

PLANNING CONTEXT

The Hollywood/SR7 Master Plan builds upon several other planning efforts. This Planning Context summarizes the findings and recommendations from recent and ongoing planning efforts by the City and others regarding the transportation and development environment in the Hollywood/SR7 planning area. Together with the Market Analysis, it informs the Planning Framework. The following plans were reviewed:

- **Hollywood City-Wide Master Plan, Geographic, Zoning and Land Use Policies**, City of Hollywood, September 20, 2001
- **City of Hollywood Zoning and Land Use Map**, 2011
- **Hollywood / Pines Boulevard Congestion Management Process / Livability Planning Project Final Report**, Broward MPO, December 2013
- **Hollywood Mobility Hub Analysis Report**, Florida Department of Transportation, June 2016
- **SR7 Multimodal Improvements Corridor Study**, Broward MPO, July 2016

This section summarizes findings regarding: 1) the Regional Context impacting the Hollywood/SR7 planning area; 2) the Transportation Context, including existing and planned transit services and past recommendations; and, 3) the Development Context, including existing and planned land use and zoning and past recommendations. Stakeholder feedback is also summarized, followed by a wrap-up of relevant considerations.

REGIONAL CONTEXT

The driving factor behind the timing of the Hollywood/SR7 Master Plan is the FDOT roadway improvements currently underway in the planning area, which will impact transportation patterns upon completion in the Summer 2017. Key to future Hub opportunities are the investments being made by the City of Hollywood in the adjacent linear park facility extending north along SR7 from the Hollywood intersection.

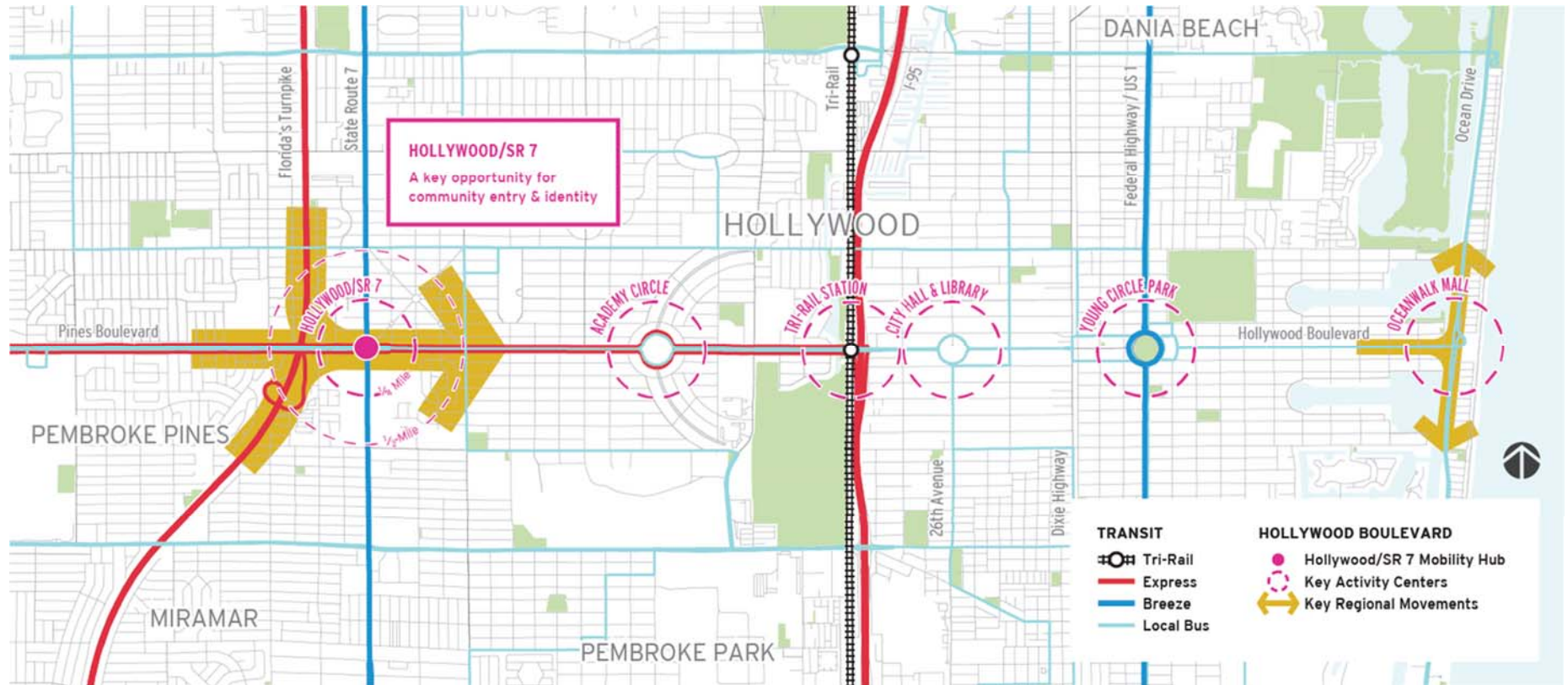
FIGURE C-1: SR7 WIDENING AND LINEAR PARK



The Corradino Group (October 12, 2017)

As shown below, the Hollywood/SR7 planning area also provides a significant opportunity to contribute to the unique regional identity of the City of Hollywood, due to its high-profile location at the primary western entry point into the City from Florida’s Turnpike and areas further west.

FIGURE C-2: REGIONAL CONTEXT OF THE HOLLYWOOD/SR7 PLANNING AREA



Source: HNTB

TRANSPORTATION CONTEXT

Information regarding current and planned transit service in the Hollywood/SR7 planning area and the non-motorized mobility network, as compiled in the recent Hollywood Mobility Hub Analysis prepared for FDOT (June 2016), is provided below. Relevant planning recommendations from past planning studies are also provided for reference.

This section concludes with a graphic (Figure C-8) summarizing the planned and proposed improvements that serve as the basis for developing more targeted recommendations for investments by the Broward MPO in support of the Mobility Hub.

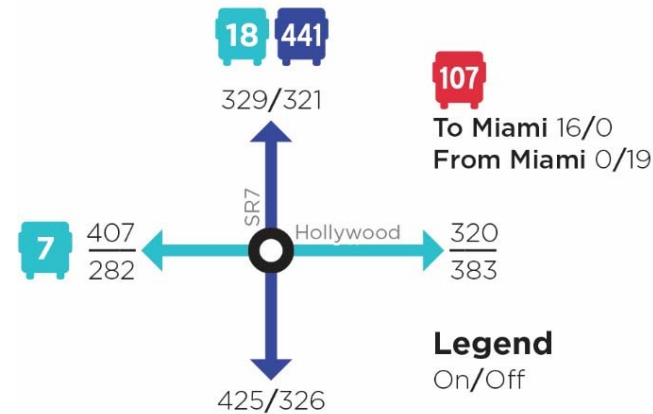
TRANSIT SERVICE

Existing Service

Average weekday ridership on the routes that serve the planning area are summarized below. Boardings and alightings occurring at the stops within the immediate Hollywood/SR7 planning area are depicted in Figure C-3, followed by transfer activity at the primary intersection observed during the FDOT study in Figure C-4. Total boarding and alighting activity is very balanced between east-west and north-south movement in the immediate planning area.

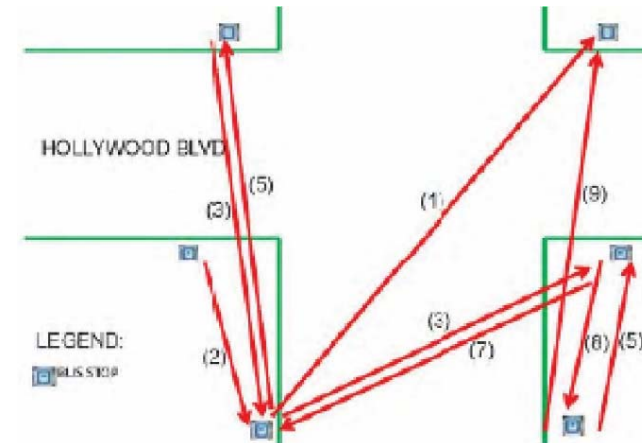
- **Route 441 Breeze (State Route 7)**
5,639 Average Weekday Riders
- **Route 18 Local (State Route 7)**
5,465 Average Weekday Riders
- **Route 7 Local (Hollywood Boulevard)**
4,271 Average Weekday Riders
- **Route 107 95 Express (to downtown Miami via I-95)**
(Peak-Period Service)
233 Average Weekday Riders

FIGURE C-3: BOARDINGS & ALIGHTINGS



Within ¼ mile. Hollywood Mobility Hub Analysis Report, FDOT (June 2016)

FIGURE C-4: OBSERVED TRANSIT TRANSFERS



Hollywood Mobility Hub Analysis Report, FDOT (June 2016)

Planned Improvements

Broward County Transit (BCT) has identified the following future transit-related improvements in the TDP for 2016-2025 that will positively influence the Hollywood/SR7 planning area in the future:

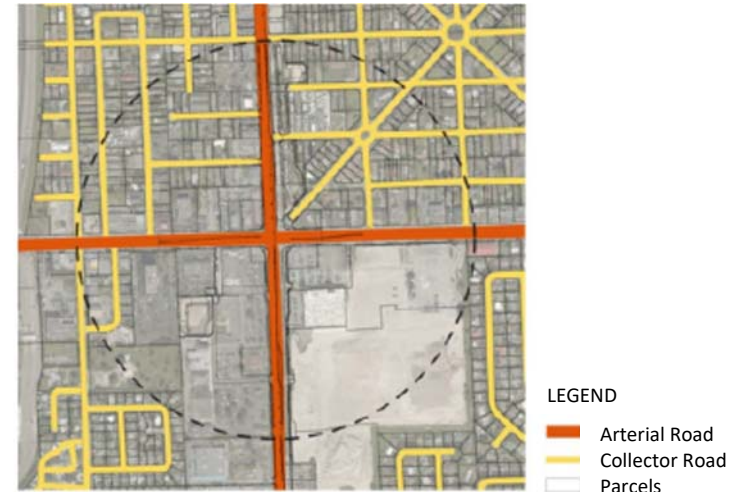
- Increased service frequency in 2017 for Route 18/19
- Running time adjustments and span of service increases in 2017 for Routes 18/19 and 441 Breeze
- New Limited Stop/Express Route (Breeze Service) on Hollywood Pines Boulevard *in 2022*
- New Rapid/Enhanced Bus service for Hollywood Pines Boulevard *in 2025*
- Continuation of Pedestrian/Complete Streets Improvements as identified in 10-Year TDP FY 2014-23

For purposes of planning for Mobility Hub investments, it is important to note that significant service upgrades that could provide an impetus for transit-oriented development and increased transfer activity at the Mobility Hub are anticipated to occur no sooner than 2022. Until then, Breeze service running only north-south will continue with expanded service, and frequency on the local north-south route will improve.

BIKE AND PEDESTRIAN NETWORK

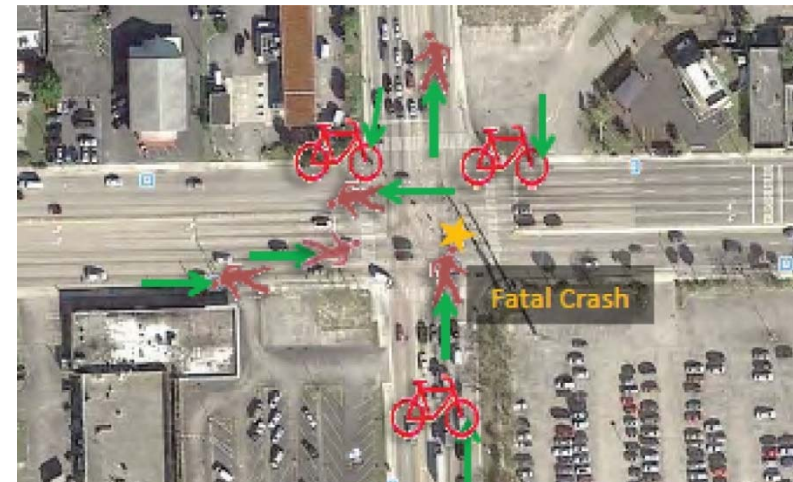
As depicted in the recent FDOT study, the street grid network in the Hollywood/SR7 planning area varies significantly by quadrant (Figure C-5). The primarily residential quadrants to the north provide a robust network of collector and local streets that could readily support non-motorized mobility. The commercial areas to the south stand in stark contrast, where pedestrian and bicycle mobility will be provided primarily through cooperative site planning efforts with property owners. The predominance of the arterial cross-roads is evident in Figure C-5, with limited secondary crossing points between quadrants. Figure C-6 summarized data from 2011-2014 regarding crash incidents involving pedestrian and bicycles using the primary arterial network, which were primarily rear end and sideswipe collisions. Figure C-8 below depicts several of the planned Complete Streets improvements to the collector network to support pedestrian and bicycle movement.

FIGURE C-5: ROADWAY CLASSIFICATIONS



Source: Hollywood Mobility Hub Analysis Report, FDOT (June 2016)

FIGURE C-6: BIKE/PED CRASHES WITH AUTOMOBILES



2011-2014. Hollywood Mobility Hub Analysis Report, FDOT (June 2016)

SELECTED PREVIOUS RECOMMENDATIONS

Previous planning recommendations vary from the general to the specific, with some plans at the corridor scale only addressing the Hollywood/SR7 intersection in general terms and others considering needs in the immediate planning area more specifically. The most relevant previous recommendations are summarized below for reference.

Hollywood City-Wide Master Plan (2001)

Some of the improvements recommended for SR7 in the Hollywood Master Plan are in progress as components of the FDOT reconstruction and adjacent linear park development. These improvements include street widening, alignment modifications, streetscape and pedestrian improvements, bus stop improvements, and the development of public space. Other recommendations regarding “multimodal transportation and public safety” included:

- Enhancing bike/pedestrian linkages to neighborhoods
- Creating a Gateway on Hollywood Boulevard near the eastbound Turnpike
- Promoting SR7 as major transit corridor

Hollywood/Pines Boulevard Final Report (2013)

Relevant general recommendations in this corridor-scale Broward MPO study of Hollywood/Pines running east-west through the planning area included:

- Fill sidewalk gaps, provide curb ramps & provide shared lane arrow markings
- Widen pavement/narrow lanes to provide marked bike lanes
- Implement road diet to provide bike lanes or mark outside lane with shared lane arrow markings
- Enhance/provide crosswalk markings
- Enhance lighting/provide pedestrian-scale lighting at signalized intersections
- Provide marked, enhanced mid-block crossings at various locations
- Modify bus stop locations to improve access to signalized crossings

SR7 Multimodal Improvements Corridor Study (2016)

The Broward MPO studied a 21-mile long, one-mile wide corridor centered along SR7. The study proposed short-term safety improvements, short- to mid-term pedestrian and bicycle network improvements, and longer-term safety and operational improvements at Mobility Hubs and major intersections along the entire corridor.

General Recommendations

- Define the pedestrian realm (at least 18 feet behind curb of SR7)
- Include public right-of-way and private easements
- Improve first-mile and last-mile connections
- Construct pedestrian safety improvements
- Facilitate transfers

Hollywood/SR7 Recommendations

- Upgrade existing pedestrian push buttons and associated signage
- Upgrade all crosswalks to high-emphasis
- Queue jump for northbound/southbound SR7

Hollywood Mobility Hub Analysis (2016)

The recent FDOT planning study focused on the Hollywood/SR7 planning area provides some specific recommendations to build upon the roadway improvements slated for completion in the Summer of 2017.

- Determine feasibility of relocating the southbound nearside stop and westbound farside stop closer to the intersection and installing bus bays for each location. Bus bays would require right-of-way acquisition *[at the northwest corner]*.
- Determine feasibility of relocating the eastbound farside stop closer to the intersection and incorporating a bus bay at this location. Bus bay would require right-of-way acquisition *[at the southeast corner]*.
- Use combined near side stop with exclusive right turn lane.
- Install landscaping and pedestrian channelization barrier in conjunction with signage to discourage midblock crossings.
- Add additional signage and enhanced feedback pedestrian signals.

- Reevaluate lighting levels after construction, especially on the east side of SR 7 and along Hollywood Boulevard.
- Conduct further safety analyses and review crash data for the 61st Street/Hollywood Boulevard intersection to determine if median modifications and left turn storage are necessary [west of SR7].

The Hub Analysis included a series of desirable “building blocks” for future mobility, which included the following directly related to the transportation network:

- **Building Block 1: A Safe and Comfortable Pedestrian Environment**, with some recommendations specific to the immediate sidewalk network at the primary intersection of Hollywood and SR7, including median channelization barriers to prevent pedestrian from crossing outside delineated crosswalks.
- **Building Block 4: A Network of “Good Bones” to Further Development Goals**, building on the idea of strengthening the local and collector street grid to support local pedestrian and bicycle movement (Figure C-7).
- **Building Block 5: Enhanced Support for Future Premium Transit**, including a recommendation to accommodate a future “transit center” in the immediate area if future demand arises.

While there are no immediate plans that would require providing park-and-ride or local shuttle facilities, this possibility should be carefully considered as redevelopment proposals are reviewed in the planning area. While BCT buses are highly unlikely to leave the public right-of-way to access a “transit center” in this in-line location, the opportunity to provide convenient connections between street-running buses and local shuttles or TNC vehicles will pose a design challenge that will require close collaboration with private property owners at and near the intersection in the future.

FIGURE C-7: HOLLYWOOD/SR7 STREET NETWORK INITIATIVES



Notes:

1. Reconnect the northwest quadrant
2. Connect and reposition the southwest quadrant
3. Manage traffic in the northeast quadrant

Hollywood Mobility Hub Analysis Report, FDOT (June 2016)

FIGURE C-8: PENDING AND PROPOSED TRANSPORTATION PROJECTS



Source: HNTB

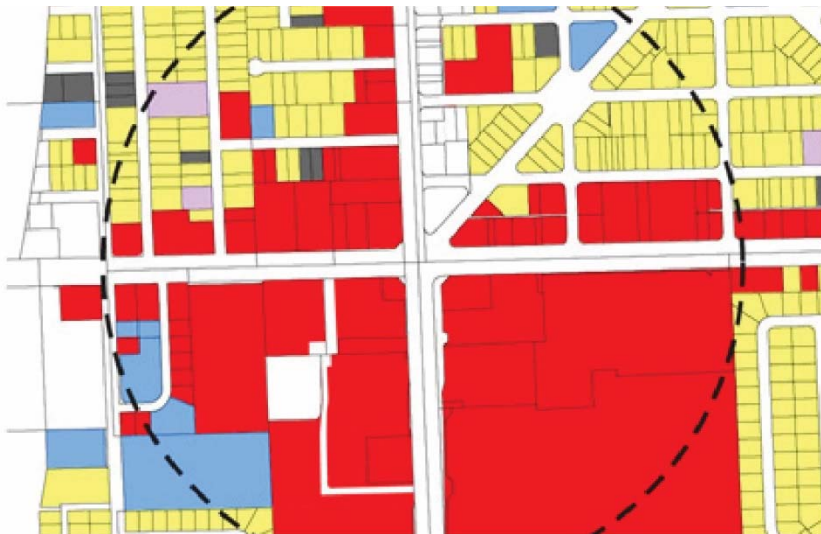
DEVELOPMENT CONTEXT

Information regarding the existing and desired development pattern in the Hollywood/SR7 planning area, as documented in previous planning reports, is provided below. Relevant planning recommendations from past planning studies are also summarized for reference.

EXISTING DEVELOPMENT PATTERN

As documented in the recent FDOT study, the development pattern varies north and south of Hollywood Boulevard (Figure C-9). Large commercial parcels (red) predominate to the south, with smaller commercial parcels on the western frontage of SR7 north of Hollywood, and the new linear City park (white) on the eastern frontage. Residential neighborhoods (yellow) are located behind the commercial and park frontage, to the northwest and northeast.

FIGURE C-9: EXISTING AUTO-ORIENTED LAND USES



Hollywood Mobility Hub Analysis Report, FDOT (June 2016)

Figure C-10 represents the same Hollywood/SR7 planning area as a figure-ground diagram, depicting building footprints and expanses of surface parking. This depiction more clearly highlights the difference in development pattern between the north and south quadrants, and the presence of significant opportunities to create a denser and pedestrian-friendly pattern in the future, as market demand allows.

FIGURE C-10: ABUNDANT SURFACE PARKING



Hollywood Mobility Hub Analysis Report, FDOT (June 2016)

FUTURE DEVELOPMENT VISION

Hollywood City-Wide Master Plan (2001)

Beginning with the Hollywood City-Wide Master Plan in 2001, a series of plans have documented an increasingly detailed future vision for the Hollywood/SR7 Mobility Hub area as a mixed use and more intensely developed activity node served by premium transit services. This concept was initially presented in 2001 (Figure C-11).

FIGURE C-11: MIXED-USE DISTRICT



Hollywood City-Wide Master Plan (September 2001)

Relevant plan recommendations regarding “zoning and land use policies” in the Hollywood/SR7 planning area included:

- Create development nodes at major intersections
- Incentivize mixed-use projects
- Create a mixed-use overlay zoning district for SR7
 - Sub-section designation of Commercial Core for Hollywood/SR7
 - Highest redevelopment potential
 - North of Hollywood/SR7 is designated Low Hybrid, comprised of smaller businesses and lower intensity to interface with neighborhoods
- Promote land assembly along US 441/SR7 corridor
- Establish policies on eminent domain
- Prepare US 441/SR7 corridor design guidelines
- Improve landscaping/pedestrian environment to encourage redevelopment and provide buffers between uses
- Increase buffers between SR7 corridor and residential

Progress on several of these recommendations has been made with the ongoing development of the linear park and current rezoning efforts (discussed in a subsequent section).

[Hollywood/Pines Boulevard Final Report \(2013\)](#)

Relevant recommendations for the Hollywood/SR7 planning area in this corridor-scale Broward MPO study of Hollywood/Pines running east-west through the planning area included:

- Achieve a critical residential mass for premium transit
- Retrofit retail for better pedestrian condition
- Expand allowances for residential and mixed-use development types
- Modify setback requirements in Commercial Corridor zoning district

A “preferred scenario” for the Hollywood/SR7 Mobility Hub consisted of the following land area mix: 40% multi-family, 3% townhome and 57% retail. Figure C-12 depicts the proposed mix of land uses by quadrant near the Hub.

FIGURE C-12: PROPOSED MOBILITY HUB LAND USE MIX



Hollywood/Pines Blvd Planning, Broward MPO (December 2013)

[Hollywood Mobility Hub Analysis \(2016\)](#)

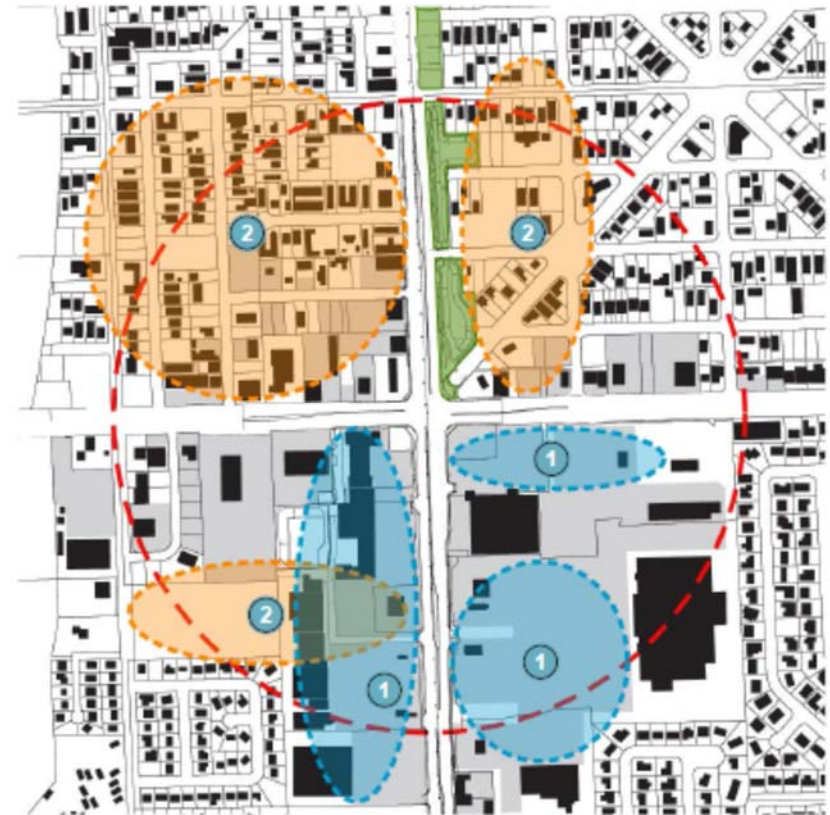
The recent FDOT planning study focused on the Hollywood/SR7 planning area provides some specific recommendations to build upon the roadway improvements slated for completion in the Summer of 2017.

The Hub Analysis included a series of desirable “building blocks” for future mobility, which included the following related to land use and development:

Building Block 2: An Improved Identity for the District, with recommendations to leverage the linear park and a potential “mirrored” gateway feature on the southwest corner of the intersection to create an identity and facilitate land use intensification along the edge of the park.

Building Block 3: Enhanced Mix of Land Uses and Increased Intensity, with recommendations to 1) eliminate building gaps and build “to the street”, and 2) add land use variety and development intensity. Figure C-13 indicates the proposed locations for these initiatives. Development of a form-based code and a market study were also recommended.

FIGURE C-13: BUILDING BLOCK 3- LAND USE MIX AND INTENSITY RECOMMENDATIONS



Hollywood Mobility Hub Analysis Report, FDOT (June 2016)

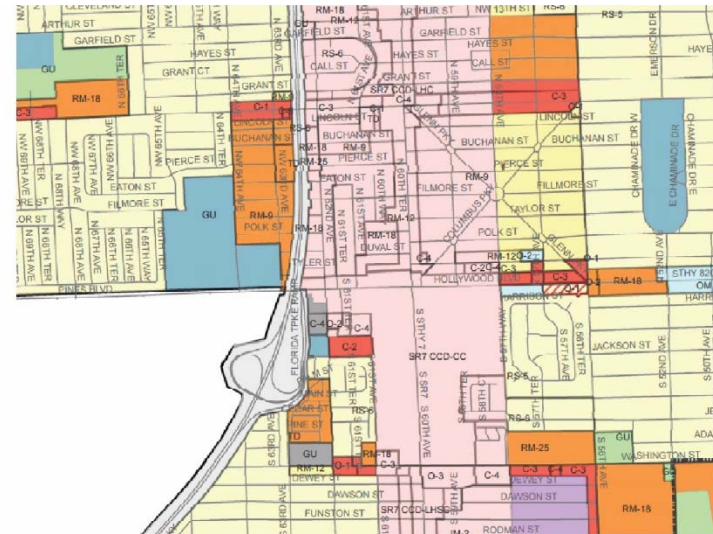
CITY OF HOLLYWOOD ZONING

As depicted in pink in Figure C-14, the City of Hollywood established a Transit-Oriented Corridor (TOC) zoning overlay district along SR7 in 2011, after receiving a land use amendment approval from Broward County. This effort built on the Mixed-Use District concept included in the City’s 2001 Master Plan.

The TOC is one-half mile in width near the Hollywood/SR7 intersection and extends both north and south, providing for significant future flexibility in establishing allowable uses and building form within the corridor. City staff are currently developing specific zoning amendment recommendations that will better define the City’s expectations for development within the broad area defined as the TOC. The City’s desire is to lay the groundwork for more pedestrian-oriented, mixed and higher intensity land uses in the immediate vicinity of the Hollywood/SR7 intersection and at other defined nodes to the north and south. The amendment is intended to clarify allowable uses by area and address current challenges such as shallow lot depth at commercially zoned properties.

As discussed in the Market Analysis, it will be several years before market demand could potentially support higher intensity development in the Hub planning area. The planning area functions primarily as an auto-oriented commercial center for a broader marketshed and will continue to do so for the foreseeable future. As a result, there will be a “mismatch” between market-driven development demand and the community “vision” of a transit-oriented activity node for some time yet. This will increase the importance of thoughtful and proactive negotiation of development approvals, the potential need to subsidize desired development features, and even the potential need to “hold and protect” key parcels until the level of transit activity and evolving market demand allow the City to achieve the long-term development intensity envisioned.

FIGURE C-14: TRANSIT ORIENTED CORRIDOR



City of Hollywood Zoning Map (2011)

STAKEHOLDER INSIGHTS

Discussions held in March 2017 with Broward County Transit, Broward County Traffic Engineering, and Florida Department of Transportation Region 4 resulted in the following key insights into both near-term investment opportunities and long-term planning needs in the Hollywood/SR7 Hub planning area.

- Premium transit could eventually support development, but will not create a market for development intensity in and of itself. It was noted that even in downtown Fort Lauderdale there is little demand for fully “transit-oriented” uses.
- Tri-Rail currently only provides shuttle service to the Hollywood station from east of the station; the feasibility of extending shuttle service to the west could be considered by Tri-Rail and the City.
- Bus stop pedestrian islands could not be accommodated in the FDOT redesign, and both BCT and the City were hesitant to pursue takings to accommodate additional pullouts.
- A curbside “super stop” concept would be applicable in this location. It is not a candidate for a park-and-ride, and it is highly unlikely that routing buses off the right-of-way could ever be justified.
- Because of the need for turn lanes, local stops are often placed 300 feet from the intersection, which then encourages riders to cross mid-block, creating a safety hazard.
- While Complete Streets improvements can have advantages, bus lanes cannot be narrowed without resulting operational issues.
- From FDOT’s perspective, a Hub can take many forms from enhanced stops to bus islands to an off-street facility, depending upon what is appropriate for the location. A Hub could also be phased; “starting small” can be an appropriate strategy.
- It is difficult to plan for any Hub location in advance of a Transit Systems Plan that identifies the appropriate corridors for eventual higher capacity transit. In the meantime, carpools and vanpools could be supported in a phased approach.
- Some potential improvements would be effective only if deployed at a corridor scale (such as Adaptive Signal Controls or Transit Signal Priority). To implement these, a broader planning effort and a source of ongoing operations funding would need to be secured.
- Once the FDOT reconstruction is complete, traffic patterns will evolve in as-yet-unknown ways. It was noted that in some areas that have seen successful new development, frustration regarding increased traffic congestion or local cut-through traffic can result as driving patterns adjust in response.
- Some Hub planning studies initiated by FDOT in other locations have identified key planning priorities that would necessitate the local municipality acquiring property or easement, which have not moved forward.
- Appropriate zoning amendments to be transit-supportive could perhaps be a requirement for receiving Hub support, as a means of ensuring that local municipalities will fully participate.
- Opportunities for effective coordination are sometimes lost due to timing issues (for example, a bike improvement being requested “too late” for FDOT), and due to incompatible standards or funding eligibility requirements (for example, inconsistencies between FDOT and Green Book standards). At other times, however, features to support transit have been provided even before the service is slated to become operational.

KEY CONSIDERATIONS

Based upon the review of current conditions, recent planning efforts, and stakeholder feedback regarding the Hollywood/SR7 planning area, the following considerations will guide development of a Planning Framework. The Planning Framework will facilitate the development of more detailed planning and design efforts for targeted Mobility Hub elements. Building from the Planning Framework, the MPO will pursue *both feasible and actionable short-term investments, and partnerships to support longer-term initiatives.*

Considerations moving forward are organized around three “guiding themes”:

TRANSPORTATION: Address Mobility at Two Scales

DEVELOPMENT: Reflect Unique Local Character

IMPLEMENTATION: Balance Near- and Long-Term

TRANSPORTATION

Mobility in the Hollywood/SR7 planning area should be considered and addressed at two different scales, local and regional. There are immediate needs to improve access throughout the area for residents, and opportunities to improve the ability of regional travelers to use the area and orient themselves. Use patterns in the Hub planning area will evolve due to the recent FDOT roadway improvements and the recent retail development southeast of the primary intersection. Decisions made now should also keep in mind the possibility of premium transit serving the area in the future, not precluding the ability to effectively accommodate increased transit-related activity in future years. Planning considerations include the following:

Local scale focus: movement and safety

- The new light and crosswalk at SR7 and Fillmore will provide an improved connection between the northwest and northeast quadrant neighborhoods, and should be a focal point for local pedestrian and bicycle movement. Stops should be upgraded to encourage residents to primarily access transit at this location also.
- Increased use of the bus stops east of SR7 along Hollywood suggest that this is an emerging transit access point for both shoppers and employees of the new commercial development to the south. Hub improvements should provide for improved amenities at stop locations that are most convenient for residents and employees.
- Pending Complete Streets improvements in the area will improve the bicycle network on secondary streets, potentially pulling some local bicycle traffic off the arterials. Secondary routes should be encouraged and supported.
- As the impact of recent FDOT arterial improvements become known, there may be a desire to implement traffic calming or access management strategies to discourage regional cut-through traffic in adjacent neighborhoods.

Regional scale focus: entry and orientation

- There are no committed plans for transit service upgrades that will alter the predominantly auto-oriented focus of the area in the near term. Transit will continue to function in this environment, but its visual presence and the ability of transit users to orient themselves in the area should be elevated.
- Long-term positioning of this location as a key community entry point should carefully consider the integration of transit and multimodal features and wayfinding strategies, striking a balance between urban design elements scaled to drivers and pedestrians/transit users. Regional visitors using the Turnpike or accessing regional commercial should be engaged differently than residents, who may be better served through community events or services offered in the Hub area.
- While there is no current need for park-and-ride facilities or community shuttle transfers, bus stop locations should be set with a long-term ability to incorporate these connections in the future.
- Limited ROW width and the need for right turn lanes at key stop locations prevented the construction of desired bus pullouts during the FDOT reconstruction. This should be reconsidered at all four corners before any private redevelopment approvals are granted to ensure adequate area for shelters and stop amenities at a minimum.

DEVELOPMENT

Development in the Hollywood/SR7 planning area should reflect the varying character and purpose of each quadrant. There are immediate opportunities to incorporate transit-related features along SR7 adjacent to the park. Near term installations should be undertaken within a longer-term strategy to develop a consistent image for transit throughout the area as service patterns change. Planning considerations include the following:

Linear park as a mobility “building block”

- An initial focus at the linear park area would leverage the City’s current investment momentum and community awareness of the park initiative, and support most directly the potential for near-term residential development along the eastern edge of the park.

Respond to different scales of development

- The pending City zoning and development standards updates should reflect the established pattern of larger scale development south, and smaller scale development north of Hollywood Boulevard. Similarly scaled commercial activities should be clustered for maximum synergy, and so that needed parking can be addressed efficiently. Regardless of the level of premium transit service potentially provided in both corridors in the future, the Hub area (south of Hollywood) will continue to see most visitors arriving by car.
- Development standards can be crafted to require accommodation of pedestrians and transit access regardless of the scale of commercial development, but these needs will be addressed in different ways. In the larger scale development area, the following should be considered:
 - The ability for visitors or passers-by to orient themselves in the area is important, including a sense of arrival and maintaining sight lines at the primary intersection. In the recent FDOT study, for example, it was proposed that the pedestrian zone adjacent to arterials be *at least* 18 feet deep. This should be considered as new setback requirements are established in the revised City standards.
 - Setback versus “build-to” requirements should realistically reflect that it will be difficult to provide a comfortable pedestrian environment directly on the SR7 and Hollywood frontages, due to traffic levels and speeds. In commercial and mixed use areas, it may be preferable to orient occupied outdoor spaces (dining areas, plazas, etc.) to either public side streets or private side “streets” through careful site planning. This will also accommodate the reality

that most visitors will see the developments from the street, but continue to access them from parking areas.

IMPLEMENTATION

Implementation in the Hollywood/SR7 planning area will require a coordinated balance of near-term initiatives and longer-term strategies, with considerable coordination among agencies, and competing needs and priorities. Planning considerations include the following:

Immediate network function and visibility

- The near-term opportunity for implementation is investments primarily in “high visual impact” transit-focused amenities that will elevate the role of transit in the area, and crossing and wayfinding elements that are responsive to varying needs depending on the location (residents, local employees, shoppers, etc.).
- For both the near-term and longer-term, agreements regarding ongoing maintenance responsibility for new Hub amenities should be developed prior to installation. Currently, the City of Hollywood is anticipated to be responsible for maintaining bus shelters and related amenities in the Hub area.

Phased investments

- Some improvements will need to be implemented in phases due to either funding limitations or space availability, with opportunities arising as redevelopment projects move forward in some instances.
- Various funding sources should be leveraged to the maximum extent feasible, to ensure that elements eligible under one source are not funded through another that might be more effectively utilized.
- Some Hub improvements will only be effective in the context of a corridor-scale initiative, such as Transit Signal Priority or queue jumps. Hub funding

should be considered for these elements in that context, if local benefits to the local Hub location can be demonstrated.

Monitor key development sites

- A City strategy to maintain planning control at key locations should be considered, so that the position of transit can be elevated over time and eventual premium service can be accommodated. This could consist of City purchase of high priority properties as opportunities arise, or the negotiation of acquisition or easements at the time of redevelopment approval. The limited current right-of-way available in each quadrant will not allow for a vibrant public realm to be developed without expansion.