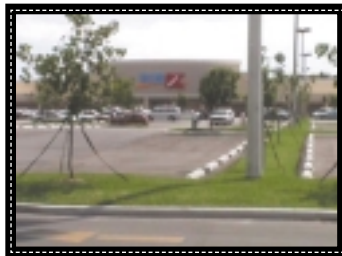


State Road 7  
Corridor Redevelopment  
**STRATEGY**

Report on the Proceedings  
of the  
Key Stakeholder's Workshop



Held May 24, 2000  
6:30 p.m. to 9:30 p.m.  
International Game Fish Association Fishing Hall of Fame & Museum  
Dania Beach, Florida

State Road 7  
Corridor Redevelopment  
**STRATEGY**

## Executive Summary

### Background

The Florida Department of Transportation (FDOT) is developing plans to widen State Road 7 from the Miami-Dade/Broward County line (County Line Road) north to Griffin Road in Davie. This project involves 5.8-miles along the roadway corridor and will directly impact five governmental jurisdictions including Unincorporated Broward County, the City of Miramar, the City of Hollywood, the Seminole Tribe of Florida, and the Town of Davie.

### Exchanging Information and Prompting Dialogue

At the request of the Broward County Metropolitan Planning Organization, the South Florida Regional Planning Council (SFRPC) developed a strategic planning exercise to establish a dialogue among all parties affected by the planned roadway improvements. The purpose of this process is to develop an understanding about local government plans or programs that relate to the corridor, what business and property owners would like to have happen and what can and cannot be done by FDOT and local governments. The staff of the SFRPC set out to answer these questions by way of a three-phased approach. First was an inventory of conditions and information. The staff performed a physical survey of the area to determine conditions and queried local governments about their plans or programs. Second, a survey of business and property owners was administered to develop insight into their perspective. Finally the information gathered from the first two phases was assembled in order to provide the basis for a dialogue among all the affected parties at a Key Stakeholders Workshop.

### Local Government Plans and Programs:

Most of the affected local governments have begun to turn their attention to the corridor. The City of Miramar has a strategic planning process underway that is directed at redevelopment potentials for the eastern portion of the City including the State Road 7 corridor. Broward County has recently completed infrastructure improvements east of the corridor in the area known as “West Hollywood”. The City of Hollywood has a City-wide Master Planning process that includes a State Road 7 Task Force, which is concerned specifically with the needs of the corridor. The Town of Davie has recently adopted an ordinance that provides for development of the Griffin Road corridor as a link that will tie together State Road 7, the Florida Turnpike, Davie Road and University Drive. The Seminole Tribe of Florida indicated that it has no plans for development along the corridor at present. However, subsequent to the workshop, plans have been announced in the media for a casino at Griffin Road and State Road 7.

## **Business and Property Owner Survey:**

A sample of approximately 25 percent of the business and property owners that directly front the targeted segment of State Road 7 was conducted in April. Responses indicate that the majority of the respondents have owned their property for more than five years and some of these have been owners for up to 30 years. Most respondents indicated that the building on the property is fully occupied. Almost all respondents answered that the physical construction phase of the State Road 7 expansion will greatly impact their business or property. The majority of respondents also rated the long-term impact on their business/property to be substantial. The majority indicated that they would not be willing at all to sell their business/property or relocate their business.

With regard to the type of programs that would interest the business/property owners in upgrading their facilities, responses were divided equally among low interest loans, relocation incentives, and property tax incentives for expansion. Facade/renovation programs closely followed. Only a few business owners were interested in programs that would tax the area and then return the revenues back to that area.

The majority of respondents say that their property or the property on which their business is located is served by septic tanks and that they think the sewers and other infrastructure improvements should be made before the widening rather than after the widening.

The survey revealed that the need for the roadway widening is acknowledged among many of the business and property owners, but it also confirmed strong fears about loss or interruption of business.

## **Key Stakeholders' Workshop:**

A key stakeholders' workshop convened at 6:30 pm on Wednesday, May 24, 2000. After the initial formalities Steve Moore, District Four Project Development and Environmental Management Engineer, for the Florida Department of Transportation, set the tone for the meeting when he stated that, "FDOT does not consider State Road 7 as only a transportation corridor, but a corridor that could become a catalyst for realizing the many desires of the workshop attendees."

## **Community Imaging Exercise:**

The SRFPC conducted an interactive "Community Imaging Survey" to gain a sense of key stakeholders' preferences with regard to development, aesthetics, and quality of life for the corridor. This activity revealed that participants reacted most favorably to images that included pedestrian-friendly amenities such as ample sidewalks, busy streets, lively pedestrian and bicycle activity and active commercial areas. Participants responded negatively to images that showed low levels of automobile and pedestrian activity; lacked pedestrian cross walks, sidewalks, and center medians; and displayed discordant signage.

### Most Important Issues Identified by Small Group Discussion:

Small groups were assembled and each group held a discussion in which they identified and categorized opportunities that the widening might present. **Infrastructure improvements** was identified as one of the most important categories by two of the four groups. As one of the groups explained, “infrastructure” affects most of the other aspects of the corridor such as economic development. The two other groups agreed that, among the most important issues, was **the effect on existing businesses including visibility of, access to, and disruption of their businesses** during and after construction. **Economic considerations** were significant to all groups although some key stakeholders were concerned with saving their existing business/property interests while other participants were thinking in terms of redevelopment involving attracting new and different types of businesses to the corridor. All groups included **improved traffic/transportation, safety, and aesthetics** among their list of identified opportunities associated with the road widening.

### **Next Steps:**

It was generally agreed by the discussion groups that additional workshops or other activities to further explore the issues would be desirable. One of the groups identified the need to work on details, possibly by roadway segments, at a future workshop. The group also suggested partnerships to help businesses that are adversely impacted, and to involve cities to address parking and meet other needs.

# State Road 7 Corridor Redevelopment **STRATEGY**

## Introduction

The Florida Department of Transportation is developing plans to widen State Road 7 from the Miami-Dade/Broward County line (County Line Road) north to Griffin Road in Davie. This project involves 5.8-miles along the roadway corridor and will directly impact five governmental jurisdictions including Unincorporated Broward County, the City of Miramar, the City of Hollywood, the Seminole Tribe of Florida, and the Town of Davie. Originally, FDOT's project study limits included about 6.5 miles of roadway. However, FDOT was able to incorporate a small segment of the State Road 7 widening into another project, i.e., the East-West improvements of Griffin Road, an initiative that resulted in the savings of resources.

The Metropolitan Planning Organization (MPO) of Broward contracted the South Florida Regional Planning Council to provide an opportunity for dialogue among key stakeholders including property and business owners along the specified segment of State Road 7, the local governments, and FDOT. Please refer to Attachment A for the scope of work.

## Public Notice, Workshop Invitation and Pre-Read Materials

The South Florida Regional Planning Council sent a letter of request in the month of March 2000 for information on any plans, programs or projects of local governments that may involve the State Road 7 corridor, to:

- Roger Desjarlais, Broward County Administrator
- Bruce Wilson, Director, Transportation Planning Division, Broward County MPO
- William Estabrook, City Manager, Miramar
- Wazir Ishmael, Planning Director, Miramar
- James Billie, Chairman, Tribal Council, Seminole Tribe of Florida
- George Johnson, Director of Real Estate Services, Seminole Tribe of Florida
- Jaye Epstein, Planning Director, Hollywood
- Sam Finz, City Manager, Hollywood
- Mark Kutney, Planning Director, Davie

Please refer to Attachment B for a sample copy of this letter.

The South Florida Regional Planning Council staff designed a written five-page survey questionnaire directed to business and property owners on State Road 7. A list of business names were compiled via a windshield survey. Council staff also created a list of property owner names using county and municipal data. Surveys were mailed early in the month of April 2000 to a random sampling of about 25 percent of these business and property owners. The local

governments were sent a list of survey recipients and given the opportunity to add any key business or property owners. The local governments were also asked to include any pertinent business and economic development groups. By May 2nd, a response rate of approximately 18 percent of recipients had been received. Please refer to Attachment C of this report for a sample of the survey along with tabulated and text responses.

The next step in the process was to develop a core group of key stakeholders from the listings of business and property owners along the State Road 7 corridor. These stakeholders participated in a facilitated workshop scheduled for the end of May 2000. Local governments were sent a letter in mid-April that requested that they identify a list of a maximum of 15 key stakeholders. Please refer to Attachment D for a sample copy of this letter.

Council staff also forwarded a letter to the Chair of the Broward County Commission and to the mayor of each of the Cities of Miramar, Hollywood, and Davie; and to the Council Chair of the Seminole Tribe of Florida requesting that one elected official and one staff person represent their jurisdiction at the workshop. The elected officials were requested to personally address the workshop by briefly describing their community's perspective in terms of its expectations and desires relating to the State Road 7 widening project. Please refer to Attachment E for a sample copy of this letter.

A Public Notice consistent with the requirements of Section 286.011, Florida Statutes appeared in the *Florida Administrative Weekly*, Volume 26, Number 19, May 12, 2000. Please refer to Attachment F of this report for a copy of this posting.

Staff prepared and delivered a media advisory regarding the May 24<sup>th</sup> workshop along with a pre-read material package to the *Sun-Sentinel* and the *Miami Herald*. Please refer to Attachment G for a copy of the media advisory.

The pre-read material package for participants included a letter of invitation explaining the May 24<sup>th</sup> workshop, a draft agenda for the workshop, a map of directions to the meeting held at the International Game Fish Association Fishing Hall of Fame & Museum, an RSVP form, a statement of the Workshop Objective, and a Summary Report. These pre-read packages were mailed to key stakeholders prior to the meeting. Please refer to Attachment H for a copy of the pre-read materials.

## orkshop Activities and Results

The State Road 7 Corridor Redevelopment Strategy Workshop was convened at 6:30 pm on Wednesday, May 24, 2000. Carolyn Dekle, Executive Director of the South Florida Regional Planning Council, welcomed workshop attendees and asked them to introduce themselves by name and affiliation. Ms. Dekle explained that the purpose of the workshop is the exchange of information about what the local governments and the Department of Transportation are planning for the State Road 7 corridor and to focus on challenges and opportunities that go along with the road widening. Ms. Dekle introduced the lead facilitator, Rafael Montalvo, Associate



Director of the Conflict Resolution Consortium. Ms. Dekle then introduced Joe Yesbeck, Director of Planning and Programs, FDOT District Four.

Mr. Yesbeck provided an overview of FDOT's widening plans and introduced Steve Moore, District Project Development and Environmental Management Engineer, District Environmental Management Office. Mr. Moore explained that several years ago, he was assigned to be the project manager for the 6.5-mile segment of State Road 7 from County Line Road up to Orange Drive, just north of Griffin Road. In 1994, a 6-lane divided roadway alignment was proposed, requiring acquisition of about 28 additional feet of right-of-way. Four construction segments were identified for consideration in the County's Transportation Improvement Program and the Department's Five Year Work Program.

*"FDOT does not consider State Road 7 as only a transportation corridor, but a corridor that could become a catalyst for realizing the many desires of the workshop attendees" - Steve Moore, FDOT PD & EM Engineer*

Mr. Moore emphasized that FDOT does not consider State Road 7 as only a transportation corridor, but a corridor that could become a catalyst for realizing the many desires of the workshop attendees that would be explored at this meeting. He pointed out that FDOT has the ability to assist with certain roadway improvements that can complement jurisdictional efforts, such as additional modal opportunities including bicycle lanes, bus bays, and pedestrian features; attractive lighting features and traffic signals; as well as roadway landscaping where appropriate.

Mr. Moore referred to the laminated aerial photograph of State Road 7 from County Line Road to Orange Drive that was displayed on the side wall of the meeting hall. He explained that the map was a preliminary engineering and design map. The map illustrated potential opportunities, such as future sites for landscaping and sidewalks.

Mr. Moore stressed a vision created by the key stakeholders is critical because the Department has scheduled to design these roadway improvements. A well thought-out master plan overlay will assist FDOT in its design of the project. Expressed desires will be accommodated as feasible.

## Attendees

Those attending the workshop include the following:

Ossama Al Aschkar,  
Grant Austin  
Robin Benedict  
William Berube  
Dick Blattner  
Lester Boggs  
Jack & Harriet Coffman  
Joe Corradino  
The Honorable Kathy Cox  
Michael Allen DeVeronica  
Shirley Dietrich  
Donald Ewing  
Jim Federici  
Peter Gagoioudareis  
Brad Gould  
Lee Gross  
  
Scott Hodges  
Audrey Joynt  
Joe Joynt  
Matt Kane  
Stephen King  
Michael Kinne  
Keith Lambdin  
Joe Lelonele  
David Litty  
Pepe Lopez  
M. David Magee  
William A. Marti  
The Honorable Lori Moseley  
Michael Allen Mosher  
Arthur Nisenbaum  
Nancy Nortmann  
Mark Panciera  
Irvin Panciera  
Jose Papa  
William Pepe  
John Ramos  
Michael Ronskavitz  
Celia Roque  
The Honorable Fran Russo  
Edith Salamone  
Philip Schwab  
Richard Schwanz  
Steve Scott  
Justine Selzer  
Barry Sharpe  
Rachel Smith  
Lee Spreess  
Gareth Steele  
Tom Taylor  
Frank Vargas  
Hector Vazquez  
Henry Waler  
Mel Wilson  
Natalie Sanbe Zieber

Broward MPO  
American Valuation  
Sun Sentinel  
Architectural Art Crete  
Representing self  
Bendles Rentals  
Howie's Subs  
The Corradino Group  
Commissioner, Town of Davie  
Furniture Market  
Representing self  
Broward West Flowers  
Small Fry, Inc. / Daycare Offices  
E.H.A.C.  
Shutts & Bowen, LLP  
Property and business owner (Ace's Discount  
Guns & Pawn)  
WSVN / Sunbeam Properties  
City of Hollywood Task Force  
City of Hollywood Task Force  
City of Miramar  
Florida Department of Transportation  
FDOT  
RPL Holdings Inc. (Hollywood Chrysler Plymouth)  
Land Design South  
Hollywood Honda Certified Used Cars  
Latin Chamber of Commerce  
St. Stephen Catholic Church / School  
William A. Marti Insurance  
Mayor, City of Miramar  
Republic Security Bank  
Contempra Furniture  
St. Stephen Catholic Church / School  
Pancieraanciera-The Memorial Stone  
Cremation Center  
City of Hollywood  
Business Owners of Miramar (BOOM)  
Broward County DPEP / MPO  
Broward MPO  
Brigham, Moore  
Commissioner, City of Hollywood  
Property owner  
FDOT  
Scott Nissan  
Scott Nissan  
City of Hollywood  
Sharpe Propertie  
Keith and Schnars  
Representing self  
FDOT  
FCRC  
Capital  
City of Miramar  
W & W Properties  
FDOT  
City of Hollywood



## Community Imaging Exercise

Julia Trevarthen, Assistant Director of the South Florida Regional Planning Council, conducted a community imaging exercise in which key stakeholders were asked to rank a series of 44 slide photograph images. The purpose of this exercise is to provide a sense of key stakeholders' preferences with regard to development, aesthetics, and quality of life for the State Road 7 Corridor. Participants were asked to rank the images on a scale of +10 (extremely positive) to -10 (extremely negative), with 0 representing a totally neutral response. In judging the images participants were asked to consider the image not only in terms of whether they liked or disliked it, but also whether it was appropriate to the State Road 7 Corridor.

*A total of 32 key stakeholders participated in the imaging exercise by filling out the imaging survey form, (Two survey responses were incomplete and were, therefore, not included in the tabulations). Ten additional attendees participated in the exercise, however the following results are reported for those of key stakeholders only.*

Scores for each image were tabulated and averaged by the number of participants. The slide that received the highest positive average ranking with a score of +6.0 is shown below as *image (a)*. Distinguishing features of this image include sidewalks, trees, a bus stop/bus bench, parking separated from the right-of-way (R.O.W.) and a wide swale. *Image (b)* shown below ranked as the least preferred image with a score of -7.2. Participants verbalized that negative factors included the absence of sidewalks and the lack of turn lanes, traffic lights and medians.

*Image (a)*



*Most preferred image*

Includes sidewalks, trees, a bus bench, protected parking and wide swales.

*Image (b)*



*Least preferred image*

Note the lack of sidewalks, turn lanes, and medians

The second most positive image, *Image (c)* with a score of +3.4 featured an urban, but tropical, busy street with lively pedestrian activity and a landscaped median. The next positive image with an average rating of +3.2, exhibited sidewalks, trees, and bicycle activity. Another positive image (+2.7) displayed a busy street with a newly landscaped median.



*Image (c)*

*Second most positive image*



*Image (d)*

*Second most negative image*

The second most negative image, *Image (d)*, with a score of  $-6.3$  displayed two pedestrians stranded in the middle of the street. Participants verbalized that the low score was due to the lack of pedestrian cross walks and the unattractive signage. The third lowest scoring image ( $-4.8$ ) displayed varying signage, dirty street gutters, sparse landscaping, cobra-head lighting, and a six-lane roadway with a center left-turn-only lane. Another negative image depicted head-in/back-out parking abutting the street in front of a building with inconsistent aesthetic features (varied awning types). Another low scorer was that of a wide street with no median, little traffic, an extremely narrow sidewalk edged with a chain link fence, and two large buildings abutting the roadway with no visible street-front business activity.

Images that averaged a neutral score of  $0.0$  included one of a European pedestrian scene that received extreme ratings running from very high ( $+10$ ) to very low ( $-10$ ). Perhaps the extreme values reflected the beauty and quaintness of the scene as well as the fact that the image did not seem appropriate/applicable to the State Road 7 Corridor. Another neutral-scoring  $0.0$  images received ratings hovering in the range of low positives to low negatives and featured a wide street lacking human scale, with no median, and a narrow sidewalk.



Image of European pedestrian scene  
Quaint, but not appropriate

## “What we like and what we don’t like”

Participants’ strongest positive and negative impressions are listed below:

### **Positive Impressions:**

- Pedestrian-friendly amenities such as ample sidewalks
- Busy streets
- Lively pedestrian and bicycle activity
- Active commercial areas
- Features with aesthetic appeal such as landscaped medians

### **Negative Impressions:**

- Absence of pedestrian cross walks and sidewalks
- Lack of activity including automobile and pedestrian traffic
- Lack of center median
- Discordant signage

## **Small Group Exercise**

The attendees were divided into four small groups and were arranged around tables for discussion. Each group was assigned a facilitator from the staff of the SFRPC or the Conflict Resolution Consortium. Each facilitator acknowledged to his/her group members that many survey recipients had expressed concerns about the project as proposed. However, workshop participants were going to be asked to set those concerns aside for the next few minutes, and explore whether the project might also provide opportunities.

The first question asked of participants was: *“What opportunities might the proposed project present for your jurisdiction or group?”*

Participants were asked to write their answers on post-its, one idea per post-it. After a few minutes, the facilitator asked each person at the table to verbalize one of his or her ideas at a time, going around the table until all ideas had been shared with the group. Each written idea was collected after it was read, and then posted on flip-chart papers next to related ideas. Group members were asked to choose headings for groups of related concepts. The participants were then asked to select the categories that they deemed the most important.

Following are the categories of opportunities (shown underlined) with each concept (bulleted below) that was contributed by group members. Concepts are listed in alphabetical order under each category.

### ***Group A:***

Identified opportunities include:

#### **Safety**

1. better traffic access into and out of properties
2. better traffic flow and less cross traffic
3. cars not backing up into right-of-way
4. improve traffic flow – both auto and pedestrian
5. improved safety
6. less access points
7. protect access to traffic way!
8. safety

#### **Redevelopment**

1. create an international work and entertainment area due to its diverse ethnic mix
2. curing non-conformities:
  - building structures
  - parking
  - setbacks
3. economic redevelopment
4. international (ethnic) shopping center:
  - restaurants
  - markets
  - shops of ethnic areas- furnishings
5. quality economic and aesthetic redevelopment
6. redevelopment
7. redevelopment of surrounding neighborhoods
8. upgraded businesses

### **Sewers, Drainage, Utilities, Infrastructure**

1. drainage improvements
2. put in underground wiring
3. sewers
4. simultaneous sewer and utilities inclusion

### **Mixed-Use Development**

1. encourage mixed-uses along the corridor
2. mixed-use opportunities

### **Aesthetics**

1. attractive development
2. decorative lighting (under-ground)
3. more aesthetically pleasing street faces on buildings
4. opportunity to aesthetically improve the corridor
5. signage control

### **Landscaping**

1. landscaped corridor
2. landscaping
3. restrict foliage obstruction of business identification
4. to beautify an ugly booming area

### **Transit and Pedestrian Issues**

1. better integration of transit systems
2. improved pedestrian amenities
3. increased pedestrian friendliness
4. pedestrian/transit-oriented land uses
5. sidewalks
6. sidewalks, curb and gutters

Group A considered “Safety” and “Redevelopment” and “Infrastructure” to be the most important categories because they affect so many of the other categories. For example, improving “Infrastructure” and “Safety” benefits economic development of the corridor. Further group discussion addressed the safety issues of modal conflicts; Crime Prevention Through Environmental Design (CPTED) principles which include such elements as lighting; considering the use of pedestrian walkways and flyovers (although some group members cautioned that flyovers reduce pedestrian friendliness); individual bus bays; and transit preference.

The category of “Redevelopment” is related to aesthetic considerations and landscaping. It was deemed important because it attracts businesses to the area and attracts people to the corridor, leading to an increased tax base and successful businesses. The importance of the preservation of small businesses and existing businesses was acknowledged. Identifying commercial nodes, conducting a market study, conducting a study of the aggregation of parcels and economic assistance to businesses were recommended as methods to assist existing businesses during the State Road 7 Project. The need for transitional buffers between residential and commercial areas was identified.



## **Group B:**

Identified opportunities include:

### **Government Collaboration and Regional Identity**

#### **Improved traffic flow**

1. (access points) will support economic development if project is done quickly
2. allow better access through better traffic flow (encourage traffic)
3. better ability for pedestrians – both sides of State Road 7 to retail store areas
4. bus lanes would enhance flow of traffic
5. decrease traffic in residential area – move it to commercialized State Road 7 which should be better moving traffic
6. hope to move traffic going to turnpike via 62<sup>nd</sup> Avenue in Hollywood to the improved State Road 7
7. improved public transit availability
8. improvement in appearance – landscaping
9. limit access on State Road 7 by providing an access road parallel to State Road 7
10. maintain access during construction along with keeping the same number of lanes
11. provide more pedestrian traffic by providing safer access (wider sidewalks, access road, etc.)
12. providing better entrance into the property through right turn lanes
13. smoother traffic flow
14. transportation improvements, i.e., transit, bicycle, pedestrian traffic
15. will also reduce neighborhood traffic

### **Economic Development**

#### **Urban design/beautification**

1. Beautify road!
2. Better city control of new construction
3. Improvement in appearance - landscaping
4. Increased code enforcement
5. Removal of structures that are low in eye appeal

#### **Improved transportation alternatives**

1. Bikes, pedestrians, transit
2. Improved public transit availability

#### **Improved Sewers/drainage**

1. Sewers
2. Provide better drainage

#### **Improved property values/businesses**

1. Upgrade quality of commercial establishments

### **Opportunity for concerns of West Hollywood to be elevated**



## No Opportunities

The most important categories identified by this group were “Urban Design/Finished Product” because it will help create better buildings, parking, and attractive roads; “Infrastructure Improvements” because it will help attract better businesses; and “Improved Transportation alternatives” because it will move people efficiently.

This group also listed some questions and concerns about the project including why the easement is coming from the west side and timing concerns regarding how long the project will take. It was pointed out that time is of the essence - the project would improve the area if it happens quickly.

## Group C:

Identified opportunities include:

### Business opportunities

1. Assemble properties for redevelopment
2. Building demolition services
3. Change type of business
4. Condemnation and total taking for relocation
5. Condemnation sale and settlement for leased tenants
6. Increase visibility
7. Legal representation for eminent domain
8. New businesses attracted to the improved area
9. New construction services
10. To increase investment – bring in new business

Additional comments verbalized by the group participants and recorded by the facilitator include that:

1. Cities should be cooperative and flexible with zoning; variances should be available
2. Create real estate trust
3. Economic incentives by the state-local governments
4. Enhancements will demand lower speeds
5. Enhancements will take more land
6. Identify and encourage entrepreneurial businesses
7. Landscaping needs to maintain visibility
8. Landscaping will attract business
9. State act as a hardship coordinator
10. State act as broker
11. State buy extra property and sell back to those adversely affected
12. State help with property acquisition and matching businesses
13. The business needs appropriate signage
14. The road must enhance business opportunities

## **Transportation**

1. Better flow of traffic
2. Intermodal corridor – mass transport (to limit widening)
3. Off-peak on-street parking
4. Provide alternative transportation – bike paths, transit corridor
5. Right hand turns only with exception at red light would help to move traffic and have less accidents
6. Sidewalks to enhance pedestrian activity
7. To improve traffic flow – reduce congestion
8. To limit unsafe access to State Road 7

## **Transportation Enhancements**

1. Better lighting for safety
2. Improved drainage
3. Increase property values long term
4. To “beautify” State Road 7 with landscaping
5. To protect and buffer residential areas from commercial encroachment uses
6. Visual enhancement of corridor through median and swale landscaping

## **Tax Benefits**

1. Tax deferral on condemnation award

Further discussion on the subject of tax benefits included that tax strategies are needed. The County can reduce assessments, e.g., County reduction in ad valorem tax. The group felt that the State has a role as well.

## **Group C also identified concerns about the roadway-widening project as listed below:**

1. (My) building will be cut off from any ingress or egress from Johnson Street or 441
2. Closed businesses along the corridor
3. Damage to business during long construction project
4. Difficulty for small business owners to relocate and own due to market constraints
5. Increased circulation and traffic speed
6. Loss of businesses that won't/can't be replaced
7. Non-pedestrian focus again!
8. Preserve parking for business, neighborhood customers
9. Project will totally affect my business as owner/occupant and two rental-leased units - all negatively.
10. Protect ingress to property 601-607 N. State Road 7
11. Retrofit the entrance to the business while construction in progress
12. Roadway ( Glenn Parkway) will be dead-ended and made into cul-de-sac
13. Taking away our parking area which is now on public property

## ***Group D:***

Identified opportunities include:

### **Utility improvements**

1. Utility improvements to provide opportunities for growth

### **Visibility**

1. Challenge: improving landscaping while keeping businesses that depend on high visibility exposed

### **Less crime**

1. May be less crime

### **Economic Development**

1. Economic redevelopment
2. Wiping out of many businesses and buildings will spur redevelopment and higher rents

### **Safety**

1. Improved safety of roadway

### **Access to business and parking**

1. Challenge; Maintaining access during and not restricting or limiting access when complete  
– keep North- and South-bound access

### **More transit**

1. Improve mass transit areas i.e., bus cuts/shelters

### **Walkers**

1. Greater pedestrian access
2. Increased pedestrian traffic

### **Increased property values**

1. Increase in property values

### **Neighborhood revitalization**

1. Neighborhood Revitalization

### **Traffic flow**

1. Increased traffic flow will be food for businesses that survive
2. Increase traffic flow north and South

### **Access and parking for church**

1. Entrances and exits will be a great concern
2. Great concern – taking too much property that is needed for parking. Property used every day of the week

## Beautify

1. Beautify the area
2. Beautify roadway
3. It would beautify the front of the property of the school and church
4. Improved appearance of the 441 corridor
5. Create a greenway
6. Positive – if the area looks better it will draw more people through. Maybe not so many homeless.

The issues that were deemed most important by Group D participants are:

1. Access to businesses
  - U-turns are dangerous
  - Some illegal turns
2. Traffic count
  - Visibility of businesses
3. Parking in ROW will go and it will kill the business
  - Many small businesses may not be compensated if they lease
4. Need continued coordination between government and unincorporated areas

Another question asked of the small group participants was:

*“Would it be useful to have additional workshops or other processes to further explore or prioritize these opportunities”*

Group A, in responding to this question, identified the need for:

- workshops – to provide more input
- information on specific timeframes so the City can plan for year 2002, 2003, etc.
- more intergovernmental workshops (for example, the east side of State Road 7 with the west side in the case of Miramar and unincorporated Broward)

Group B, answered the question with “Yes, if someone actually listens”.

- Group D suggestions regarding future activities included:
- Help businesses that are impacted – involve cities to find parking and meet other needs – partnership.
- Look at what they did on Federal between Sample and Copans.
- Want additional meeting to work on details, possibly by segment.

## Question and Answers

Questions about the project were written on post-it notes by small group participants, and then collected and given to the workshop facilitator, Rafael Montalvo, who grouped related questions together and directed them to Joe Yesbeck of FDOT.

Q: *What is the purpose behind the State Road 7 expansion?*

A: The purpose is to improve the roadway. The primary objective is to move more people. Adding two lanes will provide continuity for traffic from Miami-Dade north based on projected traffic 20 years from now.

Q: *What will be the designated speed for traffic on the corridor?*

A: 45 miles per hour

Q: *When does acquisition begin?*

A: R-O-W acquisition for the first segment just North of Hallandale to County Line Road will begin early next year - approvals will start the beginning of Spring 2001. The second segment will not be funded until the year 2003. Frequently, FDOT will work with local governments on joint projects for infrastructure. Planning for cities in terms of funding infrastructure tends to be the Capital Plan. Sometimes local governments have designed projects, but not funded them, so the Capital Plan is an important element.

Q: *Some communities have conceptual plans for State Road 7. Some are beginning to be implemented. Does DOT prefer a community to have a conceptual design and if so are they willing to work with them?*

A: We always prefer a corridor plan because it helps local governments and property owners visualize what the result will look like.

Q: *Why is the segment from Hallandale Beach Boulevard to Hollywood Boulevard only partially funded?*

A: We have to look at R-O-W first to purchase and then, later, for construction. Therefore, that portion is currently only funded for right-of-way acquisition.

Q: *Is this widening of SR 7 really necessary?*

A: Yes, it is necessary. We have heard reports about State Road 7 being overly congested now. Something needs to be done to address the mobility of people. Alternatives such as transit must be comprehensive. Transit cannot be done one segment alone. We believe the best way to move people along the corridor is through planned widening, but it does not preclude other additional options.

Q: *What is the estimated time for construction?*

A: I-595 to Broward Boulevard took about two and a half years of construction. For this area, each segment would generally take two years for construction.

Q: *What incentives are there to get contractors to complete the project or section?*

A: We are conscious of bonus incentives to contractors for completing work quickly. One method of construction referred to as “train”, construction is not allowed to move on to the next segment until the current segment is fully completed. We have a number of alternative and innovative methods of contracting which give contractors incentives for completing projects or achieving milestone dates. We will utilize whichever methods are appropriate for these projects.

Q: *Once property is condemned, can the property be repurchased?*

A: The Department cannot purchase an entire parcel based on value. We can now only acquire “surplus” property through a voluntary sale of a remainder by the property owner if the Department declares that the remainder is an uneconomic remnant to the owner during the acquisition negotiations. If this were to occur, “surplus” land would first be offered to the local jurisdiction and, if unwanted, then to the adjacent property owner. Lastly, it would be sold by public auction.

Q: *Will set back requirements be waived?*

A: That question is best answered by the local governments.

Q: *Will there be business disruption considerations, especially for leaseholders?*

A: If a property is impacted from a physical taking such as a change in building size, loss of parking, etc., a business damage claim may be submitted which can include a loss of business as a result of the implementation of a cure. However, disruption in the form of dust, noise, fumes, etc., is not compensable.



Q: *Why is all the taking on the west side rather than equally taking from each side?*

A: Among the build alternatives that were considered during the Project Development and Environmental (PD&E) process were acquiring right-of-way only from the West side, equally from each side, and only from the East side. After considering all of the impacts to the human and physical environment, along with engineering factors and costs, the Western alignment was selected as the preferred alignment. Typically, right-of-way costs are increased considerably by impacting twice as many properties due to the costs associated with attorney's fees, business damages, relocation, etc., that are added with each property impacted, regardless of the actual land area to be acquired. The Department is currently value engineering the first segment from the County line to Hallandale Beach Boulevard. Part of this exercise involves revisiting the right-of-way acquisition plan and evaluating the most economically feasible design approach. This includes an option to acquire right-of-way from the east side. The evaluation process will be applied to the three remaining segments to the north at the appropriate time.

Q: *When does ROW acquisition begin for the segment between Hallandale and Hollywood Boulevard?*

A: Acquisition begins early next year for the first segment and will run to the end of the year. The year 2002 is when title transfer would occur. The year 2003 – affects Hallandale to Hollywood. North of Hollywood is not in the five (5) year plan.

Q: *Are there any direct project costs that will be paid by property owners, e.g. impact fees?*

A: Can't think of any that is affiliated with roadway construction, but we can only answer the part relating to DOT. If the City has plans, that's different.

Q: *How long will these improvements serve projected demand?*

A: When we design facilities it is for the year 2020.