roadway design guidelines. Updates to the LRTP may be necessary.

Air Quality

One benefit of providing an efficient BRT system is the potential to reduce emissions. As the corridor redevelops to incorporate a larger residential component, air quality will continue to be an important issue and consideration. With limited land availability and commercial depth in many portions of the corridor, structured parking may be required to accommodate park and ride facilities. Updates to the LRTP may be necessary.

Bikeway - Greenway

As population increases along the corridor, greenways and bikeways will be necessary to maintain a high level of service and quality of life. Opportunities to increase greenways are potentially available and could be incorporated into a larger County-wide greenway system. Updates to the LRTP may be necessary.

Bus Shelters and Bike Racks

There is a need to conduct a system-wide transit shelter needs analysis to determine whether many of the locations are underserved to meet existing and future needs. In Broward County, members of the Collaborative expressed a desire to provide minimum design guidelines for future shelters and to provide them. This may prove to be an opportunity for the corridor members in Miami-Dade to formulate general consensus on the design guidelines and wish to reserve specific styling elements to conform to local characteristics. One of the design guidelines can be to provide adequate bike racks near bus shelter and stop locations. Many stops do not provide bike racks and result in bicycles being chained to benches, trees, signs and other inappropriate locations. Council staff can facilitate discussion on the unique styling elements with a local bus shelter provider. Many alternatives exist. In the past, Broward County members of the Collaborative incorporated the following types of components into their transit stops:

- Pre-Trip Information Systems
- In-terminal/Bus Stop Information Systems
- On-board Information Systems
- Electronic Fare Payment
- Solar Power Lighting

The cost of the shelters can be prohibitive and limited right of way problematic in providing adequate level of service. Few funding opportunities exist to provide need right of way and shelter construction. The DOT operates an Urban Transit Capital Grant that is a 50/50 grant program to local governments to assist with providing transit infrastructure. Few local governments have taken advantage of this grant. Additional incentives or matches could help to secure funding to provide the needed shelters and equipment necessary to provide pre-trip information or electronic fares.

Committed Roadways

An assessment of the LRTP needs to be conducted to determine the existing roadway plus committed right of way for expansion. An update to the LRTP may be necessary.

Concept Designs for Transit Stops

Preliminary concept designs for hubs and transit stops need to be developed and shared with the Collaborative. As work on the State Road 7 Master Plan has progressed in the past, concept plans were incorporated into local programs. The design guidelines will also contain standards for pedestrian and transit facilities. There is a potential for conflict if the proposed transit hubs are not coordinated with a variety of agencies, including the local government of jurisdiction. There is an opportunity to integrate the design and function of the transit hubs with local redevelopment projects. With limited land availability, land acquisition funds may be necessary.

Crossing Signal Improvements

Several of the intersections along State Road 7 need to be upgraded to contain new signal mast arms and crossing signals; however, there are locations that have been upgraded. In Broward County, crossings were improved with well-defined pedestrian areas. Pedestrian safety can be improved by upgrading existing crossings and the considering mid-block crossings or pedestrian refuge areas.

E-W Transit Connections

State Road 7 has the highest transit ridership in South Florida. However, many of the east-west connections are deficient. Many east-west or community shuttle services need to be added or headways increased to provide an adequate level of service or to connect to other transportation modes such as the Tri-Rail.

Evaluate - laning/light rail/BRT

In Broward County, several communities expressed a desire to have existing right of way designated on the Trafficways Plan in some areas as wide as 200 feet to be reduced to as narrow as 120 feet. As documented in the south State Road 7 road-widening project, right of way acquisition reached well over \$250 million dollars for a four-mile segment. A thorough evaluation should be conducted in Miami-Dade County. There does not appear to be any consensus on an optimal roadway design for State Road 7. As part of the State Road 7 Master Plan, there will be an opportunity to provide valuable input. An update to the LRTP may be necessary to indicate if a mode of premium transit for State Road 7 will be pursued in the future and incorporated with Broward County's planned premium service of light rail and/or bus rapid transit.

Increased Headways

Sufficient resources need to be provided to provide this service. As indicated above, limitations in east-west service directly affect the effectiveness of transit as an alternative.

Infrastructure/Utilities

Many portions for State Road 7 are not served with adequate water, wastewater or drainage facilities. In Broward County, in the south segment of State Road 7, construction, adequate water, wastewater and drainage facilities are currently being integrated and scheduled for the roadway. This will limit the frequency of road closures for infrastructure upgrades and reduce disruptions in service and reduce the cost for providing those services. Providing adequate water, wastewater and drainage facilities will be key to attracting transit oriented development and potential future riders to the corridor in Miami-Dade County. It is imperative that water, wastewater and drainage services be incorporated into roadway construction projects. Additionally, many communities and residents have requested the overhead power lines be relocated underground. While these are not typical transportation issues, the opportunity to address these issues prior to roadway construction is ideal.

Land Acquisition

With limited facilities and right of way, land acquisition may be necessary to provide the required facilities for bus shelters, bus pullouts, BRT transit hubs, parking structures, greenways, and bikeways.

Landscaping (Median and ROW)

Roadway landscaping has been identified as an important component of the aesthetic improvement for the State Road 7 Corridor. There is an opportunity for assistance and collaboration with the MPO for landscaping grant funds for roadway median planting. Funding resources are needed for the corridor in Miami-Dade County.

Maintenance Agreements

The provision of decorative lighting, landscaping, bus shelters and many other corridor amenities requires requisite maintenance agreements with appropriate agencies. In the past, the Collaborative has worked with the DOT with appropriate maintenance agreements with jurisdictions. Assistance is needed to being these efforts in Miami-Dade County.

Mast Arms

Many of the traffic signals along State Road 7 need to be upgraded. A systematic plan needs to be followed to ensure that each signal is upgraded with the corresponding backlit roadway signs.

Mid-Block Crossings/Pedestrian Refuge

Pedestrian safety will continue to be an ongoing challenge along State Road 7. There are few opportunities for pedestrians to cross this facility. Consideration needs to be provided to accommodate mid-block crossing or pedestrian refuge areas.

Pedestrian/Transit LOS

An assessment of whether or not the LRTP identifies a pedestrian/transit LOS for areas along the SR7 Corridor in Miami-Dade County. An update to the LRTP may be necessary to incorporate the priority of this corridor.

Public Involvement - Newsletter

Public involvement and awareness are two critical components to ensure that government efforts are well received. Currently there is no funding to support a public outreach campaign for the level of attention that State Road 7 is getting from the various agencies participating. A periodic newsletter, similar to the previous State Road 7 Corridor Report should be integrated to help keep the public informed about our progress.

Transit Hub locations

An assessment needs to be conducted to determine potential transit hub locations. There locations should be identified and carefully evaluated. The State Road 7 Master Plan process can assist with selecting the appropriate locations, design, and community support. The MPO should work closely with the Collaborative on this issue.

School Enrollment

An assessment needs to be conducted on whether school enrollment and general population increases are anticipated along the State Road 7 Corridor. With a new emphasis on redevelopment of the corridor, this assumption may need to be assessed. Council staff can evaluate base year projections with census data to determine if roadway improvements, school enrollment and population, especially along State Road 7 should be adjusted accordingly.

Sidewalks

Much of this area is not served with adequate sidewalks. A minimum standard for sidewalk width that is appropriate for the corridor should be established.

Signal Pre-emption infrastructure

In addition to the upgrade of the signal mast arms, the signal circuitry and software must also be upgraded. The signals must be able to address Traffic Signal Priority /Pre-Emption Treatment and be able to communicate or work with system components of the two DOT Districts, County Public Works, Transit Agencies, Law Enforcement, and Emergency services.

Structured Parking

As indicated by the public during Redevelopment Workshops in Miami-Dade County, there may be a need to incorporate structured parking at transit hub locations to accommodate riders. There also may be a need for structured parking in other locations, such as areas near transit stops, to accommodate transit riders and infrastructure.

Strategies to implement TOD's

Transit Oriented Design (TOD) can eliminate congestion. A needs assessment may be necessary whether the LRTP identifies any strategies to implement TOD's at the local level. While mixed-use land development is widely supported by corridor communities, existing County land use policies and density restrictions, may limit the feasibility of these uses. In Broward County, the Collaborative successfully worked with the County and addressed this land use issue. Without this land use change, it is unlikely that any of the other activities listed in this report will have a significant impact on the redevelopment of the corridor. This issue must be fully addressed in order to achieve our goals.

Speed up improvements/enhancements

For the corridor to achieve its potential, these projects must be identified and funded in the LRTP and TIP.

Street Lights

Roadway lighting has been identified as an important component of the aesthetic and safety improvements for the State Road 7 Corridor. A systematic plan should be developed to integrate decorative and pedestrian friendly lighting into the corridor.

Traffic Calming

In several areas of the corridor there are residential neighborhoods that experience cut through traffic when the road gets congested. Traffic calming along side streets may help to improve conditions. As part of a State Road 7 Strategic Master Plan, traffic calming needs to be addressed. The appropriate funding needs to be in place to support such efforts.

Proposed - State Road 7/U.S. 441 Master Plan

Objective: To apply the work of the State Road 7 Collaborative for the development of a transit supportive land use and redevelopment master plan for the State Road 7 Corridor in Miami Gardens, North Miami, Miami and all unincorporated communities within Miami-Dade County.

Previous Work: This is a continuing activity of the State Road 7 Collaborative, which includes representation from multiple jurisdictions along the U.S. Corridor in Miami-Dade, Broward and Palm Beach Counties. The mission statement of the Collaborative has been to facilitate the creation of transit supportive development that has increased the economic activity along this critical and major mobility corridor. Since its inception of the State Road 7 Collaborative in 2000, over \$200 million has been invested in redevelopment activities. Communities in Broward County have designated 4,085 acres of land as Transit Oriented Corridor (TOC) to provide an incentive for redevelopment.

Associated Tasks:

- Development and review of a local implementing Smart Code;
- Development of strategies to encourage workforce housing development;
- Development of strategies for siting public schools on non-traditional lot sizes in infill areas;
- Development of strategies to support transportation and mobility (TOD);
- Development of shared parking strategies;
- Development of strategies to provide needed infrastructure; and
- Promote use of Brownfields as an economic development tool

End Product: State Road 7 Corridor Master Plan detailing specific opportunities and action steps to shared use issues needed to achieve redevelopment and revitalization objectives.

Time Period: The Master Plan development may be divided into six planning segments with a six to nine month time period needed per phase. Project phasing may overlap.

Cost: Estimated at \$225,000 - \$275,000 per segment, with a total of six segments.

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The State Road 7/U.S. 441 Collaborative Strategic Master Plan Scope of Work

The State Road 7/U.S. 441 Strategic Master Plan (Master Plan) for Miami-Dade County is a series of interrelated tasks. Components of the Master Plan are to be completed by the Council, Collaborative Communities, or qualified sub-consultant(s).

Project Timeframe:

The project timeframe will be scheduled once the scope of the agreement is approved. It is anticipated that all tasks within the scope of this agreement shall be completed as outlined.

I. Background Plan Elements (E)

Scope of Services for Task E

The Council will:

1. Prepare a comprehensive inventory of names, dates and sources of all existing plans for the State Road 7 Corridor in Miami-Dade County. All of the existing plans will be listed and presented in a matrix format to categorize their component elements, data provided, and the year the data represents.
2. Combine both the County and Municipal Future Land Use Maps into a single map that depicts current future land use designations.
3. Prepare a comprehensive demographic profile of the State Road 7 Corridor that assesses population, housing, employment, income, etc.
4. Coordinate with Miami-MPO and FDOT to prepare an inventory of existing traffic conditions, multi-modal levels of service and multi-modal crash information for the State Road 7 Corridor in Miami-Dade County.
5. If projections are available for future demographic information, infrastructure or service demands, prepare an inventory of those as well.
6. Conduct an assessment of the demographic profiles and existing traffic conditions of the State Road 7 Corridor and create an inventory of identified needs.

Final Work Product for Task E

1. An inventory of all existing plans for the State Road 7 Corridor in Miami-Dade County.
2. A map of existing future land use designations for the State Road 7 Corridor in Miami-Dade County.
3. A comprehensive demographic profile of the corridor that assesses population, housing, employment, income, etc.
4. An inventory of available projected demographic information.

5. An inventory of identified future needs (infrastructure and service demands) based on demographic and traffic information.

II. Planning Elements (P)

Task P1 - Market Study:

Scope of Services for Task P1

The Council will:

1. Establish an Economic Development sub-committee of the Collaborative to direct a market study as part of the design studio process.
2. Establish uniform guidelines for market study analysis for the corridor.
3. Work with the Economic Development sub-committee to complete a market study, engaging a qualified sub-consultant if needed.

Final Work Products for Task P1

1. Membership roll of the Economic Development sub-committee.
2. Market Study Guidelines
3. Final Report

Task P2 - Corridor Cross-section:

Scope of Services for Task P2

The Council will:

1. Sub-contract with a qualified sub-consultant to create an inventory of all existing typical sections of the roadway providing diagrams for all.
2. Using input from the Charrettes, meet with the FDOT, Miami-Dade MPO, Miami-Dade County Public Works and Waste Management Department (PWWMD), MD Regulatory and Economic Resources (RER) (Countywide Planning Division) and Collaborative communities and municipalities to agree upon options for future State Road 7 roadway typical sections. This portion of the task will occur during or following the completion of Task P3 - Design Charrettes. At a minimum this profile will consider:
 - a) Available or planned ROW
 - b) Planned Express Bus Service
 - c) Planned Bus Rapid Transit Service
 - d) Future Modes of Transportation

Final Work Products for Task P2

1. An inventory of all existing typical sections of the roadway providing diagrams for all.

2. Schedule and facilitate at least one half-day workshop to convene representatives of the FDOT, Miami-Dade MPO, Miami-Dade County Public Works and Waste Management Department (PWWMD), MD Regulatory and Economic Resources (RER) (Countywide Planning Division) and Collaborative communities and municipalities to determine minimum Right of Way needs for the State Road 7 Corridor.
3. A copy of alternative future Street Sections: (as many as needed) illustrating in diagrammatic form the relationships among the various elements within, and adjacent to the right of way. Each section will be rendered in color or black and white, at an appropriate size, and suitable for publication.
4. A copy of a final Task Report with descriptive text and a task summary. The report shall be in color and suitable for publication and reproduction. The Task Report shall be utilized when conducting the design charrettes in each segment. The Task Report shall also be utilized to support any needed amendments to the Miami-Dade County Public Works Manual.

Task P3 - Design Charrettes:

Scope of Services for Task P3

1. Sub-contract with a qualified sub-consultant to conduct a series of design charrettes to create a corridor-wide vision. The design charrette will address at a minimum:
 - a) ROW
 - b) Bus Pullouts
 - c) Bus Shelters
 - d) Landscaping
 - e) Access Management
 - f) Entrance Features/Signage
 - g) Land Development
 - h) Project Renderings
2. Establish a schedule for the design charrettes.
3. Prepare draft inter-local agreement to each corridor community outlining detailed logistical needs to support a design charrette.
4. Coordinate a series of design charrettes for each segment of the corridor.
5. Complete all Conceptual Master Plan final reports.

Final Work Products for Task P3

1. A copy of the fully executed agreement with a qualified sub-consultant.
2. A copy of the complete charrette schedule.
3. A copy of each charrette public notice.
4. A copy of each Conceptual Master Plan completed for the study area.

Task P4 - Bus Shelter Design:

Scope of Services for Task P4

The Council will:

1. Sub-contract with a qualified sub-consultant to create an inventory from all jurisdictions and transit agencies of their current and future bus shelter designs and plans. (Consider the elements listed below in item P4.2).
2. Sub-contract with a qualified sub-consultant to create model Bus Shelter Designs with a series of options that can be locally adopted as part of the design studio process that will address at a minimum, if necessary:
 - a) Bus Shelter Location
 - b) Transit Ridership
 - c) Community Character
 - d) Shade/Passive Cooling
 - e) Solar Lighting
 - f) Seating
 - g) Trash Receptacles
 - h) Bicycle Racks & Access
 - i) Pedestrian Access
 - j) Americans with Disabilities Act (ADA) Access
 - k) Signage
 - l) Landscaping
 - m) Transit Hub Locations

Final Work Products for Task P4

1. An inventory of all current and future bus shelter designs and plans from local jurisdictions and supporting transit agencies.
2. A copy of model Bus Shelter Designs created for each design charrette segment.
3. A final report indicating the complete range of bus shelters designed for the corridor.

Task P5 – Infrastructure Inventory & Needs Assessment:

Scope of Services for Task P5

The Council will:

1. Prepare a comprehensive inventory of available physical infrastructure and provide an assessment of the capacity of the following identified systems:
 - a) Water
 - b) Wastewater
 - c) Drainage
 - d) Parking
2. Conduct as a component of each design charrette, a separate infrastructure needs assessment to determine the amount of infrastructure needed to accommodate the proposed development plan recommended in the charrette master plan.

Final Work Products for Task P5

1. An inventory of existing water, wastewater, drainage and parking facilities.

2. An inventory of available infrastructure capacity.
3. An assessment of infrastructure needs.

Task P6 – Park and School Capacity Needs Analysis:

Scope of Services for Task P6

The Council will:

1. Establish Park and Schools sub-committee of the Collaborative to review and assess park & school capacity necessary to accommodate future projected populations and to identify necessary amendments to any local government inter-local agreements with the School Board.
2. Prepare a comprehensive inventory of available public (and private) park and school facilities.
3. Conduct as a component of each design charrette, a separate infrastructure needs assessment to determine the amount of infrastructure needed to accommodate the proposed development plan recommended in the charrette master plan.

Final Work Products for Task P6

1. Membership Roll of the Schools sub-committee.
2. An inventory of available school facilities.
3. An inventory of available school capacity.
4. An assessment of school needs for each charrette segment area.

III. Implementation Elements (I)

Task I1 – Future Land Use Map Classification:

Scope of Services for Task I1

The Council will:

1. Create a sub-committee of The State Road 7/U.S. 441 Collaborative to review and provide technical assistance to Miami-Dade County to address the development of a corridor-based Mixed-Use Future Land Use Map category.
2. Work in partnership with Miami-Dade County to submit an amendment to the County's Comprehensive Plan to create a corridor-based Mixed-Use Future Land Use Map category, and other categories if necessary, that will support the State Road 7 Master Plan vision and related redevelopment activities.
3. Create a model amendment package that can be utilized by all corridor communities to amend their respective Comprehensive Plans to incorporate the new Mixed-Use category and any other categories that are based on the results of the Charrettes.

Final Work Products for Task I1

1. Membership role for the Future Land Use Map sub-committee.
2. Creation of a draft Mixed-Use Future Land Use Category that will support the State Road 7 Master Plan vision and can be considered by Miami-Dade County for adoption.
3. Creation of a model amendment package that can be utilized by all jurisdictions to submit amendments to their respective Comprehensive Plans.

Task I2 - Trafficways Plan ROW Reservation Analysis:

Scope of Services for Task I2

The Council Will:

1. Create a sub-committee of The State Road 7/U.S. 441 Collaborative to review and provide technical assistance to Miami-Dade County Public Works and Waste Management Department (PWWMD), MD Regulatory and Economic Resources (RER) (Countywide Planning Division), Collaborative Communities and municipalities, the Florida Department of Transportation, and the Miami-Dade County Metropolitan Planning Organization to address the future right of way reservation designation in the Miami-Dade Public Works Manual for right of way preservation.
2. Submit an application (s) for recommending amendments to the Miami-Dade County Public Works Manual for State Road 7.

Final Work Products for Task I2

1. Application to amend the Miami-Dade County Public Works Manual.

Task I3 - Non-Profit Status:

Scope of Services for Task I3

The Council will:

1. Prepare an assessment of incorporating the State Road 7 Collaborative into a federal tax-exempt entity.

Final Work Products for Task I3

1. A report indicating the proposed pros/cons of incorporation.
2. A determination by the Steering Committee of the Collaborative to file for federal non-profit status or otherwise.

Task I4 - Model Land Development Code:

Scope of Services for Task I4

The Council will:

1. Develop a model land development code that implements the recommendations included in each charrette segment.
2. Convene Collaborative Members to establish minimum code criteria.
3. Prepare a template land development regulation (LDR) that can be utilized by all corridor communities.
4. Upon conceptual approval, assist each jurisdiction with identifying necessary adjustments to the template LDR to support each jurisdictions stated redevelopment goals.

Final Work Products for Task I4

1. Model Land Development Code Criteria.
2. Model Land Development Code Template.

Task I5 - ROW Improvement Plan:

Scope of Services for Task I5

The Council will:

1. Sub-contract with a qualified sub-consultant to complete detailed scaled drawings to show existing amenities of the ROW according to the list below.
2. Sub-contract with a qualified sub-consultant to complete detailed scaled drawings to address public improvements within existing Right of Way. The drawings at a minimum will specifically identify the type, quantity, cost and location of the following types of public amenities:

<ol style="list-style-type: none"> a) Lamp Posts b) Bus Pullouts c) Bus Shelters d) Curbs e) Gutters f) Public Telephones g) Newspaper Racks h) Litter Receptacles i) Landscaping/Tree Grates/Guards j) Bicycle Racks & Access k) Pedestrian Access (existing, condition, width, etc.) 	<ol style="list-style-type: none"> l) Americans with Disabilities Act (ADA) Access m) Water Fountains n) Benches o) Pedestrian Islands p) Traffic Calming Features q) Pedestrian/Bike Signals r) Crosswalk Enhancement and Mid-Block Crossings s) Pedestrian/Bike Refuges (Islands)
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Final Work Products for Task I5

1. ROW Improvement Plan for each of the six corridor segments.

Task I6 - Maintenance Agreements:

Scope of Services for Task I6

The Council will:

1. Create a sub-committee of The State Road 7/U.S. 441 Collaborative to review and develop a Maintenance Agreement(s) to provide for the continued maintenance of right of way amenities such as bus shelters and landscaping.

Final Work Products for Task I6

1. Draft Maintenance Agreements between each jurisdiction and the FDOT to ensure continued maintenance for right of way amenities.

Task I7 - Redevelopment Strategy (Implementation Plan):

Scope of Services for Task I7

The Council will:

1. Identify local strategies that can be implemented to promote redevelopment activities along the corridor (Charrette Implementation Plan).

Final Work Products for Task I7

1. Implementation plan outlining steps necessary to achieve redevelopment activities anticipated in the charrette master plan.

IV. Administration (A)

Task A1 - Local Agency Agreement:

Scope of Services for Task A1

The Council will:

1. Prepare Resolutions, Inter-local Agreements and Scope of Services for Steering Committee approval.
2. Enter into the required Local Agency Agreement with the Florida Department of Transportation, District VI to encumber available Federal funds for the purpose of creating a Master Plan for State Road 7.
3. Ensure that available funding is used for the express purpose of creating the Master Plan as detailed in this Scope of Services.
4. Provide a high level of technical assistance to all Collaborative members to ensure that the adopted workplan and schedule is maintained.
5. Provide periodic updates of the status of the Master Plan and recommend adjustments, as needed, to maintain the effectiveness of the workplan.

Final Work Products for Task A1

Deliverables: The SFRPC shall provide to the FDOT the following deliverables as final work products:

1. A Resolution from the State Road 7/U.S. 441 Collaborative indicating that the South Florida Regional Planning Council may enter into a Local Agency Program Agreement with the FDOT.
2. A Resolution of the South Florida Regional Planning Council indicating that the Executive Director may enter into a Local Agency Program Agreement with the FDOT.
3. A copy of the agenda from a regularly scheduled meeting of the State Road 7 Collaborative indicating that the Local Agency Program Agreement has been submitted to the FDOT for approval.
4. A copy of the agenda and agenda item from a regularly scheduled meeting of the South Florida Regional Planning Council indicating that the South Florida Regional Planning Council may begin work to create the State Road 7 Strategic Master Plan.
5. A copy of the fully executed Local Agency Program Agreement.

Task A2 –Newsletter/Webpage:

Scope of Services for Task A2

The Council will:

1. Prepare newsletters or brochures that highlight the accomplishments of the Collaborative.
2. Maintain a webpage to highlight and promote information related to work of the State Road 7 Collaborative.

Final Work Products for Task A2

1. State Road 7 Collaborative webpage.
2. State Road 7 Collaborative newsletters or brochures.

Task A3 - Additional Grant Funding:

Scope of Services for Task A3

The Council will:

1. Continue to seek additional resources to facilitate the implementation of the Master Plan

Final Work Products for Task A3

1. Copy of completed grant applications submitted on behalf of the State Road Collaborative seeking additional resources to implement the State Road 7 Strategic Master Plan.

Task A4 – Facilitation & Contract Management:

Scope of Services for Task A4

The Council will:

1. Maintain all accounting records and quarterly reports as required by the funding agencies.
2. Enter into all necessary sub-contracts to complete the assigned tasks.
3. Facilitate scheduled meetings of The State Road 7 Collaborative Steering Committee and sub-committees.
4. Ensure that all project deliverables are completed within the project timeframe.

Final Work Products for Task A4

1. Copies of all meeting agendas, public notices, reports of proceedings, audits and final reports.

DRAFT

Attachment B

Miami-Dade County – State Road 7 Key Stakeholders Network

US 441/SR 7 Miami-Dade Elected Officials

Salutation	First Name	Last Name	Company	Address1	City	State	Zip	email
Commissioner	Michelle	Spence Jones	City of Miami	3500 Pan American Drive	Miami	FL	33133	mspence-jones@miamigov.com
Mayor	Tomas P.	Regalado	City of Miami	3500 Pan American Drive	Miami	FL	33133	tregalado@ci.miami.fl.us
Commissioner	Frank	Carollo	City of Miami	3500 Pan American Drive	Miami	FL	33133	fcarollooffice@miamigov.com
Commissioner	Wifredo	Gort	City of Miami	3500 Pan American Drive	Miami	FL	33133	wgort@miamigov.com
Councilmember	Andre L.	Williams	City of Miami Gardens	1515 N.W. 167th St., Bldg 5, Suite 200	Miami Gardens	FL	33169	dwilliams@miamigardens-fl.gov
Councilmember	Lisa	Davis	City of Miami Gardens	1515 N.W. 167th St., Bldg 5, Suite 200	Miami Gardens	FL	33169	ldavis@miamigardens-fl.gov
Vice Mayor	Oliver G.	Gilbert, III	City of Miami Gardens	1515 N.W. 167th St., Bldg 5, Suite 200	Miami Gardens	FL	33169	ogilbert@miamigardens-fl.gov
Councilmember	David	Williams, Jr.	City of Miami Gardens	1515 N.W. 167th St., Bldg 5, Suite 200	Miami Gardens	FL	33169	dwilliams@miamigardens-fl.gov
Mayor	Shirley	Gibson	City of Miami Gardens	1515 N.W. 167th St., Bldg 5, Suite 200	Miami Gardens	FL	33169	sgibson@miamigardens-fl.gov;
Mayor	Andre	Pierre, Esq.	City of North Miami	776 N.E. 125th Street	North Miami	FL	33161	apierre@northmiamifl.gov
Councilmember	Marie Erlande	Steril	City of North Miami	776 N.E. 125th Street	North Miami	FL	33161	msteril@northmiamifl.gov
Councilmember	Jean R.	Marcellus	City of North Miami	776 N.E. 125th Street	North Miami	FL	33161	jmarcellus@northmiamifl.gov
Chair	Joe A.	Martinez	Miami-Dade County	111 N.W. 1st Street	Miami	FL	33128	district11@miamidade.gov
Commissioner	Bruno A.	Barreiro	Miami-Dade County	111 N.W. 1st Street	Miami	FL	33128	district5@miamidade.gov
Commissioner	Barbara J.	Jordan	Miami-Dade County	111 N.W. 1st Street, Suite 220	Miami	FL	33128	bjordan@miamidade.gov
Mayor	Carlos	Gimenez	Miami-Dade County	111 N.W. 1st Street, 29th Floor	Miami	FL	33128	mayor@miamidade.gov
Commissioner	Audrey	Edmonson	Miami-Dade County	111 N.W. 1st Street, Suite 220	Miami	FL	33128	district3@miamidade.gov
Commissioner	Jean	Monestime	Miami-Dade County	111 N.W. 1st Street, Suite 220	Miami	FL	33128	district2@miamidade.gov

State Road 7 Miami-Dade Stakeholders

Title	First Name	Last Name	Title1	Company	Address1	City	State	Zip	Email
Mr.	Francisco	Garcia	Planning Director	City of Miami	Miami Riverside Center, 444 S.W. 2nd Avenue	Miami	FL	33130	fgarcia@ci.miami.fl.us
Ms.	Carmen	Sanchez	Assistant Planning Director	City of Miami	Miami Riverside Center, 444 S.W. 2nd Avenue	Miami	FL	33130	CSanchez@ci.miami.fl.us
Mr.	Andres	Lemos	Chair	City of Miami / Community Relations Board	Miami Riverside Center, 444 S.W. 2nd Avenue, 10th Floor	Miami	FL	33130	
Ms.	Susan L.	Cambridge	Community Planner	City of Miami / Community Relations Board	Miami Riverside Center, 444 S.W. 2nd Avenue, 10th Floor	Miami	FL	33130	scambridge@miamigov.com
Mr.	Pieter	Bockweg	Executive Director	City of Miami CRA	49 NW 5 Street, Suite 100	Miami	FL	33128	pbockweg@miamigov.com
Mr.	Jay R.	Marder	Community Development Service Director	City of Miami Gardens	1515 NW 167th Street, Building 5, Suite 200	Miami Gardens	FL	33169	jmarder@miamigardens-fl.gov
Ms.	Bhairvi	Pandya	Senior Planner	City of Miami Gardens	1515 NW 167th Street, Building 5, Suite 200	Miami Gardens	FL	33169	bpandya@miamigardens-fl.gov
Mr.	John	O'Brien	Transportation Planner	City of North Miami		North Miami	FL	33161	tsejour@northmiami.fl.gov jobrien@northmiami.fl.gov
Mr.	Lesley	Prudent	North Miami CRA Coordinator	City of North Miami CRA	615 Northeast 124th Street	North Miami	FL	33161	lprudent@northmiamifl.gov
Mr.	Aldwyn	Thomas	Finance Manager	City of North Miami CRA	615 Northeast 124th Street	North Miami	FL	33161	thomas@northmiamicra.org
Mr.	Phil	Steinmiller	Planning Manager	Florida Department of Transportation, District 6	100 NW 111th Avenue	Miami	FL	33172	phil.steinmiller@dot.state.fl.us
Mr.	Paul	Bertell		Greater 7th Ave Improvement Association c/o Kressly Corporation	10415 NW 7th Ave	Miami	FL	33150	
Mr.	Don	Kressly	President	Kressly Corporation	10415 NW 7th Ave	Miami	FL	33150	
Ms.	Elaine H.	Black	President/CEO	Liberty City Trust	4800 NW 12th Ave	Miami	FL	33127	eblack@ci.miami.fl.us
Mr.	Jack	Osterholt	Director	Miami- Dade County, Sustainability, Planning and Economic Enhancement	Stephen P. Clark Center, 111 NW 1st Street, 11th Floor	Miami	FL	33128	josterholt@miamidade.gov

State Road 7 Miami-Dade Stakeholders

Title	First Name	Last Name	Title1	Company	Address1	City	State	Zip	Email
Mr.	Eric	Silva	Community Planning Section Chief	Miami-Dade County	Stephen P. Clark Center, 111 NW 1st Street, 11th Floor	Miami	FL	33128	silvae@miamidade.gov
Mr.	Greg	Fortner	Director	Miami-Dade County, Public Housing and Community Development	701 NW 1st Court	Miami	FL	33136	fortner@miamidade.gov
Ms.	Susan	Schreiber	Transportation Systems Analyst	Miami-Dade MPO	Stephen P. Clark Center, 111 NW 1st Street, 11th Floor	Miami	FL	33128	susans@miamidade.gov
Ms.	Ysela	Llort	Director	Miami-Dade Transit	701 NW 1st Court, Suite 1700	Miami	FL	33136	yllort@miamidade.gov
Ms.	Doretha Graham	Nichson	President	North Central Coalition of 100	2190 NW 135th Street	Miami	FL	33176	nichson@att.net
Mr.	James	Loftus	Director	Miami-Dade Police Department	91025 NW 29th Street	Doral	FL		U303988@mdpd.com
Mr.	Bob	Moody		Federation of Neighborhood Association	1351 NW 88th Street	Miami	FL	33147	
Ms.	Felicia	Mayo		North Shore Community Association					
Ms.	Janet	Blocker		Gratigny Neighborhood Association					
Mr.	L.B.	McCoy		Sunkist Neighborhood Association					
Ms.	Shirley	Everett	President	79th Street Corridor Neighborhood Initiative, Inc.	7900 NW 27th Avenue, Suite 236	Miami	FL	33147	79thstreet@gmail.com
Mr.	Ron	Butler	Executive Director	79th Street Business Association	7900 NW 27 Avenue				79thstreet@gmail.com
				MLK Economic Development Center	6114 NW 77th Avenue	Miami	FL	33166	
The Honorable	Dale V.C.	Holness	Commissioner	Broward County Governmental Center	115 S. Andrews Ave., Room 411	Fort Lauderdale	FL	33301	dholness@broward.org
Mr.	John	Beckford	Chief of Staff for Commissioner Holness	Broward County, Business & Community Liaison	115 S. Andrews Ave., Room 411	Fort Lauderdale	FL	33301	jbeckford@browardcounty.org

State Road 7 Miami-Dade Stakeholders

Title	First Name	Last Name	Title1	Company	Address1	City	State	Zip	Email
Ms.	Lahoma	Scarlette	Community Affairs & Constituent Support	Broward County	115 S. Andrews Ave., Room 411	Fort Lauderdale	FL	33301	lscarlette@broward.org
Mr.	Alex	Zizold		Urban Design Center	111 NW 1st Street, 12th Floor				zizolda@miamidade.gov

Miami-Dade North Central Contacts

Title	First Name	Last Name	Company	Address1	Email	Phone
Mr.	Gabriel	Salazar		11231 NW 61 Street	gsalazar.sag@gmail.com	305-322-8991
Ms.	Carol	Young		6512 NW 11 Avenue	cyoung33150fl@yahoo.com	786-285-6808
Ms.	Helen	Moss		8801 NW 12 Avenue	moss'helen@att.net	
Mr.	Gilbert	Bowie		795 NW 8 Avenue		954-678-7514
Mr.	Cuthbert	Harewood		1921 NW 66 Street	charewood1962@yahoo.com	786-285-9611
Ms.	Doretha Graham	Jones		11222 NW 22 Road		305-681-2137
Ms.	Pat	Myles		2160 NW 83 Street	patriciamyles@comcast.net	786-486-1096
Ms.	Ophilia	Fills		2245 NW 112		305-681-2319
Ms.	Maxine	Thomas		11140 NW 22 Court		
Mr.	Caleb	Thomas		11140 NW 22 Court		
Mr.	Ken	Knight		7501 NW 7 Avenue	kenknight2009@hotmail.com	305-305-2699
Mr.	Richard	Blackshear		2400 NW 107 Street	ovedia@bellsouth.net	305-688-9841
Ms.	Patricia	Robinson		2400 NW 66 Street	patriciarobinson2400@yahoo.com	305-336-0717
Ms.	Lottie M.	Hines		7631 NW 17 Avenue	hines_lottie@yahoo.com	786-355-0348
Ms.	Priscilla	Dames		461 NE 119 Street	priscillabd@aol.com	305-892-6233
Pastor	Ronae	Cambridge		7950 NW 22 Avenue	pastor.rcambridge@gmail.com	954-326-7946
Ms.	Franklyn	Cambridge		7950 NW 22 Avenue		305-924-1025
Mr.	Gary	Robinson		2318 NW 67 Street	rbetterdays@gmail.com	305-696-1947
	J.A.	Alex		151 NW 60 Street		786-800-1501
Mr.	Roy	Hardem		3067 NW 59		786-356-0707
Mr.	Patrick	Owens			miami846@live.com	786-380-3675
Mr.	Ron	Butler		7900 NW 27 Avenue	79thstreet@gmail.com	305-836-1071
Mr.	Benny W.	Johnson		1845 NW 65 Street		305-691-4212
Mr.	Kevin	Scott		5594 NW 55 Street	kevinscottcrscommunitydevep@gmail.com	786-419-8990
Ms.	Carolyn	Gibson		1475 NE 205 Terrace	cg1@miamidade.gov	305-654-1169
Mr.	John	Dixon		19 W. Flagler Street 106	jd@miamidade.gov	305-372-7600
Ms.	Shaquita	Rahming		Commissioner's Monestime's Office	shaqui@miamidade.gov	305-694-2779
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Ms.	Cecil	Gunter		1738 NW 68 Terrace	chgunter@aol.com	622-346-9392
Ms.	Kathy	Giddarie		1738 NW 68 Terrace	waygiddarie@aol.com	786-413-4416
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Mr.	Bobby	Johnson	NFL Youth Education	7090 NW 22 Avenue	bobbyj@miamidade.gov	305-694-4889
	Jordun	Ricketts		900 NE 125 Street	jorrick@miamidade.gov	305-694-2779
Mr.	Bill	Diggs		11180 NW 27 Ave	bdiggs@m-dcc.org	305-751-8648
Mr.	Vincent	Austin		6840 NW 18 Avenue	vaustin@csagc.com	305-903-6495
Ms.	Bertha S	Lankford		6501 NW 19 Avenue	lankfordb3@aol.com	305-693-7607

Miami-Dade North Central Contacts

Title	First Name	Last Name	Company	Address1	Email	Phone
Ms.	Alissa	Turtletaub	MDC Park & Recreation Dept		alissa@miamidade.gov	305-755-7860
Mr.	Yassir	Hassah		6530 NW 18 Avenue	y.hassan@yahoo.com	786-389-2100
Ms.	Linda	Forrest		3840 NW 18 Avenue	lforrest@pdgroup.biz	305-469-5806
Mr.	Anthony	Rodriguez		8601 NW 29 Avenue	U304341@MDPD.com	305-836-8601
Mr.	David	Garcia		8601 NW 29 Avenue	U307693@MDPD.com	305-836-8601
Mr.	Sean	McCrackins		111 NW 1 Street #204	mccras@miamidade.gov	305-375-5385
Ms.	Lillie P.	Demps		1935 NW 42 Street		305-634-2706
Ms.	Janet	Johnson		6209 NW 18 Avenue	tgetherwecan@hotmail.com	786-397-9855
Mr.	Louis	Sparks		1140 NW 76 Street		305-693-4083
Ms.	Angela	Walker		1895 NW 69 Terrace	angelacephus@yahoo.com	
Ms.	Bathsheba	Thomas		1710 NW 90 Street	bathshebat@hotmail.com	240-330-7906
Ms.	Rosebud	Fastor		11041 SW 128 Avenue	rjf@gmail.com	305-387-1118
Mr.	Antonio	Brinson		2504 NW 93 Road	totalraopo@gmail.com	305-230-6172
Mr.	David	Butts		2504 NW 93 Road	totalraop@gmail.com	305-230-6172
Ms.	Karen	Moore		7560 NW 14 Place	newsynergies@gmail.com	
Mr.	William V.	Paramore		7001 NW 18 Avenue		305-751-7151
Ms.	H. Leigh	Toney	Miami-Dade College	6300 NW 7 Avenue	htoney@mdc.edu	305-237-1995

Attachment C

Municipal & County Districts along the State Road 7 Corridor

NORTH MIAMI FLORIDA

District Boundaries



DISTRICT # 4



Marie Erlande Steril
COUNCILWOMAN

DISTRICT # 3



Jean R. Marcellus
COUNCILMAN

DISTRICT # 2



Michael R. Blynn, Esq.
COUNCILMAN

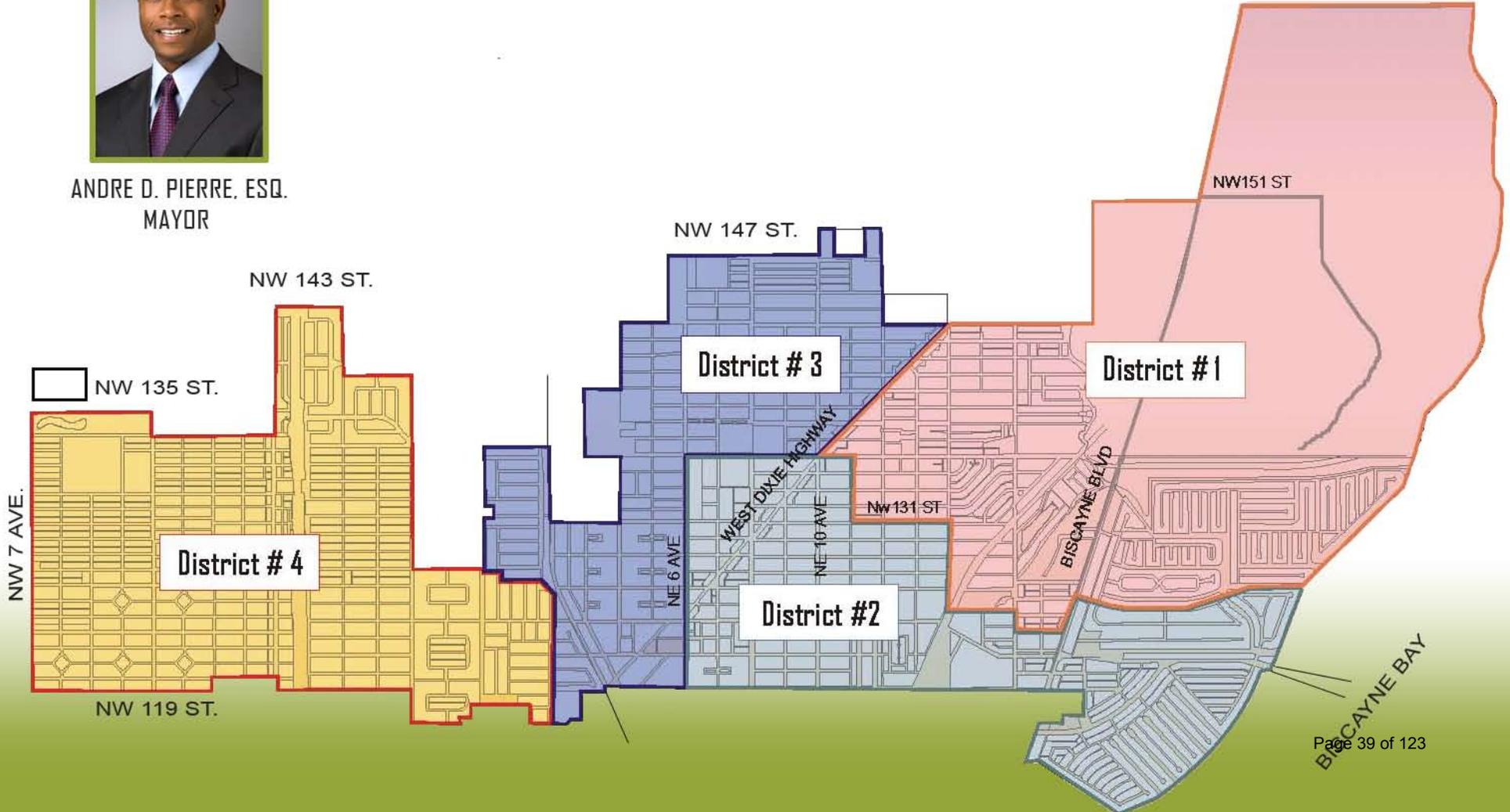
DISTRICT # 1



Scott Galvin
COUNCILMAN



ANDRE D. PIERRE, ESQ.
MAYOR

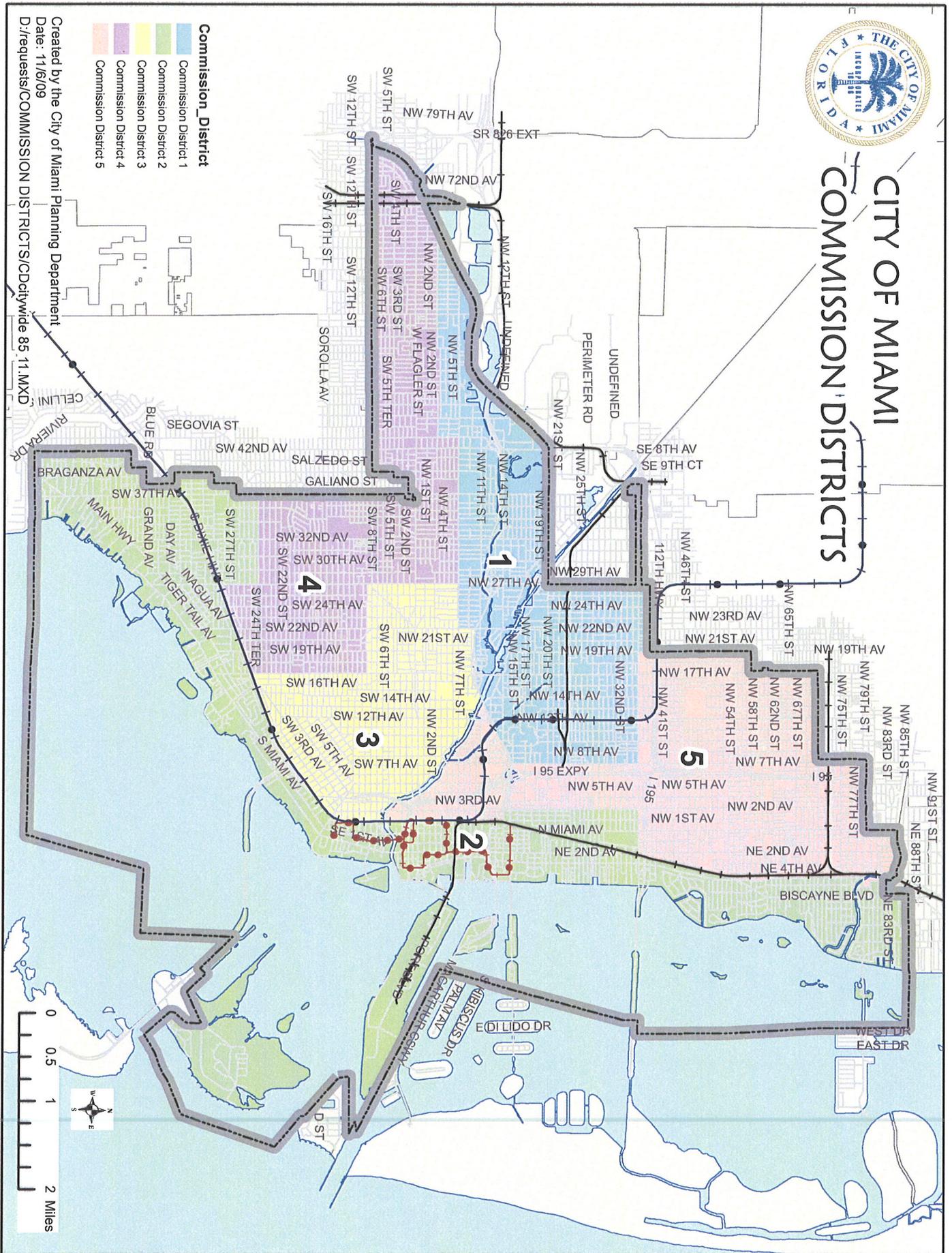




CITY OF MIAMI COMMISSION DISTRICTS

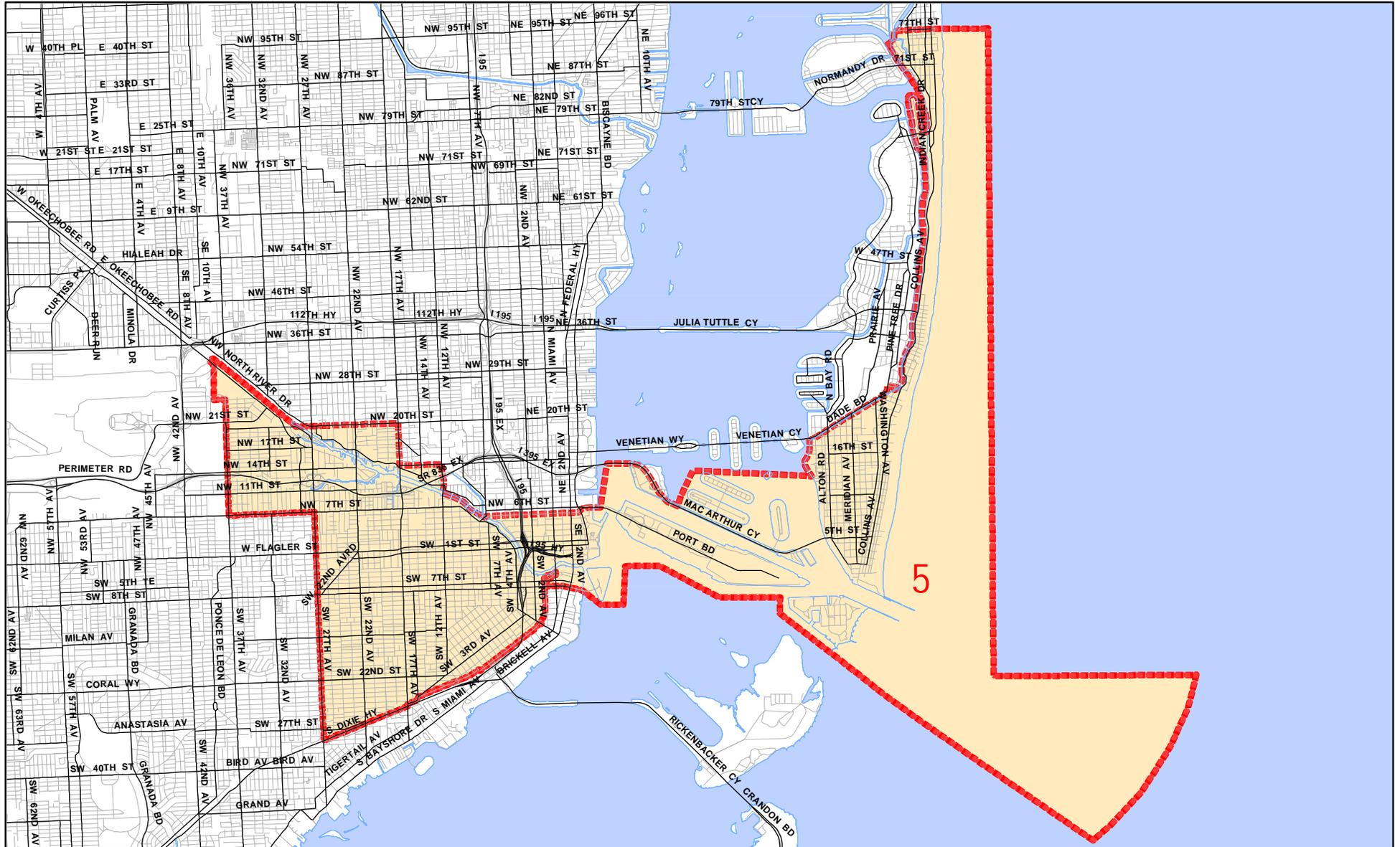
- Commission_District**
- Commission District 1
 - Commission District 2
 - Commission District 3
 - Commission District 4
 - Commission District 5

Created by the City of Miami Planning Department
Date: 11/6/09
D:/requests/COMMISSION DISTRICTS/CDcitywide 85.11.MXD



COMMISSION DISTRICT 5

MIAMI - DADE COUNTY, FLORIDA



-  Commission District 5
-  Major Streets & Highways
-  Street Network
-  Coastal Water



Delivering Excellence Every Day

MAY 2008

Attachment D

Meeting Materials & Notices for the State Road 7 Corridor Redevelopment Workshops

May 8, 2012 – June 19, 2012

Meeting Materials for
the State Road 7 Corridor
Redevelopment Strategy
Workshop # 1

May 8, 2012
Arcola Lakes Library



MEMORANDUM

DATE: APRIL 30, 2012

TO: KEY STAKEHOLDERS

FROM: JAMES F. MURLEY, EXECUTIVE DIRECTOR

SUBJECT: U.S. 441 / STATE ROAD 7 CORRIDOR REDEVELOPMENT STRATEGY WORKSHOPS

The South Florida Regional Planning Council (SFRPC) is coordinating with the Miami-Dade Metropolitan Planning Organization (MPO) to enrich regional transportation and redevelopment opportunities along the U.S. 441 / State Road 7 Corridor in Miami-Dade County. The SFRPC will host meetings of citizens, business owners, redevelopment organizations, and local governments to identify issues, frame research parameters, and assess potential policies and actions relevant to the U.S. 441 / State Road 7 Corridor in Miami-Dade County. Once this information is gathered, the SFRPC will use it, in conjunction with the Cities, County, and transportation and economic development organizations, to prepare and submit funding proposals to implement the identified community-based solutions.

The South Florida Regional Planning Council has been asked to host these workshops and will have a kick-off meeting on Tuesday, May 8, 2012, from 6:00 PM to 8:30 PM at the Arcola Lakes Library (Conference Room), located at 8240 NW 7th Ave, Miami, FL, 33150. The scheduled meeting dates are listed below.

Meeting Dates at the Arcola Lakes Library:

- Tuesday, May 8, 2012; 6:00 PM – 8:30 PM
- Tuesday, May 22, 2012; 6:00 PM – 8:30 PM
- Tuesday, June 5, 2012; 6:00 PM – 8:30 PM
- Tuesday, June 19, 2012; 6:00 PM – 8:30 PM

We cordially invite you to join us at these workshops. If you have any further questions please contact Eric Swanson, SFRPC staff, at (eswanson@sfrpc.com) or 954-985-4416.

U.S. 441/STATE ROAD 7 CORRIDOR REDEVELOPMENT STRATEGY WORKSHOP

Sign-in Sheet

May 8, 2012

NAME	JURISDICTION AGENCY	ADDRESS	PHONE	EMAIL
MAKEL SAMUEZ	JAVE	8951 NW 8 Ave	786-623-9539	MAKELSAMUEZ@BELL-SOUTH.NET
Doretha Nicholson	Coalition 100	2190 NW 135 St	305-318-5789	nichson@dath.net
Helen Moss	North Shore Homeowners Assoc.	8801 NW 12 th Ave		Mosshelen@att.net
Rogelio Madan	City of Miami	444 SW 2nd Ave	305-416-1446	r.madan@miamigov.com
ALFONCIA L. MOMPREMIER	7th Ave CRA		305-345-2737	ALFONCIA.MOMPREMIER@GMAIL.COM
John O'Brian	City of North Miami	—		



MEMORANDUM

DATE: MAY 8, 2012

TO: U.S. 441/STATE ROAD 7 STAKEHOLDERS

FROM: ERIC SWANSON, POLICY ANALYST

SUBJECT: U.S. 441/STATE ROAD 7 CORRIDOR REDEVELOPMENT STRATEGY WORKSHOPS

Meetings will be facilitated with stakeholders to identify issues, frame research parameters, and assess potential policies and actions relevant to U.S. 441/State Road 7. The full schedule of meetings and objectives, which will be held at the Arcola Lakes Library, are listed below:

Meeting Dates:

- Tuesday, May 8, 2012; 6:00 PM – 8:30 PM
- Tuesday, May 22, 2012; 6:00 PM – 8:30 PM
- Tuesday, June 5, 2012; 6:00 PM – 8:30 PM
- Tuesday, June 19, 2012; 6:00 PM – 8:30 PM

Tuesday, May 8, 2012; 6:00 PM – 8:30 PM

- Presentation of the State Road 7 Collaborative and the purpose of this effort.
- Identify additional stakeholders and research parameters to review.
- Identify preliminary issues, concerns, and opportunities.

Tuesday, May 22, 2012; 6:00 PM – 8:30 PM

- Presentation on coordination efforts
- Update Issues/Opportunities (Finalize):
- Areas of Corridor-Wide Consensus
 - o Research Parameters
 - Sub-Areas, Physical Elements and Priorities
 - o Other Areas of Interest

Tuesday, June 5, 2012; 6:00 PM – 8:30 PM

- Presentation on Coordination/ Areas of Consensus
- Review Policy Inventory (Possible Presenters Involved)
- Discuss Potential Policy and Actions

Tuesday, June 19, 2012; 6:00 PM – 8:30 PM

- Presentation on Draft Final Report
 - o Lessons Learned
 - o Potential Policy and Actions

State Road 7 Collaborative

Bob Cambric – Director of Policy and Planning
Eric Swanson – Policy Analyst



South Florida Regional Planning Council



“Serving South Florida for 43 Years”



South Florida Regional Planning Council

Our Mission

To identify the long-term challenges and opportunities facing Southeast Florida and assist the Region's leaders in developing and implementing creative strategies that result in more prosperous and equitable communities, a healthier and cleaner environment and a more vibrant economy.



South Florida Regional Planning Council

Primary Areas of Activity

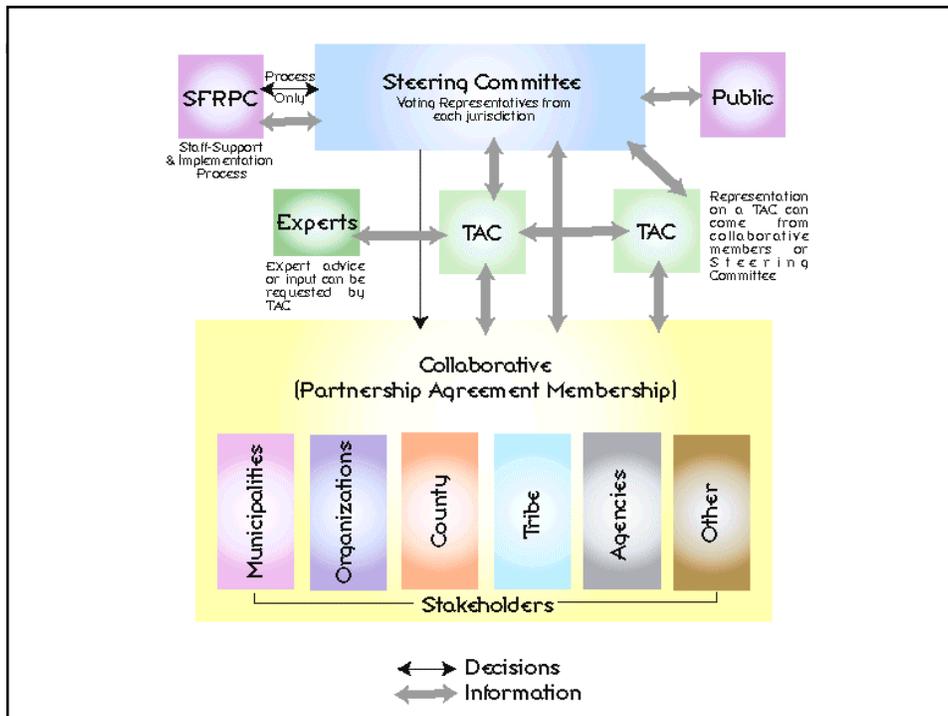
- Planning & review responsibilities
- Facilitating vision and consensus building on issues of regional importance
- Providing support and technical assistance to the region's local governments and other stakeholders improving regional information & understanding
- Creating and supporting regional partnerships
- Diversifying and growing the economy



South Florida Regional Planning Council

US441/SR7 Collaborative

- **Working to recreate the U.S. 441 Corridor** into a vibrant commercial, business, retail, housing, and transportation corridor.
- **Laid a foundation** by creating zoning and streamlined permitting to attract and accommodate public and private sector investment.
- **Success** in creating strategic master plans, various studies, comprehensive plan updates, bus shelter construction, and corridor landscaping.



Collaborative Goals

- **Improve Economic Conditions**
- **Create Local Visions**
 - **New Mixed Land Uses**
 - **New Mixed Use Zoning**
- **Promote Transit & Connectivity**
- **Address Infrastructure Issues**



Provide Services of the SFRPC to the US441/SR7 Collaborative

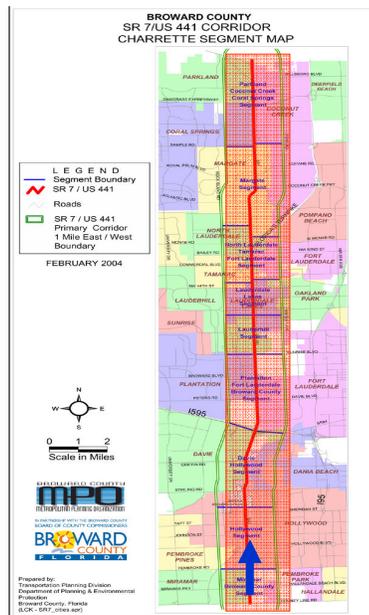
- Provide a framework to support the signatory agencies, organizations and governments, within Broward and Miami-Dade Counties to work collaboratively to facilitate the aesthetic and economic revitalization of SR7/U.S. 441 Corridor.
 - Facilitate community involvement
 - Provide technical assistance to local governments
 - Administer certain federal and state grants-in-aid
 - Provide a regional focus



Master Plan Phases for State Road 7 (Broward County)

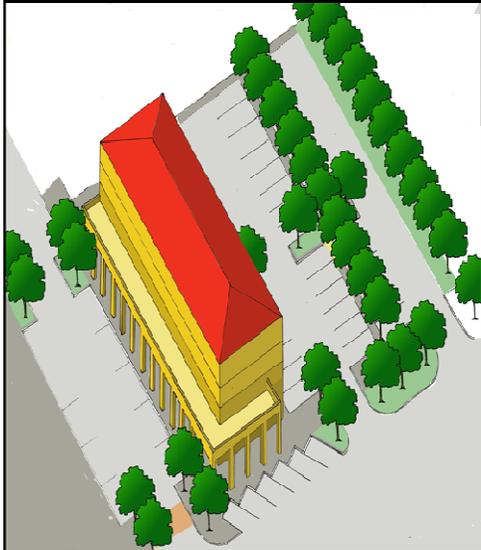
- I. **Organization (Complete)**
Mission Statement/Goals
- II. **Planning (Complete)**
Public Visioning/Studies
- III. **Implementation (Ongoing)**
**Land Use/Land Development
Code/Construction**

SR 7 Corridor Communities of Broward County



- **14 Jurisdictions developed Vision Plans collaboratively and corridor-wide**
 - **Mixed Uses within nodes**
 - **Attractive as Transit-Oriented-Design Initiatives**
 - **Encourages and supports use of all travel modes**

Land Development Code



Boulevard Buildings Placement Standards

MAX. HEIGHT

- MAX. HEIGHT SHALL BE LIMITED TO THE HEIGHT OF THE ADJACENT BUILDING OR THE HEIGHT OF THE ADJACENT STREET LIGHTS, WHICHEVER IS GREATER.
- MAX. HEIGHT SHALL BE LIMITED TO THE HEIGHT OF THE ADJACENT BUILDING OR THE HEIGHT OF THE ADJACENT STREET LIGHTS, WHICHEVER IS GREATER.
- MAX. HEIGHT SHALL BE LIMITED TO THE HEIGHT OF THE ADJACENT BUILDING OR THE HEIGHT OF THE ADJACENT STREET LIGHTS, WHICHEVER IS GREATER.

REQUIRED

- ALL BUILDINGS SHALL BE SET BACK FROM THE FRONT YARD BY A MINIMUM OF 10 FEET.
- ALL BUILDINGS SHALL BE SET BACK FROM THE SIDE YARD BY A MINIMUM OF 5 FEET.
- ALL BUILDINGS SHALL BE SET BACK FROM THE REAR YARD BY A MINIMUM OF 10 FEET.

MIN. HEIGHT

- ALL BUILDINGS SHALL BE AT LEAST 10 FEET TALL.
- ALL BUILDINGS SHALL BE AT LEAST 10 FEET TALL.
- ALL BUILDINGS SHALL BE AT LEAST 10 FEET TALL.

Three Dimensional Site Plan Regulations

A Different Type of Development Allow Mixed Use



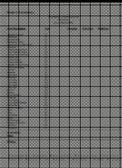
- Regulations segregated residential from business



- New plan allows residential and business on the same parcel

Right-of-Way Improvement Plan

SR



State Road 7 Corridor Study
Existing Conditions - Town Center
Maitland, Florida

STATE ROAD 7 COLLABORATIVE
STREET IMPROVEMENTS PROJECT

BENCHES

Product: Hyde Park Bench
Landscape Forms
431 Lakeside Avenue
Kalamazoo, Michigan 49001
1.800.524.2546

Model #:
Finish: Exterior Powdercoat
Color: Black
Quantity Required:
Unit Cost: \$--- ea. (installed)

Specifications:
Exterior metal end seat, 75 inch lengths for both-mount installation.

Regional Rep: Josephine Burns
GMP Architectural Products
407.645.2554



The Landscape Forms "Hyde Park" bench shown with powdercoat black finish and a wooden end piece.

Thomas Carr Regional Planning Council

STATE ROAD 7 COLLABORATIVE - STREET IMPROVEMENTS PROJECT
City of Maitland, Florida

Implementation



Mixed uses

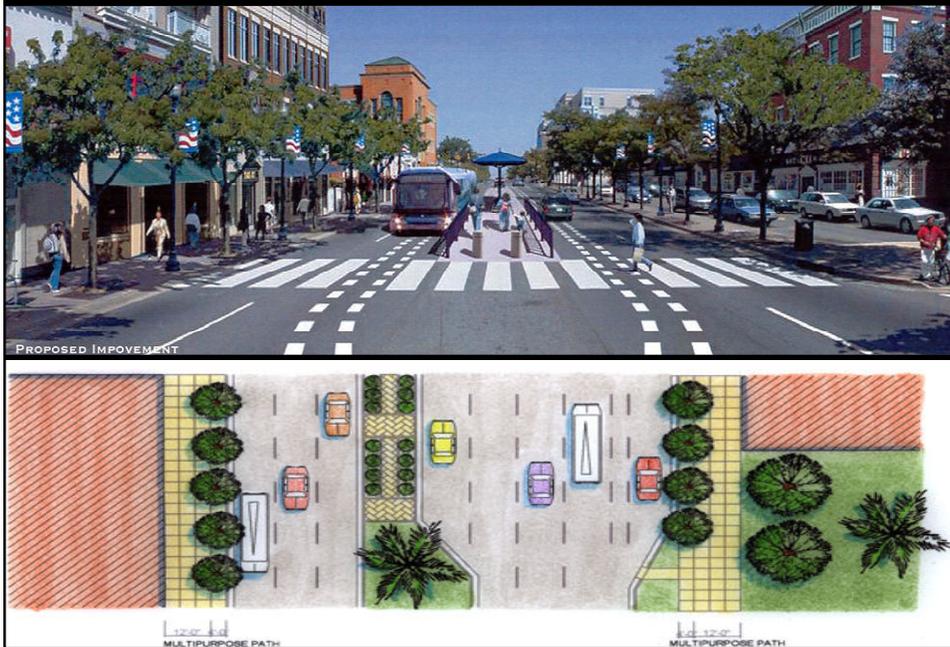
**Build to line
(not set back)**

Two-story minimum

**Base and Top
Treatment**

**Flexible applications
for landscaping and
windows**

Agreement on the Size & Shape of State Road 7



U.S. 441/State Road 7 Corridor Redevelopment Strategy in Miami-Dade County



U.S. 441/State Road 7 Corridor Redevelopment Strategy in Miami-Dade County

- **Work with jurisdictions of Miami-Dade County on the development for a Master Plan for Miami-Dade communities along the State Road 7 Corridor.**
 - Apply planning process used by the State Road 7 Collaborative in Broward County.
 - Identify, outreach and coordinate with stakeholders in Miami-Dade County, which include but are not limited to elected officials; local government staff; the public; private sector; federal, state, and regional agencies.
 - Build stakeholder consensus and frame research parameters
 - Facilitate meetings
 - Develop a Scope of Work for a new Corridor Master Plan
 - **Serve as the basis for applications and other proposals to fund the creation of a Corridor Master Plan (s) in Miami-Dade County.**



U.S. 441/State Road 7 Corridor Redevelopment Strategy Workshops

- Tuesday, May 8, 2012; 6:00 PM – 8:30 PM
- Tuesday, May 22, 2012; 6:00 PM – 8:30 PM
- Tuesday, June 5, 2012; 6:00 PM – 8:30 PM
- Tuesday, June 19, 2012; 6:00 PM – 8:30 PM



Tuesday, May 22, 2012

- Presentation of the State Road 7 Collaborative
- Identify additional stakeholders and research parameters
- Identify preliminary issues, concerns, and opportunities



Tuesday, June 5, 2012

- Presentation on Coordination/Areas of Consensus
 - Update/Finalize: Issues & Opportunities
 - Areas of Corridor-Wide Consensus
 - Research Parameters
 - Sub-Areas, Physical Elements and Priorities
 - Other Areas of Interest
- Review Policy Inventory
- Discuss Potential Policy and Actions



Tuesday, June 19, 2012

- Presentation on Draft Final Report
 - Lessons Learned
 - Potential Policy and Actions



Questions/ Comments

**Stakeholders of the U.S.
441/State Road 7
Corridor
Redevelopment
Strategy
in Miami-Dade County**



Corridor Stakeholders

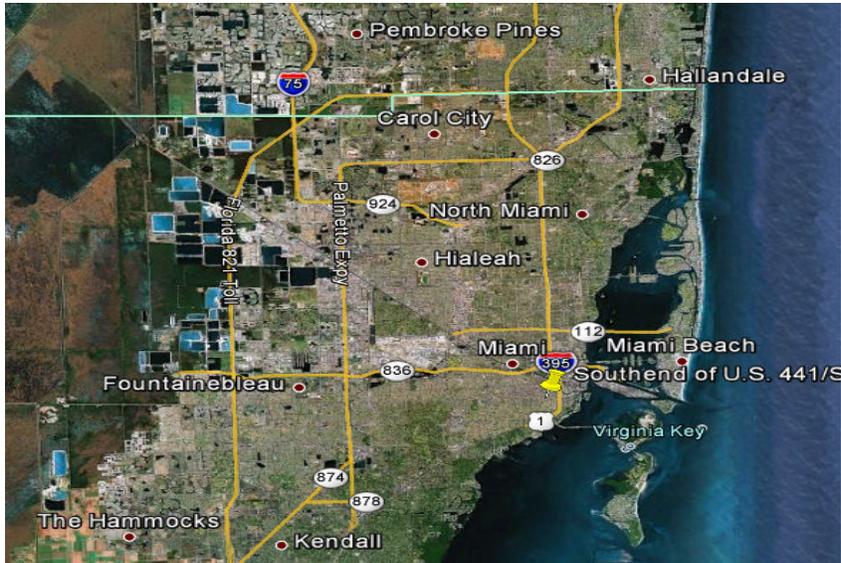
- Miami-Dade County
- City of Miami Gardens
- City of North Miami
- City of Miami
- Miami-Dade County Metropolitan Planning Organization
- Florida Department of Transportation
- NW 7th Ave Improvement Association
- NW 7th Ave Community Redevelopment Agency
- NW 79th Ave Community Redevelopment Agency
- Liberty City Trust
- North Central Coalition of 100 (Miami-Dade)



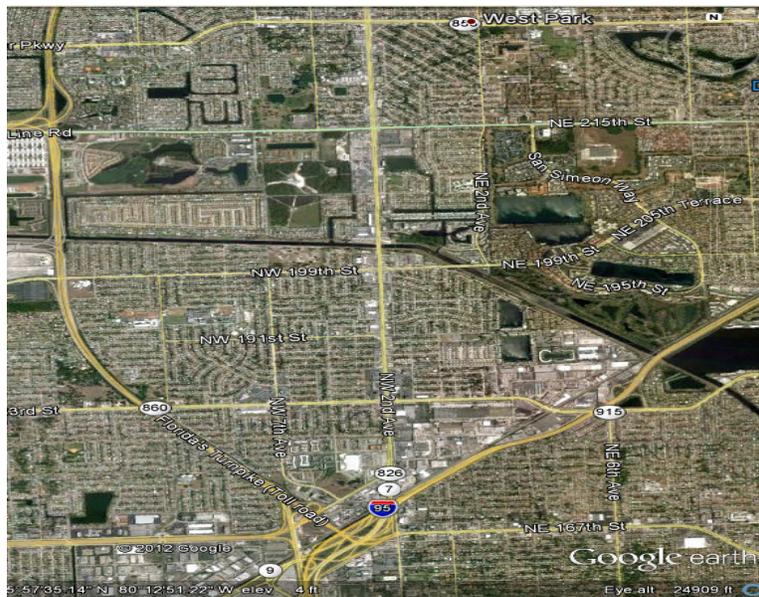
Stakeholders Identified at the May 8, 2012 Workshop

- Sunkist Neighborhood Association
- University of Miami
- Miami-Dade Chamber of Commerce
- NW 79th Street Business Association
- Miami-Dade Transit
- New Birth, CDC
- Martin Luther King Economic Development Center
- Clergy for Change

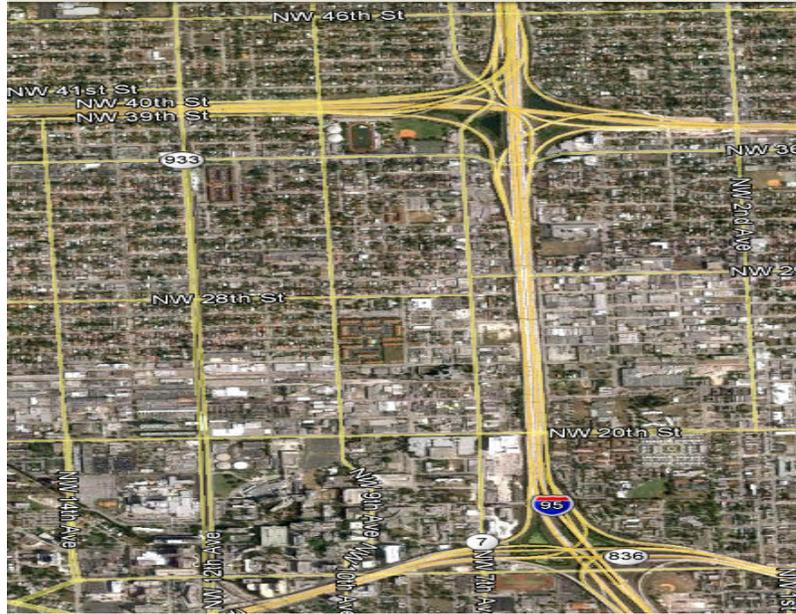
County Line to SW 7th Street



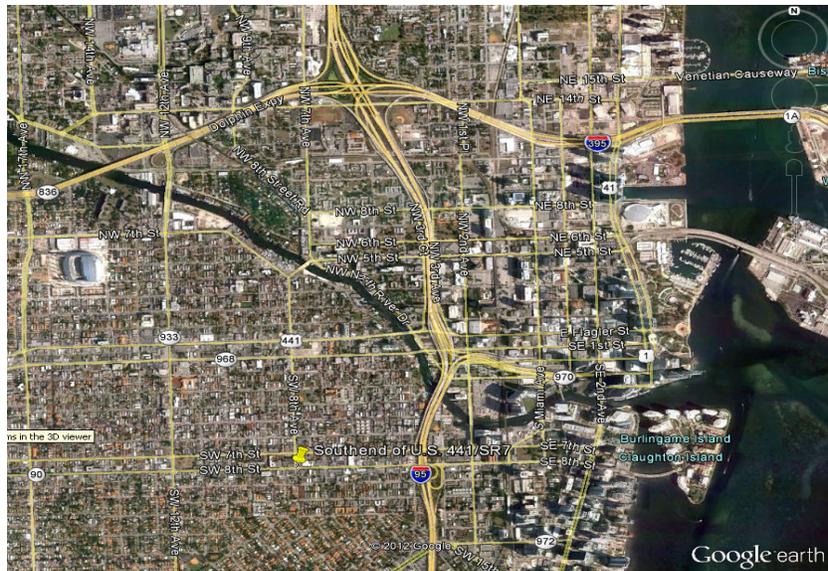
County Line to Golden Glades Interchange



Airport Expy/195 to 836/395 Interchange

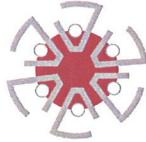


395/836 to SW 7th Street (South end of U.S. 441/State Road 7)



Meeting Materials for
the State Road 7 Corridor
Redevelopment Strategy
Workshop # 2

May 22, 2012
Arcola Lakes Library



MEMORANDUM

DATE: May 18, 2012

TO: KEY STAKEHOLDERS

FROM: JAMES F. MURLEY, EXECUTIVE DIRECTOR

SUBJECT: STATE ROAD 7/U.S. 441 REDEVELOPMENT STRATEGY WORKSHOPS

As you are probably aware, the South Florida Regional Planning Council (SFRPC) is coordinating with the Miami-Dade Metropolitan Planning Organization (MPO) to enrich regional transportation and land use planning along the corridor in Miami-Dade County. The SFRPC is requesting the continued participation and support from citizens, business owners, redevelopment organizations, and local governments to identify issues, frame research parameters, and assess potential policies and actions relevant to the U.S. 441/State Road 7 Corridor in Miami-Dade County.

On Tuesday, May 8, 2012, at the New Jerusalem Baptist Church, workshop participants of this effort reviewed an existing stakeholder contact list and provided recommendations for additional involvement from various home owner associations, economic development organizations and local community development corporations. The SFRPC has contacted and notified these organizations about the opportunity to participate with other corridor-wide partners in a redevelopment strategy dialogue. The next workshop will on Tuesday, May 22, 2012, from 6:00 PM to 8:30 PM, at the Arcola Lakes Library (Conference Room), located at 8240 NW 7th Ave, Miami, FL, 33150. The scheduled meeting dates are listed below.

Meeting Dates at the Arcola Lakes Library:

- Tuesday, May 22, 2012; 6:00 PM – 8:30 PM
- Tuesday, June 5, 2012; 6:00 PM – 8:30 PM
- Tuesday, June 19, 2012; 6:00 PM – 8:30 PM

We cordially invite you to join at these workshops. Please RSVP at your earliest convenience, by contacting Eric Swanson of the SFRPC, email: eswanson@sfrpc.com or telephone: 954-985-4416.

U.S. 441/State Road 7 Corridor Redevelopment Strategy Workshop

Interested Parties

May 22, 2012

PLEASE PRINT

NAME	JURISDICTION AGENCY	ADDRESS	PHONE	EMAIL
Doretha Nicholson	C100	2190 NW 135 St 33167	305-318-5791	nichson@aol.net
ALEJANDRO RIZOLD	MIAMI - TRADE CENTER URBAN DESIGN CENTER		305.375.4911	ZIZOLD A@miamitrade.gov
Gerard PHILIPPEAUX	H of Communities Transformation	900 NE 125 St Suite 200	3/691.2779	gerard@miamidade.gov
Phil Steinmiller	FDOT District 6	1000 NW 111 Ave	305-470-5386	Phil.Steinmiller@dot.state.fl.us
ELEANNE BLACK	CITY OF MIAMI	4800 NW 12th Ave	305-635-2301	EBLACK@MIAMI.GOV.COM
Barton Moore	CAC	6512 NW 11 Ave	786-285-6808	newsynetics@gmail.com
ARON YOUNG				CYOUNG33150@YATTOW.COM

U.S. 441/State Road 7 Corridor Redevelopment Strategy Workshop

Interested Parties

May 22, 2012

NAME	JURISDICTION AGENCY	ADDRESS	PHONE	EMAIL
Helen Moss	Northshore Comm. Assoc.	8801 NW 12 th Ave		moss.helen@A4H.net
Bob Cambac	SFRPC	3440 HOLLYWOOD BLVD, STE 140 HOLLYWOOD, FL 33021	954.985.4414	BCAMBAC@SFRPC.COM
Tim Murley	SFRPC	' '	' '	Timurley@SFRPC.com
Rogelia Madan	City of Miami Planning & Zoning	444 SW 2nd Avenue	305-416-1446	rmadan@miamigov.com
Susan Schreiber	Miami-Dade MPO	111 NW 1st Street Miami FL 33128	305 375-1887	ssusan@miamidade.gov
Seem K. Bracharya	Commissioner (moused.ned)	111 NW 1st Street #204 M, FL 33128		MEKra@MiamiDade.gov
SHAILENDRA SINGH	MIAMI-DADE COUNTY'S SPEE (URBAN DESIGN CENTER)	111 NW 1st St. FL MIAMI	305.375.4446	Singhs@miamidade.gov



**THE U.S. 441/STATE ROAD 7 CORRIDOR
REDEVELOPMENT STRATEGY WORKSHOP
May 22, 2012**

**Arcola Lakes Library
6:00 PM - 8:30 PM
8240 NW 7th Ave, Miami, FL, 33150**

- I. **Commissioner Jean Monestime of Miami-Dade County**....*Welcome and Introductions*
- II. **Jim Murley, Executive Director of the South Florida Regional Planning Council**.....*Redeveloping U.S. 441/State Road 7*
- III. **Presentation:**
 - U.S. 441/State Road 7 Collaborative & Purpose of this Effort
Eric Swanson, South Florida Regional Planning Council
- IV. **Workshop Exercises:**
 - Identify Research Parameters
 - Sub-Areas, Physical Elements and Priorities
 - Other Areas of Interest
 - Document Preliminary Issues, Concerns, and Opportunities
- V. **Update on Coordination Efforts & Next Steps**

Meeting Materials for
the State Road 7 Corridor
Redevelopment Strategy
Workshop # 3

June 5, 2012
Arcola Lakes Library



DATE: JUNE 5, 2012
 TO: KEY STAKEHOLDERS
 FROM: ERIC SWANSON, POLICY ANALYST
 SUBJECT: MAY 22ND STATE ROAD 7/U.S. 441 REDVELOPMENT STRATEGY MEETING SUMMARY

CHAIR

Commissioner Thomas Dorsett
 City of West Park

Co-CHAIR

Gary Rogers
 City of Lauderdale Lakes

DESIGNEES

Commissioner Fran Russo
 City of Hollywood

Commissioner Pamela Bushnell
 City of Tamarac

Paul Carpenter
 City of Coral Springs

Commissioner Bobby B. DuBose
 City of Ft. Lauderdale

Gus Zambrano
 City of Miramar

Commissioner Richard Moyle
 City of North Lauderdale

Sheila Rose
 City of Coconut Creek

Mayor Joseph Varsallone
 City of Margate

Commissioner M. Margaret Bates
 City of Lauderhill

Mayor Diane Veltri Bendekovic
 City of Plantation

Mayor Judy Paul
 Town of Davie

Councilwoman Lisa Davis
 City of Miami Gardens

Council Member Marie Erlande Steril
 City of North Miami

Catherine Randazzo
 Broward County

Roberta Moore
 City of Parkland

EX OFFICIO

James F. Murley
 South Florida Regional Planning Council

Andrew Riddle
 Florida Department of Transportation, IV

Phil Steinmiller
 Florida Department of Transportation, VI

Roger Del Rio
 Broward MPO

Susan Schreiber
 Miami-Dade MPO

Commissioner Fran Russo
 Broward County Planning Council

Representative Hazel Rogers
 Representative Barbara Watson
 Broward County Legislative Delegation

Mohammed Rasheduzzaman
 School Board of Broward County

On Tuesday, May 22, 2012, at the Arcola Lakes Library, workshop participants of this effort reviewed a presentation on major milestones and successes for the State Road 7 Collaborative in Broward County and discussed the challenges and opportunities for State Road 7/U.S. 441 in Miami-Dade. Participants were able to preliminarily identify sub-areas, physical elements and priorities for the Corridor and plan to update and finalize issues and opportunities at our next meeting on Tuesday, June 5, 2012. Discussion points to the May 22nd meeting are listed below.

Initial discussions centered on the challenges and opportunities stemming from private investment; political will; local governments' multiple plans and ideas; the road's function; lack of continuity; and a need to focus on unincorporated areas along the corridor. Participants also reviewed the existing stakeholder contact list and provided recommendations for additional involvement from various economic development organizations and local community development corporations.

Discussions Points:

- There are a number of local governments and community redevelopment corporations, as well as multiple corridor plans and ideas that create a real jurisdictional challenge; and an opportunity for intergovernmental coordination because of the focus to State Road 7/U.S. 441 that needs to happen.
- There is a need to "brand" the corridor that puts in place a continuity of development, particularly for the areas in unincorporated Miami-Dade County that needs the most attention.
- The lack of parking that is available for commercial/retail/restaurant utilization. In North Miami, the shallow lots affect ability to develop & redevelop. In Liberty City, parking isn't available and the road is designated as an alternate for I-95. In Allapattah (36th Street to 27th), double parking is prevalent.
- There are major jurisdictional issues to overlapping water and sewer departments that service the corridor. Miami-Dade County, Miami Gardens, North Miami, and Miami all have overlapping water jurisdictions along the corridor.
- What do we want the road's function to be? Is the road more than what is needed for servicing communities along the corridor? A "real" struggle between a community street and an alternate for I-95.

The State Road 7/U.S. 441 Collaborative

Staffed by the South Florida Regional Planning Council
 3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
 Phone 954-985-4416, FAX 954-985-4417

www.sfrpc.com/sr7.htm

Discussions Points (continued):

- Projects Discussed:
 - 7th Ave & 62nd Transit Hub
 - 7th Ave & 62nd Martin Luther King Building Project
 - 117th to 131st Roadway Improvements, FDOT funded landscaping work
 - 79th Street "Gateway" project
 - MDX Study – Gratney to I-95 (impacts to State Road 7)

- Different Roadway Designations in Florida State Code
 - North Miami would like to explore a Transportation for Livable Communities designation (community street designation).

- Properties between 7th Avenue and I-95 are shallow lots and there is a need to determine what the densities and uses should be.

- North Miami would like to work with FDOT regarding tree placement within the medians along the corridor, which is concerned about the fiscal impact of having to pay for irrigation, maintenance of landscape and friction testing.

- Initial Segments/sub-regions determined by the workshop participants:
 - Countyline to NE 143rd Street
 - NW 143rd Street to NW 119th Street
 - NW 119th Street to NW 79th Street
 - NW 79th Street to NW 40th Street
 - NW 40th Street to NW 14th Street
 - NW 14th Street to the terminus of U.S. 441

The next workshop will on Tuesday, June 5, 2012, from 6:00 PM to 8:30 PM, at the Arcola Lakes Library (Conference Room), located at 8240 NW 7th Ave, Miami, FL, 33150. If you have interest in participating at our next redevelopment strategy workshop or would like to contribute comments, please contact me, email: eswanson@sfrpc.com or telephone: 954-985-4416.

U.S. 441/State Road 7 Corridor Redevelopment Strategy Workshop

Interested Parties

June 5, 2012

PLEASE PRINT

NAME	JURISDICTION AGENCY	ADDRESS	PHONE	EMAIL
Ma Jae Young	Northshore Community Assoc.	1190 Little River Rd	305-693-4375	
Aelen Moss	Northshore Comm. Assoc.	8801 New 10 th Ave		
ERHAHN	LANDERHILL	5581 W OAKLAND PK BLVD	954 730 3054	e.hahn@landerhill-fl.gov
Doretha Nicholson	C100	2190 NW 135 St NW 33167	305-318-5741	nichson@att.net
Shirley Collins	Northshore Community Assoc.	1255 N.W. 90 St M.F. 33147	305-836-1648	just4shirleybell@att.net
WALTER COLLINS	" "	" "	" "	" "
Edna O'Brien	City of North Miami			
Susan Schreiber	WPO	111 NW 1st St.	305-375-1887	susan5@miamidade.gov



THE U.S. 441/STATE ROAD 7 CORRIDOR
REDEVELOPMENT STRATEGY WORKSHOP
June 5, 2012

CHAIR

Commissioner Thomas Dorsett
City of West Park

Co-CHAIR

Gary Rogers
City of Lauderdale Lakes

DESIGNEES

Commissioner Fran Russo
City of Hollywood

Commissioner Pamela Bushnell
City of Tamarac

Paul Carpenter
City of Coral Springs

Commissioner Bobby B. DuBose
City of Ft. Lauderdale

Gus Zambrano
City of Miramar

Commissioner Richard Moyle
City of North Lauderdale

Sheila Rose
City of Coconut Creek

Mayor Joseph Varsallone
City of Margate

Commissioner M. Margaret Bates
City of Lauderdale

Mayor Diane Veltri Bendekovic
City of Plantation

Mayor Judy Paul
Town of Davie

Councilwoman Lisa Davis
City of Miami Gardens

Council Member Marie Erlande Steril
City of North Miami

Catherine Randazzo
Broward County

Roberta Moore
City of Parkland

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Phil Steinmiller
Florida Department of Transportation, VI

Roger Del Rio
Broward MPO

Susan Schreiber
Miami-Dade MPO

Commissioner Fran Russo
Broward County Planning Council

Representative Hazel Rogers
Representative Barbara Watson
Broward County Legislative Delegation

Mohammed Rasheduzzaman
School Board of Broward County

Location:

**Arcola Lakes Library
6:00 PM – 8:30 PM
8240 NW 7th Ave, Miami, FL, 33150**

Agenda:

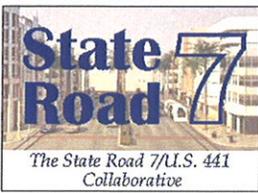
- I. Eric Swanson, Policy Analyst for the South Florida Regional Planning Council**
Welcome and Introductions
- II. Earl Hahn, City of Lauderhill Planning & Zoning Director**
Broward County Perspective: Redeveloping U.S. 441/State Road 7
- III. Presentation:**
 - Redevelopment Strategy Coordination/ Areas of Consensus
Eric Swanson, South Florida Regional Planning Council
- IV. Workshop Exercises:**
 - Update/Finalize: Issues & Opportunities
 - Sub-Areas, Physical Elements and Priorities
 - Other Areas of Interest
 - Discuss Potential Policy & Actions
- V. Update on Coordination Efforts & Next Steps**

The State Road 7/U.S. 441 Collaborative

Staffed by the South Florida Regional Planning Council
3440 Hollywood Boulevard, Suite 140, Hollywood, Florida 33021
Phone 954-985-4416, FAX 954-985-4417
www.sfrpc.com/sr7.htm

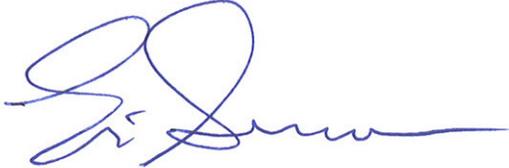
Meeting Materials for
the State Road 7 Corridor
Redevelopment Strategy
Workshop # 4

June 19, 2012
Arcola Lakes Library



DATE: JUNE 15, 2012

TO: KEY STAKEHOLDERS

FROM: ERIC SWANSON, POLICY ANALYST 

SUBJECT: MAY 22ND & JUNE 5TH STATE ROAD 7/U.S. 441 REDVELOPMENT STRATEGY DISCUSSION POINTS

CHAIR

Commissioner Thomas Dorsett
City of West Park

Co-CHAIR

Gary Rogers
City of Lauderdale Lakes

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City of Coconut Creek

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Mayor Judy Paul
Town of Davie

Councilwoman Lisa Davis
City of Miami Gardens

Council Member Marie Erlande Steril
City of North Miami

Catherine Randazzo
Broward County

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City of Parkland

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South Florida Regional Planning Council

Andrew Riddle
Florida Department of Transportation, IV

Phil Steinmiller
Florida Department of Transportation, VI

Roger Del Rio
Broward MPO

Susan Schreiber
Miami-Dade MPO

Commissioner Fran Russo
Broward County Planning Council

Representative Hazel Rogers
Representative Barbara Watson
Broward County Legislative Delegation

Mohammed Rasheduzzaman
School Board of Broward County

On Tuesday, June 5, 2012, at the Arcola Lakes Library, workshop participants reviewed a presentation on coordination efforts amongst stakeholders and further discussed the challenges and opportunities for State Road 7/U.S. 441 Corridor in Miami-Dade that were initially raised at the May 22nd workshop. Participants updated and finalized corridor sub-regions, physical elements and priorities for the Corridor.

Initial discussions on May 22nd centered on the challenges stemming from private investment; political will; local governments' multiple plans and ideas; the road's function; lack of continuity; and a need to focus on unincorporated areas along the corridor. June 5th discussions supported issues raised at the May 22nd meeting and added categorical issues under intergovernmental coordination & jurisdictional issues, branding and consistency along the corridor, issues with parking, roadway designations, and confirmation of "places" or sub-regions along the Corridor.

Listed below were discussion points raised during the May 22nd & June 5th State Road 7/U.S. 441 Redevelopment Strategy Workshops.

Discussions Points:

- There are a number of local governments and community redevelopment corporations, as well as multiple corridor plans and ideas that create a real jurisdictional challenge; and an opportunity for intergovernmental coordination because of the focus to State Road 7/U.S. 441 that needs to happen.
- There is a need to "brand" the corridor that puts in place a continuity of development, particularly for the areas in unincorporated Miami-Dade County that needs the most attention.
- The lack of parking that is available for commercial/retail/restaurant utilization. In North Miami, the shallow lots affect ability to develop & redevelop. In Liberty City, parking isn't available and the road is designated as an alternate for I-95. In Allapattah (36th Street to 27th), double parking is prevalent.
- There are major jurisdictional issues to overlapping water and sewer departments that service the corridor. Miami-Dade County, Miami Gardens, North Miami, and Miami all have overlapping water jurisdictions along the corridor.
- What do we want the road's function to be? Is the road more than what is needed for servicing communities along the corridor? A "real" struggle between a community street and an alternate for I-95.

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Discussions Points (continued):

- There is a “real” need to change the way business is done between local governments and the plans that are in place for the Corridor. A full vetting process that incorporates the public and local businesses needs to happen.
- Concern over Land Development Regulations and Zoning. Densities and intensities are important and should have a healthy mix that are consistent with the vision of each specific segment along the corridor.
- Having a plan with community-based solutions is a great opportunity for the public residents to be heard.
- The issue of unwanted traffic to nearby State Road 7 neighborhoods. Residents have a preference to balancing the installation of medians and neighborhood access points to prevent unwanted traffic into nearby communities.
- There are real aesthetic issues with too many junkyards, abandoned car lots and pawnshops that litter State Road 7. Satellite towers are also an eyesore for residents in the community.
- Not nearly enough shade and landscaping. The quality of amenities for bus riders at bus stops is an issue.
- The incorporation of “separation standards.” This would be an important policy inclusion that is similar to an effort conducted by the City of Lauderhill and its Redevelopment Master Plan.
- Projects that were discussed that have major implications to the local economy for State Road 7 communities:
 - 7th Ave & 62nd Transit Hub
 - 7th Ave & 62nd Martin Luther King Building Project
 - 117th to 131st Roadway Improvements, FDOT funded landscaping work
 - 79th Street “Gateway” project
 - MDX Study – Gratney to I-95 (impacts to State Road 7)
- The Gratney is a major issue for the community and will jeopardize the local economy for 119th (Westview).
- Different Roadway Designations in Florida State Code
 - North Miami would like to explore “Transportation for Livable Communities” designation (community street designation).
- Properties between 7th Avenue and I-95 are shallow lots and there is a need to determine what the densities and uses should be.
- North Miami would like to work with FDOT regarding tree placement within the medians along the corridor, which is concerned about the fiscal impact of having to pay for irrigation, maintenance of landscape and friction testing.
- State Road 7/U.S. 441 needs to go on a road diet! It’s important to re-conceive the notion that

State Road 7 needs to be expanded, it should be looked at as a local arterial roadway.

- A need for increased pedestrian friendliness. There is a lack of pedestrian cross walks and a concern by the elderly of using existing cross walks at major intersections.
- An opportunity to integrate an improved transit system, by way of bus rapid transit and light rail, an example of the rail system that supports local communities in the Netherlands was raised.
- Improvements to the roadway need to enhance business opportunities.
- Listed below includes initial segments/sub-regions determined by the workshop participants. There was an expressed interest by the public to outreach to stakeholders within each and every sub-region over the next year.
 - Countyline to NE 143rd Street
 - NW 143rd Street to NW 119th Street
 - NW 119th Street to NW 79th Street
 - NW 79th Street to NW 40th Street
 - NW 40th Street to NW 14th Street
 - NW 14th Street to the terminus of U.S. 441

The next workshop will on Tuesday, June 19, 2012, from 6:00 PM to 8:30 PM, at the Arcola Lakes Library (Conference Room), located at 8240 NW 7th Ave, Miami, FL, 33150. If you have interest in participating at our next redevelopment strategy workshop or would like to contribute comments, please contact me, email: eswanson@sfrpc.com or telephone: 954-985-4416.

The State Road 7/U.S. 441 Collaborative

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U.S. 441/State Road 7 Corridor Redevelopment Strategy Workshop

Interested Parties

June 19, 2012

PLEASE PRINT

NAME	JURISDICTION AGENCY	ADDRESS	PHONE	EMAIL
SHAILENDRA SINGH	MIAMI-DADE COUNTY R.E.R. URBAN DESIGN CENTER	111 NW 1st St, MIAMI FL 33128	305-375-4446	singhs@miamicidade.gov
ALEJANDRO ZIZOLD	MIAMI DADE COUNTY URBAN DESIGN CENTER	"	305-375-4911	ZIZOLDA@MIAMIDADE.GOV
Kim James		361 N.E 116 ST Miami FL 33161	305-216-6277	KJJames@305ADL.com
Helen Moss	Northshore Home Assoc.	8809 NW 12th Ave Miami, FL 33150		moss.helen@cah.net
Rogelio Madan	City of Miami	444 SW 2nd Ave	305-416-1446	rMadan@miamigov.com
WALTER COLLINS	Northshore Home Assoc	1255 N.W. 96 St M. F. 33147	305-836-1648	Just4shil@BellSouth.NET
SHIRLEY COLLINS	"	"	"	"

U.S. 441/State Road 7 Corridor Redevelopment Strategy Workshop

Interested Parties

June 19, 2012

NAME	JURISDICTION AGENCY	ADDRESS	PHONE	EMAIL
Mark Sawicki	CMAA		766-23-9557	MARKS@CMAA.COM MARKS@CMAA.COM
John O'Brien	City of North Miami	776 NE 125 ST, N. Miami, FL 33161	305 893 6511	jobrien@northmiami.gov
Susan Schreiber	Miami Dade MPD	111 NW 1st St Miami 33128	305 375-1887	SUSAN@MIAMIDADE.GOV
Ferdinand Ferti	Miami Dade	1001 NW 74th Avenue Miami 33150	786 486 9677	Freddy.Ferti@mdafl.net
Kevin C Walford	City of FL	100 N Andrews Ave 33201	954.828.5447	on file
Dorothy Nelson	City of FL	2190 NW 135th	305-318-5741	



THE U.S. 441/STATE ROAD 7 CORRIDOR
REDEVELOPMENT STRATEGY WORKSHOP
Tuesday, June 19, 2012

CHAIR

Commissioner Thomas Dorsett
City of West Park

Co-CHAIR

Gary Rogers
City of Lauderdale Lakes

DESIGNEES

Commissioner Fran Russo
City of Hollywood

Commissioner Pamela Bushnell
City of Tamarac

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Broward County Planning Council

Representative Hazel Rogers
Representative Barbara Watson
Broward County Legislative Delegation

Mohammed Rasheduzzaman
School Board of Broward County

Location:

Arcola Lakes Library
6:00 PM – 8:30 PM
8240 NW 7th Ave, Miami, FL, 33150

Agenda:

- I. Eric Swanson, Policy Analyst for the South Florida Regional Planning Council**
Welcome and Introductions
- II. Presentation:**
 - **Redevelopment Strategy Coordination & Review of the Draft Final Redevelopment Strategy Report**
Eric Swanson, South Florida Regional Planning Council
- III. Update on Coordination Efforts & Next Steps**

The State Road 7/U.S. 441 Collaborative

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State Road 7 Redevelopment Strategy Workshops in Miami- Dade County



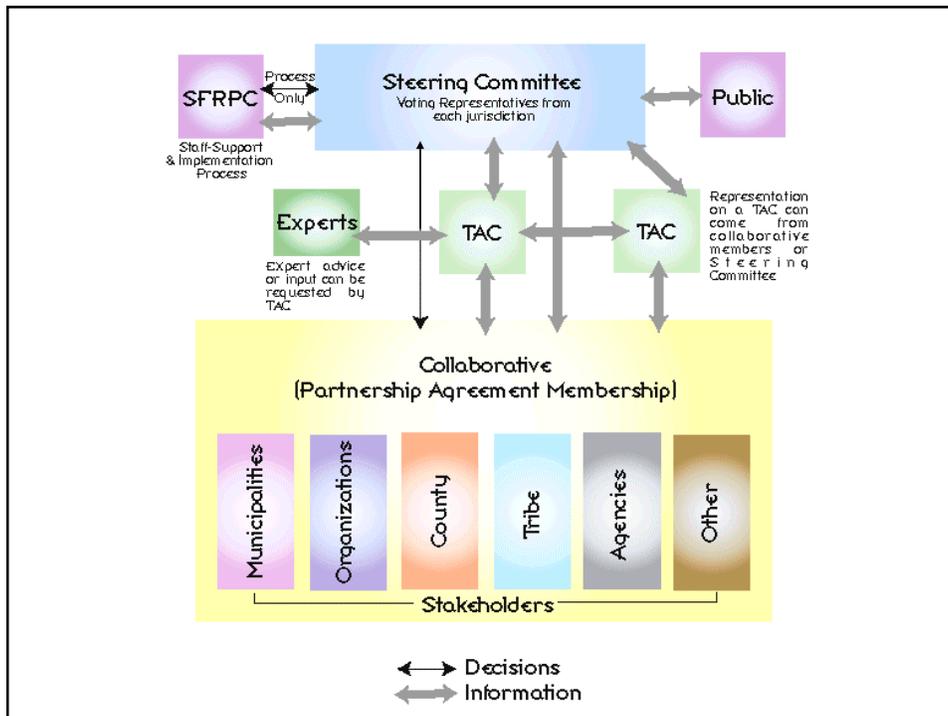
SR7 Redevelopment Strategy Workshops in Miami-Dade County

- **Work with jurisdictions of Miami-Dade County on the development of a Master Plan for Miami-Dade communities along the State Road 7 Corridor.**
 - Apply planning process used by the State Road 7 Collaborative in Broward County.
 - Identify, outreach and coordinate with stakeholders in Miami-Dade County.
 - Build stakeholder consensus and frame research parameters.
 - Facilitate meetings.
 - Develop a Scope of Work for a new Corridor Master Plan.
 - **Serve as the basis for applications and other proposals to fund the creation of a Corridor Master Plan (s) in Miami-Dade County.**



SR7 Collaborative

- **Recreating the U.S. 441 Corridor** into a vibrant commercial, business, retail, housing, and transportation corridor.
- **Laid a foundation** by creating zoning and streamlined permitting to attract and accommodate public and private sector investment.
- **Success** in creating strategic master plans, various studies, comprehensive plan updates, bus shelter construction, and corridor landscaping.



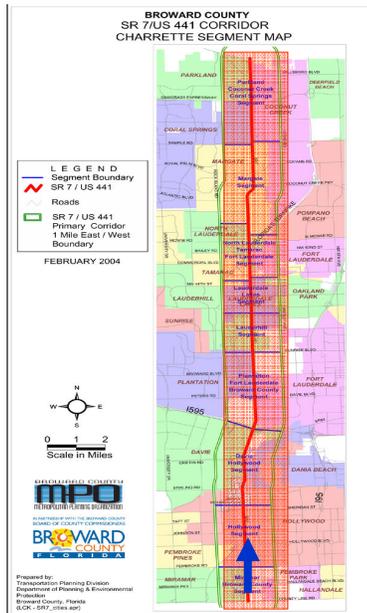
Master Plan Phases for State Road 7 (Broward County)

- I. Organization (Complete)
Mission Statement/Goals
- II. Planning (Complete)
Public Visioning/Studies
- III. Implementation (Ongoing)
Land Use/Land Development Code/Construction



SR 7 Corridor Communities of Broward County

- 14 Jurisdictions developed Vision Plans collaboratively and corridor-wide
- Mixed Uses within nodes
- Attractive as Transit-Oriented-Development Initiatives
- Encourages and supports use of all travel modes



Workshop # 1

- Presentation of the State Road 7 Collaborative
- Identified stakeholders and research parameters
- Identified preliminary issues, concerns, and opportunities



Workshop # 2

- Presentation on Coordination/ Areas of Consensus
 - Update/Finalize: Issues & Opportunities
 - Areas of Corridor-Wide Consensus
 - Research Parameters
 - Sub-Areas, Physical Elements and Priorities
 - Other Areas of Interest
- Discussed Potential Policy and Actions



Workshop # 3

- Presentation on Draft Final Report
 - Lessons Learned
 - Potential Policy and Actions



Issues, Concerns, and Opportunities

- Intergovernmental Coordination & Jurisdictional Issues
- Branding/Consistency along the Corridor
- Lack of Parking
- Current Local Projects
- Roadway Designations
- Initial Segments/Sub-Regions
- Next Steps

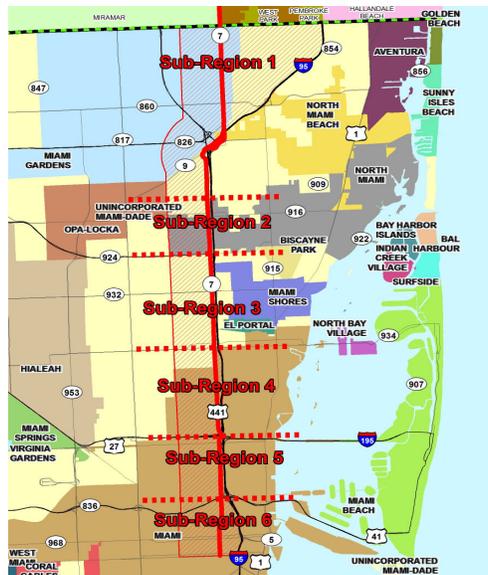


Attended Stakeholders from the following Organizations

- The Public
- Gragny Neighborhood Association
- Sunkist Neighborhood Association
- North Central Coalition of 100
- Greater 7th Ave Improvement Association
- 79th Street Business Association
- North Shore Community Association
- City of North Miami CRA
- Liberty City Trust
- Miami-Dade County Board of County Commissioners
- City of Miami Gardens
- City of North Miami
- City of Miami
- Miami-Dade County Urban Design Center
- Miami-Dade Metropolitan Planning Organization (MPO)
- Florida Department of Transportation
- South Florida Regional Planning Council



Identified Sub-Regions



1. Countyline to NW 143rd St.
2. NW 143rd St. to NW 119th St.
3. NW 119th St. to NW 79th St.
4. NW 79th St. to NW 40th St.
5. NW 40th St. to NW 14th St.
6. NW 14th St. to terminus of U.S. 441



Preliminary Recommendations/ Next Steps

- Additional meetings or activities are needed to further explore the issues that were preliminarily identified. Meetings in identified sub-regions.
- Incorporate Local Governments, Community Redevelopment Agencies, and Civic Organizations along the Corridor in Miami-Dade County into the State Road 7/U.S. 441 Collaborative.
- Support amendments to the Miami-Dade Right-of-Way Plan that will potentially accommodate transit and transit supportive redevelopment.
- Encourage corridor communities to adopt transit supportive land uses and land development regulations along the State Road 7 Corridor.
- Support the implementation of transportation enhancements and landscape median improvements.



Preliminary Recommendations/ Next Steps (cont...)

- Collectively support and apply for the next generation of Transportation Enhancement Grants under the new Transportation Reauthorization Bill; Florida Communities Trust (FCT); or similar grants which support State Road 7 Corridor enhancements.
- Work with the municipalities and Miami-Dade County on the development of a Corridor Master Plan.
- Support and identify improvements to the State Road 7 Corridor in the Long Range Transportation Plans (LRTP), the List of Unfunded Priorities, and have short range SR7 projects reflected in the Transportation Improvement Plan (TIP).
- Develop marketing strategies and tools to raise awareness of the Corridor in order to attract development.



Questions/ Comments

Eric Swanson
Regional Planner/Policy Analyst
South Florida Regional Planning Council
eswanson@sfrpc.com

Attachment E

Maps, Zoning, Legislation & Existing & Future Projects Received

Recently Completed & Existing SR 7 Projects

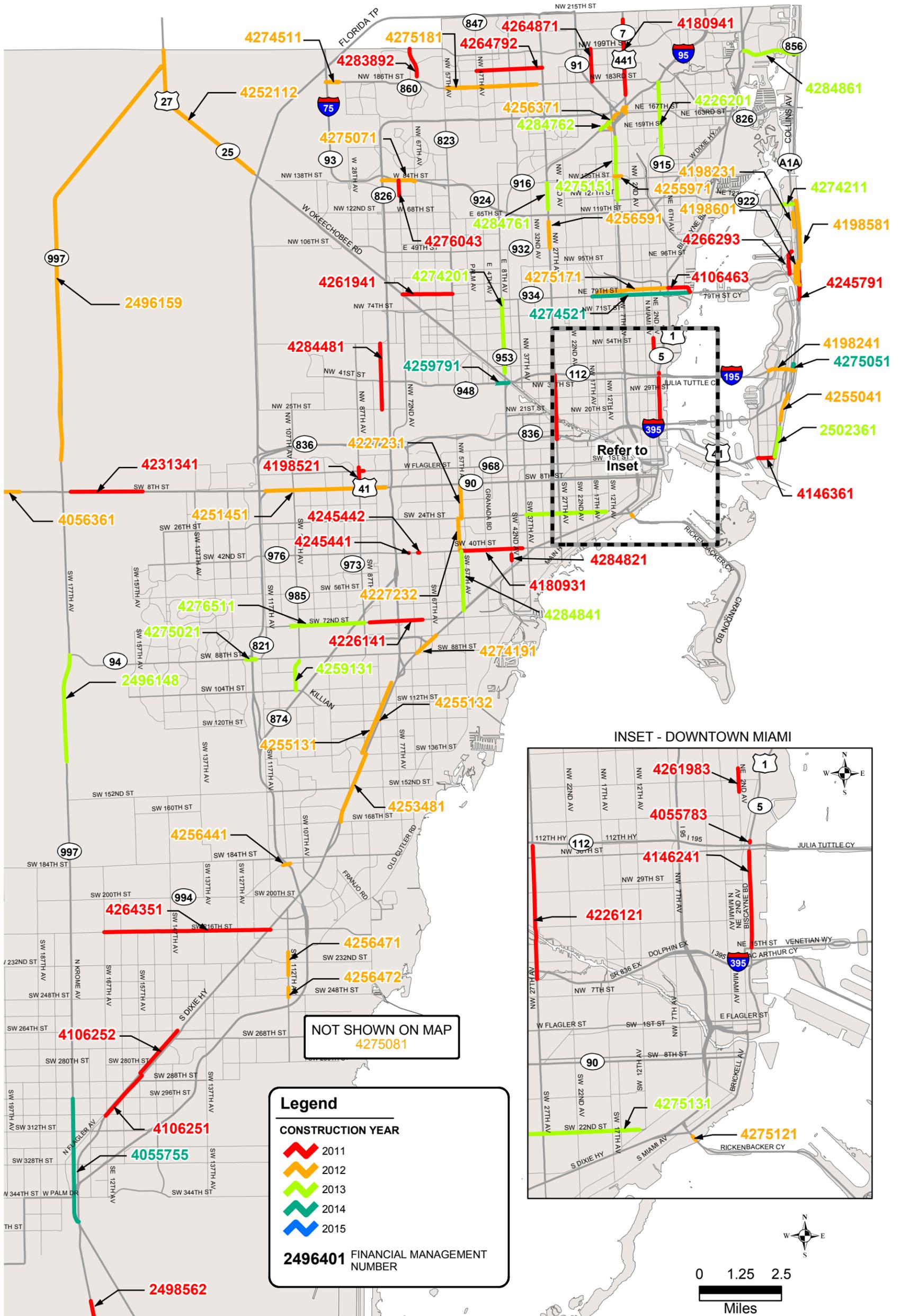
<u>Item Segment</u>	<u>Description</u>	<u>Type of Work</u>	<u>Agency</u>	<u>Estimated Completion</u>	<u>Project Manager</u>
250173-2	NW 7th Avenue From NW 36th St. to 79th St.	Landscaping	FDOT	MAY. 2008	JAMES, STEVEN C.
250081-2	SR 7 From NW 79th St. to NW 107th St.	Landscaping	FDOT	OCT. 2009	JAMES, STEVEN C.
412808-1	SR 7 From NW 3rd St to NW 8th St. Bridge # 870659	Replace Movable Span Bridge	FDOT	JULY. 2010	BARRERA, JOSE
412808-2	SR 7/ NW 5th Street Demolition of Existing Bridge # 870659	Replace Movable Span Bridge	FDOT	JUNE. 2007	BARRERA, JOSE
250081-3	SR 7 From NW 107 St. to NW 137 St.	Landscaping	FDOT	SEPT. 2009	JAMES, STEVEN C.
250081-4	SR 7 From NW 137 St. to NW 159 St.	Landscaping	FDOT	MAY. 2012	MOSS, PAUL
250081-5	SR 7 From NW 159 St. to NW 177 St.	Landscaping	FDOT	MAY. 2012	MOSS, PAUL
418238-1	SR 7 From NW 101 St. to NW 113th St.	Pedestrian Safety Improvement	FDOT	APRIL. 2008	BARRERA, JOSE
420827-1	SR 7 From SR 9A/ I-95 Exit Ramp to NW 183 St. - Lap	Landscaping	FDOT	N/A	IGLESIAS, D.
250172-2	SR 7 From 5th St. Bridge to NW 36 St. (Ind ADA)	Landscaping	FDOT	APRIL. 2007	JAMES, CRAIG
407739-1	SR 7 From 159 St. to S of NW 177 St.	Resurfacing	FDOT	JULY. 2006	LETZELTER, Y
4132421	SR 7 over I-95 at Golden Glades Bridge # 870243	Bridge-Repair/Rehabilitation	FDOT	DEC. 2011	GUYAMIER, F. L
416419-1	SR 7 From SW 8th St. to NW 3rd St. (ADA)	Sidewalk	FDOT	DEC. 2008	MANZANARES
4180941	SR 7/ NW 2nd Avenue from NW 176th St. to 1200' S of NW 215 St.	Resurfacing	FDOT	NOV. 2011	SOLAUN, JUDY

Future SR 7 Projects (Based on 2012-2016 TIP)

<u>Item Segment</u>	<u>Description</u>	<u>Type of Work</u>	<u>Agency</u>	<u>Item Status</u>	<u>Estimated Completion</u>
4280541	SR 7/ NW 7th Avenue From NW 131th St. to NW 118th St.	Traffic Ops Improvement	FDOT	IN DESIGN PHASE	MAY. 2014
4255981	SR 7/ NW 7th Avenue From 53' N of NW 8th St. to 170'N of NW 32th St.	Flexible Pavement Reconstruct.	FDOT	IN DESIGN PHASE	OCT. 2015
4255982	SR 7/ NW 7th Avenue From NW 6th St. to NW 32th St.	Intersection Improvement	FDOT	IN DESIGN PHASE	APRIL. 2012
4180942	SR 7/ US 441/ NW 2th Ave From 183th St. to BW 215 St./ Co. Line	Landscaping	FDOT	IN DESIGN PHASE	AUGUST. 2013
4256371	SR 7/ SR 826/ SR 9A @ Golden Glades Interchange (Various Ramps)	Resurfacing	FDOT	IN DESIGN PHASE	JULY. 2012
2516845	SR 7/ SR 9 @ Golden Glades Interchange (Park & Ride - West Lot)	Park & Ride Lots	MDT	N/A	DEC. 2013
4295421	SR 7/ US 441/ NW 7th Ave @ FEC RR XING # 272712B RRMP LR 1.46	Rail Safety Project	FDOT	N/A	N/A

*Pending Approval of 2012 - 2016 Transportation Improvement Program (TIP) *

2011 - 2015 ADOPTED FIVE YEAR WORK PROGRAM

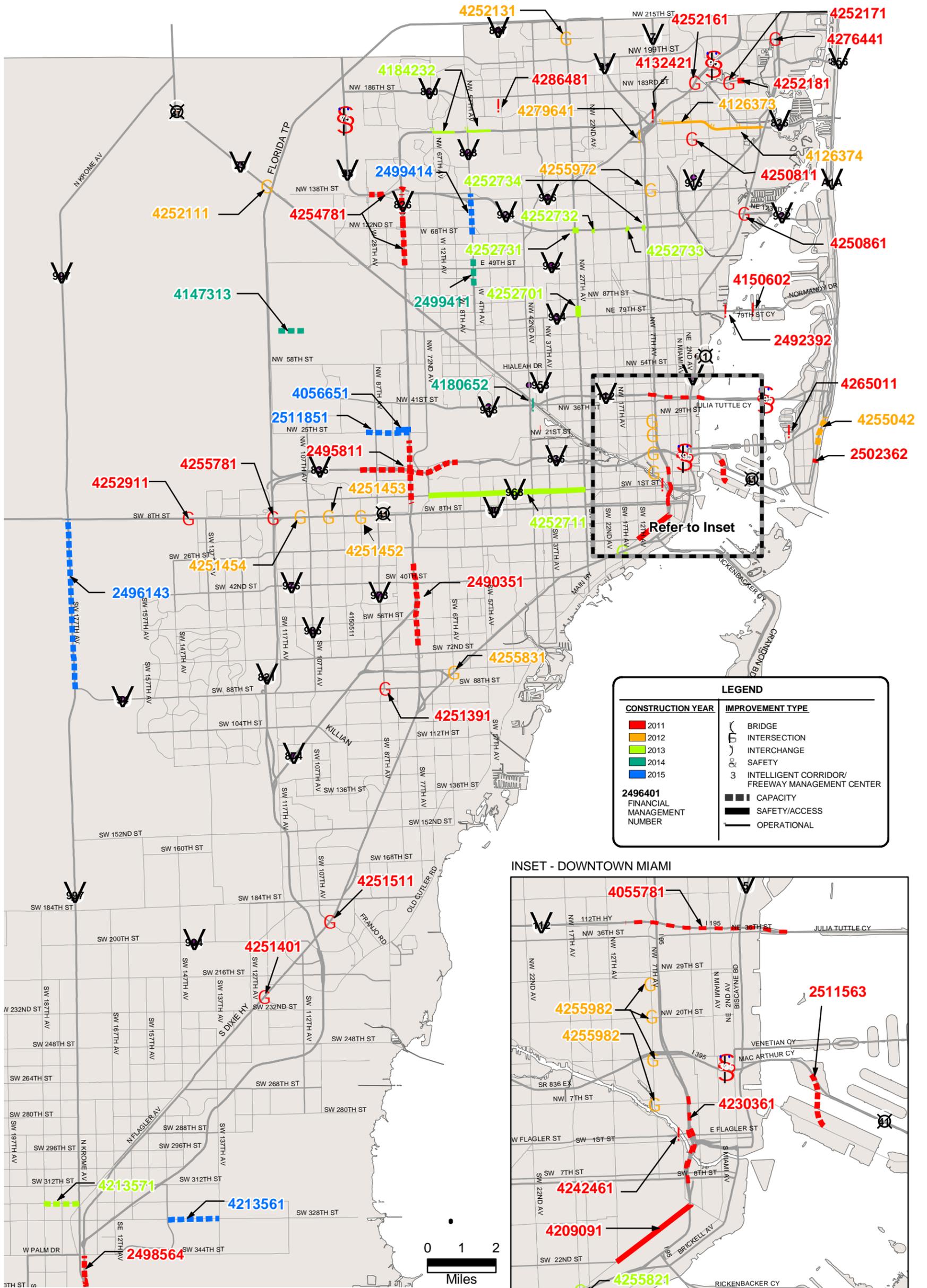


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX

RECONSTRUCTION, REHABILITATION
AND RESURFACING
IMPROVEMENTS

September, 2010

2011-2015 ADOPTED FIVE YEAR WORK PROGRAM

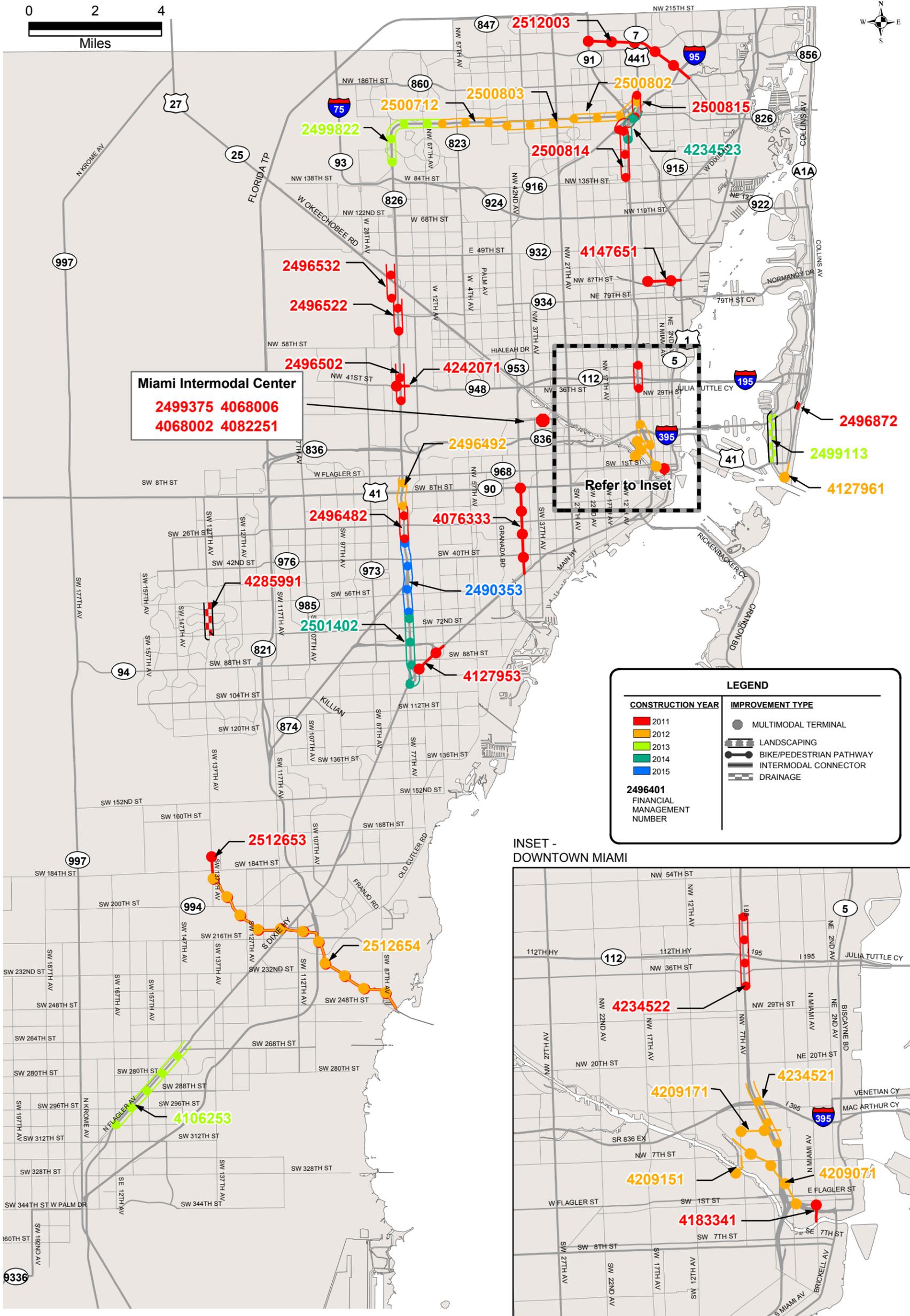


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SIX

**BRIDGE, CAPACITY, INTERCHANGE,
INTERSECTION, SAFETY, OPERATIONAL,
AND ITS IMPROVEMENT PROJECTS**

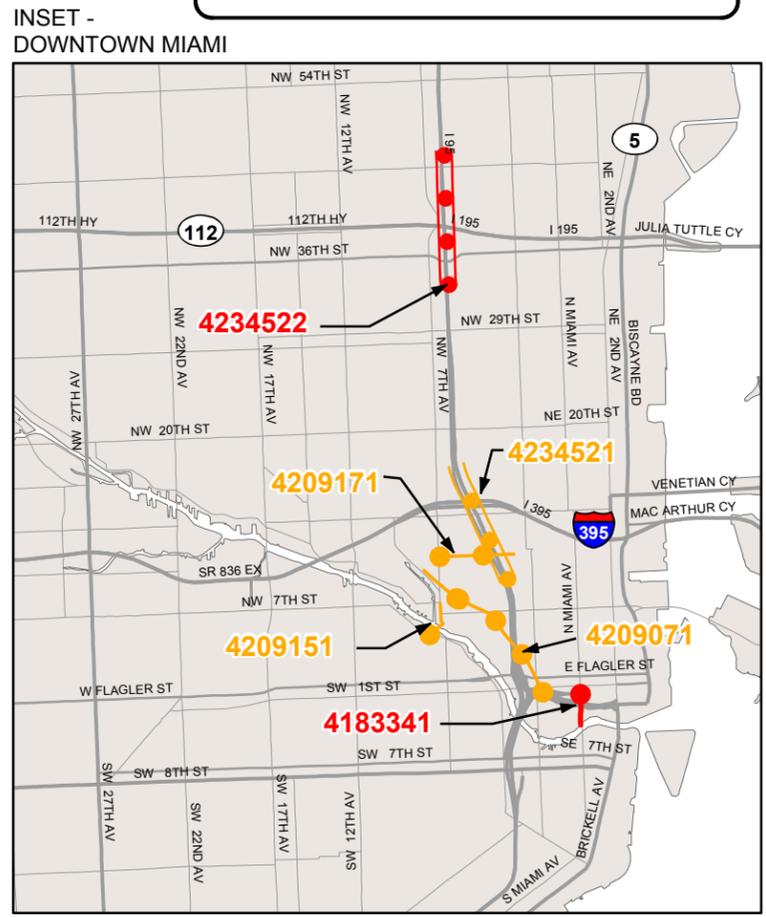
September, 2010

2011-2015 ADOPTED FIVE YEAR WORK PROGRAM



Miami Intermodal Center
 2499375 4068006
 4068002 4082251

LEGEND	
CONSTRUCTION YEAR	IMPROVEMENT TYPE
2011	MULTIMODAL TERMINAL
2012	LANDSCAPING
2013	BIKE/PEDESTRIAN PATHWAY
2014	INTERMODAL CONNECTOR
2015	DRAINAGE
2496401 FINANCIAL MANAGEMENT NUMBER	



FLORIDA DEPARTMENT OF TRANSPORTATION
 DISTRICT SIX

**BICYCLE/PEDESTRIAN, INTERMODAL,
 DRAINAGE, AND LANDSCAPING
 IMPROVEMENT PROJECTS**

September, 2010

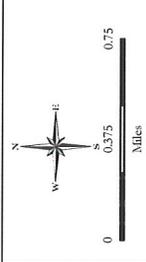


City of Miami Gardens

Official Zoning Map

- R-1- Single Family
- R-2- Two Family
- R-15- Multiple Family
- R-25- Multiple Family
- R-50- Multiple Family
- NC- Neighborhood Commercial
- PCD- Planned Corridor Development
- OF- Professional Office
- I-1- Special Industrial
- I-2- Heavy Industrial
- PD- Planned Development
- AU- Agriculture
- GP- Government Property
- TCO - Town Center Overlay
- Other

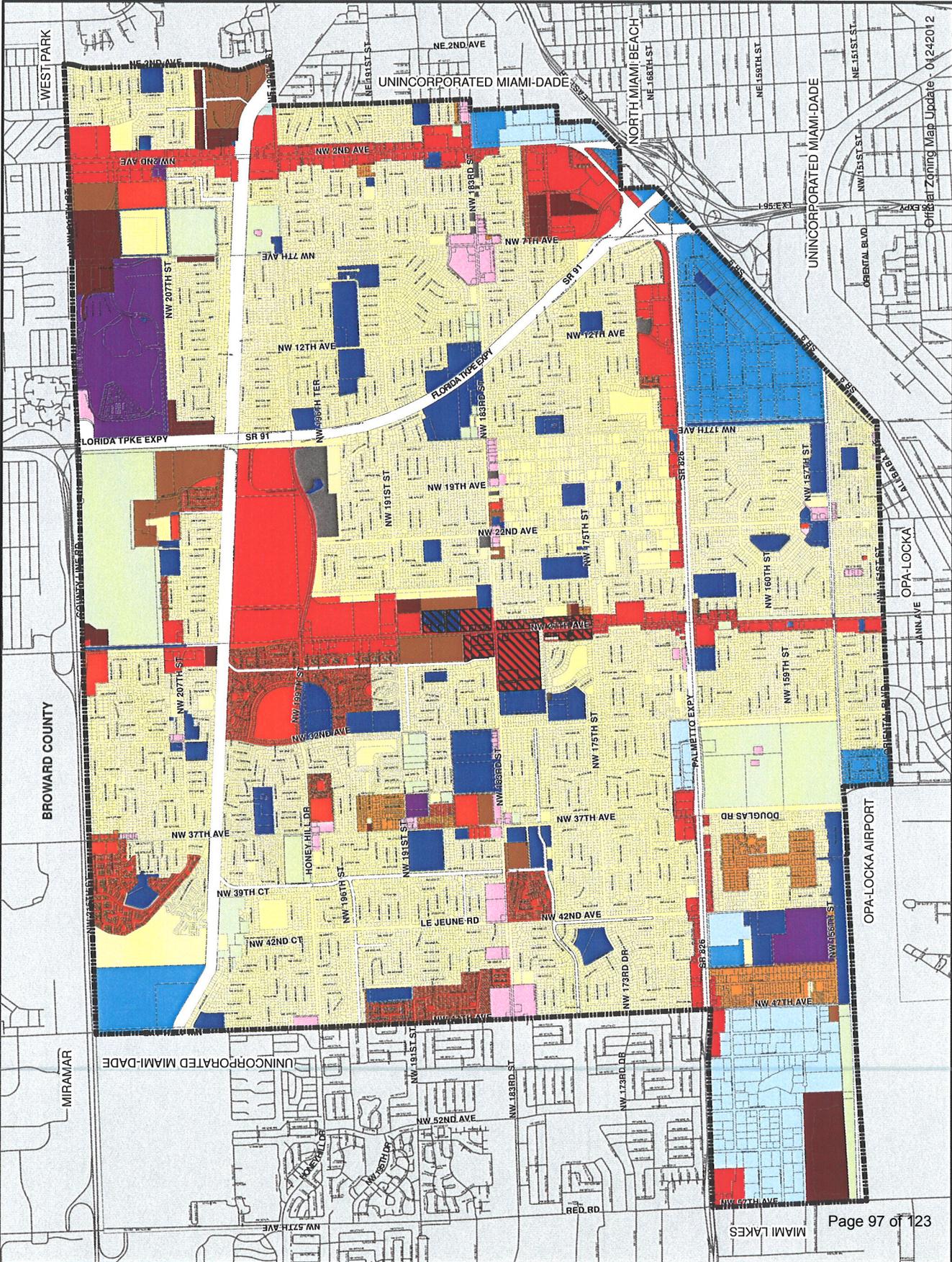
* Official Zoning Map: Pursuant to Article I, Section 1-150, Zoning district boundaries include property lines and follow the centerlines of rights-of-way, canals, railroads, alleys and similar features.



Adopted April 7, 2010

Prepared by:
Department of Planning & Zoning

DISCLAIMER:
This map is subject to updates from time to time. Every attempt has been made to ensure the accuracy of this map. This map is not to be construed as a survey instrument. The City of Miami Gardens does not assume any liability arising from the use of this map. Users of this map should consult the planning & zoning department for verification of information provided on this map.

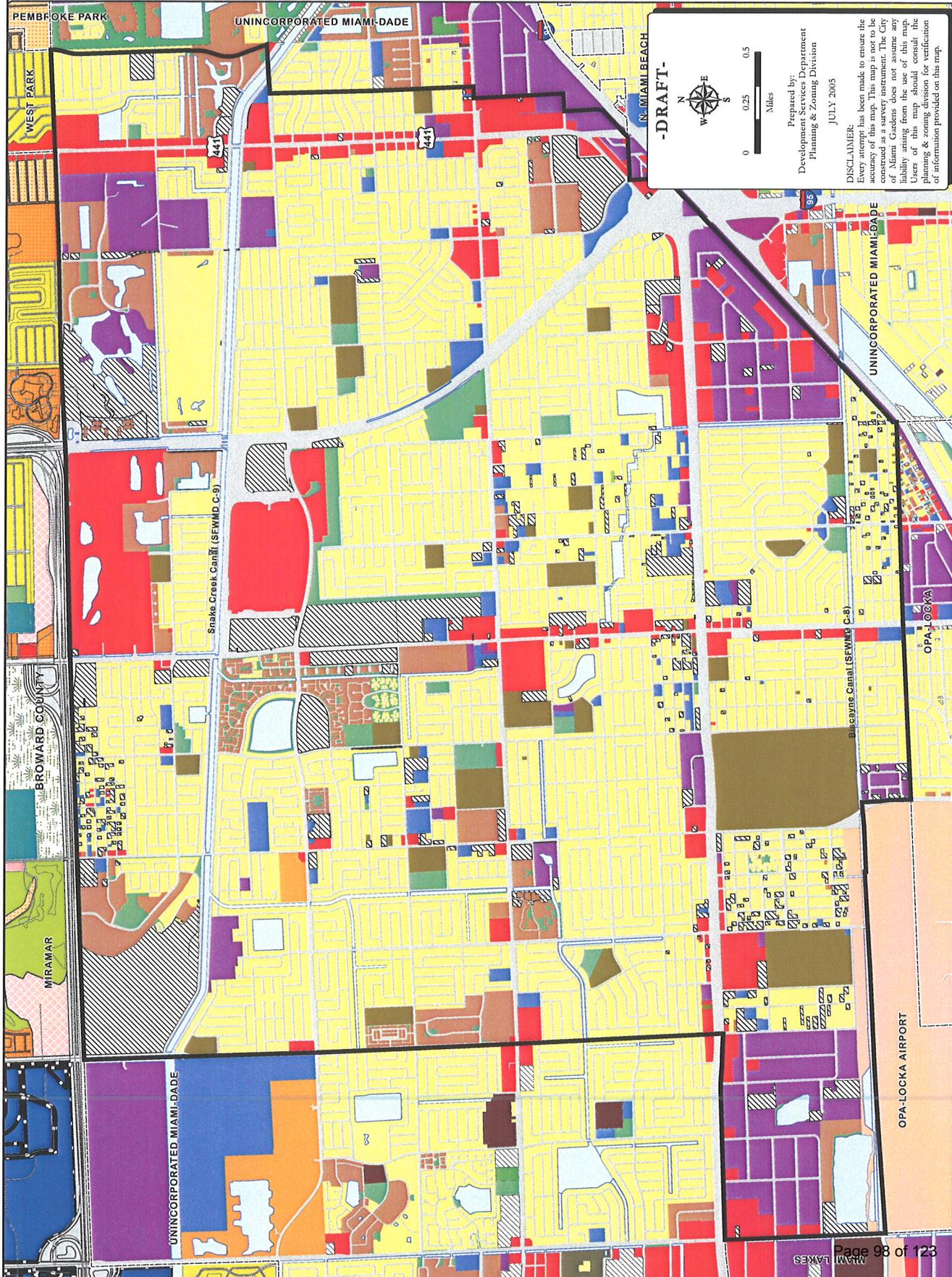




City of Miami Gardens Existing Land Use Map

Miami Gardens/Miami-Dade Land Use Classifications

- Single-Family
 - Multi-Family
 - Mobile Homes
 - Commercial
 - Industrial
 - Educational
 - Institutional
 - Parks
 - Airport
 - Transportation
 - Agriculture
 - Undeveloped
 - Water
- Broward County**
- Water
 - Natural Reservations
 - Recreation & Open Space
 - Commercial Recreation
 - Low (2) Residential
 - Low (3) Residential
 - Low (5) Residential
 - Low-Medium (10) Residential
 - Medium (16) Residential
 - Community Facilities
 - Office Park
 - Commercial
 - Employment Center
 - Transportation
 - Utilities
 - Regional Activity Center
 - Residential in Irregular Areas



-DRAFT-

0 0.25 0.5
Miles

Prepared by:
Development Services Department
Planning & Zoning Division
JULY 2005

DISCLAIMER:
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City of Miami Gardens

Future Land Use Map

NEIGHBORHOOD
[6,328 acres]

Mixed-use, primarily low to medium density residential with small-scale neighborhood commercial.

COMMERCE
[2,686 acres]

Mixed-use, primarily commercial-industrial areas with medium to high density residential.

- 1. NW 27th Avenue Corridor**
 - Metrolink Stations
 - Town Center Area
 - Dolphins Stadium Area
 - Calder Race Track Area

- 2. Palmetto Expressway Corridor**
 - Palmetto Lakes Park Area
 - Florida Memorial University Area
 - St. Thomas University Area
 - Sunshine International Park Area

- 3. State Road 7 Corridor**
 - Golden Glades Multi-Modal Center
 - State Road 7 Fast Bus Stops

PRESERVATION

Parks and open spaces; lakes, canals, similar environmental lands.

NOTES:
1. Policies applicable to each Future Land Use Designation and specific uses within such designations are set forth in the Future Land Use Element's Goals, Objectives and Policies. The Future Land Use Map is not intended to determine the specific use of individual parcels. Public and quasi public uses are permitted in Neighborhood, Commerce and Preservation areas, subject to applicable standards and approvals.

2. The area measurement (in acres) does not include transportation calculations.

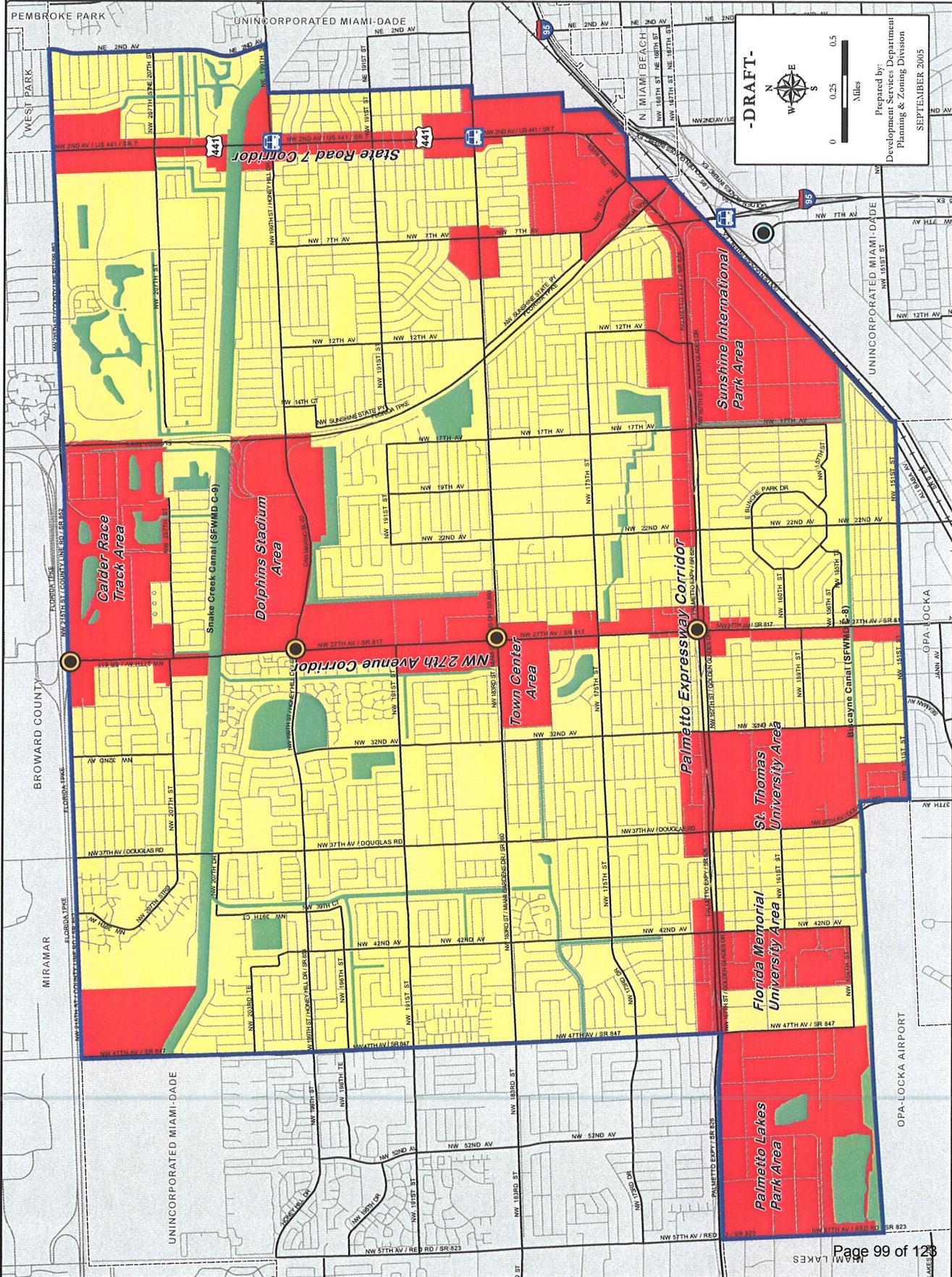
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-DRAFT-

0 0.25 0.5 Miles

Prepared by:
Development Services Department
Planning & Zoning Division
SEPTEMBER 2005





City of Miami Gardens

CDBG Priority Areas by Census Block Groups and Neighborhoods

Census 2000 Block Groups

CDBG Priority Areas

Low-Moderate Income >70%

Low-Moderate Income 51-69.99%

Neighborhood Boundaries

0 Unidentified

1 Rainbow Park

2 Buncche Park

3 Scott Lake

4 Cresview

5 Rolling Oaks

6 Norwood

7 Norland

8 Andover Lakes

9 Vista Verde

10 Lake Lucerne

11 North County - Riverdale

12 Leslie Estates

13 Brentwood

14 Myrtle Grove

15 Lejeune Gardens

16 King Gardens

17 Cloverleaf Estates

18 Eagles Landing

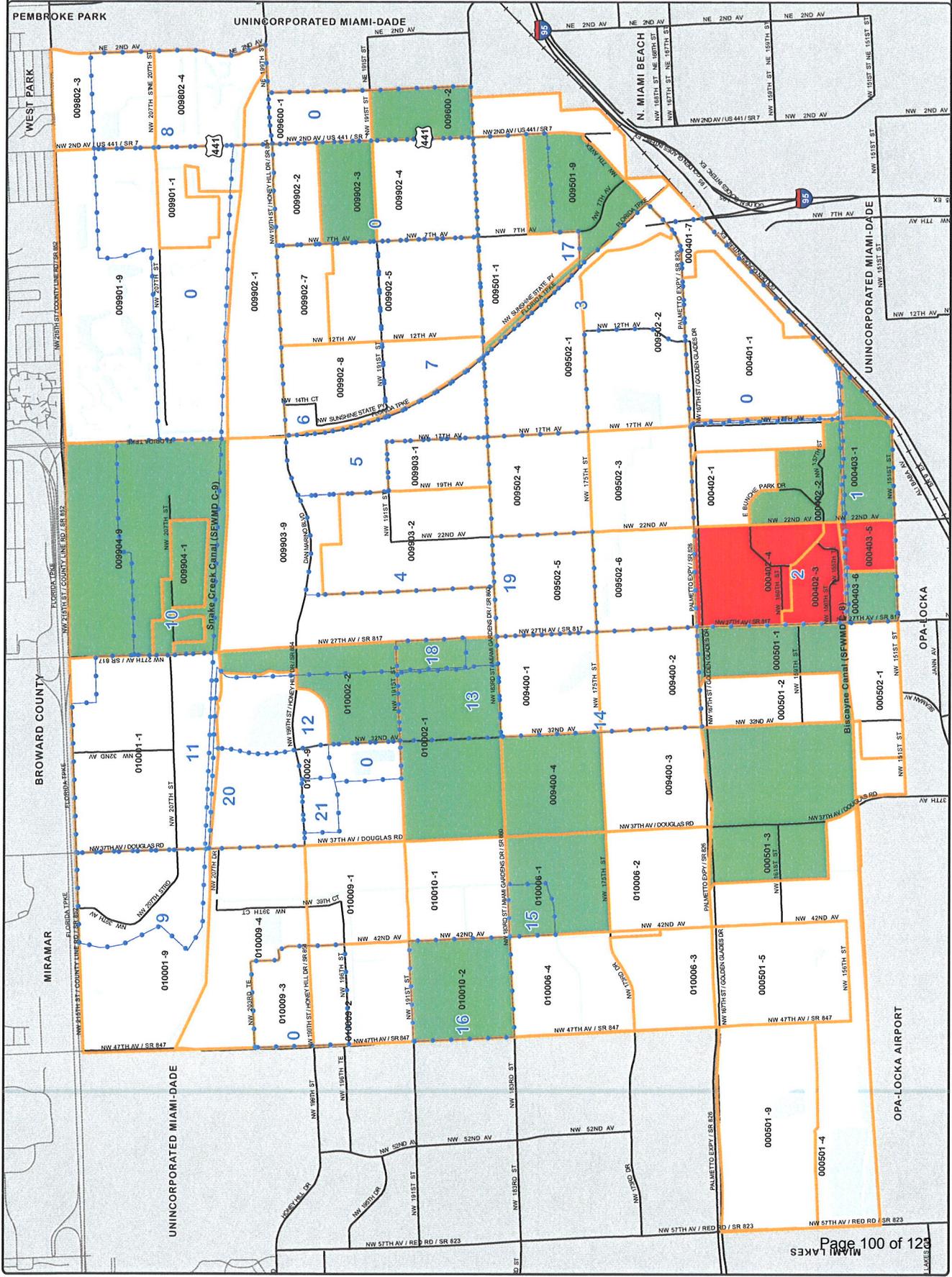
19 Parkview

20 Riverview Estates

21 Honey Hill Park

Water

DISCLAIMER: Every attempt has been made to ensure the accuracy of this map. This map is not to be construed as a survey instrument. The City of Miami Gardens does not assume any liability arising from the use of this map. Users of this map should consult the planning & zoning division for verification of information provided on this map.





City of Miami Gardens Enterprise Zones

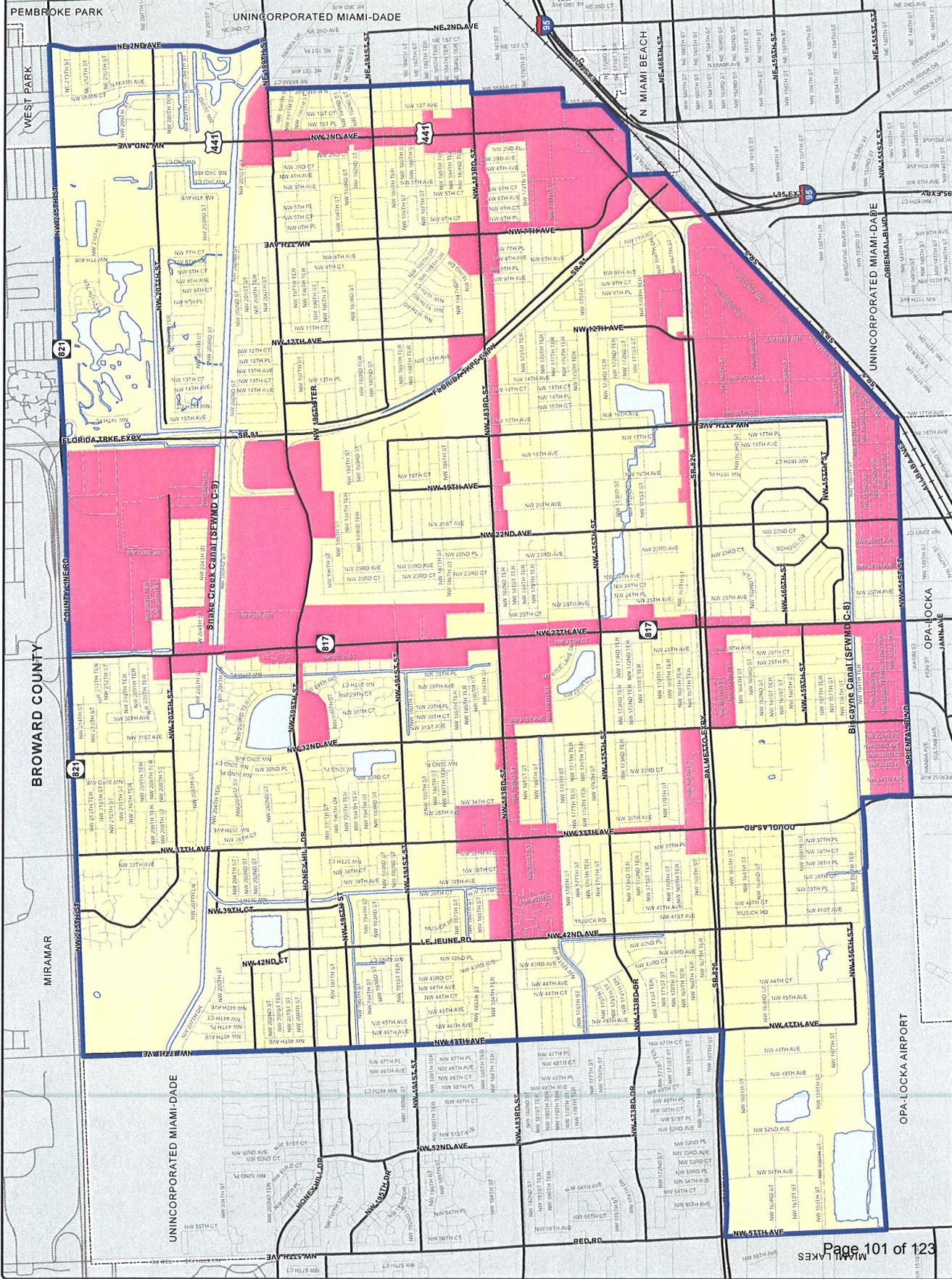
- Corporate Boundary
- Enterprise Zones
- Major Roadways
- Local Streets
- Water



August 17, 2006

Prepared by:
Development Services Department
Planning & Zoning Division

DISCLAIMER:
Every attempt has been made to ensure the accuracy of this map. This map is not to be construed as a survey instrument. The City of Miami Gardens does not assume any liability arising from the use of this map. Users of this map should consult the planning & zoning division for verification of information provided on this map.





City of Miami Gardens

Planned Developments

- Corporate Boundary
- Major Roadways
- Local Streets
- Water
- Planned Developments

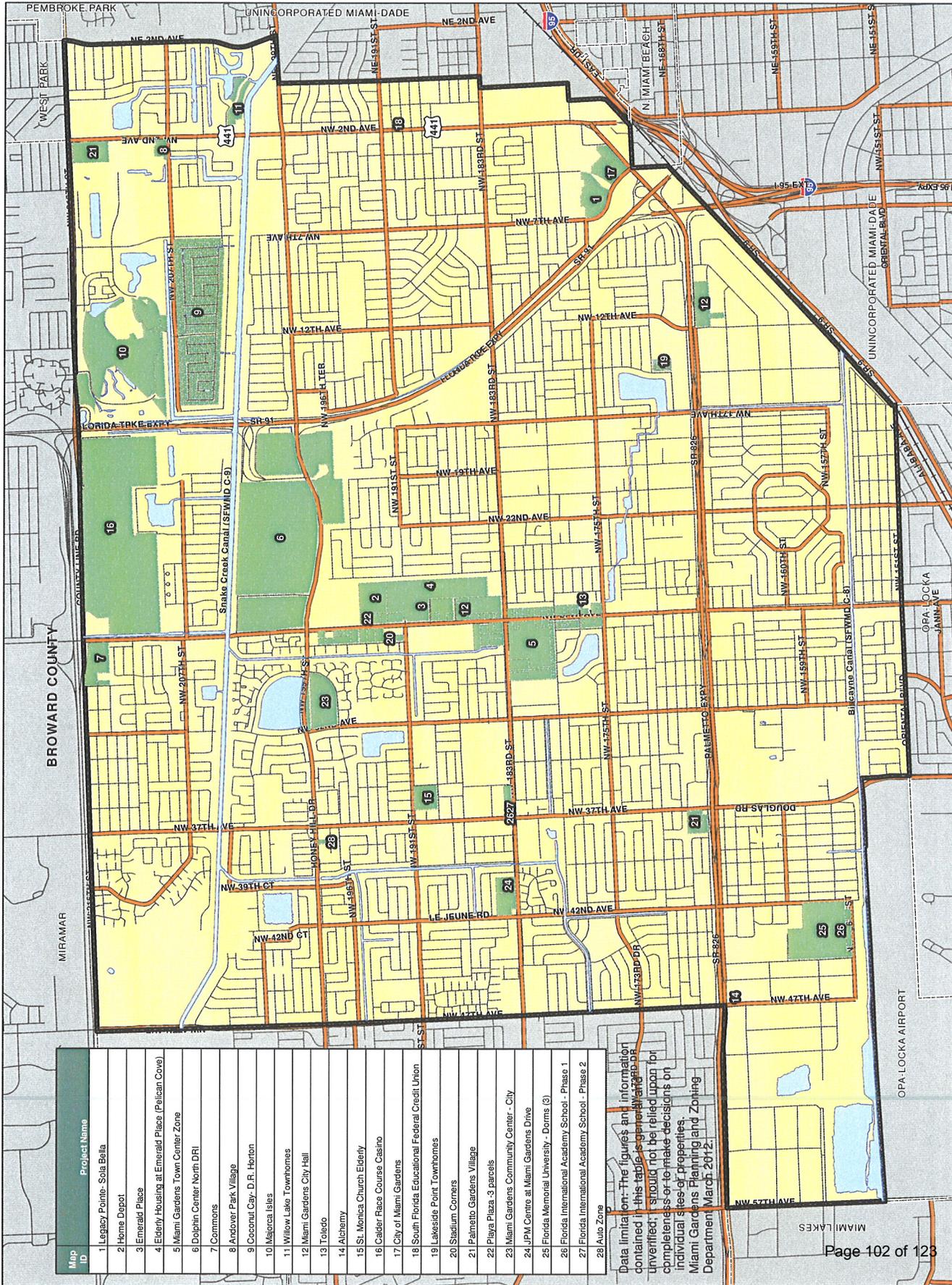


0 0.25 0.5
Miles

Prepared by:
Development Services Department
Planning & Zoning Division

March 2012

DISCLAIMER:
Every attempt has been made to ensure the accuracy of this map. This map is not to be construed as a survey instrument. The City of Miami Gardens does not assume any liability arising from the use of this map. Users of this map should consult the planning & zoning division for verification of information provided on this map.



Map ID	Project Name
1	Legacy Pointe- Sola Bella
2	Home Depot
3	Emerald Place
4	Elderly Housing at Emerald Place (Pelican Cove)
5	Miami Gardens Town Center Zone
6	Dolphin Center North DRI
7	Commons
8	Andover Park Village
9	Coconut Cay- D.R. Horton
10	Majors Isles
11	Willow Lake Townhomes
12	Miami Gardens City Hall
13	Toledo
14	Alchemy
15	St. Monica Church Elderly
16	Calder Race Course Casino
17	City of Miami Gardens
18	South Florida Educational Federal Credit Union
19	Lakeside Point Townhomes
20	Stadium Corners
21	Palmetto Gardens Village
22	Playa Plaza- 3 parcels
23	Miami Gardens Community Center- City
24	JPM Centre at Miami Gardens Drive
25	Florida Memorial University- Dorms (3)
26	Florida International Academy School- Phase 1
27	Florida International Academy School- Phase 2
28	Auto Zone

Data limitation: The figures and information contained in this table is general and should not be relied upon for completeness or to make decisions on individual sites or properties. Miami Gardens Planning and Zoning Department March 2012.

North Miami Retail CommunityID Report Summary



Report prepared by Gareth Mann, Special Projects Manager, North Miami CRA

1. Introduction

During the winter of 2008-2009, the Buxton Company prepared a retail 'CommunityID' study on behalf of the North Miami Community Redevelopment Agency (CRA) to determine the potential of North Miami CRA trade area to attract new retailers to its commercial corridors and to identify those retailers with the best opportunities for success in the North Miami CRA trade area.

The study involved determining the existing demand for retail in the North Miami CRA trade area by analyzing the latest demographic data and traffic counts, and comparing that to the actual retail sales in a number of product categories.

The study found that there is considerable retail demand in a number of diverse retail product categories within the North Miami CRA trade area.

1.1 The Study Area

North Miami is a municipality of approximately 60,000 people located in the North East section of Miami-Dade County in the South Florida Metropolitan Region.

The city is located on the most unspoiled section of Miami's Biscayne Bay, within 20 minutes drive of South Beach, Downtown Miami and Downtown Fort Lauderdale, and both the Fort Lauderdale and Miami International Airports. North Miami is home to 3 important Universities: Barry University, Florida International University (North Campus), and Johnson & Wales University. The Museum of Contemporary Art (MOCA) lies at the city's civic heart.



Fig. 1.1: North Miami's place in the South Florida Region

This study was funded by the North Miami Community Redevelopment Agency, for this reason, the study only looked at the major retail corridors that lie wholly within the North Miami Community Redevelopment District, this included three streets: NW 7th Avenue, a state road running alongside the I-95 Freeway; West Dixie Highway, a major commercially zoned street that dissects the city in a diagonal direction from the nearby municipality of Aventura into the heart of North Miami’s downtown; and NE 125th Street, a commercial street that leads from Biscayne Boulevard to the North Miami downtown and the North Miami civic center containing City Hall and the landmark MOCA (Museum of Contemporary Art).

A map of the study area with the three commercial corridors is shown below.

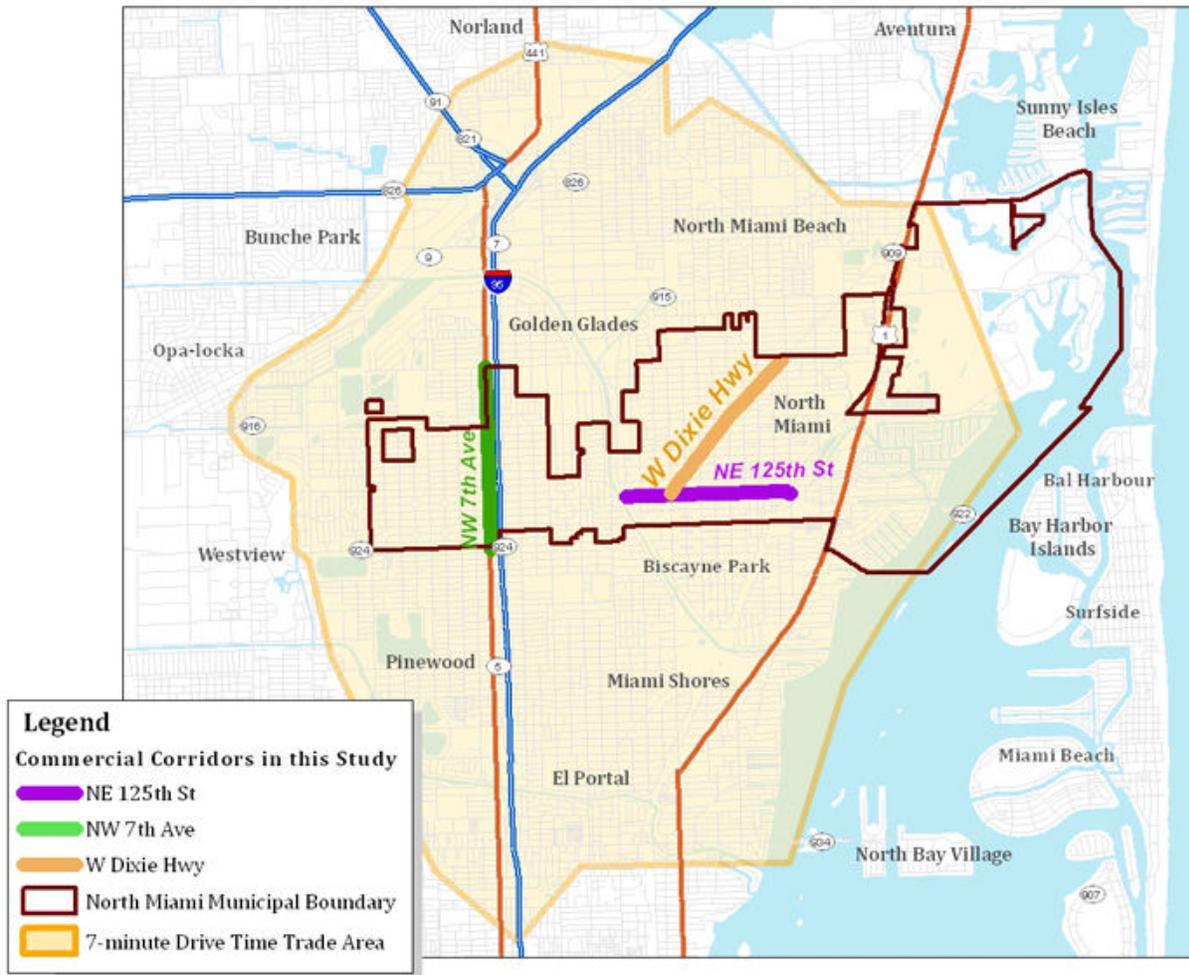


Fig.1.2: This map shows the three commercial corridors included in the study along with the 7-minute drive time trade area determined by the Buxton Company

2. Findings

2.1 Determination of Trade Area

The Buxton Company determined the North Miami CRA trade area by including all areas within a 7 minute drive time of the three commercial corridors; this includes some areas that are outside of the municipal boundaries of North Miami itself. The map in fig. 1.2 on the previous page shows the trade area in orange. To determine retail demand in this trade area, the Buxton company looked at three indicators: firstly the characteristics of the residential population in the study area, secondly, the workforce population within the study area, and thirdly traffic counts along the major arterials that run through the trade area.

The 2007 total population of the trade area is estimated by the Buxton Company to be 174,597, and the workforce population is 77,896.¹ The table gives details on the household incomes in the trade area.

Households By Income (Current)	Overall Trade Area
Under \$15,000	12,088
\$15,000 to \$24,999	8,672
\$25,000 to \$34,999	8,281
\$35,000 to \$49,999	8,863
\$50,000 to \$74,999	8,784
\$75,000 to \$99,999	4,119
\$100,000 to \$149,999	3,267
\$150,000 to \$249,999	1,313
\$250,000 to \$499,999	452
\$500,000 +	236
Total Households By Income	56,075
Average Household Income	\$48,688
Per Capita Income	\$21,715
Median Household Income	\$36,945

¹ Data Sources for demographic estimates:

Buxton®, Claritas, Inc., Prizm NE®, © 2008, infoUSA, Inc., © 2008, National Research Bureau, © 2008, Mediamark Research, Inc., © 2008, Geographic Data Technology, Inc, © 2008

Fig 2.1: This table shows the income of households¹ in the North Miami trade area divided into brackets. The average and median household incomes, and the per capita income is also included.

2.2 Dominant Market Segments

Each household in the U.S. can be described by one of sixty-six segments, based upon its consumer habits and spending patterns. The graph in fig. 2.2 depicts the segments, by percent of total households that comprise the North Miami trade area. A segment that represents at least three percent of a trade area is considered a dominant segment.

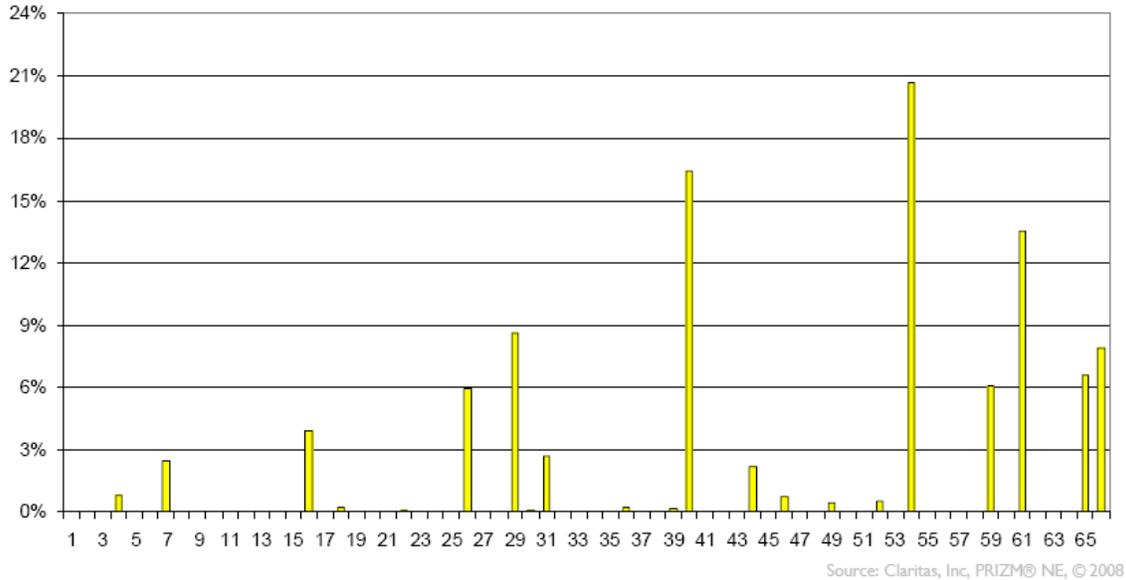


Fig.2.2: Graph showing the dominant market segments in the North Miami trade area

The table in fig 2.3 below provides household counts and indicates the percent of all households in the trade area that are classified in each dominant segment.

Dominant Segments	Description	Households	% of All Households
16	Bohemian Mix	2202	3.93
26	The Cosmopolitans	3309	5.90
29	American Dreams	4823	8.60
40	Close-In Couples	9188	16.39
54	Multi-Culti Mosaic	11581	20.65
59	Urban Elders	3385	6.04
61	City Roots	7576	13.51
65	Big City Blues	3698	6.59
66	Low-Rise Living	4432	7.90

Source: Claritas, Inc, PRIZM® NE, © 2008

Fig.2.3: This table breaks down the names of the dominant market segments in the North Miami trade area, and gives the number and percentage of households in each segment.

A brief description of each of the dominant segments of the North Miami trade area can be found in appendix II.

2.3 Traffic Counts

The final part of the puzzle in determining retail demand is to look at the demand generated by those neither working nor living in North Miami, but simply driving through. To account for this additional demand, the Buxton Company used traffic counts.

The Buxton Company determined that the daily traffic counts on the three commercial corridors included in this study are²:

- NW 7th Avenue - 32,500 cars per day
- West Dixie Highway – 26,500 cars per day
- NE 125th Street – 36,500 cars per day

In addition, the Buxton Company provided daily traffic counts for the other major commercial corridors in the city²:

- Biscayne Boulevard – 32,000
- NW 119th Street – 11,070
- NE 6th Avenue – 17,400

A map of the various traffic counts within the city are shown in fig. 2.4.

² Traffic Data: Nielsen Claritas., MPSI Systems, Inc./DataMetrix, Copyright 2009.

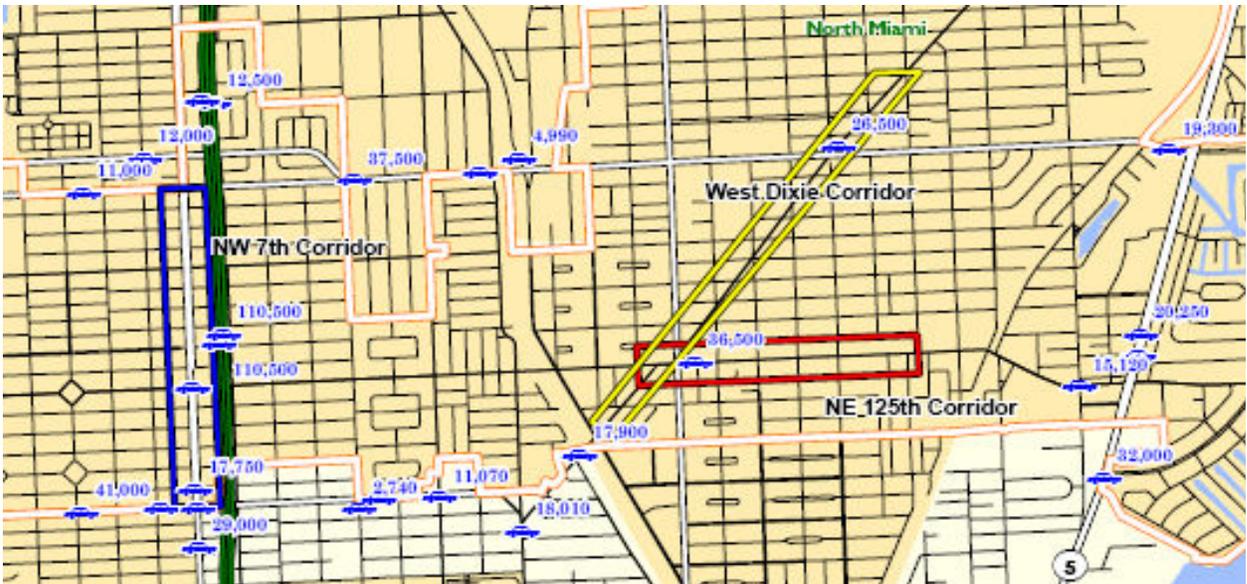


Fig.2.4: Map of traffic counts in North Miami, provided by the Buxton Company.

2.4 Retail Leakage/Surplus Analysis

The final step in determining retail potential in the trade area is to look at the existing retail sales. Comparing the actual retail sales to the expected demand based on the demographic and traffic analysis outlined in sections 2.1-2.4, is known as leakage/surplus analysis.

The Buxton Company broke this down into particular retail categories. Comparing the actual retail sales by category to the expected demand by category based on the demographic and traffic analysis outlined in sections 2.1-2.4, is known as leakage/surplus analysis. This helps to identify what retail categories are undeserved in the North Miami CRA trade area.

For a number of product categories, a leakage/surplus index was calculated. The index is calculated by dividing the actual sales in a given product category by the potential sales. An index greater than 1.0 means that the community is attracting retail sales (surplus) from outside the trade area. If the index is less than 1.0 it means that out-shopping is taking place and the community is not successfully drawing its own residents. The table in fig. 2.5 shows the leakages/surplus indices for all the product categories.

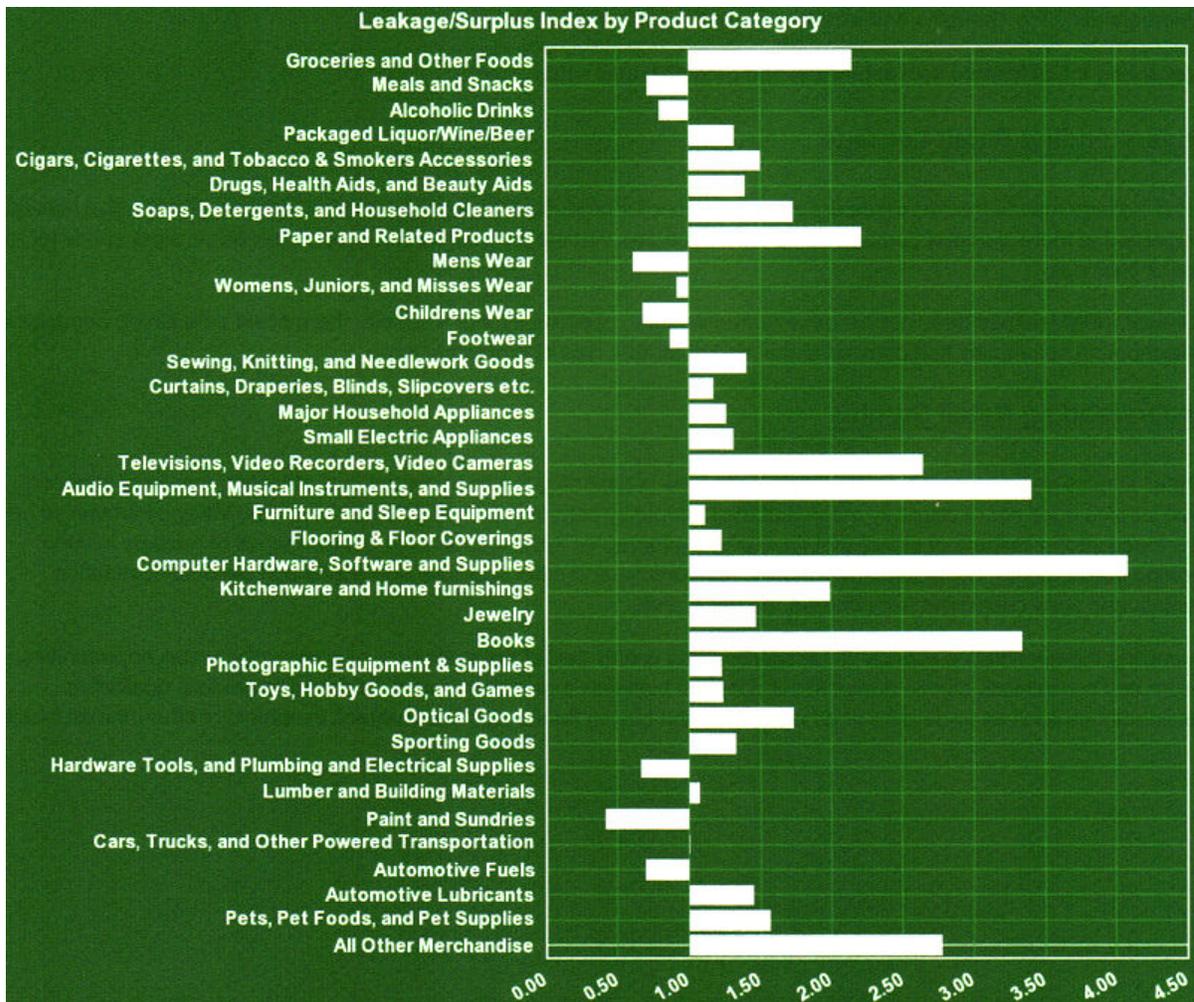


Fig.2.5: Leakage/surplus indices for product categories in the North Miami CRA Trade Area, note that the largest leakages are in automotive fuels; cars, trucks and other powered transportation; children’s wear; packaged liquor/wine/beer; and footwear.

By looking at the table of leakages and surpluses in fig. 2.5, it is clear that there is a retail leakage in the following products³:

- Meals and Snacks (Over \$10 million in unmet demand annually)
- Automotive fuels (Over \$11 million in unmet demand annually)
- Hardware tools, and plumbing and electrical supplies (Over \$8 million in unmet demand annually)
- Men’s wear (Over \$3.5 million in unmet demand annually)
- Children’s wear (Over \$2 million in unmet demand annually)
- Womens, juniors, and misses wear (Over \$1 million in unmet demand annually)
- Footwear (Over \$1 million in unmet demand annually)

³ Appendix I at the end of this summary report shows the actual sales, potential sales, and leakage/surplus index of all the product categories.

- Paints and Sundries (Over \$1 million in unmet demand annually)
- Alcoholic Drinks (Over \$500,000 in unmet demand annually)

This indicates that people in the North Miami CRA trade area may well be travelling to other areas to meet their retail needs for these particular products, which means that there may well be considerable opportunity for new retail businesses in these product categories to open in the North Miami CRA trade area. However the retail/leakage indices must be analyzed with caution, a negative index does not always indicate a definite opportunity. For example, there could be a strong competitor in a neighboring community that dominates the market for that type of product or store. These types of analysis should always be combined with local knowledge of the market area.

The Buxton Company also broke down each product category into sub-categories and reported separate leakage/surplus indices for these sub-categories. What follows is a highlight of some of the most noticeable product sub-category leakages that were not identifiable in the retail leakages of the broader product categories.

- Computer and Software Stores had a retail leakage index of 0.76, representing over \$1 million of unmet demand annually.
- Camera and photographic equipment stores had a leakage of 0.12, representing about \$300,000 of unmet demand annually.
- Jewelry stores had a leakage of 0.27, representing over \$1 million in unmet demand annually.
- Sporting Goods stores had a leakage of 0.11, representing over \$2 million in unmet demand annually.
- Department stores excluding leased depts. had a leakage of 0.35, representing over \$17 million in unmet demand annually.
- Lawn and Garden Equipment and Supplies Stores had a retail leakage of 0.03, representing over \$8 million of unmet demand annually.
- Hardware Stores had a retail leakage of 0.03, representing over \$8 million of unmet demand annually.

To see the leakage/surplus indices of all the sub-categories, ***view the full report compiled by the Buxton Company.***

3.0 Conclusion

The Buxton report found that the trade area of the North Miami commercial corridors would be attractive to several major retailers. Specifically the report found that:

- The North Miami CRA trade area possesses large numbers of households with a mix of dominant segment households that appeal to a wide variety of retailers and restaurants.
- The trade area benefits from a high workforce population and large traffic counts.
- The analysis indicated that the areas with the greatest retail growth potential are:
 - Restaurants
 - Clothing and jewelry
 - Sporting goods
 - Hardware / plumbing and electrical supplies
 - Lawn and garden equipment
 - Computer and software products
 - Sporting goods
 - Department stores
 - Hardware

Appendix I

The table below breaks down all the potential and actual sales, and the resulting leakage/surplus index of all the product categories included in the study.

Product Type	Potential	Actual Sales	Leakage/Surplus Index
Groceries and Other Foods	75,920,415	163,174,457	2.2
Meals and Snacks	37,170,400	26,440,574	0.7
Alcoholic Drinks	2,804,308	2,227,091	0.8
Packaged Liquor/Wine/Beer	6,751,763	8,947,888	1.3
Cigars, Cigarettes, and Tobacco & Smokers Accessories	7,003,233	10,501,397	1.5
Drugs, Health Aids, and Beauty Aids	38,680,441	54,176,843	1.4
Soaps, Detergents, and Household Cleaners	3,821,060	6,617,514	1.7
Paper and Related Products	3,056,583	6,773,546	2.2
Mens Wear	9,484,253	5,788,964	0.6
Womens, Juniors, and Misses Wear	18,322,703	16,778,545	0.9
Childrens Wear	6,271,657	4,255,508	0.7
Footwear	8,391,354	7,284,270	0.9
Sewing, Knitting, and Needlework Goods	616,591	866,940	1.4
Curtains, Draperies, Blinds, Slipcovers etc.	2,315,930	2,719,526	1.2
Major Household Appliances	3,200,509	4,064,449	1.3
Small Electric Appliances	953,768	1,256,568	1.3
Televisions, Video Recorders, Video Cameras	2,893,670	7,666,348	2.7
Audio Equipment, Musical Instruments, and Supplies	4,035,755	13,733,866	3.4
Furniture and Sleep Equipment	6,453,389	7,234,610	1.1
Flooring & Floor Coverings	2,804,030	3,446,609	1.2
Computer Hardware, Software and Supplies	8,139,444	33,257,064	4.1
Kitchenware and Home furnishings	3,525,070	7,037,605	2.0
Jewelry	2,960,917	4,348,198	1.5
Books	1,467,940	4,902,990	3.3
Photographic Equipment & Supplies	856,885	1,054,091	1.2
Toys, Hobby Goods, and Games	3,340,807	4,148,896	1.2
Optical Goods	856,708	1,483,304	1.7
Sporting Goods	4,086,763	5,427,668	1.3
Hardware Tools, and Plumbing and Electrical Supplies	26,268,594	17,271,013	0.7
Lumber and Building Materials	19,923,338	21,537,909	1.1
Paint and Sundries	2,864,799	1,196,257	0.4
Cars, Trucks, and Other Powered Transportation	63,134,427	63,285,866	1.0
Automotive Fuels	37,238,472	25,738,363	0.7
Automotive Lubricants	14,918,059	21,653,226	1.5
Pets, Pet Foods, and Pet Supplies	1,984,629	3,116,962	1.6
All Other Merchandise	8,431,607	23,401,345	2.8

Appendix 2

North Miami's Dominant Segment Descriptions

16 BOHEMIAN MIX™ – A collection of young, mobile urbanites, Bohemian Mix™ represents the nation's most liberal lifestyles. Its residents are a progressive mix of young singles and couples, students and professionals, Hispanics, Asians, African-Americans and whites. In their funky row houses and apartments, Bohemian Mix™ are the early adopters who are quick to check out the latest movie, nightclub, laptop and microbrew.

26 THE COSMOPOLITANS™ – Educated, mid-scale and multi-ethnic, The Cosmopolitans™ are urbane couples in America's fast-growing cities. Concentrated in a handful of metros—such as Las Vegas, Miami and Albuquerque—these households feature older home-owners, empty-nesters and college graduates. A vibrant social scene surrounds their older homes and apartments, and residents love the nightlife and enjoy leisure-intensive lifestyles.

29 AMERICAN DREAMS™ – American Dreams™ is a living example of how ethnically diverse the nation has become: more than half the residents are Hispanic, Asian or African-American. In these multilingual neighborhoods—one in ten residents speaks a language other than English—middle-aged immigrants and their children live in middleclass comfort.

40 CLOSE-IN COUPLES™ – Close-In Couples™ is a group of predominantly African-American couples living in older homes in the urban neighborhoods of mid-sized metros. High school educated and empty nesting, these 55-year-old-plus residents typically live in older city neighborhoods, enjoying secure and comfortable retirements.

54 MULTI-CULTI MOSAIC™ – An immigrant gateway community, Multi-Culti Mosaic™ is the urban home for a mixed populace of younger Hispanic, Asian and African-American singles and families. With nearly a quarter of the residents foreign born, this segment is a Mecca for first-generation Americans who are striving to improve their lower-middle-class status.

59 URBAN ELDERS™ – For Urban Elders™—a segment located in the downtown neighborhoods of such metros as New York, Chicago, Las Vegas and Miami—life is often an economic struggle. These communities have high concentrations of Hispanics and African-Americans and tend to be downscale, with singles living in older apartment rentals.

61 CITY ROOTS™ – Found in urban neighborhoods, City Roots™ is a segment of lower income retirees, typically living in older homes and duplexes they've owned for years. In these ethnically diverse neighborhoods—more than a third are African-American and Hispanic—residents are often widows and widowers living on fixed incomes and maintaining low-key lifestyles.

65 BIG CITY BLUES™ – With a population that’s half Latino, Big City Blues™ has the highest concentration of Hispanic Americans in the nation, but it’s also the multi-ethnic address for downscale Asian and African-American households occupying older inner-city apartments. Concentrated in a handful of major metros, these young singles and single-parent families face enormous challenges: low incomes, uncertain jobs and modest educations. More than 40% haven’t finished high school.

66 LOW-RISE LIVING™ – The most economically challenged urban segment, Low-Rise Living™ is known as a transient world for young, ethnically diverse singles and single parents. Home values are low—about half the national average—and even then, less than a quarter of residents can afford to own real estate.



City of Miami

Legislation

Ordinance

City Hall
3500 Pan American
Drive
Miami, FL 33133
www.miamigov.com

File Number: 08-01329zt

Final Action Date:

AN ORDINANCE OF THE MIAMI CITY COMMISSION WITH ATTACHMENT(S) AMENDING THE CODE OF THE CITY OF MIAMI, FLORIDA, AS AMENDED, BY AMENDING CHAPTER 4, ENTITLED "ALCOHOLIC BEVERAGES," ARTICLE I, ENTITLED "IN GENERAL," MORE PARTICULARLY BY AMENDING SECTION 4-2, ENTITLED "DEFINITIONS," AND SECTION 4-11, ENTITLED "EXCEPTIONS TO DISTANCE REQUIREMENTS," TO CREATE THE OSUN'S VILLAGE CULTURAL SPECIALTY DISTRICT, ALLOWING DISTANCE EXEMPTIONS AND ALTERNATE PARKING STANDARDS FOR FIFTEEN (15) ESTABLISHMENTS SERVING ALCOHOLIC BEVERAGES; CONTAINING A SEVERABILITY CLAUSE AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Chapter 4, Article I, Section 4-11 of the Code of the City of Miami, Florida, as amended ("City Code") allows for certain distance exemptions from distance separation requirements ; and

WHEREAS, the City of Miami has previously approved exemptions from certain distance separation requirements to promote cultural resources by creating specialty districts, which has helped foster economic growth in those districts; and

WHEREAS, the Osun's Village Cultural Specialty District within the African Caribbean Cultural Arts Corridor, as designated by Florida Laws Chapter 2006-316, House Bill No. 121, includes art institutions, museums, galleries, collections, studios, and alternative art spaces and warrants the inclusion of distance exemptions for fifteen (15) establishments serving alcoholic beverages ; and

WHEREAS, the exemptions from certain distance requirements for fifteen (15) establishments serving alcoholic beverages in the Osun's Village Cultural Specialty District will enhance and promote the area; and

WHEREAS, it is in the best interest of the City of Miami to create the Osun's Village Cultural Specialty District, just as the City of Miami benefited from the creation of other specialty districts;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMISSION OF THE CITY OF MIAMI, FLORIDA:

Section 1. The recitals and findings contained in the Preamble to this Ordinance are hereby adopted by reference thereto and incorporated herein as if fully set forth in this Section.

Section 2. Chapter 4, Article I of the City Code is amended in the following particulars: {1}

"CHAPTER 4

ALCOHOLIC BEVERAGES

ARTICLE I. IN GENERAL

* * *

Sec. 4-2. Definitions.

(a) For the purposes of this section, the following words and phrases shall have the meanings respectively ascribed to them; the type of license required by the state is indicated in parenthesis:

* * *

Cultural specialty districts: (a) The SW 8th Street corridor from SW 10th to SW 27th Avenues; and (b) the Wynwood Cafe District area as defined in subsection 4-11(k); and (c) the Osun's Village Cultural Specialty District on NW 7th Avenue from NW 53rd Street to NW 63rd Street as defined in subsection 4-11 (l), (hereafter known as the "District") in which distance requirements shall not be required for nightclub, supper club, restaurant or bar uses, with limitations, per the requirements and criteria set forth in subsection 4-11(1).

* * *

Sec. 4-11. Exceptions to distance requirements.

* * *

(l) Restrictions relating to the location of alcoholic beverage establishments, including but not limited to, required distances from churches, residential districts and other alcoholic beverage establishments, whether within or outside the District, shall not be applicable to establishments within the District, as defined below and as designated by the City Commission. However, notwithstanding the foregoing sections, distance limitations for public or private elementary school, middle school, or secondary school, excluding however, adult skill centers, shall be 500 feet.

(1) Intent. The intent of the District is to allow 15 establishments which may include nightclub, supper club, restaurant, coffee shop, and bar uses to benefit from close proximity to one another within the District. To this end, distance requirements within said district shall be eliminated or modified, as described above, for a maximum of 15 such establishments within the boundaries specified below.

(2) Boundaries. The District is described as shown in the area depicted (Exhibit "A" to be included in the body) and as described in Exhibit "B".

(3) Hours of operation. The hours of operation for the sale of alcoholic beverages shall be restricted for each establishment to no later than 3:00 a.m. Supper clubs, nightclubs, and bars will not be open during regular school hours.

(4) Special permit required. In order to be granted a permit for such establishments within this designated cultural specialty district, the property owner/applicant shall obtain

a Class II Special Permit as specified in Zoning Ordinance No. 11000, as amended, the zoning ordinance of the city. In reviewing an application for establishments serving alcoholic beverages the director of the Planning Department shall apply the following supplemental review guidelines criteria in addition to the standard criteria for Class II Special Permits as specified in Section 1305 of Zoning Ordinance No. 11000:

In reviewing an application for the District permit for a supper club, nightclub, restaurant, coffee shop, or bar, the following additional criteria shall apply:

a. Use requirements and restrictions: To qualify to operate a supper club, nightclub, restaurant or bar, the establishment must have a minimum of 40 seats. To qualify for a coffee shop, the establishment must have a minimum of 20 seats.

b. Operational plan: An operational/business plan that addresses hours of operation, number of employees, menu items, goals of business, and other operational characteristics pertinent to the application.

c. Parking: Irrespective of parking requirements specified in Ordinance 11000, as amended, the zoning ordinance of the City of Miami, adaptive re-use of existing buildings for this function shall not require any additional parking; however, new buildings shall be required to provide a parking plan which fully describes where and how the parking is to be provided and used, e.g., valet, self park, shared parking, after-hour metered spaces, and the manner in which the parking is to be managed. By a separate Class II Special Permit (in addition to the Class II Special Permit required for the subject establishment), 100 percent of the required parking may be located offsite within a distance of 600 feet from the subject establishment if the proposed parking is to be "self-park," and a distance of 1000 feet from the subject establishment if the proposed parking is to be by "valet". For alcoholic and beverage establishments, as adaptive re-use of an existing structure, any square footage used for kitchen and/or storage areas will not be counted towards parking requirements.

d. For establishments proposing capacities of more than 300 persons, an indoor/outdoor crowd control plan that addresses how large groups of people waiting to gain entry into the establishment or already on the premises, will be controlled.

e. A security plan for the establishment and any parking facility.

f. For establishments proposing capacities of more than 300 persons, a traffic circulation analysis and plan that details the impact of projected traffic on the immediate neighborhood and how to mitigate the impact.

g. A sanitation plan, which addresses on-site facilities and off-premises issues resulting from the operation of the establishment.

h. A plan depicting proximity of the proposed establishment to residential uses.

i. If the proposed establishment is within 200 feet of residential uses, a noise

attenuation plan.

*

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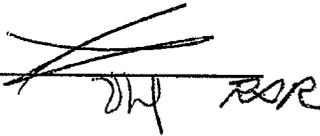
**

Section 3. If any section, part of section, paragraph, clause, phrase or word of this Ordinance is declared invalid, the remaining provisions of this Ordinance shall not be affected.

Section 4. This Ordinance shall become effective thirty (30) days after final reading and adoption thereof. {2}

APPROVED AS TO FORM AND CORRECTNESS:

JULIE O. BRU
CITY ATTORNEY

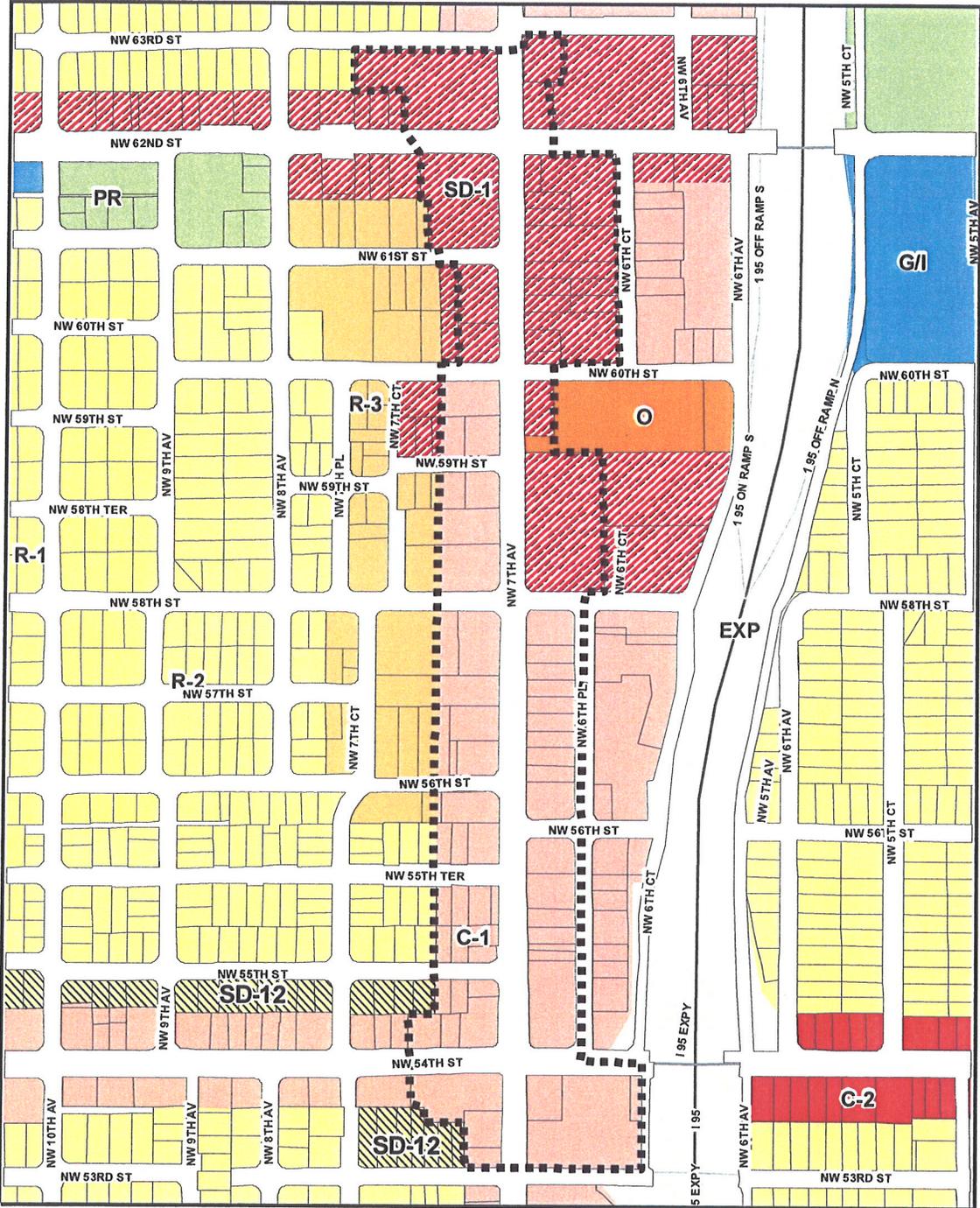


Footnotes:

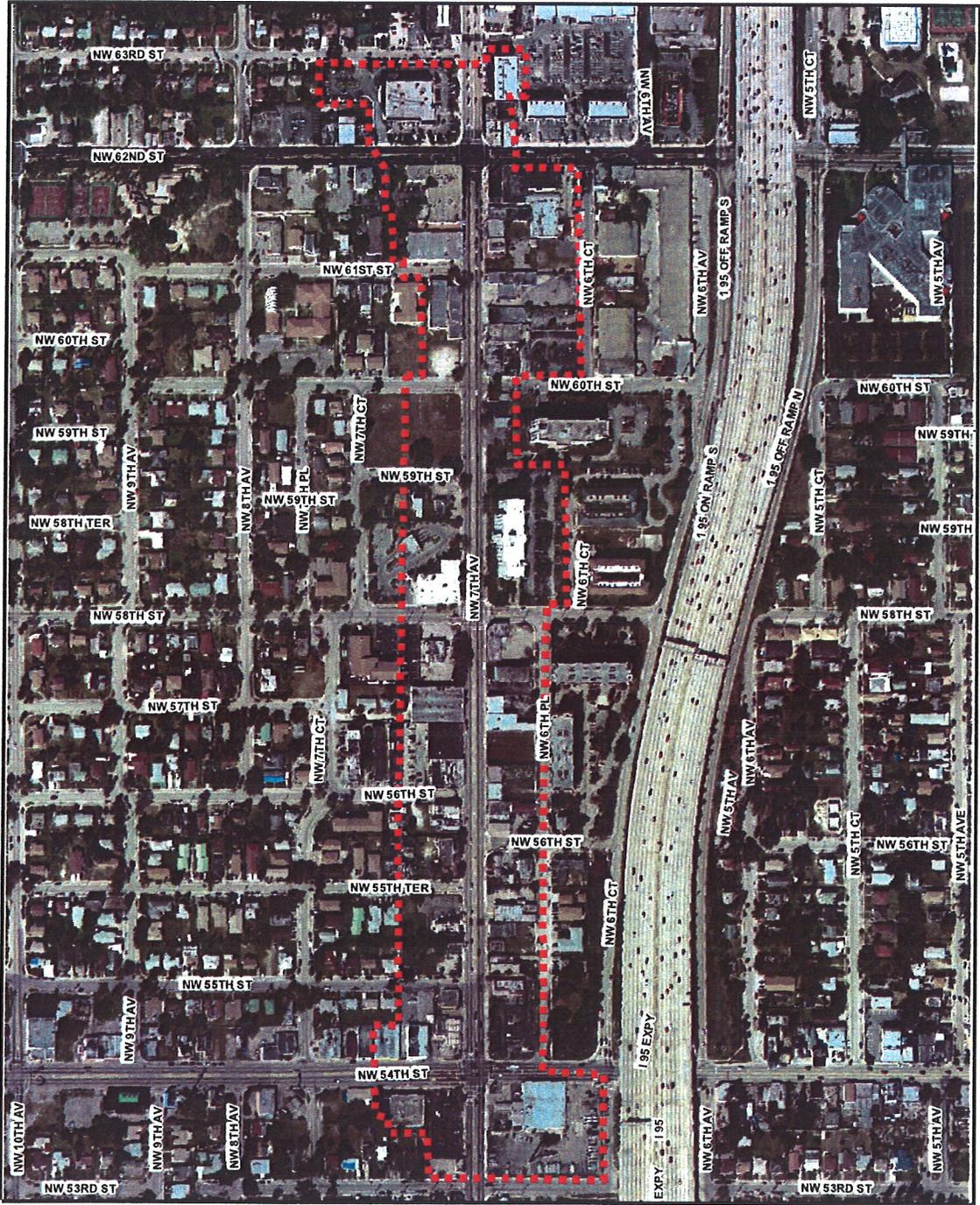
{1} Words and/or figures stricken through shall be deleted. Underscored words and/or figures shall be added. The remaining provisions are now in effect and remain unchanged. Asterisks-indicate-omitted and unchanged material.

{2} This Ordinance shall become effective as specified herein unless vetoed by the Mayor within ten days from the date it was passed and adopted. If the Mayor vetoes this Ordinance, it shall become effective immediately upon override of the veto by the City Commission or upon the effective date stated herein, whichever is later.

ZONING ATLAS MAP



ADDRESS: Osun's Village Cultural Specialty District



ADDRESS: Osun's Village Cultural Specialty District

7th Avenue Corridor



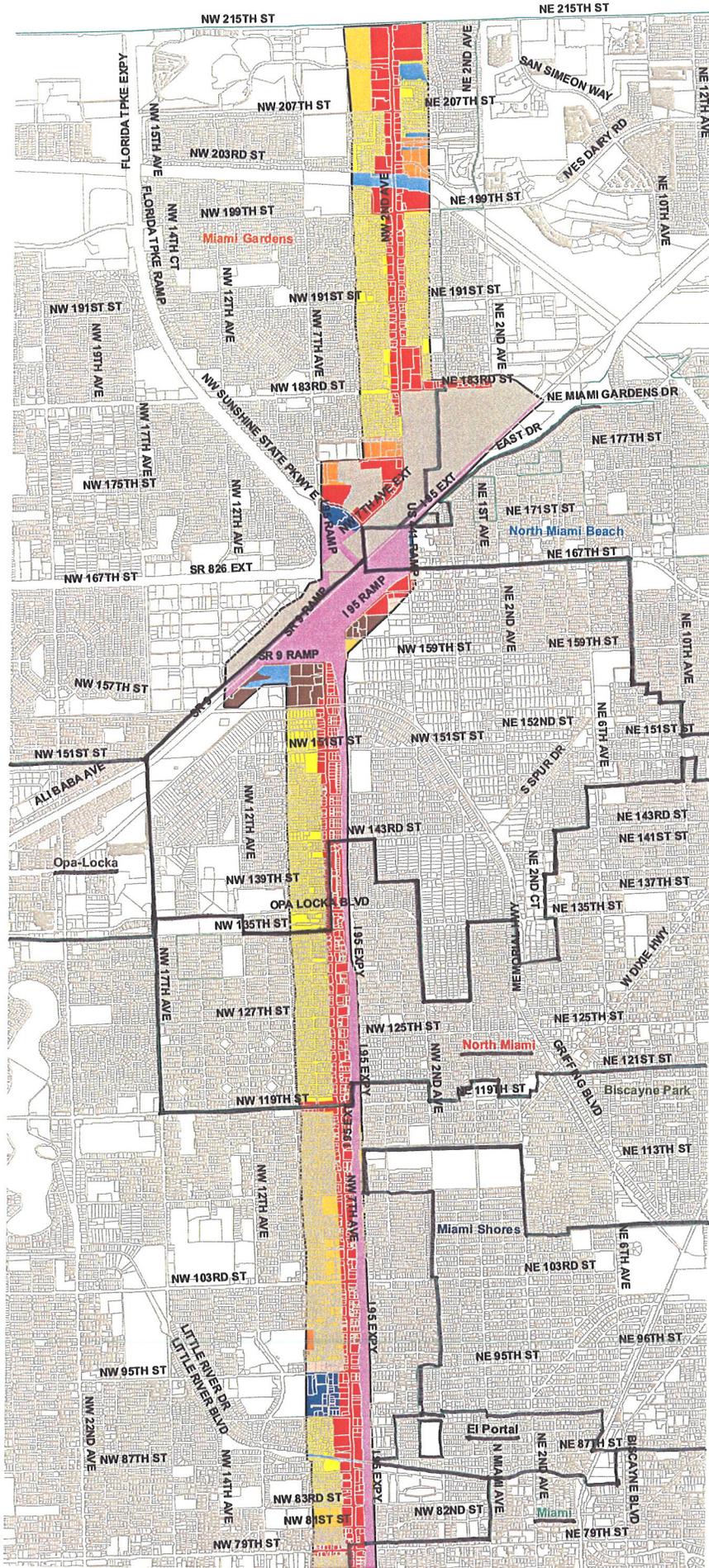
LEGEND

-  BISCAYNE PARK
-  EL PORTAL
-  MIAMI
-  MIAMI GARDENS
-  MIAMI SHORES
-  NORTH MIAMI
-  NORTH MIAMI BEACH
-  OPA-LOCKA
-  UNINCORPORATED MIAMI-DADE
-  NORTH MIAMI CRA
-  NW 7TH AVENUE CORRIDOR CRA
-  79TH STREET CORRIDOR PROPOSED CRA
-  NW 7TH AVENUE CORRIDOR

0 0.25 0.5 1 Miles



7th Avenue Corridor Future Land Use



LEGEND

- ESTATE DENSITY (EDR) 1-2.5 DU/AC
- ESTATE DENSITY W/ DENSITY INCREASE 1
- LOW DENSITY (LDR) 2.5-6 DU/AC
- LOW DENSITY W/ DENSITY INCREASE 1
- LOW-MEDIUM DENSITY (LMDR) 6-13 DU/AC
- LOW-MEDIUM DENSITY W/ DENSITY INCREASE 1
- MEDIUM DENSITY (MDR) 13-25 DU/AC
- MEDIUM DENSITY W/ DENSITY INCREASE 1
- MEDIUM-HIGH DENSITY (MHDR) 25-60 DU/AC
- HIGH DENSITY (HDR) 60-125 DU/AC OR MORE
- (DI-2) TWO DENSITY INCREASE W/ URBAN DESIGN
- (DI-2) TWO DENSITY INCREASE W/ URBAN DESIGN
- INDUSTRIAL AND OFFICE
- RESTRICTED INDUSTRIAL AND OFFICE
- BUSINESS AND OFFICE
- OFFICE/RESIDENTIAL
- INSTITUTIONS, UTILITIES AND COMMUNICATION
- PARKS AND RECREATION
- MIAMI METRO ZOO ENTERTAINMENT AREA
- AGRICULTURE
- OPEN LAND
- ENVIRONMENTAL PROTECTION
- ENVIRONMENTALLY PROTECTED PARKS
- WATER
- TRANSPORTATION (ROW, RAIL, METRO RAIL, ETC.)
- TERMINALS

NAME

- BISCAYNE PARK
- EL PORTAL
- MIAMI
- MIAMI GARDENS
- MIAMI SHORES
- NORTH MIAMI
- NORTH MIAMI BEACH
- OPA-LOCKA
- UNINCORPORATED MIAMI-DADE

* Creating local "VISIONS"
 @ Land Uses.
 @ mixed uses.
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