



SR 7 - Existing Conditions

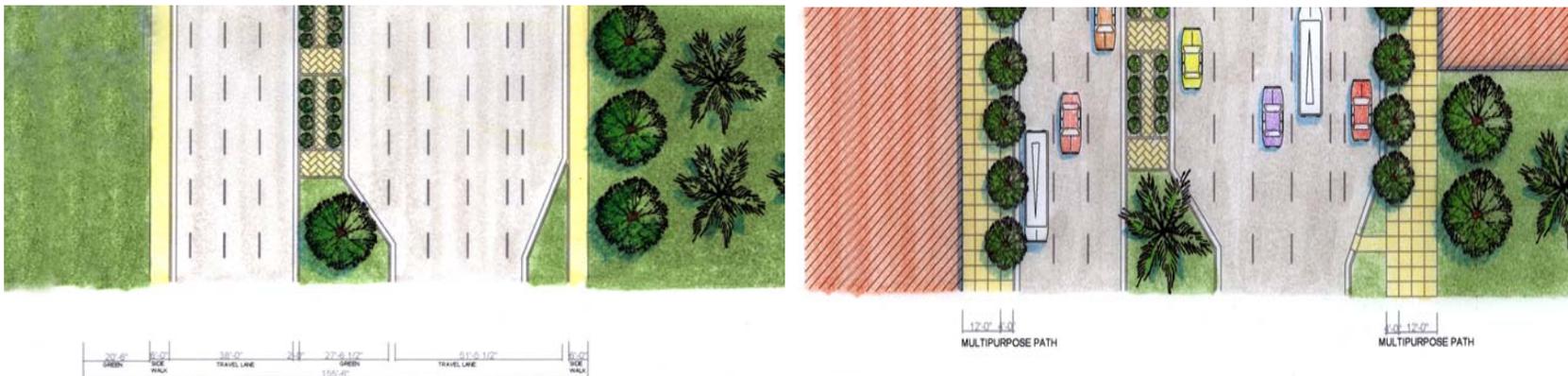
SR 7 - Proposed Future Conditions

The condition of SR 7 and adjacent properties varies throughout the study area. Generally, SR 7 exists as a six-lane divided highway with minimal streetscape and scattered sections of sidewalk. Where sidewalks do exist (south of the C-11 Canal), they are narrow and sit immediately next to the curb and traffic.

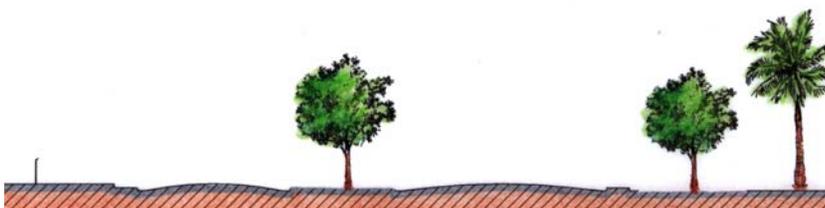
There is no sense of spatial enclosure anywhere along SR 7 between I-595 and Stirling Road. Most buildings are low, single story, set far from the highway, and separated from the street space by parking lots and in some cases undefined green space. In sections, SR 7 is similar to I-95 in design but with intersections and curb-cuts. SR 7 tries to be a regional roadway, but growth along the corridor has made it a very poorly designed and dysfunctional main street. It divides communities rather than providing a sense of community. It is an unattractive highway without much character or sense of place.

The Citizens' Master Plan recognizes that SR 7 has become the front door and main street of many communities. As the communities' front door, SR 7 should be detailed and designed as a beautiful boulevard and main street. The plan calls for SR 7 and all other streets within the study area to be viewed as public spaces that must be designed to accommodate both cars and people in a comfortable way.

The plan calls for buildings of appropriate height to be pulled up to the street and fronted by wide sidewalks, street trees, and pedestrian scaled lighting. In order to adequately enclose the street space and make it feel inviting and attractive, buildings of at least three or four stories should be encouraged. Construction of new buildings less than two stories in height should be prohibited. The street section should be fixed at six lanes with bus transit service using the outer lanes. The median should include trees to further define the space of the street.



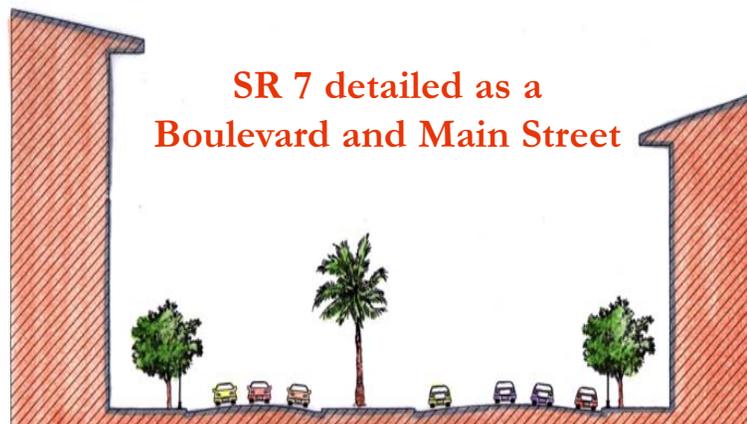
SR 7 Existing Conditions



SR 7 - Existing Conditions

It is not the size of SR 7 that makes it such an uncomfortable place; it is the absence of enclosure that would define the boundaries of what could be a beautiful public space. The Champs-Élysées of Paris (page 22) is nearly double the width of SR 7, but the street space is enclosed by trees and buildings. It is considered by many to be one of the great boulevards of the world.

SR 7 detailed as a Boulevard and Main Street



SR 7 - Proposed Future Conditions

SR 7 should be lined with a continuous facade of buildings four or five stories tall and faced by sidewalks at least fifteen feet wide and wider in active commercial areas. Street trees should be planted on both sides of the road and in the median. Pedestrian scale lighting should be provided as well as street furnishings such as benches and high quality bus shelters. All parking should be hidden to the rear except for on-street parking. (See Florida Department of Transportation's Ashtow Green Book for street planting recommendations)